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AIS Publications

AIRAC AMDT 02/2016
Effective date
10 NOV 2016
Publication date
13 OCT 2016

HIGH PRIORITY WP

Write the abstract here.

Amended Pages

GEN 0.1-1/2: *: replaced.*
GEN 0.2-1: *: replaced.*
GEN 0.4-1/2: *: replaced.*
GEN 0.4-3: *: replaced.*
GEN 0.5-1: *: replaced.*
GEN 0.6-1/2: *: replaced.*
GEN 1.1-1: *: replaced.*
GEN 1.4-1/2: *: replaced.*
GEN 1.5-1: *: replaced.*
GEN 1.6-1/2: *: replaced.*
GEN 1.7-3/4: *: replaced.*
GEN 2.1-1/2: *: replaced.*
GEN 2.5-1/2: *: replaced.*
GEN 3.1-3/4: *: replaced.*
GEN 3.2-1/2: *: replaced.*
GEN 3.3-1/2: *: replaced.*
GEN 3.3-3: *: replaced.*
GEN 3.4-1/2: *: replaced.*
GEN 3.6-1/2: *: replaced.*
GEN 4.1-1/2: *: replaced.*
ENR 0.6-1/2: *: replaced.*
ENR 1.1-1/2: *: replaced.*
ENR 1.1-9: *: replaced.*
ENR 1.1-VFRROUTES: *: inserted.*
ENR 1.1-13: *: remove.*
ENR 1.2-1/2: *: replaced.*
ENR 1.5-1/2: *: replaced.*
ENR 1.5-3/4: *: replaced.*
ENR 1.5-5/6: *: replaced.*
ENR 1.5-7/8: *: replaced.*
ENR 1.7-1/2: *: replaced.*
ENR 1.11-1: *: replaced.*
ENR 1.12-1/2: *: replaced.*
ENR 2.1-3/4: *: replaced.*
ENR 2.1-5/6: *: replaced.*
ENR 3.1-3/4: *: replaced.*
ENR 3.1-7/8: *: replaced.*
ENR 3.1-11/12: *: replaced.*
ENR 3.1-13/14: *: replaced.*
ENR 3.1-15/16: *: replaced.*

ENR 3.1-17/18: *: replaced.*
ENR 3.1-19/20: *: replaced.*
ENR 3.1-21/22: *: replaced.*
ENR 3.1-23/24: *: replaced.*
ENR 3.1-25/26: *: replaced.*
ENR 3.1-27/28: *: replaced.*
ENR 3.1-29/30: *: replaced.*
ENR 3.1-31/32: *: replaced.*
ENR 3.1-33/34: *: replaced.*
ENR 3.1-35/36: *: replaced.*
ENR 3.1-41/42: *: replaced.*
ENR 3.1-43/44: *: replaced.*
ENR 3.1-45/46: *: replaced.*
ENR 3.1-47/48: *: replaced.*
ENR 3.1-49/50: *: replaced.*
ENR 3.1-51/52: *: replaced.*
ENR 3.1-INTL: *: replaced.*
ENR 3.1-DOM: *: replaced.*
ENR 5.1-5/6: *: replaced.*
ENR 5.1-SHANTE: *: inserted.*
ENR 5.1- DELTA: *: inserted.*
ENR 5.1-Shante: *: remove.*
ENR 5.1-Delta: *: remove.*
ENR 5.2-1/2: *: replaced.*
ENR 5.2-3/4: *: replaced.*
AD 0.6-9/10: *: replaced.*
AD 0.6-11/12: *: replaced.*
AD 0.6-13/14: *: replaced.*
AD 2.VYYY-5/6: *: replaced.*
AD 2.VYYY-7/8: *: replaced.*
AD 2.VYYY-VFRPROC : *: inserted.*
AD 2.VYYY-ADC: *: inserted.*
AD 2.VYYY-ILS/DME21 : *: inserted.*
AD 2.VYYY-VOR/DME21 : *: inserted.*
AD 2.VYYY-NDB/DME21: *: inserted.*
AD 2.VYYY-NDB/DME03: *: inserted.*
AD 2.VYYY-TMA: *: inserted.*
VYYY AD 2-11: *: remove.*
VYYY AD 2-15: *: remove.*
VYYY AD 2-17: *: remove.*
VYYY AD 2-19: *: remove.*
VYYY AD 2-21: *: remove.*
VYYY AD 2-23: *: remove.*
VYYY AD 2-25: *: remove.*
AD 2.VYAN-3/4: *: replaced.*
AD 2.VYAS-3/4: *: replaced.*
AD 2.VYAS-5: *: replaced.*
AD 2.VYBG-3/4: *: replaced.*
AD 2.VYBG-5: *: replaced.*
AD 2.VYHH-5: *: replaced.*
AD 2.VYKL-1/2: *: replaced.*
AD 2.VYKP-3/4: *: replaced.*
AD 2.VYMD-5/6: *: replaced.*
AD 2.VYMD-7: *: replaced.*
AD 2.VYMK-1/2: *: replaced.*
AD 2.VYMN-1/2: *: inserted.*
AD 2.VYMN-3/4: *: inserted.*
AD 2.VYMN-5: *: inserted.*
AD 2.VYNT-3/4: *: replaced.*
AD 2.VYNT-5/6: *: replaced.*
AD 2.VYNT-ADC: *: inserted.*
AD 2.VYNT-ILS/DME16: *: inserted.*
AD 2.VYNT-DVOR/DME16: *: inserted.*
AD 2.VYNT-DVOR/DME34: *: inserted.*
AD 2.VYNT-NDB/DME16: *: inserted.*
AD 2.VYNT-NDB/DME34: *: inserted.*
VYNT AD 2-9: *: remove.*
VYNT AD 2-11: *: remove.*

VYNT AD 2-13: *: remove.*
VYNT AD 2-15: *: remove.*
VYNT AD 2-17: *: remove.*
VYNT AD 2-19: *: remove.*
AD 2.VYPN-1/2: *: replaced.*
AD 2.VYPN-5: *: replaced.*
AD 2.VYPN-ADC: *: inserted.*
AD 2.VYPN-NDB06: *: inserted.*
AD 2.VYPN-NDB24: *: inserted.*
AD 2.VYPN-VOR/DME06: *: inserted.*
AD 2.VYPN-VOR/DME24: *: inserted.*
VYPN AD 2-7: *: remove.*
VYPN AD 2-9: *: remove.*
VYPN AD 2-11: *: remove.*
VYPN AD 2-13: *: remove.*
VYPN AD 2-15: *: remove.*
AD 2.VYPT-1/2: *: replaced.*
AD 2.VYPT-3/4: *: replaced.*
AD 2.VYSW-1/2: *: replaced.*
AD 2.VYSW-3/4: *: replaced.*
AD 2.VYSW-5: *: replaced.*
AD 2.VYSW-ADC: *: inserted.*
VYSW AD 2-7: *: remove.*
AD 2.VYTD-5: *: replaced.*
AD 2.VYTD-ADC: *: inserted.*
VYTD AD 2-7: *: remove.*
AD 2.VYTL-5: *: replaced.*

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Part 1 — General (GEN)

GEN 0

GEN 0.1 PREFACE

1 Name of the publishing authority

The AIP Myanmar is published by the Department of Civil Aviation, Myanmar.

2 Applicable ICAO documents

The AIP is prepared in accordance with the Standards and Recommended Practices (SARPs) of Annex 15 to the Convention on International Civil Aviation and the Aeronautical Information Services Manual (ICAO Doc 8126). Charts contained in the AIP are produced in accordance with Annex 4 to the Convention on International Civil Aviation and the Aeronautical Chart Manual (ICAO Doc 8697).

Differences from ICAO Standards, Recommended Practices and Procedures are given in subsection GEN 1.7.

3 The AIP structure and established regular amendment interval

3.1 The AIP structure

The AIP forms part of the Integrated Aeronautical Information Package, details of which are given in subsection GEN 3.1. The principal AIP structure is shown in graphic form in page GEN 0.1.3.

The AIP is made up of three Parts, General (GEN), En-route (ENR) and Aerodromes (AD), each divided into sections and subsections as applicable, containing various types of information subjects.

3.1.1 **Part 1 — GENERAL (GEN)**

Part 1 consists of five sections containing information as briefly described hereafter.

GEN 0 . — Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the Table of Contents to Part 1.

GEN 1 . — *National regulations and requirements* - Designated authorities; Entry, transit and departure of aircraft; Entry, transit and departure of passengers and crew; Entry, transit and departure of cargo; Aircraft instruments, equipment and flight documents; Summary of national regulations and international agreements/conventions; and Differences from ICAO Standards, Recommended Practices and Procedures.

GEN 2 . — *Tables and Codes* - Measuring system, aircraft markings, holidays; Abbreviations used in AIS publications; Chart symbols; Location indicators; List of radio navigation aids; Conversion tables; and Sunrise/Sunset tables.

GEN 3 . — *Services* - Aeronautical Information Services; Aeronautical Charts; Air Traffic Services; Communication Services; Meteorological Services; and Search and Rescue Services.

GEN 4 . — *Charges for Aerodromes and Air Navigation Services* - Aerodrome/heliport charges; and Air navigation services charges.

3.1.2 **Part 2 — EN-ROUTE (ENR)**

Part 2 consists of seven sections containing information as briefly described hereafter.

ENR 0 . — Table of Contents to Part 2.

← *ENR 1* . — *General rules and procedures* - General rules; Visual flight rules; Instrument flight rules; ATS Airspace Classification, Holding approach and departure procedures; Radar services and procedures; Altimeter setting procedures; Regional supplementary procedures; Air traffic flow management; Flight planning; Addressing of flight plan messages; Interception of civil aircraft; Unlawful interference; and Air traffic incidents.

ENR 2 . — *Air Traffic Services Airspace* - Detailed description of Flight information regions (FIR); Terminal control area (TMA); and other regulated airspace.

ENR 3 . —ATS *routes* - Detailed description of ATS routes; Area navigation routes; Helicopter routes; other routes and En - route holding.

ENR 4 . — *Radio Navigation Aids/Systems* - Radio navigation aids - en-route; Special navigation systems; Name - code designators for significant points; and Aeronautical ground lights - en-route.

ENR 5 . — *Navigation Warnings* - Prohibited, restricted and danger areas; Military exercise and training areas; Other activities of a dangerous nature; Air navigation obstacles - en-route; Aerial sporting and recreational activities; and Bird migration and area with sensitive fauna.

ENR 6 . — *En-route Charts* - En-route Chart - ICAO and index charts.

3.1.3 **Part 3 — AERODROMES (AD)**

Part 3 consists of three sections containing information as briefly described hereafter.

AD 0 . — The Table of Contents to part 3.

AD 1 . — *Aerodromes - Introduction* - Aerodrome availability; Rescue and fire fighting services; Index to aerodromes; and grouping of aerodromes.

AD 2 . — *Aerodromes* - Detailed information about aerodromes, including helicopter landing areas, if located at the aerodrome.

AD 3 . — *Heliports* -This section has been omitted as there is no heliport in Myanmar.

3.2 Regular Amendment Interval

Regular Amendments to the AIP will be issued once in every three months. The publication dates will be on the first day of January, April, July and October of each year.

4 Service to contact in case of detected AIP errors or omission

In the compilation of the AIP, care has been taken to ensure that the information contained therein is accurate and complete. Any error and omission which may nevertheless be detected should be referred to:

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GEN 0.2 RECORD OF AIP AMENDMENTS

AIP AMENDMENT

NR/Year	*Publication date*	*Date inserted*	*Inserted by*
01/2016	24 JUN 2016	08 JUL 2016	

AIRAC AIP AMENDMENT

NR/Year	*Publication date*	*Effective date*	*Inserted by*
02/2016	13 OCT 2016	10 NOV 2016	

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GEN 0.4 CHECKLIST OF AIP PAGES

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GEN 2.3-1	23 JUN 2016
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GEN 3.4-Telegraph	01 OCT 2013
GEN 3.4-Phone	01 OCT 2013
GEN 3.5-1	08 JUL 2016
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GEN 4

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ENR 1.6-RadarCov	01 APR 2014
ENR 1.6-RCAGCov	01 APR 2014
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ENR 3

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ENR 3.3-6	23 JUN 2016
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ENR 4.1-1	08 JUL 2016
ENR 4.1-2	08 JUL 2016
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AD 2.VYNT-ILS/DME16	10 NOV 2016
AD 2.VYNT-DVOR/DME16	10 NOV 2016
AD 2.VYNT-DVOR/DME34	10 NOV 2016
AD 2.VYNT-NDB/DME16	10 NOV 2016
AD 2.VYNT-NDB/DME34	10 NOV 2016
AD 2.VYPA-1	23 JUN 2016
AD 2.VYPA-2	23 JUN 2016
AD 2.VYPA-3	23 JUN 2016
AD 2.VYPA-4	08 JUL 2016
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AD 2.VYPN-5	10 NOV 2016
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AD 2.VYPN-NDB06	10 NOV 2016
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AD 2.VYPN-VOR/DME06	10 NOV 2016
AD 2.VYPN-VOR/DME24	10 NOV 2016
AD 2.VYPT-1	10 NOV 2016
AD 2.VYPT-2	10 NOV 2016
AD 2.VYPT-3	10 NOV 2016
AD 2.VYPT-4	08 JUL 2016
AD 2.VYPT-5	23 JUN 2016
VYPT AD 2-7	01 JAN 2011
VYPT AD 2-9	01 JAN 2011
VYPT AD 2-11	01 JAN 2011
AD 2.VYPU-1	08 JUL 2016
AD 2.VYPU-2	23 JUN 2016
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VYTL AD 2-7	01 JAN 2011
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GEN 0.5 LIST OF HAND AMENDMENTS TO THE AIP

AIP page(s) affected	*Amendment text*	*Introduced by AIP Amendment NR*
VYKL AD 2-7/Chart	Amend ARP coordinates 231119.79N094030.17E to read as 231119.67N0940304.04E	AIRAC AMDT 4/15
	Amend THRS coordinates RWY09 231122.80N0940236.87E to read as 231124.86N0940218.75E RWY27 231116.78N0940329.48E to read as 231116.35N0940333.21E	
	Amend RWY Length 1676 x 30(M) to read as 2133 x 30(M)(7000)FT AD Elev 130.9 (M) to read as 133.8(M), THRS Elev 130.9(M) to read as 123.8(M), 122.3(M) to read as 123.1(M)	
VYKP AD 2-7/Chart	Amend ARP coordinates 192535.57N0933204.86E to read as 192521.35N0933204.87E	
	Amend THRS coordinates RWY18 192557.72N0933204.84E to read as 192558.43N0933204.83E RWY36 192513.42N0933204.89E to read as 192444.30N0933204.89E	
	Amend RWY Length 1408 x 30(M) to read as 2286 x 30(M)(7500)FT AD Elev 3.5 (M) to read as 4.1(M), RWY36 SWY 61 x 30(M), THRS Elev 2.1(M) to read as 2.8(M), 3.5(M) to read as 8.9(M)	
VYKP AD 2-9/Chart	Amend ARP192535.57N0933204.86E to read as 192521.35N0933204.87E AD Elev 12ft to read as 13.8ft	
VYKP AD 2-11/Chart		
VYMK AD 2-7/Chart	Amend ARP coordinates 252258.04N0972109.60E to read as 252301.76N0972112.64E	
	Amend THRS coordinates RWY22 252329.40N0972134.65E to read as 252329.66N0972134.93E RWY04 252234.65N0972050.91E to read as 252233.86N0972050.35E AD Elev 143.6M to read as 147.5M	
VYMK AD 2-9/Chart	Amend ARP coordinates 252258.04N0972109.60E to read as 252301.76N0972112.64E, AD Elev 479 ft to read as 483.78ft	
VYMK AD 2-11/Chart		
← VYPT AD 2-7/Chart	Amend ARP coordinates 271948.09N0972534.16E to read as 271948.67N0972534.14E, AD Elev 459.9M to read as 464.7M	
	Amend THRS coordinates RWY17 272022.42N0972531.68E to read as 272022.27N0972529.70E RWY35 271913.76N0972540.63E to read as 271859.08N0972540.58E Amand RWY Length 2133 x 30(M) to read as 2590 x 30(M), 8500 FT SWY 76 x 30 to read as 61 x 30(M)	
VYPT AD 2-9/Chart	Amend ARP coordinates 271948.09N0972534.16E to read as 271948.67N0972534.14E, AD Elev 1509 ft to read as 1524 ft	
VYPT AD 2-11/Chart		
← VYTD AD 2-9/Chart	Amend AD Elev 24 ft to read as 47 ft	
VYTD AD 2-11/Char		

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GEN 0.6 TABLE OF CONTENTS TO PART 1

GEN 1 National Regulations and Requirements

GEN 1.1 DESIGNATED AUTHORITIES

The addresses of the designated authorities concerned with facilitation of international air navigation are as follows:

1 Civil aviation

Post:
Department of Civil Aviation DCA HQ Building Yangon International Airport
YANGON 11021, MYANMAR
Tel: 95 1 533015
Fax: 95 1 533016
AFTN: VYYYYAYX
mailto: dgdca@dca.gov.mm
URL: www.dca.gov.mm

2 Meteorology

Post:
Department of Meteorology and Hydrology Kaba-Aye Pagoda Road Kaba-Aye Post Office
YANGON, MYANMAR
Tel: 95 1 665944
mailto: dg.dmh@mptmail.net.mm

3 Customs

Post:
The Director General of Customs 132, Strand Road
YANGON, MYANMAR
Tel: 95 1 253046/ 253056 / 663116 (Yangon Airport)
Fax: 95 1 281847

4 Immigration

Post:
Immigration and Population Department 6-Storied Building Strand Road
YANGON, MYANMAR
Tel: 95 1 282715/95 1 662659 (Yangon Airport)

5 Health

Post:
International Health Quarantine Department of Health
Yangon International Airport
YANGON 11021, MYANMAR
Tel: 95 1 533030 - 039 ext. 200

6 Revenue

Post:
General Manager Air Navigation Services Division
YANGON 11021, MYANMAR
Tel: 95 1 533043
Fax: 95 1 533076
mailto: gmap@dca.gov.mm
mailto: agmmov@dca.gov.mm
URL: www.dca.gov.mm

7 Agricultural quarantine

Post:
Agricultural Quarantine Section Plant Protection Division
Bayintnaung Road, West Gyogone Quarter Insein Township
YANGON, MYANMAR
Tel: 95 1 640975

8 Aircraft accidents investigation

Post:
Room no(A-2),(A-3) Civil Aviation Training Institute(CATI)
Department of Civil Aviation
YANGON 11021, MYANMAR
Tel: 95 1 533162
Fax: 95 1 533000
mailto: ddmaib@dca.gov.mm

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GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO

1 CUSTOMS REQUIREMENTS CONCERNING CARGO AND OTHER ARTICLES

1.1 Small items or gifts from overseas are not free of customs duty.

1.1.1 The following documents are required for the clearance of goods through customs:

a. Commercial invoice
b. Certificate of Origin
c. Certificate of Value
d. Import License
e. Airways Bill

1.1.2 All air cargo shipments are free of consular formalities and charges.

1.2 As regards air cargo being transshipped from one flight to another flight at the same airport under customs super vision, the following documents are required: “Import Declarable Transshipment” (K1).

1.2.1 Goods retained on board an aircraft for on-carriage to a destination outside Myanmar must be declared in the General Declaration as Retention Cargo.

1.3 Goods for export come under various headings and requirements.

1.3.1 Goods being sent overseas for repair and/or replacement require:-

a. Shipping Bill (to be prepared by exporter)
b. Export Permit
c. Foreign Exchange Exemption Certificate
d. Itemized List with individual value
e. Address of destination and number of packages
f. Undertaking to fulfil the conditions of the Export Permit.

1.3.2 Export of personal effects including motor cars.

a. Shipping Bill (to be prepared by exporter)
b. Itemized list with individual value
c. Mode of Shipment
d. Destination address in full
e. Number of package or cases
f. Additional for motor cars; the original registration document or log book
g. Foreign Exchange Exemption Certificate
h. Export Permit

1.3.3 Export of Furniture

a. Purchase receipt
b. Description of items signed by owner (6 copies)
c. Mode of shipment
d. Destination address in full
e. Number of items
f. Export permit from Myanmar Timber Enterprise
g. Shipping Bill (to be prepared by exporter)
h. Foreign Exchange Exemption Certificate.

1.3.4 Carriage of Cameras
The use of cameras of any sort is prohibited on board any aircraft throughout its passage of Myanmar unless an order in writing, and subject to such conditions as specified by the Director General grants exemption.

2 AGRICULTURAL – VETERINARY QUARANTINE REQUIREMENTS

2.1 All Plant shipments require a fumigation certificate.

2.1.1 A health certificate for rabies issued by a recognized authority is required for all domestic animals. For details contact Veterinary and Animal Husbandry Department.

3 CARRIAGE OF DANGEROUS CARGO BY AIR

3.1 Rule 8 of Myanmar Aircraft Rules conditionally prohibits the carriage of certain articles by air. In the interest of safety, articles classified as dangerous cargo shall not be carried in aircraft except with the written permission of the Department of Civil Aviation and in accordance with any conditions to which such permission may be subjected.

3.2 This prohibition applies to any civil aircraft operation in or over the Republic of the Union of Myanmar and to Myanmar registered civil aircraft operating anywhere.

3.3 Dangerous cargo may be defined as an articles which, by reason of its nature, is liable to endanger the safety of an aircraft or persons on board the aircraft.

3.3.1 Dangerous cargo includes the following types of articles:

a) Arms and Ammunitions
b) Combustible liquids
c) Compressed gases
d) Corrosive compounds
e) Etiologic agents
f) Explosives
g) Flammable liquids and solids
h) Magnetized materials
i) Oxidizing materials
j) Poisonous articles
k) Polymerizing materials
l) Radioactive materials
m) Articles liable to damage aircraft structure
n) Articles possessing other inherent characteristics which make them unsuitable for carriage by air unless properly prepared for shipment.

3.3.2 The Department of Civil Aviation (DCA) had published DCAP11 (Department of Civil Aviation Publication No.11) which specifies a list of articles classified as dangerous cargo and the conditions for carriage of dangerous cargo by air.

Note: The list of dangerous cargo as specified in DCAP11 should not be thought of as complete and should there be the slightest doubt as to whether or not a consignment should be classified as dangerous cargo the advice of the D.C.A should be sought at the address or telephone number given at the end of this NOTICE.

3.3.3 The list of articles specified in a current edition of ICAO Technical Instructions for Safe Transport of Dangerous Goods by Air (Doc.9284-AN/905) is recommended as a reference for the purpose of classification of consignments as dangerous cargo.

← 3.4 Permission to carry dangerous cargo by air is granted by the DCA, subject to strict compliance with the requirements stipulated in DCAP11.

3.4.1 DCAP11 specifies conditions regarding the classification, quantity, packing, marking, labelling, loading and stowing of dangerous cargo for carriage by air and otherwise provides instructions and restrictions to be complied with by the consignor of the dangerous cargo and the operator and flight crew of the aircraft on which the dangerous cargo is to be carried.

3.4.2 Unless otherwise specified in DCAP11 or otherwise approved by the DCA, carriage of dangerous cargo by air in accordance with a current edition of ICAO Technical Instructions for Safe Transport of Dangerous Goods by Air (Doc.9284-AN/905) may be acceptable provided prior permission is obtained from the DCA.

3.4.3 An operator of an aircraft is under no obligation to carry dangerous cargo and may, should he so desires, impose such additional restrictions as he sees fit.

3.5 Consignors of dangerous cargo are required to submit an application for the grant of permit for carriage of dangerous cargo by air to the Director General and a copy to the address given below:

← Post:
DIRECTOR (FLIGHT STANDARDS DIVISION)
Department of Civil Aviation DCA HQ Building Yangon International Airport
YANGON 11021, MYANMAR
← Tel: 95 1 533004
← mailto: dfc@dca.gov.mm
← URL: www.dca.gov.mm

GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

1 GENERAL

1.1 Commercial air transport aircraft operating in Myanmar must adhere to the provisions of ICAO Annex 6:Operation of Aircraft, Part 1, chapter 6 (Aeroplane instrument, equipment and flight document) and chapter 7 (Aeroplane communication and Navigation Equipment).

2 INSTALLATION OF ELECTRONIC EQUIPMENT

2.1 Refer to MCAR Part-7 (Aircraft Instruments and Equipment).

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GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS

1 .INTRODUCTION

Following is a list of civil aviation legislation, air navigation etc, in force in the Republic of the Union of Myanmar. It is essential that person engaged in air operation in this territory be acquainted with relevant regulations.

Copies of documents may be obtained from the Government Printing and Stationary Office, Yangon. Price Kyats 4.80.

The Republic of the Union of Myanmar Aircraft Manual, a complication of the legislation and Rules Governing Civil Aviation in the Republic of the Union of Myanmar, Revised edition 1963 corrected up to 30 June 1951 and includes amendment up to 16 June 1952.

Title	Contents
Chapter 1	- Rules relating to the manufacture, use, operation, sale, import and export of aircraft.
Chapter 2	- The Republic of the Union of Myanmar aircraft rules
Chapter 3	- Rules relating to aircraft arriving in or departing from Myanmar
Chapter 4	- Rules relating to Carriage by Air
Chapter 5	- Rules relating to Public Health

2 .MISCELLANEOUS INFORMATION

2.1 Subject to observance of the applicable rules, conditions and limitations set forth in this document and in legislation described in para.2, foreign civil aircraft registered in any foreign country which at the time is a member of the International Civil Aviation Organization may be navigated in Myanmar.

2.2 Aircraft registered under the laws of foreign countries, not members of the International Civil Aviation Organization, which grant reciprocal treatment to Myanmar Aircraft and Airmen may be navigated in Myanmar subject to the observance of the same rules, conditions and limitation applicable in the case of aircraft of ICAO member states.

2.3 Aircraft Accident and Incident Reporting

2.3.1 **Incident** : An incident is broadly defined as any occurrence during the operation of an aircraft in which the safety of the aircraft or persons has been jeopardized. This includes:

← a. The aircraft suffers minor, easily repairable damage;
b. The aircraft has a forced landing or lands in an unairworthy condition;
c. The aircraft lands at the aerodrome of departure without completing the scheduled flight; or
d. The whereabouts of the aircraft become unknown for any period

When an aircraft is involved in an incident, the pilot-in-command is obliged to furnish a written report of the occurrence to the Department within 48 hours on CA Form 163.

← 2.3.2 **Accident**: An accident is defined as occurrence which involves death or personal injury to any person, whether carried in the aircraft or not, or serious structural damage to the aircraft, or is suspected to have been caused or contributed to by the failure in the air of any part of the aircraft. The pilot, or, if the pilot is incapacitated by injury, the hirer of the aircraft shall:-

a. send notice there of by telegram to the Director General of Civil Aviation, Myanmar; and
b. given information to the district magistrate and the officer in charge of the nearest police station.

2.3.3 The notice and information shall be sent as soon as possible and by the best available means and in any case within twenty-four hours after the occurrence of the accident.

2.3.3.1 The notice to the Director General of Civil Aviation, Myanmar shall contain the following information:

i. the nationality and the registration marks of the aircraft;
ii. the name of the owner and hirer (if any) of the aircraft;
iii. the name of the pilot of the aircraft;
iv. the place where the accident occurred;
v. the date and time when the accident occurred;
vi. the nature of the accident;
vii. a brief statement of the extent of damage to the aircraft, and
viii. whether death or personal injury was caused by the accident, and if so, to whom.

2.3.4 In the case of an accident which is notifiable under Para. 2.5.2, and which involves serious structural damage, or in any other case in which the Director General of Civil Aviation, Myanmar, gives notice to the owner or other person in charge of the

aircraft to this effect, the aircraft shall not, except under the authority of the Civil Aviation, Myanmar, be removed or otherwise interfered with: provided that, subject to compliance with the provision of Rule 61 of the Myanmar Aircraft Rules, 1920, in so far as they may be applicable:-

a. if the aircraft is wrecked on water, the aircraft or any parts or contents thereof may be removed to such extent as may be necessary for bringing it or them to a place of safety;
b. the aircraft or any parts or contents thereof may be removed or interfered with so far as may be necessary for the purpose of extricating persons or animals, preventing the destruction of the aircraft or its contents by fire or other cause or preventing any danger or obstruction to the public; and
c. goods, mail or passenger's baggage may be removed from the aircraft under the supervision of the pilot, a member of the crew, an official of the operating company, an officer of police, a magistrate, or an officer of the Civil Aviation Directorate, and in the absence of any such person, mails may be removed under the supervision of an officer of the Posts and Telegraph Department, and passenger 's baggage by the owner or owners thereof.

2.3.4.1 The Director General of Civil Aviation, Myanmar may authorize any person, so far as may be necessary for the purposes of any investigation under these rules, to take measures for the preservation of any aircraft involved in an accident, and such person may there upon, have access to, examine, or otherwise deal with the aircraft.

2.3.4.2 The owner of the aircraft or his nominated representative shall have the right to be present during any examination or other action taken under Para 2.5.4 and 2.5.4.1 provided that the Director General of Civil Aviation, Myanmar, shall not be bounded to postpone any action which he may consider necessary under this rule by reason of the absence of the owner or his representative.

2.3.5 If the aircraft to which the accident has occurred is registered in a contracting state, the Director General of Civil Aviation shall forward to the country of registration containing the particulars supplied in the report (or reports) furnished in accordance with this section and indicating the nature of the inquiry being conducted in respect of the accident.

2.3.6 As authorized under article 7 of the Republic of the Union of Myanmar Aircraft Act 1934 and rule 7, (2) of the Myanmar Aircraft Rules of 1937, the Director General of Civil Aviation, Myanmar, may authorize any person, so far as may be necessary for the purposes of any investigation under these rules, to take measures for the preservation of any aircraft involved in an accident, and such person may there upon, have access to, examine, or otherwise deal with the aircraft.

2.3.6.1 For the purpose of such investigation an inspector of accidents shall have power:

a. by summons under his hand to require the attendance of any person whom he thinks fit to call before him and examine for such purpose and to require answers or returns to any inquiries he thinks fit to make;
b. to require any such person to make and sign a declaration of the truth of the statements made by him in his examination:
c. to require and enforce the production of all books, papers, documents and material objects which he considers important for such purpose;
d. to have access to and examine any aircraft concerned in the accident, the place where the accident occurred, or any other place the entry upon and examination of which appears to the inspector requisite for the purposes of the investigation.

2.4 Standard conditions applicable to the landing, parking or storage of aircraft on aerodromes under the control of the Department of Civil Aviation

The conditions under which aircraft may land, be parked, housed or otherwise dealt with at any of the aerodromes under the control of the Department of Civil Aviation are as follows:

a. The fees and charges for the landing, parking or housing of aircraft shall be those from time to time published by the Director General of Civil Aviation (hereinafter referred to as "the Director General") in the AIP or NOTAM. The fees and charges for any aerodrome under the control of the Director General, by or on behalf of the Director General shall, unless it is otherwise agreed before such fees or charges are incurred, be such reasonable fees and charges as may from time to time be determined by the Director General for that aerodrome. The fees and charges referred to in this paragraph shall accrue from day to day and shall be payable to the Director General on demand.
← b. The Director General shall have a lien on the aircraft, its parts and accessories, for such fees and charges as aforesaid.
c. If payment of such fees and charges is not made to the Director General within fourteen days after a letter demanding payment there of has been sent by post addressed to the registered owner of the aircraft, the Director General shall be entitled to sell, remove, destroy or otherwise dispose of the aircraft, and any of its parts and accessories, and to apply the proceeds from so doing to the payment of such fees and charges.
d. Neither the Director General nor any servant or agent of the government shall be liable for loss of or damage to the aircraft, its parts or accessories or any property contained in the aircraft, howsoever such loss or damage may arise, occurring while the aircraft is on any of the aerodromes under the control of the Director General or is in the course of landing or taking-off at any such aerodrome, or of being removed or dealt with elsewhere for the purpose of paragraph 3 of these conditions.

← **ANNEX 9** **Facilitation** (14th Edition)

Chapter 2

2.4	5 copies of the general declaration form are required both for arrival and departure of aircraft.
2.6	10 copies of the passenger manifest are required both on arrival and departure of aircraft In addition, a commercial invoice, certificate of origin and certificate of value are required, as well as 3 copies of the cargo manifest.
2.9	Stores or goods remaining on board must be declared on the General Declaration as retention cargo.
2.11	a) 4 copies of the general declaration are required. b) 10 copies of the passenger manifest are required. c) 3 copies of the cargo manifest are required. The same number of general declaration, passenger manifest and cargo manifest documents are required except they are endorsed “NIL” declaration.
2.14	a) 5 copies of the general declaration are required. b) 10 copies of the passenger manifest are required.
2.15	Not acceptable. Same number of documents required for all arriving aircraft.
2.16	7 days notice required.
2.30	7 days notice required.
2.31	The situation of airports being “used only by occasional international flights” does not arise.

Chapter 3

3.7	An entrance visa is required from all visitors and a charge is made. A separate visa is required for each child even when entered on a parent ’s passport.
3.8.1	A personal appearance by the visitor is required.
3.8.2	Visa for temporary visitors is valid only for 7 days and is not issued or renewable in Myanmar.
3.8.3	A re-entry visa and “D” form (departure clearance) for resident aliens prior to departure. (5) only one entry is permitted on each visa.
3.9	An embarkation/disembarkation card is required in duplicate from all arriving passenger.
3.10	A Foreign Exchange Declaration Form (FED Form) in duplicate required on arrival, and the duplicate accounting for all foreign cash currencies, travellers cheque, credit cards etc.,: declared must be presented to the customs department to scrutinize the balance.
3.15	Oral declaration is not acceptable.
3.16	Not acceptable. All inbound baggage is examined.
3.16.1	Dual channel baggage clearance system is not used.
3.19	An airline flight crew member leaving the confines of the airport requires same documentation as temporary visitor.
3.22	Such personnel are classed as temporary visitors.
3.23	A “D” form (departure clearance) and embarkation card in duplicate is required.

	3.26	All baggage is examined when the duplicate of the inward baggage declaration form must be produced or duty paid on all valuables.
	Chapter 4	
	4.7	Unaccompanied baggage (manifested) exported by air requires. (1) Shipping Bill (to be prepared by exporter) (2) Itemized list with individual values (two copies) (3) Destination address and number of packages (4) Mode of shipment (5) Export Permit (6) Foreign Exchange Exemption Certificate
	4.11	Unaccompanied baggage (un-manifested) by air requires:- (1) Itemized list with individual values, together with the baggage must be submitted for examination at the custom house. (2) Destination and address and number of packages. (3) If the baggage contains any dutiable articles, a customs duty paid receipt must be produced. (4) The unaccompanied baggage will be sealed after examination, and accompanied under customs supervision from the customs house to the Airport.
	4.17	Import cargo requires: (a) Commercial invoice and Packing List (b) Certificate of Origin (c) Certificate of Value (d) Export License (e) Airway Bill
	4.21	All inwards goods are classified as import cargo and subject to custom duty.
	4.23	Not acceptable. All cargo is subject to examination.
	4.38	All such stores or equipment is subject to import license and customs duty.
	4.42	Foreign airline documents are subject to tax. 4.43
	4.43	Unaccompanied baggage requires an itemized list of all articles plus their value(6 copies) Note (II) Acceptable provided the customs authorities are satisfied that any concessions were not granted to passenger on his arrival.
	Chapter 5	
	5.4.1	Transit without visa is not permitted. (Note a) No stop-over visa are issued in Myanmar.
	5.5	An “Import Declarable Transshipment” form (K1) is required for such transshipments.
	5.10	Myanmar does not intend to establish a free airport or zone at the present time.
	Chapter 6	
	6.60	The importation or export or Myanmar ’s currency is prohibited.

ANNEX 10 **Aeronautical Telecommunications -** NIL

Doc 4444 **Procedure of Air Navigation Services – Air Traffic Management (PANS-ATM)** (15th Edition) - NIL

Doc 8400 **ICAO abbreviation and codes** - NIL

Doc 8585 **Designators for Aircraft Operating Agencies, Authorities and Services -** NIL

GEN 2 Tables and Codes

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS

1 Units of measurement

The table of units of measurement shown below will be used by aeronautical stations within Yangon FIR for air and ground operations.

For measurement of	*Units used*
Distance used in navigation, position reporting, etc., generally in excess of 2 to 3 nautical miles	NAUTICAL MILES AND TENTHS
Relatively short distances such as those relating to aerodromes (e.g. runway lengths)	METRES OR FEET
← Altitudes, elevations and heights	METRES OR FEET
Horizontal speed including wind speed	KNOTS
Vertical speed	FEET PER MINUTE OR METRES PER SECOND
Wind direction for landing and take-off	DEGREES MAGNETIC
Wind direction except for landing and take-off	DEGREES TRUE
Visibility, including runway visual range	KILOMETRES OR METRES
Altimeter setting	HECTO PASCAL
Temperature	DEGREES CELSIUS
Mass	METRIC TONS OR KILOGRAMMES
Time	HOURS AND MINUTES, THE DAY OF 24 HOURS BEGINNING AT MIDNIGHT UTC

2 Time system

Coordinated Universal Time (UTC) is used by air navigation services and in publications issued by the Aeronautical Information Services. Reporting of time is expressed to the nearest full minute, e.g., 12 hr. 40 min. 40 sec. is reported as 1241. Local time is **6 1⁄2 hours ahead of UTC** in Myanmar. Time checks to aircraft are accurate to within 30 seconds.

3 Geodetic reference datum

3.1 Name / designation of datum

All published geographical coordinates in the Yangon FIR indicating latitude and longitude are expressed in terms of the World Geodetic System – 1984 WGS-84 geodetic reference datum.

3.2 Area of application

The area of application for the published geographical coordinates coincides with the area of responsibility of the Aeronautical Information Services, i.e. the entire territory of Myanmar as well as the airspace over the high seas encompassed by the Yangon Flight Information Region in accordance with the regional air navigation agreement.

4 Aircraft nationality and registration marks

The nationality mark for aircraft registered in the Republic of the Union of Myanmar are the letters XY. The nationality mark is followed by a hyphen and a registration mark consisting of 3 letters e.g XY-ADW.

5 Public holidays

Name	*Date*			*Day*
Independence Day	4	January	2016	Monday
Karean New Year Day	10	January	2016	Sunday
Union Day	12	February	2016	Friday
Peasant's Day	2	March	2016	Wednesday
Full Moon Day of Tabaung	23	March	2016	Wednesday
Armed Forces Day	27	March	2016	Sunday
New Year Holiday	11	April	2016	Monday

Name	***Date***			***Day***
Water Festival	12-16	April	2016	Tuesday - Saturday
Myanmar New Year Day	17	April	2016	Sunday
New Year Holidays	18-20	April	2016	Monday - Saturday
May Day	1	May	2016	Sunday
Full Moon Day of Kason	21	May	2016	Saturday
Beginning of Buddhist Lent	19	July	2016	Tuesday
Martyrs' Day	19	July	2016	Tuesday
End of Buddhist Lent	16	October	2016	Sunday
Lighting Festival	14	November	2016	Monday
National Day	24	November	2016	Thursday
Christmas Day	25	December	2016	Sunday
Karean New Year	29	December	2016	Thursday
Depawali	*			
Idul Athw aha	*			

** The date will be notified later in due course.*

GEN 2.5 LIST OF RADIO NAVIGATION AIDS

←	ID	Station name	Facility	Purpose	Station name	ID	Facility	Purpose
	AN	ANN	NDB	AE	ANISAKAN	AS	NDB	AE
	AS	ANISAKAN	NDB	AE	ANN	AN	NDB	AE
←	BGN	BAGAN	DVOR/DME	AE	← BAGAN	BGN	DVOR/DME	AE
	BGO	YANGON	VOR/DME	AE	BANMAW	BM	NDB	AE
	BM	BANMAW	NDB	AE	DAWEI	DWI	VOR/DME	AE
	DWI	DAWEI	VOR/DME	AE	DAWEI	DWI	NDB	AE
	DWI	DAWEI	NDB	AE	HEHO	HHO	DVOR/DME	AE
	HGU	YANGON	VOR/DME	AE	← HOMMALINN	HL	NDB	AE
	HHO	HEHO	DVOR/DME	AE	HPA-AN	PA	NDB	AE
←	HL	HOMMALINN	NDB	AE	← KALAY	KL	NDB	AE
	IMIA	MANDALAY INTERNATIONAL	ILS	A	KANTI	KI	NDB	AE
					KAWTHOUNG	KT	NDB	AE
	INPT	NAYPYITAW INTERNATIONAL	ILS	A	KENGTUNG	KG	NDB	AE
					KYAUKPYU	KP	NDB	AE
	IYGN	YANGON	ILS	A	LASHIO	LSO	NDB	AE
	KG	KENGTUNG	NDB	AE	LASHIO	LSO	DVOR/DME	AE
	KI	KANTI	NDB	AE	LOIKAW	LK	NDB	AE
	KL	KALAY	NDB	AE	MAGWAY	MW	NDB	AE
|	KP	KYAUKPYU	NDB	AE	MANAUNG	MN	NDB	AE
	KT	KAWTHOUNG	NDB	AE	MANDALAY INTERNATIONAL	MIA	VOR/DME	AE
	LK	LOIKAW	NDB	AE				
	LSO	LASHIO	NDB	AE	MANDALAY INTERNATIONAL	MDY	VOR/DME	E
	LSO	LASHIO	DVOR/DME	AE				
	MDS	YANGON	NDB	AE	MANDALAY INTERNATIONAL	IMIA	ILS	A
	MDY	MANDALAY INTERNATIONAL	VOR/DME	E	MANDALAY INTERNATIONAL	MIA	NDB	AE
	ME	MYEIK	NDB	AE				
	MIA	MANDALAY INTERNATIONAL	VOR/DME	AE	MAWLAMYINE	MM	NDB	AE
					MONG-HSAT	MS	NDB	AE
	MIA	MANDALAY INTERNATIONAL	NDB	AE	MONYWAR	MY	NDB	AE
					MYEIK	ME	NDB	AE
	MK	MYITKYINA/PAMTI	NDB	AE	MYITKYINA	MKN	DVOR/DME	AE
	MKA	MYITKYINA/NAMPONG	NDB	E	MYITKYINA/NAMPONG	MKA	NDB	E
	MKN	MYITKYINA	DVOR/DME	AE	MYITKYINA/PAMTI	MK	NDB	AE
	MM	MAWLAMYINE	NDB	AE	NAMSANG	NS	NDB	AE
|	MN	MANAUNG	NDB	AE	NAYPYITAW INTERNATIONAL	INPT	ILS	A
	MS	MONG-HSAT	NDB	AE				
	MW	MAGWAY	NDB	AE	NAYPYITAW INTERNATIONAL	NPT	DVOR/DME	AE
	MY	MONYWAR	NDB	AE				
	NPT	NAYPYITAW INTERNATIONAL	DVOR/DME	AE	NAYPYITAW INTERNATIONAL	NT	NDB	AE
	NS	NAMSANG	NDB	AE	PATHEIN	PTN	VOR/DME	AE
	NT	NAYPYITAW INTERNATIONAL	NDB	AE	PATHEIN	PTN	NDB	AE
|					PUTAO	PT	NDB	AE
	PA	HPA-AN	NDB	AE	← SITTWE	STW	DVOR/DME	AE
|	PT	PUTAO	NDB	AE	TACHILEIK	TL	NDB	AE
←	PTN	PATHEIN	VOR/DME	AE	TACHILEIK	TCL	DVOR/DME	AE
|	PTN	PATHEIN	NDB	AE	TAUNGOO	TGO	NDB	AE
|	STW	SITTWE	DVOR/DME	AE	TAUNGOO	TGU	VOR/DME	AE
←	TCL	TACHILEIK	DVOR/DME	AE	← THANDWE	TDE	DVOR/DME	AE
←	TDE	THANDWE	DVOR/DME	AE	← YANGON	YGN	NDB	AE
	TGO	TAUNGOO	NDB	AE	YANGON	MDS	NDB	AE
	TGU	TAUNGOO	VOR/DME	AE	YANGON	HGU	VOR/DME	AE
	TL	TACHILEIK	NDB	AE	YANGON	BGO	VOR/DME	AE
	YGN	YANGON	NDB	AE	YANGON	IYGN	ILS	A

3.6 Aeronautical Information Circular (AIC)

3.6.1 The Aeronautical Information Circular(AIC) contains information on the long term forecast of any major change in legislation, regulations, procedures or facilities; information of a purely explanatory or advisory nature liable to affect flight safety; and information or notification of an explanatory or advisory nature concerning technical, legislative or purely administrative matters. Each AIC is numbered consecutively on a calendar year basis.The year, indicated by two digits, is a part of the serial number of the AIC, e.g AIC 1/99. A checklist of AIC currently inforce is issued as an AIC once a year.

3.7 Checklist and Summary of NOTAM

3.7.1 A checklist of valid NOTAM is issued monthly via AFS. The checklist is followed by a printed summary of NOTAM distributed by mail to all recipients of the Integrated Information Package. It contains a plain language(in English) presentation of the valid NOTAM and information about the number of the latest issued AIP AMDT, AIP SUP and AIC as well as the numbers of the elements issued under the AIRAC that will become effective or if none, the AIRAC notification.

3.8 Sale of publications

3.8.1 The AIP may be purchased from the Aeronautical Information Services, Department of Civil Aviation (address as above) at US$55.00 per copy.

3.8.2 For administrations with whom Myanmar exchanges Aeronautical Information, AIPs NOTAMs etc., are supplied free of charge on a reciprocal basis.

3.8.3 Further amendments are available on an annual subscription basis at price US $10.00.

3.8.4 AIP supplements are available at price US $10.00 per copy per annum.

3.8.5 Aeronautical Information Circulars are available at price US $5.00 per copy per annum.

3.8.6 Postage charges are to be added to the above prices and all charges are payable in advance.

4 AIRAC system

4.1 In order to control and regulate the operationally significant changes requiring amendments to charts, route manuals etc., such changes, whenever possible, will be issued on predetermined dates according to the AIRAC SYSTEM. This type of information will be published as an AIRAC AIP SUP. If an AIRAC AIP SUP can not be produced due to lack of time, NOTAM clearly marked AIRAC will be issued. Such NOTAM will immediately be followed by an AIP SUP.

4.2 The table below indicates AIRAC effective dates for the coming years. AIRAC information will be issued so that the information will be received by the user not later than 28 days, and for major changes not later than 56 days, before the effective date. Ten calendar days before the AIRAC effective date, a trigger NOTAM will be issued giving a brief description of the contents of the supplement, the effective date and the reference number of the AIRAC AIP SUP. This trigger NOTAM will come into force on the same effective date as the AIRAC AIP SUP and will remain in force until the next checklist/summary of NOTAM is issued.

4.3 If no information was submitted for publication at the AIRAC date, a NIL notification will be issued by NOTAM not later than one AIRAC cycle before the AIRAC effective date concerned.

Schedule of AIRAC Effective dates				
Year 2016	***Year 2017***	***Year 2018***	***Year 2019***	***Year 2020***
7 JAN	5 JAN	4 JAN	3 JAN	2 JAN
4 FEB	2 FEB	1 FEB	31 JAN	30 JAN
3 MAR	2 MAR	1 MAR	28 FEB	27 FEB
← 31 MAR	30 MAR	29 MAR	28 MAR	26 MAR
28 APR	27 APR	26 APR	25 APR	23 APR
26 MAY	25 MAY	24 MAY	23 MAY	21 MAY
23 JUN	22 JUN	21 JUN	20 JUN	18 JUN
21 JUL	20 JUL	19 JUL	18 JUL	16 JUL
18 AUG	17 AUG	16 AUG	15 AUG	13 AUG
15 SEP	14 SEP	13 SEP	12 SEP	10 SEP
13 OCT	12 OCT	11 OCT	10 OCT	8 OCT
10 NOV	9 NOV	8 NOV	7 NOV	5 NOV
8 DEC	7 DEC	6 DEC	5 DEC	3 DEC
				31 DEC

5 Pre-flight information service at aerodromes

5.1 A pre-flight information service unit is available at each of the following listed aerodromes with the coverage indicated.

Aerodrome	***Briefing Coverage***
Yangon International Airport	All States within ICAO Asia and Pacific Region
Mandalay International Airport	States adjacent to Myanmar FIR on prior notice only

5.2 Post-flight information forms, for annotation by air crew of information concerning the state and operation of air navigation facilities etc., are available at the AIS units at the aerodromes mentioned above.

GEN 3.2 AERONAUTICAL CHARTS

1 Responsible services(s)

1.1 The Department of Civil Aviation provides a range of aeronautical charts for use by all types of civil aviation. The Aeronautical Information Services produces some of the charts which are part of the AIP. Other charts, suitable for pre-flight planning and briefing, selected from those listed in the ICAO Aeronautical Chart Catalogue (Doc 7101) are available for reference at Aerodrome AIS units. The charts are produced in accordance with the provisions contained in ICAO Annex 4- Aeronautical Charts. Differences to these provisions are detailed in subsection GEN 1.7.

1.2 Applicable ICAO Documents

Annex 4	-	Aeronautical Charts, Ninth Edition 1995
Doc 8168-OPS/611	-	Aircraft Operations, Vol II, Fourth Edition 1993
Doc 8697-AN/889	-	Aeronautical Chart Manual, Second Edition 1987.

2 Maintenance of charts

2.1 The aeronautical charts included in the AIP are regularly kept up to date by means of replacement sheets where necessary. Significant amendments or revisions in aeronautical information for other aeronautical charts are also included in the replacement sheets. Revisions of the aeronautical information on all charts is constantly in paragraphs and amended reprints are published as regularly as production resources permit. Topographical and Hydrographical information portrayed is also revised when necessary.

2.2 Items of information found to be incorrect after application will be collected by an AIC or NOTAM if they are of operational significance.

3 Purchase arrangements

3.1 The charts as listed under paragraph 5 of this subsection may be obtained from:

AERONAUTICAL INFORMATION SERVICES
Department of Civil Aviation ATC Operations Building Yangon International airport
YANGON 11021, MYANMAR

4 Aeronautical chart series available

4.1 The following series of aeronautical charts are produced:

a. Aerodrome Chart – ICAO;
b. Aerodrome Obstacle Chart - ICAO Type A;
c. Area Chart – ICAO;
d. Instrument Approach Chart – ICAO;
e. Visual Approach Chart – ICAO.

4.2 The charts currently available are listed under 5 of this subsection.

a. ***Aerodrome Chart – ICAO***
This chart contains detailed aerodrome data to provide flight crew with information that will facilitate the ground movement of aircraft:

- from the aircraft stand to the runway; and
- from the runway to the aircraft stand.

b. ***Aerodrome Obstacle Chart – ICAO Type A (operating limitations)***
This chart contains detailed information on obstacle in the take-off flight path areas of aerodromes. It is shown in plan and profile view. This obstacle information provides the data necessary to enable and operator to comply with the operating limitation of ICAO Annex 6, Parts- I and II, chapter 5.

c. ***Area Chart – ICAO***
This chart is produced when the air traffic services routes or position reporting requirements are complex and can not be shown on an En-route Chart – ICAO.

It shows, in more detail, those aerodrome that affect terminal routines, prohibited, restricted and danger areas and the air traffic services system. This chart provides the flight crew with information that will facilitate the following phases of instrument flight:

- the transition between the en-route phase and the approach phase to an aerodrome;

- the transition between the take-off/ missed approach and the en-route phase of flight; and
- flights through areas of complex ATS routes or air space structure.

d. ***Instrument Approach Chart – ICAO***
This chart is produced for all aerodromes used by civil aviation where instrument approach procedures have been established. A Separate Instrument Approach Chart – ICAO has been provided for each approach procedure.

The aeronautical data shown included information on aerodromes, prohibited, restricted and danger areas, radio communication facilities and navigation aids, minimum sector altitude, procedure track portrayed in plan and profile view, aerodrome operating minima, etc.,

This chart provides the flight crew with information that will enable them to perform an approved instrument approach procedure to the runway of intended landing including the missed approach procedure and where applicable, associated holding patterns.

e. ***Visual Approach Chart – ICAO***
This chart is produced for aerodromes used by civil aviation where:

- only limited navigation facilities are available; or
- radio communication facilities are not available; or
- ← no adequate aeronautical chart of the aerodrome and its surroundings at 1:500,000 or greater scale are available; or
- visual approach procedure have been established.

The aeronautical data shown including information on aerodrome obstacles, designated airspace, visual approach information, radio navigation aids and communication facilities, as appropriate.

5 List of aeronautical chart series available

5.1 The available charts form part of the AIP Myanmar. The charts are not for sale separately.

5.2 A listing of the appropriate aeronautical charts will be found in the section AD 2.24 of each aerodrome.

5.3 For each aerodrome there is at least an Instrument Approach Chart - ICAO published.

GEN 3.3 AIR TRAFFIC SERVICES

1 Responsible Service

1.1 The Director General of the Department of Civil Aviation acting under the authority of the Ministry of Transport is the authority responsible for regulatory oversight function of Air Navigation Services and provision of Air Traffic Services within the Yangon FIR.

Post:
AIR NAVIGATION SAFETY DIVISION
Department of Civil Aviation DCA HQ Building Yangon International Airport
YANGON 11021, MYANMAR
Tel: 95 1 533008
Fax: 95 1 533008/533016
AFTN: VYYYYAYX
mailto: ats@dca.gov.mm
URL: www.dca.gov.mm

1.2 The services are provided in accordance with the provisions contained in the following ICAO documents:

Annex 2	-	Rules of the Air
Annex 11	-	Air Traffic Services
Doc 4444	-	Procedures for Air Navigation Services - Air Traffic Management (PANS-ATM)
Doc 8168	-	Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS)
Doc 7030	-	Regional Supplementary Procedures

1.3 Differences to these provisions are detailed in subsection GEN 1.7.

2 Area of Responsibility

2.1 Air Traffic Services are provided for the entire territory of Yangon FIR, including its territorial waters as well as the airspace over the high seas within the Yangon FIR.

2.2 In some cases, in accordance with the regional air navigation agreement, Air Traffic Services are provided, under the delegated authority, in the airspace within another bordering FIR. Details of such services are provided in section ENR 2.`

3 Type of Services

3.1 The following types of services are provided:

- Flight Information Service FIS and Alerting Service ALRS;
- Air Traffic Control Services ATC.

3.2 With the exception of services provided at military air bases, the following types of services are provided at aerodromes:

- Aerodrome Control TWR
- Aerodrome Flight Information Service AFIS at certain aerodromes;
- Automatic Terminal Information Service ATIS at certain aerodromes.

3.3 Air Traffic Control is exercised:

a. on airways covering the main ATS routes;
b. in terminal control areas and in control zones at controlled aerodromes equipped with approach and landing aids;
c. in aerodrome traffic zones at other controlled aerodromes.

3.4 Flight Information Service and Alerting Service within the FIR and Air Traffic Control Service in control areas is provided by one centre (ACC YANGON). There is no distinction between upper and lower airspace. The axis of each airway is constituted by a line connecting significant points identified as a rule by radio navigational facilities.

3.5 Air Traffic Control, Flight Information and Alerting Service are provided by:

a. ACC Yangon for Air Traffic Control and Alerting Service on international airways including those parts of the airways traversing Mingaladon Terminal area.
b. ACC Yangon for flight information outside control areas within the FIR South of 21°30’ N above FL 200.
c. Mandalay sector for flight information within the FIR north of 21°30’ N from GND to FL 200.

3.6 Radar service is an integral part of the ATS system. A description of radar services and procedures is provided in subsection ENR 1.6. Additional procedures applicable within the Yangon Airspace is contained in subsection ENR 1.1.

3.7 The description of the airspace designated for air traffic services purpose is found in several tables, all forming part of subsection ENR 2.1.

3.8 In general, the air traffic rules and procedures in force and the Organization of Air Traffic Services are in conformity with ICAO Standards, Recommended Practices and Procedures. The regional supplementary procedures and altimeter setting procedures are set out in full. Differences between the national and international rules and procedures are given in subsection GEN 1.7.

3.9 A few prohibited areas, restricted areas and danger areas are established within the Yangon Airspace. These areas are shown in subsection ENR 5.1 activation of areas subject to intermittent activity is notified well in advance by NOTAM, given reference to the area only by its identification.

4 Co-ordination between the operator and ATS

4.1 Coordination between the Operator and Air Traffic Services is effected in accordance with 2.15 of ICAO Annex 11.

5 Minimum flight altitude

5.1 The minimum flight altitudes on the ATS routes, as presented in section ENR 3, have been determined so as to ensure at least 1,000ft (300m) vertical clearance above the highest obstacle within 10 NM on each side of the centre line of the route. However, where the angular divergence of the navigational aid signal in combination with the distance between the navigational aids could result in the aircraft being more than 5 NM on either side of the centre line, the 10NM protection limit is increased by the extent to which the divergence is more than 5 NM from the centre line.

6 ATS Unit address list

Unit Name	*Postal Address*	*Telephone Nr*	*Telefax Nr*	*Telex Nr*	*AFS Address*
YANGON /Yangon Area Control Centre / FIS	ATC Operations Building Yangon International Airport YANGON 11021, MYANMAR	95 1 533040	95 1 533008 95 1 533016	-	VYYFZRZX VYYFZQZX
YANGON / MINGALADON APP / TWR	ATC Operations Building, Yangon International Airport YANGON 11021, MYANMAR	95 1 533042	95 1 533008 95 1 533016	-	VYYYZTZX
YANGON YANGON RESCUE COORDINATION CENTRE	Department of Civil Aviation Air Traffic Management Division ATC Operations Building YANGON 11021, MYANMAR	95 1 533041	95 1 533041	-	VYYYYCYX
MANDALAY APP / TWR / FIS	Department of Civil Aviation Mandalay International Airport, MANDALAY, MANDALAY DIVISION	95 2 27028	-	-	VYMDYDYX
NAYPYITAW APP /TWR / FIS	Department of Civil Aviation, Naypyitaw International Airport Naypyitaw, NAYPYITAW CITY	95 9 49 209601	-	-	VYNTYDYX
ANN TWR	DCA, Ann Airport, ANN, RAKHINE STATE	0985 26588	-	-	VYANYDYX
← ANISAKAN TWR	DEPARTMENT OF CIVIL AVIATION ANISAKAN AIRPORT,MANDALAYDIVISION	95 85 50431	-	-	VYASYDYX
BAGAN APP / TWR	Department of Civil Aviation Bagan/Nyaung U Airport NYAUNG U, MANDALAY DIVISION	95 61 60941	-	-	VYBGYDYX
BANMAW TWR	DCA, Banmaw Airport, BANMAW, KACHIN STATE	95 74 50105	-	-	VYBMYDYX
BOKPYINN TWR	DCA , Bokpyinn Airport, BOKPYINN, TANINTHARYI DIVISION	-	-	-	VYBPYDYX
DAWEI APP/TWR	DCA, Dawei Airport, DAWEI, TANINTHARYI DIVISION	95 59 21058	-	-	VYDWYDYX
HEHO TWR	DCA, Heho Airport, HEHO, SHAN STATE	95 81 63032	-	-	VYHHYDYX

Unit Name	*Postal Address*	*Telephone Nr*	*Telefax Nr*	*Telex Nr*	*AFS Address*
HOMMALINN TWR	DCA, Hommalinn Airport, HOMMALINN, SAGAING DIVISION	01 34 40767	-	-	VYHLYDYX
HPA-AN TWR	DCA, Hpa-an Airport, HPA-AN, KAYIN STATE	95 58 21500	-	-	VYPAYDYX
KALAY TWR	DCA, Kalay Airport, KALAY, SAGAING DIVISION	95 73 21008	-	-	VYKLYDYX
KANTI TWR	DCA, Kanti Airport, KANTI, SAGAING DIVISION	071 9000232	-	-	VYKIYDYX
KAWTHOUNG TWR	DCA, Kawthoung Airport, KAWTHOUNG, TANINTHARYI DIVISION	95 59 51018	-	-	VYKTYDYX
KENGTUNG TWR	DCA, Kengtung Airport, KENGTUNG, SHAN STATE	95 84 21433	-	-	VYKGYDYX
KYAUKPYU TWR	DCA, Kyaukpyu Airport, KYAUKPYU, RAKHINE STATE	95 43 46014	-	-	VYKPYDYX
KYAUKTU TWR	DCA, KyaukTu Airport, KYAUKTU,SUB-TOWNSHIP MAGWAY DIVISION	0965 65624	-	-	VYKUYDYX
LASHIO TWR	DCA, Lashio Airport, LASHIO, SHAN STATE	95 82 23300	-	-	VYLSYDYX
LOIKAW TWR	DCA, Loikaw Airport, LOIKAW, KAYAH STATE.	95 83 21500	-	-	VYLKYDYX
MAGWAY TWR	DCA, Magway Airport, MAGWAY, MAGWAY DIVISION	95 63 23713	-	-	VYMWYDYX
MAWLAMYINE TWR	DCA, Mawlamyine Airport, MAWLAMYINE, MON STATE	95 57 21086	-	-	VYMMYDYX
MONG-HSAT TWR	DCA, Mong-Hsat Airport, MONG-HSAT, SHAN STATE	95 84 60160	-	-	VYMSYDYX
MONYWAR TWR	DCA, Monywar Airport, MONYWAR, SAGAING DIVISION	95 71 30449	-	-	VYMYYDYX
MYEIK TWR	DCA, Myeik Airport MYEIK, TANINTHARYI DIVISION	95 59 41199	-	-	VYMEYDYX
MYITKYINA TWR	DCA, Myitkyina Airport, MYITKYINA, KACHIN STATE	95 74 26042 95 74 26354	-	-	VYMKYDYX
PAKHOKKU TWR	DCA, Pakhokku Airport, PAKHOKKU, MAGWAY DIVISION	95 62 22153	-	-	VYPUYDYX
PATHEIN TWR	DCA, Pathein Airport, PATHEIN, AYEYARWADDY DIVISION	95 42 24353	-	-	VYPNYDYX
PUTAO TWR	DCA, Putao Airport, PUTAO, KACHIN STATE	0984 00150	-	-	VYPTYDYX
SITTWE TWR	DCA, Sittwe Airport, SITTWE, RAKHINE STATE	95 43 22247 95 43 23377	-	-	VYSWYDYX
TACHILEIK TWR	DCA, Tachileik Airport, TACHILEIK, SHAN STATE	95 84 51760	-	-	VYTLYDYX
THANDWE TWR	DCA, Thandwe Airport THANDWE, RAKHINE STATE	95 43 42722	-	-	VYTDYDYX

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GEN 3.4 COMMUNICATION SERVICES

1 Responsible service

1.1 The responsible service for the provision of telecommunication and navigation facility services in Myanmar, is the Department of Civil Aviation, Myanmar.

1.2 Enquiries, suggestions or complains regarding any telecommunication and navigation facility services should be referred to the Director General of Civil Aviation.

Post:
COMMUNICATION NAVIGATION AND SURVEILLANCE DIVISION
Department of Civil Aviation DCA HQ Building Yangon International Airport
YANGON 11021, MYANMAR
Tel: 95 1 533020
Fax: 95 1 533016
AFTN: VYYYYAYX/VYYYYFYX
mailto: ddcom@dca.gov.mm

1.3 The service is provided in accordance with the provisions contained in the following ICAO documents:

Annex 10	-	Aeronautical Telecommunications, Vol I, II and III;
Doc 8400	-	Procedures for Air Navigation Services- ICAO Abbreviation and Codes (PANS-ABC);
Doc 8585	-	Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services;
Doc 7030	-	Regional Supplementary Procedures (COM Procedures for MID/ ASIA);
Doc 7910	-	Location Indicators.

2 Area of responsibility

← 2.1 Communication services are provided for the entire Yangon FIR, Arrangements for such services on a continuing basic should be made with the Director of Communication who is also responsible for the application of the regulations concerning the design, type and installations of aircraft radio stations. Responsibility for the day- to-day operation of these services is vested in Station Communication Officers located at each international aerodrome. Enquires, suggestions or complaints regarding any Telecommunication service should be referred to the relevant Station Communication Officer or to the Director Communication Services, as appropriate.

3 Type of services

3.1 Radio navigation services

3.1.1 The following types of radio aids to navigation are available:

- MF Non-directional Beacon (NDB)
- VHF Omni-directional Radio Range (VOR)
- Distance Measuring Equipment (DME)
- Instrument Landing System (ILS)

3.2 Mobile/fixed service

3.2.1 *Mobile service*

The aeronautical stations maintain a continuous watch on their stated frequencies during the published hours of service unless otherwise notified.

An aircraft should normally communicate with the air-ground control radio station which exercises control in the area in which it is flying. Aircraft should maintain a continuous watch on the appropriate frequency of the control radio station and should not abandon watch, except in an emergency, without informing the control radio station.

3.2.2 *Fixed service*

The messages to be transmitted over the Aeronautical Fixed Service (AFS) are accepted only if:

a. they satisfy the requirements of ICAO Annex 10,Vol.II;
b. they are prepared in the form specified in ICAO Annex 10;
c. the text of an individual message does not exceed 2100 characters.

General aircraft operating agency messages are only accepted for transmission to countries which have agreed to accept Class “B” traffic.

3.3 Broadcasting service

The following broadcasts are available for the use of aircraft in flight:

a. VHF Automatic Terminal Information Service (ATIS) broadcasts (see table below).
b. All such traffic is broadcast on Bangkok VOLMET.

COMPUTERISED AUTOMATIC TERMINAL INFORMATION SERVICE (ATIS) BROADCASTS

STATION	*CALLSIGN/ IDENTIFICATION*	*FREQ MHz*	*HOURS UTC*	*REMARKS*
1	2	3	4	5
YANGON/ Yangon	Yangon International Airport Information	128.4	H24	**BLANK PERIODS ON THE ATIS BROADCAST** Pilots are advised that during the process of updating the ATIS information there will be a period of 30 to 60 seconds of silence prior to the commencement of the next cycle of transmission. **ALPHABETICAL REFERENCE** All ATIS broadcast will include Alphabetical Reference for identification in the ATIS message, beginning each day with the alphabet letter “ALFA” at 0050 UTC, then following at with letter “BRAVO” at the next broadcast at 0150 UTC until the last alphabet “X-RAY” is reached, after which sub-sequence broadcast will start again with the latter “ALFA”. **UPDATING OF DATA:** H+00 to H+10 **RANGE:** 40 nm **HEIGHT:** 25 000 ft. **POWER**: 10 Watt

3.4 The Language used

The language used is English.

3.5 Where detailed information can be obtained

3.5.1 Details of the various facilities available for the en-route traffic can be found part 2. ENR 4.

3.5.2 Details of the facilities available at the individual aerodromes can be found in the relevant sections of part 3(AD). In cases where a facility is serving both the en-route traffic and aerodromes, details are given in the relevant sections of part 2 (ENR) and part 3 (AD).

4 Requirements and conditions

The requirements of the Directorate of Communication Services and the general conditions under which the communication services are available for international use, as well as the requirements for the carriage of radio equipment, are contained in the Air Navigation (Radio) regulation of Myanmar. The main provisions are briefly summarized below.

GEN 3.6 SEARCH AND RESCUE

1 Responsible service(s)

1.1 The Search and Rescue Service in Myanmar is provided by the Department of Civil Aviation of Myanmar, in collaboration with the Ministry of Defense, Meteorological Service and Maritime and Port Authority of Myanmar, which have the responsibility for making the necessary facilities available. The postal and telegraphic addresses of the Department of Civil Aviation of Myanmar are given at page GEN 1.1-1.

The address of the Alerting Post is as follows:

Post:
YANGON ALERTING POST
Ministry of Transport Department of Civil Aviation Air Traffic Management Division ATC Operation Building
YANGON, MYANMAR
Tel: 95 1 533041, 95 1 533040, 95 1 533044
AFTN: VYYFYCYX
When SAR operations are needed, Rescue Co-ordination Centres are established as follows:

Post:
SOUTHERN RESCUE COORDINATION CENTRE (RCC)
Ministry of Defence Mingaladon Air Force Base Yangon International Airport
YANGON, MYANMAR
AFTN: VYYFYCYX
Tel: 95 31 27057 , 95 31 27054 95 31 27043 (MOD) Air Operations

Post:
NORTHERN RESCUE COORDINATION CENTRE(RCC)
Flying Training Base Myanmar Air Force,Meiktila Shante
MEIKTILA, MYANMAR
AFTN: VYSTYCYX
Tel: 95 33 31043,95 33 31053

1.2 The service is provided in accordance with the provisions contained in the following ICAO documents:

Annex 12	-	Search and Rescue
Annex 13	-	Aircraft Accident Investigation
Doc 7030	-	Regional Supplementary Procedures for Alerting and Search and Rescue Services applicable in the SEA Region.

2 Area of responsibility

2.1 The search and rescue service is responsible for SAR operations within Yangon FIR.

3 Types of service

← 3.1 Detail of related rescue units are given in table at page GEN 3.6-2 titled Search and Rescue units. In addition, various elements of the state police organization, the merchant marine and the armed forces are also available for the Search and Rescue missions, when required. The aeronautical, maritime and public telecommunication services are also available to the Search and Rescue Organization.

← 3.2 All aircraft are amphibious and carry survival equipment, capable of being dropped, consisting of inflatable rubber dinghies equipped with medical supplies, emergency rations and survival radio equipment. Aircraft and marine craft are equipped to communicate on 121.5MHz, 243MHz, 2182KHz, 6659KHz and 6589KHz. Ground rescue teams are equipped to communicate on 2182KHz. SAR aircraft and marine craft are equipped with direction-finding equipment and radar.

4 SAR agreements

4.1 No agreement has yet been concluded between the SAR service of Myanmar and the SAR service of neigh boring countries concerning the provision of assistance upon receipt by the former of a request from the latter for aid. However, Myanmar has agreement for the facilitation of search for aircraft in distress and rescue of survivors of aircraft accidents between ASEAN countries.

4.2 Requests for the entry of aircraft, equipment and personnel from other states to engage in search for aircraft in distress or to rescue survivors of aircraft accidents should be transmitted to the Rescue Coordination Centre. Instruction as to the control which will be exercised on entry of such aircraft and/or personnel will be given by the Rescue Coordination Centre in accordance with a standing plan for the conduct of search and rescue in its area.

5 Conditions of availability

5.1 The SAR service and facilities in Myanmar are available upon request to the Commander in Chief of Air, Ministry of Defence, Naypyitaw, Myanmar.

6 Procedures and signals used

6.1 Procedures and Signals Used by Aircraft

Procedures for pilots-in-command observing an accident or interception a distress call and/or message are outlined in ICAO Annex 12, Chapter 5.

6.2 Communications

6.2.1 Transmission and reception of distress message within the Yangon Search and Rescue Area are handled in accordance with ICAO Annex 10, Volume II, Chapter 5, Paragraph 5.3.

6.2.2 For communications during Search and Rescue operations, the codes and abbreviations published in ICAO Abbreviations and Codes (Doc-8400) are used.

6.2.3 Information concerning positions, call signs, frequencies are hours of operation of Myanmar aeronautical stations is published in sections AD2 and ENR 2.

6.2.4 The frequency 121.5 MHz is guarded continuously during the hours of service at or Area Control Centres and Flight Information Centres. It is also available at Yangon International Airport, Approach Control Office. In addition, the aerodrome control towers serving international aerodromes and international alternate aerodromes will, request, guard the frequency 121.5 MHz.

6.2.5 The Yangon coast station guards international distress frequencies.

6.2.6 Rescue aircraft belong to permanent Search and Rescue Units use both the call-sign RESCUE and additional identification marks (ALFA, BRAVO etc.,) during rescue operations.

6.3 Search and Rescue Signals

The search and rescue signals to be used are those prescribed in ICAO Annex 12 Chapter 5, Para 5.10.

6.4 Ground / air visual signal codes for use by survivors

No.	*Message*	*Code symbol*	**Instructions for use**
1	Require assistance	**V**	1. Make signals not less than 8 ft (2.5 m) 2. Take care, to lay out signals exactly as shown 3. Provide as much colour contrast as possible between signals and background 4. Make every effort to attract attention by other means such as radio, flares, smoke, reflected light
2	Require medical assistance	**X**	
3	No or Negative	**N**	
4	Yes or Affirmative	**Y**	
5	Proceeding in this direction	↑	

6.5 Search and Rescue Units

Name	*Location*	*Facilities*	*Remarks*
SOUTHERN RESCUE COORDINATION CENTRE (RCC)	Ministry of Defence Mingaladon Air Force Base Yangon International Airport	One MI -17 One F-27 One PC-6 One PC-9 One Y8D-II One PC-7	1. One hour notice 2. Yangon RCC will conduct as focal point for SAR service Coordination within Yangon FIR 3. All AFTN message to include Yangon RCC as VYYFYCYX
NORTHERN RESCUE COORDINATION CENTRE(RCC)	Flying Training Base Myanmar Air Force,Meiktila Shante	One MI-2 One MI-17	One hour notice

GEN 4 Charges for Aerodromes/Heliports and Air Navigation Services

GEN 4.1 AERODROME CHARGES

1 Landing of aircraft

The payment of the landing charge shall entitle the aircraft to:

a. the use of aerodrome for arriving and departure;
b. the use of radio and night lighting installed at the aerodrome;
c. the supply of all available information as to routes and weather conditions;
d. the service of aerodrome personnel, if available, for manual assistance in guiding, housing or parking the aircraft.

1.1 Landing Charges

Basis:Take-off weight in the C of A

← *Maximum Take-off weight*	*International Flight*	*Domestic Flight*
Not exceeding 25,000 Kg	US$ 85	Kyats 18800
25001Kg to 50,000 Kg	US$ 168	Kyats 37500
50001 Kg to 75,000 Kg	US$ 253	Kyats 56100
75001 Kg to 100,000 Kg	US$ 337	Kyats 74900
100001 Kg to 200,000 Kg	US$ 760	Kyats 168300
200001 Kg to 300,000 Kg	US$ 1138	Kyats 252600
300001 Kg to 400,000 Kg	US$ 1518	Kyats 336800

2 Parking, hangar age and long-term storage of aircraft

2.1 Parking Charges

← *Maximum Take-off weight*	*International Flight*	*Domestic Flight*
Not exceeding 25,000 Kg	US$ 15	Kyats 4200
25001Kg to 50,000 Kg	US$ 27	Kyats 7500
50001 Kg to 75,000 Kg	US$ 41	Kyats 11300
75001 Kg to 100,000 Kg	US$ 54	Kyats 15000
100001 Kg to 200,000 Kg	US$ 122	Kyats 33800
200001 Kg to 300,000 Kg	US$ 182	Kyats 50500
300001 Kg to 400,000 Kg	US$ 243	Kyats 67400

2.2 Hangar charges

← *Maximum Take-off weight*	*International Flight*	*Domestic Flight*
Not exceeding 25,000 Kg	US$ 41	Kyats 11300
25001Kg to 50,000 Kg	US$ 81	Kyats 22500
50001 Kg to 75,000 Kg	US$ 122	Kyats 33800
75001 Kg to 100,000 Kg	US$ 162	Kyats 44900
100001 Kg to 200,000 Kg	US$ 365	Kyats 101000
200001 Kg to 300,000 Kg	US$ 547	Kyats 151600
300001 Kg to 400,000 Kg	US$ 729	Kyats 202100

3 Passenger service

- Payable by the passenger.
- **US$ 20** for each international departing passenger at internationals airport;
- **Kyats 3000** for each domestic departing passenger at internationals/ Domestics airport;

4 Exemptions and Reductions

Exemptions:

- Test flight during the hours of daylight, provided prior notice is given.
- Diplomatic flight should request for exemption prior to overflight through diplomatic channel.
- No hangar charge shall be levied for aircraft housed during the Government inspections period or for three days thereafter.

Reductions:

- When an aerodrome is used with prior notice during the hours of daylight for repeated landings, a daily charge equivalent to five times the charge for a single landing for the weight –class of aircraft concerned shall be levied in respect of each aircraft.
- 50% of the standard landing charge shall be charged for aircraft landing at Government aerodromes where no ground control is provided.

5 Methods of payment

- Hangar or parking charges levied at daily rates are payable at the time of using the aerodrome, or, in the case of regular users, on demand at the end of each calendar month in respect of charges occurring in month.
- A rebate of hangar charges paid in advance shall be made if lessee is prevented by the housing of other aircraft from obtaining accommodation for his aircraft.
- Landing charges are payable at the time of using the aerodrome, or in the case of approved regular users, on demand at the end of each calendar month in respect of charges occurring in the month.
- The landing charge, the payment of which entitle the aircraft to the use of radio does not include operation charges or charges for radio services in connection with movement which may be levied by an approved agency of the Government Rules:
- Hangar charges and parking charges are levied for any period exceeding 12 hours and up to 24 hours. Period exceeds 24 hours is treated as next day and chargeable if exceed 12 hours.
- Parking charges are levied on non-scheduled flights for any period exceeding 3 hours up to 24 hours. Period exceeds 24 hours is treated as next day and chargeable if exceed 12 hours.

ENR 0.6 TABLE OF CONTENTS TO PART 2

Note: The following sections in this chapter are intentionally left blank:
ENR 0.1, ENR 0.2, ENR 0.3, ENR 0.4, ENR 0.5.

ENR 1 General Rules and Procedures

ENR 1.1 GENERAL RULES

1 General Rules and Procedures

The air traffic rules and procedures applicable to air traffic in the Republic of the Union of Myanmar territory conform to Annexes 2 and 11 to the Convention on International Civil Aviation and to those portions of the *Procedures for Air Navigation Services - Air Traffic Management* applicable to aircraft and of the *Regional Supplementary Procedures* applicable to the South East Asia Region, except for the differences listed in GEN 1.7.

2 Air Traffic Rules and Services

2.1 Responsible Authority

The authority responsible for the overall administration of the Air Traffic Services provided for International Civil Aviation is the Department of Civil Aviation acting under the authority of the Ministry of Transport.

← Post:
AIR NAVIGATION SAFETY DIVISION
Department of Civil Aviation DCA HQ Building Yangon International Airport
YANGON 11021, MYANMAR
Tel: 95 1 533008
Fax: 95 1 533008 /533016
mailto: ats@dca.gov.mm
AFTN: VYYYYAYX

2.2 Area of Responsibility

Air Traffic Services as indicated in the following paragraphs are provided for the entire territory, including territorial waters, the Republic of the Union of Myanmar as wall as in the airspace over the high seas encompassed by Yangon FIR.

2.3 Provision of Air Traffic Services

← 2.3.1 With the exception of certain military aerodromes, Air Traffic Services in the Republic of the Union of Myanmar are provided by the Department of Civil Aviation, administrated by the Director (Air Navigation Services) at Department of Civil Aviation Head quarter.

2.3.2 The airspace of the Republic of the Union of Myanmar including adjacent international waters, comprises a single FIR named **YANGON FIR**.

2.3.3 Air Traffic Control exercised:

a. on airways covering the main ATS routes;
b. in terminal control areas and in control zones at controlled aerodromes equipped with approach and landing aids (see ENR 2.1);
c. in aerodrome traffic zones at other controlled aerodromes (see AD 1.3).

2.3.4 Flight Information Service and Alerting Service within the FIR and Air Traffic Control service in control areas is provided by one centre named **Yangon Area Control Centre (YACC).**

2.3.5 There is no distinction between upper and lower airspace. The axis of each airway is constituted by a line connecting significant points identified as a rule by radio navigational facilities.

2.3.6 Air Traffic Services is the responsibility of:

a. Yangon Area Control Centre for both Air Traffic Control and Alerting Service on international airways including those parts of the airways traversing Mingaladon terminal area.
b. Yangon Area Control Centre for flight information service as per airspace classification in Yangon FIR.

2.3.7 In general, the Air Traffic rules and Procedures in force and the organization of Air Traffic Services are in conformity with ICAO Standards, Recommended Practices and Procedures. Differences between the national and international rules and procedures are given in GEN 1.7, the regional supplementary procedures and altimeter setting procedures being reproduced in full.

2.3.8 A few prohibited areas, restricted areas and danger areas are established within Myanmar territory. These areas, three of which are in the vicinity of Mingaladon Airport, are shown in ENR 5.1-3. Activation of areas subject to intermittent activity is notified well in advance by NOTAM, giving reference to the area only by its identification except VYP5 which is to be avoided at all times under any circumstances.

2.3.8.1 **Warning to avoid prohibited area VYP5**

2.3.8.1.1 **Should this violation on VYP5 by traffic occurs severe action will be taken according to Myanmar Aircraft Rules, Part II - General Conditions of Flying No.12 Prohibited Area and Part XIV, General Rules 160, Penalties, of which the penalty shall be imprisonment for a term not exceeding three months or a fine not exceeding Kyats 10000 or both.**

2.4 Coordination between the Operators and Air Traffic Services:

2.4.1 Coordination between the operator and Air Traffic Service is effected in accordance with 2.15 of Annex 11.

2.5 Minimum Flight Altitudes

← 2.5.1 The minimum flight altitudes on the ATS routes as listed in ENR 3.1 have been determined so as to ensure at least 300 metres (1000 feet) vertical clearance above the highest obstacle within 10 NM on each side of the center line of the route. However, where the angular divergence of the navigational aids signal in combination with the distance between the navigational aids could result in the aircraft being more than 5 NM on either side of the centre line, the 10NM protection limit is increased by the extent to which the divergence is more than 5 NM from the centre line.

3 National Security Requirements

3.1 General

3.1.1 The following rules and procedures are adopted in the interest of national security to enable identification as early as possible of air traffic entering the Air Defense Identification Zone (ADIZ) in the Republic of the Union of Myanmar.

3.1.2 Myanmar has established an Air Defense Identification Zone (ADIZ) within Yangon FIR comprising all that airspace enclosed in the South by Yangon FIR boundary from 1000N 09830E to 1000N 09600E, then along 09600E to 1400N 09600E, then 1400N parallel to 1400N 09222E, then 09222E to 2041N 09222E, then along Myanmar National Boundary in the North and East to 1000N 09830E in the South.

3.1.3 No flight of any aircraft either originating in or penetrating into the ADIZ will be permitted without Air Defense Clearance. The procedure for obtaining this clearance is as follows:

1. Flight plan to be filed 30 minutes before take-off and include ETA at ADIZ boundary and route and altitude within ADIZ. In-flight changes for entry are not allowed except in emergency.
2. Except for local flights conducted in the immediate vicinity of an aerodrome, all aircraft operating to, through or within the ADIZ shall obtain Air Defense Clearance (ADC) through the Air Traffic Control Centre.
3. ADC shall be valid for the entire flight within ADIZ irrespective of intermediate halts for flights originating in or transiting the ADIZ.
4. For flights originating within the ADIZ, ADC shall be obtained before departure and in the event of departure being delayed for more than 30 minutes in fresh ADC shall be obtained.
5. In respect of east bound flight conducted along the airways penetrating the ADIZ, aircraft shall, on first contact with the ATCC at the FIR boundary request the ADC giving the estimated time over the ADIZ boundary.
6. In respect of west bound flight conducted along the airways penetrating the ADIZ, aircraft shall, on first contact with the ATCC at the FIR boundary request an ADC only.
7. In respect of all flights conducted of airways, aircraft shall contact ATCC at least 10 minutes before entering the ADIZ giving the ETA over the ADIZ boundary and requesting ATC.
8. The frequencies to be used shall be the normal air/ground communication frequency.

3.2 Identification and Interception

3.2.1 Any aircraft penetrating into or flying within the ADIZ without an ADC, or failing to comply with any instructions or deviating from the flight plan or approved airways, will be liable to interception for identification according to the interception procedures outlined in section ENR 1.12.

4 Flight Category

4.1 Flights will be categorised IFR or VFR for the purpose of:

a. indicating flight notification requirements;
b. specifying operational control responsibilities;
c. indicating traffic information requirements outside controlled airspace.

4.1.1 This shall be inserted on flight plans as a general category in addition to the flight procedures specified for each route segment.

15 VFR routes

15.1 Introduction

15.1.1 To facilitate the flow of traffic meeting both national and economic requirements for fixed wing or rotor wing aircraft, VFR route are established as per the following.

15.2 VFR Routes

15.2.1	**Route 1**	For VFR flights flying to and from Bangkok FIR and Dhaka FIR shall fly: Phitsanulok - MAKAS - BGO - Thandwe - Kyaukpyu - Sittwe - Chittagong - Dhaka and vice versa.
15.2.2	**Route 2**	For VFR flights flying to and from Bangkok FIR and Kolkata FIR shall fly: Bangkok - LIMLA - BGO - Thandwe - Kyaukpyu - Sittwe - DCT Kolkata and vice versa.
15.2.3	**Route 3**	For VFR flights flying to and from Bangkok FIR and Kolkata FIR, and beyond shall fly: Phuket - abeam Kawthoung - Myeik - Dawei - abeam Mawlamyine - BGO and follow Route 1 or Route 2 as appropriate to their destinations.

15.3 Landing

15.3.1 Landing at open space is not approved under normal circumstances. Technical or refuelling stop should be made at controlled aerodromes.

15.4 Remarks

15.4.1 VFR Routes are applicable for both directions.

15.4.2 Under fair weather, helicopters are to maintain not below 4500 feet and for fixed wing aircraft not below 5500 feet above ground or terrain.

VFR ROUTES ..... ENR 1.1-VFRROUTES
←

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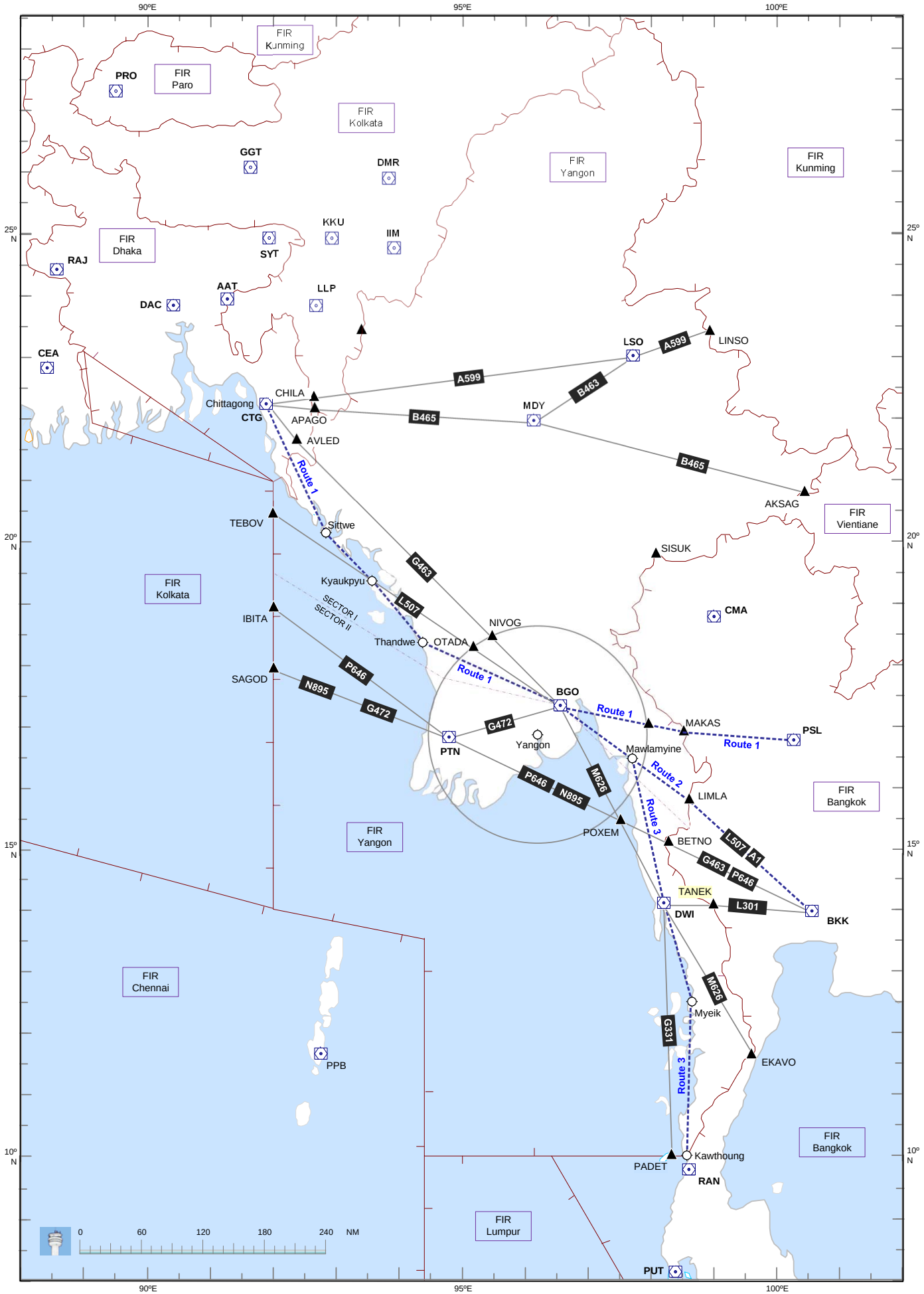
YANGON FIR – VFR ROUTES



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ENR 1.2 VISUAL FLIGHT RULES

1 VFR flights to be operated within a control zone established at an aerodrome serving international flights and in specified portions of the associated terminal control area shall:

a. have two-way radio communications;
b. obtain permission from the appropriate ATC unit; and
c. report positions, as required.

← *Note: The phrase "specified portions of the associated terminal control area "is intended to signify at least those portions of the TMA used by international IFR flights in association with approach, holding, departure and noise abatement procedures.*

2 Except as otherwise authorized by the appropriate air traffic control unit for VFR flights within control zone, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in the following table.

3 Except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern:

a. when the ceiling is less than 450 meters (1,500 feet); or
b. when the ground visibility is less than 5 km (3 miles).

4 Unless authorized by the appropriate ATS authority, VFR flights shall not be operated:

a. between sunset and sunrise, or such other period between sunset and sunrise as may be prescribed by the appropriate ATS authority;
b. above flight level 150;
c. at transonic and supersonic speeds.

5 Except when necessary for take-off or landing, or except by permission from the appropriate authority, a VFR flight shall not be flown:

a. over the congested areas of cities, towns or settlements or over an open air assembly of persons at a height less than 300 meters (1,000 feet) above the highest obstacle within a radius of 600 meters (2,000 feet) from the aircraft;
b. elsewhere than as specified in 5(a) at a height less than 150 meters (500 feet) above the ground or water.

6 Except as provided in 6.1 VFR flights in level cruising flight when operated above 900 meters (3,000 feet) from the ground or water, or a higher datum as specified by the appropriate ATS authority, shall be conducted at a flight level appropriate to the track as specified in the Table of Cruising Level in Appendix C. Annex 2.

6.1 VFR flights operated in controlled airspace (class B, C, F) shall select cruising levels from those to be used by IFR flights as specified in ENR-1.7 except that the correlation of levels to track shall not apply whenever otherwise indicated in air traffic control clearances.

7 VFR flights shall comply with the provisions of ENR 1.10, para.1:

a. when forming part of aerodrome traffic at controlled aerodromes; or
b. when operated as special VFR flights; or
c. when operated in controlled airspace (class B, C, F).

8 When so prescribed by the appropriate ATS authority, a VFR flight operating within or into designated areas, or along designated routes outside controlled airspace (class G) shall maintain continuous listening watch on the appropriate radio frequency of, and report its position as necessary to, the air traffic services unit providing flight information service.

9 An aircraft operated in accordance with the visual flight rules which wishes to change to compliance with the instrument flight rules shall:

a. communicate the necessary changes to be effected to its current flight plan, or
b. submit a flight plan to the appropriate air traffic services unit and obtain a clearance prior to proceeding IFR.

VMC TABLE				
	Within Controlled Airspace		Outside Controlled Airspace	
	Above	At or below	Above	At or below
	900 m (3000 feet) above mean sea level or 300 m (1 000 feet) above terrain, which is higher			
Flight visibility	8 km	5 km	8 km	1500 *
Distance from cloud: a) horizontal b) vertical	 1500 m 300 m (1 000 ft)	 1500 m 300 m (1 000 ft)	 1500 m 300 m (1 000 ft)	Clear of clouds and in sight of the ground or water.

**Except that helicopters may operate with a flight visibility below 1500 m if manoeuvred at speed that will give adequate opportunity to observe other traffic or any obstructions in time to avoid collision.*

ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

1 General

1.1 The holding, approach and departure procedures in use are based on those contained in the latest edition of ICAO Doc 8168-Procedures for Air Navigation Services - Aircraft Operations (PANS-OPS)

1.1.1 The holding and approach procedures in use have been based on the values and factors contained in Parts III and IV of Vol. i of the PANS-OPS. The holding patterns shall be entered and flown as indicated below.

1.2 **Holding and Arrival procedures**

1.2.1 This section sets out the pilot action and related airways operations procedures in the final stages i.e., Holding, Approach and Landing phases of flight.

1.2.2 An aircraft shall hold in flight as required for the purpose of establishing separation, and for absorbing delays caused by traffic peaks or weather.

1.2.2.1 Holding shall be accomplished in accordance with approved published procedures. If aircraft are required to hold at a point for which no procedure is published, they shall do so in a manner specified by ATC.

1.2.2.2 A request by a pilot-in-command to deviate from a prescribed holding procedure may be approved if known conditions permit.

1.2.3 **Holding procedures**

1.2.3.1 The standard holding pattern shall be:

a. follow the prescribed track in bound to the holding point:
b. execute a 180° turn in the direction specified, so as to fly outbound a track parallel to the in bound track;
c. continue outbound for the time, or the DME limit, specified;
d. execute a 180° turn so as to realign the aircraft on the in bound track.

1.2.3.2 Outbound timing should start from abeam the fix or on attaining the outbound heading, whichever comes later.

1.2.3.3 Unless otherwise indicated on a particular chart, holding and approach procedures will be subject to the following limitation;

a. The minimum rate for all turns is 3° per second (rate 1) or that produced by a bank angle of 25°, (whichever requires the lesser bank);
b. Indicated airspeed when entering and manoeuvring in holding patterns shall not exceed 210 knots up to and including 14,000 feet, and 240 knots above 14,000 feet;
c. In controlled airspace the outbound leg, entering or holding, shall be not more than:
   Up to and including 14,000 feet - 1 minute
   Above 14,000 feet - 1 1⁄2 minutes
d. Indicated airspeed in procedure turns to leave holding patterns, and in approach procedures prior to commencing final approach, shall not exceed 175 knots.

NOTE 1. Plans and profile diagrams of procedures in the Instrument Approach Charts are normally drawn to represent the path of an aircraft operating at 150 knots ground-speed with a rate of descent of 500 feet per minute; consequently it is not necessary to fly a procedure to conform with the distance scale on the profile diagram except in the following circumstances:

a. where a vertical broken line to the distance scale shown a limitation on descent;
b. in the case of a DME descent, to comply with the specified distance for the commencement of the procedure turn

NOTE 2.Times shown on outbound legs of instrument approach procedures provide for optimum manoeuvring in zero wind. These times may be shortened in circumstances where a tailwind is known to exist.

1.2.4 **Arriving procedures**

1.2.4.1 An aircraft which is not required to hold may commence the instrument approach procedure without entering the holding pattern if the approach track to the facility of fix is within a 60° sector , 30°on either side of:

a. the initial track of the descent procedure; or
b. the in bound holding track, where a reversal turn shown on the approach chart must be completed prior to commencing an instrument descent.

NOTE: Outside controlled airspace and within 25 NM of the facility or fix, an aircraft whose initial approach track is outside the 60° sector described above may diverge to intercept a track within the 60° sector.

1.2.5 A pilot-in-command cleared to a point for which there is a published approved holding pattern shall consider that he is to hold in that pattern until further cleared.

1.2.5.1 A pilot-in-command required to hold in an approach sequence will be advised of a possible need to divert. On request, he shall estimate and advise ATC the time his remaining fuel is expected to be only that necessary for flight to and landing at the alternate plus required reserves, (i.e. the "LATEST DIVERT TIME"). This action will be taken in the initial descent phase if the need is evident at that time.

1.2.5.2 If a delay of 30 minutes or more is estimated, the pilot-in-command will be notified as early as possible, and the operating company will also be informed. Expected approach times will be revised as necessary and pilots-in-command kept informed.

1.2.5.3 When an aircraft is holding over an aerodrome which is closed to landings or where weather conditions are worse than the prescribed landing minima, an ATC will nominate scheduled reporting times for it. These times will normally be at 15 minute intervals from the time of arrival over the holding point.

1.2.5.4 During an instrument approach sequence, the aircraft estimated to arrive first over a holding point will be assigned the lowest level available for assignment, and succeeding aircraft will be given priority in the order of their estimated times of arrival over such points.

2 Arriving flights

2.1 Instrument Approach

2.1.1 Unless authorized to make a visual approach, an IFR category flight shall conform to the published instrument approach procedure nominated by ATC.

2.1.2 Pilots are not authorized to descend below the minimum safe flight altitude to the minimum sector altitude where this has been established and printed on certain Instrument Approach Chart, unless a definite position within the sector boundaries is established.

2.1.3 Authorization for final approach to the aerodrome will be in the form of a clearance for final of an instrument approach or for a visual approach. In either case the nominated runway then becomes the clearance limit subject only to any further ATC instructions and a clearance to land.

2.1.4 When cleared to "MAKE DME ARRIVAL "in controlled airspace, an aircraft shall not orbit, enter a holding pattern or use holding pattern entry procedures without a prior ATC clearance
Note: Where the prescribed DME arrival procedure involves the use of a holding pattern entry procedure, ATC will use other methods of clearance not involving this particular phrase.

2.2 Visual Approach

2.2.1 Conditions under which visual approaches may be authorized.

2.2.1.1 *By day*, within 30 miles of the destination, ATC may, subject to traffic, approve a request for, or initiate a clearance for a visual approach to the aerodrome for:

a. an aircraft operating under IFR flight procedure when-

   i. the pilot has established and can continue flight to his destination with continuous visual reference to the ground or water, and
   ii. the minimum visibility of the flight path to the aerodrome is 3 miles or better, or the aerodrome is in sight;

b. an aircraft operating under VFR flight procedure, when the flight can be conducted in VMC.

2.2.1.2 *By night*, a visual approach may be authorized for an aircraft operating under IFR flight procedure, when the aircraft is within 5 miles of the destination and the aerodrome is in sight continuously.

2.2.1.3 Responsibility of pilot-in-command when conducting a visual approach.

2.2.1.4 *By day*, a pilot-in-command shall:

a. maintain track on the route progressively authorized by ATC;
b. unless ATC has instructed otherwise, follow the route clearance until within 5 miles of the aerodrome and the aerodrome is in sight before break-off is made. From this position the pilot shall track direct to a point within 3 miles of the aerodrome for approach to a nominated runway;

Note: If ATC wishes to vary this procedure a specific instruction will be issued. The phrase "TRACK NOW FOR ...(circuit, runway, aid)" will be used route for any variation that involves a break-off route clearance beyond 5 miles from the aerodrome.

c. not climb above an altitude which he has reported to ATC as having reached or left, unless authorized to do so;
d. descend as necessary but not below the lowest altitude permissible for VFR flight.

2.2.1.5 *By night*, a pilot-in-command shall:

a. maintain track on the route progressively authorized by ATC:
b. unless ATC has instructed otherwise, follow the route clearance until within 5 miles of the aerodrome and the aerodrome is in sight before break-off is made. From this position the pilot shall track direct to a nominated runway;
c. not climb above an altitude which he has reported to ATC as having reached or left, unless authorized to do so;
d. descend as necessary but-

    i. if operating under VMC flight procedure, not below the lowest altitude permissible until the aerodrome is within 3 miles and is in sight.
    ii. if operating under IFR flight procedure not below the IFR lowest safe altitude, as appropriate, until within the prescribed circling area of 3 miles radius of the destination.

2.2.1.6 A pilot-in-command of an aircraft operating by day under IFR flight procedure desiring a visual approach and who is satisfied that the conditions of para 2.2.1 can be met, shall report "VISUAL". If unable to continue a visual approach which has been authorized or proposed by ATC, he shall immediately advise ATC.

2.2.1.6.1 A pilot reporting "VISUAL" in the conditions described in para.2.2.1.6 may initially be given a clearance below the IFR lowest safe altitude to a specific altitude in the terms "DESCEND TO (altitude) VISUAL". This clearance may also be given to a pilot operating under VFR flight procedure. The pilot shall comply with the provisions of para.2.2.1.4 while descending to, and maintaining the assigned altitude.

2.2.1.7 By day in VMC, when within 30 miles of the destination, a pilot may be assigned the responsibility for maintaining separation from another responsibility, he shall not overtake that aircraft.

2.3 Radio Frequency Transfer

2.3.1 Approach control, where provided on a separate frequency, will indicate when to transfer to tower frequency for the final part of approach and landing clearance. This transfer will normally be within 10 miles of the airport.

2.3.2 Unless otherwise instructed, the pilot-in-command of an aircraft which have been cleared for final approach, or an unrestricted visual approach, and who has not received instructions to transfer to tower frequency prior to 5 miles from touchdown on final approach should change automatically to tower frequency.

2.4 Descent and Approach

← 2.4.1 **Descent from a flight in control area. Descent of an** IFR **category flight from non-controlled airspace**

2.4.1.1 On arrival at the last designated position reporting point before destination, the report will be made on the en-route frequency or as otherwise instructed. If an immediate descent from this point is not desired, the pilot-in-command should indicate, with this report, the point from which, or the time at which, descent is desired.

2.4.1.2 A clearance will be issued by ATC covering flight in controlled airspace to the aerodrome or to an appropriate holding point. In addition, advice as follows will be given, when appropriate:

a. the type of instrument approach to be expected;
b. when a delay of more than 5 minutes is expected, the time at which it is expected that the aircraft will leave the holding point to complete its approach for landing; the holding point referred to being the one, shown on the appropriate chart, from which the expected instrument approach is to commence;
c. if instructions are issued to hold for an indefinite period at a point other than the holding point referred to in b), the expected time of onward clearance

2.4.1.3 Approach control service is provided on the tower frequency unless an approach control frequency is separately notified. The change to approach control service shall be made at 40 miles from destination unless it is otherwise specified in instruction or in the frequency change plan.

2.4.1.4 If clearance has been received and the arrival involves entering the control zone without first entering control area, the pilot-in-command will be instructed to change to the appropriate control frequency 10 miles from the lateral boundary of controlled airspace.

2.4.1.5 When making the first contact with the approach controller, the pilot shall report position and level, and if on an IFR category flight, flight conditions.

2.4.1.6 Approach control will provide instructions for progressive descent and specify any change in route, clearance limits and holding instructions. Approach control will also advise and update as necessary, details of:

a. runway to be used;
b. landing information;
c. type and expected time of approach (if an instrument approach is probable)

2.5 VFR Category flights entering control zone

2.5.1 If arrival involves entering the control zone without first entering control area, the pilot-in-command must comply with the flight notification and reporting requirements as specified in ENR1.5, para.3.1.5 and must obtain a clearance before entry and enter and operate thereafter in accordance with clearances.

2.5.2 Details of the flight shall be notified 30 minutes or more in advance of the intended entry into controlled airspace.

2.5.3 A clearance to enter controlled airspace shall be requested at least 15 minutes before reaching the point of entry to controlled airspace.

2.5.4 The clearance to enter will be in a form specifying the altitude to be maintained, the track to be followed, and any holding instructions. Some of these items may be combined with the clearance “MAKE VISUAL APPROACH “.

2.5.5 Training VFR flights civil or military shall request permission to enter a control zone and enter only on obtaining entry permission unless otherwise develop some kind of emergency.

2.6 Landing

2.6.1 Provision of Operational Information

2.6.1.1 ATC will supply the following information for landing operations:

a. runway or direction;
b. wind direction and speed, QNH, and if required, temperature and/or dew-point;
c. known significant weather information, including low cloud and visibility or runway visual range;
d. a time check, (to the nearest half minute), whenever a time to commence final is specified by ATC in an instrument approach sequence;
e. the crosswind component on the runway to be used, if this equals or exceeds 8 knots for single-engines aircraft or 12 knots for multi-engines aircraft;
f. aerodrome surface conditions, significant to the operation, including water lying in large pools on, or draining across the runway.

2.6.1.2 ATC will, whenever practicable, advise aircraft of the expected occurrence of hazards caused by turbulent wake.

Note: Occurrence of turbulent wake hazards cannot be accurately predicted and ATC cannot assume responsibility for the issuance of advice on such hazards at all times, nor for its accuracy.

2.6.2 **Selection of Landing direction**

2.6.2.1 ATC will nominate that runway or landing direction which, considering operational factors and the flow of traffic, appears to be the most suitable. Pilots should assume that ATC takes into consideration alternatives that might be more expeditious for a particular operation and that ATC will initiate the nomination of an alternative to the runway or direction generally in use, whenever this is practicable.

2.6.2.2 The pilot-in-command shall ensure that the nominated runway or direction has sufficient length of run and that the crosswind or downwind component is not greater than the maximum allowed for his particular operation. If the nominated runway or direction is not suitable for these reasons or for any other safety reason, he shall advise ATC to this effect using the phrase “REQUIRE RUNWAY.(number) “.

2.6.2.3 Decision to make a landing on water-affected runway or when the presence of birds has been advised, rests solely with the pilot-in-command.

2.6.3 **Selection of Circuit direction**

2.6.3.1 Circuit Direction and Turns shall be left-hand unless otherwise specified or authorised by ATC. Since the normal circuit direction and turns are left-hand, ATC will rarely advise the pilot to this affect. Some exceptions are:

a. when advising inability to comply with a request for a right-hand circuit; or
b. special restrictions at Yangon;
c. certain aerodrome where high terrain in normal circuit area create a hazard.

2.6.3.2 In relation to turns or circuit requirement within the traffic circuit, ATC will normally consider traffic separation requirements.

2.6.3.3 Irrespective of other clearances received, a pilot-in-command shall not land unless he has received a specific clearance to do so in the terms “CLEARED TO LAND”.

2.6.4 **Separation Minima for Landing**

2.6.4.1 A landing aircraft will not be permitted to cross the threshold of the runway on its final approach until:

a. a preceding departing aircraft using the same runway is airborne, and

   1. if more than 30,000 lb. maximum AUW, is at least 1800 m (6000 feet) ahead of the threshold or has commenced a turn; or
   2. if the departing aircraft is slower, spacing is sufficient in the event of a missed approach to permit the landing aircraft to manoeuvre safely to a diverging flight path;

b. a preceding landing aircraft using the same runway has:

   1. vacated it and is taxiing away from the runway; or
   2. reached a point at least 900 m (3000 feet) from the runway threshold, provided that both aircraft have a maximum AUW below 4250 lb.

2.6.4.2 Exceptions to this application of separation standards will be:

a. aircraft landing information in relation to separation from other aircraft of the same flight.

2.6.5 **Taxiing after Landing**

2.6.5.1 Unless otherwise instructed or authorized by the tower controller, an aircraft shall promptly vacate the runway and proceed to the normal parking position via the shortest available taxiway. However, when alternative taxiways are available, an aircraft shall not back track on a runway without first obtaining a clearance. A separate clearance must be obtained before crossing or entering any runway by day or a runway illuminated as a runway by night.

2.6.5.1.1 A pilot-in-command, who is unfamiliar with the aerodrome should request “GUIDANCE TO TERMINAL”. In providing guidance, controllers will issue specific instructions relative to entering or stopping short of the flight strip of any landing area to be entered.

2.6.5.2 Aircraft taxiing on the manoeuvring area of a controlled aerodrome will be regulated by the tower controller to minimise possible conflict, and will be provided with a traffic information and alerting service. The pilot shall maintain separation while complying with the tower controller's clearance and instructions.

2.6.5.3 A taxi clearance will govern entry to and movement on the taxiways but will not relate to movement on the apron areas. However, available essential information referring to other aircraft entering or leaving the same apron area will be provided.

2.6.5.4 Radio watch shall be maintained on the aerodrome control frequency, until parked.

3 Departing flights

3.1 Radio Communications

3.1.1 A pilot-in-command shall establish communication on the appropriate aerodrome control frequency at the parked position of his aircraft before taxiing, and shall keep watch on that frequency until instructed by ATC to change to another.

3.1.2 In other case, the pilot of a turbo-jet aircraft may avoid foreseeable delays by giving notice of intention to start engines. When significant delays are foreseeing, ATC will command that starting procedure be deferred to specified time.

3.2 Push-back and Taxiing

3.2.1 When it is necessary for an aircraft to be pushed back prior to the commencement of taxiing, the pilot-in-command shall obtain a clearance to push back before the commencement of the manoeuvre. A clearance to taxi shall be obtained before further movement after completion of the push back.

3.2.2 A pilot-in-command shall obtain a clearance to taxi before leaving the parked position. This taxi clearance will govern entrance to, and movement on, the taxiways but will not relate to movement on the apron areas. Nevertheless, available essential information about other aircraft moving on the same apron area will be given to any aircraft calling for taxi clearance.

3.2.3 Whenever an engine of a turbo-jet aircraft is operating on the ground, the aircraft anti-collision light(s) shall be displayed.

3.2.4 Pilots of other aircraft should appreciate that the display on the ground of anti-collision lights by a turbo-jet aircraft means that at least one of its engines is operating. They should ensure, therefore, that when manoeuvring near these aircraft, they do so at a safe distance from the jet efflux.

3.2.5 Military turbo-jet aircraft should always be treated with caution as these aircraft may not display anti-collision lights on the ground even though under power.

3.2.6 A pilot-in-command for whom a runway has been nominated for take-off, shall regard the taxi clearance limit to be:

a. for piston-engines aircraft-the holding bay, if provided, otherwise the holding point for the runway; and
b. for turbine-engines aircraft or aircraft which have reported “READY “before reaching the holding bay-the holding point for the runway.

3.2.7 A separate clearance must be obtained before crossing or entering any runway by day or a runway illuminated as a runway by night.

3.2.8 A pilot wishing to use less than the full length of the run available, shall nominate his intention to the controller when requesting taxi instructions.

3.3 Provision of operational information

3.3.1 ATC will supply the following information for take-off operations:

a. runway or direction;
b. wind direction and speed, QNH and if required temperature and/or dew-point;
c. a time check to the nearest half-minute upon commencing to taxi from the apron prior to take-off;
d. cross wind component on the runway to be used, if this equals or exceeds 8 kts for single-engine aircraft or 12 kts for multi-engine aircraft;
e. the downwind component, if a pilot chose to operate downwind;
f. aerodrome surface conditions, significant to the operation, including water lying in large pools on, or the raining across, draining across, the runway;
g. the presence of birds on the runway or flight strip when in numbers of a size likely to be hazardous;
h. known weather information, e.g., significant weather observations made by ATC.

3.4 Selection of take-off direction

3.4.1 ATC will nominate that runway or take-off direction which, considering operational factors and the flow of the traffic, appears to be most suitable. Pilots should assume that ATC takes into consideration alternatives that might be more expeditious for a particular operation and that ATC will initiate the nomination of an alternative to the runway or direction generally in use, whenever this is practicable.

3.4.2 Notwithstanding the runway or direction nominated by ATC, the pilot-in-command shall ensure that there is sufficient length of run and that the crosswind or downwind component is not greater than the maximum allowed for his particular operation. If the nominated runway or direction is not suitable for these reasons or for any other safety reason, he shall advise ATC to this effect using the phrase “REQUIRED RUNWAY (Number) “.

3.4.3 The decision to undertake a take-off on a water-effected runway or when the presence of birds has been advised, rests solely with the pilot in command.

3.4.4 The pilot-in-command shall not hold on the runway in use unless permission to do so has been obtained from ATC.

3.5 Selection of circuit direction

3.5.1 Circuit Direction and Turns shall be left-hand unless otherwise specified or authorised by ATC. Since the normal circuit direction and turns are left-hand, ATC will rarely advise the pilot to this affect. Some exceptions are:

a. when advising inability to comply with a request for a right-hand circuit; or
b. special restrictions at Yangon;
c. certain aerodrome where high terrain in normal circuit area create a hazard.

3.5.2 In relation to turns or circuit requirement within the traffic circuit, ATC will normally consider traffic separation requirements.

3.5.3 A pilot-in-command shall notify ATC if a particular turn or circuit is essential to the safe operation of aircraft, e.g for reasons or terrain or aircraft performance. He shall include the word REQUIRE in this advice so that ATC may differentiate between a safety requirement and any request that may be made for reasons of convenience or expedition.

3.6 Air Traffic Control Clearance

3.6.1 A pilot-in-command intending flight shall request an air traffic control clearance to cover the flight in time to receive it before entering the departure runway.

3.6.2 The issuance of air traffic control clearance by air traffic control units constitutes authority for an aircraft to proceed only in so far as known air traffic is concerned.

3.6.3 Clearances are based solely or expediting and separating air traffic and do not constitute authority to violate any applicable regulations for promoting safety of flight operations or for any other purpose.

3.6.4 Clearances are based on known traffic conditions which affect safety in aircraft operation. Such traffic conditions include not only aircraft in the air and on the manoeuvring area over which control is being exercised, but also any vehicular traffic or other obstructions not permanently installed on the manoeuvring area in use.

3.6.5 Clearance issued by controllers relate to traffic and aerodrome conditions only and do not relieve a pilot of any responsibility whatever in connection with a possible violation of applicable rules and regulations.

3.6.6 To ensure minimum delay in obtaining an airway clearance where the flight will operate in the control areas, submission of required details of proposed flight 30 minutes ahead of its desirable.

3.6.7 Air traffic control clearances will normally contain the following items:

a. aircraft identification;
b. clearance limits and route instructions:
c. level assignment;
d. any special instructions and information.

3.6.8 An aircraft is normally cleared to the aerodrome of first intended landing or to the appropriate radio holding point. If, however an aircraft is cleared only to an intermediate point and flight beyond that point will be in control area, the pilot-in-command shall obtain a further clearance before proceeding beyond the intermediate clearance point.

3.7 Departure Instruction

3.7.1 Departure instructions are issued to a departing aircraft in order to apply or achieve separation, make maximum use of available airspace and as necessary, for weather and noise avoidance procedure.

3.7.2 Departure instructions will contain the following items:

a. aircraft identification;
b. radar heading instructions (if required);
c. altitude restrictions (if required);
d. direction of turn (if required);
e. any other instructions.

3.8 Take-off

3.8.1 Irrespective of other clearance receive, a pilot-in-command shall not take-off unless he has received specific clearance to do so in the terms “CLEARED FOR TAKE-OFF”.

3.8.2 ATC will, whenever practicable advice an aircraft of the expected occurrence of hazards caused by turbulent wake.

Note: Occurrence of turbulence wake hazard can not be accurately predicted an ATC can not assume responsibility for the issuance of advise on such hazard at all times nor for its accuracy.

3.8.3 Unless otherwise instructed by ATC, or tracking via a standard instrument departure the pilot-in-command shall establish flight on the departure track as soon as practicable after take-off, and at no further distance from aerodrome than 5 miles.

3.8.3.1 A pilot-in-command shall report his departure times as follows:

a. current time minus an adjustment for the distance from the aerodrome when flight has been established on the departure track within 5 miles (8 km) of the aerodrome, or
b. when over or abeam the aerodrome.

3.9 Separation Minima for take-off

3.9.1 An aircraft will not be permitted to commence its take-off until;

a. a preceding departing aircraft using the same runway or path has:-

    i. crossed the upwind end of the runway or path; or
    ii. commenced a turn; or
    iii. if the runway or path is longer than 6000 feet (1830 m), becomes airborne and has reached a point at least 1830 m (6000 feet) ahead of the proposed take-off point; or
    iv. if both aircraft have a maximum AUW below 1900kg. (4250lb), the preceding aircraft is airborne and has reached a point at least 2000 feet (600 m) ahead of the proposed take-off point.

b. a preceding landing aircraft using the same runway or path has vacated it and is taxiing away from the runway or path.

3.9.2 Exceptions to this application of separation standards will be:

a. aircraft taking off information in relation to separation from other aircraft of the same flight;

b. where a preceding departing aircraft is a heavy jet (an aircraft capable of operating at AUW of 300,000 lb or more), a minimum of 2 minutes or 5 miles separation shall be provided between the heavy jet and a following departing aircraft of lesser weight.

3.10 Special AIREPS

In the climb-out and approach phases, a pilot-in-command shall report when he encounters meteorological conditions, not previously reported to him, which in his opinion are likely to effect the safety of aircraft operations. This report shall be made as soon as practicable and shall consist of such items from the AIREP form as are necessary to describe and locate the phenomena. The report need not be recorded.

ENR 1.7 ALTIMETER SETTING PROCEDURES

1 Introduction

The altimeter setting procedures in use conform to those contained in ICAO Doc.8168-OPS/611/3 and are given in full below.

Transition Altitudes are given on the Instrument Approach Chart.

QNH reports and temperature information for use in determining adequate terrain clearance is available on request from air traffic service units. QNH values are given in whole hector pascals.

2 Basic Altimeter Setting Procedures

a. for terrain clearance purposes in the vicinity of an aerodrome a QNH altimeter is used.
b. for vertical separation en-route a system of flight levels is used. These flight levels are related to a pressure datum of 1013.2 hPa (29.92 in) and are separated by a distance of 300 m (1 000 ft.) below and altitude of 12500 meters (41 000 ft.) or flight level 410 and a nominal 600 m (2 000 ft.) at or above this level.
c. the transition from flight levels to altitudes in the vicinity of an aerodrome is effected by means of a horizontal transition layer above which aircraft are flown at flight levels and below which aircraft are flown at altitudes.
d. An altimeter set to 1013.2 hPa (29.92 in) is used to indicate flight levels and altimeter set to a QNH setting used to indicate altitudes.
e. Cruising in the transition layer is forbidden.

2.1 General

2.1.1 The calculated height of the transition altitude is rounded up to the next full 300 meters (1 000 feet) and no transition altitude is less than 900 meters (3 000 feet) above an aerodrome.

← 2.1.2 Aerodromes for which a transition altitude is fixed are tabulated in ENR 1.7-4.

2.1.3 Vertical positioning of aircraft when at or below the transition altitude is expressed in terms of altitude, whereas such positioning at or above the transition level is expressed in terms of flight levels. While passing through the transition layer, vertical positioning is expressed in terms of altitude when descending and in terms of flight levels when ascending.

2.1.4 Flight level zero is located at the atmospheric pressure level of 1013.2 hPa (29.92 in). Consecutive flight levels are separated by a pressure interval corresponding to 500 feet (152.4 meters) in the standard atmosphere.

2.1.5 Examples of the relationship between flight levels and altimeter indications are given in the following table, the metric equivalents being approximate:

←

Flight level, number	***Altimeter, Feet***	***Indication, Metres***
0	0	0
5	500	150
10	1000	300
15	1500	450
20	2000	600
50	5000	1500
100	10000	3050
150	15000	4550
200	20000	6100

2.2 Take-off and Climb

2.2.1 A QNH altimeter setting is made available to aircraft in taxi clearance prior to take-off.

2.2.2 Vertical positioning of aircraft during climb is expressed in terms of altitudes until reaching the transition altitude above which vertical positioning is expressed in terms of flight levels.

2.3 Vertical separation - en route

2.3.1 Vertical separation during en-route flight shall be expressed in terms of flight levels at all times during an IFR flight and at night.

2.3.2 When complying with the cruising levels in Appendix 3 of Annex 2 an aircraft shall be flown at flight levels corresponding to the magnetic tracks shown in the following table:

From 000° to 179°						From 180° to 359°					
FL	IFR		FL	VFR		FL	IFR		FL	VFR	
	metres	feet		metres	feet		metres	feet		metres	feet
010	300	1 000	-	-	-	020	600	2 000	-	-	-
030	900	3 000	035	1 050	3 500	040	1 200	4 000	045	1 350	4 500
050	1 500	5 000	055	1 700	5 500	060	1 850	6 000	065	2 000	6 500
070	2 150	7 000	075	2 300	7 500	080	2 450	8 000	085	2 600	8 500
090	2 750	9 000	095	2 900	9 500	100	3 050	10 000	105	3 200	10 500
110	3 350	11 000	115	3 500	11 500	120	3 650	12 000	125	3 800	12 500
130	3 950	13 000	135	4 100	13 500	140	4 250	14 000	145	4 400	14 500
150	4 550	15 000	-	-	-	160	4 900	16 000	-	-	-
170	5 200	17 000	-	-	-	180	5 500	18 000	-	-	-
190	5 800	19 000	-	-	-	200	6 100	20 000	-	-	-
210	6 400	21 000	-	-	-	220	6 700	22 000	-	-	-
230	7 000	23 000	-	-	-	240	7 300	24 000	-	-	-
250	7 600	25 000	-	-	-	260	7 900	26 000	-	-	-
270	8 200	27 000	-	-	-	280	8 550	28 000	-	-	-
290	8 800	29 000	-	-	-	300	9 150	30 000	-	-	-
310	9 400	31 000	-	-	-	320	9 750	32 000	-	-	-
330	10 050	33 000	-	-	-	340	10 350	34 000	-	-	-
350	10 650	35 000	-	-	-	360	10 950	36 000	-	-	-
370	11 300	37 000	-	-	-	380	11 600	38 000	-	-	-
390	11 900	39 000	-	-	-	400	12 200	40 000	-	-	-
410	12 500	41 000	-	-	-	430	13 100	43 000	-	-	-
450	13 700	45 000	-	-	-	470	14 350	47 000	-	-	-
490	14 950	49 000	-	-	-	510	15 550	51 000	-	-	-
etc.	etc.	etc.	-	-	-	etc.	etc.	etc.	-	-	-

2.4 Approach and landing

2.4.1 A QNH altimeter setting is made available in approach clearance and in clearance to enter the traffic circuit.

2.4.2 Vertical position of circuit during approach is controlled by reference to flight levels until reaching the transition level below which vertical positioning is controlled by reference to altitudes.

2.4.3 After approach clearance has been issued and the descend to land is commenced, the vertical position of an aircraft above the transition level may be expressed by reference to altitudes QNH provided that level flight above the transition altitude is not indicated or anticipated.

2.4.4 QFE altimeter settings are available on request.

2.4.5 When an aircraft which has been given a clearance as Number One to land is completing its approach using QFE, the vertical position of the aircraft shall be expressed in terms of height above aerodrome elevation during that portion of its flights for which QFE may be used except that it shall be expressed in terms of height above runway threshold elevation for instrument runways, if the threshold is 2 meters (7 feet) or more below the aerodrome elevation

2.5 Missed approach

The relevant positions of 2.1.2 and 2.2 and 2.4 shall be applied to the case of a missed approach.

3 Procedure applicable to operators(including pilots)

3.1 Flight Planning

3.1.1 The levels at which a flight is to be conducted shall be specified in a flight plan;

a. in terms of flight levels if the flight is to be conducted at or above the transition level, or the lowest use able flight level whichever is applicable;
b. in terms of altitudes if the flight is to be conducted in the vicinity of an aerodrome and at or below the transition altitude.

Note: 1. Short flights in the vicinity of an aerodrome may often be conducted only at altitudes below the transition altitude.

Note: 2. Flight levels are specified in a plan by number, and not in terms of feet or meters as is the case with altitudes.

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

1 Flight movement messages relating to traffic into or via the Yangon FIR shall be addressed as stated below in order to warrant correct relay and delivery.

Note:_Flight movement messages in this context comprise flight plan messages, amendment messages relating thereto and flight plan cancellation messages (ICAO PANS-ATM, DOC 4444, Part VIII, 2.1.1.3 refers).

Category of flight IFR/VFR	Route (into or via IFR and/or TMA)	Message Address
1	2	3
All Flights	Transmitting Yangon FIR	VYYFZQZX
	Inbound to Yangon International Airport	VYYFZQZX VYYYZTZX
	Out Bound from Yangon International Airport	VYYFZQZX VYYYZTZX

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ENR 1.12 INTERCEPTION OF CIVIL AIRCRAFT

1 General

1.1 The following procedures and visual signals apply over the territory and territorial waters of the Republic of the Union of Myanmar in the event of interception of an aircraft.

2 Interception Procedures

2.1 An aircraft which is intercepted by another aircraft shall immediately: -

← a. Follow the instructions given by the intercepting aircraft, interpreting and responding to the visual signals listed on page ENR 1.12-2.
b. Notify, if possible, the appropriate Air Traffic Services unit;
c. Attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.5 MHz, giving the identity of the intercepted aircraft and the nature of the flight; and if no contact has been established and if practicable, by repeating this call on the emergency frequency 243 MHz;
d. If equipped with SSR transponder, select Mode A Code 7700, unless otherwise instructed by the appropriate ATS unit.

2.2 If radio contact with the intercepting aircraft is established but communication in a common language is not possible, attempts shall be made to convey essential information and acknowledgement of instructions by using the following phrases and pronunciations:

PHRASE	PRONUNCIATION	MEANING
CALL SIGN	KOL SA-IN	My call sign is (call sign)
WILCO	VILL-KO	Understood. Will comply
CAN NOT	KANN NOTT	Unable to comply
REPEAT	REE-PEET	Repeat your instruction
AM LOST	AM-LOSST	Position unknown
MAYDAY	MAYDAY	I am in distress
HIJACK	HI-JACK	I have been hijacked
LAND *(place name)*	LAAND *(place name)*	I request to land at *(place name)*
DESCEND	DEE-SEND	I require descent

2.3 The following phrases shall be used by the intercepting aircraft in the circumstances described in the preceding paragraph:

PHRASE	PRONUNCIATION	MEANING
CALL SIGN	KOL SA-IN	What is your call sign
FOLLOW	FOL-LO	Follow me
DESCEND	DEE-SEND	Descend for landing
YOU LAND	YOU LAAND	Land at this aerodrome
PROCEED	PRO-SEED	You may proceed

2.4 If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the visual instructions given by the intercepting aircraft.

2.5 If any instruction received by radio from any sources conflict with those given by the intercepting aircraft by radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the radio instructions given by the intercepting aircraft.

2.6 The visual signals are detailed in the table on the following page ENR 1.12-2.

Signals for use in the event of interception

Signals initiated by intercepting aircraft and responses by intercepted aircraft

Series	***Intercepting Aircraft Signals***	***Meaning***	***Intercepted Aircraft Signals***	***Meaning***
1	DAY - Rocking wings from a position in front and, normally, to the left of intercepted aircraft and, after acknowledgement, a slow level turn, normally to the left, on to the desired heading.	You have been intercepted. Follow me.	DAY- Rocking wings and following.	Understood, will comply.
	NIGHT - Same and, in addition, flashing navigational lights at irregular intervals.		NIGHT- Same and, in addition, flashing navigational lights at irregular intervals.	
	Note 1: Meteorological conditions or terrain may require the intercepting aircraft to take up a position in front and to the right of the intercepted aircraft and to make the subsequent turn to the right.		HELICOPTER: DAY or NIGHT- Rocking aircraft, flashing navigational lights at irregular intervals and following.	
	Note 2: If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of race- track patterns and to rock its wings each time it passes the intercepted aircraft.			
2	DAY or NIGHT - An abrupt break- away manoeuvre from the intercepted aircraft consisting of a climbing turn or 90o or more without crossing the line of flight of the intercepted aircraft.	You may proceed.	AEROPLANE: Rocking DAY or NIGHT- wings.	Understood, will comply.
			HELICOPTER: Rocking DAY or NIGHT- aircraft.	
3	DAY - Circling aerodrome, lowering landing gear and overflying runway in direction of landing, or if the intercepted aircraft is a helicopter, overflying the helicopter landing area.	Land at this aerodrome.	AEROPLANE: DAY- Lowering landing gear, following the intercepting aircraft and, if after overflying the runway landing is considered safe, proceeding to land.	Understood, will comply
	NIGHT - Same and, in addition, showing steady landing lights.			

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/ Purpose	Remarks
1	2	3	4	5
MANDALAY TMA TMA cricle radius of 60 NM centred on Mandalay International Airport 214203.86N 0955838.84E ARP FL 200 / FL 100 B	MANDALAY APPROACH	MANDALAY APPROACH: EN H24	119.200 MHz	Nil
MINGALADON TMA TMA circle radius of 60 NM centred on Yangon International Airport 165426.16N 0960759.66E. ARP FL 170 / FL 130 B	MINGALADON APPROACH	MINGALADON APPROACH: EN H24	119.700 MHz	Nil
NAYPYITAW TMA TMA circle radius of 60 NM centred on Nay Pyi Taw International Airport 193724.78N0961203.60E. ARP FL 170 / FL 130 B	NAYPYITAW APRROACH CONTROL	NAYPYITAW APPROACH: EN H24	134.500 MHz	Nil

4 CTA

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/ Purpose	Remarks
1	2	3	4	5
YANGON CTA CTA circle radius pf 100 NM centred on Yangon International Airport 165426N0960759E	YANGON ACC SECTOR I	YANGON CONTROL: EN H24	126.750 MHz	Class A Instrument / Visual Flight Suitable equipped aircraft intending to operate on ATS Route should log on Yangon AFN LOGON address at least 20 minutes prior to enter Yangon FIR.
FL 560 FL 170	YANGON ACC SECTOR II	YANGON CONTROL: EN H24	128.750 MHz	Class A Instrument / Visual Flight Suitable equipped aircraft intending to operate on ATS Route should log on Yangon AFN LOGON address at least 20 minutes prior to enter Yangon FIR.

5 CTR

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/ Purpose	Remarks
1	2	3	4	5
MINGALADON CTR CTR circle radius of 40 NM centred on Yangon International Airport 165426.16N0960759.66E FL 130 / GND	MINGALARDON APPROACH CONTROL OFFICE	MINGALADON APP: EN H24	119.7 MHz	CLASS B
MANDALAY CTR Circle: radius 35 NM, centred on Mandalay International Airport 214204N 0955839E FL 100 / GND	MANDALAY APPROACH CONTROL OFFICE	MANDALAY APP: EN H24	119.2 MHz	CLASS B
NAYPYITAW CTR Circle: radius 20 NM, centred on Nay Pyi Taw International Airport 193725N 0961204E FL 130 / GND	NAYPYITAW APPROACH CONTROL OFFICE	NAYPYITAW APP: EN H24	119.5 MHz	CLASS B
← **ANISAKAN CTR** Circle: radius 10 NM, centred on Anisakan Airport 215721N 0962423E 5000 FT / GND	ANISAKAN CONTROL TOWER	ANISAKAN TWR: EN HO	118.7 MHz	CLASS D
ANN CTR Circle: radius 10 NM, centred on Ann Airport 194609N 0940134E 2000 FT / GND	ANN TOWER	ANN TWR: EN HO	118.7 MHz	CLASS D
BAGAN CTR Circle: radius 30 NM, centred on Bagan Airport 211044N 0945549E FL 170 / GND	BAGAN APPROACH CONTROL OFFICE	NYAUNG U APP: EN HO	119.7 MHz	CLASS B
BANMAW CTR Circle: radius 20 NM, centred on Banmaw Airport 241615N 0971450E FL 130 / GND	BANMAW APPROACH CONTROL OFFICE	BANMAW APP: EN HO	119.7 MHz	CLASS C
BOKPYINN CTR Circle: radius 10 NM, centred on Bokpyinn Airport 110858N 0984410E 2000 FT / GND	BOKPYINN CONTROL TOWER	BOKPYINN TWR: EN HO	118.7 MHz	CLASS E
DAWEI CTR Circle: radius 30 NM, centred on Dawei Airport 140551N 0981224E FL 130 / GND	DAWEI APPROACH CONTROL OFFICE	DAWEI APP: EN HO	119.7 MHz	CLASS C
HEHO CTR Circle: radius 20 NM, centred on Heho Airport 204449N 0964731E FL 130 / GND	HEHO APPROACH CONTROL OFFICE	HEHO APP: EN HO	119.7 MHz	CLASS C

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/ Purpose	Remarks
1	2	3	4	5
HOMMALINN CTR Circle: radius 25 NM, centred on Hommalinn Airport 245356N 0945451E FL 130 / GND	HOMMALINN APPROACH CONTROL OFFICE	HOMMALINN APP: EN HO	119.7 MHz	CLASS C
HPA-AN CTR Circle: radius 10 NM, centred on Hpa-an Airport 165338N 0974030E 1500 FT / GND	HPA-AN CONTROL TOWER	HPA-AN TWR: EN HO	118.7 MHz	CLASS D
KALAY CTR Circle: radius 20 NM, centred on Kalay Airport 231120N 0940303E FL 130 / GND	KALAY APPROACH CONTROL OFFICE	KALAY APP: EN HO	119.7 MHz	CLASS C
KANTI CTR Circle: radius 20 NM, centred on Kanti Airport 255919N 0954029E FL 130 / GND	KANTI APPROACH CONTROL OFFICE	KANTI APP: EN HO	119.7 MHz	CLASS C
KAWTHOUNG CTR Circle: radius 20 NM, centred on Kawthaung Airport 100259N 0983217E FL 130 / GND	KAWTHAUNG APPROACH CONTROL OFFICE	KAWTHOUNG APP: EN HO	119.7 MHz	CLASS C
KENGTUNG CTR Circle: radius 20 NM, centred on Kengtung Airport 211806N 0993809E FL 130 / GND	KENGTUNG APPROACH CONTROL OFFICE	KENGTUNG APP: EN HO	119.7 MHz	CLASS C
KYAUKPYU CTR Circle: radius 20 NM, centred on Kyaukpyu Airport 192536N 0933205E FL 130 / GND	KYAUKPYU APPROACH CONTROL OFFICE	KYAUKPYU APP: EN HO	119.7 MHz	CLASS C
KYAUKTU CTR Circle: radius 5 NM, centred on Kyauktu Airport 212400N 0940800E 3000 FT / GND	KYAUKTU CONTROL TOWER	KYAUKTU TWR: EN HO	118.7 MHz	CLASS E
LASHIO CTR Circle: radius 10 NM, centred on Lashio Aiport 225839N 0974509E 4000 FT / GND	LASHIO APPROACH CONTROL OFFICE	LASHIO APP: EN HO	118.7 MHz	CLASS D
LOIKAW CTR Circle: radius 20 NM, centred on Loikaw Airport 194130N 0971254E FL 130 / GND	LOIKAW APPROACH CONTROL OFFICE	LOIKAW APP: EN HO	119.7 MHz	CLASS C
MAGWAY CTR Circle: radius 10 NM, centred on Magway Airport 200913N 0945807E 3000 FT / GND	MAGWAY CONTROL TOWER	MAGWAY TWR: EN HO	118.7 MHz	CLASS D

Route Designator {RNP Type}	[Route Usage Notes]								
Name of Significant Points	Coordinates								Remarks
{RNP Type}	Track MAG ↓ ↑	Dist	(COP)	Upper limits / Lower limits	Minimum Flt Alt	Lateral limits (NM)	Direction of Cruising Levels ↓	Direction of Cruising Levels ↑	Remarks Controlling unit Frequency {Airspace class}
1	2	3	4	5	6	7	8	9	10
A599	*Route availability:* (1) H24								
CHILA (VYYF/VGFR FIR BDRY)	222303.00N 0924455.50E								
	082° / 262°	179.0NM		FL 460 / FL 245	FL 270	20	Odd(1)	Even(1)	YANGON ACC SECTOR I 126.750 MHz
LASHIO DVOR/DME (LSO)	225851.47N 0974515.19E								
	068° / 248°	69.0NM		FL 460 / FL 245	FL 270	32	Odd(1)	Even(1)	YANGON ACC SECTOR I 126.750 MHz
LINSO (VYYF/ZPPP FIR BDRY)	232200.50N 0985500.00E								
Route Remarks: CLASS A: ABV FL150									

Route Designator {RNP Type}	[Route Usage Notes]								
Name of Significant Points	Coordinates								Remarks
{RNP Type}	Track MAG ↓ ↑	Dist	(COP)	Upper limits / Lower limits	Minimum Flt Alt	Lateral limits (NM)	Direction of Cruising Levels ↓	Direction of Cruising Levels ↑	Remarks Controlling unit Frequency {Airspace class}
1	2	3	4	5	6	7	8	9	10
B463	*Route availability:* (1) H24								
▲ LASHIO DVOR/DME (LSO)	225851.47N 0974515.19E								
	234° 054°	110.0NM		FL 450 FL 115	FL 120	10	Even(1)	Odd(1)	YANGON ACC SECTOR I 126.750 MHz
▲ MANDALAY INTERNATIONAL VOR/DME (MDY)	215603.40N 0960747.10E								
	234° 054°			FL 450 FL 115	FL 120	10	Odd(1)	Even(1)	YANGON ACC SECTOR I 126.750 MHz
∆ ASUMO	205703.60N 0960947.10E								
	174° 354°			FL 450 FL 100	FL 110	10	Odd(1)	Even(1)	YANGON ACC SECTOR I 126.750 MHz
▲ IKUGI	183404.30N 0962347.20E								
	174° 354°	277.0NM		FL 450 FL 100	FL 110	10	Odd(1)	Even(1)	YANGON ACC SECTOR I 126.750 MHz
▲ YANGON VOR/DME (BGO)	171906.58N 0963111.55E								
Route Remarks: MDY VOR/DME - BGO VOR/DME DIST 277NM CLASS A: ABV FL150									

Route Designator {RNP Type} / Name of Significant Points	[Route Usage Notes] Coordinates								
									Remarks
{RNP Type}	Track MAG ↓ / ↑	Dist	(COP)	Upper limits / Lower limits	Minimum Flt Alt	Lateral limits (NM)	Direction of Cruising Levels ↓	Direction of Cruising Levels ↑	Remarks Controlling unit Frequency {Airspace class}
1	2	3	4	5	6	7	8	9	10
G463	*Route availability:* (1) H24 (2) H24 (3)								
AVLED (VYYF/VGFR FIR BDRY)	214003.00N 0922049.00E								
	137° 317°			FL 460 FL 100	FL 110	20	Odd(2)	Even(1)	YANGON ACC SECTOR I 126.750 MHz
▲ NIVOG	182704.30N 0952647.60E								
	137° 317°			FL 460 FL 100	FL 110	20	Odd(2)	Even(2)	YANGON ACC SECTOR I 126.750 MHz
▲ YANGON VOR/DME (BGO)	171906.58N 0963111.55E								
	143° 323°			FL 460 FL 100	FL 110	20	Odd(3)	Even(2)	YANGON ACC SECTOR II 128.750 MHz
▲ PUMEK	155505.00N 0973246.90E								
	143° 323°			FL 460 FL 100	FL 110	20	Odd(2)	Even(2)	YANGON ACC SECTOR II 128.750 MHz
▲ BETNO (VYYF/VTBB FIR BDRY)	150553.50N 0981231.20E								
Route Remarks: AVLED - BGO VOR/DME DIST 351NM BGO VOR/DME - BETNO DIST 164NM CLASS A: ABV FL150									

Route Designator {RNP Type}	*[Route Usage Notes]*								
Name of Significant Points	*Coordinates*								*Remarks*
{RNP Type}	*Track MAG* ↓ ↑	*Dist*	*(COP)*	*Upper limits / Lower limits*	*Minimum Flt Alt*	*Lateral limits (NM)*	*Direction of Cruising Levels* ↓	*Direction of Cruising Levels* ↑	*Remarks Controlling unit Frequency {Airspace class}*
1	2	3	4	5	6	7	8	9	10
G472	*Route availability:* (1) H24								
▲ SAGOD (VYYF/VECF FIR BDRY)	175548.20N 0915949.10E								
	113° 293°	173.0NM		FL 460 FL 170	FL 110	20	Odd(1)	Even(1)	YANGON ACC SECTOR II 128.750 MHz
PATHEIN VOR/DME (PTN)	164831.28N 0944610.38E								
	072° 252°	105.0NM		FL 460 FL 170	FL 110	20	Odd(1)	Even(1)	YANGON ACC SECTOR II 128.750 MHz
▲ YANGON VOR/DME (BGO)	171906.58N 0963111.55E								
Route Remarks: CLASS A: ABV FL150									

Route Designator {RNP Type} / Name of Significant Points	[Route Usage Notes]								
	Coordinates								Remarks
{RNP Type}	Track MAG ↓ / ↑	Dist	(COP)	Upper limits / Lower limits	Minimum Flt Alt	Lateral limits (NM)	Direction of Cruising Levels ↓	Direction of Cruising Levels ↑	Remarks Controlling unit Frequency {Airspace class}
1	2	3	4	5	6	7	8	9	10
V1	*Route availability:* (1) H24								
▲ YANGON VOR/DME (BGO)	171906.58N 0963111.55E								
	005° / 185°	206.0NM		FL 230 / FL 110	8200 FT	10	Odd(1)	Even(1)	YANGON ACC SECTOR II 128.750 MHz HEHO TOWER 118.700 MHz [Class B - blw FL150]
▲ HEHO DVOR/DME (HHO)	204452.90N 0964723.74E								
	023° / 203°	144.0NM		FL 230 / FL 110	8200 FT	10	Odd(1)	Even(1)	LASHIO TOWER 118.700 MHz [Class B - blw FL150]
▲ LASHIO DVOR/DME (LSO)	225851.47N 0974515.19E								

Route Designator {RNP Type}	[Route Usage Notes]								
Name of Significant Points	Coordinates								Remarks
{RNP Type}	Track MAG ↓ ↑	Dist	(COP)	Upper limits / Lower limits	Minimum Flt Alt	Lateral limits (NM)	Direction of Cruising Levels ↓	Direction of Cruising Levels ↑	Remarks Controlling unit Frequency {Airspace class}
1	2	3	4	5	6	7	8	9	10
V2	*Route availability:* (1) H24								
▲ YANGON VOR/DME (BGO)	171906.58N 0963111.55E								
←	012° 192°	346.0NM		FL 230 FL 120	10200 FT	10	Odd(1)	Even(1)	YANGON ACC SECTOR II 128.750 MHz LASHIO TOWER 118.700 MHz [Class B - blw FL150]
▲ LASHIO DVOR/DME (LSO)	225851.47N 0974515.19E								

Route Designator {RNP Type}	[Route Usage Notes]								
Name of Significant Points	Coordinates								Remarks
{RNP Type}	Track MAG ↓ / ↑	Dist	(COP)	Upper limits / Lower limits	Minimum Flt Alt	Lateral limits (NM)	Direction of Cruising Levels ↓	Direction of Cruising Levels ↑	Remarks Controlling unit Frequency {Airspace class}
1	2	3	4	5	6	7	8	9	10
V3	*Route availability:* (1) H24								
▲ YANGON VOR/DME (BGO)	171906.58N 0963111.55E								
←	014° / 194°	147.0NM		FL 230 / FL 110	8400 FT	10	Odd(1)	Even(1)	YANGON ACC SECTOR II 128.750 MHz LOIKAW TOWER 118.700 MHz [Class B - blw FL150]
▲ LOIKAW NDB (LK)	194125.64N 0971247.79E								
	053° / 233°	167.0NM		FL 230 / FL 110	8400 FT	10	Odd(1)	Even(1)	KENGTUNG TOWER 118.700 MHz
▲ KENGTUNG NDB (KG)	211809.84N 0993750.01E								

Route Designator {RNP Type}	[Route Usage Notes]								
Name of Significant Points	Coordinates								Remarks
{RNP Type}	Track MAG ↓ ↑	Dist	(COP)	Upper limits / Lower limits	Minimum Flt Alt	Lateral limits (NM)	Direction of Cruising Levels ↓	Direction of Cruising Levels ↑	Remarks Controlling unit Frequency {Airspace class}
1	2	3	4	5	6	7	8	9	10
V4	*Route availability:* (1) H24								
▲ LASHIO DVOR/DME (LSO)	225851.47N 0974515.19E								
	134° 314°	145.0NM		FL 230 FL 110	10800 FT	10	Odd(1)	Even(1)	LASHIO TOWER 118.700 MHz KENGTUNG TOWER 118.700 MHz [Class B - blw FL150]
▲ KENGTUNG NDB (KG)	211809.84N 0993750.01E								

Route Designator {RNP Type} / Name of Significant Points	[Route Usage Notes] Coordinates								
									Remarks
{RNP Type}	Track MAG ↓ ↑	Dist	(COP)	Upper limits / Lower limits	Minimum Flt Alt	Lateral limits (NM)	Direction of Cruising Levels ↓	Direction of Cruising Levels ↑	Remarks Controlling unit Frequency {Airspace class}
1	2	3	4	5	6	7	8	9	10
V5	*Route availability:* (1) H24								
▲ YANGON VOR/DME (BGO)	171906.58N 0963111.55E								
←	110° / 290°	71.0NM		FL 230 / FL 90	4000 FT	10	Odd(1)	Even(1)	YANGON ACC SECTOR II 128.750 MHz HPA-AN CONTROL TOWER 118.700 MHz [Class B - blw FL150]
▲ HPA-AN NDB (PA)	165331.62N 0974030.48E								

Route Designator {RNP Type}	[Route Usage Notes]								
Name of Significant Points	Coordinates								Remarks
{RNP Type}	Track MAG ↓ ↑	Dist	(COP)	Upper limits / Lower limits	Minimum Flt Alt	Lateral limits (NM)	Direction of Cruising Levels ↓	Direction of Cruising Levels ↑	Remarks Controlling unit Frequency {Airspace class}
1	2	3	4	5	6	7	8	9	10
V6	*Route availability:* (1) H24								
▲ YANGON VOR/DME (BGO)	171906.58N 0963111.55E								
	128° 308°	82.0NM		FL 280 FL 90	10300 FT	10	Odd(1)	Even(1)	YANGON ACC SECTOR II 128.750 MHz [Class B - blw FL150]
▲ MAWLAMYINE NDB (MM)	162635.95N 0973927.83E								
	167° 347°	143.0NM		FL 280 FL 90	10300 FT	10	Odd(1)	Even(1)	MAWLAMYINE TOWER 118.700 MHz
▲ DAWEI VOR/DME (DWI)	140601.47N 0981227.98E								
	159° 339°	102.0NM		FL 280 FL 90	10300 FT	10	Odd(1)	Even(1)	DAWEI TOWER 118.700 MHz
▲ MYEIK NDB (ME)	122700.24N 0983710.87E								
	177° 357°	82.0NM		FL 280 FL 90	10300 FT	10	Odd(1)	Even(1)	MYEIK TOWER 118.700 MHz
▲ VYBP BOKPYINN ARP	110857.56N 0984410.37E								
	189° 009°	67.0NM		FL 280 FL 90	10300 FT	10	Even(1)	Odd(1)	BOKPYINN TOWER 118.700 MHz KAWTHOUNG TOWER 118.700 MHz
▲ KAWTHOUNG NDB (KT)	100300.03N 0983224.25E								

Route Designator {RNP Type}	*[Route Usage Notes]*								
Name of Significant Points	*Coordinates*								*Remarks*
{RNP Type}	*Track MAG* ↓ ↑	*Dist*	*(COP)*	*Upper limits / Lower limits*	*Minimum Flt Alt*	*Lateral limits (NM)*	*Direction of Cruising Levels* ↓	*Direction of Cruising Levels* ↑	*Remarks Controlling unit Frequency {Airspace class}*
1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**
V7	*Route availability:* (1) H24								
▲ YANGON VOR/DME (BGO)	171906.58N 0963111.55E								
	153° 333°	213.0NM		FL 230 FL 110	5900 FT	10	Odd(1)	Even(1)	Yangon ACC 126.750 MHz /8960kHz DAWEI TOWER 118.700 MHz [Class B - blw FL150]
▲ DAWEI VOR/DME (DWI)	140601.47N 0981227.98E								

Route Designator {RNP Type}	[Route Usage Notes]								
Name of Significant Points	Coordinates								Remarks
{RNP Type}	Track MAG ↓ ↑	Dist	(COP)	Upper limits Lower limits	Minimum Flt Alt	Lateral limits (NM)	Direction of Cruising Levels ↓	Direction of Cruising Levels ↑	Remarks Controlling unit Frequency {Airspace class}
1	2	3	4	5	6	7	8	9	10
V8	*Route availability:* (1) H24								
▲ YANGON VOR/DME (BGO)	171906.58N 0963111.55E								
←	155° 335°	315.0NM		FL 260 FL 110	3000 FT	10	Odd(1)	Even(1)	YANGON ACC SECTOR II 128.750 MHz MYEIK TOWER 118.700 MHz [Class B - blw FL150]
▲ MYEIK NDB (ME)	122700.24N 0983710.87E								

Route Designator {RNP Type} / Name of Significant Points	[Route Usage Notes]								
	Coordinates								Remarks
{RNP Type}	Track MAG ↓ / ↑	Dist	(COP)	Upper limits / Lower limits	Minimum Flt Alt	Lateral limits (NM)	Direction of Cruising Levels ↓	Direction of Cruising Levels ↑	Remarks Controlling unit Frequency {Airspace class}
1	2	3	4	5	6	7	8	9	10
V9	*Route availability:* (1) H24								
▲ YANGON VOR/DME (BGO)	171906.58N 0963111.55E								
←	164° / 344°	451.0NM		FL 280 / FL 110	10300 FT	10	Odd(1)	Even(1)	YANGON ACC SECTOR II 128.750 MHz KAWTHOUNG TOWER 118.700 MHz [Class B - blw FL150]
▲ KAWTHOUNG NDB (KT)	100300.03N 0983224.25E								

Route Designator {RNP Type}	[Route Usage Notes]								
Name of Significant Points	Coordinates								Remarks
{RNP Type}	Track MAG ↓ ↑	Dist	(COP)	Upper limits / Lower limits	Minimum Flt Alt	Lateral limits (NM)	Direction of Cruising Levels ↓	Direction of Cruising Levels ↑	Remarks Controlling unit Frequency {Airspace class}
1	2	3	4	5	6	7	8	9	10
V10	*Route availability:* (1) H24								
▲ MANDALAY INTERNATIONAL VOR/DME (MIA)	214241.72N 0955845.20E								
←	054° 234°	125.0NM		FL 230 FL 90	6200 FT	10	Odd(1)	Even(1)	MANDALAY APPROACH 119.200 MHz LASHIO TOWER 118.700 MHz [Class B - blw FL150]
▲ LASHIO DVOR/DME (LSO)	225851.47N 0974515.19E								

Route Designator {RNP Type} / Name of Significant Points	[Route Usage Notes] Coordinates								
									Remarks
{RNP Type}	Track MAG ↓ / ↑	Dist	(COP)	Upper limits / Lower limits	Minimum Flt Alt	Lateral limits (NM)	Direction of Cruising Levels ↓	Direction of Cruising Levels ↑	Remarks Controlling unit Frequency {Airspace class}
1	2	3	4	5	6	7	8	9	10
V11	*Route availability:* (1) H24								
▲ MANDALAY INTERNATIONAL VOR/DME (MIA)	214241.72N 0955845.20E								
←	019° / 199°	233.0NM		FL 260 / FL 130	12100 FT	10	Odd(1)	Even(1)	MANDALAY APPROACH 119.200 MHz [Class B - blw FL150]
▲ MYITKYINA DVOR/DME (MKN)	252315.54N 0972130.31E								
←	002° / 182°	116.0NM		FL 260 / FL 130	11000 FT	10	Odd(1)	Even(1)	MANDALAY APPROACH 119.200 MHz
▲ PUTAO NDB (PT)	271933.78N 0972526.96E								

Route Designator {RNP Type}	*[Route Usage Notes]*								
Name of Significant Points	*Coordinates*								*Remarks*
{RNP Type}	*Track MAG* ↓ ↑	*Dist*	*(COP)*	*Upper limits / Lower limits*	*Minimum Flt Alt*	*Lateral limits (NM)*	*Direction of Cruising Levels* ↓	*Direction of Cruising Levels* ↑	*Remarks Controlling unit Frequency {Airspace class}*
1	2	3	4	5	6	7	8	9	10
V12	*Route availability:* (1) H24								
▲ MANDALAY INTERNATIONAL VOR/DME (MIA)	214241.72N 0955845.20E								
←	142° 322°	74.0NM		FL 260 FL 100	9700 FT	10	Odd(1)	Even(1)	MANDALAY APPROACH 119.200 MHz [Class B - blw FL150]
▲ HEHO DVOR/DME (HHO)	204452.90N 0964723.74E								
←	079° 259°	163.0NM		FL 260 FL 100	9700 FT	10	Odd(1)	Even(1)	HEHO TOWER 118.700 MHz
▲ KENGTUNG NDB (KG)	211809.84N 0993750.01E								

Route Designator {RNP Type}	[Route Usage Notes]								
Name of Significant Points	Coordinates								Remarks
{RNP Type}	Track MAG ↓ ↑	Dist	(COP)	Upper limits / Lower limits	Minimum Flt Alt	Lateral limits (NM)	Direction of Cruising Levels ↓	Direction of Cruising Levels ↑	Remarks Controlling unit Frequency {Airspace class}
1	2	3	4	5	6	7	8	9	10
V13	*Route availability:* (1) H24								
▲ HEHO DVOR/DME (HHO)	204452.90N 0964723.74E								
←	096° / 276°	140.0NM		FL 260 / FL 110	10300 FT	10	Odd(1)	Even(1)	HEHO TOWER 118.700 MHz [Class B - blw FL150]
▲ MONG-HSAT NDB (MS)	203101.37N 0991525.61E								
←	094° / 274°	39.0NM		FL 260 / FL 110	10300 FT	10	Odd(1)	Even(1)	MONG-HSAT TOWER 118.700 MHz TACHILEIK TOWER 118.700 MHz
← ▲ TACHILEIK DVOR/DME (TCL)	202901.11N 0995607.75E								

Route Designator {RNP Type}	[Route Usage Notes]								
Name of Significant Points	Coordinates								Remarks
{RNP Type}	Track MAG ↓ ↑	Dist	(COP)	Upper limits Lower limits	Minimum Flt Alt	Lateral limits (NM)	Direction of Cruising Levels ↓	Direction of Cruising Levels ↑	Remarks Controlling unit Frequency {Airspace class}
1	2	3	4	5	6	7	8	9	10
V14	*Route availability:* (1) H24								
▲ HEHO DVOR/DME (HHO)	204452.90N 0964723.74E								
←	160° 340°	68.0NM		FL 260 FL 110	8100 FT	10	Odd(1)	Even(1)	HEHO TOWER 118.700 MHz [Class B - blw FL150]
▲ LOIKAW NDB (LK)	194125.64N 0971247.79E								

Route Designator {RNP Type} / Name of Significant Points	[Route Usage Notes] Coordinates								
									Remarks
{RNP Type}	Track MAG ↓ / ↑	Dist	(COP)	Upper limits / Lower limits	Minimum Flt Alt	Lateral limits (NM)	Direction of Cruising Levels ↓	Direction of Cruising Levels ↑	Remarks Controlling unit Frequency {Airspace class}
1	2	3	4	5	6	7	8	9	10
V15	*Route availability:* (1) H24								
▲ MANDALAY INTERNATIONAL VOR/DME (MIA)	214241.72N 0955845.20E								
	095° / 275°	207.0NM		FL 260 / FL 110	9500 FT	10	Odd(1)	Even(1)	MANDALAY APPROACH 119.200 MHz [Class B - blw FL150]
▲ KENGTUNG NDB (KG)	211809.84N 0993750.01E								
	162° / 342°	52.0NM		FL 260 / FL 110	9500 FT	10	Odd(1)	Even(1)	KENGTUNG TOWER 118.700 MHz TACHILEIK TOWER 118.700 MHz
▲ TACHILEIK DVOR/DME (TCL)	202901.11N 0995607.75E								

Route Designator {RNP Type} / Name of Significant Points	[Route Usage Notes] Coordinates								Remarks
{RNP Type}	Track MAG ↓ ↑	Dist	(COP)	Upper limits / Lower limits	Minimum Flt Alt	Lateral limits (NM)	Direction of Cruising Levels ↓	Direction of Cruising Levels ↑	Remarks Controlling unit Frequency {Airspace class}
1	2	3	4	5	6	7	8	9	10
V16	*Route availability:* (1) H24								
▲ MANDALAY INTERNATIONAL VOR/DME (MIA)	214241.72N 0955845.20E								
	095° 275°	207.0NM		FL 260 FL 110	9500 FT	10	Odd(1)	Even(1)	MANDALAY APPROACH 119.200 MHz [Class B - blw FL150]
▲ KENGTUNG NDB (KG)	211809.84N 0993750.01E								
	202° 022°	52.0NM		FL 260 FL 110	9500 FT	10	Even(1)	Odd(1)	KENGTUNG TOWER 118.700 MHz MONG-HSAT TOWER 118.700 MHz
▲ MONG-HSAT NDB (MS)	203101.37N 0991525.61E								

Route Designator {RNP Type}	[Route Usage Notes]								
Name of Significant Points	Coordinates								Remarks
{RNP Type}	Track MAG ↓ / ↑	Dist	(COP)	Upper limits / Lower limits	Minimum Flt Alt	Lateral limits (NM)	Direction of Cruising Levels ↓	Direction of Cruising Levels ↑	Remarks Controlling unit Frequency {Airspace class}
1	2	3	4	5	6	7	8	9	10
V17	*Route availability:* (1) H24								
▲ MANDALAY INTERNATIONAL VOR/DME (MIA)	214241.72N 0955845.20E								
	023° / 203°	170.0NM		FL 260 / FL 110	9200 FT	10	Odd(1)	Even(1)	MANDALAY APPROACH 119.200 MHz BANMAW TOWER 118.700 MHz [Class B - blw FL150]
▲ BANMAW NDB (BM)	241609.58N 0971454.59E								
←	006° / 186°	68.0NM		FL 260 / FL 110	9200 FT	10	Odd(1)	Even(1)	MYITKYINA TOWER 118.700 MHz
← ▲ MYITKYINA DVOR/DME (MKN)	252315.54N 0972130.31E								

Route Designator {RNP Type}	[Route Usage Notes]								
Name of Significant Points	Coordinates								Remarks
{RNP Type}	Track MAG ↓ ↑	Dist	(COP)	Upper limits / Lower limits	Minimum Flt Alt	Lateral limits (NM)	Direction of Cruising Levels ↓	Direction of Cruising Levels ↑	Remarks Controlling unit Frequency {Airspace class}
1	2	3	4	5	6	7	8	9	10
V18	*Route availability:* (1) H24								
▲ NAYPYITAW INTERNATIONAL DVOR/DME (NPT)	193735.60N 0961144.10E								
	085° 265°	58.0NM		FL 260 FL 110	3000 FT	10	Odd(1)	Even(1)	NAYPYITAW APRROACH CONTROL 134.500 MHz LOIKAW TOWER 118.700 MHz [Class B - blw FL150]
▲ LOIKAW NDB (LK)	194125.64N 0971247.79E								

Route Designator {RNP Type}	*[Route Usage Notes]*								
Name of Significant Points	*Coordinates*								*Remarks*
{RNP Type}	*Track MAG* ↓ ↑	*Dist*	*(COP)*	*Upper limits* / *Lower limits*	*Minimum Flt Alt*	*Lateral limits (NM)*	*Direction of Cruising Levels* ↓	*Direction of Cruising Levels* ↑	*Remarks Controlling unit Frequency {Airspace class}*
1	2	3	4	5	6	7	8	9	10
W1	*Route availability:* (1) H24								
▲ YANGON VOR/DME (BGO)	171906.58N 0963111.55E								
	352° 172°	265.0NM		FL 280 FL 110	8300 FT	10	Even(1)	Odd(1)	YANGON ACC SECTOR II 128.750 MHz MANDALAY APPROACH 119.200 MHz [Class B - blw FL150]
▲ MANDALAY INTERNATIONAL VOR/DME (MIA)	214241.72N 0955845.20E								

Route Designator {RNP Type}	[Route Usage Notes]								
Name of Significant Points	Coordinates								Remarks
{RNP Type}	Track MAG ↓ ↑	Dist	(COP)	Upper limits / Lower limits	Minimum Flt Alt	Lateral limits (NM)	Direction of Cruising Levels ↓	Direction of Cruising Levels ↑	Remarks Controlling unit Frequency {Airspace class}
1	2	3	4	5	6	7	8	9	10
W2	*Route availability:* (1) H24								
▲ YANGON VOR/DME (BGO)	171906.58N 0963111.55E								
←	310° 130°	267.0NM		FL 260 FL 110	6000 FT	10	Even(1)	Odd(1)	YANGON ACC SECTOR II 128.750 MHz SITTWE TOWER 118.700 MHz [Class B - blw FL150]
← ▲ SITTWE DVOR/DME (STW)	200758.48N 0925243.36E								

Route Designator {RNP Type}	[Route Usage Notes]								
Name of Significant Points	Coordinates								Remarks
{RNP Type}	Track MAG ↓ / ↑	Dist	(COP)	Upper limits / Lower limits	Minimum Flt Alt	Lateral limits (NM)	Direction of Cruising Levels ↓	Direction of Cruising Levels ↑	Remarks Controlling unit Frequency {Airspace class}
1	2	3	4	5	6	7	8	9	10
W3	*Route availability:* (1) H24								
▲ YANGON VOR/DME (BGO)	171906.58N 0963111.55E								
←	299° / 119°	144.0NM		FL 230 / FL 90	5800 FT	10	Even(1)	Odd(1)	YANGON ACC SECTOR II 128.750 MHz [Class B - blw FL150]
▲ THANDWE DVOR/DME (TDE)	182724.17N 0941744.75E								
←	324° / 144°	72.0NM		FL 230 / FL 90	5800 FT	10	Even(1)	Odd(1)	THANDWE TOWER 118.700 MHz
▲ KYAUKPYU NDB (KP)	192545.10N 0933211.90E								
←	051° / 231°	25.0NM		FL 230 / FL 90	5800 FT	10	Odd(1)	Even(1)	KYAUKPYU TOWER 118.700 MHz
▲ ANN NDB (AN)	194612.03N 0940145.77E								
←	289° / 109°	69.0NM		FL 230 / FL 90	5800 FT	10	Even(1)	Odd(1)	ANN TOWER 118.700 MHz SITTWE TOWER 118.700 MHz
← ▲ SITTWE DVOR/DME (STW)	200758.48N 0925243.36E								

Route Designator {RNP Type} / Name of Significant Points	[Route Usage Notes]								
	Coordinates								Remarks
{RNP Type}	Track MAG ↓ / ↑	Dist	(COP)	Upper limits / Lower limits	Minimum Flt Alt	Lateral limits (NM)	Direction of Cruising Levels ↓	Direction of Cruising Levels ↑	Remarks Controlling unit Frequency {Airspace class}
1	2	3	4	5	6	7	8	9	10
W4	*Route availability:* (1) H24								
▲ YANGON VOR/DME (BGO)	171906.58N 0963111.55E								
←	306° / 126°	212.0NM		FL 230 / FL 90	3500 FT	10	Even(1)	Odd(1)	YANGON ACC SECTOR II 128.750 MHz [Class B - blw FL150]
▲ KYAUKPYU NDB (KP)	192545.10N 0933211.90E								
	319° / 139°	56.0NM		FL 230 / FL 90	3500 FT	10	Even(1)	Odd(1)	KYAUKPYU TOWER 118.700 MHz SITTWE TOWER 118.700 MHz [Class B - blw FL150]
▲ SITTWE DVOR/DME (STW)	200758.48N 0925243.36E								

Route Designator {RNP Type}	[Route Usage Notes]								
Name of Significant Points	Coordinates								Remarks
{RNP Type}	Track MAG ↓ / ↑	Dist	(COP)	Upper limits / Lower limits	Minimum Flt Alt	Lateral limits (NM)	Direction of Cruising Levels ↓	Direction of Cruising Levels ↑	Remarks Controlling unit Frequency {Airspace class}
1	2	3	4	5	6	7	8	9	10
W5	*Route availability:* (1) H24								
▲ YANGON VOR/DME (BGO)	171906.58N 0963111.55E								
←	339° / 159°	247.0NM		FL 260 / FL 70	3500 FT	10	Even(1)	Odd(1)	YANGON ACC SECTOR II 128.750 MHz [Class B - blw FL150]
▲ BAGAN DVOR/DME (BGN)	211010.33N 0945541.35E								
←	062° / 242°	67.0NM		FL 260 / FL 70	3500 FT	10	Odd(1)	Even(1)	BAGAN TOWER 118.700 MHz
▲ MANDALAY INTERNATIONAL VOR/DME (MIA)	214241.72N 0955845.20E								

Route Designator {RNP Type}	[Route Usage Notes]								
Name of Significant Points	Coordinates								Remarks
{RNP Type}	Track MAG ↓ ↑	Dist	(COP)	Upper limits / Lower limits	Minimum Flt Alt	Lateral limits (NM)	Direction of Cruising Levels ↓	Direction of Cruising Levels ↑	Remarks Controlling unit Frequency {Airspace class}
1	2	3	4	5	6	7	8	9	10
W6	*Route availability:* (1) H24								
▲ YANGON VOR/DME (BGO)	171906.58N 0963111.55E								
	338° 158°	377.0NM		FL 260 FL 110	6400 FT	10	Even(1)	Odd(1)	YANGON ACC SECTOR II 128.750 MHz KALAY TOWER 118.700 MHz [Class B - blw FL150]
▲ KALAY NDB (KL)	231119.19N 0940342.00E								

Route Designator {RNP Type} / Name of Significant Points	Coordinates			Upper limits / Lower limits	Minimum Flt Alt	Lateral limits (NM)	Direction of Cruising Levels		Remarks
{RNP Type}	Track MAG ↓ / ↑	Dist	(COP)				↓	↑	Remarks Controlling unit Frequency {Airspace class}
1	2	3	4	5	6	7	8	9	10
W7	*Route availability:* (1) H24								
▲ KALAY NDB (KL)	231119.19N 0940342.00E								
←	025° / 205°	112.0NM		FL 240 / FL 100	7000 FT	10	OddEven(1)	EvenOdd(1)	KALAY TOWER 118.700 MHz [Class B - blw FL150]
▲ HOMMALINN NDB (HL)	245342.09N 0945447.53E								
	033° / 213°	78.0NM		FL 240 / FL 100	7000 FT	10	Odd(1)	Even(1)	HOMMALINN TOWER 118.700 MHz KANTI TOWER 118.700 MHz [Class B - blw FL150]
← ▲ KANTI NDB (KI)	255925.82N 0954042.23E								

Route Designator {RNP Type}	[Route Usage Notes]								
Name of Significant Points	Coordinates								Remarks
{RNP Type}	Track MAG ↓ ↑	Dist	(COP)	Upper limits / Lower limits	Minimum Flt Alt	Lateral limits (NM)	Direction of Cruising Levels ↓	Direction of Cruising Levels ↑	Remarks Controlling unit Frequency {Airspace class}
1	2	3	4	5	6	7	8	9	10
W8	*Route availability:* (1) H24								
▲ YANGON VOR/DME (BGO)	171906.58N 0963111.55E								
	332° 152°	191.0NM		FL 230 FL 110	4700 FT	10	Even(1)	Odd(1)	YANGON ACC SECTOR II 128.750 MHz MAGWAY TOWER 118.700 MHz [Class B - blw FL150]
▲ MAGWAY NDB (MW)	200940.26N 0945829.04E								

Route Designator {RNP Type}	[Route Usage Notes]								
Name of Significant Points	Coordinates								Remarks
{RNP Type}	Track MAG ↓ ↑	Dist	(COP)	Upper limits / Lower limits	Minimum Flt Alt	Lateral limits (NM)	Direction of Cruising Levels ↓	Direction of Cruising Levels ↑	Remarks Controlling unit Frequency {Airspace class}
1	2	3	4	5	6	7	8	9	10
W13	*Route availability:* (1) H24								
▲ YANGON VOR/DME (BGO)	171906.58N 0963111.55E								
	352° 172°	140.0NM		FL 260 FL 110	8300 FT	10	Even(1)	Odd(1)	YANGON ACC SECTOR II 128.750 MHz [Class B - blw FL150]
▲ NAYPYITAW INTERNATIONAL NDB (NT)	193757.20N 0961204.04E								
	353° 173°	125.0NM		FL 260 FL 110	8300 FT	10	Even(1)	Odd(1)	NAYPYITAW TOWER 118.700 MHz MANDALAY APPROACH 119.200 MHz [Class B - blw FL150]
▲ MANDALAY INTERNATIONAL VOR/DME (MIA)	214241.72N 0955845.20E								

Route Designator {RNP Type}	[Route Usage Notes]								
Name of Significant Points	Coordinates								Remarks
{RNP Type}	Track MAG ↓ ↑	Dist	(COP)	Upper limits / Lower limits	Minimum Flt Alt	Lateral limits (NM)	Direction of Cruising Levels ↓	Direction of Cruising Levels ↑	Remarks Controlling unit Frequency {Airspace class}
1	2	3	4	5	6	7	8	9	10
W14	*Route availability:* (1) H24								
▲ BAGAN DVOR/DME (BGN)	211010.33N 0945541.35E								
	193° 013°	166.0NM		FL 240 FL 110	7100 FT	10	Even(1)	Odd(1)	BAGAN TOWER 118.700 MHz THANDWE TOWER 118.700 MHz [Class B - blw FL150]
▲ THANDWE DVOR/DME (TDE)	182724.17N 0941744.75E								

Route Designator {RNP Type} / Name of Significant Points	[Route Usage Notes]								
	Coordinates								Remarks
{RNP Type}	Track MAG ↓ ↑	Dist	(COP)	Upper limits / Lower limits	Minimum Flt Alt	Lateral limits (NM)	Direction of Cruising Levels ↓	Direction of Cruising Levels ↑	Remarks Controlling unit Frequency {Airspace class}
1	2	3	4	5	6	7	8	9	10
W15	*Route availability:* (1) H24								
▲ MANDALAY INTERNATIONAL VOR/DME (MIA)	214241.72N 0955845.20E								
←	207° / 027°	217.0NM		FL 240 / FL 110	5900 FT	10	Even(1)	Odd(1)	MANDALAY APPROACH 119.200 MHz THANDWE TOWER 118.700 MHz [Class B - blw FL150]
← ▲ THANDWE DVOR/DME (TDE)	182724.17N 0941744.75E								

Route Designator {RNP Type}	[Route Usage Notes]								
Name of Significant Points	Coordinates								Remarks
{RNP Type}	Track MAG ↓ ↑	Dist	(COP)	Upper limits / Lower limits	Minimum Flt Alt	Lateral limits (NM)	Direction of Cruising Levels ↓	Direction of Cruising Levels ↑	Remarks Controlling unit Frequency {Airspace class}
1	2	3	4	5	6	7	8	9	10
W16	*Route availability:* (1) H24								
▲ HEHO DVOR/DME (HHO)	204452.90N 0964723.74E								
	226° 046°	197.0NM		FL 240 FL 110	8100 FT	10	Even(1)	Odd(1)	HEHO TOWER 118.700 MHz THANDWE TOWER 118.700 MHz [Class B - blw FL150]
▲ THANDWE DVOR/DME (TDE)	182724.17N 0941744.75E								

Route Designator {RNP Type} / Name of Significant Points	[Route Usage Notes] Coordinates								
									Remarks
{RNP Type}	Track MAG ↓ / ↑	Dist	(COP)	Upper limits / Lower limits	Minimum Flt Alt	Lateral limits (NM)	Direction of Cruising Levels ↓	Direction of Cruising Levels ↑	Remarks Controlling unit Frequency {Airspace class}
1	2	3	4	5	6	7	8	9	10
W17	*Route availability:* (1) H24								
▲ MANDALAY INTERNATIONAL VOR/DME (MIA)	214241.72N 0955845.20E								
	301° / 121°	58.0NM		FL 260 / FL 110	5400 FT	10	Even(1)	Odd(1)	MANDALAY APPROACH 119.200 MHz [Class B - blw FL150]
▲ MONYWAR NDB (MY)	221308.83N 0950540.49E								
	356° / 176°	160.0NM		FL 260 / FL 110	5400 FT	10	Even(1)	Odd(1)	MONYWAR TOWER 118.700 MHz HOMMALINN TOWER 118.700 MHz
▲ HOMMALINN NDB (HL)	245342.09N 0945447.53E								

Route Designator {RNP Type} / Name of Significant Points	Coordinates	Dist	(COP)	Upper limits / Lower limits	Minimum Flt Alt	Lateral limits (NM)	Direction of Cruising Levels ↓	Direction of Cruising Levels ↑	Remarks / Remarks Controlling unit Frequency {Airspace class}
{RNP Type}	Track MAG ↓ / ↑								
1	2	3	4	5	6	7	8	9	10
W18	*Route availability:* (1) H24								
▲ MANDALAY INTERNATIONAL VOR/DME (MIA)	214241.72N 0955845.20E								
	301° 121°	58.0NM		FL 260 FL 110	5400 FT	10	Even(1)	Odd(1)	MANDALAY APPROACH 119.200 MHz [Class B - blw FL150]
▲ MONYWAR NDB (MY)	221308.83N 0950540.49E								
	315° 135°	81.0NM		FL 260 FL 110	5400 FT	10	Even(1)	Odd(1)	MONYWAR TOWER 118.700 MHz KALAY TOWER 118.700 MHz [Class B - blw FL150]
▲ KALAY NDB (KL)	231119.19N 0940342.00E								

Route Designator {RNP Type} / Name of Significant Points	[Route Usage Notes]								
	Coordinates								Remarks
{RNP Type}	Track MAG ↓ ↑	Dist	(COP)	Upper limits / Lower limits	Minimum Flt Alt	Lateral limits (NM)	Direction of Cruising Levels ↓	Direction of Cruising Levels ↑	Remarks Controlling unit Frequency {Airspace class}
1	2	3	4	5	6	7	8	9	10
W19	*Route availability:* (1) H24								
▲ MANDALAY INTERNATIONAL VOR/DME (MIA)	214241.72N 0955845.20E								
←	243° / 063°	198.0NM		FL 260 / FL 110	7600 FT	10	Even(1)	Odd(1)	MANDALAY APPROACH 119.200 MHz SITTWE TOWER 118.700 MHz [Class B - blw FL150]
← ▲ SITTWE DVOR/DME (STW)	200758.48N 0925243.36E								

Route Designator {RNP Type}	[Route Usage Notes]								
Name of Significant Points	Coordinates								Remarks
{RNP Type}	Track MAG ↓ ↑	Dist	(COP)	Upper limits / Lower limits	Minimum Flt Alt	Lateral limits (NM)	Direction of Cruising Levels ↓	Direction of Cruising Levels ↑	Remarks Controlling unit Frequency {Airspace class}
1	2	3	4	5	6	7	8	9	10
W20	*Route availability:* (1) H24								
▲ NAYPYITAW INTERNATIONAL DVOR/DME (NPT)	193735.60N 0961144.10E								
	323° / 143°	117.0NM		FL 260 / FL 110	6400 FT	10	Even(1)	Odd(1)	NAYPYITAW APRROACH CONTROL 134.500 MHz BAGAN TOWER 118.700 MHz [Class B - blw FL150]
▲ BAGAN DVOR/DME (BGN)	211010.33N 0945541.35E								

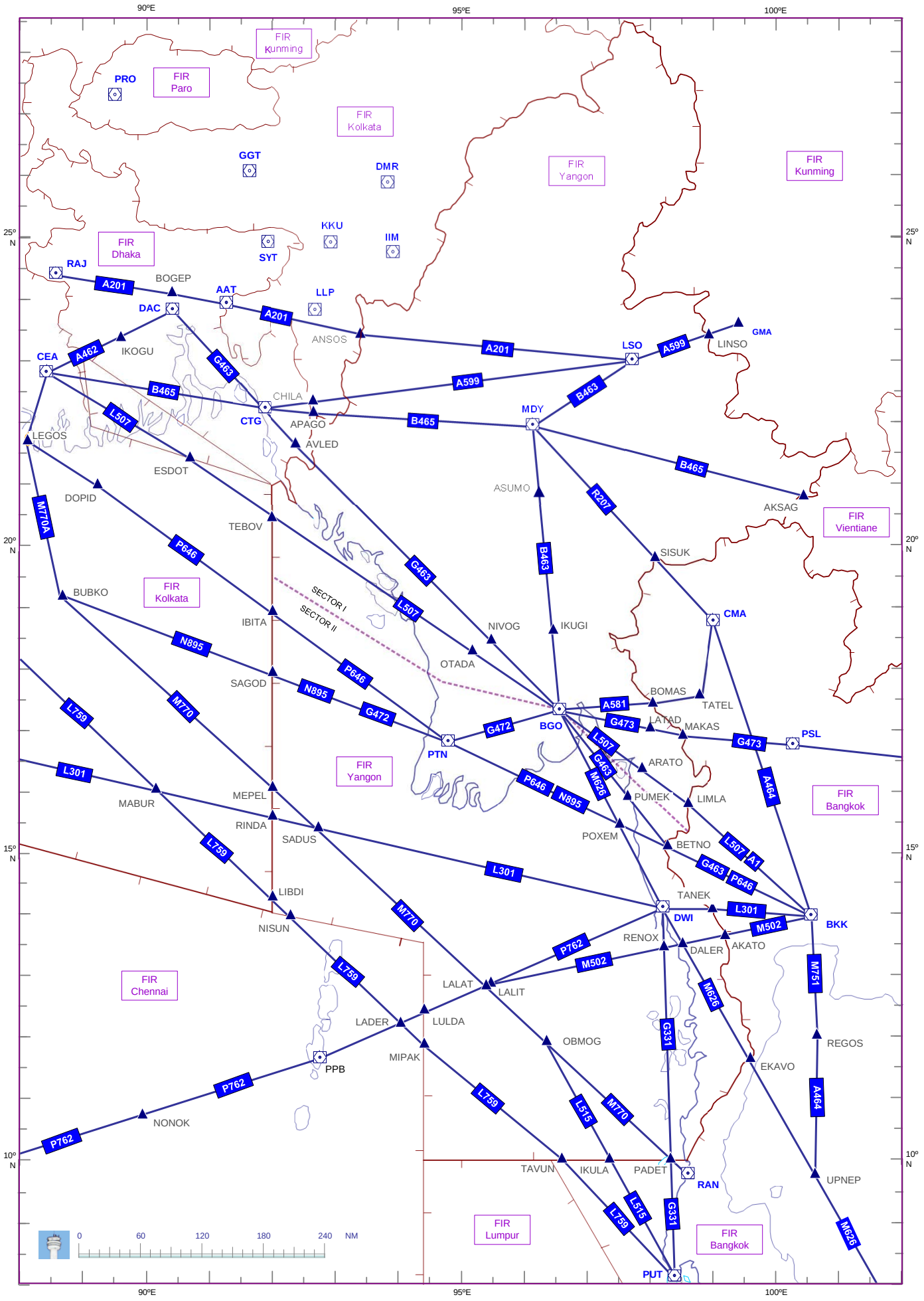
Route Designator {RNP Type}	*[Route Usage Notes]*								
Name of Significant Points	*Coordinates*								*Remarks*
{RNP Type}	*Track MAG* ↓ ↑	*Dist*	*(COP)*	*Upper limits / Lower limits*	*Minimum Flt Alt*	*Lateral limits (NM)*	*Direction of Cruising Levels* ↓	*Direction of Cruising Levels* ↑	*Remarks Controlling unit Frequency {Airspace class}*
1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**
W21	*Route availability:* (1) H24								
▲ NAYPYITAW INTERNATIONAL DVOR/DME (NPT)	193735.60N 0961144.10E								
	293° / 113°	76.2NM		FL 240 / FL 110	2000 FT	10	Even(1)	Odd(1)	NAYPYITAW APRROACH CONTROL 134.500 MHz MAGWAY TOWER 118.700 MHz [Class B - blw FL150]
▲ MAGWAY NDB (MW)	200940.26N 0945829.04E								

Route Designator {RNP Type}	[Route Usage Notes]								
Name of Significant Points	Coordinates								Remarks
{RNP Type}	Track MAG ↓ ↑	Dist	(COP)	Upper limits / Lower limits	Minimum Flt Alt	Lateral limits (NM)	Direction of Cruising Levels ↓	Direction of Cruising Levels ↑	Remarks Controlling unit Frequency {Airspace class}
1	2	3	4	5	6	7	8	9	10
W22	*Route availability:* (1) H24								
▲ NAYPYITAW INTERNATIONAL DVOR/DME (NPT)	193735.60N 0961144.10E								
←	280° / 100°	190.0NM		FL 260 / FL 110	7600 FT	10	Even(1)	Odd(1)	NAYPYITAW APRROACH CONTROL 134.500 MHz SITTWE TOWER 118.700 MHz [Class B - blw FL150]
← ▲ SITTWE DVOR/DME (STW)	200758.48N 0925243.36E								

Route Designator {RNP Type}	[Route Usage Notes]								
Name of Significant Points	Coordinates								Remarks
{RNP Type}	Track MAG ↓ ↑	Dist	(COP)	Upper limits / Lower limits	Minimum Flt Alt	Lateral limits (NM)	Direction of Cruising Levels ↓	Direction of Cruising Levels ↑	Remarks Controlling unit Frequency {Airspace class}
1	2	3	4	5	6	7	8	9	10
W23	*Route availability:* (1) H24								
▲ NAYPYITAW INTERNATIONAL DVOR/DME (NPT)	193735.60N 0961144.10E								
	264° / 084°	151.0NM		FL 260 / FL 110	3000 FT	10	Even(1)	Odd(1)	NAYPYITAW APRROACH CONTROL 134.500 MHz KYAUKPYU TOWER 118.700 MHz [Class B - blw FL150]
▲ KYAUKPYU NDB (KP)	192545.10N 0933211.90E								

Route Designator {RNP Type}	[Route Usage Notes]								
Name of Significant Points	Coordinates								Remarks
{RNP Type}	Track MAG ↓ ↑	Dist	(COP)	Upper limits / Lower limits	Minimum Flt Alt	Lateral limits (NM)	Direction of Cruising Levels ↓	Direction of Cruising Levels ↑	Remarks Controlling unit Frequency {Airspace class}
1	2	3	4	5	6	7	8	9	10
W24	*Route availability:* (1) H24								
▲ NAYPYITAW INTERNATIONAL DVOR/DME (NPT)	193735.60N 0961144.10E								
←	238° / 058°	129.0NM		FL 260 / FL 110	5400 FT	10	Even(1)	Odd(1)	NAYPYITAW APRROACH CONTROL 134.500 MHz THANDWE TOWER 118.700 MHz [Class B - blw FL150]
← ▲ THANDWE DVOR/DME (TDE)	182724.17N 0941744.75E								

YANGON FIR - AIR TRAFFIC SERVICES SYSTEM



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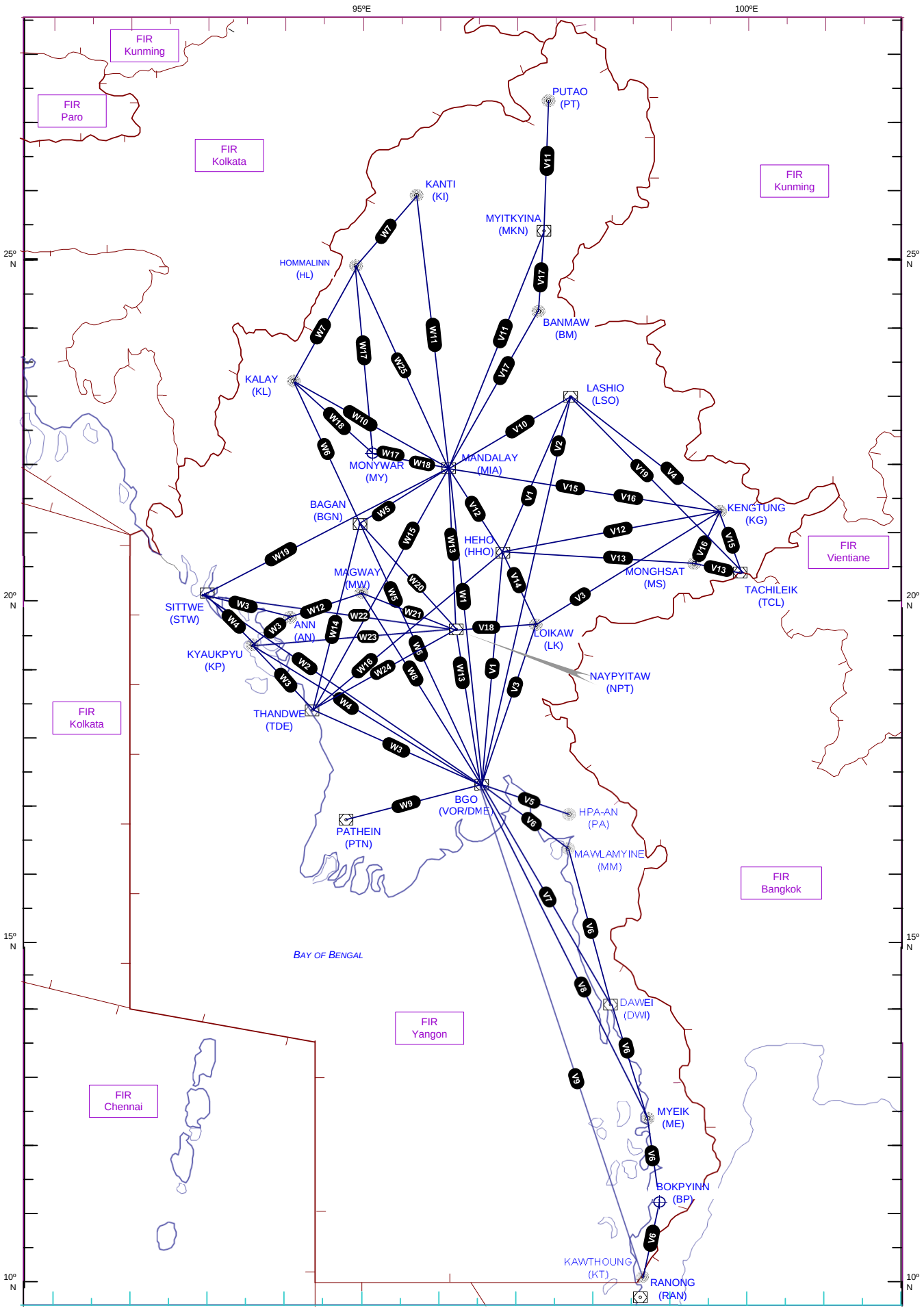
DOMESTIC ROUTES



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Identification, name and lateral limits Lateral limits	Vertical limits	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
VYR35 NAYPYITAW WEST SECTORS Sector 1: An airspace of defined dimension between bearings 225° true and 270° true and arcs between 10 NM and 20NM from NPT VOR/DME 193735.6N 0961144.1E. Sector 2: An airspace of defined dimension between bearings 270° true and 315° true and arcs between 10 NM and 20NM from NPT VOR/DME 193735.6N 0961144.1E.	6000 FT GND 6000 FT GND	Active: Permanent, MAF helicopter training area
VYR36 NAYPYITAW EAST SECTORS An airspace of defined dimension between bearings 060° true and 110° true and arcs between 20 NM and 60NM from NPT VOR/DME 193735.6N 0961144.1E.	FL 100 6000 FT	Active: Permanent, MAF flying training area
VYR37 NAYPYITAW WEST SECTORS An area contained by straight lines joining 201000.0N 0951000.0E 201000.0N 0960000.0E 191000.0N 0960000.0E 191000.0N 0951000.0E 201000.0N 0951000.0E	FL 100 6000 FT	Active: Permanent, MAF flying training area
VYR38 MANDALAY PALACE AREA The area bounded by straight lines joining 220013.3N 0960509.2E 220008.1N 0960627.9E 215859.7N 0960504.5E 215855.4N 0960623.4E 220013.3N 0960509.2E	4000 FT GND	Active: Permanent
VYR8 PYAY The area bounded by the coordinates 184200.0N 0951200.0E 185100.0N 0951200.0E 185100.0N 0950800.0E 184200.0N 0950800.0E 184200.0N 0951200.0E	FL 100 GND	Active: Permanent, Flights from south and south-east to approach from east. Flights from west and south-west route via Shwedaung 184200N0951300E

4 Danger areas

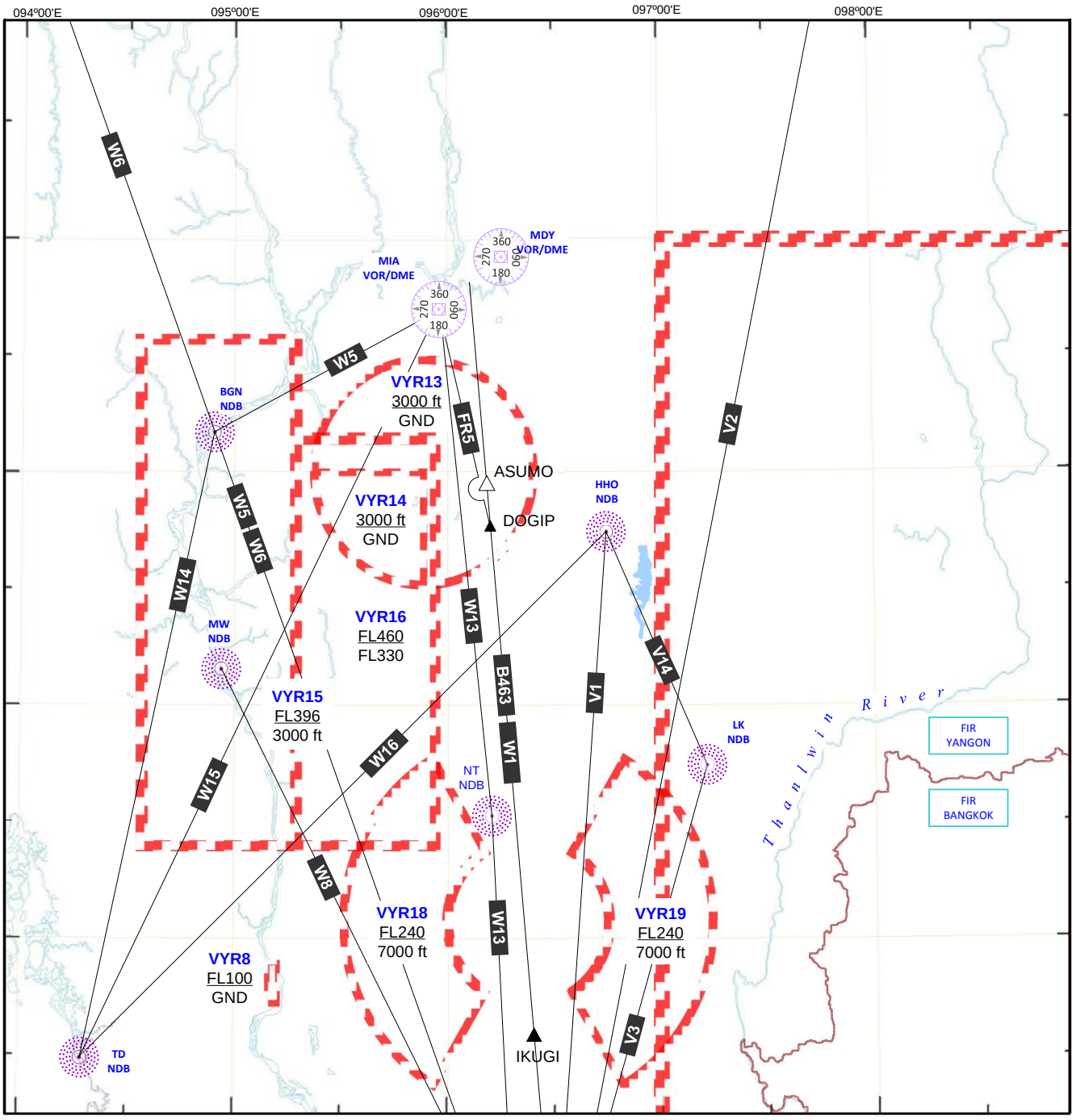
Identification, name and lateral limits Lateral limits	Vertical limits	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
VYD1 NAVAL BASE The elliptical area within the radius of 5 miles around the points: 161300N0960900E and 155500N 0953800E respectively.	FL 300 1500 FT	Active: Permanent, Air to Air firing, Effective dates and times will be notified in advance through NOTAM and Mingaladon Approach control as necessary.
VYD10 DELTA REGION The controlled airspace within a sector between 180° true and 260° true from a radius of 20 NM to a radius of 120 NM centred on Mingaladon Airport.	FL 240 8000 FT	Active: Permanent, Airforce and Army training area, Times notified by NOTAM
VYD21 TAUNGNYO FIRING RANGE The area bounded by the coordinates 202000.0N 0960400.0E 202000.0N 0960800.0E 195200.0N 0960800.0E 195200.0N 0960400.0E	FL 150 GND	Active: Permanent, Date and Time to be notified by NOTAM, As for diversionary route temporarily established, aircraft bound for VYML and VYMD are to track as VYYY PCD HGU/VOR and BGO/VOR then maintain AWY V1 till crossing 2000N and set course.
VYD23A COMBAT TRAINING An airspace bounded by the coordinates 163000.0N 0955000.0E 163000.0N 0962000.0E 161000.0N 0962000.0E 161000.0N 0955000.0E	FL 240 8000 FT	Active: Permanent, Airforce and Army training area, Times notified by NOTAM

Identification, name and lateral limits Lateral limits	Vertical limits	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
VYD23B COMBAT TRAINING An airspace bounded by the coordinates 162400.0N 0955400.0E 162400.0N 0960200.0E 161700.0N 0960200.0E 161700.0N 0955400.0E	FL 240 6000 FT	Active: Permanent, Airforce and Army training area, Times notified by NOTAM
VYD24 KUNGYANGONE An airspace of defined dimension between bearings 180° true and 205° true and an arc of 30NM from Mingaladon ARP with a line joining coordinates 1619N9607E and 1606N9543E.	FL 240 8000 FT	Active: Permanent, Airforce and Army training area, Times notified by NOTAM
VYD25 PYAPON An airspace of defined dimension between bearings 210° true and 235° true and an arc of 30NM and 70NM from Mingaladon ARP.	FL 240 8000 FT	Active: Permanent, Airforce and Army training area, Times notified by NOTAM
VYD9 SHWEPYI FIRING RANGE The area bounded by a line of Circle: radius 5 NM, centred at 171100.0N 0960100.0E		Active: Permanent, Air to Ground firing, Heights and time of activation notified by NOTAM.

5 Prohibited, restricted and danger areas Charts

PROHIBITED, RESTRICTED, AND DANGER AREA

VYR8, VYR13, VYR14, VYR15, VYR16, VYR18, VYR19



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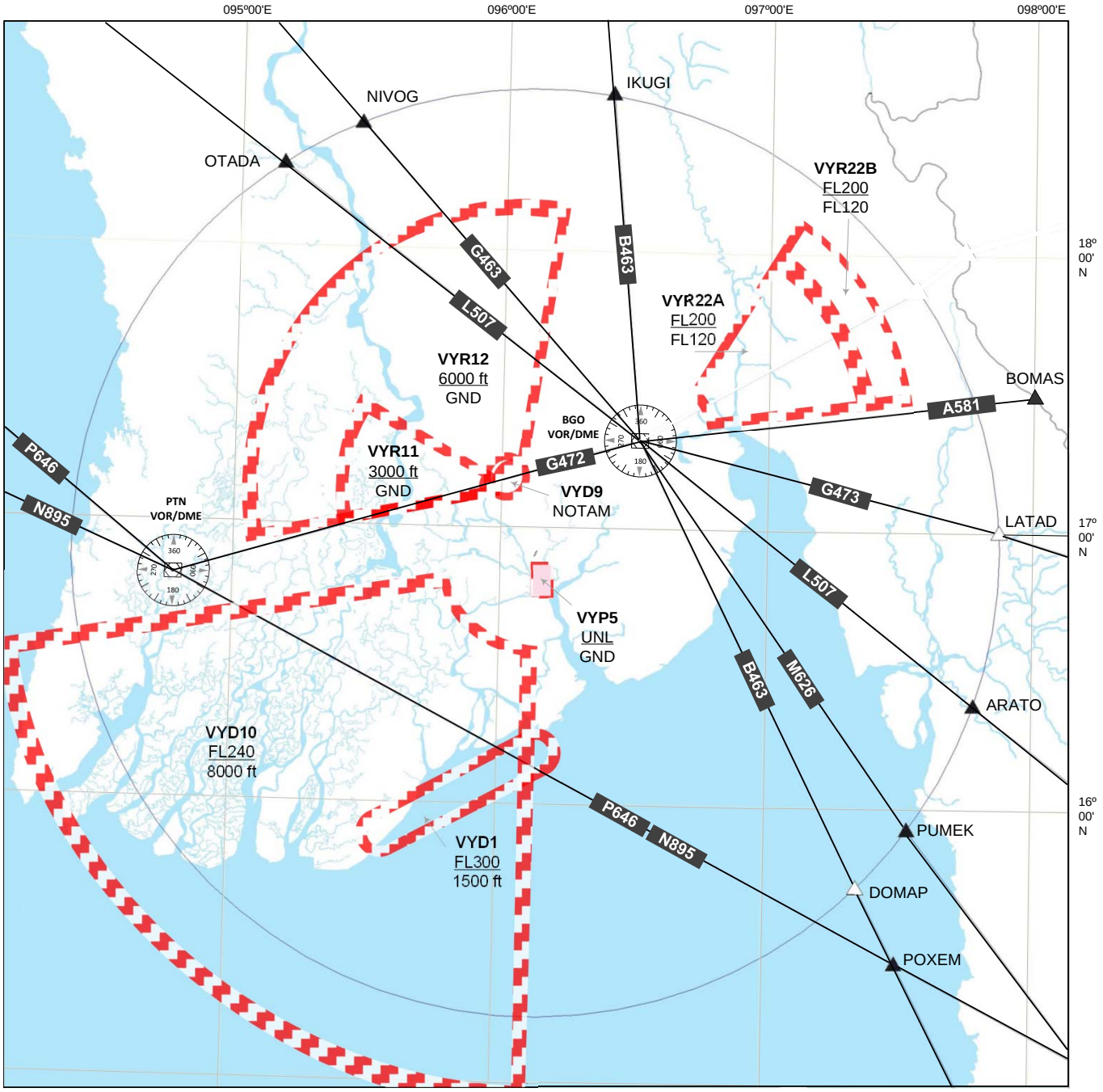
PROHIBITED, RESTRICTED, AND DANGER AREA

VYP5
VYR11, VYR12, VYR22A, VYR22B
VYD1, VYD9, VYD10



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ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS

1 Military Traffic

1.1 It is recognized that some military aeronautical operations necessitate non-compliance with certain air traffic procedures. In order to ensure the safety of flight operations the appropriate military authorities shall be asked, whenever practicable, to notify the proper air traffic control unit prior to undertaking such manoeuvres.

1.2 A reduction of separation minima required by military necessity or other extraordinary circumstances shall only be accepted by an air traffic control unit when a specific request in some recorded form has been obtained from the authority having jurisdiction over the aircraft concerned and lower minima then to be observed shall apply only between those aircraft. Some recorded form of instruction fully covering this reduction of separation minima must be issued by air traffic control unit concerned.

1.3 Temporary airspace reservation, either stationary or mobile, may be established for the use of large formation flight or other military operations. Arrangements for the reservation of such airspace, including if necessary closure of the aerodrome shall be accomplished by co-ordination between the user and the appropriate ATS authority. Such co-ordination shall be initiated at least 24 hours in advance of the planned operation (unless special circumstances preclude such early co-ordination) in order to permit the issuance of necessary instructions or information to all air traffic services units concerned so as to ensure the issuance of flight information service and NOTAM to all concerned.

Identification, Name and Lateral Limits		Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
VYR11 HMAWBY The controlled airspace within the sector bearings 260° true and 300° true and radius of 5NM and 40NM centred on Hmawby Airport 170700N 0960400E.	3000 FT GND	Active: Permanent, MAF low flying training area, H24
VYR12 HMAWBY The controlled airspace within the sector bearings 260° true and 300° true and radius of 40 NM and 60 NM centred on Hmawby Airport; and controlled airspace within the sector bearings 300° true and 010° true, and radius of 5NM and 60 NM centred on Hmawby airport.	6000 FT GND	Active: Permanent, MAF flying training area, H24
VYR13 SHANTE The airspace within the sector bearings 000° to 180°true and 270° to 360° true and radius of 30 NM centred on Shante airport 205800N0955500E.	3000 FT GND	Active: Permanent, MAF low flying training area, H24
VYR14 SHANTE The airspace within the sector bearings 180° to 270° true and radius 30 NM centred on Shante Airport.	3000 FT GND	Active: Permanent, MAF Helicopter training area, H24
VYR15 SHANTE The airspace area bounded by 192004.0N 0943147.9E 213503.3N 0943147.8E 213503.4N 0952147.4E 210903.5N 0952147.4E 210903.6N 0955947.2E 192004.1N 0955947.3E 192004.0N 0943147.9E	FL 396 3000 FT	Active: Permanent, MAF subsonic flying training area, H24
← **VYR16 SHANTE** The airspace area bounded by 192004.0N 0952147.6E 210903.5N 0952147.4E 210903.6N 0955947.2E 192004.1N 0955947.3E 192004.0N 0952147.6E	FL 460 FL 330	Active: Permanent, MAF supersonic flying training area, H24
VYR17 NAMPONG The airspace with 30NM radius centred on Nampong aerodrome (2521N09717E).	FL 100 GND	Active: Permanent, MAF flying training area, By NOTAM

Identification, Name and Lateral Limits		Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
VYR18 TAUNGOO The controlled airspace within the sector between 210° true and 330° true from a radius of 20 NM to a radius of 50 NM centred on Taungoo aerodrome 190152.61N0962404.37E	FL 240 7000 FT	Active: Permanent, MAF flying training area
VYR19 TAUNGOO The controlled airspace within the sector between 030° true and 150° true from a radius of 20 NM to a radius of 50 NM centred on Taungoo aerodrome 190152.61N0962404.37E	FL 240 7000 FT	Active: Permanent, MAF flying training area
VYR20 MYEIK Sector 1: The controlled airspace within the sector between 000° true and 045° true from a radius of 30 NM centred on Myeik ARP 122624.34N0983715.99E. Sector 2: The controlled airspace within the sector between 045° true and 090° true from a radius of 30 NM centred on Myeik ARP 122624.34N0983715.99E. Sector 3: The controlled airspace within the sector between 090° true and 135° true from a radius of 30 NM centred on Myeik ARP 122624.34N0983715.99E. Sector 4: The controlled airspace within the sector between 135° true and 180° true from a radius of 30 NM centred on Myeik ARP 122624.34N0983715.99E. Sector 5: The controlled airspace within the sector between 180° true and 225° true from a radius of 30 NM centred on Myeik ARP 122624.34N0983715.99E. Sector 6: The controlled airspace within the sector between 225° true and 270° true from a radius of 30 NM centred on Myeik ARP 122624.34N0983715.99E. Sector 7: The controlled airspace within the sector between 270° true and 315° true from a radius of 30 NM centred on Myeik ARP 122624.34N0983715.99E. Sector 8: The controlled airspace within the sector between 315° true and 360° true from a radius of 30 NM centred on Myeik ARP 122624.34N0983715.99E.	FL 80 5000 FT FL 80 5000 FT FL 80 5000 FT FL 80 5000 FT FL 80 5000 FT FL 100 5000 FT FL 100 5000 FT Non-Active	Active: Permanent, MAF flying training area
VYR22A BAGO The controlled airspace within the sector bounded by the straight line joining the coordinates 173123N0964012E and 180000N 0970148E, thence 50 DME ARC BGO VOR/DME to coordinates 172623N0972250E,then straight line to coordinates 172450N0964529E, thence 15 DME ARC BGO VOR/DME to starting point coordinates 173123N0964012E.	FL 200 FL 120	Active: Permanent, MAF flying training area
VYR22B BAGO The controlled airspace within the sector bounded by the straight line joining the coordinates 180000N0970148E and 180800N 0970800E, thence 60 DME ARC BGO VOR/DME to coordinates 172648N0973320E, then straight line to coordinates 172623N0972250E, thence 50 DME ARC BGO VOR/DME to starting point coordinates 180000N0970148E.	FL 200 FL 120	
VYR26 MAUBIN An airspace of defined dimension between bearings 240° true and 265° true and arcs between 30NM and 50NM from Mingaladon ARP 165426.16N 0960759.66E.	FL 160 8000 FT	Active: Permanent, MAF flying training area, By NOTAM

Identification, Name and Lateral Limits		Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
VYR27 YANDON An airspace of defined dimension between bearings 270° true and 295° true and arcs between 30NM and 50NM from Mingaladon ARP 165426.16N0 960759.66E.	FL 80 6000 FT	Active: Permanent, MAF flying training area, By NOTAM
VYR28A DANUBYU An airspace of defined dimension between bearings 300° true and 320° true and arcs between 30NM and 50NM from Mingaladon ARP 165426.16N0960759.66E.	FL 160 7000 FT	Active: Permanent, MAF flying training area, By NOTAM
VYR28B HINTHADA An airspace of defined dimension between bearings 300° true and 320° true and arcs between 50NM and 70NM from Mingaladon ARP 165426.16N 0960759.66E.	FL 180 8000 FT	Active: Permanent, MAF flying training area, By NOTAM
← **VYR29 PATHEIN EAST SECTORS** Sector 1: An airspace of defined dimension between bearings 000° true and 045° true and arcs between 10NM and 30NM from PTN VOR/DME 164831.28N 0944610.38E. Sector 2: An airspace of defined dimension between bearings 045° true and 090° true and arcs between 10NM and 30NM from PTN VOR/DME 164831.28N 0944610.38E. Sector 3: An airspace of defined dimension between bearings 090° true and 135° true and arcs between 10NM and 30NM from PTN VOR/DME 164831.28N 0944610.38E. Sector 4: An airspace of defined dimension between bearings 135° true and 180° true and arcs between 10NM and 30NM from PTN VOR/DME 164831.28N 0944610.38E.	FL 130 GND FL 90 GND FL 130 6000 FT FL 130 6000 FT	Sector 1 Active: GND to 5000 FT MAA flying training area Sector 1 Active: 6000 FT to FL130 Permanent MAF flying training area Sector 2 Active: GND to 5000 FT MAA flying training area Sector 2 Active: 6000 FT to FL090 Permanent MAF flying training area Sector 3 Active: Permanent MAF flying training area Sector 4 Active: Permanent MAF flying training area
← **VYR30 PATHEIN WEST SECTORS** Sector 5: An airspace of defined dimension between bearings 180° true and 225° true and arcs between 10NM and 50NM from PTN VOR/DME 164831.28N 0944610.38E. Sector 6: An airspace of defined dimension between bearings 225° true and 270° true and arcs between 10NM and 50NM from PTN VOR/DME 164831.28N 0944610.38E. Sector 7: An airspace of defined dimension between bearings 270° true and 315° true and arcs between 10NM and 50NM from PTN VOR/DME 164831.28N 0944610.38E. Sector 8: An airspace of defined dimension between bearings 315° true and 360° true and arcs between 10NM and 50NM from PTN VOR/DME 164831.28N 0944610.38E.	FL 220 6000 FT FL 140 6000 FT FL 80 GND FL 220 6000 FT	Sector 7 Active: GND to 5000 FT MAA flying training area Sector 7 Active: 6000 FT to FL080 Permanent MAF flying training area Sector 8 Active: Permanent MAF flying training area
VYR34 NAYPYITAW EAST SECTORS Sector 1: An airspace of defined dimension between bearings 045° true and 090° true and arcs between 10 NM and 20NM from NPT VOR/DME 193735.6N 0961144.1E Sector 2: An airspace of defined dimension between bearings 090° true and 135° true and arcs between 10 NM and 20NM from NPT VOR/DME 193735.6N 0961144.1E.	5000 FT GND 5000 FT GND	Active: Permanent, MAF helicopter training area
VYR35 NAYPYITAW WEST SECTORS Sector 1: An airspace of defined dimension between bearings 225° true and 270° true and arcs between 10 NM and 20NM from NPT VOR/DME 193735.6N 0961144.1E. Sector 2: An airspace of defined dimension between bearings 270° true and 315° true and arcs between 10 NM and 20NM from NPT VOR/DME 193735.6N 0961144.1E.	6000 FT GND 6000 FT GND	Active: Permanent, MAF helicopter training area

Identification, Name and Lateral Limits		Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
VYR36 NAYPYITAW EAST SECTORS An airspace of defined dimension between bearings 060° true and 110° true and arcs between 20 NM and 60NM from NPT VOR/DME 193735.6N 0961144.1E.	FL 100 6000 FT	Active: Permanent, MAF flying training area
VYR37 NAYPYITAW WEST SECTORS An area contained by straight lines joining 201000.0N 0951000.0E 201000.0N 0960000.0E 191000.0N 0960000.0E 191000.0N 0951000.0E	FL 100 6000 FT	Active: Permanent, MAF flying training area
VYD1 NAVAL BASE The elliptical area within the radius of 5 NM around the points: 161300N0960900E and 155500N 0953800E respectively.	FL 300 1500 FT	Active: Permanent, Air to Air firing, Effective dates and times will be notified in advance through NOTAM and Mingaladon Approach control as necessary.
VYD9 SHWEPYI FIRING RANGE Circle: radius 5 NM, centred at 171100.0N 0960100.0E		Active: Permanent, Air to Ground firing, Heights and time of activation notified by NOTAM.
VYD10 DELTA REGION The controlled airspace within a sector between 180° true and 260° true from a radius of 20 NM to a radius of 120 NM centred on Mingaladon Airport.	FL 240 8000 FT	Active: Permanent, Airforce and Army training area, Times notified by NOTAM
VYD21 TAUNGNYO FIRING RANGE The area bounded by the coordinates 202000.0N 0960400.0E 202000.0N 0960800.0E 195200.0N 0960800.0E 195200.0N 0960400.0E	FL 150 GND	Active: Permanent, Date and Time to be notified by NOTAM, As for diversionary route temporarily established, aircraft bound for VYML and VYMD are to track as VYYY PCD HGU/VOR and BGO/VOR then maintain AWY V1 till crossing 2000N and set course.
VYD23A COMBAT TRAINING An airspace bounded by the coordinates 163000.0N 0955000.0E 163000.0N 0962000.0E 161000.0N 0962000.0E 161000.0N 0955000.0E	FL 240 8000 FT	Active: Permanent, Airforce and Army training area, Times notified by NOTAM
VYD23B COMBAT TRAINING An airspace bounded by the coordinates 162400.0N 0955400.0E 162400.0N 0960200.0E 161700.0N 0960200.0E 161700.0N 0955400.0E	FL 240 6000 FT	Active: Permanent, Airforce and Army training area, Times notified by NOTAM
VYD24 KUNGYANGONE An airspace of defined dimension between bearings 180° true and 205° true and an arc of 30NM from Mingaladon ARP with a line joining coordinates 1619N9607E and 1606N9543E.	FL 240 8000 FT	Active: Permanent, Airforce and Army training area, Times notified by NOTAM
VYD25 PYAPON An airspace of defined dimension between bearings 210° true and 235° true and an arc of 30NM and 70NM from Mingaladon ARP.	FL 240 8000 FT	Active: Permanent, Airforce and Army training area, Times notified by NOTAM

Note: The following sections in this chapter are intentionally left blank:
AD 0.1, AD 0.2, AD 0.3, AD 0.4, AD 0.5.

RWY Designator	APCH LGT type LEN INTST	RTHL colour WBAR	VASIS (MEHT) PAPI	RTZL LEN	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL colour, WBAR	STWL LEN, colour	Remarks
1	2	3	4	5	6	7	8	9	10
← 21	SALS (Elevated high Intensity) Nil Nil Nil	Green	PAPI Left/Nil (22.3 M)	Nil	White (-Length 11200 Spacing 30M -Central Part of RWY; Final 900M to 300M of RWY; Altn; Red and White, -Final 300M of runway; Red Inset High Intensity)	White (Spacing 60 M, Final 600M of RWY end; Yellow High Intensity)	Red	Red	Nil

VYYY AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	ABN: ELEVATED TANK 165401N 0960805E,Altn Flg WG
2	**LDI location and LGTAnemometer location and LGT**	Nil
3	**TWY edge and centre line lighting**	Edge: All blue Centre line Light: Nil
4	**Secondary power supply/switch-over time**	15 SEC
5	**Remarks**	Nil

VYYY AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Transition altitude	Remarks
1	2	3	4	5
MINGALADON ATZ Circle: radius 10 NM, centred at 165426.16N 0960759.66E ARP 1500 FT / GND B	MINGALADON TOWER	MINGALADON TOWER: EN H24	6000 FT	Circuit pattern:RWY21 Right-hand circuit RWY03 Left-hand circuit
← **MINGALADON CTR** CTR circle radius of 40 NM centred on Yangon International Airport 165426.16N0960759.66E Circle: radius 40 NM, centred at 165426.16N 0960759.66E ARP FL 130 / GND B	MINGALADON APPROACH	MINGALADON APPROACH: EN H24	6000 FT	Nil

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Transition altitude	Remarks
1	2	3	4	5
← **MINGALADON TMA** TMA circle radius of 60 NM centred on Yangon International Airport 165426.16N 0960759.66E. ARP FL 170 FL 130 B	MINGALADON APPROACH	MINGALADON APPROACH: EN H24	6000 FT	Nil

VYYY AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
← MINGALADON APPROACH	MINGALADON APPROACH: EN	119.700 MHz	H24	Nil
MINGALADON TOWER	MINGALADON TOWER: EN	118.100 MHz	H24	Nil
MINGALADON GROUND	MINGALADON GROUND:	121.900 MHz	H24	Nil

VYYY AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid CAT of ILS/MLS (MAG VAR)	ID	Frequency	Hours of operation	Transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME	BGO	CH 73X 112.6 MHz	H24	171906.58N 0963111.55E	38 FT	Coverage: 180 NM Em: A9W
VOR/DME	HGU	CH 70X 112.3 MHz	H24	170449.87N 0961502.49E	49 FT	12 NM from THR 21 Coverage: 130 NM Em: A9W
NDB	YGN	265 kHz	H24	170442.54N 0961418.18E	Not applicable	11.5 NM from THR 21 Coverage: 130 NM Em: NONA2A
← NDB	MDS	397 kHz	H24	165205.78N 0960621.54E	Not applicable	1.5 NM from THR 03 Coverage: 50 NM Em: NONA2A RWY 03
ILS/DME/GP Nil	IYGN	CH 36X 333.8 MHz	H24	165519.50N 0960830.90E	50 FT	Coverage: 10 NM Glide slope: 3° Em: A3E RWY 21
ILS/LLZ Nil	IYGN	109.9 MHz	H24	165347.14N 0960733.09E	Not applicable	Coverage: 12 NM Em: A3E RWY 21

VYYY AD 2.20 LOCAL TRAFFIC REGULATIONS

1 AIRPORT REGULATIONS

1.1 At Yangon International Airport a number of local regulations apply. The regulations are collected in a manual which is available at the AIS Briefing Office and at the terminal building. This manual includes, among other subjects, the following:

a. the meaning of markings and signs;

b. information about aircraft stands;
c. information about taxiing from aircraft stands including taxi clearance.

1.2 Yangon International Airport complies Manual of Aerodrome Standards (MOAS). This Aerodrome Standards include the following:

a. Physical characteristics
b. Obstacle restriction and limitation
c. Visual aids provided by aerodrome markings, markers and signs
d. Aerodrome lighting
e. Operating standards for certified aerodromes
f. Aerodrome facilities

2 TAXIING TO AND FROM STANDS

Arriving aircraft will be allocated a stand number by the TWR or GMC. General aviation aircraft will have to use the general aviation parking area. Assistance from the “FOLLOW ME“vehicles can be requested via TWR or SMC. Departing IFR flights shall contact the GMC to obtain ATC clearance before commencing taxiing. Request for ATC clearance may take place at the earliest 10 minutes prior to engine start-up and the frequency 121.9 MHz is to be used.

3 PARKING AREA FOR SMALL AIRCRAFT

General aviation aircraft shall be guided by marshallers to the parking area for small aircraft.

4 PARKING AREA FOR HELICOPTER

Helicopter will always be guided by a marshaller on the stand.

5 HELICOPTER TRAFFIC - LIMITATION

Non-scheduled public air traffic with helicopters is permitted only after prior from the Department of Civil Aviation. Any contact concerning the above shall be made via the handling company or directly to the airport office during the hours of service and, if possible, not later than the day before the flight is to be carried out.
Any request for approval of traffic shall contain the following information:

a. Owner / operator;
b. Type of helicopter, registration / call sign
c. Date, arrival time / departure time, destination(s)

Furthermore other details relevant to the evaluation of the request shall be given as required.

6 REMOVAL OF DISABLE FROM RUNWAYS

When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

VYYY AD 2.22 FLIGHT PROCEDURES

1 VFR ARRIVING AND DEPARTING PROCEDURE

1.1 **VFR traffic from west and north-west**
1.1.1 After entering control area boundary, to proceed to **Yandon** (coord: 170316.38N0953757.25E) then to airport advisory boundary (coord: 1659.0N09559.0E) i.e. 10 NM to Yangon International Airport and to report airport in sight at this position and stand-by for landing instruction.

1.2 **VFR traffic from north and north-east**
1.2.1 After entering control area to proceed to **Ledaunggan** (coord: 165825.10N0961758.12E) and report airport in sight and await landing clearance or circuit joining clearance.

1.3 **VFR traffic from east and south-east**
1.3.1 After entering control area to proceed to **Thongwa** (coord: 164540.25N0963139.63E) then to **Kayan** (coord: 165428.5N 0963351.51E) then to **Ledaunggan** (coord: 165825.10N0961758.12E) and await landing clearance.

1.4 **VFR traffic from south and south-west**
1.4.1 After entering control area to proceed to **Twante** (coord: 164221.40N0965637.82E) then maintain heading 360 till abeam locator beacon MDS on 397 kHz and stand-by for landing instruction.

1.5 Prohibited area VYP5 is to be avoided at all times under any circumstance.

1.6 Aircraft are to strictly comply with ATC instruction.

1.7 As for departing traffic ATC will use reciprocally established VFR routes according to destination.

2 THE LOW VISIBILITY PROCEDURE FOR GROUND MOVEMENT CONTROL

2.1 The following low visibility procedure for ground movement control is published for airlines operator and handling agents compliance whenever apron visibility is less than 200 ft.
2.1.1 All drivers and other personnel authorised to operate on the movement area are to be adequately trained and are familiar with airport layout.

2.1.2 A record is maintained by airlines concerned of persons and vehicles deployed on the manoeuvring area, on daily basis.

2.1.3 Non-essential vehicles and personnel must be withdrawn from the manoeuvring area.

2.1.4 Essential vehicles permitted to enter the manoeuvring area must be equipped with RT and be kept to a minimum and be driven slowly.

2.1.5 If an opening access to airside is too wide for visual surveillance or too far it should be locked or be patrolled regularly at good intervals.ukuk

2.1.6 Non-respective personnel should not be allowed to airside.

←

VYYY AD 2.23 ADDITIONAL INFORMATION

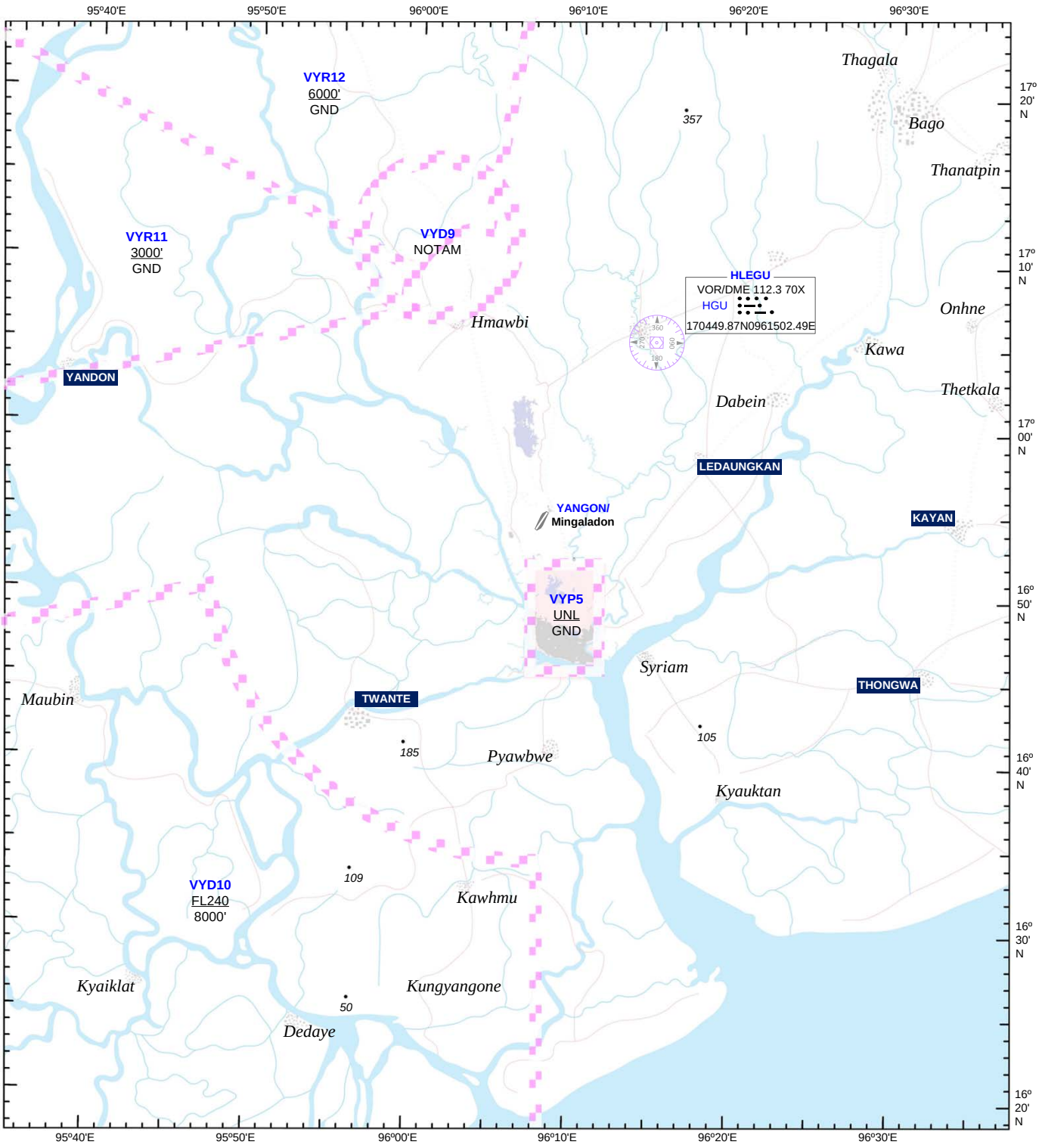
1 Bird concentration in the vicinity of the airport

1.1 It has been observed that migratory birds appear in sizable numbers mainly Throughout the year.

VYYY AD 2.24 CHARTS RELATED TO AN AERODROME

←

VFR ARRIVING AND DEPARTING PROCEDURE



Prohibited Area VYP5 is to be avoided at all times under any circumstance.

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AERODROME CHART - ICAO

16°54′ 26. 16″N
96°07′ 59. 66″E

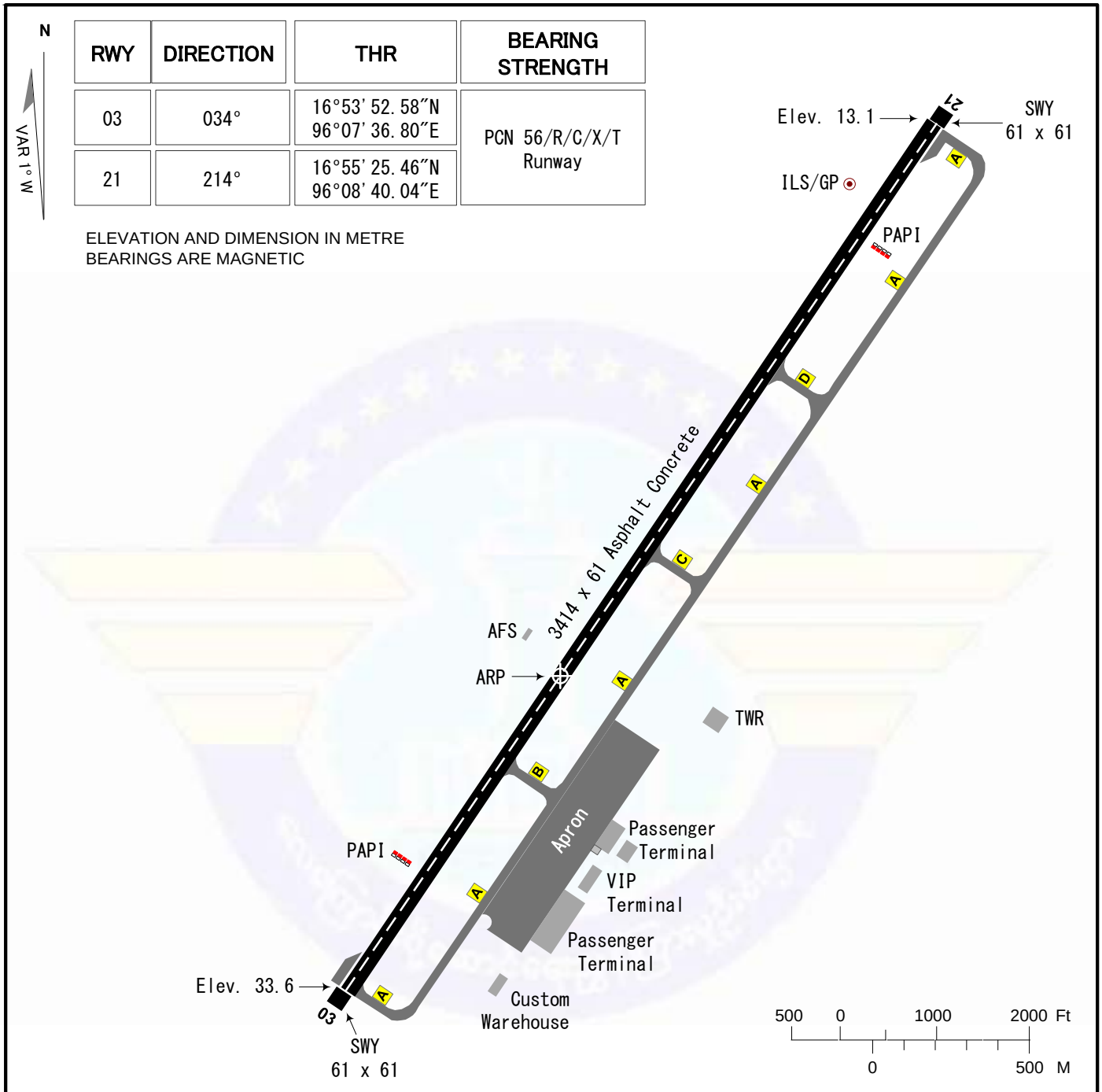
AD ELEV 33.6 M

TWR 118.1

YANGON/ Mingaladon

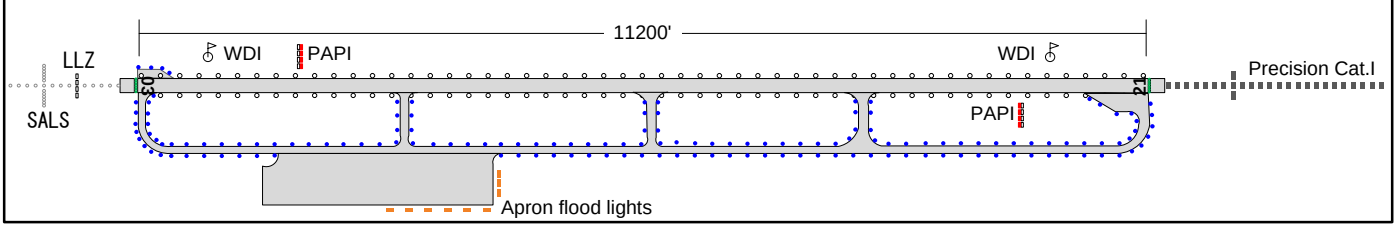
RWY	DIRECTION	THR	BEARING STRENGTH
03	034°	16°53′ 52. 58″N 96°07′ 36. 80″E	PCN 56/R/C/X/T Runway
21	214°	16°55′ 25. 46″N 96°08′ 40. 04″E	

ELEVATION AND DIMENSION IN METRE
BEARINGS ARE MAGNETIC



MARKING AIDS RWY 03/21

LIGHTING AIDS RWY 03/21



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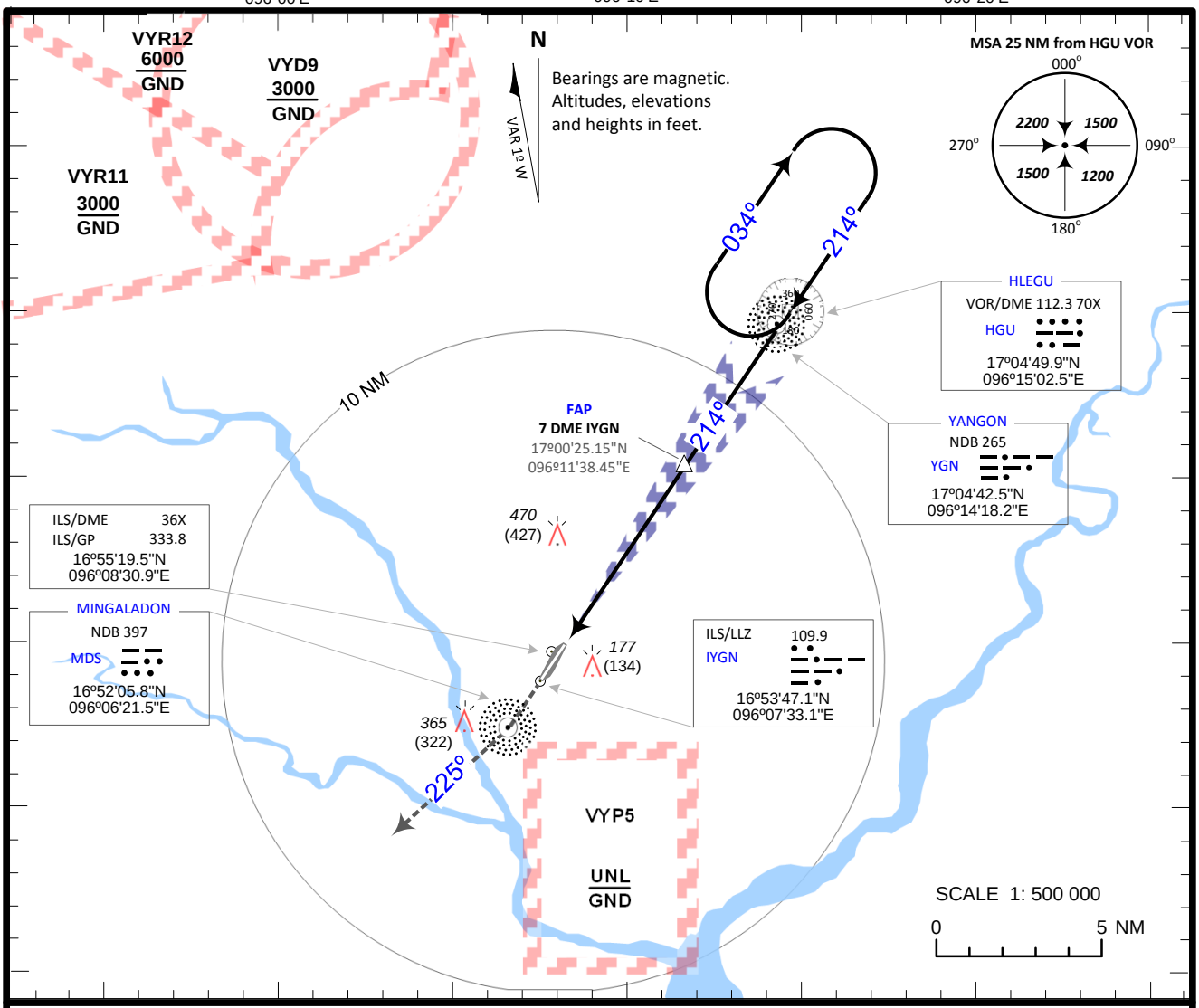
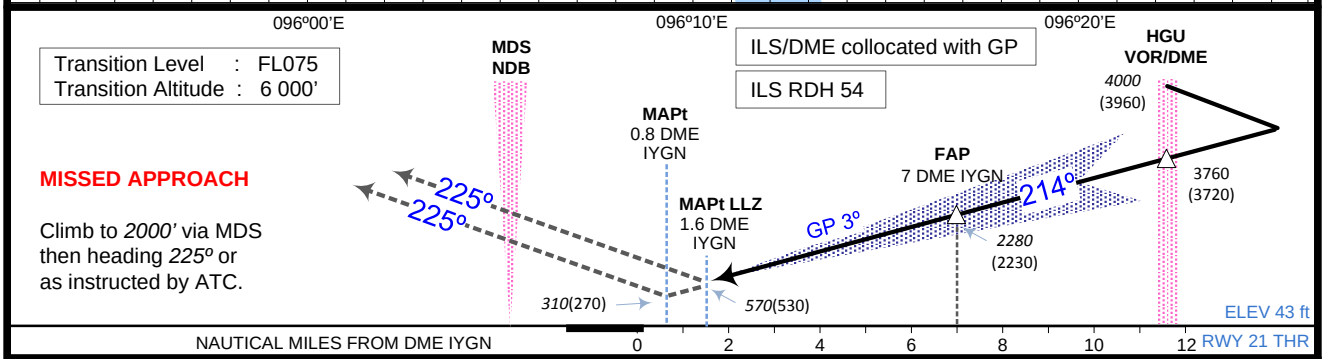
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV - **110 ft**
HEIGHTS RELATED TO THR RWY 21 ELEV - **43 ft**
16º54'26.16"N 096º07'59.66"E

ATIS	128.4
TWR	118.1
APP	119.7

YANGON/Mingaladon
IYGN ILS/DME
RWY 21





OCA (OCH)						
Category of aircraft	A	B	C	D		
Straight - in (CAT I ILS)	**280 (240)**	**290 (250)**	**300 (260)**	**310 (270)**		
Straight - in (LLZ only)	**570(530)**					
Circling (West of RWY only)	**770 (730)**		**870 (830)**			
Distance from IYGN	1 DME	2 DME	3 DME	4 DME	5 DME	6 DME
Altitude (Height)	**370 (320)**	**680 (640)**	**1000 (960)**	**1320 (1280)**	**1640 (1600)**	**1960 (1920)**
Ground Speed (knots)	70	90	120	150	180	
FAP-MAPt **6.2** NM (min:sec)	**5:19**	**4:08**	**3:06**	**2:29**	**2:04**	
Rate of Descend (ft/min)	**370**	**475**	**630**	**790**	**950**	

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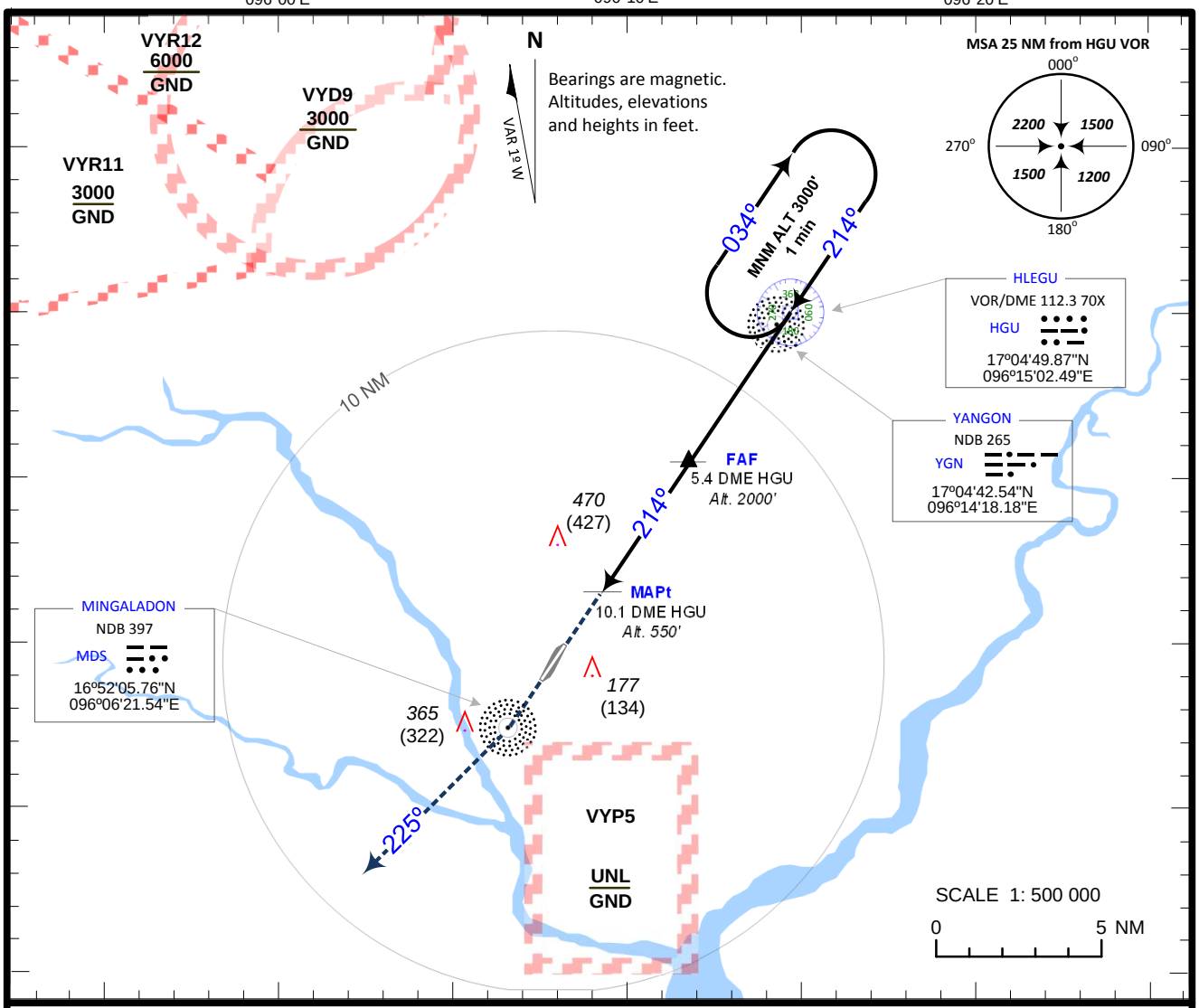
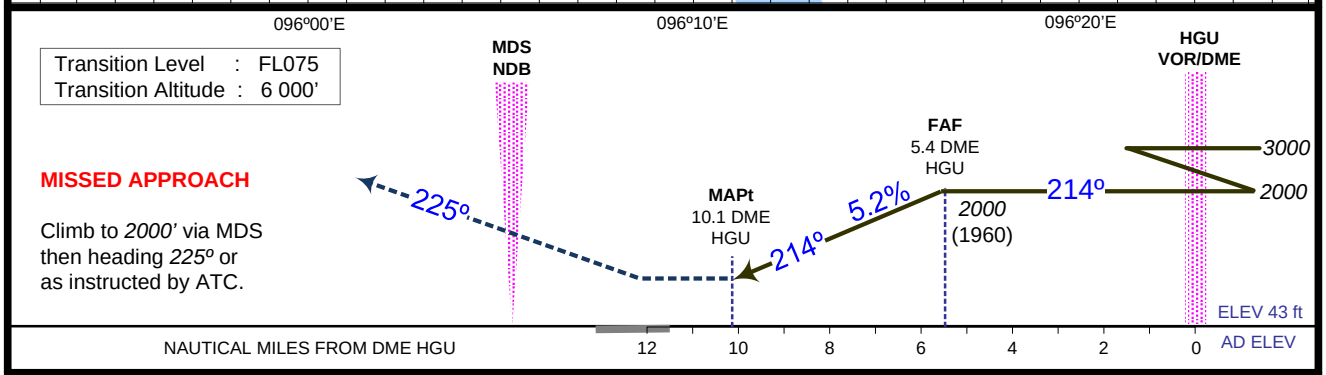
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV – **110** ft
HEIGHTS RELATED TO THR ELEV- 43 ft
16º54'26.16"N 096º07'59.66"E

ATIS	128.4
TWR	118.1
APP	119.7

YANGON/Mingaladon
HGU VOR/DME
RWY 21





OCA (OCH)				
Category of aircraft	A	B	C	D
Straight - in	**550(510)**			
Circling (West of RWY only)	**770(730)**		**870 (830)**	
Distance from HGU VOR/DME	10 DME	9 DME	8 DME	7 DME
Altitude (Height)	**580 (530)**	**890 (850)**	**1210 (1170)**	**1530 (1490)**
Speed (knots)	90	120	150	180
FAF-MAPt **4.7** NM (min:sec)	**3:08**	**2:21**	**1:53**	**1:34**
Rate of Descend (ft/min)	**475**	**630**	**790**	**950**

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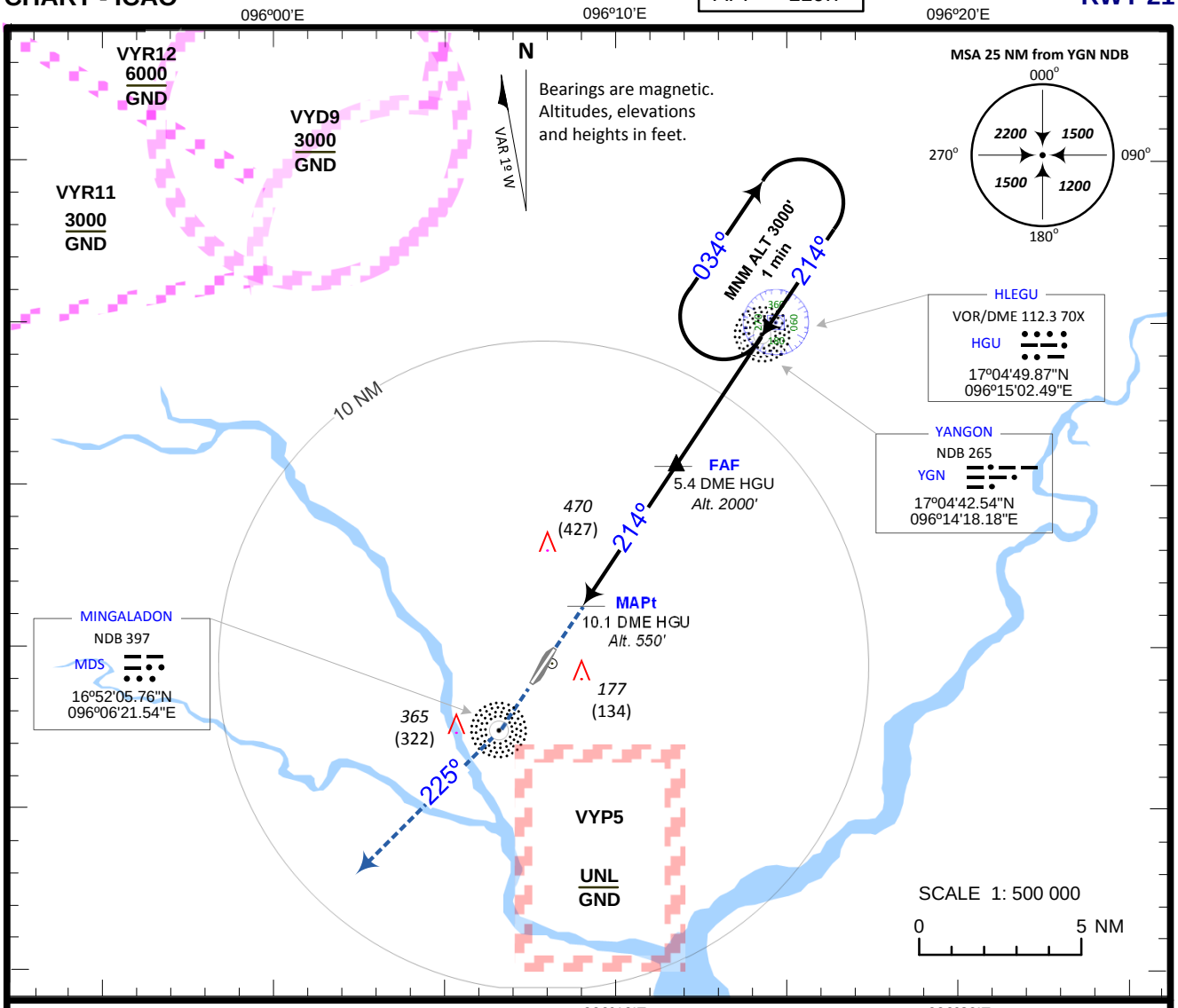
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV – **110** ft
HEIGHTS RELATED TO THR ELEV- 43 ft
16º54'26.16"N 096º07'59.66"E

ATIS	128.4
TWR	118.1
APP	119.7

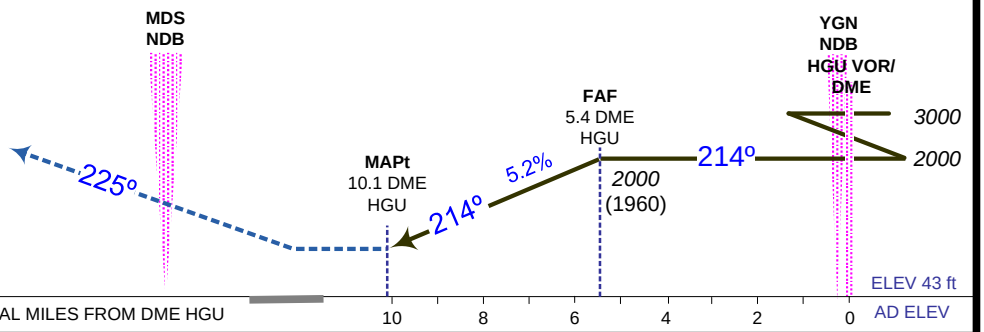
YANGON/Mingaladon
YGN NDB/DME
RWY 21



Transition Level	: FL075
Transition Altitude	: 6 000'

MISSED APPROACH

Climb to *2000'* via MDS
then heading *225º* or
as instructed by ATC.



OCA (OCH)				
Category of aircraft	A	B	C	D
Straight - in	**550(510)**			
Circling (West of RWY only)	**770 (730)**		**870 (830)**	
Distance (DME IYGN)	9 DME	8 DME	7 DME	6 DME
Altitude (Height)	**890 (850)**	**1210 (1170)**	**1530 (1490)**	**1850 (1810)**
Speed (knots)	90	120	150	180
FAF-MAPt **4.7** NM (min:sec)	**3:08**	**2:21**	**1:53**	**1:34**
Rate of Descend (ft/min)	**475**	**630**	**790**	**950**

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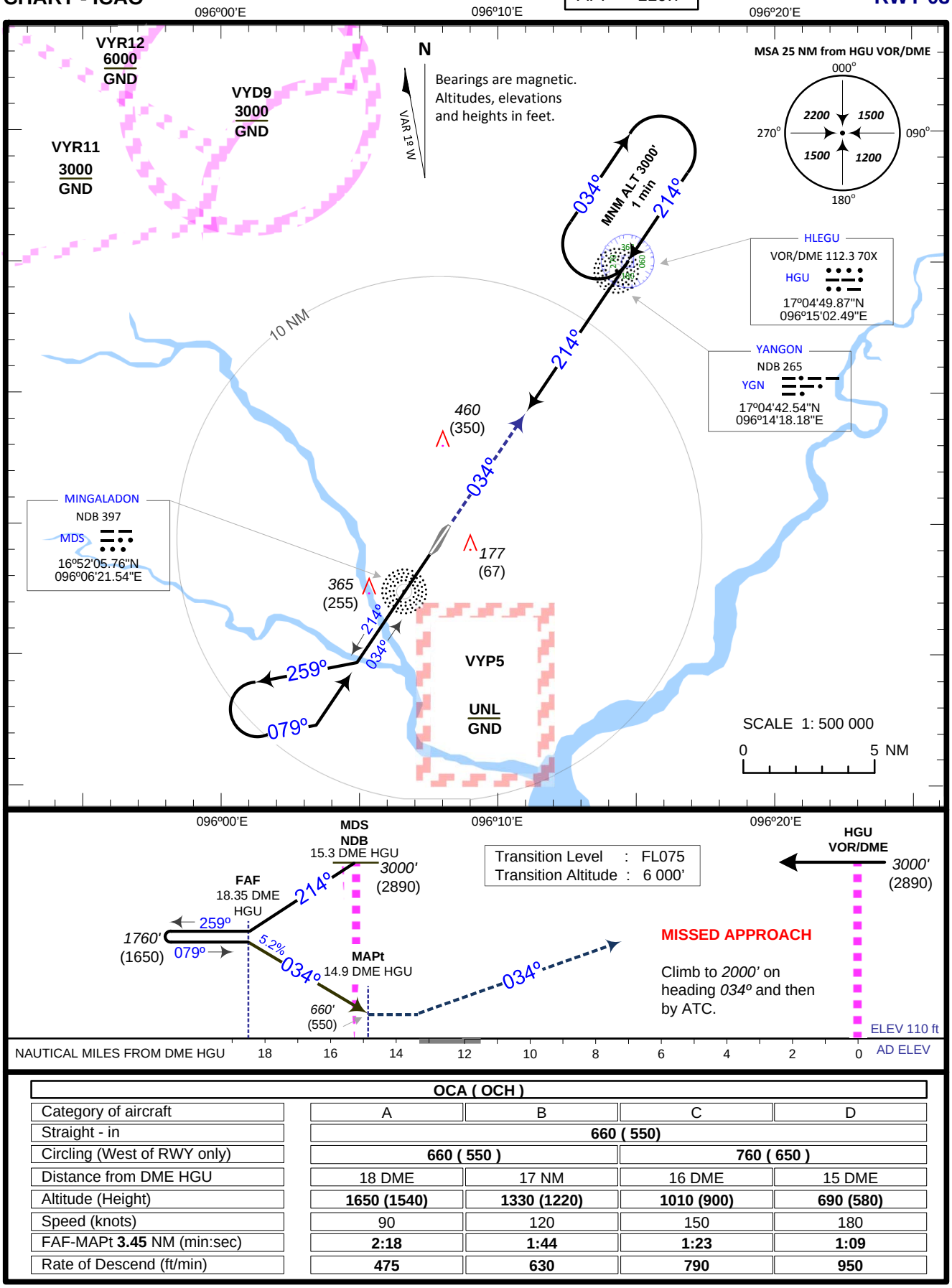
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV – **110** ft
HEIGHTS RELATED TO AD ELEV
16°54'26.16"N 096°07'59.66"E

ATIS	128.4
TWR	118.1
APP	119.7

YANGON/Mingaladon
MDS NDB/DME
RWY 03



OCA (OCH)				
Category of aircraft	A	B	C	D
Straight - in	**660 (550)**			
Circling (West of RWY only)	**660 (550)**		**760 (650)**	
Distance from DME HGU	18 DME	17 NM	16 DME	15 DME
Altitude (Height)	**1650 (1540)**	**1330 (1220)**	**1010 (900)**	**690 (580)**
Speed (knots)	90	120	150	180
FAF-MAPt **3.45** NM (min:sec)	**2:18**	**1:44**	**1:23**	**1:09**
Rate of Descend (ft/min)	**475**	**630**	**790**	**950**

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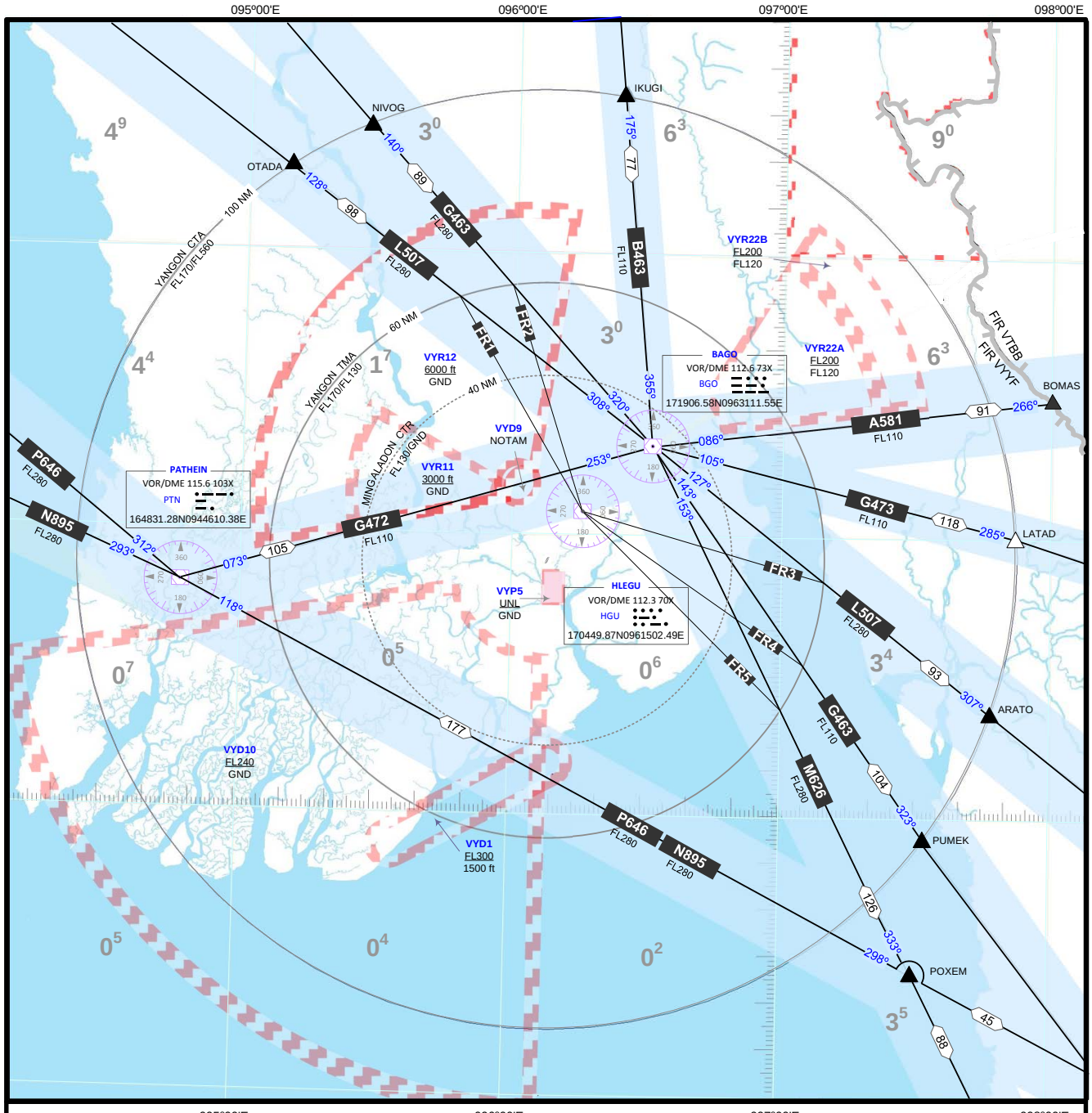
AREA CHART - ICAO

ATIS 128.4 VYYY
TWR 118.1
APP 119.7

ARRIVAL AND TRANSIT ROUTES
TMA YANGON/Mingaladon



AREA MINIMUM ALTITUDE (AMA)

Each quadrilateral contains an Area Minimum Altitude (AMA) which represents the lowest altitude, which may be used under instrument meteorological condition (IMC). The AMA provides a minimum clearance of 1000 feet (300 m) above all terrains and obstacles in the quadrilateral. It is represented in thousands and hundreds of feet above mean sea level.

Example: 4 900 feet 4^{9}

Note: In computing the area minimum altitude, a margin of 200 feet (60 m) for vegetation has been added for spot elevations.

LEGEND

CONTROL AREA (TMA)(AWY) Name of TMA, Upper Limit, Lower Limit	YANGON TMA, FL170/FL130
CONTROL ZONE (CTR)	
REPORTING POINT (Compulsory) (On request)	
ATS ROUTE Route designator, Distance in NM, Minimum flight Altitude *(ft)* / Flight level	N895, 100, 11000/FL280
RADIO NAVIGATION AID Name, Identification and frequency, Geographical coordinates	HLEGU, VOR/DME 112.3 70X, HGU, 170449.87N0961502.49E

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VYAN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Use of Aircraft stand ID signs** **TWY guide lines** **Visual docking/parking guidance system of aircraft stands**	Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions: Guide lines at apron.
2	**RWY and TWY markings and LGT**	RWY: Designation, THR,TDZ, Centre line, aiming point, Edge TWY: Edge, THR and End Lighted
3	**Stop bars**	Nil
4	**Remarks**	Nil

VYAN AD 2.10 AERODROME OBSTACLES

In Area 2

Designator	Part ID	Type	Coordinates	ELEV	HGT	Marking/LGT type, colour	Remarks
1	2	3	4	5	6	7	8
← OBST 09	Nil	Building	194416.15N 0940029.27E	244M (801 FT)	Nil	LGT	Nil
← OBST 12	Nil	Building	194426.31N 0940108.54E	168M (551 FT)	Nil	LGT	Nil
OBST 05	Nil	Building	194745.01N 0940137.77E	139M (456 FT)	Nil	LGT	Nil
OBST 06	Nil	Building	194727.05N 0940041.43E	265M (870 FT)	Nil	LGT	Nil
KARUN TAUNG	Nil	Building	194134.87N 0935422.52E	656M (2153 FT)	Nil	LGT	Nil

In Area 3

Designator	Part ID	Type	Coordinates	ELEV	HGT	Marking/LGT type, colour	Remarks
1	2	3	4	5	6	7	8
Nil							

VYAN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	Nil

VYAN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designations	TRUE &MAG BRG	Dimensions of RWY	Strength (PCN) and surface of RWY and SWY	THR & RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
18	181°	2591 M x 30 M	60,781 KG Concrete	194649.09N 0940135.80E	16.0M
36	001°			194529.65N 0940133.03E	15.7M

Slope of RWY-SWY	SWY dimensions	CWY dimensions (M)	Strip dimensions	OFZ	Remarks
7	8	9	10	11	12
0.01%	RWY 36 61 x 30	Nil	2865 M x 150 M	Nil	Nil

VYAN AD 2.13 DECLARED DISTANCES

RWY Designator	THR or start of take off run	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6	7
18	THR	2591 M	2591 M	2591 M	2591 M	Nil
36	THR	2591 M	2591 M	2652 M	2591 M	Nil

VYAN AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	RTHL colour WBAR	VASIS (MEHT) PAPI	RTZL LEN	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL colour, WBAR	STWL LEN, colour	Remarks
1	2	3	4	5	6	7	8	9	10
18	Nil Nil Nil Nil	Green	PAPI Left/Nil (14.9 M)	Nil	Nil	White (Spacing 60M Final 600M of RWY end; Yellow, High Intensit)	Red	Nil	Nil
36	SALS (Elevated high Intensity) Nil Nil LIH	Green	PAPI Left/Nil (14.9 M)	Nil	Nil	White (Spacing 60M Final 600M of RWY end; Yellow, High Intensit)	Red	Nil	Nil

VYAN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	ABN: Control Tower, 2 Light Head Altn Flg WG/12 RPM
2	**LDI location and LGTAnemometer location and LGT**	
3	**TWY edge and centre line lighting**	Edge: All blue, Centre line Light: Nil
4	**Secondary power supply/switch-over time**	15 SEC
5	**Remarks**	Nil

VYAN AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Transition altitude	Remarks
1	2	3	4	5
ANN CTR Circle: radius 10 NM, centred at 194609.37N 0940134.41E ARP 2000 FT / GND D	ANN TOWER	ANN TOWER: EN HO	7000 FT	Nil

VYAS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Aircraft stand ID signs** **TWY guide lines** **Visual docking/parking guidance system of aircraft stands**	Aircraft stand markings Taxiing guidance signs at all intersections with TWY and RWY at all holding positions: Guide lines at apron.
2	**RWY and TWY markings and LGT**	RWY: Designation, THR, TDZ Centre line aiming point, Edge RWY: THR and End light
3	**Stop bars**	Nil
4	**Remarks**	Nil

VYAS AD 2.10 AERODROME OBSTACLES

In Area 2

Designator	Part ID	Type	Coordinates	ELEV	HGT	Marking/LGT type, colour	Remarks
1	2	3	4	5	6	7	8
OBST 07	Nil	Building	220108.09N 0962645.26E	1132M (3714 FT)	Nil	LGT	Nil
OBST 16	Nil	Building	220238.80N 0962458.98E	1133M (3717 FT)	Nil	LGT	Nil
OBST 15	Nil	Building	220323.25N 0962310.63E	1255M (4118 FT)	Nil	LGT	Nil
OBST 24(TOWER)	Nil	Antenna	215331.36N 0962332.06E	1143M (3750 FT)	Nil	LGT	Nil
KYIMG TAUNG	Nil	Building	215506.76N 0962437.97E	1269M (4164 FT)	Nil	LGT	Nil

In Area 3

Designator	Part ID	Type	Coordinates	ELEV	HGT	Marking/LGT type, colour	Remarks
1	2	3	4	5	6	7	8
Nil							

VYAS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	Nil

VYAS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designations	TRUE &MAG BRG	Dimensions of RWY	Strength (PCN) and surface of RWY and SWY	THR & RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
03	026°	3048 M x 61 M	395,987 KG Concrete	215636.51N0962400.59E	947.9M
21	206°			215806.46N0962445.14E	953.9M

Slope of RWY-SWY	SWY dimensions	CWY dimensions (M)	Strip dimensions	OFZ	Remarks
7	8	9	10	11	12
0.2%	61 M x 61 M	Nil	3353 M x 150 M	Nil	Nil

VYAS AD 2.13 DECLARED DISTANCES

RWY Designator	THR or start of take off run	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6	7
03	THR	3048 M	3048 M	3109 M	3048 M	Nil
21	THR	3048 M	3048 M	3109 M	3048 M	Nil

VYAS AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	RTHL colour WBAR	VASIS (MEHT) PAPI	RTZL LEN	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL colour, WBAR	STWL LEN, colour	Remarks
1	2	3	4	5	6	7	8	9	10
03	Nil	Green	Nil /Nil (14.9 M)		Nil	White (Spacing 60 M, Final 600M of RWY end; Yellow, High Intensity)	Red	Nil	Nil
21	SALS (Elevated high Intensit) Nil Nil Nil	Green	Nil /Nil (14.9 M)		Nil	White (Spacing 60 M, Final 600M of RWY end; Yellow, High Intensity)	Red	Nil	Nil

VYAS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	ABN: Control Tower, 2 Light Head Altn Flg WG/12 RPM
2	**LDI location and LGTAnemometer location and LGT**	Nil
3	**TWY edge and centre line lighting**	Edge: All blue
4	**Secondary power supply/switch-over time**	15 SEC
5	**Remarks**	Nil

VYAS AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Transition altitude	Remarks
1	2	3	4	5
ANISAKAN CTR Circle: radius 10 NM, centred at 215721.48N 0962422.85E ARP 5000 FT / GND D	ANISAKAN CONTROL TOWER	ANISAKAN TWR: EN HO	9000 FT	Nil

VYAS AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
ANISAKAN CONTROL TOWER	ANISAKAN TWR: EN	118.700 MHz	HO	Nil

VYAS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid CAT of ILS/MLS (MAG VAR)	ID	Frequency	Hours of operation	Transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	AS	345 kHz	HO	215715.67N 0962409.39E	Not applicable	Coverage: 50 NM Em: NONA2A

VYAS AD 2.20 LOCAL TRAFFIC REGULATIONS

1 AIRPORT REGULATIONS

Anisakan Airport complies Manual of Aerodrome Standards (MOAS). This aerodrome standard include the following.

a. Physical characteristic
b. Obstacle restriction and Limitation
c. Visual aids provided by aerodrome marking, markers and signs
d. Aerodrome lighting
e. Operating standard for certified aerodrome
f. Aerodrome facilities

2 TAXIING TO AND FROM STANDS

Arriving aircraft will be allocated a stand number by the TWR.

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VYBG AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Aircraft stand ID signs** **TWY guide lines** **Visual docking/parking guidance system**	Aircraft stand marking Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions: Guide lines at apron.
2	**RWY and TWY markings and LGT**	RWY: Designation, THR, aiming point, Centre line, Edge RWY: Edge, THR and End Lighted TWY: Edge Lighted, no Taxiway
3	**Stop bars**	Nil
4	**Remarks**	Nil

VYBG AD 2.10 AERODROME OBSTACLES

In Area 2

Designator	Part ID	Type	Coordinates	ELEV	HGT	Marking/LGT type, colour	Remarks
1	2	3	4	5	6	7	8
TUYIN TAUNG PAGODA	Nil	BuildingPagoda	210723.50N 0945647.86E	288M (944 FT)	Nil	LGT	Nil
NAN MYINT TOWER	Nil	Tower	211018.01N 0945409.00E	148M (485 FT)	Nil	LGT	Nil
OBST 08	Nil	Antenna	210525.45N 0945746.32E	381M (1250 FT)	Nil	LGT	Nil
← OBST 07	Nil	Antenna	210338.05N 0945802.48E	430M (1410 FT)	Nil	LGT	Nil
TANKYI TAUNG PAGODA	Nil	Building	210922.28N 0944706.42E	305M (1000 FT)	Nil	LGT	Nil
TOWER	Nil	Tower	211033.38N 0945543.83E	125M (411 FT)	Nil	LGT	Nil

In Area 3

Designator	Part ID	Type	Coordinates	ELEV	HGT	Marking/LGT type, colour	Remarks
1	2	3	4	5	6	7	8
Nil							

VYBG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	to be notified

VYBG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designations	TRUE &MAG BRG	Dimensions of RWY	Strength (PCN) and surface of RWY and SWY	THR & RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
18	180°	2591 M x 30 M	68,039 KG Concrete and asphalt	211126.45N 0945549.63E	96.2M
36	360°			211002.11N 0945548.91E	109.3M

Slope of RWY-SWY	SWY dimensions	CWY dimensions (M)	Strip dimensions	OFZ	Remarks
7	8	9	10	11	12
0.3%, 0.8%	61 x 30	Nil	2865 M x 150 M	Nil	Nil

VYBG AD 2.13 DECLARED DISTANCES

RWY Designator	THR or start of take off run	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6	7
18	THR	2591 M	2591 M	2652 M	2591 M	Nil
36	THR	2591 M	2591 M	2652 M	2591 M	Nil

VYBG AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	RTHL colour WBAR	VASIS (MEHT) PAPI	RTZL LEN	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL colour, WBAR	STWL LEN, colour	Remarks
1	2	3	4	5	6	7	8	9	10
18	Nil	Green	Nil	Nil	Nil	White (Spacing 60 M Final 600M of RWY end; Yellow, High Intensity)	Nil	Nil	Nil
36	Nil	Green	Nil	Nil	Nil	White (Spacing 60 M Final 600M of RWY end; Yellow, High Intensity)	Nil	Nil	Nil

VYBG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	
2	**LDI location and LGTAnemometer location and LGT**	
3	**TWY edge and centre line lighting**	Edge: All blue
4	**Secondary power supply/switch-over time**	15 SEC
5	**Remarks**	Nil

VYBG AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Transition altitude	Remarks
1	2	3	4	5
NYAUNG U ATZ Circle: radius 10 NM, centred at 211044.28N 0945549.27E ARP 4000 FT / GND C	BAGAN TOWER	NYAUNG U TOWER: EN HO	8000 FT	Nil

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Transition altitude	Remarks
1	2	3	4	5
NYAUNG U CTR Circle: radius 30 NM, centred at 211044.28N 0945549.27E ARP FL 170 / GND B	BAGAN APPROACH CONTROL OFFICE	NYAUNG U APPROACH: EN HO	8000 FT	Nil

VYBG AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
BAGAN APPROACH CONTROL OFFICE	NYAUNG U APPROACH: EN	119.700 MHz	HO	Nil
← BAGAN TOWER	NYAUNG U TOWER: EN	118.700 MHz	HO	Nil

VYBG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid CAT of ILS/MLS (MAG VAR)	ID	Frequency	Hours of operation	Transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
← DVOR/DME	BGN	114.9 MHz CH 96X	HO	211010.33N 0945541.35E	Nil	Coverage 70 NM Em: A9WNON

VYBG AD 2.20 LOCAL TRAFFIC REGULATIONS

1 AIRPORT REGULATIONS

Nyaung U Airport complies Manual of Aerodrome Standards (MOAS). This aerodrome standard include the following.

a. Physical characteristic
b. Obstacle restriction and Limitation
c. Visual aids provided by aerodrome marking, markers and signs
d. Aerodrome lighting
e. Operating standard for certified aerodrome
f. Aerodrome facilities

2 TAXIING TO AND FROM STANDS

Arriving aircraft will be allocated a stand number by the TWR

VYBG AD 2.24 CHARTS RELATED TO AN AERODROME

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Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Transition altitude	Remarks
1	2	3	4	5
HEHO CTR Circle: radius 20 NM, centred at 204449.36N 0964731.28E ARP FL 130 / GND C	HEHO APPROACH CONTROL	HEHO APPROACH: EN HO	11000 FT	Nil

VYHH AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
HEHO APPROACH CONTROL	HEHO APPROACH: EN	119.700 MHz	HO	Nil
← HEHO TOWER	HEHO TOWER: EN	118.700 MHz	HO	Nil

VYHH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid CAT of ILS/MLS (MAG VAR)	ID	Frequency	Hours of operation	Transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
← DVOR/DME	HHO	113.2 MHz CH 79X	HO	204452.90N 0964723.74E	Nil	Coverage: 70 NM Em: A9WN0N

VYHH AD 2.20 LOCAL TRAFFIC REGULATION

1 AIRPORT REGULATIONS

Heho Airport complies Manual of Aerodrome Standards (MOAS). This aerodrome standard include the following.

a. Physical characteristic
b. Obstacle restriction and Limitation
c. Visual aids provided by aerodrome marking, markers and signs
d. Aerodrome lighting
e. Operating standard for certified aerodrome
f. Aerodrome facilities

2 TAXIING TO AND FROM STANDS

Arriving aircraft will be allocated a stand number by the TWR.

VYHH AD 2.24 CHARTS RELATED TO AN AERODROME

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VYKL — KALAY

Note: The following sections in this chapter are intentionally left blank:
AD 2.16, AD 2.21, AD 2.22, AD 2.23.

VYKL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VYKL — KALAY

VYKL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at AD**	231119.67N 0940304.04E Centre of runway centre line
2	**Direction and distance from city**	in the city
3	**Elevation/Reference temperature**	133.8 M (438.7 FT)/Nil
4	**Geoid undulation at ARP**	Nil
5	**MAG VAR/Annual change**	1° W (1956)/annual change negligible
6	**AD Administration, address, telephone, telefax, telex, AFS**	DEPARTMENT OF CIVIL AVIATION Post: Kalay airport KALAYMYO SAGAING DIVISION MYANMAR Tel: 95 73 21008 AFTN: VYKLYDYX
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**Remarks**	Nil

VYKL AD 2.3 OPERATIONAL HOURS

1	**AD Administration**	HO
2	**Customs and immigration**	HS
3	**Health and sanitation**	Health: Nil Sanitation: Nil
4	**AIS Briefing Office**	Nil
5	**ATS Reporting Office (ARO)**	Nil
6	**MET Briefing Office**	Nil
7	**ATS**	HO
8	**Fuelling**	Nil
9	**Handling**	HO
10	**Security**	Nil
11	**De-icing**	Nil
12	**Remarks**	Nil

VYKL AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities**	Baggage Trolleys / Carts
2	**Fuel/oil types**	Fuel: Nil Oil: Nil
3	**Fuelling facilities/capacity**	Nil
4	**De-icing facilities**	Nil
5	**Hangar space for visiting aircraft**	Nil
6	**Repair facilities for visiting aircraft**	Nil
7	**Remarks**	Nil

VYKL AD 2.5 PASSENGER FACILITIES

1	**Hotels**	Available in town
2	**Restaurants**	Available in town
3	**Transportation**	Nil
4	**Medical facilities**	Nil
5	**Bank and Post Office**	Bank: Nil Post: Nil
6	**Tourist Office**	Nil
7	**Remarks**	Nil

VYKL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	CAT2
2	**Rescue equipment**	CAT 2
3	**Capability for removal of disabled aircraft**	Nil
4	**Remarks**	Nil

VYKL AD 2.7 SEASONAL AVAILABILITY — CLEARING

There is no requirement for clearing as the aerodrome is available throughout the year.

VYKL AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	**Apron surface and strength and area**	Surface: Bitumen Strength: 33,112 kg Area: 91 M x 46 M
2	**Taxiway width, surface and strength**	Nil
3	**ACL location and elevation**	Nil
4	**VOR checkpoints**	Nil
5	**INS checkpoints**	Nil
6	**Remarks**	Nil

VYKP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Aircraft stand ID signs**	Nil
	TWY guide lines	
	Visual docking/parking guidance system	
2	**RWY and TWY markings and LGT**	RWY: Designation, THR, aiming point, centre line, edge
3	**Stop bars**	Nil
4	**Remarks**	Nil

VYKP AD 2.10 AERODROME OBSTACLES

In Area 2

Designator	Part ID	Type	Coordinates	ELEV	HGT	Marking/LGT type, colour	Remarks
1	**2**	**3**	**4**	**5**	**6**	**7**	**8**
OBST 1	Nil	Building	192050.55N 0933149.65E	186M (612 FT)	Nil	LGT	Nil
← KYAUKPYU TAUNG	Nil	Building	192323.67N 0933024.55E	94M (308 FT)	Nil	LGT	Nil

In Area 3

Designator	Part ID	Type	Coordinates	ELEV	HGT	Marking/LGT type, colour	Remarks
1	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Nil							

VYKP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	to be notified

VYKP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designations	TRUE &MAG BRG	Dimensions of RWY	Strength (PCN) and surface of RWY and SWY	THR & RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	**2**	**3**	**4**	**5**	**6**
18	180°	2286 M x 30 M	20,412 KG Bitumen	192558.43N 0933204.83E	2.8M
36	360°			192444.30N 0933204.89E	8.9M

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions	OFZ	Remarks
7	**8**	**9**	**10**	**11**	**12**
0.2%,0.4%	RWY 36 61 x 30	Nil	2438 M x 150 M	Nil	Nil

VYKP AD 2.13 DECLARED DISTANCES

RWY Designator	THR or start of take off run	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6	7
18	THR	2286 M	2286 M	2286 M	2286 M	Nil
36	THR	2286 M	2286 M	2347 M	2286 M	Nil

VYKP AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	RTHL colour WBAR	VASIS (MEHT) PAPI	RTZL LEN	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL colour, WBAR	STWL LEN, colour	Remarks
1	2	3	4	5	6	7	8	9	10
18	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
36	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

VYKP AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Transition altitude	Remarks
1	2	3	4	5
KYAUKPYU ATZ Circle: radius 5 NM, centred at 192535.57N 0933204.86E ARP 2000 FT / GND C	KYAUKPYU TOWER	KYAUKPYU TOWER: EN HO	5000 FT	Nil
KYAUKPYU CTR Circle: radius 20 NM, centred at 192535.57N 0933204.86E ARP FL 130 / GND C	KYAUKPYU APPROACH	KYAUKPYU APPROACH: EN HO	5000 FT	Nil

VYKP AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
KYAUKPYU APPROACH	KYAUKPYU APPROACH: EN	119.700 MHz	HO	Nil
KYAUKPYU TOWER	KYAUKPYU TOWER: EN	118.700 MHz	HO	Nil

VYMD AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Transition altitude	Remarks
1	2	3	4	5
MANDALAY ATZ Circle: radius 5 NM, centred at 214203.86N 0955838.84E ARP 3000 FT / GND B	AERODROME CONTROL SERVICE	MANDALAY TOWER: EN H24	6000 FT	Nil
MANDALAY CTR Circle: radius 35 NM, centred at 214203.86N 0955838.84E ARP FL 100 / GND B	MANDALAY APPROACH	MANDALAY APPROACH: EN H24	6000 FT	Nil
← **MANDALAY TMA** TMA cricle radius of 60 NM centred on Mandalay International Airport 214203.86N 0955838.84E ARP FL 200 / FL 100 B	MANDALAY APPROACH	MANDALAY APPROACH: EN H24	6000 FT	Nil

VYMD AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
← MANDALAY APPROACH	MANDALAY APPROACH: EN	119.200 MHz	H24	Nil
AERODROME CONTROL SERVICE	MANDALAY TOWER: EN	118.600 MHz	H24	Nil
GROUND MOVEMENT CONTROL SERVICE	MANDALAY GROUND CONTROL: EN	121.850 MHz	H24	Nil

VYMD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid CAT of ILS/MLS (MAG VAR)	ID	Frequency	Hours of operation	Transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME	MIA	116.3 MHz CH 110X	HO	214241.72N 0955845.20E	Nil	Coverage 100 NM Em: A9W
NDB	MIA	259 kHz	HO	214117.33N 0955912.69E	Not applicable	Coverage 50 NM Em: NONA2A
ILS/GP/DME CAT I	IMIA	329.6 MHz CH 42X	HO	214303.02N 0955833.48E	Nil	Glide slope: 3° Coverage 10 NM Em: R3E RWY 17
ILS/LLZ CAT I	IMIA	110.5 MHz	HO	214045.16N 0955852.77E	Not applicable	Coverage 12 NM Em: R3E RWY 17

VYMD AD 2.20 LOCAL TRAFFIC REGULATIONS

1 AIRPORT REGULATIONS

Mandalay International Airport complies Manual of Aerodrome Standards (MOAS). This Aerodrome Standard include the following:

a. Physical characteristics
b. Obstacle restriction and limitation
c. Visual aids provided by aerodrome markings, markers and signs
d. Aerodrome lighting
e. Operating standards for certified aerodromes
f. Aerodrome facilities

2 TAXIING TO AND FROM STANDS

Arriving aircraft will be allocated a stand number by the TWR or GMC. General aviation aircraft will have to use the general aviation parking area. Assistance from the “FOLLOW ME” vehicles can be requested via TWR or SMC.
Departing IFR flights shall contact the GMC to obtain ATC clearance before commencing taxiing. Request for ATC clearance may take place at the earliest 10 minutes prior to engine start-up and the frequency 121.850 MHz is to be used.

3 PARKING AREA FOR SMALL AIRCRAFT

General aviation aircraft shall be guided by marshallers to the parking area for small aircraft.

4 PARKING AREA FOR HELICOPTER

Helicopter will always be guided by a marshaller on the stand.

5 HELICOPTER TRAFFIC - LIMITATION

Non-scheduled public air traffic with helicopters is permitted only after prior from the Department of Civil Aviation. Any contact concerning the above shall be made via the handling company or directly to the airport office during the hours of service and, if possible, not later than the day before the flight is to be carried out.

Any request for approval of traffic shall contain the following information:

a. Owner /operator;
b. Type of helicopter, registration / call sign
c. Date, arrival time / departure time, destination(s)

Furthermore other details relevant to the evaluation of the request shall be given as required.

6 REMOVAL OF DISABLE FROM RUNWAYS

When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

VYMD AD 2.22 FLIGHT PROCEDURES

1 General

1.1 To facilitate traffic coming in, going out from Mandalay International Airport for smooth traffic flow, though these are not SID/STAR, arrival and departure routes are promulgated.

2 Arrival Routes

2.1 Feeder routes are established linking airways and Mandalay International Airport as follows:

a) Feeder Route 1 LEGOB - MIA/VOR
This feeder route is an ATS route diverging from airway B465 at LEGOB, a point where TMA of MIAP meets airway B465 and leading to MIA VOR.

b) Feeder Route 2 IBONA - MDY/VOR - MIA/VOR
This feeder route is an ATS route commencing at a point where TMA of MIAP meets airway B463 extending MDY/VOR to MIA/VOR.

c) Feeder Route 3 OROGA - MIA/VOR
This feeder route is an ATS route diverging from airway B465 at OROGA, a point where TMA of MIAP meets airway B465 and leading to MIA/VOR.

d) Feeder Route 4 BOGIM - MIA/VOR
This feeder route is an ATS route diverging from airway B463 at BOGIM, a point where TMA of MIAP meets airway R207 and leading to MIA/VOR.

e) Feeder Route 5 DOGIP - MIA/VOR
This feeder route is an ATS route diverging from airway B463 at DOGIP, a point where airway B463 meets TMA of MIAP and leading to MIA/VOR.

2.2 All arriving traffic are to proceed to MIA/VOR via established feeder routes for holding unless otherwise instructed by ATC.

3 Departure Routes

3.1 The departure routes are the reciprocity of Feeder Routes 1, 2, 3, 4 and 5.

All departing traffic are to establish feeder routes at 15 DME regardless of their departure runway unless otherwise instructed.

4 Point Name AND Coordinates

Point Name	Coordinates
LEGOB	220050N0945730E
IBONA	222105N0964800E
OROGA	213900N0970230E
BOGIM	210800N0965030E
DOGIP	204500N0961600E
MIA/VOR	214241.7N0955845.2E
MDY/VOR	215603.4N0960747.1E

VYMD AD 2.24 CHARTS RELATED TO AN AERODROME

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VYMK — MYITKYINA

Note: The following sections in this chapter are intentionally left blank:
AD 2.16, AD 2.21, AD 2.22, AD 2.23.

VYMK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VYMK — MYITKYINA

VYMK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

←	1	**ARP coordinates and site at AD**	252301.76N 0972112.64E Centre of runway centre line
	2	**Direction and distance from city**	4 KM West of town
	3	**Elevation/Reference temperature**	147.5 M (483.78 FT)/Nil
	4	**Geoid undulation at ARP**	Nil
	5	**MAG VAR/Annual change**	1° W (1956)/annual change negligible
	6	**AD Administration, address, telephone, telefax, telex, AFS**	DEPARTMENT OF CIVIL AVIATION Post: Myitkyina airport MYITKYINA KACHIN STATE MYANMAR Tel: 95 74 26354 - 95 74 26042 AFTN: VYMKYDYX
	7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
	8	**Remarks**	Nil

VYMK AD 2.3 OPERATIONAL HOURS

	1	**AD Administration**	HO
	2	**Customs and immigration**	HS
	3	**Health and sanitation**	Health: Nil Sanitation: Nil
	4	**AIS Briefing Office**	Nil
	5	**ATS Reporting Office (ARO)**	Nil
	6	**MET Briefing Office**	Nil
	7	**ATS**	HO
	8	**Fuelling**	
←	9	**Handling**	HO
	10	**Security**	Nil
	11	**De-icing**	Nil
	12	**Remarks**	Nil

VYMK AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities**	Baggage Trolleys / Carts
2	**Fuel/oil types**	Fuel: JET, A1 Oil: Nil
3	**Fuelling facilities/capacity**	1600 gals Nil
4	**De-icing facilities**	Nil
5	**Hangar space for visiting aircraft**	Nil
6	**Repair facilities for visiting aircraft**	Nil
7	**Remarks**	Nil

VYMK AD 2.5 PASSENGER FACILITIES

1	**Hotels**	Nil
2	**Restaurants**	Available in airport compound
3	**Transportation**	Taxi and bus services available
4	**Medical facilities**	Nil
5	**Bank and Post Office**	Bank: Nil Post: Nil
6	**Tourist Office**	Nil
7	**Remarks**	Nil

VYMK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	CAT3
2	**Rescue equipment**	CAT 3
3	**Capability for removal of disabled aircraft**	TBN
4	**Remarks**	Nil

VYMK AD 2.7 SEASONAL AVAILABILITY — CLEARING

There is no requirement for clearing as the aerodrome is available throughout the year.

VYMK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	**Apron surface and strength**	Surface: Bitumen Strength: 33,112 kg
2	**Taxiway width, surface and strength**	Nil
3	**ACL location and elevation**	Nil
4	**VOR checkpoints**	Nil
5	**INS checkpoints**	Nil
6	**Remarks**	Nil

VYMN — MANAUNG

Note: The following sections in this chapter are intentionally left blank:
AD 2.15, AD 2.16, AD 2.21, AD 2.22, AD 2.23, AD 2.24.

VYMN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VYMN — MANAUNG

VYMN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at AD**	185039.61N 0934103.39E Centre of runway centre line
2	**Direction and distance from city**	North of Manaung City
3	**Elevation/Reference temperature**	10.0 M (33 FT)/Nil
4	**Geoid undulation at ARP**	Nil
5	**MAG VAR/Annual change**	1° W (1956)/annual change negligible
6	**AD Administration, address, telephone, telefax, telex, AFS**	DEPARTMENT OF CIVIL AVIATION Post: Manaung airport MANAUNG RAKHINE STATE MYANMAR Tel: 95 09 6565624
7	**Types of traffic permitted (IFR/VFR)**	
8	**Remarks**	Nil

VYMN AD 2.3 OPERATIONAL HOURS

1	**AD Administration**	
2	**Customs and immigration**	Nil
3	**Health and sanitation**	Health: Sanitation: Nil
4	**AIS Briefing Office**	Nil
5	**ATS Reporting Office (ARO)**	Nil
6	**MET Briefing Office**	Nil
7	**ATS**	Nil
8	**Fuelling**	Nil
9	**Handling**	Nil
10	**Security**	Nil
11	**De-icing**	Nil
12	**Remarks**	Nil

VYMN AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities**	Nil
2	**Fuel/oil types**	Fuel: Nil Oil: Nil
3	**Fuelling facilities/capacity**	Nil
4	**De-icing facilities**	Nil
5	**Hangar space for visiting aircraft**	Nil
6	**Repair facilities for visiting aircraft**	Nil
7	**Remarks**	Nil

VYMN AD 2.5 PASSENGER FACILITIES

1	**Hotels**	Nil
2	**Restaurants**	Nil
3	**Transportation**	Nil
4	**Medical facilities**	Available in town
5	**Bank and Post Office**	Bank: Available in city Post: Nil
6	**Tourist Office**	Nil
7	**Remarks**	Nil

VYMN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	CAT2
2	**Rescue equipment**	CAT 2
3	**Capability for removal of disabled aircraft**	Nil
4	**Remarks**	Nil

VYMN AD 2.7 SEASONAL AVAILABILITY — CLEARING

There is no requirement for clearing as the aerodrome is available throughout the year.

VYMN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	**Apron surface and strength**	Surface: Bitumen Strength: 16,735 kg
2	**Taxiway width, surface and strength**	Nil
3	**ACL location and elevation**	Nil
4	**VOR checkpoints**	Nil
5	**INS checkpoints**	Nil
6	**Remarks**	Nil

VYMN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Aircraft stand ID signs**	Nil
	TWY guide lines	Nil
	Visual docking/parking guidance system	Nil
2	**RWY and TWY markings and LGT**	Nil
3	**Stop bars**	Nil
4	**Remarks**	Nil

VYMN AD 2.10 AERODROME OBSTACLES

In Area 2

Designator	Part ID	Type	Coordinates	ELEV	HGT	Marking/LGT type, colour	Remarks
1	2	3	4	5	6	7	8
Nil							

In Area 3

Designator	Part ID	Type	Coordinates	ELEV	HGT	Marking/LGT type, colour	Remarks
1	2	3	4	5	6	7	8
Nil							

VYMN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	Nil

VYMN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designations	TRUE &MAG BRG	Dimensions of RWY	Strength (PCN) and surface of RWY and SWY	THR & RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
16	160°	1217 M x 30 M	16,735 KG Bitumen	185024.50N 0934110.10E	13.6M
34	340°			185100.98N 0934053.90E	12.4M

Slope of RWY-SWY	SWY dimensions	CWY dimensions (M)	Strip dimensions	OFZ	Remarks
7	8	9	10	11	12
0%, 1.5%	Nil	Nil	Nil x Nil	Nil	Nil

VYMN AD 2.13 DECLARED DISTANCES

RWY Designator	THR or start of take off run	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6	7
16	THR	1217 M	1217 M	1217 M	1217 M	Nil
34	THR	1217 M	1217 M	1217 M	1217 M	Nil

VYMN AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	RTHL colour WBAR	VASIS (MEHT) PAPI	RTZL LEN	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL colour, WBAR	STWL LEN, colour	Remarks
1	2	3	4	5	6	7	8	9	10
16	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
34	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

VYMN AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Transition altitude	Remarks
1	2	3	4	5
MANAUNG CTR Circle: radius 5 NM, centred at 185039.61N 0934103.39E ARP 3000 FT / GND E	MANAAUNG TOWER	MANAUNG TOWER: EN HO	Nil	Nil

VYMN AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
MANAAUNG TOWER	MANAUNG TOWER: EN	118.7 MHz	HO	Nil

VYMN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid CAT of ILS/MLS (MAG VAR)	ID	Frequency	Hours of operation	Transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	MN	216 kHz	HO	185040.56N 0934109.36E	Not applicable	Em: NONA2A

VYMN AD 2.20 LOCAL TRAFFIC REGULATIONS

1 AIRPORT REGULATIONS

Manaung Airport complies Manual of Aerodrome Standards (MOAS). This aerodrome standard include the following.

a. Physical characteristic
b. Obstacle restriction and Limitation
c. Visual aids provided by aerodrome marking, markers and signs
d. Aerodrome lighting
e. Operating standard for certified aerodrome
f. Aerodrome facilities

2 TAXIING TO AND FROM STANDS

Arriving aircraft will be allocated a stand number by the TWR.

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6	**Remarks**	Nil

VYNT AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Aircraft stand ID signs** **TWY guide lines** **Visual docking/parking guidance system of aircraft stands**	Guide lines at apron.
2	**RWY and TWY markings and LGT**	RWY: Designation, THR, Centre line, aiming point, edge RWY: edge, THR, End light, TDZ, Centre Line Lgt TWY: Centre Line, Holding Position,edge at all TWY and RWY Intersection TWY: Centre Line Lgt (Available for Route Selection), Edge Lgt
3	**Stop bars**	Red lights on each RWY holding position (When activating time, All Lead on light in front of there will be OFF to wait clear time on RWY)
4	**Remarks**	Nil

VYNT AD 2.10 AERODROME OBSTACLES

In Area 2

Designator	Part ID	Type	Coordinates	ELEV	HGT	Marking/LGT type, colour	Remarks
1	**2**	**3**	**4**	**5**	**6**	**7**	**8**
TOWER	Nil	Tower	193718.07N 0961152.67E	170M (557 FT)	Nil	LGT	Nil
← OBSTACLE	Nil	Bridge	192940.92N 0961109.30E	296M (971 FT)	Nil	LGT	Nil

In Area 3

Designator	Part ID	Type	Coordinates	ELEV	HGT	Marking/LGT type, colour	Remarks
1	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Nil							

VYNT AD 2.11 METEOROLOGICA L INFORMATION PROVIDED

1	**Associated MET Office**	H24

VYNT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designations	TRUE &MAG BRG	Dimensions of RWY	Strength (PCN) and surface of RWY and SWY	THR & RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	**2**	**3**	**4**	**5**	**6**
16	158°	3657 M x 61 M	56/R/A/W/T Concrete	19382146N 096113851E	89.7M
34	338°			19362808N 096122867E	89.7M

Slope of RWY-SWY	SWY dimensions	CWY dimensions (M)	Strip dimensions	OFZ	Remarks
7	**8**	**9**	**10**	**11**	**12**
0%	61 M x 61 M	Nil	4267 M x 305 M	Nil	Nil

VYNT AD 2.13 DECLARED DISTANCES

RWY Designator	THR or start of take off run	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6	7
16	THR	3657 M	3657 M	3718 M	3657 M	Nil
34	THR	3657 M	3657 M	3718 M	3657 M	Nil

VYNT AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	RTHL colour WBAR	VASIS (MEHT) PAPI	RTZL LEN	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL colour, WBAR	STWL LEN, colour	Remarks
1	2	3	4	5	6	7	8	9	10
16	Precision Approach CAT-1	Green	PAPI 3° left 457M from THR RWY 16	White	- Length 12000 Spacing 30M -Central Part of RWY;White, Final 900M to 300M of RWY; Altn; Red and White, -Final 300M of runway; Red Inset High Intensity	Spacing 60 M White, Final 600M of RWY end; Yellow, High Intensity	Red	Red	Nil
34	Precision Approach CAT-1	Green	PAPI 3° left 457M from THR RWY 34	White	- Length 12000 Spacing 30M -Central Part of RWY;White, Final 900M to 300M of RWY; Altn; Red and White, -Final 300M of runway; Red Inset High Intensity	Spacing 60 M White, Final 600M of RWY end; Yellow, High Intensity	Red	Red	Nil

VYNT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	ABN: at the top of the Control Tower, 2 Light Head Altn Flg WG/12RPM
2	**LDI location and LGTAnemometer location and LGT**	Nil
3	**TWY edge and centre line lighting**	TWY Edge: Elevated blue lgts on all TWY Centre line Light: All Ltgs are Green except from the beginning of RWY to all TWY are Alt Green & Yellow before passing through RWY holding position of TWY Stopbar, Bi-directional Inset Ltgs on Intersections TWY (A1, A5, A9) and Unidirectional inset Ltgs on Rapid TWY (A3, A6)
4	**Secondary power supply/switch-over time**	15 SEC
5	**Remarks**	Nil

VYNT AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Transition altitude	Remarks
1	2	3	4	5
NAYPYITAW ATZ Circle: radius 5 NM, centred at 193724.78N 0961203.60E ARP 1500 FT / GND C	NAYPYITAW TOWER	NAYPYITAW TOWER: EN H24	9000 FT	Nil
NAYPYITAW CTR Circle: radius 20 NM, centred at 193724.78N 0961203.60E ARP FL 130 / GND B	NAYPYITAW APRROACH CONTROL	NAYPYITAW APPROACH: EN H24	9000 FT	Nil
NAYPYITAW TMA TMA circle radius of 60 NM centred on Nay Pyi Taw International Airport 193724.78N0961203.60E. ARP FL 170 / FL 130 B	NAYPYITAW APRROACH CONTROL	NAYPYITAW APPROACH: EN H24	9000 FT	Nil

VYNT AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
NAYPYITAW APRROACH CONTROL	NAYPYITAW APPROACH: EN	134.500 MHz	H24	Nil
NAYPYITAW TOWER	NAYPYITAW TOWER: EN	118.700 MHz	H24	Nil

VYNT AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid CAT of ILS/MLS (MAG VAR)	ID	Frequency	Hours of operation	Transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	NPT	113.7 MHz CH 84X	H24	193735.60N 0961144.10E	Nil	Coverage: 100 NM Em: A9W
NDB	NT	390 kHz	H24	193757.20N 0961204.04E	Not applicable	Coverage: 80 NM Em: NONA2A
ILS/GP/DME CAT I	INPT	334.4 MHz CH 38X	H24	193809.47N 0961139.19E	Nil	Glide slope: 3° Coverage 10 NM Em: R3E RWY 16
ILS/LLZ CAT I	INPT	110.1 MHz	H24	193620.22N 0961230.89E	Not applicable	Coverage 12 NM Em: R3E RWY 16

VYNT AD 2.20 LOCAL TRAFFIC REGULATIONS

1 AIRPORT REGULATIONS

Naypyitaw International Airport complies Manual of Aerodrome Standards (MOAS). This Aerodrome Standards include the following:

a. Physical characteristics
b. Obstacle restriction and limitation
c. Visual aids provided by aerodrome markings, markers and signs
d. Aerodrome lighting
e. Operating standards for certified aerodromes
f. Aerodrome facilities

2 TAXIING TO AND FROM STANDS

Arriving aircraft will be allocated a stand number by the TWR or GMC. General aviation aircraft will have to use the general aviation parking area. Assistance from the “FOLLOW ME” vehicles can be requested via TWR or SMC.
Departing IFR flights shall contact the GMC to obtain ATC clearance before commencing taxiing. Request for ATC clearance may take place at the earliest 10 minutes prior to engine start-up and the frequency 121.9 MHz is to be used.

3 PARKING AREA FOR SMALL AIRCRAFT

General aviation aircraft shall be guided by marshallers to the parking area for small aircraft.

4 PARKING AREA FOR HELICOPTER

Helicopter will always be guided by a marshaller on the stand.

5 HELICOPTER TRAFFIC - LIMITATION

Non-scheduled public air traffic with helicopters is permitted only after prior from the Department of Civil Aviation Any contact concerning the above shall be made via the handling company or directly to the airport office during the hours of service and, if possible, not later than the day before the flight is to be carried out.

Any request for approval of traffic shall contain the following information:

a. Owner/operator;
b. Type of helicopter, registration / call sign
c. Date, arrival time/departure time, destination(s)

Furthermore other details relevant to the evaluation of the request shall be given as required.

6 REMOVAL OF DISABLE FROM RUNWAYS

When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user,the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

VYNT AD 2.24 CHARTS RELATED TO AN AERODROME

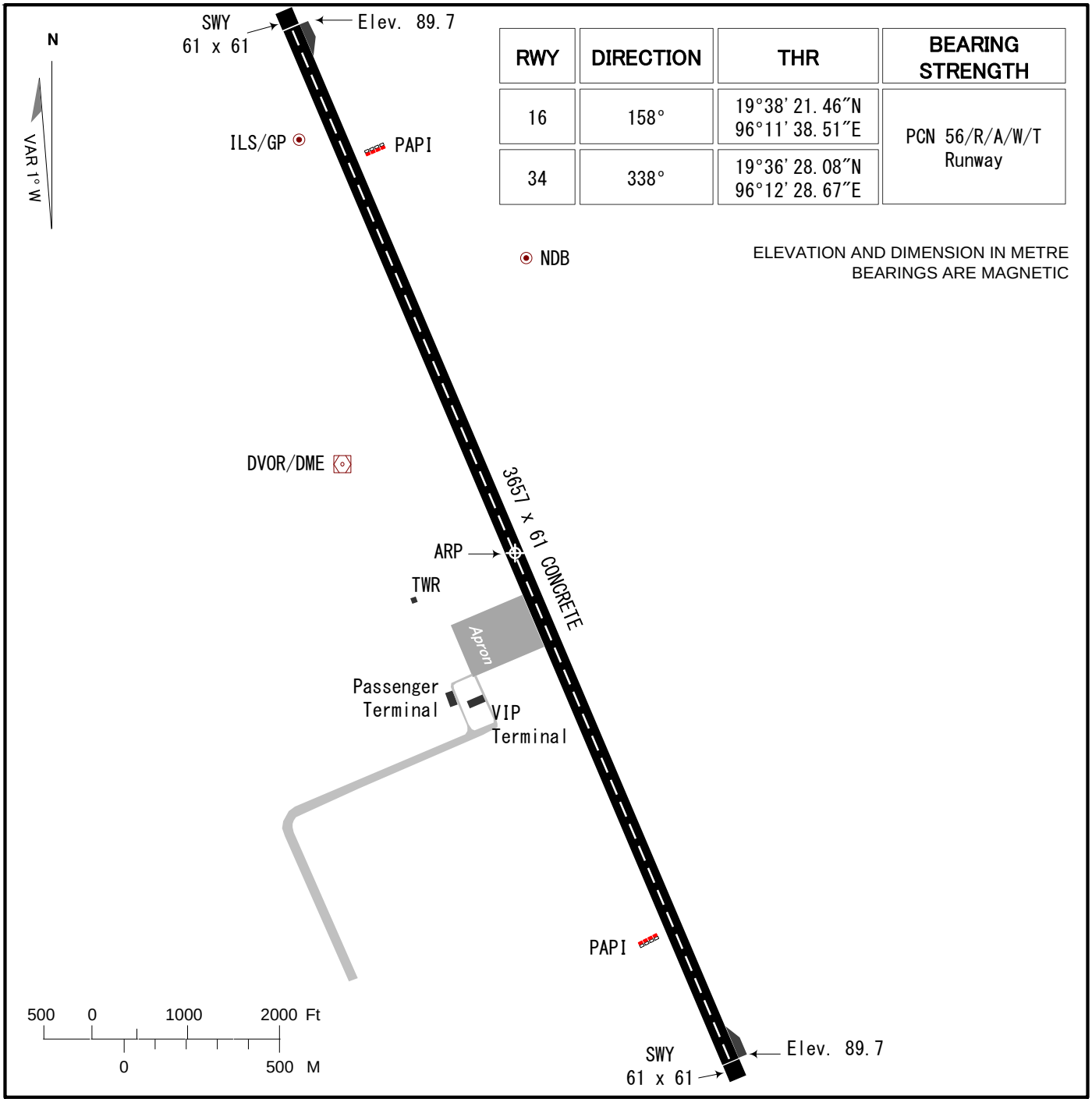
AERODROME CHART - ICAO

19°37′ 24. 78″N
96°12′ 03. 60″E

AD ELEV 89.7 M

TWR 118.7

NAYPYITAW/ Naypyitaw

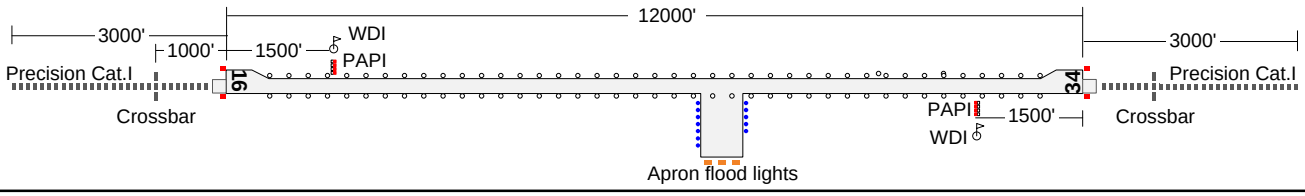


RWY	DIRECTION	THR	BEARING STRENGTH
16	158°	19°38′ 21. 46″N 96°11′ 38. 51″E	PCN 56/R/A/W/T Runway
34	338°	19°36′ 28. 08″N 96°12′ 28. 67″E	

ELEVATION AND DIMENSION IN METRE
BEARINGS ARE MAGNETIC

MARKING AIDS RWY 16/34

LIGHTING AIDS RWY 16/34



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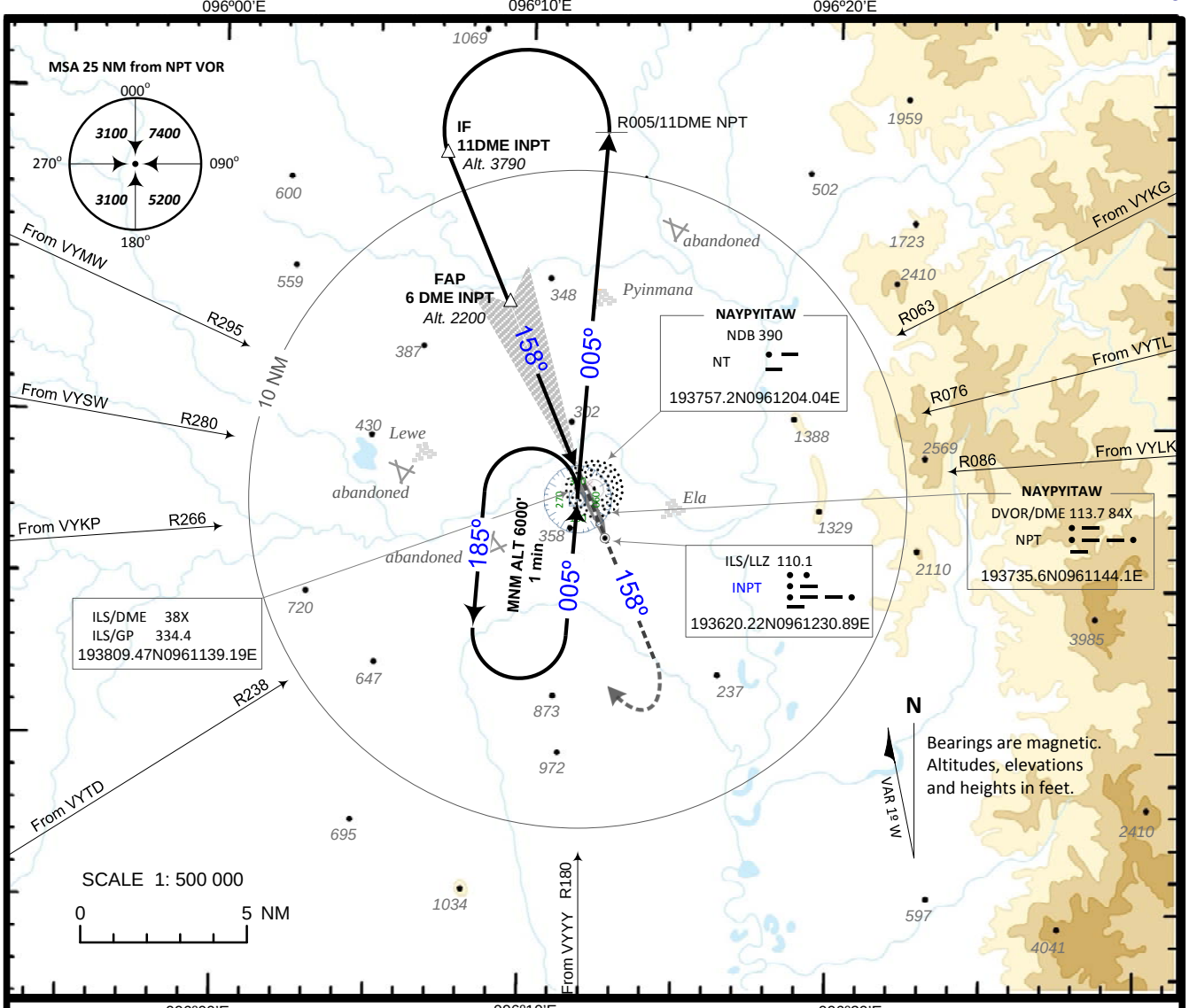
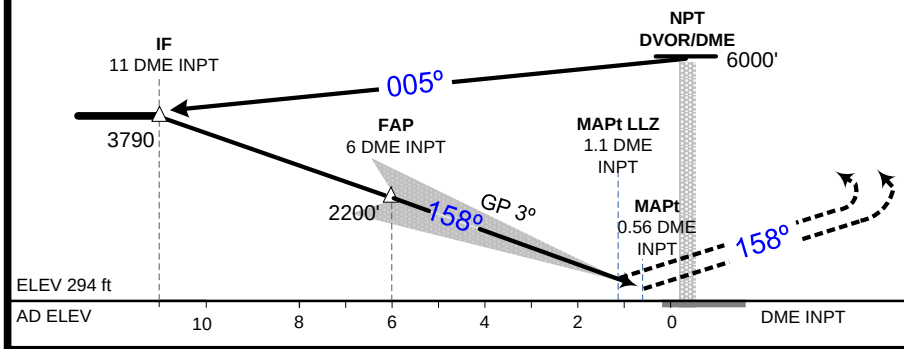
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV - 294 ft
HEIGHTS RELATED TO AD ELEV
19°37'24.78"N 096°12'03.60"E

TWR	118.7
APP	119.7

NAYPYITAW/Naypyitaw
INPT ILS/DME
RWY 16





Transition Level : FL105
Transition Altitude : 9 000'

ILS/DME collocated with GP

ILS RDH 52

MISSED APPROACH

Climb to *1500'* heading *158°* and right turn proceed to NPT/DVOR or as per ATC instructions.

OCA (OCH)						
Category of aircraft	A	B	C	D		
Straight - in (CAT I ILS)	**430(140)**	**440(150)**	**450(160)**	**460(170)**		
Straight - in (LLZ only)	**620(330)**					
Circling (West of RWY only)	**800(510)**		**900(610)**			
Distance from DME INPT	1 DME	2 DME	3 DME	4 DME	5 DME	6 DME
Altitude (Height)	**610(310)**	**930(630)**	**1250(950)**	**1560(1270)**	**1880(1590)**	**2200(1900)**
Ground Speed (knots)	70 kt	90 kt	120 kt	150 kt	180 kt	
FAP-MAPt **5.44** NM (min:sec)	**4:40**	**3:38**	**2:44**	**2:11**	**1:49**	
Rate of Descend (ft/min)	**370**	**480**	**635**	**795**	**955**	

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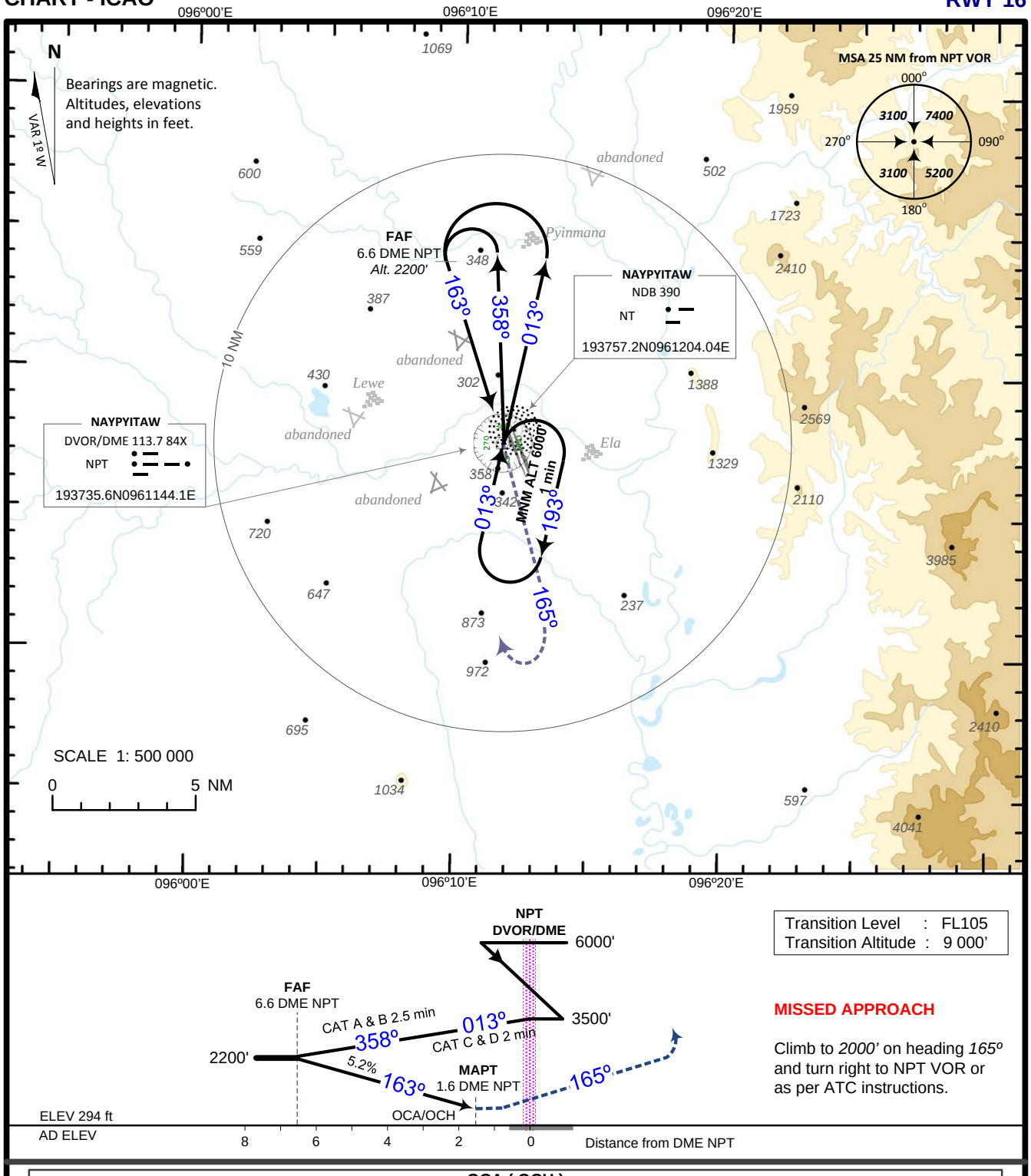
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV - 294 ft
HEIGHTS RELATED TO AD ELEV
19º37'24.78"N 096º12'03.60"E

TWR	118.7
APP	119.7

NAYPYITAW/Naypyitaw
NPT DVOR/DME
RWY 16



Transition Level	:	FL105
Transition Altitude	:	9 000'

MISSED APPROACH

Climb to *2000'* on heading *165º* and turn right to NPT VOR or as per ATC instructions.

OCA (OCH)				
Category of aircraft	A	B	C	D
Straight - in	**620(330)**			
Circling (West of Runway only)	**800(510)**		**900(610)**	
Distance from DME NPT	6 DME	5 DME	4 DME	3 DME
Altitude (Height)	**2020(1730)**	**1710(1410)**	**1390(1090)**	**1070(780)**
Speed (knots)	90	120	150	180
FAF-MAPt **5** NM (min:sec)	**3:20**	**2:30**	**2:00**	**1:40**
Rate of Descend (ft/min)	**480**	**635**	**795**	**955**

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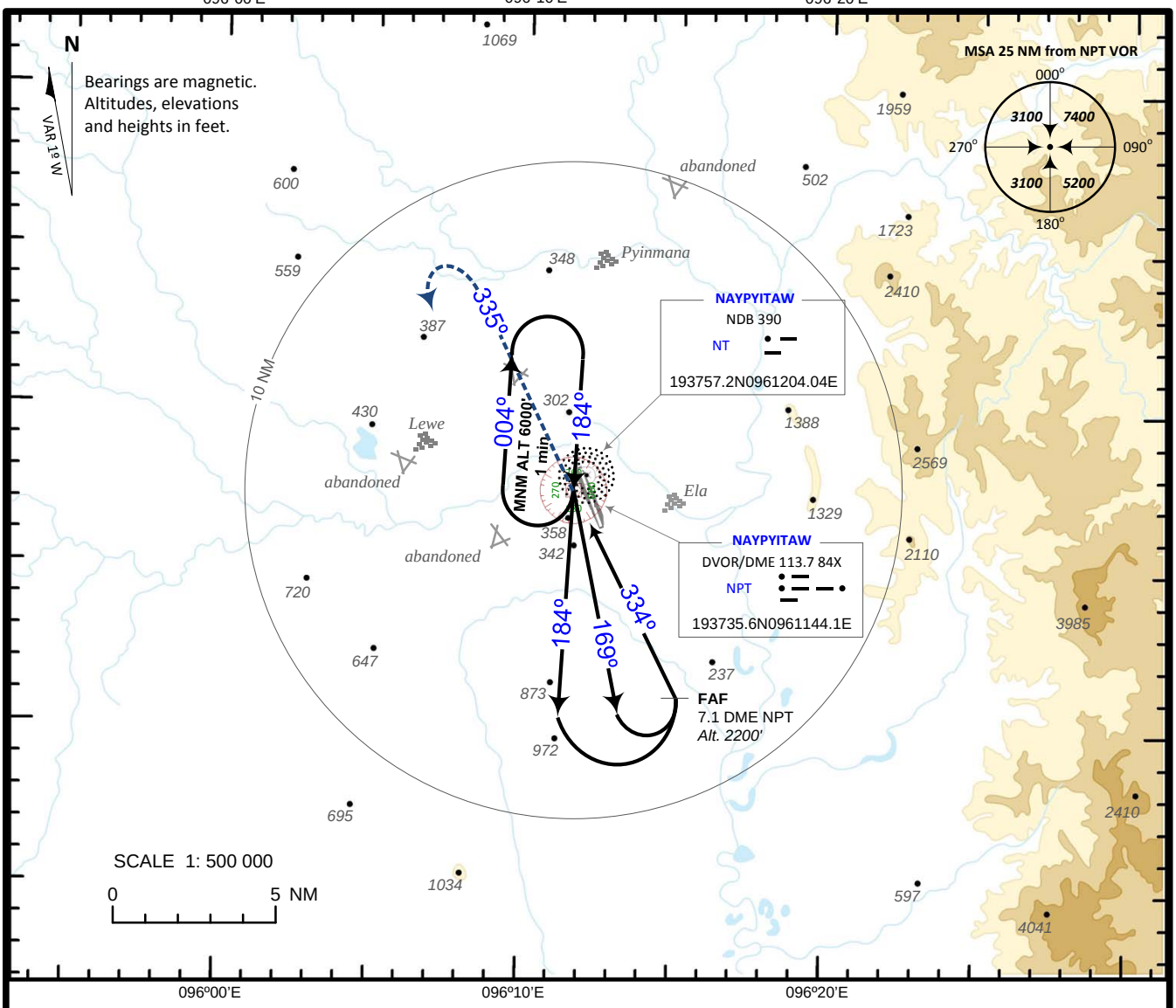
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV - 294 ft
HEIGHTS RELATED TO AD ELEV
19°37'24.78"N 096°12'03.60"E

TWR	118.7
APP	119.7

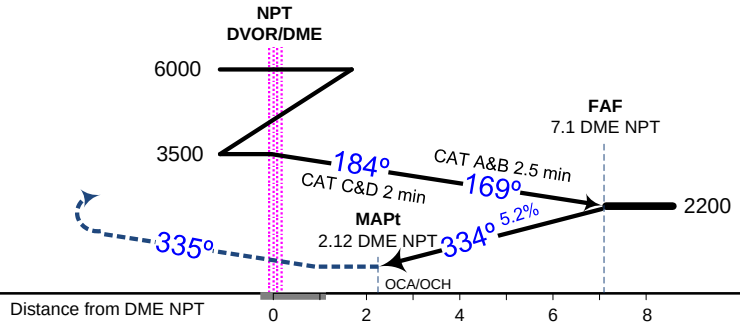
NAYPYITAW/Naypyitaw
NPT DVOR/DME
RWY 34



Transition Level	: FL105
Transition Altitude	: 9 000'

MISSED APPROACH

Climb to *2000'* heading *335°* and turn left to NPT VOR or as per ATC instructions.



OCA (OCH)				
Category of aircraft	A	B	C	D
Straight - in	**620(330)**			
Circling (West of Runway only)	**1270(980)**		**1370(1080)**	
Distance from DME NPT	6 DME	5 DME	4 DME	3 DME
Altitude (Height)	**1860(1570)**	**1550(1250)**	**1230(930)**	**910(620)**
Speed (knots)	90 kt	120 kt	150 kt	180 kt
FAF-MAPT **4.98** NM (min:sec)	**3:20**	**2:30**	**2:00**	**1:40**
Rate of Descend (ft/min)	**480**	**635**	**795**	**955**

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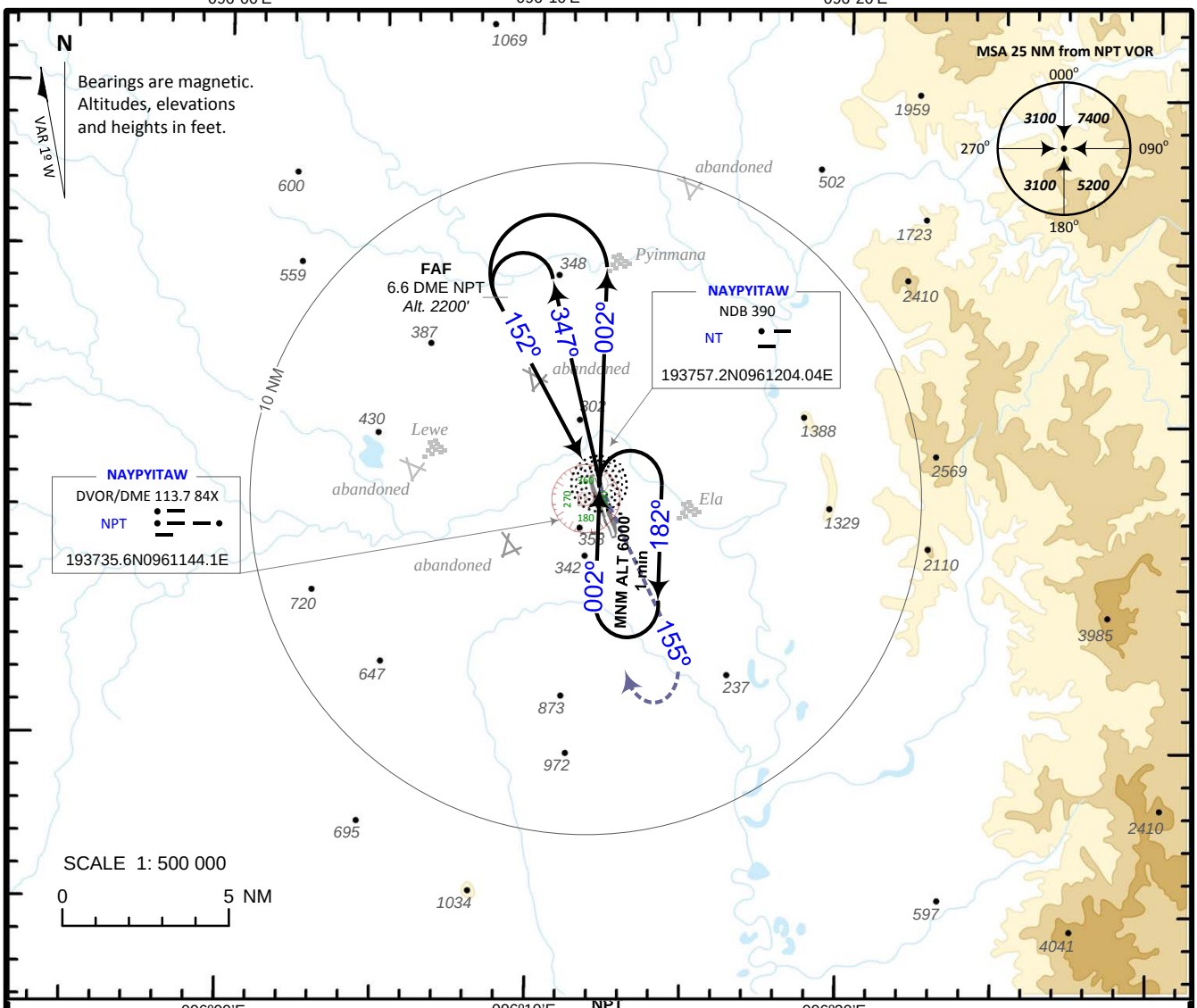
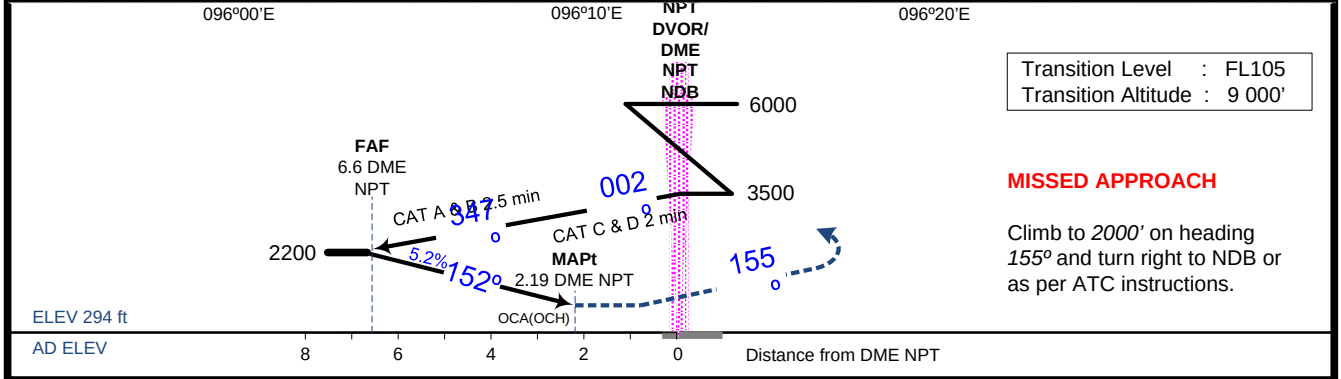
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV - 294 ft
HEIGHTS RELATED TO AD ELEV
19º37'24.78"N 096º12'03.60"E

TWR	118.7
APP	119.7

NAYPYITAW/Naypyitaw
NPT NDB/DME
RWY 16





Transition Level	: FL105
Transition Altitude	: 9 000'

MISSED APPROACH

Climb to *2000'* on heading *155º* and turn right to NDB or as per ATC instructions.

OCA (OCH)				
Category of aircraft	A	B	C	D
Straight - in	**810(510)**			
Circling (West of Runway only)	**810(510)**		**910(610)**	
Distance from DME NPT	6 DME	5 DME	4 DME	3 DME
Altitude (Height)	**2020(1730)**	**1710(1410)**	**1390(1090)**	**1070(780)**
Speed (knots)	90 kt	120 kt	150 kt	180 kt
FAF-MAPt **4.41** NM (min:sec)	**2:57**	**2:13**	**1:46**	**1:29**
Rate of Descend (ft/min)	**480**	**635**	**795**	**955**

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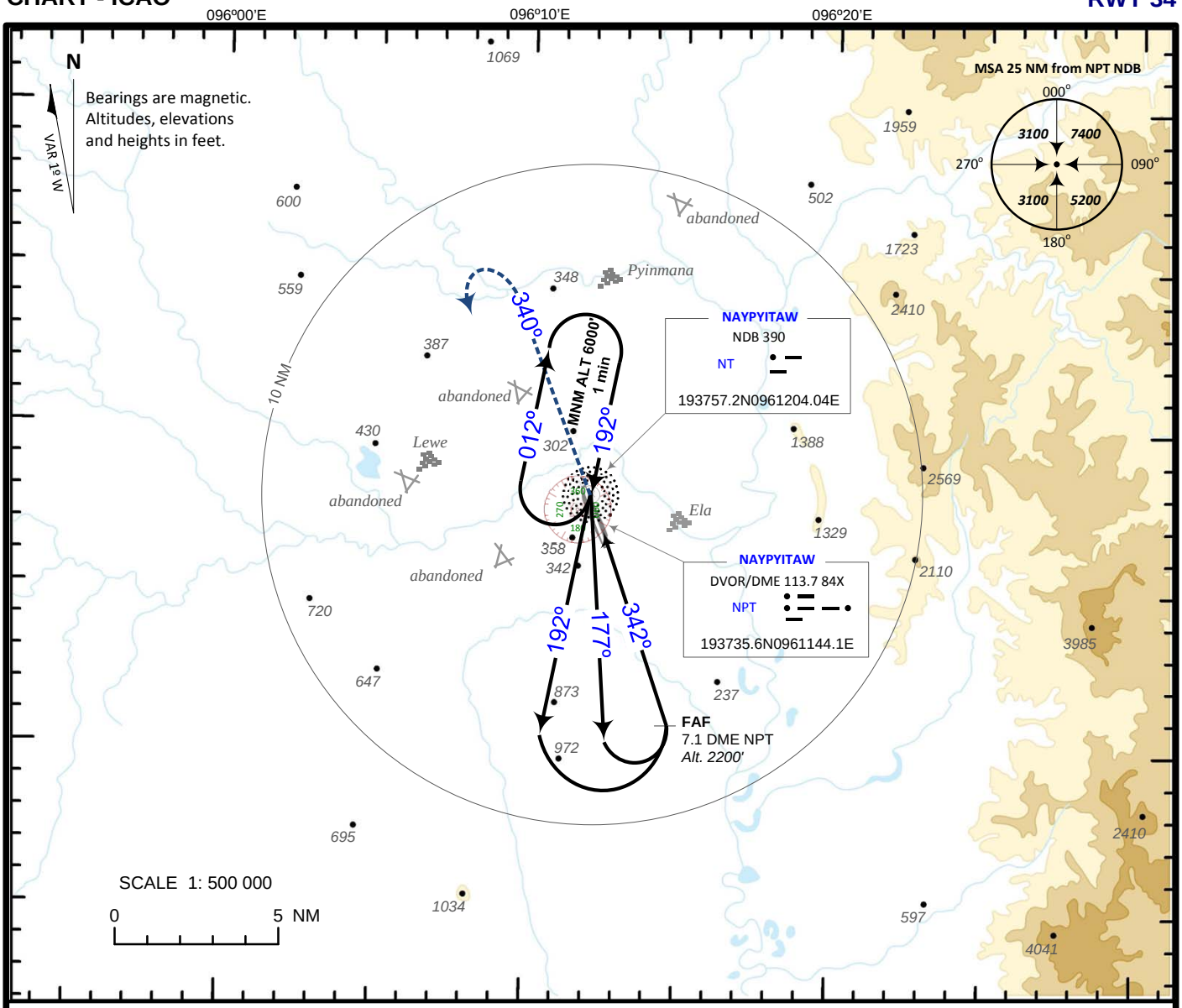
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV - 294 ft
HEIGHTS RELATED TO AD ELEV
19°37'24.78"N 096°12'03.60"E

TWR	118.7
APP	119.7

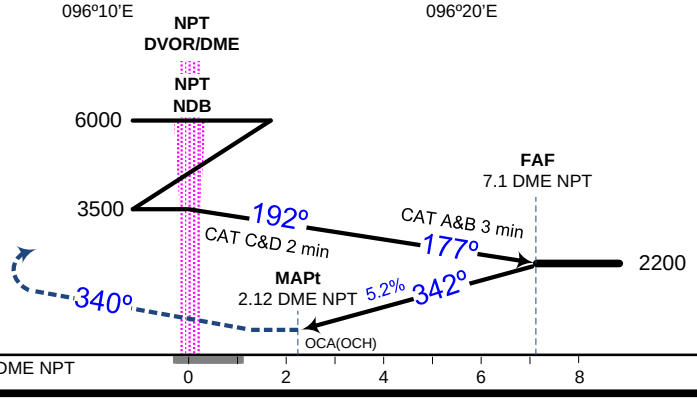
NAYPYITAW/Naypyitaw
NPT NDB/DME
RWY 34



Transition Level	: FL105
Transition Altitude	: 9 000'

MISSED APPROACH

Climb to *2000'* heading *340°* and turn left to NPT NDB or as per ATC instructions.



OCA (OCH)				
Category of aircraft	A	B	C	D
Straight - in	**620(330)**			
Circling (West of Runway only)	**1270(980)**		**1370(1080)**	
Distance from DME NPT	6 DME	5 DME	4 DME	3 DME
Altitude (Height)	**1860(1570)**	**1550(1250)**	**1230(930)**	**910(620)**
Speed (knots)	90 kt	120 kt	150 kt	180 kt
FAF-MAPt **4.98** NM (min:sec)	**3:20**	**2:30**	**2:00**	**1:40**
Rate of Descend (ft/min)	**480**	**635**	**795**	**955**

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VYPN — PATHEIN

Note: The following sections in this chapter are intentionally left blank:
AD 2.16, AD 2.21, AD 2.22, AD 2.23.

VYPN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VYPN — PATHEIN

VYPN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at AD**	164843.57N 0944625.90E Centre of runway centre line
2	**Direction and distance from city**	9.2 KM East of town
3	**Elevation/Reference temperature**	4.0 M (13 FT)/Nil
4	**Geoid undulation at ARP**	Nil
5	**MAG VAR/Annual change**	1° W (1956)/annual change negligible
6	**AD Administration, address, telephone, telefax, telex, AFS**	DEPARTMENT OF CIVIL AVIATION Post: Pathein airport PATHEIN AYEYARWADDY DIVISION MYANMAR Tel: 95 42 24353 AFTN: VYPNYDYX
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**Remarks**	Nil

VYPN AD 2.3 OPERATIONAL HOURS

1	**AD Administration**	HO
2	**Customs and immigration**	Nil
3	**Health and sanitation**	Health: Nil Sanitation: Nil
4	**AIS Briefing Office**	Nil
5	**ATS Reporting Office (ARO)**	Nil
6	**MET Briefing Office**	Nil
7	**ATS**	HO
8	**Fuelling**	Nil
9	**Handling**	HO
10	**Security**	Nil
11	**De-icing**	Nil
12	**Remarks**	Nil

VYPN AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities**	Baggage Trolleys
2	**Fuel/oil types**	Fuel: Nil Oil: Nil
3	**Fuelling facilities/capacity**	Nil
4	**De-icing facilities**	Nil
5	**Hangar space for visiting aircraft**	Nil
6	**Repair facilities for visiting aircraft**	Nil
7	**Remarks**	Nil

VYPN AD 2.5 PASSENGER FACILITIES

1	**Hotels**	Numbers of Hotels available in city
2	**Restaurants**	Numbers of Restaurants available in city
3	**Transportation**	Taxi service
4	**Medical facilities**	Nil
5	**Bank and Post Office**	Bank: Nil Post: Nil
6	**Tourist Office**	Nil
7	**Remarks**	Nil

VYPN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	CAT3
2	**Rescue equipment**	CAT 3
3	**Capability for removal of disabled aircraft**	Nil
4	**Remarks**	Nil

VYPN AD 2.7 SEASONAL AVAILABILITY — CLEARING

There is no requirement for clearing as the aerodrome is available throughout the year.

VYPN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	**Apron surface and strength and area**	Surface: Concrete Strength: 165,000 kg Area: 152 M x 91 M
← 2	**Taxiway width, surface and strength**	Width: 6600 FT x 75 FT
3	**ACL location and elevation**	Nil
4	**VOR checkpoints**	Nil
5	**INS checkpoints**	Nil
6	**Remarks**	Nil

VYPN AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
PATHEIN APPROACH CONTROL	PATHEIN APP: EN	119.700 MHz	HO	Nil
PATHEIN TOWER	PATHEIN TWR: EN	118.700 MHz	HO	Nil

VYPN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid CAT of ILS/MLS (MAG VAR)	ID	Frequency	Hours of operation	Transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
← VOR/DME	PTN	115.6 MHz CH 103X	H24	164831.28N 0944610.38E	37 FT	Coverage: 180 NM Em:
NDB	PTN	415 kHz	HO	164847.16N 0944646.90E	Not applicable	Coverage: 50 NM Em: NONA2A

VYPN AD 2.20 LOCAL TRAFFIC REGULATIONS

1 AIRPORT REGULATIONS

Pathein Airport complies Manual of Aerodrome Standards (MOAS). This aerodrome standard include the following.

a. Physical characteristic
b. Obstacle restriction and Limitation
c. Visual aids provided by aerodrome marking, markers and signs
d. Aerodrome lighting
e. Operating standard for certified aerodrome
f. Aerodrome facilities

2 TAXIING TO AND FROM STANDS

Arriving aircraft will be allocated a stand number by the TWR.

VYPN AD 2.24 CHARTS RELATED TO AN AERODROME

←
←

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AERODROME CHART - ICAO

16°48'43.6″N
94°46'25.9″E

AD ELEV 4 M

TWR 118.7

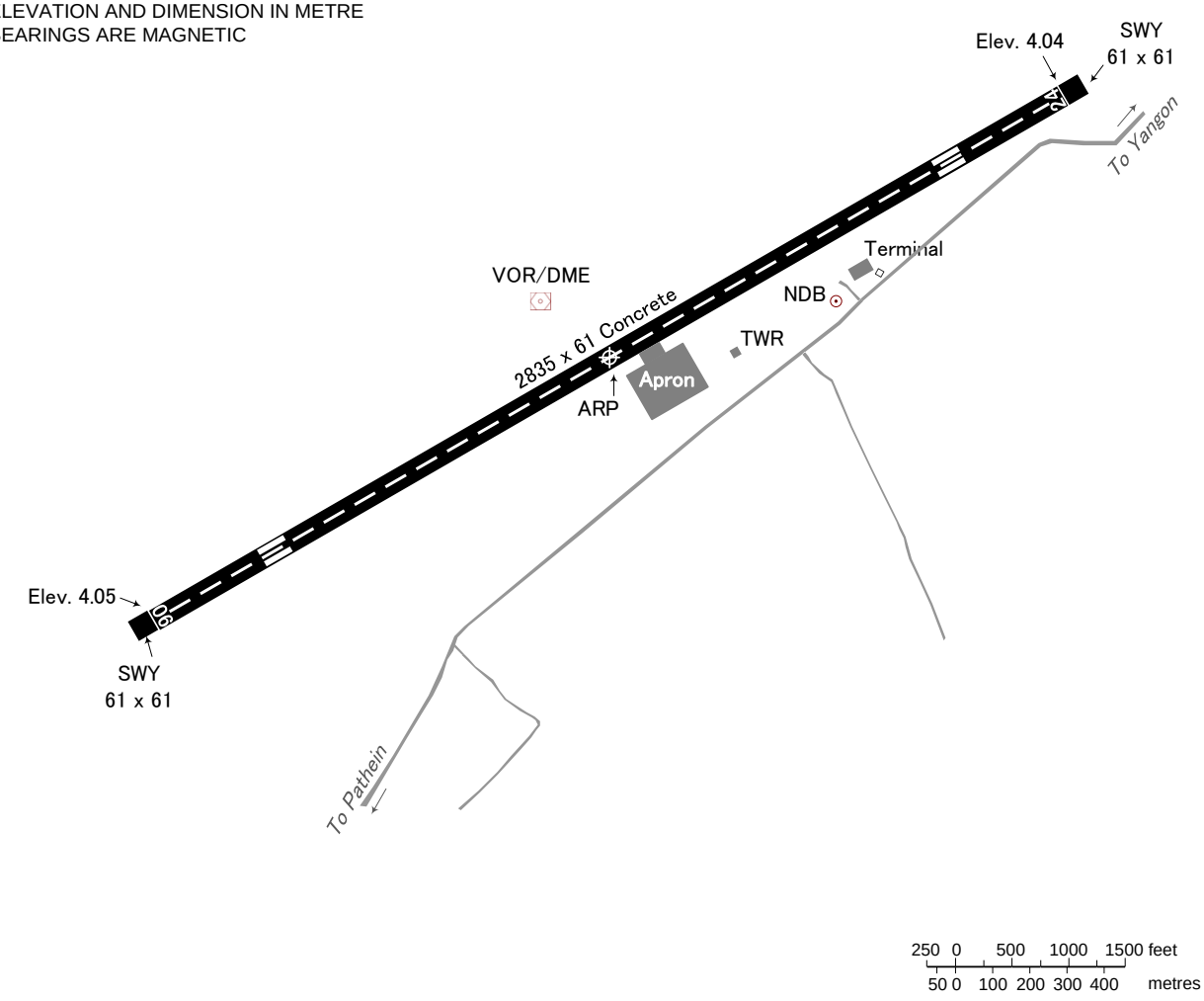
PATHEIN/Pathein

RWY	DIRECTION	THR	BEARING STRENGTH
06	060°	16°48'23.25″N 94°45'42.93″E	165 000 Kg Runway
24	240°	16°49'03.9″N 94°47'08.87″E	

N

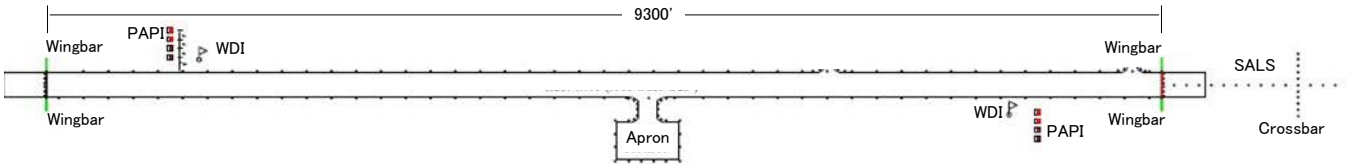
VAR 1° W

ELEVATION AND DIMENSION IN METRE
BEARINGS ARE MAGNETIC



MARKING AIDS RWY 06/24

LIGHTING AIDS RWY 06/24



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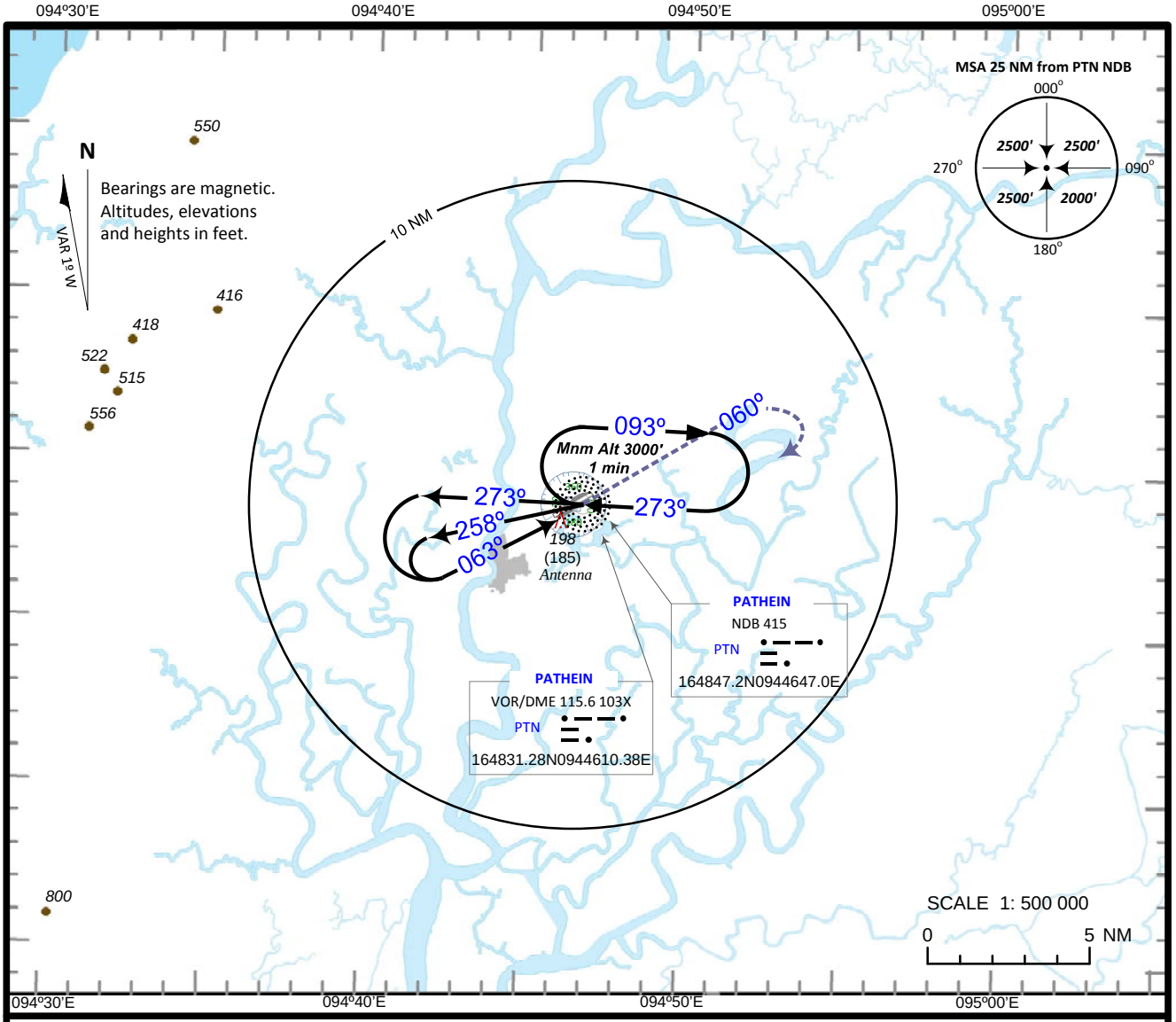
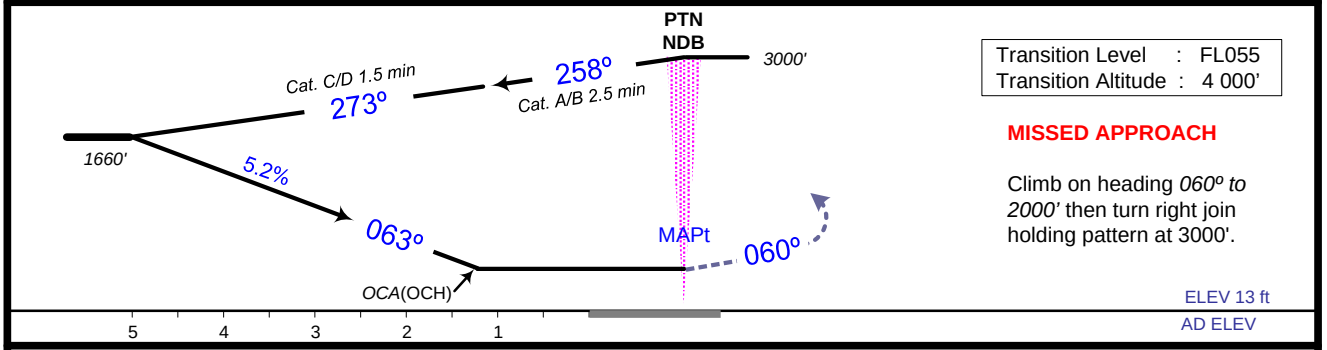
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV - **13** ft
HEIGHTS RELATED TO AD ELEV
16º48'43.6"N 094º46'25.9"E

TWR	118.7
APP	119.7

PATHEIN/Pathein
NDB
RWY 06





Transition Level	:	FL055
Transition Altitude	:	4 000'

MISSED APPROACH

Climb on heading *060º to 2000'* then turn right join holding pattern at 3000'.

OCA (OCH)				
Category of aircraft	A	B	C	D
Straight - in	500 (490)			
Circling	500 (490)		600 (590)	

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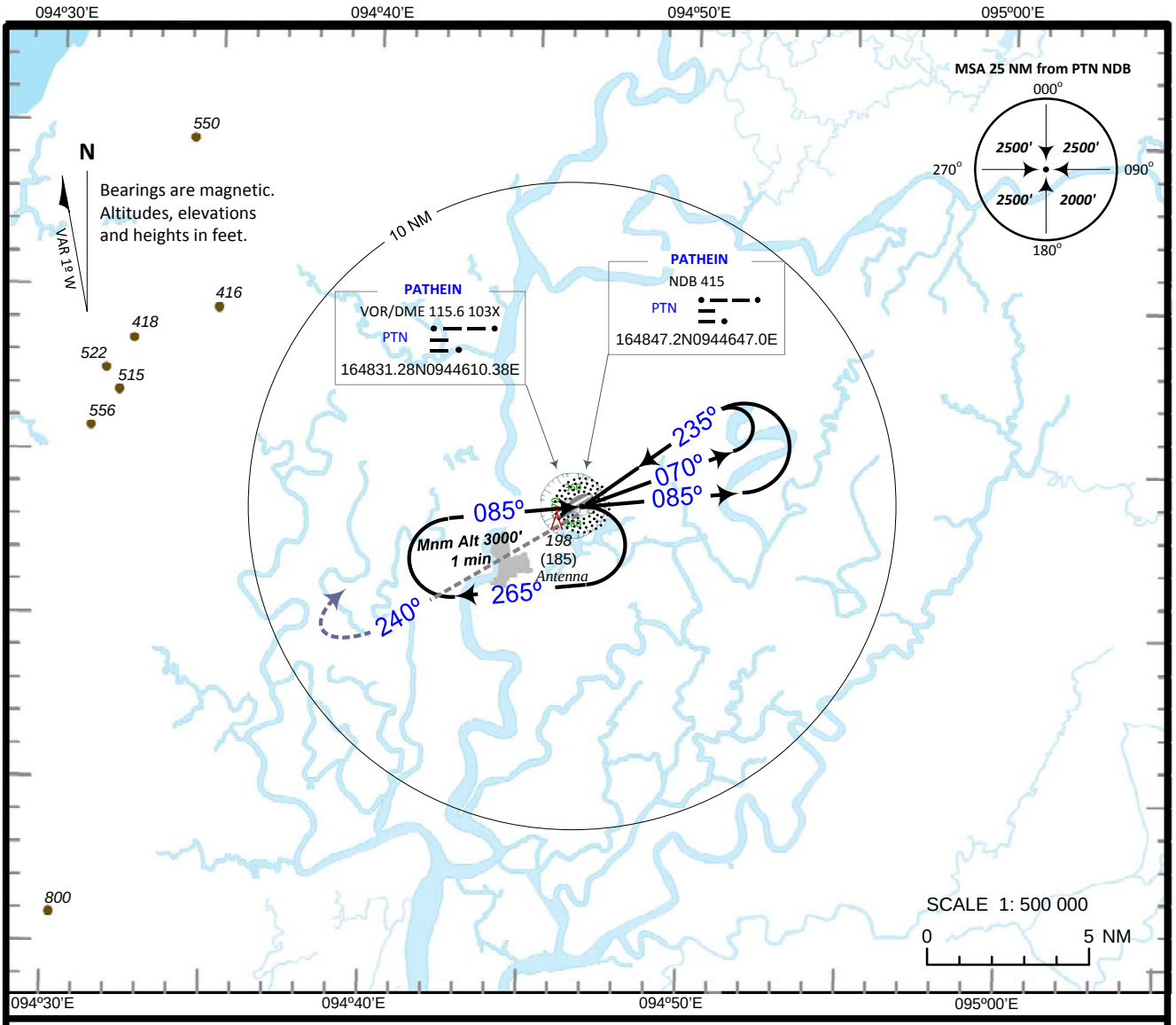
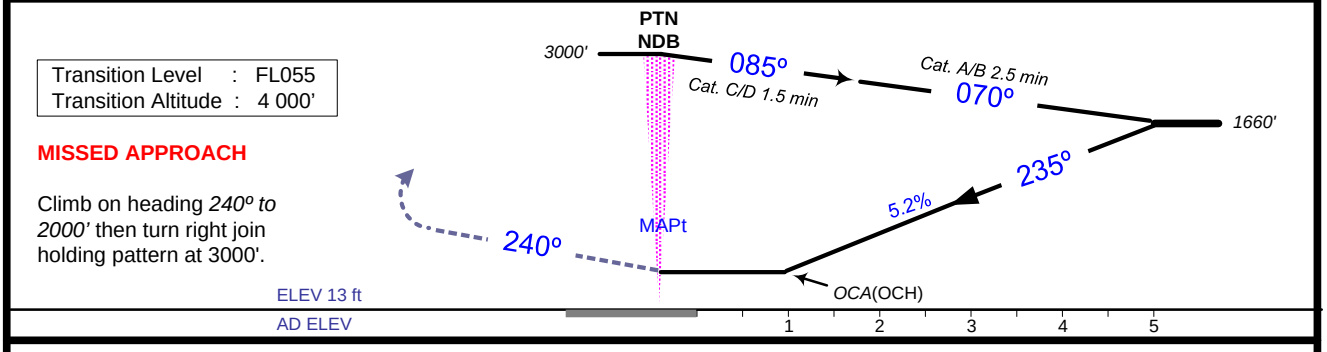
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV – **13** ft
HEIGHTS RELATED TO AD ELEV
16°48'43.6"N 094°46'25.9"E

TWR	118.7
APP	119.7

PATHEIN/Pathein
NDB
RWY 24





Transition Level : FL055
Transition Altitude : 4 000'

MISSED APPROACH

Climb on heading *240° to 2000'* then turn right join holding pattern at 3000'.

OCA (OCH)				
Category of aircraft	A	B	C	D
Straight - in	400 (390)			
Circling	500 (490)		600 (590)	

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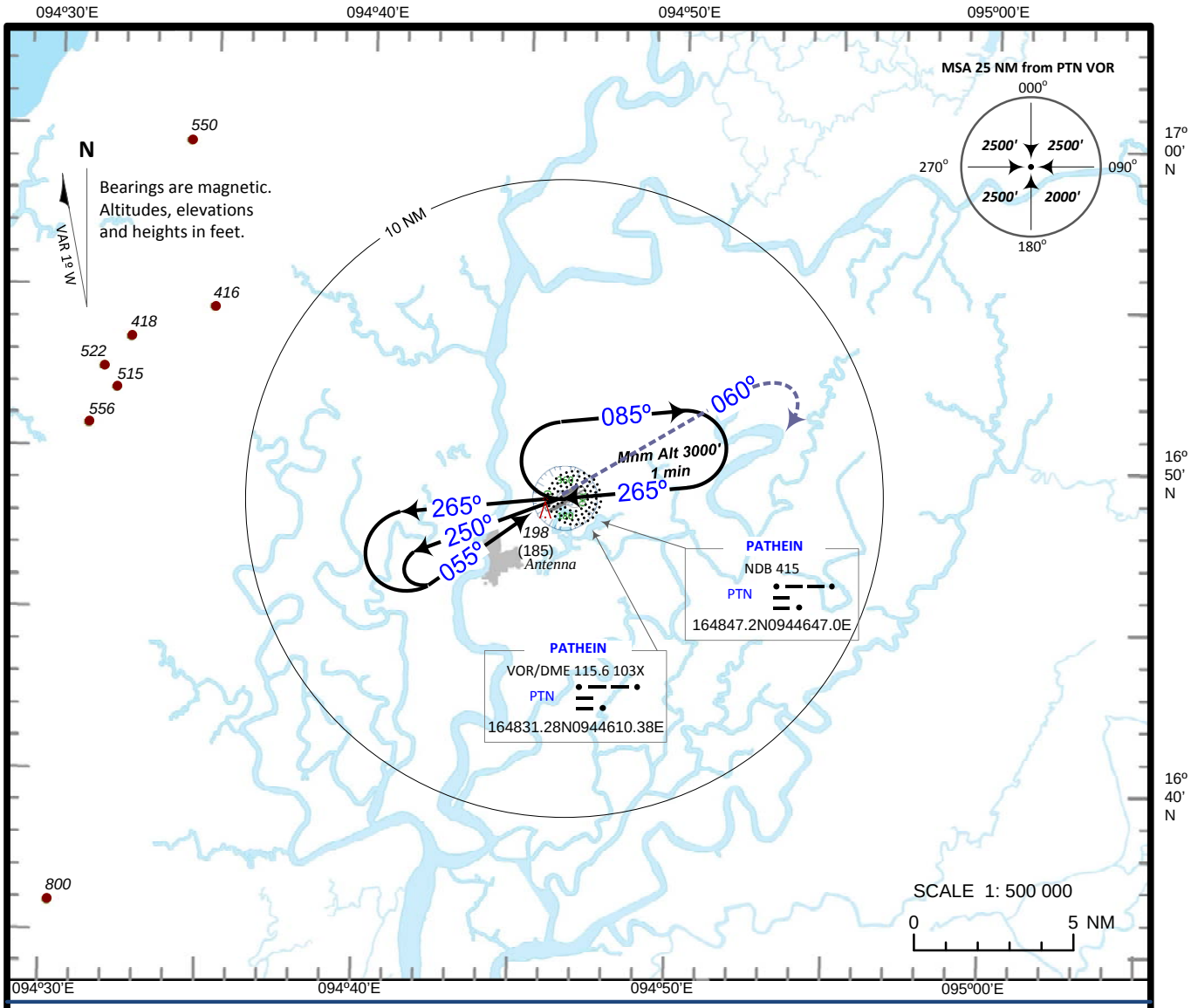
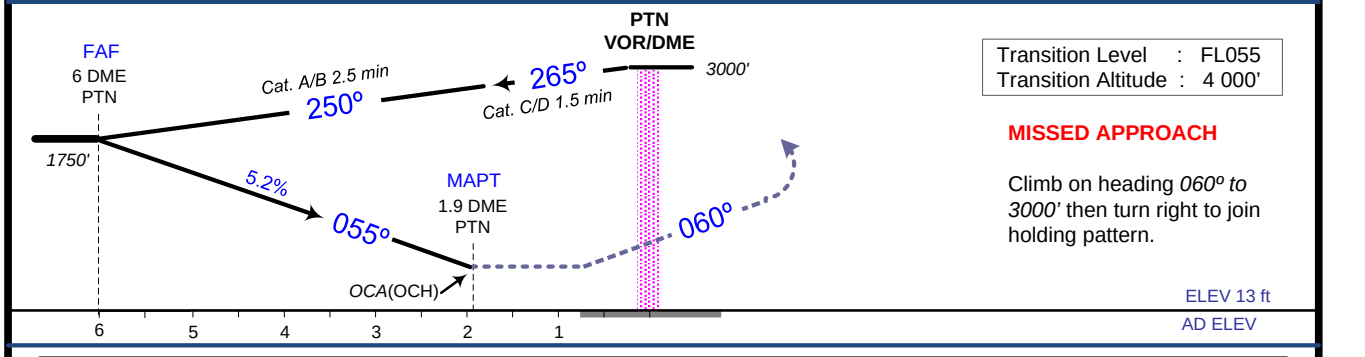
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV - **13** ft
HEIGHTS RELATED TO AD ELEV
16º48'43.6"N 094º46'25.9"E

TWR	118.7
APP	119.7

PATHEIN/Pathein
VOR/DME
RWY 06





Transition Level	: FL055
Transition Altitude	: 4 000'

MISSED APPROACH

Climb on heading *060º to 3000'* then turn right to join holding pattern.

OCA (OCH)				
Category of aircraft	A	B	C	D
Straight - in	450 (440)			
Circling	500 (490)		600 (590)	
Distance from DME PTN	2 DME	3 DME	4 DME	5 DME
Altitude (Height)	480 (460)	790 (780)	1110 (1100)	1430 (1420)
Speed (knots)	90	120	150	180
FAF-MAPt **4.1** NM (min:sec)	2:44	1:03	1:39	1:23
Rate of Descend (ft/min)	480	635	795	955

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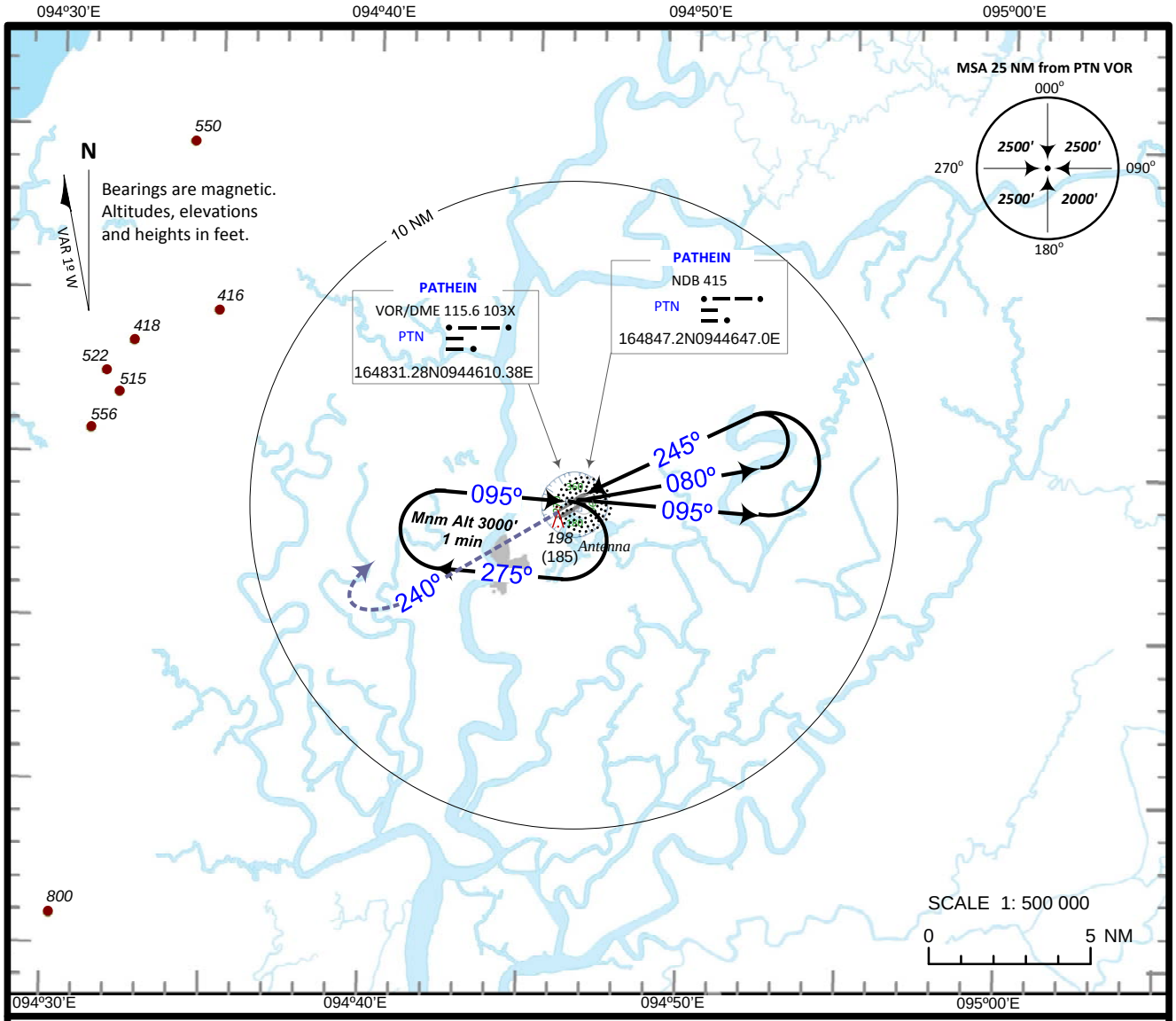
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV - **13** ft
HEIGHTS RELATED TO AD ELEV
16°48'43.6"N 094°46'25.9"E

TWR	118.7
APP	119.7

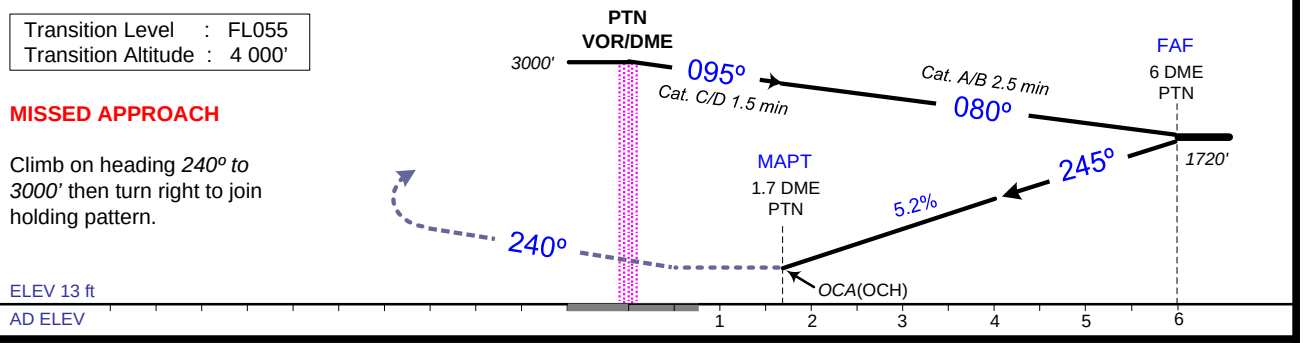
PATHEIN/Pathein
VOR/DME
RWY 24



Transition Level	: FL055
Transition Altitude	: 4 000'

MISSED APPROACH

Climb on heading *240° to 3000'* then turn right to join holding pattern.



OCA (OCH)				
Category of aircraft	A	B	C	D
Straight - in	350 (340)			
Circling	500 (490)		600 (590)	
Distance from DME PTN	2 DME	3 DME	4 DME	5 DME
Altitude (Height)	450 (430)	770 (750)	1080 (1070)	1400 (1390)
Speed (knots)	90	120	150	180
FAF-MAPt **4.3** NM (min:sec)	2:52	2:09	1:43	1:26
Rate of Descend (ft/min)	480	635	795	955

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VYPT — PUTAO

Note: The following sections in this chapter are intentionally left blank:
AD 2.7, AD 2.14, AD 2.15, AD 2.16, AD 2.21, AD 2.22, AD 2.23.

VYPT AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VYPT — PUTAO

VYPT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at AD**	271948.67N 0972535.14E
← 2	**Direction and distance from city**	2.8 KM fromtown
3	**Elevation/Reference temperature**	464.7 M (1524 FT)/28.6°C
4	**Geoid undulation at ARP**	Nil
5	**MAG VAR/Annual change**	1° W (1956)/annual change negligible
6	**AD Administration, address, telephone, telefax, telex, AFS**	DEPARTMENT OF CIVIL AVIATION Post: Putao airport PUTAO KACHIN STATE MYANMAR Tel: 098 400150 AFTN: VYPTYDYX
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**Remarks**	Nil

VYPT AD 2.3 OPERATIONAL HOURS

1	**AD Administration**	HO
2	**Customs and immigration**	HS
3	**Health and sanitation**	Health: Nil Sanitation: Nil
4	**AIS Briefing Office**	Nil
5	**ATS Reporting Office (ARO)**	Nil
6	**MET Briefing Office**	Nil
7	**ATS**	HO
8	**Fuelling**	Nil
← 9	**Handling**	HO
10	**Security**	Nil
11	**De-icing**	Nil
12	**Remarks**	Nil

VYPT AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities**	Baggage Trolleys / Carts

2	**Fuel/oil types**	Fuel: Nil Oil: Nil
3	**Fuelling facilities/capacity**	Nil
4	**De-icing facilities**	Nil
5	**Hangar space for visiting aircraft**	Nil
6	**Repair facilities for visiting aircraft**	Nil
7	**Remarks**	Nil

VYPT AD 2.5 PASSENGER FACILITIES

1	**Hotels**	Nil
2	**Restaurants**	Available in airport compound
3	**Transportation**	Taxi and bus services available
4	**Medical facilities**	Nil
5	**Bank and Post Office**	Bank: Nil Post: Nil
6	**Tourist Office**	Nil
7	**Remarks**	Nil

VYPT AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	CAT3
2	**Rescue equipment**	CAT 3
3	**Capability for removal of disabled aircraft**	Nil
4	**Remarks**	Nil

VYPT AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	**Apron surface and strength**	Surface: Bitumin Strength: 60,781 kg
2	**Taxiway width, surface and strength**	Nil
3	**ACL location and elevation**	Nil
4	**VOR checkpoints**	Nil
5	**INS checkpoints**	Nil
6	**Remarks**	Nil

VYPT AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Aircraft stand ID signs**	Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions: Guide lines at apron.
	TWY guide lines	
	Visual docking/parking guidance system	
2	**RWY and TWY markings and LGT**	RWY: Edge, THR and End light TWY: Edge lighted
3	**Stop bars**	Nil
4	**Remarks**	Nil

VYPT AD 2.10 AERODROME OBSTACLES

In Area 2

	Designator	Part ID	Type	Coordinates	ELEV	HGT	Marking/LGT type, colour	Remarks
	1	2	3	4	5	6	7	8
←	NOI KUM SAWNG M TOP	Nil	Building	271649.61N 0972258.92E	888M (2914 FT)	Nil	LGT	Nil
←	OBST 11	Nil	Building	271146.18N 0972523.42E	1048M (3439 FT)	Nil	LGT	Nil
←	NOI ZI NAM M TOP	Nil	Building	272356.36N 0972911.18E	739M (2425 FT)	Nil	LGT	Nil
←	OBST 01	Nil	Building	272523.79N 0971923.78E	686M (2251 FT)	Nil	LGT	Nil

In Area 3

Designator	Part ID	Type	Coordinates	ELEV	HGT	Marking/LGT type, colour	Remarks
1	2	3	4	5	6	7	8
Nil							

VYPT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	Nil

VYPT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designations	TRUE &MAG BRG	Dimensions of RWY	Strength (PCN) and surface of RWY and SWY	THR & RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
17	174°	2590 M x 30 M	60,781 KG Bitum	272022.27N 0972529.70E	438.6M
35	354°			271859.08N 0972540.58E	464.7M

Slope of RWY-SWY	SWY dimensions	CWY dimensions (M)	Strip dimensions	OFZ	Remarks
7	8	9	10	11	12
0.86%,1.24%, 1.02%	RWY (35) 61 M x 30 M	91 M x 91 M	2804 M x 150 M	Nil	Nil

VYPT AD 2.13 DECLARED DISTANCES

	RWY Designator	THR or start of take off run	TORA	TODA	ASDA	LDA	Remarks
	1	2	3	4	5	6	7
←	17	THR	2590 M	2861 M	2590 M	2590 M	Nil
←	35	THR	2590 M	2861 M	2651 M	2590 M	Nil

VYPT AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Transition altitude	Remarks
1	2	3	4	5
PUTAO ATZ Circle: radius 5 NM, centred at 271948.09N 0972534.16E ARP 4000 FT / GND C	PUTAO TOWER	PUTAO TOWER: EN HO	17000 FT	Nil
PUTAO CTR Circle: radius 20 NM, centred at 271948.09N 0972534.16E ARP FL 130 / GND C	PUTAO APPROACH CONTROL OFFICE	PUTAO APPROACH: EN HO	17000 FT	Nil

VYPT AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
PUTAO APPROACH CONTROL OFFICE	PUTAO APPROACH: EN	119.700 MHz	HO	Nil
PUTAO TOWER	PUTAO TOWER: EN	118.700 MHz	HO	Nil

VYPT AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid CAT of ILS/MLS (MAG VAR)	ID	Frequency	Hours of operation	Transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	PT	340 kHz	HO	271933.78N 0972526.96E	Not applicable	Coverage 80 NM Em: NONA2A

VYPT AD 2.20 LOCAL TRAFFIC REGULATIONS

1 AIRPORT REGULATIONS

Puato Airport complies Manual of Aerodrome Standards (MOAS). This aerodrome standard include the following.

a. Physical characteristic
b. Obstacle restriction and Limitation
c. Visual aids provided by aerodrome marking, markers and sings
d. Aerodrome lighting
e. Operating standard for certified aerodrome
f. Aerodrome facilities

2 TAXIING TO AND FROM STANDS

Arriving aircraft will be allocated a stand number by the TWR.

VYSW — SITTWE

Note: The following sections in this chapter are intentionally left blank:
AD 2.16, AD 2.21, AD 2.22, AD 2.23.

VYSW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VYSW — SITTWE

VYSW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

←	1	**ARP coordinates and site at AD**	200802.33N 0925203.21E Centre of runway centre line
	2	**Direction and distance from city**	6 KM South-West of City
	3	**Elevation/Reference temperature**	11.6 M (38 FT)/26.0°C
	4	**Geoid undulation at ARP**	Nil
	5	**MAG VAR/Annual change**	1° W (1956)/annual change negligible
	6	**AD Administration, address, telephone, telefax, telex, AFS**	DEPARTMENT OF CIVIL AVIATION Post: Sittwe airport SITTWE RAKHINE STATE MYANMAR Tel: 95 43 22247-23377 AFTN: VYSWYDYX
	7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
	8	**Remarks**	Nil

VYSW AD 2.3 OPERATIONAL HOURS

1	**AD Administration**	HO
2	**Customs and immigration**	HS
3	**Health and sanitation**	Health: Nil Sanitation: Nil
4	**AIS Briefing Office**	Nil
5	**ATS Reporting Office (ARO)**	Nil
6	**MET Briefing Office**	Nil
7	**ATS**	HO
8	**Fuelling**	Nil
9	**Handling**	HO
10	**Security**	Nil
11	**De-icing**	Nil
12	**Remarks**	Nil

VYSW AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities**	Baggage Trolleys / Carts
2	**Fuel/oil types**	Fuel: JP1, JP4 Oil: Nil
3	**Fuelling facilities/capacity**	Nil
4	**De-icing facilities**	Nil
5	**Hangar space for visiting aircraft**	Nil
6	**Repair facilities for visiting aircraft**	Nil
7	**Remarks**	Nil

VYSW AD 2.5 PASSENGER FACILITIES

1	**Hotels**	Nil
2	**Restaurants**	Available in airport compound
3	**Transportation**	Taxi and bus services available
4	**Medical facilities**	Nil
5	**Bank and Post Office**	Bank: Nil Post: Nil
6	**Tourist Office**	Nil
7	**Remarks**	Nil

VYSW AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	CAT3
2	**Rescue equipment**	CAT 3
3	**Capability for removal of disabled aircraft**	Nil
4	**Remarks**	Nil

VYSW AD 2.7 SEASONAL AVAILABILITY — CLEARING

There is no requirement for clearing as the aerodrome is available throughout the year.

VYSW AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	**Apron surface and strength and area**	Surface: Bitumen Strength: 33,112 kg Area: 183 M x 91 M
2	**Taxiway width, surface and strength**	Width: 23 M Surface: Bitumen Strength: 33,112 kg
3	**ACL location and elevation**	Nil
4	**VOR checkpoints**	Nil
5	**INS checkpoints**	Nil
6	**Remarks**	Nil

VYSW AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Aircraft stand ID signs** **TWY guide lines** **Visual docking/parking guidance system of aircraft stands**	Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions: Guide lines at apron.
2	**RWY and TWY markings and LGT**	RWY:Edge, THR and End light TWY:Edge lighted
3	**Stop bars**	Nil
4	**Remarks**	Nil

VYSW AD 2.10 AERODROME OBSTACLES

In Area 2

Designator	Part ID	Type	Coordinates	ELEV	HGT	Marking/LGT type, colour	Remarks
1	2	3	4	5	6	7	8
MCW ANTENNA	Nil	Antenna	200814.08N 0925342.51E	112M (369 FT)	Nil	LGT	Nil
PAGODA	Nil	Building	200811.60N 0925308.76E	67M (222 FT)	Nil	LGT	Nil

In Area 3

Designator	Part ID	Type	Coordinates	ELEV	HGT	Marking/LGT type, colour	Remarks
1	2	3	4	5	6	7	8
Nil							

VYSW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	HO

VYSW AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designations	TRUE &MAG BRG	Dimensions of RWY	Strength (PCN) and surface of RWY and SWY	THR & RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
← 11	106°	2286 M x 46 M	33,112 kg Concrete and asphalt	200808.84N 0925135.65E	9.7M
← 29	286°			200751.08N 0925250.73E	11.6M

Slope of RWY-SWY	SWY dimensions	CWY dimensions (M)	Strip dimensions	OFZ	Remarks
7	8	9	10	11	12
0.077%,0.007%	Nil	Nil	2895 M x 150 M	Nil	Nil

VYSW AD 2.13 DECLARED DISTANCES

RWY Designator	THR or start of take off run	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6	7
11	THR	2286 M	2286 M	2286 M	2286 M	Nil

RWY Designator	THR or start of take off run	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6	7
29	THR	2286 M	2286 M	2286 M	2286 M	Nil

VYSW AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	RTHL colour WBAR	VASIS (MEHT) PAPI	RTZL LEN	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL colour, WBAR	STWL LEN, colour	Remarks
1	2	3	4	5	6	7	8	9	10
11	Nil	Green	Nil /Nil (11.2 M)	Nil	Nil	White (Spacing 60 M, Final 600 M of RWY end; Yellow, High Intensity)	Red	Nil	Nil
29	Nil	Green	Nil /Nil (11.2 M)	Nil	Nil	White (Spacing 60 M, Final 600 M of RWY end; Yellow, High Intensity)	Red	Nil	Nil

VYSW AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	ABN: Control Tower , 2 Light Head Altn Flg WG/12 RPM
2	**LDI location and LGTAnemometer location and LGT**	Nil
3	**TWY edge and centre line lighting**	Edge : All blue
4	**Secondary power supply/switch-over time**	15 SEC
5	**Remarks**	Nil

VYSW AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Transition altitude	Remarks
1	2	3	4	5
SITTWE ATZ Circle: radius 5 NM, centred at 200757.98N 0925221.53E 1500 FT / GND C	SITTWE TOWER	SITTWE TOWER: EN HO	4000 FT	Nil
SITTWE CTR Circle: radius 20 NM, centred at 200757.98N 0925221.53E FL 130 / GND C	SITTWE APPROCH	SITTWE APPROACH: EN HO	4000 FT	Nil

VYSW AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
SITTWE APPROCH	SITTWE APPROACH: EN	119.700 MHz	HO	Nil
SITTWE TOWER	SITTWE TOWER: EN	118.700 MHz	HO	Nil

VYSW AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid CAT of ILS/MLS (MAG VAR)	ID	Frequency	Hours of operation	Transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
← DVOR/DME	STW	CH 100X 115.3 MHz	HO	200758.48N 0925243.36E	Nil	Coverage: 70 NM Em: A9WNON

VYSW AD 2.20 LOCAL TRAFFIC REGULATION

1 AIRPORT REGULATIONS

Sittwe Airport complies Manual of Aerodrome Standards (MOAS). This aerodrome standard include the following.

a. Physical characteristic
b. Obstacle restriction and Limitation
c. Visual aids provided by aerodrome marking, markers and signs
d. Aerodrome lighting
e. Operating standard for certified aerodrome
f. Aerodrome facilities

2 TAXIING TO AND FROM STANDS

Arriving aircraft will be allocated a stand number by the TWR.

VYSW AD 2.24 CHARTS RELATED TO AN AERODROME

←
←

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AERODROME CHART - ICAO

20°08'02.33"N
092°52'03.21"E

AD ELEV 11.6 M

TWR 118.7

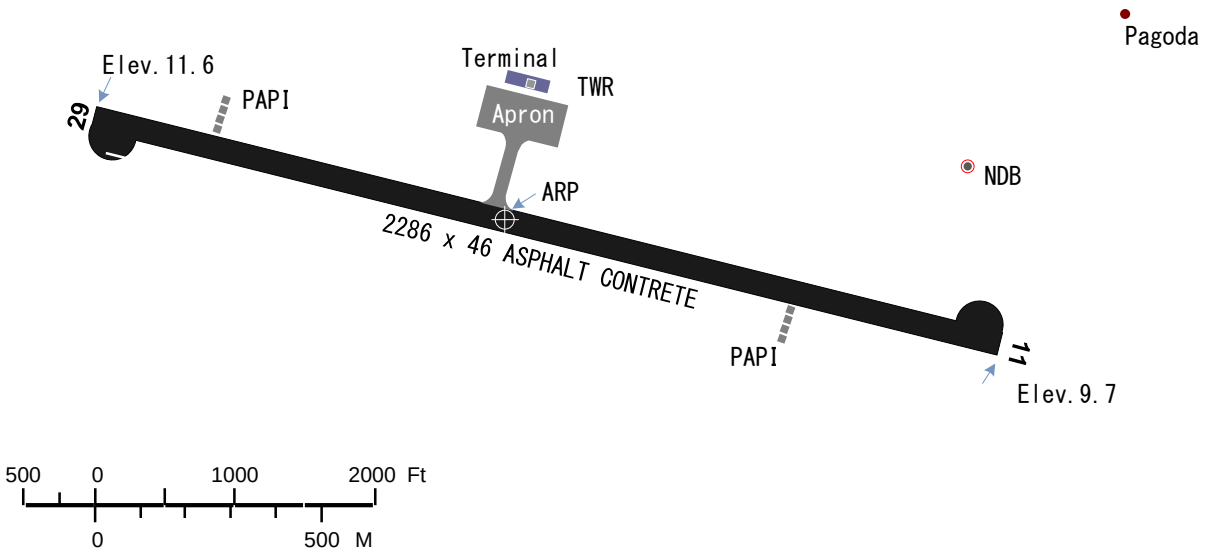
SITTWE/Sittwe

RWY	DIRECTION	THR	BEARING STRENGTH
11	106°	20°08'08.84"N 092°51'35.65"E	33 112 Kg Runway, Taxiway and Apron
29	286°	20°07'51.08"N 092°52'50.73"E	

N

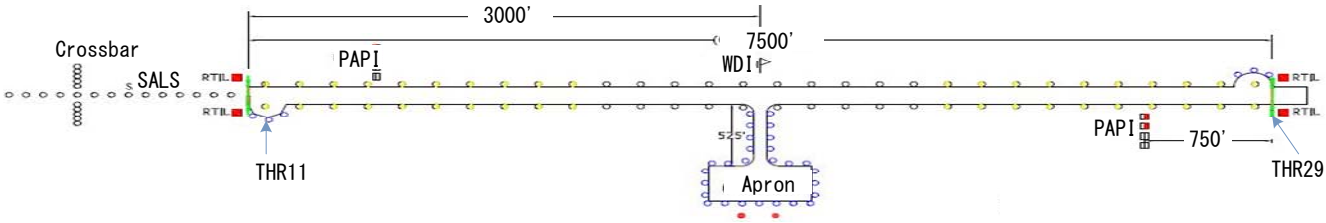
VAR 1°W

ELEVATION AND DIMENSION IN METRE
BEARINGS ARE MAGNETIC



MARKING AIDS RWY 29/11 AND EXIT TWY

LIGHTING AIDS RWY 29/11 AND EXIT TWY



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Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Transition altitude	Remarks
1	2	3	4	5
THANDWE CTR Circle: radius 20 NM, centred at 182738.35N 0941758.94E ARP FL 130 / GND C	THANDWE APPROACH CONTROL	THANDWE APPROACH: EN HO	6000 FT	Nil

VYTD AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
THANDWE APPROACH CONTROL	THANDWE APPROACH: EN	119.700 MHz	HO	Nil
THANDWE TOWER	THANDWE TOWER: EN	118.700 MHz	HO	Nil

VYTD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid CAT of ILS/MLS (MAG VAR)	ID	Frequency	Hours of operation	Transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
← DVOR/DME	TDE	113 MHz CH 77X	HO	182724.17N 0941744.75E	Nil	Coverage: 70 NM Em: A9W

VYTD AD 2.20 LOCAL TRAFFIC REGULATIONS

1 AIRPORT REGULATIONS

Thandwe Airport complies Manual of Aerodrome Standards (MOAS). This aerodrome standard include the following.

a. Physical characteristic
b. Obstacle restriction and Limitation
c. Visual aids provided by aerodrome marking, markers and signs
d. Aerodrome lighting
e. Operating standard for certified aerodrome
f. Aerodrome facilities

2 TAXIING TO AND FROM STANDS

Arriving aircraft will be allocated a stand number by the TWR.

VYTD AD 2.24 CHARTS RELATED TO AN AERODROME

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AERODROME CHART - ICAO

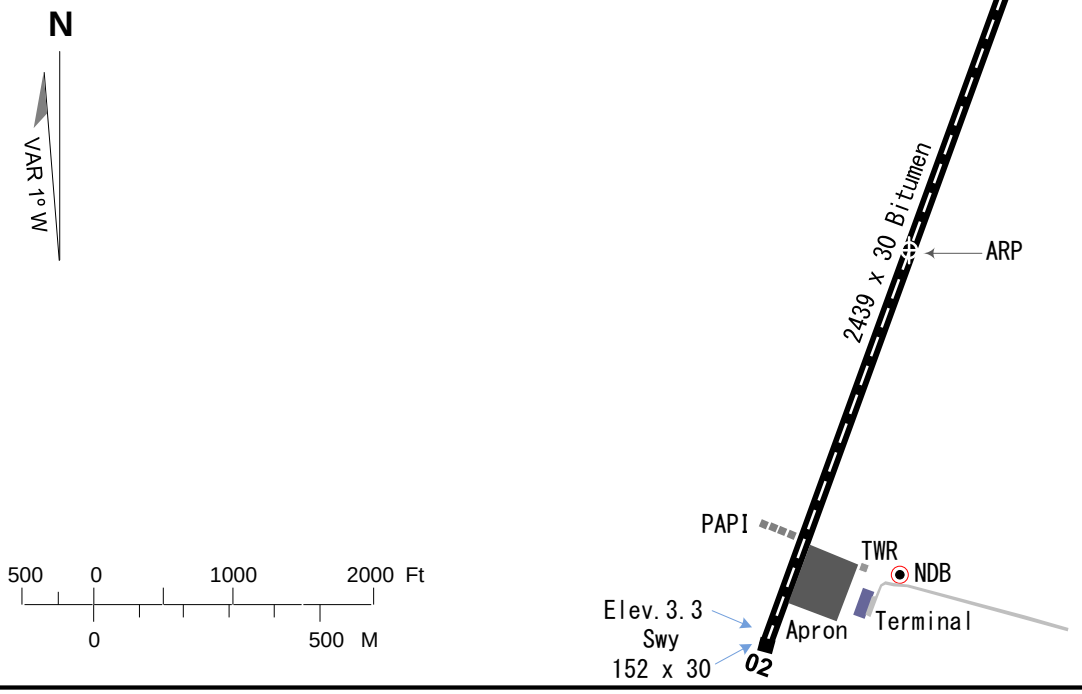
18°27′ 38. 35″N
94°17′ 58. 94″E
AD ELEV 14.2 **M**

TWR 118.7

THANDWE/ Thandwe

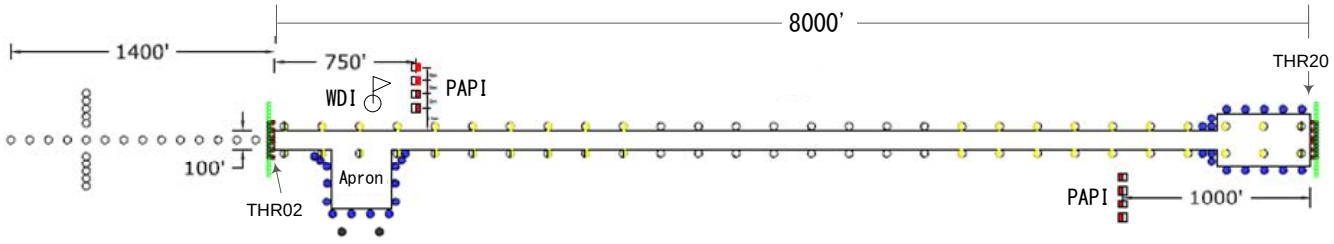
RWY	DIRECTION	THR	BEARING STRENGTH
02	020°	18°27′ 14. 01″N 94°17′ 49. 55″E	33 112 Kg Runway
20	200°	18°28′ 28. 43″N 94°18′ 18. 31″E	

ELEVATION AND DIMENSION IN METRE
BEARINGS ARE MAGNETIC



MARKING AIDS RWY 02/20

LIGHTING AIDS RWY 02/20



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Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Transition altitude	Remarks
1	2	3	4	5
TACHILEIK CTR Circle: radius 20 NM, centred at 202905.32N 0995605.30E ARP C FL 130 / GND	TACHILEIK APPROACH	TACHILEIK APPROACH: EN HO	9000 FT	Nil

VYTL AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
TACHILEIK APPROACH	TACHILEIK APPROACH: EN	119.700 MHz	HO	Nil
TACHILEIK TOWER	TACHILEIK TOWER: EN	118.700 MHz	HO	Nil

VYTL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid CAT of ILS/MLS (MAG VAR)	ID	Frequency	Hours of operation	Transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	TCL	114.5 MHz CH 92X	HO	202901.11N 0995607.75E	Nil	Coverage: 50 NM Em: A9W
NDB	TL	375 kHz	HO	202858.33N 0995603.98E	Not applicable	Coverage: 50 NM Em: NONA2A

VYTL AD 2.20 LOCAL TRAFFIC REGULATION

1 AIRPORT REGULATIONS

Tachileik Airport complies Manual of Aerodrome Standards (MOAS). This aerodrome standard include the following.

a. Physical characteristic
b. Obstacle restriction and Limitation
c. Visual aids provided by aerodrome marking, markers and signs
d. Aerodrome lighting
e. Operating standard for certified aerodrome
f. Aerodrome facilities

2 TAXIING TO AND FROM STANDS

Arriving aircraft will be allocated a stand number by the TWR.

VYTL AD 2.24 CHARTS RELATED TO AN AERODROME

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