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Airport Information For VIDP

Terminal Charts For VIDP

Revision Letter For Cycle 07-2023

Change Notices

Notebook

General Information

Location: DELHI IND
ICAO/IATA: VIDP / DEL
Lat/Long: N28° 34.12', E077° 06.73'
Elevation: 778 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:30 = UTC
Magnetic Variation: 1.0° E

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0027 Z
Sunset: 1317 Z

Runway Information

Runway: 09
Length x Width: 9239 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 731 ft
Lighting: Edge, ALS, Centerline

Runway: 10
Length x Width: 12510 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 725 ft
Lighting: Edge, ALS, Centerline

Runway: 11R
Length x Width: 14534 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 727 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 2116 ft
Stopway: 1050 ft

Runway: 27
Length x Width: 9239 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 752 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 495 ft

Runway: 28
Length x Width: 12510 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 778 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 29L
Length x Width: 14534 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 750 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 4790 ft

Communication Information

ATIS: 126.400
Delhi Tower: 125.850
Delhi Tower: 124.375 Secondary
Delhi Tower: 123.825
Delhi Tower: 118.750
Delhi Tower: 118.250 Secondary
Delhi Tower: 118.100
Delhi Ground: 118.550
Delhi Ground: 119.575 Secondary
Delhi Ground: 121.900
Delhi Ground: 121.750
Delhi Ground: 121.625
Delhi Clearance Delivery: 121.950
Delhi Clearance Delivery: 121.850
Delhi Clearance Delivery: 121.800 Secondary
Delhi Approach: 126.350
Delhi Approach: 121.350 Secondary
Delhi Approach: 125.675
Delhi Arrival: 124.200
Delhi Arrival: 124.250 Secondary
Delhi Departure: 118.825
Delhi Departure: 124.600

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DELHI, INDIA

INDIRA GANDHI INTL

30 SEP 22

10-1P

.Eff.13.Oct.0930Z.

AIRPORT BRIEFING.

1. GENERAL

1.1. ATIS

D-ATIS 126.4

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. RWY USAGE

The RWY use plan for noise abatement is as follows:

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

Time Slot (IST)	RWY For westerly flow of traffic		RWY For easterly flow of traffic	
	RWY 29L	RWY 28/27	RWY 11R	RWY 10/09
0601-2359	Arrivals and Departures	Arrivals and Departures	Arrivals and Departures	Arrivals and Departures
0000-0100	Departures only	Arrivals and Departures	Arrivals and Departures	Arrivals and Departures
0101-0600	Arrivals and Departures	Departures only	Arrivals and Departures	Arrivals and Departures

Schedule for dates 9th, 16th, 24th and 30th of each month:

Time Slot (IST)	RWY For westerly flow of traffic		RWY For easterly flow of traffic	
	RWY 29L	RWY 28/27	RWY 11R	RWY 10/09
0601-2359	Arrivals and Departures	Arrivals and Departures	Arrivals and Departures	Arrivals and Departures
0000-0100	Arrivals and Departures	Departures only	Arrivals and Departures	Arrivals and Departures
0101-0600	Departures only	Arrivals and Departures	Arrivals and Departures	Arrivals and Departures

Schedule for dates from 2nd to 7th and 18th to 22nd of each month:

Time Slot (IST)	RWY For westerly flow of traffic		RWY For easterly flow of traffic	
	RWY 29L	RWY 28/27	RWY 11R	RWY 10/09
0601-2359	Arrivals and Departures	Arrivals and Departures	Arrivals and Departures	Arrivals and Departures
0000-0300	Departures only	Arrivals and Departures	Arrivals and Departures	Arrivals and Departures
0301-0600	Arrivals and Departures	Departures only	Arrivals and Departures	Arrivals and Departures

Schedule for dates from 10th to 15th and 25th to 29th and 31st of each month:

Time Slot (IST)	RWY For westerly flow of traffic		RWY For easterly flow of traffic	
	RWY 29L	RWY 28/27	RWY 11R	RWY 10/09
0601-2359	Arrivals and Departures	Arrivals and Departures	Arrivals and Departures	Arrivals and Departures
0000-0300	Arrivals and Departures	Departures only	Arrivals and Departures	Arrivals and Departures
0301-0600	Departures only	Arrivals and Departures	Arrivals and Departures	Arrivals and Departures

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1. GENERAL

1.2.2. ACFT NOISE LIMIT LMAX IN DB(A) (MAXIMUM SOUND LEVEL)

Lmax DAYTIME (0600-2200IST): 105 dB(A)

Lmax NIGHTTIME (2200-0600IST): 95 dB(A)

The Lmax values shall be adhered by airlines and to be monitored and communicated by APT operator to the Directorate General of Civil Aviation.

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 not be permitted to exit RWY 28 via TWY H6.

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 minutes 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 minutes of receiving such clearance, ATC must be informed.

1.3.3. TAXI ROUTINGS

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

1.3.3.1. ARRIVAL

From RWY 11R to Terminal 1:

Vacate RWY via TWY Y1, Z, then S3 or via TWY Y2, then S2 or via TWY Y4, Z, then Y5 or vacate RWY via TWY Y5. Then taxi via Y, A, N7 and K.

- For code C ACFT: Taxi via K2, cross RWY 10/28, H2, G, E9/F3/F5/F6, then follow further ATC instructions to respective stand.
- For code D/E ACFT: Taxi via K2, cross RWY 10/28, H2, D4, D, D3, cross RWY 09/27, A2.

From RWY 11R to Terminals 2 and 3:

Vacate RWY via TWY Y1, Z, then S3 or via TWY Y2, then S2 or via TWY Y4, Z, then Y5 or vacate RWY via TWY Y5. Then taxi via TWY Y.

- Taxi on A, N and N5 to apron 31.
- Taxi on A and Link 2 to apron 32.
- Taxi on A and Link 3 to apron 33A.
- Taxi on Link 6 to apron 33B.
- Taxi on Link 8 to apron 34.
- After vacating RWY via TWY Y1 taxi via Link 8, C, Link 9/Link 10 to apron 35 and after vacating RWY via TWYs Y2/Y4/Y5 taxi via Y, Link 9/(Link 9, C, Link 10) to apron 35.
- Taxi on A, N7, K, Link 39 and N1/(N, N3) to stands 201 thru 211.
- Taxi on A, N7, K, Link 39 and N to stands 232 thru 244.
- Taxi on A, N7, K, Link 33 and N to Cargo apron, for ACFT up to code F.

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1. GENERAL

From RWY 28 to Terminal 1:

Vacate RWY via TWY H1, then taxi via TWY D4, D or vacate via H2 then taxi via TWY D4, D or vacate via TWY H3 then taxi via TWY D.

- Taxi on F6/F5/F3, G and E9 for stands 148, 149 and 149A/B.
- Taxi on F3 for stands 150 thru 159.
- Taxi on F5 for stands 160R thru 165.
- Taxi on F6 for stands 170 thru 178.

In case ACFT is not able to vacate via TWY H1/H2/H3, vacate via TWY K6, taxi via N7, N, Link 39, K2, cross RWY 10/28, H2, D4, D, then taxi further as mentioned above.

From RWY 28 to Terminals 2 and 3:

Vacate RWY via TWY K1/K2, then via K, N7 and N or vacate RWY via K6, N7 and N.

- Taxi on N5 to apron 31.
- Taxi on C and Link 2 to apron 32.
- Taxi on C and Link 3 to apron 33A.
- Taxi on C and Link 6 to apron 33B.
- Taxi on C and Link 7 to apron 34.
- Taxi on C and Link 9/Link 10 to apron 35.
- Taxi on N4/N3/N1 to stands 201 thru 211.
- Taxi on N to stands 232 thru 244.
- Taxi on N to Cargo apron, for ACFT up to code F restricted to MAX wingspan 240' /73.30m.

Vacate RWY via TWY K1, then via Link 34 and N for Cargo apron up to code E ACFT.

Vacate RWY via TWY K1/K2/K6 and taxi via K, Link 33 and N to Cargo apron, for ACFT up to code F.

From RWY 29L to Terminal 1:

Vacate RWY via TWY Z2, then CW2 or vacate RWY via Z3/Z4/Z5/Z6/Z7, then Z, R6/R7, Q, A. Then taxi via N, LINK 39, K2, cross RWY 10/28, H2, D4 and D.

- Taxi on F6/F5/F3, G and E9 for stands 148, 149 and 149A/B.
- Taxi on F3 for stands 150 thru 159.
- Taxi on F5 for stands 160R thru 165.
- Taxi on F6 for stands 170 thru 178.

From RWY 29L to Terminals 2 and 3:

Vacate RWY via TWY Z2, then CW2 or vacate RWY via Z3/Z4/Z5/Z6/Z7, then Z, R6/R7 and Q.

- Taxi on A, N and N5 to apron 31.
- Taxi on A and Link 2 to apron 32.
- Taxi on A and Link 3 to apron 33A.
- Taxi on Link 4, C and Link 6 to apron 33B.
- Taxi on Link 4, C and Link 7 to apron 34.
- Taxi on Link 4, C and Link 9/Link 10 to apron 35.
- Taxi on A, N, N4/N3/N1 to stands 201 thru 211.
- Taxi on A and N to stands 232 thru 244.
- Taxi on A and N to Cargo apron for ACFT up to code F restricted to MAX wingspan 240' /73.30m.
- Taxi on A, N7, K and Link 33 to Cargo apron for ACFT up to code F.

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10 FEB 23

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DELHI, INDIA
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1. GENERAL

1.3.3.2. DEPARTURE

From Terminal 1 to RWY 10:

Taxi via E9, G, F3/F5/F6, D, D3 or via F3, D, D3 or via F5, D3 or via F6, D, D3 or via A2. Then taxi via RWY 09/27, then via D7 and H3 or D9 and H6.

From Terminals 2 and 3 to RWY 10:

- Taxi from apron 31 via N5, N, N7 and K6.
- Taxi from apron 32 via Link 1, A, N7 and K6.
- Taxi from apron 33A via Link 3, A, N7 and K6.
- Taxi from apron 33B via Link 6, Y, A, N7 and K6.
- Taxi from apron 34 via Link 7, Y, A, N7 and K6.
- Taxi from apron 35 via Link 9/(Link 10, C, Link 9), Y, A, N7 and K6.
- Taxi from stands 201 thru 211 via N1/N3, N, N7 and K6.
- Taxi from stands 232 thru 244 via N, N7 and K6.
- Taxi from Cargo apron via N, N7 and K6, for ACFT up to code F restricted to MAX wingspan 240' /73.30m.
- Taxi from Cargo apron via Link 33, K and K6, for ACFT up to code F.

From Terminal 1 to RWY 11R:

Taxi via E9, G, F3/F5/F6, D, D3 or via F3, D, D3 or via F5, D3 or via F6, D, D3 or via A2. Then taxi via RWY 09/27, D9, H6, cross RWY 10/28, K6, N7, N, C, Link 5, Y, R, then via R6, Z4 or via R7, Z5 or via R6/R7, then Z, Z6/Z7.

From Terminals 2 and 3 to RWY 11R:

- Taxi from apron 31 via N5, N, C, Link 5, Y, R, then via R6, Z4 or via R7, Z5 or via R6/R7, then Z, Z6/Z7.
- Taxi from apron 32 via Link 1, C, Link 5, Y, R, then via R6, Z4 or via R7, Z5 or via R6/R7, then Z, Z6/Z7.
- Taxi from apron 33A via Link 3, C, Link 5, Y, R, then via R6, Z4 or via R7, Z5 or via R6/R7, then Z, Z6/Z7.
- Taxi from apron 33B via Link 6, Y, R, then via R6, Z4 or via R7, Z5 or via R6/R7, then Z, Z6/Z7.
- Taxi from apron 34 via Link 7, Y, R, then via R6, Z4 or via R7, Z5 or via R6/R7, then Z, Z6/Z7.
- Taxi from apron 35 via Link 9/(Link 10, C, Link 9), Y, R, then via R6, Z4 or via R7, Z5 or via R6/R7, then Z, Z6/Z7.
- Taxi from stands 201 thru 211 via N1/N3, N, C, Link 5, Y, R, then via R6, Z4 or via R7, Z5 or via R6/R7, then Z, Z6/Z7.
- Taxi from stands 232 thru 244 via N, C, Link 5, Y, R, then via R6, Z4 or via R7, Z5 or via R6/R7, then Z, Z6/Z7.
- Taxi from Cargo apron via N, C, Link 5, Y, R, then via R6, Z4 or via R7, Z5 or via R6/R7, then Z, Z6/Z7, for ACFT up to code F restricted up to MAX wingspan 240' /73.30m.
- Taxi from Cargo apron via Link 33, K, N7, N, C, Link 5, Y, R, then R6, Z4 or via R7, Z5 or via R6/R7, then Z, Z6/Z7, for ACFT up to code F.

From Terminal 1 to RWY 28:

- For ACFT up to code C: Taxi via E9/F3/F5/F6 or via A2 cross RWY 09/27, (D3, F5)/(D, F6/F3). Then taxi via G and E.
- For code D and E ACFT: Taxi via A2, RWY 09/27, D9, H6, cross RWY 10/28, then via K6, N7, N, Link 33, K, W/J7 or taxi via A2, cross RWY 09/27, D3, F4, G, E.

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1. GENERAL

From Terminals 2 and 3 to RWY 28 (for ACFT up to code E)

Code F ACFT should follow ATC instructions:

- Taxi from apron 31 via N5, N, Link 33, K, W/J7.
- Taxi from apron 32 via Link 1, A, N, Link 33, K, W/J7.
- Taxi from apron 33A via Link 3, A, N, Link 33, K, W/J7.
- Taxi from apron 33B via Link 6, Y, A, N, Link 33, K, W/J7.
- Taxi from apron 34 via Link 8, Y, A, N, Link 33, K, W/J7.
- Taxi from apron 35 via Link 9/(Link 10, C, Link 9), Y, A, N, Link 33, K, W/J7.
- Taxi from stands 201 thru 211 via N1/N3, N, Link 33, K, W/J7.
- Taxi from stands 232 thru 244 via N, Link 33, K, W/J7.
- Taxi from Cargo stands 252 thru 257 and 260 thru 265 via N, Link 33, K, W/J7.

From Terminal 1 to RWY 29L:

Taxi via F3, D, D3 or via F5, D3 or via F6, D, D3 or via E9, G, F3/F5/F6, D, D3 or via A2 then taxi via RWY 09/27, D9, H6, cross RWY 10/28, K6, N7, N, C, Link 19, then via Y5 or via Y5, Z, Y6 or via Y5, Z, Y7 or via Y5, Z, Y8.

From Terminals 2 and 3 to RWY 29L:

- Taxi from apron 31 via N5, N, C, Link 19, then via Y5 or via Y5, Z and Y6 or via Y5, Z and Y7 or via Y5, Z and Y8.
- Taxi from apron 32 via Link 1, C, Link 19, then via Y5 or via Y5, Z and Y6 or via Y5, Z and Y7 or via Y5, Z and Y8.
- Taxi from apron 33A via Link 3, C, Link 19, then via Y5 or via Y5, Z and Y6 or via Y5, Z and Y7 or via Y5, Z and Y8.
- Taxi from apron 33B via Link 6, C, Link 19, then via Y5 or via Y5, Z and Y6 or via Y5, Z and Y7 or via Y5, Z and Y8.
- Taxi from apron 34 via Link 8, C, Link 19, then via Y5 or via Y5, Z and Y6 or via Y5, Z and Y7 or via Y5, Z and Y8.
- Taxi from apron 35 via Link 9/Link 10, C, Link 19, then via Y5 or via Y5, Z and Y6 or via Y5, Z and Y7 or via Y5, Z and Y8.
- Taxi from stands 201 thru 211 via (N3, N)/(N1, Link 39, K, N7, N), C, Link 19, then via Y5 or via Y5, Z and Y6 or via Y5, Z and Y7 or via Y5, Z and Y8.
- Taxi from stands 232 thru 244 via N, Link 39, K, N7, N, C, Link 19, then via Y5 or via Y5, Z and Y6 or via Y5, Z and Y7 or via Y5, Z and Y8.
- Taxi from Cargo stands 252 thru 257 and 260 thru 265 via N, Link 33, K, N7, N, C, Link 19, then via Y5 or via Y5, Z and Y6 or via Y5, Z and Y7 or via Y5, Z and Y8.

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 is 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 Stand by.

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.AIRPORT.BRIEFING.

1. GENERAL

1.4.1.3. DEPARTURE

At gate/stand, select Stand by.

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.

When lining-up, select TCAS only after receiving the clearance to line up.

1.4.1.4. SHIFTING (TOWING/TAXIING) OF ACFT

At gate/stand, call surface movement control for shifting after getting approval for shifting from AOCC, select Stand by, enter the SSR code 1400 and enter ACFT registration (e.g. VTABC) through the FMS or the transponder control panel, depending on the avionics.

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

When taxi, towing is completed and ACFT is parked on destination stand, select Stand by.

1.5. TAXI PROCEDURES

TWY Link 30 (South of TWY M) restricted up to code D ACFT.

TWYs D (between D1 and D3), D1, D2, D7, E9, F2, F3, F5, F6, G2, H1, N1, N8, Link 10, Link 13, Link 14, Link 31 and Link 32 (South of TWY M) restricted up to code C ACFT.

TWYs Link 15 and Link 16 (between GA Apron and TWY C) restricted up to code B ACFT.

Left turn on TWY E2 from TWY D4 not available while ACFT taxiing on TWY D4 facing North. Similarly Right turn on TWY D4 from TWY E2 not available while ACFT taxiing on TWY E2 facing East.

Retro-reflective edge markers available on TWYs Link 13 and Link 16 (between GA apron and TWY C) for night operations.

Code F ACFT on RWY 10/28 shall maintain outer engines on idle power while taxiing on code E TWY.

1.6. DUAL TAXILANE OPS PROCEDURES ON APRON 1

Taxilanes F2, F3, F5 are marked in yellow and are compatible for ACFT up to code letter C.

Taxilane F4 is marked in blue and is compatible for ACFT up to code letter E.

During code letter D/E ACFT taxiing on taxilane F4, the centerline lights of taxilane F4 and the stopbars on taxilanes F3 and F5 will be switched on automatically.

During code letter C ACFT taxiing on taxilanes F3 and F5, the centerline lights of taxilanes F2, F3 and F5 and the stopbars on taxilane F4 will be switched on automatically.

1.7. PARKING INFORMATION

Visual Docking Guidance System available on remote stands R02 and R03 only and on all contact stands of T-3 except:

- L/R stands of A01, A03, A08, A10, A12 and A14;
- central stands of C27 thru C32 and C34.

Stands 201 thru 211 equipped with PAPA.

Push-back required on all stands.

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.Eff.8.Sep.

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1. GENERAL

1.8. OTHER INFORMATION

1.8.1. 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 29L 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 29L shall be alternate to RWY 28 and RWY 11R shall be alternate to RWY 10. Accordingly, RWY 28 shall be alternate to RWY 29L and RWY 10 shall be alternate to RWY 11R.

5. In strong tailwind 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 11R in case of RWY 29L and vice versa.

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2 SEP 22

10-1P7

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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, unless otherwise indicated in paragraph 2.1.2 or on procedure charts.

2.1.2. DELHI TMA SPEED RESTRICTION, EXCEPT RNAV STARs

All ACFT entering Delhi TMA, shall follow mandatory IAS as per the following, unless otherwise instructed by ATC:

- 250-230 KT: 60NM from DPN;
- 210 KT: from downwind leg to base leg;
- 190 KT: on base leg and closing heading to final approach;
- 180 KT: 20NM to 10NM from touchdown on final approach;
- 160 KT: 10NM to 5NM from touchdown.

All speed restrictions are to be flown as accurately as possible. ACFT unable to comply with these speeds must inform ATC and state what speeds can be used. Pilots should also advise ATC if circumstances necessitate a change of speed due to ACFT performance limitation.

2.2. NOISE ABATEMENT PROCEDURES 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 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 minutes of top of descent and provide the estimates of VOR (SSB), SAPLO, AKBAN and VOR (SAM-PLA) 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 FL100. 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.

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2. ARRIVAL

2.3. CAT II/III OPERATIONS

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

2.4. RWY OPERATIONS

2.4.1. RWY OCCUPANCY TIME

To ensure MAX RWY utilization, arriving flights, on completion of landing roll are expected to vacate expeditiously at first suitable TWY exit, or as instructed by ATC. ACFT should not slow down below normal taxi speed or stop on exit TWY unless otherwise approved by ATC.

Pilots are reminded that rapid exit from the RWY enables ATC to apply MIM spacing on final approach that will achieve MAX RWY utilization and will minimize the occurrences of 'go around'.

Arriving ACFT to use preferred exit TWY as per the table below. ACFT that cannot comply with these requirements, shall notify ATC, as soon as, possible.

2.4.2. RWY EXIT

RWY	ACFT Code	Preferred exit TWY	Dist from THR
09	A, B, C	D3	6886' /2099m
	D, E	D2	9098' /2773m
10	A, B, C, D	U (exiting towards South)	7992' /2436m
	E	V (exiting towards South)	9715' /2961m
	F	J7 (exiting towards South)	12510' /3813m
	A, B, C	G2 (exiting towards North)	7992' /2436m
	D, E	E (exiting towards North)	10426' /3178m
11R	A, B	Y1	6227' /1898m
	C, D	Y2	7372' /2247m
	E, F	Y4	8688' /2648m
27	A, B	D5	6109' /1862m
	A, B, C	D6	7093' /2162m
	D, E	D7	8307' /2532m
28	A, B, C, D	K1 (exiting towards South)	7257' /2212m
	E	K2 (exiting towards South)	9314' /2839m
	F	K6 (exiting towards South)	12510' /3813m
	A, B, C	H1 (exiting towards North)	7585' /2312m
	D, E	H2 (exiting towards North)	9029' /2752m
29L	A, B, C and all Turbo Prop ACFT	Z2	6781' /2067m
	D, E	Z3	7598' /2316m
	F	Z4	8858' /2700m

2.4.3. HIGH INTENSITY RWY OPERATIONS (HIRO)

Pilots should minimize the use of reverse thrust after landing to reduce disturbance in areas adjacent to the aerodrome.

2.5. TAXI PROCEDURES

On Cargo apron ACFT up to code E shall taxi in via TWY N/Link 39/Link 34/ Link 33, N and onto respective stand. Code F ACFT shall taxi in via TWY Link 33, N and onto respective stand.

On apron 31 taxiing to stands A06 thru A14 and R10 thru R12 via taxilane N5.

On apron 35 taxiing to stands D46 thru D62 and E64 thru E66 via taxilane Link 9 and to stands E68 thru E84 via taxilane Link 10.

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2. ARRIVAL

APRON I

Stands	Procedure
148, 149, 149A/B	ACFT shall taxi in via taxilane E9 to respective stand.
150 thru 159	ACFT shall taxi in via taxilane F3 to respective stand.
160R thru 165	ACFT shall taxi in via taxilane F5 to respective stand.
170 thru 178	ACFT shall taxi in via taxilane F6 to respective stand.

APRON II

Stands	Procedure
201 thru 206	Taxi in via TWY N3, N4, N onto respective stand.
207 thru 211 and 212 thru 218	Taxi in via taxilane N1 onto respective stand.
220 thru 231	Taxi in via taxilane N8 onto respective stand.
232 thru 247	Taxi in via taxilane N onto respective stand.

GENERAL AVIATION APRON

All arrival procedures will be assisted by marshaller and wing-walkers.

Stands	Procedure
901 thru 911C	ACFT shall taxi in via TWY Link 13 to respective stand.
912 thru 920	ACFT shall taxi in via TWY Link 13 to respective stand.
921 thru 928	ACFT shall tow in via taxilane Link 14, Link 15 to respective stand.
929 thru 937B	ACFT shall tow in via taxilane Link 14, Link 15 to respective stand.
938 thru 947	ACFT shall tow in via TWY Link 16 to respective stand.
948 thru 956	ACFT shall taxi in via TWY Link 16 to respective stand.

All incoming ACFT will be allocated only to power-in stands (901 thru 911C and 948 thru 956).

After passenger and crew de-boarding, ACFT will be towed to central parking stands (912 thru 947).

2.6. COMMUNICATION FAILURE

2.6.1. GENERAL

Pilot shall not overfly VI(P)-89 situated 5.8NM Northeast of APT under any circumstances.

2.6.2. 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 LOC or final APCH track of the published procedure for the assigned RWY.

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2. ARRIVAL

2.6.3. STAR NOT ASSIGNED

Continue on ATS route, (re-join ATS route if given heading or flying offset), maintaining/descending to cleared FL or FLO70 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 FLO70 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 FLO70 whichever is higher. If below FLO70, climb and reach FLO70 before crossing 25NM outbound from DPN VOR. If higher, descend in SKA holding to FLO70.

Leave SKA VOR at FLO70 to carry out published ILS/VOR DME ARC APCH for assigned RWY.

2.6.4. RADAR VECTORED

ACFT being radar vectored for APCH, on experiencing RCF, shall maintain last assigned level and heading for 3 minutes 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 FLO70 whichever is higher. If below FLO70, climb and reach FLO70 before crossing 25NM outbound from DPN VOR. If higher, descend in SKA holding to FLO70.

Leave SKA VOR at FLO70 to carry out published ILS/VOR DME ARC APCH for assigned RWY.

2.6.5. ALTERNATE FOR SKA HOLDING

If SKA unserviceable in paragraphs 2.6.3. and 2.6.4., hold at waypoint DPN R-186/D43.

2.7. OPERATING PRINCIPLES

Change of RWY to arrivals will be intimated before the ACFT is at least 20NM from touchdown. Within 20NM of touchdown, change of RWY will be affected only with the consent of pilot-in-command.

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3. DEPARTURE

3.1. PUSH-BACK PROCEDURES

	Departure via TWY Link 33
Block 1 252, 253, 260, 261, 262	The ACFT shall push-back onto taxilane N facing East, tow up to tug disconnect point CA1 and follow further ATC instructions. Only one push-back is allowed from these stands at a time.
Block 2 254, 255, 256, 257, 263, 264, 265	The ACFT shall push-back onto taxilane N facing East, tow up to tug disconnect point CA2 and follow further ATC instructions. Only one push-back is allowed from these stands at a time.
Stands	Departure via TWY Link 34
Block 1 252, 253, 260, 261, 262	The ACFT shall push-back onto taxilane N facing West, tow up to tug disconnect point CA3 and follow further ATC instructions. Only one push-back is allowed from these stands at a time.
Block 2 254, 255, 256, 257, 263, 264, 265	The ACFT shall push-back onto taxilane N facing West, tow up to tug disconnect point CA4 and follow further ATC instructions. Only one push-back is allowed from these stands at a time.

Code F ACFT shall taxi in/out to/from Cargo apron via TWY Link 33 only.

Simultaneous push-back from above mentioned Block 1 and Block 2 of ACFT stands are allowed except that only one push-back is permitted at a time from stands 253, 254, 262 and 263.

During push-back from stand 257 facing East, the ACFT taxiing on TWY N facing East and on TWY Link 34 facing South shall hold short of TWY N and Link 34 junction on respective Intermediate Holding Point.

CA1 and CA2 will be used for push-back facing East and CA3 and CA4 will be used for push-back facing West.

APRON I

Stands	Procedure
148, 149, 149A/B	ACFT shall be pushed back onto taxilane E9 facing South and to be towed abeam stand 149A and follow further instructions from ATC.
150 thru 159	ACFT shall be pushed back onto taxilane F3 facing North or South and to be towed abeam respective stand and follow further instructions from ATC.
160R thru 165	ACFT shall be pushed back onto taxilane F5 facing North or South and to be towed abeam respective stand and follow further instructions from ATC.
170 thru 178	ACFT shall be pushed back onto taxilane F6 facing North or South and to be towed abeam respective stand and follow further instructions from ATC.

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- Note:
- a) Push-back clearance is to be separated by at least one stand.
 - b) Only one movement at a time is permitted on taxilane E9.
 - c) During push-back from stand 150 facing South, ACFT taxiing on TWY D shall hold short of taxilane F3 (when taxiing to the West) or F5 (when taxiing to the East).
 - d) During push-back from stand 150 facing South onto taxilane F3, ACFT shall pull forward abeam stand 151.
 - e) During push-back from stand 159 facing North, ACFT taxiing on TWY G shall hold short of taxilane F3 (when taxiing to the West) or F5 (when taxiing to the East).
 - f) During push-back from stand 159 facing North onto taxilane F3, ACFT shall pull forward abeam stand 158.
 - g) During push-back from stand 165 facing North, ACFT taxiing on TWY G shall hold short of taxilane F3 (when taxiing to the West) or F5 (when taxiing to the East).
 - h) During push-back from stand 178 facing North, ACFT taxiing on TWY G shall hold short of taxilane F6.
 - i) During push-back from stands 165 and 178 facing North onto respective taxilane, ACFT shall pull forward abeam stands 164L and 177 respectively.
 - j) During push-back from stand 170 facing South, ACFT taxiing on TWY D shall hold short of taxilane F6.
 - k) During push-back from stand 170 facing South onto taxilane F6, ACFT shall pull forward abeam stand 171.
 - l) Two code letter C ACFT can taxi simultaneously on taxilane F3 and F5 between intermediate holding positions located short of TWY D and TWY G, respectively.
 - m) Simultaneous push-back of two code letter C ACFT on taxilane F3 and F5 permitted till visibility up to or more than 100m.
 - n) Engine power more than idle thrust is not permitted during ACFT taxiing from taxilane F5 to taxilane F3 via taxilane F2 and vice versa.

APRON II

Stands	Procedure
201	The ACFT shall be pushed back onto TWY N4 facing South-East and to be towed abeam stand 203 and follow further instructions from ATC.
202 thru 205	The ACFT shall be pushed back onto TWY N3 facing North-East and to be towed abeam stand 203 and follow further instructions from ATC. (ACFT taxing towards East on TWY N shall hold at intermediate holding position on TWY N-N4 junction and ACFT taxing towards West on TWY N shall hold at intermediate holding position on TWY Link 39/N1/N junction while ACFT is pushed back from stand 205. Simultaneous push-back from stands 204, 205 and 232, 234 thru 236 not allowed.)
206 thru 208 and 216 thru 218	The ACFT shall be pushed back onto TWY N1 facing North and to be towed abeam stand 207 and follow further instructions from ATC. (ACFT taxing towards East on TWY N shall hold at intermediate holding position on TWY N-N4 junction and ACFT taxing towards West on TWY N shall hold at intermediate holding position on TWY Link 39/N1/N junction while ACFT is pushing back from stand 206. Simultaneous push-back from stands 206 and 232, 233, 234 not allowed).
209 thru 215	The ACFT shall be pushed back onto TWY N1 facing North and to be towed abeam stand 210 and follow further instructions from ATC.
220 thru 223 (Block1)	Departure via TWY Link 39: ACFT shall be pushed back to taxilane N8 facing West and towed abeam stand 223. Departure via TWY Link 34: ACFT shall be pushed back to taxilane N8 facing East and towed abeam stand 220. Follow further instructions from ATC.

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224 thru 227 (Block2)	Departure via TWY Link 39: ACFT shall be pushed back to taxilane N8 facing West and towed abeam stand 227. Departure via TWY Link 34: ACFT shall be pushed back to taxilane N8 facing East and towed abeam stand 224. Follow further instructions from ATC.
228 thru 231 (Block 3)	Departure via TWY Link 39: ACFT shall be pushed back to taxilane N8 facing West and towed abeam stand 231. Departure via TWY Link 34: ACFT shall be pushed back to taxilane N8 facing East and towed abeam stand 228. Follow further instructions from ATC.
232 thru 247	The ACFT shall be pushed back onto TWY N facing East or West as per the RWY in use and follow further instructions from ATC. Simultaneous push-back from stands A12, A12R, A14, A14L/R and 243 to 247 not allowed.
Note:	<ul style="list-style-type: none"> a) On stands 202 thru 205 and 201 (Block 3), 206 thru 208 and 216 thru 218 (Block 2) and 209 thru 211 and 212 thru 215 (Block 1), only one push-back allowed at a time. b) On stands 206 thru 211, 212 thru 218 and 220 thru 247, push-back clearance is to be separated by three stands. c) On stands 220 thru 223 (Block 1), 224 thru 227 (Block 2) and 228 thru 231 (Block 3), only one push-back allowed at a time. d) ACFT taxiing on TWY Link 34/Link 39 onto TWY N shall hold at intermediate holding position on TWY Link 34/Link 39 short of taxilane N8, when an ACFT is pushing back from stands 220 and 231 respectively. e) ACFT taxiing on TWY N onto TWY Link 34/Link 39 shall hold at intermediate holding position on TWY N short of TWY Link 34/Link 39, during an ACFT pushing back from stands 220 and 231 respectively. f) ACFT taxiing on N8 shall hold at intermediate holding position on taxilane N8, short of TWY Link 39/Link 34, when an ACFT is taxiing on TWY Link 39/Link 34.

GENERAL AVIATION APRON

All departure procedures will be assisted by marshaller and wing-walkers.

Stands	Procedure
901 thru 911C	ACFT shall be pushed back onto TWY Link 13 facing South and follow further instructions from ATC.
912 thru 920	ACFT shall be pushed back onto TWY Link 13 facing South and follow further instructions from ATC.
921 thru 928	ACFT shall be pushed back onto TWY Link 14/Link 15 facing North and follow further instructions from ATC.
929 thru 937B	ACFT shall be pushed back onto TWY Link 14/Link 15 facing North and follow further instructions from ATC.
938 thru 947	ACFT shall be pushed back onto TWY Link 16 facing South and follow further instructions from ATC.
948 thru 956	ACFT shall be pushed back onto TWY Link 16 facing South and follow further instructions from ATC.

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3. DEPARTURE**APRON 31**

Stands	Procedure
A06 and R12	ACFT shall be pushed back onto taxilane N5 facing North-West and to be towed abeam stand A08, follow further instructions from ATC.
A08 to A12, R10 and R11	ACFT shall be pushed back onto taxilane N5 facing North-West and to be towed abeam respective stand, follow further instructions from ATC.
A14, A14L/R	ACFT shall be pushed back onto taxilane N5 facing North-West and to be towed abeam stand A12, follow further instructions from ATC.
Note:	a) Push-back clearance is to be separated by at least one stand. b) Simultaneous push-back from opposite stands is not permitted. c) Only one ACFT is permitted to push back from stands A12, A12R, A14, A14L/R and 243 to 247 at any time.

APRON 32

Stands	Procedure
A07R thru A13	ACFT shall be pushed back onto taxilane facing North-West and to be towed up to tug disconnect point A2, taxi via Link1, follow further instructions from ATC.
A01R thru A03L	ACFT shall be pushed back onto taxilane facing North and to be towed up to tug disconnect point A3, taxi via Link 1, follow further instructions from ATC.
B15R thru B21	ACFT shall be pushed back onto taxilane facing North-East and to be towed up to tug disconnect point A4, taxi via Link 1, follow further instructions from ATC.
R01 thru R02R	ACFT shall be pushed back onto taxilane facing North-West and to be towed up to tug disconnect point A2, taxi via Link 1, follow further instructions from ATC.
R03R thru R04	ACFT shall be pushed back onto taxilane facing North-East and to be towed up to tug disconnect point A4, taxi via Link 1, follow further instructions from ATC.

APRON 33

Stands	Procedure
B18 thru B20R	ACFT shall be pushed back onto taxilane facing South-West and to be towed abeam stand B20, follow further instructions from ATC.
B20	ACFT shall be pushed back onto taxilane facing South-West and to be towed abeam stand B22, follow further instructions from ATC.
B20L and B22 to B26	ACFT shall be pushed back onto taxilane facing South-West and to be towed abeam respective stand, follow further instructions from ATC.
C28L/R	ACFT shall be pushed back onto taxilane facing South-West and to be towed abeam stand C30, follow further instructions from ATC.
C28 and C30	ACFT shall be pushed back onto taxilane facing South-West and to be towed abeam stand C32, follow further instructions from ATC.
C30L/R and C32 to C36	ACFT shall be pushed back onto taxilane facing South-West and to be towed abeam respective stand, follow further instructions from ATC.

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3. DEPARTURE

Note:	<p>a) Push-back clearance is to be separated by at least one stand.</p> <p>b) Simultaneous push-back from stands B18 and C28L is not permitted.</p> <p>c) For stand B18, push-back limit line is provided for ACFT to push back and pull ahead abeam stand B20.</p> <p>d) For stand C28R, push-back guidance line is provided for ACFT to push back and pull ahead abeam stand C30.</p> <p>e) Engine power more than idle thrust is not permitted during push-back and taxiing on apron.</p>
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APRON 34

Stands	Procedure	
	RWY in use 28, 29L	RWY in use 10, 11R
C27R thru C33	ACFT shall be pushed back onto taxilane facing North-East and to be towed up to tug disconnect point D5, taxi via Link 8, follow further instructions from ATC.	ACFT shall be pushed back onto taxilane facing South-West and to be towed up to tug disconnect point C3, taxi via Link 7, follow further instructions from ATC.
D37L thru D41	ACFT shall be pushed back onto taxilane facing East and to be towed up to tug disconnect point D4, taxi via Link 8, follow further instructions from ATC.	ACFT shall be pushed back onto taxilane facing West and to be towed up to tug disconnect point C4, taxi via Link 7, follow further instructions from ATC.
D43 thru D55	ACFT shall be pushed back onto taxilane facing South-East and to be towed up to tug disconnect point D3, taxi via Link 8, follow further instructions from ATC.	ACFT shall be pushed back onto taxilane facing North-West and to be towed up to tug disconnect point C5, taxi via Link 7, follow further instructions from ATC.
R05 and R06	ACFT shall be pushed back onto taxilane facing North-East and to be towed up to tug disconnect point D5, taxi via Link 8, follow further instructions from ATC.	ACFT shall be pushed back onto taxilane facing South-West and to be towed up to tug disconnect point C3, taxi via Link 7, follow further instructions from ATC.
R07R thru R08L	ACFT shall be pushed back onto taxilane facing East and to be towed up to tug disconnect point D4, taxi via Link 8, follow further instructions from ATC.	ACFT shall be pushed back onto taxilane facing West and to be towed up to tug disconnect point C4, taxi via Link 7, follow further instructions from ATC.
R09	ACFT shall be pushed back onto taxilane facing South-East and to be towed up to tug disconnect point D3, taxi via Link 8, follow further instructions from ATC.	ACFT shall be pushed back onto taxilane facing North-West and to be towed up to tug disconnect point C5, taxi via Link 7, follow further instructions from ATC.

3. DEPARTURE

APRON 35

Stands	Procedure
D46	ACFT shall be pushed back onto taxilane facing South-East and to be towed abeam stand D48, follow further instructions from ATC.
D48 to D62	ACFT shall be pushed back onto taxilane facing South-East and to be towed abeam respective stand, follow further instructions from ATC.
E64 to E70	ACFT shall be pushed back onto taxilane facing South-East and to be towed abeam stand E70, follow further instructions from ATC.
E72 to E84	ACFT shall be pushed back onto taxilane facing South-East and to be towed abeam respective stand, follow further instructions from ATC.
Note:	<ul style="list-style-type: none"> a) Push-back clearance is to be separated by at least one stand. b) Only one ACFT at a time is permitted to push back from stands D46 to D52 and E64 to E70. c) Engine power more than idle thrust is not permitted during push-back and taxiing from stands D46 to D50. d) During push-back on stands D46 to D50, no push-back is allowed from E64 to E68. e) ACFT taxiing out from stands D46 to D62 shall use taxilane Link 9, from stands E64 to E84 shall use taxilane Link 10.

Start-up of engines on idle power during push-back is permitted.

In case of corner stands A06, A13, B18, B21, C28, C33, D46 and D55 in Terminal 3 aprons, ACFT can start one engine at idle power only while being pulled forward to the respective tug disconnect point. No engine start up permitted during push-back.

No cross bleed start by ACFT is permitted during push-back. It is permissible only after the towing of ACFT (push-back and pull forward) is complete.

In case pilot requires more than idle power due to cross bleed start-up requirement or for any other operational reasons, pilot is required to inform ATC before start-up.

3.2. TAXI PROCEDURES

The ACFT should be in a position to commence its taxiing not more than 5 minutes after the issue of push-back and start-up clearance, failing which the start-up clearance will be cancelled.

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 maneuvers.

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.

Pilot shall complete all mandatory pre-departure checks before entering the active RWY for departure so that the ACFT is in a position to take-off immediately upon receipt of take-off clearance in one continuous movement.

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

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3. DEPARTURE

3.2.1. HIGH SPEED EXIT TWYs Y4 AND Y2 USAGE AS ENTRY TWY

1. HST Y4 and Y2 available as entry TWY for all ACFT during CAT I conditions.
2. HST Y4 and Y2 available as entry TWY only when entry TWYs Y8, Y7, Y6 and Y5 not available.
3. HST Y4 and Y2 available as entry TWY only for intersection departure from RWY 29L. These HSTs will not be used for full length departure from RWY 29L.
4. HST Y4 and Y2 shall not be used simultaneously as entry TWY.

Taxi routes via Y4 and Y2 RWY 29L:

- Taxi via TWYs S2, Z and Y4;
- Taxi via TWYs S2, Z and Y2;
- Taxi via TWYs Z and Y2.

3.3. COMMUNICATION FAILURE

3.3.1 GENERAL

Pilot shall not overfly VI(P)-89 situated 5.8NM Northeast of APT under any circumstances.

3.3.2. ACFT INTENDING TO CONTINUE TO DESTINATION

Continue on assigned SID or heading climbing to or maintaining cleared level or FL070, whichever is higher.

3 minutes after setting Mode A/C code 7600 or reaching FL070 or cleared FL (if higher than FL070) 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/FL070. After joining ATS route, climb to filed FL and continue as per the filed flight plan.

3.3.3. ACFT INTENDING TO LAND BACK AT DELHI

Continue on assigned SID or heading climbing to or maintaining cleared level or FL070, whichever is higher.

3 minutes after setting Mode A/C code 7600 or reaching FL070 or cleared FL (if higher than FL070) whichever is later, take a turn (avoiding VI(P)-89) to proceed directly to SKA VOR. If higher, descend in SKA holding to FL070. If required, jettison fuel while in SKA holding taking all necessary precautions.

Leave SKA VOR at FL070 to carry out published ILS/VOR DME ARC APCH for assigned RWY.

3.3.4. ALTERNATE FOR SKA HOLDING

If SKA unserviceable in paragraph 3.3.3. hold at waypoint DPN R-186/D43.

3.4. OTHER INFORMATION

3.4.1. 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 minutes prior to the Estimated Off-Block Time (EOBT) or 35 minutes prior to Calculated Take-Off Time (CTOT).

If rejected, pilots shall revert to voice procedures.

Pilots shall acknowledge en-route clearance within 5 minutes.

JEPPESEN
 10-2 .Eff. 8.Sep.
 2 SEP 22

VIDP/DEL
 INDIRA GANDHI INTL

DELHI, INDIA
 .RNAV.STAR.

VIDP/DEL
 INDIRA GANDHI INTL

JEPPESEN
 10-2 .Eff. 8.Sep.
 2 SEP 22

DELHI, INDIA
 .RNAV.STAR.

VIDP/DEL
 INDIRA GANDHI INTL

JEPPESEN
 10-2 .Eff. 8.Sep.
 2 SEP 22

DELHI, INDIA
 .RNAV.STAR.

VIDP/DEL
 INDIRA GANDHI INTL

JEPPESEN
 10-2 .Eff. 8.Sep.
 2 SEP 22

DELHI, INDIA
 .RNAV.STAR.

VIDP/DEL
 INDIRA GANDHI INTL

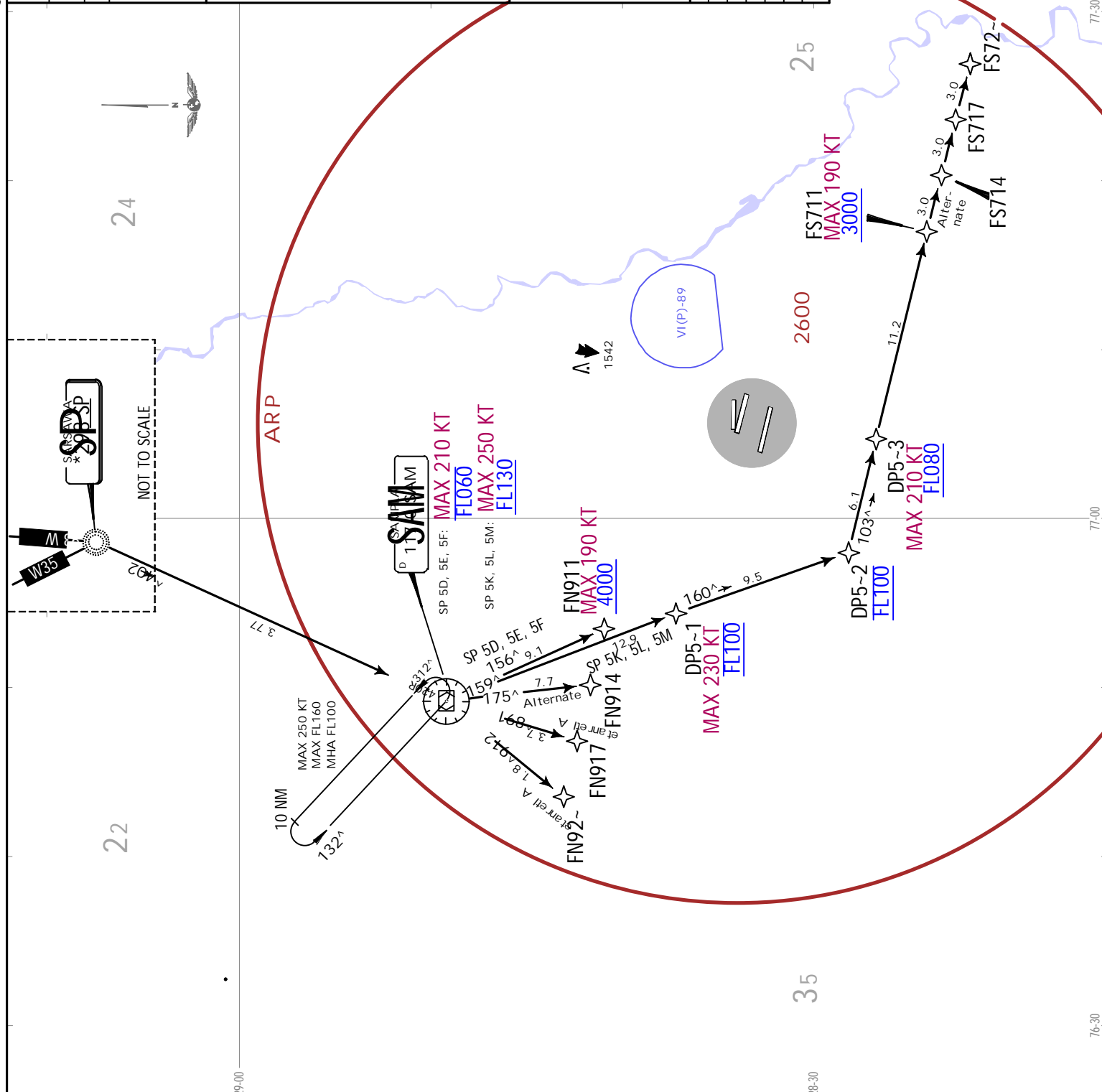
JEPPESEN
 10-2 .Eff. 8.Sep.
 2 SEP 22

DELHI, INDIA
 .RNAV.STAR.

VIDP/DEL
 INDIRA GANDHI INTL

JEPPESEN
 10-2 .Eff. 8.Sep.
 2 SEP 22

D-ATIS 126.4		Apt Elev 778
Alt Set: hPa Trans level: By ATC		
RNAV 1 (GNSS OR DME/DME/IRU)		
1. RADAR required. 2. If unable to comply with RNAV STARS advise ATC and EXPECT RADAR vectors. 3. Follow level/speed restriction unless otherwise authorized by ATC. 4. EXPECT RADAR vectors at the end of STAR.		
SP 5D SP 5E SP 5F SP 5K SP 5L SP 5M RNAV ARRIVALS		
SPEED RESTRICTION ACFT passing FL290, to MAINTAIN 270 KT and thereafter follow the speed restrictions as published in STAR unless otherwise by ATC.		
LOST COMMS → LOST COMMS → LOST COMMS For Radio Communication Failure procedures refer to 10-1P pages. ← LOST COMMS ← LOST COMMS ← LOST COMMS Pilot shall not overfly VI(P)-89 under any circumstances.		
STAR	RWY	ROUTING
SP 5D	09	SP - SAM (K210-; FLO60-) - FN911 (K190-; 4000+).
SP 5E	10	
SP 5F	11R	
SP 5K	27	SP - SAM (K250-; FL130+) - DP5-1 (K230-; FL100) - DP5-2 (FL100) - DP5-3 (K210; FLO80+) - FS711 (K190-; 3000+).
SP 5L	28	
SP 5M	29L	

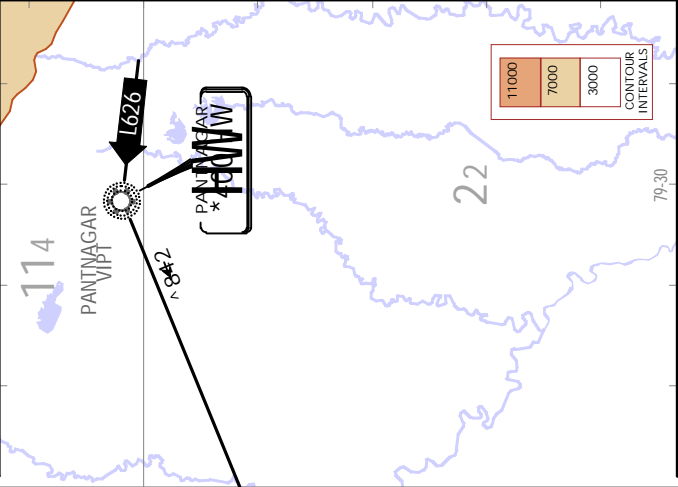


DELHI, INDIA
.RNAV.STAR

JEPPESEN
 2 SEP 22
 (10-2A).Eff.8.Sep.

VIDP/DEL
INDIRA GANDHI INTL

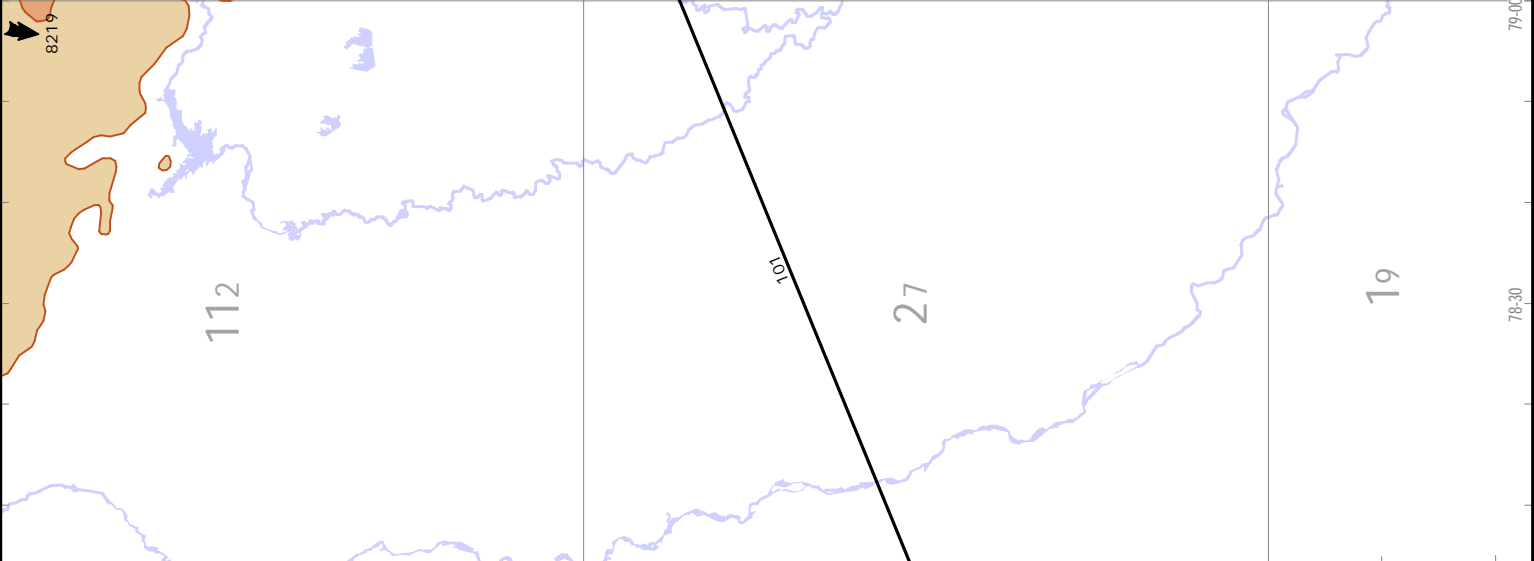
D-ATIS	126.4	Apt Elev	778
Alt Set: hPa		Trans level: By ATC	
RNAV 1 (GNSS OR DME/DME/IRU)			
1. RADAR required. 2. If unable to comply with RNAV STARS advise ATC and EXPECT RADAR vectors. 3. Follow level/speed restriction unless otherwise authorized by ATC. 4. EXPECT RADAR vectors at the end of STAR.			
HW 5A, HW 5B HW 5C, HW 5P HW 5Q, HW 5R RNAV ARRIVALS			



SPEED RESTRICTION
 ACFT passing FL290, to MAINTAIN 270 KT and thereafter follow the speed restrictions as published in STAR unless otherwise by ATC.

▲ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
 For Radio Communication Failure procedures refer to 10-1P pages.
 ▼ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

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

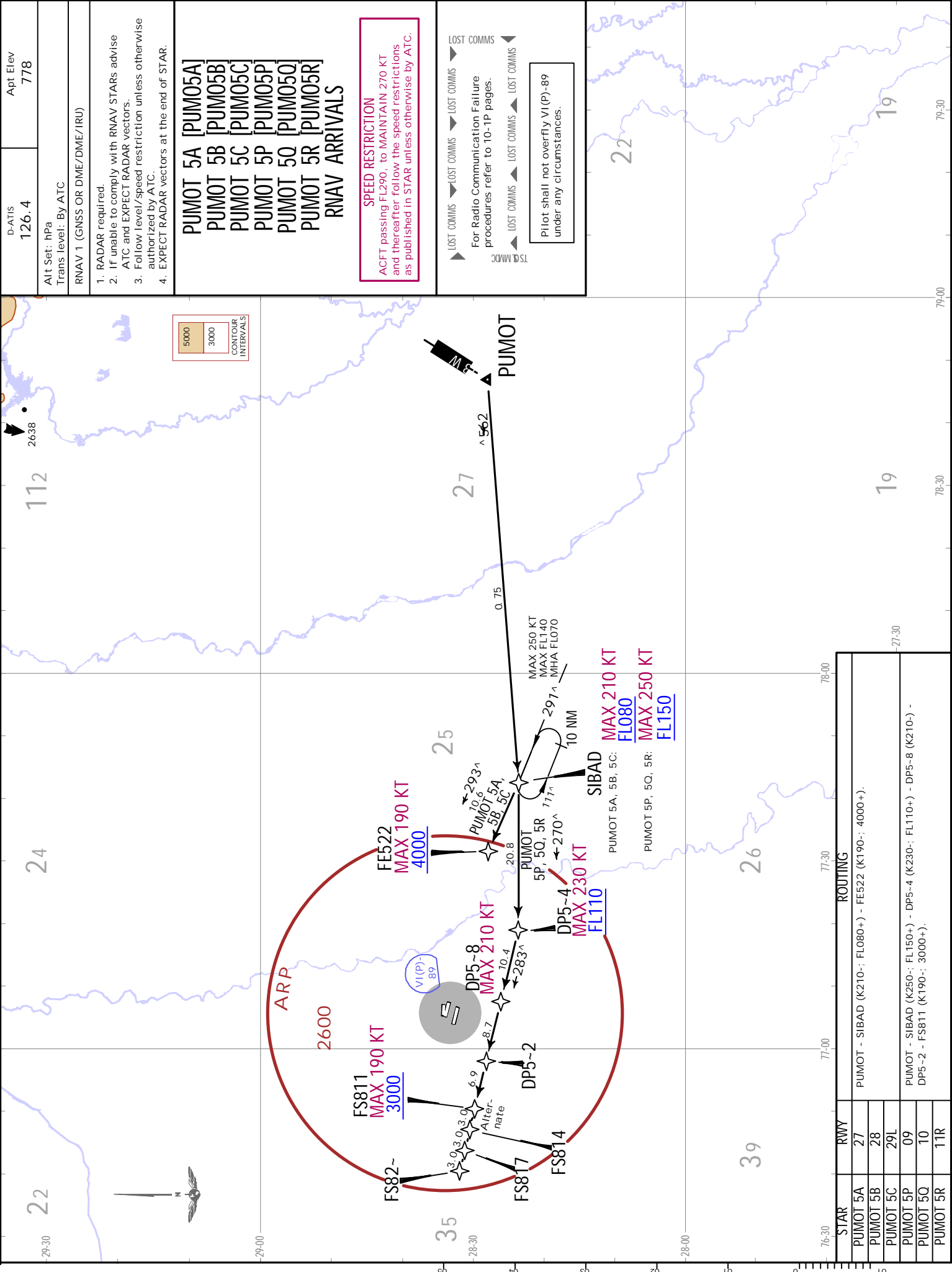


STAR	RWY	ROUTING
HW 5A	27	HW - SIBAD (K210-) - FE522 (K190+ - 4000+)
HW 5B	28	
HW 5C	29L	
HW 5P	09	HW - SIBAD (K250+; FL150+) - DP5-4 (K230+; FL110+) - DP5-8 (K210+) - DP5-2 - FS811 (K190+; 3000+)
HW 5Q	10	
HW 5R	11R	

DELHI, INDIA
 .RNAV.STAR.

JEYPESEN
 2 SEP 22 (10-2B).Eff.8.Sep.

VIDP/DEL
 INDIRA GANDHI INTL



D-ATIS
 126.4
 Apt Elev
 778

Ait Set: hPa
 Trans level: By ATC
 RNAV 1 (GNSS OR DME/DME/IRU)

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

PUMOT 5A [PUM05A]
PUMOT 5B [PUM05B]
PUMOT 5C [PUM05C]
PUMOT 5P [PUM05P]
PUMOT 5Q [PUM05Q]
PUMOT 5R [PUM05R]
RNAV ARRIVALS

SPEED RESTRICTION
 ACFT passing FL290, to MAINTAIN 270 KT and thereafter follow the speed restrictions as published in STAR unless otherwise by ATC.

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

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

STAR	RWY	ROUTING
PUMOT 5A	27	PUMOT - SIBAD (K210-; FL080+) - FE522 (K190-; 4000+).
PUMOT 5B	28	
PUMOT 5C	29L	
PUMOT 5P	09	PUMOT - SIBAD (K250-; FL150+) - DP5-4 (K230-; FL110+) - DP5-8 (K210-) -
PUMOT 5Q	10	DP5-2 - FS811 (K190-; 3000+).
PUMOT 5R	11R	

DELHI, INDIA
.RNAV.STAR.

JEYPESEN
 2 SEP 22
 10-2C .Eff.8.Sep.

VIDP/DEL
 INDIRA GANDHI INTL

D-ATIS	126.4	Apt Elev	778
Alt Set: hPa Trans level: By ATC		RNAV 1 (GNSS OR DME/DME/IRU)	
1. RADAR required. 2. If unable to comply with RNAV STARS advise ATC and EXPECT RADAR vectors. 3. Follow level/speed restriction unless otherwise authorized by ATC. 4. EXPECT RADAR vectors at the end of STAR.			

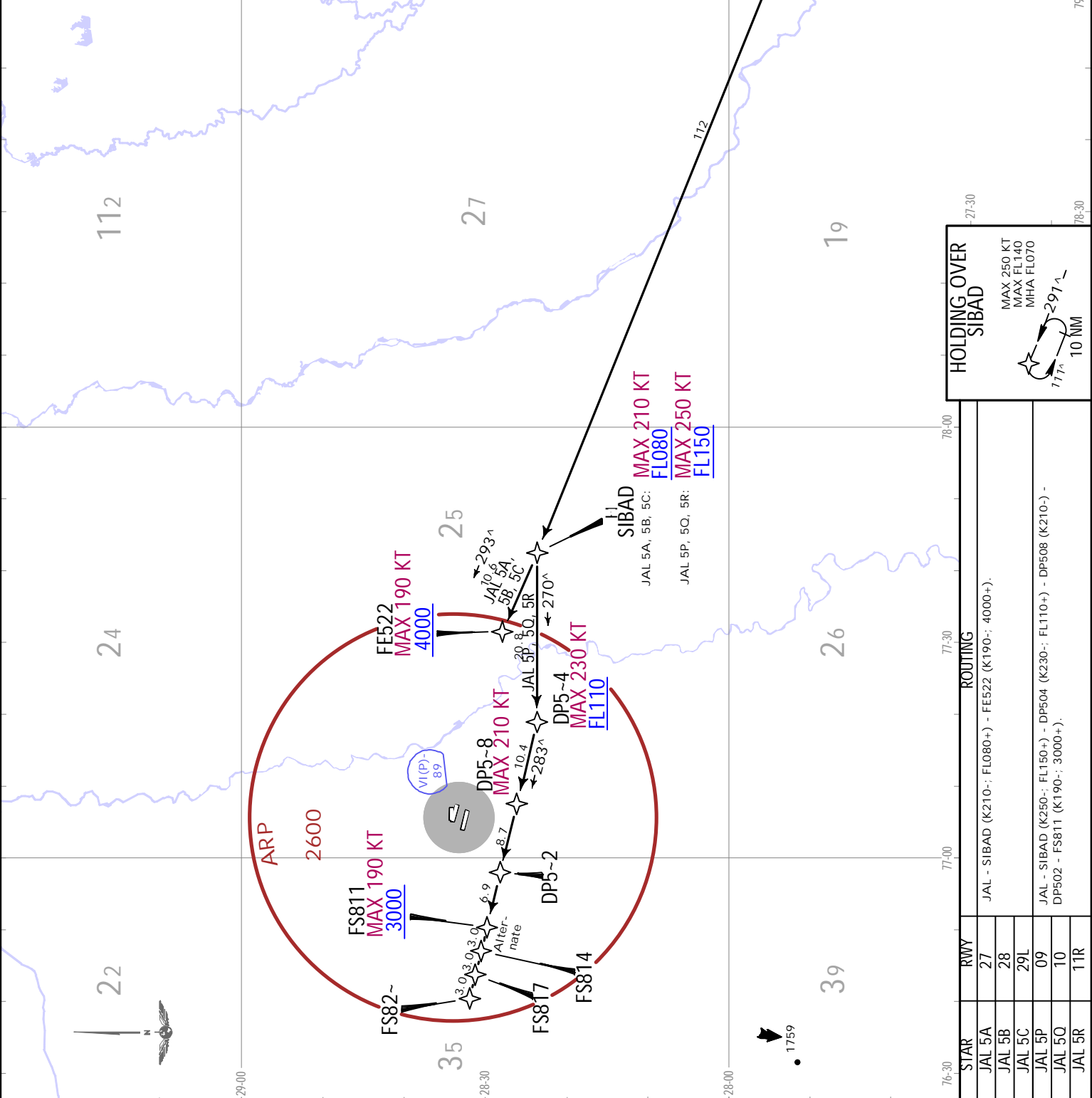
JAL 5A
JAL 5B
JAL 5C
JAL 5P
JAL 5Q
JAL 5R

RNAV ARRIVALS

SPEED RESTRICTION
 ACFT passing FL290, to MAINTAIN 270 KT and thereafter follow the speed restrictions as published in STAR unless otherwise by ATC.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
 For Radio Communication Failure procedures refer to 10-1P pages.
 LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

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



HOLDING OVER SIBAD

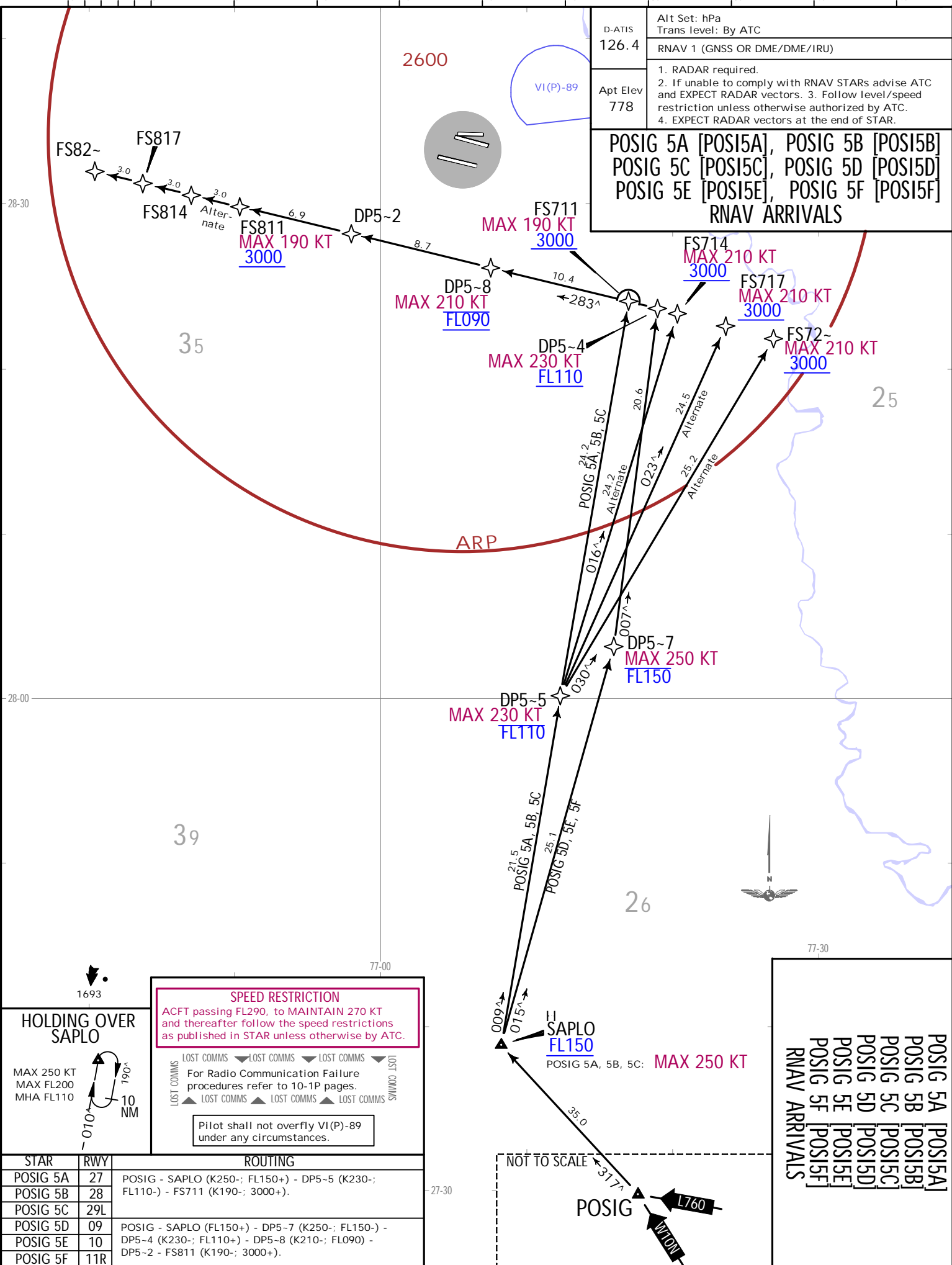
MAX 250 KT
 MAX FL140
 MIHA FL070

117°
 10 NM
 297°

STAR	RWY	ROUTING
JAL 5A	27	JAL - SIBAD (K210-; FL080+) - FE522 (K190-; 4000+).
JAL 5B	28	
JAL 5C	29L	
JAL 5P	09	JAL - SIBAD (K250-; FL150+) - DP504 (K230-; FL110+) - DP508 (K210-) - DP502 - FS811 (K190-; 3000+).
JAL 5Q	10	
JAL 5R	11R	

VIDP/DEL
INDIRA GANDHI INTL

CHANGES:
RWYs 11 & 29 redesi/grated 11R & 29L



D-ATIS 126.4	Alt Set: hPa Trans level: By ATC RNAV 1 (GNSS OR DME/DME/IRU)
Apt Elev 778	1. RADAR required. 2. If unable to comply with RNAV STARs advise ATC and EXPECT RADAR vectors. 3. Follow level/speed restriction unless otherwise authorized by ATC. 4. EXPECT RADAR vectors at the end of STAR.
POSIG 5A [POSI5A], POSIG 5B [POSI5B] POSIG 5C [POSI5C], POSIG 5D [POSI5D] POSIG 5E [POSI5E], POSIG 5F [POSI5F] RNAV ARRIVALS	

SPEED RESTRICTION
ACFT passing FL290, to MAINTAIN 270 KT and thereafter follow the speed restrictions as published in STAR unless otherwise by ATC.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
 For Radio Communication Failure procedures refer to 10-1P pages.
 LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

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

HOLDING OVER SAPLO

MAX 250 KT
MAX FL200
MHA FL110

10 NM
1000 ft

STAR	RWY	ROUTING
POSIG 5A	27	POSIG - SAPLO (K250-; FL150+) - DP5-5 (K230-; FL110-) - FS711 (K190-; 3000+).
POSIG 5B	28	
POSIG 5C	29L	
POSIG 5D	09	POSIG - SAPLO (FL150+) - DP5-7 (K250-; FL150-) - DP5-4 (K230-; FL110+) - DP5-8 (K210-; FL090) - DP5-2 - FS811 (K190-; 3000+).
POSIG 5E	10	
POSIG 5F	11R	

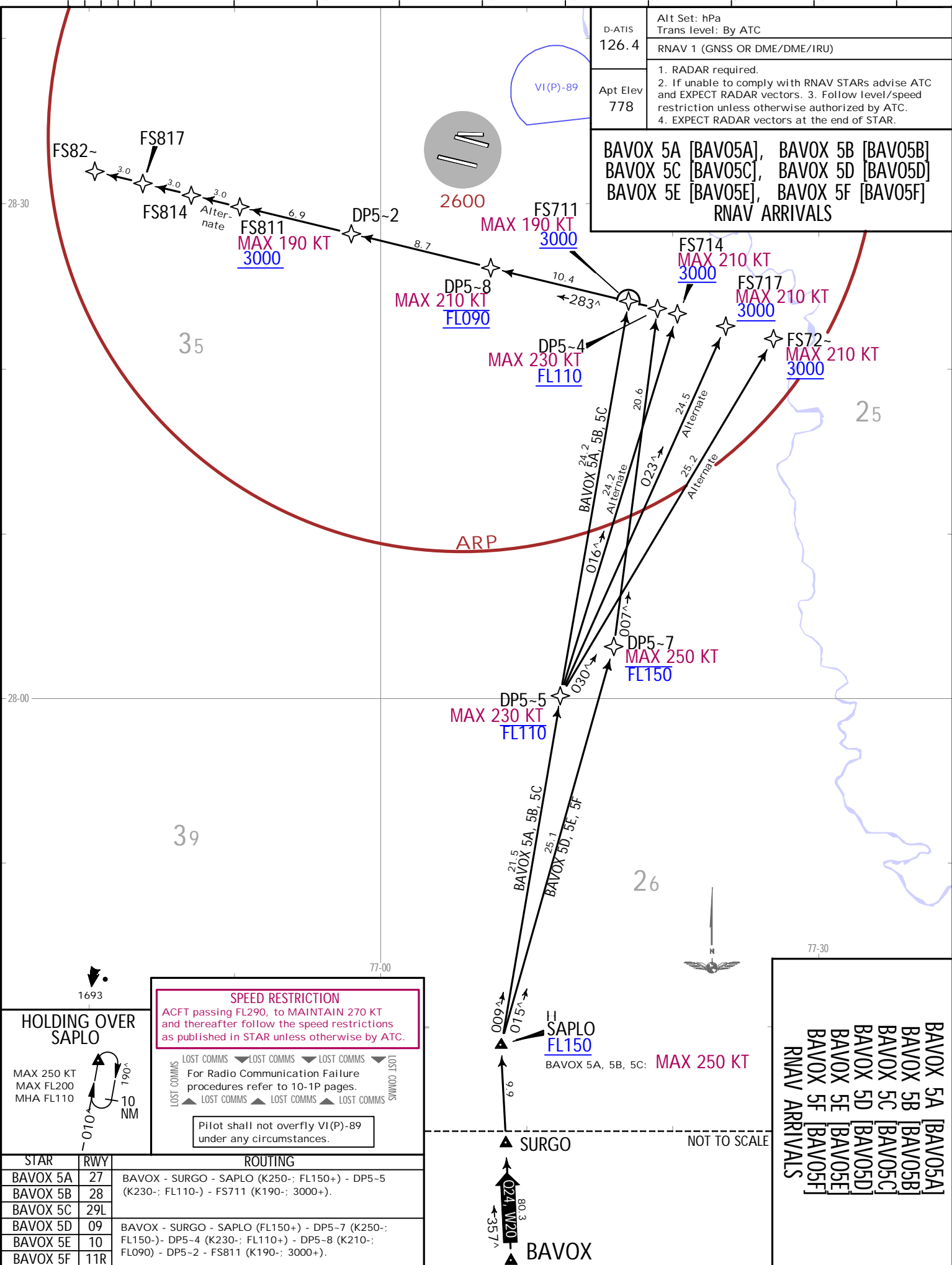
RNAV ARRIVALS

POSIG 5A [POSI5A]
POSIG 5B [POSI5B]
POSIG 5C [POSI5C]
POSIG 5D [POSI5D]
POSIG 5E [POSI5E]
POSIG 5F [POSI5F]

2 SEP 22
JEPPESSEN
10-2D Eff: 8.Sep.

DELHI, INDIA
RNAV STAR.

CHANGES:
RWYs 11 & 29L redesi(graded) 11R & 29L



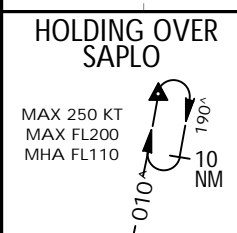
D-ATIS 126.4	Alt Set: hPa Trans level: By ATC RNAV 1 (GNSS OR DME/DME/IRU)
Apt Elev 778	1. RADAR required. 2. If unable to comply with RNAV STARs advise ATC and EXPECT RADAR vectors. 3. Follow level/speed restriction unless otherwise authorized by ATC. 4. EXPECT RADAR vectors at the end of STAR.
BAVOX 5A [BAVO5A], BAVOX 5B [BAVO5B] BAVOX 5C [BAVO5C], BAVOX 5D [BAVO5D] BAVOX 5E [BAVO5E], BAVOX 5F [BAVO5F] RNAV ARRIVALS	

SPEED RESTRICTION
 ACFT passing FL290, to MAINTAIN 270 KT and thereafter follow the speed restrictions as published in STAR unless otherwise by ATC.

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

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

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



STAR	RWY	ROUTING
BAVOX 5A	27	BAVOX - SURGO - SAPLO (K250-; FL150+) - DP5-5 (K230-; FL110-) - FS711 (K190-; 3000+).
BAVOX 5B	28	
BAVOX 5C	29L	
BAVOX 5D	09	BAVOX - SURGO - SAPLO (FL150+) - DP5-7 (K250-; FL150-) - DP5-4 (K230-; FL110+) - DP5-8 (K210-; FL090) - DP5-2 - FS811 (K190-; 3000+).
BAVOX 5E	10	
BAVOX 5F	11R	

RNAV ARRIVALS

BAVOX 5A [BAVO5A]
 BAVOX 5B [BAVO5B]
 BAVOX 5C [BAVO5C]
 BAVOX 5D [BAVO5D]
 BAVOX 5E [BAVO5E]
 BAVOX 5F [BAVO5F]

VIDP/DEL
 INDIRA GANDHI INTL
 2 SEP 22
 JEPPESSEN
 10-2E Eff: 8.Sep.
 DELHI, INDIA
 RNAV STAR.

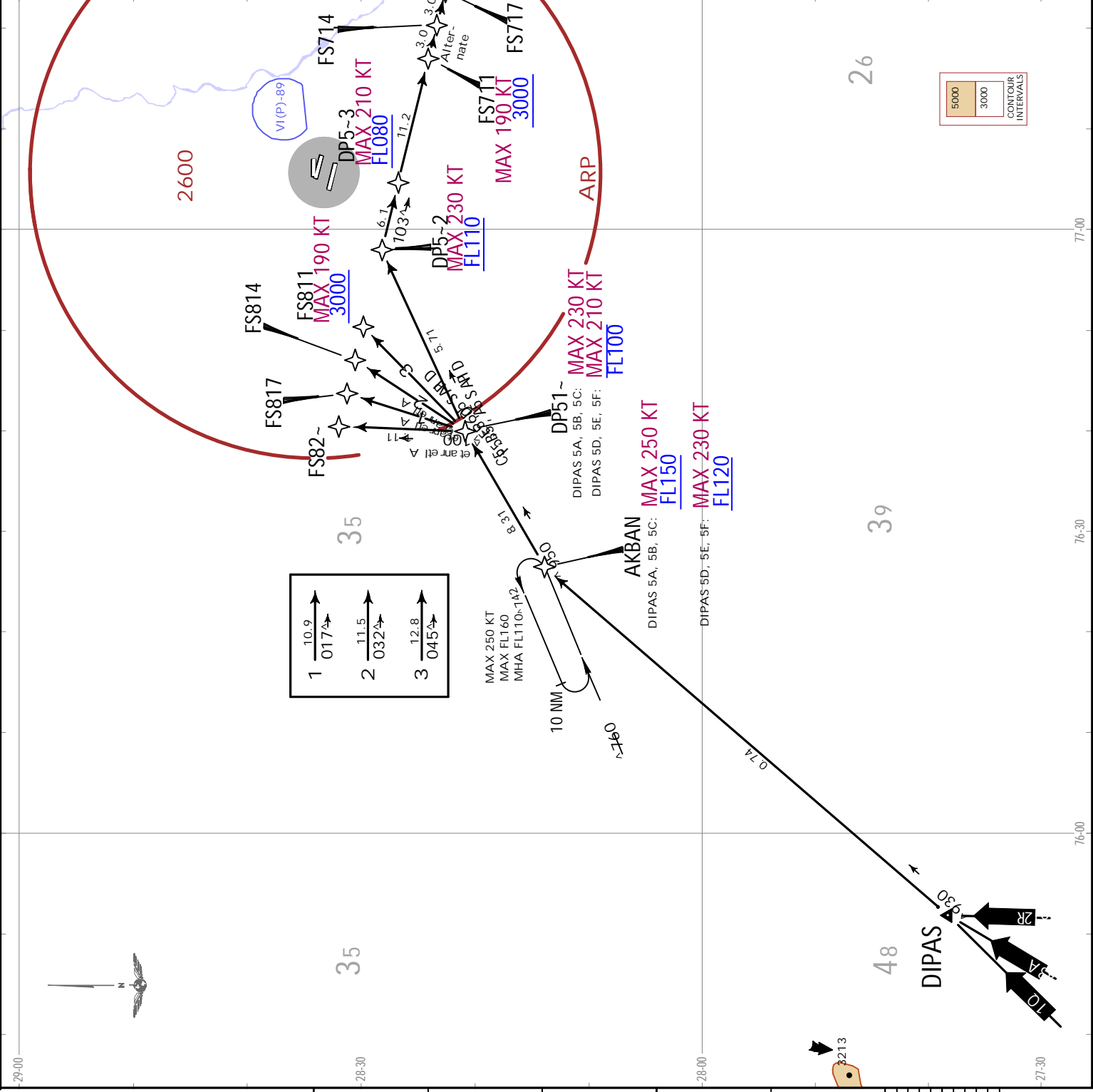
D-ATIS
 126.4
 Apt Elev
 778

Alt Set: hPa
 Trans level: By ATC

RNAV 1 (GNSS OR DME/DME/IRU)

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

**DIPAS 5A [DIPA5A]
 DIPAS 5B [DIPA5B]
 DIPAS 5C [DIPA5C]
 DIPAS 5D [DIPA5D]
 DIPAS 5E [DIPA5E]
 DIPAS 5F [DIPA5F]
 RNAV ARRIVALS**



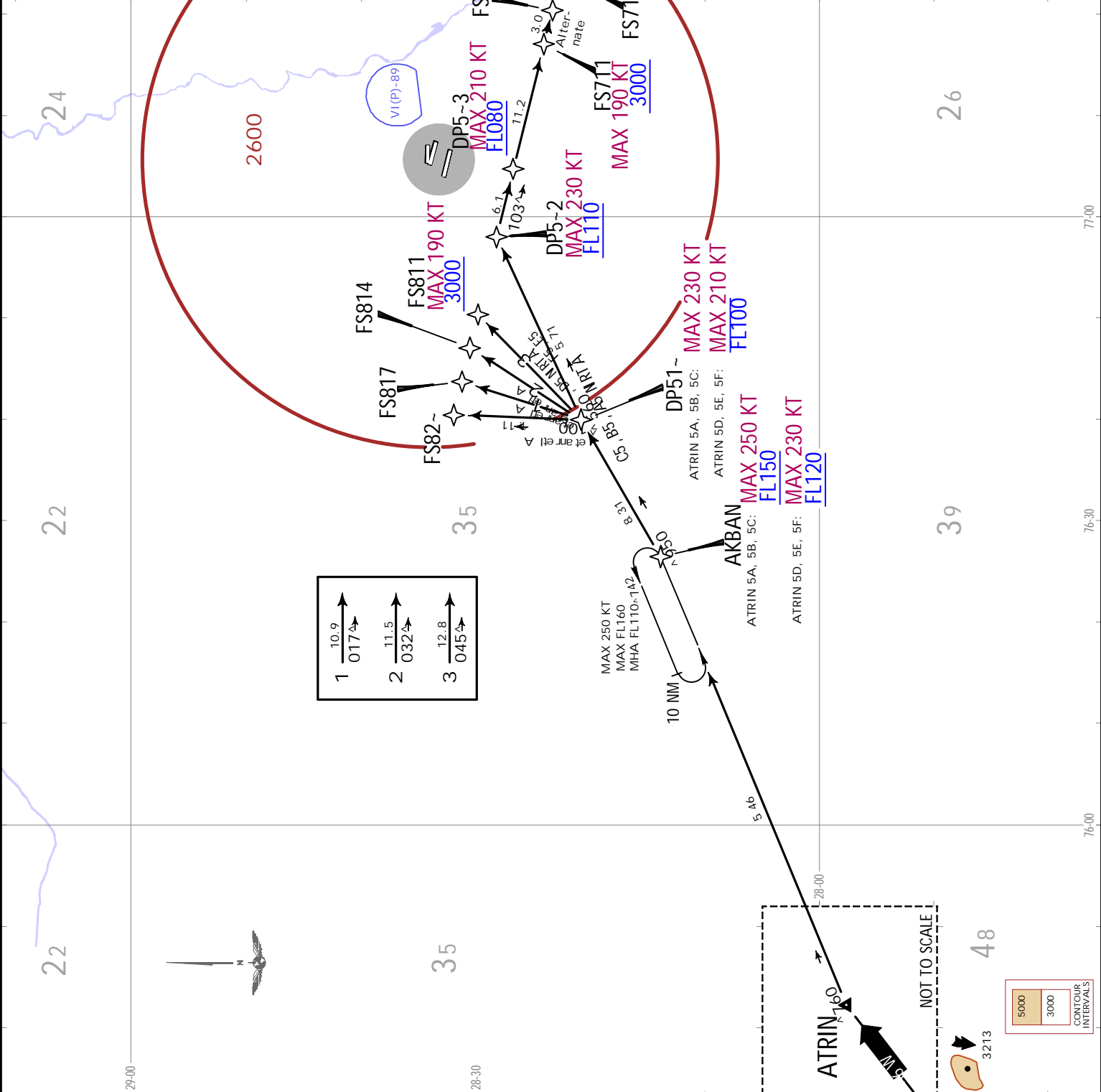
JEPPESEN
VIDP/DEL
 INDIRA GANDHI INTL

2 SEP 22
 (10-2G).Eff.8.Sep.

DELHI, INDIA
 .RNAV.STAR.

D-ATIS 126.4	Apt Elev 778
Alt Set: hPa Trans level: By ATC	
RNAV 1 (GNSS OR DME/DME/IRU)	
1. RADAR required. 2. If unable to comply with RNAV STARS advise ATC and EXPECT RADAR vectors. 3. Follow level/speed restriction unless otherwise authorized by ATC. 4. EXPECT RADAR vectors at the end of STAR.	

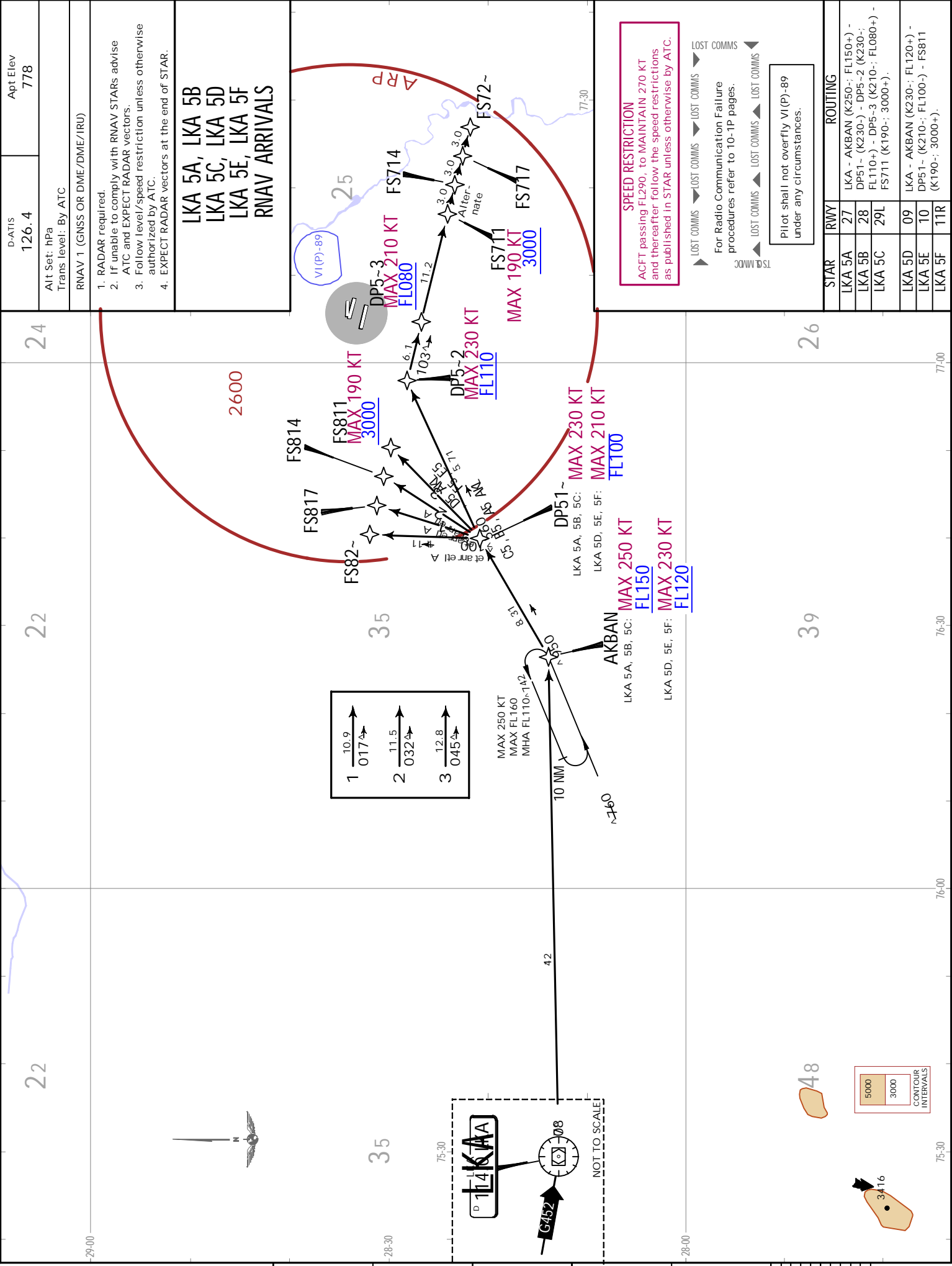
ATRN 5A [ATRI5A]
ATRN 5B [ATRI5B]
ATRN 5C [ATRI5C]
ATRN 5D [ATRI5D]
ATRN 5E [ATRI5E]
ATRN 5F [ATRI5F]
RNAV ARRIVALS



1	10.9	017
2	11.5	032
3	12.8	045

JEPPESEN DELHI, INDIA
 2 SEP 22 (10-2H) . Eff. 8. Sep. . RNAV . STAR.

VIDP/DEL
 INDIRA GANDHI INTL



JEPPESEN
 2 SEP 22 (10-2J).Eff.8.Sep.
DELHI, INDIA
 .RNAV.STAR.

VIDP/DEL
 INDIRA GANDHI INTL

VIDP/DEL
 INDIRA GANDHI INTL

D-ATIS
 126.4
 Apt Elev
 778
 Alt Set: hPa
 Trans level: By ATC
 RNAV 1 (GNSS OR DME/DME/IRU)
 1. RADAR required.
 2. If unable to comply with RNAV STARS advise ATC and EXPECT RADAR vectors.
 3. Follow level/speed restriction unless otherwise authorized by ATC.
 4. EXPECT RADAR vectors at the end of STAR.

IGINO 5D [IGIN5D]
IGINO 5E [IGIN5E]
IGINO 5F [IGIN5F]
IGINO 5K [IGIN5K]
IGINO 5L [IGIN5L]
IGINO 5M [IGIN5M]
RNAV ARRIVALS

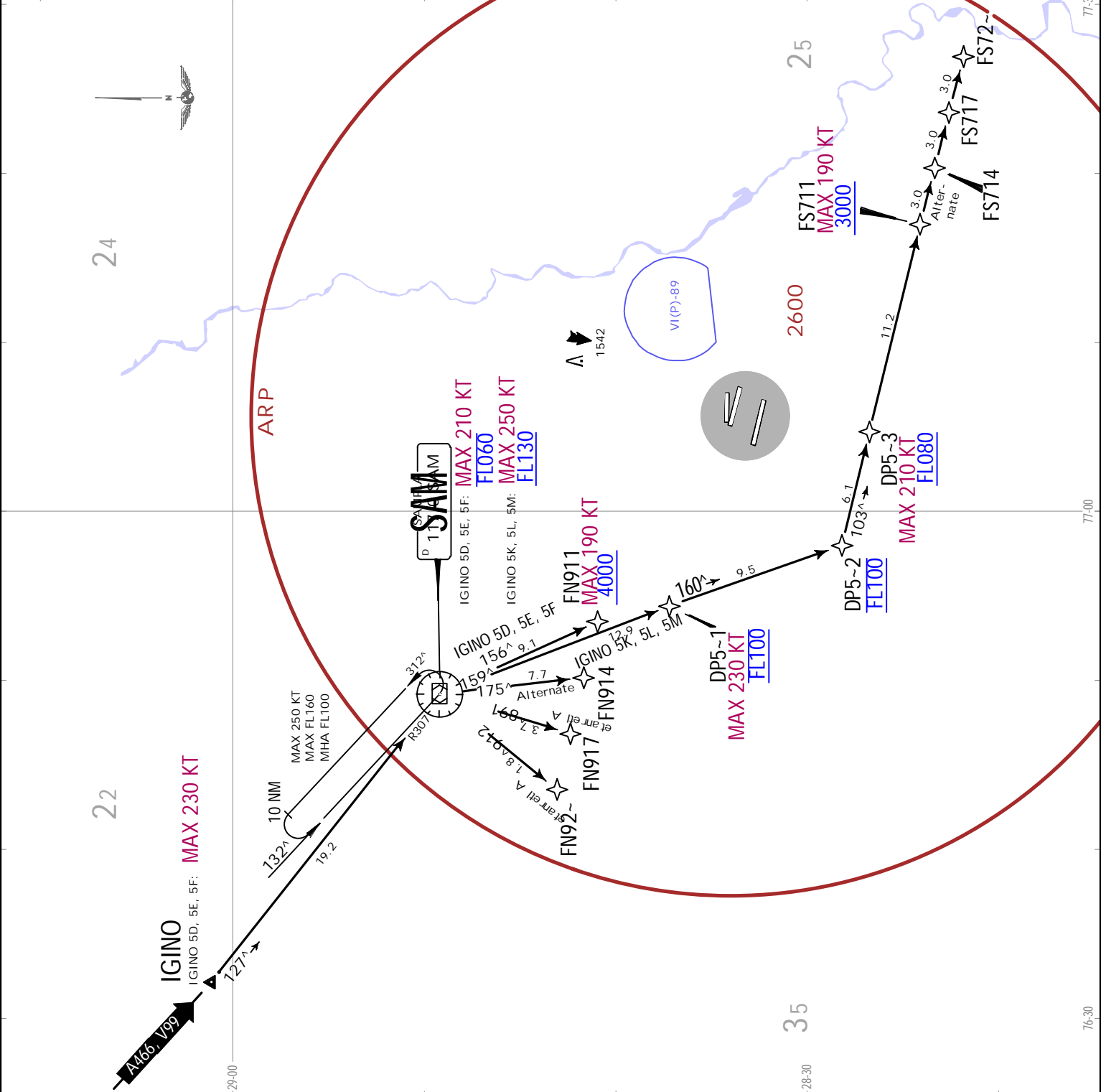
SPEED RESTRICTION
 ACFT passing FL290, to MAINTAIN 270 KT and thereafter follow the speed restrictions as published in STAR unless otherwise by ATC.

LOST COMMS → LOST COMMS → LOST COMMS
 For Radio Communication Failure procedures refer to 10-1P pages.
 ← LOST COMMS ← LOST COMMS ← LOST COMMS

TS/SM/DC

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

STAR	RWY	ROUTING
IGINO 5D	09	IGINO (K230-) - SAM (K210-; FLO60-) - FN911 (K190-; 4000+).
IGINO 5E	10	
IGINO 5F	11R	
IGINO 5K	27	IGINO - SAM (K250-; FL130+) - DP5-1 (K230-; FL100) - DP5-2 (FL100) - DP5-3 (K210-; FLO80+) - FS711 (K190-; 3000+).
IGINO 5L	28	
IGINO 5M	29L	



JEPPESEN
DELHI, INDIA
 2 SEP 22 (10-2K). Eff. 8.Sep. .RNAV.STAR.

VIDP/DEL
 INDIRA GANDHI INTL

D-ATIS
 126.4
 Apt Elev
 778

Alt Set: hPa
 Trans level: By ATC

RNAV 1 (GNSS OR DME/DME/IRU)

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

**SP 5A, SP 5B
 SP 5C**

**CONDITIONAL RNAV ARRIVALS
 BY ATC**

NOT AVAILABLE WHEN VI(R)-155A IS ACTIVE

SPEED RESTRICTION
 ACFT passing FL290, to MAINTAIN 270 KT and thereafter follow the speed restrictions as published in STAR unless otherwise by ATC.

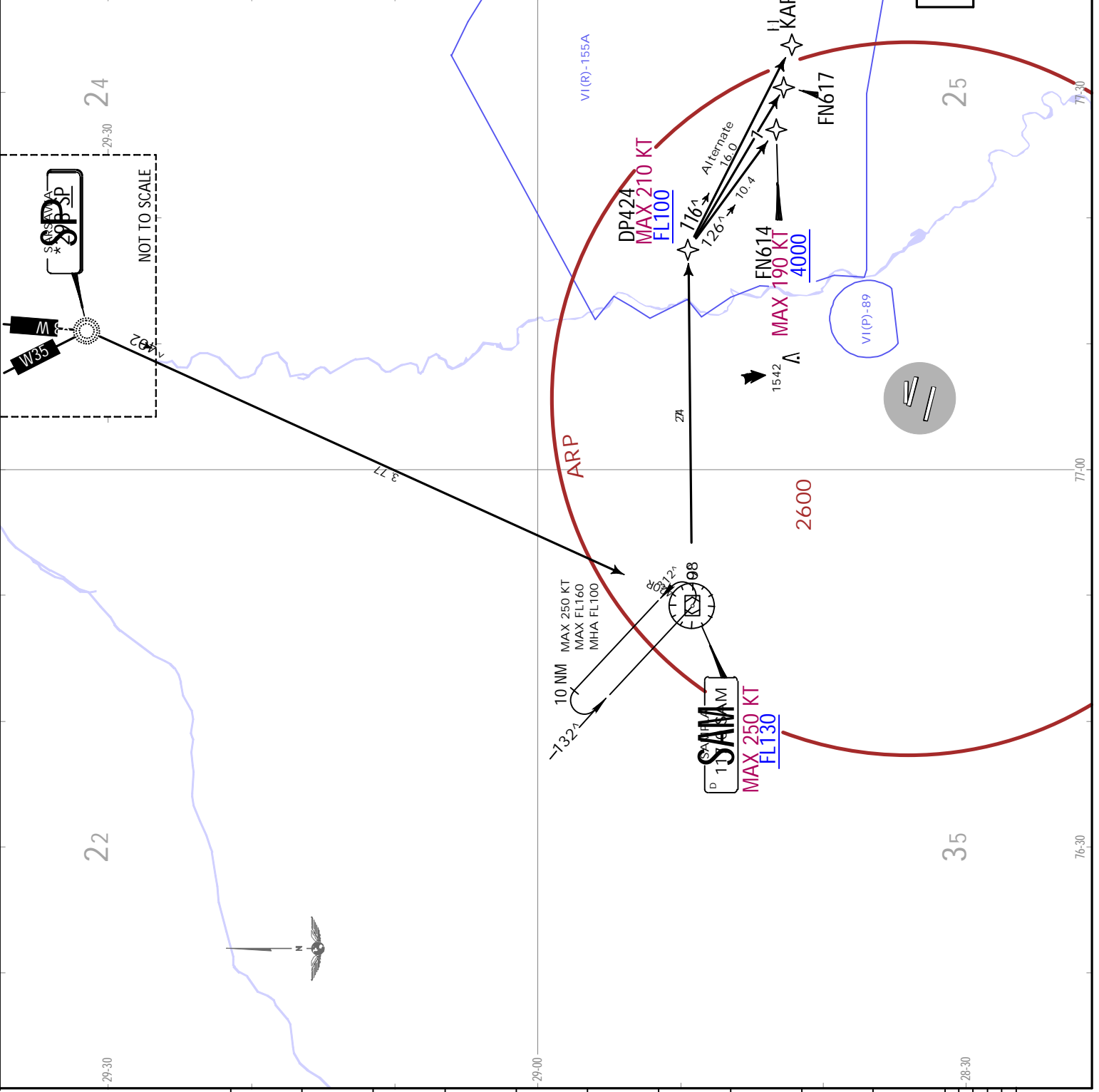
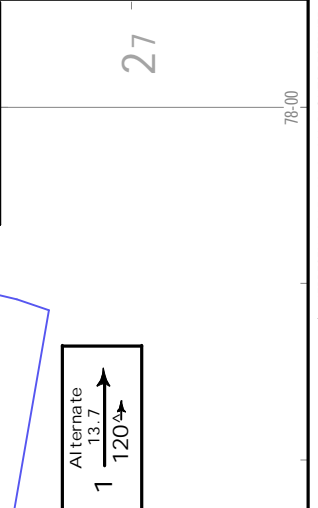
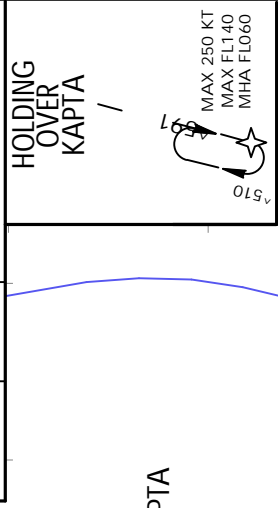
LOST COMMS → LOST COMMS → LOST COMMS → LOST COMMS → LOST COMMS

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

LOST COMMS ← LOST COMMS ← LOST COMMS ← LOST COMMS ← LOST COMMS

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

STAR	RWY	ROUTING
SP 5A	27	SP - SAM (K250-; FL130+) - DP424 (K210-; FL100+) - FN614 (K190-; 4000+).
SP 5B	28	
SP 5C	29L	

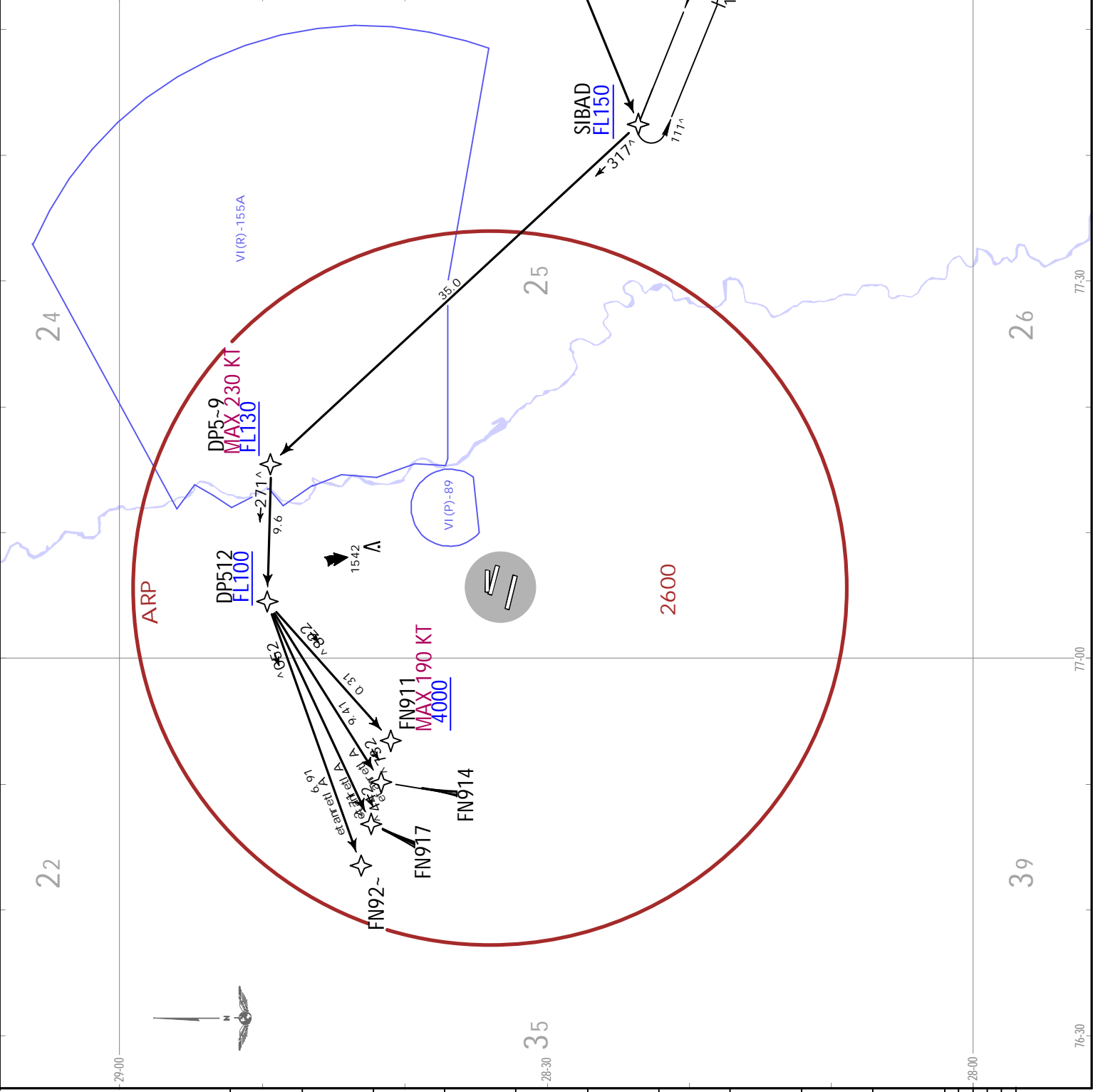


DELHI, INDIA
.RNAV.STAR.

JEPPESEN
 2 SEP 22
 10-2L .Eff. 8.Sep.

VIDP/DEL
 INDIRA GANDHI INTL

D-ATIS	126.4	Apt Elev	778
Alt Set: hPa	Trans level: By ATC		
RNAV 1 (GNSS OR DME/DME/IRU)			
1. RADAR required. 2. If unable to comply with RNAV STARS advise ATC and EXPECT RADAR vectors. 3. Follow level/speed restriction unless otherwise authorized by ATC. 4. EXPECT RADAR vectors at the end of STAR.			
HW 5D, HW 5E HW 5F CONDITIONAL RNAV ARRIVALS BY ATC NOT AVAILABLE WHEN VI(R)-155A IS ACTIVE			
SPEED RESTRICTION ACFT passing FL290, to MAINTAIN 270 KT and thereafter follow the speed restrictions as published in STAR unless otherwise by ATC.			



NOT TO SCALE

PANNAR
 *PANNAR

1626

842

101

MAX 250 KT
 MAX FL140
 MHA FL070

297

10 NM

777

317

78-00

LOST COMMS

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

LOST COMMS

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

STAR	RWY	ROUTING
HW 5D	09	HW - SIBAD (FL150+) - DP5-9
HW 5E	10	(K230+; FL130+) - DP512
HW 5F	11R	(FL100+) - FN911 (K190+; 4000+)

JEPPESEN
 2 SEP 22
 10-2L .Eff. 8.Sep.

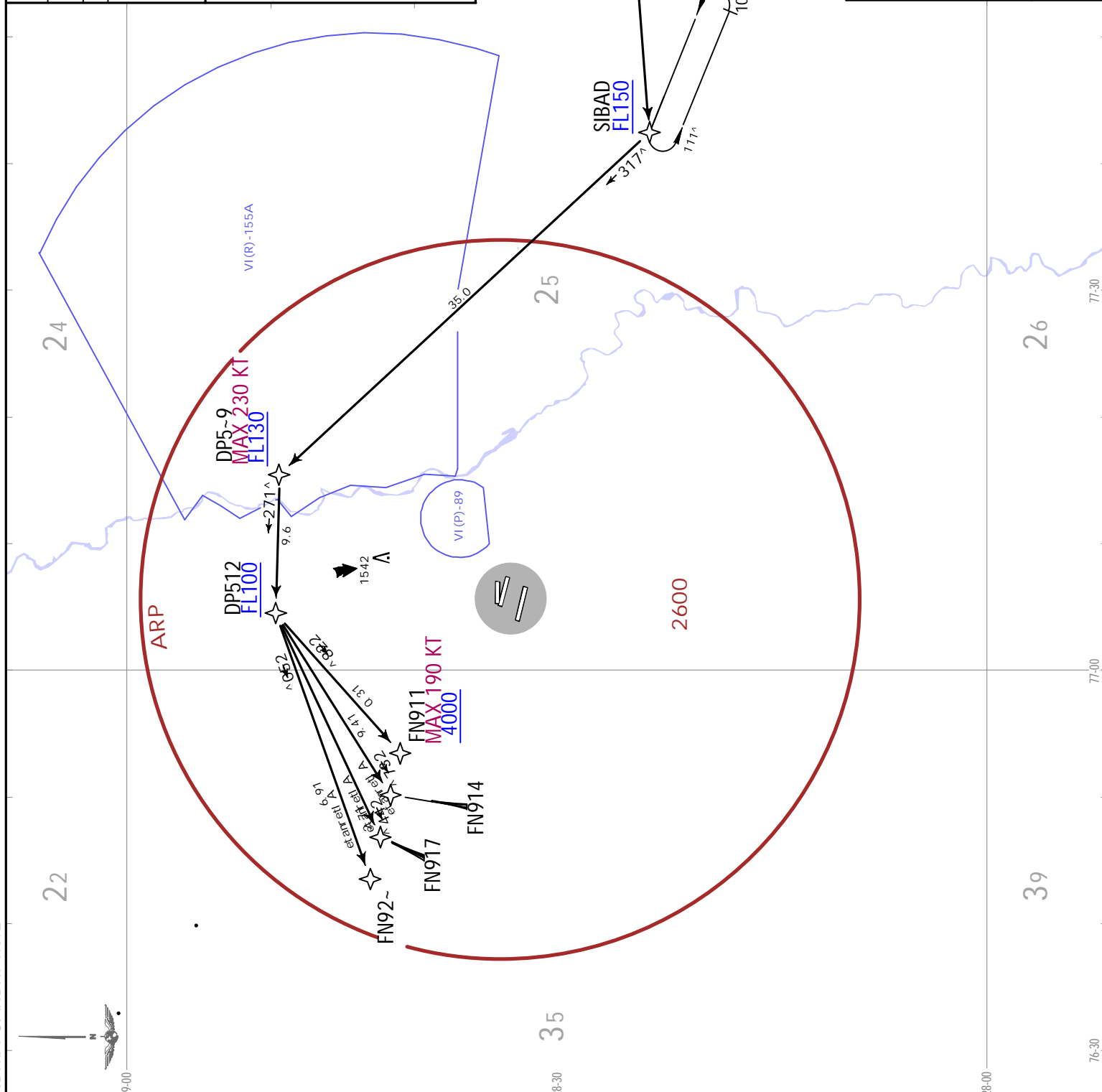
VIDP/DEL
 INDIRA GANDHI INTL

VIDP/DEL
INDIRA GANDHI INTL

DELHI, INDIA
.RNAV.STAR.

JEPPESEN
2 SEP 22
10-2M Eff. 8. Sep.

D-ATIS 126.4	Apt Elev 778
Alt Set: hPa Trans level: By ATC	
RNAV 1 (GNSS OR DME/DME/IRU)	
<ol style="list-style-type: none"> RADAR required. If unable to comply with RNAV STARS advise ATC and EXPECT RADAR vectors. Follow level/speed restriction unless otherwise authorized by ATC. EXPECT RADAR vectors at the end of STAR. 	
<p>PUMOT 5D [PUM05D] PUMOT 5E [PUM05E] PUMOT 5F [PUM05F] CONDITIONAL RNAV ARRIVALS BY ATC</p> <p>NOT AVAILABLE WHEN VI(R)-155A IS ACTIVE</p> <div style="border: 1px solid red; padding: 5px;"> <p>SPEED RESTRICTION ACFT passing FL290, to MAINTAIN 270 KT and thereafter follow the speed restrictions as published in STAR unless otherwise by ATC.</p> </div>	



STAR	RWY	ROUTING
PUMOT 5D	09	PUMOT-SIBAD (FL150+) - DP5-9
PUMOT 5E	10	(K230-; FL130+) - DP512
PUMOT 5F	11R	(FL100+) - FN911 (K190-; 4000+)

LOST COMMS

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

LOST COMMS

LOST COMMS

LOST COMMS

LOST COMMS

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

JEPPESEN
DELHI, INDIA
.RNAV.STAR.

VIDP/DEL
INDIRA GANDHI INTL
2 SEP 22
(10-2N) Eff. 8. Sep.

D-ATIS
 126.4
 Apt Elev
 778

Alt Set: hPa
 Trans level: By ATC

RNAV 1 (GNSS OR DME/DME/IRU)

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

JAL 5D
JAL 5E
JAL 5F

CONDITIONAL RNAV ARRIVALS
 BY ATC
 NOT AVAILABLE WHEN VI(R)-155A IS ACTIVE

SPEED RESTRICTION
 ACFT passing FL290, to MAINTAIN 270 KT and thereafter follow the speed restrictions as published in STAR unless otherwise by ATC.

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

← LOST COMMS ← LOST COMMS ← LOST COMMS

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

NOT TO SCALE

27

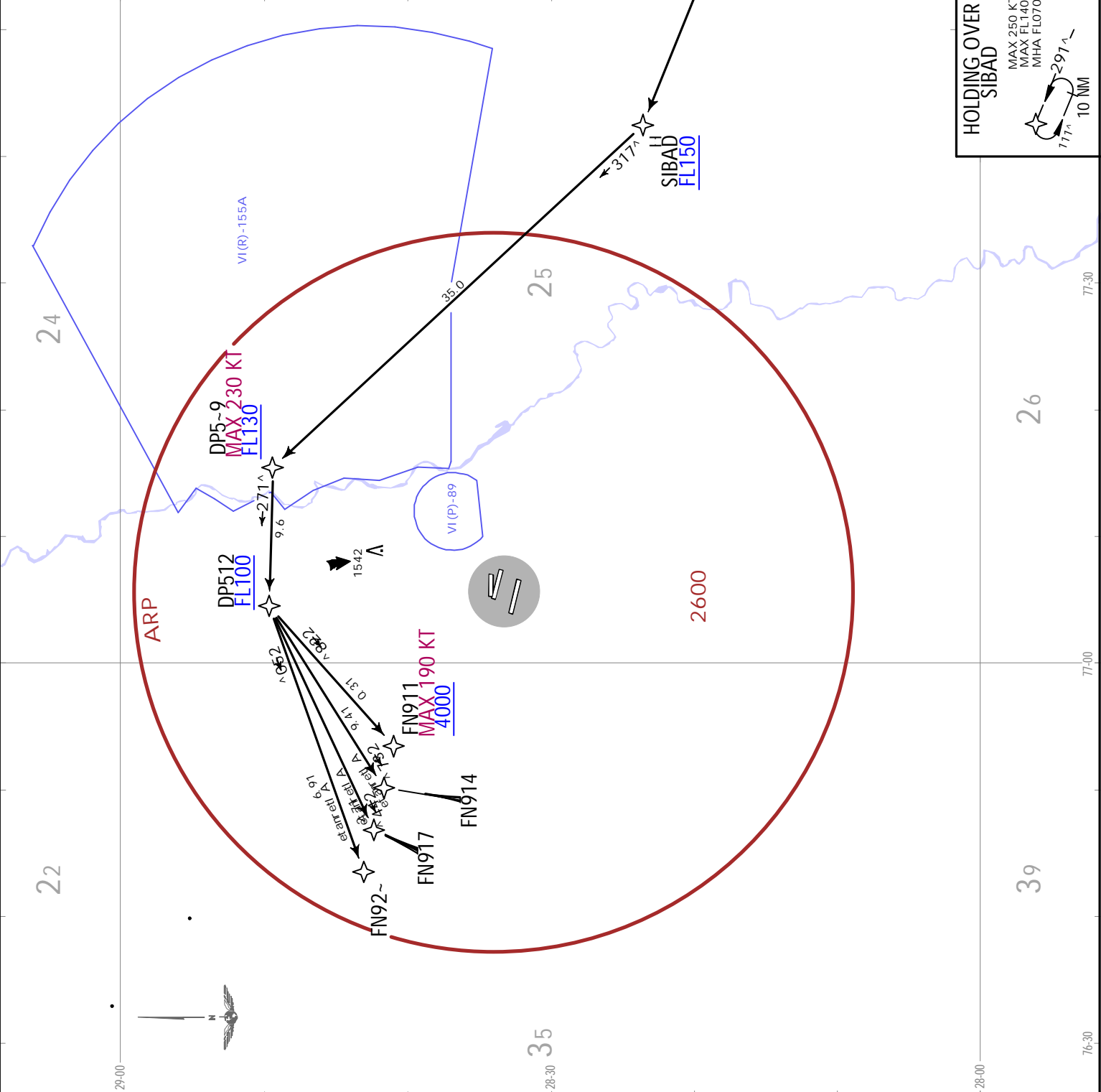
19

78-00

28-00

ROUTING

STAR	RWY	ROUTING
JAL 5D	09	JAL - SIBAD (FL150+) - DP5-9 (K230+; FL130+) - DP512 (FL100+) - FN911 (K190+; 4000+).
JAL 5E	10	
JAL 5F	11R	



HOLDING OVER SIBAD
 MAX 250 KT
 MAX FL140
 MHA FL070

10 NM

117°

D-ATIS Apt Elev
 126.4 778

Alt Set: hPa
 Trans level: By ATC

RNAV 1 (GNSS OR DME/DME/IRU)

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

IGINO 5A [IGIN5A]
IGINO 5B [IGIN5B]
IGINO 5C [IGIN5C]
CONDITIONAL RNAV ARRIVALS
 BY ATC
NOT AVAILABLE WHEN VI(R)-155A IS ACTIVE

SPEED RESTRICTION
 ACFT passing FL290, to MAINTAIN 270 KT and thereafter follow the speed restrictions as published in STAR unless otherwise by ATC.

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

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

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

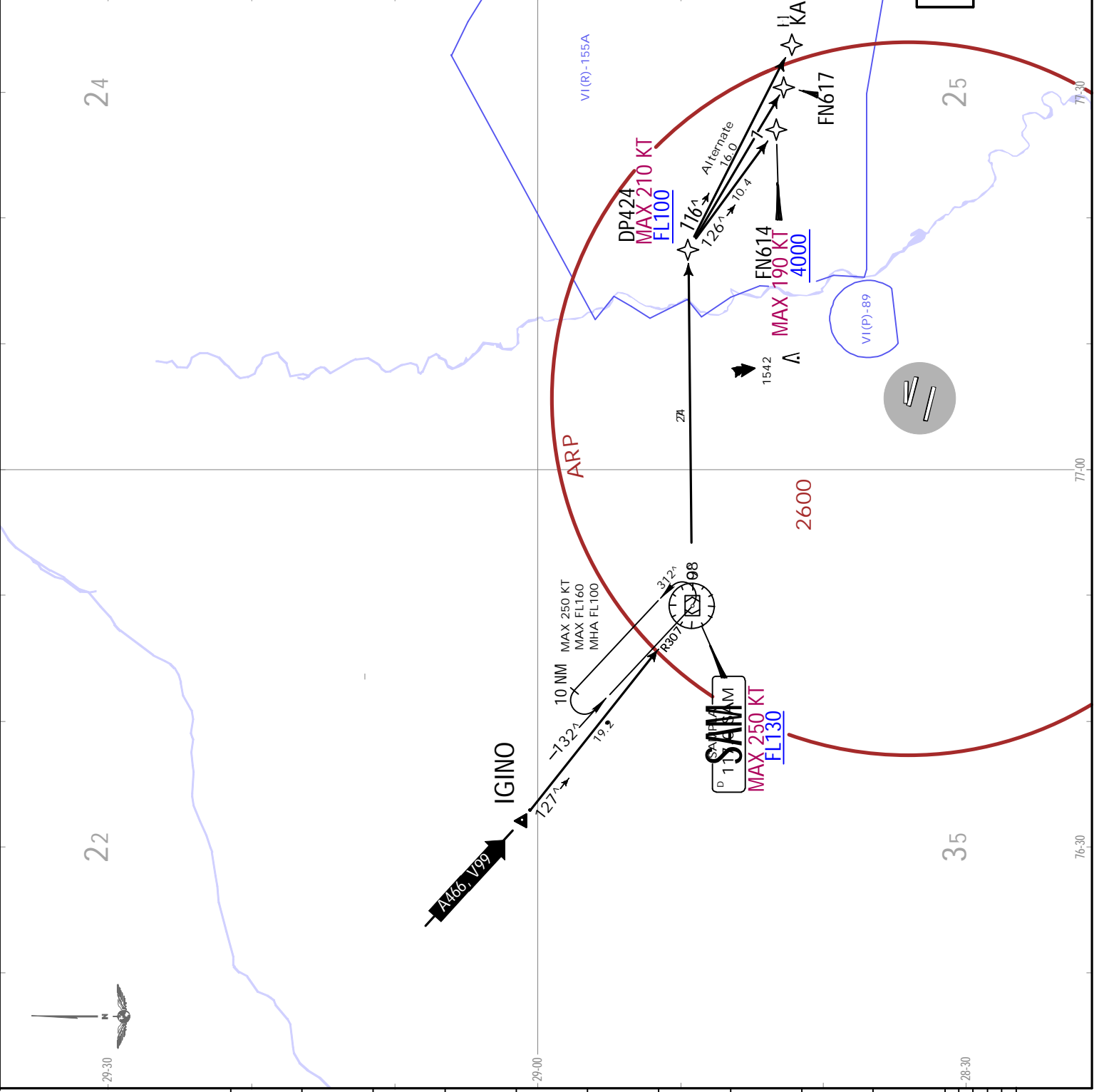
Pilot shall not overfly VI (P)-89 under any circumstances.

STAR	RWY	ROUTING
IGINO 5A	27	IGINO - SAM (K250+; FL130+) - DP424 (K210+; FL100+) - FN614 (K190+; 4000+).
IGINO 5B	28	
IGINO 5C	29L	

HOLDING OVER KAPTA

MAX 250 KT
 MAX FL140
 MHA FLO60

Alternate
 13.7
 120



VIDP/DEL
INDIRA GANDHI INTL

7 SEP 18 10-3 .Eff.13.Sep.

DELHI, INDIA
.RNAV.SID.

RNAV SID DESIGNATION	REFER TO CHART
SP 5G, 5H	10-3B
SP 5S, 5T	10-3C
ALI 5A, 5B, 5H	10-3D
ALI 5C, 5D	10-3E
ALI 5E, 5F	10-3F
ITBAN 5A, 5B, 5H	10-3G
ITBAN 5C, 5D	10-3H
ITBAN 5E, 5F	10-3J
AKRIB 5A, 5B, 5H	10-3K
AKRIB 5C, 5D	10-3L
AKRIB 5E, 5F	10-3M
REBON 5A, 5B, 5H	10-3N
REBON 5C, 5D	10-3P
REBON 5E, 5F	10-3Q
SURAM 5A, 5B	10-3S
SURAM 5C, 5D	10-3T
SURAM 5E, 5F	10-3U
BUTOP 5A, 5B	10-3V
BUTOP 5C, 5D	10-3W
BUTOP 5E, 5F	10-3X

FOR FURTHER SID DESIGNATION
REFER TO PAGE 10-3A

VIDP/DEL
INDIRA GANDHI INTL



7 SEP 18 (10-3A) .Eff.13.Sep.

DELHI, INDIA
.SID.

SID DESIGNATION	REFER TO CHART
INITIAL CLIMB PROCEDURES	10-3X1

VIDP/DEL
INDIRA GANDHI INTL

JEPPESEN
19 MAR 21 (10-3B)

DELHI, INDIA
.RNAV.SID.

Apt Elev 778
Trans alt: 4000
1. RNAV 1 (GNSS or DME/DME/IRU).
2. RADAR required.
3. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectors.
4. Follow speed/level restriction unless otherwise authorized by ATC.

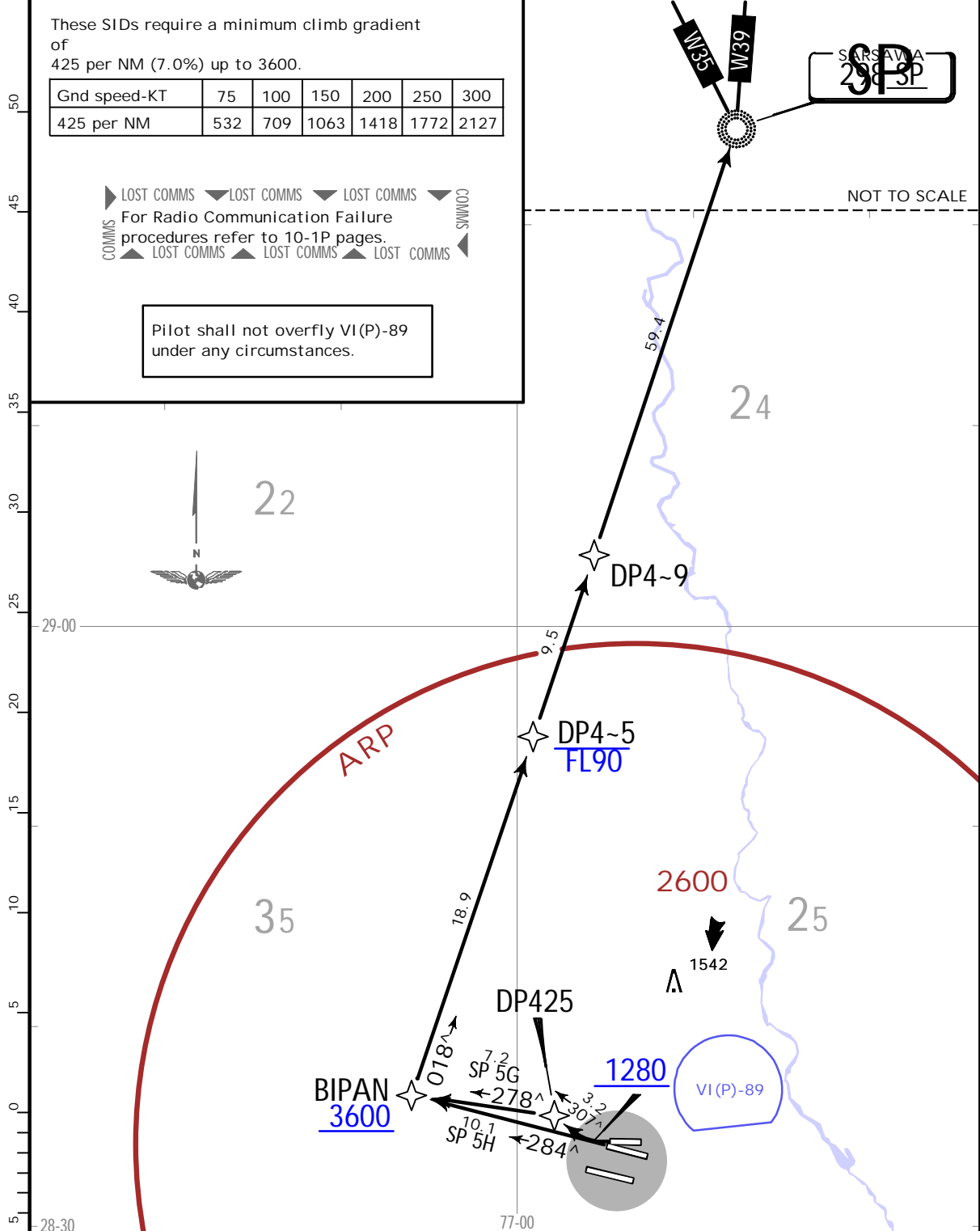
SP 5G, SP 5H
RNAV DEPARTURES
.SPEED: MAX 250 KT UNTIL PASSING FL90

These SIDs require 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
 For Radio Communication Failure procedures refer to 10-1P pages.
 ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

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



SID	RWY	ROUTING
SP 5G	27	(1280+) - DP425 - BIPAN (3600+) - DP405 (FL90-) - DP409 - SP.
SP 5H	28	(1280+) - BIPAN (3600+) - DP405 (FL90-) - DP409 - SP.

VIDP/DEL
INDIRA GANDHI INTL

JEPPESSEN
19 MAR 21 **10-3C**

DELHI, INDIA
.RNAV.SID.

Trans alt: 4000
Apt Elev **778**
1. RNAV 1 (GNSS or DME/DME/IRU).
2. RADAR required.
3. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectors.
4. Follow speed/level restriction unless otherwise authorized by ATC.

SP 5S, SP 5T
CONDITIONAL RNAV DEPARTURES
NOT AVAILABLE WHEN VI(R)-155A IS ACTIVE
BY ATC

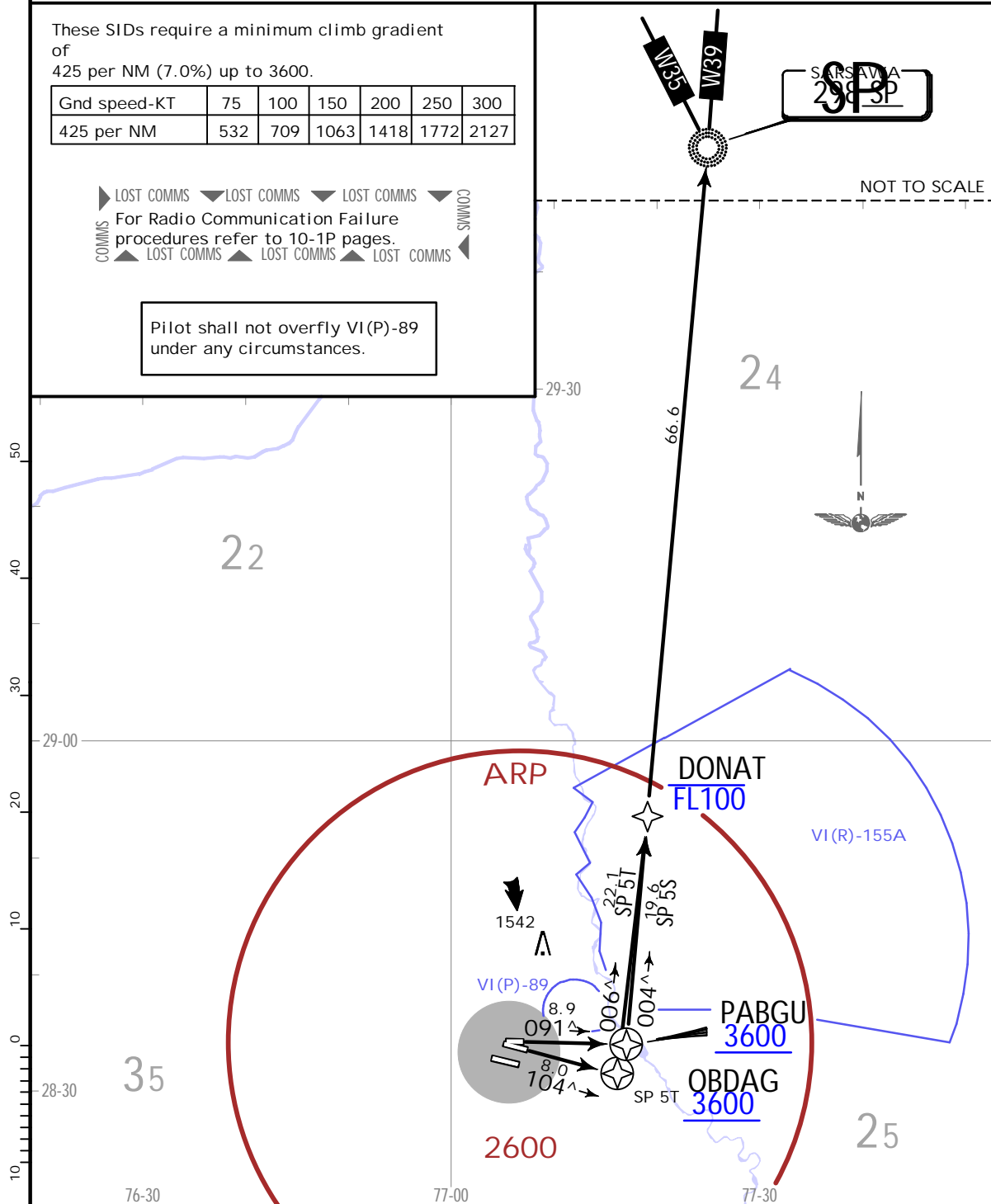
.SPEED: MAX 250 KT UNTIL PASSING FL90

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

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

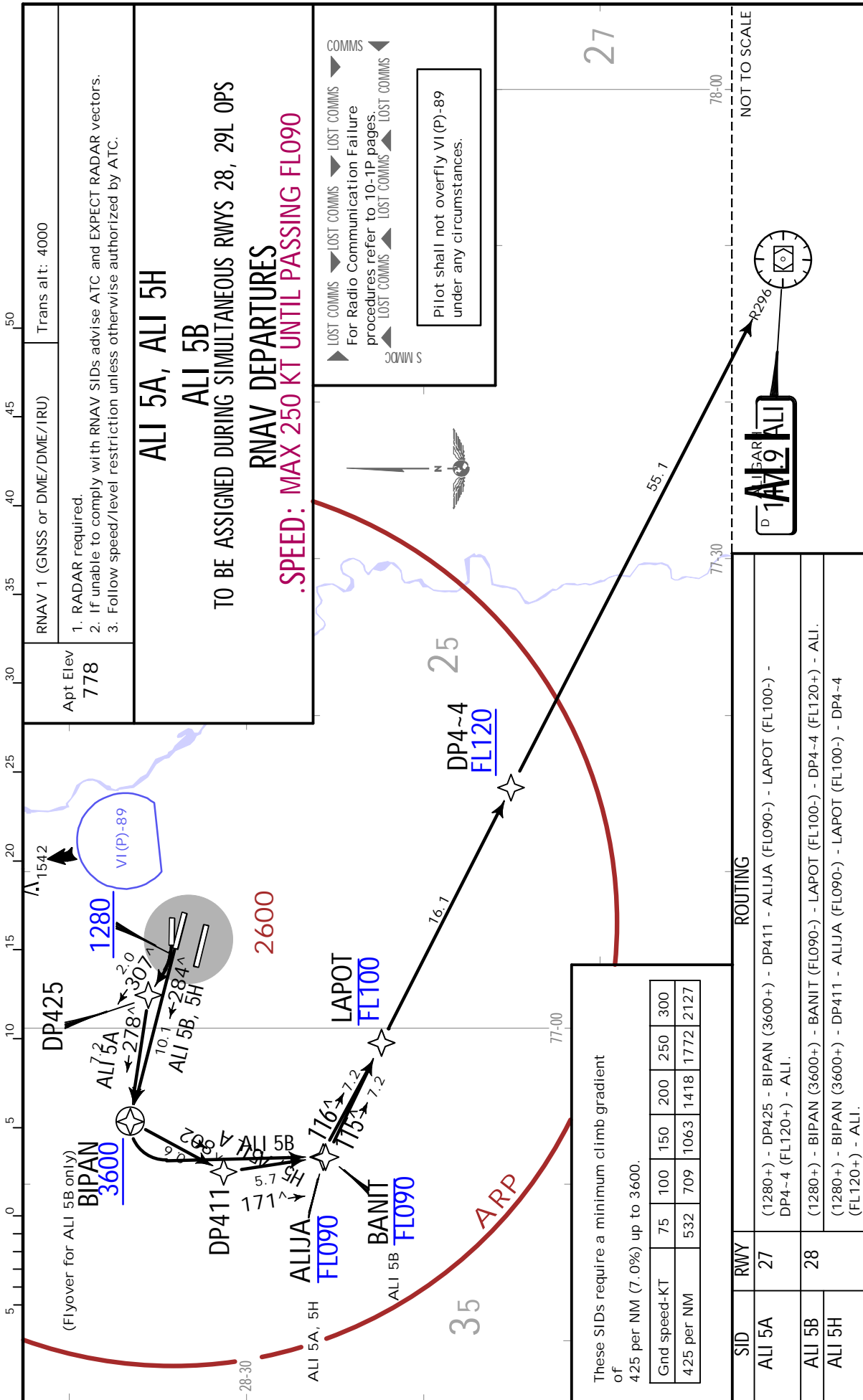


SID	RWY	ROUTING
SP 5S	09	(1280+) - PABGU (3600+) - DONAT (FL100-) - SP.
SP 5T	10	(1280+) - OBDAG (3600+) - DONAT (FL100-) - SP.

VIDP/DEL
INDIRA GANDHI INTL

JEPPESEN
2 SEP 22 (10-3D). Eff. 8. Sep.

DELHI, INDIA
.RNAV.SID.



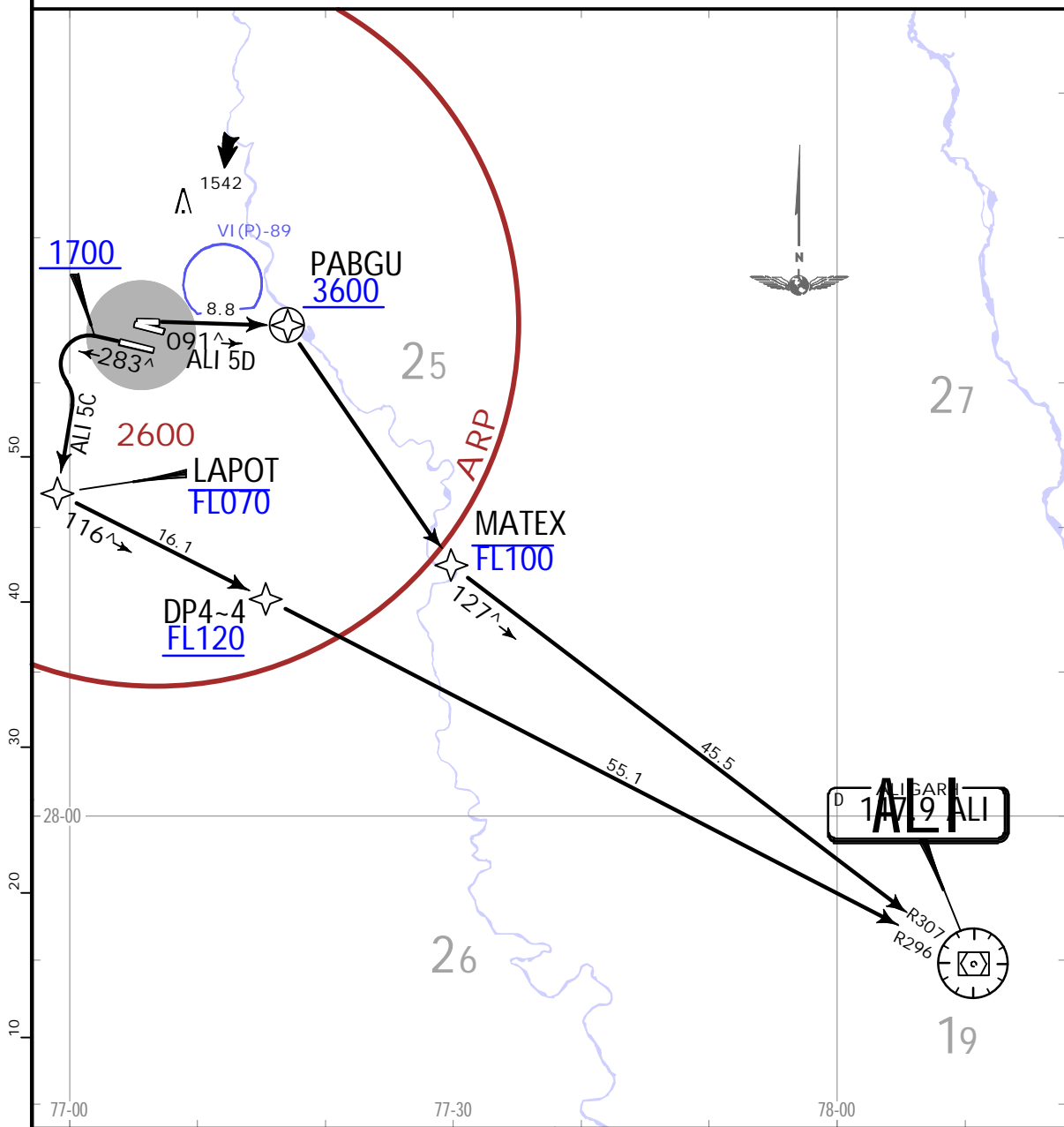
VIDP/DEL
INDIRA GANDHI INTL

JEPPESEN
2 SEP 22 (10-3E).Eff.8.Sep.

DELHI, INDIA
.RNAV.SID.

Apt Elev 778	RNAV 1 (GNSS or DME/DME/IRU)	Trans alt: 4000
1. RADAR required. 2. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectors. 3. Follow speed/level restriction unless otherwise authorized by ATC.		

ALI 5C, ALI 5D
RNAV DEPARTURES
.SPEED: MAX 250 KT UNTIL PASSING FLO90



These SIDs require 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

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

LOST COMMS
 LOST COMMS
 LOST COMMS
 LOST COMMS

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

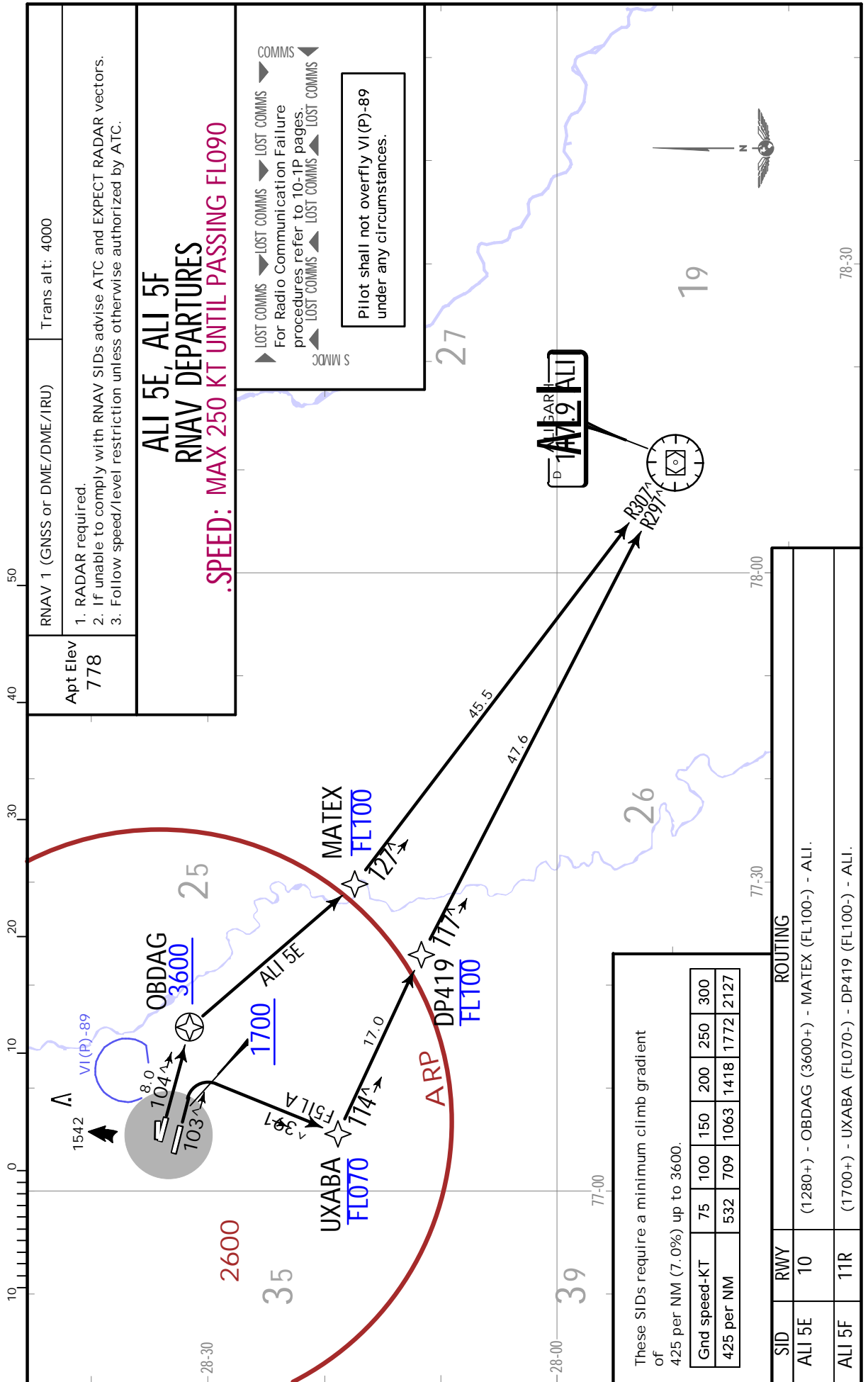
SID	RWY	ROUTING
ALI 5C	29L	(1700+) - LAPOT (FL070-) - DP4-4 (FL120+) - ALI.
ALI 5D	09	(1280+) - PABGU (3600+) - MATEX (FL100-) - ALI.

CHANGES: RWY 29 redesignated 29L.

VIDP/DEL
INDIRA GANDHI INTL

JEPPESSEN
2 SEP 22 **10-3F** .Eff.8.Sep.

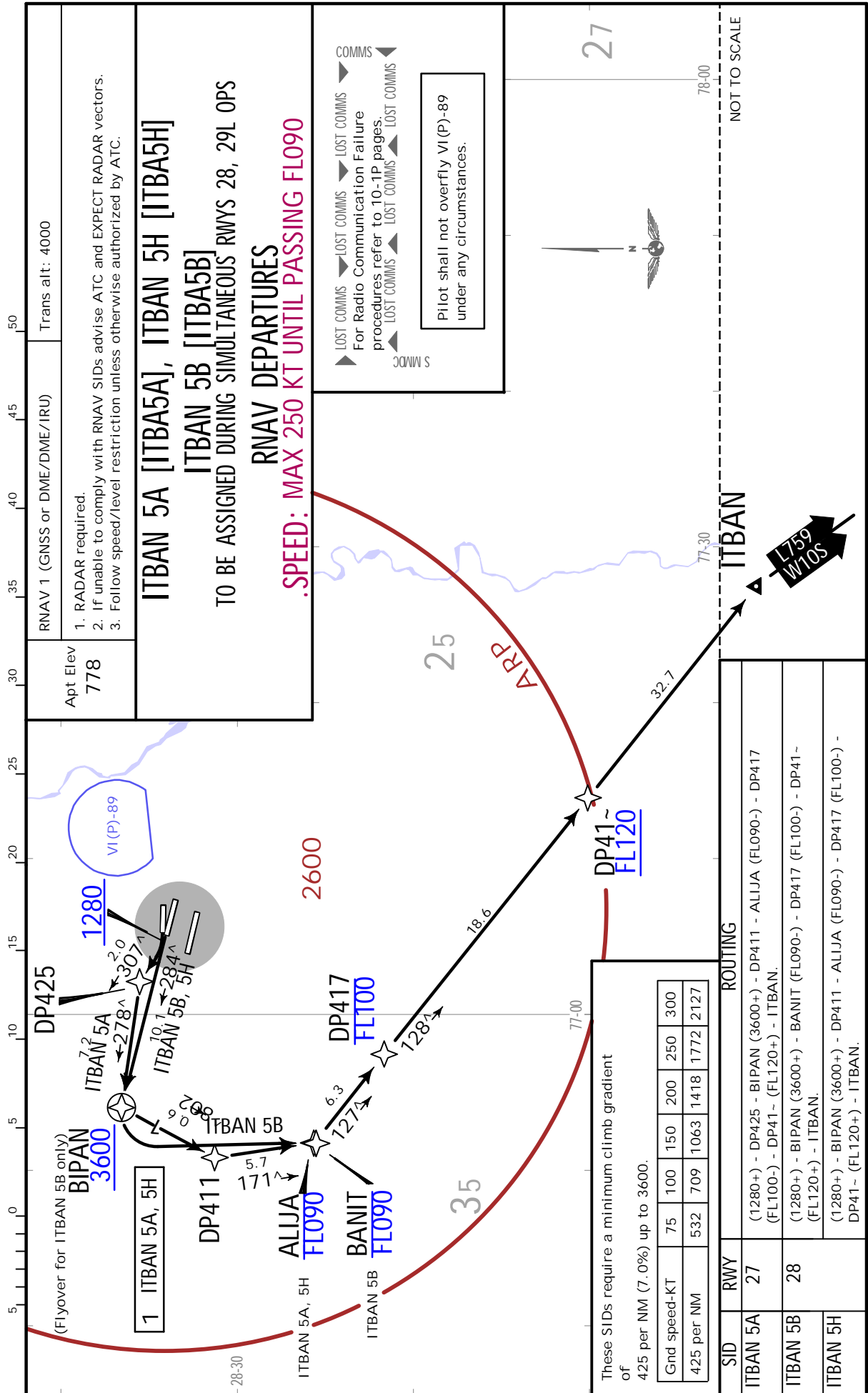
DELHI, INDIA
.RNAV.SID.



VIDP/DEL
INDIRA GANDHI INTL

JEPPESSEN
2 SEP 22 **(10-3G)** .Eff.8.Sep.

DELHI, INDIA
.RNAV.SID.



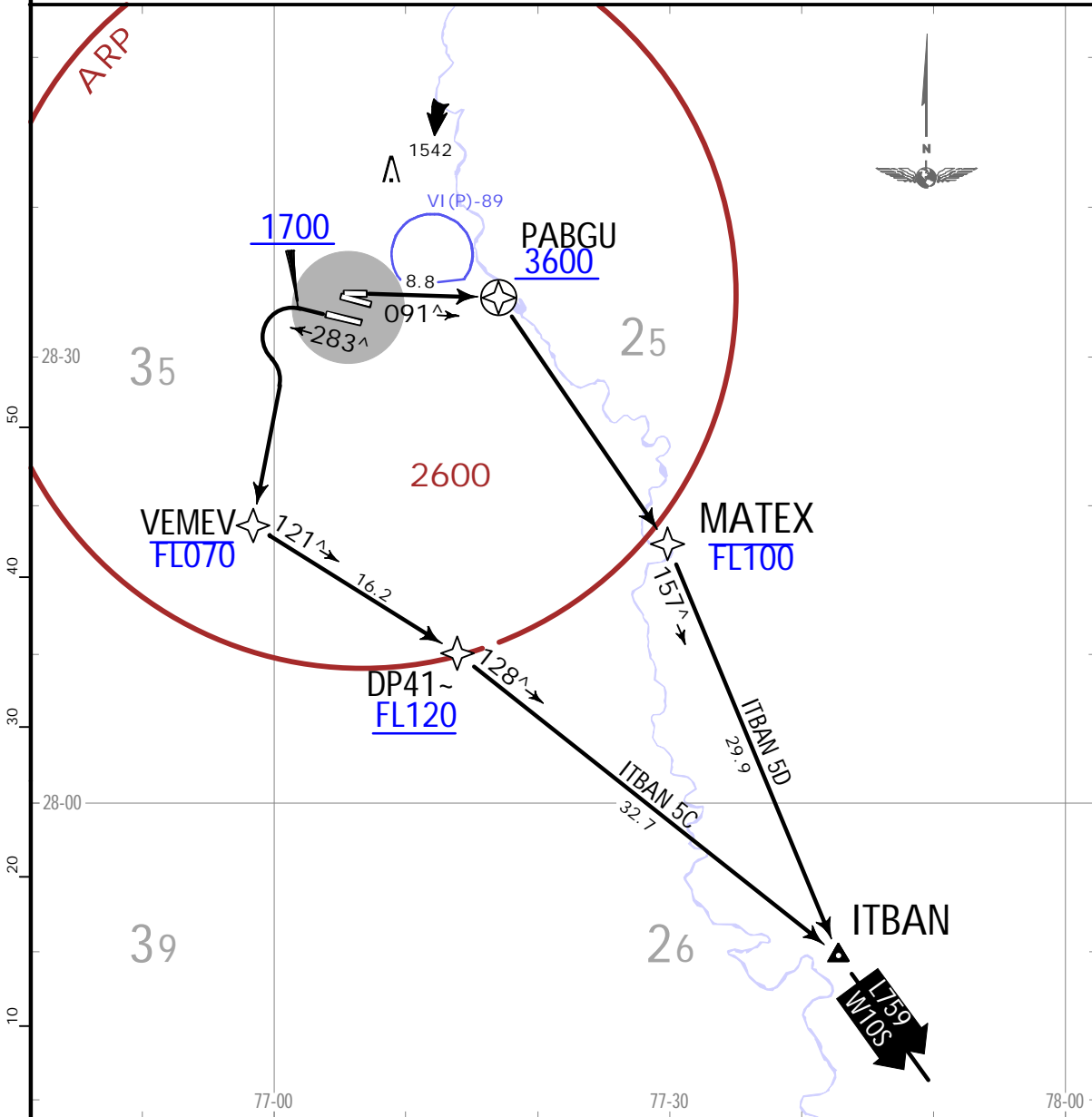
VIDP/DEL
INDIRA GANDHI INTL

JEPPESEN
2 SEP 22 (10-3H) .Eff.8.Sep.

DELHI, INDIA
.RNAV.SID.

Apt Elev 778	RNAV 1 (GNSS or DME/DME/IRU)	Trans alt: 4000
	1. RADAR required. 2. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectors. 3. Follow speed/level restriction unless otherwise authorized by ATC.	

**ITBAN 5C [ITBA5C]
ITBAN 5D [ITBA5D]
RNAV DEPARTURES**
.SPEED: MAX 250 KT UNTIL PASSING FLO90



These SIDs require 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 procedures refer to 10-1P pages.

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

SID	RWY	ROUTING
ITBAN 5C	29L	(1700+) - VEME V (FL070-) - DP41- (FL120+) - ITBAN.
ITBAN 5D	09	(1280+) - PABGU (3600+) - MATEX (FL100-) - ITBAN.

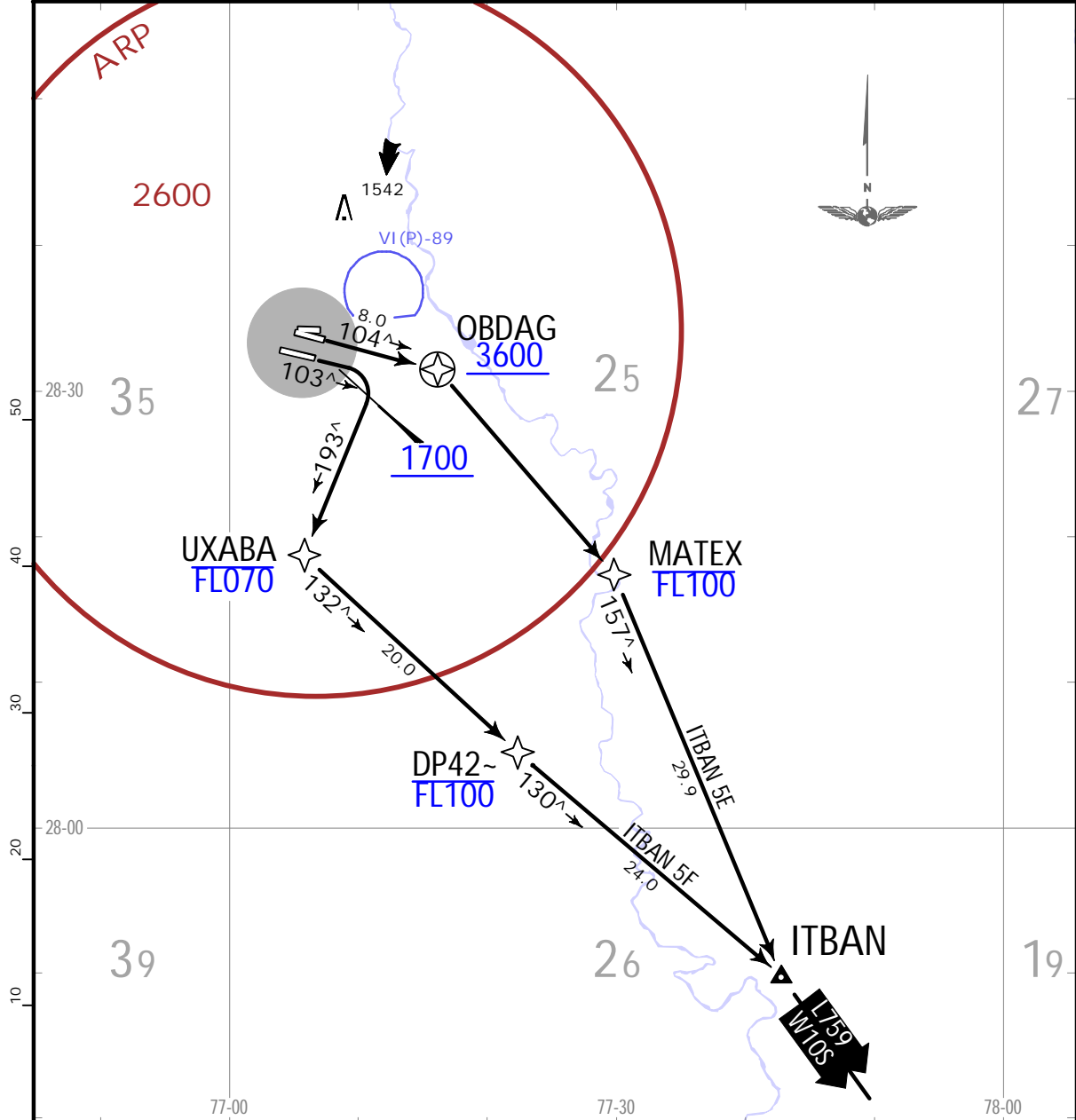
VIDP/DEL
INDIRA GANDHI INTL

JEPPESSEN
2 SEP 22 (10-3J) .Eff.8.Sep.

DELHI, INDIA
.RNAV.SID.

Apt Elev 778	RNAV 1 (GNSS or DME/DME/IRU)	Trans alt: 4000
	1. RADAR required. 2. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectors. 3. Follow speed/level restriction unless otherwise authorized by ATC.	

ITBAN 5E [ITBA5E]
ITBAN 5F [ITBA5F]
RNAV DEPARTURES
.SPEED: MAX 250 KT UNTIL PASSING FLO90



These SIDs require 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 ▼ COMMS
 For Radio Communication Failure procedures refer to 10-1P pages.
 ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ COMMS

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

SID	RWY	ROUTING
ITBAN 5E	10	(1280+) - OBDAG (3600+) - MATEX (FL100-) - ITBAN.
ITBAN 5F	11R	(1700+) - UXABA (FLO70-) - DP42- (FL100-) - ITBAN.

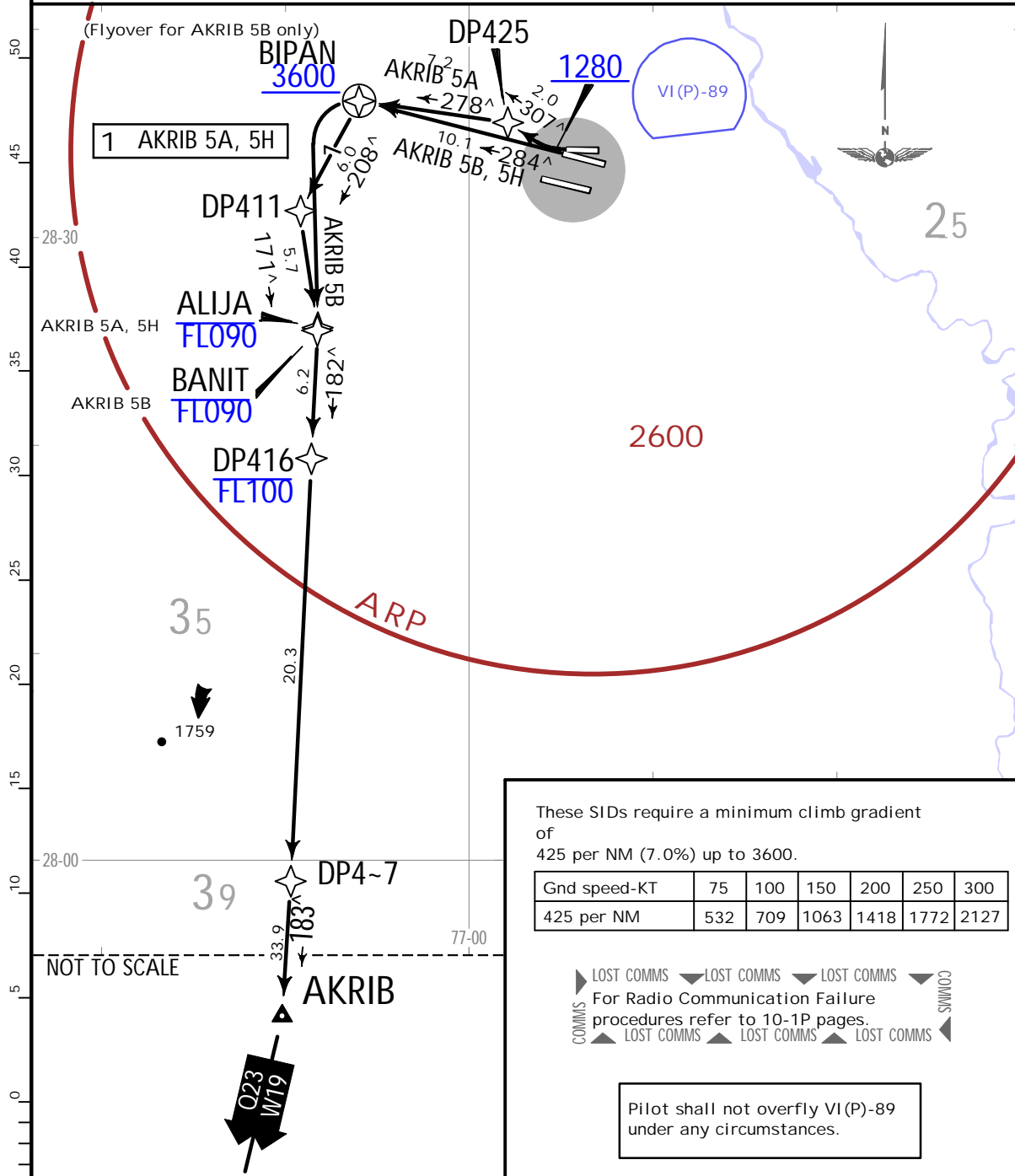
VIDP/DEL
INDIRA GANDHI INTL

JEPPESSEN
2 SEP 22 **10-3K** .Eff.8.Sep.

DELHI, INDIA
.RNAV.SID.

Apt Elev 778	RNAV 1 (GNSS or DME/DME/IRU)	Trans alt: 4000
	1. RADAR required. 2. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectors. 3. Follow speed/level restriction unless otherwise authorized by ATC.	

AKRIB 5A [AKRI5A], AKRIB 5H [AKRI5H]
AKRIB 5B [AKRI5B]
 TO BE ASSIGNED DURING SIMULTANEOUS RWYS 28, 29L OPS
RNAV DEPARTURES
.SPEED: MAX 250 KT UNTIL PASSING FL090



SID	RWY	ROUTING
AKRIB 5A	27	(1280+) - DP425 - BIPAN (3600+) - DP411 - ALIJA (FL090-) - DP416 (FL100-) - DP4~7 - AKRIB.
AKRIB 5B	28	(1280+) - BIPAN (3600+) - BANIT (FL090-) - DP416 (FL100-) - DP4~7 - AKRIB.
AKRIB 5H		(1280+) - BIPAN (3600+) - DP411 - ALIJA (FL090-) - DP416 (FL100-) - DP4~7 - AKRIB.

VIDP/DEL
INDIRA GANDHI INTL

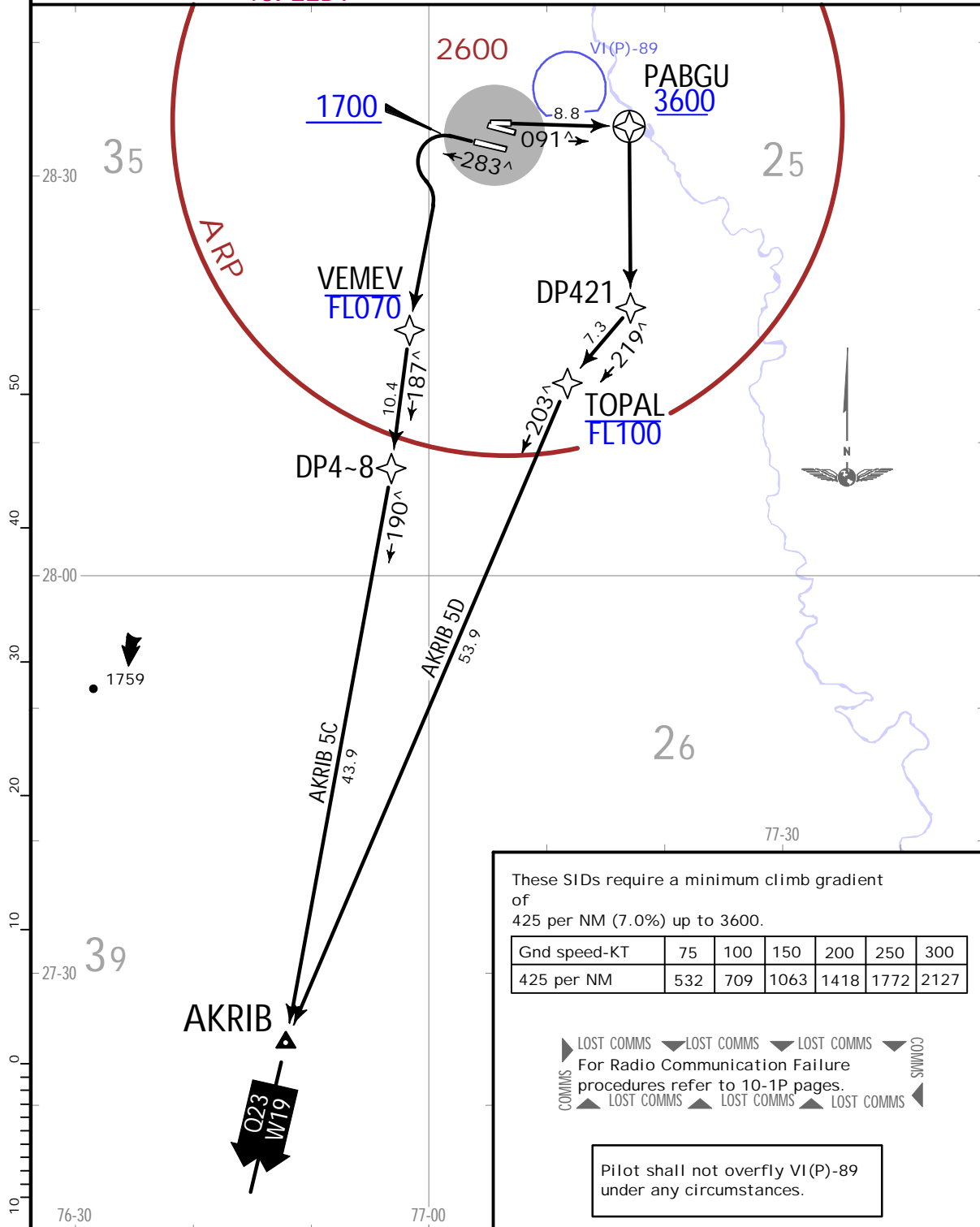
JEPPESSEN
2 SEP 22 (10-3L) .Eff.8.Sep.

DELHI, INDIA
.RNAV.SID.

Apt Elev 778	RNAV 1 (GNSS or DME/DME/IRU)	Trans alt: 4000
	1. RADAR required. 2. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectors. 3. Follow speed/level restriction unless otherwise authorized by ATC.	

**AKRIB 5C [AKRIB5C]
AKRIB 5D [AKRIB5D]
RNAV DEPARTURES**

.SPEED: MAX 250 KT UNTIL PASSING FL090



SID	RWY	ROUTING
AKRIB 5C	29L	(1700+) - VEME (FL070-) - DP4-8 - AKRIB.
AKRIB 5D	09	(1280+) - PABGU (3600+) - DP421 - TOPAL (FL100-) - AKRIB.

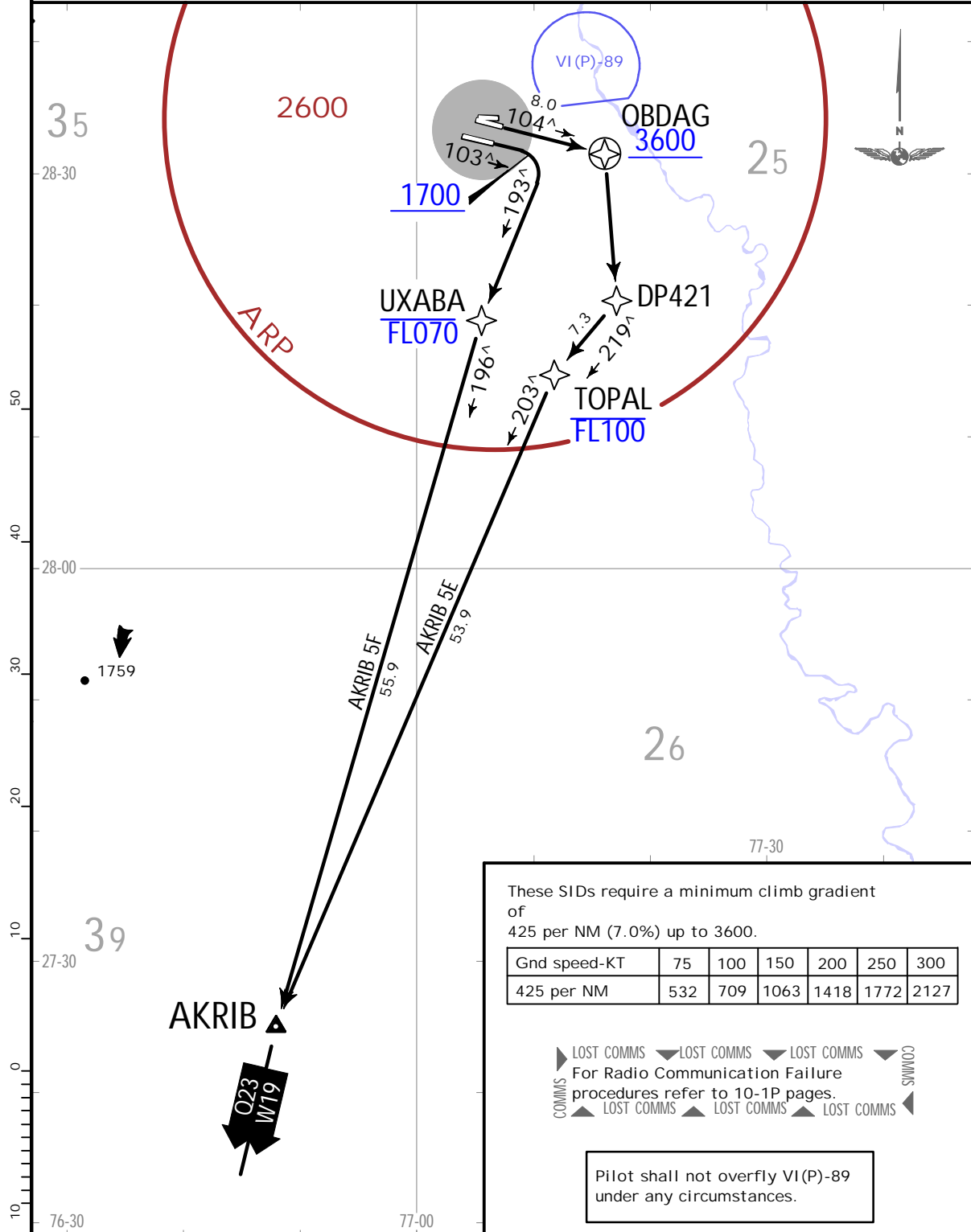
VIDP/DEL
INDIRA GANDHI INTL

JEPPESSEN
2 SEP 22 (10-3M) .Eff.8.Sep.

DELHI, INDIA
.RNAV.SID.

Apt Elev 778	RNAV 1 (GNSS or DME/DME/IRU)	Trans alt: 4000
	1. RADAR required. 2. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectors. 3. Follow speed/level restriction unless otherwise authorized by ATC.	

AKRIB 5E [AKR15E], AKRIB 5F [AKR15F]
RNAV DEPARTURES
.SPEED: MAX 250 KT UNTIL PASSING FLO90



SID	RWY	ROUTING
AKRIB 5E	10	(1280+) - OBDAG (3600+) - DP421 - TOPAL (FL100-) - AKRIB.
AKRIB 5F	11R	(1700+) - UXABA (FLO70-) - AKRIB.

CHANGES: RWY 11 redesignated 11R.

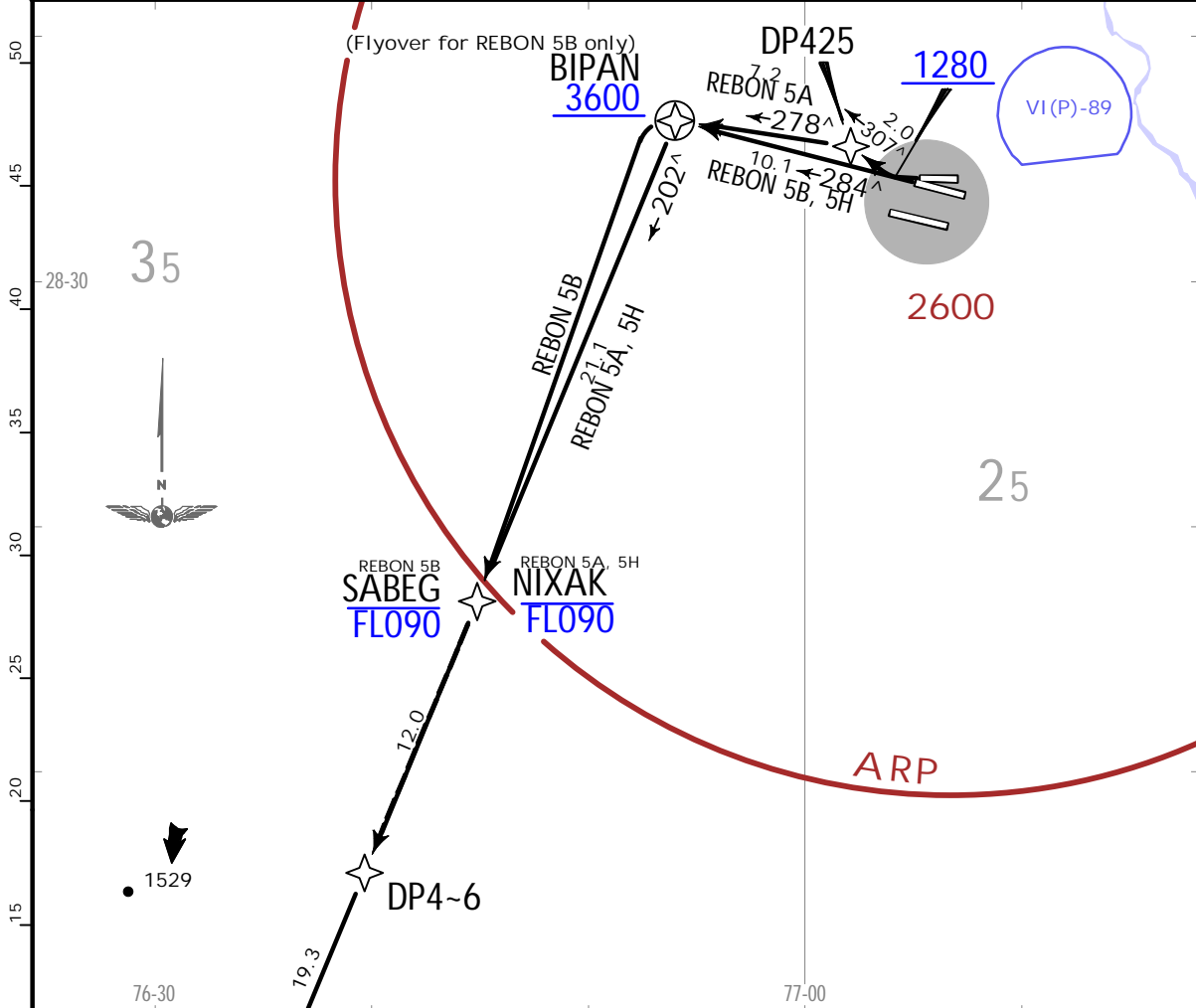
VIDP/DEL
INDIRA GANDHI INTL

JEPPESSEN
2 SEP 22 **(10-3N)** .Eff.8.Sep.

DELHI, INDIA
.RNAV.SID.

Apt Elev 778	RNAV 1 (GNSS or DME/DME/IRU)	Trans alt: 4000
	1. RADAR required. 2. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectors. 3. Follow speed/level restriction unless otherwise authorized by ATC.	

REBON 5A [REB05A], REBON 5H [REB05H]
REBON 5B [REB05B]
 TO BE ASSIGNED DURING SIMULTANEOUS RWYS 28, 29L OPS
RNAV DEPARTURES
.SPEED: MAX 250 KT UNTIL PASSING FLO90



These SIDs require 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 ▼ COMMS
 For Radio Communication Failure procedures refer to 10-1P pages.
 COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▼

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

SID	RWY	ROUTING
REBON 5A	27	(1280+) - DP425 - BIPAN (3600+) - NIXAK (FLO90-) - DP4-6 - REBON.
REBON 5B	28	(1280+) - BIPAN (3600+) - SABEG (FLO90-) - DP4-6 - REBON.
REBON 5H		(1280+) - BIPAN (3600+) - NIXAK (FLO90-) - DP4-6 - REBON.

Trans alt: 4000

RNAV 1 (GNSS or DME/DME/IRU)

Apt Elev
778

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

**REBON 5C [REB05C]
 REBON 5D [REB05D]
 RNAV DEPARTURES**

**.SPEED: MAX 250 KT UNTIL
 PASSING FLO90**

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

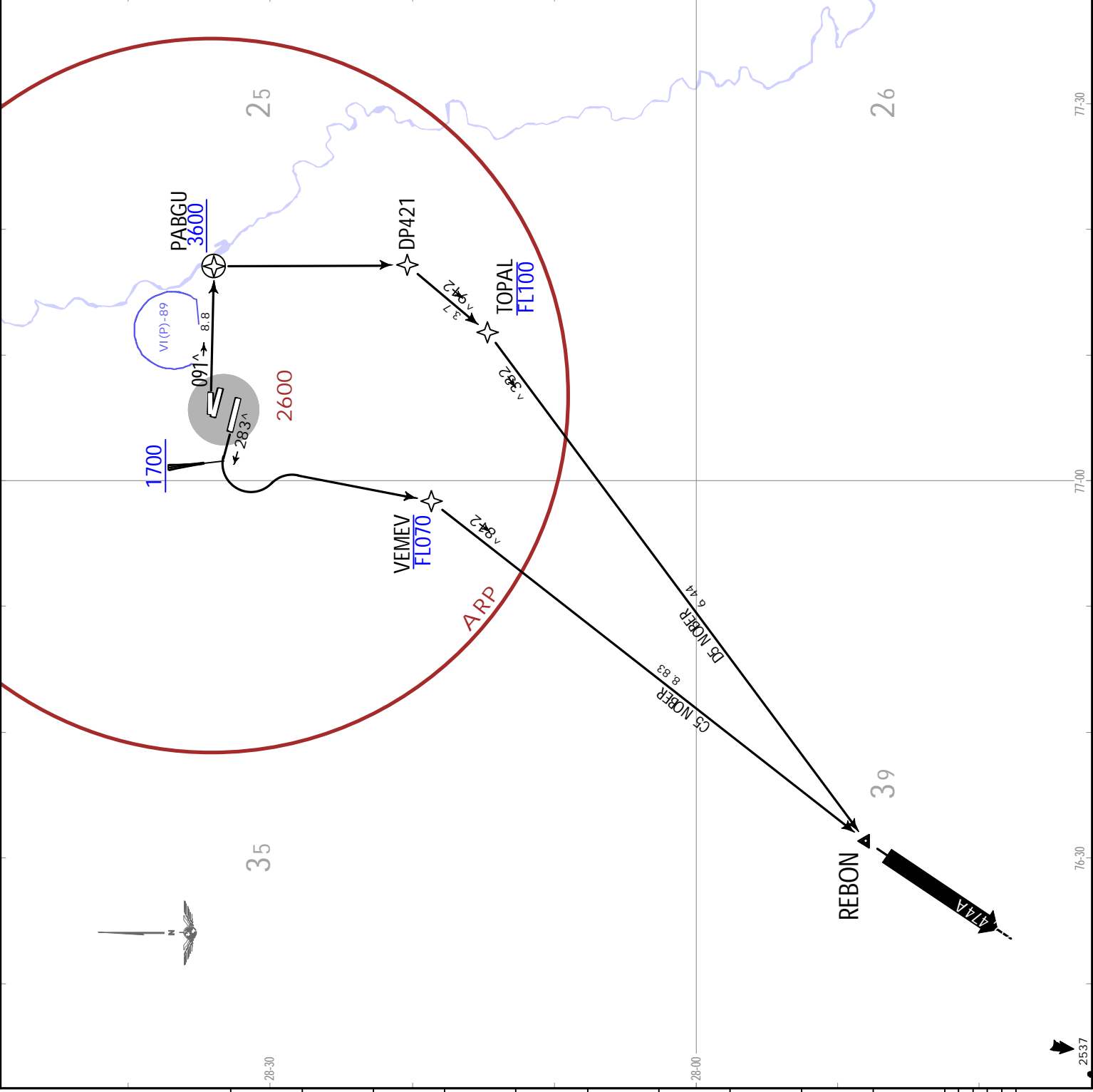
COMMS

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

These SIDs require a minimum climb gradient of 425 per NM (7.0%) up to 3600.

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

SID	RWY	ROUTING
REBON 5C	29L	(1700+) - VEMEV (FLO70-) - REBON
REBON 5D	09	(1280+) - PABGU (3600+) - DP421 - TOPAL (FL100-) - REBON.



Trans alt: 4000

RNAV 1 (GNSS or DME/DME/IRU)

Apt Elev
778

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

REBON 5E [REB05E]
REBON 5F [REB05F]
RNAV DEPARTURES
.SPEED: MAX 250 KT UNTIL
.PASSING FLO90

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
 For Radio Communication Failure procedures refer to 10-1P pages.
 LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

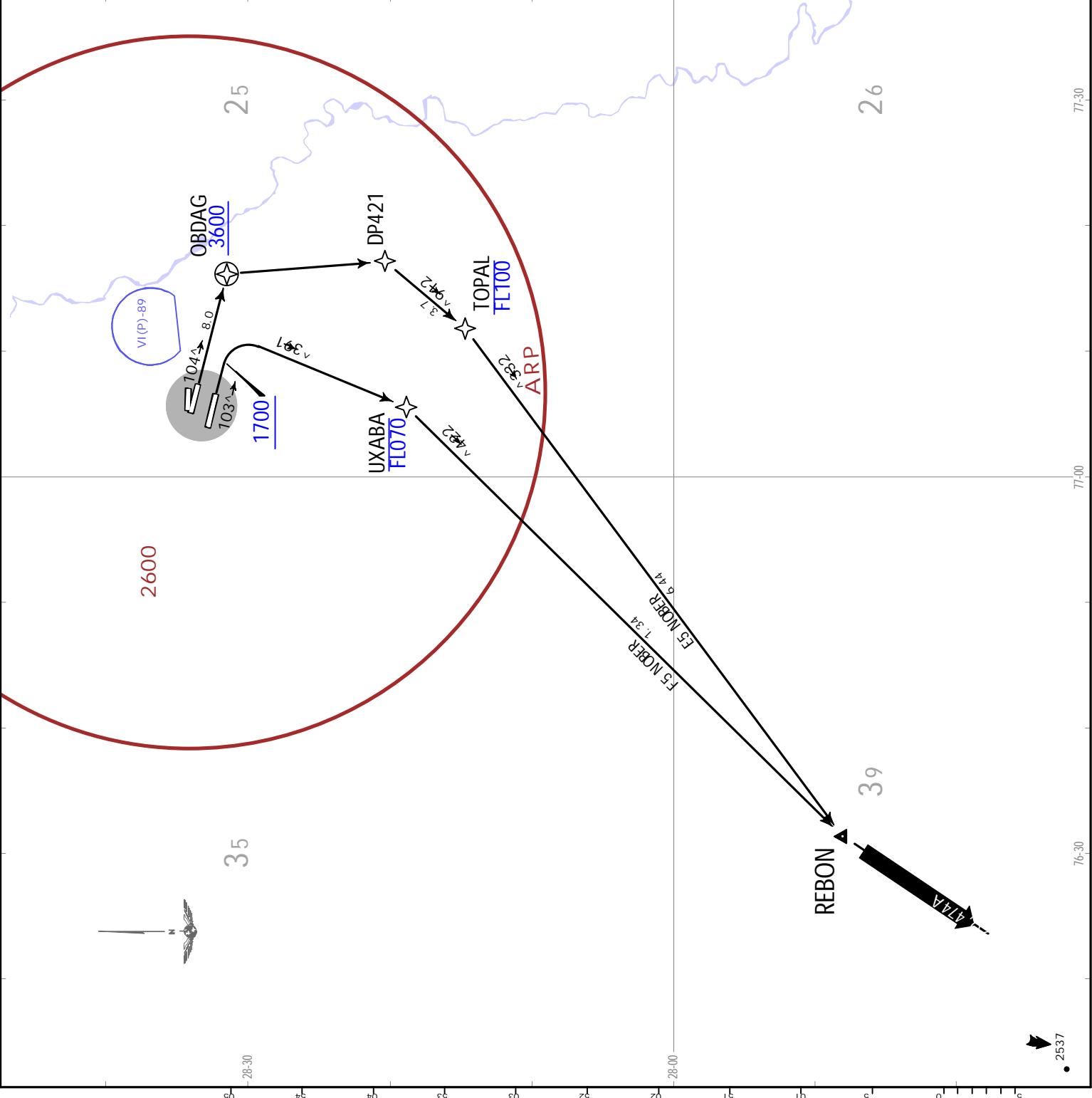
5 MNOC

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

These SIDs require a minimum climb gradient of 425 per NM (7.0%) up to 3600.

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

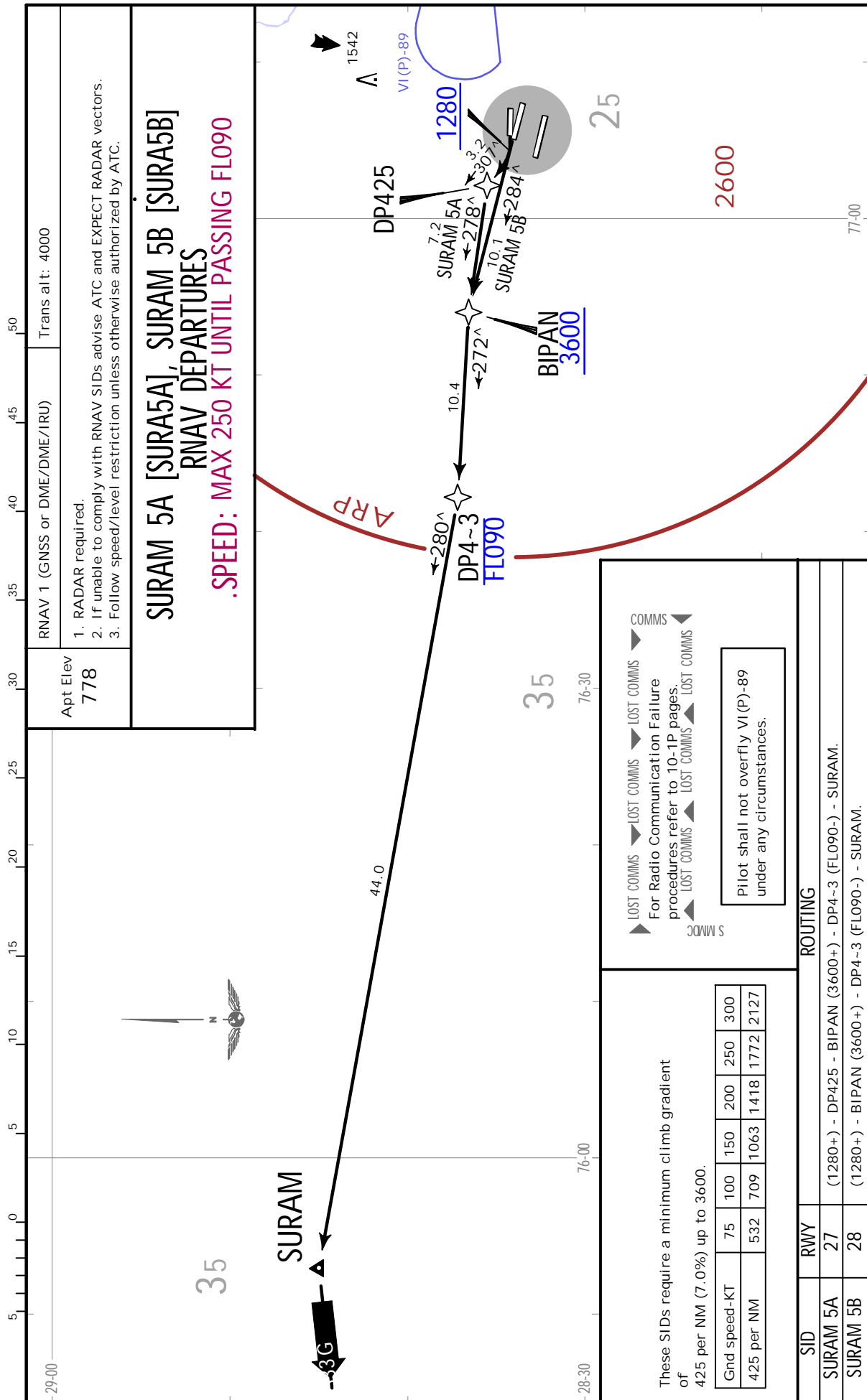
SID	RWY	ROUTING
REBON 5E	10	(1280+) - OBDAG (3600+) - DP421 - TOPAL (EL100-) - REBON.
REBON 5F	11R	(1700+) - UXABA (FLO70-) - REBON.



VIDP/DEL
INDIRA GANDHI INTL

JEPPESSEN
2 SEP 22 (10-3S) .Eff.8.Sep.

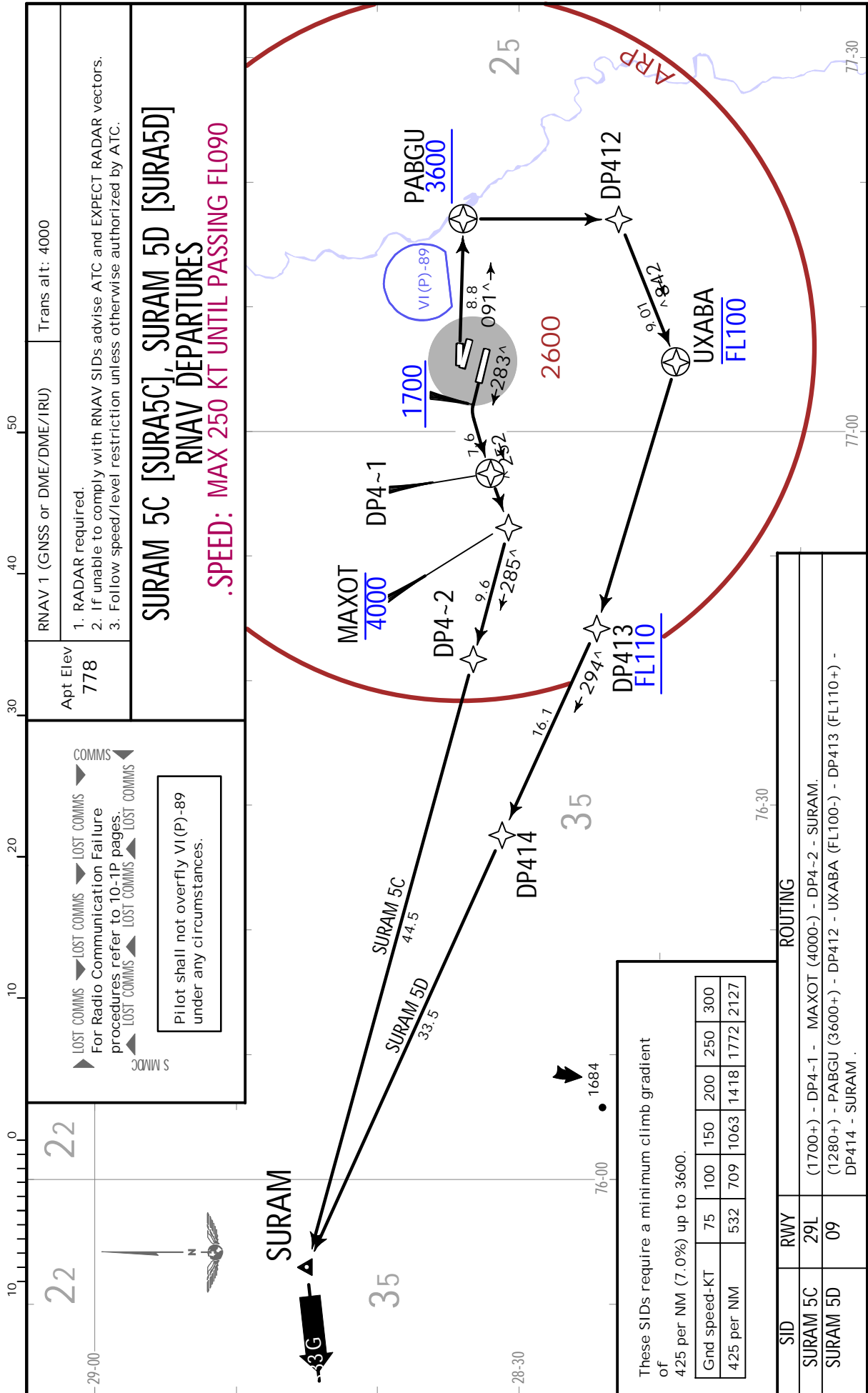
DELHI, INDIA
.RNAV.SID.



VIDP/DEL
INDIRA GANDHI INTL

JEPPESSEN
2 SEP 22 (10-3T) .Eff.8.Sep.

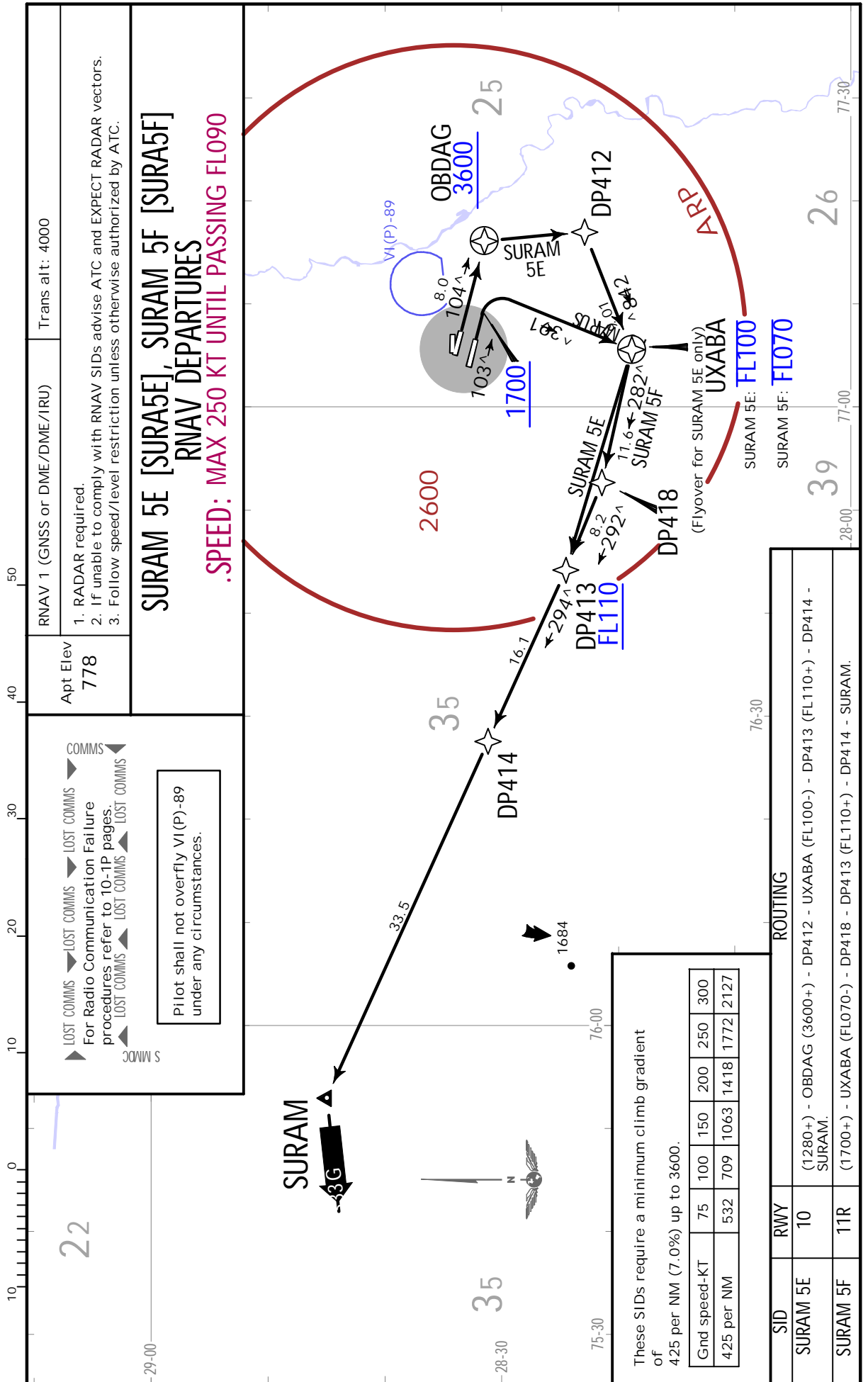
DELHI, INDIA
.RNAV.SID.



VIDP/DEL
INDIRA GANDHI INTL

JEPPESSEN
2 SEP 22 (10-3U) .Eff.8.Sep.

DELHI, INDIA
.RNAV.SID.



RNAV 1 (GNSS or DME/DME/IRU) Trans alt: 4000

Apt Elev 778

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

SURAM 5E [SURA5E], SURAM 5F [SURA5F]
RNAV DEPARTURES
.SPEED: MAX 250 KT UNTIL PASSING FL090

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

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

These SIDs require 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

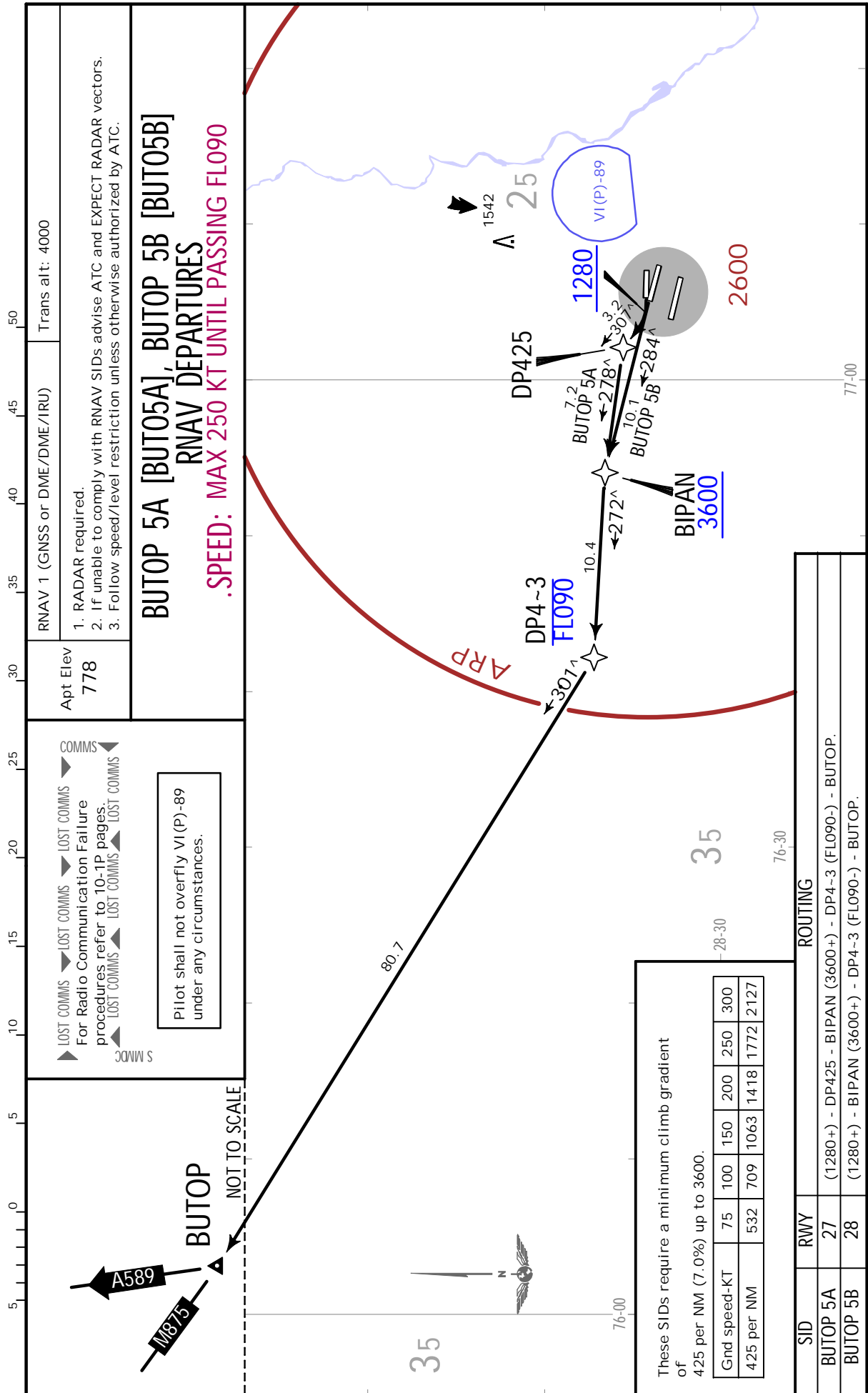
SID	RWY	ROUTING
SURAM 5E	10	(1280+) - OBDAG (3600+) - DP412 - UXABA (FL100-) - DP413 (FL110+) - DP414 - SURAM.
SURAM 5F	11R	(1700+) - UXABA (FL070-) - DP418 - DP413 (FL110+) - DP414 - SURAM.

CHANGES: RWY 11 redesignated 11R.

VIDP/DEL
INDIRA GANDHI INTL

JEPPESSEN
2 SEP 22 (10-3V) .Eff.8.Sep.

DELHI, INDIA
.RNAV.SID.



Trans alt: 4000

RNAV 1 (GNSS or DME/DME/IRU)

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

Apt Elev
778

**BUTOP 5C [BUT05C]
BUTOP 5D [BUT05D]
RNAV DEPARTURES**

**.SPEED: MAX 250 KT UNTIL
PASSING FL090**

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

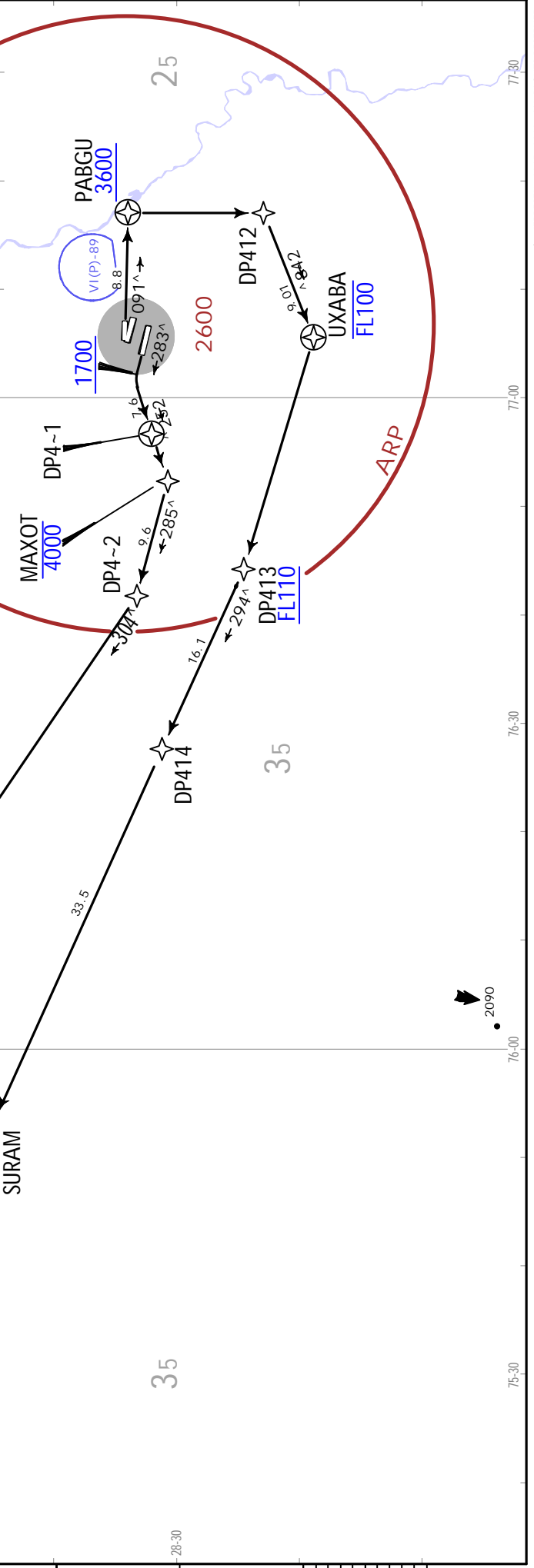
LOST COMMS
LOST COMMS
LOST COMMS

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

These SIDs require a minimum climb gradient of 425 per NM (7.0%) up to 3600.

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

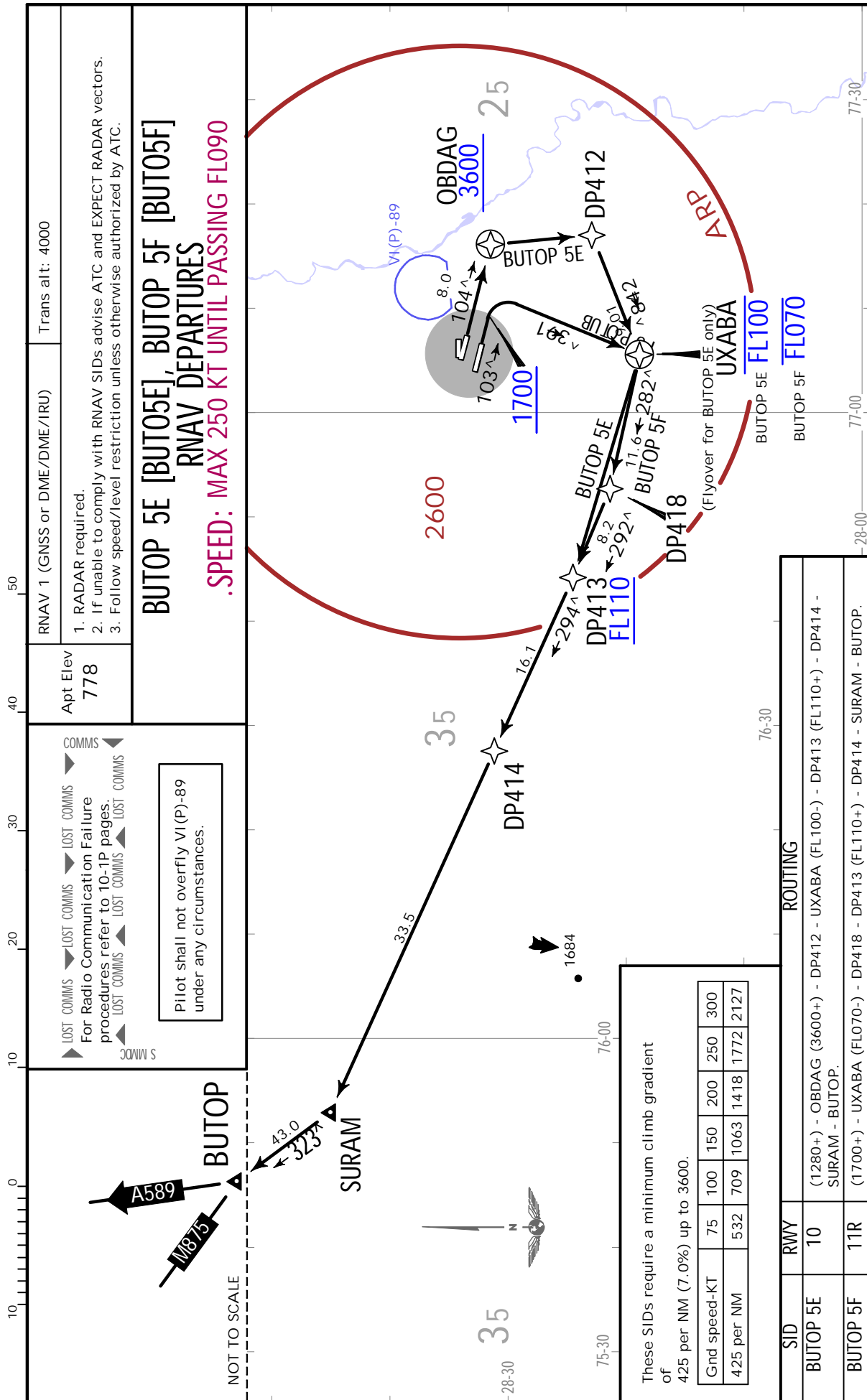
SID	RWY	ROUTING
BUTOP 5C	29L	(1700+) - DP4-1 - MAXOT (4000-) - DP4-2 - BUTOP.
BUTOP 5D	09	(1280+) - PABGU (3600+) - DP412 - UXABA (FL100-) - DP413(FL110+) - DP414 - SURAM - BUTOP.



VIDP/DEL
INDIRA GANDHI INTL

JEPPESSEN
2 SEP 22 (10-3X) .Eff.8.Sep.

DELHI, INDIA
.RNAV.SID.



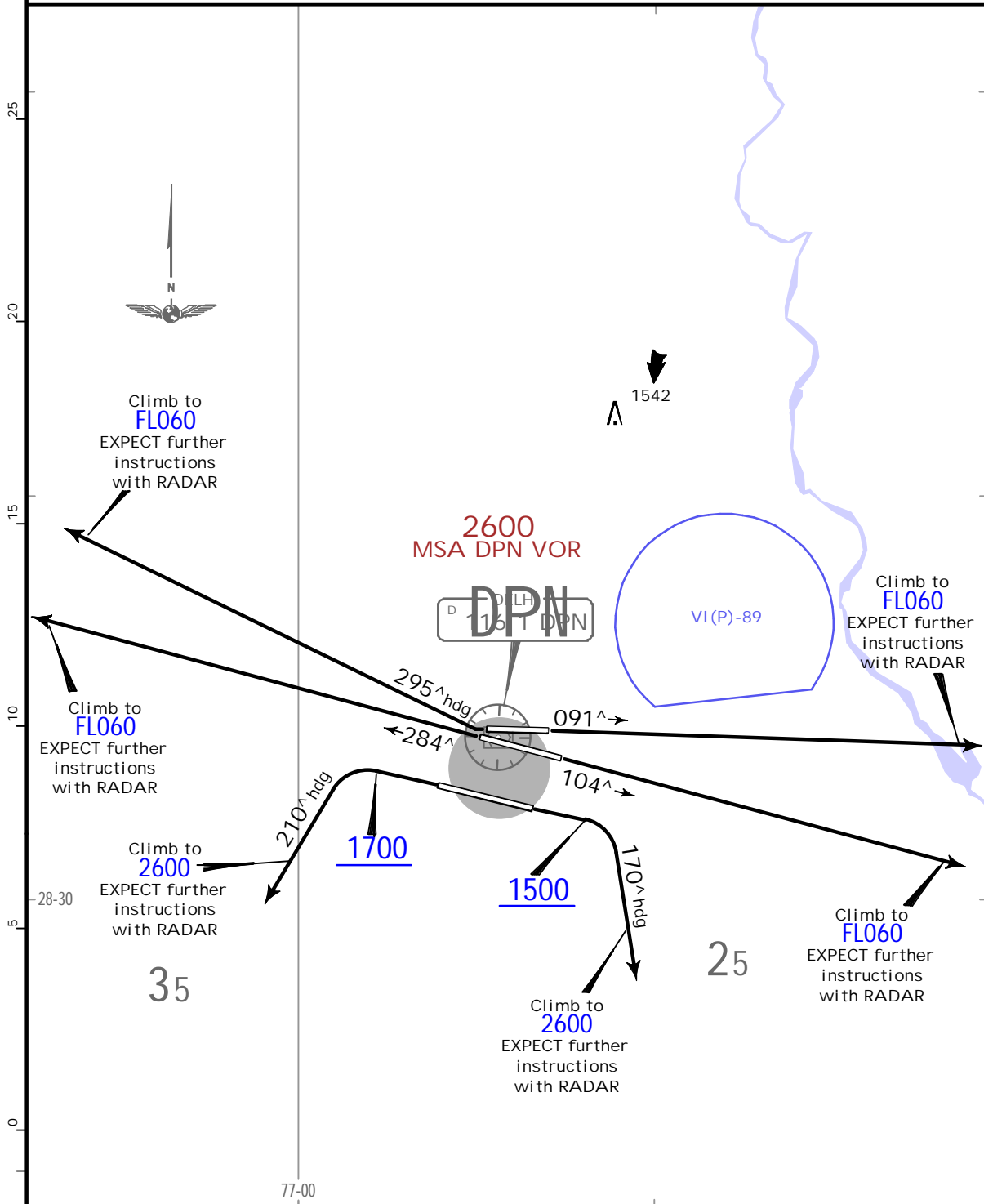
VIDP/DEL
INDIRA GANDHI INTL

JEPPESEN
2 SEP 22 (10-3X1) .Eff.8.Sep.

DELHI, INDIA
.SID.

Apt Elev 778 Trans alt: 4000

**INITIAL CLIMB PROCEDURES
FOR NON-RNAV 1 DEPARTURES**



RWY	INITIAL CLIMB
09	Climb on 091° track to FLO60, EXPECT further instructions with RADAR.
10	Climb on 104° track to FLO60, EXPECT further instructions with RADAR.
11R	Climb to 1500, turn RIGHT, 170° heading climbing to 2600, EXPECT further instructions with RADAR.
27	Turn RIGHT, climb on 295° heading to FLO60, EXPECT further instructions with RADAR.
28	Climb on 284° track to FLO60, EXPECT further instructions with RADAR.
29L	Climb to 1700, turn LEFT, 210° heading climbing to 2600, EXPECT further instructions with RADAR.

VIDP/DEL

JEPPESSEN

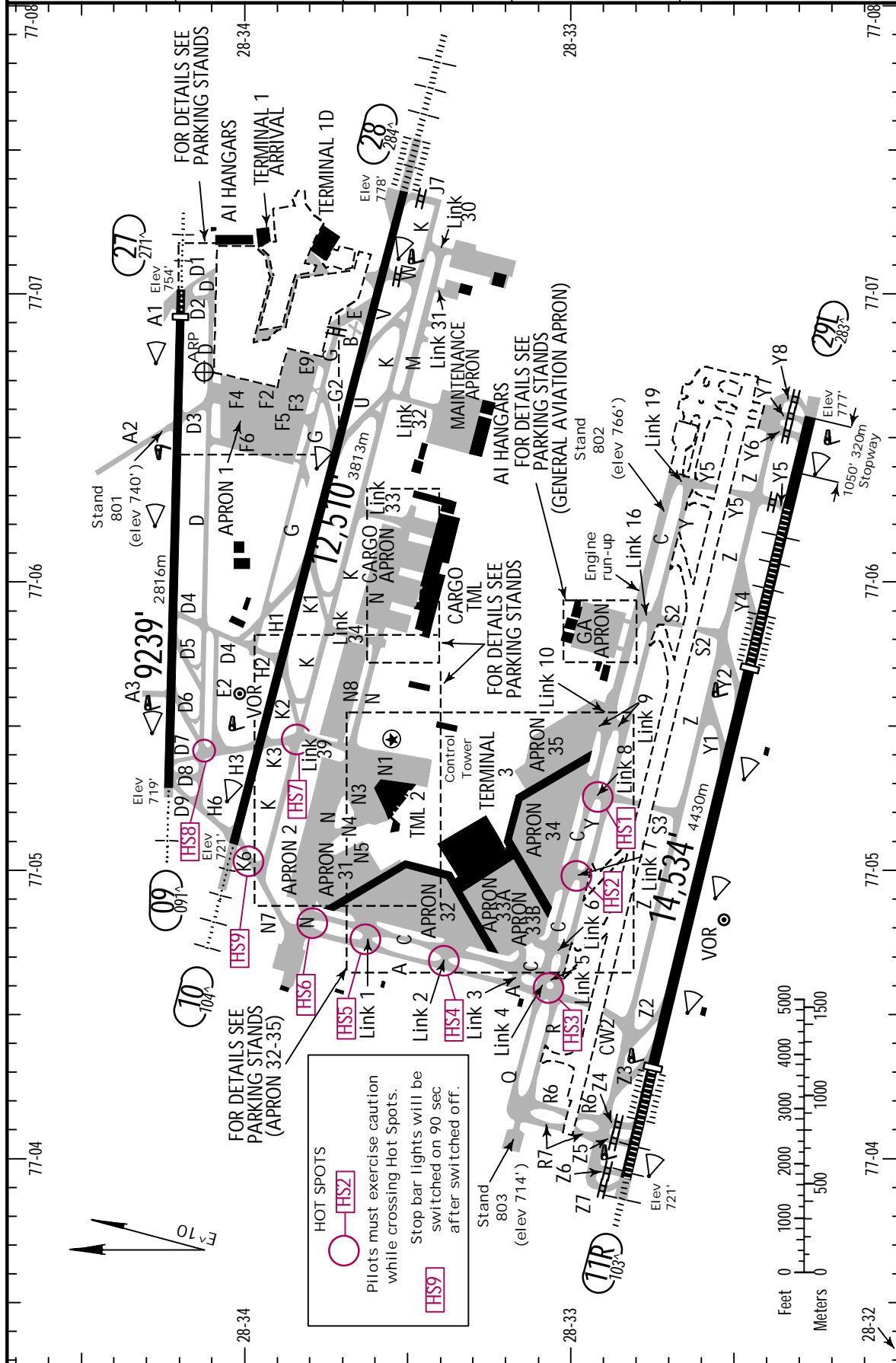
DELHI, INDIA

Apt Elev 778
N28 34.1 E077 06.7

13 JAN 23 (10-9)

INDIRA GANDHI INTL

D-ATIS 126.4	Data ACARS: D-ATIS	Comm CPDLC: DCL	DELHI Clearance 1 121.950	DELHI Clearance 2 121.850	North 121.750	Middle 121.9	DELHI Ground South 121.625	South 2 118.550
North (09/27) 118.750		Middle (10/28) 118.1		Tower 125.850	South 2 (11R/29L) 123.825		Departure 118.825 124.6	



VIDP/DEL



DELHI, INDIA

13 JAN 23 10-9A

INDIRA GANDHI INTL

ADDITIONAL RUNWAY INFORMATION								
RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING BEYOND			
				Threshold	Glide Slope			
09	HIRL(60m) CL(15m) HIALS PAPI-L (3.0°)	RVR		8206'	2501m	2	148' 45m	
27	HIRL(60m) CL(15m) HIALS PAPI-L (3.0°) 1	RVR	8743' 2665m	7609'	2319m			
1 HSTIL-D5 & D6 2 TAKE-OFF RUN AVAILABLE <u>RWY 09:</u> From rwy head 9239' (2816m) twy D8 int 9072' (2765m) twy D7 int 8802' (2683m) twy D4 int 6043' (1842m) <u>RWY 27:</u> From rwy head 9239' (2816m) twy D2 int 9097' (2773m) twy D3 int 6886' (2099m)								
ARRIVAL Location of different exit taxiways from threshold. <u>RWY 09:</u> Twy D1 int 9239' (2816m) twy D2 int 9098' (2773m) twy D3 int 6886' (2099m) <u>RWY 27:</u> Twy D9 int 8743' (2665m) twy D8 int 8576' (2614m) twy D7 int 8307' (2532m) twy D6 (HST) int 7093' (2162m) twy D5 (HST) int 6109' (1862m) twy D4 int 5548' (1691m)								
10	HIRL (60m) CL(15m) HIALS	RVR		11,477'	3498m	3	148' 45m	
	PAPI-L (angle 3.2°) HSTIL-G2 HST-U & V							
28	HIRL (60m) CL(CAT I: 30m, CAT II/III: 15m) HIALS-II			11,295'	3443m			
	TDZ PAPI-L (angle 3.2°) HSTIL-H1, K1 & K2	RVR						
3 TAKE-OFF RUN AVAILABLE <u>RWY 10:</u> From rwy head 12,510' (3813m) twy H3 int 10,712' (3265m) twy K3 int 10,614' (3235m) twy K2 int 9314' (2839m) twy H2 int 9029' (2752m) <u>RWY 28:</u> From rwy head 12,510' (3813m) twy W int 11,010' (3356m) twy E int 10,427' (3178m)								
ARRIVAL Location of different exit taxiways from threshold. <u>RWY 10:</u> Twy J7 int 12,510' (3813m) twy W int 11,010' (3356m) twy E int 10,427' (3178m) twy V (HST) 9715' (2961m) twy U (HST)/G2 (HST) int 7992' (2436m) <u>RWY 28:</u> Twy K6/H6 int 12,510' (3813m) twy H3 int 10,712' (3265m) twy K3 int 10,614' (3235m) twy H2 int 9029' (2752m) twy K2 (HST) int 9314' (2839m) twy H1 (HST) int 7585' (2312m) twy K1 (HST) int 7257' (2212m)								
11R	HIRL(60m) CL(15m) HIALS-II TDZ	RVR	11,368' 3465m	10,274'	3132m	4	197' 60m	
	PAPI (angle 3.0°) HSTIL-Y1, Y2 & Y4							
29L	HIRL(60m) CL(15m) HIALS-II TDZ	RVR	9744' 2970m	8507'	2593m			
	PAPI-L (angle 3.0°) HSTIL-Z2 & Z3							
4 TAKE-OFF RUN AVAILABLE <u>RWY 11R:</u> From rwy head 13,484' (4110m) twy Z5 int 12,904' (3933m) twy Z4 int 12,579' (3834m) <u>RWY 29L:</u> From rwy head 14,534' (4430m) twy Y6 int 14,219' (4334m) twy Y5 int 12,900' (3932m) twy Y4 int 10,781' (3286m) twy Y2 int 9465' (2885m)								
ARRIVAL Location of different exit taxiways from threshold. <u>RWY 11R:</u> Twy Y5 int 10,807' (3294m) twy Y4 (HST) int 8688' (2648m) twy Y2 (HST) int 7372' (2247m) twy Y1 (HST) int 6227' (1898m) <u>RWY 29L:</u> Twy Z6 int 9744' (2970m) twy Z5 int 9186' (2800m) twy Z4 int 8858' (2700m) twy Z3 (HST) int 7598' (2316m) twy Z2 (HST) int 6781' (2067m)								
Std/State TAKE-OFF LVP must be in force Low Visibility Take-off								
1 HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	RL & RCLM	RL or CL	RL or RCLM	RL or CL	Adequate Vis Ref	
			DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
TDZ R125m	TDZ R150m	R200m	R300m		R/V400m		R/V500m	NA
Mid R125m	Mid R150m							
Rollout R125m	Rollout R150m							
1 RWY 11R, 28, 29L: R75m with approved lateral guidance system.								

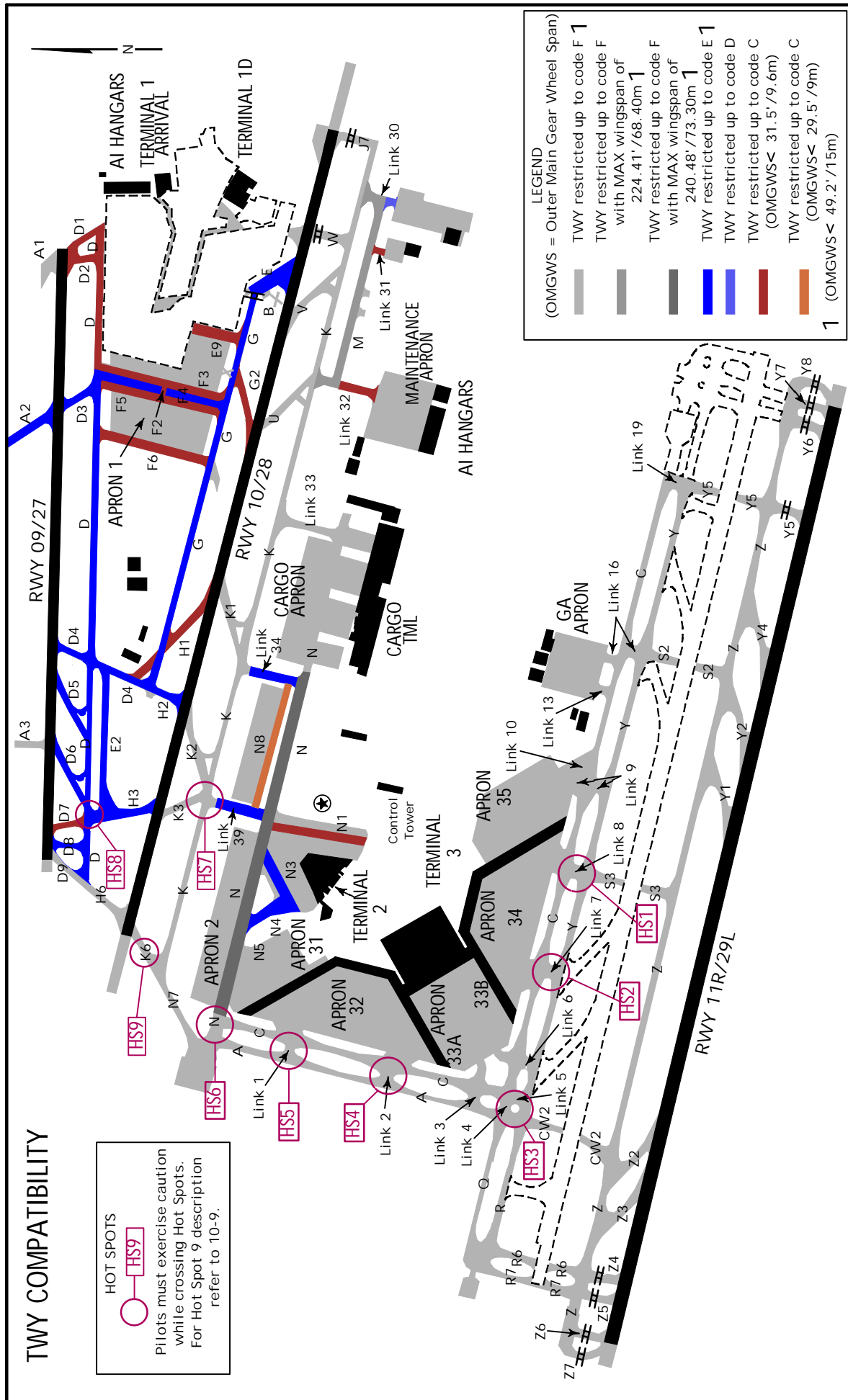
VIDP/DEL

JEPPESSEN

DELHI, INDIA

31 MAR 23 10-9B

INDIRA GANDHI INTL



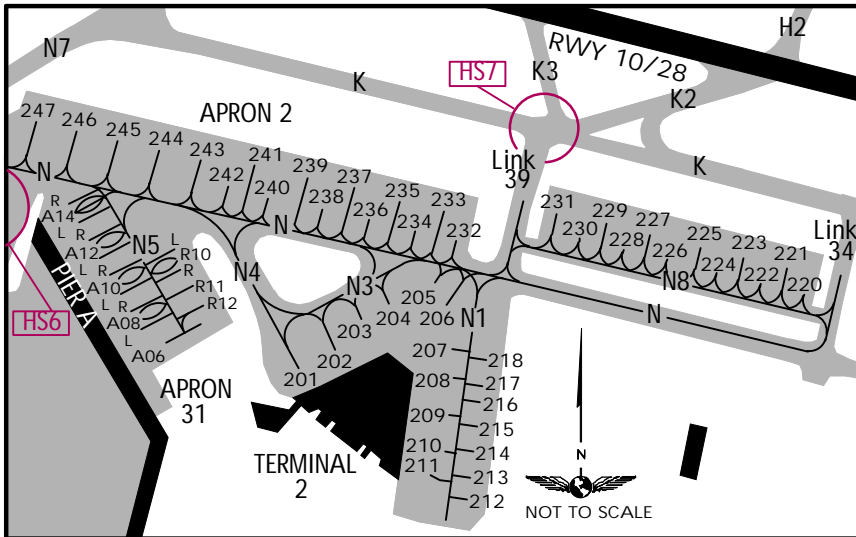
VIDP/DEL

JEPPESEN

DELHI, INDIA

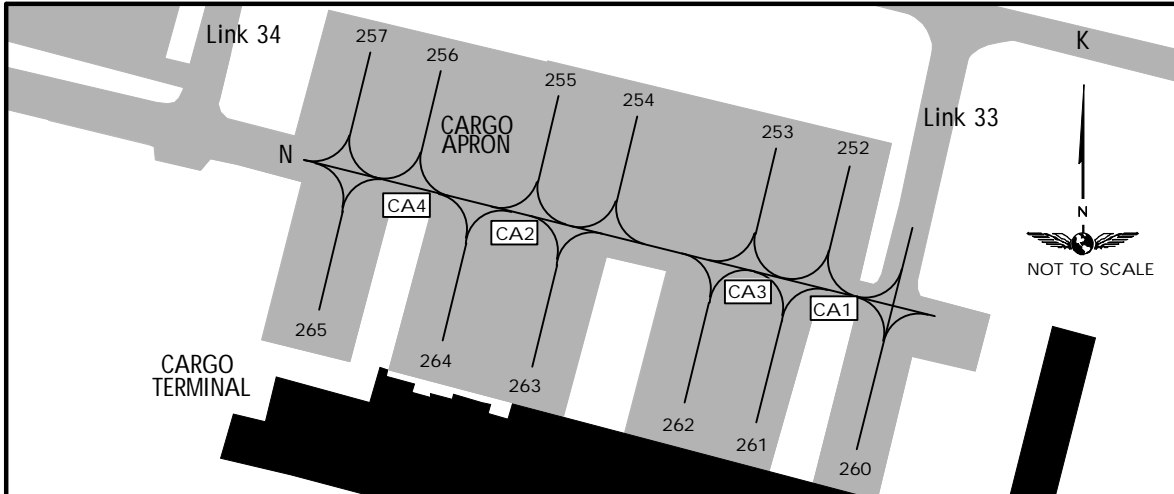
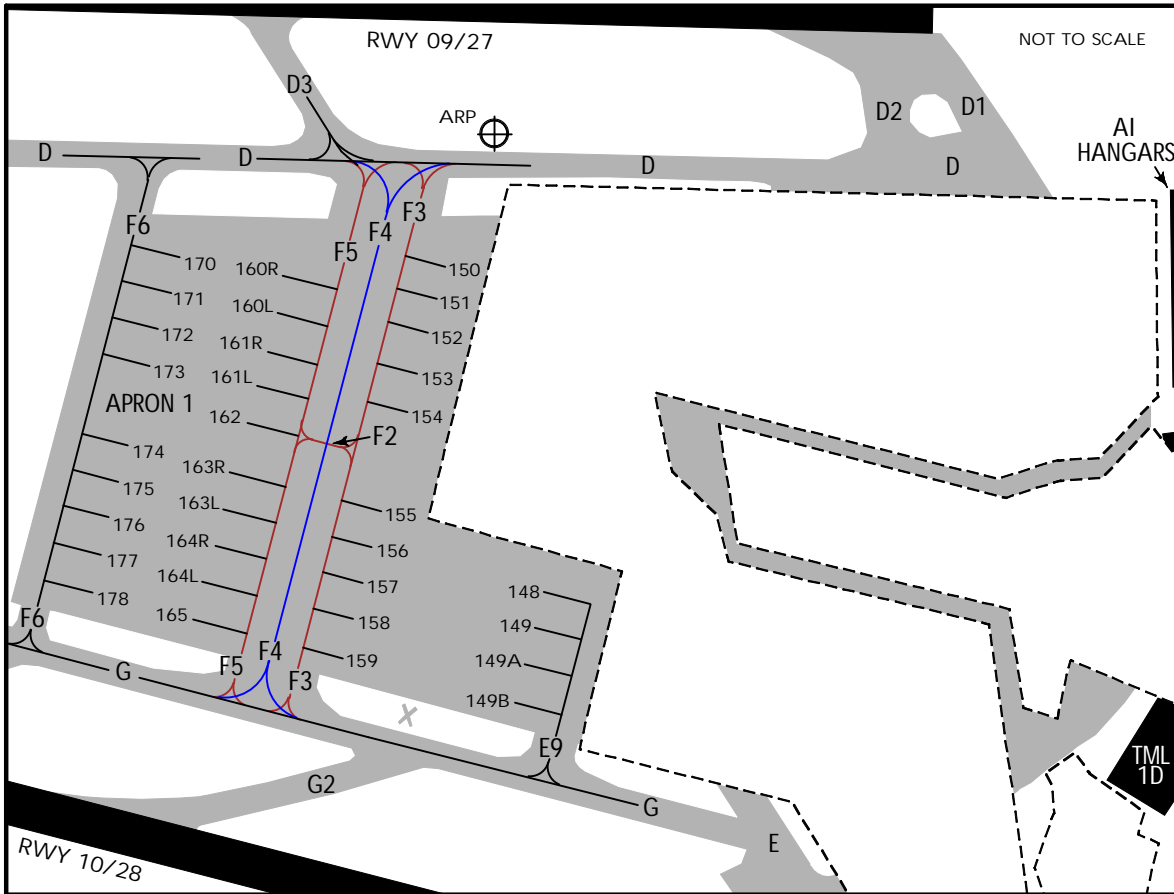
31 MAR 23 10-9C

INDIRA GANDHI INTL



LEGEND

- CA1 Tug disconnect point
- F4 — Twy for ACFT category D & E (blue guide line)
- F3 — Twy for ACFT up to category C (yellow guide line)
- HS7 HOT SPOT
Pilots must exercise caution while crossing Hot Spots.



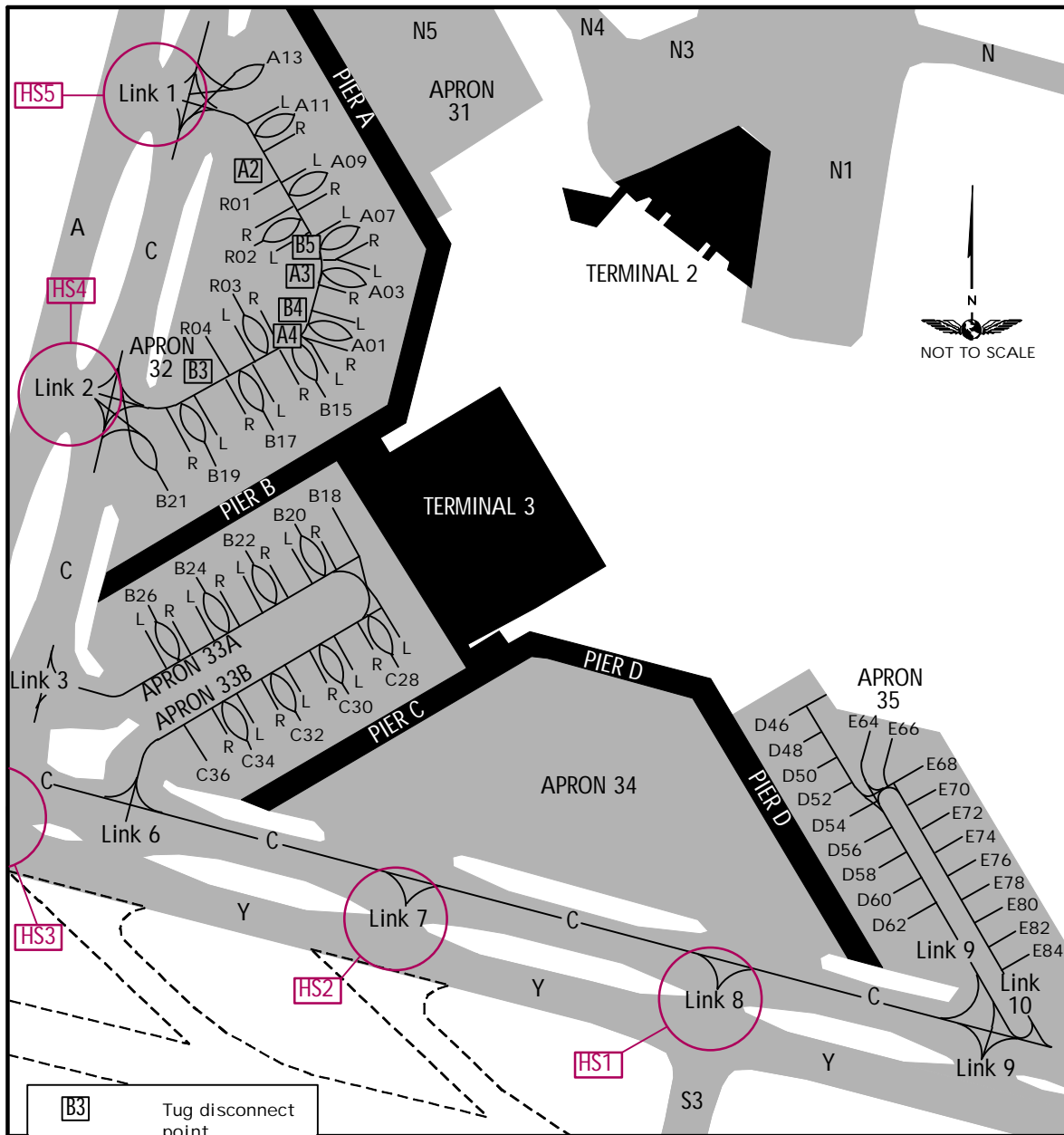
VIDP/DEL

JEPPESEN

DELHI, INDIA

30 SEP 22
.Eff. 13.Oct.0930Z. (10-9D)

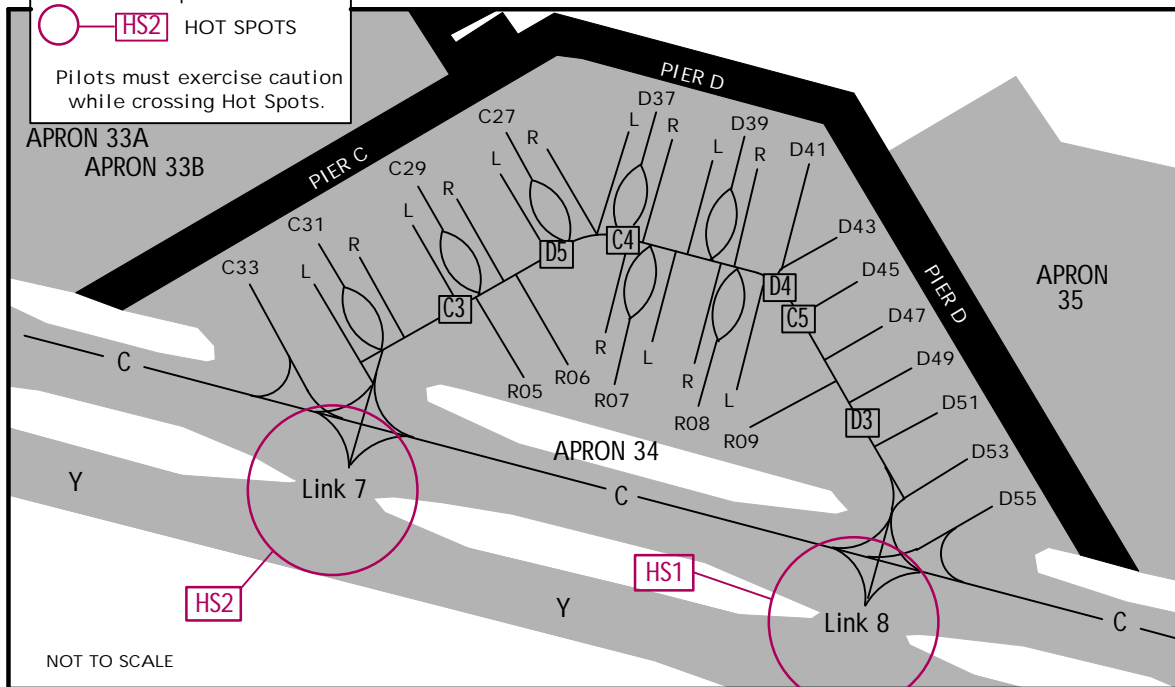
INDIRA GANDHI INTL



B3 Tug disconnect point

HS2 HOT SPOTS

Pilots must exercise caution while crossing Hot Spots.



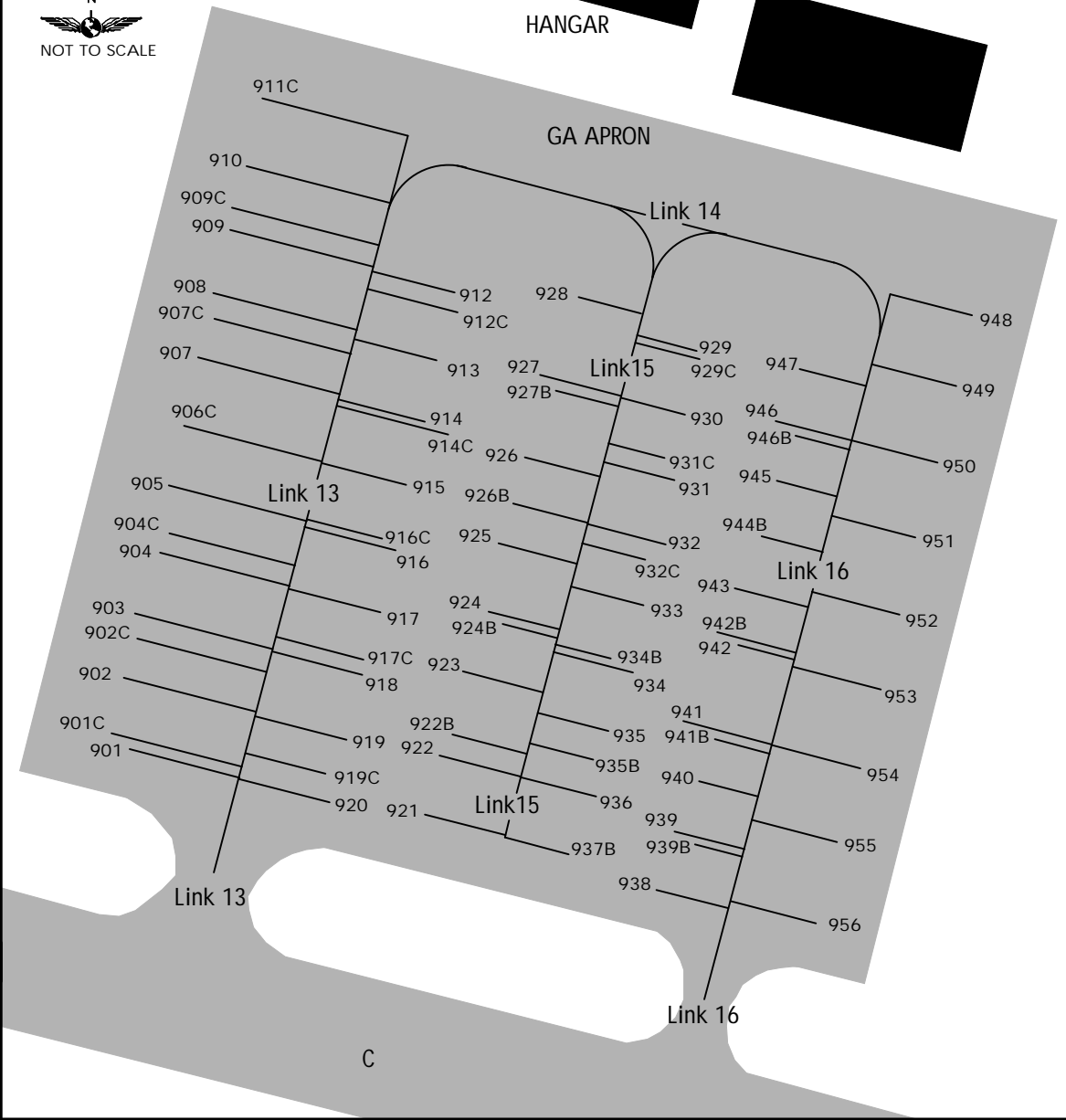
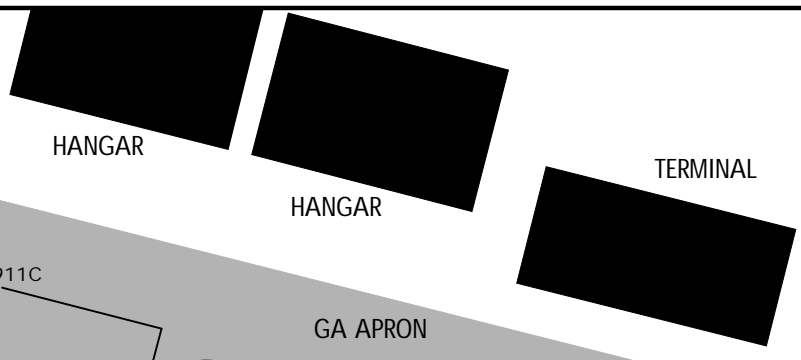
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JEPPESEN

DELHI, INDIA

30 SEP 22
.Eff.13.Oct.0930Z. (10-9E)

INDIRA GANDHI INTL



VIDP/DEL



DELHI, INDIA

2 SEP 22 (10-9F) .Eff.8.Sep.

INDIRA GANDHI INTL

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
148	N28 33.9 E077 06.7	941	N28 32.9 E077 05.9
149, 149A/B	N28 33.8 E077 06.7	941B	N28 32.9 E077 05.8
150 thru 154	N28 34.0 E077 06.7	942 thru 956	N28 32.9 E077 05.9
155	N28 33.9 E077 06.7	A01 thru A01R	N28 33.4 E077 05.0
156, 157	N28 33.9 E077 06.6	A03 thru A03R	N28 33.5 E077 05.0
158, 159	N28 33.8 E077 06.6	A06	N28 33.6 E077 05.0
160L thru 161R	N28 34.0 E077 06.6	A07 thru A07R	N28 33.5 E077 05.0
162	N28 34.0 E077 06.5	A08 thru A08R	N28 33.6 E077 05.0
163L thru 164R	N28 33.9 E077 06.5	A09	N28 33.6 E077 04.9
165	N28 33.8 E077 06.5	A09L	N28 33.5 E077 05.0
170	N28 34.1 E077 06.5	A09R	N28 33.6 E077 05.0
171 thru 173	N28 34.0 E077 06.5	A10	N28 33.7 E077 04.9
174 thru 178	N28 33.9 E077 06.5	A10L	N28 33.7 E077 05.0
201, 202	N28 33.6 E077 05.2	A10R	N28 33.7 E077 04.9
203 thru 208	N28 33.6 E077 05.3	A11 thru A11R	N28 33.6 E077 04.9
209 thru 211	N28 33.5 E077 05.3	A12 thru A14R	N28 33.7 E077 04.9
212 thru 216	N28 33.5 E077 05.4	B15 thru B15R	N28 33.4 E077 04.9
217, 218	N28 33.6 E077 05.4	B17	N28 33.3 E077 04.9
220	N28 33.7 E077 05.8	B17L	N28 33.4 E077 04.9
221 thru 225	N28 33.7 E077 05.7	B17R, B18	N28 33.3 E077 04.9
226 thru 228	N28 33.7 E077 05.6	B19 thru B19R	N28 33.3 E077 04.8
229 thru 231	N28 33.7 E077 05.5	B20 thru B20R	N28 33.3 E077 04.9
232	N28 33.7 E077 05.4	B21 thru B24	N28 33.3 E077 04.8
233	N28 33.8 E077 05.4	B24L	N28 33.2 E077 04.8
234 thru 237	N28 33.8 E077 05.3	B24R	N28 33.3 E077 04.8
238 thru 241	N28 33.8 E077 05.2	B26 thru B26R	N28 33.2 E077 04.7
242, 243	N28 33.8 E077 05.1	C27, C27L	N28 33.1 E077 05.1
244 thru 246	N28 33.8 E077 05.0	C27R	N28 33.2 E077 05.1
247	N28 33.9 E077 04.8	C28 thru C28R	N28 33.2 E077 05.0
252	N28 33.6 E077 06.2	C29 thru C29R	N28 33.1 E077 05.0
253	N28 33.6 E077 06.1	C30	N28 33.1 E077 04.9
254, 255	N28 33.6 E077 06.0	C30L	N28 33.2 E077 04.9
256, 257	N28 33.6 E077 05.9	C30R	N28 33.1 E077 04.9
260	N28 33.4 E077 06.2	C31 thru C31R	N28 33.1 E077 05.0
261, 262	N28 33.5 E077 06.1	C32 thru C34	N28 33.1 E077 04.9
263	N28 33.5 E077 06.0	C34R, C36	N28 33.1 E077 04.8
264, 265	N28 33.5 E077 05.9	D37	N28 33.2 E077 05.2
801	N28 34.3 E077 06.5	D37L	N28 33.1 E077 05.1
802	N28 32.7 E077 06.2	D37R	N28 33.2 E077 05.2
803	N28 33.2 E077 04.0	D39 thru D41	N28 33.1 E077 05.2
901 thru 903	N28 32.9 E077 05.7	D43 thru D48	N28 33.1 E077 05.3
904	N28 32.9 E077 05.8	D49	N28 33.0 E077 05.3
904C	N28 32.9 E077 05.7	D50	N28 33.1 E077 05.3
905 thru 907	N28 32.9 E077 05.8	D51	N28 33.0 E077 05.3
907C thru 911C	N28 33.0 E077 05.8	D52	N28 33.1 E077 05.3
912 thru 928	N28 32.9 E077 05.8	D53	N28 33.0 E077 05.3
929 thru 934B	N28 32.9 E077 05.9	D54 thru D62	N28 33.0 E077 05.4
935 thru 937B	N28 32.9 E077 05.8	E64, E66	N28 33.1 E077 05.4
938	N28 32.8 E077 05.8	E68 thru E72	N28 33.1 E077 05.5
939 thru 940	N28 32.9 E077 05.8	E74 thru E80	N28 33.0 E077 05.5

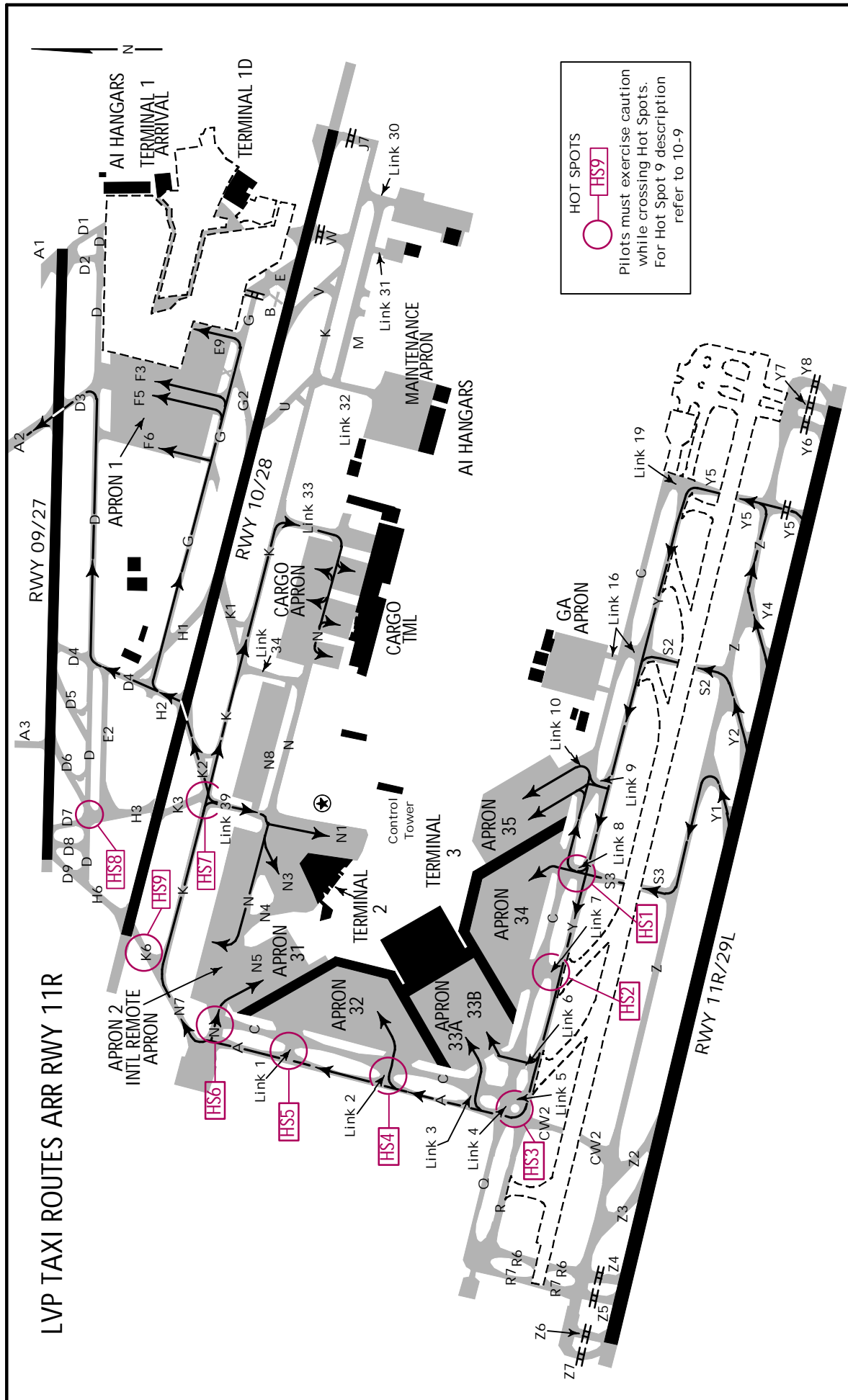
VIDP/DEL

 **JEPPESEN**
 2 SEP 22 (10-9G) .Eff.8.Sep.

DELHI, INDIA
 INDIRA GANDHI INTL

INS COORDINATES

STAND No.	COORDINATES	
E82	N28 33.0 E077 05.6	
E84	N28 32.9 E077 05.6	
R01 thru R03R	N28 33.5 E077 04.8	
R04	N28 33.4 E077 04.8	
R05 thru R07R	N28 33.0 E077 05.1	
R08 thru R09	N28 33.0 E077 05.2	
R10 thru R12	N28 33.7 E077 05.1	



LVP TAXI ROUTES ARR RWY 11R

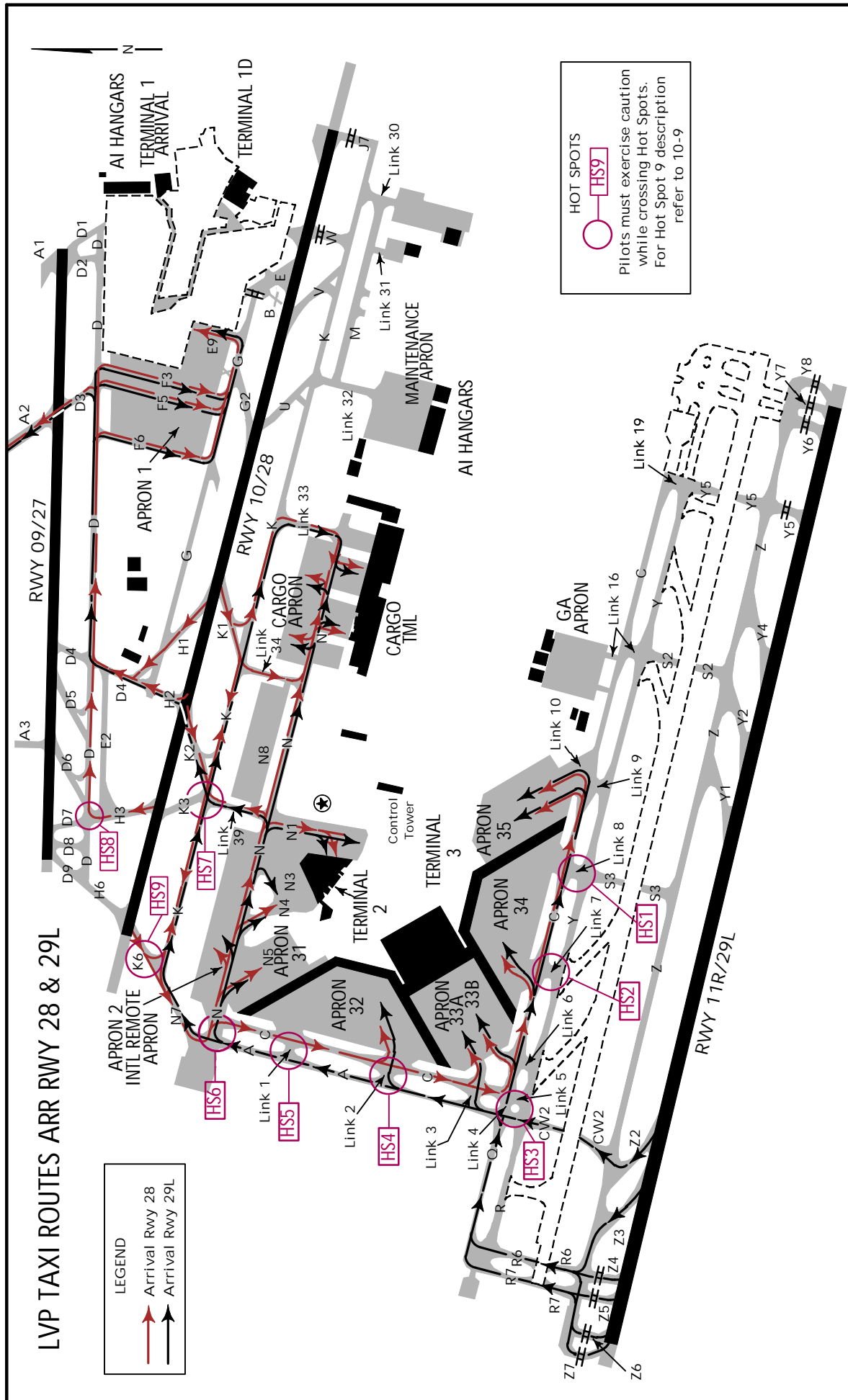
VIDP/DEL

JEPPESSEN

DELHI, INDIA

30 SEP 22
Eff. 13.Oct.0930Z. (10-9J)

INDIRA GANDHI INTL



CHANGES: Twys CW1, CW2 and T renamed.

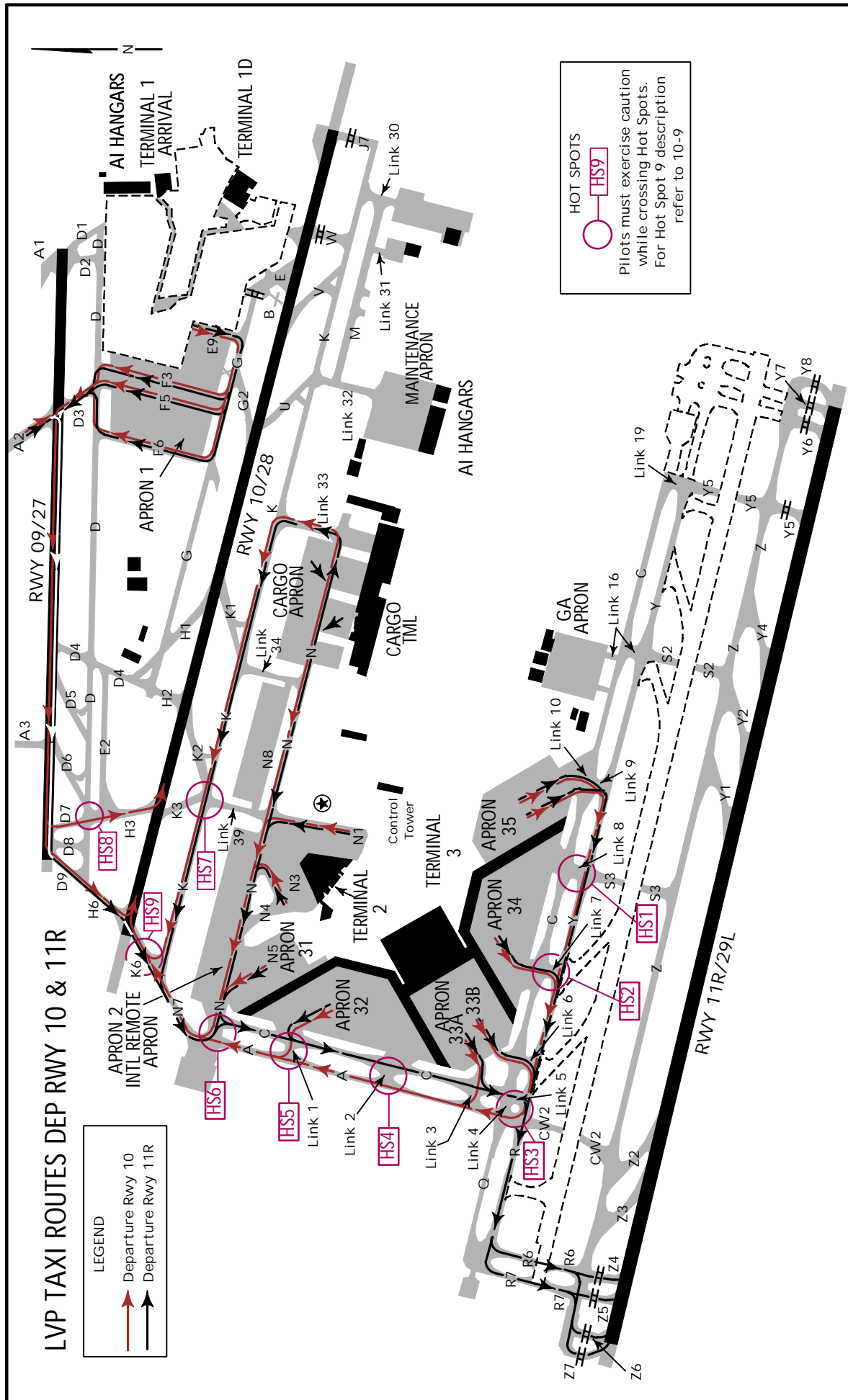
VIDP/DEL

JEPPESSEN

DELHI, INDIA

30 SEP 22
Eff. 13.Oct.0930Z. (10-9K)

INDIRA GANDHI INTL



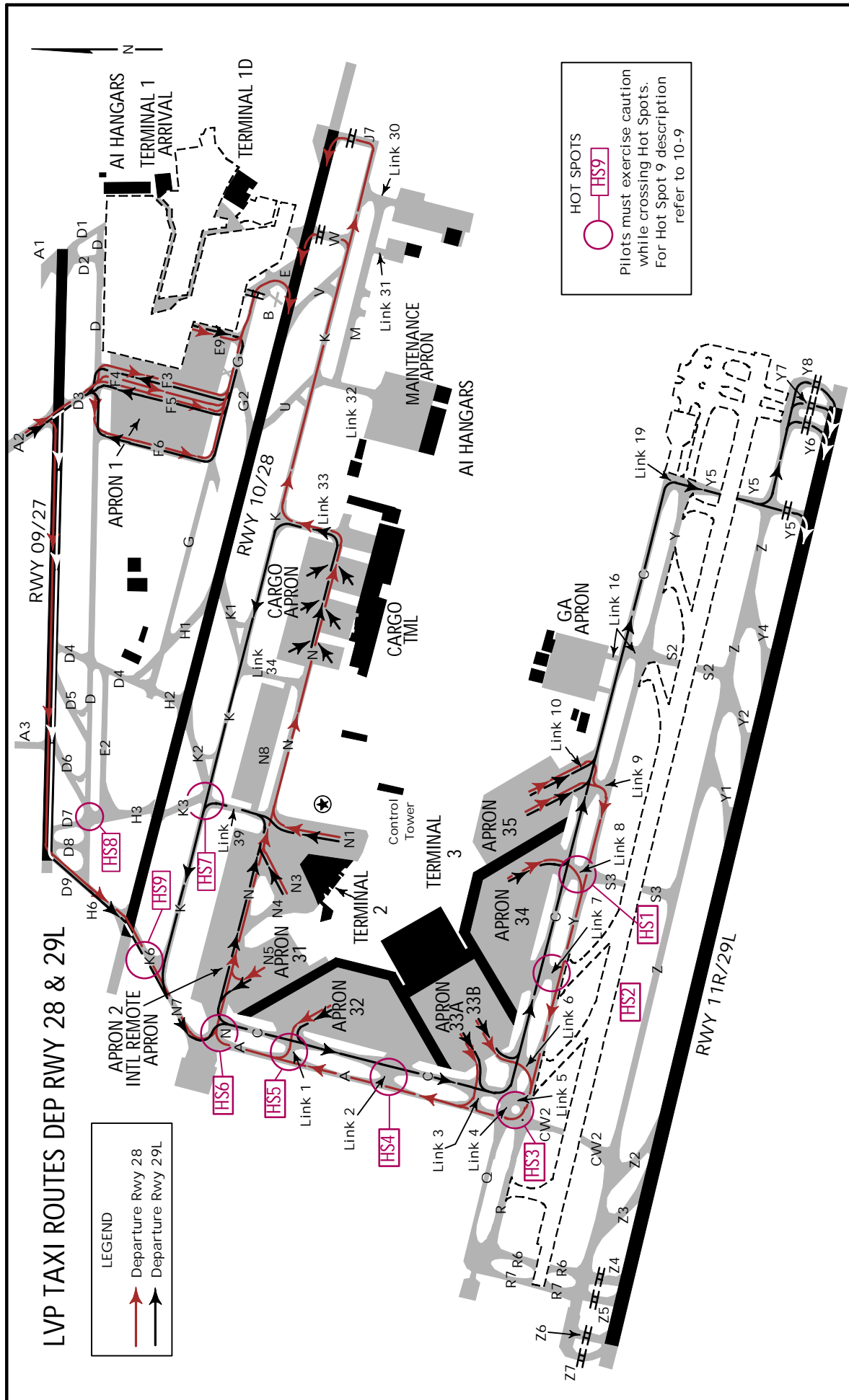
VIDP/DEL

JEPPESSEN

DELHI, INDIA

30 SEP 22
Eff. 13.Oct.0930Z. (10-9L)

INDIRA GANDHI INTL



VIDP/DEL



EASA AIR OPS
DELHI, INDIA
INDIRA GANDHI INTL

STRAIGHT-IN RWY		A	B	C	D
09	ILS	920' (201')	920' (201')	920' (201')	920' (201')
	FULL	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	1 LOC	21180' (461')	21180' (461')	21180' (461')	21180' (461')
		R1500m	R1500m	R1800m	R1800m
	ALS out	R1500m	R1500m	R2200m	R2200m
1 VOR		21270' (551')	21270' (551')	21270' (551')	21270' (551')
		R1500m	R1500m	R2100m	R2100m
	ALS out	R1500m	R1500m	R2500m	R2500m
	1 SRA	21360' (641')	21360' (641')	21360' (641')	21360' (641')
	R1500m	R1500m	R2400m	R2400m	
10	ILS	970' (249')	970' (249')	990' (269')	990' (269')
	FULL	R800m	R800m	R900m	R900m
	ALS out	R1300m	R1300m	R1300m	R1300m
	1 LOC	21120' (399')	21120' (399')	21120' (399')	21120' (399')
		R1400m	R1400m	R1400m	R1400m
	ALS out	R1500m	R1500m	R1800m	R1800m
1 VOR Z		21270' (549')	21270' (549')	21270' (549')	21270' (549')
		R1500m	R1500m	R2100m	R2100m
	ALS out	R1500m	R1500m	R2400m	R2400m
1 SRA	21360' (639')	21360' (639')	21360' (639')	21360' (639')	
	R1500m	R1500m	R2400m	R2400m	
11R	CAT 3B ILS	R75m	R75m	R75m	R75m
	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	825' (100')	825' (100')	825' (100')	825' (100')
		RA102'	RA102'	RA102'	RA102'
		R300m	R300m	R300m	3 R300m
	ILS FULL TDZ or CL out ALS out	925' (200')	925' (200')	925' (200')	925' (200')
		R550m	R550m	R550m	R550m
		4 R550m	4 R550m	4 R550m	4 R550m
		R1200m	R1200m	R1200m	R1200m
	1 LOC	21180' (455')	21180' (455')	21180' (455')	21180' (455')
		R1400m	R1400m	R1400m	R1400m
ALS out	R1500m	R1500m	R2100m	R2100m	
1 VOR	21180' (455')	21180' (455')	21180' (455')	21180' (455')	
	R1400m	R1400m	R1400m	R1400m	
ALS out	R1500m	R1500m	R2100m	R2100m	
1 SRA	21370' (645')	21370' (645')	21370' (645')	21370' (645')	
	R1500m	R1500m	R2300m	R2300m	
ALS out	R1500m	R1500m	R2400m	R2400m	

1 Continuous Descent Final Approach.

2 VNAV DA(H) in lieu of MDA(H) requires height loss adjustment.

3 without autoland: R350m.

4 R750m when a Flight Director or Autopilot or HUD to DA is not used.

VIDP/DEL

JEPPESSEN
2 SEP 22 10-9S1 .Eff.8.Sep.

EASA AIR OPS
DELHI, INDIA
INDIRA GANDHI INTL

STRAIGHT-IN RWY	A	B	C	D	
27	ILS	1020' (268')	1020' (268')	1020' (268')	1020' (268')
	FULL	R900m	R900m	R900m	R900m
	ALS out	R1300m	R1300m	R1300m	R1300m
	1 LOC	21190' (438')	21190' (438')	21190' (438')	21190' (438')
	ALS out	R1500m	R1500m	R1600m	R1600m
1 NDB Z		21340' (588')	21340' (588')	21340' (588')	21340' (588')
	ALS out	R1500m	R1500m	R2300m	R2300m
1 SRA		21390' (638')	21390' (638')	21390' (638')	21390' (638')
	ALS out	R1500m	R1500m	R2400m	R2400m
28	CAT 3B ILS	R75m	R75m	R75m	R75m
	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	878' (100')	878' (100')	878' (100')	878' (100')
		RA95' R300m	RA95' R300m	RA95' R300m	RA95' 3 R300m
	ILS	986' (208')	986' (208')	1006' (228')	1006' (228')
		FULL	R550m	R550m	R550m
	TDZ or CL out	4 R550m	4 R550m	4 R550m	4 R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	1 LOC	21220' (442')	21220' (442')	21220' (442')	21220' (442')
		ALS out	R1400m	R1400m	R1400m
1 VOR Z	21300' (522')	21300' (522')	21300' (522')	21300' (522')	
	ALS out	R1500m	R1500m	R1700m	R1700m
1 SRA	21420' (642')	21420' (642')	21420' (642')	21420' (642')	
	ALS out	R1500m	R1500m	R2300m	R2300m
29L	CAT 3B ILS	R75m	R75m	R75m	R75m
	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	852' (100')	852' (100')	852' (100')	852' (100')
		RA92' R300m	RA92' R300m	RA92' R300m	RA92' 3 R300m
	ILS	952' (200')	952' (200')	952' (200')	952' (200')
		FULL	R550m	R550m	R550m
	TDZ or CL out	4 R550m	4 R550m	4 R550m	4 R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	1 LOC	21280' (528')	21280' (528')	21280' (528')	21280' (528')
		ALS out	R1500m	R1500m	R1700m
1 VOR Z	21300' (548')	21300' (548')	21300' (548')	21300' (548')	
	ALS out	R1500m	R1500m	R1800m	R1800m
1 SRA	21400' (648')	21400' (648')	21400' (648')	21400' (648')	
	ALS out	R1500m	R1500m	R2300m	R2300m

1 Continuous Descent Final Approach.

2 VNAV DA(H) in lieu of MDA(H) requires height loss adjustment.

3 without autoland: R350m.

4 R750m when a Flight Director or Autopilot or HUD to DA is not used.

VIDP/DEL

JEPPESEN
2 SEP 22 **10-9S2** .Eff.8.Sep.

EASA AIR OPS
DELHI, INDIA
INDIRA GANDHI INTL

TAKE-OFF

LVP must be in force

Low Visibility Take-off									
1 HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	RL & RCLM	RL or CL	RL or RCLM	RL or CL	Adequate Vis Ref		
			DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R/V400m		R/V500m	NA	

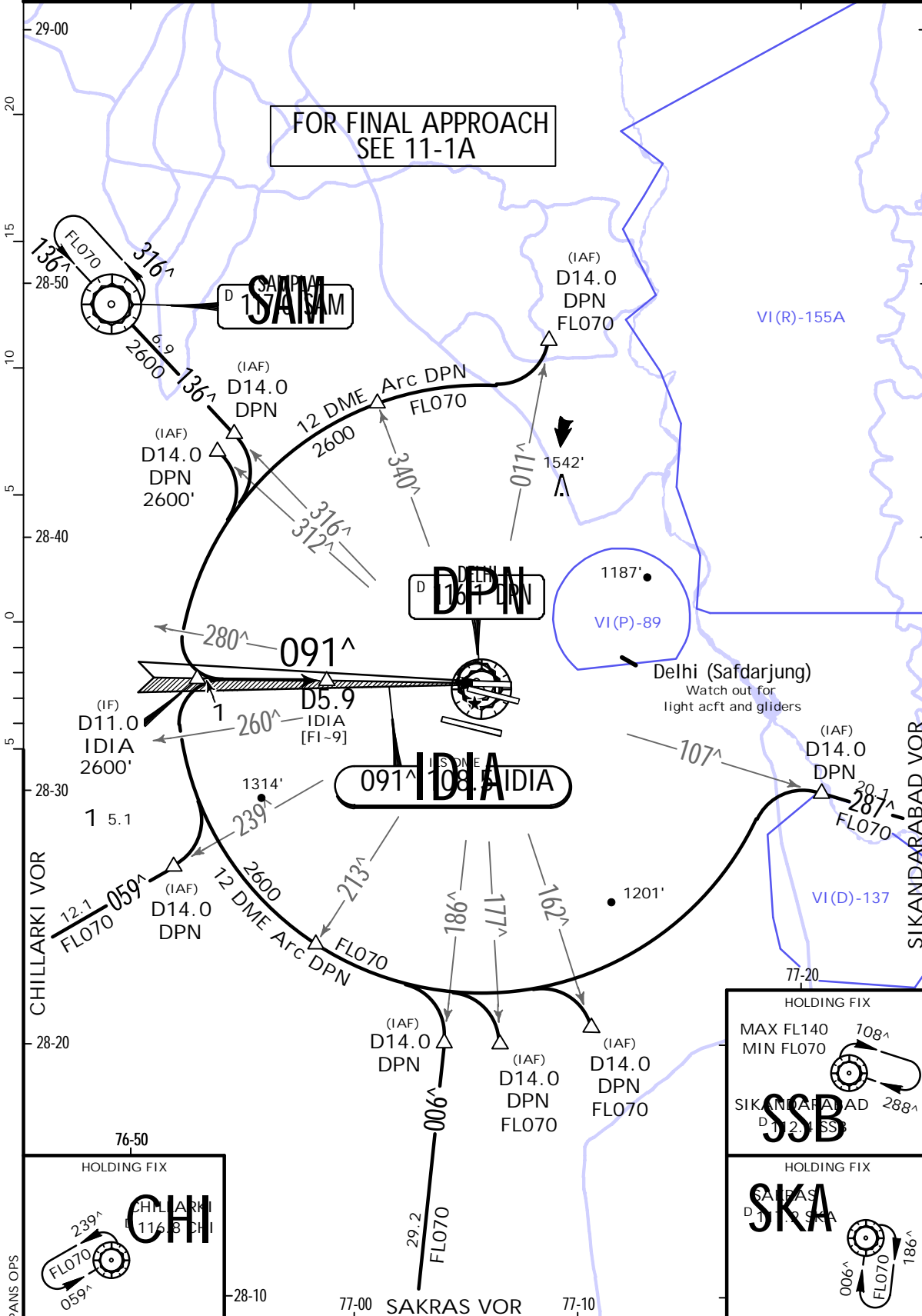
1 RWY 11R, 28, 29L: R75m with approved lateral guidance system or HUD/HUDLS.

VIDP/DEL
INDIRA GANDHI INTL

JEPPESEN
25 FEB 22 **11-1**

DELHI, INDIA
ILS Rwy 09

BRIEFING STRIP™	D-ATIS	DELHI Arrival (APP)	DELHI Approach (R)		DELHI Tower North	Ground North	2600
	126.4	124.2	126.350	125.675	118.750	121.750	
	LOC IDIA 108.5	Final Apch Crs 091 [^]	Refer to chart 11-1A	ILS DA(H) Refer to chart 11-1A	Apt Elev 778' Rwy 719'		
	Alt Set: hPa		Rwy Elev: 26 hPa	Trans level: By ATC		Trans alt: 4000'	
DME required.							MSA DPN VOR



CHANGES: Altitudes. IAF D14.0/R-311 DPN withdrawn.

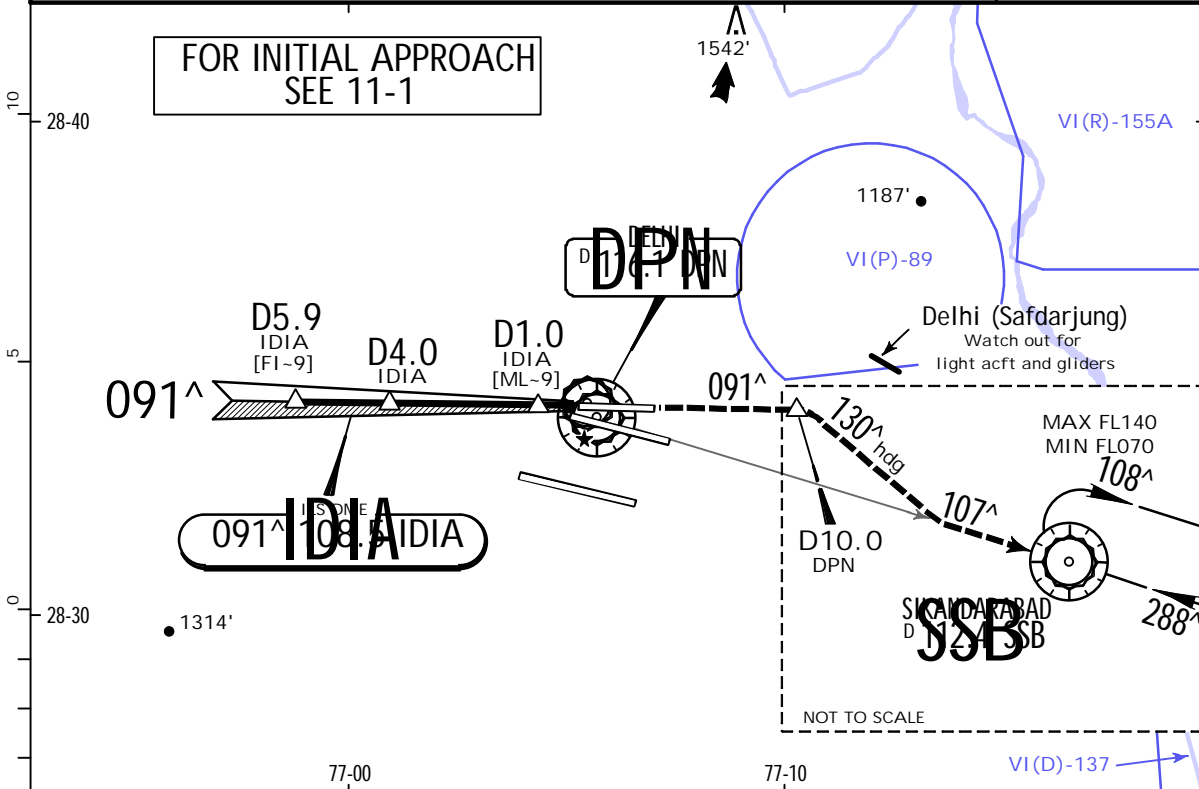
VIDP/DEL
INDIRA GANDHI INTL



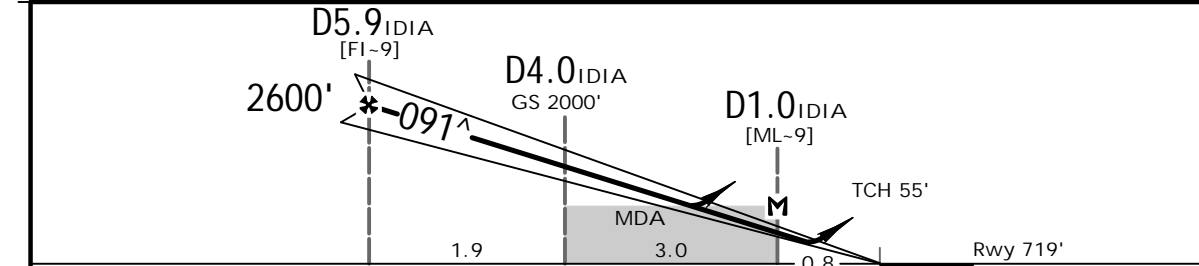
DELHI, INDIA
ILS Rwy 09

25 FEB 22 **11-1A**

D-ATIS 126.4	DELHI Arrival (APP) 124.2	DELHI Approach (R) 126.350 125.675		DELHI Tower North 118.750	Ground North 121.750
LOC IDIA 108.5	Final Apch Crs 091 [^]	D5.9 IDIA 2600' (1881')	ILS DA(H) 920' (201')	Apt Elev 778' Rwy 719'	 MSA DPN VOR
MISSED APCH: Climb STRAIGHT AHEAD to 2600'. At D10.0 DPN turn RIGHT onto heading 130 [^] to intercept R-107 DPN climbing to FLO70 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.					



LOC (GS out)	IDIA DME	5.9	5.0	4.0	3.0	2.0
	ALTITUDE	2600'	2320'	2000'	1680'	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	
MAP at D1.0 IDIA							

PANS OPS	.Std/State.		STRAIGHT-IN LANDING		LOC (GS out)	
	ILS		LOC (GS out)		CDEFA	
	DA(H) 920' (201')		1 MDA(H) 1180' (461')			
	FULL	ALS out	ALS out			
A			R1500m			
B						
C	R750m	R1200m	R1800m		R2200m	
D						

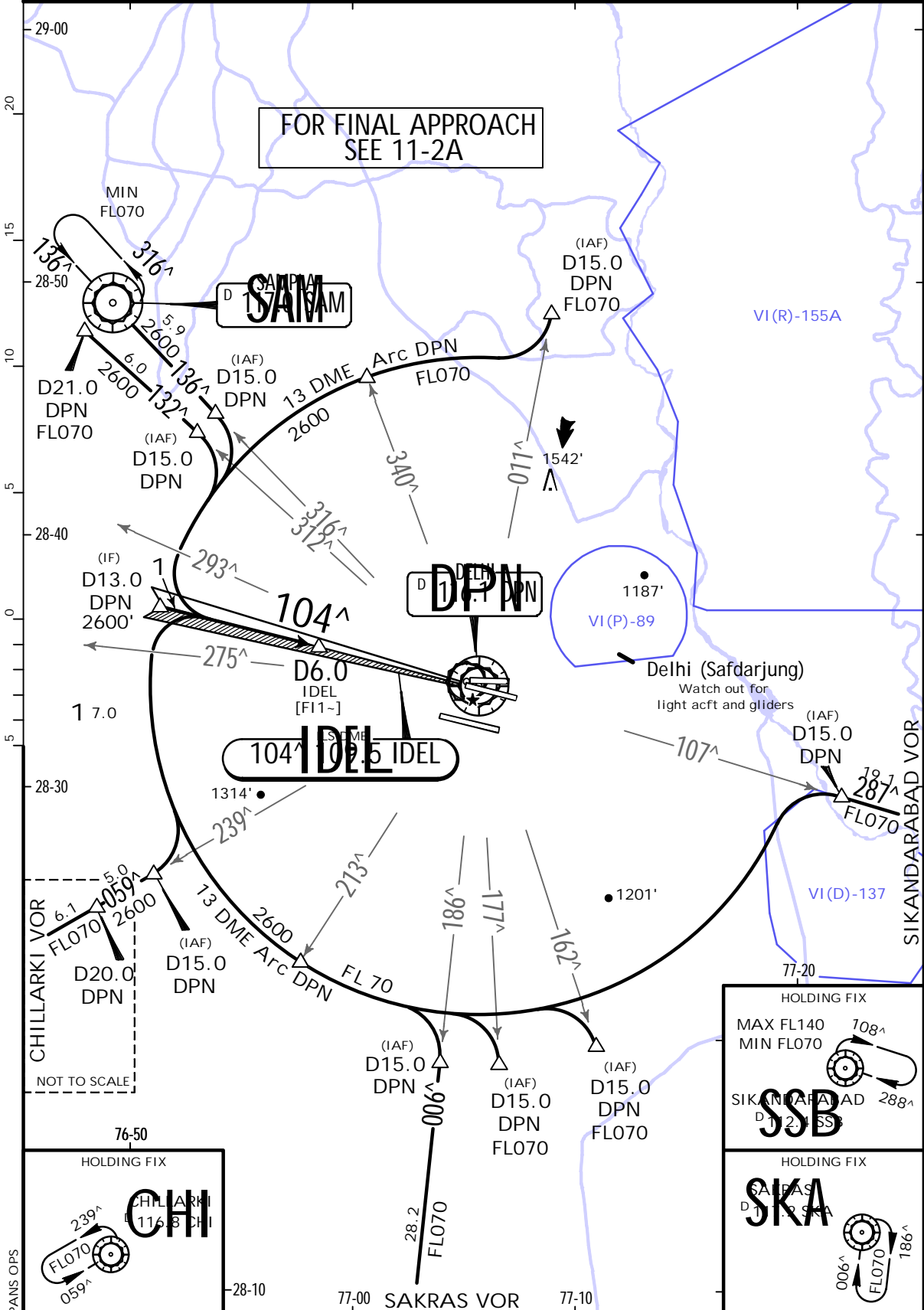
1 VNAV DA(H) in lieu of MDA(H) requires height loss adjustment.

VIDP/DEL
INDIRA GANDHI INTL

JEPPESSEN
25 FEB 22 (11-2)

DELHI, INDIA
ILS Rwy 10

BRIEFING STRIP™	D-ATIS	DELHI Arrival (APP)	DELHI Approach (R)		DELHI Tower Middle	Ground Middle	2600
	126.4	124.2	126.350	125.675	118.1	121.9	
	LOC IDEL 109.5	Final Apch Crs 104^	Refer to chart 11-2A	ILS DA(H) Refer to chart 11-2A	Apt Elev 778' Rwy 721'		
	Alt Set: hPa		Rwy Elev: 26 hPa	Trans level: By ATC		Trans alt: 4000'	
DME required.							MSA DPN VOR

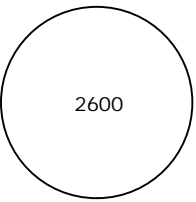


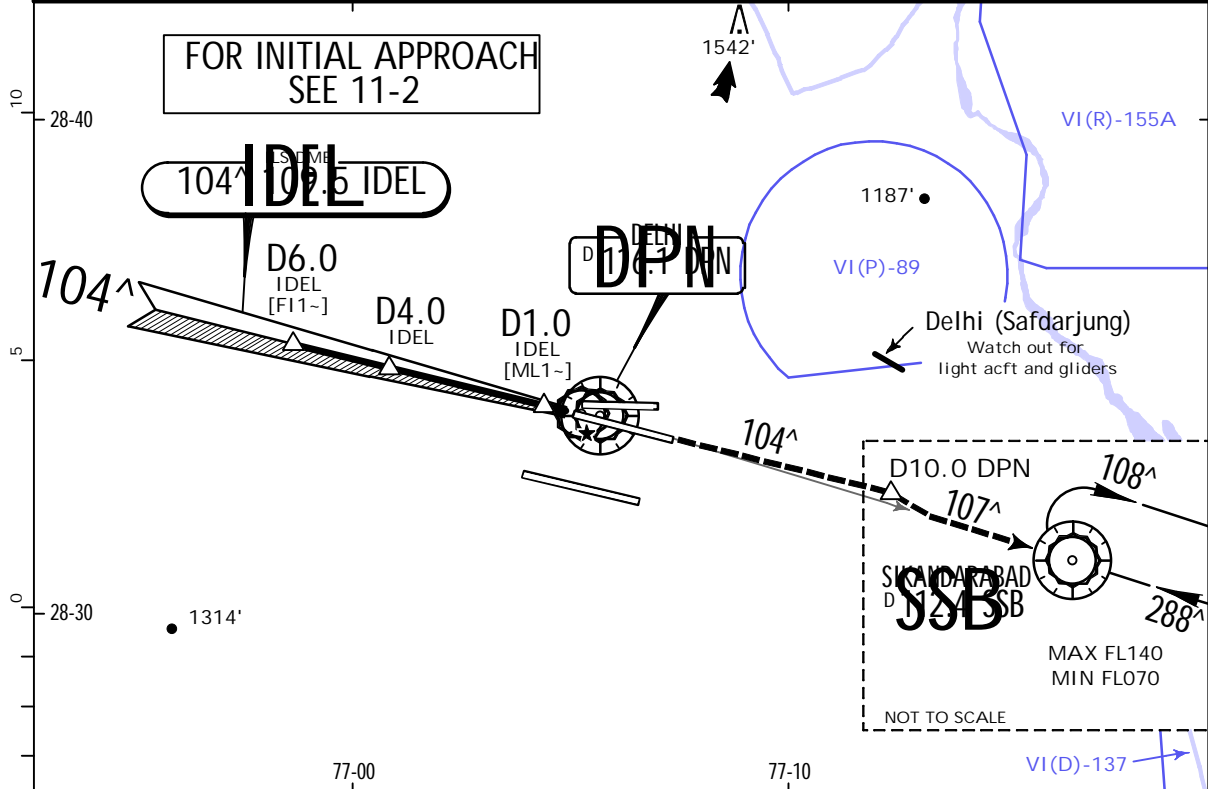
CHANGES: IAF D15.0/R-311 DPN withdrawn.

VIDP/DEL
INDIRA GANDHI INTL

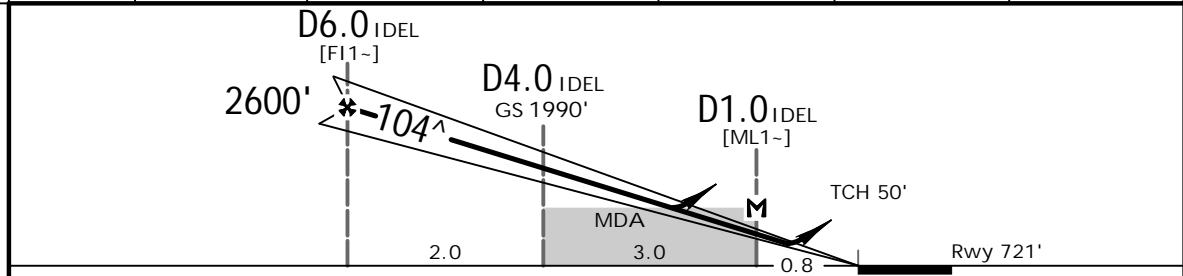
JEPPESEN
25 FEB 22 **11-2A**

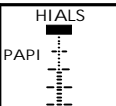
DELHI, INDIA
ILS Rwy 10

D-ATIS 126.4	DELHI Arrival (APP) 124.2	DELHI Approach (R) 126.350 125.675		DELHI Tower Middle 118.1	Ground Middle 121.9
LOC IDEL 109.5	Final Apch Crs 104 [^]	D6.0 IDEL 2600' (1879')	ILS DA(H) Refer to Minimums	Apt Elev 778' Rwy 721'	 <p>2600 MSA DPN VOR</p>
MISSED APCH: Climb STRAIGHT AHEAD to 2600'. At D10.0 DPN turn RIGHT to intercept R-107 DPN climbing to FLO70 to join SSB VOR holding at FLO70, 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)	IDEAL 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		2600' ↑	
ILS GS or	3.00 [^]	372	478	531	637	743			849
LOC Descent Angle									

PANS OPS	Std/State.		STRAIGHT-IN LANDING		LOC (GS out)	
	ILS DA(H) AB: 970' (249') CD: 990' (269')		1 MDA(H) 1120' (399')		CDFA 1120' (399')	
	FULL		ALS out		ALS out	
	A	R800m				R1500m
B						
C	R900m	R1300m	R1400m		R1800m	
D						

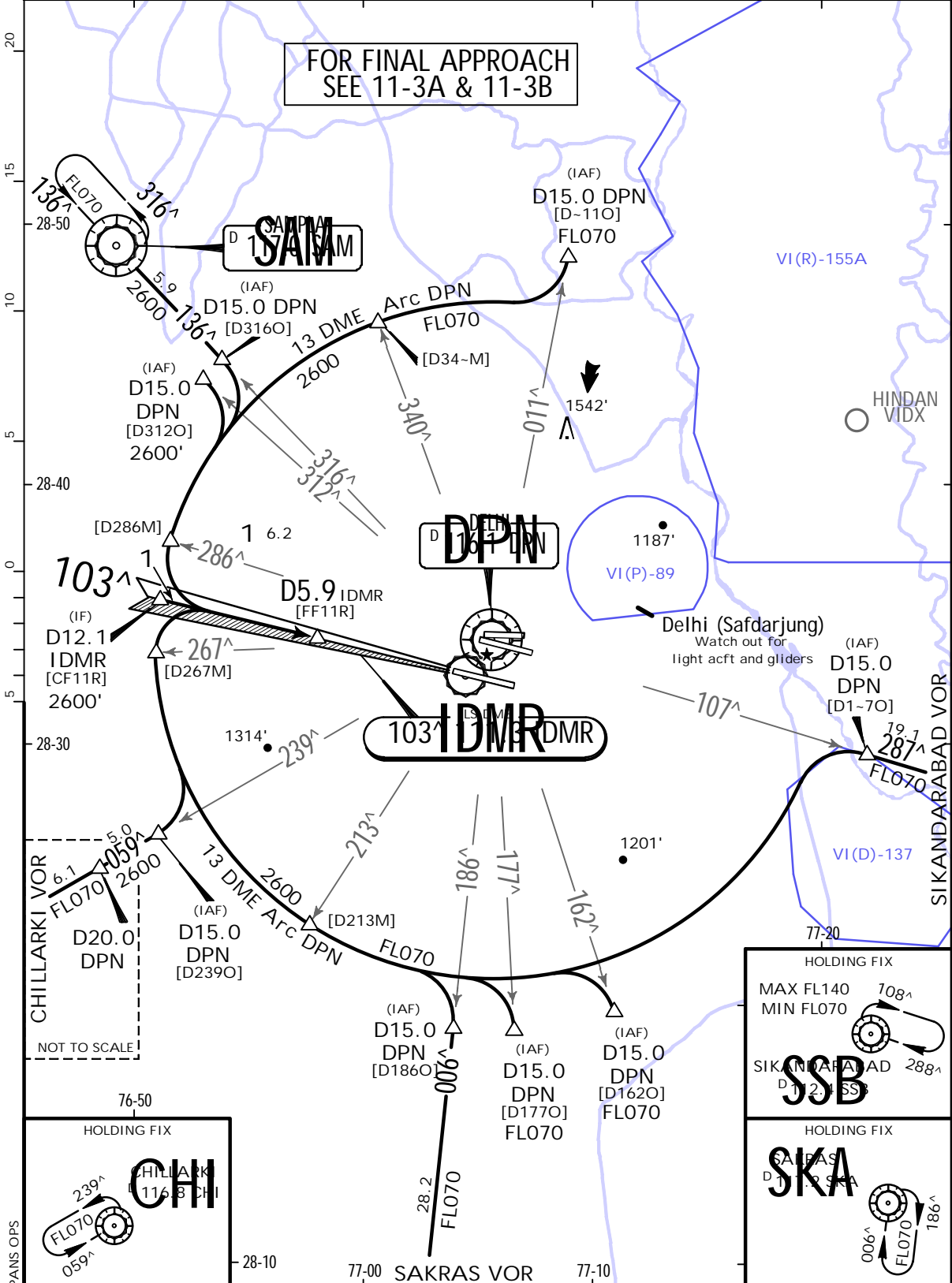
1 VNAV DA(H) in lieu of MDA(H) requires height loss adjustment.
 CHANGES: New AOM concept. | JEPPESEN, 1999, 2022. ALL RIGHTS RESERVED.

VIDP/DEL
INDIRA GANDHI INTL

JEPPESEN
13 JAN 23 **(11-3)**

DELHI, INDIA
ILS Rwy 11R

BRIEFING STRIP™	D-ATIS	DELHI Arrival (APP)	DELHI Approach (R)		DELHI Tower		Ground	
	126.4	124.2	126.350	125.675	South 125.850	South 2 123.825	South 121.625	South 2 118.550
	LOC IDMR 111.3	Final Apch Crs 103^	Refer to chart 11-3A/11-3B	CAT II & III ILS Refer to chart 11-3B	CAT I ILS DA(H) Refer to chart 11-3A	Apt Elev 778' Rwy 725'		2600
	Alt Set: hPa		Rwy Elev: 26 hPa	Trans level: By ATC		Trans alt: 4000'		
DME required.							MSA DPN VOR	



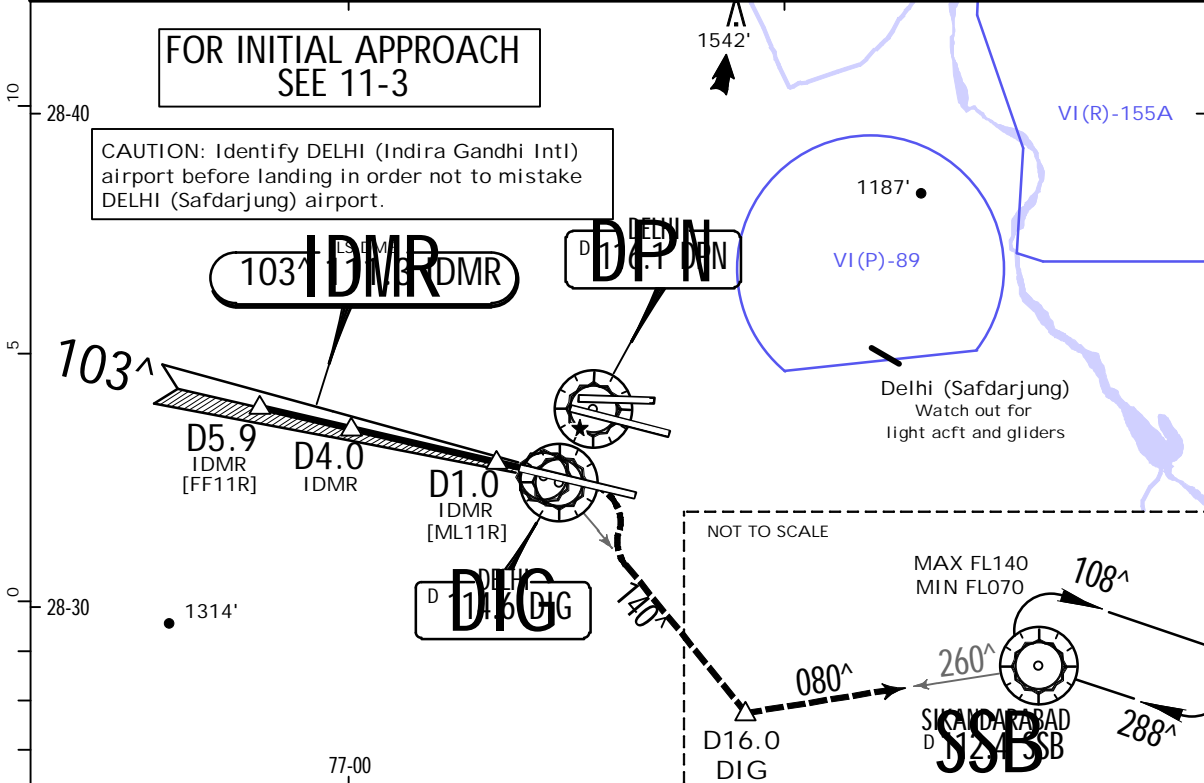
VIDP/DEL
INDIRA GANDHI INTL



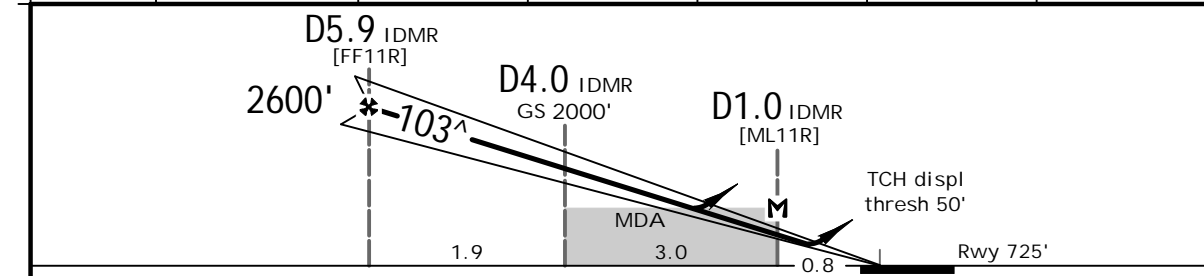
DELHI, INDIA
ILS Rwy 11R

13 JAN 23 **11-3A**

BRIEFING STRIP™	D-ATIS	DELHI Arrival (APP)	DELHI Approach (R)		DELHI Tower		Ground	
	126.4	124.2	126.350	125.675	South 125.850	South 2 123.825	South 121.625	South 2 118.550
	LOC IDMR 111.3	Final Apch Crs 103 [^]	D5.9 IDMR 2600' (1875')	ILS DA(H) 925' (200')	Apt Elev 778' Rwy 725'		2600	
	MISSED APCH: Climb STRAIGHT AHEAD. Passing 1300' turn RIGHT establish R-140 DIG climbing to 2600'. Crossing D16.0 DIG turn LEFT to establish R-260 SSB inbound climbing to FL070 to join SSB VOR holding at FL070, or as directed. CAUTION: No turn before crossing threshold rwy 11R.							
Alt Set: hPa		Rwy Elev: 26 hPa	Trans level: By ATC		Trans alt: 4000'		MSA DPN VOR	
DME required.								



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	HIALS-II PAPI	1300'	2600'	R-140 DIG	D16.0 DIG
ILS GS or LOC Descent Angle	3.00 [^]	372	478	531	637	849		↑	RT		
MAP at D1.0 IDMR											

PANS OPS	.Std/State.			STRAIGHT-IN LANDING		LOC (GS out)	
	ILS			CDFA		2 MDA(H) 1180' (455')	
	FULL		DA(H) 925' (200')	ALS out		ALS out	
	TDZ or CL out						
A					R1500m		
B	R550m	1 R550m	R1200m	R1400m	R1500m		
C					R2100m		
D					R2100m		

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) requires height loss adjustment.

CHANGES: Ground South 2 frequency commissioned. | JEPPESEN, 2008, 2023. ALL RIGHTS RESERVED.

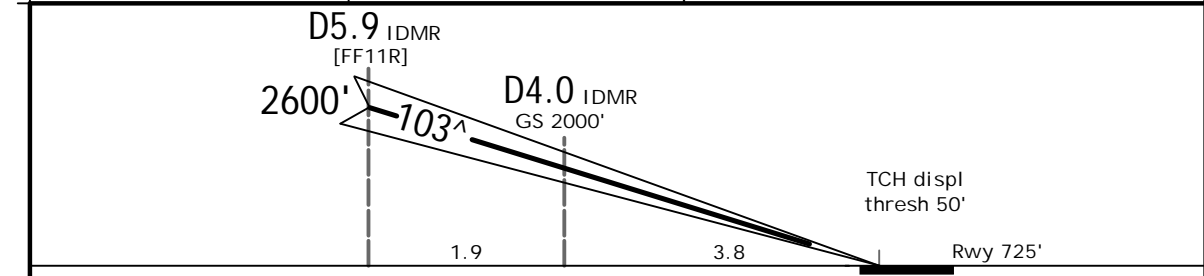
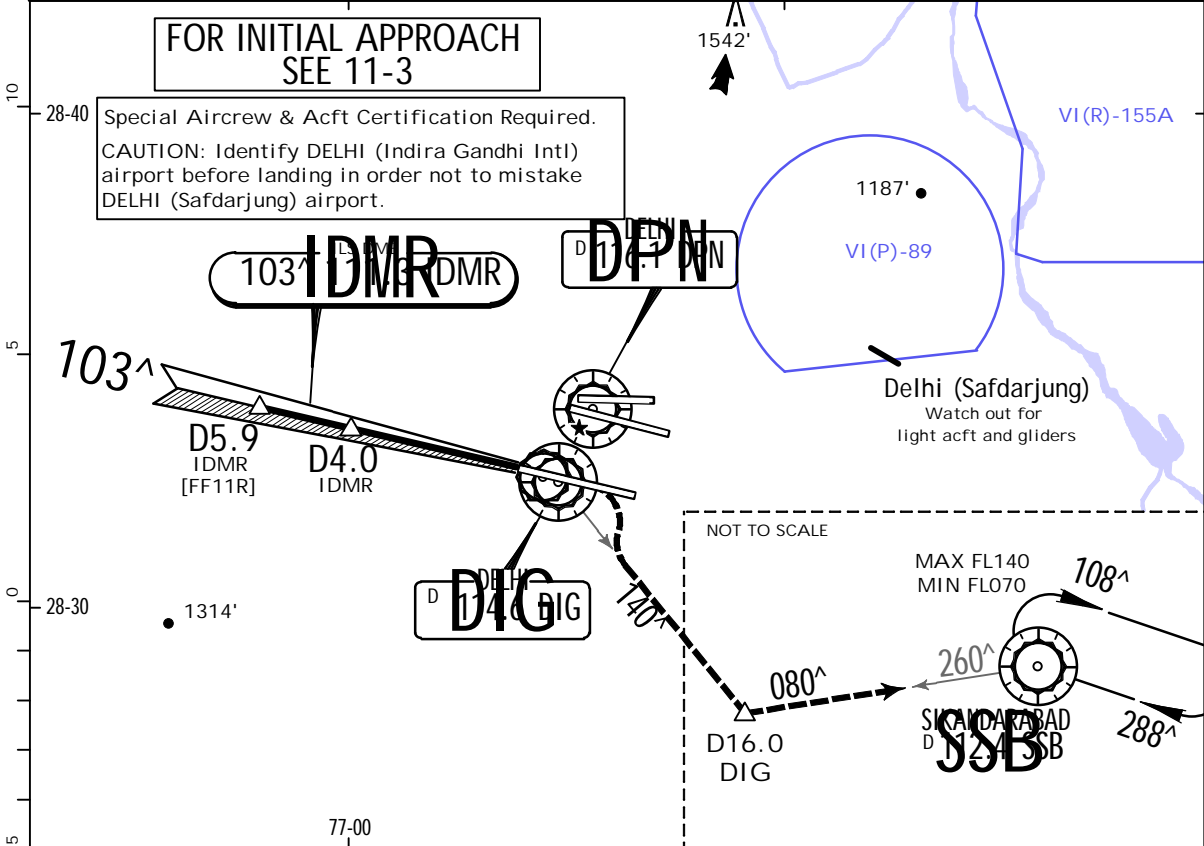
VIDP/DEL
INDIRA GANDHI INTL



13 JAN 23 (11-3B)

DELHI, INDIA
CAT II/III ILS Rwy 11R

BRIEFING STRIP™	D-ATIS	DELHI Arrival (APP)	DELHI Approach (R)		DELHI Tower		Ground		
	126.4	124.2	126.350	125.675	South 125.850	South 2 123.825	South 121.625	South 2 118.550	
	LOC IDMR 111.3	Final Apch Crs 103 [^]	D5.9 IDMR 2600' (1875')	CAT IIIB Refer to Minimums	CAT IIIA	CAT II ILS RA 102' DA(H) 825'(100')	Apt Elev 778' Rwy 725'	 MSA DPN VOR	
	MISSED APCH: Climb STRAIGHT AHEAD. Passing 1300' turn RIGHT establish R-140 DIG climbing to 2600'. Crossing D16.0 DIG turn LEFT to establish R-260 SSB inbound climbing to FL070 to join SSB VOR holding at FL070, or as directed. CAUTION: No turn before crossing threshold rwy 11R.								
Alt Set: hPa		Rwy Elev: 26 hPa		Trans level: By ATC		Trans alt: 4000'			
DME required.									



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	1300'	2600'	R-140 DIG	D16.0 DIG
GS	3.00 [^]	372	478	531	637	849		↑	↑ RT		

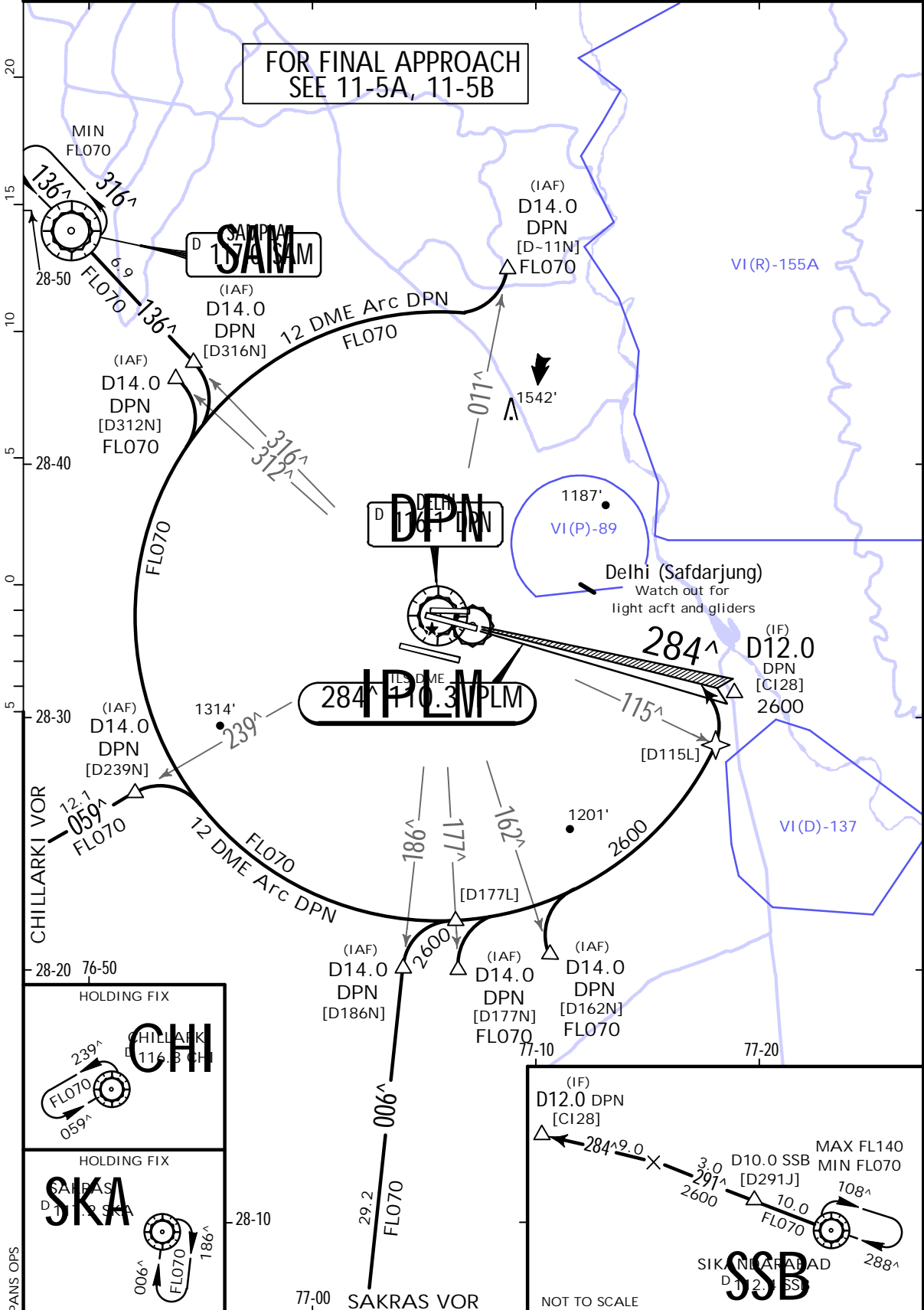
.Std/State.			STRAIGHT-IN LANDING		
CAT IIIB ILS		CAT IIIA ILS		CAT II ILS	
		DH 50'		RA 102' DA(H) 825'(100')	
R50m		R175m		1 R300m	
1 CAT D without autoland: R350m.					

VIDP/DEL
INDIRA GANDHI INTL

JEPPESEN
4 NOV 22 **(11-5)**

DELHI, INDIA
ILS Rwy 28

BRIEFING STRIP™	D-ATIS	DELHI Arrival (APP)	DELHI Approach (R)		DELHI Tower Middle	Ground Middle	2600
	126.4	124.2	126.350	125.675	118.1	121.9	
	LOC IPLM	Final Apch Crs	Refer to chart	CAT II & III ILS	CAT I ILS DA(H)	Apt Elev 778'	
	110.3	284^	11-5A/11-5B	Refer to chart 11-5B	Refer to chart 11-5A	Rwy 778'	
Alt Set: hPa		Rwy Elev: 28 hPa	Trans level: By ATC		Trans alt: 4000'		MSA DPN VOR
DME required.							



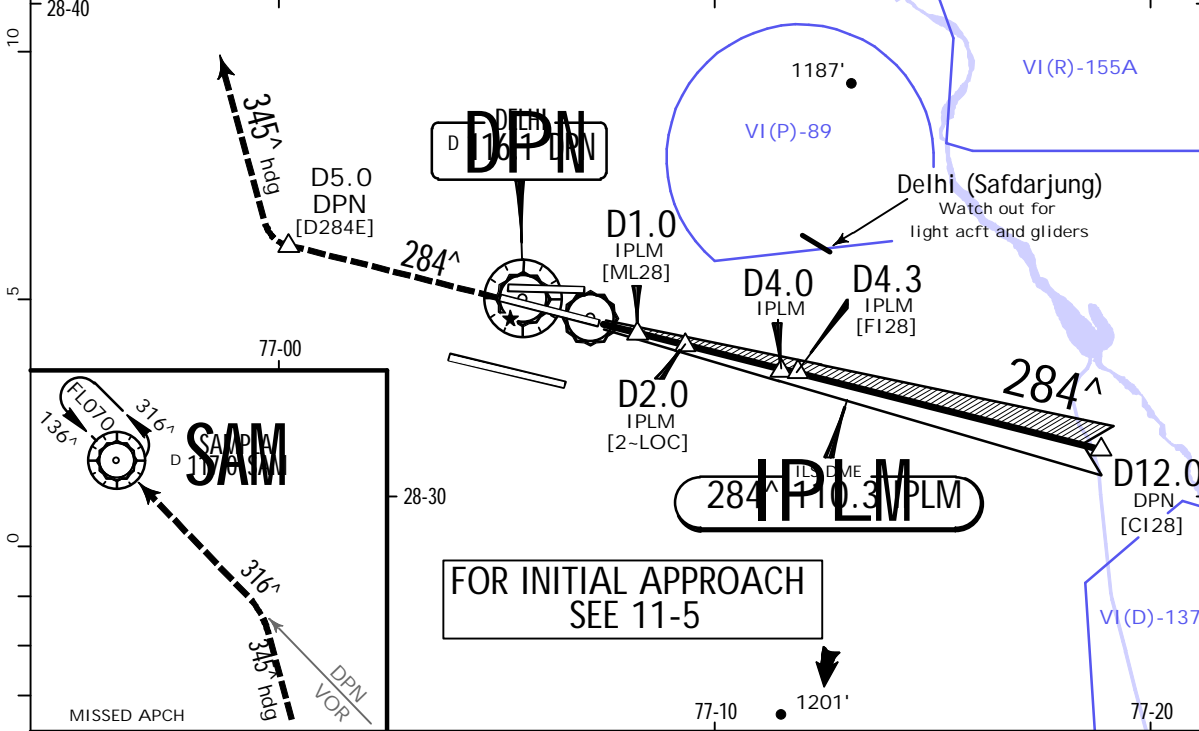
CHANGES: Fix idents added.

VIDP/DEL
INDIRA GANDHI INTL

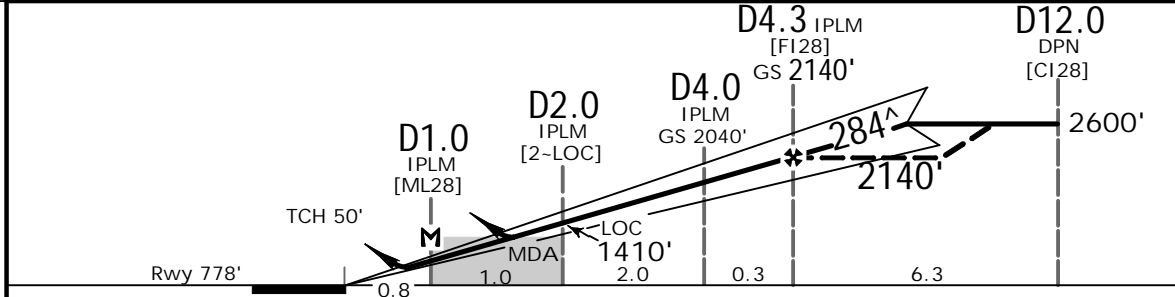
JEPPESEN
4 NOV 22 **(11-5A)**

DELHI, INDIA
ILS Rwy 28

D-ATIS 126.4	DELHI Arrival (APP) 124.2	DELHI Approach (R) 126.350 125.675	DELHI Tower Middle 118.1	Ground Middle 121.9
LOC IPLM 110.3	Final Apch Crs 284 [^]	D4.3 IPLM 2140' (1362')	ILS DA(H) Refer to Minimums	Apt Elev 778' Rwy 778'
MISSED APCH: Climb STRAIGHT AHEAD to 2600', crossing D5.0 DPN turn RIGHT on heading 345 [^] to intercept R-316 DPN. Thereafter climb to FL070 to join SAM VOR holding, or as directed.				2600 MSA DPN VOR
Alt Set: hPa Rwy Elev: 28 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)	IPLM DME	2.0	3.0	4.0	4.3
	ALTITUDE	1410'	1730'	2040'	2140'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 2600' D5.0 DPN
ILS GS	3.00 [^]	372	478	531	637	849	
LOC Descent Angle	3.06 [^]	379	487	541	650	866	

PANS OPS	.Std/State.		STRAIGHT-IN LANDING		LOC (GS out)	
	DA(H) AB: 986' (208') CD: 1006' (228')		2 MDA(H) 1220' (442')		CDFA	
	FULL	TDZ or CL out	ALS out	ALS out		
	A	R550m	1 R550m	R1200m	R1400m	R1500m
B						
C					R2100m	
D						

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) requires height loss adjustment.

VIDP/DEL
INDIRA GANDHI INTL

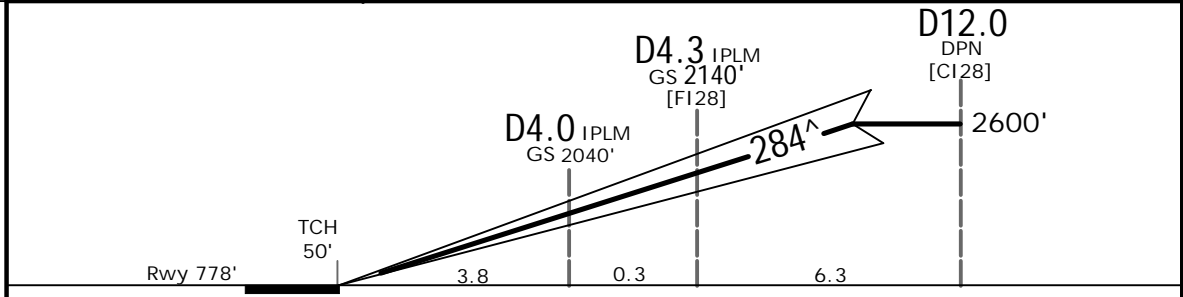
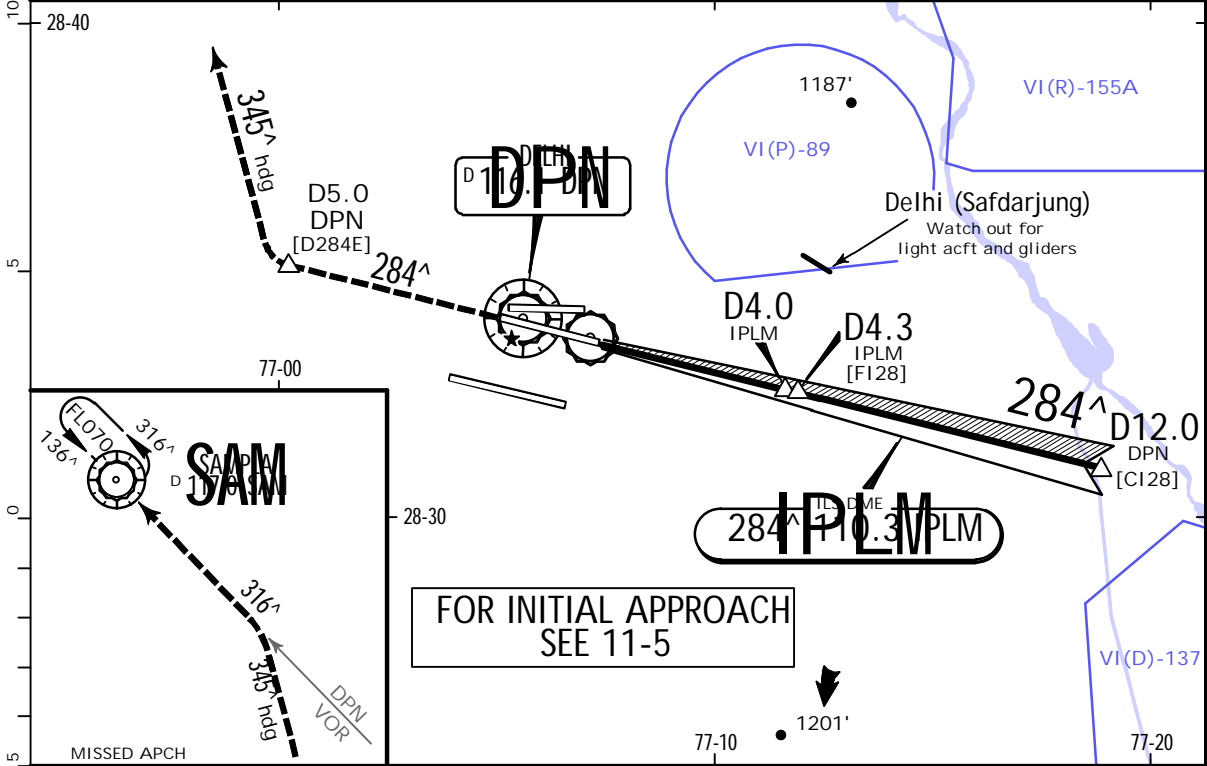
JEPPESEN
4 NOV 22 (11-5B)

DELHI, INDIA
CAT II/III ILS Rwy 28

BRIEFING STRIP	D-ATIS	DELHI Arrival (APP)	DELHI Approach (R)		DELHI Tower Middle	Ground Middle	<p>2600 MSA DPN VOR</p>
	126.4	124.2	126.350	125.675	118.1	121.9	
	LOC IPLM 110.3	Final Apch Crs 284 [^]	D4.3 IPLM 2140' (1362')	CAT IIIB Refer to Minimums	CAT IIIA	CAT II ILS RA 95' DA(H) 878' (100')	
MISSED APCH: Climb STRAIGHT AHEAD to 2600', crossing D5.0 DPN turn RIGHT on heading 345 [^] to intercept R-316 DPN. Thereafter climb to FLO70 to join SAM VOR holding, or as directed.							

Alt Set: hPa Rwy Elev: 28 hPa Trans level: By ATC Trans alt: 4000'

1. DME required. 2. Special Aircrew & Acft Certification Required. 3. CAUTION: Identify DELHI (Indira Gandhi Intl) airport before landing in order not to mistake DELHI (Safdarjung) airport.



Gnd speed-Kts	70	90	100	120	140	160	<p>2600'</p>	D5.0 DPN
GS	3.00 [^]	372	478	531	637	743		

.Std/State.			STRAIGHT-IN LANDING		
CAT IIIB ILS		CAT IIIA ILS		CAT II ILS	
		DH 50'		RA 95' DA(H) 878' (100')	
R50m		R175m		1 R300m	
1 CAT D without autoland: R350m.					

VIDP/DEL

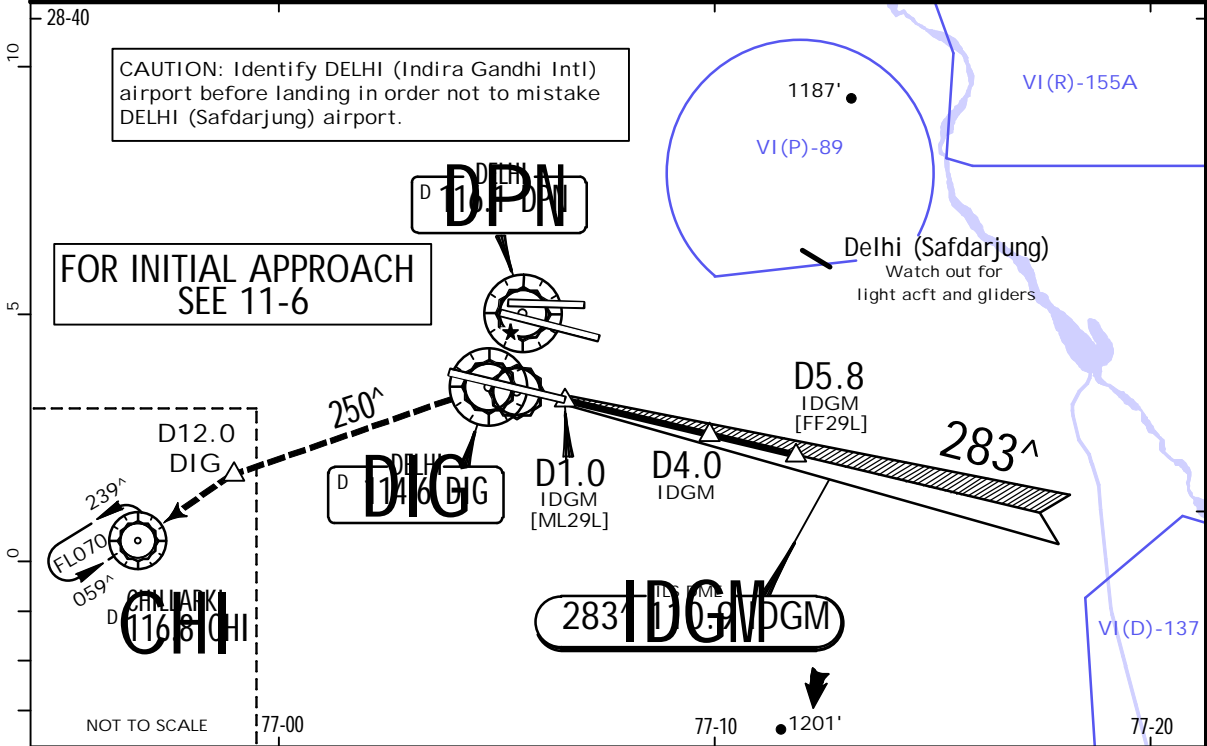
INDIRA GANDHI INTL



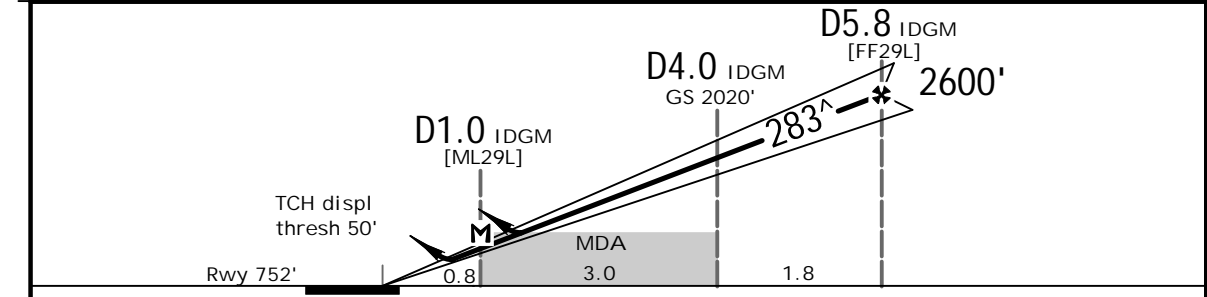
13 JAN 23 **11-6A**

DELHI, INDIA
ILS Rwy 29L

BRIEFING STRIP™	D-ATIS	DELHI Arrival (APP)	DELHI Approach (R)		DELHI Tower		Ground	
	126.4	124.2	126.350	125.675	South 125.850	South 2 123.825	South 121.625	South 2 118.550
	LOC IDGM 110.9	Final Apch Crs 283[^]	D5.8 IDGM 2600' (1848')		ILS DA(H) 952' (200')	Apt Elev 778' Rwy 752'		2600 MSA DPN VOR
MISSED APCH: Climb STRAIGHT AHEAD. Passing 1300' turn LEFT, establish R-250 DIG climbing to 2600'. Crossing D12.0 DIG turn LEFT proceed to CHI VOR climbing to FLO70 to join holding at FLO70, or as directed. CAUTION: No turn before crossing threshold rwy 29L.								
Alt Set: hPa		Rwy Elev: 27 hPa	Trans level: By ATC		Trans alt: 4000'			
DME required.								



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	1300'	2600'	R-250 DIG	D12.0 DIG
ILS GS or LOC Descent Angle	3.00 [^]	372	478	531	637	849		↑	LT		
MAP at D1.0 IDGM											

PANS OPS	.Std/State.			STRAIGHT-IN LANDING		LOC (GS out)	
	ILS DA(H) 952' (200')					CDEFA 2 MDA(H) 1280' (528')	
	FULL		TDZ or CL out	ALS out		ALS out	
	A				R1500m		
B	R550m	1 R550m	R1200m				
C				R1700m	R2400m		
D							

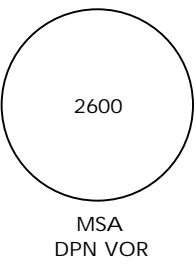
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) requires height loss adjustment.

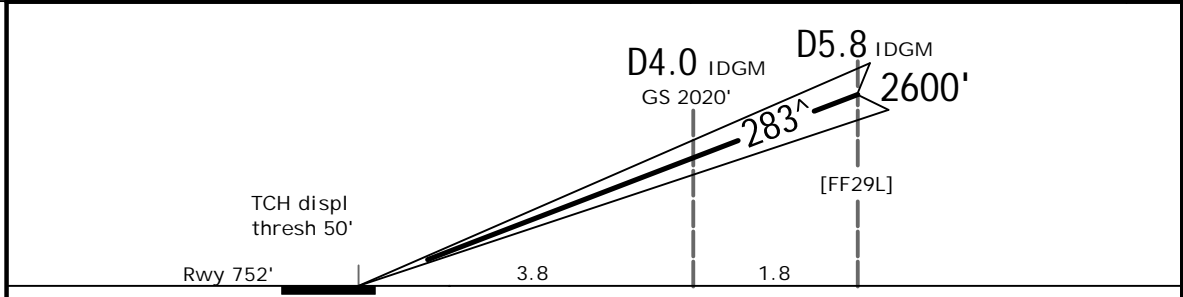
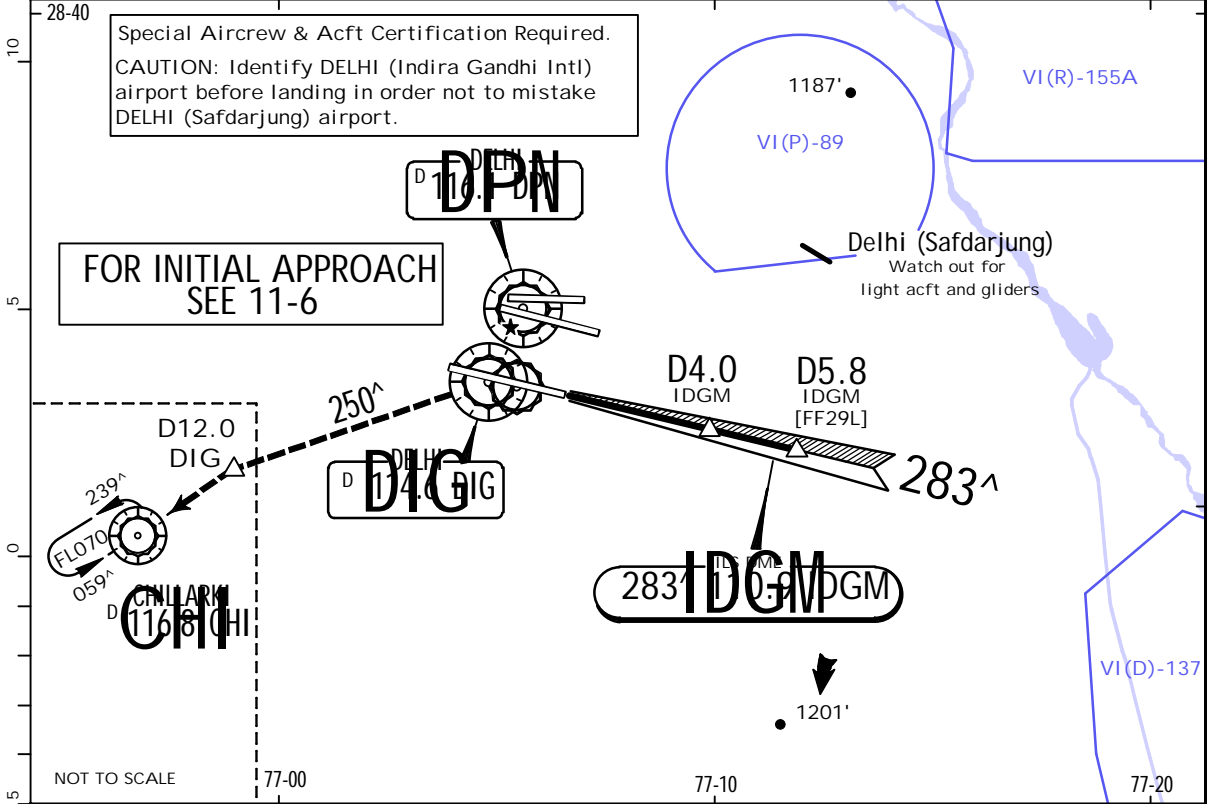
CHANGES: Ground South 2 frequency commissioned. | JEPPESEN, 2008, 2023. ALL RIGHTS RESERVED.

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JEPPESEN
13 JAN 23 **(11-6B)**

DELHI, INDIA
CAT II/III ILS Rwy 29L

D-ATIS 126.4	DELHI Arrival (APP) 124.2	DELHI Approach (R) 126.350 125.675		DELHI Tower South 125.850 South 2 123.825		Ground South 121.625 South 2 118.550	
LOC IDGM 110.9	Final Apch Crs 283[^]	D5.8 IDGM 2600' (1848')	CAT IIIB Refer to Minimums	CAT IIIA	CAT II ILS RA 92' DA(H) 852' (100')	Apt Elev 778' Rwy 752'	
MISSED APCH: Climb STRAIGHT AHEAD. Passing 1300' turn LEFT, establish R-250 DIG climbing to 2600'. Crossing D12.0 DIG turn LEFT proceed to CHI VOR climbing to FLO70 to join holding at FLO70, or as directed. CAUTION: No turn before crossing threshold rwy 29L.							
Alt Set: hPa		Rwy Elev: 27 hPa	Trans level: By ATC		Trans alt: 4000'		
DME required.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	1300'	2600'	R-250 DIG	D12.0 DIG
GS	3.00 [^]	372	478	531	637	743		849	↑	LT	

.Std/State.			STRAIGHT-IN LANDING		
CAT IIIB ILS		CAT IIIA ILS		CAT II ILS	
		DH 50'		RA 92' DA(H) 852' (100')	
R50m		R175m		1 R300m	
1 CAT D without autoland: R350m.					

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INDIRA GANDHI INTL

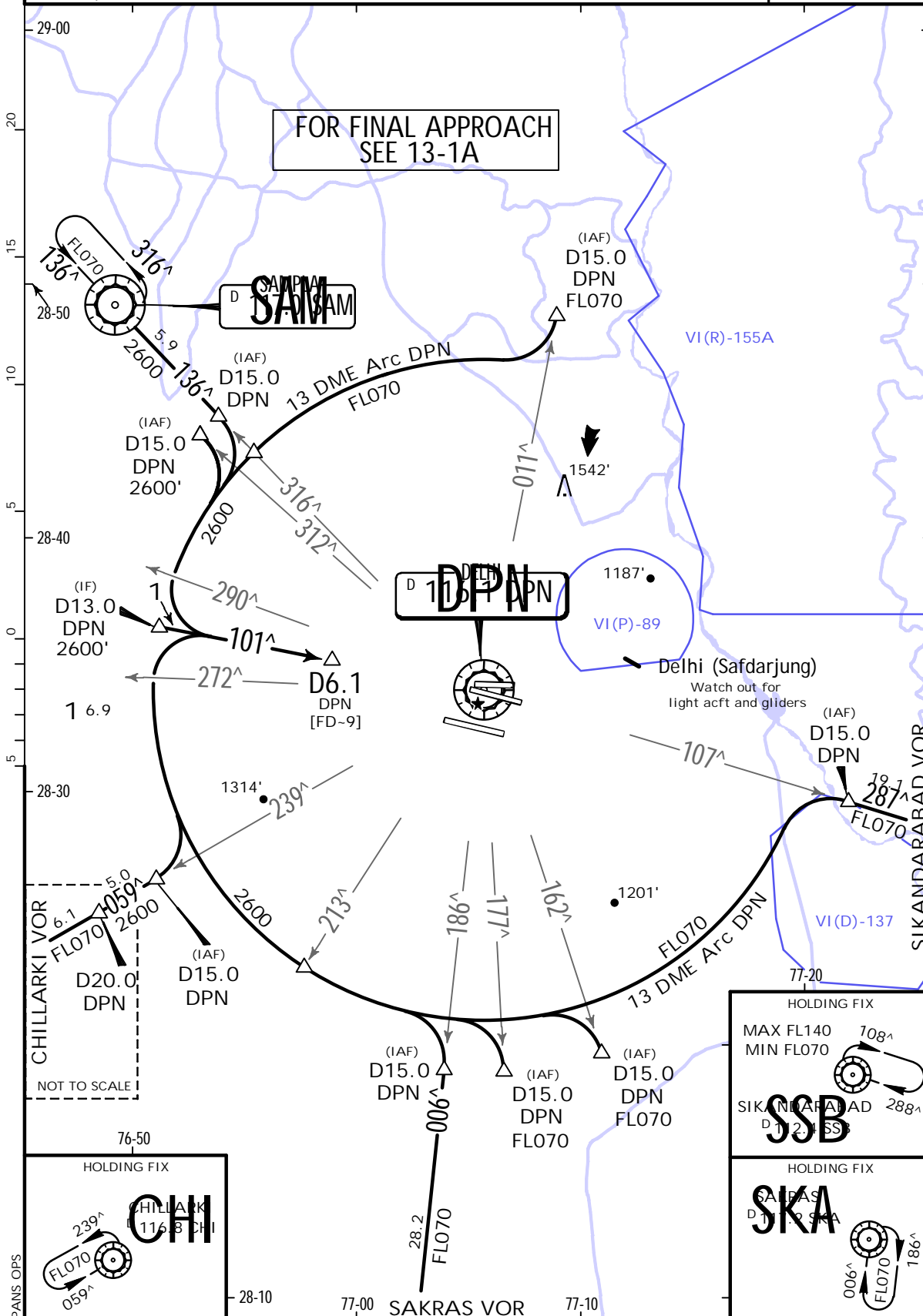
JEPPESSEN

2 SEP 22 **13-1** .Eff.8.Sep.

DELHI, INDIA

VOR Rwy 09

D-ATIS	DELHI Arrival (APP)	DELHI Approach (R)	DELHI Tower North	Ground North	2600
126.4	124.2	126.350 125.675	118.750	121.750	
VOR DPN 116.1	Final Apch Crs 101 [^]	Refer to chart 13-1A	MDA(H) Refer to chart 13-1A	Apt Elev 778' Rwy 719'	
Alt Set: hPa		Rwy Elev: 26 hPa	Trans level: By ATC	Trans alt: 4000'	
DME required.					MSA DPN VOR

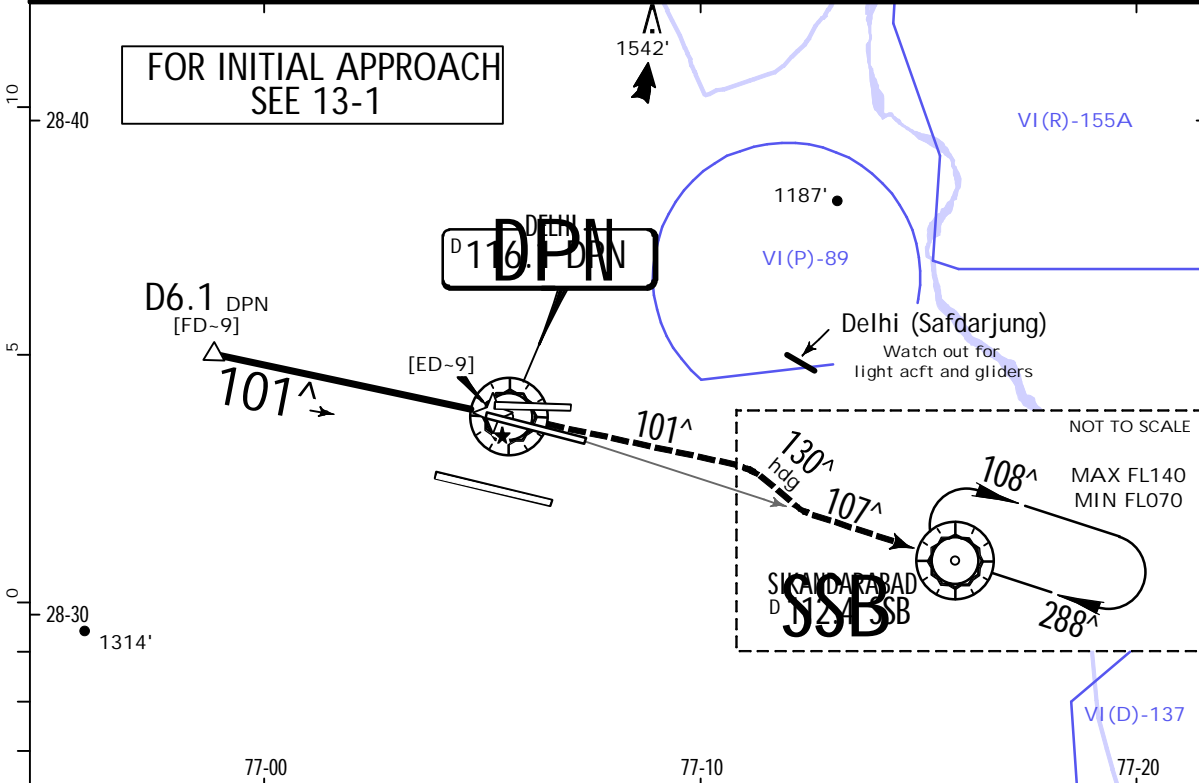


VIDP/DEL
INDIRA GANDHI INTL

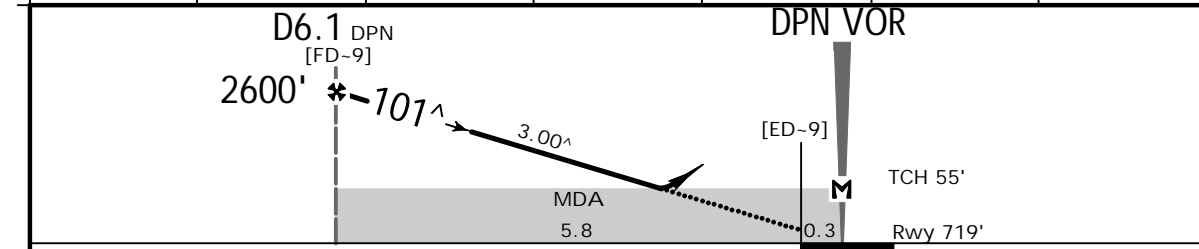
JEPPESEN
2 SEP 22 (13-1A) .Eff.8.Sep.

DELHI, INDIA
VOR Rwy 09

BRIEFING STRIP™	D-ATIS	DELHI Arrival (APP)	DELHI Approach (R)	DELHI Tower North	Ground North	
	126.4	124.2	126.350 125.675	118.750	121.750	
	VOR DPN 116.1	Final Apch Crs 101[^]	D6.1 DPN 2600' (1881')	MDA(H) 1270' (551')	Apt Elev 778' Rwy 719'	
MISSED APCH: Climb STRAIGHT AHEAD to 2600', then climbing turn RIGHT on heading 130 [^] to intercept R-107 DPN to join SSB VOR holding at FLO70, 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. 3. CAUTION: Identify rwy 09 before landing due to close proximity of rwy 10.						



DPN DME	6.1	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2600'	2580'	2260'	1950'	1630'	1320'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 	2600' ↑
Descent Angle 3.00 [^]	372	478	531	637	743	849		
MAP at DPN VOR								

.Std/State. STRAIGHT-IN LANDING

CDFA
1 MDA(H) **1270'** (551')

ALS out

A	R1500m	
B		
C	R2100m	R2500m
D		

1 VNAV DA(H) in lieu of MDA(H) requires height loss adjustment.

CHANGES: Minimums. | JEPPESEN, 2003, 2022. ALL RIGHTS RESERVED.

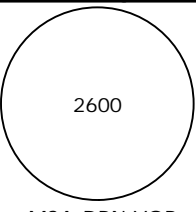
VIDP/DEL

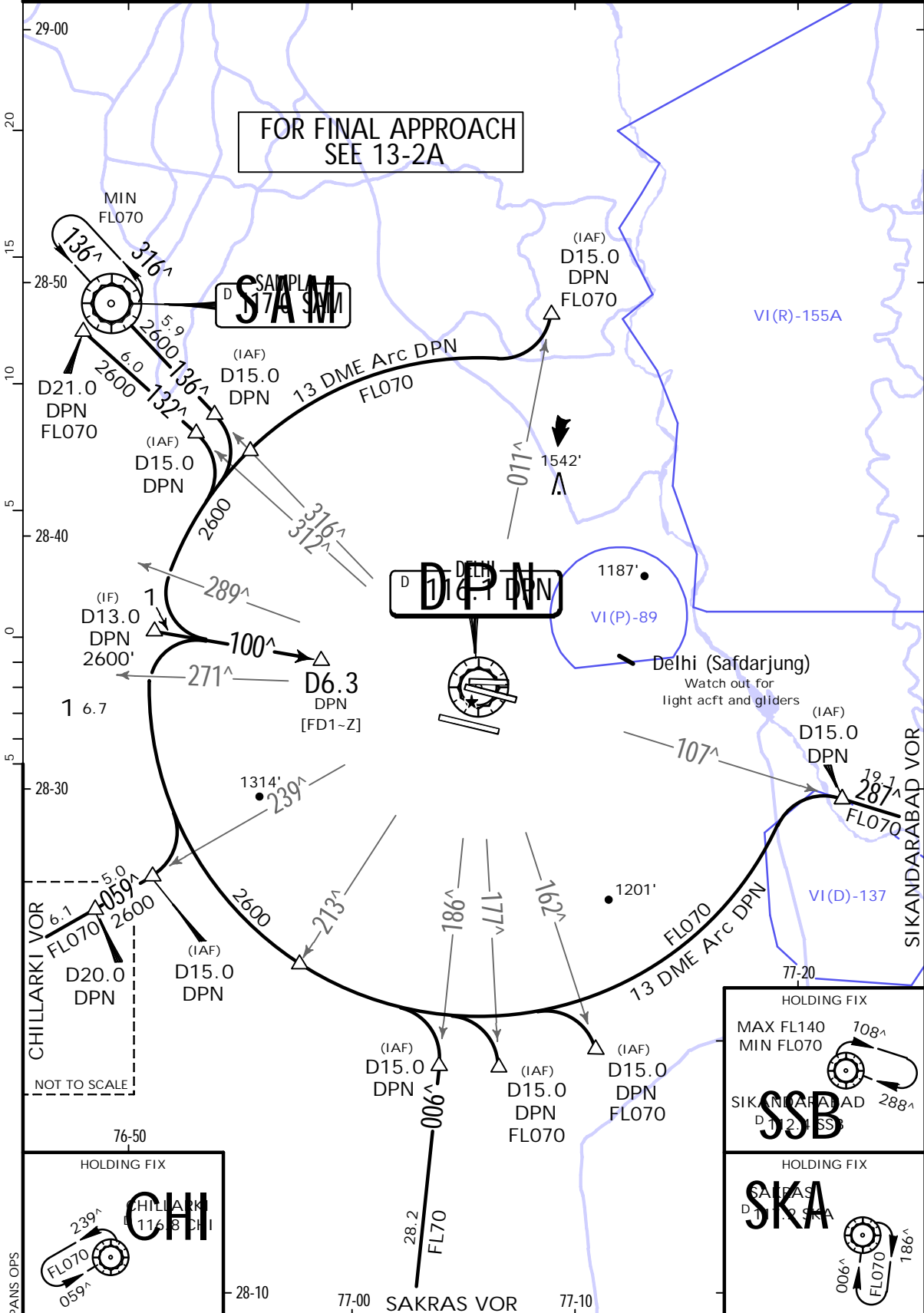
INDIRA GANDHI INTL

JEPPESEN
25 FEB 22 (13-2)

DELHI, INDIA

VOR Z Rwy 10

D-ATIS 126.4	DELHI Arrival (APP) 124.2	DELHI Approach (R) 126.350 125.675	DELHI Tower Middle 118.1	Ground Middle 121.9	 2600 MSA DPN VOR
VOR DPN 116.1	Final Apch Crs 100^	Refer to chart 13-2A	MDA(H) Refer to chart 13-2A	Apt Elev 778' Rwy 721'	
Alt Set: hPa		Rwy Elev: 26 hPa	Trans level: By ATC	Trans alt: 4000'	
DME required.					

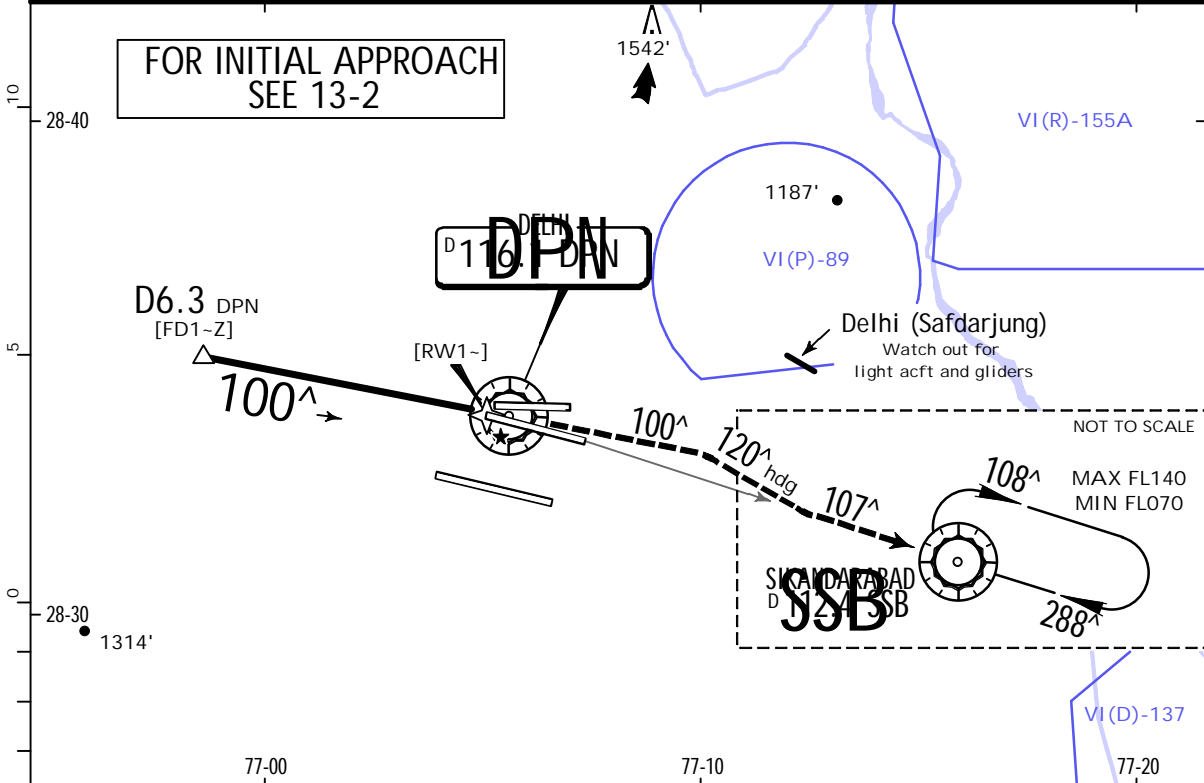


VIDP/DEL
INDIRA GANDHI INTL

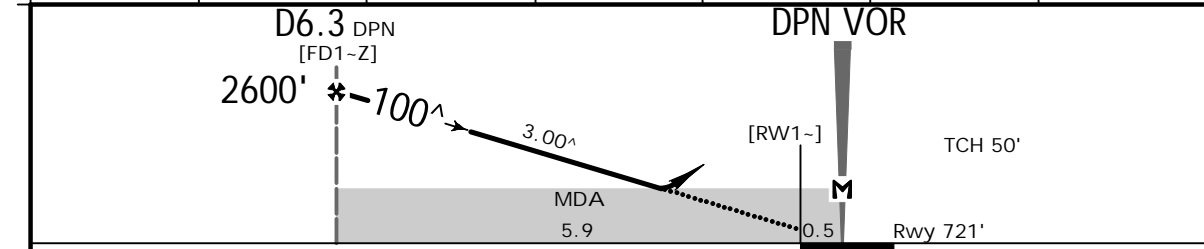


DELHI, INDIA
VOR Z Rwy 10

BRIEFING STRIP™	D-ATIS	DELHI Arrival (APP)	DELHI Approach (R)	DELHI Tower Middle	Ground Middle	
	126.4	124.2	126.350 125.675	118.1	121.9	
	VOR DPN 116.1	Final Apch Crs 100[^]	D6.3 DPN 2600' (1879')	MDA(H) 1270' (549')	Apt Elev 778' Rwy 721'	
MISSED APCH: Climb STRAIGHT AHEAD to 2600', then climbing turn RIGHT on heading 120 [^] to intercept R-107 DPN to join SSB VOR holding at FLO70, 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. 3. CAUTION: Identify rwy 10 before landing due to close proximity of rwy 09.						



DPN DME	6.3	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2600'	2500'	2180'	1870'	1550'	1240'



Gnd speed-Kts	70	90	100	120	140	160		2600' ↑
Descent Angle 3.00 [^]	372	478	531	637	743	849		
MAP at DPN VOR								

.Std/State. STRAIGHT-IN LANDING
 CDFA
1 MDA(H) 1270' (549')
 ALS out

A	R1500m	
B		
C	R2100m	R2400m
D		

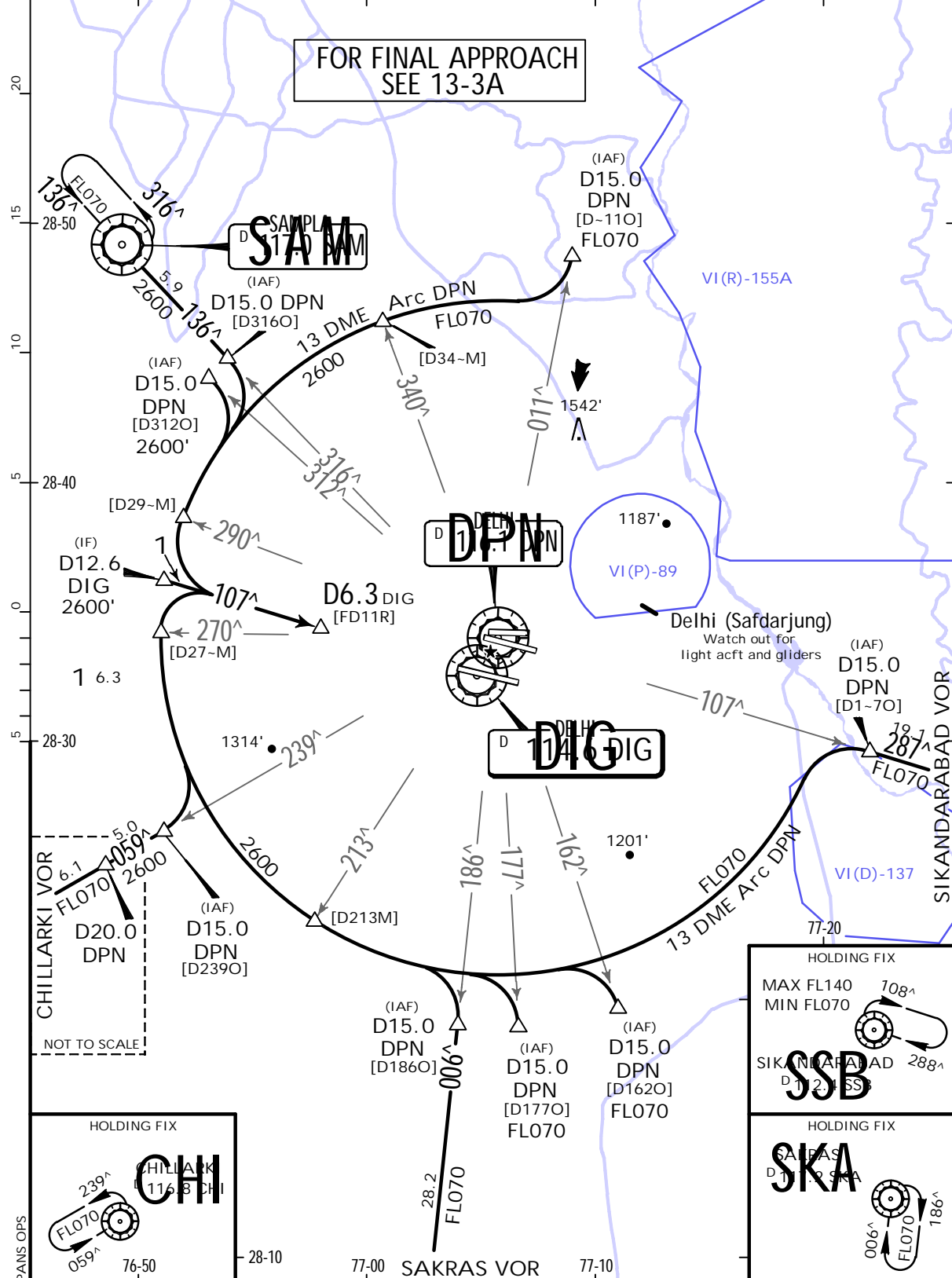
1 VNAV DA(H) in lieu of MDA(H) requires height loss adjustment.
 CHANGES: New AOM concept. | JEPPesen, 2003, 2022. ALL RIGHTS RESERVED.

VIDP/DEL INDIRA GANDHI INTL

JEPPESEN
13 JAN 23 (13-3)

DELHI, INDIA VOR Rwy 11R

D-ATIS 126.4	DELHI Arrival (APP) 124.2	DELHI Approach (R) 126.350 125.675		DELHI Tower South 125.850	South 2 123.825	Ground South 121.625		South 2 118.550	
VOR DIG 114.6	Final Apch Crs 107 [^]	Refer to chart 13-3A	MDA(H) Refer to chart 13-3A	Apt Elev 778' Rwy 725'		2600 MSA DPN VOR			
Alt Set: hPa		Rwy Elev: 26 hPa	Trans level: By ATC		Trans alt: 4000'				
DME required.									



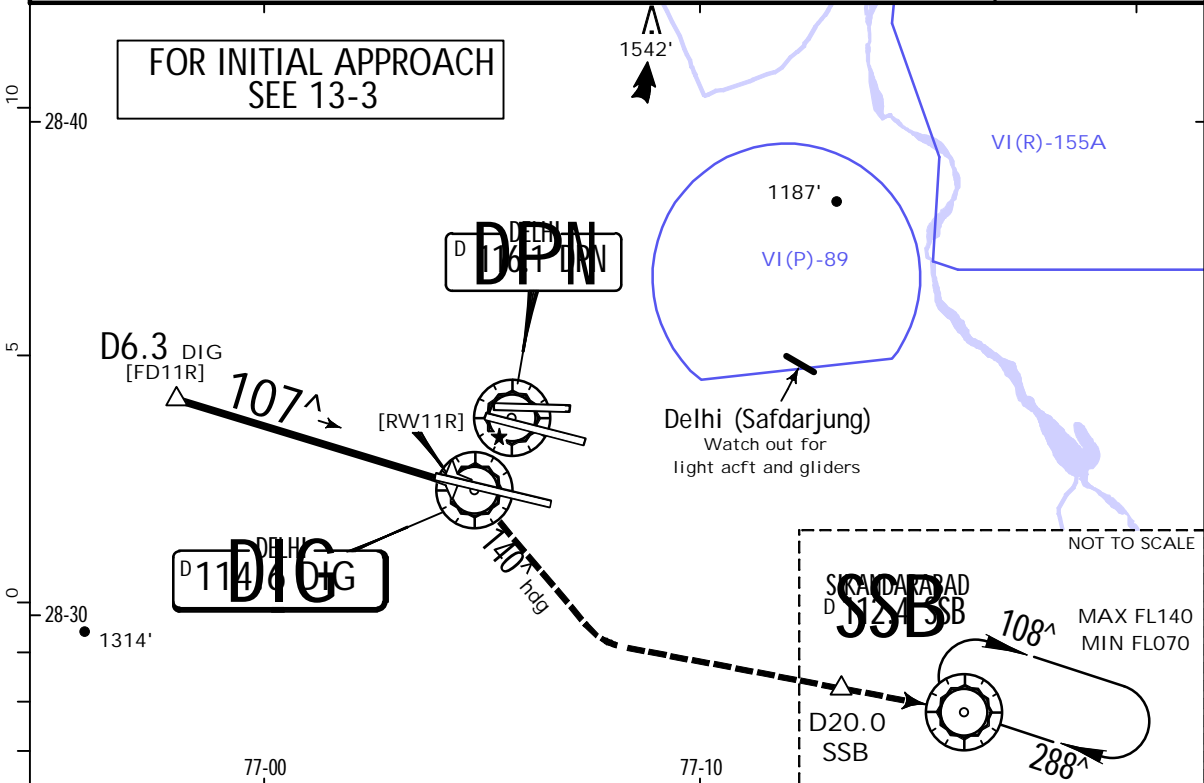
VIDP/DEL
INDIRA GANDHI INTL



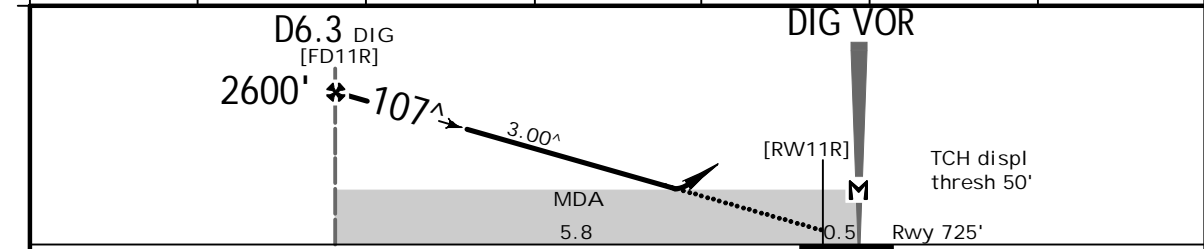
13 JAN 23 **13-3A**

DELHI, INDIA
VOR Rwy 11R

D-ATIS	DELHI Arrival (APP)	DELHI Approach (R)		DELHI Tower		Ground	
126.4	124.2	126.350	125.675	South 125.850	South 2 123.825	South 121.625	South 2 118.550
VOR DIG 114.6		Final Apch Crs 107^	D6.3 DIG 2600' (1875')	MDA(H) 1180' (455')	Apt Elev 778' Rwy 725'		 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 FLO70 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. DME required. 2. CAUTION: Identify DELHI (Indira Gandhi Intl) airport before landing in order not to mistake DELHI (Safdarjung) airport.							



DIG DME	6.3	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2600'	2520'	2200'	1880'	1570'	1250'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	140^ hdg RT	2600' ↑
Descent Angle	3.00^	372	478	531	637	743			
MAP at DIG VOR									

.Std/State. STRAIGHT-IN LANDING

CDFA

1 MDA(H) **1180'** (455')

ALS out

A	R1400m	ALS out
B		R1500m
C		R2100m
D		

1 VNAV DA(H) in lieu of MDA(H) requires height loss adjustment.

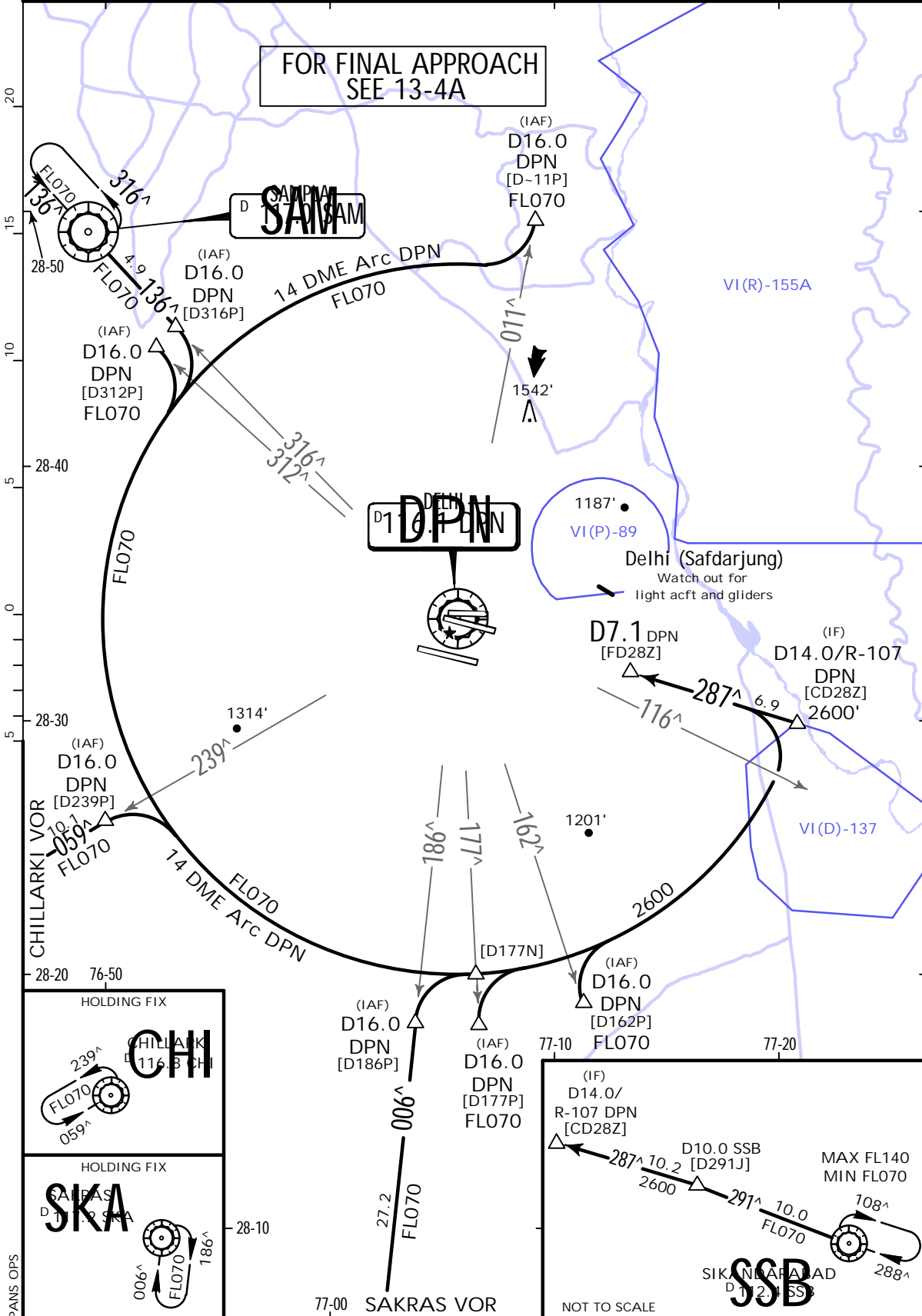
CHANGES: Ground South 2 frequency commissioned. JEPPesen, 2008, 2023. ALL RIGHTS RESERVED.

VIDP/DEL
INDIRA GANDHI INTL

JEPPESSEN
25 NOV 22 **(13-4)**

DELHI, INDIA
VOR Z Rwy 28

BRIEFING STRIP™	D-ATIS	DELHI Arrival (APP)	DELHI Approach (R)		DELHI Tower Middle	Ground Middle	2600
	126.4	124.2	126.350	125.675	118.1	121.9	
	VOR DPN 116.1	Final Apch Crs 287[^]	Refer to chart 13-4A	MDA(H) Refer to chart 13-4A	Apt Elev 778' Rwy 778'		
	Alt Set: hPa		Rwy Elev: 28 hPa	Trans Level: By ATC		Trans alt: 4000'	
DME required.							MSA DPN VOR



CHANGES: Fix Idents added.

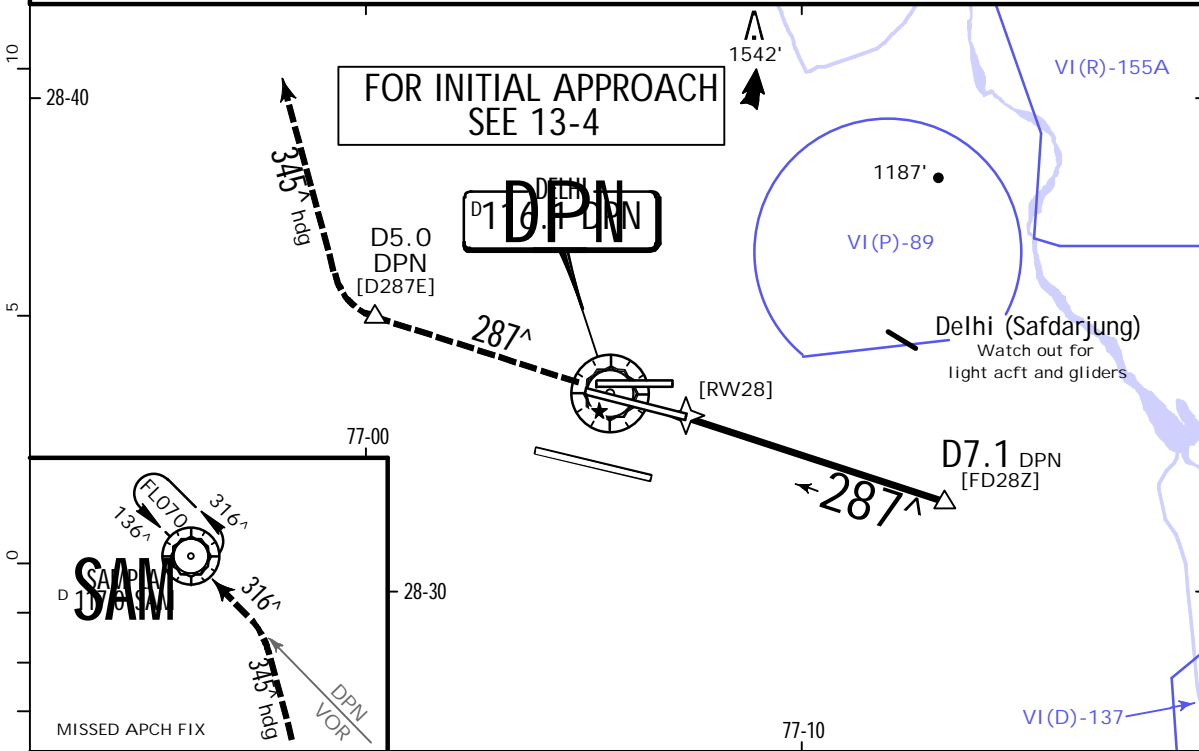
VIDP/DEL
INDIRA GANDHI INTL



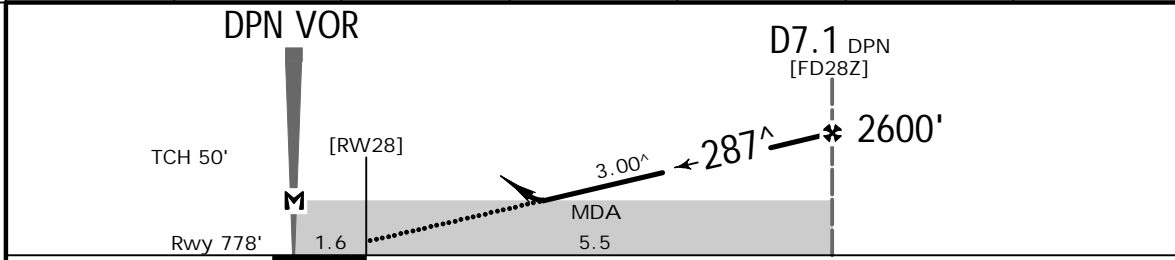
DELHI, INDIA
VOR Z Rwy 28

25 NOV 22 (13-4A)

D-ATIS 126.4	DELHI Arrival (APP) 124.2	DELHI Approach (R) 126.350 125.675	DELHI Tower Middle 118.1	Ground Middle 121.9
VOR DPN 116.1	Final Apch Crs 287 [^]	D7.1 DPN 2600' (1822')	MDA(H) 1300' (522')	Apt Elev 778' Rwy 778'
MISSED APCH: Climb STRAIGHT AHEAD to 2600', crossing D5.0 DPN turn RIGHT on heading 345 [^] to intercept R-316 DPN. Thereafter climb to FL070 to join SAM VOR holding, or as directed.				2600 MSA DPN VOR
Alt Set: hPa		Rwy Elev: 28 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.				



DPN DME	3.0	4.0	5.0	6.0	7.0	7.1
ALTITUDE	1300'	1610'	1930'	2250'	2560'	2600'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 2600' D5.0 DPN
Descent Angle 3.00 [^]	372	478	531	637	743	849	

MAP at DPN VOR
 .Std/State. STRAIGHT-IN LANDING
 CDFA
 1 MDA(H) 1300' (522')
 ALS out

A	R1500m	
B	R1500m	
C	R1700m	R2400m
D	R1700m	R2400m

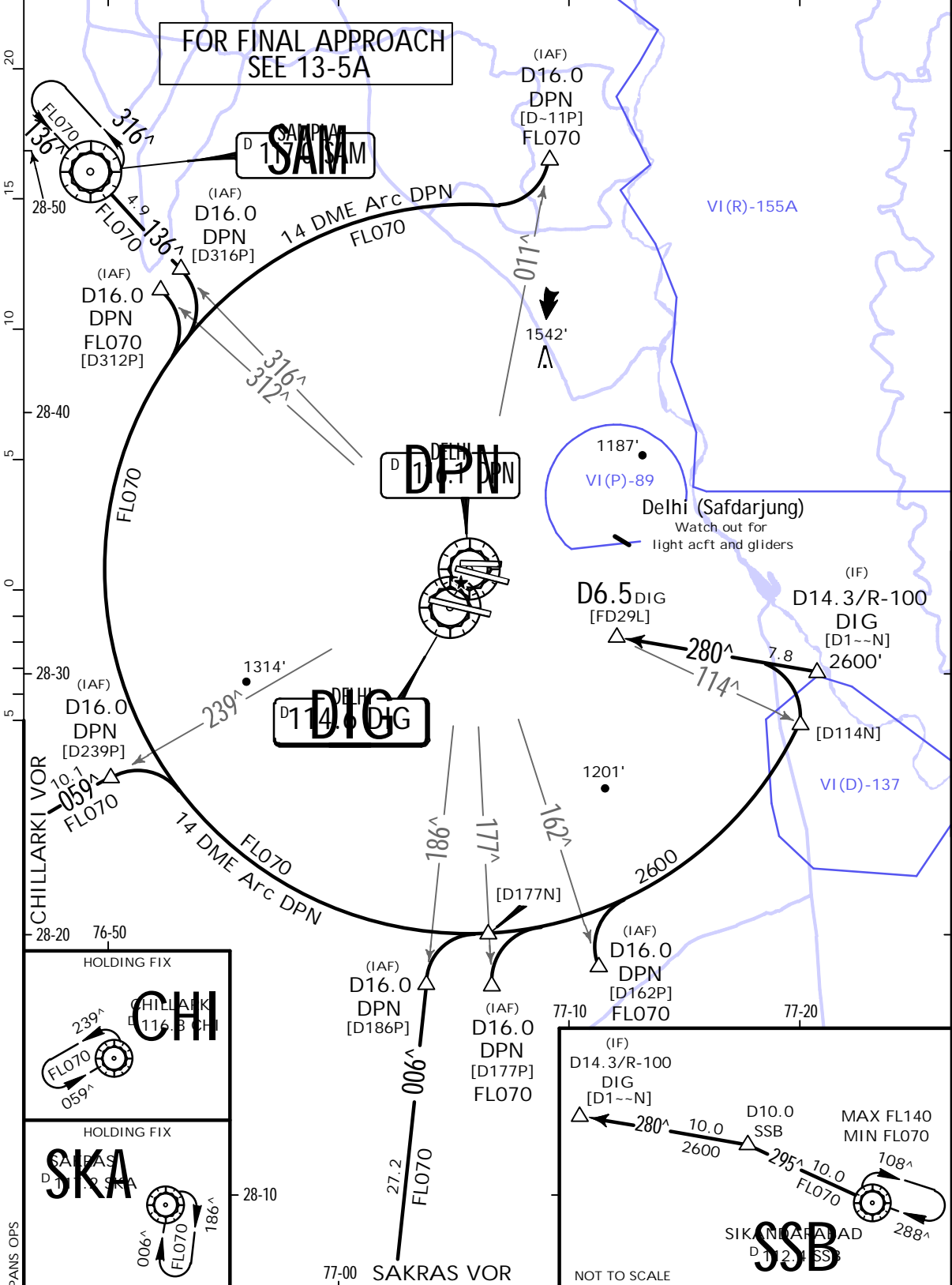
1 VNAV DA(H) in lieu of MDA(H) requires height loss adjustment.
 CHANGES: Missed apch. | JEPPESEN, 1999, 2022. ALL RIGHTS RESERVED.

VIDP/DEL
INDIRA GANDHI INTL

JEPPESSEN
13 JAN 23 **(13-5)**

DELHI, INDIA
VOR Rwy 29L

BRIEFING STRIP™	D-ATIS	DELHI Arrival (APP)	DELHI Approach (R)	DELHI Tower South	DELHI Tower South 2	Ground South	Ground South 2
	126.4	124.2	126.350 125.675	125.850	123.825	121.625	118.550
	VOR DIG 114.6	Final Apch Crs 280 [^]	Refer to chart 13-5A	MDA(H) Refer to chart 13-5A	Apt Elev 778' Rwy 752'	2600 MSA DPN VOR	
	Alt Set: hPa	Rwy Elev: 27 hPa	Trans level: By ATC	Trans alt: 4000'			
DME required.							



CHANGES: Ground South 2 frequency commissioned. | JEPPESSEN, 2008, 2023. ALL RIGHTS RESERVED.

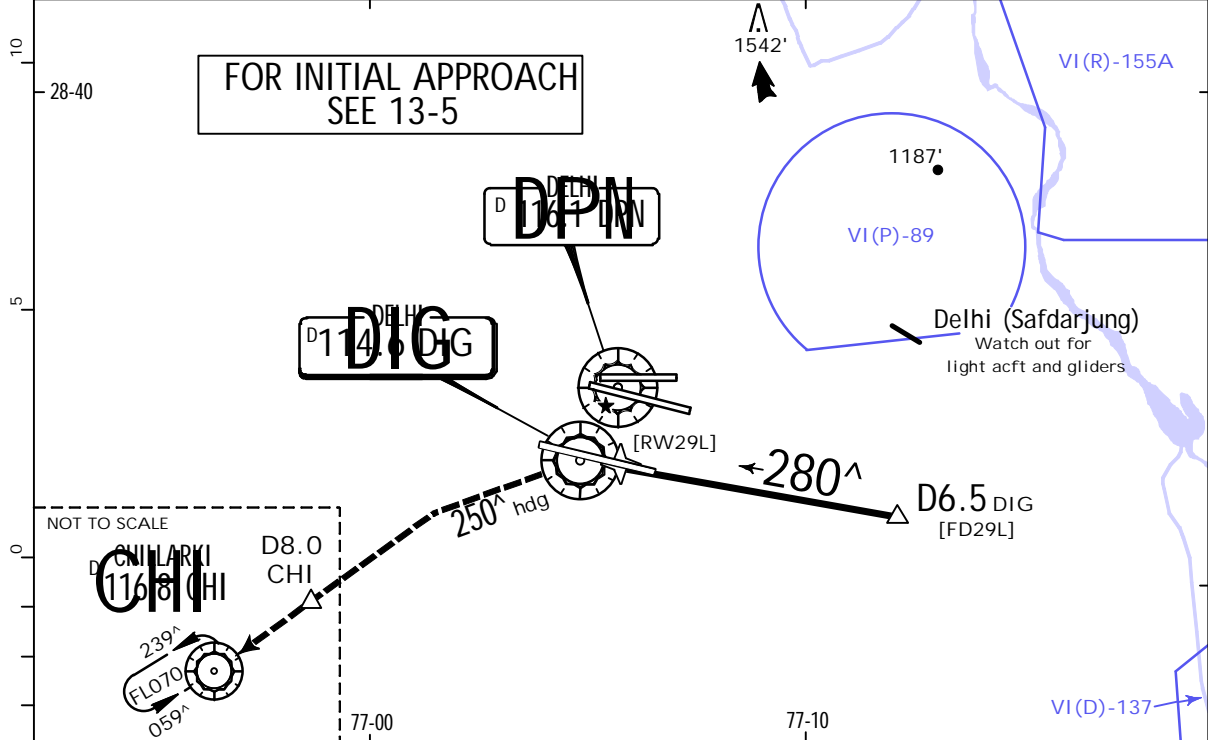
VIDP/DEL
INDIRA GANDHI INTL



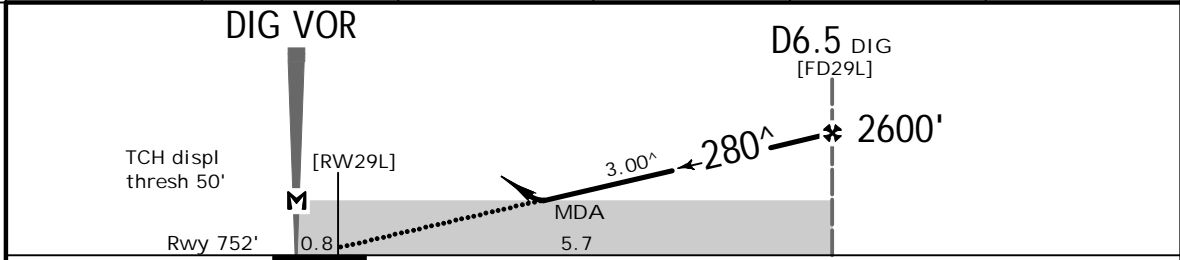
DELHI, INDIA
VOR Rwy 29L

13 JAN 23 **13-5A**

D-ATIS	DELHI Arrival (APP)	DELHI Approach (R)		DELHI Tower		Ground	
126.4	124.2	126.350	125.675	South 125.850	South 2 123.825	South 121.625	South 2 118.550
VOR DIG 114.6	Final Apch Crs 280[^]	D6.5 DIG 2600' (1848')	MDA(H) 1300' (548')	Apt Elev 778' Rwy 752'			
MISSED APCH: Climbing turn LEFT on heading 250 [^] to 2600'. Turn LEFT to CHI VOR, crossing D8.0 CHI climb to FL070 to join holding or as directed. Do not turn before D2.0 DIG.							
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.						MSA DPN VOR	



DIG DME	3.0	4.0	5.0	6.0	6.5
ALTITUDE	1510'	1830'	2150'	2460'	2600'



Gnd speed-Kts	70	90	100	120	140	160		250 [^] hdg LT 2600' ↑
Descent Angle	3.00 [^]	372	478	531	637	743		
MAP at DIG VOR								

.Std/State. STRAIGHT-IN LANDING

CDFA

1 MDA(H) **1300'** (548')

ALS out

A	R1500m	
B	R1500m	
C	R1800m	R2400m
D	R1800m	R2400m

1 VNAV DA(H) in lieu of MDA(H) requires height loss adjustment.

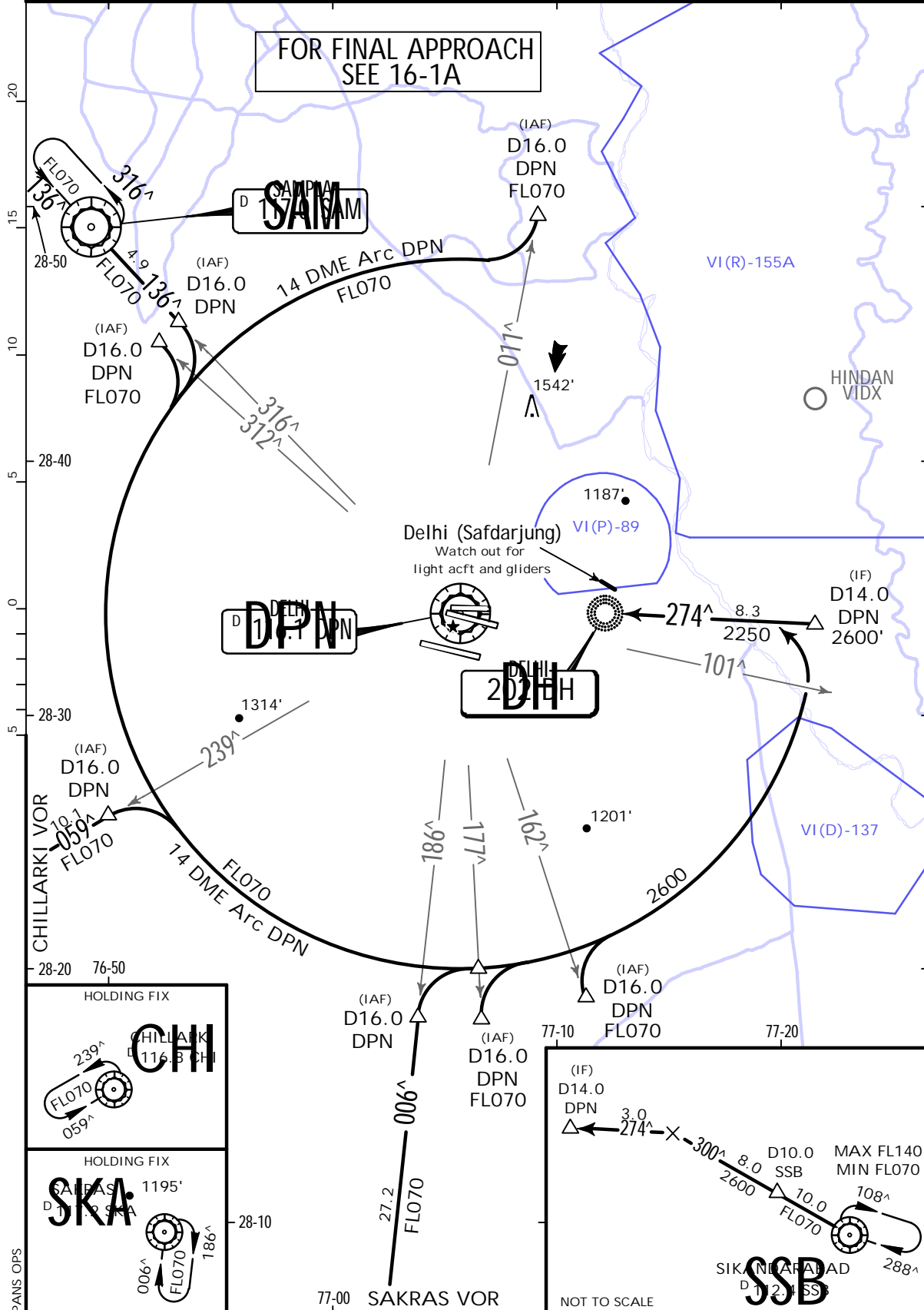
CHANGES: Ground South 2 frequency commissioned. | JEPPESEN, 2008, 2023. ALL RIGHTS RESERVED.

VIDP/DEL
INDIRA GANDHI INTL

JEPPESEN
25 FEB 22 **16-1**

DELHI, INDIA
NDB Z Rwy 27

D-ATIS 126.4	DELHI Arrival (APP) 124.2	DELHI Approach (R) 126.350 125.675	DELHI Tower North 118.750	Ground North 121.750	2600
NDB DH 202	Final Apch Crs 274 [^]	Refer to chart 16-1A	MDA(H) Refer to chart 16-1A	Apt Elev 778' Rwy 752'	
Alt Set: hPa		Rwy Elev: 27 hPa	Trans Level: By ATC	Trans alt: 4000'	
1. DME required. 2. Acft shall not go North of final apch track.					



CHANGES: IAF D16.0/R-311 DPN withdrawn.

VIDP/DEL
INDIRA GANDHI INTL

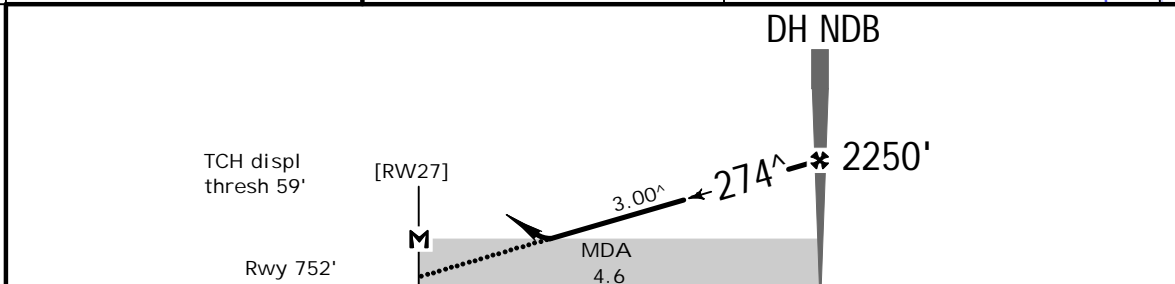
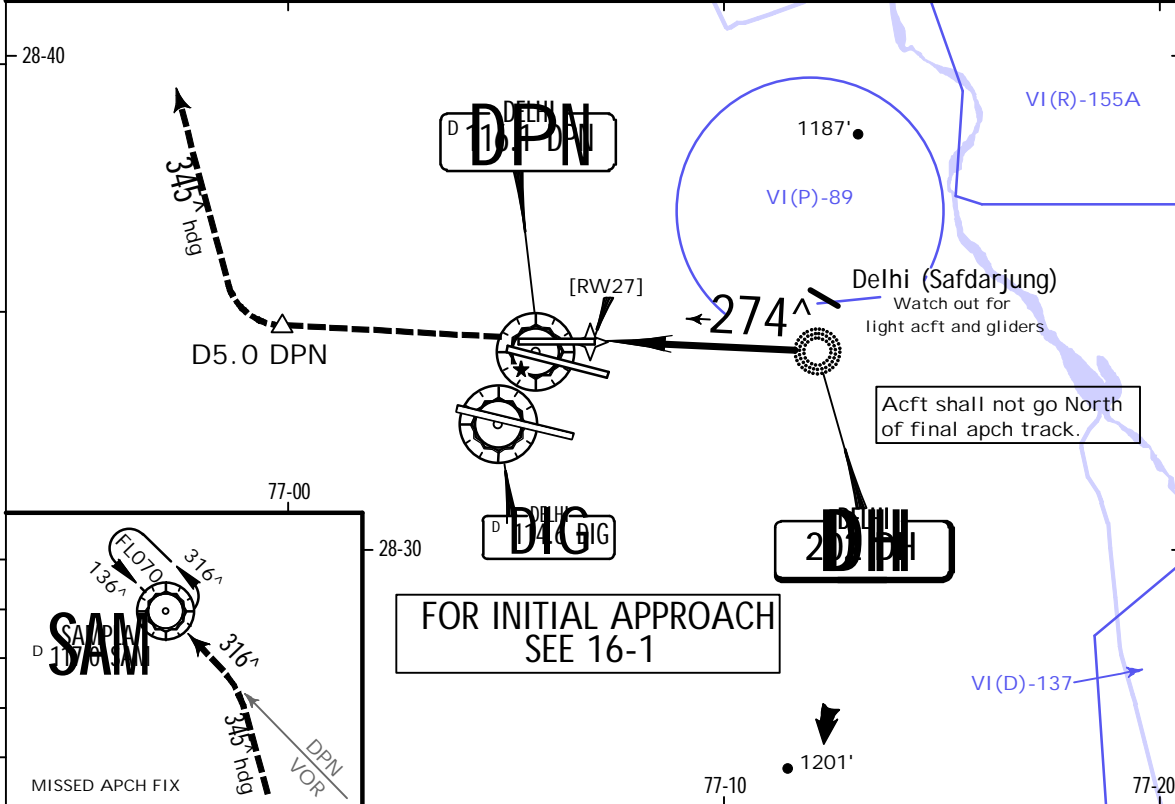


25 FEB 22 **16-1A**

DELHI, INDIA
NDB Z Rwy 27

D-ATIS 126.4	DELHI Arrival (APP) 124.2	DELHI Approach (R) 126.350 125.675		DELHI Tower North 118.750	Ground North 121.750
NDB DH 202	Final Apch Crs 274 [^]	DH NDB 2250' (1498')	MDA(H) 1340' (588')	Apt Elev 778' Rwy 752'	2600 MSA DH NDB
MISSED APCH: Climb STRAIGHT AHEAD to 2600'. Crossing D5.0 DPN turn RIGHT on heading 345 [^] to intercept R-316 DPN climbing to FL070 to join SAM VOR holding at FL070, 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.					

BRIEFING STRIP™



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	2600' ↑	D5.0 DPN
Descent Angle 3.00 [^]	372	478	531	637	743	849			
DH NDB to MAP	4.6	3:57	3:04	2:46	2:18	1:58			

.Std/State. STRAIGHT-IN LANDING
CDFA
MDA(H) **1340'** (588')
ALS out

A	R1500m	
B	R1500m	
C	R2300m	R2400m
D	R2300m	R2400m

1 VNAV DA(H) in lieu of MDA(H) requires height loss adjustment.

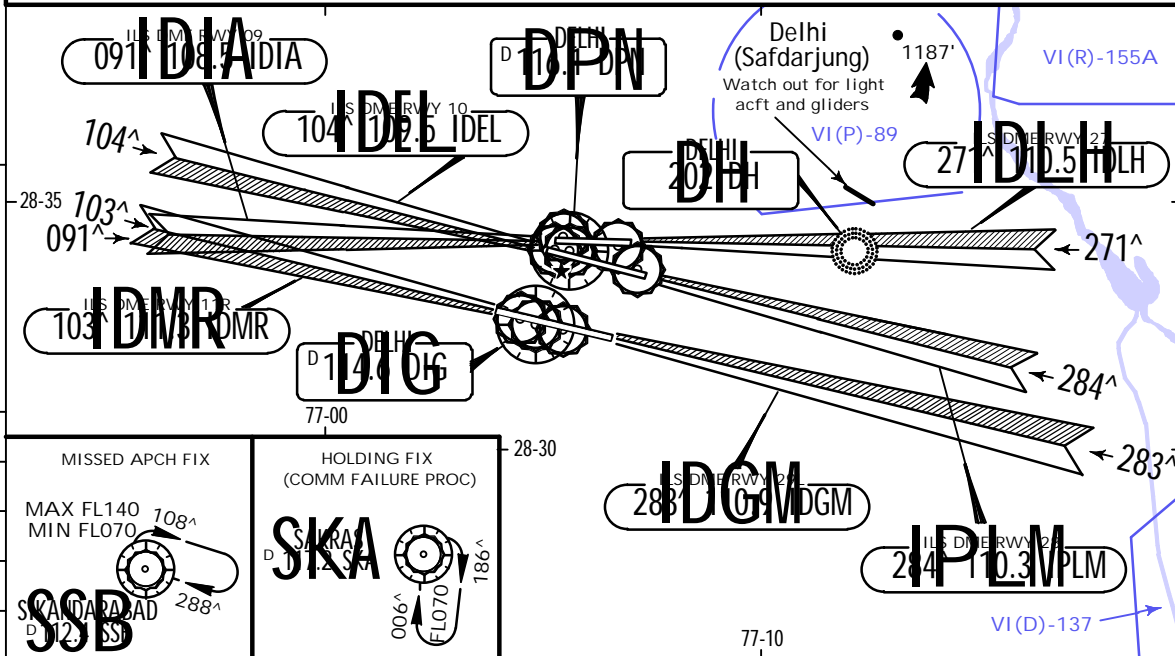
VIDP/DEL
INDIRA GANDHI INTL

JEPPESSEN
13 JAN 23 (18-1)

DELHI, INDIA
SRA Rwy 09, 10 & 11R

D-ATIS 126.4				DELHI Arrival (APP) 124.2				DELHI Approach (R) 126.350 125.675									
North (09) 118.750		Middle (10) 118.1		South (11R) 125.850		South 2 (11R) 123.825		North 121.750		Middle 121.9		South 121.625		South 2 118.550			
RADAR		Final Apch Crs By ATC		See table below		MDA(H) Refer to Minimums		Apt Elev 778'				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 FLO70 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 FLO70. 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	11R
SRA 09	2600' / 5.9	2320'	2000'	1680'	1360'	RWY ELEV	719'	721'	725'
SRA 10	2600' / 5.9	2320'	2000'	1680'	1360'				
SRA 11R	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 FLO70, 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 FLO70, or as directed.
Rwy 11R: 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 FLO70, 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		

PANS OPS	.Std/State.			STRAIGHT-IN LANDING				
	SRA 09 CDFA 1 MDA(H) 1360' (641')		SRA 10 CDFA 1 MDA(H) 1360' (639')		SRA 11R CDFA 1 MDA(H) 1370' (645')			
	ALS out		ALS out		ALS out			
	A	R1500m		R1500m		R1500m		
B								
C	R2400m		R2400m		R2300m	R2400m		
D								
1 VNAV DA(H) in lieu of MDA(H) requires height loss adjustment.								

VIDP/DEL
INDIRA GANDHI INTL

JEPPESSEN
13 JAN 23 (18-2)

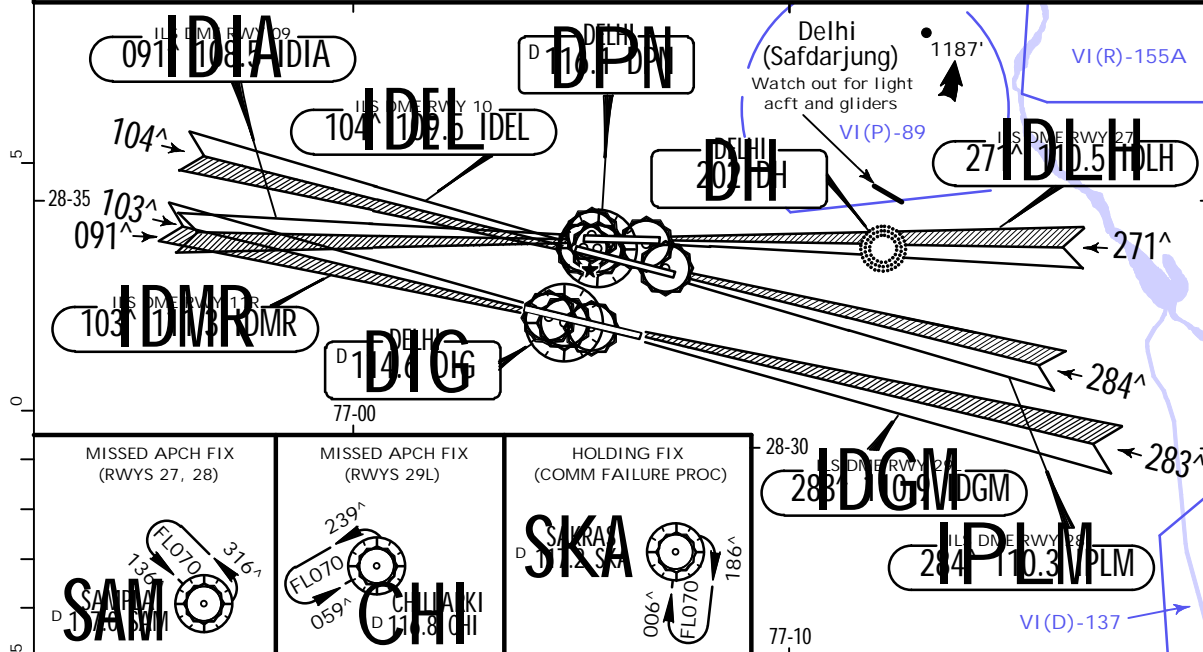
DELHI, INDIA
SRA Rwy 27, 28 & 29L

D-ATIS 126.4		DELHI Arrival (APP) 124.2			DELHI Approach (R) 126.350 125.675				
North (27) 118.750	Middle (28) 118.1	South (29L) 125.850	South 2 (29L) 123.825	North 121.750	Middle 121.9	South 121.625	South 2 118.550		
RADAR	Final Apch Crs By ATC	See table below	MDA(H) Refer to Minimums	Apt Elev 778'		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 FLO70 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 FLO70. 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	29L
SRA 27	2600' / 5.8	2350'	2030'	1710'	1390'	RWY ELEV	752'	778'	752'
SRA 28	2600' / 5.7	2380'	2060'	1740'	1420'				
SRA 29L	2600' / 5.7	2400'	2000'	1700'	1400'				

MISSSED APCH:

Rwy 27: Climb STRAIGHT AHEAD to FLO70. Crossing D5.0 DPN turn RIGHT on heading 345° to intercept R-316 DPN to join SAM VOR holding at FLO70, or as directed.

Rwy 28: Climb STRAIGHT AHEAD to FLO70. Crossing D5.0 DPN turn RIGHT on heading 345° to intercept R-316 DPN to join SAM VOR holding at FLO70, or as directed.

Rwy 29L: 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 FLO70, 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			849
MAP 2 NM from touchdown									

PANS OPS	.Std/State.			STRAIGHT-IN LANDING						
	SRA 27 CDFA 1 MDA(H) 1390' (638')		SRA 28 CDFA 1 MDA(H) 1420' (642')		SRA 29L CDFA 1 MDA(H) 1400' (648')					
	ALS out		ALS out		ALS out					
	A	R1500m		R1500m		R1500m				
B										
C	R2400m		R2300m		R2400m		R2300m		R2400m	
D										
1 VNAV DA(H) in lieu of MDA(H) requires height loss adjustment.										

Chart changes since cycle 06-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
DELHI, (INDIRA GANDHI INTL - VIDP)				
REV	AIRPORT BRIEFING (GEN CON...	10-1P4	31 Mar 2023	
REV	AIRPORT BRIEFING (GEN CON...	10-1P5	31 Mar 2023	
REV	TAXI COMPATIBILITY	10-9B	31 Mar 2023	
REV	PARKING STANDS	10-9C	31 Mar 2023	

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport VIDP