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 ADand 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		3
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 Buidling, 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: – 25 NM from 140º- 360º at 5500 FT – 25 NM from 360º- 280º at 7500 FT – 40 NM from 280º-180º at 7500 FT – 40 NM from 180º-140º 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: – Radial 271º-340º at 20 NM ALT should not below 6,500 FT (Due to border limited.) – Radial 341º-140º at 20 NM ALT should not below 5,000 FT (Due to border limited.) – Radial 141º-180º at 40 NM ALT should not below 5,000 FT – Radial 181º-210º at 40 NM ALT should not below 7,500 FT – Radial 211º-240º at 40 NM ALT should not below 9,000 FT – Radial 241º-260º at 40 NM ALT should not below 12,000 FT – Radial 261º-270º 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 transmitting 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 3º. 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

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AERODROME CHART - ICAO

19 57 08 N
099 52 59 E

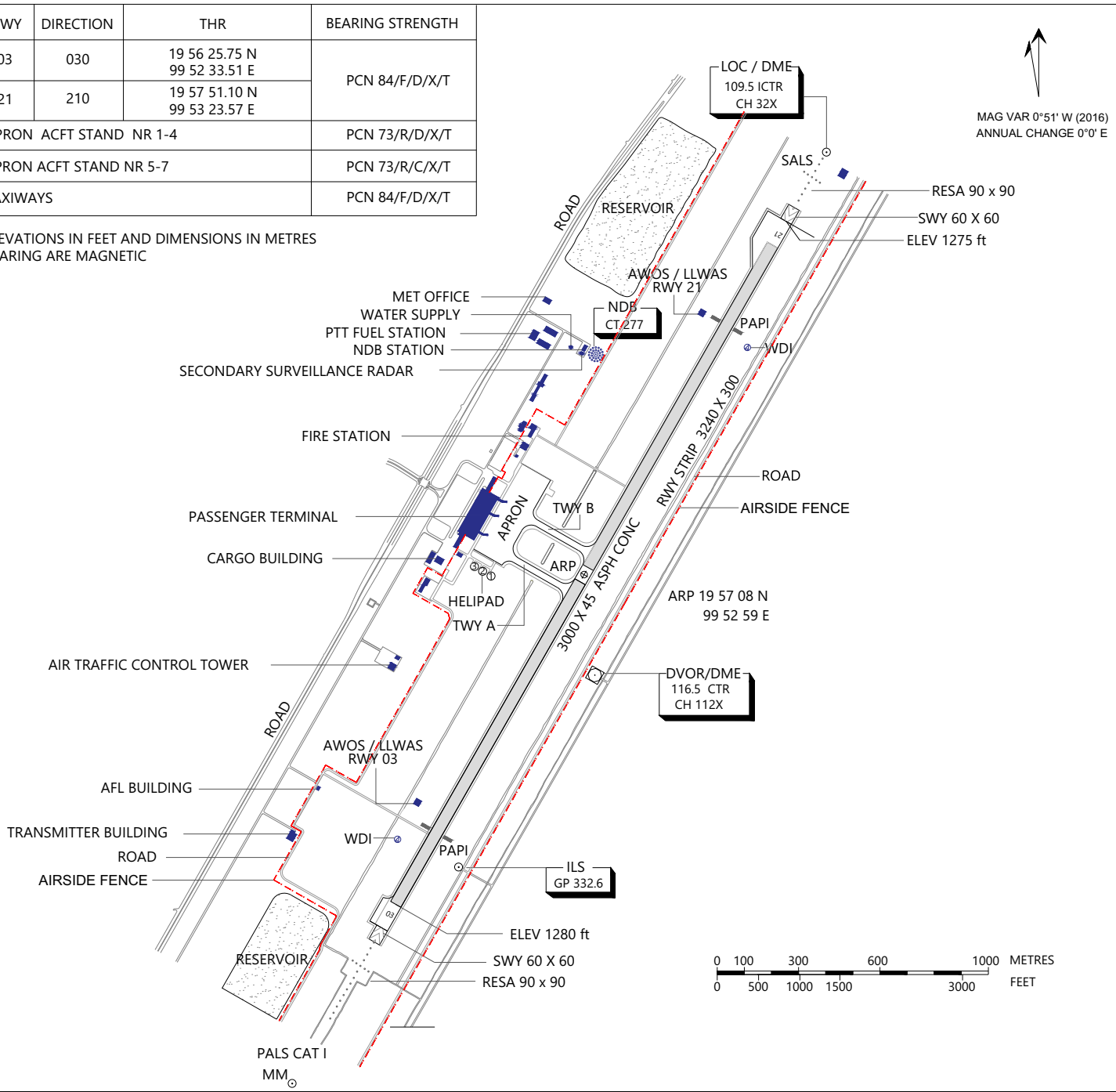
ELEV 1280 FT

TWR 118.4

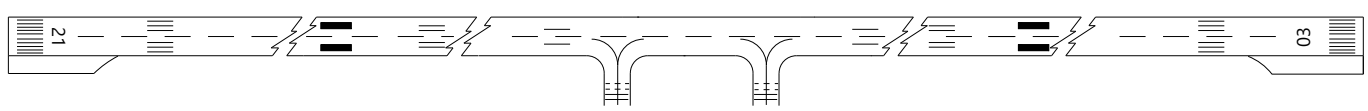
CHIANG RAI / Mae Fah Luang-Chiang Rai Intl

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

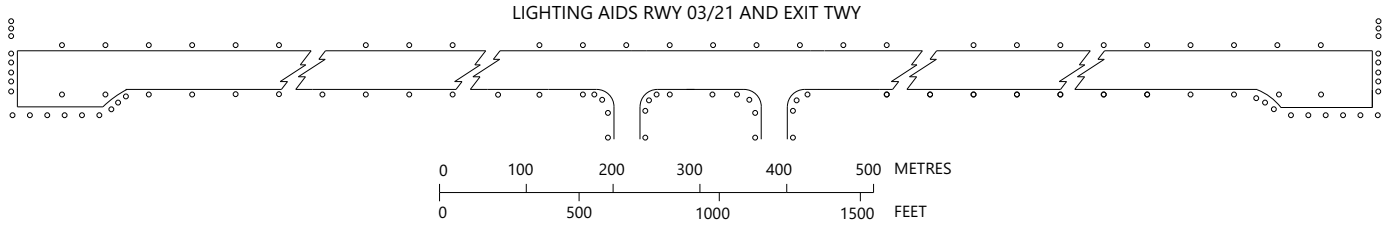
ELEVATIONS IN FEET AND DIMENSIONS IN METRES
BEARING ARE MAGNETIC



MARKING AIDS RWY 03/21 AND EXIT TWY



LIGHTING AIDS RWY 03/21 AND EXIT TWY



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

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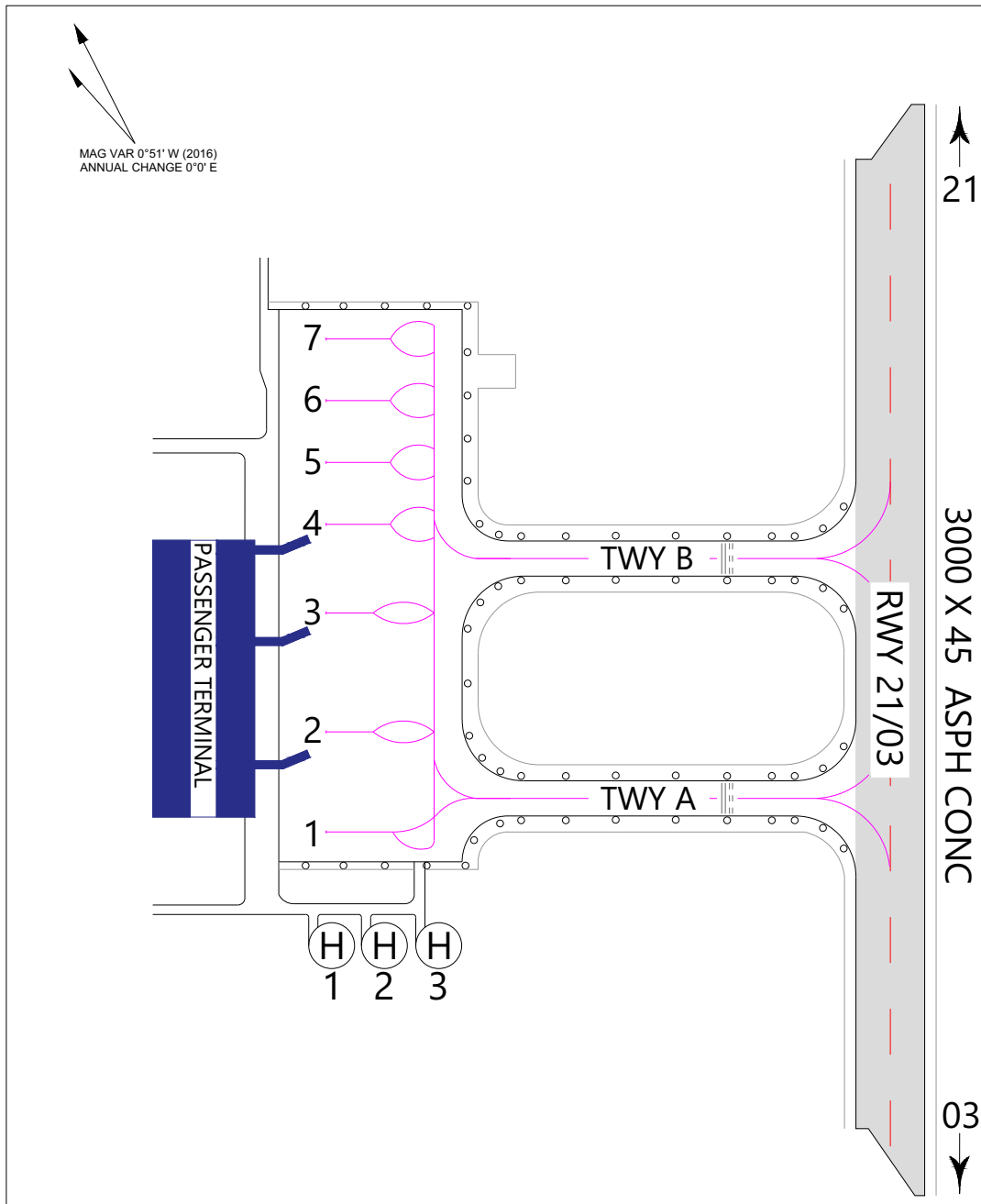
AIRCRAFT PARKING/ DOCKING CHART - ICAO

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	○
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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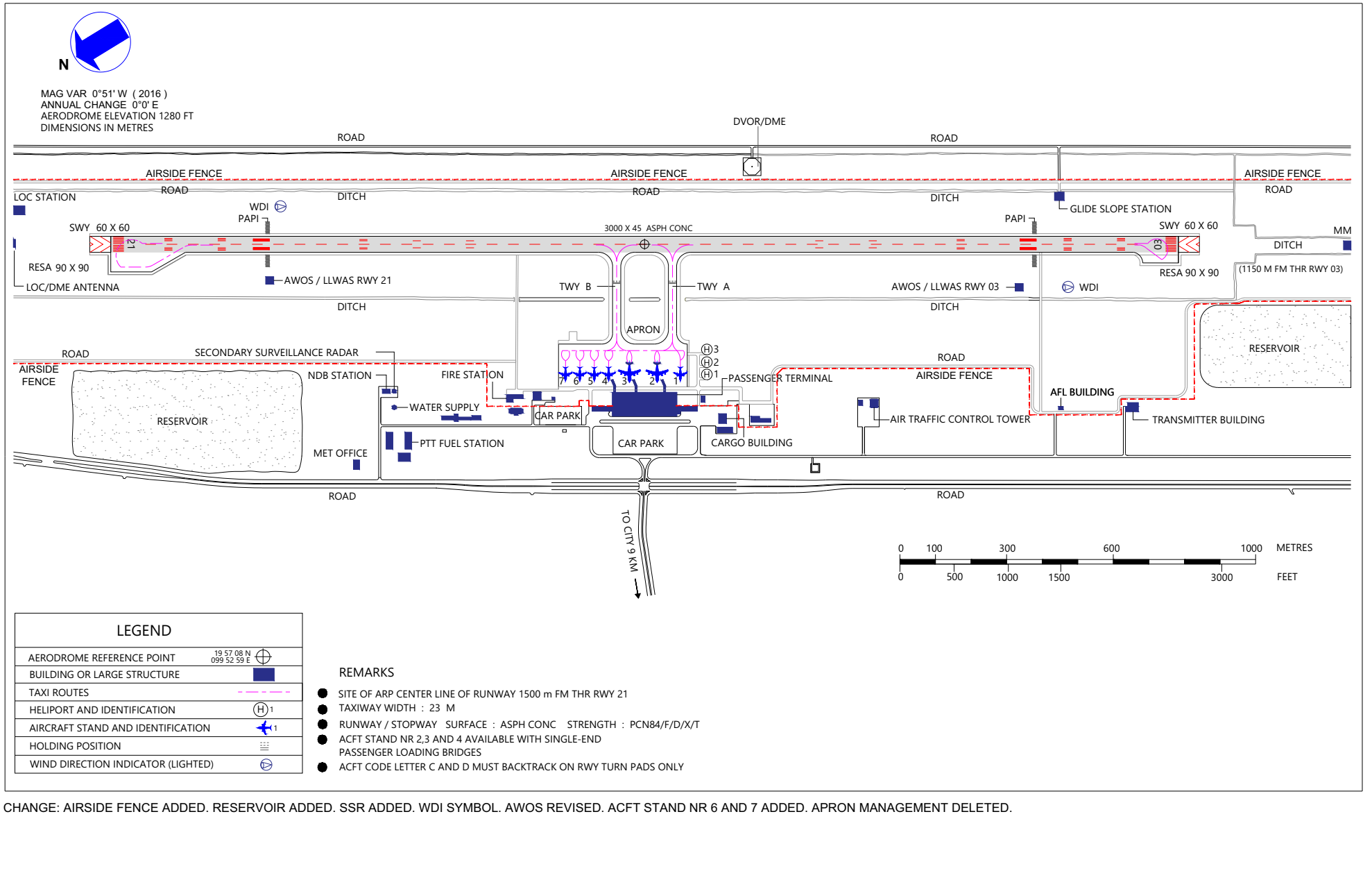
AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV 1274 FT

TWR 118.4

CHIANG RAI / Mae Fah Luang-Chiang Rai Intl



LEGEND	
AERODROME REFERENCE POINT	19 57 08 N 099 52 59 E
BUILDING OR LARGE STRUCTURE	
TAXI ROUTES	
HELIPORT AND IDENTIFICATION	H1
AIRCRAFT STAND AND IDENTIFICATION	1
HOLDING POSITION	
WIND DIRECTION INDICATOR (LIGHTED)	

REMARKS

- SITE OF ARP CENTER LINE OF RUNWAY 1500 m FM THR RWY 21
- TAXIWAY WIDTH : 23 M
- RUNWAY / STOPWAY SURFACE : ASPH CONC STRENGTH : PCN84/F/D/X/T
- ACFT STAND NR 2,3 AND 4 AVAILABLE WITH SINGLE-END PASSENGER LOADING BRIDGES
- ACFT CODE LETTER C AND D MUST BACKTRACK ON RWY TURN PADS ONLY

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)

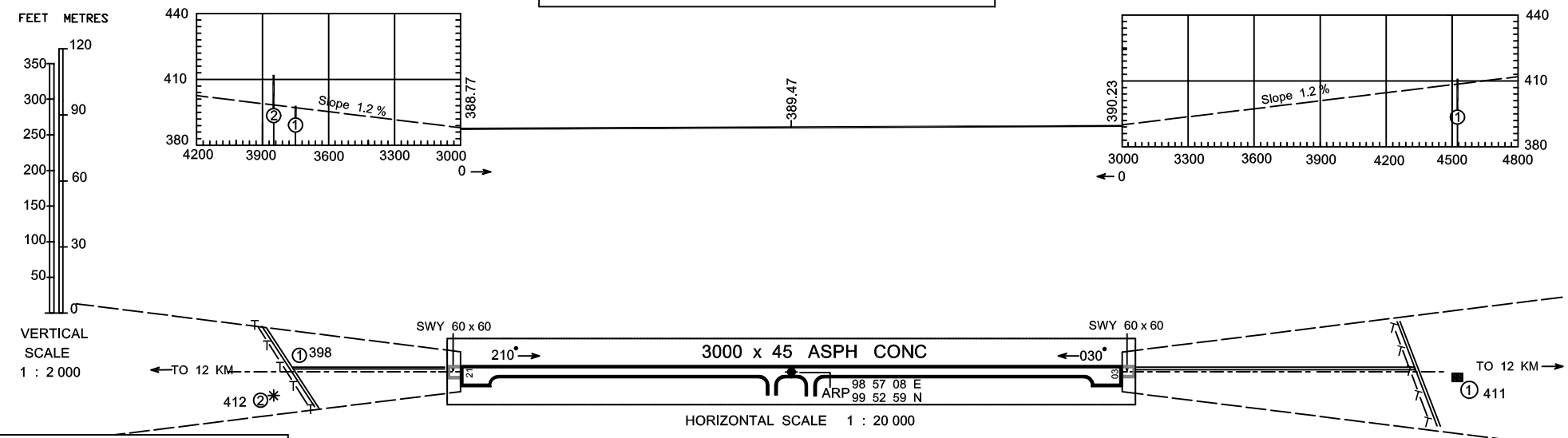
Mae Fah Luang-Chiang Rai International Airport

DIMENSION AND ELEVATION IN METERS

MAGNETIC VARIATION 0° 54′ W (2011)

RWY 03 / 21

DECLARED DISTANCES		
RWY 21		RWY 03
3000	TAKE - OFF RUN AVAILABLE	3000
3000	TAKE - OFF DISTANCE AVAILABLE	3000
3060	ACCELERATE STOP DISTANCE AVAILABLE	3060
3000	LANDING DISTANCE AVAILABLE	3000



LEGEND	
IDENITIFICATION NUMBER	②
ROAD	═══
HIGHT TENSION LINE	—T—T—
BUILDING OR LARGE STUCTURE	▬
TREE OR SHRUB	✳

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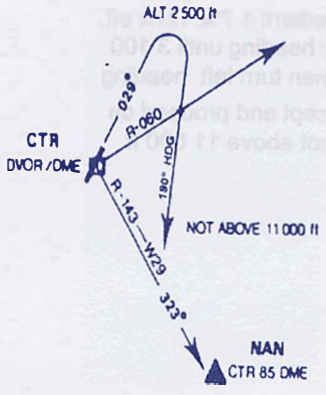
STANDARD INSTRUMENT DEPARTURE (SID) CHIANG RAI INTERNATIONAL AIRPORT

STANDARD INSTRUMENT DEPARTURE RUNWAY 03

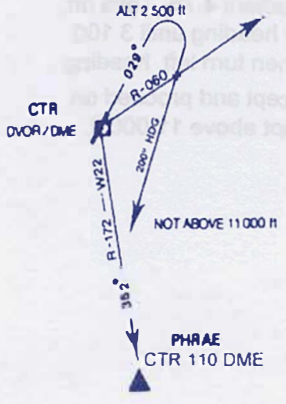
NAN ONE ALFA (NAN 1A)

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



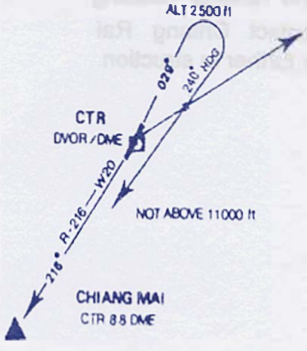
PHRAE ONE ALFA (PAE 1A)

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 FTor 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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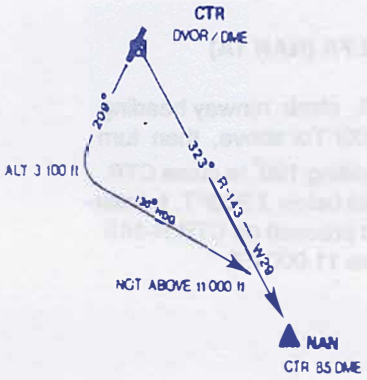
STANDARD INSTRUMENT DEPARTURE (SID) CHIANG RAI INTERNATIONAL AIRPORT

STANDARD INSTRUMENT DEPARTURE RUNWAY 21

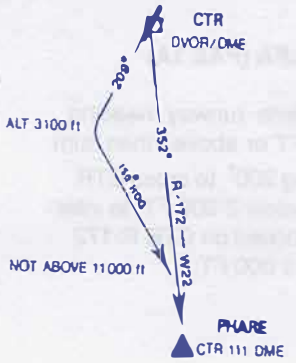
NAN ONE BRAVO (NAN 1B)

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.



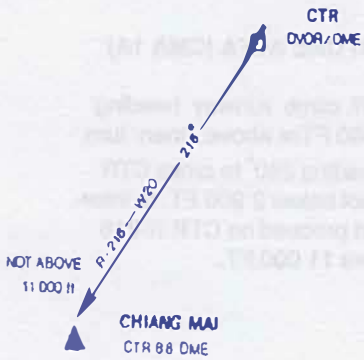
PHRAE ONE BRAVO (PAE 1B)

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 in struction.



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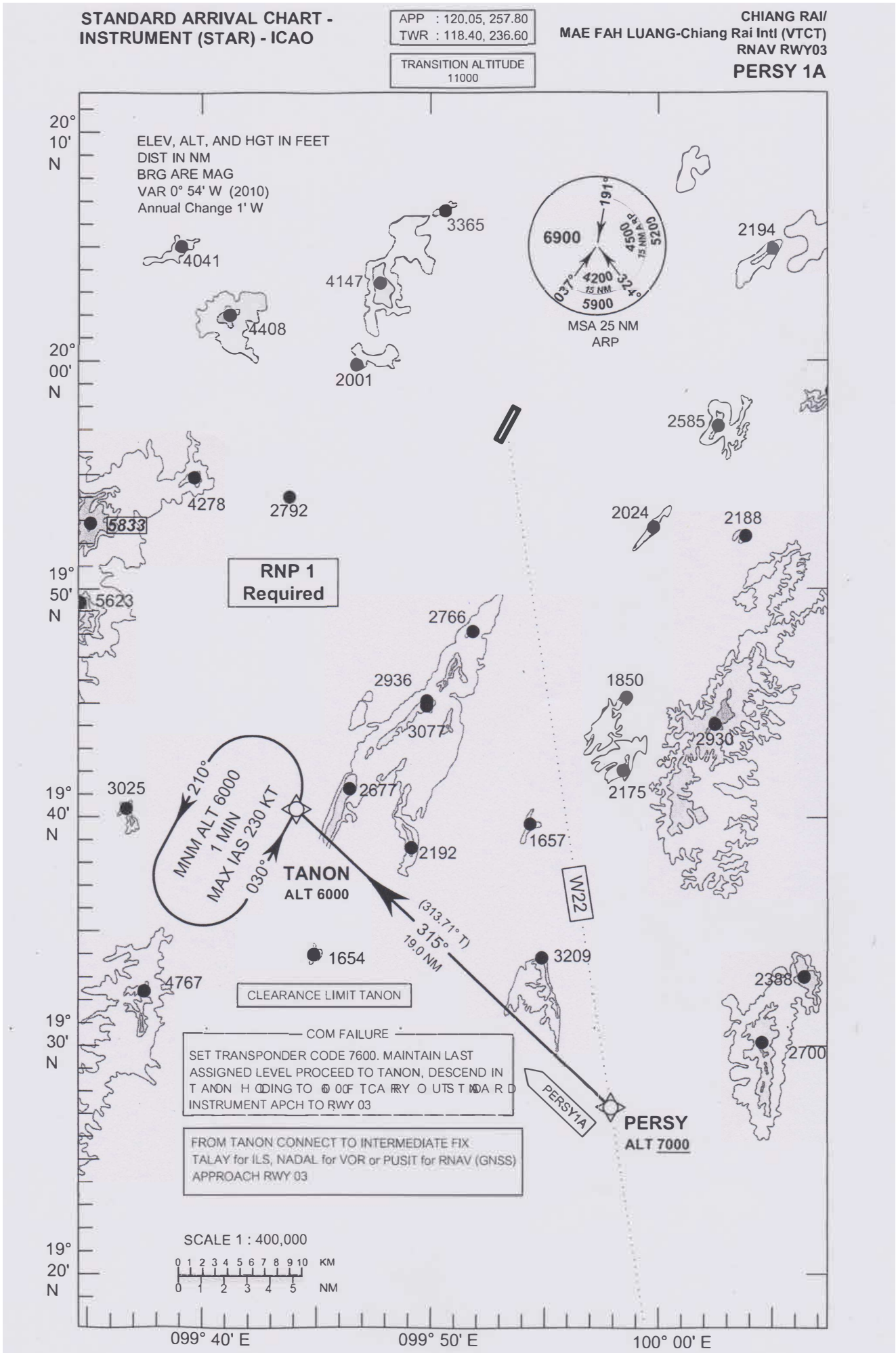
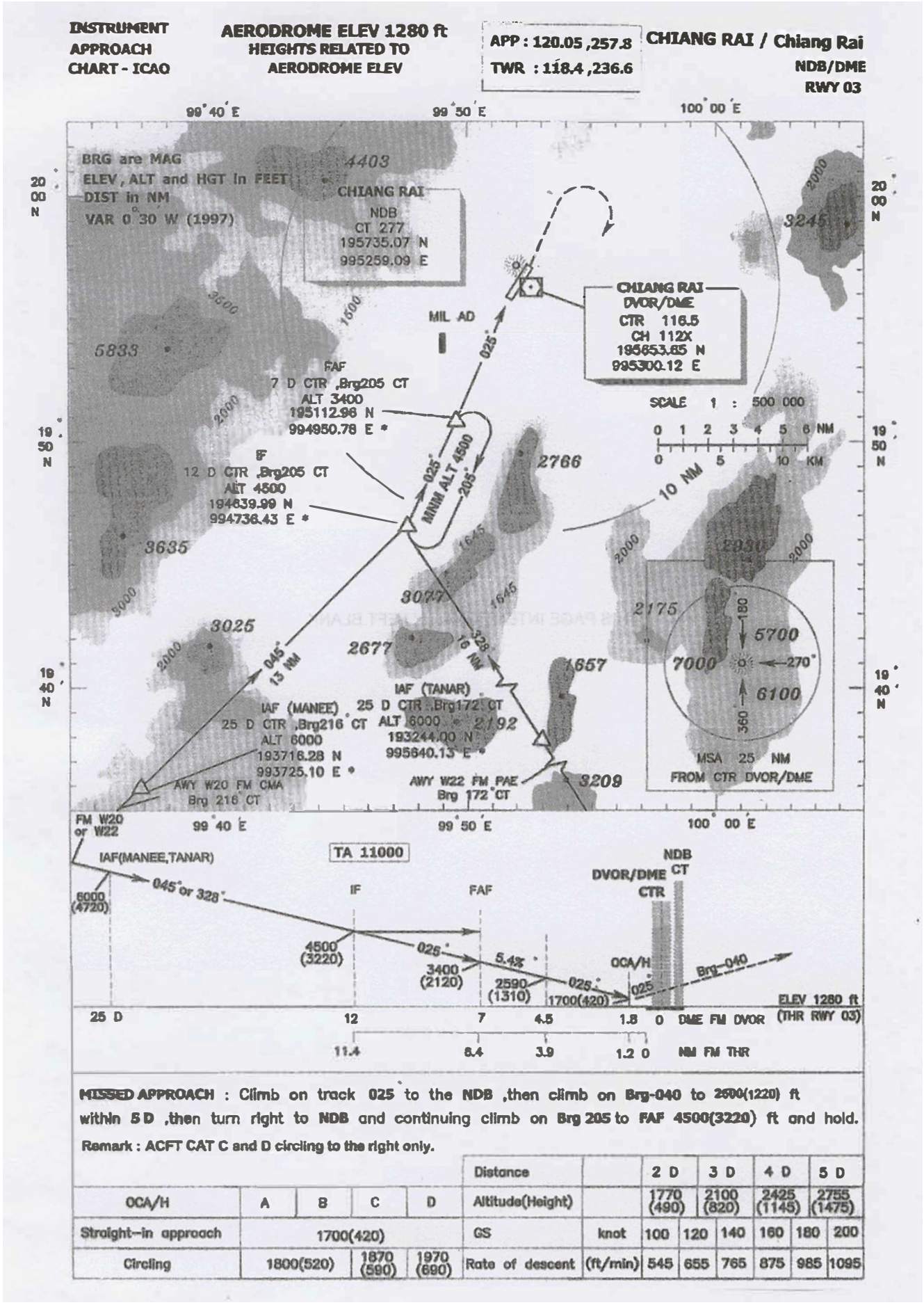

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO
APP : 120.05, 257.80
TWR : 118.40, 236.60
TRANSITION ALTITUDE 11000
CHIANG RAI/
MAE FAH LUANG-Chiang Rai Intl (VTCT)
RNAV RWY03
PERSY 1A
ELEV, ALT, AND HGT IN FEET
DIST IN NM
BRG ARE MAG
VAR 0° 54' W (2010)
Annual Change 1' W
6900
4500
15 NM ARP
5200
191°
037°
4200
15 NM
324°
5900
MSA 25 NM
ARP
RNP 1 Required
210°
MNM ALT 6000
1 MIN
MAX IAS 230 KT
030°
TANON
ALT 6000
(313.71° T)
315°
19.0 NM
W22
PERSY1A
PERSY
ALT 7000
CLEARANCE LIMIT TANON
COM FAILURE
SET TRANSPONDER CODE 7600. MAINTAIN LAST ASSIGNED LEVEL PROCEED TO TANON, DESCEND IN T ANON H OLDING TO 6 00F TCA RWY O UTS T NDA R D INSTRUMENT APCH TO RWY 03
FROM TANON CONNECT TO INTERMEDIATE FIX TALAY for ILS, NADAL for VOR or PUSIT for RNAV (GNSS) APPROACH RWY 03
SCALE 1 : 400,000
0 1 2 3 4 5 6 7 8 9 10 KM
0 1 2 3 4 5 NM
20° 10' N
20° 00' N
19° 50' N
19° 40' N
19° 30' N
19° 20' N
099° 40' E
099° 50' E
100° 00' E
3365
4041
4147
4408
2001
2194
2585
4278
2792
5833
5623
2024
2188
2766
2936
3077
1850
2930
2175
3025
2677
2192
1657
1654
3209
4767
2388
2700

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	Longtitude									
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



					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	160	180	200
Circling	1800(520)		1870 (590)	1970 (690)	Rate of descent	(ft/min)	545	655	765	875	985	1095

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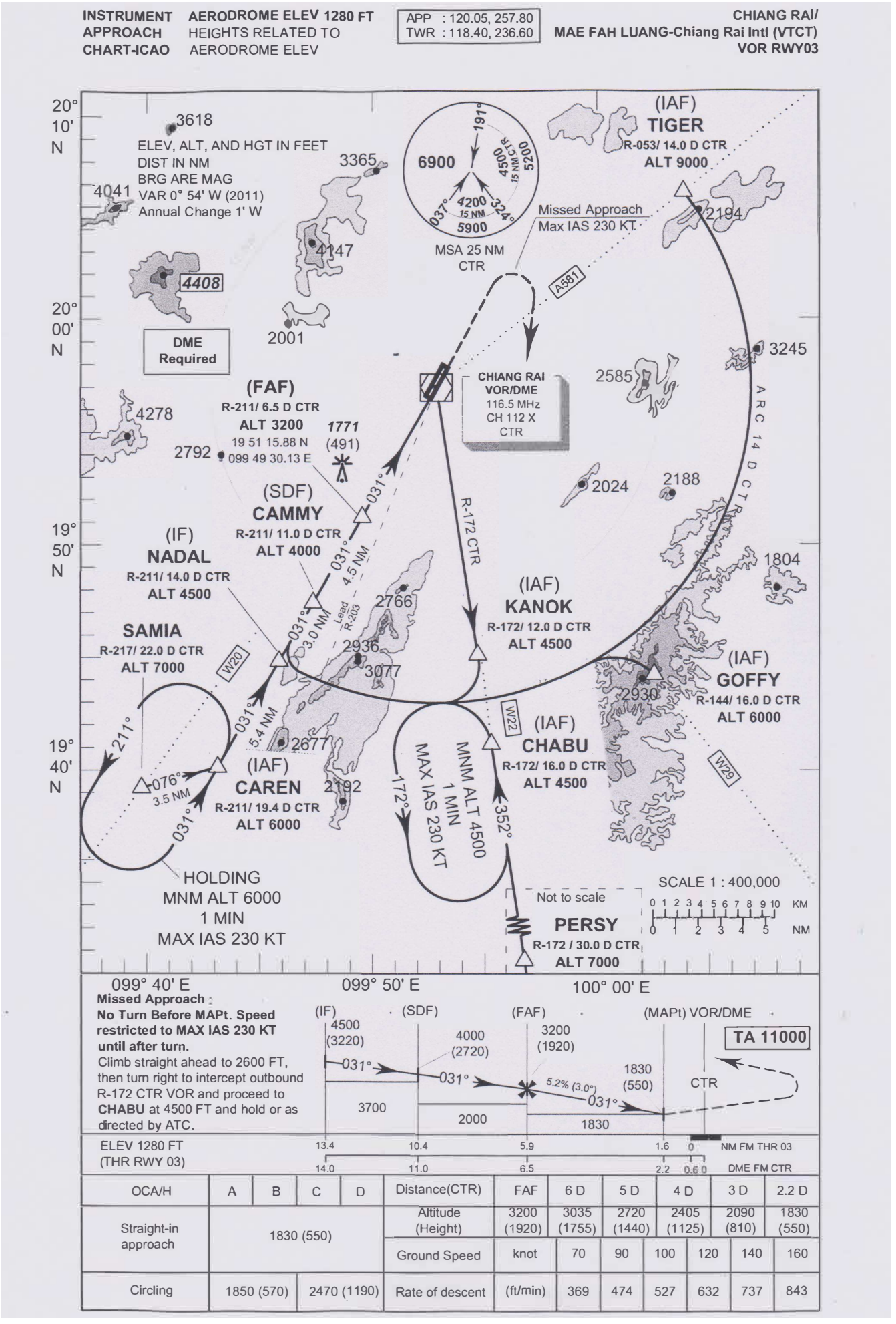

OCA/H	A	B	C	D	Distance(CTR)	FAF	6 D	5 D	4 D	3 D	2.2 D
Straight-in approach	1830 (550)				Altitude (Height)	3200 (1920)	3035 (1755)	2720 (1440)	2405 (1125)	2090 (810)	1830 (550)
					Ground Speed	knot	70	90	100	120	140	160
Circling	1850 (570)		2470 (1190)		Rate of descent	(ft/min)	369	474	527	632	737	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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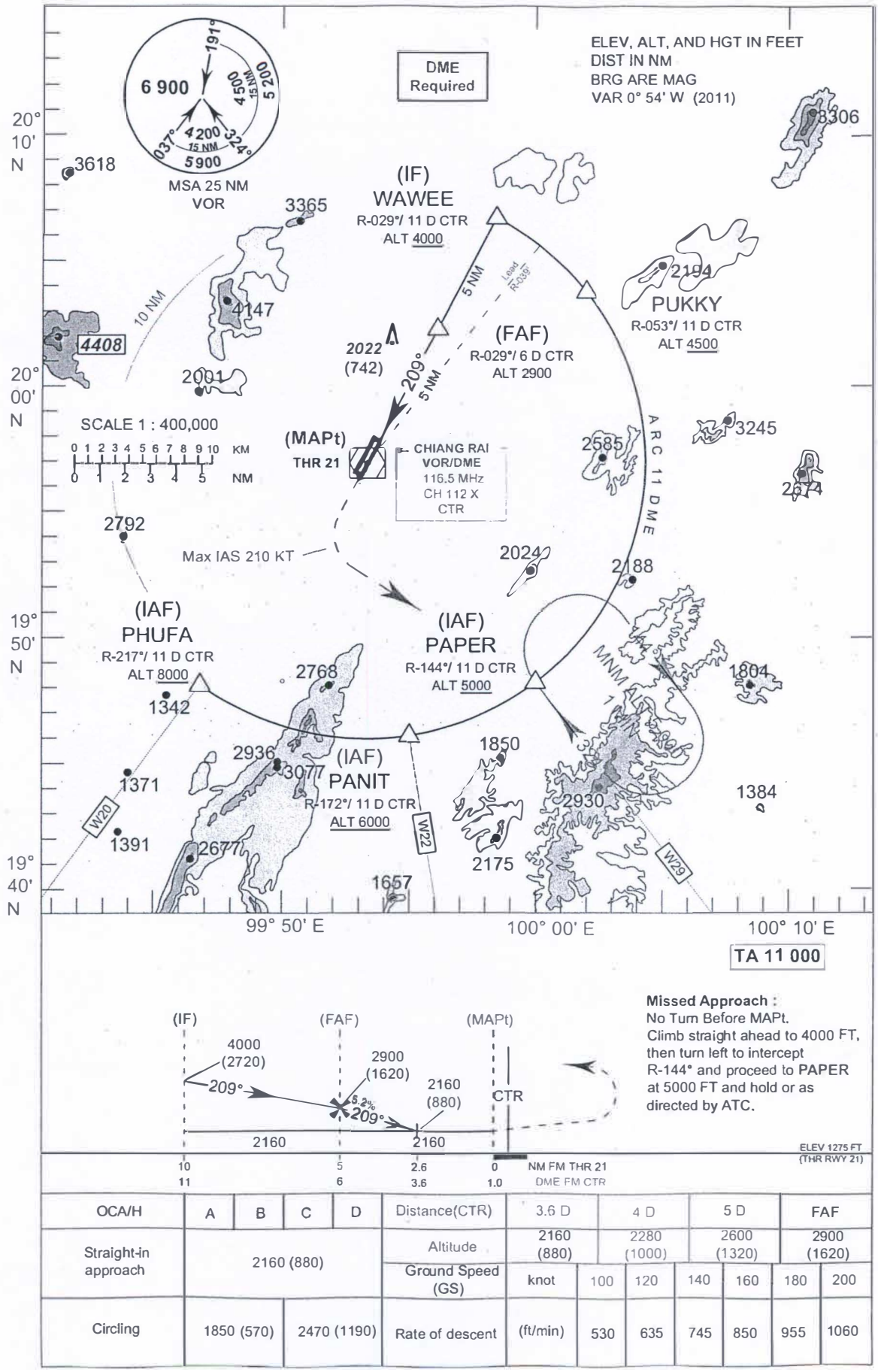
INSTRUMENT APPROACH CHART-ICAO

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 (VTCT)
VOR RWY 21



Missed Approach :
No Turn Before MAPt.
Climb straight ahead to 4000 FT, then turn left to intercept R-144° and proceed to PAPER at 5000 FT and hold or as directed by ATC.

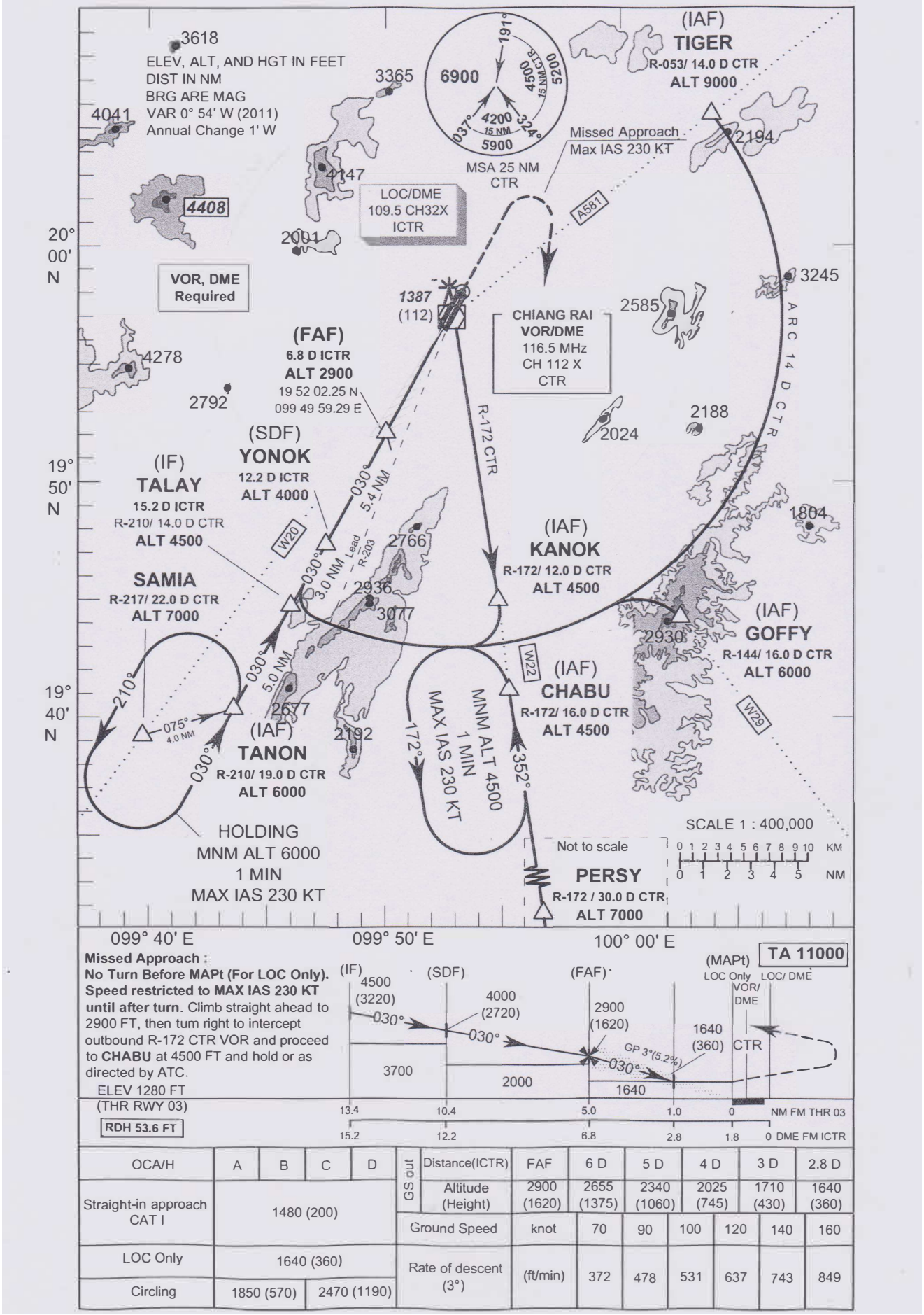
OCA/H	A	B	C	D	Distance(CTR)	3.6 D	4 D	5 D	FAF
Straight-in approach	2160 (880)				Altitude	2160 (880)	2280 (1000)	2600 (1320)	2900 (1620)
					Ground Speed (GS)	knot	100	120	140	160	180	200
Circling	1850 (570)		2470 (1190)		Rate of descent	(ft/min)	530	635	745	850	955	1060

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
Straight-in approach CAT I	1480 (200)			
LOC Only	1640 (360)			
Circling	1850 (570)		2470 (1190)	

GS out	Distance(ICTR)	FAF	6 D	5 D	4 D	3 D	2.8 D
	Altitude (Height)	2900 (1620)	2655 (1375)	2340 (1060)	2025 (745)	1710 (430)	1640 (360)
	Ground Speed	knot	70	90	100	120	140	160
	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

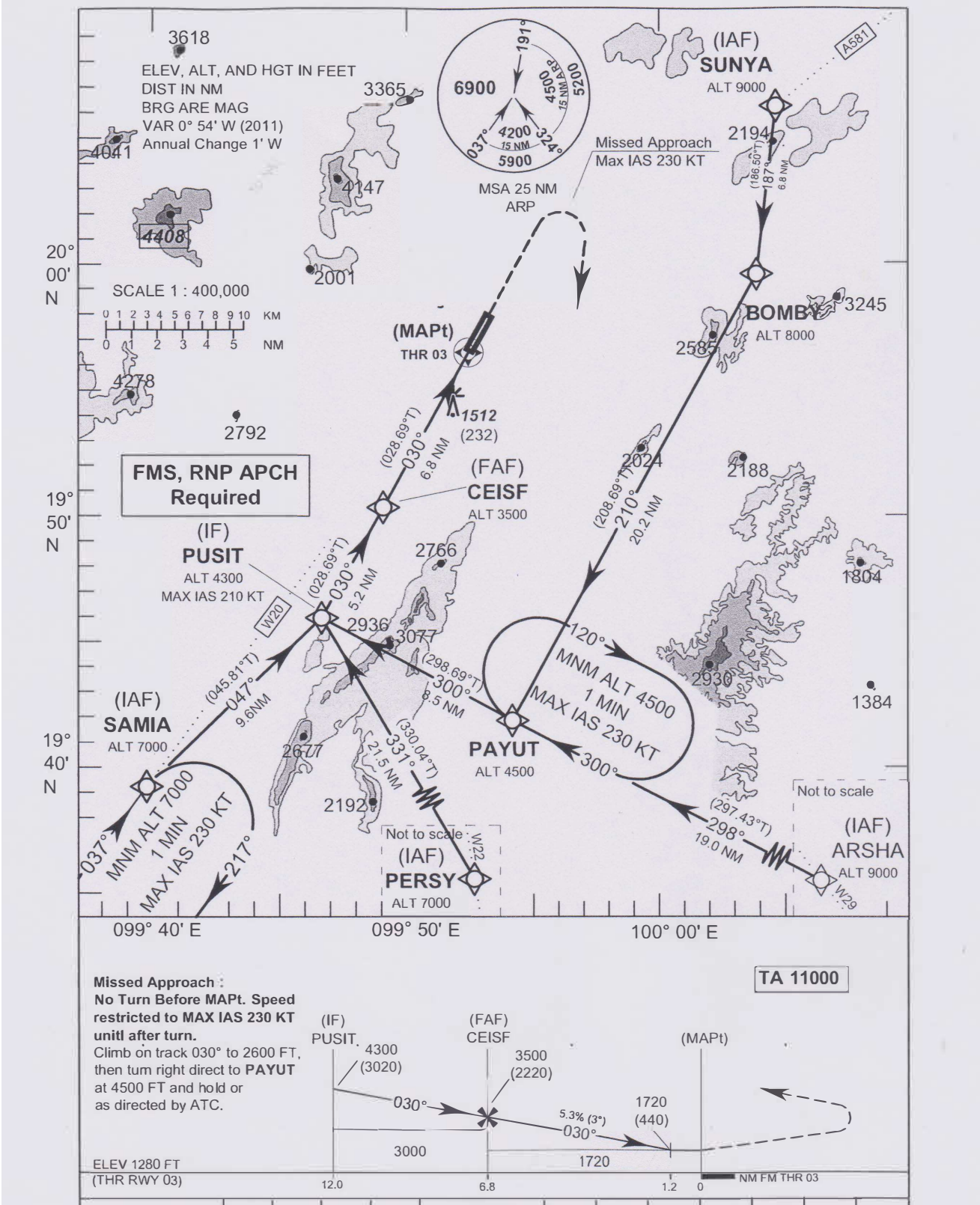
Fix / Point		Coordinates	
TIGER (IAF)	R - 053 / 14.0 D CTR	20 05 33.83 N	100 04 43.54 E
GOFFY (IAF)	R - 144 / 16.0 D CTR	19 44 05.60 N	100 03 11.64 E
KANOK (IAF)	R - 172 / 12.0 D CTR	19 45 00.84 N	099 54 51.74 E
PERSY	R - 172 / 30.0 D CTR	19 27 08.21 N	099 57 39.93 E
CHABU (IAF)	R - 172 / 16.0 D CTR	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 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) RWY03



Missed Approach :
No Turn Before MAPt. Speed restricted to MAX IAS 230 KT unitl 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.

TA 11000

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)	2940 (1660)	2620 (1340)	2295 (1015)	1975 (695)	1720 (440)
					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

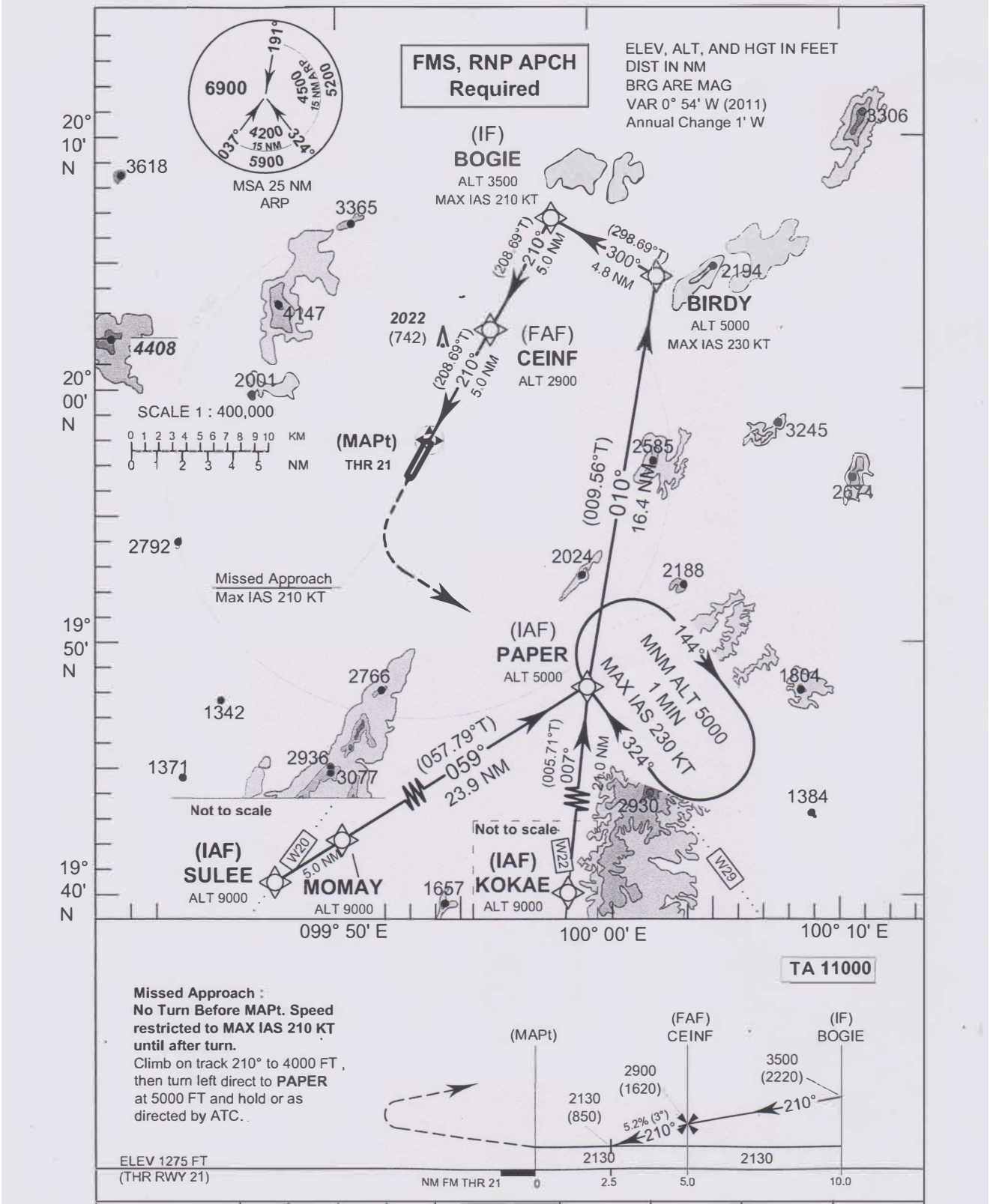
Serial Number	Path Descriptor	Waypoint Identifier	WGS-84 Coordinates		Flyover	Course	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
			Latitude	Longtitude		° M (° T)							
001	IF	SUNYA (IAF)	20 06 10.80 N	100 05 33.89 E	-	187°(186.50°)	0.97	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



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	160
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	Longtitude									
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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