## VTPM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

## VTPM - TAK / MAE SOT AIRPORT

## VTPM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | 164159.73N 0983300.44E |
| 2 | Direction and distance from (city) | 5 KM W, from city |
| 3 | Elevation/Reference temperature | 693 FT / 37°C |
| 4 | Geoid Undulation at AD ELEV PSN | -128 FT |
| 5 | MAG VAR/Annual change | 0.94°W(2022)/0.04°W |
| 6 | AD Administration, address, telephone, telefax, telex, AFS | Director of Mae Sot Airport<br>Mae Sot Airport<br>Amphoe Mae Sot<br>Tak Province<br>Thailand<br>Tel: +665 556 3620<br>Fax: +665 554 4593<br>AFS: VTPMYDYX |
| 7 | Types of traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | Operator: Department of Airports |

## VTPM AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | Aerodrome Operator | 2300-1100 |
| 2 | Customs and immigration | On request |
| 3 | Health and sanitation | On request |
| 4 | AIS Briefing Office | NIL |
| 5 | ATS Reporting Office (ARO) | 2300-1100 |
| 6 | MET Briefing Office | NIL |
| 7 | ATS | 2300-1100 |
| 8 | Fuelling | NIL |
| 9 | Handling | NIL |
| 10 | Security | NIL |
| 11 | De-icing | NIL |
| 12 | Remarks | ATS Reporting Office (ARO):<br>Located at Phitsanulok Airport (1st floor of airport building)<br>Tel: +665 530 1078<br>+669 2262 3140<br>Fax: +665 530 1077 |

## VTPM 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 |

**VTPM AD 2.5 PASSENGER FACILITIES**

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

**VTPM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES**

| | | |
|---|---|---|
| 1 | AD category for fire fighting | Category 6 |
| 2 | Rescue equipment | Yes |
| 3 | Capability for removal of disabled aircraft | NIL |
| 4 | Remarks | NIL |

**VTPM AD 2.7 SEASONAL AVAILABILITY - CLEARING**

| | | |
|---|---|---|
| 1 | Types of clearing equipment | NIL |
| 2 | Clearance priorities | NIL |
| 3 | Remarks | The aerodrome is available all seasons. |

**VTPM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA**

| | | |
|---|---|---|
| 1 | Apron surface and strength | Apron 1<br>Surface: Asphaltic concrete<br>Strength: PCN 34/F/C/X/T<br>Apron 2<br>Surface: Concrete<br>Strength: PCN 42/R/C/X/T |
| 2 | Taxiway width, surface and strength | Taxiway A<br>Width: 23 M<br>Surface: Asphaltic concrete<br>Strength: PCN 34/F/C/X/T<br>Taxiway B and Taxiway C<br>Width: 23 M<br>Surface: Asphaltic concrete<br>Strength: PCN 42/F/C/X/T |
| 3 | Altimeter checkpoint location and elevation | Location: At Apron<br>Elevation: 690 FT |
| 4 | VOR checkpoints | NIL |
| 5 | INS checkpoints | NIL |
| 6 | Remarks | NIL |

## VTPM 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<br>TWY guide lines: Yes<br>Nose-wheel guide lines at apron<br>VDGS of aircraft stands: Aircraft stand No.2 at Apron 2 |
| 2 | RWY and TWY markings and LGT | RWY marking: RWY Designation, THR, TDZ, CL, Aiming Point and Side Stripe<br>RWY LGT: THR, RWY Edge and RWY End<br>TWY marking: CL, Edge and RWY Holding Position<br>TWY LGT: TWY Edge |
| 3 | Stop bars | NIL |
| 4 | Remarks | NIL |

## VTPM AD 2.10 AERODROME OBSTACLES

| In approach/TKOF areas | | | In circling areas and at AD | | Remarks |
|---|---|---|---|---|---|
| 1 | | | 2 | | 3 |
| **RWY/Area affected** | **Obstacle type Elevation Markings/LGT** | **Coordinates** | **Obstacle type Elevation Markings/LGT** | **Coordinates** | |
| **a** | **b** | **c** | **a** | **b** | |
| RWY 09/TKOF Area | Radio mast<br>ELEV 958 FT (292 M)<br>NIL/NIL | 164223.83N 0983637.24E | Building<br>ELEV 860 FT (262 M)<br>NIL/NIL | 164234.95N 0983420.96E | NIL |
| RWY 09/TKOF Area | Radio mast<br>ELEV 899 FT (274 M)<br>Painted red/white<br>NIL | 164224.43N 0983642.71E | Radio mast<br>ELEV 860 FT (262 M)<br>NIL/NIL | 164207.53N 0983015.79E | |
| RWY 09/TKOF Area | Radio mast<br>ELEV 1060 FT (323 M)<br>NIL/NIL | 164213.51N 0983707.54E | Radio mast<br>ELEV 860 FT (262 M)<br>Painted red/white<br>NIL | 164210.14N 0983106.43E | |
| | | | Radio mast<br>ELEV 850 FT (259 M)<br>NIL/NIL | 164347.16N 0983334.87E | |
| | | | Radio mast<br>ELEV 840 FT (256 M)<br>NIL/NIL | 164403.91N 0983403.58E | |
| | | | Radio mast<br>ELEV 846 FT (258 M)<br>NIL/NIL | 164335.84N 0983504.19E | |
| | | | Radio mast<br>ELEV 846 FT (258 M)<br>Painted red/white<br>NIL | 164242.67N 0983424.87E | |
| | | | Radio mast<br>ELEV 860 FT (262 M)<br>Painted red/white<br>NIL | 164255.01N 0983505.65E | |
| | | | Radio mast<br>ELEV 866 FT (264 M)<br>Painted red/white<br>NIL | 164256.31N 0983513.88E | |

| In approach/TKOF areas | | | In circling areas and at AD | | Remarks |
|---|---|---|---|---|---|
| 1 | | | 2 | | 3 |
| RWY/Area affected | Obstacle type Elevation Markings/LGT | Coordinates | Obstacle type Elevation Markings/LGT | Coordinates | |
| a | b | c | a | b | |
| | | | Radio mast<br>ELEV 863 FT (263 M)<br>Painted red/white<br>NIL | 164259.54N 0983528.49E | |
| | | | Radio mast<br>ELEV 1083 FT (330 M)<br>NIL/NIL | 164356.93N 0983358.99E | |
| | | | Radio mast<br>ELEV 860 FT (262 M)<br>NIL/NIL | 164224.02N 0983424.96E | |
| | | | Radio mast<br>ELEV 850 FT (259 M)<br>NIL/NIL | 164217.32N 0983221.44E | |
| | | | Radio mast<br>ELEV 879 FT (268 M)<br>NIL/NIL | 164402.16N 0983358.78E | |
| | | | Radio mast<br>ELEV 896 FT (273 M)<br>NIL/NIL | 164305.88N 0983341.53E | |
| | | | Water tank<br>ELEV 833 FT (254 M)<br>NIL/NIL | 164219.61N 0983233.91E | |
| | | | At Aerodrome | | |
| | | | Apron flood light pole<br>ELEV 781 FT (238 M)<br>NIL/LGTD | 164206.28N 0983233.70E | |
| | | | Apron flood light pole<br>ELEV 781 FT (238 M)<br>NIL/LGTD | 164206.30N 0983235.73E | |
| | | | Apron flood light pole<br>ELEV 781 FT (238 M)<br>NIL/LGTD | 164206.34N 0983237.70E | |
| | | | Apron flood light pole<br>ELEV 778 FT (237 M)<br>NIL/LGTD | 164206.36N 0983238.60E | |
| | | | Apron flood light pole<br>ELEV 778 FT (237 M)<br>NIL/LGTD | 164208.25N 0983240.87E | |
| | | | Apron flood light pole<br>ELEV 778 FT (237 M)<br>NIL/LGTD | 164208.30N 0983242.90E | |
| | | | Apron flood light pole<br>ELEV 778 FT (237 M)<br>NIL/LGTD | 164208.31N 0983244.91E | |
| | | | Apron flood light pole<br>ELEV 778 FT (237 M)<br>NIL/LGTD | 164208.35N 0983246.96E | |

| In approach/TKOF areas | | | In circling areas and at AD | | Remarks |
|---|---|---|---|---|---|
| 1 | | | 2 | | 3 |
| RWY/Area affected | Obstacle type Elevation Markings/LGT | Coordinates | Obstacle type Elevation Markings/LGT | Coordinates | |
| a | b | c | a | b | |
| | | | ATC tower<br>ELEV 771 FT (235 M)<br>Painted red/white<br>LGTD | 164206.88N 0983235.83E | |

**VTPM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

| | | |
|---|---|---|
| 1 | Associated MET Office | Aeronautical Meteorological Station-Mae Sot,<br>Northern Meteorological Center,<br>Thai Meteorological Department (TMD) |
| 2 | Hours of service<br>MET Office outside hours | 2200-1100<br>NIL |
| 3 | Office responsible for TAF preparation<br>Periods of validity | Supply TAF from Northern Meteorological Center<br>24 HR |
| 4 | Type of landing forecast<br>Interval of issuance | TREND<br>1 HR |
| 5 | Briefing/consultation provided | Personal Consultation<br>Tel: +665 556 3286 |
| 6 | Flight documentation<br>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 | Mae Sot TWR |
| 10 | Additional information (limitation of service, etc.) | NIL |

**VTPM AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

| Designations RWY NR | TRUE BRG | Dimensions of RWY(M) | Strength (PCN) and surface of RWY and SWY | THR coordinates RWY end coordinates THR geoid undulation | THR elevation and highest elevation of TDZ of precision APP RWY |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 09 | 089.13° | 2100x45 | PCN 42/F/C/X/T<br>Asphaltic concrete | 164159.42N 0983238.85E<br>-128 FT | THR 691 FT |
| 27 | 269.13° | 2100x45 | PCN 42/F/C/X/T<br>Asphaltic concrete | 164200.25N 0983335.89E<br>-127 FT | THR 681 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 |
| NIL | NIL | NIL | 2220x280 | 240x90 | NIL | NIL | THR displaced by 410 M |
| NIL | NIL | NIL | 2220x280 | 240x90 | NIL | NIL | NIL |

## VTPM AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 09 | 2100 | 2100 | 2100 | 1690 | THR displaced by 410 M |
| 27 | 2100 | 2100 | 2100 | 2100 | NIL |

## VTPM 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 |
| 09 | NIL | Green<br>NIL | NIL | NIL | NIL | 2100 M<br>60 M<br>White;<br>FM 0 M - 410 M<br>Red,<br>FM 410 M -<br>1500 M White,<br>FM 1500 M -<br>2100 M Yellow,<br>5 steps, LIH | Red<br>NIL | NIL | NIL |
| 27 | SALS<br>420 M<br>LIH | Green<br>NIL | PAPI<br>Left 3.4°<br>(53.60<br>FT) | NIL | NIL | 2100 M<br>60 M<br>White,<br>FM 1500 M -<br>2100 M Yellow,<br>5 steps, LIH | Red<br>NIL | NIL | RTIL |

## VTPM AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: At Tower Building, FLG W G EV 2.5 SEC.<br>IBN: NIL |
| 2 | LDI location and LGT<br>Anemometer location and LGT | LDI: NIL<br>WDI: 1. Wind cone at 322 M from THR 27 off set left side 80 M from RCL, illuminated<br>2. Wind cone at 1834 M from THR 27 off set right side 80 M from RCL, illuminated<br>Anemometer: NIL |
| 3 | TWY edge and centre line lighting | Edge: All TWY<br>Centre Line: NIL |
| 4 | Secondary power supply/switch-over time | Secondary power supply to all lighting at the Airfield Lighting (AFL) building<br>Switch- over time: 11 SEC. |
| 5 | Remarks | NIL |

## VTPM AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO<br>Geoid undulation | 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 |

**VTPM AD 2.17 ATS AIRSPACE**

| | | |
|---|---|---|
| 1 | Designation and lateral limits | Starting from a point 1644.7N 9829.0E and then clockwise along 5NM arc radius centred on MST DVOR/DME (164152.13N 0983229.68E) to a point 1637.0N 09835.0E and then along Bangkok FIR to the starting point. |
| 2 | Vertical limits | 2000 FT/AGL |
| 3 | Airspace classification | C |
| 4 | ATS unit call sign<br>Language(s) | Mae Sot Tower<br>English, Thai |
| 5 | Transition altitude | 11000 FT |
| 6 | Remarks | NIL |

**VTPM AD 2.18 ATS COMMUNICATION FACILITIES**

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| APP | Mae Sot Approach | 120.65 MHZ<br>121.5 MHZ [1)] | As AD OPR HR | [1)] Emergency frequency |
| TWR | Mae Sot Tower | 121.5 MHZ [1)]<br>118.35 MHZ<br>236.6 MHZ | As AD OPR HR | |
| ATIS | Mae Sot Airport | 316 KHZ | As AD OPR HR | |

**VTPM AD 2.19 RADIO NAVIGATION AND LANDING AIDS**

| Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give declination) | ID | Frequency | Hours of operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| NDB | MS | 316KHZ | H24 | 164206.97N<br>0983223.25E | NIL | Data refer from commissioning as follows:<br>– 50 NM orbit flown from bearing 340°-170° clockwise orbit at altitude 7 500 FT result found satisfactory<br>– Bearing 171°-339° clockwise orbit unable to perform due to border limited |

| Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give declination) | ID | Frequency | Hours of operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| DVOR/DME | MST | 116.7MHZ CH114X | H24 | 164152.13N 0983229.68E | NIL | DVOR/DME restrictions,<br>1. Unusable due to roughness out of tolerance<br>– Radial 104° distance between 6.0-13.0 DME altitude 5 500 FT<br>– Radial 012° distance between 22.0-24.0 DME altitude 5 000 FT<br>– Radial 124° distance between 32.0-34.0 DME altitude 6 600 FT<br>2. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal clockwise orbit 40 NM at the required altitude in various areas as follows:<br>– Radial 000°-030° altitude should not below 7 000 FT<br>– Radial 031°-060° altitude should not below 9 000 FT<br>– Radial 061°-070° altitude should not below 10 000 FT<br>– Radial 071°-120° altitude should not below 9 000 FT<br>– Radial 121°-360° unable to perform due to border limited |

## VTPM AD 2.20 LOCAL AERODROME REGULATIONS

- All aircraft flying to Mae Sot Airport are requested to use RWY 27 for landing due to RWY 09 unsuitable, because it may cross over Yangon FIR while approaching to land.

- To prevent runway pavement damage which may result in the closure of the aerodrome if such damage is severe, aircraft code letter C (Wing span above 24 M.) or higher are not allowed to make 180 degrees turn on the runway. The turn shall be made on the runway turn pad located on both end of runway. 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.

## VTPM AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

## VTPM AD 2.22 FLIGHT PROCEDURES

NIL

## VTPM AD 2.23 ADDITIONAL INFORMATION

### 1. BIRD CONCENTRATIONS

Bird concentrations in the vicinity of an aerodrome.

## VTPM AD 2.24 CHARTS RELATED TO AN AERODROME

**INTENTIONALLY BLANK**

# AERODROME CHART - ICAO

**16 41 59.73N**
**098 33 00.44 E**

**ELEV 693 FT**

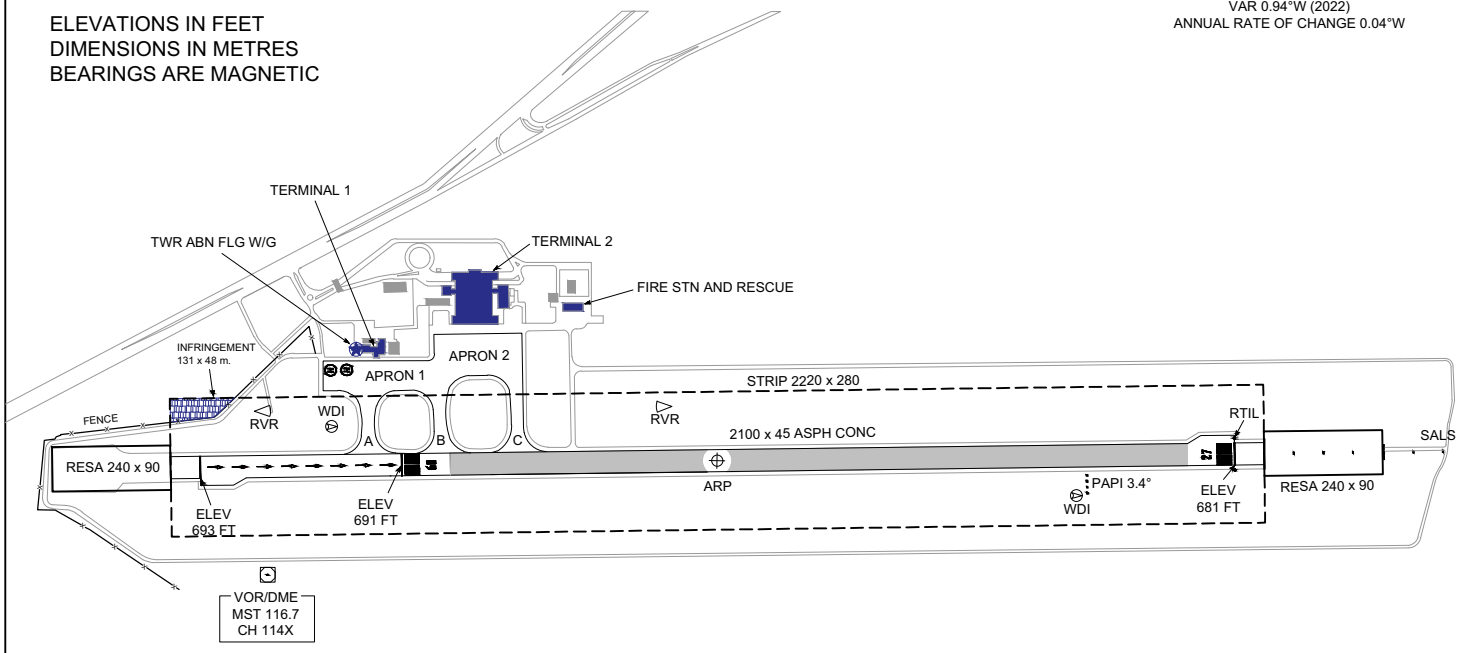
**TWR 118.35**
**236.6**

**TAK / Mae Sot**

| RWY | DIRECTION (TRUE BRG) | THR | BEARING STRENGTH |
|---|---|---|---|
| 09 | 089.13° | 16 41 59.42N<br>098 32 38.85E | PCN 42/F/C/X/T |
| 27 | 269.13° | 16 42 00.25N<br>098 33 35.89E | |
| APRON 1<br>APRON 2 | | | PCN 34/F/C/X/T<br>PCN 42/R/C/X/T |
| TAXIWAY A<br>TAXIWAY B AND C | | | PCN 34/F/C/X/T<br>PCN 42/F/C/X/T |

VAR 0.94°W (2022)
ANNUAL RATE OF CHANGE 0.04°W

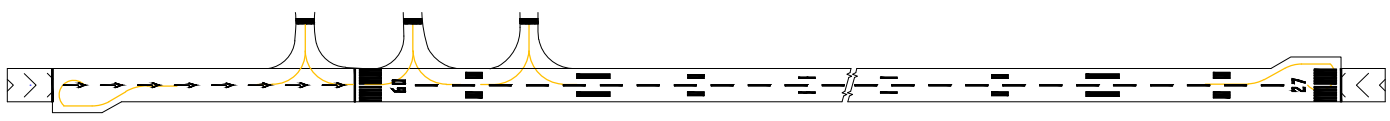
ELEVATIONS IN FEET
DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC



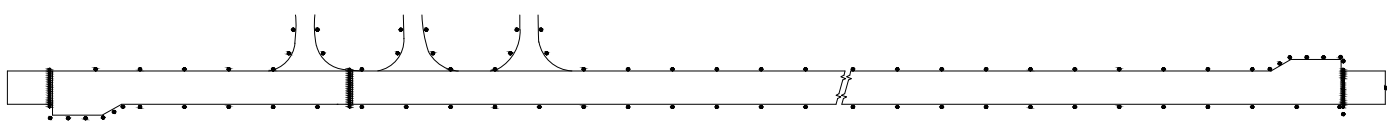

REMARKS:

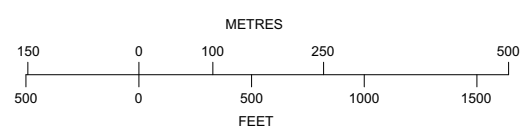
- DETAILS OF AIRCRAFT STANDS ARE SHOWN IN AIRCRAFT PARKING/DOCKING CHART
- TAXIWAY WIDTH 23 m.

MARKING AIDS RWY 09/27 AND EXIT TWY



LIGHTING AIDS RWY 09/27 AND EXIT TWY






CHANGE: REVISED CHART, MAG VAR, ANNUAL RATE OF CHANGE, ARP AND RWY COORDINATES, RWY AND RWY STRIP DIMENSION. SWY: AD ELEV, THR ELEV, PAPI RWY27 POSITION. RTIL RWY 27.

Date of Aeronautical Information

**Department of Airports**

Final
30 Sep 2022

# INTENTIONALLY BLANK

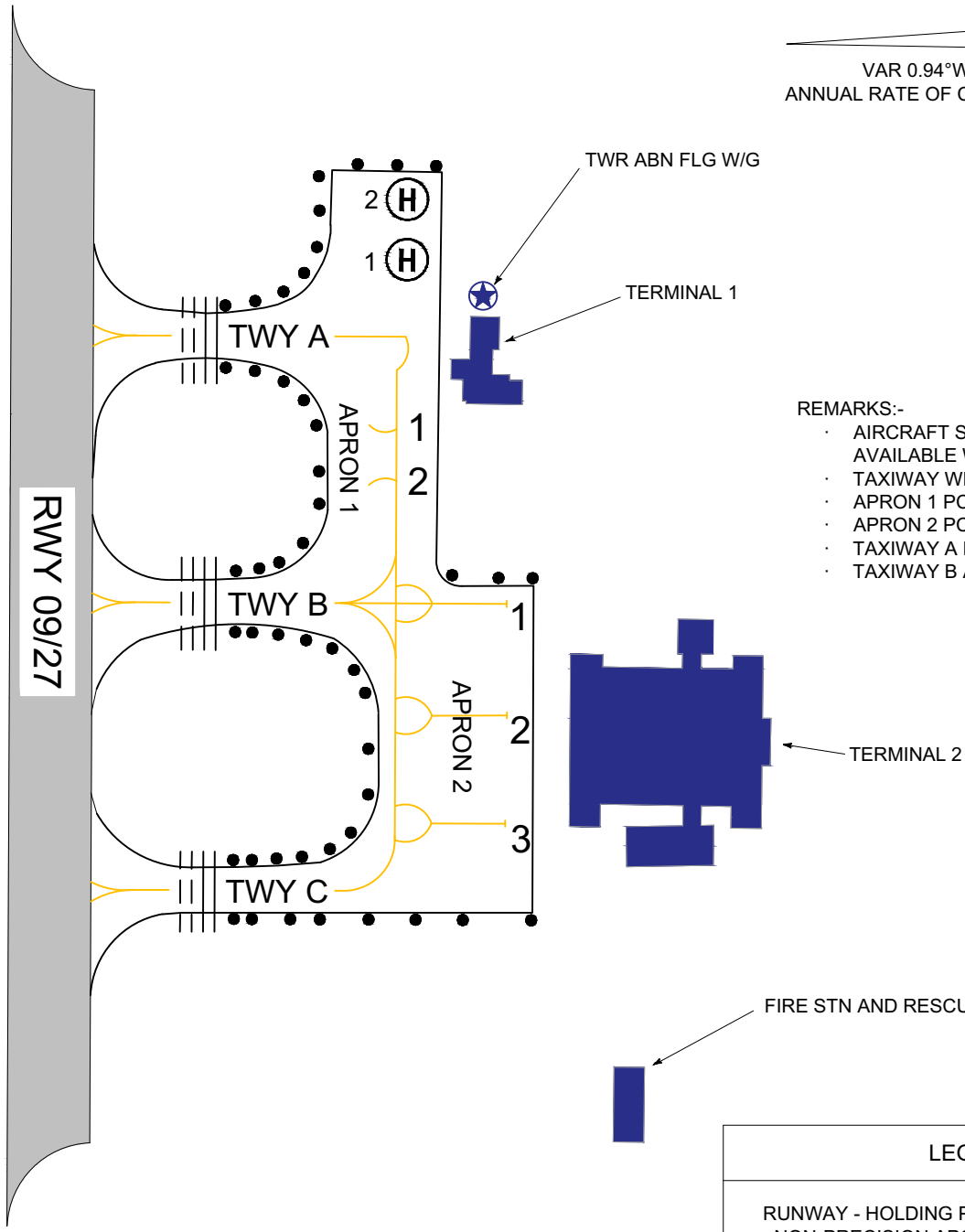
## AIRCRAFT PARKING/ DOCKING CHART - ICAO

**APRON ELEV 690 FT**

TWR 118.35
236.6

## TAK / Mae Sot

ELEVATIONS IN FEET




REMARKS:-

- AIRCRAFT STAND NR 2 (APRON 2) AVAILABLE WITH AVIATION BRIDGES
- TAXIWAY WIDTH 23 M.
- APRON 1 PCN 34/F/C/X/T
- APRON 2 PCN 42/R/C/X/T
- TAXIWAY A PCN 34/F/C/X/T
- TAXIWAY B AND C PCN 42/F/C/X/T

| LEGEND | |
|---|---|
| RUNWAY - HOLDING POSITION<br>NON-PRECISION APCH RWY | |

METRES
100 0 100 200
200 0 400 800
FEET

| INS COORDINATES FOR AIRCRAFT STANDS | | |
|---|---|---|
| LOCATION | STAND NR | COORDINATES |
| APRON 1 | 1 | 16 42 05.54N 098 32 38.20E |
| | 2 | 16 42 05.55N 098 32 39.15E |
| | TLOF 1 | 16 42 05.66N 098 32 35.07E |
| | TLOF 2 | 16 42 05.65N 098 32 33.96E |
| APRON 2 | 1 | 16 42 07.58N 098 32 41.66E |
| | 2 | 16 42 07.78N 098 32 43.50E |
| | 3 | 16 42 07.60N 098 32 45.43E |

CHANGE: EDIT AIRCRAFT STAND NR. (APRON 2). TABULAR.

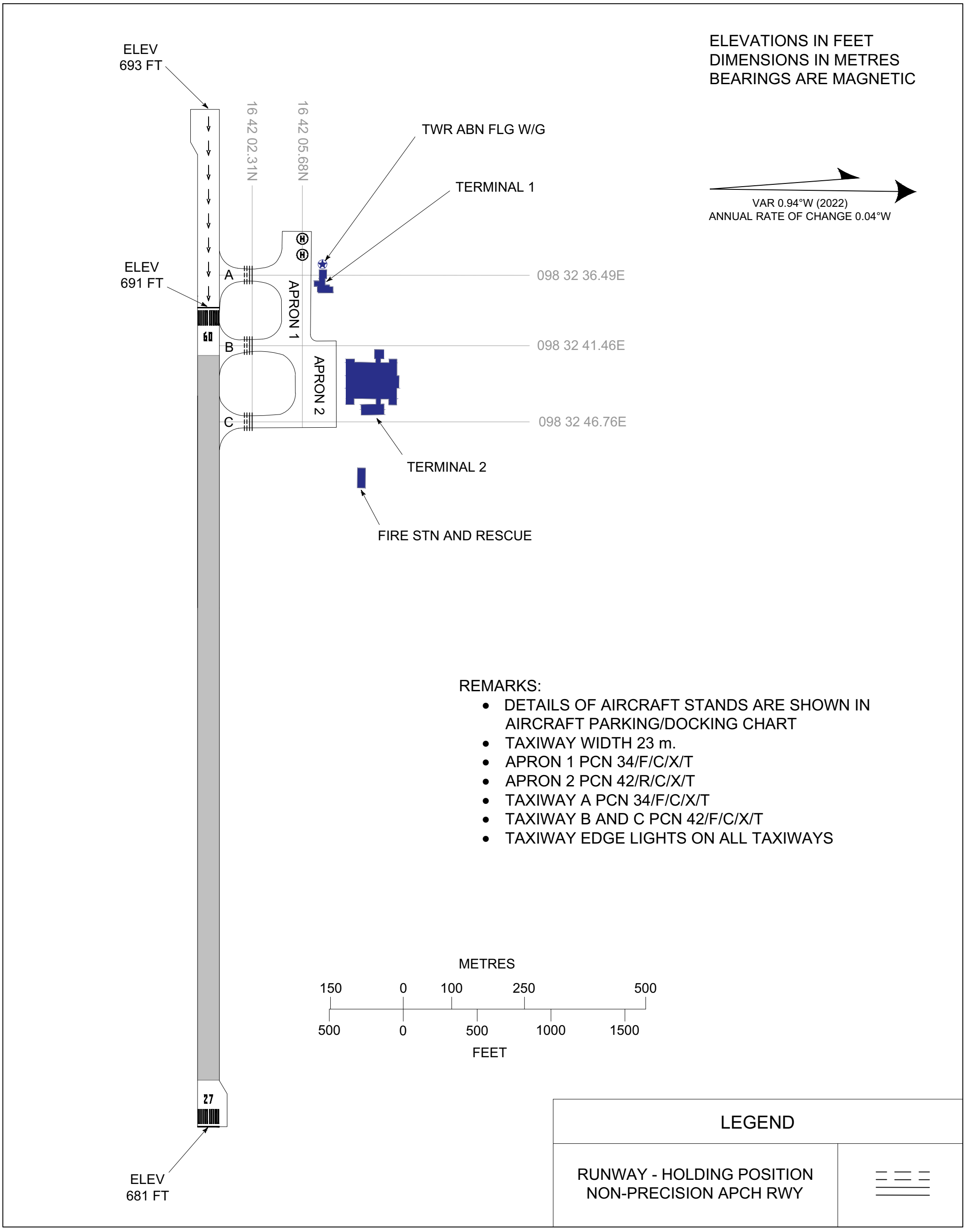
# INTENTIONALLY BLANK

# AERODROME GROUND MOVEMENT CHART - ICAO

**APRON ELEV**
**690 FT**

**TWR 118.35**
**236.6**

## TAK / Mae Sot




CHANGE: NEW CHART.

Date of Aeronautical Information

**Department of Airports**

Final
29 Aug 2022

# INTENTIONALLY BLANK

# AERODROME OBSTACLE CHART - ICAO

**DIMENSIONS AND ELEVATIONS IN METRES**

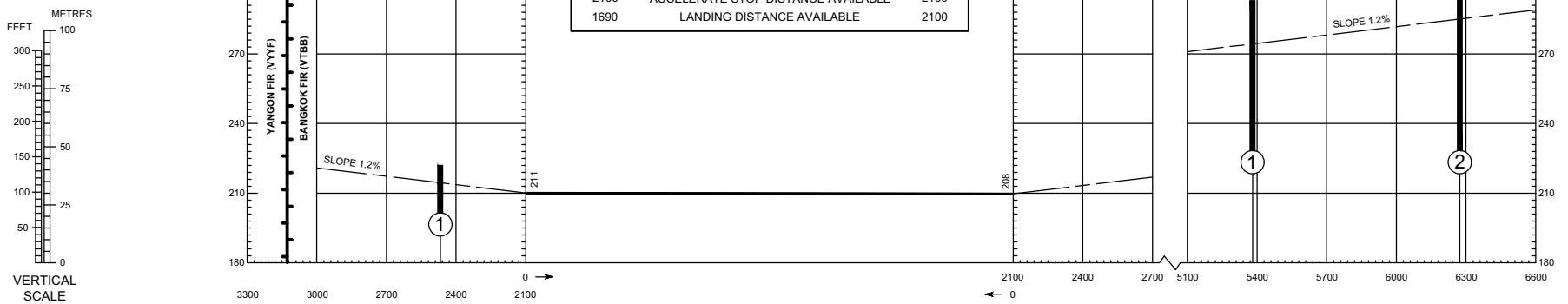
**TYPE A (OPERATING LIMITATIONS)**

**TAK / Mae Sot Airport**

MAGNETIC VARIATION 0.94°W (2022)
ANNUAL RATE OF CHANGE 0.04°W

RWY 09 / 27

| DECLARED DISTANCES | | |
|---|---|---|
| RWY 09 | | RWY 27 |
| 2100 | TAKE-OFF RUN AVAILABLE | 2100 |
| 2100 | TAKE-OFF DISTANCE AVAILABLE | 2100 |
| 2100 | ACCELERATE STOP DISTANCE AVAILABLE | 2100 |
| 1690 | LANDING DISTANCE AVAILABLE | 2100 |




| LEGEND | |
|---|---|
| IDENTIFICATION NUMBER | ① |
| POLE, TOWER, SPIRE, ANTENNA, ETC | ⊙ |
| BUILDING OR LARGE STRUCTURE | ▬ |
| FLIGHT INFORMATION REGION (FIR) | ⌇ |

HORIZONTAL SCALE 1 : 20 000

METRES 400 300 200 100 0 500 1000 1500 2000 2500

FEET 1000 500 0 1000 2000 3000 4000 5000 6000 7000 8000

ORDER OF ACCURACY
HORIZONTAL 0.5 m
VERTICAL 0.5 m

CHANGE: NEW CHART.

Date of Aeronautical Information

DEPARTMENT OF AIRPORTS

Final
8 Sep 2022

**INTENTIONALLY BLANK**

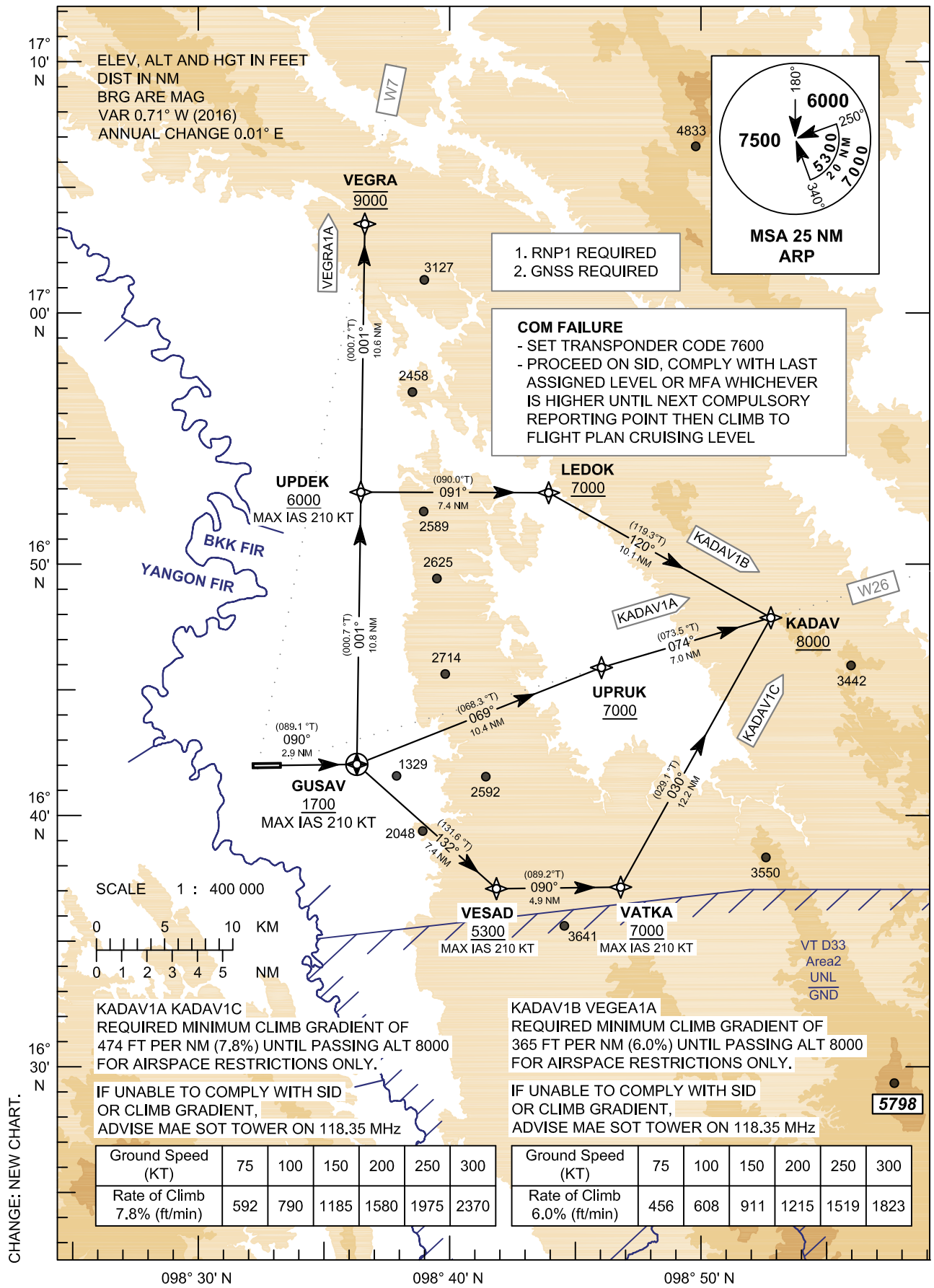
**STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE
11000 FT

APP : 120.65 MHz
TWR : 118.35 , 236.6 MHz
ATIS : 316.0 KHz

**TAK / Mae Sot (VTPM)**
**RNAV RWY09**

KADAV1A KADAV1B KADAV1C VEGRA1A




| Ground Speed (KT) | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| Rate of Climb 7.8% (ft/min) | 592 | 790 | 1185 | 1580 | 1975 | 2370 |

| Ground Speed (KT) | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| Rate of Climb 6.0% (ft/min) | 456 | 608 | 911 | 1215 | 1519 | 1823 |

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

**TAK / Mae Sot (VTPM)**
**RNAV RWY09**

KADAV1A KADAV1B KADAV1C VEGRA1A

**TABULAR DESCRIPTION**

**RNAV RWY09**

| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/ TCH | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|---|
| KADAV1A | | | | | | | | | | | |
| 010 | - | DER RWY09 | - | - | +0.65 | - | - | - | - | - | RNP1 |
| 020 | CF | GUSAV | Y | 090°(089.1°) | +0.65 | 2.9 | - | +1700 | -210 | - | RNP1 |
| 030 | TF | UPRUK | - | 069°(068.3°) | +0.65 | 10.4 | - | +7000 | - | - | RNP1 |
| 040 | TF | KADAV | - | 074°(073.5°) | +0.65 | 7.0 | - | +8000 | - | - | RNP1 |
| KADAV1B | | | | | | | | | | | |
| 010 | - | DER RWY09 | - | - | +0.65 | - | - | - | - | - | RNP1 |
| 020 | CF | GUSAV | Y | 090°(089.1°) | +0.65 | 2.9 | - | +1700 | -210 | - | RNP1 |
| 030 | TF | UPDEK | - | 001°(000.7°) | +0.65 | 10.8 | - | +6000 | -210 | - | RNP1 |
| 040 | TF | LEDOK | - | 091°(090.0°) | +0.65 | 7.4 | - | +7000 | - | - | RNP1 |
| 050 | TF | KADAV | - | 120°(119.3°) | +0.65 | 10.1 | - | +8000 | - | - | RNP1 |
| KADAV1C | | | | | | | | | | | |
| 010 | - | DER RWY09 | - | - | +0.65 | - | - | - | - | - | RNP1 |
| 020 | CF | GUSAV | Y | 090°(089.1°) | +0.65 | 2.9 | - | +1700 | -210 | - | RNP1 |
| 030 | TF | VESAD | - | 132°(131.6°) | +0.65 | 7.4 | - | +5300 | -210 | - | RNP1 |
| 040 | TF | VATKA | - | 090°(089.2°) | +0.65 | 4.9 | - | +7000 | -210 | - | RNP1 |
| 050 | TF | KADAV | - | 030°(029.1°) | +0.65 | 12.2 | - | +8000 | - | - | RNP1 |
| VEGRA1A | | | | | | | | | | | |
| 010 | - | DER RWY09 | - | - | +0.65 | - | - | - | - | - | RNP1 |
| 020 | CF | GUSAV | Y | 090°(089.1°) | +0.65 | 2.9 | - | +1700 | -210 | - | RNP1 |
| 030 | TF | UPDEK | - | 001°(000.7°) | +0.65 | 10.8 | - | +6000 | -210 | - | RNP1 |
| 040 | TF | VEGRA | - | 001°(000.7°) | +0.65 | 10.6 | - | @9000 | - | - | RNP1 |

**WAYPOINT LIST**

| **RNAV RWY09** | | |
|---|---|---|
| | | |
| **Waypoint Identifier** | **Coordinates** | **Pronunciation** |
| DER RWY09 | 16 42 00.25 N 098 33 35.89 E | - |
| GUSAV | 16 42 02.87 N 098 36 35.48 E | GU-SAV |
| KADAV | 16 47 54.24 N 098 53 40.89 E | KA-DAV |
| LEDOK | 16 52 52.67 N 098 44 28.90 E | LE-DOK |
| VEGRA | 17 03 33.12 N 098 36 52.59 E | VEG-RA |
| VATKA | 16 37 10.63 N 098 47 29.39 E | VAT-KA |
| VESAD | 16 37 06.51 N 098 42 21.77 E | VE-SAD |
| UPRUK | 16 45 54.96 N 098 46 41.17 E | UP-RUK |
| UPDEK | 16 52 52.81 N 098 36 44.09 E | UP-DEK |

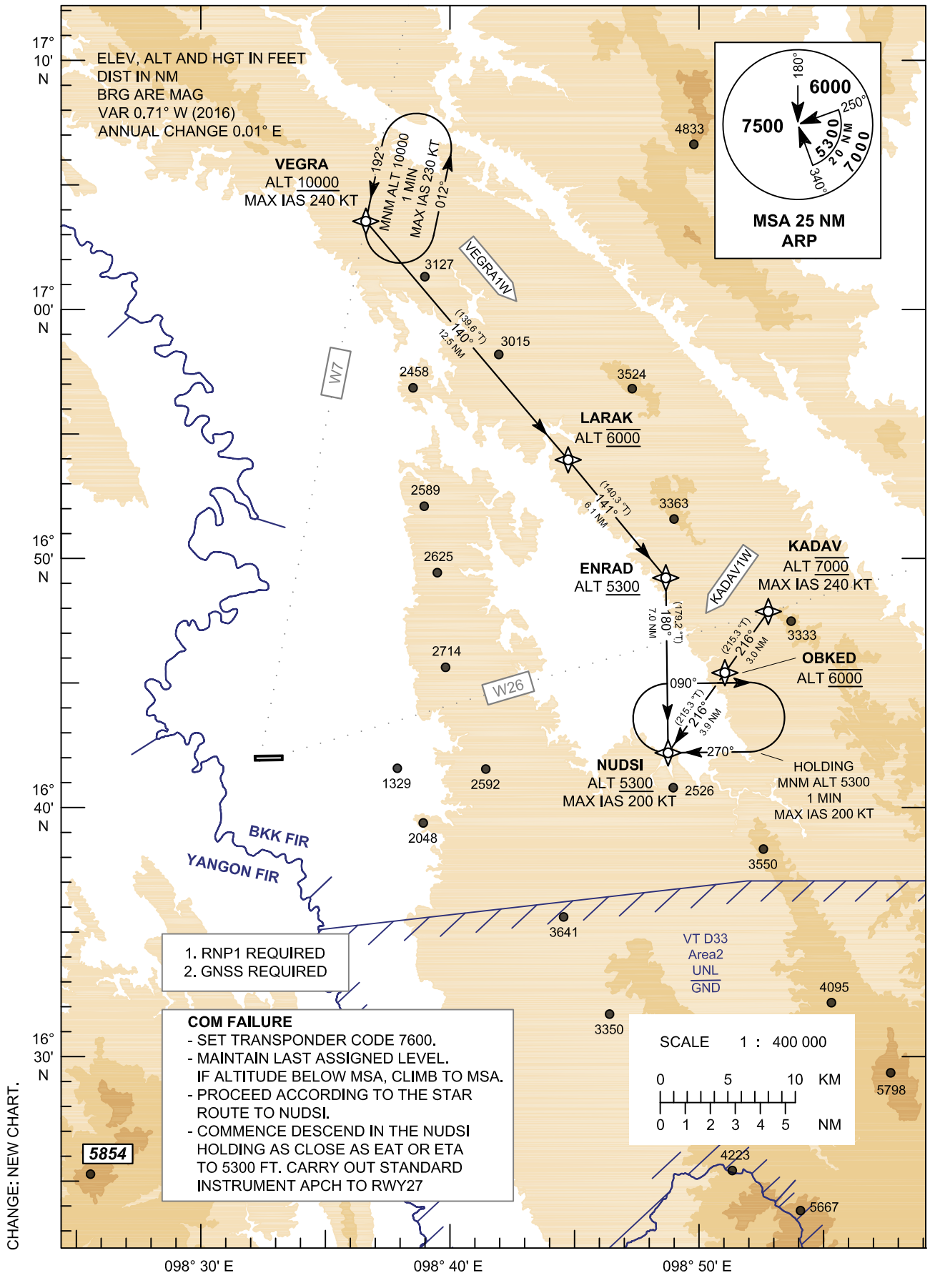
**STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO**

TRANSITION ALTITUDE
11000 FT

APP : 120.65 MHz
TWR : 118.35 , 236.6 MHz
ATIS : 316.0 KHz

**TAK / Mae Sot (VTPM)**
**RNAV RWY27**

KADAV1W VEGRA1W



**STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO**

**TAK / Mae Sot (VTPM)**
**RNAV RWY27**

KADAV1W VEGRA1W

## TABULAR DESCRIPTION

### RNAV RWY27

| Serial Number | Path Descriptor | Waypoint Identifier | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/ TCH | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|---|
| KADAV1W | | | | | | | | | | | |
| 010 | IF | KADAV | - | - | +0.65 | - | - | @7000 | -240 | - | RNP1 |
| 020 | TF | OBKED | - | 216°(215.3°) | +0.65 | 3.0 | - | @6000 | - | - | RNP1 |
| 030 | TF | NUDSI | - | 216°(215.3°) | +0.65 | 3.9 | - | +5300 | -200 | - | RNP1 |
| VEGRA1W | | | | | | | | | | | |
| 010 | IF | VEGRA | - | - | +0.65 | - | - | +10000 | -240 | - | RNP1 |
| 020 | TF | LARAK | - | 140°(139.6°) | +0.65 | 12.5 | - | @6000 | - | - | RNP1 |
| 030 | TF | ENRAD | - | 141°(140.3°) | +0.65 | 6.1 | - | +5300 | - | - | RNP1 |
| 040 | TF | NUDSI | - | 180°(179.2°) | +0.65 | 7.0 | - | +5300 | -200 | - | RNP1 |

## WAYPOINT LIST

| RNAV RWY27 | | |
|---|---|---|
| | | |
| **Waypoint Identifier** | **Coordinates** | **Pronunciation** |
| LARAK | 16 53 59.25 N 098 45 19.90 E | LA-RAK |
| NUDSI | 16 42 13.62 N 098 49 30.56 E | NUD-SI |
| KADAV | 16 47 54.24 N 098 53 40.89 E | KA-DAV |
| VEGRA | 17 03 33.12 N 098 36 52.59 E | VEG-RA |
| ENRAD | 16 49 15.30 N 098 49 24.50 E | EN-RAD |
| OBKED | 16 45 26.75 N 098 51 52.46 E | OB-KED |

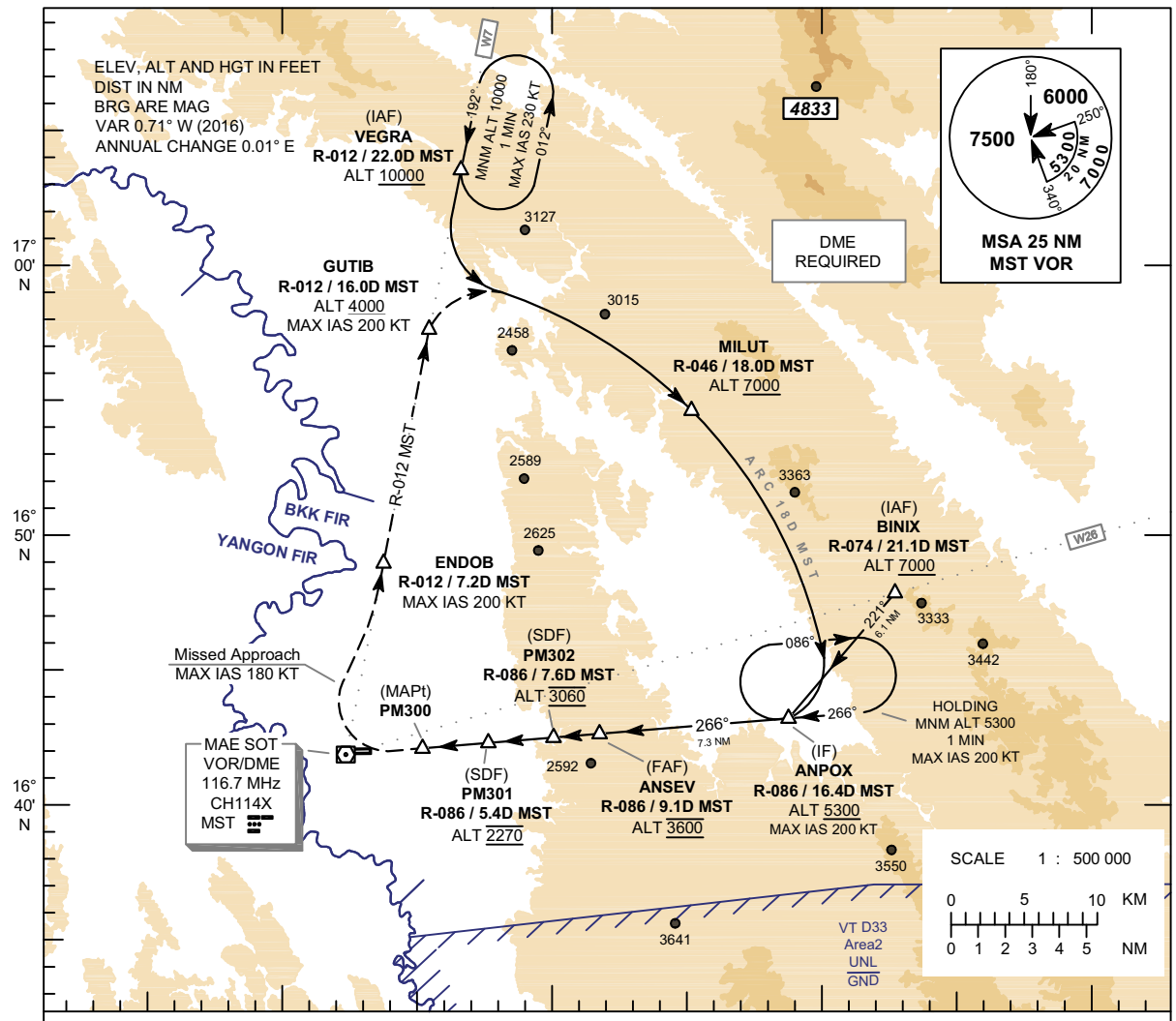
**INSTRUMENT APPROACH CHART - ICAO**

**AERODROME ELEV 693 FT**
HEIGHTS RELATED TO
THR RWY27 - ELEV 681 FT

APP : 120.65 MHz
TWR : 118.35 , 236.6 MHz
ATIS : 316.0 KHz

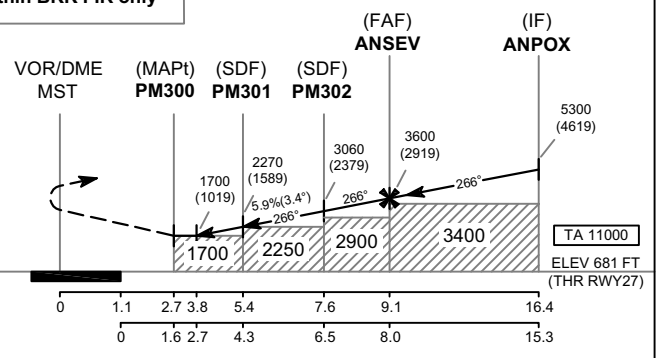
**TAK / Mae Sot (VTPM)**

**VOR RWY27**




**CAUTION : Missed approach procedure shall be within BKK FIR only**

**MISSED APPROACH :**
**No turn before MAPt.**
**Speed restricted to MAX IAS 180 KT until after turn.**
At MAPt, turn right climb to intercept outbound R-012 MST VOR at ENDOB, then proceed on R-012 MST VOR to GUTIB at minimum ALT 4000 ft and follow ARC 18 D MST to MILUT at minimum ALT 7000 ft, then to ANPOX at minimum ALT 5300 FT and hold or as directed by ATC.




CHANGE: ENDOB SPEED RESTRICTION ADDED.

| OCA/H | A | B | C |
|---|---|---|---|
| Straight-in Approach | 1700 (1019) | | |
| Circling (OCH AAL) | NOT AUTHORIZED | | |

| Distance (MST) | 3.8 D | 4 D | 5 D | PM301 | 6 D | 7 D | PM302 | 8 D | FAF |
|---|---|---|---|---|---|---|---|---|---|
| Altitude (Height) | 1700 (1019) | 1770 (1089) | 2130 (1449) | 2270 (1589) | 2490 (1809) | 2845 (2164) | 3060 (2379) | 3205 (2524) | 3600 (2919) |

| Ground speed knot | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Rate of descent (5.9%) ft/min | 418 | 538 | 597 | 717 | 836 | 956 |

**INSTRUMENT APPROACH CHART - ICAO**

**AERODROME ELEV 693 FT**
HEIGHTS RELATED TO
THR RWY27 - ELEV 681 FT

**TAK / Mae Sot (VTPM)**

**VOR RWY27**

| FIX / POINT | | Coordinates | | Pronunciation |
|---|---|---|---|---|
| (IAF) BINIX | R-074 / 21.1D MST | 16 47 53.06 N | 098 53 36.74 E | BI-NIX |
| (IAF) VEGRA | R-012 / 22.0D MST | 17 03 33.12 N | 098 36 52.59 E | VEG-RA |
| MILUT | R-046 / 18.0D MST | 16 54 38.50 N | 098 45 46.21 E | MI-LUT |
| GUTIB | R-012 / 16.0D MST | 16 57 38.52 N | 098 35 39.75 E | GU-TIB |
| ENDOB | R-012 / 7.2D MST | 16 48 57.93 N | 098 33 55.61 E | EN-DOB |
| (IF) ANPOX | R-086 / 16.4D MST | 16 43 14.09 N | 098 49 31.25 E | AN-POX |
| (FAF) ANSEV | R-086 / 9.1D MST | 16 42 37.79 N | 098 41 56.58 E | AN-SEV |
| (SDF) PM302 | R-086 / 7.6D MST | 16 42 30.26 N | 098 40 22.73 E | - |
| (SDF) PM301 | R-086 / 5.4D MST | 16 42 19.23 N | 098 38 05.45 E | - |
| (MAPt) PM300 | R-086 / 2.7D MST | 16 42 05.55 N | 098 35 15.75 E | - |
| (IAF) VOR | MST | 16 41 52.13 N | 098 32 29.68 E | - |

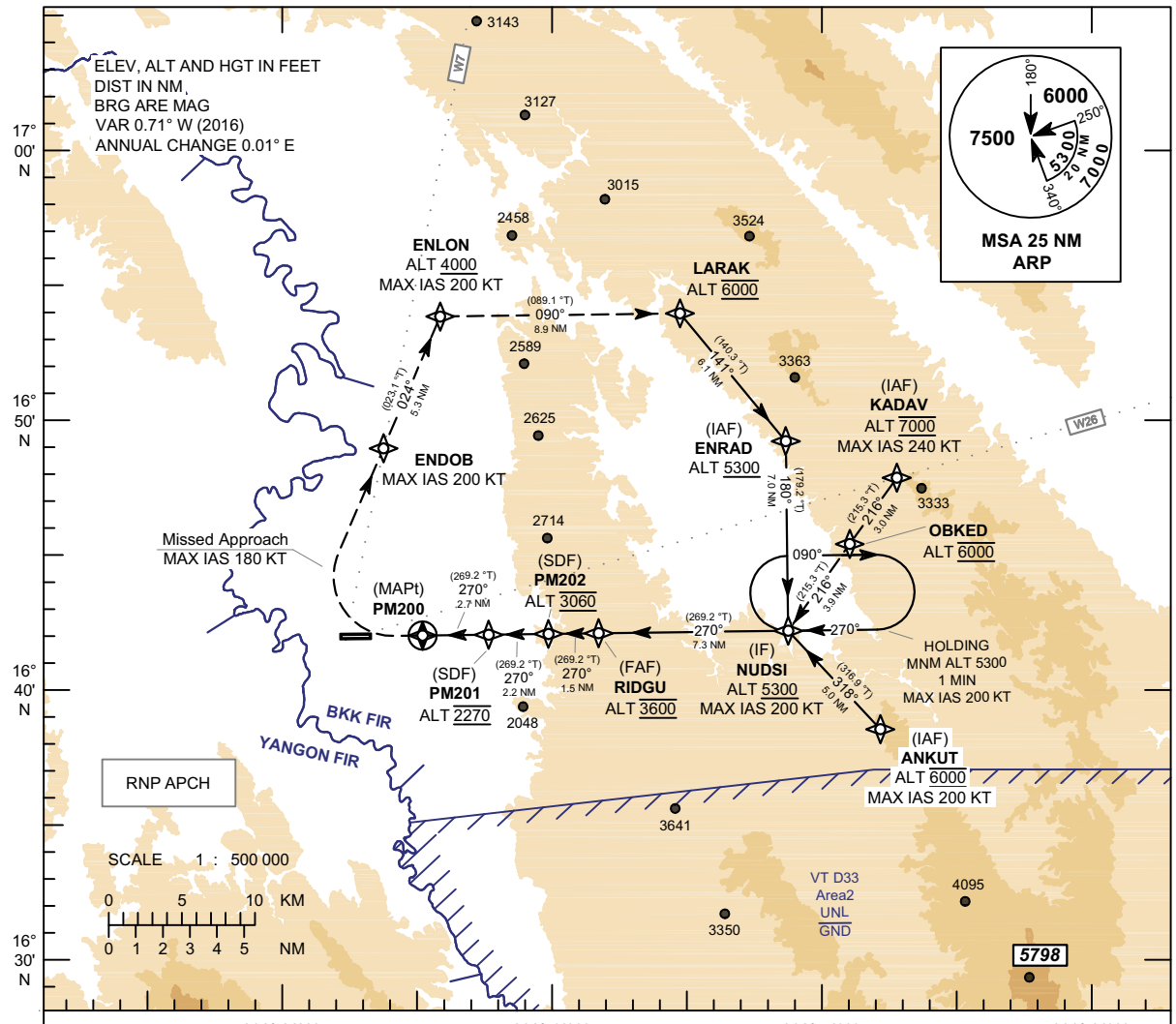
**INSTRUMENT APPROACH CHART - ICAO**

**AERODROME ELEV 693 FT**
HEIGHTS RELATED TO
THR RWY27 - ELEV 681 FT

APP : 120.65 MHz
TWR : 118.35 , 236.6 MHz
ATIS : 316.0 KHz

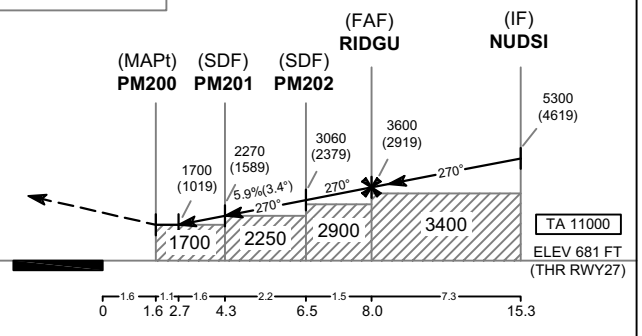
**TAK / Mae Sot (VTPM)**

**RNP RWY27**




**CAUTION : Missed approach procedure shall be within BKK FIR only**

**MISSED APPROACH :**
**No turn before MAPt.**
**Speed restricted to MAX IAS 180 KT until after turn.**
At MAPt, turn right climb to ENDOB, then to ENLON at minimum ALT 4000 ft, then turn right to LARAK at 6000 ft, then turn right to ENRAD at minimum ALT 5300 ft, then proceed to NUDSI at minimum ALT 5300 FT and hold or as directed by ATC.




CHANGE: ENDOB SPEED RESTRICTION ADDED.

| OCA/H | A | B | C | NM to NEXT WPT | 2.7 NM | 3 NM | 4 NM | PM 201 | 5 NM | 6 NM | PM202 | 7 NM | FAF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LNAV | 1700 (1019) | | | Altitude (Height) | 1700 (1019) | 1805 (1124) | 2165 (1484) | 2270 (1589) | 2525 (1844) | 2880 (2199) | 3060 (2379) | 3240 (2559) | 3600 (2919) |
| Circling (OCH AAL) | NOT AUTHORIZED | | | Ground speed | knot | | | 70 | 90 | 100 | 120 | 140 | 160 |
| | | | | Rate of descent FAF - MAPt 5.9% | ft/min | | | 418 | 538 | 597 | 717 | 836 | 956 |

**INSTRUMENT APPROACH CHART - ICAO**

**AERODROME ELEV 693 FT**
HEIGHTS RELATED TO
THR RWY27 - ELEV 681 FT

**TAK / Mae Sot (VTPM)**

**RNP RWY27**

CHANGE: ENDOB SPEED RESTRICTION ADDED.

**TABULAR DESCRIPTION**

**RNP RWY27**

| 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 | (IAF) KADAV | - | - | +0.65 | - | - | @7000 | -240 | - | RNP APCH |
| 020 | TF | OBKED | - | 216°(215.3°) | +0.65 | 3.0 | - | @6000 | - | - | RNP APCH |
| 030 | TF | (IF) NUDSI | - | 216°(215.3°) | +0.65 | 3.9 | - | +5300 | -200 | - | RNP APCH |
| | | | | | | | | | | | |
| 010 | IF | LARAK | - | - | +0.65 | - | - | @6000 | - | - | RNP APCH |
| 020 | TF | (IAF) ENRAD | - | 141°(140.3°) | +0.65 | 6.1 | - | +5300 | - | - | RNP APCH |
| 030 | TF | (IF) NUDSI | - | 180°(179.2°) | +0.65 | 7.0 | - | +5300 | -200 | - | RNP APCH |
| | | | | | | | | | | | |
| 010 | IF | (IAF) ANKUT | - | - | +0.65 | - | - | @6000 | -200 | - | RNP APCH |
| 020 | TF | (IF) NUDSI | - | 318°(316.9°) | +0.65 | 5.0 | - | +5300 | -200 | - | RNP APCH |
| | | | | | | | | | | | |
| 010 | IF | (IF) NUDSI | - | - | +0.65 | - | - | +5300 | -200 | - | RNP APCH |
| 020 | TF | (FAF) RIDGU | - | 270°(269.2°) | +0.65 | 7.3 | - | @3600 | - | - | RNP APCH |
| 030 | TF | (SDF) PM202 | - | 270°(269.2°) | +0.65 | 1.5 | - | @3060 | - | - | RNP APCH |
| 040 | TF | (SDF) PM201 | - | 270°(269.2°) | +0.65 | 2.2 | - | @2270 | - | - | RNP APCH |
| 050 | TF | (MAPt) PM200 | Y | 270°(269.2°) | +0.65 | 2.7 | - | @1300 | -180 | -3.4/50 | RNP APCH |
| 060 | DF | ENDOB | - | - | +0.65 | - | R | - | -200 | - | RNP APCH |
| 070 | TF | ENLON | - | 024°(023.1°) | +0.65 | 5.3 | - | +4000 | -200 | - | RNP APCH |
| 080 | TF | LARAK | - | 090°(089.1°) | +0.65 | 8.9 | - | @6000 | - | - | RNP APCH |
| 090 | TF | ENRAD | - | 141°(140.3°) | +0.65 | 6.1 | - | +5300 | - | - | RNP APCH |
| 100 | TF | NUDSI | - | 180°(179.2°) | +0.65 | 7.0 | - | +5300 | - | - | RNP APCH |
| 110 | HM | NUDSI | Y | 270°(269.2°) | +0.65 | - | R | +5300 | -200 | - | RNP APCH |

**WAYPOINT LIST**

| **RNP RWY27** | | |
|---|---|---|
| | | |
| **Waypoint Identifier** | **Coordinates** | **Pronunciation** |
| ANKUT | 16 38 34.88 N 098 53 03.27 E | AN-KUT |
| LARAK | 16 53 59.25 N 098 45 19.90 E | LA-RAK |
| NUDSI | 16 42 13.62 N 098 49 30.56 E | NUD-SI |
| ENLON | 16 53 51.38 N 098 36 05.93 E | EN-LON |
| KADAV | 16 47 54.24 N 098 53 40.89 E | KA-DAV |
| RIDGU | 16 42 07.39 N 098 41 55.93 E | RID-GU |
| ENRAD | 16 49 15.30 N 098 49 24.50 E | EN-RAD |
| PM202 | 16 42 06.08 N 098 40 22.17 E | - |
| PM201 | 16 42 04.14 N 098 38 04.65 E | - |
| PM200 | 16 42 01.72 N 098 35 15.89 E | - |
| OBKED | 16 45 26.75 N 098 51 52.46 E | OB-KED |
| ENDOB | 16 48 57.93 N 098 33 55.61 E | ENDOB |