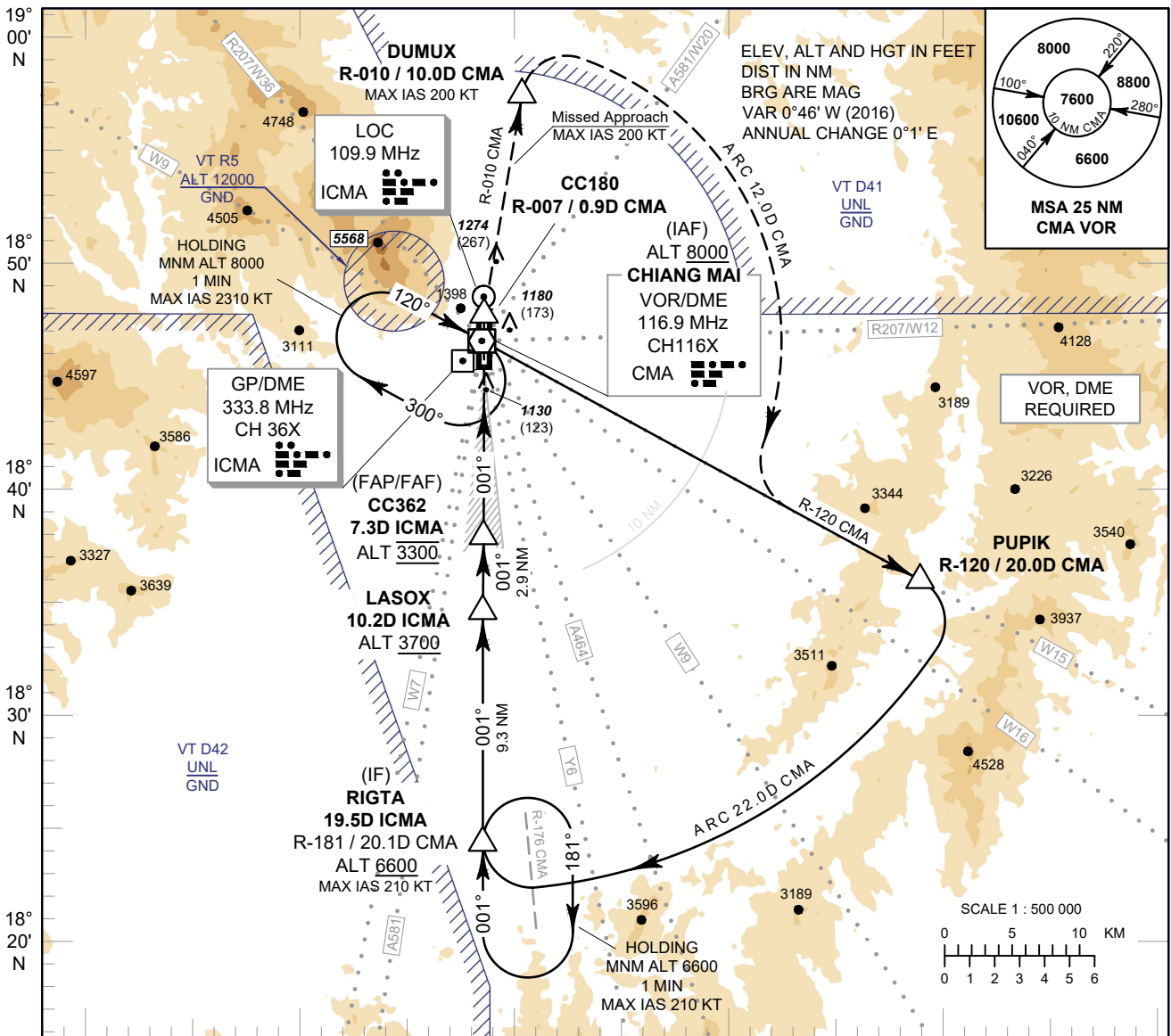


INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 1036 FT
HEIGHTS RELATED TO THR RWY36 - ELEV 1007 FT

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 y RWY36



098° 40' E 098° 50' E 099° 00' E 099° 10' E 099° 20' E 099° 30' E

MISSED APPROACH :
 No turn before MAPt.
 Speed restricted to
MAX IAS 200 KT until after turn.
 Climb straight ahead to CC180,
 then turn right to intercept outbound
 R-010 CMA VOR to DUMUX,
 then follow ARC 12.0D CMA VOR until
 intercept outbound R-120 CMA VOR and
 proceed to PUPIK,
 then follow ARC 22.0D CMA VOR to RIGTA
 at minimum 6600 FT and hold or
 as directed by ATC.

(MAPt) LOC only (FAP/FAF) (IF)
 CC180 CC361 CC362 LASOX RIGTA
 GP/DME 3300 3700 6600
 (2293) (2693) (5593)
 RDH 54 ft
 TA 11000
 ELEV 1007 FT
 (THR RWY36)

		DME FM GP/DME	0	0.2	2.0	7.3	10.2	19.5					
		NM FM THR	0	1.8	7.1	10.0	19.3						
OCA/H		A	B	C	D	Distance (ICMA)	2.0 D	3 D	4 D	5 D	6 D	7 D	FAF
Straight-in Approach		1420 (413)				Altitude (Height)	1630 (623)	1945 (938)	2260 (1253)	2575 (1568)	2895 (1888)	3210 (2203)	3300 (2293)
LOC only		1630 (623)				Ground Speed	knot	70	90	100	120	140	160
Circling* (OCH AAL)		2030 (994)	2220 (1184)	2420 (1384)	Rate of Descent	ft/min	369	474	527	632	737	843	

* FOR CIRCLING RESTRICTION SEE VERSO

NOTE: OCA/H 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 CC180.

CHANGE: REVISED CHART.