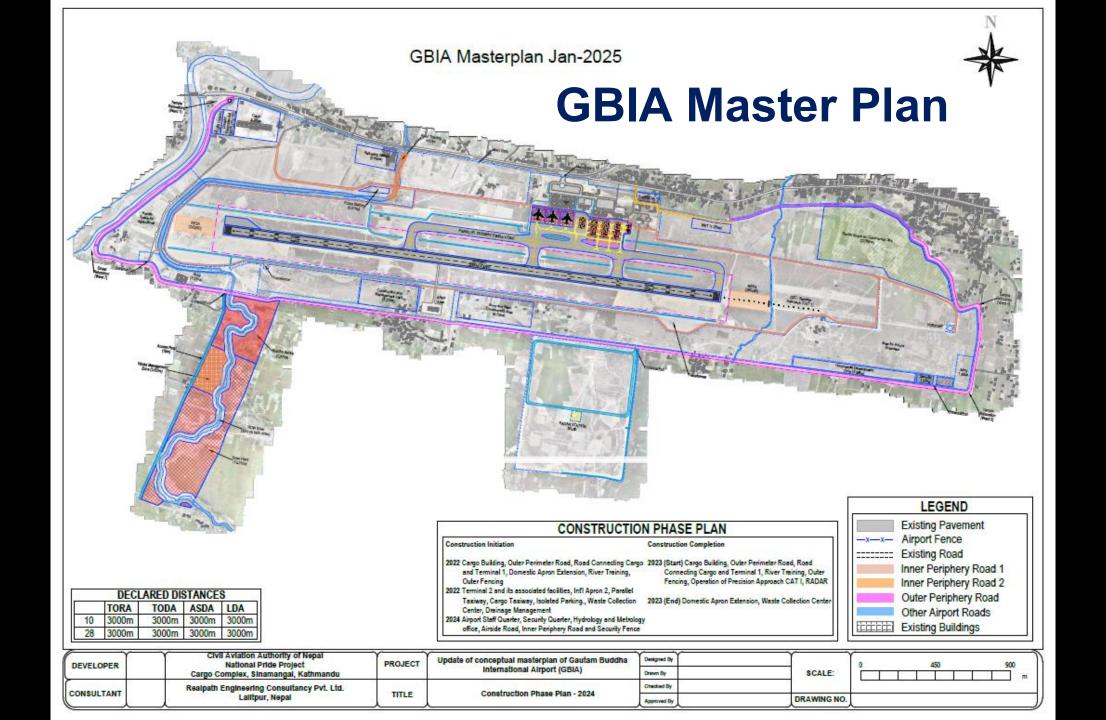


Welcome to GBIA





Major System to check

- ATC Communication (VHF and HF)
- ATC Consoles
- Voice Communication Control System (VCCS) complete with redundant server with all
- Instrumental Landing System (ILS)- Localizer and Glide Path
- AWOS (Weather)
- DVOR/DME
- (Flight calibration is required for communication and navigational systems)
- Aeronautical Ground Lighting (AGL) / Precision Approach Path Indicator (PAPI)

Schedule of Flight Calibration

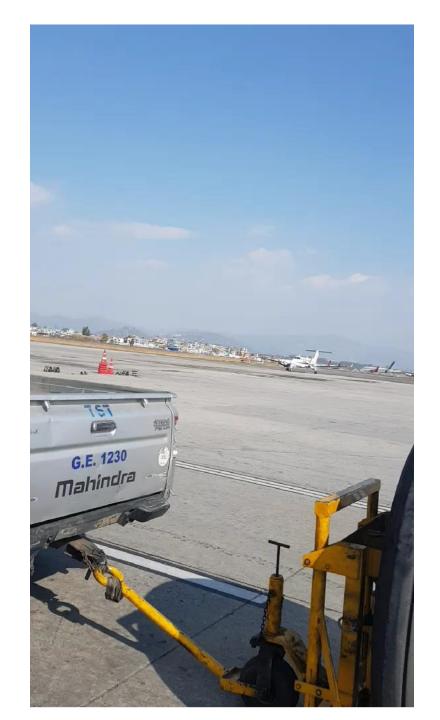
Date	Program	Remarks	
17 Feb	Arrival from Bangkok and leave for GBA	Landed KTM at 3pm	
18 Feb Meeting and start flight calibration of		Briefing with CAAN for flight calibration plan	
	NAV AIDS (starting from DVOR DME)	and start doing from VOR Flight check	
19 Feb	DVOR DME	VHF com test simultaneously	
20 Feb	DVOR DME	VHF com test simultaneously	
21 Feb	ILS/DME / PAPI	VHF com test simultaneously	
22 Feb	ILS/DME	VHF com test simultaneously	
23 Feb	Break		
24 Feb	ILS/DME	VHF com test simultaneously	
25 Feb	ILS and Flight Procedure Charts	VHF com test simultaneously	
26 Feb	Flight Procedure Charts	VHF com test simultaneously	
27 Feb	Flight Procedure Charts	VHF com test simultaneously	
28 Feb	Back to Bangkok		

Flight Inspection Aircraft



Super King Air B200 Aircraft

Flight Inspection Aircraft Arrival at TIA



ILS – Calibration of Localizer and Glide path

ILS/DME GBA type and nominal configuration

	Localizer	Glide Slope	DME
Assigned Frequency	109.30	332.00	991
Manufactured/Model	SELEX 2100	SELEX 2110	SELEX 118A
Type	Dual Frequency	Capture Effect	Omni Direction
LOC Displacement sensitivity (Sector Width)	3.71		
GP Width		3.00	

Localizer

Parameter required to measure for Localizer Commissioning Flight Inspection.

#	Parameter	
1.	Modulation Balance and Depth	
2.	Displacement Sensitivity	
3.	DDM Increase Linear	
4.	Off-Course Clearance	
5.	High-Angle Clearance	
6.	Course Alignment Accuracy	
7.	Course Structure	
8.	Polarization	
9.	Monitor System	
	- Displacement Sensitivity alarm limit	
	- Course Alignment Alarm limit	
10.	Coverage (Usable Distance)	
11.	Identification	

Glide Slope

Parameter required to measure for Glide Slope Commissioning Flight Inspection.

#	Parameter	
1.	Modulation Balance and Depth	
2.	Displacement Sensitivity	
3.	Glide Path Angle Alignment	
4.	Glide Path Structure	
5.	Clearance Below and Above Path	
6.	Obstruction Clearance	
7.	Monitor System	
	- Displacement Sensitivity Alarm limit	
	- GP Angle Alarm Limit	
8.	Coverage (Usable Distance)	

DME

Parameter required to measure for DME Commissioning Flight Inspection.

#	Parameter
1.	Distance Accuracy
2.	Coverage

DVOR DME

DVOR/DME NEW GBA

	DVOR	DME	
Assigned Frequency	117.0 MHz		
WGS-84 Position	-84 Position Lat 27° 30' 02.72605" Lon 83° 26' 23.3183		
Elevation	45.9912 m.		
Magnetic variation	-0.49 Degree)		
Manufactured/Model	Selex/1150A	Selex/1119A	
Transmitted Power	1000 W	1000 W	

Flight Level part of orbit R095>R210 A part of Flight Calibration of DVOR



Summary of Flight Check

- Flight Inspection: 17-27 Feb 2022
- Interim Report Submission: 27 Feb 2022

(after completing all the flight check, before departing back to Bangkok)

- Final Report Submission to CAAN: after 15 days of completion of job
- Approval by DGCA (after taking consent of concerned department):
 15 days approximately
- Publication in AIRAC cycle: by AIM Department (after approval from DGCA)
- Finally wait for 56 days for commercial movements



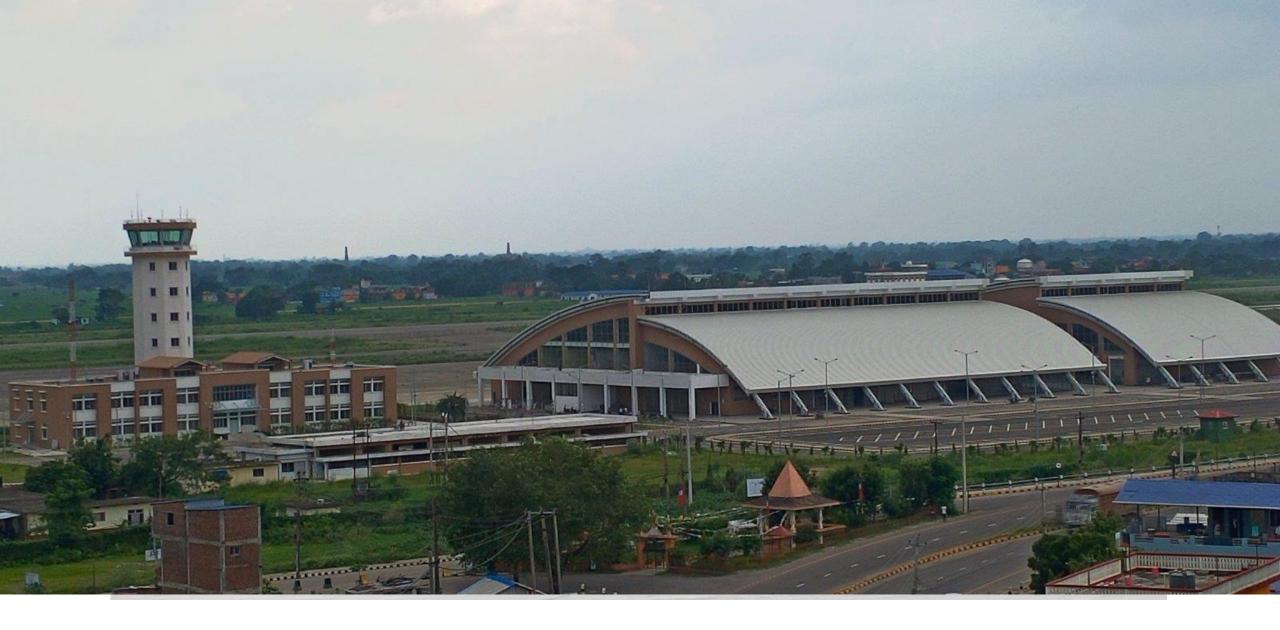
Terminal from Landside



Runway - Daylight



Runway – Night Time



Thank You!