

GENERAL

Operational Hours

ATS Hours: 2300-1430, other times 1HR PN

AD ADMIN Hours: H24

Airport Information

RFF: CAT 9

Fuel: H24

PCN: RWY 03/21: 84/F/D/X/T

Customs: 0130-0930, other times O/R

Operation

RWY Restriction

180° turns on RWY for code letter C ACFT and above only at RWY turn pads.

Taxi/Parking

Visual Docking Guidance Systems (VDGS) AVBL at stand 2-4.

Warnings

MIL AD located at R218 5NM of VTCT.

CT NDB coverage restricted:

- 25NM from 140°-360° at 5500ft
- 25NM from 360°-280° at 7500ft

CTR DVOR/DME restriction due to mountainous terrain:

- R271-340 at 20NM ALT should not below 6500ft
- R341-140 at 20NM ALT should not below 5000ft

CTR DVOR/DME unusable due to roughness:

- R340 between D7-9 at 6000ft
- R143 between D13-15 at 4500ft

ARRIVAL

Arrival Procedure

Continuous Descent Operations (CDO)

CDO is AVBL H24 for RWY 03.

REQ CDO at least 5min prior to TOD (APPROX 150NM from AD) for any type of APCH.

Pilots should operate FMS to plan optimal descent profile and report CDO execution upon commencing descent.

Descend continuously on normal arrival route to Chiang Rai TMA.

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

In the event of COM failure, CDO will be terminated immediately.

Speed

When traffic permits, ACFT will operate at an optimum speed calculated by FMS, depending on ACFT type.

The following speed guidance should be applicable in case of high traffic volume:

IAS 250-320KT above 10000ft.

IAS 220-250KT below 10000ft.

IAS 160-180KT final segment (up to 4NM).

ARRIVAL

Operations without Vectoring

ILS or LOC RWY 03 via STAR PERSY1A

Arriving on W22

- After passing PERSY 30NM from CTR DVOR at ALT not lower than 7000ft, then proceed to TANON at ALT not lower than 6000ft and follow the ILS or LOC RWY 03 procedure.
- The pilot may request permission to fly directly to IF. In this case fly directly to IF and cross 30 NM from CTR DVOR at ALT not lower than 9000ft, and cross 15NM from CTR DVOR at ALT not lower than 5900ft following the ILS or LOC RWY 03 procedure.

RNAV (GNSS) RWY 03

Arriving on W22

- After passing PERSY 30NM from CTR DVOR at ALT not lower than 9000ft, then proceed to PUSIT at ALT not lower than 4300ft and follow the RNAV (GNSS) RWY 03 procedure.

Non-standard GP intercept position on RWY 03

GP intercepts RWY 03 at 314m / 1030ft after landing threshold.

Remaining LDG DIST beyond GP is 2686m / 8813ft.

Communication

COM Failure: See CRAR Thailand.

DEPARTURE

Take-off Minima

RWY		03/21	
All ACFT	ft - m/km	0 - 400V	-

Communication

COM Failure: See CRAR Thailand.

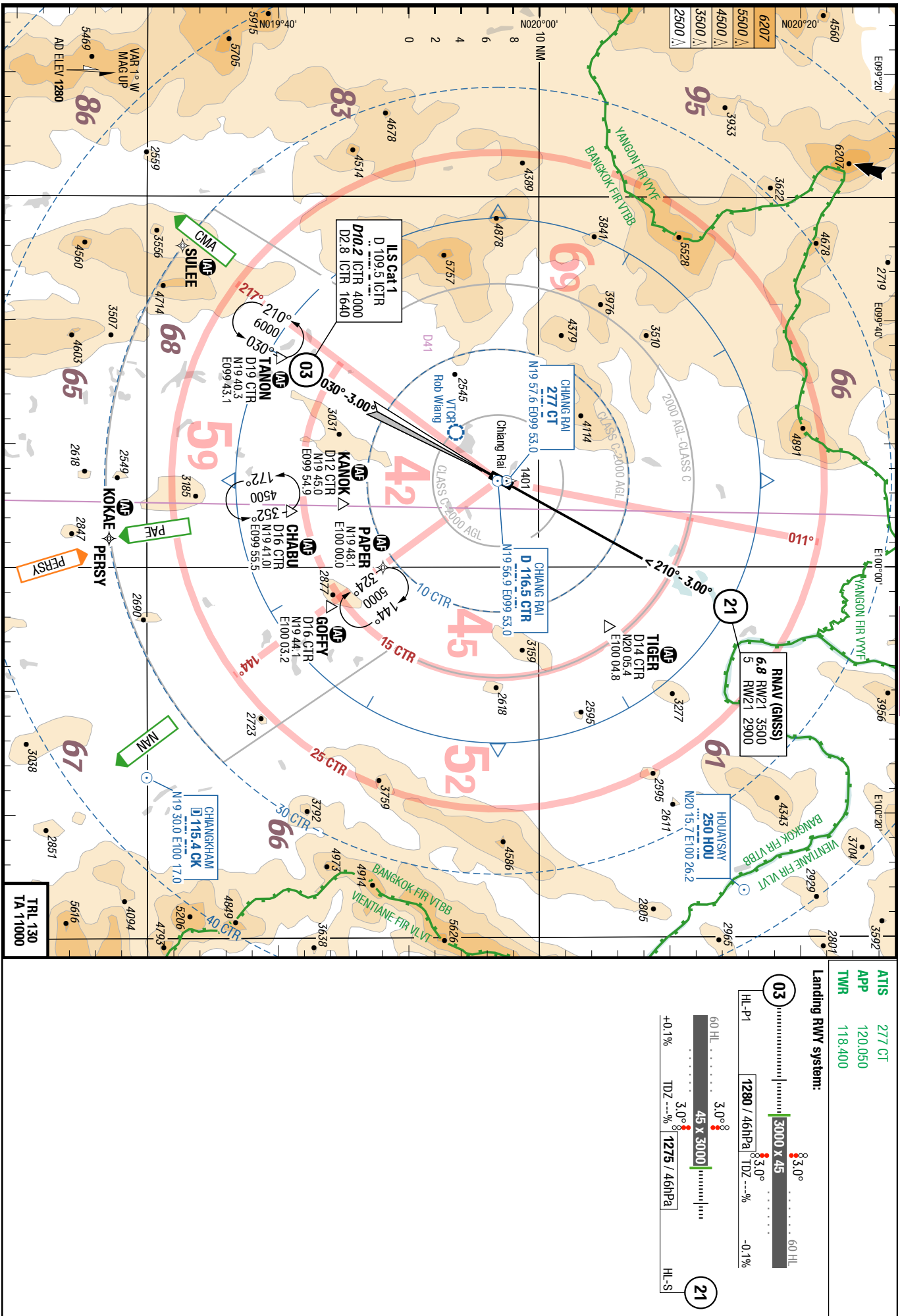
Departure Procedure

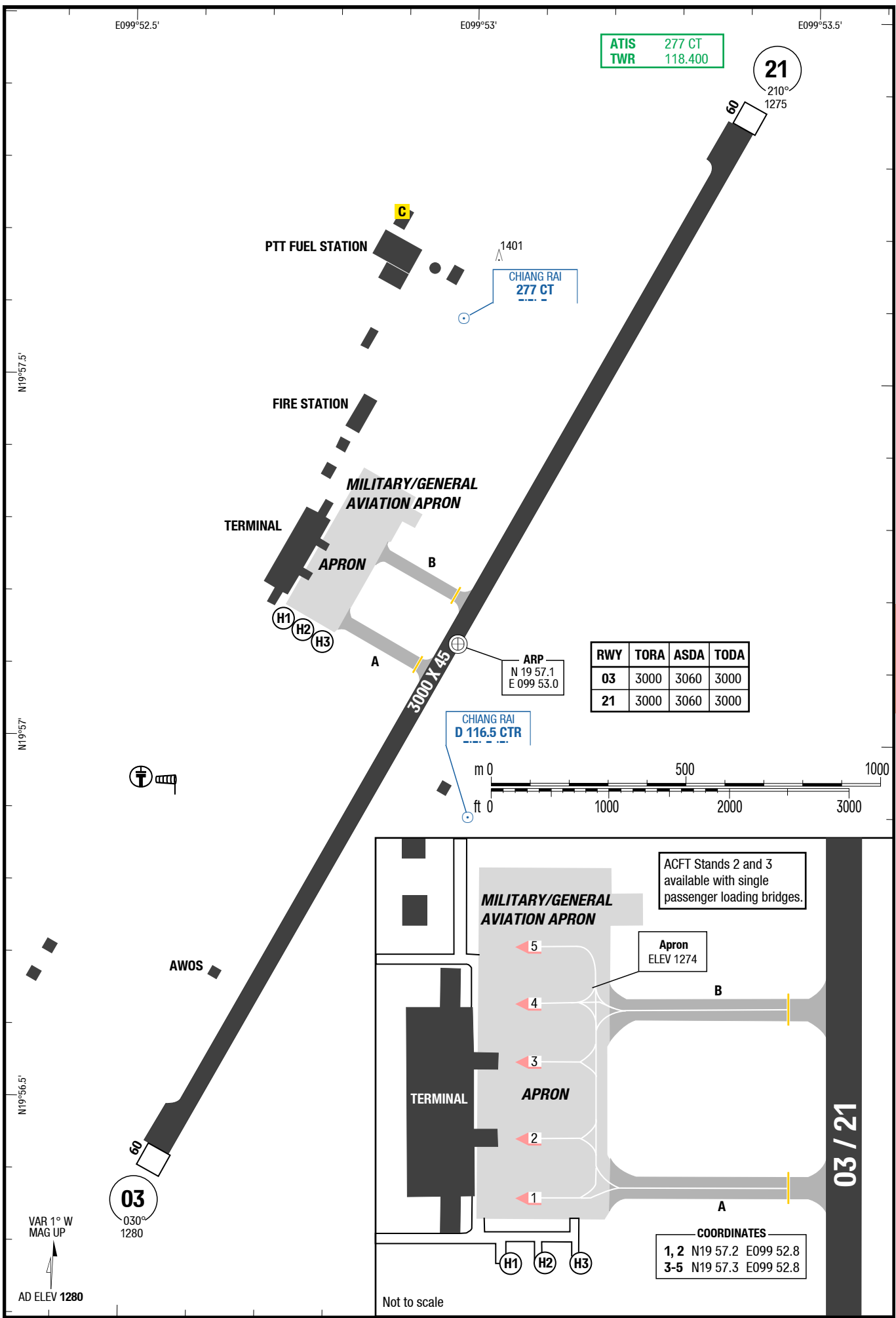
Noise Abatement Procedure

1500-2259: TKOF RWY 03

De-icing

Not AVBL.

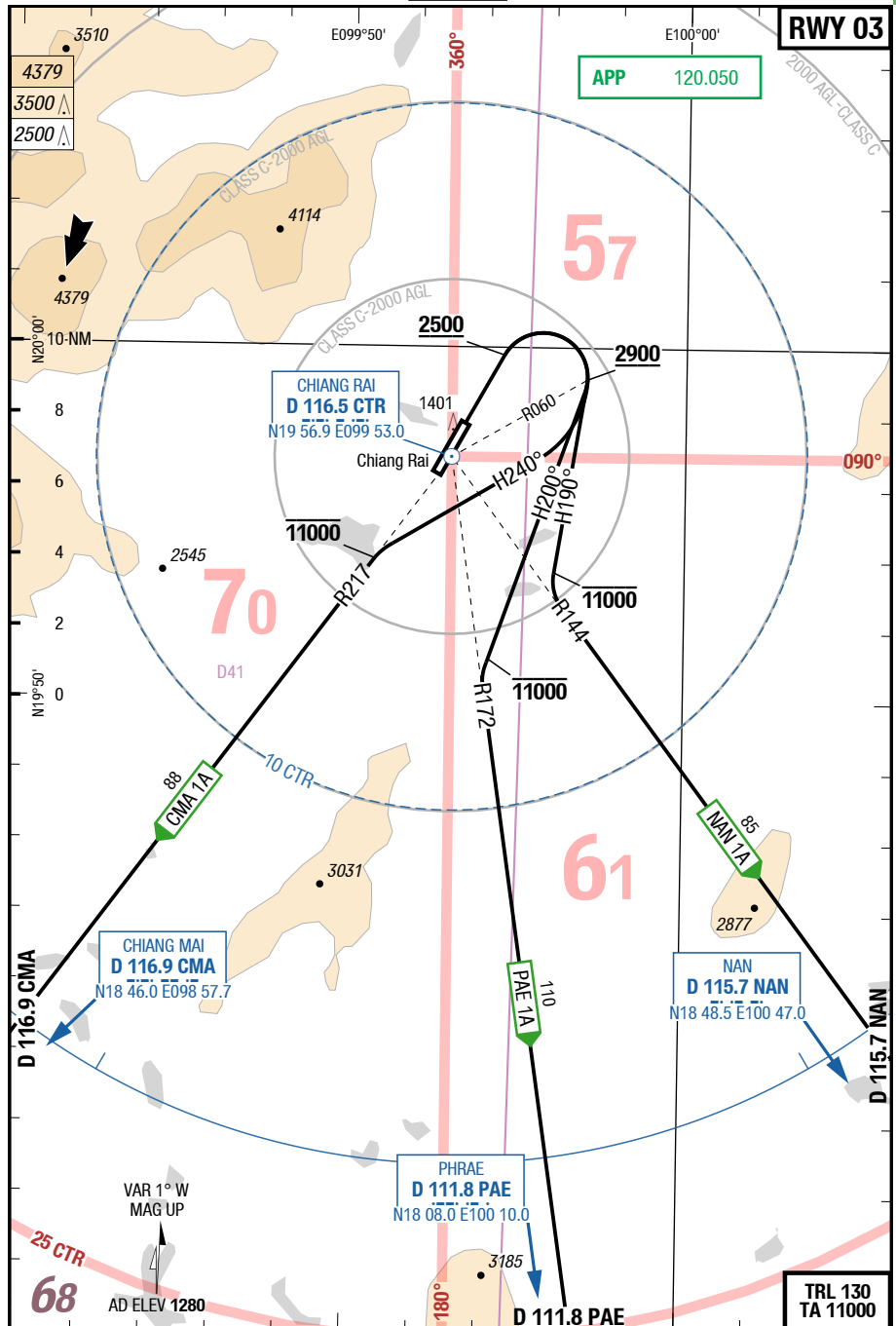




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4-10

SIDs RWY 03



Changes: Track, ASP, VAR, OBST

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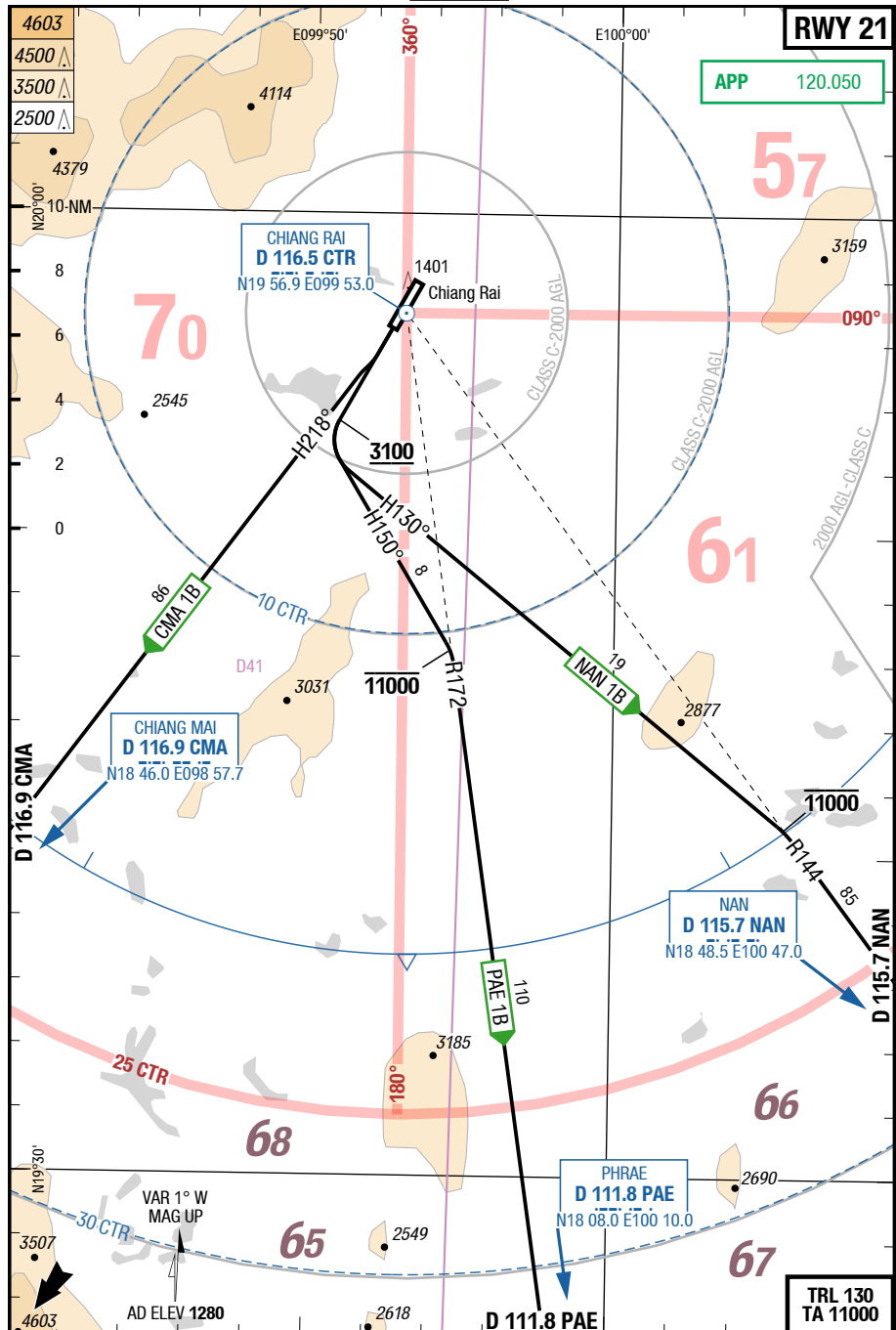
23-OCT-2014

CEI-VTCT

4-20

SIDs RWY 21

SID



23-OCT-2014

CEI-VTCT**5-10****SIDs RWY 03****SIDPT****CHIANG MAI 1A / NAN 1A / PHRAE 1A**

RWY 03 (030°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 03	
CHIANG MAI 1A CMA 1A 120.050	at MNM 2500 RT HDG 240° - intercept R217 CTR to CMA	cross R060 CTR MNM 2900 R217 CTR MAX 11000
NAN 1A 120.050	at MNM 2500 RT HDG 190° - intercept R144 CTR to NAN	cross R060 CTR MNM 2900 R144 CTR MAX 11000
PHRAE 1A PAE 1A 120.050	at MNM 2500 RT HDG 200° - intercept R172 CTR to PAE	cross R060 CTR MNM 2900 R172 CTR MAX 11000

23-OCT-2014

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5-20

SIDs RWY 21

SIDPT

CHIANG MAI 1B / NAN 1B / PHRAE 1B

RWY 21 (210°)

	GS	120	150	180	210	240	270
4.7%	ft/MIN	600	800	900	1000	1200	1300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 21	
CHIANG MAI 1B CMA 1B 120.050	HDG 218° - contact Chiang Rai APP	
NAN 1B 4.7% 120.050	at MNM 3100 LT HDG 130° - intercept R144 CTR to NAN	R144 CTR MAX 11000
PHRAE 1B PAE 1B 4.7% 120.050	at MNM 3100 LT HDG 150° - intercept R172 CTR to PAE	R172 CTR MAX 11000

Effective 10-DEC-2015

03-DEC-2015

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Thailand Chiang Rai Mae Fah Luang - Chiang Rai Intl

NIL

6-10

RNAV STAR PERSY 1A

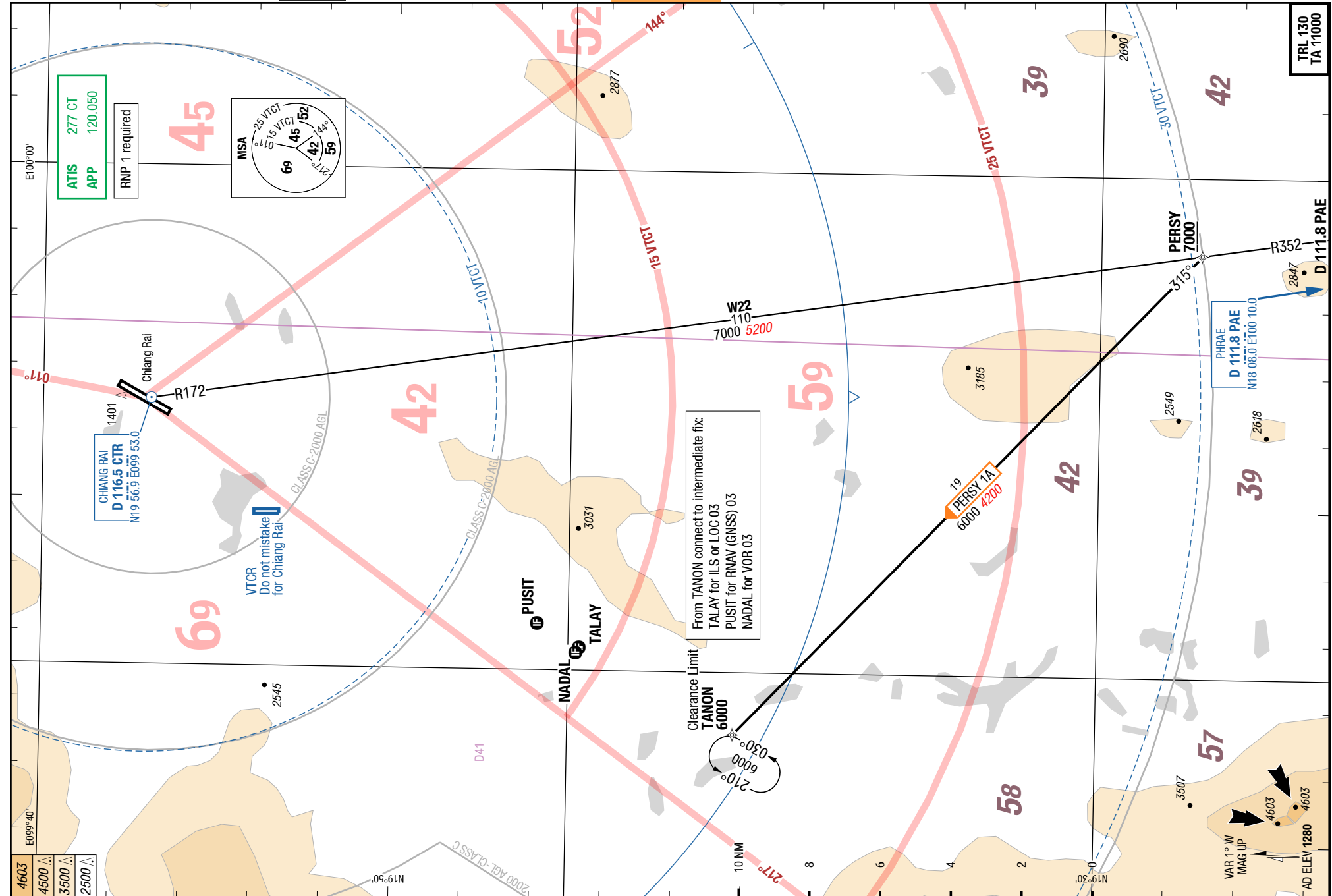
STAR

STAR

Mae Fah Luang - Chiang Rai Intl Chiang Rai Thailand

NIL

RNAV STAR PERSY 1A



Changes: new

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NIL

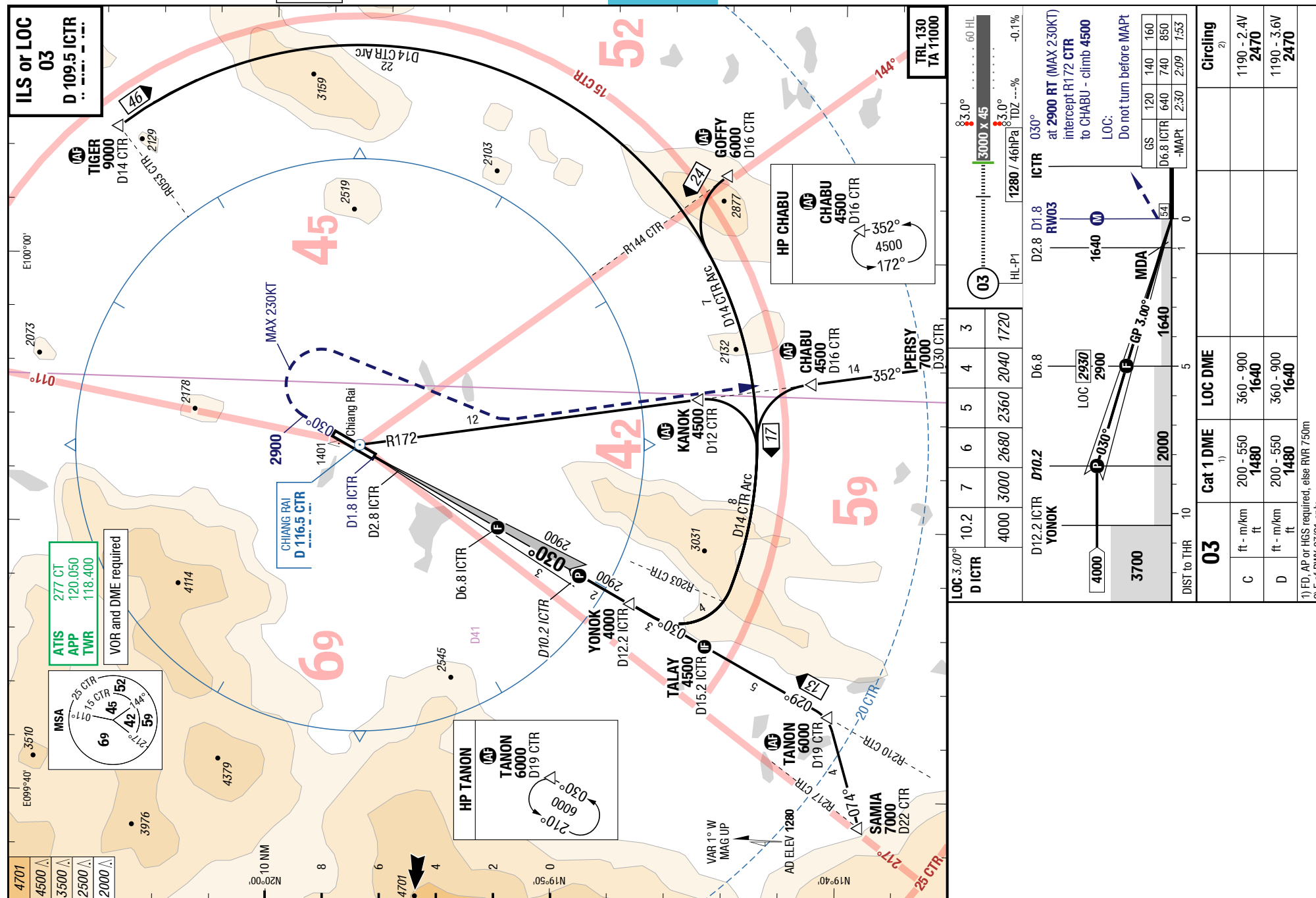
ILS or LOC 03

IAC

IAC

NIL

ILS or LOC 03



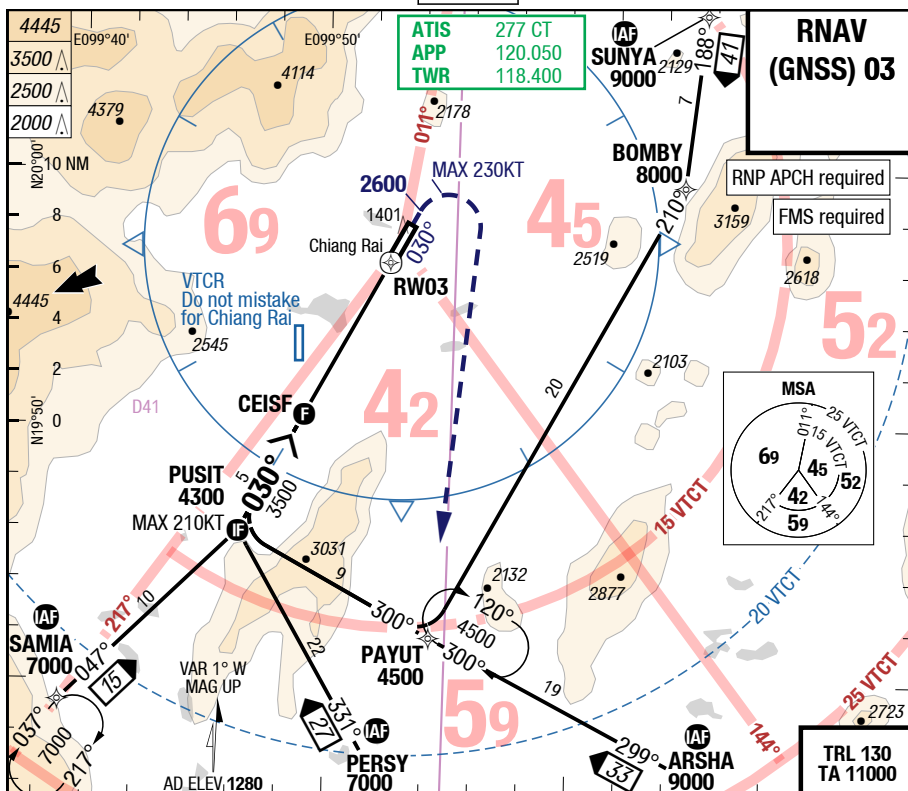
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Changes: Completely revised

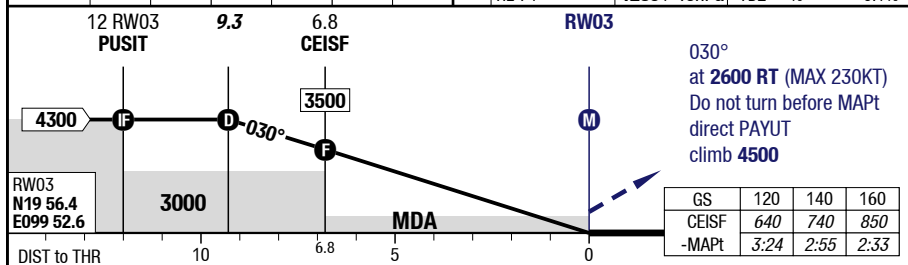
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7-30

RNAV (GNSS) 03



3.00° RW03	9.3	8	6	4	3	2	
	4300	3890	3250	2610	2290	1970	



03		RNAV GNSS LNAV					Circling 1)
C	ft - m/km ft	440 - 1.3 1720					1190 - 2.4V 2470
D	ft - m/km ft	440 - 1.3 1720					1190 - 3.6V 2470

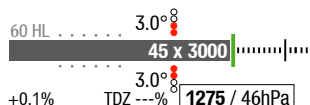
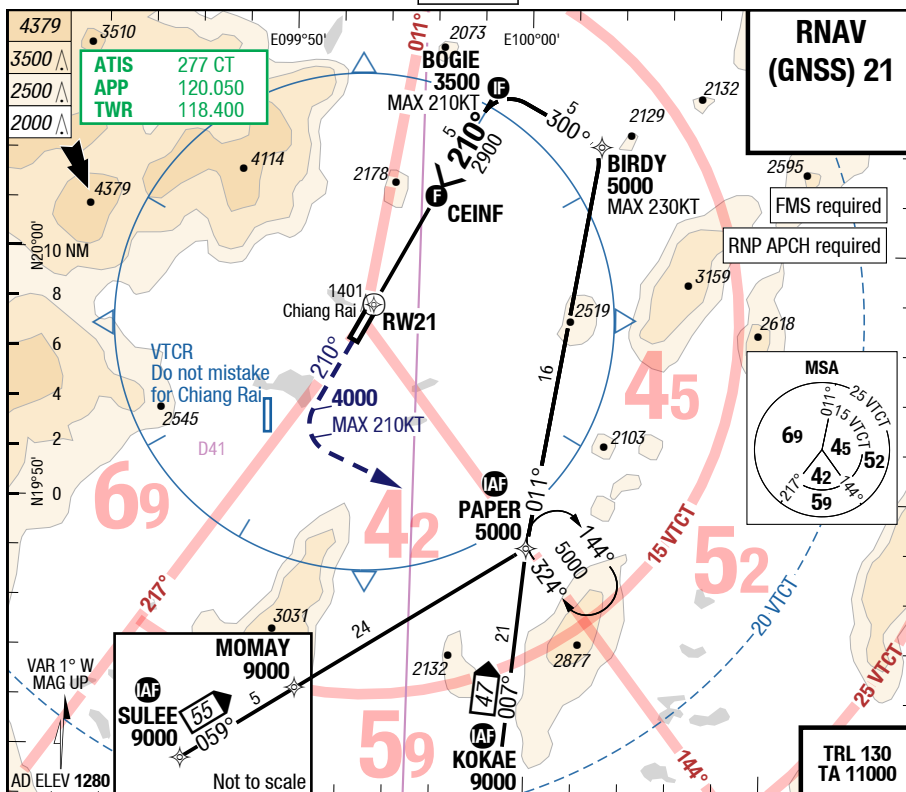
1) E of RWY 03/21 only

Changes: ALT, DIST ALT table

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7-40

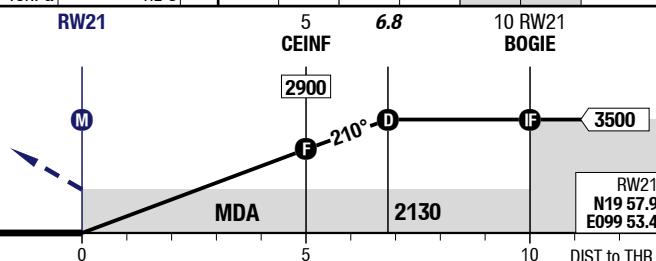
RNAV (GNSS) 21



3	4	6	6.8			3.00°
2280	2600	3240	3500			RW21

210°
at 4000 LT (MAX 210KT)
Do not turn before MAPt
direct PAPER
climb to 5000

GS	120	140	160
CEINF	640	740	850
-MAPt	2:30	2:09	1:53



21	RNAV GNSS					Circling
	LNAV					1)
C	ft - m/km ft	860 - 2.4 2130				1190 - 2.4V 2470
D	ft - m/km ft	860 - 2.4 2130				1190 - 3.6V 2470

1) E of RWY 03/21 only

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VOR 21

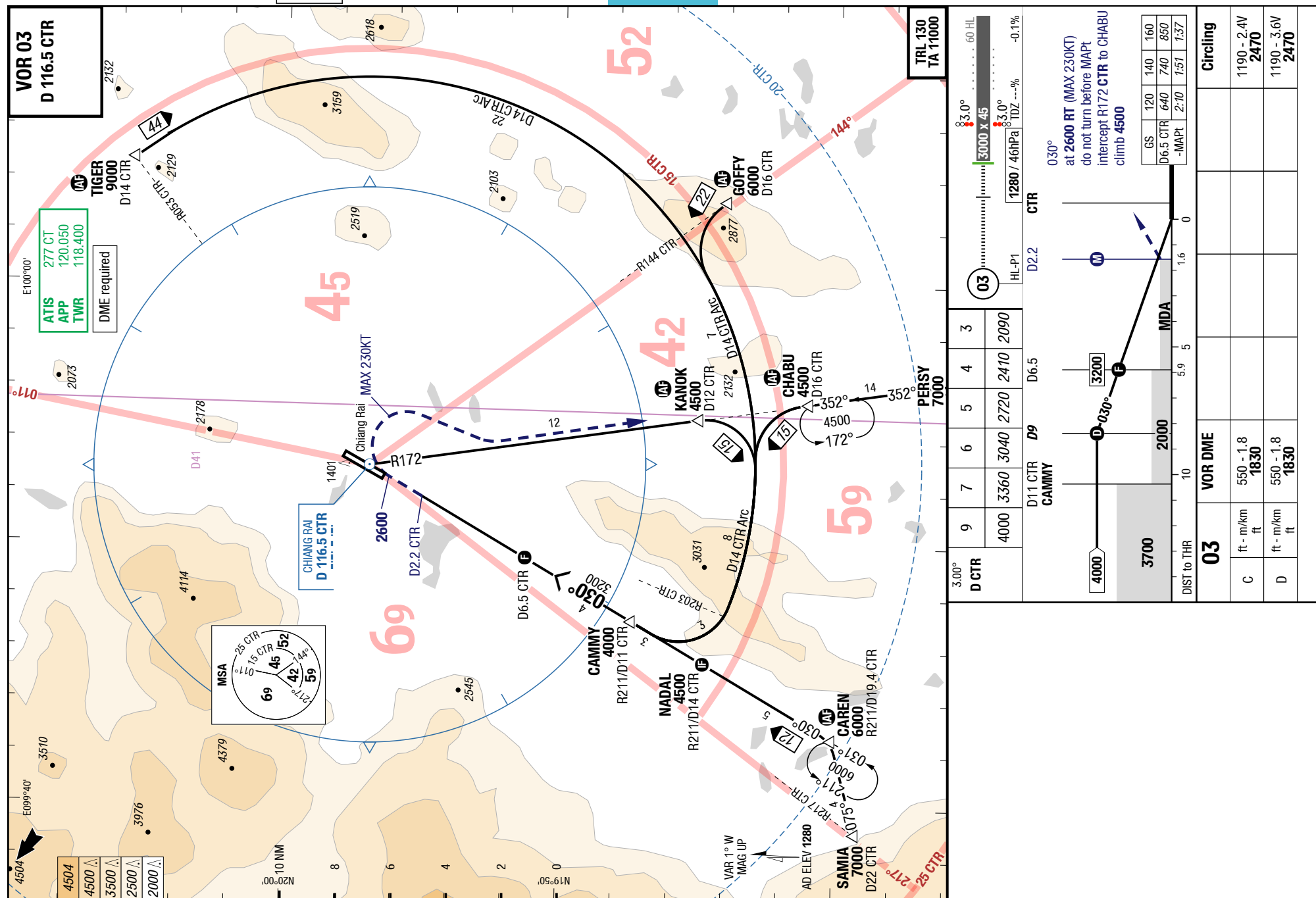
VOR 03

IAC

IAC

VOR 21

VOR 03



Changes: Completely revised

07-MAY-2015
CEI-VTCT

Thailand Chiang Rai Mae Fah Luang - Chiang Rai Intl

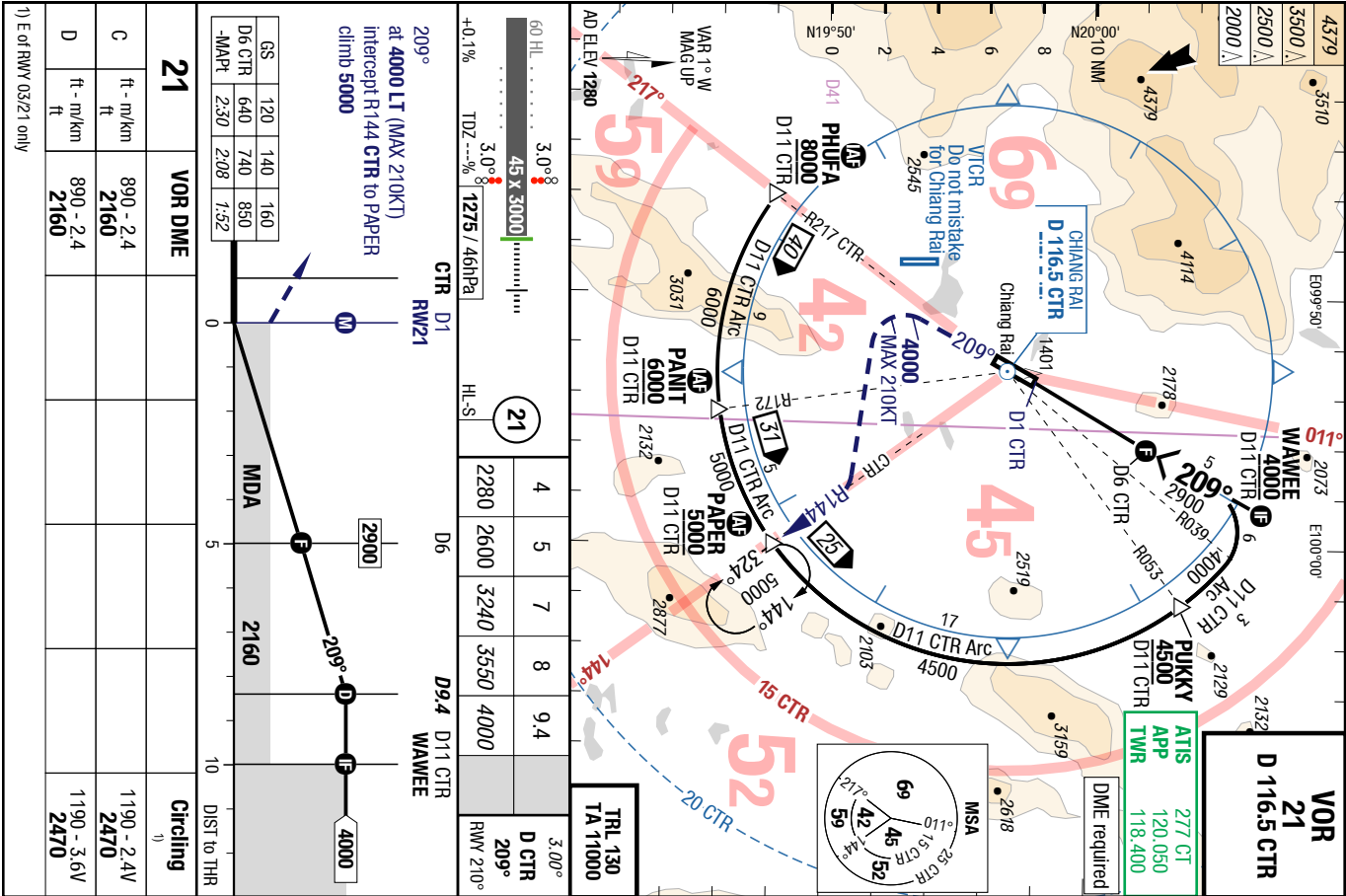
7-60

VOR 21

IAC

IAC

Mae Fah Luang - Chiang Rai Intl **Chiang Rai** Thailand
VOR 21



Changes: Editorial

NDB + DME 03

