

INDIA - RULES AND PROCEDURES

- d. For the same indicated air speed (IAS), the true speed of aircraft will vary with altitude. A table representing indicated air speed versus true air speed at different altitude is provided in table "Indicated Airspeed (IAS) vs. True Airspeed (TAS) at different altitude at ISA +15°C". Radar controllers must be aware of speed differentials between IAS and TAS.
- e. Simultaneous speed reduction and descent can be extremely difficult, particularly for turbojet aircraft. It may be necessary for the pilot to level off temporarily and reduce speed prior to descending below 10000ft AMSL.
- f. Arriving aircraft would prefer to fly in clean configuration for as long as circumstances permit. Below 10000ft AMSL, speed not less than 210KT IAS is considered as minimum speed of turbojet aircraft in clean configuration.
- g. Speed adjustments requiring alternate decrease and increase shall be avoided particularly after the aircraft has reduced the speed below 210kt. In such cases the Phraseology", No ATC speed restriction", or "Resume normal speed" shall only be used.

Speed Control under Radar Environment for Arriving Aircraft

Phase of flight	IAS		Status	Remarks
	Turboprop	Turbojet		
Enroute and initial descent up to FL290	N/A	250KT or actual speed whichever is higher	Optional/as per requirement of ATC	Speed less than 250KT will be subject to concurrence of pilot
Below FL290 and up to FL150	250KT or actual speed whichever is lower	250KT or actual speed whichever is higher	Optional/ As per requirement of ATC	Speed less than 250KT will be subject to concurrence of pilot Below FL210 speed may be reduced to 240KT by ATC with the concurrence of pilot
Below FL150 & within 25DME to 20NM (30DME to 20NM in case of straight-in) or on downwind	220KT or actual speed whichever is lower	220KT or minimum clean speed whichever is higher	Mandatory	Below 10000ft AMSL speed may be reduced to 210KT by ATC subject to concurrence of pilot
Within 20NM from touch-down	180KT	180KT	Mandatory	Speed may be further reduced to 170KT by ATC
Intercept leg or 12NM from touch-down in case of straight-in	180 - 160KT	180 - 160KT	Mandatory	Speed to be reduced to 160KT during the intercept leg
10 - 5NM from touch-down ¹	160 - 150KT	160 - 150KT	Mandatory	Turboprop aircraft unable to maintain the specified speed must inform ATC as early as possible preferably during intercept leg or when 12NM from touchdown ¹ At the time approach clearance is issued, speed restrictions shall remain applicable unless withdrawn by ATC
Within 5NM from touch-down	N/A	N/A	N/A	

NOTE: Subject to aircraft performance limitations a radar controller may assign a specific speed to the aircraft in order to maintain/achieve required spacing.