

VTCC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTCC - CHIANG MAI/CHIANG MAI INTERNATIONAL AIRPORT

VTCC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	184617N 0985746E Centre of RWY 18/36 1050 M from THR RWY 18
2	Direction and distance from (city)	4 KM SW
3	Elevation/Reference temperature	315.740 M (1036 FT)/36°C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	0°46'W (2016)/0°1'E
6	AD Administration, address, telephone, telefax, telex, AFS	Chiang Mai International Airport Airport of Thailand Public Company Limited 60 Mahidol Road Suthep Subdistrict Mueang District Chiang Mai 50200 Thailand Tel: +665 392 2000 Fax: +665 392 2020 AFS: VTCCYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Airports of Thailand Public Company Limited (AOT)

VTCC AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-1700
2	Customs and immigration	As AD administration
3	Health and sanitation	NIL
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	2300-1700
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

VTCC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Trucks 1.5-3.5 T up to 10 T Handling/Possible
2	Fuel/oil types	JET A-1: Hydrant System
3	Fuelling facilities/capacity	JET A-1 Refueller Storage Tank 2 Tank @ 350,000 L 1 JET A-1 Refueller @ 25,000 L 2 JET A-1 Refueller @ 12,000 L 1 AVGAS 100LL Trailer @ 3,000 L
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL

7	Remarks	<p>Chiang Mai International Airport has provided ground handling agents as the following number:</p> <p>a) Thai Airways International Public Co.,Ltd (TG) Website:www.thaiairways.com Tel: +662 593 2264 +662 539 2284</p> <p>b) BAGS Ground Services Co.,Ltd Website:www.bags-groundsolutions.com Tel: +665 392 2461</p> <p>c) Chiang Mai Ground Handling Services Co., Ltd. Tel: +668 1472 2335</p> <p>d) Hs Aviation Co., Ltd. Tel: +661 901 2070 Website:www.hsavia.aero/home E-mail: ops@hsavia.aero</p> <p>e) Thai Ground Handling Website:www.thaigroundservices.com Tel: +668 0502 5184 E-mail: groundops@thai-handling.com</p>
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VTCC AD 2.5 PASSENGER FACILITIES

1	Hotels	Near AD and in the city
2	Restaurants	At the AD and in the city
3	Transportation	Public Bus, Airport Taxi and Limousines
4	Medical facilities	First Aid at AD and Hospital in the City
5	Bank and Post Office	At AD open 0100-1300
6	Tourist Office	Office in the city Tel. +665 324 8604, +665 324 8607, +665 330 2500 Fax. +665 324 8606
7	Remarks	NIL

VTCC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 9
2	Rescue equipment	Available-Category 9
3	Capability for removal of disabled aircraft	Available - Up to B-747
4	Remarks	NIL

VTCC AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	<p>South Apron Aircraft Stand NR 1-14 Surface: Concrete Strength: PCN 78/R/C/X/T</p> <p>South Apron Aircraft Stand NR 15-19 Surface: Concrete Strength: PCN 62/R/B/X/T</p> <p>South Apron Aircraft Stand NR 20L, 20 And 20R Surface: Concrete Strength: PCN 89/R/B/W/T</p>
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2	Taxiway width, surface and strength	<ul style="list-style-type: none"> - Taxiway A Width: 27 M, Surface: Concrete, PCN 70/R/B/W/T - Taxiway B, C, E, G, P5 and P6 Width: 23 M, Surface: Asphalt, PCN 59/F/A/X/T - Taxiway D Rapid exit taxiway Width: 25 M, Surface: Asphalt, PCN 85/F/C/Y/T - Taxiway F, H and Q Width: 23 M, Surface: Concrete, PCN 88/R/D/X/T - Taxiway P Width: 23 M, Surface: Concrete, PCN 88/R/D/X/T Width: 23 M, Surface: Asphalt, PCN 59/F/A/X/T
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTCC 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	<p>Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions. Nose-Wheel guide lines at apron. Solid Nose-Wheel guide lines at aircraft stands. Nose-in guidance at aircraft stands. Safegate Docking System at stand number 3, 4, 5, 6, 7 and 8.</p>
2	RWY and TWY markings and LGT	<p>RWY marking: DESIG, THR, TDZ, CL, AIM and Side Stripe RWY LGT: THR, RWY Edge and RWY End lights TWY marking: Centre line, Edge, RWY Holding Positions and Intermediate Holding Positions TWY LGT: TWY Edge lights</p>
3	Stop bars	NIL
4	Remarks	NIL

VTCC 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	3
a	b	c	a	b	
TKOF RWY 36/ APCH RWY 18	Building HGT 370 M. MSL	184818.45N 0985744.53E	Mountain North West of Aerodrome		
	Building HGT 372.7 M. MSL	184824.68N 0985748.49E	TV Mast HGT 526.16 M. MSL Marked and Lighted	184751.78N 0985633.93E	
			Building HGT 381.18 M. MSL	184722.21N 0985827.25E	
			Building HGT 382.29 M. MSL	184744.83N 0985709.86E	
See Aerodrome Obstacle Chart Type A			See Aerodrome Obstacle Chart Type B		

VTCC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	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	Northern Meteorological Center, 30 HR
4	Type of landing forecast Interval of issuance	TREND 30 Min
5	Briefing/consultation provided	Personal Consultation Tel: +665 320 3801 Fax: +665 320 3801
6	Flight documentation Language(s) used	Charts, Tabular forms and Abbreviated Plain Language Texts. English
7	Charts and other information available for briefing or consultation	S, U85, U70, U50, U40, U30, U25, U20, SWH, SWM, SWL, P85, P70, P50, P40, P30, P25, P20, P15, 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 Mai TWR
10	Additional information (limitation of service, etc.)	NIL

VTCC 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
18	180°	3400x45	PCN 59/F/A/X/T Concrete and asphalt	184651.81N 0985746.51E	THR 315.740 M/ 1036 FT
36	360°	3100x45	PCN 70/R/B/W/T Concrete (Displacement) PCN 59/F/A/X/T Concrete and asphalt	184510.95N 0985746.26E	THR 306.944 M/ 1007 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location and description of arresting system	OFZ	Remarks
7	8	9	10	11	12	13	14
0% -0.06% -0.53% -0.32% -0.05% -0.04% 0% (300M 674M 1241M 1719M 2517M 3000M 3400M)	NIL	NIL	3520x300	240x90	NIL	NIL	NIL
0% +0.04% +0.05% +0.32% +0.53% +0.06% (400M 883M 1681M 2159M 2726M 3100M)	NIL	NIL	3220x300	240x150	NIL	NIL	NIL

VTCC AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
18	3400	3400	3400	3100	NIL
36	3100	3100	3100	3100	NIL

VTCC 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
18	SALS 420 M LIH	Green	PAPI Both 3° 60 FT	NIL	NIL	3100 M 60 M White;LIH	Red	NIL	NIL
36	SALS 420 M LIH	Green	PAPI Both 3° 60 FT	NIL	NIL	3100 M 60 M White;LIH	Red	NIL	NIL

VTCC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At Tower building, FLG W G EV 7 SEC IBN: NIL As AD Administration
2	LDI location and LGT Anemometer location and LGT	Wind Cone near right PAPI 36, illuminated Anemometer: NIL
3	TWY edge and centre line lighting	EDGE: All TWY Centre Line: NIL
4	Secondary power supply/switch-over time	Secondary power supply to all lighting At AD switch-overtime : 15 SEC
5	Remarks	NIL

VTCC 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

VTCC AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM radius centred on CMA DVOR/DME (184558.06N 0985740.38E)
2	Vertical limits	5000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Chiang Mai Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTCC AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Chiang Mai Approach	129.6 MHZ 305.4 MHZ 121.5 MHZ ¹⁾ 243.0 MHZ ¹⁾	H24	¹⁾ Emergency frequency
TWR	Chiang Mai Tower	118.1 MHZ 236.6 MHZ 121.5 MHZ ¹⁾ 243.0 MHZ ¹⁾	H24	
GND	Chiang Mai Ground	121.9 MHZ 275.8 MHZ	H24	
ATIS	Chiang Mai Int Airport	127.2 MHZ 301.5 MHZ	H24	

VTCC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/ MLS (For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	CMA	116.9 MHZ CH 116X	H24	184558.06N 0985740.38E	318 M	DVOR/DME restriction due to mountainous terrain surround station coverage check does not provide adequate signal at required altitudes in various area as follows: <ol style="list-style-type: none"> 1. Beyond 40 NM <ul style="list-style-type: none"> - Radial 350°-080° altitude should not below 8 000 FT - Radial 081°-180° altitude should not below 7 000 FT - Radial 181°-240° altitude should not below 9 000 FT 2. Beyond 20 NM <ul style="list-style-type: none"> - Radial 241°-349° altitude should not below 12 000 FT

Type of aid, MAG VAR CAT of ILS/ MLS (For VOR/ILS/ MLS, give VAR)	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 RWY 36	ICMA	109.9 MHZ	H24	184707.42N 0985746.56E (LOC)		Instrument landing system (ILS) – Reference Datum Height (RDH) is 16.5 M.
GP/ DME		333.8 MHZ CH36X		184521.62N 0985742.19E		A. Localizer – Coverage 18 NM within $\pm 10^\circ$ and 10 NM between $\pm 10^\circ$ and $\pm 35^\circ$ from the front course line. – The localizer antenna array is located on the extended runway centre line at distance 478 M from THR of RWY 18. – Height of the array is 2.3 M.
TACAN	CHM	CH 109		1846.2N 9858.2E		B. Glide path 3° – Coverage in sectors of 8° in azimuth on each side of the centre line of the ILS glide path to a distance of 10 NM up to 1.75 times the glide angle and down to 0.45 times the glide angle above the horizontal or down to 0.30 times the glide angle as required. C. DME – Paired with Glide Slope. – Power output 100 watts. – Bi-directional antenna. PN to ATC

VTCC AD 2.20 LOCAL AERODROME REGULATIONS

1. VFR REPORTING POINTS AND LOCAL PROCEDURES

1.1 CHIANG MAI INTERNATIONAL AIRPORT

1.1.1 Reporting points for VFR flight

In order to expedite and maintain an orderly flow of air traffic into Chiang Mai International Airport, the procedures of the inbound traffic of VFR flight, conventional and prop-jet aircraft, be set up as follow:

- a) Aircraft entering to land from north of Chiang Mai International Airport, shall report over Mae Rim District, designated as MIKE ROMEO (1855.0N 9857.1E), Which is approximately 9 NM on R-353 of CMA VOR. When reaching MR the aircraft will be instructed to join aerodrome traffic circuit accordingly.
- b) Aircraft entering to land from northeast of Chiang Mai International Airport, shall report over Doi Saket District, designated as DELTA SIERRA (1852.5N 9908.5E) and San Sai District, designated as DELTA SIERRA (1851.5N 9903.0E) Which are approximately 12 NM on R-057 and 7 NM on R-043 of CMA VOR respectively. When reaching DS the aircraft will be instructed to join aerodrome traffic circuit accordingly.
- c) Aircraft entering to land from east of Chiang Mai International Airport, shall report over San Kampaeng District, designated as SIERRA KILO (1844.5N 9907.5E) Which is approximately 9 NM on R-099 of CMA VOR. When reaching SK the aircraft will be instructed to join aerodrome traffic circuit accordingly.
- d) Aircraft entering to land from south of Chiang Mai International Airport, shall report over Mae Tha District, designated as MIKE TANGO (1827.5N 9908.0E) and Sarapi District as SIERRA INDIA (1843.0N 9902.0E) Which are approximately 21 NM on R-152 and 5 NM on R-130 of CMA VOR respectively. When reaching SI the aircraft will be instructed to join aerodrome traffic circuit accordingly.

1.1.2 Aerodrome traffic circuit

- a) Using runway 18 by entering left traffic circuit only.
- b) Using runway 36 by entering right traffic circuit only.

1.1.3 Overhead approach pattern

- a) Using runway 18 by left turn pattern.
- b) Using runway 36 by right turn pattern.

2. STARTING UP PROCEDURE

2.1 Chiang Mai International Airport

2.1.1 All IFR aircraft are to call "Ground Control" 5 minutes prior to start up request for ATC clearance.

2.1.2 Pilot are to inform "Ground Control" their call signs, and proposed flight level if it is different from the flight plan when they make the call as item 2.1.1 above.

2.1.3 In order to provide a more flexible ground traffic movement all domestic departures shall on longer be required to be ready to taxi within 5 minutes after clearance received.

3. LOW VISIBILITY PROCEDURES (LVP)

3.1 RWY 36 is equipped with ILS and is approved for CAT I operations.

3.2 Low visibility procedures will be established when a visibility of less than RVR 550 M or a cloud base of less than 200 FT.

3.3 Airports low visibility procedures will be enforced based on 2 Phases of Low visibility conditions (LVC) as following.

3.3.1 LVC Phase A (RVR 100 M-550 M)

3.3.1.1 LVC Phase A will be established when RVR is less than 550 M but not less than 100 M

3.3.1.2 All ground operators will be informed by both flashing-orange lights and Follow-me broadcasting

3.3.1.3 Standard Operating Procedures (SOPs) for low visibility condition shall be strictly applied by all ground operators. Advices or instructions by duty officer shall be followed due to safety.

3.3.1.4 Vehicles wishing to operate on service road shall maintain speed within 20 KM/HR and vehicles operation in apron area shall maintain speed within 10 KM/HR. Be sure that all vehicles turn on their head lamps and obstacle lights throughout the area of operations

3.3.2 LVC Phase B (RVR < 100 M)

3.3.2.1 LVC Phase B will be established when RVR is less than 100 M

3.3.2.2 All ground operators will be informed by both flashing-white lights and Follow-me broadcasting.

3.3.2.3 Standard Operating Procedures (SOPs) for low visibility condition shall be strictly applied by all ground operators. Advices or instructions by duty officer shall be followed due to safety.

3.3.2.4 All non-essential vehicles shall be vacated. Wheel-shock must be placed and tow bar must be disconnected

3.3.2.5 All operations in apron area are restricted.

3.4 Termination of low visibility procedures (RVR > 800 M)

3.4.1 All ground operators will be informed when low visibility conditions is terminated by broadcasting and all warning lights are turned of

3.4.2 All ground operators shall resume normal operations.

4. SAFEGATE DOCKING SYSTEM – IN SYSTEM AT CHIANG MAI INTL AIRPORT

4.1 INTRODUCTION

4.1.1 The SAFEGATE Docking System – in system is install at bay 3, 4, 5, 6, 7 and 8

4.1.2 The system enables the pilots seated on the left of the cockpit to position his aircraft on the correct stand centre line and stop position

4.2 PILOT OPERATING INSTRUCTION

4.2.1 Safety procedure

a) General warning

The DGS system has a built-in error detection program to inform the aircraft pilot of impending dangers during the docking procedure.

If the pilot is unsure of the information, being shown on the DGS display unit, he must immediate stop the aircraft and obtain further information for clearance.

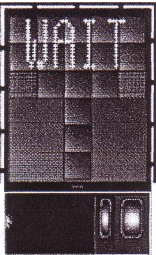
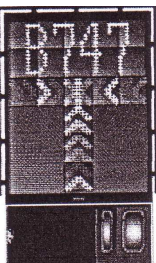
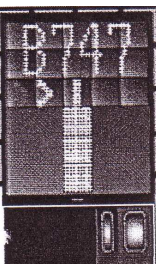
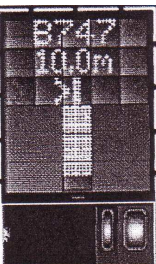
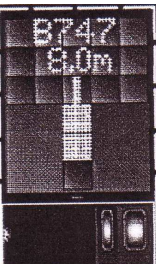
b) Item to check before entering the stand area

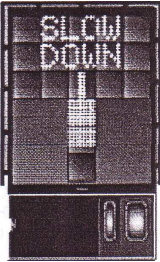
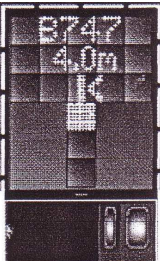
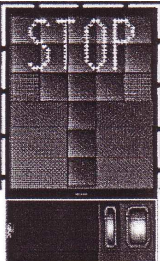
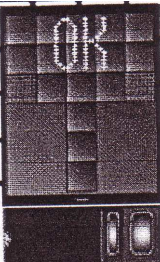
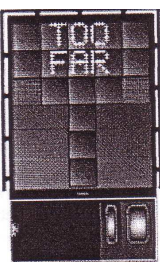
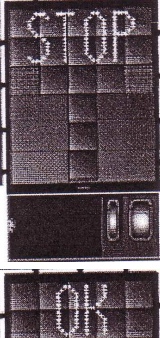
Warning: The pilot shall not enter the stand area, unless the docking system first is showing the vertical running arrows. The pilot must not proceed beyond the bridge, unless these arrows have been superseded by the closing rate bar.

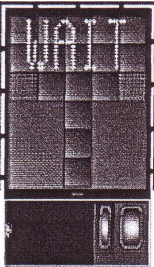
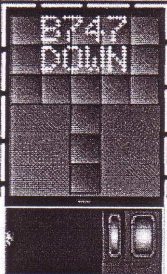
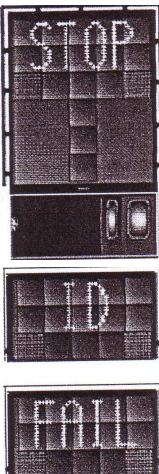
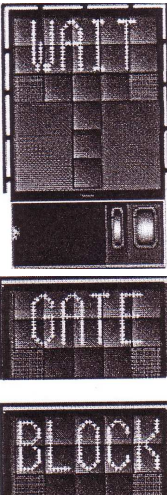
Warning: The pilot shall not enter the stand area, unless the aircraft type displayed is equal to the approaching aircraft/ The Correctness of other information, such as 'door 2', shall also be checked.

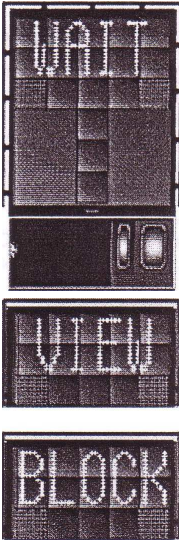
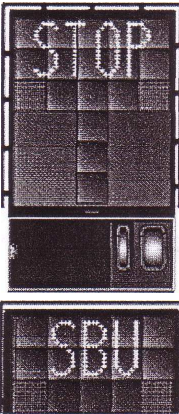
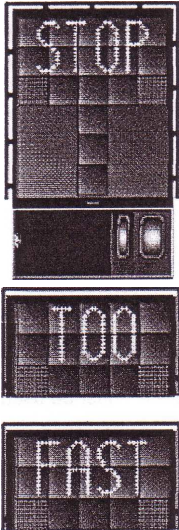
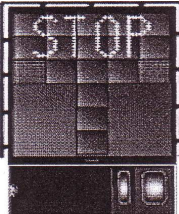
c) The SBU message

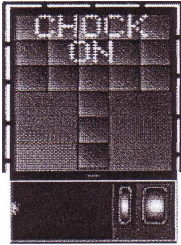
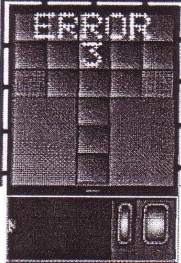
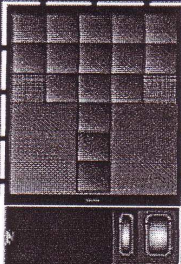
The message STOP SBU means that docking has been interrupted and has to be resumed only by manual guidance. Do not try to resume docking without manual guidance.

	<p>4.2.2 START-OF-DOCKING</p> <p>The system is started by pressing one of the aircraft type buttons on the operator panel. When the button has been pressed, WAIT will be displayed.</p>
	<p>4.2.3 CAPTURE</p> <p>The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft. If shall be checked that the correct aircraft type is displayed. The lead-in line shall be followed. The pilot must not proceed beyond the bridge, unless the arrows have been superseded by closing rate bar.</p>
	<p>4.2.4 TRACKING</p> <p>When the aircraft has been caught by the laser, the floating arrow is replaced by the yellow centre line indicator. A flashing red arrow indicates the direction to turn. The vertical yellow arrow shows position in relation to the centre line. This indicator give correct position and azimuth guidance.</p>
	<p>4.2.5 CLOSING RATE</p> <p>Display of digital countdown will start when the aircraft is 20 M from stop position. When the aircraft is less than 12 M from the stop position, the closing rate is indicated by turning off one row of the centre line symbol per 0.5 M, covered by the aircraft. Thus, when the last row is turned off, 0.5 M remains to stop.</p>
	<p>4.2.6 ALIGNED TO CENTRE</p> <p>The aircraft is 8 M from the stop position. The absence of any direction arrow indicates an aircraft on the centre line.</p>

	<p>4.2.7 SLOW DOWN.</p> <p>If the aircraft is approaching faster than the accepted speed, the system will show SLOW DOWN as a warning to the pilot</p>
	<p>4.2.8 AZIMUTH GUIDANCE.</p> <p>The aircraft is 4 M from the stop-position. The yellow arrow indicates an aircraft to the right of the centre line, and the red flashing arrow indicates the direction to turn.</p>
	<p>4.2.9 STOP POSITION REACHED.</p> <p>When the correct stop-position is reached, the display will show STOP and red lights will be lit.</p>
	<p>4.2.10 DOCKING COMPLETE.</p> <p>When the aircraft has parked, OK will be displayed.</p>
	<p>4.2.11 OVERSHOOT.</p> <p>If the aircraft overshoot the stop-position, TOO FAR will be displayed.</p>
	<p>4.2.12 STOP SHORT.</p> <p>If the aircraft is found standing still but has not reached the intended stop position, the message STOP OK will be shown after a while.</p>

	<p>4.2.13 WAIT.</p> <p>If some object is blocking the view toward the approaching aircraft or the detected aircraft is lost during docking, before 12 M to STOP, the display will show WAIT. The docking will continue as soon as the blocking object has disappeared or the system detects the aircraft again.</p> <p>As the aircraft is approaching the stop position, the aircraft geometry is being checked. If, for any reason, aircraft verification is not made 12 M before the stop-position, the display will show WAIT, STOP and ID FAIL. The text will be alternating on the upper two row of the display.</p> <p>The pilot must not proceed beyond the bridge, unless the “WAIT” message has been superseded by the closing rate bar.</p>
	<p>4.2.14 BAD WEATHER CONDITION.</p> <p>During heavy fog, rain or snow, the visibility for the docking system can be reduced. When the system is activated and in capture mode, the display will deactivate the floating arrows and show DOWN GRADE.</p> <p>This message will be superseded by the closing rate bar, as soon as the System detects the approaching aircraft.</p> <p>The pilot must not proceed beyond the bridge, unless the DOWN GRADE text has been superseded by the closing rate bar.</p>
	<p>4.2.15 AIRCRAFT VERIFICATION FAILURE.</p> <p>During entry into the stand, the aircraft geometry is being checked. If, for any reason, aircraft verification is not made 40 FT metres before the stop-position, the display will first show WAIT and make a second verification check. If this fails STOP and ID FAIL will be displayed. The text will be alternating on the upper two rows of the display.</p> <p>The pilot must not proceed beyond the bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.</p>
	<p>4.2.16 GATE BLOCKED.</p> <p>If an object is found blocking the view from the DGS to the planned stop position for the aircraft, the docking procedure will be halted with a GATE BLOCK message. The docking procedure will resume as soon as the blocking object has been removed.</p> <p>The pilot must not proceed beyond the bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.</p>

	<p>4.2.17 VIEW BLOCKED</p> <p>If the view towards the approaching aircraft is hindered for instance by dirt on the window, the DGS will report a view block condition. Once the system is able to see the aircraft through the dirt, the message will be replaced with a closing rate display. The pilot must not proceed beyond the bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar</p>
	<p>4.2.18 SBU-STOP</p> <p>Any unrecoverable error during the docking procedure will generate an SBU condition. The display will show red stop bar and the text STOP SBU. A manual backup procedure must be used for docking guidance.</p>
	<p>4.2.19 TOO FAST</p> <p>If the aircraft approaches with a speed higher than the docking system can handle, the message STOP (with red squares) and TOO FAST will be displayed. The docking system must be re-started or docking procedure completed by manual guidance.</p>
	<p>4.2.20 EMERGENCY STOP</p> <p>When the emergency stop button is pressed, STOP is displayed.</p>

	<p>4.2.21 CHOCKS ON</p> <p>CHOCK ON will be displayed, when the ground staff has put the chocks in front of the nose wheel and pressed the “Chocks On” button on the operator panel.</p>
	<p>4.2.22 ERROR</p> <p>If a system error occurs, the message ERROR is display with an error code. The code is used for maintenance purposes and explained else where.</p>
	<p>4.2.23 SYSTEM BREAKDOWN</p> <p>In case of a severe system failure, the display will go black, except for a red stop indicator. A manual backup procedure must be used for docking guidance.</p> <p>POWER FAILURE</p> <p>In case of a power failure, the display will be completely black. A manual backup procedure must be used for docking guidance.</p>

5. OPERATION PROCEDURES OF AIRCRAFT STAND NR 20R FOR GROUND HANDLING AGENTS

- 5.1 All vehicles and ground equipment shall not move passing the right-wing tip of the aircraft.
- 5.2 When operating at the front-right of aircraft, all vehicles and ground equipment shall go in-out at the front only.
- 5.3 When operating at the rear of aircraft, all vehicles and ground equipment shall go in-out at the rear only.

VTCC AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTCC AD 2.22 FLIGHT PROCEDURE

1. VFR HELICOPTER ROUTES WITHIN CHIANG MAI INTERNATIONAL AIRPORT AREA

Helicopter Operating Procedures as follow;

- 1.1 Helicopters flying VFR shall operate on the VFR helicopter routes under VMC while entering, leaving or transiting over Chiang Mai controlled airspace, in accordance with the attached chart, except when directed by air traffic controllers.
- 1.2 Helicopters shall maintain 500 FT above ground level when following the VFR helicopter routes and make position reports of each reporting point on the VFR helicopter routes, unless otherwise advised by air traffic controllers.
- 1.3 Helicopters intending to fly via positions/points which not prescribed on the VFR helicopter routes shall advise air traffic controllers.
- 1.4 ATC instructions for helicopters operating on the VFR helicopter routes shall be issued as follows: (aircraft call sign) CLEARED TO (destination or point) VIA HELICOPTER ROUTES, MAINTAIN (altitude) REPORT ESTABLISHED [or REPORT OVER (point)]
- 1.5 Helicopters are responsible for obstacle and terrain clearance, if any manoeuvres deviate from the assigned VFR helicopter routes, regarding obstacle or terrain, the helicopter pilots shall advise air traffic controllers for such manoeuvres and, afterwards, resume on the VFR helicopter routes as soon as practicable.
- 1.6 Helicopters shall maintain own separation from other VFR traffic within Chiang Mai International Airport area, including Class G airspace. Air traffic controllers will provide traffic information, regarding known traffic, when available.
- 1.7 Air traffic controllers may instruct helicopters to fly via published VFR reporting points or instruct the helicopters to hold over any

positions/points deemed necessary, depending on traffic conditions.

1.8 If helicopters encounter visibility below VMC minima during flight, the helicopter pilots shall advise air traffic controllers without delay

1.9 Helicopters shall maintain two-way communication with Chiang Mai Tower or Chiang Mai Approach while in Chiang Mai controlled airspace and shall change over to other units only when instructed to do so by the controllers.

1.10 Before taking off from heliports or helipads within Chiang Mai controlled airspace, helicopters shall contact Chiang Mai Tower on frequency 118.1 MHZ or Chiang Mai Approach frequency 129.6 MHZ. If such communication could not be done, helicopter pilots/operators shall use other available means, e.g. telephones, to receive departure instructions and necessary information prior to take-off.

1.11 After take-off, two-way radio communication shall be established as soon as possible. If helicopters are unable to contact the ATC units before reaching altitude 500 FT above ground level, e.g. due to communication equipment failure, the helicopters shall return to land for solving the problem and notify Chiang Mai Tower by telephone.

1.12 In case where helicopters departing from outside Chiang Mai controlled airspace are unable to contact Chiang Mai Approach or Chiang Mai Tower before entering Chiang Mai controlled airspace, the helicopters shall enter the VFR helicopter routes via the nearest reporting point and fly on the VFR helicopter routes to the destination as filed in the flight plan or as latest notified to air traffic controllers.

1.13 The completion of landings at heliports or helipads within Chiang Mai controlled airspace shall be notified to Chiang Mai Tower by radio or telephone as soon as practicable.

1.14 Table of VFR reporting points for helicopters within Chiang Mai Control Zone

No.	Reporting Point	Landmark	Radial/DME from CMA VOR	Lat/Long
1.	MAE RIM	Dararassamee Police Camp	R-354/9.0D	185456.84N 985631.35E
2.	MAE JO	Mae Jo Junction	R-021/8.1D	185334.55N 990037.99E
3.	PA LAN	Bor Hin Intersection	R-039/8.3D	185228.96N 990305.72E
4.	SAN NA MENG	West of the 8 Building	R-055/6.4D	184945.62N 990305.78E
5.	SAN KLANG	San Klang Village	R-088/5.2D	184611.43N 990305.67E
6.	BO SANG	Bo Sang Intersection	R-092/6.8D	184550.47N 990452.92E
7.	TOT	TOT Office Building	R-131/6.7D	184139.58N 990305.75E
8.	DOI TI	Doi Ti Junction	R-159/13.9D	183259.96N 990305.68E
9.	TON TONG	South of School	R-185/13.6D	183220.64N 985639.70E
10.	THA WANG PRAO	Tha Wang Prao Intersection	R-203/15.1D	183150.66N 985146.99E
11.	NAM PRAE	Reservoir	R-228/6.8D	184121.00N 985226.00E
12.	ROYAL FLORA	Royal Park Rajapruek	R-242/2.3D	184449.59N 985531.47E

1.15 VFR helicopter routes for departure and arrival at Chiang Mai International Airport (VTCC)

Direction of Flight	Reporting Point	Reporting Point	Reporting Point	Reporting Point	Reporting Point
VTCC – NORTHWEST BOUND AND NORTHBOUND	SAN KLANG	SAN NA MENG	PA LAN	MAE JO	MAE RIM
VTCC – NORTHEAST BOUND	SAN KLANG	SAN NA MENG			
VTCC – EASTBOUND	SAN KLANG				
VTCC – SOUTHEAST BOUND AND SOUTHBOUND	SAN KLANG	TOT	DOI TI		
VTCC – WESTBOUND AND SOUTHWEST BOUND	ROYAL FLO-RA	NAM PRAE	THA WANG PRAO		

1.16 VFR helicopter routes for departure and arrival at Dararassamee Police Camp (HDR) and Ban Rim Tai

Direction of Flight	Reporting Point	Reporting Point	Reporting Point	Reporting Point	Reporting Point	Reporting Point
HDR – EASTBOUND	MAE JO	PA LAN	SAN NA MENG	BO SANG		
HDR – SOUTHEAST BOUND AND SOUTHBOUND	MAE JO	PA LAN	SAN NA MENG	SANKLANG	TOT	DOI TI
HDR – SOUTHWEST BOUND	MAE JO	PA LAN	SAN NA MENG	SANKLANG	TOT	DOI TI
	TON TONG	THA WANG PRAO				

1.17 VFR helicopter routes for departure and arrival at Khun Nane (HKN) and Three King RTA Camp (HTK)

Direction of Flight	Reporting Point	Reporting Point	Reporting Point	Reporting Point	Reporting Point	Reporting Point
HKN – NORTHEAST BOUND	PA LAN					
HKN – EASTBOUND	PA LAN	SAN NA MENG	BO SANG			
HKN – SOUTHEAST BOUND AND SOUTHBOUND	PA LAN	SAN NA MENG	SAN KLANG	TOT	DOI TI	
HDR – SOUTHWEST BOUND	PA LAN	SAN NA MENG	SAN KLANG	TOT	DOI TI	TON TONG
	THA WANG PRAO					

1.18 VFR helicopter routes for departure and arrival at Pra Pin Klao RTA Camp (HPK) and Battalion Development 3 (HPN)

Direction of Flight	Reporting Point	Reporting Point	Reporting Point	Reporting Point	Reporting Point	Reporting Point
HPK – NORTHWEST BOUND AND NORTHBOUND	PA LAN	MAE JO	MAE RIM			
HPK – NORTHEAST BOUND	PA LAN					
HPK – EASTBOUND	PA LAN	SAN NA MENG	BO SANG			
HPK – SOUTHEAST BOUND AND SOUTHBOUND	PA LAN	SAN NA MENG	SAN KLANG	TOT	DOI TI	
HPK – SOUTHWEST BOUND	PA LAN	SAN NA MENG	SAN KLANG	TOT	DOI TI	TON TONG
	THA WANG PRAO					

1.19 VFR helicopter routes for departure and arrival at Phamuang Force, Nong Hor (HNH)

Direction of Flight	Reporting Point	Reporting Point	Reporting Point	Reporting Point	Reporting Point	Reporting Point
HNH – WESTBOUND NORTHWEST BOUND AND NORTHBOUND	SAN NA MENG	PA LAN	MAE JO	MAE RIM		
HNH – NORTHEAST BOUND	SAN NA MENG					
HNH – EASTBOUND	SAN NA MENG	BO SANG				
HNH – SOUTHEAST BOUND AND SOUTH- BOUND	SAN NA MENG	SAN KLANG	TOT	DOI TI		
HNH – SOUTHWEST BOUND	SAN NA MENG	SAN KLANG	TOT	DOI TI	TON TONG	THA WANG PRAO

1.20 VFR helicopter routes for departure and arrival at Kawila RTA Camp (HKW) and Pa Dad helipad (HPD)

Direction of Flight	Reporting Point	Reporting Point	Reporting Point	Reporting Point	Reporting Point
HKW – NORTHWEST BOUND AND NORTH- BOUND	SAN KLANG	SAN NA MENG	PA LAN	MAE JO	MAE RIM
HKW – NORTHEAST BOUND	SAN KLANG	SAN NA MENG			
HKW – EASTBOUND	SAN KLANG				
HKW – SOUTHEAST BOUND AND SOUTH- BOUND	SAN KLANG	TOT	DOI TI		
HKW – SOUTHWEST BOUND	SAN KLANG	TOT	DOI TI	TON TONG	THA WANG PRAO

1.21 VFR helicopter routes for departure and arrival at Rue See Base (HRS)

Direction of Flight	Reporting Point	Reporting Point	Reporting Point	Reporting Point	Reporting Point
HRS –NORTHBOUND	SAN KLANG	SAN NA MENG	PA LAN	MAE JO	MAE RIM
HRS – NORTHEAST BOUND	SAN KLANG	SAN NA MENG			
HRS – EASTBOUND	SAN KLANG				
HRS – SOUTHBOUND SOUTHEAST BOUND AND SOUTHWEST BOUND	NAM PRAE	THA WANG PRAO			

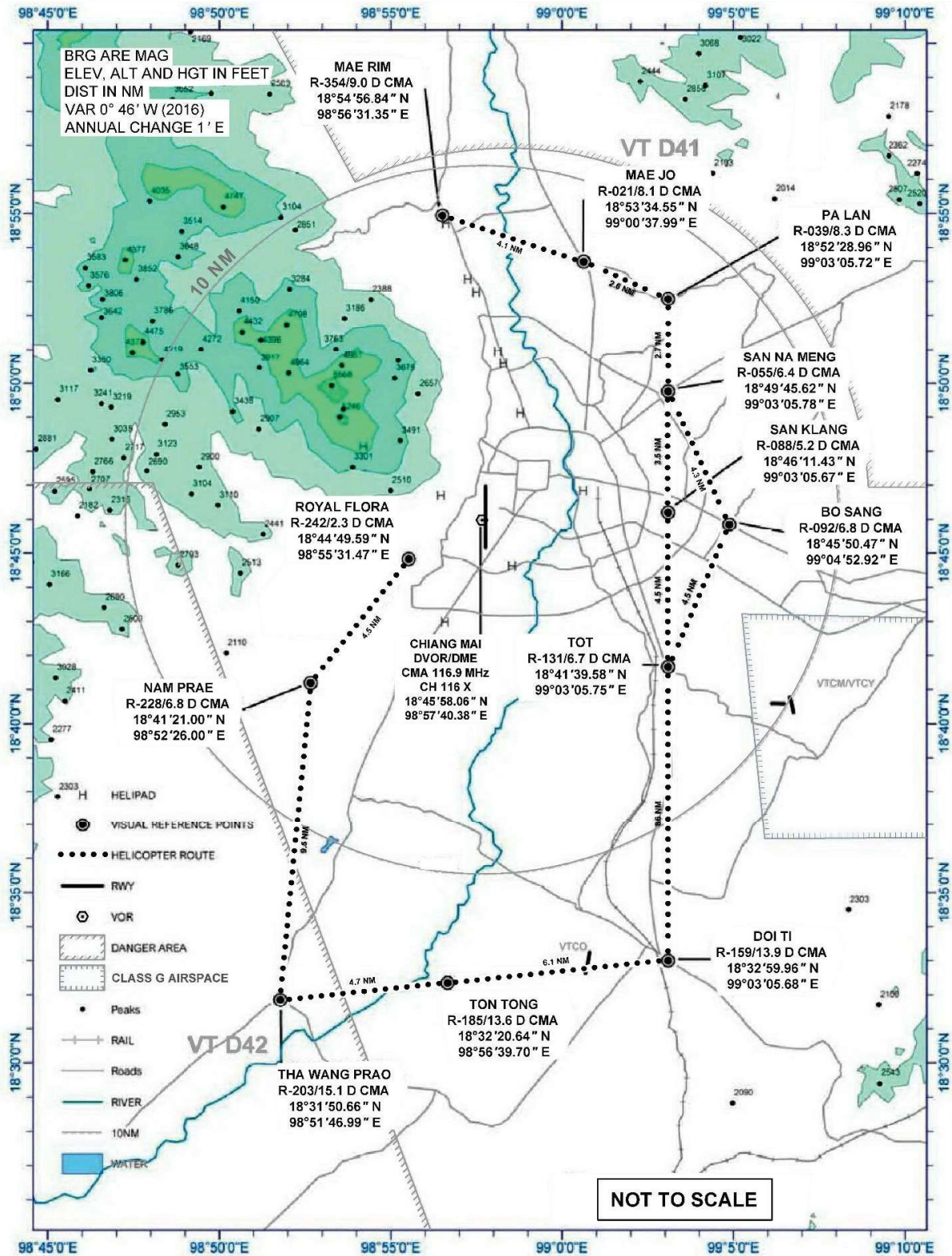
1.22 VFR helicopter routes for departure and arrival at EGAT Hang Dong (HEG)

Direction of Flight	Reporting Point	Reporting Point	Reporting Point	Reporting Point	Reporting Point	Reporting Point
HEG – NORTHBOUND	TOT	SAN KLANG	SAN NA MENG	PA LAN	MAE JO	MAE RIM
HEG – NORTHEAST BOUND	TOT	SAN KLANG	SAN NA MENG			
HEG – EASTBOUND	TOT	SAN KLANG				
HEG – SOUTHBOUND SOUTHEAST BOUND AND SOUTHWEST BOUND	NAM PRAE	THA WANG PRAO				

HELICOPTER AERODROME ELEV 1036 ft
ROUTES

APP : 129.6 , 305.4
TWR : 118.1 , 236.6

CHIANG MAI / Chiang mai Intl (VTCC)
VMC ONLY



VTCC AD 2.23 ADDITIONAL INFORMATION

1. OPERATION OF ALL NON-SCHEDULED FLIGHT AT CHIANG MAI INTERNATIONAL AIRPORT

1.1 All aircrafts wishing to operate at Chiang Mai International Airport shall adhere to the following procedures

1.1.1 All flights, including flight selecting Chiang Mai International Airport as alternate aerodromes shall have handling agent at Chiang Mai International Airport.

1.1.2 Nose-in parking is applicable to all aircrafts.

1.1.3 All aircrafts ready to taxi out shall prepare their own tow bars.

Remark : Aircraft below letter "C" is allowed to self-manoeuve but must inform to Chiang Mai International Airport before doing so. Moreover, aircraft below letter "C" shall be correctly bonded and correct earthing procedure shall be employed.

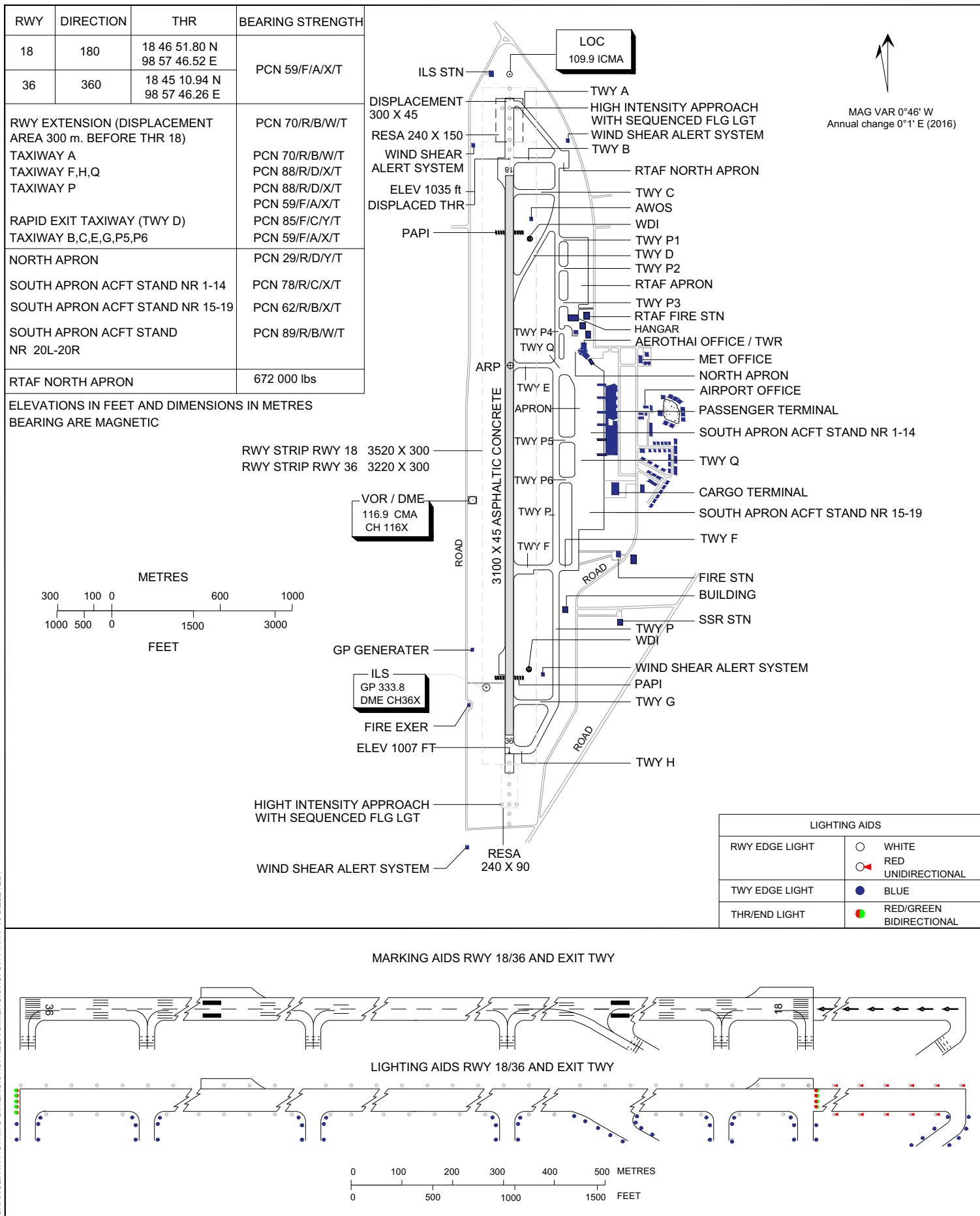
2. BIRD CONCENTRATIONS

2.1 Bird concentrations in the vicinity of an aerodrome.

VTCC AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome chart - ICAO	AD 2-VTCC-2-1
Aircraft Parking/Docking Chart – ICAO	AD 2-VTCC-2-3
Aerodrome Ground Movement Chart - ICAO	AD 2-VTCC-2-5
Aerodrome Obstacle Chart - ICAO Type A - RWY 18/36	AD 2-VTCC-3-1
Area Chart - ICAO	AD 2-VTCC-5-1
Standard Departure Chart - Instrument (SID) - ICAO - RWY 18	AD 2-VTCC-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RWY 18 (Tabular description 1)	AD 2-VTCC-6-2
Standard Departure Chart - Instrument (SID) - ICAO - RWY 18 (Tabular description 2)	AD 2-VTCC-6-3
Standard Departure Chart - Instrument (SID) - ICAO - RWY 36	AD 2-VTCC-6-5
Standard Departure Chart - Instrument (SID) - ICAO - RWY 36 (Tabular description 1)	AD 2-VTCC-6-6
Standard Departure Chart - Instrument (SID) - ICAO - RWY 36 (Tabular description 2)	AD 2-VTCC-6-7
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - LAMUN1N VISES1N	AD 2-VTCC-6-9
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - LAMUN1N VISES1N (Tabular description)	AD 2-VTCC-6-10
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - LAMUN1X VISES1X	AD 2-VTCC-6-11
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - LAMUN1X VISES1X (Tabular description)	AD 2-VTCC-6-12
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - ADLUS1N ASAVI1N ENBAT1N GOGOP1N KABMU1N MONLO1N PANTA1N PUMAM1N	AD 2-VTCC-6-13
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - ADLUS1N ASAVI1N ENBAT1N GOGOP1N KABMU1N MONLO1N PANTA1N PUMAM1N (Tabular description 1)	AD 2-VTCC-6-14
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - ADLUS1N ASAVI1N ENBAT1N GOGOP1N KABMU1N MONLO1N PANTA1N PUMAM1N (Tabular description 2)	AD 2-VTCC-6-15
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 36 - ADLUS1N ASAVI1N ENBAT1N GOGOP1N KABMU1N MONLO1N PANTA1N PUMAM1N (Waypoint list table)	AD 2-VTCC-6-16
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 36 - LAMUN1A VISES1A	AD 2-VTCC-7-1
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 36 - LAMUN1A VISES1A (Tabular description)	AD 2-VTCC-7-2
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 36 - ADLUS1A ASAVI1A ENBAT1A GOGOP1A KABMU1A MARNI1A MONLO1A PANTA1A PUMAM1A	AD 2-VTCC-7-3
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 36 - ADLUS1A ASAVI1A ENBAT1A GOGOP1A KABMU1A MARNI1A MONLO1A PANTA1A PUMAM1A (Tabular description 1)	AD 2-VTCC-7-4
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 36 - ADLUS1A ASAVI1A ENBAT1A GOGOP1A KABMU1A MARNI1A MONLO1A PANTA1A PUMAM1A (Tabular description 2)	AD 2-VTCC-7-5
Standard Arrival Chart - Instrument (STAR) - ICAO - RNAV RWY 36 - ADLUS1A ASAVI1A ENBAT1A GOGOP1A KABMU1A MARNI1A MONLO1A PANTA1A PUMAM1A (Waypoint list table)	AD 2-VTCC-7-6
Instrument Approach Chart - ICAO - VOR RWY 36	AD 2-VTCC-8-1
Instrument Approach Chart - ICAO - VOR RWY 36 (Fix and point list table)	AD 2-VTCC-8-2
Instrument Approach Chart - ICAO - ILS or LOC RWY 36	AD 2-VTCC-8-3
Instrument Approach Chart - ICAO - ILS or LOC RWY 36 (Fix and point list table)	AD 2-VTCC-8-4
Instrument Approach Chart - ICAO - RNP RWY 18	AD 2-VTCC-8-5
Instrument Approach Chart - ICAO - RNP RWY 18 (Tabular description)	AD 2-VTCC-8-6
Instrument Approach Chart - ICAO - RNP RWY 18 (Waypoint list table)	AD 2-VTCC-8-7
Instrument Approach Chart - ICAO - RNP RWY 36	AD 2-VTCC-8-9
Instrument Approach Chart - ICAO - RNP RWY 36 (Tabular description)	AD 2-VTCC-8-10

AERODROME CHART - ICAO 18 46 17N 0988 57 46E **ELEV 1036 FT** **TWR 118.1** **CHIANG MAI / Chiang Mai Intl**



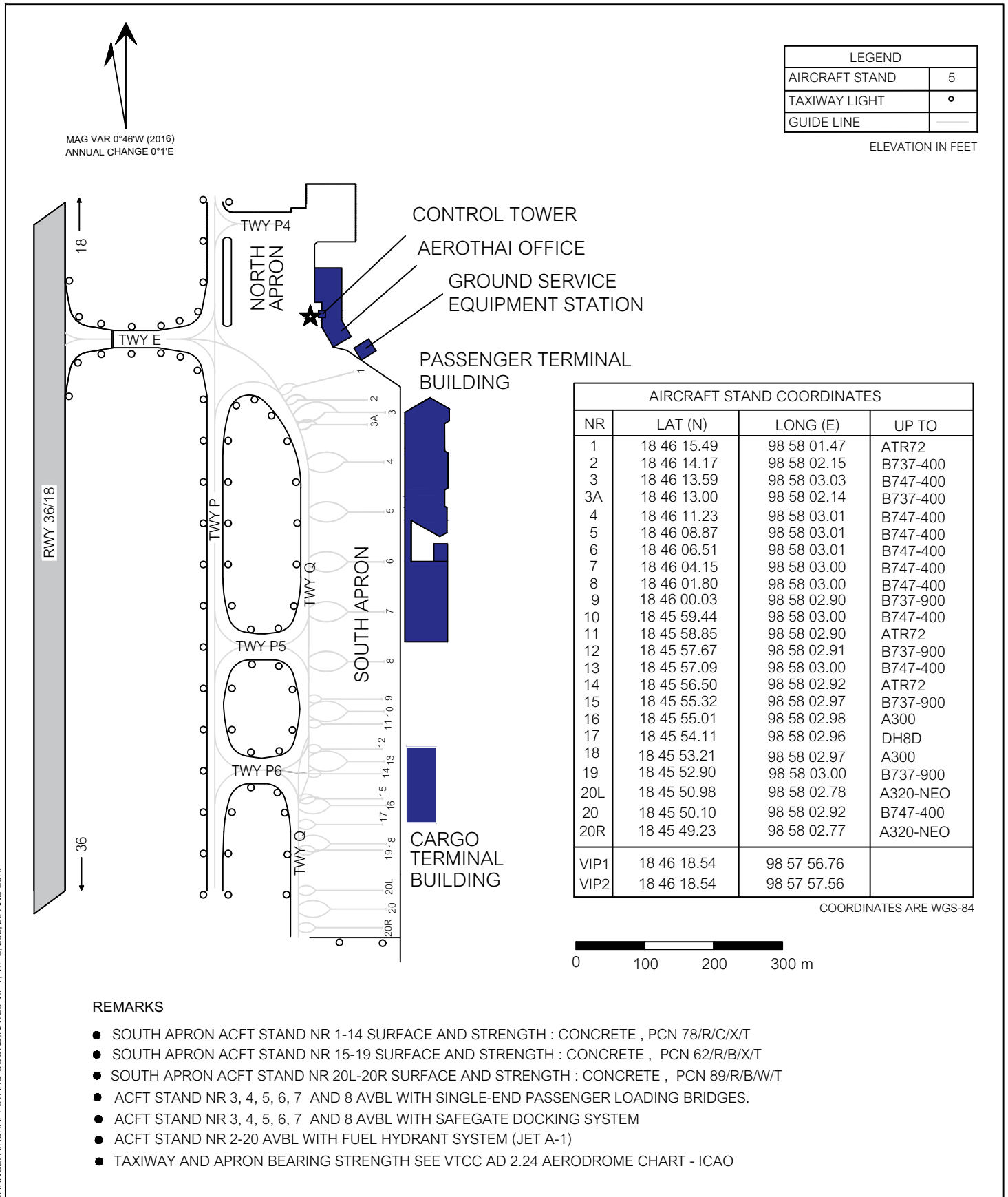
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**AIRCRAFT PARKING /
DOCKING CHART - ICAO**

**SOUTH APRON
ELEV 1020 FT**

**TWR 118.1
GND 121.9**

CHIANG MAI / Chiang Mai Intl

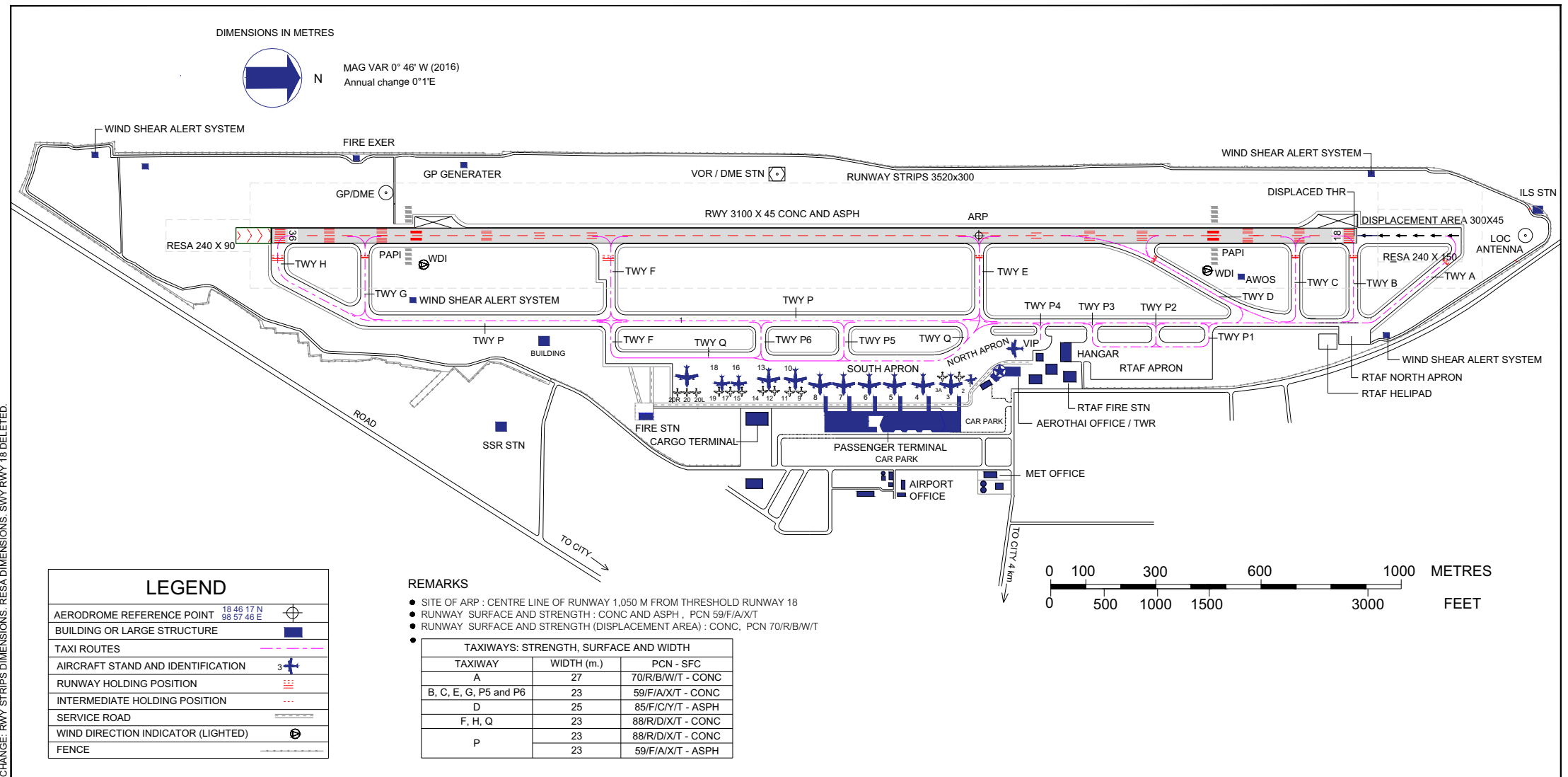


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**AERODROME GROUND
MOVEMENT CHART - ICAO**

**TWR 118.1
GND 121.9**

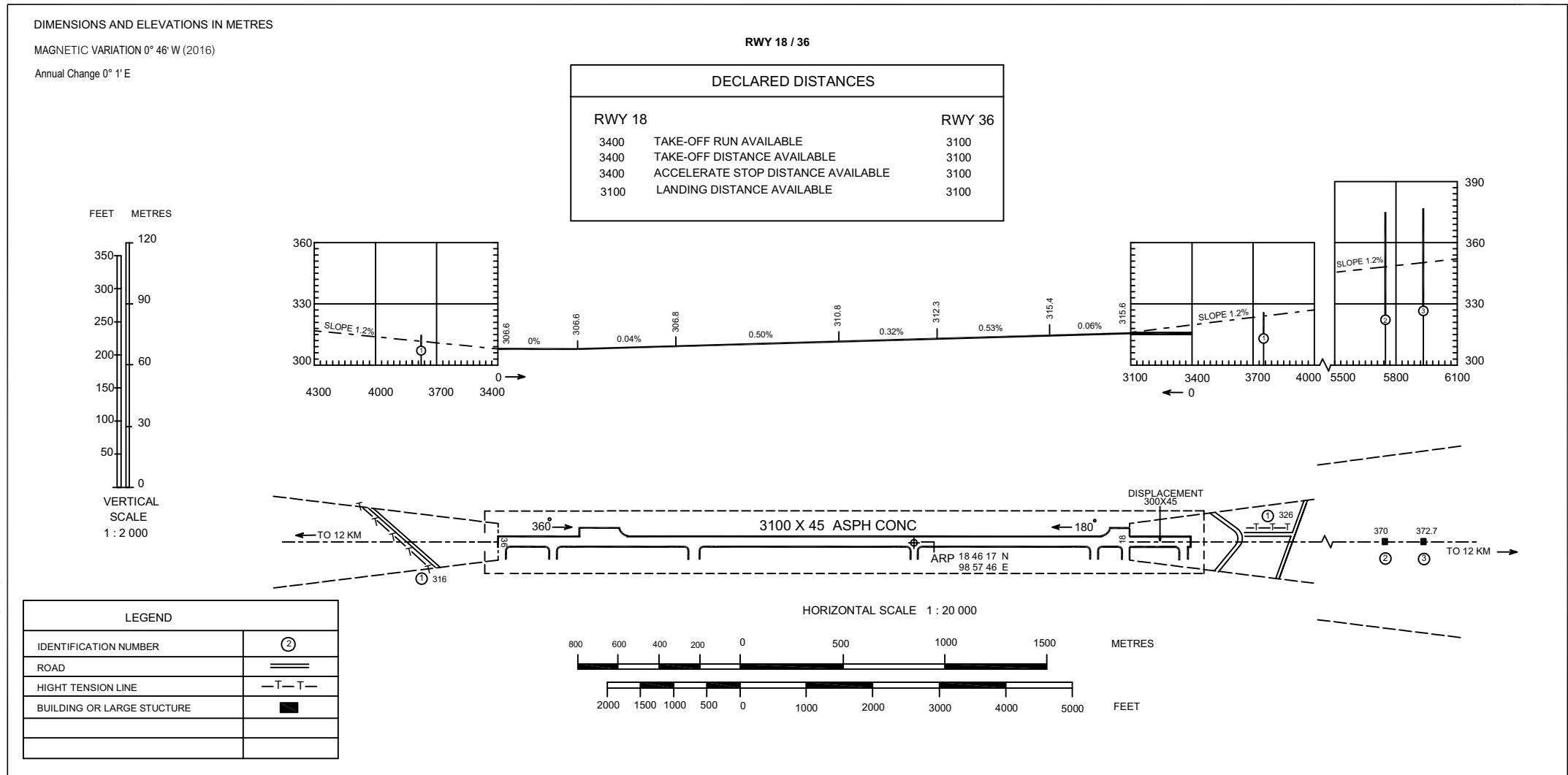
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**AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)**

CHIANG MAI / Chiang Mai Intl



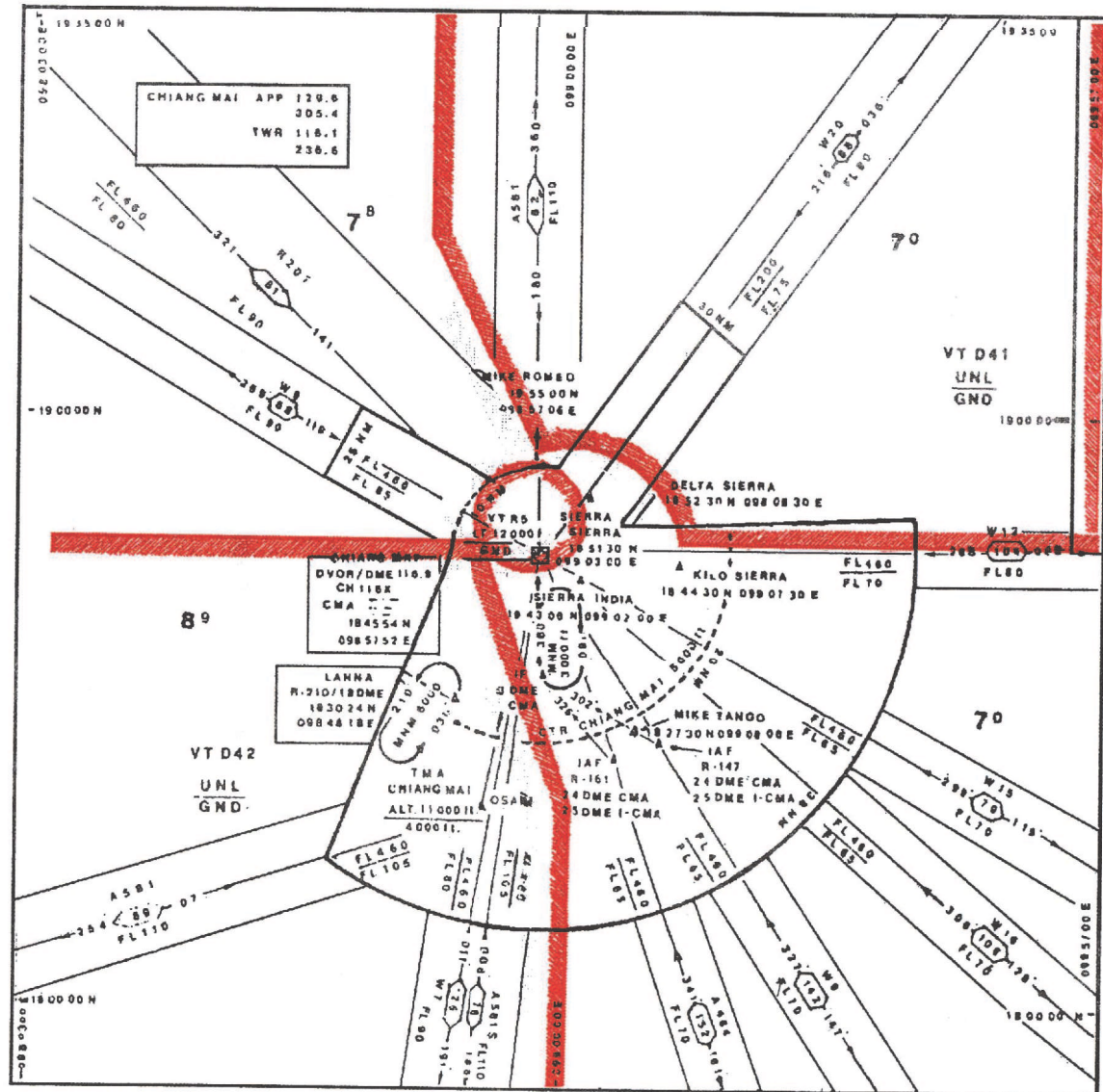
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AREA CHART - ICAO

ARRIVAL AND TRANSIT ROUTES

TMA CHIANG MAI

LEGEND									
CONTROL AREA (TMA) (AWY)									
CONTROL ZONE									
REPORTING POINT (Compulsory) (On request)									
ARRIVAL AND DEPARTURE ROUTES ATS ROUTES - INTERNATIONAL ATS ROUTES - DOMESTIC									
DISTANCE IN NAUTICAL MILES	(143)								
MINIMUM FLIGHT ALTITUDE	FL 70								
MAGNETIC BEARING	150								
RADIO NAVIGATION AID	<table border="1"> <tr> <td>NAME</td> <td>CHIANG MAI</td> </tr> <tr> <td>IDENTIFICATION</td> <td>DVOR/DME 115.3</td> </tr> <tr> <td>CMA</td> <td>----</td> </tr> <tr> <td>CO-ORDINATES</td> <td>1845.3N 9857.9E</td> </tr> </table>	NAME	CHIANG MAI	IDENTIFICATION	DVOR/DME 115.3	CMA	----	CO-ORDINATES	1845.3N 9857.9E
NAME	CHIANG MAI								
IDENTIFICATION	DVOR/DME 115.3								
CMA	----								
CO-ORDINATES	1845.3N 9857.9E								
<p>Area minimum altitude (AMA)</p> <p>Each 1° quadrantal contains an area minimum altitude (AMA) which represents the lowest altitude which may be used under instrument meteorological conditions (IMC). The AMA provides a minimum clearance of 1000 ft above all obstructions in the quadrant. It is represented in thousands and tens of feet above mean sea level.</p> <p>Example: 2 200 feet 23</p>									



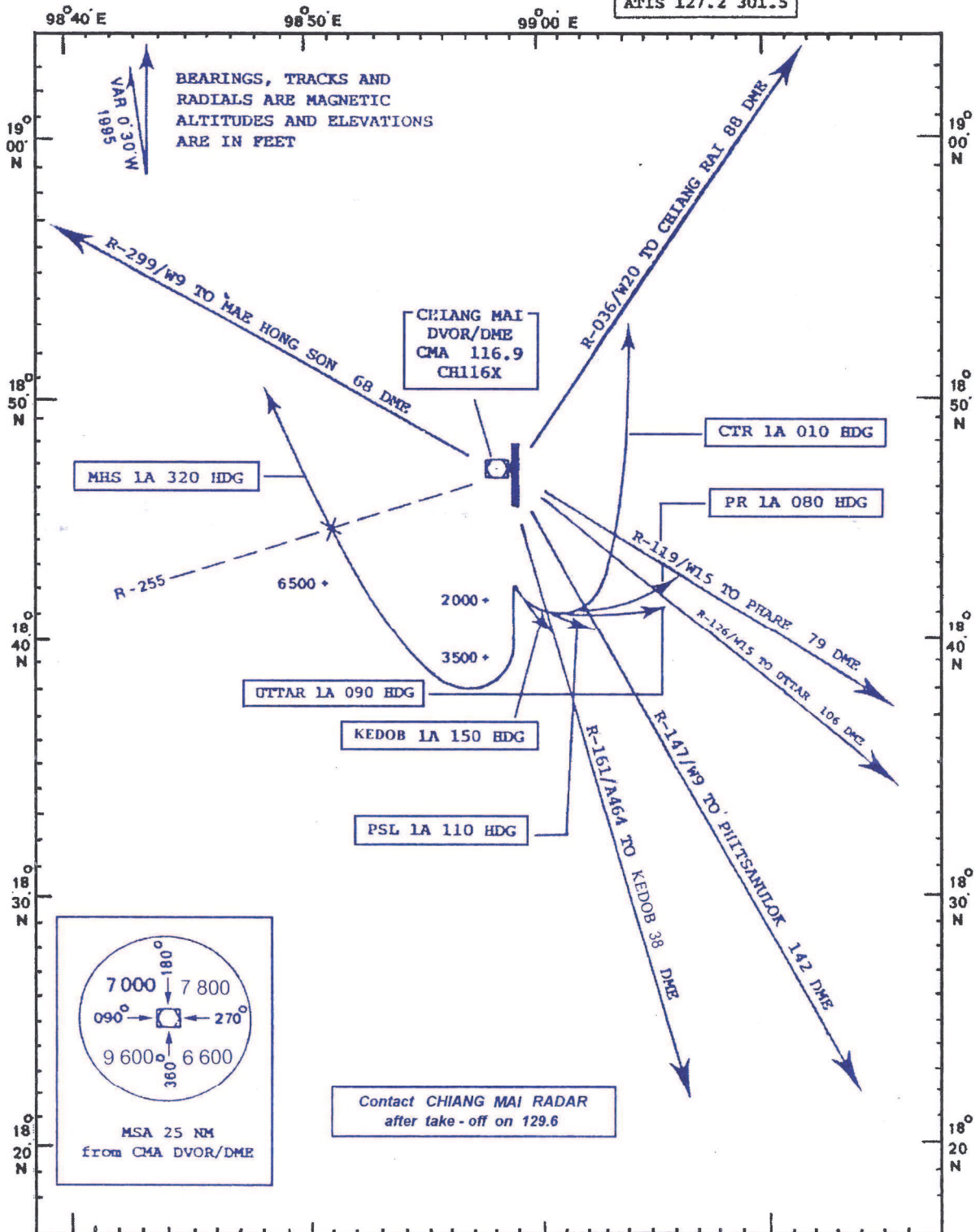
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STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11 000 ft

TWR 118.1 236.6
APP 129.6 305.4
GND 121.9 275.8
ATIS 127.2 301.5

CHIANG MAI
RWY 18



STANDARD INSTRUMENT DEPARTURE (SID) CHIANG MAI INTERNATIONAL AIRPORT

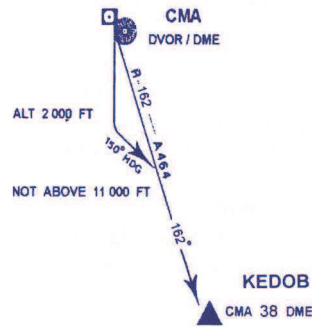
STANDARD INSTRUMENT DEPARTURE RUNWAY 18

KEDOB ONE ALFA (KEDOB 1 A)

Take off, climb runway heading until 2 000 FT, or above, then turn left heading 150° to intercept and proceed on CMA R-162 not above 11 000 FT.

Expect radar control.

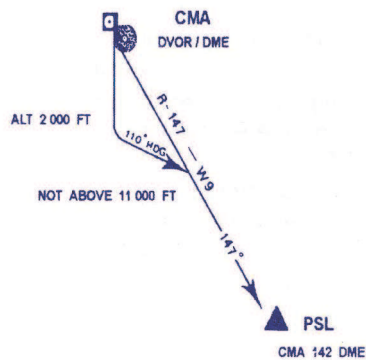
Contact Chiang Mai Radar on 129.6, 305.4 MHz after take off.



PHITSANULOK ONE ALFA (PSL 1 A)

Take off, climb runway heading until 2 000 ft, or above, then turn left heading 110° to intercept and proceed on CMA R-147 not above 11 000 ft. Expect radar control.

Contact Chiang Mai Radar on 129.6, 305.4 MHz after take-off.

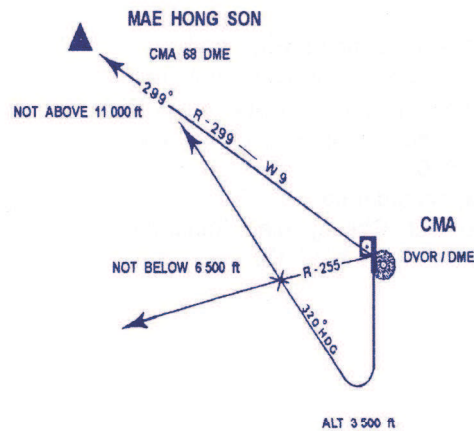


MAE HONG SON ONE ALFA (MHS 1 A)

Take off, climb runway heading until 3 500 ft, or above, then turn right heading 320° to cross CMA R-255 not below 6 500 ft, and intercept and proceed on CMA R-299 not above 11 000 ft.

Expect radar control.

Contact Chiang Mai Radar on 129.6, 305.4 MHz after take-off.

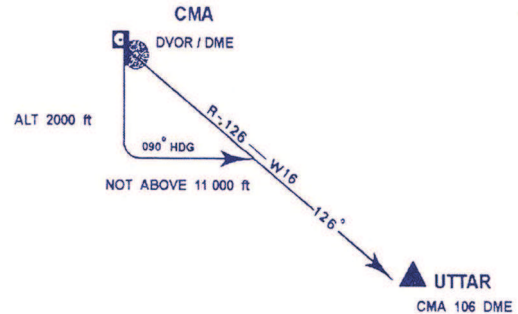


STANDARD INSTRUMENT DEPARTURE (SID) CHIANG MAI INTERNATIONAL AIRPORT

STANDARD INSTRUMENT DEPARTURE RUNWAY 18

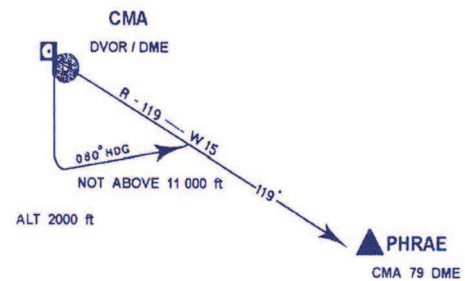
UTTAR ONE ALFA (UTTAR 1 A)

Take off, climb runway heading until 2 000 FT, or above, then turn left heading 090° to intercept and proceed on CMA R-126 not above 11 000 FT.
Expect radar control.
Contact Chiang Mai Radar on 129.6, 305.4 MHZ after take-off.



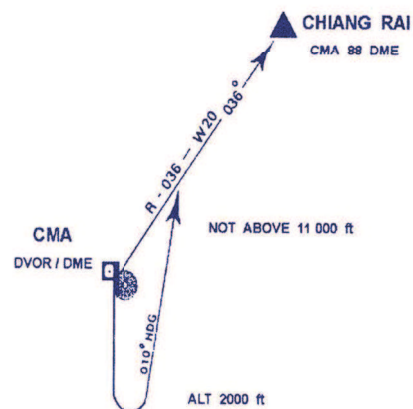
PHRAE ONE ALFA (PR 1 A)

Take off, climb runway heading until 2 000 FT, or above, then turn left heading 080° to intercept and proceed on CMA R-119 not above 11 000 FT.
Expect radar control.
Contact Chiang Mai Radar on 129.6, 305.4 MHZ after take-off.



CHIANG RAI ONE ALFA (CTR 1 A)

Take off, climb runway heading until 2 000 FT, or above, then turn left heading 010° to intercept and proceed on CMA R-036 not above 11 000 FT.
Expect radar control.
Contact Chiang Mai Radar on 129.6, 305.4 MHZ after take-off.

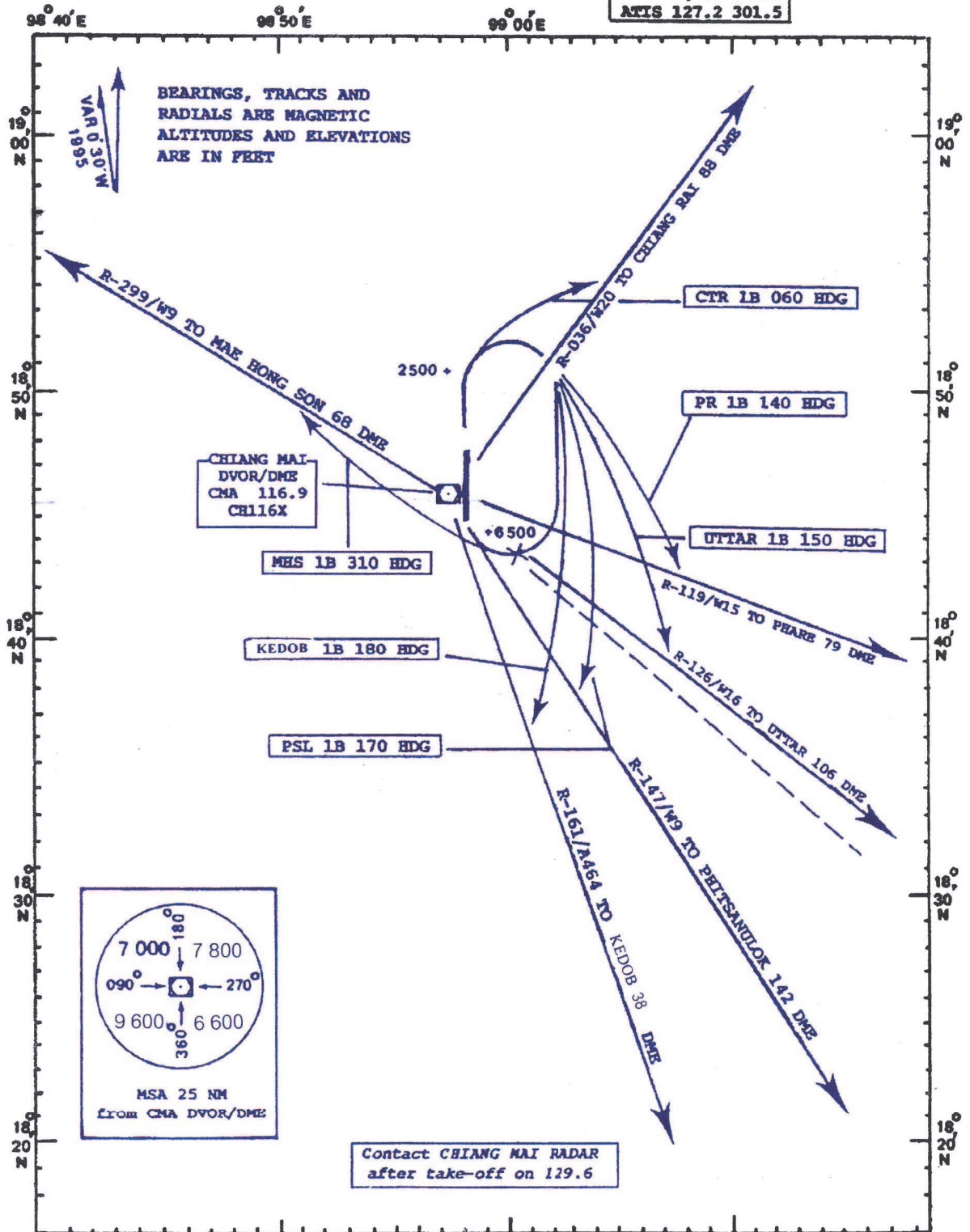


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STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11 000 ft

TWR 118.1	236.6	CHIANG MAI
APP 129.6	305.4	RWY 36
GND 121.9	275.8	
ATIS 127.2	301.5	

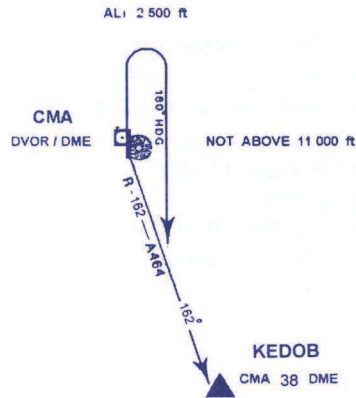


STANDARD INSTRUMENT DEPARTURE (SID) CHIANG MAI INTERNATIONAL AIRPORT

STANDARD INSTRUMENT DEPARTURE RUNWAY 36

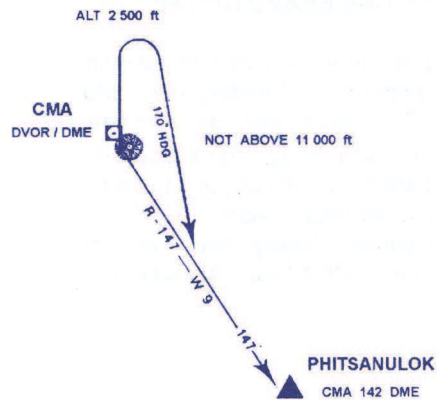
KEDOB ONE BRAVO (KEDOB 1 B)

Departure gradient 3.3% take off, climb runway heading until 2 500 FT, or above, then turn right heading 180° to intercept and proceed on CMA R-162 not above 11 000 FT. Expect radar control. Contact Chiang Mai Radar on 129.6, 305.4 MHZ after take-off.



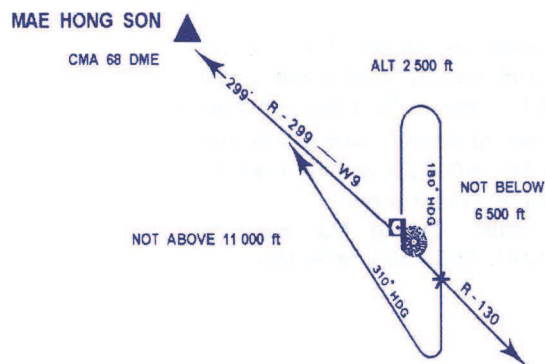
PHITSANULOK ONE BRAVO (PSL 1 B)

Departure gradient 3.3% take off, climb runway heading until 2 500 FT, or above, then turn right heading 170° to intercept and proceed on CMA R-147 not above 11 000 FT. Expect radar control. Contact Chiang Mai Radar on 129.6, 305.4 MHZ after take-off.



MAE HONG SON ONE BRAVO (MHS 1 B)

Departure gradient 3.3% take off, climb runway heading until 2 500 FT, or above, then turn right heading 180° to cross CMA R-130 not below 6 500 FT turn right heading 310° to intercept and proceed on CMA R-147 not above 11 000 FT. Expect radar control. Contact Chiang Mai Radar on 129.6, 305.4 MHZ after take-off.

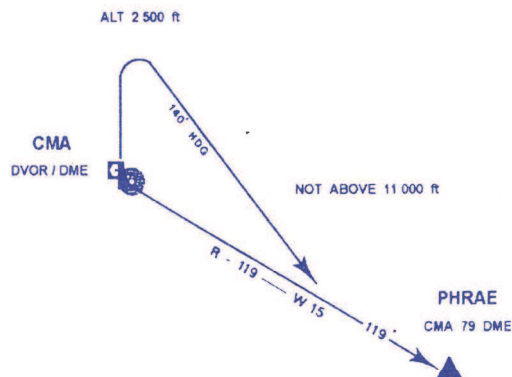


STANDARD INSTRUMENT DEPARTURE (SID) CHIANG MAI INTERNATIONAL AIRPORT

STANDARD INSTRUMENT DEPARTURE RUNWAY 36

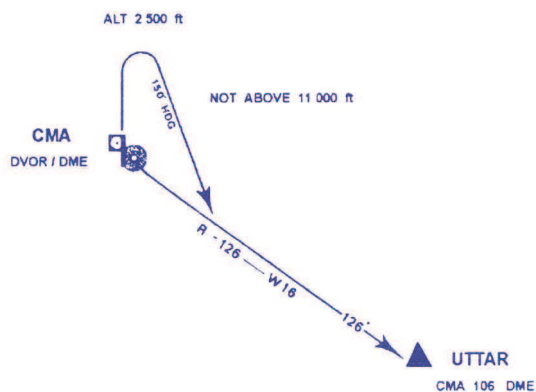
PHRAE ONE BRAVO (PR 1 B)

Departure gradient 3.3% take off, climb runway heading until 2 500 FT, or above, then turn right heading 140° to intercept and proceed on CMA R-119 not above 11 000 FT. Expect radar control. Contact Chiang Mai Radar on 129.6, 305.4 MHZ after take-off.



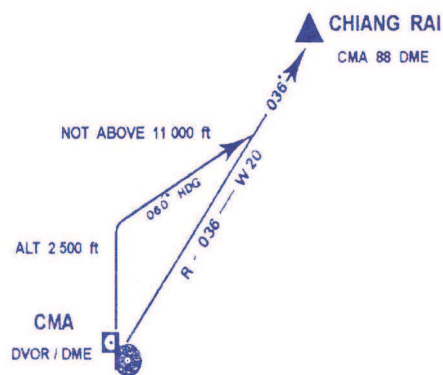
UTTAR ONE BRAVO (UTTAR 1 B)

Departure gradient 3.3% take off, climb runway heading until 2 500 FT, or above, then turn right heading 150° to intercept and proceed on CMA R-126 not above 11 000 FT. Expect radar control. Contact Chiang Mai Radar on 129.6, 305.4 MHZ after take-off.



CHIANG RAI ONE BRAVO (CTR 1 B)

Departure gradient 3.3% take off, climb runway heading until 2 500 FT, or above, then turn right heading 060° to intercept and proceed on CMA R-036 not above 11 000 FT. Expect radar control. Contact Chiang Mai Radar on 129.6, 305.4 MHZ after take-off.



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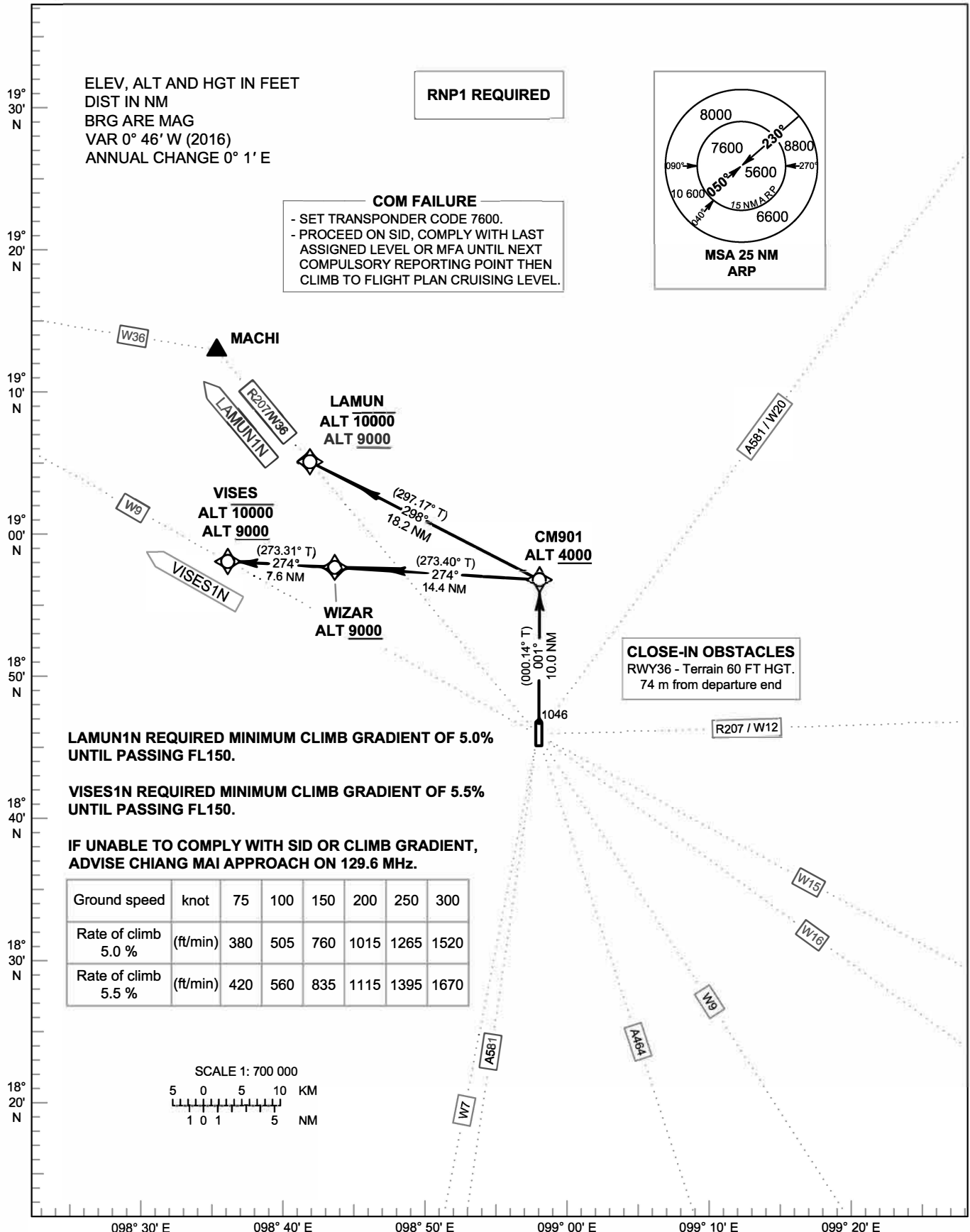
**STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE
11000 FT

APP : 129.6 , 305.4
TWR : 118.1 , 236.6
GND : 121.9 , 275.8
ATIS : 127.2 , 301.5

**CHIANG MAI /
Chiang Mai Intl (VTCC)
RNAV RWY36**

LAMUN1N VISES1N



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

**CHIANG MAI /
Chiang Mai Intl (VTCC)**

RNAV RWY36

LAMUN1N VISES1N

TABULAR DESCRIPTION

RNAV RWY36											
Serial	Path	Waypoint Identifier	Flyover	Course	Magnetic	Distance	Turn	Altitude	Speed	VPA/	Navigation
Number	Descriptor			° M (° T)	Variation	(NM)	Direction	(FT)	(KT)	TCH	Specification
010	-	DER RWY36	-	-	+0.75	-	-	-	-	-	RNP1
020	CF	CM901	-	001°(000.14°)	+0.75	10.0	L	+4000	-	-	RNP1
030	TF	LAMUN	-	298°(297.17°)	+0.75	18.2	-	+9000 ; -10000	-	-	RNP1
010	-	DER RWY36	-	-	+0.75	-	-	-	-	-	RNP1
020	CF	CM901	-	001°(000.14°)	+0.75	10.0	L	+4000	-	-	RNP1
030	TF	WIZAR	-	274°(273.40°)	+0.75	14.4	-	+9000	-	-	RNP1
040	TF	VISES	-	274°(273.31°)	+0.75	7.6	-	+9000 ; -10000	-	-	RNP1

WAYPOINT LIST

RNAV RWY36	
Waypoint Identifier	Coordinates
DER RWY36	18° 46' 51.81" N 098° 57' 46.51" E
CM901	18° 56' 54.38" N 098° 57' 48.06" E
LAMUN	19° 05' 13.14" N 098° 40' 44.26" E
WIZAR	18° 57' 45.27" N 098° 42' 35.66" E
VISES	18° 58' 11.41" N 098° 34' 38.14" E

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

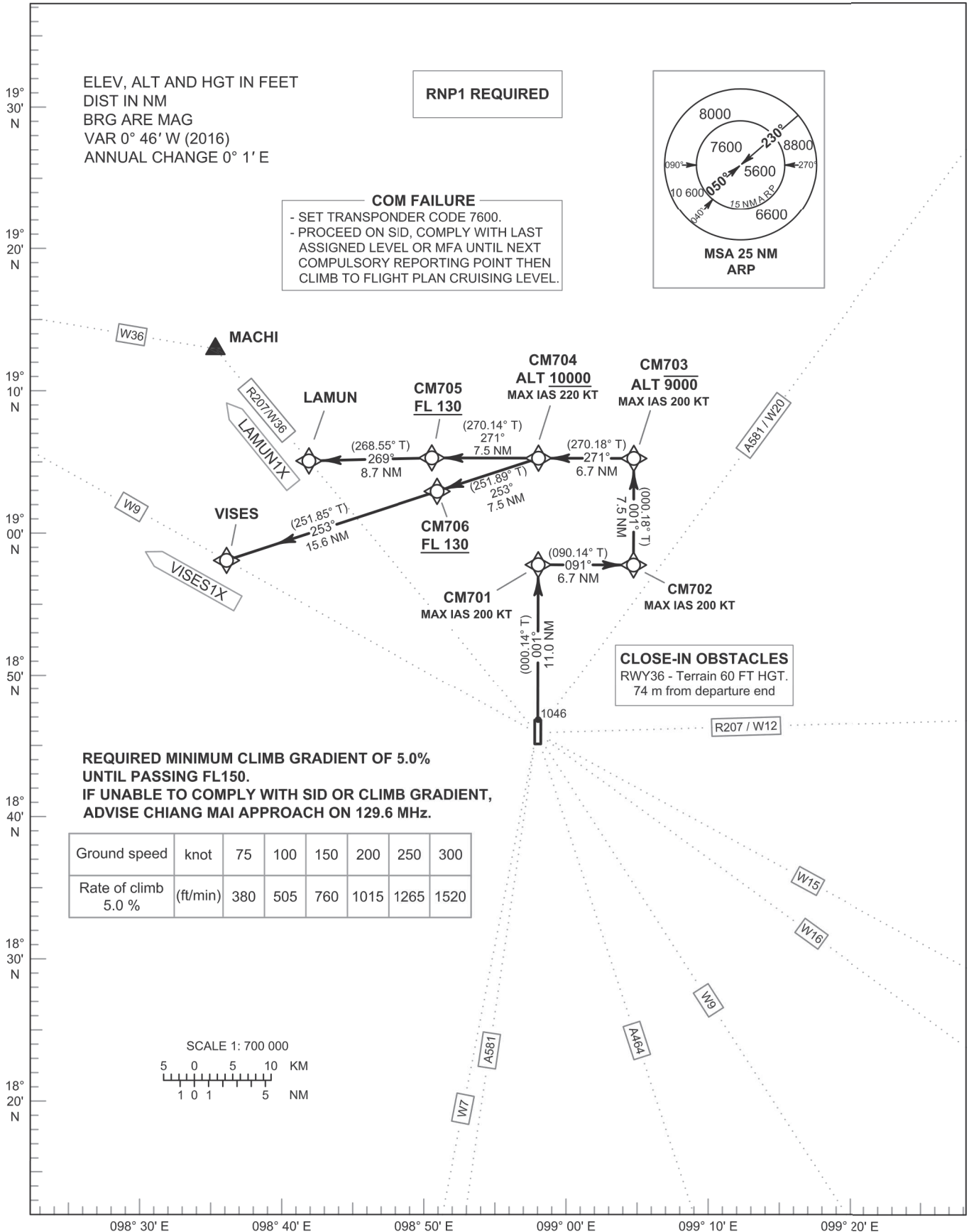
TRANSITION ALTITUDE
11000 FT

APP : 129.6 , 305.4
TWR : 118.1 , 236.6
GND : 121.9 , 275.8
ATIS : 127.2 , 301.5

**CHIANG MAI /
Chiang Mai Intl (VTCC)**

RNAV RWY36

LAMUN1X VISES1X



STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

CHIANG MAI /
Chiang Mai Intl (VTCC)

RNAV RWY36

LAMUN1X VISES1X

TABULAR DESCRIPTION

RNAV RWY36											
Serial	Path	Waypoint Identifier	Flyover	Course	Magnetic	Distance	Turn	Altitude	Speed	VPA/	Navigation
Number	Descriptor			° M (° T)	Variation	(NM)	Direction	(FT)	(KT)	TCH	Specification
010	-	DER RWY36	-	-	+0.75	-	-	-	-	-	RNP1
020	CF	CM701	-	001°(000.14°)	+0.75	11.0	R	-	-200	-	RNP1
030	TF	CM702	-	091°(090.14°)	+0.75	6.7	L	-	-200	-	RNP1
040	TF	CM703	-	001°(000.18°)	+0.75	7.5	L	-9000	-200	-	RNP1
050	TF	CM704	-	271°(270.18°)	+0.75	6.7	-	+10000	-220	-	RNP1
060	TF	CM705	-	271°(270.14°)	+0.75	7.5	L	+FL130	-	-	RNP1
070	TF	LAMUN	-	269°(268.55°)	+0.75	8.7	-	-	-	-	RNP1
010	-	DER RWY36	-	-	+0.75	-	-	-	-	-	RNP1
020	CF	CM701	-	001°(000.14°)	+0.75	11.0	R	-	-200	-	RNP1
030	TF	CM702	-	091°(090.14°)	+0.75	6.7	L	-	-200	-	RNP1
040	TF	CM703	-	001°(000.18°)	+0.75	7.5	L	-9000	-200	-	RNP1
050	TF	CM704	-	271°(270.18°)	+0.75	6.7	L	+10000	-220	-	RNP1
060	TF	CM706	-	253°(251.89°)	+0.75	7.5	-	+FL130	-	-	RNP1
070	TF	VISES	-	253°(251.85°)	+0.75	15.6	-	-	-	-	RNP1

WAYPOINT LIST

RNAV RWY36	
Waypoint Identifier	Coordinates
DER RWY36	18° 46' 51.81" N 098° 57' 46.51" E
CM701	18° 57' 54.63" N 098° 57' 48.21" E
CM702	18° 57' 53.52" N 099° 04' 52.54" E
CM703	19° 05' 24.59" N 099° 04' 54.02" E
CM704	19° 05' 25.71" N 098° 57' 49.37" E
CM705	19° 05' 26.64" N 098° 49' 54.01" E
LAMUN	19° 05' 13.14" N 098° 40' 44.26" E
CM706	19° 03' 05.09" N 098° 50' 17.66" E
VISES	18° 58' 11.41" N 098° 34' 38.14" E

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

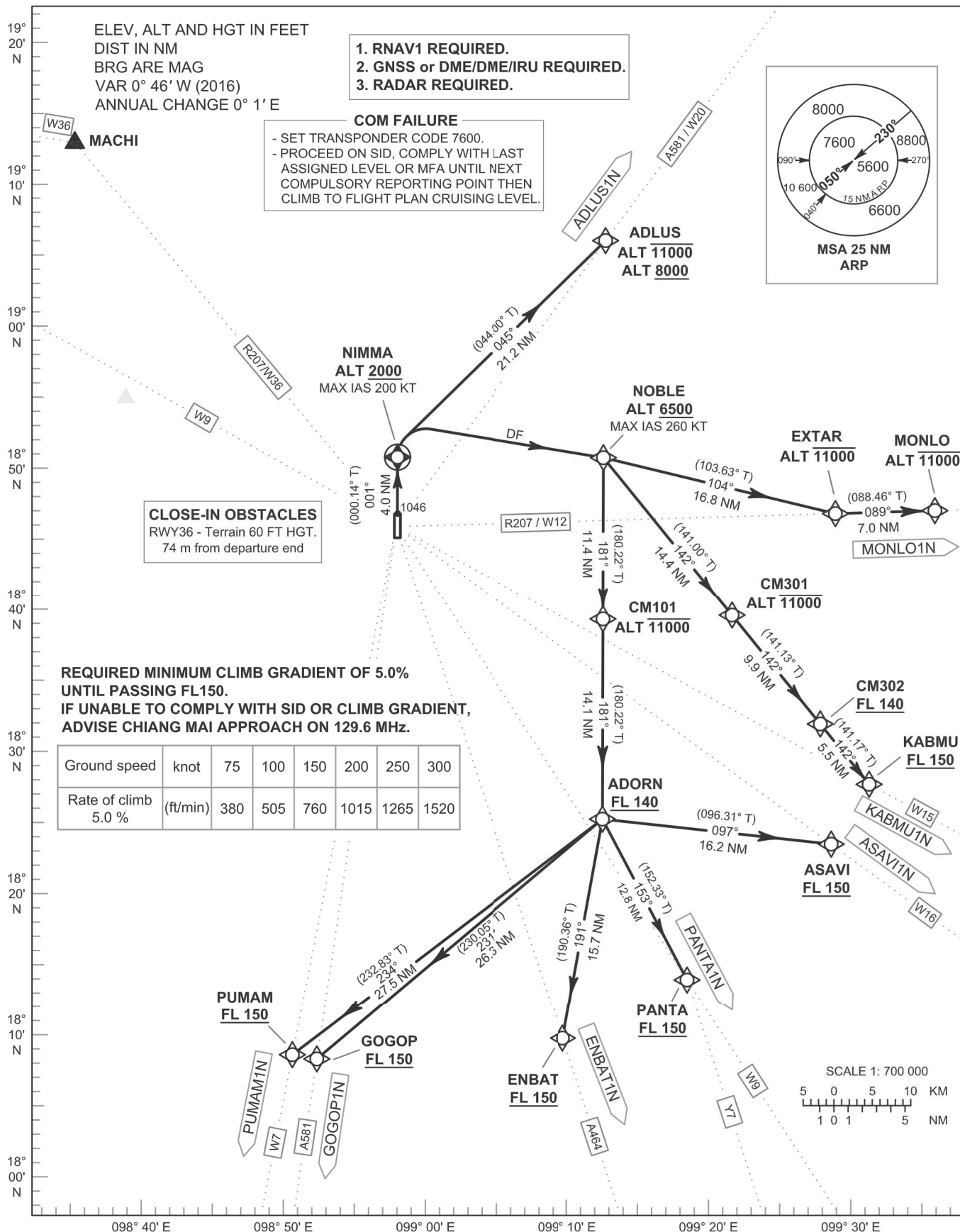
TRANSITION ALTITUDE
11000 FT

APP : 129.6 , 305.4
TWR : 118.1 , 236.6
GND : 121.9 , 275.8
ATIS : 127.2 , 301.5

**CHIANG MAI /
Chiang Mai Intl (VTCC)**

RNAV RWY36

ADLUS1N ASAVI1N ENBAT1N GOGOP1N KABMU1N MONLO1N PANTA1N PUMAM1N



STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

CHIANG MAI /
Chiang Mai Intl (VTCC)

RNAV RWY36

ADLUS1N ASAVI1N ENBAT1N GOGOP1N KABMU1N MONLO1N PANTA1N PUMAM1N

TABULAR DESCRIPTION (1)

RNAV RWY36											
Serial	Path	Waypoint Identifier	Flyover	Course	Magnetic	Distance	Turn	Altitude	Speed	VPA/	Navigation
Number	Descriptor			° M (° T)	Variation	(NM)	Direction	(FT)	(KT)	TCH	Specification
010	-	DER RWY36	-	-	+0.75	-	-	-	-	-	RNAV1
020	CF	NIMMA	Y	001°(000.14°)	+0.75	4.0	R	+2000	-200	-	RNAV1
030	TF	ADLUS	-	045°(044.00°)	+0.75	21.2	-	+8000 ; -11000	-	-	RNAV1
010	-	DER RWY36	-	-	+0.75	-	-	-	-	-	RNAV1
020	CF	NIMMA	Y	001°(000.14°)	+0.75	4.0	R	+2000	-200	-	RNAV1
030	DF	NOBLE	-	-	+0.75	-	R	+6500	-260	-	RNAV1
040	TF	CM101	-	181°(180.22°)	+0.75	11.4	-	-11000	-	-	RNAV1
050	TF	ADORN	-	181°(180.22°)	+0.75	14.1	L	+FL140	-	-	RNAV1
060	TF	ASAVI	-	097°(096.31°)	+0.75	16.2	-	+FL150	-	-	RNAV1
010	-	DER RWY36	-	-	+0.75	-	-	-	-	-	RNAV1
020	CF	NIMMA	Y	001°(000.14°)	+0.75	4.0	R	+2000	-200	-	RNAV1
030	DF	NOBLE	-	-	+0.75	-	R	+6500	-260	-	RNAV1
040	TF	CM101	-	181°(180.22°)	+0.75	11.4	-	-11000	-	-	RNAV1
050	TF	ADORN	-	181°(180.22°)	+0.75	14.1	R	+FL140	-	-	RNAV1
060	TF	ENBAT	-	191°(190.36°)	+0.75	15.7	-	+FL150	-	-	RNAV1
010	-	DER RWY36	-	-	+0.75	-	-	-	-	-	RNAV1
020	CF	NIMMA	Y	001°(000.14°)	+0.75	4.0	R	+2000	-200	-	RNAV1
030	DF	NOBLE	-	-	+0.75	-	R	+6500	-260	-	RNAV1
040	TF	CM101	-	181°(180.22°)	+0.75	11.4	-	-11000	-	-	RNAV1
050	TF	ADORN	-	181°(180.22°)	+0.75	14.1	R	+FL140	-	-	RNAV1
060	TF	GOGOP	-	231°(230.05°)	+0.75	26.3	-	+FL150	-	-	RNAV1

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

**CHIANG MAI /
Chiang Mai Intl (VTCC)**

RNAV RWY36

ADLUS1N ASAVI1N ENBAT1N GOGOP1N KABMU1N MONLO1N PANTA1N PUMAM1N

TABULAR DESCRIPTION (2)

RNAV RWY36											
Serial	Path	Waypoint Identifier	Flyover	Course	Magnetic	Distance	Turn	Altitude	Speed	VPA/	Navigation
Number	Descriptor			° M (° T)	Variation	(NM)	Direction	(FT)	(KT)	TCH	Specification
010	-	DER RWY36	-	-	+0.75	-	-	-	-	-	RNAV1
020	CF	NIMMA	Y	001°(000.14°)	+0.75	4.0	R	+2000	-200	-	RNAV1
030	DF	NOBLE	-	-	+0.75	-	R	+6500	-260	-	RNAV1
040	TF	CM301	-	142°(141.00°)	+0.75	14.4	-	-11000	-	-	RNAV1
050	TF	CM302	-	142°(141.13°)	+0.75	9.9	-	+FL140	-	-	RNAV1
060	TF	KABMU	-	142°(141.17°)	+0.75	5.5	-	+FL150	-	-	RNAV1
010	-	DER RWY36	-	-	+0.75	-	-	-	-	-	RNAV1
020	CF	NIMMA	Y	001°(000.14°)	+0.75	4.0	R	+2000	-200	-	RNAV1
030	DF	NOBLE	-	-	+0.75	-	-	+6500	-260	-	RNAV1
040	TF	EXTAR	-	104°(103.63°)	+0.75	16.8	L	-11000	-	-	RNAV1
050	TF	MONLO	-	089°(088.46°)	+0.75	7.0	-	-11000	-	-	RNAV1
010	-	DER RWY36	-	-	+0.75	-	-	-	-	-	RNAV1
020	CF	NIMMA	Y	001°(000.14°)	+0.75	4.0	R	+2000	-200	-	RNAV1
030	DF	NOBLE	-	-	+0.75	-	R	+6500	-260	-	RNAV1
040	TF	CM101	-	181°(180.22°)	+0.75	11.4	-	-11000	-	-	RNAV1
050	TF	ADORN	-	181°(180.22°)	+0.75	14.1	L	+FL140	-	-	RNAV1
060	TF	PANTA	-	153°(152.33°)	+0.75	12.8	-	+FL150	-	-	RNAV1
010	-	DER RWY36	-	-	+0.75	-	-	-	-	-	RNAV1
020	CF	NIMMA	Y	001°(000.14°)	+0.75	4.0	R	+2000	-200	-	RNAV1
030	DF	NOBLE	-	-	+0.75	-	R	+6500	-260	-	RNAV1
040	TF	CM101	-	181°(180.22°)	+0.75	11.4	-	-11000	-	-	RNAV1
050	TF	ADORN	-	181°(180.22°)	+0.75	14.1	R	+FL140	-	-	RNAV1
060	TF	PUMAM	-	234°(232.83°)	+0.75	27.5	-	+FL150	-	-	RNAV1

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

**CHIANG MAI /
Chiang Mai Intl (VTCC)**

RNAV RWY36

ADLUS1N ASAVI1N ENBAT1N GOGOP1N KABMU1N MONLO1N PANTA1N PUMAM1N

WAYPOINT LIST

RNAV RWY36	
Waypoint Identifier	Coordinates
DER RWY36	18° 46' 51.81" N 098° 57' 46.51" E
NIMMA	18° 50' 52.84" N 098° 57' 47.13" E
ADLUS	19° 06' 10.49" N 099° 13' 19.89" E
NOBLE	18° 50' 50.07" N 099° 13' 08.96" E
EXTAR	18° 46' 51.03" N 099° 30' 20.67" E
MONLO	18° 47' 02.20" N 099° 37' 43.35" E
CM301	18° 39' 37.15" N 099° 22' 40.38" E
CM302	18° 31' 54.70" N 099° 29' 11.03" E
KABMU	18° 27' 38.58" N 099° 32' 47.05" E
CM101	18° 39' 21.74" N 099° 13' 06.16" E
ADORN	18° 25' 13.47" N 099° 13' 02.74" E
ASAVI	18° 23' 25.51" N 099° 29' 57.88" E
PANTA	18° 13' 51.17" N 099° 19' 17.05" E
ENBAT	18° 09' 41.04" N 099° 10' 04.36" E
GOGOP	18° 08' 12.79" N 098° 51' 49.68" E
PUMAM	18° 08' 30.55" N 098° 50' 01.09" E

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

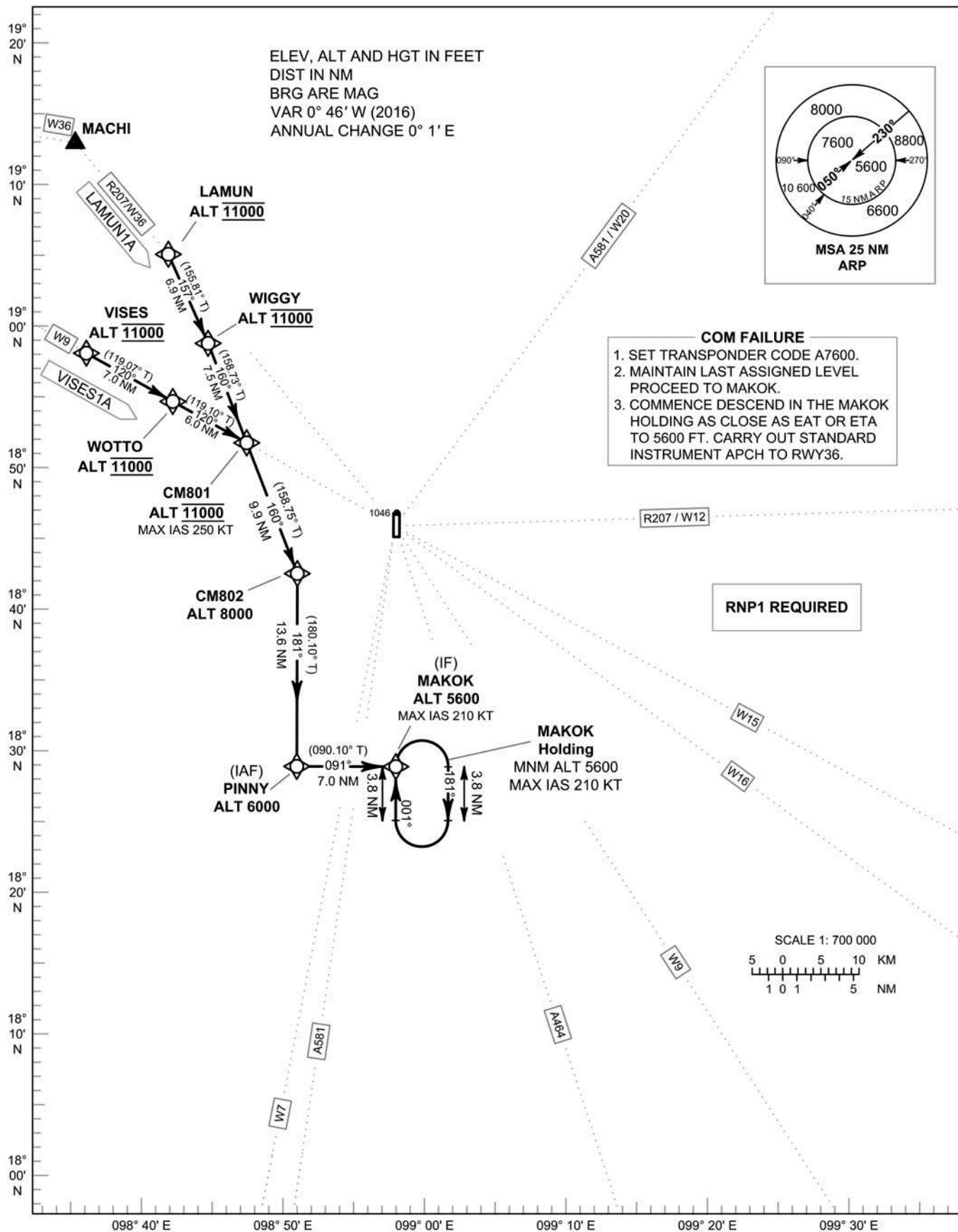
TRANSITION ALTITUDE
11000 FT

APP : 129.6 , 305.4
TWR : 118.1 , 236.6
GND : 121.9 , 275.8
ATIS : 127.2 , 301.5

**CHIANG MAI /
Chiang Mai Intl (VTCC)**

RNAV RWY36

LAMUN1A VISES1A



STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

CHIANG MAI /
Chiang Mai Intl (VTCC)

RNAV RWY36

LAMUN1A VISES1A

TABULAR DESCRIPTION

RNAV RWY36											
Serial	Path	Waypoint Identifier	Flyover	Course	Magnetic	Distance	Turn	Altitude	Speed	VPA/	Navigation
Number	Descriptor			° M (° T)	Variation	(NM)	Direction	(FT)	(KT)	TCH	Specification
010	IF	LAMUN	-	-	+0.75	-	-	@11000	-	-	RNP1
020	TF	WIGGY	-	157°(155.81°)	+0.75	6.9	R	@11000	-	-	RNP1
030	TF	CM801	-	160°(158.73°)	+0.75	7.5	-	@11000	-250	-	RNP1
040	TF	CM802	-	160°(158.75°)	+0.75	9.9	R	8000	-	-	RNP1
050	TF	PINNY (IAF)	-	181°(180.10°)	+0.75	13.6	L	6000	-	-	RNP1
060	TF	MAKOK (IF)	-	091°(090.10°)	+0.75	7.0	-	5600	-210	-	RNP1
010	IF	VISES	-	-	+0.75	-	-	@11000	-	-	RNP1
020	TF	WOTTO	-	120°(119.07°)	+0.75	7.0	-	@11000	-	-	RNP1
030	TF	CM801	-	120°(119.10°)	+0.75	6.0	R	@11000	-250	-	RNP1
040	TF	CM802	-	160°(158.75°)	+0.75	9.9	R	8000	-	-	RNP1
050	TF	PINNY (IAF)	-	181°(180.10°)	+0.75	13.6	L	6000	-	-	RNP1
060	TF	MAKOK (IF)	-	091°(090.10°)	+0.75	7.0	-	5600	-210	-	RNP1

WAYPOINT LIST

RNAV RWY36	
Waypoint Identifier	Coordinates
LAMUN	19° 05' 13.14" N 098° 40' 44.26" E
WIGGY	18° 58' 54.24" N 098° 43' 43.19" E
VISES	18° 58' 11.41" N 098° 34' 38.14" E
WOTTO	18° 54' 46.36" N 098° 41' 05.50" E
CM801	18° 51' 51.02" N 098° 46' 36.21" E
CM802	18° 42' 34.85" N 098° 50' 23.19" E
PINNY	18° 28' 54.04" N 098° 50' 21.69" E
MAKOK	18° 28' 53.15" N 098° 57' 43.76" E

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

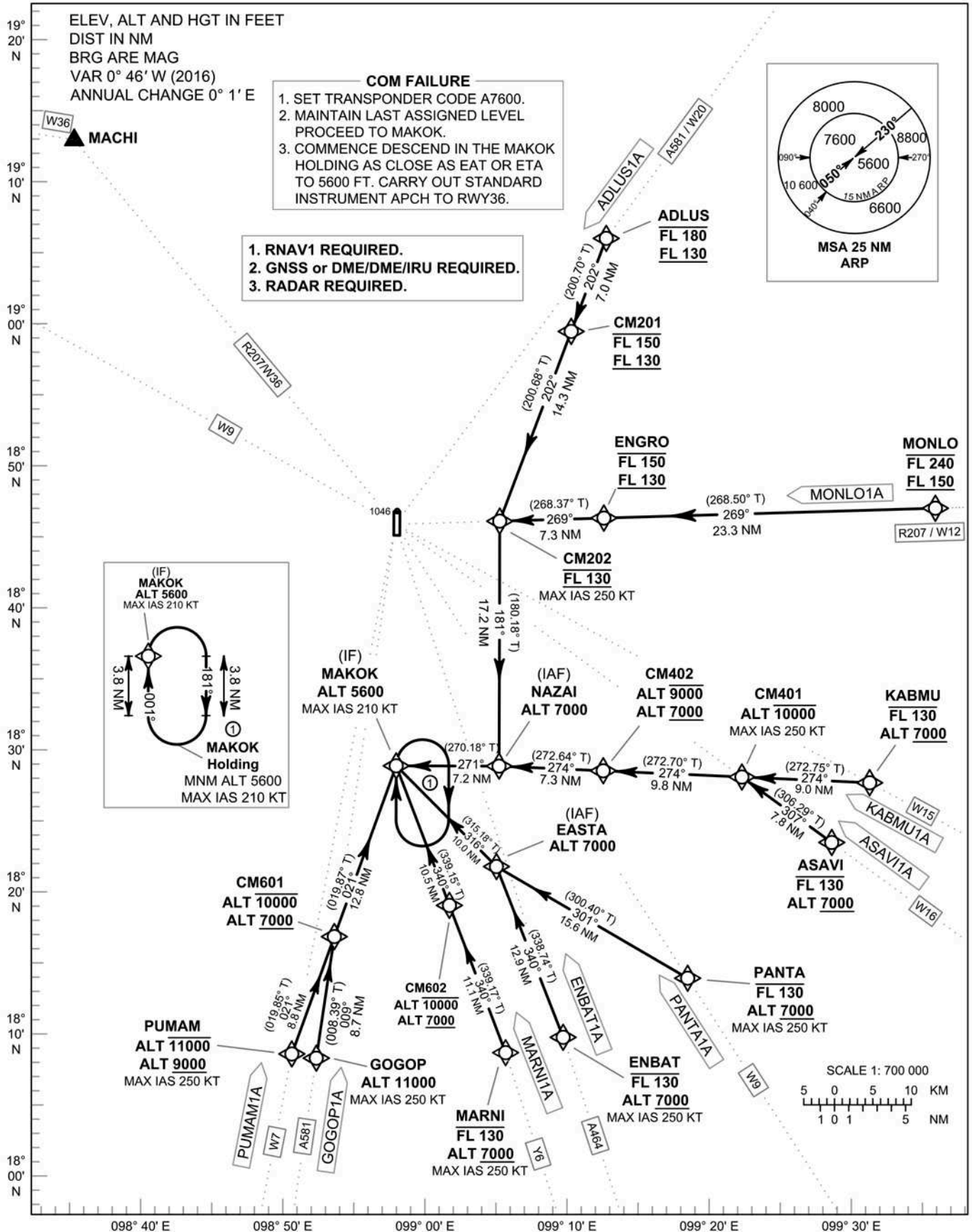
TRANSITION ALTITUDE
11000 FT

APP : 129.6 , 305.4
TWR : 118.1 , 236.6
GND : 121.9 , 275.8
ATIS : 127.2 , 301.5

**CHIANG MAI /
Chiang Mai Intl (VTCC)**

RNAV RWY36

ADLUS1A ASAVI1A ENBAT1A GOGOP1A KABMU1A
MARNI1A MONLO1A PANTA1A PUMAM1A



STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

CHIANG MAI /
Chiang Mai Intl (VTCC)

RNAV RWY36

ADLUS1A ASAVI1A ENBAT1A GOGOP1A KABMU1A
MARNI1A MONLO1A PANTA1A PUMAM1A

TABULAR DESCRIPTION (1)

RNAV RWY36											
Serial	Path	Waypoint Identifier	Flyover	Course	Magnetic	Distance	Turn	Altitude	Speed	VPA/	Navigation
Number	Descriptor			° M (° T)	Variation	(NM)	Direction	(FT)	(KT)	TCH	Specification
010	IF	ADLUS	-	-	+0.75	-	-	+FL130 ; -FL180	-	-	RNAV1
020	TF	CM201	-	202°(200.70°)	+0.75	7.0	-	+FL130 ; -FL150	-	-	RNAV1
030	TF	CM202	-	202°(200.68°)	+0.75	14.3	L	@FL130	-250	-	RNAV1
040	TF	NAZAI (IAF)	-	181°(180.18°)	+0.75	17.2	R	7000	-	-	RNAV1
050	TF	MAKOK (IF)	-	271°(270.18°)	+0.75	7.2	-	5600	-210	-	RNAV1
010	IF	ASAVI	-	-	+0.75	-	-	+7000 ; -FL130	-	-	RNAV1
020	TF	CM401	-	307°(306.29°)	+0.75	7.8	L	-10000	-250	-	RNAV1
030	TF	CM402	-	274°(272.70°)	+0.75	9.8	-	+7000 ; -9000	-	-	RNAV1
040	TF	NAZAI (IAF)	-	274°(272.64°)	+0.75	7.3	L	7000	-	-	RNAV1
050	TF	MAKOK (IF)	-	271°(270.18°)	+0.75	7.2	-	5600	-210	-	RNAV1
010	IF	ENBAT	-	-	+0.75	-	-	+7000 ; -FL130	-250	-	RNAV1
020	TF	EASTA (IAF)	-	340°(338.74°)	+0.75	12.9	L	7000	-	-	RNAV1
030	TF	MAKOK (IF)	-	316°(315.18°)	+0.75	10.0	-	5600	-210	-	RNAV1
010	IF	GOGOP	-	-	+0.75	-	-	11000	-250	-	RNAV1
020	TF	CM601	-	009°(008.39°)	+0.75	8.7	R	+7000 ; -10000	-	-	RNAV1
030	TF	MAKOK (IF)	-	021°(019.87°)	+0.75	12.8	-	5600	-210	-	RNAV1
010	IF	KABMU	-	-	+0.75	-	-	+7000 ; -FL130	-	-	RNAV1
020	TF	CM401	-	274°(272.75°)	+0.75	9.0	-	-10000	-250	-	RNAV1
030	TF	CM402	-	274°(272.70°)	+0.75	9.8	-	+7000 ; -9000	-	-	RNAV1
040	TF	NAZAI (IAF)	-	274°(272.64°)	+0.75	7.3	L	7000	-	-	RNAV1
050	TF	MAKOK (IF)	-	271°(270.18°)	+0.75	7.2	-	5600	-210	-	RNAV1

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

CHIANG MAI /
Chiang Mai Intl (VTCC)

RNAV RWY36

ADLUS1A ASAVI1A ENBAT1A GOGOP1A KABMU1A
MARNI1A MONLO1A PANTA1A PUMAM1A

TABULAR DESCRIPTION (2)

RNAV RWY36											
Serial	Path	Waypoint Identifier	Flyover	Course	Magnetic	Distance	Turn	Altitude	Speed	VPA/	Navigation
Number	Descriptor			° M (° T)	Variation	(NM)	Direction	(FT)	(KT)	TCH	Specification
010	IF	MARNI	-	-	+0.75	-	-	+7000 ; -FL130	-250	-	RNAV1
020	TF	CM602	-	340°(339.17°)	+0.75	11.1	-	+7000 ; -10000	-	-	RNAV1
030	TF	MAKOK (IF)	-	340°(339.15°)	+0.75	10.5	-	5600	-210	-	RNAV1
010	IF	MONLO	-	-	+0.75	-	-	+FL150 ; -FL240	-	-	RNAV1
020	TF	ENGRO	-	269°(268.50°)	+0.75	23.3	-	+FL130 ; -FL150	-	-	RNAV1
030	TF	CM202	-	269°(268.37°)	+0.75	7.3	L	@FL130	-250	-	RNAV1
040	TF	NAZAI (IAF)	-	181°(180.18°)	+0.75	17.2	R	7000	-	-	RNAV1
050	TF	MAKOK (IF)	-	271°(270.18°)	+0.75	7.2	-	5600	-210	-	RNAV1
010	IF	PANTA	-	-	+0.75	-	-	+7000 ; -FL130	-250	-	RNAV1
020	TF	EASTA (IAF)	-	301°(300.40°)	+0.75	15.6	R	7000	-	-	RNAV1
030	TF	MAKOK (IF)	-	316°(315.18°)	+0.75	10.0	-	5600	-210	-	RNAV1
010	IF	PUMAM	-	-	+0.75	-	-	+9000 ; -11000	-250	-	RNAV1
020	TF	CM601	-	021°(019.85°)	+0.75	8.8	-	+7000 ; -10000	-	-	RNAV1
030	TF	MAKOK (IF)	-	021°(019.87°)	+0.75	12.8	-	5600	-210	-	RNAV1

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

**CHIANG MAI /
Chiang Mai Intl (VTCC)**

RNAV RWY36

ADLUS1A ASAVI1A ENBAT1A GOGOP1A KABMU1A
MARNI1A MONLO1A PANTA1A PUMAM1A

WAYPOINT LIST

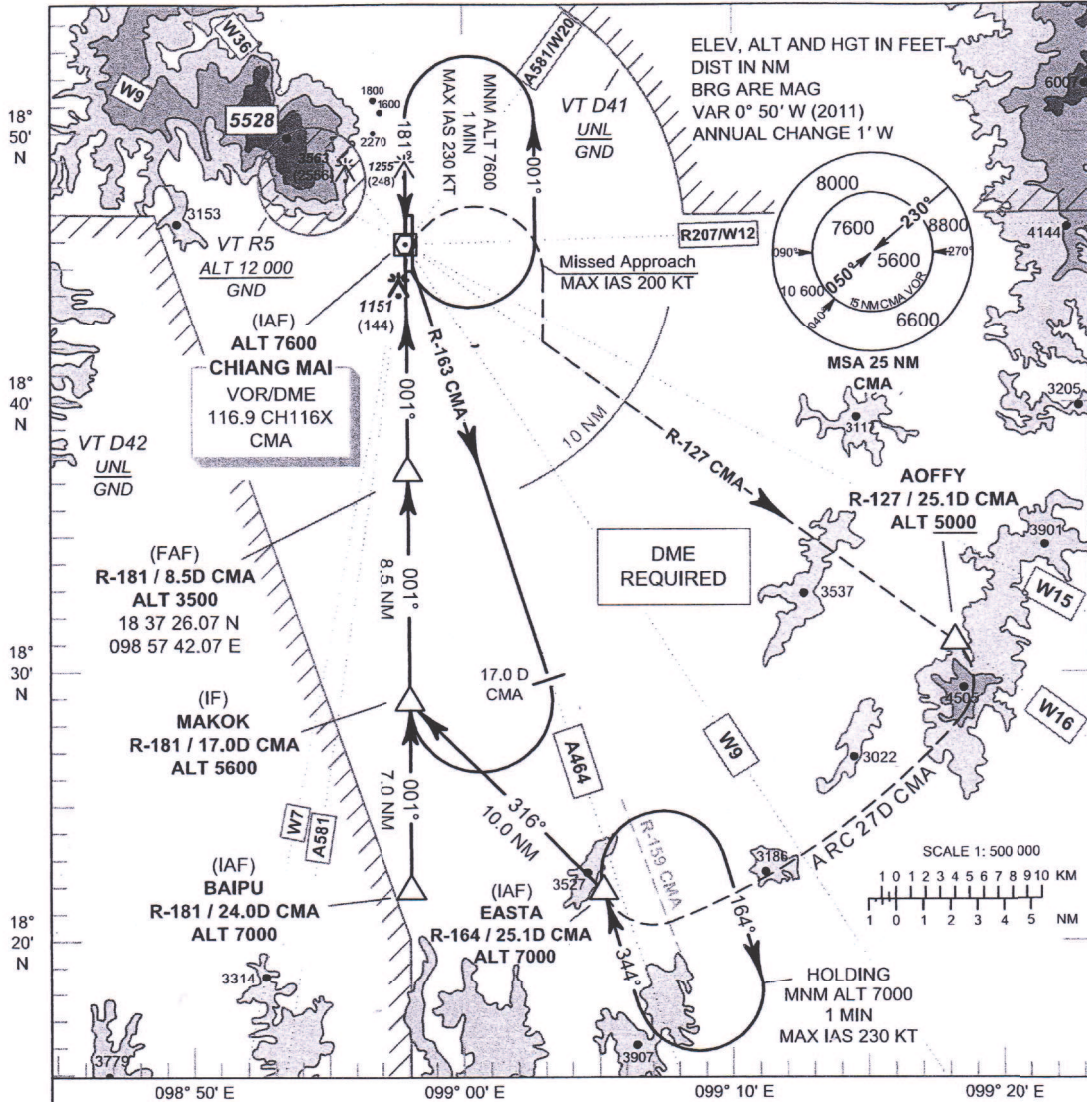
RNAV RWY36	
Waypoint Identifier	Coordinates
ADLUS	19° 06' 10.49" N 099° 13' 19.89" E
CM201	18° 59' 35.91" N 099° 10' 43.17" E
MONLO	18° 47' 02.20" N 099° 37' 43.35" E
ENGRO	18° 46' 23.84" N 099° 13' 07.91" E
CM202	18° 46' 11.11" N 099° 05' 24.24" E
KABMU	18° 27' 38.58" N 099° 32' 47.05" E
ASAVI	18° 23' 25.51" N 099° 29' 57.88" E
CM401	18° 28' 04.30" N 099° 23' 19.85" E
CM402	18° 28' 31.72" N 099° 13' 03.53" E
NAZAI	18° 28' 51.94" N 099° 05' 20.81" E
PANTA	18° 13' 51.17" N 099° 19' 17.05" E
ENBAT	18° 09' 41.04" N 099° 10' 04.36" E
EASTA	18° 21' 45.87" N 099° 05' 08.92" E
MARNI	18° 08' 36.14" N 099° 05' 49.11" E
CM602	18° 19' 01.02" N 099° 01' 40.16" E
GOGOP	18° 08' 12.79" N 098° 51' 49.68" E
PUMAM	18° 08' 30.55" N 098° 50' 01.09" E
CM601	18° 16' 48.49" N 098° 53' 09.29" E
MAKOK	18° 28' 53.15" N 098° 57' 43.76" E

INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 1036 FT
HEIGHTS RELATED TO THR RWY 36 - ELEV 1007 FT

APP : 129.6 , 305.4
 TWR : 118.1 , 236.6
 GND : 121.9 , 275.8
 ATIS : 127.2 , 301.5

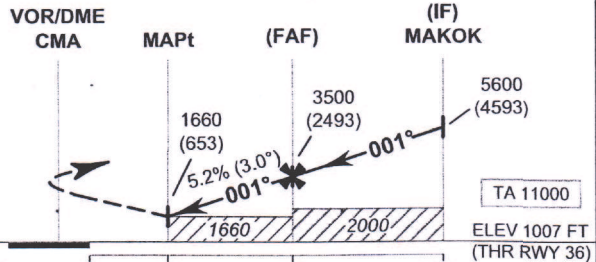
CHIANG MAI /
Chiang Mai Intl (VTCC)

VOR RWY36



MISSED APPROACH :

No turn before MAPt.
Speed restricted to MAX IAS 200 KT until after turn.
 Climb straight ahead to 1700 FT, then turn right to intercept outbound R-127 CMA VOR, proceed on R-127 to AOFFY follow ARC 27D CMA to EASTA at 7000 FT and hold or as directed by ATC.

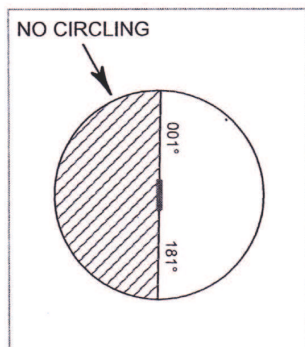


		NM FM THR 36		0	1.9	7.7	16.2						
		DME FM VOR/DME		0	0.8	2.7	8.5	17.0					
OCA/H	A	B	C	D	Distance (CMA)	2.7D	3D	4D	5D	6D	7D	8D	FAF
Straight - in Approach	1660 (653)				Altitude (Height)	1660 (653)	1750 (743)	2070 (1063)	2385 (1378)	2700 (1693)	3015 (2008)	3330 (2323)	3500 (2493)
					Ground speed	knot	100	120	140	160	180	200	
Circling* (OCH AAL)	2020 (984)		2220 (1184)	2420 (1384)	Rate of descent	(ft/min)	530	630	740	845	950	1055	
*FOR CIRCLING RESTRICTIONS SEE VERSO													

CHIANG MAI / Chiang Mai Intl (VTCC)

VOR RWY36

Fix / Point		Coordinates	
EASTA (IAF)	R-164 / 25.1 D CMA	18 21 45.87 N	099 05 08.92 E
BAIPU (IAF)	R-181 / 24.0 D CMA	- 18 21 51.34 N	098 57 42.68 E
MAKOK (IF)	R-181 / 17.0 D CMA	18 28 53.15 N	098 57 43.76 E
FAF	R-181 / 8.5 D CMA	18 37 26.07 N	098 57 42.07 E
MAPt	R-181 / 2.7 D CMA	18 43 15.43 N	098 57 40.92 E
THR RWY 36	-	18 45 10.95 N	098 57 46.26 E
VOR	CMA	18 45 58.06 N	098 57 40.38 E
AOFFY	R-127 / 25.1 D CMA	18 31 05.28 N	099 19 01.11 E

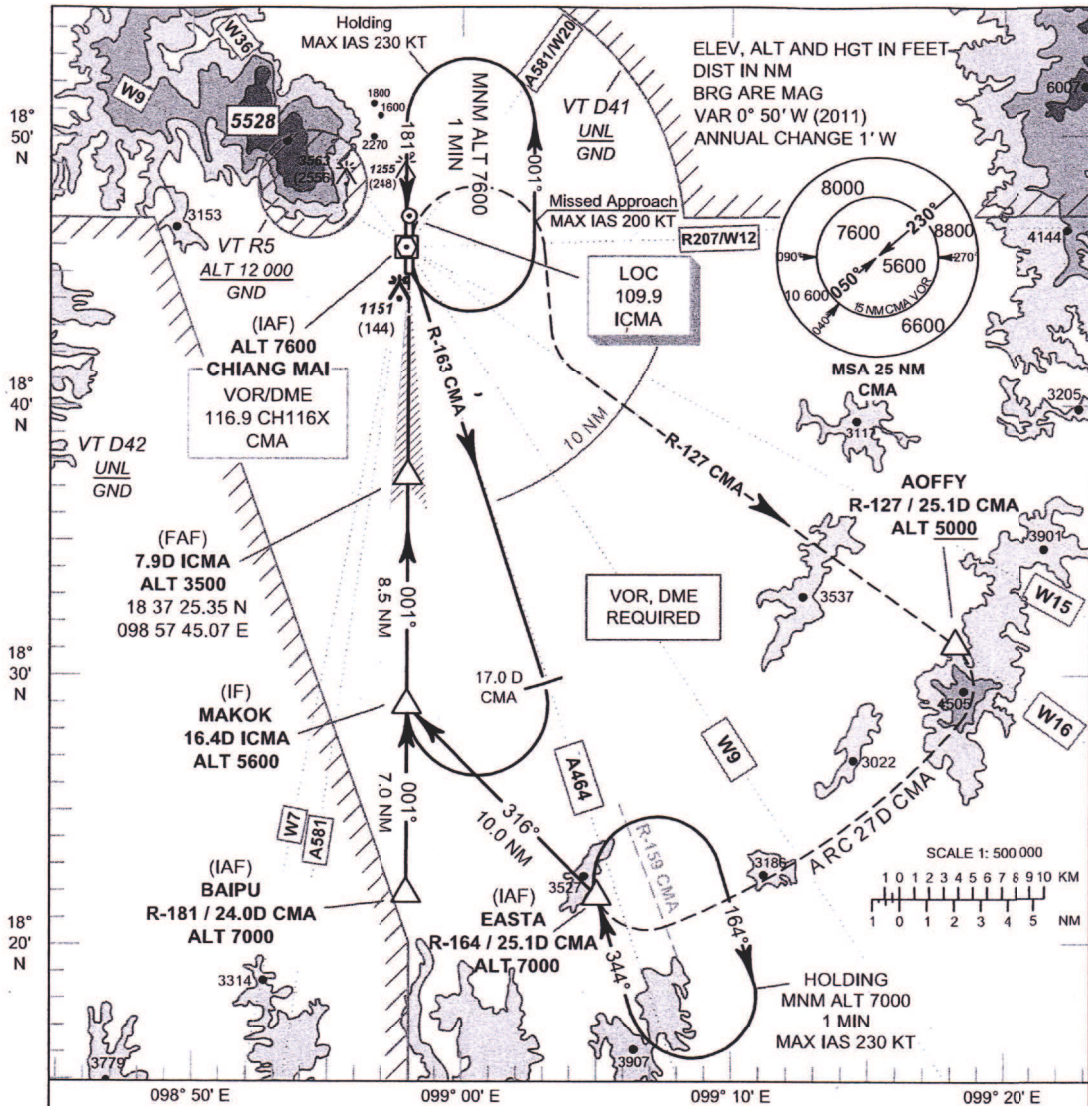


INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 1036 FT
HEIGHTS RELATED TO THR RWY 36 - ELEV 1007 FT

APP : 129.6 , 305.4
 TWR : 118.1 , 236.6
 GND : 121.9 , 275.8
 ATIS : 127.2 , 301.5

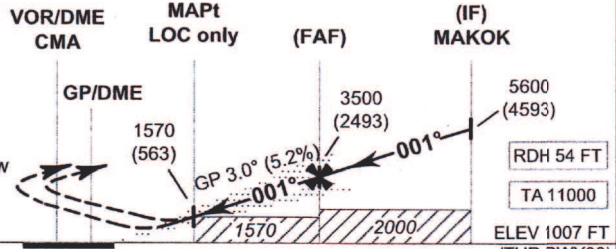
CHIANG MAI / Chiang Mai Intl (VTCC)

ILS or LOC RWY36



MISSED APPROACH :

No turn before MAPt (for LOC only).
 Speed restricted to MAX IAS 200 KT until after turn.
 Climb straight ahead to 1700 FT, then turn right to intercept outbound R-127 CMA VOR, proceed on R-127 to AOFFY follow ARC 27D CMA to EASTA at 7000 FT and hold or as directed by ATC.



NM FM THR36	0	1.6	7.7	16.2
DME FM GP/DME	0.2	1.8	7.9	16.4

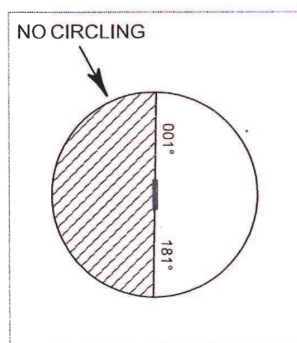
OCA/H	A	B	C	D	LOC only	Distance (ICMA)	1.8D	3D	4D	5D	6D	7D	FAF
Straight-in Approach CAT I	1390 (383)	1400 (393)	1410 (403)	1420 (413)	1570 (563)	1.8D	1570 (563)	1940 (933)	2260 (1253)	2575 (1568)	2890 (1883)	3205 (2198)	3500 (2493)
LOC only	1570 (563)					Ground speed	knot	100	120	140	160	180	200
Circling* (OCH AAL)	2020 (984)		2220 (1184)	2420 (1384)		Rate of descent	(ft/min)	530	630	740	845	950	1055

NOTE: OCA (OCH) : 1240 (233) FT of ILS procedure can be achieved for all aircraft categories which can commence a missed approach climb gradient of 4.0% (243 FT/NM) until after turn.

CHIANG MAI / Chiang Mai Intl (VTCC)

ILS or LOC RWY36

Fix / Point		Coordinates	
EASTA (IAF)	R-164 / 25.1 D CMA	18 21 45.87 N	099 05 08.92 E
BAIPU (IAF)	R-181 / 24.0 D CMA	18 21 51.34 N	098 57 42.68 E
MAKOK (IF)	16.4 D ICMA	18 28 53.15 N	098 57 43.76 E
FAF	7.9 D ICMA	18 37 25.35 N	098 57 45.07 E
MAPt (LOC only)	1.8 D ICMA	18 43 33.11 N	098 57 46.01 E
THR RWY 36	0.2 D ICMA	18 45 10.95 N	098 57 46.26 E
LOC	ICMA	18 47 07.42 N	098 57 46.56 E
AOFFY	R-127 / 25.1 D CMA	18 31 05.28 N	099 19 01.11 E



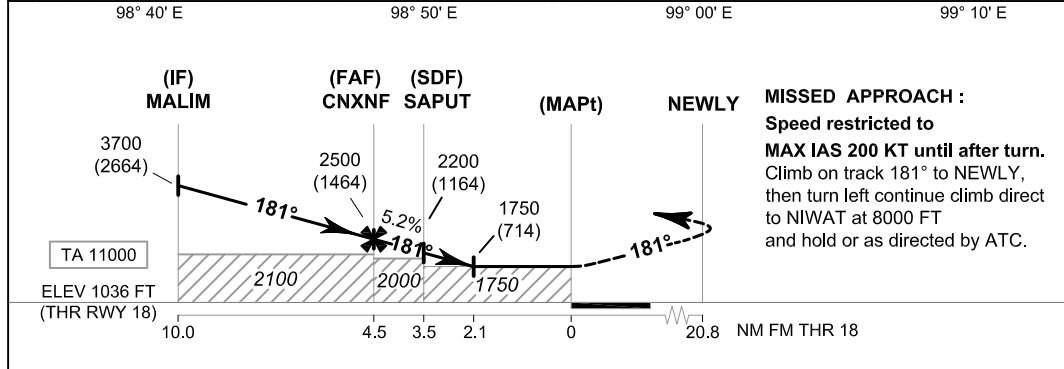
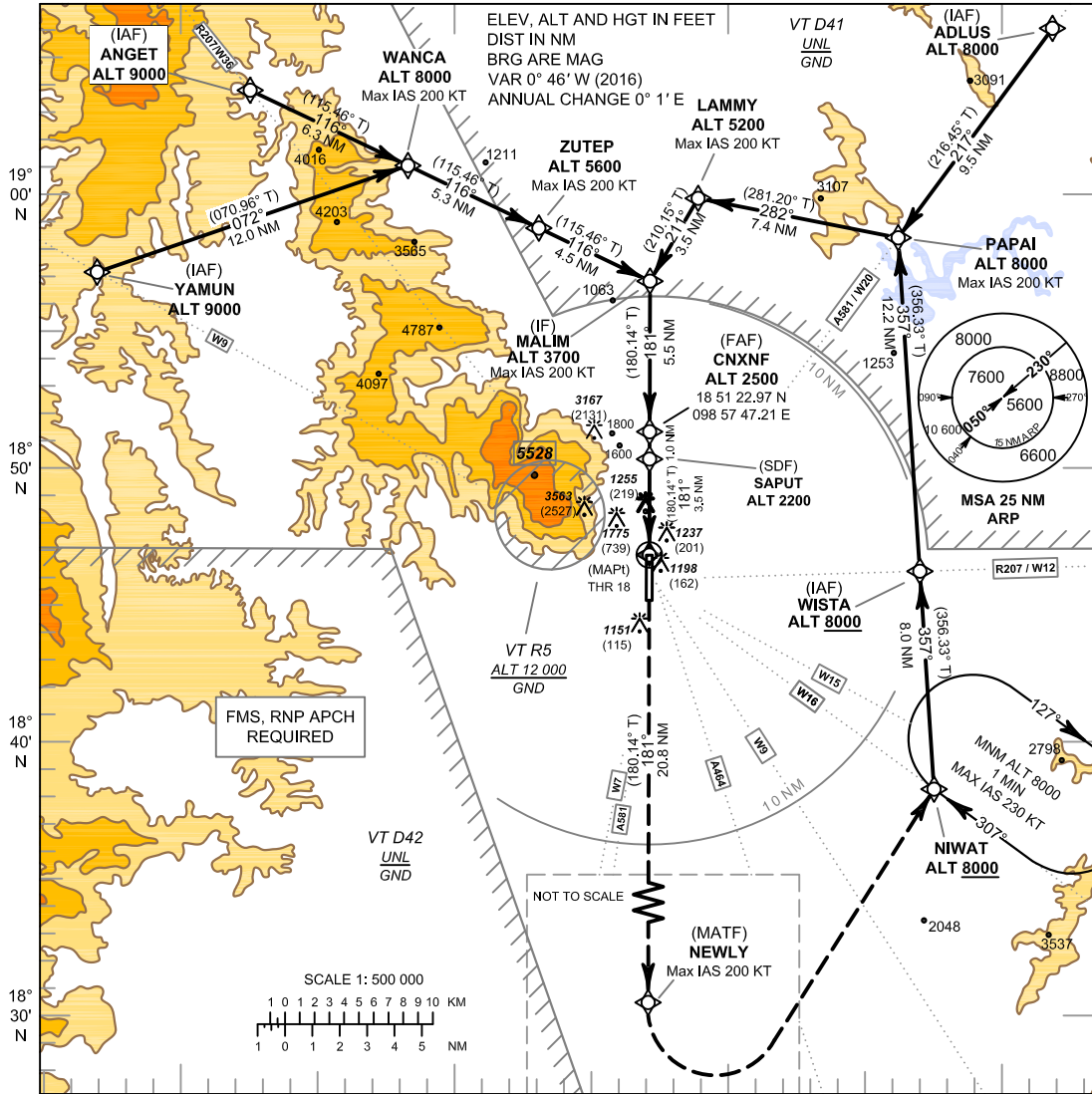
**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 1036 FT
HEIGHTS RELATED TO
AERODROME ELEV**

APP : 129.6, 305.4
TWR : 118.1, 236.6
GND : 121.9, 275.8
ATIS : 127.2, 301.5

**CHIANG MAI /
Chiang Mai Intl (VTCC)**

RNP RWY18



CHANGE: CHART TITLE.

OCA/H	A	B	C	D	NM TO THR 18	FAF	4 NM	3 NM	2.1 NM			
LNAV	1750 (714)				Altitude (Height)	2500 (1464)	2360 (1324)	2040 (1004)	1750 (714)			
Circling* (OCH AAL)	2020 (984)		2220 (1184)	2420 (1384)	Ground speed (GS)	knot	100	120	140	160	180	200
*FOR CIRCLING RESTRICTIONS SEE VERSO					Rate of descent	(ft/min)	530	630	740	845	950	1055

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 1036 FT
HEIGHTS RELATED TO
AERODROME ELEV

CHIANG MAI /
Chiang Mai Intl (VTCC)

RNP RWY18

TABULAR DESCRIPTION

RNP RWY18											
Serial	Path	Waypoint Identifier	Flyover	Course	Magnetic	Distance	Turn	Altitude	Speed	VPA/	Navigation
Number	Descriptor			° M (° T)	Variation	(NM)	Direction	(FT)	(KT)	TCH	Specification
010	IF	ANGET (IAF)	-	-	+0.75	-	-	@9000	-	-	RNP APCH
020	TF	WANCA	-	116°(115.46°)	+0.75	6.3	-	@8000	-200	-	RNP APCH
030	TF	ZUTEP	-	116°(115.46°)	+0.75	5.3	-	@5600	-200	-	RNP APCH
040	TF	MALIM (IF)	-	116°(115.46°)	+0.75	4.5	-	@3700	-200	-	RNP APCH
010	IF	YAMUN (IAF)	-	-	+0.75	-	-	@9000	-	-	RNP APCH
020	TF	WANCA	-	072°(070.96°)	+0.75	12.0	R	@8000	-200	-	RNP APCH
030	TF	ZUTEP	-	116°(115.46°)	+0.75	5.3	-	@5600	-200	-	RNP APCH
040	TF	MALIM (IF)	-	116°(115.46°)	+0.75	4.5	-	@3700	-200	-	RNP APCH
010	IF	ADLUS (IAF)	-	-	+0.75	-	-	@8000	-	-	RNP APCH
020	TF	PAPAI	-	217°(216.45°)	+0.75	9.5	R	@8000	-200	-	RNP APCH
030	TF	LAMMY	-	282°(281.20°)	+0.75	7.4	L	@5200	-200	-	RNP APCH
040	TF	MALIM (IF)	-	211°(210.15°)	+0.75	3.5	-	@3700	-200	-	RNP APCH
010	IF	NIWAT	-	-	+0.75	-	-	+8000	-	-	RNP APCH
020	TF	WISTA (IAF)	-	357°(356.33°)	+0.75	8.0	-	+8000	-	-	RNP APCH
030	TF	PAPAI	-	357°(356.33°)	+0.75	12.2	L	@8000	-200	-	RNP APCH
040	TF	LAMMY	-	282°(281.20°)	+0.75	7.4	L	@5200	-200	-	RNP APCH
050	TF	MALIM (IF)	-	211°(210.15°)	+0.75	3.5	-	@3700	-200	-	RNP APCH
010	IF	MALIM (IF)	-	-	+0.75	-	-	@3700	-200	-	RNP APCH
020	TF	CNXNF (FAF)	-	181°(180.14°)	+0.75	5.5	-	@2500	-	-	RNP APCH
030	TF	SAPUT (SDF)	-	181°(180.14°)	+0.75	1.0	-	@2200	-	-	RNP APCH
040	TF	THR18 (MAPt)	Y	181°(180.14°)	+0.75	3.5	-	@1750	-	-	RNP APCH
050	TF	NEWLY (MATF)	-	181°(180.14°)	+0.75	20.8	-	-	-200	-	RNP APCH
060	DF	NIWAT	-	-	+0.75	-	L	+8000	-	-	RNP APCH
070	HM	NIWAT	Y	307°(306.18°)	+0.75	1 minute	R	+8000	-230	-	RNP APCH

CHANGE: CHART TITLE.

**INSTRUMENT
APPROACH
CHART - ICAO**

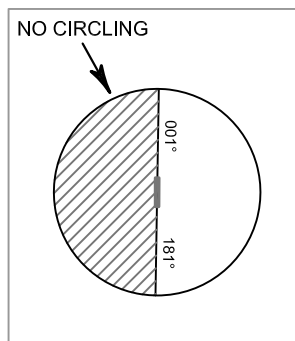
AERODROME ELEV 1036 FT
HEIGHTS RELATED TO
AERODROME ELEV

**CHIANG MAI /
Chiang Mai Intl (VTCC)**

RNP RWY18

WAYPOINT LIST

RNP RWY18			
Waypoint Identifier	Coordinates		Pronunciation
ANGET	19° 03' 53.80" N	098° 42' 22.25" E	ANN - GET
YAMUN	18° 57' 12.85" N	098° 36' 28.84" E	YA - MOON
WANCA	19° 01' 08.45" N	098° 48' 27.72" E	WAN - SHA
ZUTEP	18° 58' 51.10" N	098° 53' 30.82" E	SU - TEPH
ADLUS	19° 06' 10.49" N	099° 13' 19.89" E	ADD - LUST
NWAT	18° 38' 15.97" N	099° 08' 44.17" E	NI - WATH
WISTA	18° 46' 15.75" N	099° 08' 11.82" E	WISS - TA
PAPAI	18° 58' 29.70" N	099° 07' 22.25" E	PA - PEI
LAMMY	18° 59' 56.75" N	098° 59' 39.38" E	LAM - MEE
MALIM	18° 56' 54.38" N	098° 57' 48.06" E	MAE - LIM
CNXNF	18° 51' 22.97" N	098° 57' 47.21" E	
SAPUT	18° 50' 22.71" N	098° 57' 47.05" E	SA - POOT
MAPt (THR18)	18° 46' 51.81" N	098° 57' 46.51" E	
NEWLY	18° 25' 58.44" N	098° 57' 43.31" E	NEW - LEE



CHANGE CHART TITLE.

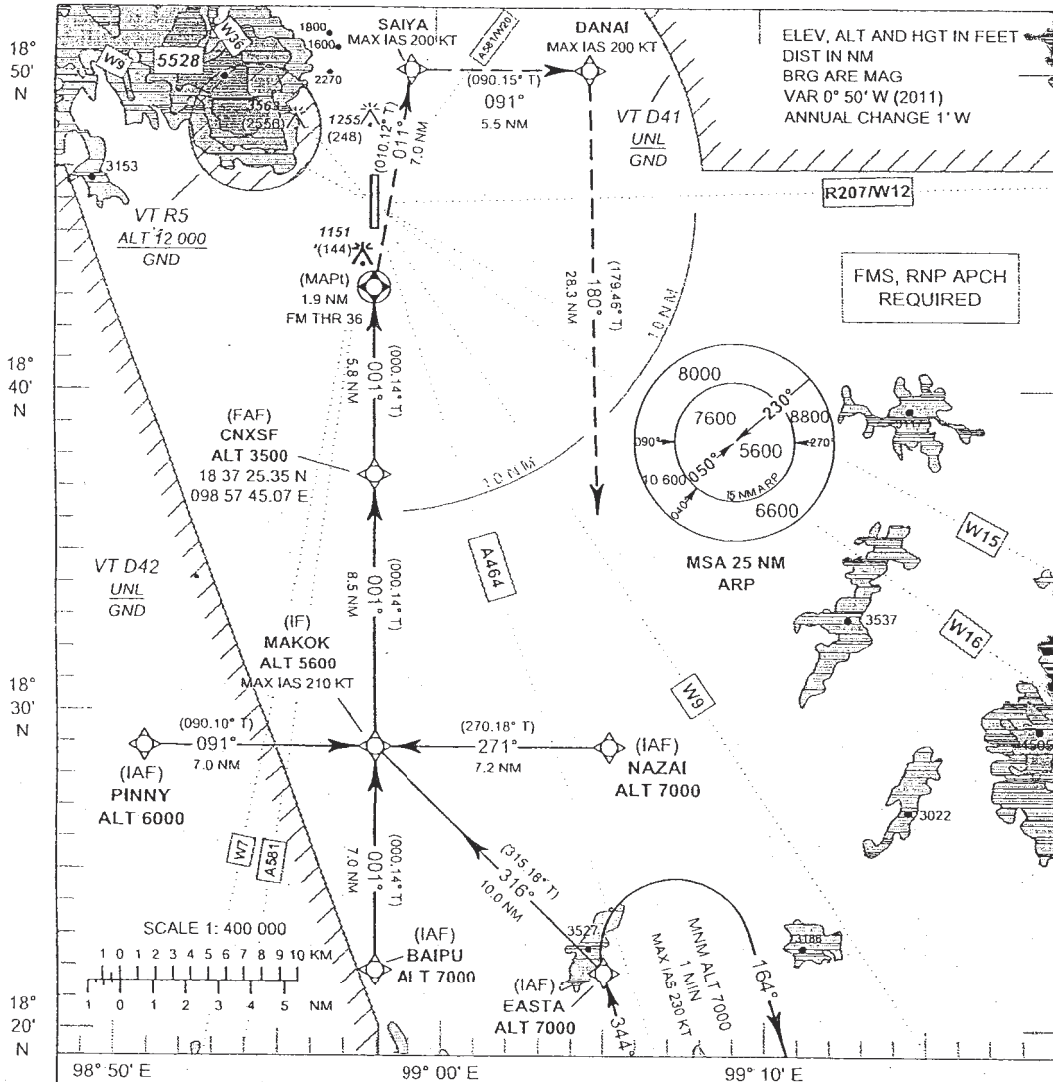
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INSTRUMENT APPROACH CHART - ICAO AERODROME ELEV 1036 FT HEIGHTS RELATED TO THR RWY 36 - ELEV 1007 FT

APP : 129.6 , 305.4
TWR : 118.1 , 236.6
GND : 121.9 , 275.8
ATIS : 127.2 , 301.5

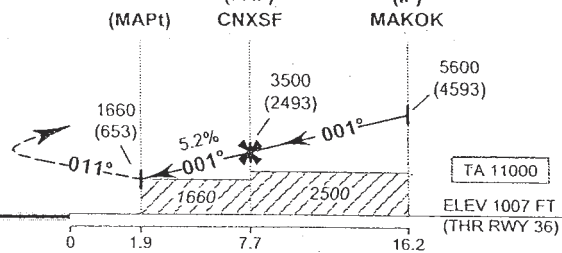
CHIANG MAI /
Chiang Mai Intl (VTCC)

RNP RWY36



MISSED APPROACH :

At MAPt, turn right climb on course 011° to SAIYA. Continue to DANAI then EASTA at 7000 (5993) FT, and hold or as directed by ATC.



CHANGE: CHART TITLE.

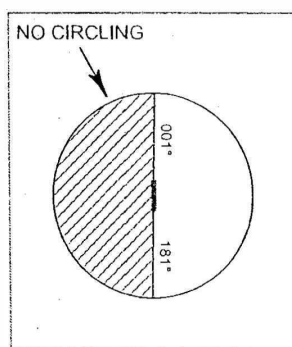
OCA/H	A	B	C	D	NM to THR 36	1.9 NM	2 NM	3 NM	4 NM	5 NM	6 NM	7 NM	FAF
LNAV	1660 (653)				Altitude (Height)	1660 (653)	1690 (683)	2005 (998)	2320 (1133)	2635 (1628)	2955 (1948)	3270 (2263)	3500 (2493)
Circling* (OCH AAL)	2020 (984)	2020 (984)	2220 (1184)	2420 (1384)	Ground speed (GS)	knot	100	120	140	160	180	200	
*FOR CIRCLING RESTRICTIONS SEE VERSO					Rate of descent	(ft/min)	530	630	740	845	950	1055	

INSTRUMENT AERODROME ELEV 1036 FT
APPROACH HEIGHTS RELATED TO
CHART - ICAO THR RWY 36 - ELEV 1007 FT

CHIANG MAI /
Chiang Mai Intl (VTCC)

RNP RWY36

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	EASTA (IAF)	18 21 45.87 N	099 05 08.92 E	-	316*(315.18*)	0.87	10.0	-	7000	-	-	RNP APCH
002	IF	BAIPU (IAF)	18 21 51.34 N	098 57 42.68 E	-	001*(000.14*)	0.87	7.0	-	7000	-	-	RNP APCH
003	IF	PINNY (IAF)	18 28 54.04 N	098 50 21.69 E	-	091*(090.10*)	0.87	7.0	-	6000	-	-	RNP APCH
004	IF	NAZAI (IAF)	18 28 51.94 N	099 05 20.81 E	-	271*(270.18*)	0.87	7.2	-	7000	-	-	RNP APCH
005	TF	MAKOK (IF)	18 28 53.15 N	098 57 43.76 E	-	001*(000.14*)	0.87	8.5	L, R	5600	210	-	RNP APCH
006	TF	CNXSF (FAF)	18 37 25.35 N	098 57 45.07 E	-	001*(000.14*)	0.87	5.8	-	3500	-	-	RNP APCH
008	CF	MAPt (1.9 NM FM THR36)	18 43 15.94 N	098 57 45.96 E	Y	011*(010.12*)	0.87	7.0	R	1660	-	-	RNP APCH
009	TF	SAIYA	18 50 12.05 N	098 59 03.95 E	-	091*(090.15*)	0.87	5.5	R	-	200	-	RNP APCH
010	TF	DANAI	18 50 11.11 N	099 04 52.02 E	-	180*(179.46*)	0.87	28.3	R	-	200	-	RNP APCH
011	TF	EASTA (IAF)	18 21 45.87 N	099 05 08.92 E	-	344*(343.61*)	0.87	-	-	7000	-	-	RNP APCH
012	HM	EASTA (IAF)	18 21 45.87 N	099 05 08.92 E	Y	344*(343.61*)	0.87	-	R	7000	-	-	RNP APCH



CHANGE: CHART TITLE.