

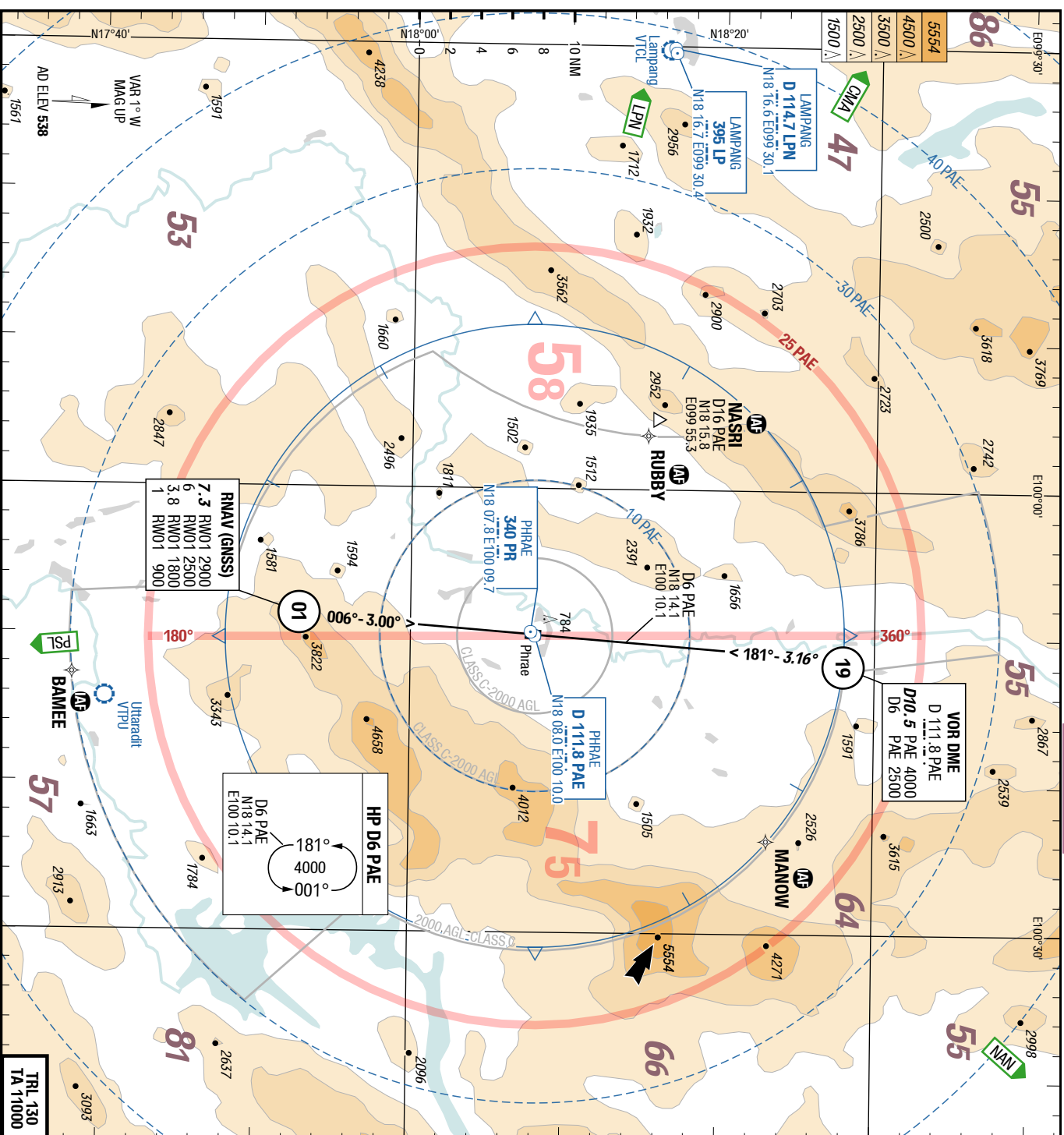
GENERAL**Operational Hours****ATS Hours** 2300-1100**AD ADMIN Hours:** 2300-1500**Airport Information****RFF:** CAT 5**Fuel:** Not AVBL**PCN:** RWY 01/19: 20/F/C/X/T**Customs:** Not AVBL**Operation****TWY Restriction**

TWY width 15m / 49ft.

ARRIVAL**Communication****COM Failure:** See CRAR.**DEPARTURE****Take-off Minima**

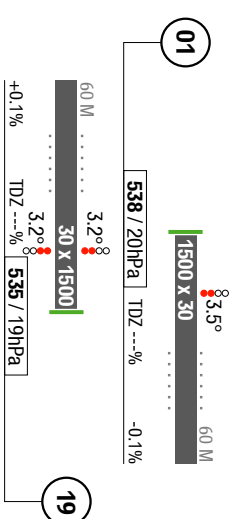
RWY		01/19	
All ACFT	ft - m/km	0 - 400v	-

Communication**COM Failure:** See CRAR.



ATIS	340	PR 2300-1100
APP	120.100	2300-1100
TWR	118.600	2300-1100

Landing RWY system:



ATIS 340 PR 2300-1100
TWR 118.600 2300-1100

19
185°
535

PHRAE
D 111.8 PAE

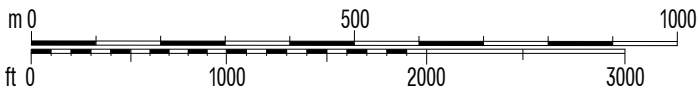
FIRE STATION
TERMINAL
APRON

ARP
N 18 07.9
E 100 09.9

RWY	TORA	ASDA
01	1500	1575
19	1500	1575

PHRAE
340 PR

01
005°
538



VAR 1° W
MAG UP
AD ELEV 538

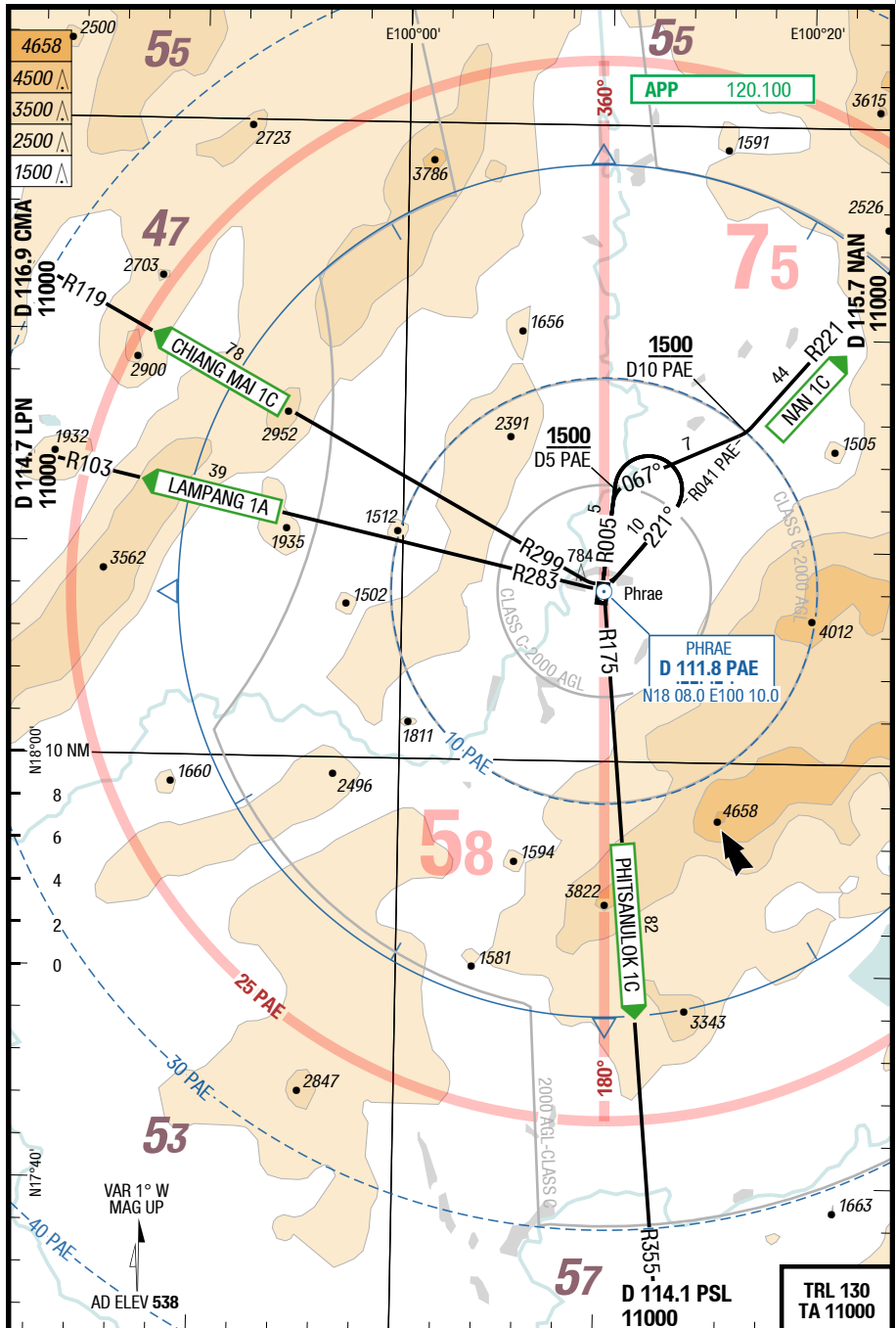
Changes: Nil

PRH-VTCP

SIDs RWY 01

SID

4-10



Changes: ASP, TA

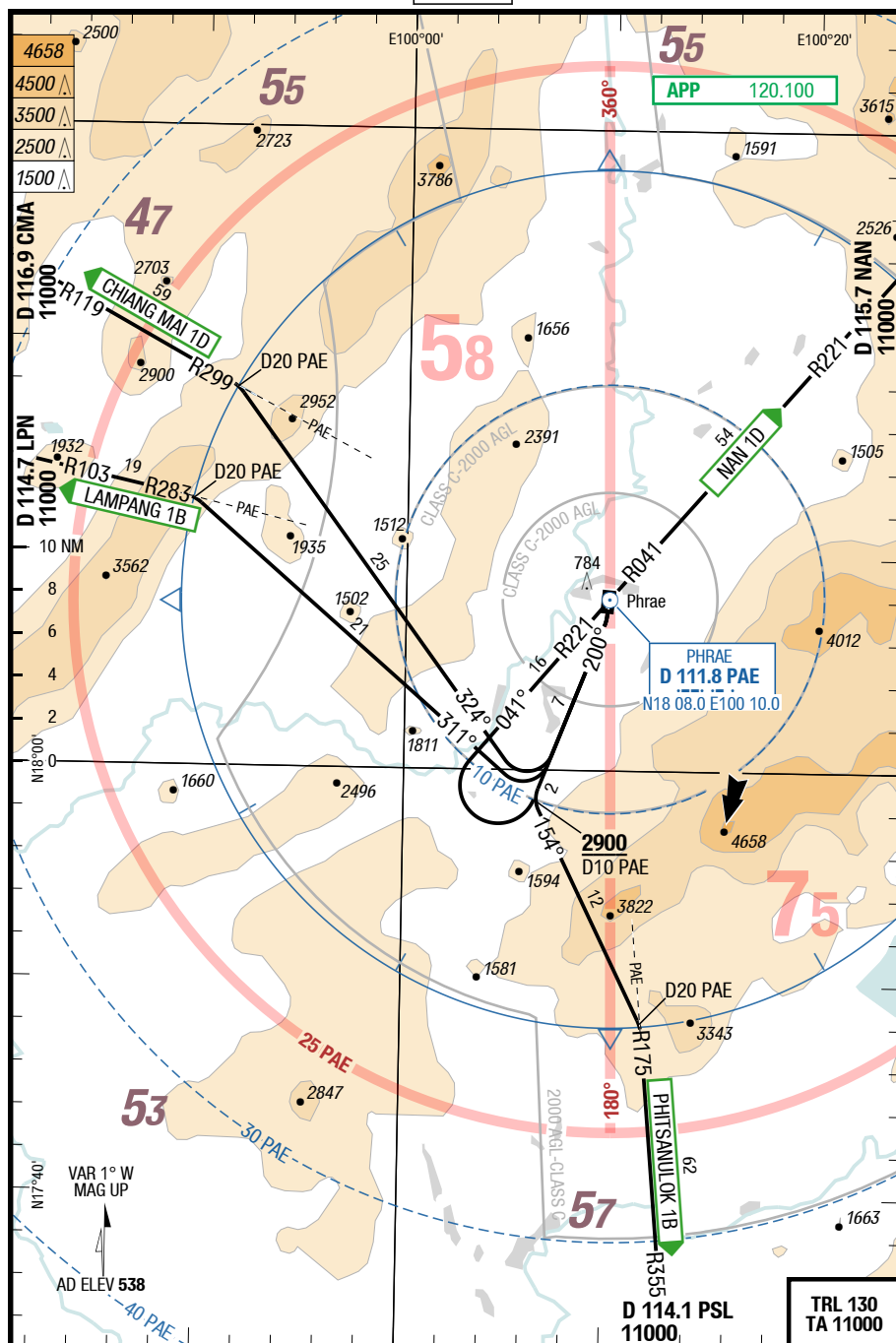
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PRH-VTCP

SIDs RWY 19

SID

4-20



Changes: ASP, TA

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CHIANG MAI 1C / LAMPANG 1A / NAN 1C / PHITSANULOK 1C

RWY 01 (005°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 01	
CHIANG MAI 1C CMA 1C 120.100	at D5 PAE RT 221° to PAE - R299 PAE to CMA	D5 PAE MNM 1500 CMA at 11000
LAMPANG 1A LPN 1A 120.100	at D5 PAE RT 221° to PAE - R283 PAE to LPN	D5 PAE MNM 1500 LPN at 11000
NAN 1C 120.100	at D5 PAE RT 067° - at D10 PAE LT intercept R041 PAE to NAN	D5 PAE MNM 1500 D10 PAE MNM 1500 NAN at 11000
PHITSANULOK 1C PSL 1C 120.100	at D5 PAE RT 221° to PAE - R175 PAE to PSL	D5 PAE MNM 1500 PSL at 11000

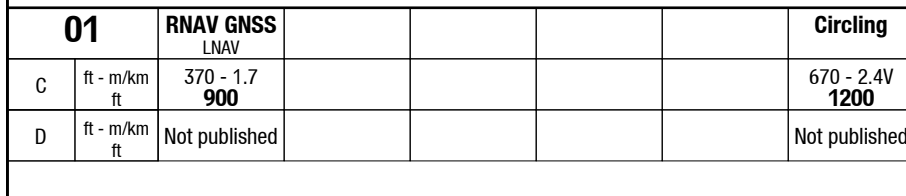
CHIANG MAI 1D / LAMPANG 1B / NAN 1D / PHITSANULOK 1B

RWY 19 (185°)

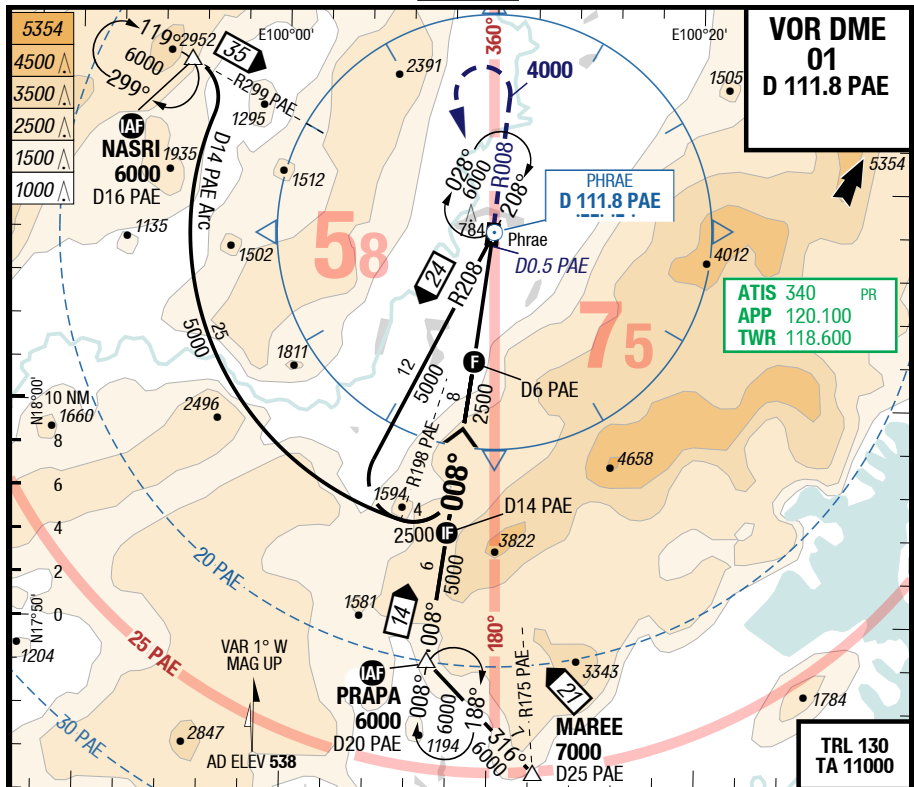
	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 19	
CHIANG MAI 1D CMA 1D 4.0% 120.100	RT 200° - at MNM 2900 (within D10 PAE) RT 324° intercept R299 PAE (within D20 PAE) to CMA	D10 PAE MNM 2900 CMA at 11000
LAMPANG 1B LPN 1B 4.0% 120.100	RT 200° - at MNM 2900 (within D10 PAE) RT 311° intercept R283 PAE (within D20 PAE) to LPN	D10 PAE MNM 2900 LPN at 11000
NAN 1D 4.0% 120.100	RT 200° - at MNM 2900 (within D10 PAE) RT 041° to PAE - R041 PAE to NAN	D10 PAE MNM 2900 NAN at 11000
PHITSANULOK 1B PSL 1B 4.0% 120.100	RT 200° - at MNM 2900 (within D10 PAE) LT 154° intercept R175 PAE (within D20 PAE) to PSL	D10 PAE MNM 2900 PSL at 11000

RNAV (GNSS) 01



7-30



3.29°
D PAE
008°
RWY 005°

13.2	11	9	7	5	3
5000	4250	3550	2850	2150	1450

01

3.5°
1500 x 30

538 / 20hPa TDZ ---% -0.1%

D14 PAE **D13.2** D6 PAE

5000 2500 6000

R208 D0.5 RW01 PAE

008° 2500 MDA

008° to PAE
R008 PAE
at 4000 LT
to PAE
climb 6000

GS	120	140	160
D6 PAE	710	820	940
-MAPt	2:45	2:21	2:04

DIST to THR 15 10 5.5 0

01		VOR DME						Circling
C	ft - m/km ft	570 - 2.4 1100						1510 - 2.4V 2050
D	ft - m/km ft	570 - 2.4 1100						1940 - 3.6V 2470

VOR DME 19

