



CrewBriefing Information Packet

for **Flight SBAVTJSG-VABB-VIDP (STD 021000)**

AIR SUPPORT PPS - CrewBriefing

| CREW | | DATE : 02.10.2013 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|----------------|------------------------------|--|-----------|---------|---------|---------|--------|-----|---------------|------|------|-----------|-----------|---------|---------|---------------|------|-----|--|--|--|--|------|------|-----|--------------------------|--|--|--|----------|------|-----|----------------------------|--|--|--|-----|------|------|--|--|--|--|-------|------|-----|------------------------------------|--|--|--|------|------|------|--|--|--|--|------|---|-----|---------------------------------------|--|--|--|--|--|--|--|--|--|--|-------|--|------|--|--|--|--|---------------|------|---|----------------------------------|--|--|--|
| CAPT: AAA / CAPT: BBB / FO : / FO : / | | FLIGHT : VTJSG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FROM: BOM / VABB | | TYPE OF A/C: P180 APD: 2,5 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STD 10:00 UTC | PLAN NR : 7119 | VALID UNTIL: UTC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TO : DEL / VIDP | STA UTC | OFF CHKS : T/OFF : | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ALTN #1: JAI/VIJP ALTN #2: / | ON CHOCKS: | LAND ON : | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FEA (FUEL EN-ROUTE ALTN): / | BLK TIME: | FLT TIME: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ATS ROUTE: BBB A347 ARADO/N0334F350 A347 DPN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th></th> <th>TIME</th> <th>FUEL</th> <th>TKOF WT</th> <th>LAND WT</th> <th>AV PLD</th> <th>ZFW</th> </tr> </thead> <tbody> <tr> <td>DEST DEL/VIDP</td> <td>2:11</td> <td>1207</td> <td>11827 Lbs</td> <td>10621 Lbs</td> <td>650 Lbs</td> <td>9424Lbs</td> </tr> <tr> <td>ALTN JAI/VIJP</td> <td>0:34</td> <td>425</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>HOLD</td> <td>0:30</td> <td>286</td> <td colspan="2">ACTUAL DISTANCE : 660 NM</td> <td></td> <td></td> </tr> <tr> <td>CONT MCF</td> <td>0:07</td> <td>100</td> <td colspan="2">STILL AIR DISTANCE: 669 NM</td> <td></td> <td></td> </tr> <tr> <td>MSF</td> <td>3:22</td> <td>2017</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>EXTRA</td> <td>0:53</td> <td>386</td> <td colspan="2">AVERAGE WIND COMPONENT: 4 KTS HEAD</td> <td></td> <td></td> </tr> <tr> <td>TKOF</td> <td>4:15</td> <td>2404</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>TAXI</td> <td>-</td> <td>100</td> <td colspan="2">TOW CHANGE +1000 Lbs ADD BURN : 0 Lbs</td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td colspan="2">TOW CHANGE -1000 Lbs SUBTRACT BURN : 0 Lbs</td> <td></td> <td></td> </tr> <tr> <td>BLOCK</td> <td></td> <td>2504</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>ALTN 2 INFO /</td> <td>0:00</td> <td>0</td> <td colspan="4">CRUISE-PROFILE USED: Recommended</td> </tr> </tbody> </table> | | | | TIME | FUEL | TKOF WT | LAND WT | AV PLD | ZFW | DEST DEL/VIDP | 2:11 | 1207 | 11827 Lbs | 10621 Lbs | 650 Lbs | 9424Lbs | ALTN JAI/VIJP | 0:34 | 425 | | | | | HOLD | 0:30 | 286 | ACTUAL DISTANCE : 660 NM | | | | CONT MCF | 0:07 | 100 | STILL AIR DISTANCE: 669 NM | | | | MSF | 3:22 | 2017 | | | | | EXTRA | 0:53 | 386 | AVERAGE WIND COMPONENT: 4 KTS HEAD | | | | TKOF | 4:15 | 2404 | | | | | TAXI | - | 100 | TOW CHANGE +1000 Lbs ADD BURN : 0 Lbs | | | | | | | TOW CHANGE -1000 Lbs SUBTRACT BURN : 0 Lbs | | | | BLOCK | | 2504 | | | | | ALTN 2 INFO / | 0:00 | 0 | CRUISE-PROFILE USED: Recommended | | | |
| | TIME | FUEL | TKOF WT | LAND WT | AV PLD | ZFW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DEST DEL/VIDP | 2:11 | 1207 | 11827 Lbs | 10621 Lbs | 650 Lbs | 9424Lbs | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ALTN JAI/VIJP | 0:34 | 425 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HOLD | 0:30 | 286 | ACTUAL DISTANCE : 660 NM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CONT MCF | 0:07 | 100 | STILL AIR DISTANCE: 669 NM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MSF | 3:22 | 2017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EXTRA | 0:53 | 386 | AVERAGE WIND COMPONENT: 4 KTS HEAD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TKOF | 4:15 | 2404 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TAXI | - | 100 | TOW CHANGE +1000 Lbs ADD BURN : 0 Lbs | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | TOW CHANGE -1000 Lbs SUBTRACT BURN : 0 Lbs | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BLOCK | | 2504 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ALTN 2 INFO / | 0:00 | 0 | CRUISE-PROFILE USED: Recommended | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ATC CLEARANCE: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ARRIVAL ATIS: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RVSM TIME: | ALT #1: | ALT #2: STBY ALT: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (FPL-VTJSG-IG -P180/L-SDFGWR/C -VABB1000 -N0337F330 BBB A347 ARADO/N0334F350 A347 DPN -VIDP0211 VIJP -PBN/A1 DOF/131002 REG/VTJSG EET/VIDF0119 OPR/DISH TV INDIA LTD RMK/ -E/0414 P/005 R/V S/M J/L A/WHITE C/) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| WAYPOINT | FIR | FREQ | AWY | TC | DIST | PFL | W/V | TAS | ZT | BO | PFR | ETA | AFL |
|---------------------------------|-----------|--------|-------|-----|------|------|---------|-----|------|------|------|-----|-----|
| VABB | | 39ft | GMORA | MC | DTGO | TEMP | WC | GS | CTME | ABO | 2404 | ATA | RET |
| N19:05.4 | E072:52.2 | | | | 660 | | | | | | | | |
| BBB | VABF | 116.60 | DCT | 133 | 10 | CLB | 349/007 | 216 | 3 | 132 | 2372 | | |
| N19:05.1 | E072:52.5 | | 35 | 133 | 650 | VAR | H 6 | 210 | 0:03 | | | | |
| -TOC- | | | A347 | 002 | 80 | 330 | 068/014 | 337 | 22 | 361 | 2142 | | |
| N20:25.4 | E072:55.9 | | 35 | 004 | 570 | VAR | H 6 | 331 | 0:25 | | | | |
| DOTIP | VABF | | A347 | 002 | 20 | 330 | 068/014 | 337 | 5 | 419 | 2085 | | |
| N20:45.5 | E072:56.8 | | 31 | 004 | 550 | -34 | H 6 | 331 | 0:30 | | | | |
| APANO | VABF | | A347 | 002 | 50 | 330 | 064/009 | 337 | 9 | 499 | 2005 | | |
| N21:35.0 | E072:58.9 | | 31 | 002 | 500 | -34 | H 4 | 333 | 0:39 | | | | |
| QQZ | VABF | 117.30 | A347 | 017 | 47 | 330 | 064/009 | 337 | 9 | 575 | 1929 | | |
| N22:20.0 | E073:13.5 | | 48 | 017 | 453 | -34 | H 6 | 331 | 0:48 | | | | |
| AMVIG | VABF | | A347 | 015 | 32 | 330 | 056/007 | 337 | 6 | 626 | 1877 | | |
| N22:51.2 | E073:22.5 | | 40 | 016 | 421 | -34 | H 5 | 332 | 0:54 | | | | |
| ARADO | VABF | | A347 | 015 | 73 | 330 | 056/007 | 338 | 13 | 744 | 1760 | | |
| N24:01.6 | E073:43.2 | | 57 | 015 | 348 | -34 | H 5 | 333 | 1:07 | | | | |
| UUD | VABF | 115.90 | A347 | 015 | 36 | 350 | 052/009 | 334 | 7 | 797 | 1707 | | |
| N24:36.8 | E073:53.6 | | 57 | 015 | 312 | -43 | H 7 | 327 | 1:14 | | | | |
| UKBAB | VIDF | | A347 | 030 | 110 | 350 | 014/008 | 333 | 20 | 967 | 1537 | | |
| N26:11.8 | E074:54.7 | | 57 | 030 | 202 | -42 | H 8 | 325 | 1:34 | | | | |
| -TOD- | | | A347 | 030 | 72 | 350 | 342/006 | 339 | 13 | 1081 | 1422 | | |
| N27:14.0 | E075:35.9 | | 48 | 030 | 130 | VAR | H 0 | 339 | 1:47 | | | | |
| DIPAS | VIDF | | A347 | 030 | 28 | DSC | 292/010 | 339 | 5 | 1126 | 1378 | | |
| N27:38.3 | E075:51.9 | | 48 | 030 | 102 | VAR | H 0 | 339 | 1:52 | | | | |
| CHI | VIDF | 116.80 | A347 | 044 | 60 | DSC | 292/010 | 339 | 11 | 1232 | 1271 | | |
| N28:21.0 | E076:39.5 | | 48 | 043 | 42 | VAR | H 0 | 339 | 2:03 | | | | |
| DPN | VIDF | 116.10 | A347 | 060 | 26 | DSC | 292/010 | 339 | 5 | 1278 | 1225 | | |
| N28:34.0 | E077:05.7 | | 35 | 060 | 16 | VAR | H 0 | 339 | 2:08 | | | | |
| VIDP | | 777ft | | 076 | 16 | | 292/010 | 339 | 3 | 1307 | 1197 | | |
| N28:34.2 | E077:06.6 | | 25 | 076 | 0 | VAR | H 0 | 339 | 2:11 | | | | |
| Alternate VIJP DCT DPN W13S JJP | | | | | | | | | | | | | |
| DPN | VIDF | 116.10 | DCT | 256 | 11 | CLB | 306/010 | 367 | 2 | 1335 | 1169 | | |
| N28:34.0 | E077:05.7 | | 25 | 256 | | -8 | | 360 | 2:13 | | | | |
| REBON | VIDF | | W13S | 213 | 55 | 220 | 306/010 | 367 | 11 | 1474 | 1029 | | |
| N27:48.0 | E076:31.3 | | 39 | 212 | | -8 | | 367 | 2:24 | | | | |
| IKABA | VIDF | | W13S | 214 | 20 | 220 | 306/010 | 367 | 5 | 1525 | 978 | | |
| N27:31.4 | E076:18.8 | | 39 | 213 | | -8 | | 367 | 2:29 | | | | |
| JJP | VIDF | 112.90 | W13S | 211 | 49 | DSC | 306/010 | 367 | 9 | 1650 | 854 | | |
| N26:49.5 | E075:50.3 | | 48 | 211 | | -8 | | 368 | 2:38 | | | | |
| %H82 | VIDF | | STAR | 081 | 1 | DSC | 306/010 | 367 | 1 | 1652 | 851 | | |
| N26:49.7 | E075:51.7 | | 35 | 081 | | -8 | | 374 | 2:39 | | | | |

| WAYPOINT CO-ORD | FIR | FREQ | AWY GMORA | TC MC | DIST DTGO | PFL TEMP | W/V WC | TAS GS | ZT CTME | BO ABO | PFR AFR | ETA ATA | AFL RET |
|--------------------|-----|--------------------------|--------------|------------|--------------|-------------|-----------|------------|------------|-----------|------------|------------|------------|
| JI N26:49.9 | | VIDF 295.00 E075:53.8 | STAR 35 | 086 085 | 2 | DSC -8 | 306/010 | 367 375 | 0 2:39 | 1657 | 846 | | |
| JIP8 N26:50.2 | | VIDF E075:58.2 | STAR 35 | 086 085 | 4 | DSC -8 | 306/010 | 367 375 | 1 2:40 | 1668 | 836 | | |
| %H310 N26:47.9 | | VIDF E076:01.2 | STAR 35 | 130 129 | 3 | DSC -8 | 306/010 | 367 377 | 1 2:41 | 1675 | 828 | | |
| VIJP N26:49.2 | | E075:48.0 | DCT 35 | 276 276 | 22 | DSC -8 | 306/010 | 367 358 | 4 2:45 | 1731 | 772 | | |

Climb : 90 NM in 0:25 hrs 361 Lbs Descent:130 NM in 0:23 hrs 230 Lbs

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| DISPATCHER | | | CAPTAIN | | | | | | | |
|-----------------------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-----|
| AVERAGE DESCENT WINDS | | | | | | | | | | |
| FL300 | 288/025 | FL240 | 284/018 | FL180 | 292/010 | FL100 | 074/014 | FL050 | 080/014 | |
| ENROUTE WINDS | | | | | | | | | | |
| IDENT | FL 260 | | FL 300 | | FL 340 | | FL 380 | | FL 410 | |
| | W/V | TMP | W/V | TMP | W/V | TMP | W/V | TMP | W/V | TMP |
| BBB | 064/013 | -17 | 068/017 | -27 | 072/020 | -37 | 074/025 | -47 | 075/029 | -58 |
| -TOC- | 054/010 | -17 | 064/013 | -27 | 068/015 | -37 | 060/018 | -47 | 068/023 | -58 |
| DOTIP | 054/010 | -17 | 064/013 | -27 | 068/015 | -37 | 060/018 | -47 | 068/023 | -58 |
| APANO | 036/009 | -17 | 044/008 | -27 | 064/009 | -37 | 072/011 | -47 | 076/017 | -58 |
| QQZ | 034/007 | -17 | 034/007 | -27 | 056/007 | -37 | 072/006 | -47 | 081/008 | -58 |
| AMVIG | 034/007 | -17 | 034/007 | -27 | 056/007 | -37 | 072/006 | -47 | 081/008 | -58 |
| ARADO | 036/009 | -17 | 044/008 | -27 | 052/010 | -38 | 056/008 | -47 | 064/006 | -58 |
| UUD | 036/009 | -17 | 044/008 | -27 | 052/010 | -38 | 056/008 | -47 | 064/006 | -58 |
| UKBAB | 338/009 | -16 | 316/006 | -27 | 324/010 | -38 | 326/008 | -47 | 253/006 | -57 |
| -TOD- | 355/005 | -16 | 332/004 | -27 | 342/006 | -37 | 316/006 | -47 | 248/005 | -57 |
| DIPAS | 302/012 | -17 | 296/013 | -28 | 284/018 | -38 | 286/015 | -47 | 259/012 | -56 |
| CHI | 302/012 | -17 | 296/013 | -28 | 284/018 | -38 | 286/015 | -47 | 259/012 | -56 |
| DPN | 286/020 | -17 | 288/025 | -28 | 278/028 | -38 | 270/026 | -47 | 263/022 | -56 |

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WX for flight SBAVTJSG-VABB-VIDP (STD 021000)

(WX search performed 2013-10-02 09:25:43 UTC, for METAR, TAF, LONG TAF and SIGMET.)

Departure airport VABB - BOM - MUMBAI/CHHATRAPATI SHIVAJI RWY 09 14 27 32

SA 020810Z 19011G21KT 4000 HZ FEW020 SCT025 30/24 Q1006 NOSIG =
FT 020300Z 0206/0312 26010KT 3000 HZ/-RA SCT015 SCT020 FEW025TCU BKN100 BECMG 0208/0209
26010G20KT BECMG 0212/0213 2500 HZ/-RA SCT025 FEW030CB BKN090 BECMG 0222/0224 VRB03KT
2000 HZ/-RA BECMG 0304/0306 26010KT 3500 HZ/-RA SCT020 FEW030CB BKN100 TEMPO 0218/0312
1500 +TSRA/SHRA SCT008 FEW030CB OVC080=

Destination airport VIDP - DEL - DELHI/INDIRA GANDHI INTL RWY 09 10 11 27 28 29

SA 020900Z 09010KT 3500 HZ SCT040 BKN100 33/23 Q1009 NOSIG =
FT 020300Z 0206/0312 12008KT 3000 HZ FEW030 SCT100 BECMG 0209/0210 09008KT 4000 HZ TEMPO
0209/0213 15010G20KT 1500 -TSRA SCT030 FEW035CB BKN090 BECMG 0215/0217 VRB02KT 2500
HZ/BR BECMG 0303/0305 09006KT 3000 HZ BECMG 0308/0310 12008KT 4500 HZ=

Alternate airport VIJP - JAI - JAIPUR RWY 09 27

SA 020900Z 10008KT 3500 -DZ SCT030 BKN100 30/22 Q1010 TEMPO 1500 TSRA=
FT 020300Z 0206/0312 05005KT 4000 HZ FEW030 SCT100 BECMG 0215/0217 VRB03KT 2500 HZ BECMG
0303/0305 32005KT 5000 HZ NSC=

Adequate airport VAAH - AMD - AHMEDABAD/SARDAR VALLABHBHAI P RWY 05 23

SA 020840Z 01003KT 5000 FU FEW020 SCT025 34/28 Q1006 NOSIG=
FT 020300Z 0206/0312 25005KT5000 HZ/FU BECMG 0212/0214 23003KT 4000 HZ/-RA BECMG
0215/0217 00000KT BECMG 0219/0221 23006KT BECMG 0301/0303 VRB03KT 2000 HZ/BR SCT018
SCT080 BECMG 0304/0306 27006KT 5000 HZ/-RA=

No SIGMETs found

End of WX information

NOTAMS for flight SBAVTJSG-VABB-VIDP (STD 021000)

(NOTAM search performed 2013-10-02 09:25:43 UTC.
Searched for NOTAMS with validity within the time period STD + 12 hours.
Search for FIR NOTAMS additionally limited to relevant flight level range.
All NOTAMS with Q-codes QKXXX and QTTTT excluded.
Details on any NOTAMS which may have been excluded in accordance with
company policy, and/or by user, listed at end of NOTAM search result.
NOTAM uniform abbreviation for Q-code second and third letters signification
shown in sharp brackets above/right of each NOTAM.
In same sharp brackets, uniform abbreviation is followed by vertical line and number
of days since NOTAM in effect time, or text 'NEW TODAY' if less than one day.)

NOTE: Any NOTAMS with multiple airport/FIR relevance are shown only the first chronological time relevant and thereafter not shown.

Departure airport VABB - BOM - MUMBAI/CHHATRAPATI SHIVAJI RWY 09 14 27 32
[fuel avbl | 170]

A0348/13 NOTAMN
Q) VABF/QFUCS/IV/B/A/000/999/
A) VABB B) 1304150000 C) PERM
E) REFER EAIP VABB AD 2.23. FUEL HYDRANT FAC AVBL ON ACFT STANDS
V9,V10, V11, V12, V13, V14, V15, V16, V17L, V17, V17R, S1L,
S1, S1R, S2, S2R, S3L, S3 AND S3R. AMEND ACCORDINGLY
[a/g fac | 176]

A0366/13 NOTAMR A0032/05
Q) VABF/QCACF/IV/B/AE/000/999/
A) VABB B) 1304090536 C) PERM
E) ENROUTE VHF FREQ 127.150MHZ AVBL. AMEND E-AIP SECTION
ENR 2.1 MUMBAI FIR AND ENR 3.0 PARA 4.3.9
[acft stand | 170]

A0368/13 NOTAMN
Q) VABF/QMPXX/IV/BO/A/000/999/
A) VABB B) 1304150000 C) PERM
E) REFER E-AIP VER 1.0 VABB AD2.23 UNDER NOTES POINT NO.7 PUSHBACK
RESTRICTIONS PARA 7.12 TO BE READ AS, ACFT FM STAND V15 TO BE
PUSHED BACK ON TO TAXI LANE H, FACING E OR W. PUSHBACK FM
STAND V15 IS INTERDEPENDENT ON PUSH BACK FM STANDS V14 AND Y4
[twy | 170]

A0369/13 NOTAMN
Q) VABF/QMXXX/IV/M/A/000/999/
A) VABB B) 1304150000 C) PERM
E) REFER ELECTRONIC AIP VERSION 1.0 VABB AD2.23 UNDER TWY, LCA AND
DIRECTION OF TWY N TO BE READ AS 12.5M BFR RWY 09 THR AT 90 DEG
NORTH OF RWY
[ais | 170]

A0404/13 NOTAMN
Q) VABF/QOAXX/IV/BO/A/000/999/
A) VABB B) 1304150000 C) PERM
E) REF E-AIP VER 1.0 GEN 3.1 AERONAUTICAL INFORMATION SERVICES
POINT NO.1.4.1.4 THE EMAIL ID OF INTERNATIONAL OFFICE MUMBAI
IS NOFMUM(AT)AAI.AERO(ALL IN SMALL CAPS)
[dckg system | 168]

A0405/13 NOTAMN
Q) VABF/QFDCS/I/M/A/000/999/
A) VABB B) 1304161111 C) PERM
E) REFER E-AIP VERSION 1.0 AD-2.1 VABB PARA 2.9, ACFT STANDS
A1 TO A11, S1 TO S3, V9 TO V17, V17R, G1 TO G5 AND 48 TO 55A
PROVIDED WITH ADVANCED-VISUAL DCKG GUIDANCE SYSTEM
[rwy | 170]

A0408/13 NOTAMN
Q) VABF/QMRXX/IV/B/A/000/999/
A) VABB B) 1304150000 C) PERM
E) REF E-AIP VER 1.0 PARAGRAPH VABB AD2.23 SUB PARAGRAPH RWY UNDER NOTE.
DELETE POINT NR.1.3.1
[volmet | 170]

A0416/13 NOTAMN
Q) VABF/QSVAH/IV/B/AE/000/999/
A) VABB B) 1304150000 C) PERM
E) VOLMET SER

NAME OF STATION : MUMBAI
CALLSIGN IDENT/ MODE OF TRANSMISSION : MUMBAI RADIO - A3J
FREQ KHZ HR OF SER
.....
11387 0300-1300
6676 H24
2965 1300-0300
.....

BROADCAST TIME PERIOD : HOUR PS 25 TO HOUR PS 30
HOUR PS 55 TO HOUR PS 60
AD/HELIPORTS INCLUDED AND CONTENT OF REPORT, FORECAST AND REMARKS :
MUMBAI, CHENNAI : SIGMET
MUMBAI, COLOMBO, CHENNAI, KARACHI, MALE, AHMEDABAD: METAR/SPECI/TREND
MUMBAI, COLOMBO, MALE : TAF
AMEND E AIP INDIA VER 1.0 GEN 3.4 PARA 4.2.3.2 AND
GEN 3.5 PARA 12 ACCORDINGLY

A0552/13 NOTAMN
Q) VABF/QMDCH/IV/B/A/000/999/
A) VABB B) 1305311031 C) PERM
E) DECLARED DIST FOR RWY 09/27:
RWY DESIGNATION TORA/M TODA/M ASDA/M LDA/M RESA
09 3188 3188 3188 3048 240X120
27 3448 3448 3448 2965 240X120
[declared dist | 123]

A0558/13 NOTAMN
Q) VABF/QMRXX/IV/B/A/000/999/
A) VABB B) 1305311031 C) PERM
E) REVISED INT DEP FM TWY ON RWY09
TWY : N10 N9 S7 N6 Q
TORA 3048M 2849M 2021M 1882M 1320M
AMEND E-AIP 1.0 PAGE AD2 VABB-17 PARA-IX ACCORDINGLY
[rwy | 123]

A0567/13 NOTAMN
Q) VABF/QMRXX/IV/B/A/000/999/
A) VABB B) 1305311031 C) PERM
E) RESTRICTION ON LINING UP FOR DEP ON RWY27
1.ACFT ENTERING RWY27 FM TWY N1 TO STRICTLY
FLW THE TWY CL MARKING AND LIGHTS.
2.NO LOCK TURN FOR LINING UP ON RWY27 FM TWY N1
WILL BE PERMITTED
[ils dme | 111]

A0641/13 NOTAMN
Q) VABF/QIDXX/I/B/A/000/999/
A) VABB B) 1306130825 C) PERM
E) REFER E-AIP INDIA ENR 4.1 FOR VABB AND VABB AD2.19.
AMEND ILS/DME RWY 14 FREQUENCY AS 999MHZ-TX 1062MHZ-RX.
[ils I | 111]

A0642/13 NOTAMN
Q) VABF/QISXX/I/B/A/000/999/
A) VABB B) 1306130832 C) PERM
E) REFER E-AIP INDIA ENR4.1 FOR VABB. IN REMARKS COLUMN OF
LOC09 INCLUDE THE TEXT ''''COVERAGE UPTO 18NM WITHIN
PS/MS 8.2 DEG AT 2000FT AMSL AND PS/MS10 DEG ABOVE
2500FT. LOC COVERAGE AVBL UPTO 10NM WITHIN PS/MS 35DEGREE.''''
AMEND E-AIP INDIA ENR 4.1 FOR VABB ACCORDINGLY.
[ils gp | 111]

A0643/13 NOTAMN
Q) VABF/QIGXX/I/B/A/000/999/
A) VABB B) 1306130840 C) PERM
E) REFER E-AIP INDIA ENR4.1 FOR VABB. IN REMARKS COLUMN OF
GP 09 INCLUDE THE TEXT ''''COVERAGE OF PS/MS 8 DEG IS ABVL
1700FT AMSL. AT 1500FT GP COVERAGE AVBL UPTO PS/MS 7 DEG''''
AMEND E-AIP INDIA ENR4.1 FOR VABB ACCORDINGLY
[tar | 111]

A0644/13 NOTAMN
Q) VABF/QCTXX/I/B/AE/000/999/

A) VABB B) 1306130842 C) PERM
E) REFER E-AIP INDIA VABB AD2.19 AND ENR 4.1 FOR MUMBAI .
AMEND TO READ DETAILS OF RADAR.
1. PSR S-BAND FREQUENCY: 2765/2766/2795/2796 MHZ.
COORD : 19 05 30.5147 N 72 52 04.1310 E
2. MSSR S-BAND FREQUENCY: 1030/1090 MHZ
COORD : 19 05 30.5147 N 72 52 04.1310 E.

[rsr | 111]

A0645/13 NOTAMN
Q) VABF/QCEXX/I/B/AE/000/999/
A) VABB B) 1306130845 C) PERM
E) REFER E-AIP INDIA PARA VABB AD2.19 AND ENR 4.1 FOR MUMBAI.
AMEND TO READ DETAILS OF RADAR.
1. PSR L-BAND FREQUENCY: 1290/1291/1320/1321 MHZ.
COORD : 19 05 38.5901 N 72 50 01.3925 E.
2. MSSR L-BAND FREQUENCY: 1030/1090 MHZ
COORD 19 05 38.5901 N 72 50 01.3925 E.

[smr | 111]

A0646/13 NOTAMN
Q) VABF/QCMXX/IV/M/A/000/999/
A) VABB B) 1306130849 C) PERM
E) REFER E-AIP INDIA PARA VABB AD2.19 DELETE ENTRY IN
ROW NR.10, 15 /LM/, /ASDE/
AMEND E-AIP INDIA VABB AD2.19 ACCORDINGLY

[obst | 111]

A0647/13 NOTAMN
Q) VABF/QOBXX/IV/M/A/000/999/
A) VABB B) 1306130852 C) PERM
E) REFER E-AIP INDIA PARA VABB AD2.19 AND ENR 4.1 FOR MUMBAI.
AMEND TO READ,
A. ELEV OF TRANSMITTING ANTENNA FOR LOCALIZER RWY09 AS 10.3M
B. ELEV OF TRANSMITTING ANTENNA FOR GP RWY09 AS 3.716 M
C. ELEV OF TRANSMITTING ANTENNA FOR ILS/DME RWY09 AS 3.716M
D. ELEV OF TRANSMITTING ANTENNA FOR LOCALIZER RWY14 AS 7.5M
E. ELEV OF TRANSMITTING ANTENNA FOR GP RWY14 AS 10.5M
F. ELEV OF TRANSMITTING ANTENNA FOR ILS/DME RWY 14 AS 10.5M
G. ELEV OF TRANSMITTING ANTENNA FOR LOCALIZER RWY 27 AS 5.0M
H. ELEV OF TRANSMITTING ANTENNA FOR GP RWY27 AS 5.0M
I. ELEV OF TRANSMITTING ANTENNA FOR ILS/DME RWY27 AS 5.0M
J. ELEV OF TRANSMITTING ANTENNA FOR HP DME /BBB/ AS 5.0M
K. ELEV OF TRANSMITTING ANTENNA FOR VOR AS 5.0M
AMEND E-AIP INDIA VABB AD2.19 AND ENR4.1 FOR VABB ACCORDINGLY

[smr | 110]

A0649/13 NOTAMR A0639/13
Q) VABF/QCMXX/IV/M/A/000/999/
A) VABB B) 1306131010 C) PERM
E) REFER E-AIP INDIA PARA ENR4.1 FOR VABB. INCORPORATE /ASMGCS
1. SURFACE MOVEMENT RADAR FREQUENCY OF OPS 9170MHZ AND 9438MHZ
2. MLAT (MULTILATERATION) UPLINK FREQ (TX) -1030MHZ,
DOWNLINK FREQ (RX) : 1090MHZ
AMEND E-AIP INDIA ENR 4.1 FOR VABB ACCORDINGLY.

[ndb | 103]

A0687/13 NOTAMR A0637/13
Q) VABF/QNBAW/IV/BO/AE/000/999/
A) VABB B) 1306201159 C) PERM
E) REFER E-AIP INDIA ENR 4.1 FOR MUMBAI. DELETE ENTRY IN ROW NR.1 /NDB/
BMB

[l | 103]

A0688/13 NOTAMR A0638/13
Q) VABF/QNLAW/IV/BO/A/000/999/
A) VABB B) 1306201200 C) PERM
E) REFER E-AIP INDIA ENR 4.1 FOR VABB.
DELETE ENTRY IN ROW NR. 9, 10, 17, /LM/ CZ, /MM/,/ASDE/

[ils dme | 103]

A0689/13 NOTAMR A0640/13
Q) VABF/QIDCF/I/B/A/000/999/
A) VABB B) 1306201202 C) PERM

E) REFER E-AIP INDIA ENR 4.1 FOR VABB. READ THE ILS/DME
RWY09 FREQUENCY AS 993MHZ -TX 1056MHZ- RX.

[ils I | 90]

A0740/13 NOTAMN
Q) VABF/QISXX/I/B/A/000/999/
A) VABB B) 1307031200 C) PERM
E) REF E-AIP INDIA VER 1.0 PAGE ENR4.1 AND VABB AD2.19.
READ COORDS OF LOC RWY14 AS 190447.5264N 0725239.5983E
AMEND AIP INDIA VABB AD2.19 AND ENR4.1 FOR VABB ACCORDINGLY.

[apch lgt | 89]

A0741/13 NOTAMN
Q) VABF/QLAXX/IV/B/A/000/999/
A) VABB B) 1307041045 C) PERM
E) REFER E-AIP INDIA VABB AD, PARA 2.14 APPROACH AND RUNWAY
LIGHTING,COLUMN NR 7 MAY BE READ AS FLW,
RWY DESIGNATION RWY EDGE LGT LENGTH,SPACING,COLOR
AND INTENSITY
RWY09 FM RWY BEGINING UPTO 140M(DISPAED THR)- RED
BTN 140M FM RWY BEGINING AND 600M FM RWY END
-VARIABLE WHITE.
BTN 600M FM RWY END AND RWY END -YELLOW.
60M.
INTENSITY STEP 5
RWY27 FM RWY BEGINING UPTO 483M(DISPAED THR)- RED
BTN 483M FM RWY BEGINING AND 600M FM RWY END
-VARIABLE WHITE.
BTN 600M FM RWY END AND RWY END -YELLOW.
60M.
INTENSITY STEP 5
RWY14 FM RWY BEGINING UPTO 400M(DISPAED THR)- RED
BTN 400M FM RWY BEGINING AND 600M FM RWY END
-VARIABLE WHITE.
BTN 600M FM RWY END AND RWY END -YELLOW.
60M.
INTENSITY STEP 5
RWY32 FM RWY BEGINING UPTO 198M(DISPAED THR)- RED
BTN 198M FM RWY BEGINING AND 600M FM RWY END
-VARIABLE WHITE.
BTN 600M FM RWY END AND RWY END -YELLOW.
60M. INTENSITY STEP 5

AMEND E-AIP ACCORDINGLY

[ils gp | 82]

A0759/13 NOTAMN
Q) VABF/QIGXX/IV/B/A/000/999/
A) VABB B) 1307120900 C) PERM
E) REF E-AIP VER 1.0 PAGE ENR 4.1 AND AD 2.19 READ COORD OF GP
RWY09 AS 190515.248N 0725109.213E.
AMEND E-AIP INDIA VABB AD 2.19 AND ENR 4.1 FOR
VABB ACCORDINGLY.

[ils liz | 82]

A0760/13 NOTAMN
Q) VABF/QILXX/IV/B/A/000/999/
A) VABB B) 1307120900 C) PERM
E) REF E-AIP VER 1.0 PAGE ENR 4.1 AND AD 2.19 READ COORD OF LOCATION
RWY09 AS 190520.59N 0725252.290E.
AMEND E-AIP INDIA VABB AD 2.19 AND ENR 4.1 FOR VABB ACCORDINGLY.

[flow ctl proc | 69]

A0798/13 NOTAMR A0424/13
Q) VABF/QPFCA/IV/B/AE/000/999/
A) VABB B) 1307241545 C) 1310251745EST
D) 1545-1745
E) IN ORDER TO REDUCE AIRSPACE CONGESTION, ARR DELAYS AND
HLDG IN MUMBAI TMA THE FLW PROC FOR FLIGHTS ORIGINATING
FM AND WI INDIAN FIRS IS BEING INTRODUCED ON A TRIAL
BASIS BTN 1545 UTC TO 1745 UTC.
1. DRG THIS TIME FLIGHTS THAT ARE ADHERING TO APV
ARR SLOT WILL ONLY BE ACCEPTED.

2. THE FLIGHTS WHICH DO NOT ADHERE TO APV ARR SLOT TIMINGS DRG THE ABV PERIOD SHOULD PLAN THEIR FLIGHTS SO THAT THEIR ETA AT MUMBAI IS EITHER BFR 1545 UTC OR AFT 1745 UTC.
3. THE FLW FLT ARE EXEMPTED FM ABV PROC.
 - A. ACFT IN A STATE OF PRIORITY OR EMERG.
 - B. ACFT CONDUCTING SEARCH AND RESCUE OPS.
 - C. ACFT CARRYING NOTIFIED VVIP.
 - D. ACFT WITH MEDICAL EMERG.
4. ATC UNITS WI INDIAN FIR MAY COOR WITH MUMBAI ATC FOR ASCERTAINING THE VACANT SLOTS IF ANY ON CASE TO CASE BASIS.

[a/g fac | 42]

A0879/13 NOTAMR A0034/13

- Q) VABF/QCAXX/IV/B/AE/000/999/
 A) VABB B) 1308210550 C) PERM
 E) MUMBAI RDO WILL BE USING FLW FREQ COMPLIMENTS AS SPECIFIED WITH RTE FOR HF/RT MWARA OPS. ALL ACFT ARE REQUESTED TO PASS PSN REPORTS/ OR TO CTC MUMBAI RDO ON THE FREQ ASSIGNED TO THE RTE TO OVERCOME THE PROBLEM OF CONGESTION ON FREQ.

SECTOR-I MID FREQ 10018KHZ 13288KHZ 5658KHZ 3467KHZ
 SECTOR-IIA INO FREQ 10084KHZ 6661KHZ 4675KHZ
 SECTOR-IIB FREQ 8879KHZ 5601KHZ 3476KHZ 2872KHZ
 SECTOR-I WILL CATER TO RTE N563 M300 P570 L894 UL425 L516 L875
 SECTOR-IIA AND IIB WILL CATER TO INO RTE N519 M638 P518 N571 L505 L301 P574 L756 AND REMAINING RTE VIZ B459 A474 P751 G450 G424 G465 N628

AMEND E-AIP INDIA EDITON ENR 2.1-6 AND ENR 3.0 ACCORDINGLY

[acft stand | 42]

A0880/13 NOTAMN

- Q) VABF/QMPXX/IV/M/A/000/999/
 A) VABB B) 1308210700 C) 1312120530
 E) REFER AIP SUP26/2013 EFFECTIVE FM 1309190530 AND E-AIP INDIA VABB AD.PARA 2.23 ADDITIONAL INFO ON APRONS. REMARKS FOR STAND NR 51,52 AND 53 MAY BE READ AS FLW.

| STAND NR | REMARKS |
|----------|---------------------|
| 51 | TYPE B744,B773,A346 |
| 52 | TYPE B744,B773,A346 |
| 53 | TYPE B744,B773,A346 |

[acc | 33]

A0924/13 NOTAMN

- Q) VABF/QSCXX/IV/B/AE/000/999/
 A) VABB B) 1308300800 C) 1311301800EST
 D) AUG 30 0800-1800, AUG 31-NOV 30 0030-1800
 E) ADDN ACC SECT AVBL ON FREQ 133.3 MHZ SUBJ TFC

[gnd mov ctl | 32]

A0926/13 NOTAMN

- Q) VABF/QFGXX/IV/BO/A/000/999/
 A) VABB B) 1308310030 C) 1311300330
 D) 0030-0330
 E) BIFURCATION OF SMC.
 SMC ON W OF RWY 14/32 AVBL ON 121.9 MHZ.
 SMC ON E OF RWY 14/32 AVBL ON 121.75 MHZ

[obst | 32]

A0927/13 NOTAMR A0710/13

- Q) VABF/QOBCE/IV/M/A/000/999/
 A) VABB B) 1308301031 C) 1310302359
 D) TUE FRI 0000-0829 1031-2359, MON WED THU SAT SUN 0000-2359
 E) CRANE WITH MOVABLE BOOM DEPLOYED AT APRX 744M FM RWY14 THR AND APRX 12.15M W OF EXTENDED CL OF RWY14 WITH FLW LCA COORD OF BOOM MOV AND HGT.
 A) 190602.75N 0725116.27E: 99FT
 B) 190602.66N 0725116.61E: 99FT
 C) 190604.95N 0725117.75E: 99FT
 D) 190605.14N 0725117.36E: 99FT
 WHEN RWY14/32 IN USE HGT OF CRANE WILL BE LOWERED TO 20FT WI 10 MIN FROM GND UP TO 99FT AGL

[ad | 29]

A0955/13 NOTAMR A0590/13

- Q) VABF/QFAXX/IV/B/AE/000/999/
 A) VABB B) 1309030529 C) 1312032359EST
 E) TRIAL OPS OF UPGRADED AUTOMATED ATM SYSTEM IS IN PROGRESS.

[No abbreviation for QMY | 29]

A0956/13 NOTAMR A0589/13

- Q) VABF/QMYXX/IV/B/A/000/999/
 A) VABB B) 1309030531 C) 1312032359EST
 E) DESIGN EXIT SPEED FOR RAPID EXIT TWY

| TWY | CODE C ACFT | CODE D ACFT | CODE E ACFT |
|-----|-------------|-------------|-------------|
| N8 | 50 KT | 30 KT | 30 KT |
| B1 | 50 KT | 30 KT | 30 KT |
| E8 | 50 KT | 30 KT | 30 KT |
| N5 | 50 KT | 50 KT | 50 KT |

[acft stand | 13]

A1006/13 NOTAMN

- Q) VABF/QMPXX/IV/BO/A/000/999/
 A) VABB B) 1309190530 C) 1312120530
 E) ACFT PRKG STAND 55A WITH COORD 190550.02N 0725240.87E AVBL FOR OPS. AMEND PARA 1.1.1 ANNEXTURE-1 OF AIP SUP 26/2013

[acft stand | 13]

A1008/13 NOTAMN

- Q) VABF/QMPXX/IV/M/A/000/999/
 A) VABB B) 1309190530 C) 1312120530
 E) CNL PARAGRAPH 1.2 ANNEXTURE-1 OF AIP SUP 26/2013

[twy | 13]

A1010/13 NOTAMN

- Q) VABF/QMXXX/IV/M/A/000/999/
 A) VABB B) 1309190530 C) 1312120530
 E) PORTION OF TAXILANE H NORTH OF STAND 55 AVBL FOR OPS. AMEND PARA 1.1.2 ANNEXTURE-1 OF AIP SUP 26/2013

[ad | 16]

A1017/13 NOTAMR A0669/13

- Q) VABF/QFAXX/IV/B/A/000/999/
 A) VABB B) 1309160530 C) 1312162359EST
 E) ATC INITIATED CONTINUOUS DESCENT OPERATION TRIALS WI MUMBAI TMA, WHENEVER FEASIBLE DIST TO TOUCHDOWN AND CLEARANCE LIMIT WILL BE SPECIFIED BY ATC FOR CONTINUOUS DESCENT OPERATION. PILOTS ARE REQUIRED TO REP FUEL SAVING FOR THE CONTINUOUS DESCENT OPERATION AFTER LANDING ON 121.9 MHZ AND SEND A DETAILED DEBRIEF TO EMAIL:-CDOMUMBAI AT AAI.AERO

[No abbreviation for QCD | 12]

A1031/13 NOTAMR A0888/13

- Q) VABF/QCDXX/IV/B/AE/000/999/
 A) VABB B) 1309191030 C) PERM
 E) ADS/CPDLC SYSTEM IS AVBL WI MUMBAI FIR ON SEGMENTS OF ATS ROUTES N519, L301, L505, L516, N571, P574, N563, M300, P570, L894, P751, UL425, UM551, P323, G450, G424, B459, T940, A474, G465, N628, R461, L875, L756 OVER ARABIAN SEA OCEANIC AIRSPACE. THE SER IS AVBL TO ALL ACFT SUITABLY EQUIPPED WITH DATA LINK CAPABILITY. THE ADS/CPDLC SER WILL NOT AFFECT THE CURRENT PROC FOR NON DATA LINK CAPABLE ACFT OPR WI MUMBAI FIR. THE DATA LINK CAPABLE ACFT WHILE OPR IN MUMBAI FIR SHALL FLW PROC AS GIVEN BELOW.
 1.DATA LINK AND ADS CAPABILITY SHALL BE INDICATED IN THE FPL BY INDICATING APPROPRIATE DESIGNATOR IN ITEM 10 AND 18
 2.THE AFN LOG ON ADDRESS OF MUMBAI FIR IS VABF
 3.THE ARRIVING ACFT SHALL LOG ON 10 MIN PRIOR TO ENTERING MUMBAI FIR.
 4.ACFT DEPARTING/TRANSITING FM/WI MUMBAI FIR SHALL LOGIN WI 15 MIN PRIOR TO LEAVING THE MUMBAI TMA LIMITS.
 5.WHEN OPR IN MUMBAI OCC (OUTSIDE MUMBAI TMA) CPDLC WILL

BE THE PRIMARY MEANS OF COM AND VHF/HF WILL BE SECONDARY MEANS OF COM FOR THE ACFT SUCCESSFULLY LOGGED ON TO ADS/CPDLC.WHEN OPR INSIDE MUMBAI TMA VHF SHALL BE THE PRIMARY MEANS OF COM FOR THE ACFT.
 6.DURING THE PERIOD WHEN ACFT IS LOGGED ON TO ADS/CPDLC, VOICE PSN REP WILL BE TO SUPPLEMENT CPDLC PSN REP ONLY WHEN REQUESTED BY ATC.
 7.SELCAL CHECKING IS REQUIRED TO VERIFY THE HFRT CONNECTIVITY.

[ad | 8]

A1041/13 NOTAMN
 Q) VABF/QFAHW/IV/B/A/000/999/
 A) VABB B) 1309240330 C) 1310170330
 E) WIP AT DIST OF 77.5 M FM CL OF RWY 09/27 BTN TWY N7 AND TWY N8

[obst | 4]

A1064/13 NOTAMN
 Q) VABF/QOBCE/IV/BO/A/000/999/
 A) VABB B) 1309271000 C) PERM
 E) NEW CONTROL TWR IN INNER HORIZONTAL SFC OF RWY 14/32 AND RWY 09/27 AT A DIST OF 495.35M W OF RWY 14/32 AND 635.72M N OF RWY 09/27 PERPENDICULAR OF THE CL WITH LOCATION 19053939N072511812E
 FM GND UP TO 330FT

[acft stand | 1]

A1068/13 NOTAMN
 Q) VABF/QMPLC/IV/BO/A/000/999/
 A) VABB B) 1310010330 C) 1310280630
 E) ACFT PARKING STAND 11 AND 12 NOT AVBL FOR OPS.

[twy | 1]

A1069/13 NOTAMN
 Q) VABF/QMXLC/IV/M/A/000/999/
 A) VABB B) 1310010630 C) 1310280630
 E) TWY L4 NOT AVBL FOR OPS

[met | 1]

A1072/13 NOTAMN
 Q) VABF/QFMLT/IV/BO/A/000/999/
 A) VABB B) 1310010530 C) 1310300530
 E) RWY 09 SKOPOGRAPH U/S.

[twy | 1]

A1073/13 NOTAMR A1070/13
 Q) VABF/QMXXX/IV/M/A/000/999/
 A) VABB B) 1310010838 C) 1310280630
 E) EXTENDED TAXILANE L FOR CODE C ACFT WITH 651M LEN E OF STAND A1 UPTO JUNCTION OF TWY N AND TWY K1 AVBL FOR OPS

[ad | 170]

G0310/13 NOTAMN
 Q) VABF/QFAXX/IV/B/A/000/999/
 A) VABB B) 1304150000 C) PERM
 E) REF EAIP INDIA VABB AD 2. 22, DELETE CONTENTS OF PARA 8 AND INSERT -FOR TRANSPONDER OPERATING PROCEDURE ON GROUND REFER AIP SUPPLEMENT 10/ 2012-.
 AMEND ACCORDINGLY.

[ad | 169]

G0344/13 NOTAMN
 Q) VABF/QFAXX/IV/BO/A/000/999/
 A) VABB B) 1304160720 C) PERM
 E) REF EAIP INDIA VABB AD 2.22 PARA V COLUMN ROUTE DESIGNATOR TEXT ''A451'' TO BE READ AS ''P751''. AMEND ACCORDINGLY.

[ad | 153]

G0347/13 NOTAMN
 Q) VABF/QFAXX/IV/B/A/000/999/
 A) VABB B) 1305020000 C) PERM
 E) REFER AIP SUPPLEMENT NO. 34/2008 REGARDING RNAV-1 (GNSS/DME-DME-IRU) SIDS AND STARS - MUMBAI AIRPORT.
 1. IN RNAV-1 SIDS VEVAK 1A, ONAGI 1B, REVKA 1C, VEVAK 1D AND SABKA 1C, ENROUTE TRANSITION EPKOS IS INTRODUCED TO CONNECT Q9 RNAV-5 ATS ROUTE AS PER FOLLOWING DETAILS:-

RNAV 1 SID WAYPOINTS
 VEVAK 1 A MB364-VEVAK-MB362- 138.4 DEG/96.9 NM EPKOS
 ONAGI 1 B MB397-ONAGI-MB390-MB362-138.4 DEG/96.9 NM EPKOS
 REVKA 1 C MB053 -SABKA-REVKA -MB362-138.4 DEG/96.9 NM EPKOS
 VEVAK 1 D MB380-VEVAK-MB362-138.4 DEG/96.9 NM EPKOS
 SABKA 1 C MB053-SABKA-MB362-138.4 DEG/96.9 NM EPKOS
 2. RNAV-1 STARS MOLGO 1A, MOLGO 1B, MOLGO 1C AND MOLGO 1D WITH TRANSITION AGELA ARE APPLICABLE TO Q8 RNAV-5 ATS ROUTE ALSO.
 ALL WAYPOINTS ARE FLYBY AND ALL LEGS ARE TF.
 AMEND TEXT AND CHART ACCORDINGLY.

[sid | 160]

G0348/13 NOTAMR G0417/12
 Q) VABF/QPDXX/IV/B/A/000/999/
 A) VABB B) 1304250729 C) PERM
 E) REFER AIP SUPPLEMENT NO. 34/2008 REGARDING RNAV-1(GNSS/DME-DME-IRU) SIDS AND STARS OF MUMBAI AIRPORT. IN ONAGI 1B SID RWY 09, ENROUTE TRANSITION BIXOR IS INTRODUCED FOR ROUTE N571 AS PER DETAILS GIVEN BELOW:
 ONAGI - MB390 - MB362 - BIXOR - 117.2 DEG M / 106.1 NM - AGELA.
 ALL WAYPOINTS ARE FLYBY AND ALL LEGS ARE TF.
 AMEND TEXT AND CHART ACCORDINGLY.

[sid | 152]

G0365/13 NOTAMN
 Q) VABF/QPDXX/I/B/A/000/999/
 A) VABB B) 1305020945 C) PERM
 E) REFER SECTION VABB AD 2.22 OF EAIP INDIA REGARDING SID FOR RWY 32 - MUMBAI AIRPORT. IN SID BIXOR-3, INITIAL TURN IS CORRECTED AS ''LEFT'' IN PLACE OF ''RIGHT''.
 AMEND THE AIP PAGE ACCORDINGLY.

[No abbreviation for QXX | 13]

G0437/13 NOTAMN
 Q) VABF/QXXX/I/B/A/000/999/
 A) VABB B) 1309190000 C) PERM
 E) REFER AIP SUPPLEMENT NO. 34/2008 REGARDING RNAV-1(GNSS/DME-DME-IRU) SIDS AND STARS - MUMBAI AIRPORT.
 A. EXISTING STAR KETOR 1A, KETOR1B, KETOR 1C AND KETOR 1D WITH TRANSITION KABSO WILL CONTINUE TO PROVIDE CONNECTIVITY TO RNAV-5 ROUTE Q12.
 B) IN ORDER TO PROVIDE CONNECTIVITY TO RNAV-5 ROUTE Q13,

FOLLOWING ARE AMENDED IN THE PROCEDURE:
 1. WAYPOINT UDULO IS DELETED FROM TRANSITION DATA.
 2. FOLLOWING TRANSITIONS ARE AMENDED AS GIVEN BELOW:

| RWY | SID | TRANSITION | WAYPOINTS |
|--------|----------|------------|-------------------------------------|
| RWY 27 | VEVAK 1A | MABTA | MB364-VEVAK-MB362-BEKUT-MABTA |
| RWY 09 | ONAGI 1B | MABTA | MB397-ONAGI-MB390-MB362-BEKUT-MABTA |
| RWY 14 | REVKA 1C | MABTA | MB053-SABKA-REVKA-MB362-BEKUT-MABTA |
| RWY 32 | VEVAK 1D | MABTA | MB380-VEVAK-OSATA-MB362-BEKUT-MABTA |
| CROSS | SABKA 1C | MABTA | MB053-SABKA-MB362-BEKUT-MABTA |

RWY
 AMEND THE PROCEDURE ACCORDINGLY.

[mov area | 13]

G0469/13 NOTAMN
 Q) VABF/QMATT/IV/BO/A/000/999/
 A) VABB B) 1309190530 C) 1310030530
 E) TRIGGER NOTAM - AIRAC AIP SUP 26/2013 WEF 19SEP2013 TILL 01MAY2014. WORK ACTIVITIES ON AIRCRAFT MOVEMENT AREAS, CHHATRAPATI SHIVAJI INTERNATIONAL AIRPORT, MUMBAI.

Destination airport VIDP - DEL - DELHI/INDIRA GANDHI INTL RWY 09 10 11 27 28 29

[twy | 170]

A0428/13 NOTAMN
 Q) VIDF/QMXXX/IV/M/A/000/999/
 A) VIDP B) 1304150000 C) PERM
 E) REFER EAIP VIDP AD 2.23 PARA 4 INTERNATIONAL TWY SL.NO.3 AND 10.
 TWY Z1A AND TWY Z9A ARE DECOMMISSIONED WIE.
 TWY Z1 AND TWY Z9 ARE AVBL FOR TAXIING/TURNING OF CODE LETTER F ACFT. AMEND ACCORDINGLY.

[No abbreviation for QMY | 168]

A0449/13 NOTAMN

Q) VIDF/QMYXX/IV/B/A/000/999/

A) VIDP B) 1304161000 C) PERM

E) RAPID EXIT TAXIWAYS INDICATOR LIGHTS (RETILS) INSTALLED AT RWY 28,11 AND 29 FOR FOLLOWING TAXIWAYS :
RWY 28 FOR TWY L,M
RWY 11 FOR TWY Z5,Z4,Z3
RWY 29 FOR TWY Z6,Z7

[rwy end id lgt | 168]

A0450/13 NOTAMN

Q) VIDF/QLIXX/IV/B/A/000/999/

A) VIDP B) 1304161000 C) PERM

E) REFER EAIP VIDP SECTION AD 2.14 APPROACH AND RWY LIGHTING,COLUMN NO-7,THE REVISED RWY EDGE LIGHT LENGHT,SPACING,COLOUR AND INTENSITY CONFIGURATION FOR RWY 09,27,10,28,11 AND 29 IS AS FOLLOWS :

DESIGNATION RWY EDGE LIGHT LENGTH SPACING,
RWY COLOUR AND INTENSITY
RWY09 FROM PHYSICAL BEGINNING UPTO 600M(FROM RWY END)-VARIABLE WHITE
BTN 600M(FM RWY END) AND RWY END-YELLOW
ALL LIGHTS ARE UNIFORMLY SPACED AT 60M AND ARE HIGH INTENSITY LIGHTS.

RWY 27 FROM PHYSICAL BEGINNING UPTO 152M(DISPLACED THRESHOLD)-RED

BTN 152M(FM PHYSICAL BEGINNING) AND 600M FROM RWY END-VARIABLE WHITE
BTN 600M(FM RWY END) AND RWY END-YELLOW
ALL LIGHTS ARE UNIFORMLY SPACED AT 60M AND ARE HIGH INTENSITY LIGHTS.

RWY 10 FROM PHYSICAL BEGINNING UPTO 600M(FM RWY END) -VARIABLE WHITE

BTN 600M(FM RWY END) AND RWY END-YELLOW
ALL LIGHTS ARE UNIFORMLY SPACED AT 60M AND ARE HIGH INTENSITY LIGHTS.

RWY 28 FROM PHYSICAL BEGINNING UPTO 600M(FM RWY END) -VARIABLE WHITE

BTN 600M(FM RWY END) AND RWY END-YELLOW
ALL LIGHTS ARE UNIFORMLY SPACED AT 60M AND ARE HIGH INTENSITY LIGHTS.

RWY 11 FROM PHYSICAL BEGINNING UPTO 645M(DISPLACED THRESHOLD) -RED

BTN 645M(FM PHYSICAL BEGINNING) AND 600M(FM RWY END)-VARIABLE WHITE
BTN 600M(FM RWY END) AND RWY END-YELLOW
ALL LIGHTS ARE UNIFORMLY SPACED AT 60M AND ARE HIGH INTENSITY LIGHTS.

RWY29 FROM PHYSICAL BEGINNING UPTO 1460M(DISPLACED THRESHOLD)-RED

BTN 1460M(FM PHYSICAL BEGINNING) AND 600M(FM RWY END)-VARIABLE WHITE
BTN 600M(FM RWY END) AND RWY END-YELLOW
ALL LIGHTS ARE UNIFORMLY SPACED AT 60M AND ARE HIGH INTENSITY LIGHTS.

[apch lgt | 168]

A0451/13 NOTAMN

Q) VIDF/QLAXX/IV/B/A/000/999/

A) VIDP B) 1304170600 C) PERM

E) REFER EAIP VIDP SECTION AD 2.14 APPROACH AND RWY LIGHTING,COLUMN NO-6,THE REVISED RWY CENTRE LINE LIGHT LENGHT,SPACING,COLOUR AND INTENSITY CONFIGURATION FOR RWY 09,27,10,28,11 AND 29 IS AS FOLLOWS :

DESIGNATION RWY CENTRE LINE LIGHT LENGTH SPACING,
RWY COLOUR AND INTENSITY
RWY09 FROM PHYSICAL BEGINNING UPTO 900M FROM RWY END -VARIABLE WHITE

BTN 900M(FM RWY END) AND 300M FM RWY END-ALTERNATE VARIABLE WHITE AND RED
BTN 300M(FM RWY END) AND RWY END-RED
ALL LIGHTS ARE UNIFORMLY SPACED AT 30M AND ARE HIGH INTENSITY LIGHTS.

RWY 27 FROM PHYSICAL BEGINNING UPTO 152M(DISPLACED THRESHOLD)-NO LIGHTS

BTN 152M(FM PHYSICAL BEGINNING) AND 900M FROM RWY END-VARIABLE WHITE
BTN 900M(FM RWY END) AND 300M FM RWY END-ALTERNATE VARIABLE WHITE AND RED
BTN 300M(FM RWY END) AND RWY END-RED
ALL LIGHTS ARE UNIFORMLY SPACED AT 30M AND ARE HIGH INTENSITY LIGHTS.

RWY 10 FROM PHYSICAL BEGINNING UPTO 900M(FM RWY END) -VARIABLE WHITE

BTN 900M(FM RWY END) AND 300M(FM RWY END)-ALTERNATE VARIABLE WHITE AND RED
BTN 300M(FM RWY END) AND RWY END-RED
ALL LIGHTS ARE UNIFORMLY SPACED AT 30M AND ARE HIGH INTENSITY

[ad | 121]

A0547/13 NOTAMR A0905/12

Q) VIDF/QFAHW/IV/B/A/000/999/

A) VIDP B) 1306030600 C) 1312122359

E) CONSTRUCTION OF NEW ATC TOWER IN PROGRESS BETWEEN RWY 29/11 AND RWY 28/10 AT LOCATION 283322.52N0770532.73E. ON SITE MACHINERY/CRANE NOT EXCEEDING A HEIGHT OF 118M IS INFRINGING THE OBSTACLE LIMITATION SURFACE. DISTANCE OF MACHINERY/CRANE IS 1500M (APPROX.) NORTH OF CENTRE LINE OF RWY 29/11 AND 1000M (APPROX.) SOUTH OF CENTRE LINE OF RWY 28/10. THE MACHINERY/CRANE FITTED WITH OBSTRUCTION LIGHTS. PILOTS TO EXERCISE CAUTION.
FROM GND UP TO 118M AGL.

[No abbreviation for QIC | 102]

A0618/13 NOTAMN

Q) VIDF/QICXX/I/B/A/000/999/

A) VIDP B) 1306210940 C) PERM

E) REFER E-AIP SECTION GEN 2.5, ENR 4.1 AND AD 2.19, CORRECT DATA OF DELHI ILS (RWY 09) IS AS FOLLOWS:

| | | | |
|-----------|------|--------------|-----------------------------|
| LOCALIZER | IDIA | 108.5 MHZ | 283411.4798 N 770706.3458 E |
| GP | - | 329.9 MHZ | 283417.664 N 770528.720 E |
| DME | IDIA | 1046/983 MHZ | COLLOCATED WITH GP |

AMEND E-AIP INDIA VIDP GEN 2.5, ENR 4.1 AND AD 2.19 ACCORDINGLY.

[ad | 76]

A0686/13 NOTAMN

Q) VIDF/QFAXX/IV/B/A/000/999/

A) VIDP B) 1307180830 C) PERM

E) CASH COLLECTION OF LANDING AND PARKING CELL(FOR DEPOSITING DIAL''''S LANDING, PARKING AND PASSENGER RELATED CHARGES), PREVIOUSLY OPERATING FROM ROMM NO.24, TERMINAL-ID, IGI AIRPORT, HAS BEEN SHIFTED AS FOLLOW :

ROOM NO 19, GROUND FLOOR, NEW ATS COMPLEX,
IGI AIRPORT, NEW DELHI
CONTACT NO : 011-25653475
EXTN NO : 1056

E-MAIL ADDRESS: DIAL.LANDINGANDPARKING-AT-GMRGROUP.IN
(LETTER D IN DIAL AND LETTER L IN LANDINGANDPARKING ARE IN UPPER CASE AND REMAINING LETTERS IN EMAIL ADDRESS ARE IN LOWER CASE)
TNLC AND ENROUTE CHARGES PAYABLE TO AAI SHALL CONTINUE TO BE PAID IN ATS BRIEFING/ROOM NO.19

[rwy | 61]

A0710/13 NOTAMN

Q) VIDF/QMRXX/IV/B/A/000/999/

A) VIDP B) 1308010930 C) 1310311130

D) AUG 01 06 08 13 15 20 22 27 29 0930-1130, SEP 03 05 10 12 17 19 24
26 0930-1130, OCT 01 03 08 10 15 17 22 24 29 31 0930-1130

E) RWY 10/28 NOT AVBL FOR OPS DUE MAINTENANCE. IN CASE OF REQUIREMENT
RWY 10/28 WILL BE MADE AVBL ON 30 MIN PRIOR NOTICE

[rwy | NEW TODAY]

A0718/13 NOTAMN

Q) VIDF/QMRLC/IV/B/A/000/999/

A) VIDP B) 1310011830 C) 1310312330

D) OCT 06 20 0900-1130 1830-2130, 13 27 0900-1130 2131-2330, 01 03 08
17 22 1830-2130, 10 15 24 29 31 2131-2330

E) RWY11/29 NOT AVBL FOR OPS DUE MAINTENANCE

IN CASE OF REQUIREMENT RWY11/29 WILL BE MADE AVBL ON 30 MIN PRIOR
NOTICE

ARR/DEP LIKELY TO BE DELAYED DURING DAY TIME CLOSURES OF RWY11/29
DUE TO DEPENDENT MODE OF OPERATION OF RWY09/27 AND RWY10/28

[rwy | 60]

A0740/13 NOTAMR A0720/13

Q) VIDF/QMRLC/IV/B/A/000/999/

A) VIDP B) 1308020930 C) 1310251130

D) AUG 02 0930-1330, AUG 09 16 23 30 SEP 06 13 20 27 AND OCT 04 11 18
25 0930-1130

E) RWY 09/27 NOT AVBL FOR OPS DUE MAINTENANCE. IN CASE OF REQUIREMENT
RWY 09/27 WILL BE MADE AVBL ON 30 MIN PRIOR NOTICE

[acft stand | 28]

A0824/13 NOTAMN

Q) VIDF/QMPLC/IV/B/A/000/999/

A) VIDP B) 1309040400 C) 1310051230

D) DAILY 0400-1230

E) STANDS 104,105 AND 106 AT CARGO APRON CLOSED FOR OPS DUE
CLEANING WORK OF HYDRANT PIT. TWY R AVBL FOR OPS.

[twy | NEW TODAY]

A0874/13 NOTAMN

Q) VIDF/QMXLC/IV/B/A/000/999/

A) VIDP B) 1310020430 C) 1310311430

E) TWY L,L1 AND JUNCTION OF TWY L1-P-L NOT AVBL FOR OPERATIONS DUE
SURFACE REPAIR WORK. JUNCTION OF TWY L1-R AVBL FOR OPERATIONS.

[prkg area | NEW TODAY]

A0886/13 NOTAMN

Q) VIDF/QMKXX/IV/B/A/000/999/

A) VIDP B) 1310020430 C) 1310071230

D) DAILY 0430-1230

E) STANDS 86 TO 92 CLSD FOR OPS DUE REPLACEMENT OF FUEL HYDRANT
PIT VALVES WIP. TWY R AND TWY S AVBL FOR OPS.

[inst apch proc | 170]

G0094/13 NOTAMN

Q) VIDF/QPICH/I/B/A/000/999/

A) VIDP B) 1304150000 C) PERM

E) REFER EAIP INDIA VIDP AD 2.24 CHART REGARDING ILS (CAT-I) RWY 09
FOR IGI AIRPORT DELHI. THE OCA FOR GP IN-OPERATIVE PROCEDURE IS
AMENDED AS FOLLOWS.

GP IN-OPERATIVE STRAIGHT-IN (CAT A/B/C/D) OCA-1180 FT.
AERODROME OPERATING MINIMA (AOM) TABLE IN THE TEXT AND CHART ARE
REPLACED BY THE FOLLOWING:

| AOM | CAT A | | CAT B | | CAT C | | CAT D | |
|-----|-------|-----|-------|-----|-------|-----|-------|-----|
| | ALS | ALS | ALS | ALS | ALS | ALS | ALS | ALS |
| | | OUT | | OUT | | OUT | | OUT |

NORMAL 2000 2400 2000 2400 2400 2800 3200 3600

STRAIGHT-IN

RESTRICTED 2400 2800 2400 2800 2800 3200 3600 4000

STRAIGHT-IN

AMEND THE CHART ACCORDINGLY.

[No abbreviation for QXX | 170]

G0312/13 NOTAMN

Q) VIDF/QXXXX/IV/B/A/000/999/

A) VIDP B) 1304150000 C) PERM

E) REF EAIP INDIA VIDP AD 2. 22, DELETE CONTENTS OF PARA IX AND

INSERT FOR TRANSPONDER OPERATING PROCEDURE ON GROUND REFER AIP
SUPPLEMENT 10/ 2012 .

AMEND ACCORDINGLY

[No abbreviation for QXX | 170]

G0315/13 NOTAMN

Q) VIDF/QXXXX/IV/B/A/000/999/

A) VIDP B) 1304150000 C) PERM

E) REF EAIP INDIA VIDP AD 2.22 PARA VII - LOW VISIBILITY PROCEDURE

SUB PARA 1.1 TEXT FOR LVP PROCEDURE REFER AIP SUPPLEMENT 34/2011

IS AMENDED AS FOR LVP PROCEDURE REFER AIP SUPPLEMENT .

AMEND ACCORDINGLY.

[No abbreviation for QXX | 170]

G0321/13 NOTAMN

Q) VIDF/QXXXX/IV/BO/A/000/999/

A) VIDP B) 1304150000 C) PERM

E) REF AIP SUPPLEMENT 10/2012 PAGE NO 02 OF 02, PARA

CANCELLATION ,DELETE INFORMATION AT S.NO. 1 TO S.NO. 4. REPLACE

CONTENTS OF S.NO.6 AS DELETE CONTENTS OF PARA IX OF VIDP AD 2.22

EAIP INDIA AND INSERT FOR TRANSPONDER OPERATING PROCEDURE ON

GROUND REFER AIP SUPPLEMENT 10/2012 . AMEND ACCORDINGLY

[No abbreviation for QXX | 170]

G0324/13 NOTAMN

Q) VIDF/QXXXX/IV/BO/A/000/999/

A) VIDP B) 1304150000 C) PERM

E) REF EAIP INDIA VIDP AD 2.24, CHARTS FOR NON-RNAV STARS FOR DELHI

AIRPORT ARE WITHDRAWN. AMEND ACCORDINGLY.

[ad | 153]

G0363/13 NOTAMN

Q) VIDF/QFAXX/IV/B/A/000/999/

A) VIDP B) 1305020500 C) PERM

E) REFER EAIP INDIA PAGE NO.AD2-VIDP 53 REGARDING VOR(Z) PROEDURE

RWY09 - IGI AIRPORT, DELHI. PROCEDURE IS AMENDED AS BELOW.

ON ARC OF 13 DME BETWEEN THE ROUTE OFF R-186 AND R-240 THE ALTITUDE

CHANGES FROM FL70 TO 2600 FT AT RADIAL 213 IN PLACE OF RADIAL 233.

AMEND THE EAIP CHART ACCORDINGLY.

[sid | 153]

G0364/13 NOTAMN

Q) VIDF/QPDAW/I/B/A/000/999/

A) VIDP B) 1305020510 C) PERM

E) REFER AIP SUPPLEMENT NO. 13/2010 DATED 23 APRIL 2010 REGARDING

STANDARD INSTRUMENT DEPARTURES (SID) NON-RNAV RWY 27/28/29 AND RWY

09/10/11 - IGI AIRPORT, DELHI IS WITHDRAWN.

[sre | 15]

G0470/13 NOTAMN

Q) VIDF/QCRXX/I/B/A/000/999/

A) VIDP B) 1309161042 C) PERM

E) REFER EAIP INDIA VIDP AD 2.22 REGARDING AERODROME OPERATING

MINIMA OF SURVEILLANCE RADAR APPROACH PROCEDURE (RWY 29 AND RWY

11) IGI AIRPORT, DELHI. THE PRESENTATION OF THE AERODROME

OPERATING MINIMA TABLE IS CORRECTED AS GIVEN BELOW:

| PROCEDURE | NORMAL MINIMA | | | | | | | |
|-----------|--------------------|------|--------------------|------|--------------------|------|--------------------|------|
| | CAT A | | CAT B | | CAT C | | CAT D | |
| | VISIBILITY/ RVR | | VISIBILITY/ RVR | | VISIBILITY/ RVR | | VISIBILITY/ RVR | |
| | WITH | W/O | WITH | W/O | WITH | W/O | WITH | W/O |
| | ALS | ALS | ALS | ALS | ALS | ALS | ALS | ALS |
| SRA | 1800 | 2600 | 1800 | 2600 | 3200 | 4000 | 3600 | 4400 |
| PROCEDURE | | | | | | | | |
| RWY11 | | | | | | | | |
| SRA | 1800 | 2600 | 1800 | 2600 | 3200 | 4000 | 3600 | 4400 |
| PROCEDURE | | | | | | | | |
| RWY29 | | | | | | | | |

RESTRICTED MINIMA

| PROCEDURE | CAT A | | CAT B | | CAT C | | CAT D | |
|-----------|--------------------|-----|--------------------|-----|--------------------|-----|--------------------|-----|
| | VISIBILITY/ RVR | | VISIBILITY/ RVR | | VISIBILITY/ RVR | | VISIBILITY/ RVR | |
| | WITH | W/O | WITH | W/O | WITH | W/O | WITH | W/O |
| | ALS | ALS | ALS | ALS | ALS | ALS | ALS | ALS |

| | WITH ALS | W/O ALS | WITH ALS | W/O ALS | WITH ALS | W/O ALS | WITH ALS | W/O ALS |
|---------------------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|
| SRA PROCEDURE RWY11 | 2200 | 3000 | 2200 | 3000 | 4000 | 4800 | 4400 | 5000 |
| SRA PROCEDURE RWY29 | 2200 | 3000 | 2200 | 3000 | 4000 | 4800 | 4400 | 5000 |

Alternate airport VIJP - JAI - JAIPUR RWY 09 27

A0430/13 NOTAMR A0112/13
 Q) VIDF/QFAXX/IV/B/A/000/999/
 A) VIJP B) 1304080630 C) PERM
 E) NEW PCN VALUE OF RUNWAY AND OLD APRON
 1. FLEXIBLE PORTION OF RUNWAY 09 FROM BEGINNING RWY 09 UPTO
 1806M:58/F/B/W/T
 2. RIGID PORTION OF RUNWAY(991M):57/R/B/W/T
 3. BAY NO 1,2 AND 3(OLD APRON):33/R/B/W/T
 4. BAY NO 4(OLD APRON):69/R/B/W/T

[ad | 177]

A0474/13 NOTAMR A0296/11
 Q) VIDF/QFAXX/IV/B/A/000/999/
 A) VIJP B) 1304301030 C) 1504302359
 E) NAME OF AERODROME:- JAIPUR
 LOCATION INDICATOR:- VIJP
 AERODROME LICENCE VALIDITY:-
 TWO YEARS FROM 01-05-2013 TO 30-04-2015.

[ad | 154]

A0681/13 NOTAMR A0454/13
 Q) VIDF/QSBXX/IV/B/A/000/999/
 A) VIJP B) 1307161000 C) PERM
 E) SEPARATE ATS BRIEFING UNIT IS ESTABLISHED

[aro | 77]

A0682/13 NOTAMR A0456/13
 Q) VIDF/QCAXX/IV/B/AE/000/999/
 A) VIJP B) 1307170200 C) 1310161400EST
 D) 0200-1400
 E) TOWER AND APPROACH BIFURCATED MODE OF OPEARTIONS SHALL BE CARRIED
 OUT ON TRIAL BASIS ON THE FOLLOWING FREQUENCIES:

[a/g fac | 77]

JAIPUR TOWER FREQ 124.3MHZ
 JAIPUR APPROACH FREQ 125.25MHZ

[ad | 1]

A0864/13 NOTAMR A0857/13
 Q) VIDF/QFAXX/IV/B/A/000/999/
 A) VIJP B) 1309301330 C) 1310091330
 D) SEP 30 1330-0130, OCT 01 0730-1430, 07 09 0730-1330, 08 0130-0730
 E) AES (AIRCRAFT EARTH STATION) CAT VIII WILL BE MAINTAINED FOR HAJJ
 FLIGHT

[ils gp | 170]

G0087/13 NOTAMN
 Q) VIDF/QIGAS/I/B/A/000/999/
 A) VIJP B) 1304150001 C) PERM
 E) REFER EAIP INDIA VIJP AD2.24 CHART VIJP-ILS(Z)27 FOR
 JAIPUR AIRPORT.THE GP IN-OPERATIVE STRAIGHT-IN OCA IS AMENDED AS
 FOLLOWS:
 GP IN-OPERATIVE STRAIGHT-IN OCA -1670 FT.
 AMEND THE CHART ACCORDINGLY.

FIR(s) VAXX

[ats route | 153]

G0098/13 NOTAMN
 Q) VIXX/QARXX/IV/B/E/000/999/
 A) VABF B) 1305020000 C) PERM

E) REFER AIP SUPPLEMENT 07/2013. FOLLOWING AMENDMENTS ARE MADE IN
 ATS ROUTES Q8 AND Q9:

I. IN ATS ROUTE Q8 WAYPOINT MOGLO (180938N 0732306E) IS REPLACED
 BY MOLGO (180938N 0732306E).

II. SEGMENT MOLGO - TRACK 334 DEG(M) 62NM - BBB VOR OF ATS ROUTE
 Q8 IS REPLACED BY MOLGO - TRACK 333 DEG(M) 63NM - BBB VOR.

III. IN THE REMARKS / CONTROLLING UNIT FREQUENCY COLUMN OF ATS
 ROUTES Q8 AND Q9, TEXT IN ITEM NO. 2 IS REPLACED BY MUMBAI ACC
 132.700 MHZ, 120.500 MHZ, 133.300 MHZ AND 125.350 MHZ.

IV. IN THE REMARKS / CONTROLLING UNIT FREQUENCY COLUMN OF ATS ROUTES
 Q8 AND Q9, TEXT 134.125 MHZ IN ITEM NO. 1 IS REPLACED BY 134.300
 MHZ.

AMEND AIP SUPPLEMENT 07/2013 ACCORDINGLY.

[ats route | 169]

G0342/13 NOTAMR G0318/13
 Q) VIXX/QARCH/IV/BO/E/000/999/
 A) VABF B) 1304160715 C) PERM

E) REF EAIP INDIA ENR 3.1 REGARDING ATS ROUTE N895. THE DIRECTION
 OF CRUISING LEVEL BETWEEN AHMEDABAD VOR (AAE) AND PARTY IS
 UNIDIRECTIONAL. AMEND DIRECTION OF ARROWS BY DELETING ARROWS FROM
 COLUMN WITH TITLE ODD.AMEND ACCORDINGLY.

[ats route | 13]

G0450/13 NOTAMN
 Q) VIXX/QARCH/IV/BO/E/000/999/
 A) VABF B) 1309190000 C) PERM

E) REFER AIP SUPPLEMENT 07/2013 REGARDING RNAV 5 ATS ROUTES Q8 AND
 Q9, IN ORDER TO PROVIDE CONNECTIVITY TO VOBL/VOBG THROUGH RNAV
 SIDS AND STARS, AND TO ESTABLISH WAYPOINT ON Q9 AT MUMBAI-CHENNAI
 FIR BOUNDARY,

FOLLOWING AMENDMENTS ARE MADE IN RNAV 5 ATS ROUTES Q8 AND Q9:
 1.SEGMENT DOLKI-TRACK 310 DEG (M) 117NM-AGELA OF ATS ROUTE Q8 IS
 REPLACED BY DOLKI-TRACK 310 DEG (M) 28NM-VAGPU
 (154136N0764113E)-TRACK 310 DEG(M) 89NM-AGELA.
 2. SEGMENT EPKOS-TRACK 130 DEG (M) 220NM-OPAMO OF ATS ROUTE Q9
 IS REPLACED BY EPKOS-TRACK 130 DEG (M)38NM-VIKAS (162936N
 0743814E)-TRACK 130 DEG(M) 127NM-RIKBU (150957N 0762134E-TRACK 130
 DEG (M) 55NM-OPAMO.

AMEND AIP SUPPLEMENT 07/2013 ACCORDINGLY.

[ats route | 13]

G0461/13 NOTAMN
 Q) VIXX/QARXX/IV/BO/E/000/999/
 A) VABF B) 1309190000 C) PERM

E) REFER AIP SUPPLEMENT 23/2013, FOLLOWING AMENDMENT IS MADE IN THE
 REMARKS COLUMNS OF Q12 AND Q13:
 REPLACE ITEM NO. 2 BY TEXT MUMBAI ACC 133.300 MHZ, 133.850 MHZ,
 120.500 MHZ, 125.350 MHZ AND 132.700 MHZ.
 AMEND AIP SUPPLEMENT 23/2013 ACCORDINGLY.

[No abbreviation for QXX | 13]

G0463/13 NOTAMN
 Q) VIXX/QXXXX/IV/B/E/000/999/
 A) VABF B) 1309190000 C) PERM

E) REFER AIP SUPPLEMENT 23/2013, IN ORDER TO PROVIDE
 CONNECTIVITY TO CALICUT, COIMBATORE, MANGALORE AND GOA TO/FROM
 Q12/Q13, INSERT FOLLOWING TEXT (ROUTING PROCEDURES) IN THE REMARKS
 COLUMN:

1. SOUTH BOUND AIRCRAFT FOLLOWING Q13 AND LANDING AT CALICUT, TO
 FOLLOW Q13-MUDIT (115111N 0760546E) - DCT- CLC VOR.
2. NORTH BOUND AIRCRAFT DEPARTING FROM CALICUT, TO FOLLOW CLC
 VOR- M300-MOLRU (111345N 0754915E)-Q12
3. SOUTH BOUND AIRCRAFT DEPARTING FROM CALICUT, TO FOLLOW CLC
 VOR- M300 -AKMOL (104213N0763937E) - Q13.
4. NORTH BOUND AIRCRAFT LANDING AT CALICUT, TO FOLLOW Q12-CIA
 VOR-W15(NORTH BOUND)-CLC VOR.
5. SOUTH BOUND AIRCRAFT FOLLOWING Q13 AND LANDING AT COIMBATORE,
 TO FOLLOW Q13-LUNTA (112300N 0761928E)-DCT-CCB VOR.
6. NORTH BOUND AIRCRAFT DEPARTING FROM COIMBATORE, TO FOLLOW CCB
 VOR- W119-CLC VOR- M300-MOLRU (111345N 0754915E)-Q12.

7. SOUTH BOUND AIRCRAFT DEPARTING FROM MANGALORE, TO FOLLOW MML VOR- DCT -MUDIT (115111N 0760546E)-Q13.
8. SOUTH BOUND AIRCRAFT LANDING AT MANGALORE, TO FOLLOW Q13-IKATI- W17 (SOUTH BOUND)- MML VOR.
9. SOUTH BOUND AIRCRAFT FOLLOWING Q13 AND LANDING AT GOA, TO FOLLOW Q13-MABTA- W15 (SOUTH BOUND) - GGO VOR
10. NORTH BOUND AIRCRAFT DEPARTING FROM GOA, TO FOLLOW GGO VOR- W15 (NORTH BOUND)-OKILA-Q12.
AMEND AIP SUPPLEMENT 23/2013 ACCORDINGLY.

[ats route | 13]

G0466/13 NOTAMN

Q) VIXX/QARTT/IV/B/E/000/999/
A) VABF B) 1309190000 C) 1310022359
E) TRIGGER NOTAM - AIRAC AIP SUP 23/2013. ESTABLISHMENT OF RNAV 5 ATS ROUTES, Q12 (RNAV 5) BETWEEN THIRUVANANTHAPURAM MUMBAI, Q13 (RNAV 5) BETWEEN MUMBAI THIRUVANANTHAPURAM.

FIR VABF

[rsr | 55]

A0835/13 NOTAMN

Q) VABF/QCEXX/I/B/E/000/999/
A) VABF B) 1308080730 C) 1401312359
E) PORBANDAR RADAR(MSSR) COMMISSIONED COORD ARE 213828N0693945E
TX FREQ 1030MHZ
RX FREQ 1090MHZ

[ascent of free balloon | 51]

A0852/13 NOTAMR A0498/13

Q) VABF/QWLLW/IV/M/W/000/999/
A) VABF B) 1308120000 C) 1311111400EST
D) 0000-0200 AND 1200-1400
E) LGT CLASSIFIED GPS BASED RADIO SONDE MET BALLOON LAUNCH FM JAMNAGAR . DUR OF FLT 2 HR.
F) GND
G) 25000M AGL

[ssr | 49]

A0859/13 NOTAMN

Q) VABF/QCSXX/I/B/E/000/999/
A) VABF B) 1308140647 C) 1402112359
E) BHOPAL MSSR COMMISSIONED. COORD 231714.4N0772049.5E
TX (TRANSMITTER) FREQ 1030MHZ RX (RECEIVER) FREQ 1090MHZ

[rsr | 41]

A0881/13 NOTAMN

Q) VABF/QCECS/I/B/E/000/999/
A) VABF B) 1308211000 C) 1402152359
E) VAUD MSSR IS COMMISSIONED. COORD ARE 243715.6N 73533.9E.
TX FREQ 1030MHZ AND RX FREQ 1090 MHZ.

[...d... | 30]

A0893/13 NOTAMN

Q) VABF/QRDCA/IV/BO/W/000/370/
A) VABF B) 1309020030 C) 1310311730
D) SEP 02-07 09-14 16-21 23-28 30 AND OCT 01 03-05 07-12 14 15 17-19 21-26 28-31 0030-1730
E) VAD08 BERICHHA ACT
COORD: 022 DEG 23 MIN TO 022 DEG 30 MIN N
075 DEG 37 MIN TO 075 DEG 45 MIN E
F) GND
G) 37000FT AGL

[exer | 22]

A0999/13 NOTAMR A0799/13

Q) VABF/QWELW/IV/BO/W/000/999/
A) VABF B) 1309100035 C) 1406301341
D) SR-SS
E) SKYDIVING ACT IN PROGRESS WI THE AD TFC ZONE OF BHOPAL BOUNDED BY 2350N07851E THEN ALONG A CLOCKWISE ARC OF 05NM CENTERED AT 2345N07851E TO 2340N07851E THEN ALONG A STRAIGHT LINE PASSING THRU 2345N07851E TO 2350N07851E
F) GND

G) 5000FT AGL

[flow ctl proc | 12]

A1034/13 NOTAMR A0700/13

Q) VABF/QPFX/I/B/E/000/999/
A) VABF B) 1309200530 C) 1312200930EST
D) 0530-0930
E) SUSPENSION OF FLT LVL ALLOCATION SCHEME (FLAS) IN ARABIAN SEA OCEANIC AIRSPACE IN MUMBAI FIR AS GIVEN IN E-AIP INDIA, ENR 1.9, PARA 4.4 EFFECTIVE DATE 15 APR 2013.FLAS WILL NOT BE APPLICABLE FOR FLT ENTERING MUMBAI FIR AFTER TIME 0530 AND EXITING MUMBAI FIR BY TIME 0930

[ascent of free balloon | NEW TODAY]

A1074/13 NOTAMN

Q) VABF/QWLLW/IV/M/W/000/985/
A) VABF B) 1310020000 C) 1310311500
D) 0000-0300 AND 1100-1500
E) MET BALLOON OF SIZE 141CM BE LAUNCHED AT PORBANDAR LCA COORD 213800N 0693800E. ROC 985 FPM AND HORIZONTAL DISPLACEMENT 65NM
F) SFC
G) 98500FT AGL

[ats route | 153]

G0057/13 NOTAMN

Q) VABF/QARXX/IV/B/E/000/999/
A) VABF B) 1305020000 C) PERM
E) REFER AIP- INDIA 6TH EDITION ENR SECTION 3.1, FOLLOWING AMENDMENTS ARE MADE IN THE SEGMENT NNP VOR-DELTA-BPL VOR OF ATS ROUTE W38:
I. SEGMENT BPL VOR-TRACK 131/311 DEG (M) 57NM-DELTA-TRACK 152/333 DEG (M) 108NM-NNP VOR IS AMENDED AS BPL VOR-TRACK 144/325 DEG (M) 163NM-NNP VOR.
II. MFA OF THE SEGMENT BPL VOR-TRACK 144/325 DEG (M) 163NM-NNP VOR IS 5000 FT.
AMEND AIP INDIA 6TH EDITION ENR SECTION 3.1 ACCORDINGLY

[fir | 170]

G0078/13 NOTAMN

Q) VABF/QAFXX/IV/B/E/000/999/
A) VABF B) 1304150000 C) PERM
E) REFER EAIP INDIA ENR 2.1 REGARDING MUMBAI FLIGHT INFORMATION REGION. THE MUMBAI RADIO(MWARA) FREQUENCIES ARE REPLACED AS:
10018KHZ, 13288KHZ, 5658KHZ, 3467KHZ. 10084KHZ, 6661KHZ, 4675KHZ. 8879KHZ, 5601KHZ, 3476KHZ, 2872KHZ.
AMEND ENR 2.1 ACCORDINGLY

[ats route | 153]

G0100/13 NOTAMN

Q) VABF/QARCH/IV/B/E/000/999/
A) VABF B) 1305020000 C) PERM
E) REFER EAIP INDIA ENR 3.1, FOLLOWING AMENDMENTS ARE MADE IN ATS ROUTE N571:
I. SEGMENT AGELA - TRACK 300/117 DEG(M) 391NM - SUGID IS AMENDED AS AGELA- TRACK 300/119 DEG(M) 145NM - BEKUT (174321N 0731305E) - TRACK 299/118 DEG(M) 246NM - SUGID.
II. MFA OF THE SEGMENT AGELA - TRACK 300/119 DEG(M) 145NM - BEKUT (174321N 0731305E) IS 8000 FT.
III. MFA OF THE SEGMENT BEKUT (174321N 0731305E) - TRACK 299/118 DEG(M) 246NM - SUGID IS 8000 FT.
AMEND EAIP INDIA ENR 3.1 ACCORDINGLY.)

[fir | 170]

G0317/13 NOTAMN

Q) VABF/QAFXX/IV/B/E/000/999/
A) VABF B) 1304150000 C) PERM
E) REF EAIP INDIA ENR 1.9 S.NO. 9 COLUMN WITH TITLE EAST BOUND BE AMENDED AS ALL LEVELS EXCEPT FL330 IN PLACE OF ALL LEVELS EXCEPT FL300.
AMEND ACCORDINGLY

FIR VIDF

G0316/13 NOTAMN

Q) VIDF/QARXX/IV/BO/E/000/999/
A) VIDF B) 1304150000 C) PERM
E) REF EAIP INDIA ENR 1.9 PARA 4.4.1.1 AND 4.4.1.2, DELETE
-A327- FROM COLUMN WITH TITLE -BAY OF BENGAL-.
AMEND ACCORDINGLY.

[ats route | 170]

[ais | 162]

G0346/13 NOTAMR G0307/13

Q) VIDF/QOAXX/IV/B/E/000/999/
A) VIDF B) 1304230900 C) PERM
E) REF EAIP INDIA GEN 0.4 - CHECKLIST OF AIP PAGES, PAGE NO. GEN
0.4-15, DELETE ENTRY 2 VIAR-27 1 APR 2012 AIP1.0.
AMEND ACCORDINGLY.

Adequate airport VAAH - AMD - AHMEDABAD/SARDAR VALLABHBHAI P RWY 05 23

[swy | 141]

A0506/13 NOTAMN

Q) VABF/QMSXX/IV/BO/A/000/999/
A) VAAH B) 1305140430 C) PERM
E) 1. SWY RWY23 WITHDRAWN
2. SWY RWY23 LGT NOT AVBL.
AMEND PARA VAAH AD 2.12 AND AD 2.14 OF AIP INDIA ON PAGE
AD2-VAAH 5 AND AD-2 VAAH 6 ACCORDINGLY.

[strip | 141]

A0507/13 NOTAMN

Q) VABF/QMWXX/IV/M/A/000/999/
A) VAAH B) 1305140430 C) PERM
E) DIMENSION OF RWY 05/23 STRIP 3625 X 150M
AMEND PARA VAAH AD 2.12 OF AIP INDIA ON PAGE AD2-VAAH 5
AND AD-2 VAAH 6 ACCORDINGLY

[acft stand | 140]

A0512/13 NOTAMR A0375/13

Q) VABF/QMPXX/IV/M/A/000/999/
A) VAAH B) 1305150430 C) PERM
E) REF E-AIP SECTION VAAH AD2.8. THE ACFT PRKG CAPACITY
ON FLW PRKG STAND MAY BE READ AS FLW:
1 TO 4 C90, AL03, C-172
5 TO 7 AND 18 TO 21 AN32, A748, ATR72, CRJ
23 ATR27, CRJ2, AIRCRAFT HAVING
WING SPAN NOT EXCEEDING 28 M.

[rwy turning bay | 100]

A0698/13 NOTAMR A0372/13

Q) VABF/QMUCS/IV/B/A/000/999/
A) VAAH B) 1306240525 C) PERM
E) TURNING PAD FOR INTERMEDIATE DEP RWY23 IS AVBL FOR CODE C ACFT
A321/B737. THE DETAILS OF THIS TURNING PAD AS BLW:
1) LCA : 762M FM BEGINNING RWY23 OR 900M NE FM TWY D
INT WITH RWY
2) SFC : BITUMINOUS
3) PCN : 94/F/B/W/T
4) LGT : EDGE LGT
5) MARKING : YELLOW COLOUR TURNING PAD MARKING
6) CRITICAL ACFT : CODE C A321/B737
7) FOR DEP FM INTERMEDIATE TURNING PAD RWY23
FLW DIST ARE AVBL-

Table with 3 columns: TORA/M, TODA/M, ASDA/M. Values: 2743, 2743, 2743

8) DEP FM THIS INTERMEDIATE TURNING PAD CAN BE INITIATED BY ATC
AS INTERMEDIATE DEP RWY 23 WITH CONCURRENCE OF PILOT OR REQUESTED BY
PILOT

[ad | 70]

A0795/13 NOTAMR A0412/13

Q) VABF/QFAXX/IV/B/A/000/999/

A) VAAH B) 1307240733 C) 1310302359EST
E) NON-SKED ACFT INTENDING TO PARK FOR MORE THAN FOUR HR
AT AHMEDABAD AP MUST OBTAIN PRIOR APV

[strip | 62]

A0820/13 NOTAMR A0276/13

Q) VABF/QMWHW/IV/BO/A/000/999/
A) VAAH B) 1307311147 C) 1310312359EST
E) GRASS CUTTING WIP ON THE SIDE STRIPS OF RWY.
BIRD ACT LIKELY TO INCREASE. PILOTS TO EXERCISE CAUTION
LANDING/TAKING OFF.

[exer | 56]

A0830/13 NOTAMR A0473/13

Q) VABF/QWELW/IV/BO/AW/000/999/
A) VAAH B) 1308061051 C) 1311051200EST
D) HJ
E) VFR TRG FLT AT MEHSANA COORD 233602N0722225E ON
FREQ 122.625MHZ
1.WI AIRSPACE OF RADIUS 2NM BLW 1000FT AGL
FOR CIRCUIT AND LDG.
2.WI SECTOR OF RADIUS 15NM TO 20NM BTN TR 315DEG
AND TR 045DEG CLOCKWISE BLW 3000FT AGL
F) SFC
G) 3000FT AGL

[tar | 40]

A0868/13 NOTAMN

Q) VABF/QCTXX/I/B/AE/000/999/
A) VAAH B) 1308230600 C) 1311220600EST
E) ASR-AIRPORT SURVEILLANCE RADAR-RADAR FACILITY WILL BE WITHDRAWN DUE
REPLACEMENT OF VAAH NGOSCO OLD RADAR WITH THE NEW ELDIS RADAR

[rsr | 40]

A0869/13 NOTAMN

Q) VABF/QCEXX/I/B/AE/000/999/
A) VAAH B) 1308230600 C) 1311220600EST
E) MSSR RADAR FACILITY WILL BE WITHDRAWN DUE REPLACEMENT OF VAAH
NGOSCO OLD RADAR WITH THE NEW ELDIS RADAR

[app | 40]

A0870/13 NOTAMN

Q) VABF/QSPLT/IV/BO/A/000/999/
A) VAAH B) 1308230600 C) 1311220600EST
E) PROCEDURAL APCH CTL SERVICES SHALL BE AVBL DUE WITHDRAWAL
OF AHMEDABAD RADAR. ARRIVING AND DEPARTING ACFT
ARE LIKELY TO BE DLA

[ad | 39]

A0882/13 NOTAMN

Q) VABF/QFAXX/IV/B/A/000/999/
A) VAAH B) 1308231330 C) 1311221530
D) 23 1330-1530, AUG 24-NOV 22 0200-0400 AND 1330-1530
E) NON SKED AND TRAINING FLT SHALL COOR, PRIOR TO OPR TO AHMEDABAD AP
TO AVOID TFC CONGESTION DUE TO NON AVBL OF RADAR.

[rwy | 31]

A0898/13 NOTAMN

Q) VABF/QMRLC/IV/B/A/000/999/
A) VAAH B) 1309010430 C) 1311240800
D) SUN 0430-0800
E) RWY 05/23 WILL REMAIN CLSD FOR OPS DUE MAINT. IN CASE
EMERG RWY SHALL BE MADE AVBL ON 30 MIN ADVANCE NOTICE.

[rsr | 36]

A0904/13 NOTAMN

Q) VABF/QCEXX/I/B/AE/000/999/
A) VAAH B) 1308261230 C) 1311220600
E) ATS SURVEILLANCE SER ARE PROVIDED IN THE AHMEDABAD
TMA WITH THE HELP OF EXTERNAL RADARS OF UDAIPUR, BHOPAL
AND PORBANDER WI THE RELIABLE COVERAGE

NOTAMS excluded in accordance with FSP SKYBLUE AERO company policy
Excluded from departure airport section - according to NOTAMS older than 180 days rule: A0068/13 VABF
A0089/13 VABF A0157/13 VABF A0200/13 VABF A0254/13 VABF A0264/13 VABF A0287/13 VABF
A0289/13 VABF A0344/12 VABF A0626/12 VABF A0649/12 VABF A0650/12 VABF A0776/12 VABF

G0199/12 VABF G0206/12 VABF G0244/12 VABF G0285/12 VABF G0056/11 VABF G0059/11 VABF
G0032/10 VABF G0095/08 VABF G0126/08 VABF G0128/08 VABF G0220/08 VABF
Excluded from destination airport section - according to NOTAMs older than 180 days rule: A0163/13 VIDF
A0822/12 VIDF A0853/12 VIDF A0916/12 VIDF G0212/12 VIDF G0243/12 VIDF G0057/11 VIDF
G0058/11 VIDF
Excluded from alternate airport(s) section - according to NOTAMs older than 180 days rule: A0797/12 VIDF
A0873/12 VIDF
Excluded from FIR(s) section - according to NOTAMs older than 180 days rule: G0132/13 VABF
A0397/12 VABF A1308/12 VABF G0375/12 VABF G0393/12 VABF G0399/12 VABF G0045/03 VABF
G0163/01 VABF G0022/13 VIDF A0510/12 VIDF A0788/12 VIDF G0219/12 VIDF G0184/12 VIXX
G0203/12 VIXX G0221/12 VIXX G0409/12 VIXX G0185/08 VIXX G0154/11 VIXX
Excluded from adequate airport(s) section - according to NOTAMs older than 180 days rule: A0077/13 VABF
A0534/12 VABF G0094/08 VABF

End of NOTAMs information

Short ICAO ATC Flight Plan for flight **SBAVTJSG-VABB-VIDP** (STD 021000)

(FPL-VTJSG-IG
-P180/L-SDFGWR/C
-VABB1000
-N0337F330 BBB A347 ARADO/N0334F350 A347 DPN
-VIDP0211 VIJP
-PBN/A1 DOF/131002 REG/VTJSG EET/VIDF0119 OPR/DISH TV INDIA LTD RMK/
-E/0414 P/005 R/V S/M J/L
A/WHITE
C/0)

End of Short ICAO ATC Flight Plan

Flight Plan

PRIORITY: **FF** ADDRESSEE(S):

FILING TIME: ORIGINATOR:

SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND / OR ORIGINATOR:

3 MESSAGE TYPE: **(FPL)** 7 AIRCRAFT IDENTIFICATION: **VTJSG** 8 FLIGHT RULES: **I** TYPE OF FLIGHT: **G**

9 NUMBER: TYPE OF AIRCRAFT: **P180** WAKE TURBULENCE CAT.: **L** 10 EQUIPMENT: **SDFGWR/C**

13 DEPARTURE AERODROME: **VABB** TIME: **1000**

15 CRUISING SPEED: **N0337** LEVEL: **F330** ROUTE: **BBB A347 ARADO/N0334F350 A347 DPN**

16 DESTINATION AERODROME: **VIDP** TOTAL EET: **0211** ALTN AERODROME: **VIJP** 2ND ALTN AERODROME:

18 OTHER INFORMATION: **PBN/A1 DOF/131002 REG/VTJSG EET/VIDF0119 OPR/DISH TV INDIA**

LTD RMK/

SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)

19 ENDURANCE: **E / 0414** PERSONS ON BOARD: **P / 005** EMERGENCY RADIO: **R / UHF [X] VHF [V] ELT [X]**

SURVIVAL EQUIPMENT: **S / POLAR [X] DESERT [X] MARITIME [M] JUNGLE [X] JACKETS [J] LIGHT [L] FLOURES [X] UHF [X] VHF [X]**

DINGHIES: **[X] / [] CAPACITY [] COVER [X] COLOUR []**

AIRCRAFT COLOUR AND MARKINGS: **A / WHITE**

REMARKS: **[X] / []**

PILOT-IN-COMMAND: **C / []**

FILED BY:

SPACE RESERVED FOR ADDITIONAL REQUIREMENTS

WIND/TEMPERATURE FL 390

PROGNOSTIC CHART

VALID 1000 UTC 02 OCT 2013

Based on WAFS data

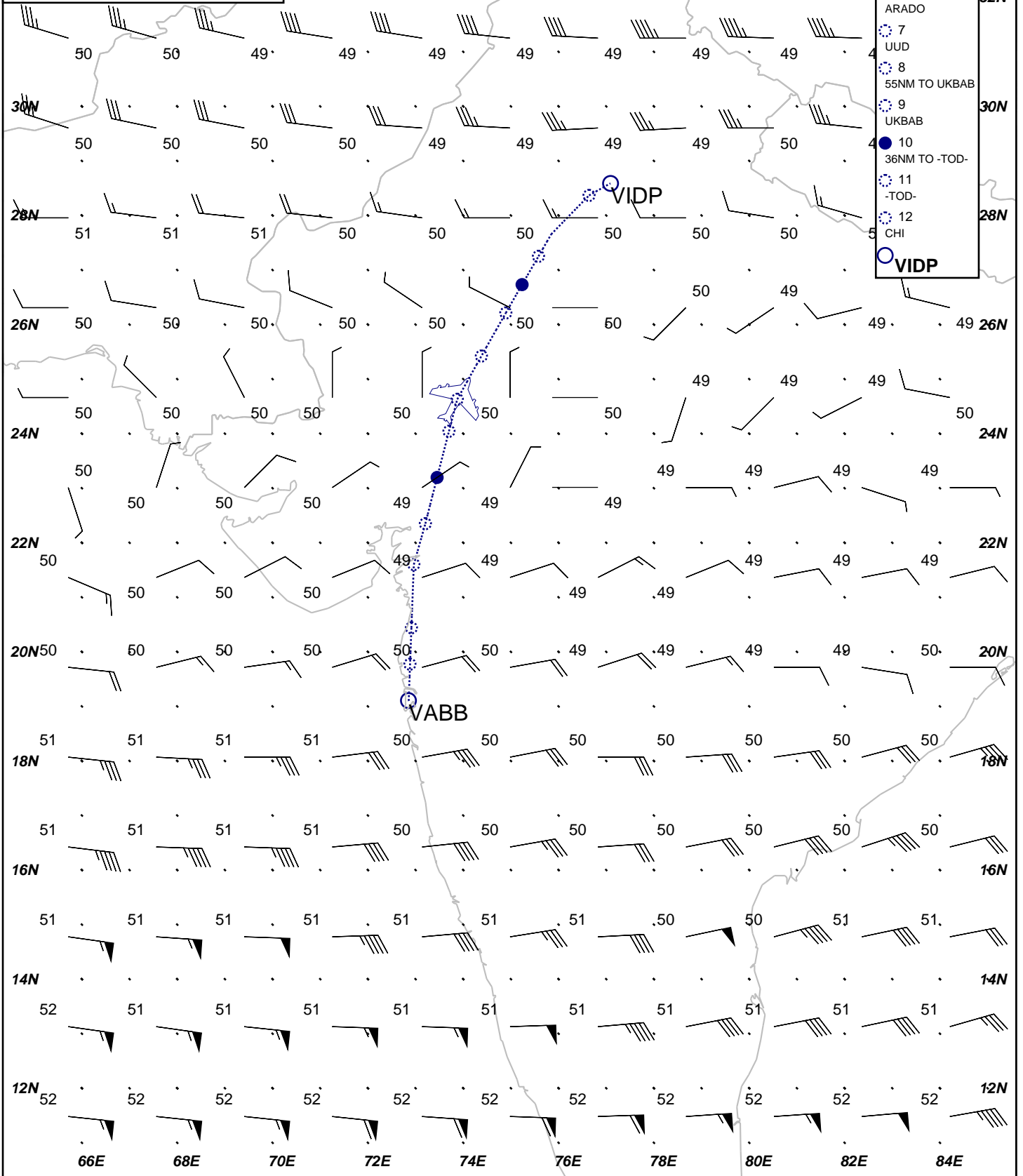
00 UTC 02 OCT 2013

Units used: KNOTS, DEGREES CELSIUS

Temperatures are negative
unless prefixed by 'PS'

Processed by AIR SUPPORT Denmark

Generated: 02-10-13 09:25:44 UTC



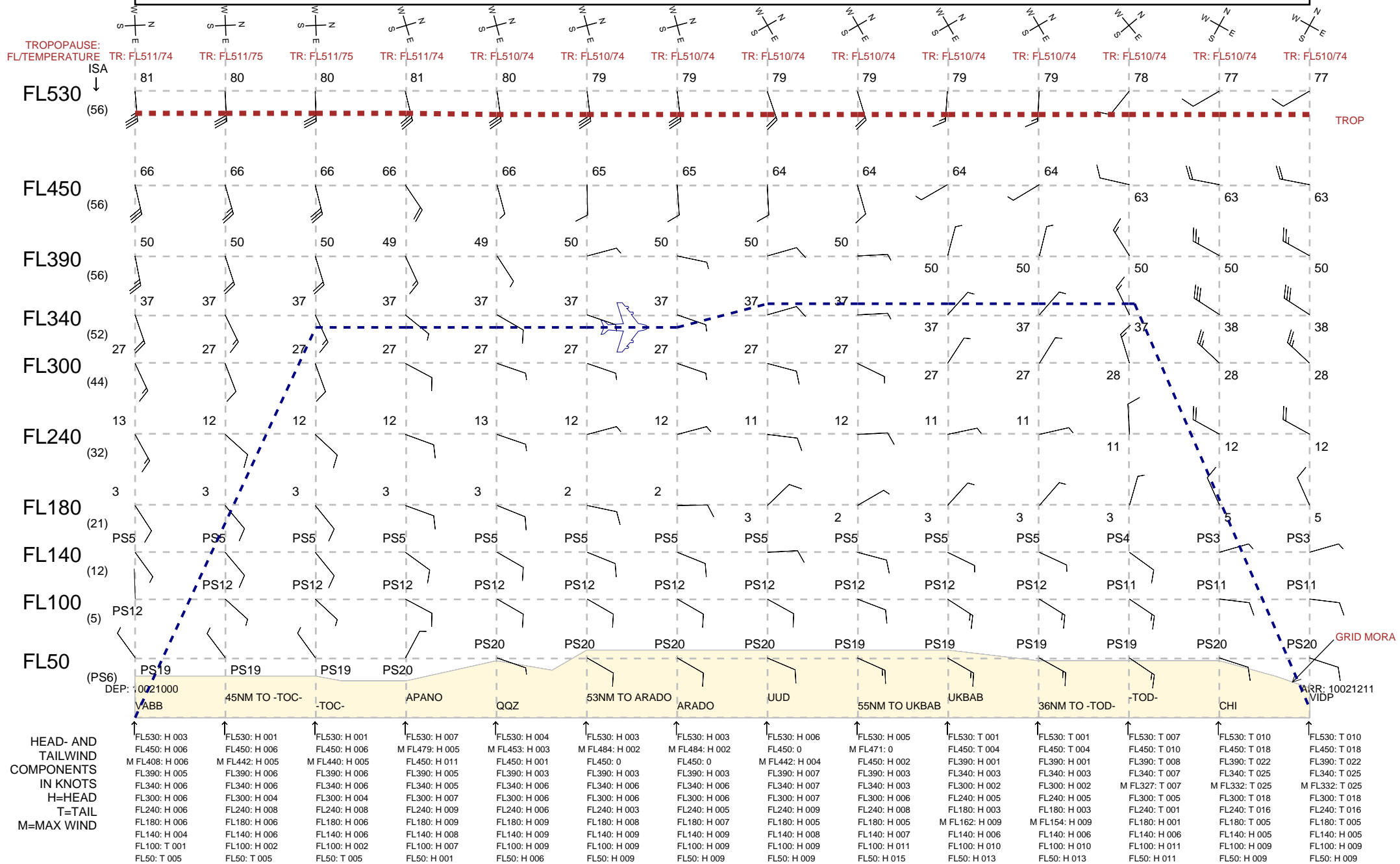
Units used: KNOTS,
DEGREES CELSIUS
Temperatures
are negative
unless prefixed by 'PS'

VERTICAL CROSS SECTION ALONG THE ROUTE

VABB - VIDP

WIND, TEMPERATURE, TROPOPAUSE, ICING AND TURBULENCE FORECAST



Based on WAFS data
00 UTC 02 OCT 2013
Processed by
AIR SUPPORT
Denmark



SIGNIFICANT WEATHER
 FIXED TIME PROGNOSTIC CHART
 ROUTE VABB - VIDP
 FL 100-450
 VALID 1200 UTC 02 OCT 2013
 BASED ON WAFC LONDON DATA
 Processed by AIR SUPPORT Denmark
 Generated: 02-10-13 09:25:45 UTC
 Projection: Mercator

CB IMPLIES TS, GR, MOD OR SEV TURBULENCE AND ICE
 UNITS USED: HEIGHT IN FLIGHT LEVELS
 CHECK SIGMET, ADVISORIES, ASHTAM
 AND NOTAM FOR VOLCANIC ASH

IN-CLOUD TURBULENCE, IN-CLOUD ICING and CB AREAS

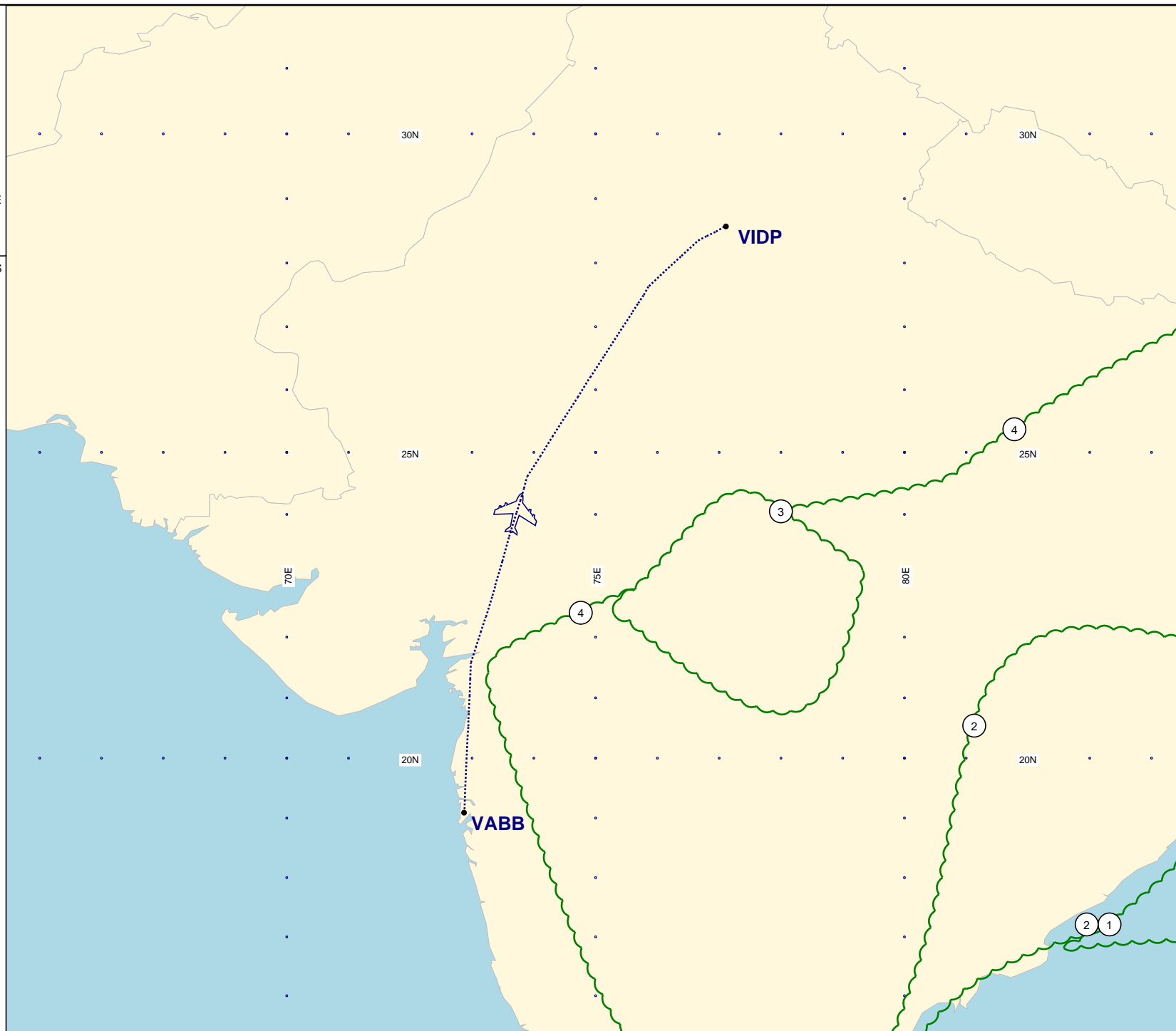
- ① ISOL EMBD CB XXX/450
- ② OCNL EMBD CB XXX/480
- ③ OCNL CB XXX/480
- ④  XXX/270  150/270

CAT AREAS

-NIL ON THE CHART AREA

VOLCANIC ERUPTIONS

-NIL ON THE CHART AREA



Agartala

METARS

VEAT 020730Z 29006KT 6000 SCT020 34/25 Q1006
NOSIG=

VEAT 020800Z 29007KT 6000 SCT020 34/25 Q1006
NOSIG=

VEAT 020830Z 29006KT 6000 FEW020 SCT100 35/26
Q1005 NOSIG=

Ahmedabad

METARS

VAAH 020710Z 03004KT 5000 FU SCT020 34/28
Q1007 NOSIG=

VAAH 020740Z 02004KT 5000 FU SCT020 34/28
Q1007 NOSIG=

VAAH 020810Z 02003KT 5000 FU SCT020 SCT025
33/28 Q1006 NOSIG=

VAAH 020840Z 01003KT 5000 FU FEW020 SCT025
34/28 Q1006 NOSIG=

Amritsar

METARS

VIAR 020700Z VRB01KT 3500 BR BKN040 32/28
Q1012=

VIAR 020730Z 26004KT 140V290 3500 BR BKN040
31/27 Q1012=

VIAR 020800Z VRB02KT 4000 BR BKN040 33/28
Q1011=

VIAR 020830Z VRB04KT 4000 HZ BKN040 32/27
Q1011=

Aurangabad

METARS

Bangalore

METARS

VOBL 020700Z VRB07KT 8000 SCT012 SCT020 26/19
Q1013 NOSIG=

VOBL 020730Z 29008KT 8000 SCT012 SCT020 27/19
Q1012 NOSIG=

COR VOBL 020800Z 27007KT 190V330 8000 SCT012
SCT020 28/18 Q1012 NOSIG=

VOBL 020830Z 28006KT 230V330 8000 SCT012
SCT020 27/19 Q1011 NOSIG=

Baroda

METARS

VABO 020700Z 26002KT 5000 HZ SCT020 SCT025
BKN080 31/25 Q1008=
VABO 020800Z 29003KT 6000 SCT020 SCT025 33/25
Q1006=

Bhaunagar

METARS

Bhopal

METARS

VABP 020700Z 02006KT 5000 HZ FEW025 SCT030
BKN100 28/23 Q1009=
VABP 020800Z 05008KT 5000 HZ FEW025 SCT030
BKN100 28/23 Q1008=

Bhubaneswar

METARS

VEBS 020700Z 16007KT 3500 HZ SCT018 FEW030CB
OVC090 29/27 Q1006 TEMPO 1500 TSRA=
VEBS 020730Z 20005KT 3500 HZ SCT018 FEW030CB
OVC090 29/27 Q1006 TEMPO 1500 TSRA=
VEBS 020800Z 18005KT 4000 HZ SCT018 FEW030CB
OVC090 29/27 Q1005 NOSIG=
VEBS 020830Z 14004KT 4000 HZ SCT018 FEW030CB
BKN100 29/27 Q1005 NOSIG=

Bhuntar

METARS

Chennai

METARS

VOMM 020710Z 25009KT 7000 FEW020 SCT100
32/24 Q1005 NOSIG=
VOMM 020740Z 28008KT 8000 FEW020 SCT100
32/24 Q1005 NOSIG=
VOMM 020810Z 27006KT 8000 FEW020 FEW025CB
SCT100 33/24 Q1005 NOSIG=
VOMM 020840Z 27005KT 8000 FEW020 FEW025CB
BKN100 33/23 Q1004 NOSIG=

Coimbatore

METARS

VOCB 020700Z 20010KT 6000 SCT015 32/21 Q1010
NOSIG=

COR VOCB 020730Z 18012KT 7000 SCT015
FEW020TCU 32/21 Q1009 NOSIG=
VOCB 020800Z 19012KT 7000 SCT015 FEW020TCU
32/20 Q1009 NOSIG=
VOCB 020830Z 20010KT 7000 SCT015 FEW020TCU
32/20 Q1008 NOSIG=

Colombo

METARS
VCBI 020700Z NIL=
VCBI 020710Z NIL=
VCBI 020740Z 23010KT 9999 BKN016 30/25 Q1009
NOSIG=
VCBI 020810Z 24010KT 9999 SCT016 30/25 Q1009
NOSIG=
VCBI 020840Z 24009KT 9999 BKN016 30/24 Q1008
NOSIG=

Delhi

METARS
VIDP 020700Z 12012KT 3500 HZ FEW040 SCT100
32/21 Q1011 NOSIG=
VIDP 020730Z 12011KT 3500 HZ FEW040 SCT100
32/21 Q1011 NOSIG=
VIDP 020800Z 12011KT 3200 HZ SCT040 BKN100
33/22 Q1010 BECMG VIS 3000=
VIDP 020830Z 10009KT 3500 HZ SCT040 BKN100
33/22 Q1010 BECMG VIS 3000=

Dehradun

METARS
VIDN 020700Z 23005KT 6000 SCT030 FEW035CB
SCT040 BKN080 30/20 Q1013 =
VIDN 020730Z 23003KT 6000 SCT030 FEW035CB
SCT040 BKN080 30/21 Q1013 =
VIDN 020800Z 27003KT 6000 SCT030 FEW035CB
SCT040 BKN080 30/21 Q1013 =
VIDN 020830Z 28006KT 6000 TS SCT030 FEW035CB
SCT040 BKN080 30/21 Q1013 =

Gauhati

METARS
VEGT 020700Z 06006KT 6000 FEW020 BKN100 32/27
Q1009 NOSIG=
VEGT 020730Z 05006KT 6000 FEW020 BKN100 32/27

Q1008 NOSIG=
VEGT 020800Z 05006KT 6000 FEW020 SCT100 33/27
Q1008 NOSIG=
VEGT 020830Z 03009KT 7000 FEW020 SCT100 33/27
Q1007 NOSIG=

Gaggal

METARS
VIGG 020700Z 20005KT 5000 HZ FEW030SCT035
29/22 Q1016=
VIGG 020730Z 21005KT 5000 HZ SCT035 SCT100
29/22 Q1016=
VIGG 020800Z 21004KT 5000 HZ SCT035 SCT100
29/22 Q1016=
VIGG 020830Z 20005KT 5000 HZ SCT035 SCT100
29/22 Q1015=

Goa

METARS
VOGO 020700Z 30012KT 8000 FEW010 SCT016
FEW022TCU 30/24 Q1008 NOSIG=
VOGO 020800Z 32010KT 8000EW010 SCT016
FEW022TCU 30/24 A1007 NOSIG =

Fursatganj

METARS
VIRB 020700Z 09006KT 5000 HZ SCT020 SCT025
BKN100 31/24 Q1008=
VIRB 020800Z 09005KT 5000 HZ SCT020 SCT025
BKN100 31/24 Q1007=

Hyderabad

METARS
SPECI VOHS 020840Z 25008KT 4000 HZ SCT015
FEW030CB OVC080 25/21 Q1008 BECMG 5000 RMK
CB-W=

Imphal

METARS
VEIM 020730Z 11012KT 6000 FEW018 SCT022 31/21
Q1013 NOSIG=
VEIM 020830Z 12012KT 6000 FEW018 SCT022 31/21
Q1012 NOSIG=

Indore

METARS

Jabalpur

METARS

Jaipur

METARS

VIJP 020730Z 08007KT 4000 HZ SCT030 BKN100
30/23 Q1011 NOSIG=

VIJP 020830Z 07008KT 4000 HZ SCT030 BKN100
30/22 Q1010 NOSIG=

Khajuraho

METARS

VAKJ 020700Z 07010 KT 3500 HZ SCT020 SCT025
BKN100 28/23 Q1007=

Kochi

METARS

VOCI 020730Z 31006KT 5000 HZ FEW015 SCT020
BKN080 31/23 Q1009 NOSIG=

VOCI 020800Z 27010KT 5000 HZ FEW015 SCT020
FEW025TCU 31/22 Q1008 NOSIG=

VOCI 020830Z 28008KT 5000 HZ FEW015 SCT020
31/22 Q1008 NOSIG=

Kolkata

METARS

VECC 020650Z 13010KT 6000 FEW020 SCT025 33/26
Q1007 BECMG 5000 HZ=

VECC 020720Z 13008KT 5000 HZ FEW020 SCT100
33/26 Q1006 NOSIG=

VECC 020750Z 14010KT 5000 HZ FEW020 SCT100
33/26 Q1006 NOSIG=

VECC 020820Z 13009KT 4500 HZ SCT018 FEW030CB
SCT100 33/26 Q1006 NOSIG=

Kozhikode

METARS

VOCL 020700Z 25010KT 8000 FEW015 SCT018 30/23
Q1009 NOSIG =

VOCL 020730Z 27011KT 8000 FEW015 SCT018 30/23
Q1008 NOSIG =

VOCL 020800Z 25011KT 8000 FEW015 SCT018 30/23
Q1008 NOSIG =

VOCL 020830Z 28011KT 8000 FEW015 BKN090 31/22
Q1008 NOSIG =

Lucknow

METARS

VILK 020700Z 07012KT 5000 HZ SCT020 SCT025
BKN100 31/21 Q1009 NOSIG=

VILK 020730Z 08013KT 5000 HZ SCT020 SCT025
BKN100 31/22 Q1009 NOSIG=

VILK 020800Z 09012KT 6000 SCT020 SCT025 32/22
Q1007 NOSIG=

VILK 020830Z 08012KT 6000 SCT020 SCT100 32/21
Q1007 NOSIG=

Ludhiana

METARS

VILD 020700Z 05003KT 5000 HZ SCT025 32/22
Q1012=

VILD 020800Z 11002KT 5000 HZ BKN025 32/22
Q1011=

Madurai

METARS

VOMD 020700Z 24007KT 7000 FEW020 36/21 Q1007
=

VOMD 020730Z 27003KT 7000 FEW020 37/21 Q1006
=

VOMD 020800Z 00000KT 7000 FEW020 SCT100 37/21
Q1006 =

VOMD 020830Z 16003KT 7000 FEW020 SCT100 37/21
Q1005 =

Mohanbari

METARS

VEMN 020730Z 07003KT 5000 HZ FEW020
FEW025CB BKN100 33/25 Q1009 NO SIG=

VEMN 020830Z 05005KT 6000 SCT020 BKN100 33/25
Q1008 NO SIG=

Mumbai

METARS

SPECI VABB 020840Z 19009G19KT 3000 HZ SCT020
SCT025 30/24 Q1006 NOSIG

Nagpur

METARS

VANP 020740Z 35006KT 1000 RA SCT018
FEW030CB,W,NW,N,NE,OH OVC080 28/27 Q1005
TEMPO 0500 RA/TSRA=

VANP 020810Z 04002KT 3000 -RA SCT020

FEW030CB BKN080 27/26 Q1005 BECMG 5000
RA/HZ=

Pantnagar

METARS

VIPT 020700Z 11003KT 6000 FEW030 BKN100 32/23
Q1012 =

VIPT 020800Z 11003KT 6000 FEW030 BKN100 32/23
Q1012 =

Patna

METARS

VEPT 020650Z 08010KT 4500 HZ SCT018 BKN100
30/25 Q1008 NOSIG=

VEPT 020720Z 09006KT 4500 HZ SCT018 BKN100
30/25 Q1008 NOSIG=

VEPT 020750Z 10012KT 4500 HZ SCT018 BKN100
31/25 Q1007 NOSIG=

VEPT 020750Z NIL=

VEPT 020820Z 09010KT 4500 HZ SCT018 BKN100
31/25 Q1007 NOSIG=

Raipur

METARS

VARP 020700Z 26008KT 6000M FEW018 SCT025
BKN100 29/25 Q1006 NO SIG=

Safdarjung

METARS

VIDD 020800Z 09008KT 4000 HZ FEW035 SCT100
34/22 Q1010=

Shimla

METARS

VISM 020700Z 00000KT 6000 SCT025TCU 23/18
Q1021=

Surat

METARS

Ranchi

METARS

VERC 020800Z 09006KT 2500 -TSRA SCT010 SCT015
FEW030CB BKN100 25/24 Q1010 NOSIG=

VERC 020830Z 09008KT 2500 -TSRA SCT010 SCT015
FEW030CB BKN100 25/24 Q1009 NOSIG=

Trichy

METARS

VOTR 020710Z 32010KT 8000 FEW018 34/21 Q1007
NOSIG=
VOTR 020740Z 28004KT 8000 FEW018 34/21 Q1006
NOSIG=
VOTR 020810Z 28004KT 8000 FEW018 35/21 Q1006
NOSIG=
VOTR 020840Z 29008KT 8000 SCT016 36/21 Q1005
NOSIG=

Trivandrum

METARS

VOTV 020710Z 31007KT 5000 HZ SCT015
FEW025CB BKN090 29/24 Q1008 NOSIG=
VOTV 020740Z 29006KT 5000 HZ SCT015
FEW025CB BKN090 30/24 Q1008 TEMPO 4000 HZ=
VOTV 020840Z 280/08KT 6000 SCT015 FEW025CB
BKN090 30/24 Q1007 NOSIG=

Udaipur

METARS

VAUD 020700Z 04005KT 5000 HZ SCT015 SCT035
29/22 Q1011=
VAUD 020800Z 00000KT 5000 HZ SCT018 BKN035
31/23 Q1010=

Varanasi

METARS

VIBN 020830Z 09008KT 5000 HZ SCT020 FEW030CB
BKN100 29/26 Q1007=

Vizag

METARS

VOVZ 020700Z 23003KT 6000 SCT018 FEW022TCU
33/26 Q1005 NOSIG =
VOVZ 020800Z 18005KT 6000 FEW018 FEW025CB
34/26 Q1005 NOSIG=

Male

METARS

VRMM 020700Z 26012KT 9999 FEW018TCU BKN280
30/24 Q1011 NOSIG=
VRMM 020800Z 26011KT 9999 SCT018TCU BKN280
31/25 Q1010 NOSIG=

Gan

METARS

VRMG 020700Z 18007KT 9999 FEW018 BKN260
30/24 Q1012=
VRMG 020800Z 20006KT 9999 SCT017 FEW018CB
BKN260 31/26 Q1011 CB SSE,W=

Kathmandu

METARS

VNKT 020650Z 22003KT 8000 FEW020 SCT025
BKN100 24/14 Q1020 NOSIG=
VNKT 020720Z 18004KT 9999 FEW020 SCT030
BKN100 24/13 Q1019 NOSIG=
VNKT 020750Z 25004KT 9999 FEW020 SCT030
BKN100 24/13 Q1019 NOSIG=
VNKT 020820Z 22003KT 9999 FEW020 SCT030
BKN100 23/14 Q1019 NOSIG=
VNKT 020850Z 18005KT 9999 FEW020 SCT030
BKN100 23/15 Q1018 NOSIG=

Dhaka

METARS

VGHS 020650Z 00000KT 4000 HZ FEW025 SCT120
34/24 Q1007 NOSIG=
VGHS 020750Z 00000KT 4000 HZ FEW025 SCT120
35/24 Q1006 NOSIG=

Colombo

METARS

VCBI 020700Z NIL=
VCBI 020710Z NIL=
VCBI 020740Z 23010KT 9999 BKN016 30/25 Q1009
NOSIG=
VCBI 020810Z 24010KT 9999 SCT016 30/25 Q1009
NOSIG=
VCBI 020840Z 24009KT 9999 BKN016 30/24 Q1008
NOSIG=

Karachi

METARS

OPKC 020655Z 02015KT 6000 SCT030 37/19 Q1009
TEMPO GUSTING 25KT OR MORE=
OPKC 020725Z 04016KT 6000 SCT030 37/19 Q1008
TEMPO 25KT OR MORE=
OPKC 020755Z 02014KT 6000 SCT030 37/19 Q1008
TEMPO 25KT OR MORE=

OPKC 020830Z NIL=

Lahore

METARS

OPLA 020655Z 15004KT 5000 FU SCT040 33/23
Q1012/A29.91 NOSIG=
OPLA 020725Z 18003KT 5000 FU BKN040 34/23
Q1012 A29.91=
OPLA 020800Z 34003KT 4000 FU BKN040 34/23
Q1012/A29.88 TEMPO 33035KT 1000 TSRA
FEW030CB=
OPLA 020825Z 32004KT 4000 FU BKN040 34/23
Q1011 A29.87=

Leh

METARS

VILH 020730Z 19005KT 6000 FEW050 SCT070 17/00
Q1028 NOSIG=
VILH 020830Z 15005KT 6000 FEW050 FEW070TCU
SCT090 20/M01 Q1026 NOSIG=

Thoise

METARS

VITX 020730Z 15008KT 6000 CCHT SCT060 SCT090
20/M01 Q1027 NOSIG=
VITX 020830Z 15010KT 6000 SCT060 SCT090 20/M01
Q1026 NOSIG=

Sri Nagar

METARS

VISR 020730Z 36004KT 6000 FEW030 FEW030CB
26/12 Q1020 NOSIG=
VISR 020830Z 35004KT 6000 FEW030TCU 27/11
Q1019 NOSIG=

Jammu

METARS

VIJU 020730Z VRB02KT 6000 SCT025 31/26 Q1012
NOSIG=
VIJU 020830Z 25004KT 6000 SCT025 32/24 Q1010
NOSIG=

Chandigarh

METARS

Jodhpur

METARS

VJJO 020730Z 05006KT 6000 SCT030 32/23 Q1009
NOSIG=

VJJO 020830Z 07005KT 6000 SCT030 33/23 Q1008
NOSIG=

Jaisalmer

METARS

Bhuj-Rudra

METARS

VABJ 020730Z 09006KT 6000 SCT025 33/25 Q1008
NOSIG=

VABJ 020830Z 06007KT 6000 SCT025 33/25 Q1007
NOSIG=

Gorakhpur

METARS

VEGK 020730Z 09006KT 6000 SCT025 BKN090 29/23
Q1009 NOSIG=

VEGK 020830Z 09008KT 6000 FEW025 BKN090 30/22
Q1008 NOSIG=

Allahabad

METARS

VIAL 020730Z 06008KT 4000 RA SCT012 SCT015
BKN090 28/27 Q1007 TEMPO 3000=

VIAL 020830Z 06010KT 6000 FEW010 SCT020
FEW030CB BKN090 29/28 Q1006 TEMPO 5000
TSRA=

Agra

METARS

VIAG 020730Z 08007KT 6000 SCT020 SCT090 32/24
Q1009 NOSIG=

VIAG 020830Z 08008KT 6000 SCT015 SCT025 31/24
Q1008 TEMPO RA=

Siliguri

METARS

VEBD 020730Z VRB02KT 6000 FEW030 BKN090
31/25 Q1010 TEMPO RA=

VEBD 020830Z VRB02KT 6000 FEW030 BKN090
31/23 Q1009 TEMPO RA=

Gwalior

METARS

VIGR 020700Z 00000 5000 HZ SCT025 30/24 Q1009=

VIGR 020730Z 04009KT 6000 SCT020 SCT030 32/24
Q1009 TEMPO RA=

VIGR 020830Z 07007KT 6000 SCT020 SCT030 31/25
Q1008 TEMPO RA=

Pune

METARS

VAPO 020730Z 21009KT 6000 SCT030 30/21 Q1011
NOSIG=

VAPO 020830Z 23009KT 4000 SCT020 SCT025 30/24
Q1007 NOSIG=

Chandigarh

METARS

VICG 020730Z 28003KT 6000 FEW025 SCT030 34/22
Q1012 NOSIG=

VICG 020830Z 25003KT 6000 SCT025 SCT030 32/20
Q1011 TEMPO RA=

Jamnagar

METARS

VAJM 020730Z 07006KT 6000 SCT030 33/25 Q1006
NOSIG=

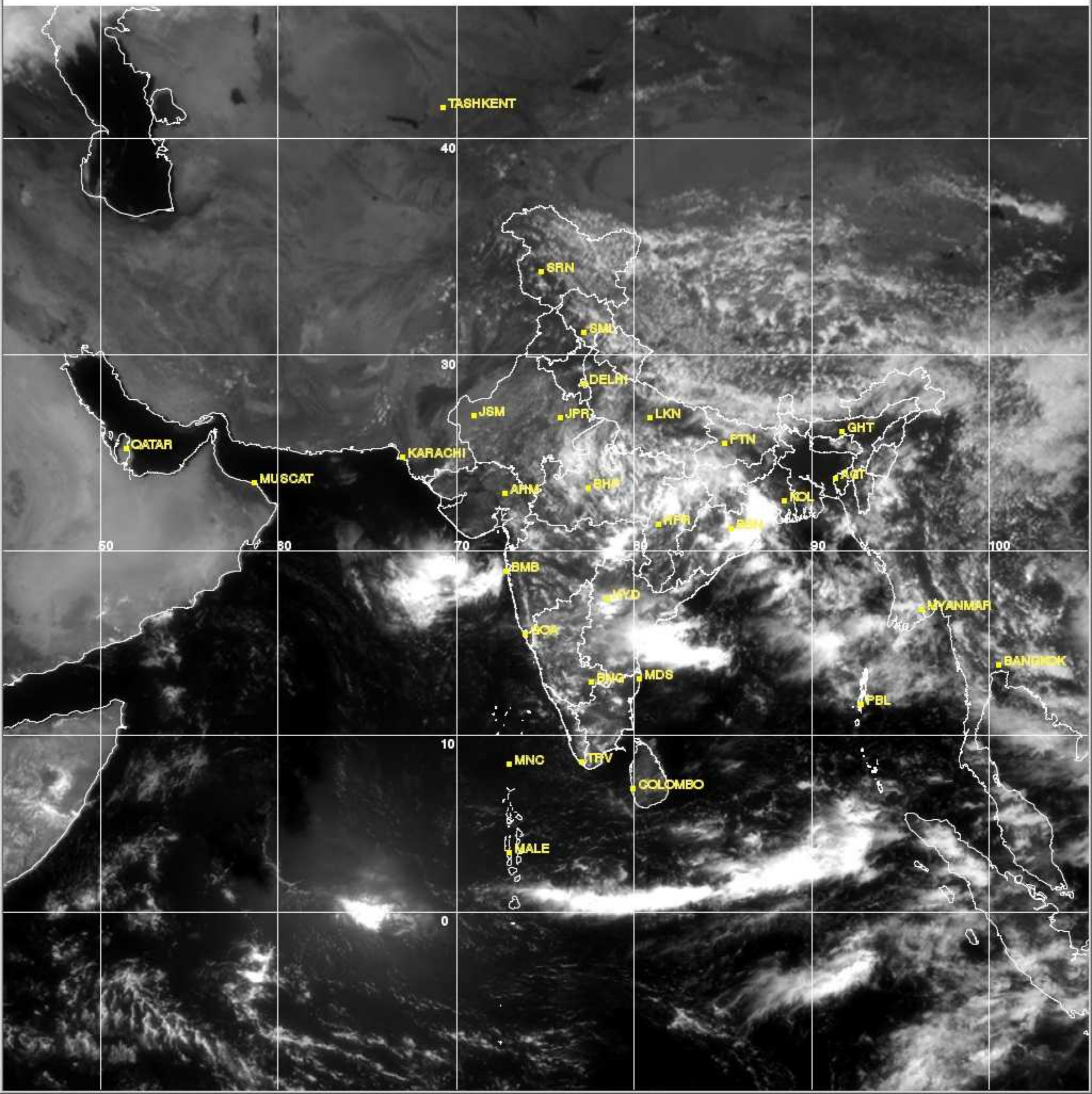
VAJM 020830Z 08006KT 6000 SCT030 33/25 Q1005
NOSIG=

METARS

METARS



VIS Linear Stretch 1.0%





FLIGHT INFORMATION

Flight: SBAVTJSG

Aircraft: P180

Captain:

From:
MUMBAI/ CHHATRAPATI
SHIVAJI

To:
DELHI/ INDIRA GANDHI INTL

Estimated flying time:
02 h 11 min

Distance:
1222 KM/ 660 NM

Altitude:
10670 M/ 35000 FT

Average speed:
561 KPH/ 348 MPH/ 303 KT

Average temperature:
-34°C/ -29°F

