VTUO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTUO - BURIRAM / BURI RAM AIRPORT

VTUO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	151336.36N 1031504.41E
2	Direction and distance from (city)	30 KM from city
3	Elevation/Reference temperature	590 FT / 28°C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	0°44' W (2016) / 0°1' W
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Buri Ram Airport Buri Ram Airport 143 Moo 12, Tambon Ronthong, Amphoe Satuk, Buri Ram Province 31150 Thailand Tel: +664 466 6341 Fax: +664 466 6340 AFS: VTUOYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTUO AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-1300, after this period 1 HR PN to ATC
2	Customs and immigration	On request
3	Health and sanitation	On request
4	AIS Briefing Office	2300-1500
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	NIL
7	ATS	2300-1100
8	Fuelling	NIL
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	NIL

VTUO AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	NIL
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

VTUO AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	In the city
3	Transportation	Limousine and Car rental from the airport
4	Medical facilities	First aid at AD and hospital in the city
5	Bank and Post Office	In the city
6	Tourist Office	NIL
7	Remarks	NIL

VTUO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 6
2	Rescue equipment	Yes
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

VTUO AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	The aerodrome is available all seasons.

VTUO AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	Surface: Concrete and asphalt Strength: PCN 45/R/C/X/T
2	Taxiway width, surface and strength	Width: 23 M Surface: Asphalt Strength: PCN 42/F/C/X/T
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTUO AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Yes
2	RWY and TWY markings and LGT	RWY and TWY EDGE: Marked and Lighted
3	Stop bars	NIL
4	Remarks	NIL

VTUO AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
NIL	NIL	NIL	NIL	NIL	NIL

VTUO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Buri Ram, Lower Northeastern Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2200-1300 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Lower Northeastern Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +669 8282 4412
6	Flight documentation Language(s) used	NIL
7	Charts and other information available for briefing or consultation	S, U85, Daily Weather Forecast, satellite and radar images
8	Supplementary equipment available for providing information	Automated Weather Observation System (AWOS)
9	ATS units provided with information	Buri Ram TWR
10	Additional information (limitation of service, etc.)	NIL

VTUO AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
04	035.57°	2100x45	PCN 42/F/C/X/T Concrete and asphalt	151318.31N 1031451.34E	THR 590 FT TDZ 590 FT
22	215.57°	2100x45	PCN 42/F/C/X/T Concrete and asphalt	151414.36N 1031531.92E	THR 561 FT TDZ 578 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
NIL	450x60	NIL	3120x300	NIL	NIL
NIL	450x60	NIL	3120x300	NIL	NIL

VTUO AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
04	2100	2100	2550	2100	NIL
22	2100	2100	2550	2100	NIL

VTUO AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
04	NIL	Green WBAR	PAPI Both 3°	NIL	NIL	2100 M 60 M White, LIH	Red	NIL	NIL
22	NIL	Green WBAR	PAPI Both 3°	NIL	NIL	2100 M 60 M White, LIH	Red	NIL	NIL

VTUO AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At tower building, FLG W G EV 3 SEC.
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	Edge: All taxiways
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at the airport, Switch-over time : 12 SEC.
5	Remarks	NIL

VTUO AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True and MAG BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	NIL

VTUO AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A circle of 5 NM Radius centred on BRM DVOR/DME (151422.43N1031531.59E)
2	Vertical limits	2000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Buri Ram Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTUO AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Buri Ram Approach	125.55 MHZ	23:00-11:00	NIL
TWR	Buri Ram Tower	122.5 MHZ	23:00-11:00	
ATIS		303 KHZ	23:00-11:00	

VTUO AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	BR	303 KHZ	H24	151419.18N 1031509.15E		
DVOR/DME	BRM	117.2 MHZ CH119X	H24	151422.43N 1031531.59E		
LOC RWY04 ILS CAT I	IBRM	109.3 MHZ	H24	151427.29N 1031541.27E		LOC: Designated operation coverage 18 NM, ALT 7000 FT AMSL.
GP		332 MHZ	H24	151327.74N 1031454.49E		GP: 3 DEG, RDH 50 FT
DME	IBRM	CH30X (109.3 MHZ)	H24	151429.12N 1031539.63E	543.43 FT	DME: Paired with LOC FREQ.

VTUO AD 2.20 LOCAL AERODROME REGULATIONS

All aircraft code letter C and higher are not allowed to turn on runway. The turn shall be made on the runway turn pad only. Any breach done by the aircraft operator shall be recorded and reported to The Civil Aviation Authority of Thailand/The Headquarter of that operator shall be liable for the compensation caused by such violation.

VTUO AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTUO AD 2.22 FLIGHT PROCEDURES

1. IMPLEMENTATION OF THE CONTINUOUS DESCENT OPERATIONS (CDO) FOR ARRIVALS INTO BURI RAM AIRPORT

1.1 Condition of Use

1.1.1 Conditions for Conducting a CDO

1.1.1.1 CDO application can be either under Surveillance or Procedural environment

1.1.1.2 CDO can be requested by pilot or initiated by ATC. Pilot should request CDO at least 5 minutes prior to reaching Top of Descent (TOD) for any type of approach.

Note: *1. There is limited benefit if CDO clearance is received at altitude lower than 10,000 FT.*

Note: *2. In case of CDO procedure being impractical due to an emergency, weather condition, traffic situation or any other reasons, an alternate instruction will be issued by ATC, or requested by pilot.*

1.1.2 Application of Other ATC Procedures

1.1.2.1 When conducting CDO, standard ATC procedures continue to apply. ATC may issue clearance to an intermediate approach level while facilitating a CDO profile.

1.1.2.2 In doing so, ATC shall endeavour to issue further descent clearance prior to the CDO flight reaching the last assigned altitude so as to prevent aircraft from levelling off.

1.1.3 Change of Runway-In-Use

1.1.3.1 In case of change on Runway-in-Use prior to aircraft reaching to Intermediate Fix (IF). i.e. from RWY 04 to RWY 22 CDO procedure shall be cancelled.

1.1.3.2 Pilot should then re-plan arrival route to the revised landing runway and inform ATC if the flight would still be able to meet all required speed/altitude restrictions.

1.1.4 Aircraft Type

CDO procedure is applicable for FMS capable aircraft.

1.1.5 Arrival Routes

CDO procedure is in place for all aircraft on W1 inbound to Buri Ram Airport.

1.1.6 Operations Time

CDO is available 24 hours.

1.1.7 Available Runway

CDO procedure is available for RWY 04.

1.1.8 Types of Approach

1.1.8.1 ILS or LOC y RWY 04

1.1.8.2 ILS or LOC z RWY 04

1.1.9 Speed

When traffic permits, aircraft will operate at an optimum speed calculated by FMS, depending on aircraft type. The following speed guidance should be applicable in case of high traffic volume

Flight Status	Speed Range
Above 10 000 FT.	250 – 320 IAS
Below 10 000 FT.	220 – 250 IAS
Final Segment (up to 4 NM)	160 – 180 IAS

1.1.10 Minimum Flight Altitude

1.1.10.1 Outside BURI RAM TMA, aircraft shall comply with altitude constraints of the CDO procedure.

1.1.10.2 Inside BURI RAM TMA, during CDO, minimum safety altitudes are identical to those within Instrument Approach Procedures required.

1.2 CDO Procedure

1.2.1 Before aircraft reaching TOD (approximately 60 NM from the airport), either pilot or ATC can initiate CDO using phraseologies described in paragraph 1.3.

1.2.2 When all requirements for CDO are met and situation permits, CDO will commence.

1.2.3 Pilot shall operate aircraft FMS to plan optimal descent profile and report CDO execution commencing descent.

1.2.4 Aircraft should descend continuously on normal arrival route to BURI RAM TMA.

1.2.5 Longitudinal separation required will be at least 8 minutes between CDO traffic.

1.2.6 CDO Operations

1.2.6.1 Fully ILS or LOC y RWY 04 Procedure

Aircraft Arriving on W1

Aircraft Arriving on W1 after 35 DME from BURI RAM DVOR, altitude 7,000 FT., then proceed to RAMAI altitude 4,000 FT., follow the ILS or LOC y RWY 04 procedure as published in AIP Thailand.

1.2.6.2 Direct IF ILS or LOC y RWY 04 Procedure

The pilot may request permission to fly directly to Intermediate Fix (IF); however, this would be an ATC's jurisdiction whether the request can be approved, depending on traffic conditions. In this case, the pilot shall fly directly to Intermediate (IF), and cross 35 DME from BURI RAM DVOR, altitude 7,000 FT., and cross Intermediate (IF) altitude 3,000 FT., following the ILS or LOC y RWY 04 procedure as published in AIP Thailand.

1.2.6.3 Fully ILS or LOC z RWY 04 Procedure

Aircraft Arriving on W1 after 35 DME from BURI RAM DVOR, altitude 7,000 FT., then proceed to RAMAI altitude 4,000 FT., follow the ILS or LOC z RWY 04 procedure as published in AIP Thailand.

1.2.6.4 Direct IF ILS or LOC z RWY 04 Procedure

The pilot may request permission to fly directly to Intermediate Fix (IF); however, this would be an ATC's jurisdiction whether the request can be approved, depending on traffic conditions. In this case, the pilot shall fly directly to Intermediate (IF), and cross 35 DME from BURI RAM DVOR, altitude 7,000 FT., and cross Intermediate (IF) altitude 3,000 FT., following the ILS or LOC z RWY 04 procedure as published in AIP Thailand.

1.2.7 Radio Communications Failure

1.2.7.1 In the event of radio communication failure, CDO flight will be terminated immediately.

1.2.7.2 Pilot is to apply radio failure procedures stated in AIP Thailand ENR 1.6-7 paragraph 6.

1.3 Phraseology

1.3.1 The following phraseology does not phrases and regular radio telephony procedure words contain in Doc 4444 and Doc 9432, but it enables clear and concise communications between pilot and controller to maintain safety of CDO arrivals.

1.3.2 ATC-initiated CDO

"(aircraft call sign), (ATC unit), CDO AVAILABLE, DO YOU ACCEPT?"

1.3.3 Pilots response to ATC-initiated CDO

1.3.3.1 "(aircraft call sign), ACCEPT CDO"

1.3.3.2 "(aircraft call sign), NEGATIVE CDO"

1.3.4 Pilot-requested CDO

"(ATC Unit), (aircraft call sign), REQUEST CDO (type of approach) APPROACH"

1.3.5 Approval CDO by Bangkok Area Control Centre

"(aircraft call sign), CDO (type of approach) APPROVED DESCEND TO (level or altitude), QNH (number)"

1.3.6 Denial CDO by Bangkok Area Control Centre

1.3.6.1 "(aircraft call sign), UNABLE TO APPROVED, DUE TO (reason)"

1.3.6.2 "(aircraft call sign), EXPECT CDO FROM BURI RAM APPROACH"

1.3.7 CDO Cleared or Approved by Buri Ram Approach Control Unit

1.3.7.1 "(aircraft call sign), DIRECT TO (point), DESCEND (level or altitude), QNH (number), CLEARED CDO (type of approach) APPROACH RWY 04, REPORT ESTABLISHED"

1.3.7.2 "(aircraft call sign), CDO DESCENT TO (level) QNH (number) INFORMATION .....CURRENT EXPECT (type of approach) APPROAC RWY 04"

1.3.7.3 "(aircraft call sign), DESCEND TO (level), QNH (number), CDO (type of approach) APPROVED"

1.3.7.4 "(aircraft call sign), DESCEND TO (level), QNH (number), Cleared CDO (type of approach) REPORT over IF"

1.3.8 CDO Cancellation

1.3.8.1 "(aircraft call sign), CANCEL CDO DUE TO (reason), STOP DESCEND (level or altitude), QNH (number)"

1.3.8.2 "(aircraft call sign), CDO TERMINATED DUE TO (reason)"

1.3.9 Resuming CDO

"(aircraft call sign), RESUME CDO DIRECT (point), DESCEND TO (level or altitude), QNH (number), CLEAR (type of approach) APPROACH RWY 04"

1.3.10 Pilot report leaving assigned level

"(aircraft call sign), CDO LEAVING (level)"

1.3.11 Warning of aircraft below CDO Profile

"(aircraft call sign), BELOW CDO PROFILE, ALTITUDE SHOULD BE (altitude) OR ABOVE"

1.4 Information/Training

1.4.1 Each airline must ensure that, for each type of aircraft, pilots are aware of CDO performance requirements.

1.4.2 Airlines are expected to define strategy to be adopted to drag-generating parts extension to stabilize aircraft in landing configuration at an altitude in compliance with flight safety, taking into account glide path at 3° in Final Approach

VTUO AD 2.23 ADDITIONAL INFORMATION

- Birds concentration on and in the vicinity of an aerodrome.

VTUO AD 2.24 CHARTS RELATED TO AN AERODROME

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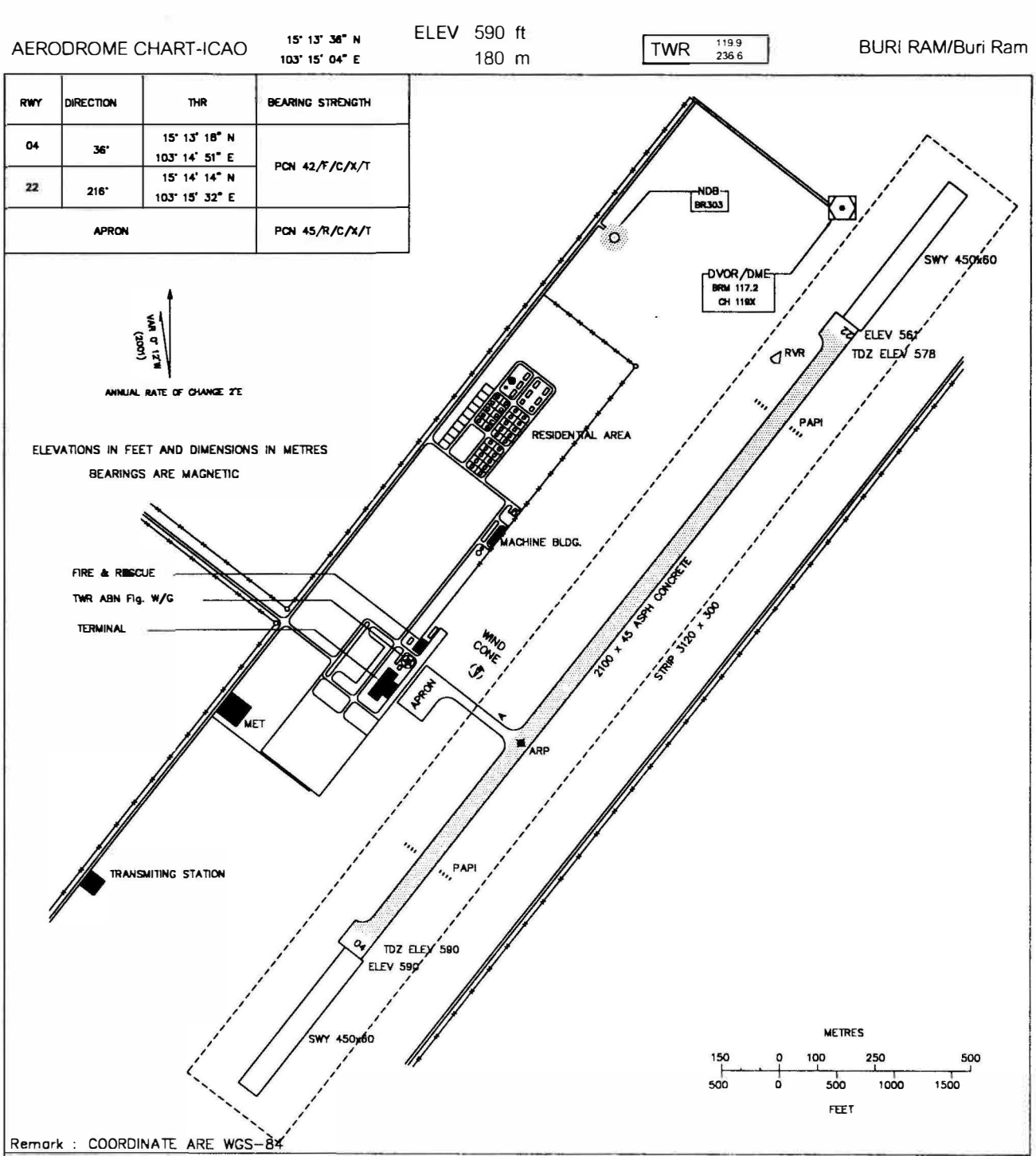

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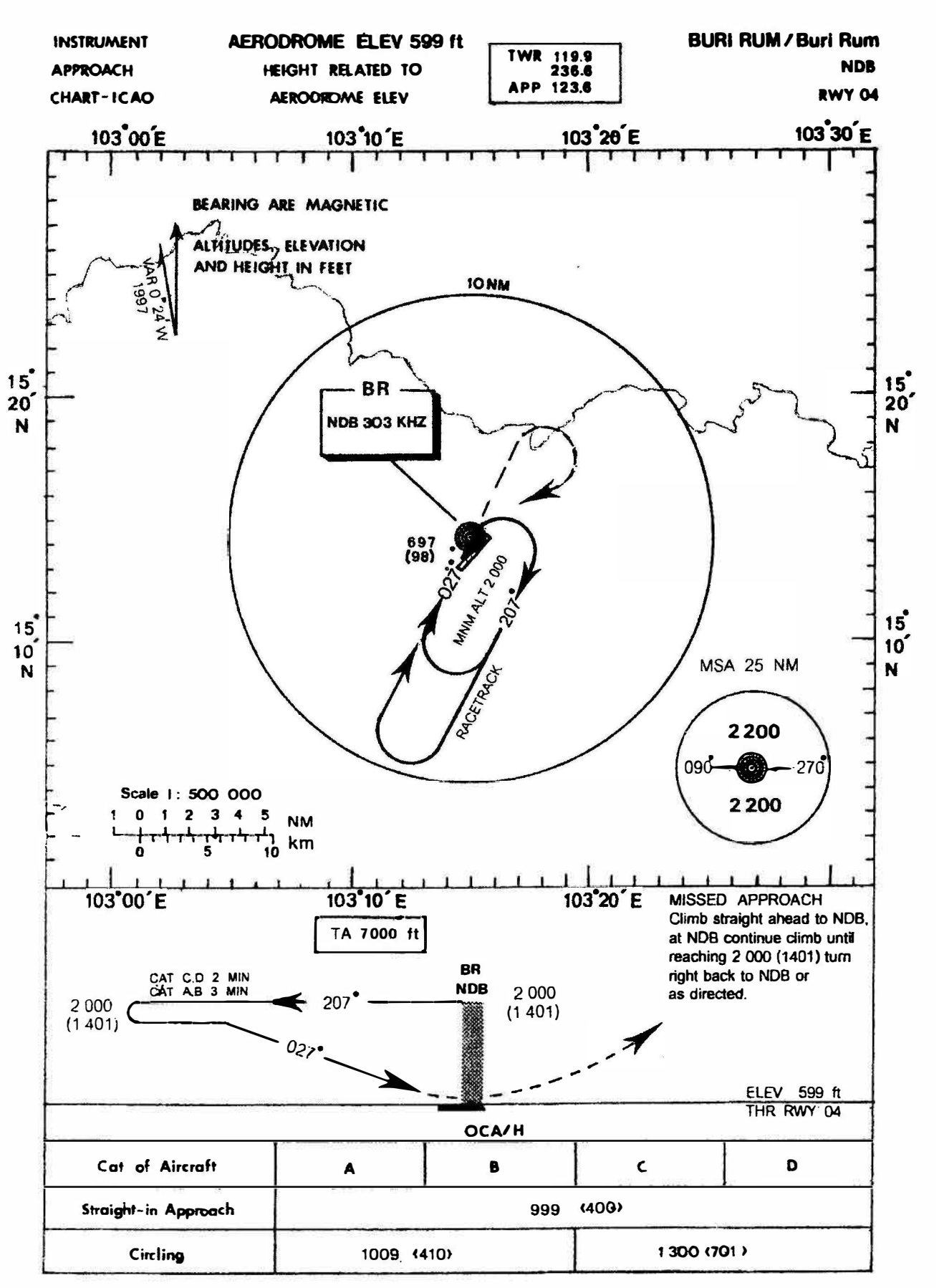

OCA/H				
Cat of Aircraft	A	B	C	D
Straight-in Approach	999 (400)			
Circling	1009 (410)		1 300 (701)	

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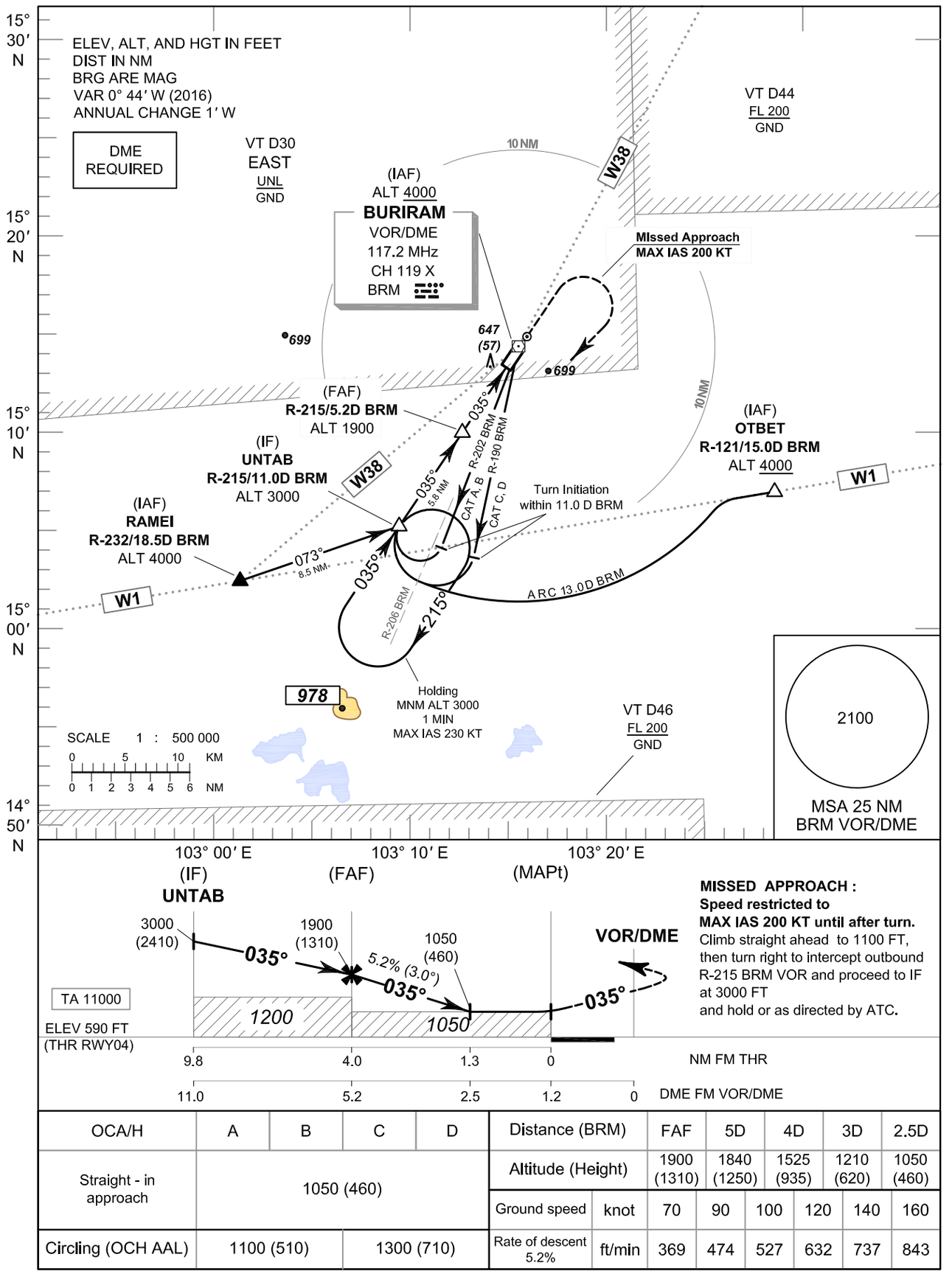
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 590 FT
HEIGHTS RELATED TO
THR RWY04 - ELEV 590 FT

APP : 125.55 MHz
TWR : 122.5 MHz
ATIS : 303 kHz

BURI RAM / Buri ram (VTUO)

VOR RWY04



MISSED APPROACH :
Speed restricted to
MAX IAS 200 KT until after turn.
Climb straight ahead to 1100 FT,
then turn right to intercept outbound
R-215 BRM VOR and proceed to IF
at 3000 FT
and hold or as directed by ATC.

OCA/H	A	B	C	D
Straight - in approach	1050 (460)			
Circling (OCH AAL)	1100 (510)		1300 (710)	

Distance (BRM)		FAF	5D	4D	3D	2.5D
Altitude (Height)		1900 (1310)	1840 (1250)	1525 (935)	1210 (620)	1050 (460)
Ground speed	knot	70	90	100	120	140	160
Rate of descent 5.2%	ft/min	369	474	527	632	737	843

CHART : NEW CHART

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 590 FT
HEIGHTS RELATED TO
THR RWY04 - ELEV 590 FT

BURI RAM / Buri ram (VTUO)

VOR RWY04

FIX/POINT		COORDINATES	
(IAF) VOR	BRM	15° 14′ 22.43″ N	103° 15′ 31.59″ E
(IAF) RAMEI	R-232 / 18.5 D BRM	15° 02′ 40.15″ N	103° 00′ 40.02″ E
(IAF) OTBET	R-121 / 15.0 D BRM	15° 06′ 41.69″ N	103° 28′ 52.23″ E
(IF) UNTAB	R-215 / 11.0 D BRM	15° 05′ 17.27″ N	103° 09′ 03.46″ E
(FAF)	R-215 / 5.2 D BRM	15° 10′ 02.55″ N	103° 12′ 26.48″ E
(MAPt)	R-215 / 1.2 D BRM	15° 13′ 20.79″ N	103° 14′ 47.67″ E

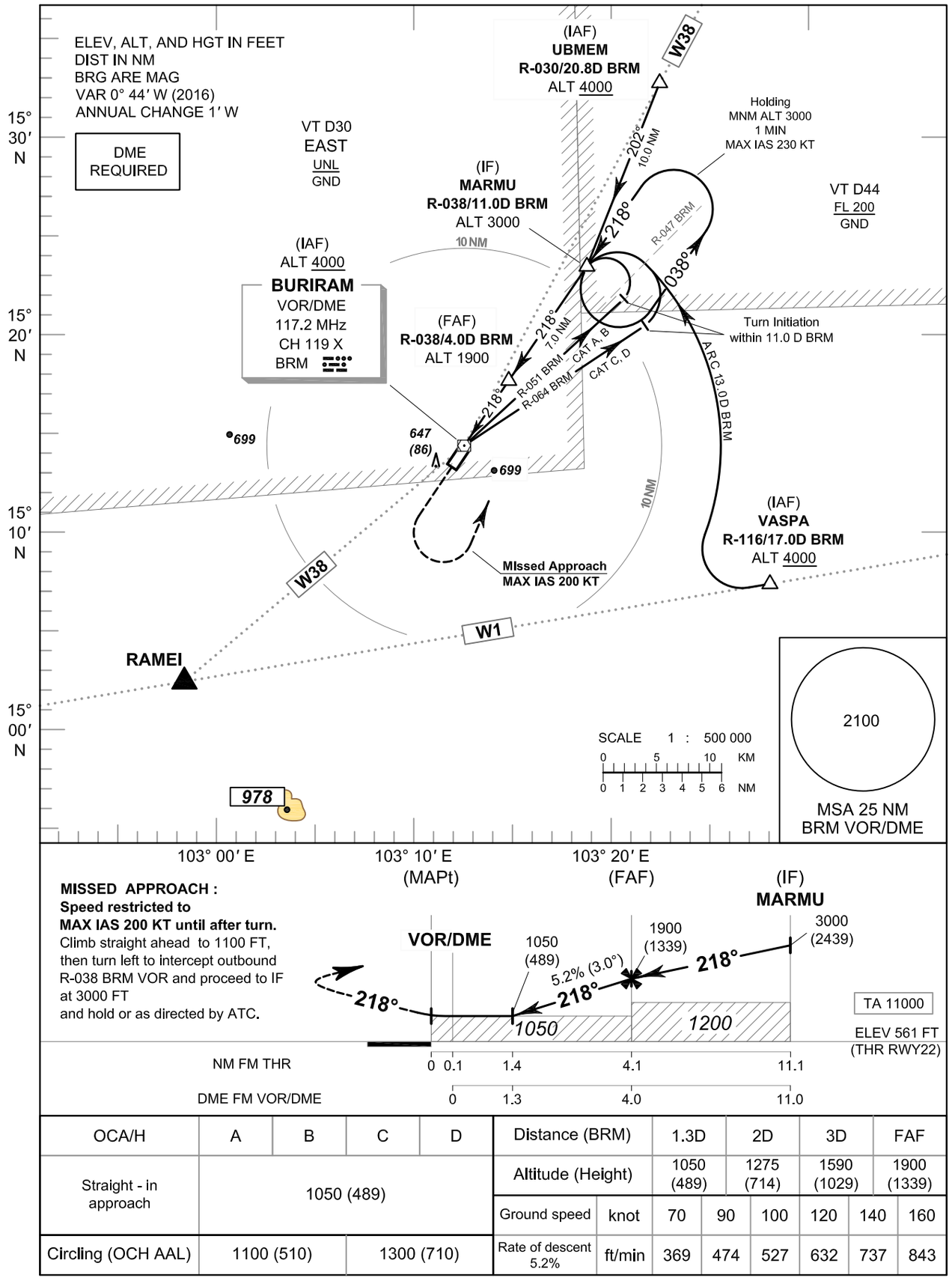
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 590 FT
HEIGHTS RELATED TO
THR RWY22 - ELEV 561 FT

APP : 125.55 MHz
TWR : 122.5 MHz
ATIS : 303 kHz

BURI RAM / Buri ram (VTUO)

VOR RWY22



OCA/H	A	B	C	D
Straight - in approach	1050 (489)			
Circling (OCH AAL)	1100 (510)		1300 (710)	

Distance (BRM)		1.3D	2D	3D	FAF		
Altitude (Height)		1050 (489)	1275 (714)	1590 (1029)	1900 (1339)		
Ground speed	knot	70	90	100	120	140	160
Rate of descent 5.2%	ft/min	369	474	527	632	737	843

CHANGE : NEW CHART.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 590 FT
HEIGHTS RELATED TO
THR RWY22 - ELEV 561 FT

BURI RAM / Buri ram (VTUO)

VOR RWY22

FIX/POINT		COORDINATES	
(IAF) VOR	BRM	15° 14′ 22.43″ N	103° 15′ 31.59″ E
(IAF) VASPA	R-116 / 17.0 D BRM	15° 07′ 03.23″ N	103° 31′ 24.45″ E
(IAF) UBMEM	R-030 / 20.8 D BRM	15° 32' 32.62" N	103° 26′ 07.39″ E
(IF) MARMU	R-038 / 11.0 D BRM	15° 23′ 10.05″ N	103° 22′ 24.90″ E
(FAF)	R-038 / 4.0 D BRM	15° 17′ 34.32″ N	103° 18′ 01.82″ E
(MAPt)	R-218 / 0.1 D BRM	15° 14′ 17.63″ N	103° 15′ 27.84″ E

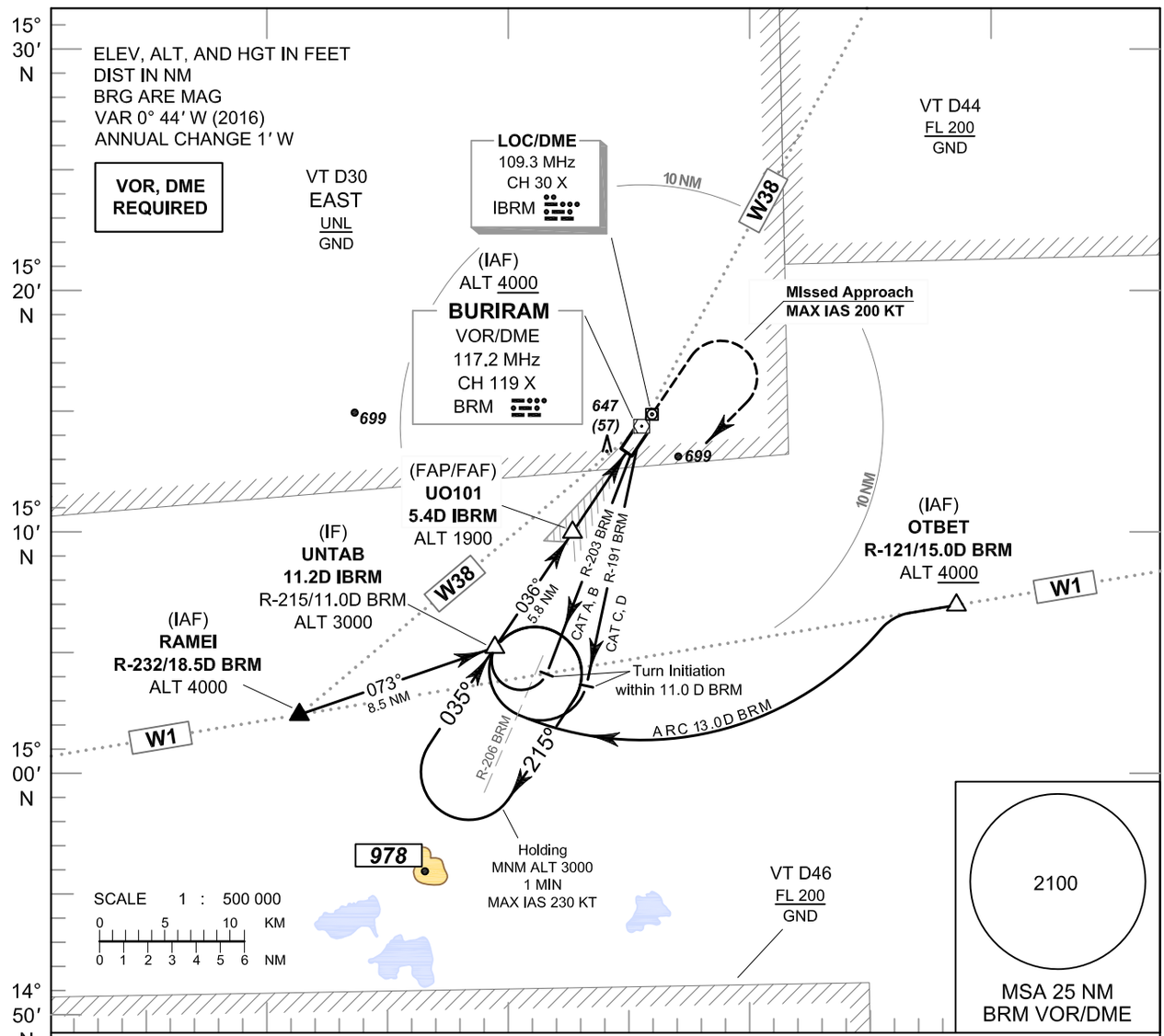
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 590 FT
HEIGHTS RELATED TO
THR RWY04 - ELEV 590 FT

APP : 125.55 MHz
TWR : 122.5 MHz
ATIS : 303 kHz

BURI RAM / Buri ram (VTUO)

ILS or LOC y RWY04



MISSED APPROACH :
Speed restricted to
MAX IAS 200 KT until after turn.
Climb straight ahead to 1100 FT,
then turn right to intercept outbound
R-215 BRM VOR and proceed to IF
at 3000 FT
and hold or as directed by ATC.

OCA/H		A	B	C	D
Straight - in approach	CAT I	820 (230)		840 (250)	
LOC only		1050 (460)			
Circling (OCH AAL)		1100 (510)		1300 (710)	

GS OUT	Distance (IBRM)		FAF	5D	4D	3D	2.7D
	Altitude (Height)		1900 (1310)	1775 (1185)	1460 (870)	1145 (555)	1050 (460)
	Ground speed	knot	70	90	100	120	140	160
	Rate of descent 5.2%	ft/min	369	474	527	632	737	843

CHANGE : NEW CHART

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 590 FT
HEIGHTS RELATED TO
THR RWY04 - ELEV 590 FT

BURI RAM / Buri ram (VTUO)

ILS or LOC y RWY04

FIX/POINT		COORDINATES	
(IAF) VOR	BRM	15° 14′ 22.43″ N	103° 15′ 31.59″ E
(IAF) RAMEI	R-232 / 18.5 D BRM	15° 02′ 40.15″ N	103° 00′ 40.02″ E
(IAF) OTBET	R-121 / 15.0 D BRM	15° 06′ 41.69″ N	103° 28′ 52.23″ E
(IF) UNTAB	11.2 D IBRM	15° 05′ 17.27″ N	103° 09′ 03.46″ E
(FAP/FAF) UO101	5.4 D IBRM	15° 10′ 01.26″ N	103° 12′ 28.77″ E
MAPt (LOC only) THR RWY04	1.4 D IBRM	15° 13′ 18.31″ N	103° 14′ 51.34″ E

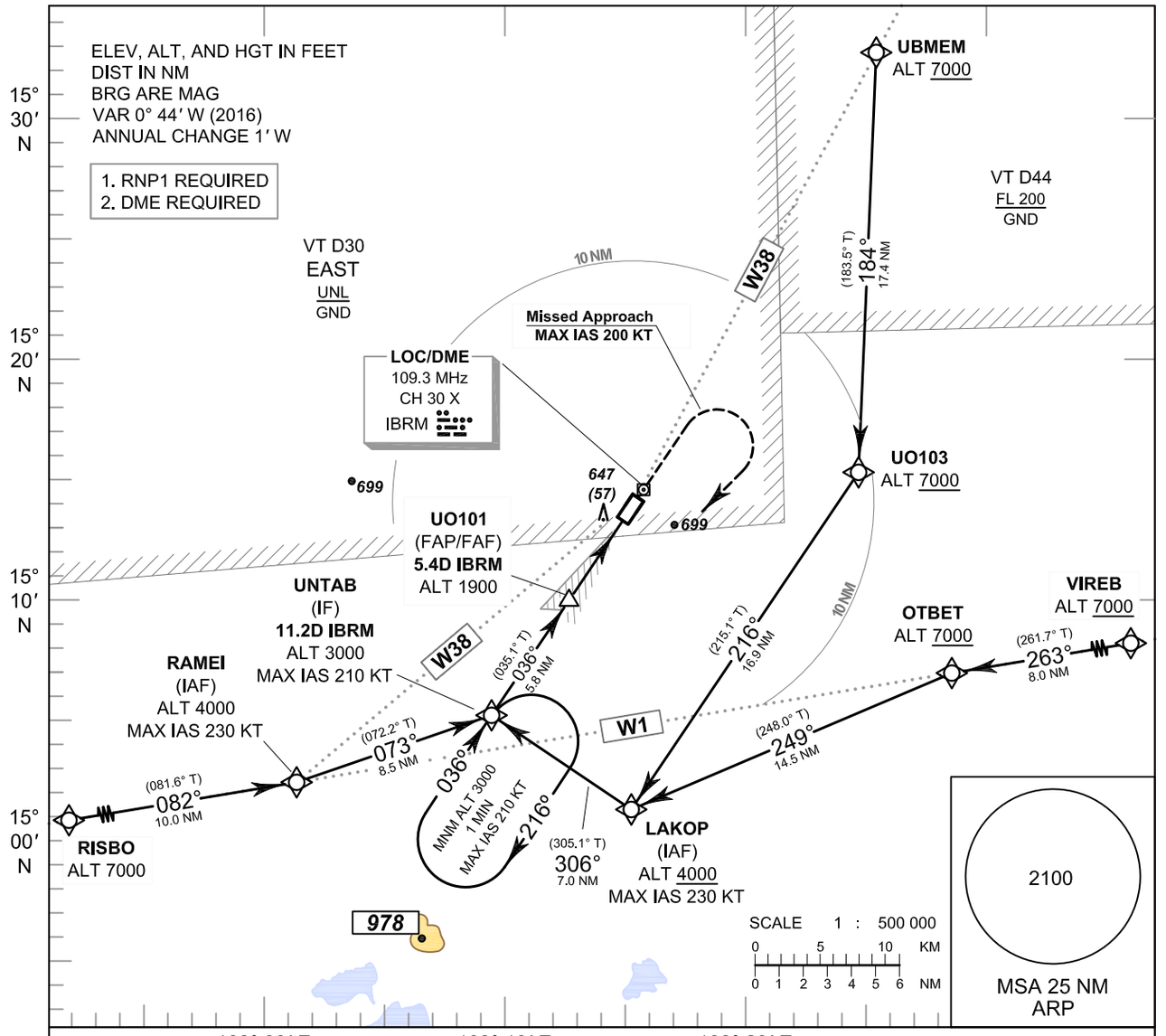
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 590 FT
HEIGHTS RELATED TO
THR RWY04 - ELEV 590 FT

APP : 125.55 MHz
TWR : 122.5 MHz
ATIS : 303 kHz

BURI RAM / Buri ram (VTUO)

ILS or LOC z RWY04



MISSED APPROACH :
Speed restricted to
MAX IAS 200 KT until after turn.
Climb on track 036° to 1100 FT, then turn right direct to IF at 3000 FT and hold or as directed by ATC.

OCA/H		A	B	C	D
Straight - in approach	CAT I	820 (230)		840 (250)	
LOC only		1050 (460)			
Circling (OCH AAL)		1100 (510)		1300 (710)	

GS OUT							
Distance (IBRM)		FAF	5D	4D	3D	2.7D	
Altitude (Height)		1900 (1310)	1775 (1185)	1460 (870)	1145 (555)	1050 (460)	
Ground speed	knot	70	90	100	120	140	160
Rate of descent 5.2%	ft/min	369	474	527	632	737	843

CHANGE : NEW CHART.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 590 FT
HEIGHTS RELATED TO
THR RWY04 - ELEV 590 FT

BURI RAM / Buri ram (VTUO)

ILS or LOC z RWY04

TABULAR DESCRIPTION

ILS or LOC z RWY04											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ RDH	Navigation Specification
010	IF	RISBO	-	-	+0.77	-	-	@7000	-	-	RNP 1
020	TF	RAMEI (IAF)	-	082°(081.6°)	+0.77	10.0	L	@4000	-230	-	RNP 1
030	TF	UNTAB (IF)	-	073°(072.2°)	+0.77	8.5	-	@3000	-210	-	RNP 1
010	IF	VIREB	-	-	+0.77	-	-	+7000	-	-	RNP 1
020	TF	OTBET	-	263°(261.7°)	+0.77	8.0	L	+7000	-	-	RNP 1
030	TF	LAKOP (IAF)	-	249°(248.0°)	+0.77	14.5	R	+4000	-230	-	RNP 1
040	TF	UNTAB (IF)	-	306°(305.1°)	+0.77	7.0	-	@3000	-210	-	RNP 1
010	IF	UBMEM	-	-	+0.77	-	-	+7000	-	-	RNP 1
020	TF	UO103	-	184°(183.5°)	+0.77	17.4	R	+7000	-	-	RNP 1
030	TF	LAKOP (IAF)	-	216°(215.1°)	+0.77	16.9	R	+4000	-230	-	RNP 1
040	TF	UNTAB (IF)	-	306°(305.1°)	+0.77	7.0	-	@3000	-210	-	RNP 1
010	IF	UNTAB (IF)	-	-	+0.77	-	-	@3000	-210	-	RNP 1
TRANSITION TO ILS or LOC											
020	TF	UO101 (FAF)	-	036°(035.1°)	+0.77	5.8	-	@1900	-	-	ILS
030	TF	UO102 (MAPt)	Y	036°(035.1°)	+0.77	4.0	-	@640	-	-3.0/50	ILS
040	CA	-	-	036°(035.1°)	+0.77	-	-	+1100	-200	-	RNP 1
050	DF	UNTAB (IF)	-	-	+0.77	-	R	+3000	-200	-	RNP 1
060	HM	UNTAB (IF)	Y	036°(035.1°)	+0.77	1 minute	R	+3000	-210	-	RNP 1

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 590 FT
HEIGHTS RELATED TO
THR RWY04 - ELEV 590 FT

BURI RAM / Buri ram (VTUO)

ILS or LOC z RWY04

FIX/POINT		COORDINATES	
(IF) UNTAB	11.2 D IBRM	15° 05′ 17.27″ N	103° 09′ 03.46″ E
(FAP/FAF) UO101	5.4 D IBRM	15° 10′ 01.26″ N	103° 12′ 28.77″ E
MAPt (LOC only) THR RWY04	1.4 D IBRM	15° 13′ 18.31″ N	103° 14′ 51.34″ E
LOC/DME	IBRM	15° 14′ 27.29″ N	103° 15′ 41.27″ E

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 590 FT
HEIGHTS RELATED TO
THR RWY04 - ELEV 590 FT

BURI RAM / Buri ram (VTUO)

ILS or LOC z RWY04

WAYPOINT LIST

ILS or LOC z RWY04	
Waypoint Identifier	Coordinates
RISBO	15° 01' 11.70" N 102° 50' 26.73" E
RAMEI	15° 02' 40.15" N 103° 00' 40.02" E
VIREB	15° 07' 51.06" N 103° 37' 03.27" E
OTBET	15° 06' 41.69" N 103° 28' 52.23" E
UBMEM	15° 32' 32.62" N 103° 26' 07.39" E
UO103	15° 15' 07.45" N 103° 25' 01.52" E
LAKOP	15° 01' 14.86" N 103° 14' 58.67" E
UNTAB	15° 05' 17.27" N 103° 09' 03.46" E
UO101	15° 10' 01.26" N 103° 12' 28.77" E
UO102	15° 13' 18.31" N 103° 14' 51.34" E

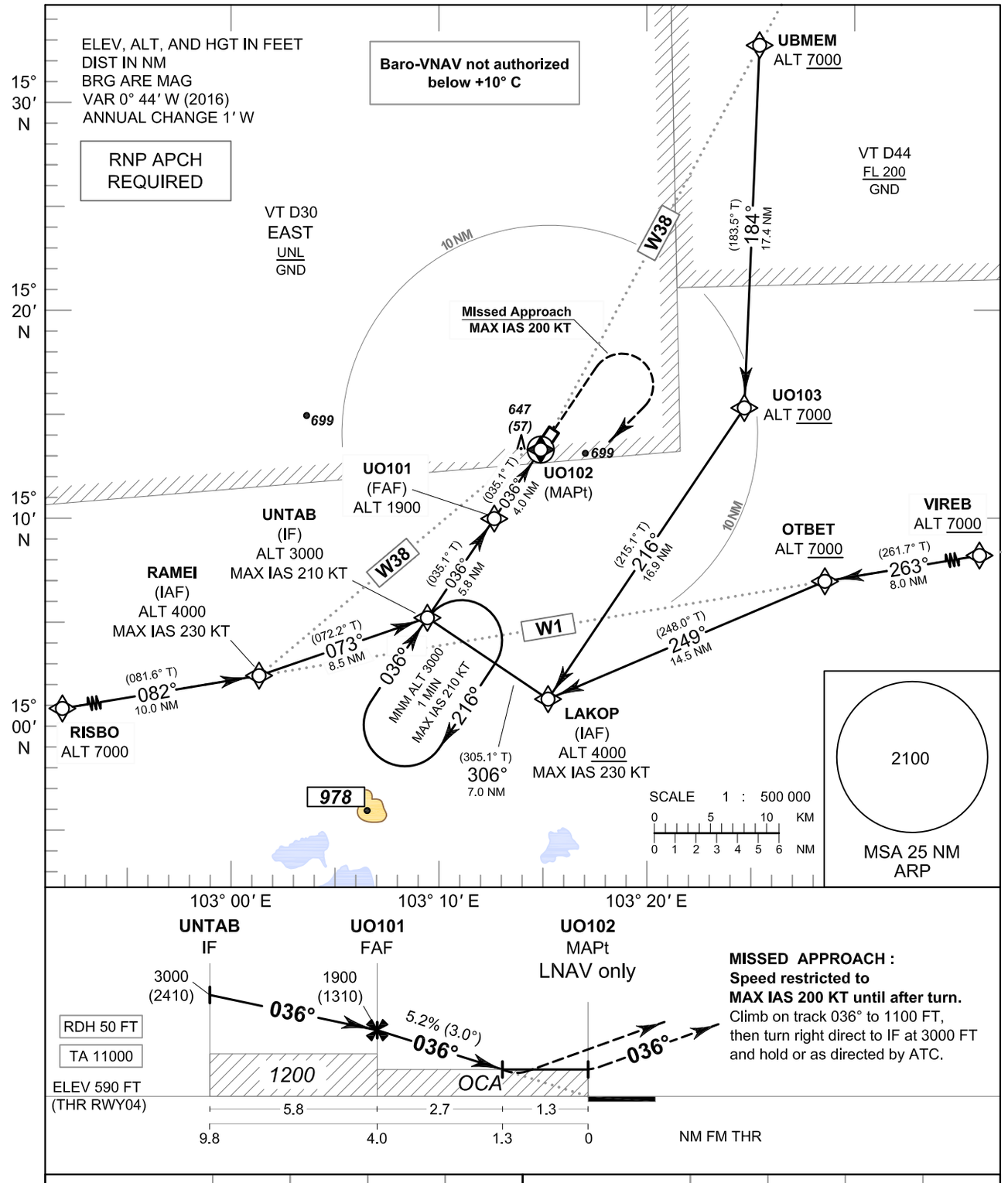
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 590 FT
HEIGHTS RELATED TO
THR RWY04 - ELEV 590 FT

APP : 125.55 MHz
TWR : 122.5 MHz
ATIS : 303 kHz

BURI RAM / Buri ram (VTUO)

RNAV (GNSS) RWY04



OCA/H	A	B	C	D
LNAV/VNAV	900 (310)			
LNAV	1050 (460)			
Circling (OCH AAL)	1100 (510)		1300 (710)	

NM to NEXT WPT		FAF	3NM	2NM	1.3NM		
Altitude (Height)		1900 (1310)	1590 (1000)	1270 (680)	1050 (460)		
Ground speed	knot	70	90	100	120	140	160
Rate of descent 5.2%	ft/min	369	474	527	632	737	843

CHART : NEW CHART

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 590 FT
HEIGHTS RELATED TO
THR RWY04 - ELEV 590 FT

BURI RAM / Buri ram (VTUO)

RNAV (GNSS) RWY04

TABULAR DESCRIPTION

RNAV (GNSS) RWY04

Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	RISBO	-	-	+0.77	-	-	@7000	-	-	RNP APCH
020	TF	RAMEI (IAF)	-	082°(081.6°)	+0.77	10.0	L	@4000	-230	-	RNP APCH
030	TF	UNTAB (IF)	-	073°(072.2°)	+0.77	8.5	-	@3000	-210	-	RNP APCH
010	IF	VIREB	-	-	+0.77	-	-	+7000	-	-	RNP APCH
020	TF	OTBET	-	263°(261.7°)	+0.77	8.0	L	+7000	-	-	RNP APCH
030	TF	LAKOP (IAF)	-	249°(248.0°)	+0.77	14.5	R	+4000	-230	-	RNP APCH
040	TF	UNTAB (IF)	-	306°(305.1°)	+0.77	7.0	-	@3000	-210	-	RNP APCH
010	IF	UBMEM	-	-	+0.77	-	-	+7000	-	-	RNP APCH
020	TF	UO103	-	184°(183.5°)	+0.77	17.4	R	+7000	-	-	RNP APCH
030	TF	LAKOP (IAF)	-	216°(215.1°)	+0.77	16.9	R	+4000	-230	-	RNP APCH
040	TF	UNTAB (IF)	-	306°(305.1°)	+0.77	7.0	-	@3000	-210	-	RNP APCH
010	IF	UNTAB (IF)	-	-	+0.77	-	-	@3000	-210	-	RNP APCH
020	TF	UO101 (FAF)	-	036°(035.1°)	+0.77	5.8	-	@1900	-	-	RNP APCH
030	TF	UO102 (MAPt)	Y	036°(035.1°)	+0.77	4.0	-	@640	-	-3.0/50	RNP APCH
040	CA	-	-	036°(035.1°)	+0.77	-	-	+1100	-200	-	RNP APCH
050	DF	UNTAB (IF)	-	-	+0.77	-	R	+3000	-200	-	RNP APCH
060	HM	UNTAB (IF)	Y	036°(035.1°)	+0.77	1 minute	R	+3000	-210	-	RNP APCH

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 590 FT
HEIGHTS RELATED TO
THR RWY04 - ELEV 590 FT

BURI RAM / Buri ram (VTUO)

RNAV (GNSS) RWY04

WAYPOINT LIST

RNAV (GNSS) RWY04	
Waypoint Identifier	Coordinates
RISBO	15° 01' 11.70" N 102° 50' 26.73" E
RAMEI	15° 02' 40.15" N 103° 00' 40.02" E
VIREB	15° 07' 51.06" N 103° 37' 03.27" E
OTBET	15° 06' 41.69" N 103° 28' 52.23" E
UBMEM	15° 32' 32.62" N 103° 26' 07.39" E
UO103	15° 15' 07.45" N 103° 25' 01.52" E
LAKOP	15° 01' 14.86" N 103° 14' 58.67" E
UNTAB	15° 05' 17.27" N 103° 09' 03.46" E
UO101	15° 10' 01.26" N 103° 12' 28.77" E
UO102	15° 13' 18.31" N 103° 14' 51.34" E

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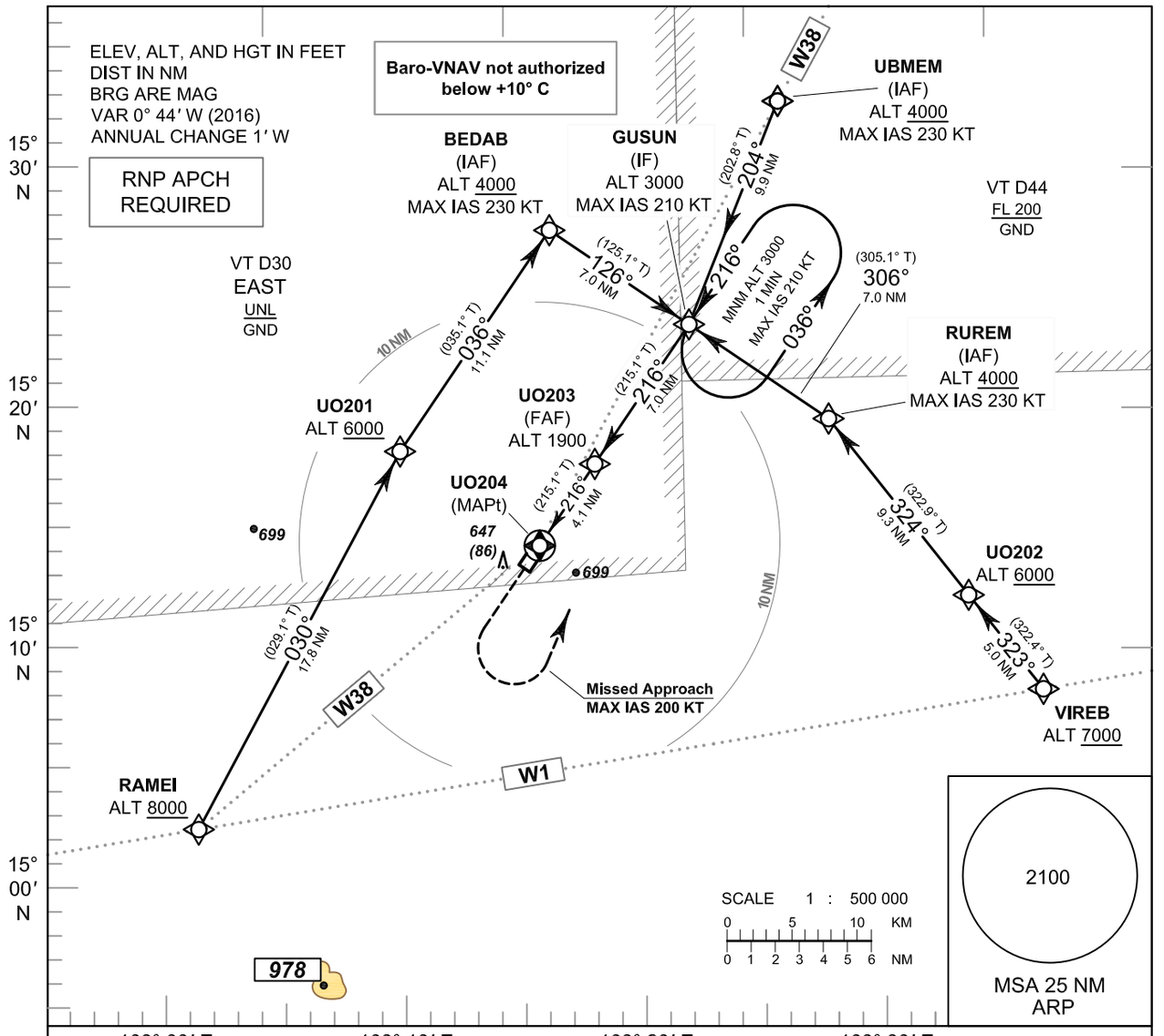
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 590 FT
HEIGHTS RELATED TO
THR RWY22 - ELEV 561 FT

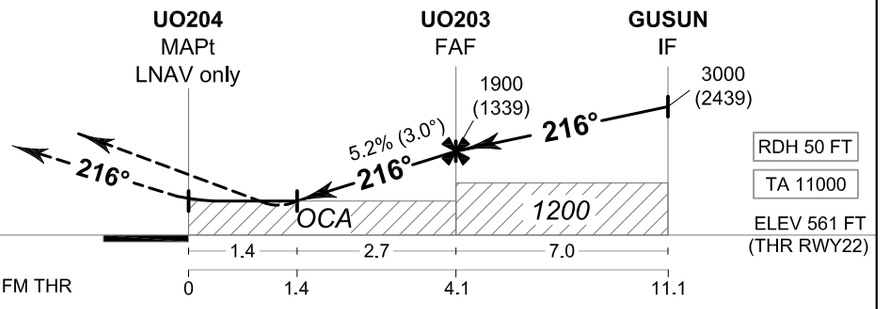
APP : 125.55 MHz
TWR : 122.5 MHz
ATIS : 303 kHz

BURI RAM / Buri ram (VTUO)

RNAV (GNSS) RWY22



MISSED APPROACH :
Speed restricted to
MAX IAS 200 KT until after turn.
Climb on track 216° to 1100 FT,
then turn left direct to IF
at 3000 FT
and hold or as directed by ATC.



OCA/H	A	B	C	D
LNAV/VNAV	850 (289)			
LNAV	1050 (489)			
Circling (OCH AAL)	1100 (510)		1300 (710)	

NM to NEXT WPT		1.4 NM	2 NM	3 NM	FAF		
Altitude (Height)		1050 (489)	1245 (684)	1560 (999)	1900 (1339)		
Ground speed	knot	70	90	100	120	140	160
Rate of descent 5.2%	ft/min	369	474	527	632	737	843

CHART : NEW CHART

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 590 FT
HEIGHTS RELATED TO
THR RWY22 - ELEV 561 FT

BURI RAM / Buri ram (VTUO)

RNAV (GNSS) RWY22

TABULAR DESCRIPTION

RNAV (GNSS) RWY22											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	UBMEM (IAF)	-	-	+0.77	-	-	+4000	-230	-	RNP APCH
020	TF	GUSUN (IF)	-	204°(202.8°)	+0.77	9.9	-	@3000	-210	-	RNP APCH
010	IF	RAMEI	-	-	+0.77	-	-	+8000	-	-	RNP APCH
020	TF	UO201	-	030°(029.1°)	+0.77	17.8	R	+6000	-	-	RNP APCH
030	TF	BEDAB (IAF)	-	036°(035.1°)	+0.77	11.1	R	+4000	-230	-	RNP APCH
040	TF	GUSUN (IF)	-	126°(125.1°)	+0.77	7.0	-	@3000	-210	-	RNP APCH
010	IF	VIREB	-	-	+0.77	-	-	+7000	-	-	RNP APCH
020	TF	UO202	-	323°(322.4°)	+0.77	5.0	R	+6000	-	-	RNP APCH
030	TF	RUREM (IAF)	-	324°(322.9°)	+0.77	9.3	L	+4000	-230	-	RNP APCH
040	TF	GUSUN (IF)	-	306°(305.1°)	+0.77	7.0	-	@3000	-210	-	RNP APCH
010	IF	GUSUN (IF)	-	-	+0.77	-	-	@3000	-210	-	RNP APCH
020	TF	UO203 (FAF)	-	216°(215.1°)	+0.77	7.0	-	@1900	-	-	RNP APCH
030	TF	UO204 (MAPt)	Y	216°(215.1°)	+0.77	4.1	-	@611	-	-3.0/50	RNP APCH
040	CA	-	-	216°(215.1°)	+0.77	-	-	+1100	-200	-	RNP APCH
050	DF	GUSUN (IF)	-	-	+0.77	-	L	+3000	-200	-	RNP APCH
060	HM	GUSUN (IF)	Y	216°(215.1°)	+0.77	1 minute	L	+3000	-210	-	RNP APCH

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 590 FT
HEIGHTS RELATED TO
THR RWY22 - ELEV 561 FT

BURI RAM / Buri ram (VTUO)

RNAV (GNSS) RWY22

WAYPOINT LIST

RNAV (GNSS) RWY22	
Waypoint Identifier	Coordinates
UBMEM	15° 32' 32.62" N 103° 26' 07.39" E
RAMEI	15° 02' 40.15" N 103° 00' 40.02" E
UO201	15° 18' 16.76" N 103° 09' 36.36" E
BEDAB	15° 27' 24.34" N 103° 16' 12.84" E
VIREB	15° 07' 51.06" N 103° 37' 03.27" E
UO202	15° 11' 50.96" N 103° 33' 53.10" E
RUREM	15° 19' 19.03" N 103° 28' 04.00" E
GUSUN	15° 23' 21.76" N 103° 22' 08.54" E
UO203	15° 17' 36.46" N 103° 17' 58.27" E
UO204	15° 14' 14.36" N 103° 15' 31.92" E

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