

TEL: +91-11-24632950 Extn: 2219/2233 AFS: VIDDYXAX FAX: +91-11-24615508 Email: <a href="mailto:gmais@aai.aero">gmais@aai.aero</a>	<b>INDIA</b> <b>AERONAUTICAL INFORMATION SERVICE</b> <b>AIRPORTS AUTHORITY OF INDIA</b> <b>RAJIV GANDHI BHAVAN</b> <b>SAFDARJUNG AIRPORT</b> <b>NEW DELHI – 110003</b>	65/2026
		16 MAR 2026

File No. ATM-19013(19)/1/2026-ATM

Following supplement is issued for information, guidance and necessary action.

sd/-

विपिन कुमार

VIPIN KUMAR

अध्यक्ष/CHAIRMAN

भारतीय विमानपत्तन प्राधिकरण

AIRPORTS AUTHORITY OF INDIA

---

**[EFFECTIVE DATE: 14 MAY 2026]**

## **RADIO COMMUNICATION FAILURE PROCEDURES** **IMPHAL AIRPORT, IMPHAL (VEIM)**

### **1. INTRODUCTION**

- 1.1 Radio communication failure procedures are described in Para 15.3 of ICAO PANS ATM DOC 4444. Based on these provisions, following radio communication failure procedures are established, to standardize the actions to be taken by the pilot of arriving and departing aircraft and ATCOs at Imphal International Airport.

### **2. GENERAL**

- 2.1 All Transponder equipped aircraft experiencing Radio Communication Failure shall set Transponder to Mode A/C 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/C code 7600 in no way imposes any restriction on the pilot's decision to set transponder to Mode A/C code 7500 or 7700, whenever required).
- 2.2 Immediately after detection of RCF, the aircraft shall attempt to establish communication with the appropriate air traffic control unit using all other available means (Imphal Tower – Main & Standby/Silchar Tower/Guwahati Control/Emergency frequency 121.5 MHz).

- 2.3 The RCF aircraft shall look for other traffic in aerodrome circuit and shall keep a watch for instructions as may be issued by visual signals by ATC.
- 2.4 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 encountering partial/complete RCF.
- 2.5 As soon as it is known that two-way communication has failed, ATC shall take action to ascertain whether the aircraft is able to receive transmissions by various means such as using emergency frequency 121.5MHz, through other aircraft in contact with Imphal or through other adjacent ATS units and Guwahati ACC.

### **3. ASSIGNED RUNWAY AND ITS AVAILABILITY FOR RCF AIRCRAFT**

- 3.1 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 04 shall be considered as assigned runway for such arrival.
- 3.2 In case of departures from Imphal Airport is returning due to RCF, Runway 04 shall be considered as the assigned runway for landing, irrespective of the runway used for departure.
- 3.3 If Radio communication failure occurs after commencing instrument approach, the aircraft may continue its approach to land on such Runway.
- 3.4 Runway lights and Approach lights in 'SWITCHED ON' position shall indicate the availability of such Runway for aircraft experiencing RCF.
- 3.5 In case of strong tail wind conditions or any other reasons for assigned Runway, aircraft experiencing RCF will carry out a missed approach on assigned runway and after following complete missed approach for such approach, aircraft will climb to 11000 ft and commence Instrument approach procedure published for the runway which is in opposite direction to the assigned Runway. For example, Runway 22 in case of Runway 04 and vice versa.

### **4. PROCEDURES FOR ARRIVALS**

- 4.1 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.

- 4.2 Except when descent clearance has already been received from Imphal ATC and acknowledged, pilot shall continue on ATS route cleared to IIM maintaining last assigned and acknowledged flight level by adjacent ATS unit. Commence descent to 11000 feet in holding procedure VOR IIM at or as close as possible to 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 Estimated time of arrival (ETA) resulting from the current flight plan. Leave VOR IIM and carry out published IAP for assigned runway as per para 3.1.
- 4.3 Land, if possible, within 30 minutes after the estimated time of arrival (ETA) or the last acknowledged expected approach Time (EAT), whichever is later.

## **5. PROCEDURE FOR DEPARTURE**

### **5.1 DEPARTURE INTENDING TO CONTINUE TO DESTINATION**

5.1.1 Any departing aircraft experiencing RCF and intending to continue to its filed Flight plan destination shall:

- i) If following 'SID', climb to filed Flight Level with SID lateral and vertical restrictions to join ATS route and continue as per the filed flight plan.
- ii) If following ATC DEP clearance (other than published SID), join ATS route maintaining cleared flight level/11000 ft whichever is higher. After joining ATS route, climb to filed Flight level and continue as per the filed flight plan.

### **5.2 DEPARTURE INTENDING TO LAND BACK AT IMPHAL AIRPORT**

5.2.1 Any departing aircraft experiencing RCF after departure and intending to land back at Imphal Airport, shall:

- i) Three minutes after setting Mode A/C code 7600 or reaching 11000 ft or cleared Flight level (if higher than 11000 ft) whichever is later, take a turn to proceed direct to IIM VOR and Hold as published.
- ii) Commence descend in the IIM Hold and then carryout published instrument approach procedure for Runway 04.