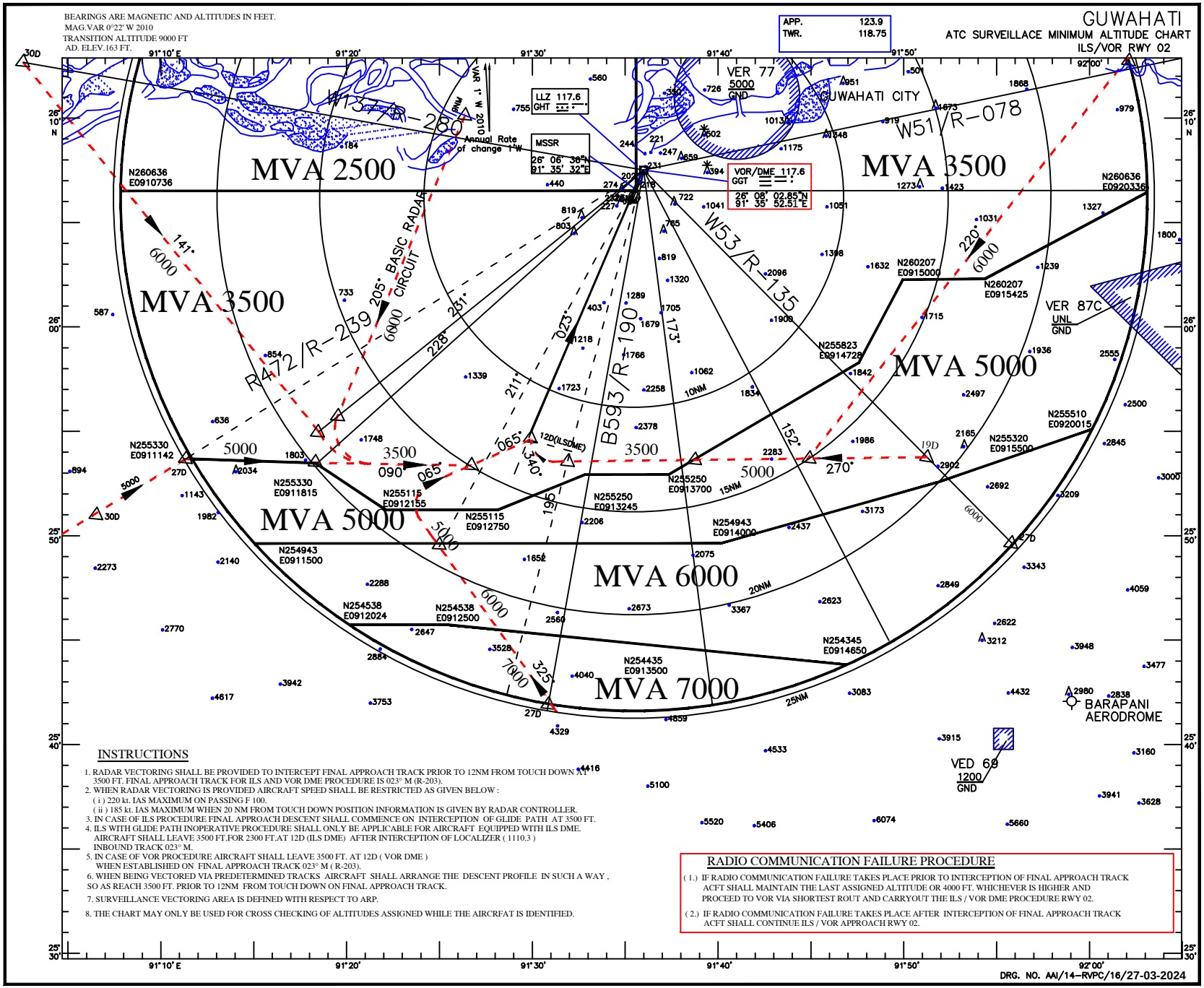
GUWAHATI
ATC SURVEILLACE MINIMUM ALTITUDE CHART
ILS/VOR RWY 02
BEARINGS ARE MAGNETIC AND ALTITUDES IN FEET.
MAG.VAR 0°22' W 2010
TRANSITION ALTITUDE 9000 FT
AD. ELEV.163 FT.
APP. 123.9
TWR. 118.75
LLZ 117.6
MSSR
26° 06' 38"N
91° 35' 32"E
VOR/DME 117.6
GGT
26° 08' 02.85"N
91° 35' 52.51"E
VAR 1° W 2010
Annual Rate of change 1°W
GUWAHATI CITY
VER 77
5000
GND
VER 87C
UNL
GND
VED 69
1200
GND
BARAPANI AERODROME
MVA 2500
MVA 3500
MVA 5000
MVA 6000
MVA 7000
W13/R-280
W51/R-078
W53/R-135
R472/R-239
B593/R-190
BASIC RADAR CIRCUIT
N260636 E0910736
N260636 E0920336
N260207 E0915000
N260207 E0915425
N255823 E0914728
N255510 E0920015
N255320 E0915500
N255330 E0911142
N255330 E0911815
N255115 E0912155
N255115 E0912750
N255250 E0913700
N255250 E0913245
N254943 E0914000
N254943 E0911500
N254538 E0912024
N254538 E0912500
N254435 E0913500
N254345 E0914650
12D(ILSDME)
19D
27D
30D
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/16/27-03-2024