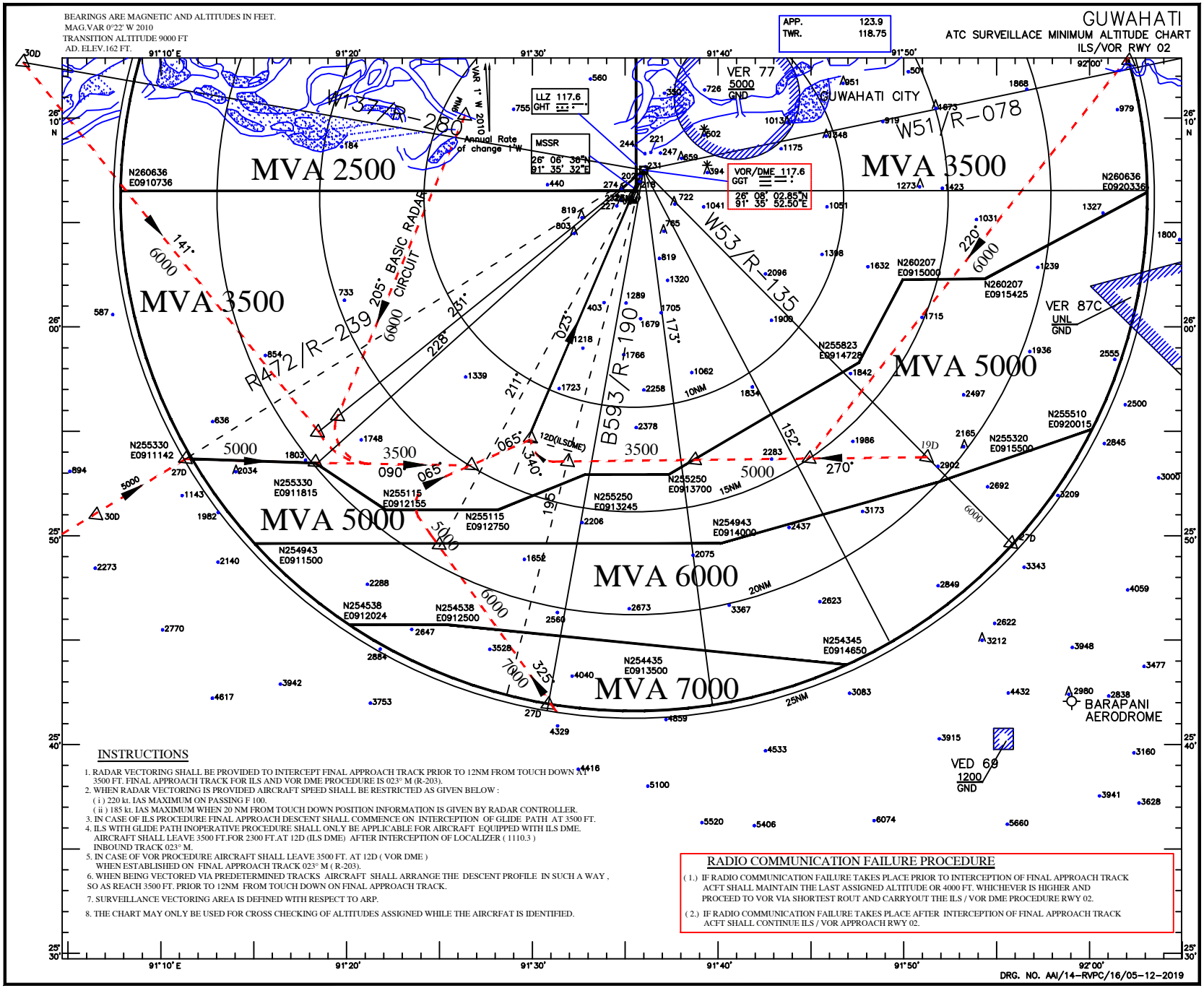
BEARINGS ARE MAGNETIC AND ALTITUDES IN FEET.
MAG.VAR 0°22' W 2010
TRANSITION ALTITUDE 9000 FT
AD. ELEV.162 FT.
APP. 123.9
TWR. 118.75
GUWAHATI
ATC SURVEILLACE MINIMUM ALTITUDE CHART
ILS/VOR RWY 02
MVA 2500
MVA 3500
MVA 3500
MVA 5000
MVA 5000
MVA 6000
MVA 7000
W135/R-280
W51/R-078
W53/R-135
R-172/R-239
B593/R-190
VER 77
5000
GND
GUWAHATI CITY
VER 87C
UNL
GND
LLZ 117.6
GHT
MSSR
26° 06' 38"N
91° 35' 32"E
VOR/DME 117.6
GGT
26° 08' 02.85"N
91° 35' 52.50"E
Annual Rate of change 1'W
VAR 1° W 2010
BASIC RADAR CIRCUIT
6000
5000
3500
10NM
15NM
20NM
25NM
12D(ILS/DME)
19D
27D
30D
BARAPANI AERODROME
VED 69
1200
GND
INSTRUCTIONS
1. RADAR VECTORING SHALL BE PROVIDED TO INTERCEPT FINAL APPROACH TRACK PRIOR TO 12NM FROM TOUCH DOWN AT 3500 FT. FINAL APPROACH TRACK FOR ILS AND VOR DME PROCEDURE IS 023° M (R-203).
2. WHEN RADAR VECTORING IS PROVIDED AIRCRAFT SPEED SHALL BE RESTRICTED AS GIVEN BELOW :
(i) 220 kt. IAS MAXIMUM ON PASSING F 100.
(ii) 185 kt. IAS MAXIMUM WHEN 20 NM FROM TOUCH DOWN POSITION INFORMATION IS GIVEN BY RADAR CONTROLLER.
3. IN CASE OF ILS PROCEDURE FINAL APPROACH DESCENT SHALL COMMENCE ON INTERCEPTION OF GLIDE PATH AT 3500 FT.
4. ILS WITH GLIDE PATH INOPERATIVE PROCEDURE SHALL ONLY BE APPLICABLE FOR AIRCRAFT EQUIPPED WITH ILS DME. AIRCRAFT SHALL LEAVE 3500 FT.FOR 2300 FT.AT 12D (ILS DME) AFTER INTERCEPTION OF LOCALIZER (1110.3) INBOUND TRACK 023° M.
5. IN CASE OF VOR PROCEDURE AIRCRAFT SHALL LEAVE 3500 FT. AT 12D (VOR DME) WHEN ESTABLISHED ON FINAL APPROACH TRACK 023° M (R-203).
6. WHEN BEING VECTORED VIA PREDETERMINED TRACKS AIRCRAFT SHALL ARRANGE THE DESCENT PROFILE IN SUCH A WAY , SO AS REACH 3500 FT. PRIOR TO 12NM FROM TOUCH DOWN ON FINAL APPROACH TRACK.
7. SURVEILLANCE VECTORING AREA IS DEFINED WITH RESPECT TO ARP.
8. THE CHART MAY ONLY BE USED FOR CROSS CHECKING OF ALTITUDES ASSIGNED WHILE THE AIRCRFAT IS IDENTIFIED.
RADIO COMMUNICATION FAILURE PROCEDURE
(1.) IF RADIO COMMUNICATION FAILURE TAKES PLACE PRIOR TO INTERCEPTION OF FINAL APPROACH TRACK ACFT SHALL MAINTAIN THE LAST ASSIGNED ALTITUDE OR 4000 FT. WHICHEVER IS HIGHER AND PROCEED TO VOR VIA SHORTEST ROUT AND CARRYOUT THE ILS / VOR DME PROCEDURE RWY 02.
(2.) IF RADIO COMMUNICATION FAILURE TAKES PLACE AFTER INTERCEPTION OF FINAL APPROACH TRACK ACFT SHALL CONTINUE ILS / VOR APPROACH RWY 02.
DRG. NO. AAI/14–RVPC/16/05–12–2019