

21-MAY-2015

Thailand **Lampang****LPT-VTCL****1-10****A0I****A0I****GENERAL****ATS Hours**

2300-1100

**Airport Information**

**RFF:** CAT 5  
**PCN:** 41/F//C/X/T  
**Customs:** Not AVBL

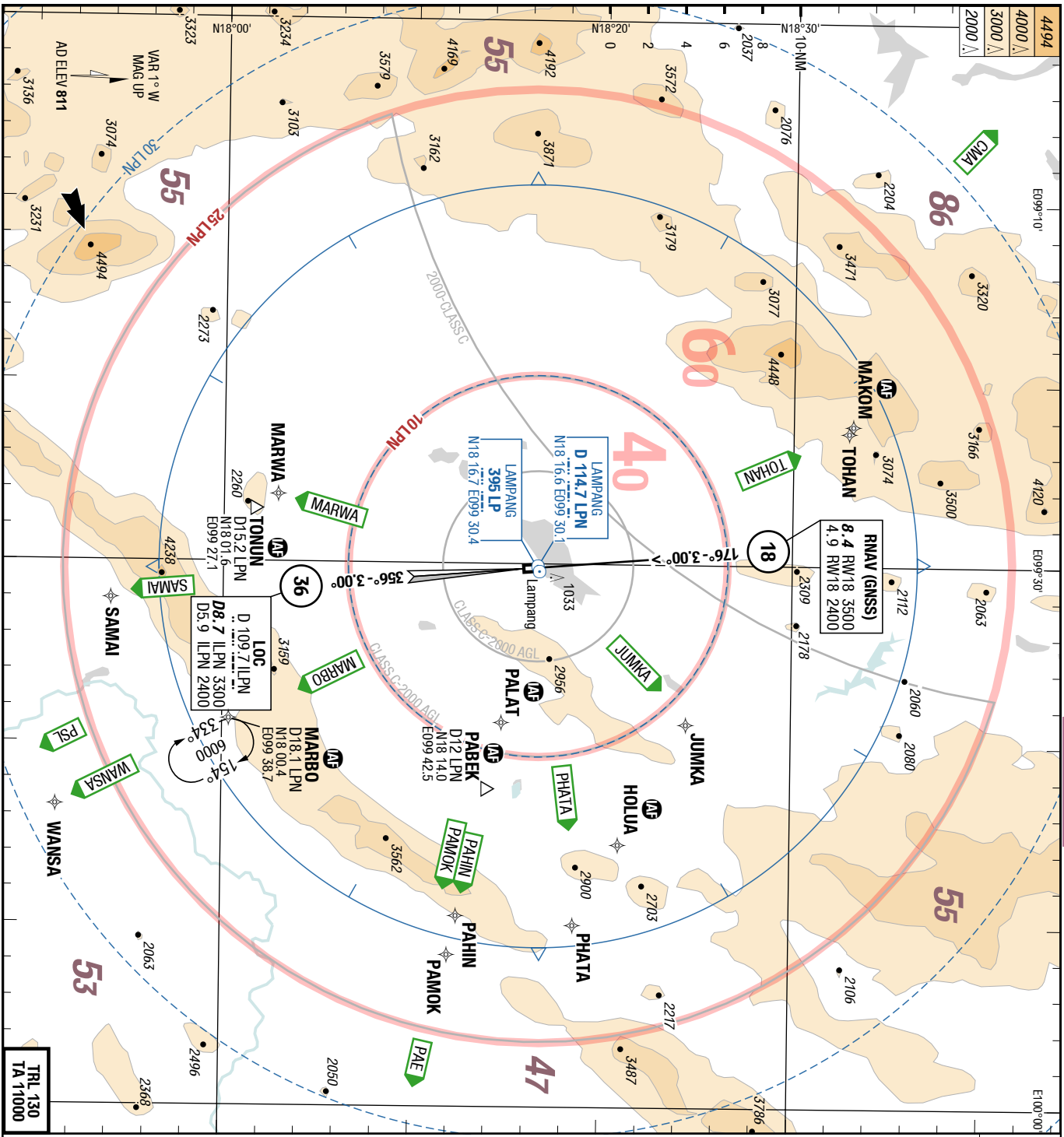
**Warnings**

**LPN DVOR/DME** unusable: R360 10-11NM below 2300ft.  
**LOC/DME RWY 36** unusable: 29° right of course below 3000ft.

**DEPARTURE****Take-off Minima**

RWY		All RWYs	
All ACFT	ft - m/km	0 - 400R/400v	-

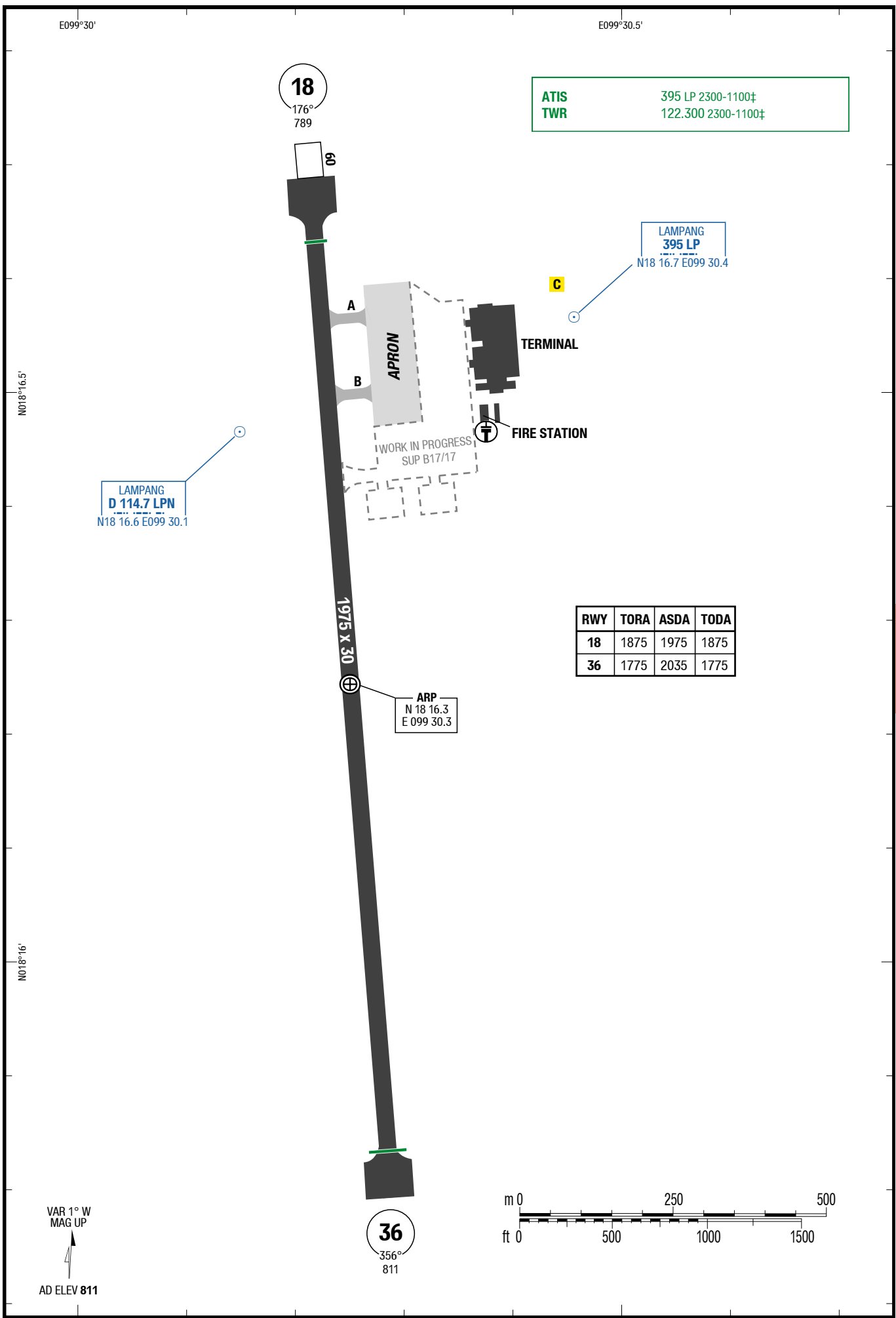
Changes: ATS Hours, WRNG, TKOF MIN



ATIS	395	LP 2300-1100z
APP	119.300	2300-1100z
TWR	122.300	2300-1100z

Landing RWY system:	
18	36
200 / 1775 x 30	83.0°
789 / 281Pa	TDZ ---%
30 x 1875 / 100	3.0°
811 / 291Pa	TDZ ---%

Changes: WIP



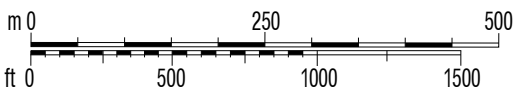
ATIS  
TWR  
395 LP 2300-1100±  
122.300 2300-1100±

LAMPANG  
395 LP  
N18 16.7 E099 30.4

LAMPANG  
D 114.7 LPN  
N18 16.6 E099 30.1

ARP  
N 18 16.3  
E 099 30.3

RWY	TORA	ASDA	TODA
18	1875	1975	1875
36	1775	2035	1775



VAR 1° W  
MAG UP  
AD ELEV 811

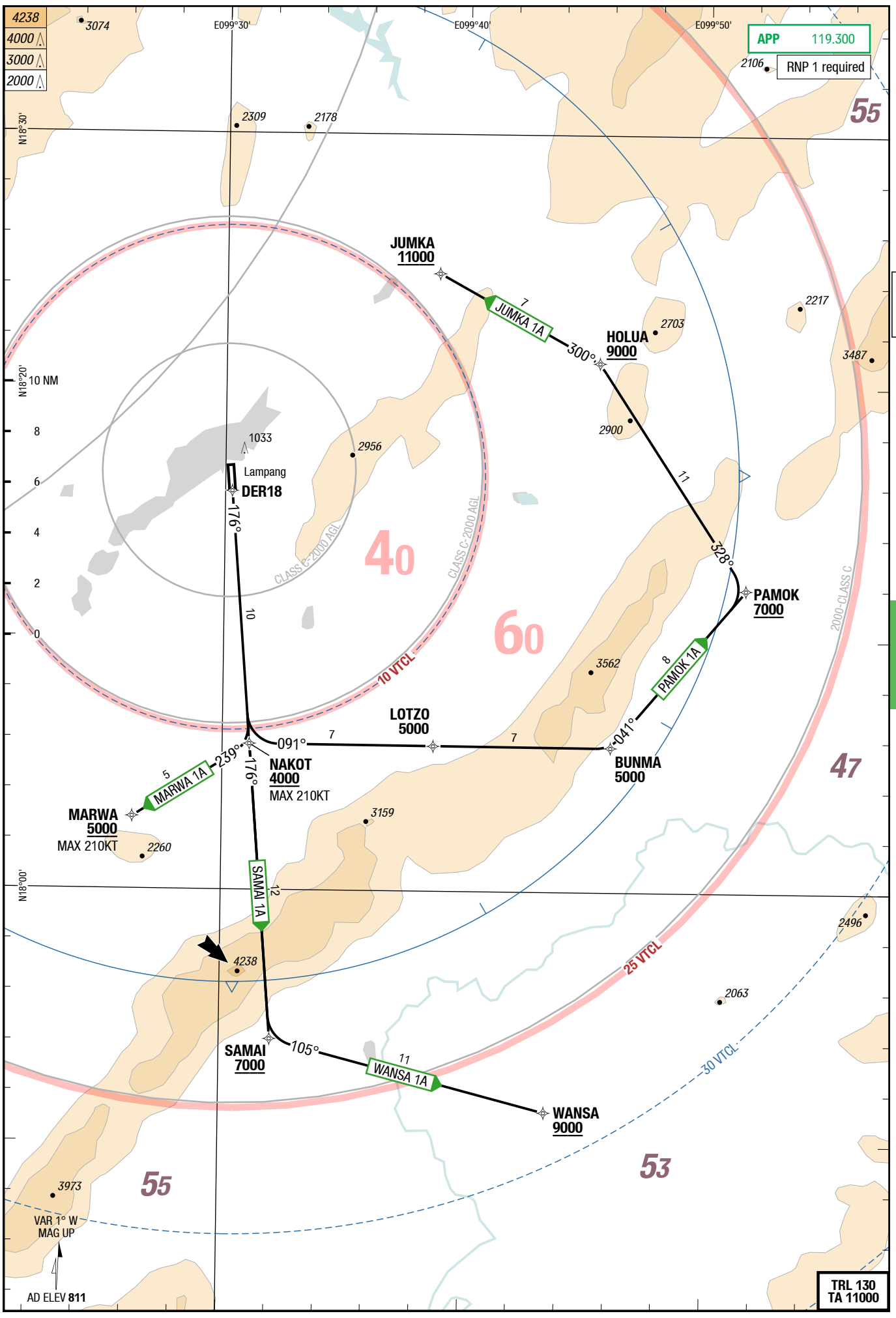
09-APR-2015  
LPT-VTCL

4-10

Thailand Lampang  
[RNAV SIDs RWY 36]  
RNAV SIDs RWY 18

SID  
SID

Lampang Thailand  
[RNAV SIDs RWY 36]  
RNAV SIDs RWY 18



Changes: Completely revised

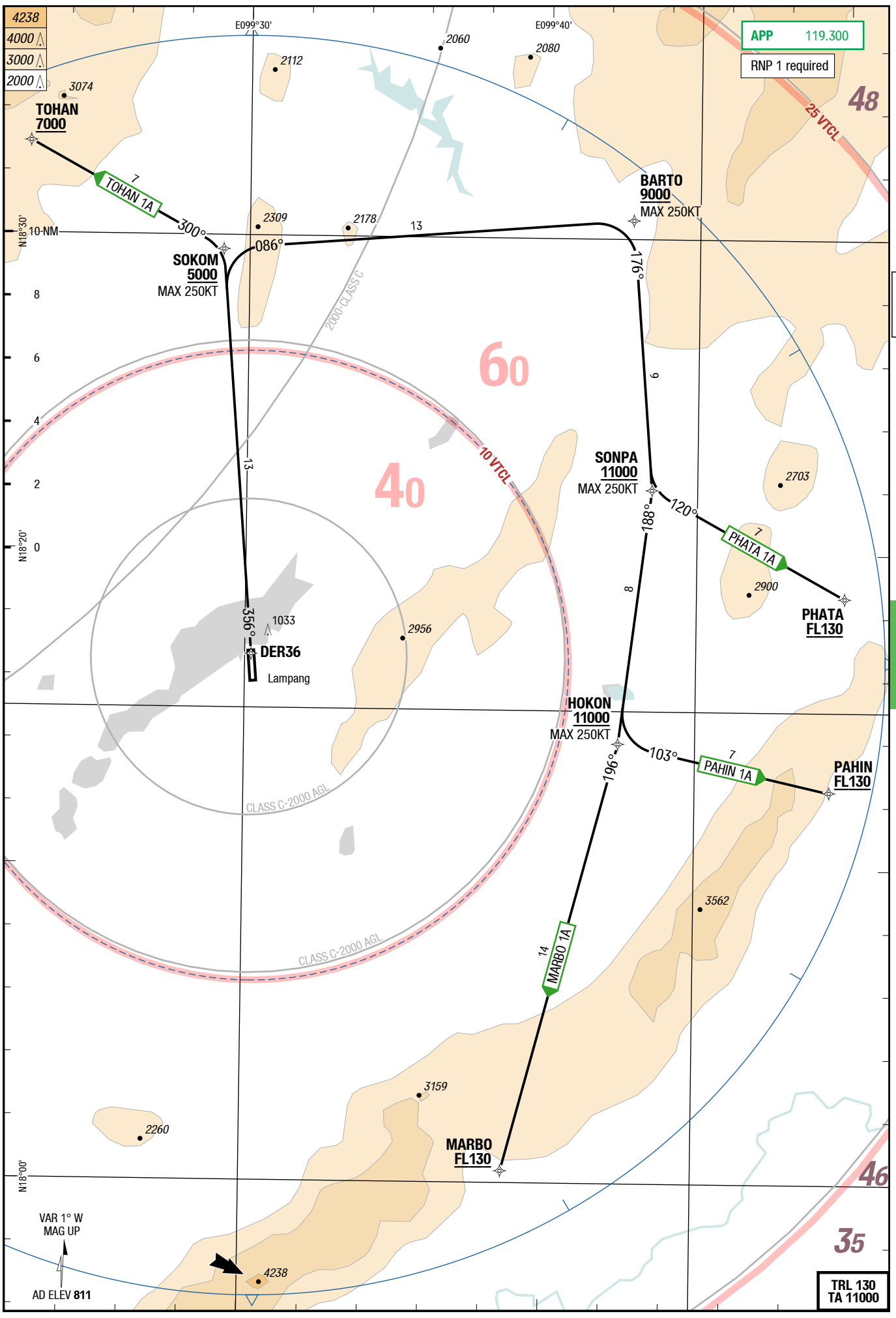
09-APR-2015  
LPT-VTCL

4-20

Thailand Lampang  
RNAV SIDS RWY 36

SID  
SID

Lampang Thailand  
RNAV SIDS RWY 36



Changes: Completely revised

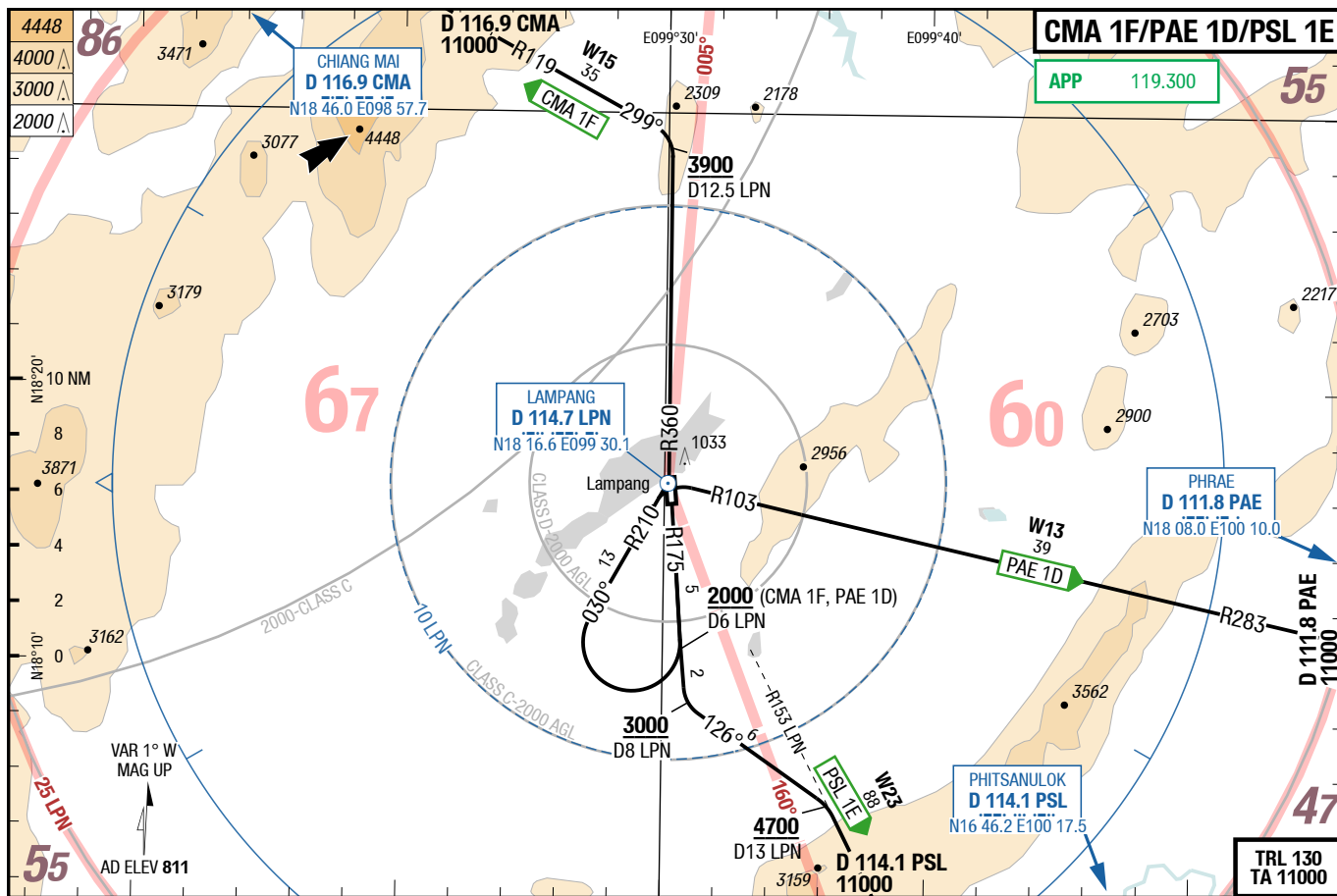
12-OCT-2017  
LPT-VTCL

Thailand Lampang

4-30

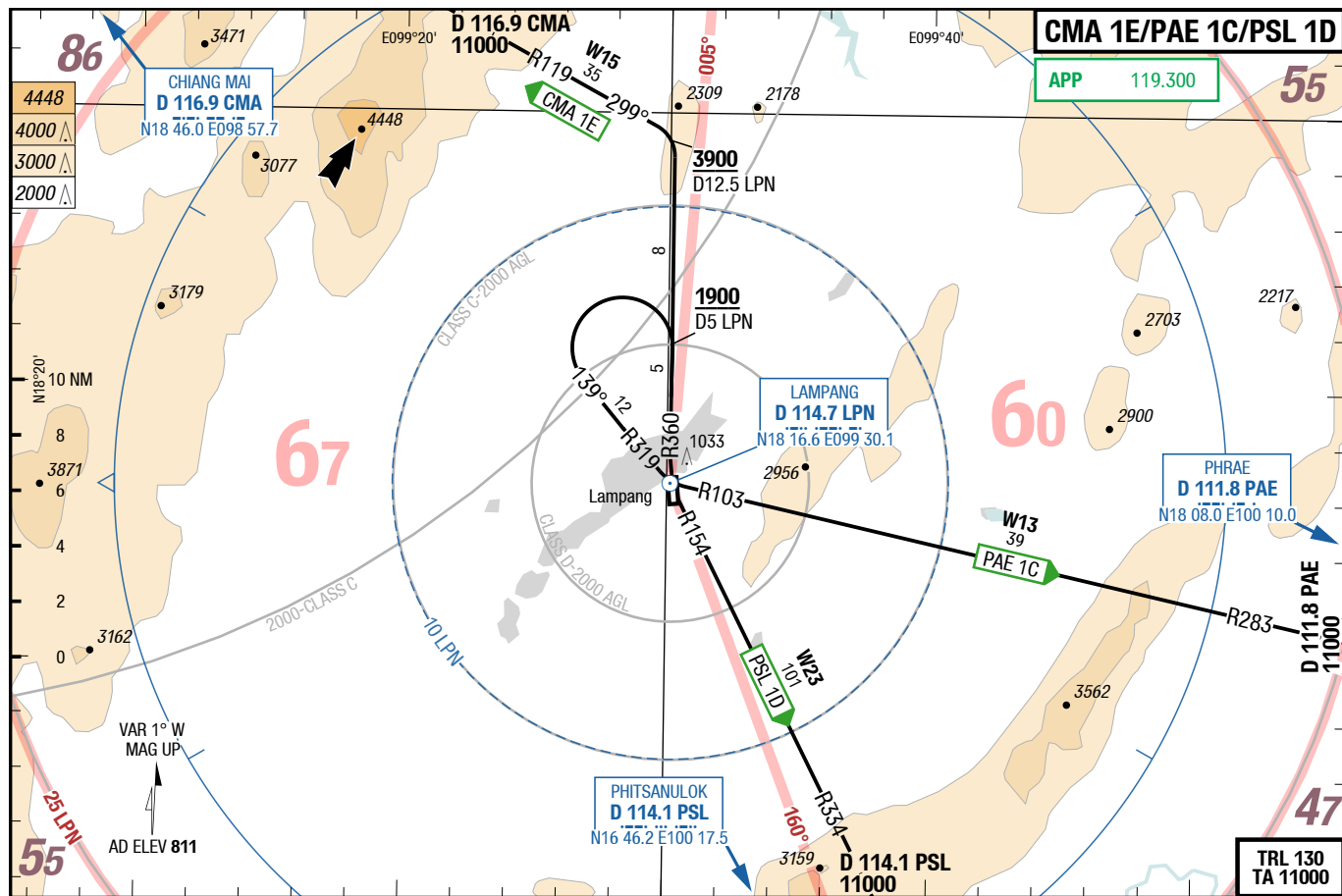
SIDS RWY 18

SID



# LPT-VTCL

# SIDS Rwy 36



Changes: ASP, MSA

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09-APR-2015

**LPT-VTCL****5-10****RNAV SIDs RWY 18****JUMKA 1A / MARWA 1A / PAMOK 1A / SAMAI 1A / WANSA 1A**

RWY 18 (176°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 18</b>	
<b>JUMKA 1A</b> 5.0% to FL130 <b>119.300</b> ①	DER18 - NAKOT [K210- ;A4000+ ;L] - LOTZO [A5000] - BUNMA [A5000 ;L] - PAMOK [A7000+ ;L] - HOLUA [A9000+ ;L] - JUMKA [A11000+]	
<b>MARWA 1A</b> 5.0% to FL130 <b>119.300</b> ①	DER18 - NAKOT [K210- ;A4000+ ;R] - MARWA [K210- ;A5000+]	
<b>PAMOK 1A</b> 5.0% to FL130 <b>119.300</b> ①	DER18 - NAKOT [K210- ;A4000+ ;L] - LOTZO [A5000] - BUNMA [A5000 ;L] - PAMOK [A7000+]	
<b>SAMAI 1A</b> 5.0% to FL130 <b>119.300</b> ①	DER18 - NAKOT [K210- ;A4000+] - SAMAI [A7000+]	
<b>WANSA 1A</b> 5.0% to FL130 <b>119.300</b> ①	DER18 - NAKOT [K210- ;A4000+] - SAMAI [A7000+ ;L] - WANSA [A9000+]	

① If unable to comply with climb gradient, advise APP.

**MARBO 1A / PAHIN 1A / PHATA 1A / TOHAN 1A**

RWY 36 (356°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 36</b>	
<b>MARBO 1A</b> 5.0% to FL130 <b>119.300</b> ①	DER36 - SOKOM [K250- ;A5000+ ;R] - BARTO [K250- ;A9000 + ;R] - SONPA [K250- ;A11000+ ;R] - HOKON [K250- ;A11000 + ; R] - MARBO [F130+]	
<b>PAHIN 1A</b> 5.0% to FL130 <b>119.300</b> ①	DER36 - SOKOM [K250- ;A5000+ ;R] - BARTO [K250- ;A9000 + ;R] - SONPA [K250- ;A11000+ ;R] - HOKON [K250- ;A11000 + ; L] - PAHIN [F130+]	
<b>PHATA 1A</b> 5.0% to FL130 <b>119.300</b> ①	DER36 - SOKOM [K250- ;A5000+ ;R] - BARTO [K250- ;A9000 + ;R] - SONPA [K250- ;A11000+ ;L] - PHATA [F130+]	
<b>TOHAN 1A</b> 5.0% to FL130 <b>119.300</b> ①	DER36 - SOKOM [K250- ;A5000+ ;L] - TOHAN [A7000+]	

① If unable to comply with climb gradient, advise APP.

**CHIANG MAI 1F / PHITSANULOK 1E / PHRAE 1D**

RWY 18 (176°)

	GS	120	150	180	210	240	270
3.7%	ft/MIN	500	600	700	800	900	1100
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 18</b>	
<b>CHIANG MAI 1F</b> <b>CMA 1F</b> 3.7% <b>119.300</b>	R175 <b>LPN</b> - at D6 <b>LPN RT</b> 030° to <b>LPN</b> - R360 <b>LPN</b> - at D12.5 <b>LPN LT</b> intercept R119 <b>CMA</b> to <b>CMA</b>	D6 <b>LPN MNM 2000</b> D12.5 <b>LPN MNM 3900</b> <b>CMA</b> at <b>11000</b>
<b>PHITSANULOK 1E</b> <b>PSL 1E</b> 5.0% <b>119.300</b>	R175 <b>LPN</b> - at D8 <b>LPN LT</b> 126° - at D13 <b>LPN RT</b> intercept R153 <b>LPN</b> to <b>PSL</b>	D8 <b>LPN MNM 3000</b> D13 <b>LPN MNM 4700</b> <b>PSL</b> at <b>11000</b>
<b>PHRAE 1D</b> <b>PAE 1D</b> 3.7% <b>119.300</b>	R175 <b>LPN</b> - at D6 <b>LPN RT</b> 030° to <b>LPN</b> - R103 <b>LPN</b> to <b>PAE</b>	D6 <b>LPN MNM 2000</b> <b>PAE</b> at <b>11000</b>

09-APR-2015

Thailand **Lampang****LPT-VTCL****5-40****SIDs RWY 36****SIDPT****CHIANG MAI 1E / PHITSANULOK 1D / PHRAE 1C**

RWY 36 (356°)

	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100
4.4%	ft/MIN	600	700	900	1000	1100	1300

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 36</b>	
<b>CHIANG MAI 1E</b> <b>CMA 1E</b> 3.8% to 1900 then 4.4% <b>119.300</b>	R360 <b>LPN</b> - at D12.5 <b>LPN LT</b> intercept R119 <b>CMA</b> to <b>CMA</b>	D5 <b>LPN MNM 1900</b> D12.5 <b>LPN MNM 3900</b> <b>CMA</b> at <b>11000</b>
<b>PHITSANULOK 1D</b> <b>PSL 1D</b> 3.8% <b>119.300</b>	R360 <b>LPN</b> - at D5 <b>LPN LT</b> 139° to <b>LPN</b> - R154 <b>LPN</b> to <b>PSL</b>	D5 <b>LPN MNM 1900</b> <b>PSL</b> at <b>11000</b>
<b>PHRAE 1C</b> <b>PAE 1C</b> 3.8% <b>119.300</b>	R360 <b>LPN</b> - at D5 <b>LPN LT</b> 139° to <b>LPN</b> - R103 <b>LPN</b> to <b>PAE</b>	D5 <b>LPN MNM 1900</b> <b>PAE</b> at <b>11000</b>

Changes: Track

09-APR-2015

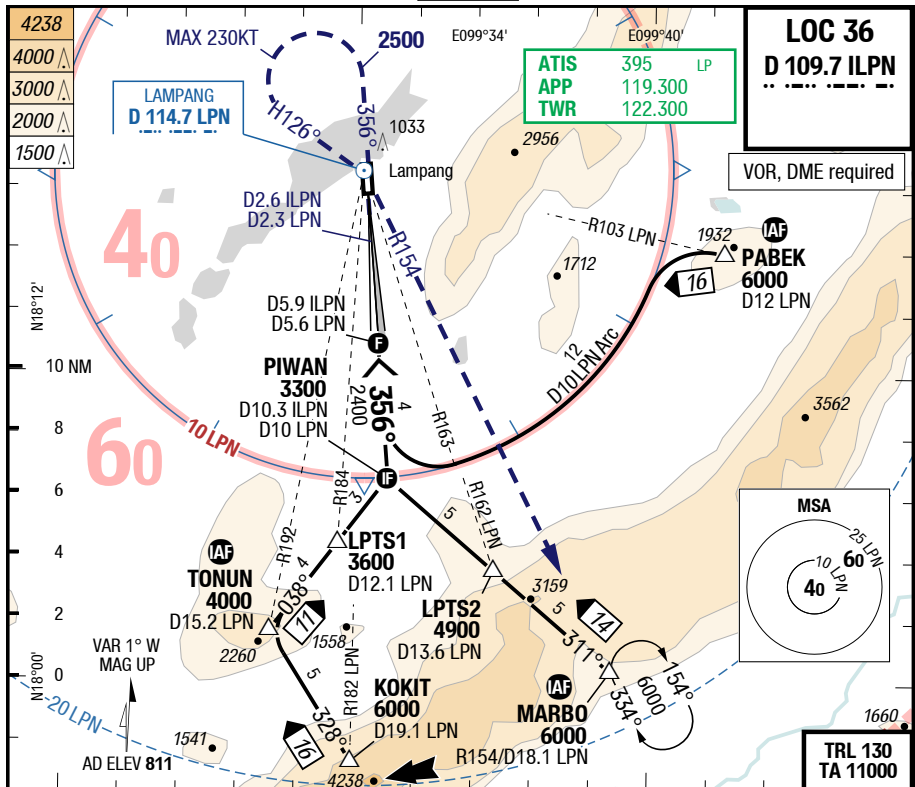
LPT-VTCL

Thailand Lampang

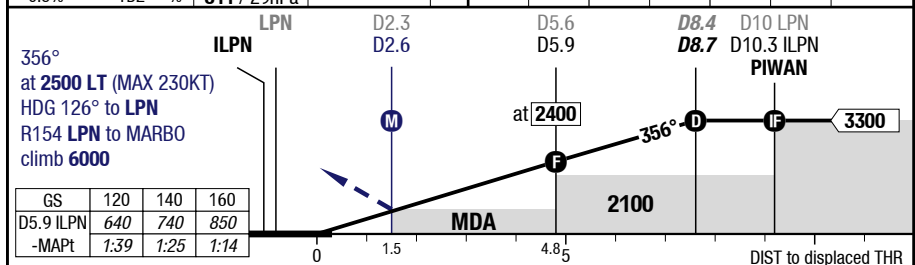
IAC

7-10

LOC 36



60 H	30 x 1875	100	3	4	5	6	7	8.7	3.00°
-0.3%	3.0°	811 / 29hPa	1480	1800	2130	2450	2770	3300	D ILPN



36	LOC DME					Circling 1)
C	ft - m/km ft	540 - 2.4 1350				690 - 2.4V 1500
D	ft - m/km ft	540 - 2.4 1350				700 - 3.6V 1520

1) W of RWY 18/36 only

Changes: ALT, WPT, Note, OBST, Editorial

09-APR-2015

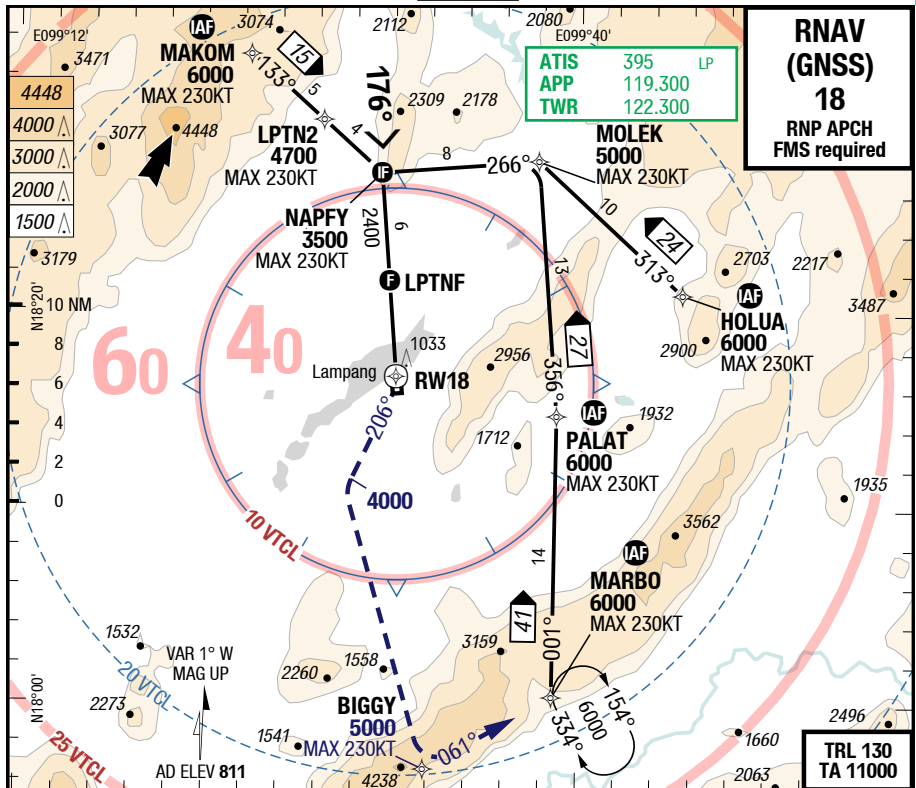
LPT-VTCL

7-30

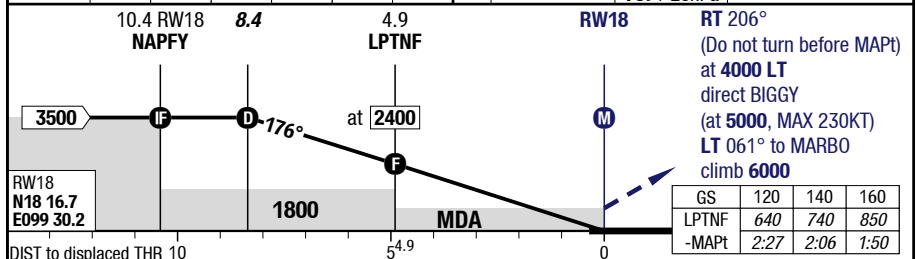
Thailand Lampang

RNAV (GNSS) 18

IAC



3.00° RW18	8.4	6	5	4	3	2	18	3.0°	60 H
	3500	2750	2440	2120	1800	1480		200	1775 x 30
789 / 28hPa TDZ ---% +0.3%									



18	RNAV GNSS					Circling
	LNAV					1)
C	ft - m/km ft	560 - 2.4 1350				690 - 2.4V 1500
D	ft - m/km ft	560 - 2.4 1350				700 - 3.6V 1520

1) W of RWY 18/36 only

Changes: ALT, WPT, OBST, Editorial

09-APR-2015

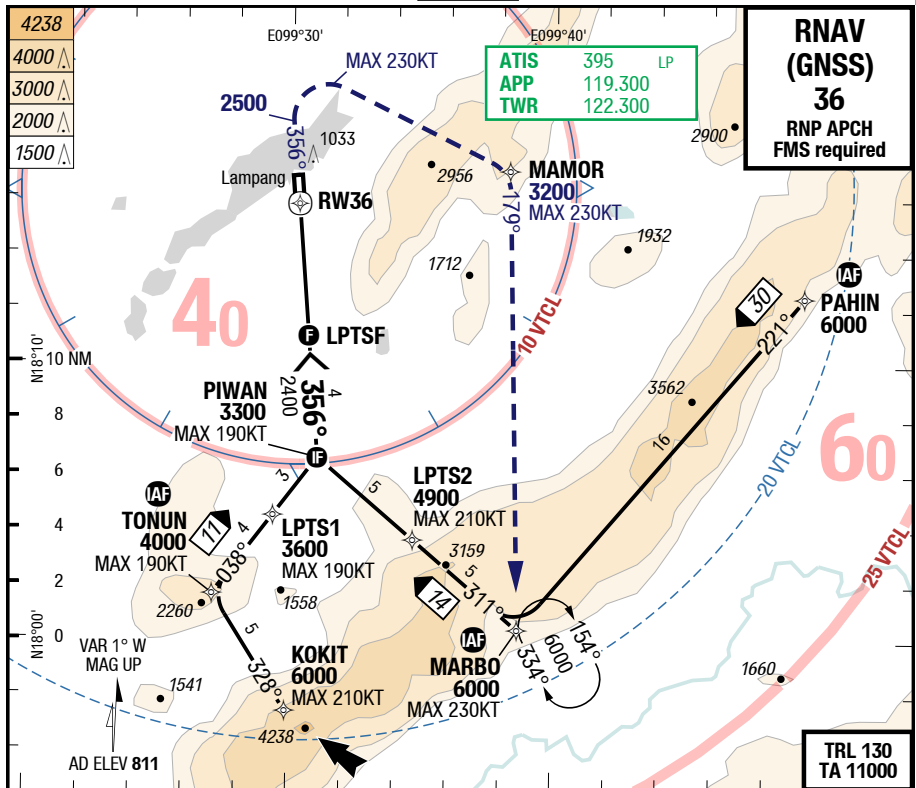
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7-40

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RNAV (GNSS) 36

IAC

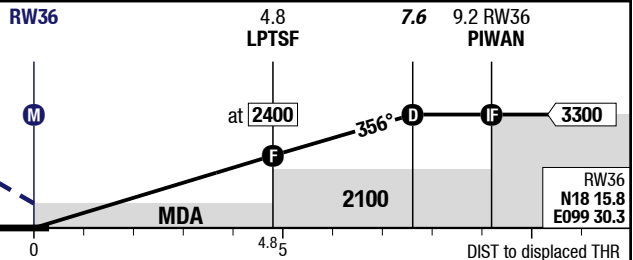


60 H .....  
30 x 1875 100  
3.0°  
-0.3% TDZ ---% 811 / 29hPa

2	3	4	5	6	7.6	3.00° RW36
1510	1830	2150	2470	2790	3300	

356°  
at 2500 RT (MAX 230KT)  
direct MAMOR  
(at 3200, MAX 230KT)  
179° to MARBO  
climb 6000

GS	120	140	160
LPTSF	640	740	850
-MAPt	2:24	2:03	1:48



36	RNAV GNSS LNAV					Circling 1)
C	ft - m/km ft	540 - 2.4 1350				690 - 2.4V 1500
D	ft - m/km ft	540 - 2.4 1350				700 - 3.6V 1520

1) W of RWY 18/36 only

Changes: ALT, WPT, OBST, Editorial

09-APR-2015

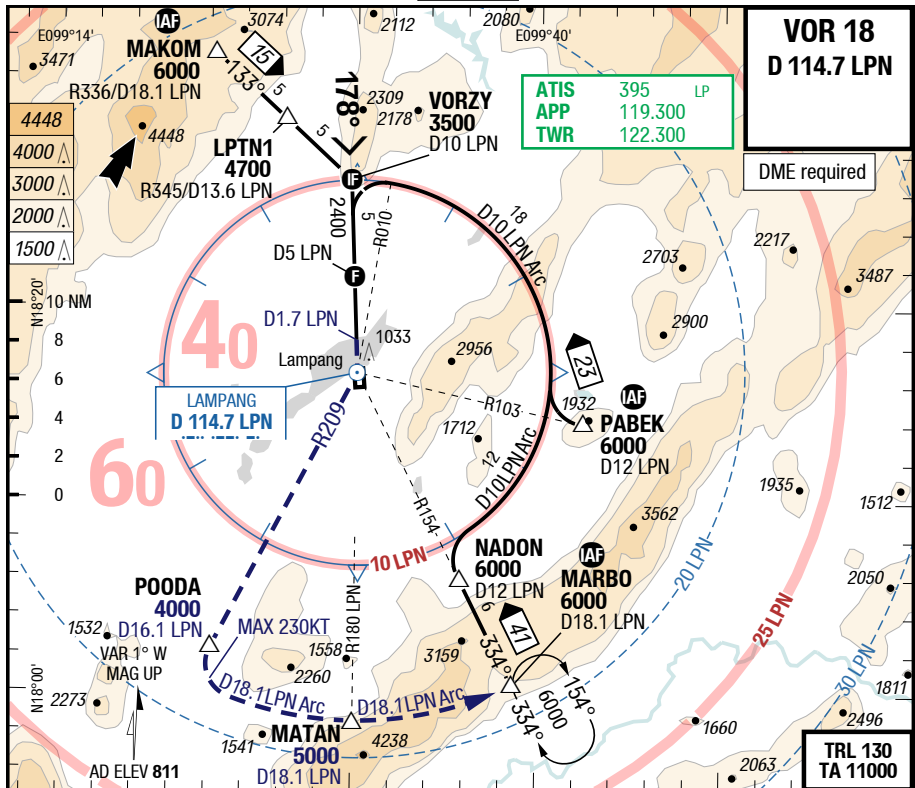
LPT-VTCL

7-50

Thailand Lampang

VOR 18

IAC



3.00° D LPN 178° RWY 176°	8.5	7	6	4	3	2	<div>18</div>	<div>3.0° 60 H</div> <div>2001775 x 30</div>											
<div>789 / 28hPa</div> <div>TDZ ---%</div> <div>+0.3%</div>																			
<div><div>D10 LPN VORZY</div><div>D8.5</div><div>D5</div><div>D1.7</div><div>LPN</div></div> <div><div>3500</div><div>IF</div><div>D 178°</div><div>at 2400</div><div>F</div><div>1800</div><div>MDA</div></div> <div><div>direct LPN - R209 LPN to POODA (at 4000) LT (MAX 230KT) follow D18.1 LPN Arc to MARBO via MATAN (MATAN at 5000) climb 6000</div><table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td>D5 LPN</td><td>640</td><td>740</td><td>850</td></tr><tr><td>-MAPT</td><td>1:39</td><td>1:25</td><td>1:14</td></tr></table></div> <div><div>DIST to displaced THR</div><div>5.9</div><div>1.6</div><div>0</div></div>								GS	120	140	160	D5 LPN	640	740	850	-MAPT	1:39	1:25	1:14
GS	120	140	160																
D5 LPN	640	740	850																
-MAPT	1:39	1:25	1:14																
18		VOR DME				Circling <sup>1)</sup>													
C	ft - m/km ft	560 - 2.4 1350				690 - 2.4V 1500													
D	ft - m/km ft	560 - 2.4 1350				700 - 3.6V 1520													

1) W of RWY 18/36 only

Changes: ALT, WPT, DIST ALT table, OBST, Editorial

09-APR-2015

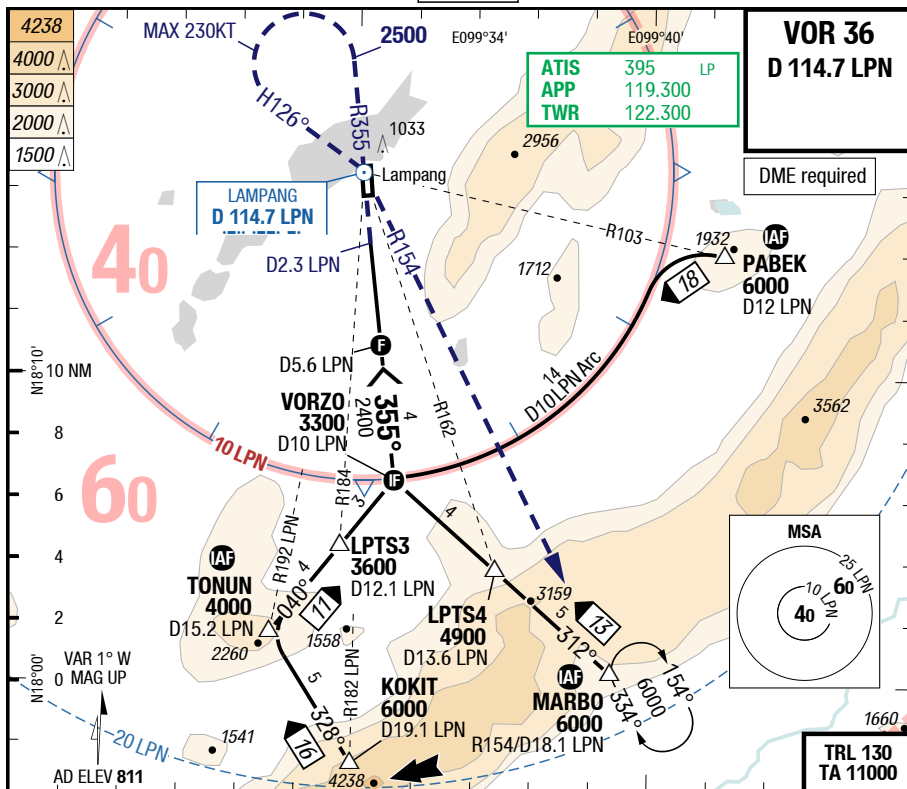
LPT-VTCL

Thailand Lampang

IAC

7-60

VOR 36

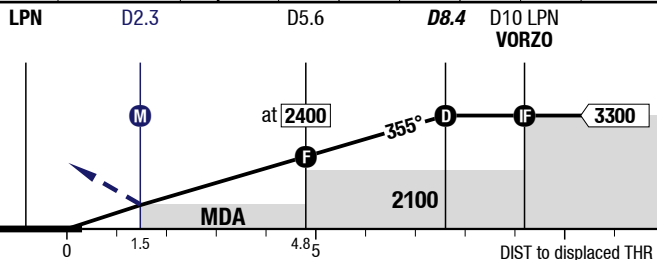


60 H ..... 30 x 1875 100  
3.0°  
-0.3% TDZ ---% 811 / 29hPa

3	4	5	6	7	8.4	3.00° D LPN 355° RWY 356°
1570	1890	2210	2520	2850	3300	

**direct LPN**  
**R355 LPN**  
at 2500 LT (MAX 230KT)  
HDG 126° to LPN  
R154 LPN to MARBO  
climb 6000

GS	120	140	160
D5.6 LPN	640	740	850
-MAPt	1:39	1:25	1:14



36	VOR DME					Circling 1)
C	ft - m/km ft	540 - 2.4 1350				690 - 2.4V 1500
D	ft - m/km ft	540 - 2.4 1350				700 - 3.6V 1520

1) W of RWY 18/36 only

Changes: ALT, WPT, DIST ALT table, OBST, Editorial