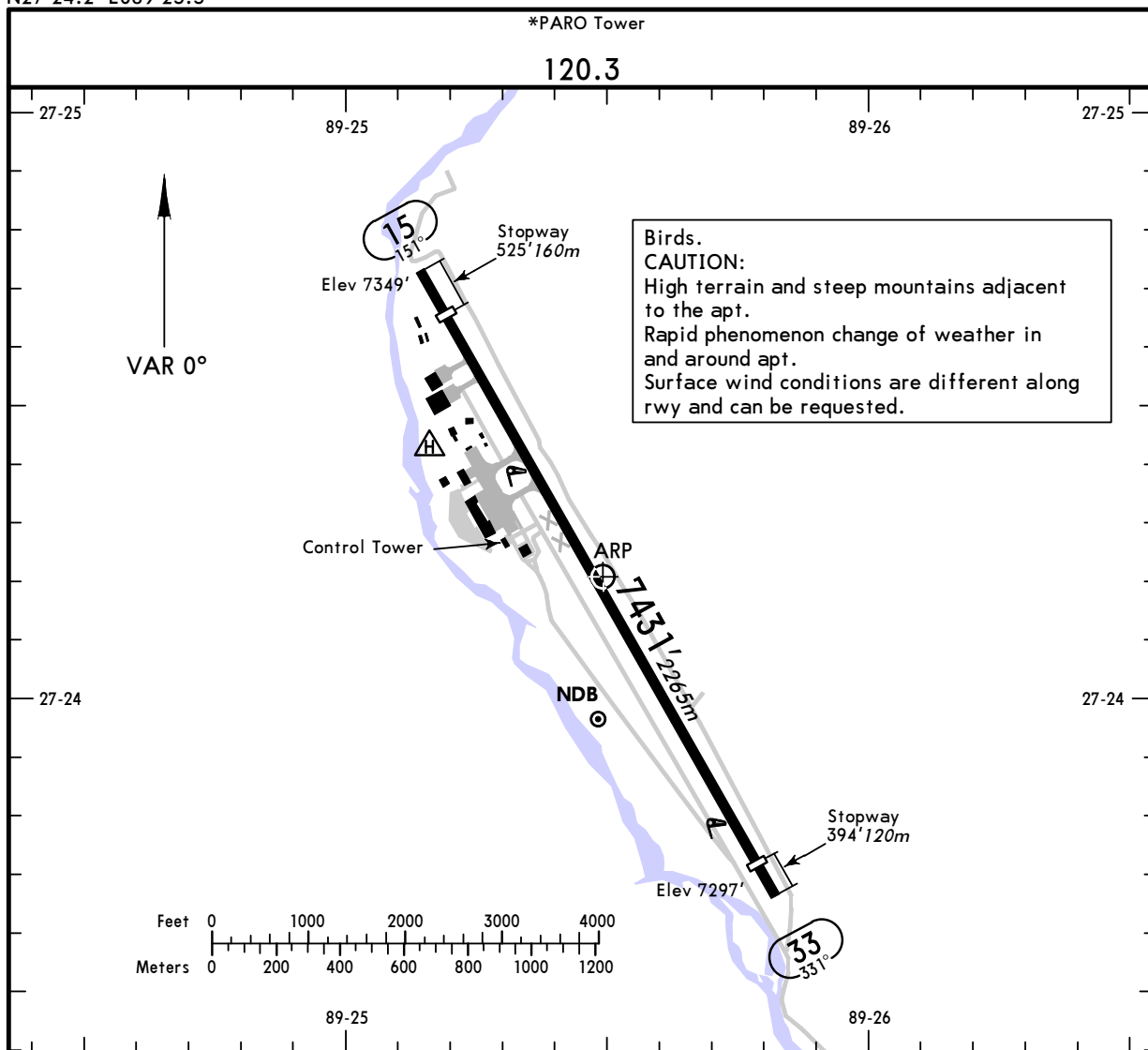


VQPR/PBH
Apt Elev **7352'**
N27 24.2 E089 25.5

JEPPESEN
9 AUG 13 **(10-9)**

PARO, BHUTAN
PARO INTL



ADDITIONAL RUNWAY INFORMATION

		USABLE LENGTHS		WIDTH
RWY		Threshold	Glide Slope	
15 33		6512' 1985m		7037' 2145m
				6906' 2105m

VQPR/PBH
PARO INTLJEPPESEN
9 AUG 13 (19-10)PARO, BHUTAN
VICINITY CHART

BRIEFING STRIP™

*PARO Tower

120.3

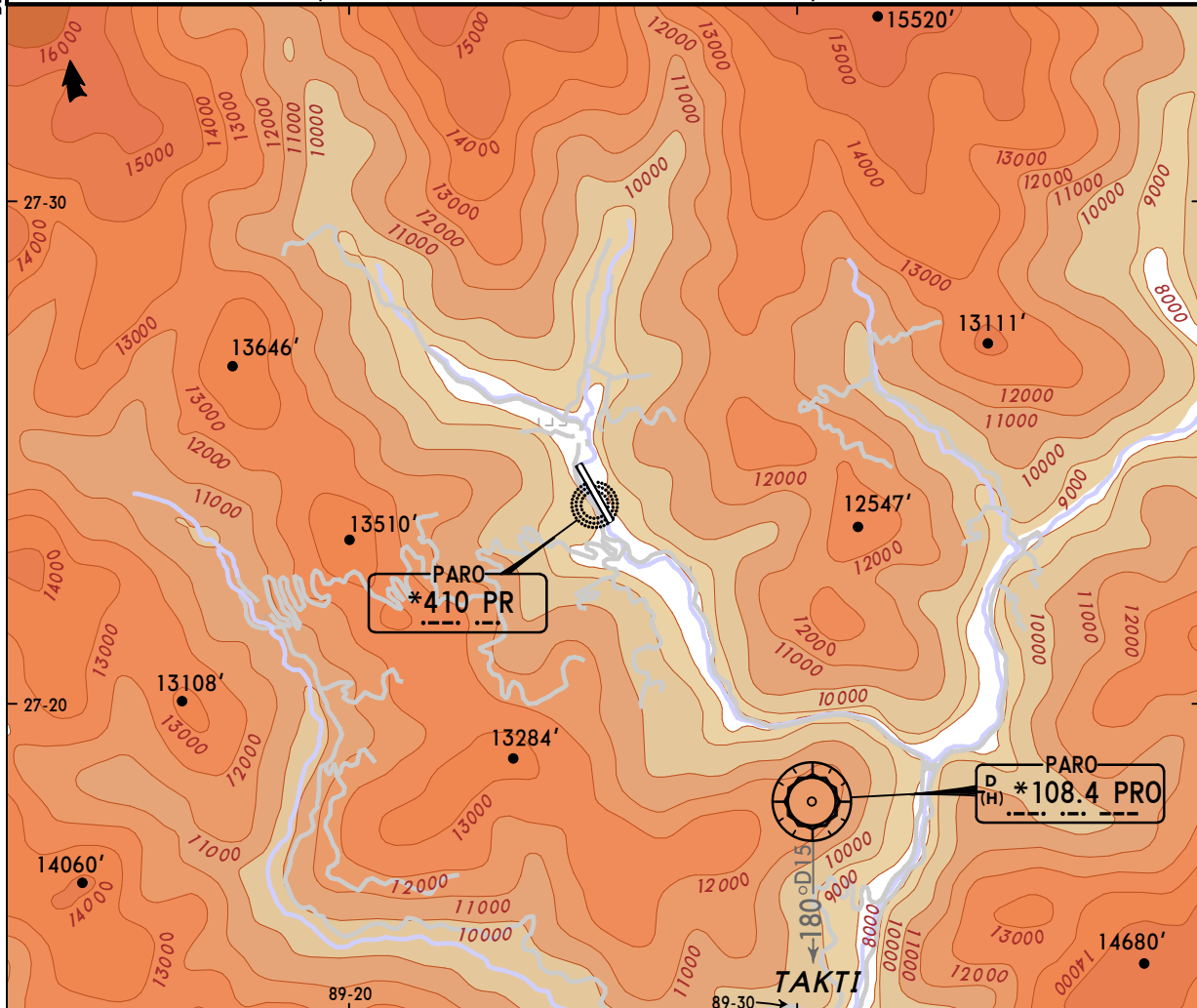
Apt Elev **7352'**

Alt Set: hPa

Apt Elev: 242 hPa

Trans level: By ATC

Trans alt: 18000'



**No instrument approach procedure
established for this airport.**

Arrival:

Circuit area/pattern is generally to the west of airfield. Aircraft on circuits may not be visible to ATC, due to hills, descending circuit.

Towards North/North East of the airfield the Dupshare valley is unsafe and not permitted for circuit.

Final approach track for both rwy is curved due to hilly terrain, EXERCISE CAUTION.

Approach on final is above 3° GP.

Only one acft at a time is permitted to descent in a valley.

Holding point is over TAKTI 180°/15 NM from VOR/DME at altitude cleared by Paro ATC.

Minimum Alt 16000'.

Departure:

After departure climb initially to 18000' maintaining visual to terrain/obstacle and report over river confluence or PRO VOR.

VTCC/CNX
CHIANG MAI INTL

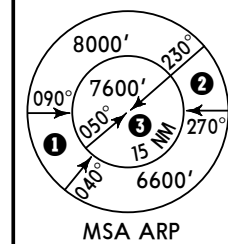
JEPPesen CHIANG MAI, THAILAND
31 JUL 15 **10-2** **RNAV STAR**

ATIS
127.2

Apt Elev
1036'

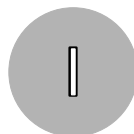
Alt Set: hPa Trans level: FL130 Trans alt: 11000'
1. RNAV 1 required. 2. GNSS or DME/DME/IRU required.
3. RADAR required.

**ALLAY 1A [ALAY1A], MARNI 1A [MARN1A],
PANTA 1A [PANT1A], ZARDY 1A [ZARD1A],
ZUGAR 1A [ZUGA1A] ARRIVALS**
(RWY 36)

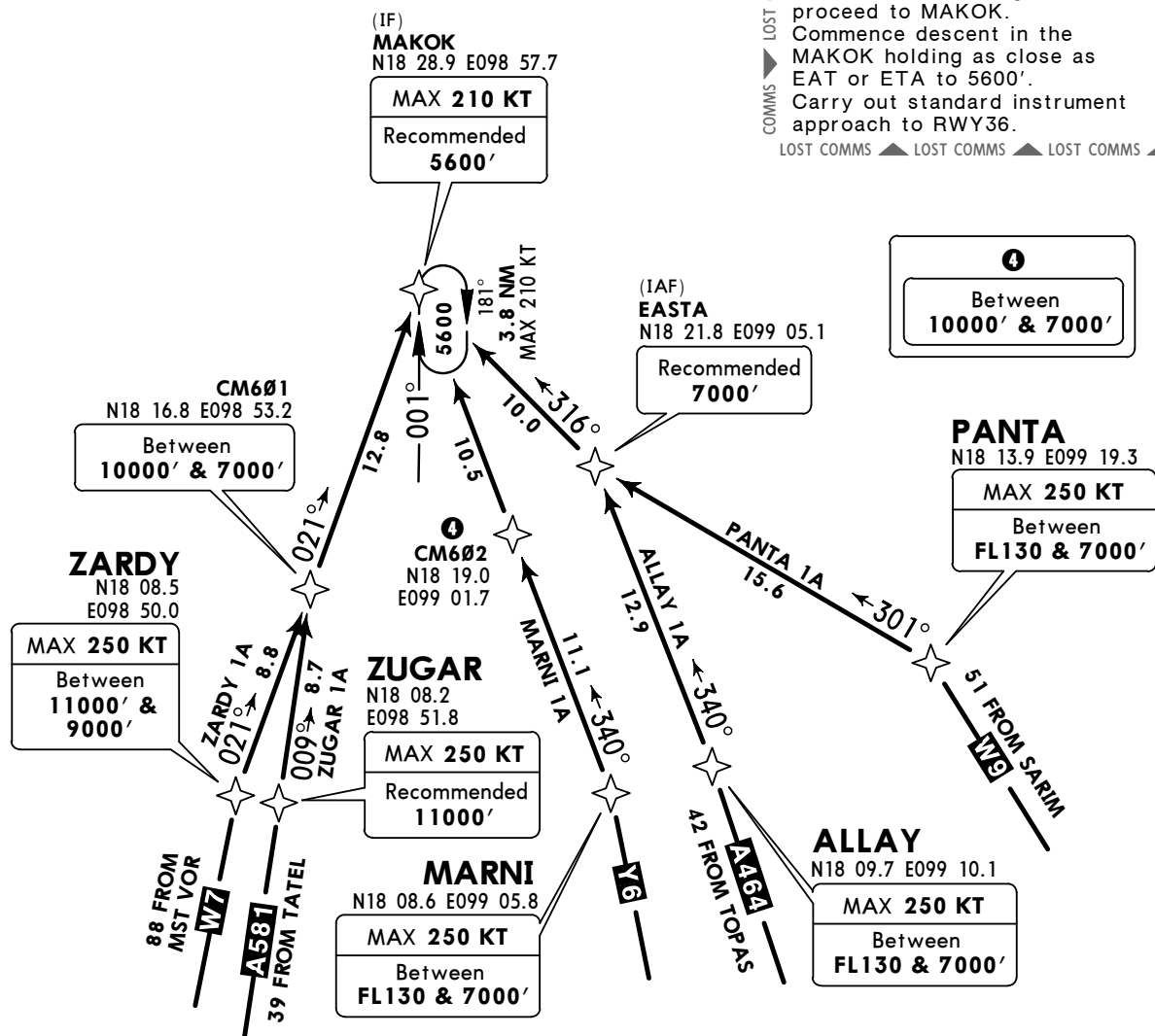


- ① 10,600'
- ② 8800'
- ③ 5600'

Direct distance from MAKOK
to Chiang Mai Intl 17 NM



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Set transponder code A7600.
MAINTAIN last assigned level,
proceed to MAKOK.
Commence descent in the
MAKOK holding as close as
EAT or ETA to 5600'.
Carry out standard instrument
approach to RWY36.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲



VTCC/CNX
CHIANG MAI INTL

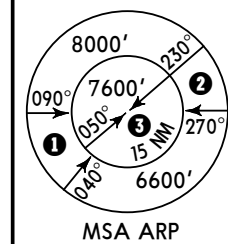
JEPPESEN CHIANG MAI, THAILAND
31 JUL 15 **(10-2A)** **RNAV STAR**

ATIS
127.2

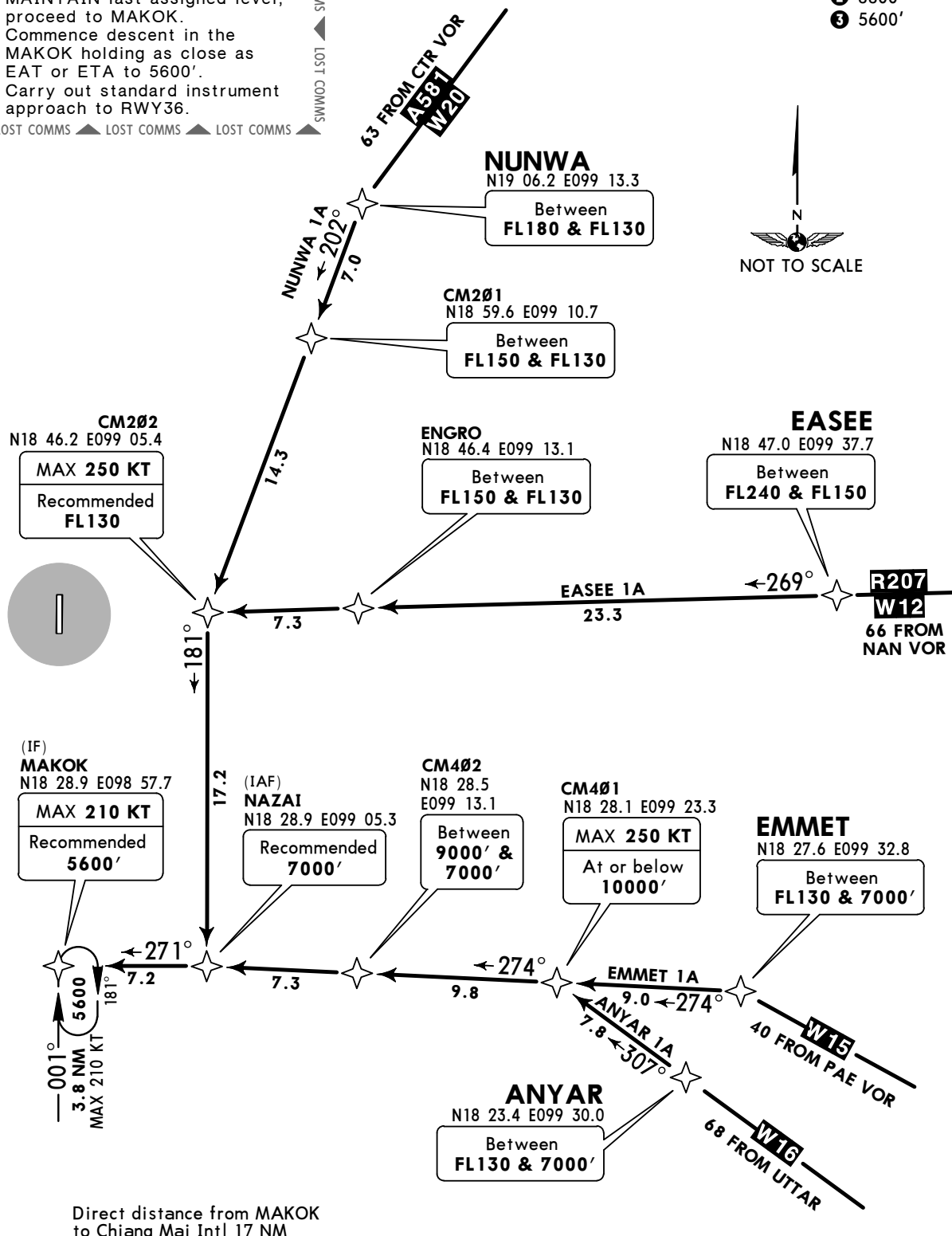
Apt Elev
1036'

Alt Set: hPa Trans level: FL130 Trans alt: 11000'
1. RNAV 1 required. 2. GNSS or DME/DME/IRU required.
3. RADAR required.

**ANYAR 1A [ANYA1A], EASEE 1A [EASE1A],
EMMET 1A [EMET1A], NUNWA 1A [NUNW1A]
ARRIVALS
(RWY 36)**



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Set transponder code A7600.
MAINTAIN last assigned level,
proceed to MAKOK.
Commence descent in the
MAKOK holding as close as
EAT or ETA to 5600'.
Carry out standard instrument
approach to RWY36.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲



VTCC/CNX
CHIANG MAI INTL

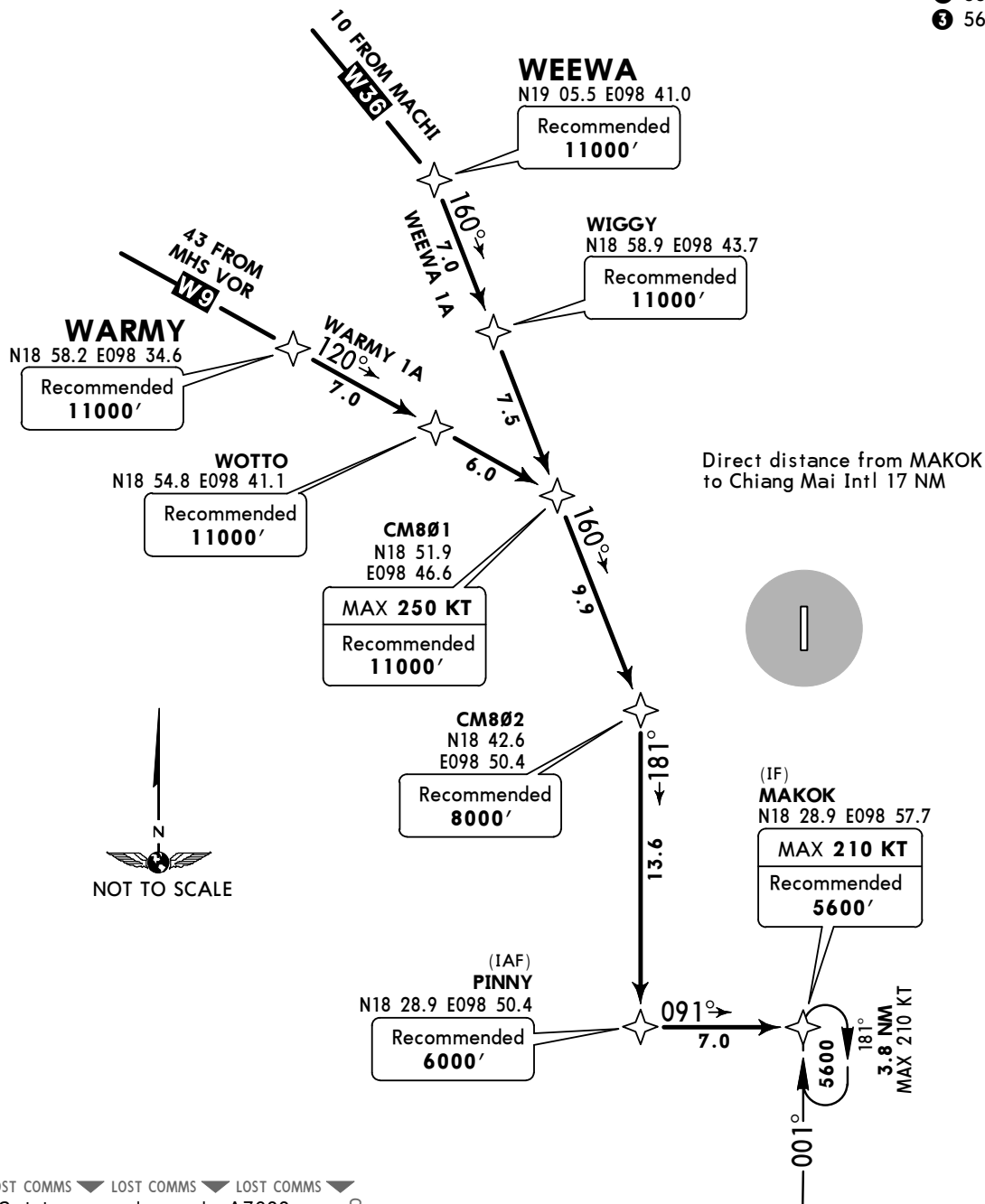
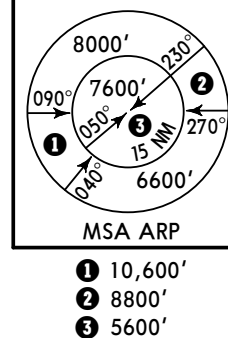
JEPPESSEN CHIANG MAI, THAILAND
11 SEP 15 **10-2B** Eff 17 Sep **RNAV STAR**

ATIS
127.2

Apt Elev
1036'

Alt Set: hPa Trans level: FL130 Trans alt: 11000'
1. Basic RNP1 required.
2. GNSS required.

ARMY 1A [WARM1A], WEEWA 1A [WEWA1A]
ARRIVALS
(RWY 36)



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Set transponder code A7600.
MAINTAIN last assigned level,
proceed to MAKOK.
Commence descent in the
MAKOK holding as close as
EAT or ETA to 5600'.
Carry out standard instrument
approach to RWY36.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

TRANS LEVEL: FL 130
TRANS ALT: 11000'

CHIANG RAI ONE ALFA (CTR 1A) DEPARTURE
(RWY 18)
CHIANG RAI ONE BRAVO (CTR 1B) DEPARTURE
(RWY 36)

Contact Chiang Mai Radar on 129.6 after take-off.
Rwy 36 departure requires a minimum climb gradient of:

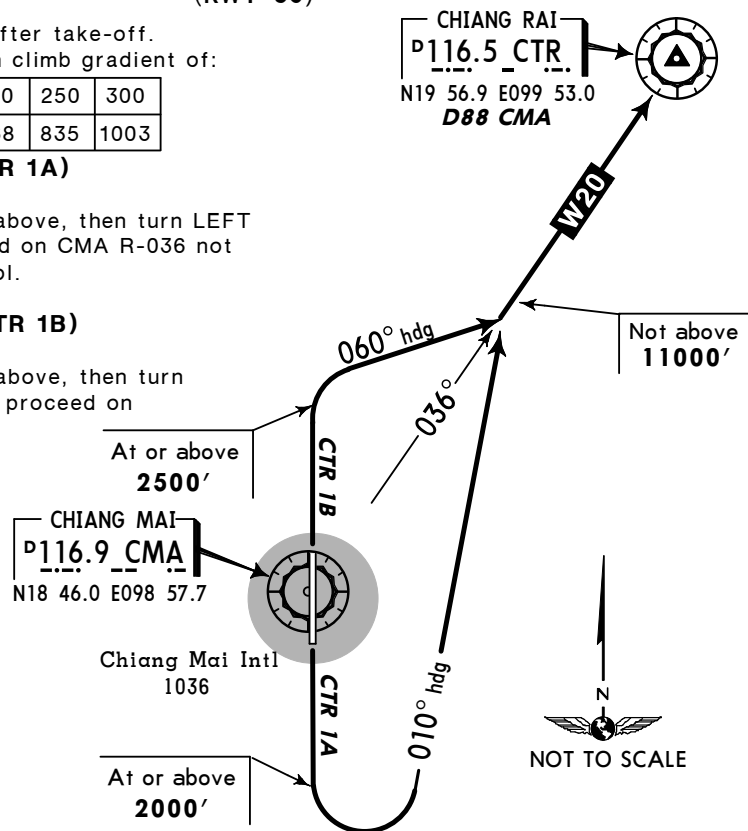
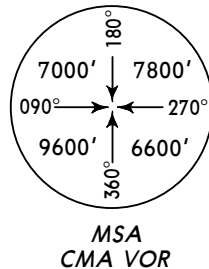
Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

CHIANG RAI ONE ALFA (CTR 1A)
(RWY 18)

Climb runway heading until 2000' or above, then turn LEFT heading 010° to intercept and proceed on CMA R-036 not above 11000'. EXPECT RADAR control.

CHIANG RAI ONE BRAVO (CTR 1B)
(RWY 36)

Climb runway heading until 2500' or above, then turn RIGHT heading 060° to intercept and proceed on CMA R-036 not above 11000'. EXPECT RADAR control.



KEDOB ONE ALFA (KEDOB 1A) DEPARTURE
(RWY 18)
KEDOB ONE BRAVO (KEDOB 1B) DEPARTURE
(RWY 36)

Contact Chiang Mai Radar on 129.6 after take-off.
Rwy 36 departure requires a minimum climb gradient of:

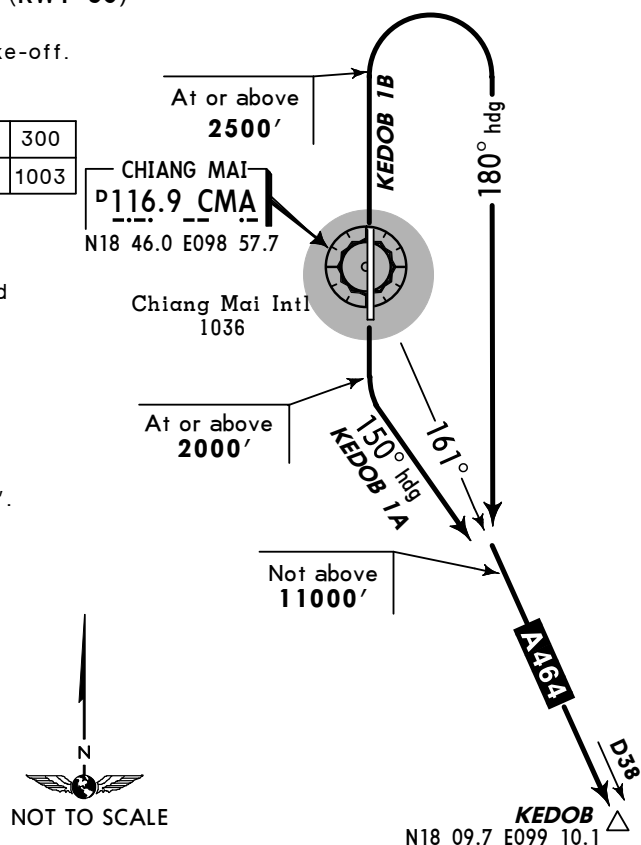
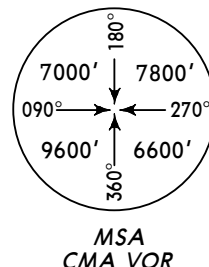
Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

KEDOB ONE ALFA (KEDOB 1A)
(RWY 18)

Climb runway heading until 2000' or above, then turn LEFT heading 150° to intercept and proceed on CMA R-161 not above 11000'. EXPECT RADAR control.

KEDOB ONE BRAVO (KEDOB 1B)
(RWY 36)

Climb runway heading until 2500' or above, then turn RIGHT heading 180° to intercept and proceed on CMA R-161 not above 11000'. EXPECT RADAR control.



TRANS LEVEL: FL 130
TRANS ALT: 11000'

MAE HONG SON ONE ALFA (MHS 1A) DEPARTURE
(RWY 18)
MAE HONG SON ONE BRAVO (MHS 1B) DEPARTURE
(RWY 36)

Contact Chiang Mai Radar on 129.6 after take-off.
Rwy 36 departure requires a minimum climb gradient of:

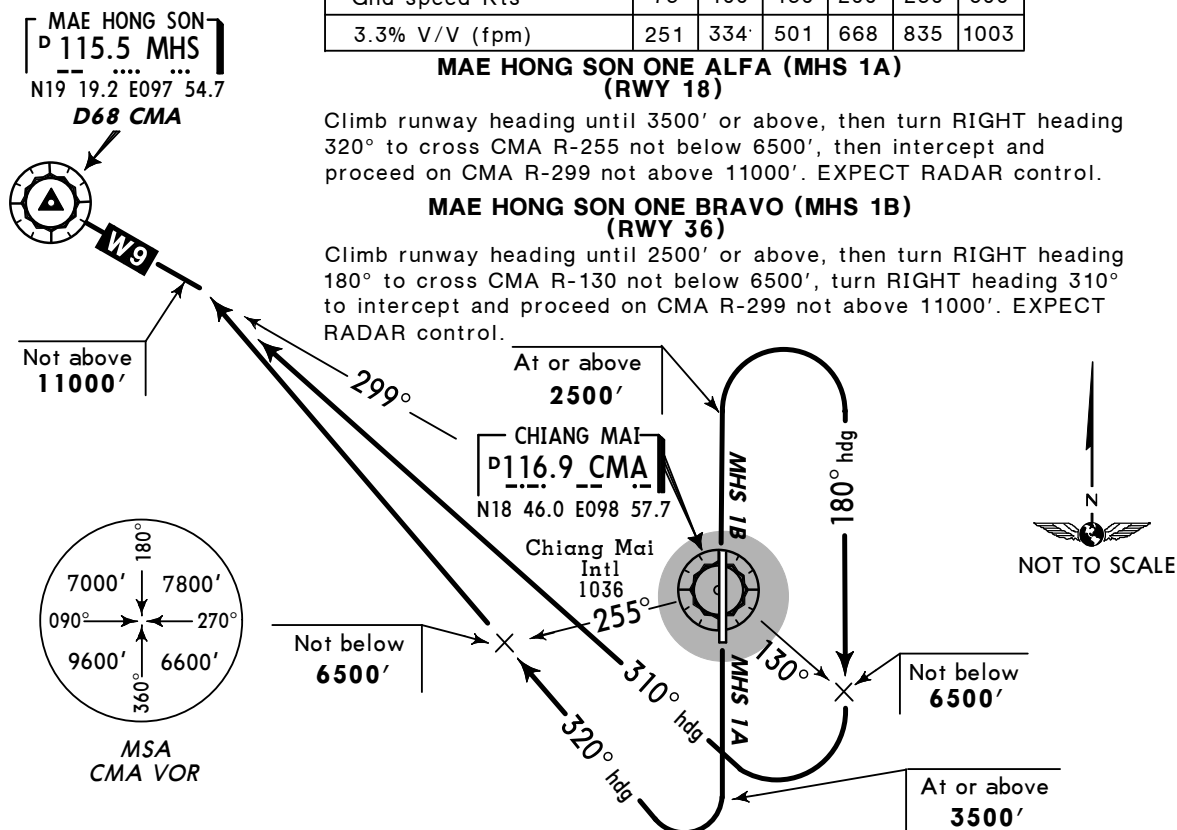
Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

MAE HONG SON ONE ALFA (MHS 1A)
(RWY 18)

Climb runway heading until 3500' or above, then turn RIGHT heading 320° to cross CMA R-255 not below 6500', then intercept and proceed on CMA R-299 not above 11000'. EXPECT RADAR control.

MAE HONG SON ONE BRAVO (MHS 1B)
(RWY 36)

Climb runway heading until 2500' or above, then turn RIGHT heading 180° to cross CMA R-130 not below 6500', turn RIGHT heading 310° to intercept and proceed on CMA R-299 not above 11000'. EXPECT RADAR control.



PHITSANULOK ONE ALFA (PSL 1A) DEPARTURE
(RWY 18)
PHITSANULOK ONE BRAVO (PSL 1B) DEPARTURE
(RWY 36)

Contact Chiang Mai Radar on 129.6 after take-off.
Rwy 36 departure requires a minimum climb gradient of:

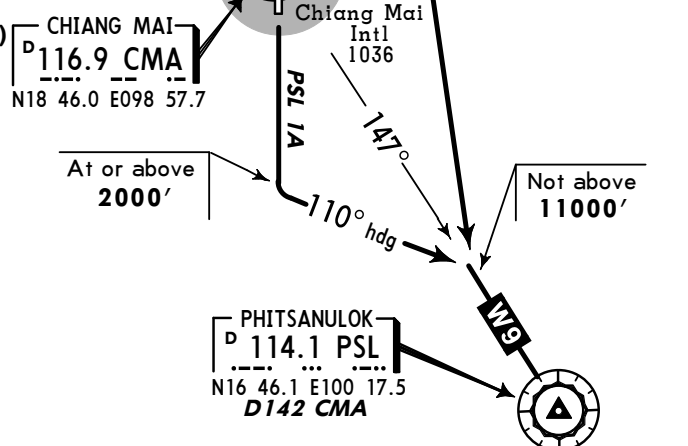
Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

PHITSANULOK ONE ALFA (PSL 1A)
(RWY 18)

Climb runway heading until 2000' or above, then turn LEFT heading 110° to intercept and proceed on CMA R-147 not above 11000'. EXPECT RADAR control.

PHITSANULOK ONE BRAVO (PSL 1B)
(RWY 36)

Climb runway heading until 2500' or above, then turn RIGHT heading 170° to intercept and proceed on CMA R-147 not above 11000'. EXPECT RADAR control.



TRANS LEVEL: FL 130
TRANS ALT: 11000'

PHRAE ONE ALFA (PR 1A) DEPARTURE
(RWY 18)
PHRAE ONE BRAVO (PR 1B) DEPARTURE
(RWY 36)

Contact Chiang Mai Radar on 129.6 after take-off.
Rwy 36 departure requires a minimum climb gradient of:

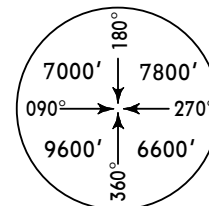
Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

PHRAE ONE ALFA (PR 1A)
(RWY 18)

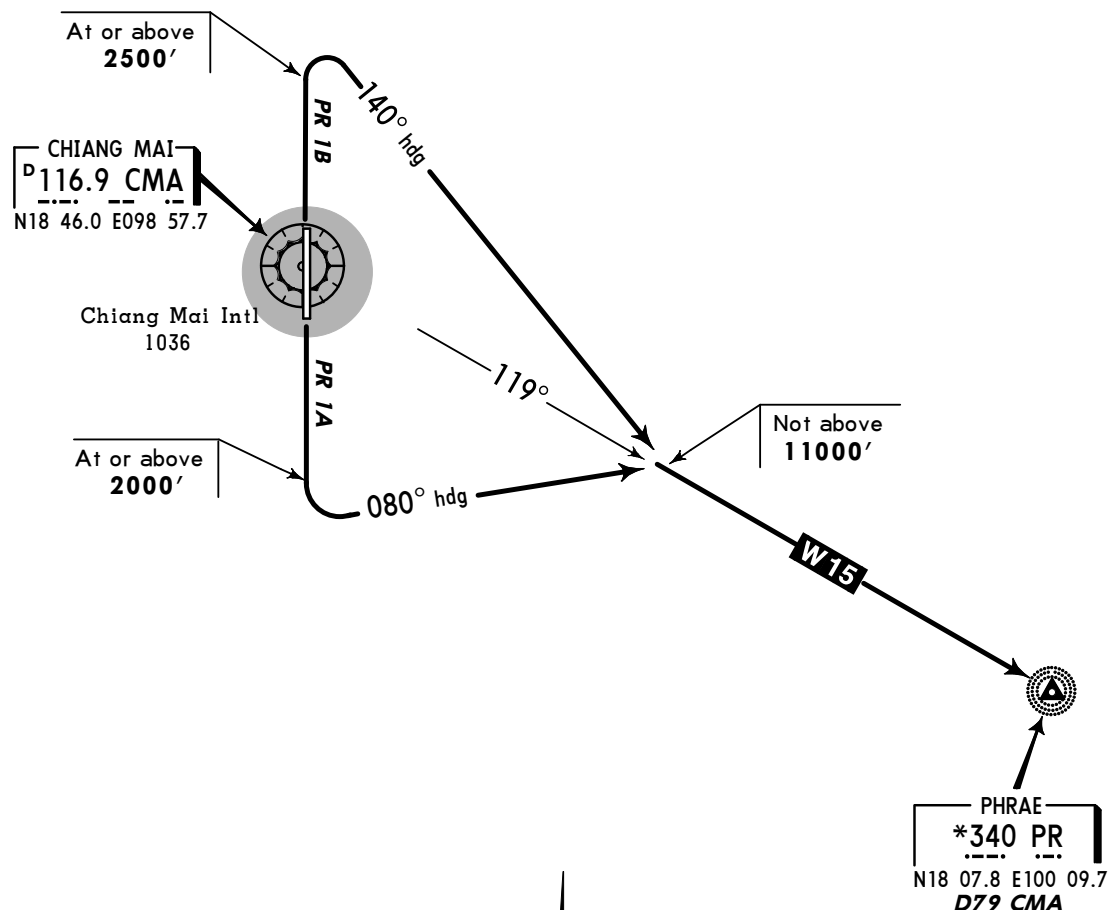
Climb runway heading until 2000' or above,
then turn LEFT heading 080° to intercept
and proceed on CMA R-119 not above 11000'.
EXPECT RADAR control.

PHRAE ONE BRAVO (PR 1B)
(RWY 36)

Climb runway heading until 2500' or above,
then turn RIGHT heading 140° to intercept
and proceed on CMA R-119 not above 11000'.
EXPECT RADAR control.



MSA
CMA VOR



TRANS LEVEL: FL 130
TRANS ALT: 11000'

UTTAR ONE ALFA (UTTAR 1A) DEPARTURE

(RWY 18)

UTTAR ONE BRAVO (UTTAR 1B) DEPARTURE

(RWY 36)

Contact Chiang Mai Radar on 129.6 after take-off.

Rwy 36 departure requires a minimum climb gradient of:

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

UTTAR ONE ALFA (UTTAR 1A)

(RWY 18)

Climb runway heading until 2000' or above, then turn LEFT heading 090° to intercept and proceed on CMA R-126 not above 11000'.

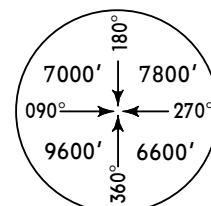
EXPECT RADAR control.

UTTAR ONE BRAVO (UTTAR 1B)

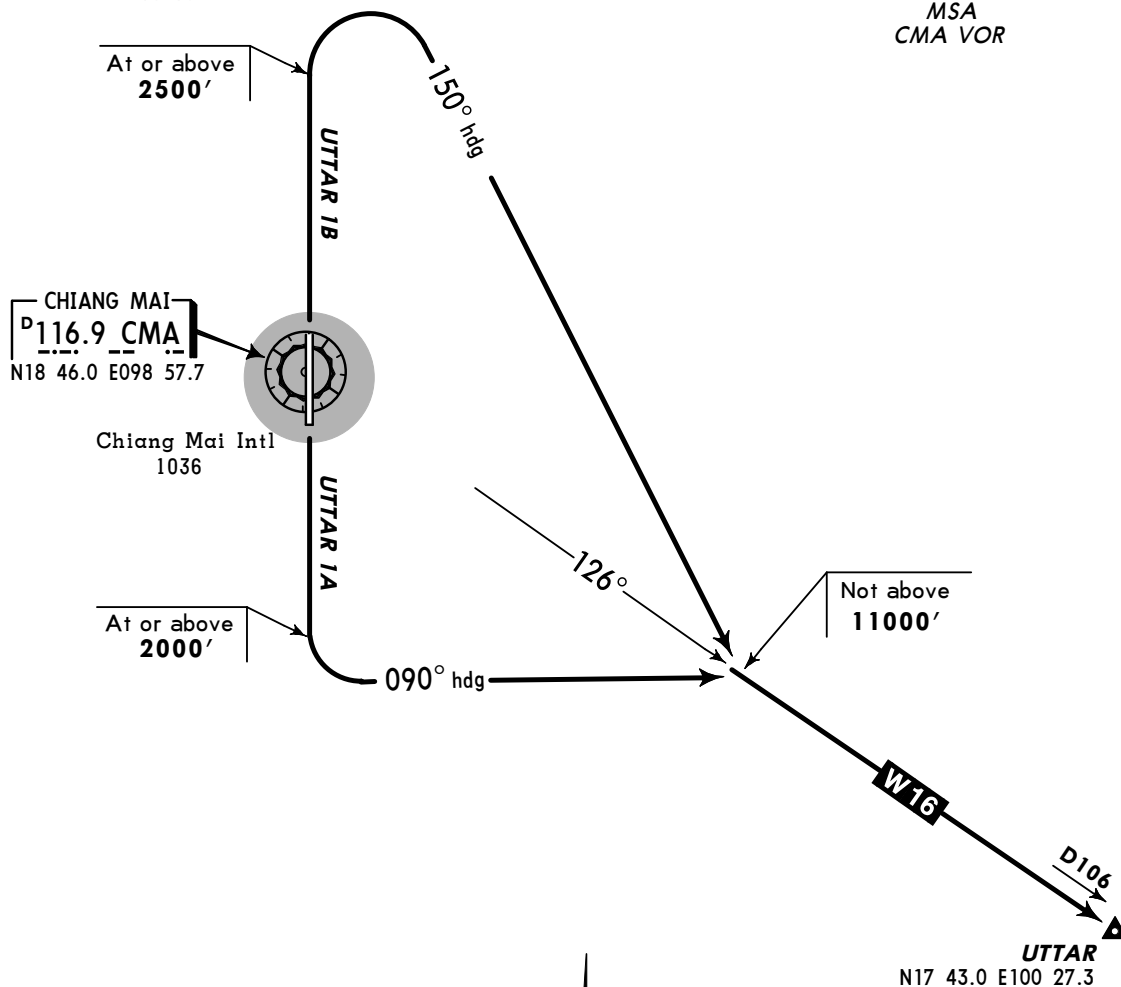
(RWY 36)

Climb runway heading until 2500' or above, then turn RIGHT heading 150° to intercept and proceed on CMA R-126 not above 11000'.

EXPECT RADAR control.



MSA
CMA VOR



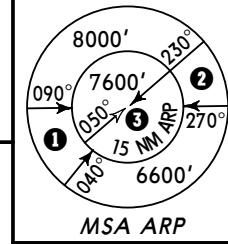
NOT TO SCALE

VTCC/CNX
CHIANG MAI INTL

JEPPESEN CHIANG MAI, THAILAND
25 APR 14 **(10-3D)** **Eff 1 May** **RNAV SID**

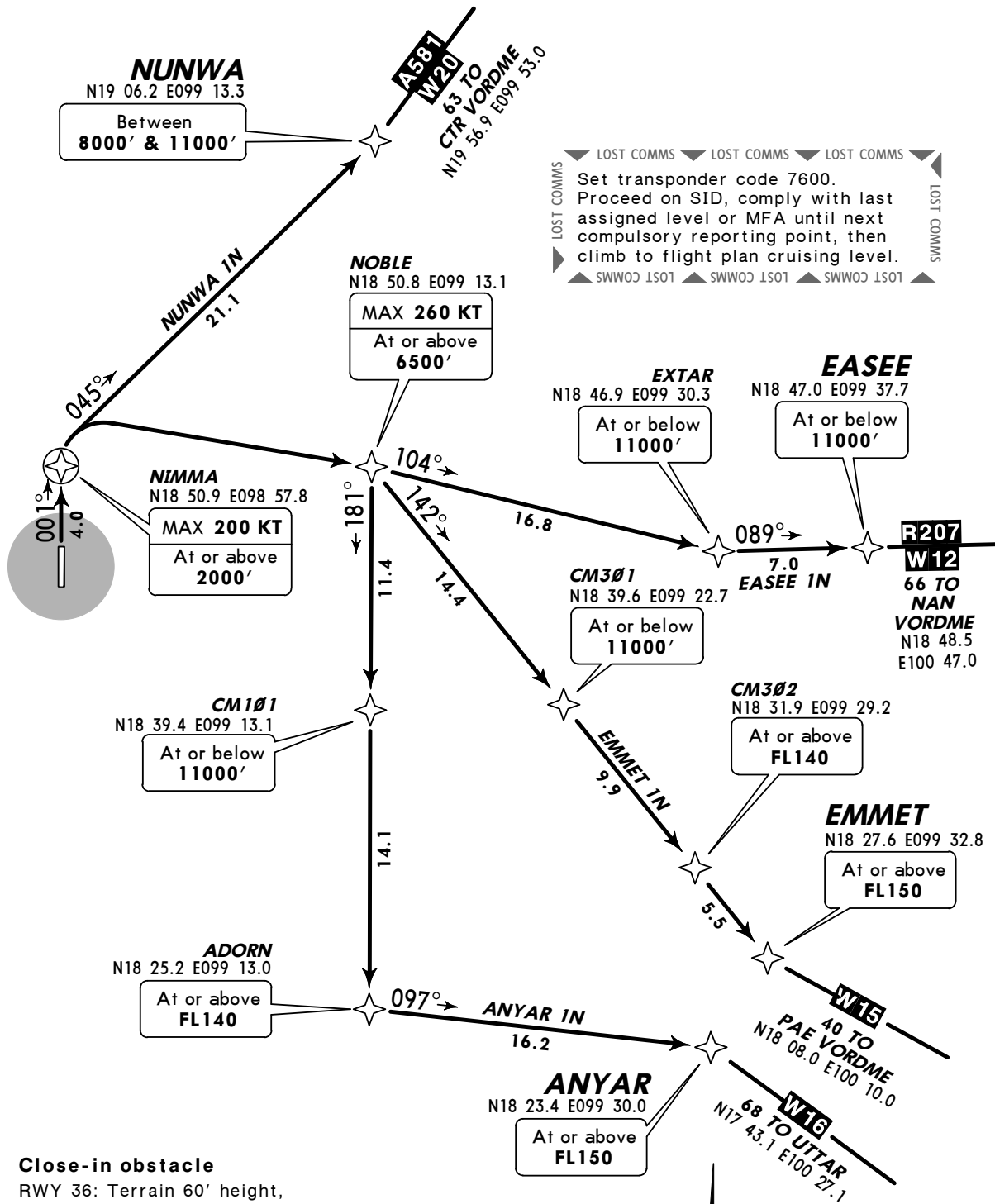
Apt Elev
1036'

Trans level: FL130 Trans alt: 11000'
1. RNAV 1 required. 2. GNSS or DME/DME/IRU required.
3. RADAR required.
4. If unable to comply with SID or climb gradient, advise
CHIANG MAI Approach on 129.6.



1 10,600'
2 8800'
3 5600'

ANYAR 1N [ANYA1N], EASEE 1N [EASE1N],
EMMET 1N [EMET1N], NUNWA 1N [NUNW1N]
DEPARTURES
(RWY 36)



Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

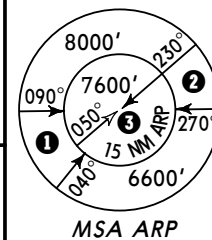


VTCC/CNX
CHIANG MAI INTL

JEPPesen CHIANG MAI, THAILAND
25 APR 14 **10-3E** **Eff 1 May** **RNAV SID**

Apt Elev
1036'

Trans level: FL130 Trans alt: 11000'
1. RNAV 1 required. 2. GNSS or DME/DME/IRU required.
3. RADAR required.
4. If unable to comply with SID or climb gradient, advise
CHIANG MAI Approach on 129.6.

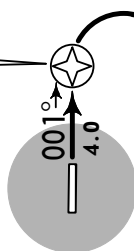


1 10,600'
2 8800'
3 5600'

ALLAY 1N [ALAY1N], PANTA 1N [PANT1N],
ZARDY 1N [ZARD1N], ZUGAR 1N [ZUGA1N]
DEPARTURES
(RWY 36)

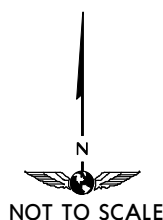
NIMMA
N18 50.9 E098 57.8

MAX 200 KT
At or above
2000'



NOBLE
N18 50.8 E099 13.1

MAX 260 KT
At or above
6500'



CM101
N18 39.4 E099 13.1
At or below
11000'

▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Set transponder code 7600.
Proceed on SID, comply with last
assigned level or MFA until next
compulsory reporting point, then
climb to flight plan cruising level.
▲ SWW00 LSOT ▲ SWW00 LSOT ▲ SWW00 LSOT

ADORN
N18 25.2 E099 13.0
At or above
FL140

ZARDY
N18 08.5
E098 50.0

At or above
FL150

ZUGAR
N18 08.2 E098 51.8

At or above
FL150

ALLAY
N18 09.7
E099 10.1

At or above
FL150

PANTA
N18 13.9 E099 19.3
At or above
FL150

88 TO
MST VORDME
N16 41.9 E098 32.5
W7

39 TO TATEL
N17 29.1 E098 45.8
A581

42 TO TOPAS
N17 29.3 E099 24.0
A464

51 TO SARIM
N17 30.5 E099 47.6
W9

Required minimum climb gradient of 5.0%
until passing FL150.

Close-in obstacle

RWY 36: Terrain 60' height,
74m from departure end.

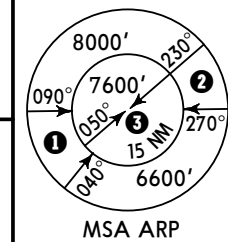
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

VTCC/CNX
CHIANG MAI INTL

JEPPESEN CHIANG MAI, THAILAND
11 SEP 15 **(10-3F)** **Eff 17 Sep** **RNAV SID**

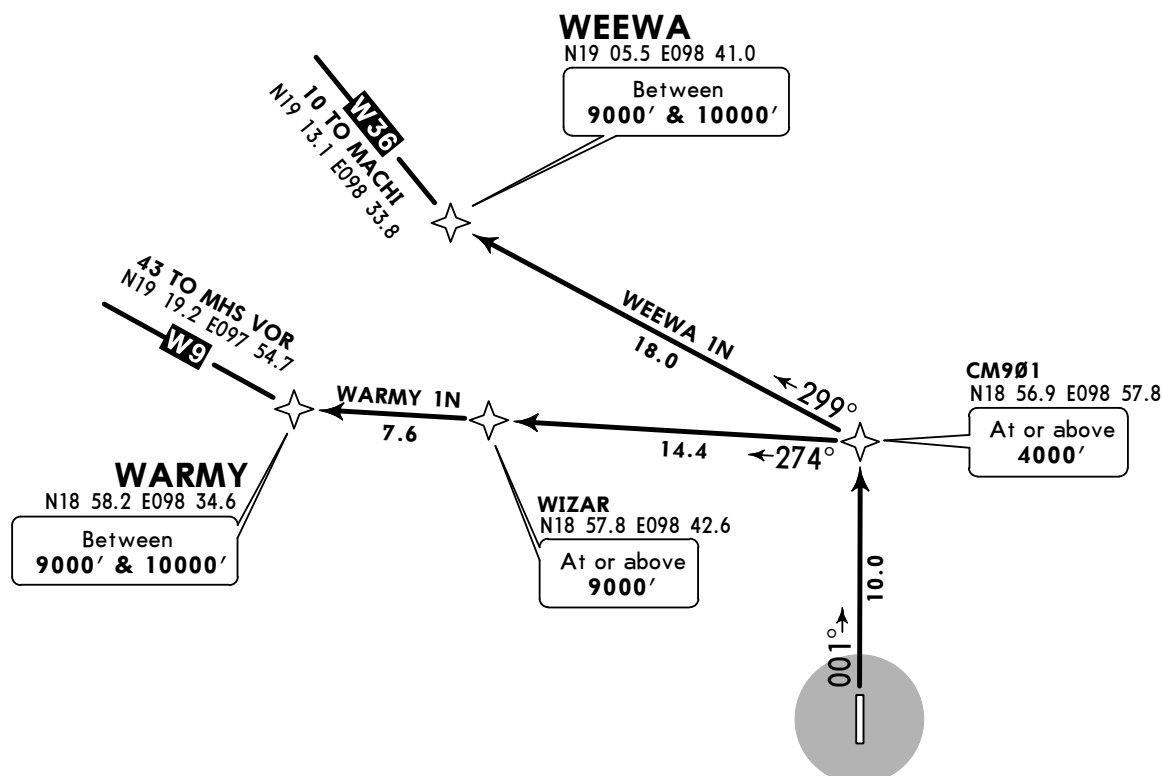
Apt Elev
1036'

Trans level: FL130 Trans alt: 11000'
1. Basic RNP1 required. 2. GNSS required.
3. If unable to comply with SID or climb gradient, advise
CHIANG MAI Approach on 129.6.



① 10,600'
② 8800'
③ 5600'

WARMY 1N [WARM1N], WEEWA 1N [WEWA1N]
DEPARTURES
(RWY 36)



LOST COMMS
Set transponder code 7600.
Proceed on SID, comply with last assigned level or MFA until next compulsory reporting point, then climb to flight plan cruising level.
LOST COMMS

Close-in obstacle

RWY 36: Terrain 60' height, 74m from departure end.

WARMY 1N: Required minimum climb gradient of 5.5% until passing FL150.

WEEWA 1N: Required minimum climb gradient of 5.0% until passing FL150.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.5% V/V (fpm)	418	557	835	1114	1392	1671

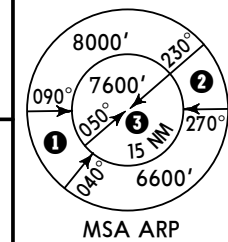


VTCC/CNX
CHIANG MAI INTL

JEPPESSEN CHIANG MAI, THAILAND
11 SEP 15 **(10-3G)** **Eff 17 Sep** **RNAV SID**

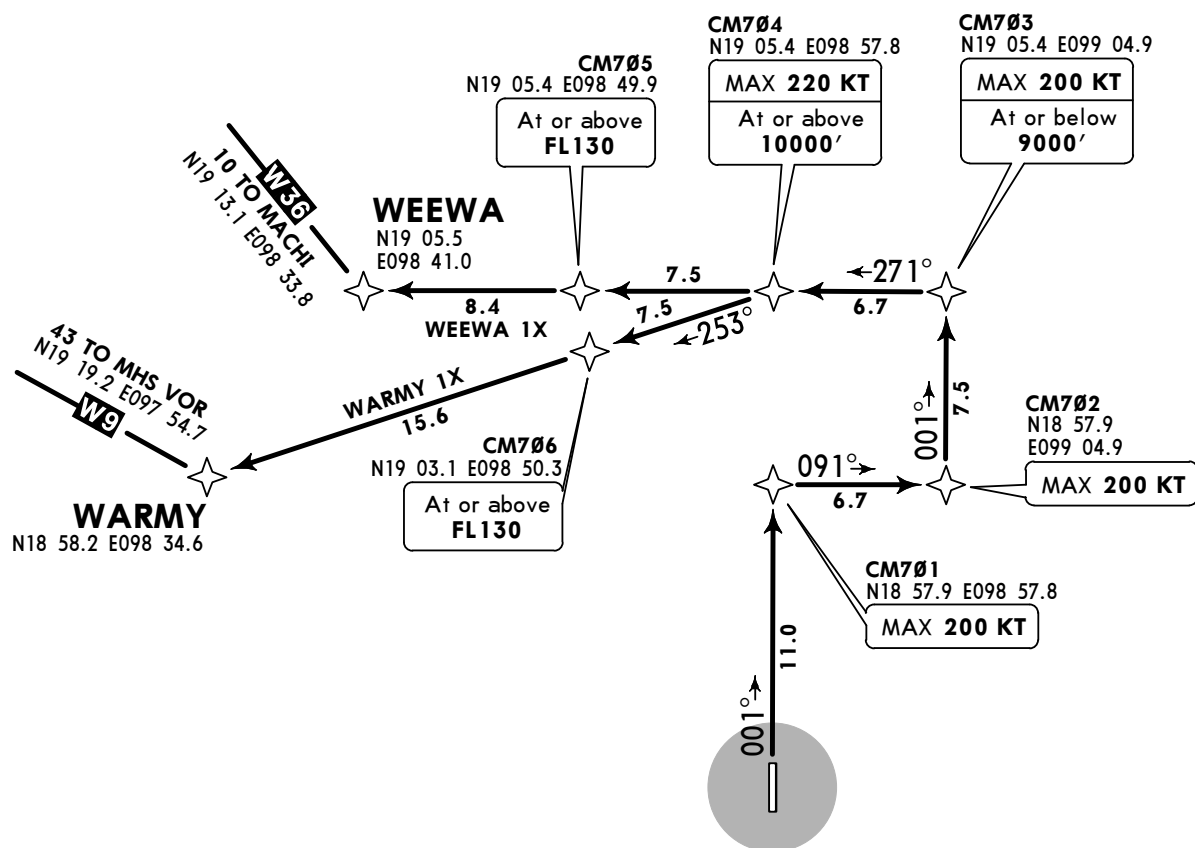
Apt Elev
1036'

Trans level: FL130 Trans alt: 11000'
1. Basic RNP1 required. 2. GNSS required.
3. If unable to comply with SID or climb gradient, advise
CHIANG MAI Approach on 129.6.



- ① 10,600'
- ② 8800'
- ③ 5600'

WARMY 1X [WARM1X], WEEWA 1X [WEWA1X]
DEPARTURES
(RWY 36)



LOST COMMS
Set transponder code 7600.
Proceed on SID, comply with last
assigned level or MFA until next
compulsory reporting point, then
climb to flight plan cruising level.
LOST COMMS

Close-in obstacle

RWY 36: Terrain 60' height, 74m from departure end.

Required minimum climb gradient of 5.0%
until passing FL150.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519



VTCC/CNX

2 JAN 15

JEPPESEN

(10-8)

Eff 8 Jan

CHIANG MAI, THAILAND**CHIANG MAI INTL****ESTABLISHMENT OF NEW APRON CONSTRUCTION FOR GENERAL
AVIATION AT CHIANG MAI INTL AIRPORT**
(Refer to Diagram below and on chart 10-8A)

With effect from 8 January 2015, The construction of new apron will be established as follows:

1. INTRODUCTION

This is intended to outline information regarding the construction of new apron for General Aviation at Chiang Mai International Airport and the procedures related to the work.

2. DURATION OF THE CONSTRUCTION

Chiang Mai International Airport is planning to commence on October 2014 and be completed by April 2015. The exact date of the commencement and completion of the construction will be notified through NOTAM.

3. LOCATION OF THE CONSTRUCTION

- a. The area of this construction is located in between aircraft stand No.19 and Fire Station. The distance from runway center line to the construction site is 1188' (362m). The dimension of General Aviation Apron is 430,556 sq feet (40,000 sq meters).
- b. Partially closed taxiway area is between taxiway F (from the east of taxiway P) and taxiway Q (from south side of aircraft stand No.19). The layout of construction of the new apron for General Aviation at Chiang Mai International Airport is provided below and on chart 10-8A.

4. LIMITATION OF AIRCRAFT DURING THE CONSTRUCTION

- a. All aircraft ready to taxi out from aircraft stands No.8 - 19 shall be pushed back to face south ONLY. Self-maneuvering is not permitted.
- b. Aircraft stand No.18 cannot be used for aircraft over code C.

5. MARKING AND LIGHTING FOR UNSERVICEABLE AREA

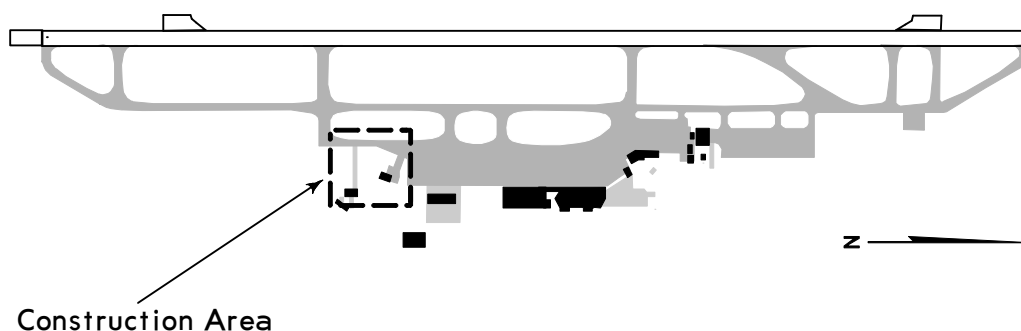
- a. Closed taxiway markings (yellow crosses) are displayed on entrances of closed taxiways and will be lighted by unserviceability lights (omni-directional red fixed lights) along the sections of the closed area.
- b. The construction area is surrounded by metal sheet and fences 7' (2m) in height. Painted in alternate bands of red and white and also would be lighted by unserviceability lights (omni-directional red fixed lights) every 25' (7.5m) and on the top of each corner of the fence. The red fixed lights shall have an intensity 20 candle.

6. OTHERS

- a. Construction area lay-out is shown on Diagrams A, B and C.
- b. Any changes to the contents of these charts will be notified through NOTAM.

Attachment A

Chiang Mai International Airport Lay-out
The Construction of New Apron for General Aviation (GA)

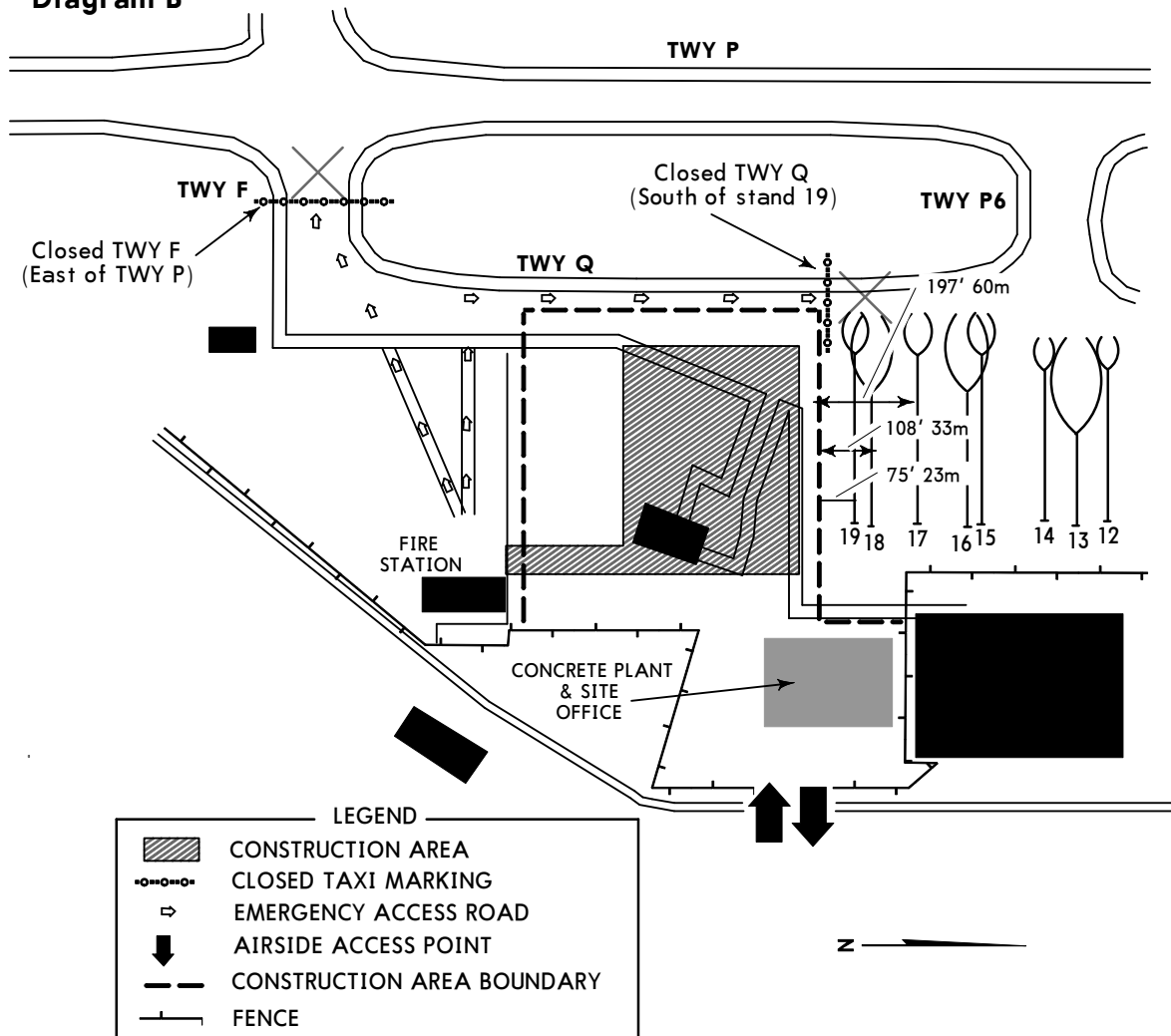


VTCC/CNX

JEPPESEN
2 JAN 15 (10-8A) Eff 8 Jan

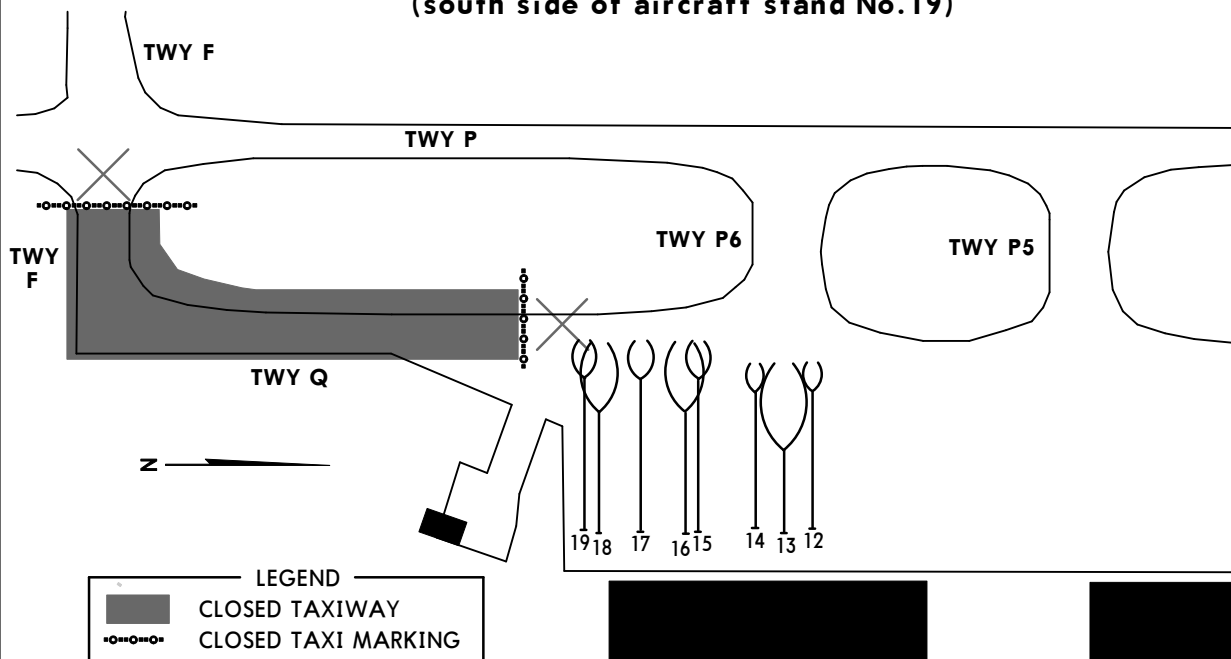
CHIANG MAI, THAILAND
CHIANG MAI INTL

Diagram B



Attachment C

**Closed Taxiway between TWY F (east of TWY P) and TWY Q
(south side of aircraft stand No.19)**



VTCC/CNX

 **JEPPESEN**
24 MAR 17 (10-8B)**CHIANG MAI, THAILAND**
CHIANG MAI INTL

**THE PARTIAL CLOSURE OF RUNWAY 36 AND THE
TEMPORARY DISPLACED THRESHOLD RWY 36 OF
CHIANG MAI INTERNATIONAL AIRPORT**
(Refer to Diagram on chart 10-8C)

With effect from 1730 UTC 4 February 2017 to 2300 UTC 31 May 2017 (117 Days),
runway 18/36 will be partially closed due to some maintenance work.

Related details are shown as follows:

1. TEMPORARY PARTIAL RUNWAY 18/36 CLOSURES

- a. Partially closed runway: The closed area is between the threshold of runway 36 and the area above taxiway G (755' (230m) from threshold runway 36).

2. USE OF THE REMAINING PORTION OF RUNWAY 18/36

- a. During this construction period of runway 18/36 will be closed for all operations between 1830 UTC and 2300 UTC nightly. After the specified period, runway 18/36 will be resumed to operation on a shortened runway length.
- b. Declared distances for the remaining portion of runway 18/36 shown below:

RWY	ENTRY POINT FOR TAKE-OFF	TORA	TODA	ASDA	LDA
36	TAXIWAY G	8858' (2700m)	8858' (2700m)	8858' (2700m)	8858' (2700m)
18	-	10,400' (3170m)	10,400' (3170m)	10,400' (3170m)	9416' (2870m)

- c. Take-off portion for runway 36 is displayed by yellow demarcation bar marking along with the signage "TORA 2700M" on the right hand side. Departing aircraft enter runway 36 to take-off position via taxiway G and commence take-off from this position.
- d. Markings for a Temporarily Displaced Threshold and Threshold Lights of runway 36 is installed at 1312' (400m) from threshold (coordinates 18 45 23.97N 098 57 46.29E).
- e. Temporary PAPI of runway 36 is installed on the left-hand side 1181' (360m) from Temporarily Displaced Threshold.
- f. Marking for Temporary End of Runway and Runway End Lights of runway 18 is installed at 755' (230m) from Runway End.

3. TEMPORARY TAXIWAY CLOSURES

- a. Closed taxiway: H
- b. Taxiway Edge Lights and signage in these areas are unserviceable.

4. MARKINGS, LIGHTING AND SIGNAGAGE FOR UNSERVICEABLE AREAS

- a. Closed taxiway marking (yellow crosses) is displayed on a closed taxiway.
- b. The construction area will be blocked off by 20" (50 cm) high boundary marker painted in alternate bands of red and white and will be lighted by Omni-directional fixed red lights.
- c. Touchdown Zone marking and Aiming Point marking of runway 36 are unserviceable.

5. ATC PROCEDURES

- a. Runway 18 and 36 are available for both landing and take-off. Normally, runway 36 will be used for landing and take-off.
- b. In order to facilitate the number of departures, clearance for immediate take-off will be issued to aircraft. On acceptance of such clearance the aircraft shall taxi out to the runway and take off from take-off position in one continuous movement.
- c. Under condition circumstances, the following Instrument Approach Charts are temporarily unavailable:

RWY	Instrument Approach Chart
36	ILS or LOC RWY 36 RNAV (GNSS) VOR RWY 36

And the following temporary Instrument Approach Charts for arriving IFR aircraft will be as implemented:

RWY	Instrument Approach Chart
36	LOC Z RWY 36 RNAV (GNSS) Z RWY 36
18	RNAV (GNSS) RWY 18

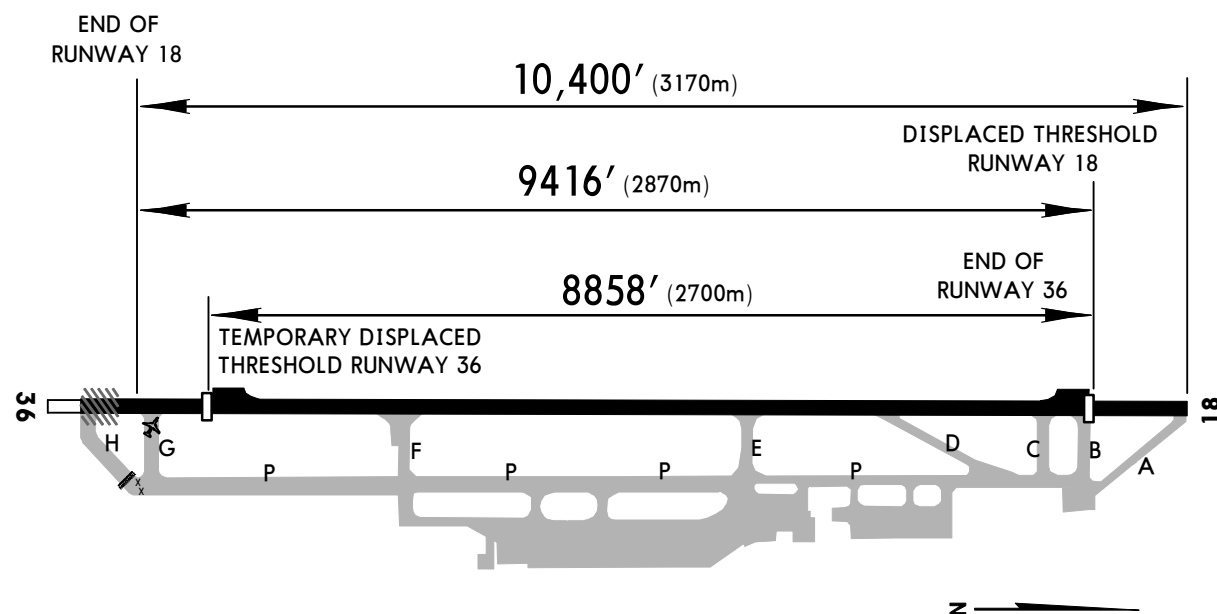
6. OTHER

- a. Any change to the contents of this information will be notified through NOTAM.

VTCC/CNX

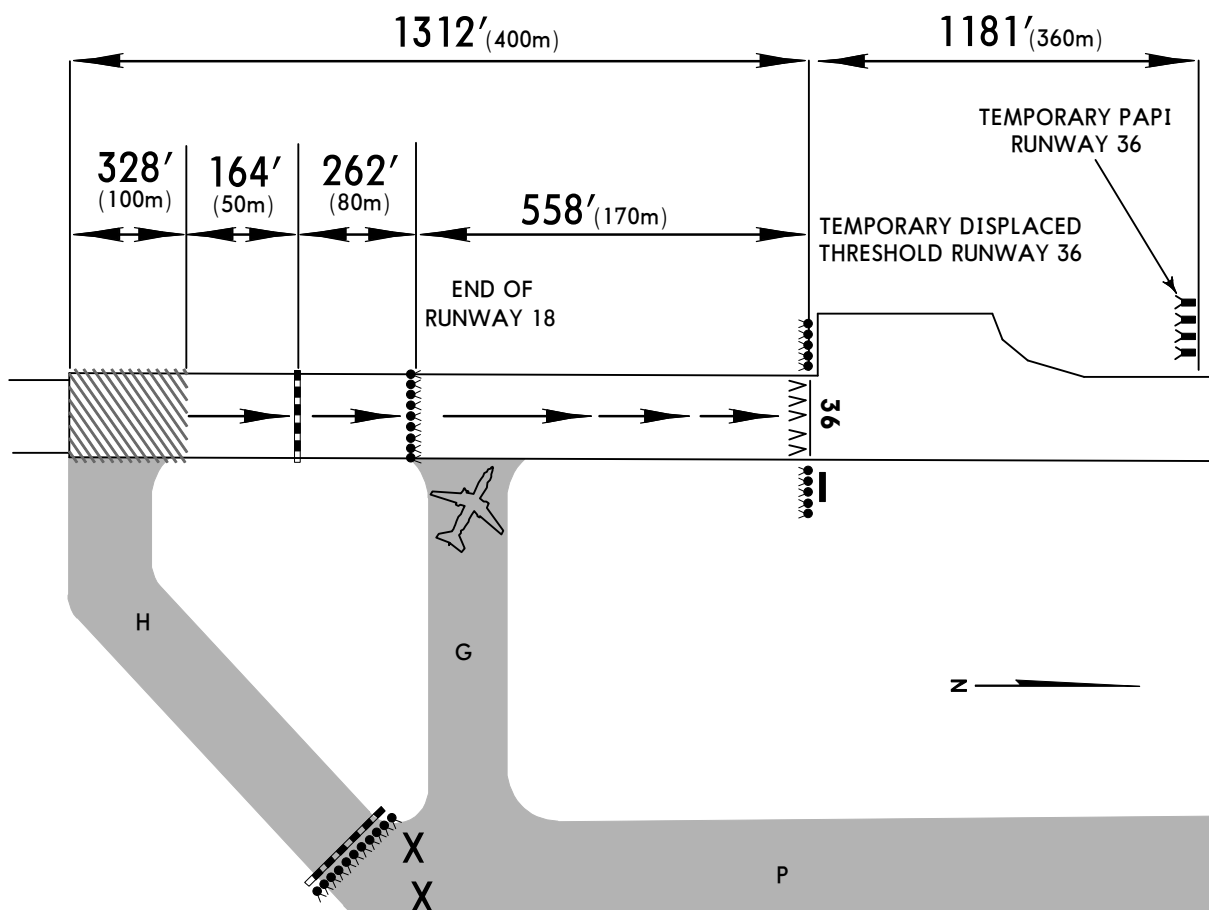
JEPPESEN
24 MAR 17 (10-8C)

CHIANG MAI, THAILAND
CHIANG MAI INTL



Declared Distances

Runway	TORA	TODA	ASDA	LDA
36	8858' (2700m)	8858' (2700m)	8858' (2700m)	8858' (2700m)
18	10,400' (3170m)	10,400' (3170m)	10,400' (3170m)	9416' (2870m)



VTCC/CNX

Apt Elev **1036'**
N18 46.3 E098 57.8

JEPPESEN

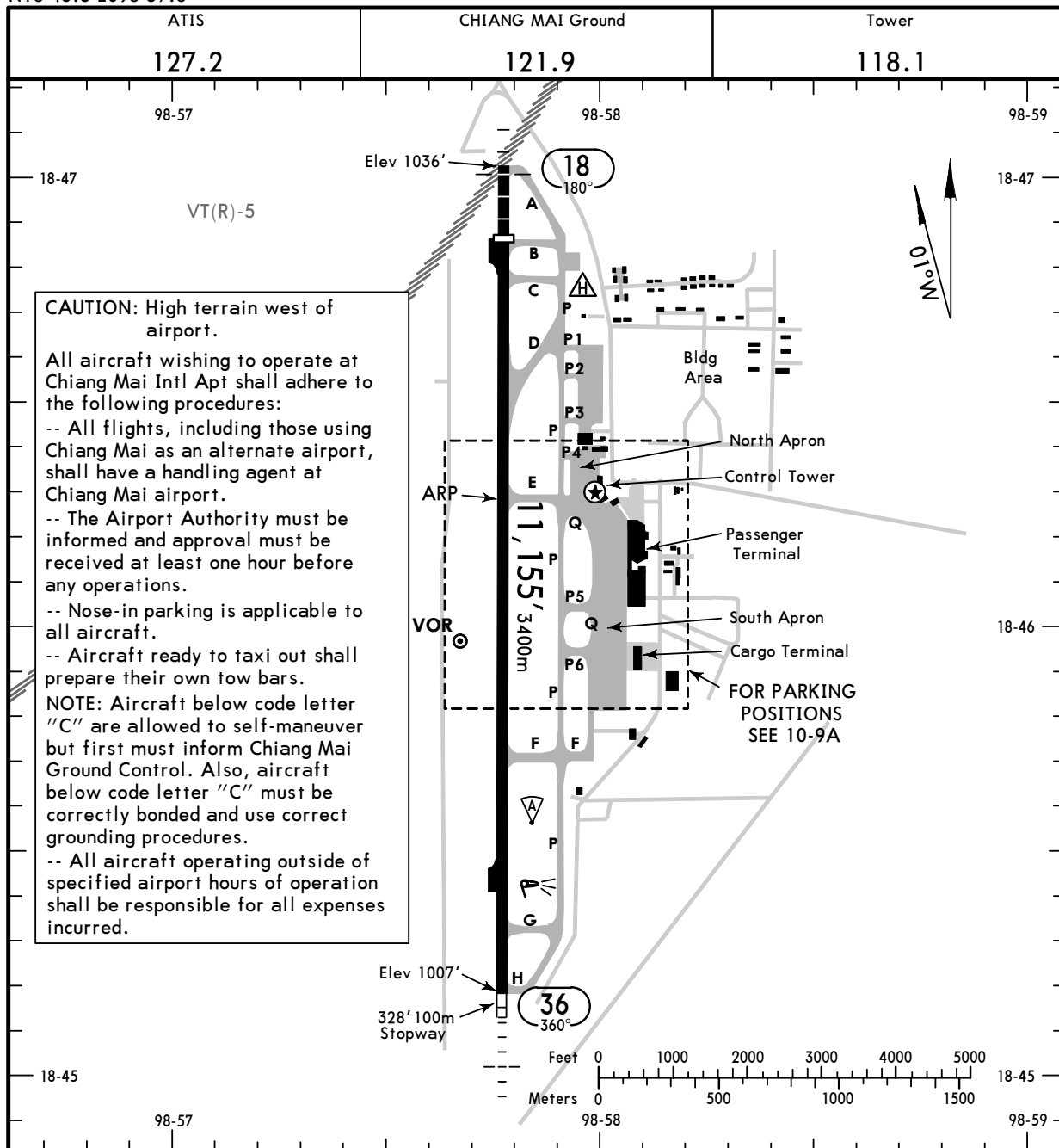
24 MAR 17

(10-9)

Eff 30 Mar

CHIANG MAI, THAILAND

CHIANG MAI INTL



ADDITIONAL RUNWAY INFORMATION

					USABLE LENGTHS		WIDTH
					LANDING	BEYOND	
RWY					Threshold	Glide Slope	
18	RL	SSALF	PAPI-B (angle 3.0°)		10,171' 3100m		148' 45m
36	RL	SSALF	PAPI-B (angle 3.0°)	RVR		9089' 2770m	

TAKE-OFF

AIR CARRIER (JAA)			AIR CARRIER (FAR 121)	
All Rwys			All Rwys	
LVP must be in Force RCLM (DAY only) or RL		RCLM (DAY only) or RL	Adequate Vis Ref	
A	250m	400m	2 Eng	400m
B				
C				
D	300m		3 & 4 Eng	

CHANGES: Apron.

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VTCC/CNX

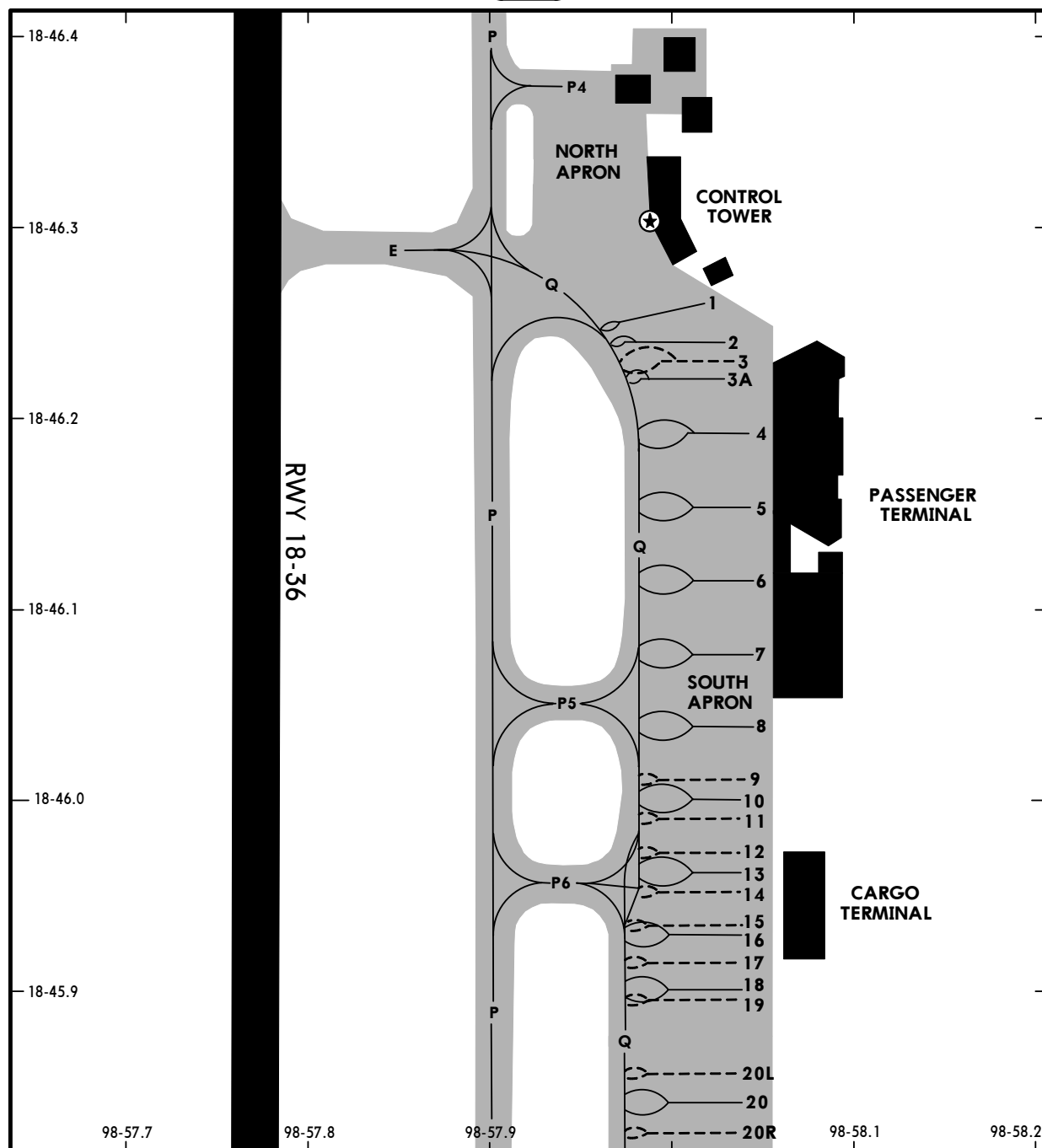
24 MAR 17

10-9A

Eff 30 Mar

JEPPESEN CHIANG MAI, THAILAND

CHIANG MAI INTL



PARKING STAND COORDINATES

STAND No.	COORDINATES
1	N18 46.3 E098 58.0
2, 3, 3A, 4	N18 46.2 E098 58.0
5, 6	N18 46.1 E098 58.1
7	N18 46.1 E098 58.0
8 thru 15	N18 46.0 E098 58.0
16 thru 19	N18 45.9 E098 58.0
20L, 20, 20R	N18 45.8 E098 58.0

Stands 3, 4, 5, 6, 7, 8 available with safe gate docking system.

Stands 2 thru 20 available with fuel hydrant system.

VTCC/CNX

28 AUG 15 **JEPPESEN**
(10-9B)**CHIANG MAI, THAILAND**
CHIANG MAI INTL**SAFEGATE DOCKING SYSTEM
-IN SYSTEM AT CHIANG MAI INTL AIRPORT****1. INTRODUCTION**

- 1.1 The SAFEGATE Docking System-in system is installed at bays 3, 4, 5, 6, 7 and 8.
- 1.2 The system enables the pilots seated on the left of the cockpit to position his aircraft on the correct stand centerline and stop position.

2. PILOT OPERATING INSTRUCTION**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 immediately 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.

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.

WAIT**2.3 CAPTURE**

The floating arrows indicate that the system is activated and in capture mode, searching for an approaching aircraft. It 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.



VTCC/CNX**JEPPESEN**
28 AUG 15 **(10-9C)****CHIANG MAI, THAILAND****CHIANG MAI INTL****2.4 TRACKING**

When the aircraft has been caught by the laser, the floating arrow is replaced by the yellow centerline indicator.

A flashing red arrow indicates the direction to turn.

The vertical yellow arrow shows position in relation to the centerline. This indicator gives correct position and azimuth guidance.

B747**2.5 CLOSING RATE**

Display of digital countdown will start when the aircraft is 20 meters from stop position.

When the aircraft is less than 12 meters from the stop position, the closing rate is indicated by turning off one row of the centerline symbol per 0.5 meters, covered by the aircraft. Thus, when the last row is turned off, 0.5 meters remains to stop.

B747**10.0M****2.6 ALIGNED TO CENTER**

The aircraft is eight meters from the stop position. The absence of any direction arrow indicates an aircraft on the centerline.

B747**8.0M****2.7 SLOW DOWN**

If the aircraft is approaching faster than the accepted speed, the system will show SLOW DOWN as a warning to the pilot.

**SLOW
DOWN****2.8 AZIMUTH GUIDANCE**

The aircraft is four meters from the stop position. The yellow arrow indicates an aircraft to the right of the centerline, and the red flashing arrow indicates the direction to turn.

B747**4.0M****2.9 STOP POSITION REACHED**

When the correct stop-position is reached, the display will show STOP and red lights will be lit.

STOP**2.10 DOCKING COMPLETE**

When the aircraft has parked, OK will be displayed.

OK**2.11 OVERSHOOT**

If the aircraft overshoots the stop-position, TOO FAR will be displayed.

**TOO
FAR****2.12 STOP SHORT**

If the aircraft is found standing still but has not reached the intended stop position, the message STOP OK will be shown after a while.

STOP**OK**

VTCC/CNX**JEPPESEN**
15 APR 11 (10-9D)**CHIANG MAI, THAILAND**
CHIANG MAI INTL**2.13 WAIT**

If some object is blocking the view toward the approaching aircraft or the detected aircraft is lost during docking, before 12 meters 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 meters before the stop-position, the display will show WAIT, STOP and ID FAIL. The text will be alternating on the upper two rows of the display.

The pilot must not proceed beyond the bridge, unless the "WAIT" message has been superseded by the closing rate bar.

WAIT**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.

**B747
DOWN****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 meters 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.

STOP**ID****FAIL****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.

WAIT**GATE****BLOCK****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.

WAIT**VIEW****BLOCK****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.

STOP**SBU**

VTCC/CNX**JEPPESEN**
15 APR 11 (10-9E)**CHIANG MAI, THAILAND**
CHIANG MAI INTL**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.

STOP**TOO****FAST****2.20 EMERGENCY STOP**

When the emergency stop button is pressed, STOP is displayed.

STOP**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.

**CHOCK
ON****2.22 ERROR**

If a system error occurs, the message ERROR is displayed with an error code. The code is used for maintenance purposes and explained elsewhere.

**ERROR
3****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.

2.24 POWER FAILURE

In case of a power failure, the display will be completely black. A manual backup procedure must be used for docking guidance.

VTCC/CNX

 **JEPPESEN**
15 APR 11 (10-9F)**CHIANG MAI, THAILAND**
CHIANG MAI INTL**ALLOCATION OF AIRCRAFT PARKING BAYS**

All aircraft parking bays are allocated by the Ground/Apron controller with regard to the aircraft type involved and the prevailing or anticipated traffic situation.

AIRCRAFT MARSHALLING AND TOWING SERVICES

The marshalling of scheduled, non-scheduled and private aircraft into the bays, either manually or by the aid of the SAFEGATE Docking System, and the pushing out of aircraft for departure shall be under the responsibility of the aircraft operator or it's appointed ground handling agency.

TAXIING PROCEDURES**a. Arriving Aircraft**

Aircraft entering the aprons are to follow closely to the taxiway and apron center-lines so as to avoid reducing safe distances between themselves and other aircraft.

b. Departing Aircraft

When start-up clearance is issued by ATC, aircraft are then to be pushed out onto the apron centerline.

START-UP PROCEDURES

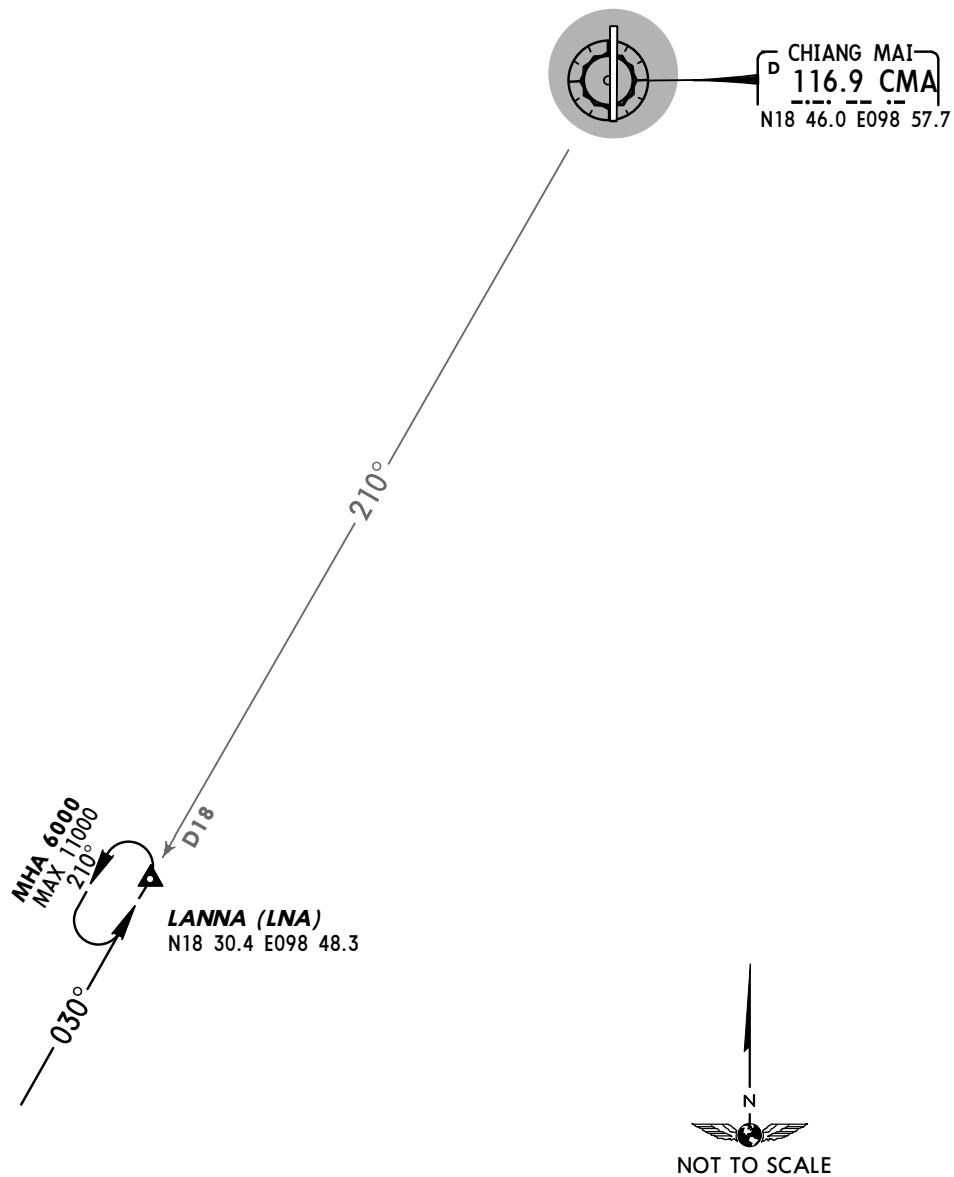
All IFR aircraft are to call Ground Control 5 minutes prior to start-up to request ATC clearance. Pilots are to inform Ground Control of their call sign (and proposed flight level if different from the flight plan) when making the call. Once the flight level is accepted by the pilot, and an ATC clearance is issued, the aircraft must be ready to taxi within 5 minutes from the time ATC clearance is accepted, otherwise the ATC clearance will be cancelled.

VTCC/CNX

JEPPESEN
2 MAR 12 (10-10)

CHIANG MAI, THAILAND
CHIANG MAI INTL

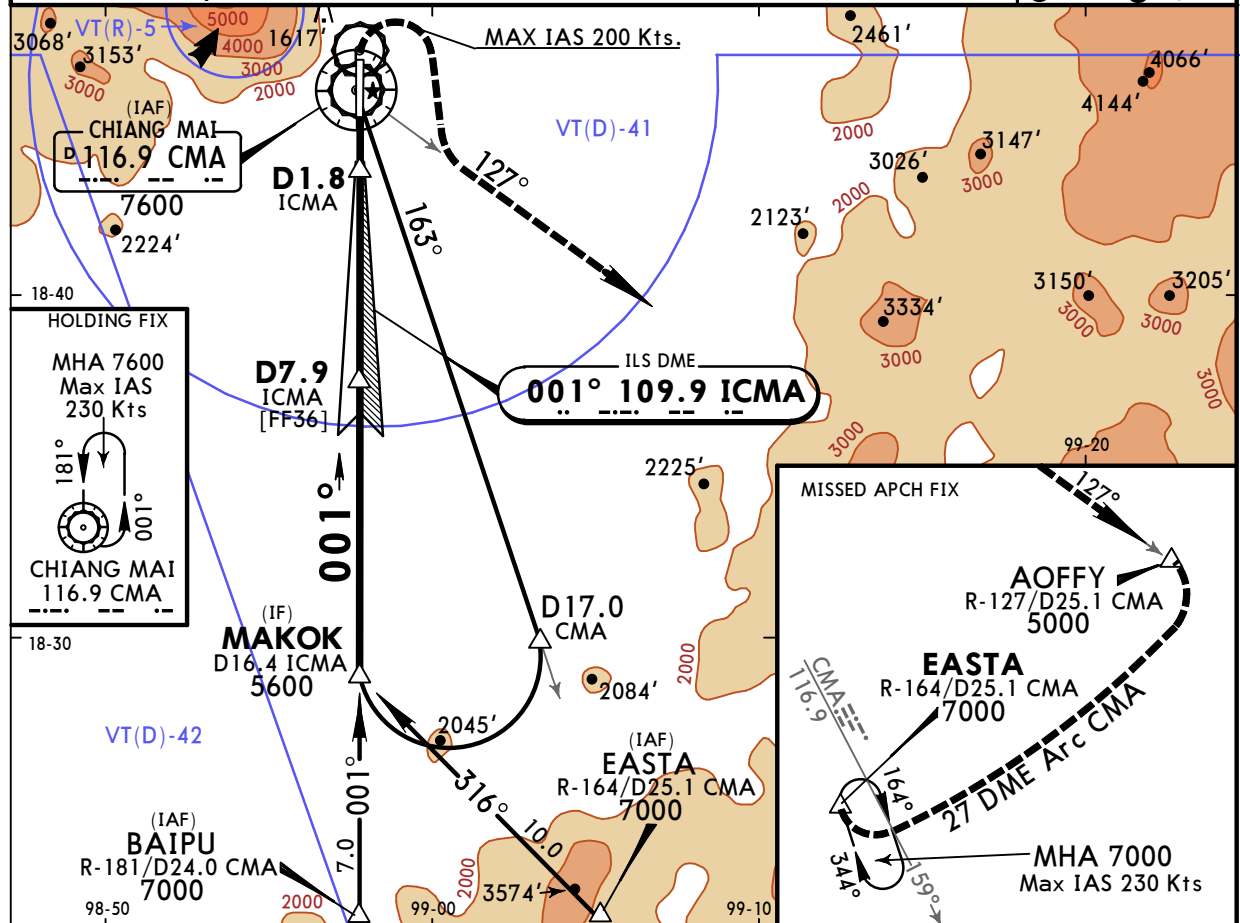
HOLDING POINT FOR RADAR SERVICE (LANNA)



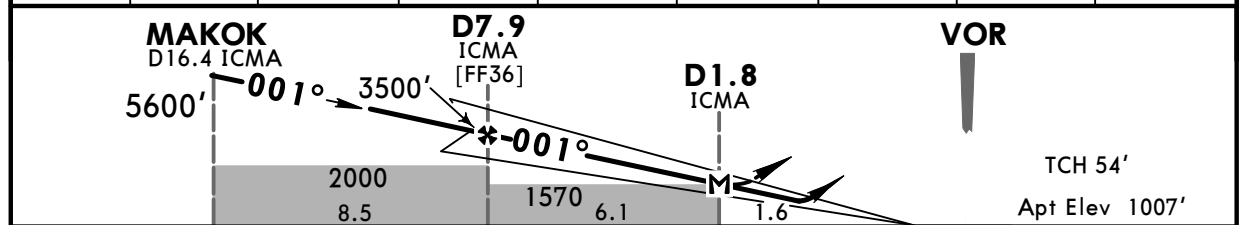
VTCC/CNX
CHIANG MAI INTLJEPPESEN CHIANG MAI, THAILAND
22 APR 16 (11-1) Eff 28 Apr ILS or LOC Rwy 36

BRIEFING STRIP

ATIS 127.2	CHIANG MAI Approach (R) 129.6	CHIANG MAI Tower 118.1	Ground 121.9
LOC ICMA 109.9	Final Apch Crs 001°	Minimum Alt D7.9 ICMA 3500' (2493')	ILS DA(H) Refer to Minimums
MISSED APCH: Climb STRAIGHT AHEAD to 1700', then turn RIGHT to intercept CMA VOR R-127, proceed on CMA VOR R-127 to AOFFY, follow D27 DME Arc CMA VOR to EASTA at 7000' and hold or as directed by ATC. No turn before MAP (LOC only). Speed restricted to Max IAS 200 Kts until after turn.		Apt Elev 1036' Rwy 1007'	
Alt Set: hPa	Rwy Elev: 36 hPa	Trans level: FL 130	Trans alt: 11000'
1. VOR, DME required.		MSA CMA VOR ① 7600' ③ 8800' ② 5600' ④ 10,600'	



LOC (GS out)	ICMA DME	1.8	3.0	4.0	5.0	6.0	7.0	FAF
	ALTITUDE	1570'	1940'	2260'	2575'	2890'	3205'	3500'



Gnd speed-Kts	70	90	100	120	140	160	PAPI SSALF	1700'	RT to CMA 116.9 R-127
GS	3.00°	372	478	531	637	743	849		
MAP at D1.8 ICMA or FAF to MAP	6.1	5:14	4:04	3:40	3:03	2:37	2:17		

1 ILS STRAIGHT-IN LANDING RWY36				CIRCLE-TO-LAND		No Circling
LOC (GS out)						
A: 1390' (383') C: 1410' (403')		B: 1400' (393') D: 1420' (413')		MDA(H) 1570' (563')		
FULL	ALS out			Max Kts	MDA(H)	
A	1500m	1900m	3000m		100	2020' (984') -3000m
B	1600m	2000m			135	2220' (1184') -4800m
C	1600m	2000m			180	2220' (1184') -4800m
D	1700m	2100m			205	2420' (1384') -4800m

1 ILS DA(H) 1240' (233') is approved for all CATS when missed apch climb gradient min 4.0% (243 FT/NM) can be achieved until after turn.

CHANGES: Hold bearings at CMA VOR, TCH, notes.

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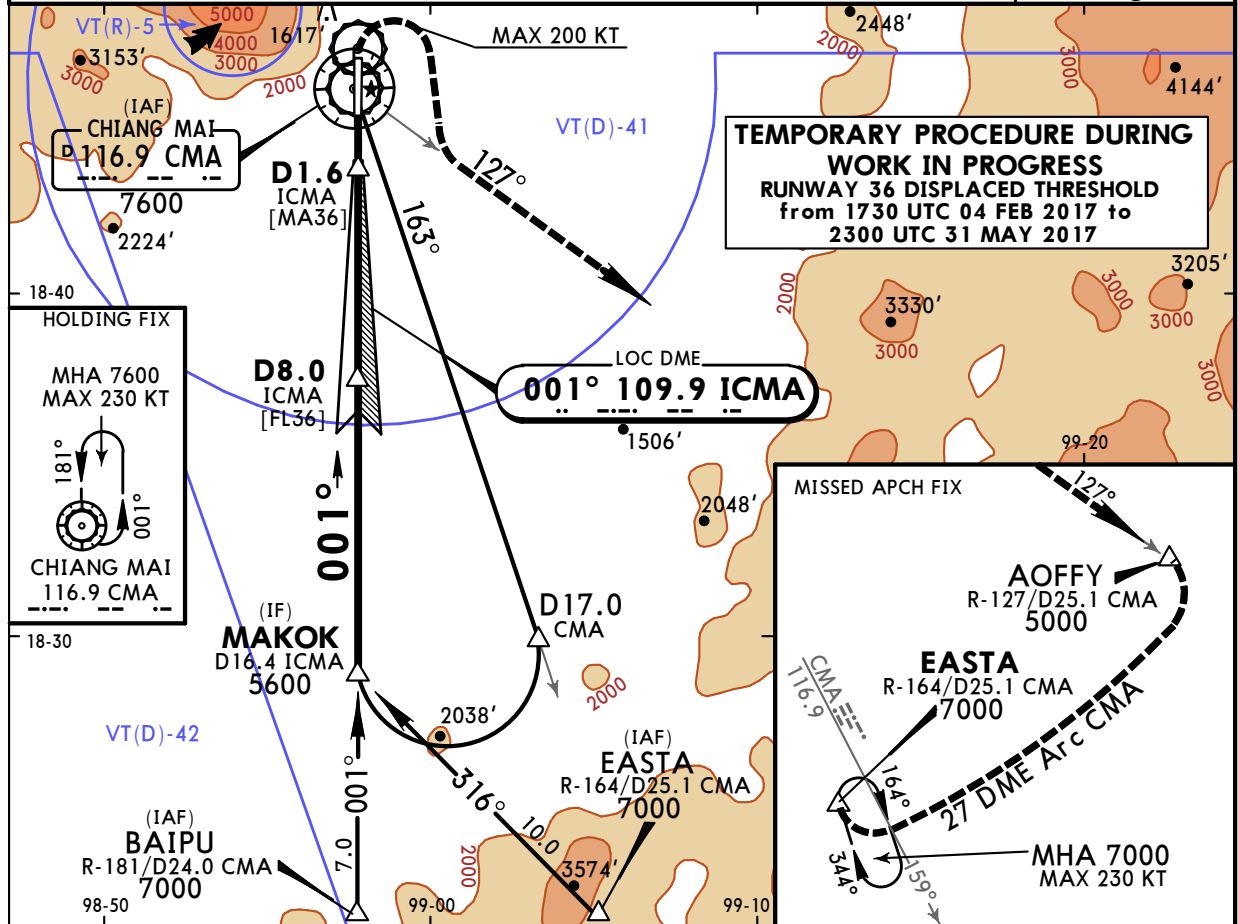
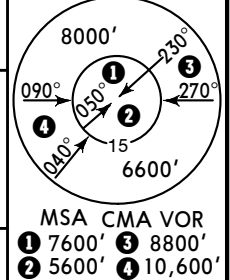
VTCC/CNX
CHIANG MAI INTL

27 JAN 17 **(11-1-0)**

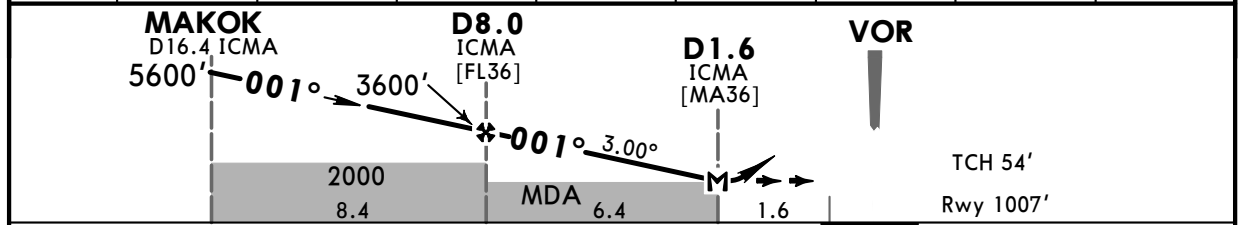
CHIANG MAI, THAILAND
LOC Z Rwy 36

BRIEFING STRIP™

ATIS 127.2		CHIANG MAI Approach (R) 129.6		CHIANG MAI Tower 118.1		Ground 121.9				
LOC ICMA 109.9		Final Apch Crs 001°		Minimum Alt D8.0 ICMA 3600' (2593')		MDA(H) 1570' (563')		Apt Elev 1036' Rwy 1007'		
MISSED APCH: Climb STRAIGHT AHEAD to 1700', then turn RIGHT to intercept CMA VOR R-127, proceed on CMA VOR R-127 to AOFFY, follow D27 DME Arc CMA VOR to EASTA at 7000' and hold or as directed by ATC. No turn before MAP. Speed restricted to MAX 200 KT until after turn.										
Alt Set: hPa Rwy Elev: 36 hPa Trans level: FL 130 Trans alt: 11000'										
1. VOR, DME required.										



ICMA DME	1.6	2.0	3.0	4.0	5.0	6.0	7.0	FAF
ALTITUDE	1570'	1690'	2005'	2320'	2635'	2955'	3270'	3600'



Gnd speed-Kts	70	90	100	120	140	160	PAPI SSALF 1700' ↑	CMA to 116.9 R-127 RT
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D1.6 ICMA or FAF to MAP	6.4	5:29	4:16	3:50	3:12	2:45		

STRAIGHT-IN LANDING RWY 36			CIRCLE-TO-LAND		<div>No Circling</div>
MDA(H) 1570' (563')			Max Kts	MDA(H)	
ALS out			100	2020' (984') - 3000m	
3000m			135	2220' (1184') - 4800m	
			180	2420' (1384') - 4800m	
A			205	2420' (1384') - 4800m	
B					
C					
D					

PANS OPS

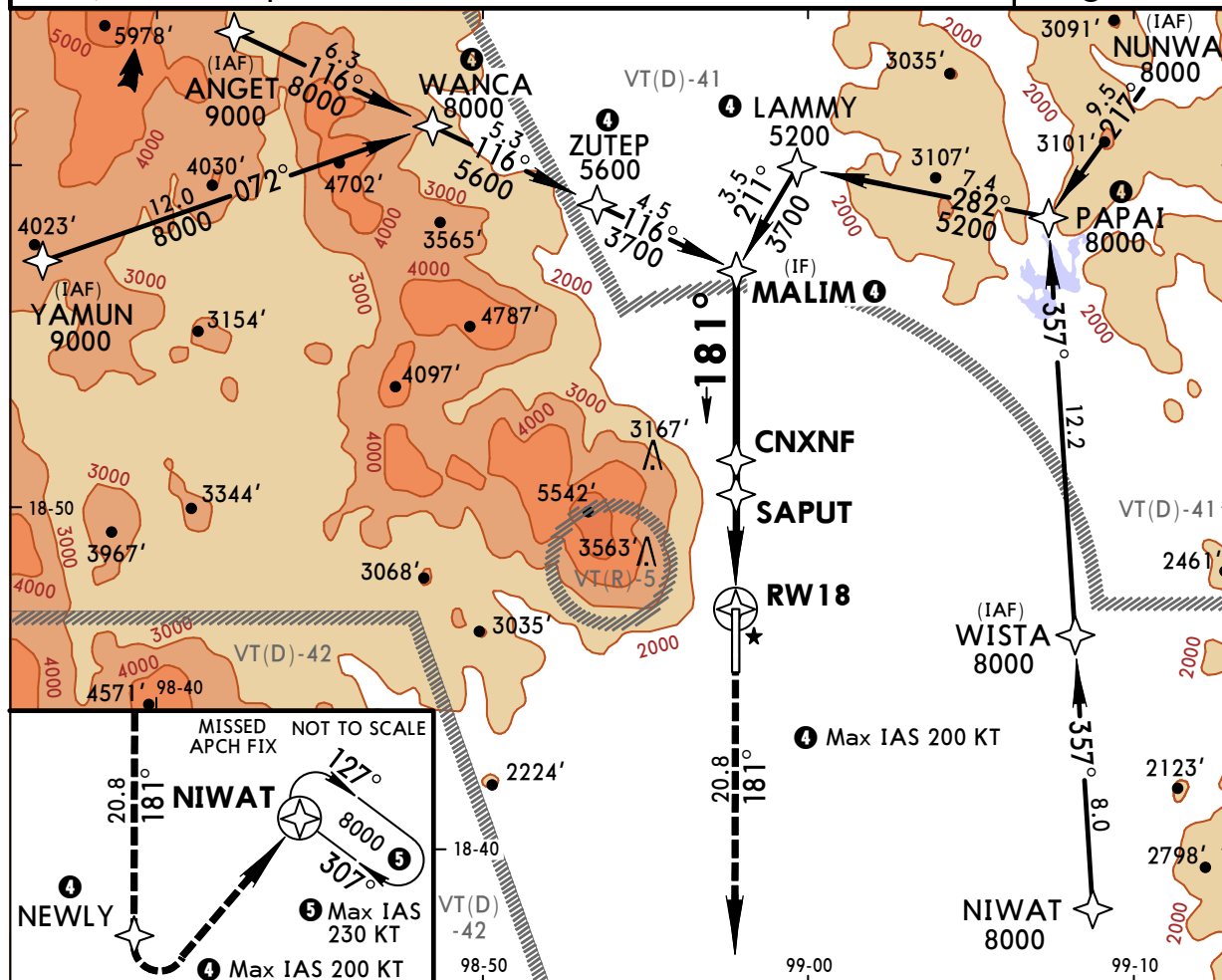
VTCC/CNX
CHIANG MAI INTL

JEPPesen
2 DEC 16 (12-1)

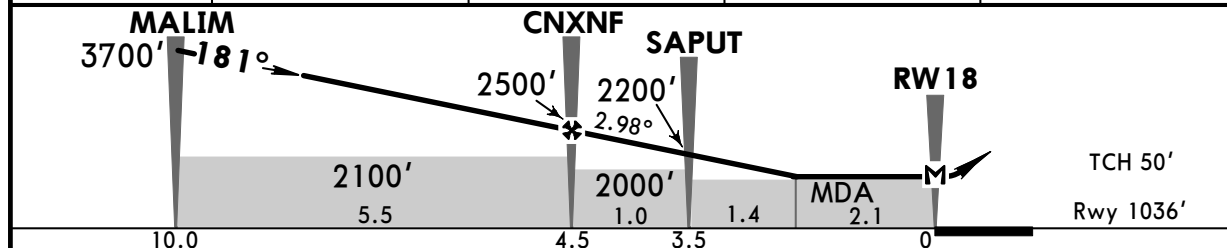
CHIANG MAI, THAILAND
RNAV (GNSS) Rwy 18

BRIEFING STRIP

ATIS 127.2	CHIANG MAI Approach (R) 129.6	CHIANG MAI Tower 118.1	Ground 121.9
RNAV	Final Apch Crs 181°	Procedure Alt CNXNF 2500' (1464')	LNAV MDA(H) 1750' (714')
		Apt Elev 1036'	Rwy 1036'
MISSED APCH: Climb on track 181° to NEWLY, then turn LEFT, continue climb direct to NIWAT at 8000' and hold or as directed by ATC. No turns before MAP. MAX 200 KT until after turn.			
Alt Set: hPa	Rwy Elev: 37 hPa	Trans level: By ATC	Trans alt: 11000'
1. FMS, RNP APCH required.			



NM to THR	FAF	4.0	3.0	2.1
ALTITUDE	2500'	2360'	2040'	MDA



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	2.98°	369	474	527	633	738
MAP at RW18						

STRAIGHT-IN LANDING RWY 18			CIRCLE-TO-LAND		No Circling
LNAV MDA(H) 1750' (714')			Max Kts	MDA(H)	
A	1200m	1600m	100	2020' (984') - 2000m	
B			135	2020' (984') - 2400m	
C	3200m		180	2220' (1184') - 4800m	
D	3600m		205	2420' (1384') - 4800m	

VTCC/CNX
CHIANG MAI INTL

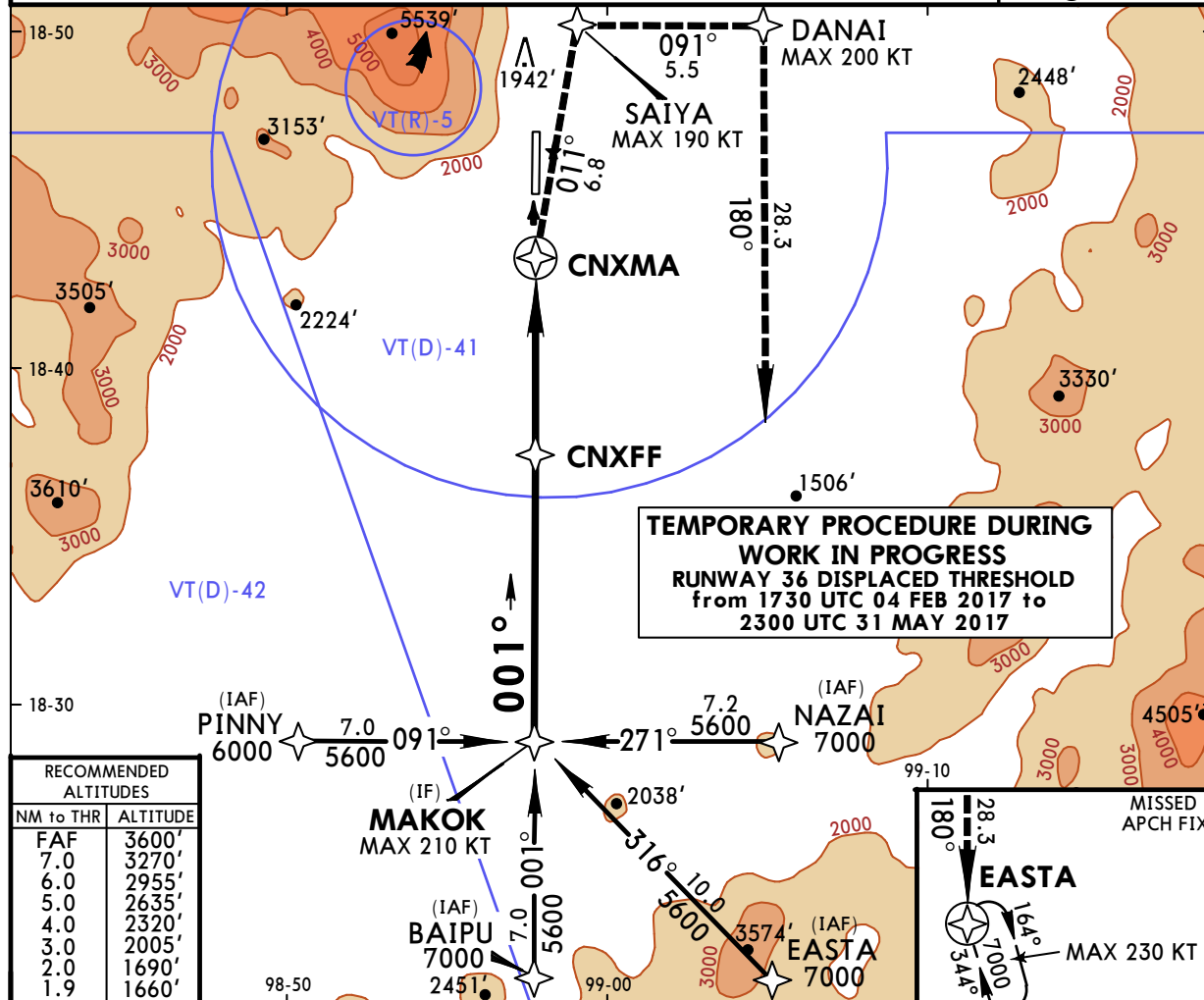
27 JAN 17

(12-1-0)

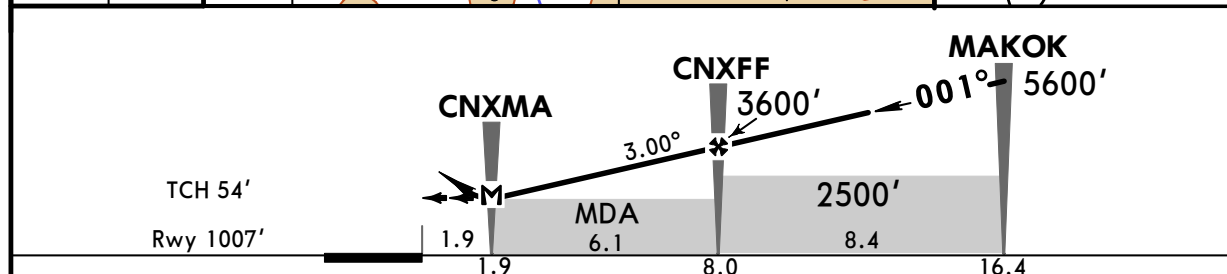
CHIANG MAI, THAILAND
RNAV (GNSS) Z Rwy 36

BRIEFING STRIP

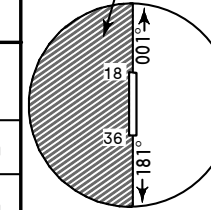
ATIS 127.2	CHIANG MAI Approach (R) 129.6	CHIANG MAI Tower 118.1	Ground 121.9
RNAV	Final Apch Crs 001°	Procedure Alt CNXFF 3600' (2593')	LNAV MDA(H) 1660' (653')
		Apt Elev 1036'	Rwy 1007'
MISSED APCH: At MAP, turn RIGHT climb on course 011° to SAIYA. Continue to DANAI then EASTA at 7000', and hold or as directed by ATC.			
Alt Set: hPa	Rwy Elev: 36 hPa	Trans level: FL 130	Trans alt: 11000'
1. FMS, RNP APCH required.			



RECOMMENDED ALTITUDES	
NM to THR	ALTITUDE
FAF	3600'
7.0	3270'
6.0	2955'
5.0	2635'
4.0	2320'
3.0	2005'
2.0	1690'
1.9	1660'



Gnd speed-Kts	70	90	100	120	140	160	PAPI SSALF		7000'	on 011°	SAIYA
Descent Angle	3.00°	372	478	531	637	743	849				
MAP at CNXMA											

STRAIGHT-IN LANDING RWY 36			CIRCLE-TO-LAND		<div>No Circling</div>
LNAV			MDA(H)		
MDA(H) 1660'(653')					
ALS out					
A			Max Kts		
B			100	MDA(H) 2020'(984') - 3600m	
C	3200m	3600m	135	2220'(1184') - 4800m	
D			180	2420'(1384') - 4800m	
			205		

PANS OPS

VTCC/CNX
CHIANG MAI INTL

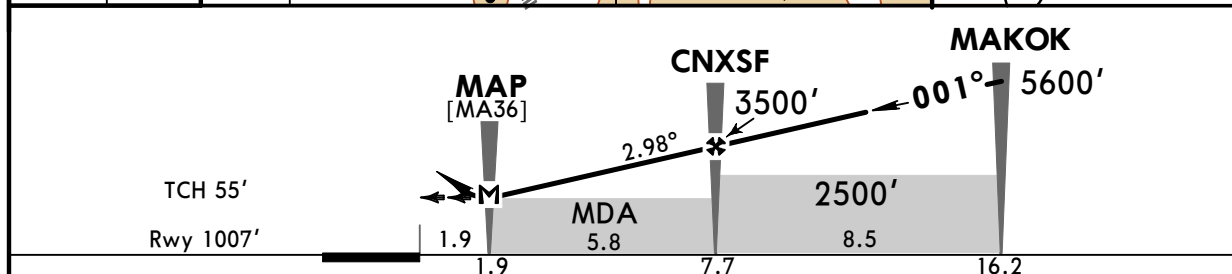
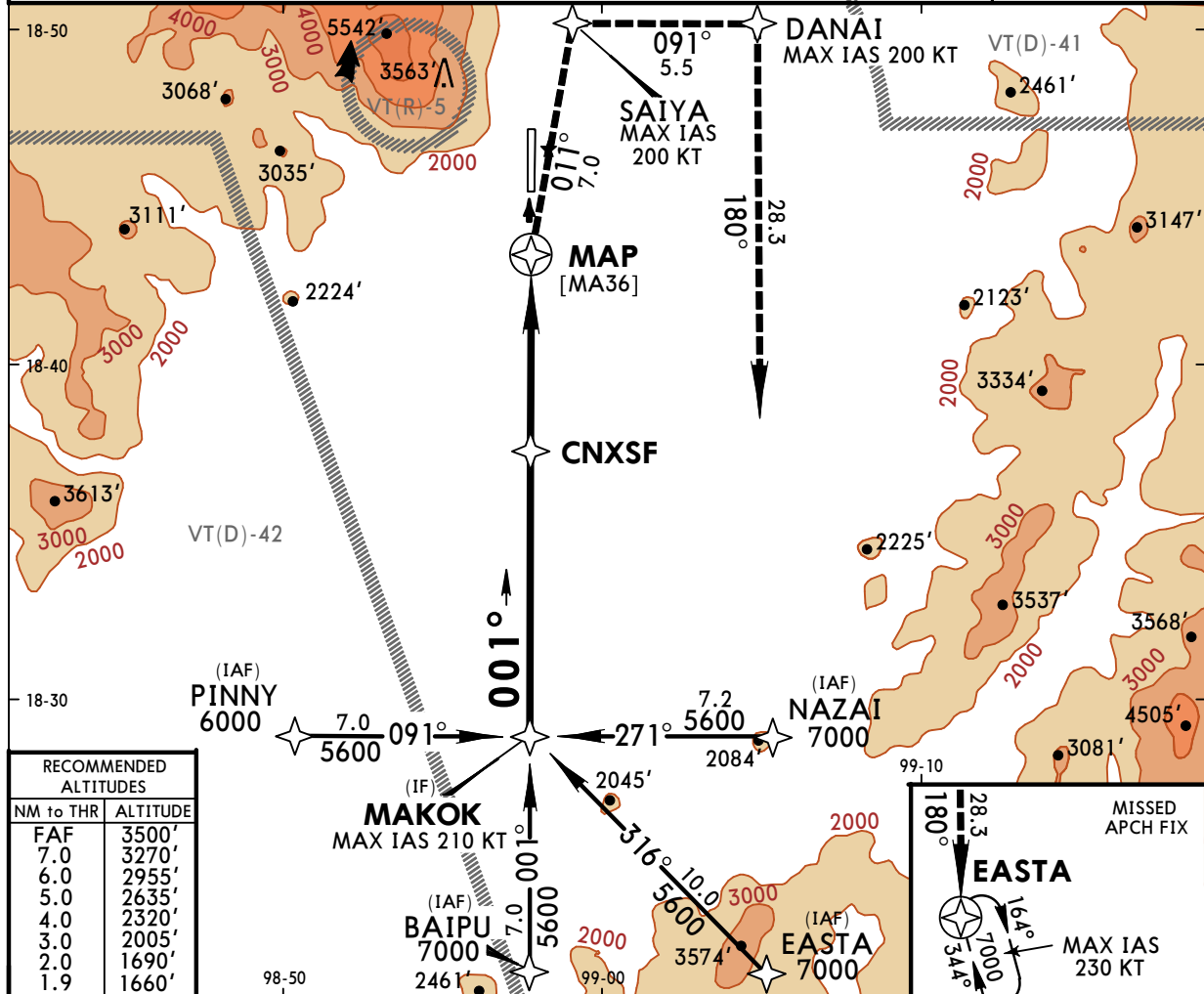
2 DEC 16

(12-2)

CHIANG MAI, THAILAND
RNAV (GNSS) Rwy 36

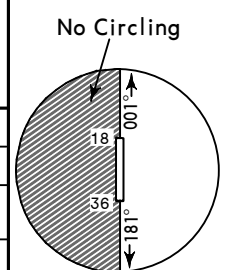
BRIEFING STRIP

ATIS 127.2	CHIANG MAI Approach (R) 129.6	CHIANG MAI Tower 118.1	Ground 121.9
RNAV	Final Apch Crs 001°	Procedure Alt CNXSF 3500' (2493')	LNAV MDA(H) 1660' (653')
		Apt Elev 1036'	Rwy 1007'
MISSED APCH: At MAP, turn RIGHT climb on course 011° to SAIYA. Continue to DANAI then EASTA at 7000', and hold or as directed by ATC.			
Alt Set: hPa	Rwy Elev: 36 hPa	Trans level: FL 130	Trans alt: 11000'
1. FMS, RNP APCH required.			



Gnd speed-Kts	70	90	100	120	140	160		PAPI SSALF	7000'	on 011°	SAIYA
Descent Angle	2.98°	369	474	527	633	738	843				
MAP at MAP											

STRAIGHT-IN LANDING RWY 36				CIRCLE-TO-LAND			
LNAV MDA(H) 1660' (653')							
ALS out				Max Kts	MDA(H)		
A				100	2020' (984') - 2000m		
B				135	2020' (984') - 2400m		
C	3200m			180	2220' (1184') - 4800m		
D	3600m			205	2420' (1384') - 4800m		



VTCC/CNX
CHIANG MAI INTL

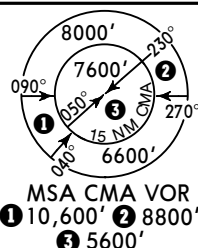
22 APR 16

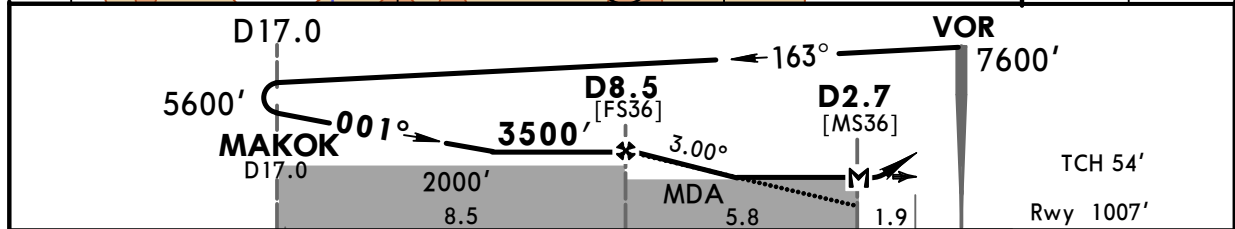
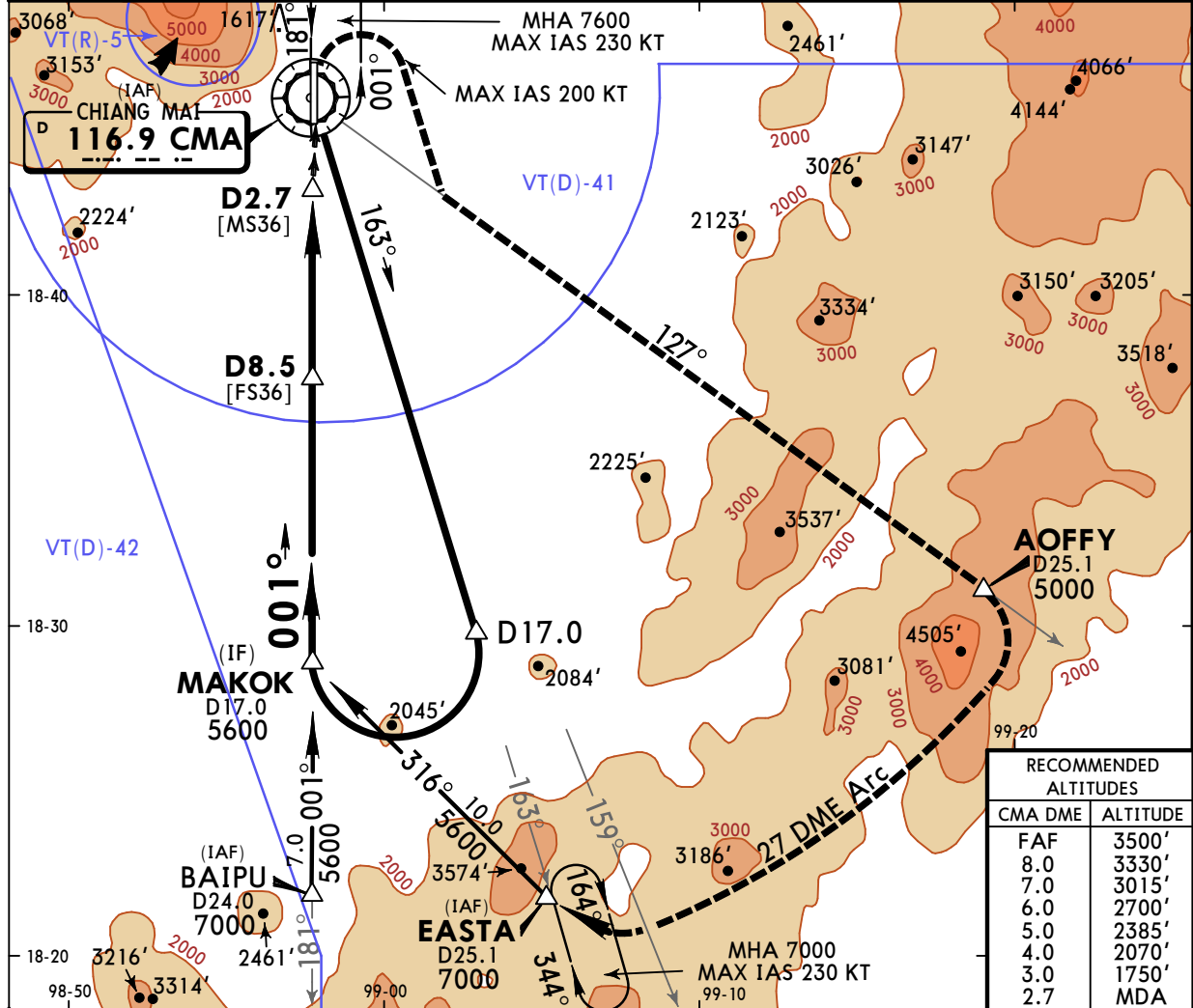
13-1

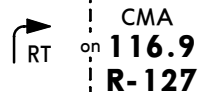
Eff 28 Apr

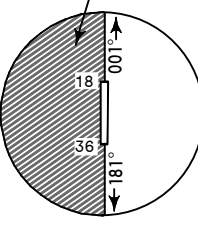
CHIANG MAI, THAILAND
VOR Rwy 36

BRIEFING STRIP

ATIS 127.2		CHIANG MAI Approach (R) 129.6		CHIANG MAI Tower 118.1		Ground 121.9	
VOR CMA 116.9	Final Apch Crs 001°	Minimum Alt D8.5 3500'(2493')	MDA(H) 1660'(653')		Apt Elev 1036' Rwy 1007'		
MISSED APCH: Climb STRAIGHT AHEAD to 1700', then turn RIGHT to intercept via outbound CMA VOR R-127, proceed on CMA VOR R-127 to AOFFY follow 27 DME Arc to EASTA at 7000' and hold or as directed by ATC. No turn before MAP. MAX IAS 200 KT until after turn.							
Alt Set: hPa		Rwy Elev: 36 hPa		Trans level: FL 130		Trans alt: 11000'	
1. DME required.							



Gnd speed-Kts	70	90	100	120	140	160	PAPI SSALF	1700'	
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at D2.7									

STRAIGHT-IN LANDING RWY 36			CIRCLE-TO-LAND		<div>No Circling</div>
MDA(H) 1660' (653')			Max Kts	MDA(H)	
A		ALS out	100	2020' (984') -2000m	
B			135	2020' (984') -2400m	
C	3200m	3600m	180	2220' (1184') -4800m	
D			205	2420' (1384') -4800m	

PANS OPS