

VTSY AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTSY - YALA/BETONG AIRPORT

VTSY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|--|--|
| 1 | ARP coordinates and site at AD | 054719.64N 1010849.77E |
| 2 | Direction and distance from (city) | 10 KM NE from city |
| 3 | Elevation/Reference temperature | 225.25 M (738 FT) |
| 4 | Geoid Undulation at AD ELEV PSN | -9 M (-30 FT) |
| 5 | MAG VAR/Annual change | 0.27°W (2020) / 0.03°W |
| 6 | AD Administration, address, telephone, telefax, telex, AFS | Director of Betong Airport Betong Airport 125 Moo.8, Yalom Betong Yala 95110 Thailand |
| 7 | Types of traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | Operator: Department of Airports |

VTSY AD 2.3 OPERATIONAL HOURS

| | | |
|----|----------------------------|-------------|
| 1 | AD Administration | 0130 - 0930 |
| 2 | Customs and immigration | NIL |
| 3 | Health and sanitation | NIL |
| 4 | AIS Briefing Office | NIL |
| 5 | ATS Reporting Office (ARO) | NIL |
| 6 | MET Briefing Office | NIL |
| 7 | ATS | 0130 - 0930 |
| 8 | Fuelling | NIL |
| 9 | Handling | NIL |
| 10 | Security | 0130 - 0930 |
| 11 | De-icing | NIL |
| 12 | Remarks | NIL |

VTSY AD 2.4 HANDLING SERVICES AND FACILITIES

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

VTSY AD 2.5 PASSENGER FACILITIES

| | | |
|---|----------------------|----------------------|
| 1 | Hotels | In the city |
| 2 | Restaurants | In the city |
| 3 | Transportation | NIL |
| 4 | Medical facilities | Hospital in the city |
| 5 | Bank and Post Office | In the city |
| 6 | Tourist Office | NIL |
| 7 | Remarks | NIL |

VTSY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|-------------------------------|
| 1 | AD category for fire fighting | Category 5 |
| 2 | Rescue equipment | Accordance with AD Category 5 |
| 3 | Capability for removal of disabled aircraft | NIL |
| 4 | Remarks | NIL |

VTSY AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|-----------------------------|-----|
| 1 | Types of clearing equipment | NIL |
| 2 | Clearance priorities | NIL |
| 3 | Remarks | NIL |

VTSY AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | Surface: Concrete Strength: PCN 23/R/D/X/T |
| 2 | Taxiway width, surface and strength | TWY A and B Width: 18 M Surface: Asphalt Strength: PCN 23/F/D/X/T |
| 3 | Altimeter checkpoint location and elevation | Location: 054714.33N 1010851.00E 054713.84N 1010849.62E 054713.34N 1010848.25E Elevation: MSL 225.109 M (738.547 FT) |
| 4 | VOR checkpoints | NIL |
| 5 | INS checkpoints | NIL |
| 6 | Remarks | NIL |

VTSY AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|--|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Aircraft stand ID signs: Marked TWY guide lines: Yes VDGS of aircraft stands: NIL, aircraft parking shall follow marshaller strictly. |
| 2 | RWY and TWY markings and LGT | RWY marking: RWY Designation, THR, TDZ, CL, Aiming Point and Side Stripe RWY LGT: THR, RWY Edge and RWY End TWY marking: CL, Edge, RWY Holding Position and Intermediate Holding Position TWY LGT: TWY Edge |
| 3 | Stop bars | NIL |
| 4 | Remarks | NIL |

VTSY AD 2.10 AERODROME OBSTACLES

| In approach/TKOF areas | | | In circling area and at AD | | Remarks |
|-----------------------------|--|---|--|-------------|---------|
| 1 | | | 2 | | |
| RWY/Area affected | Obstacle type Elevation Markings/LGT | Coordinates | Obstacle type Elevation Markings/LGT | Coordinates | |
| a | b | c | a | b | |
| APCH RWY 07/ TKOF RWY 25 | Tree 253.63 M (HGT 28.38 M) | 054711.76N 1010817.00E | NIL | NIL | NIL |
| | Tree 275.27 M (HGT 50.02 M) | 054657.63N 1010803.25E | | | |
| | Radio Mast 387.41 M (HGT 162.16 M) Marked and LGT | 054615.47N 1010356.79E | | | |
| | Radio Mast 423.26 M (HGT 198 M) Marked and LGT | 054544.82N 1010404.54E | | | |
| APCH RWY 25/ TKOF RWY 07 | Mountain 415 M (HGT 195.82 M) | See Aerodrome Obstacle Chart - ICAO Type A | | | |
| | Mountain 644 M (HGT 424.82 M) | | | | |
| | Mountain 954 M (HGT 734.82 M) | | | | |

VTSY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|--|---|
| 1 | Associated MET Office | Aeronautical Meteorological Station-Betong, Southern East-Coast Meteorological Center, Thai Meteorological Department (TMD) |
| 2 | Hours of service MET Office outside hours | 0000-1000 NIL |
| 3 | Office responsible for TAF preparation Periods of validity | Supply TAF from Southern East-Coast Meteorological Center 24 HR |
| 4 | Type of landing forecast Interval of issuance | TREND 1 HR |
| 5 | Briefing/consultation provided | Personal Consultation Tel: +668 9283 1877 |
| 6 | Flight documentation Language(s) used | NIL |
| 7 | Charts and other information available for briefing or consultation | S, U85, Daily Weather Forecast, satellite and radar images |
| 8 | Supplementary equipment available for providing information | Automated Weather Observation System (AWOS) |
| 9 | ATS units provided with information | Betong TWR |
| 10 | Additional information (limitation of service, etc.) | NIL |

VTSY AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY NR | TRUE & MAG BRG | Dimensions of RWY(M) | Strength (PCN) and surface of RWY and SWY | THR coordinates | THR elevation and highest elevation of TDZ of precision APP RWY |
|----------------------------------|-------------------|-------------------------|---|---------------------------|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 07 (Non-instrument runway) | 070.09° | 1800x30 | PCN 23/F/D/X/T Asphalt | 054714.13N 1010834.47E | 225.25 M (738 FT) |
| 25 (Non-instrument runway) | 250.09° | 1800x30 | PCN 23/F/D/X/T Asphalt | 054733.96N 1010929.53E | 219.18 M (719 FT) |

| Slope of RWY-SWY | SWY dimensions (M) | CWY dimensions (M) | Strip dimensions (M) | RESA dimensions (M) | Location and description of arresting system | OFZ | Remarks |
|------------------------------|--------------------------|--------------------------|----------------------------|---------------------------|--|-----|---------|
| 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 0.00% -0.63% (690M 1100M) | NIL | NIL | 1920x150 | 240x60 | NIL | NIL | NIL |
| 0.63% 0.00% (1100M 690M) | NIL | NIL | 1920x150 | 240x60 | NIL | NIL | NIL |

VTSY AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks |
|-------------------|-------------|-------------|-------------|------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 07 | 1800 | 1800 | 1800 | 1800 | NIL |
| 25 | 1800 | 1800 | 1800 | 1800 | NIL |

VTSY AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Designator | APCH LGT type LEN INTST | THR LGT colour WBAR | VASIS (MEHT) PAPI | TDZ, LGT LEN | RWY Centre Line LGT Length, spacing, colour, INTST | RWY edge LGT LEN, spacing, colour INTST | RWY End LGT colour WBAR | SWY LGT LEN (M) colour | Remarks |
|-------------------|-------------------------------|---------------------------|---------------------------------|-----------------|---|--|----------------------------------|------------------------------|--|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 07 | SALS 420 M LIH | Green NIL | PAPI Left 3.9° (59.42 FT) | NIL | NIL | 1800 M 30 M White, LIH YCZ 600 M | Red NIL | NIL | NIL |
| 25 | NIL | Green NIL | PAPI Left 4.7° (42.78 FT) | NIL | NIL | 1800 M 30 M White, LIH YCZ 600 M | Red NIL | NIL | 1. RTIL 2. Due to mountainous terrains, PAPI RWY 25 is unusable beyond 3 NM and approved only for operation under VFR conditions. |

VTSY AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|--|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: On top of control tower, FLG W G EV 2 SEC IBN: NIL |
| 2 | LDI location and LGT Anemometer location and LGT | LDI: NIL Anemometer: Wind cone at 280 M from THR 07 off set left side 67 M from RCL and wind cone at 155 M from THR 25 off set left side 67 M from RCL |
| 3 | TWY edge and centre line lighting | Edge: TWY A and B Centre line: NIL |
| 4 | Secondary power supply/switch-over time | Secondary power supply to all lighting at AFL Building Switch-over time: 15 SEC |
| 5 | Remarks | NIL |

VTSY AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|-----|
| 1 | Coordinates TLOF or THR of FATO | NIL |
| 2 | TLOF and/or FATO elevation M/FT | NIL |
| 3 | TLOF and FATO area dimensions, surface, strength, marking | NIL |
| 4 | True and MAG BRG of FATO | NIL |
| 5 | Declared distance available | NIL |
| 6 | APP and FATO lighting | NIL |
| 7 | Remarks | NIL |

VTSY AD 2.17 ATS AIRSPACE

| | | |
|---|-----------------------------------|---|
| 1 | Designation and lateral limits | BETONG AERODROME TRAFFIC ZONE (ATZ), a circle radius 5 NM centred on BET DVOR/DME (054707.68N1010838.65E) |
| 2 | Vertical limits | 4000 FT/AGL |
| 3 | Airspace classification | D |
| 4 | ATS unit call sign Language(s) | BETONG TOWER English, Thai |
| 5 | Transition altitude | 11000 FT |
| 6 | Remarks | NIL |

VTSY AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---------------------|---------------------|---|--------------------|-----------------------------------|
| 1 | 2 | 3 | 4 | 5 |
| APP | Narathiwat Approach | 125.55 MHZ 121.5 MHZ ¹⁾ | 23:00-11:00 | ¹⁾ Emergency frequency |
| TWR | Betong Tower | 124.15MHZ 236.6MHZ 121.5 MHZ ¹⁾ 243.0 MHZ ¹⁾ | 01:30-09:30 | |
| GND | Betong Ground | 122.15 MHZ 121.5 MHZ ¹⁾ 243.0 MHZ ¹⁾ | 01:30-09:30 | |
| ATIS | Betong Airport | 128.5 MHZ | 01:30-09:30 | |

VTSY AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid, CAT of ILS/MLS (For VOR/ILS/MLS, give VAR) | ID | Frequency | Hours of operation | Site of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|--|-----|-----------|-----------------------|---|---|--|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| DVOR | BET | 113.1MHZ | H24 | 054707.68N 1010838.65E | | DVOR/DME restrictions, 1. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal to 40 NM at required altitude and distance in various areas as follows: <ul style="list-style-type: none"> - Radial 350°-020° altitude should not below 8 000 FT - Radial 021°-040° altitude should not below 6 500 FT - Radial 041°-060° altitude should not below 9 000 FT - Radial 061°-075° altitude should not below 15 000 FT - Radial 076°-349° unable to check due to border limit 2. Due to the out-of-tolerance 30Hz FM deviation ratio in the following areas: <ul style="list-style-type: none"> - Radial 130°-180° - Radial 320°-010° |
| DME | | 78X | H24 | 054707.82N 1010838.27E | | DME co-located with DVOR |

VTSY AD 2.20 LOCAL AERODROME REGULATIONS

1. 180 DEGREES TURN ON THE RUNWAY

To prevent runway pavement damage which may result in the closure of the aerodrome if such damage is severe, all aircraft are not allowed to make 180 degrees turn on the runway. The turn shall be made on the runway turn pad located near the threshold of runway 25. Any breach done by the aircraft operator shall be recorded and reported to The Civil Aviation Authority of Thailand (CAAT)/ The Headquarter of that operator shall be liable for the compensation caused by such violation.

VTSY AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTSY AD 2.22 FLIGHT PROCEDURES

NIL

VTSY AD 2.23 ADDITIONAL INFORMATION

1. BIRD CONCENTRATIONS

- Bird concentrations in the vicinity of an aerodrome.

VTSY AD 2.24 CHARTS RELATED TO AN AERODROME

| Chart name | Page |
|--|---------------|
| Aerodrome Chart - ICAO | AD 2-VTSY-2-1 |
| Aerodrome Obstacle Chart - ICAO Type A - RWY 07/25 | AD 2-VTSY-3-1 |
| Aerodrome Obstacle Chart - ICAO Type B | AD 2-VTSY-3-3 |

| Chart name | Page |
|--|---------------|
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 07 - ERVES1A PETAC1A | AD 2-VTSY-6-1 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 07 - ERVES1A PETAC1A (Tabular description) | AD 2-VTSY-6-2 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 25 - ERVES1B PETAC1B | AD 2-VTSY-6-3 |
| Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 25 - ERVES1B PETAC1B (Tabular description) | AD 2-VTSY-6-4 |
| Instrument Approach Chart - ICAO - VOR a | AD 2-VTSY-8-1 |
| Instrument Approach Chart - ICAO - VOR a (Fix and point list table) | AD 2-VTSY-8-2 |
| Instrument Approach Chart - ICAO - RNP a | AD 2-VTSY-8-3 |
| Instrument Approach Chart - ICAO - RNP a (Tabular description) | AD 2-VTSY-8-4 |

AERODROME CHART - ICAO

05 47 19.64 N
101 08 49.77 E

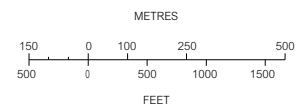
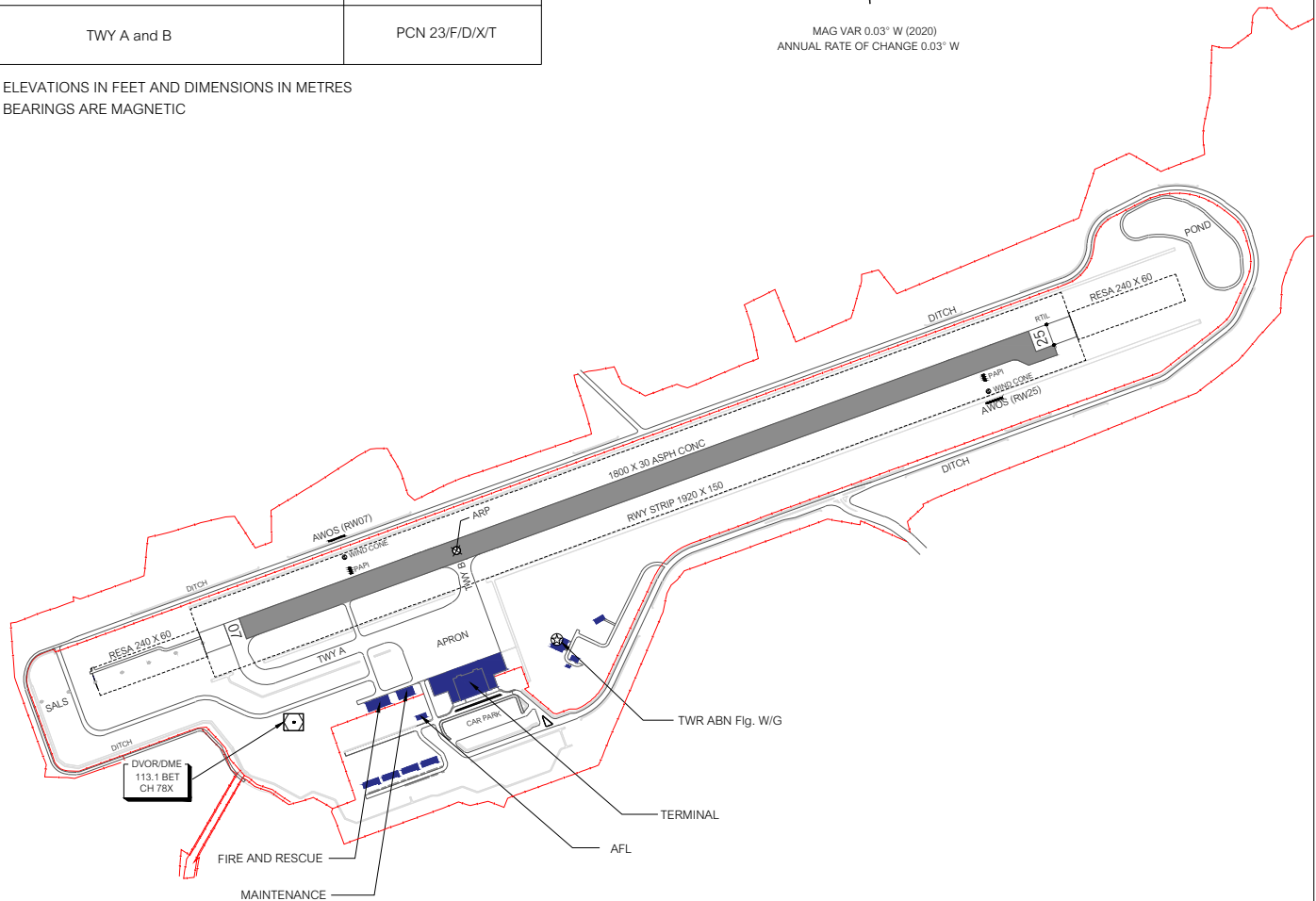
ELEV 738 FT
225 m

TWR 124.15

YALA / Betong

| RWY | DIRECTION (TRUE BRG) | THR | BEARING STRENGTH |
|-------------|----------------------|----------------|------------------|
| 07 | 70.09 | 05 47 14.13 N | PCN 23/F/D/X/T |
| | | 101 08 34.47 E | |
| 25 | 250.09 | 05 47 33.96 N | |
| | | 101 09 29.53 E | |
| APRON | | | PCN 23/R/D/X/T |
| TWY A and B | | | PCN 23/F/D/X/T |

ELEVATIONS IN FEET AND DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

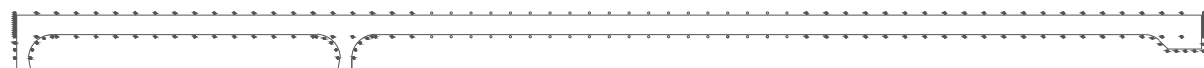


Remark : COORDINATE ARE WGS-84

MARKING AIDS RWY 07/25 AND EXIT TWY



LIGHTING AIDS RWY 07/25 AND EXIT TWY



CHANGE: PAPI 07/25, ADDED.

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AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATIONAL LIMITATIONS)

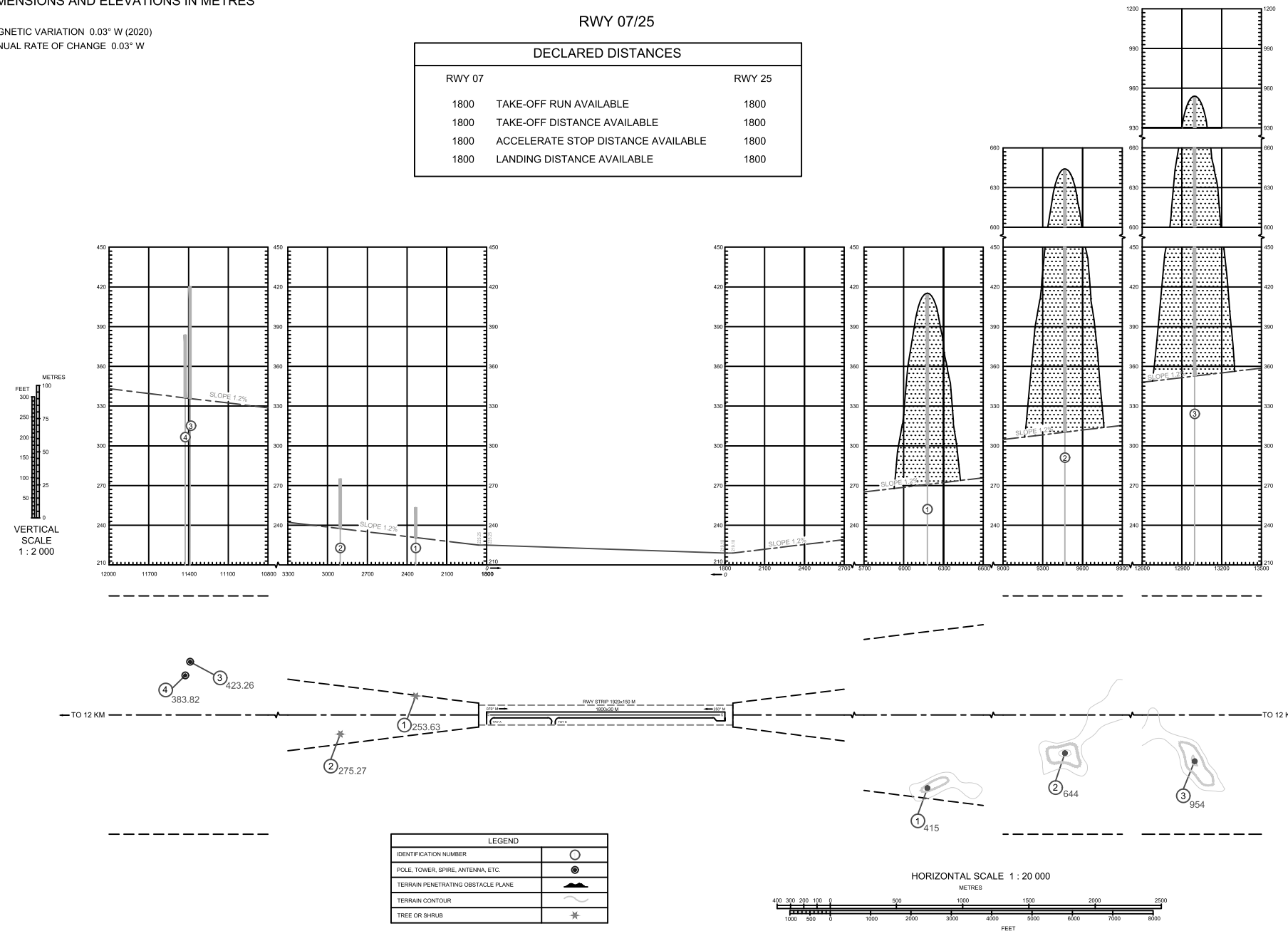
YALA / Betong Airport

DIMENSIONS AND ELEVATIONS IN METRES

MAGNETIC VARIATION 0.03° W (2020)
ANNUAL RATE OF CHANGE 0.03° W

RWY 07/25

| DECLARED DISTANCES | | |
|--------------------|------------------------------------|--------|
| RWY 07 | | RWY 25 |
| 1800 | TAKE-OFF RUN AVAILABLE | 1800 |
| 1800 | TAKE-OFF DISTANCE AVAILABLE | 1800 |
| 1800 | ACCELERATE STOP DISTANCE AVAILABLE | 1800 |
| 1800 | LANDING DISTANCE AVAILABLE | 1800 |



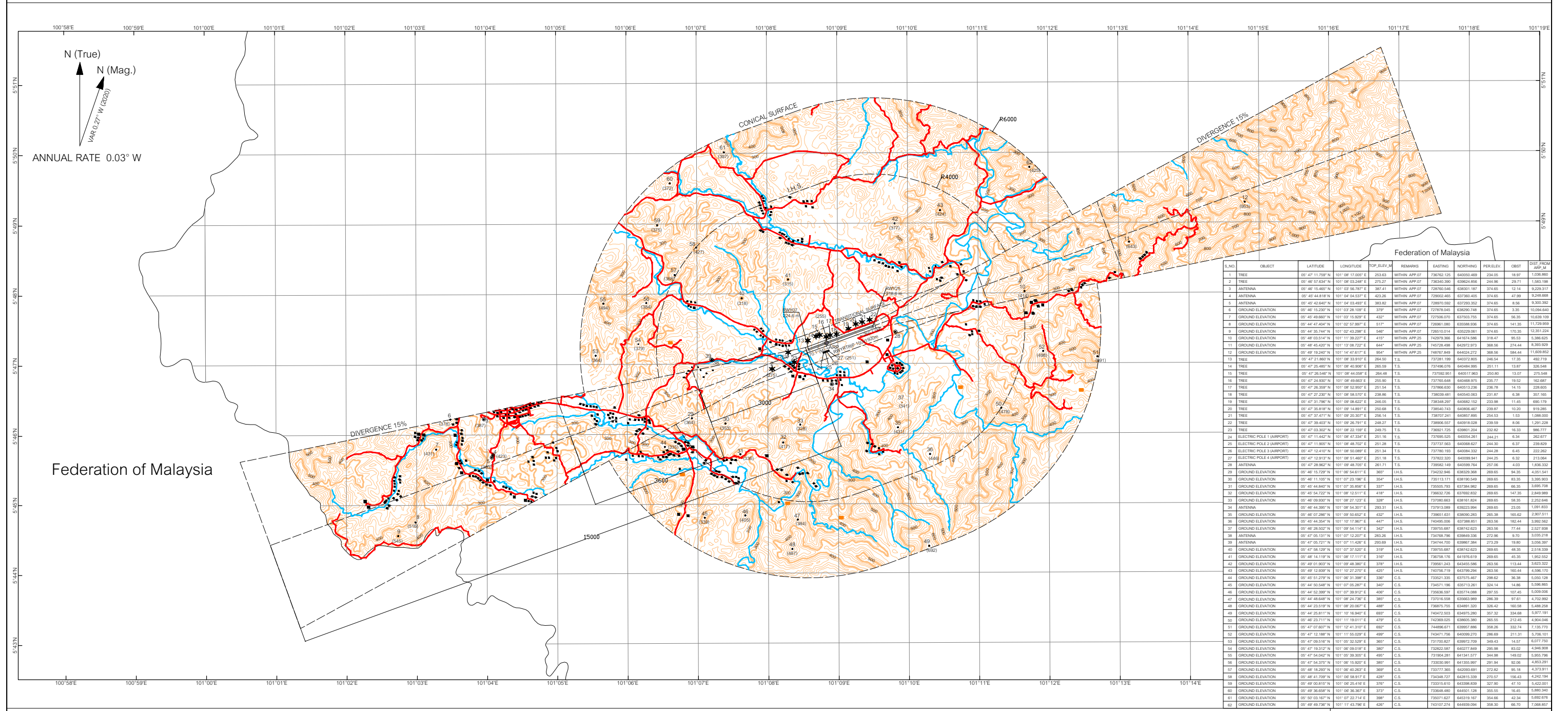
CHNAGE: NEW CHART.

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GRIDLINES AND CO-ORDINATES SHOWN ARE BASED ON WGS-84 DATUM
DIMENSIONS IN METRES
ELEVATIONS IN METRES (EGM-96)
AERODROME ELEVATION 225.247 m (738.999 FT)

AERODROME OBSTACLE CHART - ICAO TYPE - B

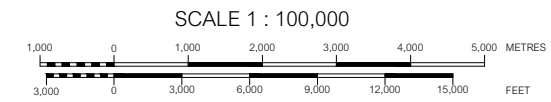
YALABETONG, THAILAND



| S.NO. | OBJECT | LATITUDE | LONGITUDE | POP. ELEV. M | REMARKS | EASTING | NORTHING | PER. ELEV. | CBST | DIR. FROM APT. M |
|-------|---------------------------|-------------------|--------------------|--------------|----------------|------------|------------|------------|--------|------------------|
| 1 | TREE | 05° 47' 11.750" N | 101° 08' 17.000" E | 252.63 | WITHIN APP. DT | 738762.120 | 640550.480 | 234.00 | 18.97 | 1708.862 |
| 2 | TREE | 05° 46' 58.561" N | 101° 08' 02.241" E | 275.27 | WITHIN APP. DT | 738263.280 | 640524.886 | 234.80 | 28.11 | 1708.188 |
| 3 | ANTENNA | 05° 46' 54.480" N | 101° 08' 58.781" E | 387.41 | WITHIN APP. DT | 738760.546 | 638021.187 | 314.60 | 12.14 | 9.2253171 |
| 4 | ANTENNA | 05° 46' 48.818" N | 101° 04' 04.537" E | 423.26 | WITHIN APP. DT | 735602.465 | 637360.465 | 314.60 | 47.89 | 9.2485688 |
| 5 | ANTENNA | 05° 46' 42.640" N | 101° 04' 03.493" E | 383.82 | WITHIN APP. DT | 738761.500 | 637293.352 | 314.60 | 8.66 | 9.3052582 |
| 6 | GROUND ELEVATION | 05° 46' 18.200" N | 101° 07' 28.100" E | 3107 | WITHIN APP. DT | 737563.040 | 638206.748 | 314.60 | 3.90 | 10.2144602 |
| 7 | GROUND ELEVATION | 05° 46' 48.660" N | 101° 07' 18.500" E | 4327 | WITHIN APP. DT | 737563.070 | 637953.765 | 314.60 | 56.30 | 10.8381028 |
| 8 | GROUND ELEVATION | 05° 46' 47.400" N | 101° 07' 37.890" E | 5117 | WITHIN APP. DT | 738981.080 | 633088.926 | 314.60 | 141.35 | 11.7284918 |
| 9 | GROUND ELEVATION | 05° 46' 28.740" N | 101° 07' 42.290" E | 3687 | WITHIN APP. DT | 738101.014 | 640224.881 | 314.60 | 178.20 | 12.2812284 |
| 10 | GROUND ELEVATION | 05° 46' 03.910" N | 101° 11' 38.220" E | 4191 | WITHIN APP. DT | 742793.368 | 641615.586 | 314.41 | 89.53 | 9.3846253 |
| 11 | GROUND ELEVATION | 05° 46' 45.620" N | 101° 13' 08.720" E | 6647 | WITHIN APP. DT | 746228.684 | 642973.873 | 368.56 | 274.44 | 9.3619320 |
| 12 | GROUND ELEVATION | 05° 46' 18.240" N | 101° 14' 47.810" E | 39647 | WITHIN APP. DT | 748761.849 | 644024.272 | 368.56 | 384.44 | 11.9398852 |
| 13 | TREE | 05° 47' 27.880" N | 101° 08' 38.910" E | 264.00 | T.S. | 737491.188 | 640323.808 | 234.80 | 17.30 | 483.716 |
| 14 | TREE | 05° 47' 25.480" N | 101° 08' 48.900" E | 265.00 | T.S. | 737496.076 | 640484.995 | 231.11 | 13.87 | 326.548 |
| 15 | TREE | 05° 47' 28.540" N | 101° 08' 44.990" E | 264.48 | T.S. | 737562.861 | 640517.963 | 230.80 | 13.07 | 373.548 |
| 16 | TREE | 05° 47' 24.920" N | 101° 08' 49.600" E | 265.00 | T.S. | 737563.448 | 640483.976 | 230.77 | 18.52 | 352.887 |
| 17 | TREE | 05° 47' 26.280" N | 101° 08' 52.900" E | 251.14 | T.S. | 737863.648 | 640313.286 | 230.74 | 14.16 | 228.853 |
| 18 | TREE | 05° 47' 27.280" N | 101° 08' 58.070" E | 238.86 | T.S. | 738336.481 | 640540.063 | 231.87 | 6.38 | 351.166 |
| 19 | TREE | 05° 47' 31.790" N | 101° 09' 08.620" E | 246.05 | T.S. | 738348.297 | 640862.152 | 233.80 | 11.46 | 695.179 |
| 20 | TREE | 05° 47' 38.890" N | 101° 09' 14.890" E | 258.68 | T.S. | 739863.788 | 640886.487 | 239.87 | 16.20 | 813.288 |
| 21 | TREE | 05° 47' 37.471" N | 101° 09' 25.200" E | 256.14 | T.S. | 738757.241 | 640857.885 | 234.53 | 1.53 | 1588.004 |
| 22 | TREE | 05° 47' 38.620" N | 101° 09' 26.790" E | 248.27 | T.S. | 738908.557 | 640918.028 | 239.59 | 8.06 | 1291.228 |
| 23 | TREE | 05° 47' 03.020" N | 101° 09' 22.100" E | 249.75 | T.S. | 739621.725 | 638891.264 | 232.62 | 16.33 | 866.777 |
| 24 | ELECTRIC POLE 2 (AIRPORT) | 05° 47' 11.440" N | 101° 08' 47.350" E | 251.18 | T.S. | 737563.620 | 640340.281 | 234.21 | 6.34 | 263.871 |
| 25 | ELECTRIC POLE 3 (AIRPORT) | 05° 47' 11.800" N | 101° 08' 48.700" E | 251.28 | T.S. | 737573.563 | 640368.027 | 244.30 | 6.37 | 238.829 |
| 26 | ELECTRIC POLE 3 (AIRPORT) | 05° 47' 12.430" N | 101° 08' 50.090" E | 251.34 | T.S. | 737780.193 | 640384.322 | 244.28 | 6.45 | 222.282 |
| 27 | ELECTRIC POLE 4 (AIRPORT) | 05° 47' 12.910" N | 101° 08' 51.480" E | 251.18 | T.S. | 737823.300 | 640399.841 | 244.28 | 6.30 | 213.046 |
| 28 | ANTENNA | 05° 47' 28.960" N | 101° 08' 58.700" E | 251.71 | T.S. | 738692.149 | 640559.764 | 237.26 | 4.03 | 1306.332 |
| 29 | GROUND ELEVATION | 05° 46' 18.200" N | 101° 08' 54.810" E | 3687 | I.H.S. | 734232.946 | 638329.368 | 368.65 | 94.36 | 4.081541 |
| 30 | GROUND ELEVATION | 05° 46' 11.700" N | 101° 07' 23.190" E | 3567 | I.H.S. | 738113.171 | 638190.549 | 269.65 | 83.35 | 3.3653653 |
| 31 | GROUND ELEVATION | 05° 46' 44.840" N | 101° 07' 38.650" E | 3327 | I.H.S. | 735562.792 | 637266.892 | 269.65 | 86.39 | 3.4953768 |
| 32 | GROUND ELEVATION | 05° 46' 54.720" N | 101° 08' 12.510" E | 4184 | I.H.S. | 738632.728 | 637952.822 | 269.65 | 147.35 | 2.849889 |
| 33 | GROUND ELEVATION | 05° 46' 09.300" N | 101° 08' 27.120" E | 3287 | I.H.S. | 737583.863 | 638181.824 | 269.65 | 58.35 | 2.252448 |
| 34 | ANTENNA | 05° 46' 42.300" N | 101° 08' 54.200" E | 289.31 | I.H.S. | 737913.088 | 640522.984 | 269.65 | 23.90 | 1.2618263 |
| 35 | GROUND ELEVATION | 05° 46' 28.960" N | 101° 08' 58.620" E | 4327 | I.H.S. | 739651.633 | 638309.263 | 263.38 | 165.62 | 2.2815711 |
| 36 | GROUND ELEVATION | 05° 46' 44.350" N | 101° 10' 19.860" E | 4417 | I.H.S. | 740458.096 | 637388.881 | 263.56 | 162.44 | 3.362166 |
| 37 | GROUND ELEVATION | 05° 46' 58.800" N | 101° 09' 54.140" E | 3427 | I.H.S. | 738793.687 | 638742.823 | 263.65 | 77.44 | 2.027898 |
| 38 | ANTENNA | 05° 47' 05.510" N | 101° 07' 52.200" E | 263.26 | I.H.S. | 740268.798 | 638888.398 | 273.88 | 9.30 | 3.0262783 |
| 39 | ANTENNA | 05° 47' 05.721" N | 101° 07' 51.420" E | 263.69 | I.H.S. | 734744.708 | 639827.384 | 273.29 | 19.80 | 3.0563387 |
| 40 | GROUND ELEVATION | 05° 47' 58.100" N | 101° 07' 37.520" E | 3197 | I.H.S. | 738793.687 | 638742.823 | 269.65 | 48.35 | 2.5183389 |
| 41 | GROUND ELEVATION | 05° 46' 14.110" N | 101° 08' 17.110" E | 3187 | I.H.S. | 738764.176 | 641919.819 | 269.65 | 45.30 | 1.8623032 |
| 42 | GROUND ELEVATION | 05° 46' 58.900" N | 101° 08' 48.380" E | 3197 | I.H.S. | 739651.242 | 640451.986 | 268.39 | 113.44 | 3.8632621 |
| 43 | GROUND ELEVATION | 05° 46' 12.930" N | 101° 10' 27.270" E | 4287 | I.H.S. | 740756.718 | 643799.294 | 263.56 | 160.44 | 4.0841176 |
| 44 | GROUND ELEVATION | 05° 46' 51.270" N | 101° 08' 31.380" E | 3387 | C.S. | 733821.330 | 637975.487 | 238.62 | 38.38 | 5.0581238 |
| 45 | GROUND ELEVATION | 05° 46' 58.940" N | 101° 07' 58.290" E | 3487 | C.S. | 734611.186 | 638713.261 | 234.14 | 14.88 | 5.3083803 |
| 46 | GROUND ELEVATION | 05° 46' 52.380" N | 101° 07' 58.920" E | 4087 | C.S. | 736363.897 | 638378.088 | 267.26 | 107.46 | 5.0590598 |
| 47 | GROUND ELEVATION | 05° 46' 48.640" N | 101° 08' 24.730" E | 3887 | C.S. | 737318.558 | 635663.889 | 288.38 | 87.61 | 4.7023662 |
| 48 | GROUND ELEVATION | 05° 46' 23.910" N | 101° 08' 20.060" E | 4887 | C.S. | 738975.759 | 634891.320 | 358.42 | 160.08 | 4.4882358 |
| 49 | GROUND ELEVATION | 05° 46' 28.810" N | 101° 07' 58.940" E | 6097 | C.S. | 740421.620 | 634876.390 | 357.82 | 334.08 | 5.877181 |
| 50 | GROUND ELEVATION | 05° 46' 23.711" N | 101° 11' 18.010" E | 4797 | C.S. | 742389.025 | 638880.380 | 365.52 | 212.45 | 4.0840445 |
| 51 | GROUND ELEVATION | 05° 47' 07.600" N | 101° 12' 41.310" E | 8627 | C.S. | 744886.871 | 639897.880 | 358.28 | 332.74 | 7.1251770 |
| 52 | GROUND ELEVATION | 05° 47' 12.380" N | 101° 11' 58.020" E | 4987 | C.S. | 742411.798 | 640090.270 | 266.88 | 211.31 | 5.7681978 |
| 53 | GROUND ELEVATION | 05° 47' 09.910" N | 101° 09' 52.520" E | 3687 | C.S. | 737183.827 | 639972.709 | 349.43 | 14.37 | 6.0771752 |
| 54 | GROUND ELEVATION | 05° 47' 18.310" N | 101° 08' 08.010" E | 3887 | C.S. | 738282.561 | 640771.848 | 358.38 | 83.02 | 4.9483008 |
| 55 | GROUND ELEVATION | 05° 47' 54.040" N | 101° 09' 38.300" E | 4887 | C.S. | 731984.281 | 641341.577 | 344.88 | 148.02 | 5.9657396 |
| 56 | GROUND ELEVATION | 05° 47' 05.970" N | 101° 08' 52.020" E | 3887 | C.S. | 739281.989 | 641388.897 | 337.88 | 92.08 | 4.8333263 |
| 57 | GROUND ELEVATION | 05° 46' 18.280" N | 101° 08' 46.360" E | 3687 | C.S. | 733777.365 | 640589.681 | 272.82 | 95.18 | 4.3731911 |
| 58 | GROUND ELEVATION | 05° 46' 41.700" N | 101° 08' 58.910" E | 4287 | C.S. | 734348.727 | 640818.339 | 270.57 | 166.43 | 4.2421194 |
| 59 | GROUND ELEVATION | 05° 46' 03.810" N | 101° 08' 20.410" E | 3787 | C.S. | 733318.016 | 641038.839 | 267.88 | 47.10 | 6.4223010 |
| 60 | GROUND ELEVATION | 05° 46' 28.690" N | 101° 08' 56.360" E | 3727 | C.S. | 734648.448 | 640451.128 | 264.65 | 18.46 | 5.8951262 |
| 61 | GROUND ELEVATION | 05° 07' 03.160" N | 101° 07' 22.714" E | 3987 | C.S. | 730071.627 | 640318.167 | 354.68 | 42.34 | 5.882676 |
| 62 | GROUND ELEVATION | 05° 46' 48.730" N | 101° 11' 41.798" E | 4287 | C.S. | 743107.274 | 644939.094 | 358.30 | 66.70 | 7.0888837 |

| AMENDMENT RECORD | | |
|------------------|------|------------|
| No. | DATE | ENTERED BY |
| | | |
| | | |
| | | |

NOTE:
1. ALL OBSTACLES SHOWN WHICH ARE PENETRATE SURFACE SPECIFIED IN ANNEX 14 VOL. 1 CHAPTER 18/ISIR.
2. TORA FOR RWY 07 IS 1800 m.
TORA FOR RWY 25 IS 1800 m.
3. TO BRING OUT THE CLARIFY IN THE OBSTACLES DEPICTED IN THE APPROACH AND TAKE-OFF SURFACE, ONLY HIGHER.
4. ALL OBSTACLES ARE SHOWN IN THE CHART ARE BASED ON AERONAUTICAL SURVEY MARCH 2020.
5. TOPOGRAPHIC FEATURES SOURCE - WORLD TOPO MAP ESPI.
6. CONTOUR SOURCE - SRTM DATA.



| LEGEND | |
|---|--|
| AERODROME REFERENCE POINT 5° 47' 18.64" N, 101° 08' 49.77" E | |
| INTERNATIONAL BOUNDARY LINE | |
| ROAD | |
| RIVER, CANAL | |
| CONTOUR | |
| TREE | |
| ANTENNA | |
| VILLAGE | |
| BUILDING OR LARGE STRUCTURE | |
| GROUND ELEVATION | |

| ORDER OF ACCURACY | |
|-------------------|-------|
| HORIZONTAL | 1 M |
| VERTICAL | 0.5 M |

CHANGE: NEW CHART.

INTENTIONALLY BLANK

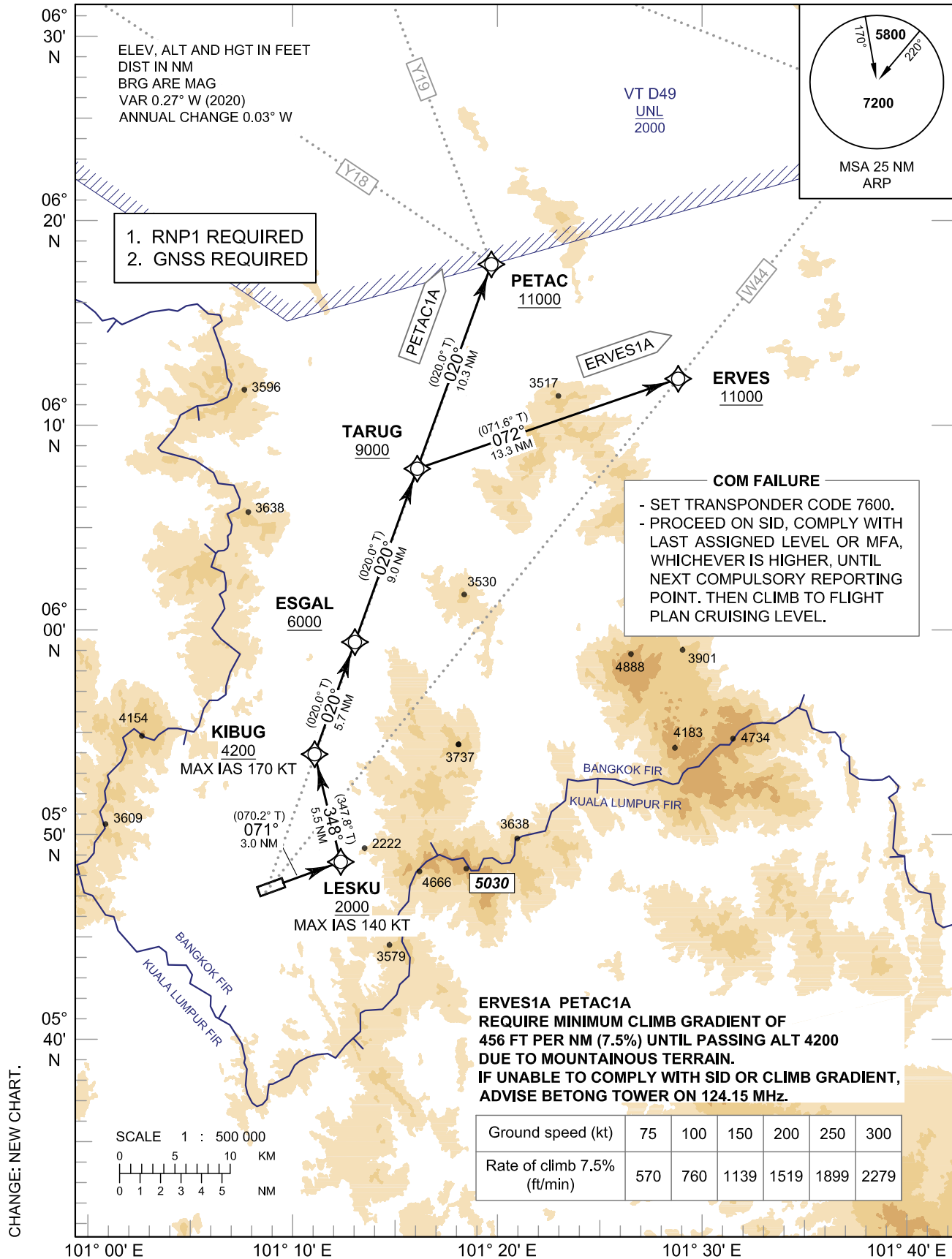
**STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE
11000

APP : 125.55
TWR : 124.15, 236.6
GND : 122.15
ATIS : 128.50

**YALA / Betong (VTSY)
RNAV RWY07**

ERVES1A PETAC1A



STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

YALA / Betong (VTSY)
RNAV RWY07

ERVES1A PETAC1A

TABULAR DESCRIPTION

| RNAV RWY07 | | | | | | | | | | | |
|------------|------------|---------------------|---------|--------------|-----------|----------|-----------|----------|-------|------|---------------|
| Serial | Path | Waypoint Identifier | Flyover | Course | Magnetic | Distance | Turn | Altitude | Speed | VPA/ | Navigation |
| Number | Descriptor | | | ° M (° T) | Variation | (NM) | Direction | (FT) | (KT) | TCH | Specification |
| ERVES1A | | | | | | | | | | | |
| 010 | - | DER RWY07 | - | - | +0.27 | - | - | - | - | - | RNP 1 |
| 020 | CF | LESKU | - | 071°(070.2°) | +0.27 | 3.0 | - | +2000 | -140 | - | RNP 1 |
| 030 | TF | KIBUG | - | 348°(347.8°) | +0.27 | 5.5 | - | +4200 | -170 | - | RNP 1 |
| 040 | TF | ESGAL | - | 020°(020.0°) | +0.27 | 5.7 | - | +6000 | - | - | RNP 1 |
| 050 | TF | TARUG | - | 020°(020.0°) | +0.27 | 9.0 | - | +9000 | - | - | RNP 1 |
| 060 | TF | ERVES | - | 072°(071.6°) | +0.27 | 13.3 | - | +11000 | - | - | RNP 1 |
| PETAC1A | | | | | | | | | | | |
| 010 | - | DER RWY07 | - | - | +0.27 | - | - | - | - | - | RNP 1 |
| 020 | CF | LESKU | - | 071°(070.2°) | +0.27 | 3.0 | - | +2000 | -140 | - | RNP 1 |
| 030 | TF | KIBUG | - | 348°(347.8°) | +0.27 | 5.5 | - | +4200 | -170 | - | RNP 1 |
| 040 | TF | ESGAL | - | 020°(020.0°) | +0.27 | 5.7 | - | +6000 | - | - | RNP 1 |
| 050 | TF | TARUG | - | 020°(020.0°) | +0.27 | 9.0 | - | +9000 | - | - | RNP 1 |
| 060 | TF | PETAC | - | 020°(020.0°) | +0.27 | 10.3 | - | +11000 | - | - | RNP 1 |

WAYPOINT LIST

| RNAV RWY07 | |
|---------------------|------------------------------------|
| Waypoint Identifier | Coordinates |
| DER RWY07 | 05° 47' 33.96" N 101° 09' 29.53" E |
| ERVES | 06° 12' 07.88" N 101° 28' 53.20" E |
| ESGAL | 05° 59' 24.18" N 101° 13' 06.39" E |
| KIBUG | 05° 54' 01.26" N 101° 11' 08.97" E |
| LESKU | 05° 48' 35.15" N 101° 12' 19.48" E |
| PETAC | 06° 17' 39.82" N 101° 19' 45.08" E |
| TARUG | 06° 07' 54.03" N 101° 16' 11.86" E |

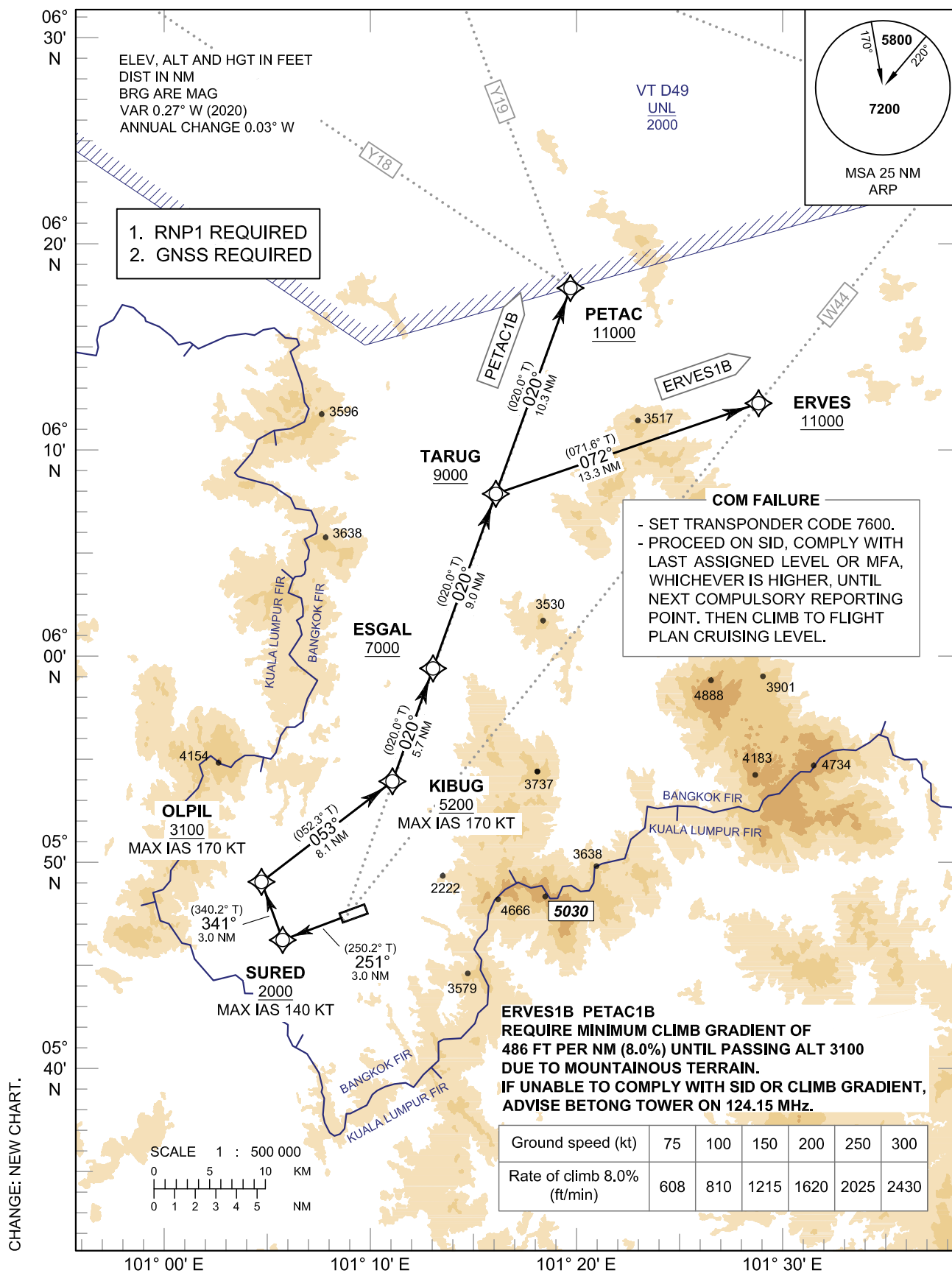
**STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE
11000

APP : 125.55
TWR : 124.15, 236.6
GND : 122.15
ATIS : 128.50

**YALA / Betong (VTSY)
RNAV RWY25**

ERVES1B PETAC1B



STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

YALA / Betong (VTSY)
RNAV RWY25

ERVES1B PETAC1B

TABULAR DESCRIPTION

| RNAV RWY25 | | | | | | | | | | | |
|------------|------------|---------------------|---------|--------------|-----------|----------|-----------|----------|-------|------|---------------|
| Serial | Path | Waypoint Identifier | Flyover | Course | Magnetic | Distance | Turn | Altitude | Speed | VPA/ | Navigation |
| Number | Descriptor | | | ° M (° T) | Variation | (NM) | Direction | (FT) | (KT) | TCH | Specification |
| ERVES1B | | | | | | | | | | | |
| 010 | - | DER RWY25 | - | - | +0.27 | - | - | - | - | - | RNP 1 |
| 020 | CF | SURED | - | 251°(250.2°) | +0.27 | 3.0 | - | +2000 | -140 | - | RNP 1 |
| 030 | TF | OLPIL | - | 341°(340.2°) | +0.27 | 3.0 | - | +3100 | -170 | - | RNP 1 |
| 040 | TF | KIBUG | - | 053°(052.3°) | +0.27 | 8.1 | - | +5200 | -170 | - | RNP 1 |
| 050 | TF | ESGAL | - | 020°(020.0°) | +0.27 | 5.7 | - | +7000 | - | - | RNP 1 |
| 060 | TF | TARUG | - | 020°(020.0°) | +0.27 | 9.0 | - | +9000 | - | - | RNP 1 |
| 070 | TF | ERVES | - | 072°(071.6°) | +0.27 | 13.3 | - | +11000 | - | - | RNP 1 |
| PETAC1B | | | | | | | | | | | |
| 010 | - | DER RWY25 | - | - | +0.27 | - | - | - | - | - | RNP 1 |
| 020 | CF | SURED | - | 251°(250.2°) | +0.27 | 3.0 | - | +2000 | -140 | - | RNP 1 |
| 030 | TF | OLPIL | - | 341°(340.2°) | +0.27 | 3.0 | - | +3100 | -170 | - | RNP 1 |
| 040 | TF | KIBUG | - | 053°(052.3°) | +0.27 | 8.1 | - | +5200 | -170 | - | RNP 1 |
| 050 | TF | ESGAL | - | 020°(020.0°) | +0.27 | 5.7 | - | +7000 | - | - | RNP 1 |
| 060 | TF | TARUG | - | 020°(020.0°) | +0.27 | 9.0 | - | +9000 | - | - | RNP 1 |
| 070 | TF | PETAC | - | 020°(020.0°) | +0.27 | 10.3 | - | +11000 | - | - | RNP 1 |

WAYPOINT LIST

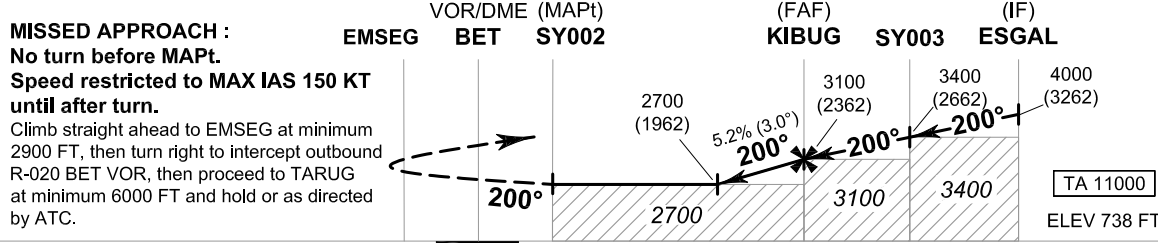
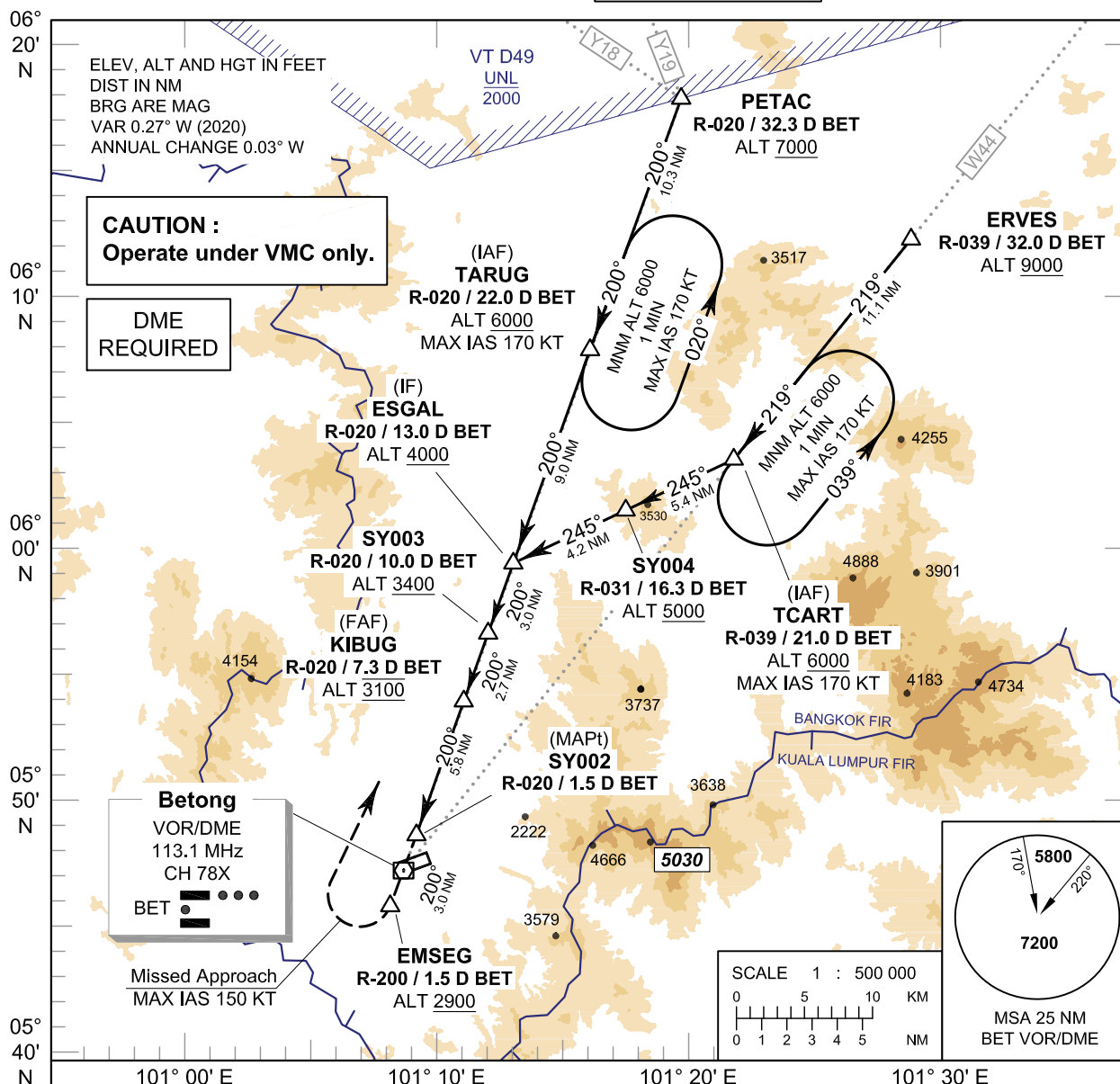
| RNAV RWY25 | |
|---------------------|------------------------------------|
| Waypoint Identifier | Coordinates |
| DER RWY25 | 05° 47' 14.13" N 101° 08' 34.47" E |
| ERVES | 06° 12' 07.88" N 101° 28' 53.20" E |
| ESGAL | 05° 59' 24.18" N 101° 13' 06.39" E |
| KIBUG | 05° 54' 01.26" N 101° 11' 08.97" E |
| OLPIL | 05° 49' 03.10" N 101° 04' 43.36" E |
| PETAC | 06° 17' 39.82" N 101° 19' 45.08" E |
| SURED | 05° 46' 12.92" N 101° 05' 44.54" E |
| TARUG | 06° 07' 54.03" N 101° 16' 11.86" E |

**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 738 FT
HEIGHTS RELATED TO
AERODROME ELEV**

APP : 125.55
TWR : 124.15, 236.6
GND : 122.15
ATIS : 128.50

**YALA / Betong (VTSY)
VOR a**



| | | | | | | | | | | | |
|------------------------|----------------|-----|-------|------------------------|-------------|-------------|-------------|-----|-----|-----|-----|
| | VOR/DME (MAPt) | | | (FAF) | (IF) | | | | | | |
| | EMSEG | BET | SY002 | KIBUG | SY003 | ESGAL | | | | | |
| OCA/H | A | B | C | Distance (BET) | 6.1 D | 7.0 D | FAF | | | | |
| Straight - in approach | Not authorized | | | Altitude (Height) | 2700 (1962) | 3000 (2262) | 3100 (2362) | | | | |
| | | | | Ground speed | knot | 70 | 90 | 100 | 120 | 140 | 160 |
| Circling (OCH AAL) | 2700 (1962) | | | Rate of descent (5.2%) | ft/min | 369 | 474 | 527 | 632 | 737 | 843 |

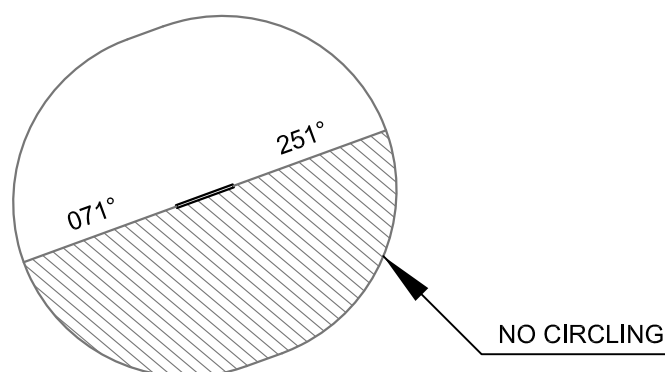
REMARK : 1. FOR CIRCLING RESTRICTION, SEE VERSO.
2. TAKE CAUTION TO REMAIN WITHIN BANGKOK FIR WHILE CIRCLING AND MISSED APPROACH DUE TO PROXIMITY OF KUALA LUMPUR FIR.
3. LANDING DISTANCE AVAILABLE (LDA) IS 1,800 m.

CHANGE: NEW CHART.

INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 738 FT
HEIGHTS RELATED TO
AERODROME ELEV

YALA / Betong (VTSY)
VOR a

| FIX / POINT | | COORDINATES | |
|-----------------|--------------------|------------------|-------------------|
| ERVES | R-039 / 32.0 D BET | 06° 12' 07.88" N | 101° 28' 53.20" E |
| PETAC | R-020 / 32.3 D BET | 06° 17' 39.82" N | 101° 19' 45.08" E |
| (IAF) TARUG | R-020 / 22.0 D BET | 06° 07' 54.03" N | 101° 16' 11.86" E |
| (IAF) TCART | R-039 / 21.0 D BET | 06° 03' 30.16" N | 101° 21' 53.78" E |
| SY004 | R-031 / 16.3 D BET | 06° 01' 11.86" N | 101° 16' 57.21" E |
| (IF) ESGAL | R-020 / 13.0 D BET | 05° 59' 24.18" N | 101° 13' 06.39" E |
| SY003 | R-020 / 10.0 D BET | 05° 56' 34.22" N | 101° 12' 04.58" E |
| (FAF) KIBUG | R-020 / 7.3 D BET | 05° 54' 01.26" N | 101° 11' 08.97" E |
| (MAPt) SY002 | R-020 / 1.5 D BET | 05° 48' 32.67" N | 101° 09' 09.54" E |
| VOR | BET | 05° 47' 07.68" N | 101° 08' 38.65" E |
| EMSEG | R-200 / 1.5 D BET | 05° 45' 42.70" N | 101° 08' 07.77" E |

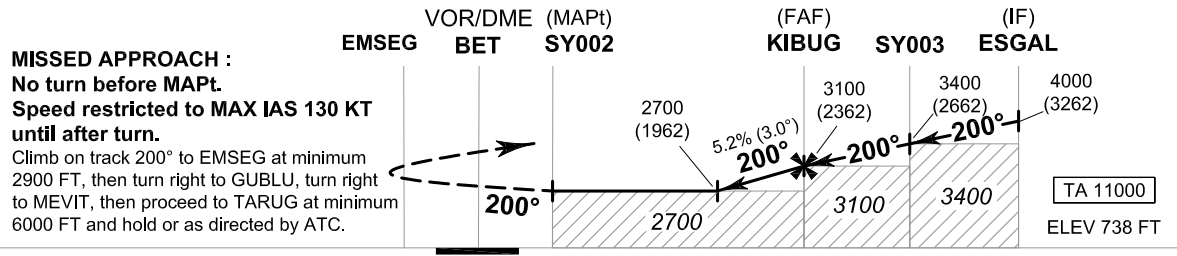
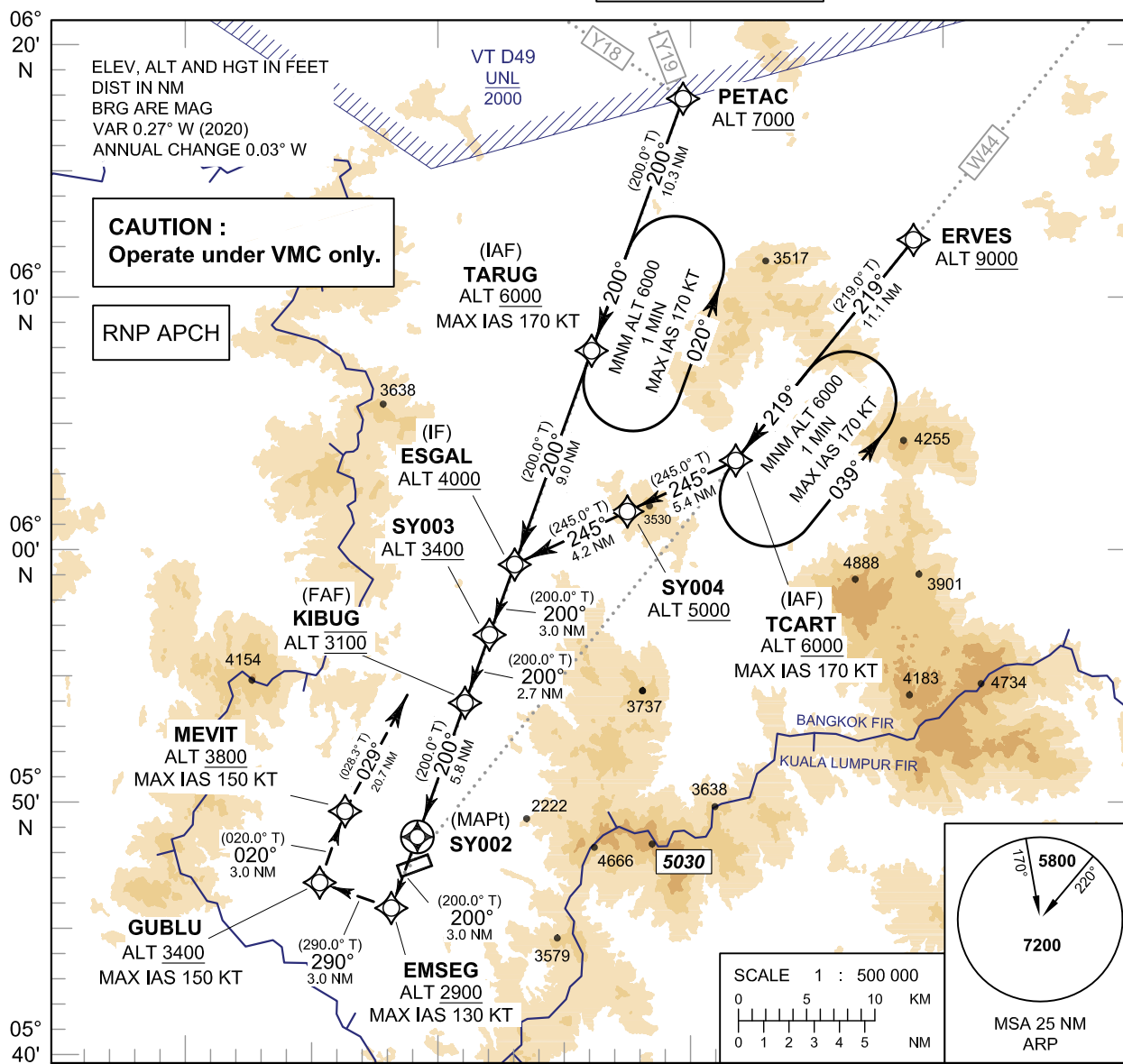


**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 738 FT
HEIGHTS RELATED TO
AERODROME ELEV**

APP : 125.55
TWR : 124.15, 236.6
GND : 122.15
ATIS : 128.50

**YALA / Betong (VTSY)
RNP a**



| | | | | | | | | | | | | | |
|--|--|----------------|-----|-------|-------------------|-------------|--------------|-------------|--------------------|-----|------|-----|------|
| MISSED APPROACH : | | VOR/DME (MAPt) | | | (FAF) | | | (IF) | | | | | |
| No turn before MAPt. | | EMSEG | BET | SY002 | KIBUG | SY003 | ESGAL | | | | | | |
| Speed restricted to MAX IAS 130 KT until after turn. | | | | | | | | | | | | | |
| Climb on track 200° to EMSEG at minimum 2900 FT, then turn right to GUBLU, turn right to MEVIT, then proceed to TARUG at minimum 6000 FT and hold or as directed by ATC. | | | | | | | | | | | | | |
| | | NM FM BET WPT | | | NM to NEXT WPT | | | | | | | | |
| | | 1.5 | 0.0 | 1.5 | 1.5 | 4.6 | 6.1 | 1.2 | 7.3 | 2.7 | 10.0 | 3.0 | 13.0 |
| OCA/H | | A | B | C | Altitude (Height) | | Ground speed | | Circling (OCH AAL) | | | | |
| LNAV | | Not authorized | | | 2700 (1962) | | 6.1 NM | 7.0 NM | FAF | | | | |
| | | | | | 2700 (1962) | 3100 (2362) | 3400 (2662) | 4000 (3262) | 3100 (2362) | | | | |
| | | | | | 70 | 90 | 100 | 120 | 140 | 160 | | | |
| | | | | | 369 | 474 | 527 | 632 | 737 | 843 | | | |

REMARK : 1. FOR CIRCLING RESTRICTION, SEE VERSO.
2. TAKE CAUTION TO REMAIN WITHIN BANGKOK FIR WHILE CIRCLING AND MISSED APPROACH DUE TO PROXIMITY OF KUALA LUMPUR FIR.
3. LANDING DISTANCE AVAILABLE (LDA) IS 1,800 m.

CHANGE: NEW CHART.

INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 738 FT
HEIGHTS RELATED TO AERODROME ELEV

YALA / Betong (VTSY)
RNP a

TABULAR DESCRIPTION

| RNP a | | | | | | | | | | | |
|---------------|-----------------|---------------------|---------|------------------|--------------------|---------------|----------------|---------------|------------|----------|--------------------------|
| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/ TCH | Navigation Specification |
| 010 | IF | ERVES | - | - | +0.27 | - | - | +9000 | - | - | RNP APCH |
| 020 | TF | TCART (IAF) | - | 219°(219.0°) | +0.27 | 11.1 | - | +6000 | -170 | - | RNP APCH |
| 030 | TF | SY004 | - | 245°(245.0°) | +0.27 | 5.4 | - | +5000 | - | - | RNP APCH |
| 040 | TF | ESGAL (IF) | - | 245°(245.0°) | +0.27 | 4.2 | - | +4000 | - | - | RNP APCH |
| | | | | | | | | | | | |
| 010 | IF | PETAC | - | - | +0.27 | - | - | +7000 | - | - | RNP APCH |
| 020 | TF | TARUG (IAF) | - | 200°(200.0°) | +0.27 | 10.3 | - | +6000 | -170 | - | RNP APCH |
| 030 | TF | ESGAL (IF) | - | 200°(200.0°) | +0.27 | 9.0 | - | +4000 | - | - | RNP APCH |
| | | | | | | | | | | | |
| 010 | IF | ESGAL (IF) | - | - | +0.27 | - | - | +4000 | - | - | RNP APCH |
| 020 | TF | SY003 | - | 200°(200.0°) | +0.27 | 3.0 | - | +3400 | - | - | RNP APCH |
| 030 | TF | KIBUG (FAF) | - | 200°(200.0°) | +0.27 | 2.7 | - | @3100 | - | - | RNP APCH |
| 040 | TF | SY002 (MAPt) | Y | 200°(200.0°) | +0.27 | 5.8 | - | @2700 | - | - | RNP APCH |
| 050 | CF | EMSEG | - | 200°(200.0°) | +0.27 | 3.0 | - | +2900 | -130 | - | RNP APCH |
| 060 | TF | GUBLU | - | 290°(290.0°) | +0.27 | 3.0 | - | +3400 | -150 | - | RNP APCH |
| 070 | TF | MEVIT | - | 020°(020.0°) | +0.27 | 3.0 | - | +3800 | -150 | - | RNP APCH |
| 080 | TF | TARUG (IAF) | - | 029°(028.3°) | +0.27 | 20.7 | - | +6000 | -170 | - | RNP APCH |
| 090 | HM | TARUG (IAF) | Y | 200°(200.0°) | +0.27 | 1 minute | L | +6000 | -170 | - | RNP APCH |

WAYPOINT LIST

| RNP a | |
|---------------------|------------------------------------|
| Waypoint Identifier | Coordinates |
| EMSEG | 05° 45' 42.70" N 101° 08' 07.77" E |
| ERVES | 06° 12' 07.88" N 101° 28' 53.20" E |
| ESGAL | 05° 59' 24.18" N 101° 13' 06.39" E |
| GUBLU | 05° 46' 44.55" N 101° 05' 18.06" E |
| KIBUG | 05° 54' 01.26" N 101° 11' 08.97" E |
| MEVIT | 05° 49' 34.52" N 101° 06' 19.81" E |
| PETAC | 06° 17' 39.82" N 101° 19' 45.08" E |
| SY002 | 05° 48' 32.67" N 101° 09' 09.54" E |
| SY003 | 05° 56' 34.22" N 101° 12' 04.58" E |
| SY004 | 06° 01' 11.86" N 101° 16' 57.21" E |
| TARUG | 06° 07' 54.03" N 101° 16' 11.86" E |
| TCART | 06° 03' 30.16" N 101° 21' 53.78" E |

