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AIP Supplement for Myanmar

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MYEIK AIRPORT RNP1 (GNSS) SIDS AND STARS OPERATING PROCEDURE

1. INTRODUCTION

1.1. For RNP1 (GNSS) SIDs and STARs operations, the aircraft shall be GNSS equipped and the navigation system shall meet ICAO RNP1 standard of accuracy or equivalent.

1.2. Operators/pilots who are not approved to fly the RNP1 (GNSS) SIDs and STARs shall inform ATC and expect a conventional Arrival/Departure procedure which is instructed by ATC.

1.3. Pilots shall comply with an ATC assigned level. Pilots shall also adhere to the vertical and speed restrictions depicted on the cleared RNP1 (GNSS) SIDs and STARs.

1.4. ATC clearance will take precedence when the ATC clearance does not allow the pilots to adhere to the vertical and speed restrictions depicted on the RNP1 (GNSS) SIDs and STARs.

1.5. Aircraft may be applied NDB separation minima off a RNP SID/STAR. Such aircraft will subsequently be given instruction to intercept the appropriate RNP1 SID/STAR.

2. IMPLEMENTATION DATE

Operation of the RNP1 SIDs and STARs at Myeik Airport will be implemented with two phases as follows:

1) Phase I

Trial Period from 7th September 2023 to 31st December 2023.

2) Phase II

Fully Operation on 1st January 2024.

3. DEPARTURES

3.1. All departing aircraft shall normally be cleared on the Appropriate RNP1 SIDs.

3.2. A Transition at waypoint will be issued by ATC in conjunction with the RNP1 SIDs.

(Example): <UBA304> Cleared To <YANGON> via <KIDUN 1A > DEPARTURE to FL180

3.3 All departing aircraft are required to follow the appropriate transition and departure routes as described below:

ATS ROUTES	TRANSITION AT WAYPOINT	TRANSITION ROUTES	SID (RNP1) RWY18
V8	KIDUN	No Transition Route	KIDUN 1A
V6	MELOL	No Transition Route	MELOL 1A
V6	PAPGI	No Transition Route	PAPGI 1A

ATS ROUTES	TRANSITION AT WAYPOINT	TRANSITION ROUTES	SID (RNP1) RWY36
V8	KIDUN	No Transition Route	KIDUN 1C
V6	MELOL	No Transition Route	MELOL 1C
V6	PAPGI	No Transition Route	PAPGI 1C

ATS ROUTES	TRANSITION AT WAYPOINT	TRANSITION ROUTES	SID (RNP1) RWY18
V8	KIDUN	No Transition Route	KIDUN 1E
V6	MELOL	No Transition Route	MELOL 1E

ATS ROUTES	TRANSITION AT WAYPOINT	TRANSITION ROUTES	SID (RNP1) RWY36
V6	PAPGI	No Transition Route	PAPGI 1E

3.4 If ATC required to provide NDB separation subject to traffic, SID may be cancelled before transition point.

4. ARRIVALS

4.1. STARs are presented in diagrammatic format on a chart which comprises two main elements:

a) A transition route;

b) An arrival route.

4.2. A transition route starts at a waypoint on the ATS route and then requires RNP1 tracking to position the aircraft for the arrival route.

4.3. RNP1 equipped Arrivals to Myeik Airport will be cleared on the appropriate RNP1 STARs by ATC.

4.4. All arriving aircrafts are required to follow the appropriate transition and arrival routes for the RNP1 STARs.

4.5. Additional elements on the STAR charts include the following:

a) Vertical restrictions – designed to contain aircraft in controlled airspace and to separate aircraft from obstacles and to avoid, to the degree possible, conflict with departing aircraft.

b) Speed restrictions – designed for flow control purpose.

4.6. At the end of the STARs, Arrivals can expect to intercept the Final approach Track for RNP APCH as instructed by ATC.

4.7. STARs shall be issued by ATC in the following order:

a) Arrival Identifier

b) Transition Identifier

c) Runway-in-use

d) An assigned level

(Example): <UBA303> Descend via <KIDUN 1C > ARRIVAL to FL120.

4.8 All Arrival aircraft are required to follow the appropriate arrival routes as described below:

ATS ROUTES	TRANSITION AT WAYPOINT	TRANSITION ROUTES	STAR ARRIVAL (RNP 1) RWY18
V8	KIDUN	No Transition Route	KIDUN 1C
V6	MELOL	No Transition Route	MELOL1C
V6	PAPGI	No Transition Route	PAPGI 1C

ATS ROUTES	TRANSITION AT WAYPOINT	TRANSITION ROUTES	STAR ARRIVAL (RNP 1) RWY36
V8	KIDUN	No Transition Route	KIDUN 1D
V6	MELOL	No Transition Route	MELOL 1D
V6	PAPGI	No Transition Route	PAPGI 1D

5. Basic RNP1 HOLDING PROCEDURES

5.1 For the purpose of holding the arriving aircraft during period of congestion the following RNP1 holding waypoints and their associated RNP1 holding procedures are listed below:

Basic RNP1 Holding Procedures

ROUTES	NAME & COORDINATE	INBOUND/OUTBOUND TRACK & MINIMUM LEVEL	HOLDING PROCEDURES/ SPEED
V8, V6	KALVO 12°42'10.83"N 098°38' 01.38"E	003°/183° M 4000ft	Right Turns Holding Pattern/ 210 Knots
V6	TEGAN 12°36'55.60"N 098°42' 53.42"E	093°/273° M 4000 ft	Right Turns Holding Pattern/ 210 Knots
V6	TELAM 12°10'31.85"N 098°36' 30.36"E	003°/183° M 4000ft	Right Turns Holding Pattern/ 210 Knots
V8, V6	VIMUM 12°15'46.99"N 098°31' 38.71"E	093°/273° M 4000 ft	Right Turns Holding Pattern/ 210 Knots

5.2 RNP1 holding for RNP1 systems without holding functionality or for manual holding, the end of the outbound leg of the holding is defined by timing or by a distance from the holding waypoint (WD) provided by the RNP1 system.

5.3. If the aircraft may not have PBN capabilities, conventional holding procedures as published will be carried out.

5.4 PBN Basic RNP1 (GNSS) APPROACH HOLDING DETAILS RWY 18:

ROUTES	NAME &COORDINATE	INBOUND TRACK& MINIMUM ALT	HOLDING PROCEDURES/ SPEED	RADIAL/ DISTANCE FROM ME
V8, V6	KALVO 12°42'10.83"N 098°38' 01.38"E	003°/183° M 4000ft	Right Turns Holding 210 Knots	004°/15NM
V6	TEGAN 12°36'55.60"N 098°42' 53.42"E	093°/273° M 4000 ft	Right Turns Holding 210 Knots	030°/11NM

5.5 PBN Basic RNP1 (GNSS) APPROACH HOLDING DETAILS RWY 36:

ROUTES	NAME & COORDINATE	INBOUND TRACK& MINIMUM ALT	HOLDING PROCEDURES/ SPEED	RADIAL/ DISTANCE FROM ME
V6	TELAM 12°10'31.85"N 098°36' 30.36"E	003°/183° M 4000ft	Right Turns Holding 210 Knots	183°/16NM
V8, V6	VIMUM 12°15'46.99"N 098°31' 38.71"E	093°/273° M 4000 ft	Right Turns Holding 210 Knots	207°/12NM

6 RADIO COMMUNICATIONS FAILURE PROCEDURES:

6.1 Pilots of RNP1 equipped Arrival shall:

a) When Arrival clearance has already been received from ATC, follow the RCF procedure corresponding to that STAR as mentioned in respective chart.

b) When Arrival clearance has not yet been received from ATC, follow appropriate RNP1 STAR corresponding to that route and the respective RCF procedure.

6.2. Pilots of RNP1 equipped Departures shall follow the RCF procedure corresponding to the RNP1 SID as mentioned in respective chart.

6.3 Pilots of Non-RNP1 equipped Departure and Arrival shall follow the RCF procedures mentioned in AIP (MYANMAR), ENR1.6-4 and ATS Manual, Chapter 15, Para 15.3.

7. COORDINATES OF SID/STAR WAYPOINTS (WGS-84 DATUM)

No.	Fix Identified (Waypoint Name)	LATITUDE	LONGITUDE	ME	
				RADIAL	DISTANCE
1.	KALVO	12°42' 10.83" N	098°38' 01.38" E	004°	15NM
2.	KIDUN	12°54' 19.11" N	098°25' 40.42" E	338°	29NM
3.	MELOL	12°55' 42.42" N	098°30' 03.32" E	347°	29NM
4.	PAPSO	12°20' 33.87" N	098°36' 59.19" E	182°	6NM
5.	PAPGI	11°56' 22.44" N	098°39' 56.06" E	176°	31NM
6.	TEGAN	12°36' 55.60" N	098°42' 53.42" E	030°	11NM
7.	TELAM	12°10' 31.85" N	098°36' 30.36" E	183°	16NM
8.	VANBI	12°32' 08.82" N	098°37' 32.50" E	005°	5NM
9.	VIMUM	12°15' 46.99" N	098°31' 38.71" E	207°	12NM
10.	ME901	12°37' 09.83" N	098°37' 46.94" E	004°	10NM
11.	ME902	12°20' 38.99" N	098°36' 59.44" E	182°	6NM
12.	ME903	12°29' 05.32" N	098°44' 10.77" E	074°	7NM
13.	ME904	12°08' 20.48" N	098°47' 35.12" E	152°	21NM
14.	ME905	12°27' 19.00" N	098°25' 57.57" E	272°	11NM
15.	ME906	12°46' 52.91" N	098°25' 45.13" E	331°	23NM
16.	ME907	12°15' 32.86" N	098°36' 44.78" E	183°	11NM
17.	ME908	12°32' 09.47" N	098°37' 32.53" E	005°	5NM
18.	ME909	12°26' 50.31" N	098°29' 56.19" E	269°	7NM
19.	ME910	12°47' 48.74" N	098°26' 41.23" E	334°	23NM
20.	ME911	12°47' 32.11" N	098°33' 55.60" E	352°	21NM
21.	ME912	12°25' 27.01" N	098°45' 03.93" E	102°	8NM
22.	ME913	12°06' 35.99" N	098°44' 19.68" E	162°	21NM
23.	ME914	12°15' 37.98" N	098°36' 45.02" E	183°	11NM
24.	ME915	12°15' 37.49" N	098°26'04.94" E	224°	16NM
25.	ME916	12°26' 50.35" N	098°29' 58.04" E	269°	7NM
26.	ME917	12°06' 33.63" N	098°30' 27.16" E	199°	21NM

8. IMPLEMENTATION

This AIP supplement becomes effective from 7th September 2023.

9. CANCELLATION

This AIRAC AIP SUP will be cancelled when the contents have incorporated in AIP Myanmar.

Director General

Department of Civil Aviation