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Airport Information For VIDP

Terminal Charts For VIDP

Revision Letter For Cycle 01-2015

Change Notices

Notebook

General Information

Location: Delhi Ind
IATA Code: DEL
Lat/Long: N28° 34.1' E077° 06.7'
Elevation: 777 ft

Airport Use: Public
Magnetic Variation: 0.9°E

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

Sunrise: 0145 Z
Sunset: 1209 Z,

Runway Information

Runway: 09
Length x Width: 9229 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 729 ft
Lighting: Edge, ALS, Centerline

Runway: 10
Length x Width: 12500 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 732 ft
Lighting: Edge, ALS, Centerline

Runway: 11
Length x Width: 14534 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 732 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 2116 ft
Stopway: 1050 ft

Runway: 27
Length x Width: 9229 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 750 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 499 ft

Runway: 28
Length x Width: 12500 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 777 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 29
Length x Width: 14534 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 751 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 4790 ft

Communication Information

ATIS 126.4
Delhi Tower 125.85
Delhi Tower 118.75
Delhi Tower 118.25
Delhi Tower 118.1
Delhi Ground Control 121.9
Delhi Ground Control 121.75
Delhi Ground Control 121.625
Delhi Clearance Delivery 121.95
Delhi Departure Approach Control 118.825
Delhi Arrival Approach Control 124.2
Delhi Approach Control 126.35

1. GENERAL

1.1. ATIS

ATIS 126.4

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. RUNWAY USAGE

The following RWY use plan is based on mixed mode operations for noise abatement:

Schedule for dates from 1st to 8th and 17th to 23rd of each month:

Time Slot (IST)	RWY For westerly flow of traffic		RWY For easterly flow of traffic		Remarks
	RWY 29	RWY 28/27	RWY 11	RWY 10/09	
0601-2300	Arrivals and Departures	Arrivals and Departures	Arrivals and Departures	Arrivals and Departures	Mixed Mode operations
2301-0300	Departures only	Arrivals and Departures	Arrivals and Departures	Arrivals and Departures	Mixed Mode operations RWY 28/27 and RWY 11/10/09
0301-0600	Arrivals and Departures	Departures only	Arrivals and Departures	Arrivals and Departures	Mixed Mode operations RWY 29 and RWY 11/10/09

Schedule for dates from 9th to 16th and 24th till the end of the month:

Time Slot (IST)	RWY For westerly flow of traffic		RWY For easterly flow of traffic		Remarks
	RWY 29	RWY 28/27	RWY 11	RWY 10/09	
0601-2300	Arrivals and Departures	Arrivals and Departures	Arrivals and Departures	Arrivals and Departures	Mixed Mode operations
2301-0300	Arrivals and Departures	Departures only	Arrivals and Departures	Arrivals and Departures	Mixed Mode operations RWY 29 and RWY 11/10/09
0301-0600	Departures only	Arrivals and Departures	Arrivals and Departures	Arrivals and Departures	Mixed Mode operations RWY 28/27 and RWY 11/10/09

1. GENERAL

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

LVP comes into operation when

- either TDZ, MID or END RVR is below 800m and/or
- ceiling is below 200'.

Pilots will be informed via ATIS that "Low Visibility Procedure in Force".

During CAT III operations, ACFT shall exit RWY 11 at TWY Z2, RWY 28 at TWYs D1, D, M, E4 or N and RWY 29 at TWY Z7, S4 or S5 only.

1.3.2. DEPARTURE PROCEDURE

Pilots, while requesting for start-up, shall also provide the following information to DELHI Delivery:

- "Crew, CAT IIIA/B CAT II (as applicable to individual case), Qualified" and
- "All doors are closed".

At least 30 min before departure, flight crew shall monitor Ground Control frequencies for updates with regard to sequencing of departures.

If any flight fails to push-back or taxi out within 5 min of receiving such clearance, ATC must be informed.

1. GENERAL

1.3.3. TAXI ROUTINGS

For Low Visibility Taxi Routings refer to 10-9 charts.

1.3.3.1. ARRIVAL

FROM RWY 11 TO TERMINAL 1:

Vacate RWY via TWY Z2 and taxi via Y, CW2, N and P.

- Cross RWY 10 from W to C, then taxilane A to stands 1 thru 12.
- Cross RWY 10 from W to C, then C1 to stands 15 thru 17.
- Cross RWY 10 from W to C, then E2, F2, F3, F and B3 to stands 20 thru 22.
- Cross RWY 10 from W to C, then E2 and B2 to stands 23 thru 30.
- Cross RWY 10 from W to C, then E2 and F2 to stands 135 thru 142.

FROM RWY 11 TO TERMINALS 2 AND 3:

Vacate RWY via TWY Z2 and taxi via Y.

- Taxi on CW2, S and R5 to Apron 31.
- Taxi on CW2 and W2 to Apron 32.
- Taxi on CW2 and W1 to Apron 33A.
- Taxi on T3 to Apron 33B.
- Taxi on S3 to Apron 34.
- Taxi on T1/T1A to Apron 35.
- Taxi on CW2, N, P, M1 and R3/R2/R1 to stands 41 thru 49.
- Taxi on CW2, N, P, M1 and R3 to stands 86 thru 89.
- Taxi on CW2, N, P, L2 and R to Cargo stands 98 thru 106.

FROM RWY 28 TO TERMINAL 1:

Vacate RWY via TWY D1 and taxi via D and E2.

- Taxi on A to stands 1 thru 12.
- Taxi on C1 to stands 15 thru 17.
- Taxi on E and B3 to stands 20 thru 22.
- Taxi on B2 to stands 23 thru 30.
- Taxi on F2 to stands 135 thru 142.

If RWY 28 is vacated via E4, then taxi via E2 and further as above.

In case, ACFT is unable to vacate via D1/D/E4, then vacate via TWY N, taxi via S, R3, R, M1 and M2, cross RWY 28, then E4, E2 and further as above.

FROM RWY 28 TO TERMINALS 2 AND 3:

Vacate RWY via TWY N and taxi via S, or vacate RWY via M and taxi via P, N and S.

- Taxi on R5 to Apron 31.
- Taxi on CW1 and W2 to Apron 32.
- Taxi on CW1 and W1 to Apron 33A.
- Taxi on CW1, T and T3 to Apron 33B.
- Taxi on CW1, T and T2 to Apron 34.
- Taxi on CW1, T and T1/T1A to Apron 35.
- Taxi on R4/R3/R1/R2 to stands 41 thru 49.
- Taxi on R3 to stands 86 thru 89.
- Taxi on R3 and R to Cargo stands 98 thru 106.

1. GENERAL

FROM RWY 29 TO TERMINAL 1:

Vacate RWY via TWY S5 and taxi via T, CW2, S, R3, R, M1 and M2, cross RWY 28, then E4 and E2.

- Taxi on A to stands 1 thru 12.
- Taxi on C1 to stands 15 thru 17.
- Taxi on E and B3 to stands 20 thru 22.
- Taxi on B2 to stands 23 thru 30.
- Taxi on F2 to stands 135 thru 142.

FROM RWY 29 TO TERMINALS 2 AND 3:

Vacate RWY via TWY S5 and taxi via T.

- Taxi on CW2, S and R5 to Apron 31.
- Taxi on CW2 and W2 to Apron 32.
- Taxi on CW2 and W1 to Apron 33A.
- Taxi on T3 to Apron 33B.
- Taxi on T2 to Apron 34.
- Taxi on T1/T1A to Apron 35.
- Taxi on CW2, S and R4/R3/R1/R2 to stands 41 thru 49.
- Taxi on CW2, S and R3 to stands 86 thru 89.
- Taxi on CW2, S, R3 and R to Cargo stands 98 thru 106.

1. GENERAL

1.3.3.2. DEPARTURE

FROM TERMINAL 1 TO RWY 10:

- Taxi from stands 1 thru 12 and 15 thru 17 via A, RWY 27 and K.
- Taxi from stands 20 thru 30 via C/C1, RWY 27 and K.
- Taxi from stands 135 thru 142 via F3, F, E, RWY 27 and K.

FROM TERMINALS 2 AND 3 TO RWY 10:

- Taxi from Apron 31 via R5, S and N.
- Taxi from Apron 32 via W3, CW2, S and N.
- Taxi from Apron 33A via W1, CW2, S and N.
- Taxi from Apron 33B via T3, Y, CW2, S and N.
- Taxi from Apron 34 via T2, Y, CW2, S and N.
- Taxi from Apron 35 via T1/T1A, Y, CW2, S and N.
- Taxi from stands 41 thru 49 via R1/R2/R3, S and N.
- Taxi from stands 86 thru 89 via R3, S and N.
- Taxi from Cargo stands 98 thru 106 via R, R3, S and N.

FROM TERMINAL 1 TO RWY 11:

- Taxi from stands 1 thru 12 and 15 thru 17 via A, RWY 27 and D, cross RWY 10 from D to M, then M1, R3, S, CW1, Y and S5.
- Taxi from stands 20 thru 30 via C/C1, RWY 27 and D, cross RWY 10 from D to M, then M1, R3, S, CW1, Y and S5.
- Taxi from stands 135 thru 142 via F3, F, E, RWY 27 and D, cross RWY 10 from D to M, then M1, R3, S, CW1, Y and S5.

FROM TERMINALS 2 AND 3 TO RWY 11:

- Taxi from Apron 31 via R5, S, CW1, Y and S5.
- Taxi from Apron 32 via W3, CW1, Y and S5.
- Taxi from Apron 33A via W1, CW1, Y and S5.
- Taxi from Apron 33B via T3, Y and S5.
- Taxi from Apron 34 via T2, Y and S5.
- Taxi from Apron 35 via T1/T1A, Y and S5.
- Taxi from stands 41 thru 49 via R1/R2/R3, S, CW1, Y and S5.
- Taxi from stands 86 thru 89 via R3/S, CW1, Y and S5.
- Taxi from Cargo stands 98 thru 106 via R, R3/S, CW1, Y and S5.

1. GENERALFROM TERMINAL 1 TO RWY 28:

- Taxi from stands 1 thru 12 (push-back facing South) via A and C.
- Taxi from stands 15 thru 17: push-back and taxi via C1 and C.
- Taxi from stands 20 thru 30 via C1 and C.
- Taxi from stands 135 thru 142 via F3, F, B3, stand 19 and C.

FROM TERMINALS 2 AND 3 TO RWY 28:

- Taxi from Apron 31 via R5, R3, R, L1 and P.
- Taxi from Apron 32 via W3, CW2, S, R3, R, L1 and P.
- Taxi from Apron 33A via W1, CW2, S, R3, R, L1 and P.
- Taxi from Apron 33B via T3, Y, CW2, S, R3, R, L1 and P.
- Taxi from Apron 34 via S3, Y, CW2, S, R3, R, L1 and P.
- Taxi from Apron 35 via T1/T1A, Y, CW2, S, R3, R, L1 and P.
- Taxi from stands 41 thru 49 via R3/R2/R1, R, L1 and P.
- Taxi from stands 86 thru 89 via R3, R, L1 and P.
- Taxi from Cargo stands 98 thru 106 via R, L2 and P.

FROM TERMINAL 1 TO RWY 29:

- Taxi from stands 1 thru 12 (push-back facing North) and stands 15 thru 17 via A, RWY 27 and K, cross RWY 28, then N, S, CW1, T and Z2/(Z and CE1).
- Taxi from stands 20 thru 30 via C1, RWY 27 and K, cross RWY 28, then N, S, CW1, T and Z2/(Z and CE1).
- Taxi from stands 135 thru 142 via F3, F, E, RWY 27 and K, cross RWY 28, then N, S, CW1, T and Z2/(Z and CE1).

FROM TERMINALS 2 AND 3 TO RWY 29:

- Taxi from Apron 31 via R5, S, CW1, T and Z2/(Z and CE1).
- Taxi from Apron 32 via W3, CW1, T and Z2/(Z and CE1).
- Taxi from Apron 33A via W1, CW1, T and Z2/(Z and CE1).
- Taxi from Apron 33B via T3, T and Z2/(Z and CE1).
- Taxi from Apron 34 via S3, T and Z2/(Z and CE1).
- Taxi from Apron 35 via T1/T1A, T and Z2/(Z and CE1).
- Taxi from stands 41 thru 49 via R1/R2, M1, P, N, S, CW1, T and Z2/(Z and CE1).
- Taxi from stands 86 thru 89 via R3, M1, P, N, S, CW1, T and Z2/(Z and CE1).
- Taxi from Cargo stands 98 thru 106 via R, L1, P, N, S, CW1, T and Z2/(Z and CE1).

1. GENERAL

1.4. ADVANCED SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM (A-SMGCS)

1.4.1. TRANSPONDER OPERATING PROCEDURES ON GROUND

1.4.1.1. 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.

1.4.1.2. 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.

1.4.1.3. 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.

1.5. TAXI PROCEDURES

TWY F4 restricted to ACFT code B only.

TWYs A, B3, E between E1 and E2, E1, E5, D1 and F restricted to ACFT code C only.

TWY U restricted to ACFT code F only.

1.6. PARKING INFORMATION

Stands 41 thru 49 equipped with visual docking guidance system and PAPA.

Push-back required on all stands except stands 15 thru 40C, 120 thru 132 and 161 thru 188.

1. GENERAL

1.7. OTHER INFORMATION

1.7.1. CONTINGENCY PROCEDURES DURING MIXED MODE OPERATIONS

1.7.1.1. POSSIBLE SIMULTANEOUS OPERATIONS EVENTS

Westerly Flow

ACFT on ILS 28 intercept LOC at 3600' and on ILS 29 intercept LOC at 2600'.

Easterly Flow

ACFT on ILS 10 intercept LOC at 3600' and on ILS 11 intercept LOC at 2600'.

1.7.1.2. MIXED MODE OPERATIONS

RWY 10/11	
DEPARTURE RWY 10 Radar departure - After departure climb on RWY heading to 3600' before executing turn. Following SID are permitted: RNAV SID - GOPNU. Non-RNAV SID - All	DEPARTURE RWY 11 Radar departure only - After departure climb to 2600', passing 1500' turn RIGHT heading 150°, further climb with radar.
DEPARTURE RWY 10 Radar departure - After departure climb on RWY heading to 3600' before executing turn. Following SID are permitted: RNAV SID - GOPNU. Non-RNAV SID - All	MISSED APPROACH RWY 11 For missed APCH instructions refer to approach chart.
MISSED APPROACH RWY 10 Missed APCH instructions - Climb straight ahead to 3600', climbing turn RIGHT on heading 120° to establish R-107 (116.1 DPN) to join holding at SSB VOR at FL 65 or as instructed by ATC.	DEPARTURE RWY 11 Radar departure only - After departure climb to 2600', passing 1500' turn RIGHT heading 150°, further climb with radar.
MISSED APPROACH RWY 10 Missed APCH instructions - Climb straight ahead to 3600', climbing turn RIGHT on heading 120° to establish R-107 (116.1 DPN) to join holding at SSB VOR at FL 65 or as instructed by ATC.	MISSED APPROACH RWY 11 For missed APCH instructions refer to approach chart.

1. GENERAL

RWY 28/29	
DEPARTURE RWY 28 Radar departure - After departure climb on RWY heading to 3600' before executing turn. Following SID is permitted: RNAV SID - LOSDO, KABGU, NUBGU. Non-RNAV SID - All	DEPARTURE RWY 29 Radar departure only - After departure climb to 2600', passing 1500' turn LEFT heading 250°, further climb with radar.
DEPARTURE RWY 28 Radar departure - After departure climb on RWY heading to 3600' before executing turn. Following SID is permitted: RNAV SID - LOSDO, KABGU, NUBGU. Non-RNAV SID - All	MISSED APCH RWY 29 For missed APCH instructions refer to APCH chart.
MISSED APCH RWY 28 For missed APCH instructions refer to APCH chart.	DEPARTURE RWY 29 Radar departure only - After departure climb to 2600', passing 1500' turn LEFT heading 250°, further climb with radar.
MISSED APCH RWY 28 For missed APCH instructions refer to APCH chart.	MISSED APCH RWY 29 For missed APCH instructions refer to APCH chart.

1. GENERAL

1.7.2. AVAILABILITY OF RWYS FOR RCF ACFT

1. In case of arriving ACFT, when RWY for landing has already been advised by ATC, such RWY shall be considered as assigned RWY, except as given in para 3. below.

In case arriving ACFT has not been advised any RWY, RWY 28 shall be considered as assigned RWY. During closure of RWY 28, RWY 29 shall be considered as assigned RWY.

2. In case of departures returning on account of RCF, the departure RWY shall be considered as assigned RWY for landing, except as given in para 3. below.
3. RWY 09 or 27 is not to be used by RCF ACFT. RWY 28, therefore, shall be treated as assigned RWY for ACFT to which RWY 27 had been assigned previously as per para 1. and departure from RWY 27 as per para 2. above.

Similarly, RWY 10 shall be treated as assigned RWY for ACFT to which RWY 09 had been assigned previously as per para 1. and departure from RWY 09 as per 2. above.

Notwithstanding, if RCF occurs after the final/interception turn, the ACFT may continue its approach-to-land on such RWY.

It is reiterated for clarity, ACFT experiencing RCF shall not make an APCH for RWY 27 or RWY 09 unless final turn/interception heading has already been given to ACFT for RWY 27 or RWY 09.

4. RWY and APCH lights in "SWITCHED ON" position shall indicate the availability of RWY for ACFT experiencing RCF.

Irrespective of visibility/weather conditions, RWY and APCH lights in "SWITCHED OFF" position shall indicate non-availability of RWY for ACFT experiencing RCF, alternate RWY shall be made available. RWY 29 shall be alternate to RWY 28 and RWY 11 shall be alternate to RWY 10. Accordingly, RWY 28 shall be alternate to RWY 29 and RWY 10 shall be alternate to RWY 11.

5. In strong tail wind conditions for assigned RWY, ACFT experiencing RCF will carry out a missed APCH on assigned RWY and after following complete missed APCH for such APCH, ACFT will carry out published ILS/VOR DME ARC APCH for the RWY which is in opposite direction to the assigned RWY. For example, RWY 10 in case of RWY 28 and RWY 11 in case of RWY 29 and vice versa.

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. NOISE ABATEMENT PROCEDURES

2.2.1. CONTINUOUS DESCENT ARRIVAL (CDA) PROCEDURES

In order to mitigate the ACFT noise within the areas located below the flight path in the vicinity of the APT, the concept of continuous descent APCH (CDA) is being initiated. All turbojet ACFT landing between 2200-0600LT may participate in CDA subject to clearance from ATC.

CDA will be operated when radar and ILS facilities are available.

ACFT shall normally be cleared via a STAR. Since the STARs are open ended, ACFT may expect radar vectors for turn on base leg and final APCH. Profile/crossing restrictions are well depicted in the STARs. ACFT shall be provided information regarding the distance to touchdown from the beginning of CDA and subsequently any revision thereafter. For track shortening or lengthening for sequencing purposes the ACFT may be radar vectored off the STAR and subsequently be re-cleared to a point along the STAR, or vectored to intercept the final APCH. When radar vectors are issued, ATC shall provide an estimate of distance to touchdown.

Pilots participating in CDA should request CDA within 10 MIN of top of descent and provide the estimates of VOR (SSB), SAPLO, AKBAN and VOR (SAMPLA) as the case may be. ATC may issue clearance for CDA depending upon the traffic conditions.

When following STARs, ATC may add further altitude restrictions, in addition to the promulgated restrictions, if necessary for the purpose of traffic separation. Radar controller will ensure that in case of STARs merging, adequate radar separation exists between the successive ACFT at the conflict point.

It is preferable if CDA is commenced from top of descent. If it is not feasible due to ATC constraints, it may be commenced from any intermediate level, preferably before crossing FL 100. Once CDA is commenced, there will be continuous descent to 3600' before intercepting GS. Once CDA is cleared by ATC, pilot should report the beginning of the descent to ATC.

Radar controller shall provide 20NM distance to touchdown information when speed shall be reduced to MAX 210 KT. Speed shall be reduced to MAX 180 KT when 10NM from touchdown.

During CDA operations GS interception and commencement of final APCH shall take place at 3600'.

ATC may suspend or cancel the CDA due to traffic conditions even after CDA is cleared. Alternate instructions will be issued.

All ACFT have to follow the noise abatement procedure during the final APCH.

2.3. CAT II/III OPERATIONS

RWYs 11, 28 and 29 approved for CAT II/III operations, special aircrew and ACFT certification required.

2. ARRIVAL

2.4. RWY OPERATIONS

2.4.1. RWY EXIT

RWY	ACFT Code	Preferred exit TWY	Dist from THR
09	A, B, C	E	6841'/2085m
	D, E	C1	8907'/2715m
10	A, B, C, D	U (exiting towards South)	7710'/2350m
	E	V (exiting towards South)	9432'/2875m
	A, B, C	F (exiting towards North)	7710'/2350m
	D, E	C (exiting towards North)	10991'/3350m
11	A, B	Z5	5397'/1645m
	C, D	Z4	6558'/1999m
	E, F	Z3	7907'/2410m
27	A, B, C	E5	6391'/1948m
	D, E	E3	8271'/2521m
28	A, B, C, D	L (exiting towards South)	6923'/2110m
	E	M (exiting towards South)	9055'/2760m
	A, B, C	D1 (exiting towards North)	7382'/2250m
	D, E	D (exiting towards North)	9055'/2760m
29	A, B, C	Z6	5948'/1813m
	D	Z7	6781'/2067m
	E, F	S4	8576'/2614m

2.4.2. TAXI PROCEDURES

On apron 35 taxiing to stands D46 thru D62 and E64 to E66 via taxilane T1 and to stands E68 thru E84 via taxilane T1A.

On General Aviation apron taxiing to stands 161 thru 175 via TWY F4 and proceed straight on Southern taxilane, taxiing to stands 176 thru 188 via TWY F4 and turn right on Northern taxilane.

To CARGO APRON

After landing on RWY 10, vacate via TWY U, V, W or P, then taxi via TWYs P, L2 and R to cargo apron.

After landing on RWY 11, vacate via TWY Z5, Z4, Z3, Z2, CE2, CE1 or Z1, then taxi via TWYs Y, CW1, S, R3 and R to cargo apron.

After landing on RWY 28, vacate via TWY L, M or N, then taxi via TWYs L1 and R to cargo apron.

After landing on RWY 29, vacate via TWY Z6, Z7, S4, S5, Z8 or Z9, then taxi via TWYs Z, S4, Y, CW2, S, N, P and L2 to cargo apron.

To Stand 801

After landing on RWY 09, taxi via TWY 15/33.

After landing on RWY 10

- taxi via TWY F, E, cross RWY 09, TWY 15/33; or
- taxi via TWY B, E, cross RWY 09, TWY 15/33; or
- taxi via TWY E, cross RWY 09, TWY 15/33; or
- taxi via TWY C, C I, RWY 27, TWY 15/33.

After landing on RWY 27

- taxi via TWY D, E2, E, cross RWY 09, TWY 15/33; or
- taxi via TWY E5, E2, E, cross RWY 09, TWY 15/33; or
- taxi via TWY E3, E2, E, cross RWY 09, TWY 15/33.

After landing on RWY 28

- taxi via TWY D1, D, RWY 09, TWY 15/33; or
- taxi via TWY D, RWY 09, TWY 15/33; or
- taxi via TWY E4, E3, RWY 09, TWY 15/33; or
- taxi via TWY K, RWY 09, TWY 15/33.

2. ARRIVAL

To Stand 802

After landing on RWY 10

- taxi from TWY U, V or W via TWY P, N, S, CW1/CW2, T, T dumbbell; or
- taxi via TWY P, N, S, CW1/CW2, T, T dumbbell.

After landing on RWY 11

- taxi from TWY Z5, Z4 or Z3 via TWY Z, Z2, T, T dumbbell; or
- taxi via TWY Z2, T, T dumbbell.

After landing on RWY 28

- taxi from TWY L or M via TWY P, N, S, CW1/CW2, T, T dumbbell; or
- taxi via TWY N, S, CW1/CW2, T, T dumbbell.

After landing on RWY 29

- taxi from TWY Z6, Z7, S5 or Z8 via TWY Z, S4, T, T dumbbell; or
- taxi via TWY S4, T, T dumbbell.

To Stand 803

After landing on RWY 10

- taxi from TWY U, V or W via TWY P, N, S, CW1/CW2, Y; or
- taxi via TWY P, N, S, CW1/CW2, Y.

After landing on RWY 11

- taxi from TWY Z5 or Z4 via TWY Z, S2, Y; or
- taxi via TWY Z3, Z, Z2, Y; or
- taxi via TWY Z2, Y.

After landing on RWY 28

- taxi from TWY L or M via TWY P, N, S, CW1/CW2, Y; or
- taxi via TWY N, S, CW1/CW2, Y.

After landing on RWY 29

- taxi from TWY Z6, Z7, S5 or Z8 via TWY Z, S4, Y; or
- taxi via TWY S4, Y.

2.4.3. EASTERLY FLOW

2.4.3.1. SINGLE RWY OPERATION (RWY 11)

DOMESTIC APRON

If RWY 09/27 available for taxiing:

After landing on RWY 11, vacate via TWY Z5 or Z4 or Z3 follow TWY Z, CW2, Y, CW1 and N, cross RWY 10, taxi via TWY K, then via RWY 09 and

- taxi via TWY A to stands 1 thru 13;
- taxi via TWY C1 to stands 15 thru 17;
- taxi via TWY C1 and stand 30 to stands 19 thru 40C;
- taxi via TWYs D, E2, E or F2 or F1 to stands 121 thru 152 and General Aviation.

or

After landing on RWY 11, vacate via TWY Z5 or Z4 or Z3, taxi via TWY Z, CW2, Y, CW1, S, R, L1, P and W, cross RWY 28 for TWY C or E, then

- taxi via TWY A to stands 1 thru 13;
- taxi via TWY C1 to stands 15 thru 17;
- taxi via TWYs E, B3 or E1 to stands 19 thru 40C;
- taxi via TWYs E, F, F2 or F1 or F4 to stands 121 thru 152 and General Aviation.

If RWY 09/27 is not available for taxiing:

After landing on RWY 11, vacate via convenient HSTs Z5 or Z4 or Z3, taxi via TWYs CW2, Y, CW1, N, P, cross RWY 10/28 for TWY D, then

- taxi via TWYs E2, E, E1, turn LEFT via stands 27 and 15 to stands 1 thru 13;
- taxi via TWYs E2, E, E1, turn LEFT via stand 27 to C or C1 to stands 15 thru 17;
- taxi via TWYs E2, E, B3 or E1 to stands 19 thru 40C;
- taxi via TWYs E2, F1 or F2 or E to stands 121 thru 152.

or

2. ARRIVAL

After landing on RWY 11, vacate via TWY Z5 or Z4 or Z3, taxi via TWY Z, CW2, Y, CW1, S, R, L1, P and W, cross RWY 28 for TWY C or E, then

- taxi via TWY A to stands 1 thru 13;
- taxi via TWY C1 to stands 15 thru 17;
- taxi via TWYs E, B3 or E1 to stands 19 thru 40C;
- taxi via TWYs E, F, F2 or F1 or F4 to stands 121 thru 152 and General Aviation.

INTERNATIONAL APRON

After landing on RWY 11, vacate via HSTs Z5 or Z4 or Z3, taxi via TWYs Z, CW2, CW1, N, P and

- taxi via TWYs M1 and R1 to stands 41 thru 45;
- taxi via TWYs M1 and R2 to stands 46 thru 49;
- taxi via TWYs M1, R3 and S to stands 81 thru 92;
- taxi via TWYs L1 and R to stands 98 thru 103;
- taxi via TWYs M1, R3, S and R5 to stands 301 thru 304.

Arriving ACFT will exit from TWYs CW1 to N, departing ACFT enter TWY CW2 from S clear of arrivals.

Taxi from TWY P to TWY M1 or L1 ACFT shall be clear of domestic departing ACFT.

or

After landing on RWY 11 vacate via HSTs Z5 or Z4 or Z3, taxi via TWYs Z, CW2, Y, CW1, S and R3, then

- taxi via TWY R1 to stands 41 thru 45;
- taxi via TWY R2 to stands 46 thru 49;
- to stands 81 thru 92;
- taxi via TWY R to stands 98 thru 103;
- taxi via TWY R5 to stands 301 thru 305.

2.4.3.2. TWO RWY OPERATION

RWY 10 used for departures only.

RWY 11 used for arrivals only.

DOMESTIC APRON

If RWY 09/27 available for taxiing:

After landing on RWY 11, vacate via convenient HSTs Z5 or Z4 or Z3, taxi via TWY Z, CW2 and N, cross RWY 10, taxi via TWY K, then along RWY 09, then

- taxi via TWY A to stands 1 thru 13;
- taxi via TWY C1/C to stands 15 thru 17;
- taxi via stand 30 to stands 19 thru 40C;
- taxi via TWY C1/C, B3 or E1, E to stands 121 thru 132;
- taxi via TWY C1/C, B or B3 or E1, E, F and F3 to stands 135 thru 142;
- taxi via TWY C1/C, B3 or E1, E, F and F1 to stands 143 thru 152;
- taxi via TWY C1/C, B3 or E1, E, F and F4 to General Aviation apron.

If RWY 09/27 is not available for taxiing:

After landing on RWY 11, vacate via convenient HSTs Z5 or Z4 or Z3, taxi via TWY Z, S4 or CW2, Y, CW1, S, R3, R, L1, P, W, cross RWY 10/28, taxi via C or E.

During push-back of ACFT on stands 81 thru 91, ACFT may be routed via TWY N, P and W, provided no ACFT is holding on TWY N. Continue taxiing

- via TWY A to stands 1 thru 13;
- via TWY C/C1 to stands 15 thru 17;
- via stand 19 and TWY B3 to stands 22 thru 40C;
- via TWYs B and E to stands 121 thru 132;
- via TWYs B, E and F3 to stands 135 thru 142;
- via TWYs B, E, F and F1 to stands 143 thru 152;
- via TWYs B, E, F and F4 to General Aviation apron.

Conflict: Domestic arrivals and International departures on TWY N.

2. ARRIVAL

INTERNATIONAL APRON

After landing on RWY 11, vacate via HSTs Z5 or Z4 or Z3, taxi via TWY Z, CW2, Y, CW1 and S, then

- taxi via TWYs R3 and R1 to stands 41 thru 45;
- taxi via TWYs R3 and R2 to stands 46 thru 49;
- taxi via TWY R3 to stands 81 thru 92;
- taxi via TWYs R3 and R to stands 98 thru 103;
- taxi via TWYs S and R5 to stands 301 thru 305.

Conflicts:

On TWY R3, international departures pushed-back to taxi-out via TWY M1.

On TWY R/L1 junction cargo departures to taxi-out via TWY L1, P and N.

Domestic arrivals crossing RWY 10.

2.4.4. WESTERLY FLOW

2.4.4.1. SINGLE RWY OPERATION (RWY 29)

DOMESTIC APRON

If RWY 09/27 is available for taxiing:

After landing on RWY 29, vacate via TWY Z6 or Z7, taxi via TWYs S5, T, CW2, N, cross RWY 10, TWY K, then along RWY 09 and

- taxi via TWY A to stands 1 thru 13;
- taxi via TWY C1 to stands 15 thru 17;
- taxi via TWY C1 to stand 30 and then to stands 19 thru 40C;
- taxi via TWYs D, E2, E or F2 or F1 to stands 121 thru 152.

If RWY 09/27 is not available for taxiing:

After landing on RWY 29, vacate via convenient HSTs Z6 or Z7, taxi via TWY S5, CW2, N, P, cross RWY 10/28 for TWY D, then

- taxi via TWYs E2, E, E1, then turn LEFT via stand 27 and 15 to stands 1 thru 13;
- taxi via TWYs E2, E, E1, then turn LEFT via stand 27 to TWY C/C1 to stands 15 thru 17;
- taxi via TWYs E2, E, B3 or E1 to stands 19 thru 40C;
- taxi via TWYs E2, F1 or F2 or E to stands 121 thru 152.

INTERNATIONAL APRON

After landing on RWY 29, vacate via TWY Z6 or Z7, taxi via TWYs S5, T, CW2, N, P, M1 and

- taxi via TWY R3 to stands 81 thru 92;
- taxi via TWY R1 to stands 41 thru 45;
- taxi via TWY R2 to stands 46 thru 49;
- taxi via TWY R to stands 98 thru 103;
- taxi via TWYs R3, S and R5 to stands 301 thru 305.

If TWY M1 will be entered from TWY P, TWY M1 shall be clear of departing ACFT.

2.4.4.2. TWO RWY OPERATION

RWY 28 used for departures only.

RWY 29 used for arrivals only.

DOMESTIC APRON

If RWY 09/27 available for taxiing:

After landing on RWY 29, vacate via convenient HSTs Z6 or Z7, taxi via TWY S5, T, CW2, N, cross RWY 10/28, taxi via TWY K, then along RWY 09, then

- taxi via TWY A to stands 1 thru 13.
- taxi via TWY C1 to stands 15 thru 17.
- taxi via TWY C1 and stand 30 to stands 19 thru 40C.
- taxi via TWYs D, E2, F1, F2 and E to stands 121 thru 152.

2. ARRIVAL

If RWY 09/27 is not available for taxiing:

After landing on RWY 29, vacate via convenient HSTs Z6 or Z7, taxi via TWYs S5, T, CW2, N and P, cross RWY 10/28 for TWY D, then

- taxi via TWYs E2, E and E1, turn LEFT via stands 27 and 15 to stands 1 thru 13;
- taxi via TWYs E2, E and E1, turn LEFT via stand 27 and TWYs C/C1 to stands 15 thru 17;
- taxi via TWYs E2, E and B3 or E1 to stands 19 thru 40C;
- taxi via TWYs E2, F1 or F2 or E to stands 121 thru 152.

Before crossing RWY 10/28 contact Tower.

INTERNATIONAL APRON

ACFT landing on RWY 29, vacate via convenient HSTs Z6 or Z7, taxi via TWYs S5, CW2, S or TWYs S4, CW1 and S to allotted stands. If Intl ACFT are on push-back from stands 81 thru 91, ACFT may be hold on TWY CW1. If ACFT is taxiing via TWY CW2 may taxi onto TWY CW1 via TWY W1, W2 or W3.

CARGO APRON

ACFT landing on RWY 29, vacate via convenient HSTs Z6 or Z7, taxi via TWYs S5, CW2, S or TWYs S4, CW1 and S, R3 and R.

2.5. COMMUNICATION FAILURE

2.5.1. STAR ASSIGNED

Except when descent clearance has already been received from ATC, pilot shall not commence descent before 100NM from DPN VOR. ACFT shall continue on assigned STAR following all level and speed restrictions applicable to STAR, as far as practicable.

At the end of the STAR, descend to 2600' and take a convenient turn to intercept localizer or final APCH track of the published procedure for the assigned RWY.

2.5.2. STAR NOT ASSIGNED

Continue on ATS route, (re-join ATS route if given heading or flying offset), maintaining/descending to cleared FL or FL 70 whichever is higher. At 40NM to DPN VOR, take a turn (avoiding VI(P)-89) to proceed directly to SKA VOR. If higher, descend to FL 70 in SKA holding.

If RCF takes place within 40NM of DPN VOR, continue to DPN VOR and at 10NM to DPN VOR take a turn (avoiding VI(P)-89) to proceed directly to SKA VOR maintaining last assigned level or FL 70 whichever is higher. If below FL 70, climb and reach FL 70 before crossing 25NM outbound from DPN VOR. If higher, descend in SKA holding to FL 70.

Leave SKA VOR at FL 70 to carry out published ILS/VOR DME ARC APCH for assigned RWY.

2.5.3. RADAR VECTORED

ACFT being radar vectored for APCH, on experiencing RCF, shall maintain last assigned level and heading for 3 MIN after detecting RCF or selecting MODE A/C 7600, whichever is later, and then take a convenient turn (avoiding VI(P)-89) to proceed directly to SKA climbing/maintaining last assigned level, or FL 70 whichever is higher. If below FL 70, climb and reach FL 70 before crossing 25NM outbound from DPN VOR. If higher, descend in SKA holding to FL 70.

Leave SKA VOR at FL 70 to carry out published ILS/VOR DME ARC APCH for assigned RWY.

3. DEPARTURE

3.1. PUSH-BACK PROCEDURES

Push-back from Cargo stands:

For departure via TWY L1 push-back on TWY R facing West for stands 98 thru 106.

For departure via TWY L2 push-back onto TWY R facing East for stands 98 thru 106.

3.2. START-UP & TAXI PROCEDURES

3.2.1. AIRPORT COLLABORATIVE DECISION MAKING

3.2.1.1. START-UP AND PUSH-BACK

- The pilot should contact Clearance Delivery (CLD) to request en-route clearance and SID between TOBT - 15 MIN to TOBT - 5 MIN.
- The ACFT must be ready to start up/push back at TOBT and request DELHI Ground for start-up/push-back at TOBT.
Note: TSAT can be preponed up to TOBT.
- If at TOBT +5 MIN, ATC have not received start-up/push-back request, the ACFT may lose its position in sequence.
 - a) ATC will advise the pilot that a new TOBT is required.
 - b) Once new TOBT is received, the flight will be re-sequenced according to new TOBT and new TSAT with a subsequent delay will be issued.
- ATC should normally be able to issue start-up at TSAT. Start-up approval will be issued, based on TSAT and the prevailing traffic situation. Pilots will be informed of any revised TSAT if there is a delay to TSAT in excess of 5 MIN.
- Taxi clearance must be requested within 5 MIN of start-up/push-back approval time.

Note: If this has not occurred, DELHI Ground must be notified of the delay. In such cases, ACFT may lose its departure slot and a new TOBT may be requested.

- The pre-departure (off-block) sequence will be determined in accordance with Target Start up Approval Time (TSAT) and NOT in accordance with the start-up request. Pre-departure sequence will not have any bearing on actual departure sequence.

Note: Actual departure sequence may differ from pre-departure sequence in order to optimize the RWY and airspace utilization.

3. DEPARTURE

3.3. TAXI PROCEDURES

On apron 35 taxiing out of stands D46 thru D62 via TWY T1 and taxiing out of stands E64 thru E84 via TWY T1A.

On General Aviation apron taxiing out of stands via Central taxilane and exit via TWY F4.

ACFT should maintain a MIM taxiing speed of not less than 15 KT on straight portions of TWYs and between 8 - 12 KT during turning manoeuvres. ATC may alter the departure sequence of an ACFT not adhering to those speeds.

Pilots unable to accept departure from intersection may request alternate t/o position.

Pilots requiring departure from beginning of RWY should make such request at the time of push-back/start up. Such request will be considered as subject to delay.

Pilots shall complete all mandatory pre-departure checks before entering the active RWY.

Follow ATC instructions immediately.

Rapid exit TWY (RET) Z3 and Z4 can be used as entry for RWY 29 for ACFT code letter C when VIS above 2000m.

RWY 29:

- taxi via TWYs S2, Z and Z3;
- taxi via TWYs S2, Z and Z4;
- taxi via TWYs Z and Z4.

CARGO APRON:

RWY 10: taxi via TWYs R, L1, P and N to RWY 10 holding point.

RWY 11: taxi via TWYs R, L1, P, N, S, CW2, T and S4/S5 to RWY 11 holding point.

RWY 28: taxi via TWYs R, L2 and P to RWY 28 holding point.

RWY 29: taxi via TWYs R, R3, S, CW1, T and Z2 to RWY 29 holding point.

3.3.1. EASTERLY FLOW

3.3.1.1. SINGLE RWY OPERATION (RWY 11)

DOMESTIC APRON

Cross RWY 10/28 at TWYs C, F or E to TWY U or W, then follow standard route via TWYs P, L1, R, R3, S, CW2, T, S5, Z and Z9 to holding point RWY 11.

or

If RWY 09/27 available for taxiing:

From stands 1 thru 13 have to push-back facing north, taxi via TWY A, onto RWY 27, taxi via TWYs K, N, CW2, T, S5, Z, Z8 or Z9.

From stands 15 thru 17, taxi via TWY A, onto RWY 27, via TWYs K, N, CW2, T, S5, Z, Z8 or Z9.

From stands 19 thru 30, taxi via TWY C1, onto RWY 27, via TWY K, N, CW2, T, S5, Z, Z8 or Z9.

From stands 31 thru 40C, taxi via TWYs E1, E, onto RWY 27, via TWY K, N, CW2, T, S5, Z, Z8 or Z9.

From stands 120 thru 152 and General Aviation taxi via TWY F2 or F1 or E2, E3, onto RWY 27, via TWY K, N CW2, T, S5, Z, Z8 or Z9.

3. DEPARTURE

If RWY 09/27 not available for taxiing:

From stands 1 thru 13, 16 and 17, taxi via stand 15, turn LEFT via stand 21 and TWYs E1, E, E2, D, cross RWY 27 to TWYs M, P, N, CW2, T, S5, Z, Z8 or Z9.

From stands 22 thru 30, taxi via stand 21 and TWYs E1, E2, D, cross RWY 27 to TWYs M, P, N, CW2, T, S5, Z, Z8 or Z9.

From stands 31 thru 40C, taxi via TWYs E1, E, E2 and D, cross RWY 27 to TWYs M, P, N, CW2, T, S5, Z, Z8 or Z9.

From stands 121 thru 142, taxi via TWYs F2, E2 and D, cross RWY 27 to TWYs M, P, N, CW2, T, S5, Z, Z8 or Z9.

From stands 143 thru 152, taxi via TWYs F1, E2 and D, cross RWY 27 to TWYs M, P, N, CW2, T, S5, Z, Z8 or Z9.

Before taxiing from TWY R to R3, TWY R3 shall be clear of pushed-back ACFT from stands 81 thru 92 and clear of arriving ACFT on TWY P.

INTERNATIONAL APRON

ACFT shall taxi via TWYs R3, S, CW2, T, S5 and Z9 to holding point RWY 11.

or

From stands 41 thru 49, taxi via TWYs M1, P, N, CW2, T, S5, Z, Z8 or Z9.

From stands 81 thru 92, taxi via TWYs R3, M1, P, N, CW2, T, S5, Z, Z8 or Z9.

From cargo stands, taxi via TWYs R, L1, P, N, CW2, T, S5, Z, Z8 or Z9.

From stands 301 thru 305, taxi via TWYs R5, S, R3, M1, P, N, CW2, T, Z, Z8 or Z9.

3.3.1.2. TWO RWY OPERATION

RWY 10 used for departure only.

RWY 11 used for arrivals only.

DOMESTIC APRON**If RWY 09/27 available for taxiing:**

ACFT on stands 1 thru 13 have to push-back facing South, taxi via TWY B or B3, E, E2 and E4.

From stands 15 thru 17, taxi via TWY A, B or B3, E, E2 and E4.

From stands 22 thru 30, taxi via B3 or B, E, E2 and E4.

From stands 31 thru 40C, taxi via E1, E, E2 and E4.

From stands 120 thru 152, taxi via F2 or F1.

If RWY 09/27 not available for taxiing:

- From stands 1 thru 13, 16 and 17 taxi via stand 15, turn LEFT via stand 21, via TWY E1, E and E2.
- From stands 16 and 17 & stands 22 thru 30 taxi via stand 21, via TWY E1 and E2.
- From stands 31 thru 40C taxi via TWYs E1, E and E2.
- From stands 121 thru 142 taxi via TWY F2 and E2.
- From stands 143 thru 152 taxi via TWY F1 and E2.

INTERNATIONAL APRON

- From stands 41 thru 49 taxi via TWYs M1, P and N.
- From stands 81 thru 92 taxi via TWYs R3, M1, P and N.
- From cargo stands taxi via TWYs R, L1, P and N.
- From stands 301 thru 305 taxi via TWYs R5, S, R3, M1, P and N.

Conflict points:

TWY R3/M1 junction with arrivals.

TWY R/L1 junction with domestic arrivals and cargo departures.

TWY R/L1 cargo arrival and cargo departures.

3. DEPARTURE

3.3.2. WESTERLY FLOW

3.3.2.1. DEPARTURE RWY 27

ACFT taxiing on TWY C may be required to hold on holding position abeam stand 22.

A nose wheel point abeam stand 25 is provided to protect from jet blast.

3.3.2.2. SINGLE RWY OPERATION (RWY 29)

DOMESTIC APRON

Cross RWY 10/28 at TWYs C or E to W, then follow standard route via TWYs P, L1, R3, S, CW1, Y, CW2, Z, Z2 or CE2 or CE1 or Z1.

Before taxiing from TWY R to R3, TWY R3 shall be clear of pushed-back ACFT from stands 81 thru 92 and clear of arriving ACFT on TWY P.

INTERNATIONAL APRON

Taxi via TWYs S, CW1, T, CW2, Z, Z2 or CE2 or CE1 or Z1.

Before taxiing on TWY R3, TWY R3 shall be clear of pushed-back ACFT from stands 81 thru 92 and clear of arriving ACFT on TWY P.

3.3.2.3. TWO RWY OPERATION

RWY 29 used for arrivals only.

RWY 28 used for departure only.

DOMESTIC APRON

Holding point at TWY C and E may be used for holding departures.

INTERNATIONAL APRON

Taxi via TWYs R, L1 and P.

For stands 301 thru 305 taxi via TWYs R5, S, R3, R, L1 and P.

Conflict points:

ACFT crossing RWY 10/28 between TWY N and K.

ACFT pushed-back from stands 81 thru 91.

3.4. COMMUNICATION FAILURE

3.4.1. ACFT INTENDING TO CONTINUE TO DESTINATION

Continue on assigned SID or heading climbing to or maintaining cleared level or FL 70, whichever is higher.

Three MIN after setting Mode A/C code 7600 or reaching FL 70 or cleared FL (if higher than FL 70) whichever is later:

- If following SID, continue on SID to join ATS route and climb to filed FL and continue as per the filed flight plan.
- If following Radar heading, turn (avoiding VI(P)-89) to join ATS route by shortest route maintaining cleared FL/FL 70. After joining ATS route, climb to filed FL and continue as per the filed flight plan.

3.4.2. ACFT INTENDING TO LAND BACK AT DELHI

Continue on assigned SID or heading climbing to or maintaining cleared level or FL 70, whichever is higher.

3 MIN after setting Mode A/C code 7600 or reaching FL 70 or cleared FL (if higher than FL 70) whichever is later, take a turn (avoiding VI(P)-89) to proceed directly to SKA VOR. If higher, descend in SKA holding to FL 70. If required, jettison fuel while in SKA holding taking all necessary precautions.

Leave SKA VOR at FL 70 to carry out published ILS/VOR DME ARC APCH for assigned RWY.

3. DEPARTURE

3.5. OTHER INFORMATION

3.5.1. 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 MIN.

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ATIS
126.4Apt Elev
777'

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

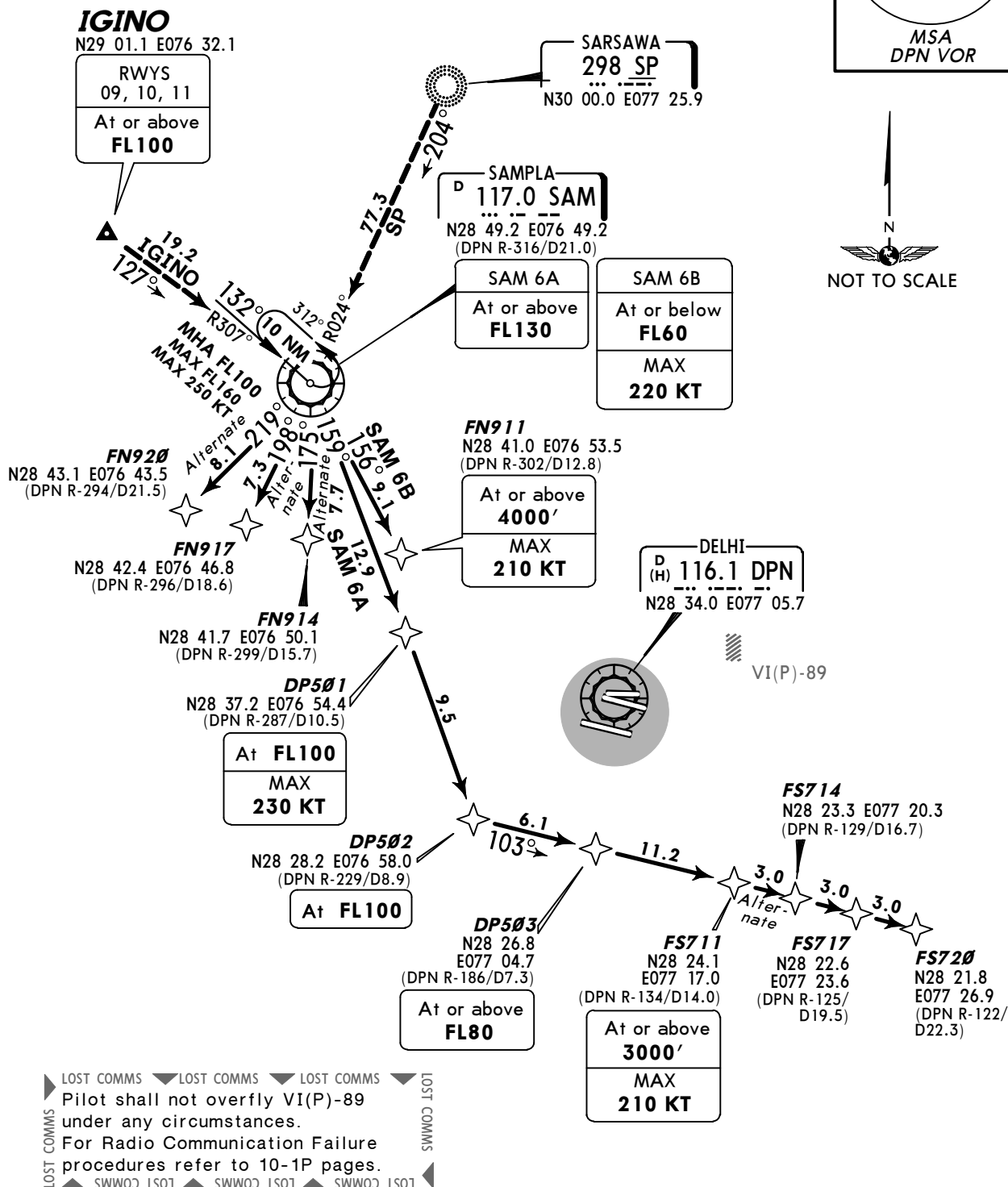
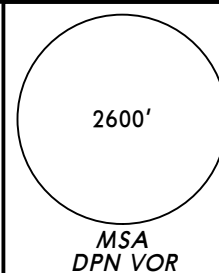
1. If unable to comply with RNAV STARs advise ATC and expect RADAR vectors.
2. Follow level/speed restriction unless otherwise authorized by ATC.
3. EXPECT RADAR vectors at the end of STAR.

SAM 6A, SAM 6B

RWYS 27, 28, 29, 09, 10, 11 RNAV ARRIVALS

RNAV 1 (GNSS OR DME/DME/IRU)

RADAR REQUIRED



TRANSITION

IGINO

IGINO (RWYS 09, 10, 11: FL100+) - SAM (RWYS 27, 28, 29: FL130+; RWYS 09, 10, 11: FL60-; K220-).

SP

SP - SAM (RWYS 27, 28, 29: FL130+; RWYS 09, 10, 11: FL60-; K220-).

STAR

RWY

ROUTING

SAM 6A

27, 28, 29

SAM (FL130+) - DP501 (FL100; K230-) - DP502 (FL100) - DP503 (FL80+) - FS711 (3000'+; K210-).

SAM 6B

09, 10, 11

SAM (FL60-; K220-) - FN911 (4000'+; K210-).

ATIS
126.4Apt Elev
777'

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. Follow level/speed restriction unless otherwise authorized by ATC.
3. EXPECT RADAR vectors at the end of STAR.

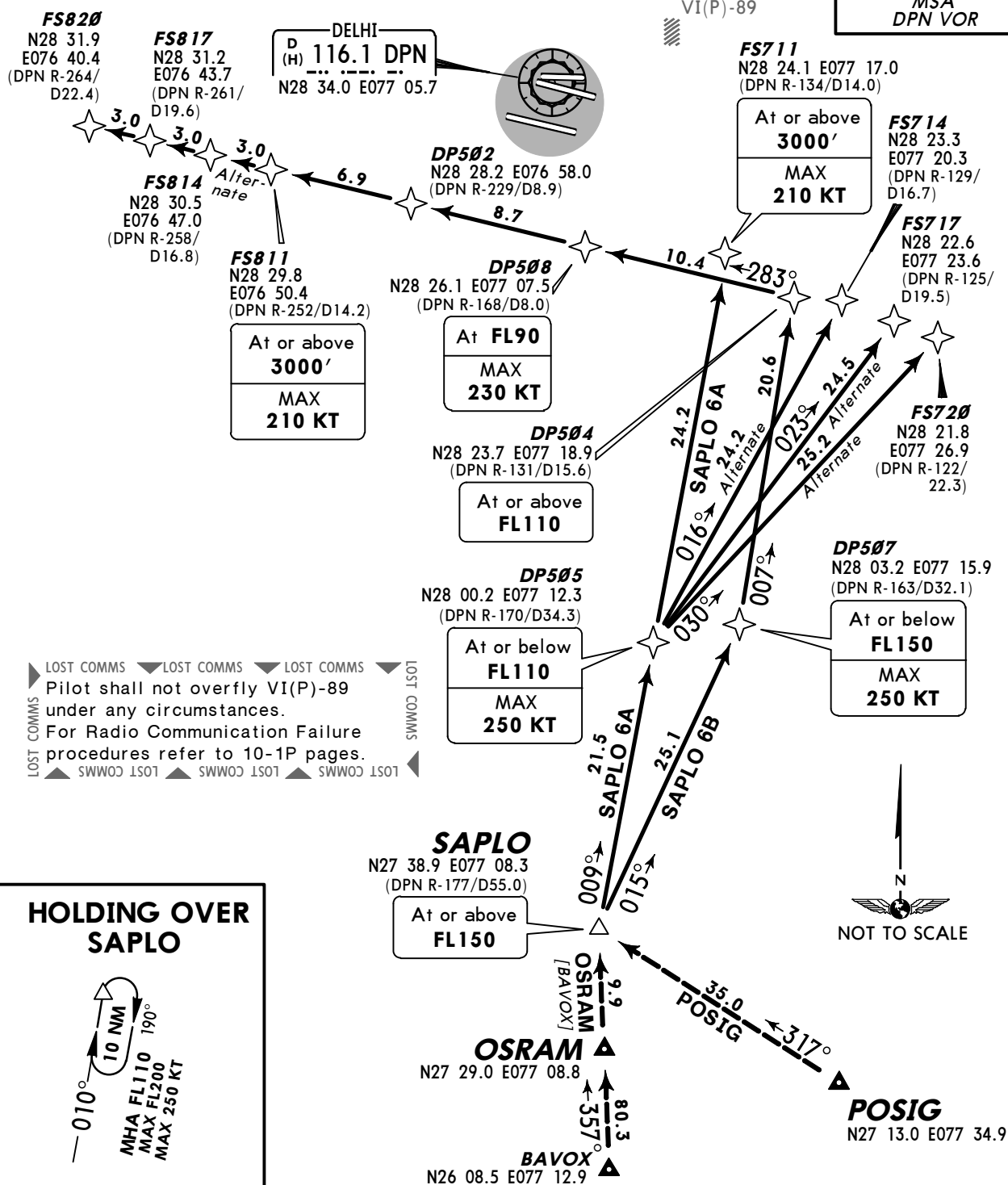
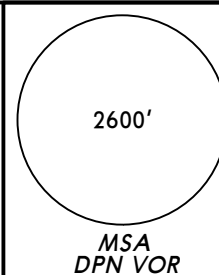
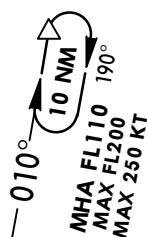
SAPLO 6A [SAPL6A]

SAPLO 6B [SAPL6B]

RWYS 27, 28, 29, 09, 10, 11 RNAV ARRIVALS

RNAV 1 (GNSS OR DME/DME/IRU)

RADAR REQUIRED

HOLDING OVER
SAPLO

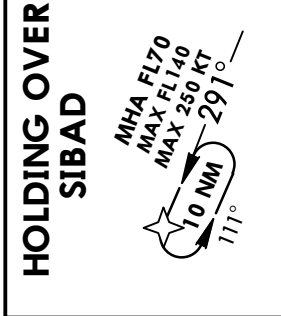
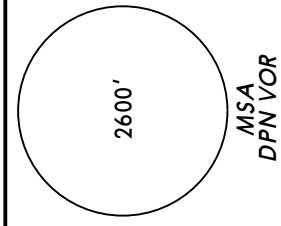
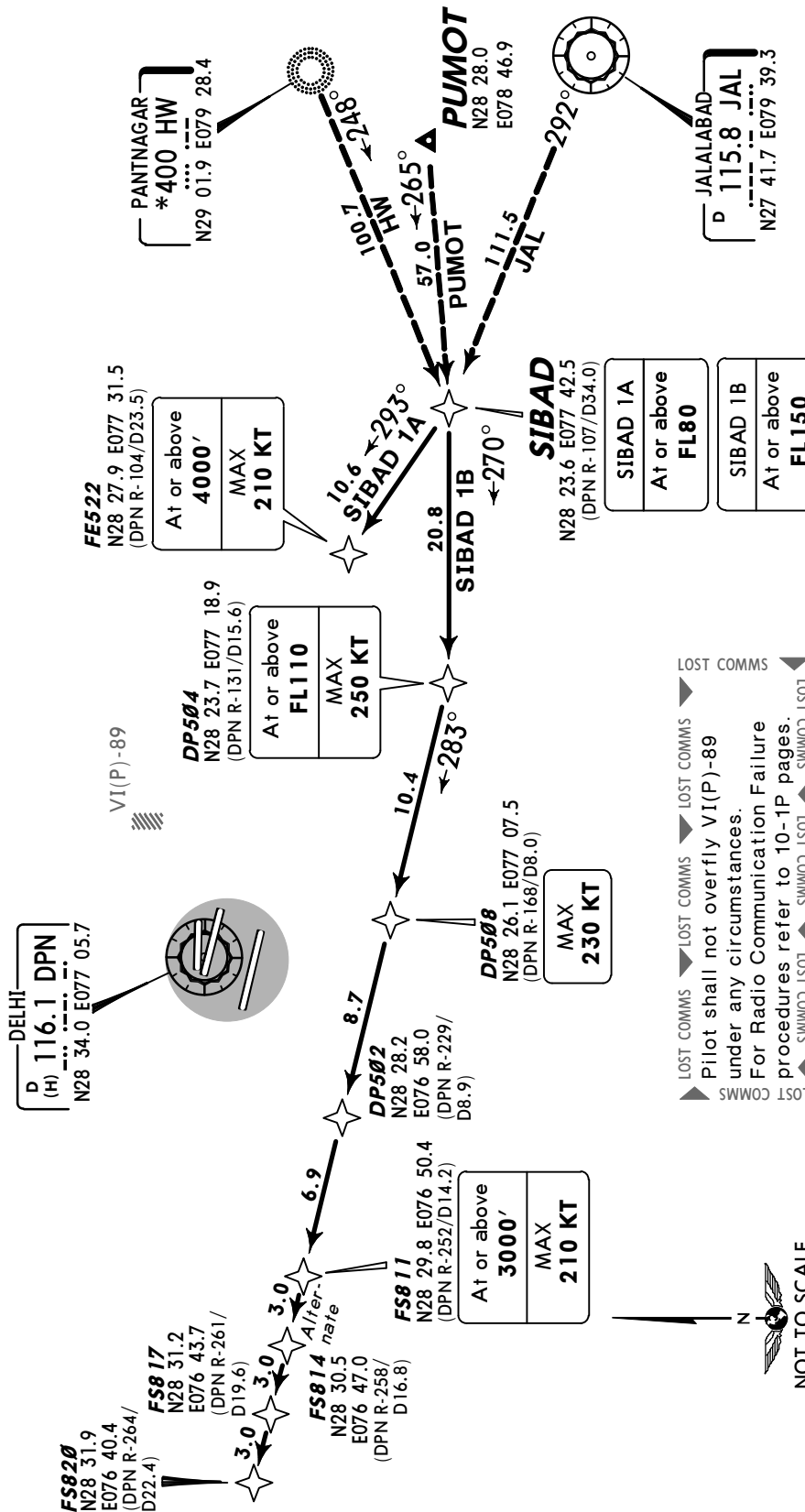
TRANSITION		ROUTING
OSRAM [BAVOX]		BAVOX - OSRAM - SAPLO (FL150+).
POSIG		POSIG - SAPLO (FL150+).
STAR	RWY	ROUTING
SAPLO 6A	27, 28, 29	SAPLO (FL150+) - DP505 (FL110-; K250-) - FS711 (3000'+; K210-).
SAPLO 6B	09, 10, 11	SAPLO (FL150+) - DP507 (FL150-; K250-) - DP504 (FL110+) - DP508 (FL90; K230-) - DP502 - FS811 (3000'+; K210-).

ATIS
126.4

Apt Elev
777'

- 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. Follow level/speed restriction unless otherwise authorized by ATC.
 3. EXPECT RADAR vectors at the end of STAR.

**SIBAD 1A [SIBA1A]
SIBAD 1B [SIBA1B]
RWYS 27, 28, 29,
09, 10, 11 RNAV ARRIVALS**
RNAV 1 (GNSS OR DME/DME/IRU)
RADAR REQUIRED



ROUTING	
TRANSITION	
HW	HW - SIBAD (RWYS 27, 28, 29: FL80+; RWYS 09, 10, 11: FL150+).
JAL	JAL - SIBAD (RWYS 27, 28, 29: FL80+; RWYS 09, 10, 11: FL150+).
PUMOT	PUMOT - SIBAD (RWYS 27, 28, 29: FL80+; RWYS 09, 10, 11: FL150+).
ROUTING	
STAR	
SIBAD 1A	SIBAD (FL80+) - FE522 (4000'+; K210-).
SIBAD 1B	SIBAD (FL150+) - DP504 (FL110+; K250-) - DP508 (K230-) - DP502 - FS811 (3000'+; K210-).

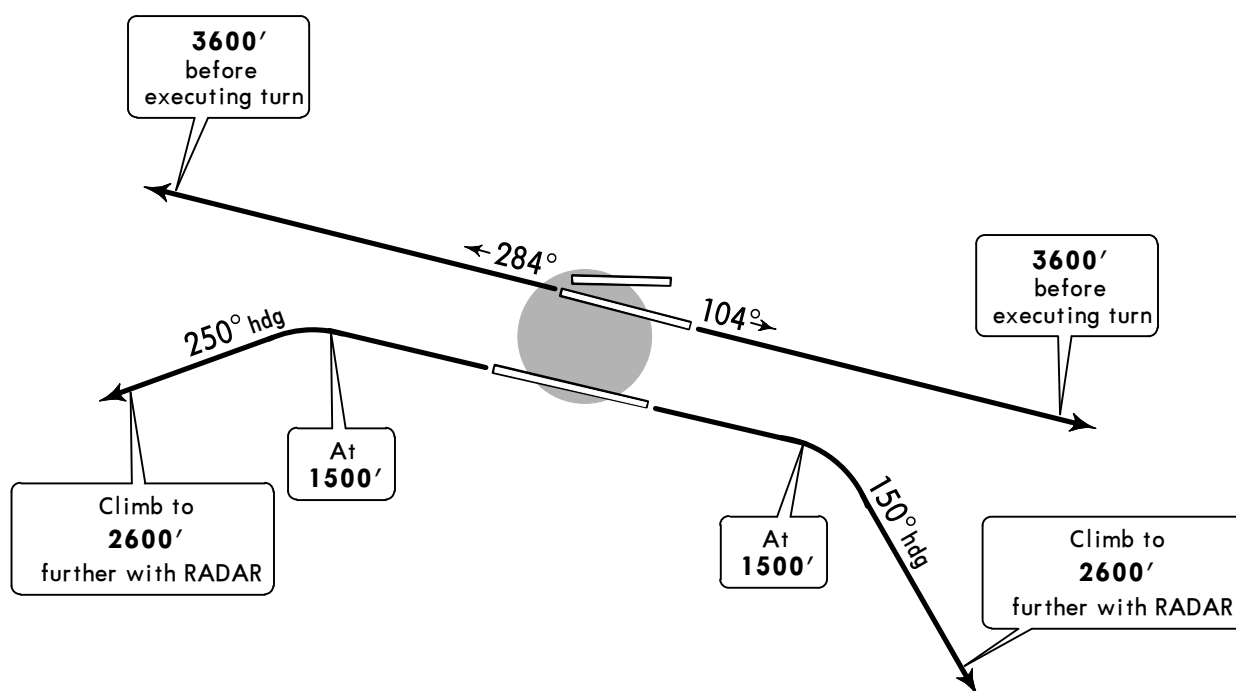
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DELHI
Departure
118.82

Apt Elev
777'

Trans level: By ATC Trans alt: 4000'
For contingency procedures during mixed mode operations refer to
10-1P-pages.

RWYS 10, 11, 28, 29 INITIAL CLIMB PROCEDURES DURING MIXED MODE OPERATION RADAR REQUIRED



RWY	INITIAL CLIMB	PERMITTED SID
10	Climb on runway heading to 3600' before executing turn.	All SIDs
11	Climb to 1500', turn RIGHT, 150° heading, climbing to 2600', further with RADAR.	
28	Climb on runway heading to 3600' before executing turn.	All SIDs
29	Climb to 1500', turn LEFT, 250° heading, climbing to 2600', further with RADAR.	

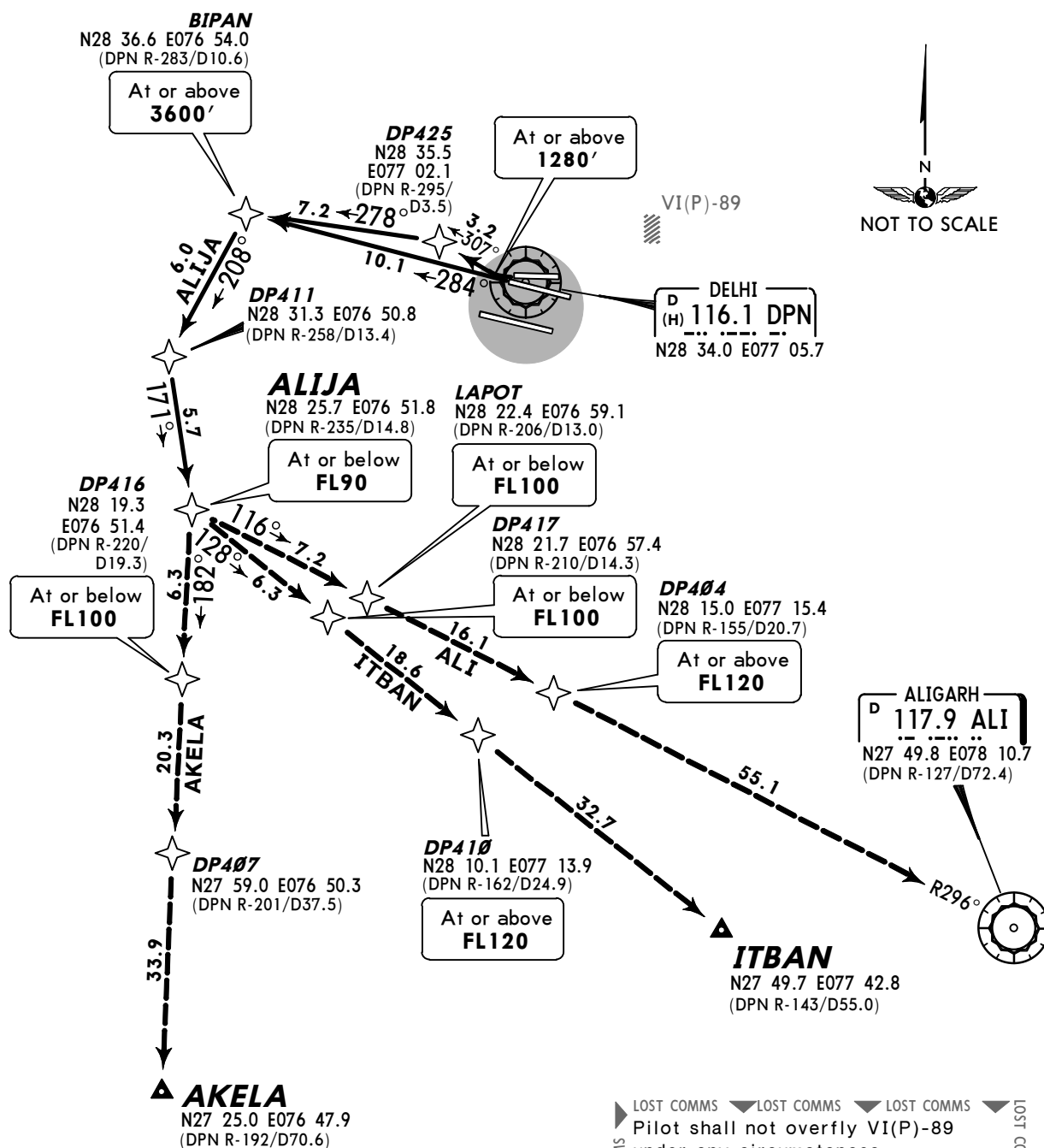
DELHI
Departure
118.825Apt Elev
777'

Trans level: By ATC Trans alt: 4000'

1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectors.

2. Follow speed/level restriction unless otherwise authorized by ATC.

ALIJA
RWYS 27, 28 RNAV DEPARTURE
RNAV 1 (GNSS OR DME/DME/IRU)
RADAR REQUIRED



This SID requires a minimum climb gradient of 425' per NM (7.0%) up to 3600'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

LOST COMMS LOST COMMS LOST COMMS LOST COMMS

Pilot shall not overfly VI(P)-89 under any circumstances.

For Radio Communication Failure procedures refer to 10-1P pages.

SWW03 IS01 SWW03 IS01 SWW03 IS01

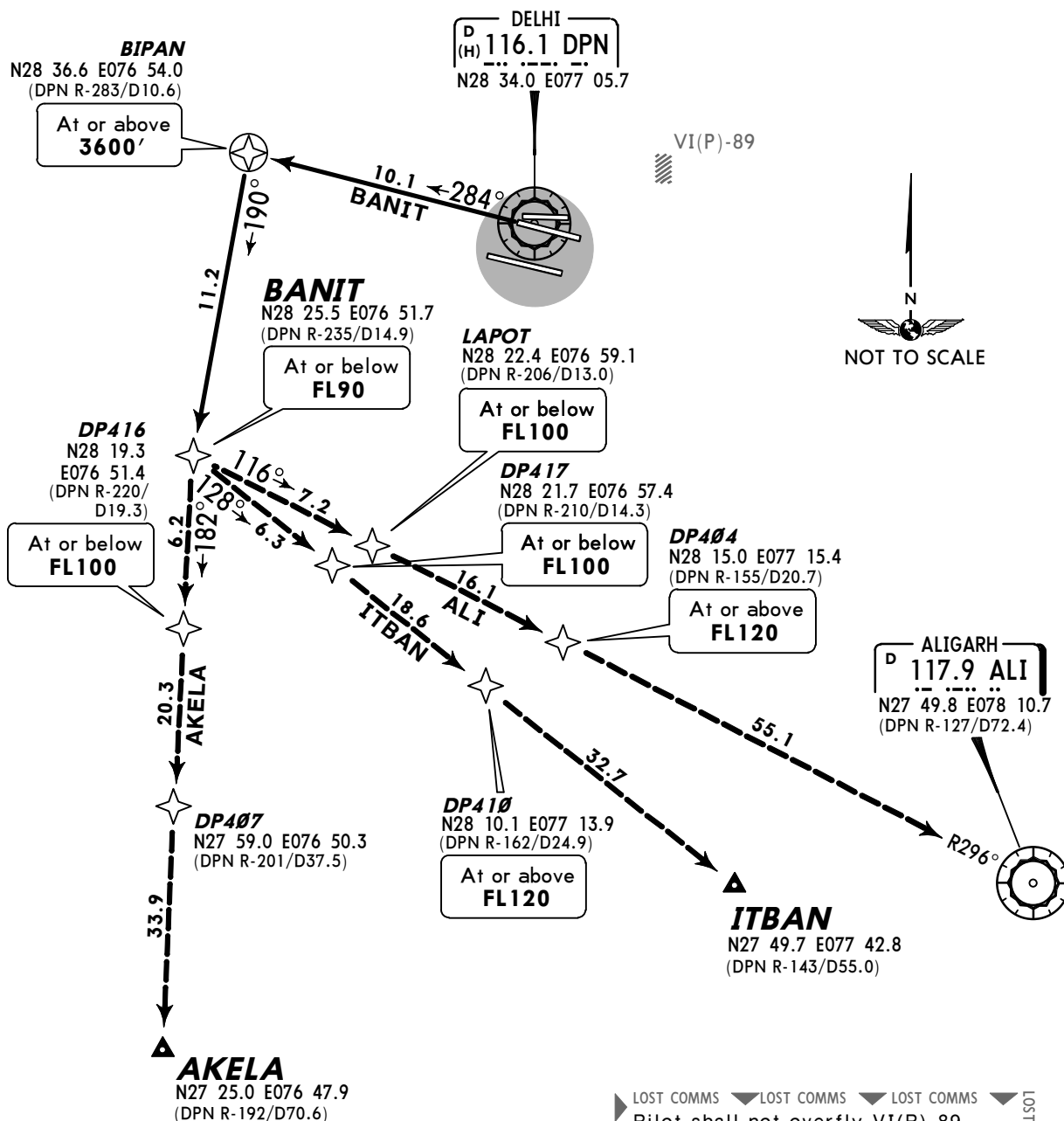
SID	RWY	ROUTING
ALIJA	27	(1280'+) - DP425 - BIPAN (3600'+) - DP411 - ALIJA (FL90-).
	28	(1280'+) - BIPAN (3600'+) - DP411 - ALIJA (FL90-).
TRANSITION	ROUTING	
AKELA	ALIJA (FL90-) - DP416 (FL100-) - DP407 - AKELA.	
ALI	ALIJA (FL90-) - LAPOT (FL100-) - DP404 (FL120+) - ALI.	
ITBAN	ALIJA (FL90-) - DP417 (FL100-) - DP410 (FL120+) - ITBAN.	

DELHI
Departure
118.825Apt Elev
777'

Trans level: By ATC Trans alt: 4000'

1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectors.
2. Follow speed/level restriction unless otherwise authorized by ATC.

BANIT
RWY 28 RNAV DEPARTURE
TO BE ASSIGNED DURING SIMULTANEOUS RWYS 28, 29 OPS
RNAV 1 (GNSS OR DME/DME/IRU)
RADAR REQUIRED



This SID requires a minimum climb gradient of 425' per NM (7.0%) up to 3600'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

LOST COMMS
Pilot shall not overfly VI(P)-89 under any circumstances.
For Radio Communication Failure procedures refer to 10-1P pages.
LOST COMMS

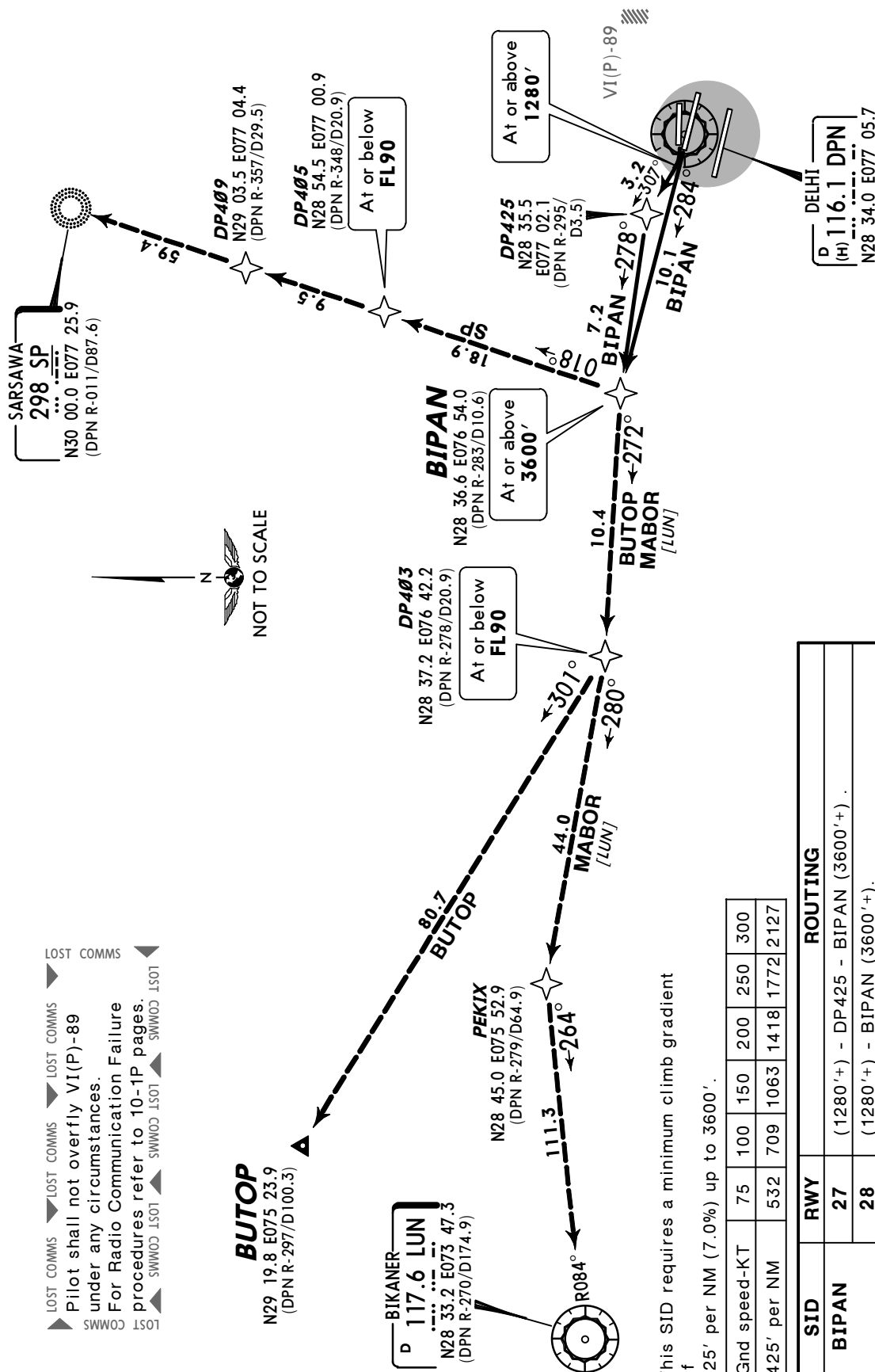
SID	ROUTING
BANIT	(1280'+) - BIPAN (3600'+) - BANIT (FL90-).
TRANSITION	ROUTING
AKELA	BANIT (FL90-) - DP416 (FL100-) - DP407 - AKELA.
ALI	BANIT (FL90-) - LAPOT (FL100-) - DP404 (FL120+) - ALI.
ITBAN	BANIT (FL90-) - DP417 (FL100-) - DP410 (FL120+) - ITBAN.

DELHI
Departure
118.825

Apt Elev
777'

Trans level: By ATC Trans alt: 4000'
1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectors.
2. Follow speed/level restriction unless otherwise authorized by ATC.

BIPAN RWYS 27, 28 RNAV DEPARTURE RNAV 1 (GNSS OR DME/DME/IRU) RADAR REQUIRED



LOST COMMS
Pilot shall not overfly VI(P)-89 under any circumstances. For Radio Communication Failure procedures refer to 10-1P pages.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

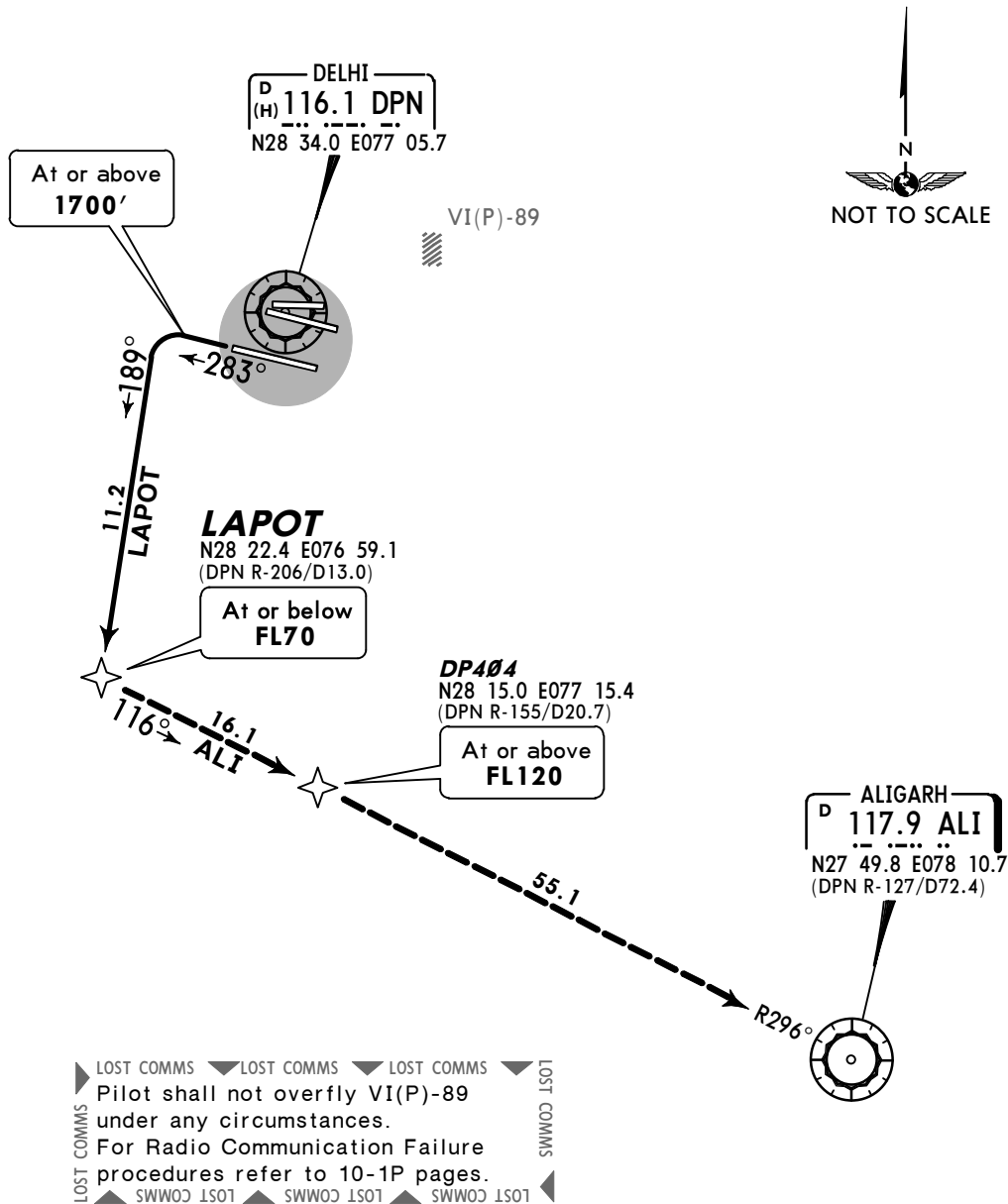
SID	RWY	ROUTING
BIPAN	27	(1280'+) - DP425 - BIPAN (3600'+)
BIPAN	28	(1280'+) - BIPAN (3600'+)
TRANSITION		ROUTING
BUTOP		BIPAN (3600'+) - DP403 (FL90-) - BUTOP.
MABOR [LUN]		BIPAN (3600'+) - DP403 (FL90-) - PEKIX - LUN.
SP		BIPAN (3600'+) - DP405 (FL90-) - DP409 - SP.

DELHI
Departure
118.825

Apt Elev
777'

Trans level: By ATC Trans alt: 4000'
1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectors.
2. Follow speed/level restriction unless otherwise authorized by ATC.

LAPOT
RWY 29 RNAV DEPARTURE
RNAV 1 (GNSS OR DME/DME/IRU)
RADAR REQUIRED



This SID requires a minimum climb gradient of 425' per NM (7.0%) up to 3600'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

SID	ROUTING
LAPOT	(1700'+) - LAPOT (FL70-).
TRANSITION	ROUTING
ALI	LAPOT (FL70-) - DP404 (FL120+) - ALI.

DELHI
Departure
118.825

Apt Elev
777'

Trans level: By ATC Trans alt: 4000'
1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectors.
2. Follow speed/level restriction unless otherwise authorized by ATC.

MATEX

RWYS 09, 10 RNAV DEPARTURE

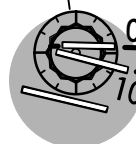
RNAV 1 (GNSS OR DME/DME/IRU)
RADAR REQUIRED

DELHI
D 116.1 DPN
(H) N28 34.0 E077 05.7

PABGU
N28 34.0 E077 17.1
(DPN R-090/D10.0)

At or above
3600'

VI(P)-89



OBDAG
N28 31.5 E077 16.1
(DPN R-105/D9.5)

At or above
3600'

MATEX
N28 17.4 E077 29.8
(DPN R-127/D27.0)

At or below
FL100



ALIGARH
D 117.9 ALI
N27 49.8 E078 10.7
(DPN R-127/D72.4)

LOST COMMS
Pilot shall not overfly VI(P)-89 under any circumstances.
For Radio Communication Failure procedures refer to 10-1P pages.
LOST COMMS

ITBAN
N27 49.7 E077 42.8
(DPN R-143/D55.0)

This SID requires a minimum climb gradient of 425' per NM (7.0%) up to 3600'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

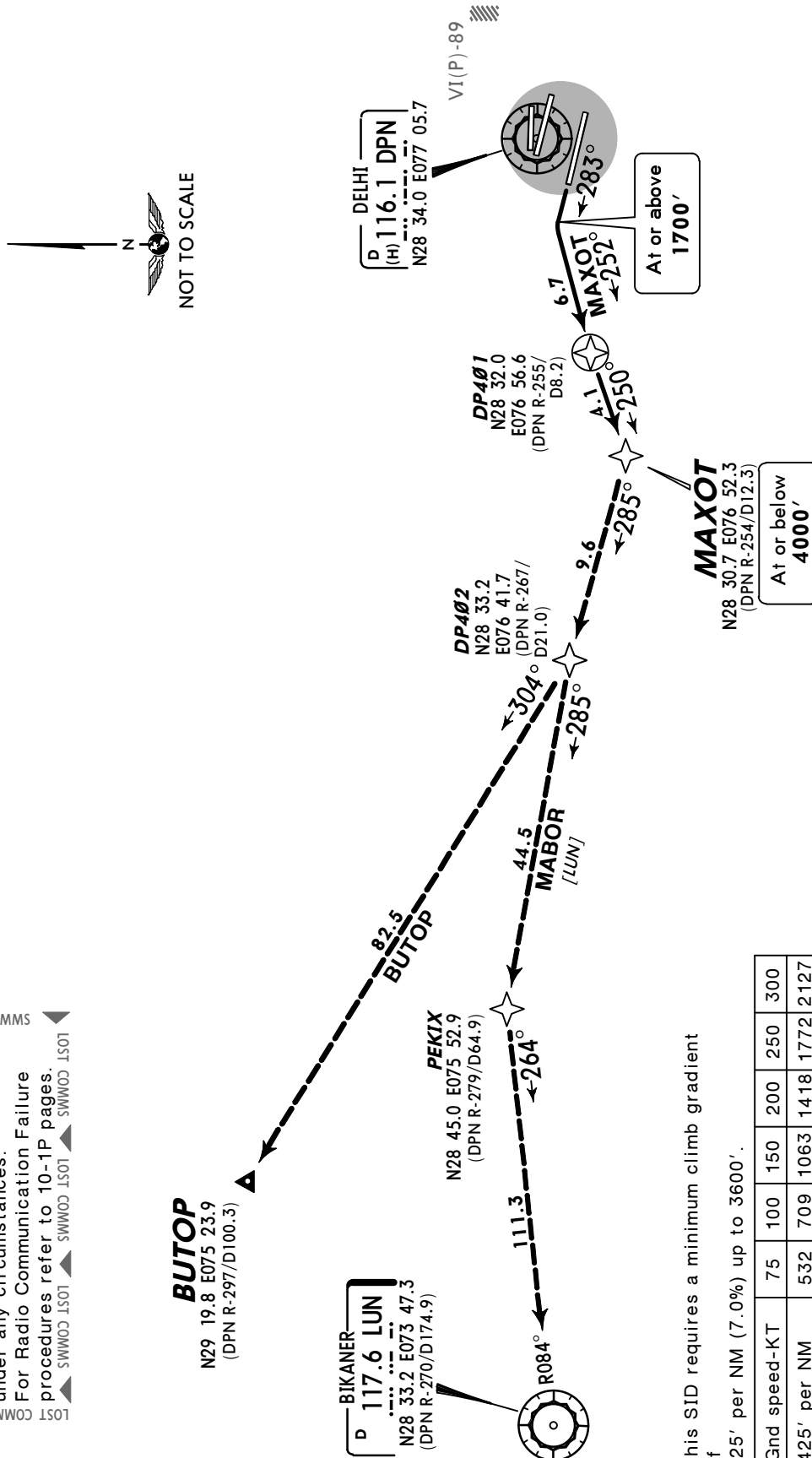
SID	RWY	ROUTING
MATEX	09	(1280'+) - PABGU (3600'+) - MATEX (FL100-).
	10	(1280'+) - OBDAG (3600'+) - MATEX (FL100-).
TRANSITION	ROUTING	
ALI	MATEX (FL100-) - ALI.	
ITBAN	MATEX (FL100-) - ITBAN.	

DELHI
Departure
118.825

Apt Elev
777'

Trans level: By ATC Trans alt: 4000'
1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectors.
2. Follow speed/level restriction unless otherwise authorized by ATC.

MAXOT RWY 29 RNAV DEPARTURE RNAV 1 (GNSS OR DME/DME/IRU) RADAR REQUIRED



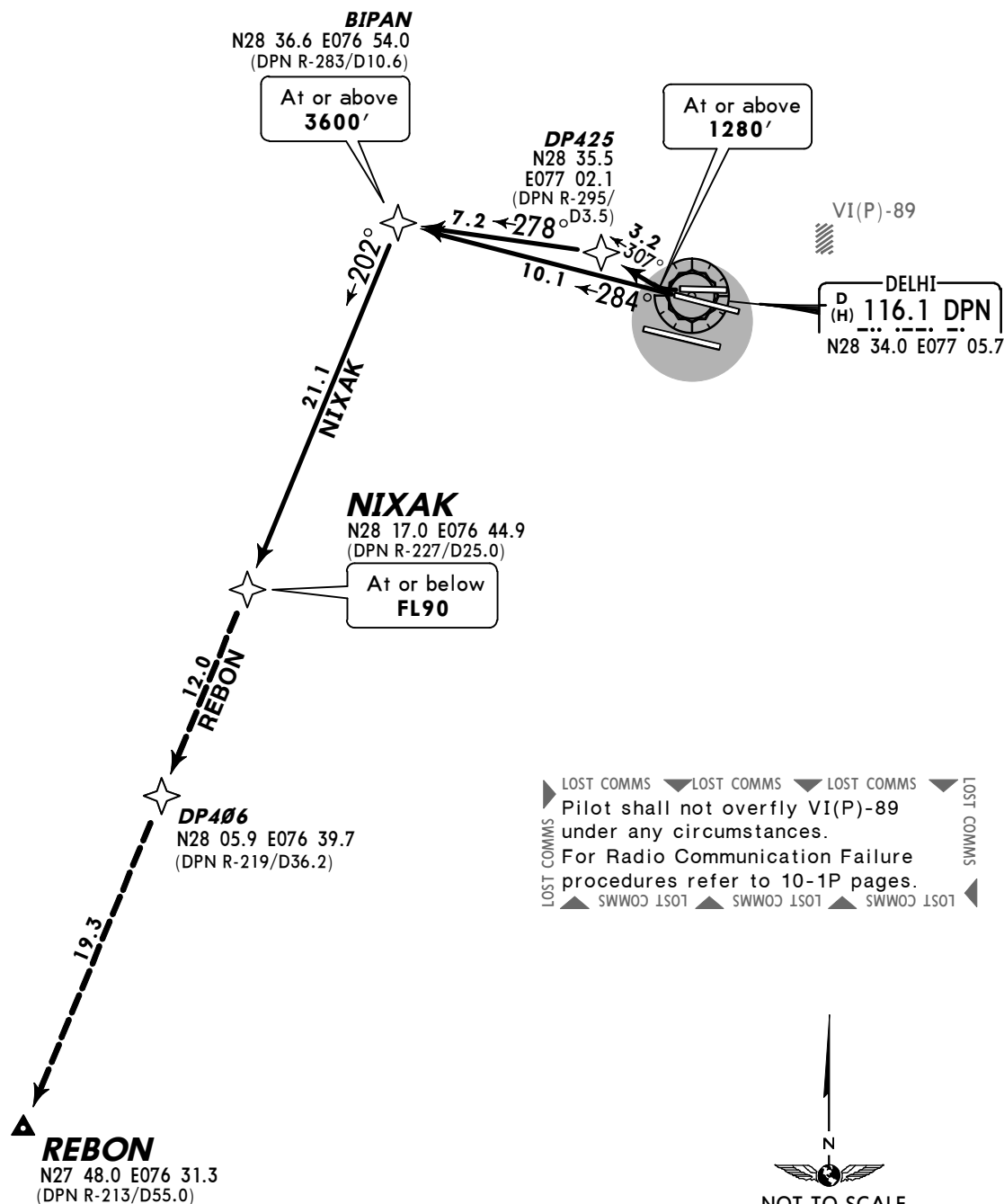
DELHI
Departure
118.825Apt Elev
777'

Trans level: By ATC Trans alt: 4000'

1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectors.

2. Follow speed/level restriction unless otherwise authorized by ATC.

NIXAK
RWYS 27, 28 RNAV DEPARTURE
RNAV 1 (GNSS OR DME/DME/IRU)
RADAR REQUIRED



This SID requires a minimum climb gradient of 425' per NM (7.0%) up to 3600'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

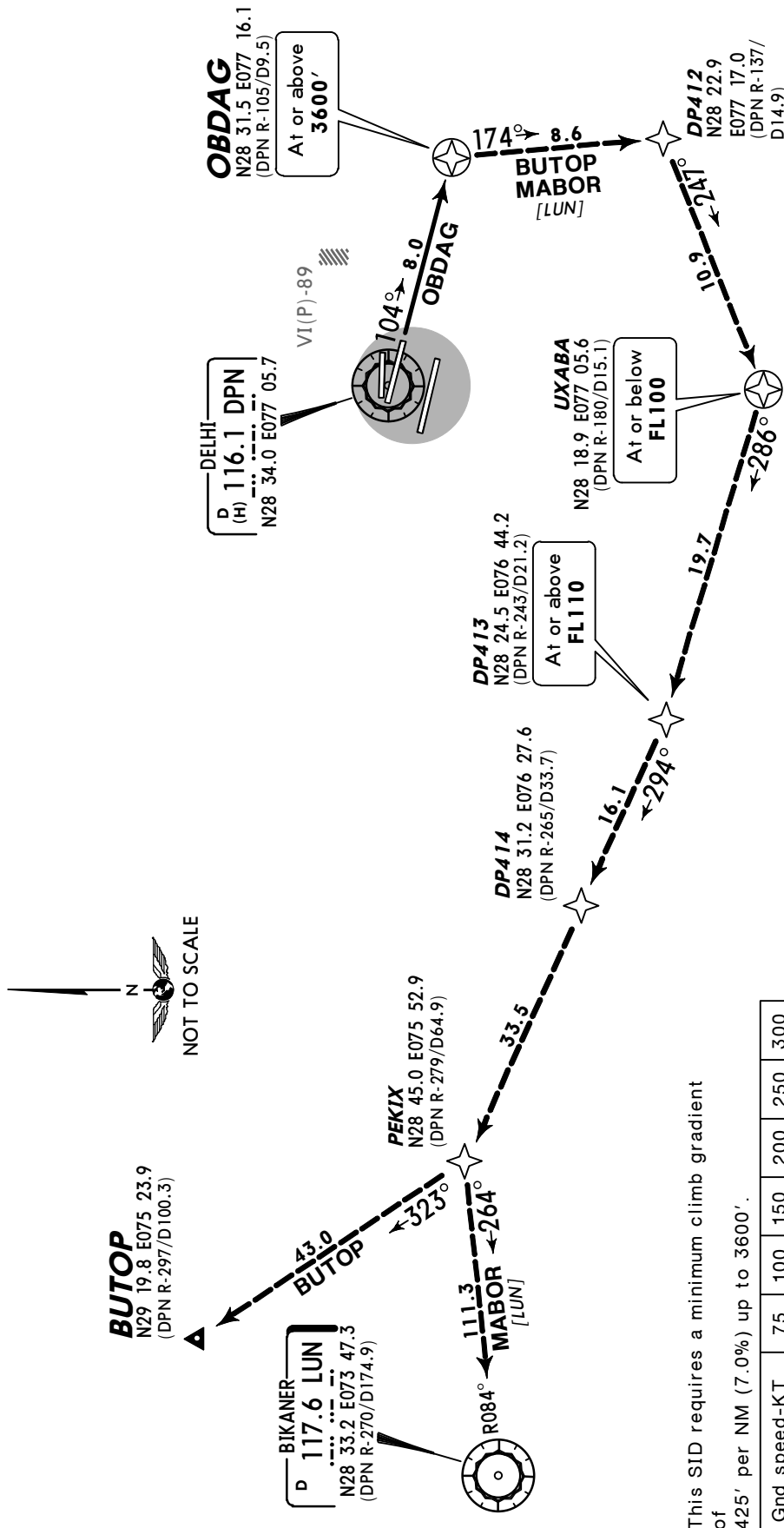
SID	RWY	ROUTING
NIXAK	27	(1280'+) - DP425 - BIPAN (3600'+) - NIXAK (FL90-).
	28	(1280'+) - BIPAN (3600'+) - NIXAK (FL90-).
TRANSITION	ROUTING	
REBON	NIXAK (FL90-) - DP406 - REBON.	

DELHI
Departure
118.825

Apt Elev
777'

- Trans level: By ATC Trans alt: 4000'
1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectors.
 2. Follow speed/level restriction unless otherwise authorized by ATC.

OBDAG
RWY 10 RNAV DEPARTURE
RNAV 1 (GNSS OR DME/DME/IRU)
RADAR REQUIRED



SID	ROUTING
OBDAG	(1280'+) - OBDAG (3600'+).
TRANSITION	ROUTING
BUTOP	OBDAG (3600'+) - DP412 - UXABA (FL100-) - DP413 (FL110+) - DP414 - PEKIX - BUTOP.
MABOR [LUN]	OBDAG (3600'+) - DP412 - UXABA (FL100-) - DP413 (FL110+) - DP414 - PEKIX - LUN.

Trans level: By ATC Trans alt: 4000'

1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectors.
2. Follow speed/level restriction unless otherwise authorized by ATC.

Pilot shall not overfly VI(P)-89 under any circumstances. For Radio Communication Failure procedures refer to 10-1P pages.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

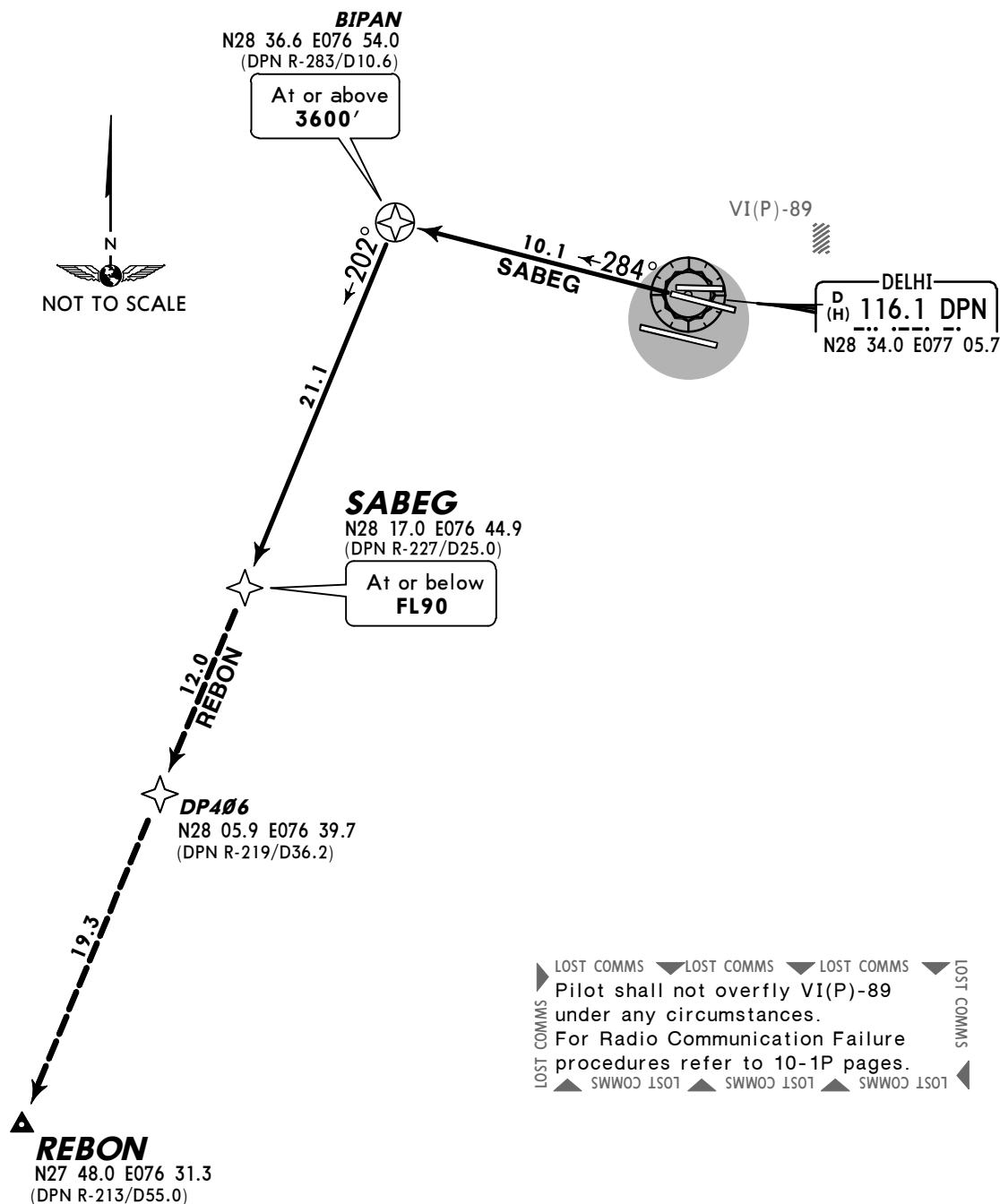
SID	ROUTING
PABGU	(1280'+) - PABGU (3600'+).
TRANSITION	
BUTOP	PABGU (3600'+) - DP412 - UXABA (FL100-) - DP413 (FL110+) - DP414 - PEKIX - BUTOP.
MABOR ^[LUN]	PABGU (3600'+) - DP412 - UXABA (FL100-) - DP413 (FL110+) - DP414 - PEKIX - LUN.

DELHI
Departure
118.825

Apt Elev
777'

Trans level: By ATC Trans alt: 4000'
1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectors.
2. Follow speed/level restriction unless otherwise authorized by ATC.

SABEG
RWY 28 RNAV DEPARTURE
TO BE ASSIGNED DURING SIMULTANEOUS RWYS 28, 29 OPS
RNAV 1 (GNSS OR DME/DME/IRU)
RADAR REQUIRED



This SID requires a minimum climb gradient of 425' per NM (7.0%) up to 3600'.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

SID	ROUTING
SABEG	(1280'+) - BIPAN (3600'+) - SABEG (FL90-).
TRANSITION	ROUTING
REBON	SABEG (FL90-) - DP406 - REBON.

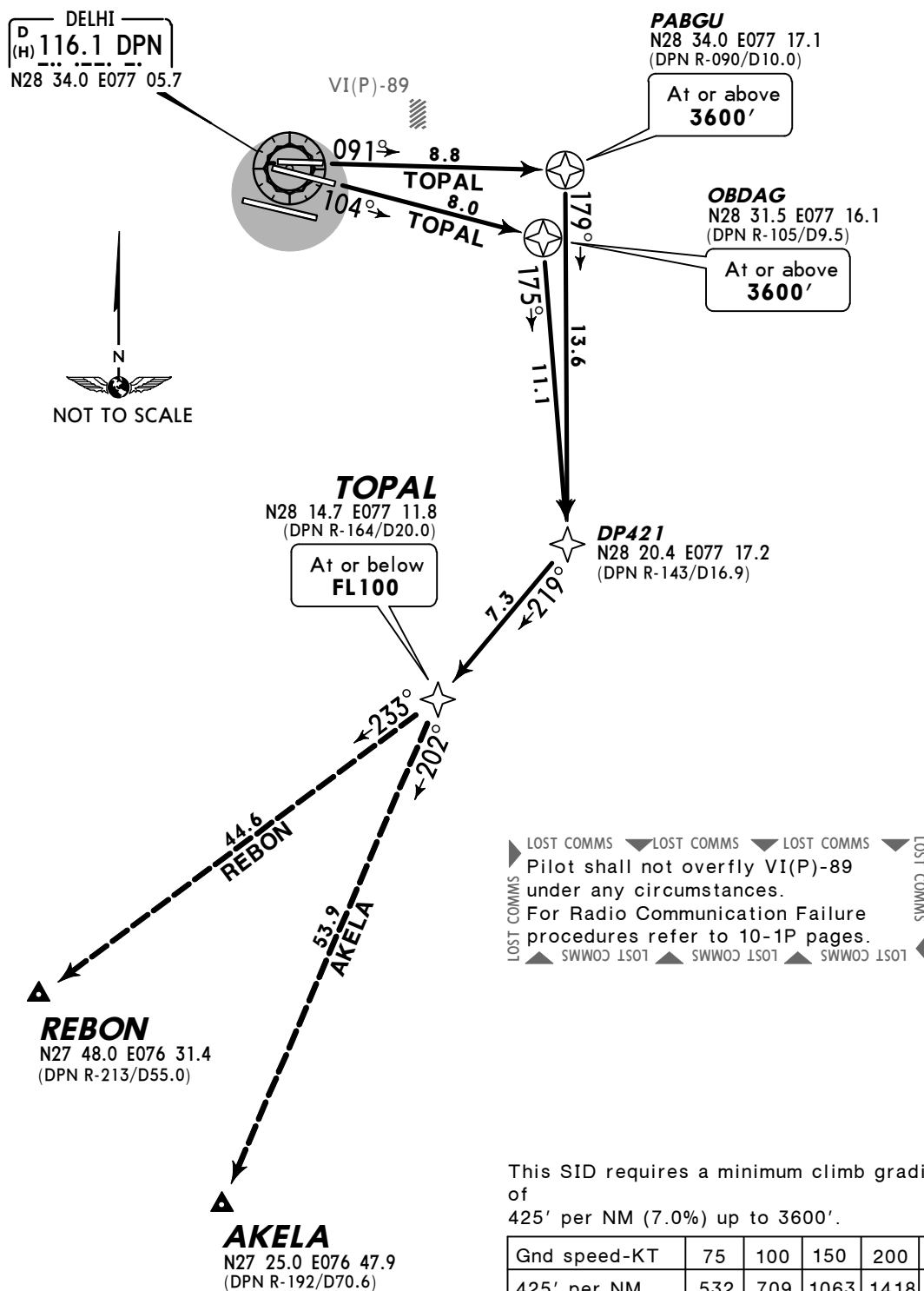
DELHI
Departure
118.825Apt Elev
777'

Trans level: By ATC Trans alt: 4000'

1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectors.

2. Follow speed/level restriction unless otherwise authorized by ATC.

TOPAL
RWYS 09, 10 RNAV DEPARTURE
RNAV 1 (GNSS OR DME/DME/IRU)
RADAR REQUIRED



SID	RWY	ROUTING
TOPAL	09	(1280'+) - PABGU (3600'+) - DP421 - TOPAL (FL100-).
	10	(1280'+) - OBDAG (3600'+) - DP421 - TOPAL (FL100-).
TRANSITION	ROUTING	
AKELA	TOPAL (FL100-) - AKELA.	
REBON	TOPAL (FL100-) - REBON.	

Trans level: By ATC Trans alt: 4000'

1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectors.
2. Follow speed/level restriction unless otherwise authorized by ATC.

UXABA
RWY 11 RNAV DEPARTURE
 RNAV 1 (GNSS OR DME/DME/IRU)
 RADAR REQUIRED

BIKANER
 D 117.6 LUN
 N28 33.2 E073 47.3
 (DPN R-270/D174.9)

PEKIX
 N28 45.0 E075 52.9
 (DPN R-279/D64.9)

BUTOP
 N28 45.0 E075 52.9
 (DPN R-279/D64.9)

MABOR [LUN]
 N28 33.2 E073 47.3
 (DPN R-270/D174.9)

DP414
 N28 31.2 E076 27.6
 (DPN R-265/D33.7)

DP413
 N28 24.5 E076 44.2
 (DPN R-243/D21.2)

UXABA
 N28 18.9 E077 05.6
 (DPN R-180/D15.1)

BUTOP MABOR [LUN]
 N28 21.4 E076 52.7
 (DPN R-222/D17.0)

DP418
 N28 21.4 E076 52.7
 (DPN R-222/D17.0)

AKELA
 N28 05.3 E077 22.1
 (DPN R-152/D32.1)

ITBAN
 N27 49.7 E077 42.8
 (DPN R-143/D55.0)

REBON
 N27 48.0 E076 31.4
 (DPN R-213/D55.0)

AKELA
 N27 25.0 E076 47.9
 (DPN R-192/D70.6)

ALI
 N27 49.8 E078 10.7
 (DPN R-127/D72.4)

ALIGARH
 D 117.9 ALI
 N27 49.8 E078 10.7
 (DPN R-127/D72.4)

VI(P)-89

DELHI
 D 116.1 DPN
 N28 34.0 E077 05.7

LOST COMMS
 Pilot shall not overfly VI(P)-89 under any circumstances. For Radio Communication Failure procedures refer to 10-1P pages.

NOT TO SCALE

25' per NM (7.0%) up to 3600'.

Altitude and speed-KT

Altitude	Speed-KT	Altitude	Speed-KT
75	532	100	709
150	532	150	1063
200	532	200	1418
250	532	250	1772
300	532	300	2127

ROUTING

SID	ROUTING
UXABA	(1700'+) - UXABA (FL70-).
TRANSITION	ROUTING
AKELA	UXABA (FL70-) - AKELA.
ALI	UXABA (FL70-) - DP419 (FL100-) - ALI.
BUTOP	UXABA (FL70-) - DP418 - DP413 (FL110+) - DP414 - PEKIX - BUTOP.
ITBAN	UXABA (FL70-) DP420 (FL100-) - ITBAN.
MABOR [LUN]	UXABA (FL70-) - DP418 - DP413 (FL110+) - DP414 - PEKIX - LUN.
REBON	UXABA (FL70-) - REBON.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

SID	ROUTING
UXABA	(1700'+) - UXABA (FL70-).
TRANSITION	ROUTING
AKELA	UXABA (FL70-) - AKELA.
ALI	UXABA (FL70-) - DP419 (FL100-) - ALI.
BUTOP	UXABA (FL70-) - DP418 - DP413 (FL110+) - DP414 - PEKIX - BUTOP.
ITBAN	UXABA (FL70-) DP420 (FL100-) - ITBAN.
MABOR [LUN]	UXABA (FL70-) - DP418 - DP413 (FL110+) - DP414 - PEKIX - LUN.
REBON	UXABA (FL70-) - REBON.

Trans level: By ATC Trans alt: 4000'

1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectors.
2. Follow speed/level restriction unless otherwise authorized by ATC.

DELHI
N28 34.0 E077 05.7
D 116.1 DPN
(H)

VI(P)-89
At or above 1700'

VEMEY
N28 18.7 E076 58.4
(DPN R-202/D16.6)
At or below FL70

REBON
N27 48.0 E076 31.4
(DPN R-213/D55.0)

AKELA
N27 25.0 E076 47.9
(DPN R-192/D70.6)

ITBAN
N27 49.7 E077 42.8
(DPN R-143/D55.0)

DP410
N28 10.1 E077 13.9
(DPN R-162/D24.9)
At or above FL120

DP408
N28 08.3 E076 56.9
(DPN R-196/D26.6)

Distances and Bearings:
Delhi to VEMEY: 17.1, 190°
VEMEY to REBON: 38.8, 218°
REBON to AKELA: 43.9, 190°
AKELA to ITBAN: 32.7, 128°
VEMEY to DP410: 16.2, 121°
DP410 to DP408: 10.4, 187°

LOST COMMS
Pilot shall not overfly VI(P)-89 under any circumstances.
For Radio Communication Failure procedures refer to 10-1P pages.

NOT TO SCALE

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

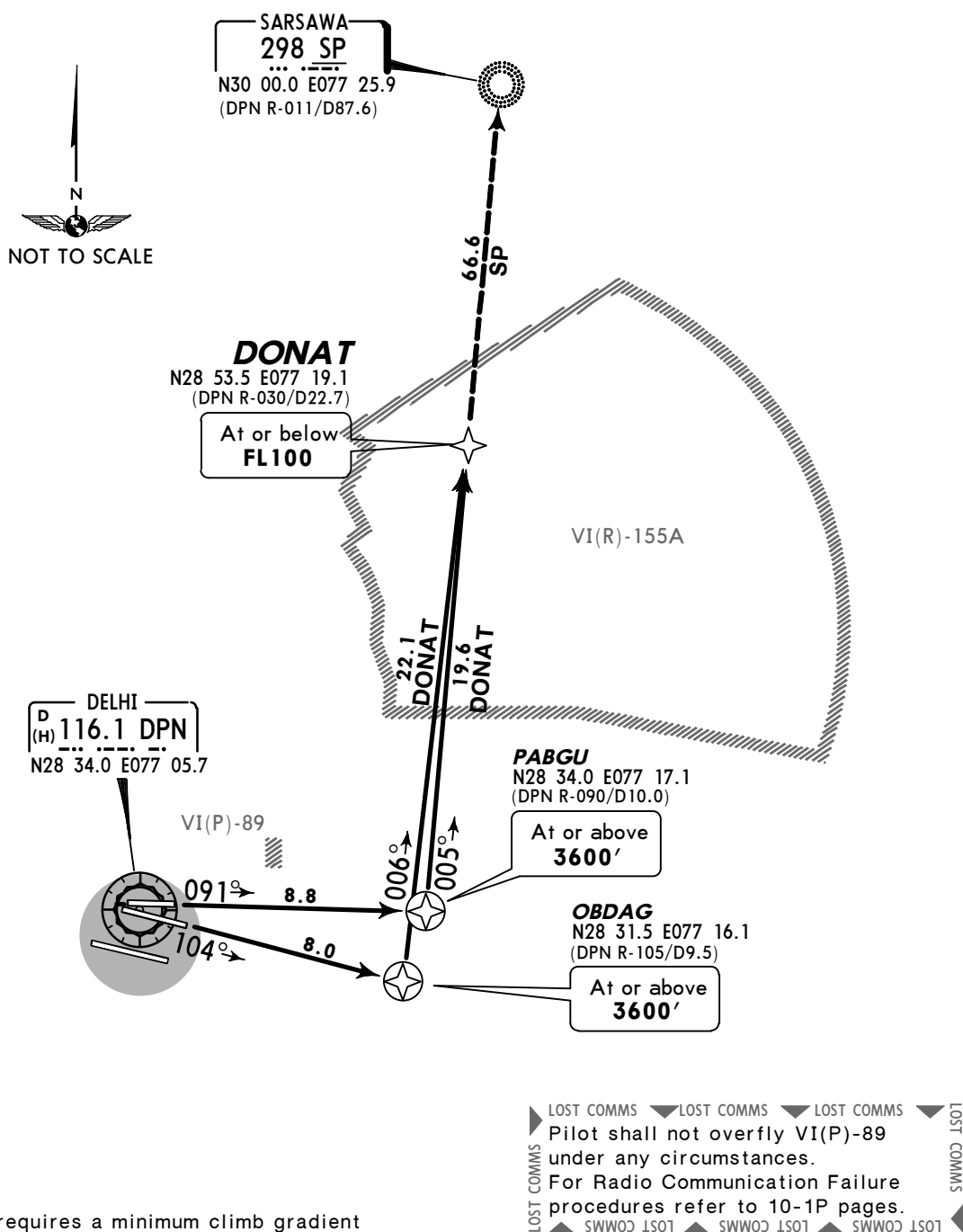
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DELHI
Departure
118.825

Apt Elev
777'

Trans level: By ATC Trans alt: 4000'
1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectors.
2. Follow speed/level restriction unless otherwise authorized by ATC.

DONAT
RWYS 09, 10 CONDITIONAL RNAV DEPARTURE
NOT AVAILABLE WHEN VI(R)-155A IS ACTIVE
BY ATC
RNAV 1 (GNSS OR DME/DME/IRU)
RADAR REQUIRED



This SID requires a minimum climb gradient of 425' per NM (7.0%) up to 3600'.

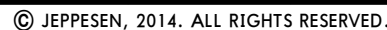
Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

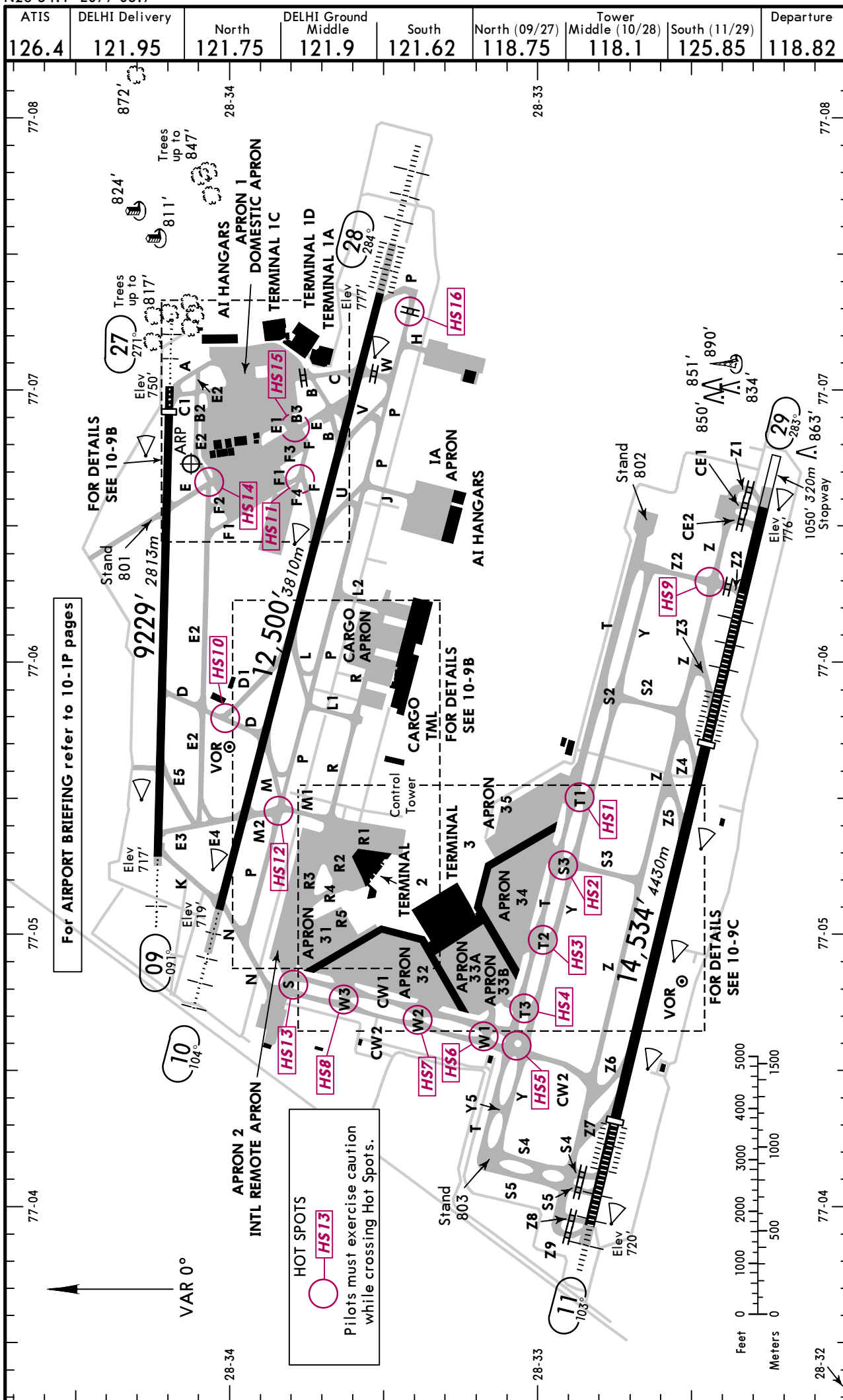
SID	RWY	ROUTING
DONAT	09	(1280'+) - PABGU (3600'+) - DONAT (FL100-).
	10	(1280'+) - OBDAG (3600'+) - DONAT (FL100-).
TRANSITION	ROUTING	
SP	DONAT (FL100-) - SP.	

Trans level: By ATC Trans alt: 4000'

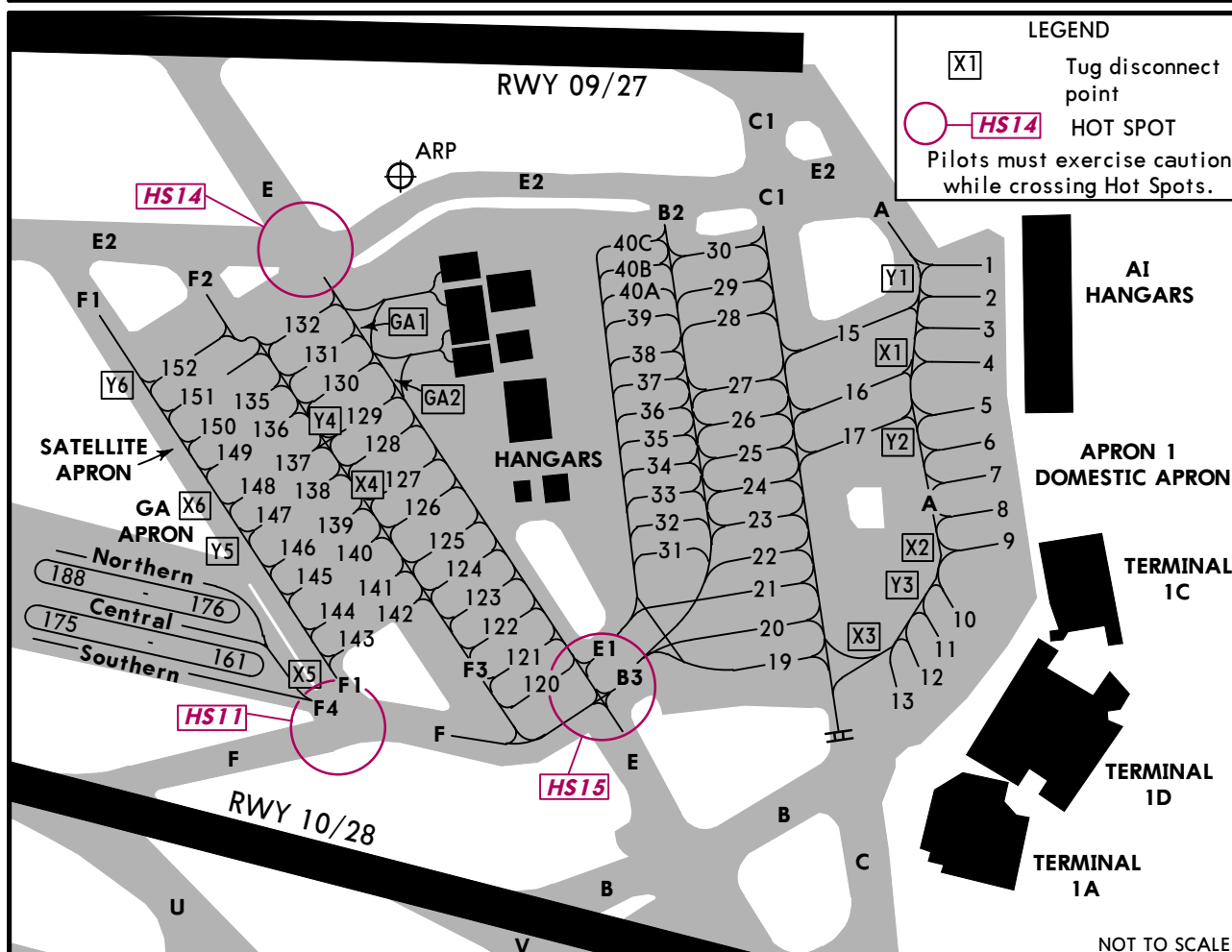
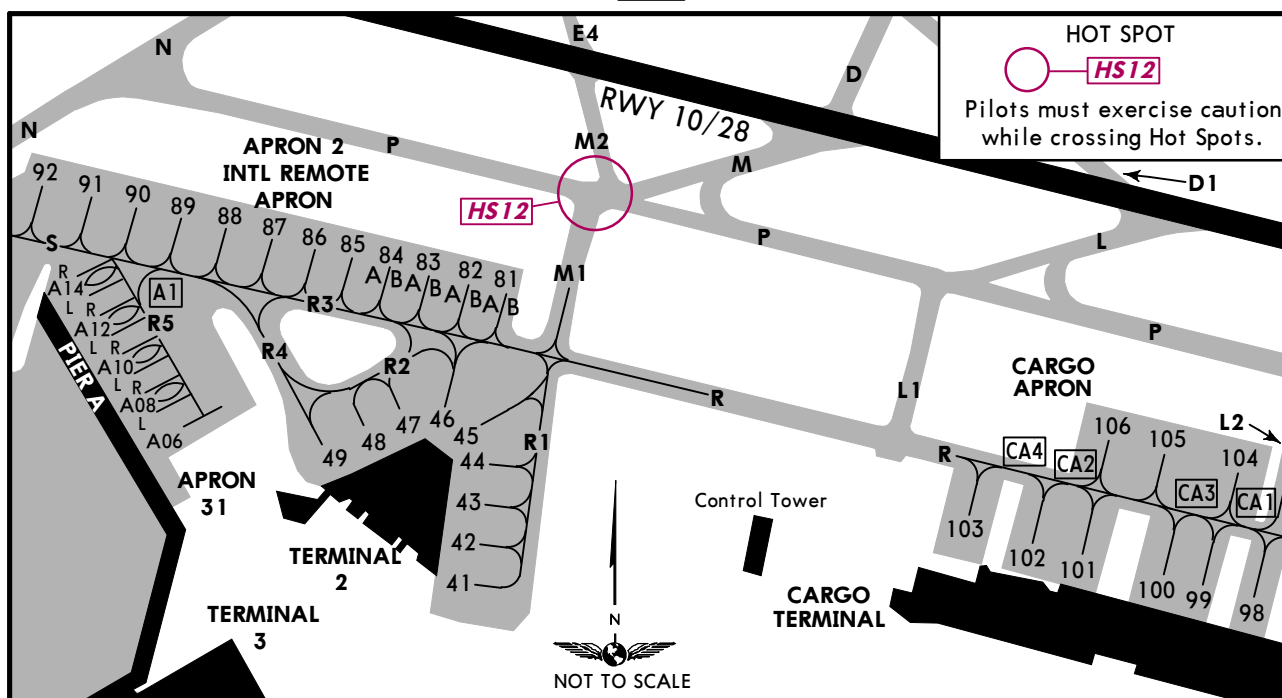
1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectors.
2. Follow speed/level restriction unless otherwise authorized by ATC.

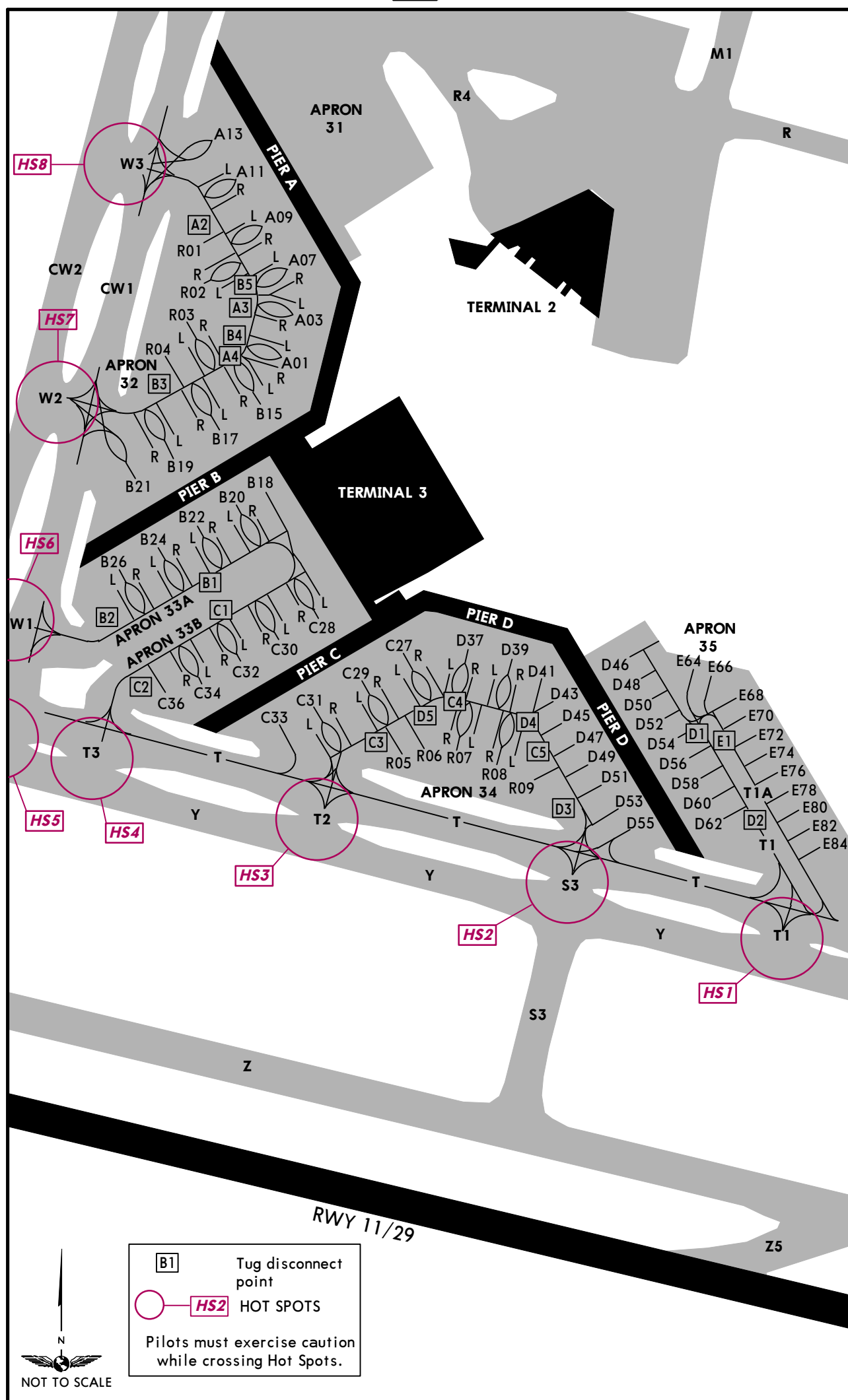
RADAR REQUIRED

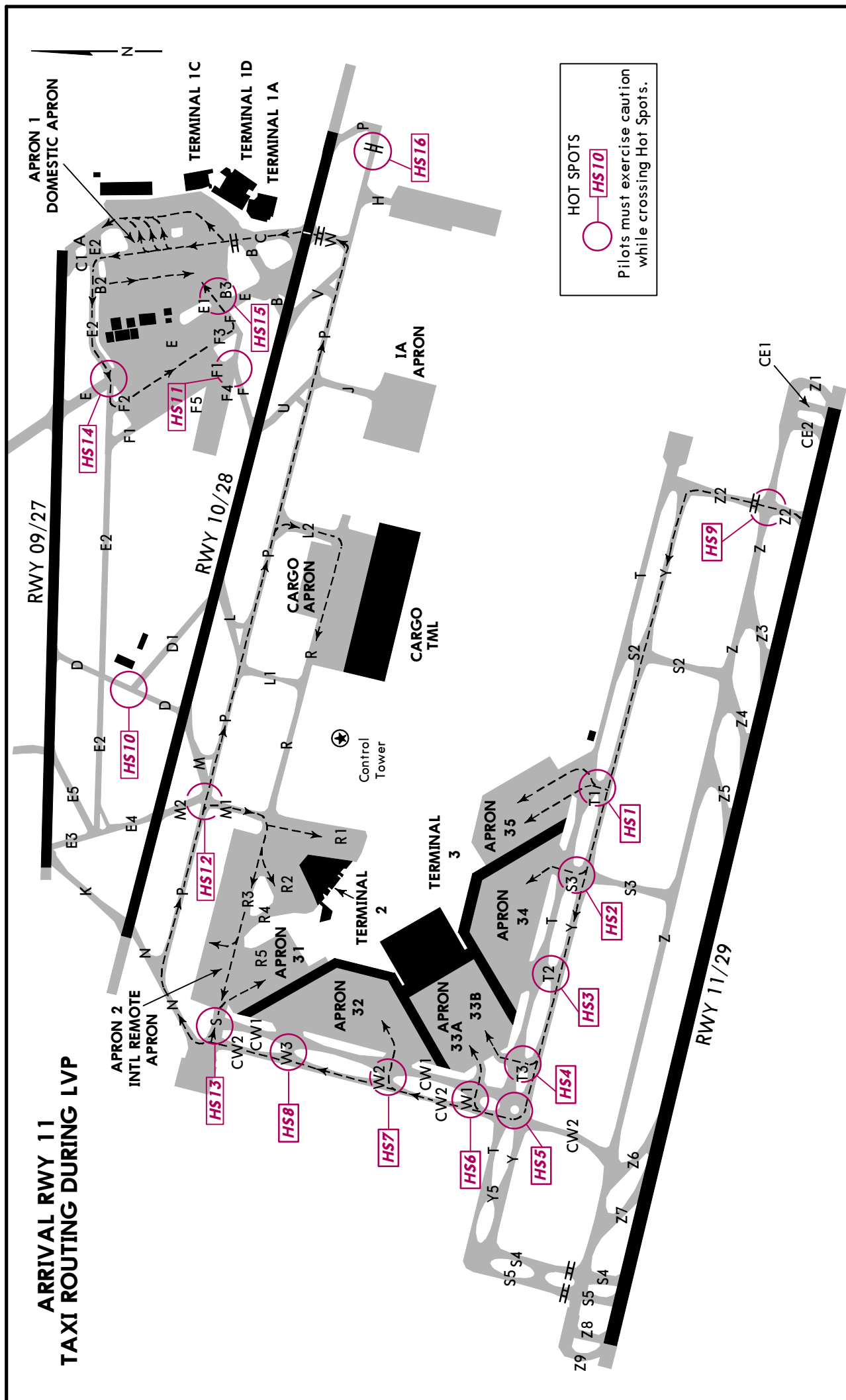


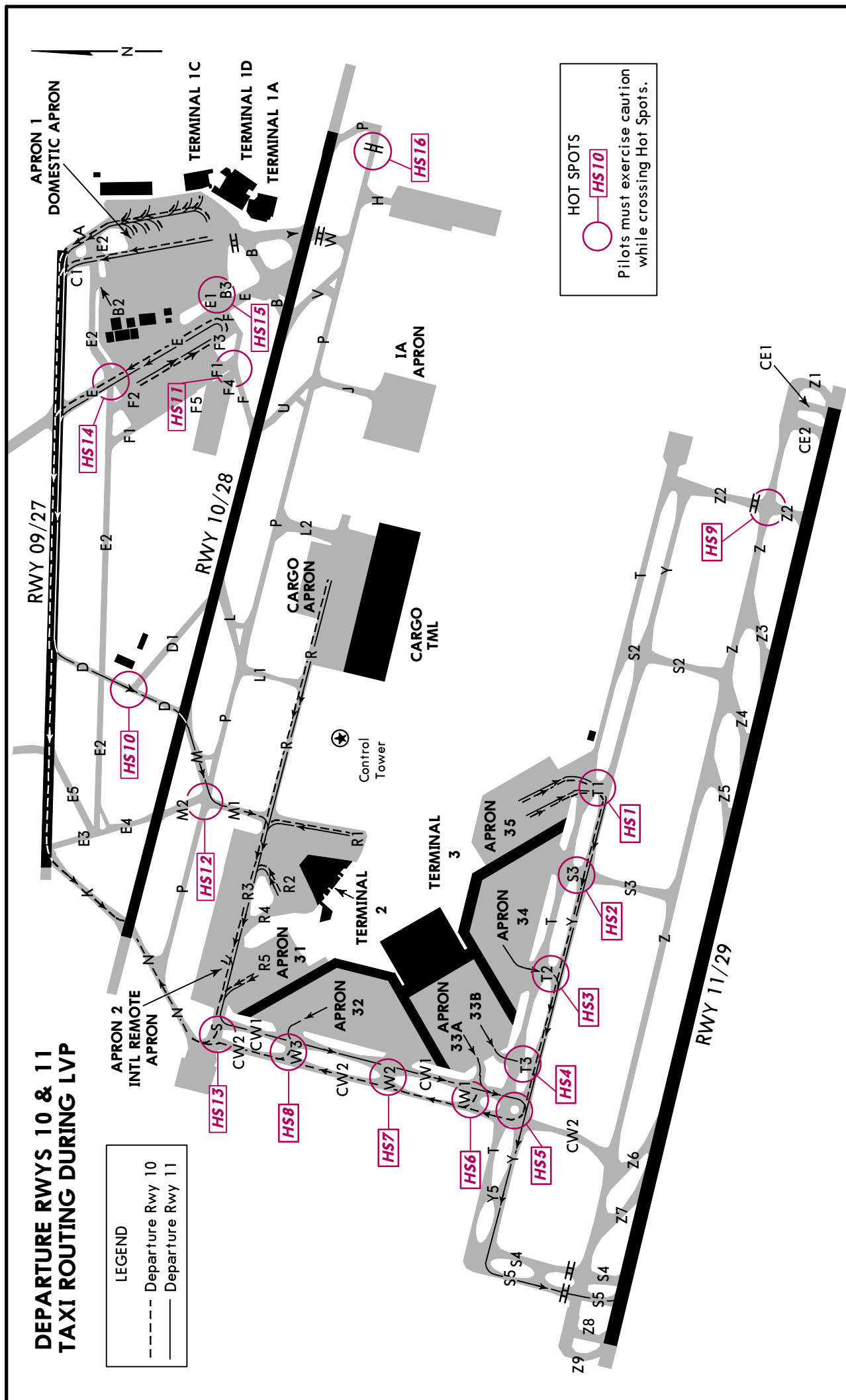


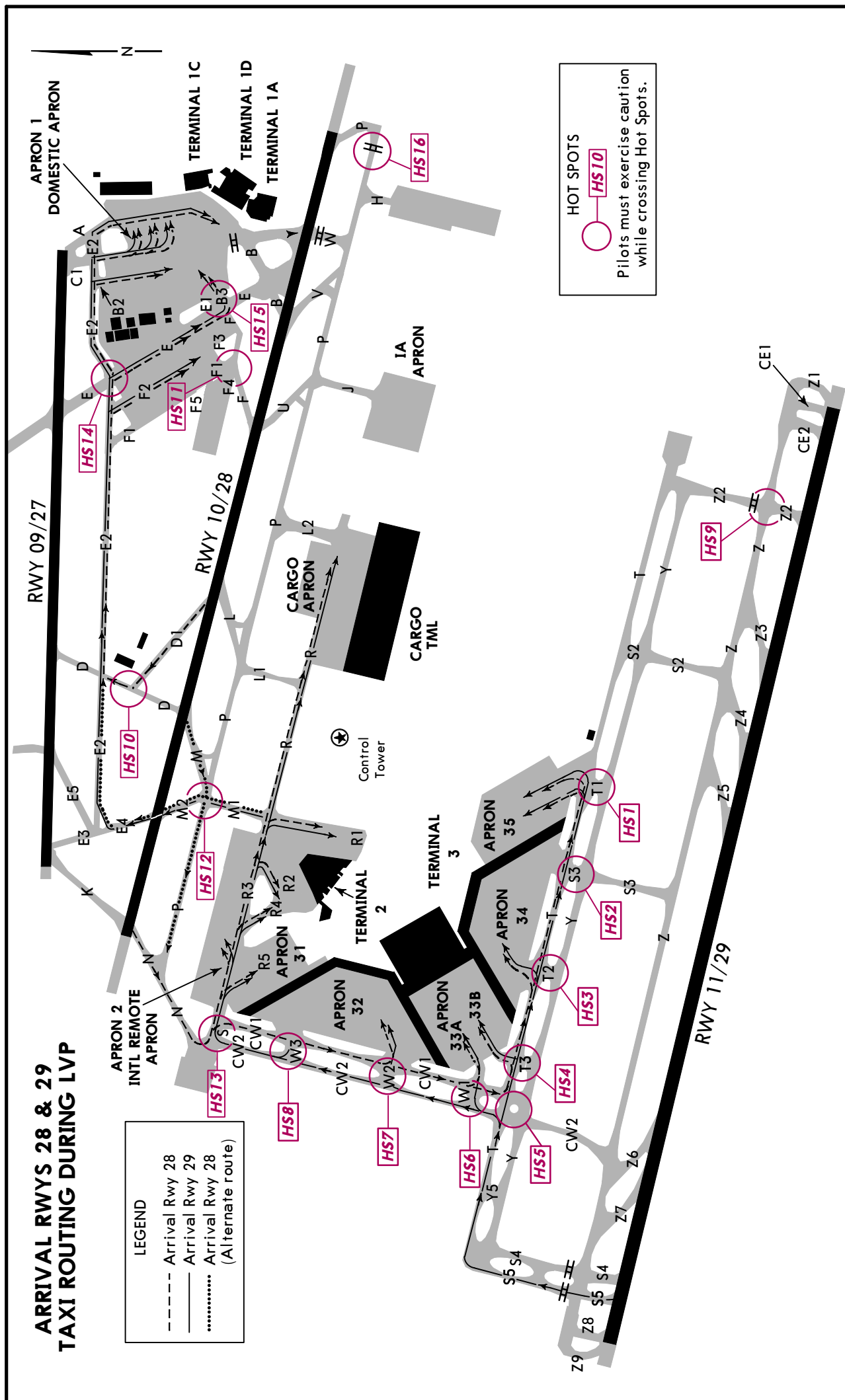
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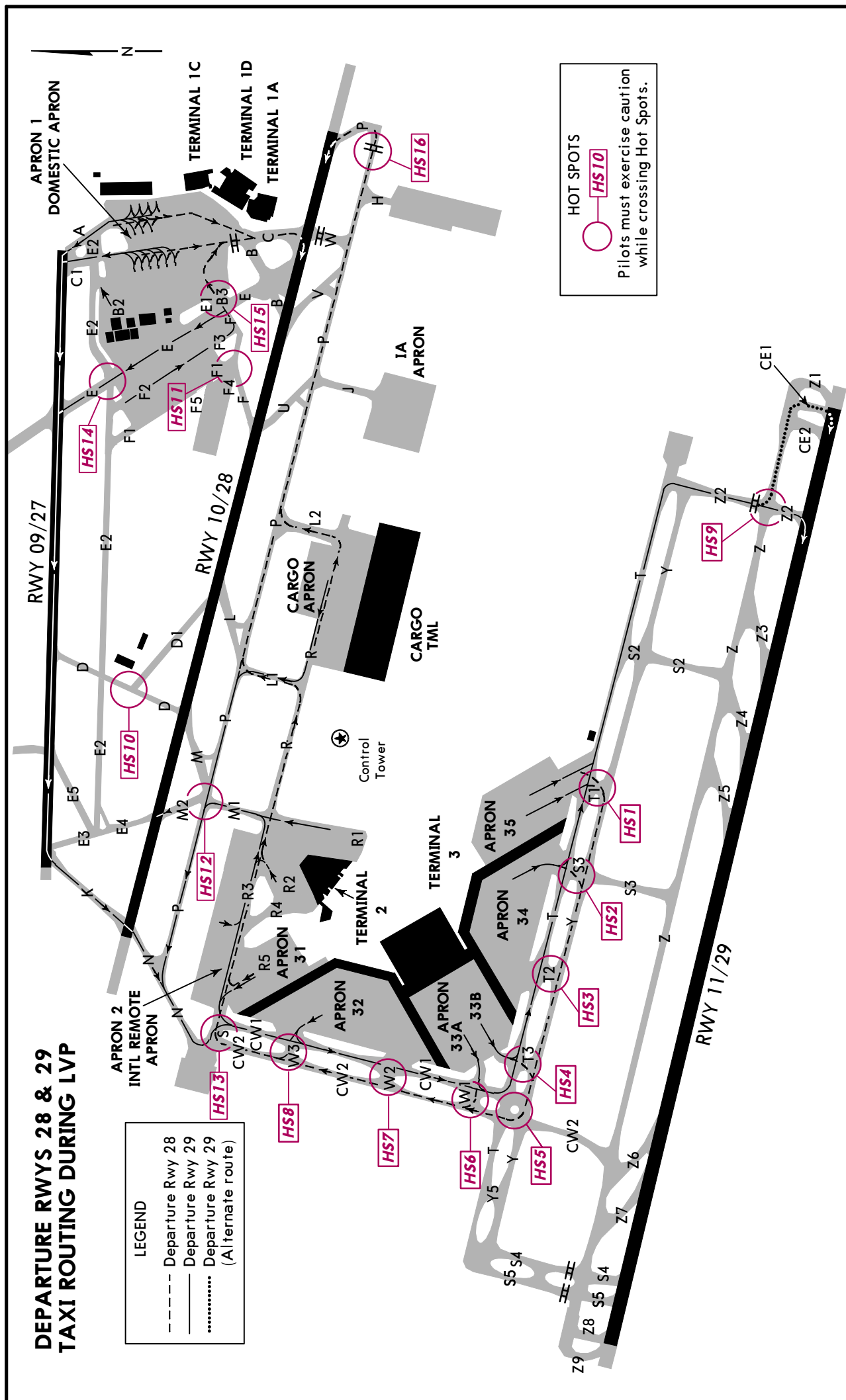






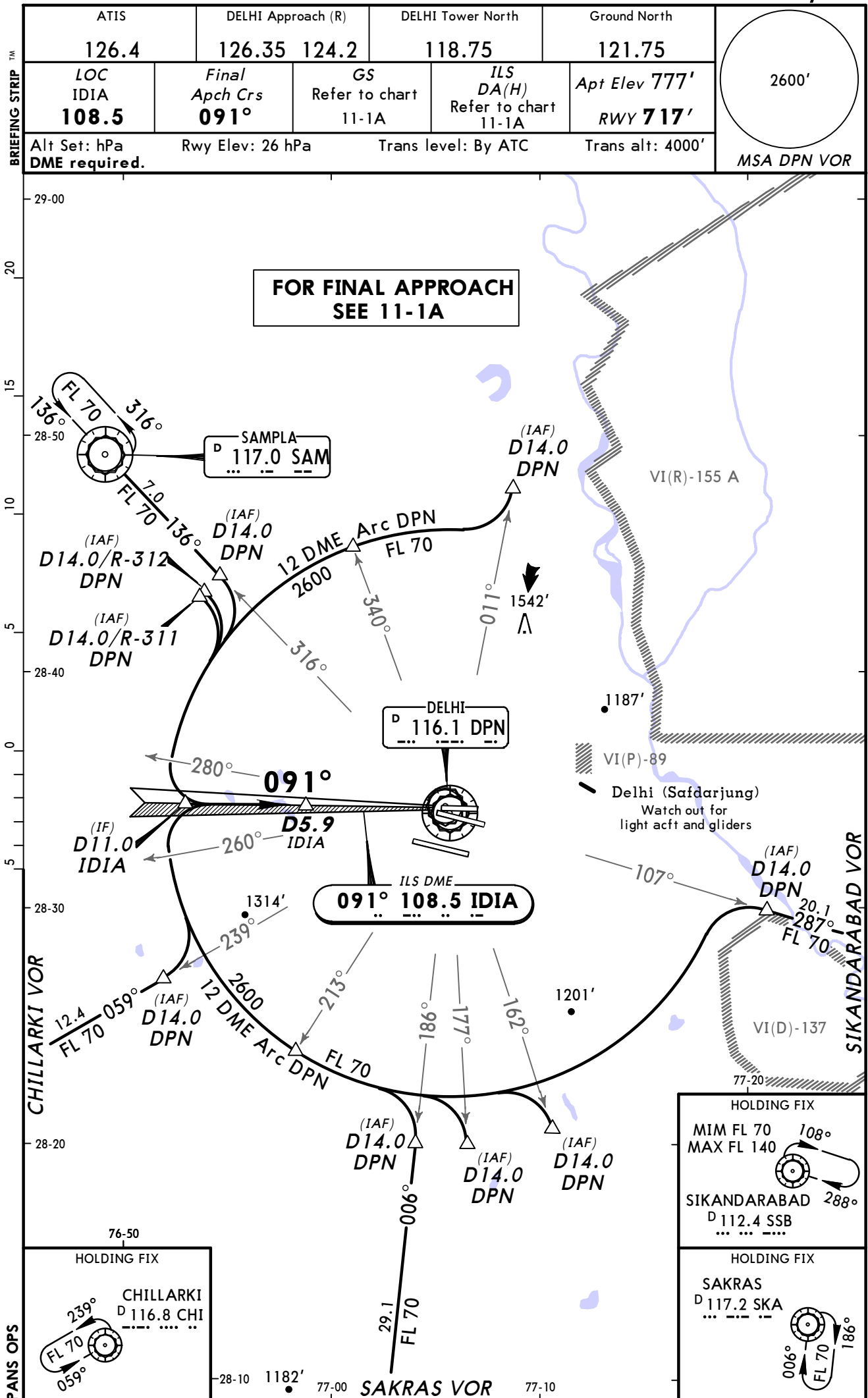




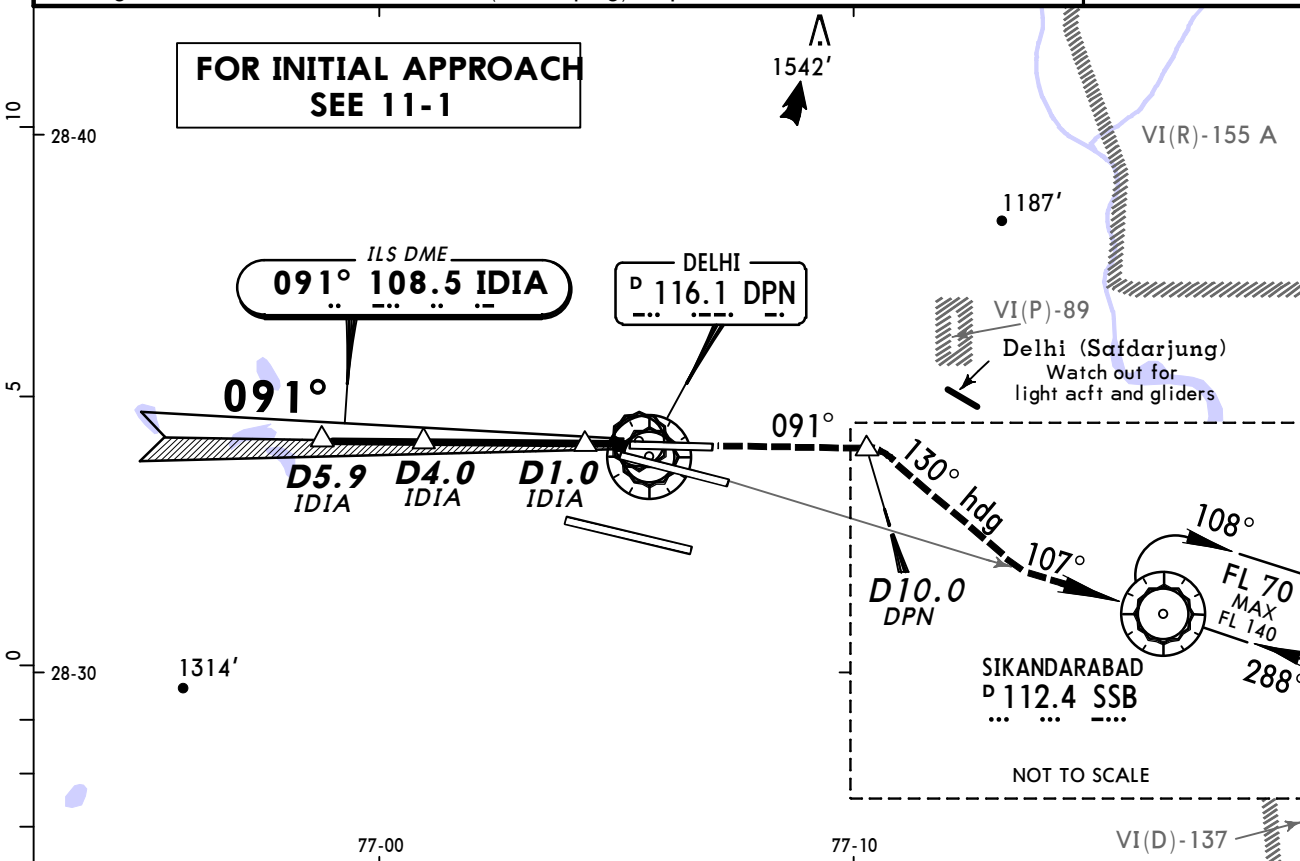


INS COORDINATES

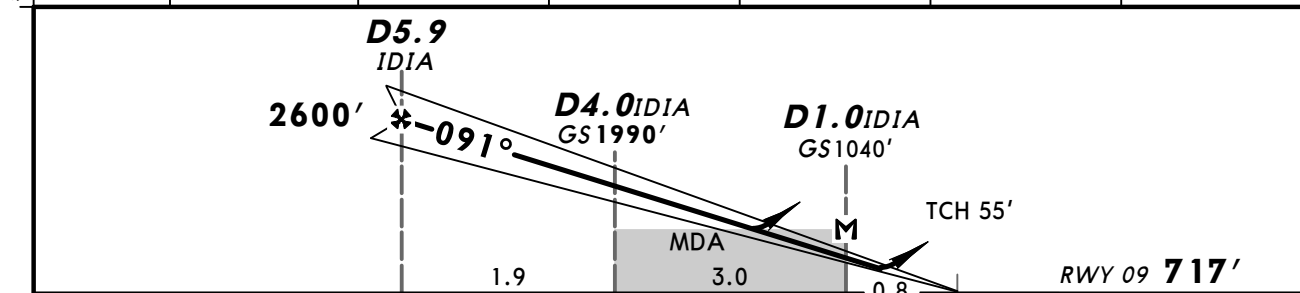
STAND No.	COORDINATES	STAND No.	COORDINATES
1	N28 34.1 E077 07.1	A03 thru A03R	N28 33.5 E077 05.0
2 thru 5	N28 34.0 E077 07.1	A06	N28 33.6 E077 05.0
6	N28 33.9 E077 07.1	A07 thru A07R	N28 33.5 E077 05.0
7, 8	N28 33.9 E077 07.2	A08 thru A08R	N28 33.6 E077 05.0
9 thru 13	N28 33.8 E077 07.1	A09	N28 33.6 E077 04.9
15, 16	N28 34.0 E077 07.1	A09L	N28 33.5 E077 05.0
17	N28 33.9 E077 07.1	A09R	N28 33.6 E077 05.0
19 thru 21	N28 33.8 E077 07.0	A10	N28 33.7 E077 04.9
22 thru 25	N28 33.9 E077 07.0	A10L	N28 33.7 E077 05.0
26 thru 29	N28 34.0 E077 07.0	A10R	N28 33.7 E077 04.9
30	N28 34.1 E077 07.0	A11 thru A11R	N28 33.6 E077 04.9
31 thru 35	N28 33.9 E077 06.9	A12 thru A14R	N28 33.7 E077 04.9
36 thru 40A	N28 34.0 E077 06.9	B12	N28 33.3 E077 04.8
40B, 40C	N28 34.1 E077 06.9	B15 thru B15R	N28 33.4 E077 04.9
41 thru 43	N28 33.5 E077 05.3	B17	N28 33.3 E077 04.9
44 thru 47	N28 33.6 E077 05.3	B17L	N28 33.4 E077 04.9
48, 49	N28 33.6 E077 05.2	B17R, B18	N28 33.3 E077 04.9
81, 81A, 81B	N28 33.8 E077 05.4	B19 thru B19R	N28 33.3 E077 04.8
82 thru 84	N28 33.8 E077 05.3	B20 thru B20R	N28 33.3 E077 04.9
84A	N28 33.8 E077 05.2	B21 thru B24	N28 33.3 E077 04.8
84B	N28 33.8 E077 05.3	B24L	N28 33.2 E077 04.8
85, 86	N28 33.8 E077 05.2	B24R	N28 33.3 E077 04.8
87, 88	N28 33.8 E077 05.1	B26 thru B26R	N28 33.2 E077 04.7
89 thru 91	N28 33.8 E077 05.0	C27, C27L	N28 33.1 E077 05.1
92	N28 33.9 E077 04.9	C27R	N28 33.2 E077 05.1
98	N28 33.4 E077 06.2	C28 thru C28R	N28 33.2 E077 05.0
99, 100	N28 33.5 E077 06.1	C29 thru C29R	N28 33.1 E077 05.0
101	N28 33.5 E077 06.0	C30	N28 33.1 E077 04.9
102, 103	N28 33.5 E077 05.9	C30L	N28 33.2 E077 04.9
104	N28 33.6 E077 06.2	C30R	N28 33.1 E077 04.9
105	N28 33.6 E077 06.1	C31 thru C31R	N28 33.1 E077 05.0
106	N28 33.6 E077 06.0	C32 thru C34R	N28 33.1 E077 04.9
120 thru 123	N28 33.8 E077 06.8	C36	N28 33.1 E077 04.8
124	N28 33.9 E077 06.8	D37	N28 33.2 E077 05.2
125 thru 128	N28 33.9 E077 06.7	D37L	N28 33.1 E077 05.1
129, 130	N28 34.0 E077 06.7	D37R	N28 33.2 E077 05.2
131 thru 136	N28 34.0 E077 06.6	D39 thru D41	N28 33.1 E077 05.2
137, 138	N28 33.9 E077 06.6	D43 thru D48	N28 33.1 E077 05.3
139 thru 141	N28 33.9 E077 06.7	D49	N28 33.0 E077 05.3
142 thru 144	N28 33.8 E077 06.7	D50	N28 33.1 E077 05.3
145	N28 33.9 E077 06.7	D51	N28 33.0 E077 05.3
146 thru 148	N28 33.9 E077 06.6	D52	N28 33.1 E077 05.3
149 thru 152	N28 34.0 E077 06.6	D53	N28 33.0 E077 05.3
161 thru 164	N28 33.8 E077 06.6	D54 thru D62	N28 33.0 E077 05.4
165 thru 170	N28 33.8 E077 06.5	E64, E66	N28 33.1 E077 05.4
171	N28 33.8 E077 06.4	E68 thru E72	N28 33.1 E077 05.5
172 thru 175	N28 33.9 E077 06.4	E74 thru E80	N28 33.0 E077 05.5
176 thru 178	N28 33.8 E077 06.6	E82	N28 33.0 E077 05.6
179	N28 33.8 E077 06.5	E84	N28 32.9 E077 05.6
180 thru 185	N28 33.9 E077 06.5	R01 thru R03R	N28 33.5 E077 04.8
186 thru 188	N28 33.9 E077 06.4	R04	N28 33.4 E077 04.8
801	N28 34.3 E077 06.5	R05 thru R07R	N28 33.0 E077 05.1
802	N28 32.6 E077 06.5	R08 thru R09	N28 33.0 E077 05.2
803	N28 33.1 E077 04.1		
A01 thru A01R	N28 33.4 E077 05.0		



ATIS 126.4	DELHI Approach (R) 126.35 124.2	DELHI Tower North 118.75	Ground North 121.75
LOC IDIA 108.5	Final Apch Crs 091°	GS D4.0 IDIA 1990' (1273')	ILS DA(H) 920' (203')
Apt Elev 777' RWY 717'			
MISSED APCH: Climb STRAIGHT AHEAD to 2600'. At D10.0 DPN turn RIGHT onto heading 130° to intercept R-107 DPN climbing to FL 70 to join SSB VOR holding, or as directed.			
Alt Set: hPa Rwy Elev: 26 hPa Trans level: By ATC Trans alt: 4000' 1. DME required. 2. CAUTION: Identify DELHI (Indira Gandhi Intl) airport before landing in order not to mistake DELHI (Safdarjung) airport.			
MSA DPN VOR			



LOC (GS out)	IDIA DME	5.9	5.0	4.0	3.0	2.0
	ALTITUDE	2600'	2310'	1990'	1670'	1360'

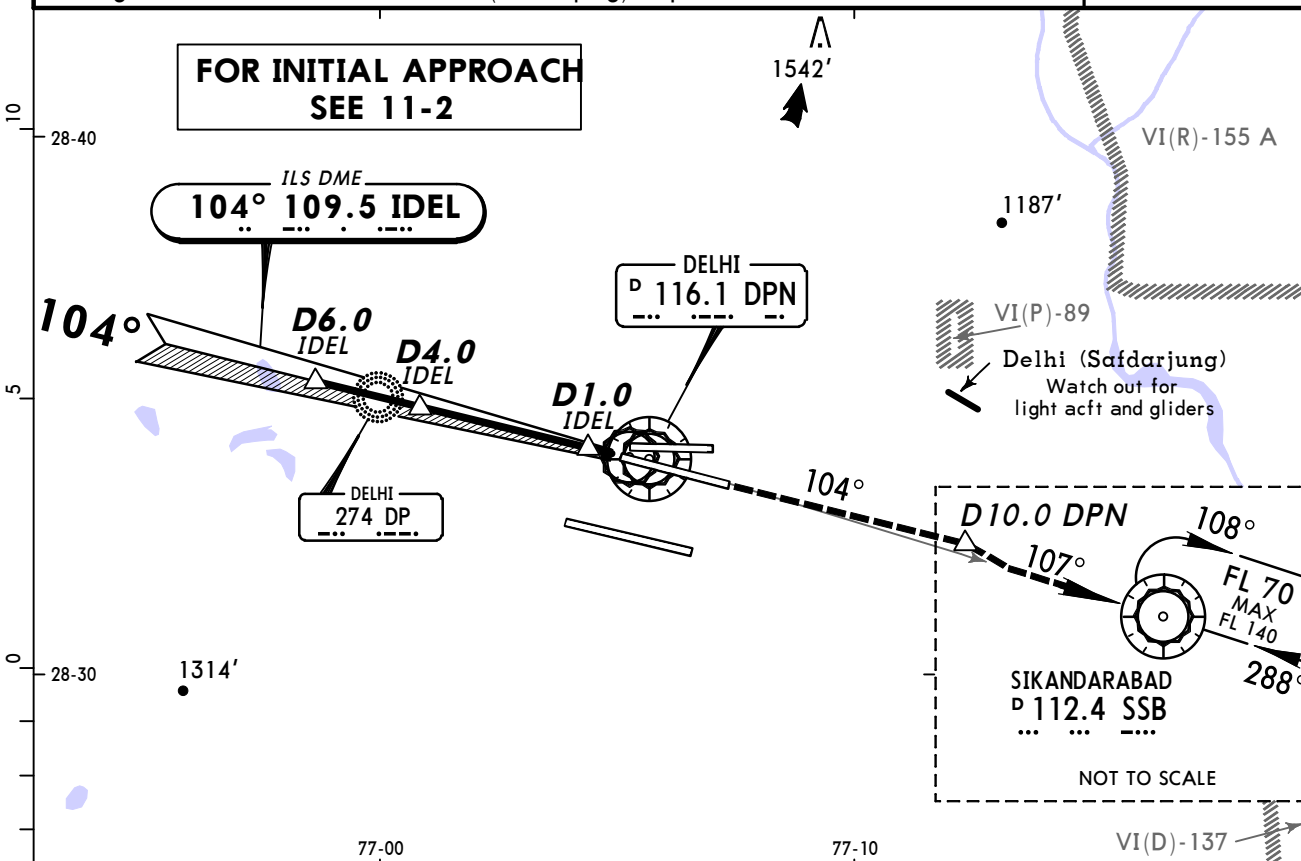


Gnd speed-Kts	70	90	100	120	140	160	HIALS	2600'
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	PAPI	↑
MAP at D1.0 IDIA								

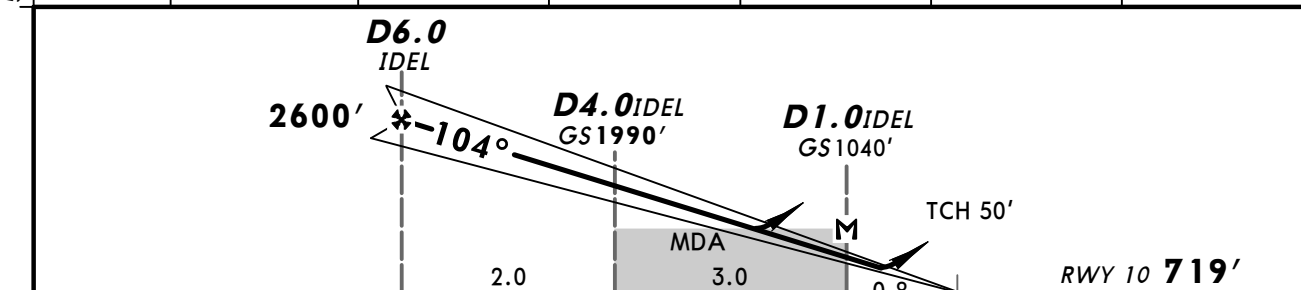
Standard/DGCA				STRAIGHT-IN LANDING RWY 09			
ILS				LOC (GS out) CDFA			
DA(H) 920' (203')				MDA(H) 1180' (463')			
FULL		ALS out		ALS out		ALS out	
A							
B							
C	RVR 750m		RVR 1200m		RVR 1500m		
D					RVR 1800m		RVR 2200m

BRIEFING STRIP

ATIS		DELHI Approach (R)		DELHI Tower Middle		Ground Middle	
126.4		126.35 124.2		118.1		121.9	
LOC IDEL 109.5	Final Apch Crs 104°	GS D4.0 IDEL 1990' (1271')	ILS DA(H) Refer to Minimums	Apt Elev 777'		2600' MSA DPN VOR	
MISSED APCH: Climb STRAIGHT AHEAD to 2600'. At D10.0 DPN turn RIGHT to intercept R-107 DPN climbing to FL 70 to join SSB VOR holding at FL 70, or as directed.							
Alt Set: hPa Rwy Elev: 26 hPa Trans level: By ATC Trans alt: 4000' 1. DME required. 2. CAUTION: Identify DELHI (Indira Gandhi Intl) airport before landing in order not to mistake DELHI (Safdarjung) airport.							



LOC (GS out)	IDEL DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2600'	2300'	1990'	1670'	1360'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 2600'
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D1.0 IDEL							

Standard/DGCA				STRAIGHT-IN LANDING RWY 10			
FULL		ALS out		LOC (GS out) CDFA MDA(H) 1120' (401')		ALS out	
A	RVR 800m	RVR 1300m		RVR 1500m		RVR 1500m	
B	RVR 900m					RVR 1900m	
C							
D							

**FOR FINAL APPROACH
SEE 11-3A & 11-3B**

DELHI (Saidarjung)
Watch out for
light acft and gliders

HOLDING FIX
CHILLARKI VOR
D 116.8 CHI
FL 70
059°
239°

HOLDING FIX
SAKRAS VOR
D 117.2 SKA
FL 70
006°
186°

HOLDING FIX
SIKANDARABAD VOR
D 112.4 SSB
FL 70
108°
288°

NOT TO SCALE

DELHI (Saidarjung) VOR/DME
D 116.1 DPN
103° ILS DME
111.3 IDMR

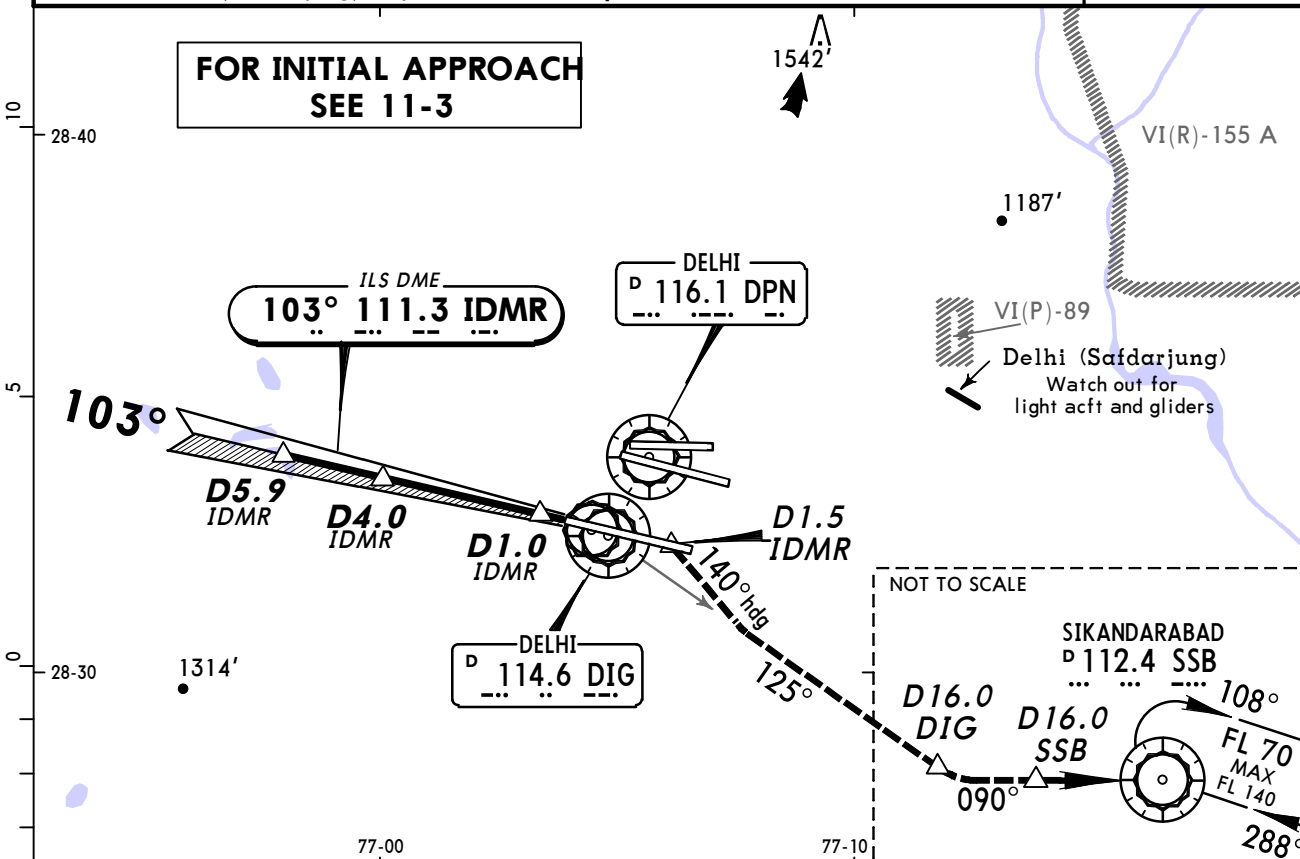
APPROACHES:
 - **(IAF) D15.0 DPN**: Arc DPN, FL 70, 13 DME, 2600.
 - **(IAF) D15.0/R-312 DPN**, **(IAF) D15.0/R-311 DPN**.
 - **(IF) D12.1 IDMR**.
 - **D5.9 IDMR**.
 - **(IAF) D15.0 DPN** (multiple locations).
 - **D20.0 DPN**.

OBSTACLES:
 - 1187'
 - 1201'
 - 1542'
 - 1182'

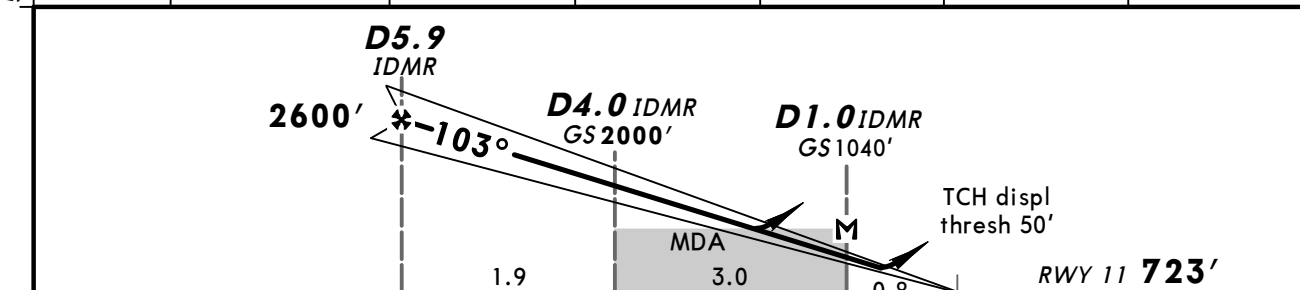
COMMUNICATION:
 - UNICOM: 119.0
 - ATIS: 121.7
 - TOWER: 118.1

TERMINAL AREA:
 - VI(R)-155 A
 - VI(P)-89
 - VI(D)-137

ATIS 126.4	DELHI Approach (R) 126.35 124.2	DELHI Tower South 125.85	Ground South 121.62
LOC IDMR 111.3	Final Apch Crs 103°	GS D4.0 IDMR 2000' (1277')	ILS DA(H) 923' (200')
Apt Elev 777' RWY 723'			
MISSED APCH: Climb STRAIGHT AHEAD. At D1.5 IDMR turn RIGHT onto heading 140°. Intercept R-125 DIG climbing to 2600'. At D16.0 DIG turn LEFT to SSB VOR via R-270 SSB inbound. At D16.0 SSB climb to FL70 to join holding, or as directed.			
Alt Set: hPa Rwy Elev: 26 hPa Trans level: By ATC Trans alt: 4000' 1. CAUTION: Identify DELHI (Indira Gandhi Intl) airport before landing in order not to mistake DELHI (Safdarjung) airport. 2. DME required.			
2600' MSA DPN VOR			



LOC (GS out)	IDMR DME	5.9	5.0	4.0	3.0	2.0
	ALTITUDE	2600'	2310'	2000'	1680'	1360'

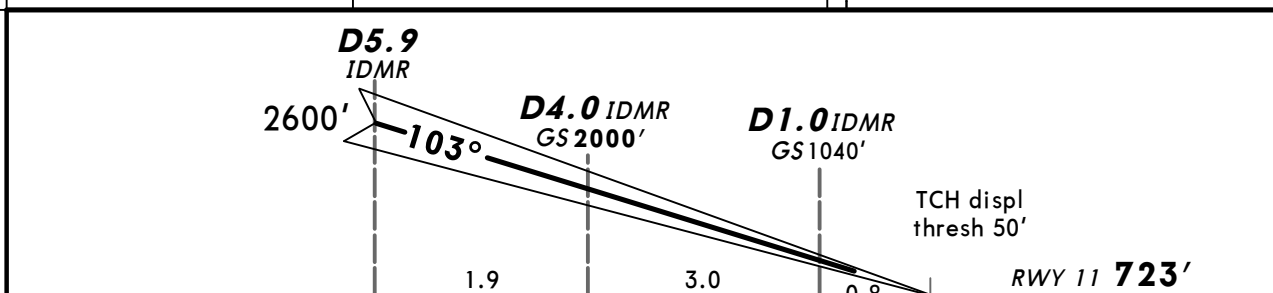
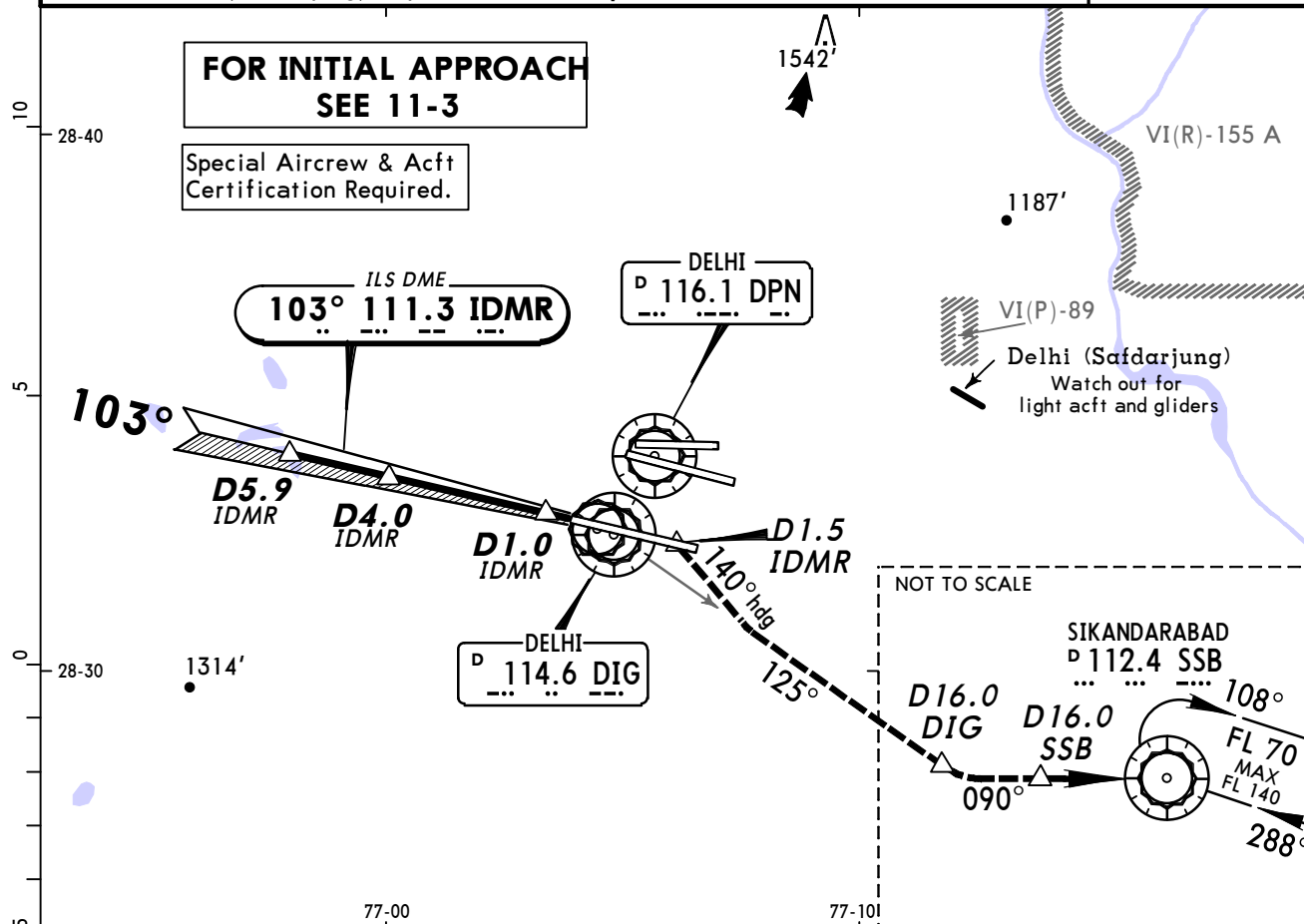


Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.0 IDMR						

Standard/DGCA				STRAIGHT-IN LANDING RWY 11	
ILS				LOC (GS out) CDFA	
DA(H) 923' (200')				MDA(H) 1180' (457')	
FULL		TDZ or CL out	ALS out	ALS out	
A				RVR 1500m	
B					
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1400m	
D				RVR 2100m	

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

ATIS 126.4	DELHI Approach (R) 126.35 124.2	DELHI Tower South 125.85	Ground South 121.62
LOC IDMR 111.3	Final Apch Crs 103°	GS D4.0 IDMR 2000' (1277')	CAT II & IIIA ILS Refer to Minimums
Apt Elev 777' RWY 723'			
MISSED APCH: Climb STRAIGHT AHEAD. At D1.5 IDMR turn RIGHT onto heading 140°. Intercept R-125 DIG climbing to 2600'. At D16.0 DIG turn LEFT to SSB VOR via R-270 SSB inbound. At D16.0 SSB climb to FL70 to join holding, or as directed.			
Alt Set: hPa Rwy Elev: 26 hPa Trans level: By ATC Trans alt: 4000' 1. CAUTION: Identify DELHI (Indira Gandhi Intl) airport before landing in order not to mistake DELHI (Safdarjung) airport. 2. DME required.			
2600' MSA DPN VOR			



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	D1.5 IDMR ↑	140° hdg RT
GS	3.00°	377	485	539	647	755			

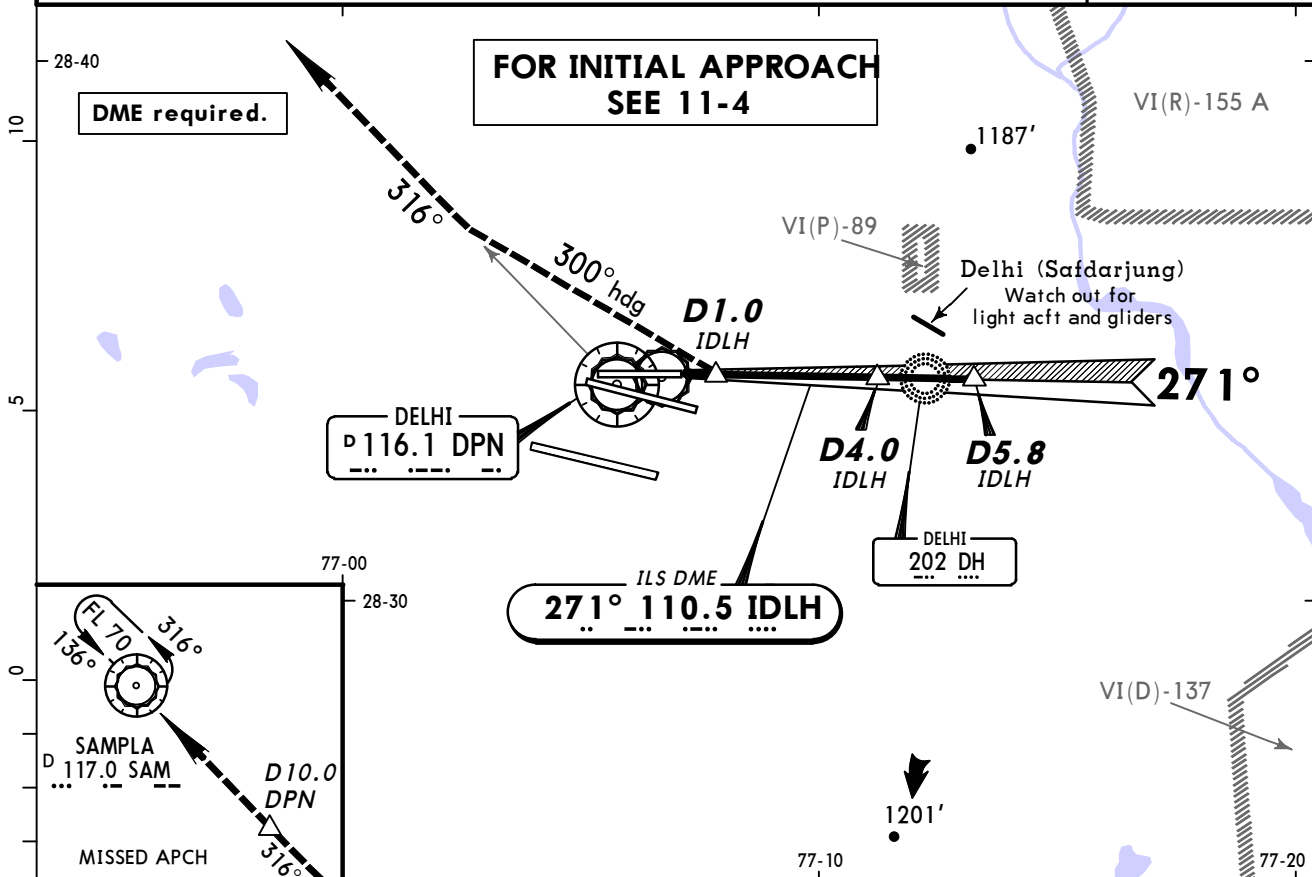
Standard/DGCA		STRAIGHT-IN LANDING RWY 11	
CAT IIIA ILS		CAT II ILS ABCD	
DH 50'		RA 102'	
		DA(H) 823' (100')	
RVR 175m		RVR 300m	

■ CAT D without autoland: RVR 350m.

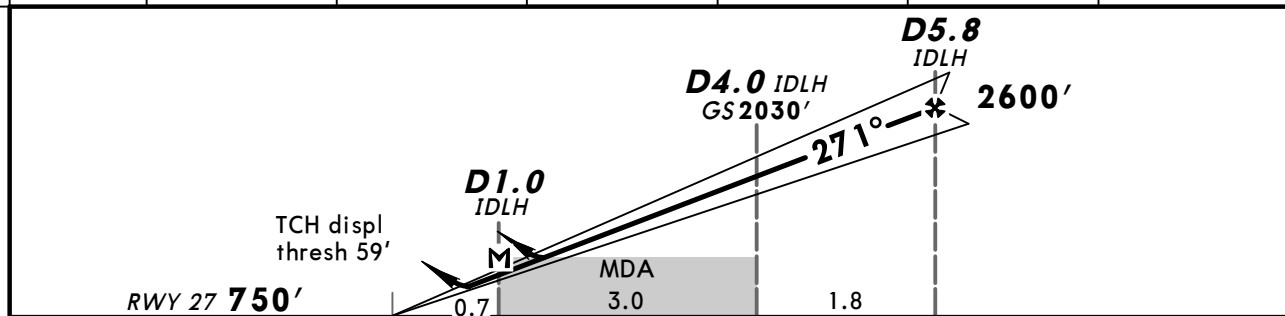
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BRIEFING STRIP

ATIS 126.4		DELHI Approach (R) 126.35 124.2		DELHI Tower North 118.75		Ground North 121.75			
LOC IDLH 110.5		Final Apch Crs 271°		GS D4.0 IDLH 2030' (1280')		ILS DA(H) 1020' (270')		Apt Elev 777' RWY 750'	
MISSED APCH: Turn RIGHT on heading 300° to intercept R-316 DPN climbing to 2600'. At D10.0 DPN climb to FL 70 to join SAM VOR holding at FL 70 or as directed. CAUTION: Do not turn before MAP.								2600' MSA DPN VOR	
Alt Set: hPa Rwy Elev: 27 hPa Trans level: By ATC Trans alt: 4000' 1. CAUTION: Identify DELHI (Indira Gandhi Intl) airport before landing in order not to mistake DELHI (Safdarjung) airport. 2. Acft shall not go North of Localizer.									

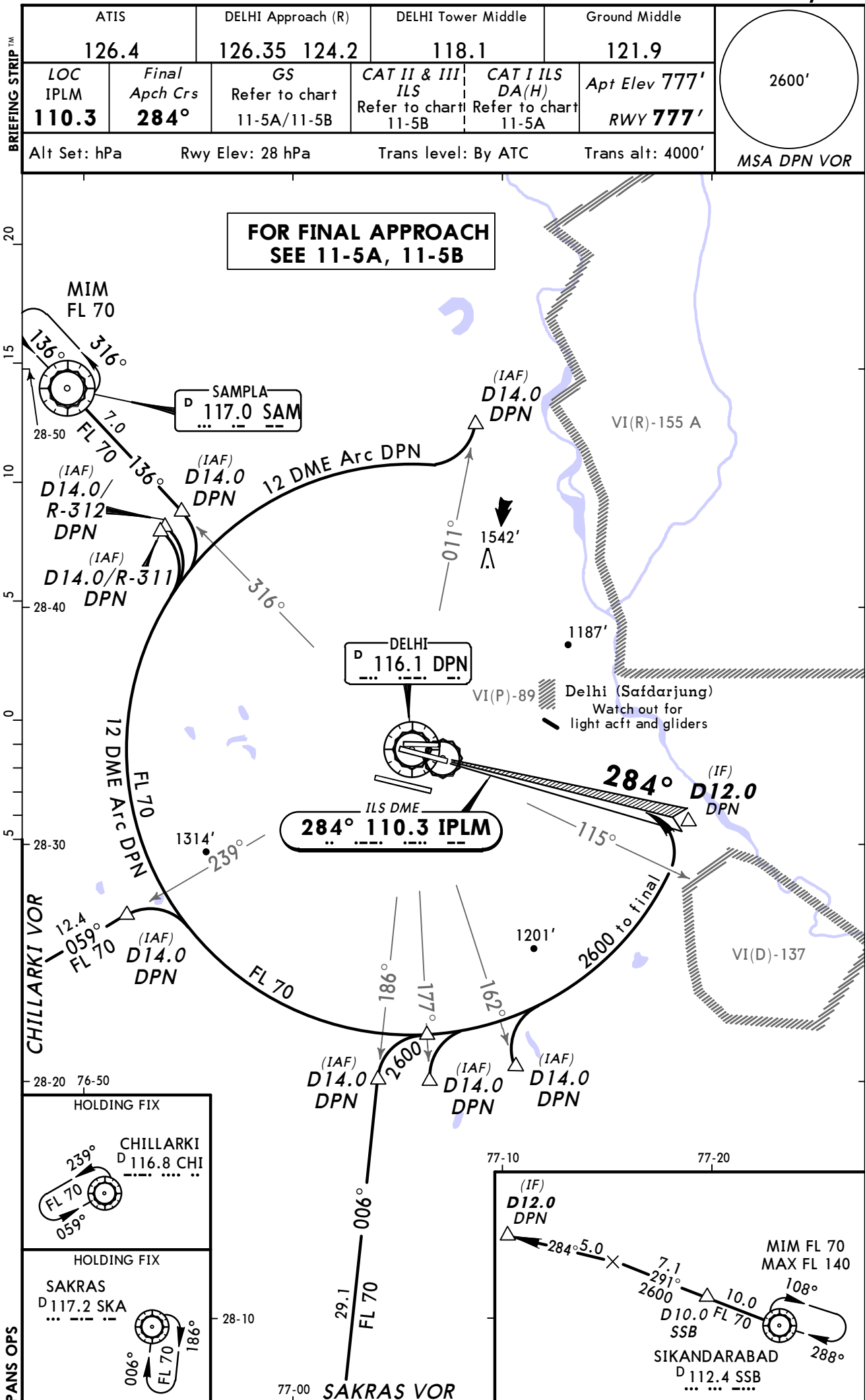


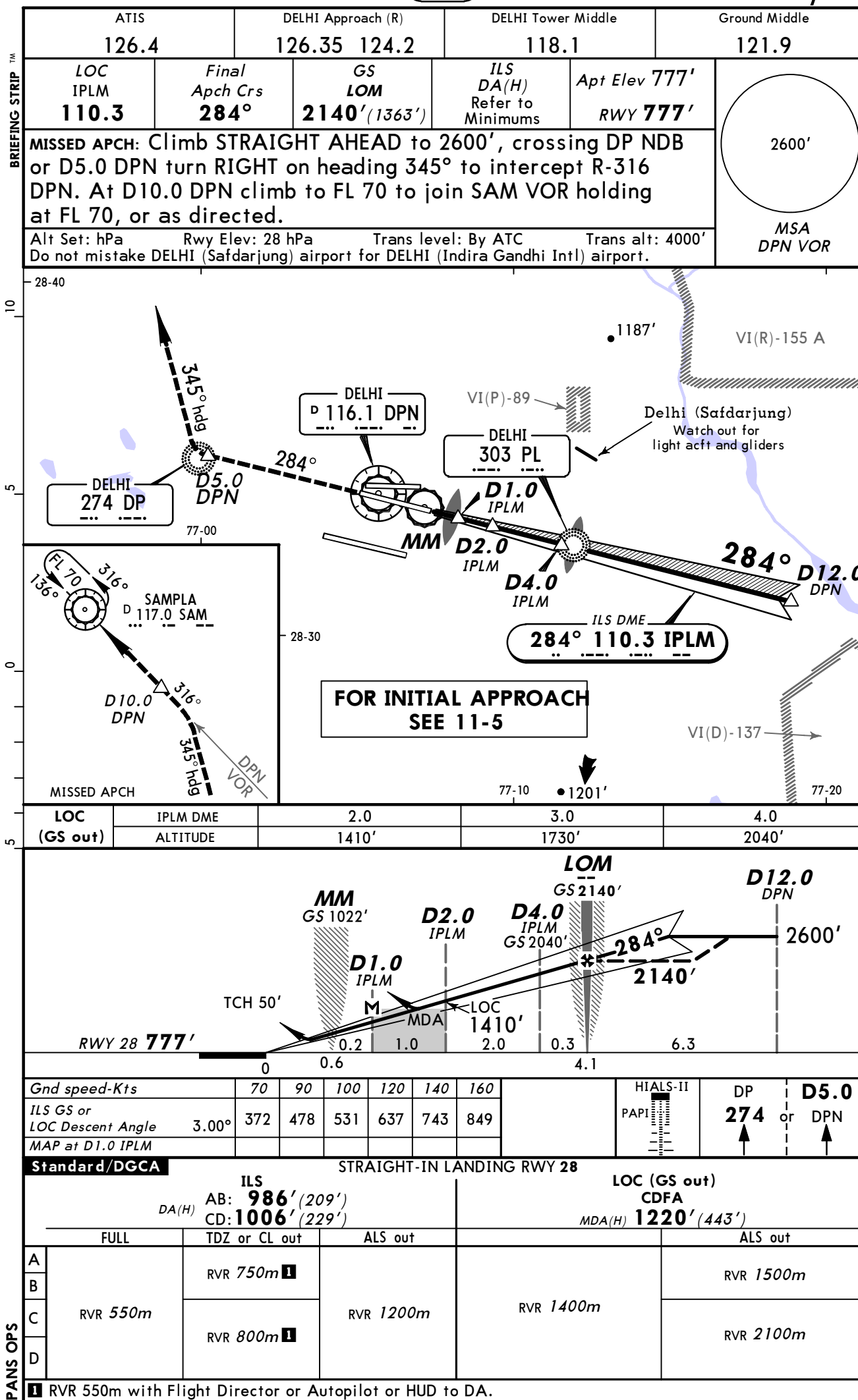
LOC (GS out)	IDLH DME	2.0	3.0	4.0	5.0	5.8
	ALTITUDE	1390'	1710'	2030'	2350'	2600'



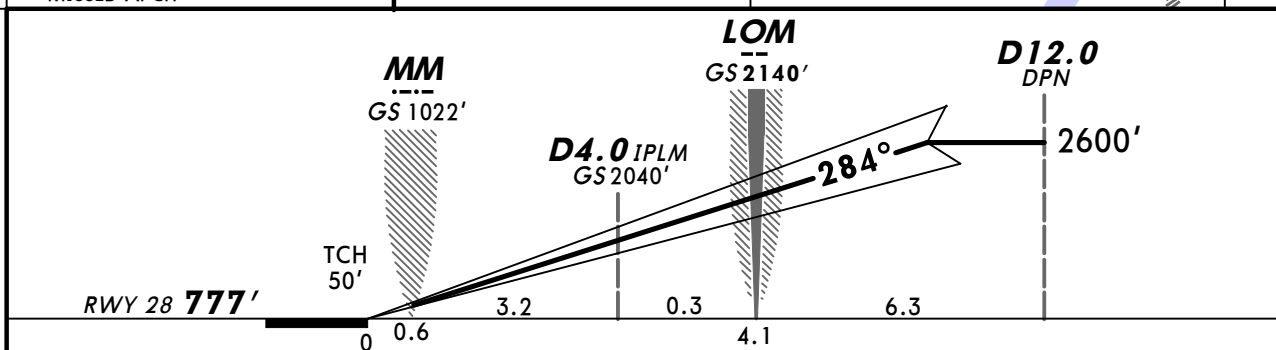
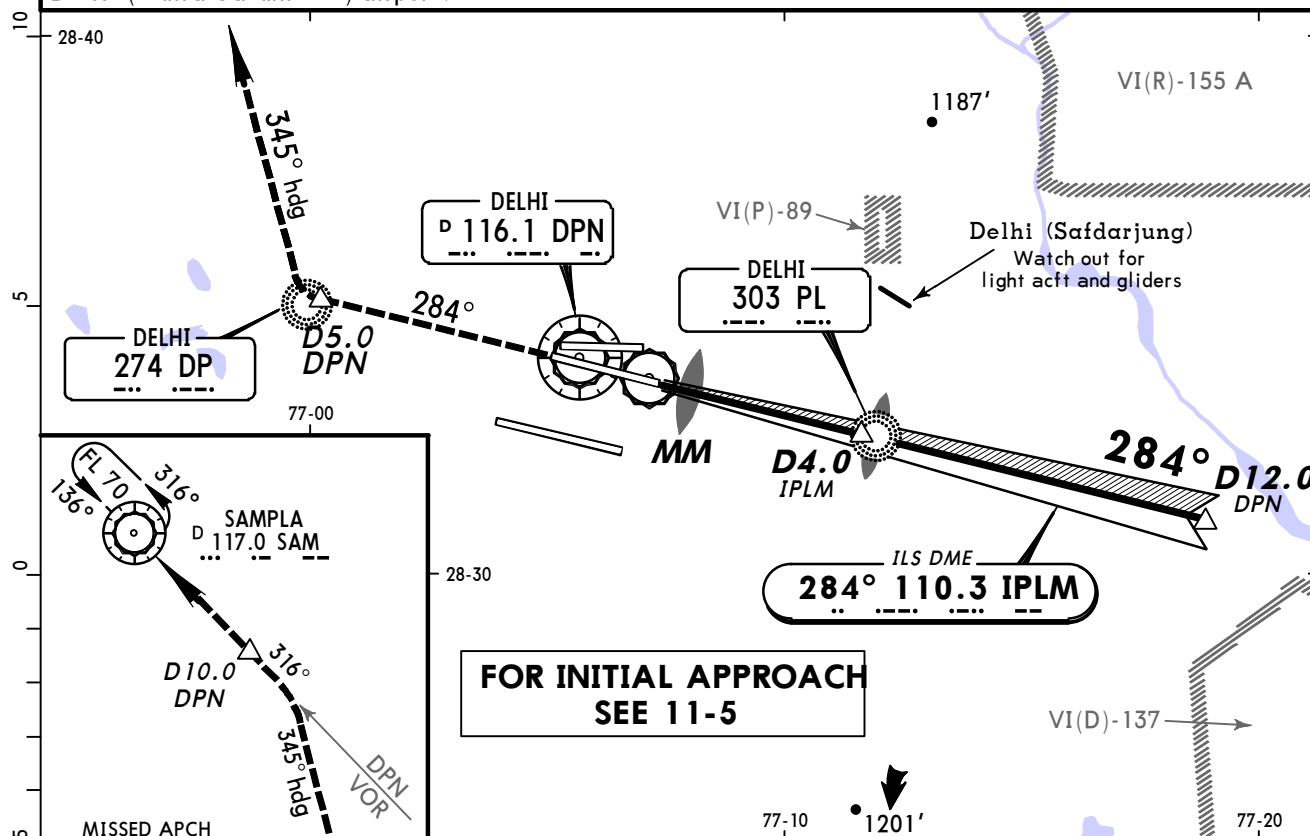
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 300° hdg RT
ILS GS or	372	478	531	637	743	849	
LOC Descent Angle 3.00°							
MAP at D1.0 IDLH							

Standard/DGCA		STRAIGHT-IN LANDING RWY 27	
ILS		LOC (GS out) CDFA	
DA(H) 1020' (270')		MDA(H) 1190' (440')	
FULL	ALS out	ALS out	
A	RVR 900m	RVR 1500m	
B		RVR 1600m RVR 2000m	
C			
D			





BRIEFING STRIP™	ATIS		DELHI Approach (R)		DELHI Tower Middle		Ground Middle		2600' MSA DPN VOR		
	126.4		126.35 124.2		118.1		121.9				
	LOC IPLM 110.3		Final Apch Crs 284°		GS LOM 2140'(1363')		CAT II & IIIA ILS Refer to Minimums			Apt Elev 777' RWY 777'	
	MISSED APCH: Climb STRAIGHT AHEAD to 2600', crossing DP NDB or D5.0 DPN turn RIGHT on heading 345° to intercept R-316 DPN. At D10.0 DPN climb to FL 70 to join SAM VOR holding at FL 70, or as directed.										
	Alt Set: hPa Rwy Elev: 28 hPa Trans level: By ATC Trans alt: 4000' 1. Special Aircrew & Acft Certification Required. 2. Do not mistake DELHI (Safdarjung) airport for DELHI (Indira Gandhi Intl) airport.										

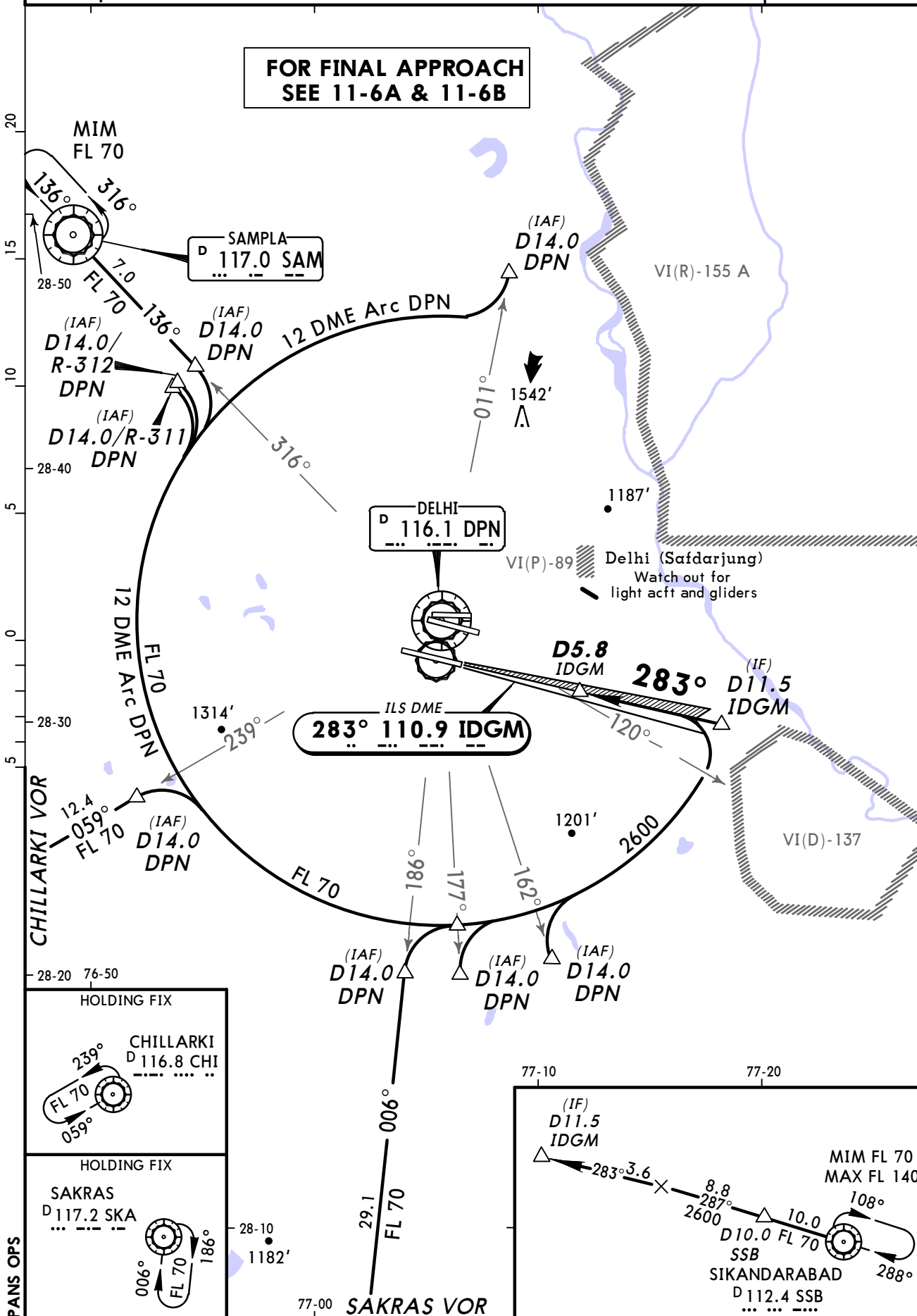


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	DP 274 ↑	or D5.0 DPN ↑
GS	3.00°	372	478	531	637	743			

Standard/DGCA		STRAIGHT-IN LANDING RWY 28	
CAT IIIA ILS DH 50'		CAT II ILS ABCD RA 95' DA(H) 877' (100')	
RVR 175m		RVR 300m	

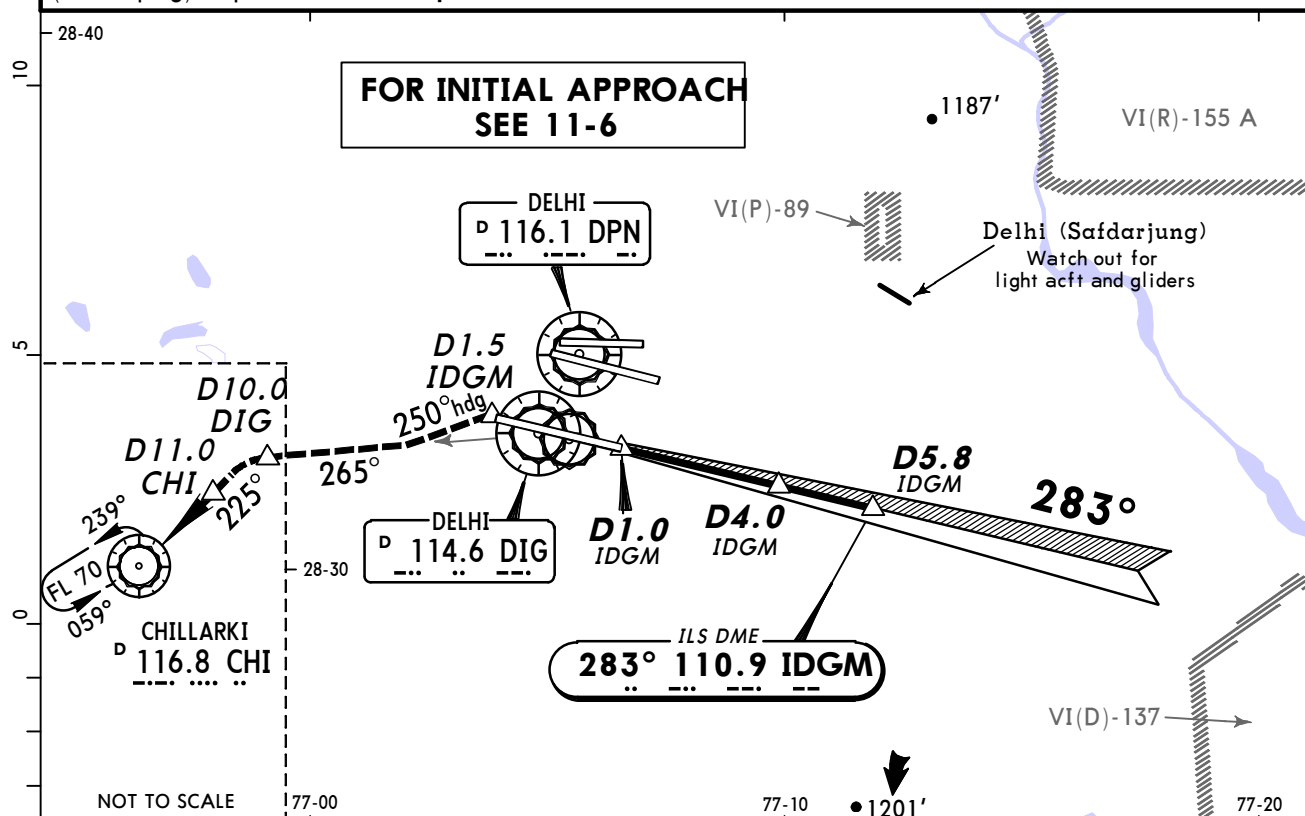
■ CAT D without autoland: RVR 350m.

BRIEFING STRIP™	ATIS		DELHI Approach (R)		DELHI Tower South		Ground South		2600' MSA DPN VOR
	126.4		126.35 124.2		125.85		121.62		
	LOC IDGM 110.9	Final Apch Crs 283°	GS Refer to chart 11-6A/11-6B	CAT II & III ILS Refer to chart 11-6B	CAT I ILS DA(H) Refer to chart 11-6A	Apt Elev 777' RWY 751'			
	Alt Set: hPa DME required.		Rwy Elev: 28 hPa		Trans level: By ATC		Trans alt: 4000'		

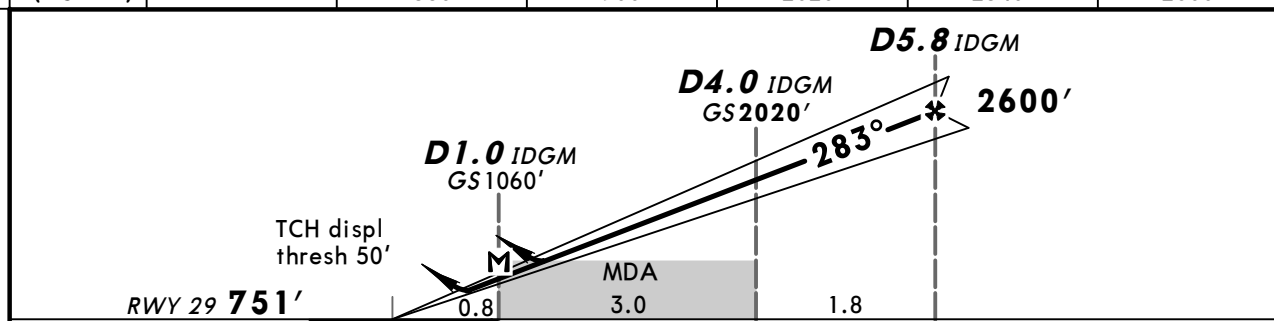


BRIEFING STRIP™

ATIS 126.4		DELHI Approach (R) 126.35 124.2		DELHI Tower South 125.85		Ground South 121.62		2600' MSA DPN VOR	
LOC IDGM 110.9		Final Apch Crs 283°		GS D4.0 IDGM 2020'(1269')		ILS DA(H) 951'(200')			Apt Elev 777' RWY 751'
MISSED APCH: Climb STRAIGHT AHEAD. At D1.5 IDGM turn LEFT onto heading 250°. Intercept R-265 DIG climbing to 2600'. At D10.0 DIG turn LEFT to CHI VOR via R-045 CHI inbound. At D11.0 CHI climb to FL70 to join holding, or as directed.									
Alt Set: hPa Rwy Elev: 28 hPa Trans level: By ATC Trans alt: 4000'									
1. CAUTION: Identify DELHI (Indira Gandhi Intl) airport before landing in order not to mistake DELHI (Safdarjung) airport. 2. DME required.									



LOC (GS out)	IDGM DME	2.0	3.0	4.0	5.0	5.8
	ALTITUDE	1380'	1700'	2020'	2340'	2600'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	D1.5 IDGM ↑	250° hdg LT
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849			
MAP at D1.0 IDGM									

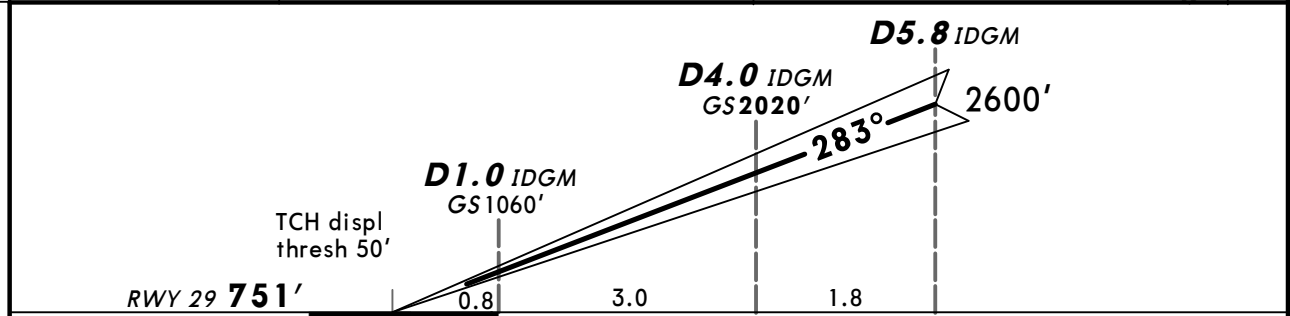
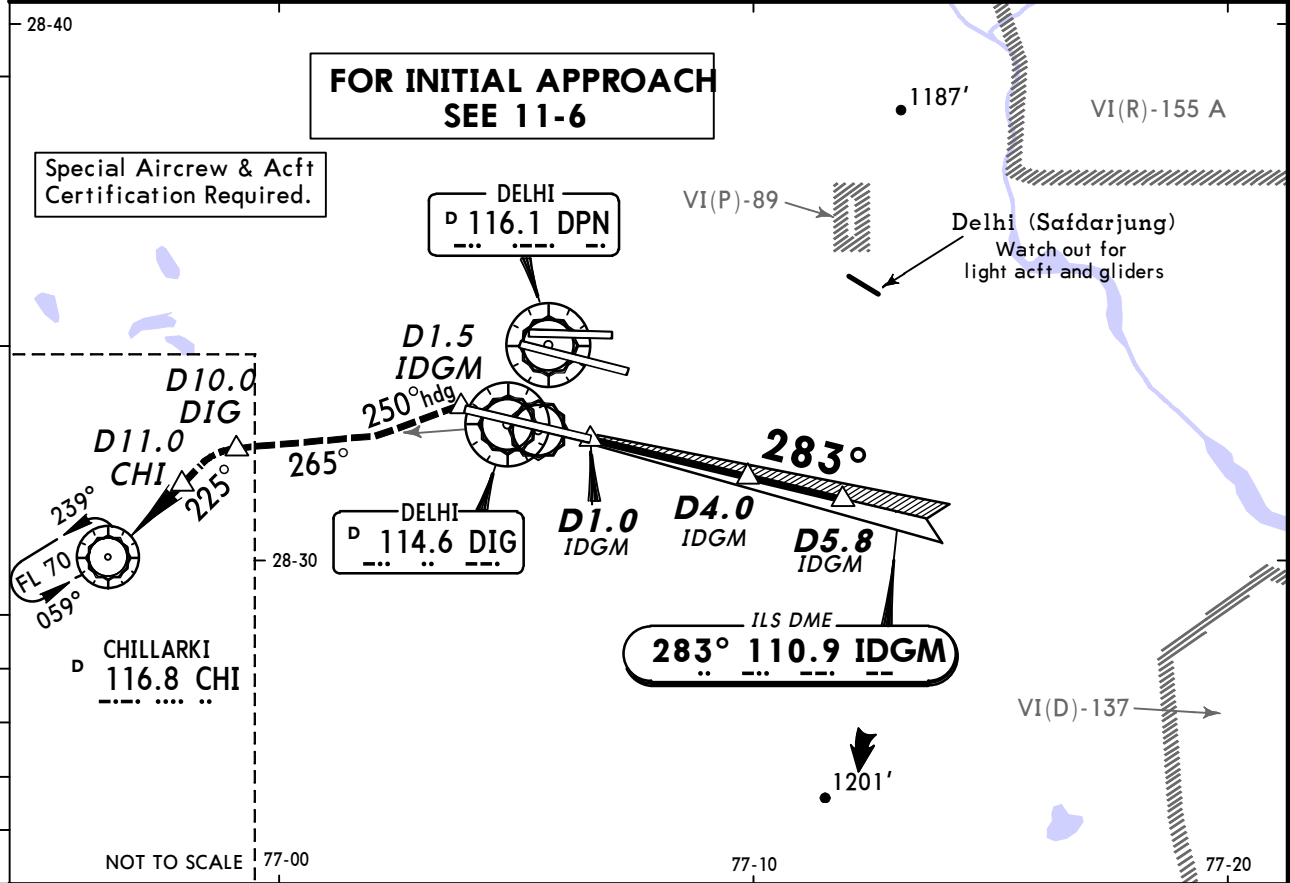
Standard/DGCA				STRAIGHT-IN LANDING RWY 29			
ILS				LOC (GS out)			
DA(H) 951' (200')				CDFA MDA(H) 1280' (529')			
FULL	TDZ or CL out	ALS out				ALS out	
A				RVR 1500m			
B							
C	RVR 550m	RVR 750m	RVR 1200m				
D							

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

CHANGES: Holding on CHI VOR.

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ATIS 126.4		DELHI Approach (R) 126.35 124.2		DELHI Tower South 125.85		Ground South 121.62		2600' MSA DPN VOR	
LOC IDGM 110.9	Final Apch Crs 283°		GS D4.0 IDGM 2020'(1269')		CAT II & IIIA ILS Refer to Minimums		Apt Elev 777' RWY 751'		
MISSED APCH: Climb STRAIGHT AHEAD. At D1.5 IDGM turn LEFT onto heading 250°. Intercept R-265 DIG climbing to 2600'. At D10.0 DIG turn LEFT to CHI VOR via R-045 CHI inbound. At D11.0 CHI climb to FL70 to join holding, or as directed.									
Alt Set: hPa Rwy Elev: 28 hPa Trans level: By ATC Trans alt: 4000'									
1. CAUTION: Identify DELHI (Indira Gandhi Intl) airport before landing in order not to mistake DELHI (Safdarjung) airport. 2. DME required.									

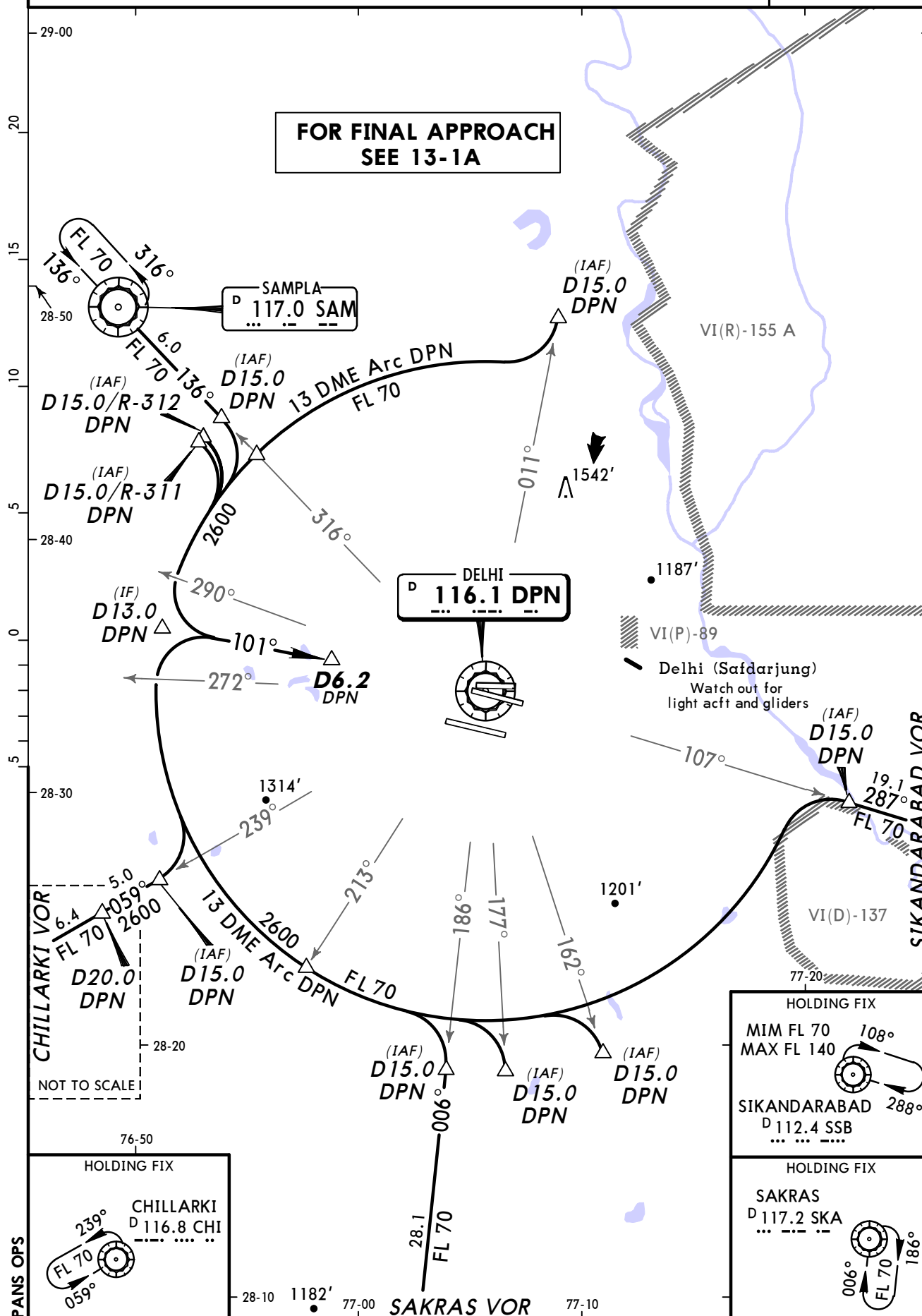


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	D1.5 IDGM	250° hdg LT
GS	3.00°	372	478	531	637	743			

Standard/DGCA		STRAIGHT-IN LANDING RWY 29	
CAT IIIA ILS		CAT II ILS ABCD	
DH 50'		RA 92'	
		DA(H) 851'(100')	
RVR 175m		RVR 300m 1	
1 CAT D without autoland: RVR 350m.			

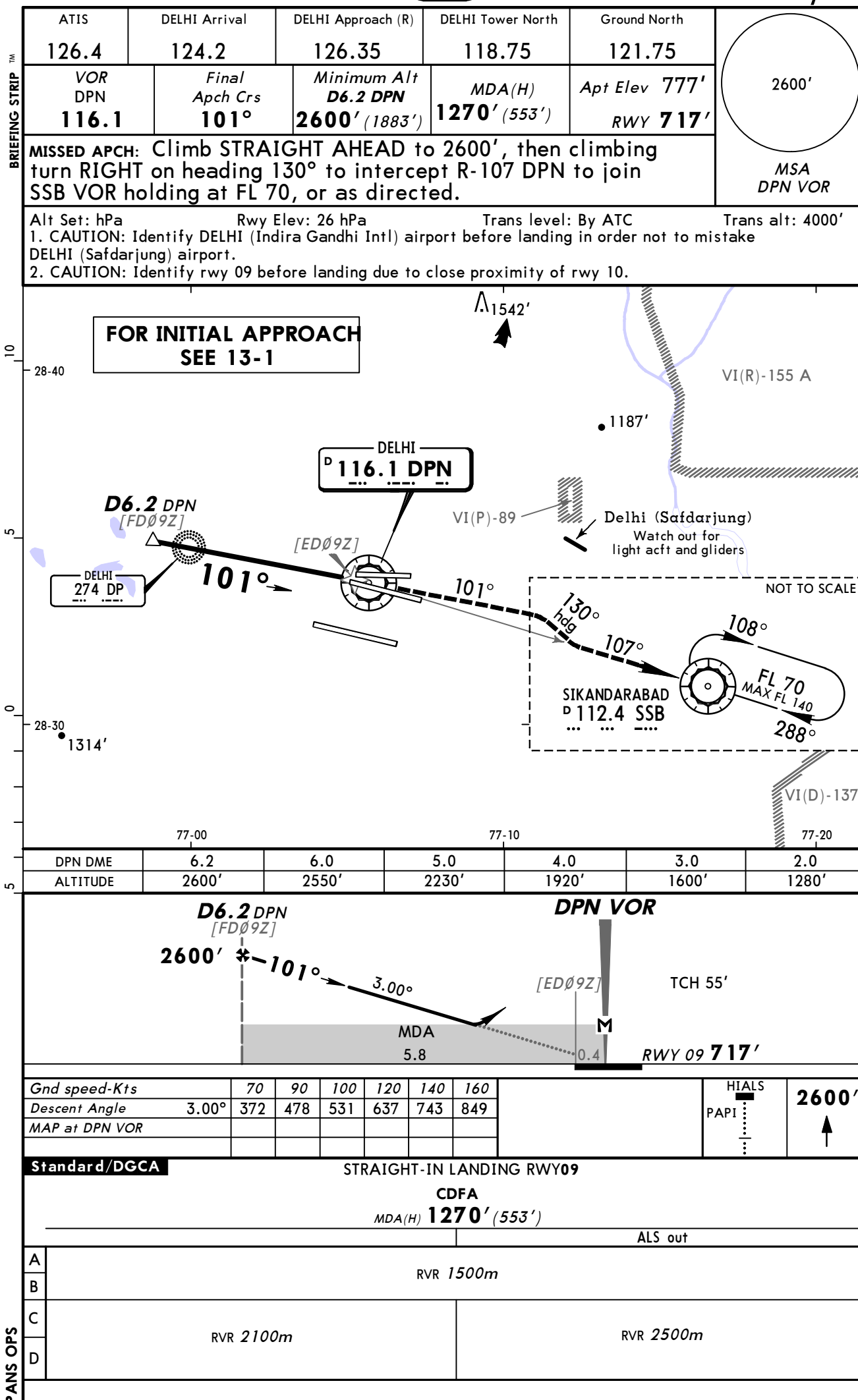
DELHI, INDIA
VOR Z Rwy 09

ATIS	DELHI Arrival	DELHI Approach (R)	DELHI Tower North	Ground North	2600' MSA DPN VOR
126.4	124.2	126.35	118.75	121.75	
VOR DPN 116.1	Final Apch Crs 101°	Minimum Alt Refer to chart 13-1A	MDA(H) Refer to chart 13-1A	Apt Elev 777' RWY 717'	
Alt Set: hPa		Rwy Elev: 26 hPa	Trans level: By ATC	Trans alt: 4000'	



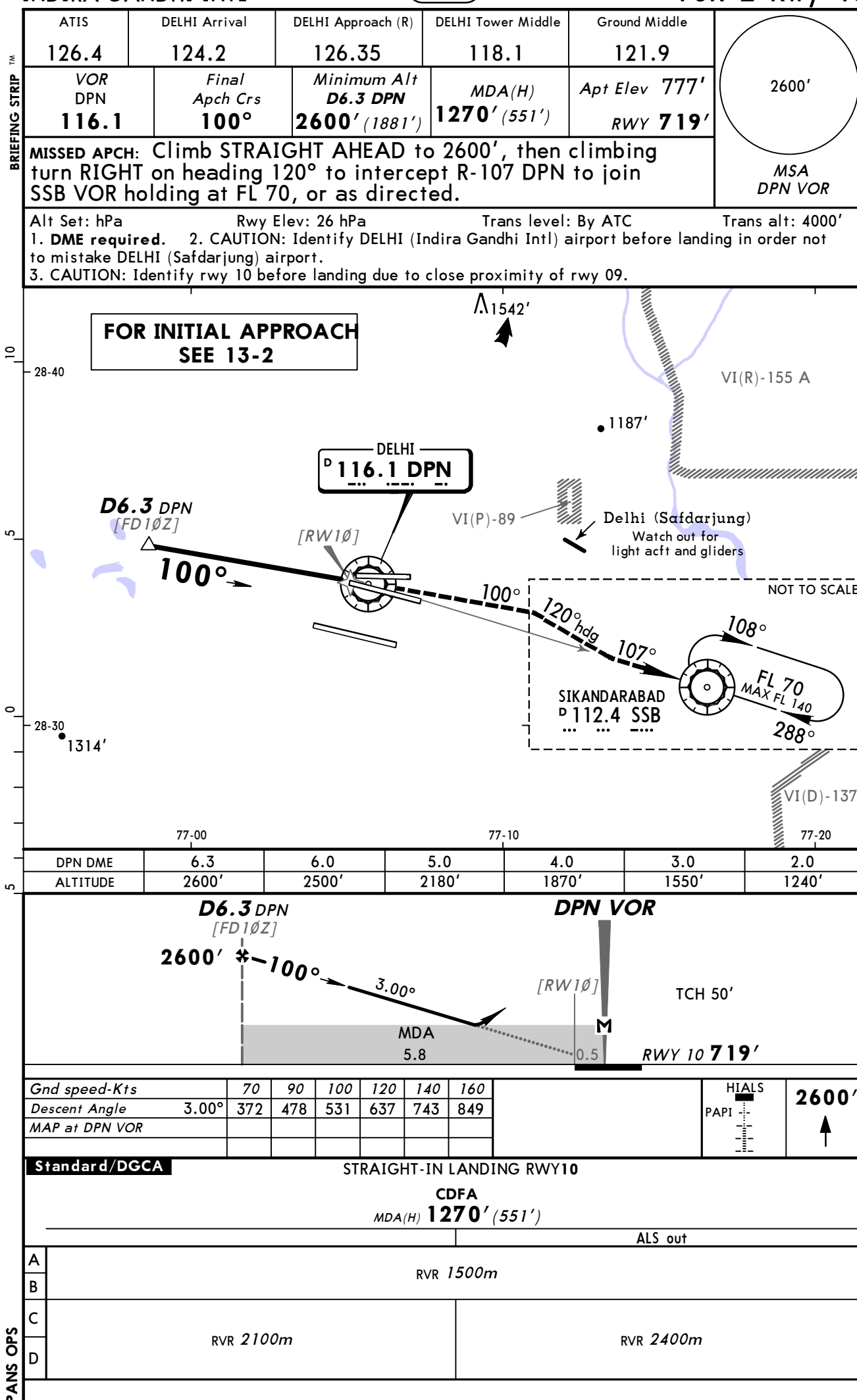
CHANGES: Arrivals. Holdings.

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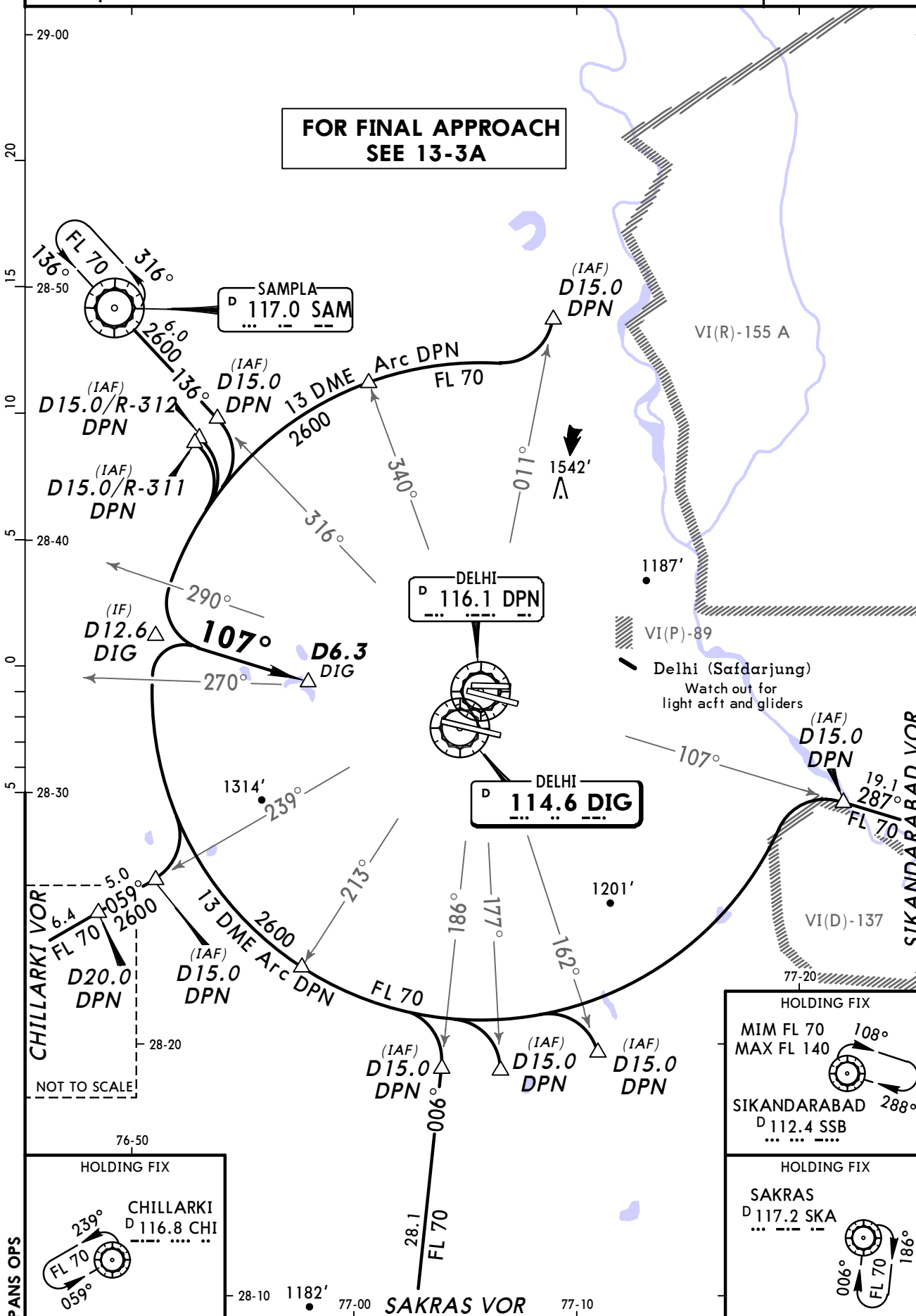
DELHI, INDIA
VOR Z Rwy 10

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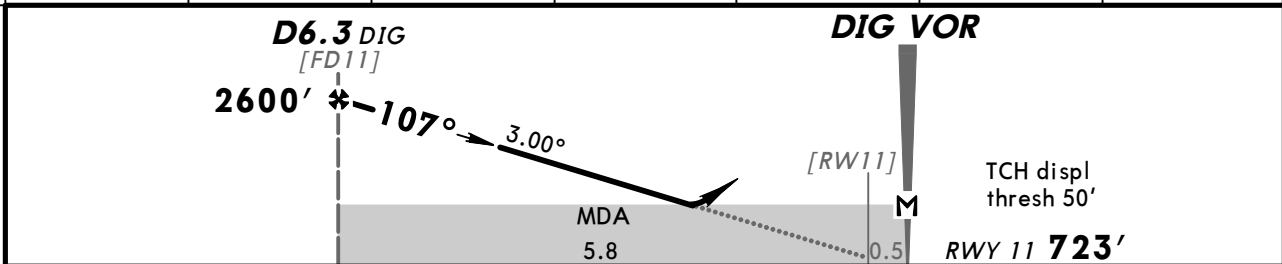
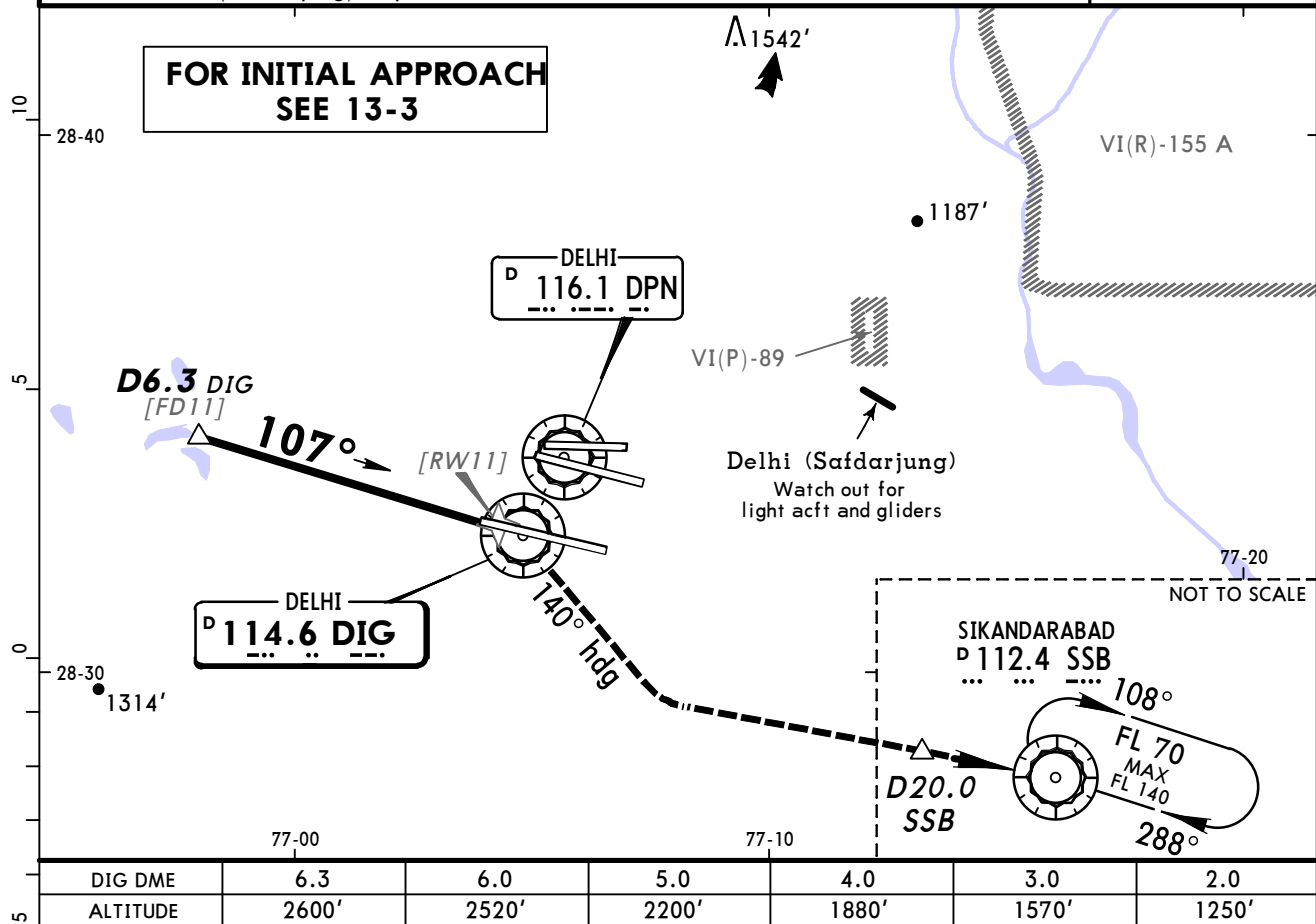


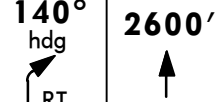
BRIEFING STRIP

ATIS	DELHI Approach (R)		DELHI Tower South	Ground South	2600' MSA DPN VOR
126.4	126.35	124.2	125.85	121.62	
VOR DIG 114.6	Final Apch Crs 107°	Minimum Alt Refer to chart 13-3A	MDA(H) Refer to chart 13-3A	Apt Elev 777' RWY 723'	
Alt Set: hPa DME required.		Rwy Elev: 26 hPa	Trans level: By ATC	Trans alt: 4000'	

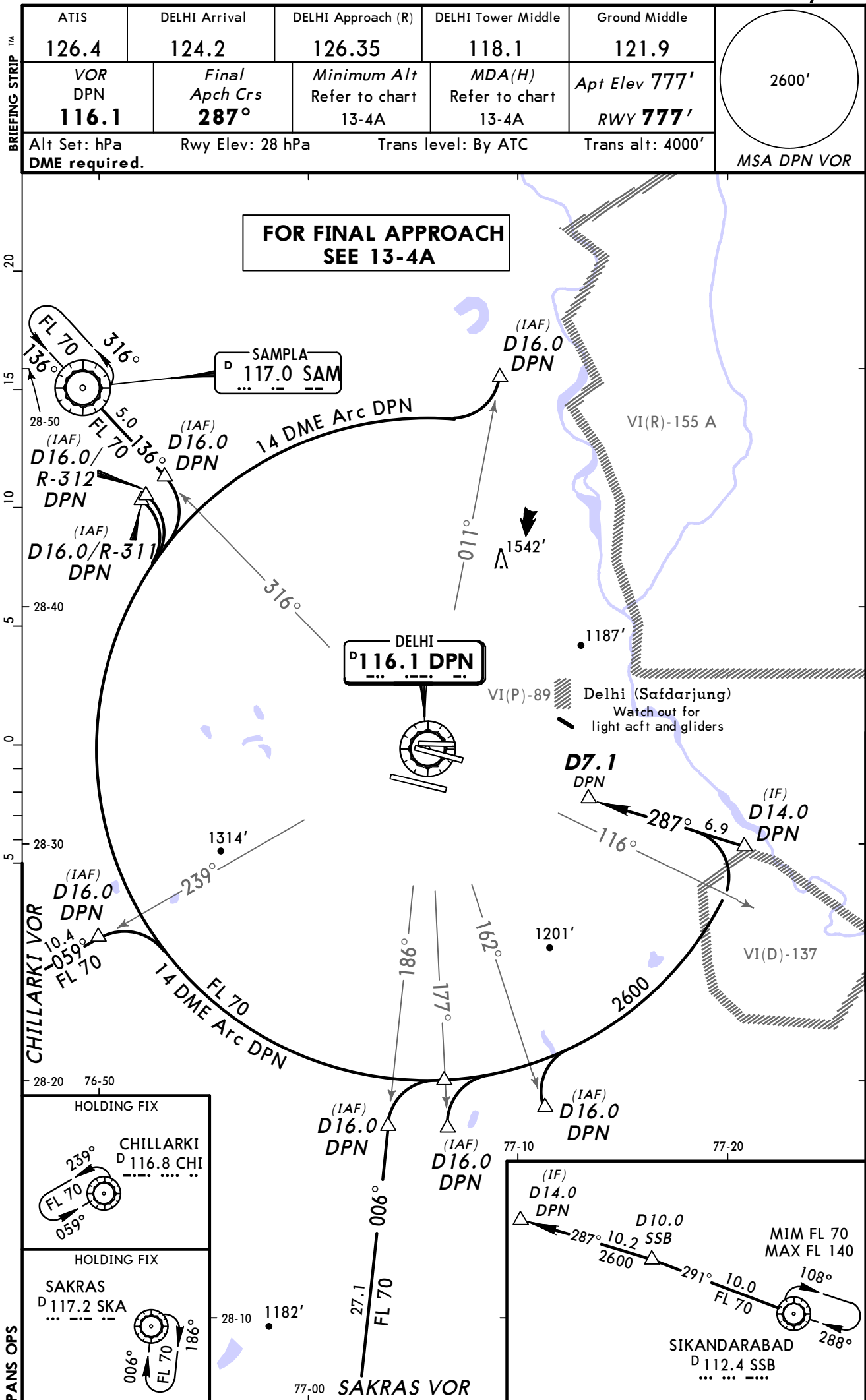


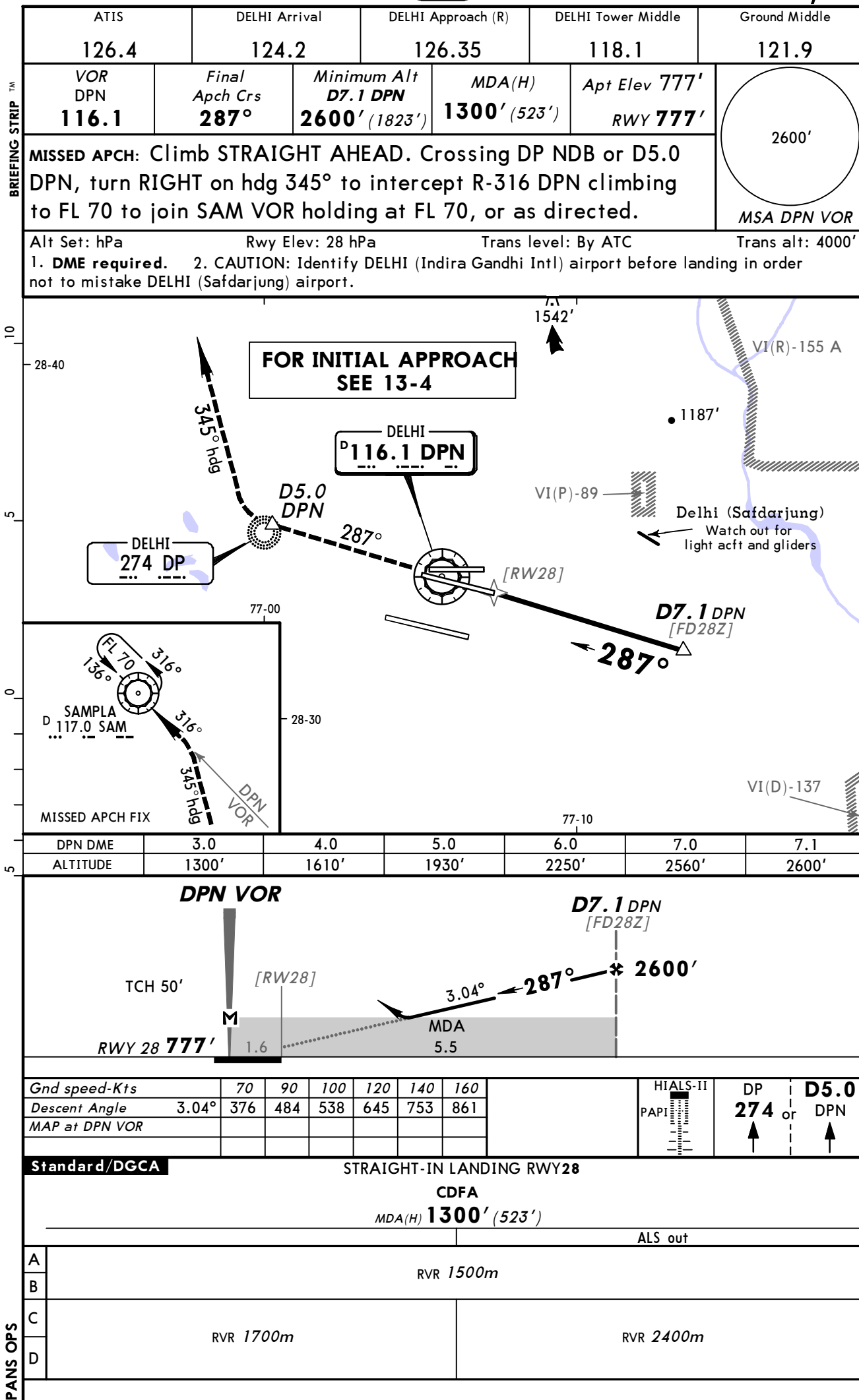
BRIEFING STRIP TM	ATIS 126.4		DELHI Approach (R) 126.35 124.2		DELHI Tower South 125.85		Ground South 121.62	
	VOR DIG 114.6	Final Apch Crs 107°	Minimum Alt D6.3 DIG 2600' (1877')	MDA(H) 1180' (457')	Apt Elev 777' RWY 723'	2600' MSA DPN VOR		
	MISSED APCH: Climbing turn RIGHT on heading 140° to 2600', then turn LEFT to SSB VOR, at D20.0 SSB climb to FL 70 to join holding or as directed. Do not turn before D2.0 DIG.							
	Alt Set: hPa Rwy Elev: 26 hPa Trans level: By ATC Trans alt: 4000'							
	1. CAUTION: Identify DELHI (Indira Gandhi Intl) airport before landing in order not to mistake DELHI (Safdarjung) airport. 2. DME required.							



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

Standard/DGCA		STRAIGHT-IN LANDING RWY 11	
		CDFA	
		MDA(H) 1180' (457')	
		ALS out	
A	RVR 1400m	RVR 1500m	
B			
C		RVR 2100m	
D			

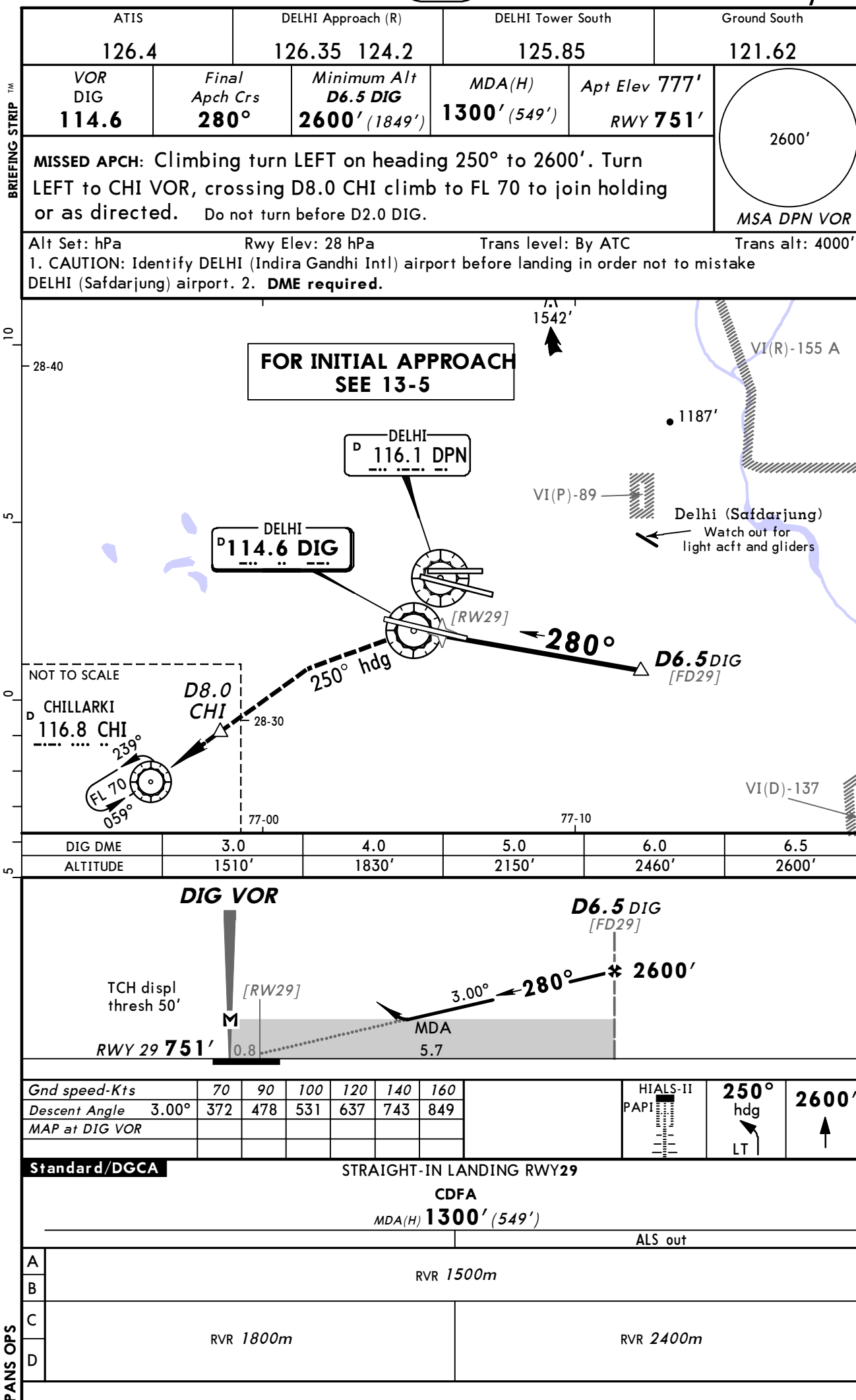




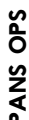
BRIEFING STRIP™



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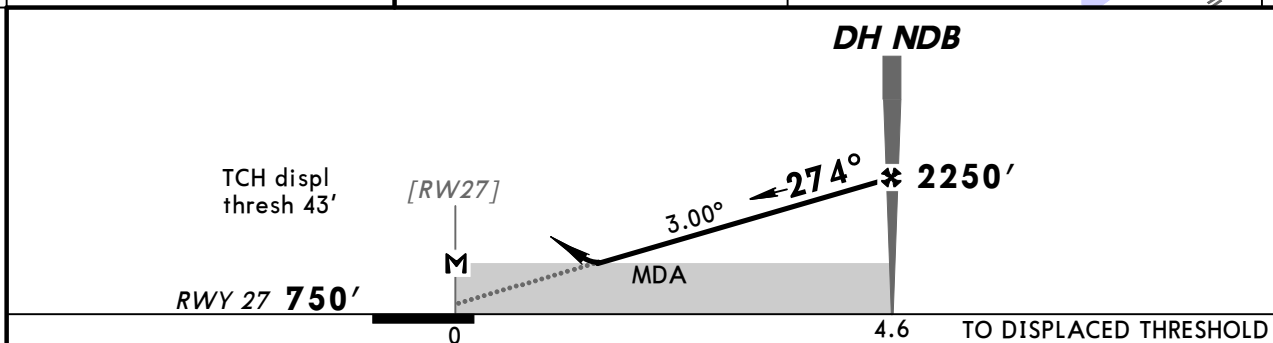
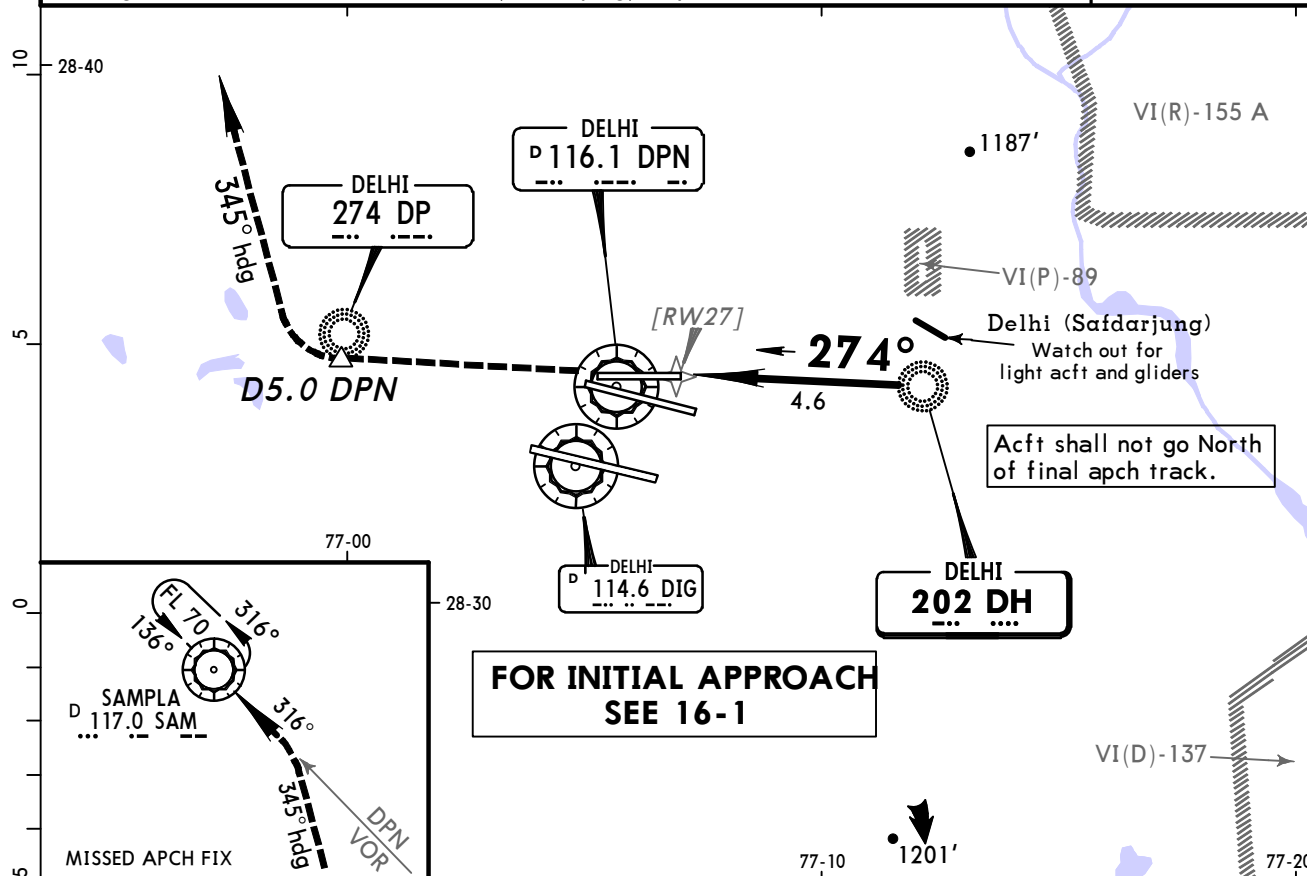


BRJ



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ATIS 126.4	DELHI Arrival 124.2	DELHI Approach (R) 126.35	DELHI Tower North 118.75	Ground North 121.75
NDB DH 202	Final Apch Crs 274°	Minimum Alt DH NDB 2250' (1500')	MDA(H) 1340' (590')	Apt Elev 777' RWY 750'
MISSED APCH: Climb STRAIGHT AHEAD, crossing DP NDB or D5.0 DPN turn RIGHT on heading 345° to intercept R-316 DPN climbing to FL 70 to join SAM VOR holding at FL 70, or as directed.				
Alt Set: hPa Rwy Elev: 27 hPa Trans level: By ATC Trans alt: 4000' 1. DME required. 2. CAUTION: Identify DELHI (Indira Gandhi Intl) airport before landing in order not to mistake DELHI (Safdarjung) airport.				
				2600' MSA DH NDB



Gnd speed-Kts	70	90	100	120	140	160		HIALS	DP	D5.0
Descent Angle	3.00°	372	478	531	637	743	849	PAPI	274	or DPN
DH NDB to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43			

Standard/DGCA		STRAIGHT-IN LANDING RWY 27	
		CDFA	
		MDA(H) 1340' (590')	
		ALS out	

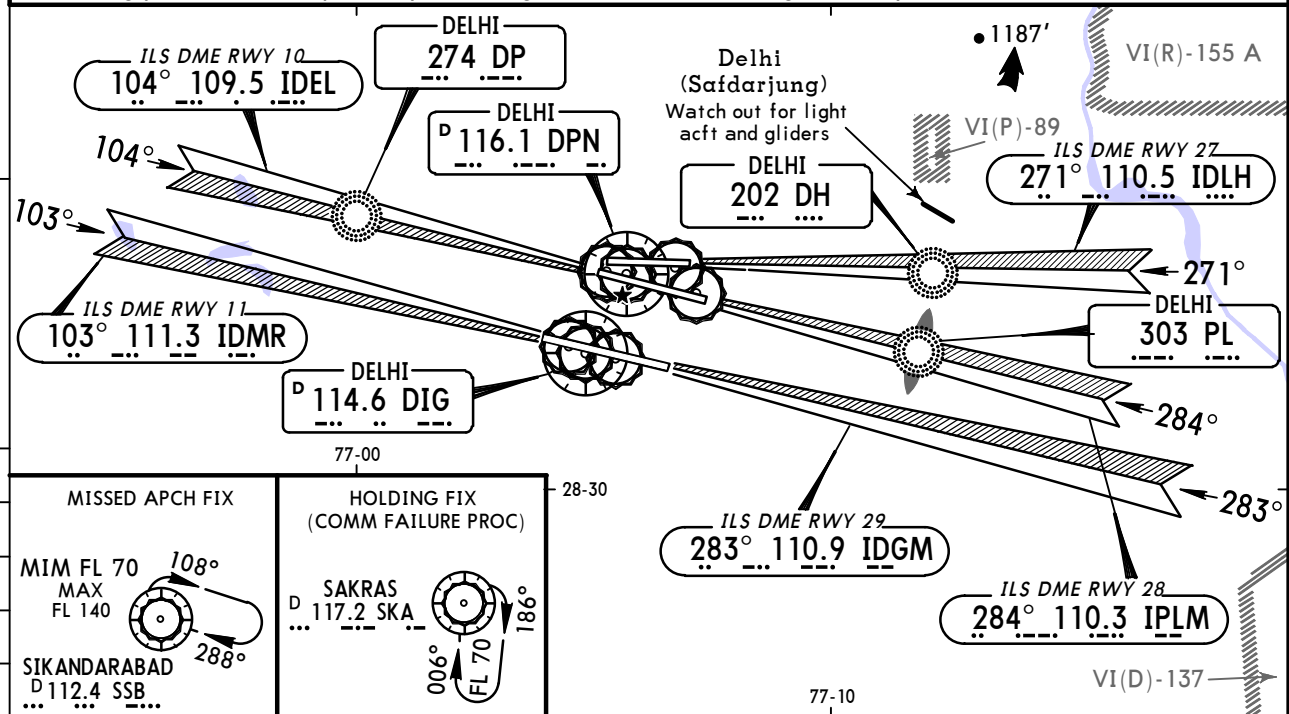
A	RVR 1500m	
B		
C	RVR 2300m	RVR 2400m
D		

ATIS	DELHI Approach (R)		DELHI Radar (SRA)		DELHI Tower					Ground	
			Northwest	Northeast	North (09)	Middle (10)	South (11)	North	Middle	South	
126.4	126.35	124.2	124.55	120.9	118.75	118.1	125.85	121.75	121.9	121.62	
RADAR		Final Apch Crs By ATC	Minimum Alt See table below		MDA(H) Refer to Minimums		Apt Elev 777' RWYs - See below		No MSA published		
Missed Approach - See below											
Alt Set: hPa Apt Elev: 28 hPa Trans level: By ATC Trans alt: 4000'											
CAUTION: Identify DELHI (Indira Gandhi Intl) airport before landing in order not to mistake DELHI (Safdarjung) airport.											

RADIO COMMUNICATION FAILURE PROCEDURE

PRIOR FINAL APPROACH: Maintain the last assigned level or FL 70 whichever is higher and proceed to SKA VOR via the shortest route and join holding.

ON FINAL APPROACH: Continue climb STRAIGHT AHEAD to 2600', then climbing turn LEFT/RIGHT to join SKA VOR holding at FL70. After joining holding carry out instrument apch procedure for rwy which SRA was being provided. If required by ATC length of intermediate segment may be reduced to less than 5 NM.



Minimum Alt/NM	FAF	5.0	4.0	3.0	2.0	RWY	09	10	11
SRA 09	2600'/5.9	2320'	2000'	1680'	1360'	RWY ELEV	717'	719'	723'
SRA 10	2600'/5.9	2320'	2000'	1680'	1360'				
SRA 11	2600'/5.8	2400'	2000'	1700'	1370'				

MISSED APCH:

Rwy 09: Climb STRAIGHT AHEAD to 2600', then climbing turn RIGHT on heading 130° to intercept R-107 DPN to join SSB VOR holding at FL 70, or as directed.

Rwy 10: Climb STRAIGHT AHEAD to 2600', then climbing turn RIGHT on heading 120° to intercept R-107 DPN to join SSB VOR holding at FL 70, or as directed.

Rwy 11: Climb STRAIGHT AHEAD to 2600', then turn RIGHT to intercept R-125 DIG. At D16.0 DIG climbing turn LEFT via R-270 SSB inbound to join SSB VOR holding at FL 70, or as directed.

Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	Refer to Missed Apch above
Descent Angle	3.00°	372	478	531	637	743		
MAP 2 NM from touchdown								

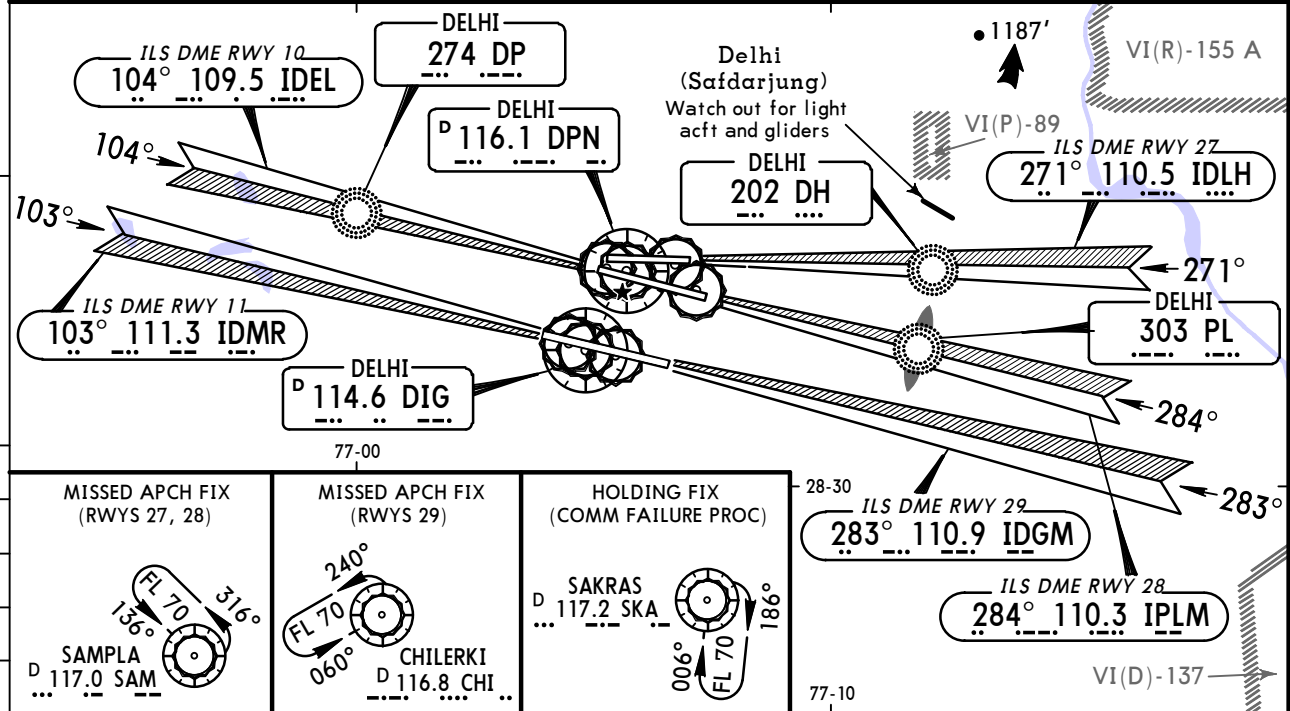
Standard/DGCA		STRAIGHT-IN LANDING			
SRA 09 CDFA MDA(H) 1360' (643')		SRA 10 CDFA MDA(H) 1360' (641')		SRA 11 CDFA MDA(H) 1370' (647')	
ALS out		ALS out		ALS out	
A	RVR 1500m		RVR 1500m		RVR 1500m
B					
C	RVR 2400m		RVR 2400m		RVR 2300m
D					RVR 2400m

ATIS	DELHI Approach (R)		DELHI Radar (SRA)		DELHI Tower			Ground		
	Northwest	Northeast	North (27)	Middle (28)	South (29)	North	Middle	South		
126.4	126.35	124.2	124.55	120.9	118.75	118.1	125.85	121.75	121.9	121.62
RADAR	Final Apch Crs By ATC		Minimum Alt See table below		MDA(H) Refer to Minimums		Apt Elev 777' RWYs - See below		No MSA published	
	Missed Approach - See below									
	Alt Set: hPa Apt Elev: 28 hPa Trans level: By ATC Trans alt: 4000' CAUTION: Identify DELHI (Indira Gandhi Intl) airport before landing in order not to mistake DELHI (Safdarjung) airport.									

RADIO COMMUNICATION FAILURE PROCEDURE

PRIOR FINAL APPROACH: Maintain the last assigned level or FL 70 whichever is higher and proceed to SKA VOR via the shortest route and join holding.

ON FINAL APPROACH: Continue climb STRAIGHT AHEAD to 2600', then climbing turn LEFT/RIGHT to join SKA VOR holding at FL 70. After joining holding carry out instrument apch procedure for rwy which SRA was being provided. If required by ATC length of intermediate segment may be reduced to less than 5 NM.



Minimum Alt/NM	FAF	5.0	4.0	3.0	2.0	RWY	27	28	29
SRA 27	2600'/5.8	2350'	2030'	1710'	1390'	RWY ELEV	750'	777'	751'
SRA 28	2600'/5.7	2380'	2060'	1740'	1420'				
SRA 29	2600'/5.7	2400'	2000'	1700'	1400'				

MISSED APCH:

Rwy 27: Climb STRAIGHT AHEAD to FL 70. Crossing ABEAM DP NDB or D5.0 DPN, turn RIGHT on heading 345° to intercept R-316 DPN to join SAM VOR holding at FL 70, or as directed.

Rwy 28: Climb STRAIGHT AHEAD to FL 70. Crossing DP NDB or D5.0 DPN, turn RIGHT on heading 345° to intercept R-316 DPN to join SAM VOR holding at FL 70, or as directed.

Rwy 29: Climb STRAIGHT AHEAD to 2600', then turn LEFT to intercept R-265 DIG. At D10.0 DIG climbing turn LEFT via R-045 CHI inbound to join CHI VOR holding at FL 70, or as directed.

Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	Refer to Missed Apch above
Descent Angle	3.00°	372	478	531	637	743		
MAP 2 NM from touchdown								

Standard/DGCA		STRAIGHT-IN LANDING			
SRA 27 CDFA MDA(H) 1390' (640')		SRA 28 CDFA MDA(H) 1420' (643')		SRA 29 CDFA MDA(H) 1400' (649')	
ALS out		ALS out		ALS out	
A	RVR 1500m		RVR 1500m		RVR 1500m
B					
C	RVR 2400m		RVR 2300m	RVR 2400m	RVR 2300m
D					RVR 2400m

Chart changes since cycle 26-2014

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
DELHI, (INDIRA GANDHI INTL - VIDP)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport VIDP