



AIRPORTS AUTHORITY OF INDIA

PRESS RELEASE



For Immediate Release

Today 24th December, 2011, Airports Authority of India, New Delhi

CAT-II Instrument Landing System becomes operational at Amritsar Airport

As part of its continuing efforts to improve the Air Navigation facilities for the aircraft and passengers at all the Airports in the country, AAI has recently taken up the initiative of upgrading the existing Instrument Landing System to Category II at Amritsar for supporting safe and smooth aircraft operations. The up gradation of the system to Category II required improvement in Airport infrastructure, removal of obstacles in and around the Airport, training for the Controllers and the maintenance personnel. Having completed all the requirements and on obtaining the regulatory approval, the ILS CAT II has been operationalised from 1730 hrs. on 23rd December, 2011 at Shri Guru Ram Das Jee International Airport, Amritsar .

The advanced landing system would reduce the visibility requirement for an aircraft for landing at Amritsar Airport from the existing 650 meters to 350 meters.

The implementation of ILS CAT II system will be a big boon for the passengers of this pilgrim city particularly during winter when the visibility goes down well below 650 Meters. The aircraft would be able to land safely even during poor visibility (up to 350M) at Amritsar reducing the chances for diversion of the aircraft to other airports in such cases. Aircraft would be able to take off from Amritsar even when the visibility is as low as 400 Meters.

The implementation of Cat II ILS system would benefit the airlines in terms of increased Safety, avoiding diversions, minimizing holding for visibility improvement with consequent gains in operating costs and lesser fuel burn and substantial environmental efficiency.

Notes for the Editor

An **instrument landing system (ILS)** is a ground-based instrument approach system that provides precision guidance to an aircraft approaching and landing on a runway, using a combination of radio signals to enable a safe landing during instrument meteorological conditions (IMC), such as low ceilings or reduced visibility due to fog, rain, or blowing snow.

At a controlled airport, air traffic control will direct aircraft to the localizer via assigned headings, after making sure that the aircraft do not get too close to each other (maintain separation), but also avoiding delay as much as possible. An aircraft that has turned onto the inbound heading and is within two and a half degrees of the localizer course (half scale deflection shown by the course deviation indicator) is said to be established on the approach. Typically, an aircraft will be established by at least two miles (3 km) prior to the final approach fix (glideslope intercept at the specified altitude).

Aircraft deviation from the optimal path is indicated to the flight crew by means of a display dial (a carry over from when an analog meter movement would indicate deviation from the course line via voltages sent from the ILS receiver).

ILS Categories

There are three categories of ILS which support similarly named categories of operation. Information below is based on ICAO; certain states may have filed differences.

Categories of precision approach and landing operations:

Category I (CAT I) operation. A precision instrument approach and landing with:

- a) A decision height not lower than 60 m (200 ft); and
- b) With either a visibility not less than 800 m or a runway visual range not less than 550 m.

Category II (CAT II) operation. A precision instrument approach and landing with:

- a) A decision height lower than 60 m (200 ft), but not lower than 30 m (100 ft); and
- b) A runway visual range not less than 300 m.

Category IIIA (CAT IIIA) operation. A precision instrument approach and landing with:

- a) A decision height lower than 30 m (100 ft), but not lower than 15 m (50 ft);
- b) A runway visual range not less than 175 m.

Category IIIB (CAT IIIB) operation. A precision instrument approach and landing with:

- a) A decision height lower than 15 m (50 ft), or no decision height; and
- b) A runway visual range less than 175 m but not less than 50 m.

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