

OPKC/KHI
JINNAH INTL

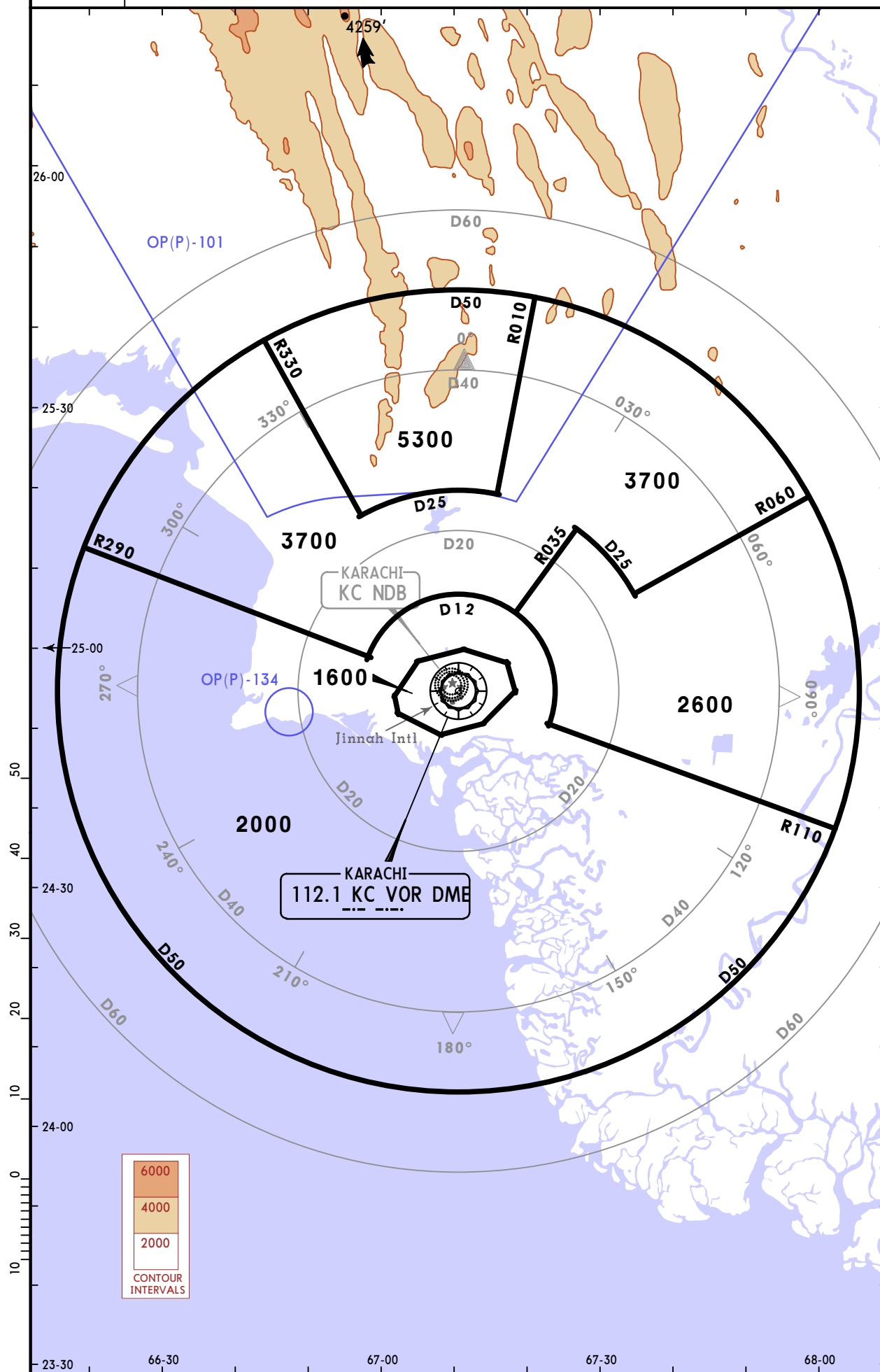
JEPPESEN
6 NOV 15 **(10-1R)** Eff 12 Nov

KARACHI, PAKISTAN

RADAR MINIMUM ALTITUDES

Apt Elev
100'

Alt Set: hPA (IN on request)
Trans level: FL50 Trans alt: 3000'



CHANGES: Sector boundaries revised.

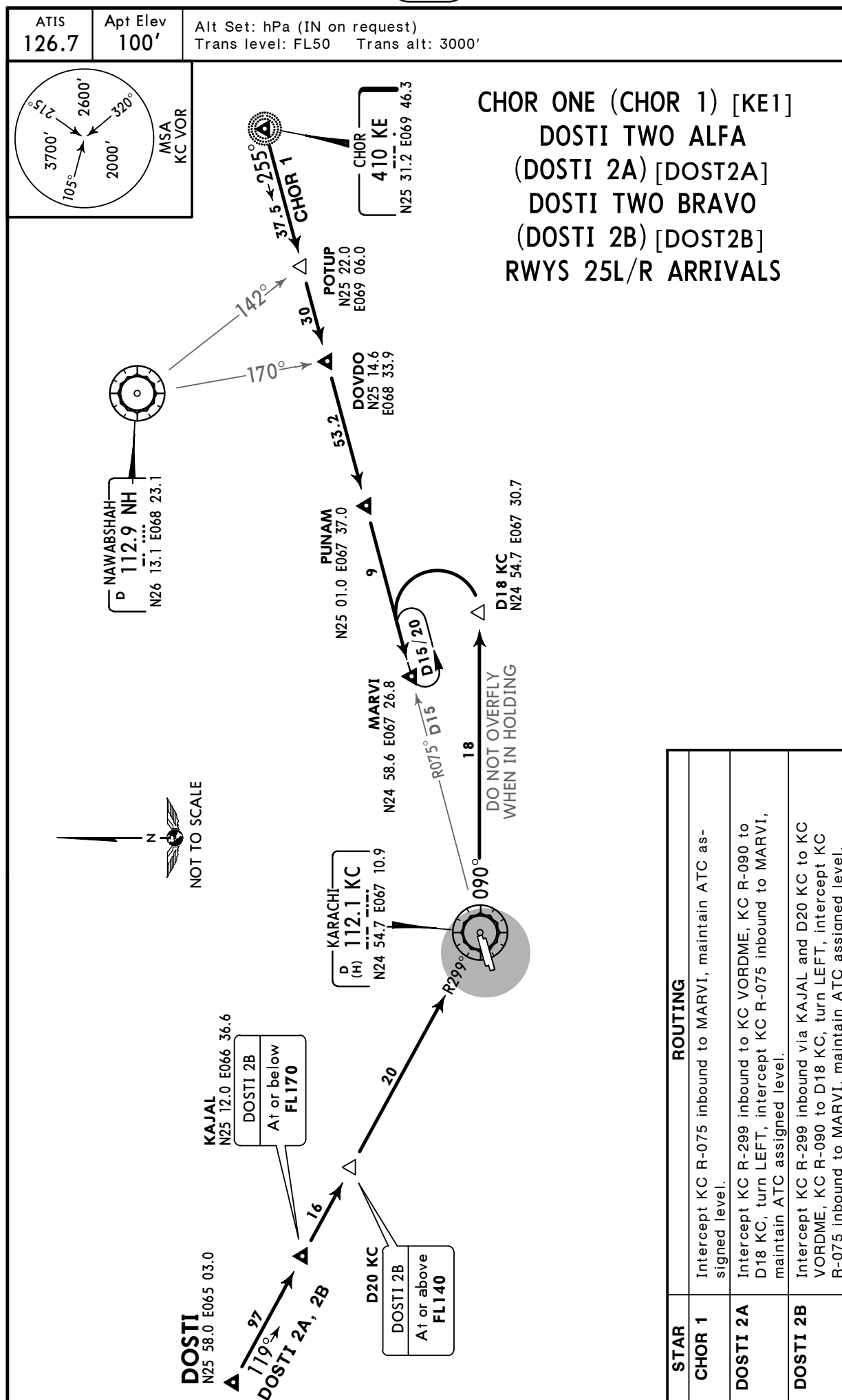
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OPKC/KHI
JINNAH INTL

JEPPESSEN
 19 JUN 15 **10-2** Eff 25 Jun

KARACHI, PAKISTAN

STAR



OPKC/KHI
JINNAH INTL

JEPPESSEN
19 JUN 15 **10-2A** Eff 25 Jun

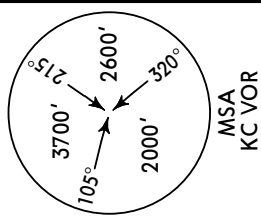
KARACHI, PAKISTAN

STAR

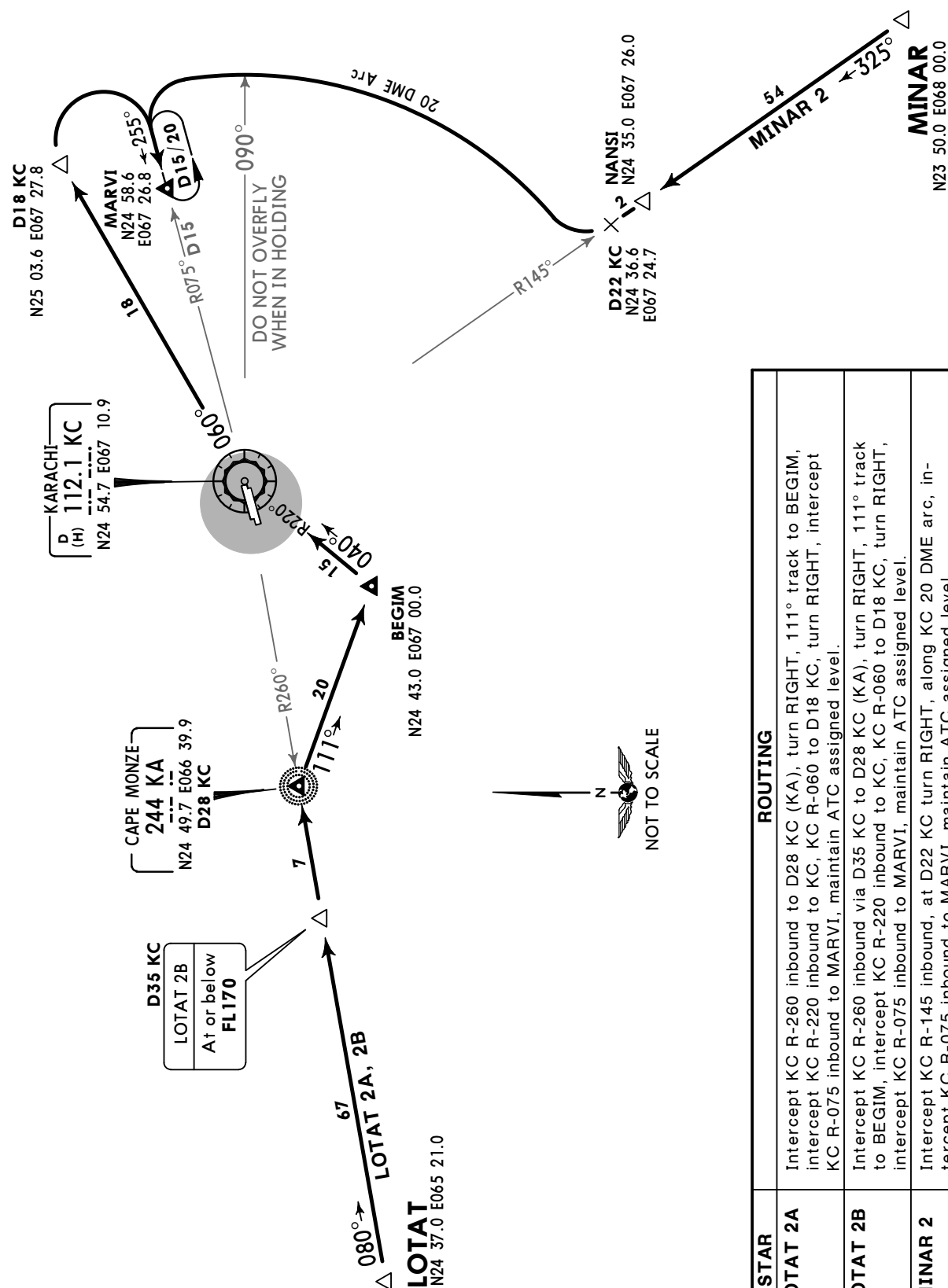
ATIS
126.7

Apt Elev
100'

Alt Set: hPa (IN on request)
Trans level: FL50 Trans alt: 3000'



LOTAT TWO ALFA (LOTAT 2A) [LOTA2A]
LOTAT TWO BRAVO (LOTAT 2B) [LOTA2B]
MINAR TWO (MINAR 2)
RWYS 25L/R ARRIVALS



STAR	ROUTING
LOTAT 2A	Intercept KC R-260 inbound to D28 KC (KA), turn RIGHT, 111° track to BEGIM, intercept KC R-220 inbound to KC, KC R-060 to D18 KC, turn RIGHT, intercept KC R-075 inbound to MARVI, maintain ATC assigned level.
LOTAT 2B	Intercept KC R-260 inbound via D35 KC to D28 KC (KA), turn RIGHT, 111° track to BEGIM, intercept KC R-220 inbound to KC, KC R-060 to D18 KC, turn RIGHT, intercept KC R-075 inbound to MARVI, maintain ATC assigned level.
MINAR 2	Intercept KC R-145 inbound, at D22 KC turn RIGHT, along KC 20 DME arc, intercept KC R-075 inbound to MARVI, maintain ATC assigned level.

OPKC/KHI
JINNAH INTL

JEPPESEN
24 APR 15 **(10-2B)** **Eff 30 Apr**

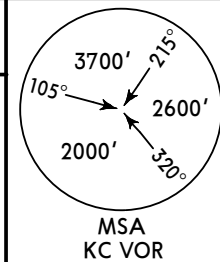
KARACHI, PAKISTAN

STAR

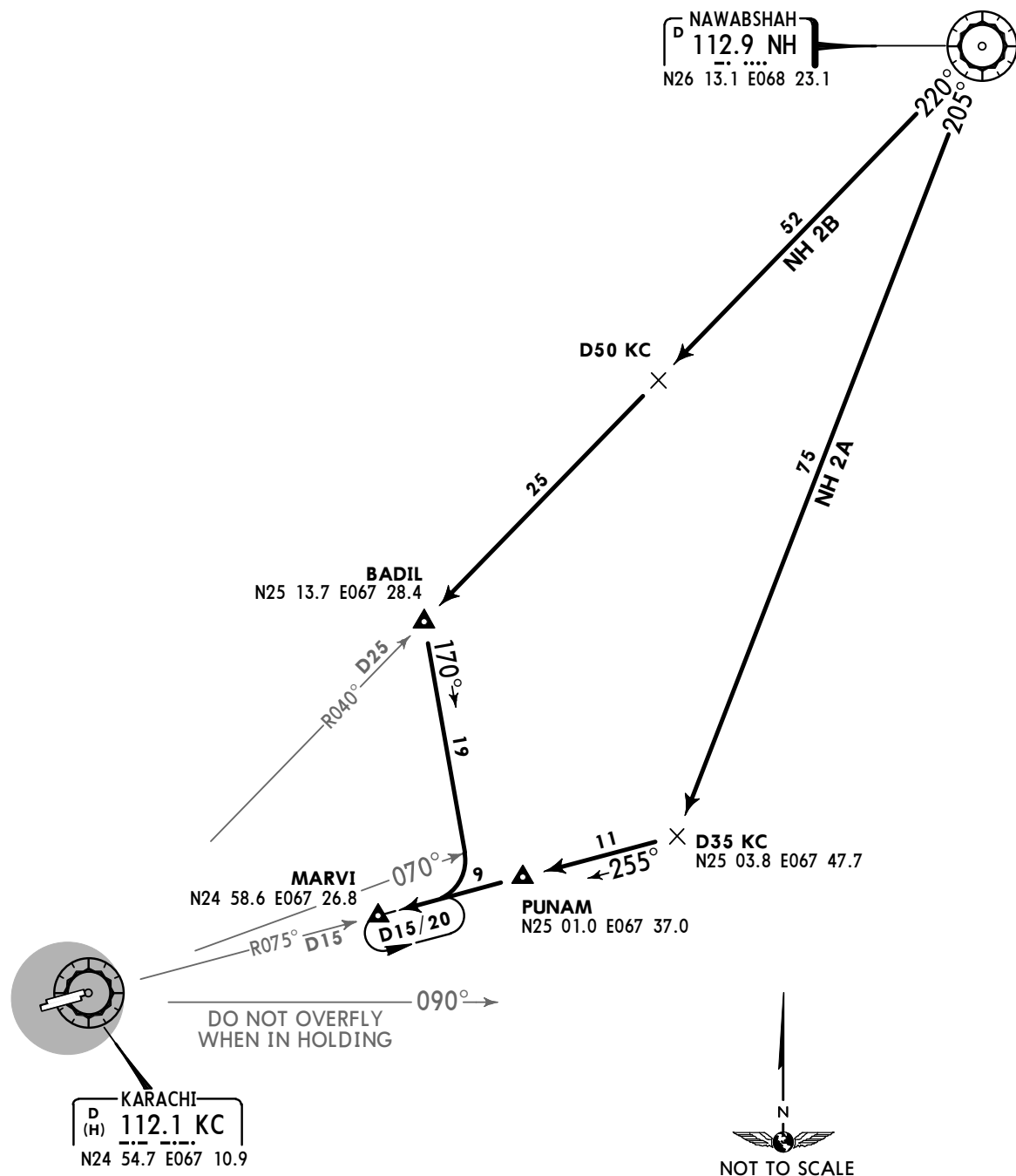
ATIS
126.7

Apt Elev
100'

Alt Set: hPa (IN on request)
Trans level: FL50 Trans alt: 3000'



NAWABSHAH TWO ALFA (NH 2A)
NAWABSHAH TWO BRAVO (NH 2B)
RWYS 25L/R ARRIVALS



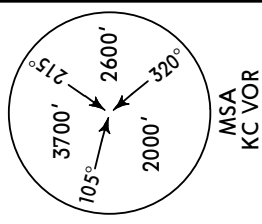
STAR	ROUTING
NH 2A	On NH R-205, intercept KC R-075 inbound to MARVI, maintain ATC assigned FL/altitude.
NH 2B	On NH R-220, at D50 KC intercept KC R-040 inbound to BADIL, turn LEFT, 170° track, when passing KC R-070 turn RIGHT, intercept KC R-075 inbound to MARVI, maintain ATC assigned FL/altitude.

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JINNAH INTL

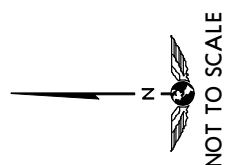
JEPPESEN
24 APR 15 **10-2C** Eff 30 Apr

KARACHI, PAKISTAN
RNAV STAR

ATIS **126.7** Apt Elev **100'**
Alt Set: hPa (IN on request)
Trans level: FL50 Trans alt: 3000'



DOSTI ONE CHARLIE (DOSTI 1C) [DOST1C]
LATEM ONE ALFA (LATEM 1A) [LATE1A]
RWY 07R RNAV ARRIVALS
RNP-1



KARACHI
D (H) 112.1 KC
N24 54.7 E067 10.9



NUMRA
N24 46.0 E066 30.0
MAX 230 KT

Direct distance to
Jinnah Intl Apt from:
NUMRA 37NM

DOSTI
N25 58.0 E065 03.0

106.6
DOSTI 1C

FL90
269°
-089°

92.4
LATEM 1A

LATEM
N24 31.7 E064 49.7

STAR	ROUTING
DOSTI 1C	DOSTI - NUMRA (K230-).
LATEM 1A	LATEM - NUMRA (K230-).

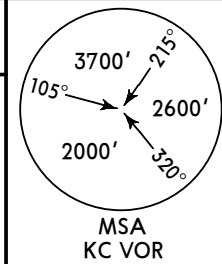
OPKC/KHI
JINNAH INTL

JEPPESEN
19 JUN 15 **10-3** **Eff 25 Jun**

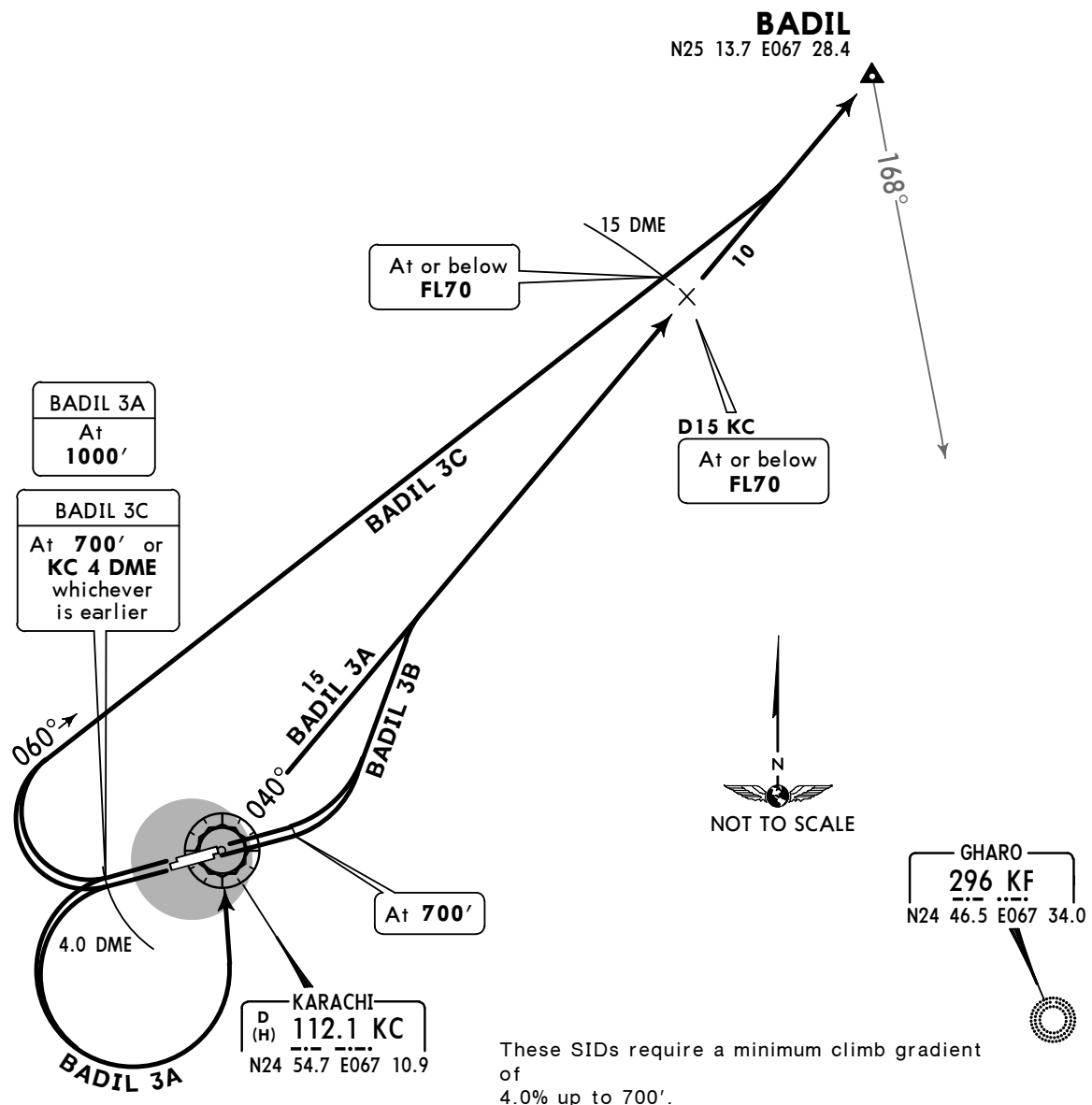
KARACHI, PAKISTAN

SID

Apt Elev
100' Trans level: FL50 Trans alt: 3000'



BADIL THREE ALFA (BADIL 3A) [BADI3A]
BADIL THREE BRAVO (BADIL 3B) [BADI3B]
BADIL THREE CHARLIE (BADIL 3C) [BADI3C]
RWYS 25L/R, 07L/R DEPARTURES



These SIDs require a minimum climb gradient of 4.0% up to 700'.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

NOISE ABATEMENT PROCEDURES

No RIGHT turn shall be made by aircraft departing from runway 25R/L between 1900-2400Z. Commensurate with safety, aircraft are required to use such engine thrust settings on departure which generate minimum noise climb up to approximately 1500'.

SID	RWY	ROUTING
BADIL 3A	25L/R	Climb straight ahead until passing 1000', turn LEFT to KC, KC R-040 to BADIL.
BADIL 3B	07L/R	Climb straight ahead until passing 700', turn LEFT, intercept KC R-040 to BADIL.
BADIL 3C	25L/R	Climb straight ahead until passing 700' or KC 4.0 DME, whichever is earlier, turn RIGHT, 060° track, intercept KC R-040 to BADIL.

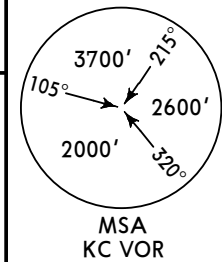
OPKC/KHI
JINNAH INTL

JEPPESEN
19 JUN 15 **(10-3A)** **Eff 25 Jun**

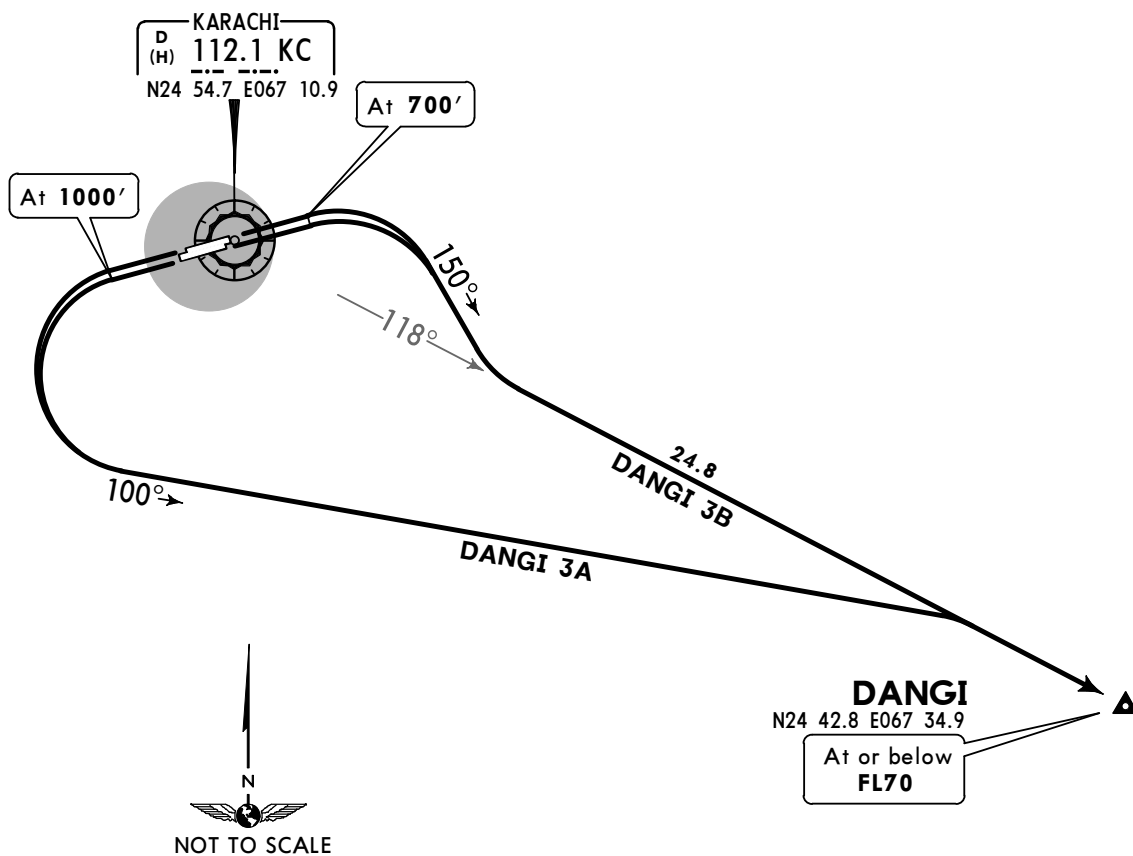
KARACHI, PAKISTAN

SID

Apt Elev
100' Trans level: FL50 Trans alt: 3000'



DANGI THREE ALFA (DANGI 3A) [DANG3A]
DANGI THREE BRAVO (DANGI 3B) [DANG3B]
RWYS 25L/R, 07L/R DEPARTURES



These SIDs require a minimum climb gradient
of
4.0% up to 700'.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

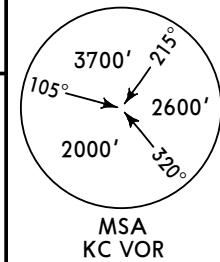
NOISE ABATEMENT PROCEDURES

Commensurate with safety, aircraft are required to use such engine thrust settings on departure which generate minimum noise climb up to approximately 1500'.

SID	RWY	ROUTING
DANGI 3A	25L/R	Climb straight ahead until passing 1000', turn LEFT, 100° track, intercept KC R-118 to DANGI.
DANGI 3B	07L/R	Climb straight ahead until passing 700', turn RIGHT, 150° track, intercept KC R-118 to DANGI.

OPKC/KHI
JINNAH INTL**JEPPESSEN**
19 JUN 15 **(10-3B)** **Eff 25 Jun****KARACHI, PAKISTAN****SID**Apt Elev
100'

Trans level: FL50 Trans alt: 3000'

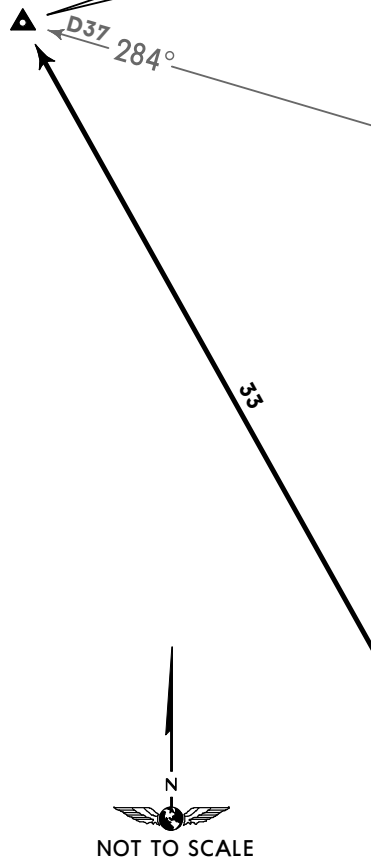


MELOM THREE ALFA (MELOM 3A) [MELO3A]
MELOM THREE BRAVO (MELOM 3B) [MELO3B]
MELOM THREE DELTA (MELOM 3D) [MELO3D]
MELOM THREE ECHO (MELOM 3E) [MELO3E]
RWYS 25L/R, 07L/R DEPARTURES

MELOM

N25 03.6 E066 31.6

MELOM 3B, 3E

At or below
FL170

KARACHI
 D (H) **112.1 KC**
 N24 54.7 E067 10.9

At 700'

At 1000'

MELOM 3A, 3B

MELOM 3D, 3E

BEGIM

N24 43.0 E067 00.0

At or above
FL50

These SIDs require a minimum climb gradient
of
4.0% up to 700'.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

Direct distance from
Jinnah Intl Apt to:
BEGIM 14NM

NOISE ABATEMENT PROCEDURES

Commensurate with safety, aircraft are required to use such engine thrust settings on departure which generate minimum noise climb up to approximately 1500'.

SID	RWY	ROUTING
MELOM 3A	25L/R	Climb straight ahead until passing 1000', turn LEFT, 200° track, intercept KC R-220 to BEGIM, turn RIGHT, 308° track, intercept KC R-284 at MELOM.
MELOM 3B		
MELOM 3D	07L/R	Climb straight ahead until passing 700', turn RIGHT, 240° track, intercept KC R-220 to BEGIM, turn RIGHT, 308° track, intercept KC R-284 at MELOM.
MELOM 3E		

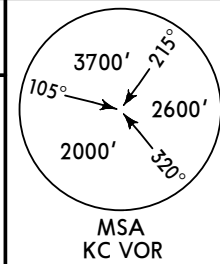
OPKC/KHI
JINNAH INTL

JEPPESEN
19 JUN 15 **(10-3C)** **Eff 25 Jun**

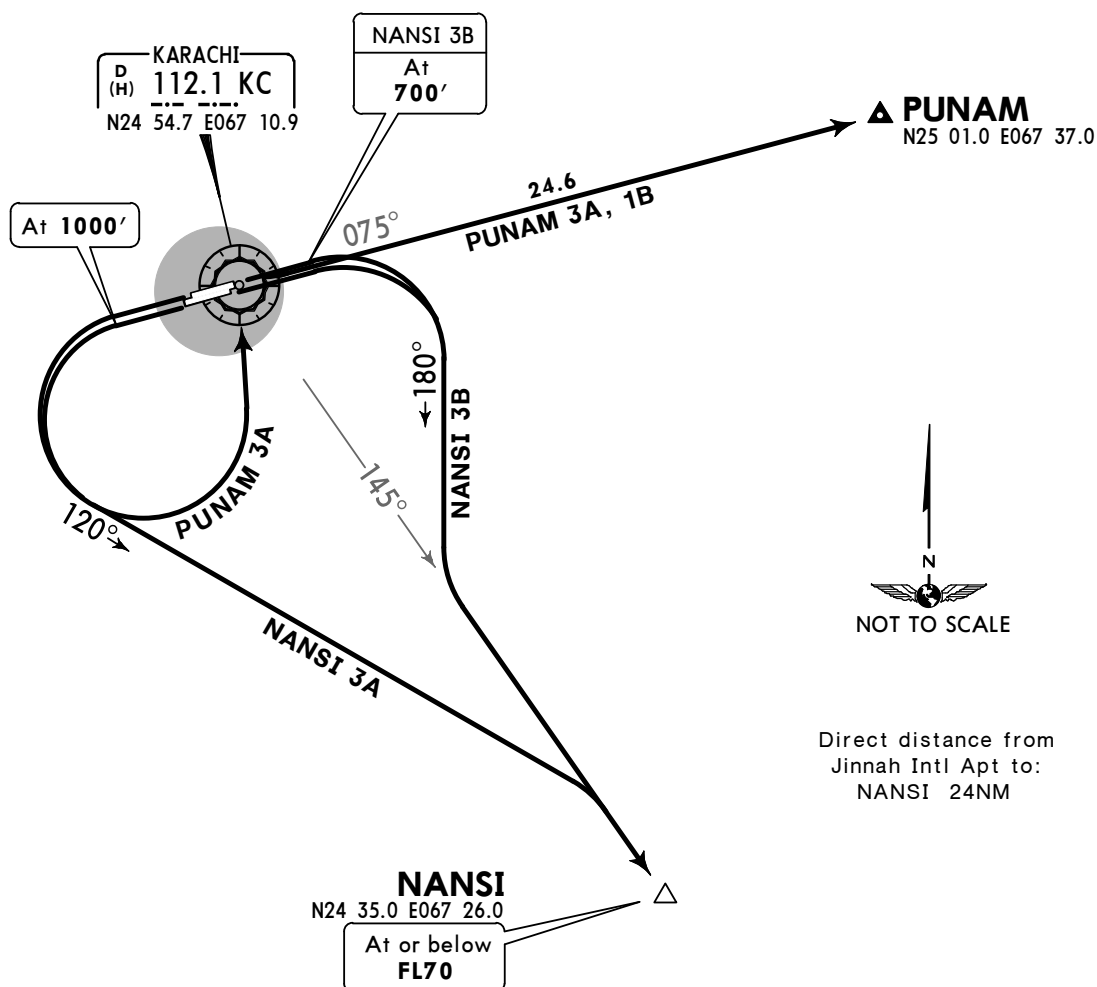
KARACHI, PAKISTAN

SID

Apt Elev
100' Trans level: FL50 Trans alt: 3000'



NANSI THREE ALFA (NANSI 3A) [NANS3A]
NANSI THREE BRAVO (NANSI 3B) [NANS3B]
PUNAM THREE ALFA (PUNAM 3A) [PUNA3A]
PUNAM ONE BRAVO (PUNAM 1B) [PUNA1B]
RWYS 25L/R, 07L/R DEPARTURES



These SIDs require a minimum climb gradient
of
4.0% up to 700'.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

NOISE ABATEMENT PROCEDURES

Commensurate with safety, aircraft are required to use such engine thrust settings on departure which generate minimum noise climb up to approximately 1500'.

SID	RWY	ROUTING
NANSI 3A	25L/R	Climb straight ahead until passing 1000', turn LEFT, 120° track, intercept KC R-145 to NANSI.
NANSI 3B	07L/R	Climb straight ahead until passing 700', turn RIGHT, 180° track, intercept KC R-145 to NANSI.
PUNAM 3A	25L/R	Climb straight ahead until passing 1000', turn LEFT to KC, KC R-075 to PUNAM, maintain last assigned flight level.
PUNAM 1B	07L/R	Intercept KC R-075 to PUNAM, maintain last assigned flight level.

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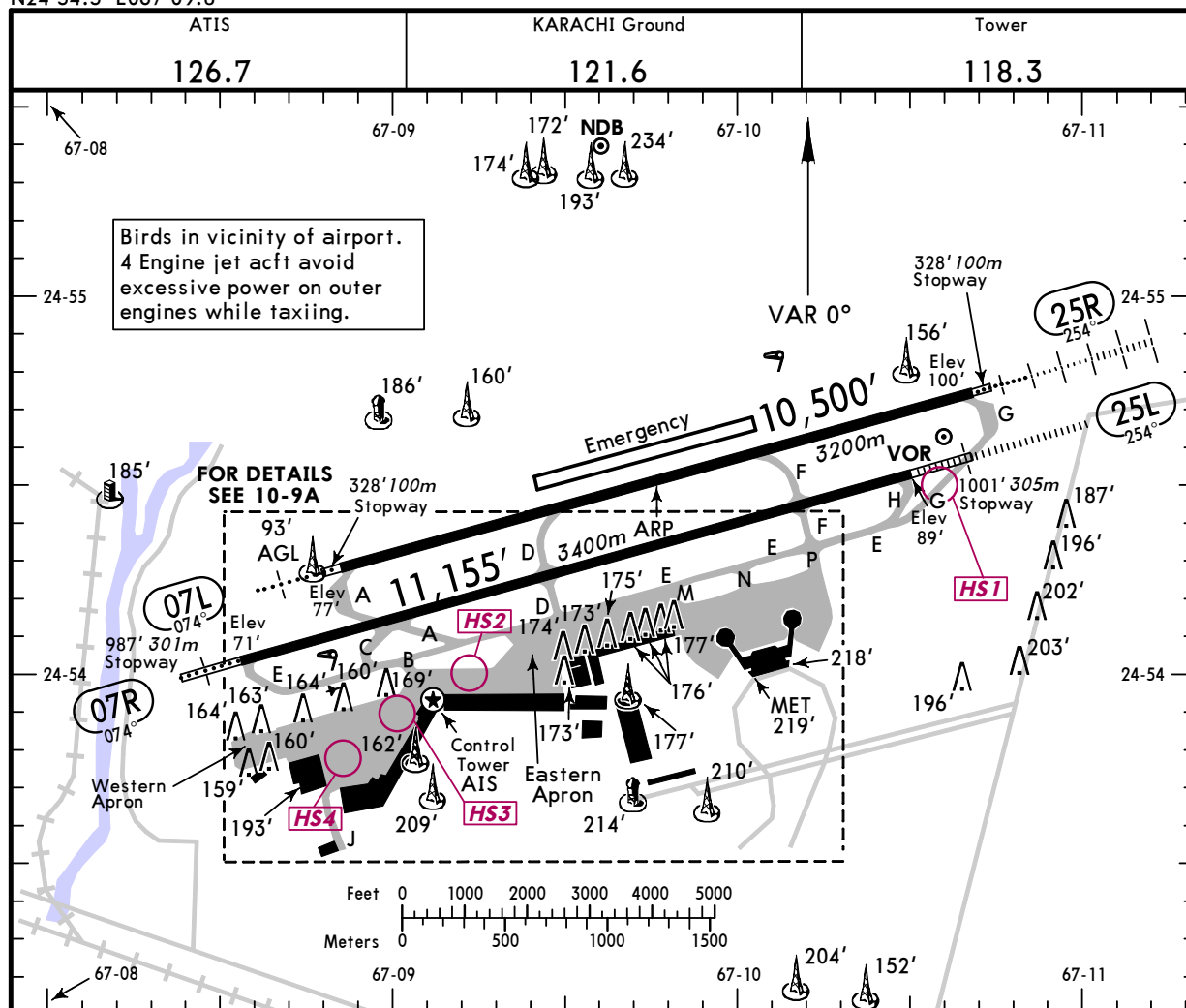
Apt Elev **100'**
N24 54.5 E067 09.8



8 AUG 14 (10-9)

KARACHI, PAKISTAN

JINNAH INTL



ADDITIONAL RUNWAY INFORMATION

				USABLE LENGTHS		TAKE-OFF	WIDTH
				Threshold	Glide Slope		
07L	HIRL (60m)	HIALS REIL PAPI-L (3.00°)	RVR				150'
25R	HIRL (60m)	HIALS PAPI-L (3.00°)	RVR		9588' 2922m		46m
07R	HIRL (60m)	CL (30m) HIALS PAPI (2.91°)					148'
25L	HIRL (60m)	CL (30m) HIALS SFL TDZ PAPI (2.98°)			9818' 2993m		45m

RUNWAY INCURSION HOT SPOTS

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

- HS1** When directed to Rwy 25R holding position at Twy G then be aware at Twy G crossing of undershoot of Rwy 25L.
- HS2** Exercise CAUTION for acft parked on stand 64 and the opposite vehicular traffic approaching from 90° blind turn.
- HS3** Exercise CAUTION for opposite vehicular traffic approaching from 90° blind turn.
- HS4** Acft taxiing in/out from GA hangar to exercise CAUTION while crossing vehicular traffic on taxiway J from PIA Line Maintenance to wide body hangar and vice versa.

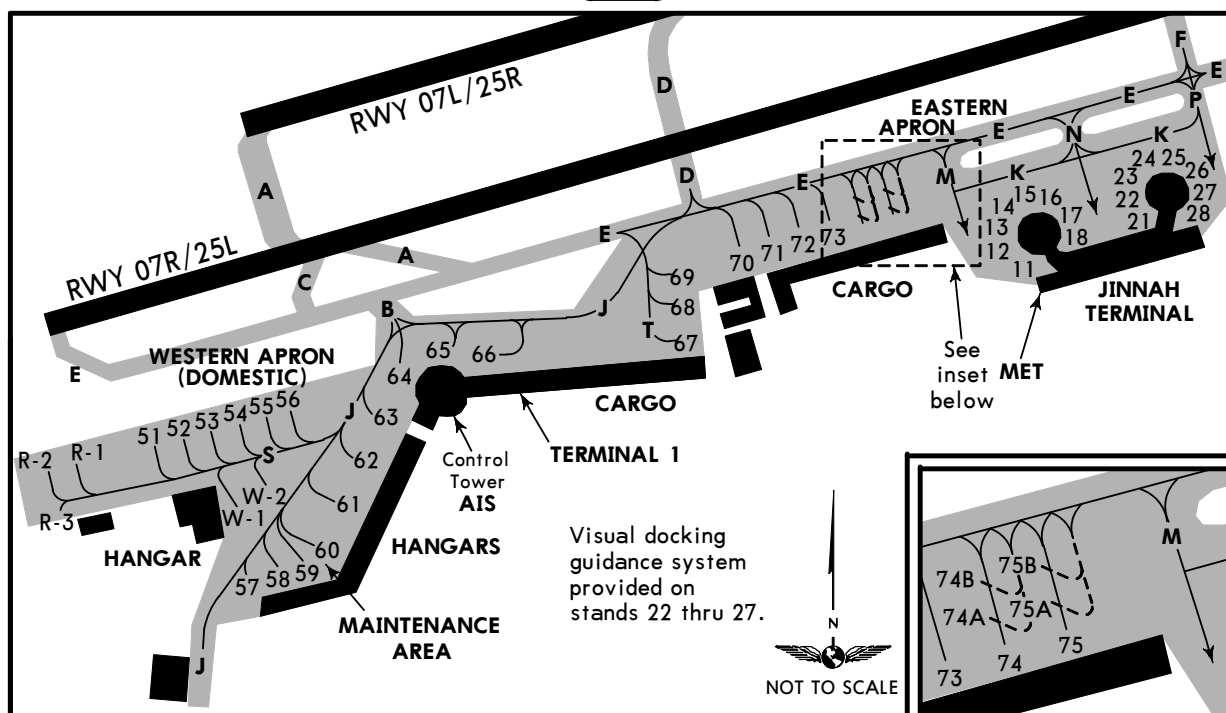
JAR-OPS

TAKE-OFF 1

	Rwy 07R/25L LVP must be in Force RL & CL	LVP must be in Force RCLM (DAY only) or RL	All Rwys RCLM (DAY only) or RL	NIL (DAY only)
A	200m	250m	400m	500m
B				
C				
D	250m	300m		

1 Operators applying U.S. Ops Specs: CL required below 300m.

OPKC/KHI

8 AUG 14 **(10-9A)****KARACHI, PAKISTAN**
JINNAH INTL

On taxiway J taxiing up to A310 only. Towing of B747 and B777 only with wing walkers from ABEAM Control Tower to Western dispersal area and vice versa whenever code E acft parked on stands 61 and 62.

INS COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
11	N24 54.1 E067 10.0	74	68	N24 54.0 E067 09.5	71
12	N24 54.1 E067 09.9	74	69	N24 54.1 E067 09.5	71
13, 14	N24 54.1 E067 09.9	73	70	N24 54.1 E067 09.5	73
15 thru 17	N24 54.1 E067 10.0	73	71	N24 54.1 E067 09.6	73
18	N24 54.1 E067 10.0	74	72	N24 54.1 E067 09.6	74
21, 22	N24 54.1 E067 10.1	74	73	N24 54.1 E067 09.7	75
23, 24	N24 54.2 E067 10.1	73	74	N24 54.1 E067 09.7	76
25	N24 54.2 E067 10.2	72	74A	N24 54.2 E067 09.7	-
26	N24 54.2 E067 10.2	73	74B	N24 54.2 E067 09.7	77
27	N24 54.1 E067 10.2	73	75	N24 54.2 E067 09.8	-
28	N24 54.1 E067 10.2	74	75A	N24 54.1 E067 09.7	76
51, 52	N24 53.9 E067 08.7	63	75B	N24 54.2 E067 09.7	77
53	N24 53.9 E067 08.8	62	R-1	N24 53.9 E067 08.6	-
54	N24 53.9 E067 08.8	61	R-2, R-3	N24 53.8 E067 08.6	-
55, 56	N24 53.9 E067 08.9	59	W-1	N24 53.8 E067 08.8	-
57	N24 53.7 E067 08.9	58	W-2	N24 53.8 E067 08.9	-
58	N24 53.8 E067 08.9	59			
59	N24 53.8 E067 09.0	60			
60	N24 53.8 E067 09.0	61			
61	N24 53.8 E067 09.0	62			
62	N24 53.9 E067 09.0	63			
63, 64	N24 53.9 E067 09.1	64			
65	N24 54.0 E067 09.1	65			
66	N24 54.0 E067 09.1	66			
67	N24 54.0 E067 09.5	70			

OPKC/KHI


JEPPESEN
29 APR 16 (10-9B)
KARACHI, PAKISTAN
JINNAH INTL**TAXIING TO AND FROM STANDS**

1. General Aviation acft while taxiing from and to the GA parking area may be provided assistance from the "FOLLOW ME" vehicle, if available, up to the Western apron limit.
2. Pilots of GA acft are advised to remain extremely careful while taxiing through the road and the Western Jet apron.

**START-UP/PUSH-BACK & TAXI PROCEDURES
FOR TURBO-JET & TURBO-PROP AIRCRAFT**

1. Departing acft shall contact KARACHI Ground for push-back/start-up approval 5 minutes before ready. Expect ATC clearance together with start-up approval.
2. Start-up approval will remain valid for 5 minutes. In case of delay new approval shall be obtained.
3. When ready for push-back contact KARACHI Ground for taxi instructions.
4. Expect instructions to contact KARACHI Tower on approaching rwy and change frequency without delay when advised to do so.
5. Break Away Points (BAPs) have been marked on taxiways at Jinnah Terminal for positioning of aircraft nose-wheel before commencing taxi under its own power.

The markings (only on taxiways M, N & P) of BAPs are as follows:

Triangle: For B747
Circle: For other aircraft.

Parking stand	Instructions
11	Push-back/pull forward to appropriate BAP on twy M, then start engines.
12, 13	Push-back/pull forward to appropriate BAP on twy M. May start one engine only on idle power and rest at BAP.
14, 15	Push-back/pull forward on twy K facing West. May start one engine only on idle power and rest at BAP.
16, 23 thru 25	Push-back/pull forward on twy K with nose-wheel aligned East or West subject to rwy in use. May start one engine only on idle power and rest at BAP.
17, 22	Push-back/pull forward to BAP on twy N, then start engines.
18, 21	Push-back/pull forward on twy K with nose-wheel aligned East or West subject to rwy in use, then start engines.
26, 27	Push-back/pull forward on appropriate BAP on twy P. May start one engine only on idle power and rest at BAP.
28	Push-back/pull forward on appropriate BAP on twy P, then start engines.
51 thru 69	May start engines on idle power only. Push-back/pull forward for positioning on taxilane, then taxi.
70 thru 76	May start engines on idle power only. Push-back until twy E with nose-wheel aligned East or West subject to rwy in use.

OPKC/KHI


JEPPESEN
29 APR 16 (10-9C)

KARACHI, PAKISTAN
JINNAH INTL

VISUAL DOCKING GUIDANCE SYSTEM FOR JINNAH TERMINAL GATES

1. GUIDANCE SYSTEM

-IDENTIFICATION BOARD

Indicating bay designator number.

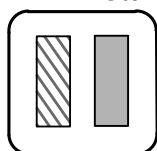
-CENTERLINE GUIDANCE SYSTEM

A red/green light system to guide along the stand centerline intended as a "back-up" to the stand centerline marking. It does not provide stopping signal.

-AGNIS - AZIMUTH GUIDANCE FOR NOSE-IN STANDS (11 to 28)

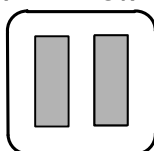
It consists of a unit emitting red and/or green light signals, mounted on the right side of the identification board in front of the terminal building, aligned for interpretation by the pilot in the left-hand seat. The signals are to be interpreted as follows:

RED GREEN



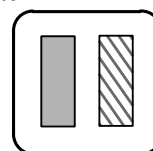
LEFT of centerline.
Turn towards GREEN.
(RIGHT)

GREEN GREEN



Aircraft on centerline.

GREEN RED



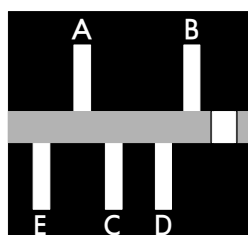
RIGHT of centerline.
Turn towards GREEN.
(LEFT)

CAUTION: In case of AGNIS failure wait for marshalling service.

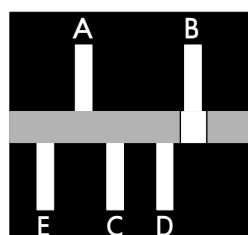
2. STOPPING GUIDANCE SYSTEM (SGS)

The unit consists of a reference board that is fixed on the left-hand side of the identification board in front of the terminal building. This board consists of different illuminated vertical slots on the upper and lower side of the board. A yellow fluorescent vertical slot in the middle of the board appears to be moving with the aircraft taxiing into the stand. Correct position is reached when the moving slot registers in line with the appropriate vertical reference mark according to acft groups.

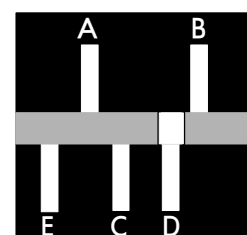
CAUTION: Do not over taxi the stopping position. Acft not included in groups A, B, C, D and E should request Tower for marshalling service.



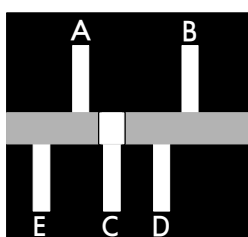
All groups:
Continue taxiing.



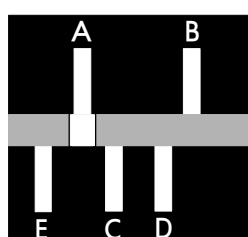
Group B: STOP.
All others: Continue.



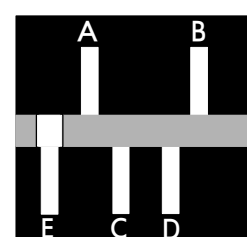
Group D: STOP.
Group A, C & E: Continue.



Group C: STOP.
Group A & E: Continue.



Group A: STOP.
Group E: Continue.



Group E: STOP.

Group A: B747 except B747 SP

Group B: B737, B727

Group C: B767, DC10, A300, L1011, IL62, IL86, IL11

Group D: A310, A319, A320,
A321, B747 SP

Group E: B777, A340, A330-200,
A330-300

OPKC/KHI

JEPPESEN
 18 MAR 16
 Eff 31 Mar **10-9S**
Standard
KARACHI, PAKISTAN
 JINNAH INTL

STRAIGHT-IN RWY		A	B	C	D
07L	SRA	430' (353') R1800m	430' (353') R1800m	430' (353') R1800m	430' (353') R1800m
	ALS out	R1800m	R1800m	R2000m	R2000m
	RNAV ①	620' (543') R1500m	620' (543') R1500m	620' (543') C2100m	620' (543') C2100m
	ALS out	R1500m	R1500m	C2400m	C2400m
07R	RNAV ①	620' (549') R1500m	620' (549') R1500m	620' (549') C2300m	620' (549') C2300m
	ALS out	R1500m	R1500m	C2400m	C2400m
25L	ILS	300' (211') R600m	300' (211') R600m	318' (229') R600m	318' (229') R600m
	FULL	R750m	R750m	R750m	R750m
	Limited	R1200m	R1200m	R1200m	R1200m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ①	480' (391') R1100m	480' (391') R1100m	480' (391') R1100m	480' (391') R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR Z ①	500' (411') R1200m	500' (411') R1200m	500' (411') R1200m	500' (411') R1400m
	ALS out	R1500m	R1500m	R1900m	R2000m
	VOR Y ①②	500' (411') R1200m	500' (411') R1200m	500' (411') R1200m	500' (411') R1400m
	ALS out	R1500m	R1500m	R1900m	R2000m
	VOR Y ③	550' (461') R1700m	550' (461') R1700m	550' (461') R1900m	550' (461') R1900m
	ALS out	C2400m	C2400m	C2600m	C2600m

- ① Continuous Descent Final Approach.
 ② with DME.
 ③ w/o DME.

OPKC/KHI

JEPPESEN
 18 MAR 16
 Eff 31 Mar **(10-9S1)**
Standard
KARACHI, PAKISTAN
 JINNAH INTL

STRAIGHT-IN RWY		A	B	C	D
25R	ILS Z/Y	300' (200')	300' (200')	318' (218')	318' (218')
	FULL	R550m	R550m	R600m	R600m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC Z/Y ❶	470' (370')	470' (370')	470' (370')	470' (370')
		R1000m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR Z ❶	500' (400')	500' (400')	500' (400')	500' (400')
		R1100m	R1100m	R1100m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR Y ❶❷	500' (400')	500' (400')	500' (400')	500' (400')
		R1100m	R1100m	R1100m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR Y ❸	550' (450')	550' (450')	550' (450')	550' (450')
		R1600m	R1600m	R1800m	R1800m
	ALS out	C2300m	C2300m	C2500m	C2500m
	SRA	450' (350')	450' (350')	450' (350')	450' (350')
		R1800m	R1800m	R1800m	R1800m
	ALS out	R1800m	R1800m	R2000m	R2000m

❶ Continuous Descent Final Approach.

❷ with DME.

❸ w/o DME.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	750' (650')	750' (650')	890' (790')	890' (790')
	V1500m ❹	V1600m ❹	V2400m ❹	V3600m

❹ or higher minimums of preceding straight-in approach.

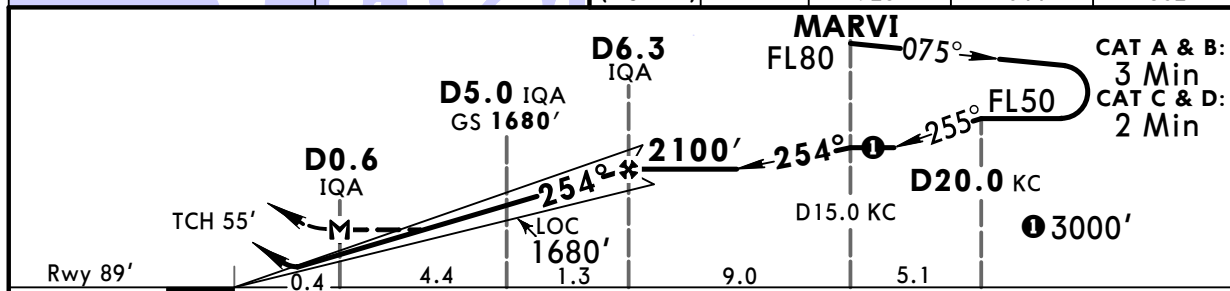
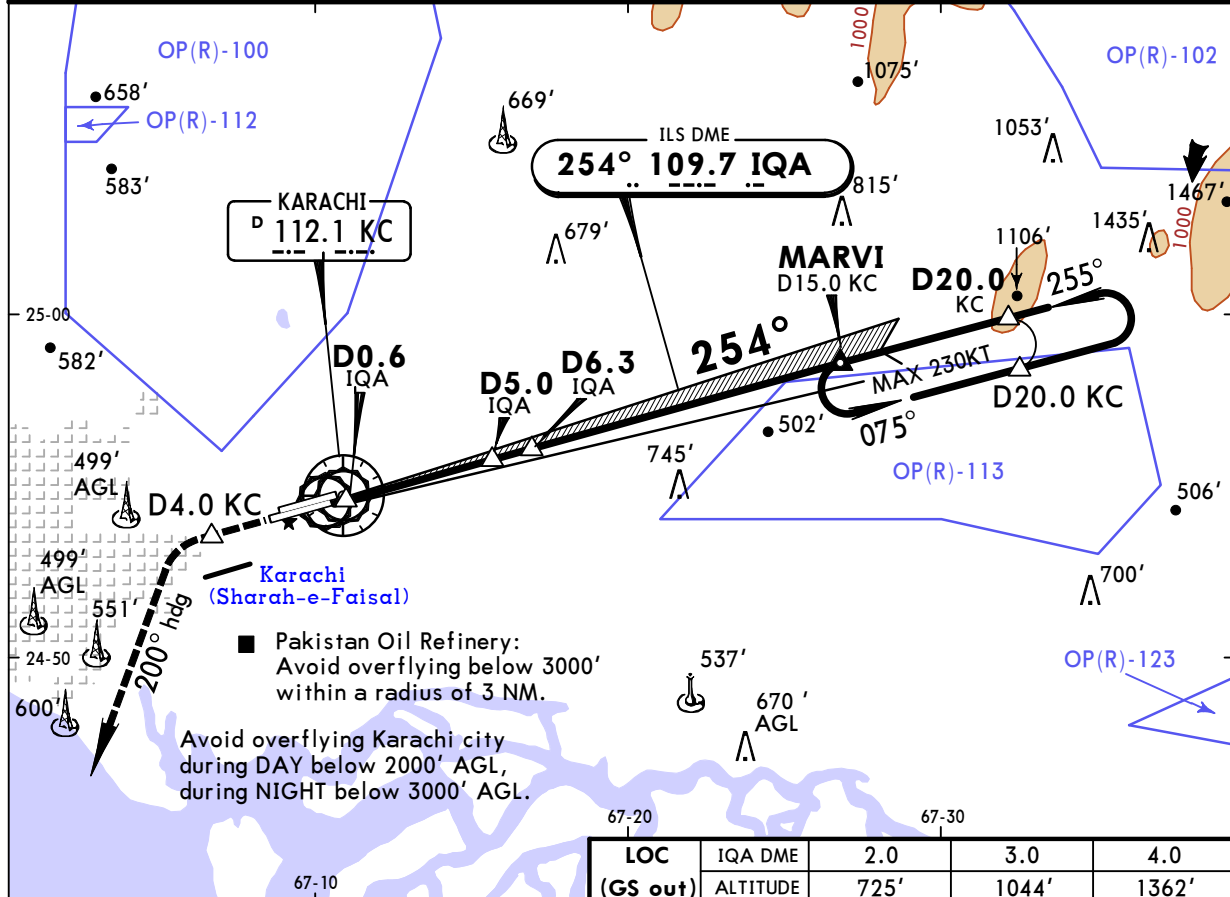
TAKE-OFF RWY 07L/R, 25L/R

LVP must be in Force			
RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	200m	250m	400m
B			
C			
D	250m	300m	500m

OPKC/KHI
JINNAH INTLJEPPesen
7 AUG 15 (11-1) Eff 20 AugKARACHI, PAKISTAN
ILS or LOC Rwy 25L

BRIEFING STRIP

ATIS 126.7		KARACHI Approach 125.5		KARACHI Tower 118.3		Ground 121.6	
LOC IQA 109.7	Final Apch Crs 254°	GS D5.0 IQA 1680' (1591')	ILS DA(H) Refer to Minimums	Apt Elev 100' Rwy 89'		 MSA KC VOR	
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 KC or 1000', then turn LEFT onto heading 200° climbing to 2000' and contact ATC.							
Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: FL 50 Trans alt: 3000' 1. VOR and DME required. 2. CAUTION: Do not mistake KARACHI (Sharah-e-Faisal) for KARACHI (Jinnah Intl) with similar runway alignment.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI		D4.0 KC	1000'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849		↑	↑
MAP at D0.6 IQA										

JAR-OPS				STRAIGHT-IN LANDING RWY 25L				CIRCLE-TO-LAND			
ILS				LOC (GS out)							
DA(H) AB: 300' (211') CD: 318' (229')				MDA(H) 480' (391')							
FULL		ALS out		ALS out				Max Kts	MDA(H)	VIS	
A				RVR 900m		RVR 1500m		100	750' (650')	1500m	
B				RVR 1000m		RVR 1800m		135	750' (650')	1600m	
C	RVR 600m		RVR 1000m					180	890' (790')	2400m	
D				RVR 1400m		RVR 2000m		205	890' (790')	3600m	

OPKC/KHI
JINNAH INTL

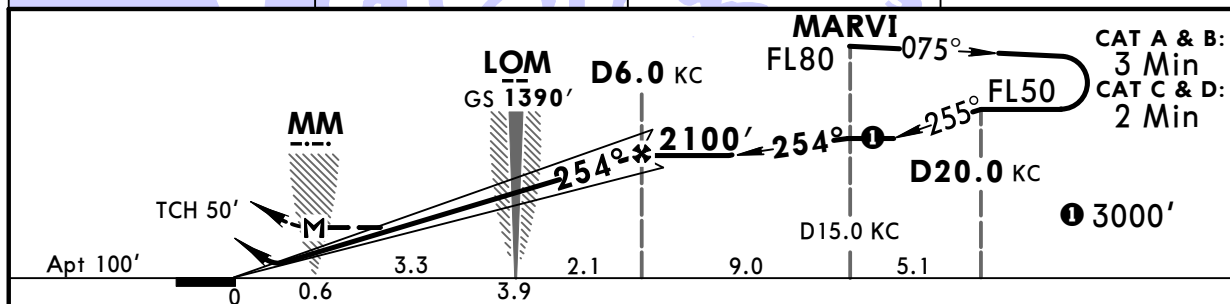
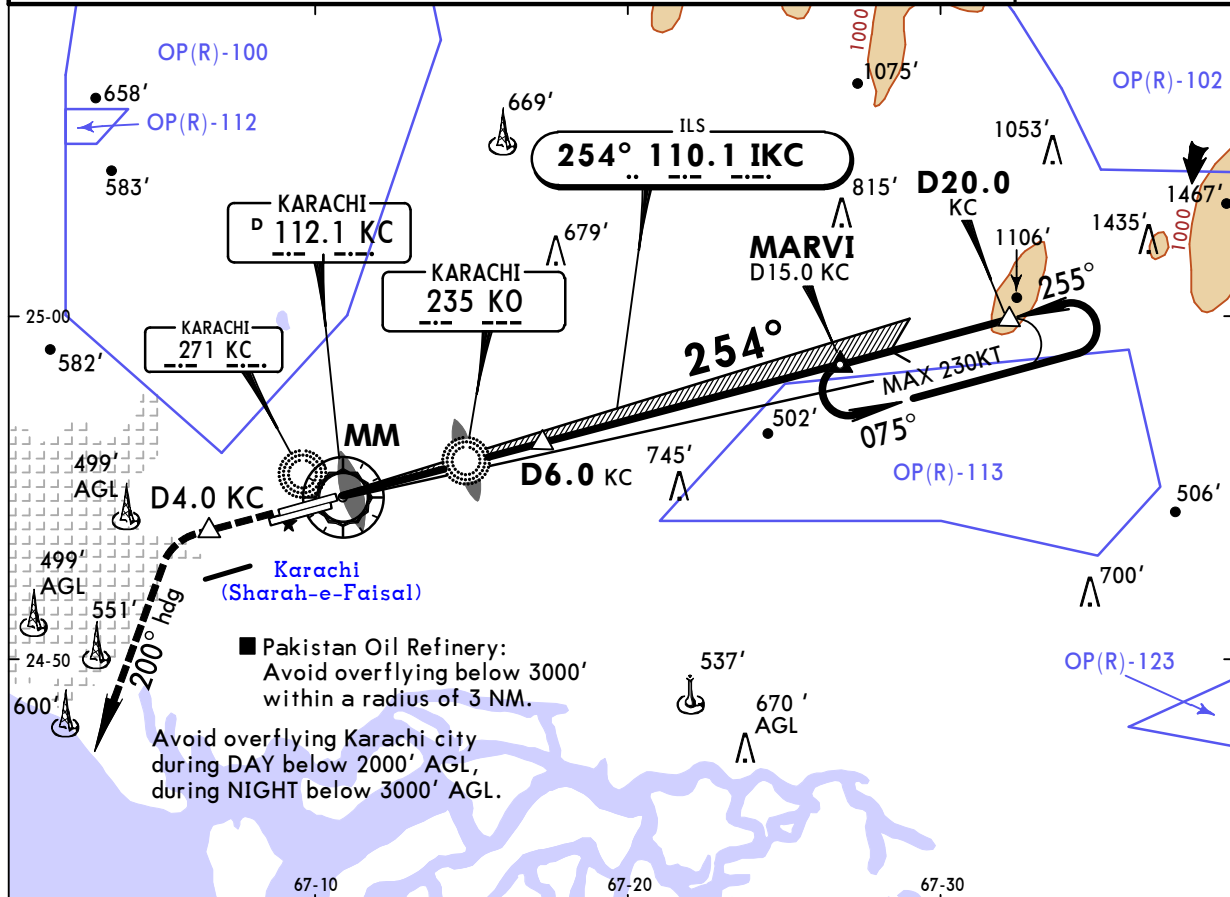
JEPPesen

7 AUG 15 (11-2) Eff 20 Aug

KARACHI, PAKISTAN
ILS Z Rwy 25R

BRIEFING STRIP

ATIS		KARACHI Approach		KARACHI Tower		Ground
126.7		125.5		118.3		121.6
LOC IKC 110.1	Final Apch Crs 254°	GS LOM 1390' (1290')	ILS DA(H) Refer to Minimums	Apt Elev 100'		 MSA KC VOR
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 KC or 1000', then turn LEFT onto heading 200° climbing to 2000' and contact ATC.						
Alt Set: hPa (IN on req) Apt Elev: 4 hPa Trans level: FL 50 Trans alt: 3000'						
1. VOR and DME required.						
2. CAUTION: Do not mistake KARACHI (Sharah-e-Faisal) for KARACHI (Jinnah Intl) with similar runway alignment.						



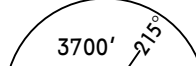
Gnd speed-Kts	70	90	100	120	140	160	HIALS	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	
MAP at MM								

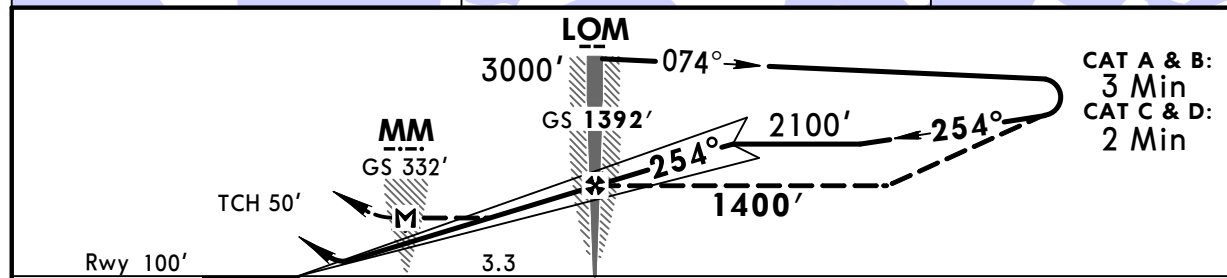
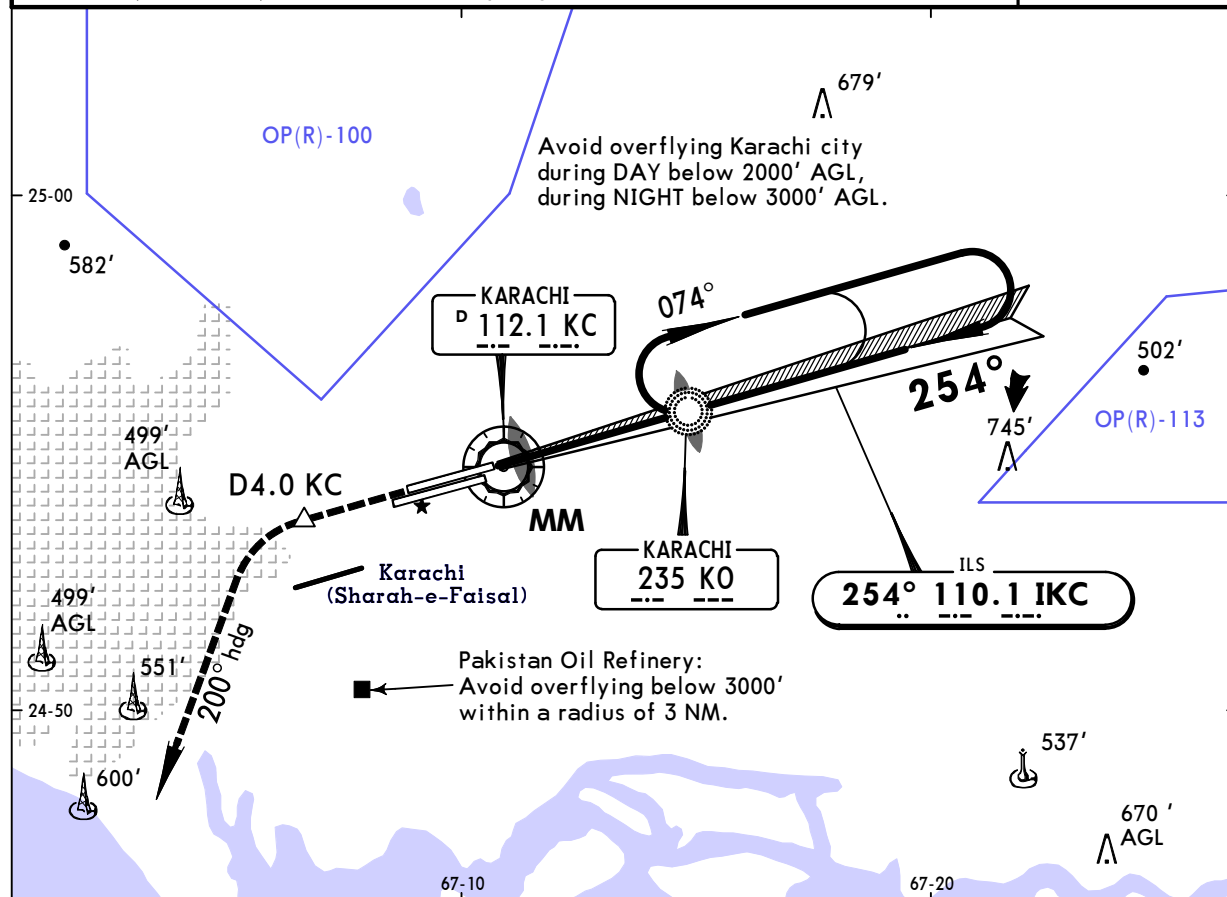
JAR-OPS			STRAIGHT-IN LANDING RWY 25R				CIRCLE-TO-LAND				
ILS			LOC (GS out)								
DA(H) AB: 300' (200') CD: 318' (218')			MDA(H) 470' (370')								
FULL		ALS out		MM out		ALS out		Max Kts	MDA(H) _____ VIS _____		
A	RVR 550m		RVR 900m		NOT AUTH	RVR 1500m		100	750' (650') 1500m		
B			RVR 1000m			RVR 1800m		135	750' (650') 1600m		
C			RVR 600m			RVR 1400m		RVR 2000m		180	890' (790') 2400m
D										205	890' (790') 3600m

OPKC/KHI
JINNAH INTL

JEPPESSEN
18 MAR 16 (11-3) Eff 31 Mar

KARACHI, PAKISTAN
ILS Y Rwy 25R

ATIS 126.7		KARACHI Approach 125.5		KARACHI Tower 118.3		Ground 121.6	
LOC IKC 110.1	Final Aptch Crs 254°	GS LOM 1392' (1292')	ILS DA(H) Refer to Minimums	Apt Elev 100' Rwy 100'			
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 KC or 1000', then turn LEFT onto heading 200° climbing to 2000' and contact ATC.							MSA KC VOR
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: FL 50 Trans alt: 3000' 1. ADF required. 2. CAUTION: Do not mistake KARACHI (Sharah-e-Faisal) for KARACHI (Jinnah Intl) with similar runway alignment.							



	0	0.6	3.9									
Gnd speed-Kts	70	90	100	120	140	160			HIALS PAPI	D4.0 KC	OR	1000'
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849				↑		↑
MAP at MM												

JAR-OPS

STRAIGHT-IN LANDING RWY 25R

CIRCLE-TO-LAND

ILS		LOC (GS out)			Max Kts	MDA(H)	VIS
DA(H) AB: 300' (200') CD: 318' (218')		MDA(H) 470' (370')					
FULL		ALS out		MM out	ALS out		
A	RVR 550m	RVR 1000m	RVR 900m	NOT AUTH	RVR 1500m	100	750' (650') 1500m
B			RVR 1000m		RVR 1800m	135	750' (650') 1600m
C			RVR 600m		RVR 1800m	180	890' (790') 2400m
D			RVR 600m		RVR 2000m	205	890' (790') 3600m

CHANGES: None.

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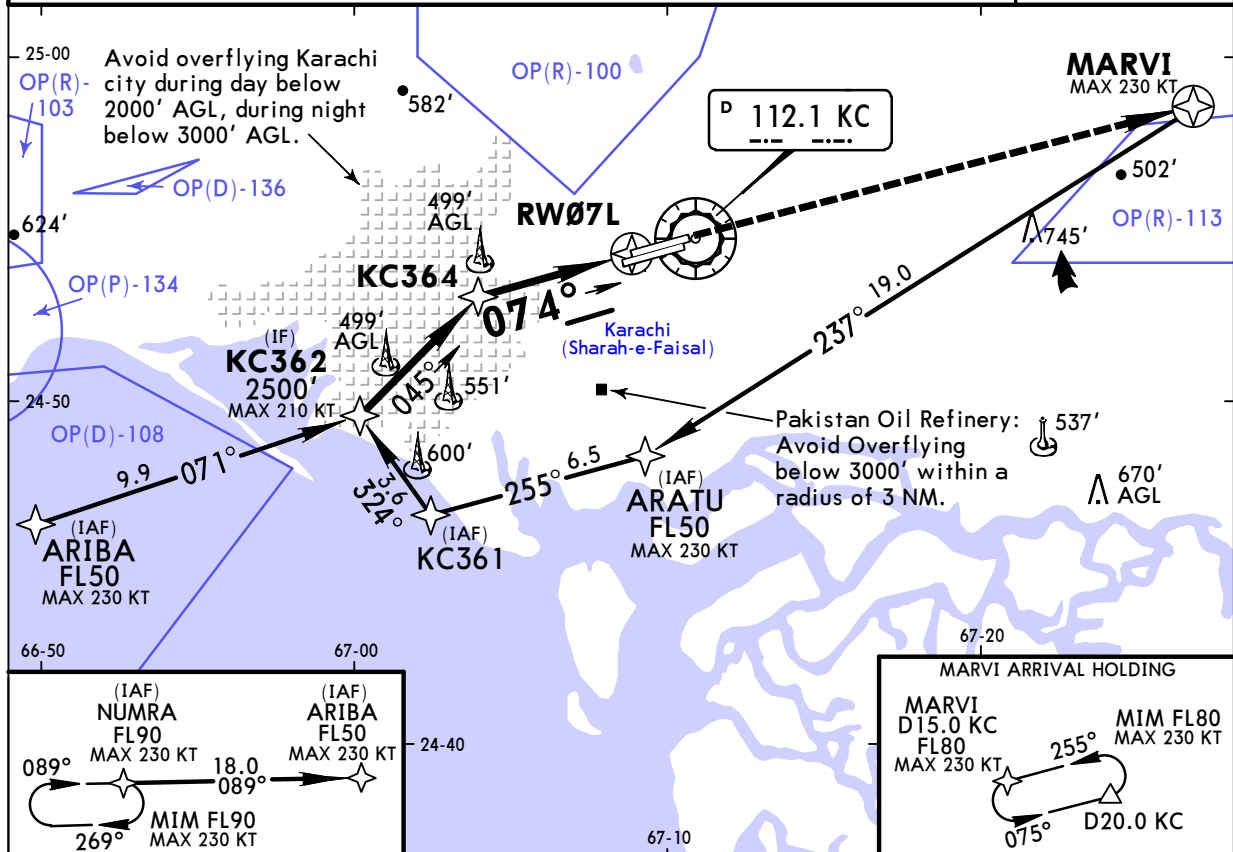
OPKC/KHI
JINNAH INTL

JEPPesen
18 MAR 16
Eff 31 Mar (12-1)

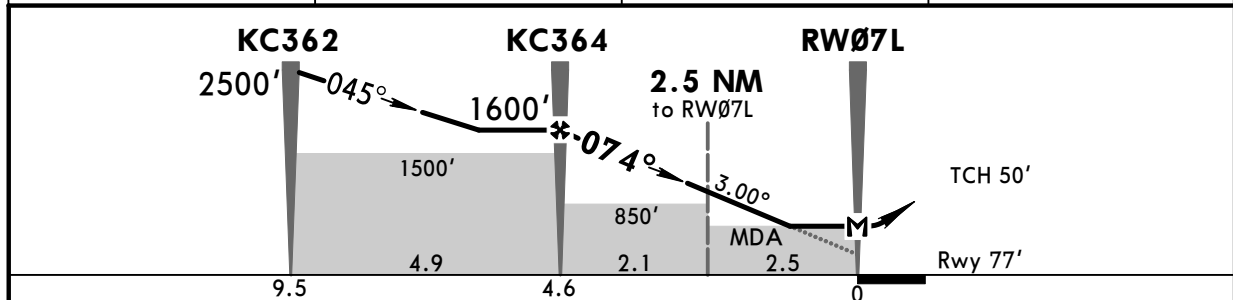
KARACHI, PAKISTAN
RNAV (GNSS) Rwy 07L

BRIEFING STRIP

ATIS 126.7		KARACHI Approach 125.5		KARACHI Tower 118.3		Ground 121.6	
RNAV	Final Apch Crs 074°	Procedure Alt KC364 1600' (1523')	LNAV MDA(H) 620' (543')	Apt Elev 100'	Rwy 77'	 MSA KC VOR	
MISSED APCH: Climb STRAIGHT AHEAD to MARVI climbing to 3000' and contact ATC.							
Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: FL 50 Trans alt: 3000'							
Provision of RAIM prediction is the responsibility of operator.							



DIST to RW07L	4.0	3.0	2.0
ALTITUDE	1400'	1080'	760'



Gnd speed-Kts	70	90	100	120	140	160	<div> <div>HIALS</div> <div>PAPI</div> <div>MARVI</div> <div>3000'</div> </div>
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at RW07L							

JAR-OPS				STRAIGHT-IN LANDING RWY 07L				CIRCLE-TO-LAND			
				LNAV							
				MDA(H) 620' (543')							
				ALS out							
								Max Kts	MDA(H)	VIS	
A	RVR 1400m			RVR 1500m				100	750' (650')	1500m	
B	RVR 1500m							135	750' (650')	1600m	
C	RVR 1600m			RVR 2000m				180	890' (790')	2400m	
D	RVR 1800m							205	890' (790')	3600m	

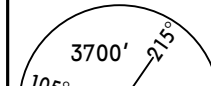
PANS OPS

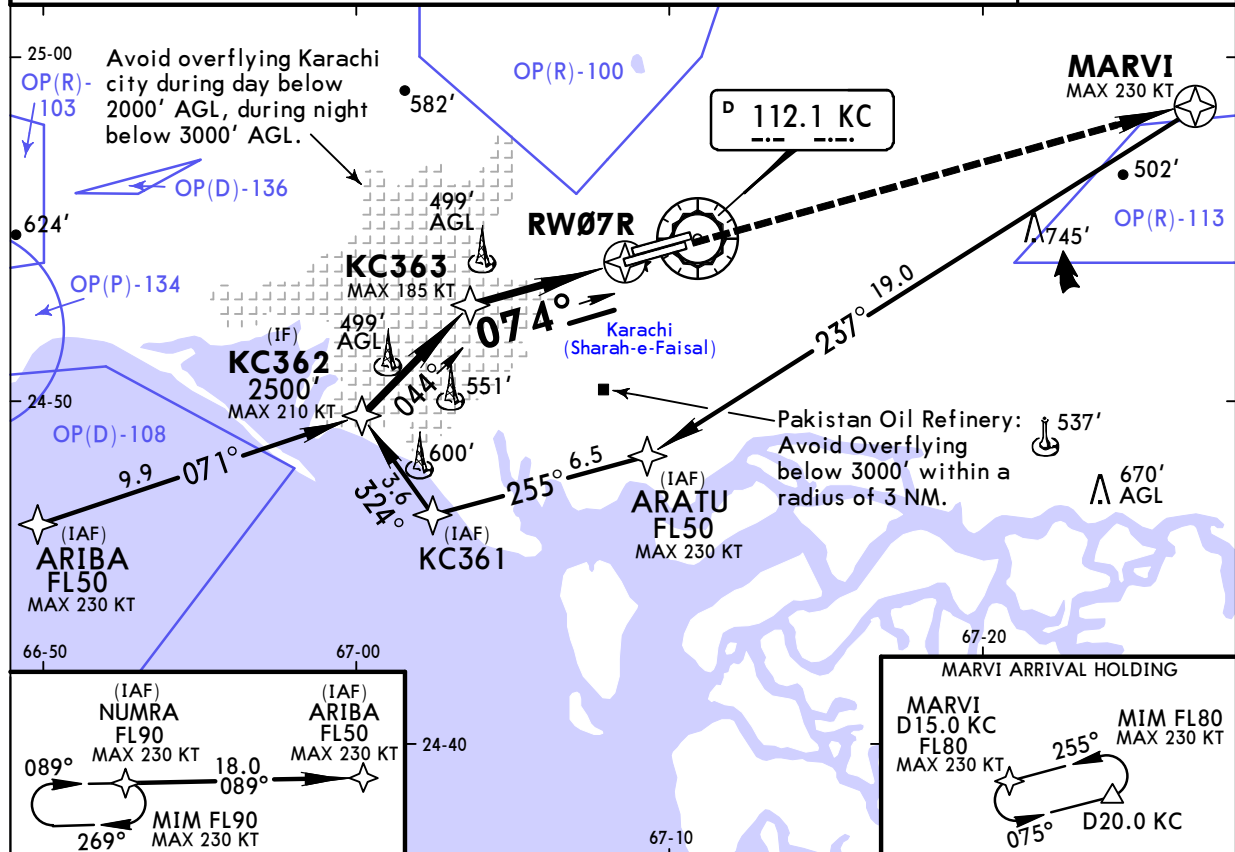
OPKC/KHI
JINNAH INTL

JEPPesen
18 MAR 16
Eff 31 Mar (12-2)

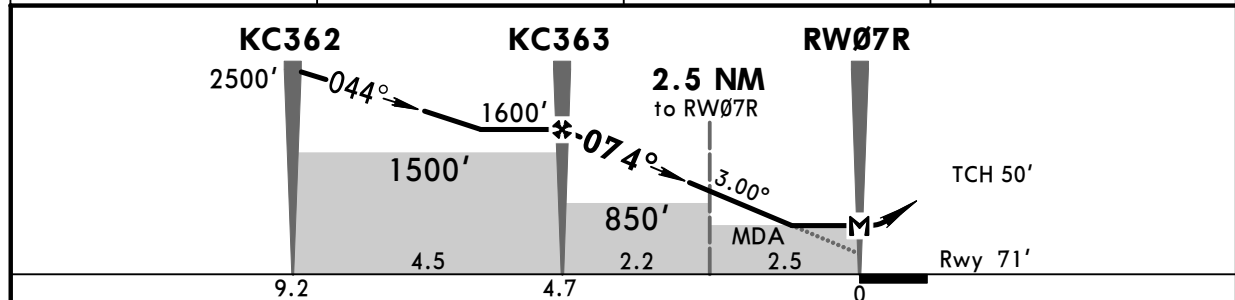
KARACHI, PAKISTAN
RNAV (GNSS) Rwy 07R

BRIEFING STRIP

ATIS 126.7		KARACHI Approach 125.5		KARACHI Tower 118.3		Ground 121.6	
RNAV	Final ApcH Crs 074°	Procedure Alt KC363 1600' (1529')	LNAV MDA(H) 620' (549')	Apt Elev 100' Rwy 71'			
MISSED APCH: Climb STRAIGHT AHEAD to MARVI climbing to 3000' and contact ATC.							
Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: FL 50 Trans alt: 3000'							
Provision of RAIM prediction is the responsibility of operator.					MSA KC VOR		



DIST to RW07R	4.0	3.0	2.0
ALTITUDE	1400'	1080'	760'



Gnd speed-Kts	70	90	100	120	140	160	<div> <div>HIALS</div> <div>PAPI PAPI</div> <div>↑</div> </div>	<div> <div>MARVI</div> <div>↑</div> </div>	<div>3000'</div>
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at RW07R									

PANS OPS

JAR-OPS				STRAIGHT-IN LANDING RWY 07R				CIRCLE-TO-LAND			
				LNAV							
				MDA(H) 620' (549')							
				ALS out							
A							Max Kts	MDA(H)		VIS	
B	RVR 1500m			RVR 1500m			100	750' (650')		1500m	
C	RVR 1800m			RVR 2000m			135	750' (650')		1600m	
D	RVR 2000m						180	890' (790')		2400m	
							205	890' (790')		3600m	

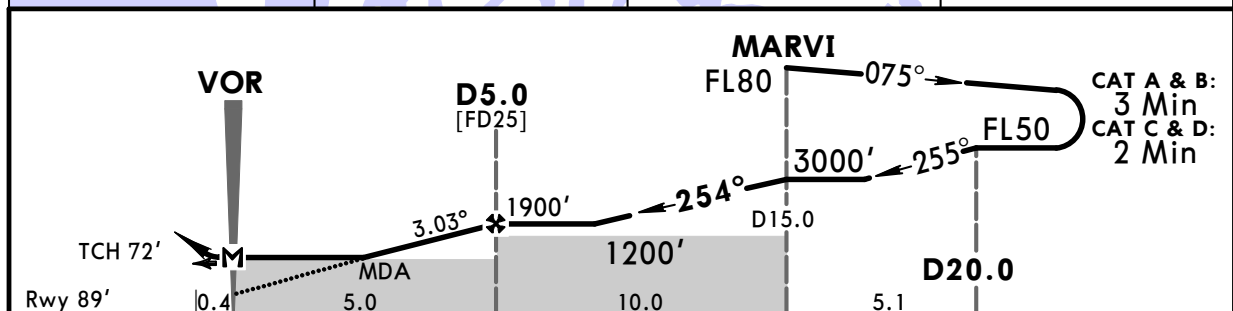
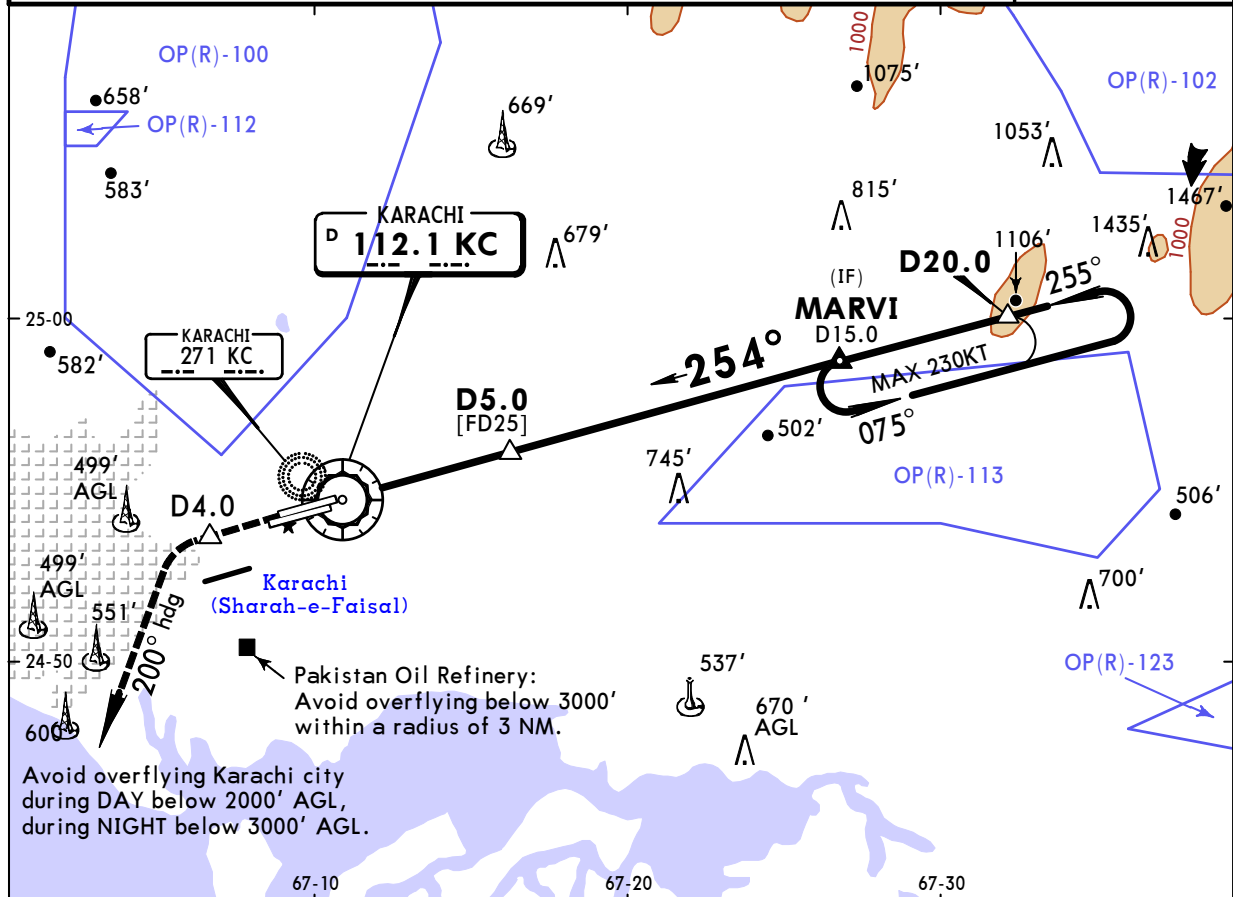
OPKC/KHI
JINNAH INTL

JEPPesen
28 AUG 15 **(13-1)**

KARACHI, PAKISTAN
VOR Z Rwy 25L

BRIEFING STRIP™

ATIS 126.7		KARACHI Approach 125.5		KARACHI Tower 118.3		Ground 121.6	
VOR KC 112.1	Final Apch Crs 254°	Procedure Alt D5.0 1900' (1811')	MDA(H) 500' (411')	Apt Elev 100' Rwy 89'		 MSA KC VOR	
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 or 1000', then turn LEFT onto heading 200° climbing to 2000' and contact ATC.							
Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: FL 50 Trans alt: 3000'							
1. DME required. 2. CAUTION: Do not mistake KARACHI (Sharah-e-Faisal) for KARACHI (Jinnah Intl) with similar runway alignment.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI		D4.0 KC	1000'
Descent Angle 3.03°	375	482	536	643	750	858			↑	↑
MAP at VOR										

JAR-OPS STRAIGHT-IN LANDING RWY 25L				CIRCLE-TO-LAND			
MDA(H) 500' (411')							
		ALS out		Max Kts			
A	RVR 900m	RVR 1500m		100	750' (650')	1500m	
B	RVR 1000m	RVR 1800m		135	750' (650')	1600m	
C	RVR 1400m	RVR 2000m		180	890' (790')	2400m	
D	RVR 1400m	RVR 2000m		205	890' (790')	3600m	

PANS OPS

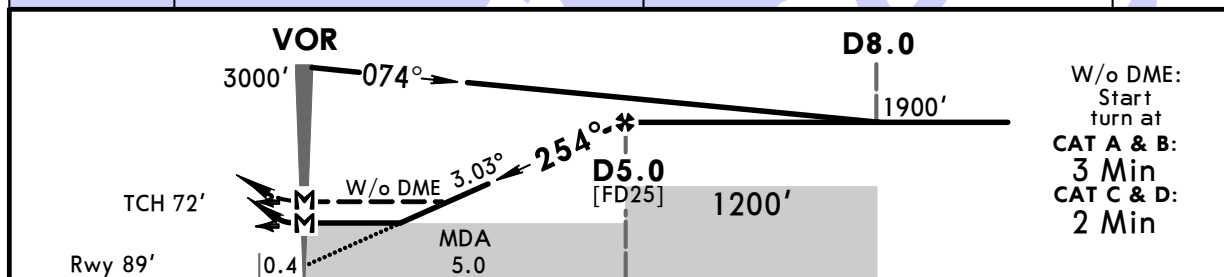
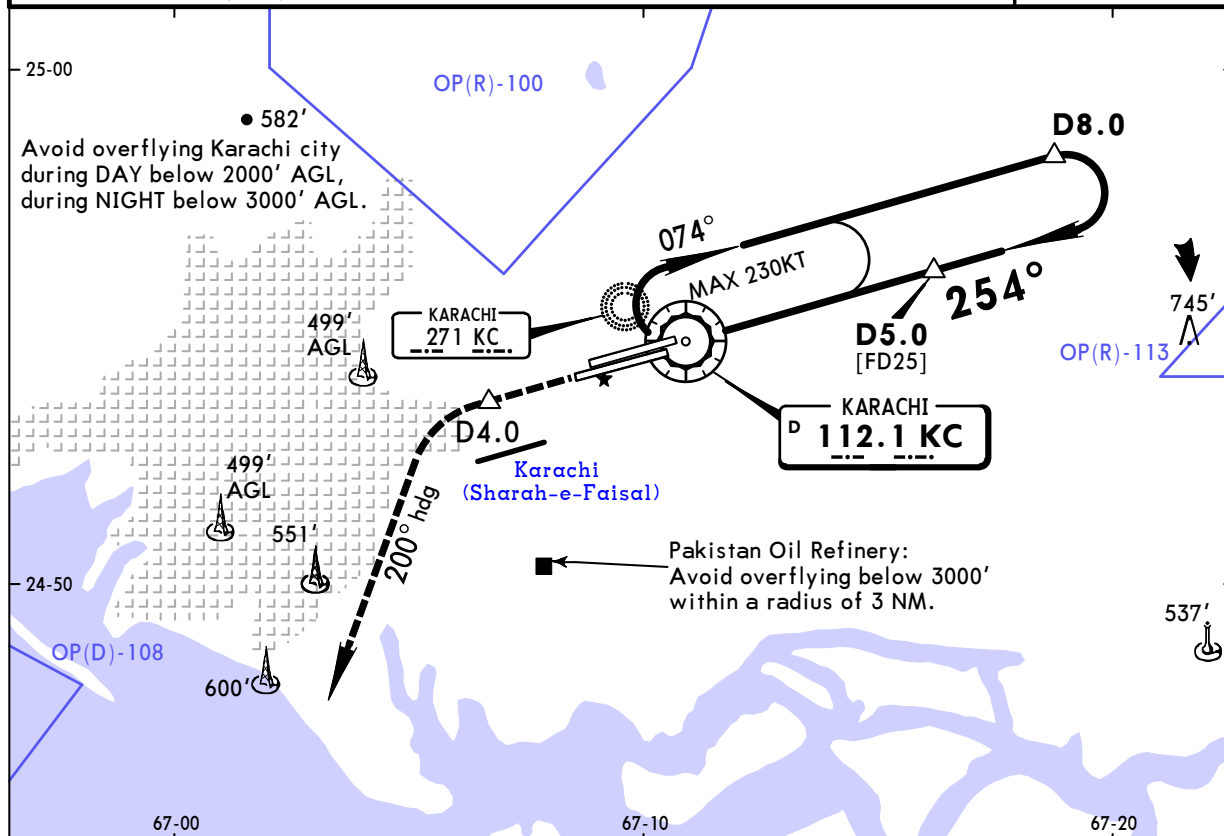
OPKC/KHI
JINNAH INTL

JEPPesen
28 AUG 15 **(13-2)**

KARACHI, PAKISTAN
VOR Y Rwy 25L

BRIEFING STRIP™

ATIS 126.7		KARACHI Approach 125.5		KARACHI Tower 118.3		Ground 121.6	
VOR KC 112.1	Final Apc Crs 254°	Procedure Alt D5.0 1900' (1811')	MDA(H) (CONDITIONAL) 500' (411')	Apt Elev 100' Rwy 89'		 MSA KC VOR	
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 or 1000', then turn LEFT onto heading 200° climbing to 2000' and contact ATC.							
Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: FL 50 Trans alt: 3000' 1. CAUTION: Do not mistake KARACHI (Sharah-e-Faisal) for KARACHI (Jinnah Intl) with similar runway alignment.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	D4.0 KC or 1000'
Descent Angle 3.03°	375	482	536	643	750	858		
MAP at VOR								

JAR-OPS				STRAIGHT-IN LANDING RWY 25L		CIRCLE-TO-LAND	
With DME		W/o DME					
MDA(H) 500' (411')		MDA(H) 550' (461')					
	ALS out		ALS out	Max Kts	MDA(H)	VIS	
A	RVR 900m	RVR 1500m	RVR 1000m	100	750' (650')	1500m	
B	RVR 1000m	RVR 1800m	RVR 1200m	135	750' (650')	1600m	
C				180	890' (790')	2400m	
D	RVR 1400m	RVR 2000m	RVR 1600m	205	890' (790')	3600m	

PANS OPS

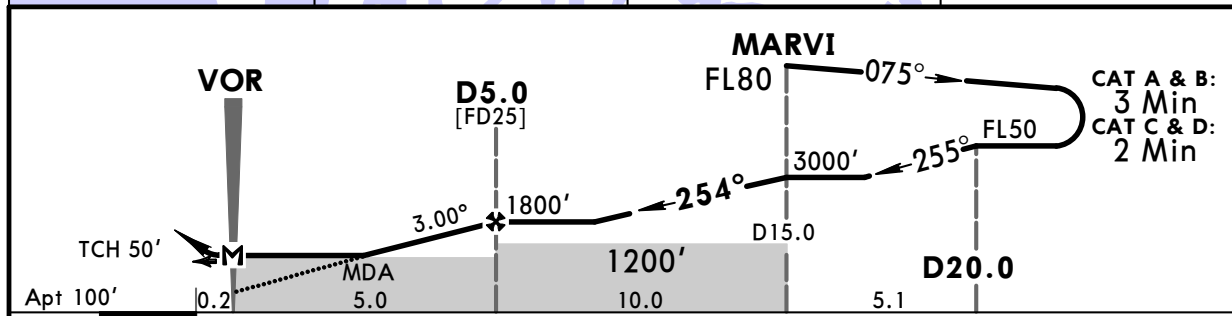
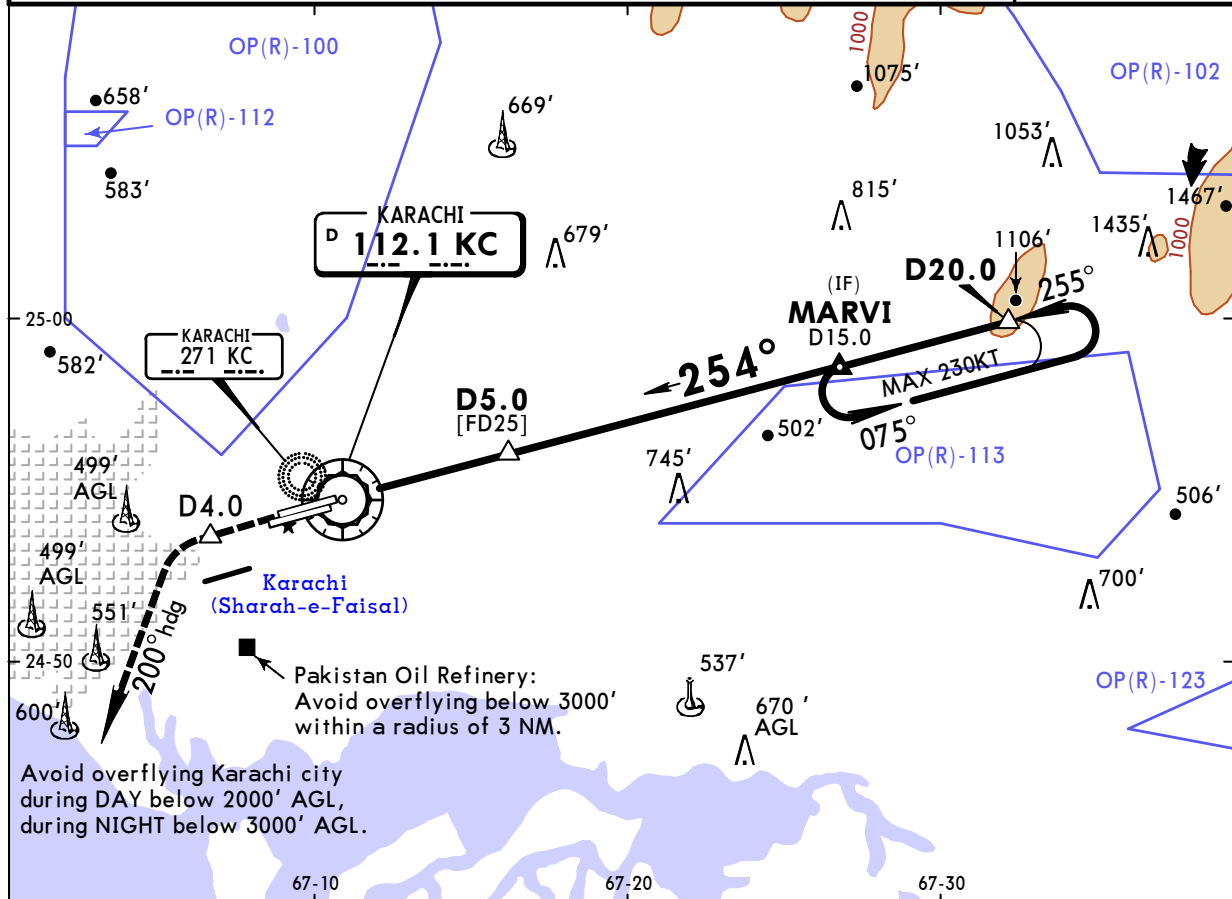
OPKC/KHI
JINNAH INTL

JEPPesen
28 AUG 15 **(13-3)**

KARACHI, PAKISTAN
VOR Z Rwy 25R

BRIEFING STRIP™

ATIS 126.7		KARACHI Approach 125.5		KARACHI Tower 118.3		Ground 121.6	
VOR KC 112.1	Final Apch Crs 254°	Procedure Alt D5.0 1800' (1700')	MDA(H) 500' (400')	Apt Elev 100'		 MSA KC VOR	
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 or 1000' , then turn LEFT onto heading 200° climbing to 2000' and contact ATC .							
Alt Set: hPa (IN on req) Apt Elev: 4 hPa Trans level: FL 50 Trans alt: 3000'							
1. DME required. 2. CAUTION: Do not mistake KARACHI (Sharah-e-Faisal) for KARACHI (Jinnah Intl) with similar runway alignment.							



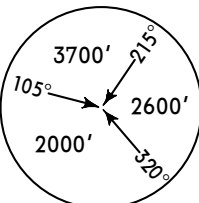
Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

JAR-OPS				STRAIGHT-IN LANDING RWY 25R		CIRCLE-TO-LAND	
				MDA(H) 500' (400')			
				ALS out		Max Kts	
A	RVR 900m	RVR 1500m		100	750' (650')	1500m	
B	RVR 1000m					1600m	
C	RVR 1400m	RVR 1800m		180	890' (790')	2400m	
D	RVR 1400m	RVR 2000m		205	890' (790')	3600m	

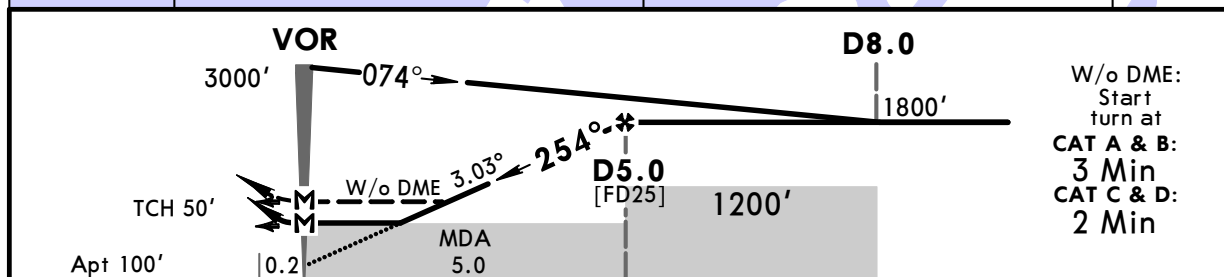
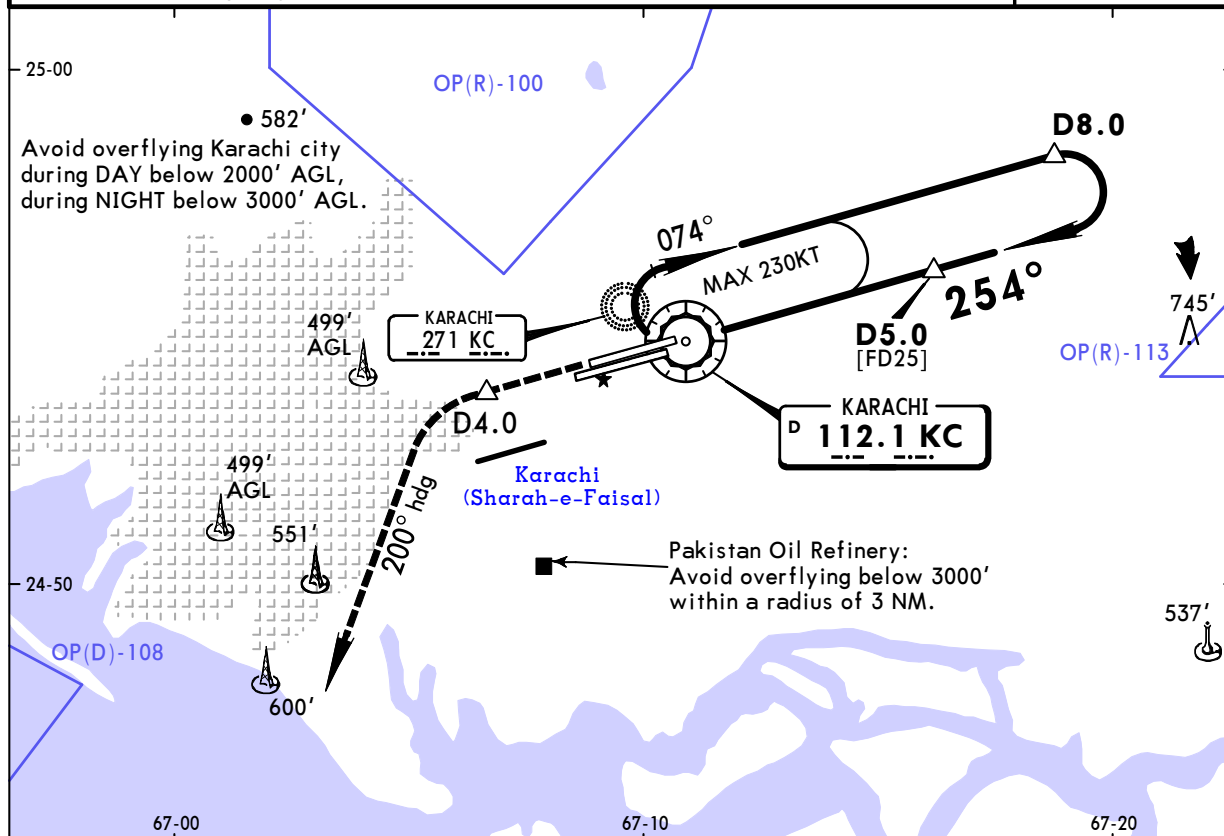
PANS OPS

OPKC/KHI
JINNAH INTLJEPPESEN
28 AUG 15 (13-4)KARACHI, PAKISTAN
VOR Y Rwy 25R

BRIEFING STRIP™

ATIS 126.7		KARACHI Approach 125.5		KARACHI Tower 118.3		Ground 121.6	
VOR KC 112.1	Final Apt Crs 254°	Procedure Alt D5.0 1800' (1700')	MDA(H) (CONDITIONAL) 500' (400')	Apt Elev 100'			
MISSED APCH: Climb STRAIGHT AHEAD to D4.0 or 1000', then turn LEFT onto heading 200° climbing to 2000' and contact ATC.							
Alt Set: hPa (IN on req) Apt Elev: 4 hPa Trans level: FL 50 Trans alt: 3000'							
1. CAUTION: Do not mistake KARACHI (Sharah-e-Faisal) for KARACHI (Jinnah Intl) with similar runway alignment.							

MSA
KC VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	D4.0 KC or 1000'
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at VOR								

JAR-OPS				STRAIGHT-IN LANDING RWY 25R		CIRCLE-TO-LAND	
With DME		W/o DME					
MDA(H) 500' (400')		MDA(H) 550' (450')					
ALS out		ALS out		Max Kts		MDA(H) VIS	
A	RVR 900m	RVR 1500m	RVR 1000m	RVR 1500m	100	750' (650')	1500m
B	RVR 1000m	RVR 1800m	RVR 1200m	RVR 2000m	135	750' (650')	1600m
C	RVR 1400m	RVR 2000m	RVR 1600m		180	890' (790')	2400m
D					205	890' (790')	3600m

PANS OPS

CHANGES: FAF ident.

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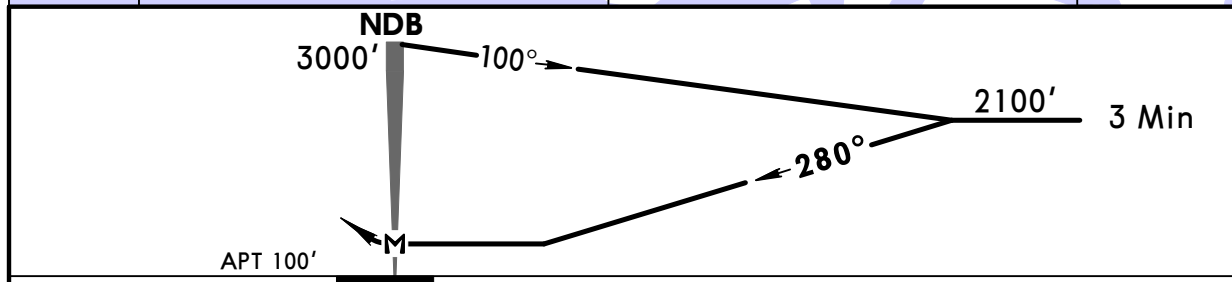
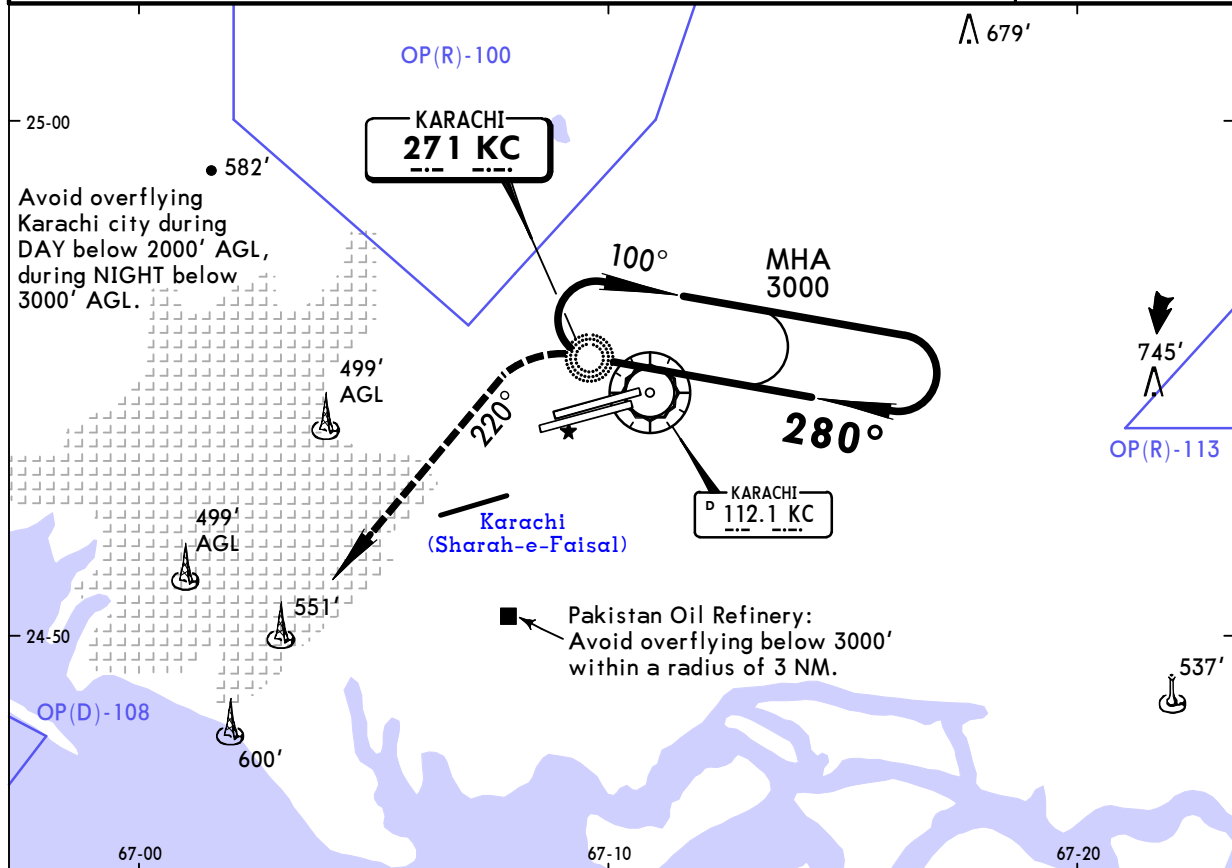
OPKC/KHI
JINNAH INTL

JEPPesen
21 AUG 15 **(16-1)**

KARACHI, PAKISTAN
NDB A Rwy 25L/R

BRIEFING STRIP

ATIS 126.7		KARACHI Approach 125.5		KARACHI Tower 118.3		Ground 121.6	
NDB KC 271	Final Apch Crs 280°	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 100'		 MSA KC NDB	
MISSED APCH: Turn LEFT and climb on 220° to 2000' and contact ATC.							
Alt Set: hPa (IN on req) Apt Elev: 4 hPa Trans level: FL 50 Trans alt: 3000'							
CAUTION: Do not mistake KARACHI (Sharah-e-Faisal) for KARACHI (Jinnah Intl) with similar runway alignment.							



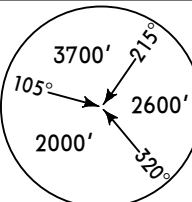
				Rwy 25L HIALS	Rwy 25R HIALS	220°	2000'
				PAPI	PAPI	LT	↑
MAP at NDB							

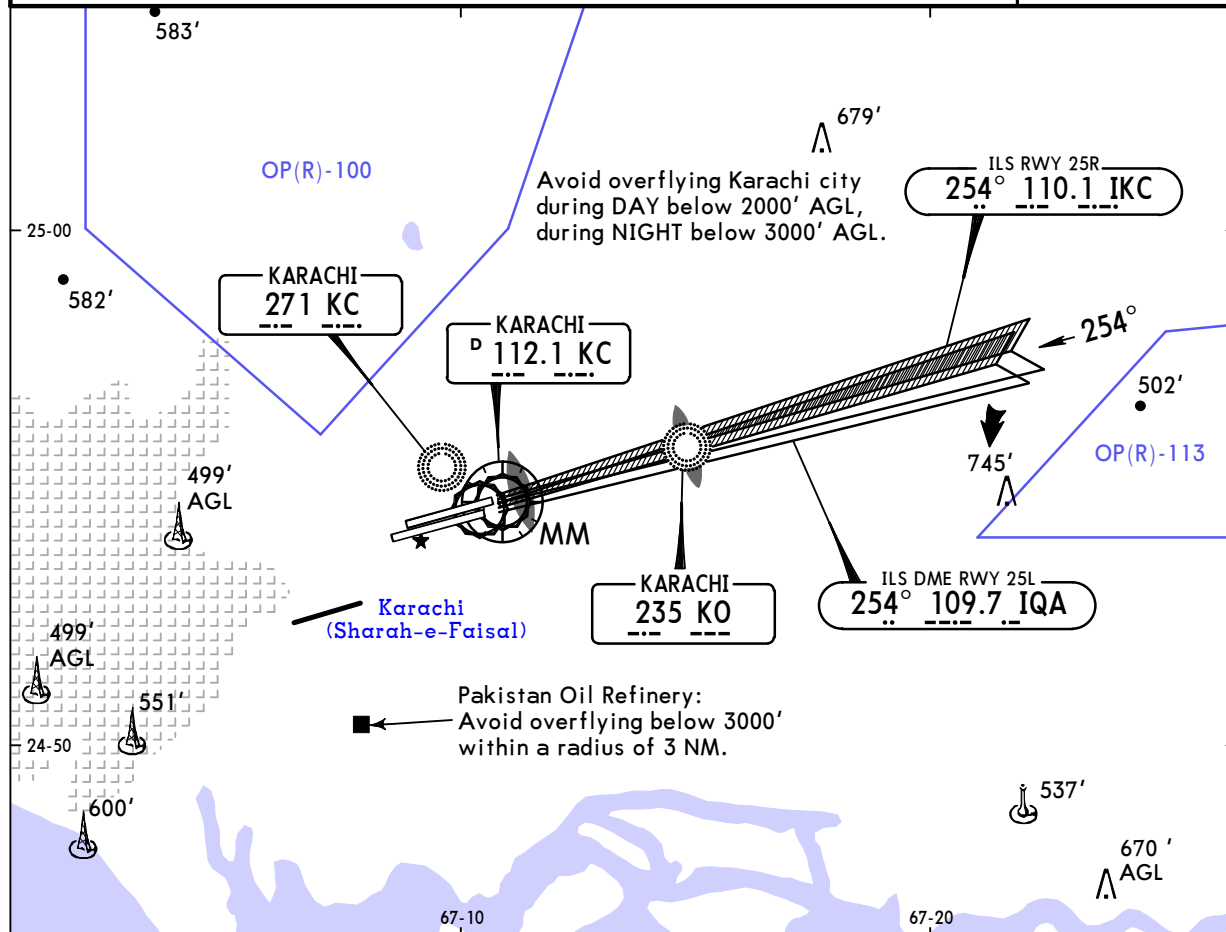
JAR-OPS		CIRCLE-TO-LAND		
	Max Kts	MDA(H)	VIS	
A	100	750' (650')	1500m	
B	135	750' (650')	1600m	
C	180	890' (790')	2400m	
D	205	890' (790')	3600m	

PANS OPS

OPKC/KHI
JINNAH INTLJEPPesen
21 AUG 15 (18-1)KARACHI, PAKISTAN
SRA Rwy 07L/25R

BRIEFING STRIP™

ATIS 126.7		KARACHI Approach 125.5		KARACHI Tower 118.3		Ground 121.6	
RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 100' RWY 07L 77' RWY 25R 100'		 MSA KC VOR	
MISSED APCH: As directed by RADAR CONTROLLER.							
Alt Set: hPa (IN on req) Apt Elev: 4 hPa Trans level: FL 50 Trans alt: 3000'							
CAUTION: Do not mistake KARACHI (Sharah-e-Faisal) for KARACHI (Jinnah Intl) with similar runway alignment.							



SRA 07L, 25R TMN 2.0 NM

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PANS OPS

CHANGES: None.

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VIDP/DEL**JEPPESEN****DELHI, INDIA****INDIRA GANDHI INTL**

25 APR 14

10-1P

Eff 1 May

AIRPORT BRIEFING**1. GENERAL****1.1. ATIS**

ATIS 126.4

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. RUNWAY USAGE**

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

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

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

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

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

VIDP/DEL**JEPPESEN****DELHI, INDIA****INDIRA GANDHI INTL**

25 APR 14

10-1P1

Eff 1 May

AIRPORT BRIEFING

1. GENERAL

1.3. LOW VISIBILITY PROCEDURES (LVP)**1.3.1. GENERAL**

LVP comes into operation when

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

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

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

1.3.2. DEPARTURE PROCEDURE

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

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

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

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

VIDP/DEL

JEPPESEN

DELHI, INDIA

INDIRA GANDHI INTL

11 MAR 16

(10-1P10)

AIRPORT BRIEFING

2. ARRIVAL

2.1. SPEED RESTRICTIONS

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

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

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. CONTINUOUS DESCENT ARRIVAL (CDA) PROCEDURES

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

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

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

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

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

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

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

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

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

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

2.3. CAT II/III OPERATIONS

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

VIDP/DEL**JEPPESEN****DELHI, INDIA**

INDIRA GANDHI INTL

11 MAR 16

(10-1P11)

AIRPORT BRIEFING**2. ARRIVAL****2.4. RWY OPERATIONS****2.4.1. RWY EXIT**

RWY	ACFT Code	Preferred exit TWY	Dist from THR
09	A, B, C	E	6841'/2085m
	D, E	C1	8907'/2715m
10	A, B, C, D	U (exiting towards South)	7710'/2350m
	E	V (exiting towards South)	9432'/2875m
	F	P (exiting towards South)	12500'/3810m
	A, B, C	F (exiting towards North)	7710'/2350m
	D, E	C (exiting towards North)	10991'/3350m
11	A, B	Z5	5397'/1645m
	C, D	Z4	6558'/1999m
	E, F	Z3	7907'/2410m
27	A, B, C	E5	6391'/1948m
	D, E	E3	8271'/2521m
28	A, B, C, D	L (exiting towards South)	6923'/2110m
	E	M (exiting towards South)	9055'/2760m
	F	N (exiting towards South)	12500'/3810m
	A, B, C	D1 (exiting towards North)	7382'/2250m
	D, E	D (exiting towards North)	9055'/2760m
29	A, B, and all Turbo Prop ACFT	Z6	5948'/1813m
	C, D, E	Z7	6781'/2067m
	F	S4	8576'/2614m

In case ACFT is unable to vacate RWY via preferred exit TWY, inform ATC as soon as possible.

2.4.2. TAXI PROCEDURES

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

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

To CARGO APRON

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

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

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

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

To Stand 801

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

After landing on RWY 10

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

After landing on RWY 27

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

After landing on RWY 28

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

VIDP/DEL**JEPPESEN****DELHI, INDIA****INDIRA GANDHI INTL**

12 DEC 14

(10-1P12)

AIRPORT BRIEFING

2. ARRIVAL

To Stand 802

After landing on RWY 10

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

After landing on RWY 11

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

After landing on RWY 28

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

After landing on RWY 29

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

To Stand 803

After landing on RWY 10

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

After landing on RWY 11

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

After landing on RWY 28

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

After landing on RWY 29

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

2.4.3. EASTERLY FLOW**2.4.3.1. SINGLE RWY OPERATION (RWY 11)****DOMESTIC APRON****If RWY 09/27 available for taxiing:**

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

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

or

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

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

If RWY 09/27 is not available for taxiing:

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

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

or

VIDP/DEL**JEPPESEN****DELHI, INDIA****INDIRA GANDHI INTL**

12 DEC 14

(10-1P13)

AIRPORT BRIEFING**2. ARRIVAL**

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

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

INTERNATIONAL APRON

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

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

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

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

or

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

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

2.4.3.2. TWO RWY OPERATION

RWY 10 used for departures only.

RWY 11 used for arrivals only.

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

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

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

If RWY 09/27 is not available for taxiing:

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

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

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

Conflict: Domestic arrivals and International departures on TWY N.

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(10-1P14)

AIRPORT BRIEFING

2. ARRIVAL

INTERNATIONAL APRON

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

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

Conflicts:

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

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

Domestic arrivals crossing RWY 10.

2.4.4. WESTERLY FLOW**2.4.4.1. SINGLE RWY OPERATION (RWY 29)****DOMESTIC APRON****If RWY 09/27 is available for taxiing:**

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

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

If RWY 09/27 is not available for taxiing:

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

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

INTERNATIONAL APRON

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

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

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

2.4.4.2. TWO RWY OPERATION

RWY 28 used for departures only.

RWY 29 used for arrivals only.

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

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

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

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10-1P15**AIRPORT BRIEFING**

2. ARRIVAL

If RWY 09/27 is not available for taxiing:

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

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

Before crossing RWY 10/28 contact Tower.

INTERNATIONAL APRON

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

CARGO APRON

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

2.5. COMMUNICATION FAILURE

2.5.1. STAR ASSIGNED

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

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

2.5.2. STAR NOT ASSIGNED

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

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

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

2.5.3. RADAR VECTORED

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

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

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31 MAR 17

(10-1P16)

AIRPORT BRIEFING

3. DEPARTURE

3.1. PUSH-BACK PROCEDURES

Push-back from Cargo stands:

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

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

3.2. START-UP & TAXI PROCEDURES

3.2.1. AIRPORT COLLABORATIVE DECISION MAKING

3.2.1.1. START-UP AND PUSH-BACK

- The pilot should contact Clearance Delivery (CLD) to request en-route clearance and SID between TOBT - 15 MIN to TOBT - 5 MIN.
- The ACFT must be ready to start up/push back at TOBT and request DELHI Ground for start-up/push-back at TOBT.
Note: TSAT can be preponed up to TOBT.
- If at TOBT +5 MIN, ATC have not received start-up/push-back request, the ACFT may lose its position in sequence.
 - a) ATC will advise the pilot that a new TOBT is required.
 - b) Once new TOBT is received, the flight will be re-sequenced according to new TOBT and new TSAT with a subsequent delay will be issued.
- ATC should normally be able to issue start-up at TSAT. Start-up approval will be issued, based on TSAT and the prevailing traffic situation. Pilots will be informed of any revised TSAT if there is a delay to TSAT in excess of 5 MIN.
- Taxi clearance must be requested within 5 MIN of start-up/push-back approval time.
Note: If this has not occurred, DELHI Ground must be notified of the delay. In such cases, ACFT may lose its departure slot and a new TOBT may be requested.
- The pre-departure (off-block) sequence will be determined in accordance with Target Start up Approval Time (TSAT) and NOT in accordance with the start-up request. Pre-departure sequence will not have any bearing on actual departure sequence.
Note: Actual departure sequence may differ from pre-departure sequence in order to optimize the RWY and airspace utilization.

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31 MAR 17

(10-1P17)

AIRPORT BRIEFING**3. DEPARTURE****3.3. TAXI PROCEDURES**

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

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

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

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

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

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

Follow ATC instructions immediately.

Rapid exit TWY (RET) Z3 and Z4 can be used as entry for RWY 29 for all types of ACFT during CAT-I conditions.

RWY 29:

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

CARGO APRON:

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

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

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

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

3.3.1. EASTERLY FLOW**3.3.1.1. SINGLE RWY OPERATION (RWY 11)****DOMESTIC APRON**

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

or

If RWY 09/27 available for taxiing:

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

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

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

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

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

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12 SEP 14

10-1P18**Eff 18 Sep****AIRPORT BRIEFING****3. DEPARTURE****If RWY 09/27 not available for taxiing:**

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

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

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

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

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

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

INTERNATIONAL APRON

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

or

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

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

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

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

3.3.1.2. TWO RWY OPERATION

RWY 10 used for departure only.

RWY 11 used for arrivals only.

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

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

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

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

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

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

If RWY 09/27 not available for taxiing:

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

INTERNATIONAL APRON

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

Conflict points:

TWY R3/M1 junction with arrivals.

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

TWY R/L1 cargo arrival and cargo departures.

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(10-1P19)**Eff 18 Sep****AIRPORT BRIEFING**

3. DEPARTURE

3.3.2. WESTERLY FLOW**3.3.2.1. DEPARTURE RWY 27**

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

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

3.3.2.2. SINGLE RWY OPERATION (RWY 29)**DOMESTIC APRON**

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

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

INTERNATIONAL APRON

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

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

3.3.2.3. TWO RWY OPERATION

RWY 29 used for arrivals only.

RWY 28 used for departure only.

DOMESTIC APRON

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

INTERNATIONAL APRON

Taxi via TWYs R, L1 and P.

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

Conflict points:

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

ACFT pushed-back from stands 81 thru 91.

3.4. COMMUNICATION FAILURE**3.4.1. ACFT INTENDING TO CONTINUE TO DESTINATION**

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

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

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

3.4.2. ACFT INTENDING TO LAND BACK AT DELHI

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

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

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

VIDP/DEL**JEPPESSEN****INDIRA GANDHI INTL** 14 DEC 12**10-1P2****DELHI, INDIA****AIRPORT BRIEFING****1. GENERAL****1.3.3. TAXI ROUTINGS**

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

1.3.3.1. ARRIVALFROM RWY 11 TO TERMINAL 1:

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

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

FROM RWY 11 TO TERMINALS 2 AND 3:

Vacate RWY via TWY Z2 and taxi via Y.

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

FROM RWY 28 TO TERMINAL 1:

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

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

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

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

FROM RWY 28 TO TERMINALS 2 AND 3:

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

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

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12 SEP 14

(10-1P20)

Eff 18 Sep

AIRPORT BRIEFING

3. DEPARTURE

3.5. OTHER INFORMATION

3.5.1. DATALINK DEPARTURE CLEARANCE (DCL)

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

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

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

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

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

If rejected, pilots shall revert to voice procedures.

Pilots shall acknowledge en-route clearance within 5 MIN.

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14 DEC 12

10-1P3

DELHI, INDIA**AIRPORT BRIEFING****1. GENERAL**FROM RWY 29 TO TERMINAL 1:

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

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

FROM RWY 29 TO TERMINALS 2 AND 3:

Vacate RWY via TWY S5 and taxi via T.

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

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10-1P4**DELHI, INDIA****AIRPORT BRIEFING****1. GENERAL****1.3.3.2. DEPARTURE**FROM TERMINAL 1 TO RWY 10:

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

FROM TERMINALS 2 AND 3 TO RWY 10:

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

FROM TERMINAL 1 TO RWY 11:

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

FROM TERMINALS 2 AND 3 TO RWY 11:

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

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14 DEC 12

10-1P5**DELHI, INDIA****AIRPORT BRIEFING****1. GENERAL**FROM TERMINAL 1 TO RWY 28:

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

FROM TERMINALS 2 AND 3 TO RWY 28:

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

FROM TERMINAL 1 TO RWY 29:

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

FROM TERMINALS 2 AND 3 TO RWY 29:

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

VIDP/DEL

JEPPESEN

DELHI, INDIA

INDIRA GANDHI INTL

29 MAY 15

10-1P6

AIRPORT BRIEFING

1. GENERAL

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

1.4.1. TRANSPONDER OPERATING PROCEDURES ON GROUND

1.4.1.1. GENERAL

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

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

1.4.1.2. ARRIVAL

When on RWY, keep TCAS selected.

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

When parked on stand, select STBY.

1.4.1.3. DEPARTURE

At gate/stand, select STBY.

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

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

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

1.5. TAXI PROCEDURES

TWY F4 restricted to ACFT code B only.

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

TWY U restricted to ACFT code F only.

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

1.6. PARKING INFORMATION

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

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

VIDP/DEL**JEPPESEN****DELHI, INDIA****INDIRA GANDHI INTL**

29 MAY 15

10-1P7

AIRPORT BRIEFING**1. GENERAL****1.7. OTHER INFORMATION****1.7.1. CONTINGENCY PROCEDURES DURING MIXED MODE OPERATIONS****1.7.1.1. POSSIBLE SIMULTANEOUS OPERATIONS EVENTS****Westerly Flow**

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

Easterly Flow

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

1.7.1.2. MIXED MODE OPERATIONS

RWY 10/11	
DEPARTURE RWY 10 Radar departure - After departure climb on RWY heading to 3600' before executing turn. Following SID are permitted: RNAV SID - GOPNU. Non-RNAV SID - All	DEPARTURE RWY 11 Radar departure only - After departure climb to 2600', passing 1500' turn RIGHT heading 150°, further climb with radar.
DEPARTURE RWY 10 Radar departure - After departure climb on RWY heading to 3600' before executing turn. Following SID are permitted: RNAV SID - GOPNU. Non-RNAV SID - All	MISSED APCH RWY 11 For missed APCH instructions refer to APCH chart.
MISSED APCH RWY 10 Missed APCH instructions - Climb straight ahead to 2600'. At D10.0 DPN turn RIGHT to intercept R-107 DPN climbing to FL 70 to join holding at SSB VOR at FL 70 or as instructed by ATC.	DEPARTURE RWY 11 Radar departure only - After departure climb to 2600', passing 1500' turn RIGHT heading 150°, further climb with radar.
MISSED APCH RWY 10 Missed APCH instructions - Climb straight ahead to 2600'. At D10.0 DPN turn RIGHT to intercept R-107 DPN climbing to FL 70 to join holding at SSB VOR at FL 70 or as instructed by ATC.	MISSED APCH RWY 11 For missed APCH instructions refer to APCH chart.

VIDP/DEL**JEPPESEN****DELHI, INDIA****INDIRA GANDHI INTL**

12 SEP 14

10-1P8

Eff 18 Sep

AIRPORT BRIEFING**1. GENERAL**

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

VIDP/DEL**JEPPESEN****DELHI, INDIA****INDIRA GANDHI INTL**

12 SEP 14

10-1P9

Eff 18 Sep

AIRPORT BRIEFING

1. GENERAL

1.7.2. AVAILABILITY OF RWYS FOR RCF ACFT

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

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

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

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

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

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

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

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

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

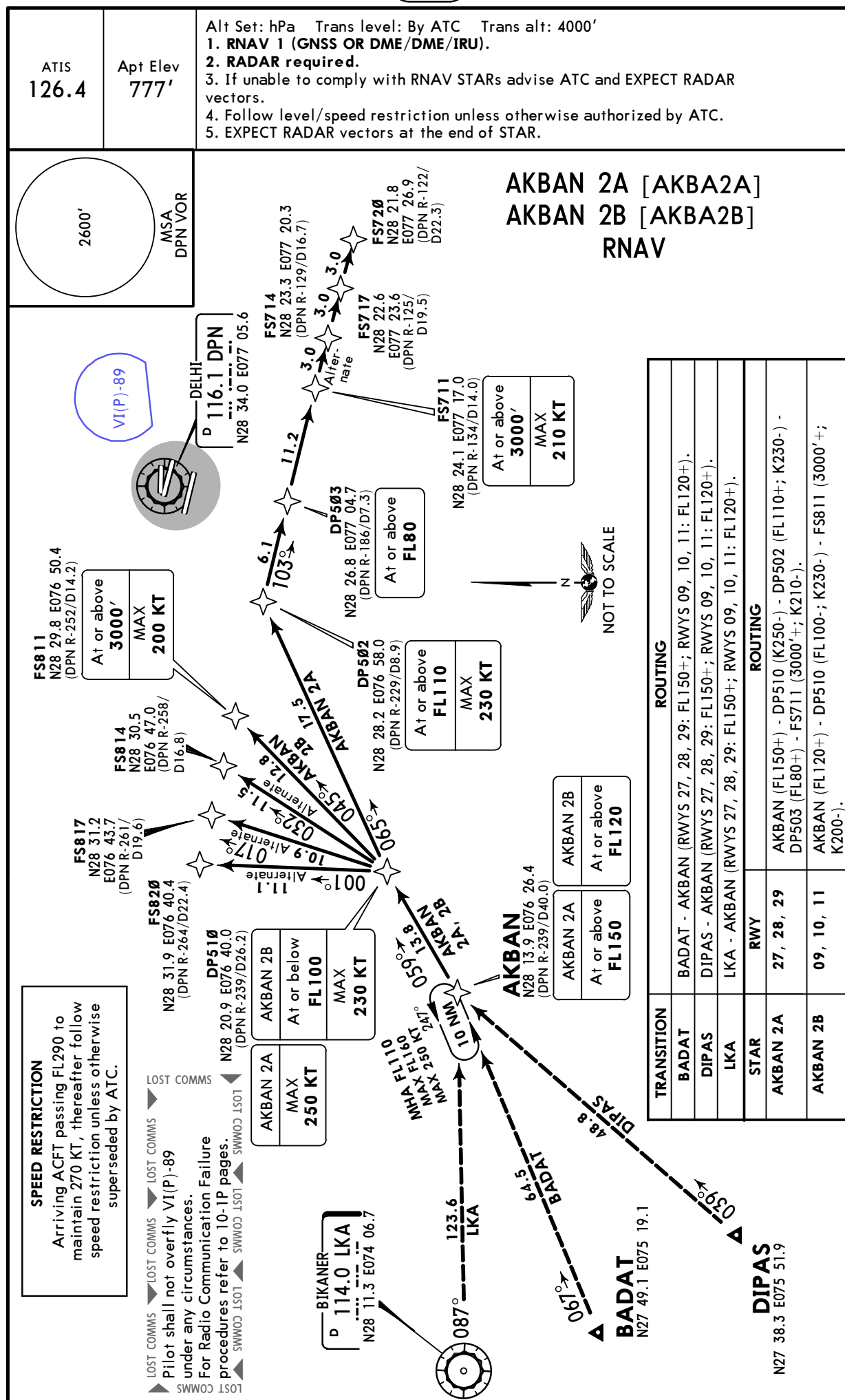
VIDP/DEL
INDIRA GANDHI INTL

29 JAN 16

10-2

Eff 4 Feb

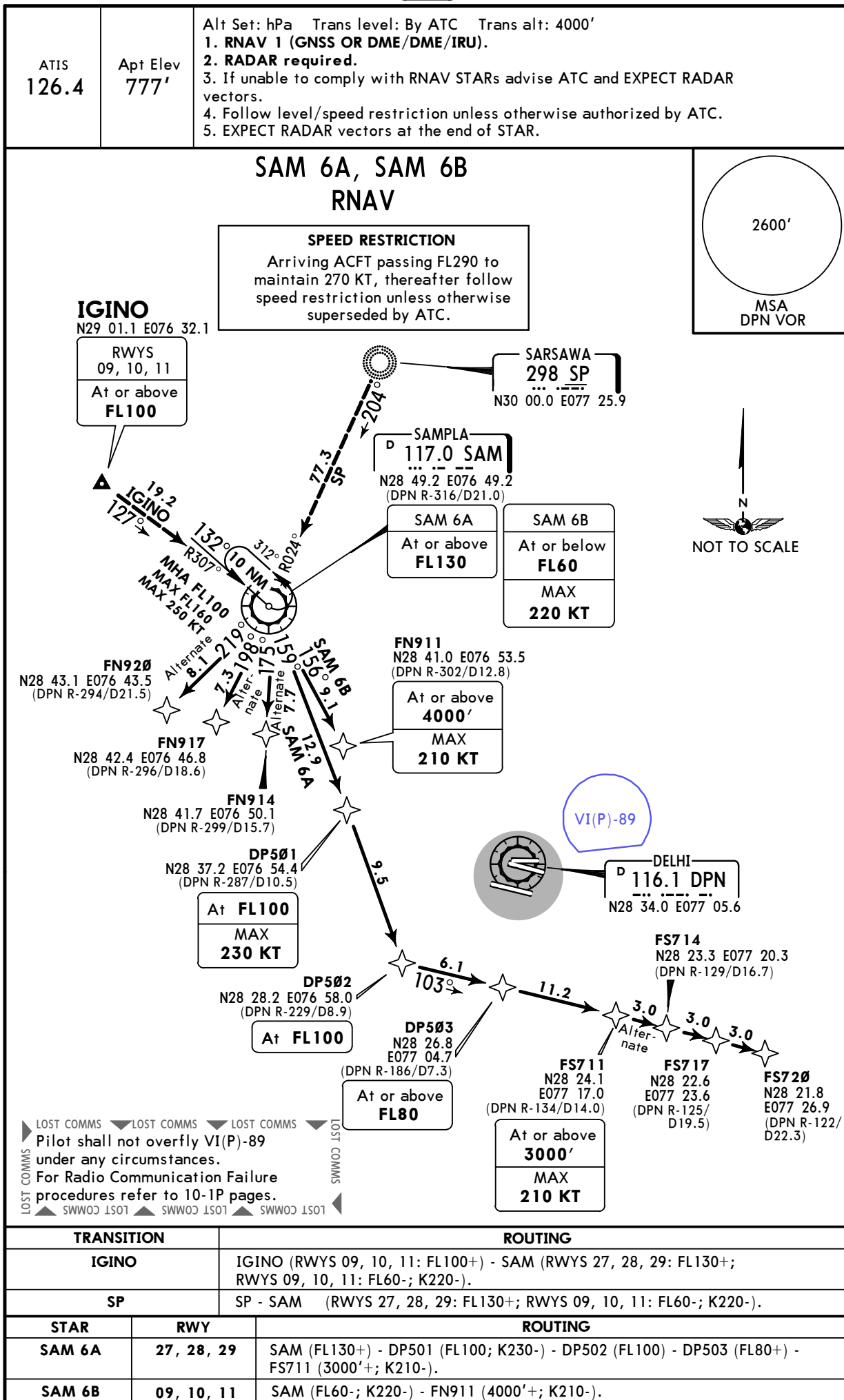
DELHI, INDIA

RNAV STAR

VIDP/DEL
INDIRA GANDHI INTL

JEPPESSEN
29 JAN 16 **(10-2A)** Eff 4 Feb

DELHI, INDIA
RNAV STAR



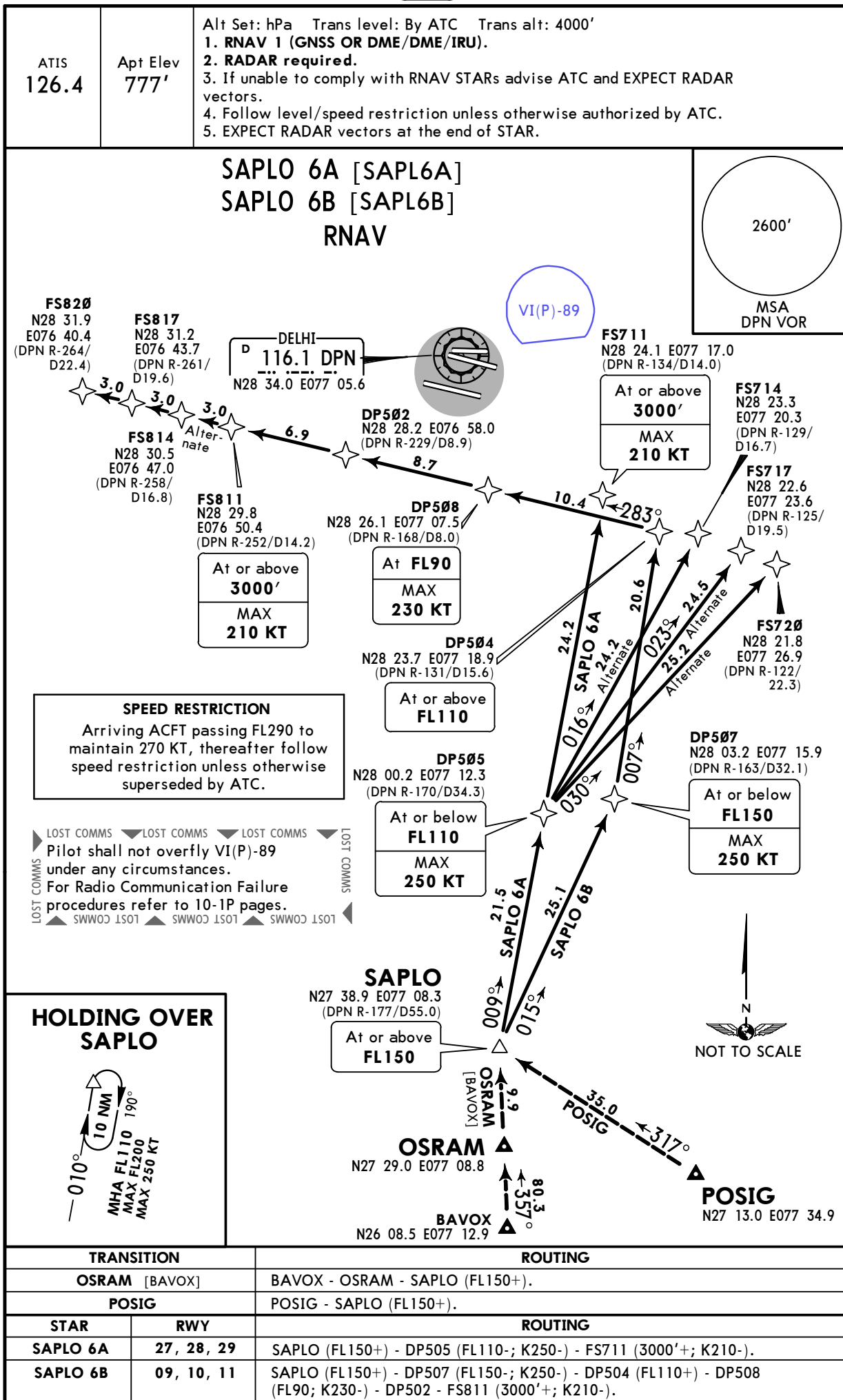
CHANGES: VI(P)-89 revised.

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INDIRA GANDHI INTL

JEPPESSEN
29 JAN 16 **(10-2B)** Eff 4 Feb

DELHI, INDIA
RNAV STAR



VIDP/DEL
INDIRA GANDHI INTL

29 JAN 16

10-2C

Eff 4 Feb

DELHI, INDIA

RNAV STAR

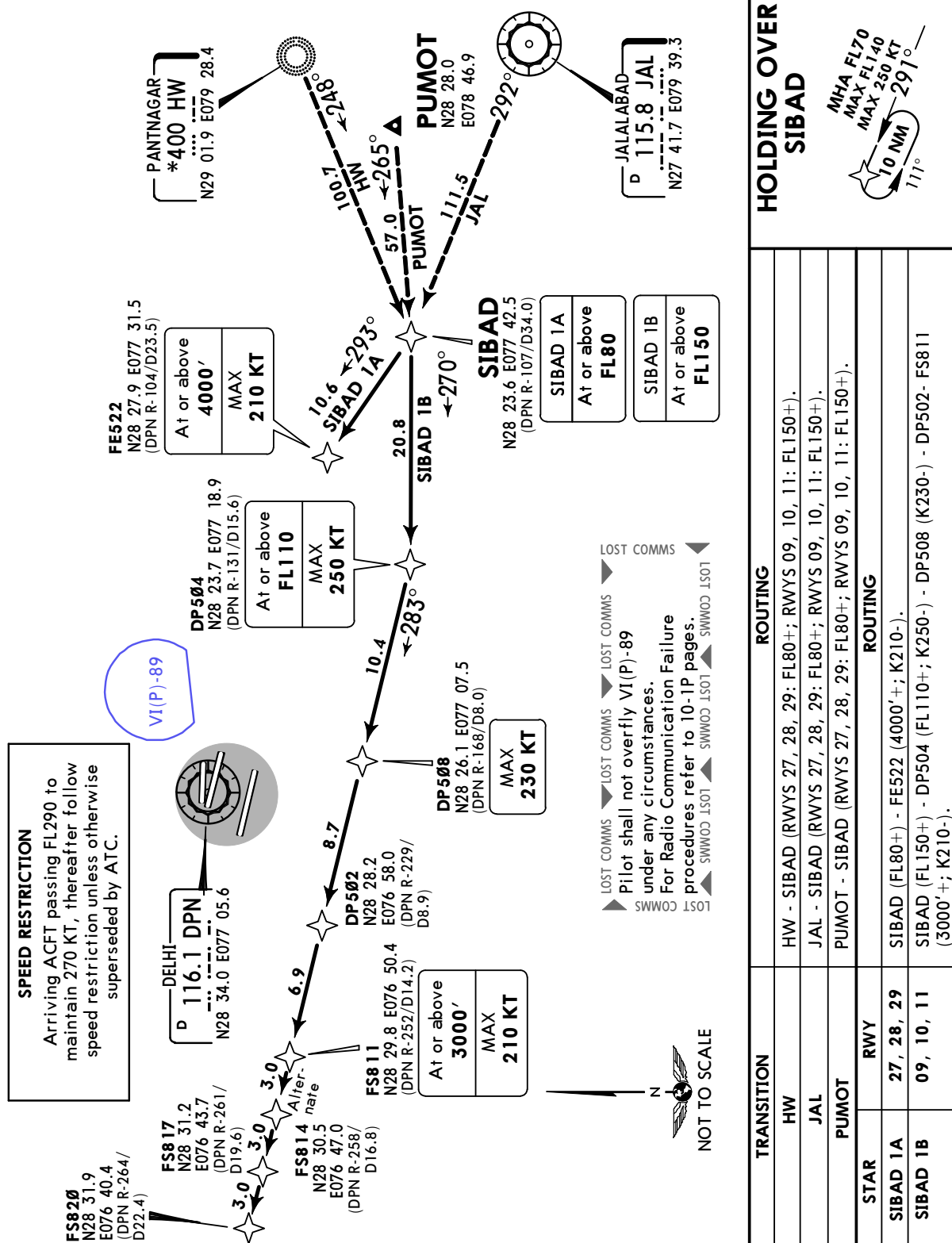
ATIS
126.4

Apt Elev
777'

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

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

SIBAD 1A [SIBA1A]
SIBAD 1B [SIBA1B]
RNAV



VIDP/DEL
INDIRA GANDHI INTL

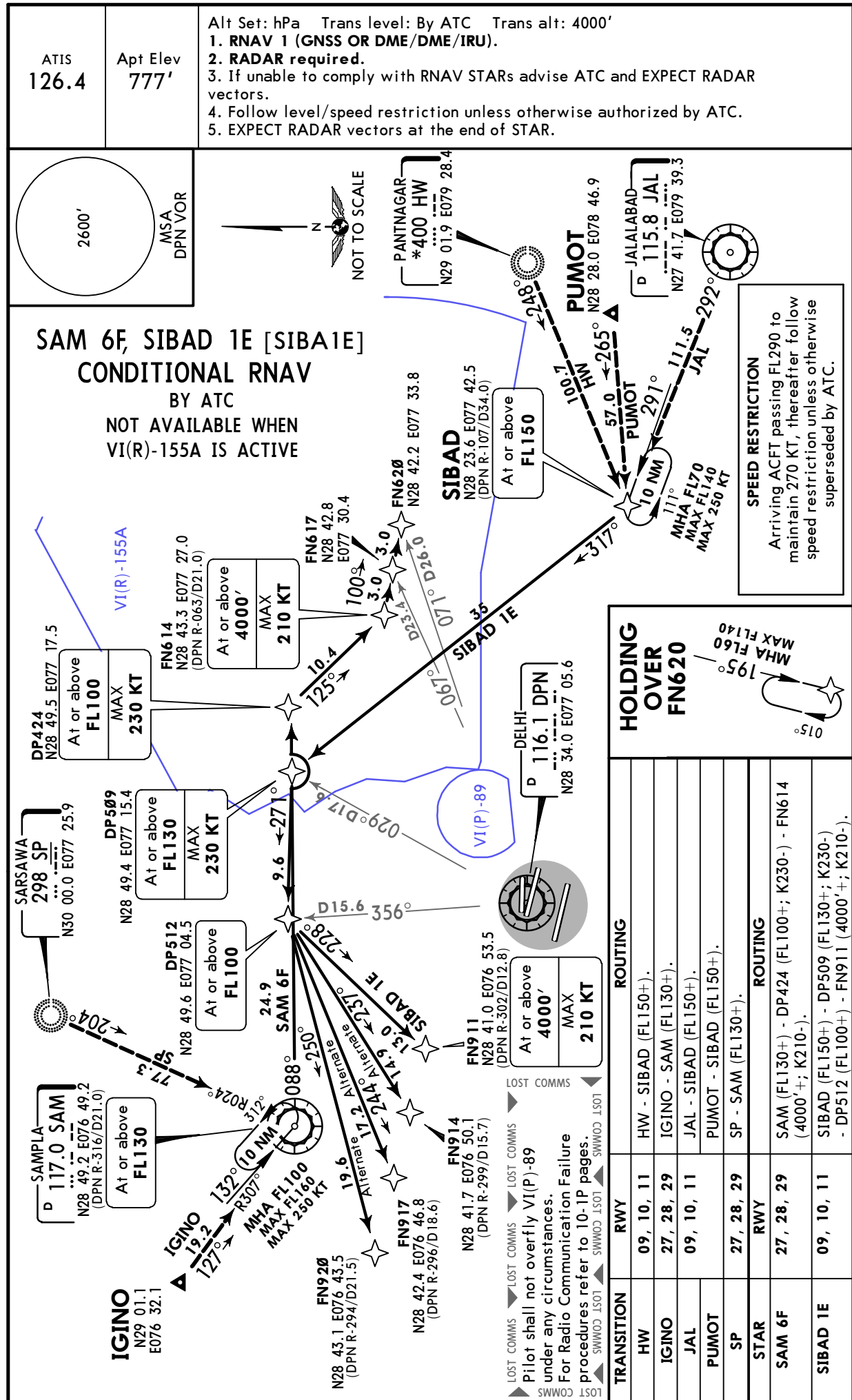
29 JAN 16

10-2D

Eff 4 Feb

DELHI, INDIA

RNAV STAR



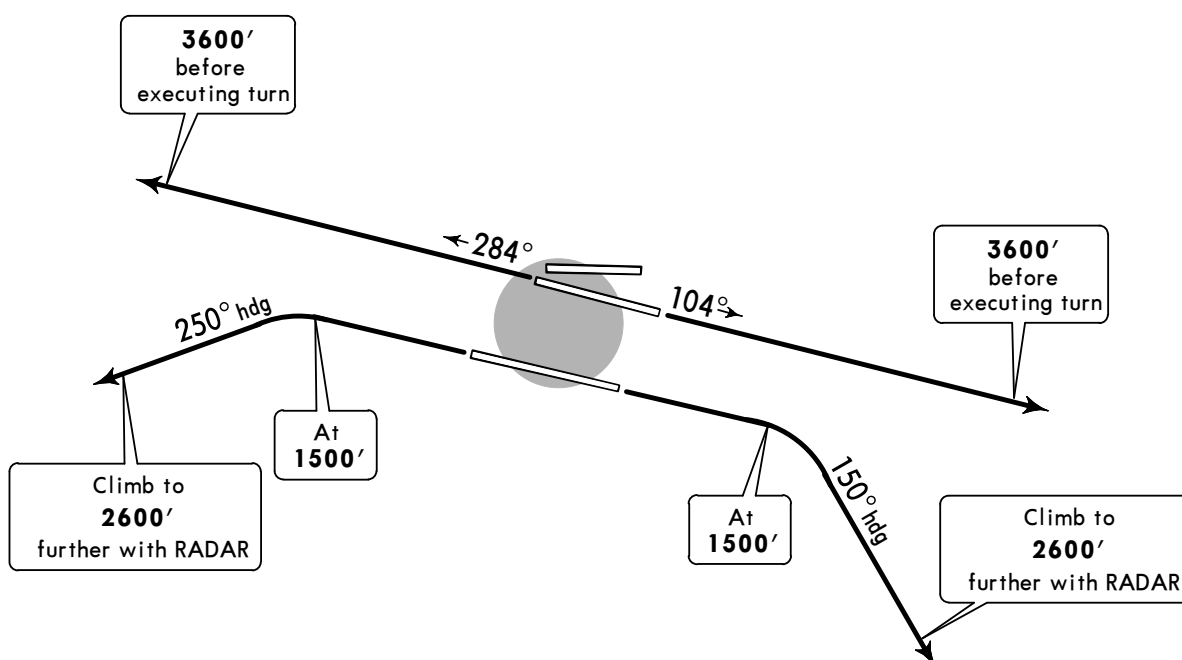
VIDP/DEL
INDIRA GANDHI INTL

JEPPESEN
 13 JAN 17 **10-3**

DELHI, INDIA
SID

DELHI Departure 118.825	Apt Elev 777'	Trans level: By ATC Trans alt: 4000' 1. Unless otherwise instructed by ATC, MAINTAIN contact DELHI Tower until 1600', when passing 1600' constact DELHI Departure. 2. For contingency procedures during mixed mode operations refer to 10-1P-pages.
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**INITIAL CLIMB PROCEDURES
 DURING MIXED MODE OPERATION
 RADAR REQUIRED**



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

VIDP/DEL
INDIRA GANDHI INTL

13 JAN 17

JEPPesen
10-3B
DELHI, INDIA
RNAV SID

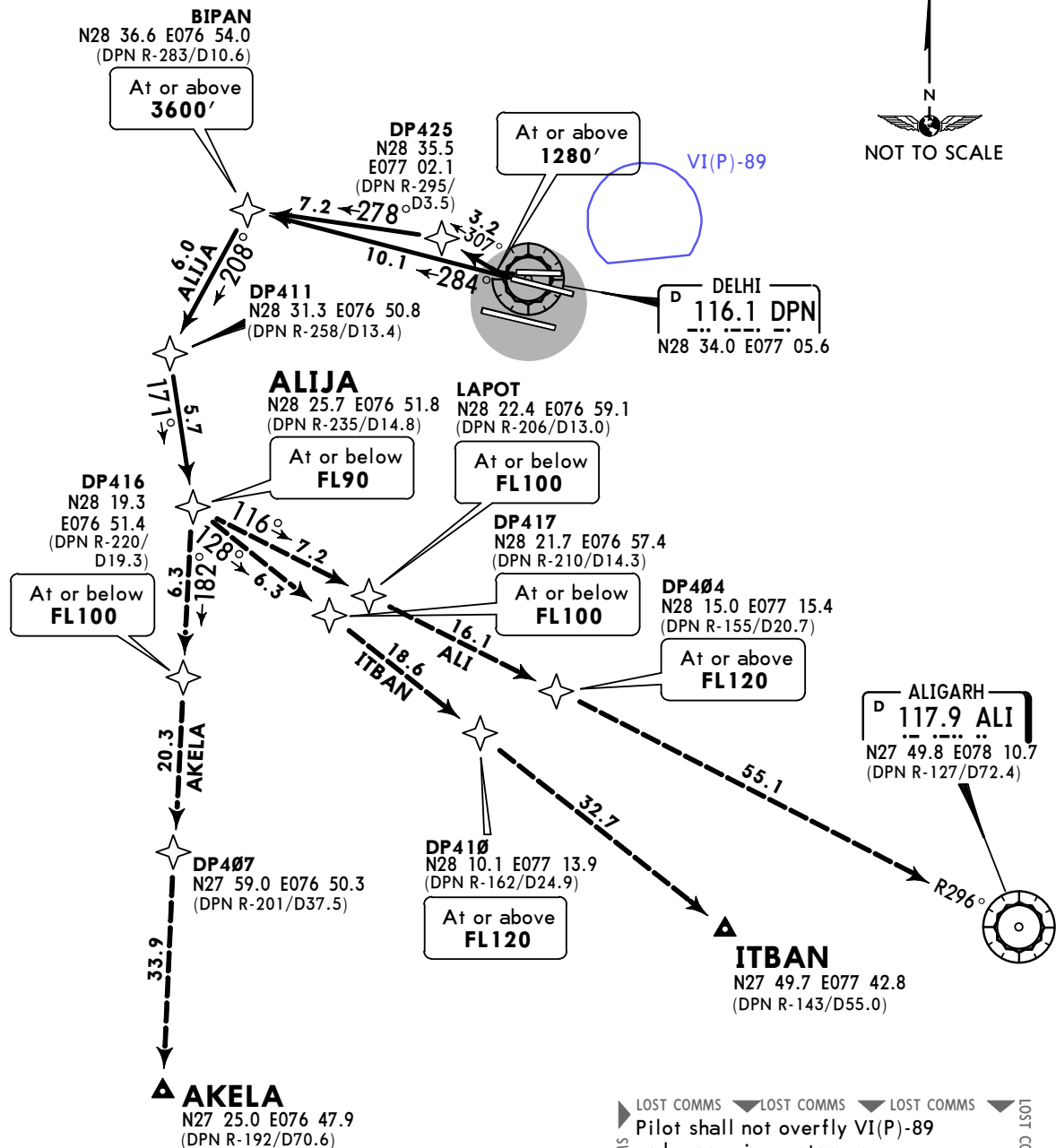
 DELHI
 Departure
118.825

Apt Elev

777'

Trans level: By ATC Trans alt: 4000'

1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectors.
2. Unless otherwise instructed by ATC, MAINTAIN contact DELHI Tower until 1600', when passing 1600' contact DELHI Departure.
3. Follow speed/level restriction unless otherwise authorized by ATC.

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


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

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

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

VIDP/DEL
INDIRA GANDHI INTL

13 JAN 17

JEPPESEN
10-3CDELHI, INDIA
RNAV SIDDELHI
Departure
118.825Apt Elev
777'

Trans level: By ATC Trans alt: 4000'

1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectors.
2. Unless otherwise instructed by ATC, MAINTAIN contact DELHI Tower until 1600', when passing 1600' contact DELHI Departure.
3. Follow speed/level restriction unless otherwise authorized by ATC.

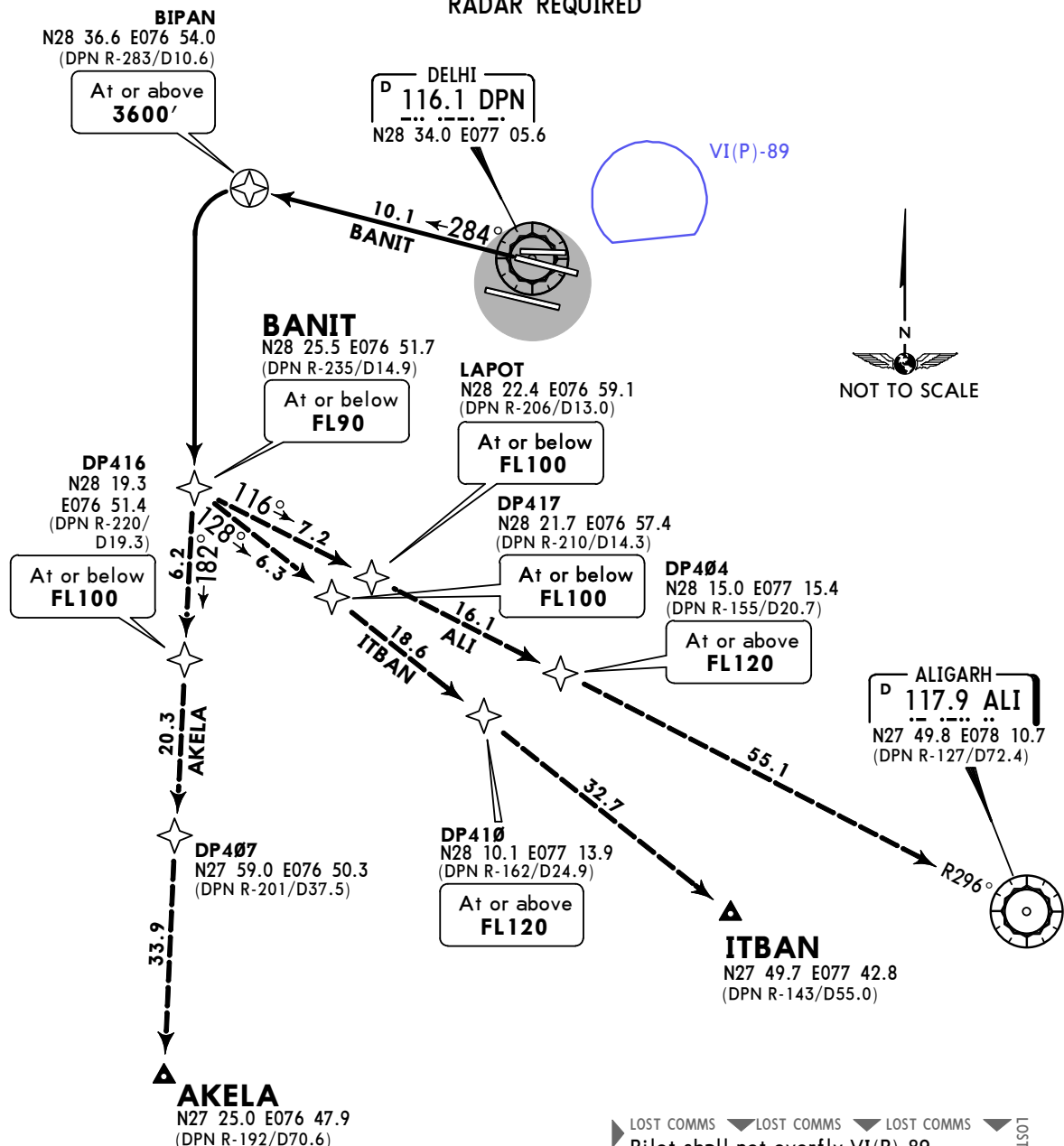
BANIT

RWY 28 RNAV DEPARTURE

TO BE ASSIGNED DURING SIMULTANEOUS RWYS 28, 29 OPS

RNAV 1 (GNSS OR DME/DME/IRU)

RADAR REQUIRED



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

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

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

VIDP/DEL
INDIRA GANDHI INTL

13 JAN 17

JEPPESEN
JAN 17 10-3D

DELHI, INDIA
RNAV SID

DELHI
Departure
118.825

Apt Elev
777'

Trans level: By ATC Trans alt: 4000'

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

2. Unless otherwise instructed by ATC, MAINTAIN contact DELHI Tower until 1600', when passing 1600' contact DELHI Departure.

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

BIKANEER
N28 33.2 E073 47.3
(DPN R-270/D174.9)

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

BUTOP
N29 19.8 E075 23.9
(DPN R-297/D100.3)

DELHI
N28 34.0 E077 05.6
(DPN R-357/D29.5)

VI(P)-89

At or above
FL90

At or above
FL90

At or above
FL90

At or above
3600'

At or above
1280'

DP403
N28 37.2 E076 42.2
(DPN R-278/D20.9)

DP405
N28 54.5 E077 00.9
(DPN R-348/D20.9)

DP409
N29 03.5 E077 04.4
(DPN R-357/D29.5)

DP425
N28 35.5 E077 02.1
(DPN R-295/D3.5)

DP425
N28 35.5 E077 02.1
(DPN R-295/D3.5)

80.7
BUTOP

44.0
MABOR [LUN]

111.3
MABOR [LUN]

10.4
BUTOP
MABOR [LUN]

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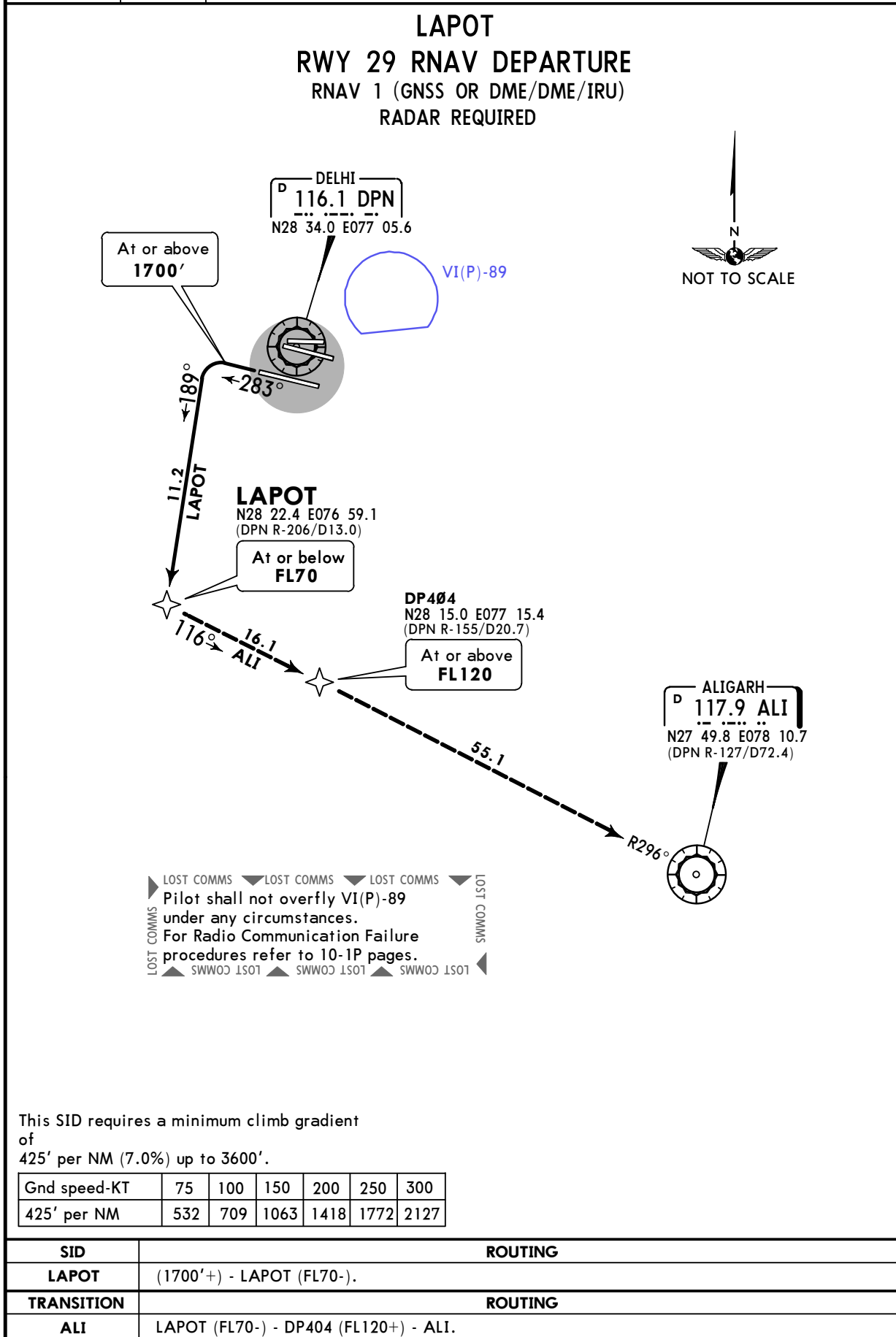
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VIDP/DEL
INDIRA GANDHI INTL

JEPPESEN
13 JAN 17 **(10-3E)**

DELHI, INDIA
RNAV SID

DELHI Departure 118.825	Apt Elev 777'	Trans level: By ATC Trans alt: 4000' 1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectors. 2. Unless otherwise instructed by ATC, MAINTAIN contact DELHI Tower until 1600', when passing 1600' contact DELHI Departure. 3. Follow speed/level restriction unless otherwise authorized by ATC.
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VIDP/DEL
INDIRA GANDHI INTL

13 JAN 17



10-3F

DELHI, INDIA

RNAV SID

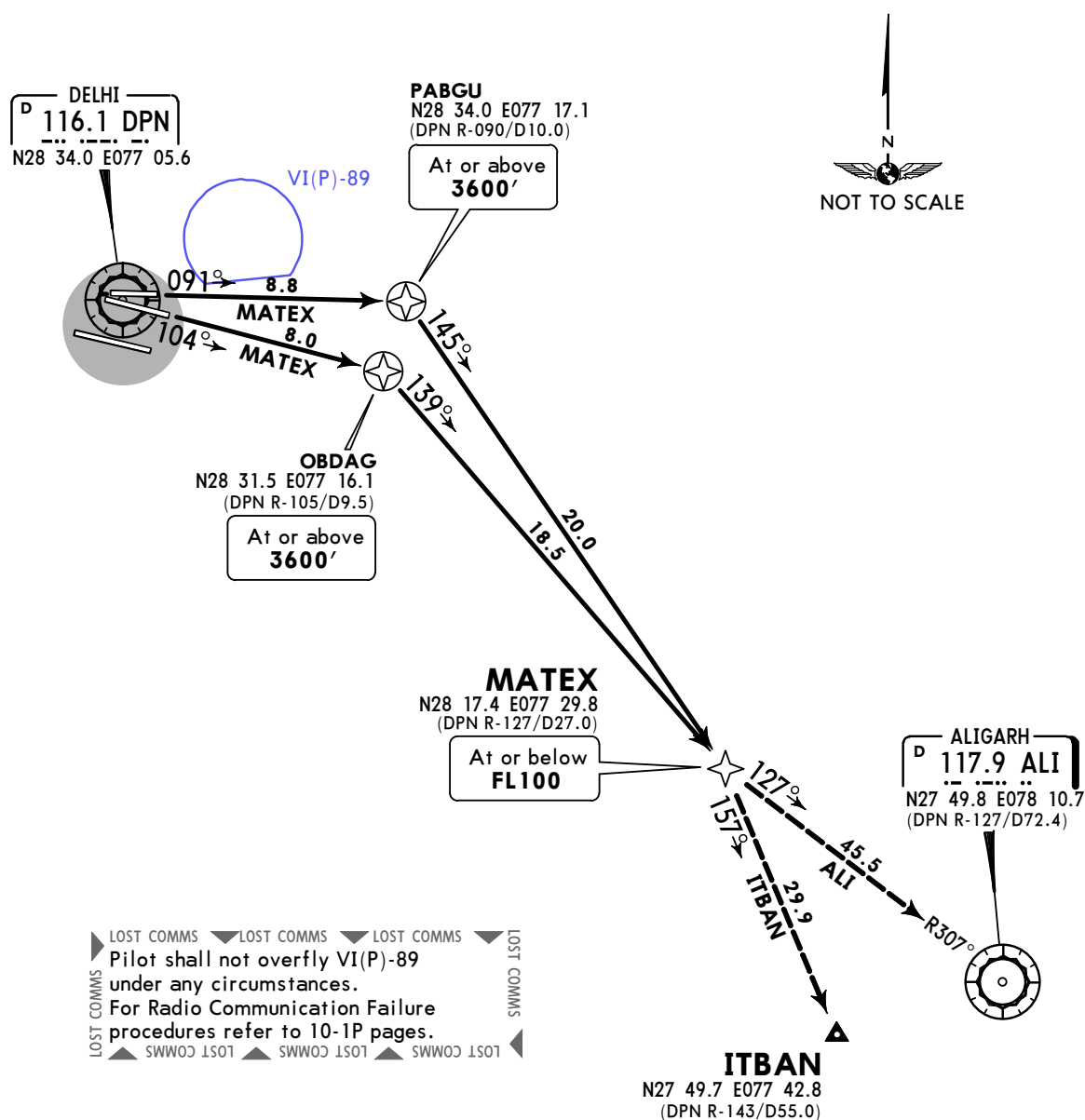
DELHI
Departure
118.825

Apt Elev
777'

Trans level: By ATC Trans alt: 4000'

1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectors.
2. Unless otherwise instructed by ATC, MAINTAIN contact DELHI Tower until 1600', when passing 1600' contact DELHI Departure.
3. Follow speed/level restriction unless otherwise authorized by ATC.

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



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

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

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

VIDP/DEL
INDIRA GANDHI INTL

13 JAN 17

JEPPESEN
JAN 17 (10-3G)

DELHI, INDIA

RNAV SID

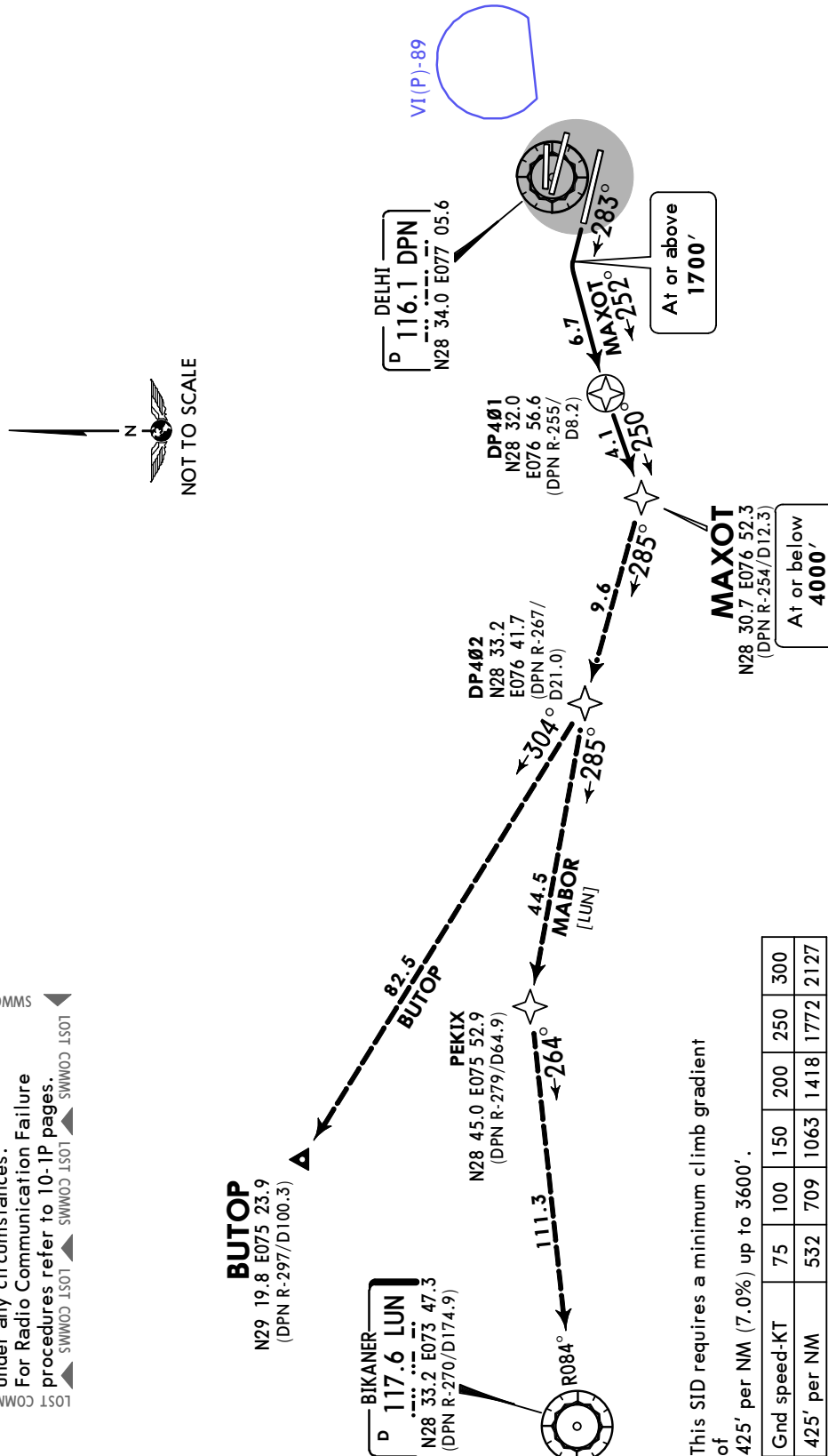
DELHI
Departure
118.825

Apt Elev
777'

Trans level: By ATC Trans alt: 4000'

1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectors.
2. Unless otherwise instructed by ATC, MAINTAIN contact DELHI Tower until 1600', when passing 1600' contact DELHI Departure.
3. Follow speed/level restriction unless otherwise authorized by ATC.

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



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

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

SID	ROUTING
MAXOT	(1700' +) - DP401 - MAXOT (4000' -) .
TRANSITION	ROUTING
BUTOP	MAXOT (4000' -) - DP402 - BUTOP.
MABOR [LUN]	MAXOT (4000' -) - DP402 - PEKIX - LUN.

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

VIDP/DEL
INDIRA GANDHI INTL

JEPPESEN
13 JAN 17 **(10-3H)**

DELHI, INDIA
RNAV SID

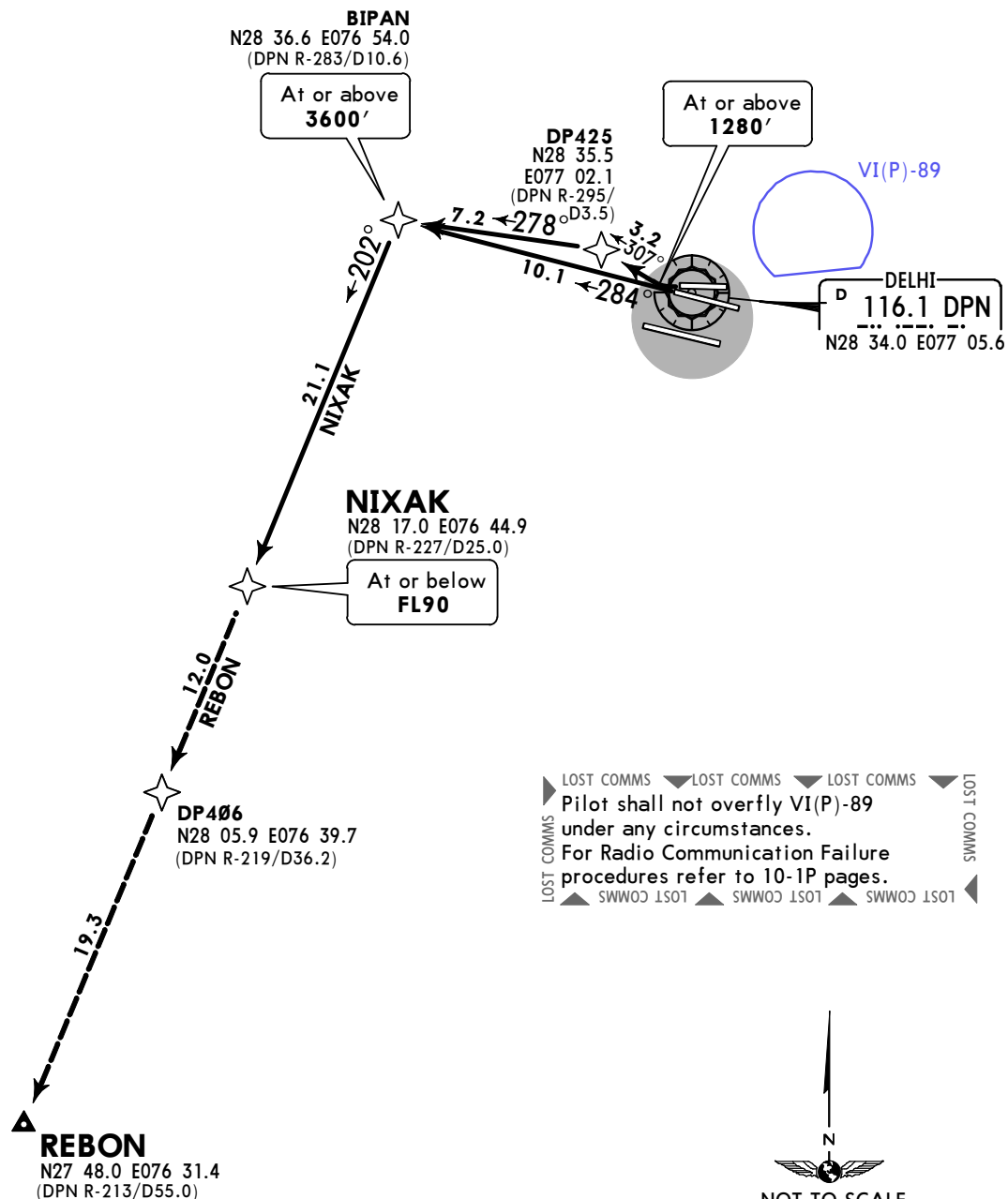
DELHI
Departure
118.825

Apt Elev
777'

Trans level: By ATC Trans alt: 4000'

1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectors.
2. Unless otherwise instructed by ATC, MAINTAIN contact DELHI Tower until 1600', when passing 1600' contact DELHI Departure.
3. Follow speed/level restriction unless otherwise authorized by ATC.

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



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

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

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

VIDP/DEL
INDIRA GANDHI INTL

13 JAN 17

JEPPESEN
JAN 17 10-3J

DELHI, INDIA

RNAV SID

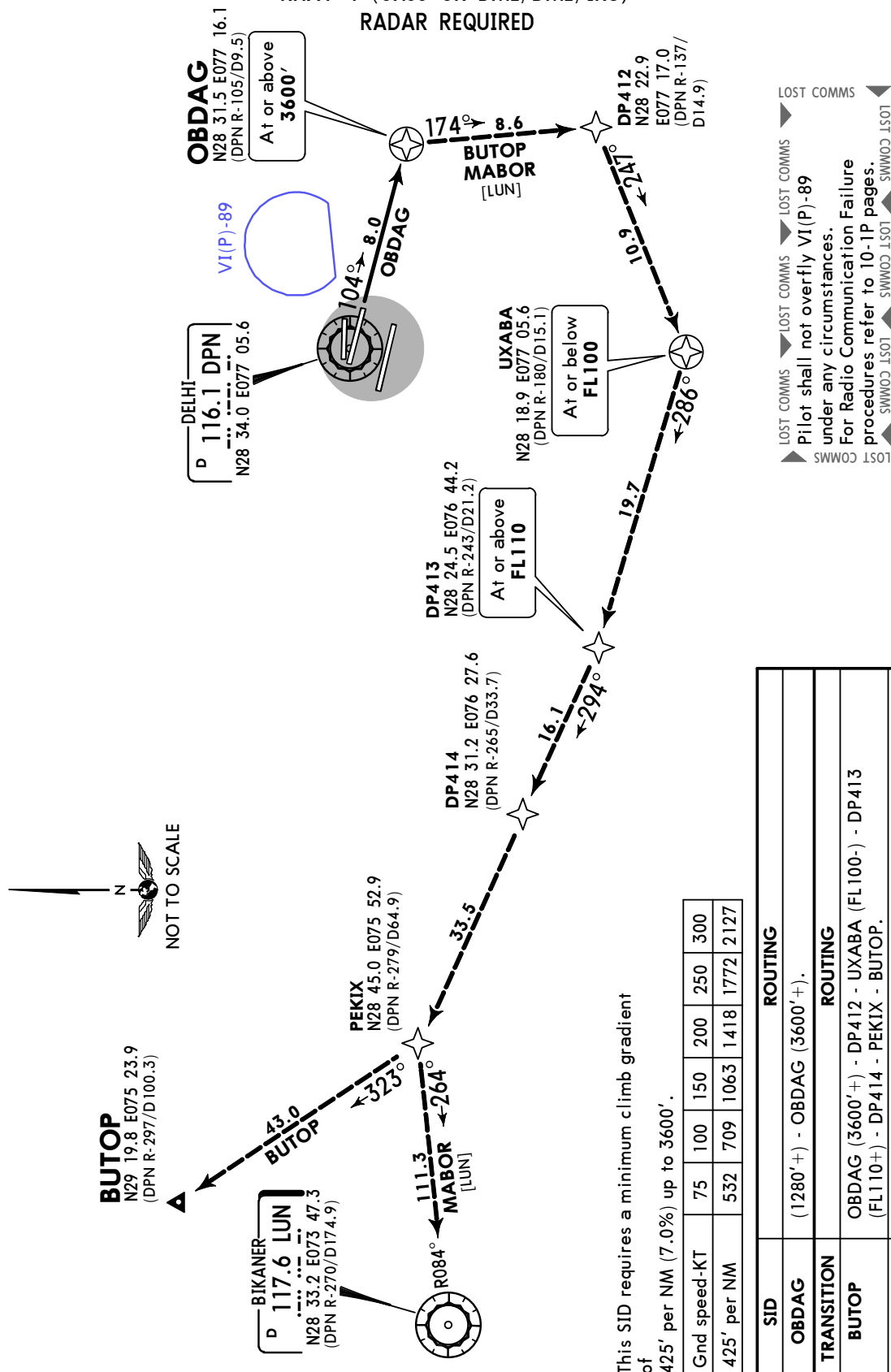
DELHI
Departure
118.825

Apt Elev
777'

Trans level: By ATC Trans alt: 4000'

1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectors.
2. Unless otherwise instructed by ATC, MAINTAIN contact DELHI Tower until 1600', when passing 1600' contact DELHI Departure.
3. Follow speed/level restriction unless otherwise authorized by ATC.

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



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

VIDP/DEL
INDIRA GANDHI INTL

13 JAN 17

JEPPESEN
JAN 17 10-3K

DELHI, INDIA

RNAV SID

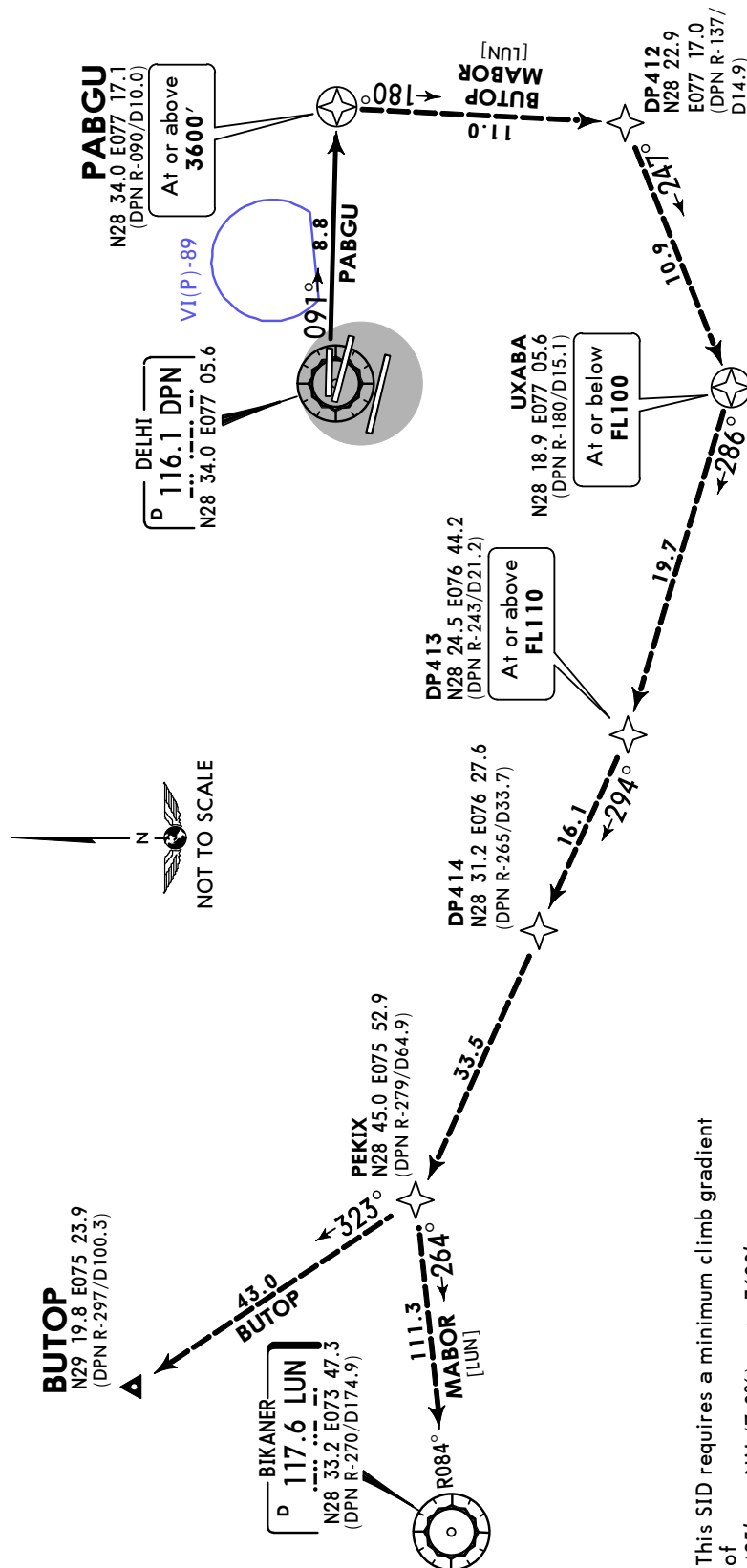
DELHI
Departure
118.825

Apt Elev
777'

Trans level: By ATC Trans alt: 4000'

1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectors.
2. Unless otherwise instructed by ATC, MAINTAIN contact DELHI Tower until 1600', when passing 1600' contact DELHI Departure.
3. Follow speed/level restriction unless otherwise authorized by ATC.

PABGU
RWY 09 RNAV DEPARTURE
RNAV 1 (GNSS OR DME/DME/IRU)
RADAR REQUIRED



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

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

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

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

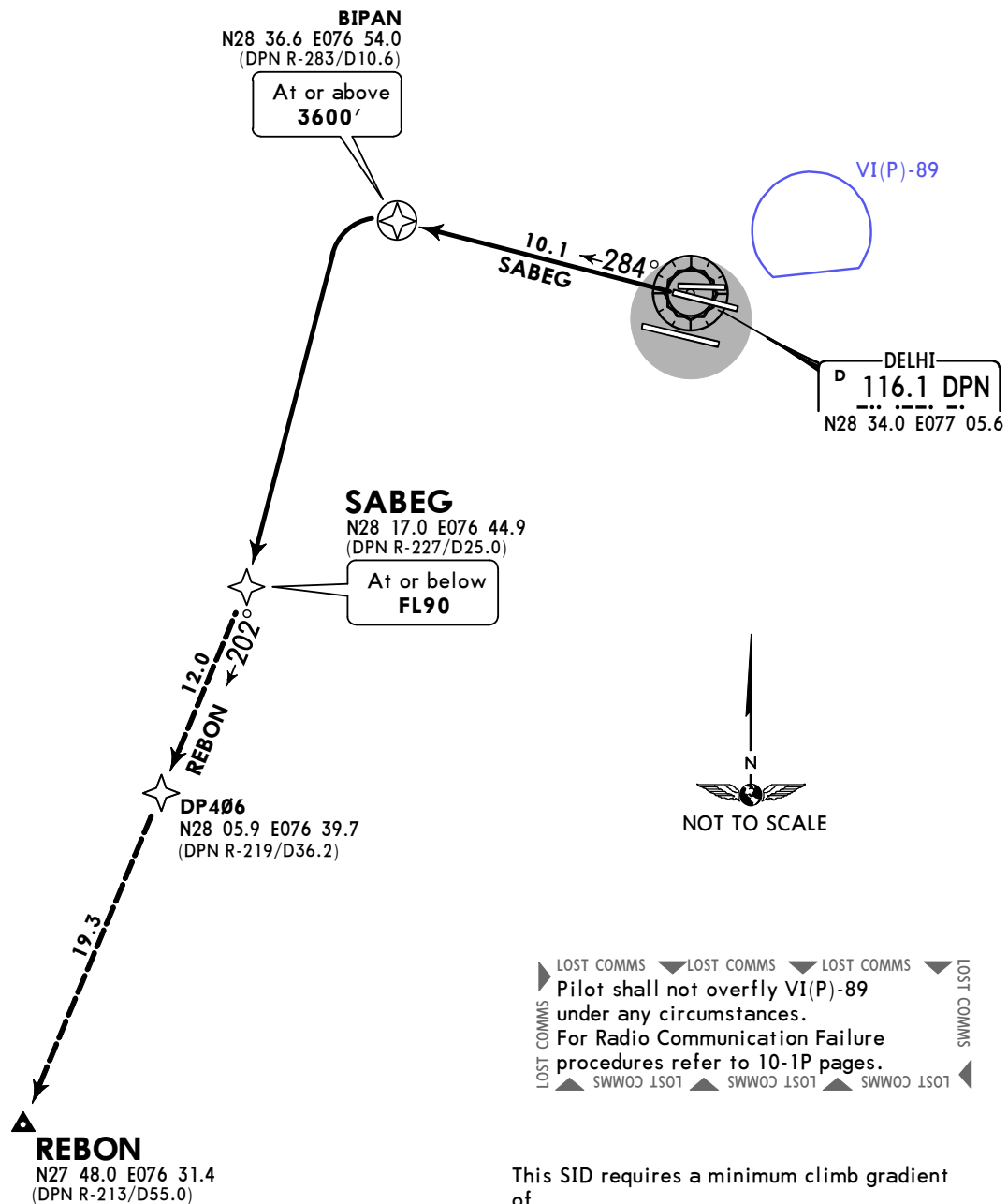
VIDP/DEL
INDIRA GANDHI INTL

JEPPESEN
13 JAN 17 **(10-3L)**

DELHI, INDIA
RNAV SID

DELHI Departure 118.825	Apt Elev 777'	Trans level: By ATC Trans alt: 4000' 1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectors. 2. Unless otherwise instructed by ATC, MAINTAIN contact DELHI Tower until 1600', when passing 1600' contact DELHI Departure. 3. Follow speed/level restriction unless otherwise authorized by ATC.
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SABEG
RWY 28 RNAV DEPARTURE
TO BE ASSIGNED DURING SIMULTANEOUS RWYS 28, 29 OPS
RNAV 1 (GNSS OR DME/DME/IRU)
RADAR REQUIRED



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

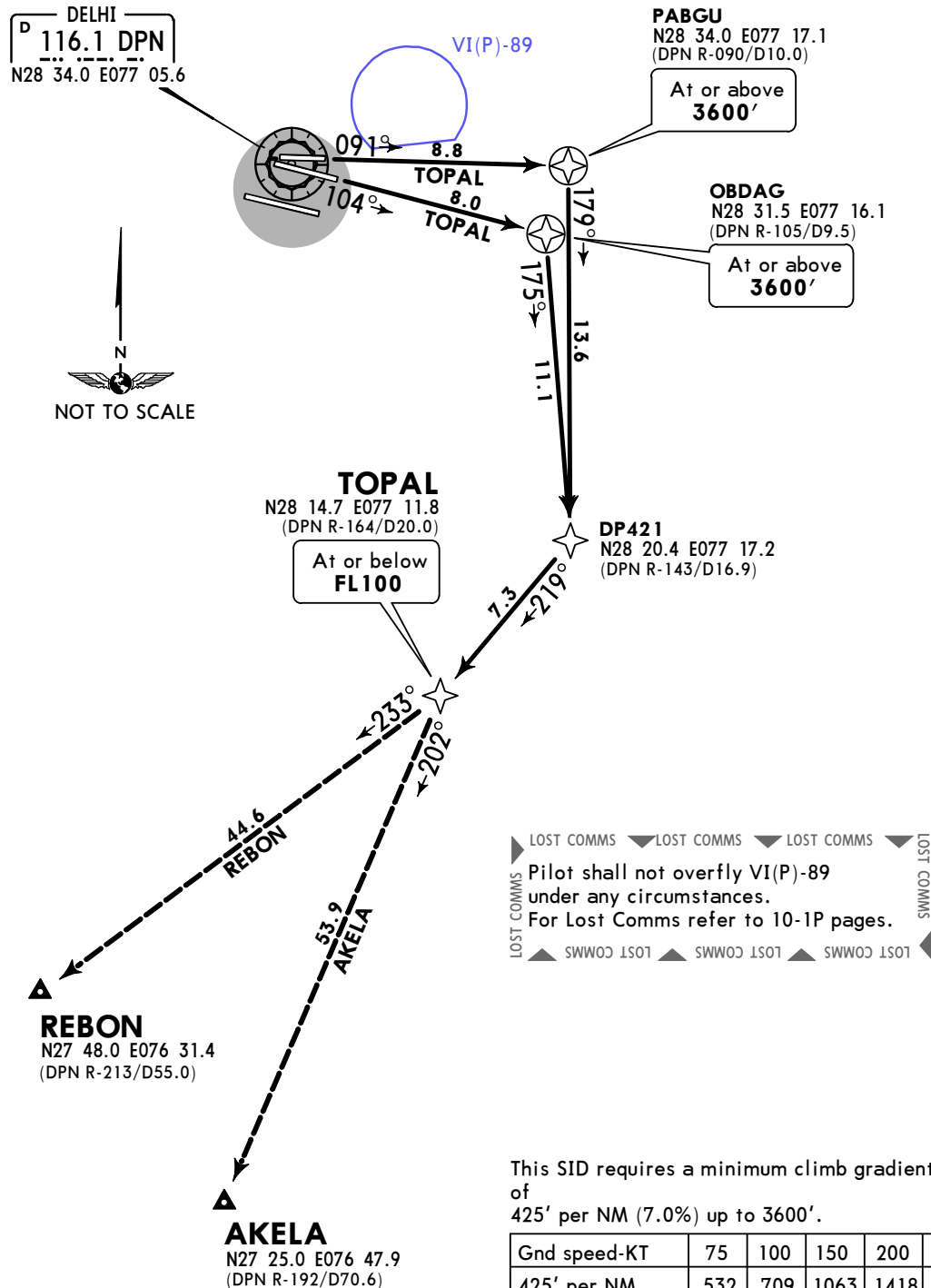
SID	ROUTING
SABEG	(1280'+) - BIPAN (3600'+) - SABEG (FL90-).
TRANSITION	ROUTING
REBON	SABEG (FL90-) - DP406 - REBON.

VIDP/DEL
INDIRA GANDHI INTL**JEPPESEN**
13 JAN 17 **(10-3M)****DELHI, INDIA**
RNAV SID**DELHI**
Departure
118.825Apt Elev
777'

Trans level: By ATC Trans alt: 4000'

1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectors.
2. Unless otherwise instructed by ATC, MAINTAIN contact DELHI Tower until 1600', when passing 1600' contact DELHI Departure.
3. Follow speed/level restriction unless otherwise authorized by ATC.

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



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

VIDP/DEL
INDIRA GANDHI INTL

13 JAN 17

JEPPESEN

10-3N

DELHI, INDIA

RNAV SID

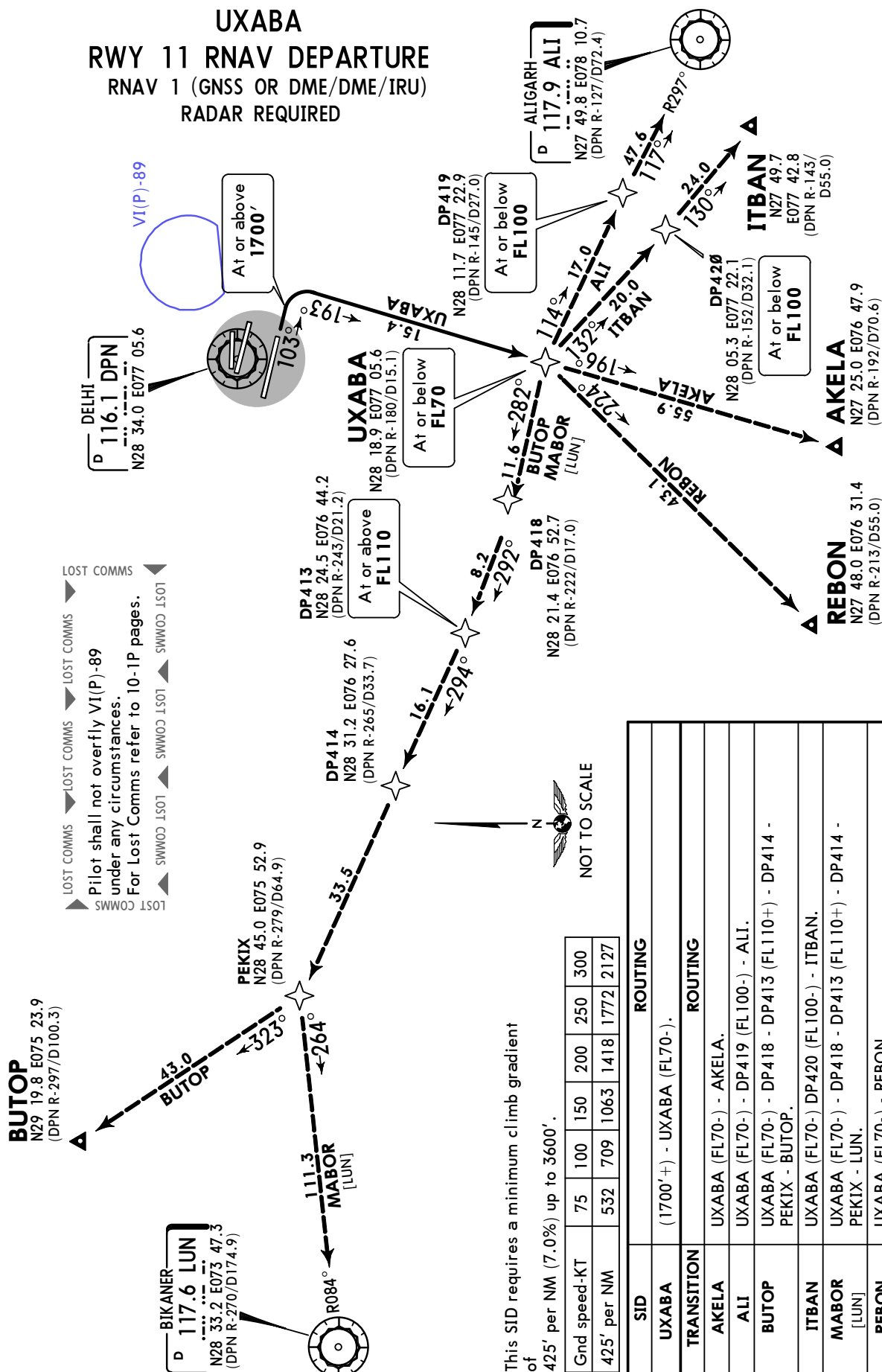
DELHI
Departure
118.825

Apt Elev
777'

Trans level: By ATC Trans alt: 4000'

1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectors.
2. Unless otherwise instructed by ATC, MAINTAIN contact DELHI Tower until 1600', when passing 1600' contact DELHI Departure.
3. Follow speed/level restriction unless otherwise authorized by ATC.

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

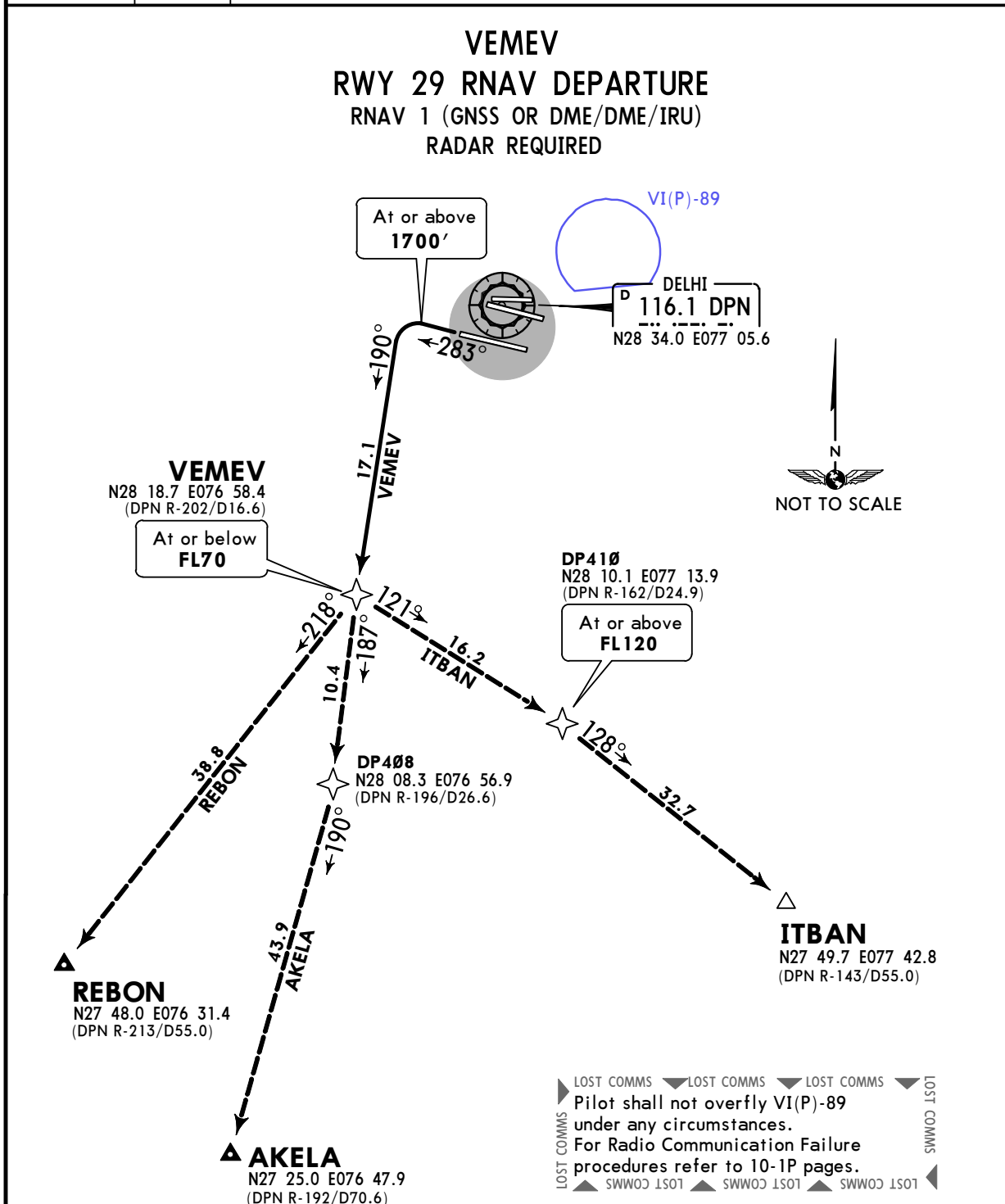


VIDP/DEL
INDIRA GANDHI INTL

JEPPESEN
13 JAN 17 **(10-3P)**

DELHI, INDIA
RNAV SID

DELHI Departure 118.825	Apt Elev 777'	Trans level: By ATC Trans alt: 4000' 1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectors. 2. Unless otherwise instructed by ATC, MAINTAIN contact DELHI Tower until 1600', when passing 1600' contact DELHI Departure. 3. Follow speed/level restriction unless otherwise authorized by ATC.
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This SID requires a minimum climb gradient of 425' per NM (7.0%) up to 3600'.

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

SID	ROUTING
VEMEV	(1700'+) - VEMEV (FL70-).
TRANSITION	ROUTING
AKELA	VEMEV (FL70-) - DP408 - AKELA.
ITBAN	VEMEV (FL70-) - DP410 (FL120+) - ITBAN.
REBON	VEMEV (FL70-) - REBON.

VIDP/DEL
INDIRA GANDHI INTL

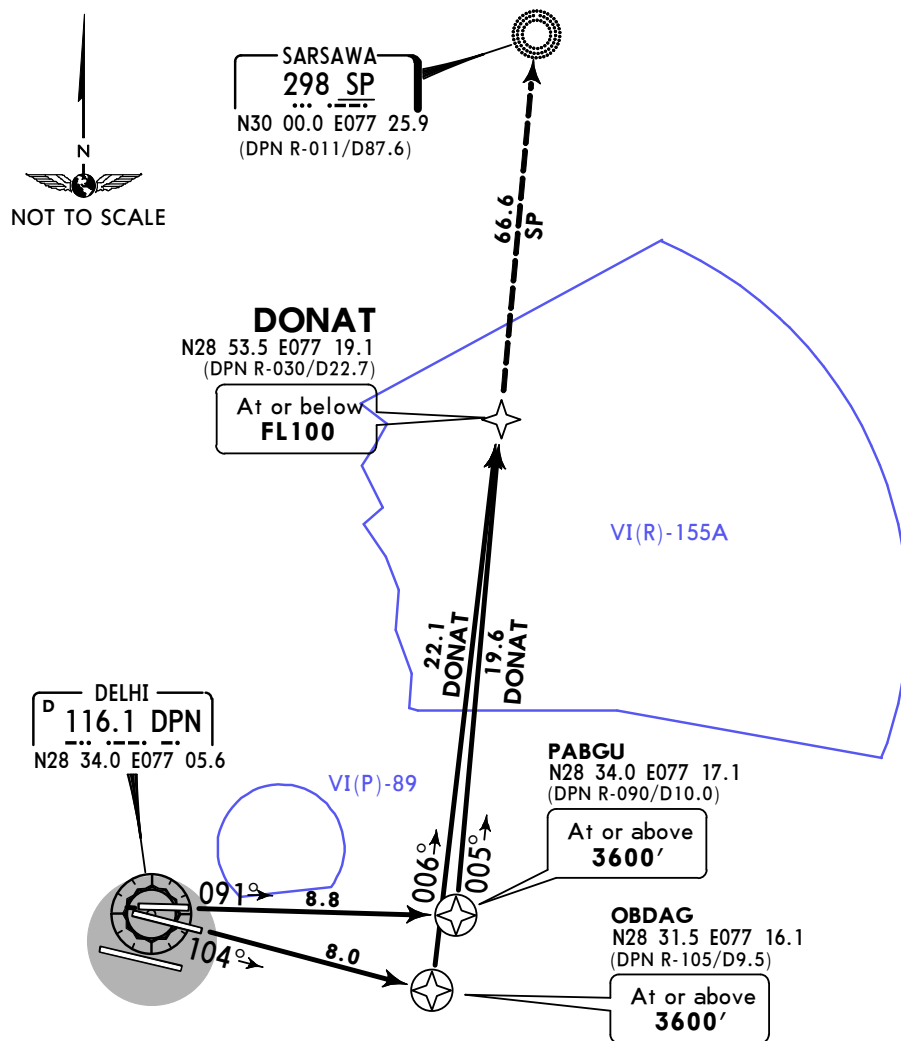
13 JAN 17

JEPPESEN
10-3QDELHI, INDIA
RNAV SIDDELHI
Departure
118.825Apt Elev
777'

Trans level: By ATC Trans alt: 4000'

1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectors.
2. Unless otherwise instructed by ATC, MAINTAIN contact DELHI Tower until 1600', when passing 1600' contact DELHI Departure.
3. Follow speed/level restriction unless otherwise authorized by ATC.

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



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

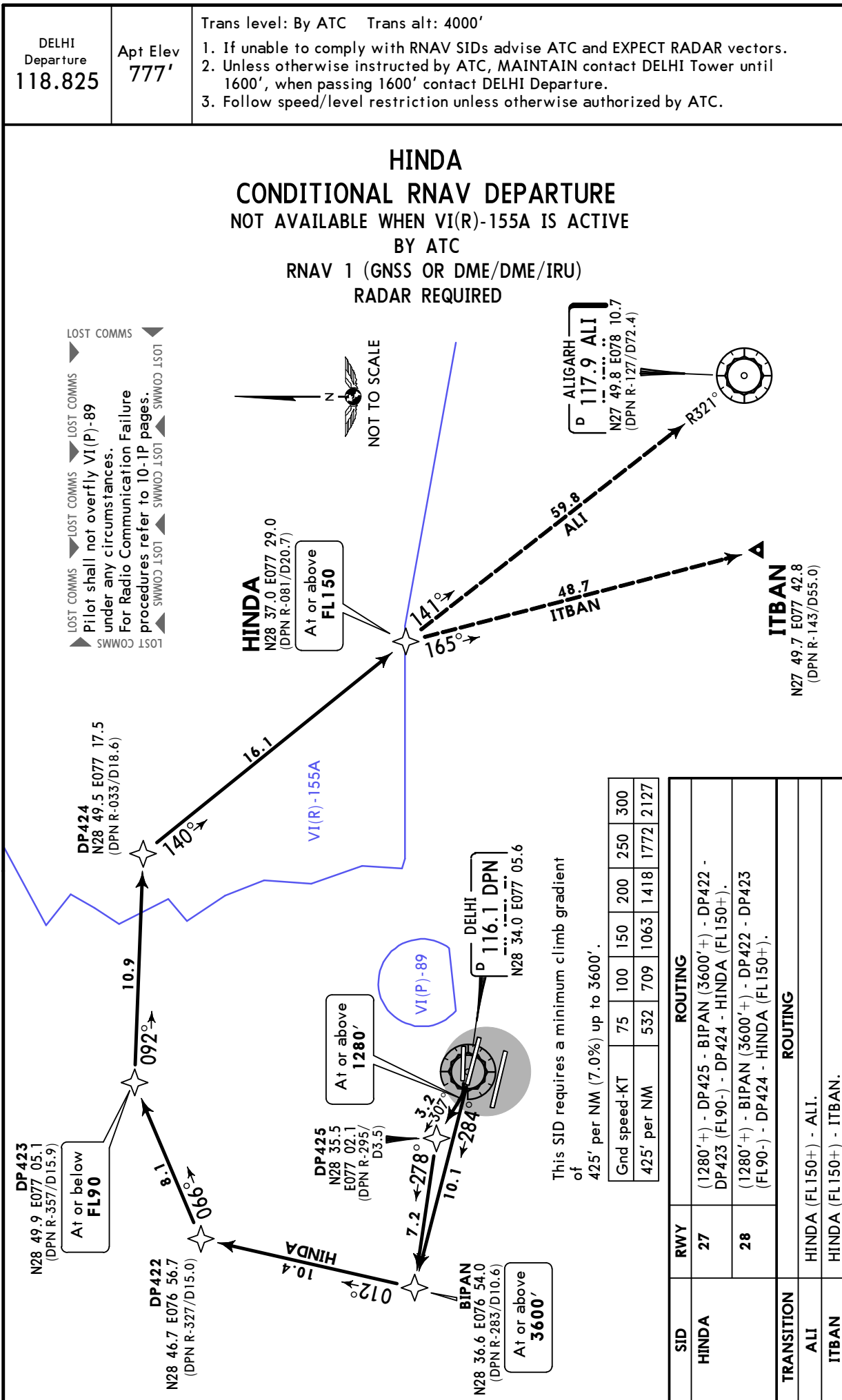
Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

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

VIDP/DEL
INDIRA GANDHI INTL

JEPPESSEN
13 JAN 17 **(10-3S)**

DELHI, INDIA
RNAV SID



VIDP/DEL

Apt Elev **777'**
N28 34.1 E077 06.7

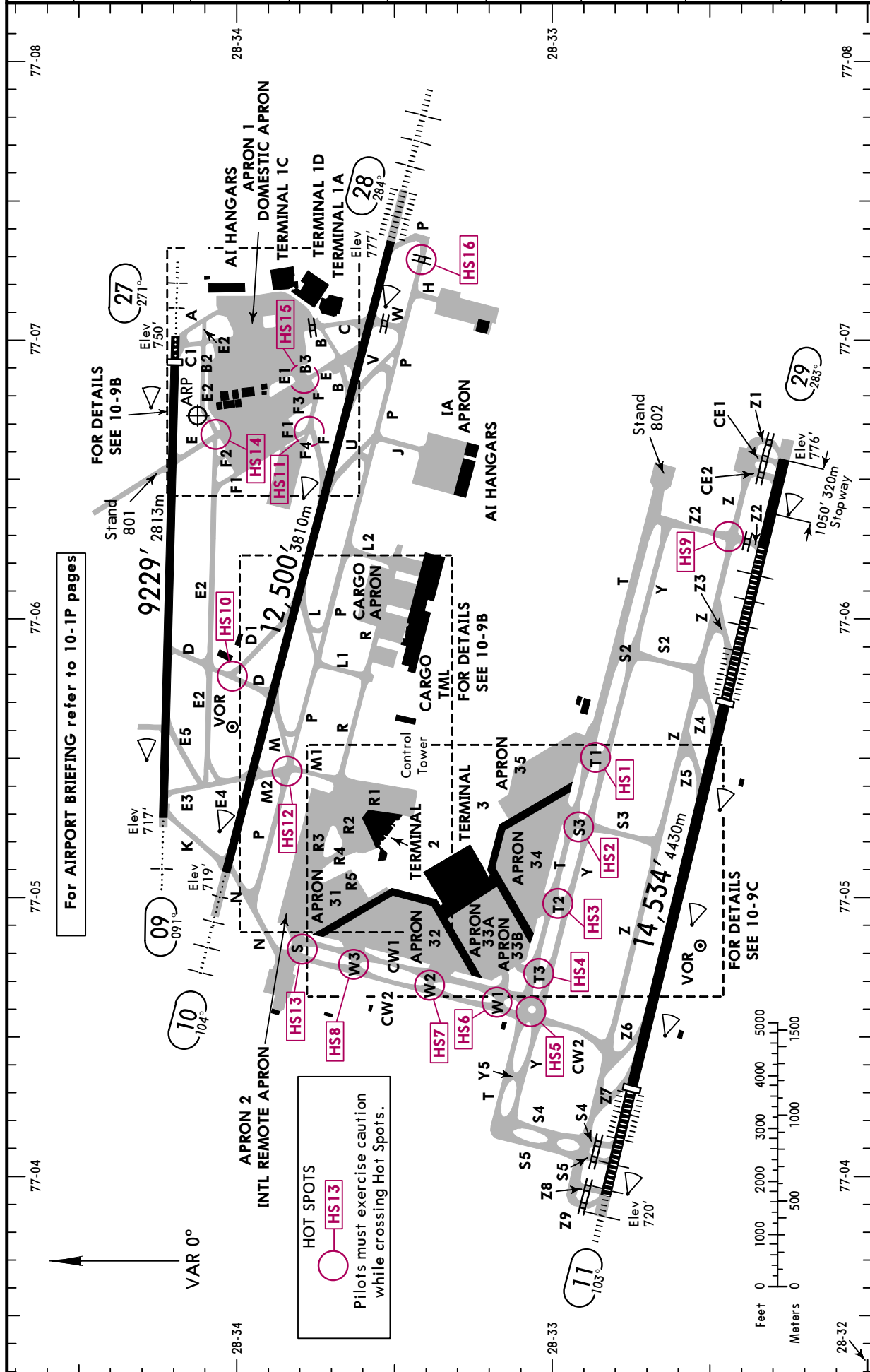


31 MAR 17 (10-9)

DELHI, INDIA

INDIRA GANDHI INTL

ATIS	DELHI Delivery	DELHI Ground			Tower			Departure
		North	Middle	South	North (09/27)	Middle (10/28)	South (11/29)	
126.4	121.95	121.75	121.9	121.62	118.75	118.1	125.85	118.82



VIDP/DEL



31 MAR 17 (10-9A)

DELHI, INDIA
INDIRA GANDHI INTL

ADDITIONAL RUNWAY INFORMATION								
RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					— LANDING BEYOND —			
	Threshold	Glide Slope						
09	HIRL(60m) CL(30m) HIALS PAPI-L (3.0°)	RVR			8196' 2498m		❶	148'
27	HIRL(60m) CL(30m) HIALS PAPI-L (3.0°) HST-E5 RVR	8730' 2661m		7595' 2315m		45m		
❶ TAKE-OFF RUN AVAILABLE								
RWY 09:				RWY 27:				
From rwy head/twy K int 9229' (2813m)				From rwy head/twy A int 9229' (2813m)				
twy E3 int 8770' (2673m)				twy C1 int 8907' (2715m)				
twy D int 6014' (1833m)				twy E int 6841' (2085m)				
10	HIRL (60m) ❷ CL (30m) HIALS	RVR			11,564' 3525m		❸	148'
	PAPI-L (angle 3.0°) HST-U & V					45m		
28	HIRL (60m) ❷ CL (CAT I: 30m, CAT II/III: 15m) HIALS-II				11,360' 3463m			
	TDZ PAPI-L (angle 3.0°) HSTIL-L & M HST-D1 RVR							
❷ Rwy lights are installed 26'/8m outside of rwy edge.								
❸ TAKE-OFF RUN AVAILABLE								
RWY 10:				RWY 28:				
From rwy head/twy K & N int 12,500' (3810m)				From rwy head/twy P int 12,500' (3810m)				
twy E4 int 10,613' (3235m)				twy C & W int 10,991' (3350m)				
twy D & M int 9055' (2760m)				twy E int 10,745' (3275m)				
11	HIRL (60m) CL (15m) HIALS-II TDZ	RVR	11,368' 3465m	10,312' 3143m			❹	197'
	PAPI (angle 3.0°) HSTIL-Z5, Z4 & Z3					60m		
29	HIRL (60m) CL (15m) HIALS-II TDZ	RVR	9744' 2970m	8507' 2593m				
	PAPI-L (angle 3.0°) HSTIL-Z6 & Z7							
❹ TAKE-OFF RUN AVAILABLE								
RWY 11:				RWY 29:				
From rwy head/twy Z9 int 13,484' (4110m)				From rwy head/twy Z1 int 14,534' (4430m)				
twy Z8 int 13,442' (4097m)				twy CE1 int 14,491' (4417m)				
twy S5 int 12,861' (3920m)				twy CE2 int 14,173' (4320m)				
twy S4 int 12,539' (3822m)				twy Z2 int 12,858' (3919m)				
				twy Z3 int 10,696' (3260m)				
				twy Z4 int 9383' (2860m)				
Standard/DGCA								
TAKE-OFF								
Low Visibility Take-off								
	HIRL, CL (spacing 15m or less) & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate Visual reference (Day only)		
A								
B	TDZ, Mid, Rollout	TDZ, Mid, Rollout	200m	300m	400m	500m		
C	125m	150m						
D								

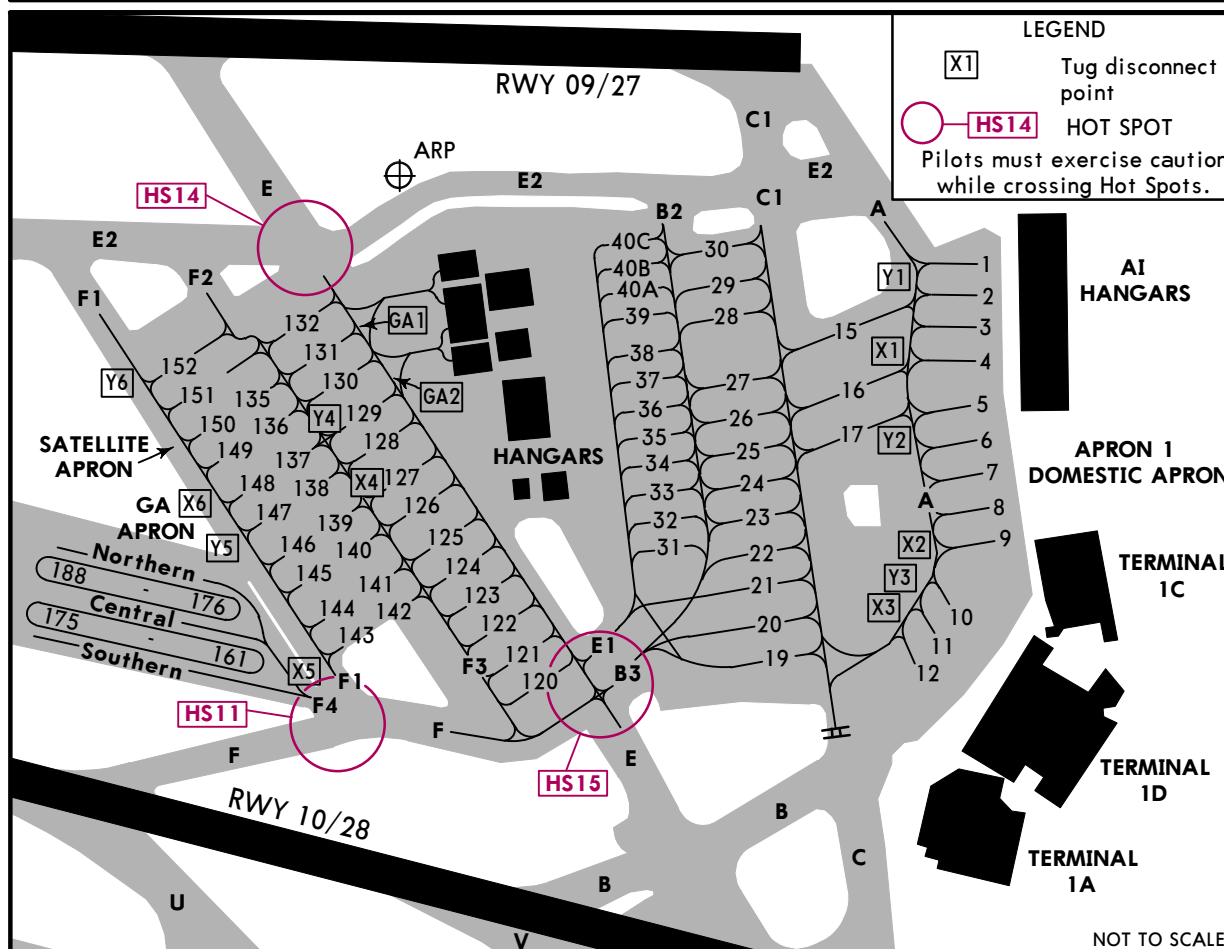
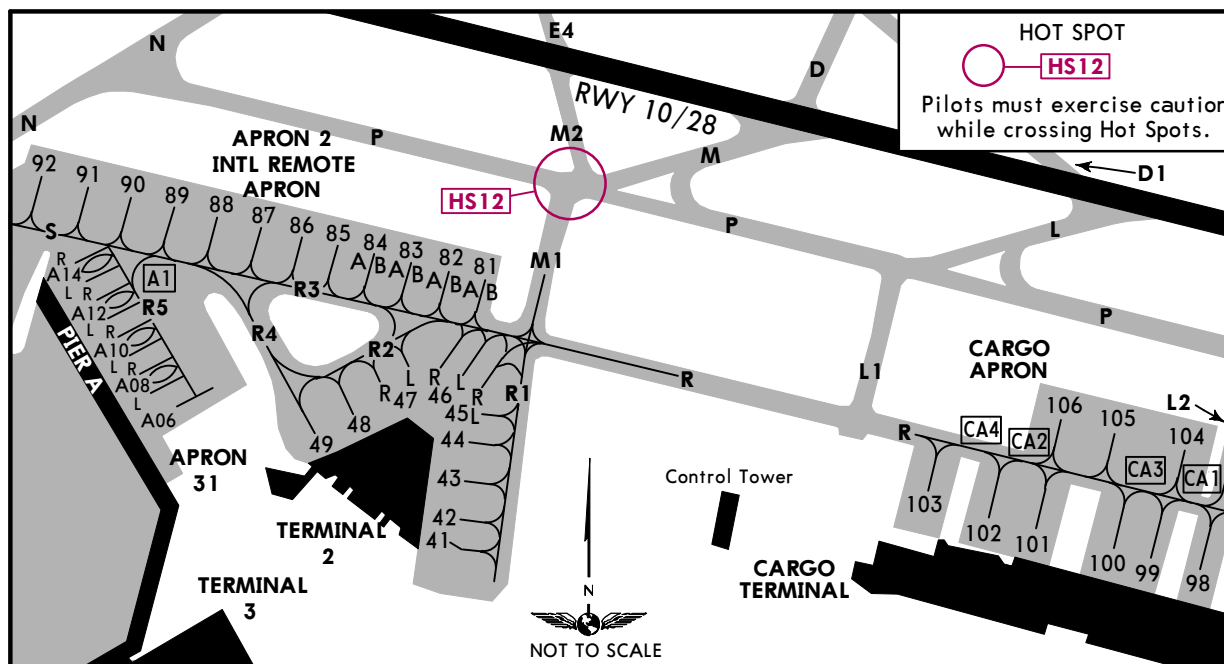
CHANGES: Runway 29 usable lengths.

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VIDP/DEL

JEPPesen
17 FEB 17 **10-9B** Eff 2 Mar

DELHI, INDIA
INDIRA GANDHI INTL



VIDP/DEL

17 FEB 17

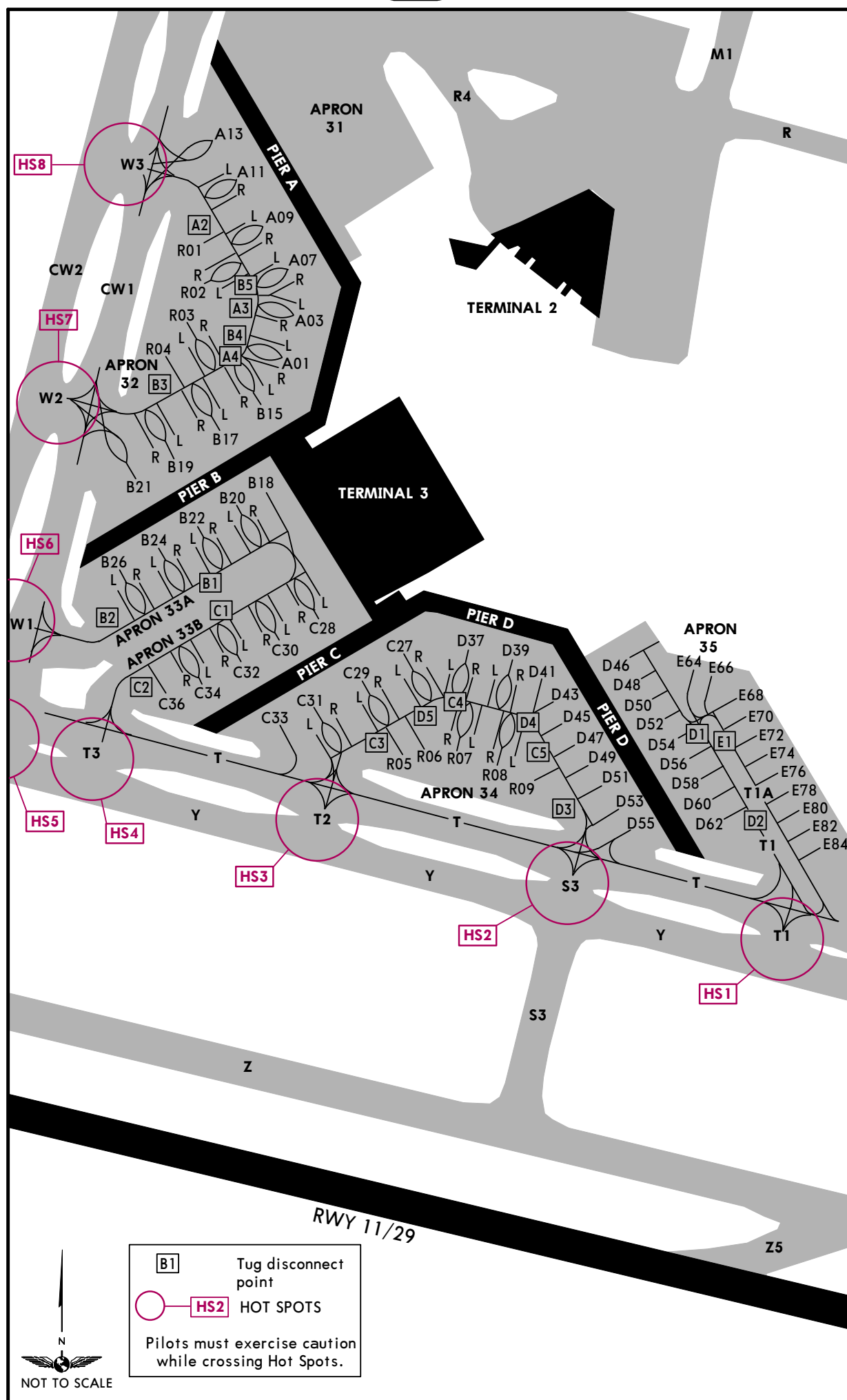
JEPPESEN

10-9C

Eff 2 Mar

DELHI, INDIA

INDIRA GANDHI INTL



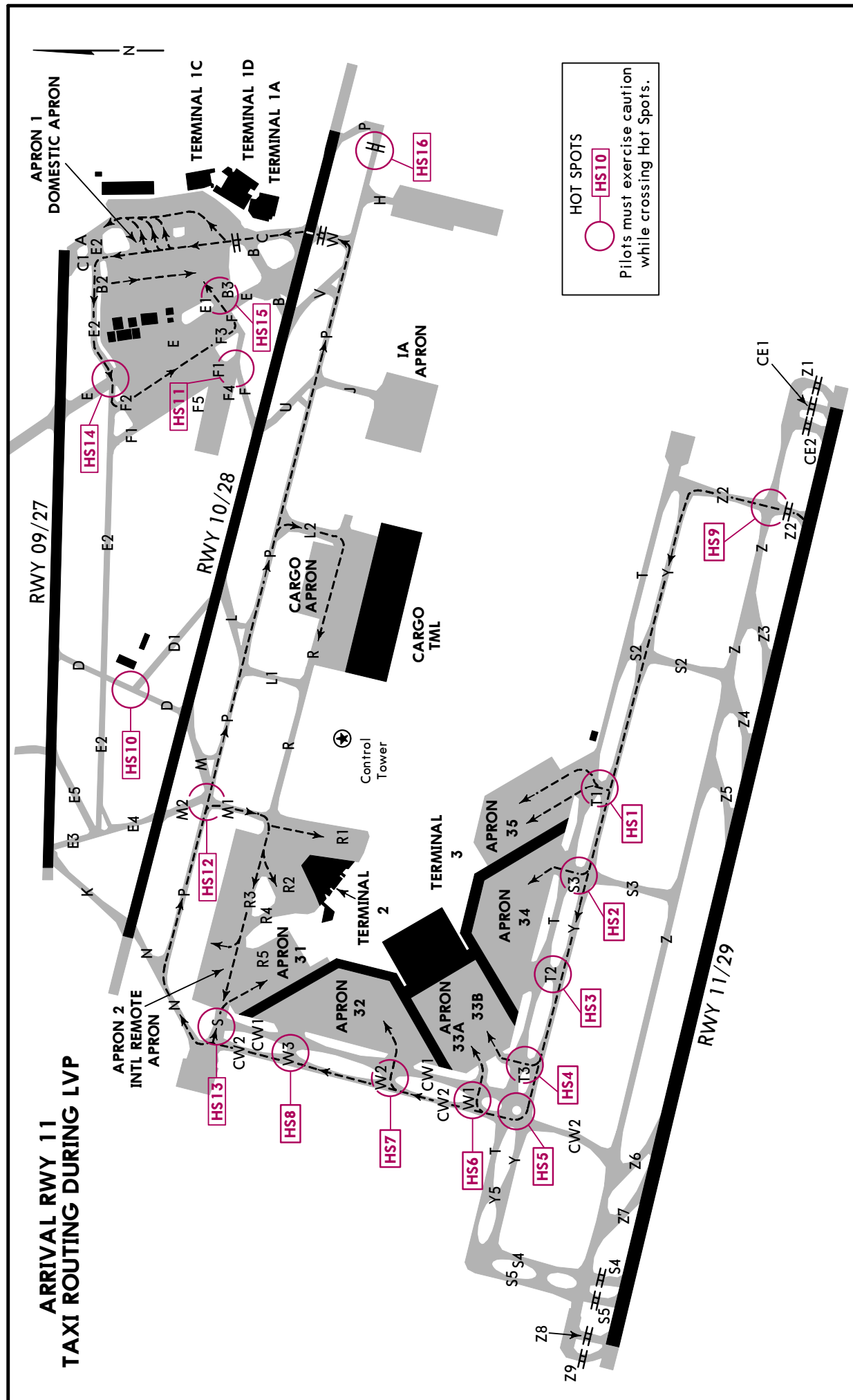
CHANGES: None.

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VIDP/DEL

JEPPESSEN
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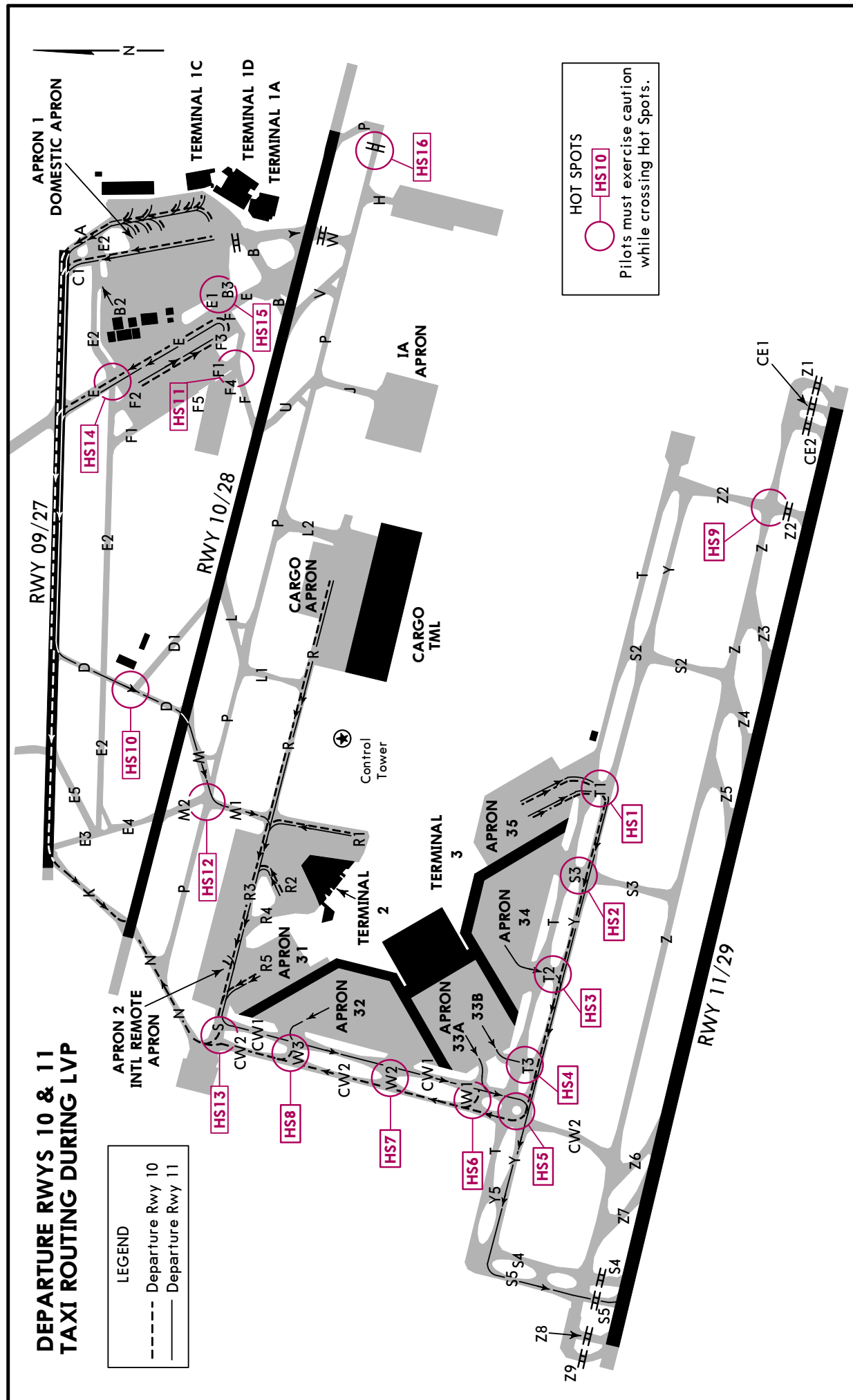
DELHI, INDIA
INDIRA GANDHI INTL



VIDP/DEL

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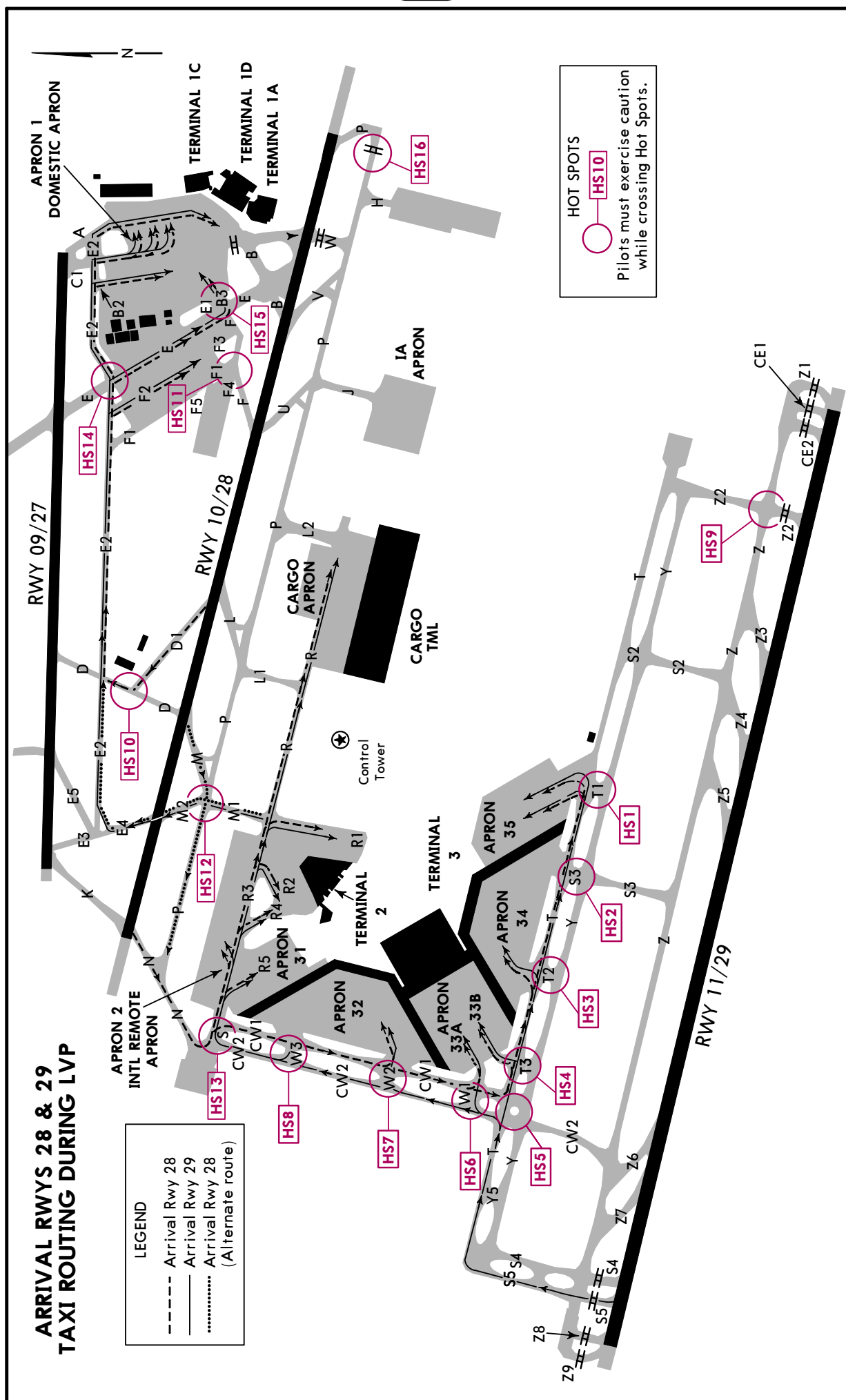
DELHI, INDIA
INDIRA GANDHI INTL



VIDP/DEL

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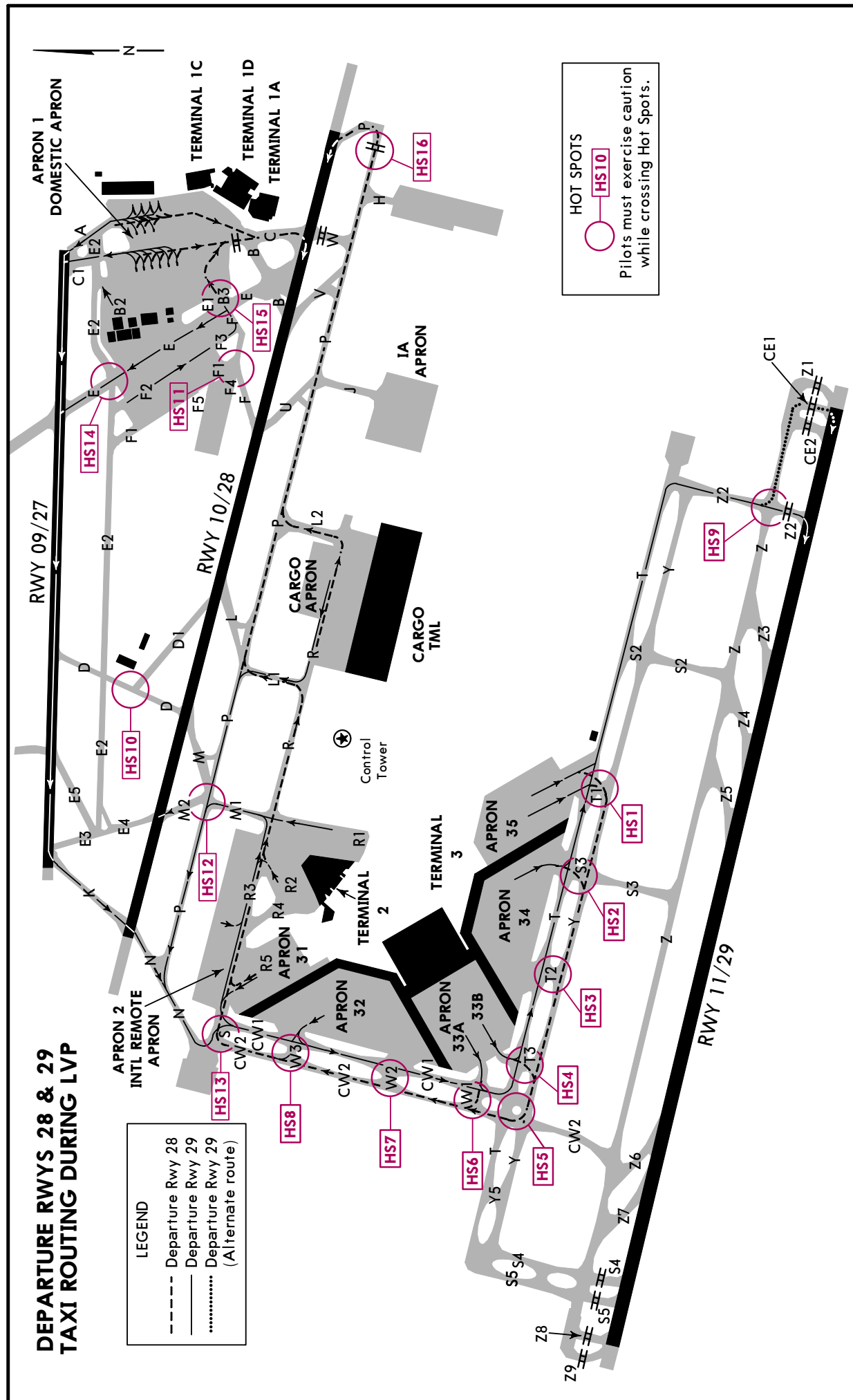
DELHI, INDIA
INDIRA GANDHI INTL



VIDP/DEL

JEPPESSEN
29 MAY 15 10-9G

DELHI, INDIA
INDIRA GANDHI INTL



VIDP/DEL

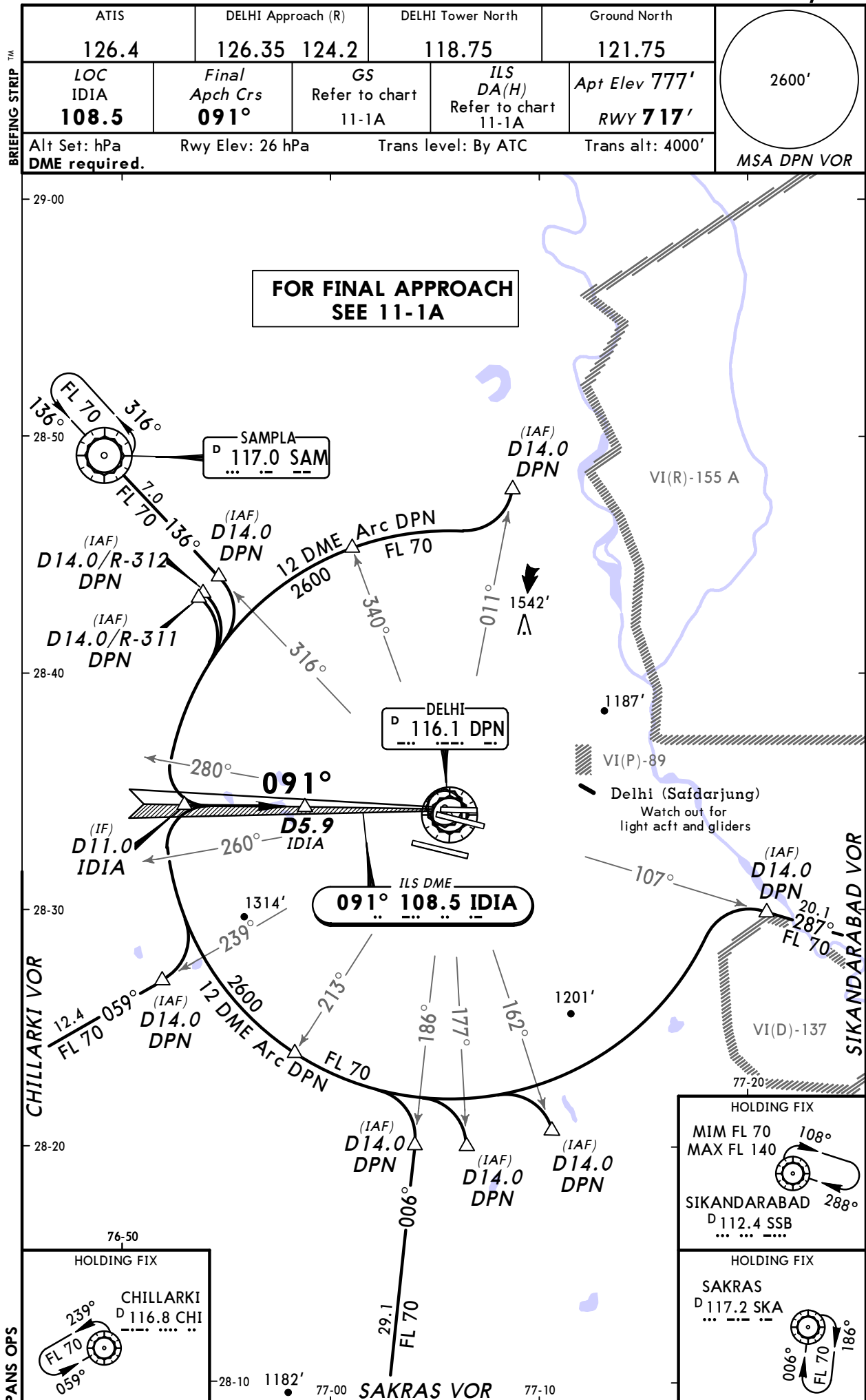

JEPPESEN
 17 FEB 17 **(10-9H)** **Eff 2 Mar**
DELHI, INDIA
INDIRA GANDHI INTL

INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
1	N28 34.1 E077 07.1	A01 thru A01R	N28 33.4 E077 05.0
2 thru 5	N28 34.0 E077 07.1	A03 thru A03R	N28 33.5 E077 05.0
6	N28 33.9 E077 07.1	A06	N28 33.6 E077 05.0
7, 8	N28 33.9 E077 07.2	A07 thru A07R	N28 33.5 E077 05.0
9 thru 12	N28 33.8 E077 07.1	A08 thru A08R	N28 33.6 E077 05.0
15, 16	N28 34.0 E077 07.1	A09	N28 33.6 E077 04.9
17	N28 33.9 E077 07.1	A09L	N28 33.5 E077 05.0
19 thru 21	N28 33.8 E077 07.0	A09R	N28 33.6 E077 05.0
22 thru 25	N28 33.9 E077 07.0	A10	N28 33.7 E077 04.9
26 thru 29	N28 34.0 E077 07.0	A10L	N28 33.7 E077 05.0
30	N28 34.1 E077 07.0	A10R	N28 33.7 E077 04.9
31 thru 35	N28 33.9 E077 06.9	A11 thru A11R	N28 33.6 E077 04.9
36 thru 40A	N28 34.0 E077 06.9	A12 thru A14R	N28 33.7 E077 04.9
40B, 40C	N28 34.1 E077 06.9	B12	N28 33.3 E077 04.8
41 thru 43	N28 33.5 E077 05.3	B15 thru B15R	N28 33.4 E077 04.9
44	N28 33.6 E077 05.3	B17	N28 33.3 E077 04.9
45L, 45R	N28 33.6 E077 05.4	B17L	N28 33.4 E077 04.9
46L thru 47R	N28 33.6 E077 05.3	B17R, B18	N28 33.3 E077 04.9
48, 49	N28 33.6 E077 05.2	B19 thru B19R	N28 33.3 E077 04.8
81, 81A, 81B	N28 33.8 E077 05.4	B20 thru B20R	N28 33.3 E077 04.9
82 thru 84	N28 33.8 E077 05.3	B21 thru B24	N28 33.3 E077 04.8
84A	N28 33.8 E077 05.2	B24L	N28 33.2 E077 04.8
84B	N28 33.8 E077 05.3	B24R	N28 33.3 E077 04.8
85, 86	N28 33.8 E077 05.2	B26 thru B26R	N28 33.2 E077 04.7
87, 88	N28 33.8 E077 05.1	C27, C27L	N28 33.1 E077 05.1
89 thru 91	N28 33.8 E077 05.0	C27R	N28 33.2 E077 05.1
92	N28 33.9 E077 04.9	C28 thru C28R	N28 33.2 E077 05.0
98	N28 33.4 E077 06.2	C29 thru C29R	N28 33.1 E077 05.0
99, 100	N28 33.5 E077 06.1	C30	N28 33.1 E077 04.9
101	N28 33.5 E077 06.0	C30L	N28 33.2 E077 04.9
102, 103	N28 33.5 E077 05.9	C30R	N28 33.1 E077 04.9
104	N28 33.6 E077 06.2	C31 thru C31R	N28 33.1 E077 05.0
105	N28 33.6 E077 06.1	C32 thru C34R	N28 33.1 E077 04.9
106	N28 33.6 E077 06.0	C36	N28 33.1 E077 04.8
120 thru 123	N28 33.8 E077 06.8	D37	N28 33.2 E077 05.2
124	N28 33.9 E077 06.8	D37L	N28 33.1 E077 05.1
125 thru 128	N28 33.9 E077 06.7	D37R	N28 33.2 E077 05.2
129, 130	N28 34.0 E077 06.7	D39 thru D41	N28 33.1 E077 05.2
131 thru 136	N28 34.0 E077 06.6	D43 thru D48	N28 33.1 E077 05.3
137, 138	N28 33.9 E077 06.6	D49	N28 33.0 E077 05.3
139 thru 141	N28 33.9 E077 06.7	D50	N28 33.1 E077 05.3
142 thru 144	N28 33.8 E077 06.7	D51	N28 33.0 E077 05.3
145	N28 33.9 E077 06.7	D52	N28 33.1 E077 05.3
146 thru 148	N28 33.9 E077 06.6	D53	N28 33.0 E077 05.3
149 thru 152	N28 34.0 E077 06.6	D54 thru D62	N28 33.0 E077 05.4
161 thru 164	N28 33.8 E077 06.6	E64, E66	N28 33.1 E077 05.4
165 thru 170	N28 33.8 E077 06.5	E68 thru E72	N28 33.1 E077 05.5
171	N28 33.8 E077 06.4	E74 thru E80	N28 33.0 E077 05.5
172 thru 175	N28 33.9 E077 06.4	E82	N28 33.0 E077 05.6
176 thru 178	N28 33.8 E077 06.6	E84	N28 32.9 E077 05.6
179	N28 33.8 E077 06.5	R01 thru R03R	N28 33.5 E077 04.8
180 thru 185	N28 33.9 E077 06.5	R04	N28 33.4 E077 04.8
186 thru 188	N28 33.9 E077 06.4	R05 thru R07R	N28 33.0 E077 05.1
801	N28 34.3 E077 06.5	R08 thru R09	N28 33.0 E077 05.2
802	N28 32.6 E077 06.5		

VIDP/DEL
INDIRA GANDHI INTL

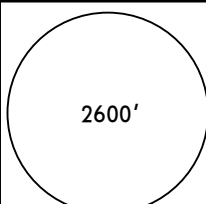
JEPPESSEN
7 NOV 14 **11-1** **Eff 13 Nov**

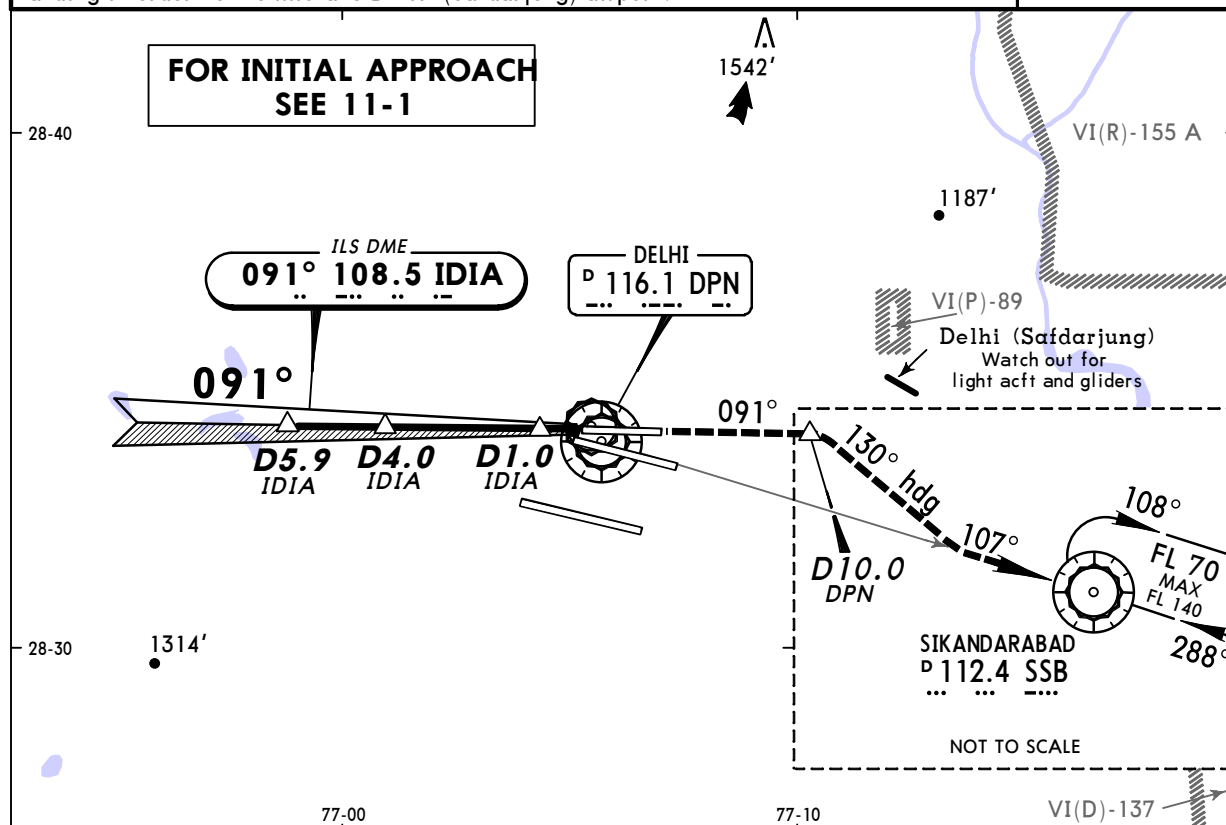
DELHI, INDIA
ILS Rwy 09



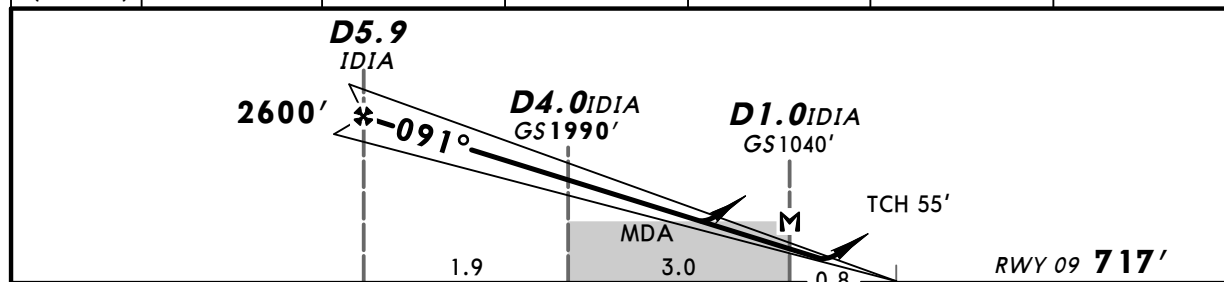
VIDP/DEL
INDIRA GANDHI INTLJEPPESEN
7 NOV 14 **11-1A** Eff 13 NovDELHI, INDIA
ILS Rwy 09

BRIEFING STRIP™

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



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



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

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

PANS OPS

CHANGES: None.

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VIDP/DEL
INDIRA GANDHI INTL

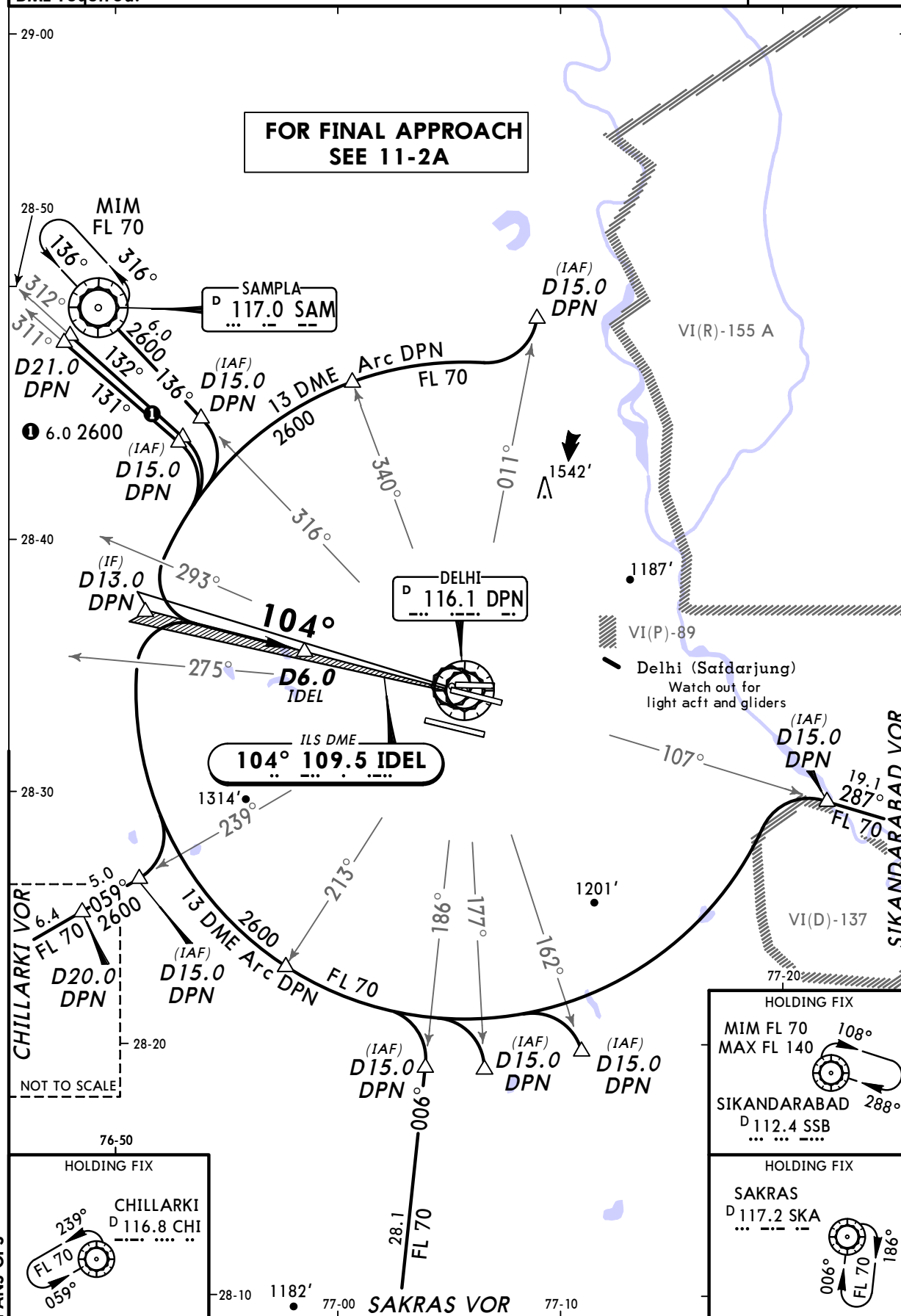
JEPPESEN
7 NOV 14 (11-2) Eff 13 Nov

DELHI, INDIA
ILS Rwy 10

ATIS	DELHI Approach (R)		DELHI Tower Middle	Ground Middle	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center; margin: 0 auto;"> <div style="text-align: center;"> 2600' MSA DPN VOR </div> </div>
126.4	126.35	124.2	118.1	121.9	
LOC IDEL 109.5	Final Apch Crs 104°	GS Refer to chart 11-2A	ILS DA(H) Refer to chart 11-2A	Apt Elev 777' RWY 719'	
Alt Set: hPa		Rwy Elev: 26 hPa	Trans level: By ATC	Trans alt: 4000'	

BRIEFING STRIP™

PANS OPS



CHANGES: Arrivals. Holdings.

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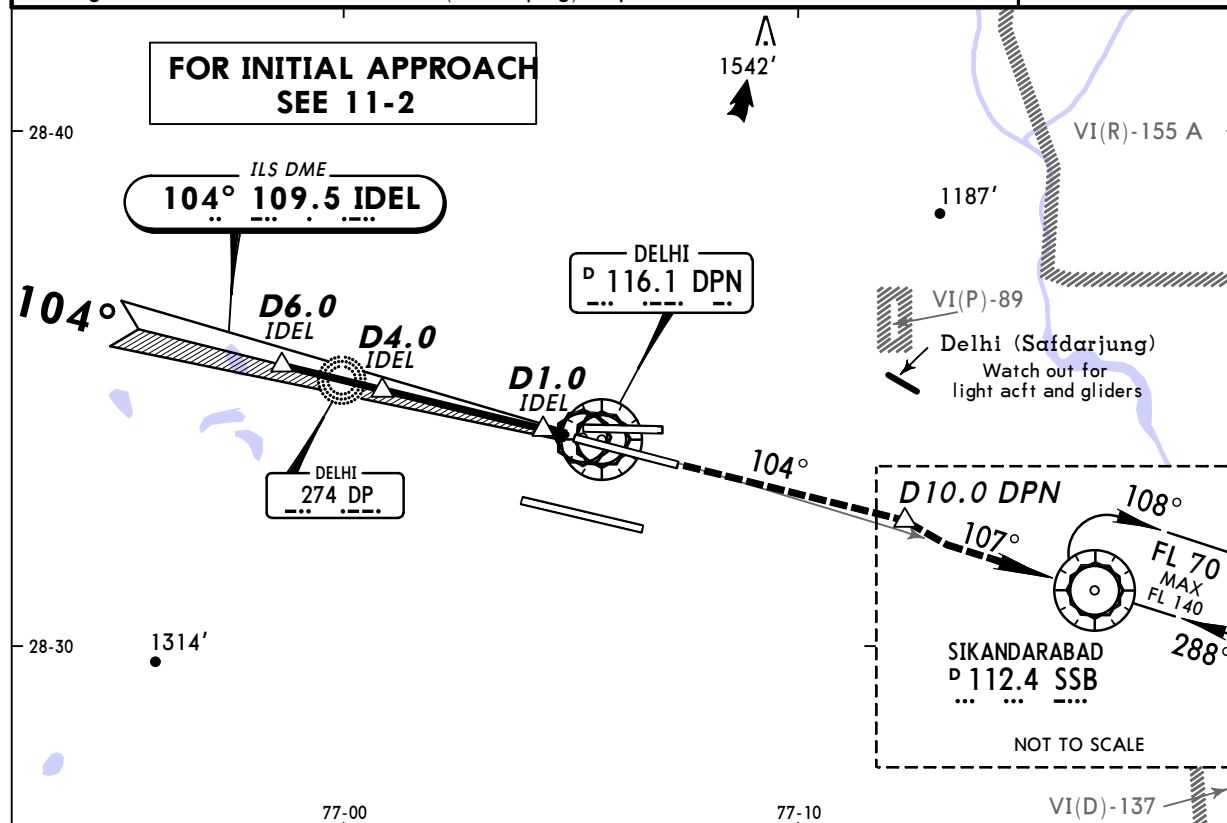
VIDP/DEL
INDIRA GANDHI INTL

JEPPESSEN
7 NOV 14 **(11-2A)** **Eff 13 Nov**

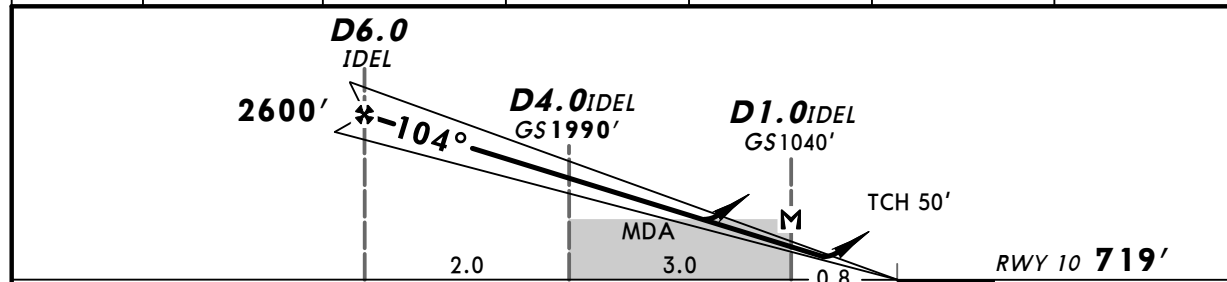
DELHI, INDIA
ILS Rwy 10

BRIEFING STRIP

ATIS 126.4	DELHI Approach (R) 126.35 124.2	DELHI Tower Middle 118.1	Ground Middle 121.9
LOC IDEL 109.5	Final Apch Crs 104°	GS D4.0 IDEL 1990' (1271')	ILS DA(H) Refer to Minimums Apt Elev 777' RWY 719'
MISSED APCH: Climb STRAIGHT AHEAD to 2600'. At D10.0 DPN turn RIGHT to intercept R-107 DPN climbing to FL 70 to join SSB VOR holding at FL 70, or as directed.			
Alt Set: hPa Rwy Elev: 26 hPa Trans level: By ATC Trans alt: 4000' 1. DME required. 2. CAUTION: Identify DELHI (Indira Gandhi Intl) airport before landing in order not to mistake DELHI (Safdarjung) airport.			
<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> <div style="text-align: center;">2600'</div> </div> <div style="text-align: center; margin-top: 5px;">MSA DPN VOR</div>			



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



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

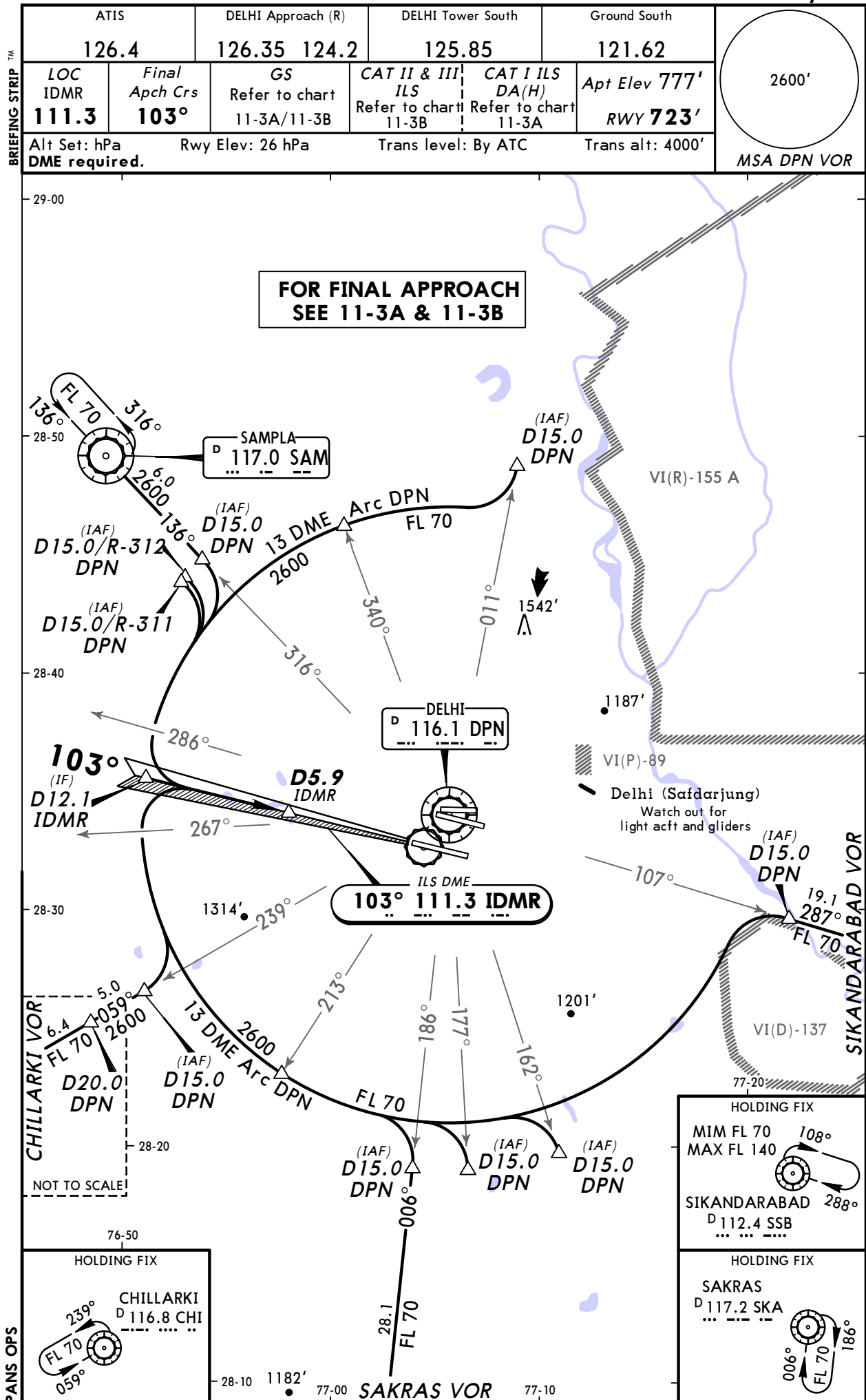
Standard/DGCA		STRAIGHT-IN LANDING RWY 10			
		ILS AB: 970'(251') CD: 990'(271')		LOC (GS out) CDFA MDA(H) 1120'(401')	
FULL		ALS out		ALS out	
A	RVR 800m	RVR 1300m	RVR 1500m	RVR 1500m	
B				RVR 1500m	
C	RVR 900m			RVR 1900m	
D					

PANS OPS

VIDP/DEL
INDIRA GANDHI INTL

JEPPESSEN
7 NOV 14 **(11-3)** Eff 13 Nov

DELHI, INDIA
ILS Rwy 11



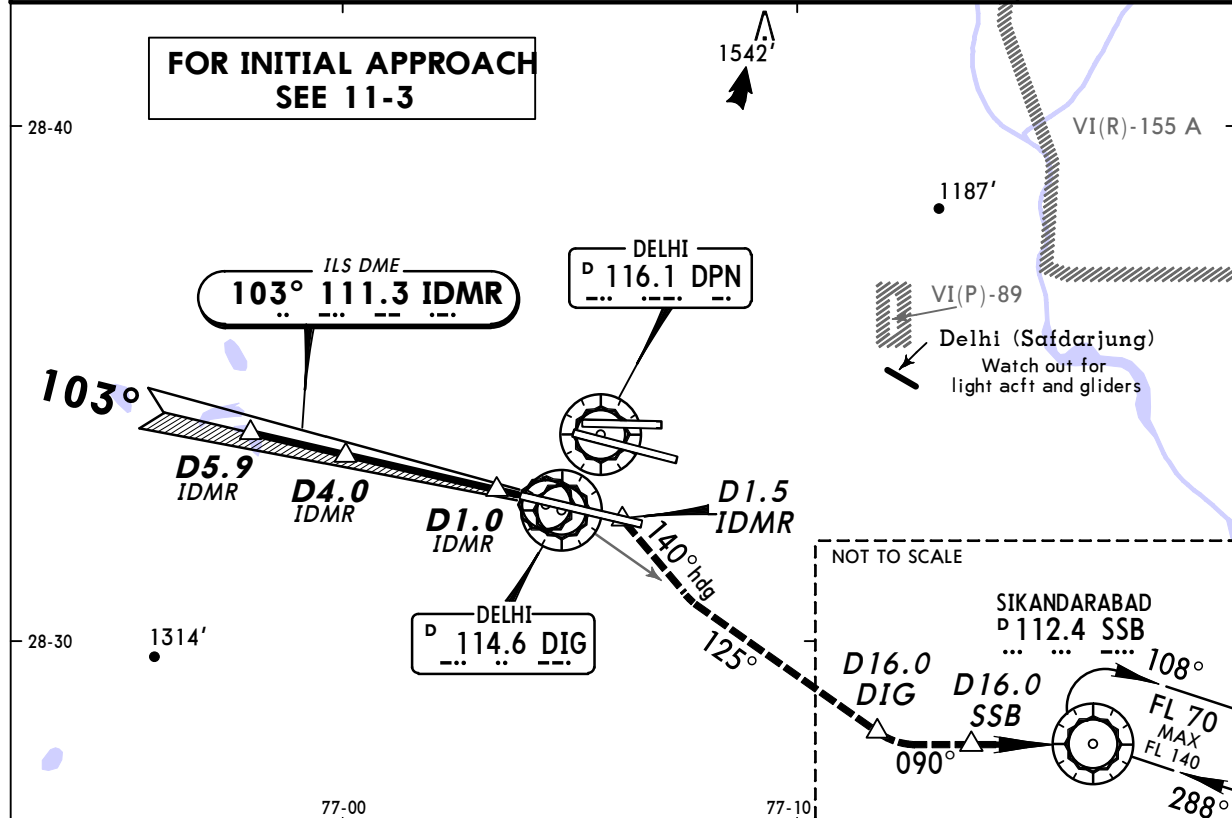
CHANGES: Arrivals. Holdings.

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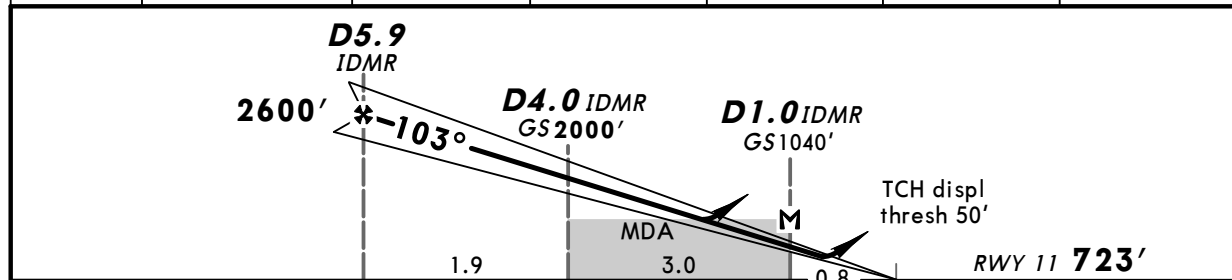
VIDP/DEL
INDIRA GANDHI INTLJEPPESSEN
7 NOV 14 (11-3A) Eff 13 NovDELHI, INDIA
ILS Rwy 11

BRIEFING STRIP™

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



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



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

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

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

CHANGES: None.

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VIDP/DEL
INDIRA GANDHI INTL

18 OCT 13

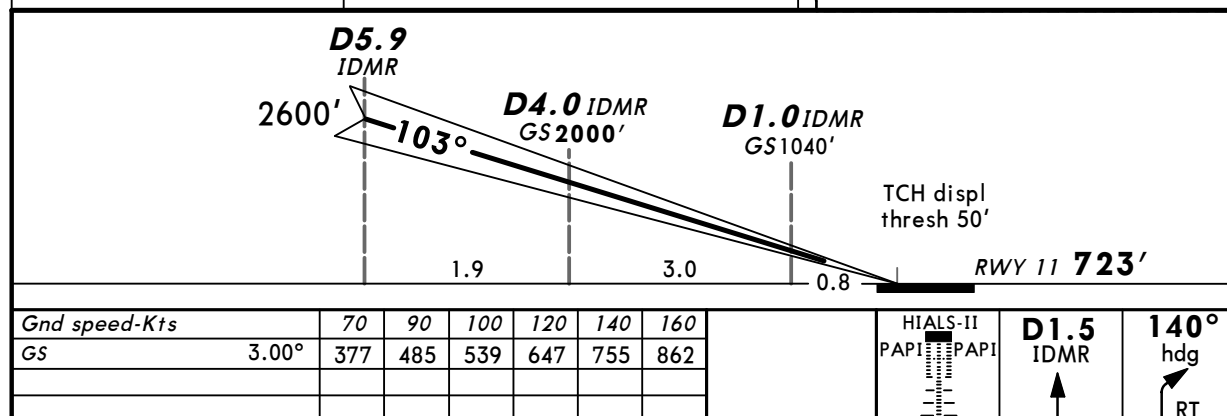
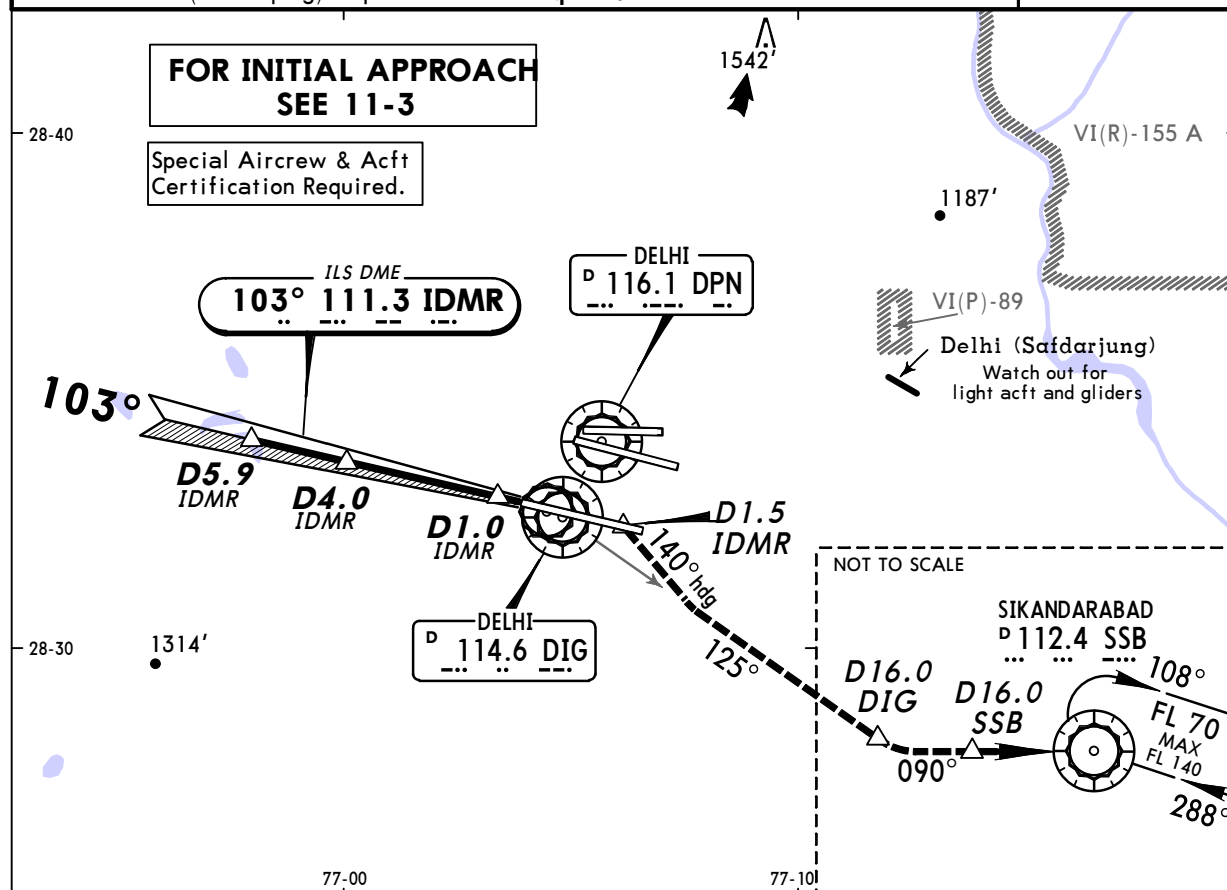
Eff 1 Nov

11-3B

DELHI, INDIA
CAT II/III ILS Rwy 11

BRIEFING STRIP

ATIS	DELHI Approach (R)	DELHI Tower South	Ground South
126.4	126.35 124.2	125.85	121.62
LOC IDMR 111.3	Final Apch Crs 103°	GS D4.0 IDMR 2000' (1277')	CAT II & IIIA ILS Refer to Minimums Apt Elev 777' RWY 723'
MISSED APCH: Climb STRAIGHT AHEAD. At D1.5 IDMR turn RIGHT onto heading 140°. Intercept R-125 DIG climbing to 2600'. At D16.0 DIG turn LEFT to SSB VOR via R-270 SSB inbound. At D16.0 SSB climb to FL70 to join holding, or as directed.			
Alt Set: hPa Rwy Elev: 26 hPa Trans level: By ATC Trans alt: 4000' 1. CAUTION: Identify DELHI (Indira Gandhi Intl) airport before landing in order not to mistake DELHI (Safdarjung) airport. 2. DME required.			
<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center; margin: 0 auto;"> <div style="text-align: center;">2600'</div> </div> MSA DPN VOR			



Standard/DGCA

STRAIGHT-IN LANDING RWY 11

CAT IIIA ILS	CAT II ILS ABCD
DH 50'	RA 102' DA(H) 823' (100')
RVR 175m	RVR 300m

CAT D without autoland: RVR 350m.

CHANGES: Minimums.

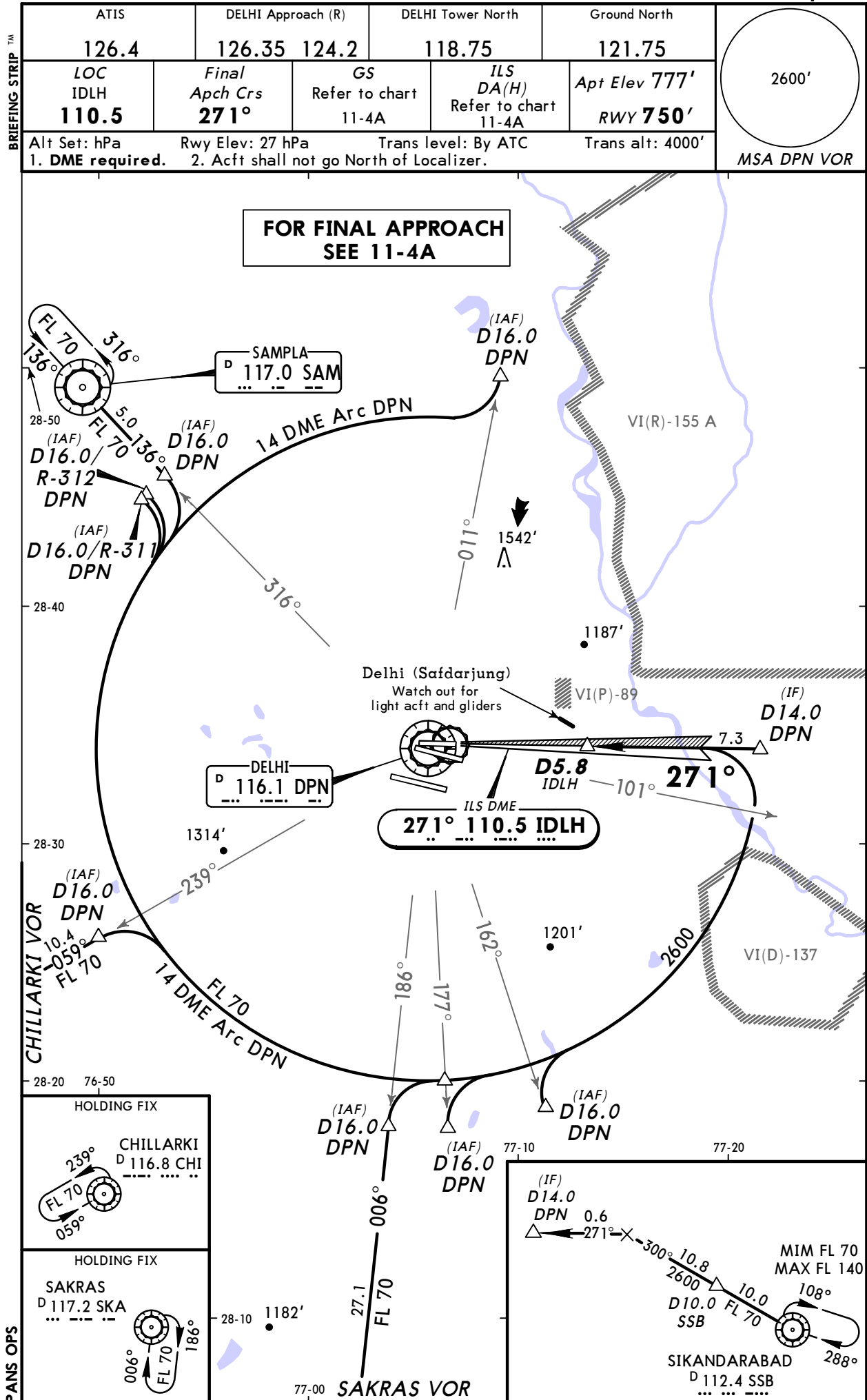
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PANS OPS

VIDP/DEL
INDIRA GANDHI INTL

JEPPESSEN
7 NOV 14 **(11-4)** Eff 13 Nov

DELHI, INDIA
ILS Rwy 27



VIDP/DEL
INDIRA GANDHI INTL

JEPPESEN

7 NOV 14

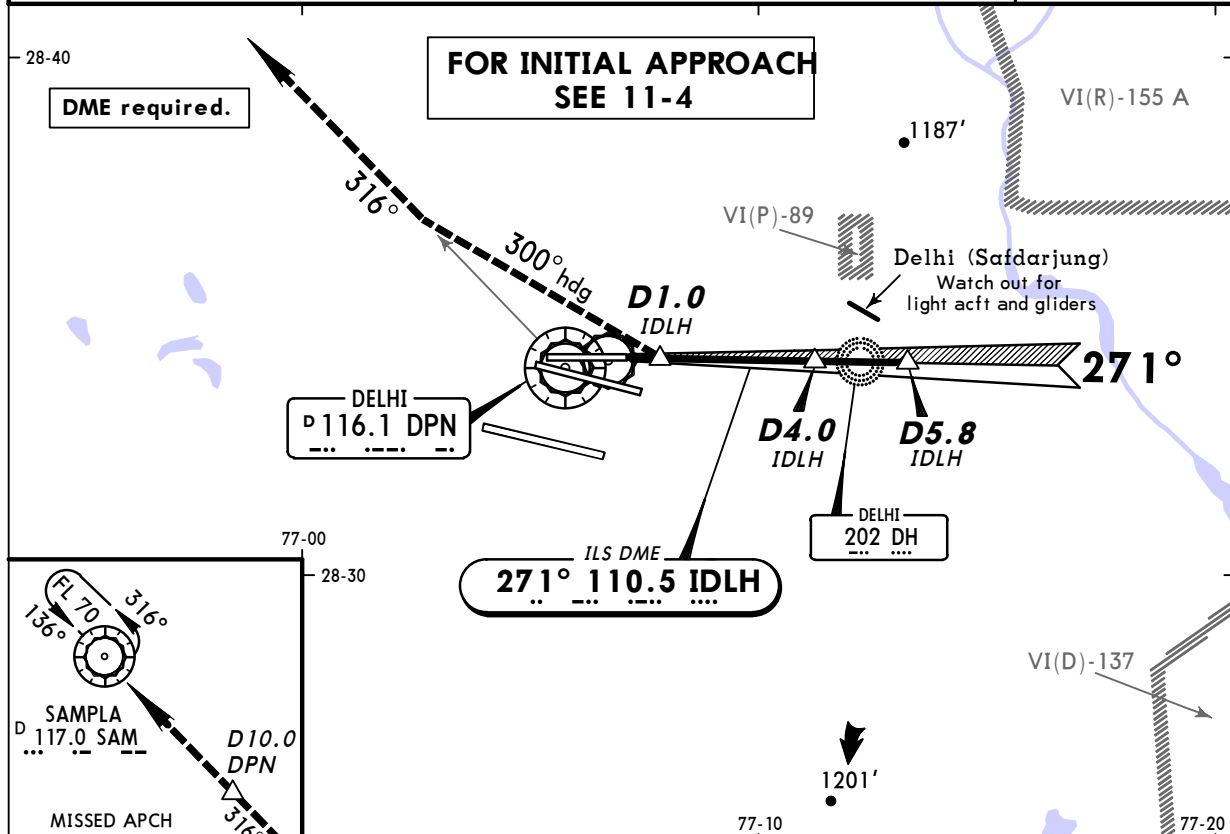
(11-4A)

Eff 13 Nov

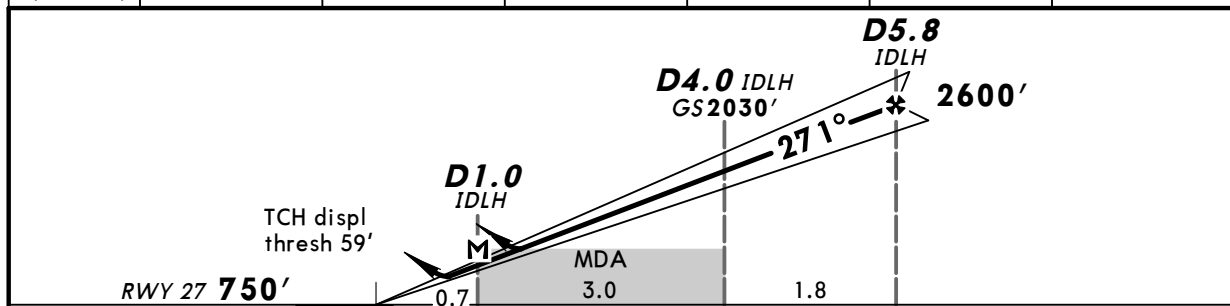
DELHI, INDIA
ILS Rwy 27

BRIEFING STRIP

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



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



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

Standard/DGCA		STRAIGHT-IN LANDING RWY 27		LOC (GS out) CDFA	
ILS		DA(H) 1020' (270')		MDA(H) 1190' (440')	
FULL		ALS out		ALS out	
A					
B					
C	RVR 900m	RVR 1300m		RVR 1500m	
D				RVR 1600m	RVR 2000m

PANS OPS

CHANGES: None.

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VIDP/DEL
INDIRA GANDHI INTL

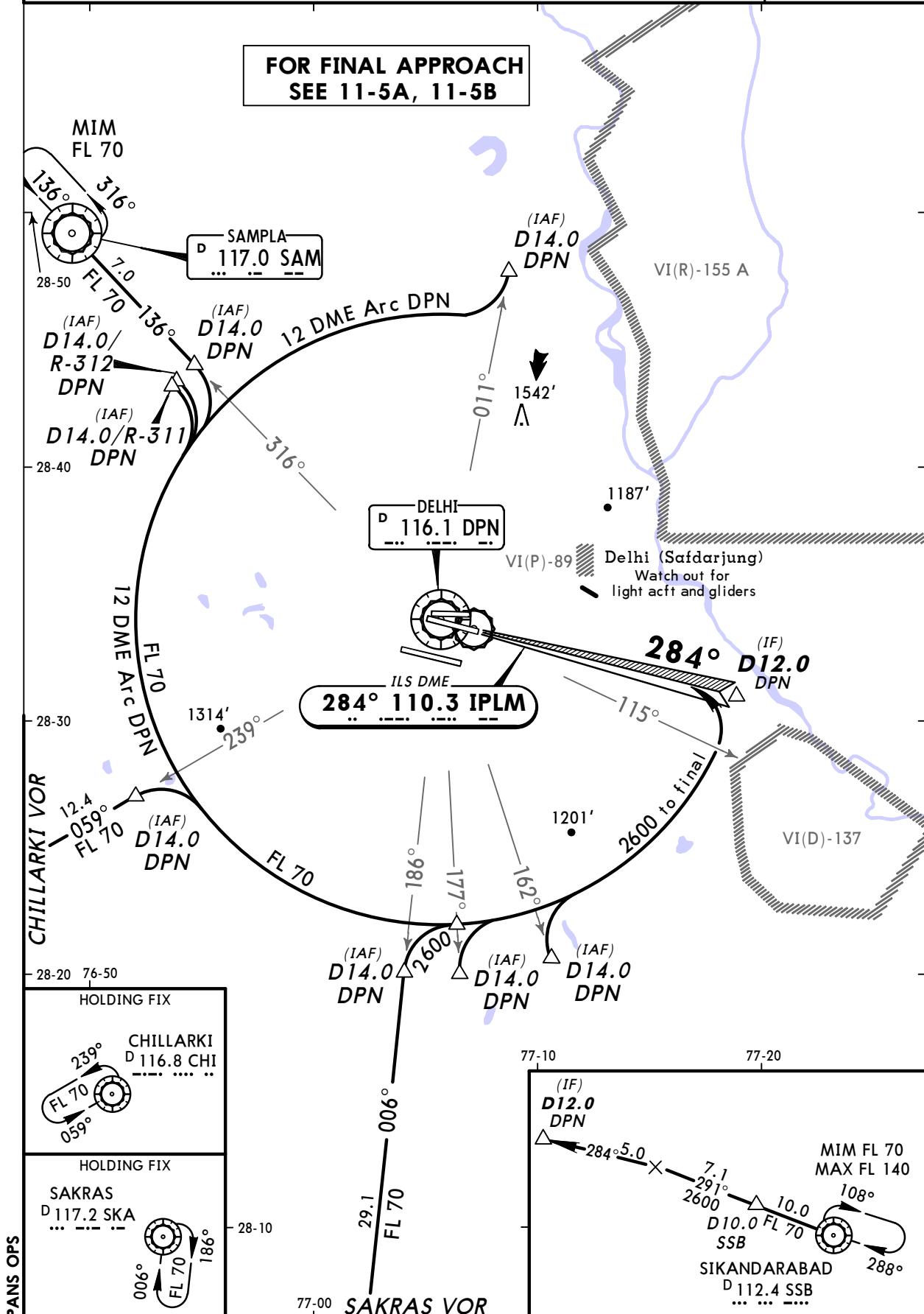
14 NOV 14 **(11-5)**

DELHI, INDIA
ILS Rwy 28

BRIEFING STRIP™

ATIS		DELHI Approach (R)		DELHI Tower Middle		Ground Middle		<div><div></div><div>2600'</div></div>
126.4		126.35 124.2		118.1		121.9		
LOC IPLM	Final Apch Crs	GS Refer to chart 11-5A/11-5B	CAT II & III ILS Refer to chart 11-5B	CAT I ILS DA(H) Refer to chart 11-5A	Apt Elev 777'			
110.3	284°				RWY 777'			
Alt Set: hPa		Rwy Elev: 28 hPa		Trans level: By ATC		Trans alt: 4000'		
								MSA DPN VOR

**FOR FINAL APPROACH
SEE 11-5A, 11-5B**



PANS OPS

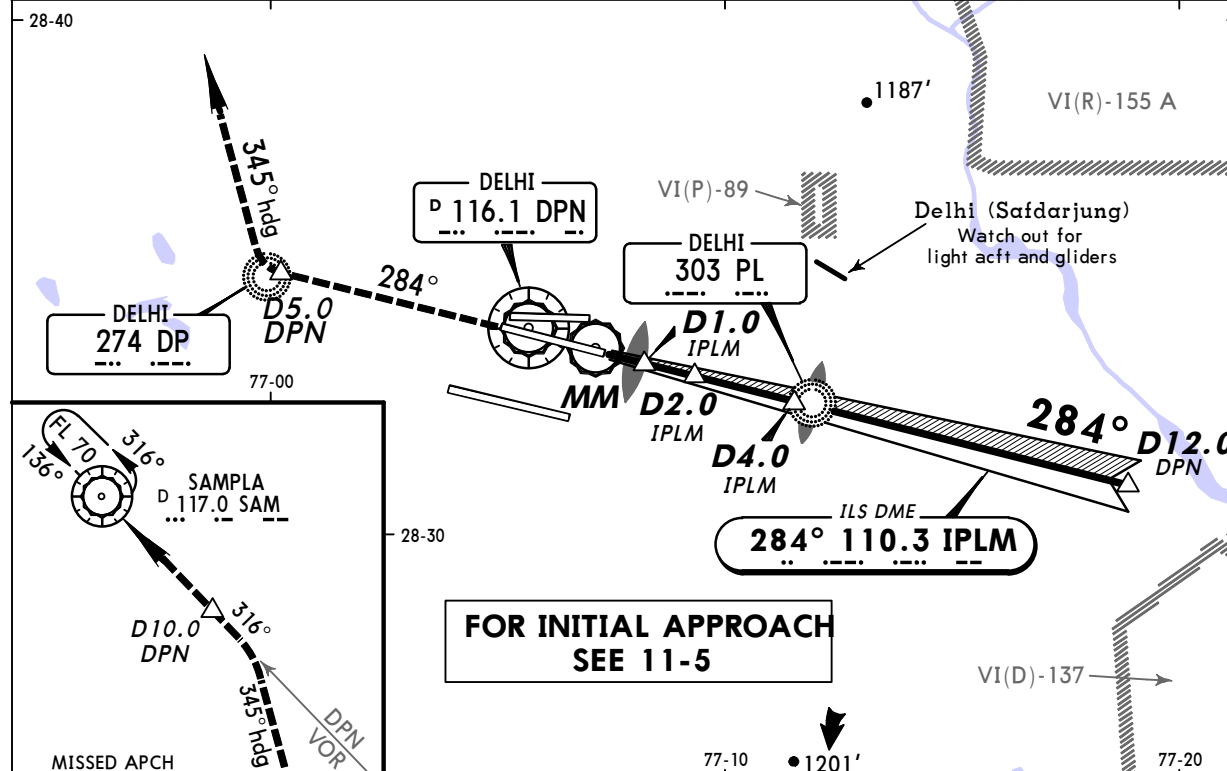
CHANGES: None.

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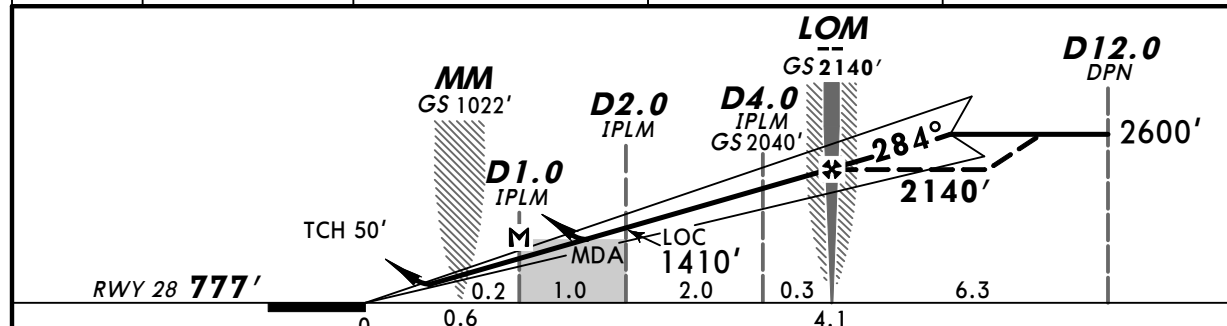
VIDP/DEL
INDIRA GANDHI INTLJEPPESEN
14 NOV 14 (11-5A)DELHI, INDIA
ILS Rwy 28

BRIEFING STRIP

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



LOC (GS out)	IPLM DME	2.0	3.0	4.0
	ALTITUDE	1410'	1730'	2040'



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

Standard/DGCA					STRAIGHT-IN LANDING RWY 28				
ILS DA(H) AB: 986' (209') CD: 1006' (229')					LOC (GS out) CDFA MDA(H) 1220' (443')				
FULL		TDZ or CL out		ALS out			ALS out		
A		RVR 750m					RVR 1500m		
B									
C	RVR 550m			RVR 1200m	RVR 1400m				
D		RVR 800m					RVR 2100m		

PANS OPS

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

CHANGES: Note withdrawn.

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VIDP/DEL
INDIRA GANDHI INTL

14 NOV 14

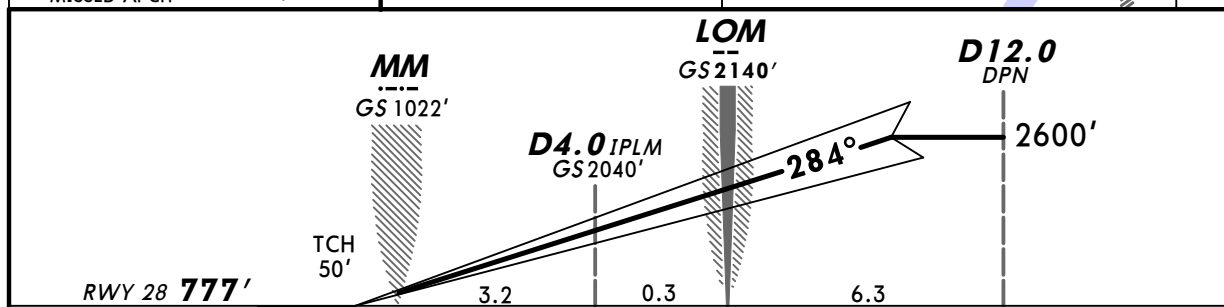
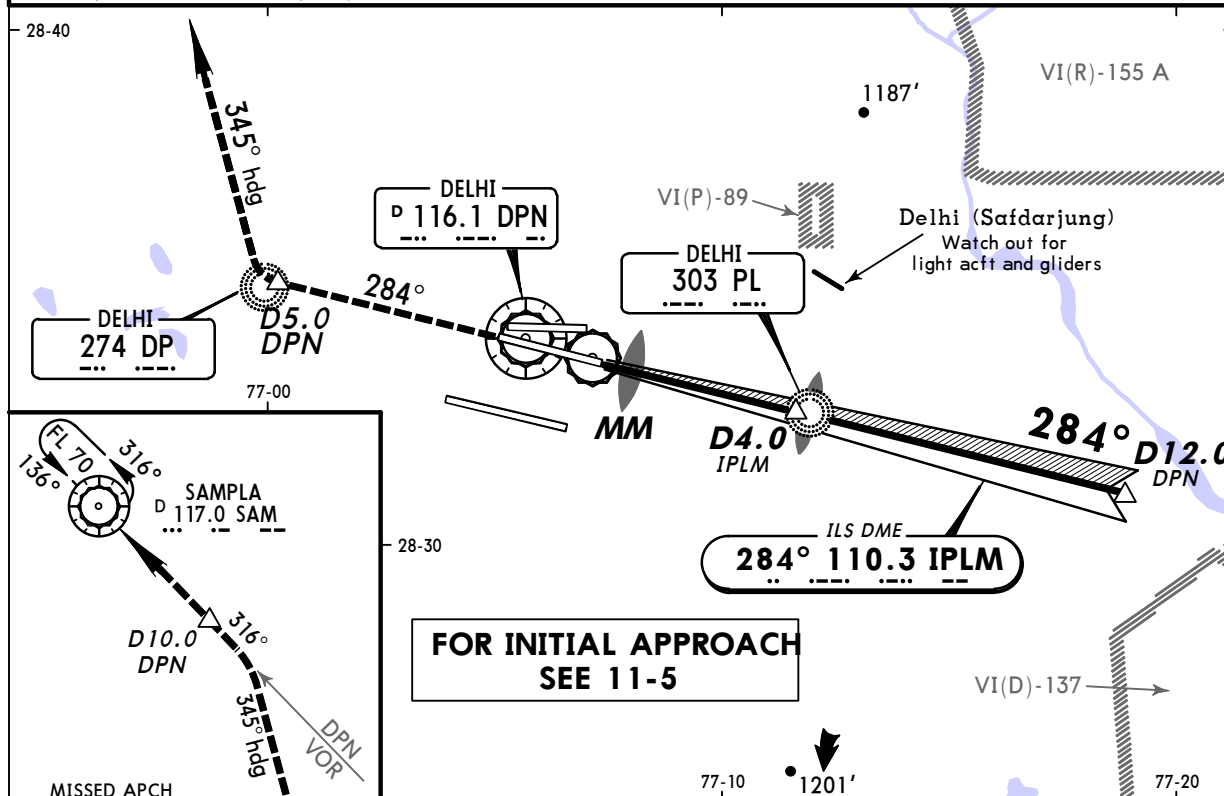
11-5B

DELHI, INDIA
CAT II/III ILS Rwy 28

BRIEFING STRIP

ATIS	DELHI Approach (R)		DELHI Tower Middle	Ground Middle	<div><div></div><div>2600'</div><div>MSA DPN VOR</div></div>
126.4	126.35	124.2	118.1	121.9	
LOC IPLM 110.3	Final Apch Crs 284°	GS LOM 2140'(1363')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 777' RWY 777'	
MISSED APCH: Climb STRAIGHT AHEAD to 2600', crossing DP NDB or D5.0 DPN turn RIGHT on heading 345° to intercept R-316 DPN. At D10.0 DPN climb to FL 70 to join SAM VOR holding at FL 70, or as directed.					

Alt Set: hPa Rwy Elev: 28 hPa Trans level: By ATC Trans alt: 4000'
1. Special Aircrew & Acft Certification Required. 2. Do not mistake DELHI (Safdarjung) airport for DELHI (Indira Gandhi Intl) airport.



0 0.6							4.1	
Gnd speed-Kts	70	90	100	120	140	160	<div><div>HIALS-II</div><div>PAPI</div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><d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Standard/DGCA

STRAIGHT-IN LANDING RWY 28

CAT IIIA ILS DH 50' RVR 175m	CAT II ILS ABCD RA 95' DA(H) 877' (100') RVR 300m
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■ CAT D without autoland: RVR 350m.

PANS OPS

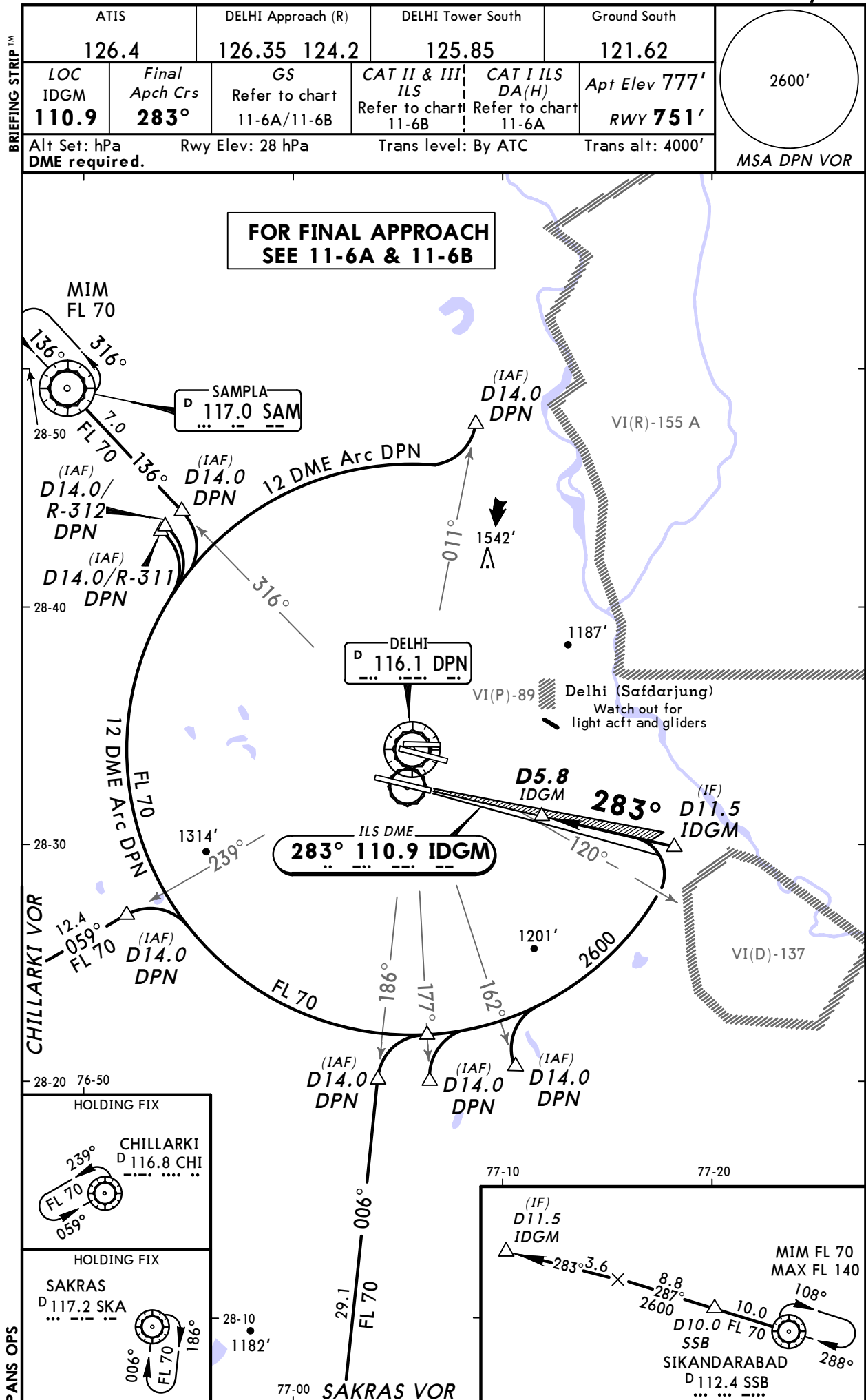
CHANGES: Note withdrawn.

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JEPPESEN
7 NOV 14 **(11-6)** Eff 13 Nov

DELHI, INDIA
ILS Rwy 29



VIDP/DEL
INDIRA GANDHI INTL

7 NOV 14

JEPPESSEN

(11-6A)

Eff 13 Nov

DELHI, INDIA
ILS Rwy 29

BRIEFING STRIP

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

Alt Set: hPa

Rwy Elev: 28 hPa

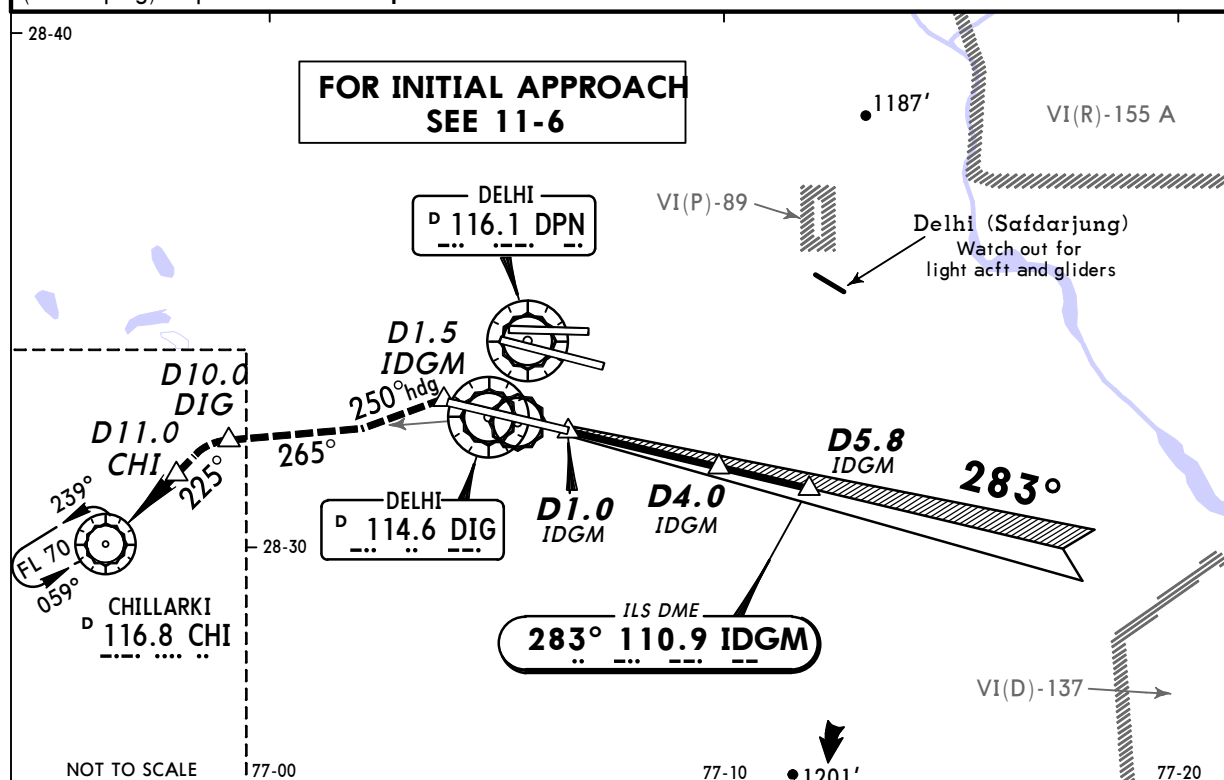
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Trans alt: 4000'

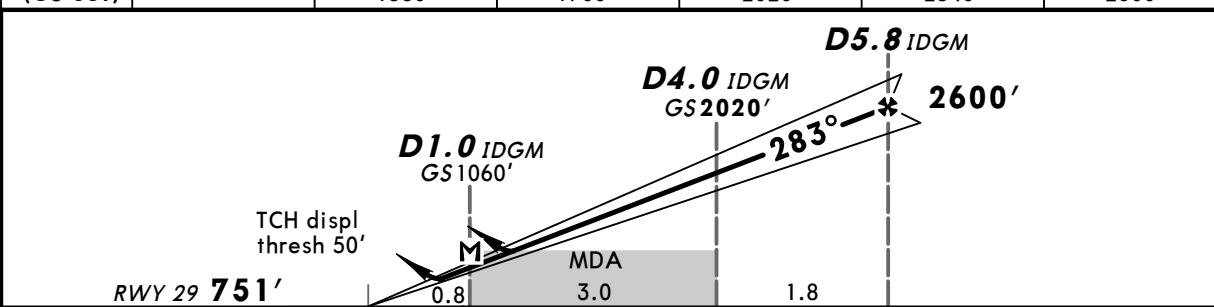
1. CAUTION: Identify DELHI (Indira Gandhi Intl) airport before landing in order not to mistake DELHI (Safdarjung) airport. 2. **DME required.**

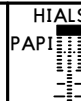
28-40

FOR INITIAL APPROACH
SEE 11-6



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



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

Standard/DGCA

STRAIGHT-IN LANDING RWY 29

ILS			LOC (GS out) CDFA	
DA(H) 951' (200')			MDA(H) 1280' (529')	
FULL	TDZ or CL out	ALS out	ALS out	
A			RVR 1500m	
B				
C	RVR 550m	RVR 750m I	RVR 1200m	
D			RVR 1700m	RVR 2400m

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

CHANGES: Holding on CHI VOR.

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PANS OPS

VIDP/DEL
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7 NOV 14
Eff 13 Nov

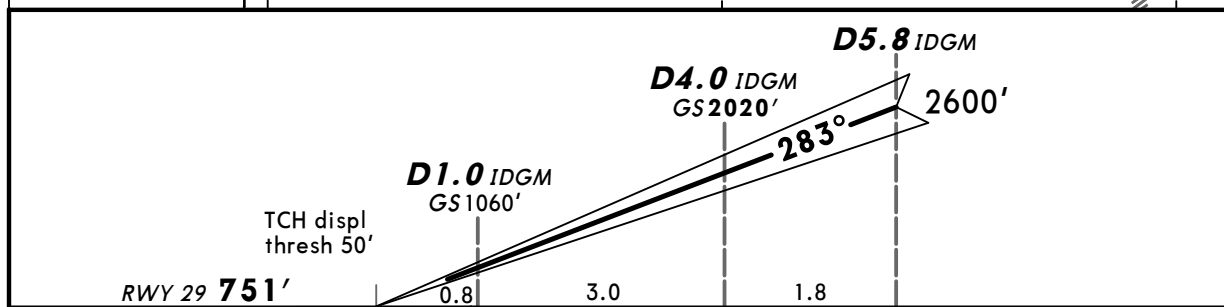
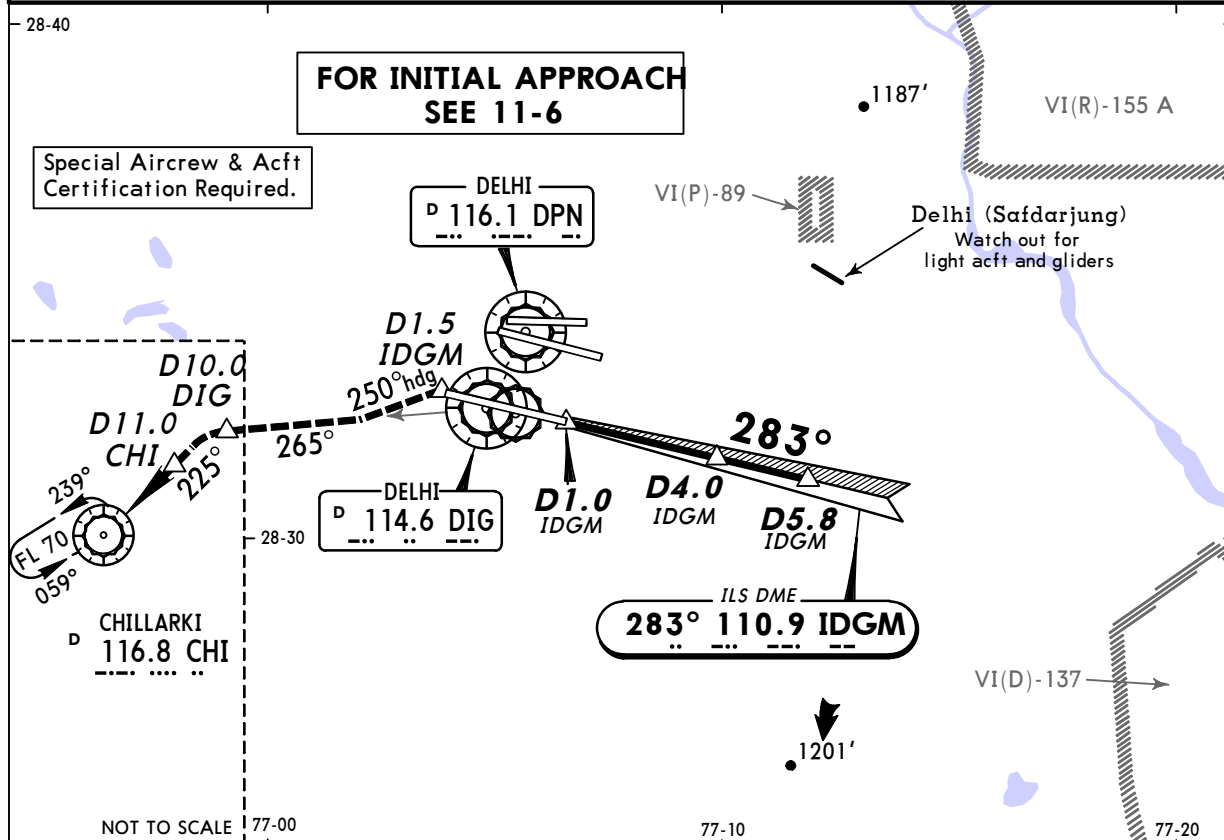
JEPPESSEN
11-6B

DELHI, INDIA
CAT II/III ILS Rwy 29

BRIEFING STRIP

ATIS 126.4		DELHI Approach (R) 126.35 124.2		DELHI Tower South 125.85		Ground South 121.62			
LOC IDGM 110.9		Final Apch Crs 283°		GS D4.0 IDGM 2020' (1269')		CAT II & IIIA ILS Refer to Minimums		Apt Elev 777' RWY 751'	
MISSED APCH: Climb STRAIGHT AHEAD. At D1.5 IDGM turn LEFT onto heading 250°. Intercept R-265 DIG climbing to 2600'. At D10.0 DIG turn LEFT to CHI VOR via R-045 CHI inbound. At D11.0 CHI climb to FL70 to join holding, or as directed.								<div><div></div><div>2600'</div><div>MSA DPN VOR</div></div>	

Alt Set: hPa Rwy Elev: 28 hPa Trans level: By ATC Trans alt: 4000'
 1. CAUTION: Identify DELHI (Indira Gandhi Intl) airport before landing in order not to mistake DELHI (Safdarjung) airport. 2. **DME required.**



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	<div><div>HIALS-II</div><div>PAPI</div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></di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Standard/DGCA

STRAIGHT-IN LANDING RWY 29

CAT IIIA ILS DH 50'	CAT II ILS ABCD RA 92' DA(H) 851' (100')
RVR 175m	RVR 300m

CAT D without autoland: RVR 350m.

CHANGES: Holding on CHI VOR.

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PANS OPS

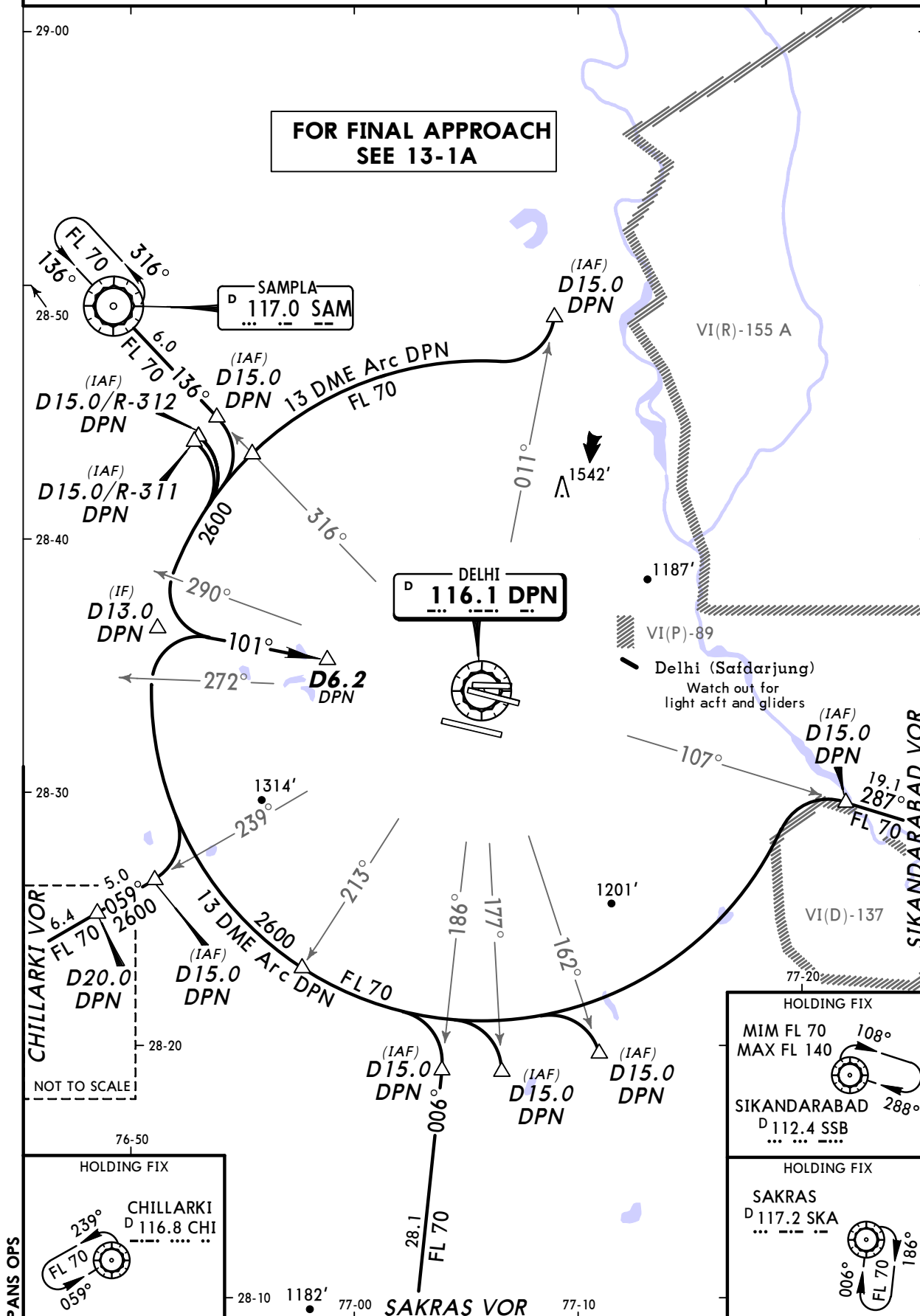
VIDP/DEL
INDIRA GANDHI INTL

JEPPESEN
7 NOV 14 **(13-1)** Eff 13 Nov

DELHI, INDIA
VOR Z Rwy 09

BRIEFING STRIP

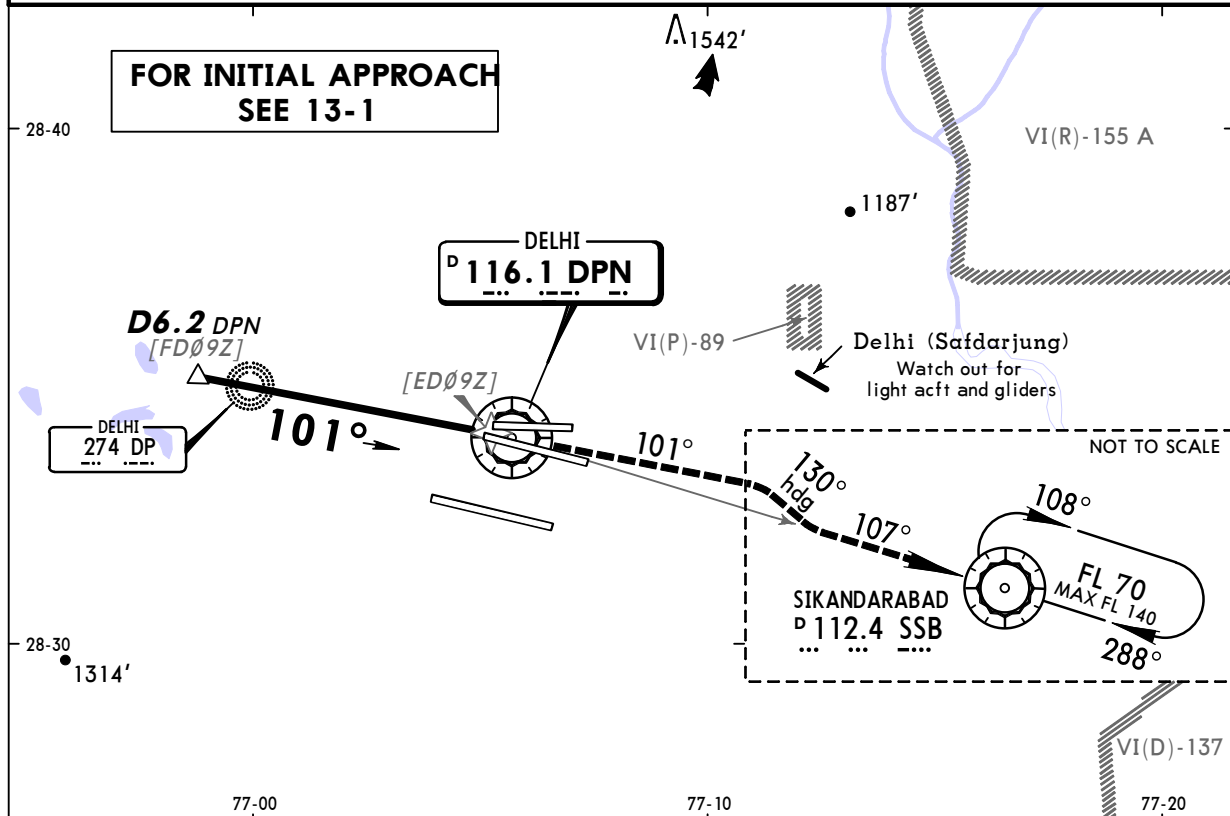
ATIS	DELHI Arrival	DELHI Approach (R)	DELHI Tower North	Ground North	
126.4	124.2	126.35	118.75	121.75	
VOR DPN 116.1	Final Apch Crs 101°	Minimum Alt Refer to chart 13-1A	MDA(H) Refer to chart 13-1A	Apt Elev 777' RWY 717'	2600'
Alt Set: hPa	Rwy Elev: 26 hPa	Trans level: By ATC	Trans alt: 4000'		MSA DPN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



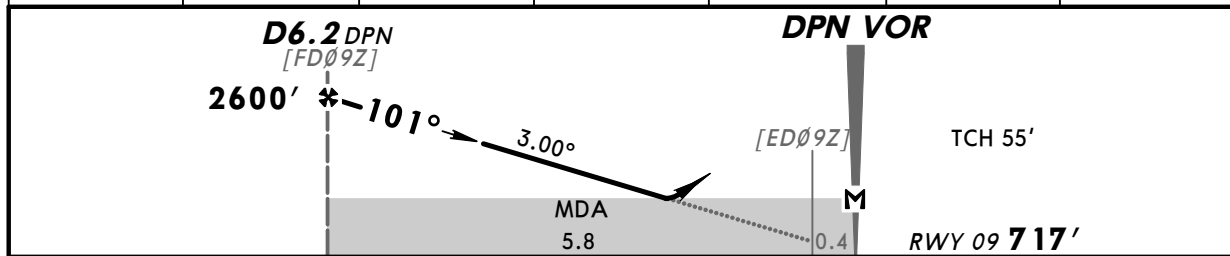
VIDP/DEL
INDIRA GANDHI INTL7 NOV 14 **(13-1A)** Eff 13 NovDELHI, INDIA
VOR Z Rwy 09

BRIEFING STRIP

ATIS 126.4	DELHI Arrival 124.2	DELHI Approach (R) 126.35	DELHI Tower North 118.75	Ground North 121.75	<div><div>2600'</div><div>MSA DPN VOR</div></div>
VOR DPN 116.1	Final Apch Crs 101°	Minimum Alt D6.2 DPN 2600' (1883')	MDA(H) 1270' (553')	Apt Elev 777' RWY 717'	
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 FL 70, or as directed.					
Alt Set: hPa Rwy Elev: 26 hPa Trans level: By ATC Trans alt: 4000'					
1. CAUTION: Identify DELHI (Indira Gandhi Intl) airport before landing in order not to mistake DELHI (Safdarjung) airport.					
2. CAUTION: Identify rwy 09 before landing due to close proximity of rwy 10.					



DPN DME	6.2	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2600'	2550'	2230'	1920'	1600'	1280'



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

Standard/DGCA		STRAIGHT-IN LANDING RWY09	
		CDFA	
		MDA(H) 1270' (553')	
		ALS out	
A	RVR 1500m		
B			
C	RVR 2100m		RVR 2500m
D			

PANS OPS

CHANGES: None.

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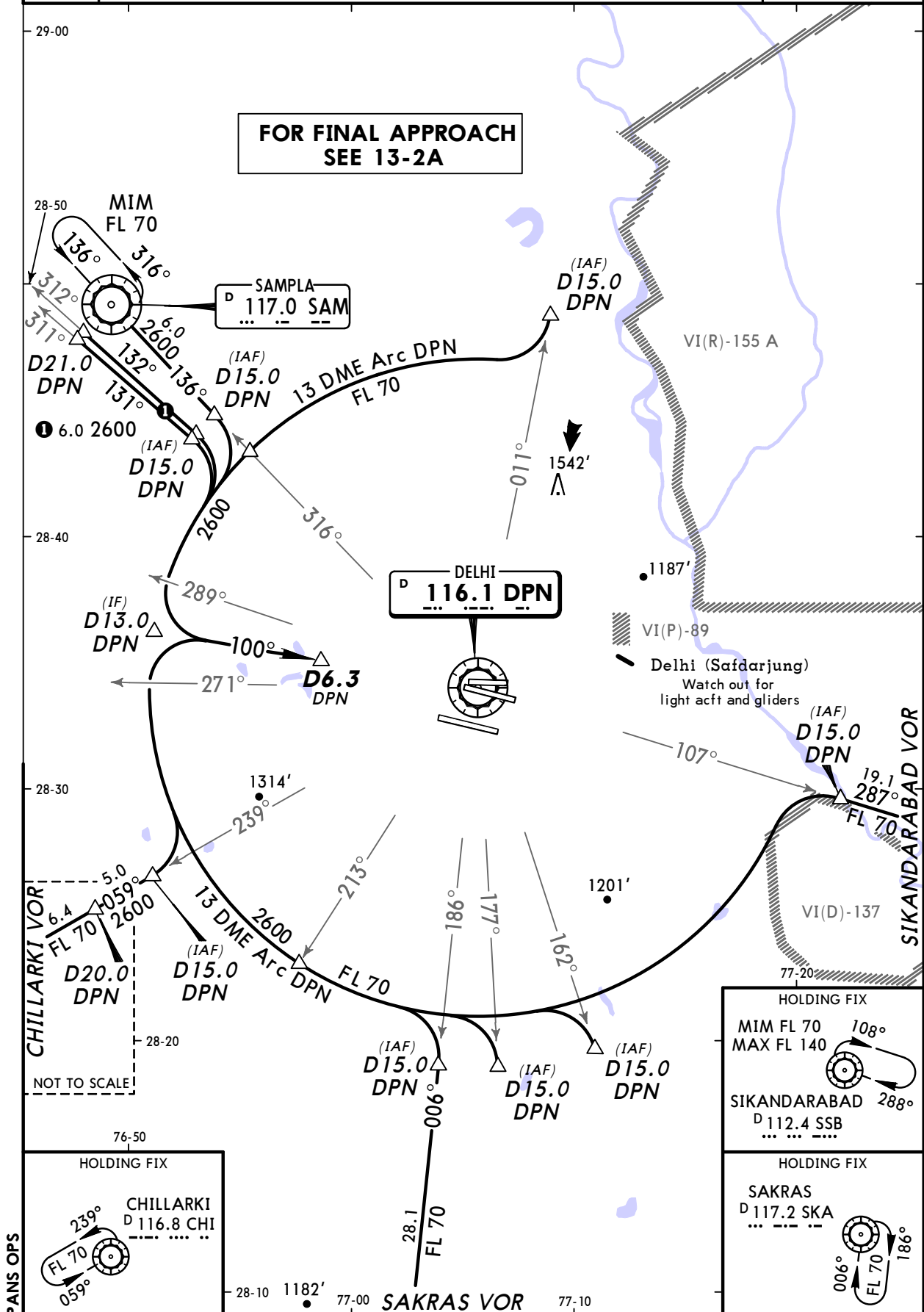
VIDP/DEL
INDIRA GANDHI INTL

JEPPESSEN
7 NOV 14 **(13-2)** Eff 13 Nov

DELHI, INDIA
VOR Z Rwy 10

BRIEFING STRIP

ATIS	DELHI Arrival	DELHI Approach (R)	DELHI Tower Middle	Ground Middle	<div>2600'</div> <div>MSA DPN VOR</div>
126.4	124.2	126.35	118.1	121.9	
VOR DPN 116.1	Final Apch Crs 100°	Minimum Alt Refer to chart 13-2A	MDA(H) Refer to chart 13-2A	Apt Elev 777' RWY 719'	
Alt Set: hPa		Rwy Elev: 26 hPa		Trans level: By ATC	
DME required.				Trans alt: 4000'	



VIDP/DEL
INDIRA GANDHI INTL
JEPPESSEN
 7 NOV 14 **(13-2A)** **Eff 13 Nov**
DELHI, INDIA
VOR Z Rwy 10

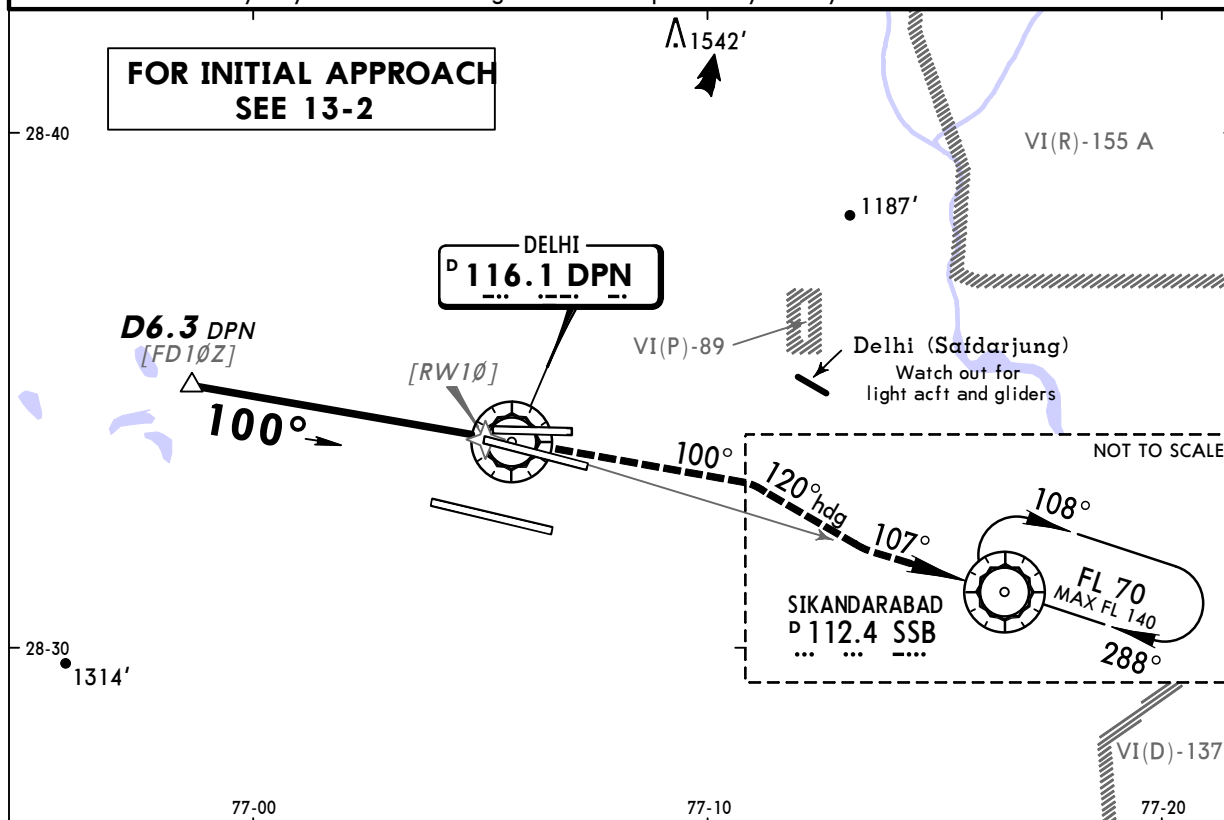
BRIEFING STRIP

ATIS 126.4	DELHI Arrival 124.2	DELHI Approach (R) 126.35	DELHI Tower Middle 118.1	Ground Middle 121.9	<div><div>2600'</div><div>MSA DPN VOR</div></div>
VOR DPN 116.1	Final Apch Crs 100°	Minimum Alt D6.3 DPN 2600' (1881')	MDA(H) 1270' (551')	Apt Elev 777' RWY 719'	
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 FL 70, or as directed.					

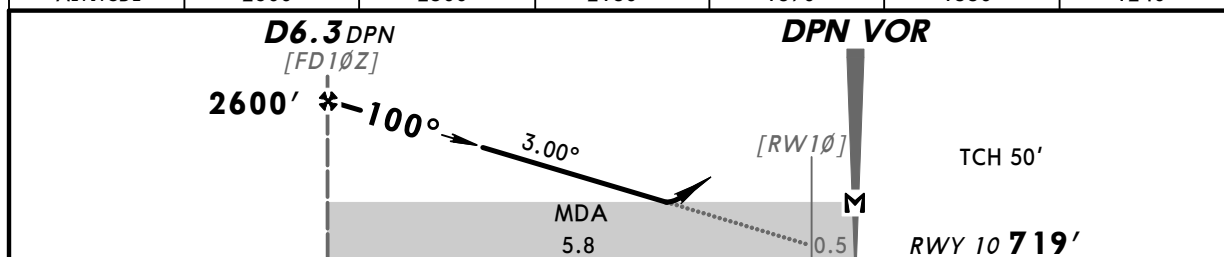
Alt Set: hPa Rwy Elev: 26 hPa Trans level: By ATC Trans alt: 4000'

1. **DME required.** 2. **CAUTION:** Identify DELHI (Indira Gandhi Intl) airport before landing in order not to mistake DELHI (Safdarjung) airport.

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	<div style="display: flex; align-items: center;"> <div style="margin-right: 10px;"> HIALS </div> <div style="text-align: center;"> 2600' </div> </div>
Descent Angle	3.00°	372	478	531	637	743	
MAP at DPN VOR							

Standard/DGCA		STRAIGHT-IN LANDING RWY10	
CDFA		ALS out	
MDA(H) 1270' (551')			
		RVR 1500m	
RVR 2100m		RVR 2400m	

PANS OPS

CHANGES: None.

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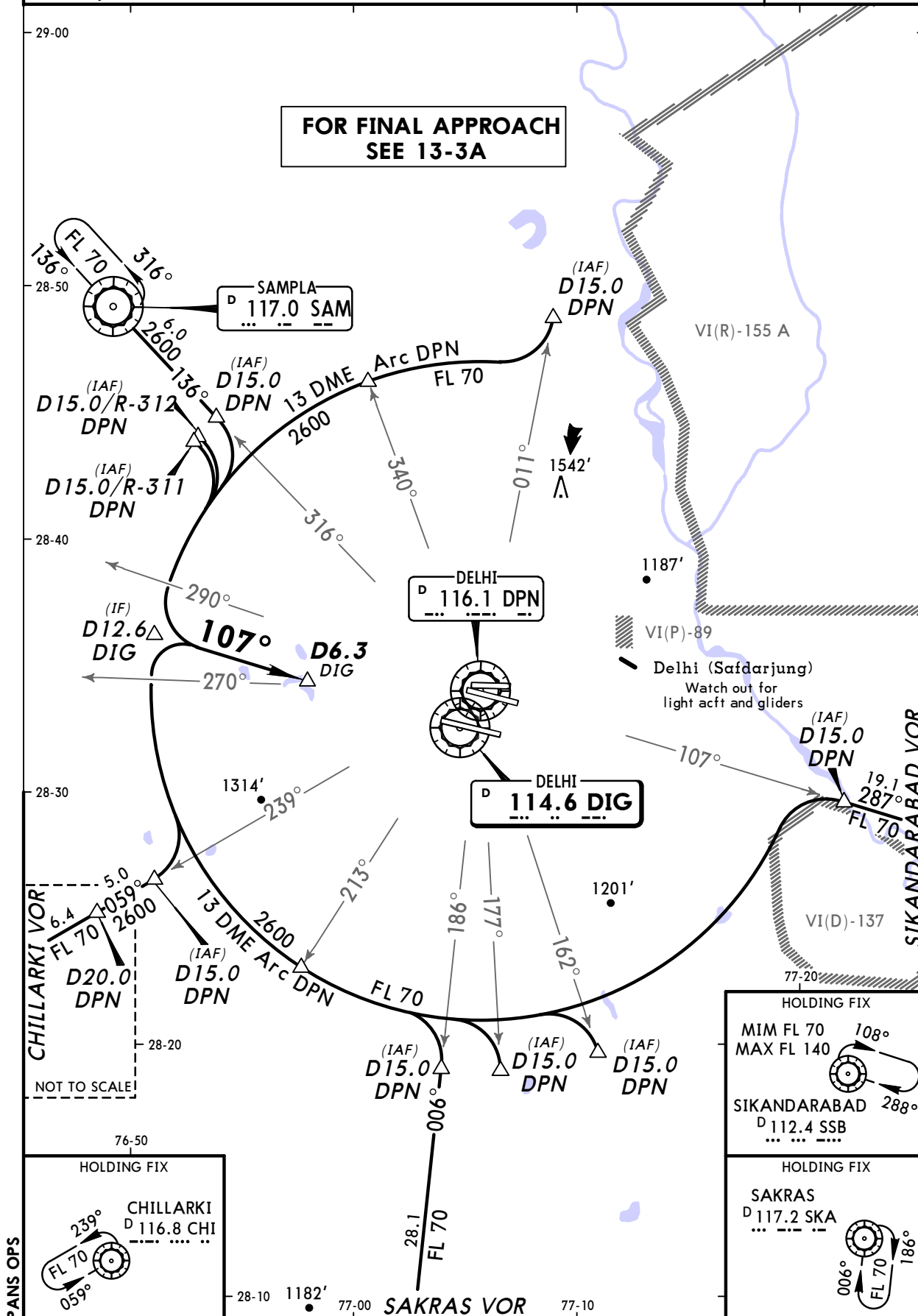
VIDP/DEL
INDIRA GANDHI INTL

JEPPESEN
7 NOV 14 **(13-3)** Eff 13 Nov

DELHI, INDIA
VOR Rwy 11

BRIEFING STRIP

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



VIDP/DEL
INDIRA GANDHI INTL

7 NOV 14

JEPPESSEN

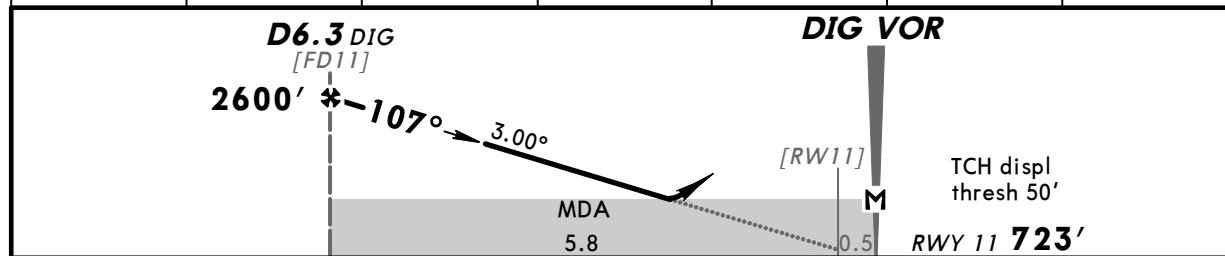
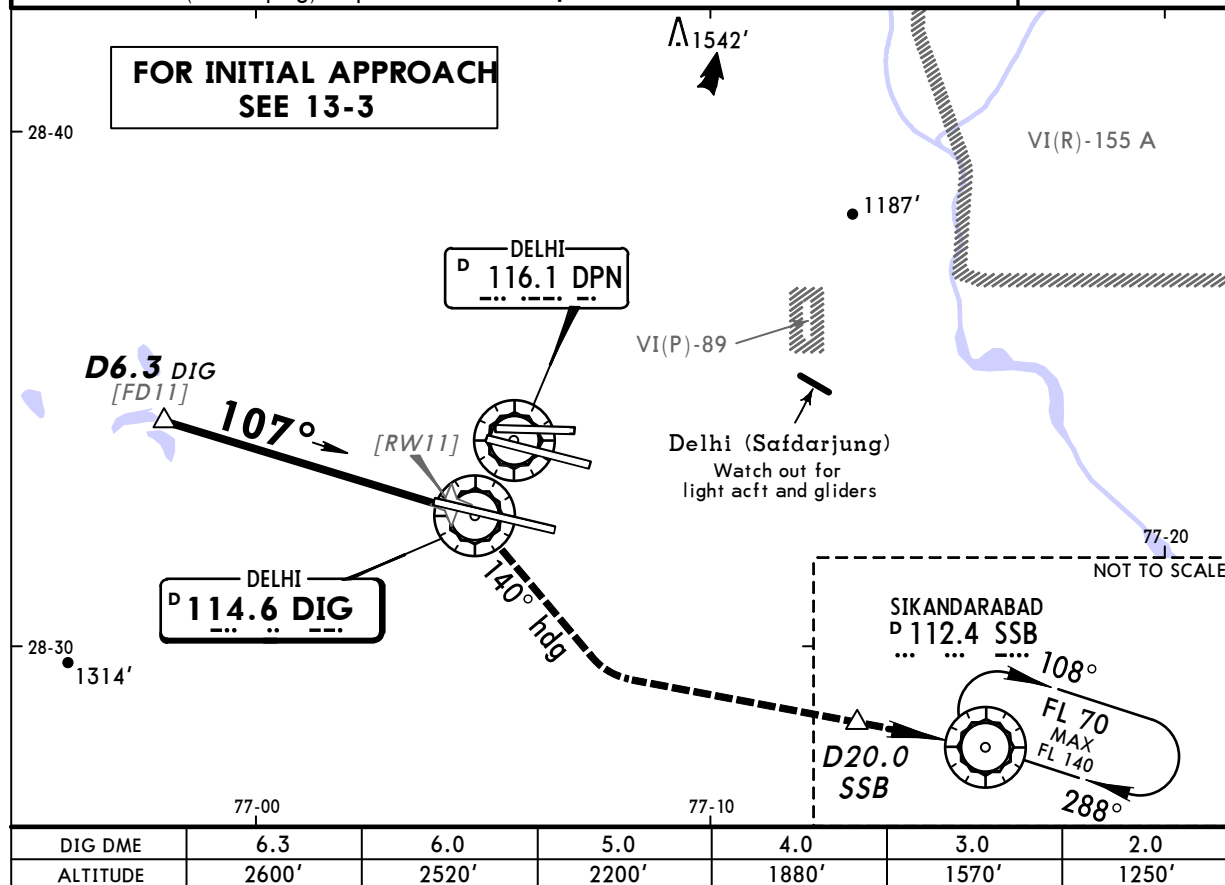
(13-3A)

Eff 13 Nov

DELHI, INDIA
VOR Rwy 11

BRIEFING STRIP

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



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

Standard/DGCA

STRAIGHT-IN LANDING RWY 11

CDFA

MDA(H) **1180'** (457')

		ALS out
A		
B		RVR 1500m
C	RVR 1400m	
D		RVR 2100m

PANS OPS

CHANGES: Descent angle.

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VIDP/DEL
INDIRA GANDHI INTL

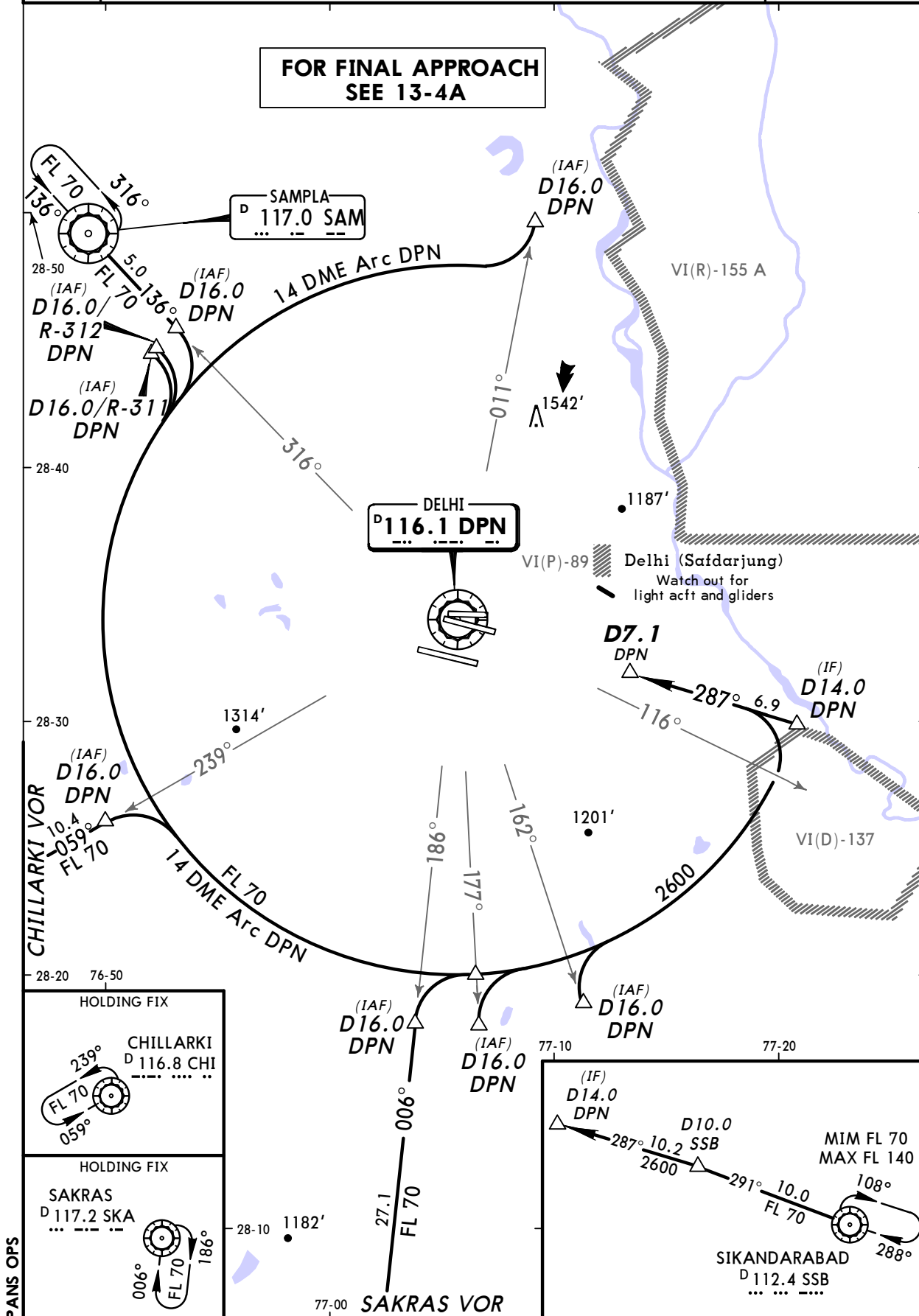
JEPPesen
7 NOV 14 **(13-4)** Eff 13 Nov

DELHI, INDIA
VOR Z Rwy 28

BRIEFING STRIP™

ATIS	DELHI Arrival	DELHI Approach (R)	DELHI Tower Middle	Ground Middle	
126.4	124.2	126.35	118.1	121.9	
VOR DPN 116.1	Final Apch Crs 287°	Minimum Alt Refer to chart 13-4A	MDA(H) Refer to chart 13-4A	Apt Elev 777' RWY 777'	2600'
Alt Set: hPa Rwy Elev: 28 hPa Trans level: By ATC Trans alt: 4000'					MSA DPN VOR

**FOR FINAL APPROACH
SEE 13-4A**



CHANGES: Arrivals. Holdings.

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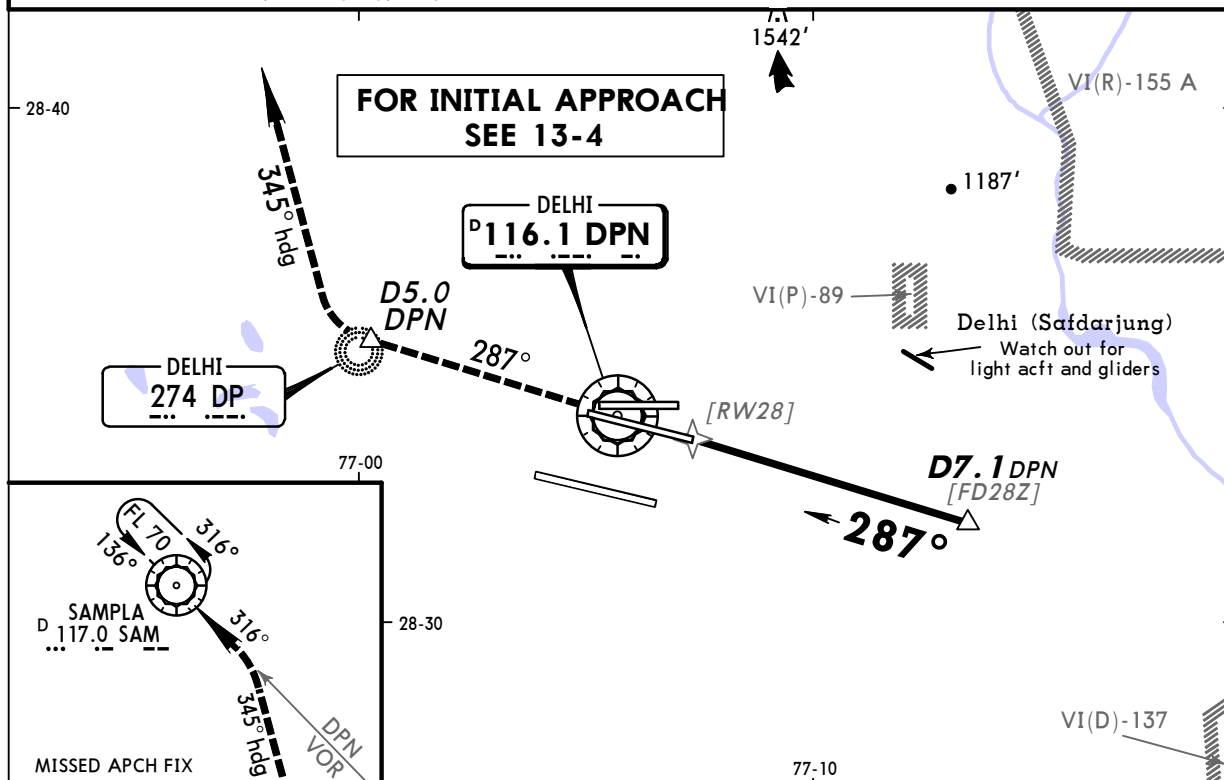
VIDP/DEL
INDIRA GANDHI INTL

JEPPESEN
7 NOV 14 **(13-4A)** **Eff 13 Nov**

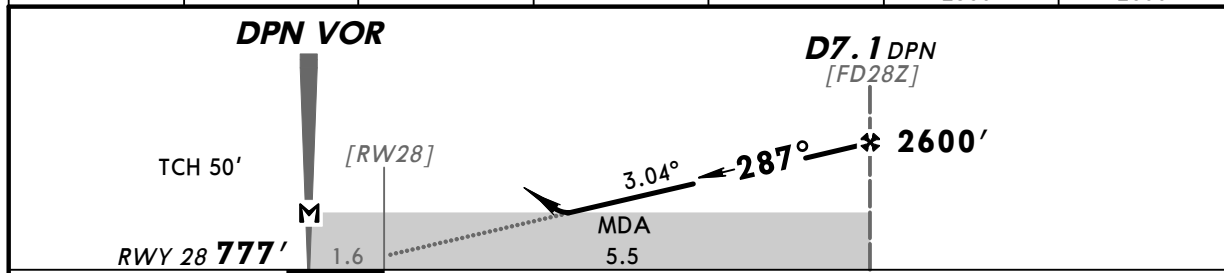
DELHI, INDIA
VOR Z Rwy 28

BRIEFING STRIP™

ATIS	DELHI Arrival	DELHI Approach (R)	DELHI Tower Middle	Ground Middle
126.4	124.2	126.35	118.1	121.9
VOR DPN 116.1	Final Apch Crs 287°	Minimum Alt D7.1 DPN 2600' (1823')	MDA(H) 1300' (523')	Apt Elev 777' RWY 777'
MISSED APCH: Climb STRAIGHT AHEAD. Crossing DP NDB or D5.0 DPN, turn RIGHT on hdg 345° to intercept R-316 DPN climbing to FL 70 to join SAM VOR holding at FL 70, or as directed.				<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center;"> 2600' </div> 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 PAP	DP 274	or	D5.0 DPN
Descent Angle	3.04°	376	484	538	645	753				
MAP at DPN VOR										

Standard/DGCA		STRAIGHT-IN LANDING RWY28	
CDFA		ALS out	
MDA(H) 1300' (523')			
RVR 1500m			
RVR 1700m		RVR 2400m	

PANS OPS

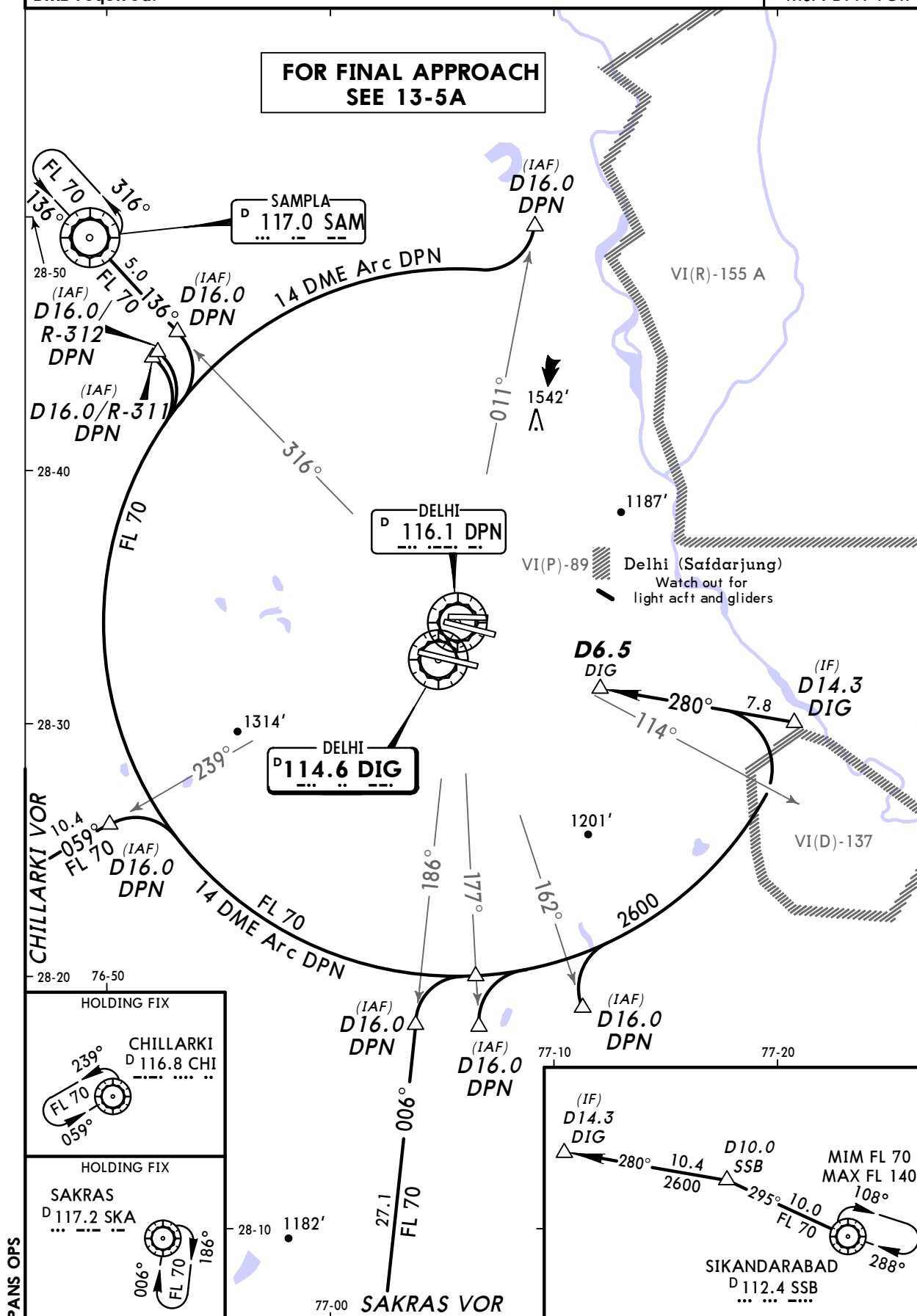
VIDP/DEL
INDIRA GANDHI INTL

JEPPESEN
14 NOV 14 (13-5)

DELHI, INDIA
VOR Rwy 29

ATIS	DELHI Approach (R)		DELHI Tower South	Ground South	<div>2600'</div> <div>MSA DPN VOR</div>
126.4	126.35	124.2	125.85	121.62	
VOR DIG	Final Apch Crs	Minimum Alt Refer to chart	MDA(H) Refer to chart	Apt Elev 777'	
114.6	280°	13-5A	13-5A	RWY 751'	
Alt Set: hPa		Rwy Elev: 28 hPa	Trans level: By ATC		Trans alt: 4000'
DME required.					

**FOR FINAL APPROACH
SEE 13-5A**



CHANGES: Arrival from SSB VOR.

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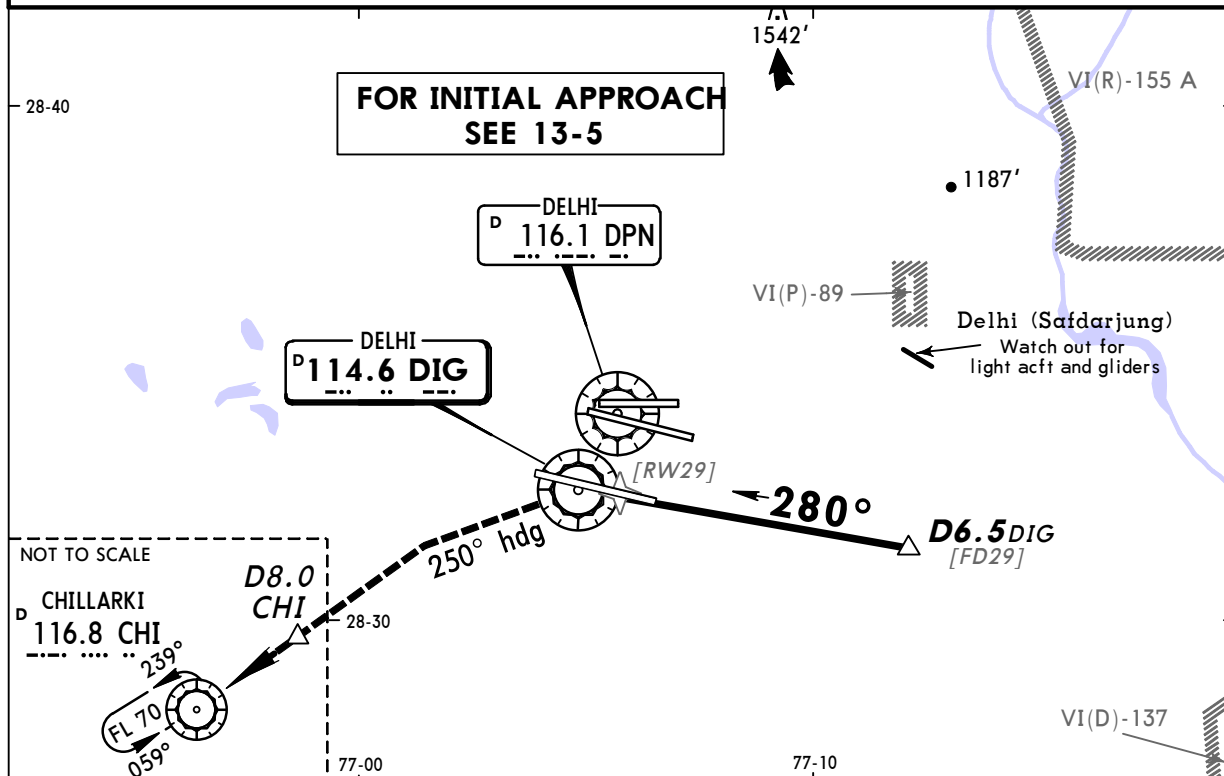
VIDP/DEL
INDIRA GANDHI INTL

JEPPESEN
14 NOV 14 **(13-5A)**

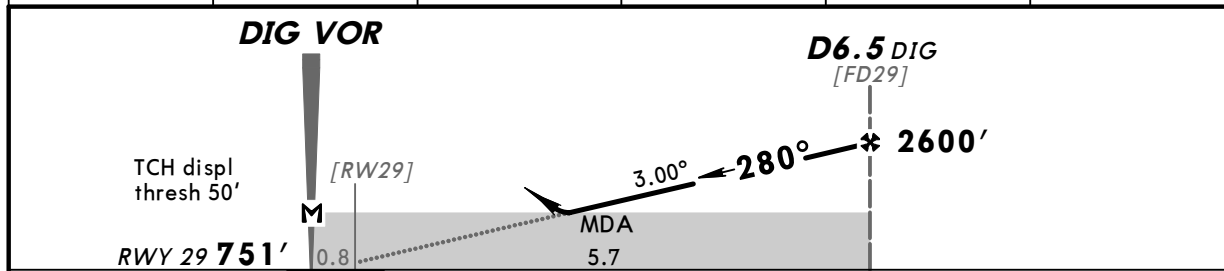
DELHI, INDIA
VOR Rwy 29

BRIEFING STRIP™

ATIS 126.4	DELHI Approach (R) 126.35 124.2	DELHI Tower South 125.85	Ground South 121.62
VOR DIG 114.6	Final Apch Crs 280°	Minimum Alt D6.5 DIG 2600' (1849')	MDA(H) 1300' (549')
Apt Elev 777' RWY 751'			
MISSED APCH: Climbing turn LEFT on heading 250° to 2600'. Turn LEFT to CHI VOR, crossing D8.0 CHI climb to FL 70 to join holding or as directed. Do not turn before D2.0 DIG.			
Alt Set: hPa Rwy Elev: 28 hPa Trans level: By ATC Trans alt: 4000' 1. CAUTION: Identify DELHI (Indira Gandhi Intl) airport before landing in order not to mistake DELHI (Safdarjung) airport. 2. DME required.			



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	HIALS-II PAPI 250° hdg LT 2600'
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at DIG VOR							


Standard/DGCA		STRAIGHT-IN LANDING RWY29	
		CDFA	
		MDA(H) 1300' (549')	
		ALS out	
A	RVR 1500m		
B			
C	RVR 1800m	RVR 2400m	
D			

PANS OPS

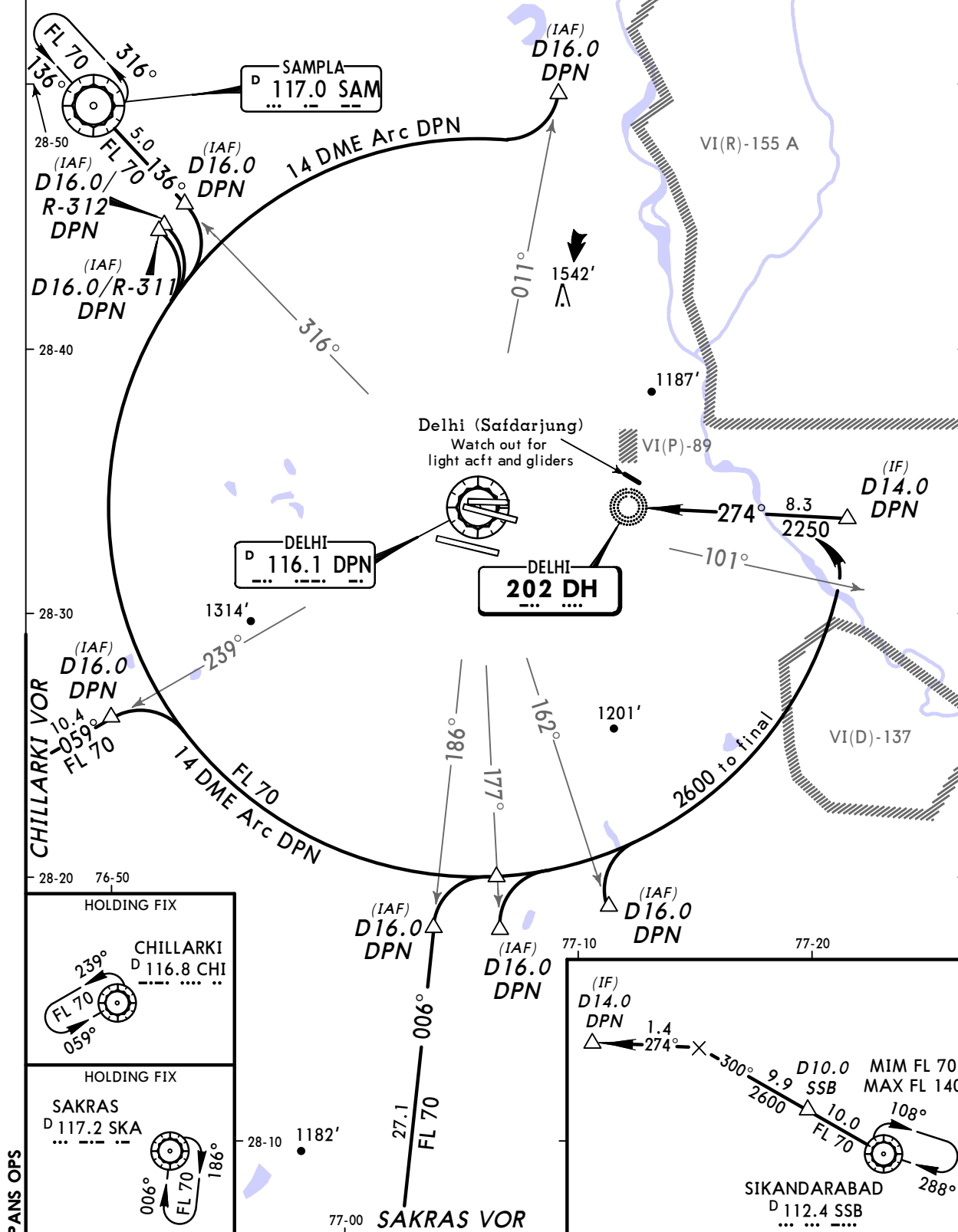
VIDP/DEL
INDIRA GANDHI INTL

JEPPESEN
14 NOV 14 (16-1)

DELHI, INDIA
NDB Z Rwy 27

ATIS	DELHI Arrival	DELHI Approach (R)	DELHI Tower North	Ground North	 2600'
126.4	124.2	126.35	118.75	121.75	
NDB DH 202	Final Apch Crs 274°	Minimum Alt Refer to chart 16-1A	MDA(H) Refer to chart 16-1A	Apt Elev 777' RWY 750'	
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.			MSA DH NDB

**FOR FINAL APPROACH
SEE 16-1A**



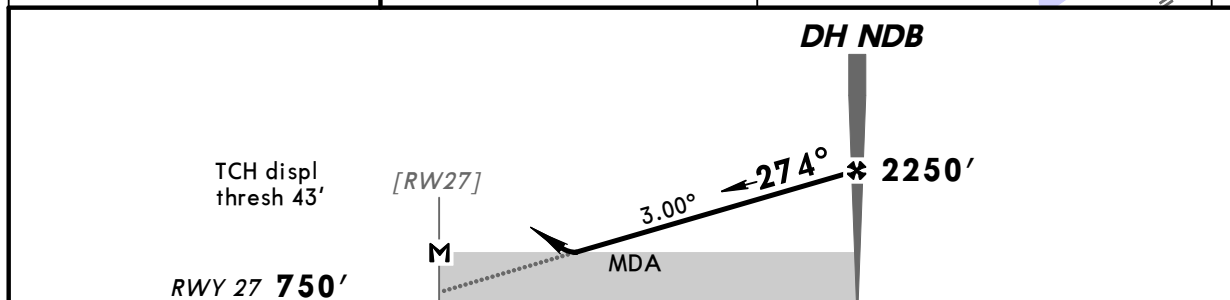
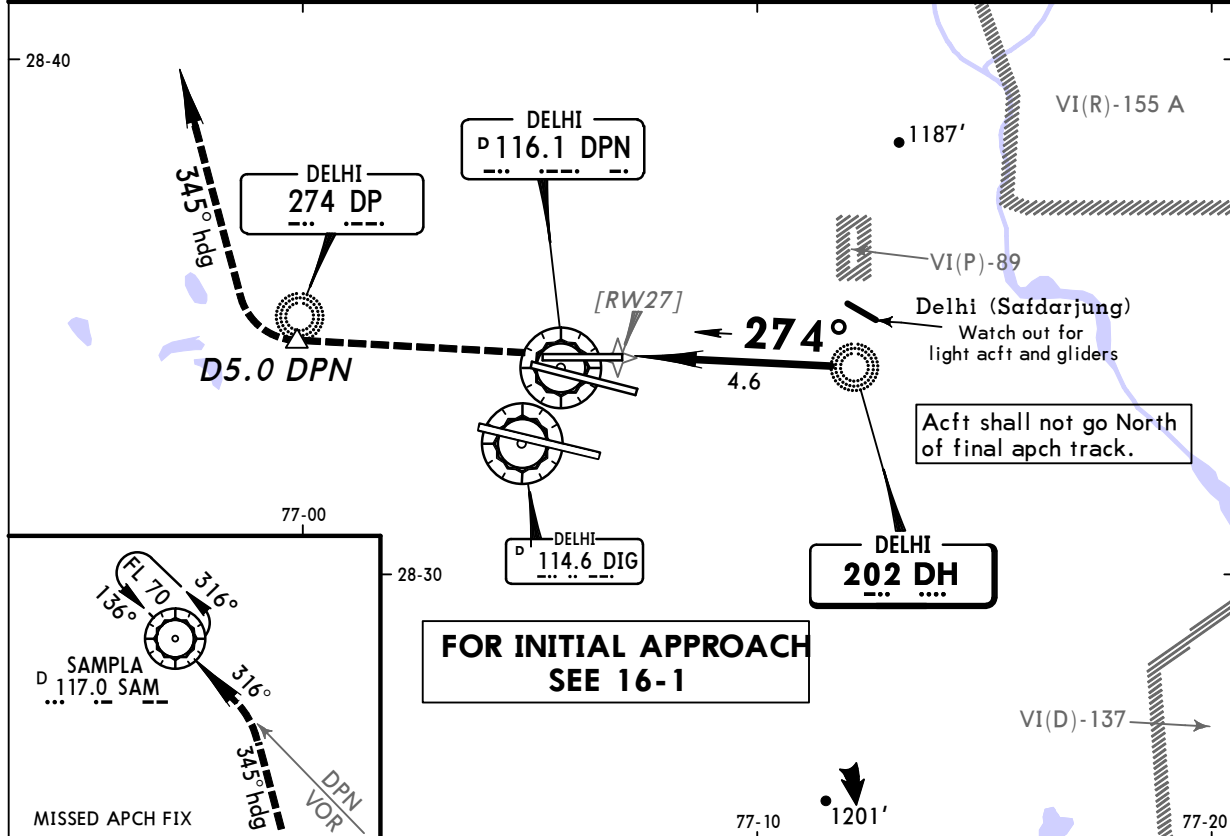
CHANGES: Arrival from SSB VOR.

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VIDP/DEL
INDIRA GANDHI INTLJEPPESSEN
14 NOV 14 (16-1A)DELHI, INDIA
NDB Z Rwy 27

BRIEFING STRIP™

ATIS 126.4	DELHI Arrival 124.2	DELHI Approach (R) 126.35	DELHI Tower North 118.75	Ground North 121.75
NDB DH 202	Final Apch Crs 274°	Minimum Alt DH NDB 2250' (1500')	MDA(H) 1340' (590')	Apt Elev 777' RWY 750'
MISSED APCH: Climb STRAIGHT AHEAD, crossing DP NDB or D5.0 DPN turn RIGHT on heading 345° to intercept R-316 DPN climbing to FL 70 to join SAM VOR holding at FL 70, or as directed.				
Alt Set: hPa Rwy Elev: 27 hPa Trans level: By ATC Trans alt: 4000' 1. DME required. 2. CAUTION: Identify DELHI (Indira Gandhi Intl) airport before landing in order not to mistake DELHI (Safdarjung) airport.				
<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> <div style="text-align: center;">2600'</div> </div> <div style="text-align: center; margin-top: 5px;">MSA DH NDB</div>				



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

Standard/DGCA

STRAIGHT-IN LANDING RWY 27

CDFA

MDA(H) **1340'** (590')

ALS out

PANS OPS

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

CHANGES: None.

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VIDP/DEL
INDIRA GANDHI INTL18 OCT 13
Eff 1 Nov

JEPPESEN

(18-1)

DELHI, INDIA
SRA Rwy 09, 10 & 11

BRIEFING STRIP™

ATIS	DELHI Approach (R)		DELHI Radar (SRA)		DELHI Tower				Ground	
	Northwest	North	Northwest	North	Middle (10)	South (11)	North	Middle	South	
126.4	126.35	124.2	124.55	120.9	118.75	118.1	125.85	121.75	121.9	121.62
RADAR	Final		Minimum Alt		MDA(H)		Apt Elev 777'			
	Apch Crs		See		Refer to		RWYs - See below			
	By ATC		table below		Minimums					

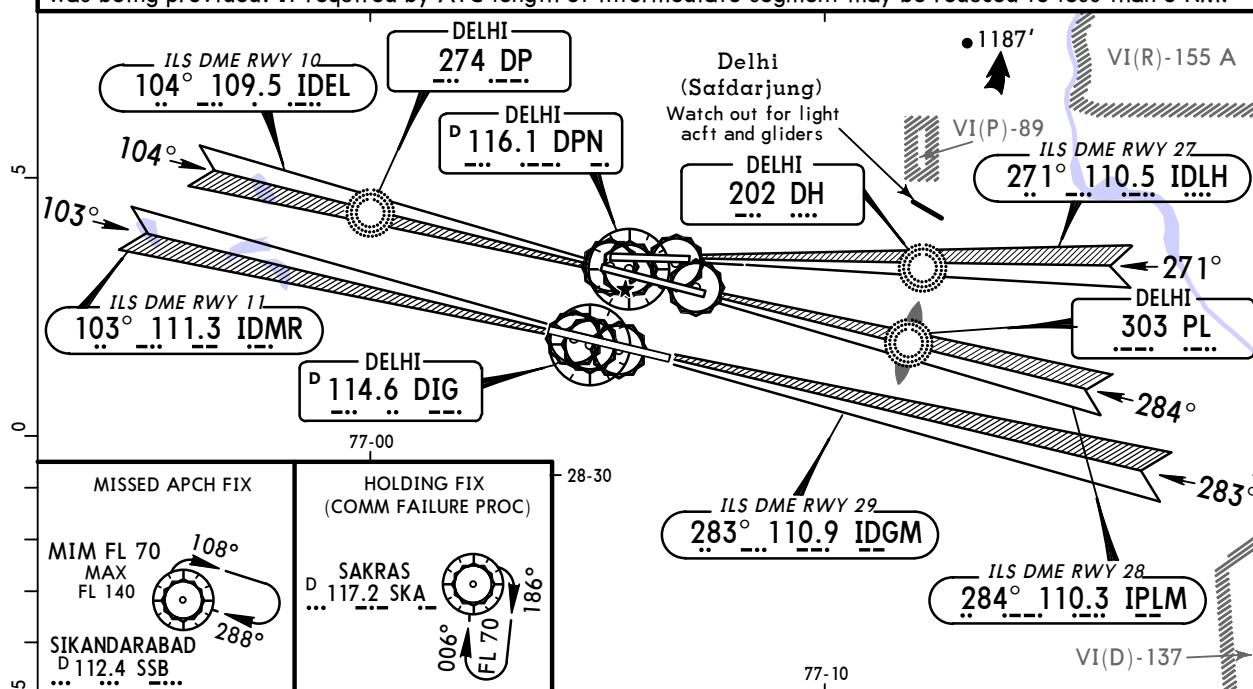
Missed Approach - See below

Alt Set: hPa Apt Elev: 28 hPa Trans level: By ATC Trans alt: 4000'
CAUTION: Identify DELHI (Indira Gandhi Intl) airport before landing in order not to mistake DELHI (Safdarjung) airport.

RADIO COMMUNICATION FAILURE PROCEDURE

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

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



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

MISSED APCH:

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

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

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

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

Standard/DGCA

STRAIGHT-IN LANDING

	SRA 09 CDFA MDA(H) 1360' (643')	SRA 10 CDFA MDA(H) 1360' (641')	SRA 11 CDFA MDA(H) 1370' (647')
	ALS out	ALS out	ALS out
A	RVR 1500m	RVR 1500m	RVR 1500m
B	RVR 1500m	RVR 1500m	RVR 1500m
C	RVR 2400m	RVR 2400m	RVR 2300m
D	RVR 2400m	RVR 2400m	RVR 2400m

PANS OPS

CHANGES: Minimums.

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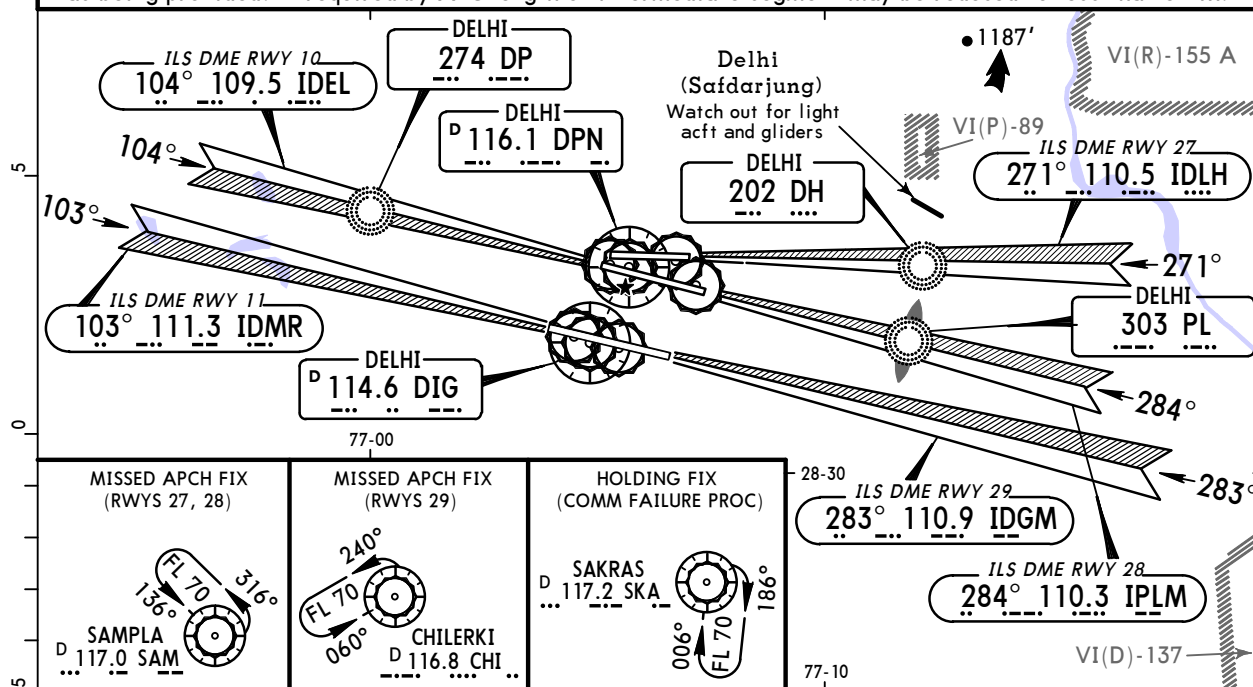
VIDP/DEL
INDIRA GANDHI INTLJEPPESEN
18 OCT 13
Eff 1 Nov (18-2)DELHI, INDIA
SRA RwyS 27, 28 & 29

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

RADIO COMMUNICATION FAILURE PROCEDURE

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

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



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

MISSED APCH:

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

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

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

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

Standard/DGCA**STRAIGHT-IN LANDING**

	SRA 27 CDFA MDA(H) 1390' (640')	SRA 28 CDFA MDA(H) 1420' (643')	SRA 29 CDFA MDA(H) 1400' (649')
	ALS out	ALS out	ALS out
A	RVR 1500m		
B	RVR 1500m		
C	RVR 2400m		
D	RVR 2400m	RVR 2300m	RVR 2400m

CHANGES: Minimums.

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