GENERAL

Operational Hours

ATS Hours: H24

AD ADMIN Hours: 2230-1500

Airport Information

RFF: CAT 8
Fuel: 0100-1130
PCN: RWY 05/23: 61/F/C/X/T
Customs: O/R

Operation

Preferential RWY
LDG: RWY 23
TKOF: RWY 05

ARRIVAL

Communication

COM Failure: See CRAR.

Arrival Procedure

VFR Traffic Pattern: RWY 23 right-hand circuit.

Continuous Descent Operation (CDO)
CDO is AVBL H24.
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 Ubon TMA.
Longitudinal separation required will be at least 7min 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 followng 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).

Operations without Vectoring
RNAV (GNSS) RWY 05
Arriving on A1
- After passing, 30NM from UBL DVOR, at ALT not lower than 8000ft, proceed to KATIB (IAF) and follow the RNAV (GNSS) procedure.
- The pilot may request permission to fly directly to IF, after receiving permission, fly directly to MAYSA IF at ALT not lower than 3300ft and cross 30NM from UBL DVOR at ALT not lower than 8000ft and follow the RNAV (GNSS) procedure.

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ARRIVAL

VOR RWY 05
Arriving on A1
- After passing, 30NM from UBL DVOR, at ALT not lower than 8000ft, proceed to KATIB (IAF) and follow the VOR RWY 05 procedure.
- The pilot may request permission to fly directly to IF, after receiving permission, fly directly to WIMON IF at ALT not lower than 3300ft and cross 30NM from UBL DVOR at ALT not lower than 8000ft and follow the VOR RWY 05 procedure.

ILS or LOC RWY 23
Arriving on A1
- After passing, 30NM from UBL DVOR at ALT not lower than 8000ft, proceed to UBL VOR/DME at ALT not lower than 5000ft and follow the ILS or LOC RWY 23 procedure.
- The pilot may request permission to fly directly to IF, after receiving permission, fly directly to MAPAW (IF) at ALT 3300ft and cross 30NM from UBL DVOR at ALT not lower than 8000ft and follow the ILS or LOC RWY 23 procedure.

RNAV (GNSS) RWY 23
Arriving on A1
- After passing, 30NM from UBL DVOR at ALT not lower than 8000ft, proceed to NANOI at ALT not lower than 5000ft and follow the RNAV (GNSS) RWY 23 procedure.
- The pilot may request permission to fly directly to IF, after receiving permission, fly directly to KANYA (IF) at ALT 3300ft and cross 30NM from UBL DVOR at ALT not lower than 8000ft and follow the RNAV (GNSS) RWY 23 procedure.

Non-standard GP intercept position on RWY 23
GP intercepts RWY 23 at *308m / 1011ft* after landing threshold.
Remaining LDG DIST beyond GP is 2092*m / 6863ft*.

Warning

PAPI RWY 23 not coincident with GP for ACFT smaller than B747 at D0.7/600ft AMSL.

DEPARTURE

Take-off Minima

RWY		05/23	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

Communication

COM Failure: See CRAR.

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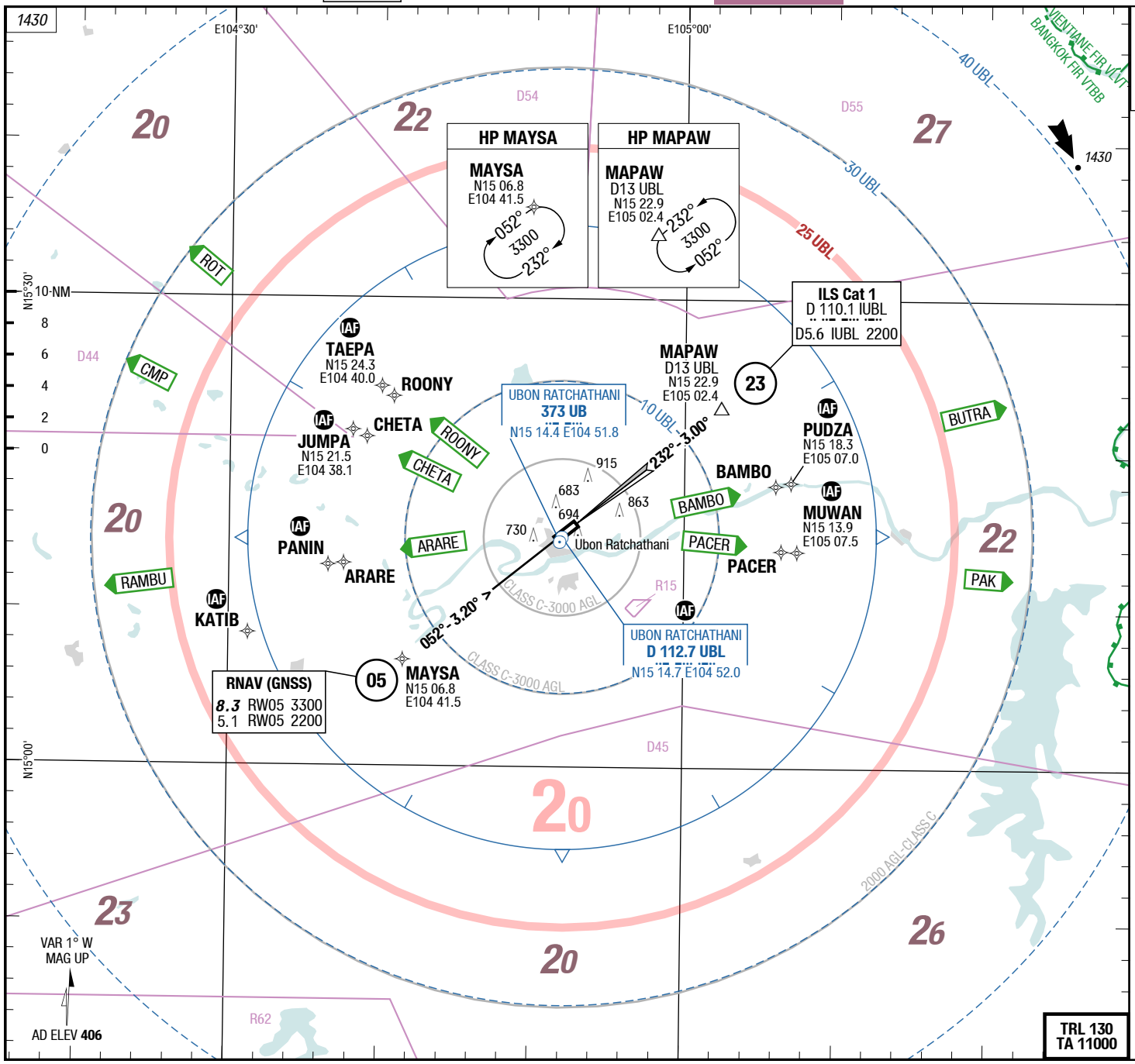
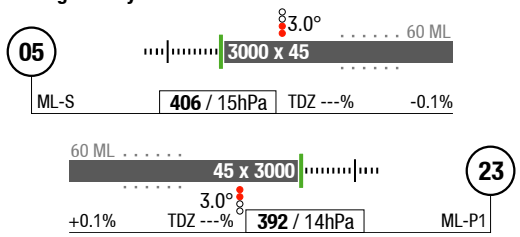


ATIS	373 UB	2300-1400
APP	123.500	2330-1430, 1431-2329 with 3 HR PN to ATC
TWR	119.900	
GND	121.900	

Landing RWY system:



Changes: MSA, OBST, TOPO

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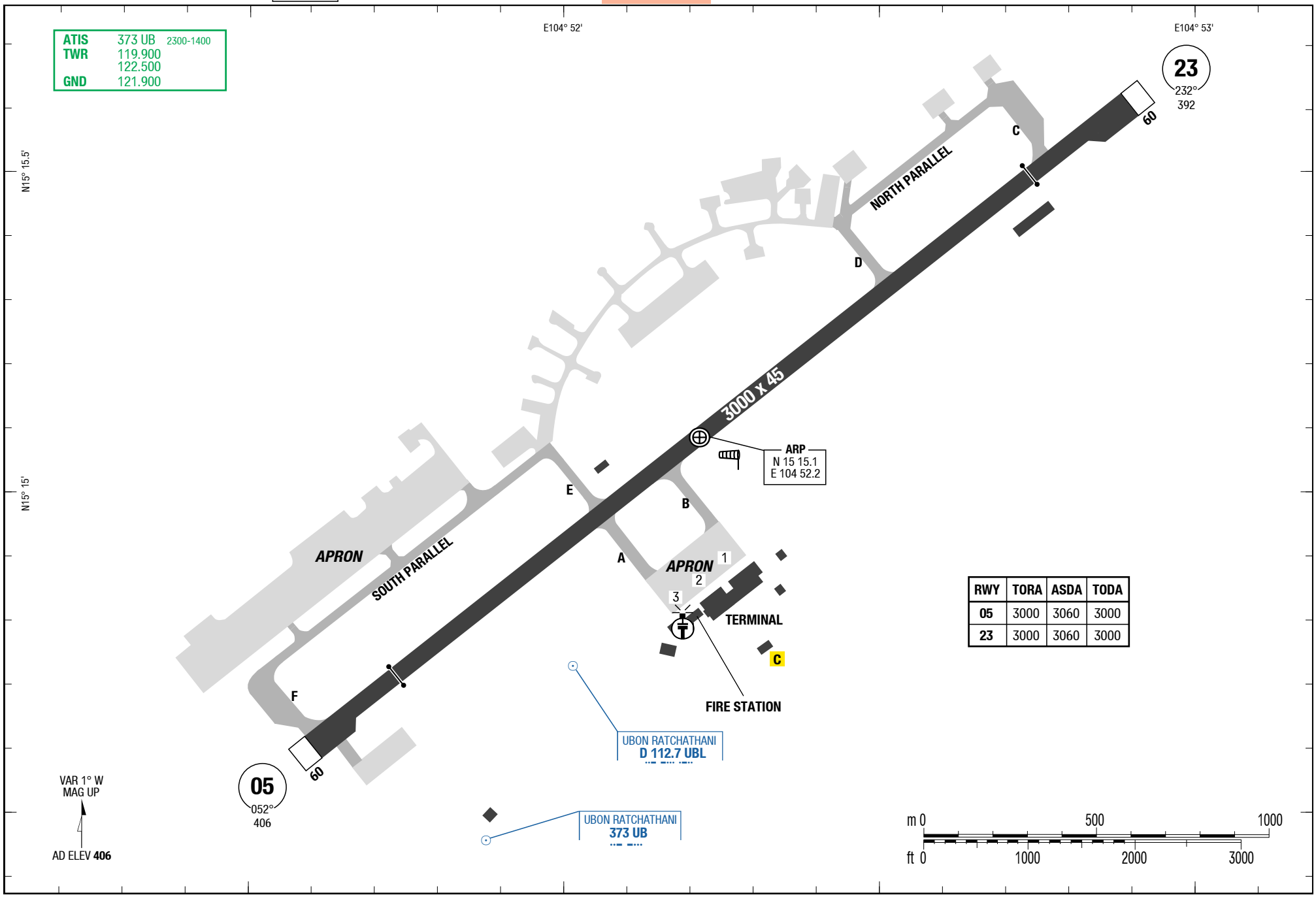

RWY	TORA	ASDA	TODA
05	3000	3060	3000
23	3000	3060	3000

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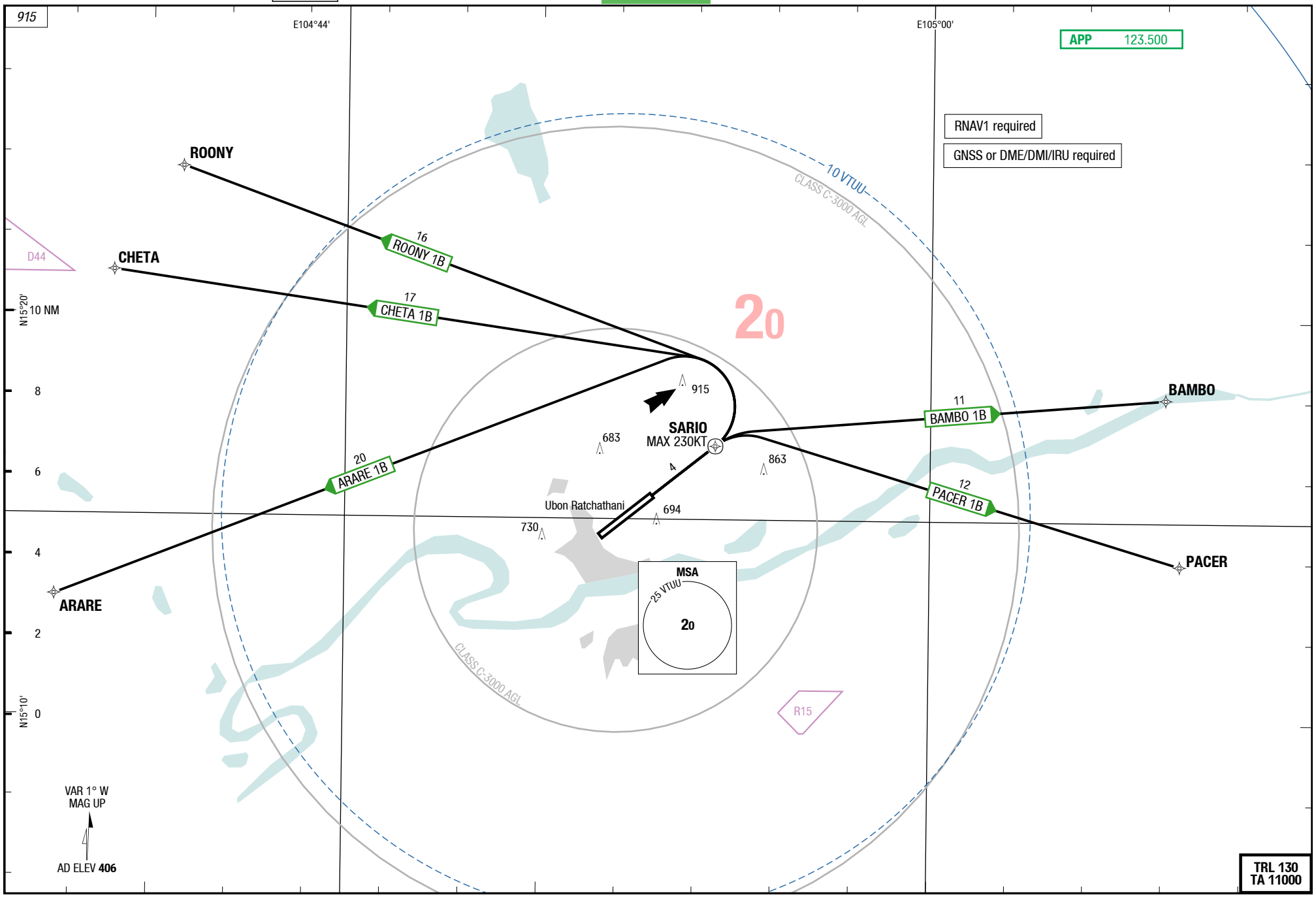
Changes: Nil

Thailand **Ubon** Ubon Ratchathani
RNAV SIDs RWY 23
RNAV SIDs RWY 05

SID SID

Ubon Ratchathani **Ubon** Thailand
RNAV SIDs RWY 23
RNAV SIDs RWY 05



Changes: OBST

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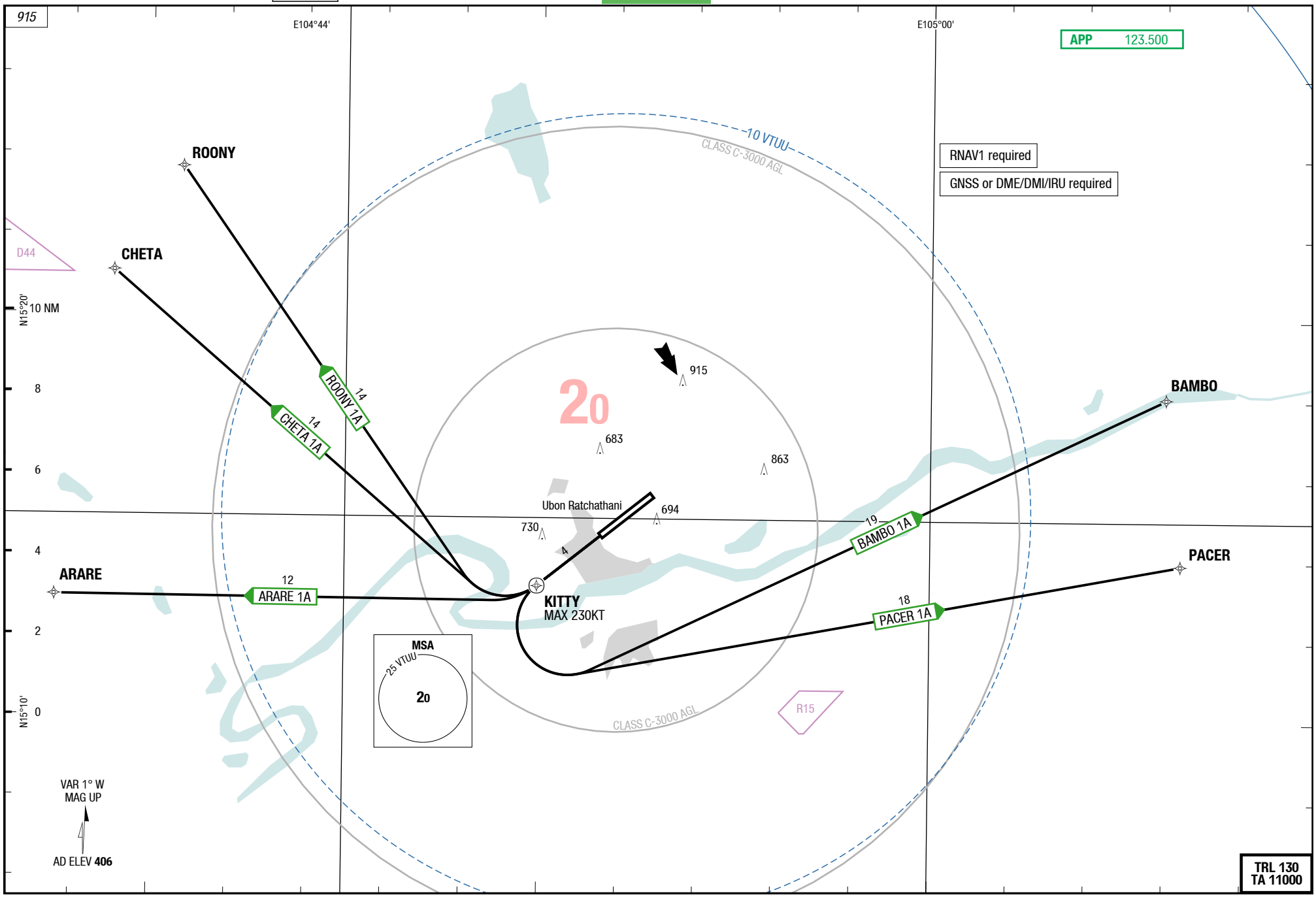

Changes: OBST

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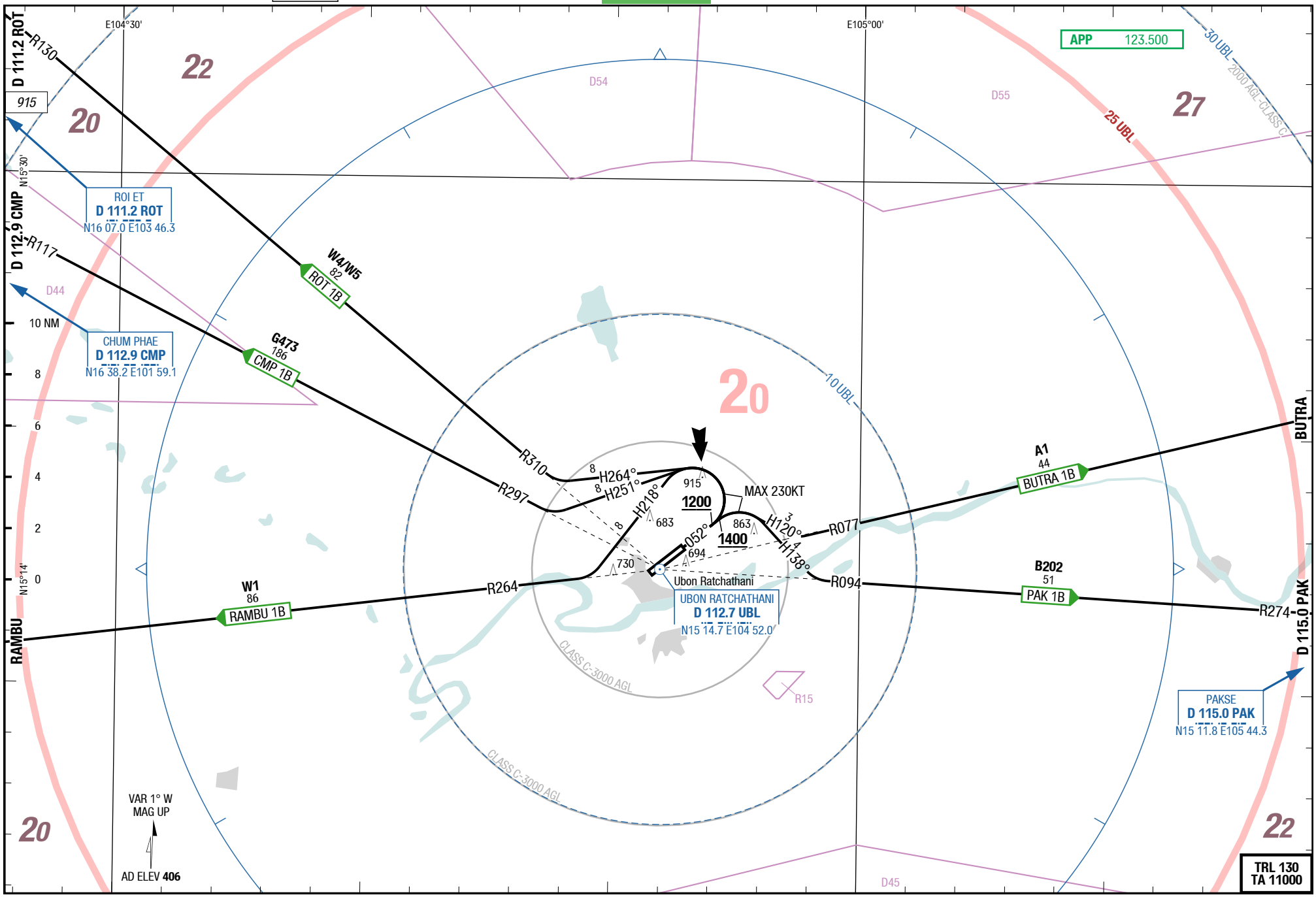

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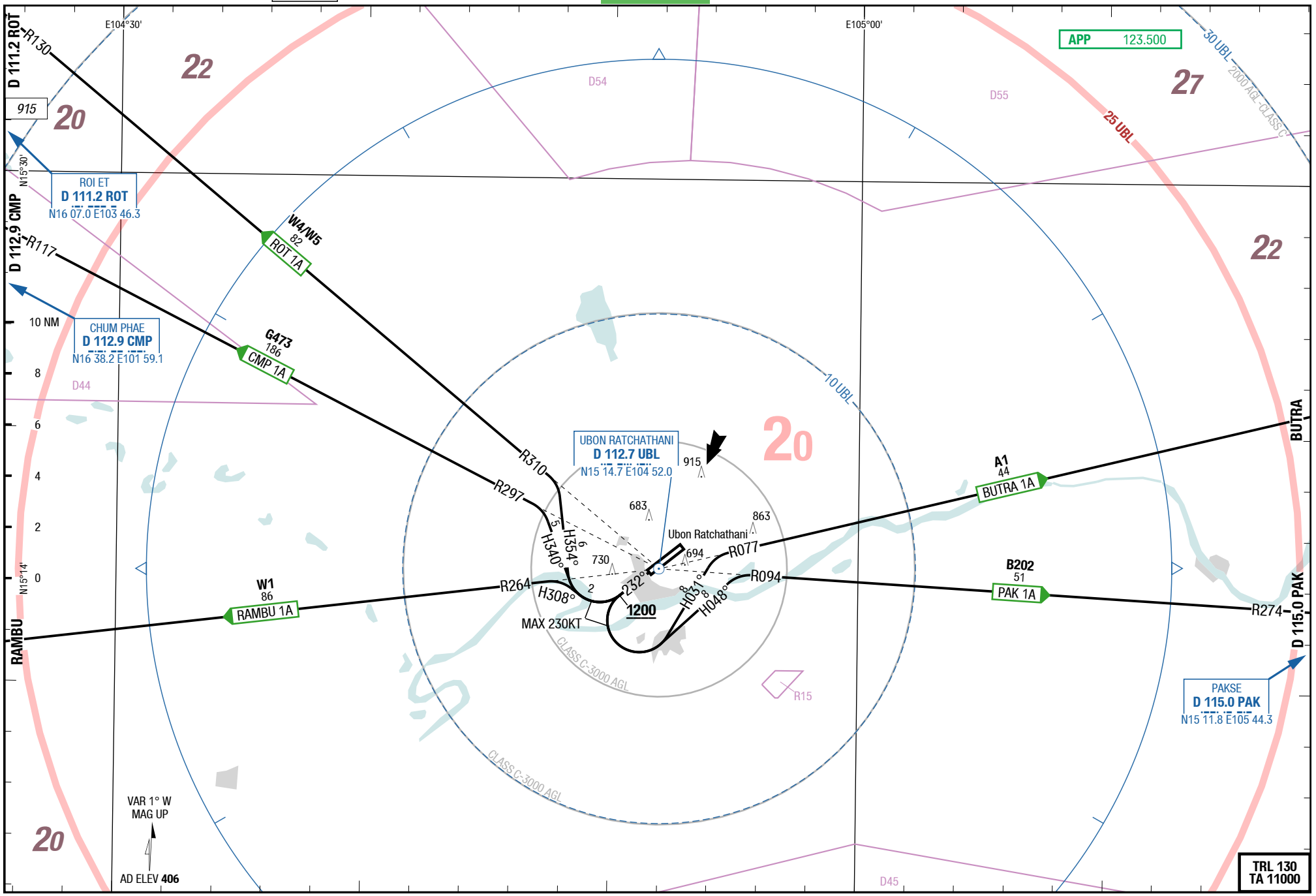
Changes: MSA, OBST, TOPO



Changes: MSA, OBST, TOPO

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ARARE 1B / BAMBO 1B / CHETA 1B / PACER 1B / ROONY 1B

RWY 05 (052°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05	
ARARE 1B 5.0% to 1500 **123.500**	SARIO [K230- ;L] - ARARE	
BAMBO 1B 5.0% to 1500 **123.500**	SARIO [K230- ;R] - BAMBO	
CHETA 1B 5.0% to 1500 **123.500**	SARIO [K230- ;L] - CHETA	
PACER 1B 5.0% to 1500 **123.500**	SARIO [K230- ;R] - PACER	
ROONY 1B 5.0% to 1500 **123.500**	SARIO [K230- ;L] - ROONY	

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ARARE 1A / BAMBO 1A / CHETA 1A / PACER 1A / ROONY 1A

RWY 23 (232°)

	GS	120	150	180	210	240	270
4.6%	ft/MIN	600	700	900	1000	1200	1300
6.3%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23	
ARARE 1A 4.6% to 1500 **123.500**	KITTY [K230- ;R] - ARARE	
BAMBO 1A 6.3% to 1500 **123.500**	KITTY [K230- ;L] - BAMBO	
CHETA 1A 4.6% to 1500 **123.500**	KITTY [K230- ;R] - CHETA	
PACER 1A 6.3% to 1500 **123.500**	KITTY [K230- ;L] - PACER	
ROONY 1A 6.3% to 1500 **123.500**	KITTY [K230- ;R] - ROONY	

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BUTRA 1B / CHUM PHAE 1B / PAKSE 1B / RAMBU 1B / ROI ET 1B

RWY 05 (052°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05	
BUTRA 1B **123.500** ①	at MNM **1400 RT** (MAX 230KT) HDG 120° intercept R077 **UBL** to BUTRA	
CHUM PHAE 1B **CMP 1B** **123.500** ①	at MNM **1200 LT** (MAX 230KT) HDG 251° intercept R297 **UBL** to **CMP**	
PAKSE 1B **PAK 1B** **123.500** ①	at MNM **1400 RT** (MAX 230KT) HDG 138° intercept R094 **UBL** to **PAK**	
RAMBU 1B **123.500** ①	at MNM **1200 LT** (MAX 230KT) HDG 218° intercept R264 **UBL** to RAMBU	
ROI ET 1B **ROT 1B** **123.500** ①	at MNM **1200 LT** (MAX 230KT) HDG 264° intercept R310 **UBL** to **ROT**	

① No turn before DER.

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BUTRA 1A / CHUM PHAE 1A / PAKSE 1A / RAMBU 1A / ROI ET 1A

RWY 23 (232°)

	GS	120	150	180	210	240	270
4.9%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23	
BUTRA 1A 4.9% to 1200 **123.500** ①	at MNM **1200 LT** (MAX 230KT) HDG 031° intercept R077 **UBL** to BUTRA	
CHUM PHAE 1A **CMP 1A** 4.9% to 1200 **123.500** ①	at MNM **1200 RT** (MAX 230KT) HDG 340° intercept R297 **UBL** to **CMP**	
PAKSE 1A **PAK 1A** 4.9% to 1200 **123.500** ①	at MNM **1200 LT** (MAX 230KT) HDG 048° intercept R094 **UBL** to **PAK**	
RAMBU 1A 4.9% to 1200 **123.500** ①	at MNM **1200 RT** (MAX 230KT) HDG 308° intercept R264 **UBL** to RAMBU	
ROI ET 1A **ROT 1A** 4.9% to 1200 **123.500** ①	at MNM **1200 RT** (MAX 230KT) HDG 354° intercept R310 **UBL** to **ROT**	

① No turn before DER.

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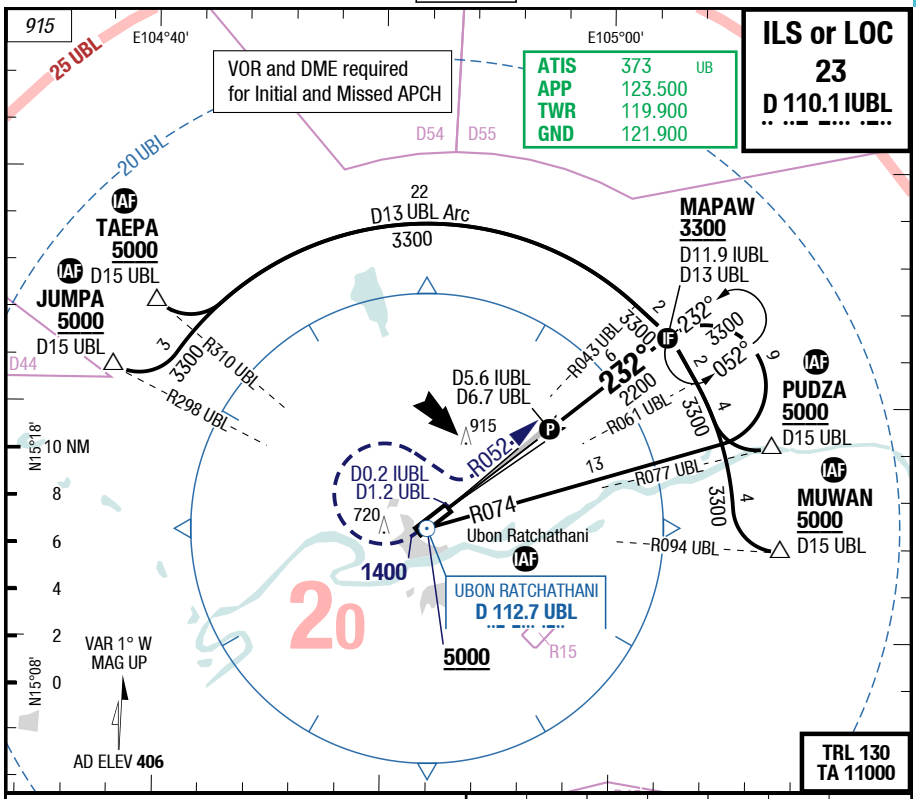
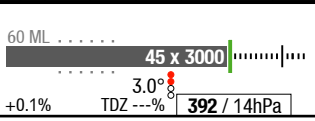
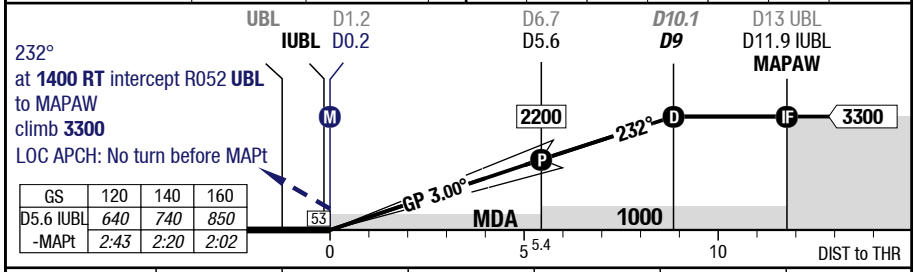




2	3	5	6	7	9	LOC 3.00° D IUBL
1040	1360	2010	2330	2660	3300	



GS	120	140	160
D5.6 IUBL -MAPt	640 2:43	740 2:20	850 2:02

23		Cat 1 DME	LOC DME				Circling
C	ft - m/km ft	280 - 1.1 **670**[1]	410 - 1.7 **800**				950 - 2.4V **1350**
D	ft - m/km ft	290 - 1.2 **680**[2]	410 - 1.7 **800**				950 - 3.6V **1350**

1) With EVS 750m, wo EVS use STD
2) With EVS 800m, wo EVS use STD

Changes: Completely revised

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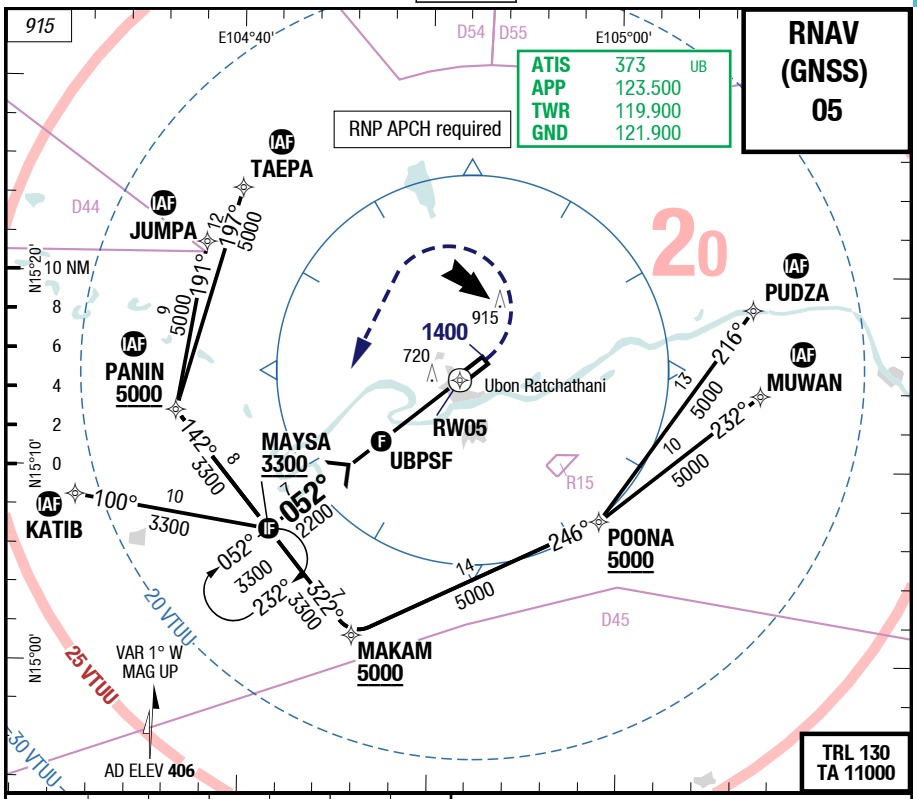
UBP-VTUU

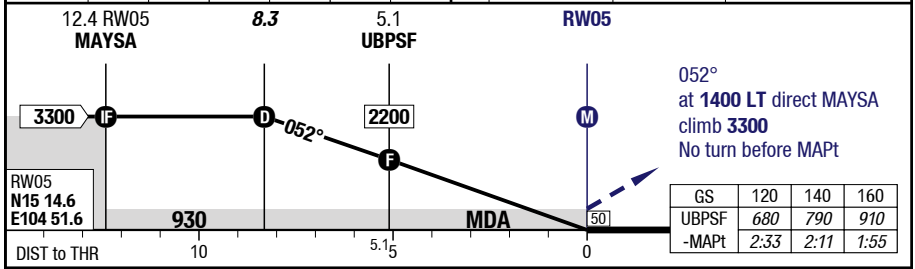
7-30

RNAV (GNSS) 05



3.20° RW05	8.3	6	5	4	3	2
	3300	2510	2170	1830	1490	1140

05 — ML-S — 3.0° — 3000 x 45 — 60 ML — 406 / 15hPa — TDZ ---% — -0.1%



GS	120	140	160
UBPSF	680	790	910
-MAPt	2:33	2:11	1:55

05		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV				Circling
C	ft - m/km ft	520 - 2.1 **920**	530 - 2.2 **930**				950 - 2.4V **1350**
D	ft - m/km ft	520 - 2.1 **920**	530 - 2.2 **930**				950 - 3.6V **1350**

1) Uncompensated BARO VNAV NA below 0°C (32°F)
2) With EVS 1.4km, wo EVS use STD

Changes: new

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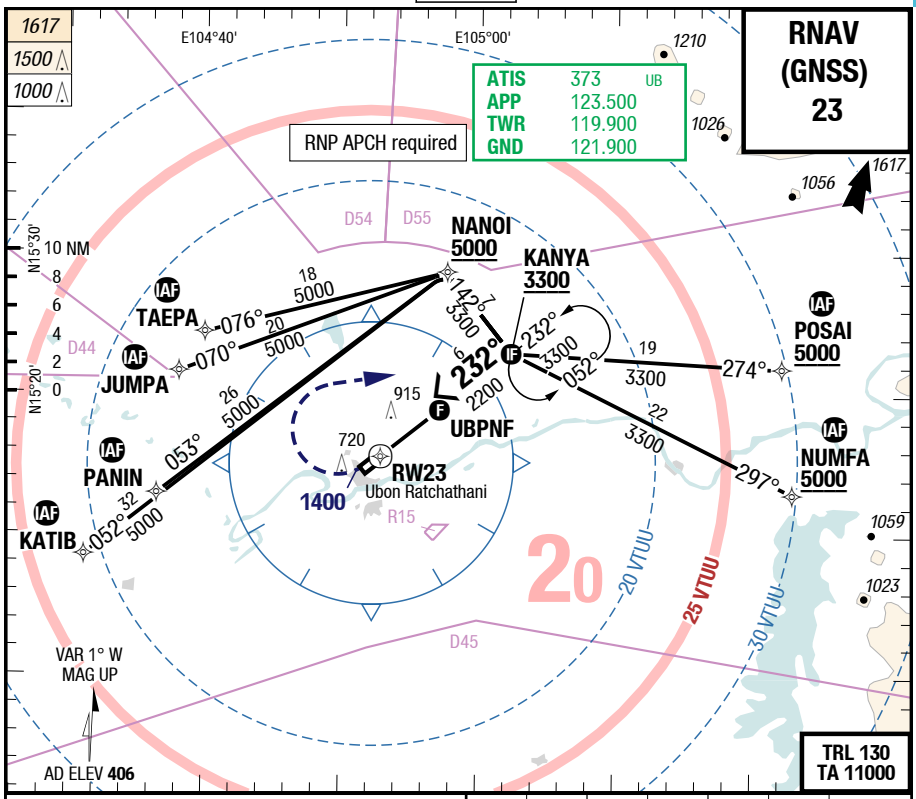
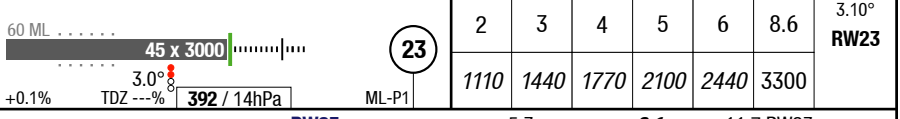
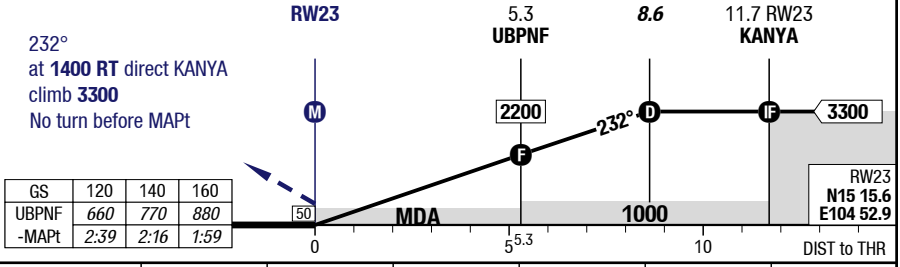
UBP-VTUU

7-40

RNAV (GNSS) 23







23		RNAV GNSS VNAV[1]	RNAV GNSS LNAV				Circling
C	ft - m/km ft	400 - 1.6 **790**[2]	440 - 1.8 **830**				950 - 2.4V **1350**
D	ft - m/km ft	430 - 1.8 **820**[3]	440 - 1.8 **830**				950 - 3.6V **1350**

1) Uncompensated BARO VNAV NA below 0°C (32°F)
2) With EVS 1.1km, wo EVS use STD
3) With EVS 1.2km, wo EVS use STD

Changes: new

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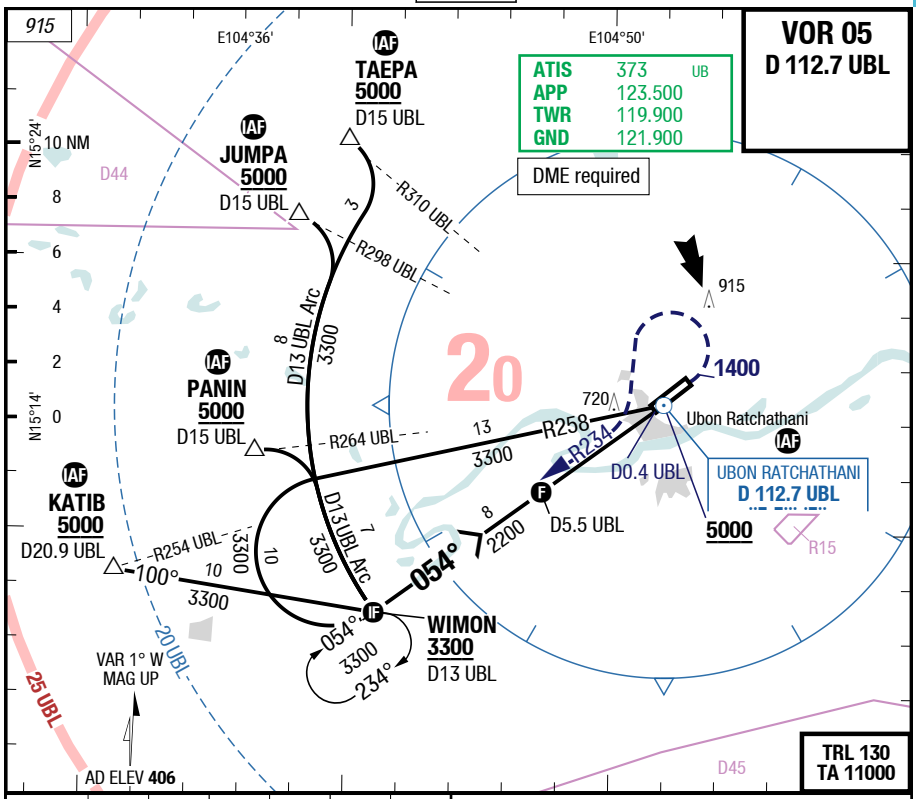
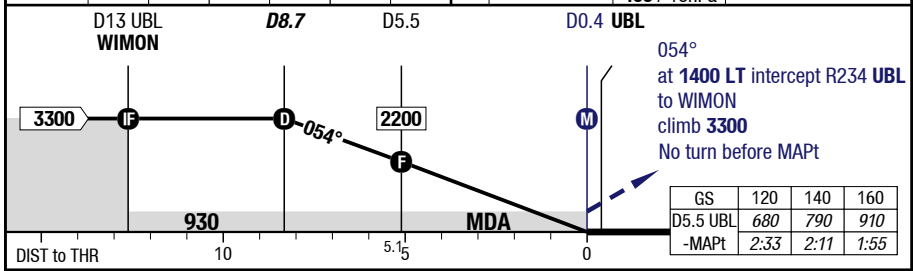


3.20°	8.7	6	5	4	3	2
D UBL						
054°	3300	*2380*	*2030*	*1690*	*1350*	*1010*
RWY 052°						

05 — ML-S — 3.0° — 60 ML — 3000 x 45 — **406** / 15hPa — TDZ ---% — -0.1%



GS	120	140	160
D5.5 UBL	*680*	*790*	*910*
-MAPt	*2:33*	*2:11*	*1:55*

05		VOR DME					Circling
C	ft - m/km ft	530 - 2.2 **930**					950 - 2.4V **1350**
D	ft - m/km ft	530 - 2.2 **930**					950 - 3.6V **1350**

Changes: Completely revised

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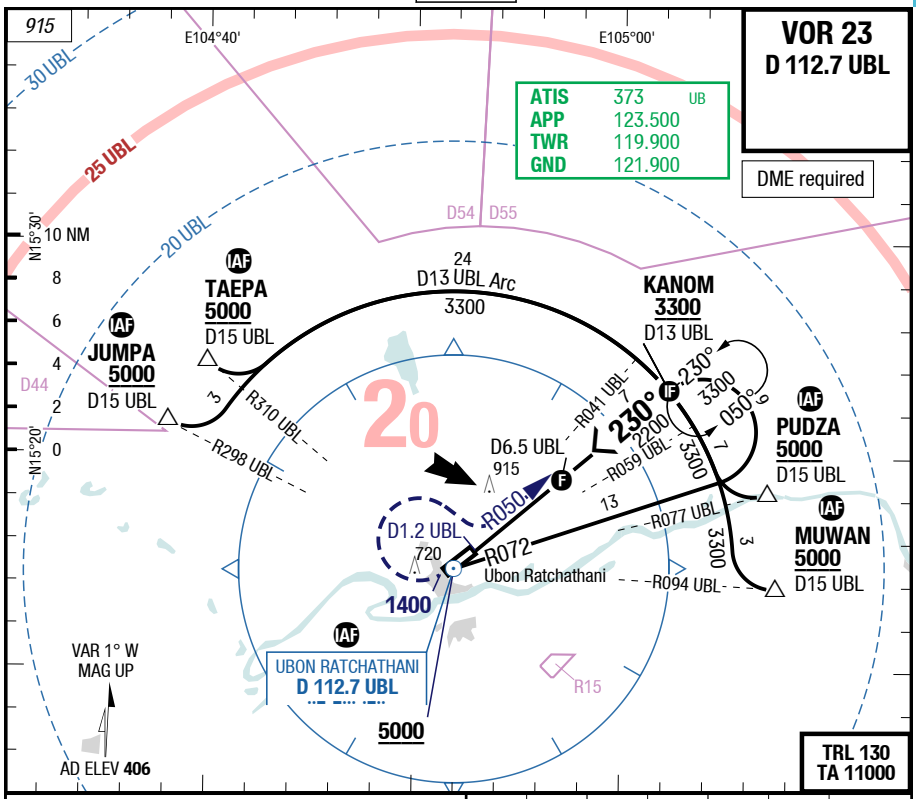
UBP-VTUU

7-60

VOR 23

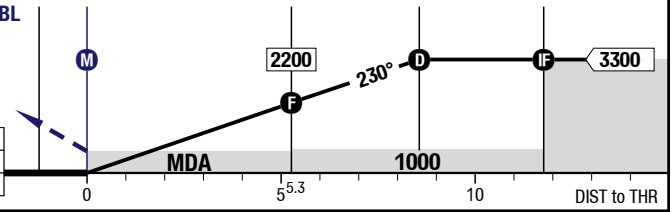


60 ML
45 x 3000
3.0°
+0.1%
TDZ ---%
392 / 14hPa
23
ML-P1

3	4	5	6	7	9.8
1040	*1370*	*1700*	*2040*	*2370*	3300

3.10°
D UBL
230°
RWY 232°

230°
at **1400 RT** intercept R050 **UBL**
to KANOM
climb **3300**
No turn before MAPt



GS	120	140	160
D6.5 UBL	*660*	*770*	*880*
-MAPt	*2:38*	*2:15*	*1:58*

23		VOR DME					Circling
C	ft - m/km ft	570 - 2.4 **960**					950 - 2.4V **1350**
D	ft - m/km ft	570 - 2.4 **960**					950 - 3.6V **1350**

Changes: Completely revised

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