GENERAL

Operational Hours

ATS Hours / AD ADMIN Hours: H24

Airport Information

RFF: CAT 7
PCN: RWY 15/33: 49/F/C/X/T

Operation

TWY Restriction
TWY width 19m / 62ft.

Taxi/Parking
Marshaller O/R.

DEPARTURE

Take-off Minima

RWY		15/33	
A, B, C	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN
D		Not applicable	-

ATC Slot, Clearance

Contact TWR to obtain CLR before commencing taxiing.

REQ CLR at earliest 10min prior to ENG start-up.

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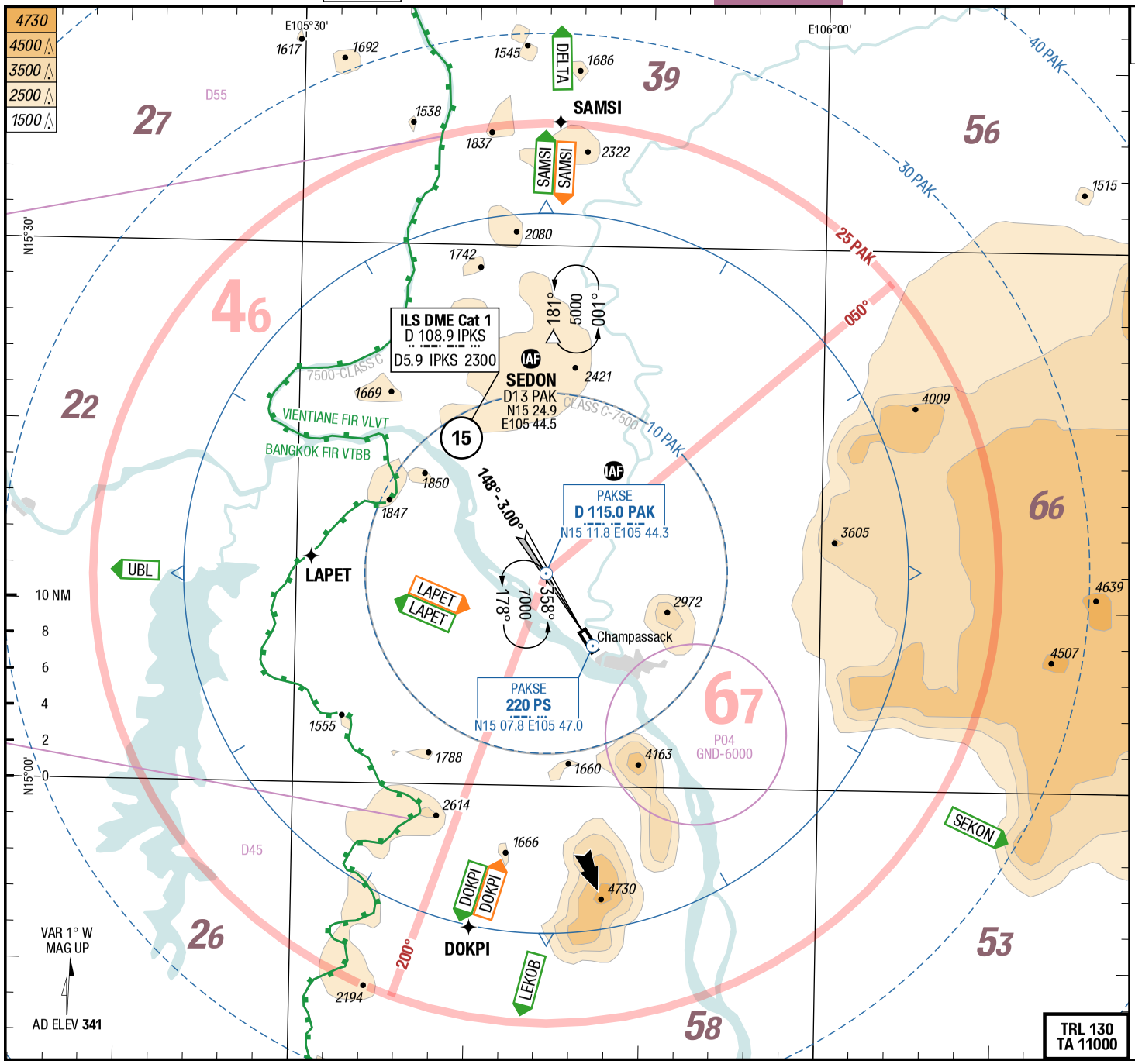

Pakse APP 118.500
Pakse TWR 118.500

Landing RWY system:

15
PAPI angle not AVBL
60 L
2400 x 45
420
L-S
THR 347 (13hPa) / TDZ 347 (---%)
-0.1%

60 L
45 x 2250
150
33
PAPI angle not AVBL
+0.1%
TDZ 341 (---%) / **THR 341** (12hPa)

Changes: APL

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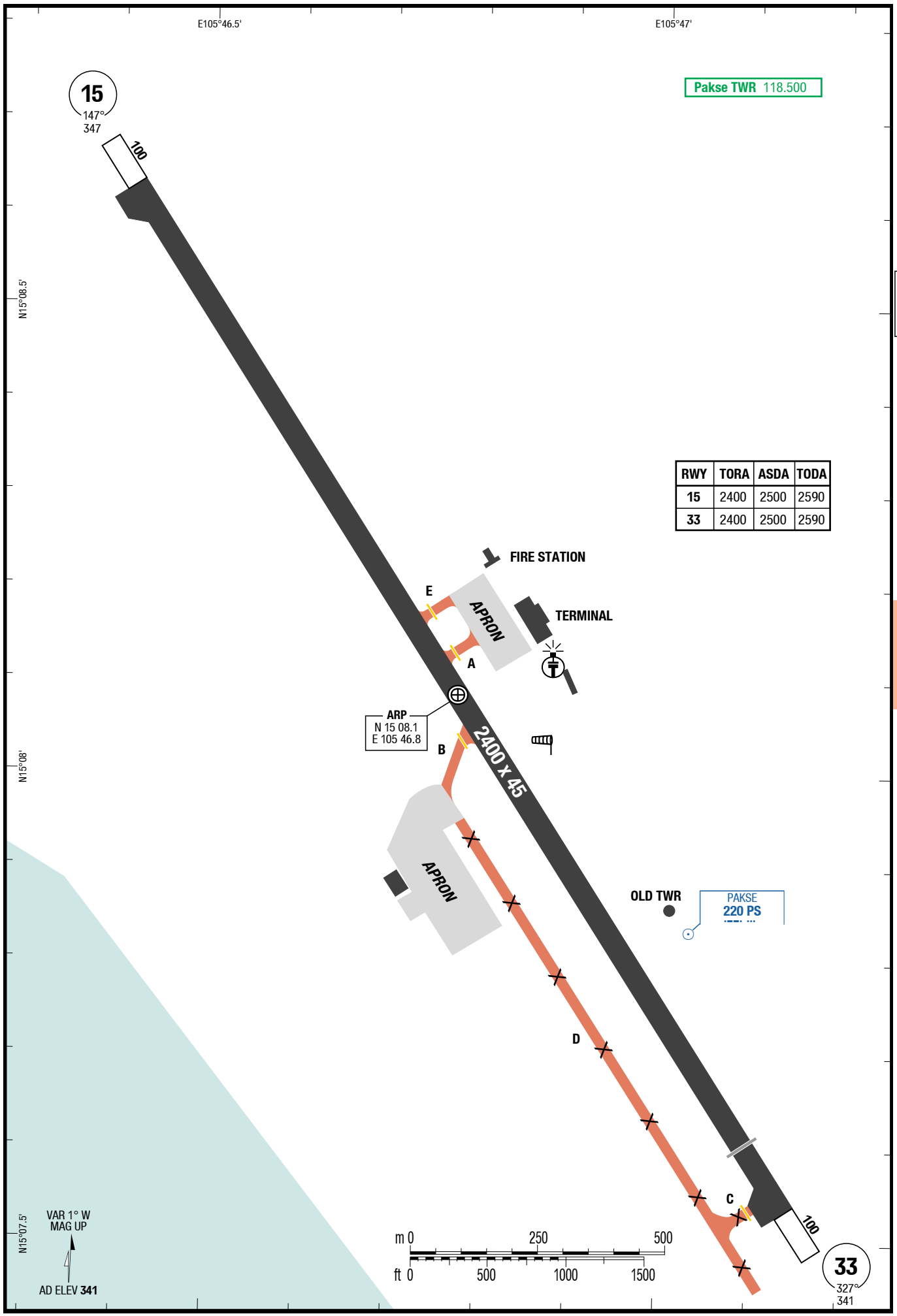
E105°46.5'
E105°47'
N15°08.5'
N15°08'
N15°07.5'
15
147°
347
100
Pakse TWR 118.500
RWY | TORA | ASDA | TODA
15 | 2400 | 2500 | 2590
33 | 2400 | 2500 | 2590
FIRE STATION
E
APRON
TERMINAL
A
ARP
N 15 08.1
E 105 46.8
B
2400 x 45
APRON
OLD TWR
PAKSE
220 PS
D
C
100
33
327°
341
VAR 1° W
MAG UP
AD ELEV 341
m 0 250 500
ft 0 500 1000 1500

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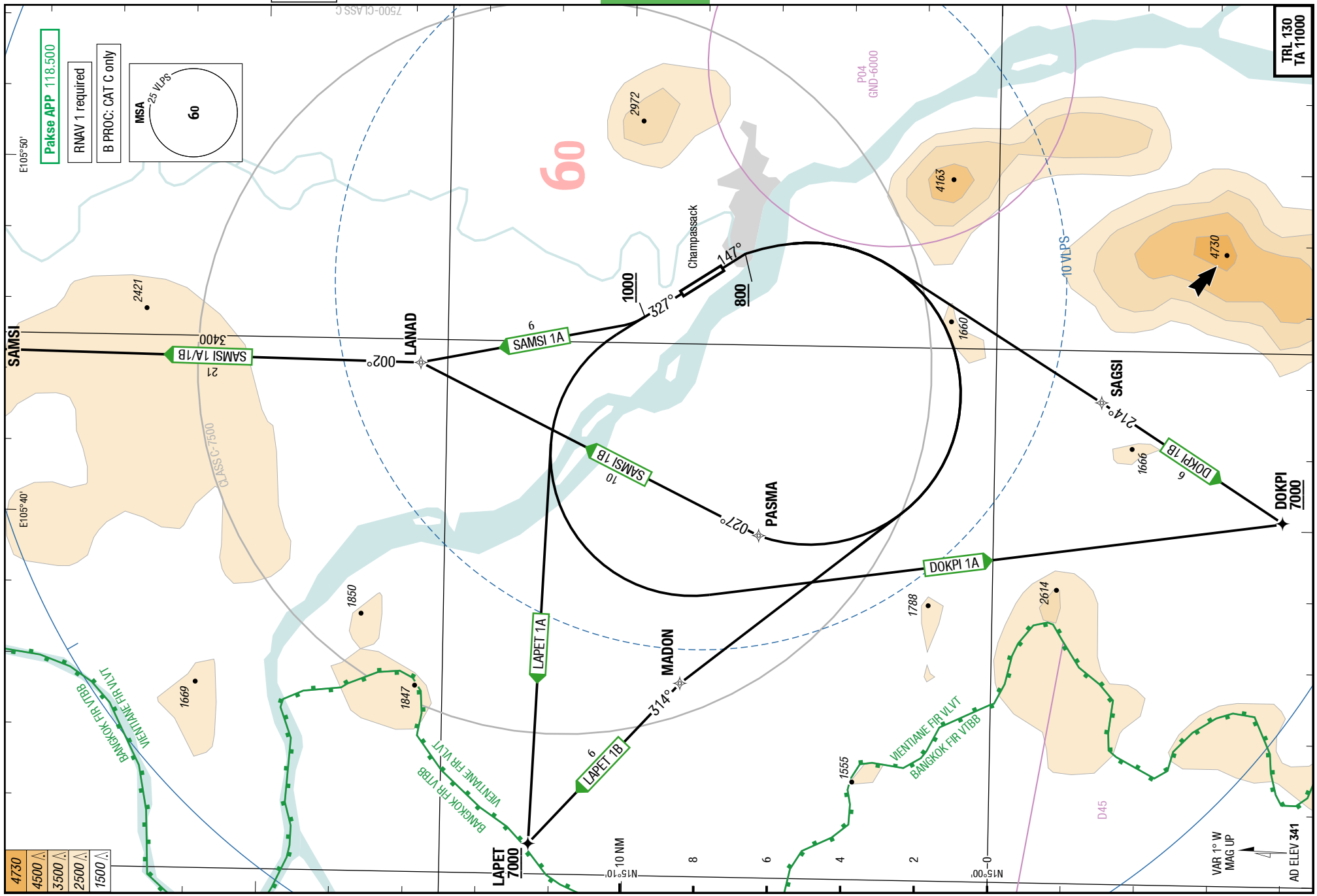

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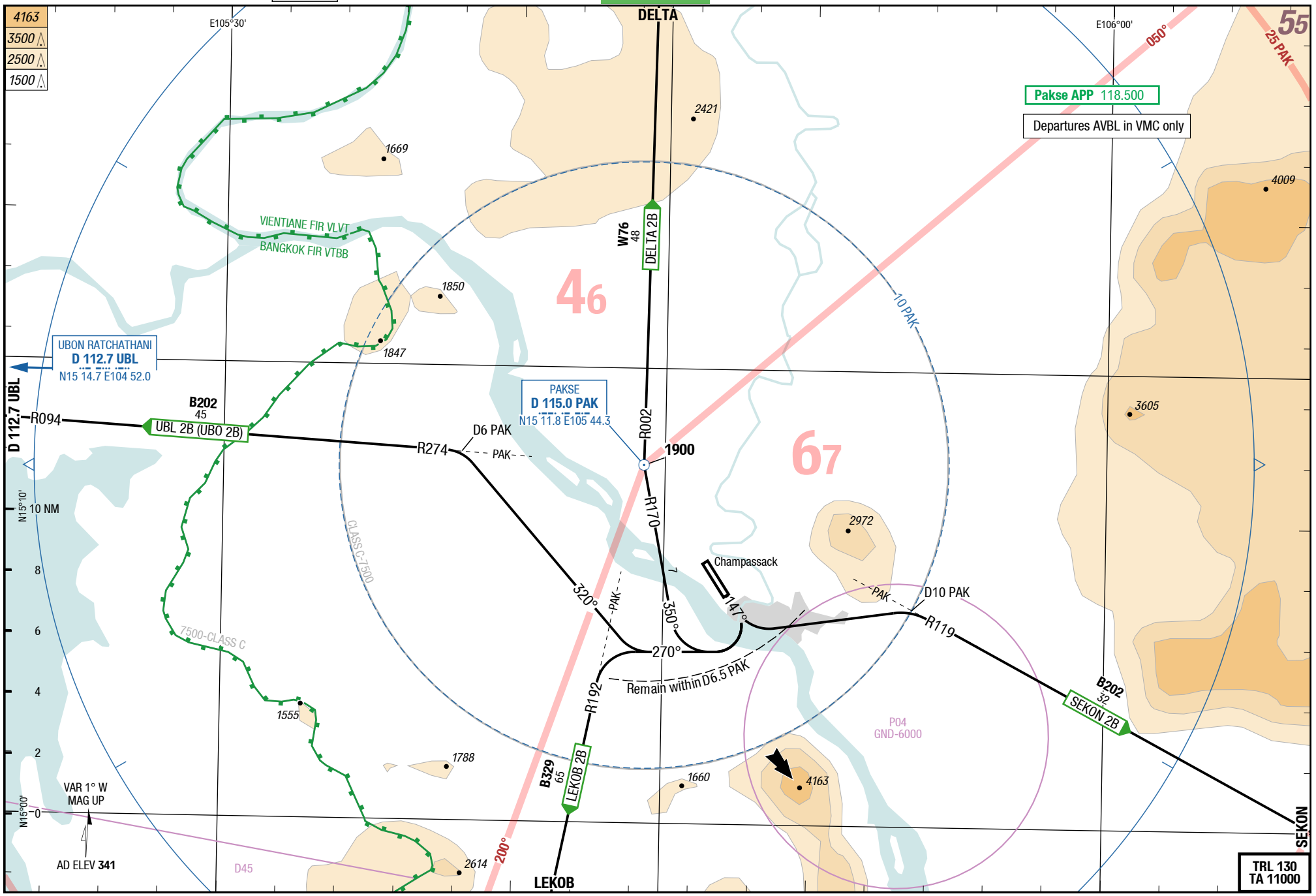
Changes: new



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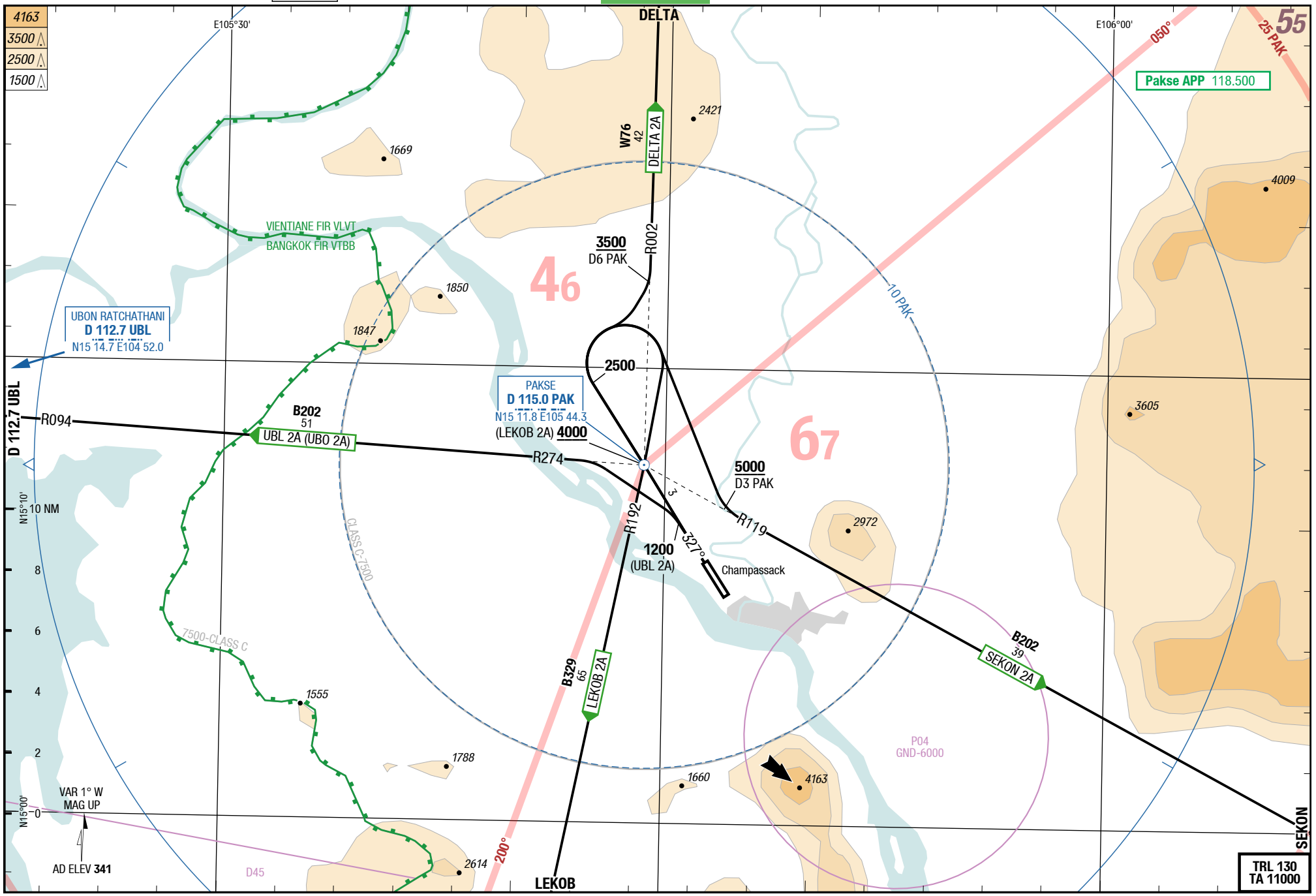
Changes: PROC renamed

Laos **Champassack** Pakse
NIL
SIDs RWY 33

SID SID

Pakse **Champassack** Laos
NIL
SIDs RWY 33



Changes: Track

DOKPI 1B / LAPET 1B / SAMSI 1B / DOKPI 1A / LAPET 1A / SAMSI 1A

RWYs 15 (147°) / 33 (327°)

	GS	120	150	180	210	240	270
8.3%	ft/MIN	1100	1300	1600	1800	2100	2300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
DOKPI 1B 8.3% to 2000 **118.500** ①②	[A800+ ;R] - SAGSI - DOKPI	DOKPI MNM **7000**
LAPET 1B 8.3% to 2000 **118.500** ①②	[A800+ ;R] - MADON - LAPET	LAPET MNM **7000**
SAMSI 1B 8.3% to 2000 **118.500** ①②	[A800+ ;R] - PASMA - LANAD - SAMSI	
	Runway 33	
DOKPI 1A **118.500**	[A1000+ ;L] - DOKPI	DOKPI MNM **7000**
LAPET 1A **118.500**	[A1000+ ;L] - LAPET	LAPET MNM **7000**
SAMSI 1A **118.500** ①	[A1000+ ;R] - LANAD - SAMSI	

① CAT C only
② TODA 2400m/7874ft apply.

Changes: New

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DELTA 2B / LEKOB 2B / SEKON 2B / UBON RATCHATHANI 2B

RWY 15 (147°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
DELTA 2B 5.0% **118.500** ①	**RT** (within D6.5 **PAK**) intercept R170 **PAK** to **PAK** - R002 **PAK** to DELTA (AWY W76)	**PAK** at **1900**
LEKOB 2B 5.0% **118.500** ①	**RT** (within D6.5 **PAK**) 270° - intercept R192 **PAK** to LEKOB (AWY B329)	
SEKON 2B 5.0% **118.500** ①	**LT** - at D10 **PAK** intercept R119 **PAK** to SEKON (AWY B202)	
UBON RATCHATHANI 2B **UBL 2B (UBO 2B)** 5.0% **118.500** ①	**RT** (within D6.5 **PAK**) 320°- at D6 **PAK** intercept R274 **PAK** to **UBL** (AWY B202)	

① Departures AVBL in VMC only

Changes: PROC renamed, Track, Editorial

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DELTA 2A / LEKOB 2A / SEKON 2A / UBON RATCHATHANI 2A

RWY 33 (327°)

	GS	120	150	180	210	240	270
5.2%	ft/MIN	700	800	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 33	
DELTA 2A 5.2% to 4000 **118.500**	at **2500 RT -** at D6 **PAK** intercept R002 **PAK** to DELTA (AWY W76)	R002/D6 **PAK** MNM **3500**
LEKOB 2A 5.2% to 4000 **118.500**	at **2500 RT** direct **PAK** - R192 **PAK** to LEKOB (AWY B329)	**PAK** MNM **4000**
SEKON 2A 5.2% to 5000 **118.500**	at **2500 RT -** at D3 **PAK** intercept R119 **PAK** to SEKON (AWY B202)	R119/D3 **PAK** MNM **5000**
UBON RATCHATHANI 2A **UBL 2A (UBO 2A)** 5.2% to 4000 **118.500**	at **1200 LT** intercept R274 **PAK** to **UBL** (AWY B202)	

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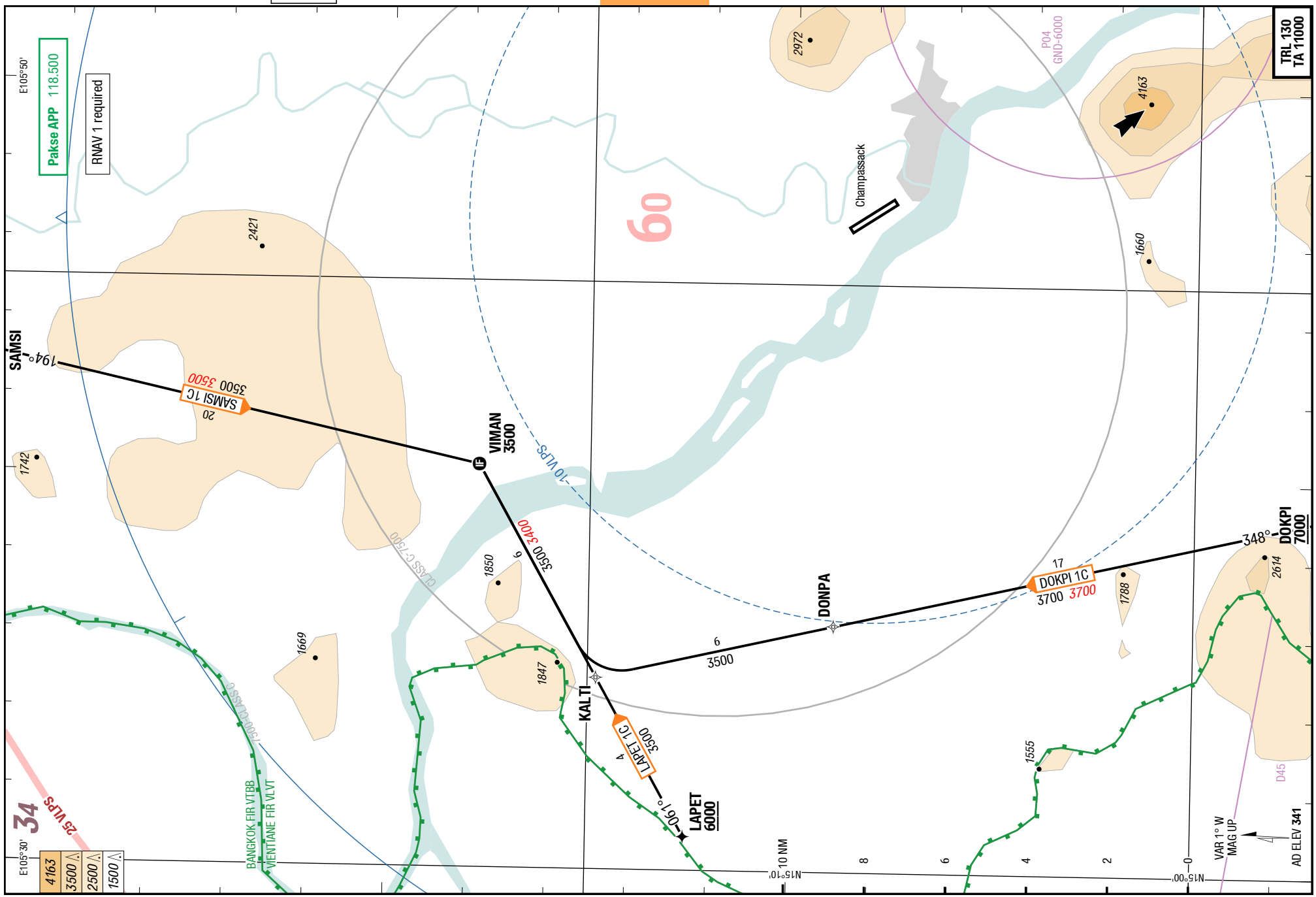

Pakse APP 118.500
RNAV 1 required
TRL 130
TA 11000
Champassack
P04
GND-6000
SAMSI
194°
SAMSI 1C
3500 3500
VIMAN
3500
5500 5400
DONPA
6
3500
DOKPI 1C
3700 3700
348°
DOKPI
7000
KALTI
LAPET 1C
3500
067°
LAPET
6000
10 VLPS
25 VLPS
CLASS C-7500
BANGKOK FIR VTBB
VIENTIANE FIR VLVT
34
4163
3500
2500
1500
10 NM
VAR 1° W
MAG UP
AD ELEV 341
© Lido 2016

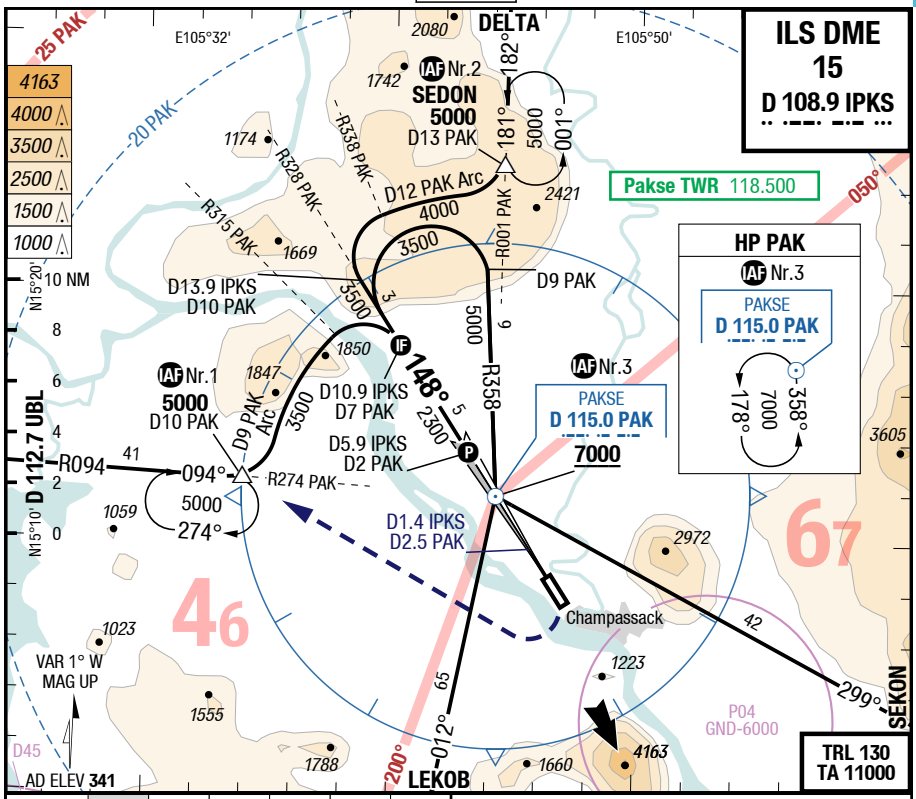
Changes: new

26-MAY-2016

PKZ-VLPS

7-10

ILS DME 15



LOC 3.00°					
D IPKS	5.9	5	4	3	2
148°	2300	1990	1660	1330	1000
RWY 147°					

15 L-S

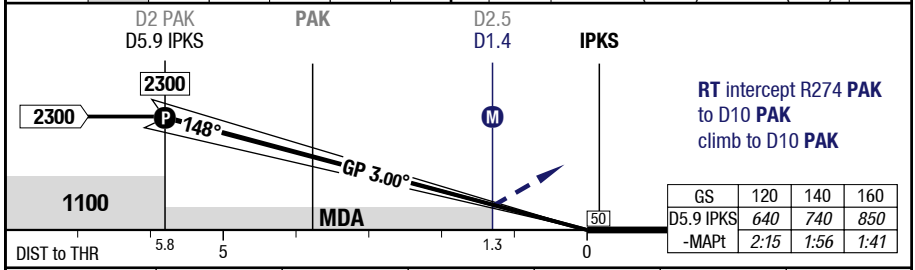
PAPI angle not AVBL

60 L

2400 x 45

420

THR 347 (13hPa) / TDZ 347 (---%) -0.1%



GS	120	140	160
D5.9 IPKS	640	740	850
-MAPt	2:15	1:56	1:41

15		Cat 1 DME GA 4.0%	LOC DME GA 4.0%				Circling SW of RWY only To RWY 33 HJ only
C	ft - m/km ft	200 - 1.2V **550** 1)	460 - 2.8V **800**				1440 - 3.6V **1780**
D	ft - m/km ft	Not published	Not published				Not published

1) With EVS VIS 800m

Changes: MIN, APL

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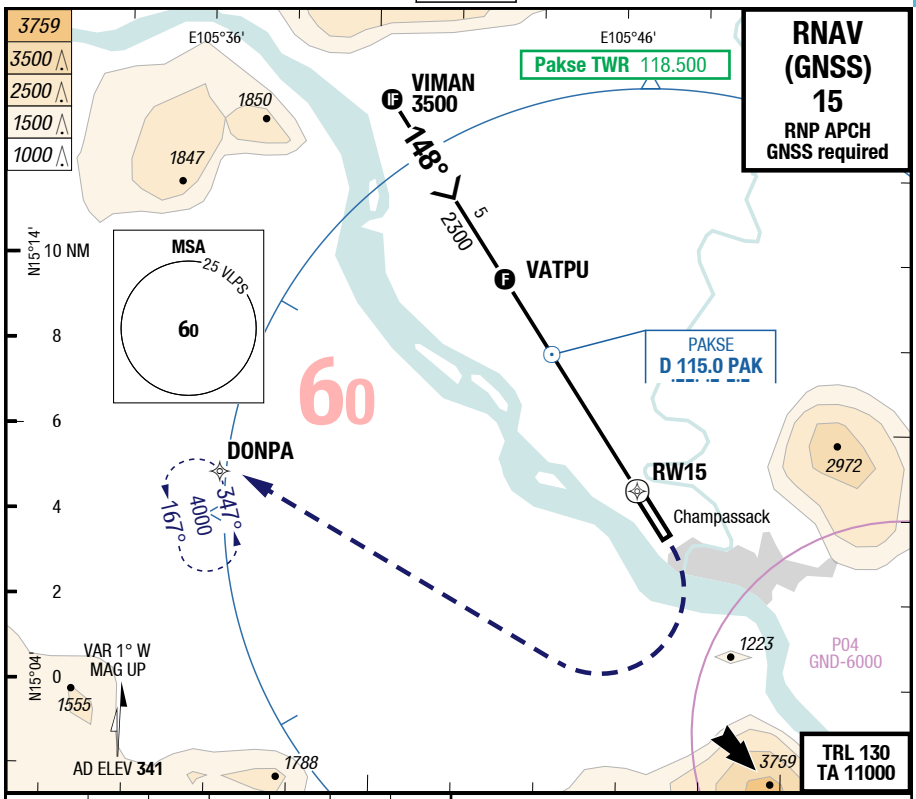
26-MAY-2016

PKZ-VLPS

7-30

RNAV (GNSS) 15



3.00° RW15 148° RWY 147°	9.5	9	7	5	3	2
	3500	3330	2680	2030	1380	1050

15 L-S

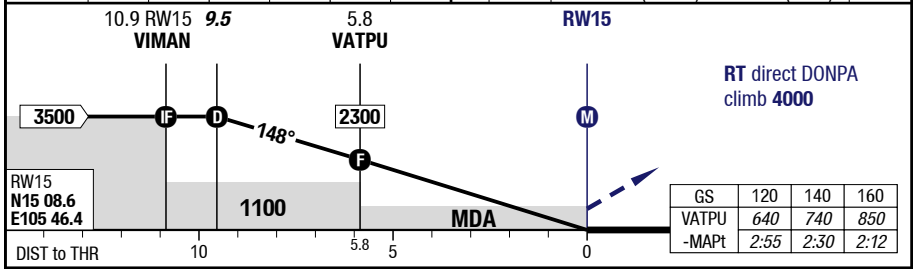
PAPI angle not AVBL

60 L

2400 x 45

420

THR 347 (13hPa) / TDZ 347 (---%) -0.1%



GS	120	140	160
VATPU	640	740	850
-MAPt	2:55	2:30	2:12

15		RNAV GNSS LNAV GA 4.5%					Circling SW of RWY only To RWY 33 HJ only
C	ft - m/km ft	460 - 2.1 **800**					1440 - 2.4V **1780**
D	ft - m/km ft	Not published					Not published

Changes: MIN, APL

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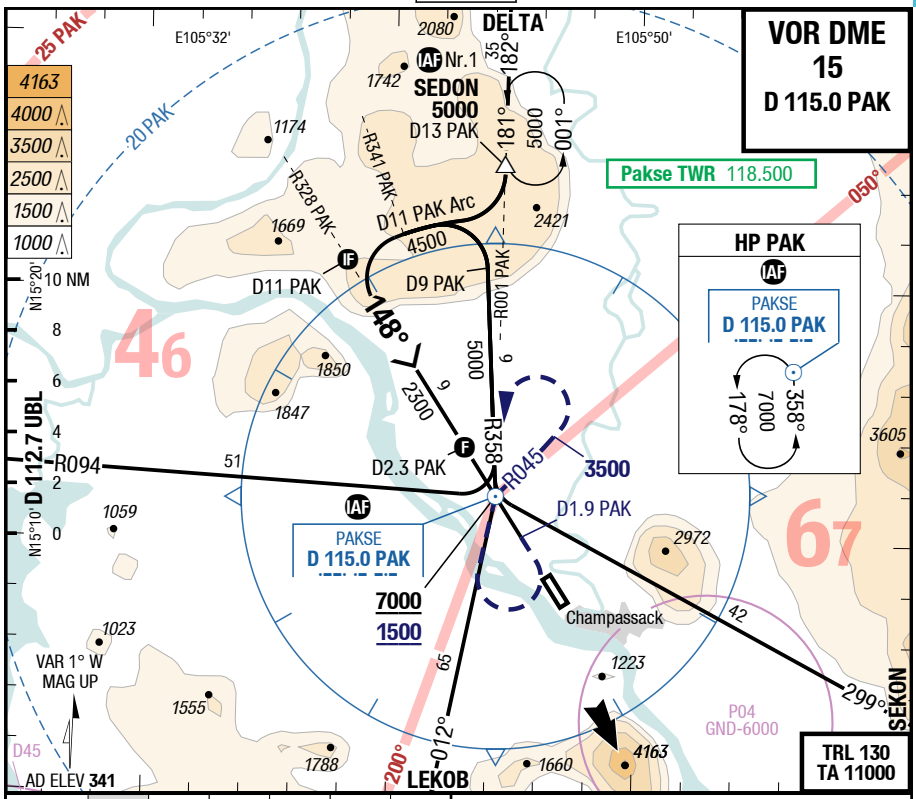
26-MAY-2016

PKZ-VLPS

7-50

VOR DME 15



3.00°		2.3	2	1	PAK	1
D PAK						
148°		2300	2240	1920	1600	1280
RWY 147°						

15 L-S

PAPI angle not AVBL

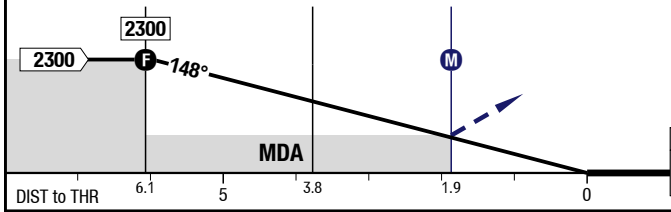
60 L

2400 x 45

420

THR 347 (13hPa) / TDZ 347 (---%) -0.1%

D2.3 PAK PAK D1.9 PAK



RT direct **PAK** (MNM **1500**)
R045 **PAK**
at **3500 LT** direct **PAK**
climb to **PAK**

GS	120	140	160
D2.3 PAK	*640*	*740*	*850*
-MAPt	*2:06*	*1:48*	*1:35*

15		VOR DME GA 4.0%					Circling SW of RWY only To RWY 33 HJ only
C	ft - m/km ft	650 - 2.4 **990**					3160 - 2.4V **3500**
D	ft - m/km ft	Not published					Not published

Changes: MIN, APL

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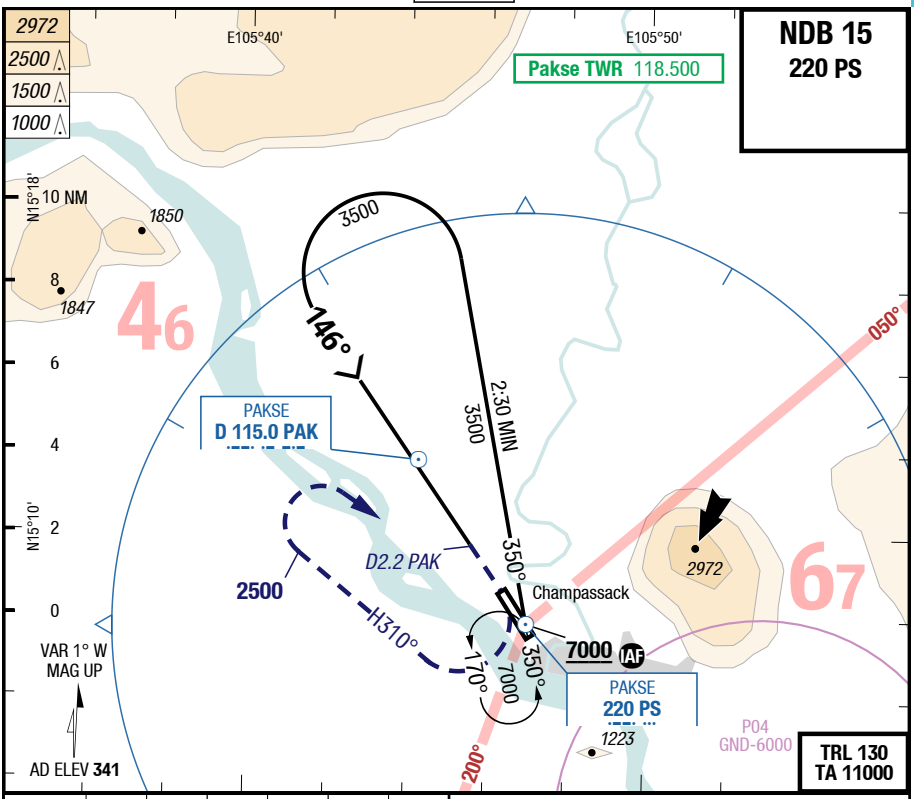
26-MAY-2016

PKZ-VLPS

7-60

NDB 15



3.65° D PAK 146° RWY 147°	4.2	2	1	PAK	1	2
	3500	2640	2250	1860	1480	1090

15 L-S

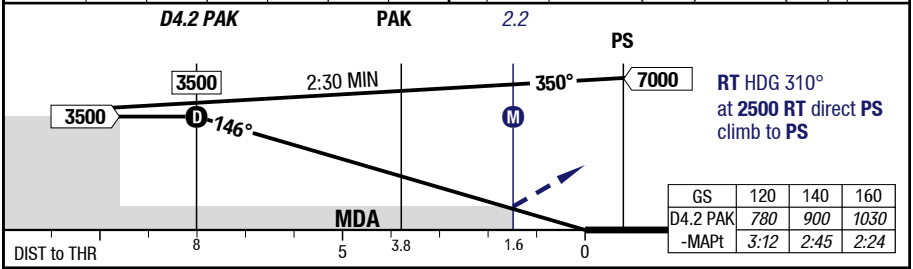
PAPI angle not AVBL

60 L

2400 x 45

420

THR 347 (13hPa) / TDZ 347 (---%) -0.1%



GS	120	140	160
D4.2 PAK	*780*	*900*	*1030*
-MAPt	*3:12*	*2:45*	*2:24*

15		NDB GA 4.0%					Circling SW of RWY only To RWY 33 HJ only
C	ft - m/km ft	660 - 2.4 **1000**					3160 - 2.4V **3500**
D	ft - m/km ft	Not published					Not published

Changes: MIN, APL

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