

List of pages in this Trip Kit

Trip Kit Index

Airport Information For VABB

Terminal Charts For VABB

Revision Letter For Cycle 01-2015

Change Notices

Notebook

General Information

Location: Mumbai Ind
IATA Code: BOM
Lat/Long: N19° 05.5' E072° 52.0'
Elevation: 39 ft

Airport Use: Public
Magnetic Variation: 0.5°W

Fuel Types: 100 Octane (LL), 100-130 Octane, 115-145 Octane, Jet, Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0143 Z
Sunset: 1245 Z,

Runway Information

Runway: 09
Length x Width: 11312 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 16 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 459 ft

Runway: 14
Length x Width: 9419 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 39 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 1313 ft

Runway: 27
Length x Width: 11312 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 23 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1584 ft

Runway: 32
Length x Width: 9419 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 25 ft

Lighting: Edge, ALS, Centerline
Displaced Threshold: 649 ft

Communication Information

- ATIS 126.4
- Mumbai Tower 122.5 Secondary
- Mumbai Tower 118.1
- Mumbai Ground Control 121.9
- Mumbai Ground Control 121.85
- Mumbai Ground Control 121.75
- Mumbai Clearance Delivery 121.85
- Mumbai Approach Control 127.9
- Mumbai Approach Control 120.35 Secondary
- Mumbai Approach Control 119.3
- Mumbai Radar 127.9
- Mumbai Radar 119.3

1. GENERAL

1.1. ATIS

ATIS 126.4

1.2. ADVANCED SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM (SMGCS)

1.2.1. TRANSPONDER OPERATING PROCEDURES ON GROUND

1.2.1.1. GENERAL

Advanced Surface Movement Guidance and Control System using Mode S multi-lateration has been commissioned.

When on ground, ACFT must squawk Mode C, in order to provide altitude information to the surveillance system, and thereby prevent clutter on RADAR display and false automatic detection of departure for ACFT still on ground.

1.2.1.2. ARRIVAL

When on RWY, keep TCAS selected.

After vacating RWY, select transponder or equivalent and AUTO if available. TCAS shall be deselected when vacating RWY.

When parked on stand, select STBY.

1.2.1.3. DEPARTURE

At gate/stand, select STBY.

Enter discrete SSR code received. Enter three-letter ICAO designator followed by flight identification number (e.g. AIC748) through FMS or transponder control panel, depending on the avionics.

On requesting push-back/taxi (whichever is earlier), select transponder or equivalent and AUTO if available.

After receiving clearance to line up, select TCAS when lining up.

1.3. CROSSING RWY OPERATIONS

Crossing RWY operations (Arrival/Departure RWY 27 and dedicated Departure RWY 14) in effect between 0001-0400 and 0930-1430 subject to following conditions:

All arrivals to use RWY 27.

Departure from Apron A, B, C or D to use RWY 14.

Departure from Apron G, H or K to use RWY 27.

Departure from General Aviation Parking Area located South of RWY 27 and West of RWY 14 to use RWY 27.

ATC may deviate from above condition for optimizing capacity.

Weather condition criteria:

VIS 3000m.

Ceiling 1500'.

Tailwind component for RWY 14 not exceed 8 KT.

1. GENERAL

1.4. TAXI PROCEDURES

TWY N MAX wingspan less than 262'/80m.

TWY N4 MAX wingspan less than 213'/65m.

TWYs E7, K1, K3, L1, L3, L4, taxilane L and taxilane R MAX wingspan less than 118'/36m.

Portion of RWY 14/32 between TWY K1 up to TWYs N/N1 used as TWY.

ACFT shall not cross any RWY without positive clearance from Tower.

ACFT holding on TWY N at holding position RWY 14/32 will prohibit ACFT taxiing on TWY W4.

ACFT holding on TWY W4 at holding position RWY 14/32 will prohibit ACFT taxiing on TWY N.

ACFT holding on TWY N at holding position RWY 09/27 will prohibit ACFT taxiing on TWY N11.

ACFT holding on TWY N6, N10, N11 and W will prohibit ACFT taxiing on TWY N.

ACFT holding on TWY E (between TWY N1 and RWY 09/27), N3 and N4 will prohibit ACFT taxiing on TWY N1.

ACFT holding on TWY N1 at holding position RWY 14/32 will prohibit ACFT taxiing on TWY E.

ACFT holding on TWY S1 at holding position RWY 14/32 will prohibit ACFT taxiing on TWY E1.

No RIGHT turn allowed on TWY E7 from RWY 14/32.

No LEFT turn allowed to RWY 14/32 from TWY E7.

However ACFT up to code C can taxi from TWY E7 to TWY K1 or vice versa across RWY 14/32.

Last available exit TWY for RWY 09 is TWY N3 and for RWY 27 is TWY N.

1.5. PARKING INFORMATION

1.5.1. GENERAL

On stands 1 thru 12, 34 thru 40, 48 thru 55A, 80 thru 88, A1 thru A12, G1 thru G5, L1 thru L10, R2L thru R8R, S1L thru S3R, V4L thru V17R, Y1 thru Y4 push-back required.

Stands 48 thru 55A, A1 thru A11, G1 thru G5, S1 thru S3 and V4L thru V17R equipped with visual docking guidance system.

1.5.2. USE OF STANDS 25 THRU 31

Enter from South to North via TWYs N and K3.

Exit via TWY K1 with RIGHT turn.

1.6. OTHER INFORMATION

Pilots shall not request for direct routing below FL 140 on MUMBAI Approach to reduce communication congestion.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

2.1.1. SPEED CONTROL PROCEDURES IN THE PROVISION OF RADAR CONTROL SERVICE

For detailed information, affecting several major APTs, refer to ATC pages INDIA.

2.2. RWY OPERATIONS

2.2.1. RWY OCCUPANCY TIME PROCEDURE FOR ARRIVAL

Pilots should plan in advance and endeavour to vacate RWY as quickly as practicable to enable ATC to apply minimum spacing between ACFT on final approach, thereby maximizing RWY utilization without any increase in the number of missed approaches.

Unless instructed otherwise, ACFT vacating the RWY should not stop on any rapid exit taxiway or exit TWY, but proceed to the next TWY as instructed by ATC.

Pilots shall contact MUMBAI Ground after vacating RWY unless instructed otherwise by ATC.

TWY N5 should be the preferred exit TWY for RWY 09.

TWY N8 should be the preferred exit TWY for RWY 27.

Preferred exit points RWY 27:

- For ACFT code C, D and E: TWY N8 with distance from displaced THR 27 of 6562' (2000m).
- For ACFT code B, AT42 and AT72: TWY N7 with a distance from displaced THR27 of 5164' (1574m).
- For general aviation ACFT code A, B and C: TWY S7 with a distance from displaced THR 27 of 5705' (1739m).

Exit TWYs N10 or N11 should be used only in case the preferred TWY cannot be used for vacating RWY 27.

ACFT anticipating vacations via TWY other than preferred TWY should notify ATC as early as possible.

2.3. TAXI PROCEDURES

ACFT vacating RWY 09 via TWY N5 shall continue on TWY M7; no RIGHT turn onto TWY N1 allowed.

ACFT vacating RWY 27 via TWY N8 shall continue on TWY N; RIGHT turn is allowed on TWY N without any restriction. LEFT turn allowed only for ACFT with wingspan up to 118'/36m from TWY N8 on to TWY N.

2.4. OTHER INFORMATION

2.4.1. COMMUNICATION FAILURE

2.4.1.1. RNAV ARRIVAL IN HOLDING

Leave associated holding after coming over associated waypoint at holding release time, if given, or on completion of the holding. Maintain/descend to last assigned level and proceed to BBB VOR. 5 MIN after leaving the holding descend to FL100 and commence published instrument APCH procedure from BBB VOR for RWY-in-use.

2.4.1.2. NON-RNAV ARRIVAL IN HOLDING

Proceed to BBB VOR. Maintain/descend to last assigned level. Descend in published holding of BBB VOR to FL90 and commence published instrument APCH procedure for RWY-in-use.

3. DEPARTURE

3.1. START-UP & PUSH-BACK PROCEDURES

If ACFT is ready for departure, the pilot shall contact MUMBAI GROUND for push-back and start-up permission.

Engine start-up at the stand will not be allowed in conditions of visibility less than 500m.

Simultaneous push-back/start-up from adjacent stands is not permitted.

When pilot is ready for start-up, he shall seek confirmation from the ground crew for hazard free zone prior to starting ACFT engines. On receipt of the clearance, pilot shall read back the push-back clearance given by ATC, then coordinate with ground crew for push-back and start-up of the ACFT.

To expedite departure, the Pilot-In-Command may start engines (on idle power) before commencing push-back on the ACFT stand, in coordination with the ground crew.

No cross-bleed start-up by ACFT is permitted till the push-back and/or pull ahead procedure is complete and the ACFT is aligned with the taxilane/taxiway center-line marking.

For ACFT stands without dedicated push-back lines, stand lead-in line may be used for push-back guidance.

Pilots shall adhere to the push-back and start-up procedures and will use minimum breakaway power.

Pilots shall use minimum taxi power when operating on the apron areas to minimize effect of jet blast in the surrounding areas.

Simultaneous taxiing by code E ACFT on taxilane P and T is not permitted, unless one of the two ACFT is fully aligned with the centerline of taxilanes P and T, as the case may be, and is holding/stationary.

Simultaneous taxiing on taxilane P and T by ACFT below code E is permitted.

In case of simultaneous push-back from stands V9, V10, G3, G4 or G5 by code E ACFT, pilot to take caution to ensure clearance from the other ACFT pushing back.

RWY 09		
Stand	Procedure	CAUTION - Note
A1, A2	Push-back deep on TWY L4 and pull ahead up to tug release point T1. Taxi out via TWY L1.	Only one ACFT to push back between stands A1 thru A4 (both stands inclusive) at any point of time. ACFT pushing back deep on TWY L4 will prohibit ACFT taxiing on TWY N.
A3	Push-back facing West on taxilane L and pull ahead up to tug release point T1. Taxi out via TWY L1.	
A4	Push-back facing West on taxilane L up to tug release point T1. Taxi out via TWY L1.	
A5 thru A12	Push-back facing West on taxilane L. Taxi out via TWY L1.	Only alternate ACFT from stands A5 thru A8 to commence push-back at any point of time.
1 thru 10	Push-back facing South-West on taxilane K1. Taxi out via taxilane K1.	
11, 12	Push-back deep on TWY N facing West. Taxi out via TWY N.	
25 thru 31	Power out facing North-West on taxilane K1. Taxi out via taxilane K1.	

3. DEPARTURE

RWY 09		
Stand	Procedure	CAUTION - Note
34, 35	Push-back facing South-West on taxilane K3. Taxi out via taxilane K3.	
36	ACFT stand 36 to be kept vacant.	
37 thru 40	Push-back facing South-West on taxilane K3. Taxi out via taxilane K3.	
80	Push-back facing South-East on TWY U up to tug release point T7. Taxi out via TWY N.	ACFT on stand 80 not to commence push-back until the ACFT pushing back from stands 81, 82 or 86 has taxied out.
81 thru 85	Push-back facing North-West on TWY U. Taxi out via stand 36. Note: Stand 36 is kept vacant.	ACFT on stands 81, 82 or 86 not to commence push-back until the ACFT pushing back from stand 80 has taxied out.
86 thru 88	Push-back facing North-West on TWY U. Taxi out via stand 36. Note: Stand 36 is kept vacant.	ACFT on stands 81, 82 or 86 not to commence push-back until the ACFT pushing back from stand 80 has taxied out.
G1 thru G3	Push-back facing South-West on taxilane P up to tug release point T9. Taxi out via taxilane P.	Push-backs from stand G1 thru G4, S3, S3R and V11 are interdependent.
G4, G5	Push-back facing South-West on taxilane P up to tug release point T10. Taxi out via taxilane P.	ACFT on stand G4 not to commence push-back until the ACFT pushing back from stands G1 or G2 or G3 has taxied out. Push-backs from stands G4, G5 and V11 are interdependent.
L1 thru L5	Push-back facing South-East on taxilane W1. Taxi out via TWY W1.	
L6 thru L10	Push-back facing South-East on taxilane W1 and pull ahead up to tug release point T19. Taxi out via TWY W1.	
R2R thru R8R	Push-back facing West on taxilane F. Taxi out via TWY M6	Push-backs from stands R2R, R2L, R5L, R5, R5R, R6L, R6, R7L, R7 and R7R are interdependent. Push-backs from stands R3L, R3, R4R, R4, R4L, R7L, R7, R7R, R8L, R8, R8R are interdependent.

3. DEPARTURE

RWY 09		
Stand	Procedure	CAUTION - Note
S1L thru S3R	ACFT pushing back from stand S1L, S1, S1R, S2, S2R, S3L and S3R to push back facing North-West on taxilane H. ACFT pushing back from stand S3 to push back facing North-West on taxi lane H up to tug release point T14. ACFT to taxi out via taxilane H.	Push-backs from stands S1L, S1, S1R, S2, S2R and V12 are interdependent. Push-backs from stands S3L, S3, S3R and V11 are interdependent.
V4L thru V5	Push-back facing South-West on taxilane T and pull ahead abeam stand V7 to tug release point T11. Taxi out via taxilane T.	
V6L thru V7R	Push-back facing South-West on taxilane T and pull ahead up to tug release point T11. Taxi out via taxilane T.	
V8L thru V8R	Push-back facing South-West on taxilane T up to tug release point T11. Taxi out via taxilane T.	
V9, V10	Push-back facing South-West on taxilane T and pull ahead till abeam stand 10. Taxi out via taxilane T.	
V11	Push-back facing South-West on taxilane P up to tug release point T9. Taxi out via taxilane P.	Push-backs from stand V11, G1, G2, G3, G4, S3L, S3R, S3, S2 and S2R are interdependent.
V12	Push-back facing North-West on taxilane H. Taxi out via taxilane H.	Push-backs from stand V12, S1L, S1, S1R, S2 and Y2 are interdependent. Push-backs from stand V13, Y2, Y3R, Y3, Y3L and Y4 are interdependent. Push-backs from stand V14, Y3, Y3L, and Y4 are interdependent. ACFT on stand V15 and V15R not to commence push-back until the ACFT pushing back from stands V16 or V17 has completed its push-back.
V13 thru V15	Push-back facing West on taxilane H up to tug release point T15. Taxi out via taxilane H.	
V16, V17	Push-back deep facing North on TWY M7 up to tug release point T16. Taxi out via taxilane H.	ACFT on stands V16 and V17 not to commence push-back until the ACFT pushing back from stand V15 has completed its push-back.

3. DEPARTURE

RWY 09		
Stand	Procedure	CAUTION - Note
Y1	Push-back facing South-East on TWY E. Taxi out via TWY N1.	Push-backs from stand V13, V14, V14R, V15, V15R, Y2, Y3R, Y3, Y3L and Y4 are interdependent.
Y2 thru Y4	Push-back facing East on taxilane H. Taxi out via taxilane H.	

RWY 14		
Stand	Procedure	CAUTION - Note:
A1 thru A4	ACFT on stand A1 and A2 to push back facing East on taxilane L up to tug release point T1. ACFT on stand A3 and A4 to push back facing East on taxilane L and pull ahead to release point T1. Taxi out via TWY L4.	Only one ACFT to push back between stands A1 thru A4 (both stands inclusive) at any point of time.
A5 thru A8	Push-back facing East on taxilane L. Taxi out via TWY L4.	Only alternate ACFT from stands A5 thru A8 to commence push-back at any point of time.
A9 thru A11	ACFT on stand A9 to push back facing East on taxilane L up to tug release point T2. ACFT on stands A10 and A11 to push back and pull ahead up to tug release point T2. Taxi out via TWY L4.	Only one ACFT to push back between stands A9 to A12 (both stands inclusive) at any point of time.
A12	Push-back deep on TWY L1 and pull ahead up to tug release point T2. Taxi out via TWY L4. Note: Deep push-back on TWY L1 will restrict another ACFT taxiing on TWY N.	
1 thru 8	Push-back facing North-East on taxilane K1. Taxi out via TWY K1.	ACFT on stand 8 not to commence push-back until the ACFT pushing back from stands 9 or 10 has taxied out.
9, 10	Push-back facing North-East on taxilane K1 and pull ahead up to tug release point T4. Taxi out via taxilane K1.	
11, 12	Push-back deep on TWY N facing East. Taxi out via TWY K1.	
25 thru 31	Power out facing North-West on taxilane K1. Taxi out via taxilane K1.	
34, 35	Push-back facing North-East on taxilane K3. Taxi out via taxilane K3.	ACFT on stand 38 not to commence push-back until the ACFT pushing back from stands 39 or 40 has taxied out.
36	ACFT stand 36 to be kept vacant.	
37, 38	Push-back facing North-East on taxilane K3. Taxi out via taxilane K3.	
39, 40	Push-back facing North-East on taxilane K3 and pull ahead up to tug release point T6. Taxi out via taxilane K3.	

3. DEPARTURE

RWY 14		
Stand	Procedure	CAUTION - Note:
80	Push-back facing South-East on TWY U up to tug release point T7. Taxi out via TWY N.	ACFT on stand 80 not to commence push-back until the ACFT pushing back from stands 81, 82 or 86 has taxied out.
81 thru 85	Push-back facing North-West on TWY U. Taxi out via stand 36. Note: Stand 36 is kept vacant.	ACFT on stands 81, 82 or 86 not to commence push-back until the ACFT pushing back from stand 80 has taxied out.
86 thru 88	Push-back facing North-West on TWY U. Taxi out via stand 36. Note: Stand 36 is kept vacant.	ACFT on stands 81, 82 or 86 not to commence push-back until the ACFT pushing back from stand 80 has taxied out.
G1 thru G3	Push-back facing South-West on taxilane P up to tug release point T9. Taxi out via taxilane P.	Push-backs from stand G1 thru G4, S3, S3R and V11 are interdependent.
G4, G5	Push-back facing South-West on taxilane P up to tug release point T10. Taxi out via taxilane P.	ACFT on stand G4 not to commence push-back until the ACFT pushing back from stands G1 or G2 or G3 has taxied out. Push-backs from stands G4, G5 and V11 are interdependent.
L1 thru L5	Push-back facing South-East on taxilane W1. Taxi out via TWY W1.	
L6 thru L10	Push-back facing South-East on taxilane W1 and pull ahead up to tug release point T19. Taxi out via TWY W1.	
R2R thru R8R	Push-back facing West on taxilane F. Taxi out via TWY M6.	Push-backs from stands R2R, R2L, R5L, R5, R5R, R6L, R6, R7L, R7 and R7R are interdependent. Push-backs from stands R3L, R3, R4R, R4, R4L, R7L, R7, R7R, R8L, R8, R8R are interdependent.
S1L thru S3R	ACFT pushing back from stand S1L thru S2R to push back facing North-West on taxilane H. ACFT pushing back from stand S3 to push back up to tug release point T14. Taxi out via taxilane H.	Push-backs from stands S1L, S1, S1R, S2, S2R and V12 are interdependent. Push-backs from stands S3, S3R, S3L and V11 are interdependent.

3. DEPARTURE

RWY 14		
Stand	Procedure	CAUTION - Note:
V4L thru V5	Push-back facing South-West on taxilane T and pull ahead abeam stand V7 to tug release point T11. Taxi out via taxilane T.	
V6L thru V7R	Push-back facing South-West on taxilane T and pull ahead up to tug release point T11. Taxi out via taxilane T.	
V8L thru V8R	Push-back facing South-West on taxilane T up to tug release point T11. Taxi out via taxilane T.	
V9, V10	Push-back facing South-West on taxilane T and pull ahead till abeam stand 10. Taxi out via taxilane T.	
V11	Push-back facing South-West on taxilane P up to tug release point T9. Taxi out via taxilane P.	Push-backs from stand V11, G1, G2, G3, G4, S3L, S3R, S3, S2 and S2R are interdependent.
V12	Push-back facing North-West on taxilane H. Taxi out via taxilane H.	Push-backs from stand V12, S1L, S1, S1R, S2 and Y2 are interdependent.
V13 thru V15	Push-back facing West on taxilane H up to tug release point T15. Taxi out via taxilane H.	Push-backs from stand V13, Y2, Y3R, Y3, Y3L and Y4 are interdependent. Push-backs from stand V14, Y3, Y3L, and Y4 are interdependent. ACFT on stand V15 and V15R not to commence push-back until the ACFT pushing back from stands V16 or V17 has completed its push-back.
V16, V17	Push-back deep facing North on TWY M7 up to tug release point T16. Taxi out via taxilane H.	ACFT on stands V16 and V17 not to commence push-back until the ACFT pushing back from stand V15 has completed its push-back.
Y1	Push-back facing North-West on TWY E. Taxi out via TWY E.	ACFT pushing back from stand Y1 will restrict ACFT taxiing on TWY N1. Push-backs from stands Y2, Y3R, Y3, Y3L, Y4, V13, V14, V14R, V15 and V15R are interdependent.
Y2, Y3	Push-back facing West on taxilane H. Taxi out via taxilane H.	
Y4	Push-back facing West on taxilane H up to T15. Taxi out via taxilane H.	

3. DEPARTURE

RWY 27		
Stand	Procedure	CAUTION - Note:
A1 thru A4	ACFT on stand A1 & A2 to push back facing East on taxilane L up to tug release point T1. ACFT on stand A3 & A4 to push back facing East on taxilane L and pull ahead to release point T1. Taxi out via TWY L4.	Only one ACFT to push back between stands A1 thru A4 (both stands inclusive) at any point of time.
A5 thru A8	Push-back facing East on taxilane L. Taxi out via TWY L4.	Only alternate ACFT from stands A5 thru A8 to commence push-back at any point of time.
A9 thru A11	ACFT on stand A9 to push back facing East on taxilane L up to tug release point T2. ACFT on stands A10 and A11 to push back and pull ahead up to tug release point T2. Taxi out via TWY L4.	Only one ACFT to push back between stands A9 to A12 (both stands inclusive) at any point of time.
A12	Push-back deep on TWY L1 and pull ahead up to tug release point T2. Taxi out via TWY L4. Note: Deep push-back on TWY L1 will restrict another ACFT taxiing on TWY N.	
1 thru 8	Push-back facing North-East on taxilane K1. Taxi out via TWY K1.	ACFT on stand 8 not to commence push-back until the ACFT pushing back from stands 9 or 10 has taxied out.
9, 10	Push-back facing North-East on taxilane K1 and pull ahead up to tug release point T4. Taxi out via taxilane K1.	
11, 12	Push-back deep on TWY N facing East. Taxi out via TWY N.	
25 thru 31	Power out facing North-West on taxilane K1. Taxi out via taxilane K1.	
34, 35	Push-back facing North-East on taxilane K3. Taxi out via taxilane K3.	ACFT on stand 38 not to commence push-back until the ACFT pushing back from stands 39 or 40 has taxied out.
36	ACFT stand 36 to be kept vacant.	
37, 38	Push-back facing North-East on taxilane K3. Taxi out via taxilane K3.	
39, 40	Push-back facing North-East on taxilane K3 and pull ahead up to tug release point T6. Taxi out via taxilane K3.	
80	Push-back facing South-East on TWY U up to tug release point T7. Taxi out via TWY N.	ACFT on stand 80 not to commence push-back until the aircraft pushing back from stands 81, 82 or 86 has taxied out.

3. DEPARTURE

RWY 27		
Stand	Procedure	CAUTION - Note:
81 thru 85	Push-back facing North-West on TWY U. Taxi out via stand 36. Note: Stand 36 is kept vacant.	ACFT on stands 81, 82 or 86 not to commence push-back until the ACFT pushing back from stand 80 has taxied out.
86 thru 88	Push-back facing North-West on TWY U. Taxi out via stand 36. Note: Stand 36 is kept vacant.	ACFT on stands 81, 82 or 86 not to commence push-back until the ACFT pushing back from stand 80 has taxied out.
G1 thru G3	Push-back facing South-West on taxilane P up to tug release point T9. Taxi out via taxilane P.	Push-backs from stand G1 thru G4, S3, S3R and V11 are interdependent.
G4, G5	Push-back facing South-West on taxilane P up to tug release point T10. Taxi out via taxilane P.	ACFT on stand G4 not to commence push-back until the ACFT pushing back from stands G1 or G2 or G3 has taxied out. Push-backs from stands G4, G5 and V11 are interdependent.
L1 thru L5	Push-back facing South-East on taxilane W1. Taxi out via TWY W1.	
L6 thru L10	Push-back facing South-East on taxilane W1 and pull ahead up to tug release point T19. Taxi out via TWY W1.	
R2R thru R8R	Push-back facing West on taxilane F. Taxi out via TWY M6.	Push-backs from stands R2R, R2L, R5L, R5, R5R, R6L, R6, R7L, R7 and R7R are interdependent. Push-backs from stands R3L, R3, R4R, R4, R4L, R7L, R7, R7R, R8L, R8, R8R are interdependent.
S1L thru S3R	ACFT pushing back from stand S1L thru S2R to push back facing South-East on taxilane H. ACFT pushing back from stand S3L, S3 and S3R to push back facing South-East on taxilane H, pull ahead up to tug release point T14. Taxi out via taxilane H.	Push-backs from stands S1L, S1, S1R, S2, S2R, V11 & V12 are interdependent. Push-backs from stands S3, S3R, S3L, G1, G2, G3 and V11 are interdependent.
V4L thru V5	Push-back facing South-West on taxilane T and pull ahead abeam stand V7 to tug release point T11. Taxi out via taxilane T.	
V6L thru V7R	Push-back facing South-West on taxilane T and pull ahead up to tug release point T11. Taxi out via taxilane T.	

3. DEPARTURE

RWY 27		
Stand	Procedure	CAUTION - Note:
V8L thru V8R	Push-back facing South-West on taxilane T up to tug release point T11. Taxi out via taxilane T.	
V9, V10	Push-back facing South-West on taxilane T and pull ahead till abeam stand 10. Taxi out via taxilane T.	
V11	Push-back facing South-East on taxilane H and pull ahead till abeam stand S3 up to tug release point T14. Taxi out via taxilane H.	Push-backs from stand V11, G1, G2, G3, S3L, S3R, S3, S1R, S1, S2, and S2R are interdependent.
V12	Push-back facing South-East on taxilane H. Taxi out via taxilane H.	Push-backs from stand V12, S1L, S1, S1R, S2 and S2R are interdependent.
V13	Push-back facing East on taxilane H. Taxi out via taxilane H.	
V14, V15	ACFT pushing back from stands V14 and V15 to push back facing East up to tug release point T15. Taxi out via taxilane H.	Push-backs from stand V13, Y2, Y3R, Y3, Y3L, Y4 and V15 are interdependent. Push-backs from stand V14, Y3R, Y3, Y3L and Y4 are interdependent. ACFT on stand V15 not to commence push-back until the ACFT pushing back from stands V16 or V17 has completed its push-back.
V16, V17	Push-back deep facing North on TWY M7 up to tug release point T16. Taxi out via taxilane H.	ACFT on stands V16 and V17 not to commence push-back until the ACFT pushing back from stand V15 has completed its push-back.
Y1	Push-back facing South-East on TWY E. Taxi out via TWY N1.	Push-backs from stand V13, V14, V14R, V15, V15R, Y2, Y3R, Y3, Y3L and Y4 are interdependent.
Y2 thru Y4	Push-back facing East on taxilane H. Taxi out via taxilane H.	

3. DEPARTURE

RWY 32		
Stand	Procedure	CAUTION - Note:
A1 thru A4	ACFT on stand A1 & A2 to push back facing East on taxilane L up to tug release point T1. ACFT on stand A3 & A4 to push back facing East on taxilane L and pull ahead to release point T1. Taxi out via TWY L4.	Only one ACFT to push-back between stands A1 thru A4 (both stands inclusive) at any point of time.
A5 thru A8	Push-back facing East on taxilane L. Taxi out via TWY L4.	Only alternate ACFT from stands A5 thru A8 to commence push-back at any point of time.
A9 thru A11	ACFT on stand A9 to push back facing East on taxilane L up to tug release point T2. ACFT on stands A10 and A11 to push back and pull ahead up to tug release point T2. Taxi out via TWY L4.	Only one ACFT to push back between stands A9 to A12 (both stands inclusive) at any point of time.
A12	Push-back deep on TWY L1 and pull ahead up to tug release point T2. Taxi out via TWY L4. Note: Deep push-back on TWY L1 will restrict another ACFT taxiing on TWY N.	
1 thru 3	Push-back facing South-West on taxilane K1 and pull ahead till abeam stand 3. Taxi out via taxilane K1.	ACFT on stands 1 thru 3 not to commence push-back until the ACFT pushing back from stand 4 has taxied out.
4 thru 9	Push-back facing South-West on taxilane K1. Taxi out via taxilane K1.	ACFT on stand 4 not to commence push-back until the ACFT pushing back from stand 1 thru 3 has taxied out.
10 thru 12	Push-back deep on TWY N facing East. Taxi out via TWY N.	
25	Push-back facing North-East on taxilane K3 abeam stand 37. Taxi out via stand 36 - TWY U. Note: Stand 36 is kept vacant.	
26, 27	ACFT stands to be kept vacant.	ACFT to use minimum engine power while joining taxilane K3 from K1 via stand 26.
28 thru 31	Power out facing North-West on taxilane K1. Taxi out via stand 26.	
34, 35	Push-back facing South-West on taxilane K3 and pull ahead on till abeam stand 35. Taxi out via taxilane K3.	
36	ACFT stand 36 to be kept vacant.	
37 thru 40	Push-back facing South-West on taxilane K3. Taxi out via taxilane K3.	

3. DEPARTURE

RWY 32		
Stand	Procedure	CAUTION - Note:
80	Push-back facing South-East on TWY U up to tug release point T7. Taxi out via TWY N.	ACFT on stand 80 not to commence push-back until the ACFT pushing back from stands 81, 82 or 86 has taxied out.
81 thru 85	Push-back facing South-East on TWY U. Taxi out via TWY N. Note: Stand 36 is kept vacant.	ACFT on stands 81, 82 or 86 not to commence push-back until the ACFT pushing back from stand 80 has taxied out.
86 thru 88	Push-back facing South-East on TWY U. Taxi out via TWY N.	ACFT on stands 81, 82 or 86 not to commence push-back until the ACFT pushing back from stand 80 has taxied out.
G1 thru G3	Push-back facing South-West on taxilane P up to tug release point T9. Taxi out via taxilane P.	Push-backs from stand G1 thru G4, S3, S3R and V11 are interdependent.
G4, G5	Push-back facing South-West on taxilane P up to tug release point T10. Taxi out via taxilane P.	ACFT on stand G4 not to commence push-back until the acft pushing back from stands G1 or G2 or G3 has taxied out. Push-backs from stands G4, G5 and V11 are interdependent.
L1 thru L5	Push-back facing South-East on taxilane W1. Taxi out via TWY W1.	
L6 thru L10	Push-back facing South-East on taxilane W1 and pull ahead up to tug release point T19. Taxi out via TWY W1.	
R2R thru R8R	Push-back facing West on taxilane F. Taxi out via TWY M6.	Push-backs from stands R2R, R2L, R5L, R5, R5R, R6L, R6, R7L, R7 and R7R are interdependent. Push-backs from stands R3L, R3, R4R, R4, R4L, R7L, R7, R7R, R8L, R8, R8R are interdependent.
S1L thru S3R	ACFT pushing back from stand S1L thru S2R to push back facing South-East on taxilane H. ACFT pushing back from stand S3L, S3 and S3R to push back facing South-East on taxilane H, pull ahead up to tug release point T14. Taxi out via taxilane H.	Push-backs from stands S1L, S1, S1R, S2, S2R, V11 and V12 are interdependent. Push-backs from stands S3, S3R, S3L, G1, G2, G3 and V11 are interdependent.

3. DEPARTURE

RWY 32		
Stand	Procedure	CAUTION - Note:
V4L thru V5	Push-back facing South-West on taxilane T and pull ahead abeam stand V7 to tug release point T11. Taxi out via taxilane T.	
V6L thru V7R	Push-back facing South-West on taxilane T and pull ahead up to tug release point T11. Taxi out via taxilane T.	
V8L thru V8R	Push-back facing South-West on taxilane T up to tug release point T11. Taxi out via taxilane T.	
V9, V10	Push-back facing South-West on taxilane T and pull ahead till abeam stand 10. Taxi out via taxilane T.	
V11	Push-back facing South-East on taxilane H and pull ahead till abeam stand S3 up to tug release point T14. Taxi out via taxilane H.	Push-backs from stand V11, G1, G2, G3, S3L, S3R, S3, S1R, S1, S2, and S2R are interdependent.
V12	Push-back facing South-East on taxilane H. Taxi out via taxilane H.	Push-backs from stand V12, S1L, S1, S1R, S2 and S2R are interdependent. Push-backs from stand V13, Y2, Y3R, Y3, Y3L, Y4 and V15 are interdependent. Push-backs from stand V14, Y3R, Y3, Y3L and Y4 are interdependent. ACFT on stand V15 not to commence push-back until the ACFT pushing back from stands V16 or V17 has completed its push-back.
V13	Push-back facing East on taxilane H. Taxi out via taxilane H.	
V14, V15	ACFT pushing back from stands V14 and V15 to push back facing East up to tug release point T15. Taxi out via taxilane H.	
V16, V17	Push-back deep facing North on TWY M7 up to tug release point T16. Taxi out via taxilane H.	ACFT on stands V16 and V17 not to commence push-back until the ACFT pushing back from stand V15 has completed its push-back.
Y1	Push-back facing South-East on TWY E. Taxi out via TWY N1.	Push-backs from stand V13, V14, V14R, V15, V15R, Y2, Y3R, Y3, Y3L and Y4 are interdependent.
Y2 thru Y4	Push-back facing East on taxilane H. Taxi out via taxilane H.	

3. DEPARTURE

3.2. TAXI PROCEDURES

ACFT entering RWY 27 from TWY N1 should strictly follow TWY CL marking and lights. No lock turn for lining up on RWY 27 from TWY N1 allowed.

3.3. RWY OPERATIONS

3.3.1. RWY OCCUPANCY TIME PROCEDURE FOR DEPARTURE

Taxiing ACFT should maintain a taxiing speed of not less than 15 KT on the straight portion of TWYs and between 8-12 KT during turning manoeuvres.

ATC may alter departure sequence of an ACFT to optimise RWY utilisation.

Based on the ACFT type and its performance characteristics, ATC may issue taxi instructions so as to depart from the nearest RWY intersection from where adequate take-off run is available for departure. Pilots unable to accept departure from intersection may request ATC for alternate take-off position. Pilots requiring departure from the beginning of RWY should make such request at the time of push-back/start-up. However, such requests will be considered by ATC subject to delay.

When ACFT is issued with a line-up and take-off clearance at the taxi holding position it shall be in a position to line-up and initiate an immediate take-off in one continuous movement. If unable advise ATC.

When ACFT is issued with a take-off clearance after lining up on the RWY it shall commence take-off roll immediately upon receipt of take-off clearance.

If the controller observes a delay in respect of the departing ACFT in commencing its take-off run after issuance of take-off clearance, the take-off clearance will be cancelled and the ACFT shall be instructed to vacate the RWY immediately at the nearest TWY to make way for the subsequent arrival or departure.

3.4. OTHER INFORMATION

3.4.1. COMMUNICATION FAILURE

3.4.1.1. DEPARTURES RWY 14

When following SID maintain FL70 or the last assigned level whichever is higher until D25.0 BBB and thereafter climb to flight plan level.

When under radar vector maintain FL70 or last assigned level/heading whichever is higher, if assigned until 20NM. Thereafter follow D25.0 BBB arc to join flight plan ATS routes and climb to flight plan level, when established on the route.

3.4.2. DATALINK DEPARTURE CLEARANCE (DCL)

Pilots using DCL shall maintain a listening watch on the frequency published for clearance delivery. In the event of any doubts or system-related difficulties, voice procedures shall be resumed.

Pre-Departure Clearance issued by voice procedures always supersedes pre-departure clearance transmitted via DCL service.

Prior to departure, pilots shall verify that the departure route assigned via DCL logically refers to the RWY in use and to the route indicated in the current flight plan. In the event of any deviations or doubts, voice procedures shall be used.

After DCL is obtained pilots shall confirm via data link and once the ACFT is ready for push-back/start-up, voice contact should be established with Clearance Delivery stating: "With data link clearance", QNH, POB.

To obtain en-route clearance via DCL, pilots shall request clearance not earlier than 20 MIN prior to the estimated off-block time (EOBT) or 35 MIN prior to calculated take-off time (CTOT).

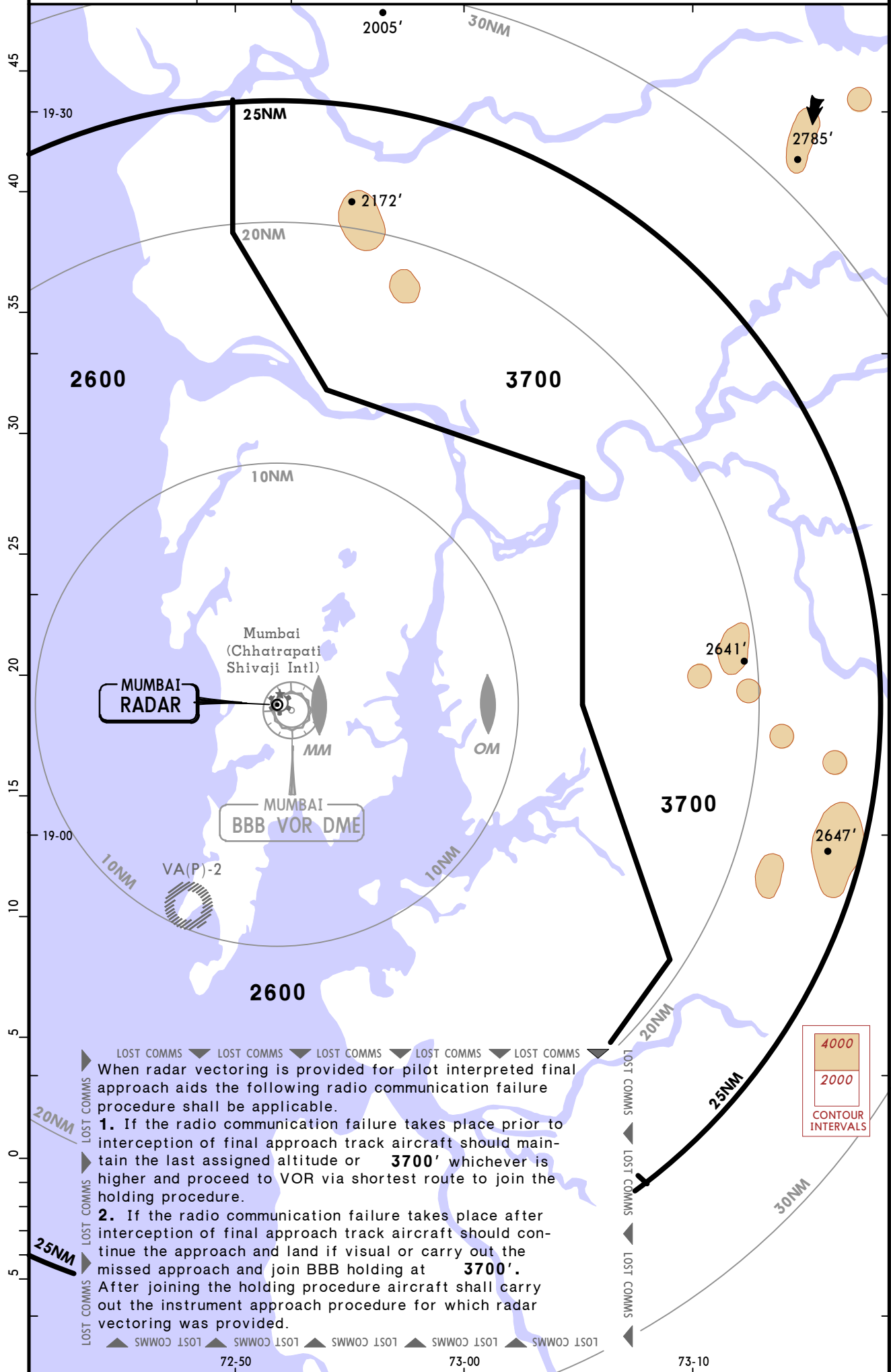
If rejected, pilots shall revert to voice procedures.

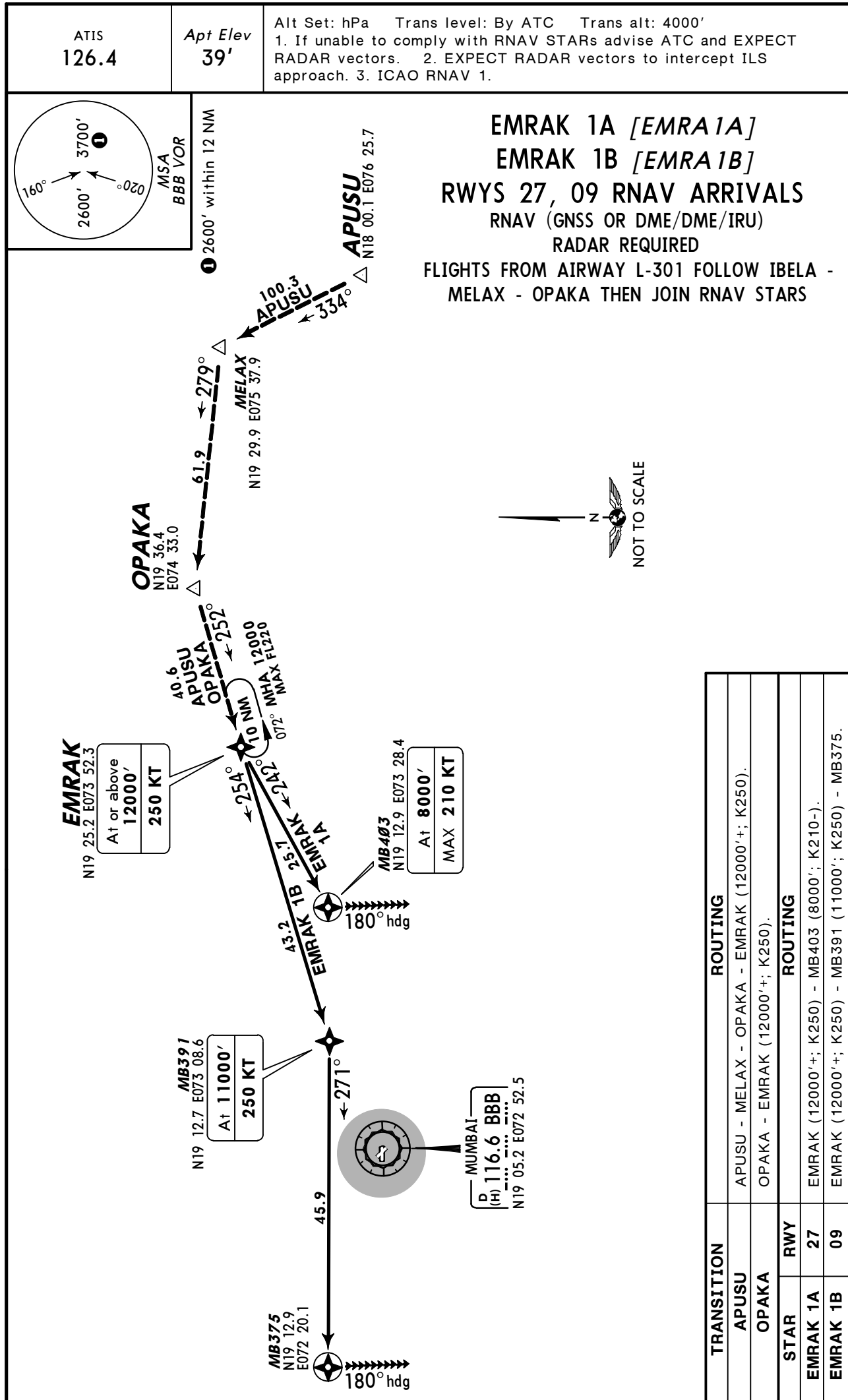
Pilots shall acknowledge en-route clearance within 5 minutes.

MUMBAI Radar (APP)
127.9

Apt Elev
37'

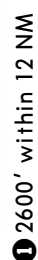
Alt Set: hPa
Trans level: By ATC Trans alt: 4000'





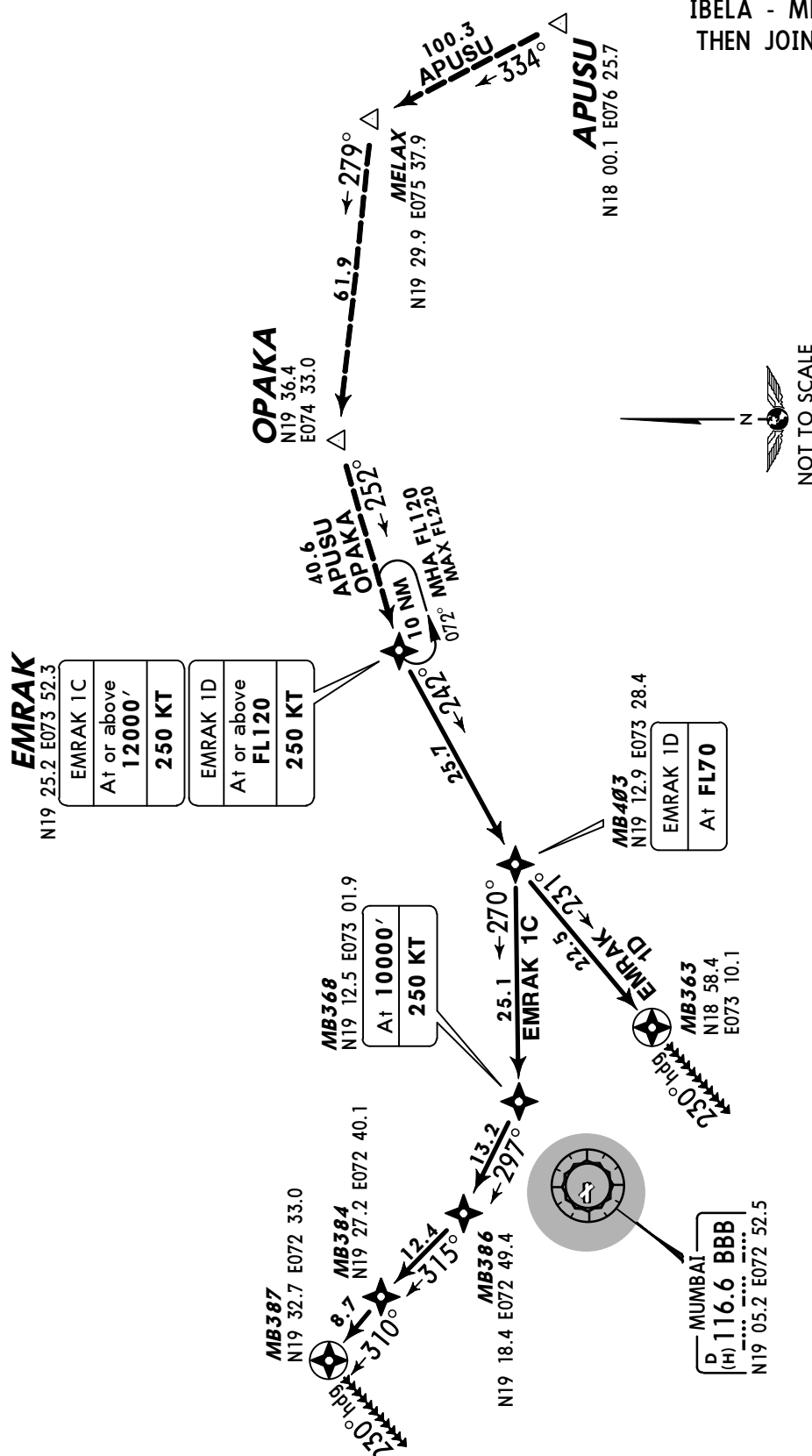
Alt Set: hPa Trans level: By ATC Trans alt: 4000'

1. If unable to comply with RNAV STARs advise ATC and EXPECT RADAR vectors. 2. EXPECT RADAR vectors to intercept ILS approach. 3. ICAO RNAV 1.



EMRAK 1C [EMRA1C]
EMRAK 1D [EMRA1D]
RWYS 14, 32 RNAV ARRIVALS
RNAV (GNSS OR DME/DME/IRU)
RADAR REQUIRED

FLIGHTS FROM AIRWAY L-301 FOLLOW
IBELA - MELAX - OPAKA
THEN JOIN RNAV STARS



TRANSITION		ROUTING
APUSU		APUSU - MELAX - OPAKA - EMRAK (EMRAK 1C: 12000'+; K250/ EMRAK 1D: FL120+; K250).
OPAKA		OPAKA - EMRAK (EMRAK 1C: 12000'+; K250/ EMRAK 1D: FL120+; K250).
STAR	RWY	ROUTING
EMRAK 1C	14	EMRAK (12000'+; K250) - MB403 - MB368 (10000'; K250) - MB386 - MB384 - MB387.
EMRAK 1D	32	EMRAK (FL 120+; K250) - MB403 (FL 70) - MB363

ATIS
126.4

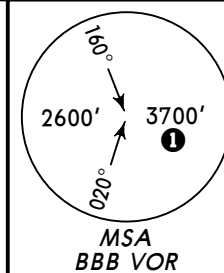
Apt Elev
37'

Alt Set: hPa Trans level: By ATC Trans alt: 4000'

1. If unable to comply with RNAV STARs advise ATC and expect radar vectors. **2.** Expect radar vectors to intercept ILS approach.

3. ICAO RNAV 1.

**IGBAN 1A [IGBA1A]
IGBAN 1B [IGBA1B]
RWYS 27, 09 RNAV ARRIVALS
RNAV (GNSS OR DME/DME/IRU)
RADAR REQUIRED**



① 2600' within 12 NM

SONGARH
358 SG
N21 10.0 E073 34.0



HOLDING OVER IGBAN



AKTIV
N20 14.9 E073 15.5

IGBAN
N20 02.8 E073 11.7

At or above
12000'

230 KT

MB392
N19 31.1 E073 09.0

MB391
N19 12.7 E073 08.6

At 11000'
210 KT

MB403
N19 12.9 E073 28.4

At 8000'
MAX 210 KT

MB376
N19 12.8 E072 48.4

At 10000'
210 KT

MB375
N19 12.9
E072 20.1

180°

MUMBAI
D 116.6 BBB
N19 05.2 E072 52.5

31.7
IGBAN 1A $\sim 185^\circ$
 $\sim 205^\circ$

18.3
← 182°

90°

TRANSITION		ROUTING
SG		SG - AKTIV - IGBAN (12000'+; K230).
STAR	RWY	ROUTING
IGBAN 1A	27	IGBAN (12000'+; K230) - MB392 (11000'; K230) - MB391 (11000'; K210) - MB403 (8000'; K210-).
IGBAN 1B	09	IGBAN (12000'+; K230) - MB376 (10000'; K210) - MB375.

Alt Set: hPa Trans level: By ATC Trans alt: 4000'

1. If unable to comply with RNAV STARs advise ATC and expect radar vectors.
2. Expect radar vectors to intercept ILS approach.
3. ICAO RNAV 1.

① 2600' within 12 NM

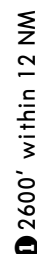
SONGARH
358 SG
N21 10.0 E073 34.0

MHA 12000
MAX FL220
10 NM
195°

MB363
N18 58.4 E073 10.1
At **9000'**
210 KT

Alt Set: hPa Trans level: By ATC Trans alt: 4000'

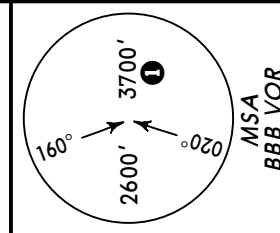
1. If unable to comply with RNAV STARs advise ATC and expect radar vectors. **2.** Expect radar vectors to intercept ILS approach. **3.** ICAO RNAV 1.



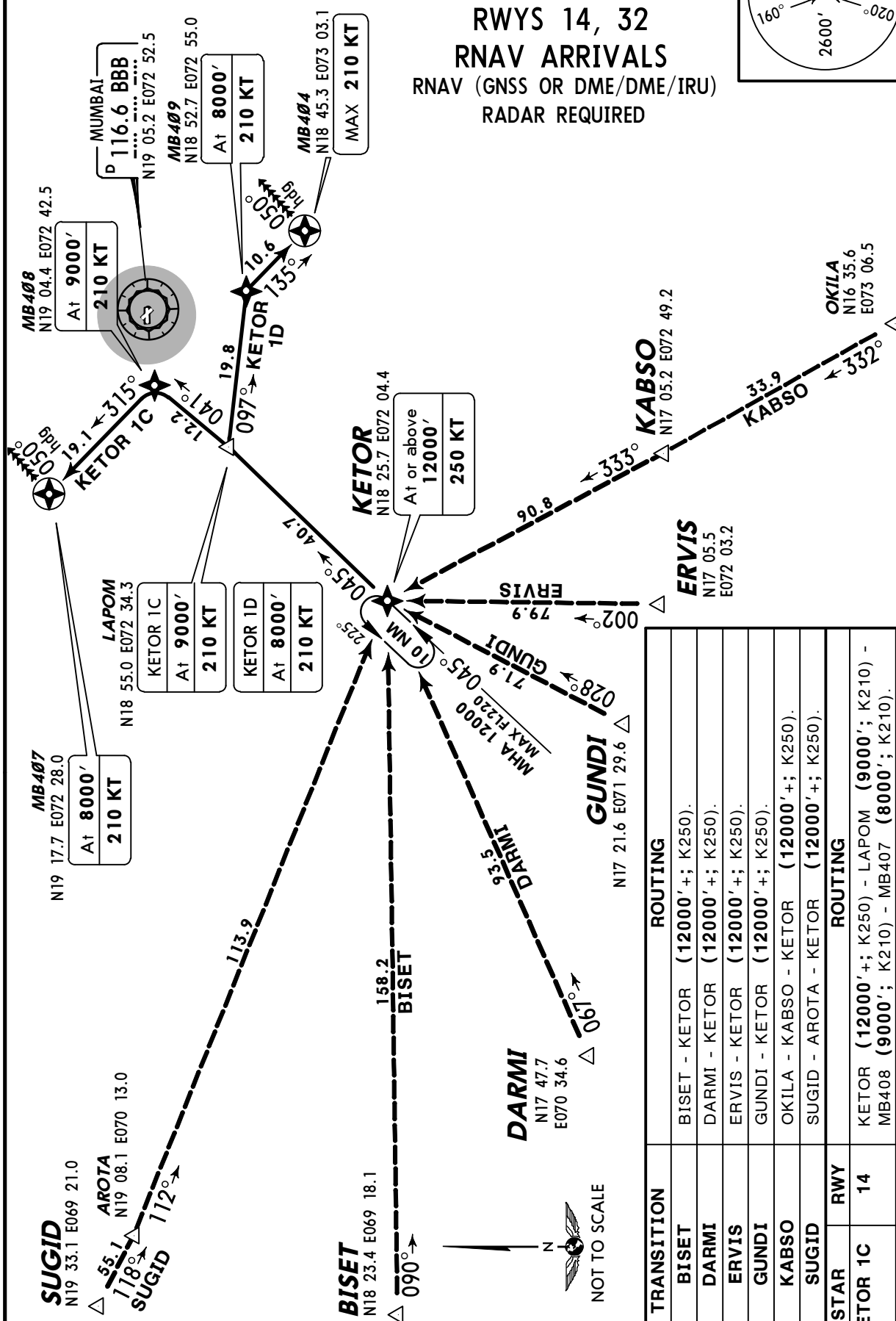
Alt Set: hPa Trans level: By ATC Trans alt: 4000'

1. If unable to comply with RNAV STARs advise ATC and expect radar vectors. **2.** Expect radar vectors to intercept ILS approach.

3. ICAO RNAV 1.



1 2600' within 12 NM



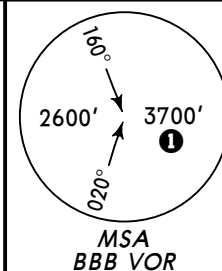
TRANSITION		ROUTING
	BISET	BISET - KETOR (12000' +; K250).
	DARMI	DARMI - KETOR (12000' +; K250).
	ERVIS	ERVIS - KETOR (12000' +; K250).
	GUNDI	GUNDI - KETOR (12000' +; K250).
	KABSO	OKILA - KABSO - KETOR (12000' +; K250).
	SUGID	SUGID - AROTA - KETOR (12000' +; K250).
STAR		ROUTING
	KETOR 1C	KETOR (12000' +; K250) - LAPOM (9000' ; K210) - MB408 (9000' ; K210) - MB407 (8000' ; K210).
	KETOR 1D	KETOR (12000' +; K250) - LAPOM (8000' ; K210) - MB409 (8000' ; K210) - MB404 (K210-).

ATIS
126.4

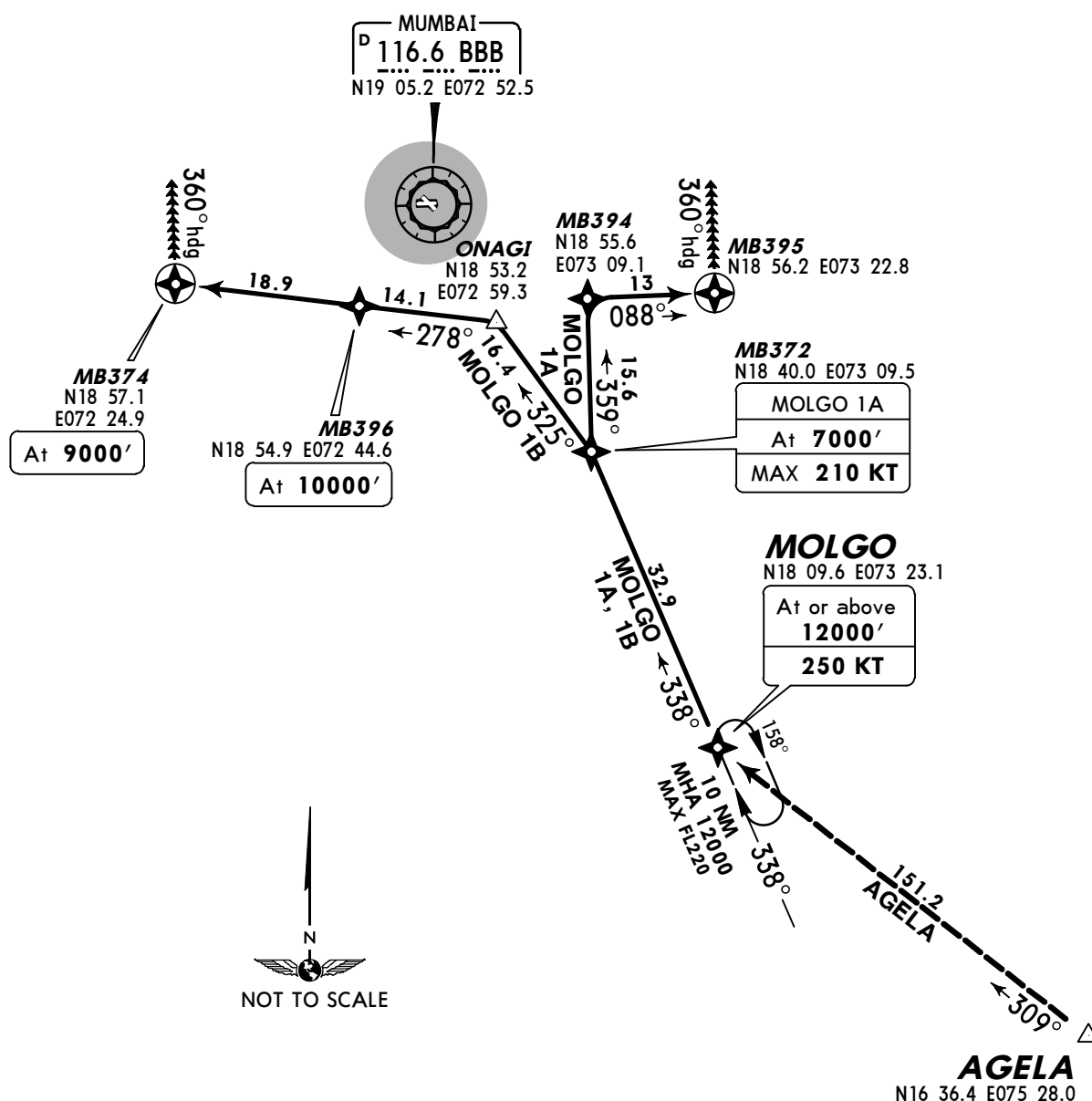
Apt Elev
37'

Alt Set: hPa Trans level: By ATC Trans alt: 4000'
1. If unable to comply with RNAV STARs advise ATC and expect radar vectors. 2. Expect radar vectors to intercept ILS approach.
3. ICAO RNAV 1.

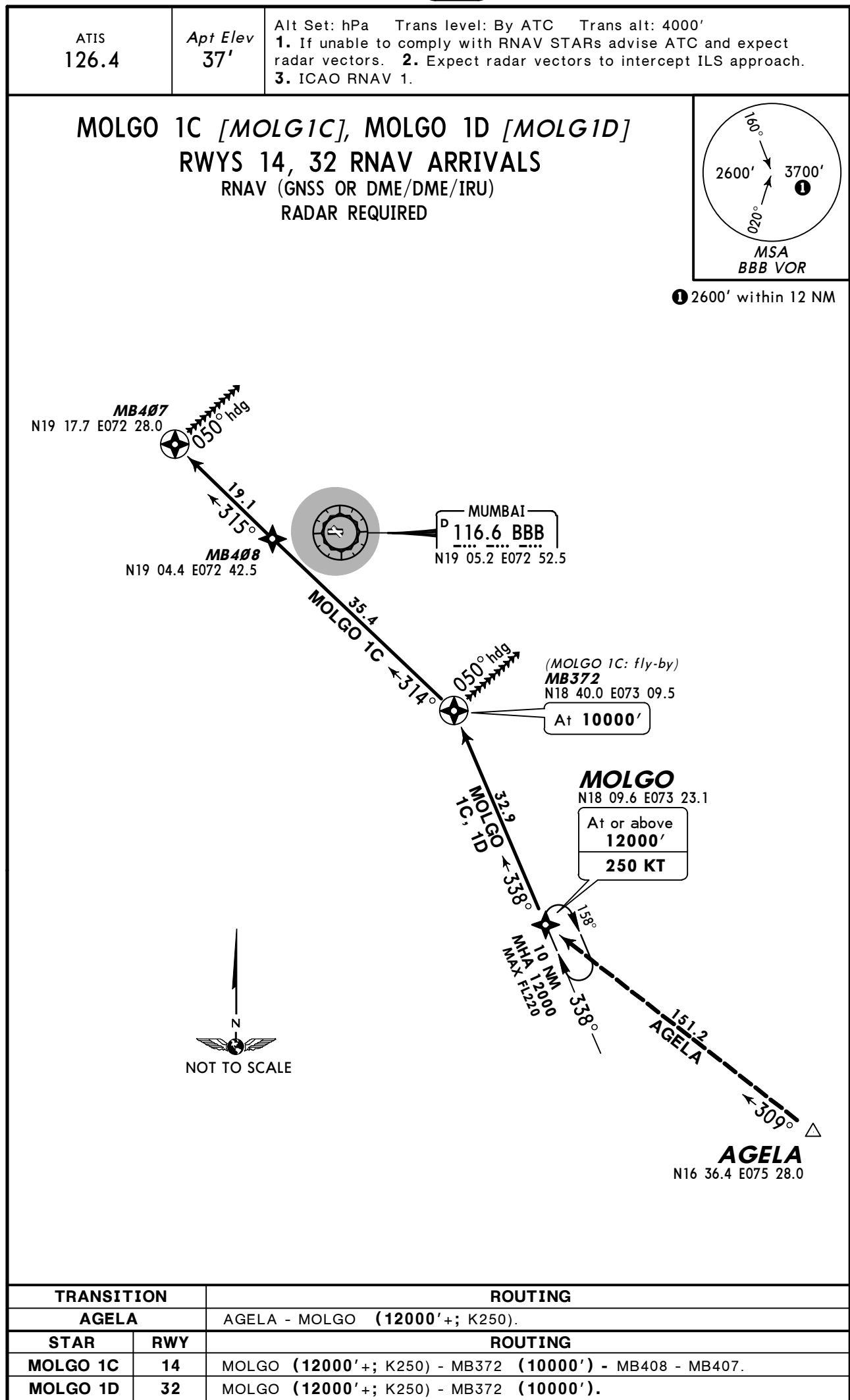
MOLGO 1A [MOLG1A], MOLGO 1B [MOLG1B]
RWYS 27, 09 RNAV ARRIVALS
RNAV (GNSS OR DME/DME/IRU)
RADAR REQUIRED

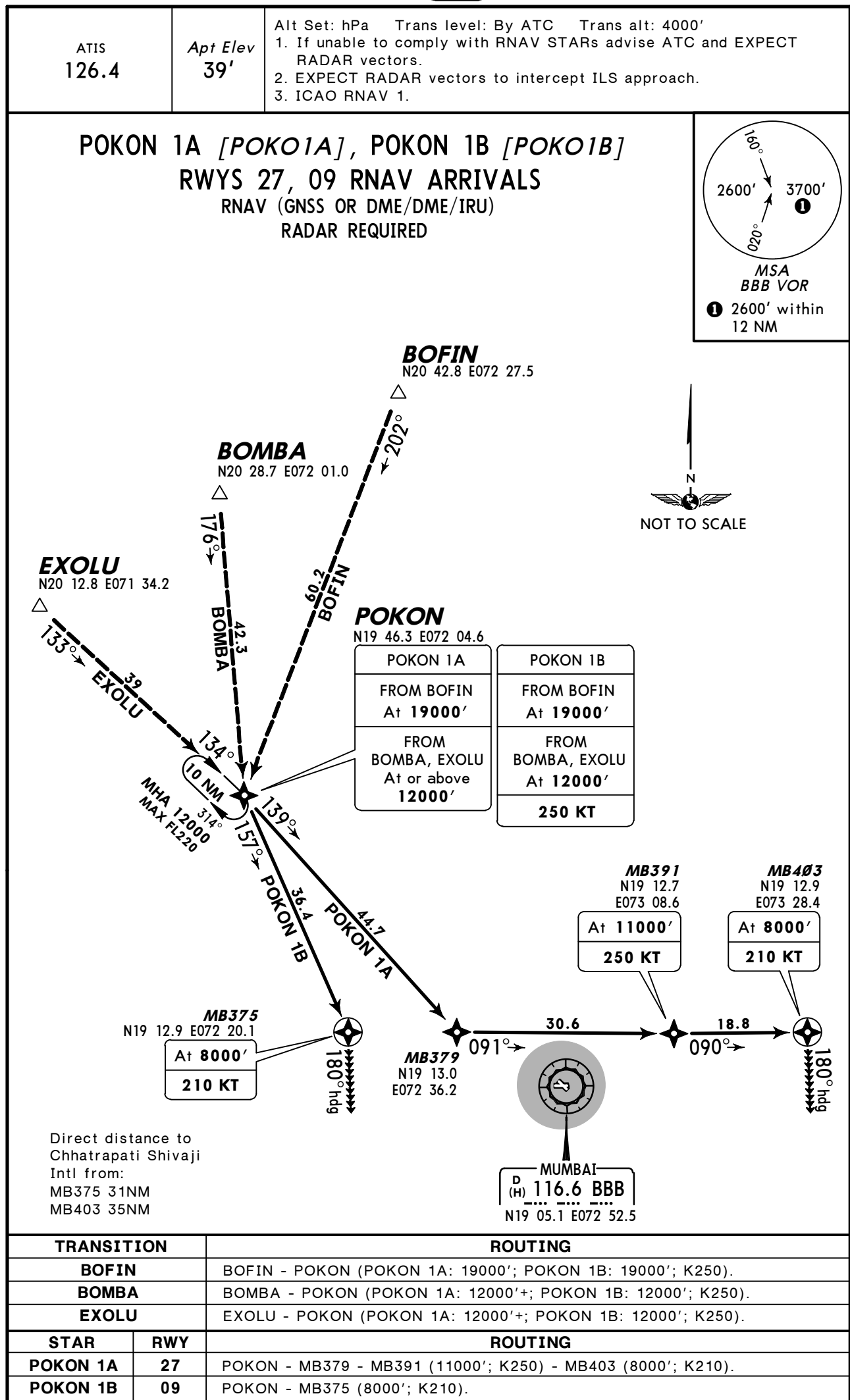


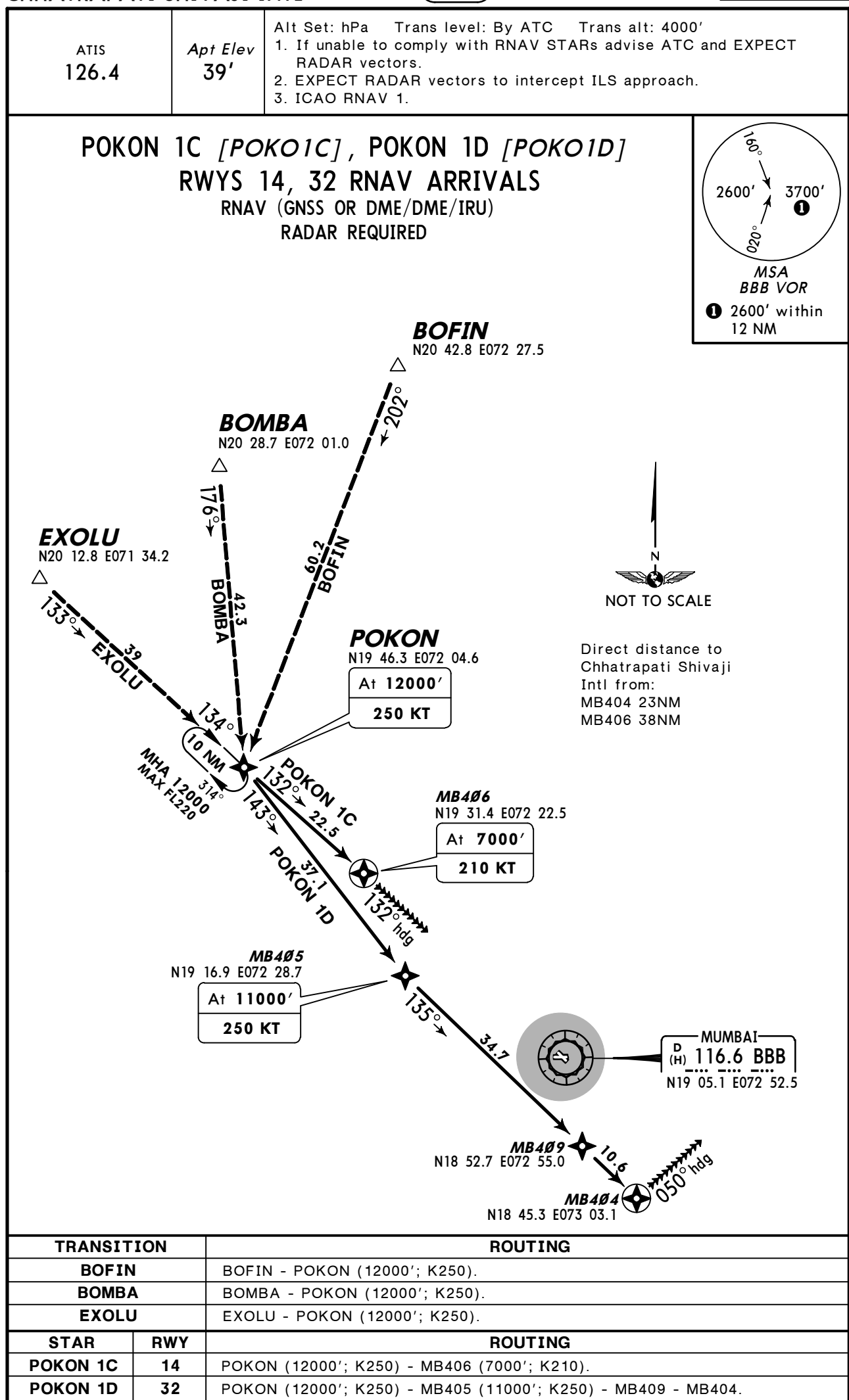
① 2600' within 12 NM



TRANSITION		ROUTING
AGELA		AGELA - MOLGO (12000'+; K250).
STAR	RWY	ROUTING
MOLGO 1A	27	MOLGO (12000'+; K250) - MB372 (7000'; K210-) - MB394 - MB395.
MOLGO 1B	09	MOLGO (12000'+; K250) - MB372 - ONAGI - MB396 (10000') - MB374 (9000').

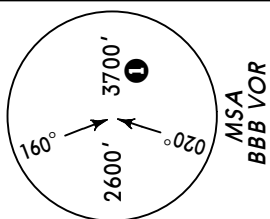






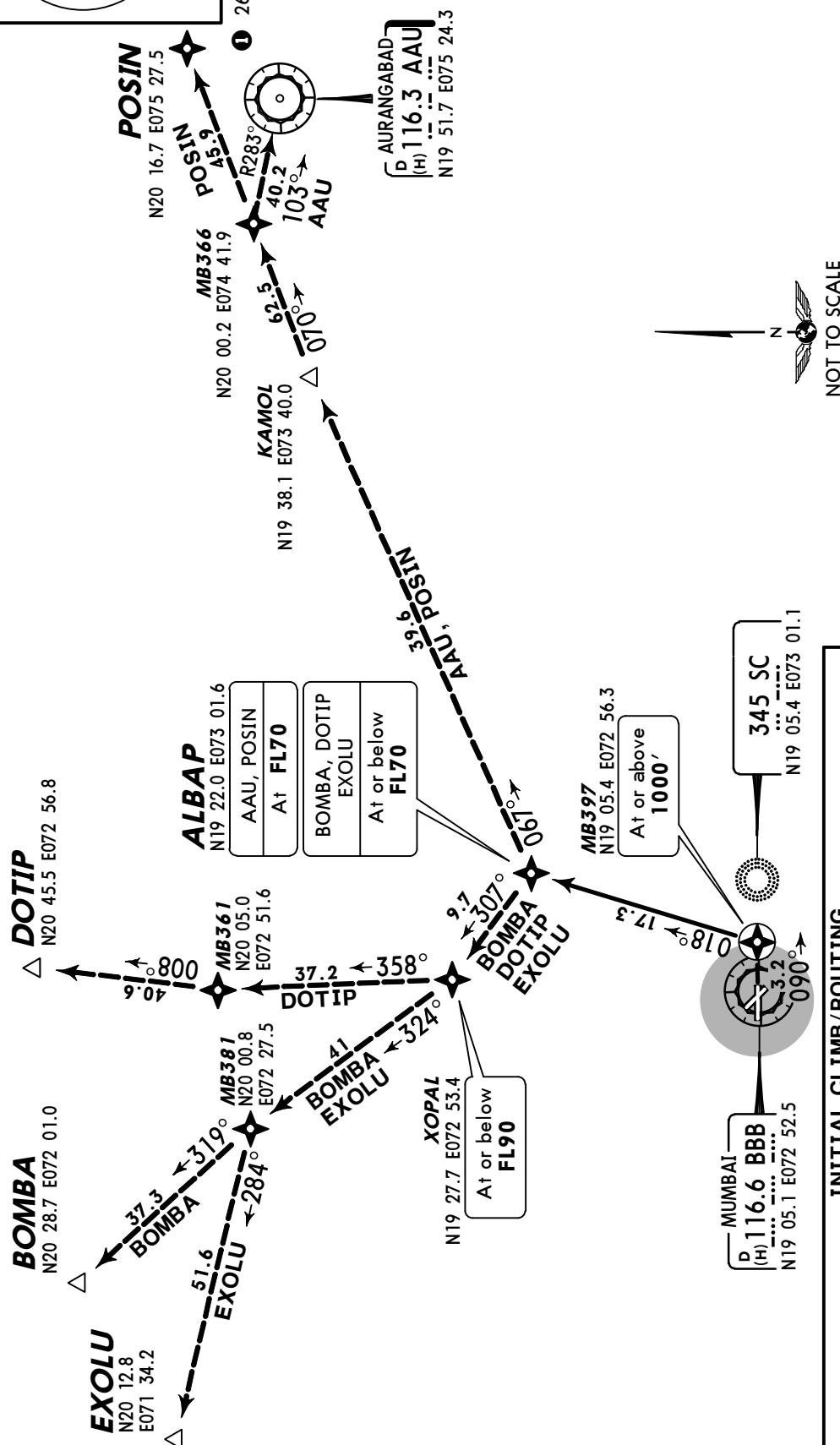
Trans level: By ATC Trans alt: 4000'

1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectoring.
2. ICAO RNAV 1.
3. Turn before SC to avoid hills.
4. Maintain Tower frequency until passing 800', then contact MUMBAI Approach.



600' within 12 NM

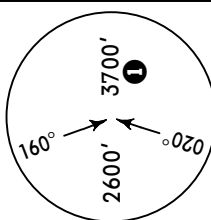
**ALBAP 1B [ALBA1B]
RWY 09 RNAV DEPARTURE
RNAV (GNSS OR DME/DME/IRU)
RADAR REQUIRED**



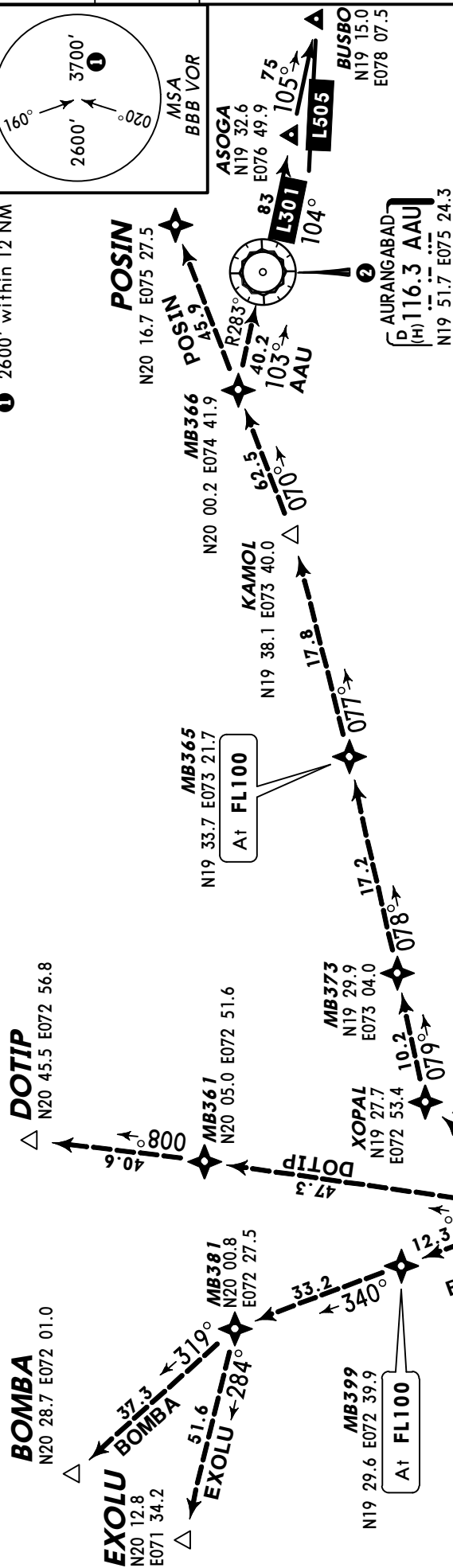
INITIAL CLIMB/ROUTING	
(520') - MB397 (1000'+) - ALBAP.	
TRANSITION	ROUTING
AAU	ALBAP (FL70) - KAMOL - MB366 - AAU.
BOMBA	ALBAP (FL70-) - XOPAL (FL90-) - MB381 - BOMBA.
DOTIP	ALBAP (FL70-) - XOPAL (FL90-) - MB361 - DOTIP.
EXOLU	ALBAP (FL70-) - XOPAL (FL90-) - MB381 - EXOLU.
POSIN	ALBAP (FL70) - KAMOL - MB366 - POSIN.

Trans level: By ATC Trans alt: 4000'

1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectoring. 2. ICAO RNAV 1. 3. Maintain Tower frequency until passing 800', then contact MUMBAI Approach.



1 2600' within 12 NM



AACFT intending to fly airway L-505 follow AAU transition, thereafter proceed to ASOGA (airway L-301) to join airway L-505 at BUSBO.

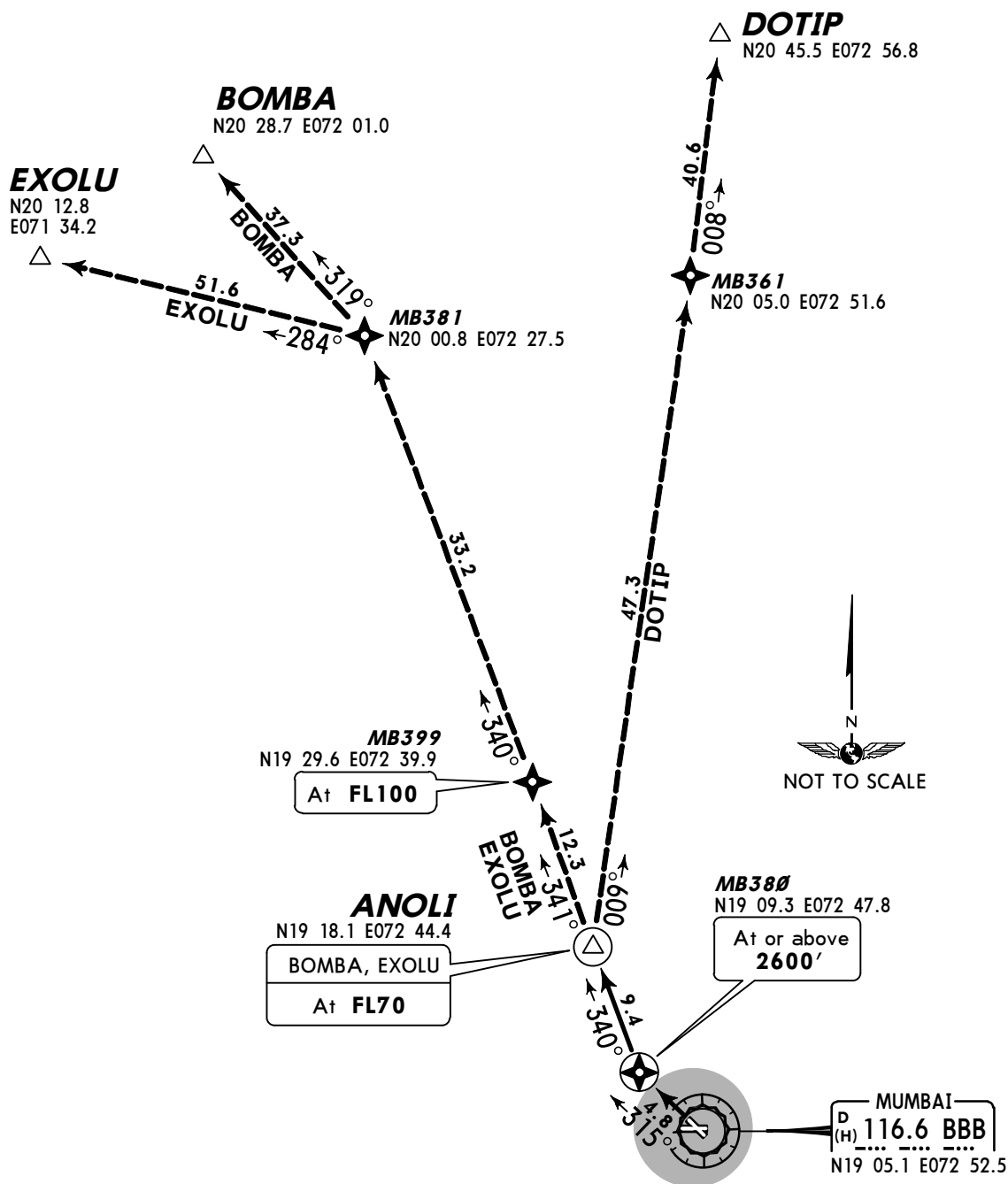
INITIAL CLIMB/ROUTING	
(530') - MB364 (2600' +) - ANOLI (FL70-).	
TRANSITION	ROUTING
AAU	ANOLI (FL70-) - XOPAL - MB373 - MB365 (FL100) - KAMOL - MB366 - AAU.
BOMBA	ANOLI (FL70-) - MB399 (FL100) - MB381 - BOMBA.
DOTIP	ANOLI (FL70-) - MB361 - DOTIP.
EXOLU	ANOLI (FL70-) - MB399 (FL100) - MB381 - EXOLU.
POSIN	ANOLI (FL70-) - XOPAL - MB373 - MB365 (FL100) - KAMOL - MB366 - POSIN.

Apt Elev
39'

1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectoring. 2. ICAO RNAV 1. 3. Maintain Tower frequency until passing 800', then contact MUMBAI Approach.

MSA
BBB VOR

① 2600' within 12 NM



(530') - MB380 (2600'+) - ANOLI.

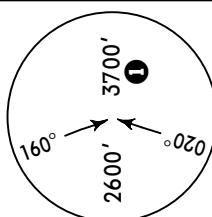
TRANSITION	ROUTING
BOMBA	ANOLI (FL70) - MB399 (FL100) - MB381 - BOMBA.
DOTIP	ANOLI - MB361 - DOTIP.
EXOLU	ANOLI (FL70) - MB399 (FL100) - MB381 - EXOLU.

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Apt Elev
39'

Trans level: By ATC Trans alt: 4000'

1. If unable to comply with RNAV SID's advise ATC and EXPECT RADAR vectoring. 2. ICAO RNAV 1. 3. Maintain Tower frequency until passing 800', then contact MUMBAI Approach.



MSA
BBB VOR

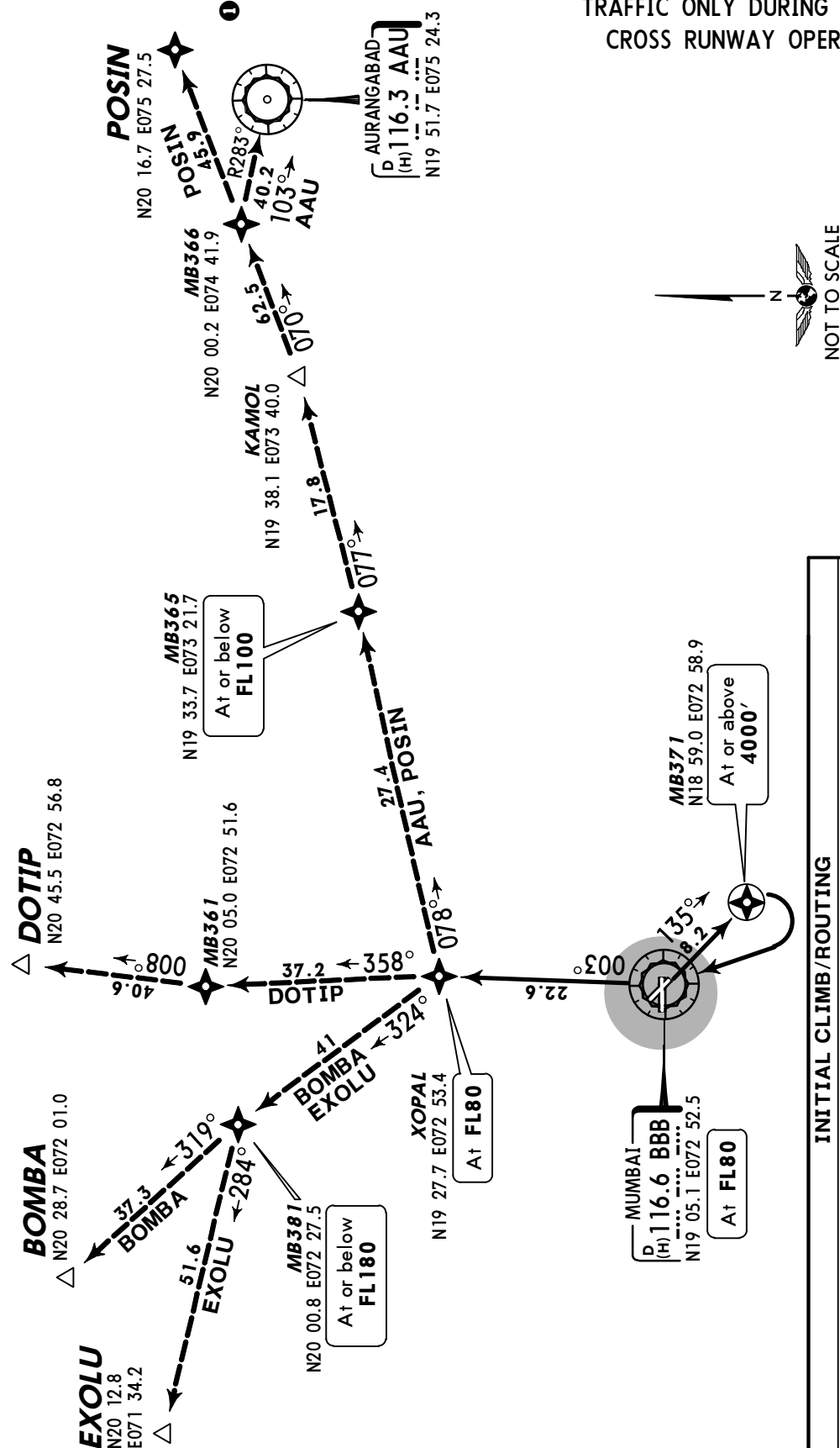
1 2600' within 12 NM

BBB 1C
RWY 14 RNAV DEPARTURE

RNAV (GNSS OR DME/DME/IRU)

RADAR REQUIRED

AVAILABLE FOR NORTH- & NORTHEASTBOUND
TRAFFIC ONLY DURING HOURS OF
CROSS RUNWAY OPERATIONS



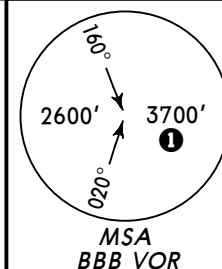
INITIAL CLIMB/ROUTING	
(540') - MB371 (4000'+) - BBB (FL80) - XOPAL (FL80).	
TRANSITION	ROUTING
AAU	XOPAL (FL80) - MB365 (FL100-) - KAMOL - MB366 - AAU.
BOMBA	XOPAL (FL80) - MB381 (FL180-) - BOMBA.
DOTIP	XOPAL (FL80) - MB361 - DOTIP.
EXOLU	XOPAL (FL80) - MB381 (FL180-) - EXOLU.
POSIN	XOPAL (FL80) - MB365 (FL100-) - KAMOL - MB366 - POSIN.

MUMBAI
Approach
127.9

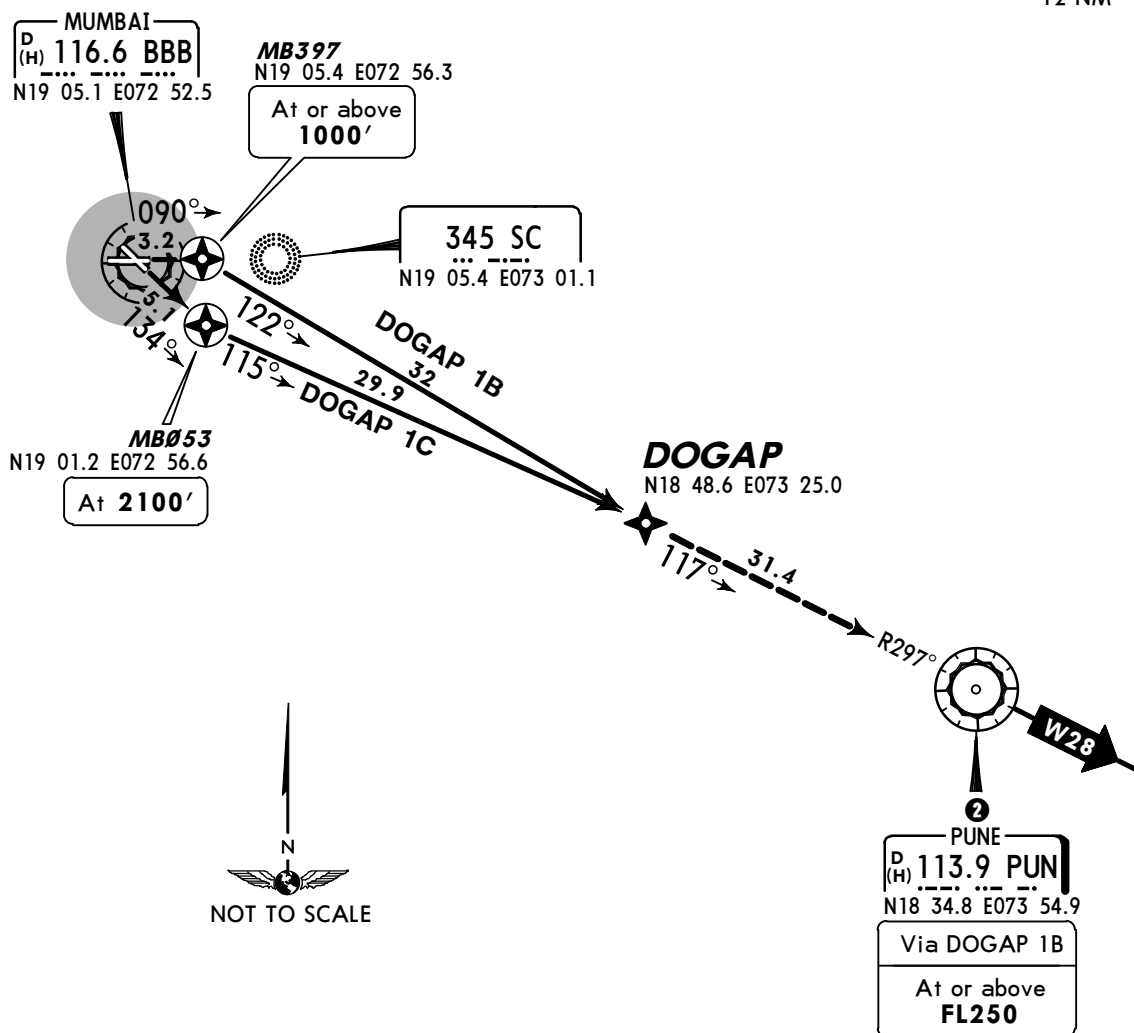
Apt Elev
39'

Trans level: By ATC Trans alt: 4000'
1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectoring. 2. ICAO RNAV 1. 3. Turn before SC to avoid hills. 4. Maintain Tower frequency until passing 800', then contact MUMBAI Approach.

**DOGAP 1B [DOGA1B]
DOGAP 1C [DOGA1C]
RWYS 09, 14 RNAV DEPARTURES**
RNAV (GNSS OR DME/DME/IRU)
RADAR REQUIRED

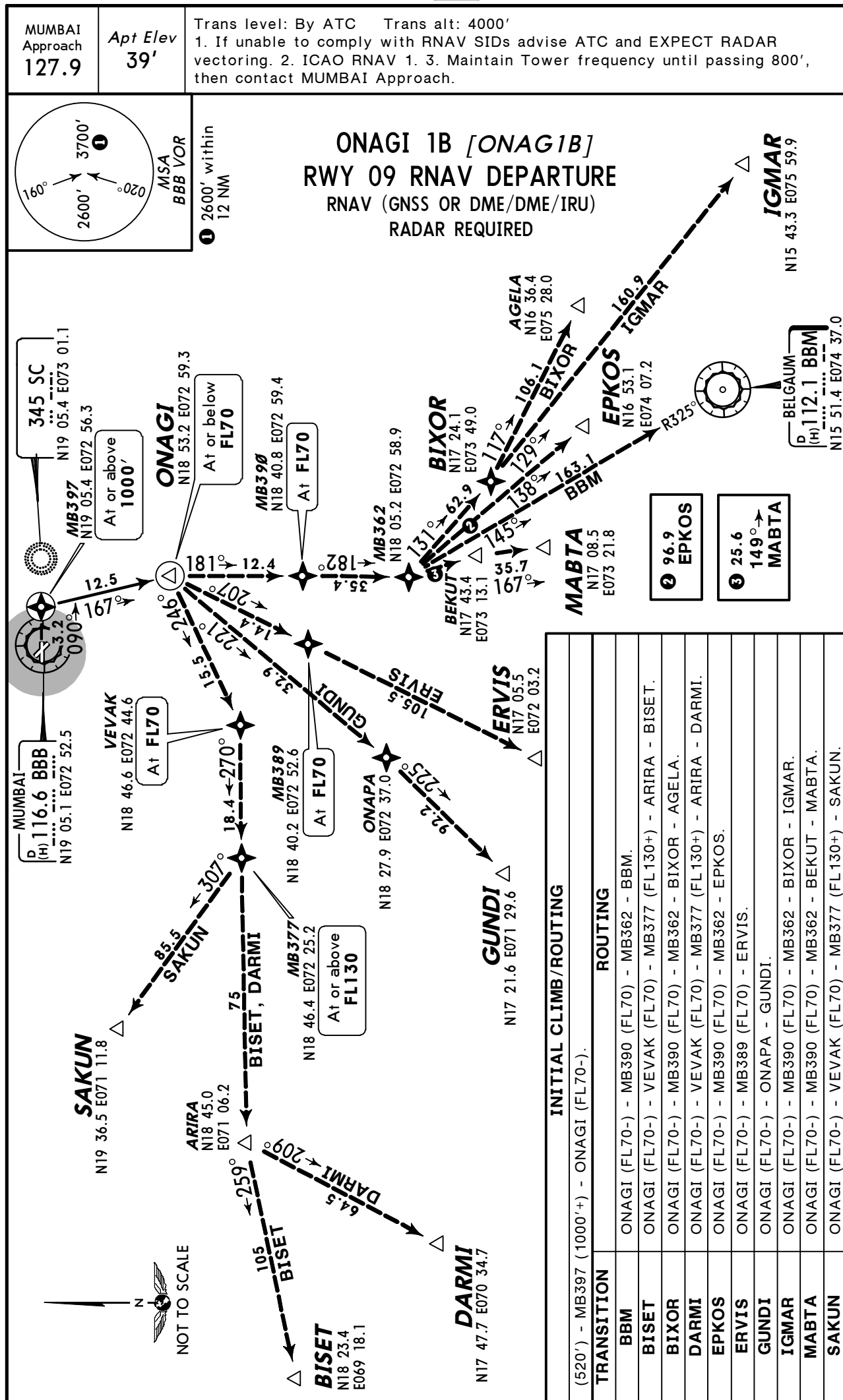


① 2600' within
12 NM



② Airway W-28 only EASTBOUND after
PUN for flights landing at VOHY in
coordination with VAPO ATC.

SID	RWY	INITIAL CLIMB/ROUTING
DOGAP 1B	09	(520') - MB397 (1000'+) - DOGAP.
DOGAP 1C	14	(540') - MB053 (2100') - DOGAP.
TRANSITION		ROUTING
PUN VIA DOGAP 1B		DOGAP - PUN (FL250+).
PUN VIA DOGAP 1C		DOGAP - PUN.

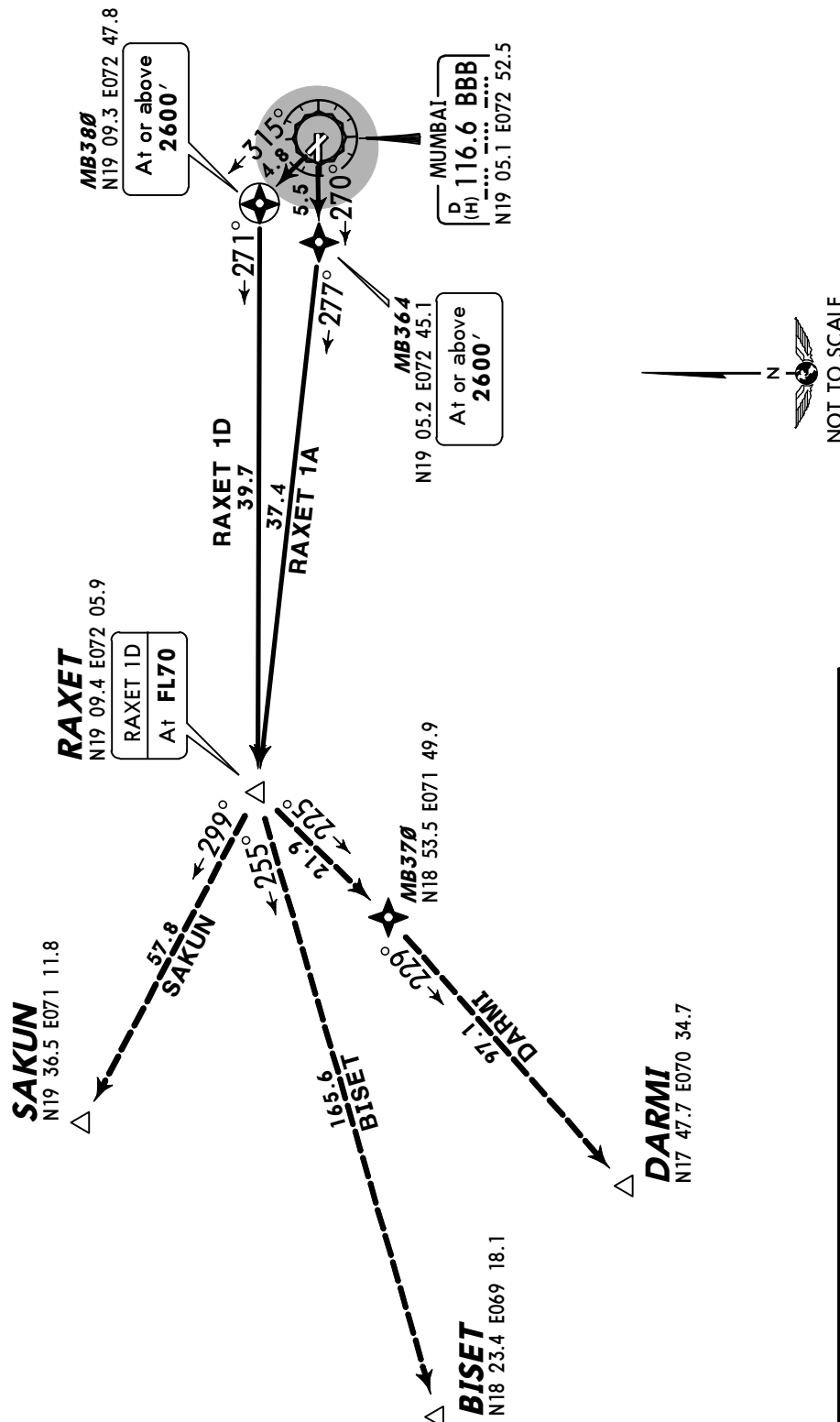


Trans level: By ATC Trans alt: 4000'

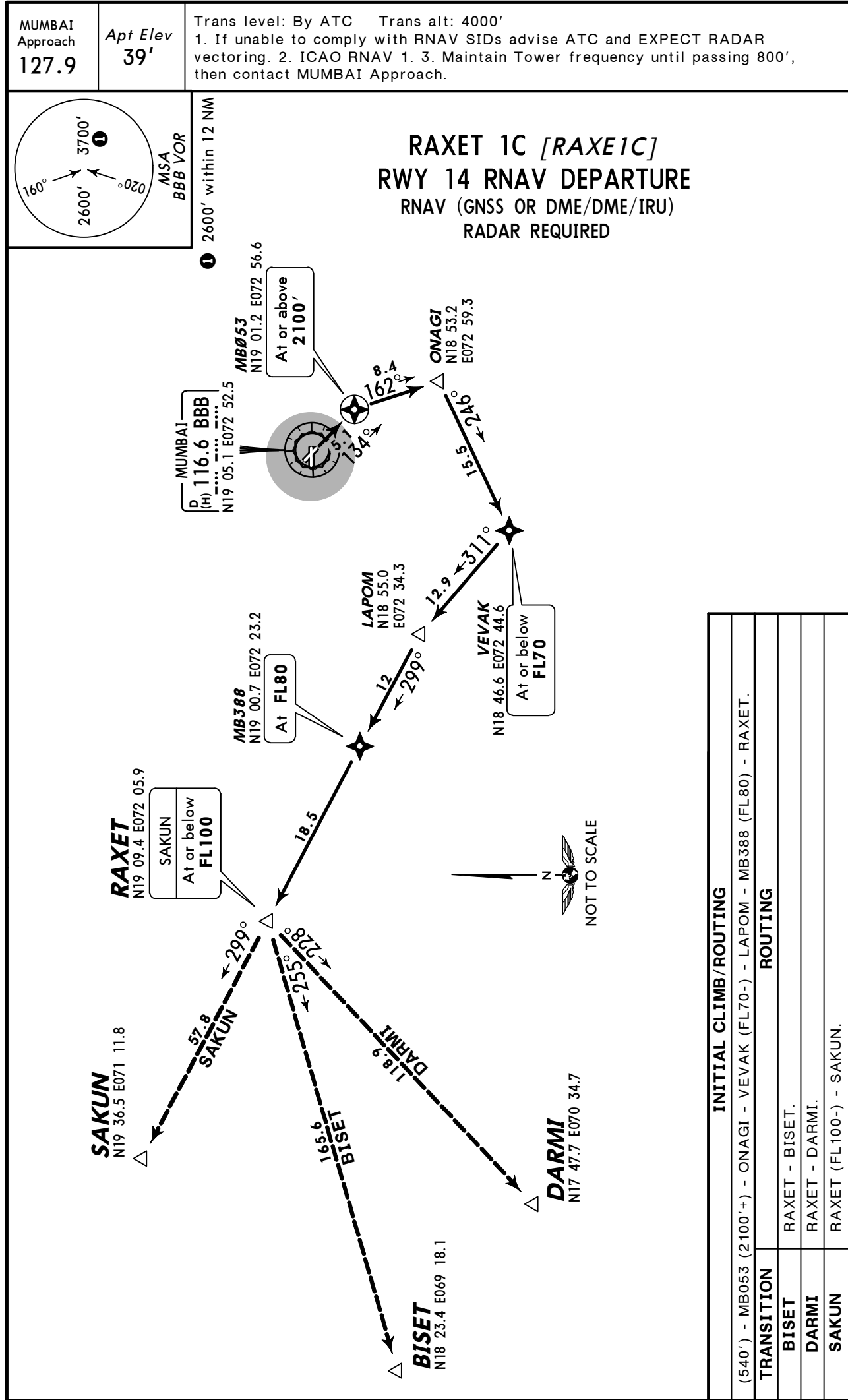
1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectoring. 2. ICAO RNAV 1. 3. Maintain Tower frequency until passing 800', then contact MUMBAI Approach.



**RAXET 1A [RAXE1A]
RAXET 1D [RAXE1D]
RWYS 27, 32 RNAV DEPARTURES
RNAV (GNSS OR DME/DME/IRU)
RADAR REQUIRED**



SID	RWY	INITIAL CLIMB/ROUTING
RAXET 1A	27	(530') - MB364 (2600'+) - RAXET.
RAXET 1D	32	(530') - MB380 (2600'+) - RAXET (FL70).
TRANSITION		ROUTING
BISET		RAXET - BISET.
DARMI		RAXET - MB370 - DARMI.
SAKUN		RAXET - SAKUN.

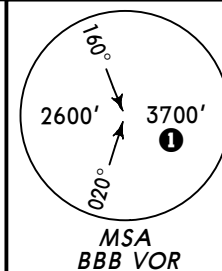


MUMBAI
Approach
127.9Apt Elev
39'

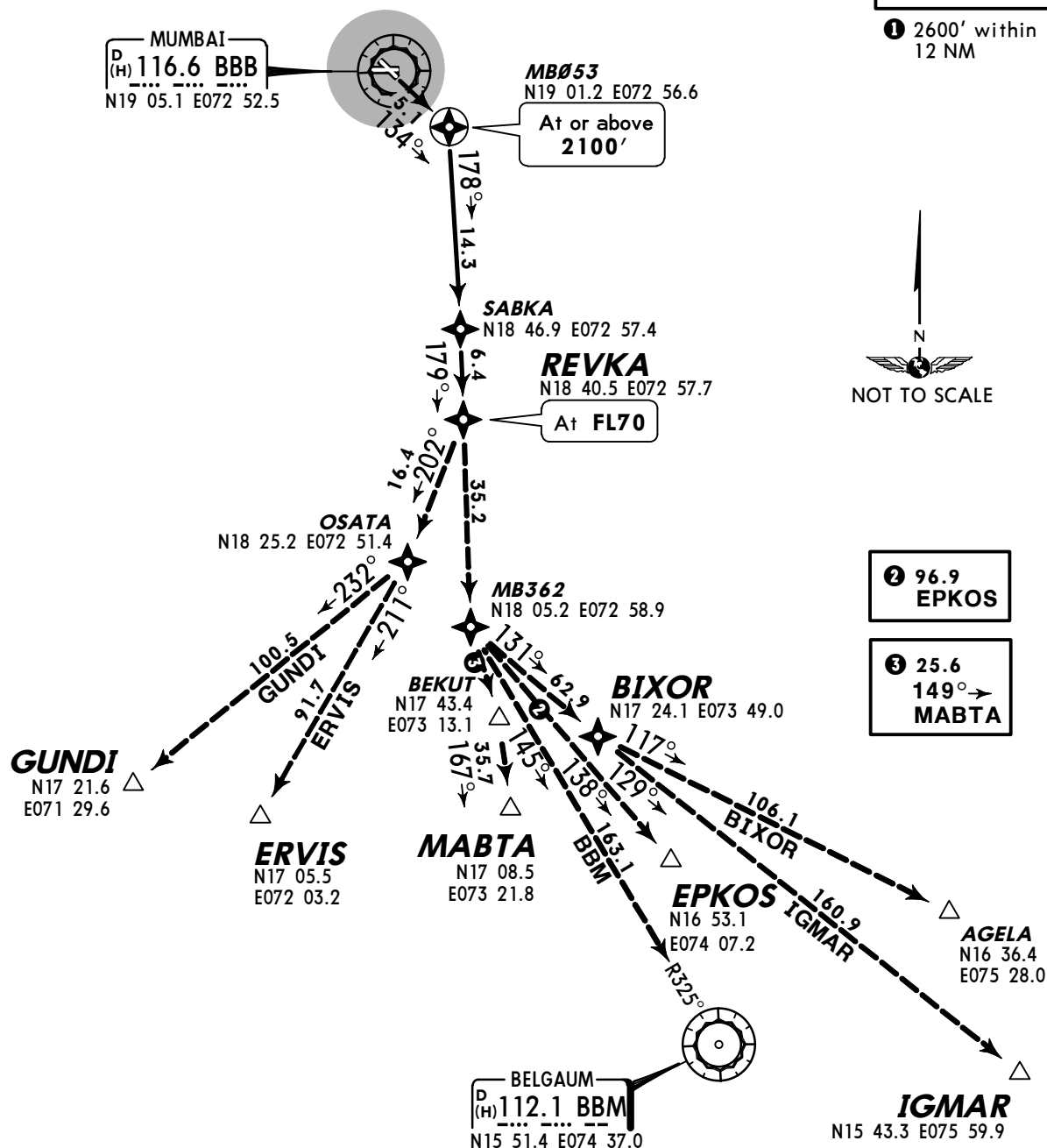
Trans level: By ATC Trans alt: 4000'

1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectoring. 2. ICAO RNAV 1. 3. Maintain Tower frequency until passing 800', then contact MUMBAI Approach.

REVKA 1C [REVK1C]
RWY 14 RNAV DEPARTURE
RNAV (GNSS OR DME/DME/IRU)
RADAR REQUIRED



① 2600' within
12 NM

**INITIAL CLIMB/ROUTING**

(540') - MB053 (2100'+) - SABKA - REVKA (FL70).

TRANSITION	ROUTING
BBM	REVKA (FL70) - MB362 - BBM.
BIXOR	REVKA (FL70) - MB362 - BIXOR - AGELA.
EPKOS	REVKA (FL70) - MB362 - EPKOS.
ERVIS	REVKA (FL70) - OSATA - ERVIS.
GUNDI	REVKA (FL70) - OSATA - GUNDI.
IGMAR	REVKA (FL70) - MB362 - BIXOR - IGMAR.
MABTA	REVKA (FL70) - MB362 - BEKUT - MABTA.

CHANGES: MABTA transition revised.

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Apt Elev
39'

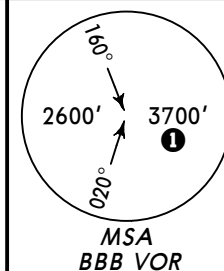
Trans level: By ATC Trans alt: 4000'

1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectoring. 2. ICAO RNAV 1. 3. Maintain Tower frequency until passing 800', then contact MUMBAI Approach.

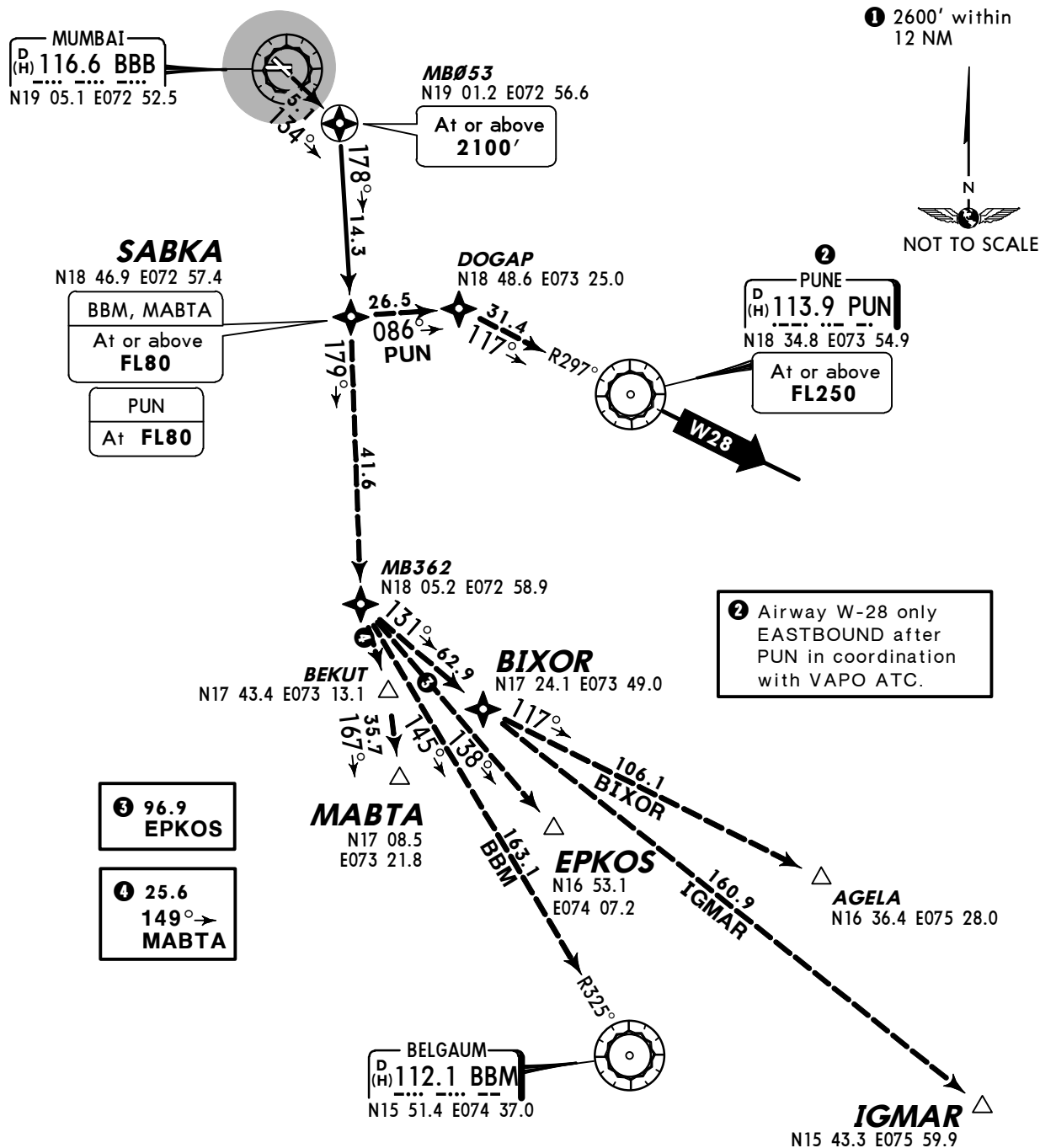
RNAV (GNSS OR DME/DME/IRU)

RADAR REQUIRED

AVAILABLE FOR SOUTHBOUND TRAFFIC ONLY
DURING HOURS OF CROSS RUNWAY OPERATIONS



① 2600' within
12 NM



(540') - MB053 (2100'+) - SABKA.

TRANSITION	ROUTING
BBM	SABKA (FL80+) - MB362 - BBM.
BIXOR	SABKA - MB362 - BIXOR - AGELA.
EPKOS	SABKA - MB362 - EPKOS.
IGMAR	SABKA - MB362 - BIXOR - IGMAR.
MABTA	SABKA (FL80+) - MB362 - BEKUT - MABTA.
PUN	SABKA (FL80) - DOGAP - PUN (FL250+).

CHANGES: MABTA transition revised.

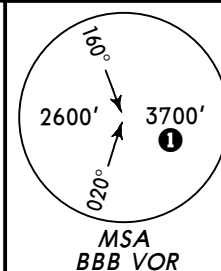
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MUMBAI
Approach
127.9

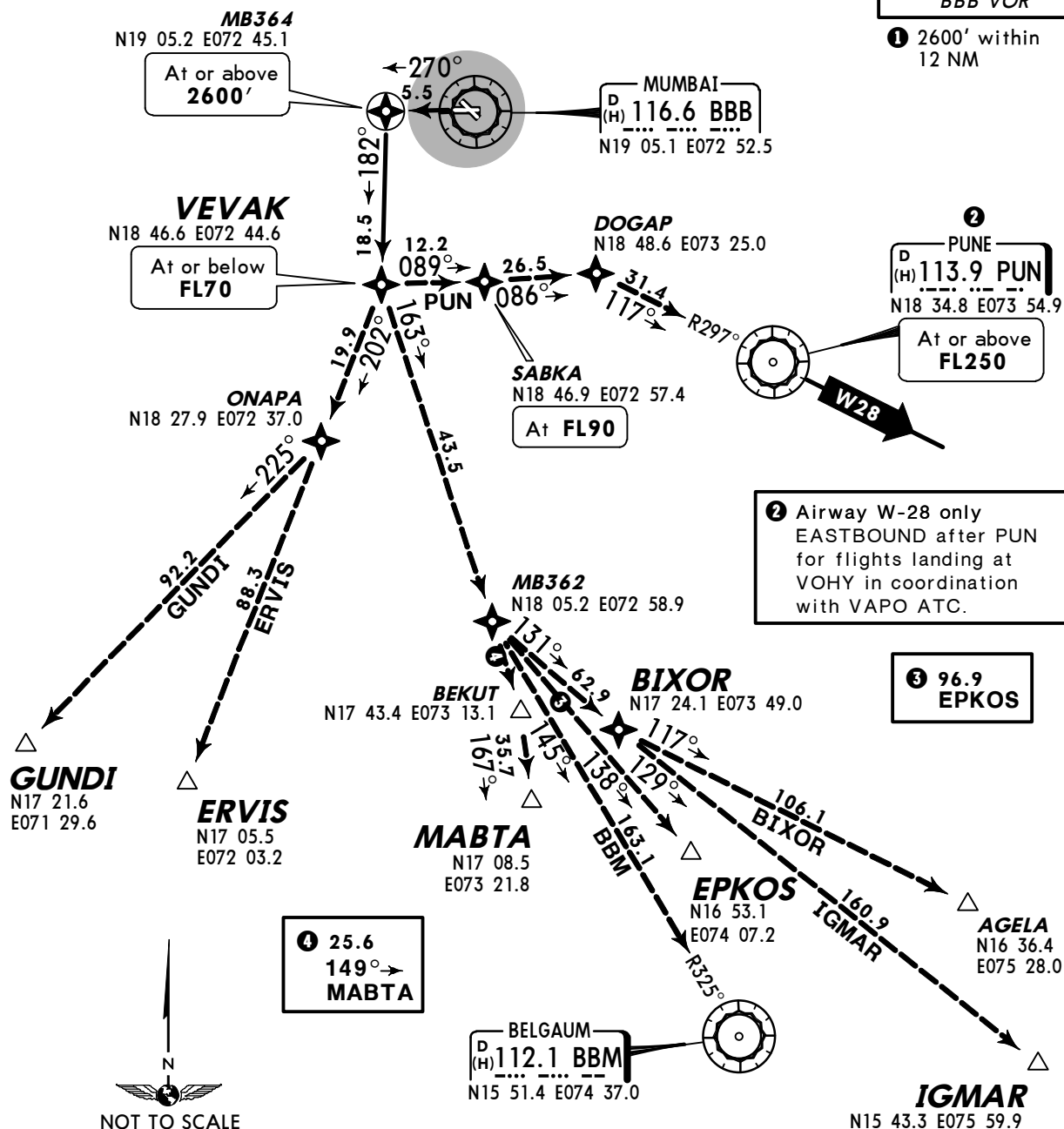
Apt Elev
39'

Trans level: By ATC Trans alt: 4000'
1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR
vectoring. 2. ICAO RNAV 1. 3. Maintain Tower frequency until passing 800',
then contact MUMBAI Approach.

VEVAK 1A [VEVA1A]
RWY 27 RNAV DEPARTURE
RNAV (GNSS OR DME/DME/IRU)
RADAR REQUIRED



① 2600' within
12 NM



NOT TO SCALE

INITIAL CLIMB/ROUTING

(530') - MB364 (2600'+) - VEVAK (FL70-).

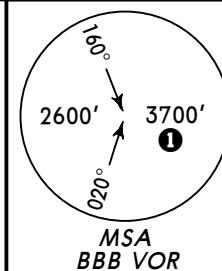
TRANSITION	ROUTING
BBM	VEVAK (FL70-) - MB362 - BBM.
BIXOR	VEVAK (FL70-) - MB362 - BIXOR - AGELA.
EPKOS	VEVAK (FL70-) - MB362 - EPKOS.
ERVIS	VEVAK (FL70-) - ONAPA - ERVIS.
GUNDI	VEVAK (FL70-) - ONAPA - GUNDI.
IGMAR	VEVAK (FL70-) - MB362 - BIXOR - IGMAR.
MABTA	VEVAK (FL70-) - MB362 - BEKUT - MABTA.
PUN	VEVAK (FL70-) - SABKA (FL90) - DOGAP - PUN (FL250+).

MUMBAI
Approach
127.9Apt Elev
39'

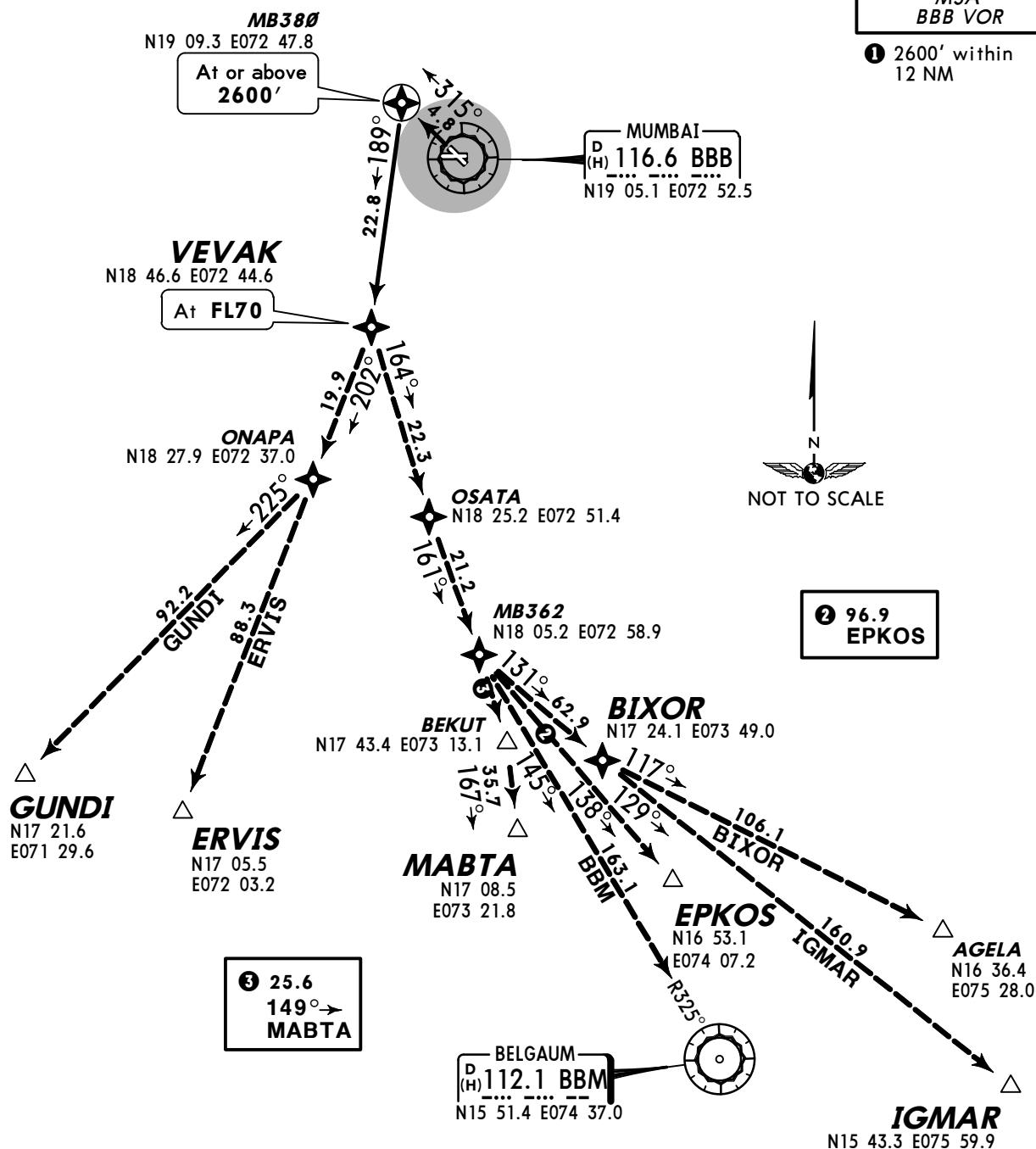
Trans level: By ATC Trans alt: 4000'

1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectoring. 2. ICAO RNAV 1. 3. Maintain Tower frequency until passing 800', then contact MUMBAI Approach.

VEVAK 1D [VEVA1D]
RWY 32 RNAV DEPARTURE
RNAV (GNSS OR DME/DME/IRU)
RADAR REQUIRED



① 2600' within
12 NM

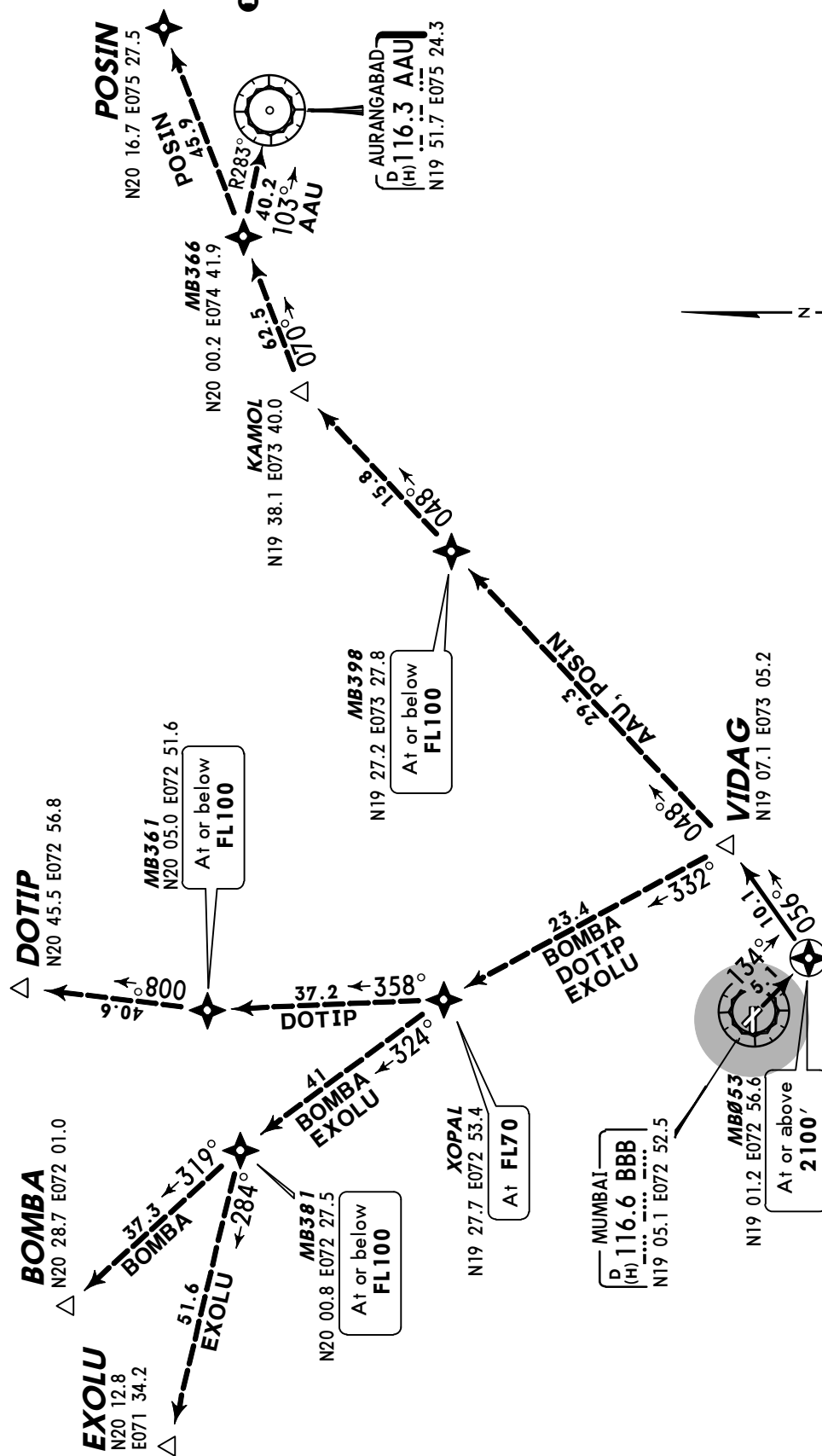
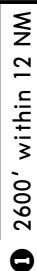
**INITIAL CLIMB/ROUTING**

(530') - MB380 (2600'+) - VEVAK (FL70).

TRANSITION	ROUTING
BBM	VEVAK (FL70) - OSATA - MB362 - BBM.
BIXOR	VEVAK (FL70) - OSATA - MB362 - BIXOR - AGELA.
EPKOS	VEVAK (FL70) - MB362 - EPKOS.
ERVIS	VEVAK (FL70) - ONAPA - ERVIS.
GUNDI	VEVAK (FL70) - ONAPA - GUNDI.
IGMAR	VEVAK (FL70) - OSATA - MB362 - BIXOR - IGMAR.
MABTA	VEVAK (FL70) - OSATA - MB362 - BEKUT - MABTA.

Trans level: By ATC Trans alt: 4000'

1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectoring. 2. ICAO RNAV 1. 3. Maintain Tower frequency until passing 800', then contact MUMBAI Approach.



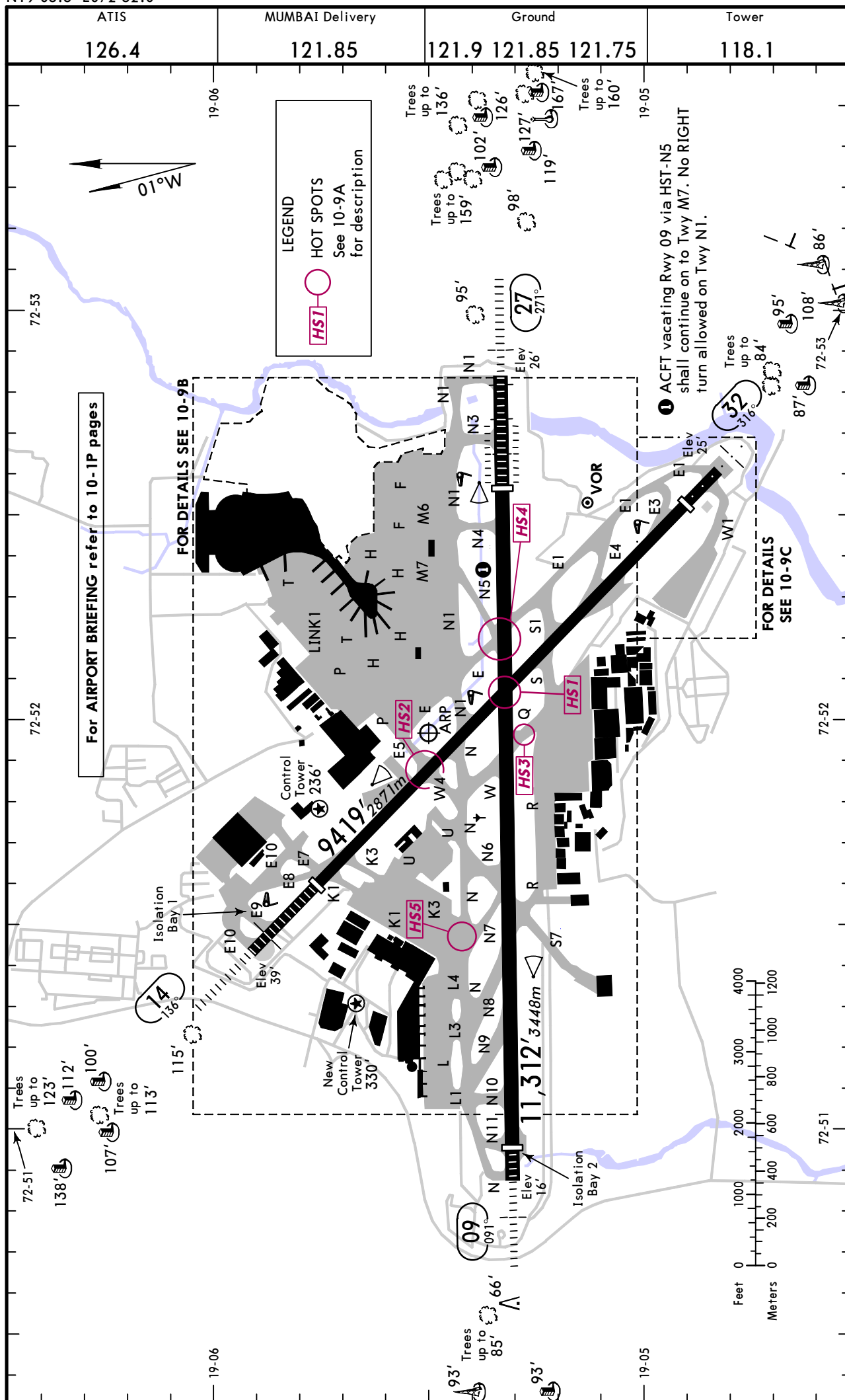
INITIAL CLIMB/ROUTING	
(540') - MB053 (2100'+) - VIDAG.	
TRANSITION	ROUTING
AAU	VIDAG - MB398 (FL100-) - KAMOL - MB366 - AAU.
BOMBA	VIDAG - XOPAL (FL70) - MB381 (FL100-) - BOMBA.
DOTIP	VIDAG - XOPAL (FL70) - MB361 (FL100-) - DOTIP.
EXOLU	VIDAG - XOPAL (FL70) - MB381 (FL100-) - EXOLU.
POSIN	VIDAG - MB398 (FL100-) - KAMOL - MB366 - POSIN.

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VABB/BOM
Apt Elev 39'
N19 05.5 E072 52.0

JEPPesen
16 MAY 14 (10-9)

MUMBAI, INDIA
Eff 29 May CHHATRAPATI SHIVAJI INTL



CHANGES: Taxiway T.

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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
09	HIRL ① CL ② HIALS PAPI-R (3.00°) ③ RVR	10,000' 3048m	8846' 2696m	⑤	197' 60m
27	HIRL ① CL ② HIALS II TDZ PAPI-L (3.00°) ④ RVR	9728' 2965m	8634' 2632m		

① spacing 60m. ② spacing 30m. ③ HSTIL- N5 ④ HSTIL- N7, N8 & N9

⑤ TAKE-OFF RUN AVAILABLE

RWY 09:

From rwy head/twy N int	10,459' (3188m)
twy N11 int	10,000' (3048m)
twy N10 int	9347' (2849m)
twy S7 int	6631' (2021m)
twy N6 int	6175' (1882m)
twy Q int	4331' (1320m)

RWY 27:

From rwy head/twy N1 int	11,312' (3448m)
twy N3 int	10,459' (3188m)
twy N4 int	9232' (2814m)
twy E1 int	7854' (2394m)
twy E int	7707' (2349m)
twy Q int	6161' (1878m)

ARRIVAL

Location of different exit taxiways from threshold.

RWY 09:

Twy N3 int	9961' (3036m)
twy N4 int	8740' (2664m)
twy E/E1 int	7267' (2215m)
twy N5 (HST) int	6608' (2014m)
rwy 09/27 int	6421' (1957m)
twy Q int	5538' (1688m)

RWY 27:

Twy N int	9688' (2953m)
twy N11 int	9226' (2812m)
twy N10 int	8576' (2614m)
twy N9 (HST) int	7060' (2152m)
twy N8 (HST) int	6161' (1878m)
twy S7 int	5751' (1753m)
twy N7 (HST) int	5164' (1574m)

14	HIRL (60m) CL (15m) HIALS PAPI-L (3.00°) ⑥ RVR	8106' 2471m	7048' 2148m	⑧	148' 45m
32	HIRL (60m) CL (15m) ALS PAPI-L (3.00°) ⑦	8770' 2673m			

⑥ HST-B1 ⑦ HST-E8

⑧ TAKE-OFF RUN AVAILABLE

RWY 14:

From rwy head/twy E10 int	9419' (2871m)
twy E9 int	9101' (2774m)
twy K1 int	7904' (2409m)
twy K3 int	7582' (2311m)
twy W4 int	5886' (1794m)

RWY 32:

From rwy head/twy E1 int	9419' (2871m)
twy W1 int	9262' (2823m)
twy S1 int	6132' (1869m)
twy S int	5984' (1824m)
rwy 09/27 int	5115' (1559m)

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

- HS1** Intersection of rwys 14/32 and 09/27 when rwy 14 is used as standard twy to rwy 27.
- HS2** Rwy 14/32 at its intersection with twy W4 and E5.
- HS3** Twy Q holding position for rwy 09/27.
- HS4** Rwy 09/27 at its intersection with Twy E and E1.
- HS5** Twy N7 and N intersection when acft uses N7 as HST.

Standard/DGCA

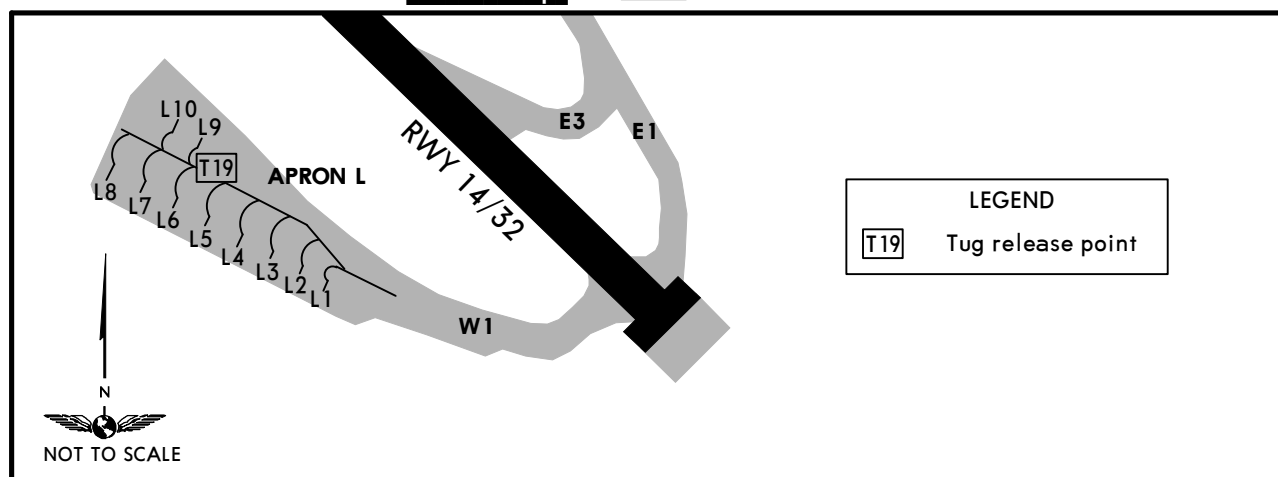
TAKE-OFF ①

	LVP must be in force				Adequate Visual reference (DAY only)
	HIRL & CL (spacing 15m or less) and relevant RVR	RL & CL relevant RVR	RL & CL	DAY: RL & RCLM NIGHT: RL or CL	DAY: RL or RCLM NIGHT: RL or CL
A					
B	TDZ, Mid, Rollout	TDZ, Mid, Rollout	200m	300m	400m
C	125m	150m			500m
D					

CAUTION: HIGH TERRAIN on take-off rwy 09 & 14.

① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.



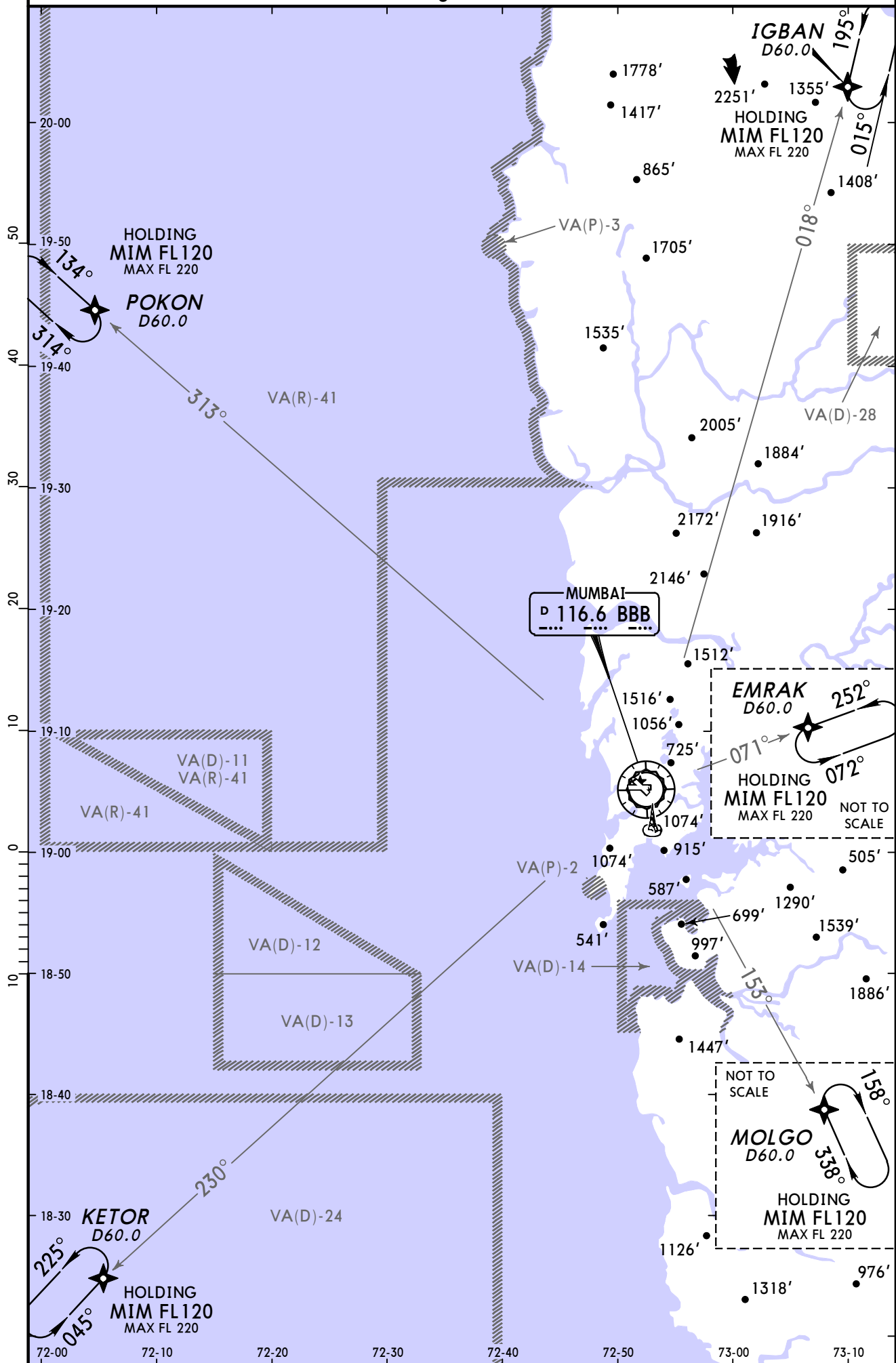


INS COORDINATES

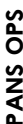
STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N19 05.7 E072 51.5	R2R	N19 05.5 E072 52.5
3 thru 7	N19 05.6 E072 51.5	R3L thru R4R	N19 05.5 E072 52.6
8, 9	N19 05.5 E072 51.5	R5L thru R6	N19 05.6 E072 52.5
10 thru 12	N19 05.5 E072 51.4	R7L thru R8R	N19 05.6 E072 52.6
25 thru 27	N19 05.6 E072 51.6	S1L, S1, S1R	N19 05.5 E072 52.1
28	N19 05.6 E072 51.5	S2 thru S3R	N19 05.6 E072 52.1
29 thru 31	N19 05.5 E072 51.5	V4L	N19 05.9 E072 52.3
34, 35	N19 05.6 E072 51.6	V4, V4R	N19 05.9 E072 52.4
36 thru 40	N19 05.5 E072 51.6	V5	N19 05.8 E072 52.4
80	N19 05.5 E072 51.8	V6L	N19 05.8 E072 52.3
81 thru 84	N19 05.5 E072 51.7	V6	N19 05.8 E072 52.4
85	N19 05.6 E072 51.7	V6R, V7L	N19 05.8 E072 52.3
86 thru 88	N19 05.5 E072 51.6	V7 thru V9	N19 05.7 E072 52.3
A1	N19 05.5 E072 51.4	V9R, V10	N19 05.7 E072 52.2
A2 thru A5	N19 05.5 E072 51.3	V11 thru V12R	N19 05.6 E072 52.2
A6 thru A9	N19 05.5 E072 51.2	V13 thru V16	N19 05.6 E072 52.3
A10 thru A12	N19 05.5 E072 51.1	V16R, V17L	N19 05.6 E072 52.4
G1 thru G3	N19 05.7 E072 52.0	V17, V17R	N19 05.7 E072 52.4
G4	N19 05.7 E072 52.1	Y1, Y2	N19 05.5 E072 52.2
G5	N19 05.8 E072 52.1	Y3L thru Y4	N19 05.5 E072 52.3
L1, L2	N19 04.8 E072 52.4		
L3	N19 04.9 E072 52.4		
L4 thru L10	N19 04.9 E072 52.3		
R2L	N19 05.5 E072 52.6		

MUMBAI OUTER FIX HOLDING PROCEDURES

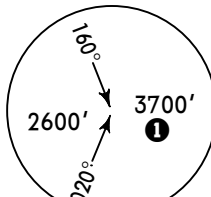
Non-RNAV Holdings in Mumbai Terminal Area

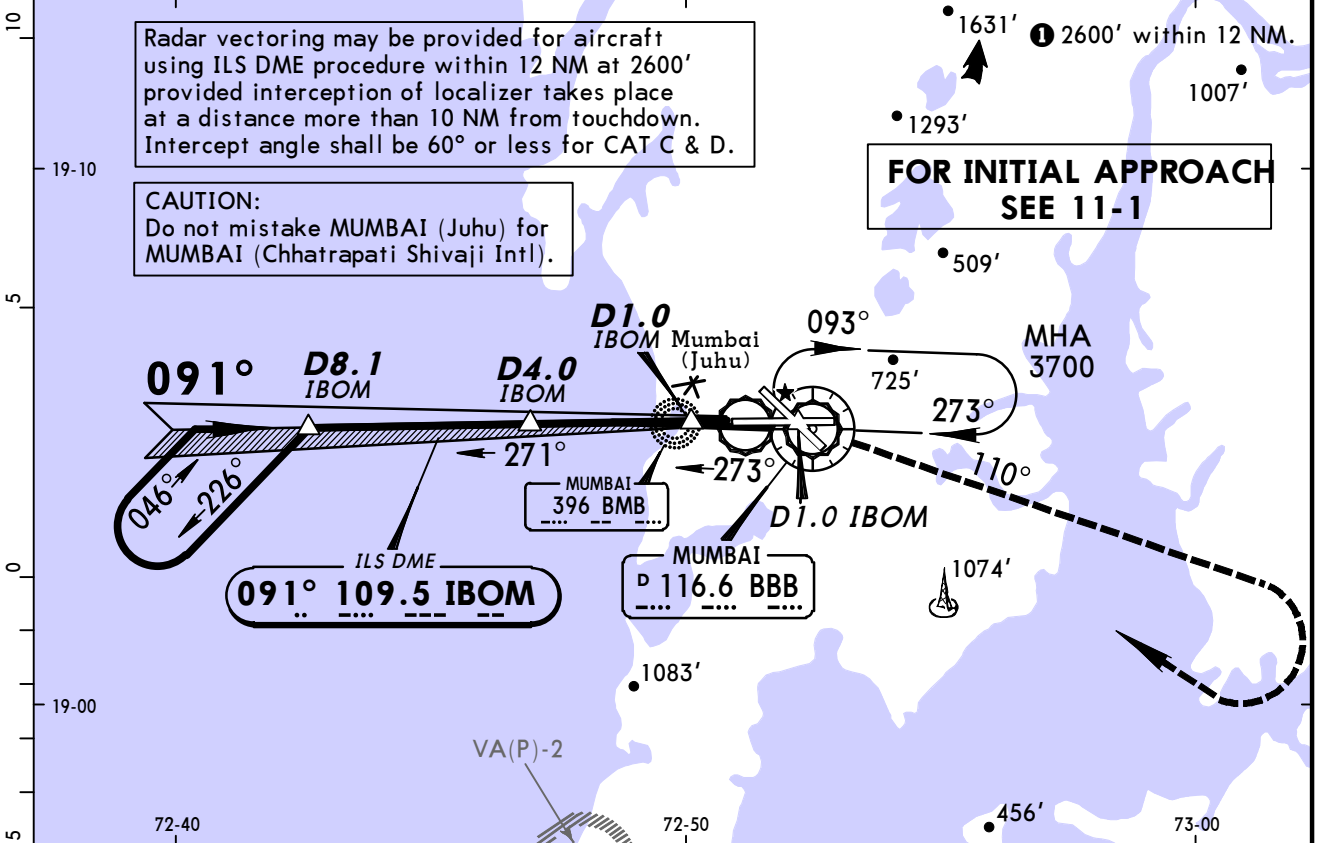


BRIEFING STRIP™

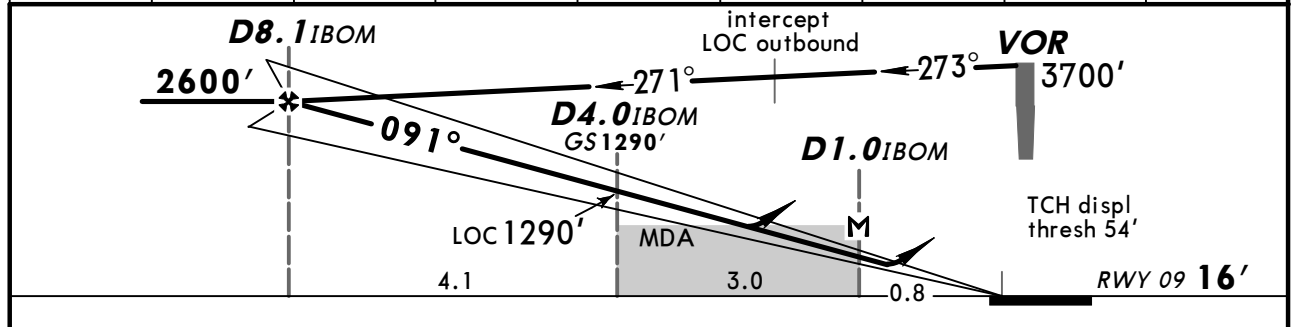


BRIEFING STRIP™

ATIS 126.4		MUMBAI Approach (R) 127.9 119.3		MUMBAI Tower 118.1		Ground 121.75 121.85 121.9	
LOC IBOM 109.5	Final Apch Crs 091°	GS D4.0 IBOM 1290' (1274')	ILS DA(H) Refer to Minimums	Apt Elev 39' RWY 16'		 MSA BBB VOR	
MISSED APCH: Climb STRAIGHT AHEAD. At D1.0 IBOM past the threshold turn RIGHT to intercept R-110 climbing to 2600', then climbing turn RIGHT to join holding at 3700', or as directed. MAX 185 KT until established on R-110 BBB.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC			
DME required.							



LOC (GS out)	IBOM DME	8.1	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2600'	2250'	1930'	1610'	1290'	970'	650'



Gnd speed-Kts	70	90	100	120	140	160			
ILS GS or LOC Desc Angle 3.00°	372	478	531	637	743	849			
MAP at D1.0 IBOM									

Standard/DGCA						STRAIGHT-IN LANDING RWY 09			
ILS						LOC (GS out) CDFA			
DA(H) AB: 260' (244') CD: 270' (254')						MDA(H) 440' (424')			
FULL			ALS out			ALS out			
A							RVR 1500m		
B									
C	RVR 800m			RVR 1300m					
D							RVR 1600m RVR 2000m		

MUMBAI, INDIA
ILS Rwy 14

BRIEFING STRIP TM



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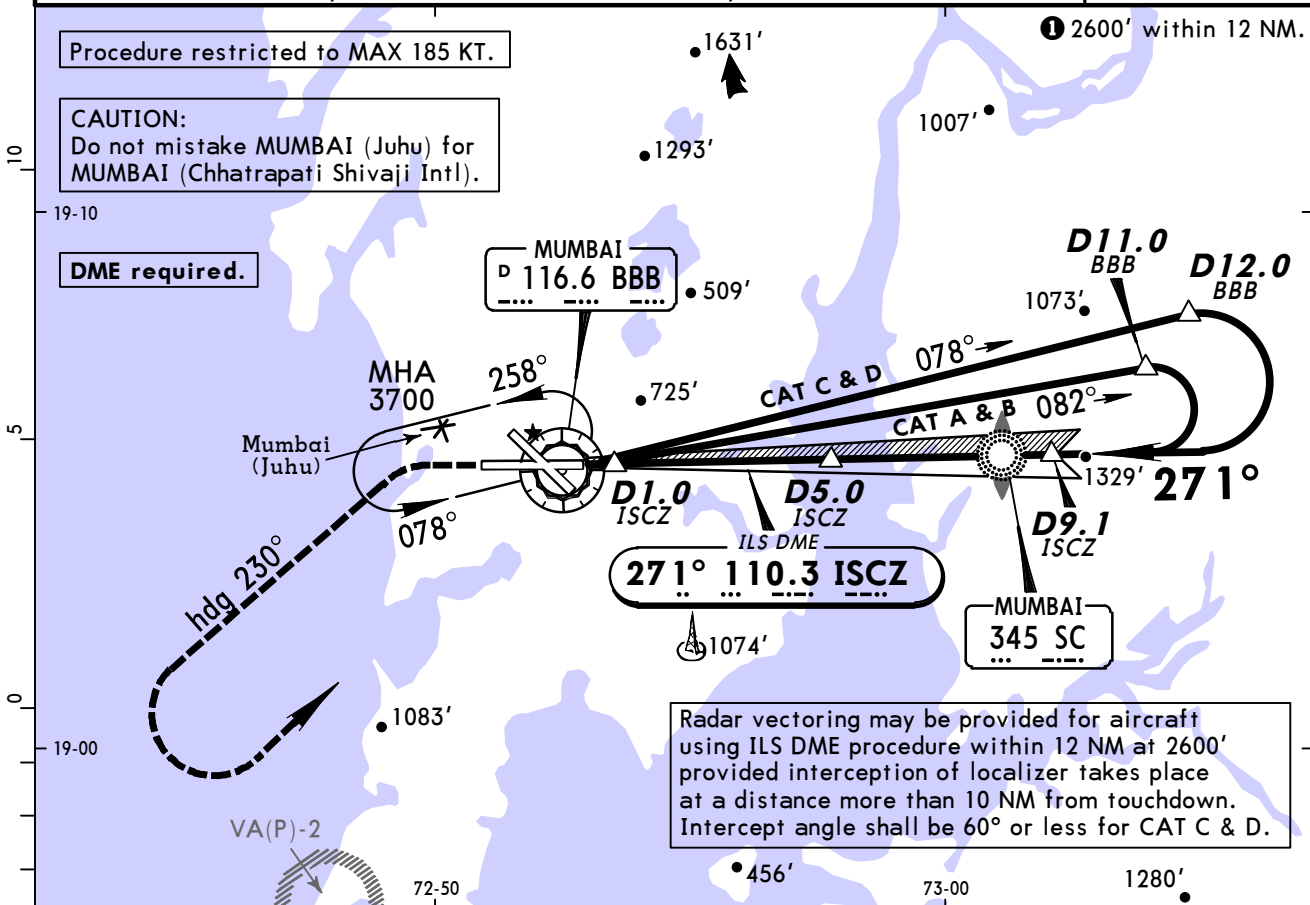
BRIEFING STRIP™

5

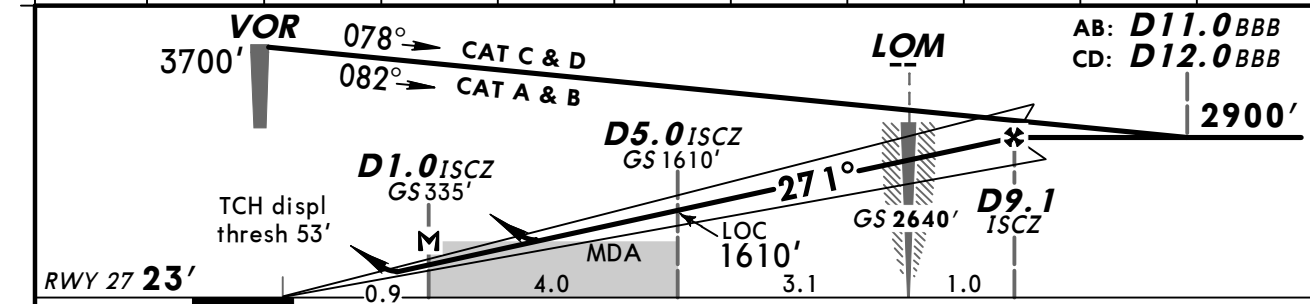
STRAIGHT-IN LANDING RWY 14

PANS OPS

BRIEFING STRIP	ATIS	MUMBAI Approach (R)		MUMBAI Tower		Ground		
	126.4	127.9	119.3	118.1	121.75	121.85	121.9	
	LOC ISCZ 110.3	Final Apth Crs 271°	GS LOM 2640' (2617')	ILS DA(H) 230' (207')	Apt Elev 39' RWY 23'			
MISSED APCH: Climb STRAIGHT AHEAD to 600', then climbing turn LEFT on heading 230°. Passing 2600' turn LEFT to VOR holding at 3700', or as directed.							MSA BBB VOR	
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC		Trans alt: 4000'		



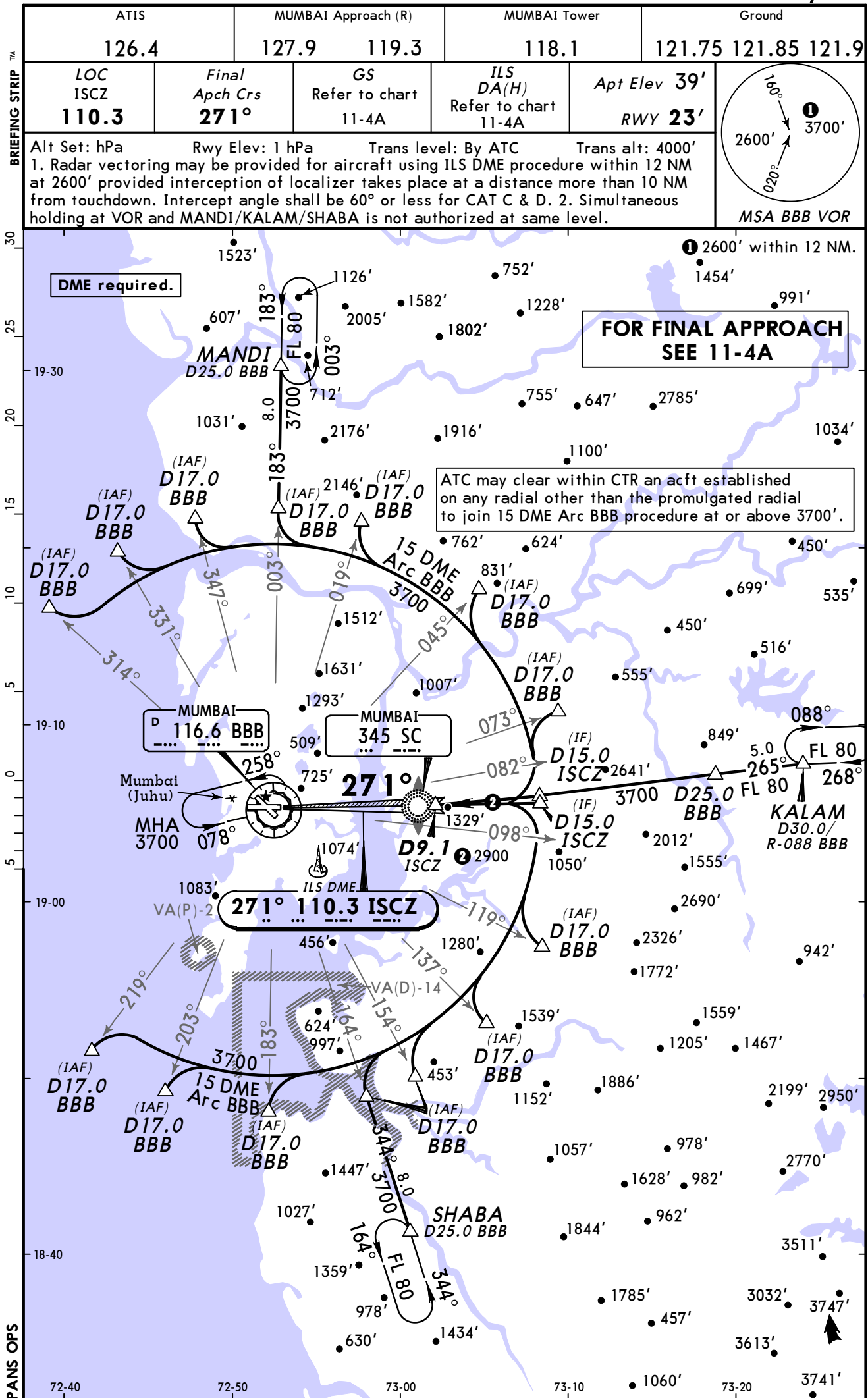
LOC (GS out)	ISCZ DME	1.5	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.1
	ALTITUDE	500'	660'	980'	1300'	1610'	1930'	2250'	2570'	2900'

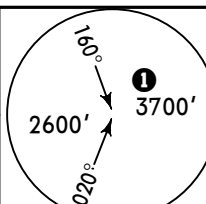


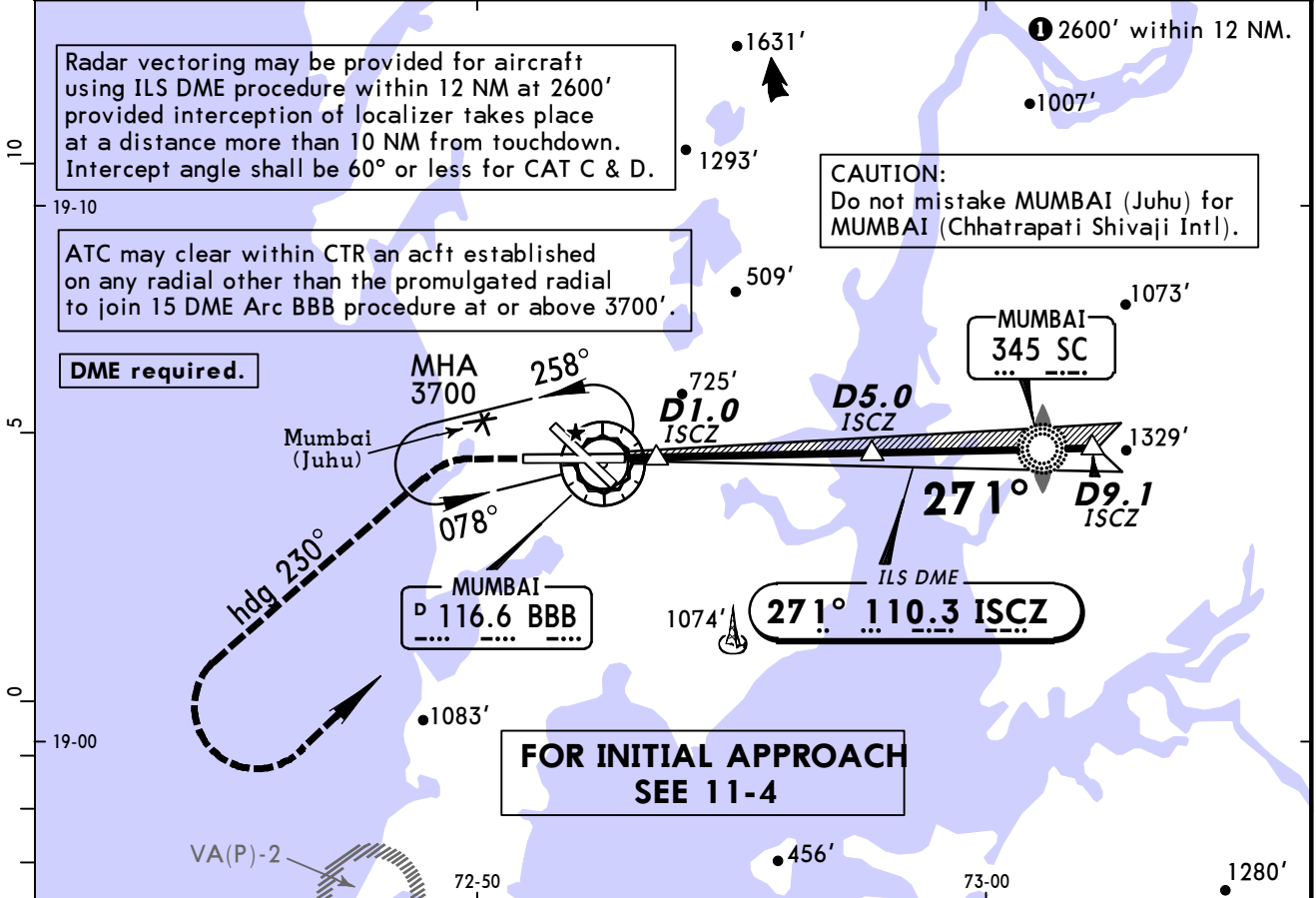
Gnd speed-Kts	70	90	100	120	140	160		600'		230° hdg
ILS GS or	372	478	531	637	743	849				
LOC Desc Angle	3.00°									
MAP at D1.0 ISCZ										

Standard/DGCA			STRAIGHT-IN LANDING RWY 27		
ILS			LOC (GS out) CDFA		
DA(H) 230'(207')			MDA(H) 540'(517')		
FULL		TDZ or CL out	ALS out	ALS out	
A	RVR 550m	RVR 750m I	RVR 1200m	RVR 1500m	
B					
C				RVR 1600m	RVR 2400m
D					

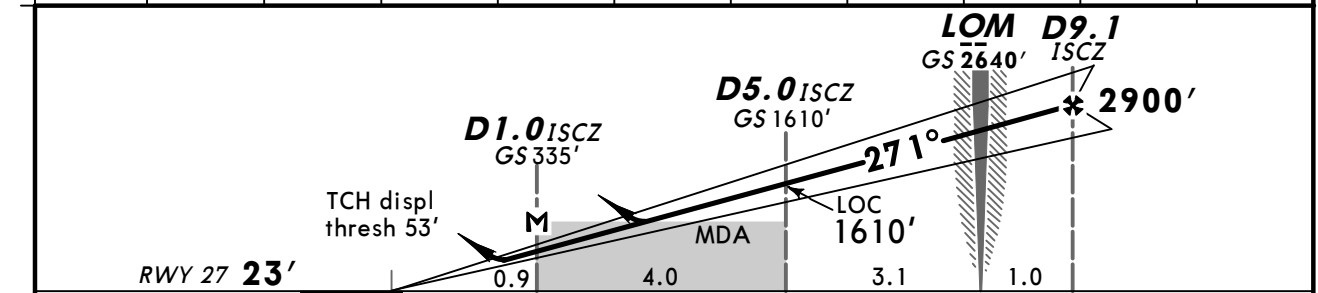
1 RVR 550m with Flight Director or Autopilot or HUD to DA.



BRIEFING STRIP™	ATIS		MUMBAI Approach (R)		MUMBAI Tower		Ground		
	126.4		127.9 119.3		118.1		121.75 121.85 121.9		
	LOC ISCZ 110.3	Final Apch Crs 271°	GS LOM 2640' (2617')	ILS DA(H) 230' (207')	Apt Elev 39' RWY 23'				
	MISSED APCH: Climb STRAIGHT AHEAD to 600', then climbing turn LEFT on heading 230°. Passing 2600' turn LEFT to VOR holding at 3700', or as directed.								
	Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC		Trans alt: 4000'		MSA BBB VOR



LOC (GS out)	ISCZ DME	1.5	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.1
	ALTITUDE	500'	660'	980'	1300'	1610'	1930'	2250'	2570'	2900'



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II 600'		230° hdg
ILS GS or	372	478	531	637	743	849				
LOC Desc Angle	3.00°									
MAP at D1.0 ISCZ										

Standard/DGCA				STRAIGHT-IN LANDING RWY 27			
ILS				LOC (GS out)			
DA(H) 230'(207')				CDFA			
FULL				MDA(H) 540'(517')		ALS out	
A	RVR 550m	RVR 750m I	RVR 1200m	RVR 1500m			
B							
C				RVR 1600m	RVR 2400m		
D							
I RVR 550m with Flight Director or Autopilot or HUD to DA.							

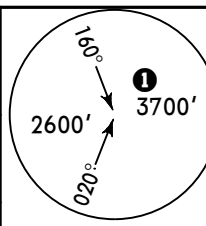
MUMBAI, INDIA
VOR Rwy 09

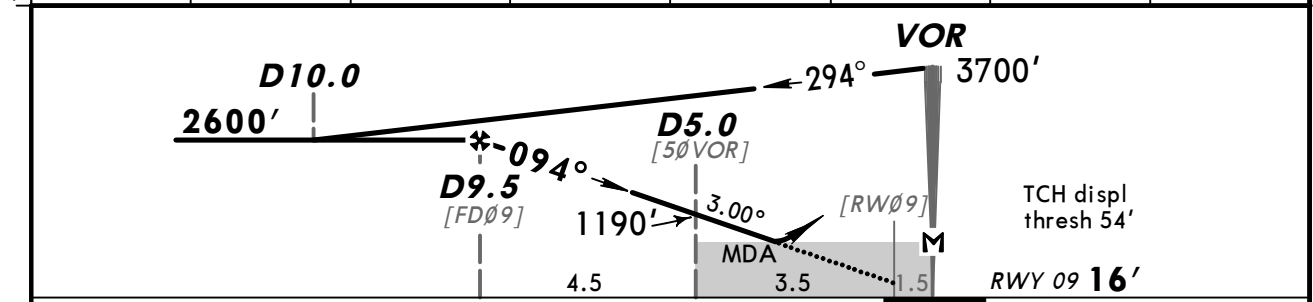
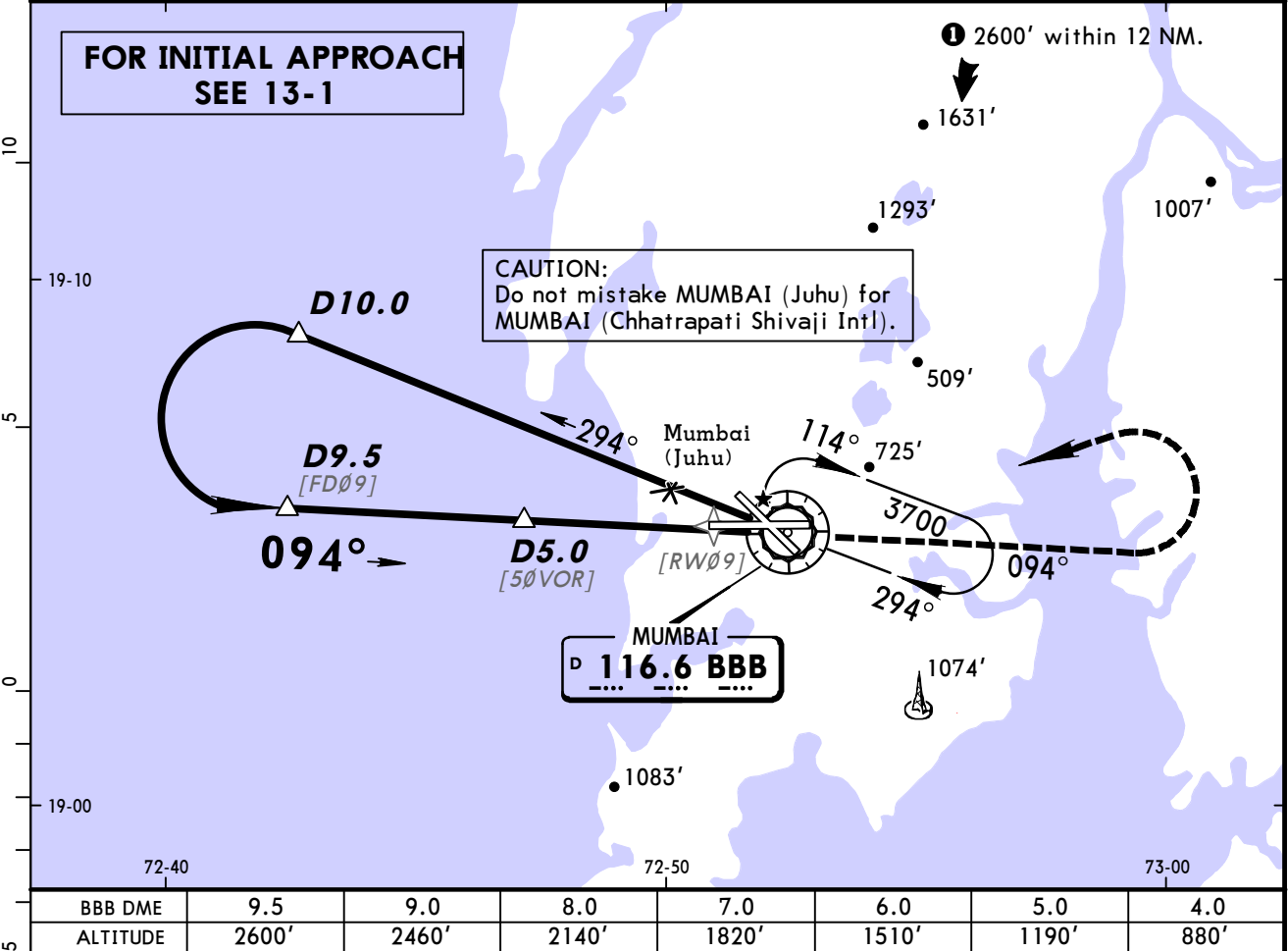
BRIEFING STRIP™

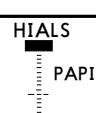


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BRIEFING STRIP™

ATIS 126.4		MUMBAI Approach (R) 127.9 119.3		MUMBAI Tower 118.1		Ground 121.75 121.85 121.9	
VOR BBB 116.6	Final Apch Crs 094°	Minimum Alt D9.5 2600' (2584')	MDA(H) 620' (604')	Apt Elev 39' RWY 16'			
MISSED APCH: Climb STRAIGHT AHEAD to 2600', then climbing turn LEFT to join VOR holding at 3700', or as directed.							
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 4000'							
DME required.						MSA BBB VOR	



Gnd Speed-Kts	70	90	100	120	140	160	2600' 
Descent Angle	3.00°	372	478	531	637	743	
MAP at VOR							

Standard/DGCA		STRAIGHT-IN LANDING RWY 09	
		CDFA	
		MDA(H) 620' (604')	
		ALS out	
PANS OPS	A	SEE 13-2A	
	B		
	C	RVR 2400m	
	D		

CHHATRAPATI SHIVAJI INTL

18 OCT 13

Eff 1 Nov

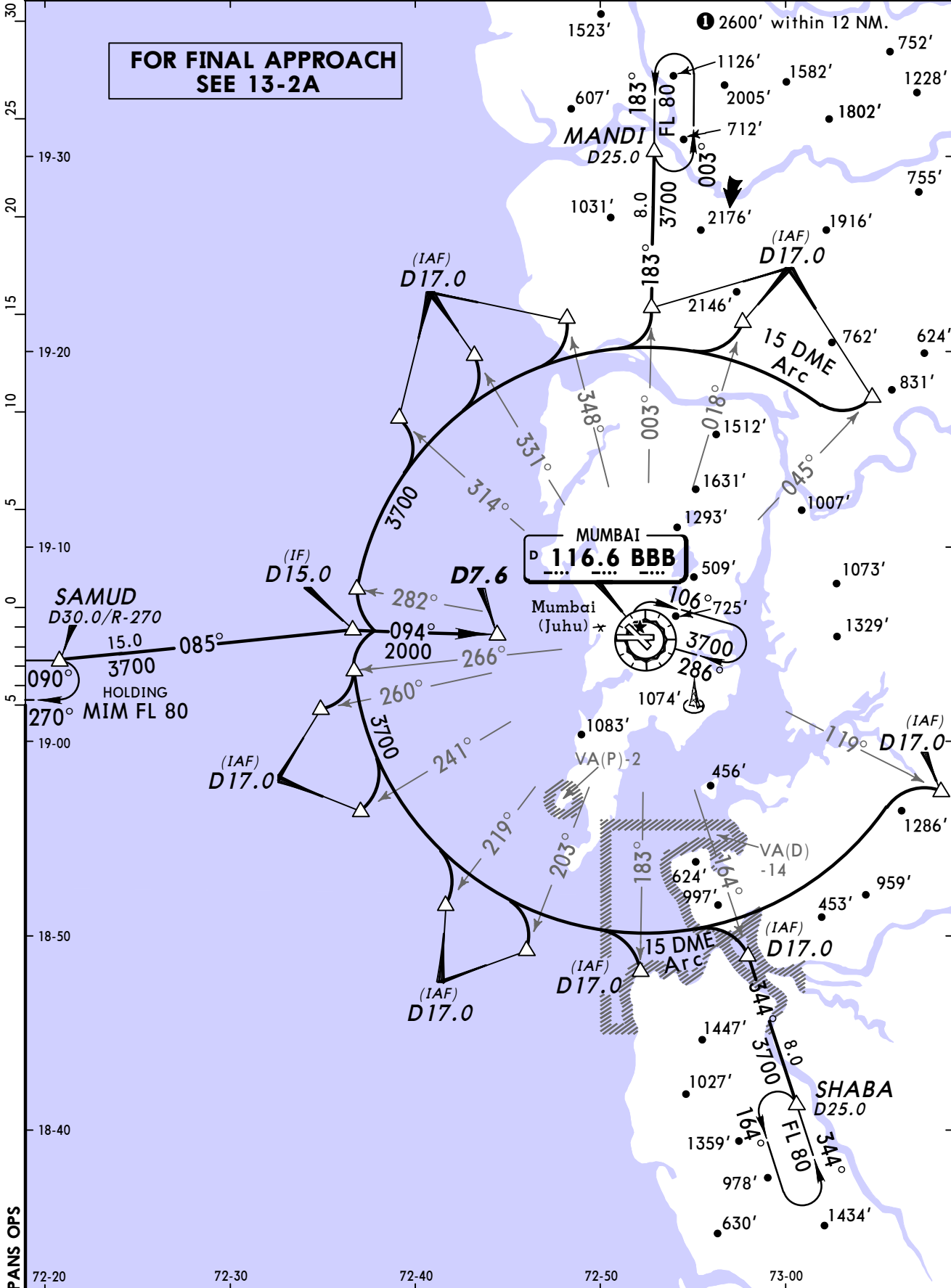
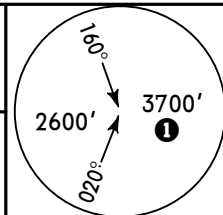
13-2

CAT A & B

MUMBAI, INDIA

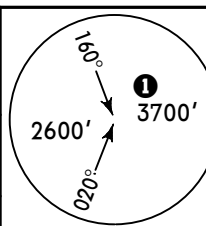
VOR Rwy 09

BRIEFING STRIP™

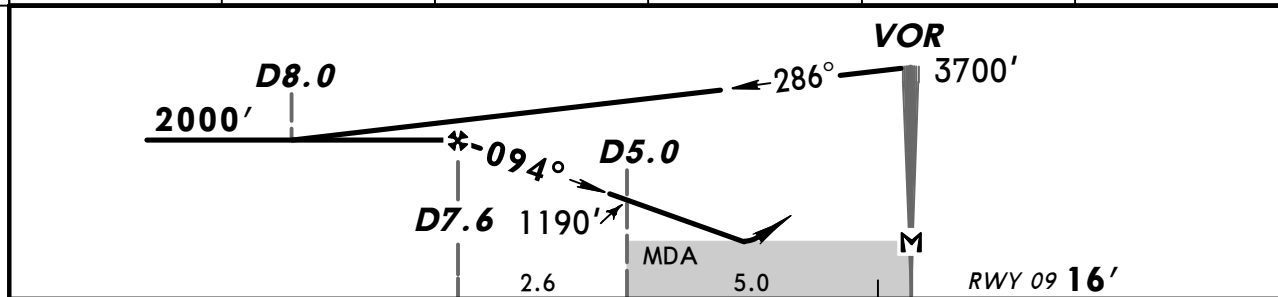
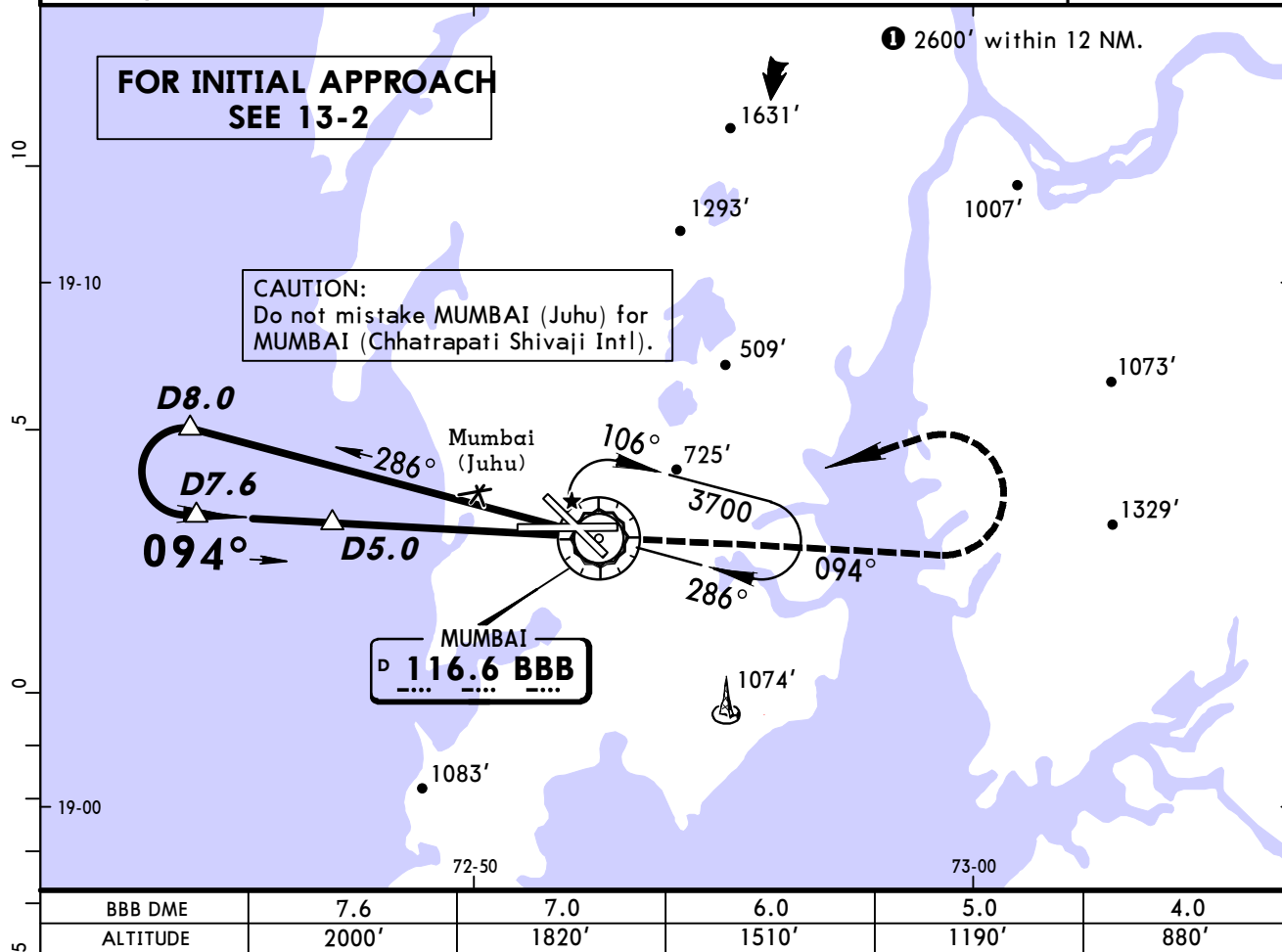


CHANGES: None.

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BRIEFING STRIP TM	ATIS 126.4		MUMBAI Approach (R) 127.9 119.3		MUMBAI Tower 118.1		Ground 121.75 121.85 121.9	
	VOR BBB 116.6	Final Apch Crs 094°	Minimum Alt D7.6 2000' (1984')	MDA(H) 620' (604')	Apt Elev 39' RWY 16'			
	MISSED APCH: Climb STRAIGHT AHEAD to 2600', then climbing turn LEFT to join VOR holding at 3700', or as directed.							
	Alt Set: hPa DME required.		Rwy Elev: 1 hPa	Trans level: By ATC		Trans alt: 4000'		
					MSA BBB VOR			

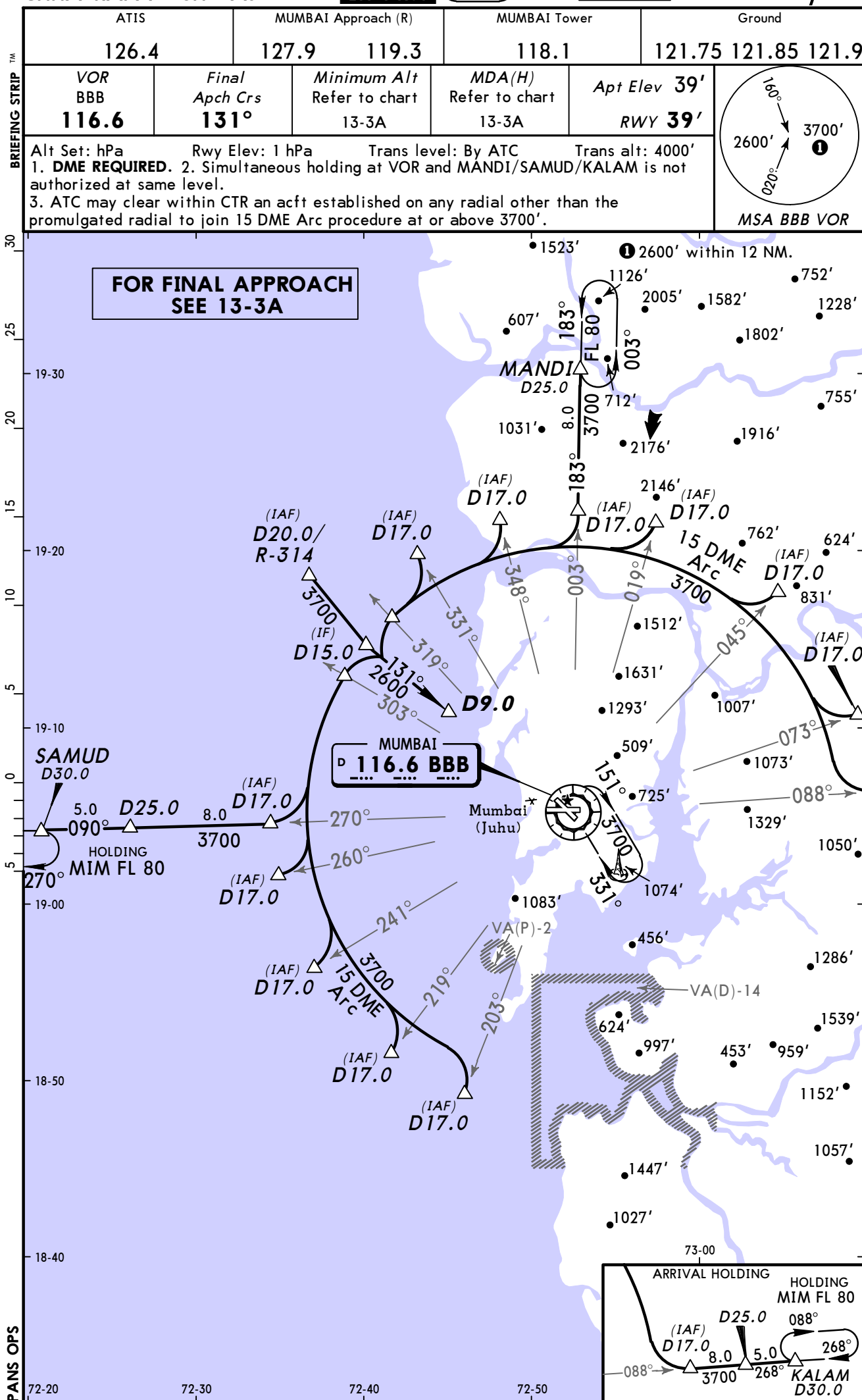
MSA BBB VOR



Gnd Speed-Kts	70	90	100	120	140	160	HIALS PAPI 2600'
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at VOR							

Standard/DGCA		STRAIGHT-IN LANDING RWY 09	
CDFA		ALS out	
MDA(H) 620' (604')			

A	RVR 1500m	
B		
C	SEE 13-1A	
D		



VOR Rwy 14

Diagram of a circular structure with two points, 2600' and 3700', and an angle of 160° between them. A third point is labeled 020'.

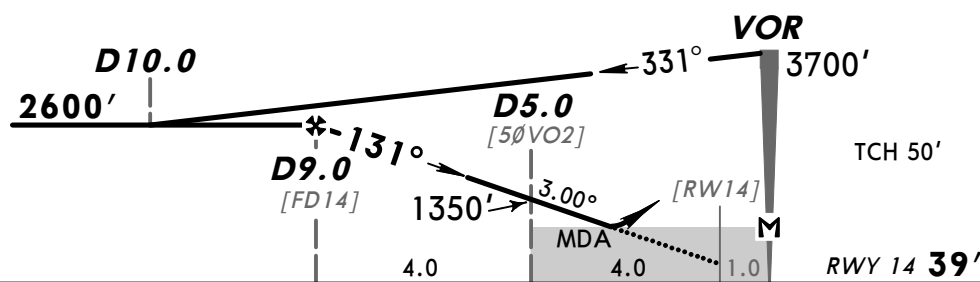
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 4000'

MSA BBB VOR



**FOR INITIAL APPROACH
SEE 13-3**

CAUTION:
Do not mistake MUMBAI (Juhu) for
MUMBAI (Chhatrapati Shivaji Intl).



HIALS
PAPI

2600'

Standard/DGCA

STRAIGHT-IN LANDING RWY 14

CDFA

$MDA(H)$ **730'** (691')

ALS out

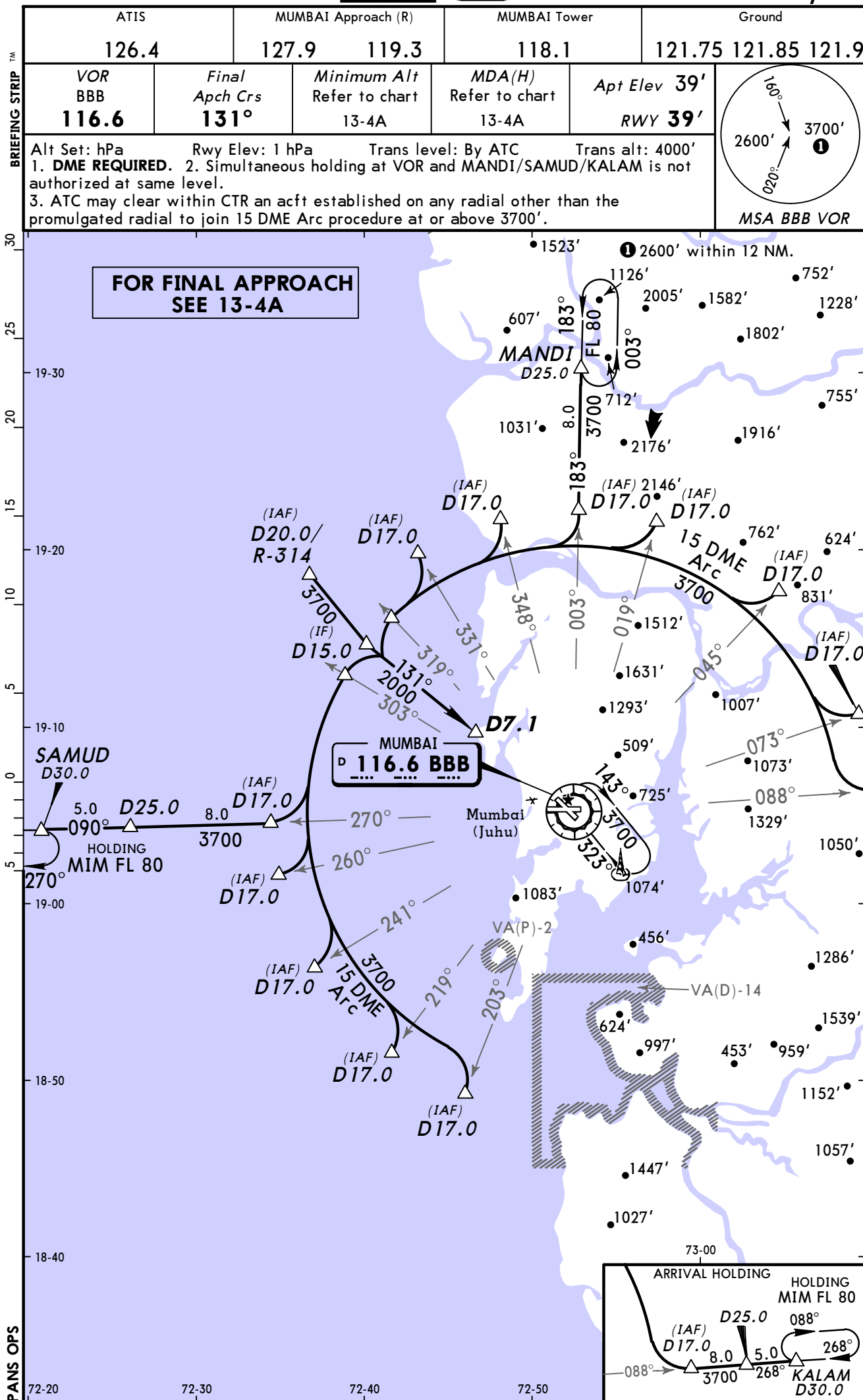
SEE 13-4A

RVR *2400m*

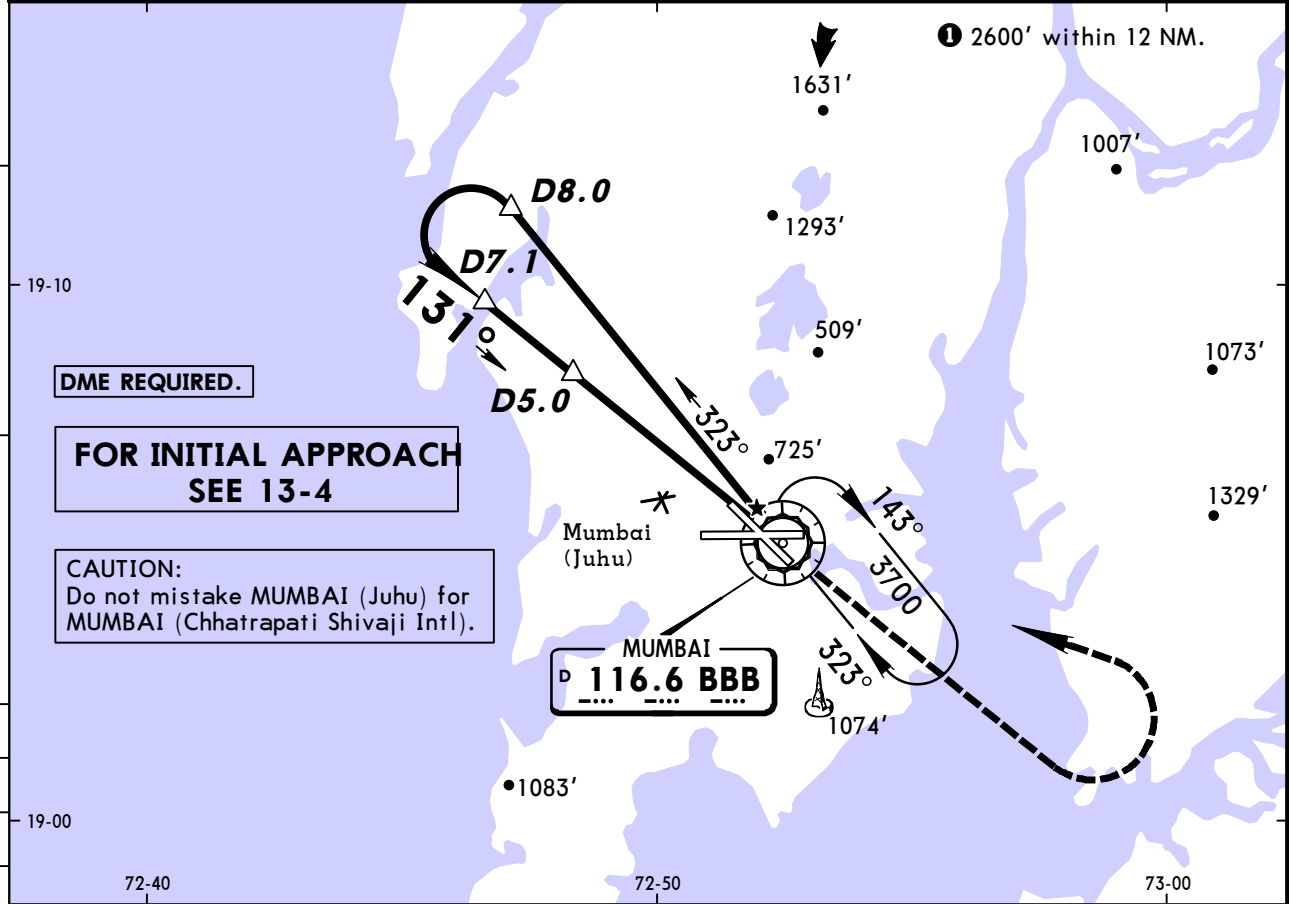
RVR *2400m*

RVR 2400m

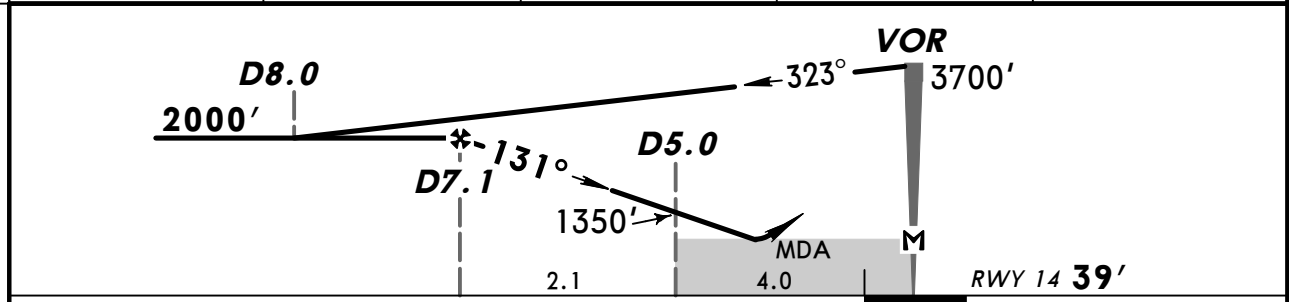
RVR 2400m



ATIS		MUMBAI Approach (R)		MUMBAI Tower		Ground	
126.4		127.9 119.3		118.1		121.75 121.85 121.9	
VOR BBB 116.6	Final Apch Crs 131°	Minimum Alt D7.1 2000' (1961')	MDA(H) 730' (691')	Apt Elev 39' RWY 39'			
MISSED APCH: Climb STRAIGHT AHEAD to 2600', then climbing turn LEFT to join VOR holding at 3700', or as directed.							
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC		Trans alt: 4000'	MSA BBB VOR		



BBB DME	7.0	6.0	5.0	4.0
ALTITUDE	2000'	1670'	1350'	1040'



Gnd Speed-Kts	70	90	100	120	140	160	HIALS PAPI 2600'
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at VOR							

Standard/DGCA	STRAIGHT-IN LANDING RWY 14					
	CDFA					
	MDA(H) 730' (691')					
	ALS out					

A	RVR 1500m					
B						
C	SEE 13-3A					
D						

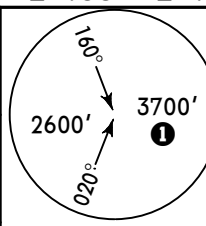
MUMBAI, INDIA
VOR Rwy 27

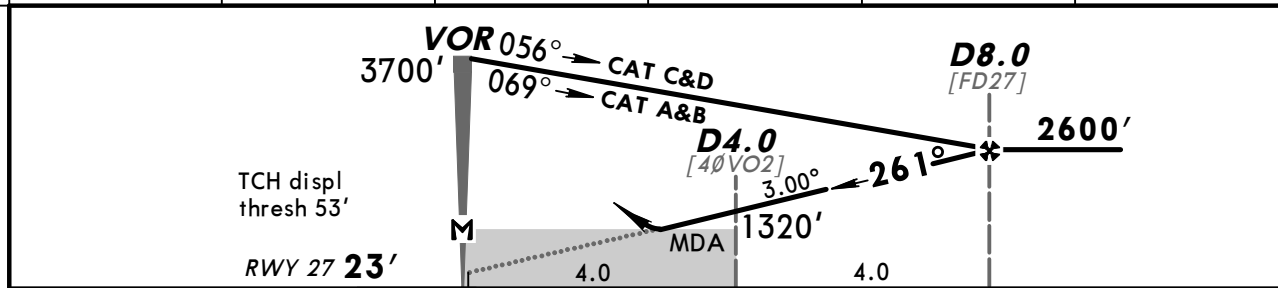
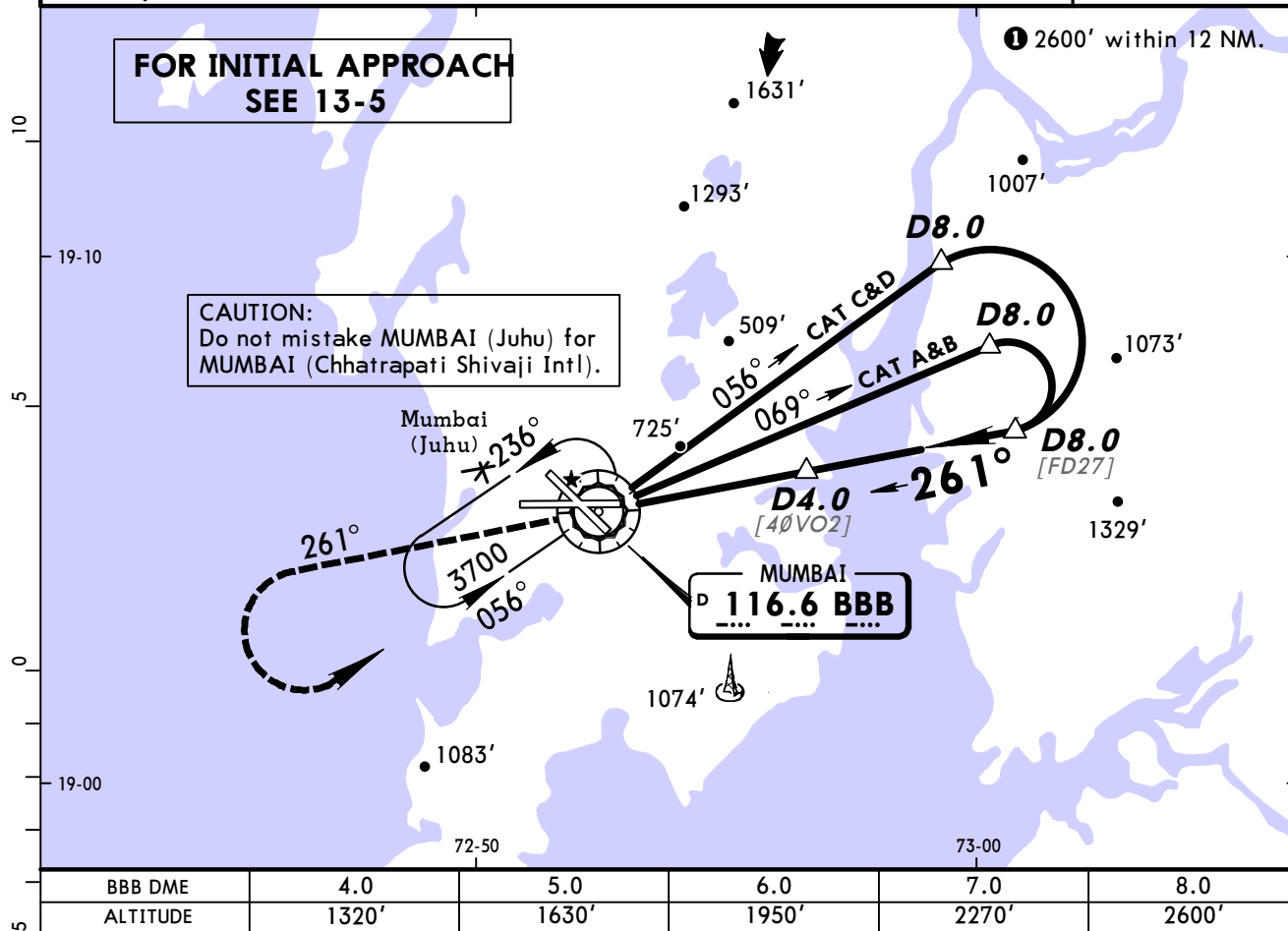
BRIEFING STRIP™



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BRIEFING STRIP

ATIS		MUMBAI Approach (R)		MUMBAI Tower		Ground		
126.4		127.9	119.3	118.1		121.75	121.85	121.9
VOR BBB 116.6	Final Apch Crs 261°	Minimum Alt D8.0 2600' (2577')	MDA(H) 1020' (997')		Apt Elev 39' RWY 23'			
MISSED APCH: Climb STRAIGHT AHEAD to 2600', then turn LEFT to join the VOR holding climbing to 3700', or as directed.								
Alt Set: hPa DME required.		Rwy Elev: 1 hPa		Trans level: By ATC		Trans alt: 4000'		
MSA BBB VOR								



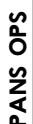
Gnd speed-Kts	70	90	100	120	140	160	HI-ALS-II PAP: 	2600'
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at VOR								

Standard/DGCA	STRAIGHT-IN LANDING RWY 27	
	CDFA	
	MDA(H) 1020' (997')	
	ALS out	

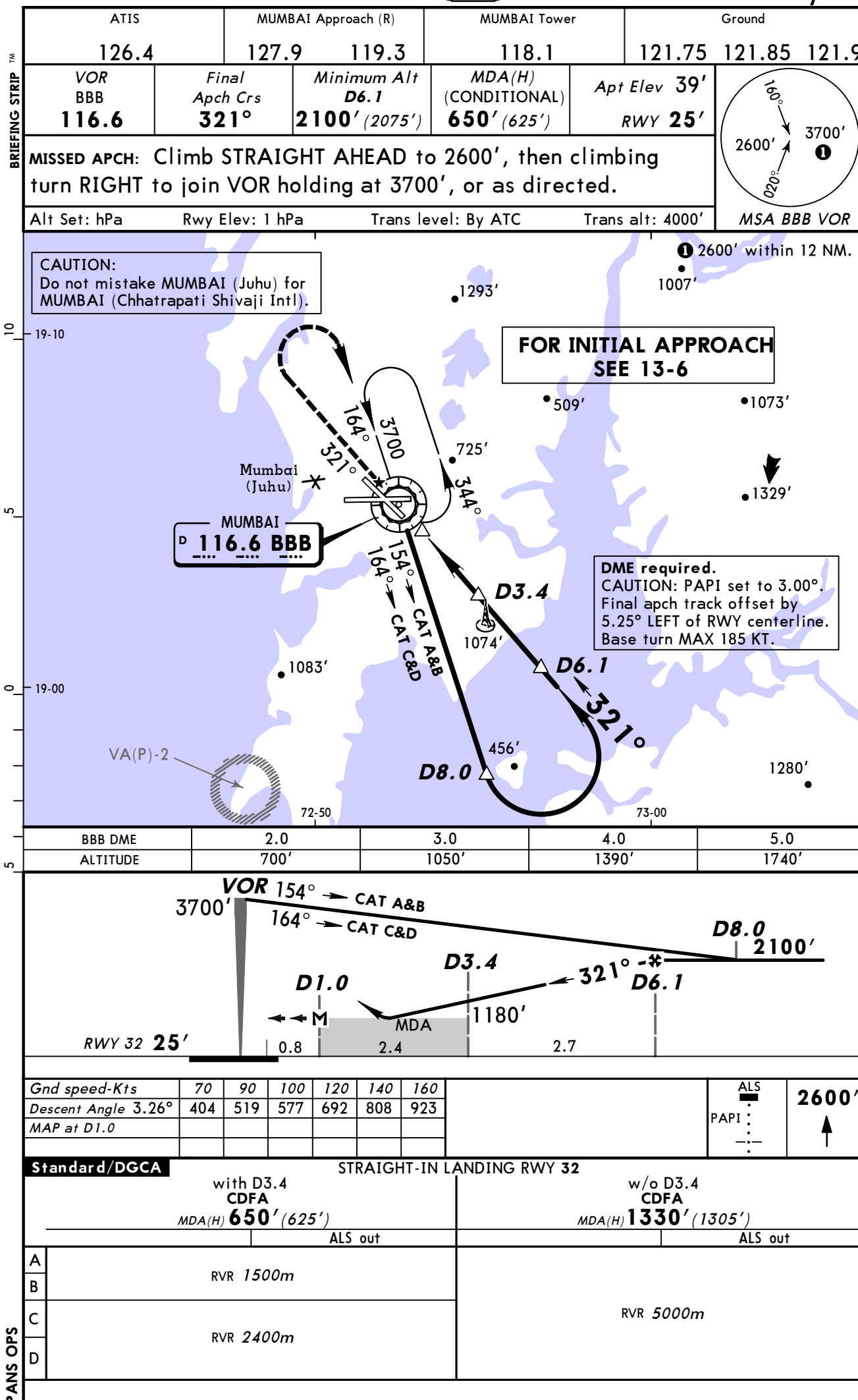
A	RVR 1500m	
B		
C	RVR 2400m	
D		

MUMBAI, INDIA
VOR Rwy 32

BRIEFING STRIP TM



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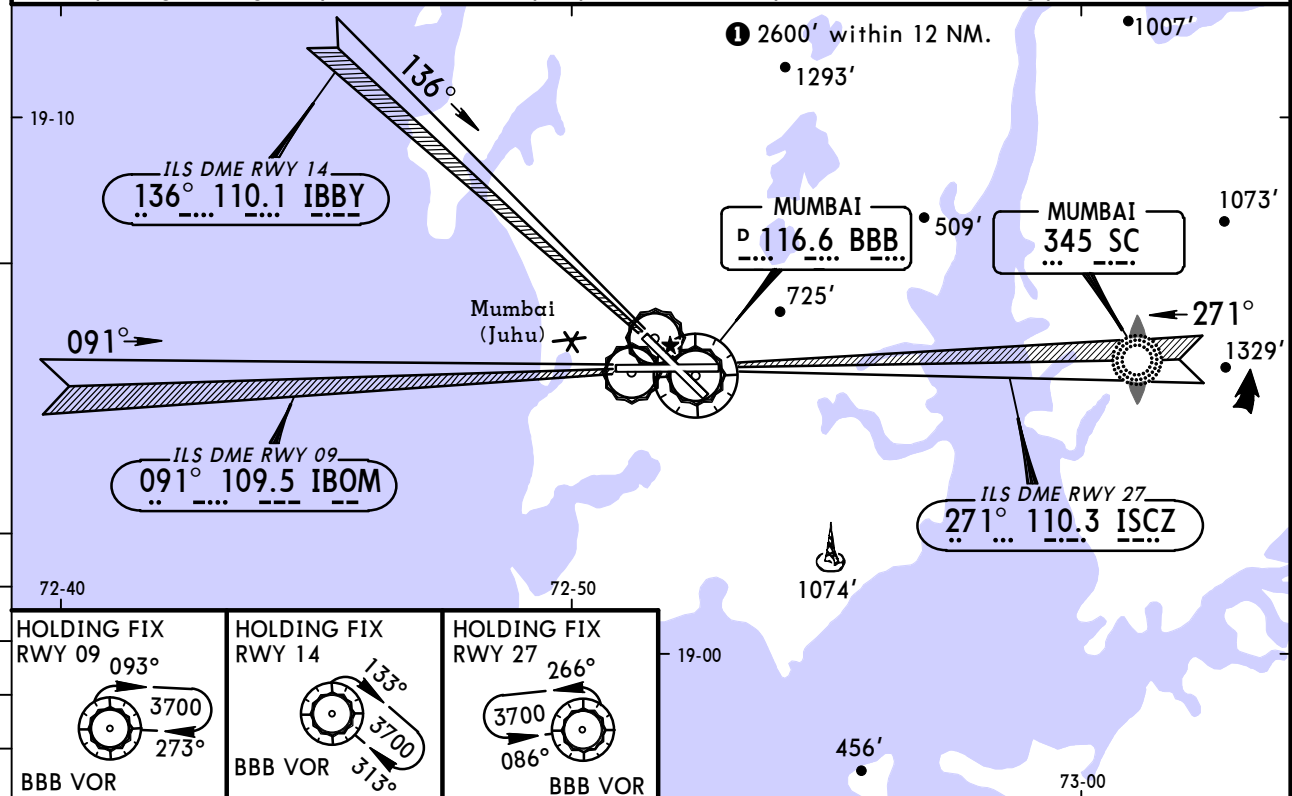
ATIS 126.4	MUMBAI Approach (R) 127.9 119.3	MUMBAI Radar (TAR) 127.9	MUMBAI Tower 118.1	Ground 121.75 121.85 121.9
RADAR	Final Aptch Crs By ATC	Minimum Alt See table below	MDA(H) Refer to Minimums	Apt Elev 39' RWY 09 16' RWY 14 39' RWY 27 23'
Missed Approach - See below				
Alt Set: hPa Apt Elev: 1 hPa Trans level: By ATC Trans alt: 4000'				
CAUTION: Identify MUMBAI airport before landing in order not to mistake MUMBAI (Juhu) airport located 281°/1.9NM.				
MSA BBB VOR				

RADIO COMMUNICATION FAILURE PROCEDURE

PRIOR FINAL APPROACH: Maintain the last assigned altitude or 3700' whichever is higher and proceed to BBB VOR via the shortest route and join holding.

ON FINAL APPROACH: Continue approach and land if visual, or carry out missed apch procedure and join BBB VOR holding.

After joining holding carry out instrument apch procedure for rwy which SRA was being provided.



Minimum Alt/NM	12.0 IF	11.0 IF	7.0 FAF	6.0	5.6 FAF	5.5 FAF	5.0	4.0	3.0
SRA 09	—	2600'	—	—	1800'	—	1610'	1290'	970'
SRA 14	—	2600'	—	—	—	1800'	1640'	1320'	1000'
SRA 27	2600'	—	2500'	2140'	—	—	1790'	1430'	1080'

MISSED APCH:

Rwy 09: Climb STRAIGHT AHEAD to 2600', then climbing turn LEFT to join VOR holding at 3700', or as directed.

Rwy 14: Climb STRAIGHT AHEAD to 2600', then climbing turn RIGHT to join VOR holding at 3700', or as directed.

Rwy 27: Climb STRAIGHT AHEAD to 2600', then climbing turn RIGHT to join VOR holding at 3700', or as directed.

Gnd speed-Kts	70	90	100	120	140	160		
Rwy 09, 14: Descent Angle 3.03°	375	482	536	643	750	858		
Rwy 27: Descent Angle 3.32°	411	529	587	705	822	940		
MAP at 2.0 NM from threshold								

Standard/DGCA			STRAIGHT-IN LANDING			Lighting-Refer to Airport chart			Refer to Missed apch above	
SRA 09 CDFA MDA(H) 660' (644')			SRA 14 CDFA MDA(H) 680' (641')			SRA 27 CDFA MDA(H) 980' (957')				
ALS out			ALS out			ALS out				
A	RVR 1500m		RVR 1500m		RVR 1500m					
B										
C	RVR 2400m		RVR 2400m		RVR 2400m					
D										

Procedure not available when ceiling is 500' or less.

Chart changes since cycle 26-2014

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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MUMBAI, (CHHATRAPATI SHIVAJI INTL - VABB)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport VABB