AD 2. AERODROMES

VEMN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VEMN - DIBRUGARH / DOMESTIC

VEMN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	Aerodrome reference point coordinates and its site	272852N 0950105E 051 DEG/795M from THR RWY05	
2	Direction and distance of aerodrome reference point from the center of the city or town which the aerodrome serves	090 DEG, 11KM from Dibrugarh	
3	Aerodrome elevation and reference temperature	362 FT / 31.0 DEG C	
4	Magnetic variation, date of information and annual change	0.50 DEG W (1985) /0.016 DEG E	
5	Name of aerodrome operator, address, telephone, telefax, e-mail address, AFS address, website (if available)	Airports Authority of India, Dibrugarh Airport Dibugarh-786012,	
		Telephone:	+91-373-2382755 +91-9435562877
		Fax:	+91-373-2382185
		AFS:	VEMNZTZX/VEMNYHYX
		Email:	apcdib@aai.aero
6	Types of traffic permitted (IFR/VFR)	IFR/VFR	
7	Remarks	NIL	

VEMN AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	MON-FRI 0400-1000 UTC (0930-1530 IST) SAT, SUN+HOL: NIL
2	Custom and immigration	NIL
3	Health and sanitation	NIL
4	AIS briefing office	As ATS
5	ATS reporting office (ARO)	As ATS
6	MET Briefing office	As ATS
7	Air Traffic Service	Consult Current NOTAM for ATS HR
8	Fuelling	As ATS
9	Handling	As ATS
10	Security	H24
11	De-icing	NIL
12	Remarks	1.Outside of ATS hours, services are available O/R, with 24 HR PN to AD. 2.Night landing facility available.

VEMN AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Nil
2	Fuel and Oil types	ATF/JET A1
3	Fuelling facilities and capacity	4 BOWSERS,(ONE 9000 LITRES, TWO 12000 LITRES, ONE 16000 LITRES), 500 to 700 LITRES/ MIN.
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	Nil

6	Repair facilities for visiting aircraft	Nil
7	Remarks	NIL

VEMN AD 2.5 PASSENGER FACILITIES

1	Hotel(s) at or in the vicinity of aerodrome	In The City
2	Restaurant(s) at or in the vicinity of aerodrome	In The City
3	Transportation possibilities	Taxi In The City / Airport
4	Medical Facilities	First Aid At AD. Hospitals In The City
5	Bank and post office at or in the vicinity of aerodrome	Banks: Near Aerodrome Post office: Near Aerodrome
6	Tourist office	Nil
7	Remarks	Holiday Travel- In The Airport

VEMN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	Aerodrome category for fire fighting	Within ATS HR: CAT-7
2	Rescue equipment	Available as per category.
3	Capability for removal of disabled aircraft	Nil
4	Remarks	NIL

VEMN AD 2.7 SEASONAL AVAILABILITY CLEARING

1	Type(s) of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	NIL

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

1	Designation, surface and strength of aprons	Designator: New Apron Surface: Concrete Strength: PCN 55/R/C/W/T Designator: Old Apron Surface: Concrete Strength: PCN 45/R/C/W/T
2	Designation, width, surface and strength of taxiways	Designator: TWY Width: 23 M Surface: Asphalt Strength: PCN 40/F/D/X/T
3	Location and elevation of altimeter checkpoints	NIL
4	Location of VOR checkpoints	TWY D & E
5	Position of INS checkpoints	TWY D & E
6	Remarks	Parking Stand 1, 2 & 3 for A320

VEMN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand identification signs, taxiway guidelines and visual docking/parking guidance system at aircraft stands	Taxiing guidance provided on R/T

2	Runway and taxiway markings and lights	RWY Markings Designation, THR, TDZ, Centerline, Edge, Fixed Distance, Side Strip. Lights EDGE/END/THR TWY Marking Centerline, Holding Positions at all TWY/RWY intersection. Lights Edge
3	Stop bars (if any)	Nil
4	Remarks	NIL

VEMN AD 2.10 AERODROME OBSTACLES

In Approach/Take-off/Circling Area and at AD					
1	**2**	**3**	**4**	**5**	**6**
RWY/Area affected	Obstacle type	Coordinates	Elevation	Marking/LGT	Remarks
23/TKOF 05/APCH	OTHER	272833.1N 0950040.3E	375 FT	NIL	Mobile Road Traffic
23/APCH 05/TKOF	POLE	272826.7N 0950037.5E	372 FT	NIL	Tele. Pole
23/APCH 05/TKOF	TREE	272827.0N 0950030.4E	388 FT	NIL	Tree
23/APCH 05/TKOF	TREE	272821.6N 0950021.2E	457 FT	NIL	Tree
23/APCH 05/TKOF	TREE	272810.1N 0950021.8E	428 FT	NIL	Group Of Trees
23/APCH 05/TKOF	TREE	272909.2N 0950042.2E	425 FT	NIL	Tree
23/APCH 05/TKOF	TREE	272803.3N 0950014.1E	456 FT	NIL	Group Of Trees
23/APCH 05/TKOF	TREE	272814.7N 0950012.2E	432 FT	NIL	Tree
23/APCH 05/TKOF	ANTENNA	272920.1N 0950133.2E	367 FT	NIL	LOC Antenna
23/APCH 05/TKOF	OTHER	272920.4N 0950133.6E	377 FT	NIL	Mobile Road Traffic
23/APCH 05/TKOF	OTHER	272918.8N 0950134.6E	376 FT	NIL	LOC Hut
23/APCH 05/TKOF	TREE	272922.9N 0950131.6E	391 FT	NIL	Tree
23/APCH 05/TKOF	TREE	272934.8N 0950144.0E	442 FT	NIL	Tree
23/APCH 05/TKOF	TREE	272934.5N 0950149.9E	461 FT	NIL	Tree
23/APCH 05/TKOF	TREE	272942.0N 0950129.5E	433 FT	NIL	Tree
23/APCH 05/TKOF	TREE	272937.9N 0950152.4E	428 FT	NIL	Tree
23/APCH 05/TKOF	TREE	272925.9N 0950144.3E	424 FT	NIL	Tree
23/TKOF 05/APCH	FENCE	272833.3N 0950040.6E	359 FT	NIL	Wire Fence

VEMN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Name of the associated meteorological office	Class I MET Office, Dibrugarh/Mohanbari
2	Hours of service and, where applicable, the designation of the responsible meteorological office outside these hours	H24
3	Office responsible for preparation of TAFs and periods of validity and interval of issuance of the forecasts	Mohanbari 9 AND 24 HR
4	Availability of the trend forecast for the aerodrome and interval of issuance	Trend 30 Min
5	Information on how briefing and/or consultation is provided	Provided Through MET Officer
6	Types of flight documentation supplied and language(s) used in flight documentation	METAR, SPECI, TAFOR & Amendment to Forecast Tabular Form English
7	Charts and other information displayed or available for briefing or consultation	S,U85 ,U70,U50,U30,U20
8	Supplementary equipment available for providing information on meteorological conditions, e.g. weather radar and receiver for satellite images;	Telex,Telefax,Satellite Display Avbl.
9	The air traffic services unit(s) provided with meteorological information	VEMN Mohanbari ATC And ACS.
10	Additional information, e.g. concerning any limitation of service.	RVR Provided on Request

VEMN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations	TRUE Bearings	Dimensions of RWY (M)	Strength of pavement (PCN) and associated data) and surface of runway and associated stopways	Geographical coordinates for threshold and runway end
1	2	3	4	5
05	45.25 DEG	1829 x 45 M	40/F/D/X/T BITUMEN & CONCRETE	THR: 272835.50N 0950042.50E
23	225.25 DEG	1829 x 45 M	40/F/D/X/T BITUMEN & CONCRETE	THR: 272912.90N 0950125.10E

THR elevation and highest elevation of TDZ of precision APP RWY	Slope of runway and associated stopway	Dimensions of stopway (M)	Dimensions of clearway (M)	Dimensions of strips (M)
6	7	8	9	10
THR: 358.0FT TDZ:	0.17%	NIL	NIL	1949 x 150 M
THR: 360.0FT TDZ:	-0.01%	NIL	NIL	1949 x 150 M

Dimensions of runway end safety areas	Location and description of arresting system (if any)	Existence of an obstacle-free zone	Remarks.
11	12	13	14
		NIL	Slope of runway and associated stopway +0.17%/-0.01% 750M/1079M
		NIL	Slope of runway and associated stopway -0.01%/+0.17% 1079M/750M

VEMN AD 2.13 DECLARED DISTANCES

RWY Designator	Take-off run available TORA (M)	Take-off distance available TODA (M)	Accelerate distance available ASDA (M)	Landing distance available LDA (M)	Remarks (including runway entry or start point where alternative reduced declared distances have been declared)
1	2	3	4	5	6
05	1829	1829	1829	1829	
23	1829	1829	1829	1647	

VEMN AD 2.14 APPROACH AND RUNWAY LIGHTING

Runway Designator	Type, length and intensity of approach lighting system	Runway threshold lights, colour and wing bars	Type of visual slope indicator system	Length of runway touchdown zone lights
1	2	3	4	5
05		Green	PAPI RIGHT/3.00 DEG MEHT (46.24FT)	
23		Green	NIL	

Length, spacing, colour and intensity of runway centre line lights	Length, spacing, colour and intensity of runway edge lights	Colour of runway end lights and wing bars	Length and colour of stopway lights	Remarks
6	7	8	9	10
	1835 M 60 M White LIH	Red		NIL
	1835 M 60 M White LIH	Red		NIL

VEMN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	Location, characteristics and hours of operation of aerodrome beacon/identification beacon (if any)	ABN	At Tower Building, FLG W&G EV2SEC. As ATS Hr
		IBN	NIL

2	Location and lighting (if any) of anemometer/ landing direction indicator;	LDI	215M west of control Tower
		Anemometer	On tower building not lighted
3	Taxiway edge and taxiway centre line lights;	Edge	Avbl.
		Centre Line	----------
4	Secondary power supply including switch-over time;	Secondary Power supply to all lighting at AD. Switch-over time : 30 SEC.	
5	Remarks	NIL	

VEMN AD 2.16 HELICOPTER LANDING AREA

1	Geographical coordinates of the geometric centre of touchdown and lift-off (TLOF) or of each threshold of final approach and take-off (FATO) area	
2	TLOF and/or FATO area elevation:	
3	TLOF and FATO area dimensions to the nearest metre or foot, surface type, bearing strength and marking;	
4	True bearings of FATO;	
5	Declared distances available	
6	Approach and FATO lighting;	
7	Remarks	1.For civil helicopter no helipad available, helicopter to land on runway. 2.For Defence, helipads are available on all taxiway, connecting to IAF Dispersal.

VEMN AD 2.17 AIR TRAFFIC SERVICE AIRSPACE

1	Airspace designation, geographical coordinates and lateral limits	CTR: Area bounded by lines joining points 272902N 0941947E; 274402N 0943247E; 275302N 0945947E; 275102N 0952947E; 271702N 0955447E; 264702N 0945947E to point of origin.
2	Vertical limits	FL 200
3	Airspace classification	D
4	Call sign and language(s) of the air traffic services unit providing service;	Dibrugarh Tower, English
5	Transition altitude	8000 FT
6	Hours of applicability	As ATS
7	Remarks	

VEMN AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Call sign	Channel(s)	SATVOICE Number(s), if available
1	**2**	**3**	**4**
TWR	Dibrugarh Tower	118.250 MHZ	
TWR	Dibrugarh Tower	124.000 MHZ	
ATIS	----	127.650 MHZ	

Logon address, as appropriate	Hours of operation	Remarks
5	**6**	**7**

Logon address, as appropriate	Hours of operation	Remarks
	As ATS	Functions of TWR & APP combined.
	AS ATS	Functions of TWR & APP combined.
		NIL

VEMN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aids, magnetic variation and type of supported operation for ILS/ MLS, basic GNSS, SBAS and GBAS, and for VOR/ILS/MLS station used for technical lineup of the aid	Identification	Frequency(ies), Channel number(s), Service provider, and reference path identifier(s) (RPI), as appropriate	Hours of operation, as appropriate;
1	**2**	**3**	**4**
LOC 05	IDIB	109.500 MHz	As ATS
GP 05		332.600 MHz	As ATS
DME ILS 05	IDIB	CH32X	As ATS
VOR/DME	DRG	117.300 MHz CH120X	As ATS
NDB	DBR	265 kHz	As ATS

Geographical coordinates of the position of the transmitting antenna	Elevation of transmitting antenna of DME/ elevation of GBAS reference point	Service volume radius from the GBAS reference point	Remarks
5	**6**	**7**	**8**
272924.8N 0950129.7E			
272843.3N 0950048.7E			
272843.3N 0950048.7E	416 FT		
272918.1N 0950114.3E	390 FT		
272755.7N 0950107.0E			

VEMN AD 2.20 LOCAL AERODROME REGULATIONS

NIL

VEMN AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VEMN AD 2.22 FLIGHT PROCEDURES

RADIO COMMUNICATION FAILURE PROCEDURES

1. INTRODUCTION:

The close proximity of Chabua (IAF) and Dibrugarh (AAI) airfields with similar runway orientations, complexity of airspace demarcation and ATS route structure requires close monitoring of air traffic in this area. The constant growth of air traffic in this sector, increased flying intensity at Chabua including future enhancement in operations and proximity of two airfields, necessitates provision of approach control services by single agency. The installation of new SRE ATCR 33S at AF Station Chabua (a combined primary and secondary radar) provides an opportunity to provide surveillance based services instead of procedural control. In this respect a coordination procedure & an MOU has been finalized between AAI & IAF for the provision of surveillance based approach control services by Chabua (IAF ATC) when Chabua local flying area (LFA) is active and Radar is available. Otherwise Dibrugarh (AAI ATC) would provide procedural approach control service in its designated airspace. The control of civil flights proceeding to Dibrugarh shall be transferred by Jorhat (IAF ATC) to appropriate ATC unit. The control of flights departing from Dibrugarh shall be transferred by Dibrugarh ATC to the appropriate ATC unit. Accordingly, the radio communication failures procedures to be followed by aircraft is as mentioned below.

2. RADIO COMMUNICATION FAILURE PROCEDURES

The Radio Communication Failure procedures established herein are based on the provisions of ICAO ANNEX 2 and DOC 4444 PANS ATM. The objective is to standardize the actions to be taken by the pilot of arriving and departing aircraft at Dibrugarh Airport experiencing radio communication failure while following bidirectional ATS route W51.

3. SCOPE:

The procedures in this document shall be applicable to the pilots of arriving and departing aircraft experiencing radio communication failure at Dibrugarh airport following bi-directional ATS route W51.

4. GENERAL:

4.1 All Transponder equipped aircraft experiencing Radio Communication Failure shall set transponder to Mode A Code 7600 as soon as practicable to indicate that it has experienced air-ground communication failure. (Note: This Requirement of Setting transponder to Mode A Code 7600 in no way imposes any restriction on the pilot's decision to set transponder to Mode A Code 7500 or 7700, whenever required).

4.2. An aircraft equipped with other surveillance system transmitters, including ADS-B and ADS-C, might indicate the loss of air-ground communication by all of the available means.

4.3 Aircraft should log on to Kolkata Data-link (ADS-CPDLC) VECF, if equipped, so that CPDLC connection may be established for communication.

4.4 As soon as it is known that two-way communication has failed, action shall be taken by Dibrugarh/Chabua ATC to ascertain whether the aircraft is able to receive transmissions from the air traffic control unit by requesting it to execute a specified maneuver which can be observed by radar or ADS-B or to transmit, if possible, a specified signal in order to indicate acknowledgement.

4.5 Immediately after detection of RCF, the aircraft shall attempt to establish communications with the appropriate air traffic control unit using all other available means. In addition, the aircraft, when forming part of the aerodrome traffic at Dibrugarh aerodrome, shall keep a watch for such instructions as may be issued by visual signals. The RCF aircraft shall also try to contact the appropriate HF frequencies to relay messages to the concerned ATS unit.

4.6 Unless otherwise required, aircraft shall avoid all restricted areas, active danger areas and Bangladesh airspace if flight plan does not include Dhaka FIR. In case an aircraft is observed approaching any of such airspace, the concerned ATS unit shall inform the respective units accordingly.

4.7 Pilot shall make blind transmission to ATC of all necessary reports and actions taken by the aircraft, e.g. descent, turn, proceeding to waypoint etc., irrespective of whether partial/ complete RCF has been established or not.

5. ASSIGNED RUNWAY AND ITS AVAILABILITY FOR RCF AIRCRAFT:

5.1 In case of an arriving aircraft experiencing RCF, when Runway for landing has already been advised to the aircraft by ATC, such runway shall be considered as the assigned runway. If an arriving aircraft has not been advised of any runway, Runway 05 shall be considered as assigned runway for such arrival.

5.2 In case of departures from Dibrugarh returning due to RCF, RWY 05 shall be considered as assigned runway for landing, irrespective of runway used for departure.

5.3 Runway lights and Approach lights shall be in 'SWITCHED ON' position to indicate the availability of such Runway for aircraft experiencing RCF.

5.4 Runway and Approach lights in 'SWITCHED OFF' position shall indicate nonavailability of such Runway for aircraft experiencing RCF.

5.5 In case strong tail wind conditions are encountered during approach for the assigned Runway, the aircraft experiencing RCF will carry out a missed approach on assigned runway and after following complete missed approach procedure for such approach, aircraft will carry out the either visual or circling approach procedure published for RWY 23.

6. PROCEDURE FOR ARRIVALS:

6.1. GENERAL:

a. In case radio communication failure takes place after establishing final approach track, aircraft may continue the approach and land if visual, or go around and carry out the missed approach procedure and join the VOR (117.3) DRG/NDB (265) DBR holding procedure climbing to and maintaining 3000ft.

6.2 ARRIVING AIRCRAFT

a. Except when descent clearance has already been received from ATC and acknowledged, pilot shall continue on ATS route W51 maintaining filed flight plan level and not commence descent before RUPAK.
b. After crossing RUPAK, pilot shall descend to Descend to FL110 or level cleared by Jorhat ATC to reach FL110 or level cleared by Jorhat ATC by VOR (117.3) DRG to join the hold over VOR (117.3) DRG.
c. Commence descent to 3000 feet in hold VOR (117.3) DRG at, or as close as possible to, the expected approach time (EAT) last received and acknowledged; or, if no expected approach time (EAT) has been received and acknowledged, at, or as close as possible to, the estimated time of arrival ETA) resulting from the current flight plan;
d. Leave VOR (117.3) DRG and carry out published ILS/VOR RWY 05 Procedure i.e. assigned runway.
e. Land, if possible, within 30 minutes after the estimated time of arrival (ETA) or the last acknowledged expected approach time (EAT), whichever is later.

7. PROCEDURE FOR DEPARTURES:

7.1. DEPARTURE INTENDING TO CONTINUE TO DESTINATION

A departing aircraft experiencing radio communication failure and intending to continue to its filed flight plan destination shall:

a. Maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 minutes following:

- the time the last assigned level or minimum flight altitude is reached; or
- the time the transponder is set to Code 7600; or
- the aircraft's failure to report its position over a compulsory reporting point;

Whichever is later, and thereafter adjust level and speed in accordance with the filed flight plan;
b. When being radar vectored without a specified limit, re-join the current flight plan route W51 no later than the next significant point, taking into consideration the applicable minimum flight altitude;
c. Continue ATS route W51, climbing to/maintaining cleared and acknowledged flight level or minimum flight altitude, whichever is higher until RUPAK.
d. After RUPAK, continue to ATS route W51 and climbing to flight plan level and continue as per the filed flight plan to destination.

7.2 DEPARTURE INTENDING TO LAND BACK AT DIBRUGARH:

A departing aircraft, experiencing radio communication failure and intending to land back at Dibrugarh Airport, shall:
a. Maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 minutes following:
- the time the last assigned level or minimum flight altitude is reached; or
- the time the transponder is set to Code 7600; or
- the aircraft's failure to report its position over a compulsory reporting point; whichever is later;

b. Thereafter turn towards VOR (117.3) DRG climbing to FL110 to join the hold. If required jettison fuel in VOR (117.3) DRG hold after taking all precautions.
c. Commence descent in the hold to 3000 feet. Leave VOR (117.3) DRG and carry out published ILS/VOR RWY 05 Procedure i.e. assigned runway.

VEMN AD 2.23 ADDITIONAL INFORMATION

1.Location of ILS monitor Antenna frangible type Hgt. 1.4M at a distance of 60M away from THR RWY 23 and ILS LOC antenna of HGT. 2.8M at a distance 125M away from THR RWY23.OBS marked by day and night.

2.Out of 3 NDB mast light only one is glowing and rest are unserviceable. Height / Location 83FT 153 DEG and Dist. 0.8NM from RWY 05.

3.New air obstruction mast erected at Lepatketta (Dibrugarh) coordinates 2722N 09453E height 120 M distance approx 25 Km south-west of Dibrugarh airport. Mast printed white and orange. Obstruction light provided.

4.GP Mast HGT 50FT Provided with Obstruction Light

5.The detail of aircraft stands is as follows:

Stand No.	PCN	Coordinates	Remarks
Old Apron			
1	45/R/C/W/T	272857.96N 0950109.52E	POWER IN POWER OUT
2	45/R/C/W/T	272859.22N 0950110.64E	POWER IN POWER OUT
3	45/R/C/W/T	272900.55N 0950112.14E	POWER IN POWER OUT
4	45/R/C/W/T	272901.87N 0950113.64E	POWER IN POWER OUT
New Apron			
5	55/R/C/W/T	272903.17N 950118.76E	POWER IN PUSH BACK VDGS AVBL
6	55/R/C/W/T	272904.48N 950120.23E	POWER IN PUSH BACK VDGS AVBL
7	55/R/C/W/T	272905.75N 950121.68E	POWER IN PUSH BACK

6. ADS-B Ground Equipment Commissioned and Operational.

VEMN AD 2.24 CHARTS RELATED TO AN AERODROME

1.ILS (Z) Procedure RWY05

2.ILS (Y) Procedure RWY05

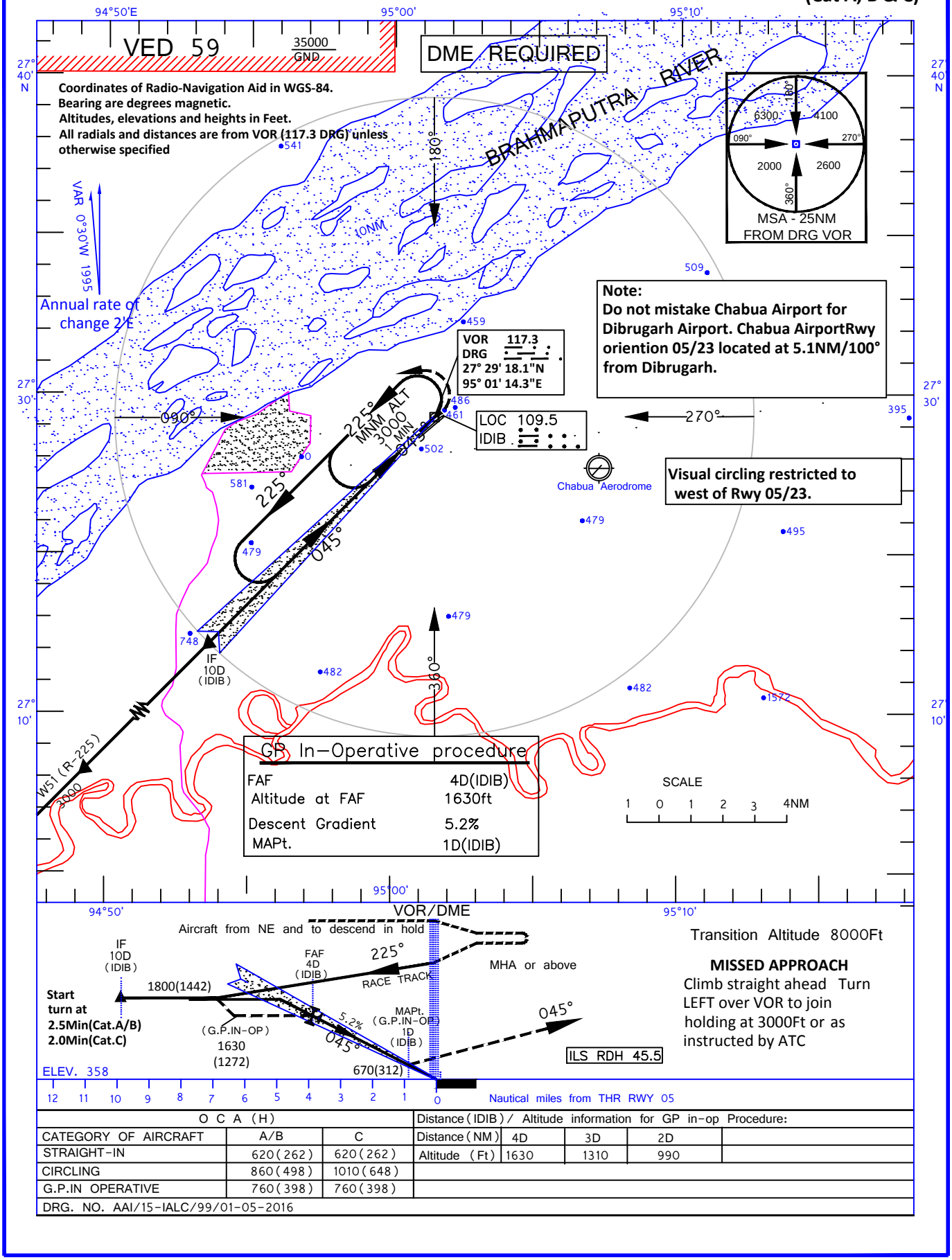
3.VOR Procedure RWY05

INSTRUMENT APPROACH CHART

Aerodrome Elev 362Ft
Height related to:
THR RWY05-Elev 358Ft

APP 118.25
TWR 118.25

DIBRUGARH
INDIA
ILS (Z) RWY 05
(Cat A, B & C)



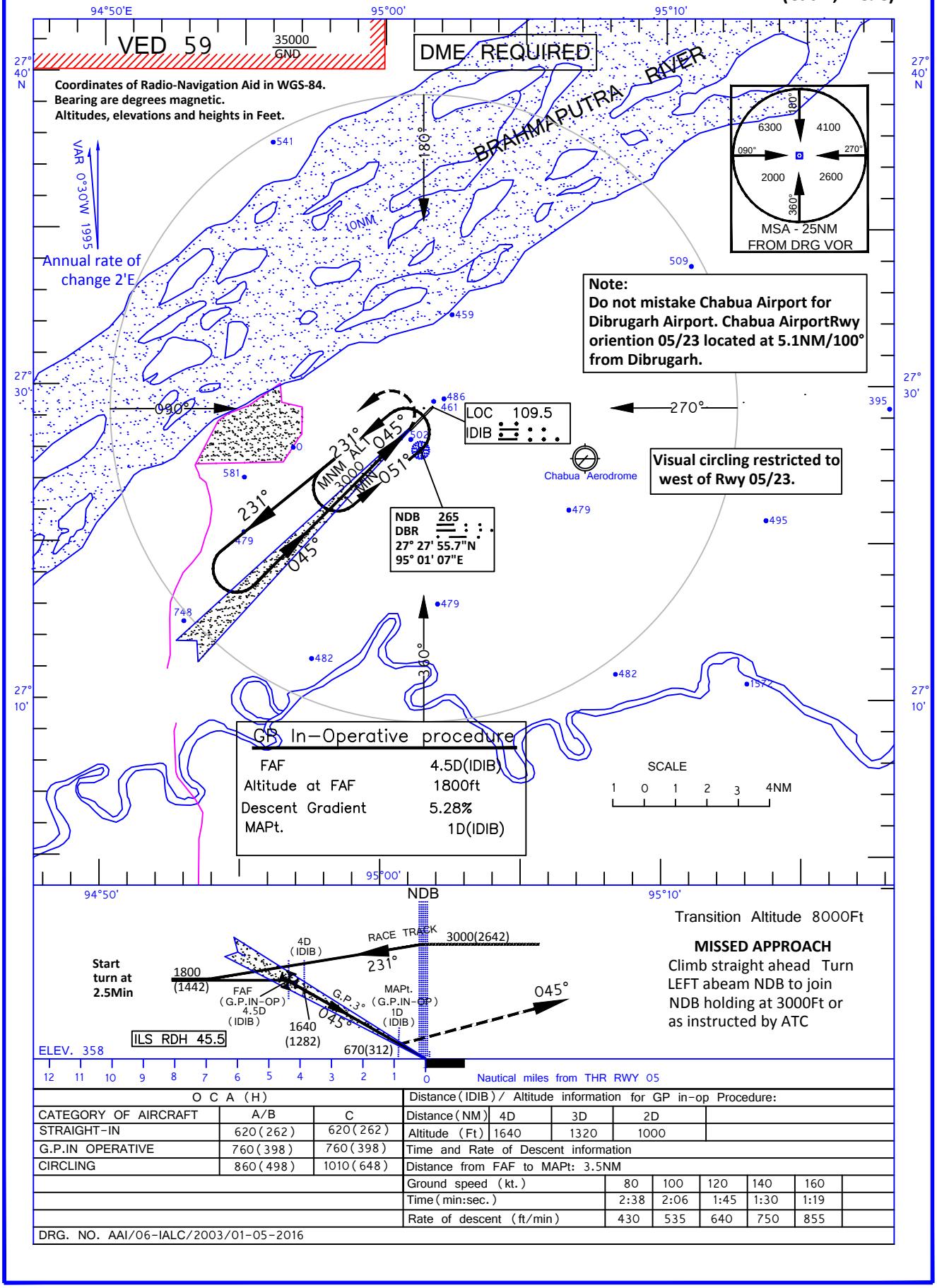
O C A (H)			Distance (IDIB) / Altitude information for GP in-op Procedure:				
CATEGORY OF AIRCRAFT	A/B	C	Distance (NM)	4D	3D	2D	
STRAIGHT-IN	620 (262)	620 (262)	Altitude (Ft)	1630	1310	990	
CIRCLING	860 (498)	1010 (648)					
G.P.IN OPERATIVE	760 (398)	760 (398)					
DRG. NO. AAI/15-IALC/99/01-05-2016							

INSTRUMENT APPROACH CHART

Aerodrome Elev 362Ft
Height related to:
THR RWY05-Elev 358Ft

APP 118.25
TWR 118.25

DIBRUGARH
INDIA
ILS (Y) RWY 05
(Cat A, B & C)



Transition Altitude 8000Ft

MISSED APPROACH
Climb straight ahead Turn LEFT abeam NDB to join NDB holding at 3000Ft or as instructed by ATC

O C A (H)		
CATEGORY OF AIRCRAFT	A/B	C
STRAIGHT-IN	620(262)	620(262)
G.P.IN OPERATIVE	760(398)	760(398)
CIRCLING	860(498)	1010(648)

Distance(IDIB)/ Altitude information for GP in-op Procedure:					
Distance(NM)	4D	3D	2D		
Altitude (Ft)	1640	1320	1000		
Time and Rate of Descent information					
Distance from FAF to MAPt: 3.5NM					
Ground speed (kt.)	80	100	120	140	160
Time(min:sec.)	2:38	2:06	1:45	1:30	1:19
Rate of descent (ft/min)	430	535	640	750	855

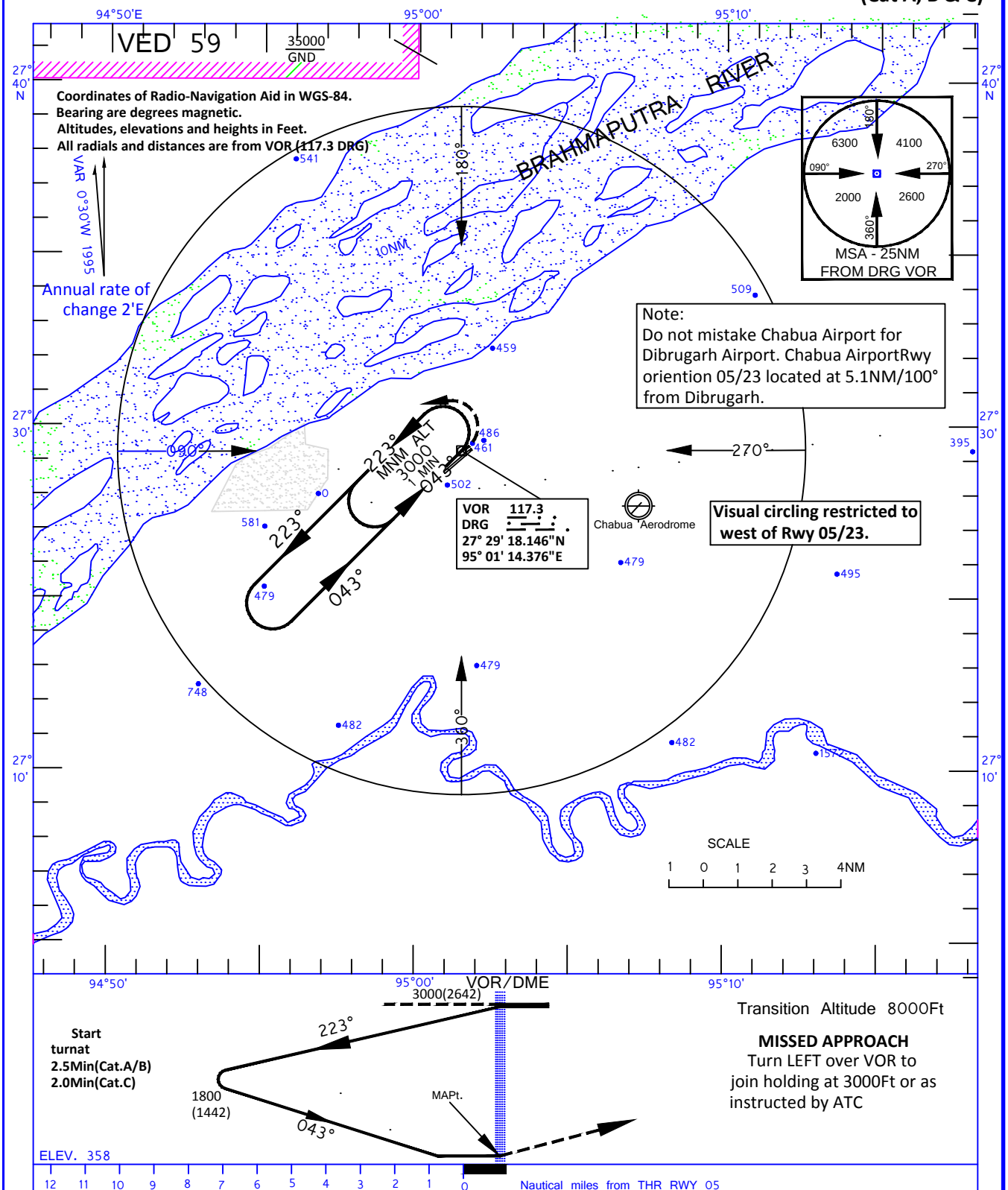
DRG. NO. AAI/06-IALC/2003/01-05-2016

INSTRUMENT APPROACH CHART

Aerodrome Elev 362Ft
Height related to:
THR RWY05-Elev 358Ft

APP 118.25
TWR 118.25

DIBRUGARH
INDIA
VOR RWY 05
(Cat A, B & C)



Transition Altitude 8000Ft

MISSED APPROACH
Turn LEFT over VOR to join holding at 3000Ft or as instructed by ATC

O C A (H)		
CATEGORY OF AIRCRAFT	A/B	C
STRAIGHT-IN	1050(688)	1050(688)
CIRCLING	1050(688)	1050(688)

DRG. NO. AAI/16-IALC/99/01-05-2016