

GENERAL**Operational Hours**

ATS Hours: See NOTAM

AD ADMIN Hours: MON-FRI 0330-1130. SAT, SUN and HOL CLSD

Outside ATS Hours, other times O/R with 24HR PN

Airport Information

RFF: CAT 7

PCN: RWY 05/23: 40/F/D/X/T

Customs: Not AVBL

ARRIVAL**Communication****COM Failure**

In case of COM failure takes place after establishing final APCH track, continue the APCH and land if visual or go around and carry out MISAP and join DRG VOR/DBR NDB HLDG procedure climbing to and maintaining 3000ft.

If descent CLR has already been received:

Continue on route W51 maintaining FPL level and not commence descent before RUPAK.

After crossing RUPAK, descend to FL110 or level cleared by Jorhat ATC to reach FL110 or level cleared by Jorhat ATC by DRG VOR to join the hold over DRG VOR.

Commence descent to 3000ft in hold DRG VOR at, or as close as possible to the EAT last received and acknowledged; or, if no EAT has been received and acknowledged, at, or as close to ETA resulting from the current FPL.

Leave DRG VOR and carry out ILS/VOR RWY 05 procedure.

Land, if possible, within 30min after ETA or the last acknowledged EAT, whichever is later.

DEPARTURE**Take-off Minima**

RWY		05/23	
A, B, C	ft - m/km	0 - 800v	-
D		Not applicable	-

Communication**COM Failure**

Departure intending to continue to DEST:

Maintain the last assigned speed and LVL, or MNM flight ALT if higher, for a period of 7min following:

- the time the last assigned LVL or MNM flight ALT is reached; or
- the ACFT failure to report its position over a compulsory reporting point
- whichever is later and thereafter adjust LVL and speed in accordance with FPL

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 MNM flight ALT.

Continue ATS route W51, climbing to/maintaining cleared and acknowledged FL or MNM flight ALT, whichever is higher until RUPAK.

After RUPAK, continue ATS route W51 and climbing to FPL level and continue as per FPL to DEST.

DEPARTURE

Departure intending to land back at AD:

Maintain the last assigned speed and LVL, or MNM flight ALT if higher, for a period of 7min following:

- the time the last assigned LVL or MNM flight ALT is reached; or
- the ACFT failure to report its position over a compulsory reporting point, whichever is later

Thereafter turn towards DRG VOR climbing to FL110 to join the hold. If required jettison fuel in DRG VOR hold after taking all precautions.

Commence descent in the hold to 3000ft, leave DRG VOR and carry out ILS/VOR RWY 05 procedure.

16-NOV-2017
DIB-VEMN

2-10

India Dibrugarh

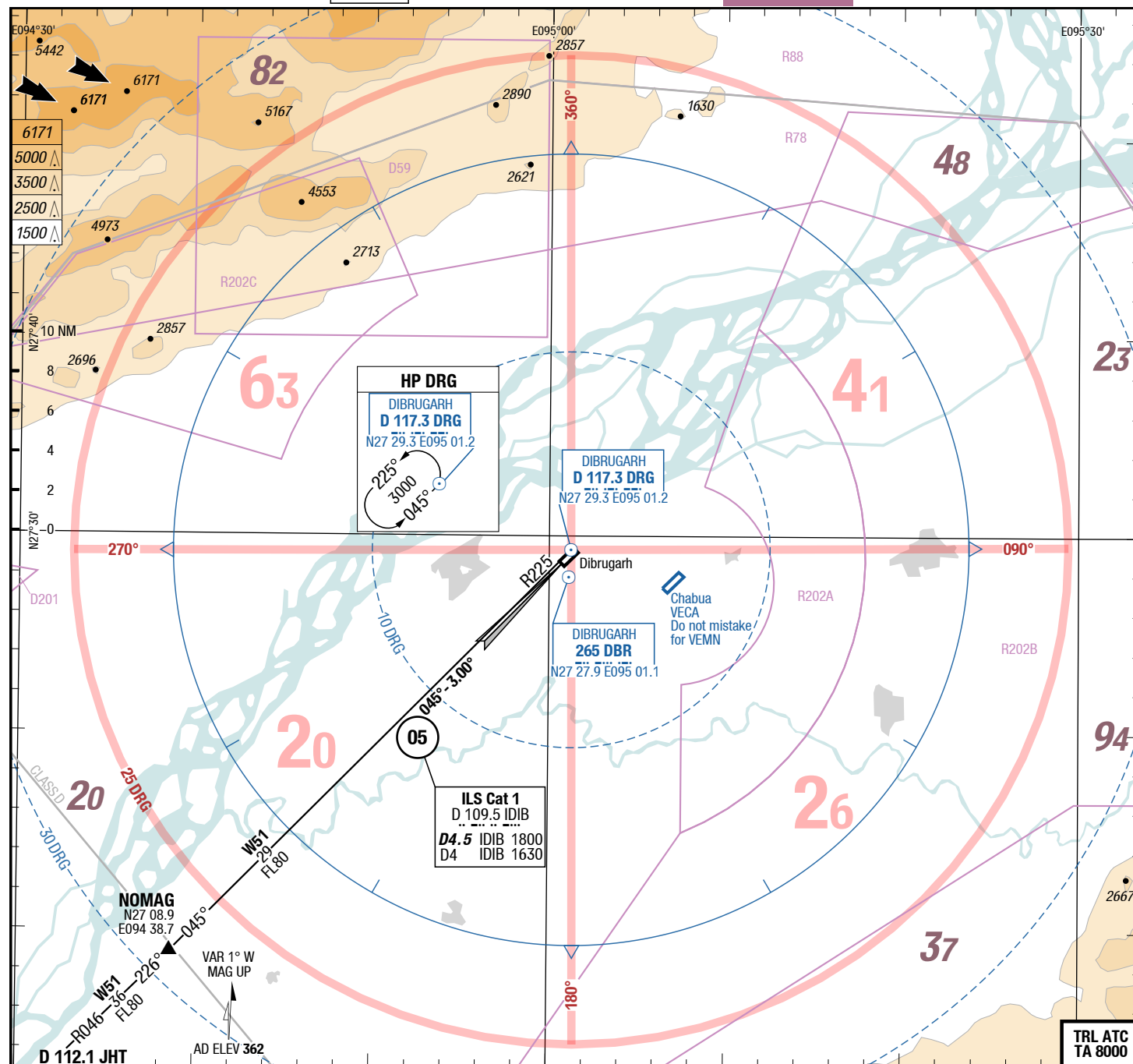
AGC
AFC

AFC

AFC

Dibrugarh India

AGC
AFC



ATIS
TWR

127.650
118.250 APP, HR by NOTAM

Landing RWY system:

05

1829 x 45 60 HL

THR 358 (13hPa) / TDZ --- (---%) 0.0%

60 HL

45 x 1647 182

23

0.0% TDZ --- (---%) / THR 360 (13hPa)

Changes: new

16-NOV-2017
DIB-VEMN

India Dibrugarh
AGC

AGC

AGC

Dibrugarh India
AGC

3-20

ATIS
TWR

127.650

118.250 APP. HR by
NOTAM

DIBRUGARH
D 117.3 DRG

23

226°
360

N27°29'

E095°00.5'

E095°01'

E095°01.5'

N27°28.5'

VAR 1° W
MAG UP

AD ELEV 362

05

046°
358

ARP
N 27 28.9
E 095 01.1

1829 X 45

COORDINATES

1-4 N27 29.0 E095 01.2
5, 6 N27 29.1 E095 01.3
7 N27 29.1 E095 01.4

Caution:

No official airport graphic available.
Chart contents are based on the best available information.
NOTAMs may not be available.
Use at your own discretion.



Changes: new

16-NOV-2017

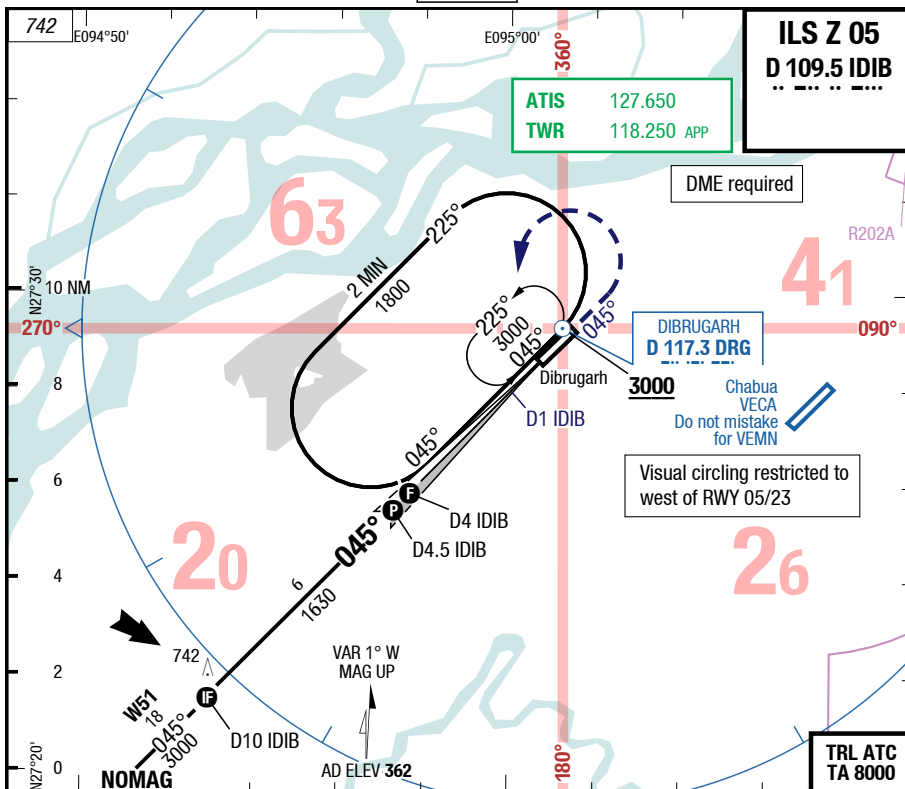
DIB-VEMN

7-10

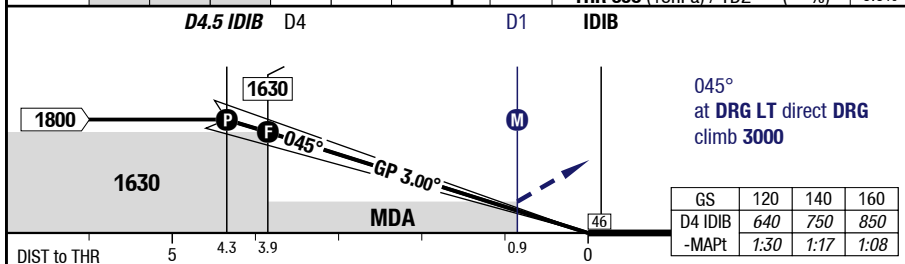
India Dibrugarh

ILS Z 05

IAC



LOC 3.00°				4.5	3	2	05	1829 x 45 83.0°	THR 358 (13hPa) / TDZ --- (---%) 0.0%
D IDIB				1800	1320	1000			
RWY 046°									



05	Cat 1 DME	LOC DME				Circling W of RWY only
C	ft - m/km 270 - 1.3 620 ¹⁾	410 - 1.9 760				650 - 2.4V 1010
D	ft - m/km Not published	Not published				Not published

1) With EVS 900m

Changes: new



