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URL: www.ais.gov.mmmailto: aiso@ais.gov.mm**AIS Publications****AIRAC AMDT****02/2018****Effective date****29 MAR 2018****Publication date****01 MAR 2018****SIGNIFICANT CHANGES IN YANGON FIR****Withdrawn the restricted areas VYR22A, VYR22B, Relocation of VYP5, Sunrise/Sunset data for the year 2018****1 GENERAL(GEN)****DIFFERENCE FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES** GEN 1.7-5/6**SUNRISE/SUNSET TABLES** GEN 2.7-1/2**CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES** GEN 4.1-1/2**2 EN-ROUTE(ENR)****GENERAL RULES AND PROCEDURES** ENR 1.1-1/2**PROHIBITED, RESTRICTED AND DANGER AREAS** ENR 5.1-1/2, 5.1-3/4, ENR 2.1-DELTA**MILITARY EXERCISE AND TRAINING AREAS** ENR 5.2-1/2, 5.2-3/4**3 AERODROME(AD)**

- VYYY - AD 2.VYYY-VFR PROC, AD 2.VYYY-ILS/DME21, AD 2.VYYY-VOR/DME21, AD 2.VYYY-NDB/DME21, AD 2.VYYY-NDB/DME03, AD 2.VYYY-TMA
- VYKG - DVOR/DME Coordinates of KengTung
- VYKT - THR Coordinates, AD 2.VYKT-ADC
- VYME - AD 2.VYME-ADC
- VYMK - AD 2.VYMK-ADC, AD 2.VYMK-VOR/DME04, AD 2.VYMK-VOR/DME22
- VYSW - AD 2.VYSW-ADC

4 Insert the attachment replacement pages which are marked with highlighted in the checklist of pages: GEN 0.4-1 to GEN 0.4-3.

5 Record of AIP Amendments: GEN 0.2-1.

6 Record of Current AIP Supplements: GEN 0.3-1.

7 List of Hand amendments to the AIP: GEN 0.5-1.

8 This amendment incorporates information contained in the following AIP SUP, AIC and NOTAM which are hereby cancelled:

- AIP SUP: Nil
- AIC: Nil
- NOTAM: A0138/17, A0197/17, B0137/17, B0193/17, C0401/17, C0520/17.

9 Monthly NOTAM Lists are available on www.ais.gov.mm.

10 AIS Myanmar certified ISO 9001:2015 Quality Management System WEF 02 Jan 2018.

Amended Pages

GEN 0.2-1: : *replaced.*
GEN 0.3-1/2: : *replaced.*
GEN 0.4-1/2: : *replaced.*
GEN 0.4-3: : *replaced.*
GEN 1.7-5/6: : *replaced.*
GEN 2.4-1/2: : *replaced.*
GEN 2.5-1/2: : *replaced.*
GEN 2.7-1/2: : *replaced.*
GEN 4.1-1/2: : *replaced.*
ENR 1.1-1/2: : *replaced.*
ENR 3.1-5/6: : *replaced.*
ENR 5.1-1/2: : *replaced.*
ENR 5.1-3/4: : *replaced.*
ENR 5.1-5/6: : *replaced.*
ENR 5.1- DELTA: : *replaced.*
ENR 5.1-7: : *remove.*
ENR 5.2-1/2: : *replaced.*
ENR 5.2-3/4: : *replaced.*
AD 1.3-1/2: : *replaced.*
AD 2.VYYY-1/2: : *replaced.*
AD 2.VYYY-3/4: : *replaced.*
AD 2.VYYY-VFRPROC : : *replaced.*
AD 2.VYYY-ILS/DME21 : : *replaced.*
AD 2.VYYY-VOR/DME21 : : *replaced.*
AD 2.VYYY-NDB/DME21: : *replaced.*
AD 2.VYYY-NDB/DME03: : *replaced.*
AD 2.VYYY-TMA: : *replaced.*
AD 2.VYHH-1/2: : *replaced.*
AD 2.VYKG-5/6: : *replaced.*
AD 2.VYKT-3/4: : *replaced.*
AD 2.VYKT-5: : *replaced.*
AD 2.VYKT-ADC : : *inserted.*
VYKT AD 2-7: : *remove.*
AD 2.VYLS-5: : *replaced.*
AD 2.VYME-5: : *replaced.*
AD 2.VYME-ADC : : *inserted.*
VYME AD 2-7: : *remove.*
AD 2.VYMK-5: : *replaced.*
AD 2.VYMK-ADC: : *inserted.*
AD 2.VYMK-VOR/DME04: : *inserted.*
AD 2.VYMK-VOR/DME22: : *inserted.*
VYMK AD 2-7: : *remove.*
AD 2.VYNT-3/4: : *replaced.*
AD 2.VYPT-3/4: : *replaced.*
AD 2.VYSW-ADC: : *replaced.*

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	
02/2017	02 MAR 2017	15 MAR 2017	

AIRAC AIP AMENDMENT

NR/Year	Publication date	Effective date	Inserted by
02/2016	13 OCT 2016	10 NOV 2016	
01/2017	03 AUG 2017	14 SEP 2017	
01/2018	07 DEC 2017	04 JAN 2018	
02/2018	01 MAR 2018	29 MAR 2018	

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GEN 0.3 RECORD OF CURRENT AIP SUPPLEMENTS

NR/Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
01/2003	RVSM Policy and Procedures in Yangon FIR	ENR	From 27 NOV 2003 UFN	
05/2004	Implementation of RNP10 Airspace in Yangon FIR	ENR	From 01 SEP 2004 UFN	
06/2004	Implementation of Lateral Offset Procedure	ENR	From 14 OCT 2004 UFN	
03/2005	Airspace Structure within Yangon FIR	ENR	From 01 SEP 2005 UFN	
31/2009	Bypass procedure to alleviate bunching of flights on L759 over the Bay of Bengal during the ATFM period.	ENR	From 07 DEC 2009 UFN	
02/2011	Yangon FIR - Landing Clearance	GEN	From 30 MAY 2011 UFN	
03/2011	Yangon FIR - Ground Handling Service	GEN	From 30 MAY 2011 UFN	
04/2011	Yangon FIR - Arrival Visa Counter	GEN	From 30 MAY 2011 UFN	
01/2013	Yangon Airport - Vacating Runway	AD	From 01 AUG 2013 UFN	
02/2013	Yangon Airport - Departure Procedure	AD	From 01 AUG 2013 UFN	
03/2013	Yangon Airport - ACFT Taxi	AD	From 01 AUG 2013 UFN	
04/2013	Yangon Airport - ATC Procedure	ENR	From 01 AUG 2013 UFN	
05/2013	Yangon Airport - Helicopter Taxi Procedure	AD	From 01 AUG 2013 UFN	
06/2013	Yangon Airport - Push back/ Start/ Taxi Procedure	AD	From 01 AUG 2013 UFN	
07/2013	Yangon FIR - AFTN Address	ENR	From 01 AUG 2013 UFN	
08/2013	Yangon FIR - Mach Capability	ENR	From 01 AUG 2013 UFN	
09/2013	Yangon FIR - Contingency Routes	ENR	From 01 AUG 2013 UFN	
10/2013	Yangon FIR - Over Flight Clearance	GEN	From 01 AUG 2013 UFN	
13/2013	Yangon FIR - New Flight plan Format	GEN	From 01 AUG 2013 UFN	
14/2013	Bagan Airport - ACFT Stand	AD	From 01 AUG 2013 UFN	
15/2013	Mandalay Airport - ATC Procedure	ENR	From 01 AUG 2013 UFN	
16/2013	Mandalay Airport - PSR	AD	From 01 AUG 2013 UFN	
17/2013	Mandalay Airport - High Tension	AD	From 01 AUG 2013 UFN	
18/2013	Naypyitaw Airport - New Terminal/Apron	AD	From 01 AUG 2013 UFN	
02/2015	Implementation of RNP10 Operations (50 NM Longitudinal Separation) on RNAV Routes L759, M770, L301, N895, P646, L507, M626, M502, P762, L515	AD	From 12 NOV 2015 UFN	
03/2015	Establishment of Performance Based Navigation (PBN) Procedures At Yangon/Mandalay International Airport	AD	From 10 DEC 2015 UFN	

NR/Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
04/2015	Establishment of Performance Based Navigation (PBN) Procedures At Yangon/Mandalay International Airport	AD	From 10 DEC 2015 UFN	
02/2016	Mandalay International Airport, RNAV-1 (GNSS) SIDs and STARs	AD	From 10 DEC 2015 UFN	
01/2017	Establishment of the Area Navigation Routes RNP10 Within Yangon FIR	ENR	From 02 FEB 2017 UFN	
02/2017	Revision ATS Routes Within Yangon FIR	ENR	From 02 FEB 2017 UFN	
03/2017	Operating Procedures For RNP10 Operations On ATS Routes L507, P646, N895, L524, M506 And L301	ENR	From 02 FEB 2017 UFN	
04/2017	Implementation of The Operating Procedures For Uni-Directional Air Traffic Flow Within Yangon FIR	ENR	From 02 FEB 2017 UFN	
05/2017	Implementation of Air Traffic Flow Management Procedures Over Bay of Bengal, South Asia and Pakistan Through KABUL FIR	ENR	From 02 FEB 2017 UFN	
06/2017	Re-Sectorization of YANGON ACC	ENR	From 20 JUL 2017 UFN	
08/2017	Establishment of Conventional and RNAV Holding Procedures at Yangon International Airport	ENR	From 07 DEC 2017 UFN	
01/2018	Establishment of Performance Based Navigation(PBN) Procedures at Naypyitaw International Airport and Bagan/Nyaung U Airport	AD	From 29 MAR 2018 UFN	
02/2018	Establishment of Instrument Landing System(ILS) Approach Procedures at Naypyitaw International Airport	AD	From 29 MAR 2018 UFN	
03/2018	Yangon International Airport, RNAV 1 (GNSS) SIDS AND STARs Operating Procedure	AD	From 29 MAR 2018 UFN	
04/2018	Establishment of New Aerodrome VYZC/CHANMYATHAZI	AD	From 29 MAR 2018 UFN	

GEN 0.4 CHECKLIST OF AIP PAGES

Part 1 – General (GEN)		Part 2 – En-route (ENR)	
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GEN 0.1-1	10 NOV 2016	GEN 4.1-1	29 MAR 2018
GEN 0.1-2	04 JAN 2018	GEN 4.1-2	23 JUN 2016
GEN 0.1-3	01 JAN 2015	GEN 4.2-1	23 JUN 2016
GEN 0.2-1	29 MAR 2018	Part 2 – En-route (ENR)	
GEN 0.3-1	15 MAR 2017	ENR 0	
GEN 0.3-2	29 MAR 2018	ENR 0.6-1	10 NOV 2016
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GEN 0.4-3	29 MAR 2018	ENR 1.1-1	14 SEP 2017
GEN 0.5-1	04 JAN 2018	ENR 1.1-2	29 MAR 2018
GEN 0.6-1	15 MAR 2017	ENR 1.1-3	23 JUN 2016
GEN 0.6-2	04 JAN 2018	ENR 1.1-4	23 JUN 2016
GEN 1		ENR 1.1-5	23 JUN 2016
GEN 1.1-1	04 JAN 2018	ENR 1.1-6	23 JUN 2016
GEN 1.2-1	23 JUN 2016	ENR 1.1-7	23 JUN 2016
GEN 1.2-2	23 JUN 2016	ENR 1.1-8	23 JUN 2016
GEN 1.2-3	23 JUN 2016	ENR 1.1-9	10 NOV 2016
GEN 1.3-1	23 JUN 2016	ENR 1.1-VFRROUTES	10 NOV 2016
GEN 1.3-2	23 JUN 2016	ENR 1.2-1	10 NOV 2016
GEN 1.4-1	23 JUN 2016	ENR 1.2-2	23 JUN 2016
GEN 1.4-2	10 NOV 2016	ENR 1.3-1	23 JUN 2016
GEN 1.5-1	10 NOV 2016	ENR 1.4-1	14 SEP 2017
GEN 1.6-1	10 NOV 2016	ENR 1.5-1	23 JUN 2016
GEN 1.6-2	10 NOV 2016	ENR 1.5-2	10 NOV 2016
GEN 1.6-3	23 JUN 2016	ENR 1.5-3	10 NOV 2016
GEN 1.7-1	08 JUL 2016	ENR 1.5-4	10 NOV 2016
GEN 1.7-2	14 SEP 2017	ENR 1.5-5	10 NOV 2016
GEN 1.7-3	10 NOV 2016	ENR 1.5-6	10 NOV 2016
GEN 1.7-4	23 JUN 2016	ENR 1.5-7	10 NOV 2016
GEN 1.7-5	29 MAR 2018	ENR 1.5-8	10 NOV 2016
GEN 1.7-6	29 MAR 2018	ENR 1.6-1	23 JUN 2016
GEN 2		ENR 1.6-2	23 JUN 2016
GEN 2.1-1	04 JAN 2018	ENR 1.6-3	23 JUN 2016
GEN 2.1-2	04 JAN 2018	ENR 1.6-4	23 JUN 2016
GEN 2.2-1	23 JUN 2016	ENR 1.6-RadarCov	01 APR 2014
GEN 2.2-2	23 JUN 2016	ENR 1.6-RCAGCov	01 APR 2014
GEN 2.2-3	23 JUN 2016	ENR 1.7-1	10 NOV 2016
GEN 2.2-4	23 JUN 2016	ENR 1.7-2	23 JUN 2016
GEN 2.2-5	23 JUN 2016	ENR 1.7-3	23 JUN 2016
GEN 2.2-6	23 JUN 2016	ENR 1.7-4	23 JUN 2016
GEN 2.2-7	23 JUN 2016	ENR 1.9-1	23 JUN 2016
GEN 2.3-1	23 JUN 2016	ENR 1.9-2	23 JUN 2016
GEN 2.3-2	08 JUL 2016	ENR 1.10-1	23 JUN 2016
GEN 2.4-1	29 MAR 2018	ENR 1.10-2	23 JUN 2016
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GEN 2.5-1	29 MAR 2018	ENR 1.12-1	10 NOV 2016
GEN 2.5-2	29 MAR 2018	ENR 1.12-2	23 JUN 2016
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GEN 2.6-1	23 JUN 2016	ENR 2	
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GEN 3		ENR 2.1-4	04 JAN 2018
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GEN 3.1-2	23 JUN 2016	ENR 2.1-6	04 JAN 2018
GEN 3.1-3	10 NOV 2016	ENR 2.1-7	04 JAN 2018
GEN 3.1-4	10 NOV 2016	ENR 2.1-8	04 JAN 2018
GEN 3.2-1	23 JUN 2016	ENR 3	
GEN 3.2-2	10 NOV 2016	ENR 3.1-1	04 JAN 2018
GEN 3.3-1	14 SEP 2017	ENR 3.1-2	04 JAN 2018
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GEN 3.4-1	14 SEP 2017	ENR 3.1-5	04 JAN 2018
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GEN 3.4-4	14 SEP 2017	ENR 4	
GEN 3.4-5	14 SEP 2017	ENR 4.1-1	04 JAN 2018
GEN 3.4-Telegraph	04 JAN 2018	ENR 4.1-2	04 JAN 2018
GEN 3.4-Telephone	04 JAN 2018	ENR 4.4-1	04 JAN 2018
GEN 3.5-1	04 JAN 2018	ENR 4.4-2	04 JAN 2018
		ENR 4.5-1	23 JUN 2016
		ENR 5	
		ENR 5.1-1	14 SEP 2017
		ENR 5.1-2	29 MAR 2018
		ENR 5.1-3	29 MAR 2018
		ENR 5.1-4	29 MAR 2018
		ENR 5.1-5	29 MAR 2018
		ENR 5.1-6	29 MAR 2018

ENR 5.1-VYR20	12 NOV 2015	AD 2.VYBG-VOR/DME36	04 JAN 2018	AD 2.VYKU-1	23 JUN 2016
ENR 5.1-SHANTE	15 MAR 2017	AD 2.VYBM-1	14 SEP 2017	AD 2.VYKU-2	23 JUN 2016
ENR 5.1- DELTA	29 MAR 2018	AD 2.VYBM-2	14 SEP 2017	AD 2.VYKU-3	14 SEP 2017
ENR 5.1-TRNG	12 NOV 2015	AD 2.VYBM-3	14 SEP 2017	AD 2.VYKU-4	14 SEP 2017
ENR 5.2-1	10 NOV 2016	AD 2.VYBM-4	14 SEP 2017	AD 2.VYKU-5	08 JUL 2016
ENR 5.2-2	29 MAR 2018	AD 2.VYBM-5	14 SEP 2017	AD 2.VYLK-1	14 SEP 2017
ENR 5.2-3	29 MAR 2018	VYBM AD 2-7	01 JAN 2011	AD 2.VYLK-2	14 SEP 2017
ENR 5.2-4	29 MAR 2018	VYBM AD 2-9	01 JAN 2011	AD 2.VYLK-3	14 SEP 2017
ENR 5.3-1	23 JUN 2016	VYBM AD 2-11	01 JAN 2011	AD 2.VYLK-4	14 SEP 2017
ENR 5.5-1	23 JUN 2016	AD 2.VYBP-1	14 SEP 2017	AD 2.VYLK-5	14 SEP 2017
ENR 5.6-1	23 JUN 2016	AD 2.VYBP-2	08 JUL 2016	VYLK AD 2-7	01 JAN 2011
		AD 2.VYBP-3	14 SEP 2017	VYLK AD 2-9	01 JAN 2011
		AD 2.VYBP-4	14 SEP 2017	AD 2.VYLS-1	14 SEP 2017
		AD 2.VYBP-5	14 SEP 2017	AD 2.VYLS-2	14 SEP 2017
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		AD 2.VYBP-VAC	01 JUL 2011	AD 2.VYLS-4	14 SEP 2017
		AD 2.VYDW-1	14 SEP 2017	AD 2.VYLS-5	29 MAR 2018
		AD 2.VYDW-2	14 SEP 2017	VYLS AD 2-7	01 APR 2011
		AD 2.VYDW-3	04 JAN 2018	AD 2.VYMD-1	14 SEP 2017
		AD 2.VYDW-4	14 SEP 2017	AD 2.VYMD-2	23 JUN 2016
		AD 2.VYDW-5	14 SEP 2017	AD 2.VYMD-3	14 SEP 2017
		AD 2.VYDW-6	14 SEP 2017	AD 2.VYMD-4	23 JUN 2016
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		VYDW AD 2-9	01 JUL 2011	AD 2.VYMD-6	14 SEP 2017
		VYDW AD 2-11	01 JAN 2011	AD 2.VYMD-7	04 JAN 2018
		VYDW AD 2-13	01 JAN 2011	VYMD AD 2-8.1	12 NOV 2015
		AD 2.VYHH-1	04 JAN 2018	AD 2.VYMD-ADC	04 JAN 2018
		AD 2.VYHH-2	29 MAR 2018	VYMD AD 2-11	01 JAN 2011
		AD 2.VYHH-3	04 JAN 2018	VYMD AD 2-13	01 JAN 2011
		AD 2.VYHH-4	14 SEP 2017	VYMD AD 2-15	01 JAN 2011
		AD 2.VYHH-5	04 JAN 2018	VYMD AD 2-17	01 JAN 2011
		AD 2.VYHH-ADC	04 JAN 2018	VYMD AD 2-19	01 APR 2011
		AD 2.VYHH-VOR/DME36	04 JAN 2018	AD 2.VYME-1	14 SEP 2017
		VYHH AD 2-9	01 JAN 2011	AD 2.VYME-2	14 SEP 2017
		AD 2.VYHL-1	14 SEP 2017	AD 2.VYME-3	14 SEP 2017
		AD 2.VYHL-2	14 SEP 2017	AD 2.VYME-4	14 SEP 2017
		AD 2.VYHL-3	14 SEP 2017	AD 2.VYME-5	29 MAR 2018
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		AD 2.VYHL-5	14 SEP 2017	VYME AD 2-9	01 JAN 2011
		VYHL AD 2-7	01 APR 2011	VYME AD 2-11	01 JAN 2011
		VYHL AD 2-9	01 JAN 2011	AD 2.VYMK-1	14 SEP 2017
		VYHL AD 2-11	01 JAN 2011	AD 2.VYMK-2	04 JAN 2018
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		AD 2.VYKG-2	14 SEP 2017	AD 2.VYMK-4	04 JAN 2018
		AD 2.VYKG-3	14 SEP 2017	AD 2.VYMK-5	29 MAR 2018
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		AD 2.VYKG-5	29 MAR 2018	VYMK AD 2-9	01 JAN 2011
		AD 2.VYKG-6	04 JAN 2018	VYMK AD 2-11	01 JAN 2011
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		VYKG AD 2-9	01 JAN 2011	AD 2.VYMK-VOR/DME22	29 MAR 2018
		VYKG AD 2-11	01 JAN 2011	AD 2.VYMM-1	14 SEP 2017
		AD 2.VYKI-1	14 SEP 2017	AD 2.VYMM-2	14 SEP 2017
		AD 2.VYKI-2	14 SEP 2017	AD 2.VYMM-3	14 SEP 2017
		AD 2.VYKI-3	14 SEP 2017	AD 2.VYMM-4	14 SEP 2017
		AD 2.VYKI-4	14 SEP 2017	AD 2.VYMM-5	14 SEP 2017
		AD 2.VYKI-5	14 SEP 2017	VYMM AD 2-7	01 JAN 2011
		VYKI AD 2-7	12 NOV 2015	VYMM AD 2-9	01 APR 2011
		VYKI AD 2-9	01 JAN 2011	VYMM AD 2-11	01 APR 2011
		AD 2.VYKL-1	04 JAN 2018	AD 2.VYMN-1	04 JAN 2018
		AD 2.VYKL-2	14 SEP 2017	AD 2.VYMN-2	14 SEP 2017
		AD 2.VYKL-3	14 SEP 2017	AD 2.VYMN-3	04 JAN 2018
		AD 2.VYKL-4	14 SEP 2017	AD 2.VYMN-4	14 SEP 2017
		AD 2.VYKL-5	14 SEP 2017	AD 2.VYMN-5	10 NOV 2016
		VYKL AD 2-7	01 JAN 2011	AD 2.VYMS-1	14 SEP 2017
		VYKL AD 2-9	01 APR 2011	AD 2.VYMS-2	14 SEP 2017
		AD 2.VYKP-1	04 JAN 2018	AD 2.VYMS-3	14 SEP 2017
		AD 2.VYKP-2	23 JUN 2016	AD 2.VYMS-4	14 SEP 2017
		AD 2.VYKP-3	14 SEP 2017	AD 2.VYMS-5	14 SEP 2017
		AD 2.VYKP-4	04 JAN 2018	VYMS AD 2-7	01 JAN 2011
		AD 2.VYKP-5	14 SEP 2017	VYMS AD 2-9	01 APR 2011
		VYKP AD 2-7	01 JAN 2011	AD 2.VYMW-1	14 SEP 2017
		VYKP AD 2-9	01 JAN 2011	AD 2.VYMW-2	23 JUN 2016
		VYKP AD 2-11	01 JAN 2011	AD 2.VYMW-3	14 SEP 2017
		AD 2.VYKT-1	14 SEP 2017	AD 2.VYMW-4	14 SEP 2017
		AD 2.VYKT-2	23 JUN 2016	AD 2.VYMW-5	14 SEP 2017
		AD 2.VYKT-3	29 MAR 2018	VYMW AD 2-7	01 JAN 2011
		AD 2.VYKT-4	14 SEP 2017	VYMW AD 2-9	01 JAN 2011
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		AD 2.VYKT-ADC	29 MAR 2018	AD 2.VYMY-1	14 SEP 2017
		VYKT AD 2-9	01 JAN 2011	AD 2.VYMY-2	14 SEP 2017

Part 3 – Aerodromes (AD)

AD 0

AD 0.6-1	23 JUN 2016
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AD 1

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AD 1.1-2	23 JUN 2016
AD 1.1-3	23 JUN 2016
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AD 2

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AD 2.VYYY-8	14 SEP 2017
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AD 2.VYYY-ADC	10 NOV 2016
AD 2.VYYY-LAYOUT	01 JAN 2016
AD 2.VYYY-LAYOUT.BACKPAGE	01 JAN 2016
AD 2.VYYY-ILS/DME21	29 MAR 2018
AD 2.VYYY-VOR/DME21	29 MAR 2018
AD 2.VYYY-NDB/DME21	29 MAR 2018
AD 2.VYYY-NDB/DME03	29 MAR 2018
AD 2.VYYY-TMA	29 MAR 2018
AD 2.VYAN-1	14 SEP 2017
AD 2.VYAN-2	14 SEP 2017
AD 2.VYAN-3	14 SEP 2017
AD 2.VYAN-4	14 SEP 2017
AD 2.VYAN-5	14 SEP 2017
VYAN AD 2-7	01 APR 2011
VYAN AD 2-9	01 JAN 2011
AD 2.VYAS-1	14 SEP 2017
AD 2.VYAS-2	23 JUN 2016
AD 2.VYAS-3	14 SEP 2017
AD 2.VYAS-4	14 SEP 2017
AD 2.VYAS-5	14 SEP 2017
AD 2.VYBG-1	14 SEP 2017
AD 2.VYBG-2	14 SEP 2017
AD 2.VYBG-3	04 JAN 2018
AD 2.VYBG-4	04 JAN 2018
AD 2.VYBG-5	04 JAN 2018
AD 2.VYBG-6	04 JAN 2018
AD 2.VYBG-ADC	04 JAN 2018
AD 2.VYBG-VOR/DME18	04 JAN 2018

AD 2.VYMY-3	14 SEP 2017
AD 2.VYMY-4	14 SEP 2017
AD 2.VYMY-5	14 SEP 2017
VYMY AD 2-7	12 NOV 2015
AD 2.VYNT-1	04 JAN 2018
AD 2.VYNT-2	14 SEP 2017
AD 2.VYNT-3	29 MAR 2018
AD 2.VYNT-4	04 JAN 2018
AD 2.VYNT-5	14 SEP 2017
AD 2.VYNT-6	14 SEP 2017
AD 2.VYNT-7	14 SEP 2017
AD 2.VYNT-ADC	10 NOV 2016
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	14 SEP 2017
AD 2.VYPA-2	23 JUN 2016
AD 2.VYPA-3	14 SEP 2017
AD 2.VYPA-4	14 SEP 2017
AD 2.VYPA-5	14 SEP 2017
AD 2.VYPN-1	14 SEP 2017
AD 2.VYPN-2	14 SEP 2017
AD 2.VYPN-3	04 JAN 2018
AD 2.VYPN-4	14 SEP 2017
AD 2.VYPN-5	04 JAN 2018
AD 2.VYPN-ADC	10 NOV 2016
AD 2.VYPN-NDB06	10 NOV 2016
AD 2.VYPN-NDB24	10 NOV 2016
AD 2.VYPN-VOR/DME06	10 NOV 2016
AD 2.VYPN-VOR/DME24	10 NOV 2016
AD 2.VYPT-1	14 SEP 2017
AD 2.VYPT-2	14 SEP 2017
AD 2.VYPT-3	29 MAR 2018
AD 2.VYPT-4	14 SEP 2017
AD 2.VYPT-5	14 SEP 2017
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	14 SEP 2017
AD 2.VYPU-2	23 JUN 2016
AD 2.VYPU-3	14 SEP 2017
AD 2.VYPU-4	14 SEP 2017
AD 2.VYPU-5	14 SEP 2017
AD 2.VYSW-1	04 JAN 2018
AD 2.VYSW-2	14 SEP 2017
AD 2.VYSW-3	04 JAN 2018
AD 2.VYSW-4	04 JAN 2018
AD 2.VYSW-5	04 JAN 2018
AD 2.VYSW-ADC	29 MAR 2018
AD 2.VYSW-VOR/DME11	04 JAN 2018
AD 2.VYSW-VOR/DME29	04 JAN 2018
AD 2.VYTD-1	14 SEP 2017
AD 2.VYTD-2	14 SEP 2017
AD 2.VYTD-3	04 JAN 2018
AD 2.VYTD-4	14 SEP 2017
AD 2.VYTD-5	04 JAN 2018
AD 2.VYTD-ADC	04 JAN 2018
AD 2.VYTD-VOR/DME02	04 JAN 2018
VYTD AD 2-9	01 JAN 2011
VYTD AD 2-11	01 JAN 2011
AD 2.VYTL-1	04 JAN 2018
AD 2.VYTL-2	14 SEP 2017
AD 2.VYTL-3	04 JAN 2018
AD 2.VYTL-4	04 JAN 2018
AD 2.VYTL-5	04 JAN 2018
AD 2.VYTL-ADC	04 JAN 2018
AD 2.VYTL-VOR/DME22	04 JAN 2018
VYTL AD 2-9	01 JAN 2011

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Doc 7030 Regional Supplementary Procedures (5th Edition)**Part 2** (COM procedures for SEA)**Part 3** (Regional Supplementary Procedures)

The supplementary procedures in force are given in their entirety in ENR 1.8-1

Doc 7910 Location Indicators - NIL**ANNEX 11 Air Traffic Services** (13th Edition)

2.29.2 Myanmar does not use of other mutually agreed language in communication between ATS units.

3.7.21 Clearance for transonic flight is inapplicable.

4.3.5.1 Data link - automatic terminal information service D-ATIS is inapplicable.

4.3.5.1.1 Data link - automatic terminal information service D-ATIS is inapplicable.

4.3.5.3 Data link - automatic terminal information service D-ATIS is inapplicable.

4.4.1 VOLMET broadcast and D-VOLMET service are inapplicable.

4.4.2 VOLMET broadcast and D-VOLMET service are inapplicable.

7.1.1.3 Computer-processed upper air data are not available in air traffic services unit in digital form for use by air traffic services computers.

7.1.3.6 Unit providing approach control service for final approach, landing and take-off shall not be supplied with information on wind shear which could adversely affect aircraft on approach or take-off paths or during circling approach.

7.6 Information concerning radioactive materials and toxic chemical "cloud" is not applicable.

ANNEX 12 Search and Rescue (8th Edition)

2.3.2 Where all or part of the airspace of a Contracting State is included within a search and rescue region associated with a rescue coordination centre in another Contracting State, that former State should establish a rescue sub-centre subordinate to the rescue coordination centre wherever this would improve the efficiency of search and rescue services within its territory. Myanmar establish only one SAR region associated with rescue coordination centers.

ANNEX 13 Aircraft Accident and Incident Investigation (11th Edition) - NIL

ANNEX 14 Aerodromes (7th Edition)

- 1.4.1 The Republic of the Union of Myanmar certifies airports used for scheduled international operations only.
- 2.9.2 The Republic of the Union of Myanmar does not have items c, e & f.
- 3.15 The Republic of the Union of Myanmar does not have de-icing/anti-icing facilities.
- 5.2.11.2 The Republic of the Union of Myanmar does not intermediate holding position marking for de-icing/anti-icing facilities.
- 5.3.7 The Republic of the Union of Myanmar does not have runway lead-in lighting system.
- 5.3.22 The Republic of the Union of Myanmar does not have de-icing/anti-icing facility exit lights.
- 5.5.4 The Republic of the Union of Myanmar does not have edge markers for snow-covered runways. Establish circling guidance lights.

ANNEX 15 Aeronautical Information Services (15th Edition)

Chapter 2

- 2.2.4 AIS is provided during the following hours:
Weekdays – 0300 UTC to 1000 UTC

Chapter 5

- 5.1.1.1 (r) No snow presents in Myanmar aerodromes opened for international traffic, and this requirement is inapplicable.
(t) Forecasts of Solar Cosmic Radiation are not issued.

Chapter 8

- 8.1.3 Pre-flight Information Bulletin (PIB) is not issued at present.

ANNEX 16 Environmental Protection

Volume I - Aircraft Noise(Amendment 12)

- PART II** (Except 1.2,1.4, 1.8, 1.9) Not implemented. That provisions are not included in Myanmar Aviation Legislations.
- PART III, PART IV and PART V** Myanmar has no Aviation Legislations with respect to those provisions. In mean time, Noise Measurement, Noise Assessment & Noise Management cannot be performed.

Volume II - Aircraft Engine Emissions(Amendment 9)

- PART II** Not implemented. Myanmar has no Aviation Legislations relating to Annex 16, Volume II.
- PART III** (Except 1.4) Not implemented.

Volume III - Aeroplane CO₂ Emissions

- PART II** (Except 1.2, 1.3, 1.4, 1.8 & 1.9) Not implemented. That Provisions are not included in Myanmar Aviation Legislations.

ANNEX 17 Security - Safeguarding International Civil Aviation Against Acts of Unlawful Interference (9th Edition) - NIL

ANNEX 18 The Safe Transport of Dangerous Goods by Air (4th Edition) - NIL

ANNEX 19 Safety Management (1st Edition) - NIL

GEN 2.4 LOCATION INDICATORS

The location indicators marked with an asterisk (*) cannot be used in the address component of AFS messages.

1. ENCODE		2. DECODE	
Location	Indicator	Indicator	Location
ANISAKAN	VYAS	VYAN	ANN
ANN	VYAN	VYAS	ANISAKAN
BAGAN	VYBG	VYBG	BAGAN
BAGO	VYBO*	VYBM	BANMAW
BANMAW	VYBM	VYBO*	BAGO
BOKPYINN	VYBP	VYBP	BOKPYINN
CHANMYATHAZI	VYCZ	VYCI*	COCO ISLAND
COCO ISLAND	VYCI*	VYCZ	CHANMYATHAZI
DAWEI/DAWEI	VYDW	VYDW	DAWEI/DAWEI
GANTGAW	VYGG*	VYGG*	GANTGAW
GWA	VYGW*	VYGW*	GWA
HEHO	VYHH	VYHB*	HMAWBY
HINTHADA	VYHT*	VYHH	HEHO
HMAWBY	VYHB*	VYHL	HOMMALINN
HOMMALINN	VYHL	VYHN*	HTILINN
HPA-AN	VYPA	VYHT*	HINTHADA
HPAPUN	VYPP*	VYKG	KENGTUNG
HPONNGBYIN	VYPB*	VYKH*	KATHAR
HTILINN	VYHN*	VYKI	KANTI
KALAY	VYKL	VYKL	KALAY
KANTI	VYKI	VYKP	KYAUKPYU
KATHAR	VYKH*	VYKT	KAWTHOUNG
KAWTHOUNG	VYKT	VYKU	KYAUKTU
KENGTUNG	VYKG	VYLK	LOIKAW
KYAUKPYU	VYKP	VYLN*	LONEKIN
KYAUKTU	VYKU	VYLO*	LANGKHO
LANGKHO	VYLO*	VYLS	LASHIO
LANYWA	VYLY*	VYLY*	LANYWA
LASHIO	VYLS	VYMA*	MYOUNGMYA
LOIKAW	VYLK	VYMD	MANDALAY INTERNATIONAL
LONEKIN	VYLN*	VYME	MYEIK
MAGWAY	VYMW	VYMG*	MYINGYAN
MANAUNG	VYMN	VYMH*	MONG-HPAYAK
MANDALAY INTERNATIONAL	VYMD	VYMI*	MONGYAI
MAWLAMYINE	VYMM	VYMK	MYITKYINA
MEIKTILA	VYML*	VYML*	MEIKTILA
MOMEIK	VYMO*	VYMM	MAWLAMYINE
MONG-HPAYAK	VYMH*	VYMN	MANAUNG
MONG-HSAT	VYMS	VYMO*	MOMEIK
MONG-TONG	VYMT*	VYMP*	MONGPYIN
MONGPYIN	VYMP*	VYMS	MONG-HSAT
MONGYAI	VYMI*	VYMT*	MONG-TONG
MONYWAR	VYMY	VYMU*	MYAUK U
MYAUK U	VYMU*	VYMW	MAGWAY
MYEIK	VYME	VYMY	MONYWAR
MYINGYAN	VYMG*	VYNM*	NAUNGMON
MYITKYINA	VYMK	VYNP*	NAMPONG
MYOUNGMYA	VYMA*	VYNS*	NAMSANG
NAMPONG	VYNP*	VYNT	NAYPYITAW INTERNATIONAL
NAMSANG	VYNS*	VYNU*	NAMTU
NAMTU	VYNU*	VYPA	HPA-AN
NAUNGMON	VYNM*	VYPB*	HPONNGBYIN

1. ENCODE		2. DECODE	
Location	Indicator	Indicator	Location
NAYPYITAW INTERNATIONAL	VYNT	VYPE*	PALETWA
PAKHOKKU	VYPU	VYPI*	PEARL ISLAND
PALAW	VYPW*	VYPK*	PAUK
PALETWA	VYPE*	VYPL*	PINLEBU
PATHEIN	VYPN	VYPN	PATHEIN
PAUK	VYPK*	VYPP*	HPAPUN
PEARL ISLAND	VYPI*	VYPT	PUTAO
PINLEBU	VYPL*	VYPU	PAKHOKKU
PUTAO	VYPT	VYPW*	PALAW
PYAY	VYPY*	VYPY*	PYAY
SALINGYI	VYSL*	VYSA*	SAW
SAW	VYSA*	VYSB*	SHINBWEYANG
SEDOKTAYAR	VYSO*	VYSL*	SALINGYI
SHANTE	VYST*	VYSO*	SEDOKTAYAR
SHINBWEYANG	VYSB*	VYST*	SHANTE
SITTWE	VYSW	VYSW	SITTWE
TACHILEIK	VYTL	VYTD	THANDWE
TANAI	VYTN*	VYTL	TACHILEIK
TANYANG	VYTY*	VYTN*	TANAI
TAUNGOO	VYTO*	VYTO*	TAUNGOO
THANDWE	VYTD	VYTY*	TANYANG
YANGON / YANGON INTERNATIONAL	VYYY	VYYE*	YE
YE	VYYE*	VYYY	YANGON / YANGON INTERNATIONAL

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
BG	BAGAN	NDB	A	BAGAN	BGN	DVOR/DME	AE
BGN	BAGAN	DVOR/DME	AE	BAGAN	BG	NDB	A
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	HEHO	HH	NDB	A
HH	HEHO	NDB	A	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
INPT	NAYPYITAW INTERNATIONAL	ILS	A	KAWTHOUNG	KT	NDB	AE
IYGN	YANGON	ILS	A	KENG TUNG	KTG	DVOR/DME	AE
KG	KENGTUNG	NDB	AE	KENGTUNG	KG	NDB	AE
KI	KANTI	NDB	AE	KYAUKPYU	KP	NDB	AE
KL	KALAY	NDB	AE	LASHIO	LSO	NDB	AE
KP	KYAUKPYU	NDB	AE	LASHIO	LSO	DVOR/DME	AE
KT	KAWTHOUNG	NDB	AE	LOIKAW	LK	NDB	AE
KTG	KENG TUNG	DVOR/DME	AE	MAGWAY	MW	NDB	AE
LK	LOIKAW	NDB	AE	MANAUNG	MN	NDB	AE
LSO	LASHIO	NDB	AE	MANDALAY INTERNATIONAL	MDY	VOR/DME	E
LSO	LASHIO	DVOR/DME	AE	MANDALAY INTERNATIONAL	MIA	VOR/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	MAWLAMYINE	MM	NDB	AE
MIA	MANDALAY INTERNATIONAL	VOR/DME	AE	MONG-HSAT	MS	NDB	AE
MIA	MANDALAY INTERNATIONAL	NDB	AE	MONYWAR	MY	NDB	AE
MK	MYITKYINA/PAMTI	NDB	AE	MYEIK	ME	NDB	AE
MKA	MYITKYINA/NAMPONG	NDB	E	MYITKYINA	MKN	DVOR/DME	AE
MKN	MYITKYINA	DVOR/DME	AE	MYITKYINA/NAMPONG	MKA	NDB	E
MM	MAWLAMYINE	NDB	AE	MYITKYINA/PAMTI	MK	NDB	AE
MN	MANAUNG	NDB	AE	NAMSANG	NS	NDB	AE
MS	MONG-HSAT	NDB	AE	NAYPYITAW INTERNATIONAL	INPT	ILS	A
MW	MAGWAY	NDB	AE	NAYPYITAW INTERNATIONAL	NT	NDB	AE
MY	MONYWAR	NDB	AE	NAYPYITAW INTERNATIONAL	NPT	DVOR/DME	AE
NPT	NAYPYITAW INTERNATIONAL	DVOR/DME	AE	NAYPYITAW INTERNATIONAL	PTN	NDB	AE
NS	NAMSANG	NDB	AE	PATHEIN	PTN	VOR/DME	AE
NT	NAYPYITAW INTERNATIONAL	NDB	AE	PATHEIN	PT	NDB	AE
PA	HPA-AN	NDB	AE	PUTAO	PT	NDB	AE
PT	PUTAO	NDB	AE	SITTWE	STW	DVOR/DME	AE
PTN	PATHEIN	NDB	AE	TACHILEIK	TL	NDB	AE
PTN	PATHEIN	VOR/DME	AE	TACHILEIK	TCL	DVOR/DME	AE
STW	SITTWE	DVOR/DME	AE	TAUNGOO	TGU	VOR/DME	AE
TCL	TACHILEIK	DVOR/DME	AE	TAUNGOO	TGO	NDB	AE
TDE	THANDWE	DVOR/DME	AE	THANDWE	TDE	DVOR/DME	AE
TGO	TAUNGOO	NDB	AE	YANGON	BGO	VOR/DME	AE
				YANGON	YGN	NDB	AE

ID	Station name	Facility	Purpose	Station name	ID	Facility	Purpose
TGU	TAUNGOO	VOR/DME	AE	YANGON	MDS	NDB	AE
TL	TACHILEIK	NDB	AE	YANGON	IYGN	ILS	A
YGN	YANGON	NDB	AE ←	YANGON	HGU	VOR/DME	AE

RADIO FACILITY INDEX CHART [GEN 2.5-3](#)

GEN 2.7 SUNRISE/SUNSET TABLES

1 The sunrise/sunset table has been prepared by the Meteorological Service of Myanmar and is reproduced here with permission. The table represents the Yangon International Airport being served by the Myanmar air traffic services.

← 2 The times in the table are given in Local Mean Time for sunrise (SR) and sunset (SS) for the year 2018.

Sunrise / Sunset Table for the Year 2018

Month Day	Jan		Feb		Mar		Apr		May		Jun	
	SR	SS	SR	SS	SR	SS	SR	SS	SR	SS	SR	SS
1	0633	1745	0636	1803	0623	1813	0600	1819	0540	1826	0531	1836
2	0634	1745	0635	1803	0622	1814	0559	1819	0539	1826	0531	1836
3	0634	1746	0635	1804	0621	1814	0558	1820	0539	1826	0531	1836
4	0634	1747	0635	1804	0621	1814	0558	1820	0538	1826	0531	1837
5	0635	1747	0634	1805	0620	1814	0557	1820	0538	1827	0531	1837
6	0635	1748	0634	1805	0619	1814	0556	1820	0538	1827	0531	1837
7	0635	1748	0634	1806	0619	1815	0555	1820	0537	1827	0531	1838
8	0635	1749	0634	1806	0618	1815	0555	1820	0537	1828	0531	1838
9	0636	1750	0633	1806	0617	1815	0554	1821	0536	1828	0531	1838
10	0636	1750	0633	1807	0617	1815	0553	1821	0536	1828	0531	1839
11	0636	1751	0632	1807	0616	1816	0553	1821	0535	1829	0531	1839
12	0636	1751	0632	1808	0615	1816	0552	1821	0535	1829	0531	1839
13	0636	1752	0632	1808	0614	1816	0551	1821	0535	1829	0532	1840
14	0637	1753	0631	1809	0614	1816	0550	1822	0534	1830	0532	1840
15	0637	1753	0631	1809	0613	1816	0550	1822	0534	1830	0532	1840
16	0637	1754	0630	1809	0612	1817	0549	1822	0534	1830	0532	1840
17	0637	1754	0630	1810	0611	1817	0548	1822	0533	1831	0532	1841
18	0637	1755	0629	1810	0611	1817	0548	1822	0533	1831	0532	1841
19	0637	1756	0629	1810	0610	1817	0547	1823	0533	1831	0532	1841
20	0637	1756	0628	1811	0609	1817	0546	1823	0533	1832	0533	1841
21	0637	1757	0628	1811	0608	1817	0546	1823	0532	1832	0533	1842
22	0637	1757	0627	1811	0608	1818	0545	1823	0532	1832	0533	1842
23	0637	1758	0626	1812	0607	1818	0545	1824	0532	1833	0533	1842
24	0637	1758	0626	1812	0606	1818	0544	1824	0532	1833	0534	1842
25	0637	1759	0625	1812	0605	1818	0543	1824	0532	1833	0534	1842
26	0637	1800	0625	1812	0605	1818	0543	1824	0532	1834	0534	1843
27	0637	1800	0624	1813	0604	1818	0542	1825	0531	1834	0534	1843
28	0636	1801	0623	1813	0602	1819	0542	1825	0531	1834	0535	1843
29	0636	1801			0602	1819	0541	1825	0531	1835	0535	1843
30	0636	1802			0601	1819	0540	1825	0531	1835	0535	1843
31	0636	1802			0601	1819			0531	1835		

Month Day	Jul		Aug		Sep		Oct		Nov		Dec	
	SR	SS	SR	SS	SR	SS	SR	SS	SR	SS	SR	SS
1	0535	1843	0545	1839	0551	1820	0555	1756	0602	1736	0617	1732
2	0536	1843	0545	1838	0551	1819	0555	1755	0602	1736	0617	1732
3	0536	1843	0546	1838	0552	1818	0555	1754	0603	1735	0618	1732
4	0536	1843	0546	1837	0552	1817	0555	1753	0603	1735	0619	1732
5	0537	1843	0546	1837	0552	1817	0555	1753	0604	1734	0619	1733
6	0537	1844	0546	1836	0552	1816	0555	1752	0604	1734	0620	1733
7	0537	1844	0547	1836	0552	1815	0556	1751	0604	1734	0620	1733
8	0538	1844	0547	1835	0552	1814	0556	1750	0605	1733	0621	1734
9	0538	1843	0547	1835	0552	1813	0556	1750	0605	1733	0622	1734
10	0538	1843	0547	1834	0552	1813	0556	1749	0606	1733	0622	1734
11	0539	1843	0548	1834	0552	1812	0556	1748	0606	1733	0623	1735
12	0539	1843	0548	1833	0553	1811	0556	1747	0607	1732	0623	1735
13	0539	1843	0548	1833	0553	1810	0557	1747	0607	1732	0624	1735

Month	Jul		Aug		Sep		Oct		Nov		Dec	
14	0540	1843	0548	1832	0553	1809	0557	1746	0608	1732	0624	1736
15	0540	1843	0549	1831	0553	1809	0557	1745	0608	1732	0625	1736
16	0540	1843	0549	1831	0553	1808	0557	1745	0609	1732	0626	1736
17	0540	1843	0549	1830	0553	1807	0558	1744	0609	1732	0626	1737
18	0541	1843	0549	1830	0553	1806	0558	1743	0610	1731	0627	1737
19	0541	1842	0549	1829	0553	1805	0558	1743	0610	1731	0627	1738
20	0541	1842	0549	1828	0553	1805	0558	1742	0611	1731	0628	1738
21	0542	1842	0550	1828	0554	1804	0559	1742	0611	1731	0628	1739
22	0542	1842	0550	1827	0554	1803	0559	1741	0612	1731	0629	1739
23	0542	1842	0550	1826	0554	1802	0559	1740	0612	1731	0629	1740
24	0543	1841	0550	1826	0554	1801	0559	1740	0613	1731	0630	1740
25	0543	1841	0550	1825	0554	1800	0600	1739	0613	1731	0630	1741
26	0543	1841	0550	1824	0554	1800	0600	1739	0614	1731	0631	1741
27	0544	1840	0551	1823	0554	1759	0600	1738	0615	1731	0631	1742
28	0544	1840	0551	1823	0554	1758	0601	1738	0615	1731	0631	1742
29	0544	1840	0551	1822	0554	1757	0601	1737	0616	1732	0632	1743
30	0545	1839	0551	1821	0555	1756	0601	1737	0616	1732	0632	1744
31	0545	1839	0551	1820			0602	1736			0633	1744

←

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:

- the use of aerodrome for arriving and departure;
- the use of radio and night lighting installed at the aerodrome;
- the supply of all available information as to routes and weather conditions;
- 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

<i>Maximum Take-off weight</i>	<i>International Flight</i>	<i>Domestic Flight</i>
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

<i>Maximum Take-off weight</i>	<i>International Flight</i>	<i>Domestic Flight</i>
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

<i>Maximum Take-off weight</i>	<i>International Flight</i>	<i>Domestic Flight</i>
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 International Airport/Domestic Airport;
- ← • **Kyats 3000** for each domestic departing passenger at International Airport;
- **Kyats 1000** for each domestic departing passenger at Domestic 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 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 and Communications.

Post:

AIR NAVIGATION SERVICE PROVIDER
ATC Operations Building, Yangon International Airport
YANGON 11021, MYANMAR

Tel: 95 1 533054

Fax: 95 1 533000 /533016

AFTN: VYYYYAYX

mailto: yehtutaung1959@gmail.com

URL: www.dca.gov.mm

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 well 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, administered by the General Manager (Air Navigation Service Provider) at Department of Civil Aviation.

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 50000 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.

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 ↓ ↑		Remarks Controlling unit Frequency {Airspace class}
1	2	3	4	5	6	7	8	9	10
B465	Route availability: (1) H24								
▲ APAGO (VYYF/VGFR FIR BDRY)	221211.00N 0923857.50E								
	095° 275°	194.6NM		FL 460 STD FL 215 STD	FL 270	20	Odd ⁽¹⁾	Even ⁽¹⁾	YANGON ACC SECTOR I 126.750 MHz [CLASS A: ABV FL150]
▲ MANDALAY INTERNATIONAL VOR/DME (MDY)	215603.40N 0960747.10E								
	105° 285°	252.0NM		FL 460 STD FL 215 STD	FL 270	20	Odd ⁽¹⁾	Even ⁽¹⁾	YANGON ACC SECTOR I 126.750 MHz [CLASS A: ABV FL150]
▲ AKSAG (VYYF/VLVT FIR BDRY)	204900.00N 1002800.00E								

Route Designator {RNP Type}		[Route Usage Notes]							
Name of Significant Points {RNP Type}	Coordinates							Remarks	
	Track MAG ↓ ↑	Dist	(COP)	Upper limits Lower limits	Minimum Flt Alt	Lateral limits (NM)	Direction of Cruising Levels ↓ ↑		Remarks Controlling unit Frequency {Airspace class}
1	2	3	4	5	6	7	8	9	10
G331		Route availability: (1) H24							
▲ PADET (VYYF/VTBB FIR BDRY)	100006.90N 0981719.30E								
	359° 179°	205.0NM		FL 400 STD FL 100 STD	4000 FT	10	Even ⁽¹⁾	Odd ⁽¹⁾	YANGON ACC SECTOR IV 124.750 MHz Secondary: CPDLC [CLASS A: ABV FL150]
▲ RENOX	132600.39N 0981302.49E								
	000° 180°	40.0NM		FL 400 STD FL 100 STD	4000 FT	10	Even ⁽¹⁾	Odd ⁽¹⁾	YANGON ACC SECTOR IV 124.750 MHz Secondary: CPDLC [CLASS A: ABV FL150]
▲ DAWEI VOR/DME (DWI)	140601.47N 0981227.98E								

ENR 5 Navigation Warnings

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

1 INTRODUCTION

All airspace in which a potential hazard to aircraft operations may exist and all areas over which the operation of civil aircraft may, for one reason or another be restricted either temporarily or permanently, are classified according to the following three types of areas as defined by ICAO.

1.1 DANGER AREA

1.1.1 An airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified time. This term is used only when the potential danger to aircraft has not led to the designation of the airspace as restricted or prohibited. The effect of the creation of the danger area is to caution operators or pilots of aircraft that it is necessary for them to assess the dangers in relation to their responsibility for the safety of their aircraft.

1.2 PROHIBITED AREA

1.2.1 An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited. This term is used only when the flight of civil aircraft within the designated airspace is not permitted at any time under any circumstances.

1.3 RESTRICTED AREA

1.3.1 An airspace of defined dimensions, above the areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance with certain specified conditions. This term is used whenever the flight of civil aircraft within the designated airspace is not absolutely prohibited but may be made only if specified conditions are complied with. Thus; prohibition of flight except at certain specified times leads to the designation of the airspace a "restricted area" as would prohibition except in certain meteorological conditions. Similarly, prohibition of flight unless special permission has been obtained, leads to the designation of a restricted area. However, conditions of flight imposed as a result of application of rules of the air or air traffic service practices or procedures (for example, compliance with minimum safe heights or with rules stemming from the establishment of controlled airspace) do not constitute conditions calling for designation as a restricted area.

1.3.2 Each area is numbered and a single series of numbers is used for all areas, regardless of type, to ensure that a number is never duplicated. Each area is as small as practicable, and contained within simple geometrical limits such as a circle, square, etc.,.

1.3.3 The type of area involved is indicated by the letter "P" for Prohibited, "R" for Restricted and "D" for Danger, preceded by the nationality letter "VY". For example, areas are assigned numbers and letters in the following manner - VYP1, VYD2, VYD3, VYR4, VYD6, etc.

1.3.4 Each area is described in the tabulation found at follow which indicates its lateral and vertical limits, the type of restriction or hazard involved, the times at which it applies and other pertinent information.

2 Prohibited areas

Identification, name		Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
Lateral limits	Vertical limits	
1	2	3
VYP31 PERLIAMENT AND PRESEDENTIAL HOUSE AREA The area bounded by straight lines joining 194713.4N 0960527.4E 194713.4N 0960726.1E 194540.5N 0960726.1E 194540.5N 0960527.4E 194713.4N 0960527.4E		Active: Permanent
VYP33 MINISTRY OF DEFENCE The area within the sector bearings 010° and 035° true and radius of 10NM and 20NM centred on Naypyitaw ARP 193724.78N0961203.60E		Active: Permanent

Identification, name Lateral limits		Vertical limits	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3	
VYP5 YANGON CITY The area contained by straight lines joining 164920.0N 0960709.0E 164923.0N 0961105.0E 164641.0N 0961107.0E 164638.0N 0960711.0E 164920.0N 0960709.0E		← FL 240 STD GND	Active: Permanent

3 Restricted 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	
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. 170612.4N 0955851.0E 170035.0N 0952248.5E 172733.9N 0952807.4E 170934.5N 0955931.4E		3000 FT AMSL 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 radii of 5NM and 60 NM centred on Hmawby airport. 170700N 0960400E 170612.4N 0955851.0E 165719.2N 0950213.4E 180605.0N 0961555.8E 171155.5N 0960459.2E		6000 FT AMSL 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. 205800.0N 0955500.0E 205800.4N 0955434.1E 205829.9N 0952257.9E 202755.0N 0955425.5E 205800.0N 0955500.0E		3000 FT AMSL 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. 205800.0N 0955500.0E 202755.0N 0955425.5E 205829.9N 0952257.9E 205800.4N 0955434.1E 205800.0N 0955500.0E		3000 FT AMSL 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 STD 3000 FT AMSL	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 STD FL 330 STD	Active: Permanent, MAF supersonic flying training area, H24
VYR17 NAMPONG The airspace with 30NM radius centred on Nampong aerodrome 2521N09717E.		FL 100 STD GND	Active: Permanent, MAF flying training area, By NOTAM

Identification, name and lateral limits		Vertical limits	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
Lateral limits			
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 184441.9N 0961311.9E 184417.1N 0961256.2E 181854.1N 0955657.6E 194545.4N 0955830.1E 192007.2N 0961328.1E 191946.6N 0961340.2E 191925.9N 0961352.2E		FL 240 STD 7000 FT STD	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 191902.3N 0963459.3E 194444.7N 0965126.4E 181758.2N 0964926.6E 184419.0N 0963414.6E 191841.8N 0963533.7E 191902.3N 0963459.3E		FL 240 STD 7000 FT AMSL	Active: Permanent, MAF flying training area
←	VYR20MYEIK 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 100 5000 FT FL 100 5000 FT Non-Active	Active: Permanent, MAF flying training area
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. 163946.2N 0954042.5E 162957.2N 0952233.2E 165044.9N 0951601.6E 165215.0N 0953648.8E		FL 160 STD 8000 FT AMSL	Active: Permanent, MAF flying training area, By NOTAM
VYR27 YANDON An airspace of defined dimension between bearings 270° true and 295° true and arcs between 30NM and 50NM from Mingaladon ARP 165426.16N 0960759.66E. 165452.5N 0953643.8E 165507.4N 0951552.8E 171616.6N 0952101.8E 170733.5N 0953950.4E		FL 80 STD 6000 FT AMSL	Active: Permanent, MAF flying training area, By NOTAM

Identification, name and lateral limits		Vertical limits	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
Lateral limits			
1	2	3	
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. 170952.3N 0954108.1E 172008.1N 0952311.1E 173320.2N 0953502.1E 171747.0N 0954814.7E		FL 160 STD 7000 FT AMSL	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. 172008.1N 0952311.1E 173022.5N 0950511.9E 174852.8N 0952147.2E 173320.2N 0953502.1E		FL 180 STD 8000 FT AMSL	Active: Permanent, MAF flying training area, By NOTAM
VYR29PATHEIN 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.	FL 130 GND		Active: GND to 5000 FT, MAA flying training area Active: 6000 FT to FL130, Permanent, MAF flying training area
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.	FL 90 GND		Active: GND to 5000 FT, MAA flying training area Active: 6000 FT to FL090, Permanent, MAF flying training area
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.	FL 130 6000 FT		Active: Permanent, MAF flying training area
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 6000 FT		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. 163828.9N 0944604.8E 161824.0N 0944553.9E 155819.1N 0944543.2E 161316.5N 0940906.2E 164129.0N 0943844.5E	FL 220 STD 6000 FT AMSL		Active: Permanent, MAF flying training area
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. 164129.0N 0943844.5E 161316.5N 0940906.2E 164851.6N 0935402.6E 164836.4N 0943544.9E	FL 140 STD 6000 FT AMSL		
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. 164836.4N 0943544.9E 164851.6N 0935402.6E 172417.4N 0940932.0E 165540.9N 0943851.8E	FL 80 STD GND		
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. 165540.9N 0943851.8E 172417.4N 0940932.0E 173843.2N 0944639.1E 171838.5N 0944627.4E 165833.7N 0944616.0E	FL 220 STD 6000 FT AMSL		
VYR32 NAYPYITAW VVIP HOUSING COMPOUND The area bounded by straight lines joining 194550.3N 0960807.2E 194550.3N 0960832.1E 194518.0N 0960832.1E 194518.0N 0960807.2E 194550.3N 0960807.2E		2000 FT AMSL GND	Active: Permanent

←

Identification, name and lateral limits		Vertical limits	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
Lateral limits			
1	2	3	
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	5000 FT AMSL GND		Active: Permanent, MAF helicopter training area
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 AMSL GND		
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.	6000 FT AMSL GND		Active: Permanent, MAF helicopter training area
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 AMSL GND		
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 STD 6000 FT AMSL		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 STD 6000 FT AMSL		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 AMSL 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 STD 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		Vertical limits	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
Lateral limits			
1	2	3	
VYD1 NAVAL BASE			
The elliptical area within the radius of 5 miles around the points: 161300N0960900E and 155500N 0953800E respectively. 155922.6N 0953527.8E 161722.9N 0960628.4E 160837.1N 0961131.5E 155037.4N 0954032.1E	FL 300 STD 1500 FT AMSL		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. 163422.6N 0960740.0E 145404.0N 0960608.2E 163446.7N 0940439.0E 165114.9N 0954725.1E	FL 240 STD 8000 FT AMSL		Active: Permanent, Airforce and Army training area, Times notified by NOTAM

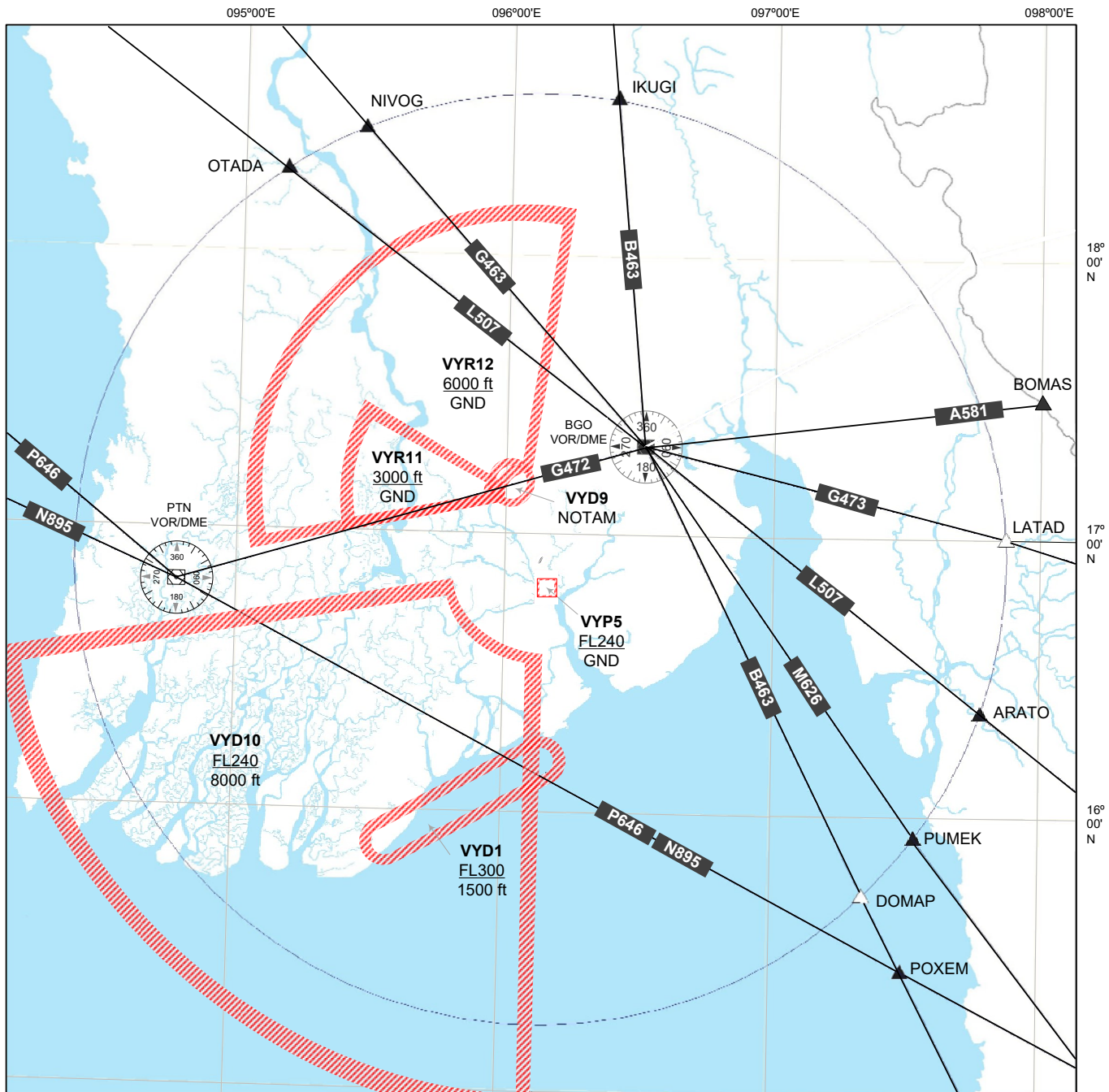
Identification, name and lateral limits Lateral limits		Vertical limits	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3	
VYD21 TAUNGYO FIRING RANGE The area bounded by the coordinates 202000.0N 0960400.0E 202000.0N 0960800.0E 195200.0N 0960800.0E 195200.0N 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. 162420.8N 0960730.3E 161919.8N 0960725.5E 160544.4N 0954333.4E 162721.3N 0955422.2E		FL 240 STD 8000 FT AMSL	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. 162836.0N 0955158.5E 155406.2N 0953044.1E 161454.2N 0950746.9E 163732.2N 0954208.5E		FL 240 STD 8000 FT AMSL	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 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 VYR20 [ENR 5.1-VYR20](#)
 PROHIBITED, RESTRICTED, AND DANGER AREA VYR8, VYR13, VYR14, VYR15, VYR16, VYR18, VYR19 [ENR 5.1-SHANTE](#)
 PROHIBITED, RESTRICTED, AND DANGER AREA VYP5, VYR11, VYR12, VYD1, VYD9, VYD10 [ENR 5.1-DELTA](#)
 General Training Area [ENR 5.1-TRNG](#)

PROHIBITED, RESTRICTED, AND DANGER AREA

VYP5
VYR11, VYR12
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		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		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.		Active: Permanent, MAF flying training area
←	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.	Active: Permanent, MAF flying training area, By NOTAM
	VYR27 YANDON An airspace of defined dimension between bearings 270° true and 295° true and arcs between 30NM and 50NM from Mingaladon ARP 165426.16N 0960759.66E.	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.	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.	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
VYR29 PATHEIN EAST SECTORS		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
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.	FL 130 GND	
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.	FL 90 GND	
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.	FL 130 6000 FT	
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 6000 FT	
VYR30 PATHEIN WEST SECTORS		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
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.	FL 220 6000 FT	
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.	FL 140 6000 FT	
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.	FL 80 GND	
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	
VYR34 NAYPYITAW EAST SECTORS		Active: Permanent, MAF helicopter training area
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	5000 FT GND	
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	
VYR35 NAYPYITAW WEST SECTORS		Active: Permanent, MAF helicopter training area
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.	6000 FT GND	
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	
VYR36 NAYPYITAW EAST SECTORS		Active: Permanent, MAF flying training area
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	
VYR37 NAYPYITAW WEST SECTORS		Active: Permanent, MAF flying training area
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	
VYD1 NAVAL BASE		Active: Permanent, Air to Air firing, Effective dates and times will be notified in advance through NOTAM and Mingaladon Approach control as necessary.
The elliptical area within the radius of 5 NM around the points: 161300N0960900E and 155500N 0953800E respectively.	FL 300 1500 FT	

Identification, Name and Lateral Limits		Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
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.		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		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		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		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.		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.		Active: Permanent, Airforce and Army training area, Times notified by NOTAM

AD 1.3 INDEX TO AERODROMES

Aerodrome name Location indicator	Type of traffic permitted to use the aerodrome			Reference to AD section and remarks
	International-National (INTL-NTL)	IFR - VFR	S=Schedule NS=Non-schedule P=Private	
1	2	3	4	5
ANN/Ann VYAN	NTL	IFR/VFR	S-NS-P	VYAN AD 2
ANISAKAN / Anisakan VYAS*	NTL	VFR	S-NS-P	VYAS AD 2
BAGAN / Nyaung U VYBG	NTL	IFR / VFR	S-NS-P	VYBG AD 2
BANMAW / Banmaw VYBM	NTL	IFR / VFR	S-NS-P	VYBM AD 2
BOKPYINN / Bokpyinn VYBP	NTL	VFR	S-NS-P	VYBP AD 2
← CHANMYATHAZI / Chanmyathazi VYCZ	NTL	VFR	NS	VYCZ AD 2
COCO ISLAND/Coco Island** (Mil AD) VYCI*	NTL	VFR	NS-P	-
DAWEI / Dawei VYDW	NTL	IFR / VFR	S-NS-P	VYDW AD 2
GANTGAW / Gantgaw VYGG	NTL	VFR	-	UNUSED AD
GWA / Gwa** VYGW*	NTL	VFR	-	UNUSED AD
HEHO / Heho VYHH	NTL	IFR / VFR	S-NS-P	VYHH AD 2
HMAWBY / Hmawby (Mil AD) VYHB	NTL	VFR	NS-P	-
HOMMALINN / Hommalinn VYHL	NTL	IFR / VFR	S-NS-P	VYHL AD 2
HPA-AN / Hpa-an VYPA	NTL	VFR	S-NS-P	VYPA AD 2
HPAPUN / Hpapun** VYPP*	NTL	VFR	-	UNUSED AD
HPONNGBYIN / Hponngbyin** VYPB*	NTL	VFR	-	UNUSED AD
HTILINN / Htilinn** VYHN*	NTL	VFR	-	UNUSED AD
KALAY / Kalay VYKL	NTL	IFR / VFR	S-NS-P	VYKL AD 2
KANTI / Kanti VYKI	NTL	IFR / VFR	S-NS-P	VYKI AD 2
KAWTHOUNG / Kawthoung VYKT	NTL	IFR / VFR	S-NS-P	VYKT AD 2
KENGTUNG / Kengtung VYKG	NTL	IFR / VFR	S-NS-P	VYKG AD 2
KYAUKPYU / Kyaukpyu VYKP	NTL	IFR / VFR	S-NS-P	VYKP AD 2
KYAUKTU / Kyauktu VYKU	NTL	VFR	S-NS-P	VYKU AD 2
LANYWA / Lanywa** VYLY*	NTL	VFR	-	UNUSED AD
LASHIO / Lashio VYLS	NTL	IFR / VFR	S-NS-P	VYLS AD 2
LOIKAW / Loikaw VYLK	NTL	IFR / VFR	S-NS-P	VYLK AD 2

* The location indicators marked with an asterisk (*) cannot be used in the address component of AFS message.

** For emergency landing only.

Aerodrome name Location indicator	Type of traffic permitted to use the aerodrome			Reference to AD section and remarks
	International-National (INTL-NTL)	IFR - VFR	S=Schedule NS=Non-schedule P=Private	
LONEKIN / Lonekin** VYLN*	NTL	VFR	-	UNUSED AD
MAGWAY / Magway VYMW	NTL	VFR	S-NS-P	VYMW AD 2
MANAUNG / Manaung VYMN	NTL	VFR	S	VYMN AD 2
MANDALAY / International VYMD	INTL-NTL	IFR / VFR	S-NS-P	VYMD AD 2
MAWLAMYINE / Mawlamyine VYMM	NTL	IFR / VFR	S-NS-P	VYMM AD 2
MEIKTILA / Meiktila (Mil AD) VYML	NTL	VFR	NS-P	-
MOMEIK / Momeik** VYMO*	NTL	VFR	-	UNUSED AD
MONG-HPAYAK / Mong-Hpayak** VYMH*	NTL	VFR	-	UNUSED AD
MONG-HSAT / Mong-Hsat VYMS	NTL	IFR / VFR	S-NS-P	VYMS AD 2
MONGPYIN / Mongpyin** VYMP*	NTL	VFR	-	UNUSED AD
MONG-TONG / Mong-Tong** VYMT*	NTL	VFR	-	UNUSED AD
MONGYAI / Mongyai** VYMI*	NTL	VFR	-	UNUSED AD
MONYWAR / Monywar VYMY	NTL	VFR	S-NS-P	VYMY AD 2
MYAUK U / Myauk U** VYMU*	NTL	VFR	-	UNUSED AD
MYEIK / Myeik VYME	NTL	IFR / VFR	S-NS-P	VYME AD 2
MYITKYINA / Myitkyina VYMK	NTL	IFR / VFR	S-NS-P	VYMK AD 2
NAMPONG / Nampong (Mil AD) VYNP	NTL	VFR	NS-P	-
NAMSANG / Namsang (Mil AD) VYNS	NTL	VFR	NS-P	-
NAMTU / Namtu** VYNU*	NTL	VFR	-	UNUSED AD
NAYPYITAW / International VYNT	INTL-NTL	IFR / VFR	S-NS-P	VYNT AD 2
NAUNGMON / Naungmon** VYNM*	NTL	VFR	-	UNUSED AD
PAKHOKKU / Pakhokku VYPU	NTL	VFR	S-NS-P	VYPU AD 2
PALETWA / Paletwa** VYPE*	NTL	VFR	-	UNUSED AD
PATHEIN / Pathein VYPN	NTL	IFR / VFR	S-NS-P	VYPN AD 2
PAUK / Pauk** VYPK*	NTL	VFR	-	UNUSED AD
PINLEBU / Pinlebu** VYPL*	NTL	VFR	-	UNUSED AD
PUTAO / Putao VYPT	NTL	IFR / VFR	S-NS-P	VYPT AD 2
PYAY / Pyay VYPY*	NTL	VFR	-	UNUSED AD

* The location indicators marked with an asterisk (*) cannot be used in the address component of AFS message.

** For emergency landing only.

AD 2 Aerodromes**VYYY — YANGON / YANGON INTERNATIONAL**

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

VYYY AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VYYY — YANGON / YANGON INTERNATIONAL

VYYY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	165426.16N 0960759.66E
2	Direction and distance from city	17.7 KM, North of Yangon city
3	Elevation/Reference temperature	33.6 M (110 FT)/37.3°C
4	Geoid undulation at ARP	-43 M
5	MAG VAR/Annual change	1° W (1956)/annual change negligible
6	AD Administration, address, telephone, telefax, telex, AFS	DEPARTMENT OF CIVIL AVIATION Post: Yangon Intl' Airport YANGON 11021 MINGALADON MYANMAR Tel: 95 1 533070 Fax: 95 1 533071 AFTN: VYYYYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

VYYY AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	Health: H24 Sanitation: H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	(Not practicable)
12	Remarks	Nil

VYYY AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Mobile conveyer belt: capacity - 2273 kg (5000 lb.) Main deck loader: capacity - 5455 kg (12000 lb.) Transporter, Tow tractor, Container pallet dollies, Baggage trolley or carts.
2	Fuel/oil types	Fuel: JET, A1 Oil: Nil
3	Fuelling facilities/capacity	Nil Hydrant system / underground - 697,500 Liters (Depot-1) / 6,200,000 Liters (Depot-2) JET A1 delivered by hydrant 1000 Liter/min
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Available repair for facilitator ATR-42,ATR-72 and B737 with limited spares.
7	Remarks	Nil

VYYY AD 2.5 PASSENGER FACILITIES

1	Hotels	Airport Hotel with 120 rooms for 200 guests.
2	Restaurants	Available at both departure and arrival lounge
3	Transportation	Airport limousine service and airport taxi service
4	Medical facilities	First aids, one ambulance at airport, Hospitals in the city.
5	Bank and Post Office	Bank: Available at airport Post: Nil
6	Tourist Office	Available at airport
7	Remarks	Nil

VYYY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 9
2	Rescue equipment	CAT 9
3	Capability for removal of disabled aircraft	Nil
4	Remarks	Nil

VYYY AD 2.7 SEASONAL AVAILABILITY — CLEARING

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

VYYY AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface: Concrete Strength: PCN 50/R/B/W/T
2	Taxiway width, surface and strength	Width: 30 M/ 100 FT Surface: Concrete Strength: PCN 50/R/B/W/T
3	ACL location and elevation	Nil
4	VOR checkpoints	Nil
5	INS checkpoints	Nil
6	Remarks	Nil

VYYY 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. Visual docking guidance system at nine boarding bridge. Guide lines at apron.
		TWY guide lines	
		Visual docking/parking guidance system system of aircraft stands	
	2	RWY and TWY markings and LGT	RWY: Designation, THR, TDZ, edge. All marked and edge, RWY Centre line THR and End lighted. TWY: Centre line, edge, Holding position at all TWY and RWY intersection. All marked and edge lighted.
	3	Stop bars	EXIT TAXIWAY 21A, EXIT TAXIWAY 03A
	4	Remarks	Guard Light: EXIT TAXIWAY 03A, B, C, D, 21A

VYYY 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	Building	165420.74N 0960816.33E	135M	Nil	LGT	Nil
TOWER	Nil	Control Tower	165418.94N 0960811.84E	42M	Nil	LGT	Nil
MAST	Nil	Antenna	165420.63N 0960807.52E	23M	Nil	LGT	Nil
KYAUK TAW GYI PAGODA	Nil	Building	165259.04N 0960731.14E	57M	Nil	LGT	Nil
AUNG ZAYA BRIDGE	Nil	Bridge	165251.17N 0960517.54E	21M	Nil	LGT	Nil
RADAR STATION	Nil	Antenna	165335.29N 0960838.03E	61M	Nil	LGT	Nil
MRW TANK	Nil	Elevator	165836.70N 0960732.17E	142M	Nil	LGT	Nil
ELEVATED TANK	Nil	Elevator	165507.48N 0960805.72E	49M	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							

VYYY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aviation Meteorology Division, Mingaladon
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	Aviation Meteorology Division, Mingaladon EV 6 Hrs. / 0024, 0606, 1212, 1818 UTC
4	Type of landing forecast Interval of issuance	2 Hr. BFR ETD
5	Briefing/consultation provided	Personal consultation
6	Flight documentation Language(s) used	Prog. chart and upper wind, abbreviated plain language text English

7	Charts and other information available for briefing or consultation	Prog. chart
8	Supplementary equipment available for providing information	SIGMET, SPECI, FOG WARNING, THUNDERSTORM WARNING, AD WARNING
9	ATS units provided with information	TWR/APP/ACC
10	Additional information (limitation of service etc.)	Nil

VYYY 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	034°	3414 M x 61	56/R/C/X/T	165352.58N 0960736.80E	33.6M
21	214°	M	Concrete and asphalt	165525.45N 0960840.04E	13.1M

Slope of RWY-SWY	SWY dimensions	CWY dimensions (M)	Strip dimensions	OFZ	Remarks
7	8	9	10	11	12
0.62%	61 M x 61 M	Nil	4023 M x 305 M	Nil	Nil

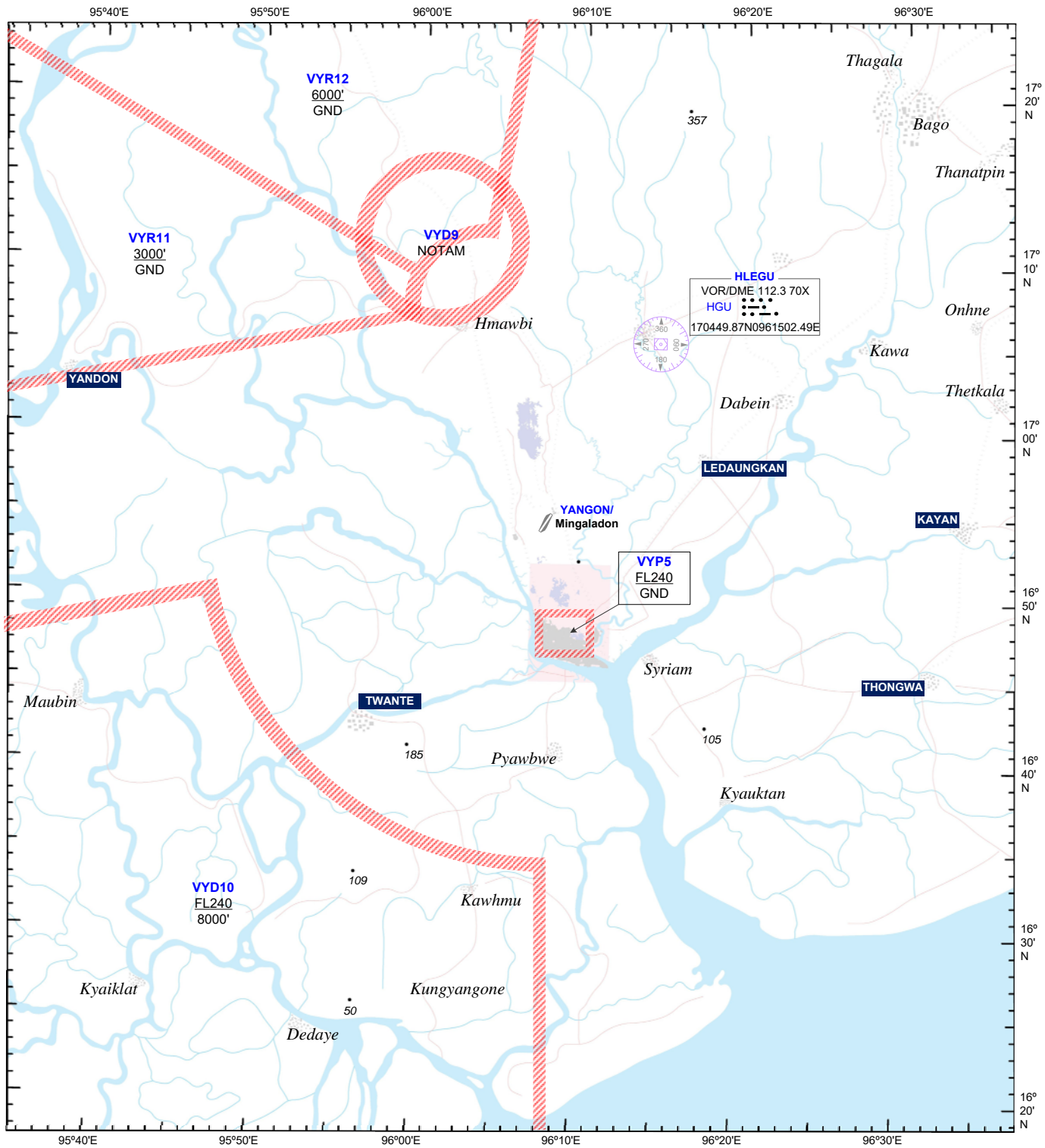
VYYY AD 2.13 DECLARED DISTANCES

RWY Designator	THR or start of take off run	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6	7
03	THR	3414 M	3414 M	3475 M	3414 M	Nil
21	THR	3414 M	3414 M	3475 M	3414 M	Nil

VYYY 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	SALS Nil Nil LIH	Green	PAPI Left/Nil (23.9 M)		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	Nil	Nil

VFR ARRIVING AND DEPARTING PROCEDURE



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

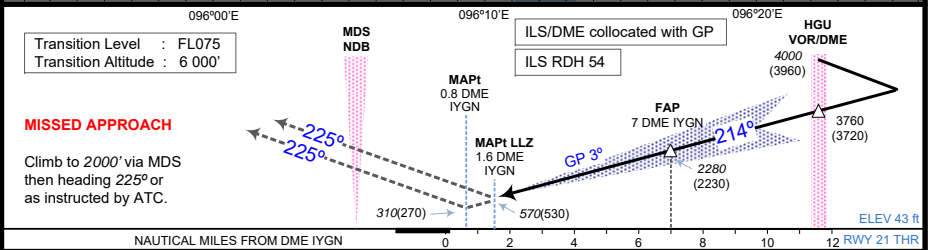
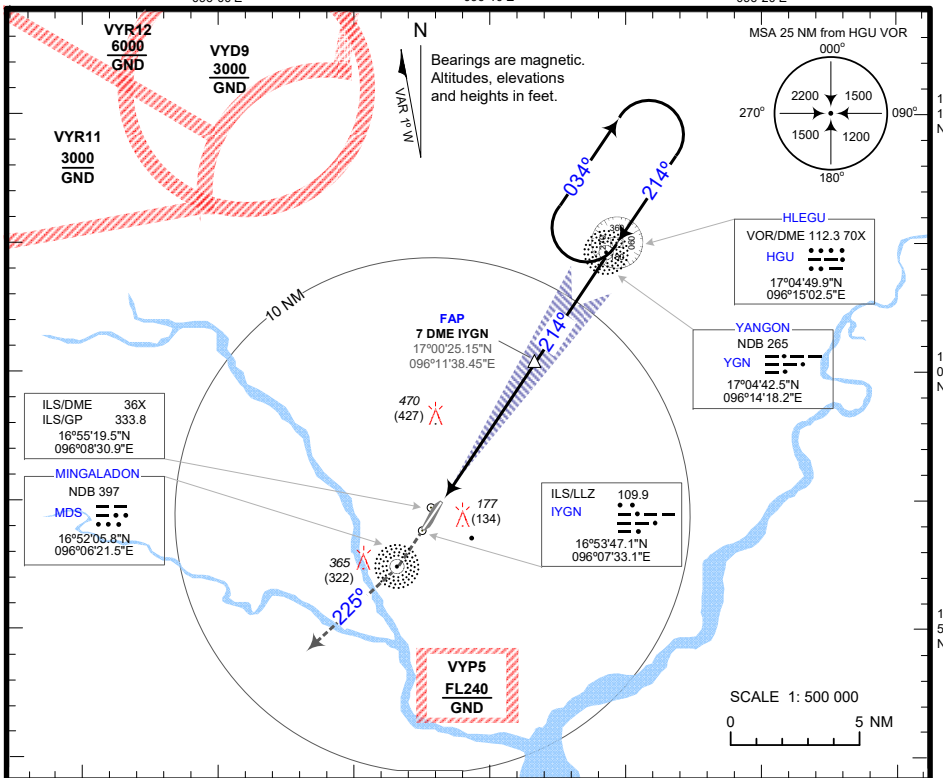
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**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV - **110 ft**
HEIGHTS RELATED TO THR RWY 21 ELEV - **43 ft**
16°54'26.16"N 096°07'59.66"E
096°00'E 096°10'E 096°20'E

ATIS 128.4
TWR 118.1
APP 119.7

**YANGON/Mingaladon
IYGN ILS/DME
RWY 21**



Category of aircraft	OCA (OCH)					
	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	

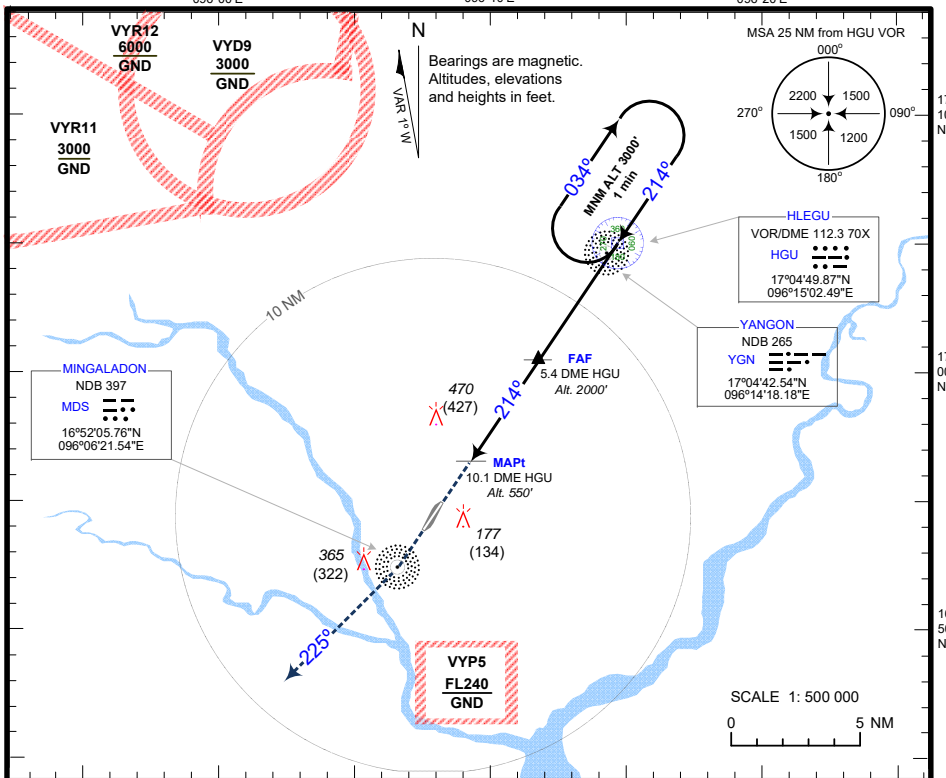
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**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV - **110** ft
HEIGHTS RELATED TO THR ELEV- **43** ft
16°54'26.16"N 096°07'59.66"E

ATIS 128.4
TWR 118.1
APP 119.7

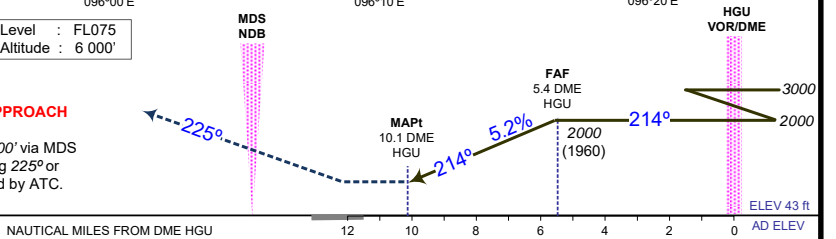
**YANGON/Mingaladon
HGU VOR/DME
RWY 21**



Transition Level : FL075
Transition Altitude : 6 000'

MISSED APPROACH

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



	OCA (OCH)			
	A	B	C	D
Category of aircraft	550(510)			
Straight - in	770(730)			
Circling (West of RWY only)	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 Descent (ft/min)	475	630	790	950

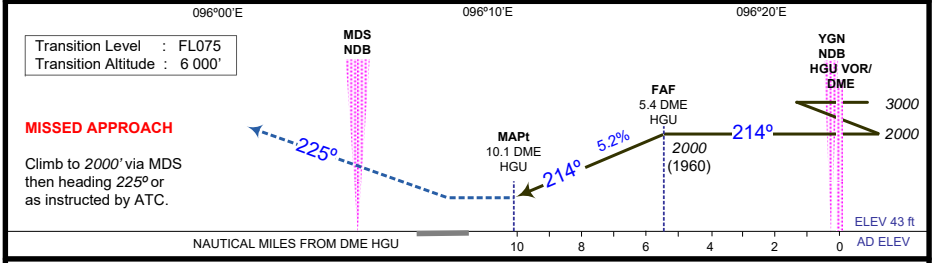
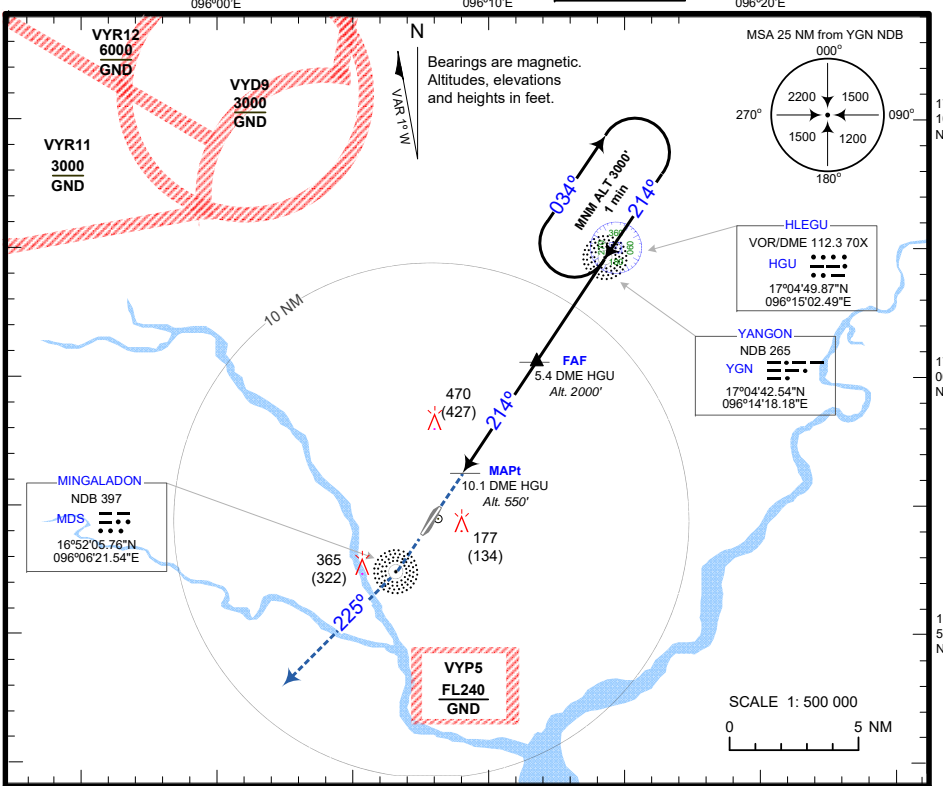
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**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV – **110** ft
 HEIGHTS RELATED TO THR ELEV- **43** ft
16°54'26.16"N 096°07'59.66"E

ATIS 128.4
 TWR 118.1
 APP 119.7

**YANGON/Mingaladon
YGN NDB/DME
RWY 21**



	OCA (OCH)			
	A	B	C	D
Category of aircraft				
Straight - in	550 (510)			
Circling (West of RWY only)	770 (730)			
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

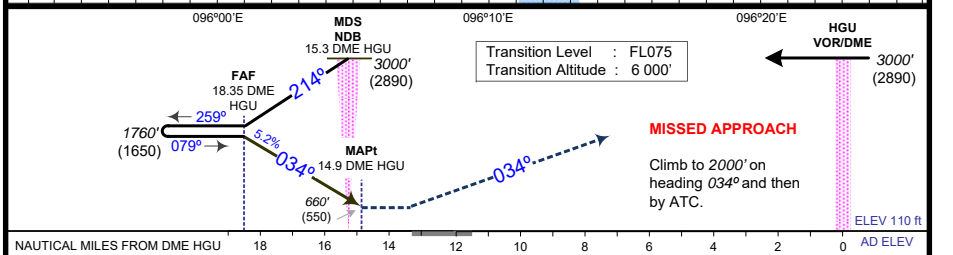
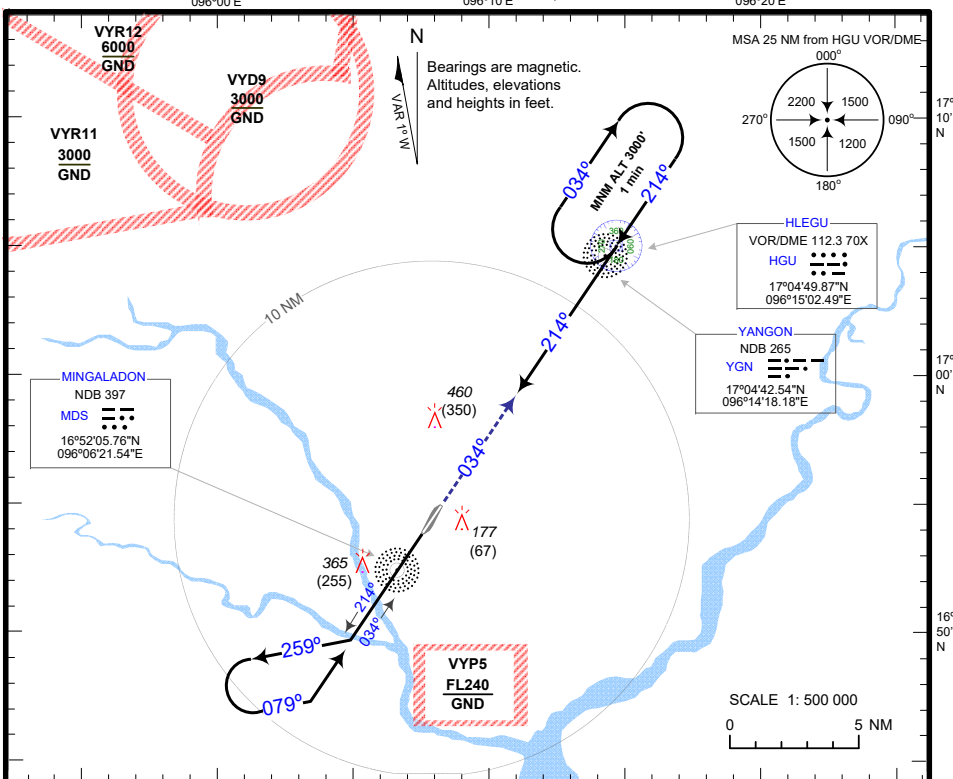
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INSTRUMENT
APPROACH
CHART - ICAO

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



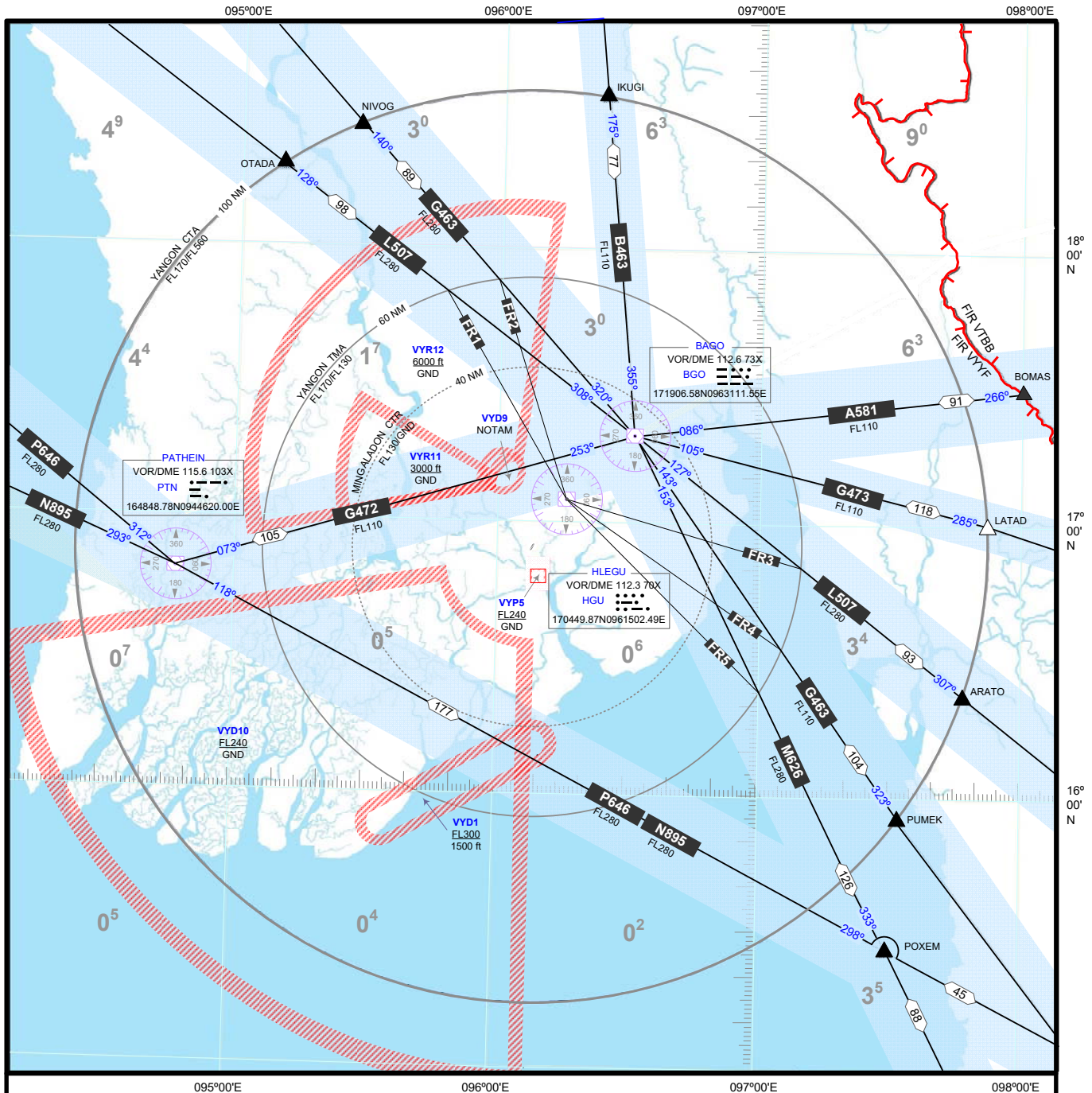
	OCA (OCH)			
	A	B	C	D
Category of aircraft	660 (550)			
Straight - in	660 (550)			
Circling (West of RWY only)	760 (650)			
Distance from DME HGU	18 DME	17 NM	16 DME	15 DME
Altitude (Height)	1650 (1540)	1330 (1220)	1010 (900)	690 (580)
Speed (knots)	90	120	150	180
FAF-MAPt 3.45 NM (min:sec)	2:18	1:44	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 **4⁹**

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)	<p>YANGON TMA FL170/FL130</p>
CONTROL ZONE (CTR)	
REPORTING POINT (Compulsory) (On request)	
ATS ROUTE	<p>Route designator: N895</p> <p>Distance in NM: 100</p> <p>Minimum flight Altitude (ft) / Flight level: 11000/FL280</p>
RADIO NAVIGATION AID	<p>Name: HLEGU</p> <p>VOR/DME: 112.3 70X</p> <p>Identification and frequency: HGU</p> <p>Geographical coordinates: 170449.87N 0961502.49E</p>

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VYHH — HEHO

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

VYHH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VYHH — HEHO

VYHH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	204449.36N 0964731.28E
2	Direction and distance from city	3.7 KM North West of Heho town
3	Elevation/Reference temperature	1199.4 M (3935 FT)/31.1 °C
4	Geoid undulation at ARP	-38 M
5	MAG VAR/Annual change	1 ° W (1956)/annual change negligible
6	AD Administration, address, telephone, telefax, telex, AFS	DEPARTMENT OF CIVIL AVIATION Post: Heho airport SHAN STATE MYANMAR Tel: 95 81 63032 AFTN: VYHHYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

VYHH 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	Nil
10	Security	Nil
11	De-icing	Nil
12	Remarks	Nil

VYHH AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Baggage Trolley or Carts
---	----------------------------------	--------------------------

2	Fuel/oil types	Fuel: JP1 Oil: Nil
3	Fuelling facilities/capacity	Nil 44000 gals
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

VYHH AD 2.5 PASSENGER FACILITIES

1	Hotels	Nil
2	Restaurants	Available at airport
3	Transportation	Taxi service
4	Medical facilities	First Aid
5	Bank and Post Office	Bank: Three Money Changers and Two ATM Post: Available at Arrival Hall
6	Tourist Office	Nil
7	Remarks	Nil

VYHH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 5
2	Rescue equipment	CAT 5
3	Capability for removal of disabled aircraft	Nil
4	Remarks	Nil

VYHH AD 2.7 SEASONAL AVAILABILITY — CLEARING

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

VYHH AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength and area	Surface: Bitumen Strength: 68,039 kg Area: 427 M x 69 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

Lateral limits	Name		Unit providing service	Call sign Languages Area and conditions of use Hours of service	Transition altitude	Remarks
	Vertical limits	Class of airspace				
1	2	3	4	5		
KENGTUNG CTR Circle: radius 20 NM, centred at 211805.94N 0993808.75E ARP C	FL 130 STD GND		KENGTUNG APPROACH CONTROL	KENGTUNG APPROACH: EN HO	11000 FT	Nil

VYKG AD 2.18 ATS COMMUNICATION FACILITIES

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

VYKG 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	KG	400 kHz	HO	211809.84N 0993750.01E	Not applicable	Coverage: 50 NM Em: NON/A2A
DVOR/DME	KTG	CH 103X 115.6 MHz	HO	211823.34N 0993748.00E	2736 FT	Coverage: 50 NM Em: A9W

VYKG AD 2.20 LOCAL TRAFFIC REGULATIONS

1 AIRPORT REGULATIONS

Kengtung Airport complies MCAR Part 139, Section 2 Aerodrome Standards. This aerodrome standard include the following:

- a. Physical Characteristic
- b. Obstacle Restriction and Removal
- c. Visual Aids for Navigation
- d. Visual Aids for Denoting Obstacles
- e. Visual Aids for Denoting Restricted Use Areas
- f. Electrical System
- g. Aerodrome Operational Services, Equipment and Installation
- h. Aerodrome Maintenance

2 TAXIING TO AND FROM STANDS

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

VYKG AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome Chart - ICAO [VYKG AD 2-7](#)
Instrument Approach Chart - ICAO - RWY 12 NDB [VYKG AD 2-9](#)

Instrument Approach Chart - ICAO - RWY 30 NDB [VYKG AD 2-11](#)

VYKT AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of 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 of aircraft stands	
2	RWY and TWY markings and LGT	RWY: edge, THR and End Lighted
3	Stop bars	Nil
4	Remarks	Nil

VYKT 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
OBSTACLE 11	Nil	Building	100521.77N 0983324.90E	499M	Nil	LGT	Nil
OBSTACLE 17	Nil	Building	100048.09N 0983213.33E	292M	Nil	LGT	Nil
OBSTACLE 18	Nil	Building	100049.13N 0983254.23E	358M	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							

VYKT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	to be notified
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VYKT 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
← 02	018°	1829 M x 46 M	60,781 KG Concrete and asphalt	100229.43N 0983207.74E	10.3M
← 20	198°			100325.84N 0983226.14E	12.4M

Slope of RWY-SWY	SWY dimensions	CWY dimensions (M)	Strip dimensions	OFZ	Remarks
7	8	9	10	11	12
0%	61 M x 46 M	Nil	2133 M x 91 M	Nil	Nil

VYKT 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
02	THR	1829 M	1829 M	1890 M	1829 M	Nil

RWY Designator	THR or start of take off run	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6	7
20	THR	1829 M	1829 M	1890 M	1829 M	Nil

VYKT 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
02	SALS (Elevated high Intensity) Nil Nil Nil	Green	PAPI /Nil (11.9 M)	Nil	Nil	White (Length 1829 M, Spacing 60 M, Final 600 M of RWY end; Yellow) LIM	Red	Nil	Nil
20	Nil	Green	PAPI /Nil (11.9 M)	Nil	Nil	White (Length 1829 M, Spacing 60 M, Final 600 M of RWY end; Yellow,) LIM	Red	Nil	Nil

VYKT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: CONTROL TOWER , 2 LIGHT HEADAlt n FLG WG/26 FLG/min (Rotating)
2	LDI location and LGTAnemometer location and LGT	Nil
3	TWY edge and centre line lighting	Apron Edge: All blue
4	Secondary power supply/switch-over time	3 Min (Manual)
5	Remarks	Nil

VYKT AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Name	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Transition altitude	Remarks	
Lateral limits Vertical limits Class of airspace	1	2	3	4	5
KAWTHOUNG ATZ Circle: radius 5 NM, centred at 100258.55N 0983217.25E ARP C	1500 FT AMSL GND	KAWTHOUNG TOWER	KAWTHOUNG TWR: EN HO	4000 FT	Nil

Lateral limits	Name		Unit providing service	Call sign Languages Area and conditions of use Hours of service	Transition altitude	Remarks
	Vertical limits	Class of airspace				
1	2	3	4	5		
C	KAWTHOUNG CTR Circle: radius 20 NM, centred at 100258.55N 0983217.25E	FL 130 STD GND	KAWTHOUNG APPROACH CONTROL	KAWTHOUNG APPROACH: EN HO	4000 FT	Nil

VYKT AD 2.18 ATS COMMUNICATION FACILITIES

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

VYKT 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	KT	290 kHz	HO	100300.03N 0983224.25E	Not applicable	Coverage: 50 NM Em: NON/A2A

VYKT AD 2.20 LOCAL TRAFFIC REGULATIONS

1 AIRPORT REGULATIONS

Kawthoung Airport complies MCAR Part 139, Section 2 Aerodrome Standards. This aerodrome standard include the following:

- a. Physical Characteristic
- b. Obstacle Restriction and Removal
- c. Visual Aids for Navigation
- d. Visual Aids for Denoting Obstacles
- e. Visual Aids for Denoting Restricted Use Areas
- f. Electrical System
- g. Aerodrome Operational Services, Equipment and Installation
- h. Aerodrome Maintenance

2 TAXIING TO AND FROM STANDS

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

VYKT AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome Chart - ICAO [AD 2.VYKT-ADC](#)
Instrument Approach Chart - ICAO- RWY 02 NDB [VYKT AD 2-9](#)

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AERODROME CHART - ICAO

10°02' 58.55"N
98°32' 17.25"E
AD ELEV 12.4 M

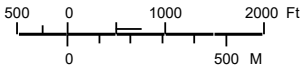
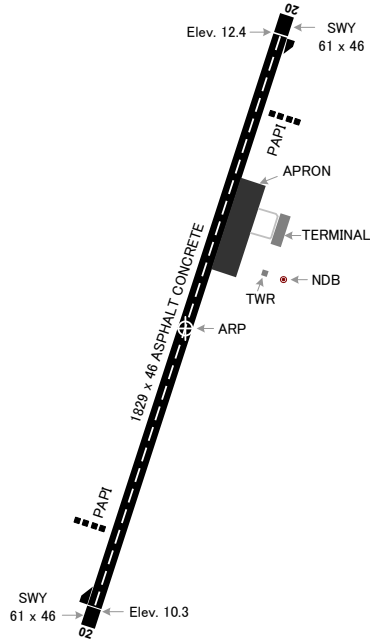
TWR 118.7

KAWTHOUNG/
Kawthoung

RWY	DIRECTION	THR	BEARING STRENGTH
02	018°	10°02'29.43"N 98°32'07.74"E	60781 Kg Runway
20	198°	10°03'25.84"N 98°32'26.14"E	



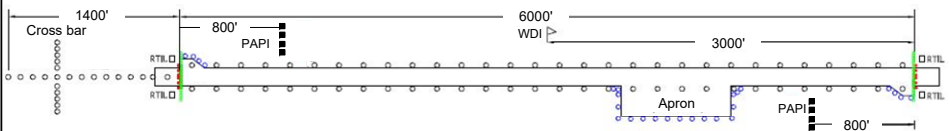
ELEVATION AND DIMENSION IN METRE
BEARINGS ARE MAGNETIC



MARKING AIDS RWY 02/20



LIGHTING AIDS RWY 02/20



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VYLS AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Name		Unit providing service	Call sign Languages Area and conditions of use Hours of service	Transition altitude	Remarks
Lateral limits	Vertical limits				
Class of airspace					
1	2	3	4	5	
LASHIO CTR Circle: radius 10 NM, centred at 225839.49N 0974508.68E ARP		LASHIO TOWER	LASHIO TOWER: EN HO	10000 FT	Nil
4000 FT AMSL GND					
D					

VYLS AD 2.18 ATS COMMUNICATION FACILITIES

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

VYLS 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	LSO	370 kHz	HO	225839.46N 0974519.43E	Not applicable	Coverage: 50 NM Em: NON/A2A
DVOR/DME	LSO	116.8 MHz CH 115X	H24	225851.47N 0974515.19E	2545 FT	Coverage: 100 NM Em:

VYLS AD 2.20 LOCAL TRAFFIC REGULATIONS**1 AIRPORT REGULATIONS**

Lashio Airport complies MCAR Part 139, Section 2 Aerodrome Standards. This aerodrome standard include the following:

- a. Physical Characteristic
- b. Obstacle Restriction and Removal
- c. Visual Aids for Navigation
- d. Visual Aids for Denoting Obstacles
- e. Visual Aids for Denoting Restricted Use Areas
- f. Electrical System
- g. Aerodrome Operational Services, Equipment and Installation
- h. Aerodrome Maintenance

2 TAXIING TO AND FROM STANDS

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

VYLS AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO [VYLS AD 2-7](#)

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VYME AD 2.18 ATS COMMUNICATION FACILITIES

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

VYME 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	ME	300 kHz	HO	122700.24N 0983710.87E	Not applicable	Coverage: 50 NM Em: NON/A2A

VYME AD 2.20 LOCAL TRAFFIC REGULATIONS**1 AIRPORT REGULATIONS**

Myeik Airport complies MCAR Part 139, Section 2 Aerodrome Standards. This aerodrome standard include the following:

- a. Physical Characteristic
- b. Obstacle Restriction and Removal
- c. Visual Aids for Navigation
- d. Visual Aids for Denoting Obstacles
- e. Visual Aids for Denoting Restricted Use Areas
- f. Electrical System
- g. Aerodrome Operational Services, Equipment and Installation
- h. Aerodrome Maintenance

2 TAXIING TO AND FROM STANDS

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

VYME AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome Chart - ICAO [AD 2.VYME-ADC](#)
Instrument Approach Chart - ICAO RWY 18 NDB [VYME AD 2-9](#)
Instrument Approach Chart - ICAO RWY 36 NDB [VYME AD 2-11](#)

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AERODROME CHART - ICAO

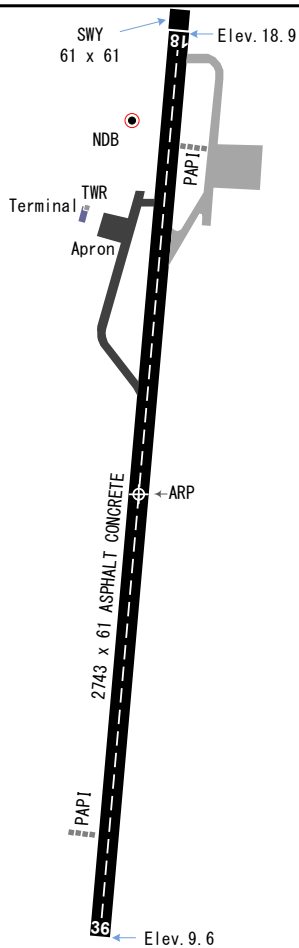
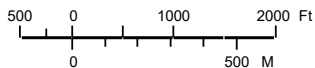
12°26' 24. 34"N
98°37' 15. 99"E
AD ELEV 18.9 M

TWR 118.7

MYEIK/Myeik

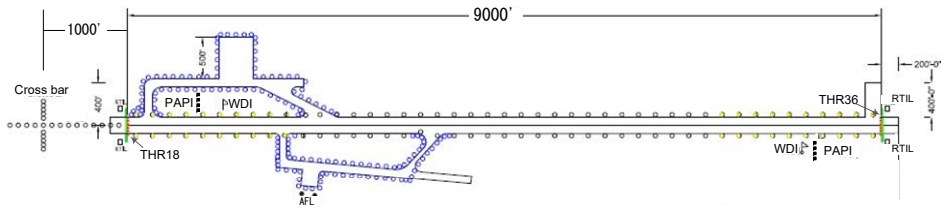
RWY	DIRECTION	THR	BEARING STRENGTH
18	185°	12°27' 09. 56"N 98°37' 18. 16"E	60 781 Kg Runway, Taxiway and Apron
36	005°	12°25' 39. 12"N 98°37' 13. 83"E	

ELEVATION AND DIMENSION IN METRE
BEARINGS ARE MAGNETIC



RWY CENTERLINE AND THRESHOLD MARKINGS PROVIDED FOR BOTH RWY 18/36

LIGHTING AIDS RWY 18/36 AND EXIT TWY



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VYMK AD 2.18 ATS COMMUNICATION FACILITIES

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

VYMK 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	MK	275 kHz	HO	252301.15N 0972125.54E	Not applicable	Coverage: 50 NM Em: NON/A2A
DVOR/DME	MKN	CH 104X 115.7 MHz	HO	252315.54N 0972130.31E	Not applicable	Coverage: 50 NM Em: A9WNON

VYMK AD 2.20 LOCAL TRAFFIC REGULATIONS**1 AIRPORT REGULATIONS**

Myitkyina Airport complies MCAR Part 139, Section 2 Aerodrome Standards. This aerodrome standard include the following:

- a. Physical Characteristic
- b. Obstacle Restriction and Removal
- c. Visual Aids for Navigation
- d. Visual Aids for Denoting Obstacles
- e. Visual Aids for Denoting Restricted Use Areas
- f. Electrical System
- g. Aerodrome Operational Services, Equipment and Installation
- h. Aerodrome Maintenance

2 TAXIING TO AND FROM STANDS

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

VYMK AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome Chart - ICAO	AD 2.VYMK-ADC
Instrument Approach Chart - ICAO - RWY 04 NDB	VYMK AD 2-9
Instrument Approach Chart - ICAO - RWY 22 NDB	VYMK AD 2-11
Instrument Approach Chart - ICAO - RWY 04 VOR/DME	AD 2.VYMK-VOR/DME04
Instrument Approach Chart - ICAO - RWY 22 VOR/DME	AD 2.VYMK-VOR/DME22

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AERODROME CHART - ICAO

25°22' 58.04"N
97°21' 09.60"E

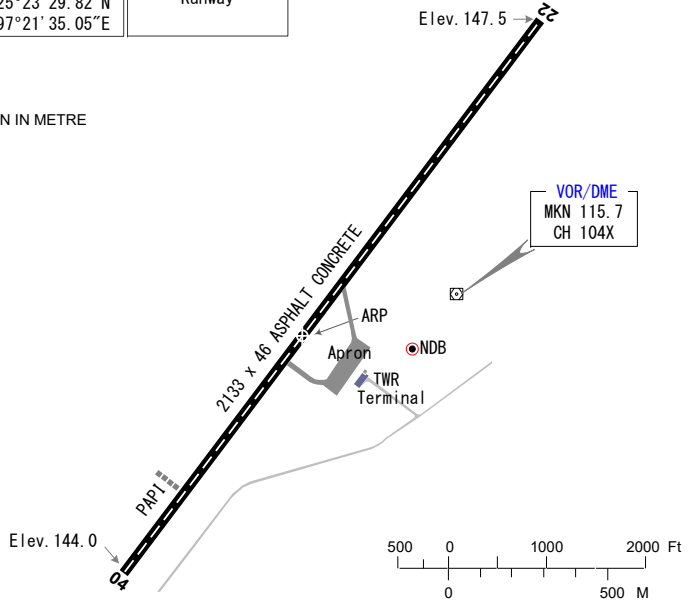
TWR 118.7

MYITKYINA/
Myitkyina

AD ELEV 147.5 M

RWY	DIRECTION	THR	BEARING STRENGTH
04	037°	25°22' 33.69"N 97°20' 50.22"E	33 112 Kg Runway
22	217°	25°23' 29.82"N 97°21' 35.05"E	

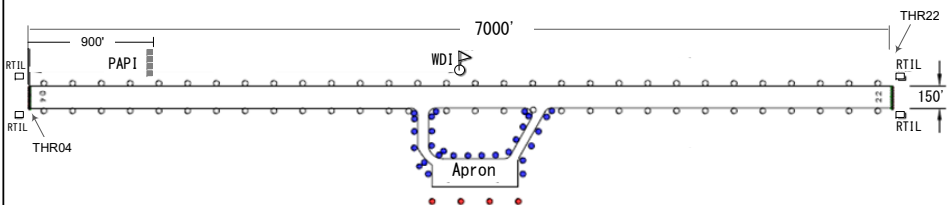
ELEVATION AND DIMENSION IN METRE
BEARINGS ARE MAGNETIC



MARKING AIDS RWY 04/22



LIGHTING AIDS RWY 04/22 AND EXIT TWY



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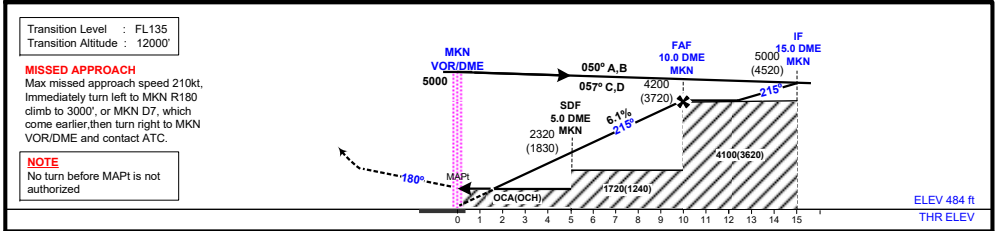
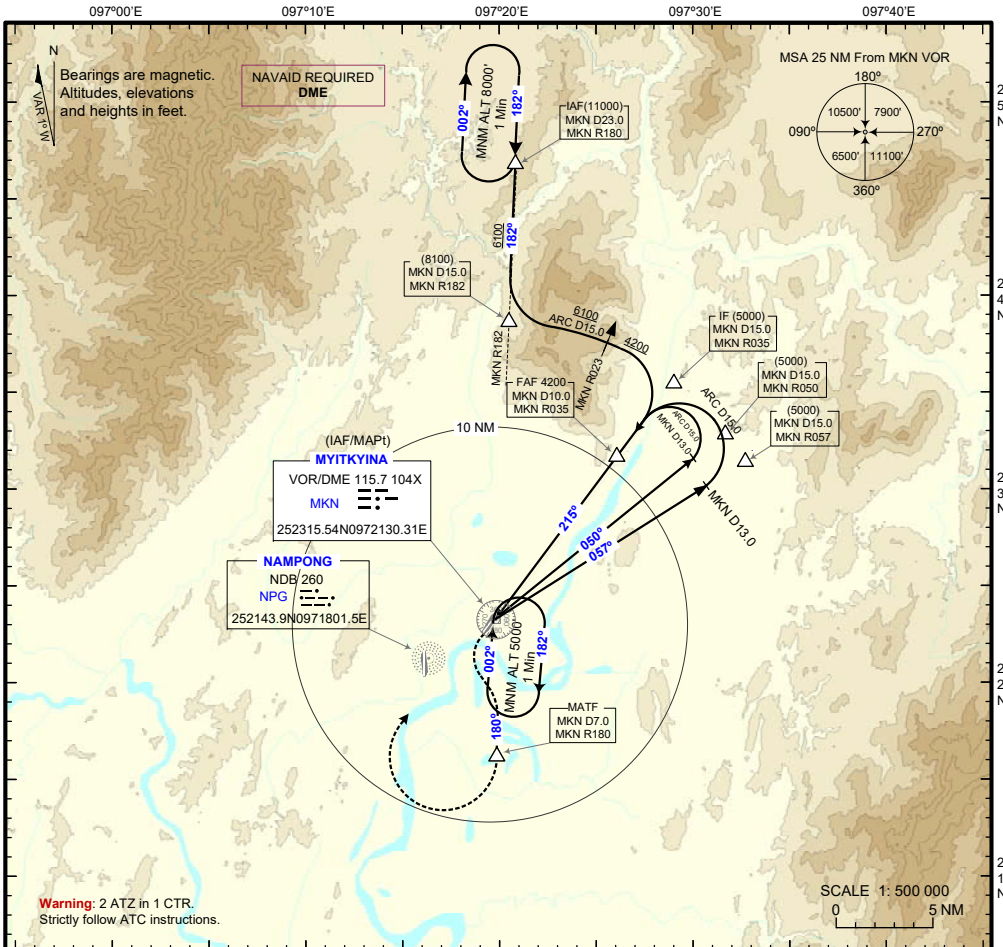
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INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV - 484 ft
HEIGHTS RELATED TO THR ELEV
25°22'58.04"N 097°21'09.6"E

TWR 118.7
APP 119.7

MYITKYINA/Pamti
MKN VOR/DME
RWY 22



Category of aircraft	OCA (OCH)							
	A		B		C		D	
Straight - in	900(420)							
Circling	1140(660)							
Distance	2 DME	3 DME	4 DME	5 DME	6 DME	7 DME	8 DME	9 DME
Altitude (Height)	1200(720)	1570(1090)	1950(1460)	2320(1830)	2690(2200)	3060(2570)	3430(2940)	3800(3320)
Speed (knots)	90		120		150		180	
FAF-MAPt 10 NM (min:sec)	6:40		5:00		4:00		3:20	
Rate of Descend (ft/min)	556		741		927		1112	

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← 	2	Taxiway width, surface and strength	←	Designator	Width	Composition	Strength
			←	A6	35 M	Concrete	50/R/B/W/T
			←	A9	31 M	Concrete	50/R/B/W/T
			←	A5	38 M	Concrete	50/R/B/W/T
			←	A	25 M	Concrete	50/R/B/W/T
			←	A3	35 M	Concrete	50/R/B/W/T
				A1	31 M	Concrete	50/R/B/W/T
	3	ACL location and elevation		Nil			
	4	VOR checkpoints		Nil			
	5	INS checkpoints		Nil			
	6	Remarks		Nil			

VYNT AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Aircraft stand ID signs	Guide lines at apron.
	TWY guide lines	
	Visual docking/parking guidance system of aircraft stands	
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 (AIR FORCE)	Nil	Tower	193723.00N 0961153.00E	113M	Nil	LGT	Nil
TOWER (ATC)	Nil	Tower	193734.32N 0961228.91E	170M	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 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	H24
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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	158.00°	3657 M x 61 M	56/R/A/W/T Concrete	193819.63N 0961139.32E	89.7M
34	338.00°	M		193629.96N 0961227.84E	89.9M

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
0%	61 M x 61 M	Nil		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	PALS CAT I Nil Nil	Green	PAPI /Nil (21.6 M)	Unidirectional High Intensity Inset Light (White)	White (Length 12000 Spacing 15M Central Part Final 300M of runway; Red Inset High Intensity of RWY; White, Final 900M to 300M of RWY; Altn; Red and White,)	White (Spacing 60 M, Final 600 M of RWY end; Yellow) LIH	Red	Nil	Nil
34	PALS CAT I Nil Nil	Green	PAPI /Nil (22.4 M)	Nil	White (-Length 12000 Spacing 15M -Central Part -Final 300M of runway; Red Inset High Intensity of RWY; White, Final 900M to 300M of RWY; Altn; Red and White, -)	White (Spacing 60 M, Final 600 M of RWY end; Yellow) LIH	Red	Nil	Nil

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	271649.62N 0972258.93E	888M	Nil	LGT	Nil
OBST 11	Nil	Building	271146.18N 0972523.42E	1048M	Nil	LGT	Nil
NOI ZI NAM M TOP	Nil	Building	272356.36N 0972911.19E	739M	Nil	LGT	Nil
OBST 01	Nil	Building	272523.79N 0971923.78E	686M	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
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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
RWY35	354.00°	2591 M x 30	60,781 KG	271858.88N 0972540.60E	464.7M
RWY17	174.00°	M	Bitumen	272022.47N 0972529.70E	438.5M

Slope of RWY-SWY	SWY dimensions	CWY dimensions (M)	Strip dimensions	OFZ	Remarks
7	8	9	10	11	12
102% , 86%	61 M x 30 M	RWY 35 152 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
35	THR	2591 M	2591 M	2652 M	2591 M	Nil
17	THR	2591 M	2743 M	2652 M	2591 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 C 4000 FT AMSL GND	PUTAO TOWER	PUTAO TOWER: EN HO	17000 FT	Nil
PUTAO CTR Circle: radius 20 NM, centred at 271948.09N 0972534.16E ARP C FL 130 STD GND	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: NON/A2A

VYPT AD 2.20 LOCAL TRAFFIC REGULATIONS

1 AIRPORT REGULATIONS

Puato Airport complies MCAR Part 139, Section 2 Aerodrome Standards. This aerodrome standard include the following:

- a. Physical Characteristic
- b. Obstacle Restriction and Removal
- c. Visual Aids for Navigation
- d. Visual Aids for Denoting Obstacles
- e. Visual Aids for Denoting Restricted Use Areas
- f. Electrical System
- g. Aerodrome Operational Services, Equipment and Installation
- h. Aerodrome Maintenance

AERODROME CHART - ICAO

**20°07'57.98"N
092°52'21.53"E
AD ELEV 11.8 M**

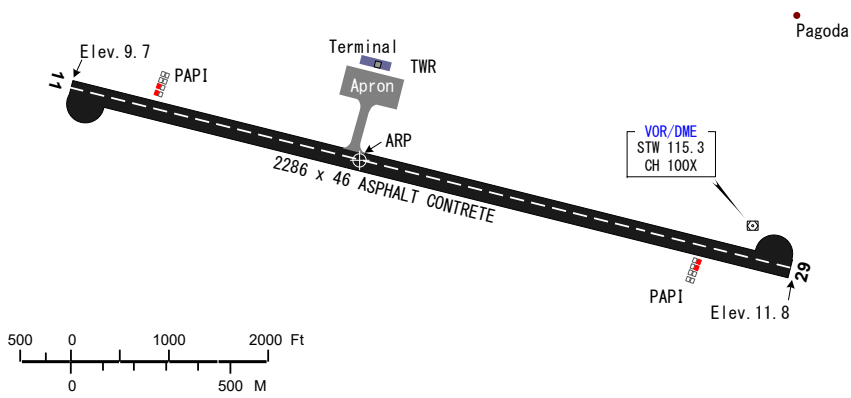
TWR 118.7

SITTWE/Sittwe

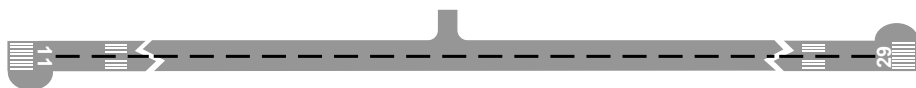
RWY	DIRECTION	THR	BEARING STRENGTH
11	105°	20°08'08.84"N 092°51'35.65"E	33 112 Kg Runway, Taxiway and Apron
29	285°	20°07'50.70"N 092°52'52.35"E	



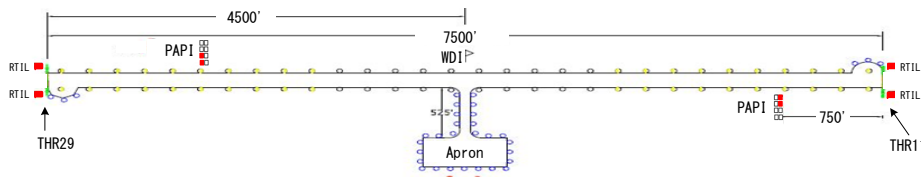
ELEVATION AND DIMENSION IN METRE
BEARINGS ARE MAGNETIC



MARKING AIDS RWY 11/29 AND EXIT TWY



LIGHTING AIDS RWY 29/11 AND EXIT TWY



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