

AD 2. AERODROMES**VIJP AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

VIJP - JAIPUR / INTL

VIJP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	Aerodrome reference point coordinates and its site	264927N 0754809E 293.85 DEG/185 M from intersection of RWY & TWY T'
2	Direction and distance of aerodrome reference point from the center of the city or town which the aerodrome serves	12KM SE from Jaipur Railway Station.
3	Aerodrome elevation and reference temperature	1265 FT / 41.0 DEG C
4	Magnetic variation, date of information and annual change	0.38 DEG E (2010) /0.0333 DEG E
5	Name of aerodrome operator, address, telephone, telefax, e-mail address, AFS address, website (if available)	Airport Director, Airports Authority of India, Jaipur Airport, Jaipur -302011, Telephone: +91-141-2550623 +91-9829059821 Fax: +91-141-2721585 AFS: VIJPYHYX Email: apdjpr@aai.aero
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	NIL

VIJP AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	MON-FRI 0400-1230 UTC (0930-1800 IST) SAT, SUN+ HOL: NIL
2	Custom and immigration	HO 2HR PN To ARO Required.
3	Health and sanitation	NIL
4	AIS briefing office	As ATS
5	ATS reporting office (ARO)	H24
6	MET Briefing office	As ATS
7	Air Traffic Service	H24
8	Fuelling	0030-1730 UTC
9	Handling	As ATS
10	Security	As ATS
11	De-icing	NIL
12	Remarks	Customs and immigration facilities are provided on limited basis to cover operations of scheduled intl. Flights. The facilities can be arranged to cover any authorized non- sked operations with prior coordination only. ATS approved hourly runway traffic handling capacity Maximum number of arrival and departure- 12 Maximum number of arrival only – 06 Maximum number of departure only -10

VIJP AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Provided by Rajsico
2	Fuel and Oil types	JET A1
3	Fuelling facilities and capacity	1. IOC-It is inside the airport area. They are authorized to use IOC gate to and from apron up to their depot. Fuel type: ATF (JetA1) Capacity: Five Tanks of 200 KL each & Vehicles of 16 KL (four), 11 KL (one), no AV Gas avbl 2. BPCL - Inside, at the end of TWY T. Fuel type: ATF (Jet A1) Capacity: Three Tanks of 250 KL each & vehicle of 12 KL (one) 11 KL (one) 15 KL (one) No AV Gas AVBL 3. HPCL: Inside, at the end of TWY 'T' Fuel type: ATF (Jet A1) Capacity: vehicle of 27 KL(one), 16 KL (two) No AV Gas AVBL 4. Reliance petro.: Inside, at the end of TWY 'T' Fuel type: ATF (Jet A1) Capacity: vehicle of 11 KL (Three), 16 KL (one)
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

VIJP AD 2.5 PASSENGER FACILITIES

1	Hotel(s) at or in the vicinity of aerodrome	Near the AD and in the city.
2	Restaurant(s) at or in the vicinity of aerodrome	At AD and in the city
3	Transportation possibilities	Taxis from AD. Trains to and from city.
4	Medical Facilities	First AID at AD . Hospital in the city.
5	Bank and post office at or in the vicinity of aerodrome	Banks: Bank timing 2100-0300 UTC daily & In addition wed/fri 0800-1100 UTC. Post office: :0230-1230 UTC
6	Tourist office	At AD & in the city.
7	Remarks	NIL

VIJP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	Aerodrome category for fire fighting	Within ATS HR: CAT-8
2	Rescue equipment	AVBL, as per category.
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

VIJP AD 2.7 SEASONAL AVAILABILITY CLEARING

1	Type(s) of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	NIL

VIJP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Designation, surface and strength of aprons	Refer Aircraft Parking/Docking Chart
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2	Designation, width, surface and strength of taxiways	Refer Aircraft Parking/Docking Chart
3	Location and elevation of altimeter checkpoints	Location At Apron Elevation 1256 FT
4	Location of VOR checkpoints	i. On Taxiway C ii. On Taxiway S
5	Position of INS checkpoints	NIL
6	Remarks	For aircraft stand details refer Aircraft Parking / Docking Chart.

VIJP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand identification signs, taxiway guidelines and visual docking/parking guidance system at aircraft stands	Taxiing guidance sign at all intersections with TWY and RWY and at all holding position. Guidelines at Aprons Nose-in-Guidance at Apron stand.
2	Runway and taxiway markings and lights	RWY Markings: Designation, THR, TDZ, Centre line, Aiming Point, Edge. Lights: RWY 27: THR, TDZ, Centre line, Edge, Ends RWY 09: THR, Centre line, Edge, Ends. TWY Marking Centre line, Edge, Holding position. Lights Centre line lights Centre line lights on TWY 'R', 'S', 'M', and 'U'. Edge lights on all taxiways.
3	Stop bars (if any)	At TWYs A, B, C, D, R, S, M, U, T.
4	Remarks	RWY guard lights provided at TWY A, R, S, M, U, and T.

VIJP AD 2.10 AERODROME OBSTACLES

In Approach/Take-off/Circling Area and at AD					
1	2	3	4	5	6
RWY/Area affected	Obstacle type	Coordinates	Elevation	Marking/LGT	Remarks
27/TKOF 09/APCH	TREE	264919.3N 0754741.7E	1306 FT	NIL	TREE
27/TKOF 09/APCH	TREE	264918.6N 0754743.5E	1289 FT	NIL	TREE
27/TKOF 09/APCH	TREE	264917.9N 0754743.3E	1299 FT	NIL	TREE
27/TKOF 09/APCH	BUILDING	264916.2N 0754743.4E	1287 FT	NIL	BUILDING
27/TKOF 09/APCH	TREE	264916.7N 0754742.0E	1300 FT	NIL	TREE
27/TKOF 09/APCH	TREE	264916.7N 0754739.9E	1294 FT	NIL	TREE
27/TKOF 09/APCH	BUILDING	264925.5N 0754741.9E	1291 FT	NIL	BUILDING
27/TKOF 09/APCH	TREE	264925.7N 0754743.1E	1295 FT	NIL	TREE
27/TKOF 09/APCH	BUILDING	264926.8N 0754740.6E	1302 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	264926.3N 0754739.4E	1295 FT	NIL	BUILDING
27/TKOF 09/APCH	TREE	264915.2N 0754736.5E	1302 FT	NIL	GROUP OF TREES
27/TKOF 09/APCH	TREE	264923.2N 0754733.6E	1305 FT	NIL	TREE

In Approach/Take-off/Circling Area and at AD					
1	2	3	4	5	6
RWY/Area affected	Obstacle type	Coordinates	Elevation	Marking/LGT	Remarks
27/TKOF 09/APCH	BUILDING	264926.9N 0754734.9E	1306 FT	NIL	BUILDING
27/TKOF 09/APCH	TREE	264915.6N 0754743.7E	1289 FT	NIL	TREE
27/TKOF 09/APCH	TREE	264927.9N 0754741.5E	1310 FT	NIL	GROUP OF TREES
27/TKOF 09/APCH	TREE	264923.5N 0754742.2E	1288 FT	NIL	GROUP OF TREES
27/TKOF 09/APCH	ANTENNA	264916.1N 0754746.0E	1289 FT	NIL	SMR ANTENNA
In circling area and at AD	OTHER	264934.9N 0754923.0E	1260 FT	NIL	G.P. HUT TOP
In circling area and at AD	ANTENNA	264934.9N 0754923.2E	1300 FT	NIL	G.P. ANTENNA
In circling area and at AD	ANTENNA	264935.2N 0754925.9E	1263 FT	NIL	G.P. MONITOR ANTENNA
In circling area and at AD	ANTENNA	264930.7N 0754845.9E	1260 FT	NIL	MET ANTENNA
In circling area and at AD	ANTENNA	264931.0N 0754848.6E	1260 FT	NIL	MET ANTENNA
In circling area and at AD	ANTENNA	264933.1N 0754911.6E	1257 FT	NIL	MET ANTENNA
In circling area and at AD	ANTENNA	264933.2N 0754912.1E	1257 FT	NIL	MET ANTENNA
In circling area and at AD	ANTENNA	264933.6N 0754912.8E	1276 FT	NIL	MET ANTENNA
In circling area and at AD	ANTENNA	264933.4N 0754914.3E	1257 FT	NIL	MET ANTENNA
In circling area and at AD	OTHER	264933.4N 0754922.9E	1258 FT	NIL	RWY WAYX-ING LIGHT
In circling area and at AD	OTHER	264921.8N 0754823.9E	1264 FT	NIL	VISIBILITY TRANSMISSIO- METER
In circling area and at AD	OTHER	264921.9N 0754836.6E	1257 FT	NIL	WORKSHOP
In circling area and at AD	OTHER	264923.5N 0754850.7E	1296 FT	NIL	MIXING PLANT
In circling area and at AD	BUILDING	264924.8N 0754905.1E	1259 FT	NIL	BUILDING
In circling area and at AD	BUILDING	264924.9N 0754906.4E	1259 FT	NIL	BUILDING
In circling area and at AD	ANTENNA	264924.6N 0754906.5E	1295 FT	NIL	ANTENNA
In circling area and at AD	TANK	264925.1N 0754906.4E	1262 FT	NIL	WATER TANK
In circling area and at AD	OTHER	264924.8N 0754907.8E	1288 FT	NIL	FLOOD LIGHT
In circling area and at AD	WALL	264926.0N 0754911.5E	1256 FT	NIL	BOUNDARY WALL
In circling area and at AD	OTHER	264929.8N 0754923.7E	1255 FT	NIL	PAPI
In circling area and at AD	POLE	264924.3N 0754859.9E	1289 FT	NIL	LIGHT POLE

In Approach/Take-off/Circling Area and at AD					
1	2	3	4	5	6
RWY/Area affected	Obstacle type	Coordinates	Elevation	Marking/LGT	Remarks
In circling area and at AD	OTHER	264931.7N 0754853.1E	1259 FT	NIL	VISIBILITY TRANSMISSO-METER LCV14
In circling area and at AD	OTHER	264935.1N 0754922.9E	1290 FT	NIL	GP DME
In circling area and at AD	POLE	264919.4N 0754808.9E	1269 FT	NIL	POLE
In circling area and at AD	OTHER	264917.1N 0754804.3E	1312 FT	NIL	BEACON TOP (OLD T.B.)
In circling area and at AD	OTHER	264917.8N 0754804.9E	1329 FT	NIL	F.L. MAST (ROD TOP)
In circling area and at AD	OTHER	264917.4N 0754801.0E	1328 FT	NIL	F.L. MAST (ROD TOP)
In circling area and at AD	OTHER	264928.7N 0754804.6E	1287 FT	NIL	W.D.I.
In circling area and at AD	TREE	264941.4N 0754955.7E	1299 FT	NIL	TREE
In circling area and at AD	POLE	264940.7N 0755001.2E	1264 FT	NIL	LIGHT POLE
In circling area and at AD	OTHER	264940.9N 0755003.3E	1265 FT	NIL	SECURITY HUT
In circling area and at AD	OTHER	264917.0N 0754809.7E	1325 FT	NIL	F.L. MAST
In circling area and at AD	OTHER	264917.5N 0754812.9E	1327 FT	NIL	F.L. MAST
In circling area and at AD	OTHER	264918.8N 0754813.6E	1276 FT	NIL	JET CARGO
In circling area and at AD	ANTENNA	264919.4N 0754814.6E	1291 FT	NIL	SMR ANTENNA
In circling area and at AD	ANTENNA	264920.8N 0754839.8E	1272 FT	NIL	SMR ANTENNA
In circling area and at AD	OTHER	264922.6N 0754850.8E	1293 FT	NIL	MIXING PLANT
In circling area and at AD	OTHER	264927.4N 0754940.6E	1259 FT	NIL	WDI
In circling area and at AD	WALL	264927.5N 0754939.4E	1252 FT	NIL	BOUNDARY WALL
In circling area and at AD	TREE	264924.1N 0754904.6E	1290 FT	NIL	TREE
In circling area and at AD	OTHER	264924.0N 0754902.2E	1261 FT	NIL	FLOOD LIGHT
In circling area and at AD	TREE	264940.7N 0755002.2E	1298 FT	NIL	TREE
In circling area and at AD	ANTENNA	264940.9N 0755002.6E	1271 FT	NIL	SMR ANTENNA
In circling area and at AD	TREE	264918.3N 0754808.7E	1308 FT	NIL	TREE
In circling area and at AD	POLE	264918.5N 0754809.1E	1280 FT	NIL	LIGHT POLE
In circling area and at AD	OTHER	264918.5N 0754806.6E	1291 FT	NIL	M.T. OLD
In circling area and at AD	TREE	264935.9N 0754900.9E	1302 FT	NIL	TREE

In Approach/Take-off/Circling Area and at AD					
1	2	3	4	5	6
RWY/Area affected	Obstacle type	Coordinates	Elevation	Marking/LGT	Remarks
In circling area and at AD	TREE	264936.0N 0754846.2E	1307 FT	NIL	TREE
In circling area and at AD	BUILDING	264944.9N 0755018.9E	1305 FT	NIL	BUILDING
In circling area and at AD	TREE	264941.4N 0754955.7E	1298 FT	NIL	TREE
In circling area and at AD	BUILDING	264929.6N 0754744.1E	1317 FT	NIL	BUILDING
In circling area and at AD	BUILDING	264928.3N 0754748.0E	1300 FT	NIL	BUILDING
In circling area and at AD	BUILDING	264928.7N 0754747.3E	1293 FT	NIL	BUILDING
In circling area and at AD	TREE	264929.3N 0754752.1E	1313 FT	NIL	GROUP OF TREES
In circling area and at AD	TREE	264914.9N 0754745.5E	1319 FT	NIL	GROUP OF TREES
In circling area and at AD	BUILDING	264930.1N 0754750.9E	1310 FT	NIL	BUILDING
In circling area and at AD	TREE	264915.5N 0754747.7E	1298 FT	NIL	GROUP OF TREES
In circling area and at AD	TREE	264915.8N 0754751.0E	1302 FT	NIL	GROUP OF TREES
In circling area and at AD	TREE	264916.1N 0754754.2E	1307 FT	NIL	GROUP OF TREES
In circling area and at AD	TREE	264916.4N 0754756.1E	1307 FT	NIL	GROUP OF TREES
In circling area and at AD	OTHER	264954.2N 0754643.8E	1412 FT	NIL	MAST
In circling area and at AD	OTHER	265059.2N 0754716.5E	1422 FT	NIL	CHIMNEY
In circling area and at AD	OTHER	265614.4N 0754900.8E	1999 FT	NIL	MAST ON HILL
In circling area and at AD	OTHER	265210.0N 0754948.8E	1901 FT	NIL	HILL TOP
In circling area and at AD	OTHER	265157.6N 0754947.2E	1864 FT	NIL	HAZARD LIGHT (SOLAR LIGHT) ON HILL
In circling area and at AD	OTHER	265122.4N 0755043.3E	1804 FT	NIL	HILL TOP
In circling area and at AD	OTHER	265029.1N 0754948.8E	1467 FT	NIL	MAST
In circling area and at AD	OTHER	265050.4N 0755041.1E	1705 FT	NIL	HILL TOP
In circling area and at AD	OTHER	265049.5N 0755043.3E	1715 FT	NIL	HAZARD LIGHT (SOLAR LIGHT) ON HILL
In circling area and at AD	OTHER	265406.4N 0755126.7E	2156 FT	NIL	MAST ON HILL
In circling area and at AD	OTHER	265048.0N 0754802.2E	1445 FT	NIL	HOTEL AMAR CLARCKS

VIJP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Name of the associated meteorological office	Jaipur
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2	Hours of service and, where applicable, the designation of the responsible meteorological office outside these hours	H24
3	Office responsible for preparation of TAFs and periods of validity and interval of issuance of the forecasts	Jaipur/Delhi 9,24HR
4	Availability of the trend forecast for the aerodrome and interval of issuance	NIL
5	Information on how briefing and/or consultation is provided	Provided
6	Types of flight documentation supplied and language(s) used in flight documentation	Tabular Form English
7	Charts and other information displayed or available for briefing or consultation	Avbl during VIP Movement only
8	Supplementary equipment available for providing information on meteorological conditions, e.g. weather radar and receiver for satellite images;	Telex/Telefax
9	The air traffic services unit(s) provided with meteorological information	VIJP Jaipur ATC and ACS
10	Additional information, e.g. concerning any limitation of service.	Drishti RVR EQPT AVBL for beginning , MID and END RVR RWY27.

VIJP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations	TRUE Bearings	Dimensions of RWY (M)	Strength of pavement (PCN) and associated data) and surface of runway and associated stopways	Geographical coordinates for threshold and runway end
1	2	3	4	5
09	84.03 DEG	3407 x 45 M	71/F/B/W/T	THR: 264922.88N 0754757.42E
27	264.03 DEG	3407 x 45 M	71/F/B/W/T	THR: 264934.41N 0755000.14E

THR elevation and highest elevation of TDZ of precision APP RWY	Slope of runway and associated stopway	Dimensions of stopway (M)	Dimensions of clearway (M)	Dimensions of strips (M)
6	7	8	9	10
THR: 1263.0FT TDZ: 1265.0FT		NIL	NIL	3527 x 300 M
THR: 1245.0FT TDZ: 1253.0FT		NIL	NIL	3527 x 300 M

Dimensions of runway end safety areas	Location and description of arresting system (if any)	Existence of an obstacle-free zone	Remarks.
11	12	13	14
240M x 150M			RWY END: 264934.41N 0755000.14E PCN RWY 09: 71/F/B/W/T UPTO 2757M thereafter 85/ R/B/W/T upto 3407M
240M x 150M			RWY END: 264922.88N 0754757.42E PCN RWY 27: 85/R/B/W/T UPTO 650M thereafter 71/ F/B/W/T upto 3407M

VIJP AD 2.13 DECLARED DISTANCES

RWY Designator	Take-off run available TORA (M)	Take-off distance available TODA (M)	Accelerate distance available ASDA (M)	Landing distance available LDA (M)	Remarks (including runway entry or start point where alternative reduced declared distances have been declared)
1	2	3	4	5	6
09	3407	3407	3407	3407	
27	3407	3407	3407	3407	

VIJP AD 2.14 APPROACH AND RUNWAY LIGHTING

Runway Designator	Type, length and intensity of approach lighting system	Runway threshold lights, colour and wing bars	Type of visual slope indicator system	Length of runway touchdown zone lights
1	2	3	4	5
09	SALS 420 M LIH	Green AVBL	PAPI LEFT/3.00 DEG MEHT (60.53FT)	
27	900 M LIH	Green AVBL	PAPI LEFT/3.00 DEG MEHT (58.82FT)	900 M

Length, spacing, colour and intensity of runway centre line lights	Length, spacing, colour and intensity of runway edge lights	Colour of runway end lights and wing bars	Length and colour of stopway lights	Remarks
6	7	8	9	10
3407 M 15 M LIH White	3407 M 60 M White LIH	Red		1. Alternate red and white in the last 900 m to 300 m of the runway Red in the last 300 m of the runway 2. RWY Centreline LGT are uniformly offset to the south side of RWY CL by not more than 60 cm
3407 M 15 M LIH White	3407 M 60 M White LIH	Red		1. Alternate red and white in the last 900 m to 300 m of the runway Red in the last 300 m of the runway 2. RWY Centreline LGT are uniformly offset to the south side of RWY CL by not more than 60 cm

VIJP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	Location, characteristics and hours of operation of aerodrome beacon/identification beacon (if any)	ABN	On control Tower Building, White and green flashes, 28 flashes per minute. H24.
		IBN	NIL
2	Location and lighting (if any) of anemometer/landing direction indicator;	LDI	Available
		Anemometer	Available
3	Taxiway edge and taxiway centre line lights;	Edge	ALL TWY
		Centre Line	AT TWY R, S, M, U, T (From RWY upto TWY M)
4	Secondary power supply including switch-over time;	Secondary power supply to all lighting at AD Switch-over time: CAT II/III: 1 SEC CAT-I: 15 SEC	
5	Remarks	Parking stands lights on parking stand no. 9, 11, 12, 13, 14, 15, 16 are available	

VIJP AD 2.16 HELICOPTER LANDING AREA

1	Geographical coordinates of the geometric centre of touchdown and lift-off (TLOF) or of each threshold of final approach and take-off (FATO) area	
2	TLOF and/or FATO area elevation:	
3	TLOF and FATO area dimensions to the nearest metre or foot, surface type, bearing strength and marking;	
4	True bearings of FATO;	
5	Declared distances available	
6	Approach and FATO lighting;	
7	Remarks	Not Established

VIJP AD 2.17 AIR TRAFFIC SERVICE AIRSPACE

1	Airspace designation, geographical coordinates and lateral limits	CTR: a) Area bounded by a circle of radius 25NM centered at Jaipur VOR (JJP) 264933.2N 0755018.2E. b) Area bounded by 272300.6N 0762855.8E; 270000.7N 0761256.0E; 255101.1N 0761256.0E; 260800.9N 0745256.7E; 264800.7N 0745256.6E-then along arc of a circle of radius 50NM centered at to Jaipur VOR (JJP) 264933.2N 0755018.2E; 272300.6N 0762855.8E.
2	Vertical limits	
3	Airspace classification	D
4	Call sign and language(s) of the air traffic services unit providing service;	Jaipur Tower, English
5	Transition altitude	5000 FT
6	Hours of applicability	As ATS
7	Remarks	Vertical Limits: a) FL50 b) FL50 to FL145

VIJP AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Call sign	Channel(s)	SATVOICE Number(s), if available
1	2	3	4
APP	Jaipur Approach	125.250 MHZ	
TWR	Jaipur Tower	124.300 MHZ	
TWR	Jaipur Tower	125.250 MHZ	
ATIS	Jaipur Information	126.600 MHZ	

Logon address, as appropriate	Hours of operation	Remarks
5	6	7
	H24	--
	H24	SDBY
	H24	MAIN
	As ATS	--

VIJP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aids, magnetic variation and type of supported operation for ILS/MLS, basic GNSS, SBAS and GBAS, and for VOR/ILS/MLS station used for technical lineup of the aid	Identification	Frequency(ies), Channel number(s), Service provider, and reference path identifier(s) (RPI), as appropriate	Hours of operation, as appropriate;
1	2	3	4
LOC 27	IJIP	109.900 MHz	H24
GP 27	IJIP	333.800 MHz	H24
DME ILS 27	IJIP	CH36X	H24

Type of aids, magnetic variation and type of supported operation for ILS/MLS, basic GNSS, SBAS and GBAS, and for VOR/ILS/MLS station used for technical lineup of the aid	Identification	Frequency(ies), Channel number(s), Service provider, and reference path identifier(s) (RPI), as appropriate	Hours of operation, as appropriate;
MKR	JI	295.000 kHz	H24
DVOR/DME	JJP	112.900 MHz CH76X	H24

Geographical coordinates of the position of the transmitting antenna	Elevation of transmitting antenna of DME/ elevation of GBAS reference point	Service volume radius from the GBAS reference point	Remarks
5	6	7	8
264921.7N 0754745.2E			
264929.1N 0754949.2E			GP Angle 3 DEG
264929.1N 0754949.1E	1258 FT		Collocated with GP
264952.8N 0755351.0E			
264933.2N 0755018.2E	384 FT		1.DVOR coverage unrestricted between region 020 DEG-180 DEG-340 DEG. 2. Restriction in DVOR coverage between 340 DEG-000 DEG-020 DEG is as below: A) Unrestricted coverage AVBL up to 12 NM. B) Coverage not AVBL below 5000 FT between 12NM to 25 NM due terrain. C). Coverage not AVBL below 7000 FT beyond 25 NM due terrain.

VIJP AD 2.20 LOCAL AERODROME REGULATIONS

All Non-Sked flights requiring night parking to coordinate 72Hrs before arrival due shortage of parking space.

VIJP AD 2.21 NOISE ABATEMENT PROCEDURES**VIJP AD 2.22 FLIGHT PROCEDURES**

A.Low Visibility Procedures

1.DEFINITIONS AND ABBREVIATIONS:

1.1 Precision approach and landing operations: An instrument approach procedure based on navigation systems (ILS, MLS, GLS and SBAS CAT I) designed for 3D instrument approach operations Type A or B.

1.2 ILS Category I (CAT I) Operations: A decision height not lower than 60 m (200 ft) and with either a visibility not less than 800 m or a runway visual range not less than 550 m.

1.3 ILS Category II (CAT II) Operations: A decision height lower than 60 m (200 ft), but not lower than 30 m (100 ft) and a runway visual range not less than 300 m.

1.4 ILS Category III Operations:

1.4.1 CAT IIIA Operations: A precision instrument approach and landing with -

i. a decision height lower than 30 m (100 ft) or no decision height; and

ii. a runway visual range not less than 175 m.

1.4.2 CAT IIIB Operations: A precision instrument approach and landing with -

i. a decision height lower than 15 m (50 ft) or no decision height; and

ii. a runway visual range less than 175 m but not less than 50 m.

1.5 Decision Altitude/Height (DA/H): A specified altitude or height in a 3D instrument approach operation at which a missed approach must be initiated if the required visual reference to continue the approach has not been established.

1.6 ILS Critical Area: An area of defined dimensions about the localizer and glide path antennas where vehicles, including aircraft, are excluded during all ILS operations. The critical area is protected because the presence of vehicles and/or aircraft inside its boundaries will cause unacceptable disturbance to the ILS signal-in-space.

1.7 ILS Sensitive Area: An area extending beyond the critical area where the parking and/or movement of vehicles, including aircraft, is controlled to prevent the possibility of unacceptable interference to the ILS signal during ILS operations. The sensitive area

is protected to provide protection against interference caused by large moving objects outside the critical area but still normally within the airfield boundary.

1.8 Low Visibility Procedures: Specific procedures applied at an aerodrome for the purpose of ensuring safe operations during Categories II and III approaches and/or low visibility take-offs.

1.9 Low Visibility Take-Off: A term used in relation to flight operations referring to a take-off on a runway where the RVR is less than 400 m.

1.10 Obstacle Free Zone (OFZ): The airspace above the inner approach surface, inner transitional surfaces, and balked landing surface and that portion of the strip bounded by these surfaces, which is not penetrated by any fixed obstacle other than a low-mass and frangibly mounted one required for air navigation purposes.

1.11 Runway Visual Range (RVR): The range over which the pilot of an aircraft on the centreline of a runway can see the runway surface markings or the lights delineating the runway or identifying its centreline.

1.12 Safeguarding Procedures (SP): Safeguarding Procedures (SP) are instructions for relevant airport departments and airside operators to prepare ground services and facilities for low visibility operations, in order that when LVP are implemented all Safeguarding procedures are complete and airport is configured for CAT II/CAT IIIA/CAT IIIB Operations and Low Visibility Take-Offs.

1.13 Aerodrome Operating Minima: The limits of usability of an aerodrome for -

a. take-off, expressed in terms of runway visual range and/or visibility and, if necessary, cloud conditions;

b. landing in 2D instrument approach operations, expressed in terms of visibility and/or runway visual range; minimum descent altitude/height (MDA/H) and, if necessary, cloud conditions; and

c. landing in 3D instrument approach operations, expressed in terms of visibility and/or runway visual range and decision altitude/height (DA/H) appropriate to the type and/or category of the operation.

1.14 Touchdown Zone- The portion of a runway, beyond the threshold, where it is intended landing aeroplanes first contact the runway.

1.15 Visibility - Visibility for aeronautical purposes is the greater of -

a. the greatest distance at which a black object of suitable dimensions, situated near the ground, can be seen and recognized when observed against a bright background;

b. The greatest distance at which lights in the vicinity of 1000 candelas can be seen and identified against an unlit background.

Note 1 — The two distances have different values in air of a given extinction coefficient, and the latter b) varies with the background illumination. The former a) is represented by the meteorological optical range (MOR).

Note 2 — The definition applies to the observations of visibility in local routine and special reports, to the observations of prevailing and minimum visibility reported in METAR and SPECI and to the observations of ground visibility.

1.16 Missed approach procedure- The procedure to be followed if the approach cannot be continued.

1.17 The abbreviations used in description to Low Visibility Procedures have the following meaning.

ADC Aerodrome Control

AFSS Airport Fire Safety Services

ATCAir traffic Control

ATIS Aerodrome Terminal Information Service

CCRConstant Current Regulator

FAPFinal Approach Point

ILS Instrument Landing System

LOCLocalizer

LSA Localizer Sensitive Area

LVP Low Visibility Procedure

MET Meteorology

MID Mid-Point

OFZ Obstacle Free Zone

RVRRunway Visual Range

SMC Surface Movement Control

SP Safeguarding Procedures

SSO Technical/Communication Shift Supervisory Officer

TDZ Touch-down Zone

WSOWatch Supervisory Officer

ASMGCSAdvanced Surface Movement Guidance Control System

2. INTRODUCTION

2.1 General

2.1.1 RWY 27 at Jaipur International Airport, Jaipur is equipped for the CAT II/CAT IIIA/CAT IIIB Operations.

2.1.2 The following equipment shall be serviceable to the required standards to support CAT II/CAT IIIA/CAT IIIB Operations:

a. ILS localizer, Glide Path and ILS DME

b. Aerodrome Ground Lighting System

c. Instrumented RVR system (TDZ, MID & END)

d. Standby power supply for ILS and aerodrome ground lighting system

e. SMR (ASMGCS) for CAT IIIA/CAT IIIB operations and LVTO (for RVR below 400 m). The pilot shall ensure that he/she is suitably qualified and certified to carry out the required category of ILS approach

2.1.3 It will be the responsibility of the Pilot to decide the category of ILS approach he/she may wish to carry out under the given conditions.

2.2 Safeguarding Procedures (SP)

2.2.1 Safeguarding Procedures are the mandatory actions to prepare airport for CAT II/CAT IIIA/CAT IIIB operations (Low Visibility Procedures). They include inspection of aerodrome ground lighting, termination of all work in progress and removal of all equipment/material from localizer and glide path sensitive area and the manoeuvring area, restrictions on the movement of vehicles on the manoeuvring area and apron.

2.2.2 WSO/Tower Supervisor at Jaipur International Airport, Jaipur shall coordinate with all the concerned agencies for implementation of Low Visibility Procedures.

2.2.3 SP shall be implemented whenever ATC considers the introduction of Low Visibility Procedures is necessary based on criteria in para 3.

2.3 **Low Visibility Procedures (LVP):** Low Visibility Procedures are the procedures to ensure the safe operation of aircraft during periods of reduced visibility or low cloud base.

2.3.1 LVP shall only be implemented when Safeguarding Procedures (SP) have been completed and the airport is configured for low visibility operations

2.4 ATC Requirement

2.4.1 WSO (ATC) shall implement and cancel LVP when so required based on criteria in para 3 and inform all concerned.

2.4.1 When any equipment listed in Para 2.1.2 above becomes unserviceable during periods of LVP, the concerned ATC unit shall advise the aircraft and accordingly CAT II/CAT IIIA/CAT IIIB operations shall be suspended and information to this effect shall be included in ATIS broadcast.

2.4.2 When Safeguarding Procedure (SP) is implemented SMC shall select the appropriate aerodrome ground lighting CAT II / CAT IIIA/CAT IIIB facilities. These facilities shall remain selected until SP and LVP are cancelled.

2.5 ILS Critical Areas and Sensitive Areas

2.5.1 The ILS critical and sensitive areas have been shown in the chart at Annexure-2.

Note: Signage indicating the limits of localizer and glide path sensitive areas is provided.

2.5.2 Chart indicating the critical and sensitive area of ILS is also available with apron control, control tower and WSO.

2.6 Reporting RVR

2.6.1 There are three RVR transmissometer located at Touch-down Zone (TDZ), Mid-point (MID) and End Point Zone (END). The reference RVR value for the implementation and cancellation of LVP shall be the lower of the TDZ, MID RVR & END RVR

2.6.2 When reporting RVR to pilots the TDZ RVR shall always be intimated for the concerned Landing RWY.

2.6.3 In addition to Para 2.6.2

a. For CAT II Operations - If TDZ RVR is below 550 m then MID RVR shall also be intimated.

b. For CAT IIIA Operations - If TDZ RVR is below 300 m, MID and END RVR reading shall also be intimated. TDZ, MID and END RVR shall be available.

c. For CAT IIIB Operations - If TDZ RVR is below 175 m, MID and END RVR shall also be intimated. TDZ, MID and END RVR shall be available.

1. IMPLEMENTATION OF SAFEGUARDING PROCEDURES (SP) AND LOW VISIBILITY PROCEDURES (LVP)

3.1. Criteria for Implementing Safeguarding Procedures (SP)

3.1.1. Safeguarding Procedures shall be initiated when:

a. The RVR is less than 1200 m or visibility is forecast to deteriorate to 800 m or less; and/or

The cloud ceiling is 400 ft and forecast to fall to 200 ft or less.

3.2 Criteria for Implementing Low Visibility Procedures (LVP)

Low Visibility Procedures shall be implemented when –

a. Either, TDZ, MID or END RVR is less than 800m; and/or

b. Cloud ceiling is less than 200ft; and

c. Safeguarding Procedures (SP) have been completed and the airport safeguarded.

NOTE: Though LVP is implemented when RVR is less than 800 m, ILS CAT I operations will continue till TDZ RVR is not less than 550 m.

3.3 Implementation of Safeguarding Procedures (SP)

3.3.1 On the receipt of forecast for Low Visibility and/or cloud ceiling, the Watch Supervisory Officer will inform Technical Supervisor, Aerodrome Tower Supervisor, Approach Control Supervisor, Apron Control/AOCC Supervisor, Security Supervisor, Terminal Manager, Electrical Engineering Supervisor & Duty MET Officer.

3.3.2 On receipt of the above information the above mentioned agencies will take action for proper planning for activation of LVP.

Note 1: Action to be taken by various agencies is attached as Annexure 1. When all the concerned agencies have completed their necessary actions they shall report to WSO (ATC) that their Safeguarding Procedure (SP) is completed and the airport is safeguarded for LVP operations.

Note 2: Though LVP is implemented when RVR is less than 800 m, ILS CAT I operations will continue till TDZ RVR is not less than 550 m.

3.4 Implementation of Low Visibility Procedures

3.4.1 On receipt of confirmation of completion of all the required actions by the various agencies mentioned in Para 3.3.1, WSO shall implement Low Visibility Procedure when either TDZ, MID or END RVR is less than 800 m and/or the cloud ceiling is less than 200ft.

The implementation of LVP shall be intimated to:

a. Aerodrome Tower Supervisor.

b. Approach Controller.

c. Communication/Technical Shift Supervisory Officer (SSO)

d. Duty Met. Officer

e. Apron Control/AOCC Supervisor

f. Security Supervisor

g. Terminal Manager

h. Electrical Engineering Supervisor

3.4.2 WSO will also ensure that "LOW VISIBILITY PROCEDURES IN FORCE" is included in ATIS Broadcast.

3.4.3 Aerodrome Tower Controller on being notified that LVP are to commence, will inform

a. Fire station; and

b. Include "Low Visibility Procedures in Force" in ATIS broadcast.

3.5 Cancellation of Safeguarding Procedures (SP) & Low Visibility Procedures (LVP)

3.5.1 WSO may terminate LVP when –

a. Meteorological conditions improve and TDZ, MID & END RVR are 800 m or more and/or the cloud ceiling is 200 ft or higher, and trend is for improvement for both runways.

b. Facilities, equipment and services necessary for CAT II/CAT IIIA/CAT IIIB operations are degraded and/or the prevailing conditions are considered unsafe for such operations.

3.5.2 WSO should consult Meteorological Office for forecast before cancelling SP and LVP.

3.5.3 On cancelling LVP, Aerodrome Control shall include it in the subsequent two ATIS broadcasts that "LOW VISIBILITY PROCEDURES ARE CANCELLED". Aerodrome Tower Controller will inform all the concerned agencies as specified at Para 3.4.1.

3.5.4 If SP are implemented and LVP are not subsequently initiated and meteorological conditions improve and the visibility/RVR is more than 1200 m and/or the cloud ceiling is 400 ft or higher and both are forecast to remain above the required SP criteria, WSO may cancel SP.

4. LOW VISIBILITY PROCEDURE OPERATIONS

4.1. Approach Control Procedures

4.1.1. During LVP the approach controller and Tower controller shall have the following information:

a. Status of ILS;

b. Serviceability of visual aids;

c. RVR information

Note: Any degradation in any of the above facilities shall be immediately intimated to the arriving and departing aircraft by Approach/Tower controller.

4.1.2. In addition to the information normally transmitted by Approach control, following information shall be intimated to the arriving aircraft on first contact or as soon as possible thereafter– The current TDZ RVR, and

a. For CAT II operations - If TDZ RVR is below 550 m then MID RVR shall also be intimated. TDZ & MID RVR shall be available.

b. For CAT IIIA operation - If TDZ RVR is below 300 m, then MID & END RVR readings shall also be intimated. TDZ, MID and END RVR shall be available.

c. For CAT IIIB operations - If TDZ RVR is below 175 m, then MID and END RVR shall also be intimated. TDZ, MID and END RVR shall be available.

d. The un-serviceability of any component parts of CAT II/CAT IIIA/IIIB facilities not previously broadcast on ATIS.

4.1.3. During CAT II/CAT IIIA and CAT IIIB operations, Approach Control/Tower shall ensure that subsequent arrival is cleared for CAT II or CAT IIIA or CAT IIIB ILS approach only after preceding arriving aircraft has landed and vacated the runway or has carried out missed approach. This is to ensure that the Critical and Sensitive area of ILS are not infringed and back track requirements are met.

Note: The departing aircraft must commence take-off run before the arriving aircraft has crossed the FAP. This is to ensure that the departing aircraft is clear of the ILS Sensitive and Critical Areas

4.2 Aerodrome Control Procedures

4.2.1 Arriving aircraft shall be issued landing clearance before it crosses the FAP.

4.2.2 Arriving aircraft should be given unimpeded taxi route to allow it to clear the localizer sensitive area expeditiously.

4.2.3 Landing clearance shall not be issued until:

a. Preceding landing aircraft has vacated the runway and is clear of the localizer sensitive area (LSA), or preceding landing aircraft, carrying out missed approach, has passed over the localizer antenna.

b. Preceding departing aircraft is airborne and has passed over the localizer antenna.

4.2.4 The ILS Critical & Sensitive Area in front of an arriving aircraft shall not be infringed from the time the arriving aircraft crosses the Final Approach Point (FAP) until it has completed its landing roll.

4.2.5 The Low Visibility Taxi Routes are intended to assist the pilots in determining their location on the airport during the periods of low visibility.

4.2.6 Aerodrome Control shall initiate immediate emergency action if an aircraft is not seen or not in radio contact as expected.

4.3 Surface movement Control Procedures

4.3.1 Pilots need additional guidance and information when taxiing during periods of reduced visibility. The view from the cockpit of the aircraft is very limited. Therefore, taxi instructions and essential traffic information should be passed in a clear and concise manner.

4.3.2 Taxiing aircraft should be routed in accordance with the prescribed Low Visibility Routes to ensure a simple one-way traffic flow is maintained, unless otherwise necessitated due operational requirements.

4.3.3 Surface Movement Control/Tower Supervisor shall monitor the status of taxiway lights and immediately advise the aircraft under its control of any unserviceability affecting the LVP taxiways.

4.3.4 Surface Movement Control/Tower Supervisor should monitor the progress of arriving aircraft as they vacate the runway after landing and ensure that they do not stop within the limits of ILS (LOC & GP) Critical & Sensitive Area, thereby degrading ILS integrity for subsequent landing aircraft.

4.3.5 Pilots shall report RWY vacated when aircraft is clear of the ILS sensitive area. Runway vacated boards have been provided at a distance of 90 m from runway centreline on TWY R, S, T, and U.

4.3.6 When RVR is less than 800 m vehicle movement should be restricted. Only operationally essential vehicle duly authorized by Surface Movement Control/Tower Supervisor should be permitted to operate. These vehicles shall remain outside the ILS (LOC & GP) Critical & Sensitive Area. Any movement of vehicle on the manoeuvring area shall be coordinated with ATC.

4.4 Low Visibility Procedure Taxi Route

4.4.1 When LVP is in force, aircraft shall be routed in accordance with the pre-designated taxi routes, unless otherwise necessitated due operational requirements.

4.4.2 During CAT II or CAT IIIA or CAT IIIB ILS visibility conditions i.e. when RVR reduced to less than 550 m, 'Follow me' service will be provided to arriving/departing aircraft 'on request'.

Note: Follow me service shall be provided by trained personnel who is fully familiar with the taxi routes, intersections and other manoeuvring area/apron/bays

4.4.3 The following taxi routes shall be used for arrivals:

a. After landing on RWY 27 vacate via TWY T or TWY U and then taxi to parking stands 9 to 16 via TWY T, M or TWY U, T, M as applicable.

Note: Airline operators will be responsible for ensuring that the parking stand area is clear of all equipment when aircraft is taxiing in for parking (airlines may consider engaging wing walkers for the same).

b. Taxi routing for departures - Taxi to CAT II/IIIA/IIIB holding position RWY 27 via TWY M, S or R from stand No. 9 to 16.

Note 1: The airline operators will ensure that push-back area is clear of all equipment before push back is commenced.

Note 2: No departure shall be instructed to enter runway once arriving aircraft has left 'JJP' VOR for approach or initial approach fix for arc approach.

5. DESCRIPTION OF EQUIPMENT

5.1. Runway Visual Range (RVR)

5.1.1. There are three transmissometer recording RVR values for RWY 27 one unit is located at the touch down zone (TDZ) and others unit at runway mid-point (MID) and end-point (END). RVR values always refer to as Touchdown RVR (TDZ) and Mid-point RVR (MID) and end-point (END).

5.1.2. RVR is reported in the following scales:

a. In the increments 25 m when less than 400 m.

b. In the increments 50 m when RVR greater than 400 m but less than 800 m.

c. In the increments 100 m when greater than 800 m.

d. The maximum reportable value of RVR is 2000 m. When RVR is above 1500 m, it is reported as 2000 m.

5.1.3. RVR serviceability for CAT II/CAT IIIA/CAT IIIB operations:

a. For CAT II operations TDZ and MID RVR shall be available.

b. For CAT IIIA/IIIB operations TDZ, MID and END RVR shall be available.

5.2. Aerodrome Ground Lighting System

5.2.1. The Precision Approach lighting system for CAT II/CAT IIIA/CAT IIIB operations are installed on RWY 27 at Jaipur International Airport, Jaipur.

5.2.2. During CAT II/CAT IIIA/CAT IIIB operations, the generator will take over as primary power source and the mains supply becomes the backup power source.

5.2.3. STOP BAR: Stop bars have been provided on the following TWY: R (Holding Position RWY 27), S, T and U.

5.2.4. Taxiways R, S, M, T & U have been provided with CAT IIIA/CAT IIIB standard taxiway lighting system.

5.2.5. Parking stands from 9 to 16 have been provided CAT IIIA/CAT IIIB standard centreline lighting system.

5.2.6. When LVP is in force the Aerodrome Ground Lighting must comply with the following minimum serviceability requirement.

Aerodrome Ground Lighting Facility	CAT II/CAT IIIA/CAT IIIB Unserviceability	Restrictions
Approach Lights	The inner 450 meters - more than 5 % of all lights	Suspend CAT II/CAT IIIA/CAT IIIB operations
	Beyond 450 meters more than 15% of all lights	
Runway Edge lights	More than 5% of all Lights	Suspend CAT II/CAT IIIA/CAT IIIB operations.
	Two adjacent lamps	
Runway centre line lights	More than 5% of all Lights	Suspend CAT II/CAT IIIA/CAT IIIB operations.
	Two adjacent lamps	
Touchdown Zone lights	More than 10% of all Lights	Suspend CAT II/CAT IIIA/CAT IIIB operations.
	Two lamp in Barrette	
Threshold lights	More than 5% of all Lights	Suspend CAT II/CAT IIIA/CAT IIIB operations.
	Two adjacent lamps	
Runway End lights	More than 25% of all Lights	Suspend CAT II/CAT IIIA/CAT IIIB operations.
	Two adjacent lamps	
Taxiway centre line lights	Not applicable to CATII operation	Close affected taxiways, use alternate taxi route.
	Two adjacent lamps	
Standby Generators	Generators in any one substation.	Suspend CATII/CAT IIIA/CAT IIIB operations in the affected runway.

Note: An unserviceability of any of the following facilities does not affect the CATII/CAT IIIA/CAT IIIB operations:

- a.PAPI
- b.Taxiway edge lights on curves

5.3. Inspections of Aerodrome Ground Lighting System

5.3.1. One of the LVP criteria is that the appropriate aerodrome ground lights must have been inspected during the hour preceding implementation of LVP, and thereafter every subsequent two-hour period. The lighting inspections should be accorded high priority and for this purpose aircraft operations may have to be delayed if necessary.

5.3.2. In-charge CCR is responsible for organising lighting inspections when WSO/Tower Supervisor/Tower Duty Officer informs that Safeguarding Procedures are to be implemented. He shall arrange an inspection of the relevant aerodrome ground lighting system. To ensure minimum delay in completing the inspection, separate teams may inspect the landing runway, associated taxiways and apron area.

5.3.3. For SP and LVP only the lighting for the active runway and associated taxiways are inspected.

5.4. Non-Visual Ground Surveillance System:

5.4.1. Jaipur International Airport, Jaipur is equipped with Advanced Surface Movement Guidance Control System. The system provides non-visual electronics surveillance of manoeuvring area and facilitates the controllers to identify potential ground conflict and runway incursions.

5.4.2. For CAT IIIA/CAT IIIB Operations, availability of Non-Visual Surveillance System such as Advanced Surface Movement Guidance Control System is mandatory.

5.5. Navigational Aids

5.5.1. RWY 27 has been equipped with Instrument Landing System (ILS) for CAT II/CAT IIIA/CAT IIIB.

5.5.2. The ILS Category Monitor Panel at the Control Tower console indicates the ILS category availability by monitoring the following equipment:

- a.Main and standby localizer transmitters
- b.Main and standby glide path transmitters

5.5.3. The status of the ILS DME is monitored and displayed by a separate nav-aid status indicator panel.

5.5.4. ILS equipment serviceability required for CAT II/CAT IIIA/CAT IIIB operations: -

- a.Both main and standby localizer transmitters;
- b.Both main and standby glide path transmitters;
- c.Stand by power supply for each unit.
- d.ILS DME

5.6. Airport Rescue and Fire Fighting Services (ARFF)

5.6.1. The ARFF shall be on Weather Standby Position whenever LVP are in force. Following predetermined positions will be taken by ARFF vehicles when LVP are in force:

- a.On old glide path approach road.
- b.In front of Fire station near the approach road to runway

5.6.2. In the event of an incident when LVP are in force, ADC and SMC should provide the maximum assistance in directing ARFF to required location

6.SUMMARY OF THE LOW VISIBILITY PROCEDURES

6.1. Subject to completion of safe guarding procedures, LVP comes into operation when:

- 6.1.1. Either TDZ and/or MID RVR is below 800 m; and/or
- 6.1.2. Cloud ceiling below 200 ft

6.2. Vehicular movement

6.2.1. Vehicles shall not be cleared to enter/cross the runway once an inbound aircraft has crossed the Final Approach Point (FAP).

6.2.2. Vehicular movement on the movement area shall be restricted to essential vehicles only.

6.2.3. Vehicles shall not be held at any point closer to the runway than the holding position/stop bars. CAT II/CAT IIIA/CAT IIIB

6.3. Aircraft movement

6.3.1. Aircraft shall not be held at any point closer to the runway than the CAT II/CAT IIIA/CAT IIIB holding position/stop-bars.

6.3.2. Aircraft shall be permitted to enter the runway via TWY R/S only.

6.3.3. Aircraft shall be permitted to exit the runway via TWY U/T only.

6.4. ATC Procedures

6.4.1. Departing aircraft must cross the LOC antenna before the arriving aircraft has crossed the Final Approach Point (FAP).

The aim will be to give landing clearance to the arriving aircraft before it crosses the Final Approach Point (FAP).

6.4.3. Protection of localizer/glide path and critical and sensitive area must be ensured.

6.4.4. The ILS Critical & Sensitive Area in front of a departing aircraft shall not be infringed from the time take-off clearance is issued until the aircraft has departed and passed over the localizer aerial.

6.4.5. During CAT II/CAT IIIA and CAT IIIB operations, Approach Control/Tower shall ensure that subsequent arrival is cleared for CAT II or CAT IIIA or CAT IIIB ILS approach only after preceding arriving aircraft has landed and vacated the runway or has carried out missed approach. This is to ensure that the Critical and Sensitive area of ILS are not infringed and back track requirements are met.

7. ACTIONS TO BE TAKEN BY VARIOUS AGENCIES

7.1 Before commencement of winter season, a meeting will be held by Airport Director, Jaipur International Airport, Jaipur in the month of November every year to inform all airlines and agencies operating at airport about their roles/responsibilities and create awareness to ensure cooperation for safe airport operations during periods of low visibility.

7.1.1 All the agencies shall ensure that staff and drivers are suitably trained during CAT II/CAT IIIA/CAT IIIB operations.

7.1.2 A refresher program for ATCO's and personnel responsible for airside operations shall be conducted in October/November every year.

7.2 Action by Watch Supervisory Officer (WSO)/Tower Supervisor, AAI

7.2.1 Implementing Safeguarding Procedures

7.2.1.1 When RVR is less than 1200 m and visibility is forecast to deteriorate to 800 m or less and/or the cloud ceiling is 400 ft and is forecast to fall to 200 ft or less, WSO/Tower Supervisor will inform the SSO/Duty Officer (Equipment Room) for implementing the Safeguarding Procedures:

7.2.2 Implementing LVP

7.2.2.1 WSO/Tower Supervisor shall implement Low Visibility Procedure when either:

a. TDZ RVR, MID RVR OR END RVR is less than 800 m; and/or

b. Cloud ceiling is less than 200 ft.

7.2.2.2 For the purpose of commencing Low Visibility Procedure, WSO/Tower Supervisor shall inform:

a. SSO/Duty Officer (Equipment Room)

b. Duty Met. Officer

c. Senior Manager/Manager/Astt. Manager (Electrical) in shift on telephone.

d. Senior Manager/Manager/Astt. Manager (Civil) (during day time only) - to stop all civil works in progress in movement area. During CAT II/CAT IIIA/CAT IIIB Operations, no equipment, manpower or material shall be present in sensitive areas of localizer, glide path and OFZ.

e. CISF Control Room for access control of unauthorized persons/vehicles.

7.2.2.3 AOCC/Apron Control/Terminal Manager to inform all airlines, oil companies, custom, immigration catering agencies, health and ground handling agencies at Jaipur Airport.

7.2.3 WSO/Tower Supervisor would declare LVP effective after confirmation from concerned wings, all actions have been completed.

7.2.4 WSO/Tower Supervisor shall also ensure that "LOW VISIBILITY PROCEDURES IN FORCE" is included in ATIS broadcast.

7.2.4.1 WSO/Tower Supervisor may terminate LVP in consultation with Duty Met. Officer when:

a. Prevailing meteorological conditions improve and both the TDZ RVR and MID RVR are 800 m or more; and

b. Cloud ceiling is 200 ft or higher, and trend is for improvement.

OR

c. Facilities, equipment and services necessary for CAT II/CAT IIIA/CAT IIIB operations are degraded and/or the prevailing conditions are considered unsafe for such operations.

7.2.5 WSO/Tower Supervisor will intimate SSO/Duty Officer (Equipment Room) regarding the termination of LVP operation.

8. Action by Tower Controller and Approach Controller:

8.1 On being notified by WSO/Tower Supervisor that ILS CAT II/CAT IIIA/CAT IIIB Low Visibility Procedures are to commence, the Aerodrome Tower Controller will:

8.1.1 Inform Aerodrome Rescue & Fire Fighting Services for Weather Standby Position

8.1.2 Check ILS status

8.1.3 Check Aerodrome Ground Lighting is correctly selected and operating properly

8.1.4 Check transmissometer display

8.1.5 Check status of ASMGCS.

8.2After the commencement of ILS CAT II/CAT IIIA/CAT IIIB operations, the Aerodrome Tower Controller will: -

8.2.1Ensure that message “ILS CAT II/CAT IIIA/CAT IIIB Low Visibility Procedures in Operation” is included in the ATIS Broadcast.

8.2.2Inform the arriving aircraft “ILS CAT II/CAT IIIA/CAT IIIB Low Visibility Procedures in operation”.

8.2.3Inform RVR at touch-down to arriving aircraft. In addition, if TDZ RVR is below 600 m, then MID RVR shall also be intimated.

Note: After an aircraft is 8 NM from Touch Down or has passed outer- marker RVR observations need not be passed unless there is a change in RVR values.

8.2.4Provide adequate spacing between the successive arriving aircraft so that landing clearance may be issued to the preceding aircraft before it crosses the Final Approach Point (FAP). Consideration should also be given for a departing aircraft using full length of runway for take-off. Special precaution may be exercised when departing aircraft enters the runway via TWY S and R.

8.2.5Consideration should be given for the time taken by the previous landing aircraft to clear the critical area of the localizer. Give an unimpeded taxi route to arriving aircraft to allow it to clear the localizer sensitive area expeditiously.

8.2.6Inform pilots/approach controller of failures of ILS, lighting system, transmissiometer relevant to ILS CAT II/CAT IIIA/CAT IIIB Low Visibility Operations.

8.2.7Initiate emergency action if aircraft on CAT II/CAT IIIA/CAT IIIB ILS is not seen or is not in radio contact as expected.

8.2.8Record of the above actions with time be maintained and signed by the officer taking action.

a. During the period the Low Visibility Procedures are effective:

b. Monitor surface movement of aircraft and essential vehicles on the manoeuvring area.

c. Inform all taxiing aircraft of the preceding taxiing or holding aircraft.

9Action by SSO/Duty Officer (Equipment Room)

9.1On receipt of ‘Forecast for LVPs’ from the WSO/Tower Supervisor, SSO/Duty Officer (Equipment Room) will:

9.1.1Check the status of:

9.1.1.1Main and standby ILS system (LOC/Glide Path/ILS-DME); and

9.1.1.2Indicators in the ATC units.

9.1.1.3ASMGCS

9.1.2Inform WSO/Tower Supervisor of any unserviceability in the equipment which is likely to affect ILS CAT II/CAT IIIA/CAT IIIB operation.

9.2On receipt of ‘Advisory Message’ from WSO/Tower Supervisor that LVPs are to be made effective:

9.2.1SSO/Duty Officer (Equipment Room) will continuously monitor the performance of ILS system and intimate WSO/Tower Supervisor of any unserviceability which may affect ILS CAT II/CAT IIIA/CAT IIIB operations.

10Apron Control AOCC Supervisor

10.1After initiation of Safeguarding Procedures Apron Control/AOCC Supervisor in Security jeep shall ensure that no unauthorised vehicle/person enters or is present in the sensitive/critical areas of localizer and glide path.

10.2All civil/electrical works-in-progress to be stopped immediately and men/material/equipment to be removed from the sensitive/critical areas of localizer, glide path and OFZ.

10.3After ensuring above, will confirm the same to the WSO/Tower Supervisor.

10.4Security jeep shall remain available near the ILS (LOC & GP) Critical and Sensitive Areas barrier near IOCL & near SMR Tower and will maintain R/T listening watch on Walkie-Talkie.

10.5Ensure that no workers/vehicles (including grass cutting contractor, garbage removal contractor, electrical/civil contractor, etc.) shall enter the operational area during the operations of ILS CAT II/CAT IIIA/CAT IIIB Low Visibility Operations are in progress.

11Action by Senior Manager (Electrical)/Manager (Electrical)/Astt. Manager (Electrical):

On receipt of advice to implement Low Visibility Procedures from WSO/Tower Supervisor, Electrical Section will:

11.1Check in following aerodrome ground lighting associated with RWY 27 is serviceable and can be operated at full intensity.

11.1.1Approach lighting system.

11.1.2Runway Edge lights

11.1.3Runway threshold and end lights

11.1.4Runway centreline lights

- 11.1.5 Runway touch-down zone lights
- 11.1.6 Stop Bar lights
- 11.1.7 Taxiway edge lights
- 11.1.8 Taxiway centreline (shall be made available).
- 11.1.9 Taxi holding position lights
- 11.1.10 Runway clearance light

Note: No adjustment of light intensities shall be made without permission from Control Tower.

- 11.2 Inform the serviceability of above visual lighting aids to WSO/Tower Supervisor.
- 11.3 Ensure that generator takes over as primary power source and the mains supply becomes the backup power source.
- 11.4 Ensure that Constant Current Regulator (CCR) is manned and position himself at New Power House for standby power supply requirements and shall remain available on telephone or maintain a listening watch on Walkie-Talkie.
- 11.5 Coordinate for regular inspection of aerodrome ground lighting and inform the unserviceability or any change in status of any facility/systems to WSO/Tower Supervisor/TWR immediately.

12 Action by Terminal Manager

- 12.1 The Terminal Manager will:
 - 12.1.1 Ensure that all entry/exit are restricted through Gate No.2 only.
 - 12.1.2 All other gates i.e. gate no. 3, 4 and IOCL gate shall remain closed during LVP in operation).
 - 12.1.3 Duty Terminal Manager (DTM) shall coordinate with CISF to stop vehicular movement on the perimeter road around Runway 27 approach and Gate No.2, except AAI operational vehicles fitted with R/T and Transponders and operating with prior clearance from ATC.

13 Action by Main Fire Station

- 13.1 Ensure that AFSS are on Weather Standby Position at following pre-determined position (PDP) whenever LVP is in force.
 - 13.1.1 On old glide path approach road.
 - 13.1.2 In front of Fire station near the approach road to runway

14 Action by CISF Inspector-In-Charge/CISF Control Room

- 14.1 The Inspector-in-Charge, on receipt of advice to implement Low Visibility Procedures, will immediately inform all access gates and CISF posts under their respective controls in operational area to restrict essential vehicles to use service road towards RWY 27 side only, till such time the termination of ILS CAT II Low Visibility Procedures.
- 14.2 For carrying out Security Checks, Inspector In-Charge of CISF Control Room would be escorted by 'Follow-Me Jeep' for which they would liaise with WSO/Tower Supervisor.
- 14.3 The inspector in charge shall ensure that movement of security personnel is restricted only through Gate No.2 only.

15 Action by Duty Officer-Meteorology

- 15.1 Duty Met. Officer would issue a 'Forecast for Low Visibility Procedures' to the Watch Supervisory Officer WSO/Tower Supervisor whenever he expects that the RVR RWY 27 and/or cloud ceiling will fall below 800 m and/or 200 ft or less respectively.
- 15.2 Whenever the Duty Met. Officer anticipates that RVR RWY 27 is likely to fall below 800M and/or cloud ceiling to 200 ft or less within next 2 hours, he will issue an 'Advisory Message' to WSO/Tower Supervisor to this effect.
- 15.3 Whenever the RVR and/or cloud ceiling are 800M and/or 200 ft respectively and the trend is towards improvement in these elements of weather conditions, the Duty Met Officer may, when requested by WSO/Tower Supervisor, advise him about such improving weather conditions for the purpose of termination of LVP operation.
- 15.4 The Duty Met. Officer would ensure that the RVR displays in ATC units in the Control Tower and Approach Control are serviceable. He would also ensure that RVR/visibility recorders of Touch-down zone (TDZ), Mid-Point (MID) and END RVR positions are serviceable.

NOTE: Due to high variability of meteorological elements in space and time and the limitations of forecasting techniques available, it may not be always possible to issue a precise forecast of RVR particularly in case of transient phenomenon within two hours.

16 Action by Other Agencies (Airlines, Refuelling Companies, Catering Agencies, Customs, Immigration, Health etc.)

- 16.1 All agencies operating in the operational area shall ensure that only those vehicles that are absolutely essential for aircraft operations operate in the operational area. The drivers of these vehicles should keep a look out for taxiing aircraft and other vehicles to prevent accidents.

16.2 All the vehicles must have their VELO/obstruction lights “ON” during Low Visibility Procedures operations.

16.3 Follow all instructions/sign boards provided for vehicular movement area/service roads.

16.4 No vehicle/equipment/personnel shall enter in and around the vicinity of the runways or taxi-tracks except with prior permission of Tower Supervisor.

17 Termination of Low Visibility Procedures

17.1 When metrological conditions have improved and both the TDZ and MID/RVR are 800M or more, cloud ceiling is 200 ft or higher and trend is for improvement, WSO/Tower Supervisor would terminate operations of LVPs. He may obtain advice from Duty Met. Officer regarding improvement in weather conditions for the purpose of termination of LVP operations.

17.2 The WSO/Tower Supervisor will intimate SSO/Duty Officer (Equipment Room) regarding the termination of LVP operations.

17.3 Aerodrome Tower Controller will in turn to inform all concerned/all the previously notified personnel to resume normal operations.

18 Procedures for Protection of Critical Area and Sensitive Area of ILS during Low Visibility Operations at Jaipur International Airport

18.1 The occurrence of interference to ILS signals is dependent on the total environment around the ILS antennas, and the antenna characteristics. Any large reflecting objects, including vehicles or fixed objects such as structures within the radiated signal coverage, will potentially cause multipath interference to the ILS course and path structure. The location and size of the reflecting fixed objects and structures in conjunction with the directional qualities of the antennas will determine the static course or path structure quality whether Category I, II or III. Movable objects can degrade this structure to the extent that it becomes unacceptable. The areas within which this degradable interference is possible need to be defined and recognized. For the purposes of developing protective zoning criteria, these areas can be divided into two types, i.e. critical areas and sensitive areas:

a. The ILS critical area is an area of defined dimensions about the localizer and glide path antennas where vehicles, including aircraft, are excluded during all ILS operations. The critical area is protected because the presence of vehicles and/or aircraft inside its boundaries will cause unacceptable disturbance to the ILS signal-in-space.

b. The ILS sensitive area is an area extending beyond the critical area where the parking and/or movement of vehicles, including aircraft, is controlled to prevent the possibility of unacceptable interference to the ILS signal during ILS operations. The sensitive area is protected against interference caused by large moving objects outside the critical area but still normally within the airfield boundary.

18.2 The purpose of these procedures is to issue guidelines to ATCOs and officials of other agencies working at Jaipur Airport so as to ensure that the critical and sensitive areas of ILS are protected during low visibility operations as per the guidelines given below:

18.3 Protection of ILS Critical & Sensitive Areas:

18.3.1 ATCOs shall comply with the following guidelines for protection of Localizer Critical/Sensitive area during CAT II/ IIIA/IIIB Operations:

18.3.1.1 Approach Control/Aerodrome Control Tower shall ensure that a succeeding arriving aircraft is cleared for CAT II or CAT IIIA or CAT IIIB ILS approach only after the:

a. Preceding arriving aircraft has landed and vacated the runway and is clear of localizer critical and sensitive Area or has carried out the missed approach procedure and has passed over localizer antenna.

b. Preceding departing aircraft is airborne and has passed over the localizer antenna.

18.3.1.2 Arriving aircraft should be given un-impeded taxi route to allow it to clear the localizer and Glide Path Critical and Sensitive area expeditiously.

18.3.1.3 The Localizer and Glide Path Critical and Sensitive area in front of an arriving aircraft shall not be infringed from the time the arriving aircraft crosses the Final Approach Point until it has completed its landing roll.

18.3.1.4 The ATCO's shall activate the ILS Critical and Sensitive area map saved in the ASMGCS.

18.3.2 After initiation of Safeguarding Procedures all civil/electrical works in progress shall be stopped immediately and men/material/equipment shall be removed from the sensitive/critical areas of localizer, glide path and OFZ.

18.3.3 After initiation of Safeguarding Procedures Apron Control/AOCC Supervisor shall ensure that no unauthorized vehicle/person/material/equipment enters or is present in the sensitive/critical areas of localizer and glide path.

VIJP AD 2.23 ADDITIONAL INFORMATION

- i. Mast 90FT high installed for UHF link antenna at outer marker equipment site. Ground Elevation (AMSL) 350.16M coordinates 264951N 0755351E.
- ii. Inset lights installed at RWY 27 Dumbell 7500FT. Dumbell available as Turn Pad.
- iii. ADS-B GND EQPT Commissioned and Operational.
- iv. Turn pad for intermediate departure RWY 27 is available, the details of this turn pad is as below:
- (a) LCA: 710M from beginning RWY 27 or 1016M East of TWY R
 - (b) Surface: Bituminous
 - (c) PCN: 71/F/B/W/T
 - (d) LGT: Edge Light
 - (e) Marking: yellow color turning pad marking
 - (f) For departure from intermediate turn pad RWY 27 following distance are available:

TORA	TODA	ASDA
2697M	2697M	2697M

- (g) Departure from this intermediate turn pad can be initiated by ATC as intermediate departure RWY 27 with concurrence of pilot or request by pilot.

VIJP AD 2.24 CHARTS RELATED TO AN AERODROME

1. Aerodrome Chart
2. Aircraft Parking/Docking Chart
3. Aerodrome Obstacle Chart Type A (Operating Limitations) RWY 09
4. Aerodrome Obstacle Chart Type A (Operating Limitations) RWY 27
5. Precision Approach Terrain Chart RWY 27
6. ILS (Z) RWY 27 (DME Required)
7. ILS (Y) RWY 27 (DME Required)
8. ILS CAT II/IIIA/IIIB (DME Required)
9. VOR Procedure RWY 27 (DME Required)
10. VOR Procedure RWY 09 (DME Required)
11. ATC Surveillance Minimum Altitude Chart
12. ILS CAT IIIB Critical & Sensitive Area RWY 27

AERODROME CHART

26°49'27.02"N
075°48'08.91"E

ELEV 1265

TWR 124.3

JAIPUR, INDIA

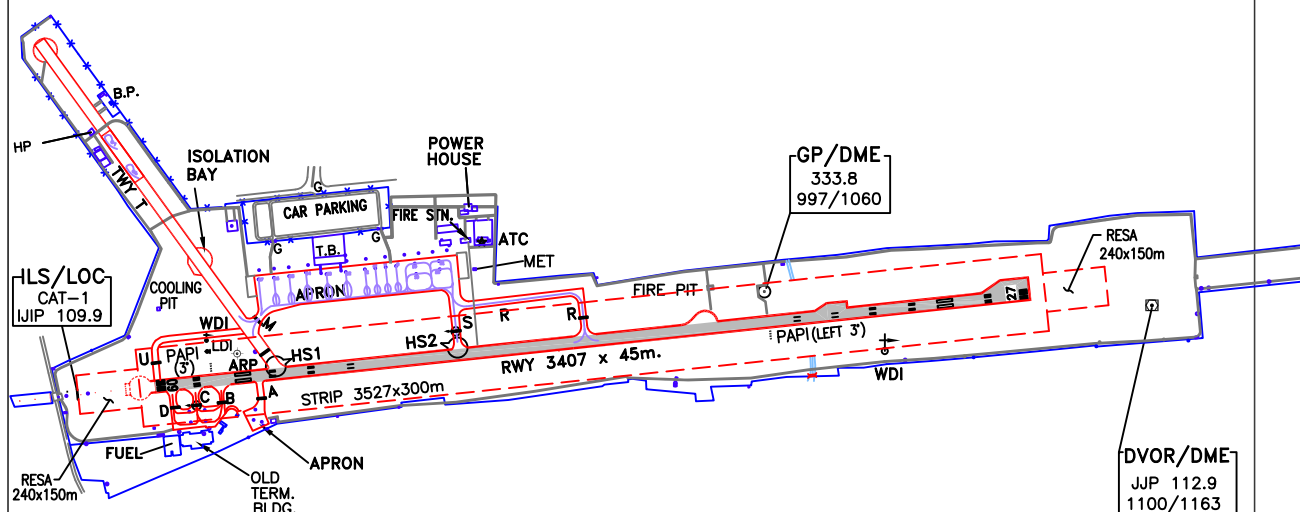
JAIPUR INTERNATIONAL AIRPORT

RWY	DIRECTION	THR CO-ORDINATES	THR ELEV.	BEARING STRENGTH
09	084°	26°49'22.88"N 075°47'57.42"E	1263	FROM BEGINNING TO 2757m : 71/F/B/W/T REMAINING 650m OF RWY : 85/R/B/W/T
27	264°	26°49'34.41"N 075°50'00.14"E	1245	FROM BEGINNING TO 650m : 85/R/B/W/T REMAINING 2757m OF RWY: 71/F/B/W/T
HS1		TWY T AND RWY 09/27 INTERSECTION		
HS2		TWY S AND RWY 09/27 INTERSECTION		

N(True)
N (Mag)
VAR 0°23'E 2010
ANNUAL RATE OF
CHANGE 2'E

* DATUM : WGS-84
* DIMENSIONS IN METRES
* ELEVATIONS IN FEET.

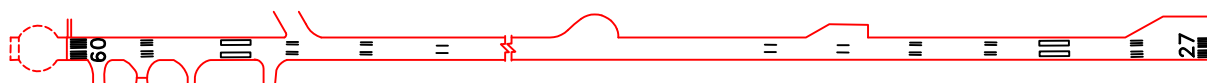
* ALL TWYS EXCEPT TWY T, 23M WIDE,
* TWY T 45M WIDE



LEGEND	
VOR CHECK POINT	⊙

500 0 1000 2000 FEET
100 0 200 400 600 METRE

MARKING AIDS RUNWAY 09/27



NOTE: -
1. AERONAUTICAL GROUND LIGHTS ARE NOT SHOWN IN THIS CHART

DATE OF AERONAUTICAL INFORMATION
SEP. 2016

AIRCRAFT PARKING/
DOCKING CHART

APRON ELEV 1276

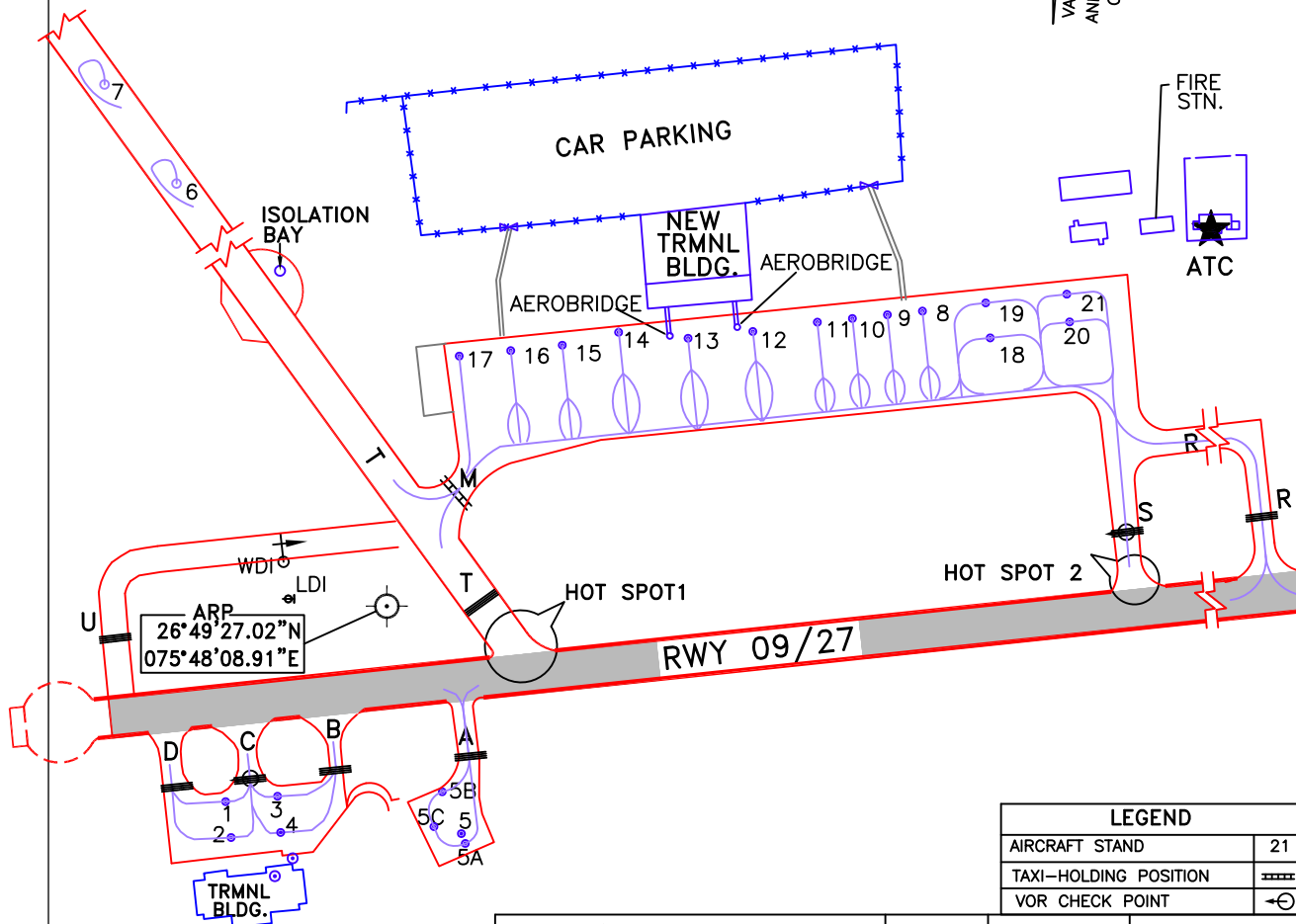
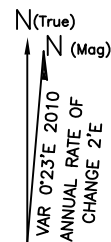
TWR 124.3

JAIPUR, INDIA

JAIPUR INTERNATIONAL AIRPORT

- * DATUM : WGS-84
- * DIMENSIONS IN METRES
- * ELEVATIONS IN FEET.

- * ALL TWYS EXCEPT TWY T, 23M WIDE,
- * TWY T 45M WIDE



LEGEND	
AIRCRAFT STAND	21
TAXI-HOLDING POSITION	----
VOR CHECK POINT	⊙

	AIRCRAFT STAND CO-ORDINATES	ELEV.	PCN	SUITABILITY
1	26°49'19.72"N, 075°48'02.19"E	1257ft.	33/R/B/W/T	UPTO EA32
2	26°49'18.37"N, 075°48'02.42"E	1256ft.	33/R/B/W/T	UPTO EA32
3	26°49'19.92"N, 075°48'04.35"E	1257ft.	33/R/B/W/T	UPTO EA32
4	26°49'18.56"N, 075°48'04.48"E	1256ft.	69/R/B/W/T	B732
5	26°49'18.51"N, 075°48'12.01"E	1258ft.	69/R/B/W/T	UPTO WING SPAN 27.05M
5A	26°49'18.46"N, 075°48'12.17"E	1259ft.	69/R/B/W/T	
5B	26°49'20.08"N, 075°48'11.21"E	1259ft.	69/R/B/W/T	
5C	26°49'18.78"N, 075°48'10.87"E	1258ft.	69/R/B/W/T	
6	26°49'53.66"N, 075°47'51.41"E	1274ft.	67/F/B/W/T	A320
7	26°49'49.96"N, 075°47'54.41"E	1273ft.	67/F/B/W/T	A320
8	26°49'38.03"N, 075°48'31.23"E	1261ft.	90/R/B/W/T	UPTO B737/A321
9	26°49'37.89"N, 075°48'29.77"E	1262ft.	90/R/B/W/T	UPTO B737/A321
10	26°49'37.76"N, 075°48'28.31"E	1262ft.	90/R/B/W/T	UPTO B737/A321
11	26°49'37.62"N, 075°48'26.85"E	1263ft.	90/R/B/W/T	UPTO B737/A321
12	26°49'37.27"N, 075°48'24.17"E	1263ft.	90/R/B/W/T	UPTO B747-400
13	26°49'37.02"N, 075°48'21.47"E	1264ft.	90/R/B/W/T	UPTO B747-400
14	26°49'37.25"N, 075°48'18.57"E	1264ft.	90/R/B/W/T	UPTO B747-400
15	26°49'36.77"N, 075°48'16.23"E	1265ft.	90/R/B/W/T	UPTO B767-400
16	26°49'36.57"N, 075°48'14.08"E	1266ft.	90/R/B/W/T	UPTO B767-400
17	26°49'36.37"N, 075°48'11.94"E	1267ft.	90/R/B/W/T	UPTO B767-400
18	26°49'37.03"N, 075°48'34.05"E	1260ft.	80/R/C/W/U	UPTO B737/A321
19	26°49'38.33"N, 075°48'33.86"E	1260ft.	80/R/C/W/U	UPTO B737/A321
20	26°49'37.62"N, 075°48'37.35"E	1259ft.	80/R/C/W/U	UPTO AT72
21	26°49'38.66"N, 075°48'37.24"E	1259ft.	80/R/C/W/U	UPTO AT72

TWY A PCN 72/R/B/W/T
TWY B PCN 18/F/B/W/T
TWY C PCN 27/F/B/W/T
TWY D PCN 45/R/B/W/T
TWY M PCN 100/R/B/W/T
TWY R PCN 100/R/B/W/T
TWY S PCN 91/R/B/W/T
TWY T PCN 67/F/B/W/T
(From RWY INT. TO 600M)
TWY T PCN 54/F/B/W/T
(From 600M TO 1150M)
TWY U PCN 71/F/B/W/T

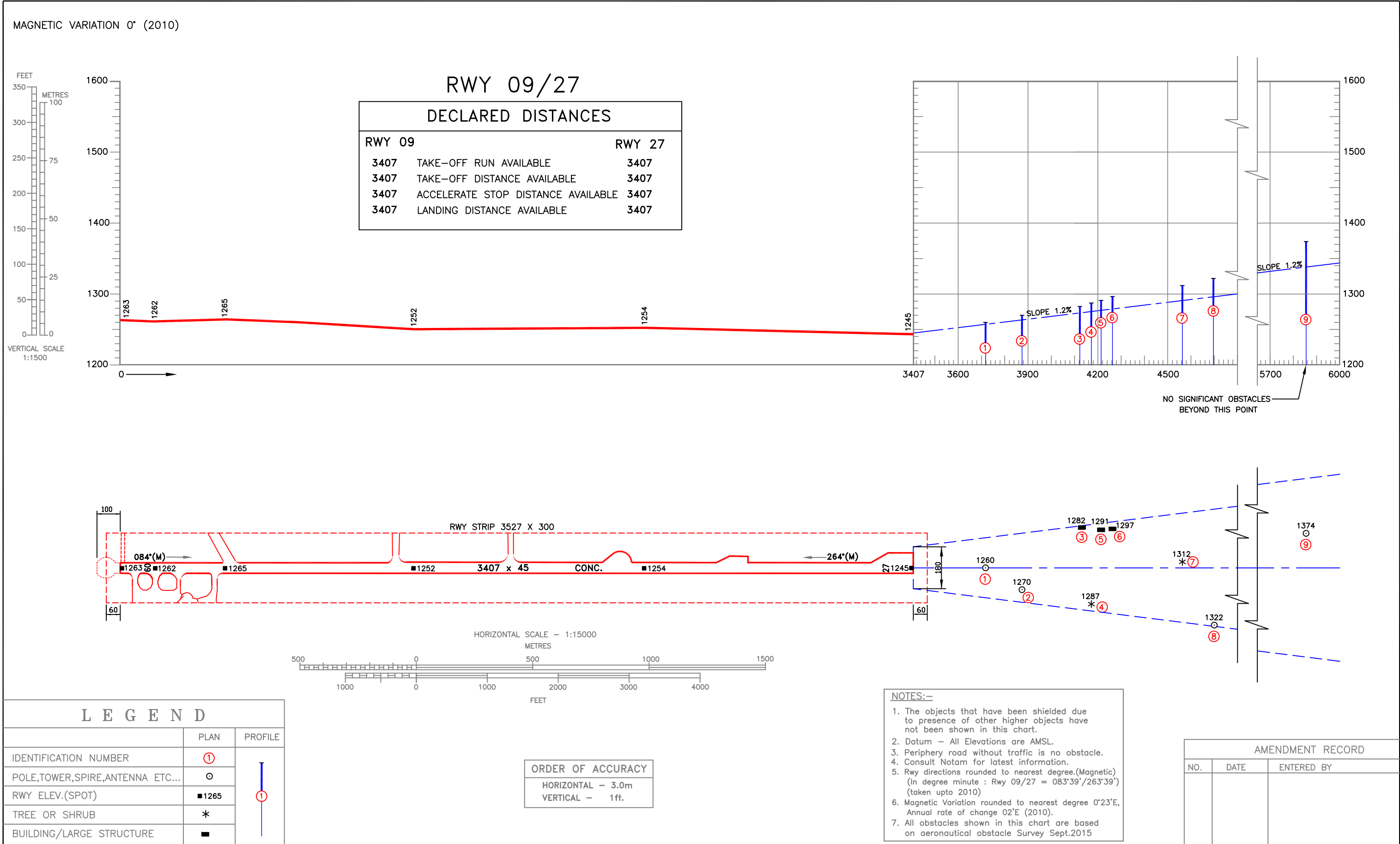
NOTE:- 1. AERONAUTICAL GROUND LIGHTS ARE NOT SHOWN IN THIS CHART

DATE OF AERONAUTICAL INFORMATION
SEP. 2016

ELEVATIONS IN FEET
ALL OTHER DIMENSIONS IN METRES

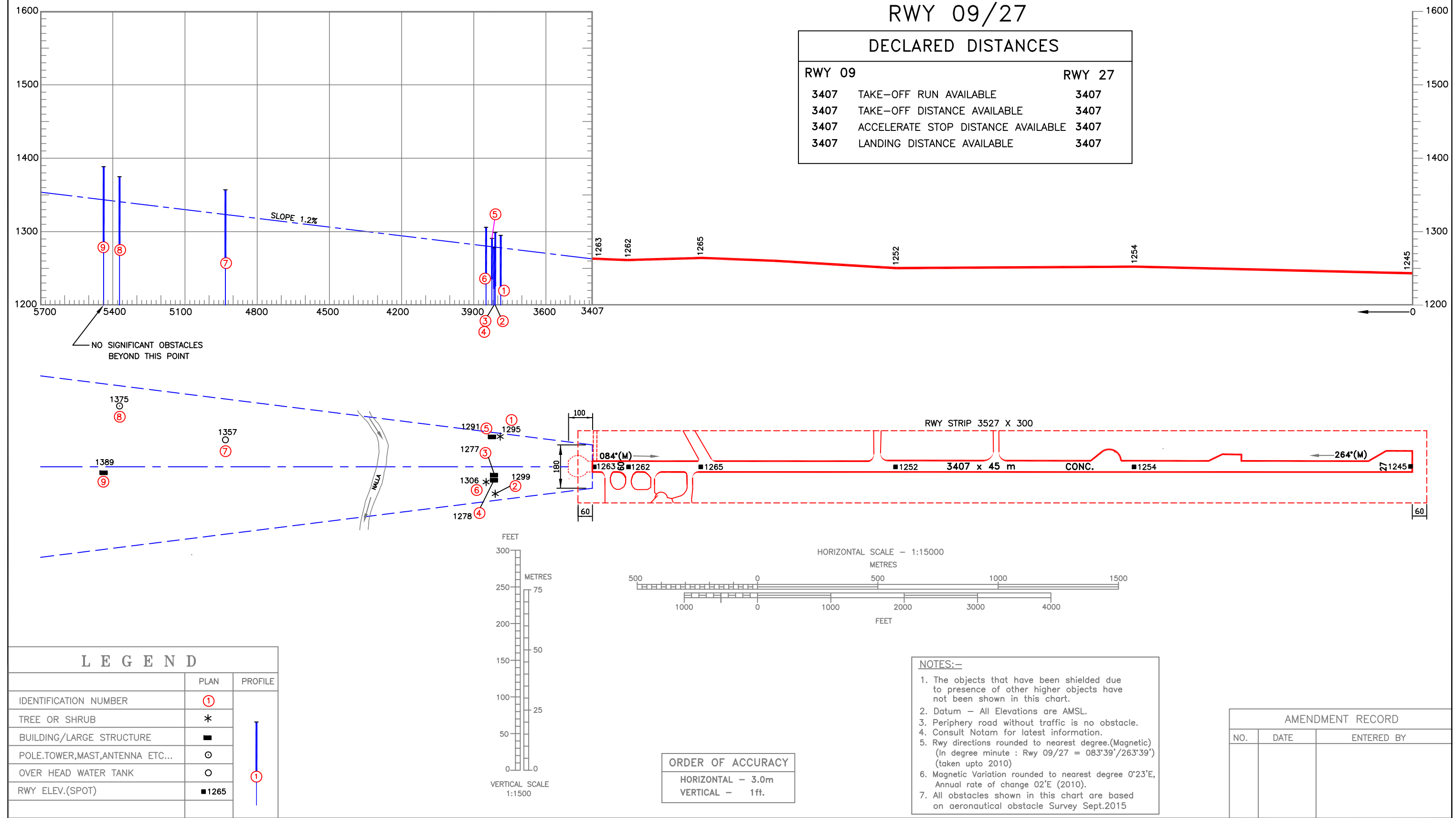
AERODROME OBSTACLE CHART
TYPE -A (OPERATING LIMITATIONS)

INDIA/JAIPUR
JAIPUR INTERNATIONAL AIRPORT/ RWY 09



INDIA/JAIPUR
JAIPUR INTERNATIONAL AIRPORT/ RWY 27

MAGNETIC VARIATION 0° (2010)

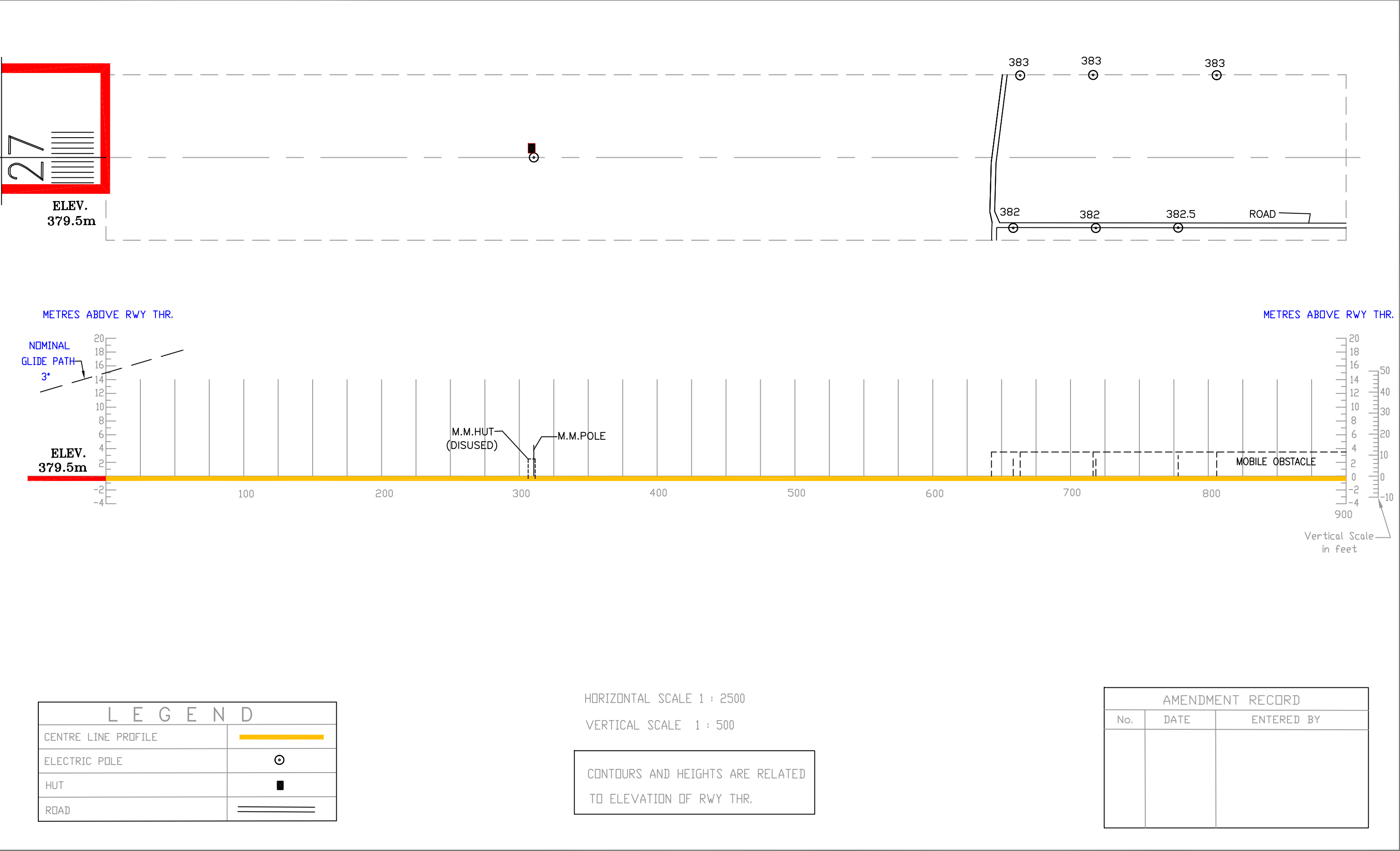


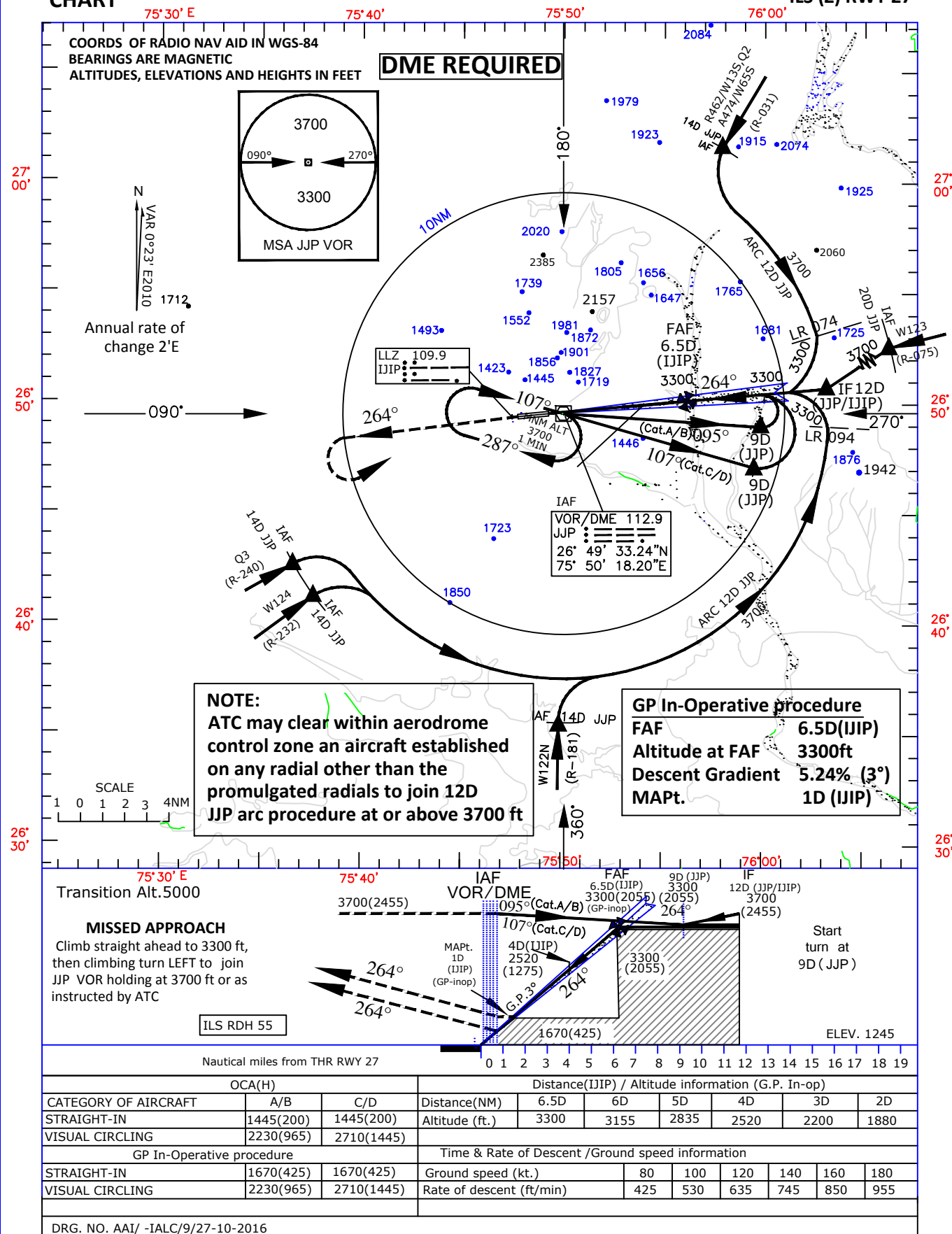
PRECISION APPROACH TERRAIN CHART

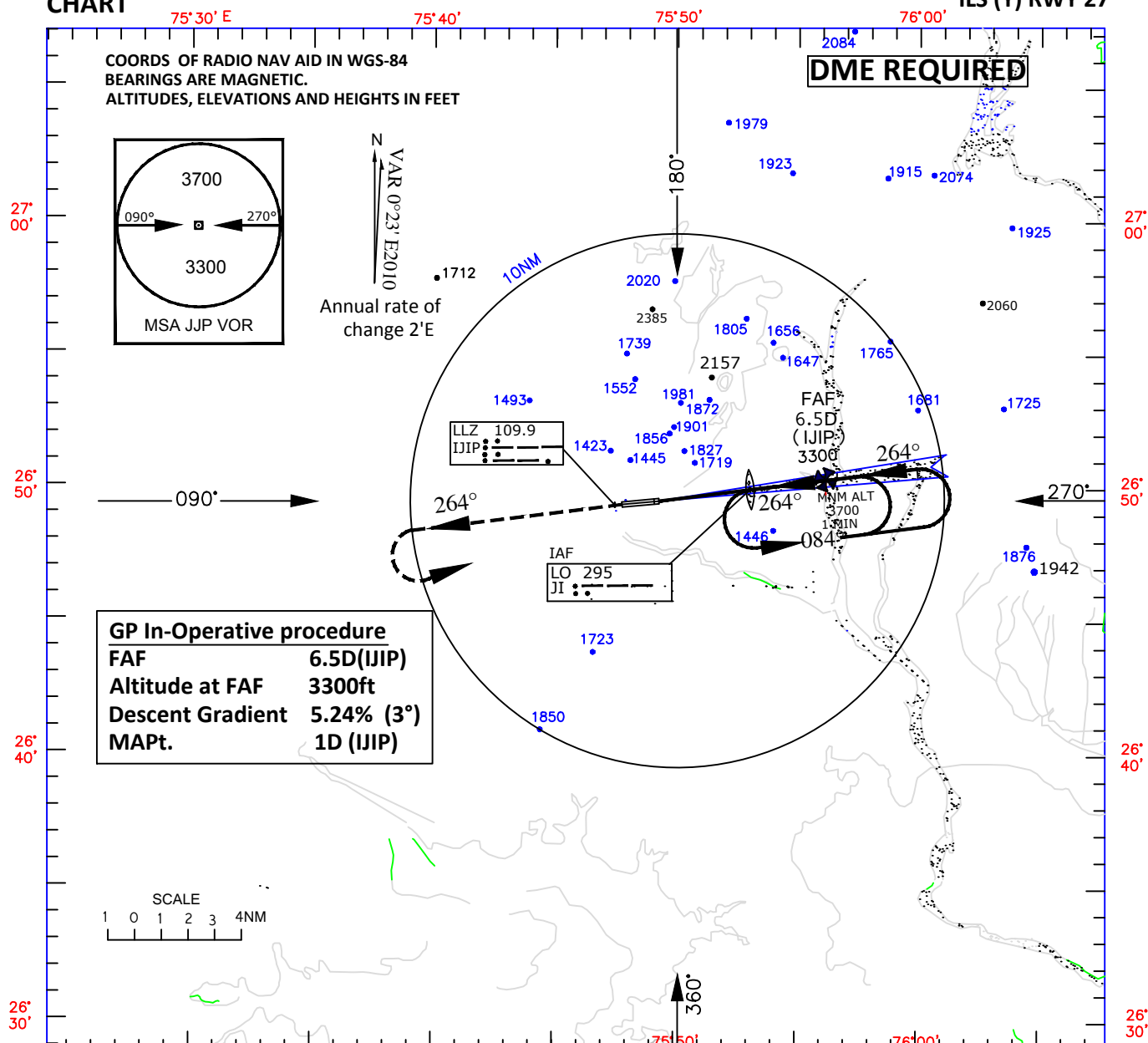
INDIA/JAIPUR
JAIPUR AIRPORT
RWY 27

DISTANCES AND ELEVATIONS IN METRES

CONSULT NOTAM FOR LATEST INFORMATION



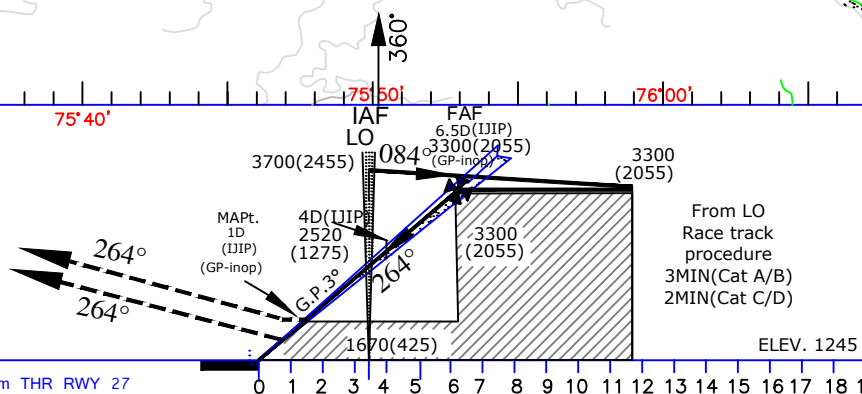
**INSTRUMENT
APPROACH
CHART****AERODROME ELEV. 1265ft.**
HEIGHTS RELATED TO:
THR RWY27-ELEV 1245ft**TWR 124.3**
APP 125.25**JAIPUR (VIJP)**
INDIA
ILS (Z) RWY 27

**INSTRUMENT
APPROACH
CHART****AERODROME ELEV 1265ft**
HEIGHTS RELATED TO:
THR RWY27-ELEV 1245ft**TWR 124.3**
APP 125.25**JAIPUR (VIJP)**
INDIA
ILS (Y) RWY 27

Transition Alt. 5000

MISSED APPROACHClimb straight ahead to 3300 ft,
then climbing turn LEFT to join
LO (JI) holding at 3700 ft or as
instructed by ATC

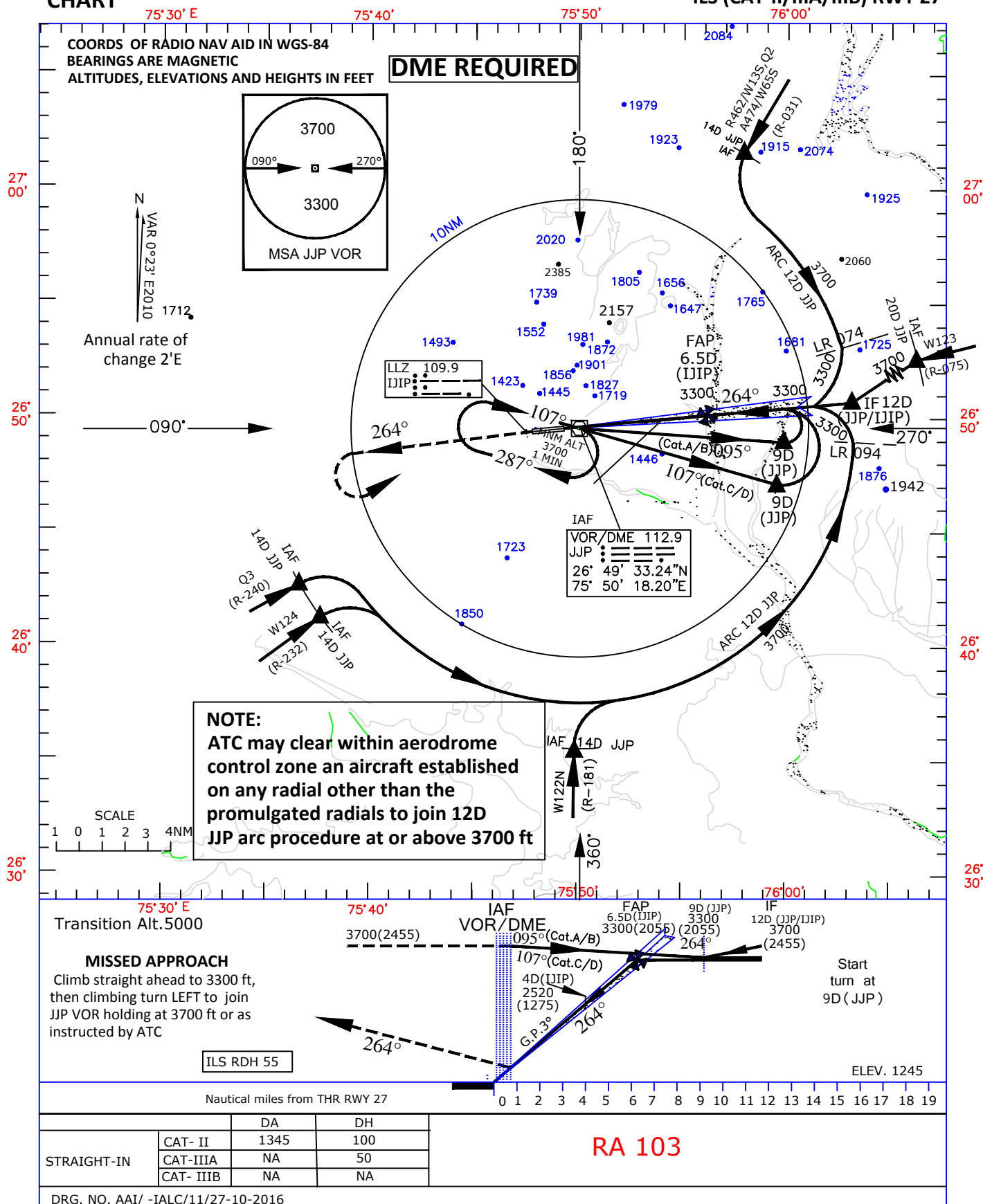
ILS RDH 55

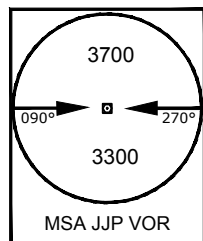


Nautical miles from THR RWY 27

OCA(H)			Distance (IJIP) / Altitude information (G.P. In-op)						
CATEGORY OF AIRCRAFT	A/B	C/D	Distance(NM)	6.5D	6D	5D	4D	3D	2D
STRAIGHT-IN	1445(200)	1445(200)	Altitude	3300	3155	2835	2520	2200	1880
VISUAL CIRCLING	2230(965)	2710(1445)	Rate of Descent /Ground speed information						
GP In-Operative procedure									
STRAIGHT-IN	1670(425)	1670(425)	Ground speed (kt.)		80	100	120	140	160
VISUAL CIRCLING	2230(965)	2710(1445)	Rate of descent (ft/min)		425	530	635	745	850

DRG. NO. AAI/ -IALC/10/27-10-2016

**INSTRUMENT
APPROACH
CHART****AERODROME ELEV. 1265ft.**
HEIGHTS RELATED TO:
THR RWY27-ELEV 1245ft**TWR 124.3**
APP 125.25**JAIPUR (VIJP)**
INDIA
ILS (CAT-II/IIIA/IIIB) RWY 27

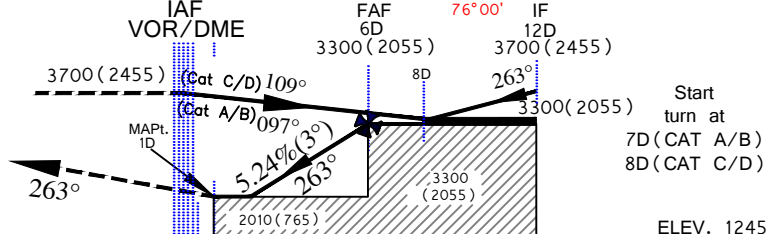
**INSTRUMENT
APPROACH
CHART**AERODROME ELEV 1265ft
HEIGHTS RELATED TO:
THR RWY27-ELEV 1245ftTWR 124.3
APP 125.25**JAIPUR (VIJP)**
INDIA
VOR RWY 27RADIALS AND DISTANCES ARE FROM VOR (112.9 JJP)
COORDS OF RADIO NAV AID IN WGS-84
TRACKS ARE MAGNETIC.
ALTITUDES, ELEVATIONS AND HEIGHTS IN FEET.**DME REQUIRED**

1712

MSA JJP VOR

NOTE:ATC may clear within aerodrome
control zone an aircraft established
on any radial other than the
promulgated radials to join 12D
JJP arc procedure at or above 3700 ft

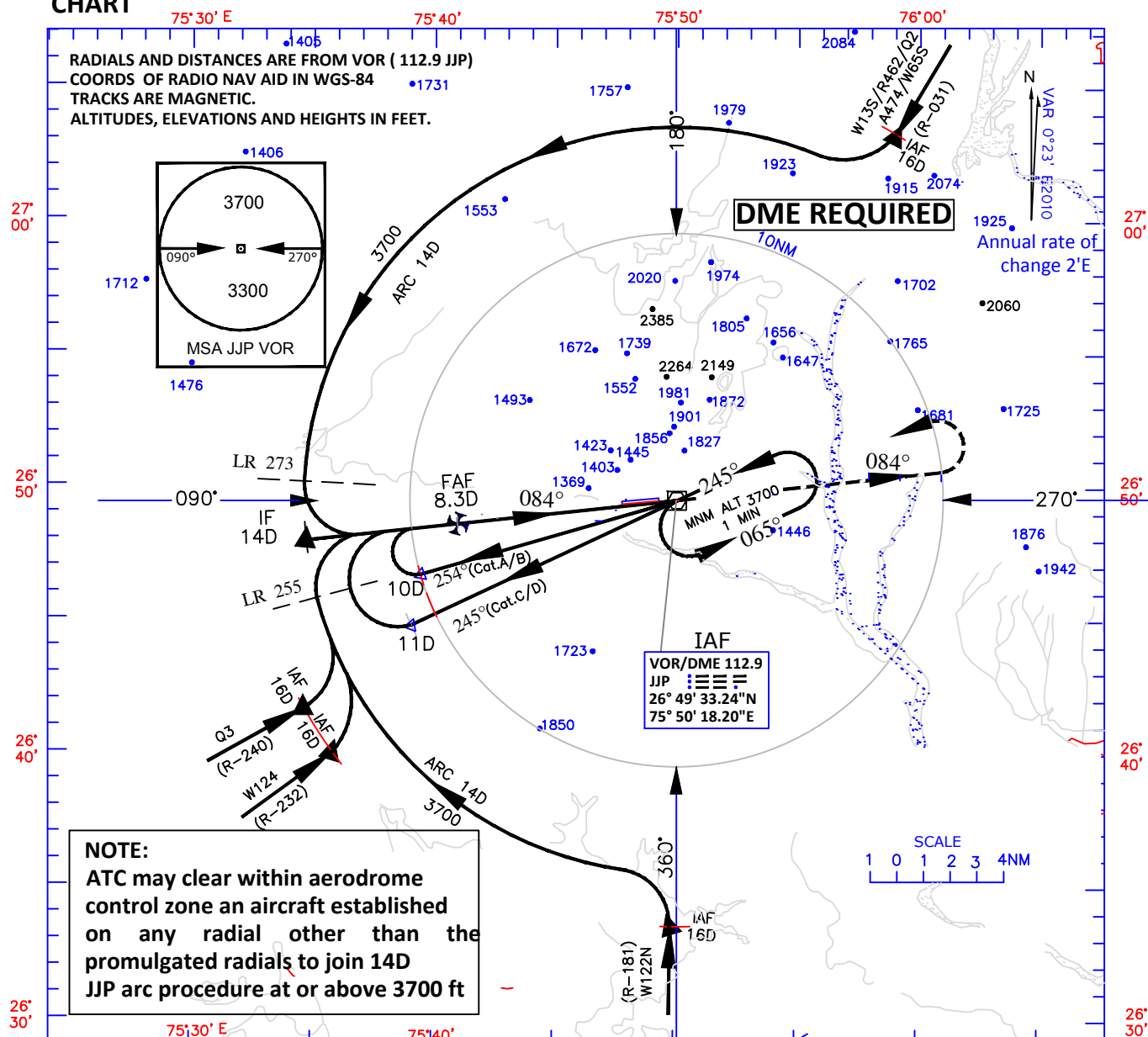
Transition Altitude 5000

MISSED APPROACHClimb straight ahead to 3300 ft, then
climbing turn LEFT to join VOR holding
at 3700 ft or as instructed by ATC

Nautical miles from THR RWY 27

CATEGORY OF AIRCRAFT	OCA (H)		Distance / Altitude information			
	A/B	C/D	Distance (NM)	5D	4D	3D
STRAIGHT-IN	2010 (765)	2010 (765)	Altitude (Ft.)	2970	2650	2340
VISUAL CIRCLING	2230 (965)	2710 (1445)				
Time & Rate of Descent /Ground speed information						
Ground speed (kt.)			80	100	120	140
Rate of descent (ft/min)			425	530	635	745

DRG. NO. AAI/05-IALC/16/04-08-2016

**INSTRUMENT
APPROACH
CHART**HEIGHTS RELATED TO
AERODROME ELEV 1265ft
THR RWY 09 ELEV 1263ftTWR 124.3
APP 125.25**JAIPUR (VIJP)
INDIA
VOR RWY 09**

O C A (H)			Distance / Altitude information					
CATEGORY OF AIRCRAFT	A/B	C/D	Distance(NM)	8D	7D	6D	5D	4D
STRAIGHT-IN	1710(445)	1710(445)	Altitude (ft.)	3200	2880	2560	2240	1930
VISUAL CIRCLING	2230(965)	2710(1445)	Rate of Descent /Ground speed information					
			Ground speed (kt.)	80	100	120	140	160
			Rate of descent (ft/min)	425	530	635	745	850

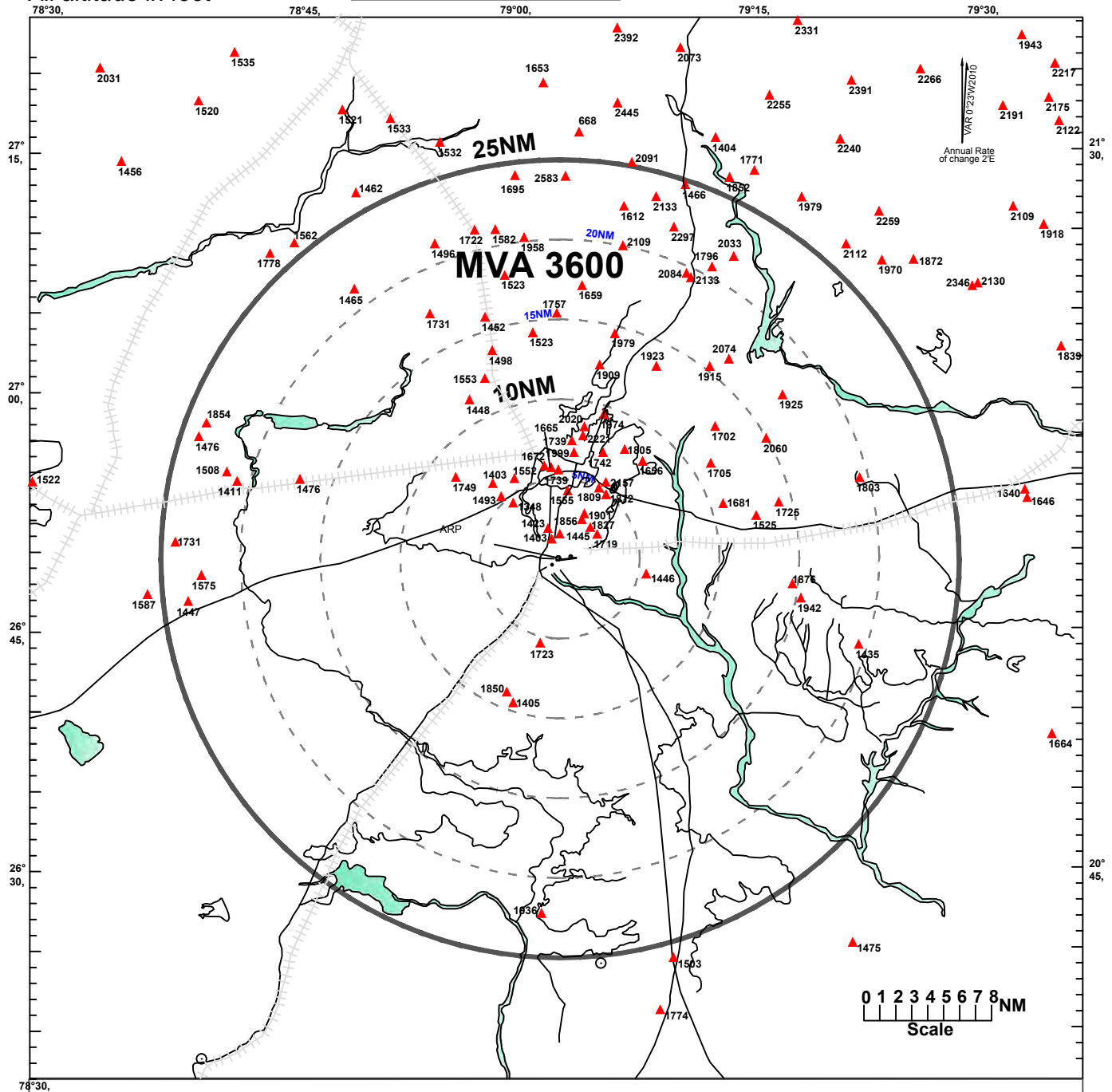
DRG. NO. AAI/ -IALC/16/26-09-2016

Ad. Elev-1263
Transition Alt.-5000
Mag. Var. - 0°23' E (2010)

APP. 125.25
TWR. 125.25

JAIPUR (VIJP) ATC Surveillance Minimum Altitude Chart

All altitude in feet



Radio Communication Failure Procedure:

When providing navigational guidance to aircraft based on the use of an air traffic services surveillance system for pilot interpreted final approach aid, following radio communication failure procedure shall be applicable-

1. If radio communication failure takes place prior to interception of final approach track, aircraft shall maintain the last assigned altitude or 3600Ft whichever is higher and proceed to JJP VOR/JI LO via shortest route to join the holding procedure. After joining the holding procedure aircraft shall carryout the instrument approach procedure for which navigational guidance was provided.
2. If radio communication failure occurs after interception of the final approach track, aircraft should continue the approach and land if visual or carryout the missed approach and join the JJP VOR/JI LO holding at 3600Ft. After joining the holding procedure aircraft shall carryout the instrument approach procedure for which navigational guidance was provided.

NOTE:

1. Altitudes shown are based on QNH.
2. Only significant spot elevations are shown
3. ATC Surveillance Minimum Altitudes are established within 25NM of ARP(264927N 0754809E)
4. Chart may only be used for cross-checking of altitude assigned while the aircraft is identified.

