GENERAL

Operational Hours

ATS Hours: H24

AD ADMIN Hours: 2300-1700

Airport Information

RFF: CAT 9
PCN: RWY 18/36: 59/F/A/X/T
Customs: As AD ADMIN Hours.

Operation

TWY Restrictions
TWY F AVBL for ACFT up to B737.

Taxi/Parking
Stand 3 equipped with boarding bridge.

Stands 7, 8: For ACFT up to B744, AVBL with single-end PAX loading bridges.

Stands 9-15, 17, 19: For ACFT up to B734.

Stands 16, 18: For ACFT up to B767.

Visual docking guidance system AVBL at stands 3-8.

Marshalling at all non-guidance system equipped stands.

Warnings

CMA VOR/DME unusable: Between R241-R349 beyond 20NM not below 12000ft.

ARRIVAL

Communication

COM Failure: See CRAR and in addition;
ADLUS 1A, ASAVI 1A, ENBAT 1A, GOGOP 1A, KABMU 1A, MARNI 1A, MONLO 1A, PANTA 1A, PUMAM 1A, LAMUN 1A, VISES 1A:
Maintain last assigned LVL and proceed to MAKOK. Commence descend in the MAKOK holding as close as EAT or ETA to 5600ft. Carry out instrument APCH to RWY 36.

Arrival Procedure

VFR Traffic Pattern: RWY 36 right-hand circuit.

Continuous Descent APCH (CDA)
CDA AVBL for RWY 36
Continuous Descent Operations (CDO) can be REQ latest 5min prior reaching TOD for any type of APCH.

In the event of RCF, CDO flight will be terminated immediately.

Operations without vectoring:
ILS or LOC RWY 36 ARR on A464
- After passing KEDOB (38NM from CMA DVOR, altitude not lower than 9000ft) then proceed to TOONY IAF and follow APCH PROC.
- After passing KEDOB (38NM from CMA DVOR, altitude not lower than 9000ft) request permission to fly directly to IF; if approved, fly directly to IF altitude 3500ft and cross 25NM altitude not lower than 6000ft, and follow APCH PROC.

© Lido 2018

ARRIVAL

ILS or LOC RWY 36 ARR on Y6
- After passing MARNI (38NM from CMA DVOR, altitude not lower than 9000ft) then direct to IF altitude 3500ft and cross 25NM altitude not lower than 6000ft, and follow APCH PROC.

RNAV RWY 36 ARR on A464
- After passing KEDOB (38NM from CMA DVOR, altitude not lower than 9000ft) then proceed to TOONY IAF and follow APCH PROC.
- After passing KEDOB (38NM from CMA DVOR, altitude not lower than 9000ft) request permission to fly directly to MAKOK IF; if approved, fly directly to MAKOK IF altitude 5600ft and cross 25NM altitude not lower than 6600ft, and follow APCH PROC.

RNAV RWY 36 ARR on Y6
- After passing MARNI (38NM from CMA DVOR, altitude not lower than 9000ft) then direct to MAKOK IF altitude 5600ft and cross 25NM altitude not lower than 6600ft, and follow APCH PROC.

Non-standard GP intercept position on RWY 36
GP intercepts RWY 36 at *314m / 1030ft* after landing threshold.
Remaining DIST beyond GP is *2786m / 9141ft.*

DEPARTURE

Take-off Minima

RWY		18/36	
All ACFT	ft - m/km	0 - 400v	HJ only
		0 - 800v	HN

Communication

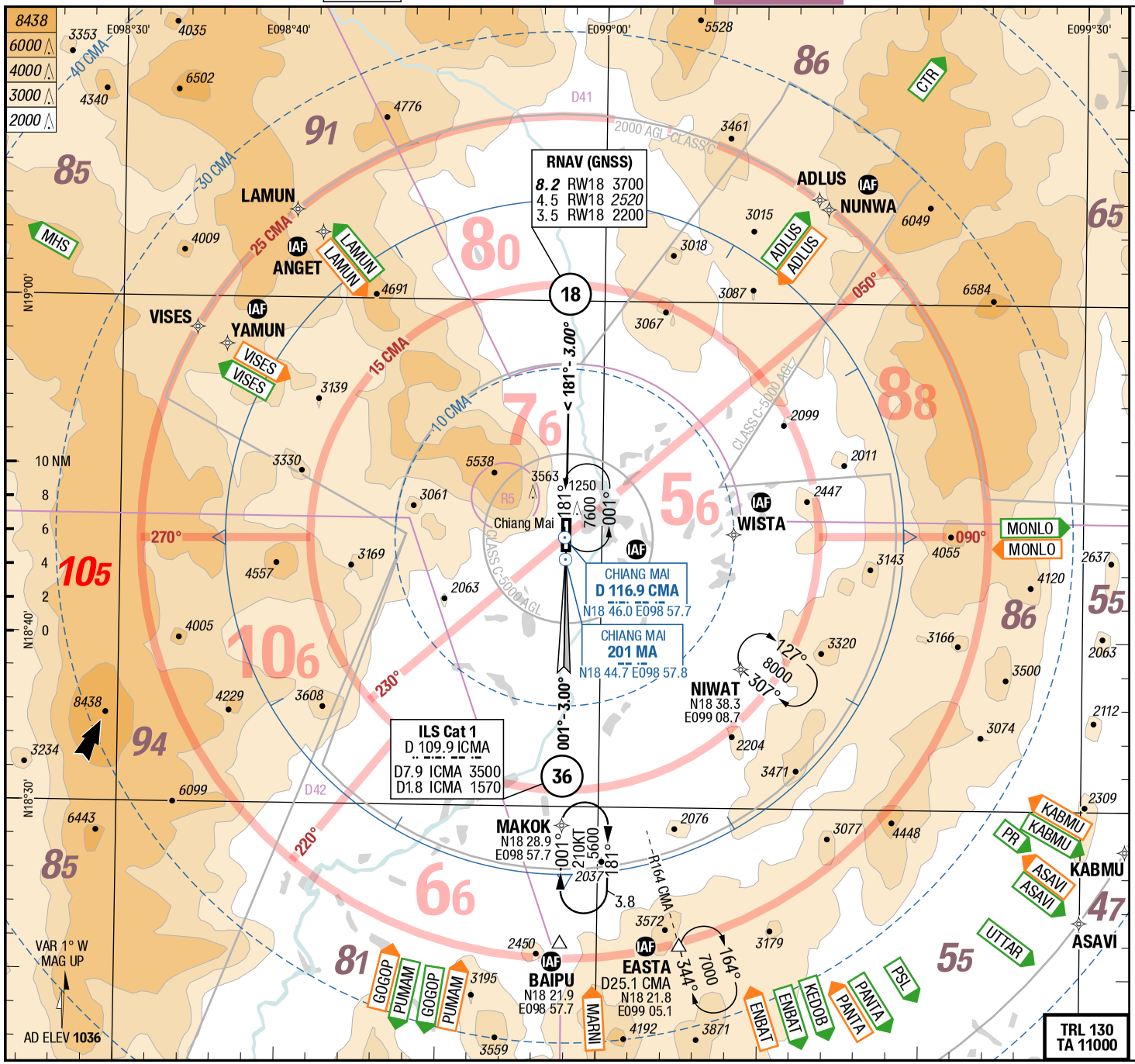
COM Failure: See CRAR and in addition;
ADLUS 1N, ASAVI 1N, ENBAT 1N, GOGOP 1N, KABMU 1N, MONLO 1N, PANTA 1N, PUMAM 1N, LAMUN 1N/1X, VISES 1N/1X:
Proceed on SID, comply with last assigned LVL or MFA until next compulsory reporting point then climb to fight plan cruising LVL.

ATC Slot, Clearance

Contact GND 5min prior to start-up, REQ ATC CLR, report call sign and FL if different to FPL.

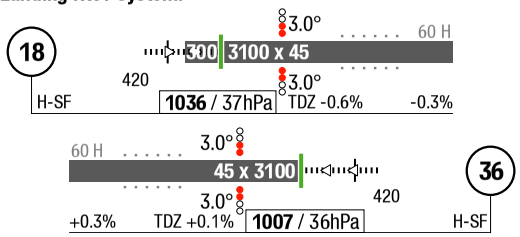
Domestic DEP shall no longer be required to taxi 5min after CLR received.

© Lido 2018



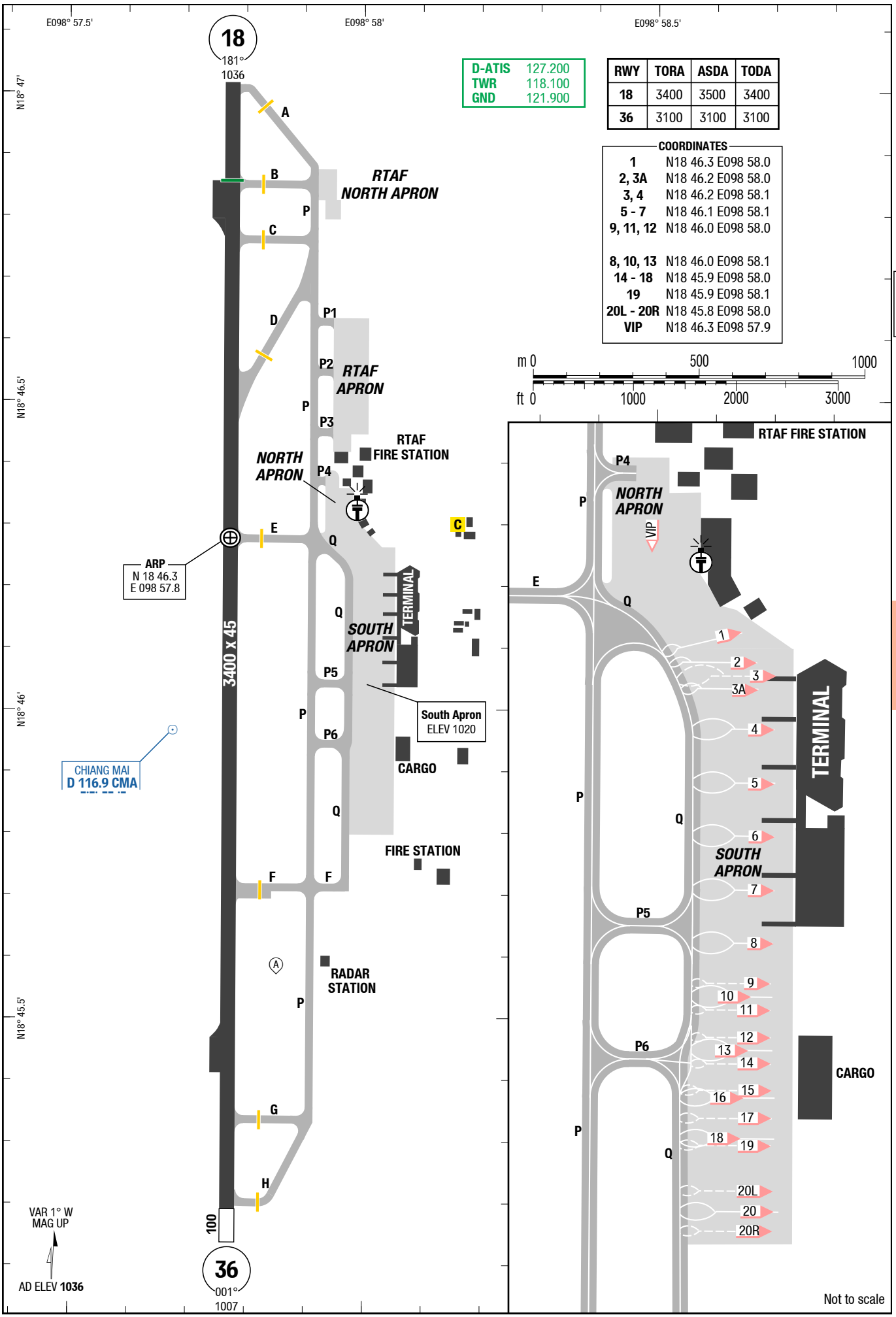
D-ATIS 127.200
APP 129.600
TWR 118.100
GND 121.900

Landing RWY system:

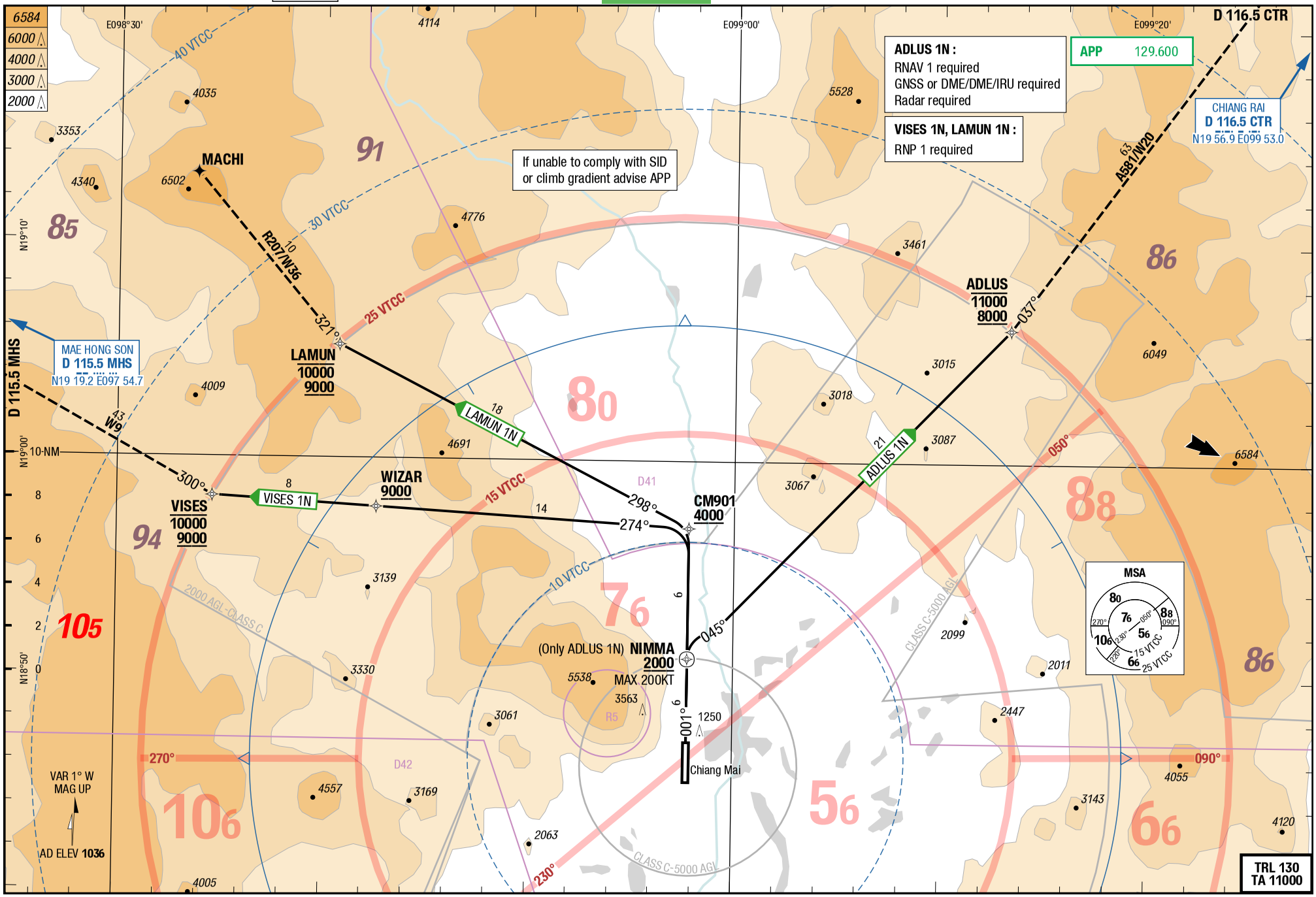


Changes: PROC renamed

© Lido 2017


E098° 57.5'
E098° 58'
E098° 58.5'
N18° 47'
N18° 46.5'
N18° 46'
N18° 45.5'
18
181°
1036
36
001°
1007
D-ATIS 127.200
TWR 118.100
GND 121.900
RWY TORA ASDA TODA
18 3400 3500 3400
36 3100 3100 3100
COORDINATES
1 N18 46.3 E098 58.0
2, 3A N18 46.2 E098 58.0
3, 4 N18 46.2 E098 58.1
5 - 7 N18 46.1 E098 58.1
9, 11, 12 N18 46.0 E098 58.0
8, 10, 13 N18 46.0 E098 58.1
14 - 18 N18 45.9 E098 58.0
19 N18 45.9 E098 58.1
20L - 20R N18 45.8 E098 58.0
VIP N18 46.3 E098 57.9
m 0 500 1000
ft 0 1000 2000 3000
RTAF NORTH APRON
RTAF APRON
RTAF FIRE STATION
NORTH APRON
SOUTH APRON
TERMINAL
South Apron
ELEV 1020
CARGO
FIRE STATION
RADAR STATION
ARP
N 18 46.3
E 098 57.8
3400 X 45
CHIANG MAI
D 116.9 CMA
VAR 1° W
MAG UP
AD ELEV 1036
Not to scale

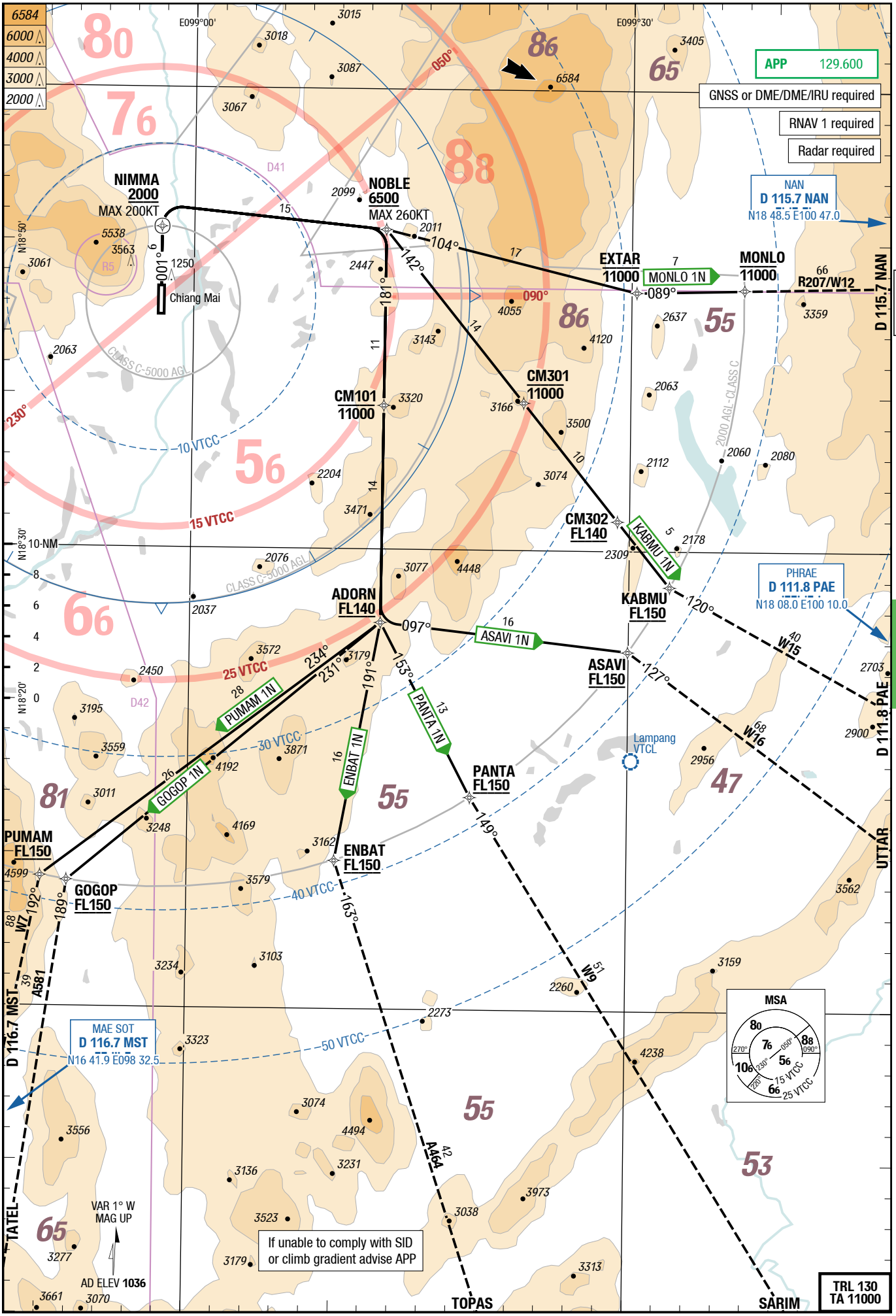
© Lido 2017



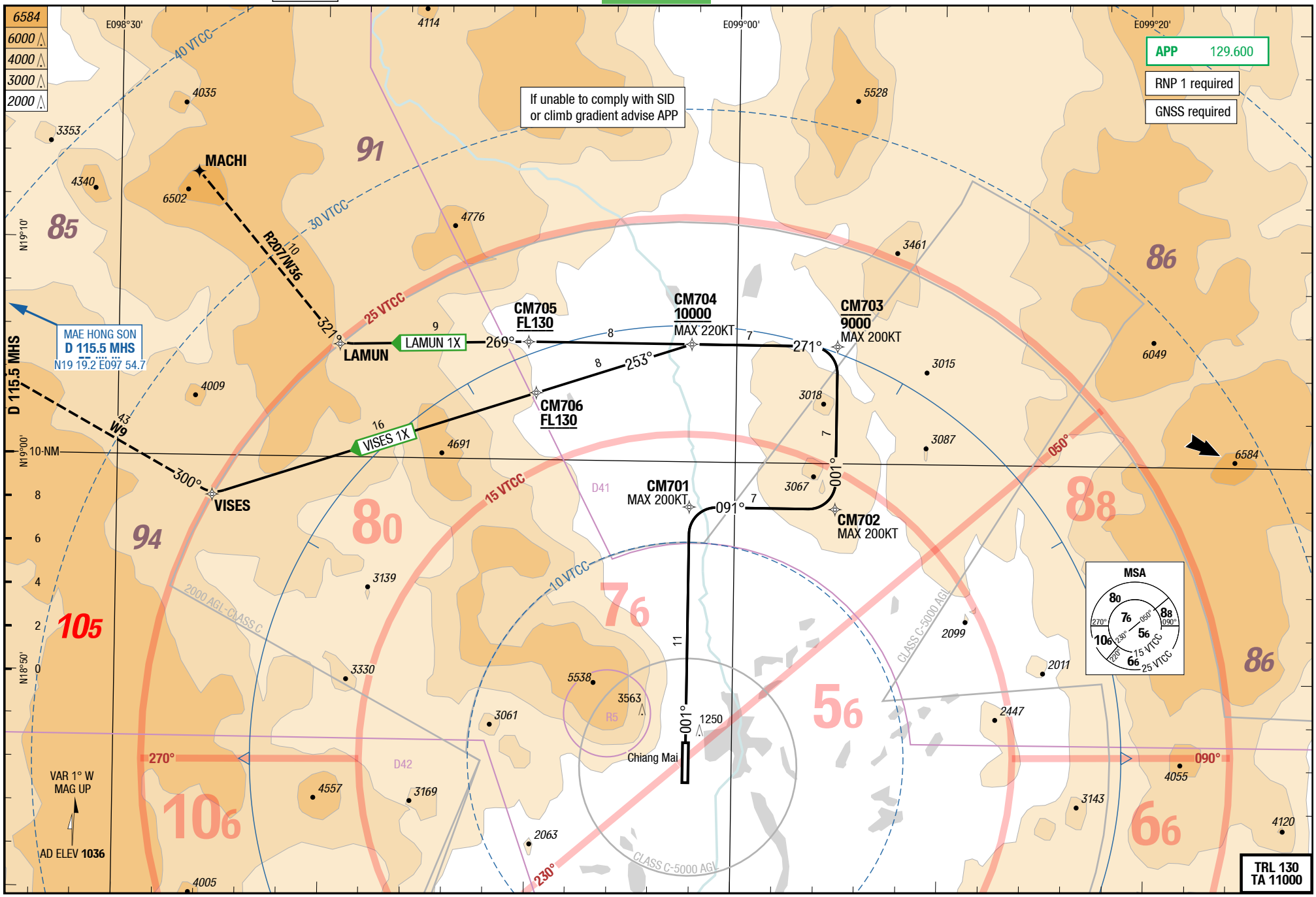
Changes: PROC renamed, WPT

© Lido 2017

Changes: PROC renamed, WPT

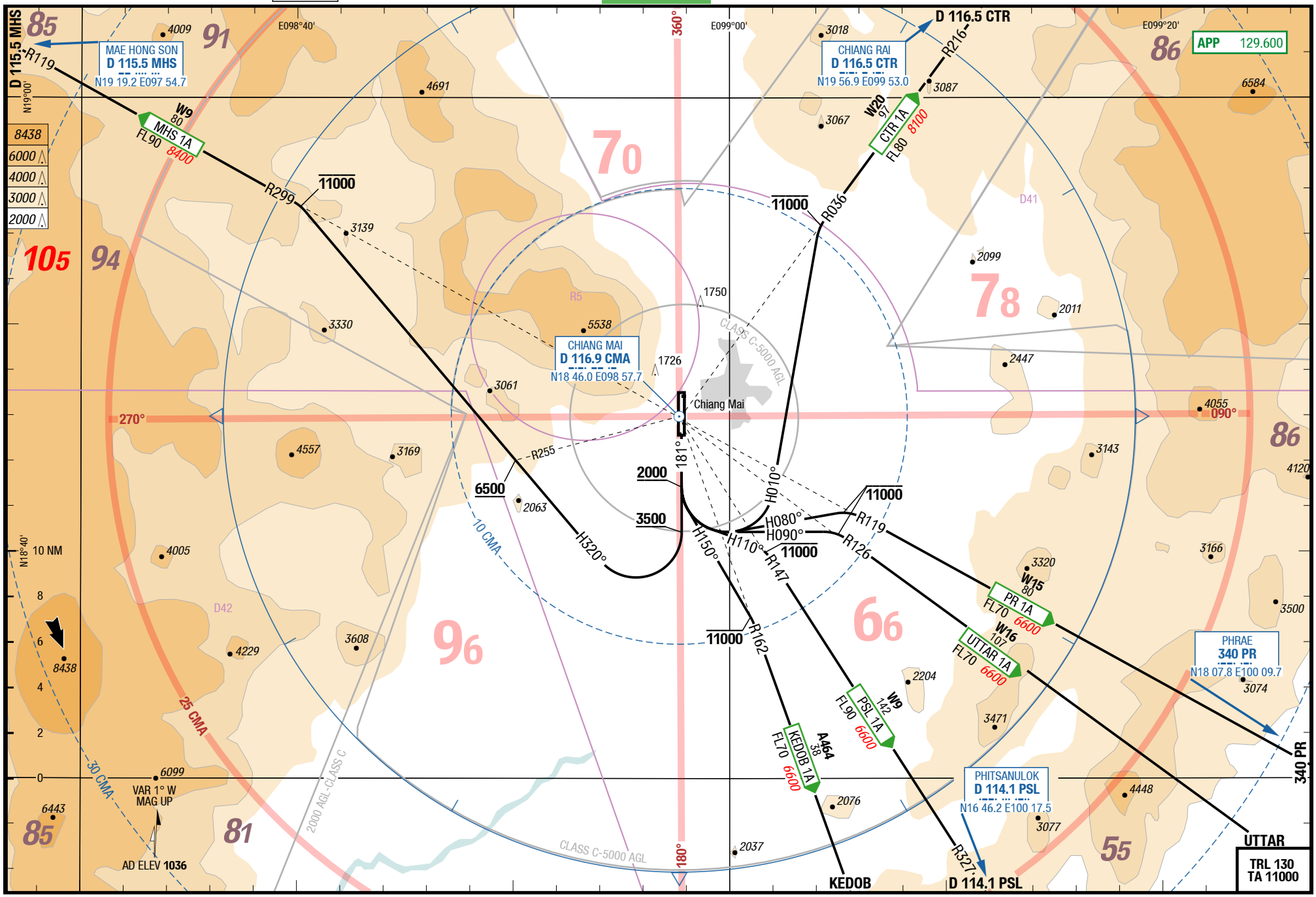


© Lido 2017

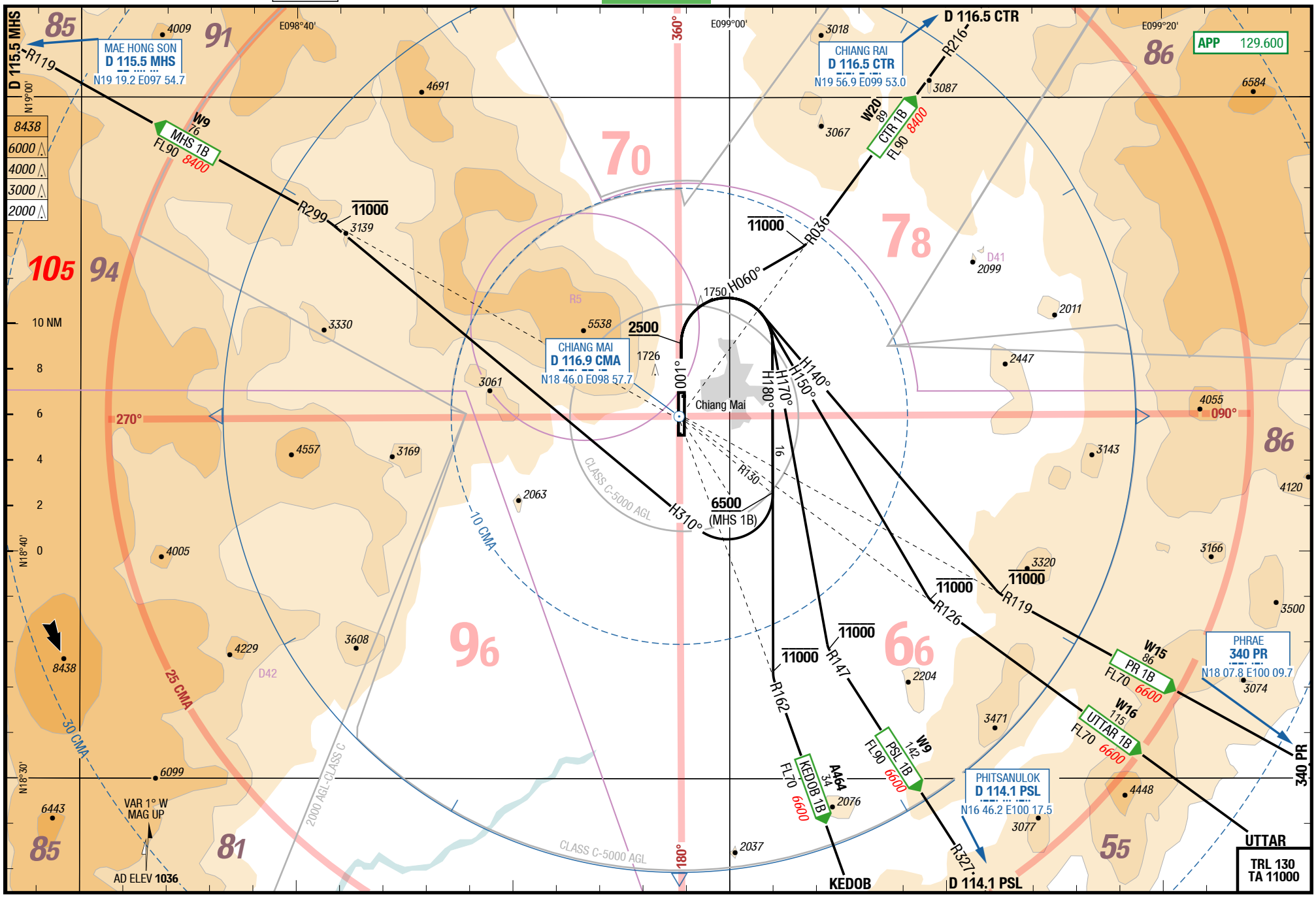


Changes: PROC renamed, WPT

© Lido 2017


D 115.5 MHS
MAE HONG SON
D 115.5 MHS
N19 19.2 E097 54.7
MHS 1A
FL90 8400
D 116.5 CTR
CHIANG RAI
D 116.5 CTR
N19 56.9 E099 53.0
CTR 1A
FL80 8100
APP 129.600
CHIANG MAI
D 116.9 CMA
N18 46.0 E098 57.7
Chiang Mai
1750
1726
CLASS C-5000 AGL
10 CMA
25 CMA
30 CMA
2000 AGL-CLASS C
PR 1A
FL70 6600
UTTAR 1A
FL70 6600
PSL 1A
FL90 6600
KEDOB 1A
FL70 6600
PHRAE
340 PR
N18 07.8 E100 09.7
PHITSANULOK
D 114.1 PSL
N16 46.2 E100 17.5
KEDOB
D 114.1 PSL
UTTAR
340 PR
TRL 130
TA 11000
VAR 1° W
MAG UP
AD ELEV 1036
8438
6000
4000
3000
2000
10 NM
E098°40'
E099°00'
E099°20'
N19°00'
N18°40'
270°
090°
180°
360°
© Lido 2017

Changes: Nil



Changes: Page Number

ADLUS 1N / LAMUN 1N / VISES 1N

RWY 36 (001°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36	
ADLUS 1N 5.0% to FL150 **129.600** ①②	DER36 - NIMMA [K200**-** **;**R] - ADLUS - join AWY A581/W20	NIMMA MNM **2000** ADLUS between **8000** and **11000**
LAMUN 1N 5.0% to FL150 **129.600** ①②	DER36 - CM901 [L]- LAMUN - join AWY R207/W36	CM901 MNM **4000** LAMUN between **9000** and **10000**
VISES 1N 5.5% to FL150 **129.600** ①②	DER36 - CM901 [L]- WIZAR - VISES - join AWY W9	CM901 MNM **4000** WIZAR MNM **9000** VISES between **9000** and **10000**

① Close - in obstacles RWY36 - terrain 60ft HGT. 74m from departure end.

② If unable to comply with SID or climb gradient advise APP.

Changes: PROC renamed, WPT

© Lido 2017

CNX-VTCC

5-20 **RNAV SIDs RWY 36 South**

ASAVI 1N / ENBAT 1N / GOGOP 1N / KABMU 1N / MONLO 1N / PANTA 1N / PUMAM 1N

RWY 36 (001°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36	
ASAVI 1N 5.0% to FL150 **129.600** ①②	DER36 - NIMMA [K200- ;R] - NOBLE [K260- ;R] - CM101 - ADORN - ASAVI - join AWY W16	NIMMA MNM **2000** NOBLE MNM **6500** CM101 MAX **11000** ADORN MNM **FL140** ASAVI MNM **FL150**
ENBAT 1N 5.0% to FL150 **129.600** ①②	DER36 - NIMMA [K200- ;R] - NOBLE [K260- ;R] - CM101 - ADORN - ENBAT - join AWY A464	NIMMA MNM **2000** NOBLE MNM **6500** CM101 MAX **11000** ADORN MNM **FL140** ENBAT MNM **FL150**
GOGOP 1N 5.0% to FL150 **129.600** ①②	DER36 - NIMMA [K200- ;R] - NOBLE [K260- ;R] - CM101 - ADORN [R]- GOGOP - join AWY A581	NIMMA MNM **2000** NOBLE MNM **6500** CM101 MAX **11000** ADORN MNM **FL140** GOGOP MNM **FL150**
KABMU 1N 5.0% to FL150 **129.600** ①②	DER36 - NIMMA [K200- ;R] - NOBLE [K260- ;R] - CM301 - CM302 - KABMU - join AWY W15	NIMMA MNM **2000** NOBLE MNM **6500** CM301 MAX **11000** CM302 MNM **FL140** KABMU MNM **FL150**
MONLO 1N 5.0% to FL150 **129.600** ①②	DER36 - NIMMA [K200- ;R] - NOBLE [K260-] - EXTAR [L]- MONLO - join AWY R207/W12	NIMMA MNM **2000** NOBLE MNM **6500** EXTAR MAX **11000** MONLO MAX **11000**
PANTA 1N 5.0% to FL150 **129.600** ①②	DER36 - NIMMA [K200- ;R] - NOBLE [K260-] - CM101 - ADORN - PANTA - join AWY W9	NIMMA MNM **2000** NOBLE MNM **6500** CM101 MAX **11000** ADORN MNM **FL140** PANTA MNM **FL150**
PUMAM 1N 5.0% to FL150 **129.600** ①②	DER36 - NIMMA [K200- ;R] - NOBLE [K260- ;R] - CM101 - ADORN [R] - PUMAM - join AWY W7	NIMMA MNM **2000** NOBLE MNM **6500** CM101 MAX **11000** ADORN MNM **FL140** PUMAM MNM **FL150**

① Close - in obstacles RWY36 - terrain 60ft HGT. 74m from departure end.

② If unable to comply with SID or climb gradient advise APP.

Changes: WPT , PROC renamed

© Lido 2017

LAMUN 1X / VISES 1X

RWY 36 (001°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36	
LAMUN 1X 5.0% to FL150 **129.600** ①②	DER36 - CM701 [K200- ;R] - CM702 [K200- ;L] - CM703 [K200- ;L] - CM704 [K220-] - CM705 - LAMUN - join AWY R207/ W36	CM703 MAX **9000** CM704 MNM **10000** CM705 MNM **FL130**
VISES 1X 5.0% to FL150 **129.600** ①②	DER36 - CM701 [K200- ;R] - CM702 [K200- ;L] - CM703 [K200- ;L] - CM704 [K220- ;L] - CM706 - VISES - join AWY W9	CM703 MAX **9000** CM704 MNM **10000** CM706 MNM **FL130**

① Close - in obstacles RWY36 - terrain 60ft HGT. 74m from departure end.

② If unable to comply with SID or climb gradient advise APP.

Changes: PROC renamed, WPT

© Lido 2017

CHIANG RAI 1A / KEDOB 1A / MAE HONG SON 1A / PHITSANULOK 1A / PHRAE 1A / UTTAR 1A

RWY 18 (181°)

After take-off contact Chiang Mai APP

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18	
CHIANG RAI 1A **CTR 1A** **129.600** ①	MNM **2000 LT** HDG 010° - intercept R036 **CMA** to **CTR**	R036 **CMA** MAX **11000**
KEDOB 1A **129.600** ①	MNM **2000 LT** HDG 150° - intercept R162 **CMA** to KEDOB	R162 **CMA** MAX **11000**
MAE HONG SON 1A **MHS 1A** **129.600** ①	MNM **3500 RT** HDG 320° - intercept R299 **CMA** to **MHS**	R255 **CMA** MNM **6500** R299 **CMA** MAX **11000**
PHITSANULOK 1A **PSL 1A** **129.600** ①	MNM **2000 LT** HDG 110° - intercept R147 **CMA** to **PSL**	R147 **CMA** MAX **11000**
PHRAE 1A **PR 1A** **129.600** ①	MNM **2000 LT** HDG 080° - intercept R119 **CMA** to **PR**	R119 **CMA** MAX **11000**
UTTAR 1A **129.600** ①	MNM **2000 LT** HDG 090° - intercept R126 **CMA** to UTTAR	R126 **CMA** MAX **11000**

① Expect RADAR control.

© Lido 2017

CHIANG RAI 1B / KEDOB 1B / MAE HONG SON 1B / PHITSANULOK 1B / PHRAE 1B / UTTAR 1B

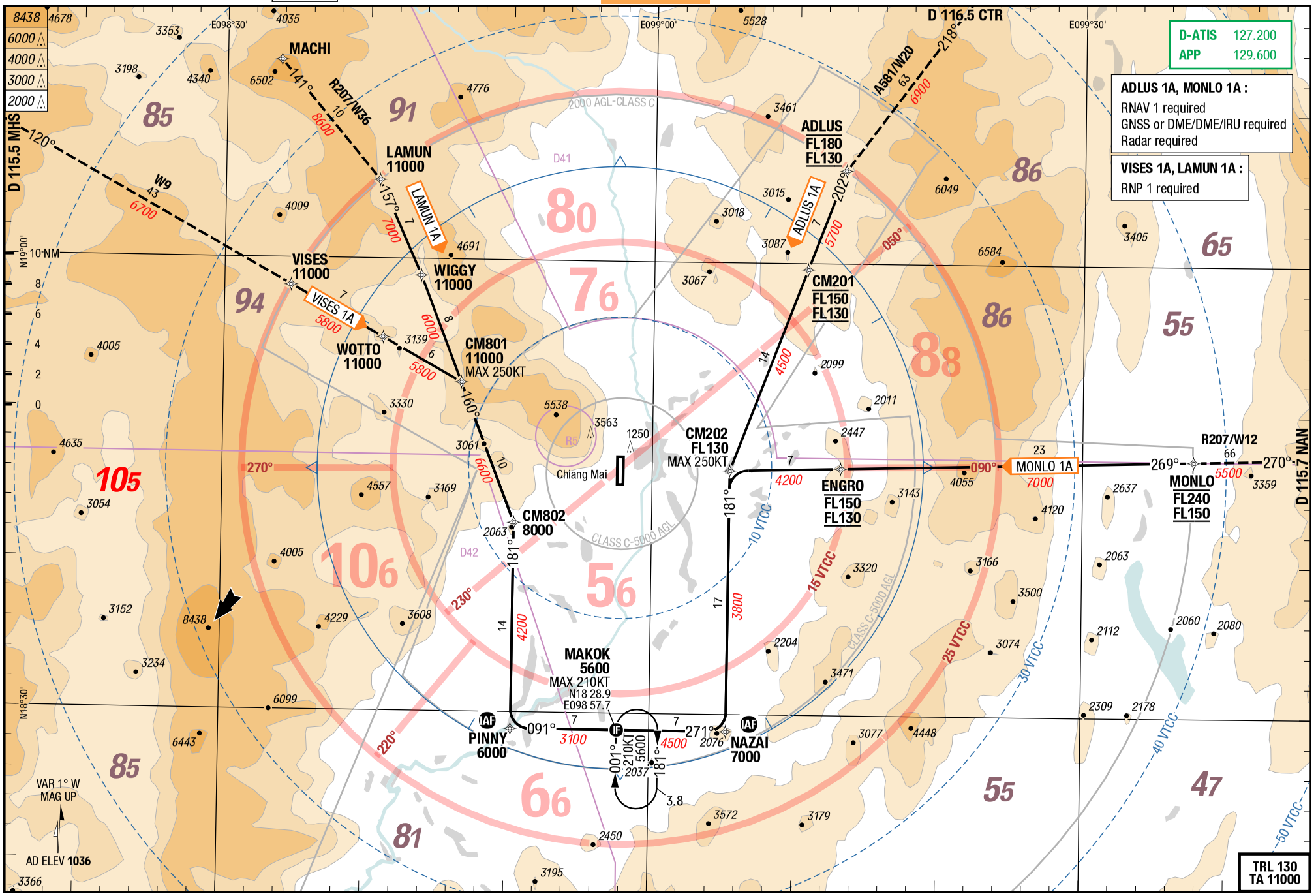
RWY 36 (001°)

After take-off contact Chiang Mai APP.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36	
CHIANG RAI 1B **CTR 1B** **129.600** ①	MNM **2500 RT** HDG 060° - intercept R036 **CMA** to **CTR**	R036 **CMA** MAX **11000**
KEDOB 1B **129.600** ①	MNM **2500 RT** HDG 180° - intercept R162 **CMA** to KEDOB	R162 **CMA** MAX **11000**
MAE HONG SON 1B **MHS 1B** **129.600** ①	MNM **2500 RT** HDG 180° - crossing R130 **CMA RT** HDG 310° intercept R299 **CMA** to **MHS**	R130 **CMA** MNM **6500** R299 **CMA** MAX **11000**
PHITSANULOK 1B **PSL 1B** **129.600** ①	MNM **2500 RT** HDG 170° - intercept R147 **CMA** to **PSL**	R147 **CMA** MAX **11000**
PHRAE 1B **PR 1B** **129.600** ①	MNM **2500 RT** HDG 140° - intercept R119 **CMA** to **PR**	R119 **CMA** MAX **11000**
UTTAR 1B **129.600** ①	MNM **2500 RT** HDG 150° - intercept R126 **CMA** to UTTAR	R126 **CMA** MAX **11000**

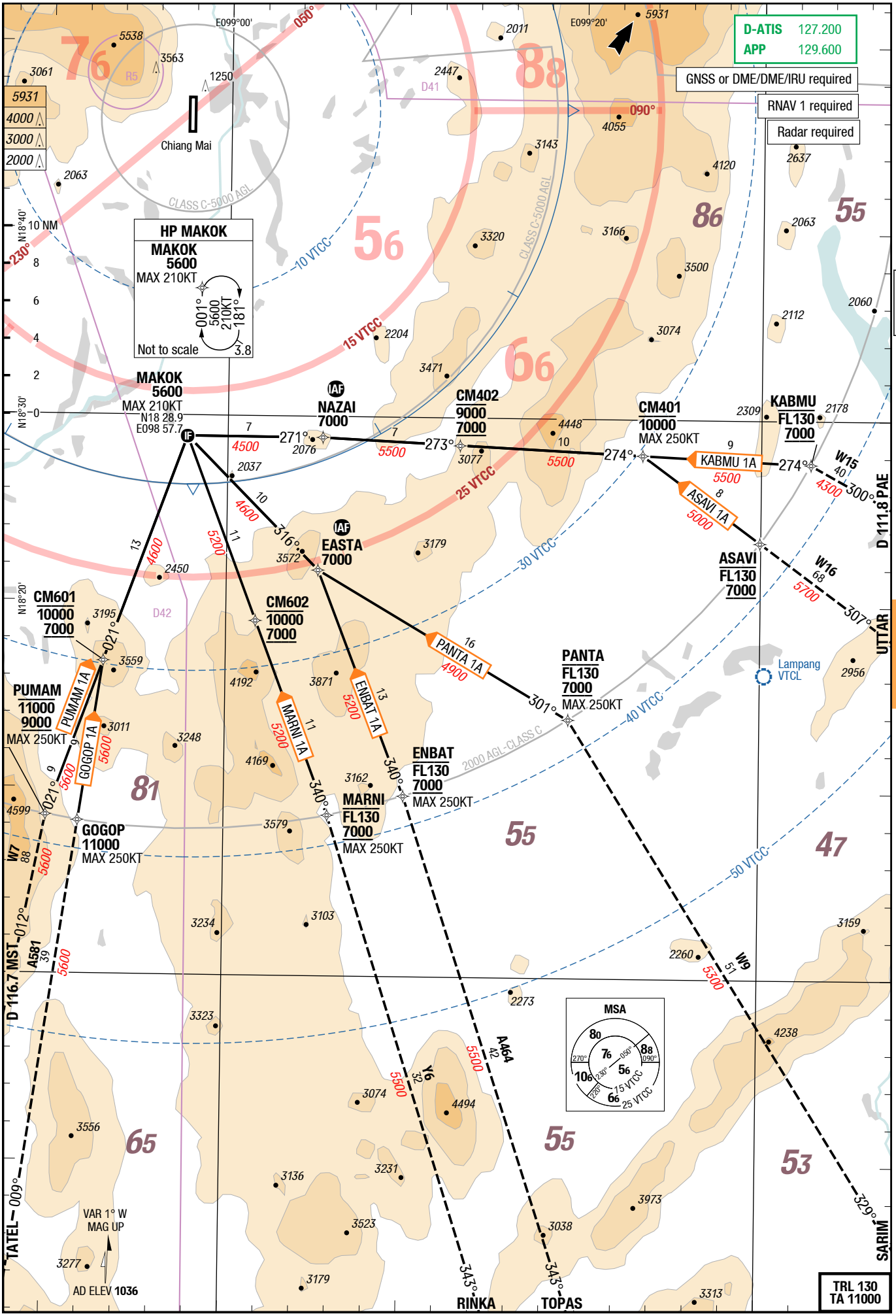
① Expect RADAR control.

© Lido 2014

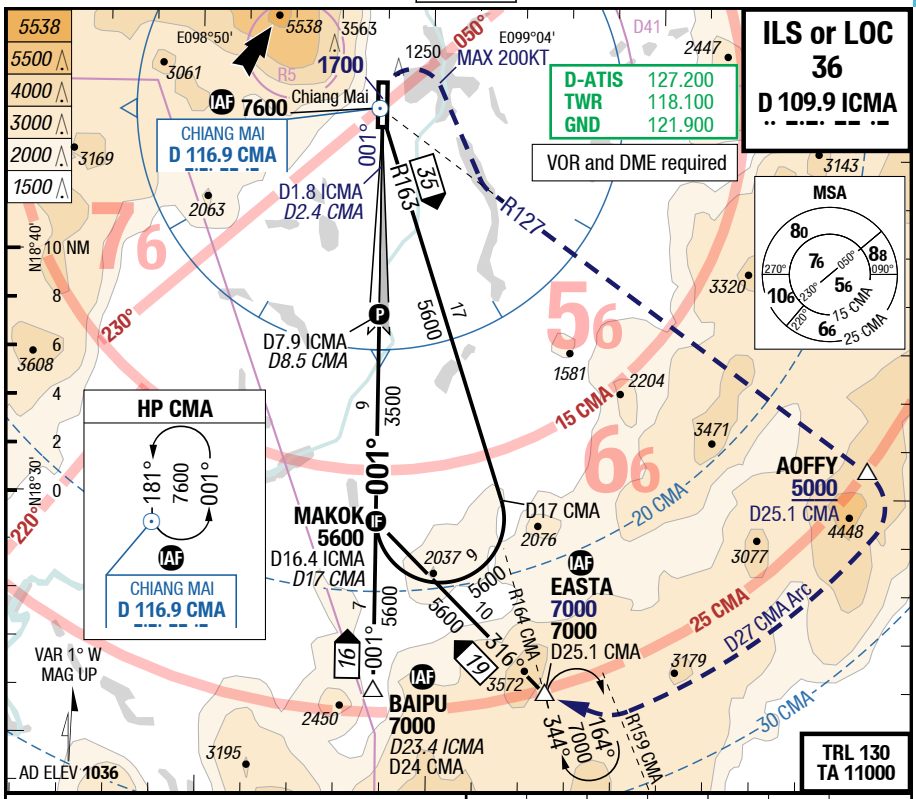


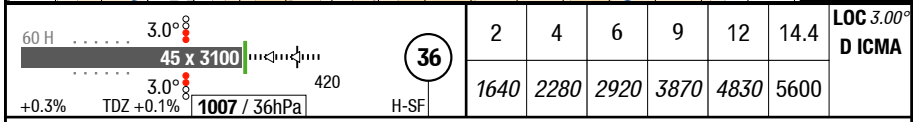
Changes: WPT , PROC renamed

Changes: PROC renamed, WPT

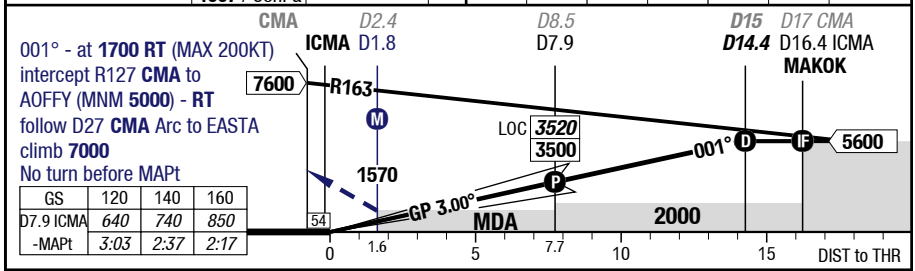


© Lido 2017





2	4	6	9	12	14.4	LOC 3.00° D ICMA
1640	2280	2920	3870	4830	5600	



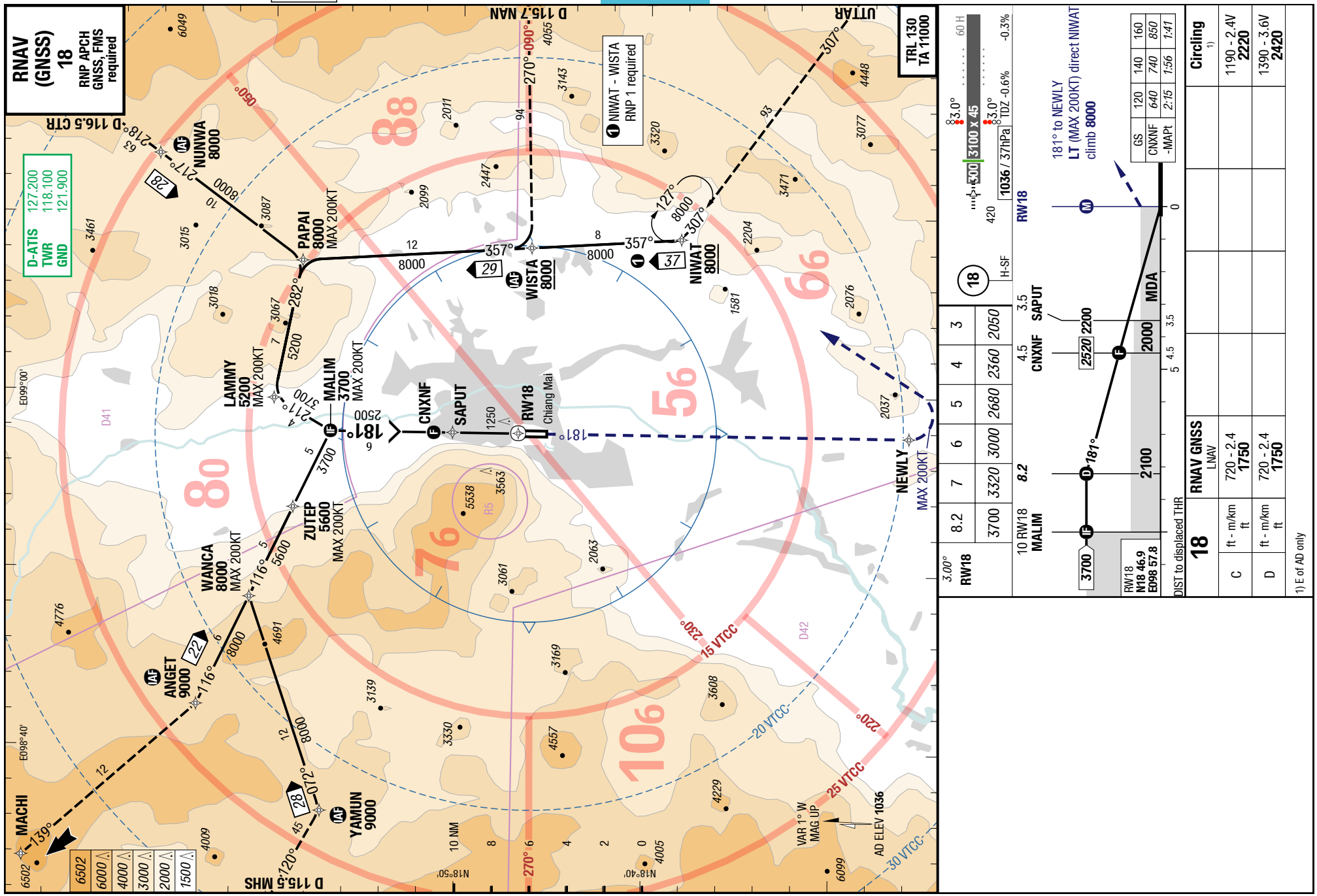
GS	120	140	160
D7.9 ICMA	*640*	*740*	*850*
-MAPt	*3:03*	*2:37*	*2:17*

36		Cat 1 DME GA 4.0% 1) 2)	Cat 1 DME GA 2.5% 3)	LOC DME			Circling E of AD only
C	ft - m/km ft	240 - 800 **1240**	410 - 1.5 **1410**	570 - 2.2 **1570**			1190 - 2.4V **2220**
D	ft - m/km ft	240 - 800 **1240**	420 - 1.5 **1420**	570 - 2.2 **1570**			1390 - 3.6V **2420**

1) GA 4.0% until after turn
2) With EVS 550m
3) With EVS 1.0km

Changes: MIN, FREQ, Track, FAT, Note, OBST, HLDG, TCH

© Lido 2016



Changes: chart layout, PROC, OBST, Editorial

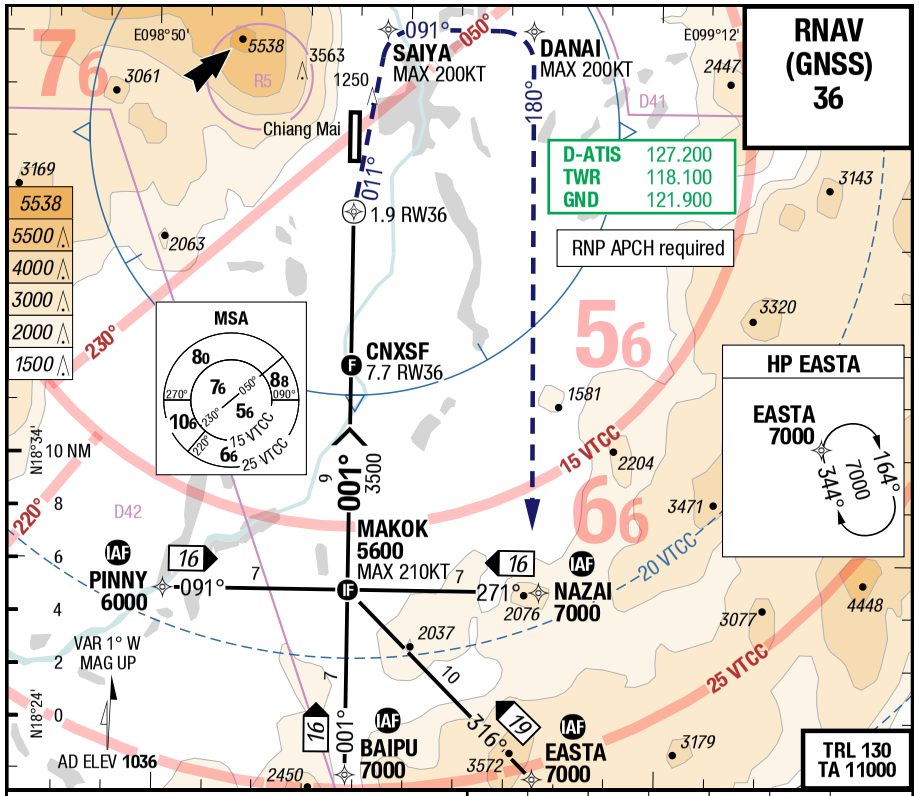
© Lido 2017

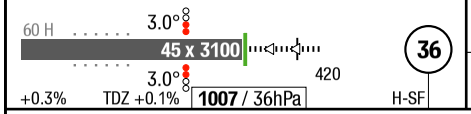
CNX-VTCC

7-40

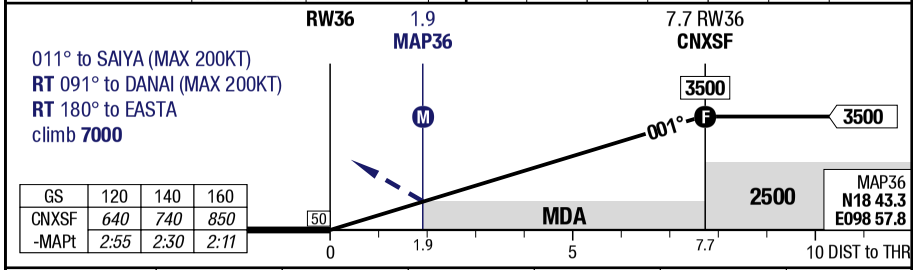
RNAV (GNSS) 36

RNAV (GNSS) 36





2	3	4	5	6	7.7	3.00° RW36
1700	2020	2330	2650	2970	3500	

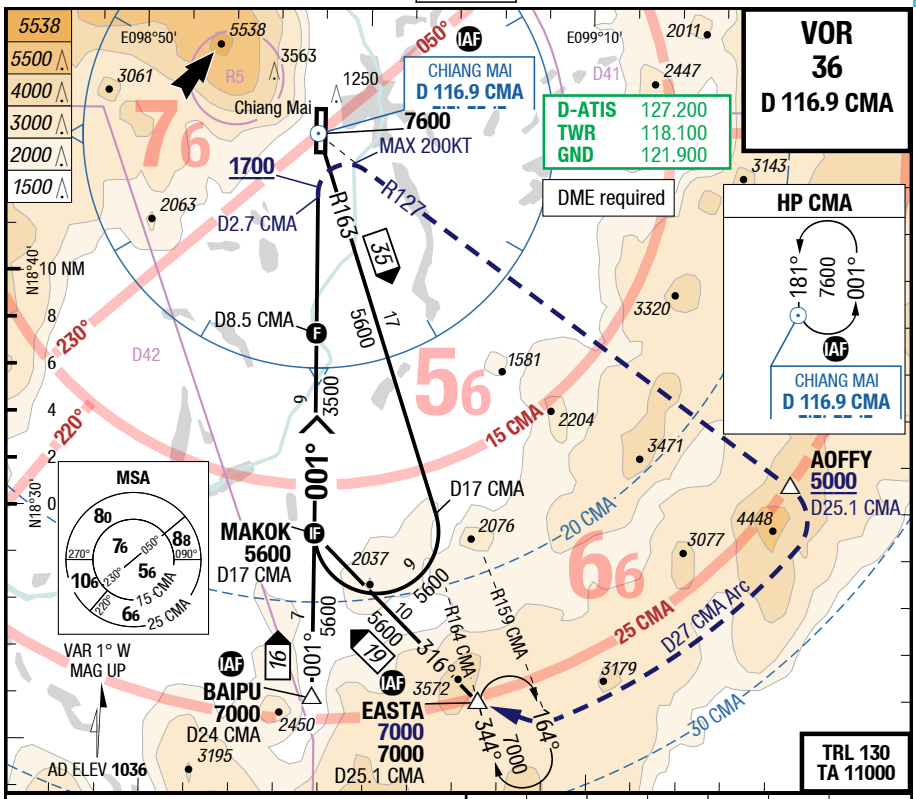


36		RNAV GNSS LNAV					Circling 1)
C	ft - m/km ft	660 - 2.4 **1660**					1190 - 2.4V **2220**
D	ft - m/km ft	660 - 2.4 **1660**					1390 - 3.6V **2420**

1) E of AD only

Changes: Nil

© Lido 2017



60 H	3.0°	45 x 3100	3.0°	420	+0.3%	TDZ +0.1%	1007 / 36hPa	H-SF

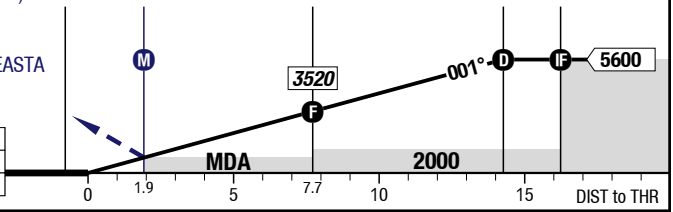
36

3	5	7	9	11	15	3.00° D CMA
1770	2400	3040	3680	4310	5600	

001° **CMA** D2.7 D8.5 ***D15*** D17 CMA **MAKOK**

at MNM **1700 RT** (MAX 200KT)
intercept R127 **CMA**
to AOFFY (MNM **5000**)
RT follow D27 **CMA** Arc to EASTA
climb **7000**
Do not turn before MAPt

GS	120	140	160
D8.5 CMA	*640*	*740*	*850*
-MAPt	*2:54*	*2:29*	*2:11*



36		VOR DME					Circling 1)
C	ft - m/km ft	660 - 2.4 **1660**					1190 - 2.4V **2220**
D	ft - m/km ft	660 - 2.4 **1660**					1390 - 3.6V **2420**

1) E of AD only

Changes: ALT, MISAP text, Editorial

© Lido 2016