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	316 M (1036 FT)/36°C
4	Geoid Undulation at AD ELEV PSN	-39.4 M (-129 FT)
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	ATS Reporting Office (ARO): Located at Chiang Mai Air Traffic Control Center (1st floor of tower building) Tel: +669 1818 5798 Fax:+66 5327 7897

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

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	Adequately provided as recommended by ICAO
3	Capability for removal of disabled aircraft	Available - Up to B-747
4	Remarks	For removal of disabled aircraft, please contact : - Rescue and Fire Fighting Division and Maintenance Department Tel: +665 392 2342, +665 392 2379 - Thai Airways International PLC Tel: +665 392 2262 - Royal Thai Air Force Tel: +665 328 1012 ext.5-7422, 5-7410 +665 328 1012-15

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	South Apron Aircraft Stand NR 1-19 Surface: Concrete Strength: PCN 63/R/B/W/T South Apron Aircraft Stand NR 20L, 20 And 20R Surface: Concrete Strength: PCN 63/R/B/W/T
2	Taxiway width, surface and strength	– Taxiway A Width: 23 M, Surface: Concrete, PCN 63/R/B/W/T – Taxiway B, G Width: 23 M, Surface: Asphalt, PCN 59/F/A/X/T – Taxiway C Width: 23 M, Surface: Asphalt, PCN 54/F/C/X/T – Taxiway D Rapid exit taxiway Width: 28 M, Surface: Asphalt, PCN 54/F/C/X/T – Taxiway E Width: 28 M, Surface: Asphalt, PCN 54/F/C/X/T – Taxiway F Width: 23 M, Surface: Concrete, PCN 63/R/B/W/T – Taxiway P Width: 23 M, Surface: Asphalt, PCN 74/F/C/X/T Width: 23 M, Surface: Concrete, PCN 63/R/B/W/T – Taxiway H Width: 23 M, Surface: Concrete, PCN 63/R/B/W/T – Taxiway P5, P6 Width: 35 M, Surface: Concrete, PCN 63/R/B/W/T – Taxiway Q Width: 23 M, Surface: Concrete, PCN 63/R/B/W/T
3	Altimeter checkpoint location and elevation	Location: At Apron Elevation: 307.2 M/1008 FT
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	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.
2	RWY and TWY markings and LGT	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
3	Stop bars	NIL
4	Other runway protection measures	NIL
5	Remarks	NIL

VTCC 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	
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	Building HGT 381.18 M. MSL	184722.21N 0985827.25E	
See Aerodrome Obstacle Chart Type A			Building HGT 382.29 M. MSL	184744.83N 0985709.86E	
			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	184651.80N 0985746.52E	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	184510.94N 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	Yes	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 2.5 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: 1. 40 NM Orbit – Radial 350º-080º altitude should not below 8 000 FT – Radial 081º-180º altitude should not below 7 000 FT – Radial 181º-240º altitude should not below 9 000 FT 2. 20 NM Orbit (Due to mountainous terrain) – Radial 241º-349º 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. A. Localizer – Coverage 18 NM within ± 10° and 10 NM between ± 10° and ± 35° 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. 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.
GP/ DME		333.8 MHZ CH36X		184521.62N 0985742.19E		
TACAN	CHM	CH 109		1846.2N 9858.2E		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 and 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 approved for CAT I operations.

3.2 Low visibility procedures will be activated when visibility is less than RVR 800 m.

3.3 Airport low visibility procedures will be enforced based on 3 Phases of Low Visibility Conditions (LVC) as following.

3.3.1 **LVC Warning**

3.3.1.1 LVC Warning will be activated when RVR is less than 800 m but not less than 550 m (RVR 550 – less than 800 m)

3.3.1.2 All ground operators will be informed by voice broadcasting.

3.3.1.3 All Operations near taxiway and runway will be restricted in accordance with the conditions set out in the aerodrome manual and airline’s SOPs until low visibility condition is terminated.

3.3.1.4 Vehicles operating on service road shall maintain a speed within 20 km/hr and vehicles operating in movement area shall maintain a speed within 10 km/hr. All vehicles shall be ascertained that their headlamps and obstacle lights are turned on throughout the whole area of operations.

3.3.2 **LVC Phase A** (RVR 200 – less than 550 m)

3.3.2.1 LVP Phase A will be activated when RVR is less than 550 m but not less than 200 m.

3.3.2.2 All ground operators will be informed by both flashing-orange lights which located at the airside entrance gate number 1, aircraft parking stand number 3,5,7,12,17 and by voice broadcasting.

3.3.2.3 Vehicles operating on service road shall maintain a speed within 20 km/hr and vehicles operating in Apron shall maintain a speed within 10 km/hr.All vehicles shall be ascertained that their headlamps and obstacle lights are turned on throughout the whole area of operations. All operations on taxiway and runway shall be terminated and vacated from the area.

3.3.3 **LVC Phase B** (RVR less than 200 m)

3.3.3.1 LVP Phase B will be activated when RVR is less than 200 m.

3.3.3.2 All ground operators will be informed by both flashing-white lights which located at the airside entrance gate number 1, aircraft parking stand number 3,5,7,12,17 and by voice broadcasting.

3.3.3.3 All ground operations will be restricted in accordance with the conditions set out in the aerodrome manual and airline’s SOPs. All ground equipment brakes shall be on a lock position and the chock shall be put to the wheel of that equipment.

3.3.3.4 All operations and vehicles in apron area are restricted in accordance with the conditions set out in the aerodrome manual and airline’s SOPs.

3.4 **Termination of low visibility procedures** (RVR more than 800 m)

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

3.4.2 After low visibility condition termination notification, all ground operators shall resume normal operations.

Remark: RVR = Runway Visual Range

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.

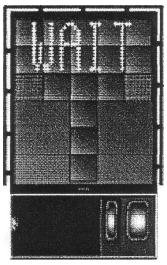
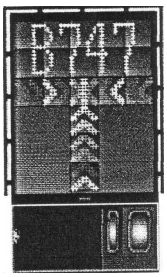
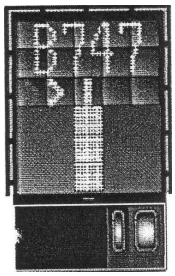
b) Item to check before entering the stand area

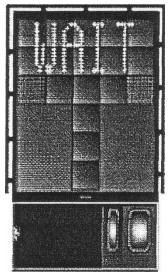
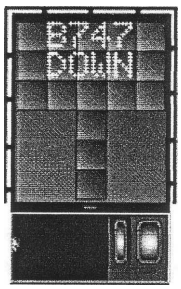
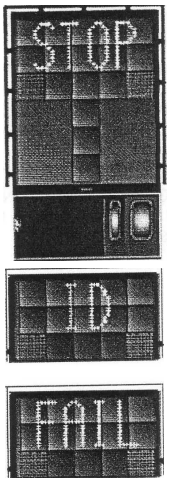
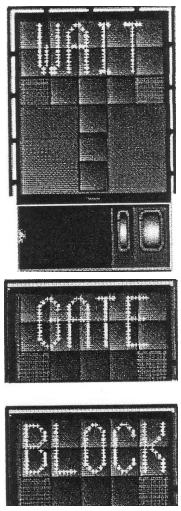
Warning: The pilot shall not enter the stand area, unless the docking system first is showing the vertical running arrows. The pilot must not proceed beyond the bridge, unless these arrows have been superseded by the closing rate bar.

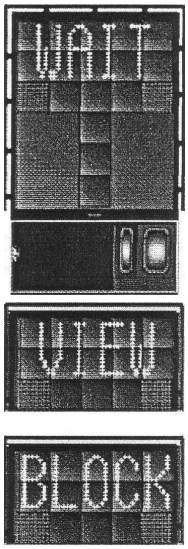
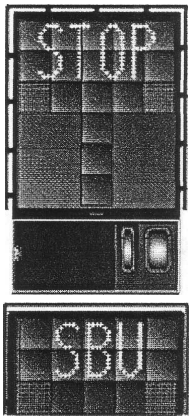
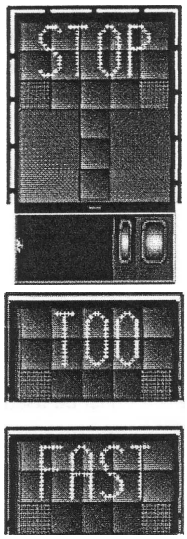
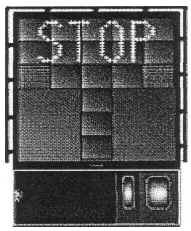
Warning: The pilot shall not enter the stand area, unless the aircraft type displayed is equal to the approaching aircraft/ The Correctness of other information, such as ‘door 2’, shall also be checked.

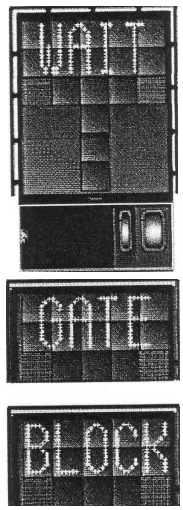
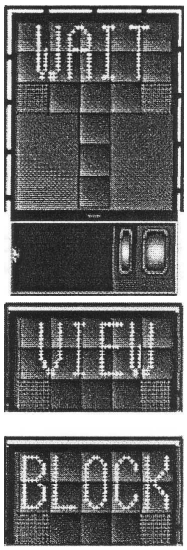
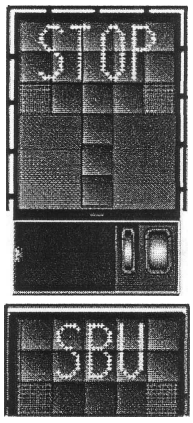
c) The SBU message

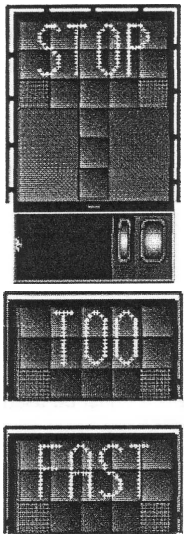
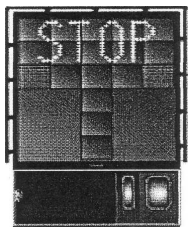
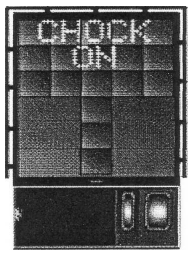
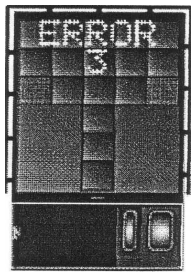
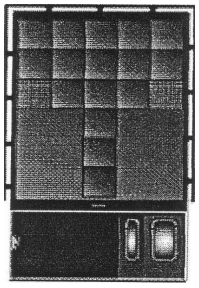
The message STOP SBU means that docking has been interrupted and has to be resumed only by manual guidance. Do not try to resume docking without manual guidance.

	4.2.2 START-OF-DOCKING 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.
	4.2.3 CAPTURE 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.
	4.2.4TRACKING 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.

	4.2.13 WAIT. 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. 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. The pilot must not proceed beyond the bridge, unless the "WAIT" message has been superseded by the closing rate bar.
	4.2.14 BAD WEATHER CONDITION. 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. This message will be superseded by the closing rate bar, as soon as the System detects the approaching aircraft. The pilot must not proceed beyond the bridge, unless the DOWN GRADE text has been superseded by the closing rate bar.
	4.2.15 AIRCRAFT VERIFICATION FAILURE. 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. The pilot must not proceed beyond the bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.
	4.2.16 GATE BLOCKED. 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. The pilot must not proceed beyond the bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.

	4.2.17 VIEW BLOCKED 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
	4.2.18 SBU-STOP 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.
	4.2.19 TOO FAST 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.
	4.2.20 EMERGENCY STOP When the emergency stop button is pressed, STOP is displayed.

	4.2.16 GATE BLOCKED. 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. The pilot must not proceed beyond the bridge without manual guidance, unless the WAIT message has been superseded by the closing rate bar.
	4.2.17 VIEW BLOCKED 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
	4.2.18 SBU-STOP 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.

	4.2.19 TOO FAST 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.
	4.2.20 EMERGENCY STOP When the emergency stop button is pressed, STOP is displayed.
	4.2.21 CHOCKS ON 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.
	4.2.22 ERROR 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.
	4.2.23 SYSTEM BREAKDOWN 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. POWER FAILURE In case of a power failure, the display will be completely black. A manual backup procedure must be used for docking guidance.

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.

6. PUSH BACK PROCEDURE

6.1 When flight formalities have been completed and the aircraft is ready for push back, the pilot shall contact ATC for start-up and push back clearance.

6.2 All aircraft shall start-up with only one engine at idle power during push back from the stand at a safe position for taxiing by push-back tug and shall taxi with minimum breakaway thrust.

6.3 In order to avoid jet blast damage to the other aircraft, equipment and personnel on nearby stands, the following aircraft maneuvering procedures are to be observed:

6.3.1 When the pilot is ready for start-up and push back, he shall seek confirmation from the ground crew that there is no hazard to his aircraft starting up.

6.3.2 Ground crew must ensure that the area behind an aircraft is clear of vehicles, equipment and other obstructions before the start-up or push back of aircraft commences.

6.3.3 Pilots are reminded that they should always use minimum power when starting engine on the apron and when taxiing. It is especially important when starting to taxi that breakaway thrust is kept to a minimum.

6.3.4 When the anti-collision beacons of the aircraft have been switched on, no vehicular movement is permitted behind the aircraft.

6.4 Aircraft shall be parked nose-in either to the terminal building on a stand attached to a passenger loading bridge or on a remote stand.

6.5 Aircraft above code letter A and B will need to be pushed back from the stand towards the Taxiway Center Line considering the Standard Taxi Routes by using push-back tug.

6.6 The procedures of push back aircraft will vary when it becomes necessary to expedite the flow of traffic. ATC will issue specific instructions to the pilots and make sure that the pilots also understand the instructions.

6.7 Power-back is not permitted at any parking stands.

7. SELF- MANEUVERING

7.1 Self-maneuvering is permitted only for aircraft code letter A, B, or aircraft with wingspan up to 24 meters (79 feet).

7.2 Marshalling service shall be provided and shall have wing walker personnel guiding on both side of the aircraft wing tips.

7.3 Self-maneuvering can be conducted when the next adjacent aircraft parking stand is vacant.

7.4 Pilots are reminded that they should always use minimum power during self- maneuvering operations.

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 Approachon 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		

Direction of Flight	Reporting Point	Reporting Point	Reporting Point	Reporting Point	Reporting Point
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 SOUTH-BOUND	MAE JO	PA LAN	SAN NA MENG	SAN KLANG	TOT	DOI TI
HDR – SOUTHWEST BOUND	MAE JO	PA LAN	SAN NA MENG	SAN KLANG	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 NORTH-BOUND	PA LAN	MAE JO	MAE RIM			
HPK – NORTHEAST BOUND	PA LAN					
HPK – EASTBOUND	PA LAN	SAN NA MENG	BO SANG			
HPK – SOUTHEAST BOUND AND SOUTH-BOUND	PA LAN	SAN NA MENG	SAN KLANG	TOT	DOI TI	

Direction of Flight	Reporting Point	Reporting Point	Reporting Point	Reporting Point	Reporting Point	Reporting Point
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			

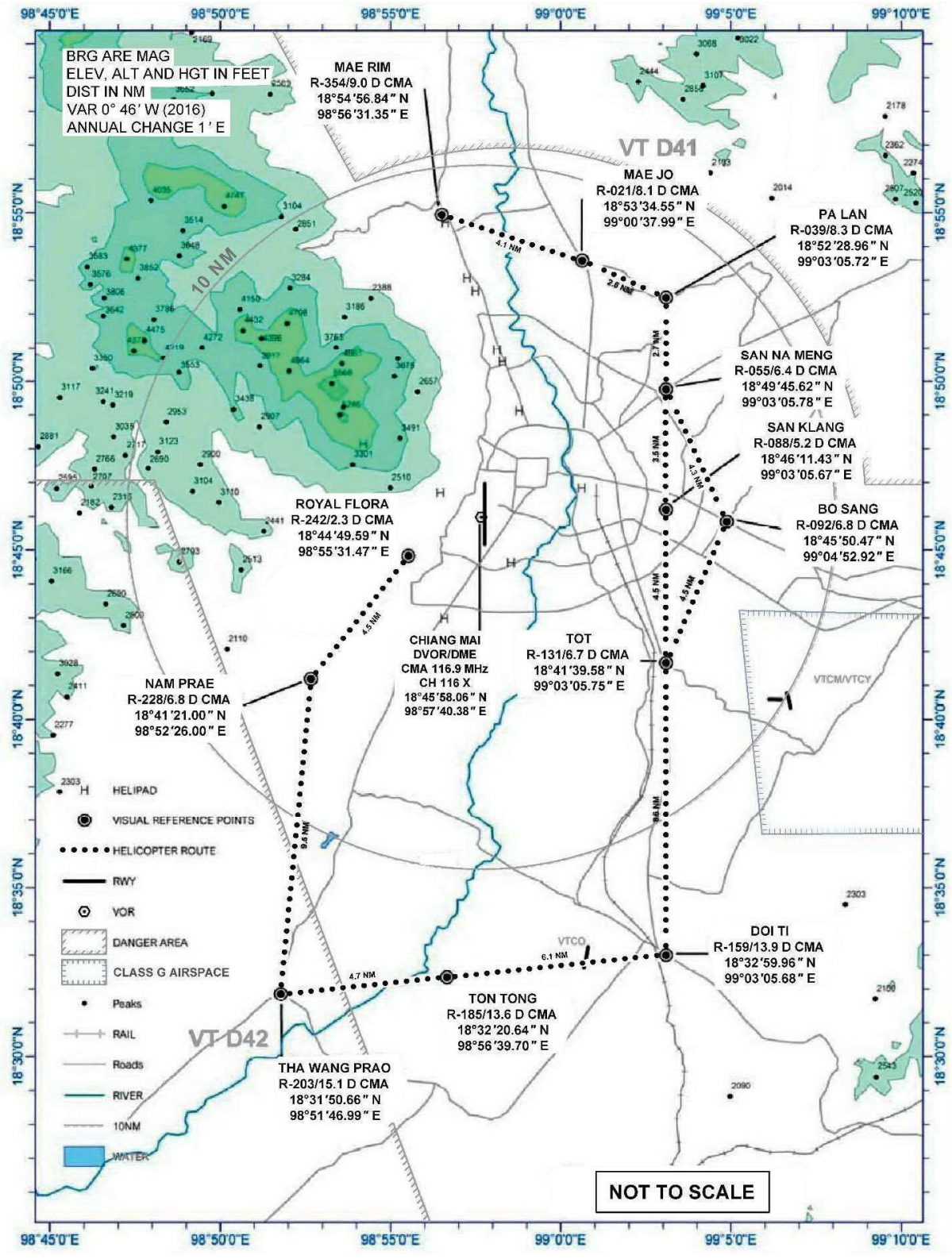
1.22 VFR helicopter routes for departure and arrival at EGAT Hang Dong (HEG)

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



2. SPEED CONTROL PROCEDURE IN CHIANG MAI TMA

a) All arriving turbo-propeller and turbo-jet aircraft when flying below 10000 FT AMSL are subject to fly not faster than indicated air speed 250 knots unless authorized by ATC.
b) Speed will be reduced to 220 knots during 20-25 track miles from touchdown.
c) 180 knots at Intermediate fix (Including aircraft from RNAV STAR), or shortly before closing heading to intercept or to establish the final course,
d) 150 to 160 knots at FAP or FAF; all speed to be flown as accurately as possible. At the other times, speed control may be applied on a tactical basis to extent determined by ATC.
e) Pilots who unable to comply with the speed limits specifics above for reasons of flight safety and/or weather conditions should inform ATC and state the speed acceptable.
f) ATC will notify that the aircraft may keep its preferred speed without restriction and will use the phrase “NO SPEED RESTRICTIONS”. An instruction to notify that the aircraft need no longer comply with the previous issued speed restriction, the phrase “RESUME NORMAL SPEED” will be used.
g) All aircraft navigating under conditions of RNAV STARs shall conform to speed limitation as published then at IF pilot shall comply with speed control procedures unless otherwise instructed by ATC.
h) If the pilots do not comply, the flight shall follow ATC instruction for re-sequencing.

NOTE - an instruction to “RESUME NORMAL SPEED” does not cancel speed restrictions that applicable to published procedure of upcoming segments of flight, aircraft shall comply speed restrictions specified in a) b) c) and d)

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-manoeuvre 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

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AERODROME CHART - ICAO

18 46 17N
098 57 46E

ELEV 1036 FT

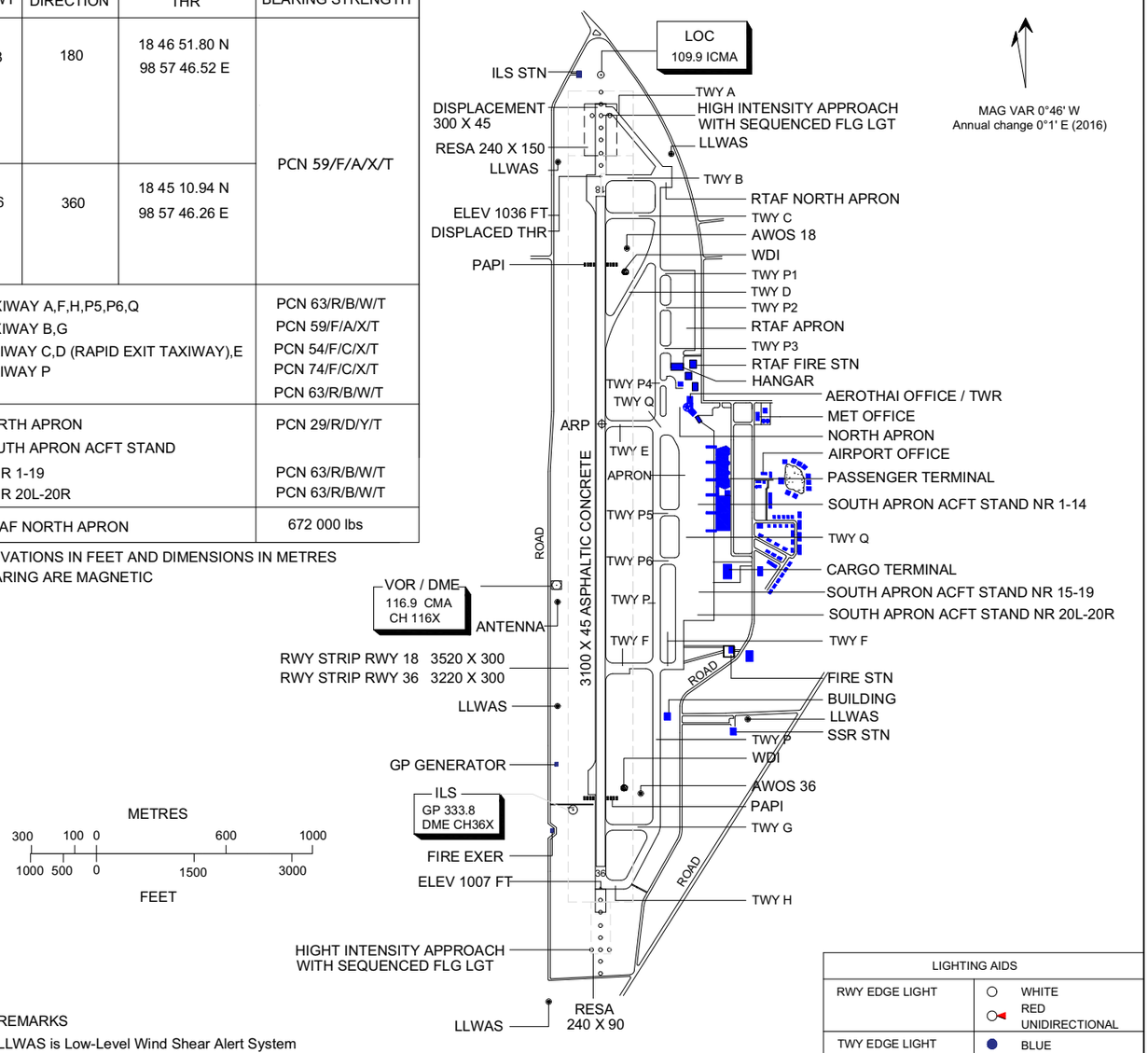
TWR 118.1

CHIANG MAI / Chiang Mai Intl

RWY	DIRECTION	THR	BEARING STRENGTH
18	180	18 46 51.80 N 98 57 46.52 E	PCN 59/F/A/X/T
36	360	18 45 10.94 N 98 57 46.26 E	

TAXIWAY A,F,H,P5,P6,Q	PCN 63/R/B/W/T
TAXIWAY B,G	PCN 59/F/A/X/T
TAXIWAY C,D (RAPID EXIT TAXIWAY),E	PCN 54/F/C/X/T
TAXIWAY P	PCN 74/F/C/X/T
	PCN 63/R/B/W/T
NORTH APRON	PCN 29/R/D/Y/T
SOUTH APRON ACFT STAND	
NR 1-19	PCN 63/R/B/W/T
NR 20L-20R	PCN 63/R/B/W/T
RTAF NORTH APRON	672 000 lbs

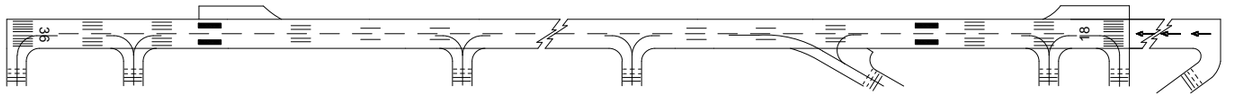
ELEVATIONS IN FEET AND DIMENSIONS IN METRES
BEARING ARE MAGNETIC



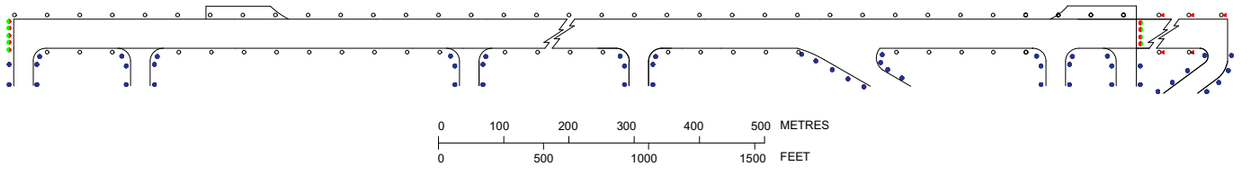
LIGHTING AIDS	
RWY EDGE LIGHT	WHITE RED UNIDIRECTIONAL
TWY EDGE LIGHT	BLUE
THR/END LIGHT	RED/GREEN BIDIRECTIONAL

REMARKS
- LLWAS is Low-Level Wind Shear Alert System
- AWOS is Automated Weather Observation System

MARKING AIDS RWY 18/36 AND EXIT TWY



LIGHTING AIDS RWY 18/36 AND EXIT TWY



Change : BEARING STRENGTH RWY and TWY-WIND SHEAR ALERT SYSTEM-AWOS-THR ELEV CHANGED SOUTH APRONACFT STAND NR 20L-20R,LLWAS,ANTENNA ADDED

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AIP
Thailand

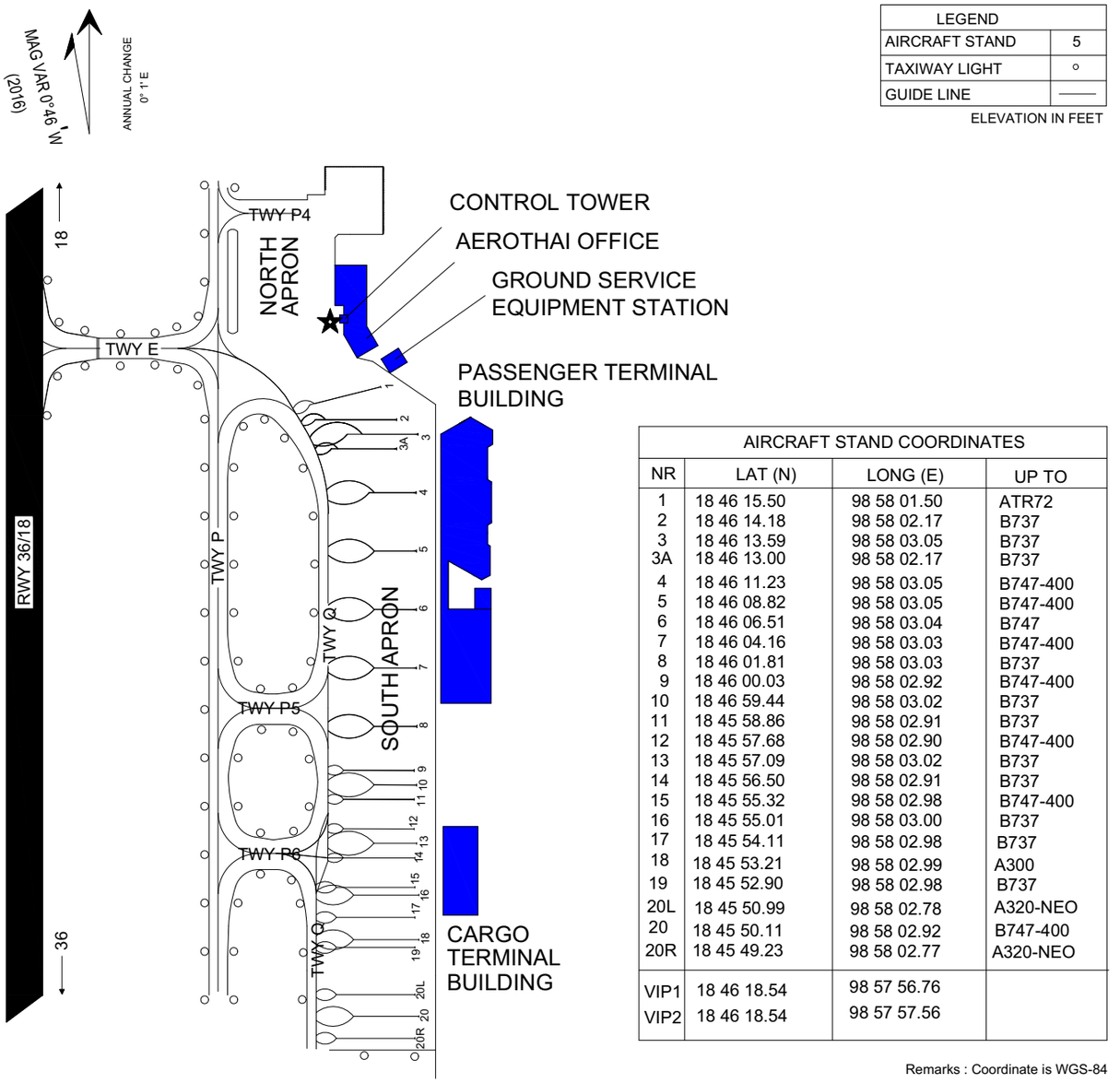
VTCC AD 2-23

AIRCRAFT PARKING / DOCKING CHART - ICAO

SOUTH APRON
ELEV 1008 ft

TWR 118.1
GND 121.9

CHIANG MAI
CHIANG MAI / INTL



AIRCRAFT STAND COORDINATES			
NR	LAT (N)	LONG (E)	UP TO
1	18 46 15.50	98 58 01.50	ATR72
2	18 46 14.18	98 58 02.17	B737
3	18 46 13.59	98 58 03.05	B737
3A	18 46 13.00	98 58 02.17	B737
4	18 46 11.23	98 58 03.05	B747-400
5	18 46 08.82	98 58 03.05	B747-400
6	18 46 06.51	98 58 03.04	B747
7	18 46 04.16	98 58 03.03	B747-400
8	18 46 01.81	98 58 03.03	B737
9	18 46 00.03	98 58 02.92	B747-400
10	18 46 59.44	98 58 03.02	B737
11	18 45 58.86	98 58 02.91	B737
12	18 45 57.68	98 58 02.90	B747-400
13	18 45 57.09	98 58 03.02	B737
14	18 45 56.50	98 58 02.91	B737
15	18 45 55.32	98 58 02.98	B747-400
16	18 45 55.01	98 58 03.00	B737
17	18 45 54.11	98 58 02.98	B737
18	18 45 53.21	98 58 02.99	A300
19	18 45 52.90	98 58 02.98	B737
20L	18 45 50.99	98 58 02.78	A320-NEO
20	18 45 50.11	98 58 02.92	B747-400
20R	18 45 49.23	98 58 02.77	A320-NEO
VIP1	18 46 18.54	98 57 56.76	
VIP2	18 46 18.54	98 57 57.56	

Remarks : Coordinate is WGS-84

REMARKS

- SOUTH APRON ACFT STAND NR 1-20R SURFACE AND STRENGTH : CONCRETE , PCN 63/R/B/W/T
- ACFT STAND NR 3, 4, 5, 6, 7 AND 8 AVBL WITH SINGLE-END PASSENGER LOADING BRIDGES.
- ACFT STAND NR 3, 4, 5, 6, 7 AND 8 AVBL WITH SAFEGATE DOCKING SYSTEM
- ACFT STAND NR 3-20 AVBL WITH FUEL HYDRANT SYSTEM (JET A-1)
- TAXIWAY AND APPRON BEARING STRENGTH SEE VTCC AD 2.24 AERODROME CHART - ICAO

Change : SOUTH APRON ELEV-AIRCRAFT STAND COORDINATES-FUEL HYDRANT ACFT STAND CHANGED

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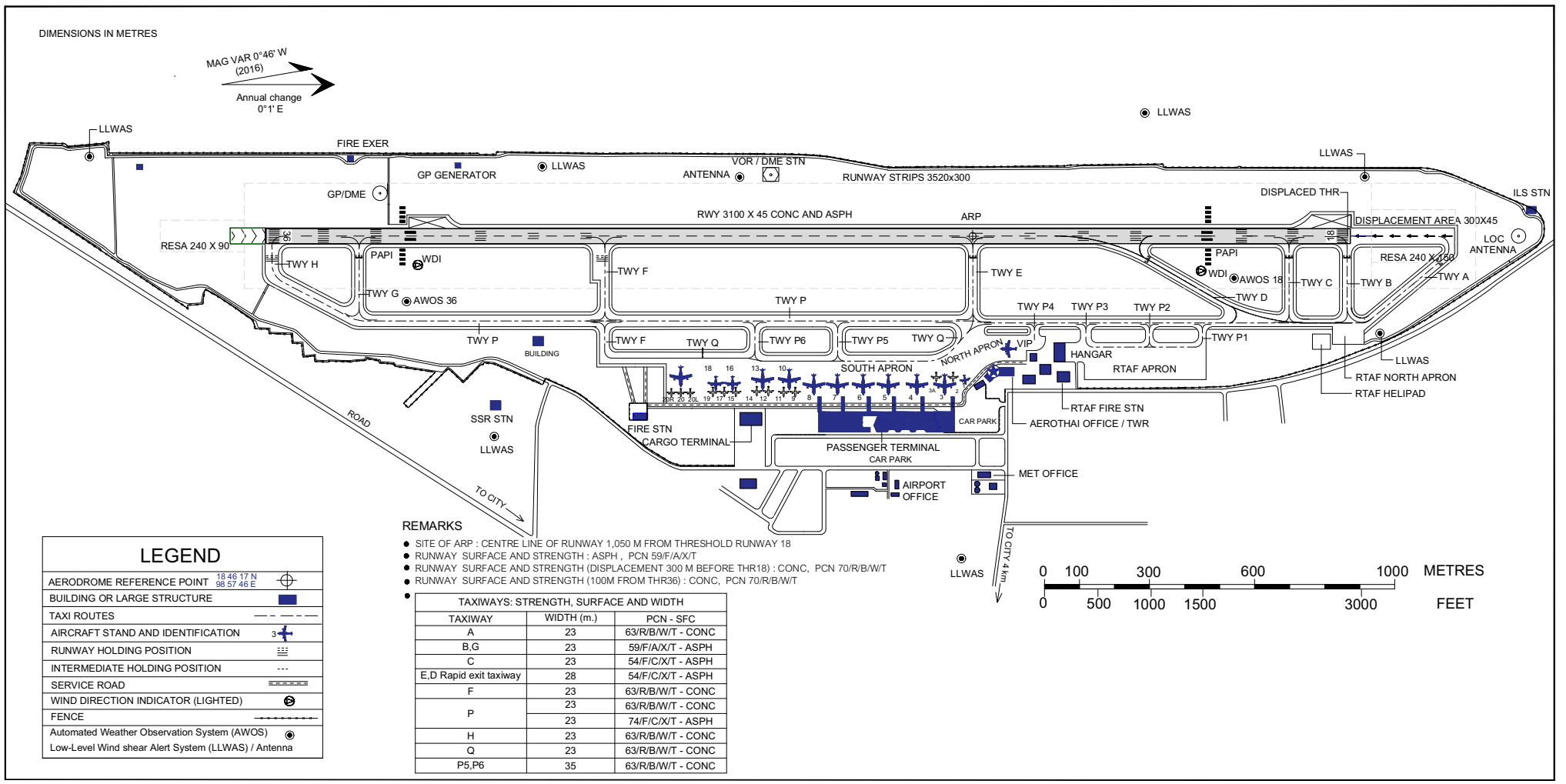
AERODROME GROUND MOVEMENT CHART - ICAO

TWR 118.1
GND 121.9

CHIANG MAI / Chiang Mai Intl



LEGEND

AERODROME REFERENCE POINT 18 46 17 N 98 57 46 E	
BUILDING OR LARGE STRUCTURE	
TAXI ROUTES	
AIRCRAFT STAND AND IDENTIFICATION	3
RUNWAY HOLDING POSITION	
INTERMEDIATE HOLDING POSITION	---
SERVICE ROAD	
WIND DIRECTION INDICATOR (LIGHTED)	
FENCE	
Automated Weather Observation System (AWOS)	
Low-Level Wind shear Alert System (LLWAS) / Antenna	

REMARKS

- SITE OF ARP : CENTRE LINE OF RUNWAY 1,050 M FROM THRESHOLD RUNWAY 18
- RUNWAY SURFACE AND STRENGTH : ASPH , PCN 59/F/A/X/T
- RUNWAY SURFACE AND STRENGTH (DISPLACEMENT 300 M BEFORE THR18) : CONC, PCN 70/R/B/W/T
- RUNWAY SURFACE AND STRENGTH (100M FROM THR36) : CONC, PCN 70/R/B/W/T
-

TAXIWAYS: STRENGTH, SURFACE AND WIDTH		
TAXIWAY	WIDTH (m.)	PCN - SFC
A	23	63/R/B/W/T - CONC
B,G	23	59/F/A/X/T - ASPH
C	23	54/F/C/X/T - ASPH
E,D Rapid exit taxiway	28	54/F/C/X/T - ASPH
F	23	63/R/B/W/T - CONC
P	23	63/R/B/W/T - CONC
	23	74/F/C/X/T - ASPH
H	23	63/R/B/W/T - CONC
Q	23	63/R/B/W/T - CONC
P5,P6	35	63/R/B/W/T - CONC

CHANGE : REMARK-TAXIWAY STRENGTH,SURFACE AND WIDTH-WIND SHEAR ALERT SYSTEM-AWOS CHANGED. LLWAS-ANTENNA-LEGEND ADDED.

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AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

CHIANG MAI / Chiang Mai Intl

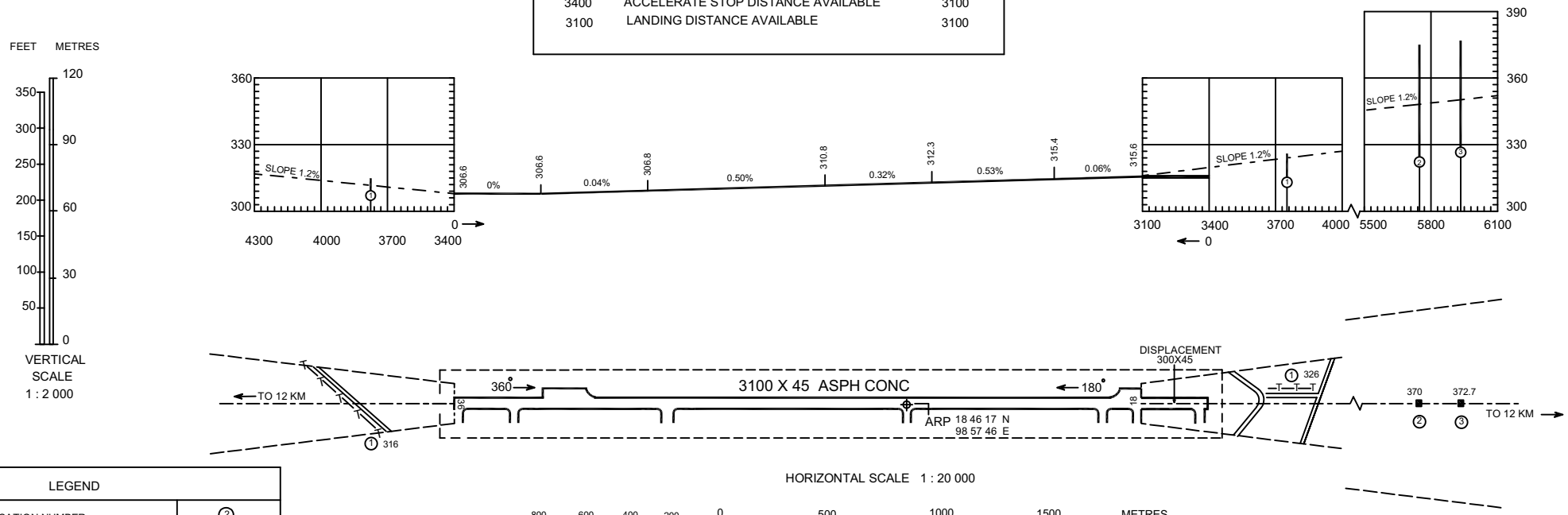
DIMENSIONS AND ELEVATIONS IN METRES

MAGNETIC VARIATION 0° 46' W (2016)

Annual Change 0° 1' E

RWY 18 / 36

DECLARED DISTANCES		
RWY 18		RWY 36
3400	TAKE-OFF RUN AVAILABLE	3100
3400	TAKE-OFF DISTANCE AVAILABLE	3100
3400	ACCELERATE STOP DISTANCE AVAILABLE	3100
3100	LANDING DISTANCE AVAILABLE	3100



LEGEND	
IDENTIFICATION NUMBER	②
ROAD	═══
HIGHT TENSION LINE	—T— T—
BUILDING OR LARGE STUCTURE	▬

CHANGE: DECLARED DISTANCES (ASDA). SWY RWY 18 DELETED.

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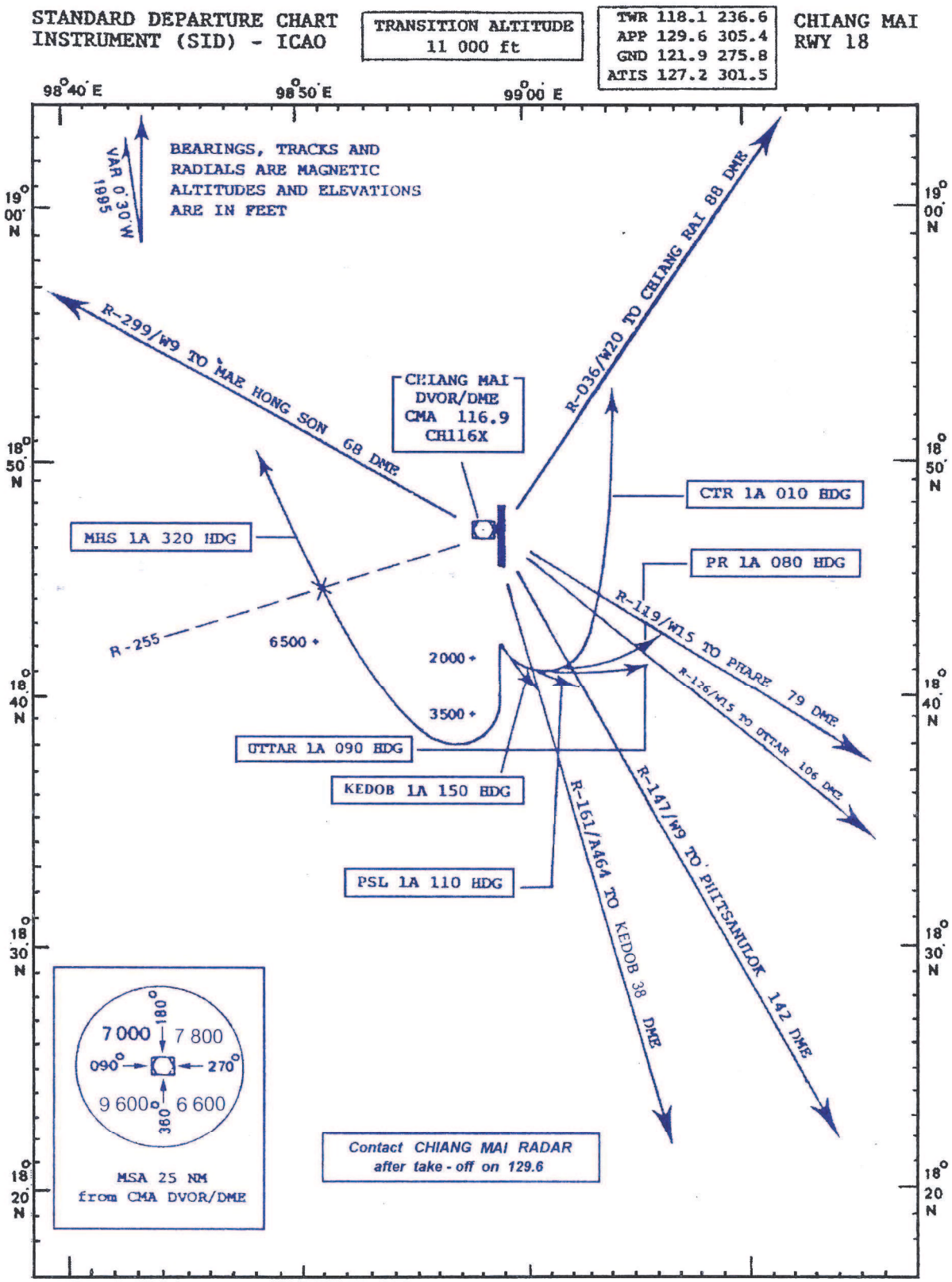
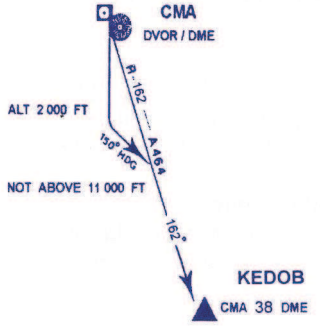

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO
TRANSITION ALTITUDE
11 000 ft
TWR 118.1 236.6
APP 129.6 305.4
GND 121.9 275.8
ATIS 127.2 301.5
CHIANG MAI
RWY 18
98°40' E
98°50' E
99°00' E
19°00' N
18°50' N
18°40' N
18°30' N
18°20' N
VAR 0°30'W 1995
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET
R-299/W9 TO MAE HONG SON 68 DME
R-036/W20 TO CHIANG RAI 88 DME
CHIANG MAI DVOR/DME CMA 116.9 CH116X
CTR 1A 010 HDG
MHS 1A 320 HDG
PR 1A 080 HDG
R-119/W15 TO PHARE 79 DME
R-126/W15 TO UTTAR 106 DME
R-255
6500 +
2000 +
3500 +
UTTAR 1A 090 HDG
KEDOB 1A 150 HDG
PSL 1A 110 HDG
R-161/A464 TO KEDOB 38 DME
R-147/W9 TO PHITSANULOK 142 DME
180°
7 000
7 800
090°
270°
9 600
6 600
360°
MSA 25 NM
from CMA DVOR/DME
Contact CHIANG MAI RADAR
after take-off on 129.6

STANDARD INSTRUMENT DEPARTURE (SID) CHIANG MAI INTERNATIONAL AIRPORT

STANDARD INSTRUMENT DEPARTURE RUNWAY 18

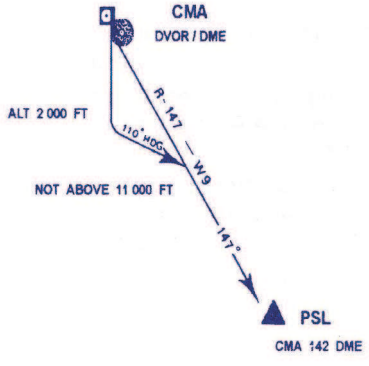
KEDOB ONE ALFA (KEDOB 1 A)

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.



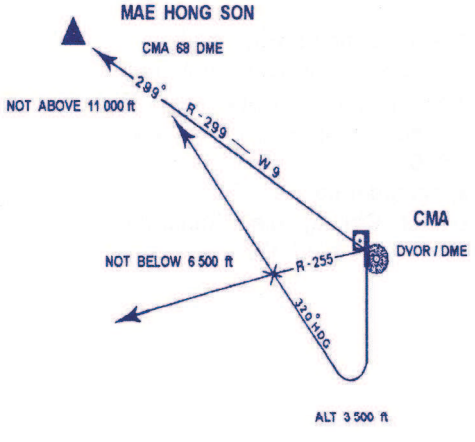
PHITSANULOK ONE ALFA (PSL 1 A)

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.

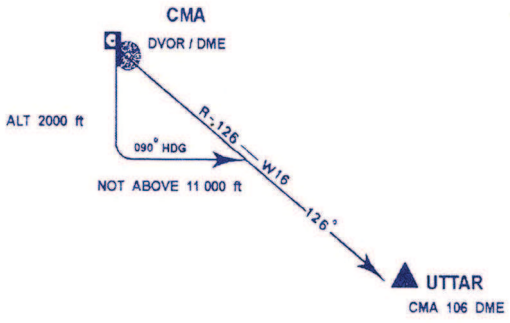


STANDARD INSTRUMENT DEPARTURE (SID) CHIANG MAI INTERNATIONAL AIRPORT

STANDARD INSTRUMENT DEPARTURE RUNWAY 18

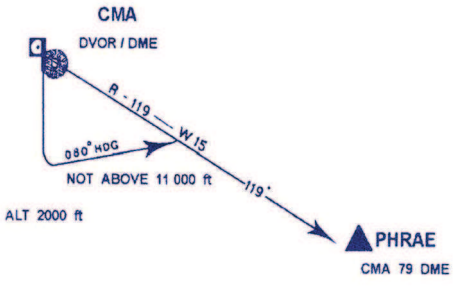
UTTAR ONE ALFA (UTTAR 1 A)

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.



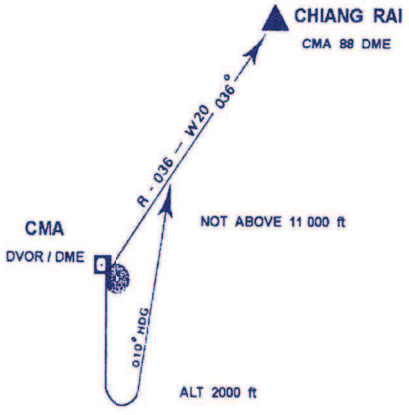
PHRAE ONE ALFA (PR 1 A)

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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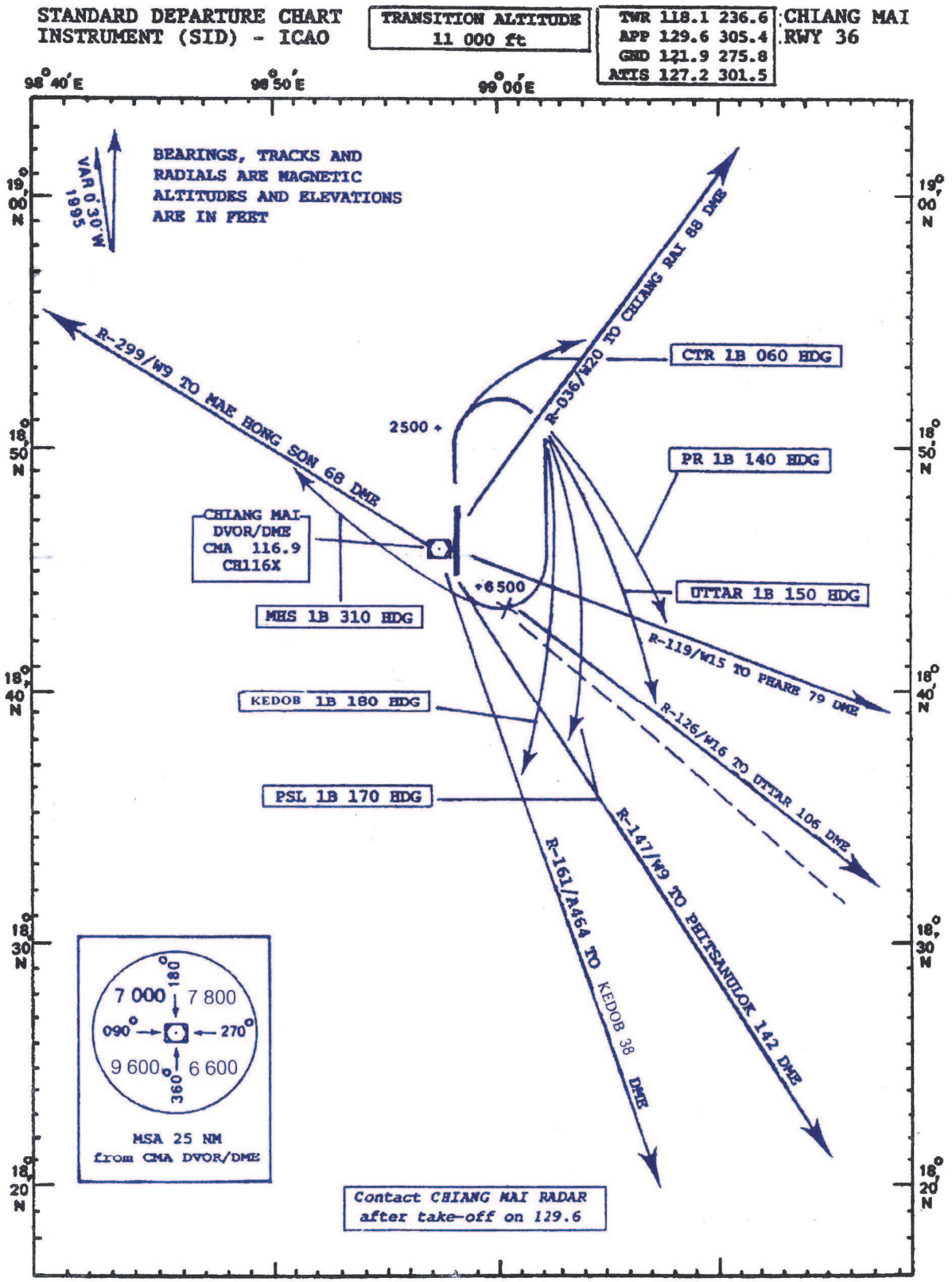
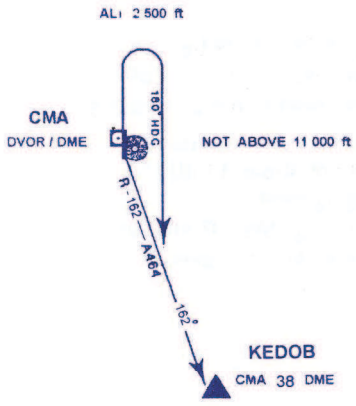

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO
TRANSITION ALTITUDE
11 000 ft
TWR 118.1 236.6
APP 129.6 305.4
GND 121.9 275.8
ATIS 127.2 301.5
CHIANG MAI
RWY 36
98° 40' E
98° 50' E
99° 00' E
19° 00' N
18° 50' N
18° 40' N
18° 30' N
18° 20' N
VAR 0.30 W
1995
BEARINGS, TRACKS AND
RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS
ARE IN FEET
R-299/W9 TO MAE HONG SON 68 DME
R-036/W20 TO CHIANG RAI 68 DME
CTR 1B 060 HDG
2500 +
PR 1B 140 HDG
CHIANG MAI
DVOR/DME
CMA 116.9
CH116X
+6500
UTTAR 1B 150 HDG
MHS 1B 310 HDG
R-119/W15 TO PHARE 79 DME
KEDOB 1B 180 HDG
R-126/W16 TO UTTAR 106 DME
PSL 1B 170 HDG
R-147/W9 TO PHITSANULOK 142 DME
R-161/R464 TO KEDOB 38 DME
180°
7 000
7 800
090°
270°
9 600
6 600
360°
MSA 25 NM
from CMA DVOR/DME
Contact CHIANG MAI RADAR
after take-off on 129.6

STANDARD INSTRUMENT DEPARTURE (SID) CHIANG MAI INTERNATIONAL AIRPORT

STANDARD INSTRUMENT DEPARTURE RUNWAY 36

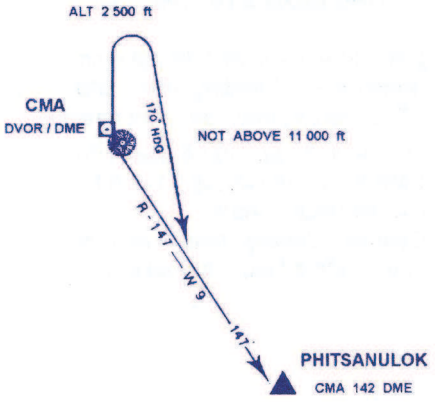
KEDOB ONE BRAVO (KEDOB 1 B)

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.



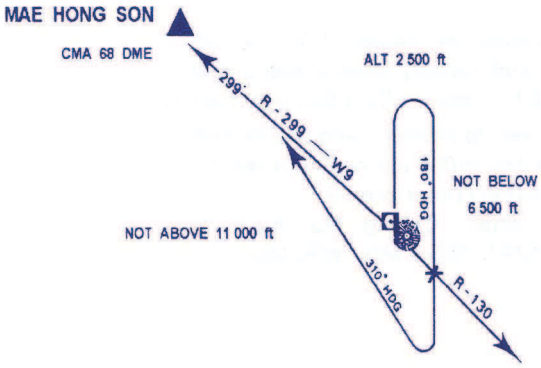
PHITSANULOK ONE BRAVO (PSL 1 B)

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.

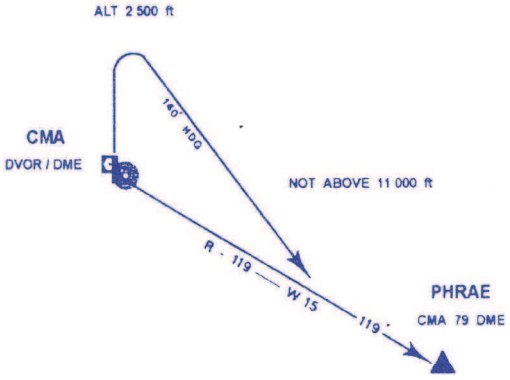


STANDARD INSTRUMENT DEPARTURE (SID) CHIANG MAI INTERNATIONAL AIRPORT

STANDARD INSTRUMENT DEPARTURE RUNWAY 36

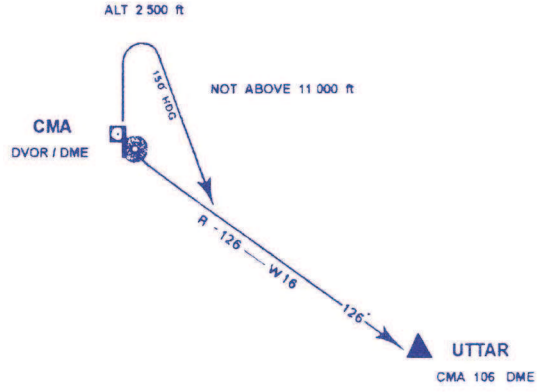
PHRAE ONE BRAVO (PR 1 B)

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.



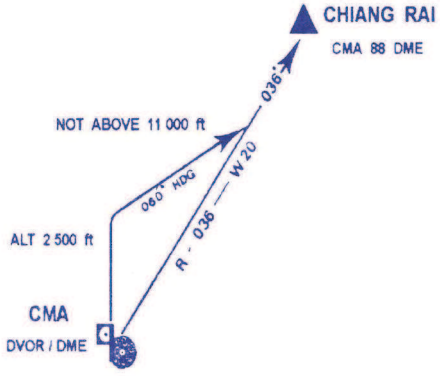
UTTAR ONE BRAVO (UTTAR 1 B)

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

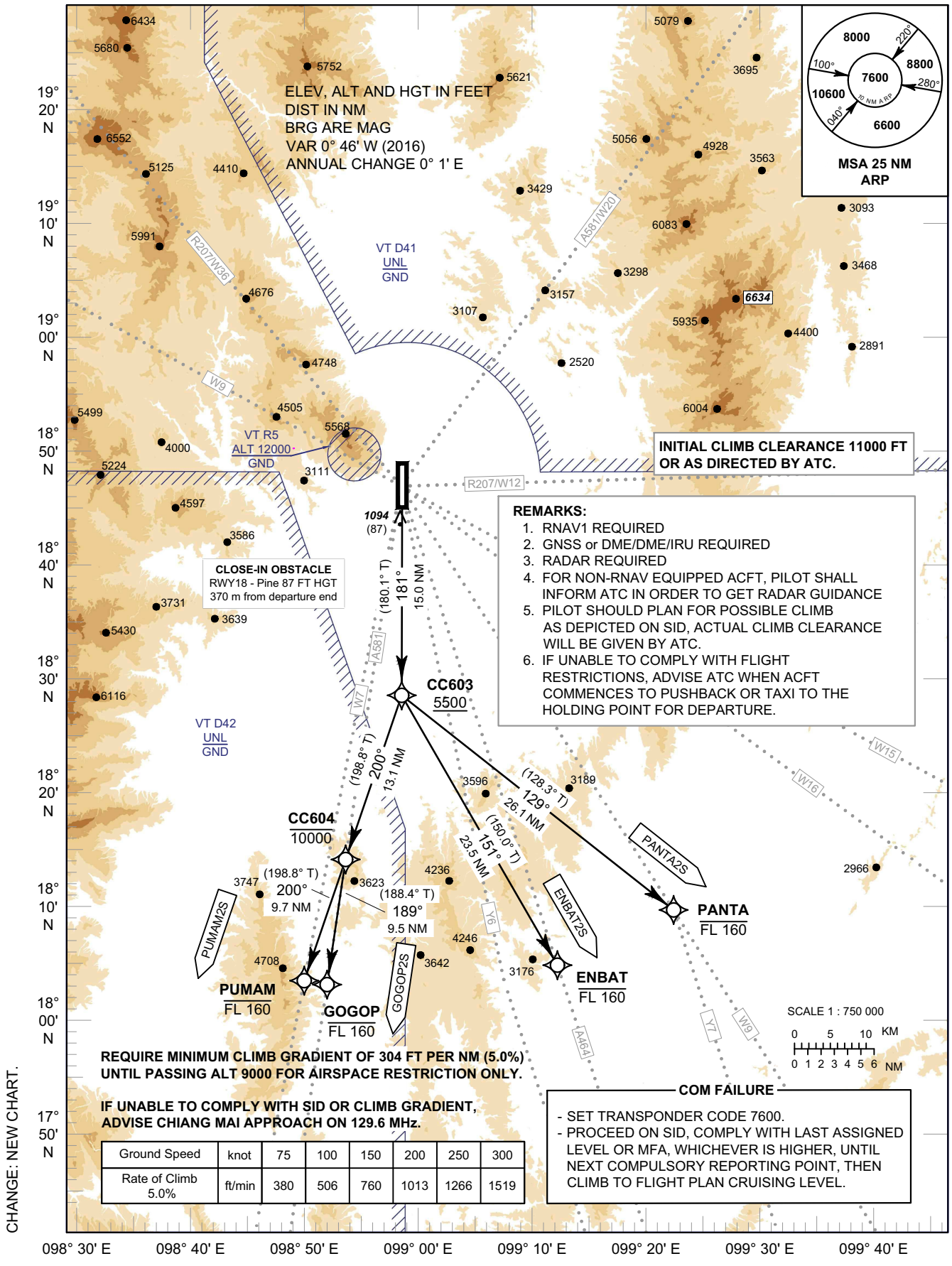
TRANSITION ALTITUDE
11000 FT

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 RWY18

ENBAT2S GOGOP2S PANTA2S PUMAM2S



Ground Speed	knot	75	100	150	200	250	300
Rate of Climb 5.0%	ft/min	380	506	760	1013	1266	1519

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY18

ENBAT2S GOGOP2S PANTA2S PUMAM2S

TABULAR DESCRIPTION

RNAV RWY18											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
ENBAT2S TO A464											
010	-	DER RWY18	-	-	+0.85	-	-	-	-	-	RNAV 1
020	CF	CC603	-	181° (180.1°)	+0.85	15.0	-	+5500	-	-	RNAV 1
030	TF	ENBAT	-	151° (150.0°)	+0.85	23.5	-	-FL160	-	-	RNAV 1
GOGOP2S TO A581											
010	-	DER RWY18	-	-	+0.85	-	-	-	-	-	RNAV 1
020	CF	CC603	-	181° (180.1°)	+0.85	15.0	-	+5500	-	-	RNAV 1
030	TF	CC604	-	200° (198.8°)	+0.85	13.1	-	-10000	-	-	RNAV 1
040	TF	GOGOP	-	189° (188.4°)	+0.85	9.5	-	-FL160	-	-	RNAV 1
PANTA2S TO W9, Y7											
010	-	DER RWY18	-	-	+0.85	-	-	-	-	-	RNAV 1
020	CF	CC603	-	181° (180.1°)	+0.85	15.0	-	+5500	-	-	RNAV 1
030	TF	PANTA	-	129° (128.3°)	+0.85	26.1	-	-FL160	-	-	RNAV 1
PUMAM2S TO W7											
010	-	DER RWY18	-	-	+0.85	-	-	-	-	-	RNAV 1
020	CF	CC603	-	181° (180.1°)	+0.85	15.0	-	+5500	-	-	RNAV 1
030	TF	CC604	-	200° (198.8°)	+0.85	13.1	-	-10000	-	-	RNAV 1
040	TF	PUMAM	-	200° (198.8°)	+0.85	9.7	-	-FL160	-	-	RNAV 1

WAYPOINT LIST

RNAV RWY18		
Waypoint Identifier	Coordinates	Pronunciation
DER RWY18	18° 45' 10.94" N 098° 57' 46.26" E	-
CC603	18° 30' 07.44" N 098° 57' 44.02" E	-
CC604	18° 17' 41.37" N 098° 53' 17.46" E	-
ENBAT	18° 09' 41.04" N 099° 10' 04.36" E	EN - BAT
GOGOP	18° 08' 12.79" N 098° 51' 49.68" E	GO - GOP
PANTA	18° 13' 51.17" N 099° 19' 17.05" E	PAN - TA
PUMAM	18° 08' 30.55" N 098° 50' 01.09" E	PU - MAM

CHANGE: DER RWY18 COORDINATE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

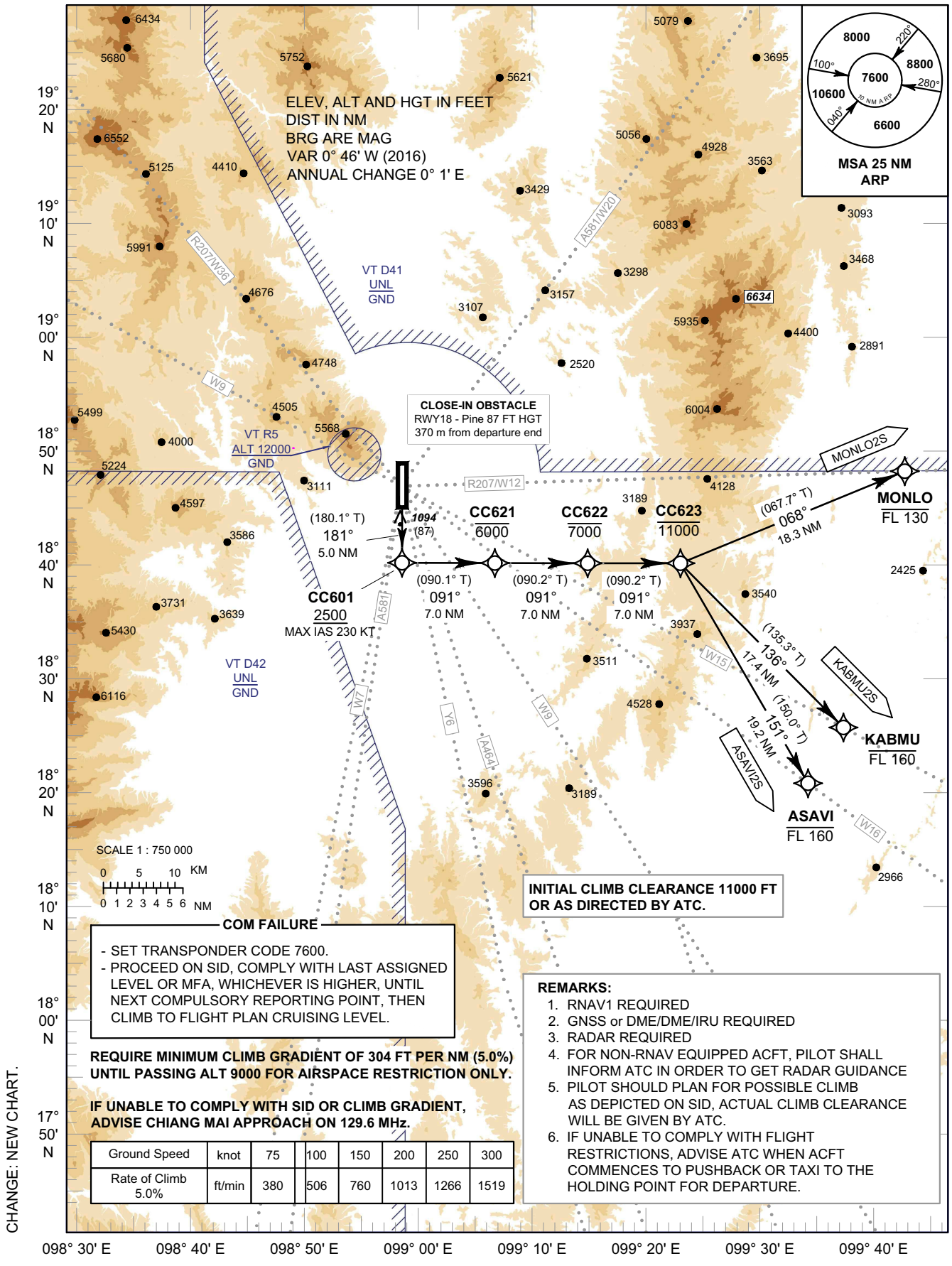
TRANSITION ALTITUDE
11000 FT

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 RWY18

ASAVI2S KABMU2S MONLO2S



Ground Speed	knot	75	100	150	200	250	300
Rate of Climb 5.0%	ft/min	380	506	760	1013	1266	1519

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY18

ASAVI2S KABMU2S MONLO2S

TABULAR DESCRIPTION

RNAV RWY18											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
ASAVI2S TO W16											
010	-	DER RWY18	-	-	+0.85	-	-	-	-	-	RNAV 1
020	CF	CC601	-	181° (180.1°)	+0.85	5.0	-	+2500	-230	-	RNAV 1
030	TF	CC621	-	091° (090.1°)	+0.85	7.0	-	-6000	-	-	RNAV 1
040	TF	CC622	-	091° (090.2°)	+0.85	7.0	-	-7000	-	-	RNAV 1
050	TF	CC623	-	091° (090.2°)	+0.85	7.0	-	-11000	-	-	RNAV 1
060	TF	ASAVI	-	151° (150.0°)	+0.85	19.2	-	-FL 160	-	-	RNAV 1
KABMU2S TO W15											
010	-	DER RWY18	-	-	+0.85	-	-	-	-	-	RNAV 1
020	CF	CC601	-	181° (180.1°)	+0.85	5.0	-	+2500	-230	-	RNAV 1
030	TF	CC621	-	091° (090.1°)	+0.85	7.0	-	-6000	-	-	RNAV 1
040	TF	CC622	-	091° (090.2°)	+0.85	7.0	-	-7000	-	-	RNAV 1
050	TF	CC623	-	091° (090.2°)	+0.85	7.0	-	-11000	-	-	RNAV 1
060	TF	KABMU	-	136° (135.3°)	+0.85	17.4	-	-FL 160	-	-	RNAV 1
MONLO2S TO R207/W12											
010	-	DER RWY18	-	-	+0.85	-	-	-	-	-	RNAV 1
020	CF	CC601	-	181° (180.1°)	+0.85	5.0	-	+2500	-230	-	RNAV 1
030	TF	CC621	-	091° (090.1°)	+0.85	7.0	-	-6000	-	-	RNAV 1
040	TF	CC622	-	091° (090.2°)	+0.85	7.0	-	-7000	-	-	RNAV 1
050	TF	CC623	-	091° (090.2°)	+0.85	7.0	-	-11000	-	-	RNAV 1
060	TF	MONLO	-	068° (067.7°)	+0.85	18.3	-	-FL 130	-	-	RNAV 1

WAYPOINT LIST

RNAV RWY18		
Waypoint Identifier	Coordinates	Pronunciation
DER RWY18	18° 45' 10.94" N 098° 57' 46.26" E	-
CC601	18° 40' 09.78" N 098° 57' 45.52" E	-
CC621	18° 40' 08.64" N 099° 05' 07.89" E	-
CC622	18° 40' 07.21" N 099° 12' 30.27" E	-
CC623	18° 40' 05.49" N 099° 19' 52.64" E	-
ASAVI	18° 23' 25.51" N 099° 29' 57.88" E	A - SA - VEE
KABMU	18° 27' 38.58" N 099° 32' 47.05" E	KAB - MU
MONLO	18° 47' 02.20" N 099° 37' 43.35" E	MON - LOH

CHANGE: DER RWY18 COORDINATE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

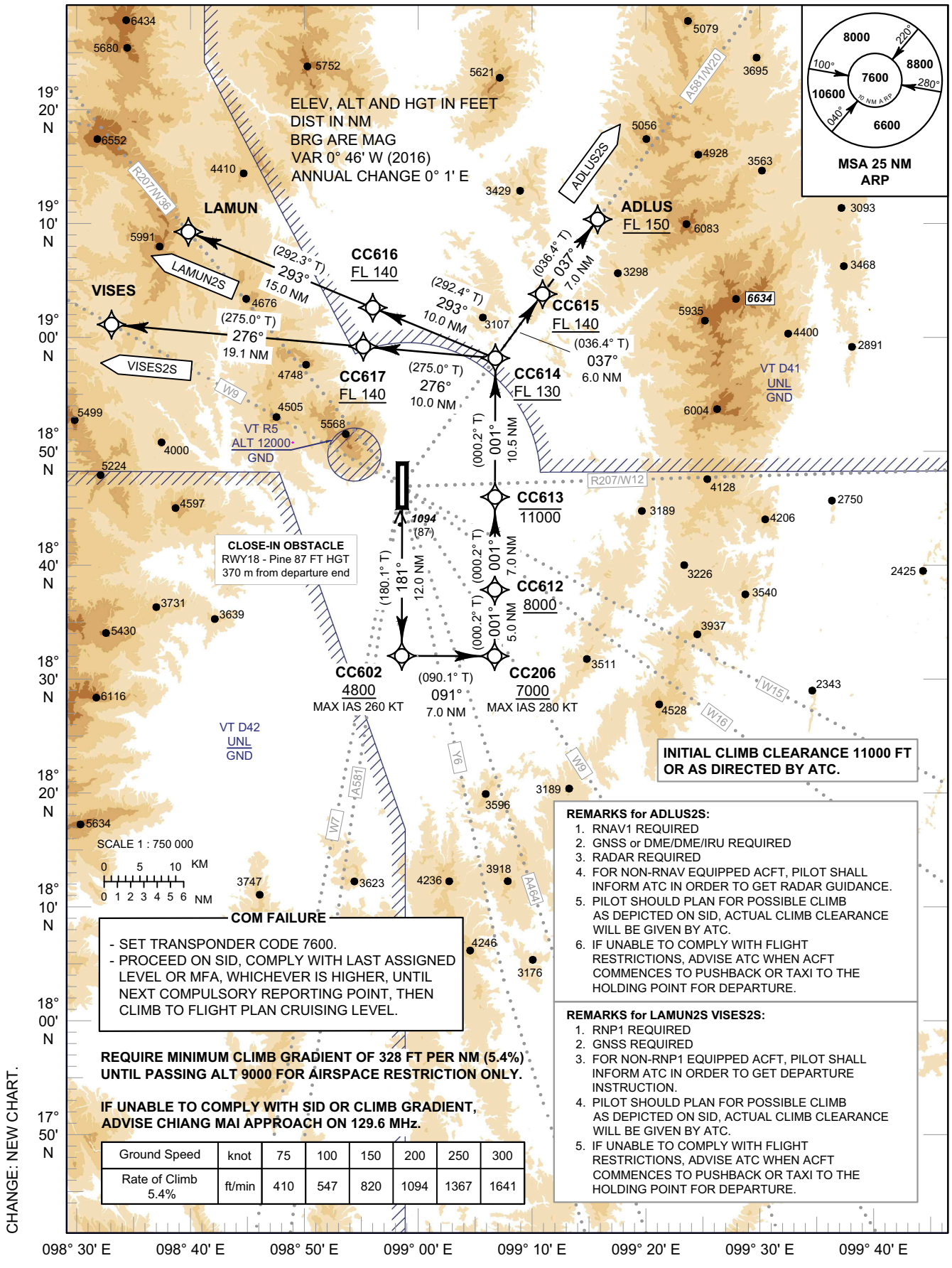
TRANSITION ALTITUDE
11000 FT

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 RWY18

ADLUS2S LAMUN2S VISES2S



STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY18

ADLUS2S LAMUN2S VISES2S

TABULAR DESCRIPTION

RNAV RWY18

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
ADLUS2S TO A581/W20											
010	-	DER RWY18	-	-	+0.85	-	-	-	-	-	RNAV 1
020	CF	CC602	-	181° (180.1°)	+0.85	12.0	-	+4800	-260	-	RNAV 1
030	TF	CC206	-	091° (090.1°)	+0.85	7.0	-	+7000	-280	-	RNAV 1
040	TF	CC612	-	001° (000.2°)	+0.85	5.0	-	+8000	-	-	RNAV 1
050	TF	CC613	-	001° (000.2°)	+0.85	7.0	-	-11000	-	-	RNAV 1
060	TF	CC614	-	001° (000.2°)	+0.85	10.5	-	+FL 130	-	-	RNAV 1
070	TF	CC615	-	037° (036.4°)	+0.85	6.0	-	+FL 140	-	-	RNAV 1
080	TF	ADLUS	-	037° (036.4°)	+0.85	7.0	-	+FL 150	-	-	RNAV 1
LAMUN2S TO R207/W36											
010	-	DER RWY18	-	-	+0.85	-	-	-	-	-	RNP 1
020	CF	CC602	-	181° (180.1°)	+0.85	12.0	-	+4800	-260	-	RNP 1
030	TF	CC206	-	091° (090.1°)	+0.85	7.0	-	+7000	-280	-	RNP 1
040	TF	CC612	-	001° (000.2°)	+0.85	5.0	-	+8000	-	-	RNP 1
050	TF	CC613	-	001° (000.2°)	+0.85	7.0	-	-11000	-	-	RNP 1
060	TF	CC614	-	001° (000.2°)	+0.85	10.5	-	+FL 130	-	-	RNP 1
070	TF	CC616	-	293° (292.4°)	+0.85	10.0	-	+FL 140	-	-	RNP 1
080	TF	LAMUN	-	293° (292.3°)	+0.85	15.0	-	-	-	-	RNP 1
VISES2S TO W9											
010	-	DER RWY18	-	-	+0.85	-	-	-	-	-	RNP 1
020	CF	CC602	-	181° (180.1°)	+0.85	12.0	-	+4800	-260	-	RNP 1
030	TF	CC206	-	091° (090.1°)	+0.85	7.0	-	+7000	-280	-	RNP 1
040	TF	CC612	-	001° (000.2°)	+0.85	5.0	-	+8000	-	-	RNP 1
050	TF	CC613	-	001° (000.2°)	+0.85	7.0	-	-11000	-	-	RNP 1
060	TF	CC614	-	001° (000.2°)	+0.85	10.5	-	+FL 130	-	-	RNP 1
070	TF	CC617	-	276° (275.0°)	+0.85	10.0	-	+FL 140	-	-	RNP 1
080	TF	VISES	-	276° (275.0°)	+0.85	19.1	-	-	-	-	RNP 1

CHANGE: NEW CHART.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY18

ADLUS2S LAMUN2S VISES2S

WAYPOINT LIST

RNAV RWY18			
Waypoint Identifier	**Coordinates**	**Waypoint Identifier**	**Coordinates**
DER RWY18	18° 45' 10.94" N 098° 57' 46.26" E	CC614	18° 55' 40.20" N 099° 05' 10.88" E
ADLUS	19° 06' 10.49" N 099° 13' 19.89" E	CC615	19° 00' 31.28" N 099° 08' 56.55" E
CC602	18° 33' 08.14" N 098° 57' 44.47" E	CC616	18° 59' 29.43" N 098° 55' 25.46" E
CC206	18° 33' 07.00" N 099° 05' 06.54" E	CC617	18° 56' 32.81" N 098° 54' 40.34" E
CC612	18° 38' 08.18" N 099° 05' 07.51" E	LAMUN	19° 05' 13.14" N 098° 40' 44.26" E
CC613	18° 45' 09.81" N 099° 05' 08.85" E	VISES	18° 58' 11.41" N 098° 34' 38.14" E

WAYPOINT PRONUNCIATION

Waypoint Identifier	Pronunciation	Waypoint Identifier	Pronunciation
DER RWY18	-	CC614	-
ADLUS	ADD - LUS	CC615	-
CC602	-	CC616	-
CC206	-	CC617	-
CC612	-	LAMUN	LA - MUN
CC613	-	VISES	VE- SESS

CHANGE: DER RWY18 COORDINATE.

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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

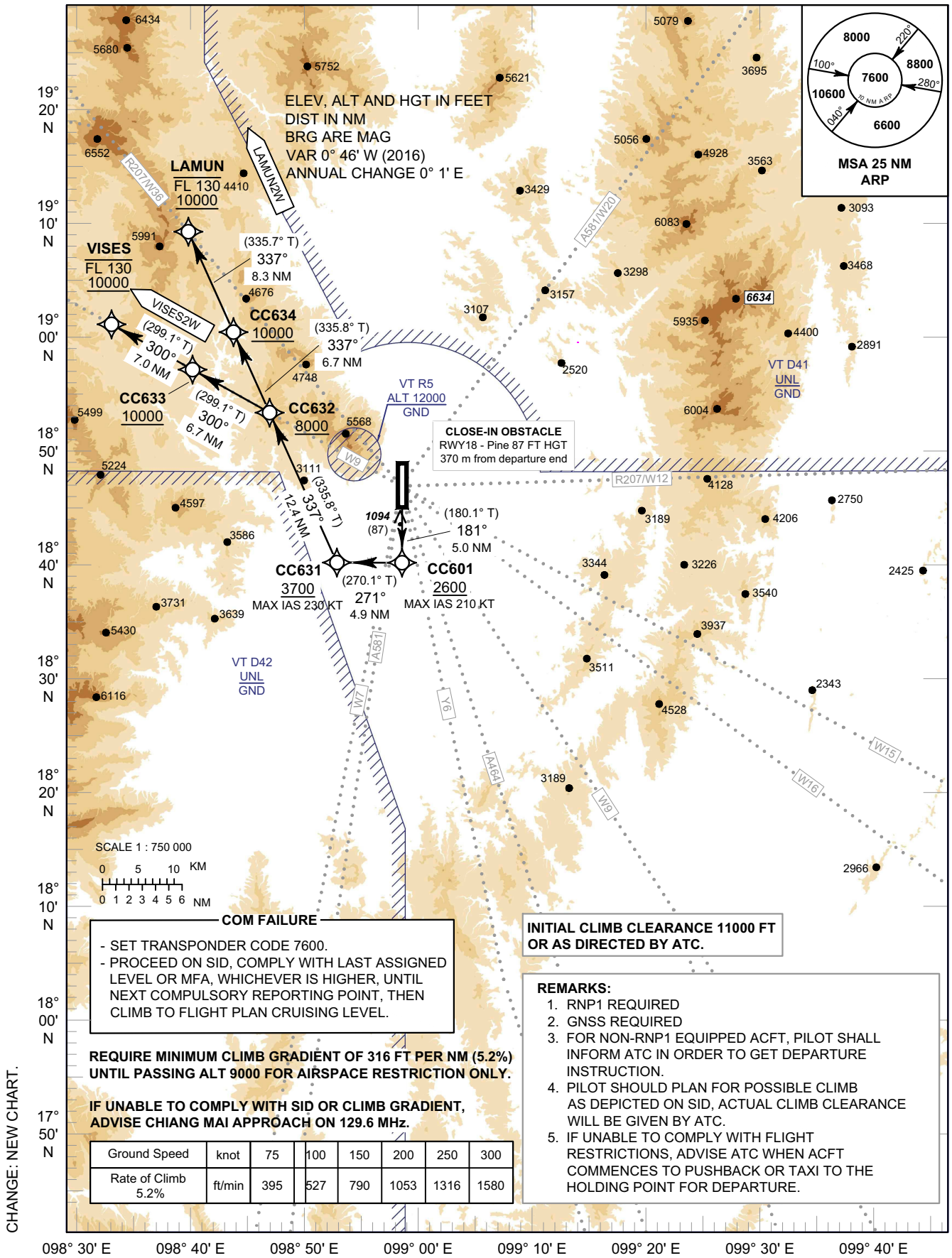
TRANSITION ALTITUDE
11000 FT

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 RWY18

LAMUN2W VISES2W



COM FAILURE

- SET TRANSPONDER CODE 7600.
- PROCEED ON SID, COMPLY WITH LAST ASSIGNED LEVEL OR MFA, WHICHEVER IS HIGHER, UNTIL NEXT COMPULSORY REPORTING POINT, THEN CLIMB TO FLIGHT PLAN CRUISING LEVEL.

REQUIRE MINIMUM CLIMB GRADIENT OF 316 FT PER NM (5.2%) UNTIL PASSING ALT 9000 FOR AIRSPACE RESTRICTION ONLY.

IF UNABLE TO COMPLY WITH SID OR CLIMB GRADIENT, ADVISE CHIANG MAI APPROACH ON 129.6 MHz.

Ground Speed	knot	75	100	150	200	250	300
Rate of Climb 5.2%	ft/min	395	527	790	1053	1316	1580

INITIAL CLIMB CLEARANCE 11000 FT OR AS DIRECTED BY ATC.

REMARKS:

1. RNP1 REQUIRED
2. GNSS REQUIRED
3. FOR NON-RNP1 EQUIPPED ACFT, PILOT SHALL INFORM ATC IN ORDER TO GET DEPARTURE INSTRUCTION.
4. PILOT SHOULD PLAN FOR POSSIBLE CLIMB AS DEPICTED ON SID, ACTUAL CLIMB CLEARANCE WILL BE GIVEN BY ATC.
5. IF UNABLE TO COMPLY WITH FLIGHT RESTRICTIONS, ADVISE ATC WHEN ACFT COMMENCES TO PUSHBACK OR TAXI TO THE HOLDING POINT FOR DEPARTURE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY18

LAMUN2W VISES2W

TABULAR DESCRIPTION

RNAV RWY18											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
LAMUN2W TO R207/W36											
010	-	DER RWY18	-	-	+0.85	-	-	-	-	-	RNP 1
020	CF	CC601	-	181° (180.1°)	+0.85	5.0	-	+2600	-210	-	RNP 1
030	TF	CC631	-	271° (270.1°)	+0.85	4.9	-	+3700	-230	-	RNP 1
040	TF	CC632	-	337° (335.8°)	+0.85	12.4	-	+8000	-	-	RNP 1
050	TF	CC634	-	337° (335.8°)	+0.85	6.7	-	+10000	-	-	RNP 1
060	TF	LAMUN	-	337° (335.7°)	+0.85	8.3	-	-FL 130 +10000	-	-	RNP 1
VISES2W TO W9											
010	-	DER RWY18	-	-	+0.85	-	-	-	-	-	RNP 1
020	CF	CC601	-	181° (180.1°)	+0.85	5.0	-	+2600	-210	-	RNP 1
030	TF	CC631	-	271° (270.1°)	+0.85	4.9	-	+3700	-230	-	RNP 1
040	TF	CC632	-	337° (335.8°)	+0.85	12.4	-	+8000	-	-	RNP 1
050	TF	CC633	-	300° (299.1°)	+0.85	6.7	-	+10000	-	-	RNP 1
060	TF	VISES	-	300° (299.1°)	+0.85	7.0	-	-FL 130 +10000	-	-	RNP 1

WAYPOINT LIST

RNAV RWY18		
Waypoint Identifier	Coordinates	Pronunciation
DER RWY18	18° 45' 10.94" N 098° 57' 46.62" E	-
CC601	18° 40' 09.78" N 098° 57' 45.52" E	-
CC631	18° 40' 10.39" N 098° 52' 35.01" E	-
CC632	18° 51' 31.24" N 098° 47' 13.47" E	-
CC633	18° 54' 46.44" N 098° 41' 05.35" E	-
CC634	18° 57' 36.98" N 098° 44' 20.42" E	-
LAMUN	19° 05' 13.14" N 098° 40' 44.26" E	LA - MUN
VISES	18° 58' 11.41" N 098° 34' 38.14" E	VE - SES

CHANGE: DER RWY18 COORDINATE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

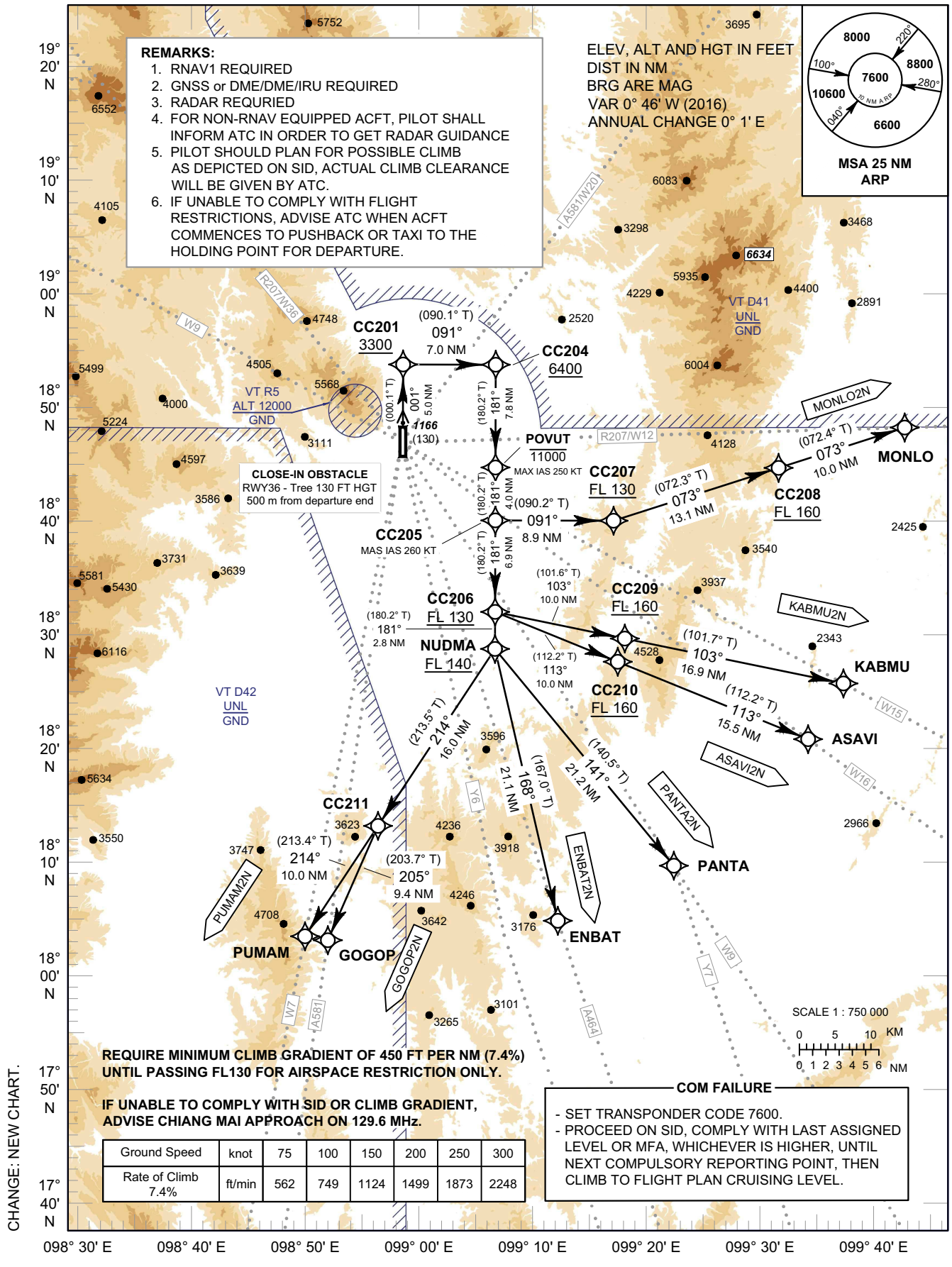
TRANSITION ALTITUDE
11000 FT

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

ASAVI2N ENBAT2N GOGOP2N
KABMU2N MONLO2N PANTA2N PUMAM2N



STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY36

ASAVI2N ENBAT2N GOGOP2N
KABMU2N MONLO2N PANTA2N PUMAM2N

CHANGE: NEW CHART.

TABULAR DESCRIPTION (1)

RNAV RWY36

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
ASAVI2N TO W16											
010	-	DER RWY36	-	-	+0.85	-	-	-	-	-	RNAV 1
020	CF	CC201	-	001° (000.1°)	+0.85	5.0	-	+3300	-	-	RNAV 1
030	TF	CC204	-	091° (090.1°)	+0.85	7.0	-	+6400	-	-	RNAV 1
040	TF	POVUT	-	181° (180.2°)	+0.85	7.8	-	-11000	-250	-	RNAV 1
050	TF	CC205	-	181° (180.2°)	+0.85	4.0	-	-	-260	-	RNAV 1
060	TF	CC206	-	181° (180.2°)	+0.85	6.9	-	+FL 130	-	-	RNAV 1
070	TF	CC210	-	113° (112.2°)	+0.85	10.0	-	+FL 160	-	-	RNAV 1
080	TF	ASAVI	-	113° (112.2°)	+0.85	15.5	-	-	-	-	RNAV 1
ENBAT2N TO A464											
010	-	DER RWY36	-	-	+0.85	-	-	-	-	-	RNAV 1
020	CF	CC201	-	001° (000.1°)	+0.85	5.0	-	+3300	-	-	RNAV 1
030	TF	CC204	-	091° (090.1°)	+0.85	7.0	-	+6400	-	-	RNAV 1
040	TF	POVUT	-	181° (180.2°)	+0.85	7.8	-	-11000	-250	-	RNAV 1
050	TF	CC205	-	181° (180.2°)	+0.85	4.0	-	-	-260	-	RNAV 1
060	TF	CC206	-	181° (180.2°)	+0.85	6.9	-	+FL 130	-	-	RNAV 1
070	TF	NUDMA	-	181° (180.2°)	+0.85	2.8	-	+FL 140	-	-	RNAV 1
080	TF	ENBAT	-	168° (167.0°)	+0.85	21.1	-	-	-	-	RNAV 1
GOGOP2N TO A581											
010	-	DER RWY36	-	-	+0.85	-	-	-	-	-	RNAV 1
020	CF	CC201	-	001° (000.1°)	+0.85	5.0	-	+3300	-	-	RNAV 1
030	TF	CC204	-	091° (090.1°)	+0.85	7.0	-	+6400	-	-	RNAV 1
040	TF	POVUT	-	181° (180.2°)	+0.85	7.8	-	-11000	-250	-	RNAV 1
050	TF	CC205	-	181° (180.2°)	+0.85	4.0	-	-	-260	-	RNAV 1
060	TF	CC206	-	181° (180.2°)	+0.85	6.9	-	+FL 130	-	-	RNAV 1
070	TF	NUDMA	-	181° (180.2°)	+0.85	2.8	-	+FL 140	-	-	RNAV 1
080	TF	CC211	-	214° (213.5°)	+0.85	16.0	-	-	-	-	RNAV 1
090	TF	GOGOP	-	205° (203.7°)	+0.85	9.4	-	-	-	-	RNAV 1
KABMU2N TO W15											
010	-	DER RWY36	-	-	+0.85	-	-	-	-	-	RNAV 1
020	CF	CC201	-	001° (000.1°)	+0.85	5.0	-	+3300	-	-	RNAV 1
030	TF	CC204	-	091° (090.1°)	+0.85	7.0	-	+6400	-	-	RNAV 1
040	TF	POVUT	-	181° (180.2°)	+0.85	7.8	-	-11000	-250	-	RNAV 1
050	TF	CC205	-	181° (180.2°)	+0.85	4.0	-	-	-260	-	RNAV 1
060	TF	CC206	-	181° (180.2°)	+0.85	6.9	-	+FL 130	-	-	RNAV 1
070	TF	CC209	-	103° (101.6°)	+0.85	10.0	-	+FL 160	-	-	RNAV 1
080	TF	KABMU	-	103° (101.7°)	+0.85	16.9	-	-	-	-	RNAV 1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY36

ASAVI2N ENBAT2N GOGOP2N
KABMU2N MONLO2N PANTA2N PUMAM2N

CHANGE: NEW CHART.

TABULAR DESCRIPTION (2)

RNAV RWY36

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
MONLO2N TO R207/W12											
010	-	DER RWY36	-	-	+0.85	-	-	-	-	-	RNAV 1
020	CF	CC201	-	001° (000.1°)	+0.85	5.0	-	+3300	-	-	RNAV 1
030	TF	CC204	-	091° (090.1°)	+0.85	7.0	-	+6400	-	-	RNAV 1
040	TF	POVUT	-	181° (180.2°)	+0.85	7.8	-	-11000	-250	-	RNAV 1
050	TF	CC205	-	181° (180.2°)	+0.85	4.0	-	-	-260	-	RNAV 1
060	TF	CC207	-	091° (090.2°)	+0.85	8.9	-	+FL 130	-	-	RNAV 1
070	TF	CC208	-	073° (072.3°)	+0.85	13.1	-	+FL 160	-	-	RNAV 1
080	TF	MONLO	-	073° (072.4°)	+0.85	10.0	-	-	-	-	RNAV 1
PANTA2N TO W9, Y7											
010	-	DER RWY36	-	-	+0.85	-	-	-	-	-	RNAV 1
020	CF	CC201	-	001° (000.1°)	+0.85	5.0	-	+3300	-	-	RNAV 1
030	TF	CC204	-	091° (090.1°)	+0.85	7.0	-	+6400	-	-	RNAV 1
040	TF	POVUT	-	181° (180.2°)	+0.85	7.8	-	-11000	-250	-	RNAV 1
050	TF	CC205	-	181° (180.2°)	+0.85	4.0	-	-	-260	-	RNAV 1
060	TF	CC206	-	181° (180.2°)	+0.85	6.9	-	+FL 130	-	-	RNAV 1
070	TF	NUDMA	-	181° (180.2°)	+0.85	2.8	-	+FL 140	-	-	RNAV 1
080	TF	PANTA	-	141° (140.5°)	+0.85	21.2	-	-	-	-	RNAV 1
PUMAM2N TO W7											
010	-	DER RWY36	-	-	+0.85	-	-	-	-	-	RNAV 1
020	CF	CC201	-	001° (000.1°)	+0.85	5.0	-	+3300	-	-	RNAV 1
030	TF	CC204	-	091° (090.1°)	+0.85	7.0	-	+6400	-	-	RNAV 1
040	TF	POVUT	-	181° (180.2°)	+0.85	7.8	-	-11000	-250	-	RNAV 1
050	TF	CC205	-	181° (180.2°)	+0.85	4.0	-	-	-260	-	RNAV 1
060	TF	CC206	-	181° (180.2°)	+0.85	6.9	-	+FL 130	-	-	RNAV 1
070	TF	NUDMA	-	181° (180.2°)	+0.85	2.8	-	+FL 140	-	-	RNAV 1
080	TF	CC211	-	214° (213.5°)	+0.85	16.0	-	-	-	-	RNAV 1
090	TF	PUMAM	-	214° (213.4°)	+0.85	10.0	-	-	-	-	RNAV 1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY36

ASAVI2N ENBAT2N GOGOP2N
KABMU2N MONLO2N PANTA2N PUMAM2N

WAYPOINT LIST

RNAV RWY36		
Waypoint Identifier	**Coordinates**	**Pronunciation**
DER RWY36	18° 46' 51.80" N 098° 57' 46.52" E	-
ASAVI	18° 23' 25.51" N 099° 29' 57.88" E	A - SA - VEE
CC201	18° 51' 52.97" N 098° 57' 47.26" E	-
CC204	18° 51' 51.83" N 099° 05' 10.14" E	-
CC205	18° 40' 03.31" N 099° 05' 07.85" E	-
CC206	18° 33' 07.00" N 099° 05' 06.54" E	-
CC207	18° 40' 01.42" N 099° 14' 32.15" E	-
CC208	18° 44' 00.31" N 099° 27' 40.56" E	-
CC209	18° 31' 05.20" N 099° 15' 24.98" E	-
CC210	18° 29' 19.55" N 099° 14' 51.22" E	-
CC211	18° 16' 53.26" N 098° 55' 48.33" E	-
ENBAT	18° 09' 41.04" N 099° 10' 04.36" E	EN - BAT
GOGOP	18° 08' 12.79" N 098° 51' 49.68" E	GO - GOP
KABMU	18° 27' 38.58" N 099° 32' 47.05" E	KAB - MU
MONLO	18° 47' 02.20" N 099° 37' 43.35" E	MON - LOH
NUDMA	18° 30' 18.55" N 099° 05' 06.00" E	NUD - MA
PANTA	18° 13' 51.17" N 099° 19' 17.05" E	PAN - TA
POVUT	18° 44' 04.24" N 099° 05' 08.63" E	PO - VUT
PUMAM	18° 08' 30.55" N 098° 50' 01.09" E	PU - MAM

CHANGE: DER RWY36 COORDINATE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

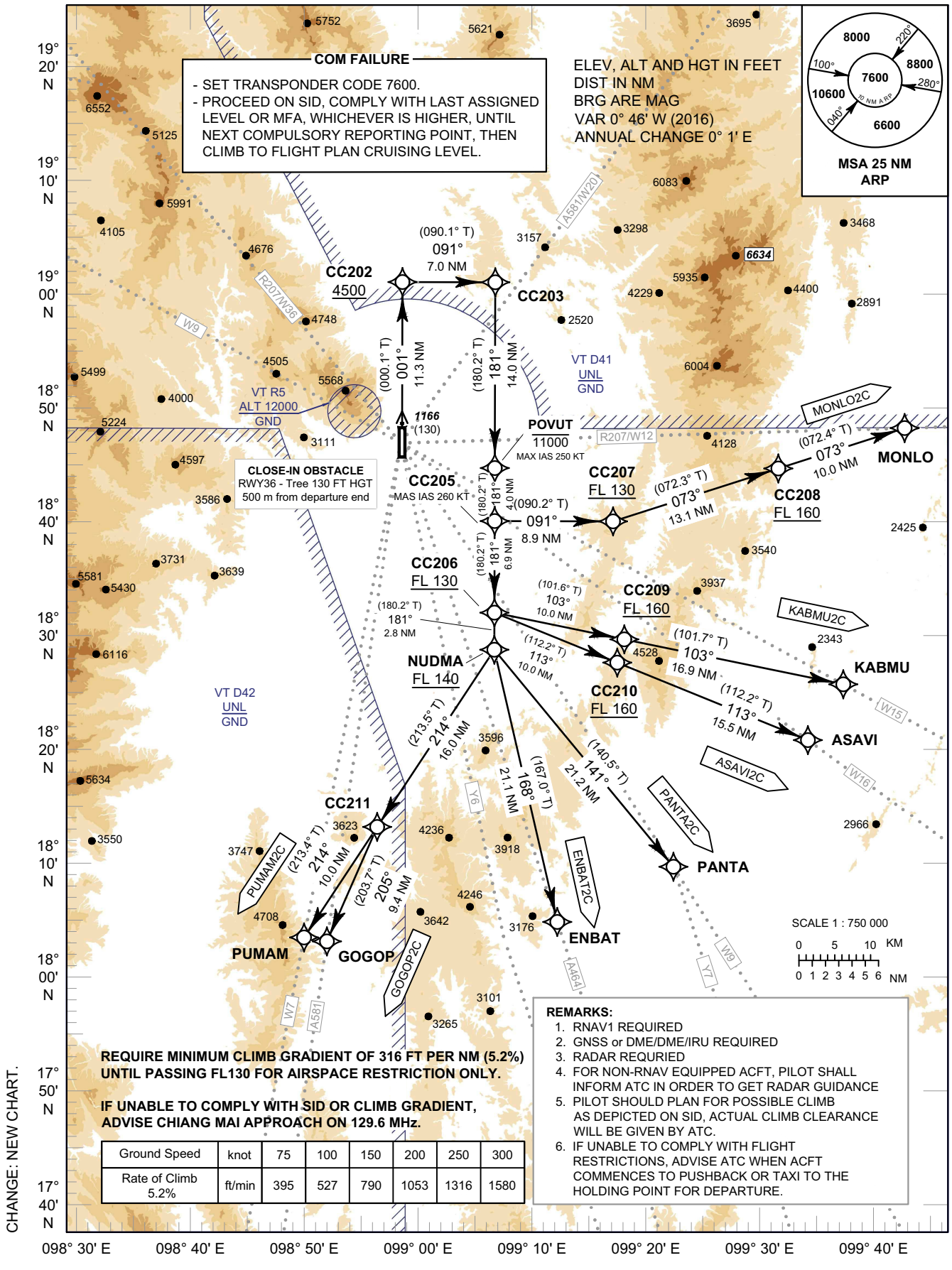
TRANSITION ALTITUDE
11000 FT

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

ASAVI2C ENBAT2C GOGOP2C
KABMU2C MONLO2C PANTA2C PUMAM2C



Ground Speed	knot	75	100	150	200	250	300
Rate of Climb 5.2%	ft/min	395	527	790	1053	1316	1580

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY36

ASAVI2C ENBAT2C GOGOP2C
KABMU2C MONLO2C PANTA2C PUMAM2C

CHANGE: NEW CHART.

TABULAR DESCRIPTION (1)

RNAV RWY36											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
ASAVI2C TO W16											
010	-	DER RWY36	-	-	+0.85	-	-	-	-	-	RNAV 1
020	CF	CC202	-	001° (000.1°)	+0.85	11.3	-	+4500	-	-	RNAV 1
030	TF	CC203	-	091° (090.1°)	+0.85	7.0	-	-	-	-	RNAV 1
040	TF	POVUT	-	181° (180.2°)	+0.85	14.0	-	-11000	-250	-	RNAV 1
050	TF	CC205	-	181° (180.2°)	+0.85	4.0	-	-	-260	-	RNAV 1
060	TF	CC206	-	181° (180.2°)	+0.85	6.9	-	+FL 130	-	-	RNAV 1
070	TF	CC210	-	113° (112.2°)	+0.85	10.0	-	+FL 160	-	-	RNAV 1
080	TF	ASAVI	-	113° (112.2°)	+0.85	15.5	-	-	-	-	RNAV 1
ENBAT2C TO A464											
010	-	DER RWY36	-	-	+0.85	-	-	-	-	-	RNAV 1
020	CF	CC202	-	001° (000.1°)	+0.85	11.3	-	+4500	-	-	RNAV 1
030	TF	CC203	-	091° (090.1°)	+0.85	7.0	-	-	-	-	RNAV 1
040	TF	POVUT	-	181° (180.2°)	+0.85	14.0	-	-11000	-250	-	RNAV 1
050	TF	CC205	-	181° (180.2°)	+0.85	4.0	-	-	-260	-	RNAV 1
060	TF	CC206	-	181° (180.2°)	+0.85	6.9	-	+FL 130	-	-	RNAV 1
070	TF	NUDMA	-	181° (180.2°)	+0.85	2.8	-	+FL 140		-	RNAV 1
080	TF	ENBAT	-	168° (167.0°)	+0.85	21.1	-	-	-	-	RNAV 1
GOGOP2C TO A581											
010	-	DER RWY36	-	-	+0.85	-	-	-	-	-	RNAV 1
020	CF	CC202	-	001° (000.1°)	+0.85	11.3	-	+4500	-	-	RNAV 1
030	TF	CC203	-	091° (090.1°)	+0.85	7.0	-	-	-	-	RNAV 1
040	TF	POVUT	-	181° (180.2°)	+0.85	14.0	-	-11000	-250	-	RNAV 1
050	TF	CC205	-	181° (180.2°)	+0.85	4.0	-	-	-260	-	RNAV 1
060	TF	CC206	-	181° (180.2°)	+0.85	6.9	-	+FL 130	-	-	RNAV 1
070	TF	NUDMA	-	181° (180.2°)	+0.85	2.8	-	+FL 140	-	-	RNAV 1
080	TF	CC211	-	214° (213.5°)	+0.85	16.0	L	-	-	-	RNAV 1
090	TF	GOGOP	-	205° (203.7°)	+0.85	9.4	-	-	-	-	RNAV 1
KABMU2C TO W15											
010	-	DER RWY36	-	-	+0.85	-	-	-	-	-	RNAV 1
020	CF	CC202	-	001° (000.1°)	+0.85	11.3	-	+4500	-	-	RNAV 1
030	TF	CC203	-	091° (090.1°)	+0.85	7.0	-	-	-	-	RNAV 1
040	TF	POVUT	-	181° (180.2°)	+0.85	14.0	-	-11000	-250	-	RNAV 1
050	TF	CC205	-	181° (180.2°)	+0.85	4.0	-	-	-260	-	RNAV 1
060	TF	CC206	-	181° (180.2°)	+0.85	6.9	-	+FL 130	-	-	RNAV 1
070	TF	CC209	-	103° (101.6°)	+0.85	10.0	-	+FL 160	-	-	RNAV 1
080	TF	KABMU	-	103° (101.7°)	+0.85	16.9	-	-	-	-	RNAV 1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY36

ASAVI2C ENBAT2C GOGOP2C
KABMU2C MONLO2C PANTA2C PUMAM2C

CHANGE: NEW CHART.

TABULAR DESCRIPTION (2)

RNAV RWY36											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
MONLO2C TO R207/W12											
010	-	DER RWY36	-	-	+0.85	-	-	-	-	-	RNAV 1
020	CF	CC202	-	001° (000.1°)	+0.85	11.3	-	+4500	-	-	RNAV 1
030	TF	CC203	-	091° (090.1°)	+0.85	7.0	-	-	-	-	RNAV 1
040	TF	POVUT	-	181° (180.2°)	+0.85	14.0	-	-11000	-250	-	RNAV 1
050	TF	CC205	-	181° (180.2°)	+0.85	4.0	-	-	-260	-	RNAV 1
060	TF	CC207	-	091° (090.2°)	+0.85	8.9	-	+FL 130	-	-	RNAV 1
070	TF	CC208	-	073° (072.3°)	+0.85	13.1	-	+FL 160	-	-	RNAV 1
080	TF	MONLO	-	073° (072.4°)	+0.85	10.0	-	-	-	-	RNAV 1
PANTA2C TO W9, Y7											
010	-	DER RWY36	-	-	+0.85	-	-	-	-	-	RNAV 1
020	CF	CC202	-	001° (000.1°)	+0.85	11.3	-	+4500	-	-	RNAV 1
030	TF	CC203	-	091° (090.1°)	+0.85	7.0	-	-	-	-	RNAV 1
040	TF	POVUT	-	181° (180.2°)	+0.85	14.0	-	-11000	-250	-	RNAV 1
050	TF	CC205	-	181° (180.2°)	+0.85	4.0	-	-	-260	-	RNAV 1
060	TF	CC206	-	181° (180.2°)	+0.85	6.9	-	+FL 130	-	-	RNAV 1
070	TF	NUDMA	-	181° (180.2°)	+0.85	2.8	-	+FL 140	-	-	RNAV 1
080	TF	PANTA	-	141° (140.5°)	+0.85	21.2	-	-	-	-	RNAV 1
PUMAM2C TO W7											
010	-	DER RWY36	-	-	+0.85	-	-	-	-	-	RNAV 1
020	CF	CC202	-	001° (000.1°)	+0.85	11.3	-	+4500	-	-	RNAV 1
030	TF	CC203	-	091° (090.1°)	+0.85	7.0	-	-	-	-	RNAV 1
040	TF	POVUT	-	181° (180.2°)	+0.85	14.0	-	-11000	-250	-	RNAV 1
050	TF	CC205	-	181° (180.2°)	+0.85	4.0	-	-	-260	-	RNAV 1
060	TF	CC206	-	181° (180.2°)	+0.85	6.9	-	+FL 130	-	-	RNAV 1
070	TF	NUDMA	-	181° (180.2°)	+0.85	2.8	-	+FL 140	-	-	RNAV 1
080	TF	CC211	-	214° (213.5°)	+0.85	16.0	-	-	-	-	RNAV 1
090	TF	PUMAM	-	214° (213.4°)	+0.85	10.0	-	-	-	-	RNAV 1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY36

ASAVI2C ENBAT2C GOGOP2C
KABMU2C MONLO2C PANTA2C PUMAM2C

WAYPOINT LIST

RNAV RWY36

Waypoint Identifier	Coordinates	Pronunciation
DER RWY36	18° 46' 51.80" N 098° 57' 46.52" E	-
ASAVI	18° 23' 25.51" N 099° 29' 57.88" E	A - SA - VEE
CC202	18° 58' 09.72" N 098° 57' 48.20" E	-
CC203	18° 58' 08.58" N 099° 05' 11.36" E	-
CC205	18° 40' 03.31" N 099° 05' 07.85" E	-
CC206	18° 33' 07.00" N 099° 05' 06.54" E	-
CC207	18° 40' 01.42" N 099° 14' 32.15" E	-
CC208	18° 44' 00.31" N 099° 27' 40.56" E	-
CC209	18° 31' 05.20" N 099° 15' 24.98" E	-
CC210	18° 29' 19.55" N 099° 14' 51.22" E	-
CC211	18° 16' 53.26" N 098° 55' 48.33" E	-
ENBAT	18° 09' 41.04" N 099° 10' 04.36" E	EN - BAT
GOGOP	18° 08' 12.79" N 098° 51' 49.68" E	GO - GOP
KABMU	18° 27' 38.58" N 099° 32' 47.05" E	KAB - MU
MONLO	18° 47' 02.20" N 099° 37' 43.35" E	MON - LOH
NUDMA	18° 30' 18.55" N 099° 05' 06.00" E	NUD - MA
PANTA	18° 13' 51.17" N 099° 19' 17.05" E	PAN - TA
POVUT	18° 44' 04.24" N 099° 05' 08.63" E	PO - VUT
PUMAM	18° 08' 30.55" N 098° 50' 01.09" E	PU - MAM

CHANGE: DER RWY36 COORDINATE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

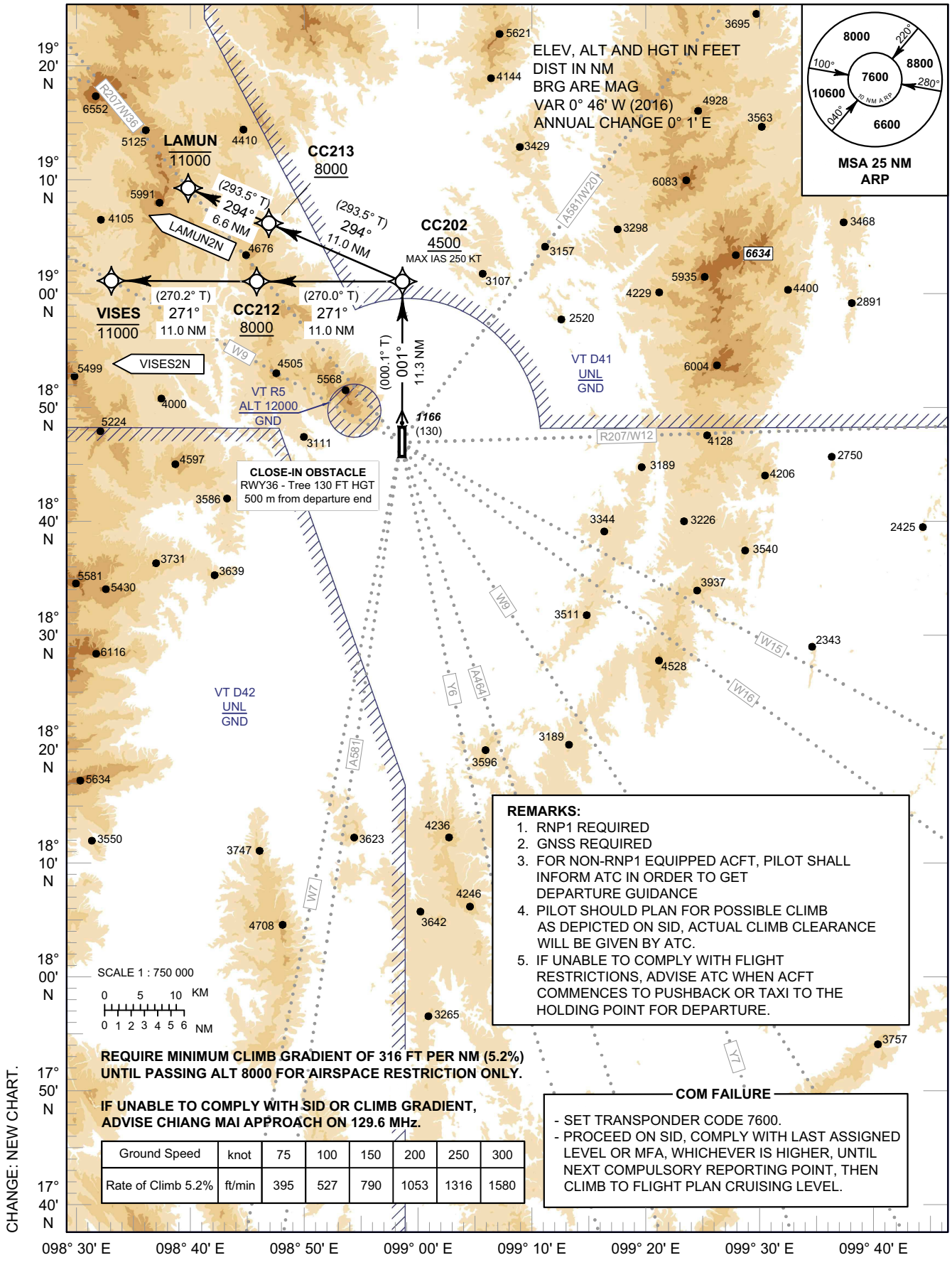
TRANSITION ALTITUDE
11000 FT

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

LAMUN2N VISES2N



Ground Speed	knot	75	100	150	200	250	300
Rate of Climb 5.2%	ft/min	395	527	790	1053	1316	1580

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY36

LAMUN2N VISES2N

TABULAR DESCRIPTION

RNAV RWY36											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
LAMUN2N TO R207/W36											
010	-	DER RWY36	-	-	+0.85	-	-	-	-	-	RNP 1
020	CF	CC202	-	001° (000.1°)	+0.85	11.3	-	+4500	-250	-	RNP 1
030	TF	CC213	-	294° (293.5°)	+0.85	11.0	-	+8000	-	-	RNP 1
040	TF	LAMUN	-	294° (293.5°)	+0.85	6.6	-	-11000	-	-	RNP 1
VISES2N TO W9											
010	-	DER RWY36	-	-	+0.85	-	-	-	-	-	RNP 1
020	CF	CC202	-	001° (000.1°)	+0.85	11.3	-	+4500	-250	-	RNP 1
030	TF	CC212	-	271° (270.0°)	+0.85	11.0	-	+8000	-	-	RNP 1
040	TF	VISES	-	271° (270.2°)	+0.85	11.0	-	-11000	-	-	RNP 1

WAYPOINT LIST

RNAV RWY36		
Waypoint Identifier	Coordinates	Pronunciation
DER RWY36	18° 46' 51.80" N 098° 57' 46.52" E	-
CC202	18° 58' 09.72" N 098° 57' 48.20" E	-
CC212	18° 58' 09.36" N 098° 46' 11.79" E	-
CC213	19° 02' 34.10" N 098° 47' 09.49" E	-
LAMUN	19° 05' 13.14" N 098° 40' 44.26" E	LA - MUN
VISES	18° 58' 11.41" N 098° 34' 38.14" E	VI - SESS

CHANGE: DER RWY36 COORDINATE.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

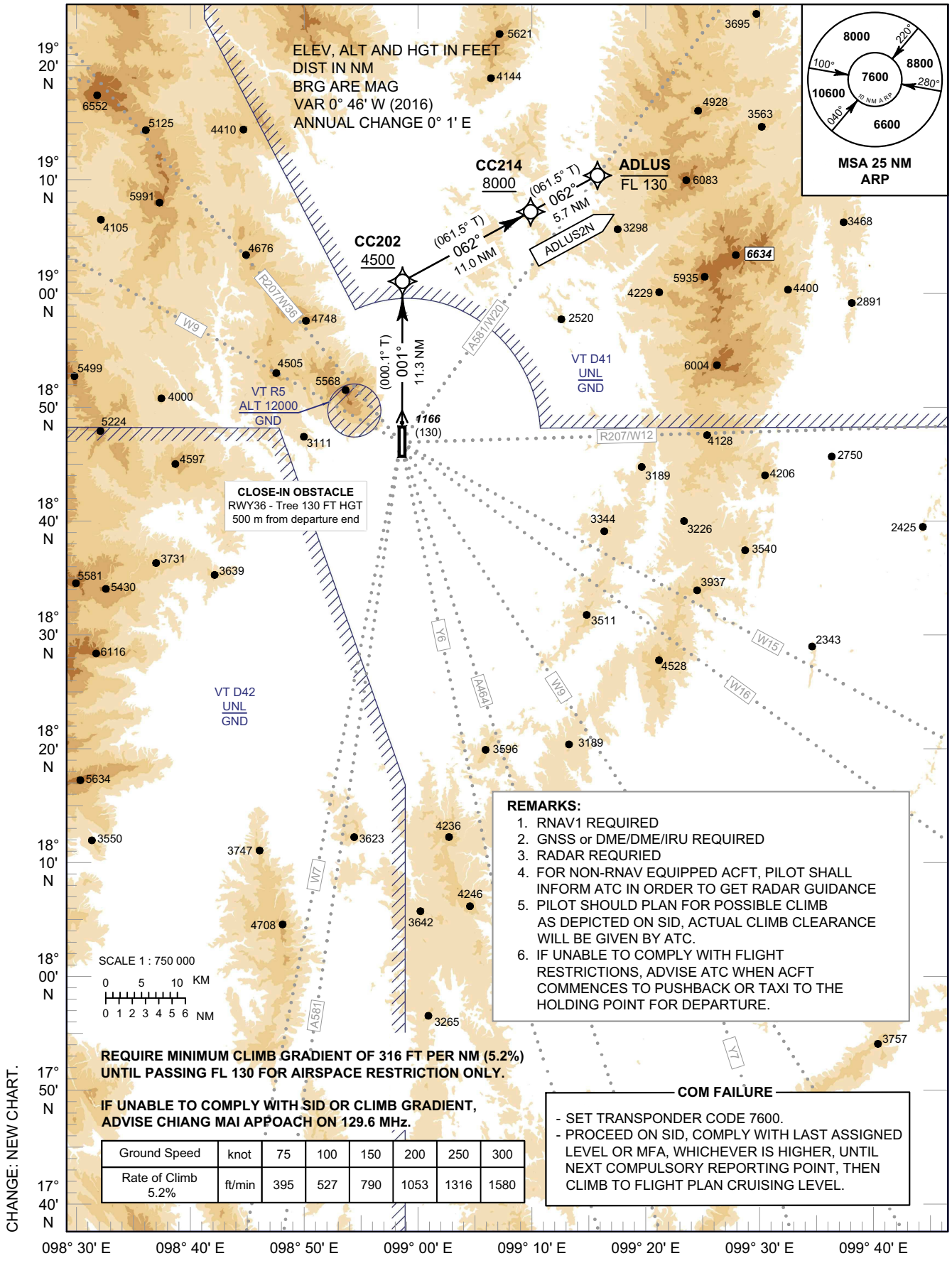
TRANSITION ALTITUDE
11000 FT

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

ADLUS2N



REMARKS:

1. RNAV1 REQUIRED
2. GNSS or DME/DME/IRU REQUIRED
3. RADAR REQURIED
4. FOR NON-RNAV EQUIPPED ACFT, PILOT SHALL INFORM ATC IN ORDER TO GET RADAR GUIDANCE
5. PILOT SHOULD PLAN FOR POSSIBLE CLIMB AS DEPICTED ON SID, ACTUAL CLIMB CLEARANCE WILL BE GIVEN BY ATC.
6. IF UNABLE TO COMPLY WITH FLIGHT RESTRICTIONS, ADVISE ATC WHEN ACFT COMMENCES TO PUSHBACK OR TAXI TO THE HOLDING POINT FOR DEPARTURE.

REQUIRE MINIMUM CLIMB GRADIENT OF 316 FT PER NM (5.2%) UNTIL PASSING FL 130 FOR AIRSPACE RESTRICTION ONLY.

IF UNABLE TO COMPLY WITH SID OR CLIMB GRADIENT, ADVISE CHIANG MAI APPOACH ON 129.6 MHz.

Ground Speed	knot	75	100	150	200	250	300
Rate of Climb 5.2%	ft/min	395	527	790	1053	1316	1580

COM FAILURE

- SET TRANSPONDER CODE 7600.
- PROCEED ON SID, COMPLY WITH LAST ASSIGNED LEVEL OR MFA, WHICHEVER IS HIGHER, UNTIL NEXT COMPULSORY REPORTING POINT, THEN CLIMB TO FLIGHT PLAN CRUISING LEVEL.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY36

ADLUS2N

TABULAR DESCRIPTION

RNAV RWY36											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
ADLUS2N TO A581/W20											
010	-	DER RWY36	-	-	+0.85	-	-	-	-	-	RNAV 1
020	CF	CC202	-	001° (000.1°)	+0.85	11.3	-	+4500	-	-	RNAV 1
030	TF	CC214	-	062° (061.5°)	+0.85	11.0	-	+8000	-	-	RNAV 1
040	TF	ADLUS	-	062° (061.5°)	+0.85	5.7	-	-FL 130	-	-	RNAV 1

WAYPOINT LIST

RNAV RWY36		
Waypoint Identifier	Coordinates	Pronunciation
DER RWY36	18° 46' 51.80" N 098° 57' 46.52" E	-
ADLUS	19° 06' 10.49" N 099° 13' 19.89" E	ADD - LUS
CC202	18° 58' 09.72" N 098° 57' 48.20" E	-
CC214	19° 03' 25.85" N 099° 08' 00.38" E	-

CHANGE: DER RWY36 COORDINATE.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

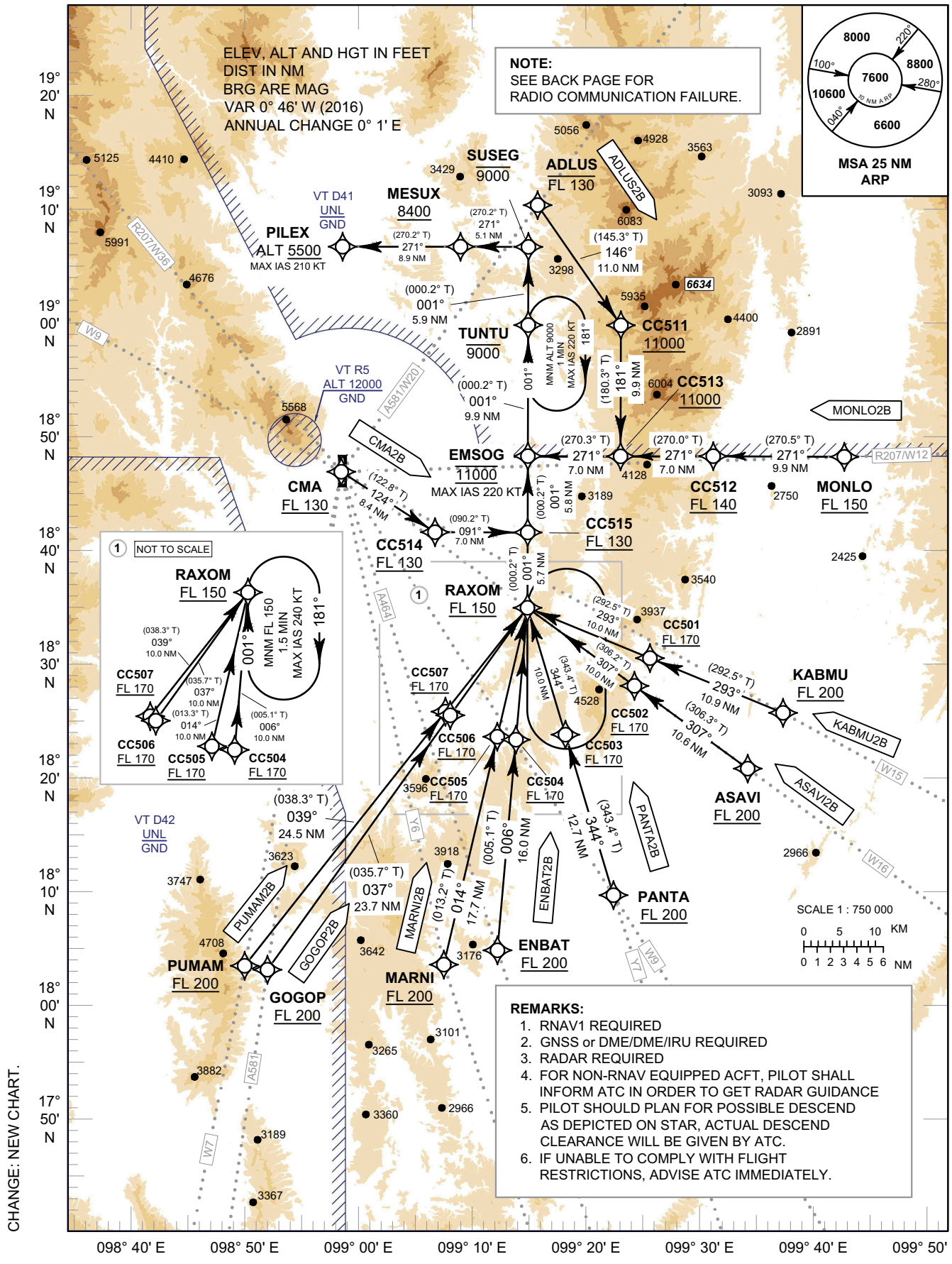
TRANSITION ALTITUDE
11000 FT

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 RWY18

ADLUS2B ASAVI2B CMA2B ENBAT2B GOGOP2B
KABMU2B MARNI2B MONLO2B PANTA2B
PUMAM2B



REMARKS:

1. RNAV1 REQUIRED
2. GNSS or DME/DME/IRU REQUIRED
3. RADAR REQUIRED
4. FOR NON-RNAV EQUIPPED ACFT, PILOT SHALL INFORM ATC IN ORDER TO GET RADAR GUIDANCE
5. PILOT SHOULD PLAN FOR POSSIBLE DESCEND AS DEPICTED ON STAR, ACTUAL DESCEND CLEARANCE WILL BE GIVEN BY ATC.
6. IF UNABLE TO COMPLY WITH FLIGHT RESTRICTIONS, ADVISE ATC IMMEDIATELY.

CHANGE: NEW CHART.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY18

ADLUS2B ASAVI2B CMA2B ENBAT2B GOGOP2B
KABMU2B MARNI2B MONLO2B PANTA2B
PUMAM2B

RADIO COMMUNICATION FAILURE

1	SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600
2	PROCEED ACCORDING TO THE STAR ROUTE TO **PILEX**, DECEND IN ACCORDANCE WITH THE PUBLISHED ALL SPEED AND ALTITUDE RESTRICTIONS OF THE RELEVANT STAR PROCEDURE, **THENCE CONNECT TO INTERMEDIATE APPROACH FIX PILEX FOR RNP APPROACH RWY18.**
3	WHEN AN ARRIVING AIRCRAFT IS BEING RADAR VECTORED, IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF TWO MINUTES, A RADIO FREQUENCY CHECK IS TO BE MADE. IF THE RADIO FREQUENCY CHECK INDICATES A RADIO COMMUNICATION FAILURE, PILOT SHOULD PROCEED IN THE MOST DIRECT MANNER POSSIBLE TO REJOIN THE STAR PROCEDURE APPROPRIATE TO ITS ATS ROUTE AND LANDING DIRECTION AND THEN COMPLY WITH THE PROCEDURES IN ITEM 2 ABOVE.

CHANGE: NEW CHART.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY18

ADLUS2B ASAVI2B CMA2B ENBAT2B GOGOP2B KABMU2B MARNI2B MONLO2B PANTA2B PUMAM2B

CHANGE: NEW CHART.

TABULAR DESCRIPTION (1)

RNAV RWY18											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
ADLUS2B FROM A581/W20											
010	IF	ADLUS	-	-	+0.85	-	-	-FL 130	-	-	RNAV 1
020	TF	CC511	-	146° (145.3°)	+0.85	11.0	-	+11000	-	-	RNAV 1
030	TF	CC513	-	181° (180.3°)	+0.85	9.9	-	+11000	-	-	RNAV 1
040	TF	EMSOG	-	271° (270.3°)	+0.85	7.0	-	@11000	-220	-	RNAV 1
050	TF	TUNTU	-	001° (000.2°)	+0.85	9.9	-	-9000	-220	-	RNAV 1
060	TF	SUSEG	-	001° (000.2°)	+0.85	5.9	-	-9000	-220	-	RNAV 1
070	TF	MESUX	-	271° (270.2°)	+0.85	5.1	-	+8400	-220	-	RNAV 1
080	TF	PILEX	-	271° (270.2°)	+0.85	8.9	-	+5500	-210	-	RNAV 1
ASAVI2B FROM W16											
010	IF	ASAVI	-	-	+0.85	-	-	+FL 200	-	-	RNAV 1
020	TF	CC502	-	307° (306.3°)	+0.85	10.6	-	+FL 170	-	-	RNAV 1
030	TF	RAXOM	-	307° (306.2°)	+0.85	10.0	-	+FL 150	-	-	RNAV 1
040	TF	CC515	-	001° (000.2°)	+0.85	5.7	-	+FL 130	-	-	RNAV 1
050	TF	EMSOG	-	001° (000.2°)	+0.85	5.8	-	@11000	-220	-	RNAV 1
060	TF	TUNTU	-	001° (000.2°)	+0.85	9.9	-	-9000	-220	-	RNAV 1
070	TF	SUSEG	-	001° (000.2°)	+0.85	5.9	-	-9000	-220	-	RNAV 1
080	TF	MESUX	-	271° (270.2°)	+0.85	5.1	-	+8400	-220	-	RNAV 1
090	TF	PILEX	-	271° (270.2°)	+0.85	8.9	-	+5500	-210	-	RNAV 1
CMA2B FROM R207/W36, W9											
010	IF	CMA	-	-	+0.85	-	-	+FL 130	-	-	RNAV 1
020	TF	CC514	-	124° (122.8°)	+0.85	8.4	-	+FL 130	-	-	RNAV 1
030	TF	CC515	-	091° (090.2°)	+0.85	7.0	-	+FL 130	-	-	RNAV 1
040	TF	EMSOG	-	001° (000.2°)	+0.85	5.8	-	@11000	-220	-	RNAV 1
050	TF	TUNTU	-	001° (000.2°)	+0.85	9.9	-	-9000	-220	-	RNAV 1
060	TF	SUSEG	-	001° (000.2°)	+0.85	5.9	-	-9000	-220	-	RNAV 1
070	TF	MESUX	-	271° (270.2°)	+0.85	5.1	-	+8400	-220	-	RNAV 1
080	TF	PILEX	-	271° (270.2°)	+0.85	8.9	-	+5500	-210	-	RNAV 1
ENBAT2B FROM A464											
010	IF	ENBAT	-	-	+0.85	-	-	+FL 200	-	-	RNAV 1
020	TF	CC504	-	006° (005.1°)	+0.85	16.0	-	+FL 170	-	-	RNAV 1
030	TF	RAXOM	-	006° (005.1°)	+0.85	10.0	-	+FL 150	-	-	RNAV 1
040	TF	CC515	-	001° (000.2°)	+0.85	5.7	-	+FL 130	-	-	RNAV 1
050	TF	EMSOG	-	001° (000.2°)	+0.85	5.8	-	@11000	-220	-	RNAV 1
060	TF	TUNTU	-	001° (000.2°)	+0.85	9.9	-	-9000	-220	-	RNAV 1
070	TF	SUSEG	-	001° (000.2°)	+0.85	5.9	-	-9000	-220	-	RNAV 1
080	TF	MESUX	-	271° (270.2°)	+0.85	5.1	-	+8400	-220	-	RNAV 1
090	TF	PILEX	-	271° (270.2°)	+0.85	8.9	-	+5500	-210	-	RNAV 1

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY18

ADLUS2B ASAVI2B CMA2B ENBAT2B GOGOP2B KABMU2B MARNI2B MONLO2B PANTA2B PUMAM2B

CHANGE: NEW CHART.

TABULAR DESCRIPTION (2)

RNAV RWY18

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
GOGOP2B FROM A581											
010	IF	GOGOP	-	-	+0.85	-	-	+FL 200	-	-	RNAV 1
020	TF	CC506	-	037° (035.7°)	+0.85	23.7	-	+FL 170	-	-	RNAV 1
030	TF	RAXOM	-	037° (035.7°)	+0.85	10.0	-	+FL 150	-	-	RNAV 1
040	TF	CC515	-	001° (000.2°)	+0.85	5.7	-	+FL 130	-	-	RNAV 1
050	TF	EMSOG	-	001° (000.2°)	+0.85	5.8	-	@11000	-220	-	RNAV 1
060	TF	TUNTU	-	001° (000.2°)	+0.85	9.9	-	-9000	-220	-	RNAV 1
070	TF	SUSEG	-	001° (000.2°)	+0.85	5.9	-	-9000	-220	-	RNAV 1
080	TF	MESUX	-	271° (270.2°)	+0.85	5.1	-	+8400	-220	-	RNAV 1
090	TF	PILEX	-	271° (270.2°)	+0.85	8.9	-	+5500	-210	-	RNAV 1
KABMU2B FROM W15											
010	IF	KABMU	-	-	+0.85	-	-	+FL 200	-	-	RNAV 1
020	TF	CC501	-	293° (292.5°)	+0.85	10.9	-	+FL 170	-	-	RNAV 1
030	TF	RAXOM	-	293° (292.5°)	+0.85	10.0	-	+FL 150	-	-	RNAV 1
040	TF	CC515	-	001° (000.2°)	+0.85	5.7	-	+FL 130	-	-	RNAV 1
050	TF	EMSOG	-	001° (000.2°)	+0.85	5.8	-	@11000	-220	-	RNAV 1
060	TF	TUNTU	-	001° (000.2°)	+0.85	9.9	-	-9000	-220	-	RNAV 1
070	TF	SUSEG	-	001° (000.2°)	+0.85	5.9	-	-9000	-220	-	RNAV 1
080	TF	MESUX	-	271° (270.2°)	+0.85	5.1	-	+8400	-220	-	RNAV 1
090	TF	PILEX	-	271° (270.2°)	+0.85	8.9	-	+5500	-210	-	RNAV 1
MARNI2B FROM Y6											
010	IF	MARNI	-	-	+0.85	-	-	+FL 200	-	-	RNAV 1
020	TF	CC505	-	014° (013.2°)	+0.85	17.7	-	+FL 170	-	-	RNAV 1
030	TF	RAXOM	-	014° (013.3°)	+0.85	10.0	-	+FL 150	-	-	RNAV 1
040	TF	CC515	-	001° (000.2°)	+0.85	5.7	-	+FL 130	-	-	RNAV 1
050	TF	EMSOG	-	001° (000.2°)	+0.85	5.8	-	@11000	-220	-	RNAV 1
060	TF	TUNTU	-	001° (000.2°)	+0.85	9.9	-	-9000	-220	-	RNAV 1
070	TF	SUSEG	-	001° (000.2°)	+0.85	5.9	-	-9000	-220	-	RNAV 1
080	TF	MESUX	-	271° (270.2°)	+0.85	5.1	-	+8400	-220	-	RNAV 1
090	TF	PILEX	-	271° (270.2°)	+0.85	8.9	-	+5500	-210	-	RNAV 1
MONLO2B FROM R207/W12											
010	IF	MONLO	-	-	+0.85	-	-	+FL 150	-	-	RNAV 1
020	TF	CC512	-	271° (270.5°)	+0.85	9.9	-	+FL 140	-	-	RNAV 1
030	TF	CC513	-	271° (270.0°)	+0.85	7.0	-	+11000	-	-	RNAV 1
040	TF	EMSOG	-	271° (270.3°)	+0.85	7.0	-	@11000	-220	-	RNAV 1
050	TF	TUNTU	-	001° (000.2°)	+0.85	9.9	-	-9000	-220	-	RNAV 1
060	TF	SUSEG	-	001° (000.2°)	+0.85	5.9	-	-9000	-220	-	RNAV 1
070	TF	MESUX	-	271° (270.2°)	+0.85	5.1	-	+8400	-220	-	RNAV 1
080	TF	PILEX	-	271° (270.2°)	+0.85	8.9	-	+5500	-210	-	RNAV 1

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY18

ADLUS2B ASAVI2B CMA2B ENBAT2B GOGOP2B KABMU2B MARNI2B MONLO2B PANTA2B PUMAM2B

CHANGE: NEW CHART.

TABULAR DESCRIPTION (3)

RNAV RWY18

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
PANTA2B FROM W9, Y7											
010	IF	PANTA	-	-	+0.85	-	-	+FL 200	-	-	RNAV 1
020	TF	CC503	-	344° (343.4°)	+0.85	12.7	-	+FL 170	-	-	RNAV 1
030	TF	RAXOM	-	344° (343.4°)	+0.85	10.0	-	+FL 150	-	-	RNAV 1
040	TF	CC515	-	001° (000.2°)	+0.85	5.7	-	+FL 130	-	-	RNAV 1
050	TF	EMSOG	-	001° (000.2°)	+0.85	5.8	-	@11000	-220	-	RNAV 1
060	TF	TUNTU	-	001° (000.2°)	+0.85	9.9	-	-9000	-220	-	RNAV 1
070	TF	SUSEG	-	001° (000.2°)	+0.85	5.9	-	-9000	-220	-	RNAV 1
080	TF	MESUX	-	271° (270.2°)	+0.85	5.1	-	+8400	-220	-	RNAV 1
090	TF	PILEX	-	271° (270.2°)	+0.85	8.9	-	+5500	-210	-	RNAV 1
PUMAM2B FROM W7											
010	IF	PUMAM	-	-	+0.85	-	-	+FL 200	-	-	RNAV 1
020	TF	CC507	-	039° (038.3°)	+0.85	24.5	-	+FL 170	-	-	RNAV 1
030	TF	RAXOM	-	039° (038.3°)	+0.85	10.0	-	+FL 150	-	-	RNAV 1
040	TF	CC515	-	001° (000.2°)	+0.85	5.7	-	+FL 130	-	-	RNAV 1
050	TF	EMSOG	-	001° (000.2°)	+0.85	5.8	-	@11000	-220	-	RNAV 1
060	TF	TUNTU	-	001° (000.2°)	+0.85	9.9	-	-9000	-220	-	RNAV 1
070	TF	SUSEG	-	001° (000.2°)	+0.85	5.9	-	-9000	-220	-	RNAV 1
080	TF	MESUX	-	271° (270.2°)	+0.85	5.1	-	+8400	-220	-	RNAV 1
090	TF	PILEX	-	271° (270.2°)	+0.85	8.9	-	+5500	-210	-	RNAV 1

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY18

ADLUS2B ASAVI2B CMA2B ENBAT2B GOGOP2B KABMU2B MARNI2B MONLO2B PANTA2B PUMAM2B

WAYPOINT LIST

RNAV RWY18

Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
ADLUS	19° 06' 10.49" N 099° 13' 19.89" E	CMA	18° 45' 58.06" N 098° 57' 40.38" E
ASAVI	18° 23' 25.51" N 099° 29' 57.88" E	EMSOG	18° 47' 08.85" N 099° 12' 31.92" E
CC501	18° 31' 49.08" N 099° 22' 12.98" E	ENBAT	18° 09' 41.04" N 099° 10' 04.36" E
CC502	18° 29' 43.07" N 099° 20' 58.69" E	GOGOP	18° 08' 12.79" N 098° 51' 49.68" E
CC503	18° 26' 01.71" N 099° 15' 29.46" E	KABMU	18° 27' 38.58" N 099° 32' 47.05" E
CC504	18° 25' 39.01" N 099° 11' 33.35" E	MARNI	18° 08' 36.14" N 099° 05' 49.11" E
CC505	18° 25' 52.70" N 099° 10' 04.42" E	MESUX	19° 03' 00.48" N 099° 07' 10.64" E
CC506	18° 27' 30.16" N 099° 06' 20.28" E	MONLO	18° 47' 02.20" N 099° 37' 43.35" E
CC507	18° 27' 46.72" N 099° 05' 57.28" E	PANTA	18° 13' 51.17" N 099° 19' 17.05" E
CC511	18° 57' 03.28" N 099° 19' 57.39" E	PUMAM	18° 08' 30.55" N 098° 50' 01.09" E
CC512	18° 47' 06.97" N 099° 27' 17.28" E	RAXOM	18° 35' 39.00" N 099° 12' 29.22" E
CC513	18° 47' 07.11" N 099° 19' 54.60" E	SUSEG	19° 02' 59.39" N 099° 12' 35.68" E
CC514	18° 41' 23.18" N 099° 05' 08.12" E	TUNTU	18° 57' 05.01" N 099° 12' 34.27" E
CC515	18° 41' 21.69" N 099° 12' 30.56" E	PILEX	19° 03' 01.98" N 098° 57' 48.92" E

WAYPOINT LIST

Waypoint Identifier	Pronunciation	Waypoint Identifier	Pronunciation
ADLUS	ADD - LUS	CMA	-
ASAVI	A - SA - VEE	EMSOG	EM - SOCK
CC501	-	ENBAT	EN - BAT
CC502	-	GOGOP	GO - GOP
CC503	-	KABMU	KAB -MU
CC504	-	MARNI	MAR - NEE
CC505	-	MESUX	ME - SUX
CC506	-	MONLO	MON - LOH
CC507	-	PANTA	PAN - TA
CC511	-	PUMAM	PU - MAM
CC512	-	RAXOM	RAH - SOM
CC513	-	SUSEG	SU - SECK
CC514	-	TUNTU	TUN - TU
CC515	-	PILEX	PE - LEX

CHANGE: NEW CHART.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

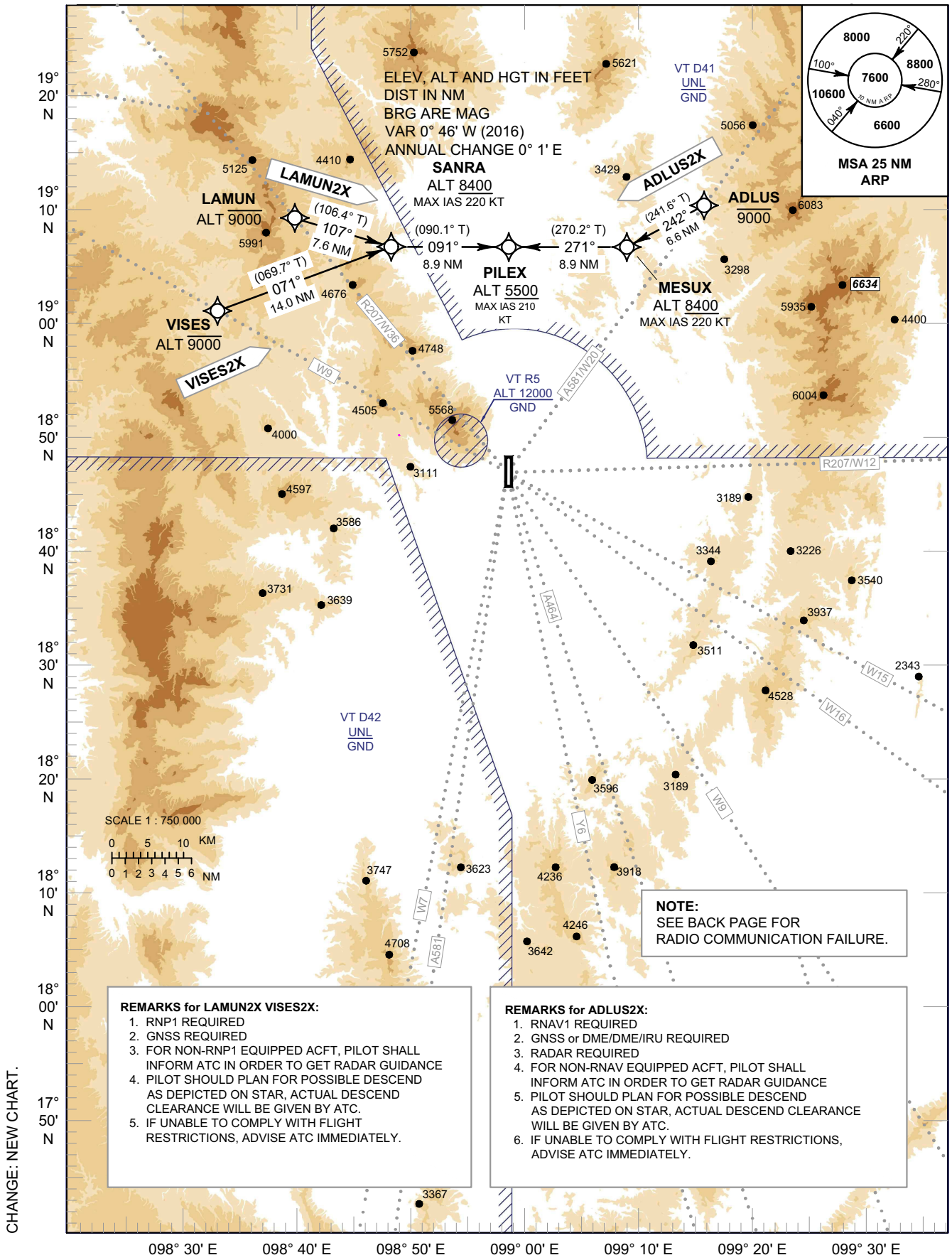
TRANSITION ALTITUDE
11000 FT

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 RWY18

ADLUS2X LAMUN2X VISES2X



NOTE:
SEE BACK PAGE FOR
RADIO COMMUNICATION FAILURE.

REMARKS for LAMUN2X VISES2X:

1. RNP1 REQUIRED
2. GNSS REQUIRED
3. FOR NON-RNP1 EQUIPPED ACFT, PILOT SHALL INFORM ATC IN ORDER TO GET RADAR GUIDANCE
4. PILOT SHOULD PLAN FOR POSSIBLE DESCEND AS DEPICTED ON STAR, ACTUAL DESCEND CLEARANCE WILL BE GIVEN BY ATC.
5. IF UNABLE TO COMPLY WITH FLIGHT RESTRICTIONS, ADVISE ATC IMMEDIATELY.

REMARKS for ADLUS2X:

1. RNAV1 REQUIRED
2. GNSS or DME/DME/IRU REQUIRED
3. RADAR REQUIRED
4. FOR NON-RNAV EQUIPPED ACFT, PILOT SHALL INFORM ATC IN ORDER TO GET RADAR GUIDANCE
5. PILOT SHOULD PLAN FOR POSSIBLE DESCEND AS DEPICTED ON STAR, ACTUAL DESCEND CLEARANCE WILL BE GIVEN BY ATC.
6. IF UNABLE TO COMPLY WITH FLIGHT RESTRICTIONS, ADVISE ATC IMMEDIATELY.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY18

ADLUS2X LAMUN2X VISES2X

RADIO COMMUNICATION FAILURE

1	SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600
2	PROCEED ACCORDING TO THE STAR ROUTE TO **PILEX,** DECEND IN ACCORDANCE WITH THE PUBLISHED ALL SPEED AND ALTITUDE RESTRICTIONS OF THE RELEVANT STAR PROCEDURE, **THENCE CONNECT TO INTERMEDIATE APPROACH FIX PILEX FOR RNP APPROACH RWY18.**
3	WHEN AN ARRIVING AIRCRAFT IS BEING RADAR VECTORED, IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF TWO MINUTES, A RADIO FREQUENCY CHECK IS TO BE MADE. IF THE RADIO FREQUENCY CHECK INDICATES A RADIO COMMUNICATION FAILURE, PILOT SHOULD PROCEED IN THE MOST DIRECT MANNER POSSIBLE TO REJOIN THE STAR PROCEDURE APPROPRIATE TO ITS ATS ROUTE AND LANDING DIRECTION AND THEN COMPLY WITH THE PROCEDURES IN ITEM 2 ABOVE.

CHANGE: NEW CHART.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY18

ADLUS2X LAMUN2X VISES2X

TABULAR DESCRIPTION

RNAV RWY18											
ADLUS2X FROM A581/W20											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	ADLUS	-	-	+0.85	-	-	-9000	-	-	RNAV 1
020	TF	MESUX	-	242° (241.6°)	+0.85	6.6	-	+8400	-220	-	RNAV 1
030	TF	PILEX	-	271° (270.2°)	+0.85	8.9	-	+5500	-210	-	RNAV 1
LAMUN2X FROM R207/W36											
010	IF	LAMUN	-	-	+0.85	-	-	-9000	-	-	RNP 1
020	TF	SANRA	-	107° (106.4°)	+0.85	7.6	-	+8400	-220	-	RNP 1
030	TF	PILEX	-	091° (090.1°)	+0.85	8.9	-	+5500	-210	-	RNP 1
VISES2X FROM W9											
010	IF	VISES	-	-	+0.85	-	-	-9000	-	-	RNP 1
020	TF	SANRA	-	071° (069.7°)	+0.85	14.0	-	+8400	-220	-	RNP 1
030	TF	PILEX	-	091° (090.1°)	+0.85	8.9	-	+5500	-210	-	RNP 1

WAYPOINT LIST

RNAV RWY18		
Waypoint Identifier	Coordinates	Pronunciation
ADLUS	19° 06' 10.49" N 099° 13' 19.89" E	ADD - LUS
LAMUN	19° 05' 13.14" N 098° 40' 44.26" E	LA - MUN
MESUX	19° 03' 00.48" N 099° 07' 10.64" E	ME - SUX
PILEX	19° 03' 01.98" N 098° 57' 48.92" E	PE - LEX
SANRA	19° 03' 03.01" N 098° 48' 27.19" E	SAN - RAH
VISES	18° 58' 11.41" N 098° 34' 38.14" E	VE - SESS

CHANGE: NEW CHART.

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STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

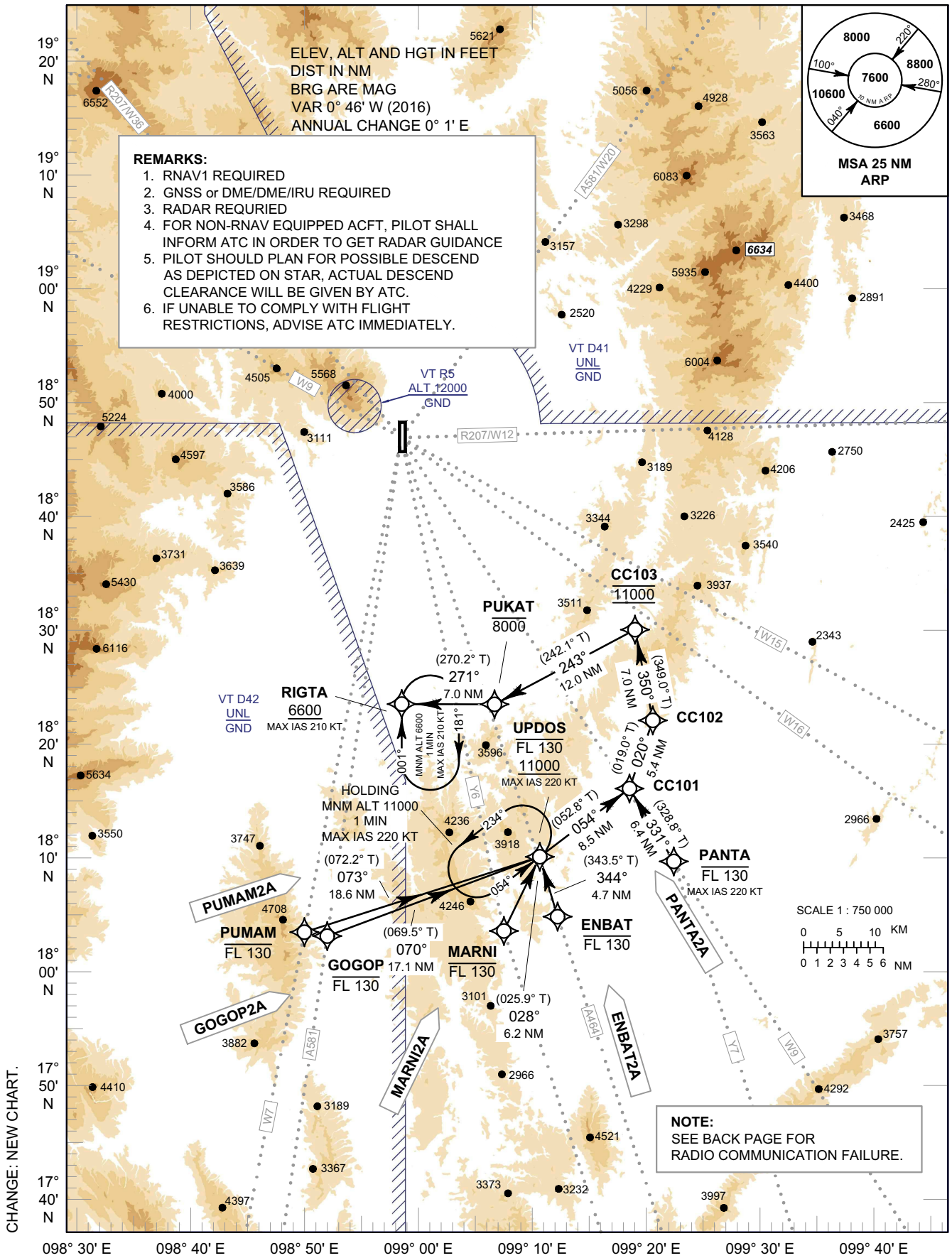
TRANSITION ALTITUDE
11000 FT

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

ENBAT2A GOGOP2A MARNI2A PANTA2A PUMAM2A



STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY36

ENBAT2A GOGOP2A MARNI2A PANTA2A PUMAM2A

RADIO COMMUNICATION FAILURE

1	SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600
2	PROCEED ACCORDING TO THE STAR ROUTE TO **RIGTA**, DECEND IN ACCORDANCE WITH THE PUBLISHED ALL SPEED AND ALTITUDE RESTRICTIONS OF THE RELEVANT STAR PROCEDURE, **THENCE CARRY OUT THE APPROPRIATE INSTRUMENT APPROACH PROCEDURE RWY36.**
3	WHEN AN ARRIVING AIRCRAFT IS BEING RADAR VECTORED, IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF TWO MINUTES, A RADIO FREQUENCY CHECK IS TO BE MADE. IF THE RADIO FREQUENCY CHECK INDICATES A RADIO COMMUNICATION FAILURE, PILOT SHOULD PROCEED IN THE MOST DIRECT MANNER POSSIBLE TO REJOIN THE STAR PROCEDURE APPROPRIATE TO ITS ATS ROUTE AND LANDING DIRECTION AND THEN COMPLY WITH THE PROCEDURES IN ITEM 2 ABOVE.

CHANGE: NEW CHART.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY36

ENBAT2A GOGOP2A MARNI2A PANTA2A PUMAM2A

CHANGE: NEW CHART.

TABULAR DESCRIPTION

RNAV RWY36											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
ENBAT2A FROM A464											
010	IF	ENBAT	-	-	+0.85	-	-	-FL 130	-	-	RNAV 1
020	TF	UPDOS	-	344° (343.5°)	+0.85	4.7	-	-FL 130 +11000	-220	-	RNAV 1
030	TF	CC101	-	053° (052.8°)	+0.85	8.5	-	-	-220	-	RNAV 1
040	TF	CC102	-	020° (019.0°)	+0.85	5.4	-	-	-220	-	RNAV 1
050	TF	CC103	-	350° (349.0°)	+0.85	7.0	-	@11000	-220	-	RNAV 1
060	TF	PUKAT	-	243° (242.1°)	+0.85	12.0	-	-8000	-220	-	RNAV 1
070	TF	RIGTA	-	271° (270.2°)	+0.85	7.0	-	+6600	-210	-	RNAV 1
GOGOP2A FROM A581											
010	IF	GOGOP	-	-	+0.85	-	-	-FL 130	-	-	RNAV 1
020	TF	UPDOS	-	070° (069.5°)	+0.85	17.1	-	-FL 130 +11000	-220	-	RNAV 1
030	TF	CC101	-	054° (052.8°)	+0.85	8.5	-	-	-220	-	RNAV 1
040	TF	CC102	-	020° (019.0°)	+0.85	5.4	-	-	-220	-	RNAV 1
050	TF	CC103	-	350° (349.0°)	+0.85	7.0	-	@11000	-220	-	RNAV 1
060	TF	PUKAT	-	243° (242.1°)	+0.85	12.0	-	-8000	-220	-	RNAV 1
070	TF	RIGTA	-	271° (270.2°)	+0.85	7.0	-	+6600	-210	-	RNAV 1
MARNI2A FROM Y6											
010	IF	MARNI	-	-	+0.85	-	-	-FL 130	-	-	RNAV 1
020	TF	UPDOS	-	028° (025.9°)	+0.85	6.2	-	-FL 130 +11000	-220	-	RNAV 1
030	TF	CC101	-	054° (052.8°)	+0.85	8.5	-	-	-220	-	RNAV 1
040	TF	CC102	-	020° (019.0°)	+0.85	5.4	-	-	-220	-	RNAV 1
050	TF	CC103	-	350° (349.0°)	+0.85	7.0	-	@11000	-220	-	RNAV 1
060	TF	(IAF) PUKAT	-	243° (242.1°)	+0.85	12.0	-	-8000	-220	-	RNAV 1
070	TF	(IF) RIGTA	-	271° (270.2°)	+0.85	7.0	-	+6600	-210	-	RNAV 1
PANTA2A FROM W9, Y7											
010	IF	PANTA	-	-	+0.85	-	-	-FL 130	-220	-	RNAV 1
020	TF	CC101	-	331° (328.8°)	+0.85	6.4	-	-	-220	-	RNAV 1
030	TF	CC102	-	020° (019.0°)	+0.85	5.4	-	-	-220	-	RNAV 1
040	TF	CC103	-	350° (349.0°)	+0.85	7.0	-	@11000	-220	-	RNAV 1
050	TF	PUKAT	-	243° (242.1°)	+0.85	12.0	-	-8000	-220	-	RNAV 1
060	TF	RIGTA	-	271° (270.2°)	+0.85	7.0	-	+6600	-210	-	RNAV 1
PUMAM2A FROM W7											
010	IF	PUMAM	-	-	+0.85	-	-	-FL 130	-	-	RNAV 1
020	TF	UPDOS	-	073° (072.2°)	+0.85	18.6	-	-FL 130 +11000	-220	-	RNAV 1
030	TF	CC101	-	054° (052.8°)	+0.85	8.5	-	-	-220	-	RNAV 1
040	TF	CC102	-	020° (019.0°)	+0.85	5.4	-	-	-220	-	RNAV 1
050	TF	CC103	-	350° (349.0°)	+0.85	7.0	-	@11000	-220	-	RNAV 1
060	TF	PUKAT	-	243° (242.1°)	+0.85	12.0	-	-8000	-220	-	RNAV 1
070	TF	RIGTA	-	271° (270.2°)	+0.85	7.0	-	+6600	-210	-	RNAV 1

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY36

ENBAT2A GOGOP2A MARNI2A PANTA2A PUMAM2A

WAYPOINT LIST

RNAV RWY36		
Waypoint Identifier	**Coordinates**	**Pronunciation**
CC101	18° 19' 22.85" N 099° 15' 46.88" E	-
CC102	18° 24' 32.38" N 099° 17' 38.32" E	-
CC103	18° 31' 24.87" N 099° 16' 14.24" E	-
ENBAT	18° 09' 41.04" N 099° 10' 04.36" E	EN - BAT
GOGOP	18° 08' 12.79" N 098° 51' 49.68" E	GO - GOP
MARNI	18° 08' 36.14" N 099° 05' 49.11" E	MAR - NEE
PANTA	18° 13' 51.17" N 099° 19' 17.05" E	PAN - TA
PUKAT	18° 25' 46.17" N 099° 05' 05.03" E	PU - KAT
PUMAM	18° 08' 30.55" N 098° 50' 01.09" E	PU - MAM
RIGTA	18° 25' 47.35" N 098° 57' 43.27" E	RIG - TAH
UPDOS	18° 14' 13.13" N 099° 08' 40.07" E	UP - DOS

CHANGE: NEW CHART.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

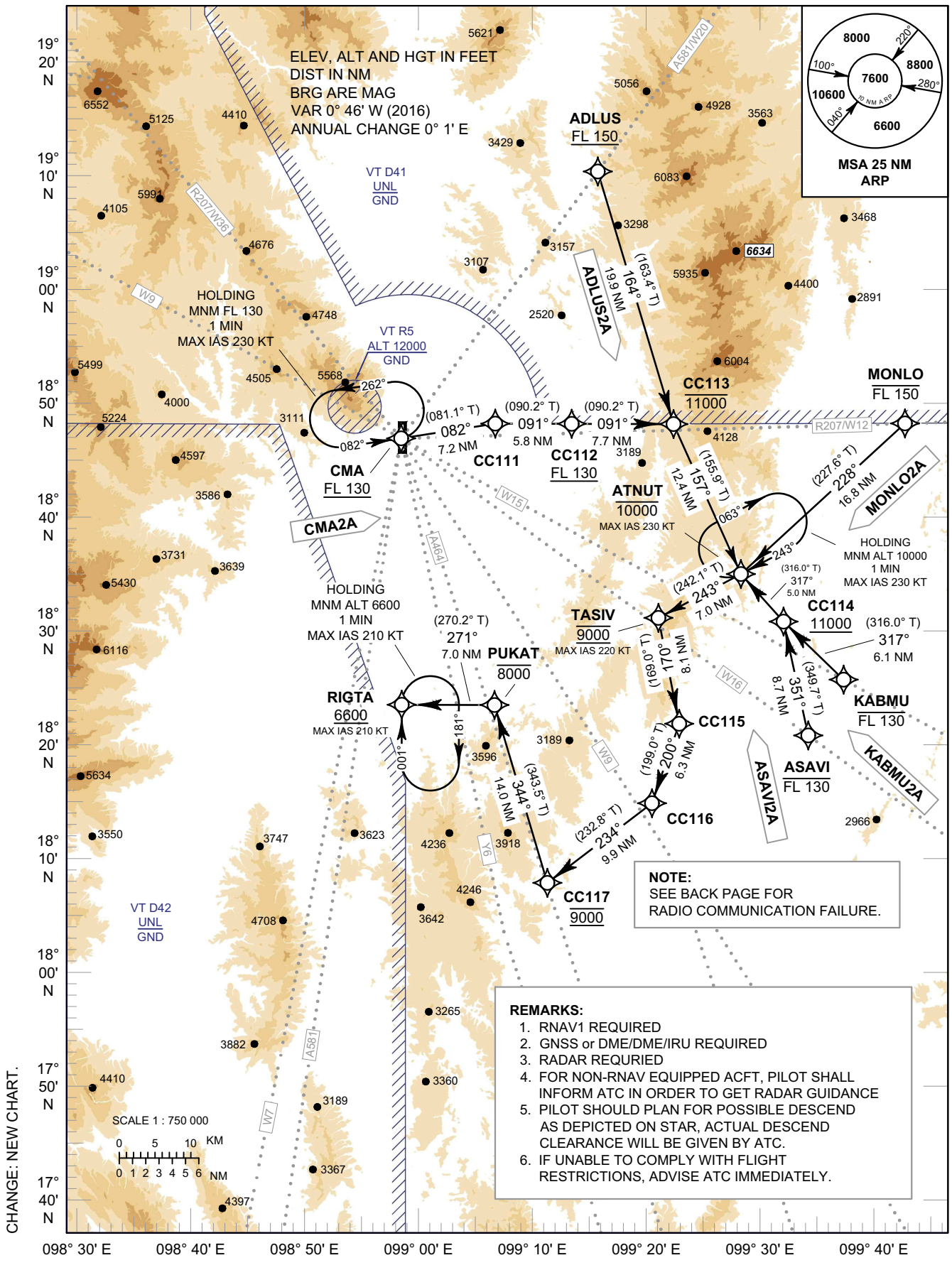
TRANSITION ALTITUDE
11000 FT

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

ADLUS2A ASAVI2A CMA2A KABMU2A MONLO2A



STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY36

ADLUS2A ASAVI2A CMA2A KABMU2A MONLO2A

RADIO COMMUNICATION FAILURE

1	SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600
2	PROCEED ACCORDING TO THE STAR ROUTE TO **RIGTA**, DECEND IN ACCORDANCE WITH THE PUBLISHED ALL SPEED AND ALTITUDE RESTRICTIONS OF THE RELEVANT STAR PROCEDURE, **THENCE CARRY OUT THE APPROPRIATE INSTRUMENT APPROACH PROCEDURE RWY36.**
3	WHEN AN ARRIVING AIRCRAFT IS BEING RADAR VECTORED, IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF TWO MINUTES, A RADIO FREQUENCY CHECK IS TO BE MADE. IF THE RADIO FREQUENCY CHECK INDICATES A RADIO COMMUNICATION FAILURE, PILOT SHOULD PROCEED IN THE MOST DIRECT MANNER POSSIBLE TO REJOIN THE STAR PROCEDURE APPROPRIATE TO ITS ATS ROUTE AND LANDING DIRECTION AND THEN COMPLY WITH THE PROCEDURES IN ITEM 2 ABOVE.

CHANGE: NEW CHART.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY36

ADLUS2A ASAVI2A CMA2A KABMU2A MONLO2A

TABULAR DESCRIPTION (1)

RNAV RWY36

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
ADLUS2A FROM A581/W20											
010	IF	ADLUS	-	-	+0.85	-	-	+FL 150	-	-	RNAV 1
020	TF	CC113	-	164° (163.4°)	+0.85	19.9	-	-11000	-	-	RNAV 1
030	TF	ATNUT	-	157° (155.9°)	+0.85	12.4	-	-10000	-230	-	RNAV 1
040	TF	TASIV	-	243° (242.1°)	+0.85	7.0	-	@9000	-220	-	RNAV 1
050	TF	CC115	-	170° (169.0°)	+0.85	8.1	-	-	-220	-	RNAV 1
060	TF	CC116	-	200° (199.0°)	+0.85	6.3	-	-	-220	-	RNAV 1
070	TF	CC117	-	234° (232.8°)	+0.85	9.9	-	@9000	-220	-	RNAV 1
080	TF	(IAF) PUKAT	-	344° (343.5°)	+0.85	14.0	-	-8000	-220	-	RNAV 1
090	TF	(IF) RIGTA	-	271° (270.2°)	+0.85	7.0	-	+6600	-210	-	RNAV 1
ASAVI2A FROM W16											
010	IF	ASAVI	-	-	+0.85	-	-	-FL 130	-	-	RNAV 1
020	TF	CC114	-	351° (349.7°)	+0.85	8.7	-	+11000	-	-	RNAV 1
030	TF	ATNUT	-	317° (316.0°)	+0.85	5.0	-	-10000	-230	-	RNAV 1
040	TF	TASIV	-	243° (242.1°)	+0.85	7.0	-	@9000	-220	-	RNAV 1
050	TF	CC115	-	170° (169.0°)	+0.85	8.1	-	-	-220	-	RNAV 1
060	TF	CC116	-	200° (199.0°)	+0.85	6.3	-	-	-220	-	RNAV 1
070	TF	CC117	-	234° (232.8°)	+0.85	9.9	-	@9000	-220	-	RNAV 1
080	TF	(IAF) PUKAT	-	344° (343.5°)	+0.85	14.0	-	-8000	-220	-	RNAV 1
090	TF	(IF) RIGTA	-	271° (270.2°)	+0.85	7.0	-	+6600	-210	-	RNAV 1
CMA2A FROM R207/W36, W9											
010	IF	CMA	-	-	+0.85	-	-	+FL 130	-	-	RNAV 1
020	TF	CC111	-	082° (081.1°)	+0.85	7.2	-	-	-	-	RNAV 1
030	TF	CC112	-	091° (090.2°)	+0.85	5.8	-	+FL 130	-	-	RNAV 1
040	TF	CC113	-	091° (090.2°)	+0.85	7.7	-	-11000	-	-	RNAV 1
050	TF	ATNUT	-	157° (155.9°)	+0.85	12.4	-	-10000	-230	-	RNAV 1
060	TF	TASIV	-	243° (242.1°)	+0.85	7.0	-	@9000	-220	-	RNAV 1
070	TF	CC115	-	170° (169.0°)	+0.85	8.1	-	-	-220	-	RNAV 1
080	TF	CC116	-	200° (199.0°)	+0.85	6.3	-	-	-220	-	RNAV 1
090	TF	CC117	-	234° (232.8°)	+0.85	9.9	-	@9000	-220	-	RNAV 1
100	TF	PUKAT	-	344° (343.5°)	+0.85	14.0	-	-8000	-220	-	RNAV 1
110	TF	RIGTA	-	271° (270.2°)	+0.85	7.0	-	+6600	-210	-	RNAV 1

CHANGE: NEW CHART.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY36

ADLUS2A ASAVI2A CMA2A KABMU2A MONLO2A

CHANGE: NEW CHART.

TABULAR DESCRIPTION (2)

RNAV RWY36											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
KABMU2A FROM W15											
010	IF	KABMU	-	-	+0.85	-	-	-FL 130	-	-	RNAV 1
020	TF	CC114	-	317° (316.0°)	+0.85	6.1	-	+11000	-	-	RNAV 1
030	TF	ATNUT	-	317° (316.0°)	+0.85	5.0	-	-10000	-230	-	RNAV 1
040	TF	TASIV	-	243° (242.1°)	+0.85	7.0	-	@9000	-220	-	RNAV 1
050	TF	CC115	-	170° (169.0°)	+0.85	8.1	-	-	-220	-	RNAV 1
060	TF	CC116	-	200° (199.0°)	+0.85	6.3	-	-	-220	-	RNAV 1
070	TF	CC117	-	234° (232.8°)	+0.85	9.9	-	@9000	-220	-	RNAV 1
080	TF	(IAF) PUKAT	-	344° (343.5°)	+0.85	14.0	-	-8000	-220	-	RNAV 1
090	TF	(IF) RIGTA	-	271° (270.2°)	+0.85	7.0	-	+6600	-210	-	RNAV 1
MONLO2A FROM R207/W12											
010	IF	MONLO	-	-	+0.85	-	-	-FL 150	-	-	RNAV 1
020	TF	ATNUT	-	228° (227.6°)	+0.85	16.8	-	-10000	-230	-	RNAV 1
030	TF	TASIV	-	243° (242.1°)	+0.85	7.0	-	@9000	-220	-	RNAV 1
040	TF	CC115	-	170° (169.0°)	+0.85	8.1	-	-	-220	-	RNAV 1
050	TF	CC116	-	200° (199.0°)	+0.85	6.3	-	-	-220	-	RNAV 1
060	TF	CC117	-	234° (232.8°)	+0.85	9.9	-	@9000	-220	-	RNAV 1
070	TF	(IAF) PUKAT	-	344° (343.5°)	+0.85	14.0	-	-8000	-220	-	RNAV 1
080	TF	(IF) RIGTA	-	271° (270.2°)	+0.85	7.0	-	+6600	-210	-	RNAV 1

WAYPOINT LIST

RNAV RWY36		
Waypoint Identifier	Coordinates	Pronunciation
ADLUS	19° 06' 10.49" N 099° 13' 19.89" E	ADD - LUS
ASAVI	18° 23' 25.51" N 099° 29' 57.88" E	A - SA - VEE
ATNUT	18° 35' 39.79" N 099° 24' 39.25" E	AT - NUT
CC111	18° 47' 04.94" N 099° 05' 09.21" E	-
CC112	18° 47' 03.78" N 099° 11' 13.71" E	-
CC113	18° 47' 01.92" N 099° 19' 19.55" E	-
CC114	18° 32' 03.32" N 099° 28' 18.82" E	-
CC115	18° 24' 20.00" N 099° 19' 43.87" E	-
CC116	18° 18' 18.90" N 099° 17' 33.78" E	-
CC117	18° 12' 17.61" N 099° 09' 15.87" E	-
CMA	18° 45' 58.06" N 098° 57' 40.38" E	-
KABMU	18° 27' 38.58" N 099° 32' 47.05" E	KAB - MU
MONLO	18° 47' 02.20" N 099° 37' 43.35" E	MON - LOH
PUKAT	18° 25' 46.17" N 099° 05' 05.03" E	PU - KAT
RIGTA	18° 25' 47.35" N 098° 57' 43.27" E	RIG - TAH
TASIV	18° 32' 21.26" N 099° 18' 05.84" E	TA - SIV

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

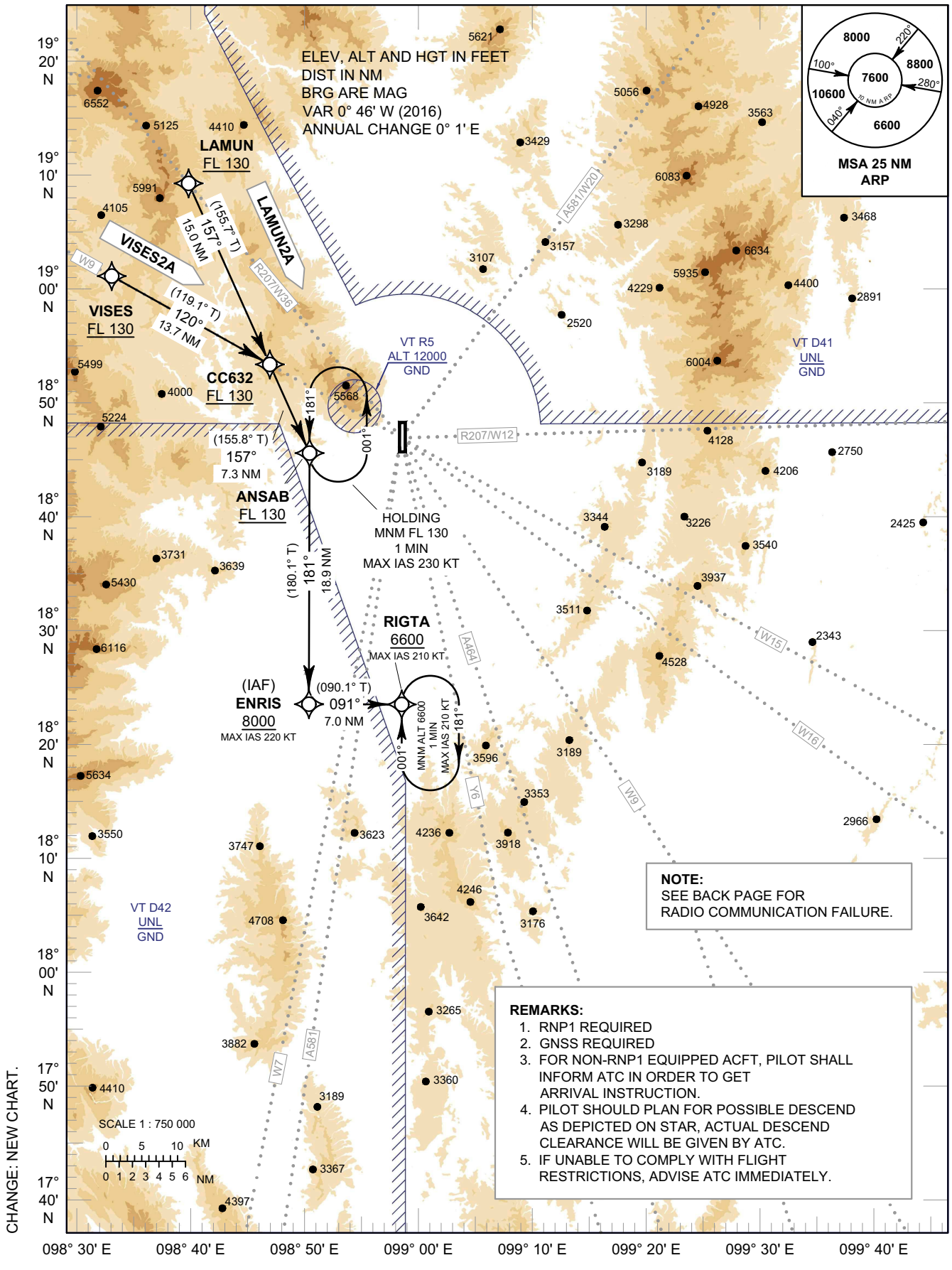
TRANSITION ALTITUDE
11000 FT

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

LAMUN2A VISES2A



STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY36

LAMUN2A VISES2A

RADIO COMMUNICATION FAILURE

1	SET THE AIRCRAFT TRANSPONDER TO MODE A/C CODE 7600
2	PROCEED ACCORDING TO THE STAR ROUTE TO **RIGTA**, DECEND IN ACCORDANCE WITH THE PUBLISHED ALL SPEED AND ALTITUDE RESTRICTIONS OF THE RELEVANT STAR PROCEDURE, **THENCE CARRY OUT THE APPROPRIATE INSTRUMENT APPROACH PROCEDURE RWY36.**
3	WHEN AN ARRIVING AIRCRAFT IS BEING RADAR VECTORED, IF NO TRANSMISSIONS ARE HEARD ON THE FREQUENCY IN USE FOR A PERIOD OF TWO MINUTES, A RADIO FREQUENCY CHECK IS TO BE MADE. IF THE RADIO FREQUENCY CHECK INDICATES A RADIO COMMUNICATION FAILURE, PILOT SHOULD PROCEED IN THE MOST DIRECT MANNER POSSIBLE TO REJOIN THE STAR PROCEDURE APPROPRIATE TO ITS ATS ROUTE AND LANDING DIRECTION AND THEN COMPLY WITH THE PROCEDURES IN ITEM 2 ABOVE.

CHANGE: NEW CHART.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

CHIANG MAI / Chiang Mai Intl (VTCC)

RNAV RWY36

LAMUN2A VISES2A

TABULAR DESCRIPTION

RNAV RWY36											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
LAMUN2A FROM R207/W36											
010	IF	LAMUN	-	-	+0.85	-	-	+FL 130	-	-	RNP 1
020	TF	CC632	-	157° (155.7°)	+0.85	15.0	-	+FL 130	-	-	RNP 1
030	TF	ANSAB	-	157° (155.8°)	+0.85	7.3	-	+FL 130	-	-	RNP 1
040	TF	ENRIS	-	181° (180.1°)	+0.85	18.9	-	+8000	-220	-	RNP 1
050	TF	RIGTA	-	091° (090.1°)	+0.85	7.0	-	+6600	-210	-	RNP 1
VISES2A FROM W9											
010	IF	VISES	-	-	+0.85	-	-	+FL 130	-	-	RNP 1
020	TF	CC632	-	120° (119.1°)	+0.85	13.7	-	+FL 130	-	-	RNP 1
030	TF	ANSAB	-	157° (155.8°)	+0.85	7.3	-	+FL 130	-	-	RNP 1
040	TF	ENRIS	-	181° (180.1°)	+0.85	18.9	-	+8000	-220	-	RNP 1
050	TF	RIGTA	-	091° (090.1°)	+0.85	7.0	-	+6600	-210	-	RNP 1

WAYPOINT LIST

RNAV RWY36		
Waypoint Identifier	Coordinates	Pronunciation
ANSAB	18° 44' 48.83" N 098° 50' 23.61" E	AN - SAB
CC632	18° 51' 31.24" N 098° 47' 13.47" E	-
ENRIS	18° 25' 48.24" N 098° 50' 21.51" E	EN - RIS
LAMUN	19° 05' 13.14" N 098° 40' 44.26" E	LA - MUN
RIGTA	18° 25' 47.35" N 098° 57' 43.27" E	RIG - TAH
VISES	18° 58' 11.41" N 098° 34' 38.14" E	VE - SESS

CHANGE: NEW CHART.

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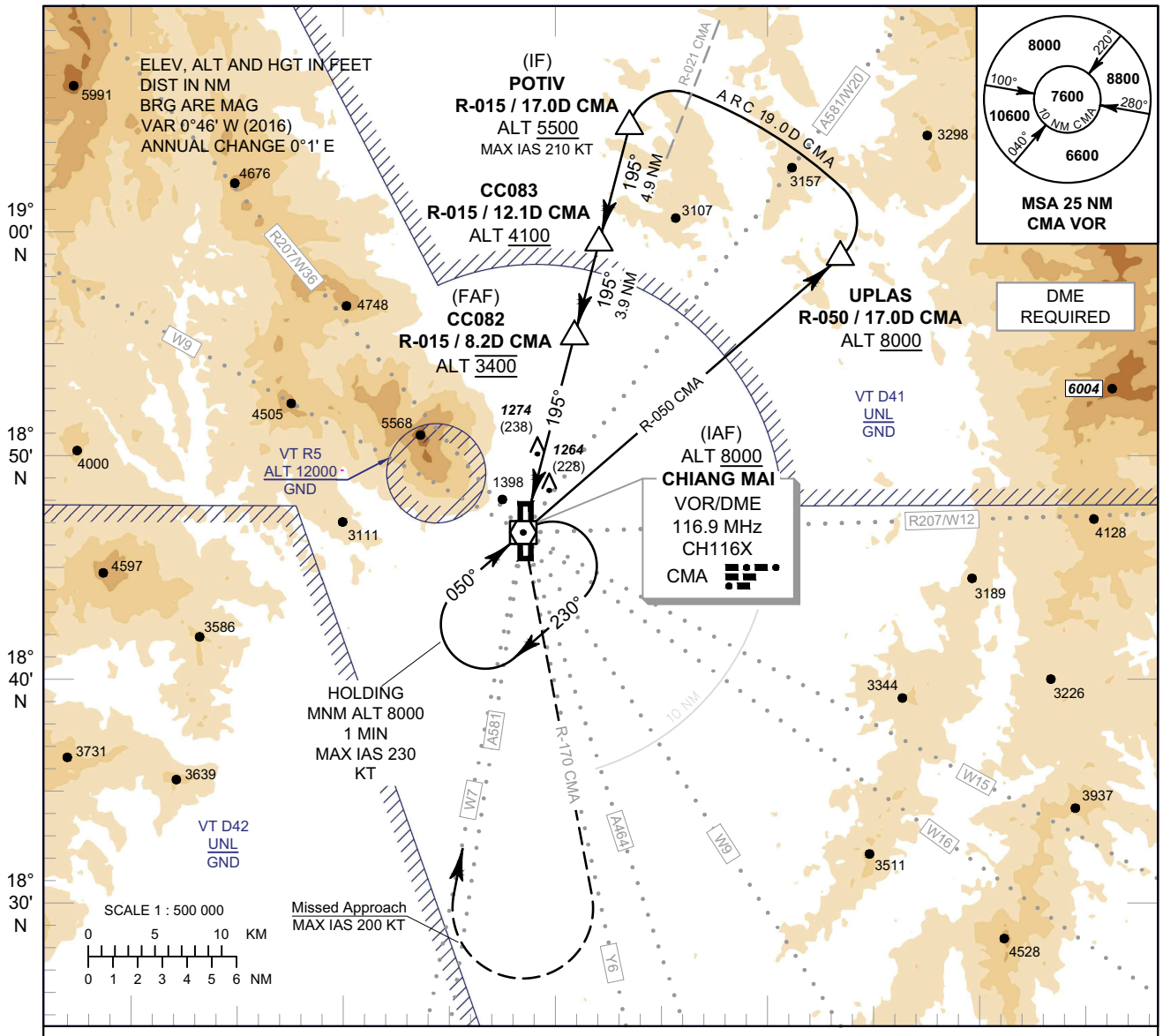
INSTRUMENT APPROACH CHART - ICAO

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)

VOR a RWY18



OCA/H	A	B	C	D
Straight-in Approach	NOT AUTHORIZED			
Circling* (OCH AAL)	2030 (994)		2220 (1184)	2420 (1384)

* FOR CIRCLING RESTRICTION SEE VERSO

Distance (CMA)	FAF	8 D	7 D	6 D	5 D	4 D	3.9 D
Altitude (Height)	3400 (2364)	3330 (2294)	3015 (1979)	2695 (1659)	2380 (1344)	2065 (1029)	2030 (994)
Ground Speed	knot	70	90	100	120	140	160
Rate of Descent 5.2%	ft/min	369	474	527	632	737	843

CHANGE: REVISED CHART.

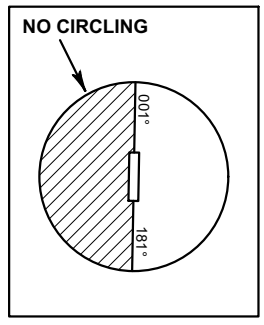
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 1036 FT
HEIGHTS RELATED TO AERODROME ELEV

CHIANG MAI / Chiang Mai Intl (VTCC)

VOR a RWY18

Fix / Point		Coordinates		Pronunciation
UPLAS	R-050 / 17.0D CMA	18° 57' 07.92" N	099° 11' 13.86" E	UP - LAS
(IF) POTIV	R-015 / 17.0D CMA	19° 02' 28.74" N	099° 02' 12.41" E	POH - TIF
CC083	R-015 / 12.1D CMA	18° 57' 45.12" N	099° 00' 54.43" E	-
(FAF) CC082	R-015 / 8.2D CMA	18° 53' 56.21" N	098° 59' 51.56" E	-
(MAPt) CC009	R-015 / 0.9D CMA	18° 46' 50.78" N	098° 57' 54.83" E	-
(IAF) VOR	CMA	18° 45' 58.06" N	098° 57' 40.38" E	-



CHANGE: NEW CHART.

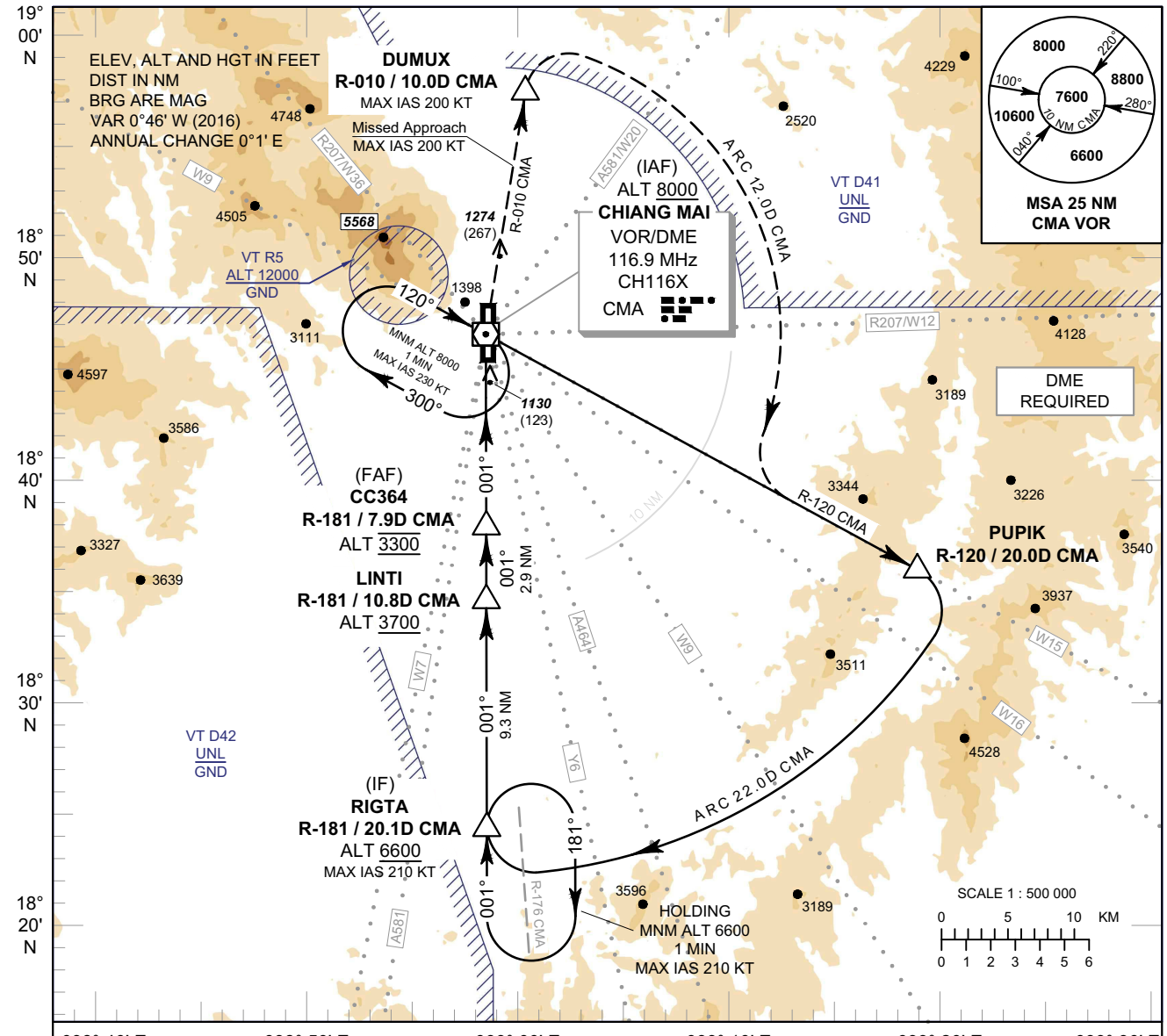
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 1036 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 1007 FT

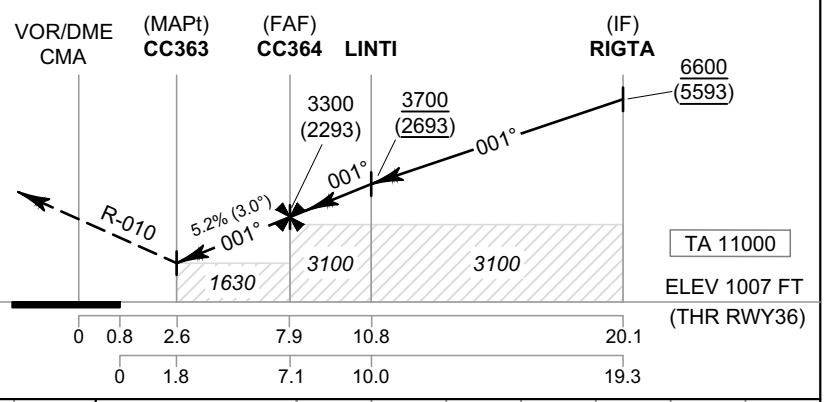
APP : 129.6 , 305.4
TWR : 118.1 , 236.6
GND : 121.9 , 275.8
ATIS : 127.2 , 301.5

CHIANG MAI / Chiang Mai Intl (VTCC)

VOR RWY36



MISSED APPROACH :
No turn before MAPt.
Speed restricted to
MAX IAS 200 KT until after turn.
Climb straight ahead to CMA VOR,
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.



OCA/H	A	B	C	D
Straight-in Approach	1630 (623)			
Circling* (OCH AAL)	2030 (994)		2220 (1184)	2420 (1384)

* FOR CIRCLING RESTRICTION SEE VERSO

Distance (CMA)	2.6 D	3 D	4 D	5 D	6 D	7 D	FAF
Altitude (Height)	1630 (623)	1750 (743)	2070 (1063)	2385 (1378)	2700 (1693)	3015 (2008)	3300 (2293)
Ground Speed	knot	70	90	100	120	140	160
Rate of Descent 5.2%	ft/min	369	474	527	632	737	843

CHANGE: REVISED CHART.

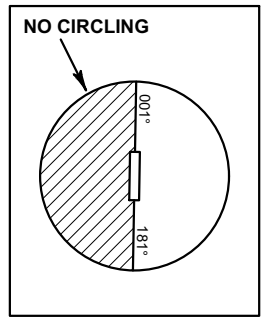
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 1036 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 1007 FT

CHIANG MAI / Chiang Mai Intl (VTCC)

VOR RWY36

Fix / Point		Coordinates		Pronunciation
PUPIK	R-120 / 20.0D CMA	18° 36' 00.66" N	099° 15' 58.06" E	PU - PICK
(IF) RIGTA	R-181 / 20.1D CMA	18° 25' 47.35" N	098° 57' 43.27" E	RIG - TA
LINTI	R-181 / 10.8D CMA	18° 35' 05.95" N	098° 57' 41.95" E	LIN - TI
(FAF) CC364	R-181 / 7.9D CMA	18° 38' 02.21" N	098° 57' 41.52" E	-
(MAPt) CC363	R-181 / 2.6D CMA	18° 43' 22.53" N	098° 57' 40.76" E	-
DUMUX	R-010 / 10.0D CMA	18° 55' 52.56" N	098° 59' 22.08" E	DU - MUX
(IAF) VOR	CMA	18° 45' 58.06" N	098° 57' 40.38" E	-



CHANGE: REVISED CHART.

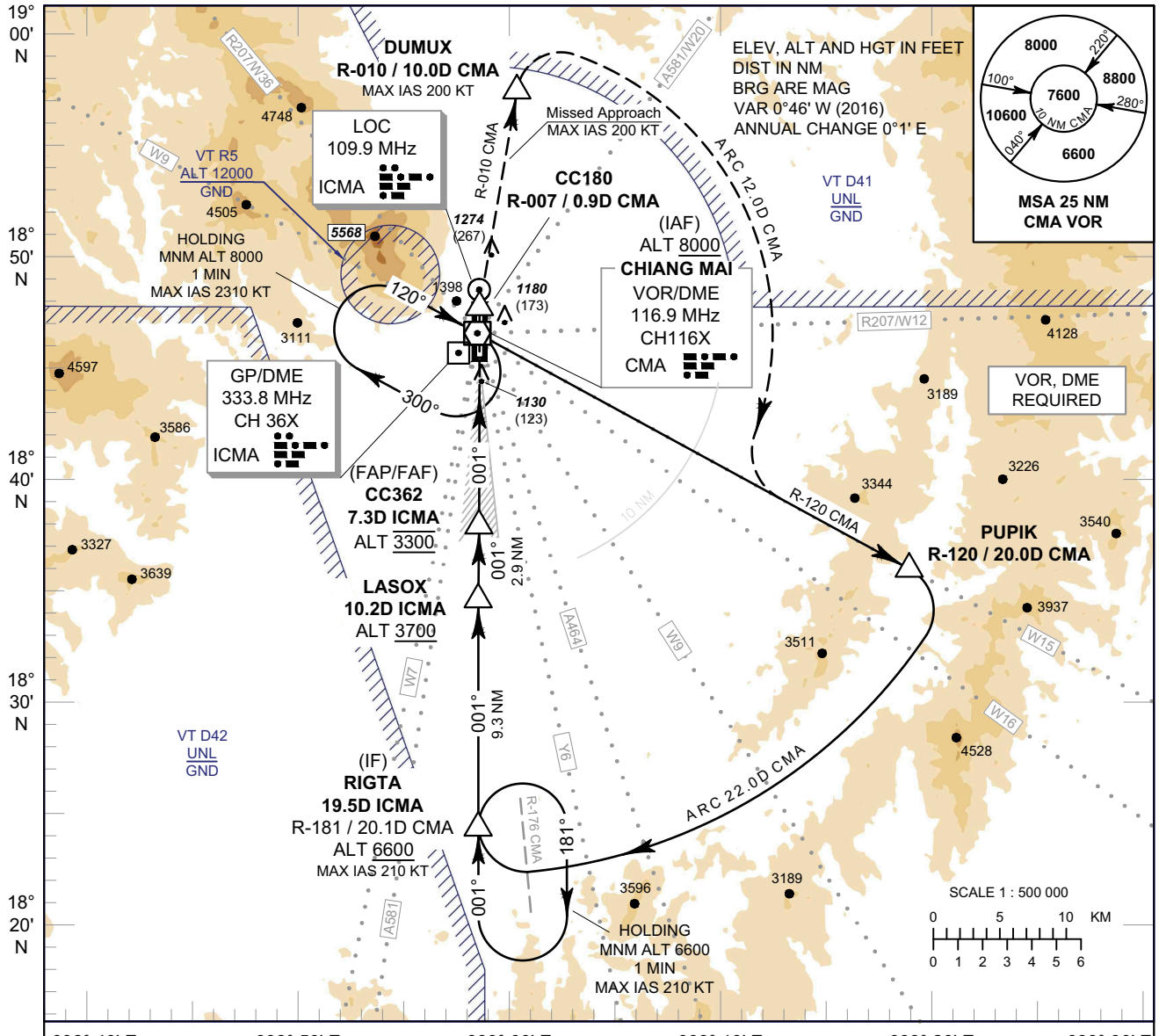
INSTRUMENT APPROACH CHART - ICAO

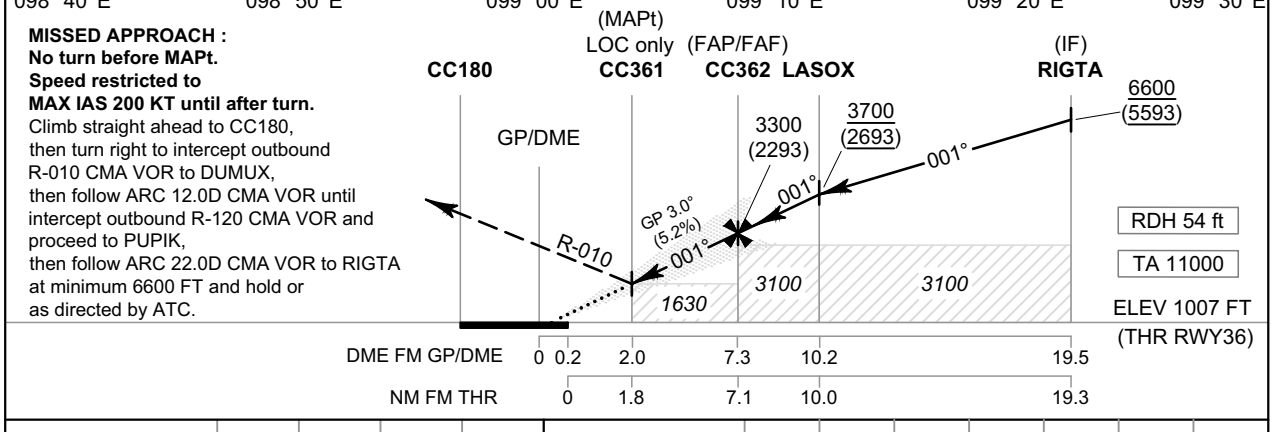
AERODROME ELEV 1036 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 1007 FT

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





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.

OCA/H		A	B	C	D
Straight-in Approach	CAT I	1420 (413)			
LOC only		1630 (623)			
Circling* (OCH AAL)		2030 (994)		2220 (1184)	2420 (1384)

* FOR CIRCLING RESTRICTION SEE VERSO

Distance (ICMA)	2.0 D	3 D	4 D	5 D	6 D	7 D	FAF
Altitude (Height)	1630 (623)	1945 (938)	2260 (1253)	2575 (1568)	2895 (1888)	3210 (2203)	3300 (2293)
Ground Speed	knot	70	90	100	120	140	160
Rate of Descent 5.2%	ft/min	369	474	527	632	737	843

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.

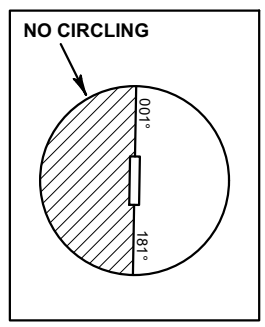
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 1036 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 1007 FT

CHIANG MAI / Chiang Mai Intl (VTCC)

ILS or LOC y RWY36

Fix / Point		Coordinates		Pronunciation
PUPIK	R-120 / 20.0D CMA	18° 36' 00.66" N	099° 15' 58.06" E	PU - PICK
(IF) RIGTA	19.5D ICMA	18° 25' 47.35" N	098° 57' 43.27" E	RIG - TAH
LASOX	10.2D ICMA	18° 35' 05.97" N	098° 57' 44.70" E	LA - SOX
(FAP/FAF) CC362	7.3D ICMA	18° 38' 03.29" N	098° 57' 45.16" E	-
(MAPt) CC361	2.0D ICMA	18° 43' 22.53" N	098° 57' 45.98" E	-
CC180	R-007 / 0.9D CMA	18° 46' 51.81" N	098° 57' 46.51" E	-
DUMUX	R-010 / 10.0D CMA	18° 55' 52.56" N	098° 59' 22.08" E	DU - MUX
LOC	ICMA	18° 47' 07.42" N	098° 57' 46.56" E	-
GP/DME	ICMA	18° 45' 21.62" N	098° 57' 42.19" E	-
(IAF) VOR	CMA	18° 45' 58.06" N	098° 57' 40.38" E	-



CHANGE: REVISED CHART.

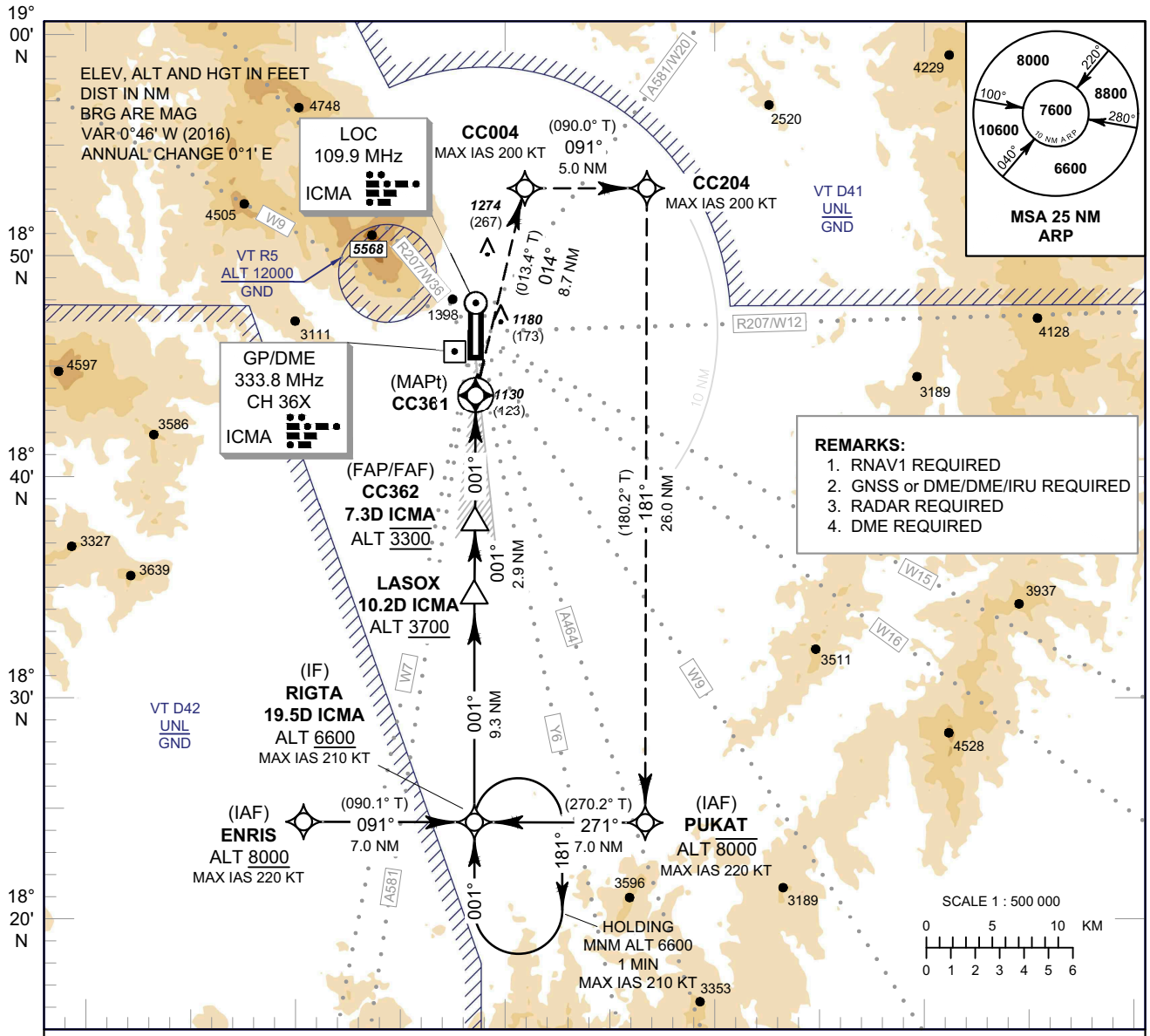
INSTRUMENT APPROACH CHART - ICAO

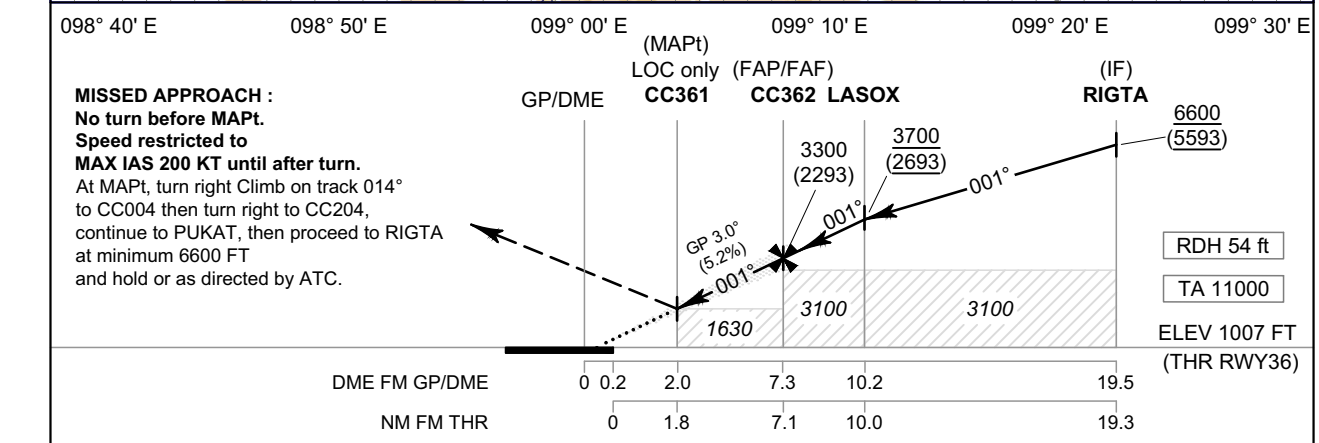
AERODROME ELEV 1036 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 1007 FT

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 z RWY36





OCA/H		A	B	C	D
Straight-in Approach	CAT I	1420 (413)			
LOC only		1630 (623)			
Circling* (OCH AAL)		2030 (994)		2220 (1184)	2420 (1384)

* FOR CIRCLING RESTRICTION SEE VERSO

Distance (ICMA)	2 D	3 D	4 D	5 D	6 D	7 D	FAF
Altitude (Height)	1630 (623)	1940 (933)	2260 (1253)	2575 (1568)	2890 (1883)	3205 (2198)	3300 (2293)
Ground Speed	knot	70	90	100	120	140	160
Rate of Descent 5.2%	ft/min	369	474	527	632	737	843

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 CC204.

CHANGE: NEW CHART.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 1036 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 1007 FT

CHIANG MAI / Chiang Mai Intl (VTCC)

ILS or LOC z RWY36

TABULAR DESCRIPTION

ILS or LOC z RWY36											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	(IAF) ENRIS	-	-	+0.85	-	-	+8000	-220	-	RNAV 1
020	TF	(IF) RIGTA	-	091° (090.1°)	+0.85	7.0	-	+6600	-210	-	RNAV 1
010	IF	(IAF) PUKAT	-	-	+0.85	-	-	-8000	-220	-	RNAV 1
020	TF	(IF) RIGTA	-	271° (270.2°)	+0.85	7.0	-	+6600	-210	-	RNAV 1
010	IF	(IF) RIGTA	-	-	+0.85	-	-	+6600	-210	-	RNAV 1
TRANSITION TO ILS or LOC											
020	TF	LASOX	-	001° (000.1°)	+0.85	9.3	-	+3700	-	-	ILS
030	TF	(FAP/FAF) CC362	-	001° (000.1°)	+0.85	2.9	-	@3300	-	-	ILS
040	TF	(MAPt) CC361	Y	001° (000.1°)	+0.85		-	@1630	-	-3.0/54	ILS
050	TF	CC004	-	014° (013.4°)	+0.85	8.7	-	-	-200	-	RNAV 1
060	TF	CC204	-	091° (090.0°)	+0.85	5.0	-	-	-200	-	RNAV 1
070	TF	(IAF) PUKAT	-	181° (180.2°)	+0.85	26.0	-	-8000	-220	-	RNAV 1
080	TF	(IF) RIGTA	-	271° (270.2°)	+0.85	7.0	-	+6600	-210	-	RNAV 1
090	HM	(IF) RIGTA	Y	001° (000.1°)	+0.85	1 minute	R	+6600	-210	-	RNAV 1

WAYPOINT LIST

ILS or LOC z RWY36		
Waypoint Identifier	Coordinates	Pronunciation
CC004	18° 51' 51.73" N 098° 59' 53.79" E	-
CC204	18° 51' 51.83" N 099° 05' 10.14" E	-
CC361	18° 43' 22.53" N 098° 57' 45.98" E	-
CC362	18° 38' 03.29" N 098° 57' 45.16" E	-
ENRIS	18° 25' 48.24" N 098° 50' 21.51" E	EN - RIS
LASOX	18° 35' 05.97" N 098° 57' 44.70" E	LA - SOX
PUKAT	18° 25' 46.17" N 099° 05' 05.03" E	PU - KAT
RIGTA	18° 25' 47.35" N 098° 57' 43.27" E	RIG - TA

CHANGE: NEW CHART.

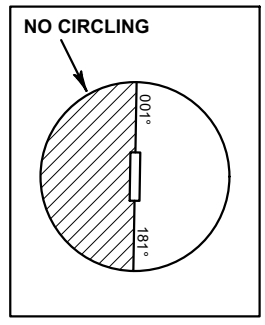
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 1036 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 1007 FT

CHIANG MAI / Chiang Mai Intl (VTCC)

ILS or LOC z RWY36

Fix / Point		Coordinates		Pronunciation
(IF) RIGTA	19.5D ICMA	18° 25' 47.35" N	098° 57' 43.27" E	RIG - TAH
LASOX	10.2D ICMA	18° 35' 05.97" N	098° 57' 44.70" E	LA - SOX
(FAP/FAF) CC362	7.3D ICMA	18° 38' 03.29" N	098° 57' 45.16" E	-
(MAPt) CC361	2.0D ICMA	18° 43' 22.53" N	098° 57' 45.98" E	-
LOC	ICMA	18° 47' 07.42" N	098° 57' 46.56" E	-
GP/DME	ICMA	18° 45' 21.62" N	098° 57' 42.19" E	-



CHANGE: NEW CHART.

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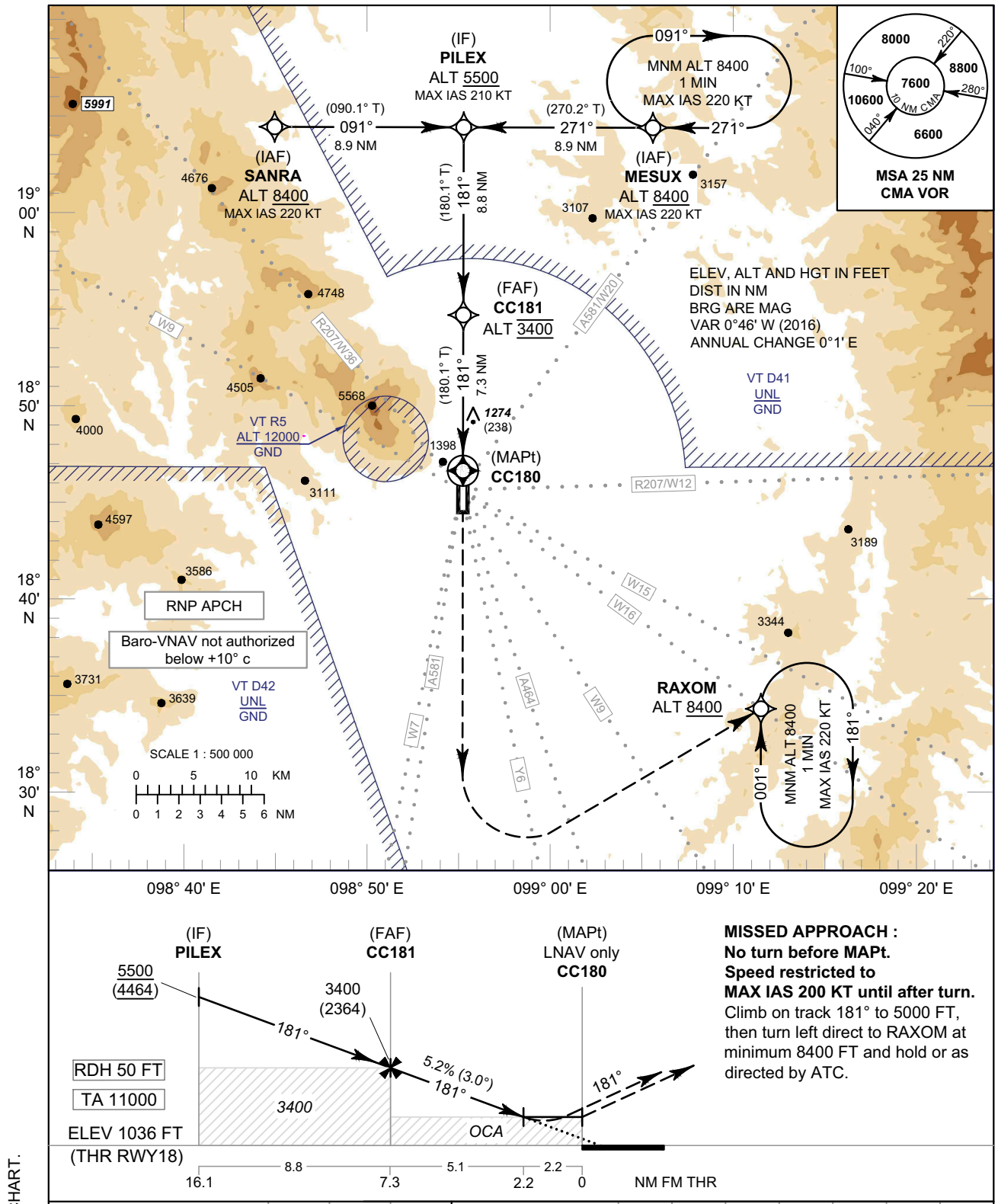
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 1036 FT
HEIGHTS RELATED TO
THR RWY18 - ELEV 1036 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 (VTCC)

RNP RWY18



MISSED APPROACH :
No turn before MAPt.
Speed restricted to
MAX IAS 200 KT until after turn.
Climb on track 181° to 5000 FT, then turn left direct to RAXOM at minimum 8400 FT and hold or as directed by ATC.

OCA/H	A	B	C	D
LNAV / VNAV	1560 (524)			
LNAV	1780 (744)			
Circling (OCH AAL)	2030 (994)		2220 (1184)	2420 (1384)

* FOR CIRCLING RESTRICTION SEE VERSO

NM to NEXT WPT	FAF	7 NM	6 NM	5 NM	4 NM	3 NM	2.2 NM
Altitude (Height)	3400 (2364)	3300 (2264)	2980 (1944)	2665 (1629)	2350 (1314)	2035 (999)	1780 (744)
Ground Speed knot	70	90	100	120	140	160	
Rate of Descent 5.2% ft/min	369	474	527	632	737	843	

CHANGE: REVISED CHART.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 1036 FT
HEIGHTS RELATED TO
THR RWY18 - ELEV 1036 FT

CHIANG MAI / Chiang Mai (VTCC)

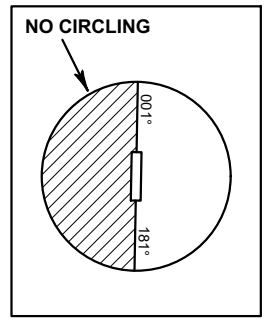
RNP RWY18

TABULAR DESCRIPTION

RNP RWY18											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	TF	(IAF) SANRA	-	-	+0.85	-	-	+8400	-220	-	RNP APCH
020	TF	(IF) PILEX	-	091° (090.1°)	+0.85	8.9	-	+5500	-210	-	RNP APCH
010	IF	(IAF) MESUX	-	-	+0.85	-	-	+8400	-220	-	RNP APCH
020	TF	(IF) PILEX	-	271° (270.2°)	+0.85	8.9	-	+5500	-210	-	RNP APCH
010	IF	(IF) PILEX	-	-	+0.85	-	-	+5500	-	-	RNP APCH
020	TF	(FAF) CC181	-	181° (180.1°)	+0.85	8.8	-	@3400	-	-	RNP APCH
030	TF	(MAPt @ THR18) CC180	Y	181° (180.1°)	+0.85	7.3	-	@1086	-	-3.0/50	RNP APCH
040	CA	-	-	181° (180.1°)	+0.85	-	-	+5000	-200	-	RNP APCH
050	DF	RAXOM	-	-	+0.85	-	L	+8400	-200	-	RNP APCH
060	HM	RAXOM	Y	001° (000.1°)	+0.85	1 minute	R	+8400	-220	-	RNP APCH

WAYPOINT LIST

RNP RWY18		
Waypoint Identifier	Coordinates	Pronunciation
CC180	18° 46' 51.80" N 098° 57' 46.52" E	-
CC181	18° 54' 11.51" N 098° 57' 47.60" E	-
MESUX	19° 03' 00.48" N 099° 07' 10.64" E	ME - SUX
PILEX	19° 03' 01.98" N 098° 57' 48.92" E	PE - LEX
RAXOM	18° 35' 39.00" N 099° 12' 29.22" E	RAH - SOM
SANRA	19° 03' 03.01" N 098° 48' 27.19" E	SAN - RAH



CHANGE: CC180 COORDINATE.

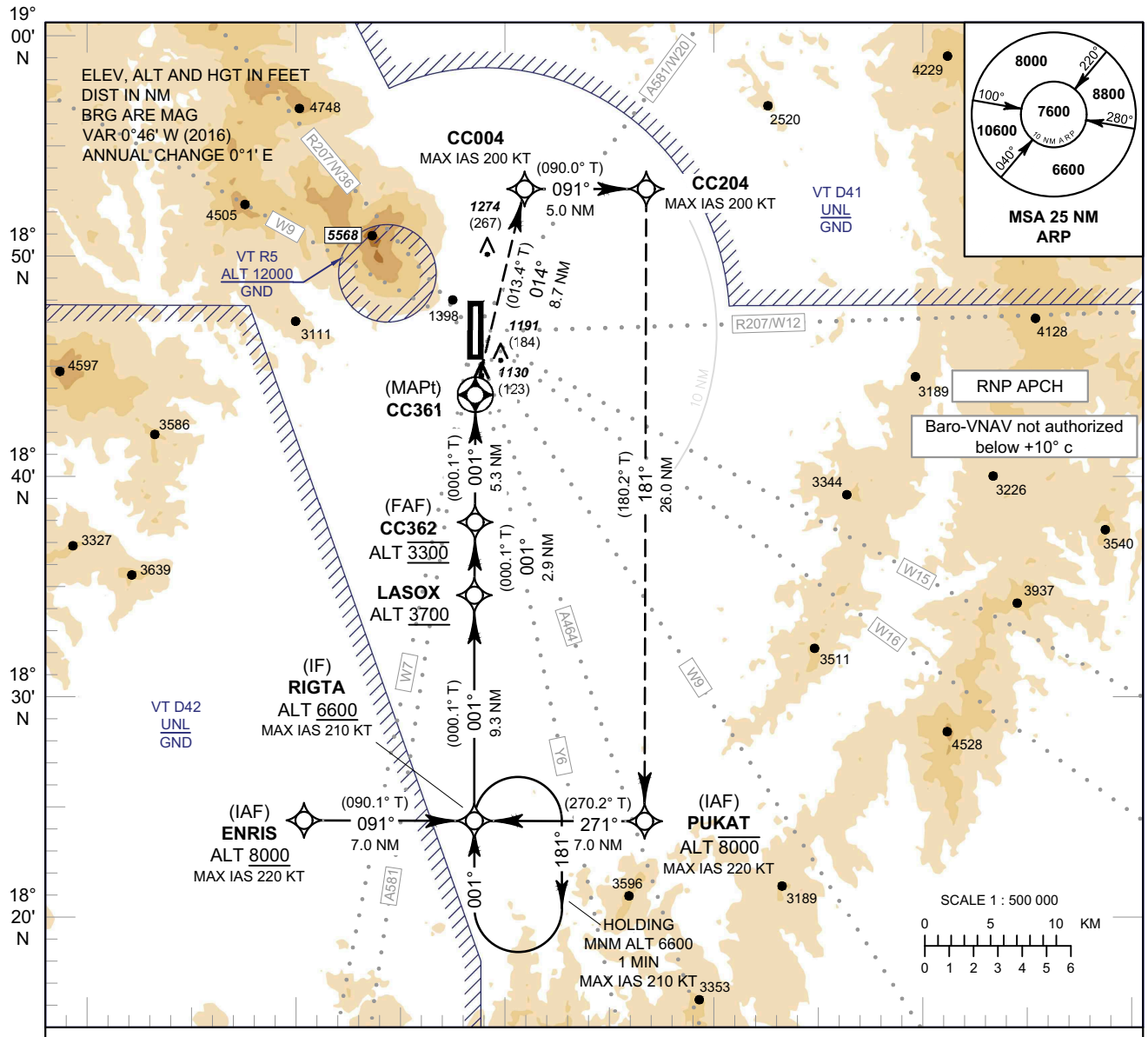
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 1036 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 1007 FT

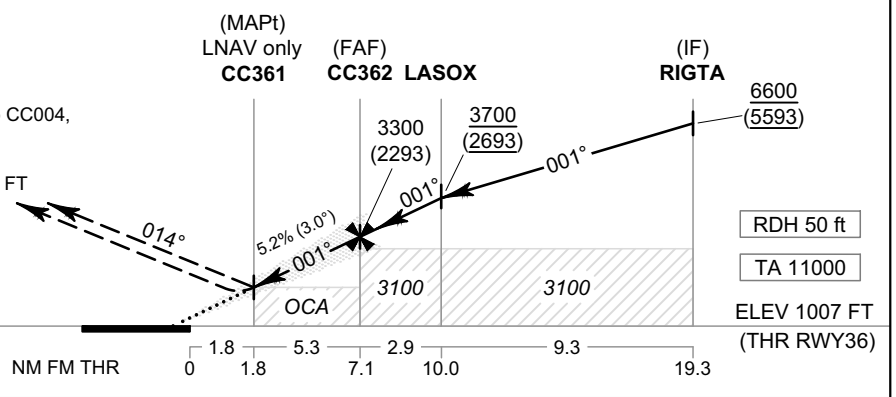
APP : 129.6 , 305.4
TWR : 118.1 , 236.6
GND : 121.9 , 275.8
ATIS : 127.2 , 301.5

CHIANG MAI / Chiang Mai Intl (VTCC)

RNP RWY36



MISSED APPROACH :
No turn before MAPt.
Speed restricted to
MAX IAS 200 KT until after turn.
At MAPt, turn right Climb on track 014° to CC004,
then turn right to CC204,
continue to PUKAT,
then proceed to RIGTA at minimum 6600 FT
and hold or as directed by ATC.



OCA/H	A	B	C	D
LNAV / VNAV	1500 (493)			
LNAV	1630 (623)			
Circling* (OCH AAL)	2030 (994)		2220 (1184)	2420 (1384)

* FOR CIRCLING RESTRICTION SEE VERSO

NM to NEXT WPT	1.8 NM	2 NM	3 NM	4 NM	5 NM	6 NM	FAF
Altitude (Height)	1630 (623)	1690 (683)	2005 (998)	2320 (1313)	2635 (1628)	2955 (1948)	3300 (2293)
Ground Speed	knot	70	90	100	120	140	160
Rate of Descent FAF-MAPt 5.2%	ft/min	369	474	527	632	737	843

CHANGE: REVISED CHART.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 1036 FT
HEIGHTS RELATED TO
THR RWY36 - ELEV 1007 FT

CHIANG MAI / Chiang Mai Intl (VTCC)

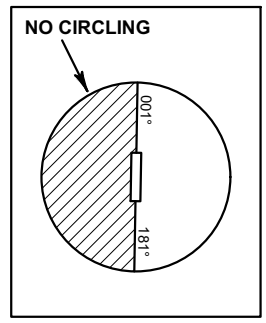
RNP RWY36

TABULAR DESCRIPTION

RNP RWY36											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	(IAF) ENRIS	-	-	+0.85	-	-	+8000	-220	-	RNP ARCH
020	TF	(IF) RIGTA	-	091° (090.1°)	+0.85	7.0	-	+6600	-210	-	RNP ARCH
010	IF	(IAF) PUKAT	-	-	+0.85	-	-	-8000	-220	-	RNP ARCH
020	TF	(IF) RIGTA	-	271° (270.2°)	+0.85	7.0	-	+6600	-210	-	RNP ARCH
010	IF	(IF) RIGTA	-	-	+0.85	-	-	+6600	-210	-	RNP ARCH
020	TF	LASOX	-	001° (000.1°)	+0.85	9.3	-	+3700	-	-	RNP ARCH
030	TF	(FAP/FAF) CC362	-	001° (000.1°)	+0.85	2.9	-	@3300	-	-	RNP ARCH
040	TF	(MAPt) CC361	Y	001° (000.1°)	+0.85		-	@1630	-	-3.0/50	RNP ARCH
050	TF	CC004	-	014° (013.4°)	+0.85	8.7	-	-	-200	-	RNP ARCH
060	TF	CC204	-	091° (090.0°)	+0.85	5.0	-	-	-200	-	RNP ARCH
070	TF	(IAF) PUKAT	-	181° (180.2°)	+0.85	26.0	-	-8000	-220	-	RNP ARCH
080	TF	(IF) RIGTA	-	271° (270.2°)	+0.85	7.0	-	+6600	-210	-	RNP ARCH
090	HM	(IF) RIGTA	Y	001° (000.1°)	+0.85	1 minute	R	+6600	-210	-	RNP ARCH

WAYPOINT LIST

RNP RWY36		
Waypoint Identifier	Coordinates	Pronunciation
CC004	18° 51' 51.73" N 098° 59' 53.79" E	-
CC204	18° 51' 51.83" N 099° 05' 10.14" E	-
CC361	18° 43' 22.53" N 098° 57' 45.98" E	-
CC362	18° 38' 03.29" N 098° 57' 45.16" E	-
ENRIS	18° 25' 48.24" N 098° 50' 21.51" E	EN - RIS
LASOX	18° 35' 05.97" N 098° 57' 44.70" E	LA - SOX
PUKAT	18° 25' 46.17" N 099° 05' 05.03" E	PU - KAT
RIGTA	18° 25' 47.35" N 098° 57' 43.27" E	RIG - TAH



CHANGE: REVISED CHART.