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Following Supplement is issued for information, guidance and necessary action.


(K.RAMALINGAM)
CHAIRMAN
AIRPORTS AUTHORITY OF INDIA

EFFECTIVE DATE : 23 November 2006

SUB:- DEPARTURE AND ARRIVAL PROCEDURES FOR MUMBAI AND DELHI AIRPORT

The objective of this procedure is to enhance runway capacity, minimize delays and conservation of fuel.

1. DEPARTURE PROCEDURE

- 1.1 All departures should request for start up within five minutes of the filed EOBT. The aircraft which failed to request start up within five minutes of the filed EOBT will lose its priority and be considered for start up depending upon the traffic situation and subject to delay.
- 1.2 The aircraft should be in a position to commence its taxi not more than five minutes after the issue of start up clearance failing which the start up clearance will be cancelled and the aircraft will lose its priority and be considered for start up depending upon the traffic situation and subject to delay.
- 1.3 All departing aircraft should maintain a minimum taxiing speed of not less than 15 Knots depending upon the aircraft performance characteristics.
- 1.4 Any aircraft if observed, by the Controller, to be too slow in taxiing and thereby adversely affecting the efficient aircraft movement shall be taken out of the sequence and will be considered for departure as a last priority depending upon the traffic situation subject to delay.

- 1.5 Based on the aircraft type and its performance characteristics, ATC will issue taxiing instructions so as to depart from the nearest runway intersection from where adequate take off run is available for departure. Pilots unable to accept departure from intersection may request ATC for alternate take off position or from the beginning of runway at the time of Push back / Startup. However, such request will be considered by ATC subject to delay.
- 1.6 Procedures for departure from intersections specific to Delhi and Mumbai are given in para 1.12.
- 1.7 Pilot shall complete all mandatory pre-departure checks before entering the active runway for departure so that the aircraft is in a position to take off immediately upon receipt of take-off clearance.
- 1.8 When the aircraft is issued with a line-up and take-off clearance at the taxi holding position it shall be in a position to line up and affect an immediate take off in one continuous movement.
- 1.9 When the aircraft is issued with a take off clearance after lining up on the runway it shall commence take off roll immediately upon receipt of take of clearance.
- 1.10 If the Controller observes a delay in respect of the departing aircraft in commencing its take off run after issuance of take off clearance, the take off clearance will be cancelled and the aircraft be advised to vacate the runway immediately at the nearest taxiway to make way for the subsequent arrival or departure. Necessary entries in this regard shall be recorded in the Log Book.
- 1.11 No ATC speed restriction will be applicable for departing aircraft except when specifically required by ATC.

1.12 INTERSECTION DEPARTURES SPECIFIC TO DELHI & MUMBAI

Airport (i)	Runway (ii)	Taxiway (iii)	TORA from taxiway given in (iii) (iv) Metres	Cat. of Acft (v)
DELHI	28	C & W	3350	D
	10	E4	3235	D
		M	2760	C
	27	A	2813	D
		C1	2661	D
		E	2085	C
	09	E3	2673	D

MUMBAI	27	H	3175	D
		G	2801	C
		Q	1878	B
	09	D	3260	D
		Q	1567	B
	14	A1	2453	C
		A2	2355	C

NOTE: With the objective of expediting the flow of traffic, ATC may authorize departure from other intersections also.

2. SPEED CONTROL PROCEDURES IN THE PROVISION OF RADAR CONTROL SERVICE FOR ARRIVALS

- 2.1 All arriving aircraft operating below 10000 ft shall maintain IAS not greater than 250 kt.
- 2.2 Arriving acft below 10,000 ft and between 30 NM and 15 NM from VOR / NDB shall maintain IAS 220 Kt or less.
- 2.3 Arriving aircraft within 15 NM of VOR serving the airport or below FL65 shall maintain IAS as per acft category specified below:

Aircraft Cat. →	A	B	C	D/E
Within 15 NM excluding final app. track	110 Kt	140 Kt	170Kt	185 Kt
10NM to 4 NM on final app. track	90 Kt	120 Kt	150 Kt	170 Kt

NOTE 1: If required, Radar Controller may suggest a different speed (but not less than the speed specified above) to be maintained for a particular period of time/segment of flight or issue specific instructions as per traffic situation

NOTE 2 : Acft unable to maintain the speed specified above shall advise ATC and request for alternate instructions. Such request will be considered by ATC but may result in re-sequencing and delay.

- 2.4 When traffic condition permit, ATC may suspend speed control by using the phrase “No ATC Speed Restrictions”.
- 2.5 Non-compliance of above provisions will be treated as violation of ATC instructions and the aircraft will be taken out of sequence for repositioning.
- 2.6 ATC may advise/suggest the arriving acft, while on final approach, the requirement to vacate the runway on landing via specific exit taxiway. Acft unable to comply with this requirement shall immediately inform ATC.