## AD 2. AERODROMES

### VEPT AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VEPT - PATNA- JAI PRAKASH NARAYAN INTERNATIONAL AIRPORT / INTL

### VEPT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | | |
|---|---|---|---|
| 1 | Aerodrome reference point coordinates and its site | 253537N 0850531E<br>263.48 DEG/ 510M from physical extremity of RWY 25. | |
| 2 | Direction and distance of aerodrome reference point from the center of the city or town which the aerodrome serves | 259 DEG, 5KM from Patna Railway Station. | |
| 3 | Aerodrome elevation and reference temperature | 170 FT / 39.0 DEG C | |
| 4 | Magnetic variation, date of information and annual change | 0.25 DEG W (2010) /0.017 DEG E | |
| 5 | Name of aerodrome operator, address, telephone, telefax, e-mail address, AFS address, website (if available) | Airport Director, Airports Authority of India, Jai Prakash Narayan International Airport,,<br>Patna - 800014 | |
| | | Telephone: | +91-612-2220683 +91-9431821772 |
| | | Fax: | +91-612-2225227 |
| | | AFS: | VEPTYHYX |
| | | Email: | apdpatna@aai.aero |
| 6 | Types of traffic permitted (IFR/VFR) | IFR/VFR | |
| 7 | Remarks | NIL | |

### VEPT AD 2.3 OPERATIONAL HOURS

| | | | |
|---|---|---|---|
| 1 | Aerodrome Operator | MON-FRI: 0400-1230 UTC (0930-1800 IST)<br>SAT,SUN & HOL: NIL | |
| 2 | Custom and immigration | As ATS See Remark No. 2 | |
| 3 | Health and sanitation | As ATS | |
| 4 | AIS briefing office | As ATS | |
| 5 | ATS reporting office (ARO) | As ATS | |
| 6 | MET Briefing office | As ATS | |
| 7 | Air Traffic Service | H24 | |
| 8 | Fuelling | As ATS | |
| 9 | Handling | As ATS | |
| 10 | Security | As ATS | |
| 11 | De-icing | NIL | |
| 12 | Remarks | 1. Customs and immigration facilities are provided on limited basis to cover operations of scheduled international flights. The facilities can be arranged to cover any authorized non-SKED operations. | |
| | | 2.ATS approved hourly runway traffic handling capacity | Maximum number of arrival and departure- 10<br>Maximum number of arrival only – 05<br>Maximum number of departure only -05 |

### VEPT AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo-handling facilities | Nil |

| | | |
|---|---|---|
| 2 | Fuel and Oil types | ATF-K50<br>Mj0-2 |
| 3 | Fuelling facilities and capacity | Refueler: ATF2 16000 & 9000Litres each 25Ltr/sec, AVG1 9000 Ltr, 12.5 Litres/sec. |
| 4 | De-icing facilities | NIL |
| 5 | Hangar space for visiting aircraft | Nil |
| 6 | Repair facilities for visiting aircraft | Nil |
| 7 | Remarks | NIL |

**VEPT AD 2.5 PASSENGER FACILITIES**

| | | |
|---|---|---|
| 1 | Hotel(s) at or in the vicinity of aerodrome | In the City |
| 2 | Restaurant(s) at or in the vicinity of aerodrome | At AD and in the City |
| 3 | Transportation possibilities | Buses,Taxis. |
| 4 | Medical Facilities | First Aid at AD. Hospitals in the city. |
| 5 | Bank and post office at or in the vicinity of aerodrome | Banks: At AD<br>Post office: At AD |
| 6 | Tourist office | At AD |
| 7 | Remarks | NIL |

**VEPT AD 2.6 RESCUE AND FIRE FIGHTING SERVICES**

| | | |
|---|---|---|
| 1 | Aerodrome category for fire fighting | Within ATS HR: CAT-7 |
| 2 | Rescue equipment | AVBL as per category |
| 3 | Capability for removal of disabled aircraft | Nil |
| 4 | Remarks | NIL |

**VEPT AD 2.7 SEASONAL AVAILABILITY CLEARING**

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

**VEPT AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA**

| | | |
|---|---|---|
| 1 | Designation, surface and strength of aprons | Refer Aircraft Parking/Docking Chart |
| 2 | Designation, width, surface and strength of taxiways | Refer Aircraft Parking/Docking Chart |
| 3 | Location and elevation of altimeter checkpoints | Location At apron Elevation 168FT |
| 4 | Location of VOR checkpoints | AT TWY A 253534.00N 0850525.17E |
| 5 | Position of INS checkpoints | |
| 6 | Remarks | Dumbbell RWY 25 is primary Isolation Parking Stand Turn Pad (07 end and 25 end) surface strength: 58/F/C/W/T.<br>Coordinates of TWY Holding positions:<br>a. TWY A: 253533.732N 0850525.288E, Elev: 169.29 FT<br>b. TWY B: 253535.446N 0850530.116E, Elev: 169.29 FT<br>c. TWY C: 253539.167N 0850540.082E, Elev: 169.29 FT |

**VEPT 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 provided on R/T,<br>Guidelines at Apron. |

| | | |
|---|---|---|
| 2 | Runway and taxiway markings and lights | RWY<br>Markings: Designation, THR, Fixed Distance, Centreline, EDGE, Aiming Point<br>Lights: THR, End and Edge.<br><br>TWY<br>Marking: Centreline, Holding Position, Edge<br>Lights: Edge. |
| 3 | Stop bars (if any) | Nil |
| 4 | Remarks | NIL |

**VEPT 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 |
| 25/TKOF<br>07/APCH | BUILDING | 253511.5N<br>0850424.7E | 203 FT | NIL | Building |
| 25/TKOF<br>07/APCH | OTHER | 253509.5N<br>0850432.1E | 191 FT | NIL | Mobile Road Traffic |
| 25/TKOF<br>07/APCH | OTHER | 253509.9N<br>0850434.7E | 200 FT | NIL | Mobile Rail |
| 25/TKOF<br>07/APCH | BUILDING | 253508.5N<br>0850431.6E | 194 FT | NIL | Building |
| 25/TKOF<br>07/APCH | BUILDING | 253504.5N<br>0850423.0E | 207 FT | NIL | Building |
| 25/TKOF<br>07/APCH | BUILDING | 253503.5N<br>0850420.2E | 215 FT | NIL | Building |
| 25/TKOF<br>07/APCH | BUILDING | 253500.5N<br>0850417.8E | 220 FT | NIL | Building Rod Top |
| 25/TKOF<br>07/APCH | TREE | 253507.5N<br>0850411.7E | 236 FT | NIL | Group of Trees |
| 25/TKOF<br>07/APCH | BUILDING | 253513.2N<br>0850432.8E | 185 FT | LGTD | LOC Building Lighted Top |
| 25/TKOF<br>07/APCH | FENCE | 253510.5N<br>0850434.4E | 183 FT | NIL | Airport BDRY Wall with Fencing on Top |
| 25/TKOF<br>07/APCH | POLE | 253509.4N<br>0850428.7E | 205 FT | NIL | Railway Electric Pole |
| 25/TKOF<br>07/APCH | POLE | 253508.9N<br>0850424.2E | 206 FT | NIL | Railway Electric Pole |
| 25/TKOF<br>07/APCH | TREE | 253508.7N<br>0850418.8E | 211 FT | NIL | Group of Trees |
| 25/TKOF<br>07/APCH | OTHER | 253509.8N<br>0850432.3E | 201 FT | NIL | Railway Track Crossing Barrier |
| 25/TKOF<br>07/APCH | BUILDING | 253503.0N<br>0850422.3E | 217 FT | NIL | Building Sintex Top |
| 25/TKOF<br>07/APCH | BUILDING | 253508.5N<br>0850432.6E | 213 FT | NIL | Building |
| 25/TKOF<br>07/APCH | TREE | 253514.3N<br>0850433.3E | 189 FT | NIL | Tree |
| 25/TKOF<br>07/APCH | POLE | 253510.3N<br>0850435.5E | 203 FT | NIL | Railway Electric Pole |
| 25/TKOF<br>07/APCH | POLE | 253509.9N<br>0850433.5E | 203 FT | NIL | Railway Electric Pole |
| 25/TKOF<br>07/APCH | BUILDING | 253509.2N<br>0850432.8E | 206 FT | NIL | Building Rod Top |

| 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 |
| 25/TKOF<br>07/APCH | FENCE | 253514.2N<br>0850433.8E | 182 FT | NIL | Airport BDRY Wall with Fencing on Top |
| 25/TKOF<br>07/APCH | OTHER | 253513.9N<br>0850432.1E | 185 FT | NIL | Mobile Road Traffic |
| 25/TKOF<br>07/APCH | BUILDING | 253507.2N<br>0850425.8E | 210 FT | NIL | Building |
| 25/TKOF<br>07/APCH | BUILDING | 253506.6N<br>0850428.0E | 210 FT | NIL | Building |
| 25/TKOF<br>07/APCH | OTHER | 253457.0N<br>0850403.1E | 262 FT | NIL | Mobile Mast |
| 25/TKOF<br>07/APCH | OTHER | 253444.3N<br>0850343.8E | 309 FT | NIL | Mobile Mast |
| 25/TKOF<br>07/APCH | OTHER | 253511.3N<br>0850438.4E | 187 FT | NIL | Mobile Road Traffic |
| 25/TKOF<br>07/APCH | FENCE | 253510.9N<br>0850437.7E | 184 FT | NIL | Airport BDRY Wall with Fencing on Top |
| 25/TKOF<br>07/APCH | OTHER | 253512.8N<br>0850432.8E | 186 FT | NIL | Mobile Road Traffic |
| 25/TKOF<br>07/APCH | TREE | 253511.5N<br>0850424.9E | 204 FT | NIL | Tree |
| 25/TKOF<br>07/APCH | TREE | 253508.8N<br>0850431.4E | 217 FT | NIL | Tree |
| 25/APCH<br>07/TKOF | OTHER | 253543.1N<br>0850552.5E | 183 FT | NIL | Mobile Road Traffic |
| 25/APCH<br>07/TKOF | OTHER | 253538.1N<br>0850555.6E | 184 FT | NIL | Mobile Road Traffic |
| 25/APCH<br>07/TKOF | TREE | 253549.3N<br>0850616.2E | 229 FT | NIL | Group of Trees |
| 25/APCH<br>07/TKOF | TREE | 253545.8N<br>0850630.7E | 246 FT | NIL | Group of Trees |
| 25/APCH<br>07/TKOF | TREE | 253545.0N<br>0850611.8E | 214 FT | NIL | Cluster of Trees |
| 25/APCH<br>07/TKOF | TREE | 253551.8N<br>0850623.5E | 255 FT | NIL | Cluster of Trees |
| 25/APCH<br>07/TKOF | TREE | 253545.1N<br>0850617.3E | 242 FT | NIL | Group of Trees |
| 25/APCH<br>07/TKOF | TREE | 253550.1N<br>0850618.9E | 229 FT | NIL | Cluster of Trees |
| 25/APCH<br>07/TKOF | TREE | 253544.8N<br>0850609.3E | 223 FT | NIL | Group of Trees |
| 25/APCH<br>07/TKOF | TREE | 253540.3N<br>0850602.4E | 199 FT | NIL | Group of Trees |
| 25/APCH<br>07/TKOF | TREE | 253544.6N<br>0850555.6E | 229 FT | NIL | Group of Trees |
| 25/APCH<br>07/TKOF | TREE | 253557.9N<br>0850623.2E | 257 FT | NIL | Group of Trees |
| 25/APCH<br>07/TKOF | OTHER | 253538.8N<br>0850556.0E | 185 FT | NIL | Mobile Road Traffic |
| 25/APCH<br>07/TKOF | FENCE | 253538.1N<br>0850555.8E | 178 FT | NIL | Airport BDRY Wall with Fencing on Top |
| 25/APCH<br>07/TKOF | OTHER | 253542.5N<br>0850552.1E | 182 FT | NIL | Mobile Road Traffic |
| 25/APCH<br>07/TKOF | FENCE | 253542.7N<br>0850551.7E | 177 FT | NIL | Airport BDRY Wall with Fencing on Top |

| 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 |
| 25/APCH<br>07/TKOF | OTHER | 253541.9N<br>0850553.7E | 182 FT | NIL | Mobile Road Traffic |
| 25/APCH<br>07/TKOF | TOWER | 253558.9N<br>0850659.7E | 333 FT | NIL | Clock Tower |
| 25/APCH<br>07/TKOF | TREE | 253548.8N<br>0850611.4E | 222 FT | NIL | Group of Trees |
| 25/APCH<br>07/TKOF | TREE | 253551.9N<br>0850612.0E | 229 FT | NIL | Cluster of Trees |
| 25/APCH<br>07/TKOF | TREE | 253553.5N<br>0850615.4E | 253 FT | NIL | Group of Trees |
| 25/APCH<br>07/TKOF | TREE | 253545.4N<br>0850601.8E | 199 FT | NIL | Cluster of Trees |
| 25/APCH<br>07/TKOF | TREE | 253548.4N<br>0850607.7E | 222 FT | NIL | Cluster of Trees |
| In circling area and at AD | TREE | 253544.0N<br>0850551.6E | 239 FT | NIL | Cluster of Trees |
| In circling area and at AD | TREE | 253536.7N<br>0850556.4E | 238 FT | NIL | Tree |
| In circling area and at AD | TREE | 253554.4N<br>0850611.8E | 261 FT | NIL | Cluster of Trees |
| In circling area and at AD | ANTENNA | 253537.5N<br>0850533.0E | 219 FT | LGTD | G.P. Antenna Lighted Top |
| In circling area and at AD | OTHER | 253533.3N<br>0850541.5E | 190 FT | NIL | W.D.I. |
| In circling area and at AD | TREE | 253544.5N<br>0850539.9E | 265 FT | NIL | Tree |
| In circling area and at AD | TREE | 253546.9N<br>0850558.5E | 241 FT | NIL | Cluster of Trees |
| In circling area and at AD | TREE | 253550.3N<br>0850602.4E | 249 FT | NIL | Cluster of Trees |
| In circling area and at AD | TREE | 253544.7N<br>0850544.3E | 237 FT | NIL | Group of Trees |
| In circling area and at AD | TREE | 253535.7N<br>0850553.7E | 234 FT | NIL | Group of Trees |
| In circling area and at AD | TREE | 253533.0N<br>0850546.3E | 216 FT | NIL | Group of Trees |
| In circling area and at AD | TREE | 253533.2N<br>0850550.2E | 226 FT | NIL | Group of Trees |
| In circling area and at AD | TREE | 253537.5N<br>0850608.4E | 254 FT | NIL | Group of Trees |
| In circling area and at AD | TREE | 253545.6N<br>0850555.5E | 244 FT | NIL | Group of Trees |
| In circling area and at AD | TREE | 253536.8N<br>0850600.3E | 248 FT | NIL | Group of Trees |
| In circling area and at AD | BUILDING | 253658.1N<br>0850651.6E | 331 FT | NIL | Building (Jamuna Apartment) |
| In circling area and at AD | TOWER | 253535.5N<br>0851013.7E | 663 FT | NIL | T.V. Tower |
| In circling area and at AD | TOWER | 253512.0N<br>0850240.0E | 377 FT | NIL | Microwave Tower |
| In circling area and at AD | OTHER | 253528.4N<br>0850508.9E | 184 FT | NIL | Security Hut |
| In circling area and at AD | OTHER | 253530.3N<br>0850514.8E | 183 FT | NIL | Cooling Pit Shed Top |

| 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 | ANTENNA | 253524.9N 0850519.4E | 191 FT | LGTD | DVOR Monitor Antenna L/T |
| In circling area and at AD | TREE | 253525.3N 0850522.8E | 194 FT | LGTD | DVOR DME Lighted Top |
| In circling area and at AD | OTHER | 253509.2N 0850547.8E | 325 FT | NIL | Mast |
| In circling area and at AD | TREE | 253515.1N 0850424.7E | 238 FT | NIL | Tree |
| In circling area and at AD | OTHER | 253517.1N 0850437.1E | 201 FT | LGTD | Factory L/T Speed Craft |
| In circling area and at AD | FENCE | 253512.0N 0850442.5E | 182 FT | NIL | Airport BDRY Wall With Fencing on Top |
| In circling area and at AD | OTHER | 253511.3N 0850444.6E | 199 FT | NIL | Mobile Rail Traffic |
| In circling area and at AD | OTHER | 253510.9N 0850439.8E | 199 FT | NIL | Mobile Rail Traffic |
| In circling area and at AD | POLE | 253510.8N 0850439.4E | 203 FT | NIL | Railway Electric Pole |
| In circling area and at AD | POLE | 253510.4N 0850437.2E | 203 FT | NIL | Railway Electric Pole |
| In circling area and at AD | OTHER | 253511.4N 0850443.7E | 205 FT | NIL | Light Post |
| In circling area and at AD | OTHER | 253511.2N 0850441.6E | 205 FT | NIL | Railway Light Post |
| In circling area and at AD | OTHER | 253510.8N 0850441.9E | 203 FT | NIL | Railway Light Post |
| In circling area and at AD | OTHER | 253515.8N 0850434.3E | 193 FT | NIL | Temple |
| In circling area and at AD | OTHER | 253515.3N 0850433.6E | 187 FT | NIL | Security Hut |
| In circling area and at AD | OTHER | 253522.5N 0850454.6E | 179 FT | NIL | Security Hut |
| In circling area and at AD | OTHER | 253521.5N 0850453.5E | 192 FT | NIL | W.D.I. |
| In circling area and at AD | TREE | 253509.8N 0850443.7E | 225 FT | NIL | Tree |
| In circling area and at AD | OTHER | 253512.9N 0850444.3E | 188 FT | NIL | Security Hut |
| In circling area and at AD | BUILDING | 253513.7N 0850422.9E | 213 FT | NIL | Building |
| In circling area and at AD | OTHER | 253511.5N 0850445.9E | 204 FT | NIL | Light Post |
| In circling area and at AD | OTHER | 253510.2N 0850448.3E | 241 FT | NIL | Flood Light Mast |
| In circling area and at AD | TREE | 253522.1N 0850445.0E | 240 FT | NIL | Group of Trees |
| In circling area and at AD | TREE | 253521.9N 0850438.4E | 255 FT | NIL | Group of Trees |
| In circling area and at AD | TREE | 253515.8N 0850431.4E | 212 FT | NIL | Group of Trees |
| In circling area and at AD | TREE | 253513.0N 0850416.7E | 246 FT | NIL | Group of Trees |

| 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 | 253510.5N 0850439.9E | 200 FT | NIL | Mobile Rail Traffic |
| In circling area and at AD | BUILDING | 253507.0N 0850432.1E | 214 FT | NIL | Building |
| In circling area and at AD | OTHER | 253510.2N 0850437.9E | 200 FT | NIL | Mobile Rail Traffic |
| In circling area and at AD | POLE | 253510.7N 0850438.5E | 199 FT | NIL | Railway Electric Pole |
| In circling area and at AD | POLE | 253511.3N 0850444.3E | 202 FT | NIL | Railway Electric Pole |
| In circling area and at AD | BUILDING | 253507.8N 0850434.7E | 211 FT | NIL | Building |
| In circling area and at AD | OTHER | 253457.8N 0850415.4E | 283 FT | NIL | Mast |
| In circling area and at AD | POLE | 253510.7N 0850440.9E | 206 FT | NIL | Electric Pole |
| In circling area and at AD | TREE | 253518.5N 0850434.1E | 228 FT | NIL | Group of Trees |
| In circling area and at AD | TREE | 253515.1N 0850428.7E | 214 FT | NIL | Tree |
| In circling area and at AD | BUILDING | 253513.5N 0850422.2E | 213 FT | NIL | Building |
| In circling area and at AD | BUILDING | 253507.7N 0850435.8E | 213 FT | NIL | Building |
| In circling area and at AD | OTHER | 253522.2N 0850451.8E | 186 FT | NIL | Security Hut |
| In circling area and at AD | TREE | 253517.3N 0850437.9E | 207 FT | NIL | Tree |
| In circling area and at AD | TREE | 253512.8N 0850449.3E | 205 FT | NIL | Tree |
| In circling area and at AD | TREE | 253512.2N 0850445.4E | 200 FT | NIL | Tree |
| In circling area and at AD | TREE | 253508.7N 0850436.7E | 222 FT | NIL | Tree |
| In circling area and at AD | BUILDING | 253507.5N 0850436.8E | 215 FT | NIL | Building |
| In circling area and at AD | OTHER | 253446.3N 0850406.7E | 350 FT | NIL | Cell Phone Mast |

## VEPT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Name of the associated meteorological office | Meteorological Centre Patna |
| 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 | Met Centre Patna<br>9,12,24 HR |
| 4 | Availability of the trend forecast for the aerodrome and interval of issuance | Trend Forecast 30Min |
| 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/Hindi |

| | | |
|---|---|---|
| 7 | Charts and other information displayed or available for briefing or consultation | Surface, Upper Air, Satellite Imagery, T-PHI GRAM |
| 8 | Supplementary equipment available for providing information on meteorological conditions, e.g. weather radar and receiver for satellite images; | Tele printer / Telephone Transmissometer (DRISHTI) for TDZ RVR RWY 25 |
| 9 | The air traffic services unit(s) provided with meteorological information | VEPT Patna ATC and ACS |
| 10 | Additional information, e.g. concerning any limitation of service. | Round the Clock Met Service |

## VEPT 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 |
| 07 | 68.42 DEG | 2072 x 45 M | 58/F/C/W/T Asphalt | THR: 253519.09N 0850453.40E RWY END: 253539.16N 0850549.29E |
| 25 | 248.42 DEG | 2072 x 45 M | 58/F/C/W/T Asphalt | THR: 253537.55N 0850544.80E RWY END: 253514.37N 0850440.25E |

| 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: 170.0FT TDZ: 170.0FT | | NIL | NIL | 2192 x 150 M |
| THR: 170.0FT TDZ: 170.0FT | | NIL | NIL | 2192 x 150 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 |
| 90M x 90M | | ---- | Slope: Negligible |
| 90M x 90M | | ---- | Slope: Negligible |

## VEPT 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 |
| 07 | 2072 | 2072 | 2072 | 1677 | 1:40 SLOPE |
| 25 | 2072 | 2072 | 2072 | 1938 | 1:40 SLOPE |

## VEPT 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 |
| **07** | SALS<br>420 M<br>LIH | Green<br>Wing bar LGT on each side of RWY | PAPI<br>LEFT/3.00 DEG<br>MEHT<br>(46.85FT) | |
| **25** | SALS<br>210 M<br>LIH | Green<br>Wing bar LGT on each side of RWY | PAPI<br>RIGHT/3.15 DEG<br>MEHT<br>(49.94FT) | |

| 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 |
| | 2072 M<br>60 M<br>White<br>LIH | Red | | NIL |
| | 2072 M<br>60 M<br>White<br>LIH | Red | | NIL |

## VEPT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | | |
|---|---|---|---|
| 1 | Location, characteristics and hours of operation of aerodrome beacon/identification beacon (if any) | ABN | At Tower Building, FLG W&G EV2SEC<br>As ATS HR |
| | | IBN | NIL |
| 2 | Location and lighting (if any) of anemometer/ landing direction indicator; | LDI | NIL |
| | | Anemometer | NIL |
| 3 | Taxiway edge and taxiway centre line lights; | Edge | TWY A & TWY B |
| | | Centre Line | NIL |
| 4 | Secondary power supply including switch-over time; | Secondary Power supply to all lighting at AD. Switch-over time: 8 Sec | |
| 5 | Remarks | NIL | |

## VEPT 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 | Not Established |
| 2 | TLOF and/or FATO area elevation: | Not Established |
| 3 | TLOF and FATO area dimensions to the nearest metre or foot, surface type, bearing strength and marking; | Not Established |
| 4 | True bearings of FATO; | Not Established |
| 5 | Declared distances available | Not Established |
| 6 | Approach and FATO lighting; | Not Established |
| 7 | Remarks | Not Established |

## VEPT AD 2.17 AIR TRAFFIC SERVICE AIRSPACE

| | | |
|---|---|---|
| 1 | Airspace designation, geographical coordinates and lateral limits | CTR: Circular area centered on DVOR PPT (253526N 0850524E) within a 30NM radius. |
| 2 | Vertical limits | FL 60 |
| 3 | Airspace classification | D |
| 4 | Call sign and language(s) of the air traffic services unit providing service; | Patna Tower, English |
| 5 | Transition altitude | 4000 FT |
| 6 | Hours of applicability | H24 |
| 7 | Remarks | NIL |

## VEPT AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Call sign | Channel(s) | SATVOICE Number(s), if available |
|---|---|---|---|
| **1** | **2** | **3** | **4** |
| APP | Patna Approach | 121.100 MHZ | |
| TWR | Patna Tower | 118.300 MHZ | |
| ATIS | Patna Information | 128.000 MHZ | |

| Logon address, as appropriate | Hours of operation | Remarks |
|---|---|---|
| **5** | **6** | **7** |
| | H24 | NIL |
| | H24 | NIL |
| | As ATS | NIL |

## VEPT 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 25 | IPAT | 110.300 MHz | H24 |
| GP 25 | | 335.000 MHz | H24 |
| DME ILS 25 | IPAT | CH40X | H24 |
| DVOR/DME | PPT | 112.100 MHz CH58X | 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 |
| 253511.9N 0850433.6E | | | |
| 253537.7N 0850533.5E | | | Restricted to 300 FT 3.15 DEG |
| 253537.7N 0850533.5E | 181 FT | | Collocated with GP25 |
| 253525.5N 0850523.7E | 193 FT | | |

## VEPT AD 2.20 LOCAL AERODROME REGULATIONS

NIL

## VEPT AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

## VEPT AD 2.22 FLIGHT PROCEDURES

NIL

## VEPT AD 2.23 ADDITIONAL INFORMATION

### I. LOW VISIBILITY PROCEDURE

**1. BACKGROUND:**

Until the latest amendment of DGCA Civil Aviation Requirements (CAR) section 8, Series 'C', Part-I on All-weather Operations, Low visibility procedures were required at aerodromes for the purpose of ensuring safe operations during Categories II and III approaches and/or low visibility take-offs(LVTO).
However, in latest amendment to CAR (Rev. 10) para 5.3 following provision regarding Low Visibility Procedures is added.
"Quote" **An operator shall not conduct take-off with RVR/visibility less than standard Category I conditions of 550m RVR/ 800 m visibility unless low visibility procedures are enforced.** "Unquote".
This provision necessitated the need of Low Visibility Procedures for accommodating/permitting departures in Visibility/RVR less than 800M/550M even at such airports where there are No CAT II and CAT III operations.
Accordingly, Low visibility Procedures have been developed for Jai Prakash International Airport, Patna to accommodate/ permit departures in Visibility/RVR less than 800M/550M from RWY 25. (runway served with RVR instruments).

**2. DEFINITIONS:**

**2.1 Low Visibility Procedures (LVP):** 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.

**Note:** as per para 5.3 of CAR on All Weather Operations, an operator shall not conduct Take-off with RVR/Visibility less than standard CAT-I conditions of 550m RVR/800m Visibility unless low visibility procedures are enforced.

**2.2 Manoeuvring Area:** That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, excluding aprons.

**2.3 Runway Visual Range:** The range over which the pilot of an aircraft on the centerline of a runway can see the runway surface markings or the lights delineating the runway or identifying its centerline.

**2.4 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 2 D 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.

**2.5 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 1 000 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.

**3. GENERAL:**

The Low Visibility Procedure (LVP) incorporates safeguarding measures to mitigate runway incursions and defines operational restrictions to ensure safe Airside Operations taking into account the available Aerodrome facilities.

**4. MINIMUM REQUIREMENTS:**

The following aeronautical Ground lights and RVR equipment shall be serviceable to the required standard to support Low Visibility Procedures.
a. Runway edge lights,
b. Runway end lights,
c. Real time TDZ RVR.
d. Stand by Power supply to maintain switch over time of 1 Second for Runway Edge Lights and Runway End Lights. This requirement can be met with thehelp of DG Set and/or UPS.
**Note: -** At Patna switch over time for Runway Edge Lights and Runway End Lights is less than 1 Second.

**5. UNSERVICEABILITY OF AERONAUTICAL GROUND LIGHTS/EQUIPMENT BEFORE IMPLEMENTATION OF LVP.**
Low Visibility Procedures will not be implemented when any of the light/equipment mentioned in para 4 above is un-serviceable or is not maintained as per the required standard.

**5.1 Unserviceability of Aeronautical Ground Lights/ Equipment after Implementation of LVP.**
When any of the light/equipment mentioned in para 4 above becomes un-serviceable or fails to meet the required standard during periods of LVP, TWR/SMC shall advise the aircraft accordingly and LVP shall be suspended and information to this effect shall be included in ATIS broadcast.

**6. SAFEGUARDING PROCEDURES:**

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.
Duty Officer Tower/Tower Supervisor will initiate and co-coordinate with all the concerned agencies for completion of safeguarding procedures before implementation of Low Visibility Procedures.

**6.1 Safeguarding Procedures shall be initiated when**:
a. The Visibility/RVR is less than 1200m and visibility/RVR is forecast to deteriorate to 800m or less; and/or
b. The cloud ceiling is less than 400ft and forecast to fall to 200ft or less.

**6.2 Safeguarding procedures include:**
a. Positioning of 1 CFT each at the two predetermined positions Taxiway A and at Taxiway C - on fire access road.
b. Stopping of all maintenance works on the manoeuvring area as well as removal of all men and mobile equipment from the said area.
c. Ensuring availability of secondary power supply for change over time of maximum one second for RWY Edge and Rwy End lights supported by UPS.

**Note:** RWY Edge and Rwy End lights may continue to operate on main power supply during safe Guarding Procedures. Whenever, LVP is to be implemented as per para 6 below, the RWY Edge and Rwy End lights shall be put on Standby Power Supply (DG set or UPS). This operation need to be completed before LVP is implemented.
In case of DG set, Main power supply shall act as stand by power. At airports where UPS is capable of maintaining the required AGL system with one second of Switch Over time with Main Supply, the main supply can continue to be primary supply and the Generator Supply can be kept as Stand by Power supply.

d. The appropriate Aeronautical ground lights must have been inspected during the hour preceding implementation of LVP, and thereafter once every two-hour period. These lighting inspections should be accorded priority and, if necessary, aircraft operations may be delayed.

**7. Low Visibility Procedures:**

**7.1 Implementation of Low Visibility Procedures:**

Duty MET Officer shall inform Tower Supervisor whenever Visibility/RVR reduces to 800 Meters or below and/ or cloud ceiling is at 200 ft or below. Tower Supervisor shall coordinate with all the agencies to confirm whether the Safeguarding procedures have been completed or not. When Visibility/RVR falls below 800m/550M and or Cloud Ceiling is 200 ft or below and safeguarding procedures are complete, Tower supervisor will implement Low Visibility Procedures. Duty Officer Tower/ Tower Supervisor shall inform all users of the imposition of low visibility procedures.

**7.2 Action by various units during LVP:**

a. Duty MET Officer shall keep Duty Officer Tower/Tower Supervisor informed of any change in Visibility/ RVR.
b. TOWER/ OPS shall ensure that the towing of aircraft is done under escort of “Follow Me” vehicles. “Follow Me” shall inform ATC of any deviation fromthe route cleared by ATC;
c. Tower shall not permit any ground run on the manoeuvring area except idle power run on the stands;
d. Tower shall ensure that “Follow Me” services are provided to pilots on request;
e. The number of the vehicles on the manoeuvring area shall be restricted to bare minimum and records of all operating on the manoeuvring area shall be maintained by TOWER / OPS.
f. The following may be included in DATIS. “Low Visibility Procedures in force”.
g. TWR shall permit departures only from the beginning of the Runway in use.
h. Whenever visibility/RVR is less than 800M/550M, Duty officer tower shal confirm from pilot that the reported RVR value is within minima before issuing take-off clearance.
i. In-Charge Electrical shall continuously monitor the main and Standby Power supply to ensure change over time of maximum one second for RWY Edge and Rwy End lights during low visibility operations and report any unserviceability to Tower immediately.

**8. TERMINATION OF LOW VISIBILITY PROCEDURES:**

a. When Visibility/RVR improves to 800M or more and cloud ceiling is 200 feet or Higher and trend is for improvement, Tower Supervisor/Duty Officer Tower would terminate operations of LVP. He may obtain advice from Duty Met. Officer regarding improvement in weather conditions before the termination of LVP.
b. The Tower Supervisor will intimate OPS/ARFF/ In-Charge ElectricalEngineering regarding the termination of LVP operations.
c. On cancelling of LVP, following message shall be included in two subsequent ATIS broadcasts. “LOW VISIBILITY PROCEDURES CANCELLED”.
d. If SP are implemented and LVP are not subsequently implemented and the visibility/RVR improves and is more than 1200m and/or the cloud ceiling is 400ft or higher and both are forecast to remain above the required SP criteria, Tower Supervisor/ Duty Officer Tower may cancel SP.

**9. ACTIONS BY OTHER AGENCIES (AIRLINES, REFUELING COMPANIES, CATERING AGENCIES, ETC.):**

a. Every Year before commencement of monsoon/winter season, a meeting will be held by Airport Director, 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.
b. All the agencies shall ensure that staff and drivers are suitably trained during Low Visibility operations.
c. A refresher program for ATCO’s and personnel responsible for airside operations shall be conducted every year.
d. 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 during periods of low visibility. The drivers of these vehicles should keep a look out for taxiing aircraft and other vehicles to prevent accidents.
e. All the vehicles must have their obstruction lights “ON” during Low Visibility Procedures operations.
f. Everybody must follow all instructions/sign boards provided for vehicular movement area/service roads.

**II.** ADS-B Ground receiver is commissioned and operational.

## VEPT AD 2.24 CHARTS RELATED TO AN AERODROME

1. Aerodrome Chart

2. Aircraft Parking/Docking chart

3.Aeronautical Obstacle Chart Type-A (Obstacle Limitations) RWY 07

4.Aeronautical Obstacle Chart Type-A (Obstacle Limitations) RWY 25

5.ILS Procedure RWY 25

6.VOR Procedure RWY 07

7.VOR Procedure RWY 25

8.ATC Surveillance Minimum Altitude Chart

# AERODROME CHART

25° 35' 37.18" N
085° 05' 31.14" E

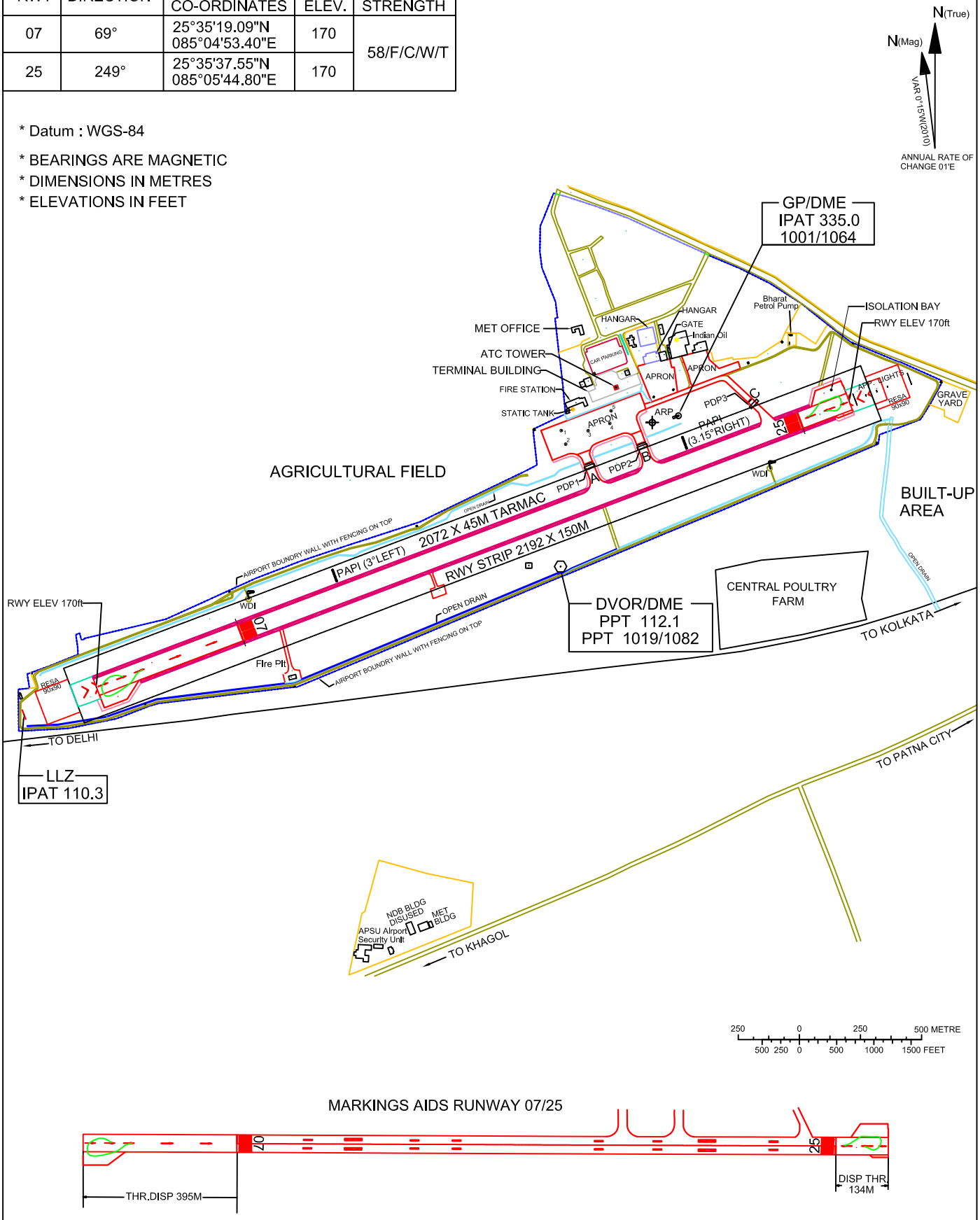
ELEV 170

TWR 118.3

## INDIA / PATNA
JAYA PRAKASH NARAYAN INTL. AIRPORT

| RWY | DIRECTION | THR CO-ORDINATES | THR ELEV. | BEARING STRENGTH |
|---|---|---|---|---|
| 07 | 69° | 25°35'19.09"N 085°04'53.40"E | 170 | 58/F/C/W/T |
| 25 | 249° | 25°35'37.55"N 085°05'44.80"E | 170 | |

* Datum : WGS-84
* BEARINGS ARE MAGNETIC
* DIMENSIONS IN METRES
* ELEVATIONS IN FEET




MARKINGS AIDS RUNWAY 07/25




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

DATE OF AERONAUTICAL INFORMATION
DECEMBER 2017

Airports Authority of India

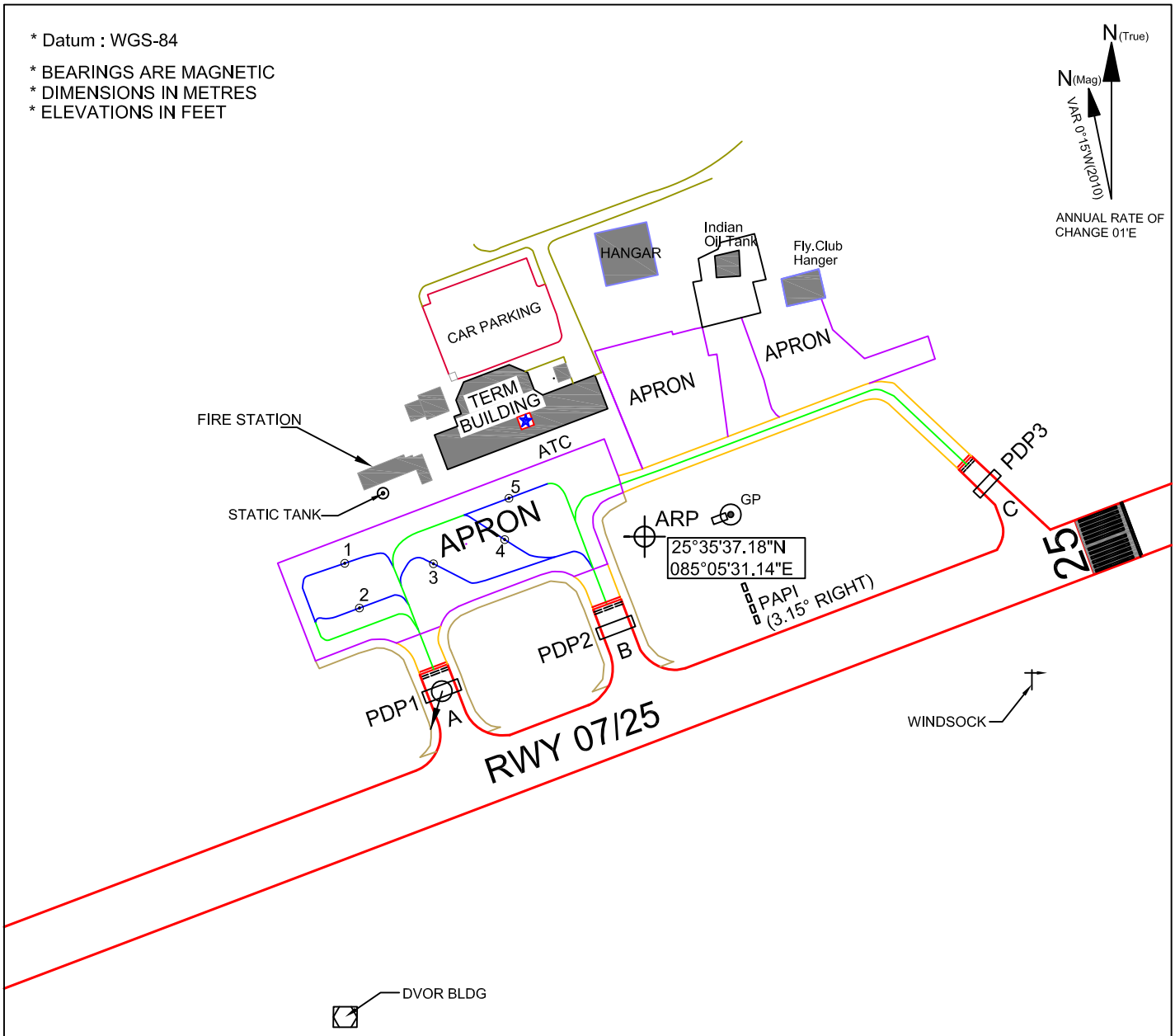
# AIRCRAFT PARKING / DOCKING CHART

APRON ELEV 168

TWR 118.3

## PATNA, INDIA
JAYA PRAKASH NARAYAN INTL. AIRPORT

* Datum : WGS-84
* BEARINGS ARE MAGNETIC
* DIMENSIONS IN METRES
* ELEVATIONS IN FEET




| LEGEND | |
|---|---|
| AIRCRAFT STANDS | ⊙1 |
| TAXI-HOLDING POSITION | |
| VOR CHECK POINT | |

| ISOLATION BAY | PCN | DEMINSION | ELEV. |
|---|---|---|---|
| | 58/F/C/W/T | | |
| TAXIWAY | | | |
| TAXIWAY | PCN | WIDTH | |
| A | 63/F/C/W/T | 23M | 169ft. |
| B | 62/F/C/W/T | 23M | 169ft. |
| C | 25/F/C/W/T | 14M | 169ft. |

250 0 250 500 METRE
500 250 0 500 1000 1500 FEET

| STAND NO | WGS CO-ORDINATES FOR AIRCRAFT STANDS(NEW) | PCN | Suitability of Aircraft | Status of Aircraft Stand | ELEV. |
|---|---|---|---|---|---|
| 01 | 25°35'36.392"N 085°05'22.757"E | 75/F/C/W/T | A320 | Power-In/Power-Out | 169ft. |
| 02 | 25°35'35.262"N 085°05'23.185"E | 75/F/C/W/T | D-228 | Power-In/Power-Out | 168ft. |
| 03 | 25°35'36.412"N 085°05'25.240"E | 75/F/C/W/T | A320 | Power-In/Power-Out | 168ft. |
| 04 | 25°35'37.052"N 085°05'27.225"E | 75/F/C/W/T | A320/B738 | Power-In/Power-Out | 168ft. |
| 05 | 25°35'38.104"N 085°05'27.327"E | 75/F/C/W/T | A320/B738 | Power-In/Power-Out | 169ft. |
| ISOLATION BAY | | | | | |
| 06 | 25°35'39.801"N 085°05'47.237"E | 58F/C/W/T | -- | — | 169ft. |

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

DATE OF AERONAUTICAL INFORMATION
DECEMBER 2017

ELEVATIONS IN FEET
ALL OTHER DIMENSIONS IN METRES

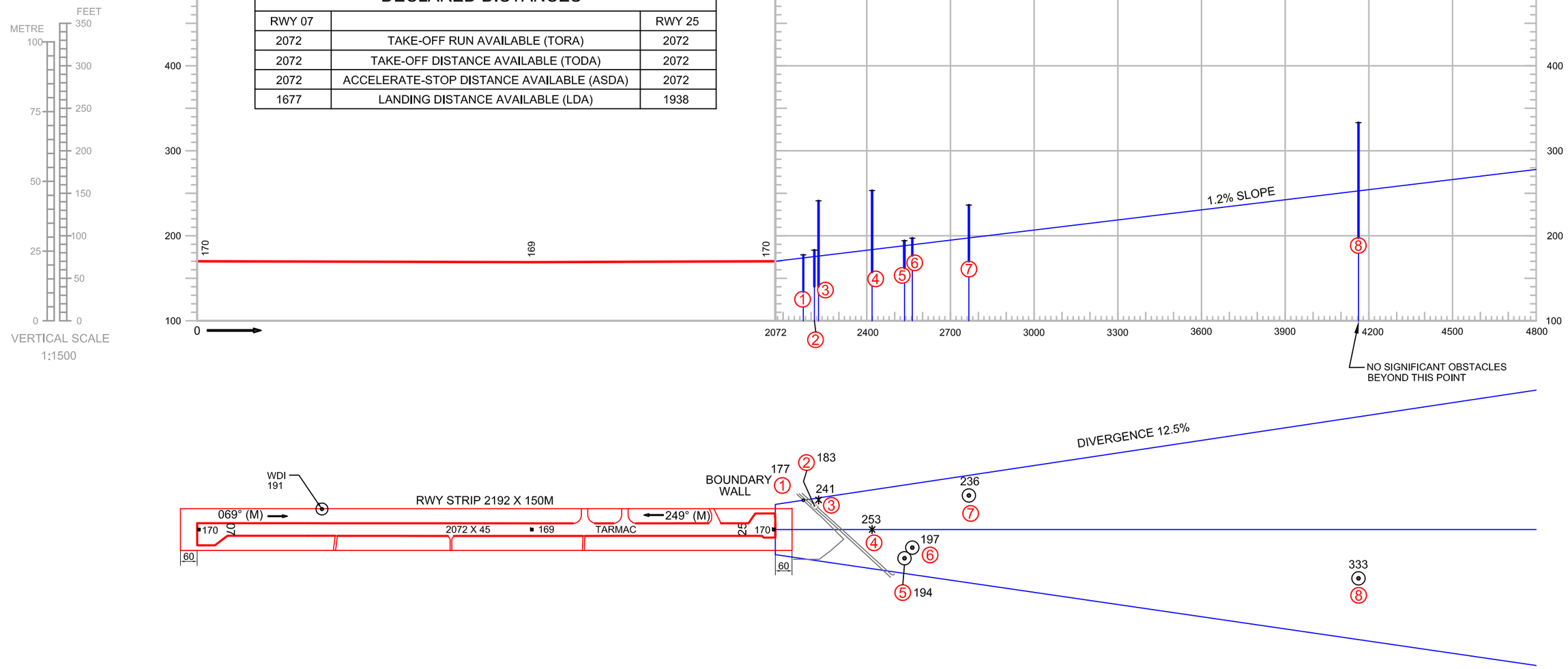
# AERODROME OBSTACLE CHART
TYPE - A (OPERATING LIMITATIONS)

## INDIA / PATNA
J.P.N. INTL. AIRPORT, PATNA / RWY07

MAGNETIC VARIATION 0° (2010)

## RWY 07 / 25

| DECLARED DISTANCES | | |
|---|---|---|
| RWY 07 | | RWY 25 |
| 2072 | TAKE-OFF RUN AVAILABLE (TORA) | 2072 |
| 2072 | TAKE-OFF DISTANCE AVAILABLE (TODA) | 2072 |
| 2072 | ACCELERATE-STOP DISTANCE AVAILABLE (ASDA) | 2072 |
| 1677 | LANDING DISTANCE AVAILABLE (LDA) | 1938 |




HORIZONTAL SCALE 1:15000
METRES
FEET

ORDER OF ACCURACY
HORIZONTAL - 3.0m
VERTICAL - 1ft.

| LEGEND | | |
|---|---|---|
| NAME | PLAN | PROFILE |
| IDENTIFICATION NUMBER | ① | |
| POLE, TOWER, ANTENNA | ⊙ | |
| TREE OR SHRUB | * | |
| MOBILE ROAD TRAFFIC | | |
| RWY ELEV.(SPOT) | ▪ 169 | |

NOTES:
1. The objects that have been shielded due to presence of other higher objects have not been shown in this chart.
2. Datum - All Elevations are AMSL.
3. Periphery road without traffic is no obstacle.
4. Consult Notam for latest information.
5. Rwy directions rounded to nearest degree. (Magnetic)
   (in degree minute: Rwy 07/25 = 068°40'/248°40')(2010)
   (in degree minute: Rwy 07/25 = 068°45'/248°45')(2016)
6. Magnetic variation rounded to nearest degree 0°15'W Annual rate of change 01'E (2010).
7. All obstacles shown in this chart are based on aeronautical obstacle survey July 2016.
8. Chart prepared based on (DGCA CAR) section 9AS & ATM series 'G' Part 1 Revision 4, 26th Aug, 2014.

| AMENDMENT RECORD | | |
|---|---|---|
| NO. | DATE | ENTERED BY |
| | | |

AERONAUTICAL INFORMATION UPTO - Nov. 2017
वैमानिक सूचना – नवम्बर 2017 तक

COMPILED BY : CARTO - AIRPORTS AUTHORITY OF INDIA
संग्रहित किया : कार्टो, भारतीय विमानपत्तन प्राधिकरण

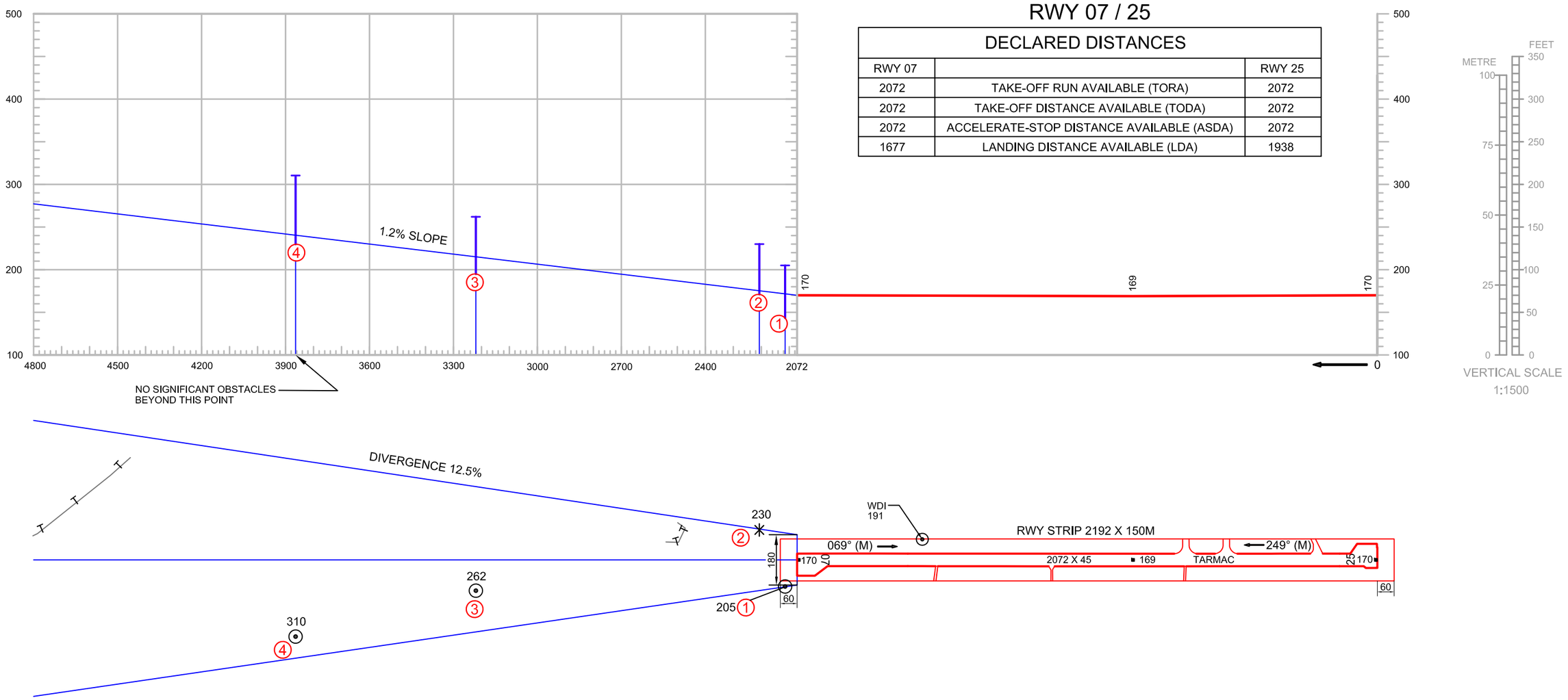
CHART NO. AAI/16-OBS/CARTO/2017
चार्ट सं. भा.वि.प्रा./16-अव./कार्टो/2017

ELEVATIONS IN FEET
ALL OTHER DIMENSIONS IN METRES

# AERODROME OBSTACLE CHART
TYPE - A (OPERATING LIMITATIONS)

## INDIA / PATNA
J.P.N. INTL. AIRPORT, PATNA / RWY25

MAGNETIC VARIATION 0° (2010)




| DECLARED DISTANCES | | |
|---|---|---|
| RWY 07 | | RWY 25 |
| 2072 | TAKE-OFF RUN AVAILABLE (TORA) | 2072 |
| 2072 | TAKE-OFF DISTANCE AVAILABLE (TODA) | 2072 |
| 2072 | ACCELERATE-STOP DISTANCE AVAILABLE (ASDA) | 2072 |
| 1677 | LANDING DISTANCE AVAILABLE (LDA) | 1938 |

| LEGEND | | |
|---|---|---|
| NAME | PLAN | PROFILE |
| IDENTIFICATION NUMBER | ① | |
| POLE, TOWER, ANTENNA | ⊙ | |
| TREE OR SHRUB | ✳ | ① |
| HIGH TENSION LINE | T T | |
| RWY ELEV.(SPOT) | ▪ 169 | |

HORIZONTAL SCALE 1:15000

METRES
500 0 500 1000 1500

FEET
1000 0 1000 2000 3000 4000

| ORDER OF ACCURACY |
|---|
| HORIZONTAL - 3.0m |
| VERTICAL - 1ft. |

NOTES:
1. The objects that have been shielded due to presence of other higher objects have not been shown in this chart.
2. Datum - All Elevations are AMSL.
3. Periphery road without traffic is no obstacle.
4. Consult Notam for latest information.
5. Rwy directions rounded to nearest degree. (Magnetic)
   (in degree minute: Rwy 07/25 = 068°40'/248°40')(2010)
   (in degree minute: Rwy 07/25 = 068°45'/248°45')(2016)
6. Magnetic variation rounded to nearest degree 0°15'W Annual rate of change 01'E (2010).
7. All obstacles shown in this chart are based on aeronautical obstacle survey July 2016.
8. Chart prepared based on (DGCA CAR) section 9AS & ATM series 'G' Part 1 Revision 4, 26th Aug, 2014.

| AMENDMENT RECORD | | |
|---|---|---|
| NO. | DATE | ENTERED BY |
| | | |

AERONAUTICAL INFORMATION UPTO - NOV. 2017
वैमानिक सूचना – नवम्बर 2017 तक

COMPILED BY : CARTO - AIRPORTS AUTHORITY OF INDIA
संग्रहित किया : कार्टो, भारतीय विमानपत्तन प्राधिकरण

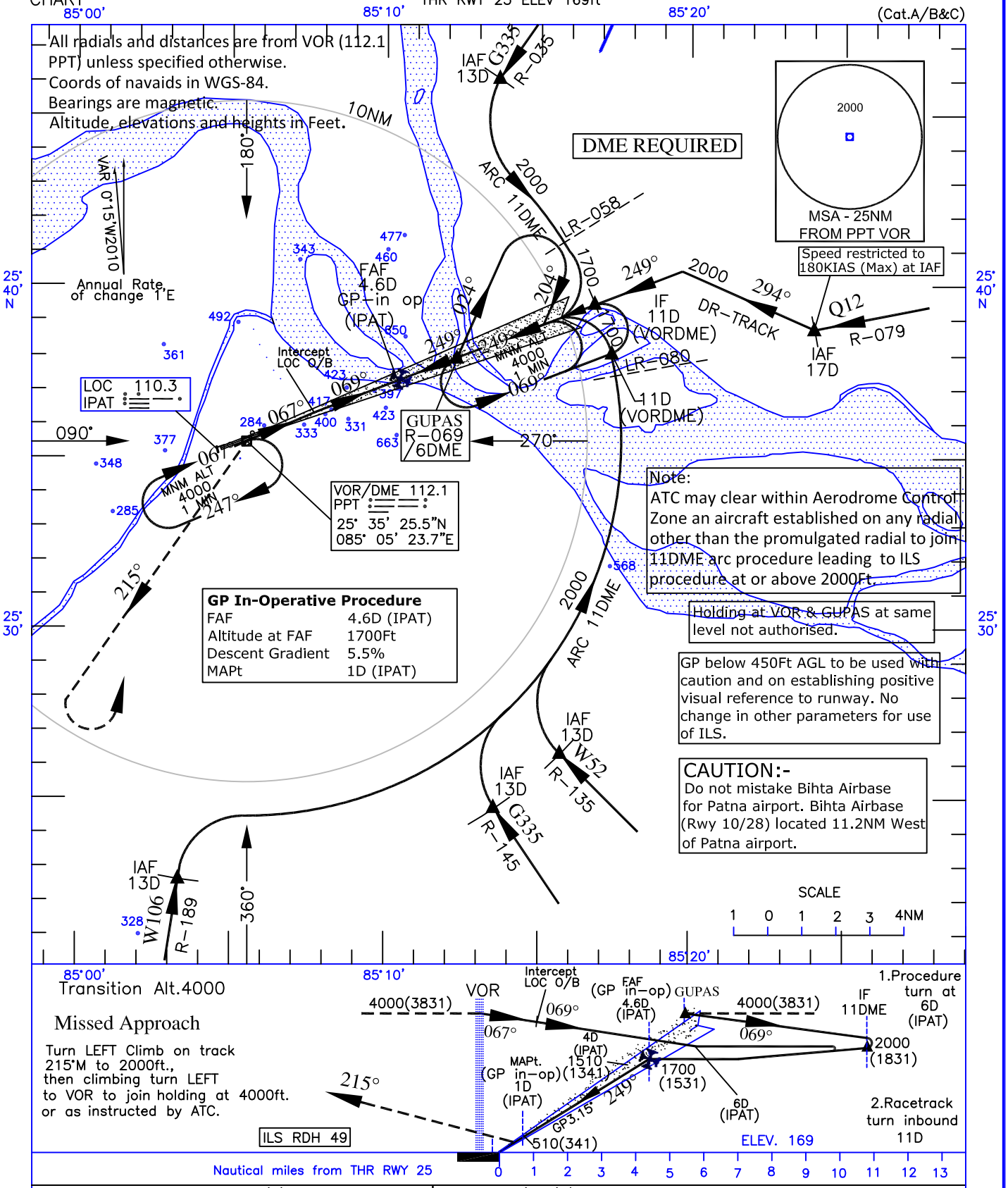
CHART NO. AAI/17-OBS/CARTO/2017
चार्ट सं. भा.वि.प्रा./17–अव./कार्टो/2017

INSTRUMENT APPROACH CHART

AERODROME ELEV 170ft.
HEIGHTS RELATED TO
THR RWY 25 ELEV 169ft

APP.121.1
TWR.118.3

PATNA
INDIA
ILS RWY 25
(Cat.A/B&C)




**GP In-Operative Procedure**

| | |
|---|---|
| FAF | 4.6D (IPAT) |
| Altitude at FAF | 1700Ft |
| Descent Gradient | 5.5% |
| MAPt | 1D (IPAT) |




| O C A. (H) | | |
|---|---|---|
| CATEGORY OF AIRCRAFT | A/B | C |
| STRAIGHT-IN | 480(311) | 480(311) |
| CIRCLING | 830(660) | 1050(880) |
| GP in-op Procedure: | | |
| STRAIGHT-IN | 680(511) | 680(511) |
| CIRCLING | 830(660) | 1050(880) |

| Distance (IPAT)/Altitude information for GP in-op Procedure: | | | | |
|---|---|---|---|---|
| Distance(NM) | 4.6D | 4D | 3D | 2D |
| Altitude (ft.) | 1700 | 1510 | 1180 | 840 |

| Rate of Descent /Ground speed information for GP in-op Procedure: | | | | | | |
|---|---|---|---|---|---|---|
| Ground speed (kt.) | 80 | 100 | 120 | 140 | 160 | |
| Rate of descent (ft/min) | 450 | 560 | 670 | 785 | 900 | |

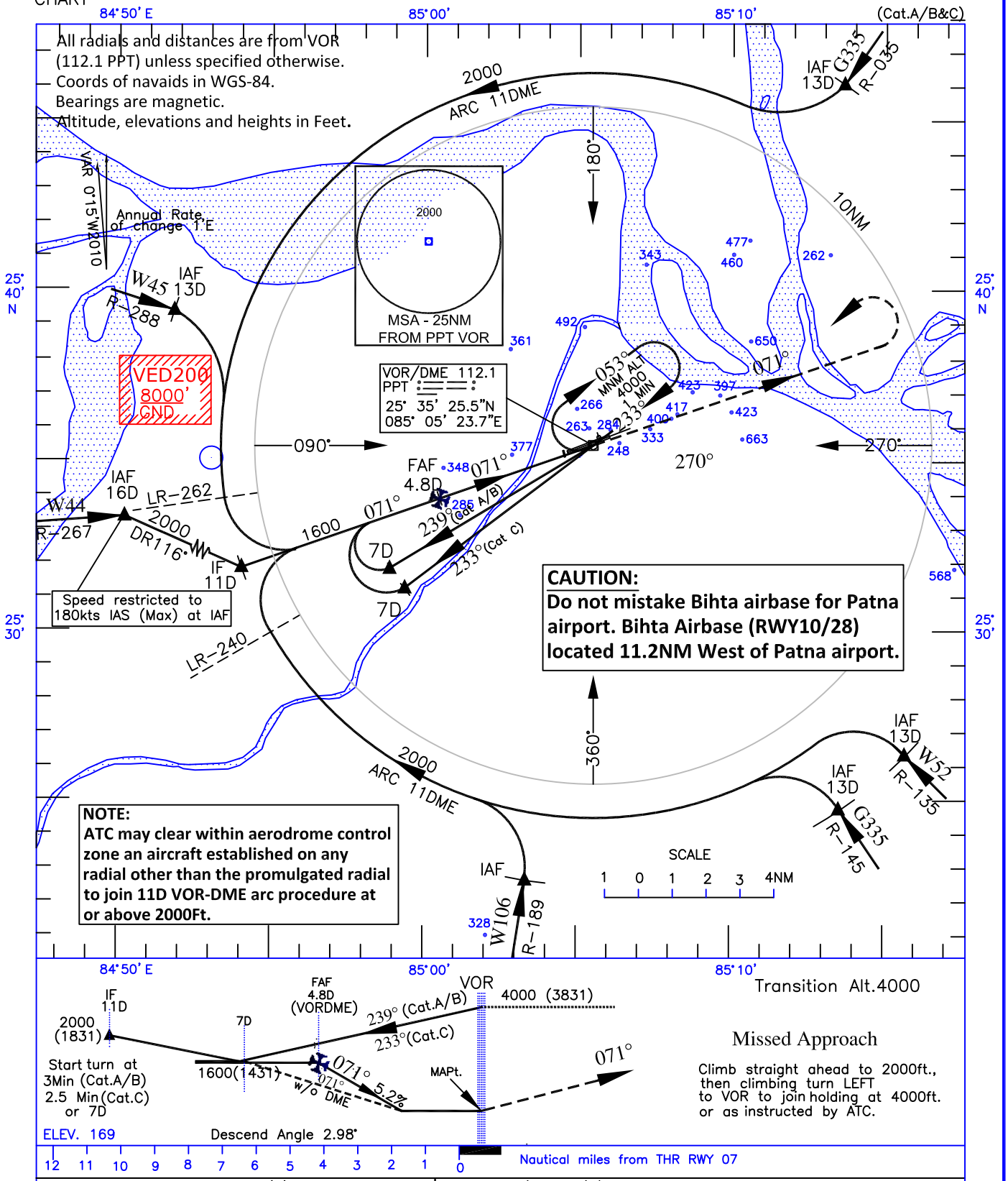
DRG. NO. AAI/34 -IALC/2000/01-05-2016

INSTRUMENT APPROACH CHART

AERODROME ELEV 170ft.
HEIGHTS RELATED TO
THR RWY 07 ELEV 169ft

APP.121.1
TWR.118.3

PATNA
INDIA
VOR RWY 07
(Cat.A/B&C)







Transition Alt.4000

**Missed Approach**

Climb straight ahead to 2000ft., then climbing turn LEFT to VOR to join holding at 4000ft. or as instructed by ATC.

| O C A. (H) | | | |
|---|---|---|---|
| CATEGORY OF AIRCRAFT | | A/B | C |
| STRAIGHT-IN | With FAF | 630(460) | 630(460) |
| | Without FAF | 680(510) | 680(510) |
| CIRCLING | | 830(660) | 1050(880) |

| Distance (VORDME)/Altitude information | | | | | |
|---|---|---|---|---|---|
| Distance(NM) | 4.8D | 4D | 3D | 2D | |
| Altitude (ft.) | 1600 | 1340 | 1020 | 710 | |
| Rate of Descent /Ground speed information | | | | | |
| Ground speed (kt.) | 80 | 100 | 120 | 140 | 160 |
| Rate of descent (ft/min) | 420 | 525 | 630 | 735 | 845 |

DRG. NO. AAI/36-IALC/20000/01-05-2016

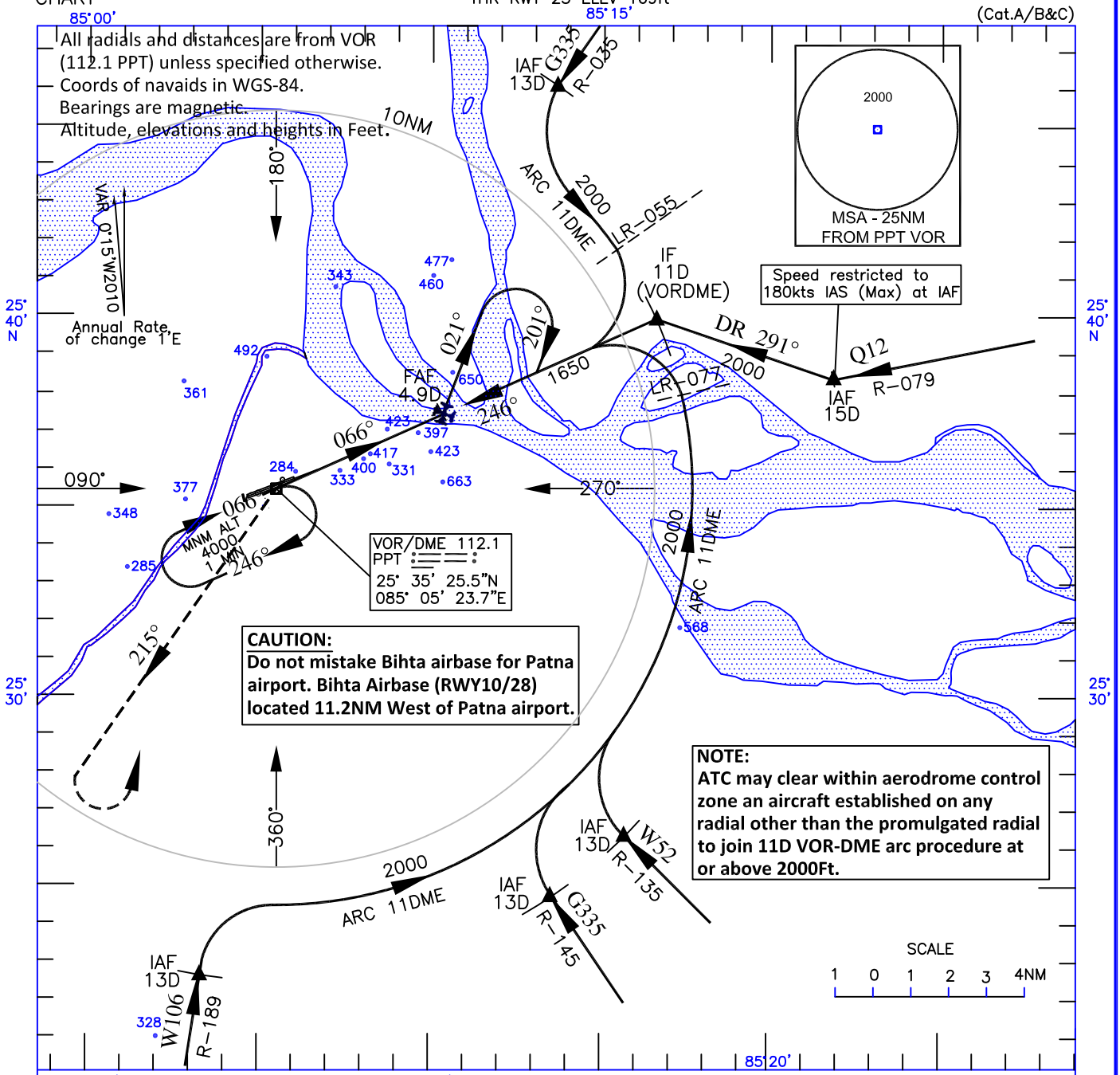
INSTRUMENT APPROACH CHART

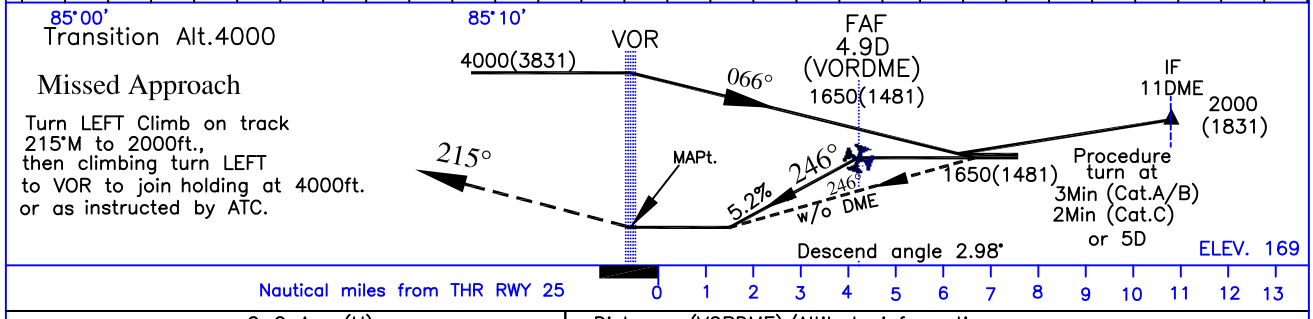
# PATNA
INDIA
VOR RWY 25
(Cat.A/B&C)

AERODROME ELEV 170ft.
HEIGHTS RELATED TO
THR RWY 25 ELEV 169ft

APP.121.1
TWR.118.3

All radials and distances are from VOR (112.1 PPT) unless specified otherwise.
Coords of navaids in WGS-84.
Bearings are magnetic.
Altitude, elevations and heights in Feet.




| O C A. (H) | | | |
|---|---|---|---|
| CATEGORY OF AIRCRAFT | | A/B | C |
| STRAIGHT-IN | With FAF | 780(610) | 780(610) |
| | Without FAF | 830(660) | 830(660) |
| CIRCLING | | 830(660) | 1050(880) |

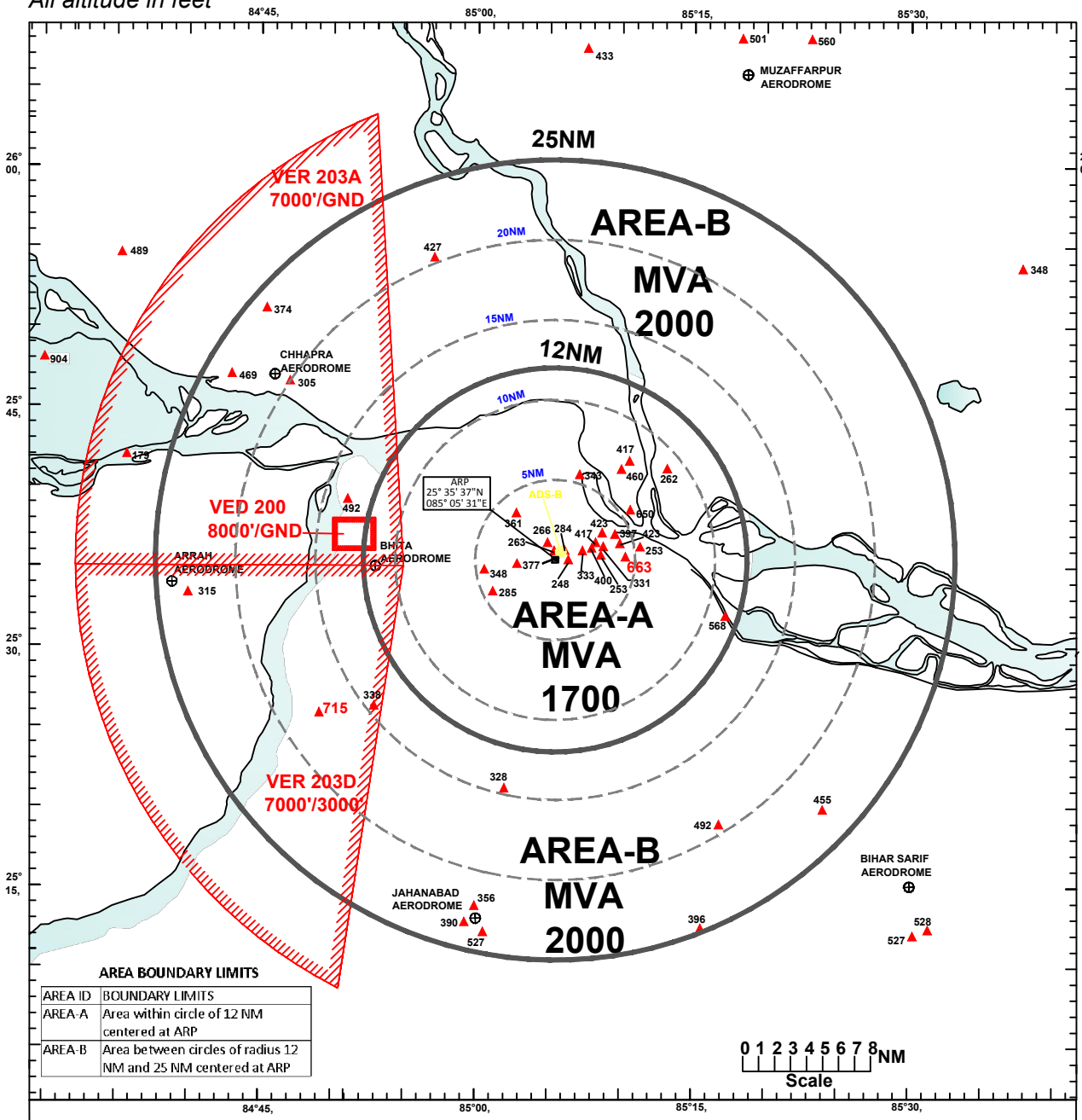
| Distance (VORDME)/Altitude information | | | | | |
|---|---|---|---|---|---|
| Distance(NM) | 4.9D | 4D | 3D | | |
| Altitude (ft.) | 1650 | 1370 | 1060 | | |
| Rate of Descent /Ground speed information | | | | | |
| Ground speed (kt.) | 80 | 100 | 120 | 140 | 160 |
| Rate of descent (ft/min) | 420 | 525 | 630 | 735 | 845 |

DRG. NO. AAI/35-IALC/2000/01-05-2016

# PATNA (VEPT)
## INDIA
## ATC Surveillance Minimum Altitude Chart

**Ad. Elev. 170**
**Transition Alt. 4000**
**Mag. Var. 0°15' W (2010)**
**Annual change 1'East**
*All altitude in feet*

**APP 121.10**
**TWR 118.30**




**AREA BOUNDARY LIMITS**

| AREA ID | BOUNDARY LIMITS |
|---|---|
| AREA-A | Area within circle of 12 NM centered at ARP |
| AREA-B | Area between circles of radius 12 NM and 25 NM centered at ARP |

**Radio Communication Failure Procedure**

While being provided with navigational guidance based on the use of an Air Traffic Services Surveillance system for pilot interpreted final approach aid, on experiencing radio communication failure, aircraft shall squawk 7600 at the earliest and

1. If radio communication failure takes place prior to interception of final approach track, shall maintain the last assigned altitude or 4000 Ft whichever is higher and proceed to 'PPT' VOR via shortest route to join the holding procedure. If higher, descend to 4000 ft in 'PPT' VOR hold.
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 'PPT' VOR hold at 4000Ft.
3. Leave 'PPT' VOR hold at 4000ft to carry out the instrument approach procedure for which the navigational guidance was being provided.

**NOTE:**

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