GENERAL

Operational Hours

ATS Hours: H24

AD ADMIN Hours: MON-SAT 0330-1200, 2nd and 4th SAT and all SUN CLSD

Airport Information

RFF: CAT 10
PCN: RWY 09, RWY 14/32: 100/F/A/W/T
RWY 27: 100/F/A/W/T, 150/R/C/W/T (beginning)

Operation

Code letter F ACFT OPS: See separate header "Code Letter F ACFT OPS".

Traffic Note
Non-SKED international OPS 72HR PN. Non-SKED domestic OPS 12HR PN.

Low Visibility Procedure
Advanced Surface Movement Guidance and Control System (A-SMGCS) when LVP activated.

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

Note: on GND squawk Mode C.

DEP
- At gate/stand: Select stand-by and enter SSR Code, ICAO designator and FLT 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.

Minimum Runway Occupancy Time (MROT)
Ensure standard MROT procedures and in addition:
The preferred exit points for RWY 27 and RWY 09 are:

RWY	ACFT Type	TWY	Exit Speed
27	Code letter C-F ACFT	RET N8	Code C: 50KT, Code D-F: 30KT
27	Code letter B, ATR42/72,Q400,CRJ	RET N7	50KT
27	Code letter A-C ACFT	TWY S7	-
09	Code letter C-F ACFT	RET N5	50KT

RWY Restriction
RWY 09/27 CLSD for MAINT: MON 0830-1015, THU 0815-1015
RWY 14/32 CLSD for MAINT: WED 0545-0745.
RWY restored within 30min PN.

RWYs 09/27 and 14/32 CLSD daily 2150-2230, EXC FRI, due to periodic MAINT. In case of emergency RWY restored within 10min.

INT of RWY 09/27 and 14/32 CLSD for MAINT: MON 0815-0830.

No turn pad AVBL for RWY 09, 27, 14 and 32.

GENERAL

Portion of RWY 14 between TWY K1 up to TWY N-N1 INT used as TWY.

RWY 09: Last exit TWY is N3.

Code E and F ACFT shall use second RWY holding PSN J1 for DEP RWY 09.

Cross RWY OPS daily 0001-0400 and 0930-1430 when VIS 3000m, CEIL 1500ft and tailwind component for RWY 14 not exceed 8KT:
- ARR use RWY 27
- DEP from APNs A, B, C, D use RWY 14
- DEP from APNs E, F, G, H, J and K use RWY 27.

During OPS on RWY 14/32, ACFT above code letter C are required to backtrack on the RWY between TWYs E5 and E7.

TWY Restrictions

TWY Width	TWY Designator	Restrictions
25m / 82ft	E7	AVBL for crossing RWY 14/32 to TWY K1 and viceversa for ACFT up to Code letter C only.
	N1R	-
23m / 75ft	A1, A2	MAX wingspan 36m / 118ft
	K3	
	L	
	R	
	S7	
18m / 59ft	B1	From H1 up to southern segment of Link 5 parallel to Y1. Parallel taxiing on TWY B1/Y1 code letter C, MAX taxi speed 10KT.
	B4	Between Link 6 up to behind stand V31R. Parallel taxiing on TWY B4/Y4 for ACFT code letter C, MAX taxi speed 10KT.
	C1, C3	-
	Link 4	linking TWYs B1 and Y1
	Link 5	behind stand K4, linking TWYs B1/Y1
	Link 7	-
	Y1	From M4 up to southern segment of Link 5 parallel to B1. Parallel taxiing on TWY B1/Y1 for ACFT code letter C, MAX taxi speed 10KT.
	Y4	Between Link 6 up to behind stand V31R. Parallel taxiing on TWY B4/Y4 for ACFT code letter C, MAX taxi speed 10KT.
15m / 49ft	F	Up to code letter C ACFT (<36m / 118ft wingspan)
	Link C9	

Taxilane K1 suitable for ACFT of outer main gear wheel span up to but not including 14m / 46ft and the wingspan up to but not includint 36m / 118ft.

GENERAL

Hot Spots: See separate header "Hot Spots" below.

Taxi/Parking

Preferred RWY Exit Points RWY 27:
- RET N8 for ACFT code letter C, D and E.
- RET N7 for ACFT code letter A, B and Q400.

In case preferred TWYs cannot be used:
- Inform ATC as early as possible.
- TWY N9 and N10 should be used.

Primary isolation bay (when RWY 09/27 in use): TWY E9
Secondary isolation bay (when RWY 14/32 in use): end of RWY 27 on south side on abandoned pavement stub abeam THR RWY 09 opposite TWY N10.
To the isolation bay follow-me mandatory. Park ACFT facing south only.

ACFT movement to/from APN L prohibited during cross RWY OPS between 0001-0400 and 0930-1430.

During use of RWY 09/27, TWY K1 is used for taxiing of up to code letter C ACFT.

During us of RWY 14/32 TWY K1 is used for taxiing of up to code letter F ACFT.

When RWY 27 in use, enter APN A via TWY L1 only and exit via TWY L4. TWY L3 to be used in EMERG only.

Use MNM PWR when entering RWY 14 from TWY E10.

Use MNM PWR while taxiing on Link C9.
Taxiing of ACFT via link C9 is permitted with follow-me and after permission of ATC.

Use MNM PWR when taxiing in and out of stands.

Single-ENG taxi-in to stands of APN C is not permitted.

Single-ENG taxi-out from stands C21-C26 is not permitted.

All Stands, except V8L and V17L provided with A-VDGS.

APN U: Stands 83-88 start-up permitted after pushed-back abeam bay 84 only.

APN H:
- Code letter E ACFT from stands 55, 55A to pull abeam stand 53 prior to start-up.
- Code letter C ACFT from stands 55, 55A to pull abeam stand 55 prior to start-up.

DEP MNM taxi speed regulations:
- 15KT on straight portion of TWY
- 8-12KT during turning manoeuvres.
- ACFT taxiing too slowly will be taken out of the sequence.

Warnings

Scalloping of BBB VOR signals exist. (NW-sector up to ± 6°, SE-sector up to ± 3°).

Light ACFT and helicopter activity at Juhu AD.

Birds in vicinity of AD.

ARRIVAL

Speed

Speed Control under Radar Enviroment for Arriving ACFT
All DME (D) distances are from VOR and all distances in NM are fom touchdown

Flight Phase	IAS		Status	Remarks
	PROP	JET		
Enroute and initial descent up to FL290	Not AVBL	250KT or actual speed whichever is higher	Optional/As required by ATC	Speed less than 250KT subject to pilot concurrence
Below FL290 and up to FL150	250KT or actual speed whichever is lower			Speed less than 250KT to pilot concurrence. Below FL210 speed may be reduced to 240KT by ATC subject to pilot concurrence.
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 to pilot concurrence.
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
Within 5NM from touch down	Not AVBL	Not AVBL	Not AVBL	-

ARRIVAL

Speed control shall not be applicable to ACFT:
- entering or established in holding pattern
- encountering turbulent weather
- conducting Cat 2/3 OPS and within 20NM from touchdown
- within 5NM from touchdown
- executing the published IAP until interception of final approach track
- carrying VVIP and
- conducting priority/emergency landing

ACFT shall be advised as and when speed control restriction is not applicable or no longer required

Communication

Contact GND after vacating RWY.

COM Failure

Under radar vectoring:
- If RCF occurs prior to interception of final APCH track; maintain last assigned ALT or 3700ft whichever is higher and proceed to VOR via shortest route to join the HLDG PROC.
- If RCF occurs after interception of final APCH track; continue APCH and land if visual or carry out the MISAP and join the BBB VOR HLDG at 3700ft. After joining the HLDG PROC carry out the instrument APCH for which radar vectoring was provided.

RNAV Arrivals

Leave the relevant STAR HLDG after the HLDG release time, if given, or on completition of one HLDG pattern and maintain/descend to last assigned LVL and proceed to BBB VOR. 5 minutes after leaving the HLDG, descend to FL100 and start the published instrument APCH from BBB VOR to the RWY in use.

Non-RNAV Arrivals

Leave the relevant STAR HLDG and proceed to BBB VOR maintain/descend to last assigned LVL. Descend within the published BBB VOR HLDG to FL90 and start the published instrument APCH to the RWY in use.

Any phase except final approach

2min after setting 7600, proceed direct to BBB VOR and join BBB VOR hold for the assigned RWY.
Within D100 BBB, may commence descend to 3700ft and join BBB VOR hold for assigned RWY. Cross D25 BBB at or above FL70 and follow the laid down procedure for assigned RWY.

If landing clearance not received

Carry out MISAP and proceed for next APCH from BBB VOR for the same RWY.

Outside Mumbai TMA

In case of arrival, if COM failure happens outside of Mumbai TMA, the PIC shall commence COM failure maneuver (mentioned in COM failure for Any phase exept final approach) after 2min of setting 7600 or entering Mumbai TMA, whichever is later.
Maintain last assigned clearance for MNM 2min after setting 7600 in all cases to alert the controller.

ARRIVAL

Arrival Procedure

Reverse: Minimize the use of reverse thrust after LDG.

Non-standard GP intercept position on
RWY 09
GP intercepts RWY 09 at *314m / 1030ft* after landing threshold.
Remaining DIST beyond GP is *2734m / 8970ft.*

RWY 27
GP intercepts RWY 27 at *314m / 1030ft* after landing threshold.
Remaining DIST beyond GP is *2651m / 8698ft.*

Warnings

During LDG pilots are requested to report gustiness, TURB and wind shear, stating heightband affected and any other relevant details.

DEPARTURE

Take-off Minima

RWY		09/27, 14	
All ACFT	ft - m/km	0 - 550R/800V	HJ only
		0 - 800R/800V	HN
RWY		32	
All ACFT	ft - m/km	0 - 800V	-

Speed

MAX IAS 250KT below 10000ft.

Communication

After TKOF, contact APP 127.900 after reaching 800ft.

COM Failure
Maintain FL70 or last assigned LVL, whichever is higher, and heading if given, until 20NM. Thereafter follow D25 BBB arc to join ATS route and climb to FPL LVL when established on route.

When under radar vectors
Inside D15 BBB VOR
Maintain last assigned HDG until D20 BBB VOR, then climb to FL55 or last assigned LVL, whichever is higher. After D20 BBB VOR climb to FL70 or last assigned LVL, whichever is higher and proceed directly to intercept the FPL route. 5 minutes after recognition of COM-Failure start climb to FPL LVL.

At or beyond D15 BBB VOR
Maintain last assigned HDG for 2 minutes, climbing to FL70 or last assigned LVL whichever is higher. Then proceed directly to intecept the FPL route. 5 minutes after recognition of COM-Failure start climb to FPL LVL.

Imediately after TKOF (Proceed to Destination)
Climb to and maintain FL70 on SID or as per heading/track last issued and acknowledged. 2min after setting 7600 climb to FL90. Maintain FL90 for 2min, then climb to filed flight planned level. Continue to follow the SID and flight planned route to destination.

COM failure after establishing contact with radar
Initially climb to cleared flight level or FL90 whichever is higher. Maintain cleared heading or SID until 2min after setting 7600. Proceed to the next point of flight planned route. 2min after setting 7600 also climb to filed flight planned level and continue to destination..

Imediately after TKOF (Return to AD)
Climb to and maintain FL70 on SID or as per heading/track last issued and acknowledged. 2min after setting 7600 climb to FL100. Maintain FL100 for 2min, then make shorter arc to come over BBB VOR and join BBB VOR hold. Descend to FL55 in hold and leave BBB VOR, then follow the laid down procedure for assigned RWY.

COM failure after establishing contact with radar
If below FL100, continue on current clearance until 2min after setting 7600 then climb to FL100. After reaching FL100 make a shorter arc to join BBB VOR hold.
If above FL100, continue on current clearance until 2min after setting 7600. Stop climb and make a shorter arc to join BBB VOR hold descending to FL100. Descend to FL55 in hold and leave BBB VOR, then follow the the laid down procedure for assigned RWY.

DEPARTURE

Departure Procedure

Start-up/Push-back
REQ start-up within 5min before EOBT. When REQ start-up give souls O/B and state that security check performed.
Call GND 5min prior to push-back and report:
- Call sign
- DEST
- Proposed FL and alternate FL
- Parking PSN
- Ready to push-back in 5min

TWR will advise the pilot whether the proposed FL or an alternate FL is AVBL.

No start-up permitted at stands. In case of requiring, single ENG idle PWR start-up permitted with ATC approval only.

After push-back ENG must be started within 5min, ATC CLR will be cancelled automatically after expiry of the 5min.

Intersection DEP may be assigned, if unable to comply inform ATC at start-up/push-back.

Lining up for DEP RWY 27 via TWY N1:
- Follow strictly the TWY CL marking and LGTs.
- No lock turn permitted.

In case combined line-up and take-off clearance is granted, line-up and initiate take-off immediately thereafter.

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

Do not REQ direct routings on APP FREQ below FL140.

Noise Abatement Procedures
RWY 09: Climb straight ahead to 1000ft, commence turn before reaching outer locator.

RWY 27: Climb straight ahead to 1700ft, commence turn after crossing coast 3.5NM BBB.

RWY 32: Climb straight ahead to 1700ft, commence turn at or above 1700ft.

Minimum Runway Occupancy Time (MROT)
Ensure standard MROT procedures.

ATC Slot, Clearance

Airport Collaborative Decision Making (CDM)
CDM concept in use at this airport. See General Part/RAR/RAR In-Flight and in addition;
TSAT is generated at TOBT -30min.
Contact DLV to request en-route clearance and SID between TSAT -15min and TSAT -5min.
Request SMC (GND) for start-up/push-back clearance between TSAT -5min and TSAT +5min. If request is made later, the ACFT will lose its position in sequence (new TOBT required).
Taxi CLR must be requested within 5min of start-up/push-back approval.

For SKED flights, if boarding has not started at or before TSAT -5min, allotted TSAT will be cancelled (new TOBT required).

Hot Spots

Hot Spots

Hot Spot No.	DESCRIPTION
HS 1	Pilots taxiing on RWY to ensure heightened attention and shall hold short of RWY intersection unless specifically authorized by ATC to cross the RWY or taxi as directed. While taxiing on RWY 14 for RWY 27 DEP, pilots to exercise due diligence not to miss the left turn for TWY N1. If the left turn is missed, do not to cross the RWY hold short markings of RWY 27 on RWY 14.
HS 2	Pilots taxiing on TWY N or TWY N1 to ensure heightened attention and shall hold short of RWY 14/32 unless specifically authorized by ATC to cross the RWY or taxi as directed.
HS 3	Pilots holding at TWY Q for RWY 27 DEP might have restricted view of RWY 27 APCH. ACFT therefore shall hold short of RWY unless specifically authorized by ATC to enter RWY or taxi as directed. No ACFT shall vacate via TWY Q after landing on RWY 27.
HS 4	Pilots taxiing towards south-east direction on TWY E to use due diligence not to miss the left turn for TWY N1. If the left turn is missed, do not to cross the RWY holding markings short of RWY 09/27. Pilots holding at TWY E1 for RWY 27 DEP might have restricted view of RWY 27 APCH. ACFT therefore shall hold short of RWY unless specifically authorized by ATC to enter RWY or taxi as directed. Pilots are cautioned against expectancy bias for lining up RWY 27 when holding on TWY E1 for DEP.
HS 5	Pilots taxiing towards east on TWY N and approaching RET N7 to lookout for ACFT vacating RWY 27 via RET N7.
HS 6	ACFT holding on TWY W/W4 will prohibit ACFT from taxiing on TWY N behind it. ACFT holding on holding position of RWY 14/32 on TWY N will prohibit ACFT from taxiing on TWY W4 / W. Pilots to exercise caution
Note	1. Pilots to take explicit RWY entry / crossing authorization from ATC. 2. RWY guard lights, mandatory instruction signs & markings, enhanced TWY CL markings and RWY holding position markings are provided as required to assist in prevention of RWY incursion.

Code Letter F ACFT OPS

RWY Restriction

RWY 09/27 AVBL for TKOF and LDG.

RWY 14/32 not AVBL for code letter F ACFT.

Taxi

ARR: When RWY 27 is in use, ACFT should preferably exit using TWY N8.
When RWY 09 is in use, ACFT should exit using TWY N5 or N3.

DEP: When RWY 27 is in use, ACFT should preferably use TWY N1.
When RWY 09 is in use, ACFT should preferably use TWY N.

Taxilane K1 upgrading to code letter F ACFT shall be notified by NOTAM.

Parking

Stands V17, V18, V20 and V21 and R2 AVBL for code letter F ACFT.

B747-8F may be parked on stand S3.

Advanced Visual Docking Guidance System (A-VDGS) AVBL at stands V17, V18, V20 and V21.

Standard Taxi Routes (A380 and any other code Letter F ACFT)

Arrival RWY 27
Vacate RWY via TWY N8/N9/N10/N11 or N, cross RWY 14 - TWY N1 - TWY M6 - TWY M - TWY M5 - Taxilane H - parking stands.

Arrival RWY 09
Vacate RWY via TWY N5/N3, TWY N1 - TWY M6 - TWY M - TWY M5 - taxilane H - parking stands.

Departure RWY 27
Push-back facing SW on taxilane H for V17 and push-back facing NW for V18/V20/V21/R2, then taxi via taxilane H - TWY M7 - TWY N1 - HLDG point RWY 27.

Departure RWY 09
Push-back facing SW on taxilane H for V17 and push-back facing NW for V18/V20/V21/R2, then taxi via taxilane H - TWY M7 - TWY N1 - cross RWY 14 - TWY N - HLDG point J1 RWY 09.

Standard Taxi Routes (B747-8F)

Arrival RWY 27
Vacate RWY via TWY N8/N9/N10/N11 or N, then taxi via N - TWY W4 - cross RWY 14 - TWY E5 - taxilane P - taxilane H - stand S3.

Arrival RWY 09
Vacate RWY via TWY N5/N3 and taxi via TWY N1 - RWY 32 - TWY E5 - taxilane P - taxilane H - stand S3.

Departure RWY 27
Push-back facing NW on taxilane H or SW on taxilane P, then taxi via TWY E5 - RWY 14 - TWY N1 - HLDG point RWY 27.

Departure RWY 09
Push-back facing NW on taxilane H or SW on taxilane P, then taxi via taxilane P - TWY E5, cross RWY 14 - TWY W4 - TWY N - HLDG point J1 RWY 09.

Code Letter F ACFT OPS

Standard Taxi Routes Isolated Parking Position (IPP)

Applicable for A380 and any other code letter F ACFT:

Arrival RWY 09

Vacate RWY via TWY N5/N3 and then turn left on TWY N1, right turn on RWY 32, TWY E9 (IPP).

Arrival RWY 27

Vacate RWY via TWY N8/N9/N10/N11 or N, then taxi via TWY N, left turn on RWY 32, TWY E9 (IPP)

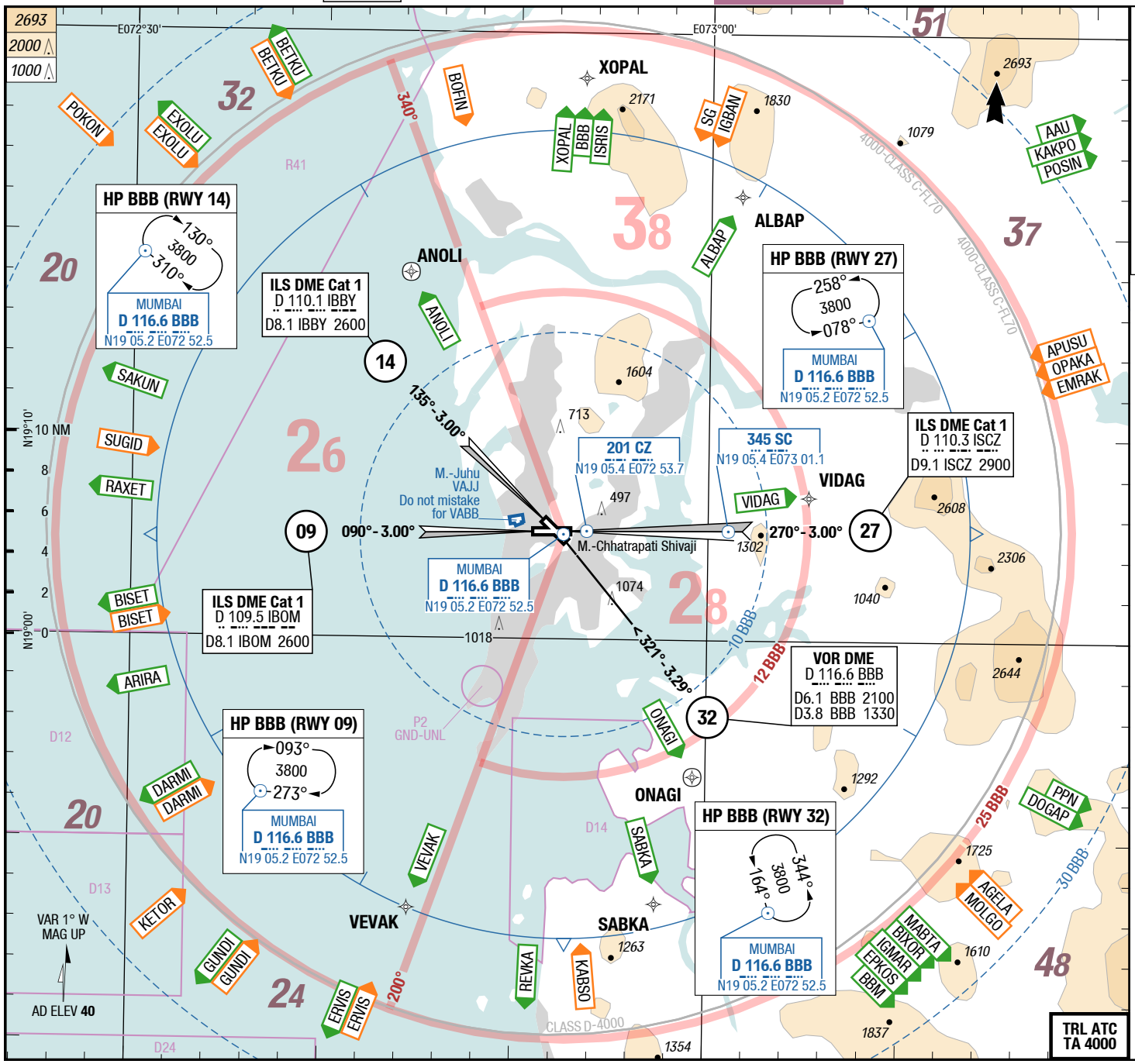
Applicable for B747-8F:

Arrival RWY 27

Vacate via TWY N8/N9/N10/N11 or N, then taxi via TWY N, left turn on RWY 32, TWY E9 (IPP).

Arrival RWY 09

Vacate RWY via TWY N5/N3, then taxi via TWY N1, right turn on RWY 32, TWY E9 (IPP).



D-ATIS	126.400	
RAD	119.300	127.900
	123.100 SAR	120.500 CTL
	125.350 South CTL	132.740 North CTL
ACC	133.300	133.850
APP	119.300	120.350
	127.900	
TWR	118.100	122.500
GND	121.750	121.850
	121.900	
DLV	121.850	
DCL		

Landing RWY system:

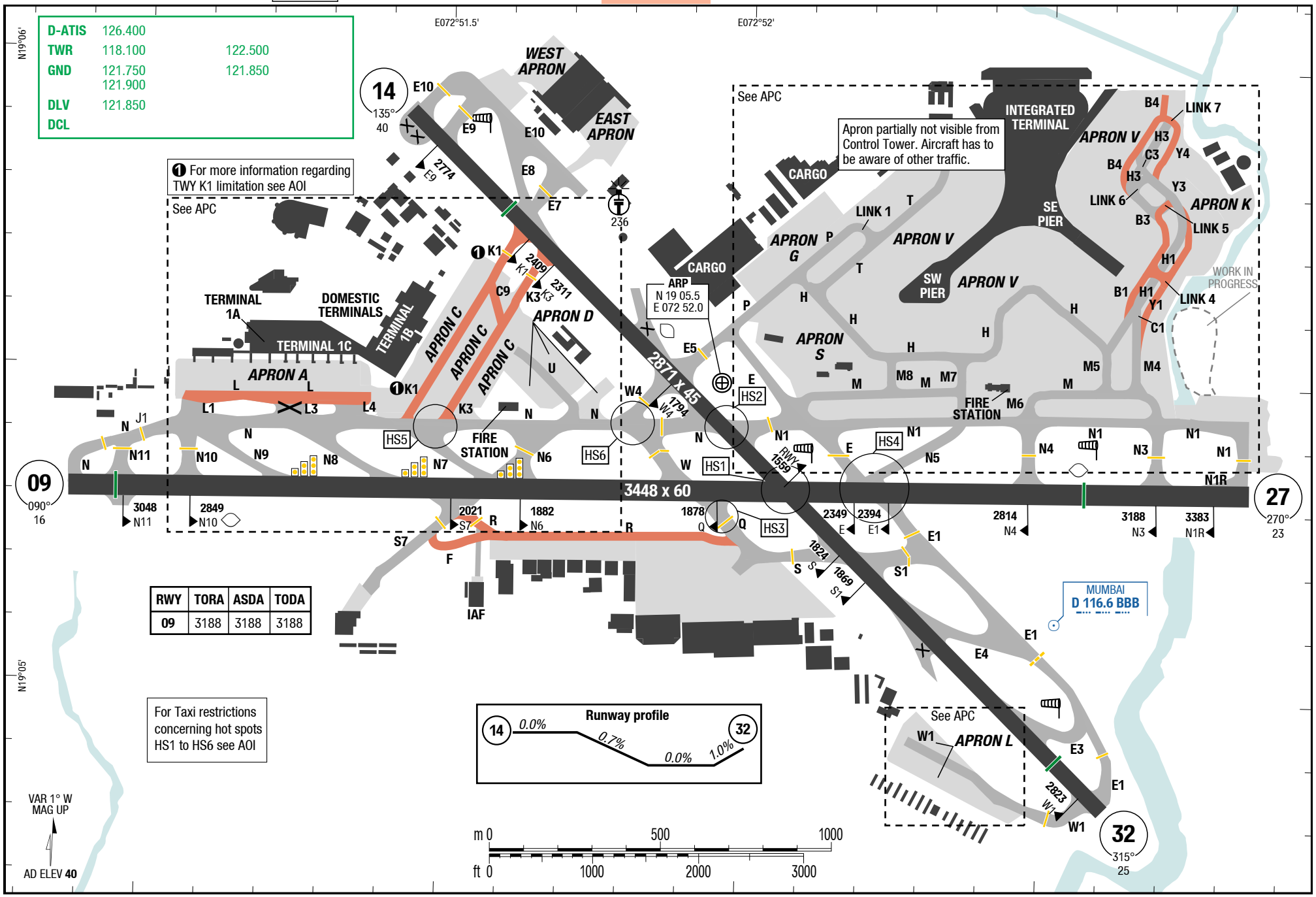
09: 60 HL / 140 / 3048 x 60 / 30 HL; 540; 3.0°; HL-S; **THR 16** (1hPa) / TDZ --- (---%); +0.1%

27: 60 HL / 30 HL; 60 x 2965; 483; 3.0°; -0.1%; TDZ 23 (---%) / **THR 23** (1hPa); HL-P2

14: 3.0°; 60 HL / 400 / 2471 x 45 / 15 HL; 740; HL-P1; **THR 40** (1hPa) / TDZ 39 (---%); -0.2%

32: 60 HL / 15 HL; 45 x 2673; 198; 3.0°; 420; +0.2%; TDZ 24 (---%) / **THR 25** (1hPa); HL-S

Changes: Completely revised



Changes: FREQ, TWY , Note, QFU, HS

D-ATIS	126.400	
TWR	118.100	122.500
GND	121.750 121.900	121.850
DLV	121.850	
DCL		

Legend:
Orange
TWY centerline colour

INTEGRATED TERMINAL
CARGO
Apron G ELEV 31
APRON G
LINK 1
Apron V ELEV 31
APRON V
SE PIER
SW PIER
LINK 7
APRON K
LINK 6
LINK 5
LINK 4
Apron K ELEV 26
WORK IN PROGRESS
Apron partially not visible from Control Tower. Aircraft has to be aware of other traffic.
APRON S
Apron S ELEV 27
Apron R ELEV 29
APRON R
FIRE STATION
HS2
14/32
Not to scale

Apron L ELEV 21
APRON L

Apron C ELEV 33
APRON C
❶ For more information regarding TWY K1 limitation see AOI
Stands C10 to C26 are closed for ACFT parking when taxilane K1 is upgraded as Code F TWY.

DOMESTIC TERMINALS
TERMINAL 1A
TERMINAL 1B
TERMINAL 1C
Apron A ELEV 22
APRON A
APRON D ELEV 30
FIRE STATION
HS5
HS6

09/27
VAR 1° W MAG UP
AD ELEV 40
For Taxi restrictions concerning hot spots HS5 and H6 see AOI

Stand Coordinates

Domestic Terminal 1A/1B/1C

APRON A

A1	N19 05.5 E072 51.4
A2-A5	N19 05.5 E072 51.3
A6-A9	N19 05.5 E072 51.2
A10-A12	N19 05.5 E072 51.1

APRON C

C10	N19 05.7 E072 51.5
C11-C15	N19 05.6 E072 51.5
C16, C17	N19 05.5 E072 51.5
C18-C20	N19 05.5 E072 51.4
C21, C22	N19 05.6 E072 51.6
C23	N19 05.6 E072 51.5
C24-C26	N19 05.5 E072 51.5
C27, C28	N19 05.6 E072 51.6
C29-C33	N19 05.5 E072 51.6

APRON D

80	N19 05.5 E072 51.8
81-84	N19 05.5 E072 51.7
85	N19 05.6 E072 51.7
86-88	N19 05.5 E072 51.6

International Terminals SW PIER

APRON K

K1, K2, K3R	N19 05.7 E072 52.8
K3L-K4R	N19 05.8 E072 52.8
K5L-K5	N19 05.9 E072 52.8
K5R	N19 05.8 E072 52.8
K6L-K6R	N19 05.9 E072 52.7

APRON R

R1L-R1R	N19 05.6 E072 52.5
R2L, R2	N19 05.5 E072 52.5
R2R	N19 05.6 E072 52.5
R3, R4	N19 05.5 E072 52.5
R5	N19 05.6 E072 52.5

APRON S

S1, S1L/R	N19 05.5 E072 52.1
S2-S3R	N19 05.6 E072 52.1

APRON V

V4L	N19 05.9 E072 52.3
V4, V4R	N19 05.9 E072 52.4
V5	N19 05.8 E072 52.4
V6L	N19 05.8 E072 52.3
V6	N19 05.8 E072 52.4
V6R, V7L	N19 05.8 E072 52.3
V7-V9	N19 05.7 E072 52.3
V10	N19 05.7 E072 52.2
V11-V12	N19 05.6 E072 52.2
V13-V16	N19 05.6 E072 52.3
V17L	N19 05.6 E072 52.4
V17-V19	N19 05.7 E072 52.4
V20L-V21L	N19 05.7 E072 52.5
V21-V26R	N19 05.7 E072 52.6
V27L-V28	N19 05.8 E072 52.6
V28R	N19 05.9 E072 52.5
V29-V31L	N19 05.9 E072 52.6
V31, V31R	N19 06.0 E072 52.6
V32L,V32R	N19 06.0 E072 52.7
V32	N19 06.0 E072 52.6

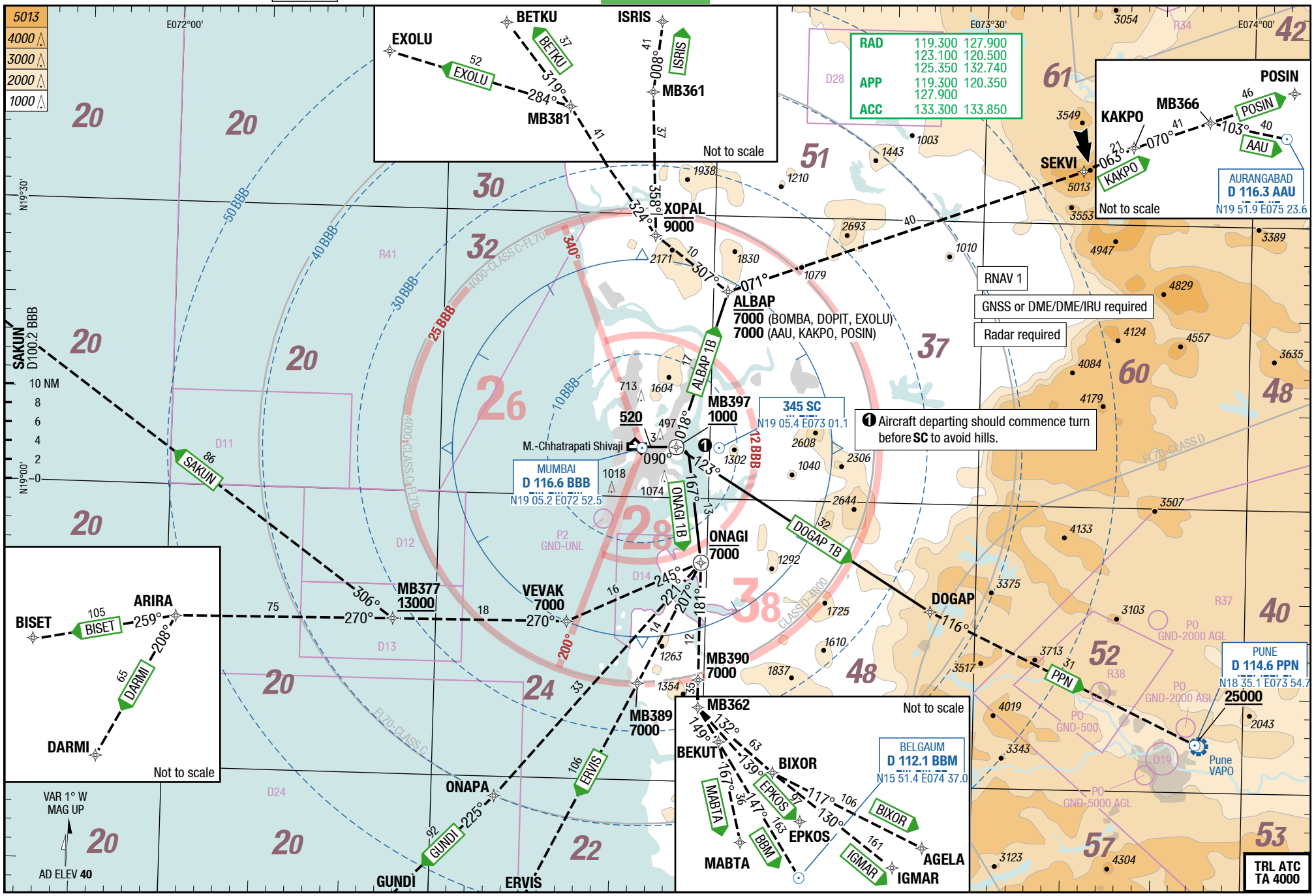
Cargo

APRON G

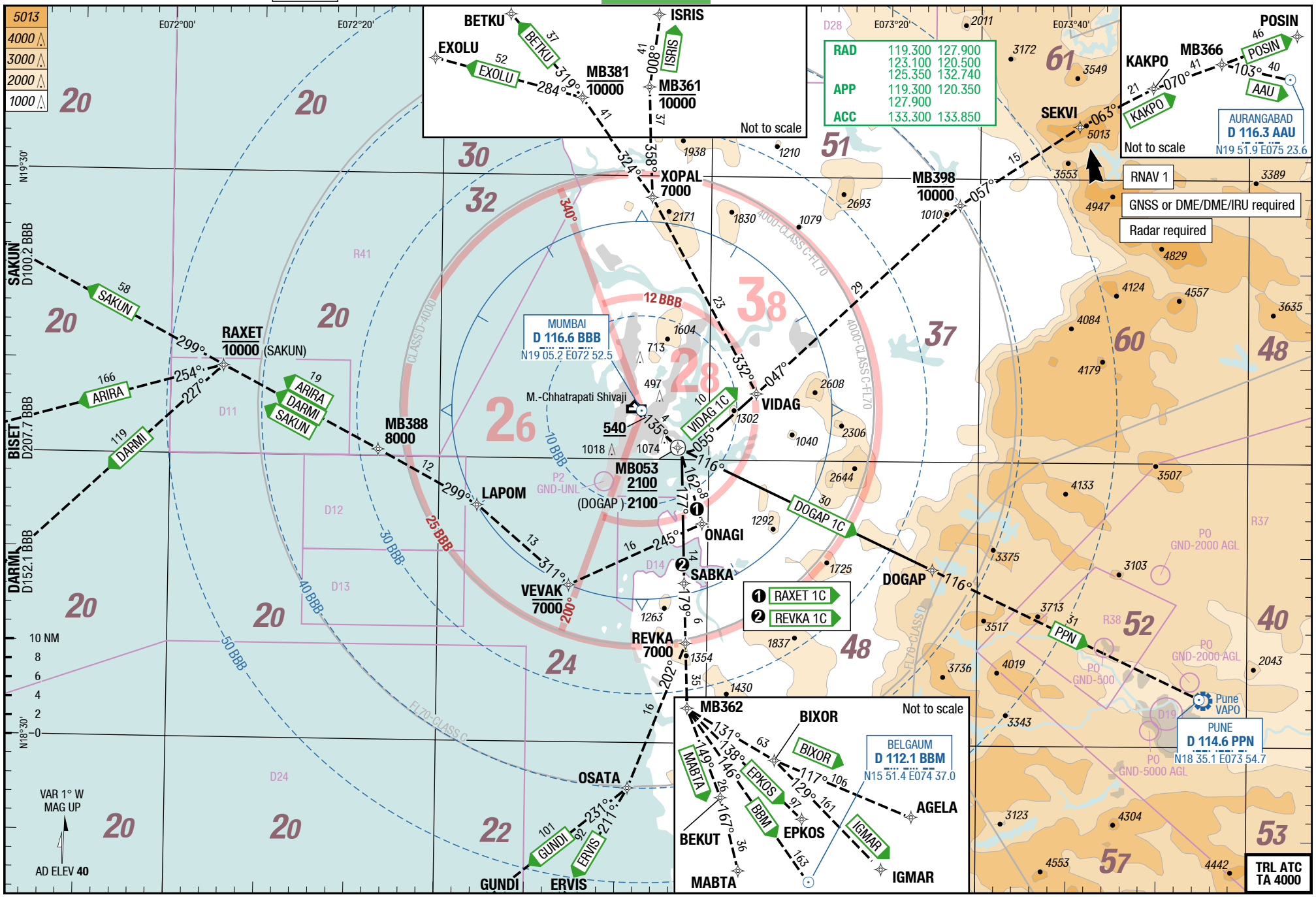
G1-G3	N19 05.7 E072 52.0
G4	N19 05.7 E072 52.1
G5	N19 05.8 E072 52.1

APRON L

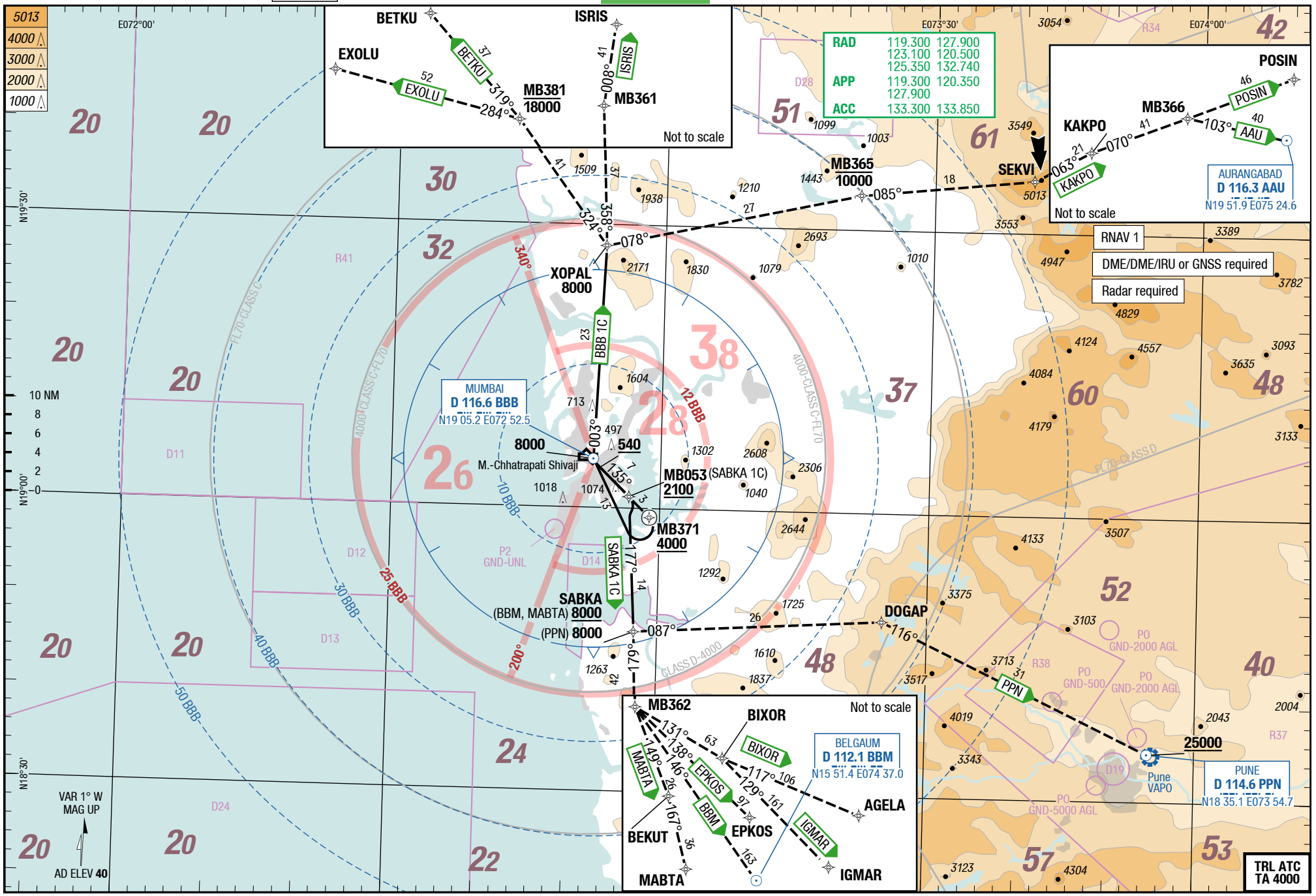
L1, L2	N19 04.8 E072 52.4
L3	N19 04.9 E072 52.4
L4-L10	N19 04.9 E072 52.3
AF1-AF4	Not published



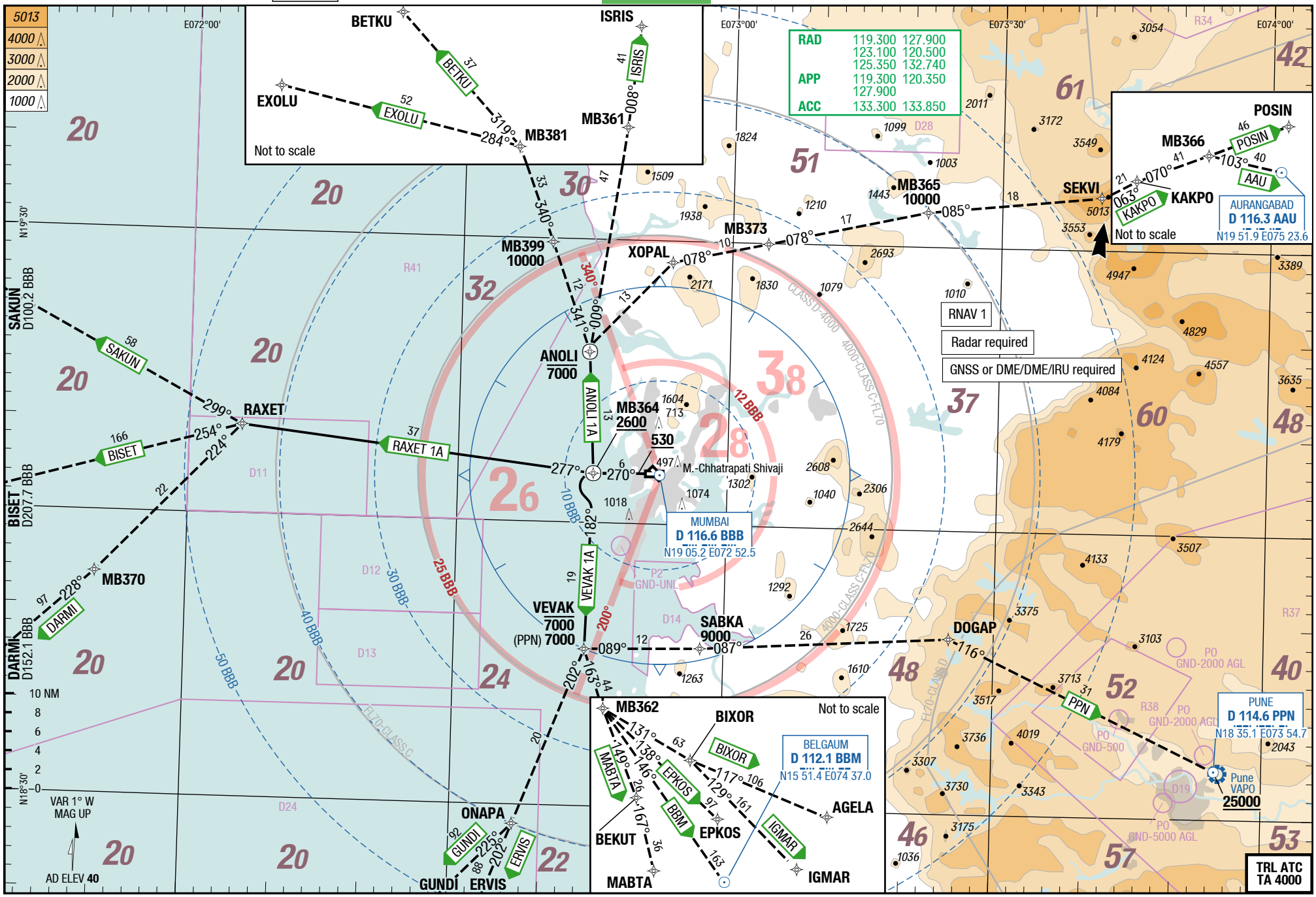
Changes: WPT , ASP, MSA, FREQ, OBST, SUAs, Transition

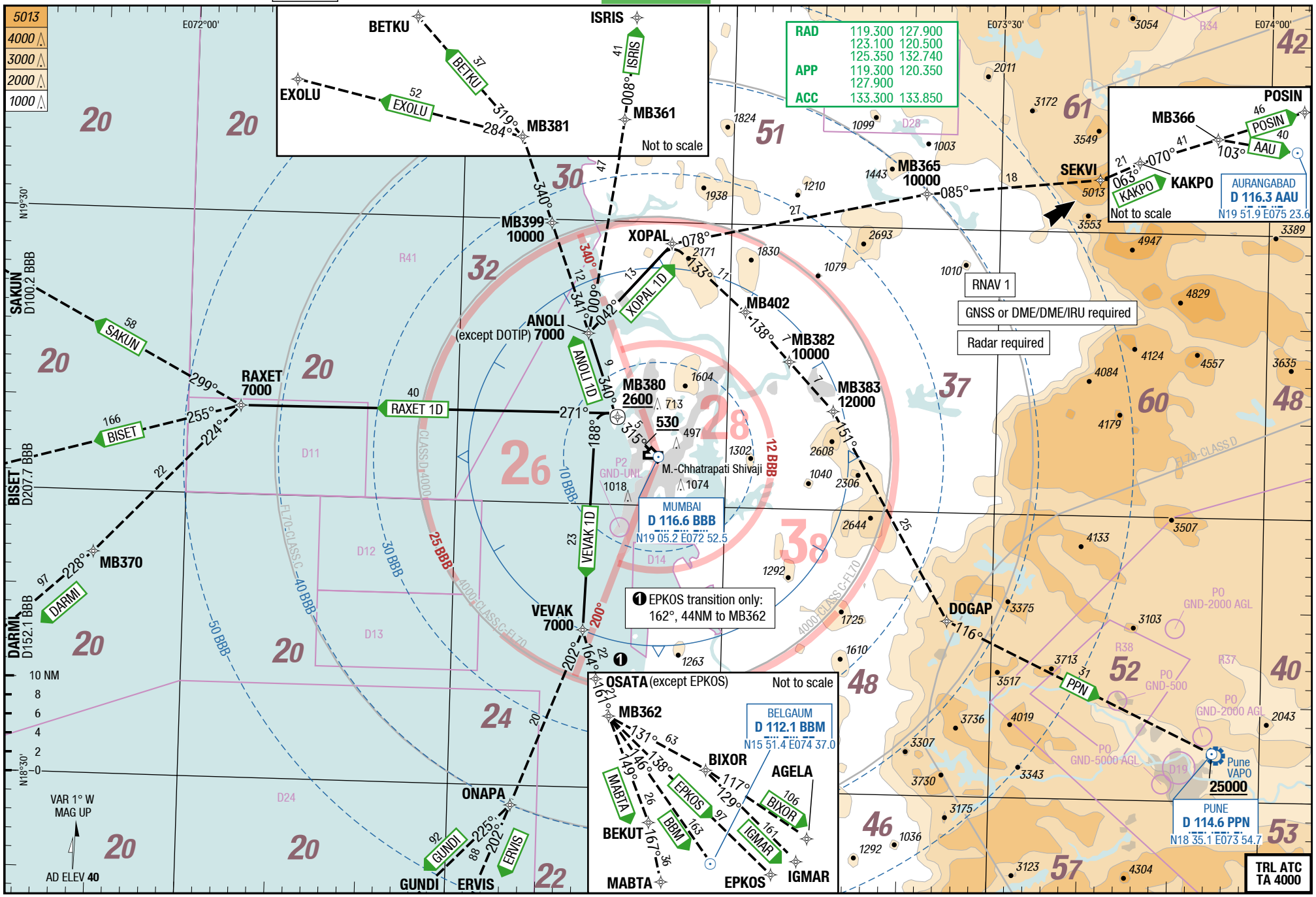


Changes: ASP, WPT , MSA, FREQ, OBST, SUAs, Transition



Changes: ASP, WPT , MSA, FREQ, OBST, SUAs, Transition


5013
4000
3000
2000
1000
RAD 119.300 127.900 123.100 120.500 125.350 132.740
APP 119.300 120.350 127.900
ACC 133.300 133.850
BETKU
ISRIS
EXOLU
MB381
MB361
Not to scale
MB399 10000
XOPAL
MB373
MB365 10000
SEKVI
POSIN
MB366
KAKPO
AAU
AURANGABAD D 116.3 AAU N19 51.9 E075 23.6
Not to scale
SAKUN D100.2 BBB
BISET D207.7 BBB
DARMI D152.1 BBB
RAXET
ANOLI 7000
MB364 2600
530
M.-Chhatrapati Shivaji
MUMBAI D 116.6 BBB N19 05.2 E072 52.5
VEVAK 7000 (PPN) 7000
SABKA 9000
DOGAP
MB370
ONAPA
GUNDI
ERVIS
MB362
BIXOR
AGELA
BEKUT
EPKOS
IGMAR
MABTA
BELGAUM D 112.1 BBM N15 51.4 E074 37.0
PUNE D 114.6 PPN N18 35.1 E073 54.7
Pune VAPO
25000
RNAV 1
Radar required
GNSS or DME/DME/IRU required
TRL ATC TA 4000
VAR 1° W MAG UP
AD ELEV 40
10 NM
Changes: ASP, WPT , MSA, FREQ, OBST, SUAs, Transition



Changes: ASP, WPT , MSA, FREQ, OBST, SUAs, Transition

ALBAP 1B / DOGAP 1B

RWY 09 (090°)

After passing 800, contact APP.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09	
ALBAP 1B **127.900** ①	H090° [A520+] - DCT MB397 - ALBAP	MB397 MNM **1000** ALBAP at **7000**
	TRANSITION	
	AURANGABAD (AAU) ALBAP - SEKVI - KAKPO - MB366 - AAU	ALBAP at **7000**
	BETKU ALBAP - XOPAL - MB381 - BETKU	ALBAP MAX **7000** XOPAL MAX **9000**
	EXOLU ALBAP - XOPAL - MB381 - EXOLU	ALBAP MAX **7000** XOPAL MAX **9000**
	ISRIS ALBAP - XOPAL - MB361 - ISRIS	ALBAP MAX **7000** XOPAL MAX **9000**
	KAKPO ALBAP - SEKVI - KAKPO	ALBAP at **7000**
	POSIN ALBAP - SEKVI - KAKPO - MB366 - POSIN	ALBAP at **7000**
DOGAP 1B **127.900** ①	H090° [A520+] - DCT MB397	MB397 MNM **1000**
	TRANSITION	
	PUNE (PPN) MB397 - DOGAP - PPN	MB397 MNM **1000** PPN MNM **25000**

① Aircraft departing should commence turn before SC to avoid hills.

Changes: WPT , QFU, Transition, Editorial

ONAGI 1B
RWY 09 (090°)

After passing 800, contact APP.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09	
ONAGI 1B **127.900** ①	H090° [A520+] - DCT MB397 - DCT ONAGI	MB397 MNM **1000** ONAGI MAX **7000**
	TRANSITION	
	BELGAUM (BBM) ONAGI - MB390 - MB362 - BBM	ONAGI MAX **7000** MB390 at **7000**
	BISET ONAGI - VEVAK - MB377 - ARIRA - BISET	ONAGI MAX **7000** VEVAK at **7000** MB377 MNM **13000**
	BIXOR ONAGI - MB390 - MB362 - BIXOR - AGELA	ONAGI MAX **7000** MB390 at **7000**
	DARMI ONAGI - VEVAK - MB377 - ARIRA - DARMI	ONAGI MAX **7000** VEVAK at **7000** MB377 MNM **13000**
	EPKOS ONAGI - MB390 - MB362 - EPKOS	ONAGI MAX **7000** MB390 at **7000**
	ERVIS ONAGI - MB389 - ERVIS	ONAGI MAX **7000** MB389 at **7000**
	GUNDI ONAGI - ONAPA - GUNDI	ONAGI MAX **7000**
	IGMAR ONAGI - MB390 - MB362 - BIXOR - IGMAR	ONAGI MAX **7000** MB390 at **7000**
	MABTA ONAGI - MB390 - MB362 - BEKUT - MABTA	ONAGI MAX **7000** MB390 at **7000**
	SAKUN ONAGI - VEVAK - MB377 - SAKUN	ONAGI MAX **7000** VEVAK at **7000** MB377 MNM **13000**

① Aircraft departing should commence turn before SC to avoid hills.

Changes: QFU, Editorial

DOGAP 1C / RAXET 1C / REVKA 1C
RWY 14 (135°)

After passing 800, contact APP.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14	
DOGAP 1C **127.900**	H135° [A540+] - DCT MB053	MB053 at **2100**
	TRANSITION	
	PUNE (PPN) MB053 - DOGAP - PPN	MB053 at **2100**
RAXET 1C **127.900**	H135° [A540+] - DCT MB053 - DCT ONAGI	MB053 MNM **2100**
	TRANSITION	
	ARIRA ONAGI - VEVAK - LAPOM - MB388 - RAXET - BISET	VEVAK MAX **7000** MB388 at **8000**
	DARMI ONAGI - VEVAK - LAPOM - MB388 - RAXET - DARMI	VEVAK MAX **7000** MB388 at **8000**
	SAKUN ONAGI - VEVAK - LAPOM - MB388 - RAXET - SAKUN	VEVAK MAX **7000** MB388 at **8000** RAXET MAX **10000**
REVKA 1C **127.900**	H135° [A540+] - DCT MB053 - DCT SABKA	MB053 MNM **2100**
	TRANSITION	
	BELGAUM (BBM) SABKA - REVKA - MB362 - BBM	REVKA at **7000**
	BIXOR SABKA - REVKA - MB362 - BIXOR - AGELA	REVKA at **7000**
	EPKOS SABKA - REVKA - MB362 - EPKOS	REVKA at **7000**
	ERVIS SABKA - REVKA - OSATA - ERVIS	REVKA at **7000**
	GUNDI SABKA - REVKA - OSATA - GUNDI	REVKA at **7000**
	IGMAR SABKA - REVKA - MB362 - BIXOR - IGMAR	REVKA at **7000**
	MABTA SABKA - REVKA - MB362 - BEKUT - MABTA	REVKA at **7000**

VIDAG 1C

RWY 14 (135°)

After passing 800, contact APP.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14	
VIDAG 1C **127.900**	H135° [A540+] - DCT MB053 - DCT VIDAG	
	TRANSITION	
	AURANGABAD (AAU) ALBAP - SEKVI - KAKPO - MB366 - AAU	ALBAP at **7000**
	BETKU ALBAP - XOPAL - MB381 - BETKU	ALBAP MAX **7000** XOPAL MAX **9000**
	EXOLU ALBAP - XOPAL - MB381 - EXOLU	ALBAP MAX **7000** XOPAL MAX **9000**
	ISRIS ALBAP - XOPAL - MB361 - ISRIS	ALBAP MAX **7000** XOPAL MAX **9000**
	KAKPO ALBAP - SEKVI - KAKPO	ALBAP at **7000**
	POSIN ALBAP - SEKVI - KAKPO - MB366 - POSIN	ALBAP at **7000**

MUMBAI 1C / SABKA 1C
RWY 14 (135°)

After passing 800, contact APP.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14	
MUMBAI 1C **BBB 1C** **127.900**	H135° [A540+] - DCT MB371 [R] - DCT BBB - XOPAL	MB371 MNM **4000** BBB at **8000** XOPAL at **8000**
	TRANSITION	
	AURANGABAD (AAU) XOPAL - MB365 - SEKVI - KAKPO - MB366 - AAU	XOPAL at **8000** MB365 MAX **10000**
	BETKU XOPAL - MB381 - BETKU	XOPAL at **8000** MB381 MAX **18000**
	EXOLU XOPAL - MB381 - EXOLU	XOPAL at **8000** MB381 MAX **18000**
	ISRIS XOPAL - MB361 - ISRIS	XOPAL at **8000**
	KAKPO XOPAL - MB365 - SEKVI - KAKPO	XOPAL at **8000** MB365 MAX **10000**
	POSIN XOPAL - MB365 - SEKVI - KAKPO - MB366 - POSIN	XOPAL at **8000** MB365 MAX **10000**
SABKA 1C **127.900**	H135° [A540+] - DCT MB053 - SABKA	MB053 MNM **2100**
	TRANSITION	
	BELGAUM (BBM) SABKA - MB362 - BBM	SABKA MNM **8000**
	BIXOR SABKA - MB362 - BIXOR - AGELA	
	EPKOS SABKA - MB362 - EPKOS	
	IGMAR SABKA - MB362 - BIXOR - IGMAR	
	MABTA SABKA - MB362 - BEKUT - MABTA	SABKA MNM **8000**
	PUNE (PPN) SABKA - DOGAP - PPN	SABKA at **8000** PPN MNM **25000**

ANOLI 1A / RAXET 1A

RWY 27 (270°)

After passing 800, contact APP.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 27	
ANOLI 1A **127.900**	H270° [A520+] - DCT MB364	
	TRANSITION	
	AURANGABAD (AAU) ALBAP - SEKVI - KAKPO - MB366 - AAU	ALBAP at **7000**
	BETKU ALBAP - XOPAL - MB381 - BETKU	ALBAP MAX **7000** XOPAL MAX **9000**
	EXOLU ALBAP - XOPAL - MB381 - EXOLU	ALBAP MAX **7000** XOPAL MAX **9000**
	ISRIS ALBAP - XOPAL - MB361 - ISRIS	ALBAP MAX **7000** XOPAL MAX **9000**
	KAKPO ALBAP - SEKVI - KAKPO	ALBAP at **7000**
	POSIN ALBAP - SEKVI - KAKPO - MB366 - POSIN	ALBAP at **7000**
RAXET 1A **127.900**	H270° [A520+] - DCT MB364 - RAXET	MB364 MNM **2600**
	TRANSITION	
	BISET RAXET - BISET	
	DARMI RAXET - MB370 - DARMI	
	SAKUN RAXET - SAKUN	

VEVAK 1A

RWY 27 (270°)

After passing 800, contact APP.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 27	
VEVAK 1A **127.900**	H270° [A520+] - DCT MB364 - VEVAK	MB364 MNM **2600**
	TRANSITION	
	BELGAUM (BBM) VEVAK - MB362 - BBM	VEVAK MAX **7000**
	BIXOR VEVAK - MB362 - BIXOR - AGELA	VEVAK MAX **7000**
	EPKOS VEVAK - MB362 - EPKOS	VEVAK MAX **7000**
	ERVIS VEVAK - ONAPA - ERVIS	VEVAK MAX **7000**
	GUNDI VEVAK - ONAPA - GUNDI	VEVAK MAX **7000**
	IGMAR VEVAK - MB362 - BIXOR - IGMAR	VEVAK MAX **7000**
	MABTA VEVAK - MB362 - BEKUT - MABTA	VEVAK MAX **7000**
	PUNE (PPN) VEVAK - SABKA - DOGAP - PPN	VEVAK at **7000** SABKA at **9000** PPN MNM **25000**

ANOLI 1D / RAXET 1D / VEVAK 1D

RWY 32 (315°)

After passing 800, contact APP.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 32	
ANOLI 1D **127.900**	H315° [A530+] - DCT MB380 - DCT ANOLI	MB380 MNM **2600**
	TRANSITION	
	BETKU ANOLI - MB399 - MB381 - BETKU	ANOLI at **7000** MB399 at **10000**
	EXOLU ANOLI - MB399 - MB381 - EXOLU	ANOLI at **7000** MB399 at **10000**
	ISRIS ANOLI - MB361 - ISRIS	
RAXET 1D **127.900**	H315° [A530+] - DCT MB380 - DCT RAXET	MB380 MNM **2600** RAXET at **7000**
	TRANSITION	
	BISET RAXET - DCT BISET	RAXET at **7000**
	DARMI RAXET - DCT MB370 - DARMI	RAXET at **7000**
	SAKUN RAXET - DCT SAKUN	RAXET at **7000**
VEVAK 1D **127.900**	H315° [A530+] - DCT MB380 [L] - DCT VEVAK	MB380 MNM **2600** VEVAK at **7000**
	TRANSITION	
	BELGAUM (BBM) VEVAK - OSATA - MB362 - BBM	VEVAK at **7000**
	BIXOR VEVAK - OSATA - MB362 - BIXOR - AGELA	VEVAK at **7000**
	EPKOS VEVAK - MB362 - EPKOS	VEVAK at **7000**
	ERVIS VEVAK - ONAPA - ERVIS	VEVAK at **7000**
	GUNDI VEVAK - ONAPA - GUNDI	VEVAK at **7000**
	IGMAR VEVAK - OSATA - MB362 - BIXOR - IGMAR	VEVAK at **7000**
	MABTA VEVAK - OSATA - MB362 - BEKUT - MABTA	VEVAK at **7000**

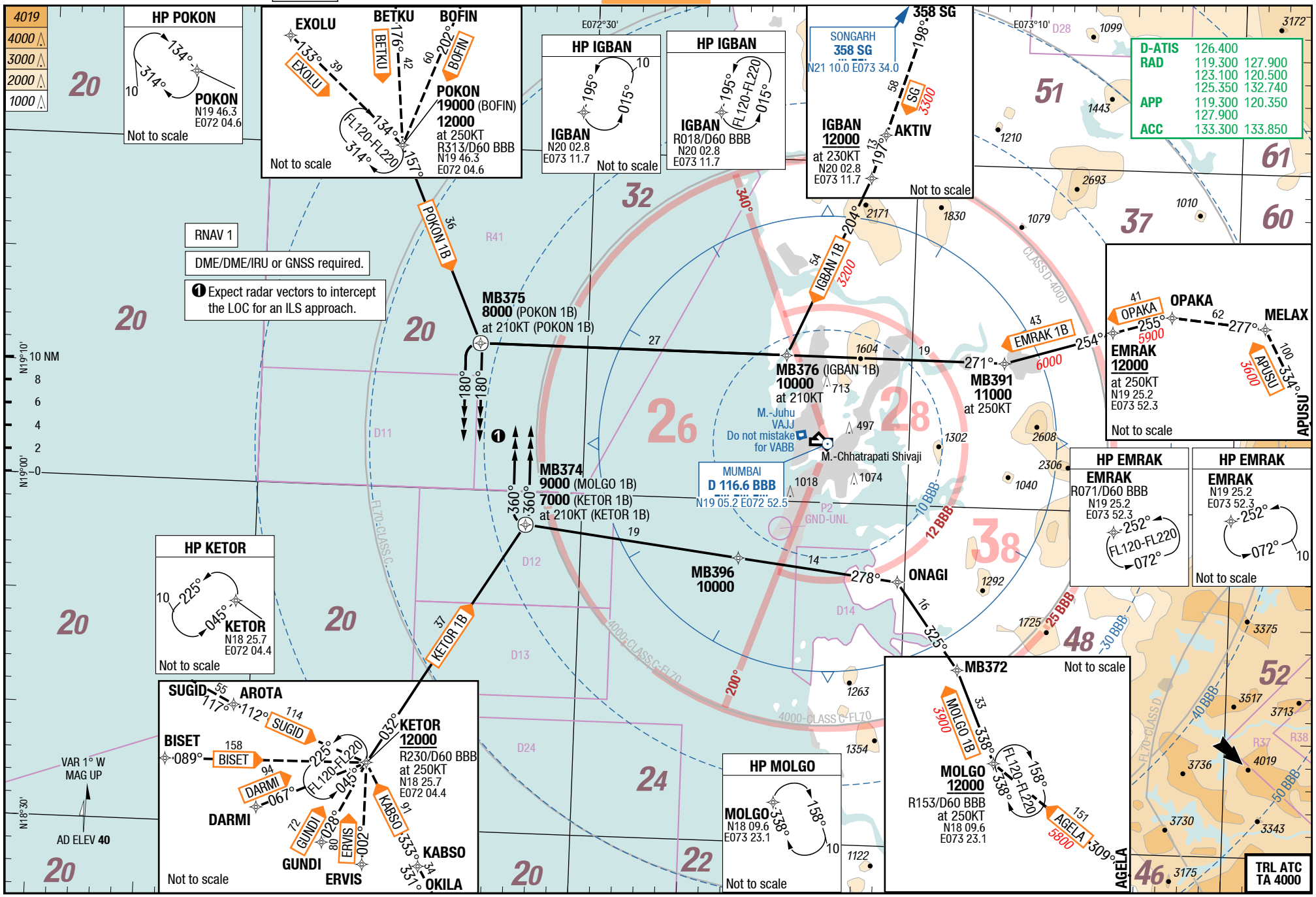
Changes: WPT , QFU, Editorial, Transition

XOPAL 1D

RWY 32 (315°)

After passing 800, contact APP.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 32	
XOPAL 1D **127.900**	H315° [A530+] - DCT MB380 - DCT ANOLI	MB380 MNM **2600**
	TRANSITION	
	AURANGABAD (AAU) ANOLI - XOPAL - MB365 - SEKVI - KAKPO - MB366 - AAU	MB365 at **10000**
	KAKPO ANOLI - XOPAL - MB365 - SEKVI - KAKPO	MB365 at **10000**
	POSIN ANOLI - DCT XOPAL - MB365 - SEKVI - KAKPO - MB366 - POSIN	MB365 at **10000**
	PUNE (PPN) ANOLI - DCT XOPAL - MB402 - MB382 - MB383 - DOGAP - PPN	MB382 at **10000** MB383 at **12000** PPN MNM **25000**



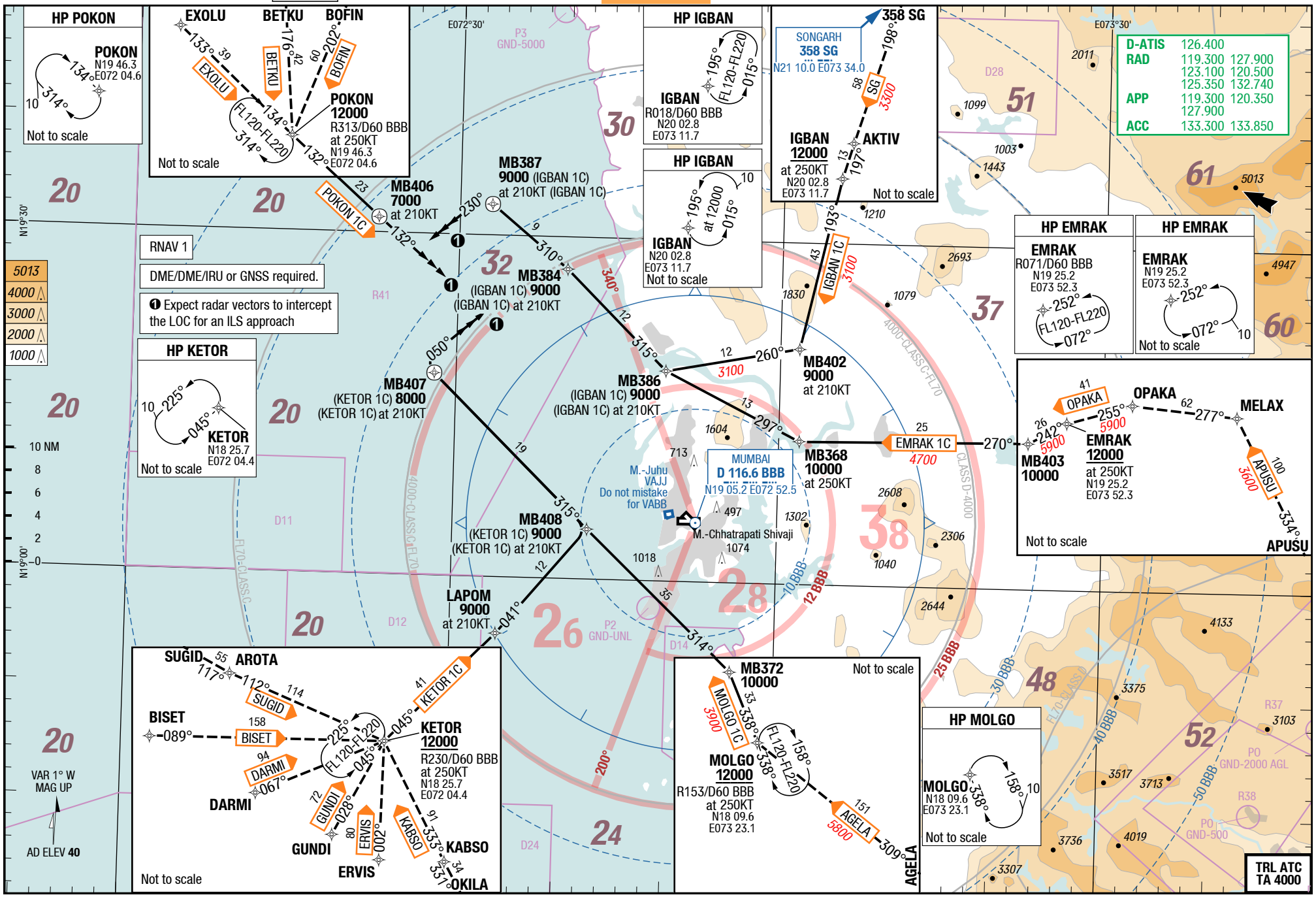
Changes: ASP, MSA, FREQ, SUAs, OBST

BOM-VABB

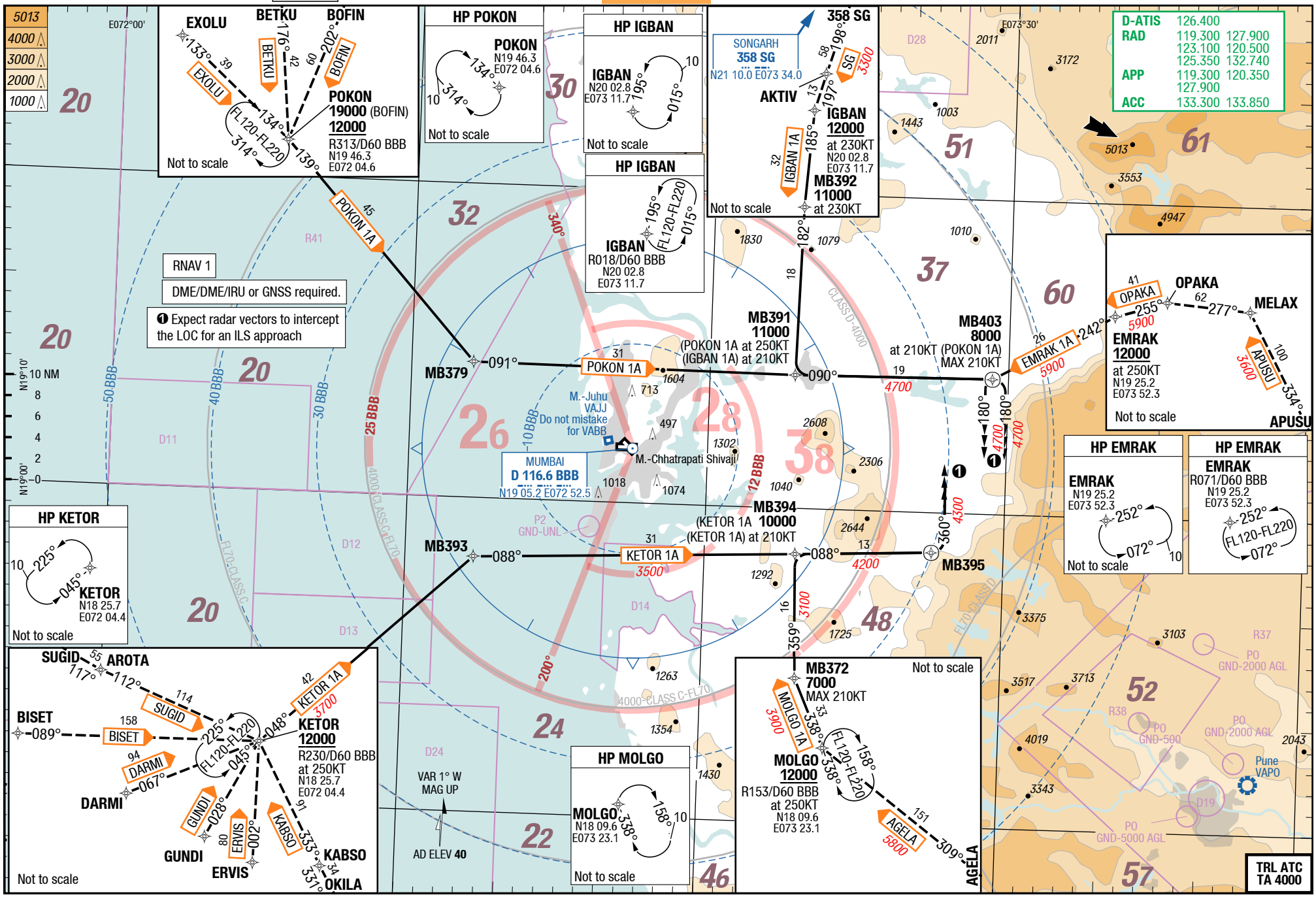
6-20

RNAV STARs RWY 14

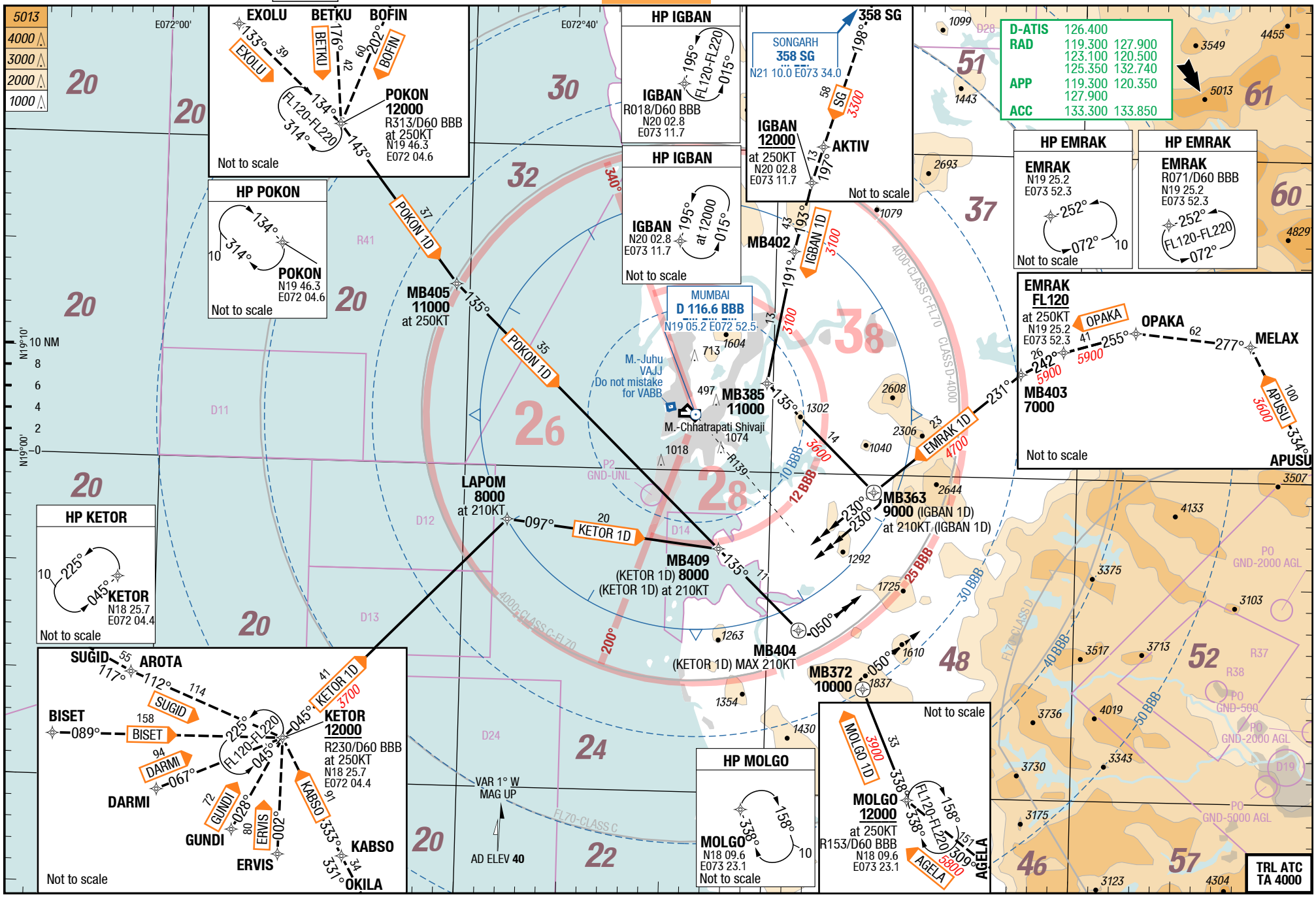
RNAV STARs RWY 14



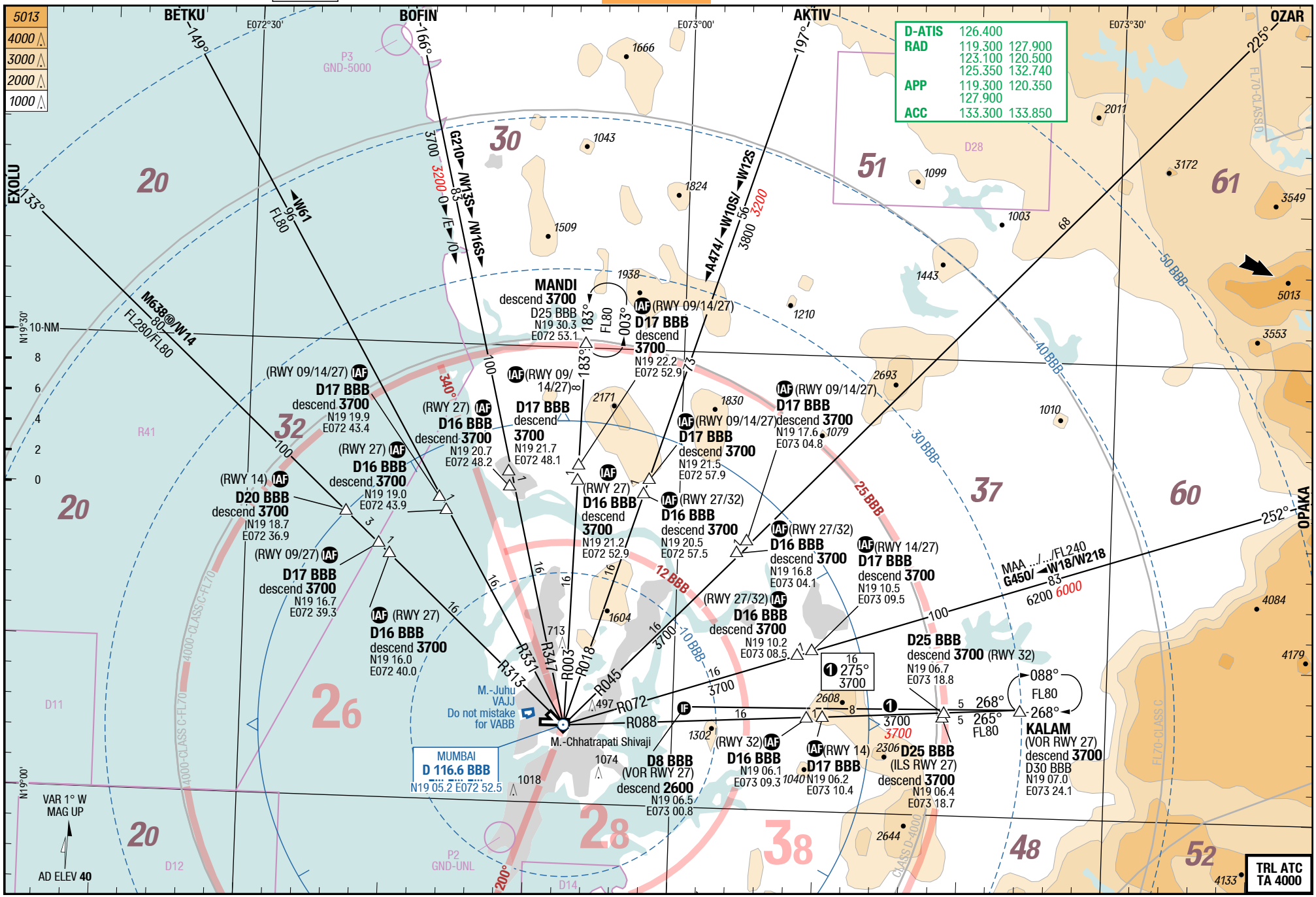
Changes: ASP, MSA, FREQ, SUAs, OBST



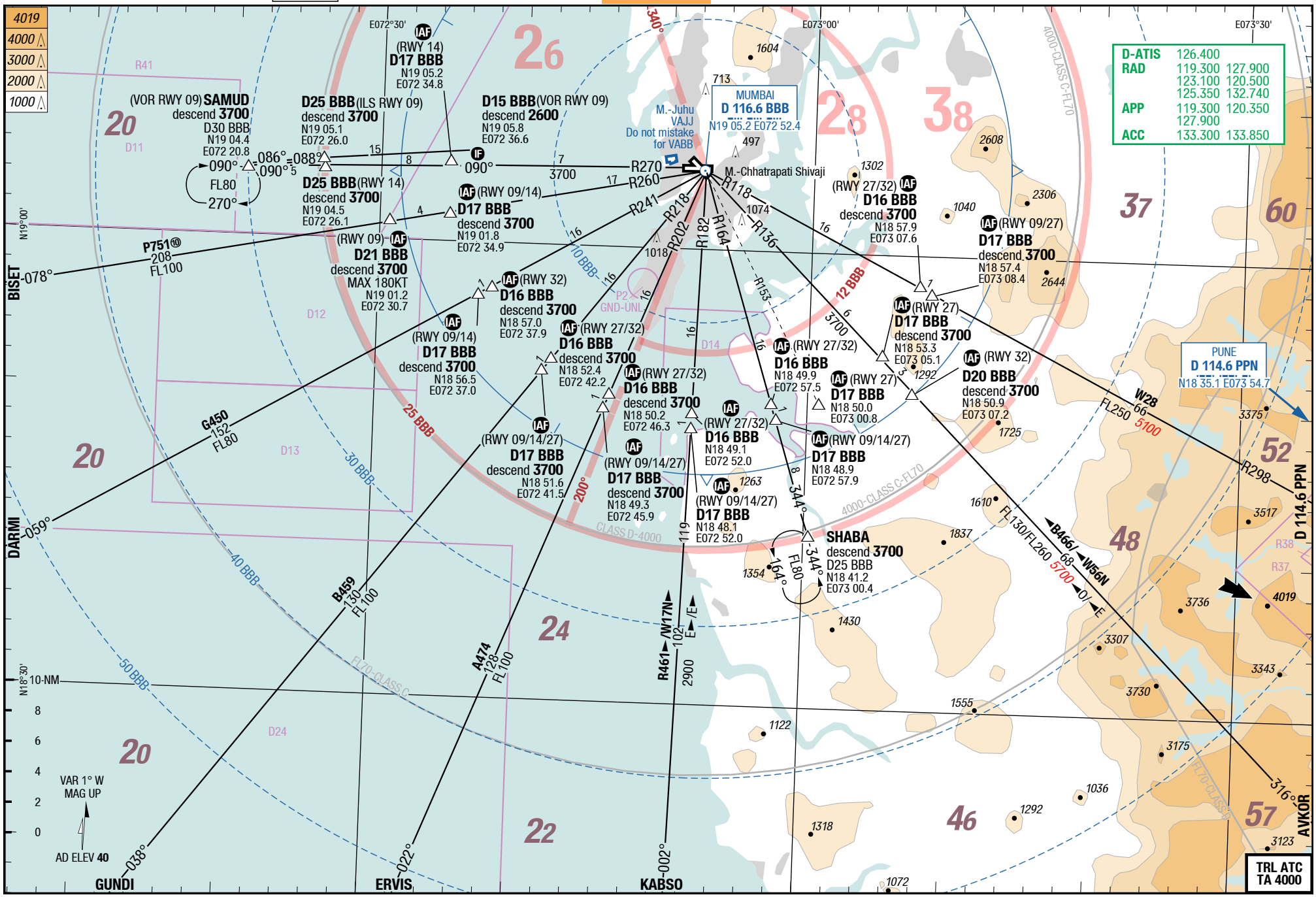
Changes: ASP, MSA, FREQ, SUAs, OBST



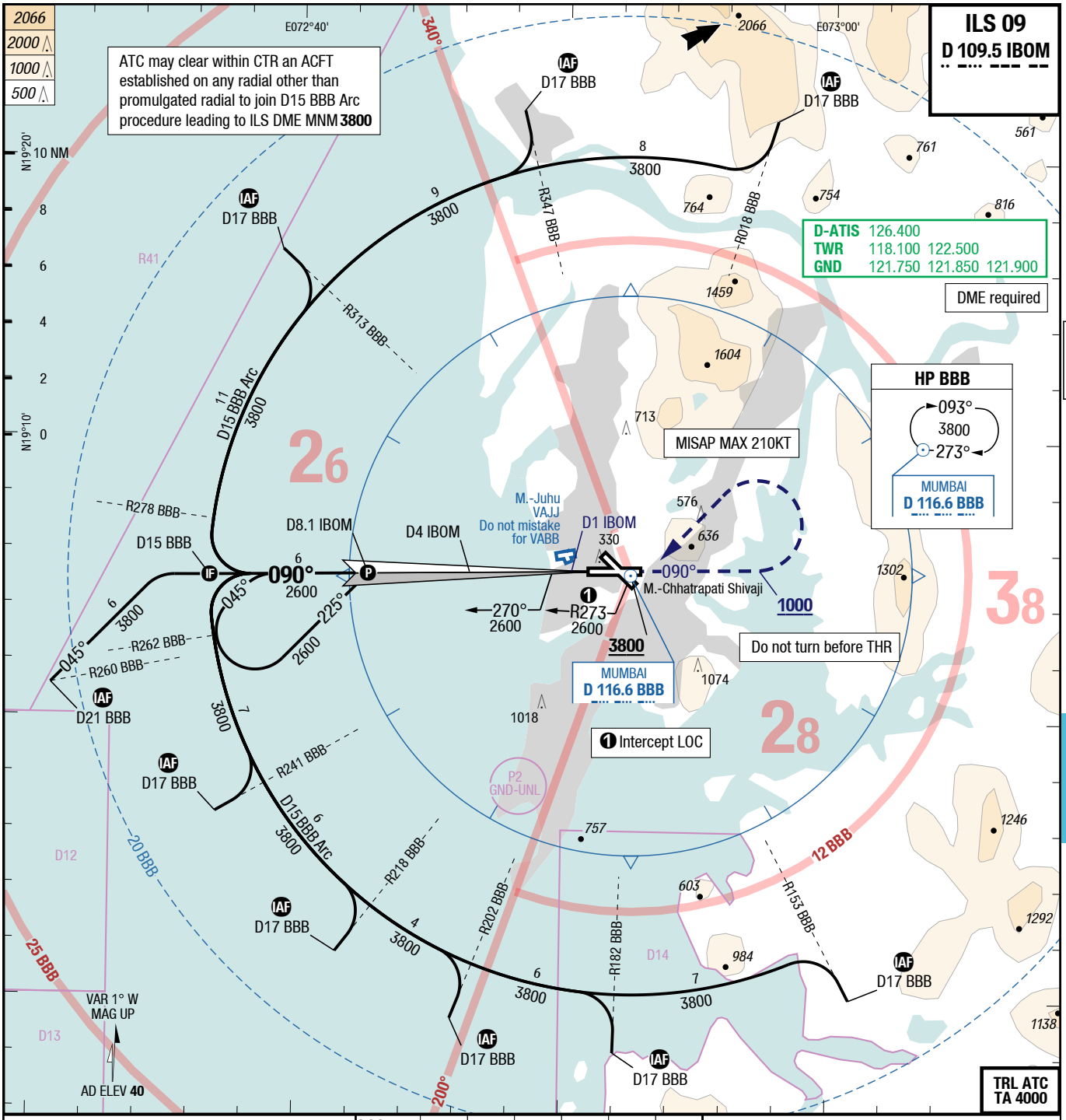
Changes: ASP, MSA, FREQ, SUAs, OBST



Changes: ASP, MSA, FREQ, SUAs, OBST



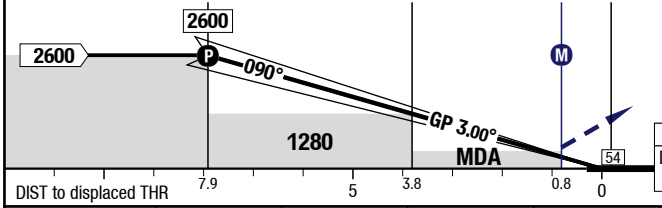
Changes: ASP, MSA, FREQ, SUAs, OBST



LOC 3.00° D IBOM	8.1	7	6	5	3	2
	2600	2250	1930	1610	970	650

09 — HL-S — 60 HL / 30 HL — 140 — 3048 x 60 — 540 — 83.0° — THR 16 (1hPa) / TDZ --- (---%) — +0.1%

D8.1 IBOM — D4 — D1 IBOM

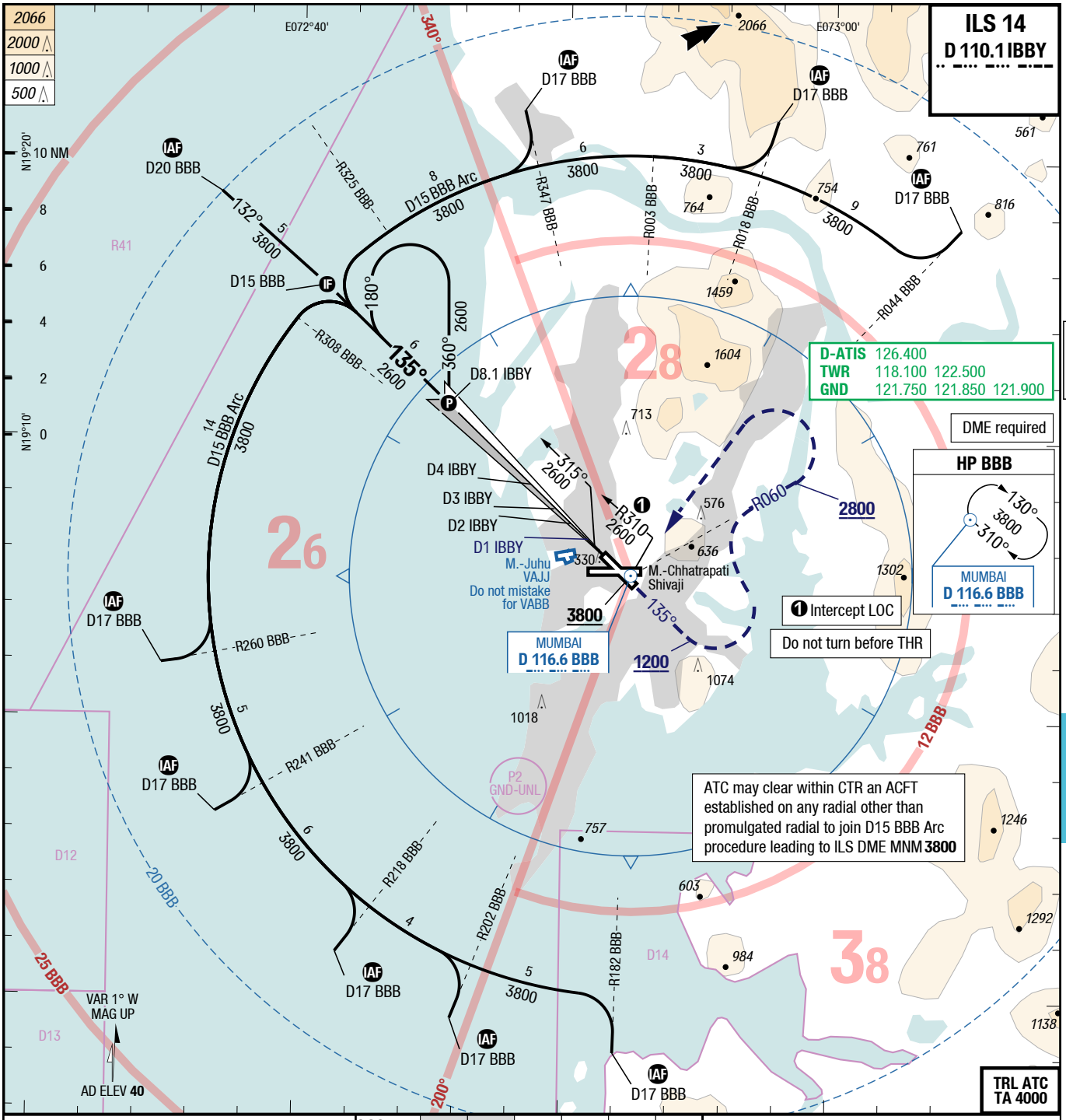


090°
at MNM **1000 LT** to **BBB**
climb **3800**
(Do not turn before THR)
(MISAP MAX 210KT)

GS	120	140	160
D8.1 IBOM	*640*	*750*	*850*
-MAPt	*3:33*	*3:03*	*2:40*

09		Cat 1 DME 1)	LOC DME	SRA			Circling 2)
C	ft - m/km	260 - 800	430 - 1.6	650 - 2.4			1440 - 2.4V
	ft	**270**	**440**	**660**			**1480**
D	ft - m/km	260 - 800	430 - 1.6	650 - 2.4			1660 - 3.6V
	ft	**270**	**440**	**660**			**1700**

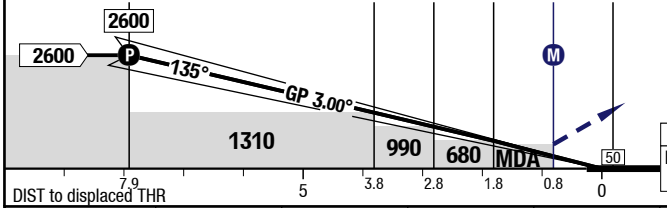
1) With EVS 550m
2) BTW RWY 27 and RWY 14 only. See sketch for details



LOC 3.00° D IBBY			8.1	7	6	5
			2600	2260	1940	1630

D8.1 IBBY D4 D3 D2 D1 IBBY

14 | 83.0° | 400 | 2471 x 45 | 60 HL | 15 HL | 740 | HL-P1 | THR 40 (1hPa) / TDZ 39 (---%) | -0.2%



135°
at MNM **1200 LT**
intercept R060 **BBB**
at MNM **2800 LT** to **BBB**
climb **3800**
(Do not turn before THR)

GS	120	140	160
D8.1 IBBY	*640*	*740*	*850*
-MAPt	*3:33*	*3:03*	*2:40*

14		Cat 1 DME 1)	LOC DME	SRA			Circling 2)
C	ft - m/km ft	400 - 1.1 **440**	550 - 1.8 **590**	C 500 - 2.2 **680**			1440 - 2.4V **1480**
D	ft - m/km ft	400 - 1.1 **440**	550 - 1.8 **590**	C 500 - 2.2 **680**			1660 - 3.6V **1700**

1) With EVS 750m
2) BTW RWY 27 and RWY 14 only. See sketch for details

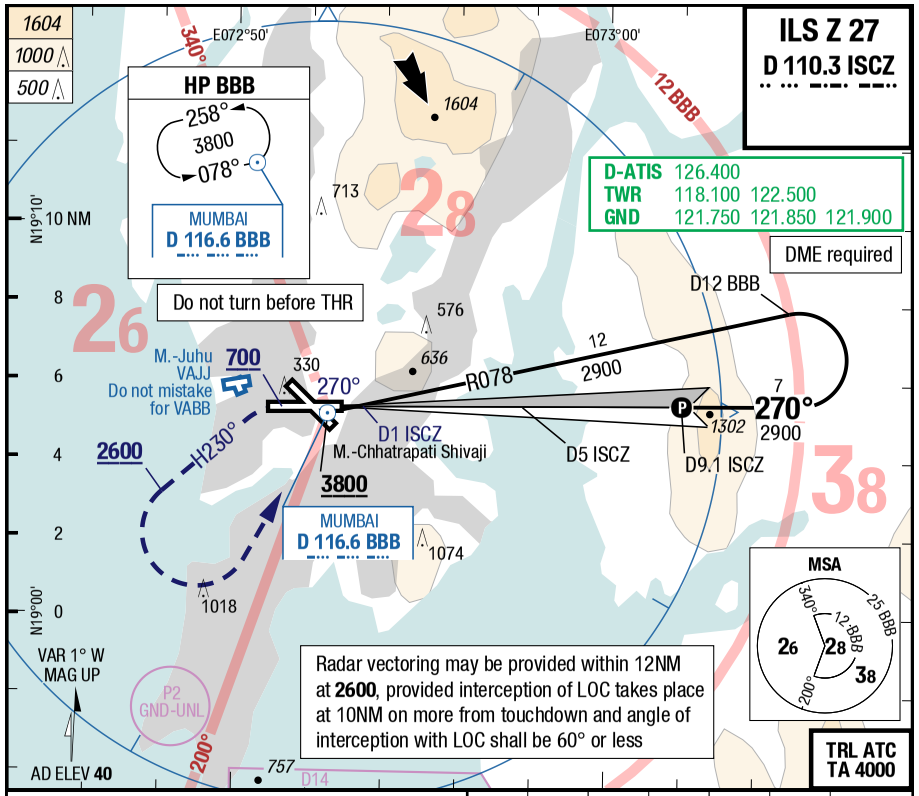
BOM-VABB

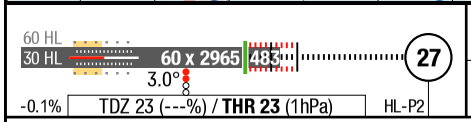
India **Mumbai** Chhatrapati Shivaji
ILS Y 27
ILS Z 27

IAC

IAC

Chhatrapati Shivaji **Mumbai** India
ILS Y 27
ILS Z 27

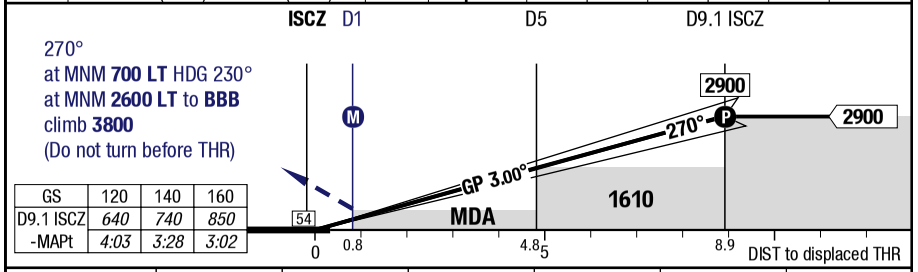




2	3	4	6	7	9.1
660	*970*	*1290*	*1930*	*2250*	2900

LOC 3.00°
D ISCZ

ISCZ D1 D5 D9.1 ISCZ

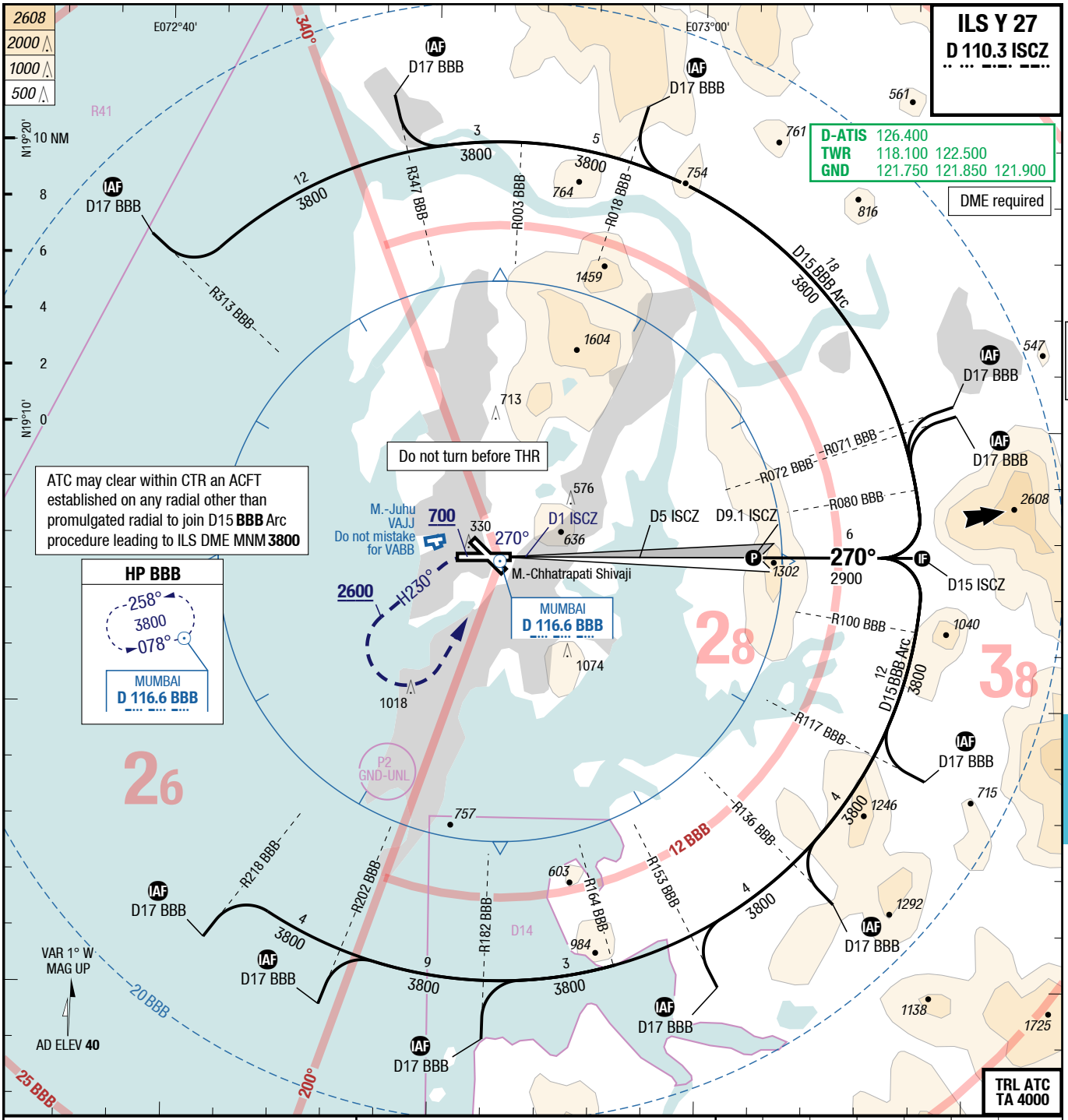


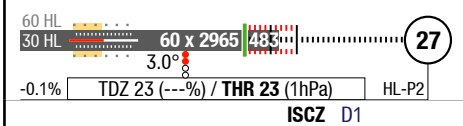
GS	120	140	160
D9.1 ISCZ	*640*	*740*	*850*
-MAPt	*4:03*	*3:28*	*3:02*

27		Cat 1 DME	LOC DME	SRA			Circling 1)
C	ft - m/km ft	210 - 550 **230**	520 - 1.6 **540**	960 - 2.4 **980**			1440 - 2.4V **1480**
D	ft - m/km ft	210 - 550 **230**	520 - 1.6 **540**	960 - 2.4 **980**			1660 - 3.6V **1700**

1) BTW RWY 27 and RWY 14 only. See sketch for details

Changes: Completely revised



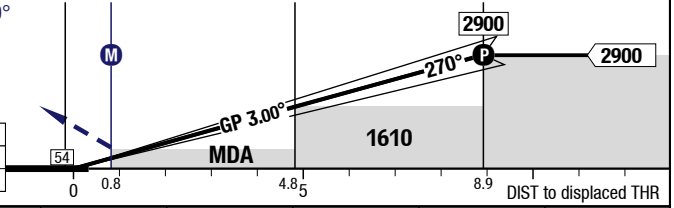


2	3	4	6	7	9.1	LOC 3.00° D ISCZ
660	970	1290	1930	2250	2900	

ISCZ D1 D5 D9.1 ISCZ

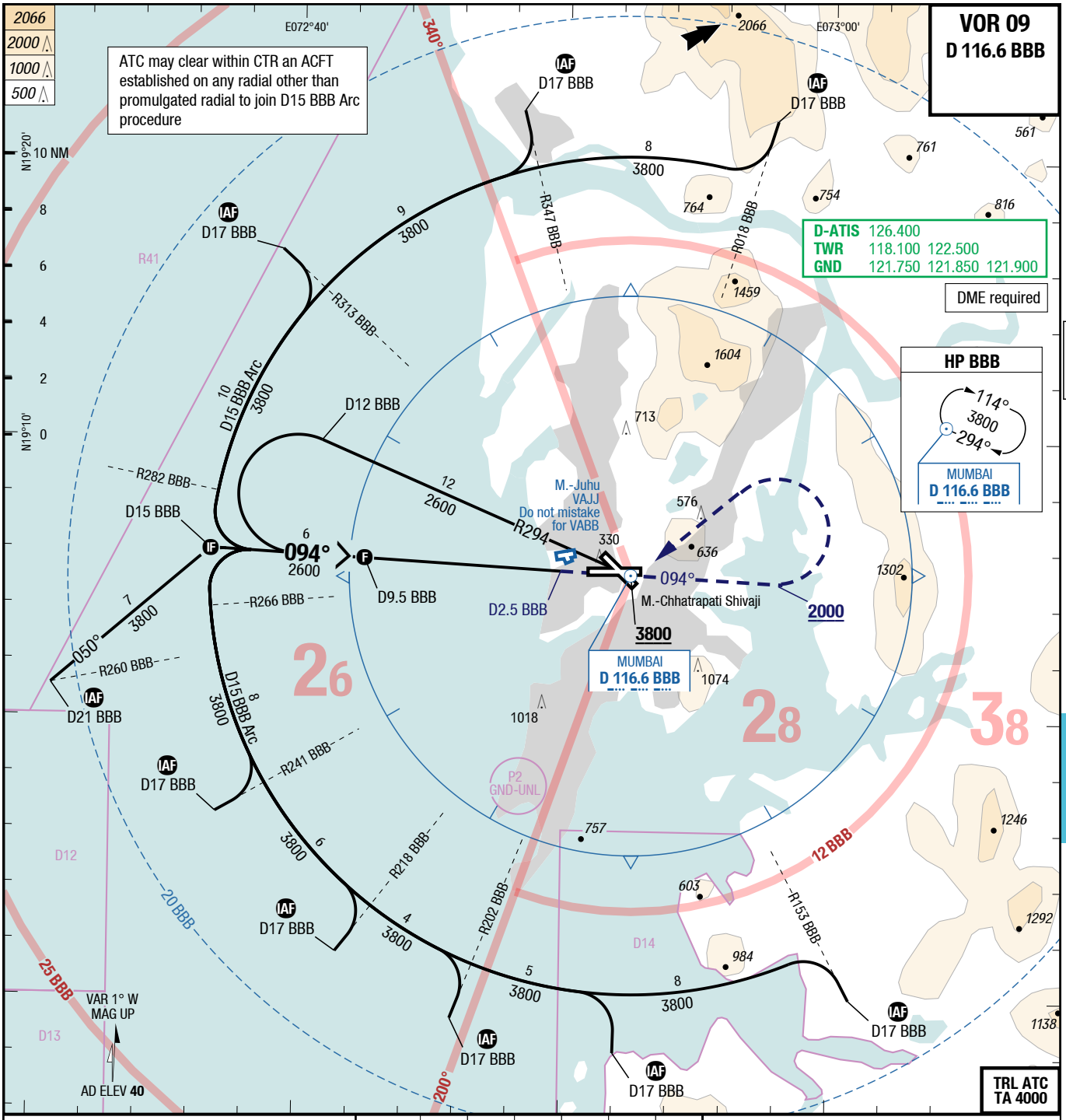
270°
at MNM **700 LT** HDG 230°
at MNM **2600 LT** to **BBB**
climb **3800**
(Do not turn before THR)

GS	120	140	160
D9.1 ISCZ	640	740	850
-MAPt	4:03	3:28	3:02



27		Cat 1 DME	LOC DME	SRA			Circling 1)
C	ft - m/km ft	210 - 550 **230**	520 - 1.6 **540**	960 - 2.4 **980**			1440 - 2.4V **1480**
D	ft - m/km ft	210 - 550 **230**	520 - 1.6 **540**	960 - 2.4 **980**			1660 - 3.6V **1700**

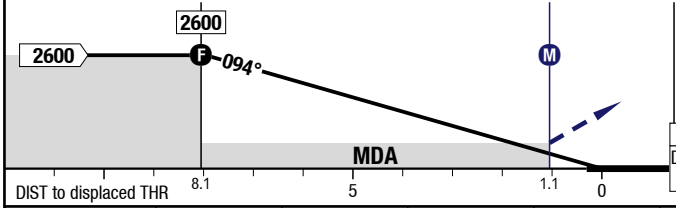
1) BTW RWY 27 and RWY 14 only. See sketch for details



3.00° D BBB 094° RWY 090°	9.4	8	7	6	5	4
	2600	2160	1840	1520	1200	880

09 HL-S | 140 | 3048 x 60 | 60 HL | 30 HL | 540 | 83.0° | THR 16 (1hPa) / TDZ --- (---%) | +0.1%

D9.5 BBB D2.5 BBB

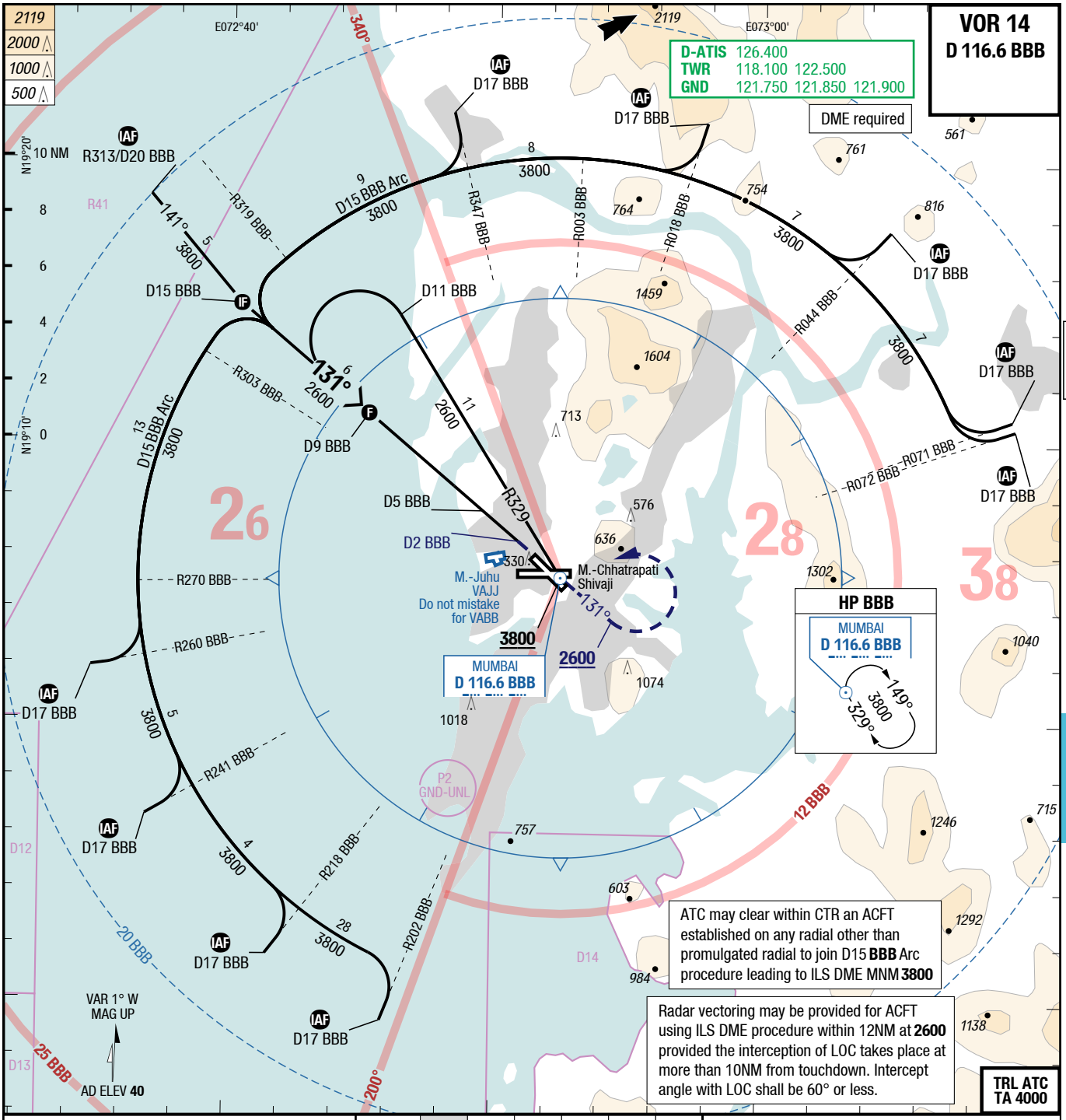


094°
at MNM **2000** LT to **BBB**
climb **3800**

GS	120	140	160
D9.5 BBB	*640*	*740*	*850*
-MAPt	*3:30*	*3:00*	*2:38*

09		VOR DME					Circling 1)
C	ft - m/km ft	610 - 2.4 **620**					1440 - 2.4V **1480**
D	ft - m/km ft	610 - 2.4 **620**					1660 - 3.6V **1700**

1) BTW RWY 27 and RWY 14 only. See sketch for details

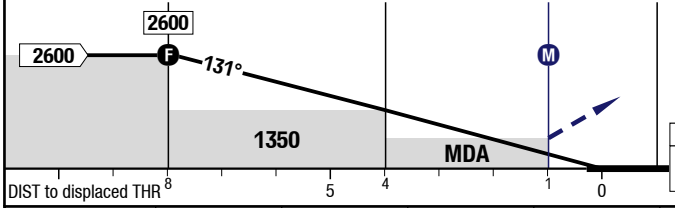


3.00°		9	8	7	6	4
D BBB						
131°		2600	*2320*	*2000*	*1680*	*1040*
RWY 135°						

D9 BBB D5 D2 **BBB**

14 — 3.0° — 60 HL — 400 2471 x 45 — 15 HL — 740

HL-P1 **THR 40** (1hPa) / TDZ 39 (---%) -0.2%

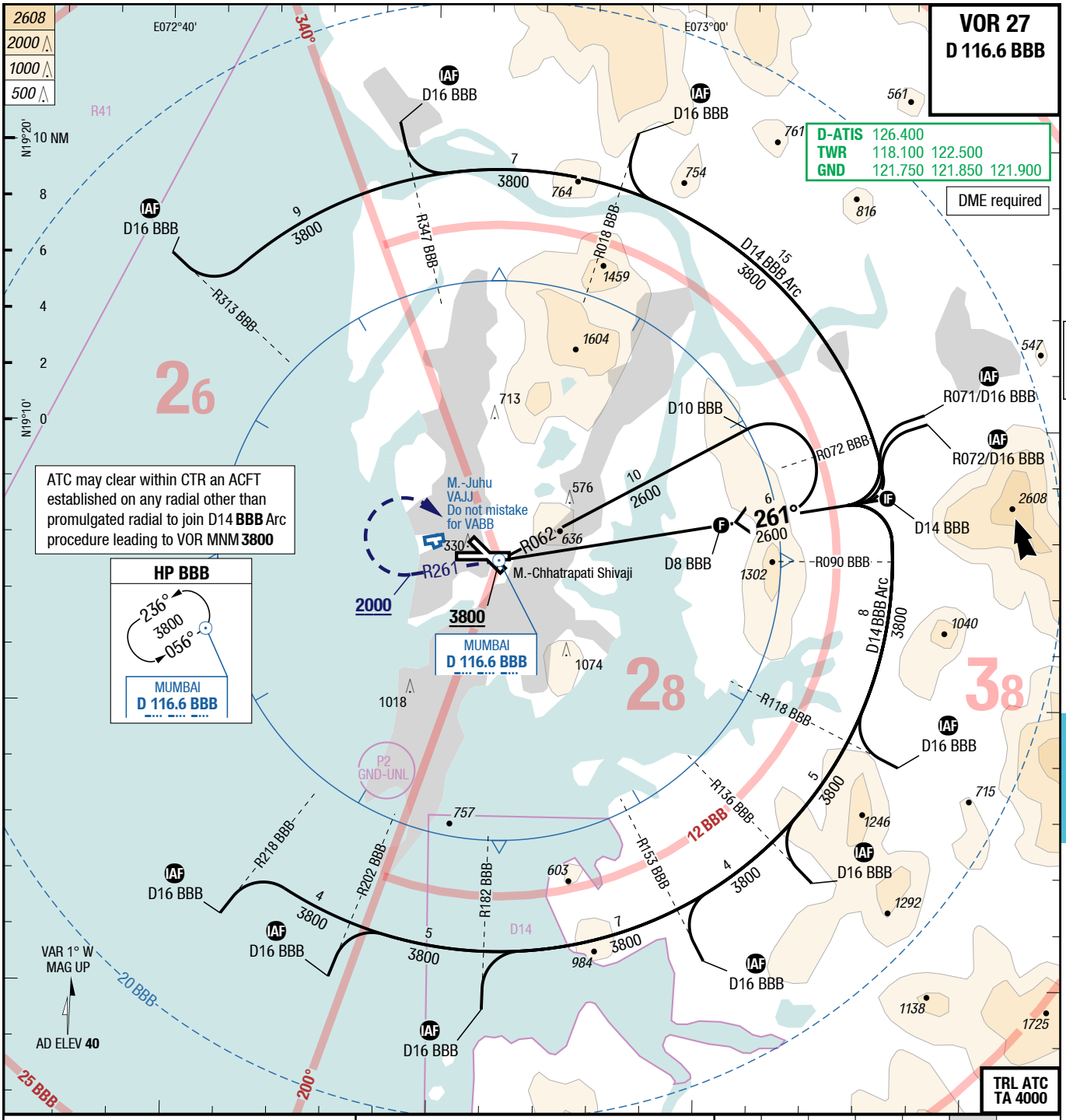


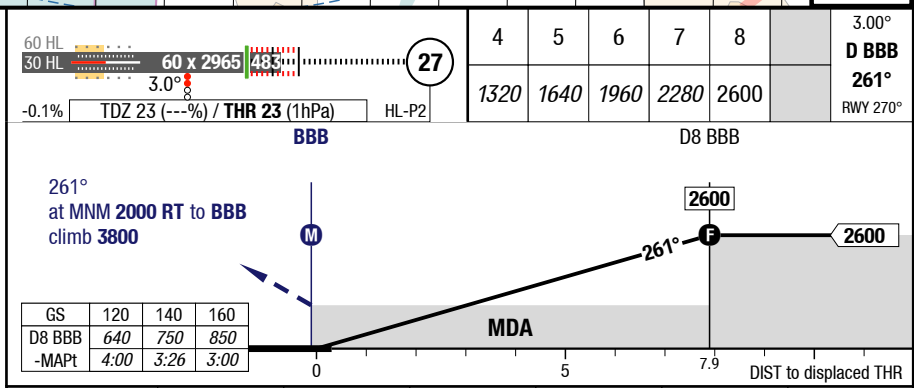
131°
at MNM **2600 LT** to **BBB**
climb **3800**

GS	120	140	160
D9 BBB	*640*	*740*	*850*
-MAPt	*3:30*	*3:00*	*2:38*

14		**VOR DME**					**Circling** 1)
C	ft - m/km ft	690 - 2.5 **730**					1440 - 2.5V **1480**
D	ft - m/km ft	690 - 2.5 **730**					1660 - 3.6V **1700**

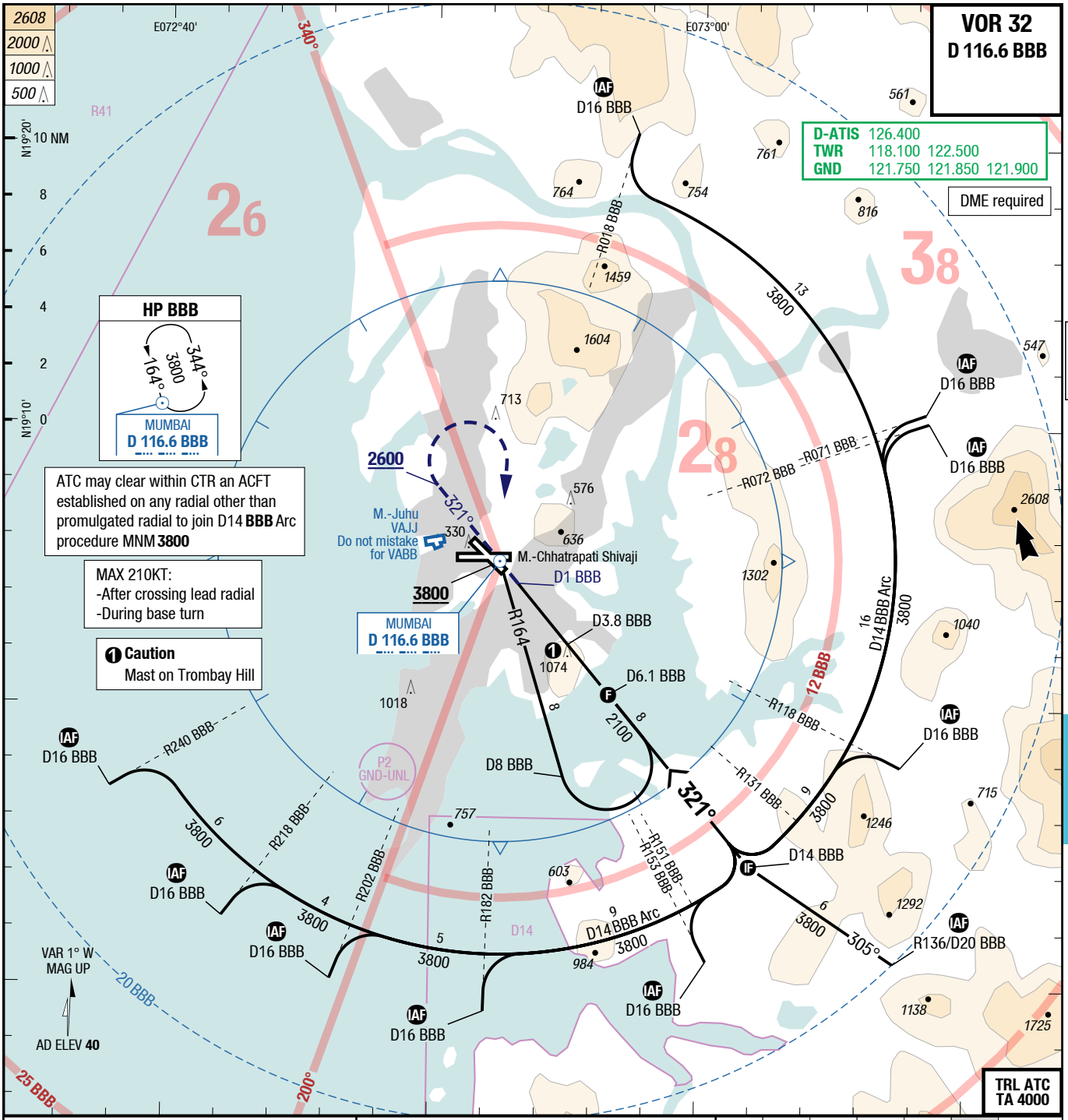
1) BTW RWY 27 and RWY 14 only. See sketch for details





27		VOR DME					Circling 1)
C	ft - m/km ft	1000 - 3.8 **1020**					1440 - 3.8V **1480**
D	ft - m/km ft	1000 - 3.8 **1020**					1660 - 3.8V **1700**

1) BTW RWY 27 and RWY 14 only. See sketch for details

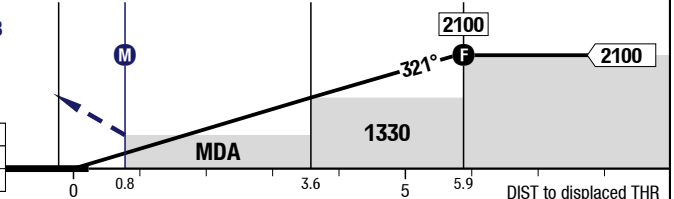


60 HL / 15 HL	45 x 2673	198	32
3.0°	420		
+0.2%	TDZ 24 (---%) / **THR 25** (1hPa)	HL-S	

	2	3	4	5	6.1		3.29°
	700	1050	1400	1750	2100		**D BBB** **321°** RWY 315°
	BBB	D1		D3.8		D6.1 BBB	

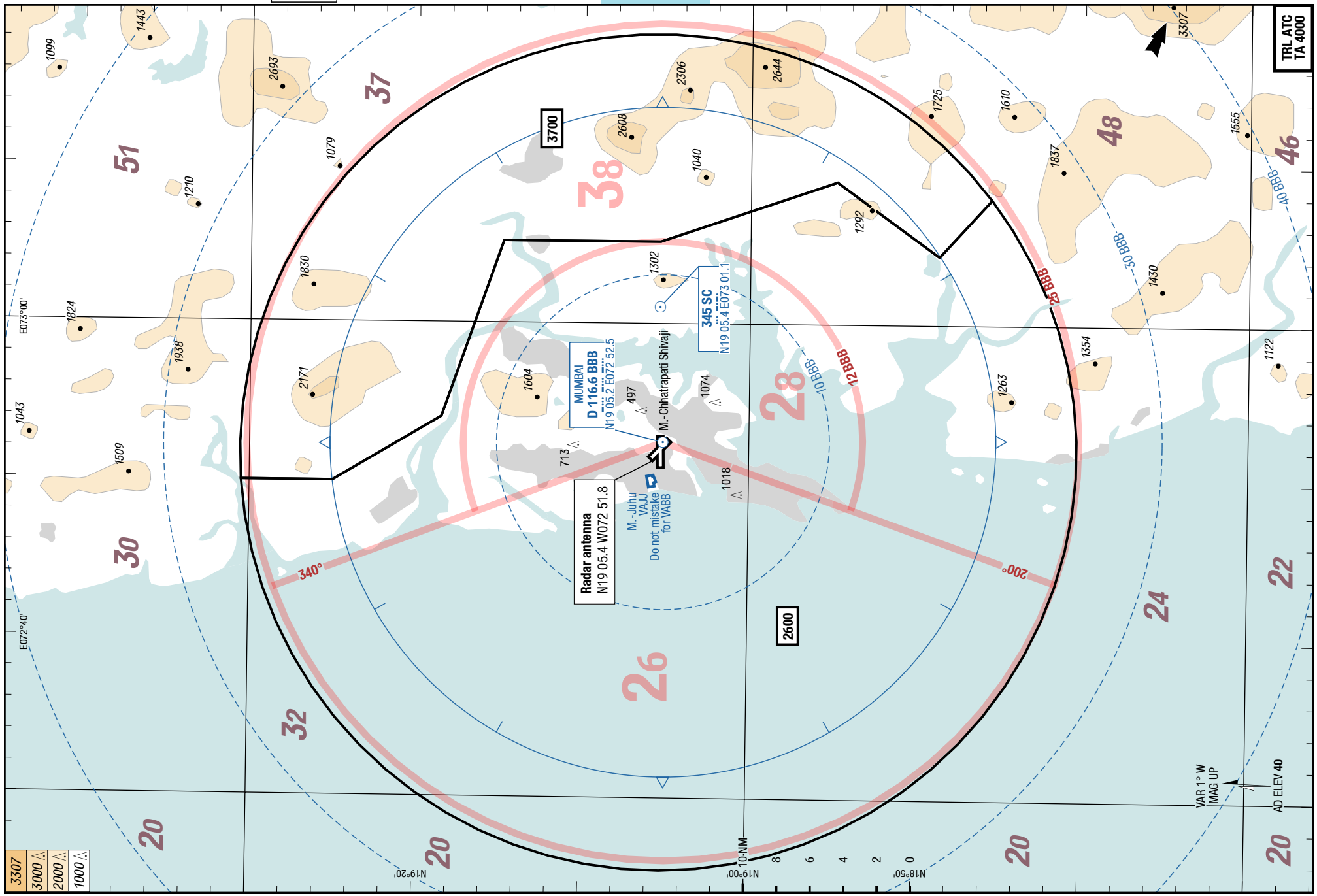
321°
at MNM **2600 RT** to **BBB**
climb **3800**

GS	120	140	160
D6.1 BBB	*700*	*820*	*940*
-MAPt	*2:33*	*2:11*	*1:55*



32		VOR DME	VOR DME wo D3.8 BBB				Circling 1)
C	ft - m/km ft	630 - 2.4 **650**	1310 - 5.0 **1330**				1440 - 5.0V **1480**
D	ft - m/km ft	630 - 2.4 **650**	1310 - 5.0 **1330**				1660 - 5.0V **1700**

1) BTW RWY 27 and RWY 14 only. See sketch for details



Changes: MSA