

VTCT AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTCT - CHIANG RAI / Mae Fah Luang-CHIANG RAI INTERNATIONAL AIRPORT

VTCT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|--|--|
| 1 | ARP coordinates and site at AD | 195708N 0995259E Centre Line of RWY, 1500 M from THR RWY21 |
| 2 | Direction and distance from (city) | 9 KM, NE from city |
| 3 | Elevation/Reference temperature | 390.23 M (1280 FT) / 35°C |
| 4 | Geoid Undulation at AD ELEV PSN | NIL |
| 5 | MAG VAR/Annual change | 0°51'W (2016)/ 0°0'E |
| 6 | AD Administration, address, telephone, telefax, telex, AFS | Director of Mae Fah Luang-Chaing Rai International Airport Mae Fah Luang-Chiang Rai International Airport 404 Chiang Rai-Maechan Road Rimkok-Baan Doo Sub-District Amphoe Mueang Chiang Rai 57100 Thailand Tel: +665 379 8151 +665 379 8000 Fax: +665 379 3071 AFS: VTCTYDYX |
| 7 | Types of traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | Operator: Airports of Thailand Public Company Limited (AOT) |

VTCT AD 2.3 OPERATIONAL HOURS

| | | |
|----|----------------------------|--|
| 1 | Aerodrome Operator | H24 |
| 2 | Customs and immigration | Customs: 0130-0930 or available on request Immigration: Available with AD hours |
| 3 | Health and sanitation | Available on request |
| 4 | AIS Briefing Office | 2300-1400 |
| 5 | ATS Reporting Office (ARO) | NIL |
| 6 | MET Briefing Office | H24 |
| 7 | ATS | 2300 – 1430, Other than this period 1 HR PN to ATC |
| 8 | Fuelling | H24 |
| 9 | Handling | Available with AD hours |
| 10 | Security | H24 |
| 11 | De-icing | NIL |
| 12 | Remarks | NIL |

VTCT AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|--|
| 1 | Cargo-handling facilities | 2 High lifts. Handling weights up to 8 T per day. Provided by Thai Airways International Public Co.,Ltd Tel: +665 379 8200 +665 379 8201 Fax: +665 379 3059 +665 379 3060 1 Hand lift. Handling weights up to 4 T per day. Provided by Bags Ground Services Co.,Ltd Tel: +665 202 9856 |
| 2 | Fuel/oil types | JET A-1 |
| 3 | Fuelling facilities/capacity | 1 Jet A-1 Refueller @ 12,000 L |
| 4 | De-icing facilities | NIL |
| 5 | Hangar space for visiting aircraft | Not available |
| 6 | Repair facilities for visiting aircraft | Not available |
| 7 | Remarks | NIL |

VTCT AD 2.5 PASSENGER FACILITIES

| | | |
|---|----------------------|--|
| 1 | Hotels | In the city |
| 2 | Restaurants | Available at the AD and in the city |
| 3 | Transportation | Taxi limousine, Taxi meter, Car rental service and public bus |
| 4 | Medical facilities | First aid at AD and hospitals in the city |
| 5 | Bank and Post Office | In the city / At AD Bank open: 0200-1300 Post Office open: 0130-1400 |
| 6 | Tourist Office | In the city |
| 7 | Remarks | NIL |

VTCT AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|------------|
| 1 | AD category for fire fighting | Category 9 |
| 2 | Rescue equipment | Yes |
| 3 | Capability for removal of disabled aircraft | NIL |
| 4 | Remarks | NIL |

VTCT AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

VTCT AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|--|
| 1 | Apron surface and strength | Apron Aircraft Stand NR 1-4 Surface: Concrete Strength: PCN 73/R/D/X/T Apron Aircraft Stand NR 5-7 Surface: Concrete Strength: PCN 73/R/C/X/T |
| 2 | Taxiway width, surface and strength | Width: 23 M Surface: Concrete and asphalt Strength: PCN 84/F/D/X/T |
| 3 | Altimeter checkpoint location and elevation | Location: At Apron Elevation: 388.55 M (1274 FT) |
| 4 | VOR checkpoints | NIL |
| 5 | INS checkpoints | NIL |
| 6 | Remarks | Aircraft stand NR 6-7 are allowed to be used from sunrise to sunset only. |

VTCT 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 | Taxiway centre line are painted in yellow and illuminated guidance signs are provided at various intersections. TWY edge and TWY holding position are provided. Nose-Wheel guide lines at apron. Solid Nose-Wheel guide lines at aircraft stands. Visual Docking Guidance System at aircraft stand number 3 and 4 are serviceable. |
| 2 | RWY and TWY markings and LGT | RWY marking: RWY Designation, THR, TDZ, Centre line, Aiming Point and Side Strip RWY LGT: THR, RWY EDGE and RWY End lights TWY marking: Centre line, Edge and RWY Holding Position TWY LGT: TWY EDGE lights |
| 3 | Stop bars | NIL |
| 4 | Remarks | See AIP Page AD 2-VTCT-2-2 |

VTCT AD 2.10 AERODROME OBSTACLES

| In approach/TKOF areas | | | In circling areas 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 | |
| NIL | NIL | NIL | NIL | NIL | NIL |

VTCT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|--|--|
| 1 | Associated MET Office | Aeronautical Meteorological Station - Chiang Rai, Northern Meteorological Center, Thai Meteorological Department (TMD) |
| 2 | Hours of service MET Office outside hours | H24 NIL |
| 3 | Office responsible for TAF preparation Periods of validity | Supply TAF from Northern Meteorological Center 30 HR |
| 4 | Type of landing forecast Interval of issuance | TREND 1 HR |
| 5 | Briefing/consultation provided | Personal Consultation Tel: +665 379 3062-3, +665 379 3698-9 Fax: +665 379 3061 |
| 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), Low Level Wind Shear Alert System (LLWAS) and Weather Radar |
| 9 | ATS units provided with information | Chiang Rai TWR |
| 10 | Additional information (limitation of service, etc.) | NIL |

VTCT 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 |
| 03 | 030° | 3000x45 | PCN 84/F/D/X/T Asphalt | 195625.75N 0995233.51E | 390.23 M (1280 FT AMSL) |
| 21 | 210° | 3000x45 | PCN 84/F/D/X/T Asphalt | 195751.10N 0995323.57E | 388.77 M (1275 FT AMSL) |

| Slope of RWY-SWY | SWY dimensions (M) | CWY dimensions (M) | Strip dimensions (M) | OFZ | Remarks |
|------------------|-----------------------|-----------------------|-------------------------|-----|---------|
| 7 | 8 | 9 | 10 | 11 | 12 |
| -0.05% | 60x60 | NIL | 3240x300 | NIL | NIL |
| 0.05% | 60x60 | NIL | 3240x300 | NIL | NIL |

VTCT AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks |
|-------------------|-------------|-------------|-------------|------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 03 | 3000 | 3000 | 3060 | 3000 | NIL |
| 21 | 3000 | 3000 | 3060 | 3000 | NIL |

VTCT 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 |
| 03 | CAT1 900 M LIH | Green | PAPI BOTH 3° (65.16 FT) | NIL | NIL | 3000 M 60 M White LIH | Red | Red | NIL |
| 21 | SALS 420 M LIH | Green | PAPI BOTH 3° (60.66 FT) | NIL | NIL | 3000 M 60 M White LIH | Red | Red | NIL |

VTCT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|--|--|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: At Tower Building, FLG WG EV 3 SEC |
| 2 | LDI location and LGT Anemometer location and LGT | 2WDIs at 300 M from THR 03 offset to the left side 120 M from RWY centre line, at 450 M from THR 21 offset to the left side 105 M from RWY centre line. All are illuminated. |
| 3 | TWY edge and centre line lighting | EDGE: All TWY |
| 4 | Secondary power supply/switch-over time | Secondary power supply to all lighting at AD. Switch-over time 12 SEC. |
| 5 | Remarks | NIL |

VTCT AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|-----|
| 1 | Coordinates TLOF or THR of FATO 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 |

VTCT AD 2.17 ATS AIRSPACE

| | | |
|---|-----------------------------------|--|
| 1 | Designation and lateral limits | A circle of 5 NM radius centred on CTR DVOR/DME (195653.65N 0995300.12E) |
| 2 | Vertical limits | 2000 FT/AGL |
| 3 | Airspace classification | C |
| 4 | ATS unit call sign Language(s) | Chiang Rai Tower English, Thai |
| 5 | Transition altitude | 11000 FT |
| 6 | Remarks | NIL |

VTCT AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---------------------|---------------------|--------------------------------------|--------------------|------------------|
| 1 | 2 | 3 | 4 | 5 |
| APP | Chiang Rai Approach | 120.05 MHZ 257.8 MHZ | 23:00-14:30 | *Emergency Freq. |
| TWR | Chiang Rai Tower | *121.5 MHZ 118.4 MHZ 236.6 MHZ | 23:00-14:30 | |
| ATIS | Chiang Rai Intl | 127.85 MHZ | 23:00-14:30 | |

VTCT 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 | CT | 277 KHZ | H24 | 195735.1N 0995259.1E | | Coverage restricted as follows: <ul style="list-style-type: none"> - 25 NM from 140°-360° at 5500 FT - 25 NM from 360°-280° at 7500 FT - 40 NM from 280°-180° at 7500 FT - 40 NM from 180°-140° at 6000 FT |
| DVOR/DME | CTR | 116.5 MHZ CH 112X | H24 | 195653.65N 0995300.12E | | DVOR/DME restriction, due to mountainous terrain surround DVOR/DME station coverage check does not provide adequate signal to 40 NM at required altitudes and distance in various areas as following: <ul style="list-style-type: none"> - Radial 271°-340° at 20 NM ALT should not below 6,500 FT (Due to border limited.) - Radial 341°-140° at 20 NM ALT should not below 5,000 FT (Due to border limited.) - Radial 141°-180° at 40 NM ALT should not below 5,000 FT - Radial 181°-210° at 40 NM ALT should not below 7,500 FT - Radial 211°-240° at 40 NM ALT should not below 9,000 FT - Radial 241°-260° at 40 NM ALT should not below 12,000 FT - Radial 261°-270° at 40 NM ALT should not below 10,000 FT DVOR/DME unusable due to roughness on radial 340 distance between 7-9 DME at altitude 6,000 FT DVOR/DME unusable due to roughness on radial 143 distance between 13-15 DME at altitude 4,500 FT |

| 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 transmittin g antenna | Remarks |
|---|------|---------------------|-----------------------|---|---|--|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ILS CAT I LOC/ DME RWY03 | ICTR | 109.5 MHZ CH 32X | H24 | 195759.50N 0995328.50E | | a) Instrument Landing System (ILS) coverage over a sector of 35 either side of the runway centre line, no back course. The antenna array is located on the extended runway centre line at the distance of 300 M from the threshold of RWY 21, height of the array is 2 M b) Glide Path 3°. c) Middle marker distance 1 150 M from approached of RWY 03. d) DME co - located with localizer, power output 100 watts omnidirectional. |
| GP | | 332.6 MHZ | H24 | 195632.60N 0995242.60E | | |
| MM | | 75 MHZ | H24 | 195552.9N 0995214.0E | | |

VTCT 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, aircraft code letter C or higher shall make a 180 degrees turn at the runway turn pads located on both end of runway. Any breach done by the aircraft operator shall be recorded and reported to the The Civil Aviation Authority Of Thailand/ the Headquarters of that operator and shall be liable for the compensation caused by such violation.

2. APRON MANAGEMENT

- 2.1 In case of B737-800 parked at aircraft stand NR 2, aircrafts code E are not allowed to taxi behind this stand.
- 2.2 In case of B747-400 parked at aircraft stand NR 2, aircrafts code C,D,E are not allowed to taxi behind this stand.
- 2.3 In case of A300-600 parked at aircraft stand NR 2, aircrafts code D with wing span exceed 45 M. and code E are not allowed to taxi behind this stand.
- 2.4 In case of B747-400 parked at aircraft stand NR 3, aircrafts code C with wing span exceed 30 M. and code D, E are not allowed to taxi behind this stand.
- 2.5 In case of B777-300 parked at aircraft stand NR 3, aircrafts code C, D, E are not allowed to taxi behind this stand.
- 2.6 Aircraft stand NR 6 and NR 7 are allowed to be used from sunrise to sunset only.

3. OPERATION OF ALL NON-SCHEDULED FLIGHT AT MAE FAH LUANG-CHIANG RAI INTERNATIONAL AIRPORT

- 3.1 All aircraft wishing to operate at Mae Fah Luang-Chiang Rai International Airport shall adhere to the following procedures;
 - 3.1.1 All flights, including flight selecting Mae Fah Luang-Chiang Rai International Airport as an alternate aerodrome, shall have handling agent at Mae Fah Luang-Chiang Rai International Airport.
 - 3.1.2 Nose-in parking is applicable to all aircraft.
 - 3.1.3 All aircraft ready to taxi out shall prepare their own tow bars.

VTCT AD 2.21 NOISE ABATEMENT PROCEDURES

Between 1500-2259 UTC, departing aircraft shall use runway 03 avoid the residential area, unless it would affect the safety of flight.

VTCT AD 2.22 FLIGHT PROCEDURES

1. THE CONTINUOUS DESCENT OPERATIONS (CDO) FOR ARRIVALS INTO CHIANG RAI/MAE FAH LUANG- CHIANG RAI INTERNATIONAL AIRPORT

1.1 INTRODUCTION

1.1.1 As part of AEROTHAI's ongoing efforts to improve operational efficiency and air traffic management, Continuous Descent Operations (CDO) will commence from 1700 UTC on 12 October 2017 with trial period from 1700 UTC on 11 September 2017 until 1659 UTC on 12 October 2017. CDO is an operation, enabled by airspace design, procedure design and ATC facilitation, in which an aircraft descends continuously, to the greatest possible extent, by employing minimum engine thrust, ideally in a low drag configuration, prior to Final Approach Fix / Final Approach Point

1.1.2 Vertical profile of CDO aims to improve flight stability (minimal level-off), increase terrain safety, ensure environmental friendly procedures by reducing aircraft noise, fuel consumption and emissions, enhanced flight punctuality and predictability, as well as other economic benefits for flights into Chiang Rai/Mae Fah Luang-Chiang Rai International Airport.

1.2 CONDITION OF USE

1.2.1 Conditions for Conducting a CDO

1.2.1.1 CDO application can be either under surveillance or procedural environment.

1.2.1.2 CDO can be requested by pilot or initiated by ATC. Pilot should request CDO at least 5 minutes prior to reaching Top of Descent (TOD) for any type of approach.

Note: 1. There is limited benefit if CDO clearance is received at altitude lower than 10,000 FT

Note: 2. In case of CDO procedure being impractical due to an emergency, weather condition, traffic situation or any other reasons, an alternate instruction will be issued by ATC, or requested by pilot.

1.2.2 Application of Other ATC Procedures

1.2.2.1 When conducting CDO, standard ATC procedures continue to apply. ATC may issue clearance to an intermediate approach level while facilitating a CDO profile

1.2.2.2 In doing so, ATC shall endeavour to issue further descent clearance prior to the CDO flight reaching the last assigned altitude so as to prevent aircraft from levelling off.

1.2.3 Change of Runway-In-Use

1.2.3.1 In case of change on Runway-in-Use prior to aircraft reaching Final Approach Fix / Final Approach point, i.e. from RWY 03 to RWY 21 CDO procedure shall be cancelled.

1.2.3.2 Pilot should then re-plan arrival route to the revised landing runway and inform ATC if the flight would still be able to meet all required speed/altitude restrictions.

1.2.4 Aircraft Type

CDO procedure is applicable for FMS capable aircraft.

1.2.5 Arrival Routes

CDO procedure is in place for all aircraft on W22 inbound to Chiang Rai/Mae Fah Luang-Chiang Rai International Airport

1.2.6 Operations Time

CDO is available 24 hours.

1.2.7 Available Runway

CDO procedure is available for RWY 03.

1.2.8 Types of Approach

1.2.8.1 ILS OR LOC RWY 03 VIA STAR PERSY1A

1.2.8.2 RNAV (GNSS) RWY 03

1.2.9 Speed

When traffic permits, aircraft will operate at an optimum speed calculated by FMS, depending on aircraft type. The following speed guidance should be applicable in case of high traffic volume.

| Flight Status | Speed Range |
|----------------------------|---------------|
| Above 10 000 FT | 250 – 320 IAS |
| Below 10 000 FT | 220 – 250 IAS |
| Final Segment (up to 4 NM) | 160 – 180 IAS |

1.2.10 Minimum Flight Altitude

1.2.10.1 Outside Chiang Rai TMA, aircraft shall comply with altitude constraints of the CDO procedure.

1.2.10.2 Inside Chiang Rai TMA during CDO, minimum safety altitudes are identical to those within Instrument Approach Procedures required.

1.3 CDO PROCEDURE

1.3.1 Before aircraft reaching TOD (approximately 150 NM from the airport), either pilot or ATC can initiate CDO using phraseologies described in paragraph 1.4

1.3.2 When all requirements for CDO are met and situation permits, CDO will commence.

1.3.3 Pilot shall operate aircraft FMS to plan optimal descent profile and report CDO execution commencing descent.

1.3.4 Aircraft should descend continuously on normal arrival route to Chiang Rai TMA.

1.3.5 Longitudinal separation required will be at least 10 minutes between CDO traffic.

1.3.6 Operations without Vectoring

1.3.6.1 ILS OR LOC RWY 03 VIA STAR PERSY1A Procedure

Aircraft Arriving on W22

- After passing, PERSY 30 NM from CTR DVOR, altitude not lower than 7,000 FT, then proceed to TANON altitude not lower than 6,000 FT and follow the ILS or LOC RWY03 procedure as published in AIP Thailand.
- The pilot may request permission to fly directly to Intermediate Fix (IF); however, this would be an ATC's jurisdiction whether the request can be approved, depending on traffic conditions. In this case, the pilot shall fly directly to (IF), and cross 30 NM from CTR DVOR, altitude not lower than 9,000 FT, and cross 15 NM from CTR DVOR, altitude not lower than 5,900 FT, following the ILS or LOC RWY 03 procedure as published in AIP Thailand

1.3.6.2 RNAV (GNSS) RWY 03 Procedure

Aircraft Arriving on W22

- After passing, PERSY 30 NM from CTR DVOR, altitude not lower than 9,000 FT, then proceed to PUSIT altitude not lower than 4,300 FT and follow the RNAV (GNSS) RWY03 procedure as published in AIP Thailand

1.3.7 Radio Communications Failure

1.3.7.1 In the event of radio communication failure, CDO flight will be terminated immediately.

1.3.7.2 Pilot is to apply radio failure procedures stated in AIP Thailand ENR 1.6-6 paragraph 6.

1.4 PHRASEOLOGY

1.4.1 The following phraseology does not phrases and regular radio telephony procedure words contain in Doc 4444 and Doc 9432, but it enables clear and concise communications between pilot and controller to maintain safety of CDO arrivals

1.4.2 ATC-initiated CDO

“(aircraft call sign), (ATC unit), CDO AVAILABLE, DO YOU ACCEPT?”

- 1.4.3 Pilots response to ATC-initiated CDO
 - 1.4.3.1 “(aircraft call sign), ACCEPT CDO”
 - 1.4.3.2 “(aircraft call sign), NEGATIVE CDO”
- 1.4.4 Pilot-requested CDO
“(ATC Unit), (aircraft call sign), REQUEST CDO (type of approach) APPROACH”
- 1.4.5 Approval CDO by Bangkok Area Control Centre
“(aircraft call sign), CDO (type of approach) APPROVED DESCEND TO (level or altitude), QNH (number)”
- 1.4.6 Denial CDO by Bangkok Area Control Centre
 - 1.4.6.1 “(aircraft call sign), UNABLE TO APPROVED, DUE TO (reason)”
 - 1.4.6.2 “(aircraft call sign), EXPECT CDO FROM CHIANG RAI APPROACH”
- 1.4.7 CDO Cleared or Approved by Chiang Rai Approach Control Unit
 - 1.4.7.1 “(aircraft call sign), DIRECT TO (point), DESCEND (level or altitude), QNH (number), CLEARED CDO (type of approach) APPROACH RWY03, REPORT ESTABLISHED”
 - 1.4.7.2 “(aircraft call sign), DESCEND TO (level), QNH (number), CDO (type of approach) APPROVED””
- 1.4.8 When vectoring for CDO
“(aircraft call sign), FLY HEADING (three digits); TURN LEFT (or RIGHT) HEADING (three digits) VECTORING FOR CDO, POSITION (number) MILES FROM TOUCHDOWN”
- 1.4.9 CDO Cancellation
 - 1.4.9.1 “(aircraft call sign), CANCEL CDO DUE TO (reason), STOP DESCEND (level or altitude), QNH (number)”
 - 1.4.9.2 “(aircraft call sign), CDO TERMINATED DUE TO (reason)”
- 1.4.10 Resuming CDO
“(aircraft call sign), RESUME CDO DIRECT (point), DESCEND TO (level or altitude), QNH (number), CLEAR (type of approach) APPROACH RWY03”
- 1.4.11 Pilot report leaving assigned level
“(aircraft call sign), CDO LEAVING (level)”
- 1.4.12 Warning of aircraft below CDO Profile
“(aircraft call sign), BELOW CDO PROFILE, ALTITUDE SHOULD BE (altitude) OR ABOVE”
- 1.5 INFORMATION/TRAINING
 - 1.5.1 Each airline must ensure that, for each type of aircraft, pilots are aware of CDO performance requirements.
 - 1.5.2 Airlines are expected to define strategy to be adopted to drag-generating parts extension to stabilize aircraft in landing configuration at an altitude in compliance with flight safety, taking into account glide path at 3° in Final Approach.

VTCT AD 2.23 ADDITIONAL INFORMATION

1. AERODROME CONFUSION

Aircraft landing at Mae Fah Luang-Chiang Rai International Airport (VTCT) shall be aware of another operative aerodrome, Rob Wiang Airport (VTCR) located 5 miles southeast of Mae Fah Luang-Chiang Rai International Airport (radial 218 from CTR VOR).

VTCT AD 2.24 CHARTS RELATED TO AN AERODROME

| Chart name | Page |
|---------------------------------------|---------------|
| Aerodrome chart - ICAO | AD 2-VTCT-2-1 |
| Aircraft Parking/Docking Chart - ICAO | AD 2-VTCT-2-3 |

| Chart name | Page |
|--|----------------|
| Aerodrome Ground Movement Chart - ICAO | AD 2-VTCT-2-5 |
| Aerodrome Obstacle Chart - ICAO Type A - RWY 03/21 | AD 2-VTCT-3-1 |
| Standard Instrument Departure Chart - RWY 03 | AD 2-VTCT-6-1 |
| Standard Instrument Departure Chart - RWY 21 | AD 2-VTCT-6-3 |
| Standard Arrival Chart - Instrument (STAR) - RNAV RWY 03 - PERSY1A | AD 2-VTCT-7-1 |
| Standard Arrival Chart - Instrument (STAR) - RNAV RWY 03 - PERSY1A (Tabular description) | AD 2-VTCT-7-2 |
| Instrument Approach Chart - ICAO - NDB/DME RWY 03 | AD 2-VTCT-8-1 |
| Instrument Approach Chart - ICAO - VOR RWY 03 | AD 2-VTCT-8-3 |
| Instrument Approach Chart - ICAO - VOR RWY 03 (Fix and point list table) | AD 2-VTCT-8-5 |
| Instrument Approach Chart - ICAO - VOR RWY 21 | AD 2-VTCT-8-7 |
| Instrument Approach Chart - ICAO - ILS or LOC RWY 03 | AD 2-VTCT-8-8 |
| Instrument Approach Chart - ICAO - ILS or LOC RWY 03 (Fix and point list table) | AD 2-VTCT-8-9 |
| Instrument Approach Chart - ICAO - RNAV (GNSS) RWY 03 | AD 2-VTCT-8-10 |
| Instrument Approach Chart - ICAO - RNAV (GNSS) RWY 03 (Tabular description) | AD 2-VTCT-8-11 |
| Instrument Approach Chart - ICAO - RNAV (GNSS) RWY 21 | AD 2-VTCT-8-12 |
| Instrument Approach Chart - ICAO - RNAV (GNSS) RWY 21 (Tabular description) | AD 2-VTCT-8-13 |

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AERODROME CHART - ICAO

19 57 08 N
099 52 59 E

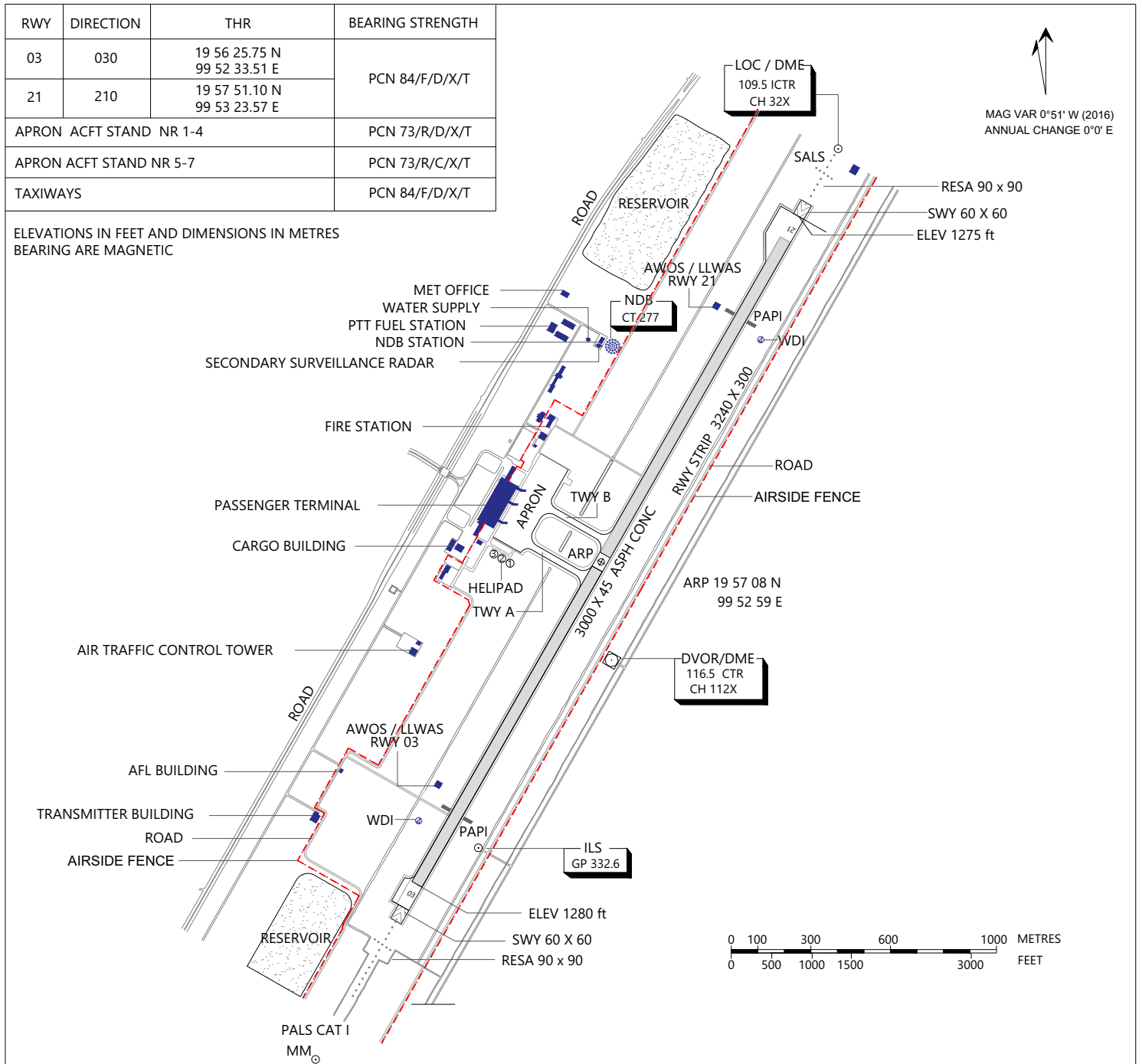
ELEV 1280 FT

TWR 118.4

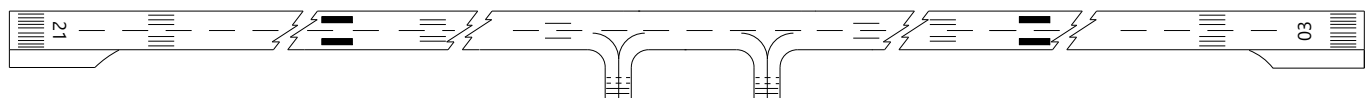
**CHIANG RAI /
Mae Fah Luang-Chiang Rai Intl**

| RWY | DIRECTION | THR | BEARING STRENGTH |
|-------------------------|-----------|--------------------------------|------------------|
| 03 | 030 | 19 56 25.75 N 99 52 33.51 E | PCN 84/F/D/X/T |
| 21 | 210 | 19 57 51.10 N 99 53 23.57 E | |
| APRON ACFT STAND NR 1-4 | | | PCN 73/R/D/X/T |
| APRON ACFT STAND NR 5-7 | | | PCN 73/R/C/X/T |
| TAXIWAYS | | | PCN 84/F/D/X/T |

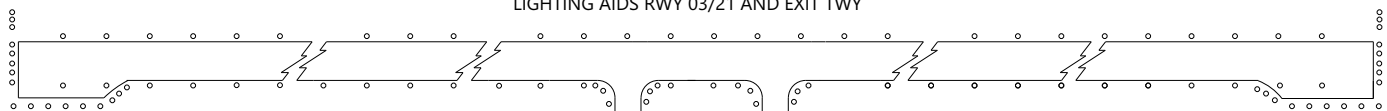
ELEVATIONS IN FEET AND DIMENSIONS IN METRES
BEARING ARE MAGNETIC



MARKING AIDS RWY 03/21 AND EXIT TWY



LIGHTING AIDS RWY 03/21 AND EXIT TWY



0 100 200 300 400 500 METRES
0 500 1000 1500 FEET

CHANGE: AIRSIDE FENCE ADDED. RESERVOIR ADDED. SSR ADDED. APRON ACFT STAND TABULAR REVISED. WDI SYMBOL. AWOS REVISED.

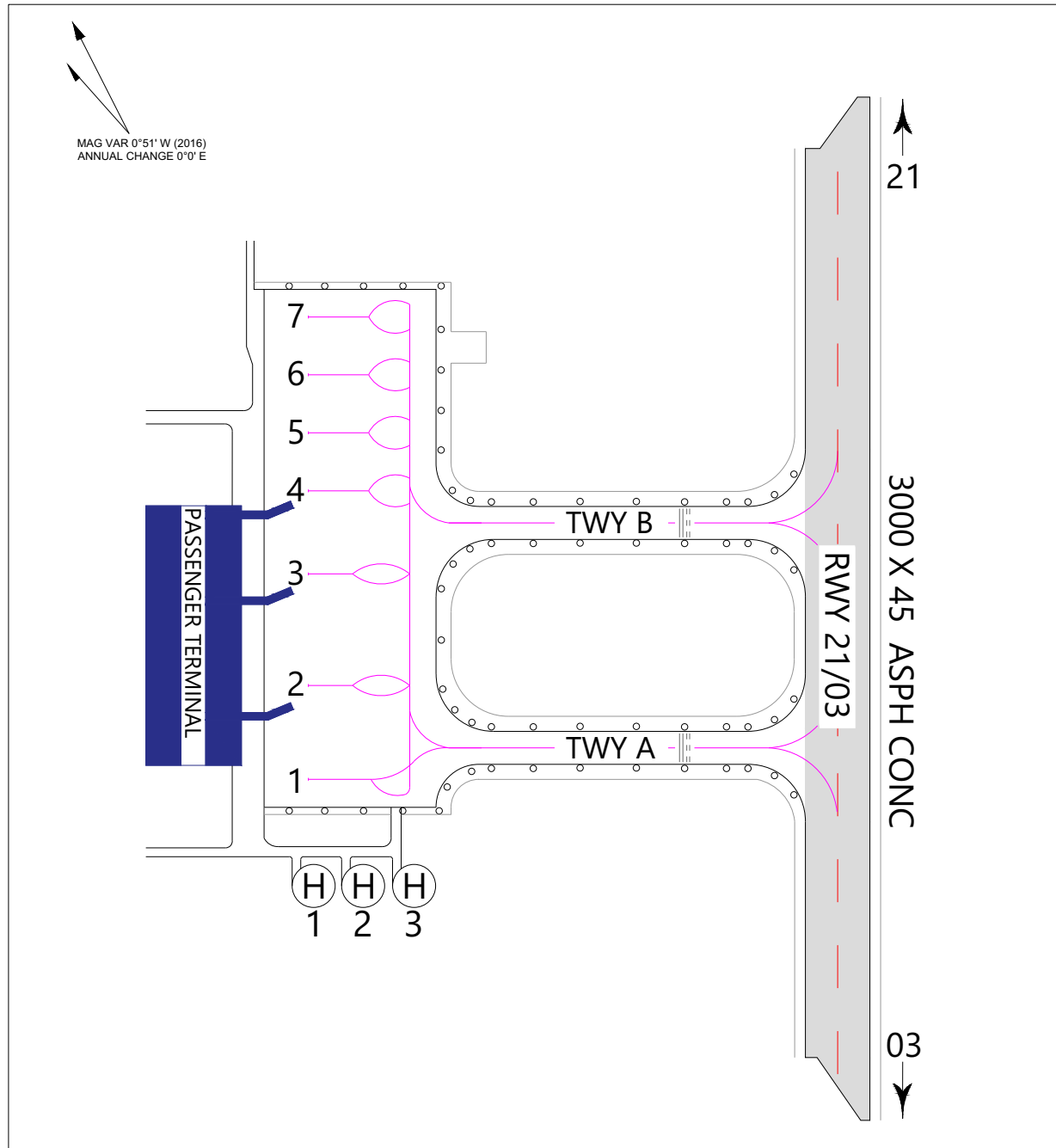
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**AIRCRAFT PARKING/
DOCKING CHART - ICAO**

APRON ELEV
1274 FT

TWR 118.4

**CHIANG RAI /
Mae Fah Luang-Chiang Rai Intl**



REMARKS

1. AIRCRAFT STAND NR 2, 3 AND 4 AVAILABLE WITH SINGLE END PASSENGER LOADING BRIDGES
2. APRON ACFT STAND NR 1-4 SURFACE, STRENGTH : CONCRETE , PCN 73/R/D/X/T
3. APRON ACFT STAND NR 5-7 SURFACE, STRENGTH : CONCRETE , PCN 73/R/C/X/T

| LEGEND | |
|-------------------------|------------|
| AIRCRAFT STAND NR | 1— |
| TWY APRON LIGHT | o |
| RUNWAY HOLDING POSITION | ≡≡≡ |
| HELIPAD | (H) 1-3 |

| AIRCRAFT STAND COORDINATES | | | |
|----------------------------|---------------|----------------|------------|
| STAND NR | COORDINATES | | ACFT UP TO |
| 1 | 19 57 11.64 N | 099 52 45.34 E | B737 |
| 2 | 19 57 13.42 N | 099 52 46.57 E | B747 |
| 3 | 19 57 15.72 N | 099 52 47.70 E | B747 |
| 4 | 19 57 17.16 N | 099 52 49.09 E | B737-900 |
| 5 | 19 57 18.53 N | 099 52 49.34 E | A321 |
| 6 | 19 57 19.69 N | 099 52 50.02 E | A321 |
| 7 | 19 57 20.84 N | 099 52 50.69 E | A321 |
| H1 | 19 57 09.44 N | 099 52 44.64 E | |
| H2 | 19 57 08.90 N | 099 52 45.68 E | |
| H3 | 19 57 08.34 N | 099 52 46.76 E | |

CHANGE: APRON ACFT STAND NR 6 AND 7 ADDED. AWOS REVISED. REMARKS REVISED. LEGEND REVISED. ACFT STAND COORD REVISED.

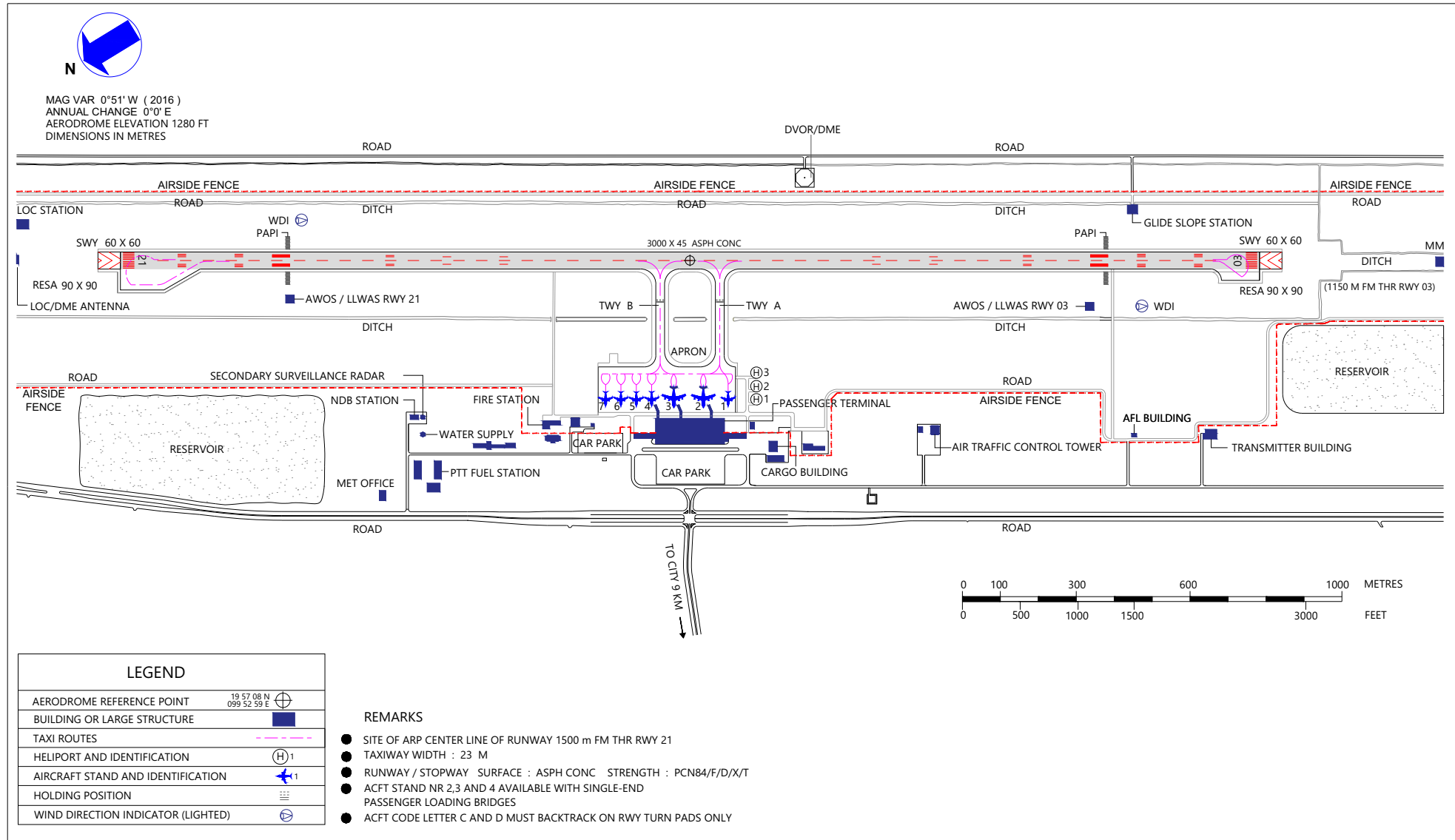
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**AERODROME GROUND
MOVEMENT CHART - ICAO**

**APRON ELEV
1274 FT**

TWR 118.4

**CHIANG RAI /
Mae Fah Luang-Chiang Rai Intl**

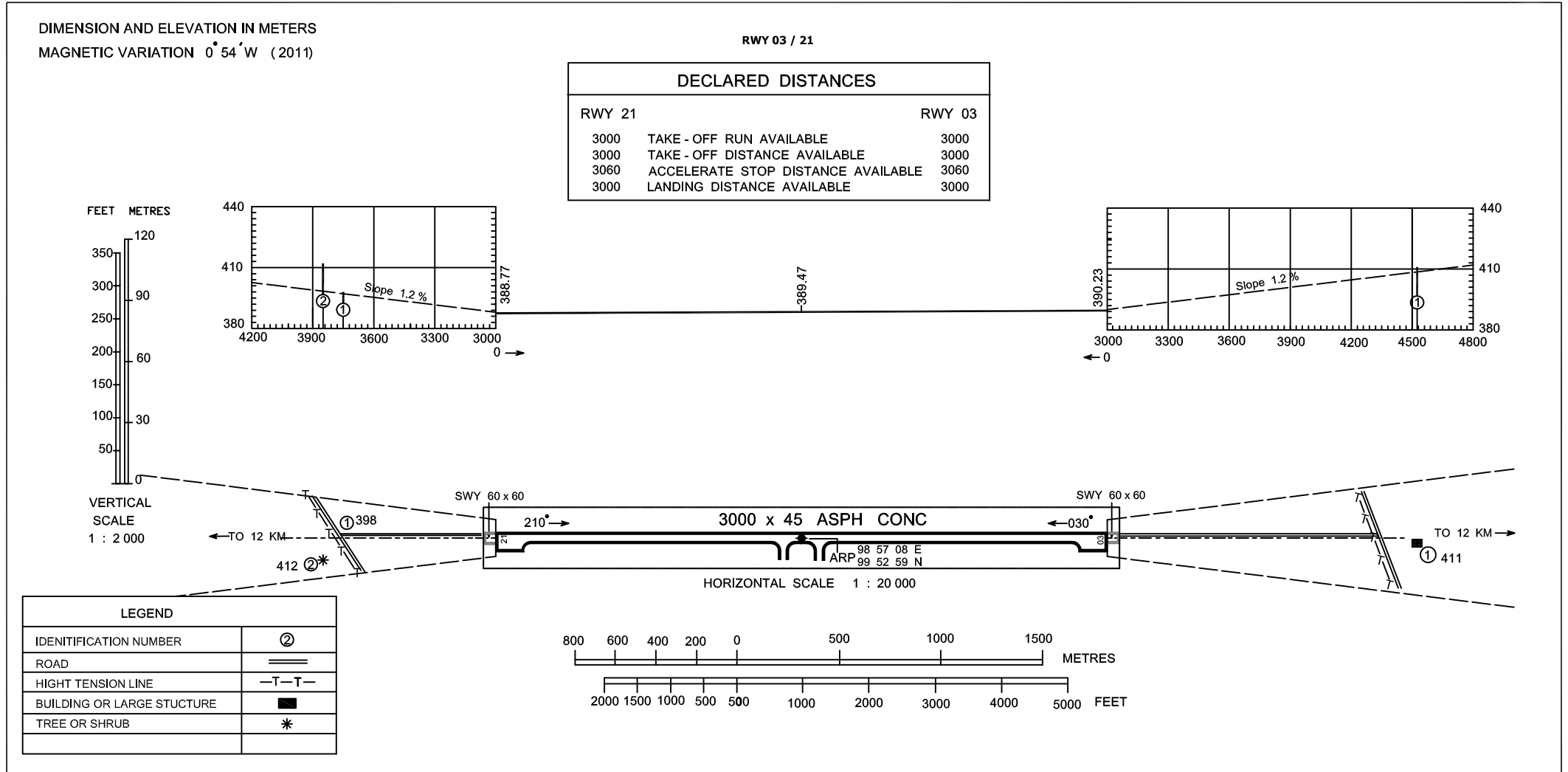


CHANGE: AIRSIDE FENCE ADDED. RESERVOIR ADDED. SSR ADDED. WDI SYMBOL. AWOS REVISED. ACFT STAND NR 6 AND 7 ADDED. APRON MANAGEMENT DELETED.

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AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

Mae Fah Luang-Chiang Rai International Airport



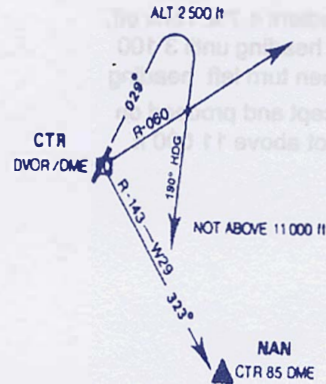
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STANDARD INSTRUMENT DEPARTURE (SID) CHIANG RAI INTERNATIONAL AIRPORT

STANDARD INSTRUMENT DEPARTURE RUNWAY 03

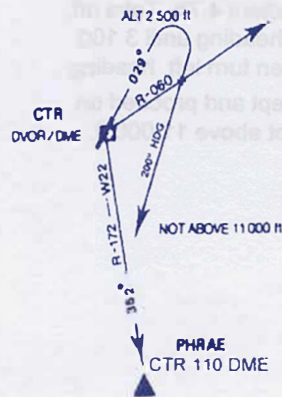
NAN ONE ALFA (NAN 1A)

Take off, climb runway heading until 2 500 FT or above, then turn right heading 190° to cross CTR R-060 not below 2 900 FT, to intercept and proceed on CTR R-143 not above 11 000 FT.



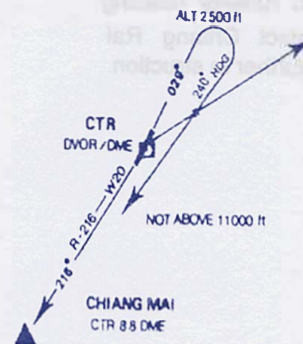
PHRAE ONE ALFA (PAE 1A)

Take off, climb runway heading until 2 500 FT or above, then turn right heading 200° to cross CTR R-060 not below 2 900 FT, to intercept and proceed on CTR R-172 not above 11 000 FT.



CHIANG MAI ONE ALFA (CMA 1A)

Take off, climb runway heading until 2 500 FT or above, then turn right heading 240° to cross CTR R-060 not below 2 900 FT, to intercept and proceed on CTR R-216 not above 11 000 FT.



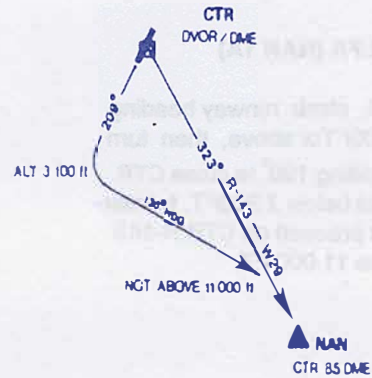
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STANDARD INSTRUMENT DEPARTURE (SID) CHIANG RAI INTERNATIONAL AIRPORT

STANDARD INSTRUMENT DEPARTURE RUNWAY 21

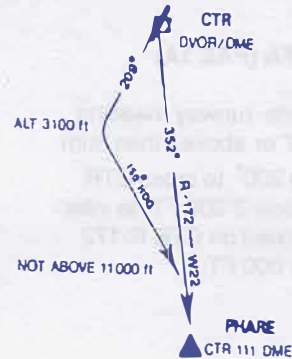
NAN ONE BRAVO (NAN 1B)

Departure gradient 4.7% Take off, climb runway heading until 3 100 ft or above, then turn left heading 130° to intercept and proceed on CTR R-143 not above 11 000 ft.



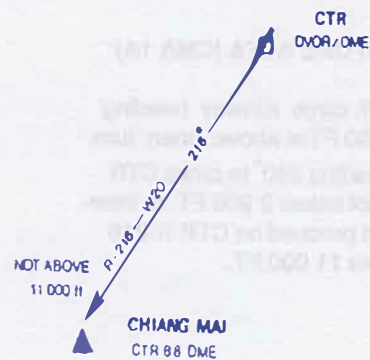
PHRAE ONE BRAVO (PAE 1B)

Departure gradient 4.7% Take off, climb runway heading until 3 100 ft or above, then turn left heading 150° to intercept and proceed on CTR R-172 not above 11 000 ft.

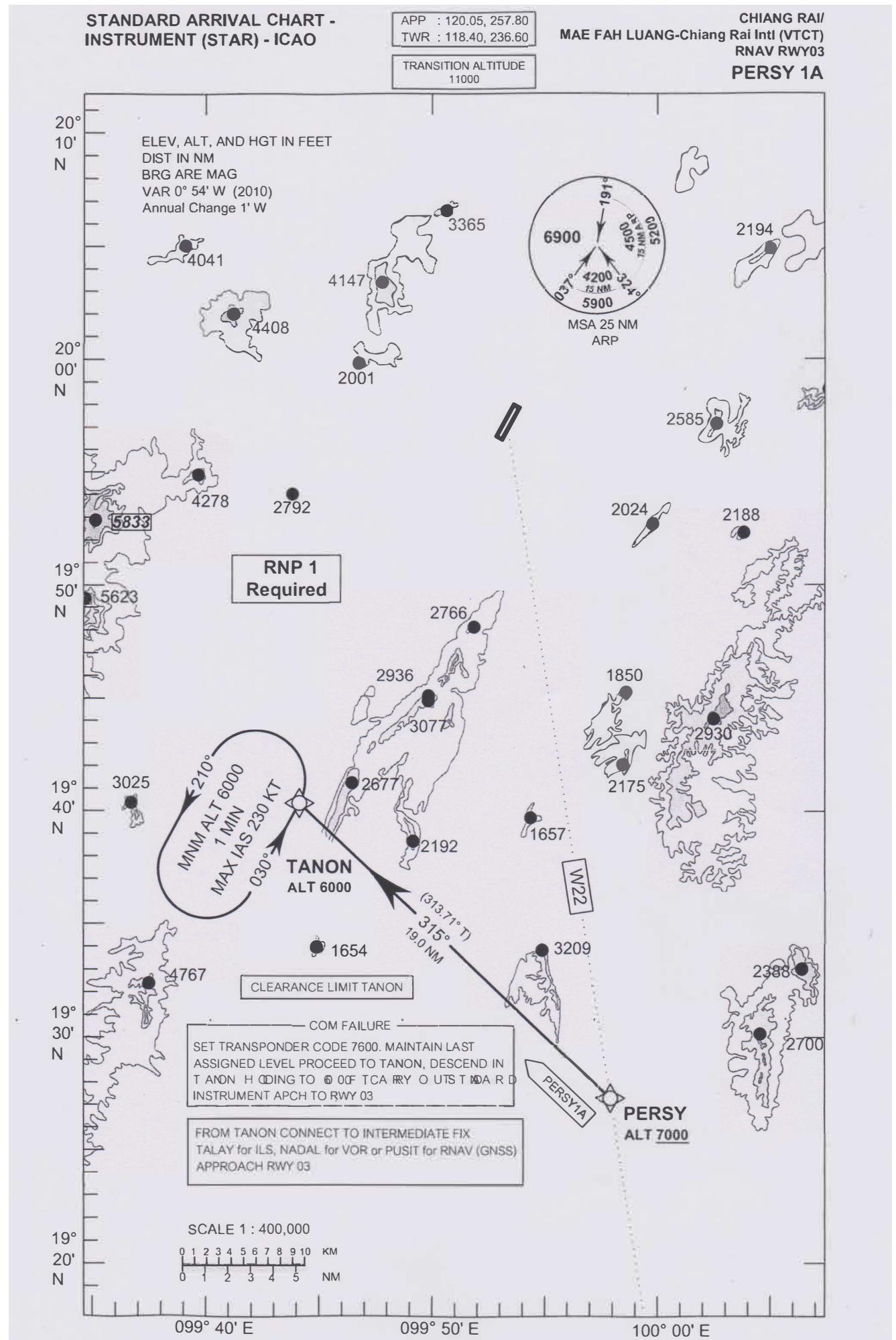


CHIANG MAI ONE BRAVO (CMA 1B)

Take off, climb runway heading 216° and contact Chiang Rai Approach for further instruction.



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STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

CHIANG RAI/
MAE FAH LUANG- Chaing Rai Intl (VTCT)
RNAV RWY03
PERSY 1A

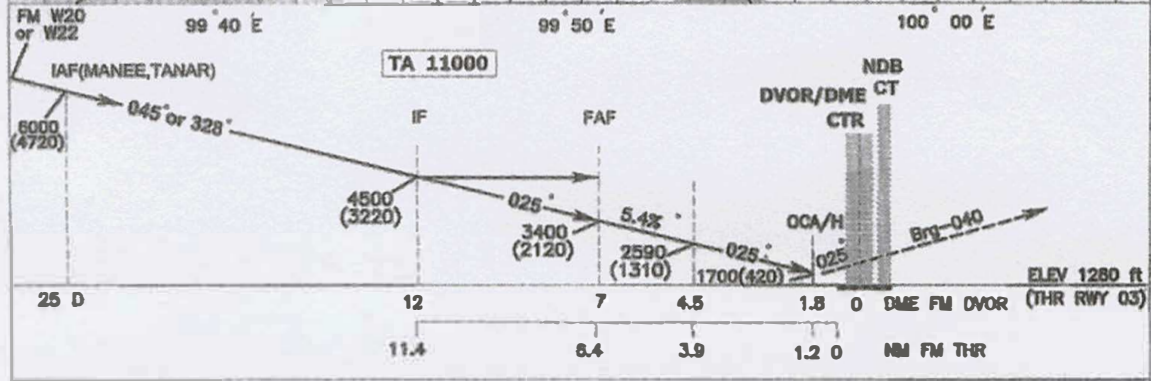
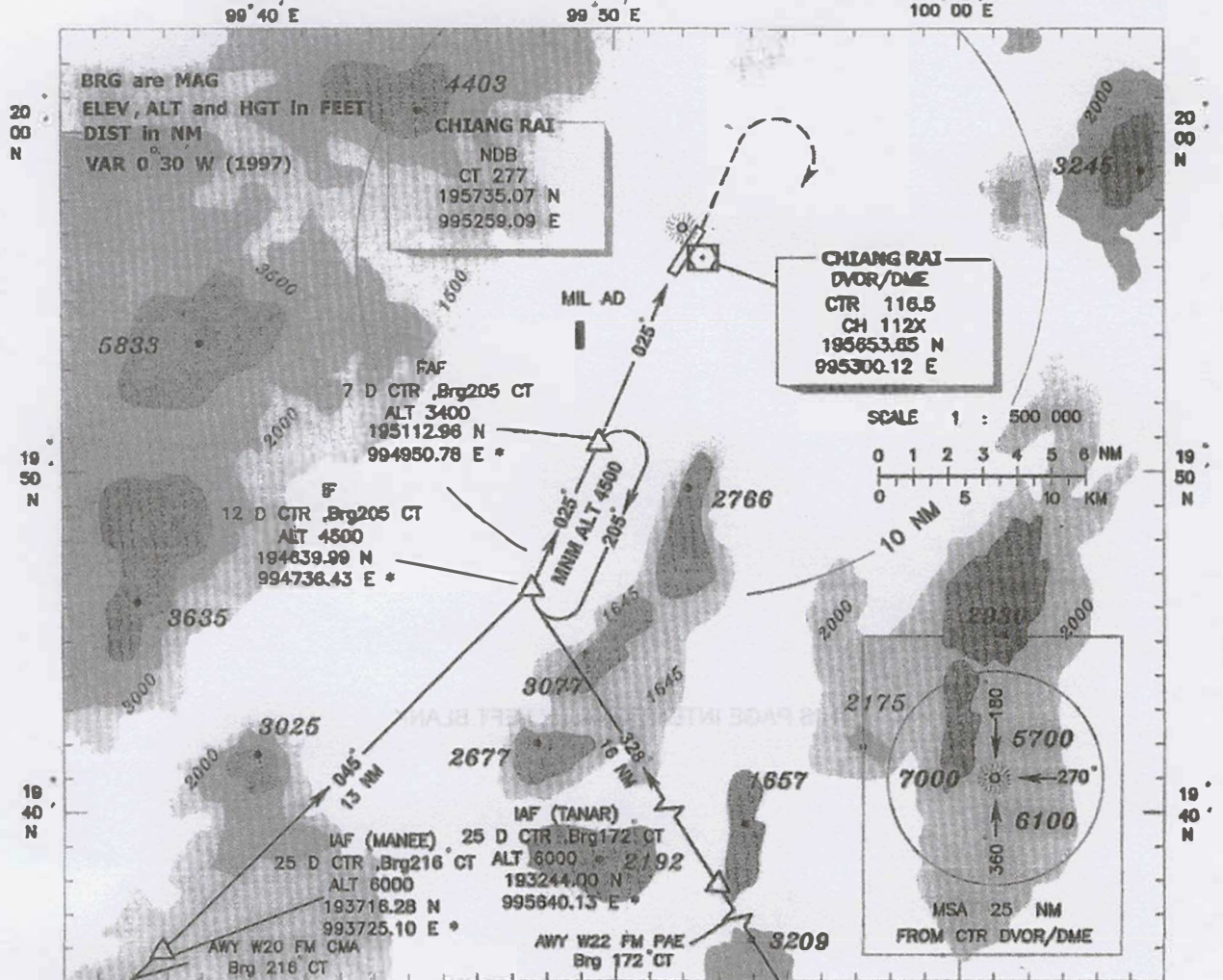
| Serial Number | Path Descriptor | Waypoint Identifier | WGS-84 Coordinates | | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/ TCH | Navigation Specification |
|---------------|-----------------|---------------------|--------------------|----------------|---------|---------------------|-----------------------|------------------|-------------------|------------------|---------------|-------------|-----------------------------|
| | | | Latitude | Longitude | | | | | | | | | |
| 001 | IF | PERSY | 19 27 08.21 N | 099 57 39.93 E | - | 315*(313.71°) | 0.97 | 19.0 | - | 7000+ | - | - | RNP1 |
| 002 | - | TANON | 19 40 17.64 N | 099 43 07.49 E | - | - | 0.97 | - | - | 6000 | - | - | RNP1 |
| | | | | | | | | | | | | | |

**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 1280 ft
HEIGHTS RELATED TO
AERODROME ELEV**

**APP : 120.05 ,257.8
TWR : 118.4 ,236.6**

**CHIANG RAI / Chiang Rai
NDB/DME
RWY 03**

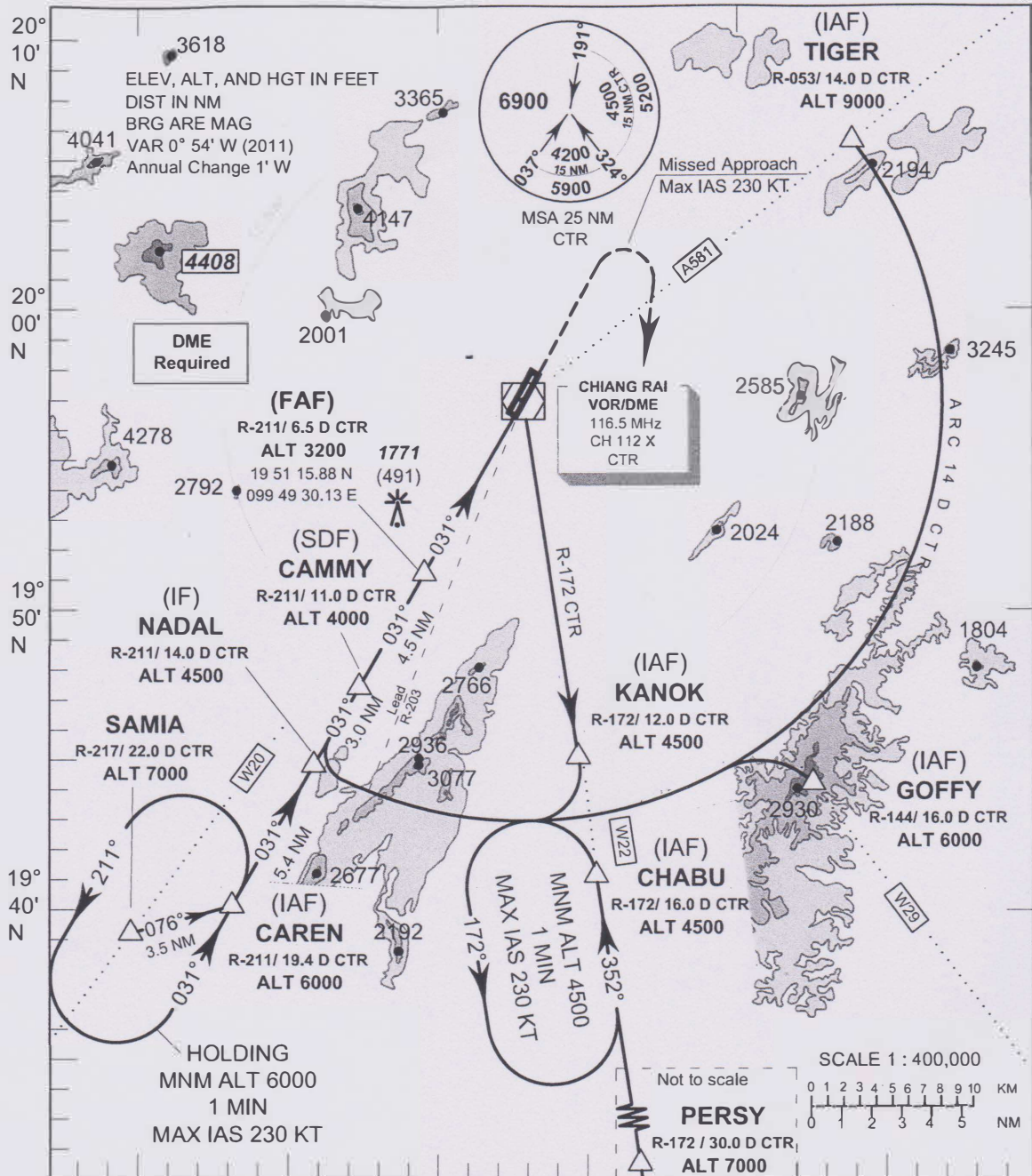


MISSED APPROACH : Climb on track 025 to the NDB ,then climb on Brq-040 to 2600(1220) ft within 5 D ,then turn right to NDB and continuing climb on Brq 205 to FAF 4500(3220) ft and hold.
Remark : ACFT CAT C and D circling to the right only.

| | | Distance | | | | 2 D | 3 D | 4 D | 5 D |
|----------------------|-----------|---------------|---------------|---|--------------------------|---------------|---------------|----------------|----------------|
| OCA/H | A | B | C | D | Altitude(Height) | 1770 (490) | 2100 (820) | 2425 (1145) | 2755 (1475) |
| Straight-in approach | 1700(420) | | | | GS | knot | 100 | 120 | 140 |
| Circling | 1800(520) | 1870 (590) | 1970 (690) | | Rate of descent (ft/min) | 545 | 655 | 765 | 875 |

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INSTRUMENT APPROACH CHART-ICAO AERODROME ELEV 1280 FT HEIGHTS RELATED TO AERODROME ELEV APP : 120.05, 257.80 TWR : 118.40, 236.60 MAE FAH LUANG-Chiang Rai Intl (VTCT) VOR RWY03 CHIANG RAI/



099° 40' E Missed Approach : No Turn Before MAPt. Speed restricted to MAX IAS 230 KT until after turn. Climb straight ahead to 2600 FT, then turn right to intercept outbound R-172 CTR VOR and proceed to CHABU at 4500 FT and hold or as directed by ATC.

| | | | | | | |
|---------------------------|------------|-------------|-----|-----|-------------------|---|
| ELEV 1280 FT (THR RWY 03) | 13.4 | 10.4 | 5.9 | 1.6 | 0 | NM FM THR 03 |
| | 14.0 | 11.0 | 6.5 | 2.2 | 0.6 | DME FM CTR |
| OCA/H | A | B | C | D | Distance(CTR) | FAF 6 D 5 D 4 D 3 D 2.2 D |
| Straight-in approach | 1830 (550) | | | | Altitude (Height) | 3200 (1920) 3035 (1755) 2720 (1440) 2405 (1125) 2090 (810) 1830 (550) |
| | | | | | Ground Speed | knot 70 90 100 120 140 160 |
| Circling | 1850 (570) | 2470 (1190) | | | Rate of descent | (ft/min) 369 474 527 632 737 843 |

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CHIANG RAI/
MAE FAH LUANG - Chiang Rai Intl (VTCT)
VOR RWY03

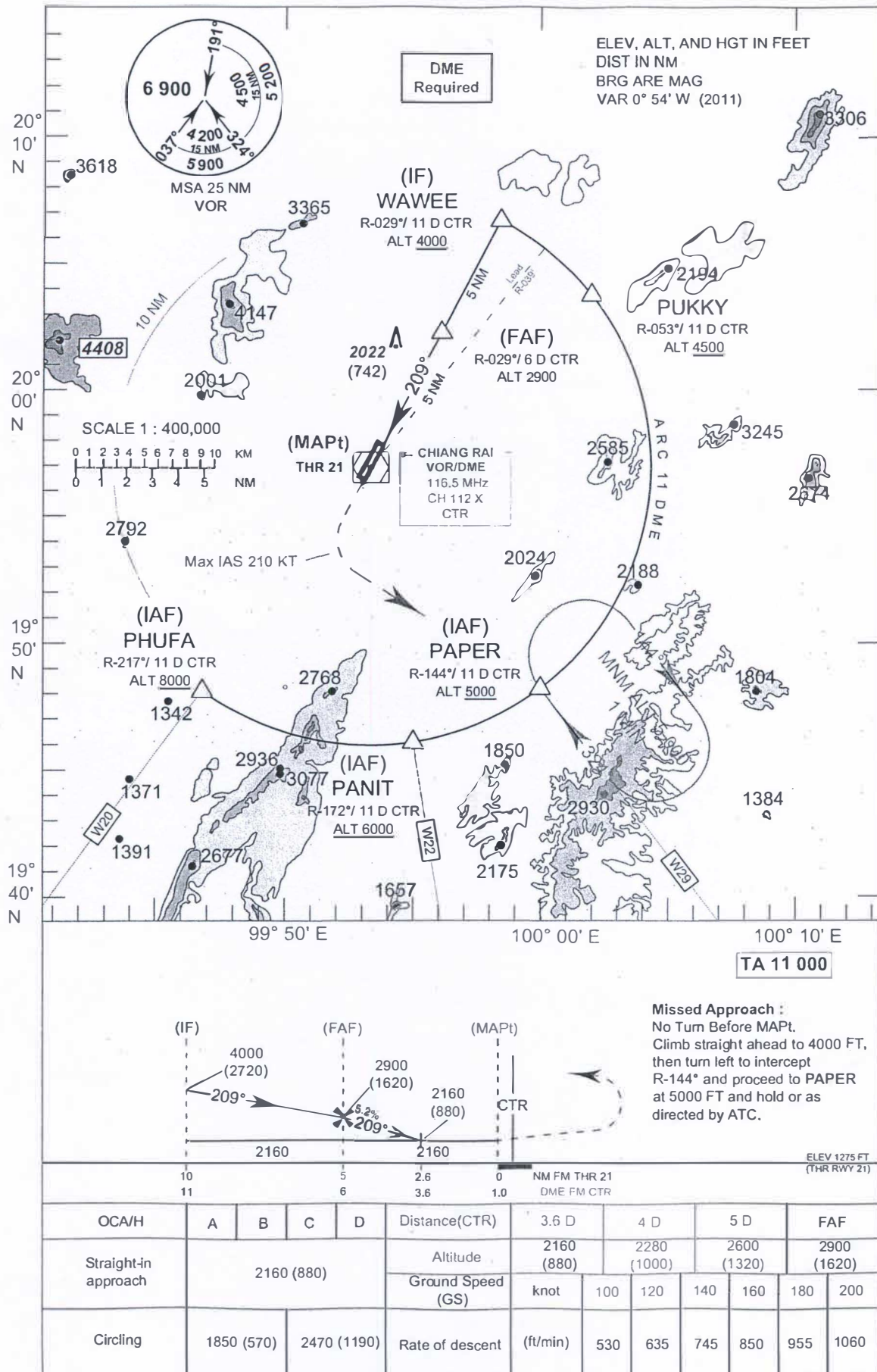
| Fix / Point | | Coordinates | |
|----------------|---------------------------|---------------|----------------|
| TIGER (IAF) | R - 053 / 14.0 D CTR | 20 05 33.83 N | 100 04 43.54 E |
| GOFFY (IAF) | R - 144 / - 16.0 D CTR | 19 44 05.60 N | 100 03 11.64 E |
| KANOK (IAF) | R - 172 / 12.0 D CTR | 19 45 00.84 N | 099 54 51.74 E |
| PERSY | R - 172 / 30.0 D CTR | 19 27 08.21 N | 099 57 39.93 E |
| CHABU (IAF) | R - 172 / 16.0 D CTR | 19 41 02.48 N | 099 55 29.16 E |
| SAMIA | R - 217 / 22.0 D CTR | 19 39 10.76 N | 099 39 02.55 E |
| CAREN (IAF) | R - 211 / 19.4 D CTR | 19 40 05.01 N | 099 42 38.29 E |
| NADAL (IF) | R - 211 / 14.0 D CTR | 19 44 46.82 N | 099 45 31.15 E |
| CAMMY (SDF) | R - 211 / 11.0 D CTR | 19 47 23.08 N | 099 47 07.08 E |
| FAF | R - 211 / 6.5 D CTR | 19 51 15.88 N | 099 49 30.13 E |
| MAPt | R - 211 / 2.2 D CTR | 19 55 01.35 N | 099 51 48.81 E |
| THR RWY03 | - | 19 56 25.74 N | 099 52 33.60 E |
| VOR | CTR | 19 56 55.90 N | 099 52 59.31 E |

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INSTRUMENT AERODROME ELEV 1280 FT
APPROACH HEIGHTS RELATED TO
CHART-ICAO AERODROME ELEV

APP : 120.05, 257.80
TWR : 118.40, 236.60

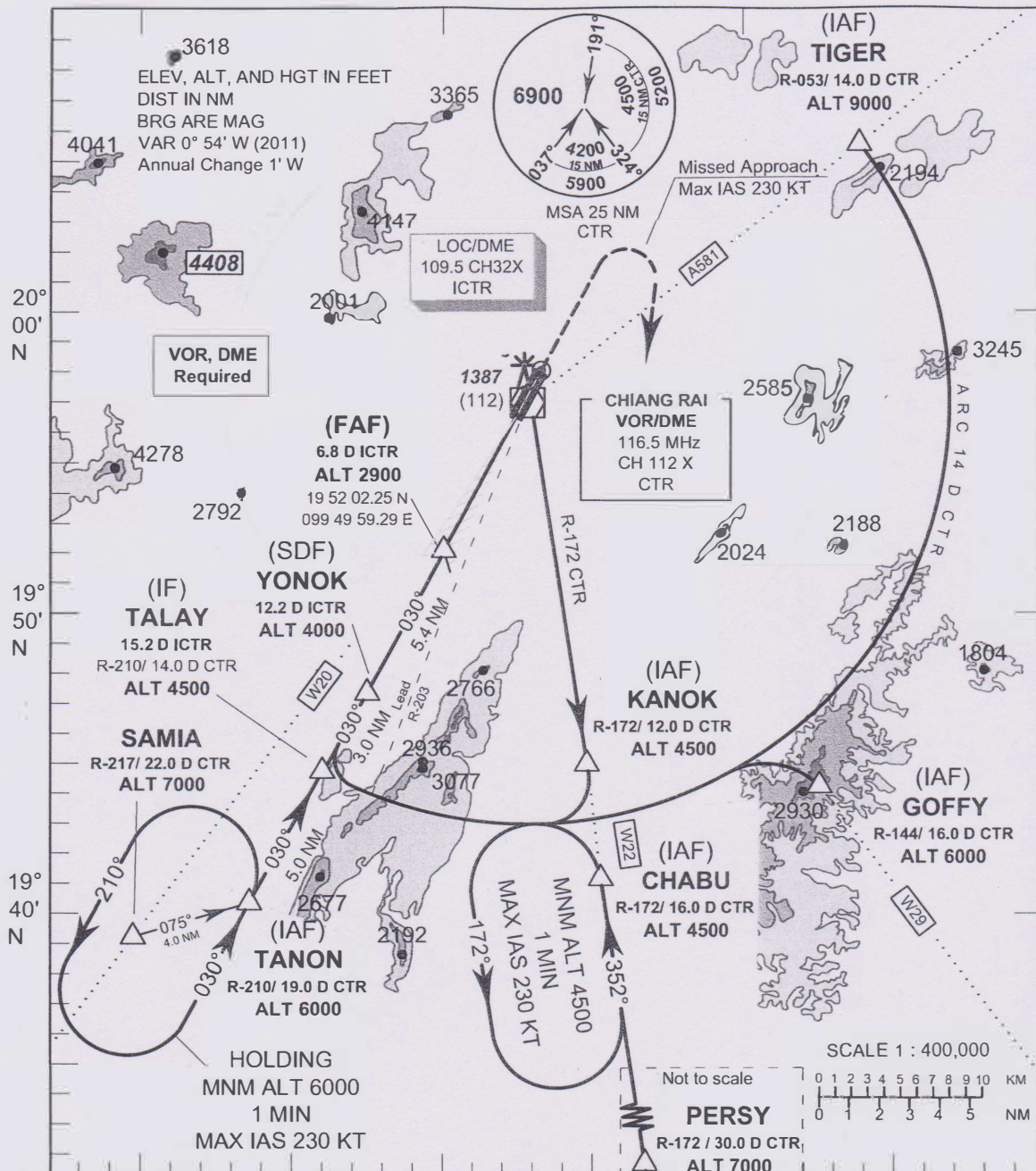
CHIANG RAI/
MAE FAH LUANG-Chiang Rai (VTCT)
VOR RWY 21



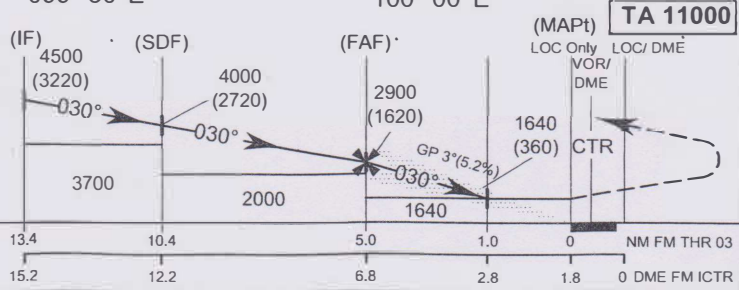
INSTRUMENT APPROACH CHART-ICAO
AERODROME ELEV 1280 FT
 HEIGHTS RELATED TO THR 03 - ELEV 1280 FT

APP : 120.05, 257.80
 TWR : 118.40, 236.60

CHIANG RAI/ MAE FAH LUANG-Chiang Rai Intl (VTCT)
 ILS or LOC RWY03



Missed Approach :
No Turn Before MAPt (For LOC Only).
 Speed restricted to **MAX IAS 230 KT** until after turn. Climb straight ahead to 2900 FT, then turn right to intercept outbound R-172 CTR VOR and proceed to **CHABU** at 4500 FT and hold or as directed by ATC.
 ELEV 1280 FT (THR RWY 03)
RDH 53.6 FT



| OCA/H | A | B | C | D | GS out | Distance(ICTR) | FAF | 6 D | 5 D | 4 D | 3 D | 2.8 D |
|----------|------------|-------------|---|---|----------------------|----------------------------|------------|-----|-----|-----|-------------------|-------------|
| | | | | | | Straight-in approach CAT I | 1480 (200) | | | | Altitude (Height) | 2900 (1620) |
| LOC Only | 1640 (360) | | | | Ground Speed | knot | 70 | 90 | 100 | 120 | 140 | 160 |
| Circling | 1850 (570) | 2470 (1190) | | | Rate of descent (3°) | (ft/min) | 372 | 478 | 531 | 637 | 743 | 849 |

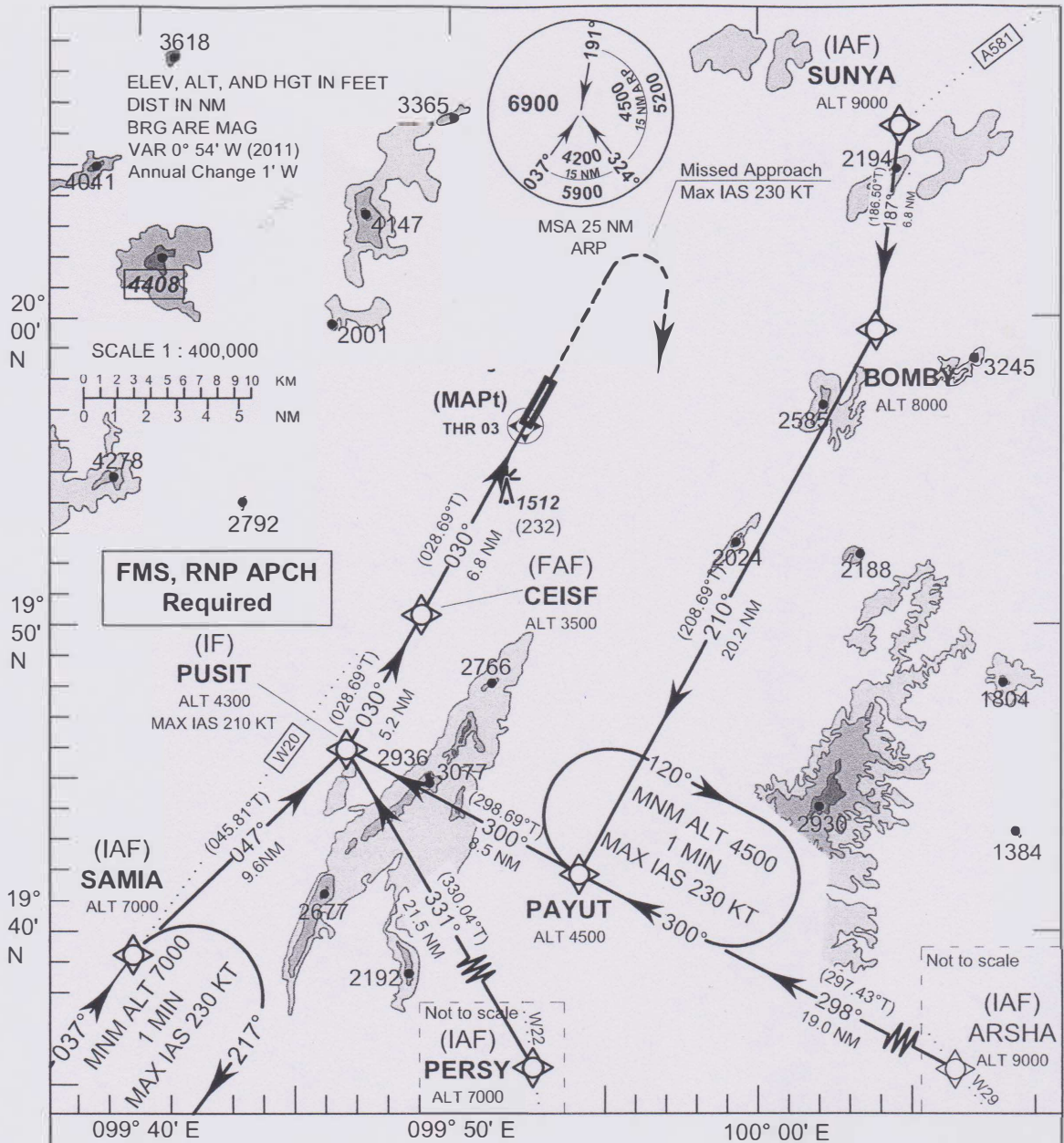
CHIANG RAI/
MAE FAH LUANG - Chiang Rai Intl (VTCT)
ILS or LOC RWY03

| Fix / Point | | Coordinates | |
|---------------------------------|-------------------------|---------------|----------------|
| TIGER (IAF) | R - 053 / 14.0 D CTR | 20 05 33.83 N | 100 04 43.54 E |
| GOFFY (IAF) | R - 144 / 16.0 D CTR | 19 44 05.60 N | 100 03 11.64 E |
| KANOK (IAF) | R - 172 / 12.0 D CTR | 19 45 00.84 N | 099 54 51.74 E |
| PERSY | R - 172 / 30.0 D CTR | 19 27 08.21 N | 099 57 39.93 E |
| CHABU (IAF) | R - 172 / 16.0 D CTR | 19 41 02.48 N | 099 55 29.16 E |
| SAMIA | R - 217 / 22.0 D CTR | 19 39 10.76 N | 099 39 02.55 E |
| TANON (IAF) | R - 210 / 19.0 D CTR | 19 40 17.64 N | 099 43 07.49 E |
| TALAY (IF) | 15.2 D ICTR | 19 44 41.26 N | 099 45 41.41 E |
| YONOK (SDF) | 12.2 D ICTR | 19 47 19.38 N | 099 47 13.82 E |
| FAF | 6.8 D ICTR | 19 52 02.25 N | 099 49 59.29 E |
| MAPt (LOC ONLY) @ THR RWY 03 | 1.8 D ICTR | 19 56 25.74 N | 099 52 33.60 E |
| LOC / DME | ICTR | 19 57 59.50 N | 099 53 28.50 E |
| VOR | CTR | 19 56 55.90 N | 099 52 59.31 E |

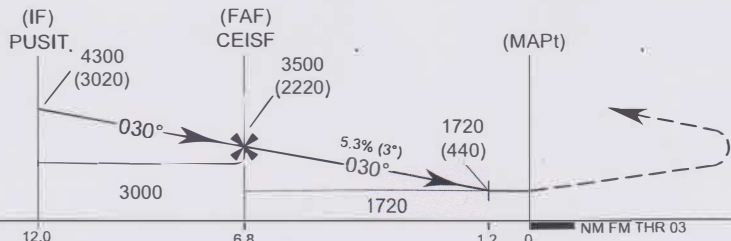
INSTRUMENT AERODROME ELEV 1280 FT
APPROACH HEIGHTS RELATED TO
CHART-ICAO AERODROME ELEV

APP : 120.05, 257.80
TWR : 118.40, 236.60

CHIANG RAI/
MAE FAH LUANG-Chiang Rai Intl (VTCT)
RNAV (GNSS) RWY03



Missed Approach :
No Turn Before MAPt. Speed restricted to MAX IAS 230 KT until after turn.
Climb on track 030° to 2600 FT, then turn right direct to PAYUT at 4500 FT and hold or as directed by ATC.

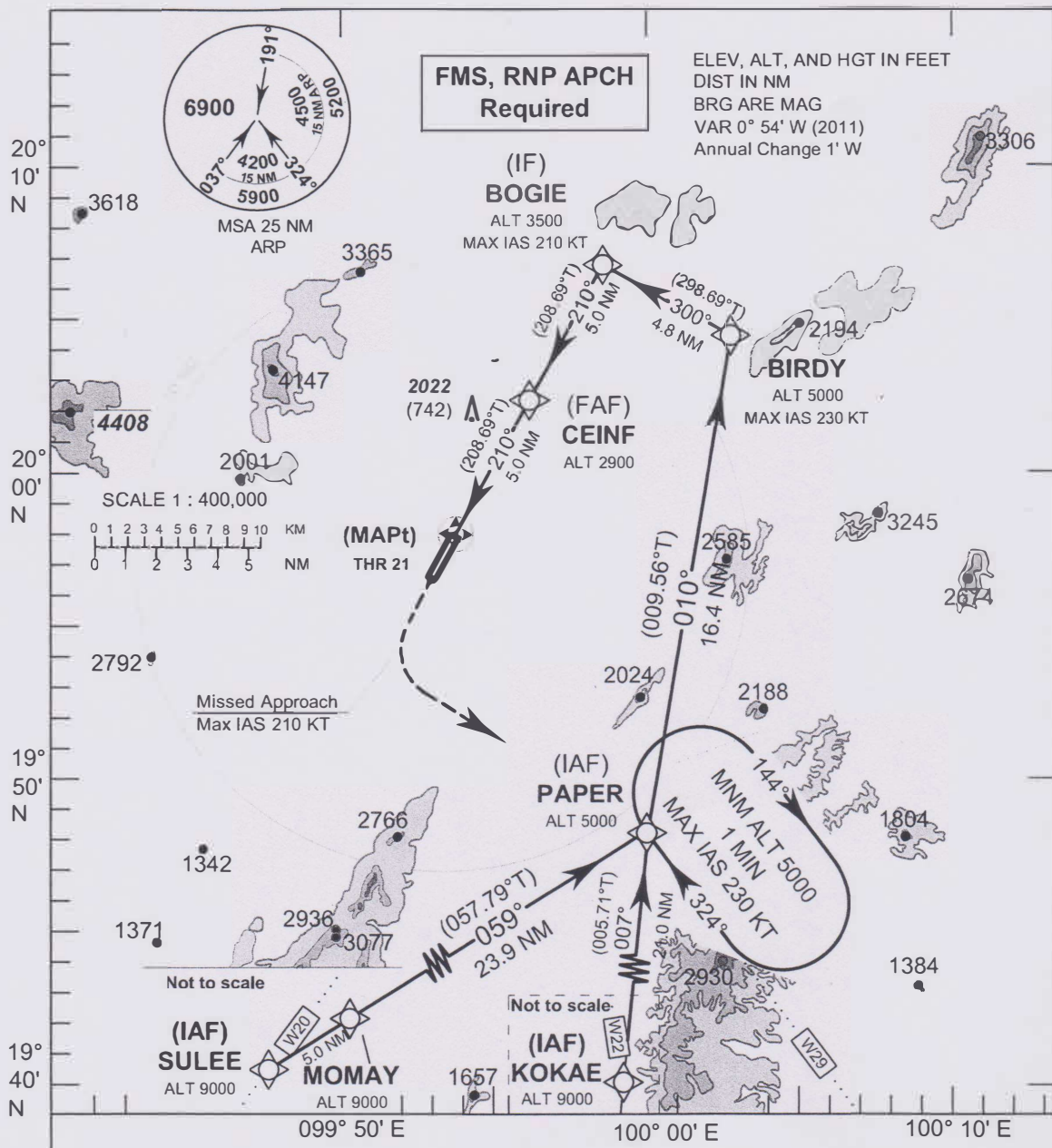


| OCA/H | A | B | C | D | Distance(THR 03) | FAF | 6 NM | 5 NM | 4 NM | 3 NM | 2 NM | 1.2 NM | |
|----------|------------|---|-------------|---|------------------------|-------------------|------------|------|------|------|-------------------|-------------|-------------|
| | | | | | | LNAV | 1720 (440) | | | | Altitude (Height) | 3500 (2220) | 3260 (1980) |
| | | | | | | Ground Speed (GS) | knot | 70 | 90 | 100 | 120 | 140 | 160 |
| Circling | 1850 (570) | | 2470 (1190) | | Rate of descent (5.3%) | (ft/min) | 376 | 483 | 537 | 644 | 751 | 859 | |

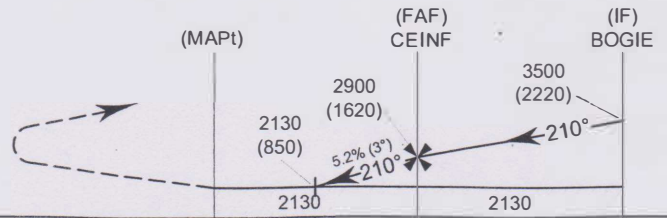
CHIANG RAI
MAE FAH LUANG- Chiang Rai Intl (VTCT)
RNAV (GNSS) RWY03

| Serial Number | Path Descriptor | Waypoint Identifier | WGS-84 Coordinates | | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/ TCH | Navigation Specification |
|---------------|-----------------|---------------------|--------------------|----------------|---------|---------------------|-----------------------|------------------|-------------------|------------------|---------------|-------------|-----------------------------|
| | | | Latitude | Longitude | | | | | | | | | |
| 001 | IF | SUNYA (IAF) | 20 06 10.80 N | 100 05 33.89 E | - | 187°(186.50°) | 0.97 | 6.8 | - | 9000 | - | - | RNP APCH |
| 002 | TF | BOMBY | 19 59 27.10 N | 100 04 42.36 E | - | 210°(208.69°) | 0.97 | 20.2 | R | 8000 | - | - | RNP APCH |
| 003 | IF | ARSHA (IAF) | 19 32 51.16 N | 100 12 06.10 E | - | 298°(297.43°) | 0.97 | 19.0 | - | 9000 | - | - | RNP APCH |
| 004 | TF | PAYUT | 19 41 44.02 N | 099 54 18.86 E | - | 300°(298.69°) | 0.97 | 8.5 | R | 4500 | - | - | RNP APCH |
| 005 | IF | PERSY (IAF) | 19 27 08.21 N | 099 57 39.93 E | - | 331°(330.04°) | 0.97 | 21.5 | - | 7000 | - | - | RNP APCH |
| 006 | IF | SAMIA (IAF) | 19 39 10.76 N | 099 39 02.55 E | - | 047°(045.81°) | 0.97 | 9.6 | - | 7000 | - | - | RNP APCH |
| 007 | TF | PUSIT (IF) | 19 45 53.28 N | 099 46 23.50 E | - | 030°(028.69°) | 0.97 | 5.2 | R,L | 4300 | 210 KT | - | RNP APCH |
| 008 | TF | CEISF (FAF) | 19 50 27.38 N | 099 49 03.77 E | - | 030°(028.69°) | 0.97 | 6.8 | - | 3500 | - | - | RNP APCH |
| 009 | - | MAPt (THR03) | 19 56 25.74 N | 099 52 33.60 E | Y | 030°(028.69°) | 0.97 | - | - | 1720 | - | - | RNP APCH |
| 010 | CA | - | - | - | - | - | 0.97 | - | R | 2600 | 230 KT | - | RNP APCH |
| 011 | DF | PAYUT | 19 41 44.02 N | 099 54 18.86 E | - | - | 0.97 | - | - | - | - | - | RNP APCH |
| 012 | HM | PAYUT | 19 41 44.02 N | 099 54 18.86 E | Y | 300°(298.69°) | 0.97 | - | R | 4500 | 230 KT | - | RNP APCH |

INSTRUMENT APPROACH CHART-ICAO AERODROME ELEV 1280 FT HEIGHTS RELATED TO AERODROME ELEV APP : 120.05, 257.80 TWR : 118.40, 236.60 CHIANG RAI/ MAE FAH LUANG-Chiang Rai Intl (VTCT) RNAV (GNSS) RWY21



Missed Approach :
No Turn Before MAPt. Speed restricted to MAX IAS 210 KT until after turn.
Climb on track 210° to 4000 FT, then turn left direct to PAPER at 5000 FT and hold or as directed by ATC.



ELEV 1275 FT (THR RWY 21)

NM FM THR 21 0 2.5 5.0 10.0

| | | | | | | | | | | | |
|----------|------------|---|-------------|---|--------------------------|------------|-------------|-------------|-------------|-----|-----|
| OCA/H | A | B | C | D | Distance(THR 21) | 2.5 NM | 3 NM | 4 NM | FAF | | |
| LNAV | 2130 (850) | | | | Altitude (Height) | 2130 (850) | 2280 (1000) | 2600 (1320) | 2900 (1620) | | |
| | | | | | Ground Speed | knot | 70 | 90 | 100 | 120 | 140 |
| Circling | 1850 (570) | | 2470 (1190) | | Rate of descent (ft/min) | 369 | 474 | 527 | 632 | 737 | 843 |

CHIANG RAI/
MAE FAH LUANG- Chiang Rai Intl (VTCT)
RNAV (GNSS) RWY21

| Serial Number | Path Descriptor | Waypoint Identifier | WGS-84 Coordinates | | Flyover | Course ° M (° T) | Magnetic Variation | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT) | VPA/ TCH | Navigation Specification |
|---------------|-----------------|---------------------|--------------------|----------------|---------|------------------|--------------------|---------------|----------------|---------------|------------|----------|--------------------------|
| | | | Latitude | Longitude | | | | | | | | | |
| 001 | IF | SULEE (IAF) | 19 32 45.22 N | 099 34 00.67 E | - | 059°(057.79°) | 0.97 | 5.0 | - | 9000 | - | - | RNP APCH |
| 002 | TF | MOMAY | 19 35 24.87 N | 099 38 30.18 E | - | 059°(057.79°) | 0.97 | 23.9 | - | 9000 | - | - | RNP APCH |
| 003 | IF | KOKAE (IAF) | 19 27 08.21 N | 099 57 39.93 E | - | 007°(005.71°) | 0.97 | 21.0 | - | 9000 | - | - | RNP APCH |
| 004 | IF,TF | PAPER (IAF) | 19 48 06.37 N | 100 00 00.46 E | - | 010°(009.56°) | 0.97 | 16.4 | R,L | 5000 | - | - | RNP APCH |
| 005 | TF | BIRDY | 20 04 17.77 N | 100 02 59.96 E | - | 300°(298.69°) | 0.97 | 4.8 | L | 5000 | 230 KT | - | RNP APCH |
| 006 | TF | BOGIE (IF) | 20 06 37.92 N | 099 58 32.77 E | - | 210°(208.69°) | 0.97 | 5.0 | L | 3500 | 210 KT | - | RNP APCH |
| 007 | TF | CEINF (FAF) | 20 02 14.53 N | 099 55 58.12 E | - | 210°(208.69°) | 0.97 | 5.0 | - | 2900 | - | - | RNP APCH |
| 008 | - | MAPt (THR21) | 19 57 51.09 N | 099 53 23.62 E | Y | 210°(208.69°) | 0.97 | - | - | 2130 | - | - | RNP APCH |
| 009 | CA | | | | - | | 0.97 | - | L | 4000 | 210 KT | - | RNP APCH |
| 010 | DF | PAPER (IAF) | 19 48 06.37 N | 100 00 00.46 E | - | | 0.97 | - | - | - | - | - | RNP APCH |
| 011 | HM | PAPER (IAF) | 19 48 06.37 N | 100 00 00.46 E | Y | 324°(322.72°) | 0.97 | - | R | 5000 | 230 KT | - | RNP APCH |

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