

GENERAL**Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 10

PCN: RWY 09/27: up to 520m / 1706ft from beginning of RWY 09: 84/R/B/W/T, rest 90/F/B/W/T
 RWY 10/28: 75/R/A/W/T from beginning of RWY 10 till 98m / 322ft;
 74/R/A/W/T from beginning of RWY 28 till 150m / 492ft;
 135/F/B/W/T rest of RWY.

RWY 11: from the beginning to 438m / 1437ft: 110/R/C/W/T, leaving 438m / 1437ft
 from beginning to 4166m / 13668ft: 93/F/C/W/T, leaving 4166m / 13668ft
 from beginning to 4430m / 14206ft: 110/R/C/W/T.

RWY 29: from beginning to 264m / 866ft: 110/R/C/W/T, leaving 264m / 866ft from
 beginning to 3992m / 13097ft: 93/F/C/W/T, leaving 3992m / 13097ft from
 beginning 4430m / 14206ft: 110/R/C/W/T.

Operation**Preferential RWY**

In order to reduce taxiing distance and time, mixed mode operations will be used during CAT I OPS:

- International DEP/ARR RWY 11/29.
- Domestic DEP/ARR RWY 10/28.

Transponder OPS**ARR**

- When on RWY keep TCAS selected.
- After vacate RWY: Select transponder or equivalent and auto if AVBL. TCAS shall be deselected.
- Parked on stand: Select stand-by.

Note: on GND squawk Moce C.

DEP

- At gate/stand: Select stand-by and enter discrete SSR Code received, ICAO designator and FLT identification number.
- When requesting push-back/taxi (whichever is earlier): Select transponder or equivalent and auto if AVBL.
- When lining up: Select TCAS only after receiving CLR to line up.

Low Visibility Procedures

Advanced Surface Movement Guidance and Control System (A-SMGCS) in use when LVP activated.

Safeguarding PROCs shall be initiated when either of the RWY in use:

- RVR is less than 1200m or VIS is forecast to deteriorate to 800m or less; and/or
- Cloud ceiling is less than 400ft and forecast to fall to 200ft or less.

LVP in use when RVR is below 800m and/or ceiling 200ft or below.

Follow-me O/R provided when RVR below 300m down to 50m.

Start-up on push-back stands, in case of APU failure, is permitted only at idle power with prior approval from APN Control.

GENERAL**LVP Taxi Route****Arrival**

Terminal 1

RWY 29	
to	Routing
Vacate via TWY S5, taxi via T, CW2, S, R3, R, M1, M2, cross RWY 28, E4, E2 then via...	
Stand 1-12	... TWY A
Stand 15-17	... TWY C1
Stand 20-22	... TWY E, B3
Stand 23-30	... TWY B2
Stand 135-142	... TWY F2

Terminal 2/3

to	Routing
Vacate via TWY S5 taxi via TWY T then via...	
APN 35	... T1, T1A
APN 34	... T2
APN 33A	... CW2, W1
APN 33B	... T3
APN 32	... CW2, W2
APN 31	... CW2, S, R5
Stand 41-49	... CW2, S, R4/R3/R1/R2
Stand 86-89	... CW2, S, R3
Stand 98-106	... CW2, S, R3, R

Terminal 1

RWY 28	
to	Routing
Vacate via TWY D1 taxi via D, E2 then via...	
Stand 1-12	... TWY A
Stand 15-17	... TWY C1
Stand 20-22	... TWY E, B3
Stand 23-30	... TWY B2
Stand 135-142	... TWY F2

Note:

- If RWY 28 is vacated via E4, then taxi via E2 and taxi further as above.
- In case the ACFT is not able to vacate on D1/D/E4, then vacate via TWY N and then taxi via S, R3, R, M1, M2 cross RWY 28, E4, E2 and taxi further as above.

GENERAL

Terminal 2/3

to	Routing
Vacate via TWY N taxi via S or Vacate via M taxi via P, N, S then via...	
APN 35	... CW1, T, T1, T1A
APN 34	... CW1, T, T2
APN 33A	... CW1, W1
APN 33B	... CW1, T, T3
APN 32	... CW1, W2
APN 31	... R5
Stand 41-49	... R4/R3/R1/R2
Stand 86-89	... R3
Stand 98-106	... R3, R

Terminal 1

RWY 11

to	Routing
Vacate via TWY Z2, taxi via Y, CW2, N, P then via...	
Stand 1-12	... Cross RWY 10 from W to C, taxi lane A
Stand 15-17	... Cross RWY 10 from W to C, C1
Stand 20-30	... Cross RWY 10 from W to C, E2, (F2, F3, F, B3 for stands 20-22 / B2 for stands 23-30)
Stand 135-142	... Cross RWY 10 from W to C,E2, F2

Terminal 2/3

to	Routing
Vacate via TWY Z2, taxi via Y then via...	
APN 35	... T1, T1A
APN 34	... S3.
APN 33A	... CW2, W1
APN 33B	... T3
APN 32	... CW2, W2
APN 31	... CW2, S, R5
Stand 41-49	... CW2, N, P, M1, R3/R2/R1
Stand 86-89	... CW2, N, P, M1, R3
Stand 98-106	... CW2, N, P, L2, R

GENERAL**Departure**

Terminal 1

RWY 11	
from	Routing
Stand 1-12	A, RWY 27, D, cross RWY 10 from D to M, M1, R3, S, CW1, Y, S5
Stand 15-17	A, RWY 27, D, cross RWY 10 from D to M, M1, R3, S, CW1, Y, S5
Stand 20-30	C/C1, RWY 27, D, cross RWY 10 from D to M, M1, R3, S, CW1, Y, S5
Stand 135-142	F3, F, E, RWY 27, D, cross RWY 10 from D to M, M1, R3, S, CW1, Y, S5

Terminal 2/3

APN 35	T1, T1A, Y, S5
APN 34	T2, Y, S5
APN 33A	W1, CW1, Y, S5
APN 33B	T3, Y, S5
APN 32	W3, CW1, Y, S5
APN 31	R5, S, CW1, Y, S5
Stand 41-49	R1/R2/R3, S, CW1, Y, S5
Stand 86-89	R3/S, CW1, Y, S5.
Stand 98-106	R, R3/S, CW1, Y, S5

Terminal 1

RWY 29	
from	Routing
Stand 1-12	A, RWY 27, K, cross RWY 28, N, S, CW1, T, Z2/(Z, CE1)
Stand 15-17	A, RWY 27, K, cross RWY 28, N, S, CW1, T, Z2/(Z, CE1)
Stand 20-30	C1, RWY 27, K, cross RWY 28, N, S, CW1, T, Z2/(Z, CE1)
Stand 135-142	F3, F, E, RWY 27, K cross RWY 28, N, S, CW1, T, Z2/(Z, CE1)

Terminal 2/3

APN 35	T1, T1A, T, Z2/(Z, CE1)
APN 34	S3, T, Z2/(Z, CE1)
APN 33A	W1, CW1, T, Z2/(Z, CE1)
APN 33B	T3, T, Z2/(Z, CE1)
APN 32	W3, CW1, T, Z2/(Z, CE1)
APN 31	R5, S, CW1, T, Z2/(Z, CE1)
Stand 41-49	R1/R2, M1, P, N, S, CW1, T, Z2/(Z, CE1)
Stand 86-89	R3, M1, P, N, S, CW1, T, Z2/(Z, CE1)
Stand 98-106	R, L1, P, N, S, CW1, T, Z2/(Z, CE1)

General

Terminal 1

RWY 28	
from	Routing
Stand 1-12	A, C
Stand 15-17	Push-back and taxi via C1, C
Stand 20-30	C, C1
Stand 135-142	F3, F, B3, stand 19, C

Terminal 2/3

APN 35	T1, T1A, Y, CW2, S, R3, R, L1, P
APN 34	S3, Y, CW2, S, R3, R, L1, P
APN 33A	W1, CW2, S, R3, R, L1, P
APN 33B	T3, Y, CW2, S, R3, R, L1, P
APN 32	W3, CW2, S, R3, R, L1, P
APN 31	R5, R3, R, L1, P
Stand 41-49	R3/R2/R1, R, L1, P
Stand 86-89	R3, R, L1, P
Stand 98-106	R, L2, P

Terminal 1

RWY 10	
from	Routing
Stand 1-12	A, RWY 27, K
Stand 15-17	A, RWY 27, K
Stand 20-30	C/C1, RWY 27, K
Stand 135-142	F3, F, E, RWY 27, K

Terminal 2/3

APN 35	T1, T1A, Y, CW2, S, N
APN 34	T2, Y, CW2, S, N
APN 33A	W1, CW2, S, N
APN 33B	T3, Y, CW2, S, N
APN 32	W3, CW2, S, N
APN 31	R5, S, N
Stand 41-49	R1/R2/R3, S, N
Stand 86-89	R3, S, N
Stand 98-106	R, R3, S, N

General**RWY Restrictions**

DEP from National APN: ACFT intending to use full length of RWY 28 will have to backtrack on the RWY for line-up. There is no lighted guidance for making 180° in the beginning of RWY. Follow-me provided when RVR below 550m. Inform ATC when full RWY length is required before commencing taxi. ACFT may like to depart from intersection of TWY C and RWY to avoid backtrack.

RWY 28/10 CLSD for daily MAINT between 0830-1030. In the event of EMERG, RWY will be re-opened within 30min.

RWY 27/09 CLSD for daily MAINT between 0630-0830. In the event of EMERG, RWY will be re-opened within 30min.

TWY Restrictions

Extended TWY E2 (from Junction with TWY E up to TWY A) width 18m / 59ft.

Taxi lane T1A width 18m / 59ft.

TWY B, E, U AVBL for ACFT up to code letter E. Code letter F ACFT is approved when using inner engines only.

TWY E1, B3, F and portion of TWY E between E1 and E2 AVBL for ACFT up to code letter C.

Taxilane A AVBL for ACFT up to code letter C.

TWY E5, D1 (rapid exit) AVBL for ACFT up to code letter C.

TWY E2 due to presence of open drains on TWY strips all code letter E ACFT exercise caution while taxiing.

Rapid Exit TWY Z3 and Z4 may be used to enter RWY 29 by ACFT up to code letter C from dawn to dusk when VIS above 2000m.

Standard Taxi Routes

ACFT taxiing in/out stands D48-D62 shall use Taxilane T1.

ACFT taxiing in/out stands E68-E84 shall use Taxilane T1A.

Arriving ACFT stands E64-E66 shall use Taxilane T1.

ACFT on stands E64-E68 shall taxi out via T1A.

RWY 28: Taxi route via L1, R to cargo APN.

RWY 10: Taxi route via P, L2, R to cargo APN.

RWY 29: Taxi route via Z, S4, Y, CW2, S, N, P, L2 to cargo APN.

RWY 11: Taxi route via Y, CW1, S, R3, R to cargo APN.

General**Preferred Taxi Routes**

RWY	ACFT Code	Preferred Exit TWY (PET)
29	A, B and all Turbo Prop	Z6
29	C, D, E	Z7
29	F	S4
11	A, B	Z5
11	C, D	Z4
11	E, F	Z3
28	A, B, C, D	L (exiting towards south)
28	E	M (exiting towards south)
28	F	N (exiting towards south)
28	A, B, C	D1 (exiting towards north)
28	D, E	D (exiting towards north)
10	A, B, C, D	U (exiting towards south)
10	E	V (exiting towards south)
10	F	P (exiting towards south)
10	A, B, C	F (exiting towards north)
10	D, E	C (exiting towards north)
27	A, B, C	E5
27	D, E	E3
09	A, B, C	E
09	D, E	C1

When unable to vacate the RWY via PET, inform ATC as soon as possible.

Taxi/Parking

MNM taxi speed 15KT on the straight portion of TWYs and between 8-12KT during turning manoeuvres.

Follow me provided for backtrack RWY 28 when RVR less than 550m.

| Terminal 2: Stand 41-44, 48, 49 visual docking guidance system AVBL.

Terminal 3:

Advanced Visual Docking Guidance System (AVDGS) provided at all stands, except:

- Stands A01L/R, A03L/R, A08L/R, A10L/R, A12L/R, A14L/R.
- Central stands of C27-C32 and C34.
- Remote stands.

Where AVDGS is not provided, marshaller mandatory.

General**Noise Abatement Procedure**

Schedule for dates from 01st-08th and 17th-23rd of each month

Time Slot	RWY For westerly flow traffic		RWY For easterly flow traffic		Remarks
	RWY 29	RWY 28/27	RWY 11	RWY 10/09	
0031-1730	Arrival and Departure	Arrival and Departure	Arrival and Departure	Arrival and Departure	Mixed Mode operations
1731-2130	Departure only	Arrival and Departure	Arrival and Departure	Arrival and Departure	Mixed Mode operations RWY 28/27 and RWY 11/10/09
2131-0030	Arrival and Departure	Departure only	Arrival and Departure	Arrival and Departure	Mixed Mode operations RWY 29 and RWY 11/10/09

Schedule for dates from 09th-16th and 24th till end of the month

Time Slot	RWY For westerly flow traffic		RWY For easterly flow traffic		Remarks
	RWY 29	RWY 28/27	RWY 11	RWY 10/09	
0031-1730	Arrival and Departure	Arrival and Departure	Arrival and Departure	Arrival and Departure	Mixed Mode operations
1731-2130	Arrival and Departure	Departure only	Arrival and Departure	Arrival and Departure	Mixed Mode operations RWY 29 and RWY 11/10/09
2131-0030	Departure only	Arrival and Departure	Arrival and Departure	Arrival and Departure	Mixed Mode operations RWY 28/27 and RWY 11/10/09

1630-0030 OPS of Chapter 2 ACFT prohibited.

APU: GPU must be used wherever AVBL and seviceable. Use of GPU and APU must be limited to minimize environmental impact.**Warnings**

Wind direction and wind speed not AVBL for RWY 27.

Do not mistake Safdarjung AD for Delhi AD. Safdarjung located 080°/5.1NM from AD.

ILS LOC RWY 29: Coverage restricted to 26° on right side of APCH.

Birds in vicinity of AD.

ARRIVAL**Speed**

MAX IAS 250KT below 10000ft within 15NM of DPN VOR/DME.

Maintain 210KT when given 20NM check, thereafter speed according ATC.

Speed profile to be adhered during mixed mode operations:

MAX IAS 220KT between 30 to 20NM from touchdown.

MAX IAS 180KT between 20-10NM from touchdown.

MAX IAS 160KT between 10-4NM from touchdown.

If unable to comply with above specified speeds, advise ATC immediately.

Radar Speed Restrictions

For Radar Speed Restrictions see separate header "Speed Control under Radar Environment" below.

Communication**COM Failure****Arriving ACFT - STAR Assigned**

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

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

Arriving ACFT - STAR Not Assigned

Continue on ATS route, (re-join ATS route if given heading of flying offset), maintaining/descending to cleared FL of FL70 whichever is higher. At 40NM to DPN VOR, take a turn (avoiding VIP 89) to proceed direct to SKA VOR. If higher descend to FL70 in SKA hold.

If COM failure takes place within 40NM of DPN VOR, continue to DPN VOR and at 10NM to DPN VOR take a turn (avoiding VIP 89) to proceed direct to SKA VOR maintaining last assigned LVL or FL70 whichever is higher if below FL70 climb and reach FL70 before crossing 25NM outbound from DPN VOR. If higher, descend to FL70 in SKA hold.

Leave SKA VOR at FL70 to carry out published ILS/VOR DME Arc APCH procedure for assigned RWY.

ACFT Being Radar Vectored

Maintain last assigned LVL and heading for 3min after detecting COM failure, then take a convenient turn (avoiding VIP 89) to proceed direct to SKA VOR climbing/maintaining last assigned LVL or FL70 whichever is higher. If below FL70, climb and reach FL70 before crossing 25NM outbound from DPN VOR. If higher, descend to FL70 in SKA hold.

Leave SKA VOR at FL70 to carry out published ILS/VOR DME arc APCH procedure for assigned RWY.

ARRIVAL**Flight according RNAV STAR and COM Failure**

In case APCH CLR issued proceed as follows:

While on AKBAN 2A RNAV for RWY 27, 28, 29:

Maintain last assigned LVL and proceed on AKBAN arrival to AKBAN.

From AKBAN:

- If last assigned LVL is lower than or equal to FL150, follow the arrival with lateral and vertical restrictions.
- If last assigned LVL is higher than FL150, descend in AKBAN hold FL150 and follow arrival with lateral and vertical restrictions.

At the end of STAR, make a convenient turn to intercept LOC or final APCH track for RWY in use.

While on SAM 6A/6F RNAV for RWY 27, 28, 29:

Maintain last assigned LVL and proceed on SAM arrival to SAM.

From SAM:

- If last assigned LVL is lower than or equal to FL110, follow the arrival with lateral and vertical restrictions.
- If last assigned LVL is higher than FL110, descend in SAM hold FL110 and follow arrival with lateral and vertical restrictions.

At the end of STAR, make a convenient turn to intercept LOC or final APCH track for RWY in use.

While on SAPLO 6A RNAV for RWY 27, 28, 29:

Maintain last assigned LVL and proceed on SAPLO arrival to SAPLO.

From SAPLO:

- If last assigned LVL is lower than or equal to FL150, follow the arrival with lateral and vertical restrictions.
- If last assigned LVL is higher than FL150, descend in SAPLO hold FL150 and follow arrival with lateral and vertical restrictions.

At the end of STAR, make a convenient turn to intercept LOC or final APCH track for RWY in use.

While on SIBAD 1A RNAV for RWY 27, 28, 29:

Maintain last assigned LVL and proceed on SIBAD arrival to SIBAD.

From SIBAD:

- If last assigned LVL is lower than or equal to FL80, follow the arrival with lateral and vertical restrictions.
- If last assigned LVL is higher than FL80, descend in SIBAD hold FL80 and follow arrival with lateral and vertical restrictions.

At the end of STAR, make a convenient turn to intercept LOC or final APCH track for RWY in use.

While on AKBAN 2B RNAV for RWY 09, 10, 11:

Maintain last assigned LVL and proceed on AKBAN arrival to AKBAN.

From AKBAN:

- If last assigned LVL is lower than or equal to FL110, follow the arrival with lateral and vertical restrictions.
- If last assigned LVL is higher than FL110, descend in AKBAN hold FL110 and follow arrival with lateral and vertical restrictions.

At the end of STAR, make a convenient turn to intercept LOC or final APCH track for RWY in use.

ARRIVAL**While on SAM 6B RNAV for RWY 09, 10, 11:**

Maintain last assigned LVL and proceed on SAM arrival to SAM.

From SAM:

- If last assigned LVL is lower than or equal to FL80, follow the arrival with lateral and vertical restrictions.
- If last assigned LVL is higher than FL80, descend in SAM hold FL80 and follow arrival with lateral and vertical restrictions.

At the end of STAR, make a convenient turn to intercept LOC or final APCH track for RWY in use.

While on SAPLO 6B RNAV for RWY 09, 10, 11:

Maintain last assigned LVL and proceed on SAPLO arrival to SAPLO.

From SAPLO:

- If last assigned LVL is lower than or equal to FL150, follow the arrival with lateral and vertical restrictions.
- If last assigned LVL is higher than FL150, descend in SAPLO hold FL150 and follow arrival with lateral and vertical restrictions.

At the end of STAR, make a convenient turn to intercept LOC or final APCH track for RWY in use.

While on SIBAD 1B/1E RNAV for RWY 09, 10, 11:

Maintain last assigned LVL and proceed on SIBAD arrival to SIBAD.

From SIBAD:

- If last assigned LVL is lower than or equal to FL110, follow the arrival with lateral and vertical restrictions.
- If last assigned LVL is higher than FL110, descend in SIBAD hold FL110 and follow arrival with lateral and vertical restrictions.

At the end of STAR, make a convenient turn to intercept LOC or final APCH track for RWY in use.

At the end of STAR, make a convenient turn descending 2600ft, intercept LOC or final APCH track.

ARRIVAL**COM Failure during flight according Non-RNAV STAR**

APCH CLR issued: continue APCH and land.

Without APCH CLR: Proceed direct **SKA VOR/DME**, except from BASOT, maintain last LVL or FL 70 whichever is higher;

From BASOT: Proceed via DP NDB to **SKA VOR/DME**;

Enter HLDG over **SKA VOR/DME** and descend FL70 if higher. Follow STAR/IAC for RWY-in-use.

COM Failure during flight not according STAR

SBB VOR HLDG: right hand pattern, inbound 288° at FL70.

SAM VOR HLDG: left hand pattern, inbound 136° at FL70.

R594, W37, L626: In **SSB VOR** HLDG descend FL70 and follow VOR-DME ARC procedure for RWY in use.

W33N, W10N and L760: After LETPU proceed direct to **SKA VOR**, maintain last FL or FL70 WEH. Descend in **SKA VOR** HLDG FL70. Leave **SKA VOR** HLDG on R186 **DPN VOR** to join VOR-DME arc PROC for RWY in use.

W20N: After OSRAM proceed to **SKA VOR** HLDG, maintain last assigned FL or FL70 WEH. Descend in **SKA VOR** HLDG FL70. Leave **SKA VOR** HLD on R186 **DPN VOR** to join VOR-DME arc PROC for RWY in use.

A347, W13N, R218, W65N, G452: In **CHI VOR** HLDG descend FL70 and follow VOR-DME ARC procedure for RWY in use

A466, W30E, W31E, W108E, W109E: After IGINO proceed direct **SAM VOR** HLDG, maintain last assigned FL or FL70 WEH. Descend in **SAM VOR** HLDG FL70 and then follow VOR-DME arc PROC for RWY in use.

W39, W35, E011/40D: Proceed to **SAM VOR**, maintain last assigned FL or FL70 WEH. Descend in **SAM VOR** HLDG FL70 and then follow VOR-DME arc PROC for RWY in use.

Arrival Procedure**Continuous Descent Arrival**

Turbojet ACFT use Continuous Descent Arrival (CDA) between 1630-0030.

Request CDA within 10min of top of descent and provide the estimates of VOR (SSB), SAPLO, AKBAN and VOR (SAMPLA) as the case may be. Report beginning of descent.

Speed shall be reduced to MAX IAS 180KT when 10NM from touch down.

Reverse

Minimize the use of reverse thrust after LDG to reduce disturbance in areas adjacent to AD.

Non-standard GP intercept position on**RWY 09**

GP intercepts RWY 09 at 320m / 1049ft after landing threshold.

Remaining LDG DIST beyond GP is 2493m / 8180ft.

RWY 27

GP intercepts RWY 27 at 343m / 1126ft after landing threshold.

Remaining LDG DIST beyond GP is 2318m / 7604ft.

Warnings

Identify appropriate RWY for LDG.

After LDG RWY 27 and vacating via TWY K be aware of stopbar short before crossing RWY 10/28.

DEPARTURE**Take-off Minima**

RWY		11/29, 28	
All ACFT	ft - m/km	0 - 75R	For conditions check CRAR India
RWY		10	
All ACFT	ft - m/km	0 - 125R	For conditions check CRAR India
RWY		09/27	
All ACFT	ft - m/km	0 - 400R/400V	HJ only, For conditions check CRAR India
		0 - 800R/800V	HN, For conditions check CRAR India

Speed

MAX IAS 250KT below 10000ft.

Communication**COM Failure**

In case on RNAV SID:

- follow SID with restrictions and climb FPL cruising LVL.

In case on SID (Non-RNAV):

- Upon recognition of COM failure until D25 DPN:
Maintain FL60 or last assigned LVL whichever is higher, until D25 DPN. Thereafter climb LVL according flight plan and follow SID until termination point.
- Upon recognition of COM failure after D25 DPN:
Continue following SID, maintain last assigned FL, if any, or climb FL70 whichever is higher for 2 minutes and then climb to flight plan LVL.

In case under radar vectors:

- Upon recognition of COM failure within D15 DPN:
Maintain last assigned heading until D20 DPN. Thereafter climb FL60 or LVL assigned by ATC. whichever is higher and then proceed direct to intercept flight plan route.
- Upon recognition of COM failure at or beyond D15 DPN:
Maintain last assigned heading for 2 minutes climbing FL70 or the last assigned FL whichever is higher and then proceed direct to intercept flight plan route
- 5 minutes after recognition of RCF commence climb to flight plan LVL.

Departure Intending to Continue to Destination

Continue on assigned SID or heading climbing to or maintaining cleared LVL or FL70, whichever is higher. 3min after setting code 7600 or reaching FL70 or cleared FL (if higher than FL70) whichever is later:

- If following SID, continue on SID to join ATS route and climb to filed FL and continue as per filed FPL.
- If following radar heading, turn (avoiding VIP 89) to join ATS route by shortest route maintaining cleared FL70. After joining ATS route, climb to filed FL and continue as per filed FPL.

DEPARTURE**Departure Intending to Land Back**

Continue on assigned SID or heading climbing to or maintaining cleared LVL or FL70, whichever is higher. 3min after setting code 7600 or reaching FL70 or cleared FL (if higher than FL70) whichever is later, take a turn (avoiding VIP 89) to proceed direct to SKA VOR.

If higher, descend to FL70 in SKA hold. If required, jettison fuel while in SKA hold, taking all necessary precautions. Leave SKA VOR at FL70 to carry out published ILS/VOR DME Arc APCH procedure for assigned RWY.

Departure Procedure**Start-up/Push-back**

Contact DLV 5min prior to push-back.

Monitor GND for DEP sequence update at least 30min before DEP.

Start-up: While requesting start-up, give also following INFO:

- Crew CAT 2/3A/3B qualified (as applicable)
- All doors are CLSD

When ready to push-back within 5min report:

- Call-sign
- DEST
- Proposed FL
- Parking stand
- "ready to push-back in 5min"

Intersection DEP may be assigned (RWY 29, TWY Z2), if unable to comply inform ATC at start-up/push-back.

If TKOF CLR received, do not delay TKOF, otherwise CLR will be cancelled.

Datalink Departure Clearance (DCL)

ACFT receiving clearance via datalink may contact SMC/GND FREQ directly as per TSAT issued.

TKOF RWY 27

If taxiing via TWY C ATC may require holding abeam stand 22 due vehicular traffic.

Abeam stand 25 a nose wheel point holding in use due vehicular traffic.

Intersection TKOF

Entry taxi route via Z3 and Z4 for RWY 29:

- TWY S2 - Z - Z3 - RWY 29.
- TWY S2 - Z - Z4 - RWY 29.
- TWY Z - Z4 - RWY 29.

When RWY 29 in use, INT departure from TWY Z2 is recommended.

ATC Slot, Clearance**Airport Collaborative Decision Making (CDM)**

CDM concept in use at this airport. See General Part/RAR/RAR In-Flight.

Speed Control under Radar Environment for Arriving Aircraft

Phase of flight	IAS		Status	Remarks
	PROP	JET		
Enroute and initial descent up to FL290	Not AVBL	250KT or actual whichever is higher	Optional As per requirement of ATC	Speed less than 250KT will be subject to concurrence of pilot
Below FL290 and up to FL150	250KT or actual speed whichever is lower	250KT or actual whichever is higher	Optional As per requirement of ATC	Speed less than 250KT will be subject to concurrence of pilot Below FL210 speed may be reduced to 240KT by ATC with the concurrence of pilot
Below FL150 and within D25 to 20NM (D30 to 20NM in case of straight-in) or on downwind	220KT or actual speed whichever is lower	220KT or MNM clean speed whichever is higher	Mandatory	Below 10000ft AMSL speed may be reduced to 210KT by ATC subject to concurrence of pilot
Within 20NM from touch down	180KT	180KT	Mandatory	Speed may be further reduced to 170KT by ATC
Intercept leg or 12NM from touch down in case of straight-in	180-160KT	180-160KT	Mandatory	Speed to be reduced to 160KT during the intercept leg
10 - 5NM from touch down**	160-150KT	160KT	Mandatory	PROP ACFT unable to maintain the specified speed must inform ATC as early as possible preferably during intercept leg or when 12NM from touch down **At the time APCH clearance is issued, speed restriction shall remain applicable unless withdrawn by ATC

Speed Control under Radar Environment for Arriving Aircraft

Phase of flight	IAS		Status	Remarks
	PROP	JET		
Within 5NM from touch down	Not AVBL	Not AVBL	Not AVBL	-

Notes

All DME distances are from VOR and all distances in NM are from touch down.

Subject to ACFT performance limitations a radar controller may assign a specific speed to ACFT.

26-JAN-2017
DEL-VIDP

India **Delhi** Indira Gandhi Intl

AFC 2

AFC 1

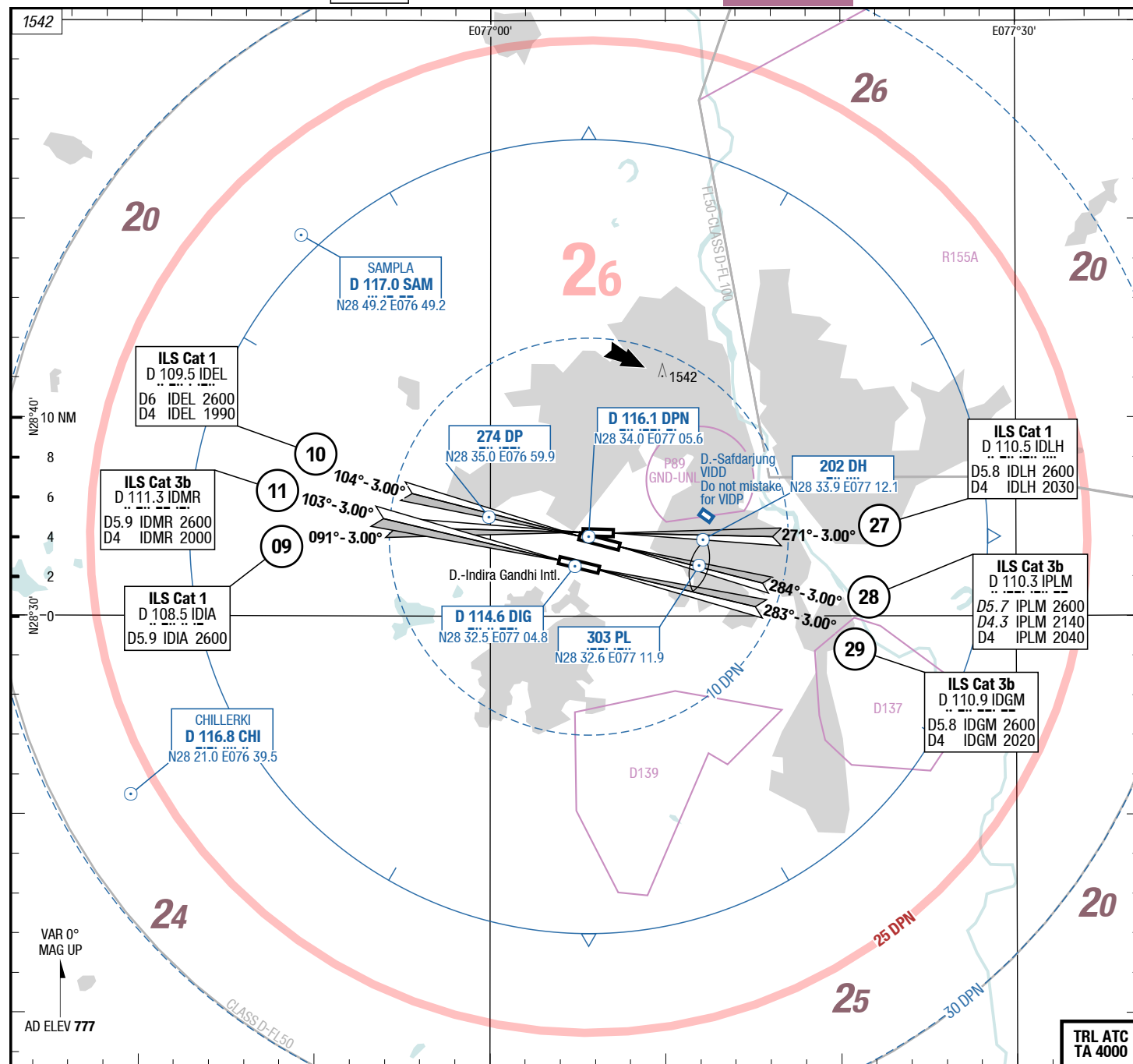
AFC

AFC

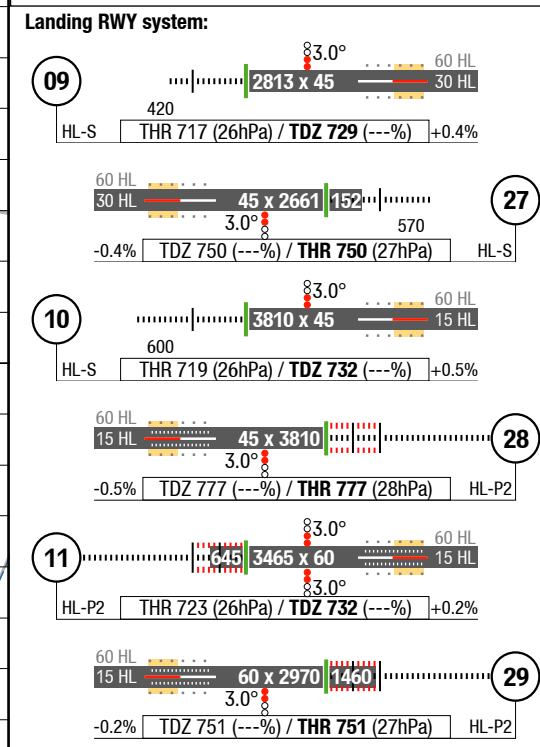
Indira Gandhi Intl **Delhi** India

AFC 2

AFC 1



D-ATIS	126.400		
ARR	124.200		
ACC	120.900 N-E	134.500	N-E (STBY)
	124.550 N-W	133.900	N-W (STBY)
	132.150 S-W	132.850	S-W (STBY)
	125.700 S-E	125.950	S-E (STBY)
APP	126.350		
DEP	118.825		
TWR	118.100 (Middle)	118.250	(STBY)
	118.750 N		
	125.850 S		
GND	121.900 (Middle)	121.750	N
	121.625 S		
DLV	121.950		
DCL			



Changes: APL, APCH boxes

✓ LSY Standard (unitopww)

26-JAN-2017
DEL-VIDP

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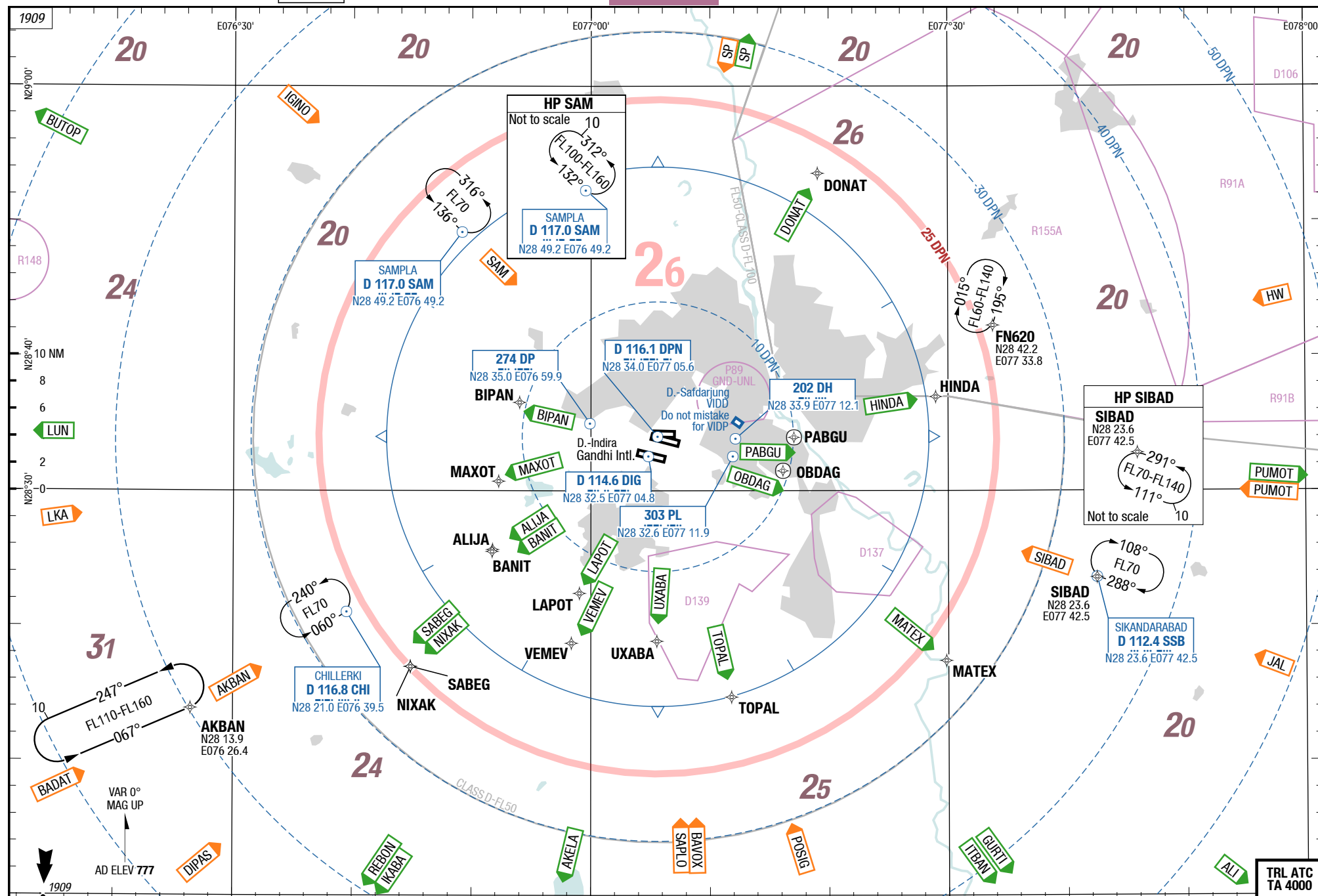
2-20

AFC 2

AFC

AFC

AFC 2



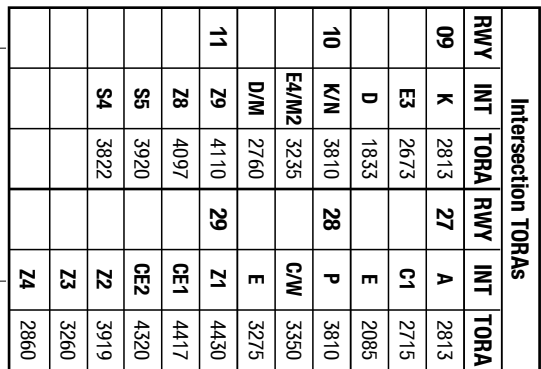
Changes: Nil

✓ LSY Standard (unitopww)

Indira Gandhi Intl **Delhi** India
APC Terminal 1 / Stand Coordinates
AGC

Indira
APC Te
AGC

RWY	TORA	ASDA	TODA
09	2813	2813	3246
11	4110	4430	4110
27	2813	2813	3513
28	3810	3810	4084



Changes: Reprint

Stand Coordinates

APRON 31

A06 N28 33.6 E077 05.0
A08, A08L/R N28 33.6 E077 05.0
A10L N28 33.7 E077 05.0
A10, A10R N28 33.7 E077 04.9
A12, A12L/R N28 33.7 E077 04.9

A14, A14L/R N28 33.7 E077 04.9

APRON 32

A01, A01L/R N28 33.4 E077 05.0
A03, A03L/R N28 33.5 E077 05.0
A07, A07L/R N28 33.5 E077 05.0
A09, A09L N28 33.6 E077 04.9
A09R N28 33.6 E077 05.0

A11, A11L/R N28 33.6 E077 04.9
A13 N28 33.7 E077 04.9
B15, B15L/R N28 33.4 E077 04.9
B17L N28 33.4 E077 04.9
B17, B17R N28 33.3 E077 04.9

B19, B19L/R N28 33.3 E077 04.8
B21 N28 33.3 E077 04.8
R01 N28 33.5 E077 04.8
R02, R02L/R N28 33.5 E077 04.8
R03, R03L/R N28 33.5 E077 04.8

R04 N28 33.4 E077 04.8

APRON 33A/B

B18 N28 33.3 E077 04.9
B20, B20L/R N28 33.3 E077 04.9
B22, B22L/R N28 33.3 E077 04.8
B24, B24R N28 33.3 E077 04.8

B24L N28 33.2 E077 04.8
B26, B26L/R N28 33.2 E077 04.7
C28, C28L/R N28 33.2 E077 05.0
C30, C30R N28 33.1 E077 05.0
C30L N28 33.2 E077 05.0

C32, C32L/R N28 33.1 E077 04.9
C34, C34L/R N28 33.1 E077 04.9
C36 N28 33.1 E077 04.8

APRON 34

C27, C27L N28 33.1 E077 05.1
C27R N28 33.2 E077 05.1
C29, C29L/R N28 33.1 E077 05.0
C31, C31L/R N28 33.1 E077 05.0
C33 N28 33.1 E077 04.9

D37, D37R N28 33.2 E077 05.2
D37L N28 33.1 E077 05.1
D39, D39L/R N28 33.1 E077 05.2
D41 N28 33.1 E077 05.2
D43 - D47 N28 33.1 E077 05.3

D49 - D53 N28 33.0 E077 05.3
D55 N28 33.0 E077 05.4
R05 - R07R N28 33.0 E077 05.1
R08, R08L/R N28 33.0 E077 05.2
R09 N28 33.0 E077 05.2

APRON 35

D46 - D52 N28 33.1 E077 05.3
D54 - D62 N28 33.0 E077 05.4
E64, E66 N28 33.1 E077 05.4
E68 - E72 N28 33.1 E077 05.5

E74 - E80 N28 33.0 E077 05.5
E82 N28 33.0 E077 05.6
E84 N28 32.9 E077 05.6

APRON 2

41 - 43 N28 33.5 E077 05.3
44 N28 33.6 E077 05.3
45L, 45R N28 33.6 E077 05.4
46L - 47R N28 33.6 E077 05.3
48, 49 N28 33.6 E077 05.2

81 - 81A/B N28 33.8 E077 05.4
82 - 84B N28 33.8 E077 05.3
84A - 86 N28 33.8 E077 05.2
87, 88 N28 33.8 E077 05.1
89 - 91 N28 33.8 E077 05.0

92 N28 33.9 E077 04.9

CARGO APRON

98 N28 33.4 E077 06.2
99, 100 N28 33.5 E077 06.1
101 N28 33.5 E077 06.0
102, 103 N28 33.5 E077 05.9
104 N28 33.6 E077 06.2

105 N28 33.6 E077 06.1
106 N28 33.6 E077 06.0

FRONT APRON 1

1 N28 34.1 E077 07.1
2 - 5 N28 34.0 E077 07.1
6, 7 N28 33.9 E077 07.1
8 - 9 N28 33.9 E077 07.2

10 - 12 N28 33.8 E077 07.1
15, 16 N28 34.0 E077 07.1
17 N28 33.9 E077 07.1
19 Not published
20, 21 N28 33.8 E077 07.0

22 - 25 N28 33.9 E077 07.0
26 - 29 N28 34.0 E077 07.0
30 N28 34.1 E077 06.9
31 - 35 N28 33.9 E077 06.9
36 - 40A N28 34.0 E077 06.9

40B, 40C N28 34.1 E077 06.9

SATELLITE APRON 1

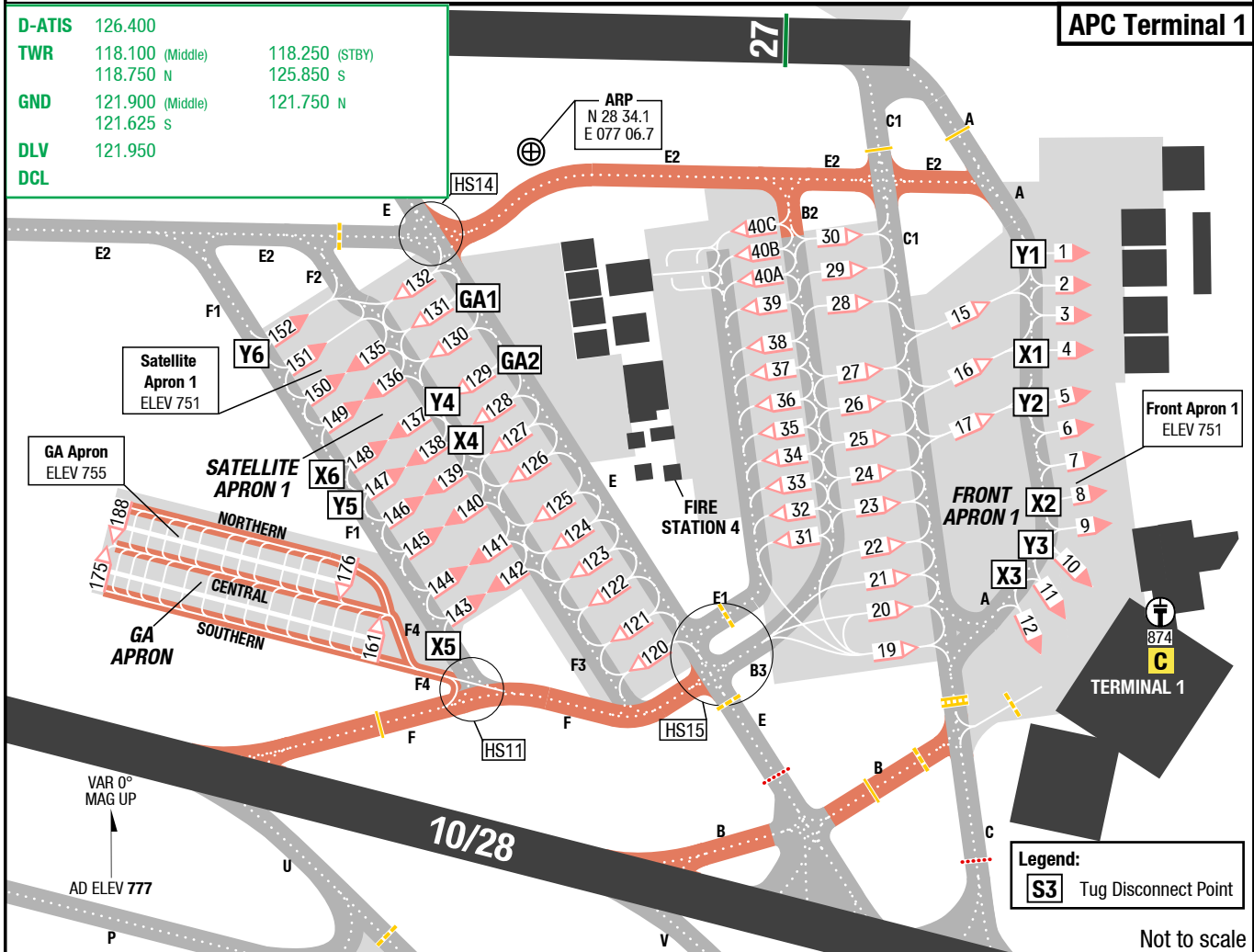
120 - 123 N28 33.8 E077 06.8
124 N28 33.9 E077 06.8
125 - 128 N28 33.9 E077 06.7
129, 130 N28 34.0 E077 06.7
131 - 136 N28 34.0 E077 06.6

137, 138 N28 33.9 E077 06.6
139 - 141 N28 33.9 E077 06.7
142 - 144 N28 33.8 E077 06.7
145 N28 33.9 E077 06.7
146-148 N28 33.9 E077 06.6

149 - 152 N28 34.0 E077 06.6

801 N28 34.3 E077 06.5
802 N28 32.6 E077 06.5

D-ATIS 126.400
TWR 118.100 (Middle) 118.250 (STBY)
118.750 N 125.850 S
GND 121.900 (Middle) 121.750 N
121.625 S
DLV 121.950
DCL



Effective 20-JUL-2017

13-JUL-2017

DEL-VIDP

India **Delhi** Indira Gandhi Intl

LVC Routes East ARR (RWY 11)

3-30

APC Terminal 2/3 and Cargo

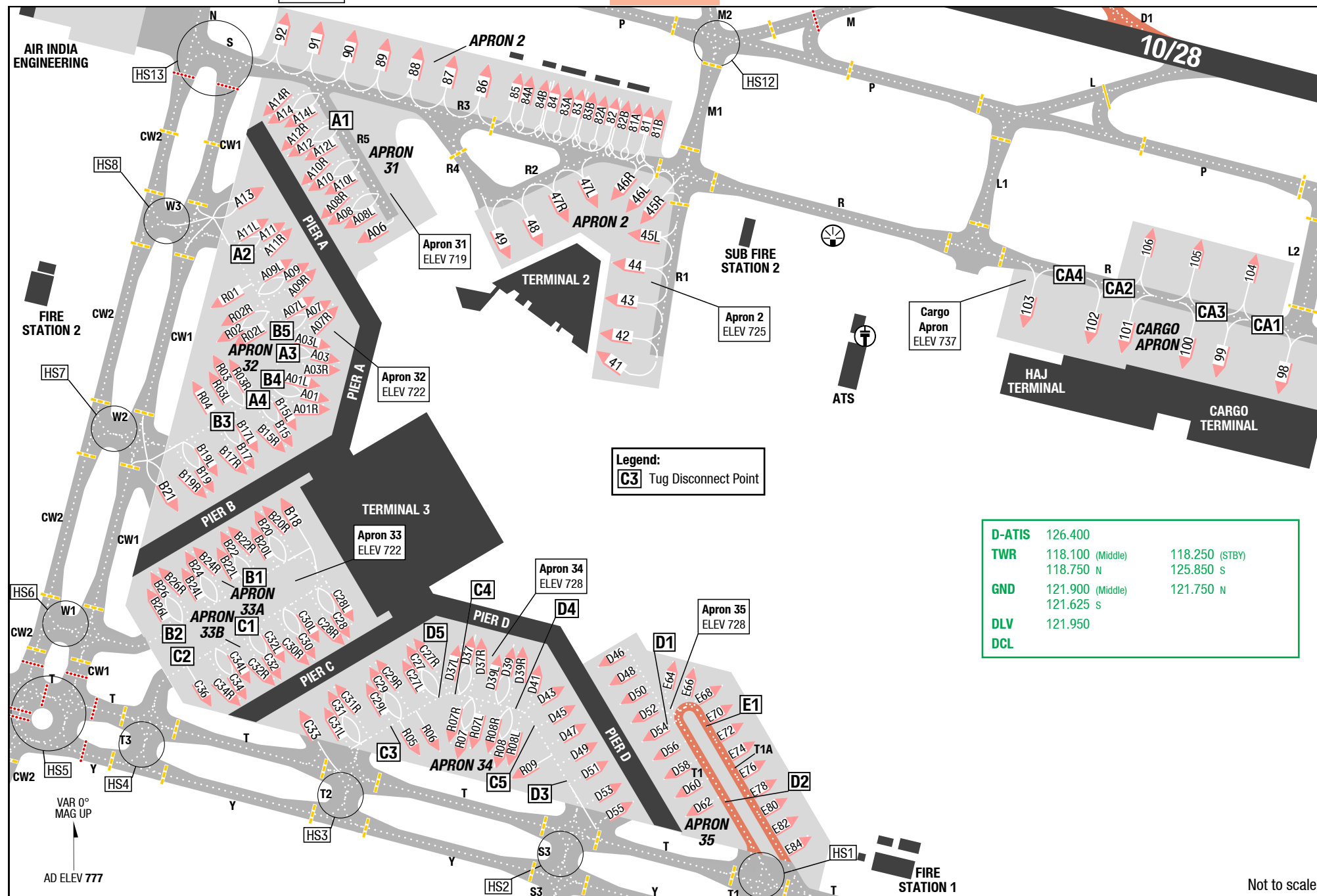
APC

APC

Indira Gandhi Intl **Delhi** India

LVC Routes East ARR (RWY 11)

APC Terminal 2/3 and Cargo



Changes: Nil

✓ LSY Standard (unitopww)

13-JUL-2017

India **Delhi** Indira Gandhi Intl

LVC

LVC

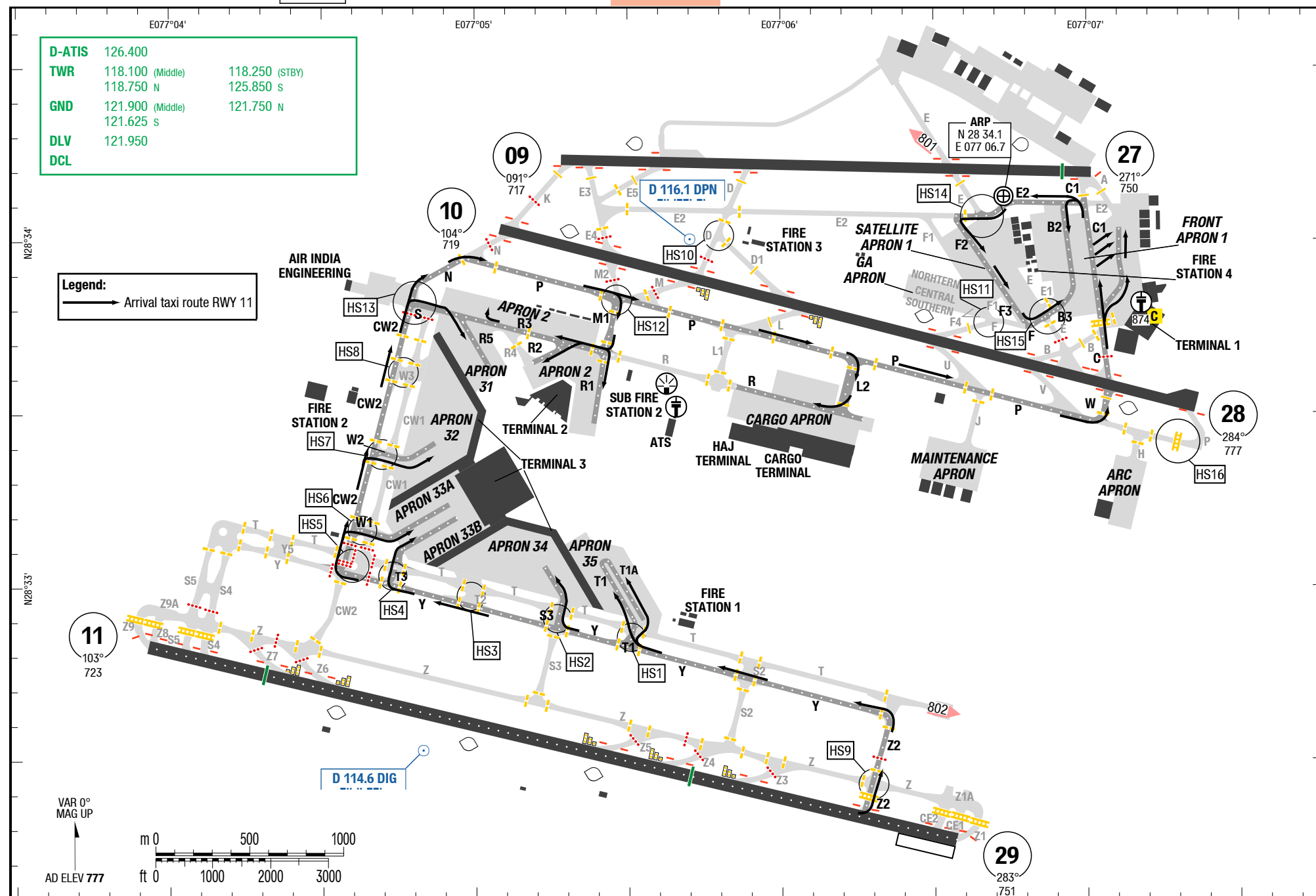
Indira Gandhi Intl **Delhi** India

DEL-VIDP

3-40

LVC Routes East ARR (RWY 11)

LVC Routes East ARR (RWY 11)



Changes: Stopbar, Editorial

✓ **LSY Standard (unitopww)**

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13-JUL-2017

DEL-VIDP

India Delhi Indira Gandhi Intl

LVC Routes East DEP (RWYs 10/11)

LVC Routes West ARR (RWYs 28/29)

LVC

LVC

Indira Gandhi Intl Delhi India

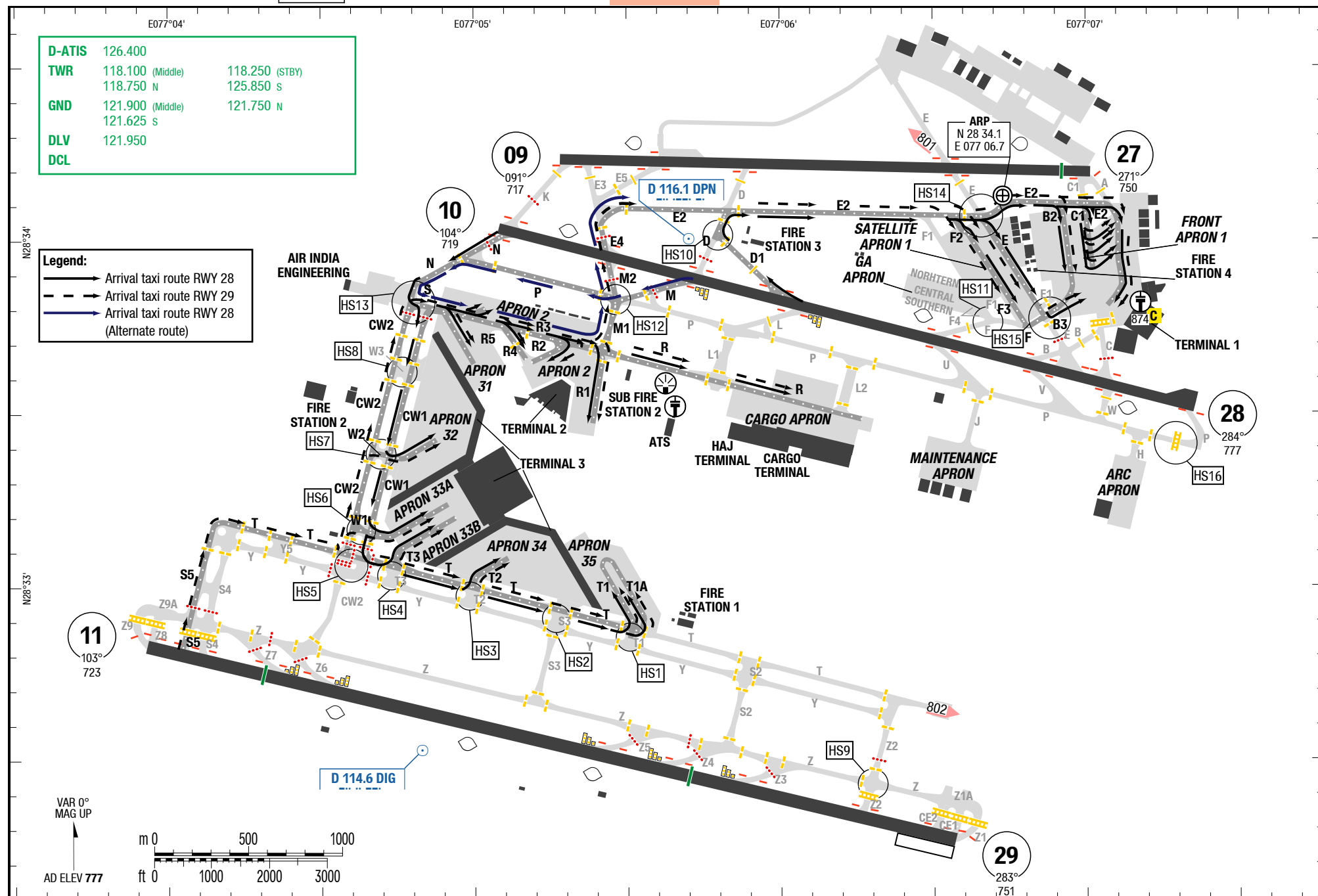
LVC Routes East DEP (RWYs 10/11)

LVC Routes West ARR (RWYs 28/29)

3-50

D-ATIS	126.400	
TWR	118.100 (Middle)	118.250 (STBY)
	118.750 N	125.850 S
GND	121.900 (Middle)	121.750 N
	121.625 S	
DLV	121.950	
DCL		

Legend:	
	Arrival taxi route RWY 28
	Arrival taxi route RWY 29
	Arrival taxi route RWY 28 (Alternate route)



Changes: Stopbar, Editorial

✓ LSY Standard (unitopww)

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India **Delhi** Indira Gandhi Intl

LVC

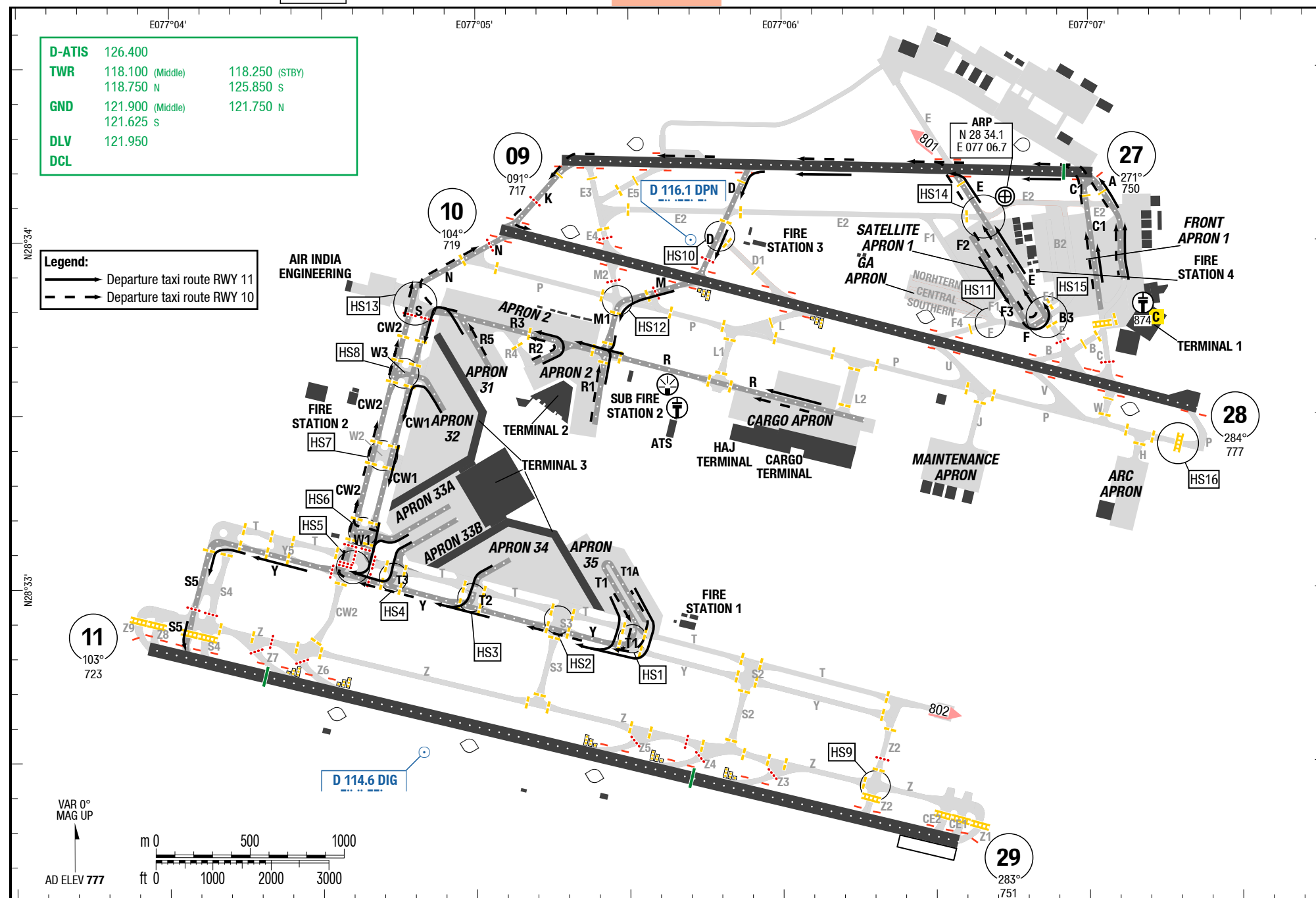
LVC

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LVC Routes East DEP (RWYs 10/11)

3-60

LVC Routes East DEP (RWYs 10/11)



Changes: Stopbar, Editorial

✓ **LSY Standard (unitopww)**

Effective 20-JUL-2017

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(NIL)

LVC

LVC

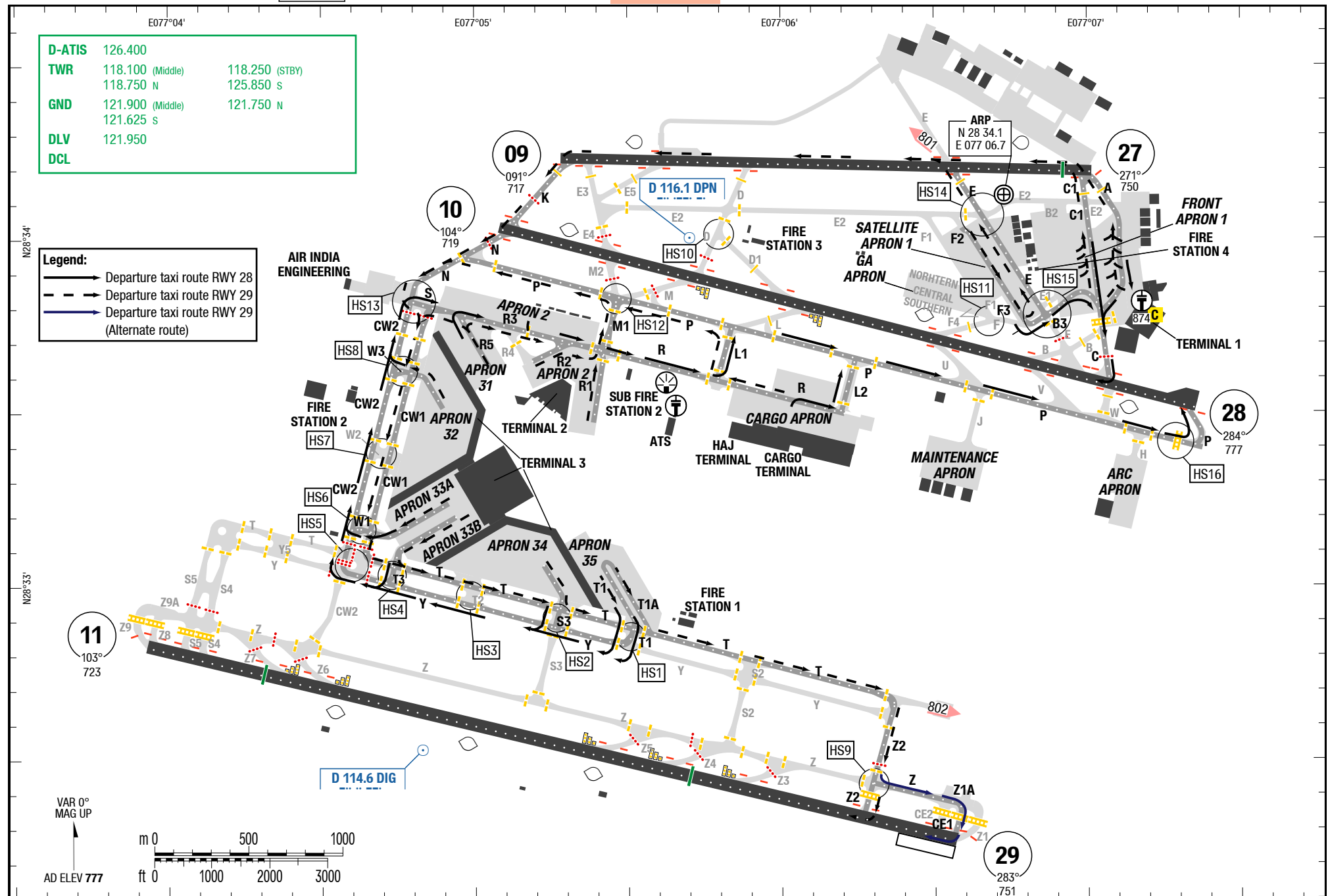
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(NIL)

LVC Routes West DEP (RWYs 28/29)

3-70

LVC Routes West DEP (RWYs 28/29)



Changes: Stopbar, Editorial

✓ LSY Standard (unitopww)

DEL-VIDP

SIDs RNAV RWY 10

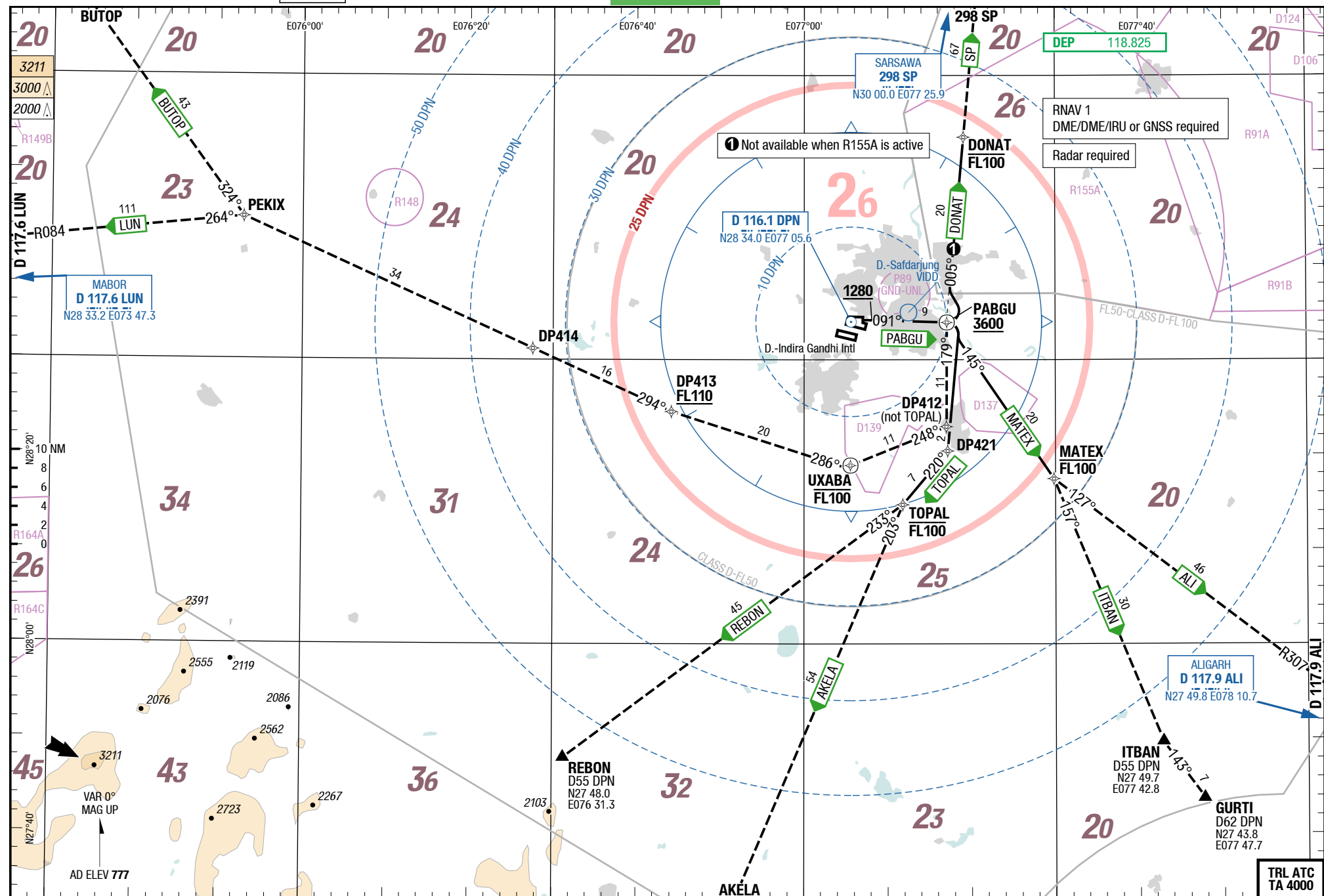
SIDs RNAV RWY 09

SID

SID

SIDs RNAV RWY 10

SIDs RNAV RWY 09



Changes: FREQ

✓ **LSY Standard (unitopww)**

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29-DEC-2016

DEL-VIDP

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SID

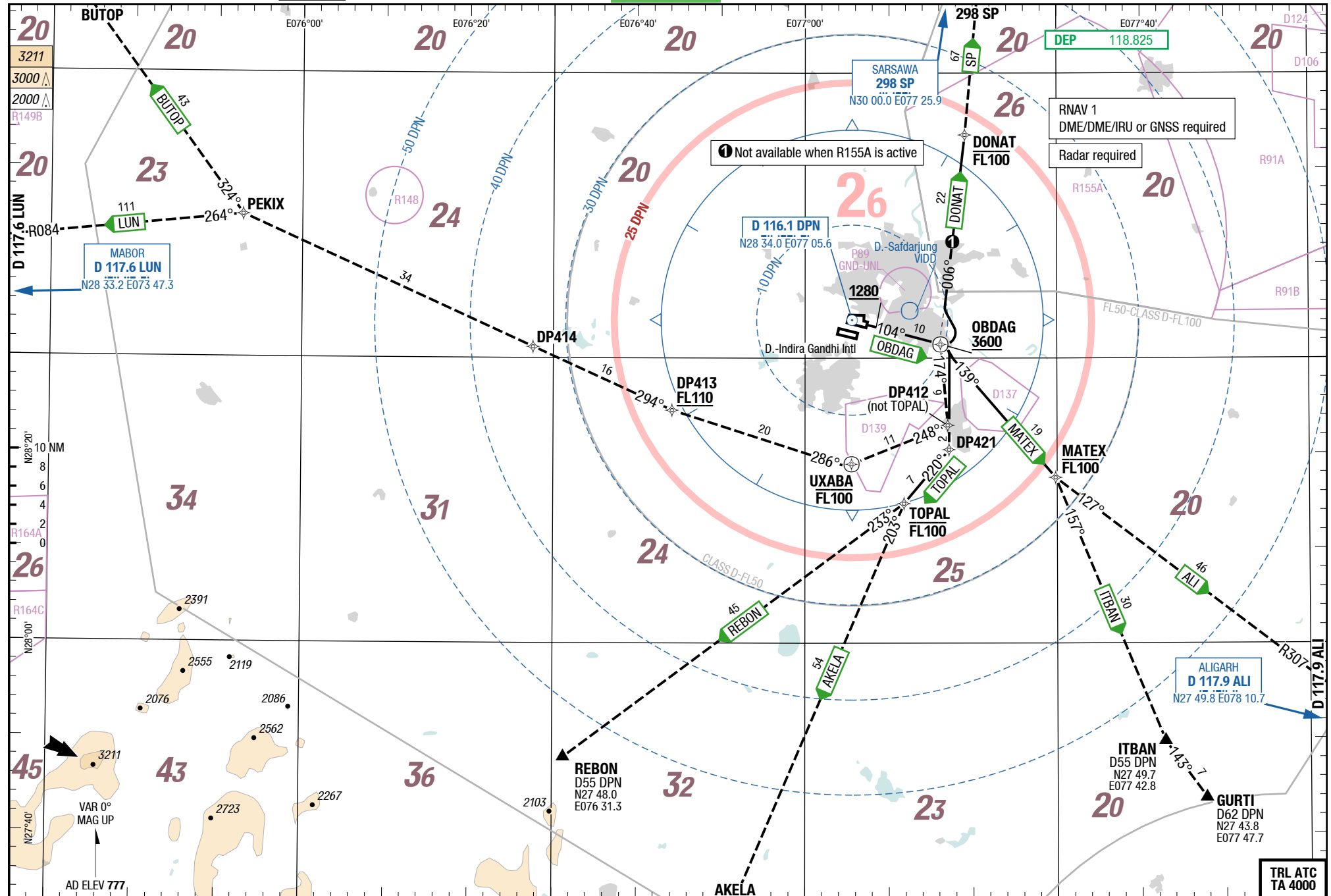
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Indira Gandhi Intl **Delhi** India

SIDs RNAV RWY 10

SIDs RNAV RWY 10

4-20



Changes: FREQ

✓ LSY Standard (unitopww)

29-DEC-2016

DEL-VIDP

4-30

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SIDs RNAV RWY 27

SIDs RNAV RWY 11

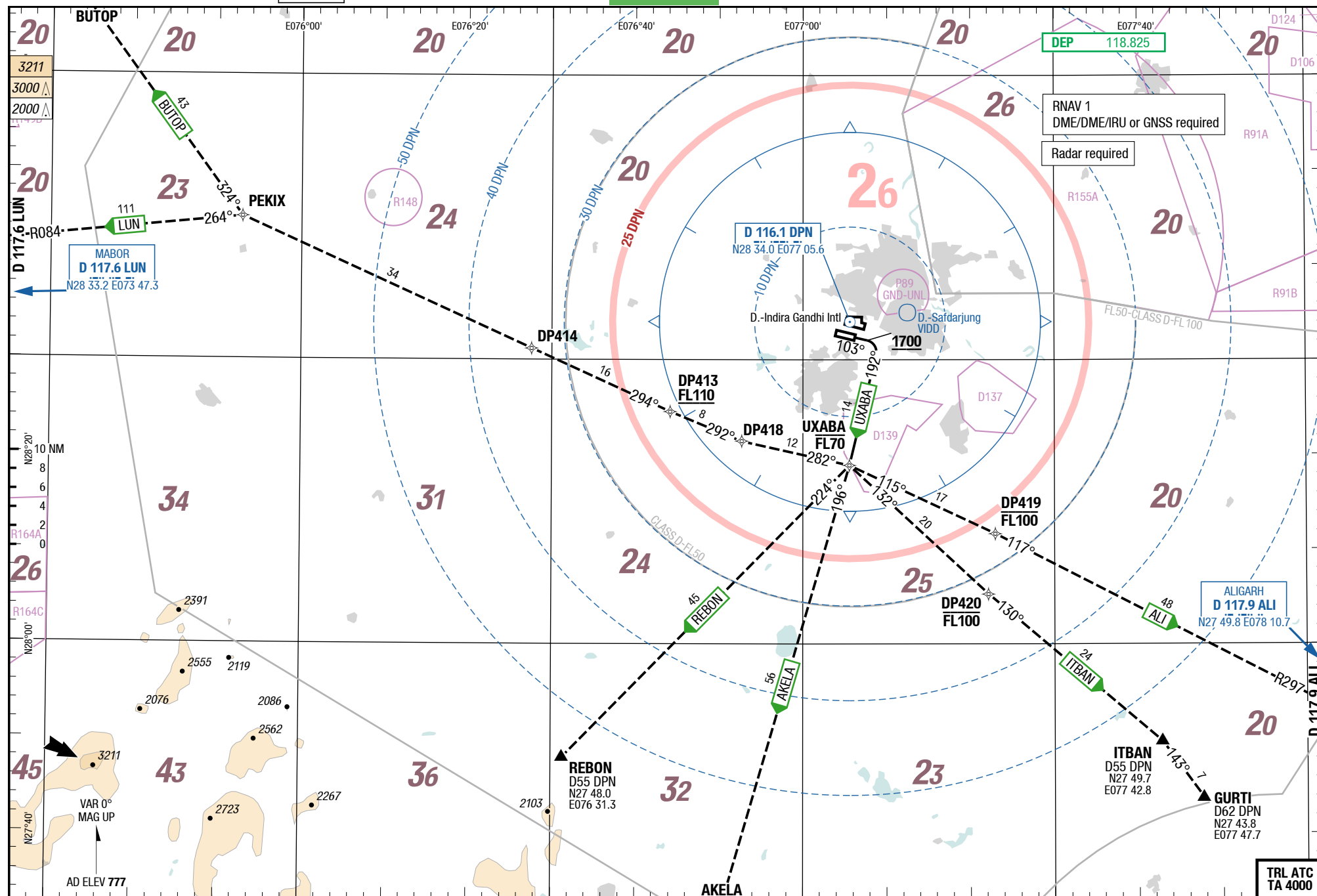
SID

SID

Indira Gandhi Intl **Delhi** India

SIDs RNAV RWY 27

SIDs RNAV RWY 11



Changes: FREQ

✓ LSY Standard (unitopww)

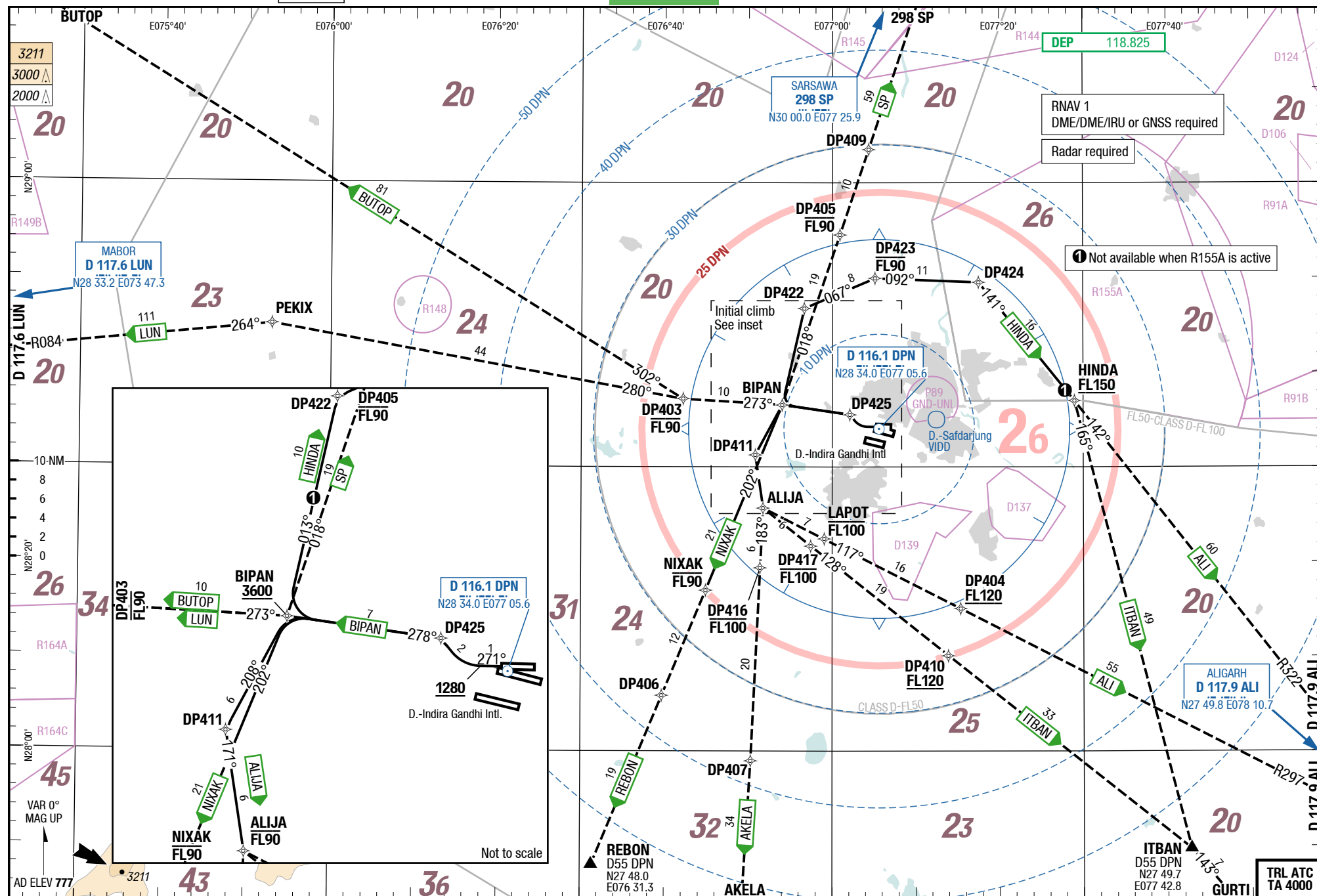
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SIDs RNAV RWY 27

SID

SID

SIDs RNAV RWY 27



✓ **LSY Standard (unitopww)**

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DEL-VIDP

SIDs RNAV RWY 29

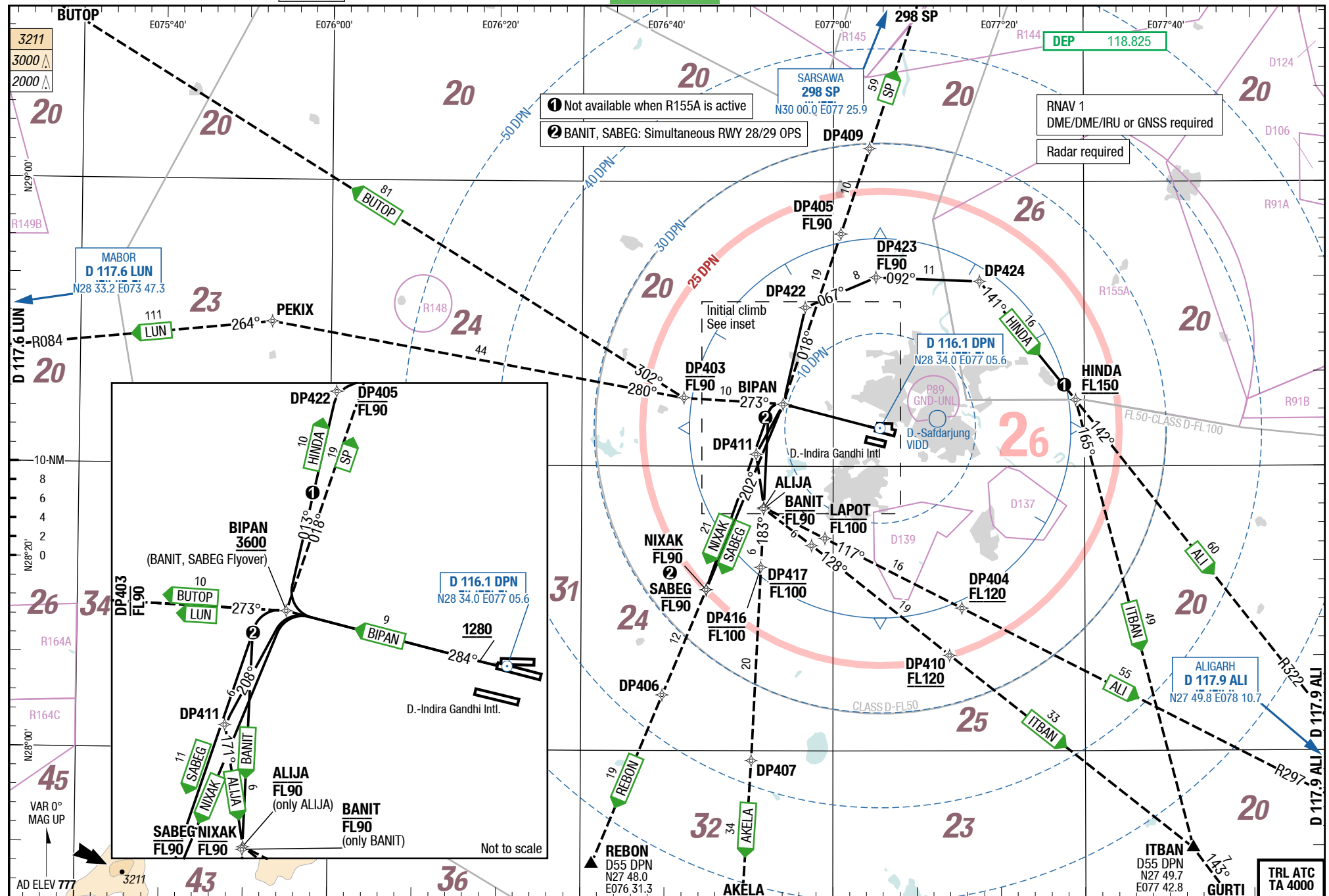
SIDs RNAV RWY 28

SID

SID

SIDs RNAV RWY 29

SIDs RNAV RWY 28



Changes: FREQ

✓ **LSY Standard (unitopww)**

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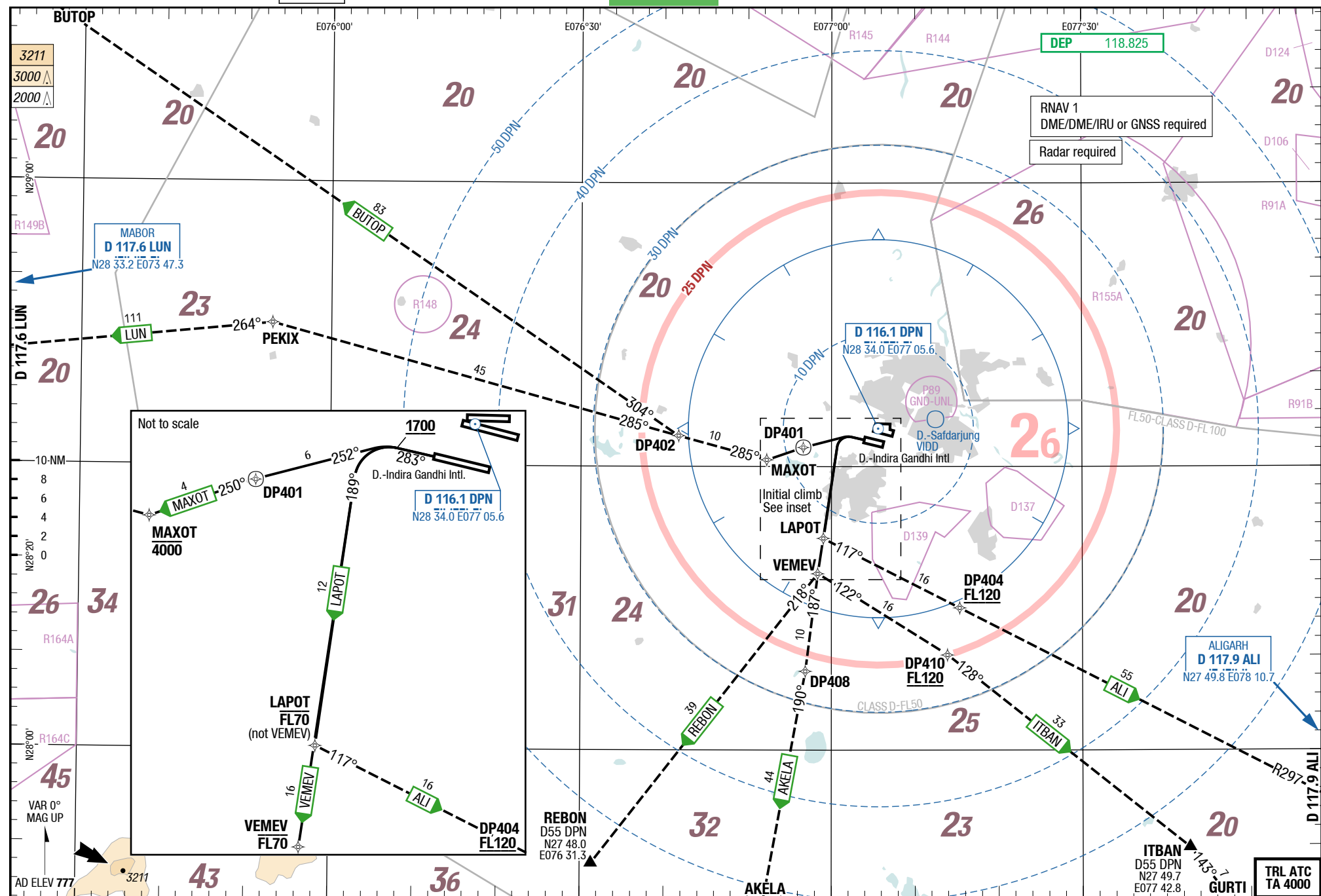
DEL-VIDP

SIDs RNAV RWY 29

SID

SID

SIDs RNAV RWY 29



Changes: FREQ

✓ **LSY Standard (unitopww)**

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DEL-VIDP

5-10

SIDs RNAV RWY 09**DONAT / MATEX / PABGU / TOPAL**

RWY 09 (091°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
DONAT 7.0% to 3600 118.825 ①	[A1280+] - <u>PABGU</u> [L] - DONAT	PABGU MNM 3600 DONAT MAX FL100
	TRANSITION	
	SP DONAT - SP	DONAT MAX FL100
MATEX 7.0% to 3600 118.825	[A1280+] - <u>PABGU</u> [R] - MATEX	PABGU MNM 3600 MATEX MAX FL100
	TRANSITION	
	ALI MATEX [L] - ALI	MATEX MAX FL100
	ITBAN MATEX [R] - ITBAN [L] - GURTI	MATEX MAX FL100
PABGU 7.0% to 3600 118.825	[A1280+] - <u>PABGU</u>	PABGU MNM 3600
	TRANSITION	
	BUTOP PABGU [R] - DP 412 [R] - <u>UXABA</u> [R] - DP413 [R] - DP414 - PEKIX [R] - BUTOP	PABGU MNM 3600 UXABA MAX FL100 DP413 MNM FL110
	LUN PABGU [R] - DP 412 [R] - <u>UXABA</u> [R] - DP413 [R] - DP414 - PEKIX [L] - LUN	PABGU MNM 3600 UXABA MAX FL100 DP413 MNM FL110
TOPAL 7.0% to 3600 118.825	[A1280+] - <u>PABGU</u> [R] - DP421 [R] - TOPAL	PABGU MNM 3600 TOPAL MAX FL100
	TRANSITION	
	AKELA TOPAL [L] - AKELA	TOPAL MAX FL100
	REBON TOPAL [R] - REBON	TOPAL MAX FL100

① Not available when R155A is active.

Changes: Note

27-JUL-2017

India **Delhi** Indira Gandhi Intl**DEL-VIDP**

5-20

SIDs RNAV RWY 10**SIDPT****DONAT / MATEX / OBDAG / TOPAL**

RWY 10 (104°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 10	
DONAT 7.0% to 3600 118.825 ①	[A1280+] - <u>OBDAG</u> [L] - DONAT	OBDAG MNM 3600 DONATMAX FL100
	TRANSITION	
	SP DONAT [L] - SP	DONAT MAX FL100
MATEX 7.0% to 3600 118.825	[A1280+] - <u>OBDAG</u> [R] - MATEX	OBDAG MNM 3600 MATEX MAX FL100
	TRANSITION	
	ALI MATEX [L] - ALI	MATEX MAX FL100
	ITBAN MATEX [R] - ITBAN [L] - GURTI	MATEX MAX FL100
OBDAG 7.0% to 3600 118.825	[A1280+] - <u>OBDAG</u>	OBDAG MNM 3600
	TRANSITION	
	BUTOP OBDAG [R] - DP412 [R] - <u>UXABA</u> [R] - DP413 [R] - DP414 - PEKIX [R] - BUTOP	OBDAG MNM 3600 UXABA MAX FL100 DP413 MNM FL110
	LUN OBDAG [R] - DP412 [R] - <u>UXABA</u> [R] - DP413 [R] - DP414 - PEKIX [L] - LUN	OBDAG MNM 3600 UXABA MAX FL100 DP413 MNM FL110
TOPAL 7.0% to 3600 118.825	[A1280+] - <u>OBDAG</u> [R] - DP421 [R] - TOPAL	OBDAG MNM 3600 TOPAL MAX FL100
	TRANSITION	
	AKELA TOPAL [L] - AKELA	TOPAL MAX FL100
	REBON TOPAL [R] - REBON	TOPAL MAX FL100

① Not available when R155A is active.

Changes: Note

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27-JUL-2017

DEL-VIDP**5-30****SIDs RNAV RWY 11****SIDPT****UXABA**

RWY 11 (103°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
UXABA 7.0% to 3600 118.825	[A1700+ ;R] - UXABA	UXABA MAX FL70
	TRANSITION	
	AKELA UXABA [R] - AKELA	UXABA MAX FL70
	ALI UXABA [L] - DP419 [R] - ALI	UXABA MAX FL70 DP419 MAX FL100
	BUTOP UXABA [R] - DP418 [R] - DP413 [R] - DP414 - PEKIX [R] - BUTOP	UXABA MAX FL70 DP413 MNM FL110
	ITBAN UXABA [L] - DP420 [L] - ITBAN [R] - GURTI	UXABA MAX FL70 DP420 MAX FL100
	LUN UXABA [R] - DP418 [R] - DP413 [R] - DP414 - PEKIX [L] - LUN	UXABA MAX FL70 DP413 MNM FL110
	REBON UXABA [R] - REBON	UXABA MAX FL70

Changes: Note

27-JUL-2017

DEL-VIDP**5-40****SIDs RNAV RWY 27****ALIJA / BIPAN / HINDA**

RWY 27 (271°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
ALIJA 7.0% to 3600 118.825	[A1280+; R] - DP425 [L] - BIPAN [L] - DP411 [L] - ALIJA	BIPAN MNM 3600 ALIJA MAX FL090
	TRANSITION	
	AKELA ALIJA [R] - DP416 - DP407 - AKELA	ALIJA MAX FL090 DP416 MAX FL100
	ALI ALIJA [L] - LAPOT - DP404 - ALI	ALIJA MAX FL090 LAPOT MAX FL100 DP404 MNM FL120
	ITBAN ALIJA [L] - DP417 - DP410 - ITBAN [R] - GURTI	ALIJA MAX FL090 DP417 MAX FL100 DP410 MNM FL120
BIPAN 7.0% to 3600 118.825	[A1280+ ;R] - DP425 [L] - BIPAN	BIPAN MNM 3600
	TRANSITION	
	BUTOP BIPAN [L] - DP403 [R] - BUTOP	BIPAN MNM 3600 DP403 MAX FL090
	LUN BIPAN [L] - DP403 [R] - PEKIX [L] - LUN	BIPAN MNM 3600 DP403 MAX FL090
	SP BIPAN [R] - DP405 - DP409 - SP	BIPAN MNM 3600 DP405 MAX FL090
HINDA 7.0% to 3600 118.825 ①	[A1280+; R] - DP425 [L] - BIPAN [R] - DP422 [R] - DP423 [R] - DP424 [R] - HINDA	BIPAN MNM 3600 DP423 MAX FL090 HINDA MNM FL150
	TRANSITION	
	ALI HINDA [R] - ALI	HINDA MNM FL150
	ITBAN HINDA [R] - ITBAN [L] - GURTI	HINDA MNM FL150

① Not available when R155A is active.

Changes: Note

27-JUL-2017

India **Delhi** Indira Gandhi Intl**DEL-VIDP****5-50****SIDs RNAV RWY 27****SIDPT****NIXAK**

RWY 27 (271°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
NIXAK 7.0% to 3600 118.825	[A1280+; R] - DP425 [L] - BIPAN [L] - NIXAK	BIPAN MNM 3600 NIXAK MAX FL090
	TRANSITION	
	REBON NIXAK - DP406 - REBON	NIXAK MAX FL090

Changes: Note

27-JUL-2017

DEL-VIDP

5-60

SIDs RNAV RWY 28**ALIJA / BANIT / BIPAN**

RWY 28 (284°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
ALIJA 7.0% to 3600 118.825	[A1280+] - BIPAN [L] - DP411 [L] - ALIJA	BIPAN MNM 3600 ALIJA MAX FL090
	TRANSITION	
	AKELA ALIJA [R] - DP416 - DP407 - AKELA	ALIJA MAX FL090 DP416 MAX FL100
	ALI ALIJA [L] - LAPOT - DP404 - ALI	ALIJA MAX FL090 LAPOT MAX FL100 DP404 MNM FL120
	ITBAN ALIJA [L] - DP417 - DP410 - ITBAN - GURTI	ALIJA MAX FL090 DP417 MAX FL100 DP410 MNM FL120
BANIT 7.0% to 3600 118.825 ①	[A1280+] - BIPAN [L] - BANIT	BIPAN MNM 3600 BANIT MAX FL090
	TRANSITION	
	AKELA BANIT [L] - DP416 - DP407 - AKELA	BANIT MAX FL090 DP416 MAX FL100
	ALI BANIT [L] - LAPOT - DP404 - ALI	BANIT MAX FL090 LAPOT MAX FL100 DP404 MNM FL120
	ITBAN BANIT [L] - DP417 - DP410 - ITBAN - GURTI	BANIT MAX FL090 DP417 MAX FL100 DP410 MNM FL120
BIPAN 7.0% to 3600 118.825	[A1280+] - BIPAN	BIPAN MNM 3600
	TRANSITION	
	BUTOP BIPAN [L] - DP403 [R] - BUTOP	BIPAN MNM 3600 DP403 MAX FL090

① Simultaneous RWY 28/29 OPS.

Changes: Note

27-JUL-2017

DEL-VIDP

5-70

SIDs RNAV RWY 28**BIPAN / HINDA / NIXAK / SABEG**

RWY 28 (284°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
BIPAN 7.0% to 3600 118.825	TRANSITION	
	LUN BIPAN [L] - DP403 [R] - PEKIX [L] - LUN	BIPAN MNM 3600 DP403 MAX FL090
	SP BIPAN [R] - DP405 - DP409 - SP	BIPAN MNM 3600 DP405 MAX FL090
HINDA 7.0% to 3600 118.825 ②	[A1280+] - BIPAN [R] - DP422 [R] - DP423 [R] - DP424 [R] - HINDA	BIPAN MNM 3600 DP423 MAX FL090 HINDA MNM FL150
	TRANSITION	
	ALI HINDA [R] - ALI	HINDA MNM FL150
	ITBAN HINDA [R] - ITBAN [L] - GURTI	HINDA MNM FL150
NIXAK 7.0% to 3600 118.825	[A1280+] - BIPAN [L] - NIXAK	BIPAN MNM 3600 NIXAK MAX FL090
	TRANSITION	
	REBON NIXAK - DP406 - REBON	NIXAK MAX FL090
SABEG 7.0% to 3600 118.825 ①	[A1280+] - BIPAN [L] - SABEG	BIPAN MNM 3600 SABEG MAX FL090
	TRANSITION	
	REBON SABEG - DP406 - REBON	SABEG MAX FL090

① Simultaneous RWY 28/29 OPS.

② Not available when R155A is active.

Changes: Note

27-JUL-2017

DEL-VIDP

5-80

SIDs RNAV RWY 29**LAPOT / MAXOT / VEMEV**

RWY 29 (283°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
LAPOT 7.0% to 3600 118.825	[A1700+ ;L] - LAPOT	LAPOT MAX FL070
	TRANSITION	
	ALI LAPOT [L] - DP404 - ALI	LAPOT MAX 070 DP404 MNM FL120
MAXOT 7.0% to 3600 118.825	[A1700+; L] - <u>DP401</u> - MAXOT	MAXOT MAX 4000
	TRANSITION	
	BUTOP MAXOT [R] - DP402[R] - BUTOP	MAXOT MAX 4000
	LUN MAXOT [R] - DP402 [L] - PEKIX [L] - LUN	MAXOT MAX 4000
VEMEV 7.0% to 3600 118.825	[A1700+; L] - VEMEV	VEMEV MAX FL070
	TRANSITION	
	AKELA VEMEV [L] - DP408 [R] - AKELA	VEMEV MAX FL070
	ITBAN VEMEV [L] - DP410 [R] - ITBAN [R] - GURTI	VEMEV MAX FL070 DP410 MNM FL120
	REBON VEMEV [R] - REBON	VEMEV MAX FL070

Changes: Note

DEL-VIDP

RNAV STARs RWYs 27/28/29

6-10

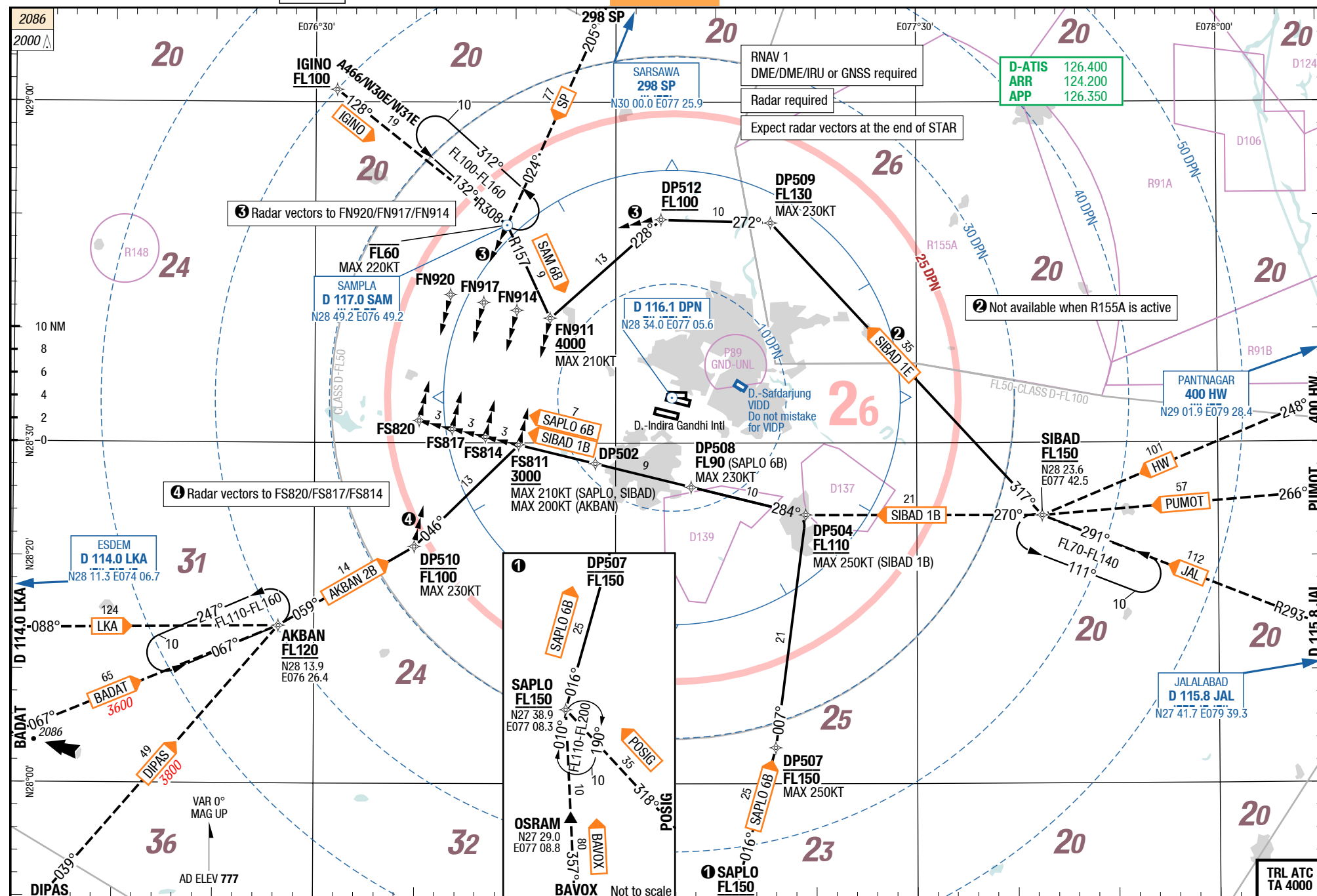
RNAV STARS RWYs 09/10/11

STAR

STAR

RNAV STARs RWYs 27/28/29

RNAV STARS RWYs 09/10/11



Changes: FREQ

© Lido 2016

✓ **LSY Standard (unitopww)**

29-DEC-2016

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6-20

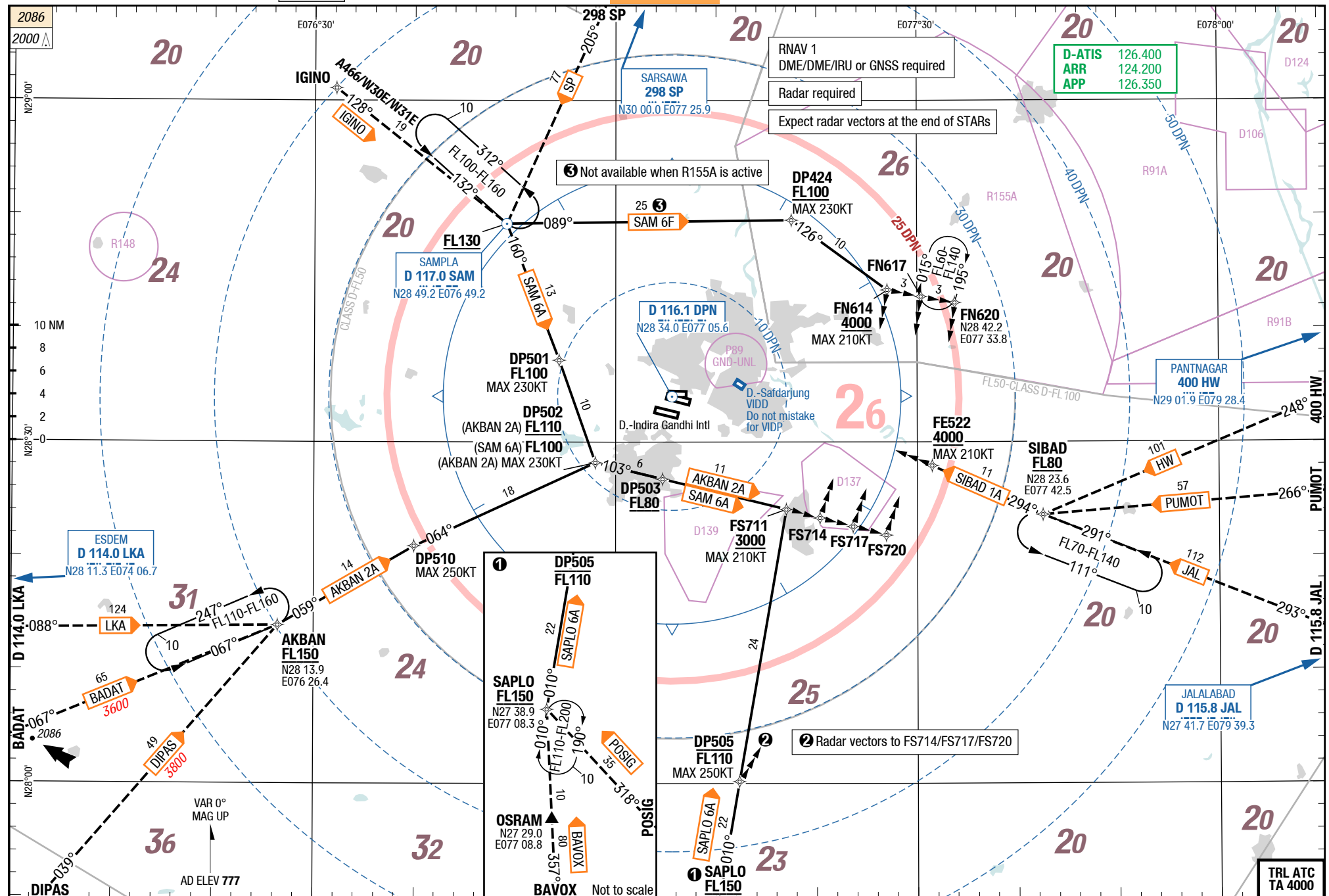
RNAV STARs RWYs 27/28/29

STAR

STAR

Indira Gandhi Intl **Delhi** India

RNAV STARs RWYs 27/28/29



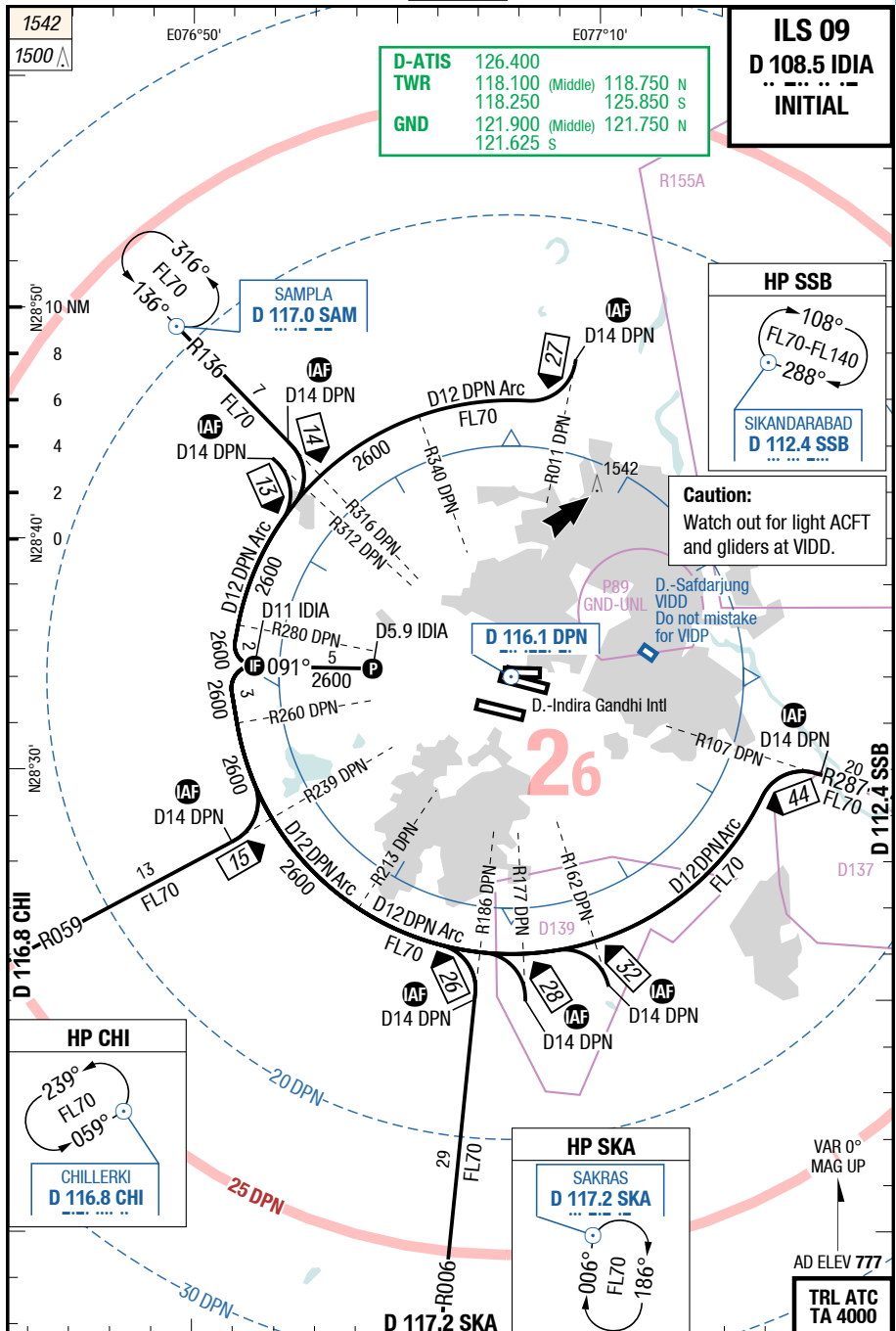
DEL-VIDP

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7-10

ILS 09 INITIAL



Changes: FREQ

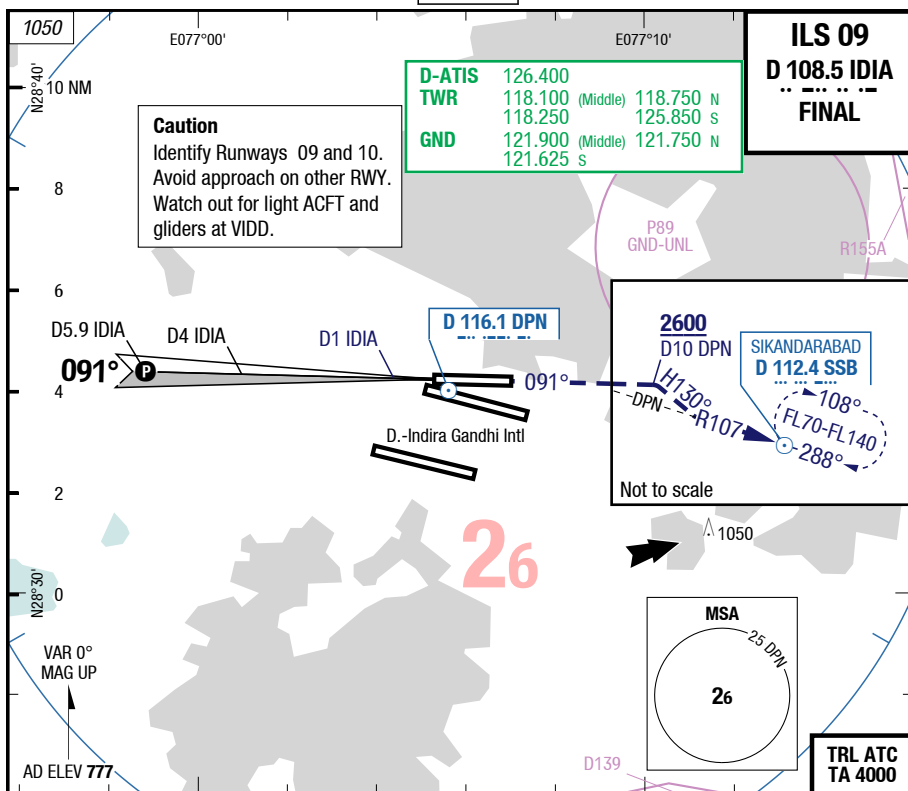
© Lido 2016

DEL-VIDP

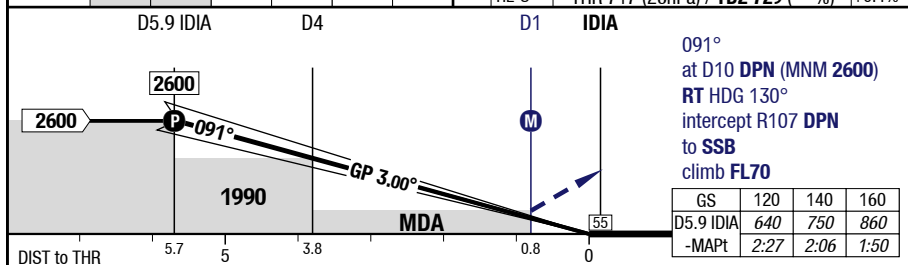
India **Delhi** Indira Gandhi Intl

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7-20

ILS 09 FINAL

LOC 3.03° D IDIA		5.9	5	3	2	09 HL-S 420 THR 717 (26hPa) / TDZ 729 (---%) +0.4%
		2600	2330	1690	1360	



09		Cat 1 DME 1)	LOC DME	SRA		Circling S of AD only
C	ft - m/km ft	200 - 750 930	460 - 1.7 1180	640 - 2.4 1360		800 - 2.4V 1570
D	ft - m/km ft	200 - 750 930	460 - 1.7 1180	640 - 2.4 1360		800 - 3.6V 1570

1) With EVS 550m

Changes: FREQ, APL, Editorial

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26-JAN-2017

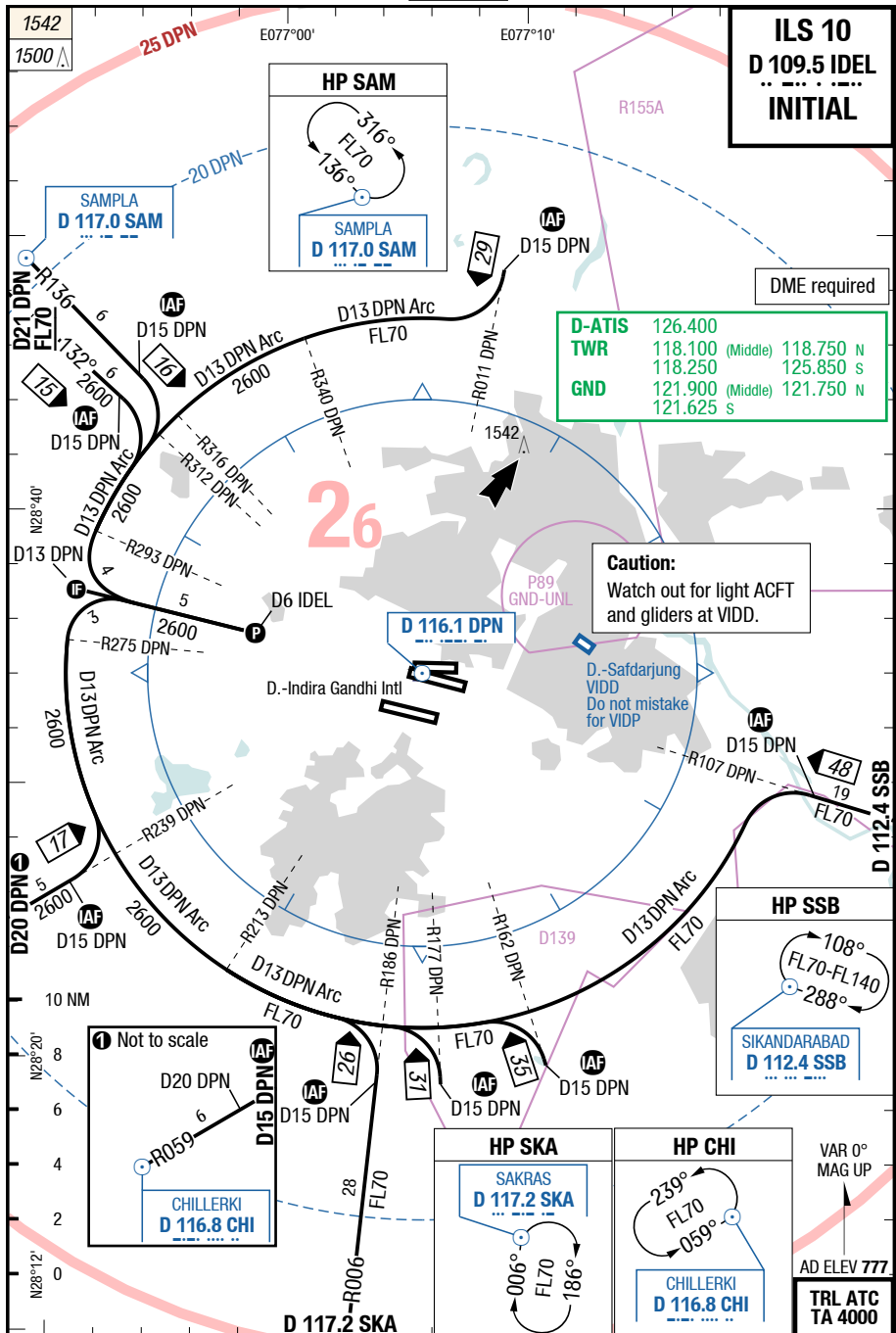
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7-30

ILS 10 INITIAL



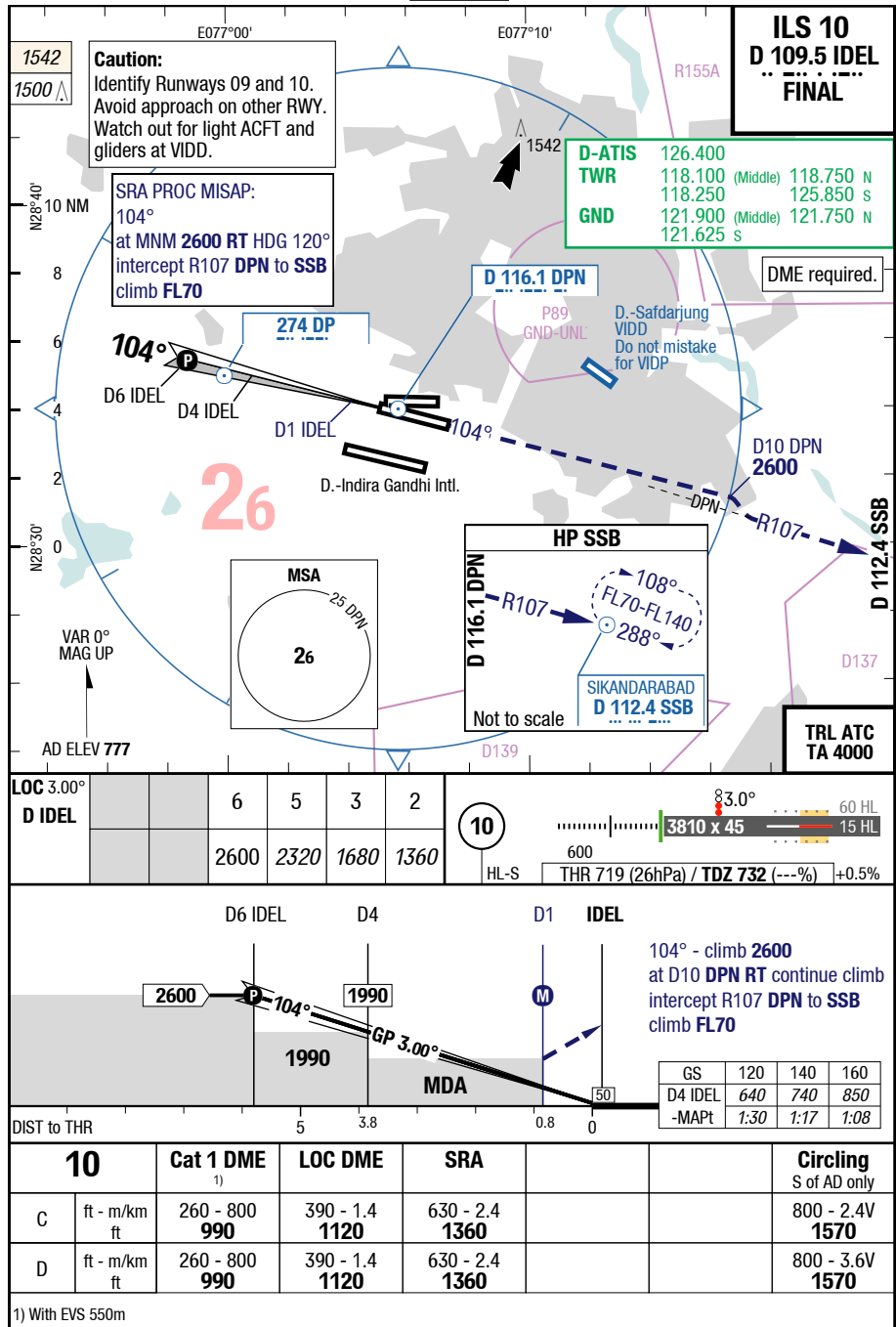
Changes: Nil

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26-JAN-2017

DEL-VIDP

7-40

ILS 10 FINAL

Changes: APL

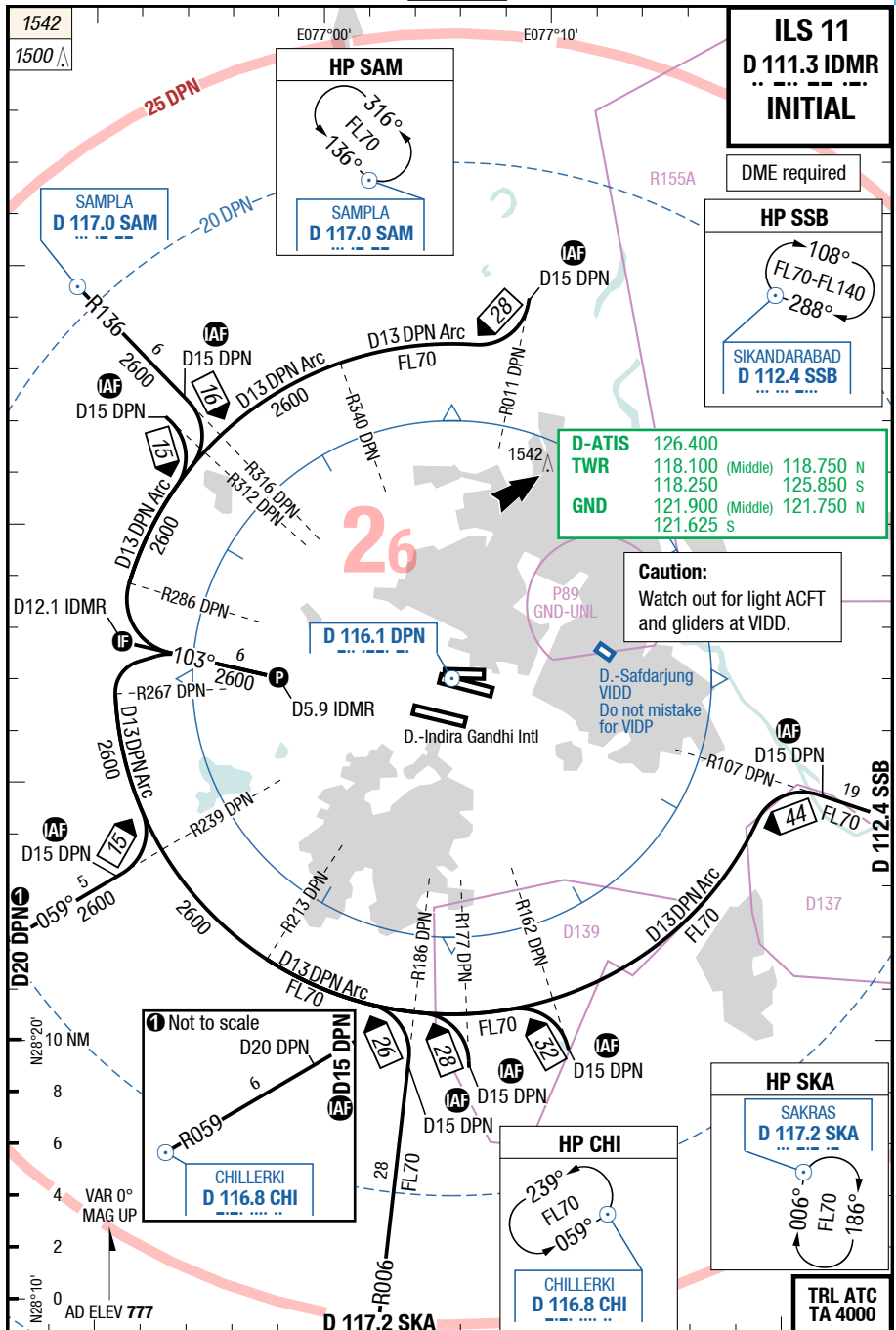
DEL-VIDP

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7-50

ILS 11 INITIAL



Changes: Nil

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09-FEB-2017

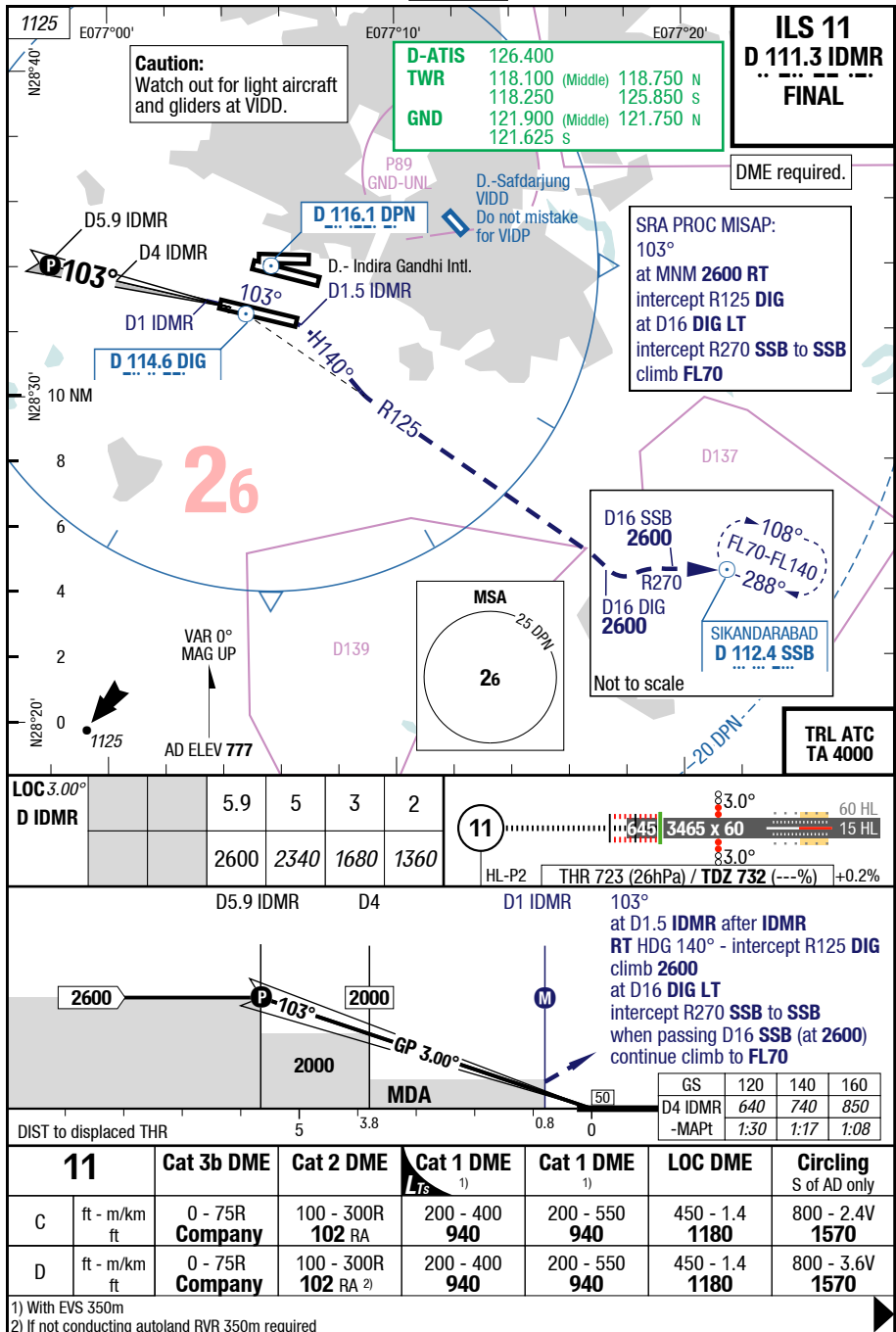
DEL-VIDP

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7-60

ILS 11 FINAL



Changes: MIN

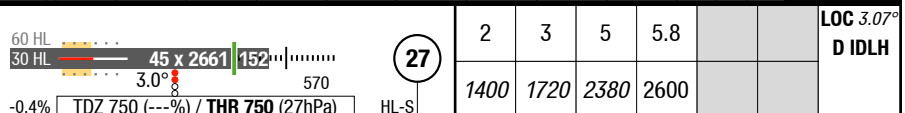
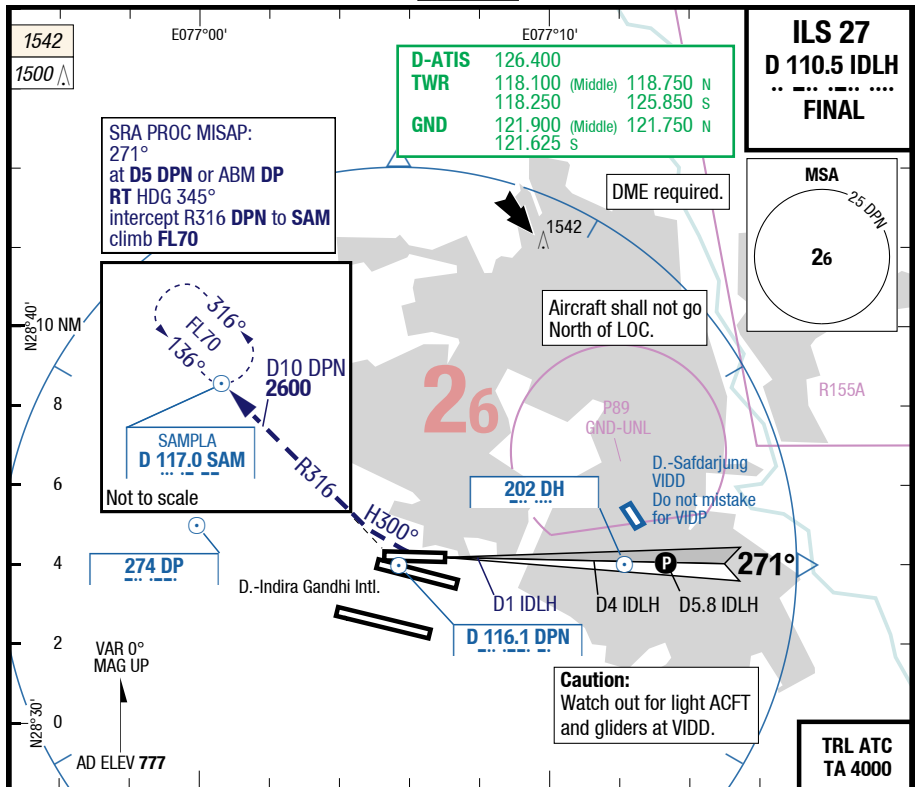
✓ LSY Standard (unitopww)

ILS 27 INITIAL

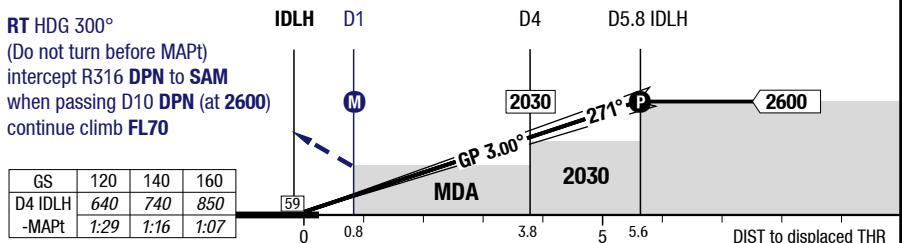


✓ **LSY Standard (unitopww)**

7-80

ILS 27 FINAL

RT HDG 300°
(Do not turn before MAPt)
intercept R316 **DPN** to **SAM**
when passing D10 **DPN** (at **2600**)
continue climb **FL70**



27		Cat 1 DME 1)	LOC DME	SRA			Circling S of AD only
C	ft - m/km ft	270 - 900 1020	440 - 1.6 1190	640 - 2.4 1390			800 - 2.4V 1570
D	ft - m/km ft	270 - 900 1020	440 - 1.6 1190	640 - 2.4 1390			800 - 3.6V 1570

1) With EVS 600m

Changes: FREQ, APL, MISAP text

✓ **LSY Standard (unitopww)**

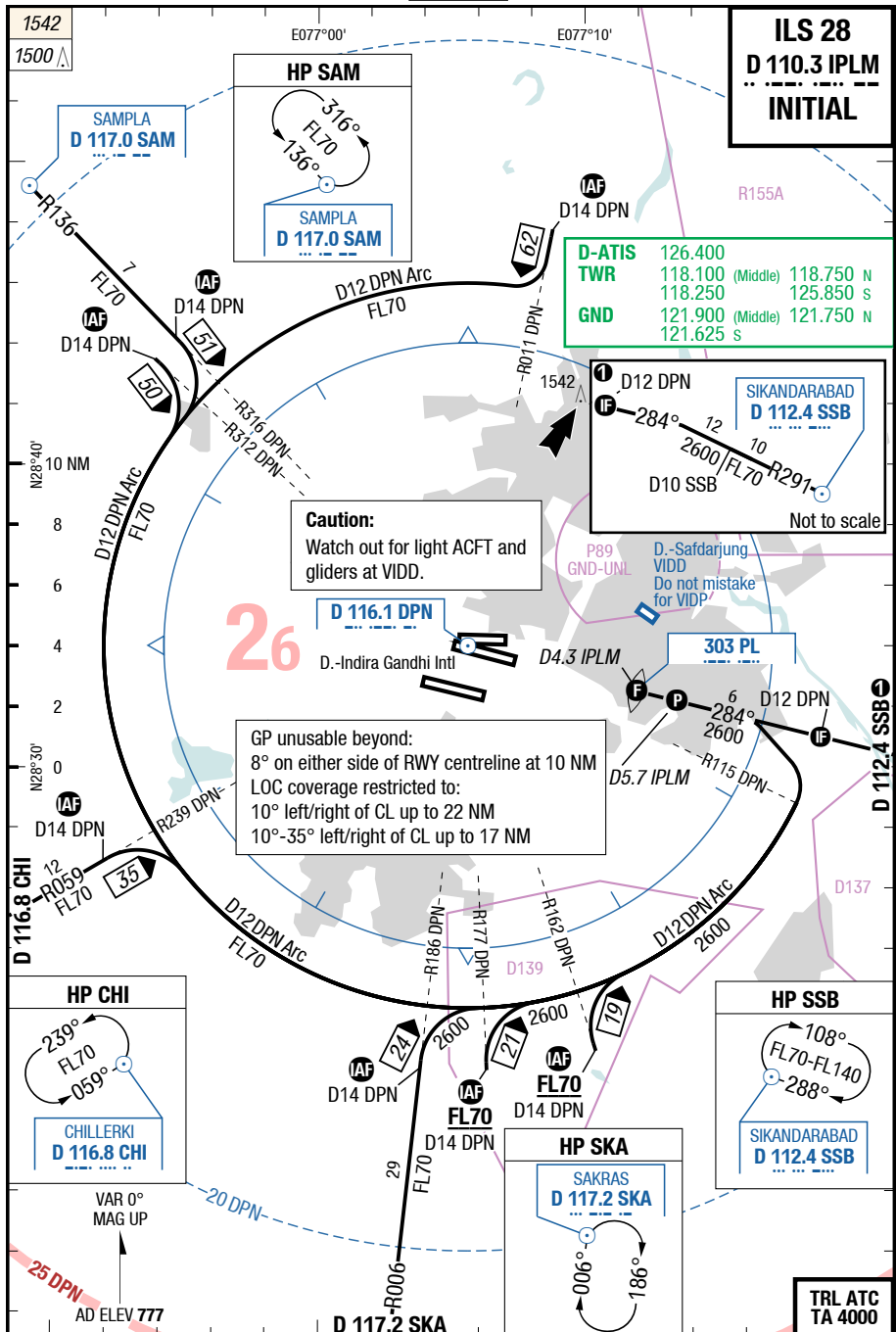
DEL-VIDP

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7-90

ILS 28 INITIAL



Changes: Nil

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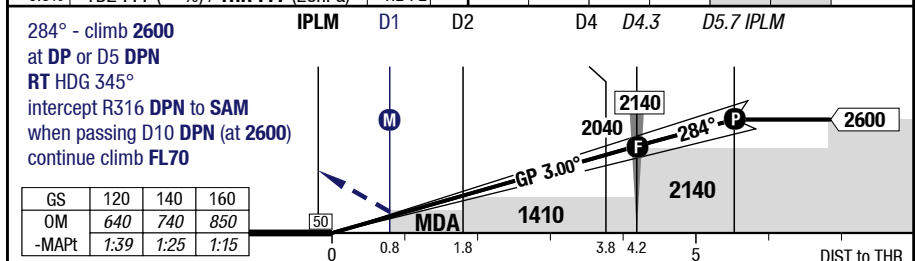
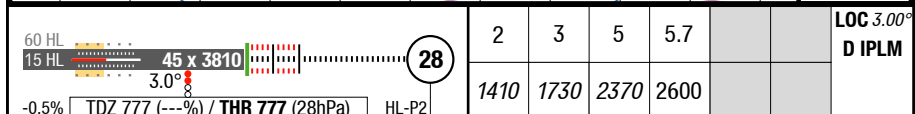
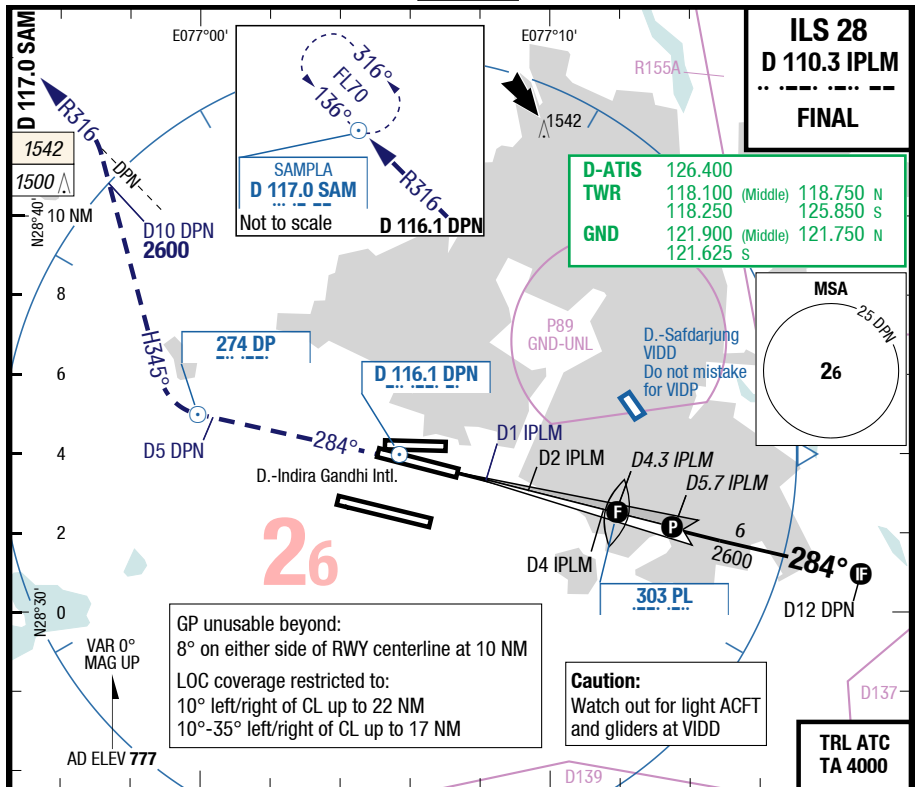
DEL-VIDP

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7-100

ILS 28 FINAL



28		Cat 3b DME	Cat 2 DME	Cat 1 DME <i>L_{ts}</i> ¹⁾	Cat 1 DME ¹⁾	LOC DME	Circling S of AD only
C	ft - m/km ft	0 - 75R Company	100 - 300R 95 RA	230 - 500 1010	230 - 550 1010	450 - 1.4 1220	800 - 2.4V 1570
D	ft - m/km ft	0 - 75R Company	100 - 300R 95 RA 2)	230 - 500 1010	230 - 550 1010	450 - 1.4 1220	800 - 3.6V 1570

1) With EVS 350m
2) If not conducting autoland RVR 350m required

Changes: MIN

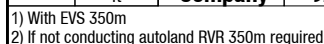
✓ LSY Standard (unitopww)

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✓ **LSY Standard (unitopww)**

ILS 29 FINAL



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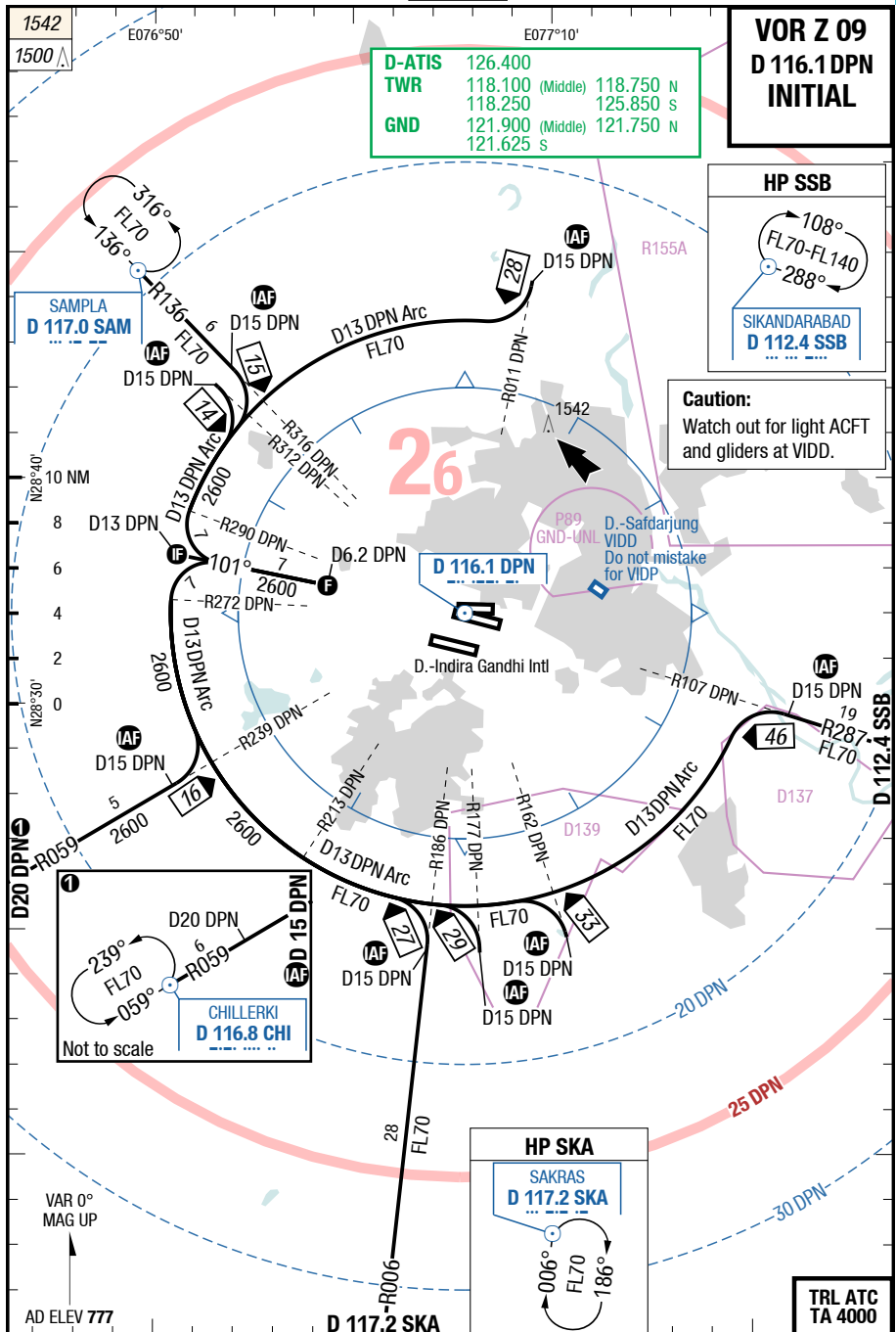
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7-130

VOR Z 09 INITIAL

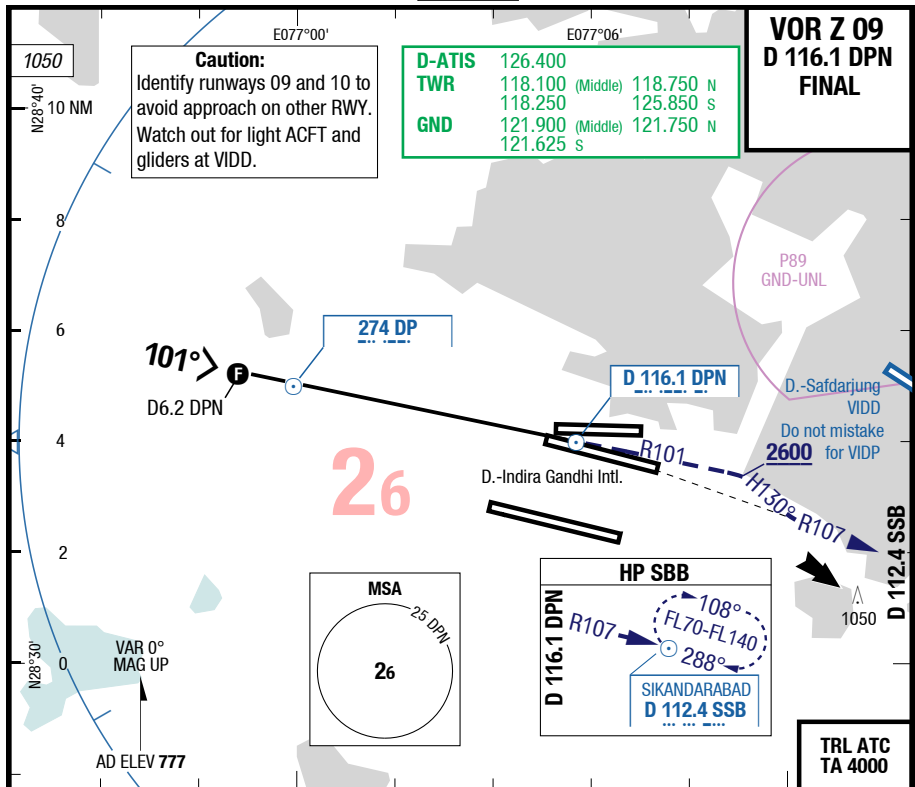


Changes: FREQ

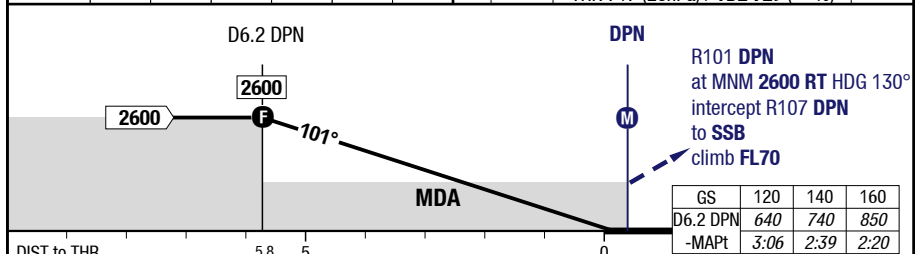
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7-140

VOR Z 09 FINAL



3.00°	6.2	6	5	4	3	2	09		60 HL 30 HL
D DPN 101°	2600	2580	2260	1940	1620	1300			
RWY 091°							HL-S	THR Z17 (26hPa) / TDZ Z29 (---%)	+0.4%



09		VOR DME					Circling S of AD only
C	ft - m/km ft	550 - 2.1 1270					800 - 2.4V 1570
D	ft - m/km ft	550 - 2.1 1270					800 - 3.6V 1570

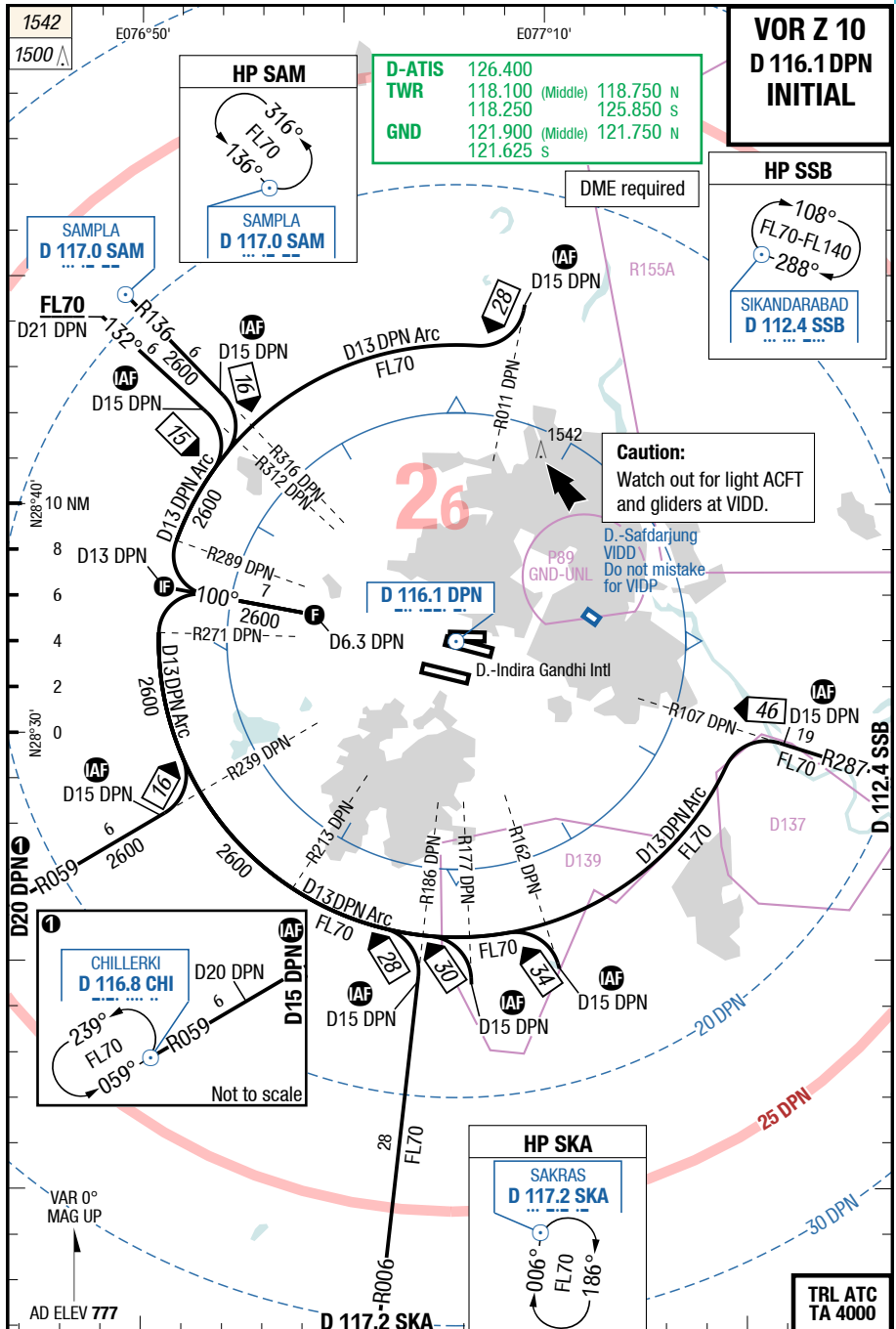
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7-150

VOR Z 10 INITIAL



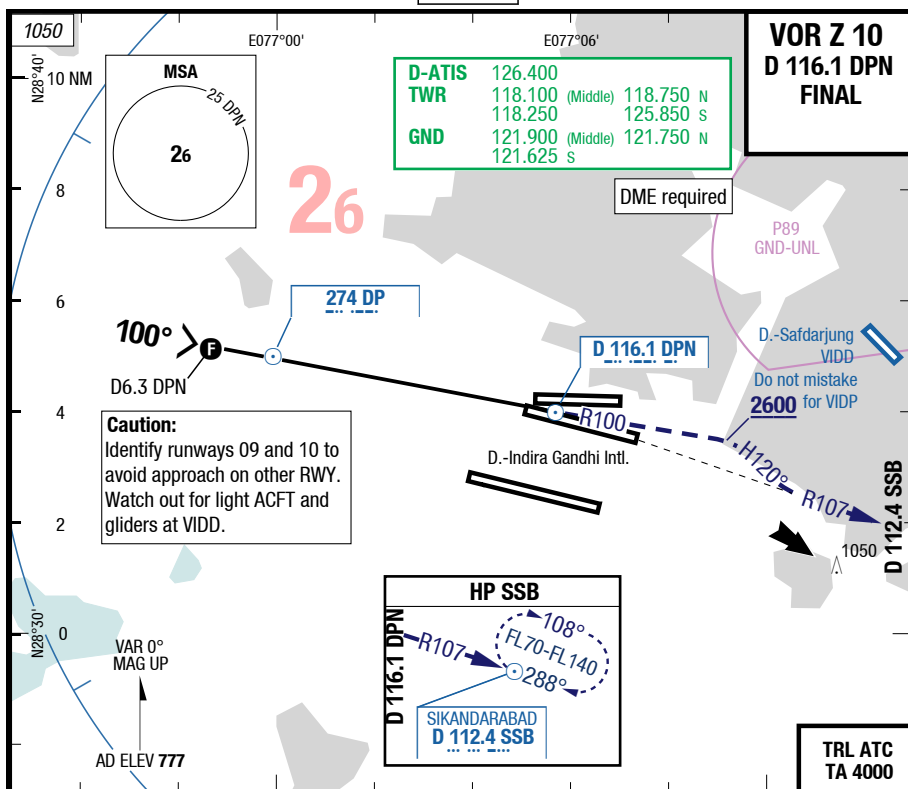
Changes: Nil

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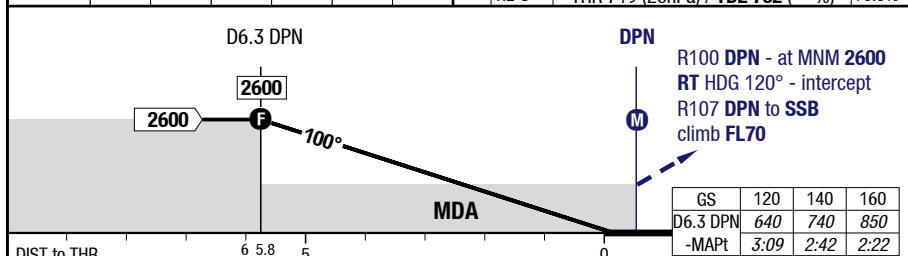
26-JAN-2017

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DEL-VIDP**7-160****VOR Z 10 FINAL**

3.00° D DPN 100° RWY 104°	6.3	6	5	4	3	2	10	83.0°	60 HL	15 HL
	2600	2540	2220	1900	1580	1270	HL-S	THR 719 (26hPa) / TDZ 732 (---%)	+0.5%	



10	VOR DME					Circling S of AD only
C	ft - m/km ft	540 - 2.0 1270				800 - 2.4V 1570
D	ft - m/km ft	540 - 2.0 1270				800 - 3.6V 1570

Changes: APL

✓ **LSY Standard (unitppww)**

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VOR 11 INITIAL



✓ **LSY Standard (unitopww)**

29-DEC-2016

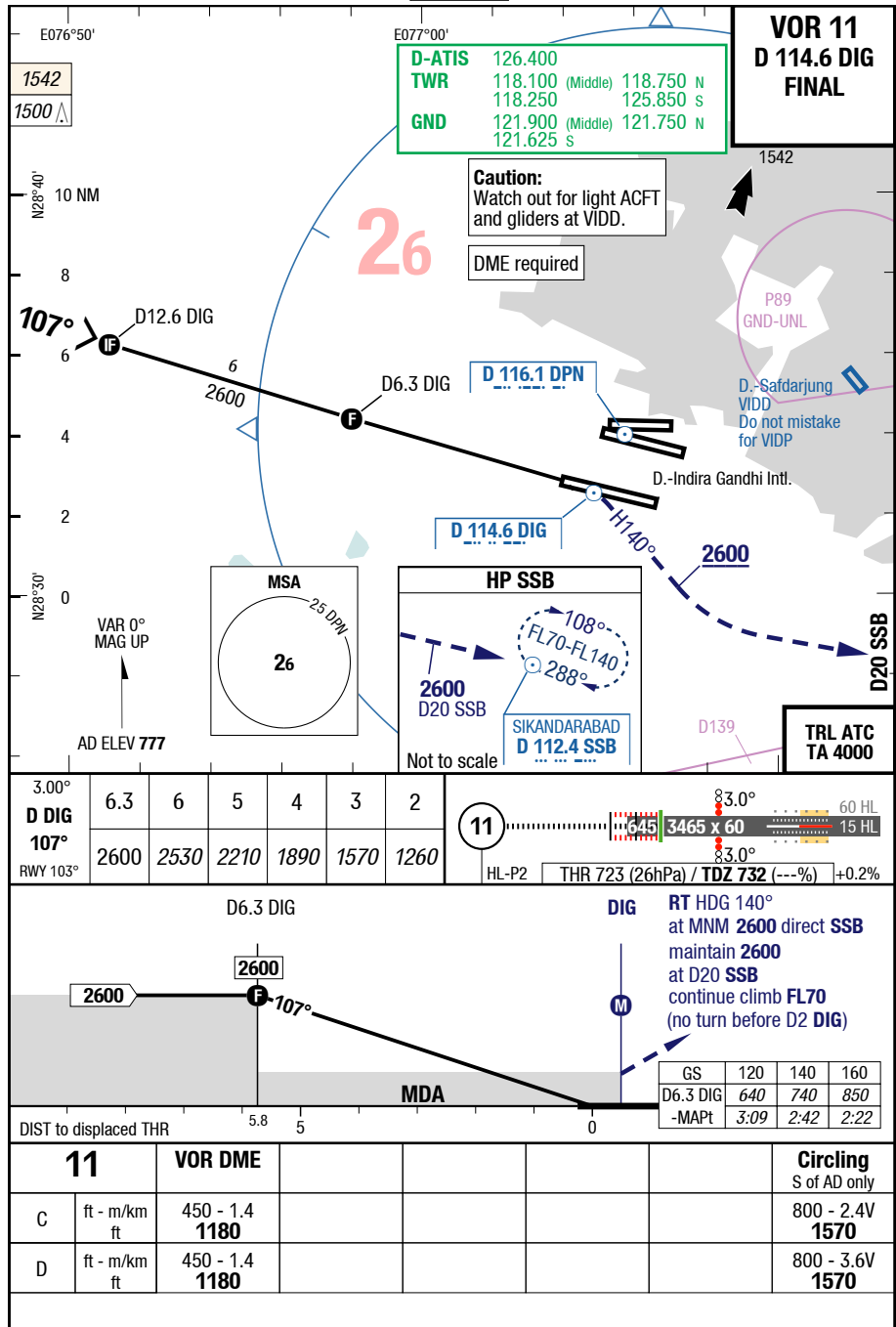
DEL-VIDP

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7-180

VOR 11 FINAL



Changes: FREQ, ALT, APL, MISAP text, Editorial

✓ LSY Standard (unitopww)

VOR Z 28 INITIAL

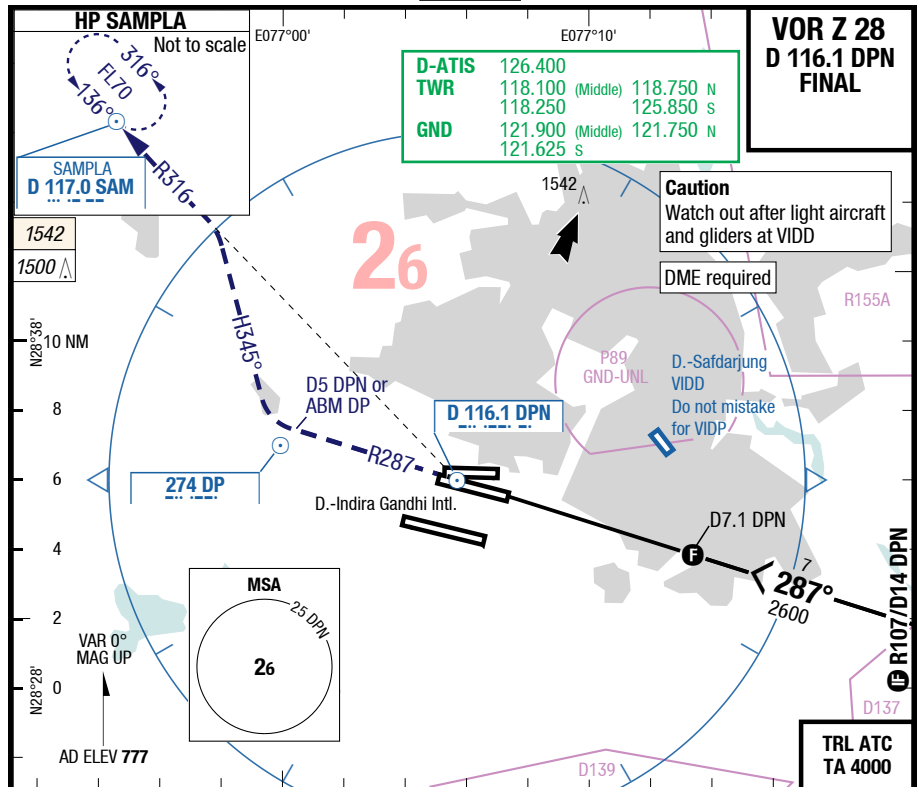


✓ **LSY Standard (unitopww)**

29-DEC-2016

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DEL-VIDP**7-200****VOR Z 28 FINAL**

60 HL	45 x 3810	28	4	5	6	7	7.1	3.00°
15 HL	3.0°		1610	1930	2250	2560	2600	D DPN
-0.5%	TDZ 777 (---%) / THR 777 (28hPa)	HL-P2						287°
								RWY 284°

R287 DPN
at D5 DPN or ABM DP
RT HDG 345°
intercept R316 DPN to SAM
climb FL70

GS	120	140	160
D7.1 DPN	640	740	850
-MAPt	3:33	3:03	2:40

DPN

D7.1 DPN

M

2600

2600

MDA

0

5

5.6

DIST to THR

28**VOR DME****Circling**
S of AD only

C	ft - m/km ft	530 - 1.7 1300				800 - 2.4V 1570
D	ft - m/km ft	530 - 1.7 1300				800 - 3.6V 1570

Changes: FREQ, APL, Editorial

✓ **LSY Standard (unitopww)**

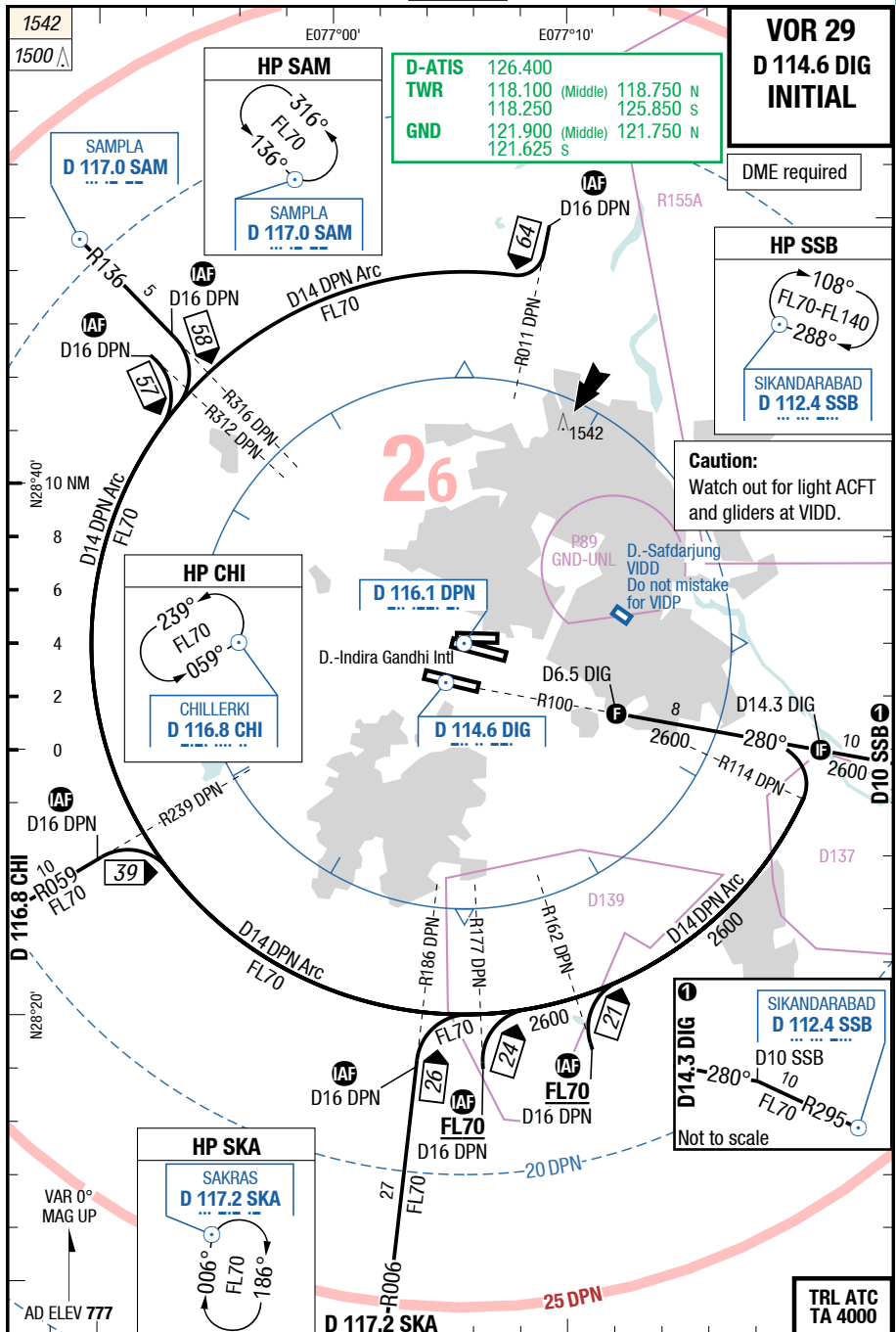
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7-210

VOR 29 INITIAL



Changes: FREQ

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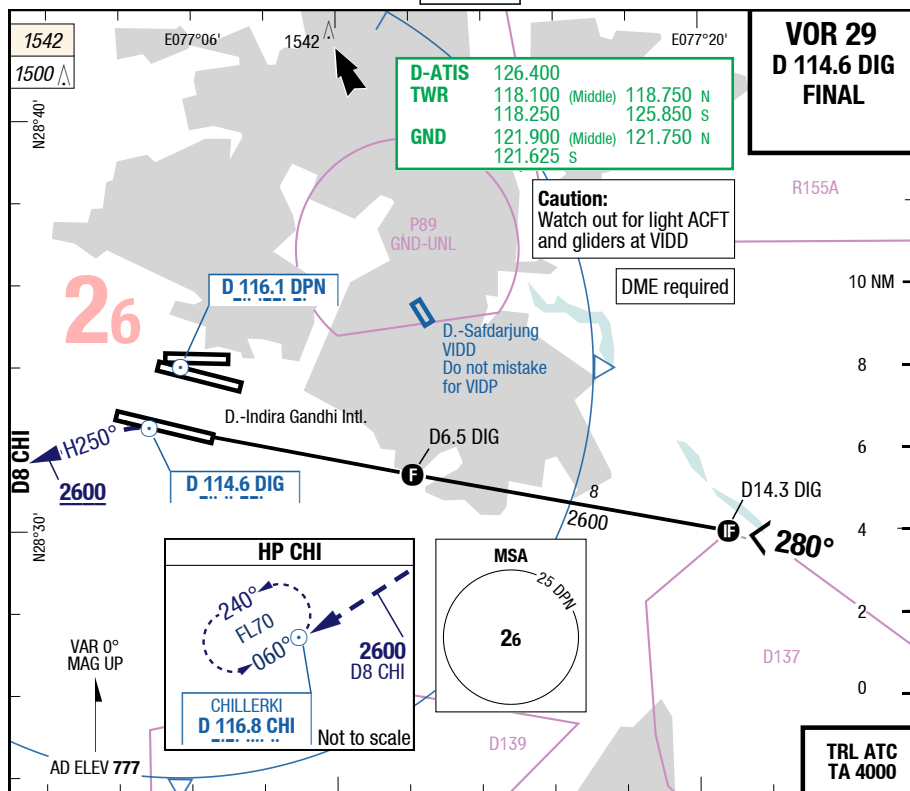
DEL-VIDP

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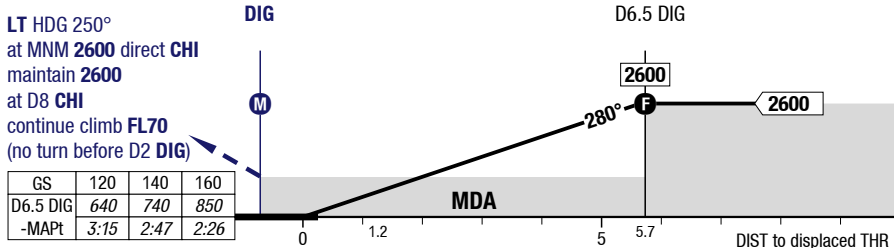
IAC

7-220

VOR 29 FINAL



60 HL	60 x 2970	1460	29	3	4	5	6	6.5	3.00°
15 HL				1510	1830	2150	2460	2600	D DIG 280°
-0.2%	TDZ 751 (---%)	THR 751 (27hPa)	HL-P2						RWY 283°



29	VOR DME					Circling S of AD only
C	ft - m/km ft	550 - 1.8 1300				800 - 2.4V 1570
D	ft - m/km ft	550 - 1.8 1300				800 - 3.6V 1570

Changes: FREQ, ALT, APL, MISAP text, Editorial

✓ LSY Standard (unitopww)

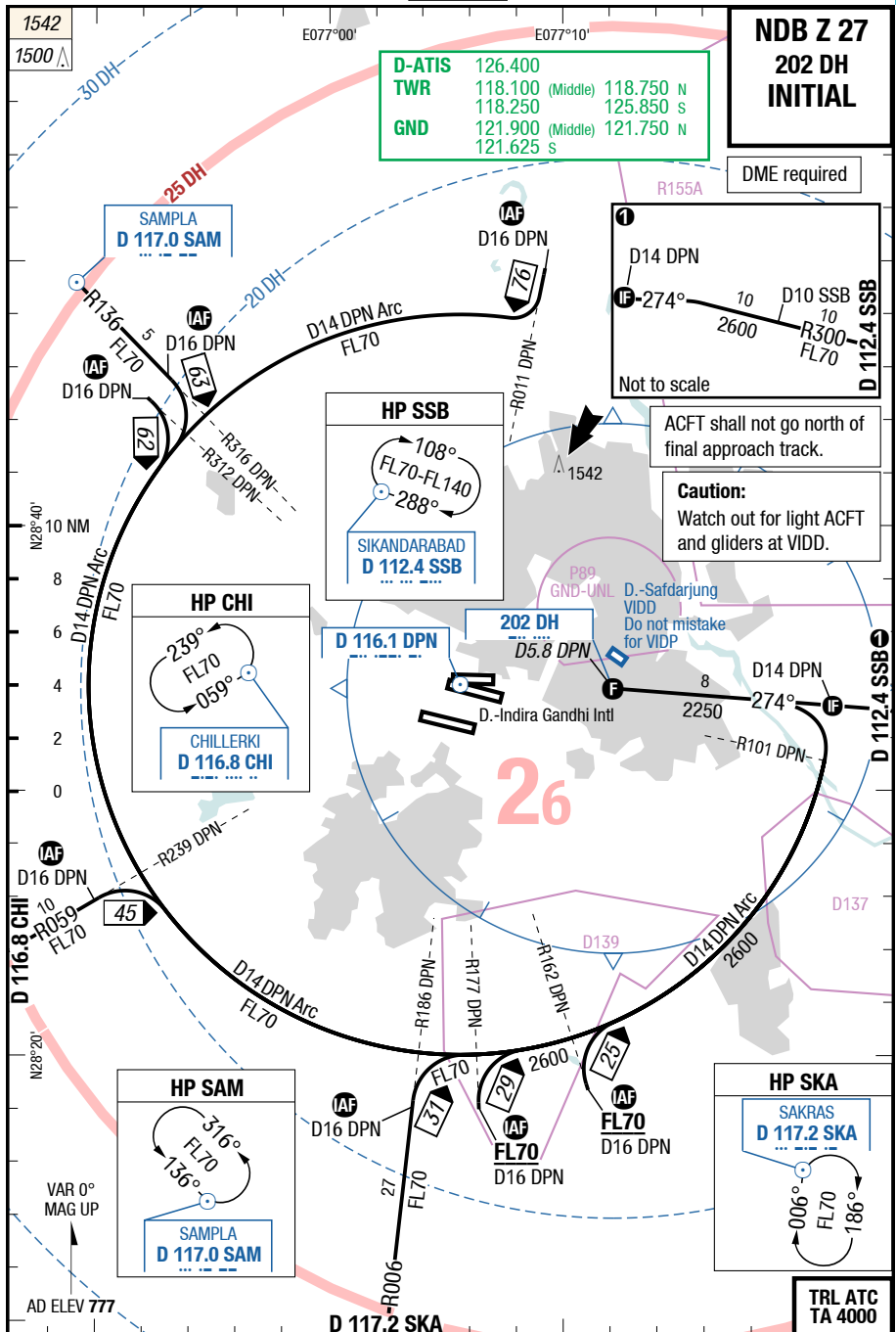
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7-230

NDB Z 27 INITIAL



Changes: FREQ

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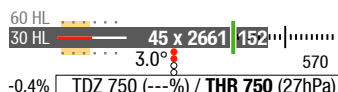
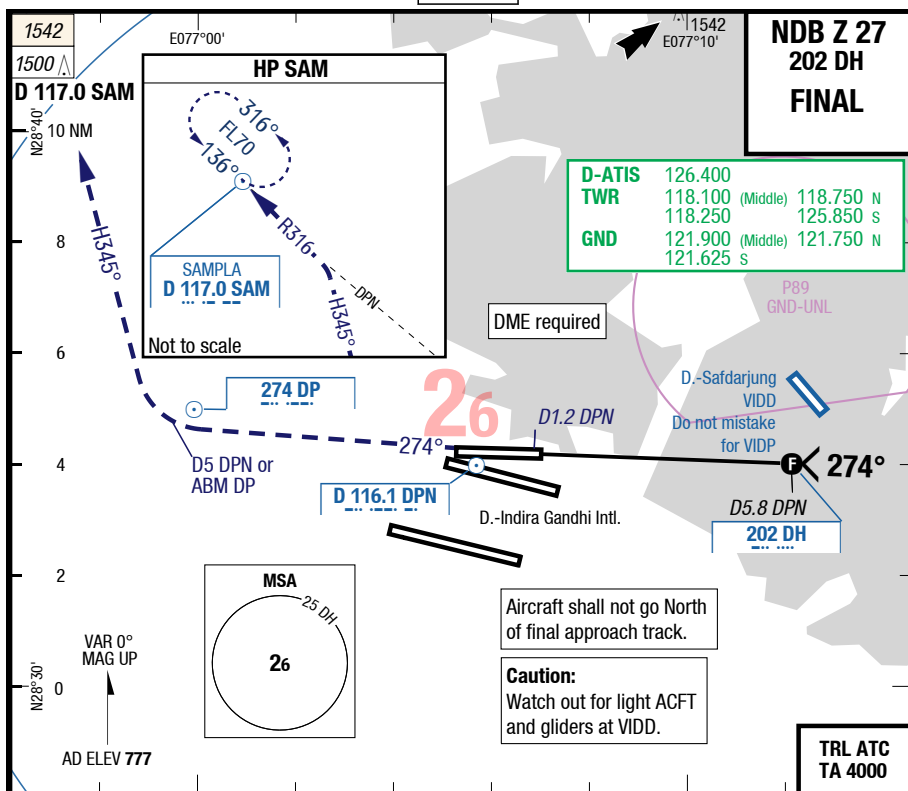
DEL-VIDP

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7-240

NDB Z 27 FINAL

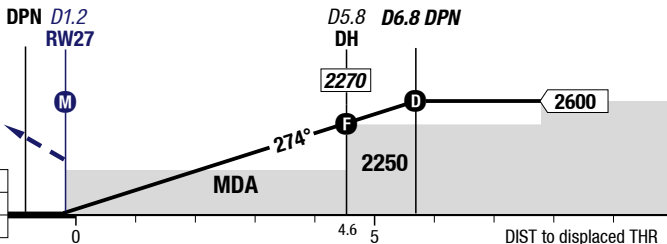


27

3	4	5	6	6.8		3.00° D DPN 274° RWY: 271°
1390	1710	2030	2350	2600		

274°
 at D5 DPN or ABM DP
 RT HDG 345° - intercept
 R316 DPN to SAM
 climb FL70

GS	120	140	160
D5.7 DPN	640	740	850
- MAPt	2:18	1:58	1:44



27	NDB					Circling S of AD only
C	ft - m/km ft	590 - 2.3 1340				800 - 2.4V 1570
D	ft - m/km ft	590 - 2.3 1340				800 - 3.6V 1570

Changes: FREQ, APL, Editorial

✓ LSY Standard (unitopww)

11		SRA					
C	ft - m/km ft	640 - 2.2 1370					
D	ft - m/km ft	640 - 2.2 1370					
28		SRA					
C	ft - m/km ft	650 - 2.3 1420					
D	ft - m/km ft	650 - 2.3 1420					
29		SRA					
C	ft - m/km ft	650 - 2.3 1400					
D	ft - m/km ft	650 - 2.3 1400					