

MUMBAI (VABB) BRIEFING

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Introduction

This document is solely for controllers and pilots participating in the **Hajj Ops** event on **12th July 2025**. Firstly thank you for your time & consideration towards the event. Please follow all the instructions stated in this document strictly.

Navigation Data

We strongly advise pilots to obtain up-to-date navigation data for the ease of all the controllers.

Charts are freely available with the relevant AIP which is linked [here](#) and [ChartFox](#).

Event Route

Please follow the following route for a smooth and expeditious experience:

EGPOB V31 BSH L425 AMBIT ASTIN GOBRO L425
ASPUX T208 BOLUR P751 BISET

Arrival Aerodrome - Chhatrapati Shivaji Maharaj Intl. Airport (VABB)

| POSITIONS | CALLSIGN | FREQ |
|------------------------|-------------------------|-------------|
| VABF_CTR | Mumbai Radar | 132.700 MHz |
| VABF_OC_CTR | Mumbai Radio | 132.600 MHz |
| VABB_CTR | Mumbai Radar | 125.350 MHz |
| VABB_APP (Up to FL145) | Mumbai (Approach) Radar | 127.900 MHz |
| VABB_F_APP | Mumbai (Arrival) Radar | 119.300 MHz |
| VABB_TWR | Mumbai Tower | 118.100 MHz |
| VABB_W_GND | Mumbai Ground | 121.750 MHz |
| VABB_GND (Bandbox) | Mumbai Ground | 121.900 MHz |

Notes for Pilots

- Depending on the controller online, procedural control may be simulated.
- If **VABF_OC_CTR** is online, **procedural control** will be simulated.
 - India's Oceanic Airspace mandates that a navigation system be able to accurately determine its location within a 10-nautical-mile radius. The necessary distance between aircraft is determined by the level of RNP that each aircraft can achieve.
 - Since there is no radar monitoring, ATC is forced to rely solely on pilot position reports, which is why such a requirement exists. As a result, precise position reports are essential.

- Pilots DO NOT have to request an Oceanic Clearance.
- Make sure you have filed a **SELCAL code** in your flightplan **AND** on vPilot/xPilot.
- The pilot must give the initial position report in this format:
 - **PTRLEE – Position, Time, Route, Level, Estimate, Estimate**

| ATC | PILOT |
|--|--|
| | Chennai Radio, Chennai Radio, AIC105, Position Report |
| AIC105, Chennai Radio, pass your message | |
| | AIC105 is position GIRNA 1715 Zulu, P574, FL350. Estimating ELSAR at 1755 Zulu, DUBTA next. Mach decimal 80, SELCAL DQ-CM. |
| AIC105, Chennai Radio, position GIRNA at 1715 Zulu, P574, FL350. Estimating ELSAR at 1755 Zulu, BASOP next. Mach decimal 80, Standby for selcal check. | |
| | Readback correct, checking SELCAL |
| | SELCAL check ok, SELCAL watch 126.15 |
| AIC105, roger, remain on selcal watch. | |

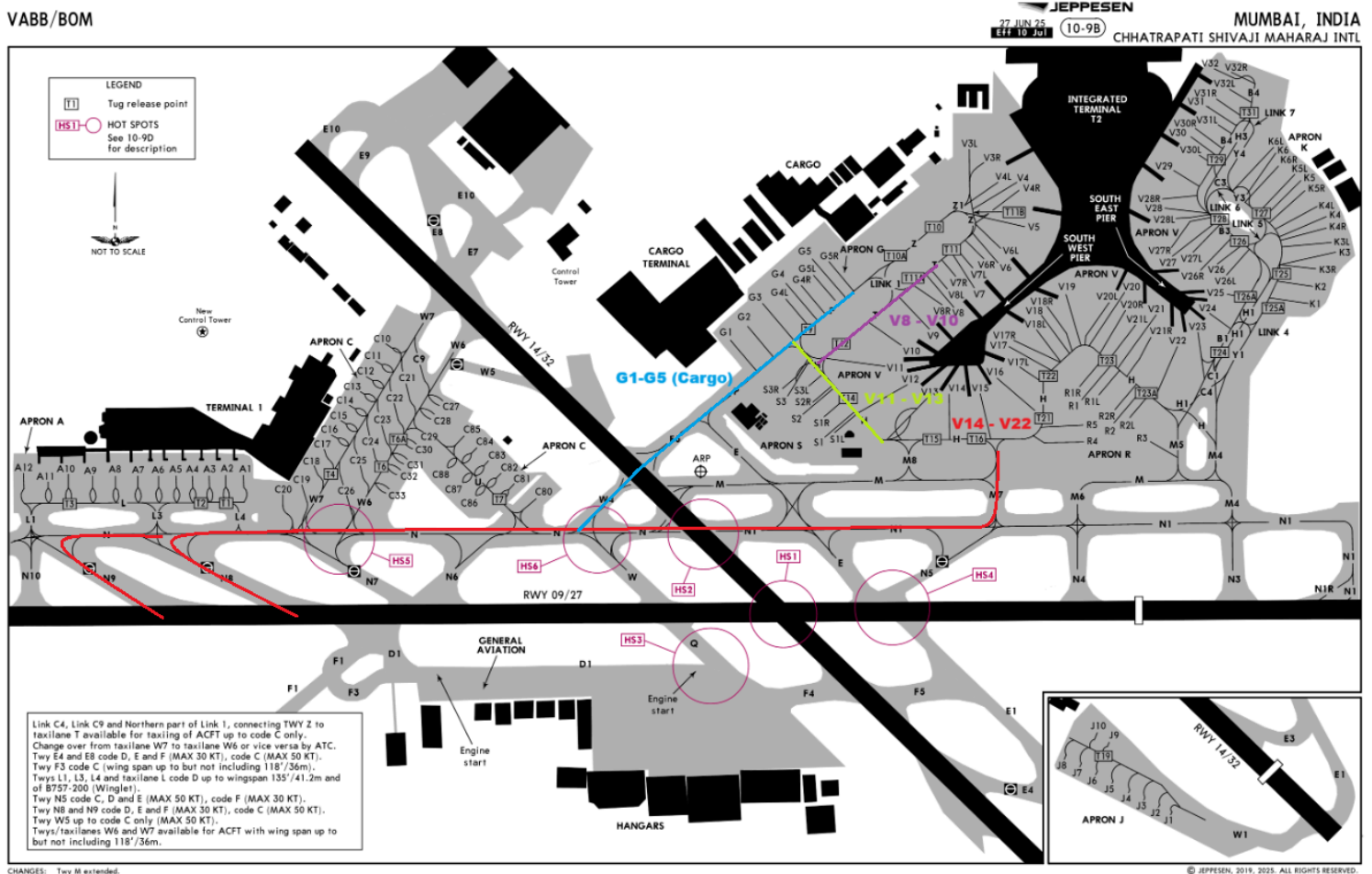
- Pilots are advised to utilize CPDLC if available to ensure accurate position reports are transmitted to the controller. Logon code **VABX**.
- If **VABF_CTR** is online, RADAR services will be simulated throughout the FIR. No position reports will be required.
- Pilots are advised to plan for the KETOR2A arrival with BISET transition.
- Pilots may select ILS Z 27 or ILS Y 27 (make sure you do NOT select any APPROACH VIA in the FMC).

- Plan to reach **6000ft** by **LIKTA** as you'll be receiving vectors for base turn at that waypoint (traffic permitting). If unable, advise ATC.
- ATC may give you direct **MB393** or **LIKTA** (traffic permitting) so make sure you plan your descent accordingly.
- Due to the complex MSA around Mumbai, you may be given a descent to 4000ft initially and intercept the localizer. Only after the controller gives you a descent to 2900ft will you be given clearance for the ILS approach.
- India follows a standard speed for different phases of the approach. Pilots are advised to adhere to the restrictions listed below.

| Phase of flight | IAS | | Status | Remarks |
|--|---|---|-----------|--|
| | Turboprop | Turbojet | | |
| Below FL 150 & within 25D to 20NM (30D to 20 NM in case of straight-in) or on Downwind | 220 kt or actual speed whichever is lower | 220 kt or minimum clean speed whichever is higher | Mandatory | Below 10000 ft AMSL speed may be reduced to 210 kt by ATC subject to concurrence of pilot |
| Within 20NM from touchdown | 180 kt | 180 kt | Mandatory | Speed may be further reduced to 170 kt by ATC |
| Intercept leg or 12NM from touchdown in case of straight in | 180 – 160 kt | 180 – 160 kt | Mandatory | Speed to be reduced to 160 kt during the intercept leg |
| 10 – 5 NM from Touchdown ** | 160 – 150 kt | 160 kt | Mandatory | Turboprop aircraft unable to maintain the specified speed must inform ATC as early as possible preferably during intercept leg or when 12 NM from touchdown. |
| Within 5NM from touchdown | N/A | N/A | N/A | ** At the time approach clearance is issued, speed restrictions shall remain applicable unless withdrawn by ATC |

Taxi Routes

- After landing, the standard runway vacate points are N8 and N9. Plan to vacate via those taxiways.
- Make sure your transponder is on Mode C until you're parked at your gate.
- Terminal 2 at VABB serves all International Traffic. Expect a taxi routing to a stand in T2.
- Eastern side of T2 (V24 - V32) and some gates on the Western side of T2 (V3 - V7) are used for domestic operations.
- Golf stands are used for Cargo operations.
- You can expect the following taxi routes based on the stands assigned to you.



Closing Remarks

Please refer to your email for the departure briefing by Saudi Arabia vACC and join their Discord Server via the [VATSIM Community Website](#) to stay up to date on the latest information regarding the event.

We extend our gratitude to all participants, controllers, and organisers for their efforts in making this event a success, as we come together to embrace the camaraderie, professionalism, and enthusiasm that define our virtual aviation community.

*Blue Skies,
JAI HIND!*