

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

VABB - CHHATRAPATI SHIVAJI INT'L AIRPORT, MUMBAI / INTL

VABB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	Aerodrome reference point coordinates and its site	190530N 0725158E 328.97 DEG/368.7 M from intersection of RWYs.	
2	Direction and distance of aerodrome reference point from the center of the city or town which the aerodrome serves	021.5 DEG, 14Km from Mumbai Central Railway station	
3	Aerodrome elevation and reference temperature	40 FT / 34.6 DEG C	
4	Magnetic variation, date of information and annual change	0.75 DEG W (2010) /0.0333 DEG E	
5	Name of aerodrome operator, address, telephone, telefax, e-mail address, AFS address, website (if available)	Mumbai International Airport Private Limited, 1st Floor, Terminal - 1B, Chhatrapati Shivaji International Airport, MUMBAI -400099., Telephone: +91-22-66850900 +91-22-66860901 Fax: +91-22-66852059 AFS: --- Email:	
6	Types of traffic permitted (IFR/VFR)	IFR	
7	Remarks	Non Scheduled Aircraft operates are required to file their slot request with aocc.planning@csia.gvk.com for clearance.All non scheduled/ General Aviation movements will be subject to positive approval from Airport Operations Control Centre(AOCC). 1.1 Request for International movement must be forwarded at least 72hrs in advance. 1.2 Request for Domestic movement must be forwarded at least 12hrs in advance. 2. Aerodrome Reference is Code 4F.	

VABB AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	MON-SAT 0330-1200 UTC (0900-1730 IST) 2nd & 4th SAT and all SUN-NIL
2	Custom and immigration	H24
3	Health and sanitation	H24
4	AIS briefing office	H24
5	ATS reporting office (ARO)	H24
6	MET Briefing office	H24
7	Air Traffic Service	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	NIL

12	Remarks	Btn 0230-0430 and btn 1200-1400UTC daily General Aviation and Military acft including helicopters are not permitted to operate. Only VIP & Sked flights are permitted. All civil helicopters shall use Juhu Airport for operations instead of Mumbai International Airport except helicopters carrying VVIP, Ministers in Union Government, Chief Ministers, Deputy Cheif Minister, Governors, Ambulance helicopters or any person notified as VIP by government of Maharashtra. Suitable equipped IFR helicopter flights may operate through Mumbai International Airport during night time for embraking/diseembraking purpose only. Night flying shall be subject to other restrictions applicable for the operation of non-scheduled flights at Mumbai International Airport.
	Hourly runway traffic handling capacity	Peak capacity during notified curfew period (0230-0430 AND 1200-1400) and two extra HR of peak period identified by GM (ATM), Mumbai in coordination with airport OPR. MAX NR of ARR and DEP- 45 (restriction on NR of ARR per hour MAX 22) - The APV hourly RWY TFC handling capacity for rest of the period (when RWY 27/09 in use): - 1. MAX NR of ARR and DEP- 43 (achieved in case of 19 ARR and 24 DEP) 2. MAX NR of ARR only-27 MAX NR of DEP only-33 - The APV hourly RWY TFC handling capacity when RWY 14/32 IN USE: 1. MAX NR OF ARR AND DEP-35 (achieved in case of 21 ARR and 14 DEP OR achieved in case of 18 ARR and 17 DEP) 2. MAX NR of ARR only-22 MAX NR of DEP only-29

VABB AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	1) Facilities: Export Perishable Terminal, Import Cold Zone, Export Unitization Zone, Export Heavy and Bonded Cargo Terminal, Cold Storage Facilities, Dangerous Goods Storage, Valuable & Vulnerable Cargo Storage. 2) Handling Equipment: Forklifts (10T/5T/3T), Weighing Scales (30T/5T/3T/1T), Hydraulic Pallet Trucks, Truck Docks, Dock Levelers, Platform Trolleys, Work stations for ULD Buildup, Multilevel Racking Systems. 3) IT/Systems: Dedicated Cargo Management System, Air Cargo Community Portal (GMAX), Cargo Mobile Application.
2	Fuel and Oil types	Jet A1 , AV Gas (Handled by IOCL Only Barrels,) WMM , JP 5 handled by IOCL , No Refuelling facility for product handled by IOCL
3	Fuelling facilities and capacity	Storage for Jet A1 at Sahar T2 30,000 KL, At Santacruz 17,000 KL. T2 refuelling is carried out through Hydrant Refuelling System (HRS), Dispensers: 34 (IOSL 19, BSSPL 15) Refuellers: 15,000 Litres - 8 27,000 Litres - 7
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	At Air India (NACIL) and Jet Airways Hanger subject to availability.
6	Repair facilities for visiting aircraft	Available for all types with Air India (NACIL). For details please contact Air India on email maintrol@airindia.in or telephone Nos: +91-22-8318281 / 28318289 / 26819601 2. Available with Jet Airways with type of Aircraft restriction.
7	Remarks	NIL

VABB 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	Buses, taxies and car hire.
4	Medical Facilities	First aid at AD. Hospital in the city.
5	Bank and post office at or in the vicinity of aerodrome	Banks: ATMs at AD H24 Post office: At terminal T2-H24
6	Tourist office	NA
7	Remarks	NIL

VABB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	Aerodrome category for fire fighting	Within ATS HR: CAT-10
2	Rescue equipment	Available as per category.
3	Capability for removal of disabled aircraft	Up to B747 with Air India (NACIL)
4	Remarks	The critical aircraft identified for Rescue and Fire Fighting is A-380. In case A-380 is disabled at Mumbai (VABB), the affected airline will make arrangements for airlifting the disabled aircraft removal kit.

VABB AD 2.7 SEASONAL AVAILABILITY CLEARING

1	Type(s) of clearing equipment	FOD Mat, Mechanical Sweeper, Flipper machine
2	Clearance priorities	High Priority-available 24x7
3	Remarks	NIL

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

1	Designation, surface and strength of aprons	Designation: Refer Aerodrome chart Surface : Refer Parking-Docking chart. Strength : Refer AD 2.23.
2	Designation, width, surface and strength of taxiways	Refer AD 2.23
3	Location and elevation of altimeter checkpoints	Location On all Parking stands APRON ELEVATION (FT.) Apron A 22 Apron C 33 Apron D 30 Apron G 31 Apron K 26 Apron L 21 Apron R 29 Apron S 27 Apron V 31
4	Location of VOR checkpoints	1. Short of holding point RWY 14 on taxi lane K1. 2. On TWY N1 near beginning of RWY 27. 3. On TWY N short of TWY N11.
5	Position of INS checkpoints	

6	Remarks	1. Primary isolation bay (when RWY in use 09/27): TWY E9 2. Secondary isolation bay (when RWY in use 14/32): At the end of RWY 27 BTN TWY N11 and abandoned pavement ABM THR marking of RWY 09. ACFT shall be parked facing S only. ACFT to be taken to isolation bay under follow me service.
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VABB 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	Aircraft stand identification sign has been provided for all contact aircraft parking Stands. On all non - contact aircraft parking stands pole mounted stand identification Sign has been provided on Apron C (Except C10, C11, C12, C13, C14, C15, C16, C19, C20, C21, C22, C23, C24, C25, C26 and C29), D (except 80), G, K, L (Except L9, L10), S, and R along with associated ground marking. A-VDGS has been provided on all contact stands except on V8L & V17L, and on noncontact stands G1 to G5, S1 to S3 (excluding S2R) K3, K4, K5, K6, R1,R2, A9, A10 and A11. A-VDGS is NOT provided on remote stands K1, K2, K3L, K3R, K4L, K4R, K5L, K5R, K6L, K6R, A12, C10 to C33, 80 to 88, and L1 to L10. Stop position indicator on A-VDGS of parking stands A1 to A11, G1 to G5, V4 to V17 & S1 to S3 are in Amber Character instead of Red Character. Aircraft parking stands V4L and V4R has been provided with aircraft stand manoeuvring lights. Pilots are advised to follow aircraft stand manoeuvring lights. Lights are operable H24.
2	Runway and taxiway markings and lights	RWY Marking Designation, Centerline, Transverse strip, Threshold, Displaced Threshold, TDZ, Side Stripes, Aiming point. Lighting THR, Centerline, Edge, End, TDZ (TDZ Only for RWY 27) TWY Marking Centerline, Holding position, Intermediate Holding Position, Edge. (Enhanced RWY holding position are marked on all TWYs connected with RWYs) Lighted Centerline, Holding position, Intermediate Holding Position, Edge.
3	Stop bars (if any)	NIL
4	Remarks	NOTE: 1. TYPE 'A' RWY Guard LGTS provided at locations on TWY N, N1, E10, E9, E8, E7,E5,E3,E4, E1, K1, K3, W4, S1,S and W1 for RWY 14/32 on TWY N,N1, N3, N4,N5, N6, N8, N9, N10,N11,W,Q, E, E1, R, S7 and on RWY 14 north & South of intersection for RWY 09/27. 2. A-VDGS is operational H24 in all weather/ visibility conditions on the above mentioned aircraft parking stands. NOTAM is promulgated whenever A-VDGS is unserviceable.

VABB 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	BUILDING	190508.0N 0725016.1E	94 FT	NIL	BUILDING

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	190520.1N 0725023.9E	76 FT	NIL	BUILDING
27/TKOF 09/APCH	TREE	190515.2N 0725036.1E	69 FT	NIL	TREE
27/TKOF 09/APCH	BUILDING	190525.5N 0725031.5E	65 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190523.5N 0725031.3E	61 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190519.1N 0725029.9E	60 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190517.6N 0725031.3E	60 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190525.8N 0725027.0E	66 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190522.4N 0725018.6E	92 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190510.8N 0725018.2E	90 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190510.1N 0725016.5E	93 FT	NIL	BUILDING
27/TKOF 09/APCH	ELECTRICAL SYSTEM	190524.8N 0725034.4E	52 FT	NIL	ELECTRIC TRACTION OVERHEAD FRAME
27/TKOF 09/APCH	BUILDING	190510.6N 0725013.2E	105 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190507.4N 0725008.1E	112 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190523.6N 0725017.2E	99 FT	NIL	BUILDING
27/TKOF 09/APCH	ANTENNA	190524.5N 0725010.2E	100 FT	LGTD	CELLPHONE MAST
27/TKOF 09/APCH	TREE	190517.3N 0725035.9E	65 FT	NIL	TREE
27/TKOF 09/APCH	TREE	190518.4N 0725036.0E	51 FT	NIL	TREE
27/TKOF 09/APCH	BUILDING	190511.3N 0725030.9E	79 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190522.9N 0725024.4E	84 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190521.8N 0725020.6E	83 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190521.4N 0725018.4E	90 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190507.9N 0725015.1E	89 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190508.0N 0725014.2E	101 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190521.1N 0725031.6E	64 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190519.6N 0725030.9E	63 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190518.8N 0725031.7E	63 FT	NIL	BUILDING

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	190518.3N 0725031.0E	63 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190522.3N 0725016.7E	98 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190523.4N 0725036.0E	50 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190514.0N 0725029.9E	69 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190514.5N 0725040.4E	44 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190512.3N 0725038.2E	50 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190513.6N 0725037.9E	52 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190514.6N 0725037.5E	51 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190511.4N 0725010.3E	98 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190512.4N 0725008.3E	108 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190507.9N 0725006.1E	119 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190517.1N 0725016.8E	86 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190524.1N 0725035.4E	50 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190509.8N 0725006.1E	114 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190510.3N 0725025.9E	109 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190524.9N 0725013.8E	116 FT	NIL	MOSQUE
27/TKOF 09/APCH	BUILDING	190524.1N 0725018.8E	92 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190520.5N 0725029.9E	79 FT	NIL	BUILDING
27/TKOF 09/APCH	TREE	190520.7N 0725030.8E	66 FT	NIL	TREE
27/TKOF 09/APCH	TREE	190517.2N 0725030.8E	74 FT	NIL	COCONUT TREE
27/TKOF 09/APCH	TREE	190515.0N 0725039.8E	53 FT	NIL	TREE
27/TKOF 09/APCH	TREE	190516.6N 0725036.1E	55 FT	NIL	TREE
27/TKOF 09/APCH	TREE	190516.1N 0725039.2E	54 FT	NIL	TREE
27/TKOF 09/APCH	TREE	190514.6N 0725035.0E	89 FT	NIL	TREE
27/TKOF 09/APCH	TREE	190522.1N 0725034.6E	70 FT	NIL	COCONUT TREE
27/TKOF 09/APCH	TREE	190519.4N 0725034.3E	66 FT	NIL	COCONUT TREE
27/TKOF 09/APCH	TREE	190519.5N 0725032.2E	68 FT	NIL	COCONUT 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	TREE	190519.7N 0725029.4E	64 FT	NIL	TREE
27/TKOF 09/APCH	TREE	190520.5N 0725027.1E	74 FT	NIL	COTTON TREE
27/TKOF 09/APCH	TREE	190521.2N 0725030.5E	63 FT	NIL	COCONUT TREE
27/TKOF 09/APCH	TREE	190521.6N 0725030.6E	59 FT	NIL	TREE
27/TKOF 09/APCH	TREE	190517.4N 0725029.5E	67 FT	NIL	TREE
27/TKOF 09/APCH	TREE	190514.7N 0725042.4E	66 FT	NIL	COCONUT TREE
27/TKOF 09/APCH	TREE	190513.6N 0725045.1E	44 FT	NIL	TREE
27/TKOF 09/APCH	ELECTRICAL SYSTEM	190516.4N 0725033.1E	54 FT	NIL	ELECTRIC TRACTION OVERHEAD FRAME
27/TKOF 09/APCH	ANTENNA	190514.7N 0725109.0E	68 FT	NIL	GP ANTENNA (RWY 09)
27/TKOF 09/APCH	ANTENNA	190514.6N 0725107.5E	39 FT	NIL	GP MONITOR ANTENNA (RWY 09)
27/TKOF 09/APCH	ANTENNA	190520.1N 0725040.9E	38 FT	NIL	ANTENNA ON LLZ BUILDING
27/TKOF 09/APCH	ELECTRICAL SYSTEM	190522.6N 0725033.9E	52 FT	NIL	ELECTRIC TRACTION OVERHEAD FRAME
27/TKOF 09/APCH	BUILDING	190514.2N 0725043.2E	35 FT	NIL	PUCCA HOUSE
27/TKOF 09/APCH	BUILDING	190523.6N 0725035.1E	50 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190519.4N 0725034.8E	53 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190520.3N 0725023.6E	75 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190522.5N 0725035.8E	49 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190520.2N 0725031.7E	59 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190514.2N 0725037.6E	50 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190516.6N 0725036.2E	48 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190517.0N 0725036.2E	50 FT	NIL	BUILDING
27/TKOF 09/APCH	BUILDING	190519.4N 0725034.8E	55 FT	NIL	BUILDING
27/TKOF 09/APCH	POLE	190513.9N 0725040.2E	51 FT	NIL	LIGHT POLE
27/TKOF 09/APCH	BUILDING	190515.6N 0725041.9E	37 FT	NIL	HUT
27/TKOF 09/APCH	ANTENNA	190519.9N 0725014.4E	103 FT	NIL	ANTENNA ON BUILDING

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	190518.9N 0725029.4E	72 FT	NIL	TREE
27/TKOF 09/APCH	TREE	190520.8N 0725028.4E	72 FT	NIL	TREE
27/TKOF 09/APCH	TREE	190520.4N 0725027.2E	71 FT	NIL	TREE
27/TKOF 09/APCH	TREE	190520.9N 0725027.4E	71 FT	NIL	TREE
27/TKOF 09/APCH	TREE	190522.5N 0725027.0E	67 FT	NIL	COCONUT TREE
27/TKOF 09/APCH	TREE	190523.3N 0725026.7E	80 FT	NIL	COCONUT TREE
27/TKOF 09/APCH	TREE	190523.7N 0725026.7E	80 FT	NIL	PIPAL TREE
27/TKOF 09/APCH	TREE	190514.9N 0725042.7E	54 FT	NIL	TREE
27/TKOF 09/APCH	TREE	190514.6N 0725043.1E	47 FT	NIL	TREE
27/TKOF 09/APCH	TREE	190514.0N 0725044.6E	44 FT	NIL	TREE
27/TKOF 09/APCH	TREE	190513.2N 0725045.8E	42 FT	NIL	TREE
27/TKOF 09/APCH	TREE	190520.3N 0725029.6E	65 FT	NIL	TREE
27/TKOF 09/APCH	TREE	190520.0N 0725032.0E	57 FT	NIL	TREE
27/TKOF 09/APCH	TREE	190519.2N 0725030.7E	75 FT	NIL	COCONUT TREE
27/TKOF 09/APCH	TREE	190520.0N 0725030.8E	67 FT	NIL	COCONUT TREE
27/TKOF 09/APCH	TREE	190517.4N 0725030.7E	73 FT	NIL	COCONUT TREE
27/TKOF 09/APCH	TREE	190522.2N 0725034.5E	62 FT	NIL	COCONUT TREE
27/TKOF 09/APCH	TREE	190520.1N 0725032.1E	57 FT	NIL	MANGO TREE
27/TKOF 09/APCH	TREE	190521.5N 0725034.4E	55 FT	NIL	TREE
27/TKOF 09/APCH	TREE	190520.9N 0725034.4E	57 FT	NIL	TREE
27/TKOF 09/APCH	TREE	190521.6N 0725031.0E	61 FT	NIL	COCONUT TREE
27/TKOF 09/APCH	TREE	190517.3N 0725030.6E	65 FT	NIL	TREE
27/TKOF 09/APCH	TREE	190517.5N 0725029.9E	62 FT	NIL	TREE
27/TKOF 09/APCH	TREE	190516.9N 0725029.1E	75 FT	NIL	TREE
27/TKOF 09/APCH	TREE	190516.8N 0725029.1E	74 FT	NIL	TREE
27/TKOF 09/APCH	BUILDING	190522.3N 0725035.1E	52 FT	NIL	HUT
27/TKOF 09/APCH	OTHER	190516.1N 0725035.5E	57 FT	NIL	HOARDING STRUCTURE

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	190515.1N 0725042.8E	36 FT	NIL	PUCCA HOUSE
In circling area and at AD	BUILDING	190508.9N 0725036.4E	86 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190507.0N 0725023.1E	108 FT	NIL	BUILDING
In circling area and at AD	POLE	190525.6N 0725038.2E	56 FT	NIL	LIGHT POLE
In circling area and at AD	BUILDING	190509.8N 0725029.6E	80 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190509.1N 0725027.7E	103 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190512.1N 0725042.8E	43 FT	NIL	HUT
In circling area and at AD	BUILDING	190511.5N 0725038.6E	53 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190507.3N 0725013.9E	98 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190506.7N 0725011.8E	105 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190508.2N 0725022.1E	88 FT	NIL	BUILDING
In circling area and at AD	POLE	190526.4N 0725036.2E	72 FT	NIL	LIGHT POLE
In circling area and at AD	POLE	190526.3N 0725029.7E	68 FT	NIL	LIGHT POLE
In circling area and at AD	POLE	190526.5N 0725031.4E	71 FT	NIL	LIGHT POLE
In circling area and at AD	POLE	190511.4N 0725041.6E	57 FT	NIL	LIGHT POLE
In circling area and at AD	TREE	190525.0N 0725036.7E	51 FT	NIL	TREE
In circling area and at AD	TREE	190512.4N 0725048.1E	39 FT	NIL	TREE
In circling area and at AD	TREE	190512.3N 0725052.0E	40 FT	NIL	TREE
In circling area and at AD	BUILDING	190538.4N 0725001.4E	206 FT	NIL	BUILDING
In circling area and at AD	OTHER	190526.3N 0725049.2E	68 FT	NIL	WIND SOCK
In circling area and at AD	BUILDING	190511.6N 0725039.4E	50 FT	NIL	BUILDING
In circling area and at AD	OTHER	190525.1N 0725038.0E	54 FT	NIL	HOARDING
In circling area and at AD	POLE	190510.9N 0725042.1E	55 FT	NIL	LIGHT POLE
In circling area and at AD	POLE	190526.4N 0725036.1E	68 FT	NIL	LIGHT POLE
In circling area and at AD	TREE	190512.5N 0725047.8E	38 FT	NIL	TREE
In circling area and at AD	TREE	190511.5N 0725040.1E	56 FT	NIL	TREE
In circling area and at AD	OTHER	190513.1N 0725303.4E	86 FT	NIL	CHIMNEY

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/APCH 09/TKOF	BUILDING	190519.8N 0725312.2E	73 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190517.5N 0725330.6E	129 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190519.9N 0725332.1E	124 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190517.6N 0725332.8E	143 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190540.9N 0725452.3E	196 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190523.0N 0725259.1E	75 FT	NIL	MOSQUE
27/APCH 09/TKOF	BUILDING	190516.0N 0725352.0E	155 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190516.1N 0725410.1E	197 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190507.2N 0725431.9E	202 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190528.8N 0725434.3E	220 FT	NIL	BUILDING
27/APCH 09/TKOF	TREE	190506.5N 0725445.7E	205 FT	NIL	MAST ON BUILDING
27/APCH 09/TKOF	ANTENNA	190510.8N 0725447.2E	211 FT	NIL	CELLPHONE MAST ON BUILDING
27/APCH 09/TKOF	OTHER	190521.5N 0725254.9E	64 FT	NIL	SPEAKER ON MOSQUE
27/APCH 09/TKOF	BUILDING	190523.5N 0725254.6E	64 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190527.3N 0725317.6E	147 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190509.8N 0725447.7E	208 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190530.5N 0725343.4E	174 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190533.1N 0725348.7E	202 FT	NIL	HUT
27/APCH 09/TKOF	BUILDING	190532.6N 0725353.2E	220 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190534.0N 0725447.7E	225 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190515.2N 0725331.5E	168 FT	NIL	MOSQUE
27/APCH 09/TKOF	BUILDING	190513.1N 0725314.8E	83 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190519.0N 0725254.5E	61 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190518.9N 0725256.1E	63 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190518.5N 0725257.2E	63 FT	NIL	BUILDING
27/APCH 09/TKOF	OTHER	190518.0N 0725258.9E	66 FT	NIL	SPEAKER ON MOSQUE

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/APCH 09/TKOF	BUILDING	190518.0N 0725300.2E	68 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190517.6N 0725301.3E	71 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190521.5N 0725257.8E	76 FT	NIL	SHED
27/APCH 09/TKOF	BUILDING	190521.5N 0725258.5E	77 FT	NIL	SHED
27/APCH 09/TKOF	BUILDING	190521.4N 0725259.2E	75 FT	NIL	SHED
27/APCH 09/TKOF	BUILDING	190521.2N 0725300.1E	71 FT	NIL	SHED
27/APCH 09/TKOF	BUILDING	190520.6N 0725305.3E	65 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190519.2N 0725307.7E	66 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190522.6N 0725306.7E	75 FT	NIL	SHED
27/APCH 09/TKOF	ANTENNA	190528.9N 0725406.6E	181 FT	NIL	ANTENNA ON BUILDING
27/APCH 09/TKOF	BUILDING	190523.9N 0725255.0E	60 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190525.1N 0725255.4E	59 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190525.1N 0725253.6E	83 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190524.3N 0725253.7E	68 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190516.5N 0725320.3E	122 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190523.5N 0725319.3E	117 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190521.8N 0725318.6E	90 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190524.9N 0725317.7E	107 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190526.4N 0725317.5E	136 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190525.8N 0725500.1E	206 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190504.7N 0725451.0E	192 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190525.3N 0725449.3E	207 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190536.9N 0725419.0E	220 FT	NIL	HUT
27/APCH 09/TKOF	BUILDING	190534.4N 0725413.4E	204 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190536.0N 0725409.4E	186 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190528.2N 0725346.1E	143 FT	NIL	MOSQUE
27/APCH 09/TKOF	BUILDING	190520.3N 0725336.9E	135 FT	NIL	HUT

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/APCH 09/TKOF	BUILDING	190518.0N 0725337.2E	127 FT	NIL	HUT
27/APCH 09/TKOF	ANTENNA	190515.5N 0725335.1E	166 FT	NIL	ANTENNA ON BUILDING
27/APCH 09/TKOF	ANTENNA	190515.0N 0725351.5E	160 FT	NIL	ANTENNA ON BUILDING
27/APCH 09/TKOF	BUILDING	190516.5N 0725352.1E	159 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190545.2N 0725504.1E	241 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190534.7N 0725450.7E	194 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190514.1N 0725331.4E	143 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190518.6N 0725330.3E	147 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190522.4N 0725328.3E	114 FT	NIL	MOSQUE
27/APCH 09/TKOF	BUILDING	190523.3N 0725325.5E	22 FT	NIL	BUILDING
27/APCH 09/TKOF	OTHER	190519.6N 0725319.5E	90 FT	NIL	HOARDING
27/APCH 09/TKOF	BUILDING	190519.9N 0725321.9E	95 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190517.3N 0725322.3E	127 FT	NIL	MOSQUE
27/APCH 09/TKOF	POLE	190519.1N 0725253.4E	54 FT	NIL	LIGHT POLE
27/APCH 09/TKOF	TREE	190520.4N 0725256.2E	71 FT	NIL	TREE
27/APCH 09/TKOF	TREE	190520.5N 0725257.6E	70 FT	NIL	TREE
27/APCH 09/TKOF	TREE	190520.9N 0725301.5E	72 FT	NIL	TREE
27/APCH 09/TKOF	TREE	190517.5N 0725308.7E	86 FT	NIL	TREE
27/APCH 09/TKOF	TREE	190531.1N 0725402.5E	184 FT	NIL	TREE
27/APCH 09/TKOF	TREE	190515.9N 0725252.8E	87 FT	NIL	GROUP OF TREES
27/APCH 09/TKOF	TREE	190516.9N 0725252.7E	61 FT	NIL	GROUP OF TREES
27/APCH 09/TKOF	TREE	190512.5N 0725314.5E	100 FT	NIL	TREE
27/APCH 09/TKOF	TREE	190515.6N 0725315.0E	93 FT	NIL	TREE
27/APCH 09/TKOF	TREE	190516.4N 0725316.5E	84 FT	NIL	TREE
27/APCH 09/TKOF	TREE	190531.4N 0725418.3E	268 FT	NIL	GROUP OF TREES (COCONUT)
27/APCH 09/TKOF	TREE	190528.8N 0725340.0E	147 FT	NIL	GROUP OF TREES (COCONUT)
27/APCH 09/TKOF	TREE	190530.7N 0725340.1E	168 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/APCH 09/TKOF	TREE	190515.4N 0725340.4E	135 FT	NIL	GROUP OF TREES
27/APCH 09/TKOF	TREE	190520.4N 0725338.6E	134 FT	NIL	GROUP OF TREES
27/APCH 09/TKOF	TREE	190527.4N 0725335.8E	148 FT	NIL	COCONUT TREE
27/APCH 09/TKOF	TREE	190528.4N 0725337.5E	152 FT	NIL	COCONUT TREE
27/APCH 09/TKOF	TREE	190525.4N 0725336.3E	122 FT	NIL	TREE
27/APCH 09/TKOF	TREE	190524.2N 0725334.4E	140 FT	NIL	GROUP OF TREES
27/APCH 09/TKOF	TREE	190511.2N 0725334.8E	139 FT	NIL	GROUP OF TREES
27/APCH 09/TKOF	TREE	190511.4N 0725332.3E	133 FT	NIL	TREE
27/APCH 09/TKOF	TREE	190515.8N 0725330.4E	152 FT	NIL	TREE
27/APCH 09/TKOF	TREE	190521.5N 0725327.9E	153 FT	NIL	TREE
27/APCH 09/TKOF	OTHER	190519.9N 0725253.5E	55 FT	NIL	MOBILE ROAD TRAFFIC
27/APCH 09/TKOF	BUILDING	190520.1N 0725253.9E	51 FT	NIL	SECURITY HUT
27/APCH 09/TKOF	TANK	190532.4N 0725418.6E	248 FT	NIL	TANK
27/APCH 09/TKOF	ANTENNA	190525.0N 0725326.3E	137 FT	NIL	CELLPHONE MAST TOWER
27/APCH 09/TKOF	OTHER	190520.0N 0725255.4E	54 FT	NIL	APPROACH LIGHT
27/APCH 09/TKOF	OTHER	190520.1N 0725300.5E	55 FT	NIL	APPROACH LIGHT
27/APCH 09/TKOF	ANTENNA	190522.2N 0725253.0E	50 FT	NIL	ASMGCS M-LAT ANTENNA
27/APCH 09/TKOF	OTHER	190523.5N 0725254.0E	50 FT	NIL	AIRPORT BOUNDARY WALL WITH FENCING ON TOP
27/APCH 09/TKOF	OTHER	190521.4N 0725253.3E	45 FT	NIL	CRASH GATE (RWY27)
27/APCH 09/TKOF	BUILDING	190523.6N 0725254.9E	62 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190516.4N 0725320.3E	118 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190526.6N 0725317.5E	134 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190521.7N 0725327.7E	135 FT	NIL	MOSQUE
27/APCH 09/TKOF	BUILDING	190519.1N 0725254.1E	59 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190519.1N 0725255.3E	57 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190518.9N 0725255.6E	63 FT	NIL	BUILDING

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/APCH 09/TKOF	BUILDING	190518.3N 0725259.4E	59 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190518.1N 0725300.9E	64 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190517.7N 0725302.0E	67 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190517.9N 0725302.2E	60 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190517.5N 0725302.8E	67 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190517.8N 0725302.9E	59 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190521.2N 0725259.9E	69 FT	NIL	SHED
27/APCH 09/TKOF	BUILDING	190521.2N 0725301.1E	70 FT	NIL	SHED
27/APCH 09/TKOF	BUILDING	190521.0N 0725302.1E	62 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190521.4N 0725302.6E	70 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190521.0N 0725304.9E	64 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190520.8N 0725305.4E	64 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190520.3N 0725305.4E	64 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190519.2N 0725253.8E	57 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190524.2N 0725255.2E	57 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190525.3N 0725255.6E	58 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190524.7N 0725253.5E	76 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190524.8N 0725253.6E	77 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190524.5N 0725253.6E	71 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190524.1N 0725254.0E	62 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190523.3N 0725254.5E	56 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190516.8N 0725320.4E	121 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190516.5N 0725320.0E	117 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190523.0N 0725319.0E	107 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190523.4N 0725319.4E	115 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190522.9N 0725319.1E	101 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190523.0N 0725319.0E	102 FT	NIL	PUCCA HOUSE

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/APCH 09/TKOF	BUILDING	190524.0N 0725317.8E	93 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190526.4N 0725317.5E	130 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190526.2N 0725317.4E	134 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	ANTENNA	190520.7N 0725319.7E	116 FT	NIL	GROUP OF CELLPHONE MAST ON PUCCA HOUSE
27/APCH 09/TKOF	ANTENNA	190520.6N 0725319.9E	118 FT	NIL	CELLPHONE MAST ON PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190520.9N 0725319.4E	99 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190521.2N 0725319.3E	100 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190521.2N 0725319.6E	105 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190521.3N 0725319.3E	100 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190524.5N 0725459.1E	195 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190529.8N 0725418.2E	214 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190529.6N 0725418.3E	208 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190529.5N 0725418.5E	197 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190529.7N 0725418.4E	202 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190530.3N 0725420.0E	208 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190531.9N 0725418.3E	243 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190531.9N 0725420.1E	231 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190532.1N 0725419.9E	240 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190531.5N 0725420.4E	214 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190532.0N 0725420.2E	227 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190531.7N 0725420.5E	212 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190531.4N 0725420.8E	198 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190533.5N 0725419.3E	238 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190533.0N 0725419.7E	234 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190533.8N 0725419.4E	226 FT	NIL	PUCCA HOUSE

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/APCH 09/TKOF	BUILDING	190534.7N 0725419.6E	207 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190533.3N 0725419.7E	222 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190534.0N 0725420.2E	195 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190531.6N 0725418.0E	239 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190532.1N 0725418.3E	243 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190532.4N 0725419.0E	245 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190532.6N 0725419.0E	245 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190532.6N 0725419.0E	244 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190532.7N 0725418.8E	241 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190533.1N 0725418.5E	237 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190533.4N 0725418.8E	237 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190533.5N 0725418.7E	234 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190533.5N 0725418.4E	226 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190533.2N 0725418.1E	228 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190533.0N 0725418.1E	229 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190533.5N 0725418.1E	219 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190533.7N 0725418.8E	231 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190533.7N 0725419.2E	234 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190534.4N 0725418.7E	225 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190534.2N 0725418.8E	228 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190534.0N 0725418.9E	228 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190535.2N 0725418.9E	204 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190535.2N 0725419.2E	206 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190535.3N 0725418.9E	199 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190535.6N 0725419.0E	197 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190536.1N 0725418.7E	203 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190536.4N 0725419.1E	207 FT	NIL	PUCCA HOUSE

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/APCH 09/TKOF	BUILDING	190536.9N 0725418.3E	213 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190537.3N 0725419.1E	220 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190537.4N 0725418.7E	217 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190537.7N 0725418.8E	218 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190527.2N 0725459.4E	201 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190519.3N 0725337.8E	128 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190519.5N 0725338.0E	124 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190519.8N 0725337.9E	128 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190520.7N 0725338.1E	126 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190523.2N 0725338.5E	126 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190511.4N 0725334.6E	130 FT	NIL	PUCCA HOUSE
27/APCH 09/TKOF	BUILDING	190514.4N 0725331.1E	142 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190515.4N 0725330.0E	121 FT	NIL	MOSQUE
27/APCH 09/TKOF	BUILDING	190515.3N 0725330.3E	126 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190518.9N 0725330.0E	132 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190515.1N 0725330.1E	116 FT	NIL	HUT
27/APCH 09/TKOF	BUILDING	190521.0N 0725328.4E	125 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190522.2N 0725326.6E	125 FT	NIL	SHED
27/APCH 09/TKOF	BUILDING	190517.5N 0725318.7E	89 FT	NIL	BUILDING
27/APCH 09/TKOF	BUILDING	190519.5N 0725320.9E	97 FT	NIL	HUT
27/APCH 09/TKOF	POLE	190522.4N 0725327.7E	113 FT	NIL	LIGHT POLE
27/APCH 09/TKOF	OTHER	190519.9N 0725253.6E	47 FT	NIL	GATE
27/APCH 09/TKOF	OTHER	190519.8N 0725253.6E	48 FT	NIL	AIRPORT BOUNDARY WALL WITH FENCING ON TOP
27/APCH 09/TKOF	BUILDING	190525.9N 0725322.0E	139 FT	NIL	MOSQUE
27/APCH 09/TKOF	BUILDING	190526.2N 0725324.8E	136 FT	NIL	HUT ON HILL
27/APCH 09/TKOF	BUILDING	190519.2N 0725327.9E	121 FT	NIL	HUT

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/APCH 09/TKOF	BUILDING	190517.2N 0725328.5E	136 FT	NIL	HUT ON HILL
27/APCH 09/TKOF	BUILDING	190517.8N 0725329.0E	138 FT	NIL	HUT ON HILL
27/APCH 09/TKOF	BUILDING	190516.0N 0725323.5E	130 FT	NIL	HUT ON HILLOCK
27/APCH 09/TKOF	BUILDING	190515.7N 0725320.5E	116 FT	NIL	HUT ON HILLOCK
27/APCH 09/TKOF	BUILDING	190515.0N 0725320.0E	106 FT	NIL	HUT ON HILLOCK
27/APCH 09/TKOF	BUILDING	190515.3N 0725321.9E	118 FT	NIL	HUT
27/APCH 09/TKOF	BUILDING	190515.6N 0725320.0E	115 FT	NIL	HUT
27/APCH 09/TKOF	ANTENNA	190527.8N 0725315.5E	123 FT	NIL	MOBILE ANTENNA ON HUT
27/APCH 09/TKOF	BUILDING	190525.8N 0725315.9E	106 FT	NIL	HUT
27/APCH 09/TKOF	BUILDING	190528.6N 0725317.3E	151 FT	NIL	MOSQUE
27/APCH 09/TKOF	BUILDING	190526.7N 0725318.2E	147 FT	NIL	HUT
27/APCH 09/TKOF	BUILDING	190518.0N 0725254.7E	65 FT	NIL	HUT
27/APCH 09/TKOF	BUILDING	190517.6N 0725255.6E	63 FT	NIL	HUT
27/APCH 09/TKOF	BUILDING	190518.5N 0725254.5E	62 FT	NIL	HUT
27/APCH 09/TKOF	BUILDING	190518.3N 0725255.7E	65 FT	NIL	HUT
27/APCH 09/TKOF	BUILDING	190525.0N 0725259.1E	87 FT	NIL	HUT
27/APCH 09/TKOF	BUILDING	190524.8N 0725259.1E	88 FT	NIL	HUT
27/APCH 09/TKOF	BUILDING	190523.9N 0725256.6E	76 FT	NIL	HUT
27/APCH 09/TKOF	BUILDING	190523.7N 0725255.8E	70 FT	NIL	HUT
27/APCH 09/TKOF	BUILDING	190524.8N 0725256.7E	69 FT	NIL	HUT
27/APCH 09/TKOF	TREE	190520.4N 0725256.0E	71 FT	NIL	TREE
27/APCH 09/TKOF	TREE	190518.2N 0725308.0E	80 FT	NIL	TREE
27/APCH 09/TKOF	TREE	190516.2N 0725318.0E	98 FT	NIL	TREE
27/APCH 09/TKOF	TREE	190529.7N 0725417.5E	223 FT	NIL	TREE
27/APCH 09/TKOF	TREE	190532.5N 0725421.2E	213 FT	NIL	TREE
27/APCH 09/TKOF	TREE	190534.7N 0725418.2E	221 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/APCH 09/TKOF	TREE	190530.1N 0725340.2E	161 FT	NIL	TREE
27/APCH 09/TKOF	TREE	190523.7N 0725338.3E	139 FT	NIL	GROUP OF TREES
27/APCH 09/TKOF	TREE	190524.0N 0725338.4E	138 FT	NIL	GROUP OF TREES
27/APCH 09/TKOF	TREE	190527.2N 0725335.5E	143 FT	NIL	COCONUT TREE
27/APCH 09/TKOF	TREE	190527.6N 0725335.8E	146 FT	NIL	COCONUT TREE
27/APCH 09/TKOF	TREE	190528.3N 0725337.3E	146 FT	NIL	COCONUT TREE
27/APCH 09/TKOF	TREE	190529.2N 0725337.8E	148 FT	NIL	GROUP OF TREES
27/APCH 09/TKOF	TREE	190527.2N 0725335.1E	142 FT	NIL	GROUP OF TREES
27/APCH 09/TKOF	TREE	190511.6N 0725331.5E	113 FT	NIL	TREE
27/APCH 09/TKOF	TREE	190513.4N 0725330.9E	142 FT	NIL	TREE
27/APCH 09/TKOF	TREE	190521.7N 0725328.7E	136 FT	NIL	TREE
27/APCH 09/TKOF	TREE	190521.4N 0725328.2E	142 FT	NIL	TREE
27/APCH 09/TKOF	TREE	190522.4N 0725327.6E	109 FT	NIL	TREE
27/APCH 09/TKOF	TREE	190519.4N 0725330.6E	142 FT	NIL	TREE
27/APCH 09/TKOF	TREE	190519.1N 0725329.8E	119 FT	NIL	GROUPS OF TREES
27/APCH 09/TKOF	TREE	190524.1N 0725253.6E	77 FT	NIL	TREE
27/APCH 09/TKOF	TREE	190524.1N 0725255.2E	77 FT	NIL	TREE
27/APCH 09/TKOF	TREE	190532.5N 0725417.9E	262 FT	NIL	TREE (COCO NUT)
27/APCH 09/TKOF	TREE	190530.0N 0725341.5E	201 FT	NIL	TREE
27/APCH 09/TKOF	TREE	190531.8N 0725344.3E	206 FT	NIL	TREE
27/APCH 09/TKOF	TREE	190511.6N 0725335.2E	153 FT	NIL	GROUP OF TREES
27/APCH 09/TKOF	TREE	190515.9N 0725330.5E	157 FT	NIL	TREE
27/APCH 09/TKOF	NATURAL HIGHPOINT	190531.1N 0725417.2E	229 FT	NIL	HILL TOP
27/APCH 09/TKOF	OTHER	190505.2N 0725457.7E	229 FT	NIL	PYLO N MAST
27/APCH 09/TKOF	OTHER	190520.0N 0725253.0E	55 FT	NIL	MOBILE ROAD TRAFFIC
27/APCH 09/TKOF	OTHER	190520.1N 0725253.2E	53 FT	NIL	MOBILE ROAD TRAFFIC
27/APCH 09/TKOF	OTHER	190519.4N 0725252.9E	52 FT	NIL	MOBILE ROAD TRAFFIC

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/APCH 09/TKOF	OTHER	190520.9N 0725253.5E	53 FT	NIL	MOBILE ROAD TRAFFIC
27/APCH 09/TKOF	TREE	190522.3N 0725259.5E	138 FT	NIL	TREE
27/APCH 09/TKOF	OTHER	190513.6N 0725505.3E	234 FT	NIL	PYLON
In circling area and at AD	BUILDING	190528.4N 0725259.3E	107 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190516.2N 0725251.1E	59 FT	NIL	PUCCA HOUSE
In circling area and at AD	BUILDING	190529.0N 0725253.8E	107 FT	NIL	MOSQUE
In circling area and at AD	BUILDING	190528.3N 0725258.1E	102 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190542.9N 0725420.6E	273 FT	NIL	TEMPLE
In circling area and at AD	BUILDING	190533.4N 0725346.0E	196 FT	NIL	PUCCA HOUSE
In circling area and at AD	BUILDING	190500.8N 0725437.2E	206 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190544.3N 0725450.7E	209 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190549.2N 0725459.4E	280 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190514.8N 0725252.0E	55 FT	NIL	PUCCA HOUSE
In circling area and at AD	BUILDING	190515.8N 0725252.0E	62 FT	NIL	PUCCA HOUSE
In circling area and at AD	BUILDING	190515.9N 0725250.3E	63 FT	NIL	PUCCA HOUSE
In circling area and at AD	BUILDING	190526.3N 0725255.2E	66 FT	NIL	PUCCA HOUSE
In circling area and at AD	BUILDING	190526.9N 0725257.5E	84 FT	NIL	SHED
In circling area and at AD	BUILDING	190529.1N 0725257.8E	100 FT	NIL	BUILDING
In circling area and at AD	ANTENNA	190529.2N 0725302.3E	114 FT	NIL	CELLPHONE MAST ON BUILDING
In circling area and at AD	BUILDING	190540.2N 0725419.7E	236 FT	NIL	PUCCA HOUSE
In circling area and at AD	BUILDING	190540.1N 0725418.4E	234 FT	NIL	PUCCA HOUSE
In circling area and at AD	BUILDING	190541.0N 0725416.7E	206 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190546.2N 0725502.8E	233 FT	NIL	BUILDING
In circling area and at AD	CRANE	190552.4N 0725513.5E	349 FT	NIL	CRANE TOP ON BUILDING
In circling area and at AD	BUILDING	190454.8N 0725418.8E	201 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190501.1N 0725421.8E	212 FT	NIL	BUILDING

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	BUILDING	190547.6N 0725449.2E	197 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190550.1N 0725447.6E	199 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190548.5N 0725452.0E	231 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190556.7N 0725507.8E	359 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190554.5N 0725504.9E	218 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190556.0N 0725503.8E	247 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190557.7N 0725504.7E	218 FT	NIL	BUILDING
In circling area and at AD	POLE	190513.4N 0725252.0E	65 FT	NIL	LIGHT POLE
In circling area and at AD	POLE	190525.9N 0725255.9E	71 FT	NIL	LIGHT POLE
In circling area and at AD	TREE	190528.4N 0725253.5E	103 FT	NIL	TREE
In circling area and at AD	TOWER	190511.7N 0725312.9E	88 FT	NIL	MICROWAVE TOWER
In circling area and at AD	WATER TOWER	190511.1N 0725315.5E	99 FT	NIL	OVER HEAD WATER TANK
In circling area and at AD	CRANE	190605.3N 0725300.4E	226 FT	NIL	CRANE TOP ON BUILDING
In circling area and at AD	CRANE	190603.5N 0725244.7E	202 FT	NIL	CRANE TOP ON BUILDING
In circling area and at AD	NATURAL HIGHPOINT	190611.5N 0725427.4E	497 FT	NIL	HILL TOP
In circling area and at AD	OTHER	190516.5N 0725252.0E	52 FT	NIL	AIRPORT BOUNDARY WALL WITH FENCING ON TOP
In circling area and at AD	ANTENNA	190517.2N 0725217.7E	24 FT	NIL	PAPI (RWY -27)
In circling area and at AD	OTHER	190524.0N 0725233.8E	46 FT	NIL	WIND SOCK
In circling area and at AD	ANTENNA	190523.3N 0725231.9E	29 FT	NIL	TRANSMISSOME-TER TRANSMITTER
In circling area and at AD	ANTENNA	190523.2N 0725234.1E	46 FT	NIL	AWS ANTENNA
In circling area and at AD	OTHER	190521.3N 0725235.9E	26 FT	NIL	N3 SIGN BOARD
In circling area and at AD	OTHER	190521.3N 0725233.5E	25 FT	NIL	N4 SIGN BOARD
In circling area and at AD	ANTENNA	190515.7N 0725222.3E	74 FT	NIL	GP ANTENNA RWY 27
In circling area and at AD	ANTENNA	190515.8N 0725224.8E	41 FT	NIL	GP NF ANTENNA RWY 27
In circling area and at AD	FENCE	190518.9N 0725251.8E	41 FT	NIL	BLAST FENCE

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	190520.1N 0725252.3E	49 FT	NIL	LLZ 09 MONITOR ANTENNA
In circling area and at AD	OTHER	190516.1N 0725249.1E	48 FT	NIL	AIRPORT BOUNDARY WALL WITH FENCING ON TOP
In circling area and at AD	ANTENNA	190520.3N 0725252.1E	40 FT	NIL	LLZ 09
In circling area and at AD	OTHER	190520.5N 0725252.1E	41 FT	NIL	LIGHTNING ARRESTOR ON LLZ 09
In circling area and at AD	OTHER	190528.1N 0725219.2E	80 FT	NIL	FLOOD LIGHT
In circling area and at AD	BUILDING	190515.4N 0725252.2E	56 FT	NIL	PUCCA HOUSE
In circling area and at AD	BUILDING	190526.9N 0725255.3E	65 FT	NIL	PUCCA HOUSE
In circling area and at AD	BUILDING	190514.2N 0725252.0E	55 FT	NIL	PUCCA HOUSE
In circling area and at AD	BUILDING	190515.8N 0725252.1E	57 FT	NIL	PUCCA HOUSE
In circling area and at AD	BUILDING	190516.0N 0725251.7E	59 FT	NIL	PUCCA HOUSE
In circling area and at AD	BUILDING	190516.0N 0725251.6E	59 FT	NIL	PUCCA HOUSE
In circling area and at AD	BUILDING	190515.8N 0725251.6E	60 FT	NIL	PUCCA HOUSE
In circling area and at AD	BUILDING	190526.2N 0725255.1E	65 FT	NIL	PUCCA HOUSE
In circling area and at AD	BUILDING	190526.6N 0725255.2E	65 FT	NIL	PUCCA HOUSE
In circling area and at AD	BUILDING	190526.4N 0725255.7E	57 FT	NIL	PUCCA HOUSE
In circling area and at AD	ANTENNA	190529.3N 0725301.6E	106 FT	NIL	CELLPHONE MAST ON BUILDING
In circling area and at AD	BUILDING	190512.0N 0725314.6E	88 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190501.0N 0725422.3E	202 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190549.5N 0725452.7E	226 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190549.8N 0725448.9E	199 FT	NIL	BUILDING
In circling area and at AD	POLE	190526.6N 0725256.2E	70 FT	NIL	LIGHT POLE
In circling area and at AD	BUILDING	190529.9N 0725318.8E	182 FT	NIL	MOSQUE
In circling area and at AD	BUILDING	190530.2N 0725317.4E	190 FT	NIL	MOSQUE
In circling area and at AD	BUILDING	190530.1N 0725318.4E	183 FT	NIL	HUT
In circling area and at AD	BUILDING	190530.5N 0725318.2E	184 FT	NIL	HUT

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	190530.4N 0725318.0E	179 FT	NIL	TREE
In circling area and at AD	BUILDING	190529.5N 0725318.2E	176 FT	NIL	HUT ON HILLOCK
In circling area and at AD	BUILDING	190529.8N 0725317.6E	170 FT	NIL	HUT ON HILLOCK
In circling area and at AD	BUILDING	190513.3N 0725249.6E	68 FT	NIL	HUT
In circling area and at AD	BUILDING	190513.0N 0725249.6E	69 FT	NIL	HUT
In circling area and at AD	BUILDING	190526.3N 0725253.3E	81 FT	NIL	HUT ON HILLOCK
In circling area and at AD	OTHER	190512.8N 0725253.4E	82 FT	NIL	CHIMNEY TOP
In circling area and at AD	OTHER	190513.6N 0725253.9E	79 FT	NIL	CHIMNEY TOP
In circling area and at AD	TREE	190516.0N 0725252.1E	79 FT	NIL	GROUP OF TREES
In circling area and at AD	TREE	190515.4N 0725251.1E	93 FT	NIL	GROUP OF TREES
In circling area and at AD	TREE	190516.1N 0725250.3E	76 FT	NIL	GROUP OF TREES
In circling area and at AD	TREE	190525.4N 0725253.5E	97 FT	NIL	TREE
In circling area and at AD	TREE	190525.5N 0725254.7E	104 FT	NIL	TREE
In circling area and at AD	TREE	190528.5N 0725253.8E	101 FT	NIL	TREE
In circling area and at AD	TREE	190529.2N 0725253.9E	111 FT	NIL	TREE
In circling area and at AD	TOWER	190513.2N 0725253.8E	77 FT	NIL	TOWER TOP
In circling area and at AD	OTHER	190456.7N 0725450.1E	213 FT	NIL	PYLO N MAST
In circling area and at AD	POLE	190516.0N 0725252.2E	54 FT	NIL	LIGHT POLE
In circling area and at AD	POLE	190515.3N 0725252.2E	54 FT	NIL	LIGHT POLE
In circling area and at AD	BUILDING	190526.4N 0725258.6E	80 FT	NIL	HUT
In circling area and at AD	TREE	190527.2N 0725256.7E	83 FT	NIL	GROUP OF TREES
In circling area and at AD	POLE	190514.6N 0725252.2E	55 FT	NIL	LIGHT POLE
In circling area and at AD	POLE	190514.0N 0725252.1E	65 FT	NIL	LIGHT POLE
32/TKOF 14/APCH	BUILDING	190613.8N 0725101.0E	98 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190602.1N 0725117.3E	60 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190615.9N 0725113.3E	97 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190642.1N 0725030.1E	183 FT	NIL	BUILDING

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
32/TKOF 14/APCH	TREE	190602.6N 0725114.2E	76 FT	LGTD	MAST ON BUILDING
32/TKOF 14/APCH	BUILDING	190604.0N 0725114.5E	69 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190603.6N 0725110.8E	73 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190619.8N 0725052.7E	124 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190613.0N 0725051.9E	116 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190614.5N 0725111.3E	90 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190619.9N 0725105.3E	110 FT	NIL	BUILDING
32/TKOF 14/APCH	TREE	190618.6N 0725056.1E	129 FT	LGTD	MAST ON BUILDING
32/TKOF 14/APCH	BUILDING	190619.8N 0725054.6E	119 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190620.6N 0725058.3E	116 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190621.6N 0725058.2E	115 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190603.8N 0725108.2E	84 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190628.2N 0725059.1E	124 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190621.9N 0725100.3E	130 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190610.9N 0725058.4E	103 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190612.2N 0725055.1E	120 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190620.1N 0725102.0E	118 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190616.5N 0725101.8E	107 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190617.2N 0725102.3E	104 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190600.1N 0725111.7E	74 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190601.0N 0725112.8E	73 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190558.8N 0725112.3E	87 FT	NIL	BUILDING
32/TKOF 14/APCH	TREE	190609.2N 0725113.5E	90 FT	LGTD	MAST ON BUILDING
32/TKOF 14/APCH	BUILDING	190615.2N 0725057.3E	113 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190615.7N 0725058.7E	109 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190715.0N 0725024.0E	258 FT	NIL	TEMPLE
32/TKOF 14/APCH	BUILDING	190711.4N 0725020.2E	195 FT	NIL	BUILDING

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
32/TKOF 14/APCH	ANTENNA	190700.2N 0725036.6E	202 FT	NIL	ANTENNA ON BUILDING
32/TKOF 14/APCH	TREE	190613.8N 0725114.3E	101 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190615.9N 0725112.1E	113 FT	NIL	COCONUT TREE
32/TKOF 14/APCH	TREE	190600.1N 0725114.6E	75 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190613.8N 0725107.7E	98 FT	NIL	GROUP OF TREES
32/TKOF 14/APCH	TREE	190605.1N 0725121.1E	84 FT	NIL	GROUP OF TREES
32/TKOF 14/APCH	TREE	190602.8N 0725119.6E	72 FT	NIL	GROUP OF TREES
32/TKOF 14/APCH	TREE	190614.9N 0725101.7E	117 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190557.6N 0725115.6E	76 FT	NIL	MAST ON FOB
32/TKOF 14/APCH	BUILDING	190608.9N 0725102.1E	101 FT	LGTD	BUILDING
32/TKOF 14/APCH	BUILDING	190612.0N 0725117.3E	85 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190610.2N 0725114.5E	81 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190600.0N 0725117.7E	59 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190610.8N 0725110.0E	86 FT	NIL	BUILDING
32/TKOF 14/APCH	TREE	190613.6N 0725111.5E	98 FT	LGTD	MAST ON BUILDING
32/TKOF 14/APCH	BUILDING	190623.2N 0725039.8E	157 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190615.1N 0725110.0E	92 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190617.2N 0725109.6E	95 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190621.8N 0725057.3E	122 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190620.8N 0725059.4E	118 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190623.4N 0725057.7E	122 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190605.5N 0725105.5E	86 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190611.7N 0725105.4E	94 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190627.3N 0725100.0E	127 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190624.8N 0725100.6E	117 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190629.0N 0725102.2E	123 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190612.6N 0725058.6E	108 FT	NIL	BUILDING

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
32/TKOF 14/APCH	BUILDING	190612.9N 0725100.2E	106 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190613.4N 0725102.5E	103 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190623.3N 0725102.8E	117 FT	NIL	BUILDING
32/TKOF 14/APCH	ANTENNA	190620.5N 0725104.3E	124 FT	NIL	ANTENNA ON BUILDING
32/TKOF 14/APCH	BUILDING	190618.5N 0725104.6E	111 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190656.1N 0725008.5E	192 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190702.5N 0724943.9E	242 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190717.0N 0724948.7E	195 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190716.3N 0724950.3E	198 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190623.1N 0725107.8E	111 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190603.2N 0725124.1E	62 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190600.9N 0725126.8E	64 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190552.8N 0725120.9E	54 FT	NIL	HUT
32/TKOF 14/APCH	BUILDING	190554.4N 0725118.9E	52 FT	NIL	HUT
32/TKOF 14/APCH	BUILDING	190557.5N 0725117.9E	55 FT	NIL	HUT
32/TKOF 14/APCH	BUILDING	190732.0N 0724955.9E	197 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190731.3N 0724955.2E	198 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190814.5N 0724937.4E	417 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190750.5N 0724939.5E	354 FT	NIL	BUILDING
32/TKOF 14/APCH	OTHER	190618.6N 0725112.5E	121 FT	NIL	HOARDING
32/TKOF 14/APCH	OTHER	190605.5N 0725116.6E	70 FT	NIL	HOARDING
32/TKOF 14/APCH	POLE	190611.2N 0725115.5E	82 FT	NIL	LIGHT POLE
32/TKOF 14/APCH	BUILDING	190603.3N 0725121.5E	59 FT	NIL	SECURITY HUT
32/TKOF 14/APCH	OTHER	190601.8N 0725124.8E	54 FT	NIL	AIRPORT BOUNDARY WALL WITH FENCING ON TOP
32/TKOF 14/APCH	TREE	190602.4N 0725115.2E	104 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190600.9N 0725115.1E	112 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
32/TKOF 14/APCH	TREE	190558.3N 0725116.1E	79 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190559.1N 0725112.5E	107 FT	NIL	GROUP OF TREES
32/TKOF 14/APCH	TREE	190604.8N 0725111.6E	91 FT	NIL	GROUP OF TREES
32/TKOF 14/APCH	TREE	190608.6N 0725111.7E	84 FT	NIL	GROUP OF TREES
32/TKOF 14/APCH	TREE	190606.8N 0725110.4E	86 FT	NIL	GROUP OF TREES
32/TKOF 14/APCH	TREE	190610.2N 0725111.5E	100 FT	NIL	GROUP OF TREES
32/TKOF 14/APCH	TREE	190618.1N 0725110.9E	115 FT	NIL	GROUP OF TREES
32/TKOF 14/APCH	TREE	190618.2N 0725106.2E	107 FT	NIL	COCONUT TREE
32/TKOF 14/APCH	TREE	190616.7N 0725107.8E	119 FT	NIL	COCONUT TREE
32/TKOF 14/APCH	TREE	190614.6N 0725107.7E	114 FT	NIL	COCONUT TREE
32/TKOF 14/APCH	TREE	190610.2N 0725107.6E	97 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190606.1N 0725107.9E	81 FT	NIL	GROUP OF TREES
32/TKOF 14/APCH	TREE	190604.4N 0725107.8E	116 FT	NIL	COCONUT TREE
32/TKOF 14/APCH	TREE	190606.7N 0725102.2E	102 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190608.3N 0725103.1E	94 FT	NIL	COCONUT TREE
32/TKOF 14/APCH	TREE	190610.3N 0725105.3E	103 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190607.6N 0725059.4E	100 FT	NIL	COCONUT TREE
32/TKOF 14/APCH	TREE	190614.7N 0725102.6E	104 FT	NIL	COCONUT TREE
32/TKOF 14/APCH	TREE	190612.9N 0725106.4E	108 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190605.8N 0725122.0E	80 FT	NIL	GROUP OF TREES
32/TKOF 14/APCH	TREE	190604.7N 0725120.0E	72 FT	NIL	GROUP OF TREES
32/TKOF 14/APCH	TREE	190604.6N 0725118.1E	70 FT	NIL	GROUP OF TREES
32/TKOF 14/APCH	TREE	190616.1N 0725100.7E	115 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190616.7N 0725103.3E	109 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190601.6N 0725113.6E	107 FT	NIL	COCONUT TREE
32/TKOF 14/APCH	TREE	190603.7N 0725122.4E	77 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190601.8N 0725125.2E	80 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
32/TKOF 14/APCH	TREE	190543.5N 0725131.7E	66 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190552.3N 0725122.5E	94 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190550.9N 0725123.4E	72 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190553.4N 0725121.4E	81 FT	NIL	COCONUT TREE
32/TKOF 14/APCH	TREE	190554.6N 0725119.8E	74 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190555.6N 0725117.5E	68 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190558.9N 0725119.1E	72 FT	NIL	TREE
32/TKOF 14/APCH	OTHER	190558.5N 0725121.7E	49 FT	NIL	APPROACH LIGHT
32/TKOF 14/APCH	OTHER	190559.9N 0725120.2E	55 FT	NIL	APPROACH LIGHT
32/TKOF 14/APCH	OTHER	190601.2N 0725118.8E	62 FT	NIL	APPROACH LIGHT
32/TKOF 14/APCH	ANTENNA	190555.1N 0725119.5E	56 FT	NIL	ASMGCS MLAT - S04 ANTENNA
32/TKOF 14/APCH	OTHER	190556.5N 0725123.9E	41 FT	NIL	APPROACH LIGHT
32/TKOF 14/APCH	OTHER	190600.6N 0725126.2E	53 FT	NIL	AIRPORT BOUNDARY WALL WITH FENCING ON TOP
32/TKOF 14/APCH	OTHER	190557.5N 0725115.6E	69 FT	NIL	PEDESTRIAN OVERBRIDGE TOP
32/TKOF 14/APCH	OTHER	190605.5N 0725116.5E	69 FT	NIL	SIGN BOARD
32/TKOF 14/APCH	BUILDING	190600.2N 0725111.0E	69 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190600.7N 0725111.0E	69 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190609.7N 0725111.9E	84 FT	NIL	BUILDING
32/TKOF 14/APCH	ANTENNA	190623.5N 0725040.6E	143 FT	NIL	ANTENNA ON BUILDING
32/TKOF 14/APCH	BUILDING	190618.0N 0725055.8E	118 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190612.8N 0725111.4E	86 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190616.2N 0725110.0E	92 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190615.7N 0725110.0E	92 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190616.0N 0725109.5E	92 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190616.3N 0725107.1E	96 FT	NIL	BUILDING

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
32/TKOF 14/APCH	BUILDING	190623.2N 0725101.7E	113 FT	NIL	BUILDING
32/TKOF 14/APCH	TREE	190610.5N 0725057.7E	103 FT	LGTD	MAST ON BUILDING
32/TKOF 14/APCH	BUILDING	190618.2N 0725104.5E	108 FT	NIL	BUILDING
32/TKOF 14/APCH	ANTENNA	190620.1N 0725104.1E	120 FT	NIL	ANTENNA ON BUILDING
32/TKOF 14/APCH	BUILDING	190623.0N 0725103.6E	114 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190620.8N 0725105.2E	108 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190606.2N 0725122.5E	64 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190604.4N 0725121.1E	63 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190601.8N 0725124.8E	55 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190601.6N 0725125.8E	61 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190601.3N 0725125.9E	60 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190601.1N 0725126.2E	60 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190553.1N 0725120.8E	51 FT	NIL	HUT
32/TKOF 14/APCH	BUILDING	190555.1N 0725117.9E	53 FT	NIL	HUT
32/TKOF 14/APCH	BUILDING	190558.8N 0725118.7E	56 FT	NIL	HUT
32/TKOF 14/APCH	BUILDING	190615.9N 0725102.1E	106 FT	NIL	BUILDING
32/TKOF 14/APCH	OTHER	190614.9N 0725113.6E	85 FT	NIL	HOARDING
32/TKOF 14/APCH	POLE	190612.1N 0725115.3E	85 FT	NIL	LIGHT POLE
32/TKOF 14/APCH	POLE	190613.0N 0725115.1E	84 FT	NIL	LIGHT POLE
32/TKOF 14/APCH	POLE	190613.8N 0725114.9E	85 FT	NIL	LIGHT POLE
32/TKOF 14/APCH	POLE	190614.6N 0725114.7E	83 FT	NIL	LIGHT POLE
32/TKOF 14/APCH	POLE	190615.6N 0725114.5E	85 FT	NIL	LIGHT POLE
32/TKOF 14/APCH	POLE	190557.8N 0725115.7E	68 FT	NIL	LIGHT POLE
32/TKOF 14/APCH	POLE	190558.7N 0725115.3E	64 FT	NIL	LIGHT POLE
32/TKOF 14/APCH	POLE	190559.3N 0725115.5E	63 FT	NIL	LIGHT POLE
32/TKOF 14/APCH	ANTENNA	190648.3N 0725048.0E	194 FT	NIL	DISH ANTENNA
32/TKOF 14/APCH	TREE	190614.5N 0725113.7E	91 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
32/TKOF 14/APCH	TREE	190615.8N 0725112.4E	109 FT	NIL	COCONUT TREE
32/TKOF 14/APCH	TREE	190616.6N 0725112.8E	103 FT	NIL	COCONUT TREE
32/TKOF 14/APCH	TREE	190616.8N 0725113.0E	94 FT	NIL	COCONUT TREE
32/TKOF 14/APCH	TREE	190603.6N 0725116.0E	83 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190602.2N 0725115.6E	93 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190601.6N 0725113.6E	106 FT	NIL	COCONUT TREE
32/TKOF 14/APCH	TREE	190559.1N 0725116.6E	68 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190559.0N 0725116.2E	72 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190558.3N 0725113.7E	75 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190559.2N 0725113.3E	96 FT	NIL	GROUP OF TREES
32/TKOF 14/APCH	TREE	190601.0N 0725110.9E	106 FT	NIL	COCONUT TREE
32/TKOF 14/APCH	TREE	190600.7N 0725111.3E	69 FT	NIL	GROUP OF TREES
32/TKOF 14/APCH	TREE	190602.3N 0725111.6E	98 FT	NIL	GROUP OF TREES
32/TKOF 14/APCH	TREE	190606.0N 0725111.6E	86 FT	NIL	GROUP OF TREES
32/TKOF 14/APCH	TREE	190609.4N 0725111.1E	93 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190614.3N 0725108.9E	103 FT	NIL	COCONUT TREE
32/TKOF 14/APCH	TREE	190616.3N 0725109.8E	102 FT	NIL	COCONUT TREE
32/TKOF 14/APCH	TREE	190616.8N 0725111.2E	98 FT	NIL	GROUP OF TREES
32/TKOF 14/APCH	TREE	190617.5N 0725112.1E	92 FT	NIL	GROUP OF TREES
32/TKOF 14/APCH	TREE	190615.6N 0725057.4E	117 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190614.6N 0725107.3E	99 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190616.9N 0725107.7E	111 FT	NIL	COCONUT TREE
32/TKOF 14/APCH	TREE	190616.6N 0725107.4E	105 FT	NIL	GROUP OF TREES
32/TKOF 14/APCH	TREE	190609.3N 0725107.5E	94 FT	NIL	COCONUT TREE
32/TKOF 14/APCH	TREE	190607.8N 0725108.6E	92 FT	NIL	COCONUT TREE
32/TKOF 14/APCH	TREE	190604.9N 0725107.4E	97 FT	NIL	GROUP OF TREES
32/TKOF 14/APCH	TREE	190606.9N 0725104.2E	100 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
32/TKOF 14/APCH	TREE	190608.0N 0725102.8E	91 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190607.0N 0725102.8E	102 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190607.3N 0725102.5E	95 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190609.4N 0725104.5E	95 FT	NIL	COCONUT TREE
32/TKOF 14/APCH	TREE	190610.0N 0725104.8E	99 FT	NIL	GROUP OF TREES
32/TKOF 14/APCH	TREE	190606.7N 0725100.9E	96 FT	NIL	COCONUT TREE
32/TKOF 14/APCH	TREE	190624.9N 0725100.5E	125 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190610.2N 0725058.5E	108 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190616.3N 0725102.0E	122 FT	NIL	COCONUT TREE
32/TKOF 14/APCH	TREE	190613.8N 0725104.6E	96 FT	NIL	GROUP OF TREES
32/TKOF 14/APCH	TREE	190624.7N 0725102.9E	114 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190621.8N 0725104.0E	114 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190605.8N 0725122.0E	79 FT	NIL	GROUP OF TREES
32/TKOF 14/APCH	TREE	190616.8N 0725057.3E	112 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190615.6N 0725102.0E	104 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190616.1N 0725101.0E	106 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190601.0N 0725114.7E	88 FT	NIL	COCONUT TREE
32/TKOF 14/APCH	TREE	190603.1N 0725123.1E	76 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190603.0N 0725123.3E	64 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190603.0N 0725124.0E	86 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190602.5N 0725125.2E	75 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190602.3N 0725125.1E	75 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190602.1N 0725125.2E	78 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190553.6N 0725121.1E	71 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190553.4N 0725121.1E	77 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190553.7N 0725120.7E	76 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190553.1N 0725120.6E	77 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
32/TKOF 14/APCH	TREE	190554.7N 0725119.5E	73 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190555.2N 0725118.9E	73 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190555.3N 0725118.7E	74 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190556.3N 0725118.1E	66 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190556.7N 0725118.2E	63 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190557.4N 0725118.4E	63 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190558.0N 0725118.7E	63 FT	NIL	TREE
32/TKOF 14/APCH	TREE	190558.1N 0725118.8E	64 FT	NIL	TREE
32/TKOF 14/APCH	BUILDING	190646.0N 0725032.7E	191 FT	NIL	BUILDING
32/TKOF 14/APCH	ANTENNA	190610.2N 0725112.8E	98 FT	NIL	ANTENNA ON BUILDING
32/TKOF 14/APCH	BUILDING	190619.8N 0725108.6E	109 FT	NIL	BUILDING
32/TKOF 14/APCH	TREE	190557.0N 0725118.3E	65 FT	NIL	TREE
32/TKOF 14/APCH	BUILDING	190627.3N 0725058.8E	124 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190603.1N 0725107.7E	81 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190615.8N 0725059.7E	105 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190611.6N 0725058.7E	107 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190558.6N 0725113.0E	92 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190603.7N 0725122.9E	57 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190603.3N 0725124.0E	61 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190600.7N 0725126.6E	62 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190604.2N 0725121.2E	61 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190605.1N 0725121.9E	64 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190600.3N 0725127.0E	62 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190600.0N 0725127.2E	62 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190604.1N 0725122.8E	58 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190603.6N 0725123.1E	58 FT	NIL	BUILDING
32/TKOF 14/APCH	BUILDING	190603.3N 0725123.4E	60 FT	NIL	BUILDING

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	BUILDING	190550.9N 0725120.0E	74 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190551.5N 0725122.5E	52 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190627.5N 0725107.9E	150 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190635.3N 0725101.6E	159 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190650.2N 0725048.6E	214 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190551.6N 0725116.6E	106 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190552.7N 0725116.8E	97 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190548.0N 0725117.6E	126 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190548.9N 0725118.8E	129 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190625.5N 0725110.4E	149 FT	NIL	BUILDING
In circling area and at AD	OTHER	190618.0N 0725115.3E	111 FT	NIL	HOARDING
In circling area and at AD	OTHER	190614.9N 0725116.1E	107 FT	NIL	HOARDING
In circling area and at AD	TREE	190609.1N 0725125.4E	121 FT	NIL	GROUP OF TREES
In circling area and at AD	ANTENNA	190614.6N 0725047.2E	124 FT	NIL	ANTENNA ON BUILDING
In circling area and at AD	BUILDING	190630.2N 0725104.0E	131 FT	NIL	BUILDING
In circling area and at AD	ANTENNA	190628.3N 0725105.4E	141 FT	NIL	ANTENNA ON BUILDING
In circling area and at AD	BUILDING	190626.2N 0725106.6E	117 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190603.0N 0725125.7E	68 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190549.3N 0725119.2E	146 FT	NIL	BUILDING
In circling area and at AD	OTHER	190620.0N 0725112.5E	126 FT	NIL	HOARDING
In circling area and at AD	BUILDING	190631.5N 0725104.4E	175 FT	NIL	BUILDING
In circling area and at AD	POLE	190608.8N 0725120.8E	70 FT	NIL	LIGHT POLE
In circling area and at AD	OTHER	190559.1N 0725128.9E	55 FT	NIL	AIRPORT BOUNDARY WALL WITH FENCING ON TOP
In circling area and at AD	POLE	190542.5N 0725133.6E	46 FT	NIL	LIGHT POLE
In circling area and at AD	BUILDING	190544.8N 0725130.1E	59 FT	LGTD	BUILDING
In circling area and at AD	POLE	190539.6N 0725130.2E	125 FT	NIL	FLOOD LIGHT

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	POLE	190553.0N 0725122.6E	46 FT	NIL	LIGHT POLE
In circling area and at AD	TREE	190606.3N 0725125.5E	99 FT	NIL	GROUP OF TREES
In circling area and at AD	TREE	190544.3N 0725129.0E	78 FT	NIL	TREE
In circling area and at AD	TREE	190546.3N 0725126.9E	74 FT	NIL	TREE
In circling area and at AD	TREE	190545.6N 0725125.8E	99 FT	NIL	TREE
In circling area and at AD	TREE	190548.1N 0725123.4E	86 FT	NIL	TREE
In circling area and at AD	BUILDING	190703.4N 0725100.5E	201 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190653.9N 0725100.3E	211 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190653.3N 0725102.0E	219 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190655.6N 0725104.3E	219 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190641.9N 0725123.2E	215 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190543.5N 0725130.9E	56 FT	LGTD	BUILDING
In circling area and at AD	BUILDING	190547.8N 0725145.8E	123 FT	LGTD	BUILDING
In circling area and at AD	BUILDING	190548.7N 0725146.9E	154 FT	LGTD	BUILDING
In circling area and at AD	BUILDING	190547.8N 0725146.5E	123 FT	LGTD	BUILDING
In circling area and at AD	BUILDING	190548.7N 0725126.0E	58 FT	LGTD	SHED
In circling area and at AD	BUILDING	190550.1N 0725124.8E	60 FT	LGTD	LINE MAINTENANCE SHED
In circling area and at AD	BUILDING	190555.1N 0725140.6E	119 FT	LGTD	AIR INDIA HANGAR NO 1
In circling area and at AD	POLE	190539.6N 0725150.0E	44 FT	NIL	LIGHT POLE (NO-170)
In circling area and at AD	BUILDING	190545.4N 0725133.8E	41 FT	NIL	TAXIWAY K SIGN BOARD
In circling area and at AD	BUILDING	190558.0N 0725129.3E	42 FT	NIL	SIGN BOARD
In circling area and at AD	OTHER	190548.9N 0725138.6E	40 FT	NIL	E10-E7 SIGN BOARD
In circling area and at AD	ANTENNA	190536.8N 0725147.2E	36 FT	NIL	PAPI - RWY 14
In circling area and at AD	OTHER	190538.4N 0725145.9E	38 FT	NIL	E8 SIGN BOARD
In circling area and at AD	OTHER	190537.3N 0725142.6E	39 FT	NIL	K3 SIGN BOARD
In circling area and at AD	OTHER	190546.2N 0725140.3E	40 FT	NIL	E7-E1 SIGN BOARD

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	190537.4N 0725129.9E	135 FT	NIL	FLOOD LIGHT
In circling area and at AD	OTHER	190553.7N 0725133.0E	63 FT	LGTD	WIND SOCK (RWY 14 SIDE)
In circling area and at AD	ANTENNA	190540.7N 0725147.1E	91 FT	LGTD	GP ANTENNA
In circling area and at AD	ANTENNA	190542.4N 0725145.2E	61 FT	LGTD	GP ANTENNA
In circling area and at AD	ANTENNA	190540.7N 0725147.3E	52 FT	LGTD	GP DME ANTENNA
In circling area and at AD	OTHER	190539.4N 0725118.1E	330 FT	LGTD	LIGHTNING ARRESTOR ON NEW ATC TOWER
In circling area and at AD	BUILDING	190550.2N 0725123.0E	52 FT	NIL	SHED
In circling area and at AD	BUILDING	190550.2N 0725122.7E	52 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190550.6N 0725122.9E	55 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190551.6N 0725123.3E	53 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190550.5N 0725123.4E	48 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190551.7N 0725122.2E	56 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190552.1N 0725122.1E	53 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190606.0N 0725123.1E	65 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190602.9N 0725126.4E	65 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190602.6N 0725126.0E	60 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190550.6N 0725124.1E	48 FT	NIL	HUT
In circling area and at AD	BUILDING	190551.0N 0725124.0E	48 FT	NIL	HUT
In circling area and at AD	BUILDING	190551.3N 0725123.6E	48 FT	NIL	HUT
In circling area and at AD	BUILDING	190551.5N 0725123.5E	47 FT	NIL	HUT
In circling area and at AD	BUILDING	190551.6N 0725123.4E	50 FT	NIL	HUT
In circling area and at AD	BUILDING	190551.7N 0725123.2E	49 FT	NIL	HUT
In circling area and at AD	BUILDING	190553.5N 0725115.8E	85 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190553.2N 0725116.8E	84 FT	NIL	BUILDING
In circling area and at AD	POLE	190551.8N 0725122.6E	54 FT	NIL	LIGHT POLE
In circling area and at AD	POLE	190607.3N 0725122.8E	72 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	ANTENNA	190648.9N 0725050.3E	196 FT	NIL	ANTENNA
In circling area and at AD	TREE	190615.4N 0725116.4E	100 FT	NIL	TREE
In circling area and at AD	TANK	190603.7N 0725127.1E	84 FT	NIL	TANK
In circling area and at AD	TREE	190606.9N 0725122.5E	71 FT	NIL	GROUP OF TREES
In circling area and at AD	TREE	190542.1N 0725131.3E	58 FT	NIL	TREE
In circling area and at AD	TREE	190542.5N 0725131.1E	63 FT	NIL	TREE
In circling area and at AD	TREE	190543.7N 0725131.6E	62 FT	NIL	TREE
In circling area and at AD	TREE	190544.0N 0725131.6E	51 FT	NIL	TREE
In circling area and at AD	TREE	190543.6N 0725129.9E	71 FT	NIL	TREE
In circling area and at AD	TREE	190543.9N 0725129.8E	72 FT	NIL	TREE
In circling area and at AD	TREE	190544.1N 0725129.4E	72 FT	NIL	TREE
In circling area and at AD	TREE	190546.0N 0725127.3E	72 FT	NIL	TREE
In circling area and at AD	TREE	190550.2N 0725122.4E	76 FT	NIL	TREE
In circling area and at AD	ANTENNA	190631.5N 0725103.9E	176 FT	NIL	ANTENNA TOP
In circling area and at AD	ANTENNA	190631.5N 0725106.7E	177 FT	NIL	MOBILE ANTENNA
In circling area and at AD	ANTENNA	190626.1N 0725109.3E	152 FT	NIL	ANTENNA ON BUILDING
In circling area and at AD	TANK	190603.7N 0725127.1E	84 FT	NIL	WATER TANK
32/APCH 14/TKOF	BUILDING	190438.1N 0725244.6E	72 FT	NIL	BUILDING
32/APCH 14/TKOF	TREE	190149.2N 0725503.7E	1074 FT	LGTD	COMMUNICATION MAST
32/APCH 14/TKOF	TREE	190149.9N 0725503.6E	1058 FT	LGTD	COMMUNICATION MAST
32/APCH 14/TKOF	TREE	190150.4N 0725503.3E	1046 FT	LGTD	COMMUNICATION MAST
32/APCH 14/TKOF	TREE	190150.7N 0725502.8E	1042 FT	LGTD	COMMUNICATION MAST
32/APCH 14/TKOF	TREE	190150.2N 0725502.6E	1054 FT	LGTD	COMMUNICATION MAST - VHF LINK
32/APCH 14/TKOF	TREE	190149.4N 0725502.4E	105 FT	LGTD	COMMUNICATION MAST
32/APCH 14/TKOF	TREE	190148.1N 0725500.2E	1022 FT	LGTD	PASSIVE REFLECTOR MAST
32/APCH 14/TKOF	TREE	190146.3N 0725503.3E	1035 FT	LGTD	COMMUNICATION MAST

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
32/APCH 14/TKOF	TREE	190144.8N 0725503.0E	1062 FT	LGTD	COMMUNICATIO N MAST
32/APCH 14/TKOF	TREE	190144.3N 0725503.5E	1067 FT	LGTD	COMMUNICATIO N MAST
32/APCH 14/TKOF	TREE	190145.5N 0725503.7E	1074 FT	LGTD	COMMUNICATIO N MAST
32/APCH 14/TKOF	TREE	190145.4N 0725503.4E	1073 FT	LGTD	COMMUNICATIO N MAST
32/APCH 14/TKOF	BUILDING	190439.7N 0725248.0E	64 FT	NIL	BUILDING
32/APCH 14/TKOF	BUILDING	190438.3N 0725244.5E	70 FT	NIL	BUILDING
32/APCH 14/TKOF	OTHER	190426.0N 0725253.8E	88 FT	NIL	PYLON
32/APCH 14/TKOF	OTHER	190428.6N 0725256.7E	96 FT	NIL	PYLON
32/APCH 14/TKOF	OTHER	190431.3N 0725301.3E	108 FT	NIL	PYLON
32/APCH 14/TKOF	OTHER	190433.9N 0725305.9E	90 FT	NIL	PYLON
32/APCH 14/TKOF	OTHER	190342.0N 0725331.1E	208 FT	NIL	PYLON
32/APCH 14/TKOF	OTHER	190348.3N 0725338.3E	208 FT	NIL	PYLON
32/APCH 14/TKOF	OTHER	190354.9N 0725347.7E	226 FT	NIL	PYLON
32/APCH 14/TKOF	OTHER	190355.2N 0725353.7E	230 FT	NIL	PYLON
32/APCH 14/TKOF	BUILDING	190433.0N 0725255.5E	76 FT	NIL	BUILDING
32/APCH 14/TKOF	ANTENNA	190444.5N 0725251.7E	81 FT	NIL	ANTENNA TOP ON BUILDING
32/APCH 14/TKOF	POLE	190441.9N 0725237.8E	41 FT	NIL	LIGHT POLE
32/APCH 14/TKOF	ANTENNA	190442.3N 0725249.3E	75 FT	NIL	ANTENNA TOP ON BUILDING
32/APCH 14/TKOF	BUILDING	190436.0N 0725243.5E	67 FT	NIL	BUILDING
32/APCH 14/TKOF	BUILDING	190323.1N 0725405.3E	212 FT	NIL	BUILDING
32/APCH 14/TKOF	OTHER	190447.1N 0725247.7E	63 FT	NIL	CHIMNEY TOP
32/APCH 14/TKOF	BUILDING	190442.2N 0725253.6E	68 FT	NIL	MOSQUE
32/APCH 14/TKOF	BUILDING	190438.0N 0725251.3E	66 FT	NIL	BUILDING
32/APCH 14/TKOF	BUILDING	190434.3N 0725247.7E	86 FT	NIL	MOSQUE
32/APCH 14/TKOF	BUILDING	190439.9N 0725253.6E	67 FT	NIL	MOSQUE
32/APCH 14/TKOF	ANTENNA	190438.7N 0725255.6E	94 FT	LGTD	CELLPHONE MAST ON BUILDING

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
32/APCH 14/TKOF	ANTENNA	190430.4N 0725253.0E	102 FT	LGTD	CELLPHONE MAST ON BUILDING
32/APCH 14/TKOF	ANTENNA	190435.1N 0725257.0E	86 FT	LGTD	CELLPHONE MAST ON BUILDING
32/APCH 14/TKOF	BUILDING	190436.4N 0725301.0E	98 FT	NIL	BUILDING
32/APCH 14/TKOF	ANTENNA	190430.0N 0725311.8E	107 FT	LGTD	CELLPHONE MAST ON BUILDING
32/APCH 14/TKOF	ANTENNA	190414.6N 0725305.6E	115 FT	LGTD	CELLPHONE MAST ON TOWER
32/APCH 14/TKOF	BUILDING	190318.8N 0725349.1E	207 FT	NIL	BUILDING
32/APCH 14/TKOF	BUILDING	190322.6N 0725354.6E	205 FT	NIL	BUILDING
32/APCH 14/TKOF	BUILDING	190316.9N 0725354.0E	212 FT	NIL	BUILDING
32/APCH 14/TKOF	BUILDING	190342.7N 0725336.6E	194 FT	NIL	BUILDING
32/APCH 14/TKOF	BUILDING	190442.2N 0725247.2E	64 FT	NIL	BUILDING
32/APCH 14/TKOF	BUILDING	190429.3N 0725248.2E	75 FT	NIL	BUILDING
32/APCH 14/TKOF	BUILDING	190435.0N 0725245.7E	71 FT	NIL	BUILDING
32/APCH 14/TKOF	ANTENNA	190444.0N 0725252.7E	81 FT	LGTD	CELLPHONE MAST ON BUILDING
32/APCH 14/TKOF	ANTENNA	190437.7N 0725256.4E	92 FT	LGTD	CELLPHONE MAST ON BUILDING
32/APCH 14/TKOF	BUILDING	190340.1N 0725337.8E	195 FT	NIL	BUILDING
32/APCH 14/TKOF	BUILDING	190441.5N 0725249.8E	76 FT	NIL	BUILDING
32/APCH 14/TKOF	BUILDING	190443.8N 0725235.4E	46 FT	NIL	BUILDING
32/APCH 14/TKOF	BUILDING	190436.9N 0725301.8E	110 FT	NIL	BUILDING
32/APCH 14/TKOF	BUILDING	190417.5N 0725302.1E	106 FT	NIL	BUILDING
32/APCH 14/TKOF	BUILDING	190427.8N 0725258.8E	90 FT	NIL	BUILDING
32/APCH 14/TKOF	BUILDING	190427.2N 0725300.3E	94 FT	NIL	BUILDING
32/APCH 14/TKOF	BUILDING	190307.0N 0725409.0E	232 FT	NIL	BUILDING
32/APCH 14/TKOF	BUILDING	190318.0N 0725349.1E	193 FT	NIL	BUILDING
32/APCH 14/TKOF	BUILDING	190327.4N 0725359.1E	196 FT	NIL	BUILDING
32/APCH 14/TKOF	BUILDING	190327.8N 0725407.9E	211 FT	NIL	BUILDING

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
32/APCH 14/TKOF	BUILDING	190307.0N 0725357.0E	275 FT	NIL	BUILDING
32/APCH 14/TKOF	OTHER	190314.3N 0725403.8E	224 FT	NIL	HOARDING ON BUILDING
32/APCH 14/TKOF	BUILDING	190314.0N 0725406.8E	196 FT	NIL	BUILDING
32/APCH 14/TKOF	OTHER	190358.8N 0725354.0E	211 FT	NIL	PYLON
32/APCH 14/TKOF	OTHER	190337.3N 0725427.0E	194 FT	NIL	PYLON
32/APCH 14/TKOF	TREE	190439.8N 0725244.9E	82 FT	NIL	COCONUT TREE
32/APCH 14/TKOF	TREE	190436.5N 0725245.8E	72 FT	NIL	GROUP OF TREES (COCONUT)
32/APCH 14/TKOF	TREE	190437.2N 0725247.6E	73 FT	NIL	GROUP OF TREES (COCONUT)
32/APCH 14/TKOF	TREE	190438.2N 0725249.4E	73 FT	NIL	COCONUT TREE
32/APCH 14/TKOF	TREE	190439.8N 0725251.1E	78 FT	NIL	COCONUT TREE
32/APCH 14/TKOF	BUILDING	190442.1N 0725240.9E	62 FT	NIL	BUILDING
32/APCH 14/TKOF	OTHER	190444.7N 0725241.9E	43 FT	NIL	APPROACH LIGHT
32/APCH 14/TKOF	OTHER	190446.4N 0725236.8E	31 FT	NIL	HOARDING
32/APCH 14/TKOF	POLE	190446.5N 0725236.1E	30 FT	NIL	LIGHT POLE
32/APCH 14/TKOF	OTHER	190448.1N 0725238.2E	29 FT	NIL	APPROACH LIGHT
32/APCH 14/TKOF	ANTENNA	190445.8N 0725239.9E	32 FT	LGTD	LLZ 14
32/APCH 14/TKOF	BUILDING	190445.4N 0725237.9E	42 FT	LGTD	LLZ BUILDING
32/APCH 14/TKOF	OTHER	190442.7N 0725247.7E	52 FT	NIL	CHIMNEY ON BUILDING
32/APCH 14/TKOF	ANTENNA	190439.5N 0725244.5E	68 FT	NIL	ANTENNA ON BUILDING
32/APCH 14/TKOF	BUILDING	190434.4N 0725246.4E	70 FT	NIL	BUILDING
32/APCH 14/TKOF	BUILDING	190435.5N 0725246.3E	67 FT	NIL	BUILDING
32/APCH 14/TKOF	BUILDING	190435.4N 0725247.1E	66 FT	NIL	BUILDING
32/APCH 14/TKOF	BUILDING	190439.0N 0725247.1E	58 FT	NIL	BUILDING
32/APCH 14/TKOF	BUILDING	190439.0N 0725249.7E	70 FT	NIL	BUILDING
32/APCH 14/TKOF	BUILDING	190439.5N 0725249.5E	66 FT	NIL	BUILDING
32/APCH 14/TKOF	OTHER	190442.2N 0725248.2E	61 FT	NIL	HOARDING ON BUILDING
32/APCH 14/TKOF	BUILDING	190435.5N 0725300.8E	86 FT	NIL	BUILDING

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
32/APCH 14/TKOF	BUILDING	190314.9N 0725404.8E	194 FT	NIL	BUILDING
32/APCH 14/TKOF	POLE	190441.6N 0725239.4E	44 FT	NIL	LIGHT POLE
32/APCH 14/TKOF	POLE	190441.3N 0725239.0E	42 FT	NIL	LIGHT POLE
32/APCH 14/TKOF	POLE	190441.6N 0725238.5E	47 FT	NIL	LIGHT POLE
32/APCH 14/TKOF	POLE	190442.4N 0725236.9E	47 FT	NIL	LIGHT POLE
32/APCH 14/TKOF	POLE	190442.9N 0725236.0E	51 FT	NIL	LIGHT POLE
32/APCH 14/TKOF	POLE	190442.2N 0725237.6E	50 FT	NIL	LIGHT POLE
32/APCH 14/TKOF	OTHER	190426.2N 0725252.8E	85 FT	NIL	PYLON
32/APCH 14/TKOF	ANTENNA	190433.1N 0725252.7E	85 FT	NIL	ANTENNA ON BUILDING
32/APCH 14/TKOF	TREE	190445.9N 0725247.2E	61 FT	NIL	GROUP OF TREES
32/APCH 14/TKOF	TREE	190444.9N 0725247.0E	56 FT	NIL	TREE
32/APCH 14/TKOF	TREE	190439.9N 0725244.6E	70 FT	NIL	COCONUT TREE
32/APCH 14/TKOF	TREE	190436.2N 0725247.4E	70 FT	NIL	GROUP OF TREES (COCONUT)
32/APCH 14/TKOF	TREE	190441.2N 0725245.4E	52 FT	NIL	TREE
32/APCH 14/TKOF	TREE	190441.8N 0725246.0E	53 FT	NIL	TREE
32/APCH 14/TKOF	BUILDING	190315.9N 0725359.3E	224 FT	NIL	BUILDING
32/APCH 14/TKOF	BUILDING	190323.1N 0725413.2E	201 FT	NIL	BUILDING
32/APCH 14/TKOF	BUILDING	190321.6N 0725413.4E	218 FT	NIL	BUILDING
32/APCH 14/TKOF	BUILDING	190314.7N 0725406.3E	197 FT	NIL	BUILDING
32/APCH 14/TKOF	BUILDING	190323.5N 0725411.2E	195 FT	NIL	BUILDING
32/APCH 14/TKOF	BUILDING	190315.6N 0725400.7E	206 FT	NIL	BUILDING
32/APCH 14/TKOF	BUILDING	190337.3N 0725414.4E	193 FT	NIL	BUILDING
32/APCH 14/TKOF	BUILDING	190333.6N 0725413.3E	193 FT	NIL	BUILDING
32/APCH 14/TKOF	BUILDING	190434.8N 0725258.6E	77 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190436.2N 0725407.0E	197 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190447.1N 0725248.5E	54 FT	NIL	BUILDING
In circling area and at AD	TREE	190432.5N 0725404.3E	229 FT	NIL	MAST ON BUILDING

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	190427.3N 0725247.6E	112 FT	NIL	PYLON
In circling area and at AD	ANTENNA	190441.1N 0725259.6E	119 FT	NIL	ANTENNA TOP ON BUILDING
In circling area and at AD	ANTENNA	190442.9N 0725235.1E	61 FT	NIL	ANTENNA TOP ON BUILDING
In circling area and at AD	ANTENNA	190450.7N 0725247.3E	74 FT	NIL	ANTENNA TOP ON BUILDING
In circling area and at AD	BUILDING	190447.5N 0725250.5E	79 FT	NIL	BUILDING
In circling area and at AD	TREE	190445.9N 0725252.3E	72 FT	NIL	COCONUT TREE
In circling area and at AD	OTHER	190315.0N 0725258.4E	267 FT	NIL	PYLON
In circling area and at AD	BUILDING	190438.7N 0725309.2E	156 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190431.6N 0725315.2E	147 FT	NIL	BUILDING
In circling area and at AD	OTHER	190403.7N 0725356.3E	205 FT	NIL	HOARDING ON BUILDING
In circling area and at AD	BUILDING	190436.6N 0725310.8E	149 FT	NIL	BUILDING
In circling area and at AD	ANTENNA	190431.2N 0725244.6E	89 FT	LGTD	CELLPHONE MAST ON BUILDING
In circling area and at AD	BUILDING	190319.2N 0725327.4E	198 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190319.5N 0725322.9E	196 FT	NIL	BUILDING
In circling area and at AD	OTHER	190401.7N 0725357.4E	193 FT	NIL	PYLON
In circling area and at AD	OTHER	190335.8N 0725324.0E	234 FT	NIL	PYLON
In circling area and at AD	OTHER	190335.3N 0725322.4E	208 FT	NIL	PYLON
In circling area and at AD	BUILDING	190401.2N 0725210.3E	263 FT	NIL	BUILDING
In circling area and at AD	BUILDING	190320.9N 0725220.4E	253 FT	NIL	BUILDING
In circling area and at AD	OTHER	190229.9N 0725317.7E	418 FT	NIL	CHIMNEY
In circling area and at AD	OTHER	190503.8N 0725223.3E	24 FT	NIL	HOARDING
In circling area and at AD	OTHER	190454.4N 0725233.5E	28 FT	NIL	HOARDING
In circling area and at AD	OTHER	190452.0N 0725231.7E	27 FT	NIL	HOARDING
In circling area and at AD	OTHER	190454.8N 0725235.2E	27 FT	NIL	HOARDING
In circling area and at AD	OTHER	190459.7N 0725231.1E	45 FT	LGTD	WIND SOCK
In circling area and at AD	POLE	190500.1N 0725217.1E	38 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	190452.6N 0725239.8E	29 FT	NIL	AIRPORT BOUNDARY WALL
In circling area and at AD	POLE	190447.8N 0725241.1E	30 FT	NIL	LIGHT POLE
In circling area and at AD	OTHER	190508.5N 0725234.3E	126 FT	NIL	SMR 2
In circling area and at AD	BUILDING	190318.9N 0725349.6E	191 FT	NIL	BUILDING
In circling area and at AD	POLE	190444.0N 0725233.9E	47 FT	NIL	LIGHT POLE
In circling area and at AD	OTHER	190315.5N 0725257.7E	259 FT	NIL	PYLON
In circling area and at AD	OTHER	190440.2N 0725237.6E	49 FT	NIL	HOARDING
In circling area and at AD	BUILDING	190305.6N 0725350.5E	210 FT	NIL	BUILDING
In circling area and at AD	TREE	190500.1N 0725216.5E	67 FT	NIL	GROUP OF TREES
In circling area and at AD	TREE	190457.8N 0725215.6E	77 FT	NIL	GROUP OF TREES
In circling area and at AD	BUILDING	190439.3N 0725302.6E	120 FT	NIL	BUILDING
In circling area and at AD	OTHER	190443.5N 0725257.5E	101 FT	NIL	STAIRCASE ON BUILDING (MUMTEE)

VABB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Name of the associated meteorological office	MWO Mumbai
2	Hours of service and, where applicable, the designation of the responsible meteorological office outside these hours	H 24, Meteorological Office , ATS Complex, Sahar, Mumbai-99
3	Office responsible for preparation of TAFs and periods of validity and interval of issuance of the forecasts	Mumbai TAFs Valid 30 hrs for International Flights 00-06 / 06-12 / 12-18 / 18-24 (Only for VABB) TAFs Valid 09 hrs for National Flights Valid 00-09 / 03-12 / 06-15 / 09-18 / 12-21 / 15-24 / 18-03 / 21-06 (For VABB/VAAU/ VAND / VANK / VALT)
4	Availability of the trend forecast for the aerodrome and interval of issuance	Trend forecast appended to each METAR and issued at every half an hour HH+00 & HH+30 UTC
5	Information on how briefing and/or consultation is provided	Provided Round the clock manually as well as through On Line Briefing to registered users.
6	Types of flight documentation supplied and language(s) used in flight documentation	Chart form and Tabular form (Met T3) English as per ICAO code
7	Charts and other information displayed or available for briefing or consultation	Charts and other information available for briefing or consultation. SIG Wx. (SWM for FL 100-250 & SWH for FL 250-630) Area Forecast/Local Forecast /Take off data /Met T-3 Upper Level Charts: - 100, 150, 200, 250, 300, 400, 500, 600, 700, 850. hPa. (i.e. From U10, U15, U20, U25, U30,U40,U50,U60,U70,U85)

8	Supplementary equipment available for providing information on meteorological conditions, e.g. weather radar and receiver for satellite images;	AMSS, Tele-Fax. On Line Briefing system (OLBS) available. All the Met briefing products like METARs/ SPECIs / TAFORs / SIGMETs / Warnings / Area Forecasts / Satellite pictures / Radar pictures / Upper Air charts along with SIG Wx charts below FL630 issued from WAFC centre, are uploaded in OLBS at scheduled timings. These products can be accessed on url. Address http://olbs.amssdelhi.gov.in by the registered users who are provided with user Id and pass word on request. This OLBS facility is in addition to existing standard practice of manual Met briefing as well as centralized OLBS available on IMD website http://amsschennai.gov.in
9	The air traffic services unit(s) provided with meteorological information	Mumbai ATS & ACS
10	Additional information, e.g. concerning any limitation of service.	Tel 022-26819493/Fax-022-26828009 email-supertrm01@rediffmail.com & aviationmomumbai@gmail.com Laser Ceilometers / skopograph available for RWY 09/14 & 27. IAAMS (Integrated Airport Automatic Met system) installed for current weather observations with laser ceilometers and transmissometer at RWY 09/27/14. TDWR (Weather Radar) not available at the airport to track and know Convective clouds CB / TCU and their heights / distance. But DWR observations from Colaba, Mumbai, are used. No IAAMS available on RWY 32.

VABB 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
14	134.52 DEG	2871 x 45 M	100/F/A/W/T Asphalt	THR: 190545.64N 0725135.71E RWY END: 190554.67N 0725125.90E
32	314.52 DEG	2871 x 45 M	100/F/A/W/T Asphalt	THR: 190454.19N 0725231.56E RWY END: 190449.70N 0725236.42E
09	89.52 DEG		100/F/A/W/T Asphalt	THR: 190518.44N 0725057.29E RWY END: 190519.90N 0725241.51E
27	269.52 DEG		100/F/A/W/T Asphalt	THR: 190519.79N 0725233.88E RWY END: 190518.37N 0725052.48E

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: 39.7FT TDZ: 39.3FT	0.18%	NIL	NIL	2991 x 300 M
THR: 25.2FT TDZ: 24.5FT	0.18%	NIL	NIL	2991 x 300 M
THR: 16.4FT TDZ: 16.0FT	0.15%	NIL	NIL	NIL
THR: 23.4FT TDZ: 22.6FT	0.15%	NIL	NIL	NIL

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		Not Defined	1. PCN 150/R/D/W/T (CONCRETE End) 2. Portion of RWY 14 between TWY K1 up to TWY N-N1 Junction used as taxiway. Dual lighting system provided between TWY K3 & TWY N/N1 intersections. 3. Shoulder width of RWY 14/32 is 15m.

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
150M x 100M		Not Defined	1. 150/R/D/W/T (CONCRETE THRESHOLD) 2. Shoulder width of RWY 14/32 is 15m.
240M x 120M		Not Defined	1. Dimension of RWY 09 : 3188M × 60M. 2. Dimension of strip : 3308M × 300M. 3. PCN 150/R/C/W/T (CONCRETE BEGINNING) 4. Shoulder width of RWY 09/27 is 7.5m.
240M x 120M		Not Defined	1. Dimension of RWY 27 : 3448M × 60M. 2. Dimension of strip : 3568M × 300M. 3. Shoulder width of RWY 09/27 is 7.5m.

VABB 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
14	2871	2871	2871	2471	E9 – 2774 M (TORA, TODA, ASDA), K1 – 2409 M (TORA, TODA, ASDA), K3 – 2311 M (TORA, TODA, ASDA), W4 - 1794 M (TORA, TODA, ASDA)
32	2871	2871	2871	2673	W1 – 2823 M (TORA, TODA, ASDA), S1 – 1869 M (TORA, TODA, ASDA), S – 1824 M (TORA, TODA, ASDA), RWY Intersection - 1559 M (TORA, TODA, ASDA)
09	3188	3188	3188	3048	N11 – 3048 M (TORA, TODA, ASDA), N10 – 2849 M (TORA, TODA, ASDA), S7 – 2021 M (TORA, TODA, ASDA), N6 – 1882 M (TORA, TODA, ASDA), Q – 1320 M (TORA, TODA, ASDA)
27	3448	3448	3448	2965	N1R – 3383 M (TORA, TODA, ASDA) N3 – 3188 M (TORA, TODA, ASDA), N4 – 2814 M (TORA, TODA, ASDA), E1 – 2394 M (TORA, TODA, ASDA), E – 2349 M (TORA, TODA, ASDA), Q – 1878 M (TORA, TODA, ASDA),

VABB 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
14	CAT I 740 M LIH	Green WBAR lights on each side of RWY.	PAPI LEFT/3.00 DEG MEHT (64.17FT)	
32	SALS 420 M LIH	Green WBAR lights on each side of RWY.	PAPI LEFT/3.00 DEG MEHT (64.07FT)	
09	CAT I 540 M LIH	Green N/A	PAPI RIGHT/3.00 DEG MEHT (73.93FT)	
27	CAT II 900 M LIH	Green WBAR lights on each side of RWY.	PAPI LEFT/3.00 DEG MEHT (73.93FT)	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
2871 M 15 M LIH	2871 M 60 M LIH	Red		1. RWY CL Lights Variable White, Last 300M Red, BTN last 300M to last 900M alternate Red 2. RWY Edge Lights Variable White, 400M pre THR Red, Last 600m Yellow in approach direction. 3. PAPI RWY 14 at a distance of 410 m from THR of RWY 14. 4. Barrette with cross bar at 300M, 1st 450M inset. Rest elevated.
2871 M 15 M LIH	2871 M 60 M LIH	Red		1. RWY CL Lights Variable white, Last 300M Red, BTN last 300M to last 900M alternate Red 2. RWY Edge Lights Variable white, 198M pre THR Red, Last 600m Yellow in approach direction. 3. PAPI RWY 32 at a distance of 414 m from THR of RWY 32. 4. 1st 240M inset.

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
3188 M 30 M LIH	3188 M 60 M LIH	Red		1. RWY CL Lights Variable white, Last 300M Red, BTN last 300M to last 900M alternate Red 2. RWY Edge Lights Variable white, 140M pre THR Red, Last 600m Yellow in approach direction. 3. PAPI RWY 09 location 475 m from THR of RWY 09 on right. 4. Barrett/ Truncated Cross Bar at 300 M, 1st 150M. Inset, Rest elevated LIH, INTST LVL.
3448 M 30 M	3448 M 60 M LIH	Red		1. RWY CL Lights Variable white, Last 300M Red, BTN last 300M to last 900M alternate Red 2. RWY Edge Lights Variable white, 483M Pre THR Red, Last 600M Yellow in approach direction. 3. PAPI RWY 27 at a distance of 408 m from THR of RWY 27. 4. Barrett with cross bar at 300M. 1st 480M inset. Rest Elevated LIH.

VABB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	Location, characteristics and hours of operation of aerodrome beacon/identification beacon (if any)	ABN	Above New ATC Tower Building, Flashes alternating with white flashes – Frequency 20 per minute, H24
		IBN	NIL
2	Location and lighting (if any) of anemometer/ landing direction indicator;	LDI	Not available
		Anemometer	Anemometers is part of Integrated Airport instrument system only.
3	Taxiway edge and taxiway centre line lights;	Edge	REFER AD 2.23
		Centre Line	REFER AD 2.23
4	Secondary power supply including switch-over time;	Secondary power supply to all lighting at AD. Switch Overtime: 15 sec.	
5	Remarks	Rapid Exit Taxiways Indicator Lights Provided: On RWY 27 for Rapid Exit TWY N7, Rapid Exit TWY N8 & Rapid Exit TWY N9. On RWY 09 for Rapid Exit TWY N5. On RWY 14 for Rapid Exit TWY E4. On RWY 32 for Rapid Exit TWY E8.	

VABB 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

VABB AD 2.17 AIR TRAFFIC SERVICE AIRSPACE

1	Airspace designation, geographical coordinates and lateral limits	CTR: Circular area centered on ARP VABB (190530N 0725158E) within a 25NM radius.
2	Vertical limits	FL 70
3	Airspace classification	D
4	Call sign and language(s) of the air traffic services unit providing service;	Mumbai Approach, English
5	Transition altitude	4000 FT
6	Hours of applicability	H24
7	Remarks	New ATC Tower coordinates 190542.8N 0725149.3E top elevation 71.9M AMSL located 583M/329 DEG Mag. from ARP, penetrates obstacle limitation surfaces of RWY 14/32 and RWY 09/27.

VABB AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Call sign	Channel(s)	SATVOICE Number(s), if available
1	2	3	4
OTHER	-----	133.300 MHZ	
OTHER	-----	133.850 MHZ	
OTHER	Mumbai Delivery	121.850 MHZ	
TAR	Mumbai Radar	119.300 MHZ	
TAR	Mumbai Radar	127.900 MHZ	
SAR	-	123.100 MHZ	
APP	Mumbai Approach	119.300 MHZ	
APP	Mumbai Approach	120.350 MHZ	
APP	Mumbai Approach	127.900 MHZ	
TWR	Mumbai Tower	118.100 MHZ	
TWR	Mumbai Tower	122.500 MHZ	
ATIS	Mumbai information	126.400 MHZ	
ALRS	-----	121.500 MHZ	
RADAR	Mumbai Control/Radar	120.500 MHZ	
RADAR	Mumbai Control/Radar	120.500 MHZ	
RADAR	Mumbai Control/Radar	125.350 MHZ	
RADAR	Mumbai Control/Radar	132.700 MHZ	
SMC	Mumbai Ground	121.750 MHZ	
SMC	Mumbai Ground	121.850 MHZ	
SMC	Mumbai Ground	121.900 MHZ	

Logon address, as appropriate	Hours of operation	Remarks
5	6	7
	H24	ACC FEEDER
	H24	ACC FEEDER (SDBY Frequency)
	H24	CLEARANCE DELIVERY
	H24	SDBY Frequency
	H24	NIL
	H24	NIL
	H24	NIL
	H24	SDBY Frequency
	H24	NIL
	H24	NIL
	H24	SDBY Frequency
	H24	NIL
	H24	RSR (S) (SDBY Frequency)
	H24	RSR (N) (SDBY Frequency)

Logon address, as appropriate	Hours of operation	Remarks
	H24	RSR (S)
	H24	RSR (N)
	H24	NIL
	H24	NIL
	H24	NIL

VABB 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	ISCZ	110.300 MHz	H24
LOC 09	IBOM	109.500 MHz	H24
LOC 14	IBBY	110.100 MHz	H24
GP 27	ISCZ	335.000 MHz	H24
GP 09	IBOM	332.600 MHz	H24
GP 14	IBBY	334.400 MHz	H24
DME ILS 27	ISCZ	CH40X	H24
DME ILS 09	IBOM	CH32X	H24
DME ILS 14	IBBY	CH38X	H24
MM	BBMM	75.000 MHz	H24
OM	BBOM	75.000 MHz	H24
MKR	SC	75.000 kHz	H24
MKR	---	345.000 kHz	
DVOR/DME	BBB	116.600 MHz CH113X	H24
L	SC	345.000 kHz	

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
190518.8N 0725042.2E			LOC COVERAGE AVBL UPTO 25NM WI +/- 10 DEG AND 17NM WI PS/MS 35 DEG.
190520.6N 0725252.3E			
190446.8N 0725240.4E			
190516.3N 0725222.6E			GP ANGLE 3 DEG GP COVERAGE OF +/- 8 DEG AND 10NM AVBL.
190515.2N 0725109.2E			
190540.7N 0725147.1E			
190516.3N 0725222.6E	16 FT		Collocated with GP27
190515.3N 0725109.2E	12 FT		Collocated with GP09

190540.7N 0725147.1E	50 FT		Collocated with GP14
190521.2N 0725341.8E			Collocated with LM27
190524.4N 0730103.4E			Collocated with LO27
190524.4N 0730103.4E			Collocated with LO27
190524.4N 0730103.4E			LO27
190510.2N 0725228.9E	43 FT		
190524.4N 0730103.4E			

VABB AD 2.20 LOCAL AERODROME REGULATIONS**I. AIRCRAFT PUSHBACK AND STARTUP PROCEDURES:**

1. These procedures shall apply to activities of all agencies involved in aircraft pushback and start-up at Mumbai Airport.
2. The objective of the pushback and startup procedure is to reduce ground conflicts in pushback and startup of aircraft, reduce ground delays and reduce radiotelephony congestion thereby enhancing the operational efficiency of Mumbai Airport.
3. All departures should request for startup within five minutes of the filed EOBT. The aircraft, which fails to request start up within five minutes of the filed EOBT will lose its priority and be considered for startup depending upon the traffic situation and subject to delay.
4. The aircraft should be in a position to commence its taxi not more than five minutes after the issue of startup clearance failing which the startup clearance will be cancelled and the aircraft will lose its priority and be considered for startup depending upon the traffic situation and subject to delay.
5. Aircraft on all stands at CSI Airport, except on stands 25 to 31, shall be pushed back from the stand towards the taxilane/taxiway centerline, taking into account the taxi route to be followed.
6. MUMBAI GROUND (on frequency 121.9/121.75 MHz, or any alternate frequency) shall be contacted for pushback and startup permission only after the Pilot-In-Command has established that the aircraft is 'ready' for pushback/start up.

Note: For the purpose of clarity, 'ready' means all doors of the aircraft are closed, the Passenger Boarding Bridge (s) (PBB) / Step Ladder (s) are disconnected / withdrawn, the tug is connected to the aircraft and the ground engineer is in position and in contact with the Pilot-In-Command (PIC).

7.On receiving the above mentioned information, ATC will allow pushback and startup of the aircraft depending on the traffic.

8.ATC may deviate from the standard pushback procedures as stated vide Annexure 2-1 to 2-49 for reasons such as traffic or work in progress.

9.Simultaneous push back from adjacent stands is not permitted.

Note: Adjacent stands shall include associated 'L' (left) and 'R' (right) stands except wherever specified otherwise.

10.Simultaneous startup of aircraft engine(s) at adjacent stands may be allowed subject to the airline operator / GHA ensuring safety of personnel / aircraft / property.

11.To approve the pushback and startup request from pilot, phraseology used by ATC may be as given below:

"ATC: [Call sign of Aircraft] — GROUND, RUNWAY---, PUSHBACK AND STARTUP APPROVED"

12.When deviating from the standard pushback procedure due to any reason, ATC may use any other phraseology other than the one mentioned above.

13.The pilot shall adhere strictly to SOP by aircraft manufacturer/ relevant operational manuals for starting up engine(s) at idle power or breakaway at locations as described below.

14.At all times ground crew must strictly follow the safety instructions on hazard zones set out by aircraft manufacturer / relevant operational manuals.

15.Deployment of wing walkers/wing guards by airline is mandatory prior to undertaking pushback from any stand at CSI Airport.

16.On receipt of the clearance, the PIC shall read back the pushback clearance given by ATC, then co-ordinate with the ground crew for the pushback and start-up of the aircraft. The ground crew must ensure that the area in the front, behind and around the aircraft is clear of personnel, vehicles, equipment and other obstructions before commencing pushback and startup of the aircraft.

17.The PIC may start one engine, on idle power, before commencing pushback on the aircraft stand, in coordination with the ground crew.

18.Starting of 2nd engine on idle power, before commencing pushback on the aircraft stand, shall be permitted after PIC confirms to ATC that the 2nd engine is being started with appropriate power unit and necessary ground precautions have been ensured.

19.No cross-bleed startup by aircraft is permitted till the pushback and/or pull ahead procedure is complete and the Aircraft is aligned with the taxilane / taxiway centerline marking. Prior to starting the cross bleed, PIC shall seek confirmation from the ground crew for hazard free zone. At all times ground crew must follow the safety instructions on hazard zones set out by aircraft manufacturer/ relevant Operational manuals.

20.Ground crew of aircraft intending to do a cross bleed start must assess the clearance behind and in-front of aircraft and in case they feel that there is insufficient clearance, they shall request SMC for repositioning the aircraft to a position from where cross bleed start can take place. As a broad guideline a separation distance equivalent to 3 (three) aircraft length should be clear behind the aircraft so that there is no jet blast impact behind the aircraft due to cross bleed start.

21.Vehicle or movement of personnel is NOT permitted behind the aircraft once the Anti-collision beacons of the aircraft have been switched ON.

22.For aircraft stands without dedicated pushback lines, stand lead-in line may be used for pushback guidance.

23.Tug Release Points have been provided, wherever necessary, for ease of identifying the point for releasing tug.

24.Nomenclature for Tug release points begins with letter 'T' followed by a numeral.

25.Pilots shall adhere to the pushback and startup procedures and will use minimum breakaway power.

NOTE: At South East Pier of Apron V, the majority of aircraft operations consist of Code C, whereas the aircraft parking stands provided are MARS which can accommodate parking of two Code C or one Code E type alternatively.

26.Refer AD 2.24 for Pushback charts of respective stands.

Note:

i.At Old Airport (General Aviation apron, South of RWY 09/27), parking of aircraft is non-standard and is Owner's/ Operator's responsibility.

ii.Aircraft on all stands at CSI Airport, except on stands C21 to C26, shall be pushed back from the stand towards the taxilane/ taxiway centerline, taking into account the taxi route to be followed for taxiing.

iii.TWYs/taxilanes K1, K3 are suitable for aircraft with wing span up to but not including 36 m.

iv.The ground marking and lights of centerlines of TWYs/Taxilanes at South East Pier apron as is given below:

a.B1, B3, B4, Y1, Y3, Y4, Link 4, Link 5, Link 6 & Link 7: Yellow / Centerline lights Green.

b.H1, H3 & portion of TWY M4 between TWY Y1 & Taxilane H1: Interrupted (broken) Orange / Centerline lights alternate Orange & Green.

v.All stands on Apron A, G, K, R, S and V have fuel hydrant facility (Except A12 and G5).

vi.A-VDGS facility is available on all contact stands, as given in aircraft parking/docking charts (except on V8L and V17L) and on remote stands G1 to G5, S1, S2 and S3, K3, K4, K5, K6, R1, R2, A9, A10 and A11.

vii.A-VDGS is NOT provided on remote stands A12, 1 to 12, 25 to 31, 34 to 40, 80 to 88, K1, K2, K3L, K3R, K4L, K4R, K5L, K5R, K6L, K6R, S2R and L1 to L10.

viii.To enhance usability, MARS (Multiple Aircraft Receiving Stand) stands have been provided with multiple marking of stand lead line, wherein main parking stand is marked in continuous yellow colour and 'L' and / or 'R' stand marked in interrupted yellow colour.

ix.To enhance usability, Code E Stands S1, S2 and S3 can alternatively be used for parking Code C aircraft on stands S1L, S1R, S2R, S3L and S3R respectively. In such alternative arrangement of parking following restrictions shall apply:

a.When a Code E aircraft is parked on S1 code C aircraft cannot be parked on Stand S1L or S1R.

b.When a Code E aircraft is parked on S2 code C aircraft cannot be parked on Stand S2R, S1R or S3L.

c.When a Code E aircraft is parked on S3 code C aircraft cannot be parked on Stand S3L or S3R.

x.Pushback from any of the stands V26, V27, V28, onto Taxilane B3, pilot to take caution to ensure clearance from aircraft pushing back from any of the stands K4, K5 or K6 onto Taxilane Y3.

xi.Intermediate holding positions are provided on taxiways/taxilanes as appropriate. However, the following restriction shall apply:

a.When an aircraft above Code C is holding on taxiway M5, short of taxiway M, it will prohibit aircraft taxiing on Taxilane H to H1 and vice versa.

b.However, when a Code C aircraft is holding on taxiway M5, short of taxiway M, aircraft up to Code C can taxi behind it.

xii.Simultaneous aircraft movement to/from adjacent stands is not permitted.

xiii. PCN value of General Aviation Apron: 60/F/A/W/T (Asphalt), 10/F/A/W/T (Asphalt), 150/R/D/W/T (Concrete)

II.Taxiing Restrictions:

- 1.Aircraft holding on TWY N1 at holding position RWY 14/32 will prohibit aircraft taxiing on TWY E.
- 2.Aircraft holding on TWY S1 at holding position RWY 14/32 will prohibit aircraft taxiing on TWY E1.
- 3.Aircraft holding on TWY N at holding position RWY 14/32 will prohibit aircraft taxiing on TWY W4.
- 4.Aircraft holding on TWY N at holding position RWY 09/27 will prohibit aircraft taxiing on TWY N11:
- 5.Aircraft holding on TWY N11, N10, N6, W and W4 will prohibit aircraft to taxi on TWY N.
- 6.Aircraft holding on portion of TWY E (between TWY N1 and RWY 09/27) will prohibit aircraft taxiing on TWY N1, behind it.
- 7.Aircraft holding on TWY N3 or N4 at holding position RWY 27:
 - a.If a code C aircraft is holding at RWY 27 holding position on TWY N3 – aircraft up to code C only, can taxi on TWY N1 behind TWY N3.
 - b.If a code C aircraft is holding at RWY 27 holding position on TWY N4 – aircraft up to code C only, can taxi on TWY N1 behind TWY N4.
- 8.Aircraft holding on TWY S1 at holding position RWY 14/32 will prohibit aircraft taxiing on TWY E1.
- 9.Simultaneous taxiing on TWYs B1/Y1, taxilane B3/Y3 and TWYs B4/Y4 by aircraft up to Code C is permitted.
- 10.Aircraft taxiing on parallel code C TWYs B1 / Y1 and TWY B4 / Y4 shall not exceed taxiing speed of 10 knots.
- 11.When RWY 27 is in use, entry to Apron A is only via TWY L1 and Exit only via TWY L4. TWY L3 to be used only in case of contingency.
- 12.No aircraft shall turn right on TWY E7 from RWY 14/32.
- 13.No aircraft shall turn left on to RWY14/32 from TWY E7. However, Code C aircraft can taxi from TWY E 7 to TWY K1 across RWY 14/32 or TOW from TWY E7 to TWY K1/K3 across RWY 14/32.
- 14.TWY E7 available only for crossing of RWY14/32 from TWY K1 to TWY E7 and vice versa for up to code 'C' aircraft.
- 15.Portion of taxi track K1 from its junction with TWY 'N' up to holding point RWY 14 designated as Taxi lane K1 and the portion beyond holding position RWY14 up to junction of RWY 14 is TWY K1.
- 16.Portion of TWY K3 from its junction with TWY 'N' up to holding point RWY14 designated as taxi lane K3 and the portion beyond holding position RWY14 up to junction of RWY14 is TWY K3.
- 17.Portion of taxi track W1 between holding position RWY 32 up to behind aircraft stand L8 designated as aircraft stand Taxilane W1.
- 18.Aircraft for stand no. C21 to C26 to taxi in from south to north only, via TWY N and taxi lane K3 and taxi out via taxilane K1 with right turn only.
- 19.Aircraft entering RWY 27 from TWY N1 to strictly follow the centerline marking and lights. No lock turn for lining up on RWY 27 from TWY N1 is permitted.
- 20.During RWY 09 in use, Code E and F type of aircraft shall hold at second RWY holding position J1, short of junction of TWY N11/N.
- 21.Aircraft to use minimum thrust while entering/lining up on RWY 14 from TWY E10.

- 22.H24 aircraft taxiing or towing shall not cross any RWY without positive clearance from ATC
- 23.Pilots/Operators shall take all ground precautions and use minimum required power in exiting the stands notified as power-in/push-back stands.
- 24.Air taxiing of Helicopter not allowed in old Airport Apron.
25. Discretion to line up from taxiway N1 or taxiway N1R (right) lies with the pilot in order to improve runway capacity by reducing runway occupancy time.
26. Taxiway S7 will be preferred exit taxiway for Runway 27 for aircraft up to code C allotted parking at General Aviation.
27. TWY S7 meets all requirements of Rapid Exit Taxiway (RET) as per DGCA Civil Aviation Requirements though the same is currently not published as an RET.
28. Aircraft up to code C (wing span up to but not including 36 m)) vacating RWY 27 via TWY S7 shall continue on Taxiway S7 up to Taxiway S7 / F junction and turn left on Taxiway F for parking on General Aviation.
29. No aircraft is permitted to turn left after vacating Runway 27 via taxiway S7 to join taxiway 'R' for parking at General Aviation Apron, Taxiway F shall be used for access to General Aviation Apron.
30. Taxiway intermediate holding position provided on south of side Taxiway S7 / F junction for holding of aircraft taxiing / towing from Jet Airways and Indian Navy hangar.
31. Taxiway centerline lights for taxiway S7 are provided until the junction of taxiway S7 with taxiway F.
32. Taxiway F is suitable for taxiing of aircraft up to Code C (wing span up to but not including 36 m) only.
33. Aircraft above Code C is not permitted to taxi on Taxiway F. Link 'C9' available for taxiing of aircraft up to Code C only.
34. Taxiing of aircraft via Taxiway Link 'C9' is permitted under 'Follow Me Service' after permission from ATC. However, towing of aircraft up to Code C is permitted without Follow Me service.
35. Change over from Taxilane K1 to Taxilane K3 or vice versa is permitted after coordination with ATC.
36. Intermediate Holding Position short of Link 'C9' is provided for holding of aircraft on Taxilane K1 clear of Link 'C9'.
37. Pilots are advised to use minimum engine power while taxiing on Link 'C9'.

III. AIRPORT COLLABORATIVE DECISION MAKING (A-CDM, MUMBAI)

1. BACKGROUND

1.1 The Mumbai Airport - Collaborative Decision Making (A-CDM, Mumbai) undertaken at CSI Airport is a joint programme among all airport partners –

- o Air Navigation Service Provider (ATC)
- o Aircraft Operators (AO)
- o Air Force Movement Liaison Unit (AF-MLU)
- o Mumbai International Airport Pvt. Limited (MIAL)
- o Ground Handling Agencies (GHA)
- o Air Traffic Flow Management Unit (ATFMU)*

All the partners are required to work in close collaboration to ensure the successful operation of A-CDM, Mumbai.

1.2 The efficiency of the Air Transport System is highly dependent on traffic predictability. A-CDM, Mumbai effectively enhances predictability (this reduces buffer times for resource planning and flight times), overall efficiency and punctuality by linking and sharing of accurate and timely information amongst Aircraft Operators, Airport Operator, ATC, etc.

1.3 A-CDM application is developed in house by Airports Authority of India, CSI Airport, Mumbai.

1.4 A-CDM system processes and utilizes the following information from the various sources mentioned below:

a) AFTN:

- i) Flight plan data
- ii) EOBT
- iii) ATD
- iv) ETAs
- v) NOTAMs
- vi) METARS
- vii) ADC Numbers

b) Airport Operations Data Base (AODB) of MIAL

- i) Parking stand of aircraft
- ii) Registration marking
- iii) Boarding status of departing aircraft
- iv) Actual “Off Block” Times
- v) Actual “In-Block” Times

c) A-CDM system database

- i) Arrival and Departure Taxi timings from each parking stand
- ii) Runway-in-Use and Closures
- iii) Hourly handling capacity of runways
- iv) Priority of flights e.g. VVIP and Emergencies etc.
- v) Flight schedules

1.5A-CDM is a Common Information Sharing Platform introduced to process timely and accurate information for quick and precise decision making. A-CDM takes into consideration the ETAs of arriving aircraft, Target Off Block Times of departures, Runway-in-use and the handling capacity of the runway, and determines the arrival and departure sequence. Based on the sequence and the parking position, it calculates the Target Take-Off Times & Target Start up Times of departures and Target In-Block Times for arrivals.

1.6Implementation of ACDM will result in considerable benefits to stakeholders. The various benefits of A-CDM includes are as follows:

- o improvement in efficiency of operations
- o Reduction of delays to departures at holding point.
- o Orderly flow of traffic.
- o Reduction in wastage of Aviation fuel.
- o Reduction in Carbon Emission, reduction in Environmental Pollution.
- o Optimization of airport and airspace capacity Reduction of R/T congestion
- o Enhancement of safety due to reduced R/T congestion.
- o Better Situational Awareness and increased confidence amongst ACDM Partners.
- o Adherence to ADC (Air Defence Clearance) by stake holders.
- o Better Passenger experience.
- o Optimized use of ground handling resources
- o Optimized use of parking stands, gates and terminals.
- o Reduced apron and taxiway congestion
- o Access to latest all India NOTAMs and charts.
- o Access to ATIS of 46 Indian Airports.
- o Access to current MET information.

2 TWO KEY PARAMETERS OF A-CDM, Mumbai: TOBT and TSAT.

2.1TARGET OFF-BLOCK TIME (TOBT)

2.1.1 Definition: The time that an Aircraft Operator estimates that an aircraft will be ready, all doors closed, boarding bridge removed, push back vehicle available and ready to start up/push back immediately upon reception of clearance from the SMC (GROUND). It is the real time target of ensuring readiness of an aircraft and therefore, more accurate than the static departure time mentioned in the flight plan and hence, an ideal milestone to be used by all airport partners.

2.1.2Purpose: Air Traffic Management (ATM) based on only FPL-data is insufficient to guarantee smooth and efficient operations on the ground and in the air. The main reason for this is the incorrect updating/no updating at all, of the Estimated Off-Block Time (EOBT) of the aircraft. The result is that airport partners have an incorrect idea about the actual status of that specific aircraft. The purpose of Target Off-Block Time (TOBT) is to provide a timely, accurate and reliable estimate of an aircraft's off block time to the A-CDM, Mumbai partners. Accurate TOBTs enhance operations on the ground as they provide all airport partners with a clear picture of the intentions of aircraft on the ground.

2.1.3 Communication of TOBT:

Aircraft Operators shall revise their EOBTs via AFTN using DLA/CHG message or inform ARO for revised EOBT, who will originate DLA/CHG message for transmission through AFTN.

In case No delay is expected: If there is no revision of EOBT, EOBT will be treated as the TOBT. There is no need of any communication from the Aircraft Operator to the ARO.

In case delay is expected:

- i)If delay is within the validity period of Air Defence Clearance (ADC), TOBT shall be changed in ACDM interface, and optionally EOBT may be revised through DLA message or by informing ARO.
- ii)If delay is outside the validity period of Air Defence Clearance (ADC), EOBT shall be revised through DLA message or by informing ARO. (Option of change of TOBT will not be available in this case).
- iii)ADC Validity Period: (-)15 minutes to (+)45 minutes of EOBT in RPL/FPL or subsequent revision of EOBT by DLA/CHG message.

Once Target Start-up Approval Time (TSAT) is allocated by ATC at TOBT- 30 minutes, the TOBT can be updated thrice.

2.1.4 Accuracy: TOBTs must be updated to an accuracy of +/- 5 minutes.

2.2 TARGET START UP APPROVAL TIME (TSAT)

2.2.1Definition: The time is calculated by A-CDM application taking into account TOBT, CTOT* and/or the traffic situation that an aircraft can expect to start-up/push back for departure.

Note: In case there is no congestion, ATC may allow the aircraft actual start up approval (ASAT) even before the TSAT.

2.2.2Purpose: TSATs provide an optimized start-up sequence, leading to Pre-Departure sequence. TSATs reduce queuing times at the runway holding points, while ensuring optimized utilization of the runway. ATC will continue to optimize the departure order for creating the right mix of traffic.

2.2.3 Calculation of TSAT: TSAT is calculated automatically by A-CDM Application. The TSAT is calculated by taking into account TOBT, priority of aircraft, variable taxi times, and the runway capacity. Any revision of EOBT will trigger the A-CDM application to recalculate a new TSAT for that flight as well as to re-allocate earlier TSAT to next flight who meets the requisite conditions. TSAT is displayed in various ACDM interfaces in the following color coded information.

Blue color: TSAT -15 minutes up to TSAT -5 minutes

Green color: TSAT -5 minutes up to TSAT +5 minutes

Red color: After TSAT +5 minutes.

2.2.4Generation of TSAT: TSAT is generated by ACDM interface at TOBT - 30minutes.

2.2.5Communication of TSAT: TSAT will be displayed in various A-CDM interfaces. The AO/GHA shall advise flight crew of TSAT, displayed in the A-CDM interface.

2.2.6Priorities for generation of TSAT:

The following aircraft will be accorded priority by A-CDM application at the time of generating TSATs:

oVVIP flights

oAircraft in emergency

oAmbulance aircraft

oAircraft in relief missions

oAircraft returning to stand after push back/taxiing out for any reason.

2.2.7Airlines/GHAs are required to monitor the A-CDM interface regularly to get information on the revised TSAT if any, in respect of their aircraft. It may please be noted that the earlier allocated TSAT may get changed due to the following reasons:

1Change of runway

2Change in taxi times

3Revised TOBT of the subject aircraft

4Cancellation/ revision in TOBT of other aircraft in the departure sequence.

5Priority handling

6Unusual Occurrences, etc.

7Change of aircraft type*

8Application of ATFM regulation or ATC restriction resulting in new CTOT or start up delay*

9Inclement Weather*

10Bird activity*

11Change of route (SID)*

2.2.8Accuracy: The TSAT will remain valid for +/- 5 minutes.

3 Co-ordination with the Air Traffic Flow Management Unit (ATFMU)*

3.1 A permanent and fully automatic data exchange with the ATFMU will be established. The data transfer will enable highly accurate early predictions of landing and departure times.*

3.2 Furthermore, it allows for more accurate and efficient CTOT calculations due to the use of more accurate local target take-off times.*

4 TOBT and TSAT based A-CDM, Mumbai Start-up/Push-back procedures

4.1 Pre-Departure Sequence: Pre-Departure sequence is the order, in which the ATC plans the aircraft to depart from their Gate/Stands. It should not be confused with the Pre-Take-off sequence where ATC decides on the order in which the aircraft at holding points of the runway will depart.

4.2Start-Up and Push-Back Procedure:

i)The pilot will contact Clearance Delivery (CLD) to request en-route clearance and SID between TSAT - 15 minutes to TSAT - 5 minutes. Blue Zone.

ii)The aircraft must be ready to Start-up/Push-back at TOBT and request SMC (GROUND) for Start-up/Push-back at TSAT- 5 minutes and TSAT+ 5 minutes. Green Zone.
(Note: The system may prepone TSAT up to TOBT)

iii)In case for Schedule Flight, “Boarding” has not started at or before TSAT – 5 Minutes, allotted TSAT will be cancelled and associated slot will be allocated to next eligible aircraft.

a) A new TOBT is required from Airlines Operator.

b) On receipt of new TOBT, the flight will be re-sequenced according to new TOBT and a new TSAT with a subsequent delay will be issued.

iv)If at TSAT +5 minutes: Red Zone, ATC has not received Start-up/Push-back request, the aircraft will lose its position in sequence.

a.A new TOBT is required from Airlines Operator.

b.On receipt of new TOBT, the flight will be re-sequenced according to new TOBT and a new TSAT with a subsequent delay will be issued.

v)ATC should normally be able to issue start-up/push-back at TSAT. Pilots will be informed by ATC of any revised TSAT if there is a delay to TSAT in excess of 5 minutes.

vi)Taxi clearance must be requested within 5 minutes of Start-up/Push-back approval time.

(Note: If this has not occurred, SMC (GROUND) must be notified of the extent of delay. In such cases, aircraft may lose its departure slot and a new TOBT may be required in A-CDM, Mumbai interface. AO shall be responsible to obtain new ADC number from IAF-MLU).

vii)The Pre-Departure (Off- block) Sequence will be determined in accordance with Target Start up Approval Time (TSAT) and NOT in accordance with the Start-up Request. Pre-Departure Sequence will not have any bearing on Actual Departure sequence.

(Note: Actual Departure sequence may differ from pre-departure sequence in order to optimize the Runway and Airspace utilization.)

* [Future provision kept for incorporating with India– Central Air Traffic Flow Management]

5.TERMS AND ABBREVIATIONS

All Acronyms are time parameters which have a standard length of four characters and have been arranged as per aircraft movement sequence.

[While developing the A-CDM, Mumbai procedures, the guidance material published by Euro control, ICAO, DA-CDM and other Organizations has been used].

S. NO.	ACRONYMS	DEFINITION	EXPLANATION
5.1	ELDT	Estimated Landing Time	The estimated time that an aircraft will touchdown on the runway. (Equivalent to ATC ETA = Estimated Time of Arrival = landing).
5.2	ALDT	Actual Landing Time	The time that an aircraft lands on a runway. (Equivalent to ATC ATA = Actual Time of Arrival = Landing, ACARS = ON).
5.3	EXIT	Estimated Taxi-In Time	The estimated taxi time between landing and in- Block.
5.4	AXIT	Actual Taxi-In Time	AXIT = AIBT – ALDT
5.5	SIBT	Scheduled In-Block Time	The time that an aircraft is scheduled to arrive at its first parking position.
5.6	EIBT	Estimated In-Block Time	The estimated time that an aircraft will arrive in-blocks. (Equivalent to Aircraft Operator's ETA = Estimated Time of Arrival).
5.7	AIBT	Actual In-Block Time	The time that an aircraft arrives in-blocks. (Equivalent to Aircraft Operator's ATA = Actual Time of Arrival, ACARS = IN).
5.8	STTT	Scheduled Turnaround Time	STTT = SOBT – SIBT
5.9	ETTT	Estimated Turnaround Time	The time estimated by the AO/GH on the day of operation to turnaround a flight taking into account the operational constraints.
5.10	MTTT	Minimum Turnaround Time	The minimum turnaround time agreed with an AO/GH for a specified flight or aircraft type.
5.11	ATTT	Actual Turnaround Time	ATTT = AOBT – AIBT
5.12	ASRT	Actual Start Up Request Time	Time the pilot requests start up clearance.
5.13	TSAT	Target Start Up Approval Time	The time provided by ATC taking into account TOBT, CTOT* and/or the traffic situation that an Aircraft can expect start-up / push back approval. Note: The actual start up approval (ASAT) can be given in advance of TSAT.
5.14	ASAT	Actual Start Up Approval Time	Time that an aircraft receives its start-up approval.
5.15	SOBT	Scheduled Off-Block Time	The time that an aircraft is scheduled to depart from its parking position.
5.16	EOBT	Estimated Off-Block Time	The estimated time at which the aircraft will start movement associated with departure (ICAO).
5.17	TOBT	Target Off-Block Time	The time that an Aircraft Operator estimates that an aircraft will be ready, all doors closed, boarding bridge removed, push back vehicle available and ready to start up / push back immediately upon reception of clearance from the SMC (GROUND).
5.18	AOBT	Actual Off-Block Time	Time the aircraft pushes back / vacates the parking position. (Equivalent to Aircraft Operator's ATD = Actual Time of Departure & ACARS = OUT)
5.19	ARDT	Actual Ready Time (for Movement)	When the aircraft is ready for start-up/push back or taxi immediately after clearance delivery, meeting the requirements set by the TOBT definition.
5.20	EXOT	Estimated Taxi-Out Time	The estimated taxi time between off-block and take off. This estimate includes any delay buffer time at the holding point prior to take off.
5.21	AXOT	Actual Taxi-Out Time	AXOT = ATOT – AOBT
5.22	ETOT	Estimated Take Off Time	The estimated take off time taking into account the EOBT plus EXOT.

5.23	CTOT*	Calculated Take Off Time*	A time calculated and issued by the appropriate Central Management unit, as a result of tactical slot allocation, at which a flight is expected to become airborne. (ICAO Doc 7030/4 – EUR, Table 7)*
5.24	TTOT	Target Take Off Time	The Target Take Off Time taking into account the TOBT/TSAT plus the EXOT. Each TTOT on one runway is separated from other TTOT or TLDT to represent vortex and/or SID separation between Aircraft.
5.25	ATOT	Actual Take Off Time	The time that an aircraft takes off from the runway. (Equivalent to ATC ATD = Actual Time of Departure, ACARS = OFF).

VABB AD 2.21 NOISE ABATEMENT PROCEDURES

Consistent with safety of aircraft operations and in consideration of high intensity runway operations, pilots should minimize the use of reverse thrust after landing to reduce disturbance in areas adjacent to the aerodrome.

VABB AD 2.22 FLIGHT PROCEDURES

I.RUNWAY CAPACITY ENHANCEMENT MEASURES

Runway Occupancy Time (ROT) is one of the key determinants of the airport runway capacity and is especially critical for an airport like Chhatrapati Shivaji International Airport (CSIA) which is experiencing a robust growth in air traffic in recent years. Following procedures are aimed at reducing the ROT and enhancing runway utilization and capacity at CSIA.

1.Taxi procedure

1.1 Taxiing aircraft should maintain a minimum taxiing speed of not less than 15 Knots on the straight portion of taxiways and between 8-12 knots during turning manoeuvres.

1.2 ATC may alter the departure sequence of an aircraft, which is not adhering to the procedure enumerated in Para 1.1, to optimize the runway utilization.

1.3 Based on the aircraft type and its performance characteristics, ATC may issue taxi instructions so as to depart from the nearest runway intersection from where adequate take-off run is available. Pilot unable to accept departure from intersection may request ATC for alternate take-off position. Pilots requiring departure from the beginning of runway should make such request at the time of Pushback/Start-up. However, such requests will be considered by ATC subject to delay.

2.Take - off procedure

2.1 Pilot shall complete all mandatory pre-departure checks and cabin procedures before entering the active runway for departure.

2.2 When the aircraft is issued with line-up and take-off clearance at the runway holding position, it shall be in a position to line-up and initiate an immediate take-off in one continuous movement. In case aircraft is unable to do so, pilot shall advise ATC accordingly.

2.3 When the aircraft is issued with take-off clearance after lining up on the runway, it shall commence take-off roll immediately.

2.4 If the controller observes a delay in aircraft commencing Take-off run after issuance of take-off clearance, the take-off clearance will be cancelled and the aircraft shall be instructed to vacate the runway immediately at the nearest taxiway to make way for the subsequent arrival or departure.

Note: With the objective of expediting the flow of traffic, ATC may authorize departure from other intersections also.

2.5 Unless instructed otherwise by ATC, airborne aircraft shall contact Mumbai Radar on 127.9 MHz after passing 800 feet.

2.6 Refer AD 2.24 for charts related to Take-off Run Available from different entry taxiways in respect of RWY 27, RWY 09, RWY 32 and RWY 14.

3.Arrivals

3.1 Pilots are advised that rapid exits from the runway enable ATC to apply minimum spacing between aircraft on final approach to maximise runway utilization.

3.2 Unless instructed otherwise, aircraft vacating the runway should not stop on any Rapid Exit Taxiway (RET) or exit taxiway, but proceed to the next taxiway as instructed by ATC.

3.3 Unless instructed otherwise by ATC, pilots shall contact Surface Movement Control frequency (121.9 MHz) after vacating the runway.

3.4 To facilitate realization of minimum Runway Occupancy Time on RWY 27-09, standard runway markings, signage and lightings have been provided, in compliance with the ICAO design specifications.

3.5Rapid Exit Taxiway Indicator Lights (RETILs) are provided for RETs N7, N8 & N9 on RWY 27, and RET N5 for RWY 09, providing a 3-2-1 countdown pattern in accordance with ICAO Aerodrome Design Manual (DOC 9157-Part-2).

3.6Taxiway centreline lights are provided for RETs N5, N7, N8 & N9 in accordance with ICAO Annex-14.

3.7When Runway 27 is in use, Pilots of all Code C, D, E & F aircraft shall plan to vacate Runway 27 via RET N8. In case the aircraft is unable to vacate RWY 27 via RET N8, the pilot shall endeavour to vacate using RET N9.

3.8Exit Taxiways N10, N11 & N should be used only in case the aircraft is unable to vacate the runway using the preferred taxiways.

3.9General Aviation aircraft, Code A, B and C, should vacate runway 27 via TWY S7.

3.10Pilots unable to vacate runway via the preferred RET/taxiways due to operational reasons, should notify Aerodrome Control tower, as early as feasible.

3.11The spacing between the successive arrivals is provided based on the assumption that aircraft would vacate RWY 27 as specified at Para 3.12 and will continue taxiing.

3.12The preferred exit points for RWY 27 and 09 are:

RWY Designation	Aircraft Type	TWY	Distance (M)	Design Exit Speed
27	Code C, D, E and F	RET N8	1878*	Code C: 50 KTS Code D/E/F: 30 KTS
27	Code B, AT42, AT72, Q400 & CRJ	RET N7	1574*	50 KTS
27	General Aviation Aircraft Code A, B and C	TWY S7	1753	--
09	Code C, D, E and F	RET N5	2014*	50 KTS

*Distance: The distances mentioned are the distances from the runway threshold to the RET Turn off curve i.e. the point at which an aircraft starts the turn to exit the RWY.

3.13 Refer AD 2.24 for charts related to locations of exit taxiways including Rapid Exit Taxiways (RETs), with respect to threshold for all runways.

II. Procedure for Issuing Landing Clearance based on Anticipated Separation for Runway 27 at CSIA Mumbai:

i. An Aerodrome Controller may issue landing Clearance to an Aircraft on its Final Approach when there is reasonable assurance that it will not cross the Runway through until the Preceding Departure Aircraft has crossed the end of the Runway in use, or has started a turn, or Preceding Landing Aircraft is Clear of the Runway in use.

ii. ATC shall ensure Wake Turbulence Separation Minima while applying Anticipated Separation.

iii. The Traffic information to Landing Aircraft on final should be passed by ATC if preceding Landing Aircraft is yet to clear the Runway in use or Preceding Departing Aircraft has not Crossed the End of the Runway in use, or has not started a turn.

iv. An Aircraft shall never Land on a Runway that is occupied by another Aircraft, even If a clearance was issued. A Pilot should not hesitate to ask the Controller about the traffic on the Runway. If the Flight crew at any point during approach perceives that it is not safe to continue approach then they can initiate Go Around.

III. Speed control Procedure:

a) Speed control Procedure under non Radar environment shall be as specified in ENR1.1 para 2.5 of eAIP India.

b) Speed control procedure under Radar environment refer ENR 1.6 para 8 of eAIP India.

IV. All scheduled flights equipped with Aircraft Communications Addressing and Reporting System (ACARS) and compliant with AEEC 623 (Airlines Electronic Engineering Committee) operating from Mumbai are required to include AFTN address VABBZTZD in the FPL/CHG/DLA message addresses for DCL utilization.

V. MUMBAI TMA ROUTING

Route Designator	Mumbai TMA routing	Remarks
L 301 (From West)	NOBAT (N210902.5 E0680000) - EXOLU (N201249.8 E0713410.4) – 134 DEG (R-314)/100NM – MUMBAI BBB VOR (N190511.2 E0725226.8)	
L 301 (From East)	BUSBO (N191458.2 E0780730.3) – OPAKA (N193621 E0743258) – 253 DEG (R- 073)/100NM MUMBAI BBB VOR (N190511.2 E0725226.8)	
N 571 (From West)	SUGID (N193303 E0692059.4) – AROTA (N190803 E0701259) – 092 DEG (R- 272)/ 151NM MUMBAI BBB VOR (N190511.2 E0725226.8).	
N 571 (From East)	AGELA (N163624 E0752757)–317 DEG (R137)/210NM – MUMBAI BBB VOR (N190511.2 E0725226.8).	
P 574	BBM VOR (N155122.2 E0743701) – 319 DEG /106NM MABTA (N170828.8 E0732145.6) – 347DEG (R-167)/120NM MUMBAI BBB VOR (N190511.2 E0725226.8).	

VI.RADIO COMMUNICATION FAILURE PROCEDURES:

1.GENERAL:

1.1RCF can be of four types:

1.1.1Aircraft receiver failure but transmitter functioning.

1.1.2Aircraft receiver and transmitter both failed.

1.1.3Aircraft transmitter failure but receiver functioning.

1.1.4Ground communication failure

1.2In cases 1.1.1 and 1.1.2 above Pilot is not able to receive any transmission. In case 1.1.3 the cockpit crew will be able to receive instructions from ATC. Ground communication failures are rare however temporary failure of a specific ground frequency for very short duration cannot be ruled out.

1.3. Ground station communication failure must be first ruled out prior to proceeding with other causes of communication failure. Cockpit crew can ascertain this by testing functionality of RT kit on board with nearby airborne stations or ground stations. A non-functional RT Kit would possibly mean Ground comm. failure.

1.4. In case of likely ground communication failure, cockpit crew may change frequency to that of the previous control unit or the next expected control unit and inform the COMM status and follow instructions issued by ATC. Aircraft that are FANS 1A data link capable may logon to VABF and inform COMM status.

1.5. In case the cockpit crew is able to receive instructions from ATC on VHF, ATC will issue appropriate instruction to guide the crew and the crew shall comply with the instructions issued by ATC.

[Standard ATC instructions in such cases would instruct crew to squawk ident, execute specific turn manoeuvres, etc.to confirm receipt of ATC transmissions]

1.6. In case the cockpit crew is unable to receive instructions from ATC on VHF the under mentioned procedures given in Para 3 & 4 shall be followed.

1.7. In case of RCF, whether complete or partial, cockpit crew must make a blind transmission of all his actions on RT, e.g. descending/climbing to FL, proceeding to way- point/destination, returning to departure station, proceeding for the jettisoning of fuel, or commencing approach etc. This will ensure ATC has information of the flight manoeuvres.

1.8. In all cases of RCF the cockpit crew will set SQUAWK 7600 at the earliest.

[Note: This Requirement of Setting transponder to Mode A/C code 7600 in no way imposes any restriction on the pilot's decision to set transponder to Mode A/C code 7500 or 7700, whenever required].

1.9.If the Communication Failure occurs during the departure phase of flight while either on radar vectors or on pilot navigations, the procedure to be implemented by the pilot must ensure that the aircraft remains in the controlled airspace and has the required obstacle clearance.

1.10. Pilot shall not overfly VAP 2 (Prohibited Area) situated 09 NM South West of Mumbai Airport under any circumstances.

2. ASSIGNED RUNWAY AND ITS AVAILABILITY FOR RCF AIRCRAFT

2.1. In case of arriving aircraft, when Runway for landing has already been advised to the aircraft by ATC, such runway shall be considered as assigned runway. In case arriving aircraft has not been advised any runway, Runway 27 shall be considered as assigned runway for such arrival. During the notified periods of maintenance/closure of Runway 27, Runway 14 shall be considered as assigned runway.

2.2. In case of departures from Mumbai returning on account of RCF, the departure runway of such aircraft shall be considered as assigned runway for landing except during the notified periods of maintenance/closure of departure runway.

- 2.3 Runway lights, PAPI & Approach lights in 'SWITCHED ON' mode shall indicate the availability of runway for aircraft experiencing RCF. Switch off ILS for RWY not in use.
- 2.4. Irrespective of visibility/weather conditions, Runway and Approach light in 'SWITCHED OFF' mode shall indicate non-availability of runway for aircraft experiencing RCF. In such cases, alternate runway shall be made available for such aircraft.
- 2.5. Aerodrome operator will verify the status of runway lights when so requested by ATC.

3 ACTION BY PILOT IN CASE OF RCF AT DIFFERENT STAGES OF FLIGHT AFTER DEPARTURE

PHASE OF FLIGHT	PIC INTENTIONS	
	PROCEED TO DESTINATION	RETURN TO DEPARTURE STATION
Immediately after departure (no contact with departure control)	Climb to FL070. Maintain FL070 on SID or as per heading/track last issued and acknowledged. Squawk 7600. 2 minutes after setting squawk 7600 climb to FL090. Maintain FL090 for further 2min. thereafter Climb to filed flight planned level. Continue to follow the SID and flight planned route to destination.	Climb to FL070. Maintain FL070 on SID or as per heading/track last issued and acknowledged. Squawk 7600. 2 minutes after setting squawk 7600 climb to FL100. Maintain FL100 for further 2 mins. Thereafter make shorter arc to come over BBB. Join BBB hold. Descend to FL055 in hold and leave BBB follow the laid down procedure for assigned runway up to landing. [refer para 2 for assigned runway and landing clearance]
RCF after establishing contact with radar	Squawk 7600 Initially Climb to cleared flight level or F090 whichever is higher Maintain cleared heading or SID until 2 minutes after setting code 7600. Thereafter, proceed to the next point of Flight Planned Route. 2 minutes after setting code 7600 also climb to filed flight planned level and continue to destination.	Squawk 7600. If below FL100, continue on current clearance until 2 minutes after setting code 7600. Thereafter climb to FL100. Reaching FL100, make a shorter arc to join BBB hold. If above FL100, continue on current clearance until 2 minutes after setting code 7600. Thereafter, stop climb and make a shorter arc to join BBB hold descending to FL100. Descend to FL055 in hold and leave BBB follow the laid down procedure for assigned runway.
Aircraft intending to return to Mumbai and requiring fuel jettisoning		Aircraft requiring to jettison the fuel will join the Hold at F100 and after one hold overhead will proceed on R210 to the jettisoning area defined by R205 to R245 BBB between 25NM to 45NM from BBB-DME. After jettisoning the fuel aircraft will come over BBB at F100 and then descend to FL55 in the hold and then leave BBB for the laid down procedure and continue descend as per procedure

ACTION BY PILOT IN CASE OF RCF AT DIFFERENT STAGES OF FLIGHT ARRIVING AT MUMBAI.

PHASE OF ARRIVAL	PIC PROCEDURES	ACTION BY CONTROLLER (ON MONITORING SQUAWK 7600 FOR 2 MINUTES)
Any phase except final approach	Squawk 7600. 2 minutes after squawking 7600 proceed direct to BBB and join BBB hold for the assigned runway. Within 100NM BBB, may commence descend to 3700 feet and join BBB hold for assigned runway. Cross 25 NM BBB at or above FL070. d. Follow the laid down procedure for assigned runway.	ATC will provide appropriate separation to the RCF aircraft.
If landing clearance not received	If aircraft on final approach has not received landing clearance, it will carry out missed approach, Squawk 7600 Proceed for next approach from BBB for the same runway.	ATC will keep the runway approach light in switched on mode for next approach.

Note:

- i.In case of arrival, if RCF happens to be outside of Mumbai TMA, the PIC shall commence RCF manoeuvre after 2 minutes of squawking 7600 or entering Mumbai TMA, whichever is later.
- ii.The PIC must maintain the last assigned clearance for minimum of 2 minutes after squawking 7600 in all cases to alert the controller.
- iii.The above procedures do not restrict the PIC from taking appropriate action as deemed fit in case the aircraft receives GPWS / TCAS warning at any phase of the flight.

VII. SURVEILLANCE RADAR APPROACH PROCEDURES CSI AIRPORT, MUMBAI:

RWY	THR ELEV	Inbound Track	IF (Dist. From touch down)	Altitude over IF	FAF (Dis. From touch down)	Altitude over FAF	MAPt (Dist. From touch down)	OCA (Straight-in)
	Ft	Deg	NM	Ft	NM	Ft	NM	Ft
27	22	271	12	2600	7	2500	2	980
09	15	091	11	2600	5.6	1800	2	660
14	37	136	11	2600	5.5	1800	2	680

2.SRA RWY 14 not available when ceiling is 500 ft or less.

3.Missed Approach procedure

- i.RWY 27: Climb straight ahead to 2600 ft., then Climbing turn right to join VOR (116.6 BBB) holding at 3700 ft., or as instructed by ATC.
- ii.RWY 09: Climb straight ahead to 2600ft, then climbing turn left to join VOR (116.6 BBB) holding at 3700ft., or as instructed by ATC.
- iii.RWY 14: Climb straight ahead to 2600ft, then climbing turn right to join VOR (116.6 BBB) holding at 3700ft., or as instructed by ATC.

4.Distance from touch down/altitude information

RWY	Distance / Altitude Information							Descent Gradient
27	Dist. (NM)	7	6	5	4	3	2.7	5.8% (3.3 DEG)
	Altitude (Ft)	2500	2140	1790	1430	1080	980	
09	Dist. (NM)	5.6	5	4	3	2	-	5.25% (3 DEG)
	Altitude (Ft)	1800	1610	1290	970	660	-	
14	Dist (NM)	5.5	5	4	3	2	-	5.28% (3 DEG)
	Altitude (Ft)	1800	1640	1320	1000	680	-	

5.OCA Circling:

CAT A/B: 1380 FT
CAT C: 1480 FT
CAT D: 1700 FT

Note: - Visual Circling East of RWY 14 and North of RWY 27 of the intersecting RWY 14 & RWY 27 is not permitted.

6.Minimum Sector Altitude:

Sector 340 DEG -200 DEG: 2600 FT up to 12 NM, 3700 FT from 12 to 25 NM.
Sector 200 DEG -340 DEG: 2600 FT up to 25 NM

7.Holding procedures:

- a)RWY 09:One-minute right hand pattern inbound track 273 DEG (M)
R-093. Minimum holding altitude 3700 FT.
- b)RWY 14:One-minute right hand pattern inbound track 313 DEG (M)
R-133. Minimum holding altitude 3700 FT.
- c)RWY 27:One-minute left hand pattern inbound track 086 DEG (M) R-266.
Minimum holding altitude 3700 FT.

8.NON - RNAV Holdings in Mumbai Terminal Area:

- i.KETOR (BBB VOR R230/60D FIX): 1min/1.5min left hand race-track pattern. inbound track 045 DEG M. minimum holding altitude FL120. maximum holding altitude FL220.
- ii.EMRAK (BBB VOR R071/60D FIX): 1min/1.5min left hand race-track pattern. inbound track 252 DEG M. minimum holding altitude FL120. maximum holding altitude FL220.
- iii.IGBAN (BBB VOR R018/60D FIX): 1min/1.5min left hand race-track pattern. inbound track 195 DEG M. minimum holding altitude FL120. maximum holding altitude FL220.
- iv.MOLGO (BBB VOR R153/60D FIX): 1min/1.5min right hand race-track pattern, inbound track 338 DEG M. minimum holding altitude FL120. maximum holding altitude FL220.
- v.POKON (BBB VOR R313/60D FIX): 1min/1.5min right hand race-track pattern. inbound track 134 DEG M. minimum holding altitude FL120. maximum holding altitude FL220.

9.Radio communication failure procedure:

- i.In case radio communication failure takes place prior to establishing final approach track, maintain the last assigned altitude or 3700 FT whichever is higher and proceed to VOR (116.6 BBB) via the shortest route to join holding procedure (RWY 09, 27 or 14) as specified at Para 7.
- ii.In case radio communication failure takes place after establishing the final approach track, aircraft may continue the approach and land if visual, or carry out the missed approach and join the VOR (116.6 BBB) holding procedure (RWY 09, 27 or 14) as specified at Para 7.
- iii.After joining the VOR holding procedure aircraft carry out the instrument approach procedure applicable to the RWY for which SRA was being provided.

VIII.TRANSPOUNDER OPERATING PROCEDURES ON GROUND**1.Introduction:**

Advanced Surface Movement Guidance and Control System (A-SMGCS) using Mode-S Multi-lateration has been commissioned at Bangalore, Chennai, Delhi, Hyderabad, Kolkata & Mumbai International Airports. The Aircraft Transponder Operating Procedures, particularly in the movement area of the airport(s), where A-SMGCS has been commissioned, is as given below:

2.Departure:**i.At the Gate/Stand:**

Select STBY

Enter the discrete SSR code received from Clearance Delivery/Surface Movement Control. Enter the three letter ICAO designator followed by the flight identification number (e.g. AIC748) through the FMS or the Transponder control panel, depending on the avionics.

ii.On requesting Pushback/Taxi (whichever is earlier):

Select Transponder or equivalent and AUTO if available

This action will enable the aircraft ID, used as the Call sign by ATC, to be displayed on the surveillance display of ATC. ATC can verify the data and use it for necessary identification.

iii.When Lining up:

Select TCAS

Select TCAS only after receiving the clearance to line up, to ensure that the performance of systems based on SSR frequencies (including airborne TCAS units, SSR and A-SMGCS) is not compromised.

3.ARRIVAL:

1.When on the Runway:

Keep TCAS selected

2.After vacating the Runway:

Select Transponder or equivalent and AUTO if available

There is a need that the Transponder remains able to exchange data with the A-SMGCS system. However to ensure that the performance of systems based on SSR frequencies (including airborne TCAS Unit, SSR & A-SMGCS) is not compromised, TCAS shall be deselected when vacating the Runway.

3.Parked on Stand:

Select STBY

The Transponder will not reply to interrogation. The discrete SSR Code given to that particular flight can now be recycled for other flights.

Note:When on ground the aircraft must squawk Mode C, in order to provide the altitude information to the surveillance system, and thereby prevent:

i)clutter on Terminal Approach Radar Display (and)

ii)false automatic detection of departure for aircraft still on ground.

VABB AD 2.23 ADDITIONAL INFORMATION

1. AIRCRAFT PARKING STAND DETAILS

APRON - A

STAND NO.	WING SPAN (M)	LENGTH (M)	PCN	COORDINATES	REMARKS
A1	35.9	45	150/R/D/W/T	190529.837N 0725121.653E	A321
A2	35.9	45	150/R/D/W/T	190529.812N 0725120.266E	A321
A3	35.9	45	150/R/D/W/T	190529.793N 0725118.879E	A321
A4	35.9	45	150/R/D/W/T	190529.772N 0725117.496E	A321
A5	35.9	45	150/R/D/W/T	190529.885N 0725116.110E	A321
A6	35.9	45	150/R/D/W/T	190529.863N 0725114.724E	A321
A7	35	45	150/R/D/W/T	190529.736N 0725112.967E	A321
A8	35	45	150/R/D/W/T	190529.746N 0725111.089E	A321
A9	35.9	45	150/R/D/W/T	190529.909N 0725109.199E	A321
A10	35.9	45	150/R/D/W/T	190529.883N 0725107.294E	A321
A11	35.9	45	150/R/D/W/T	190529.852N 0725105.412E	A321
A12	35.9	45	150/R/D/W/T	190529.793N 0725103.875E	A321

All aircraft parking stands are contact stands except stand A12.

APRON - C

STAND NO.	WING SPAN (M)	LENGTH (M)	PCN	COORDINATES	REMARKS
C10	27.5	46	150/R/D/W/T	190539.40N 0725132.06E	ATR 72
C11	36	46	150/R/D/W/T	190537.98N 0725131.28E	B-739, A-321
C12	36	46	150/R/D/W/T	190536.84N 0725130.58E	B-739, A-321
C13	36	46	150/R/D/W/T	190535.71N 0725129.88E	B-739, A-321
C14	36	46	150/R/D/W/T	190534.57N 0725129.18E	B-739, A-321
C15	36	46	150/R/D/W/T	190533.43N 0725128.48E	B-739, A-321
C16	36	46	150/R/D/W/T	190532.29N 0725127.78E	B-739, A-321
C17	36	46	150/R/D/W/T	190531.40N 0725127.45E	B-739, A-321
C18	36	46	150/R/D/W/T	190529.94N 0725126.54E	B-739, A-321
C19	36	46	150/R/D/W/T	190528.48N 0725125.62E	B-739, A-321
C20	36	46	150/R/D/W/T	190528.06N 0725124.67E	ATR 72
C21	36	46	64/F/A/W/T	190536.51N 0725134.32E	B-739, A-321
C22	36	46	64/F/A/W/T	190534.92N 0725133.34E	B-739, A-321
C23	36	46	64/F/A/W/T	190533.30N 0725132.34E	B-739, A-321
C24	36	46	64/F/A/W/T	190531.70N 0725131.35E	B-739, A-321
C25	36	46	64/F/A/W/T	190530.10N 0725130.37E	B-739, A-321
C26	36	46	64/F/A/W/T	190528.49N 0725129.38E	B-739, A-321
C27	36	46	150/R/D/W/T	190534.63N 0725137.92E	Q-400
C28	36	46	150/R/D/W/T	190533.56N 0725137.30E	B-739, A-321
C29	36	46	150/R/D/W/T	190532.31N 0725136.64E	B-739, A-321
C30	36	46	150/R/D/W/T	190531.15N 0725135.82E	B-739, A-321
C31	36	46	150/R/D/W/T	190530.01N 0725135.12E	B-739, A-321
C32	36	46	150/R/D/W/T	190528.87N 0725134.43E	B-739, A-321
C33	36	46	150/R/D/W/T	190527.73N 0725133.72E	B-739, A-321

All aircraft parking stands are remote stands.

APRON - G

STAND NO.	WING SPAN (M)	LENGTH (M)	PCN	COORDINATES	REMARKS
G1	44	47	150/R/D/W/T	190539.960N 0725159.880E	A321
G2	44	48	150/R/D/W/T	190541.196N 0725201.114E	A310, B752
G3	65	71	150/R/D/W/T	190542.986N 0725202.282E	B744
G4	65	71	150/R/D/W/T	190544.566N 0725204.123E	B744
G5	74	71	150/R/D/W/T	190546.680N 0725206.761E	B744, A124

All aircraft parking stands are remote stands.

APRON - K

STAND NO.	WING SPAN (M)	LENGTH (M)	PCN	COORDINATES	REMARKS
K1	35.9	45	110/R/C/W/T	190541.985N 0725246.009E	A321, B739

K2	35.9	45	110/R/C/W/T	190543.195N 0725246.726E	A321, B739
K3L	35.9	45	110/R/C/W/T	190545.992N 0725248.127E	A321, B739
K3	65	76	110/R/C/W/T	190545.646N 0725248.091E	B744,A346
K3R	35.9	45	110/R/C/W/T	190544.445N 0725247.203E	A321, B739
K4L	35.9	45	110/R/C/W/T	190549.032N 0725246.904E	A321, B739
K4	65	76	110/R/C/W/T	190548.456N 0725247.543E	B744,A346
K4R	35.9	45	110/R/C/W/T	190547.643N 0725247.878E	A321, B739
K5L	35.9	45	110/R/C/W/T	190551.744N 0725245.244E	A321, B739
K5	65	76	110/R/C/W/T	190551.140N 0725245.648E	B744,A346
K5R	35.9	45	110/R/C/W/T	190550.621N 0725246.281E	A321, B739
K6L	35.9	45	110/R/C/W/T	190553.411N 0725243.199E	A321, B739
K6	65	76	110/R/C/W/T	190553.005N 0725243.546E	B744,A346
K6R	35.9	45	110/R/C/W/T	190552.338N 0725243.927E	A321, B739

All aircraft parking stands are remote stands.

APRON - L

STAND NO.	WING SPAN (M)	LENGTH (M)	PCN	COORDINATES	REMARKS
L1	30	30	77/R/C/W/T	190450.178N 0725224.052E	AT72
L2	30	30	77/R/C/W/T	190450.639N 0725223.084E	AT72
L3	35.9	45	77/R/C/W/T	190451.251N 0725222.030E	B739, A321
L4	35.9	45	77/R/C/W/T	190451.840N 0725220.791E	B739, A321
L5	35.9	45	77/R/C/W/T	190452.427N 0725219.552E	B739, A321
L6	35.9	45	77/R/C/W/T	190453.013N 0725218.311E	B739, A321
L7	35.9	45	77/R/C/W/T	190453.603N 0725217.070E	B739, A321
L8	35.9	45	77/R/C/W/T	190454.195N 0725215.828E	B739, A321
L9	30	30	77/R/C/W/T	190456.459N 0725219.800E	AT72
L10	30	30	77/R/C/W/T	190456.918N 0725218.835E	AT72

All aircraft parking stands are remote stands.

APRON - R

STAND NO.	WING SPAN (M)	LENGTH (M)	PCN	COORDINATES	REMARKS
R1L	35.9	45	110/R/C/W/T	190534.140N 0725228.738E	A321, B739
R1	65	76	110/R/C/W/T	190534.566N 0725227.877E	B744, A346
R1R	35.9	45	110/R/C/W/T	190535.325N 0725227.974E	A321, B739
R2L	35.9	45	110/R/C/W/T	190532.648N 0725231.254E	A321, B739
R2	80	76	110/R/C/W/T	190532.656N 0725230.348E	A388
R2R	35.9	45	110/R/C/W/T	190533.293N 0725230.015E	A321, B739
R3	35.9	45	110/R/C/W/T	190532.419N 0725232.513E	A321, B739
R4	35.9	45	110/R/C/W/T	190532.096N 0725228.758E	A321, B739
R5	35.9	45	110/R/C/W/T	190533.413N 0725228.736E	A321, B739

All aircraft parking stands are remote stands.

APRON - S

STAND NO.	WING SPAN (M)	LENGTH (M)	PCN	COORDINATES	REMARKS
S1L	35.9	45	110/R/C/W/T	190532.198N 0725207.784E	A321, B739 WL
S1	65	76	110/R/C/W/T	190531.909N 0725207.219E	B744, A346
S1R	35.9	45	110/R/C/W/T	190532.844N 0725206.518E	A321, B739 WL
S2	65	76	110/R/C/W/T	190533.590N 0725205.480E	B744, A346
S2R	35.9	45	110/R/C/W/T	190533.953N 0725205.710E	A321, B739 WL
S3L	35.9	45	110/R/C/W/T	190534.975N 0725204.827E	A321, B739 WL
S3	68.5	76	110/R/C/W/T	190534.860N 0725204.070E	B748, A346
S3R	35.9	45	110/R/C/W/T	190535.660N 0725203.603E	A321, B739 WL

All aircraft parking stands are remote stands.

APRON - V

STAND NO.	WING SPAN (M)	LENGTH (M)	PCN	COORDINATES	REMARKS
V4L	35.9	45	110/R/C/W/T	190552.423N 0725220.624E	B739,A321
V4	65	76	110/R/C/W/T	190552.328N 0725221.957E	B744, A346
V4R	35.9	45	110/R/C/W/T	190552.042N 0725222.223E	B739,A321
V5	65	76	110/R/C/W/T	190548.638N 0725223.150E	B744, A346
V6L	35.9	45	110/R/C/W/T	190546.992N 0725220.998E	B739,A321
V6	65	76	110/R/C/W/T	190545.706N 0725221.035E	B744, A346
V6R	35.9	45	110/R/C/W/T	190545.511N 0725220.653E	B739,A321
V7L	35.9	45	110/R/C/W/T	190545.067N 0725219.035E	B739,A321
V7	65	76	110/R/C/W/T	190543.747N 0725219.007E	B744, A346
V7R	35.9	45	110/R/C/W/T	190543.586N 0725218.589E	B739,A321
V8L	35.9	45	110/R/C/W/T	190543.175N 0725217.147E	B739,A321
V8	65	76	110/R/C/W/T	190542.003N 0725217.214E	B744, A346
V8R	35.9	45	110/R/C/W/T	190541.891N 0725216.929E	B739,A321
V9	65	76	110/R/C/W/T	190540.378N 0725215.346E	B744, A346
V10	65	76	110/R/C/W/T	190539.021N 0725213.745E	B744, A346
V11	65	76	110/R/C/W/T	190537.664N 0725212.469E	B744, A346
V12	65	76	110/R/C/W/T	190536.704N 0725214.035E	B744, A346
V13	65	76	110/R/C/W/T	190536.286N 0725215.751E	B744, A346
V14	65	76	110/R/C/W/T	190536.435N 0725217.384E	B744, A346
V15	65	76	110/R/C/W/T	190536.468N 0725219.377E	B744, A346
V16	65	76	110/R/C/W/T	190537.030N 0725220.906E	B744, A346
V17L	35.9	45	110/R/C/W/T	190538.433N 0725222.176E	A321,B739 WL
V17	80	76	110/R/C/W/T	190539.407N 0725221.516E	B744, A346, A380
V17R	35.9	45	110/R/C/W/T	190539.835N 0725221.728E	A321, B739 WL
V18L	35.9	45	110/R/C/W/T	190540.822N 0725223.871E	A321, B739
V18	80	76	110/R/C/W/T	190541.950N 0725223.870E	A388
V18R	35.9	45	110/R/C/W/T	190542.204N 0725223.941E	A321, B739
V19	65	76	110/R/C/W/T	190543.675N 0725226.829E	B744,A346

V20L	35.9	45	110/R/C/W/T	190542.539N 0725230.266E	A321, B739
V20	80	45	110/R/C/W/T	190542.905N 0725231.232E	A388
V20R	35.9	76	110/R/C/W/T	190542.697N 0725231.559E	A321, B739
V21L	35.9	45	110/R/C/W/T	190540.814N 0725232.373E	A321, B739
V21	80	76	110/R/C/W/T	190541.362N 0725233.539E	A388
V21R	35.9	45	110/R/C/W/T	190541.343N 0725233.704E	A321, B739
V22	65	76	110/R/C/W/T	190539.688N 0725235.219E	B744,A346
V23	65	76	110/R/C/W/T	190540.695N 0725236.595E	B744,A346
V24	65	76	110/R/C/W/T	190542.042N 0725237.335E	B744,A346
V25	65	76	110/R/C/W/T	190543.416N 0725238.226E	B744,A346
V26L	35.9	45	110/R/C/W/T	190544.492N 0725238.265E	A321, B739
V26	65	76	110/R/C/W/T	190544.673N 0725237.147E	B744,A346
V26R	35.9	45	110/R/C/W/T	190544.901N 0725236.854E	A321, B739
V27L	35.9	45	110/R/C/W/T	190546.145N 0725236.268E	A321, B739
V27	65	76	110/R/C/W/T	190546.043N 0725234.872E	B744,A346
V27R	35.9	45	110/R/C/W/T	190546.250N 0725234.740 E	A321, B739
V28L	35.9	45	110/R/C/W/T	190548.593N 0725234.100E	A321, B739
V28	65	76	110/R/C/W/T	190549.326N 0725233.484E	B744,A346
V28R	35.9	45	110/R/C/W/T	190549.799N 0725232.902E	A321, B739
V29	65	76	110/R/C/W/T	190552.818N 0725234.074E	B744,A346
V30L	35.9	45	110/R/C/W/T	190553.790N 0725236.290E	A321, B739
V30	65	76	110/R/C/W/T	190554.980N 0725235.968E	B744,A346
V30R	35.9	45	110/R/C/W/T	190555.390N 0725236.227E	A321, B739
V31L	35.9	45	110/R/C/W/T	190556.000N 0725237.794E	A321, B739
V31	65	76	110/R/C/W/T	190557.247N 0725237.391E	B744,A346
V31R	35.9	45	110/R/C/W/T	190557.542N 0725237.666E	A321, B739
V32L	35.9	45	110/R/C/W/T	190558.310N 0725239.100E	A321, B739
V32	65	72	110/R/C/W/T	190559.508N 0725238.720E	B772,B744
V32R	35.9	45	110/R/C/W/T	190559.723N 0725239.155E	A321, B739

All aircraft parking stands are remote stands.

2. Taxiways

Designation	Width/ Shoulders (M)	PCN	Location	Lighting system	Remarks / Length (M)
N	25/17.5	150/R/C/W/T from RWY 09 beginning up to junction of TWY N7/N. 64/F/A/W/T from junction of TWY N7/N up to junction of TWY N6/N. 150/R/C/W/T from junction of TWY N6/N up to RWY 14/32.	12.5m before RWY 09 Threshold, at 90 DEG North of RWY.	Edge/ centreline	2006
N11	25/17.5	110/R/C/W/T	12.5m beyond RWY 09 Threshold, at 90 DEG North of RWY.	Edge/ centreline	163
N10	25/17.5	110/R/C/W/T	211m beyond RWY 09 Threshold, at 90 DEG North of RWY.	Edge/ centreline	180

RET N9	25/17.5	150/R/D/W/T	525m beyond RWY 09 Threshold, at 150 DEG North of RWY.	Edge/ centreline/ RETILs (Yellow colour lights, in 3-2-1 countdown pattern)	Distance from RWY 27 threshold 2300 M. & distance at point of turn off 2152 M. / TWY Length 375 M.
RET N8	25/17.5	150/R/D/W/T	825m beyond RWY 09 Threshold, at 155 DEG North of RWY.	Edge/ centreline/ RETILs (Yellow colour lights, in 3-2-1 countdown pattern)	Distance from RWY 27 threshold 2000 M. & distance at point of turn off 1878M. / TWY Length 334 M.
S7	23/10.5	110/R/C/W/T	1753 m from Threshold of RWY 27 to the south of RWY.	Edge/ centreline/ RETILs (Yellow colour lights, in 3-2-1 countdown pattern)	361**
RET N7	23/10.5	79/R/C/W/T	1124m beyond RWY 09 Threshold, at 148 DEG north of RWY.	Edge/ centreline RETILs (Yellow colour lights, in 3-2-1 countdown pattern)	Distance from RWY 27 threshold 1702 M. & distance at point of turn off 1574M./ TWY Length 358 M.
N6	23/10.5	71/F/B/W/U	1072m beyond RWY 09 Threshold, at 40 DEG North of RWY.	Edge/ centreline	294
Q	25/17.5	110/R/C/W/T	1688m beyond RWY 09 Threshold, at 45 DEG South of RWY.	Edge/ centreline	269
W	25/17.5	110/R/C/W/T	1688m beyond RWY 09 Threshold, at 135 DEG North of RWY	Edge/ centreline	269
E	23/10.5	110/R/C/W/T	2215m beyond RWY 09 Threshold, at 135 DEG North of RWY	Edge/ centreline (C/L up to its junction with TWY N1)	635
E1	23/10.5	150/R/D/W/T	2215m beyond RWY 09 Threshold, at 45 DEG South of RWY. TWY E1 joins RWY 09 to the extremity of RWY 32 on the east.	Edge	1179
RET N5	25/17.5	110/R/C/W/T	2145m from threshold, at 30 DEG North of RWY 09	Edge/ centreline RETILs (Yellow colour lights, in 3-2-1 countdown pattern)	Distance at point of turn off 2014M./ TWY length 415 M.
N4	23/10.5	110/R/C/W/T	2662m beyond RWY 09 Threshold, at 89 DEG North of RWY.	Edge/ centreline	190
N3	25/17.5	110/R/C/W/T	3035m beyond RWY 09 Threshold, 212M before RWY27 THR at 90 DEG North of RWY 27. TWY N3 is last exit TWY during RWY 09 operations.	Edge(COLOUR-BLUE, SPACING- 30M)/ Centreline (COLOUR-GREEN, SPACING- 30M)	190
N1	25/17.5	110/R/C/W/T	440m before RWY 27 Threshold, at 90 DEG North of RWY 27. TWY N1 joins extremity of RWY 27 to RWY 14 on the East.	Edge/ centreline	1701
N1R	25/17.5	90/F/B/W/T	South-West of TWY N1 Centre line after 20m from RWY holding position on TWY N1	Edge/ centreline*	151
E10	25/17.5	110/R/C/W/T	387m before RWY 14 Threshold, at 90 DEG East of RWY.	Edge/ centreline	598
E9	25/17.5	110/R/C/W/T	290m before RWY 14 Threshold, at 90 DEG East of RWY.	Edge/ centreline	190
RET E8	25/17.5	110/R/C/W/T	101m beyond RWY 14 Threshold, at 150 DEG East of RWY.	Edge/ centreline RETILs (Yellow colour lights, in 3-2-1 countdown pattern)	Distance from RWY 32 threshold 2175 M. & distance at point of turn off 2054M./ TWY length 380 M.

E7	25/17.5	110/R/C/W/T	69m beyond RWY 14 Threshold, at 104 DEG East of RWY.	Edge/ centreline	196
K1	23/10.5	149/R/D/W/T	69m beyond RWY 14 Threshold, at 76 DEG West of RWY.	Edge	Length 677m Edge lights provided on TWY K1 beyond holding position of RWY 14
K3	23/10.5	150/R/D/W/T	167m beyond RWY 14 Threshold, at 76 DEG West of RWY.	Edge	Length 597m Edge lights provided on TWY K3 beyond holding position of RWY 14
W4	23/10.5	77/R/B/W/U	692m beyond RWY 14 Threshold, at 95 DEG West of RWY.	Edge/ centreline	223
E5	23/10.5	100/F/A/W/T	691m beyond RWY 14 Threshold, at 85 DEG East of RWY.	Edge/ centreline	191
N	25/17.5	a) 150/R/C/W/T from RWY 09 beginning up to junction of TWY N7/N. b) 64/F/A/W/T from junction of TWY N7/N up to junction of TWY N6/N. c) 150/R/C/W/T from junction of TWY N6/N up to RWY 14/32.	887m beyond RWY 14 Threshold, at 134 DEG West of RWY. TWY N joins west of RWY 14 up to extremity of RWY 09.	Edge/ centreline	2005
N1	25/17.5	110/R/C/W/T	887m beyond RWY 14 Threshold, at 46 DEG East of RWY. TWY N1 joins east of RWY 14 up to extremity of RWY 27.	Edge/ centreline	1701
S1	25/17.5	110/R/C/W/T	1429m beyond RWY 14 Threshold, at 45 DEG East of RWY.	Edge/ centreline	258
S	25/17.5	150/R/D/W/T	1429m beyond RWY 14 Threshold, at 135 DEG West of RWY.	Edge/ centreline	269
E3	23/10.5	67/R/C/W/T	1700m beyond RWY 14 Threshold, at 30 DEG East of RWY.	Edge/ centreline	364
RET E4	23/10.5	67/R/C/W/T	2115m beyond RWY 14 Threshold, at 30 DEG East of RWY.	Edge/ centreline/ RETILs (Yellow colour lights, in 3-2-1 countdown pattern)	Distance from RWY 32 threshold 1715 M. & distance at point of turn off 1573M /TWY length 253 M.
E1	23/10.5	150/R/D/W/T	2436m beyond RWY 14 Threshold, at 90 DEG East of RWY.	Edge	1179
W1	25/17.5	110/R/C/W/T	2411m beyond RWY 14 Threshold, at 90 DEG West of RWY.	Edge/ centreline	619
F	15/5	79/R/C/W/T	Between TWY S7 and TWY R	Edge	222
R	18/3.5	50/F/C/W/U	Off TWY S7 up to beginning of general aviation apron.	Edge/ centreline	146
L1	23/10.5	85/R/B/W/T	Off TWY N onto Apron A.	Edge/ centreline	75.5
Taxi lane L	23/10.5	90/R/D/W/T	From TWY L1 up to behind Aircraft Stand A1.	Edge (only at Southern side)	521
L3	84/10.5	85/R/B/W/T	Off TWY N onto Apron A.	Edge (colour- Blue/ spacing 11.5m)/ centreline	75.5
L4	23/10.5	85/R/B/W/T	Off TWY N onto Apron A.	Edge/ centreline	75.5
U	23/10.5	66/R/D/W/T	North of TWY N on to Apron D.	None	299
Taxi lane P	23/10.5	100/F/A/W/T	From the junction of TWY E5/E up to behind Aircraft Stand G5	Edge/ centreline	497
Taxi lane T	23/10.5	110/R/C/W/T	From Taxi lane H up to behind Aircraft Stand V4L	centreline	538

Taxi lane H	23/10.5	110/R/C/W/T	From Taxi lane P up to TWY M7 (Code E)	centreline	565
	25/17.5		Between TWY M7 and TWY M5(Code F)	centreline	634
Taxi lane H1	23/10.5	110/R/C/W/T	From TWY M5 up to northern segment of TWY Link 5, between TWY B1 and TWY Y1.	Centreline (Alternate orange and green light)	488 (Marked with interrupted orange colour)
Taxi lane H3	23/10.5	110/R/C/W/T	Between TWY Link 6 up to behind stand V31	Centreline (Alternate orange and green light)	216 (Marked with interrupted orange colour)
M8	23/10.5	110/R/C/W/T	Between TWY M and taxi lane H, west of TWY M7	centreline	110
M7	25/17.5	110/R/C/W/T	North of TWY N1 from TWY N1 to taxi lane H	Edge/ centreline	191
M6	25/17.5	110/R/C/W/T	From Taxiway N1 up to Taxi lane F	Edge/ centreline	215
M5	25/17.5	110/R/C/W/T	Between TWY M and Taxi lane H	Centreline	133
M4	25/17.5	110/R/C/W/T	Between TWY N1 and TWY M (Code F).	Edge / centreline	125
	23/10.5		Between TWY M up to Taxilane H1 (Code E)	Edge (Edge lights provided at east side only) / Centreline (Alternate Orange and Green between TWY Y1 and taxilane H1)	255
M	25/17.5	110/R/C/W/T	Between TWY M6 and TWY M4, parallel to TWY N1 on North.	Edge (only at Southern side)/ centreline	370
	25/17.5		Between TWY E and TWY M7, parallel to TWY N1 on North.	Edge (only at southern side)/ Centreline	529
B1	18/3.5	110/R/C/W/T	From Taxi lane H1 up to southern segment of TWY Link 5, parallel to TWY Y1	Centreline	313
Y1	18/3.5	110/R/C/W/T	From TWY M4 up to southern segment of TWY Link 5,Parallel to TWY B1	Centreline	370
Taxilane B3	23/10.5	110/R/C/W/T	Between northern segment of TWY Link 5 and TWY Link 6, parallel to Taxi lane Y3	Centreline	215
Taxilane Y3	23/10.5	110/R/C/W/T	Between northern segment of TWY Link 5 and TWY Link 6, parallel to taxi lane B3	Centreline	146
B4	18/3.5	110/R/C/W/T	Between TWY Link 6 up to behind aircraft stand V32R	Centreline	309
Y4	18/3.5	110/R/C/W/T	Between TWY Link 6 up to behind aircraft stand V31R	Centreline	229
Link 1	23/10.5	110/R/C/W/T	Connecting Taxi lane P to Taxi lane T.	Centreline	75
Link 4	18/3.5	110/R/C/W/T	Linking TWYs B1 and Y1	Centreline	69
Link 5	23/10.5	110/R/C/W/T	Behind stand K5/V26, linking TWYs B3/Y3.	Centreline	118 (Northern segment)
	18/3.5	110/R/C/W/T	Behind stand K4, linking TWYs B1/Y1	Centreline	98 (Southern segment)
Link 6	23/10.5	110/R/C/W/T	Behind stand V27R/K6R, linking Taxi lanes Y3 / B3.	Centreline	118
Link 7	18/3.5	110/R/C/W/T	Linking TWYs B4 and Y4 (Behind Stand V31)	Centreline	69
Link C1	18/3	110/R/C/W/T	Behind parking stand V23 linking TWY B1 & Y1	NONE	99
Link C3	18/3	110/R/C/W/T	Behind parking stand V30 linking TWY B4 & Y4.	NONE	89
Link C9	15/5	64/F/A/W/T	Connecting Taxilane K1 and K3 behind parking stands C27	NONE	141

* Taxiway N1 centerline lights will be kept ON and Taxiway N1R centerline lights will be kept in OFF position. The taxiway centerline lights of taxiway N1R will be switched ON only in case requested by pilot.

** The length of Taxiway S7 from Runway 27 up to junction of Taxiway F, however total length of Taxiway S7 is 542M.

II.PERIODIC CLOSURE OF RUNWAY FOR PREVENTIVE MAINTENANCE

1.RWY 09/27 closed for preventive maintenance every Monday 0830-1015 UTC and Thursday between 0815-1015 UTC subject to weather and visibility. RWY restoration time 30min.

2.RWY 14/32 closed for preventive maintenance every Wednesday between 0545 UTC up to 0745 UTC. Runway will be restored within 30 minutes with prior notice.

3.RWY 09/27 and RWY 14/32 closed daily except Friday between 2150 UTC to 2230 UTC for landing and take-off due to periodic maintenance of intersection of runways. In case of emergency runway restoration period is 10 minutes.

4.Intersection of RWY 09/27 and RWY 14/32 closed on every Monday between 0815 UTC and 0830 UTC for inspection of RWY Intersection area.

III.ADS/CPDLC SYSTEM

1. Available 24 HRs within Mumbai FIR on segments of ATS routes N519, L301, L505, N571, P574, N563, M300, P570, L894, P751, UL425, UM551, P323, G450, G424, B459, T940, A474, G465, N628, R461, L875 and L756 over Arabian sea oceanic airspace. The service is available to all aircraft suitably equipped with data link capability. The data link capable ACFT while operating in Mumbai FIR shall follow procedures as given below:

- i.Data link and ADS capability shall be indicated in the FPL by indicating appropriate designator in item 10 and 18.
- ii.The AFN log on address of Mumbai FIR is 'VABF'.
- iii.The arriving ACFT shall log on 10 min prior to entering Mumbai FIR. ADS/CPDLC capable aircraft entering Mumbai FIR via ORLID to LOGON VABF 15 minutes prior to enter Mumbai FIR.
- iv.Aircraft departing/transiting from/within Mumbai FIR shall LOGIN within 15 minutes prior to leaving Mumbai TMA limits.
- v.CPDLC will be the primary means of communication and VHF/HF will be secondary means of communication for the aircraft successfully logged on to ADS/CPDLC when operating in Mumbai OCC. When operating inside TMA, VHF shall be primary means of communication for the aircraft.
- vi.During the period when aircraft is logged on to ADS/CPDLC, voice position reporting will be to supplement CPDLC Position report only when requested by ATC.
- vii.SELCAL checking is required to verify the HFRT connectivity.
- viii.VOICE positioning shall be resumed in case of ADS/CPDLC link failure. Pilots unable to establish data link connection shall inform appropriate ATS unit through Voice communication on VHF 132.7, 133.3, 133.85, 125.35 MHz, OR HF 10018/ 13288/ 10084/5658/5601/3467/6661/4675/8879/3476/2872 KHz.

2.In keeping with the policy BEST EQUIPPED BEST SERVED, Mumbai Oceanic Control will accord priority to FANS-1A aircraft LOGIN ON to Mumbai ADS-C/CPDLC over other aircraft in allocation of preferred cruising level on ATS routes UL425, M300, N571, P570 and P574. Aircraft equipped with ADS-C/CPDLC are encouraged to LOG ON while operating in Arabian sea region for optimum use of airspace.

IV.ACC SECTORS:

1.H-24 VABB ACC sectors reorganized into four sectors as ACC NORTH, ACC SOUTH, ACC WEST and LOWER AREA CONTROL (LAC) within TMA.

2.Lower Area Control between FL145 to FL245 up to 50 NM from BBB and FL070 to FL245 from 50 NM to 100 NM from BBB.

3.Sector North bounded by BBB VOR R353 to R100 excluding area within LAC.

4.Sector South bounded by BBB VOR R100 to R172 clockwise excluding area within LAC.

5.Sector West bounded by BBB VOR R172 to R353 clockwise excluding area within LAC.

6.Depending on the traffic, ATC may change the sector configuration.

7.Vertical limits are same as published in AIP INDIA.

8.RCAG frequency 125.350 MHz VABB/VOGO sector commissioned & operational.

9.RCAG frequency 132.700 MHz VABB/VAAU and VABB/VAPR sector commissioned & operational.

10.RCAG frequency 132.300 MHz VABB/VAPR sector commissioned & operational.

11.All West bound flights on L301/L505, N571 and P574 must report position NOBAT, SUGID AND BISET respectively to VABB Radio in addition to VABB AREA CONTROL

V. Pilot shall not initiate request for DCT routing between FL 140 on Mumbai Approach Control Frequency 127.900 MHz and 119.300 MHz to reduce radio telephony congestion.

- VI.** Bird activity in and around the airfield due to grass cutting operations along the basic strip of RWY. Pilot to exercise caution.
- VII.** No turn Pad available for RWY 09, 27, 14 and 32.
- VIII.** Last available exit TWY for RWY 09 is TWY N3.
- IX.** H24 Aircraft taxing or towing shall not cross any RWY without positive clearance from tower.

VABB AD 2.24 CHARTS RELATED TO AN AERODROME

- 1.Aerodrome Chart
- 2.Aerodrome Chart (Hot Spot)
- 3.Aircraft Parking/Docking Chart - Apron A
- 4.Aircraft Parking/Docking Chart - Apron C
- 5.Aircraft Parking/Docking Chart - Apron D
- 6.Aircraft Parking/Docking Chart - Apron G
- 7.Aircraft Parking/Docking Chart - Apron K
- 8.Aircraft Parking/Docking Chart - Apron L
- 9.Aircraft Parking/Docking Chart - Apron R
- 10.Aircraft Parking/Docking Chart - Apron S
- 11.Aircraft Parking/Docking Chart - Apron V
- 12.Aerodrome Obstacle Chart – Type A (Operating Limitations) Runway 09
- 13.Aerodrome Obstacle Chart – Type A (Operating Limitations) Runway 14
- 14.Aerodrome Obstacle Chart – Type A (Operating Limitations) Runway 27
- 15.Aerodrome Obstacle Chart – Type A (Operating Limitations) Runway 32
- 16.Take Off Run Available from Intersection RWY 09
- 17.Take Off Run Available from Intersection RWY 27
- 18.Take Off Run Available from Intersection RWY 14
- 19.Take Off Run Available from Intersection RWY 32
- 20.Location of Different Exit TWYs RWY 09
- 21.Location of Different Exit TWYs RWY 27
- 22.Location of Different Exit TWYs RWY 14
- 23.Location of Different Exit TWYs RWY 32
- 24.Aircraft Pushback Procedure RWY 09 Stands: A1, A2, A3 & A4
- 25.Aircraft Pushback Procedure RWY 09 Stands: A5 to A12
- 26.Aircraft Pushback Procedure RWY 14/32/27 Stands: A1 - A4
- 27.Aircraft Pushback Procedure RWY 14/32/27 Stands: A5 - A8
- 28.Aircraft Pushback Procedure RWY 14/32/27 Stands: A9, A10, A11 & A12
- 29.Aircraft Pushback Procedure RWY 32 Stands: C10 & C11
- 30.Aircraft Pushback Procedure RWY 32 Stands: C12 TO C20
- 31.Aircraft Pushback Procedure RWY 09 Stands: C10 TO C18
- 32.Aircraft Pushback Procedure RWY 09 Stands: C19 & C20
- 33.Aircraft Pushback Procedure RWY 14/27 Stands: C10 TO C16
- 34.Aircraft Pushback Procedure RWY 14/27 Stands: C17 TO C20
- 35.Aircraft Pushback Procedure RWY 14/09/27 Stands: C21 TO C26
- 36.Aircraft Pushback Procedure RWY 32 Stands: C21 TO C25
- 37.Aircraft Pushback Procedure RWY 32 Stands: C26
- 38.Aircraft Pushback Procedure RWY 14/27 Stands: C27 TO C31
- 39.Aircraft Pushback Procedure RWY 14/27 Stands: C32 & C33
- 40.Aircraft Pushback Procedure RWY 09 Stands: C27 TO C33
- 41.Aircraft Pushback Procedure RWY 32 Stands: C27 TO C33
- 42.Aircraft Pushback Procedure RWY 14/32/09/27 Stands: 80
- 43.Aircraft Pushback Procedure RWY 14/09 Stands: 81-85
- 44.Aircraft Pushback Procedure RWY 27/32 Stands: 81-85
- 45.Aircraft Pushback Procedure RWY 14/09 Stands: 86-88
- 46.Aircraft Pushback Procedure RWY 27/32 Stands: 86-88
- 47.Aircraft Pushback Procedure RWY 09/27/14/32 Stands: G1 to G5
- 48.Aircraft Pushback Procedure RWY 09/27/14/32 Stands: K1-K3L
- 49.Aircraft Pushback Procedure RWY 09/27/14/32 Stands: K3

- 50.Aircraft Pushback Procedure RWY 09/27/14/32 Stands: K4R, K4L, K5R, K5L, K6R, K6L
- 51.Aircraft Pushback Procedure RWY 09/27/14/32 Stands: K4, K5 & K6
- 52.Aircraft Pushback Procedure RWY 09/27/14/32 Stands: L1 to L5
- 53.Aircraft Pushback Procedure RWY 09/27/14/32 Stands: L6 to L10
- 54.Aircraft Pushback Procedure RWY 09/27/14/32 Stands: R1L, R1, R1R, R2L, R2, R2R
- 55.Aircraft Pushback Procedure RWY 09/27/14/32 Stands: R3
- 56.Aircraft Pushback Procedure RWY 09/27/14/32 Stands: R4 - R5
- 57.Aircraft Pushback Procedure RWY 09/27/14/32 Stands: S1L - S3R
- 58.Aircraft Pushback Procedure RWY 09/27/14/32 Stands: S1L - S3R
- 59.Aircraft Pushback Procedure RWY 09/27/14/32 Stands: V4L - V8R
- 60.Aircraft Pushback Procedure RWY 09/27/14/32 Stands: V 9 & V 10
- 61.Aircraft Pushback Procedure RWY 09/27/14/32 Stands: V11
- 62.Aircraft Pushback Procedure RWY 09/27/14/32 Stands: V12 - V15
- 63.Aircraft Pushback Procedure RWY 09/27/14/32 Stands: V 12 - V 15
- 64.Aircraft Pushback Procedure RWY 09/27/14/32 Stands: V 16 - V 17
- 65.Aircraft Pushback Procedure RWY 09/27/14/32 Stands: V18L, V18, V18R & V19
- 66.Aircraft Pushback Procedure RWY 09/27/14/32 Stands: V20L, V20, V20R, V21L, V21, V21R & V22
- 67.Aircraft Pushback Procedure RWY 09/27/14/32 Stands: V 23 & V 24
- 68.Aircraft Pushback Procedure RWY 09/27/14/32 Stands: V23 & V24
- 69.Aircraft Pushback Procedure RWY 09/27/14/32 Stands: V25
- 70.Aircraft Pushback Procedure RWY 09/27/14/32 Stands: V25
- 71.Aircraft Pushback Procedure RWY 09/27/14/32 Stands: V 26L, V 26R, V 27L & V27R
- 72.Aircraft Pushback Procedure RWY 09/27/14/32 Stands: V26 & V27
- 73.Aircraft Pushback Procedure RWY 09/27/14/32 Stands: V28L & V28R
- 74.Aircraft Pushback Procedure RWY 09/27/14/32 Stands: V28
- 75.Aircraft Pushback Procedure RWY 09/27/14/32 Stands: V29, V30L, V30R & V31L
- 76.Aircraft Pushback Procedure RWY 09/27/14/32 Stands: V29, V30 & V31
- 77.Aircraft Pushback Procedure RWY 09/27/14/32 Stands: V 31R, V 32L & V 32R
- 78.Aircraft Pushback Procedure RWY 09/14 Stands: General Aviation
- 79.Aircraft Pushback Procedure RWY 27/32 Stands: General Aviation
- 80.ILS Procedure RWY09
- 81.ILS (Z) (DME Required) Procedure RWY 27
- 82.ILS (Y) Procedure RWY27
- 83.ILS Procedure RWY 14
- 84.VOR Procedure RWY 09 (CAT A/B)
- 85.VOR Procedure RWY 09 (CAT C/D)
- 86.VOR Procedure RWY 27
- 87.VOR Procedure RWY 14 (CAT A/B)
- 88.VOR Procedure RWY 14 (CAT C/D)
- 89.VOR Procedure RWY 32
- 90.ATC Surveillance Minimum Altitude Chart



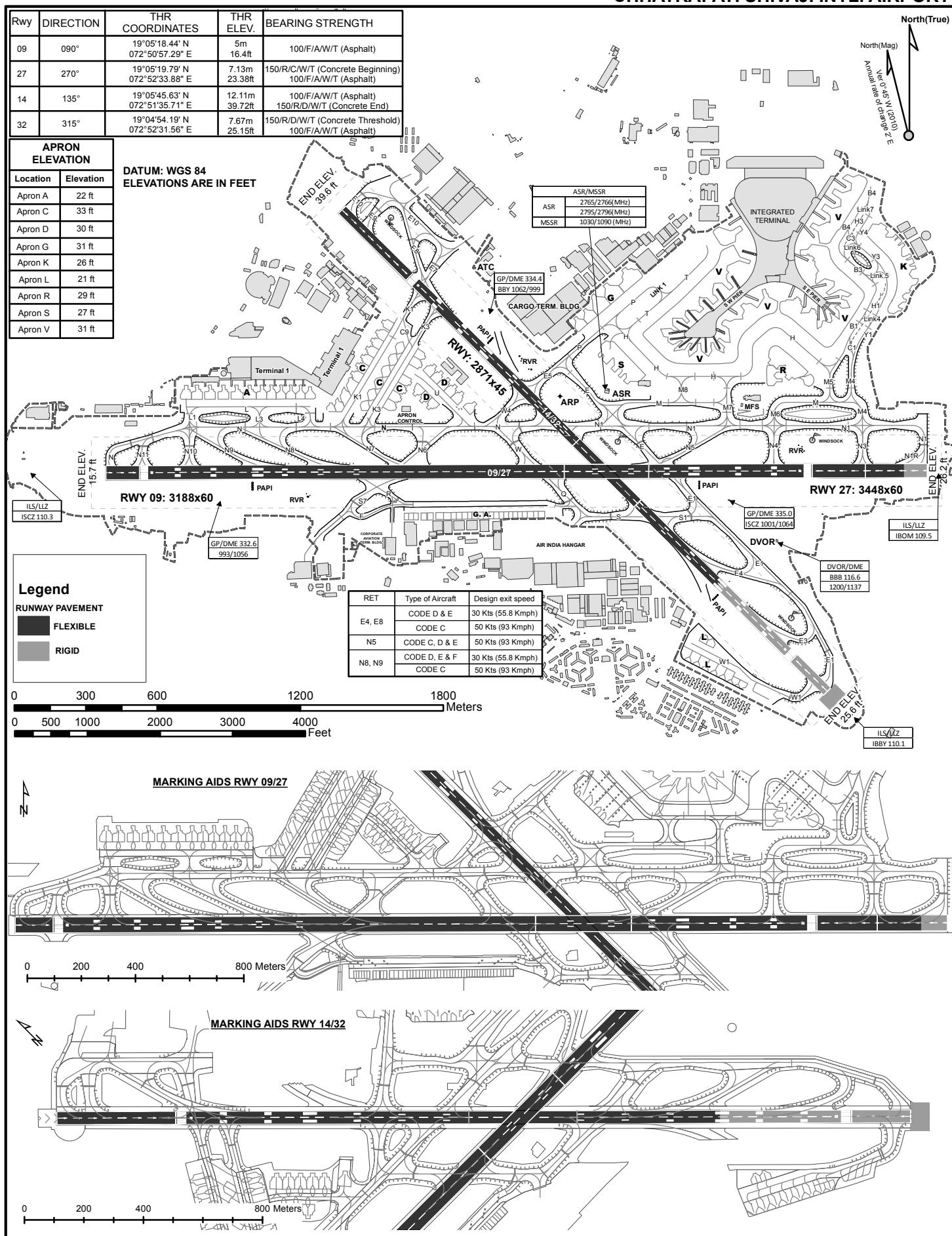
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ARP: 19° 05' 29.6" N
072° 51' 57.5" ETWR 118.1
GND 121.9

MUMBAI, INDIA

AD ELEV. 40

CHHATRAPATI SHIVAJI INTL. AIRPORT



ARP: 19° 05' 29.6" N
072° 51' 57.5" E

AD ELEV. 40

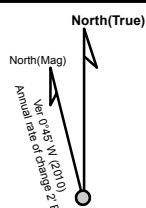
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GND 121.9

MUMBAI, INDIA

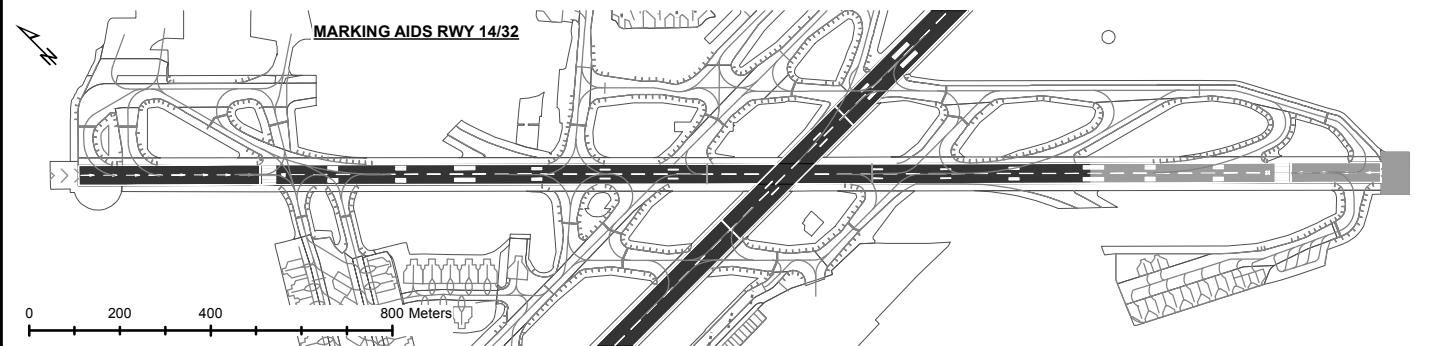
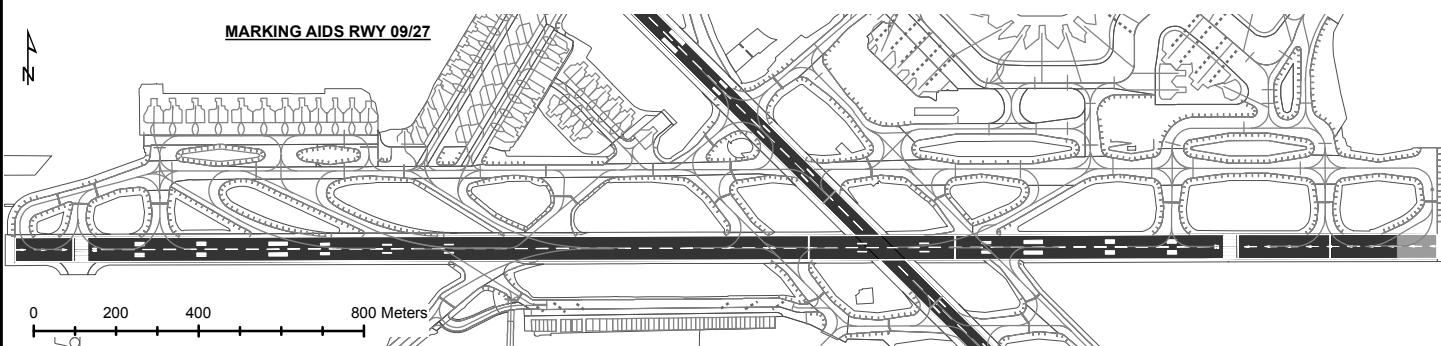
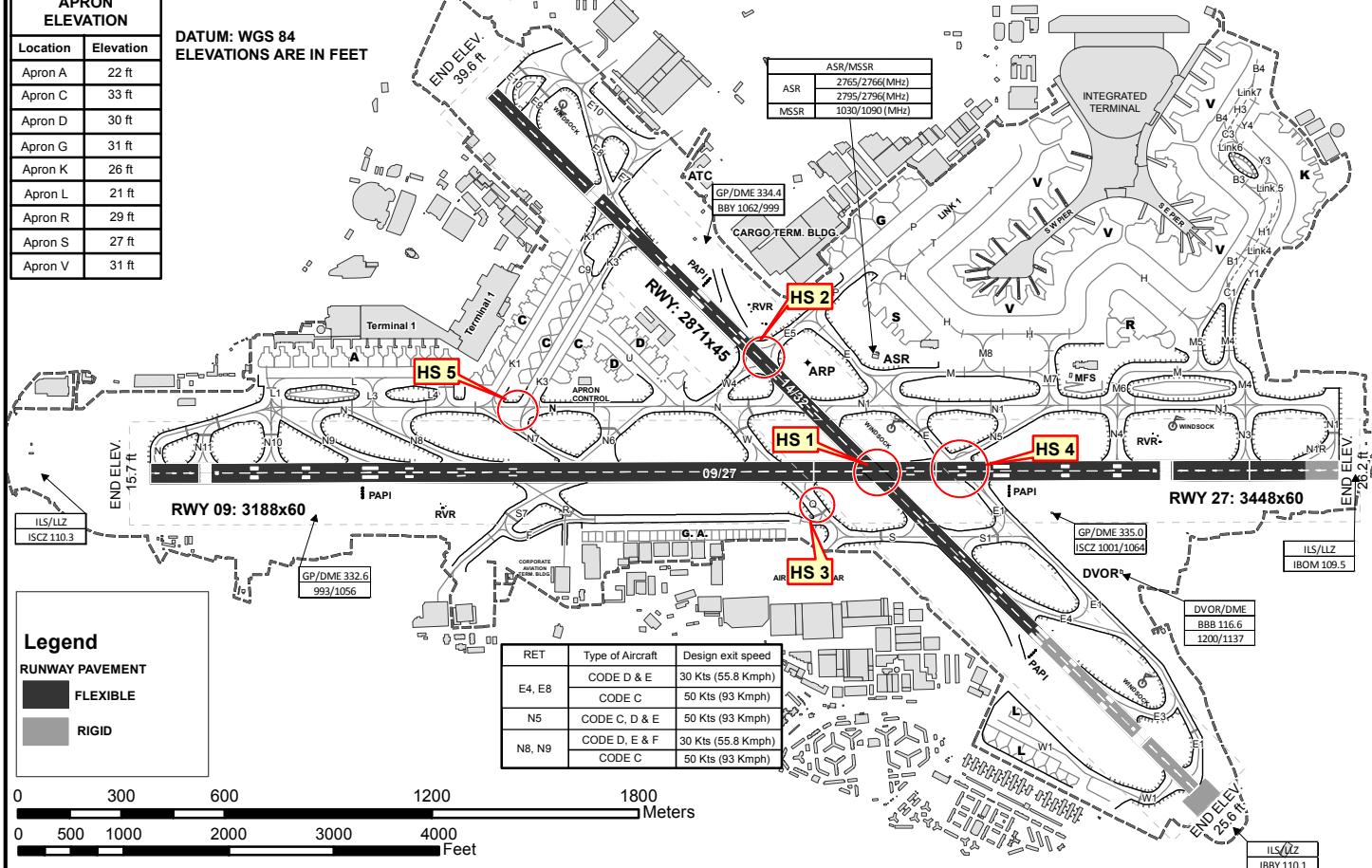
AERODROME CHART - HOT SPOTS

Rwy	Direction	THR COORDINATES	THR ELEV.	BEARING STRENGTH	
09	090°	19°05'18.44" N 072°50'57.29" E	5m 16.4ft	100/F/A/W/T (Asphalt)	
27	270°	19°05'19.79" N 072°52'33.88" E	7.13m 23.38ft	150/R/C/W/T (Concrete Beginning) 100/F/A/W/T (Asphalt)	
14	135°	19°05'45.63" N 072°51'35.71" E	12.11m 39.72ft	100/F/A/W/T (Asphalt) 150/R/D/W/T (Concrete End)	
32	315°	19°04'54.19" N 072°52'31.56" E	7.67m 25.15ft	150/R/D/W/T (Concrete Threshold) 100/F/A/W/T (Asphalt)	

- HS 1** Intersection of RWYs 14/32 and 09/27 when RWY 14 is used as standard TWY to RWY 27.
HS 2 RWY 14/32 at its intersection with TWY W4 and TWY E5.
HS 3 TWY Q holding position for RWY 09/27.
HS 4 RWY 09/27 at its intersection with TWY E and TWY E1.
HS 5 TWY N7 and TWY N intersection when aircraft uses N7 as Rapid Exit Taxiway.



APRON ELEVATION	
Location	Elevation
Apron A	22 ft
Apron C	33 ft
Apron D	30 ft
Apron G	31 ft
Apron K	26 ft
Apron L	21 ft
Apron R	29 ft
Apron S	27 ft
Apron V	31 ft

DATUM: WGS 84
ELEVATIONS ARE IN FEET

AIRCRAFT PARKING/
DOCKING CHART

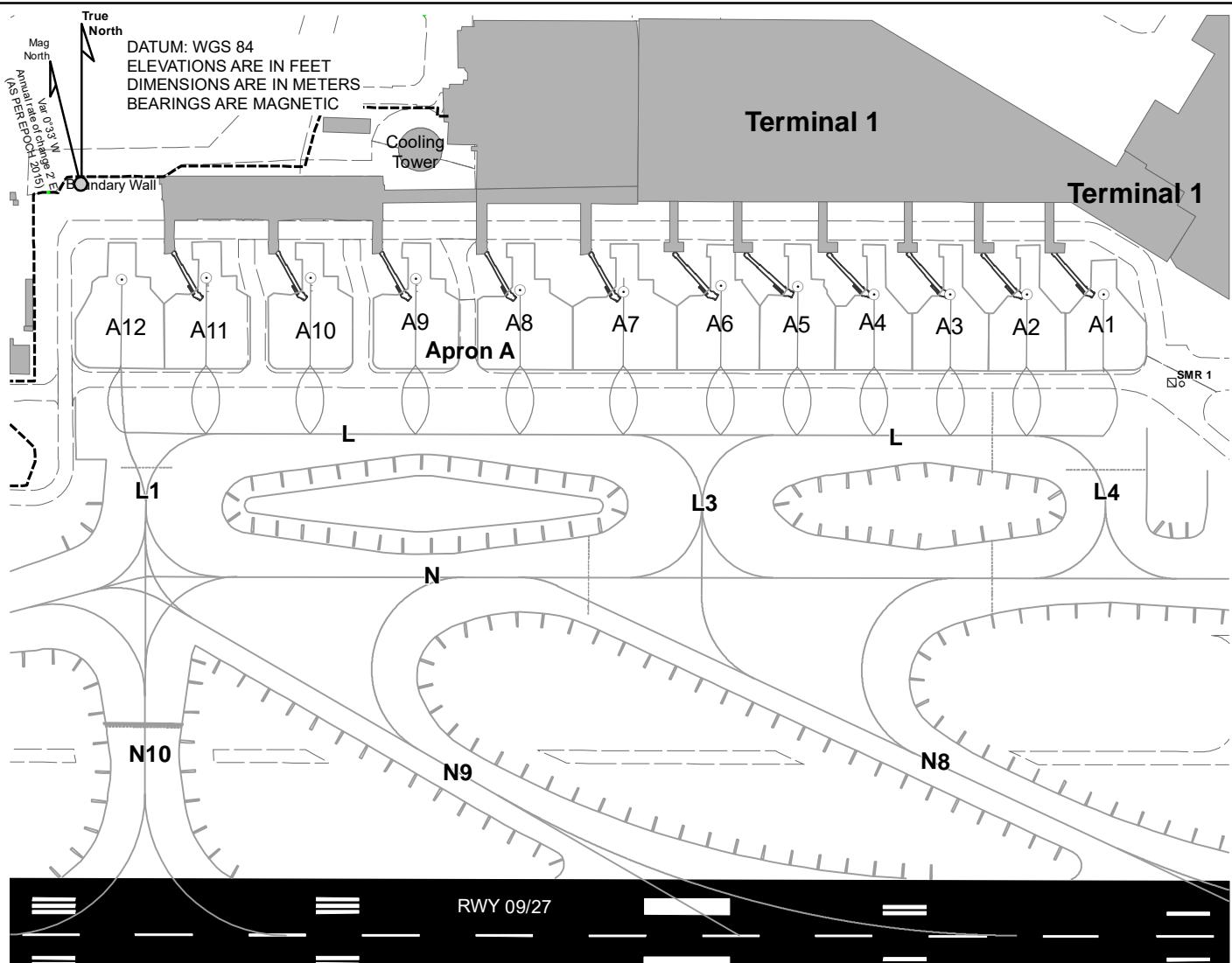
APRON ELEV - 22 ft

TWR 118.1
GND 121.9

MUMBAI, INDIA

APRON - A

CHHATRAPATI SHIVAJI INTL. AIRPORT



Stand No.	Latitude	Longitude	Type of Aircraft	PCN	Contact/Remote	Remarks
A1	19° 05' 29.837" N	072° 51' 21.653" E	A-321, A320 Sharklet	150 / R / D / W / T	Contact	Power in-pushback
A2	19° 05' 29.812" N	072° 51' 20.266" E	A-321, A320 Sharklet	150 / R / D / W / T	Contact	Power in-pushback
A3	19° 05' 29.793" N	072° 51' 18.879" E	A-321, A320 Sharklet	150 / R / D / W / T	Contact	Power in-pushback
A4	19° 05' 29.772" N	072° 51' 17.496" E	A-321, A320 Sharklet	150 / R / D / W / T	Contact	Power in-pushback
A5	19° 05' 29.885" N	072° 51' 16.110" E	A-321, A320 Sharklet	150 / R / D / W / T	Contact	Power in-pushback
A6	19° 05' 29.863" N	072° 51' 14.724" E	A-321, A320 Sharklet	150 / R / D / W / T	Contact	Power in-pushback
A7	19° 05' 29.736" N	072° 51' 12.967" E	A-321, A320 Sharklet	150 / R / D / W / T	Contact	Power in-pushback
A8	19° 05' 29.746" N	072° 51' 11.089" E	A-321, A320 Sharklet	150 / R / D / W / T	Contact	Power in-pushback
A9	19° 05' 29.909" N	072° 51' 09.199" E	A-321, A320 Sharklet	150 / R / D / W / T	Remote	Power in-pushback
A10	19° 05' 29.883" N	072° 51' 07.294" E	A-321, A320 Sharklet	150 / R / D / W / T	Remote	Power in-pushback
A11	19° 05' 29.852" N	072° 51' 05.412" E	A-321, A320 Sharklet	150 / R / D / W / T	Remote	Power in-pushback
A12	19° 05' 29.793" N	072° 51' 03.875" E	A-321, A320 Sharklet	150 / R / D / W / T	Remote	Power in-pushback

Taxiway	PCN
Taxilane L	90 / R / D / W / T
L1	85 / R / B / W / T
L3	85 / R / B / W / T
L4	85 / R / B / W / T
N	150 / R / C / W / T (from RWY 09/27 upto TWY N7/N Junction)
	64 / F / A / W / T (from TWY N7/N junction upto N6/N Junction)
	150 / R / C / W / T (from TWY N6/N junction upto RWY 14/32)
N8	150 / R / D / W / T
N9	150 / R / D / W / T
N10	110 / R / C / W / T

NOTE : AERONAUTICAL GROUND LIGHTS ARE NOT SHOWN IN THIS CHART

Coordinate System : WGS 1984 UTM Zone 43 N

AIRCRAFT PARKING/
DOCKING CHART

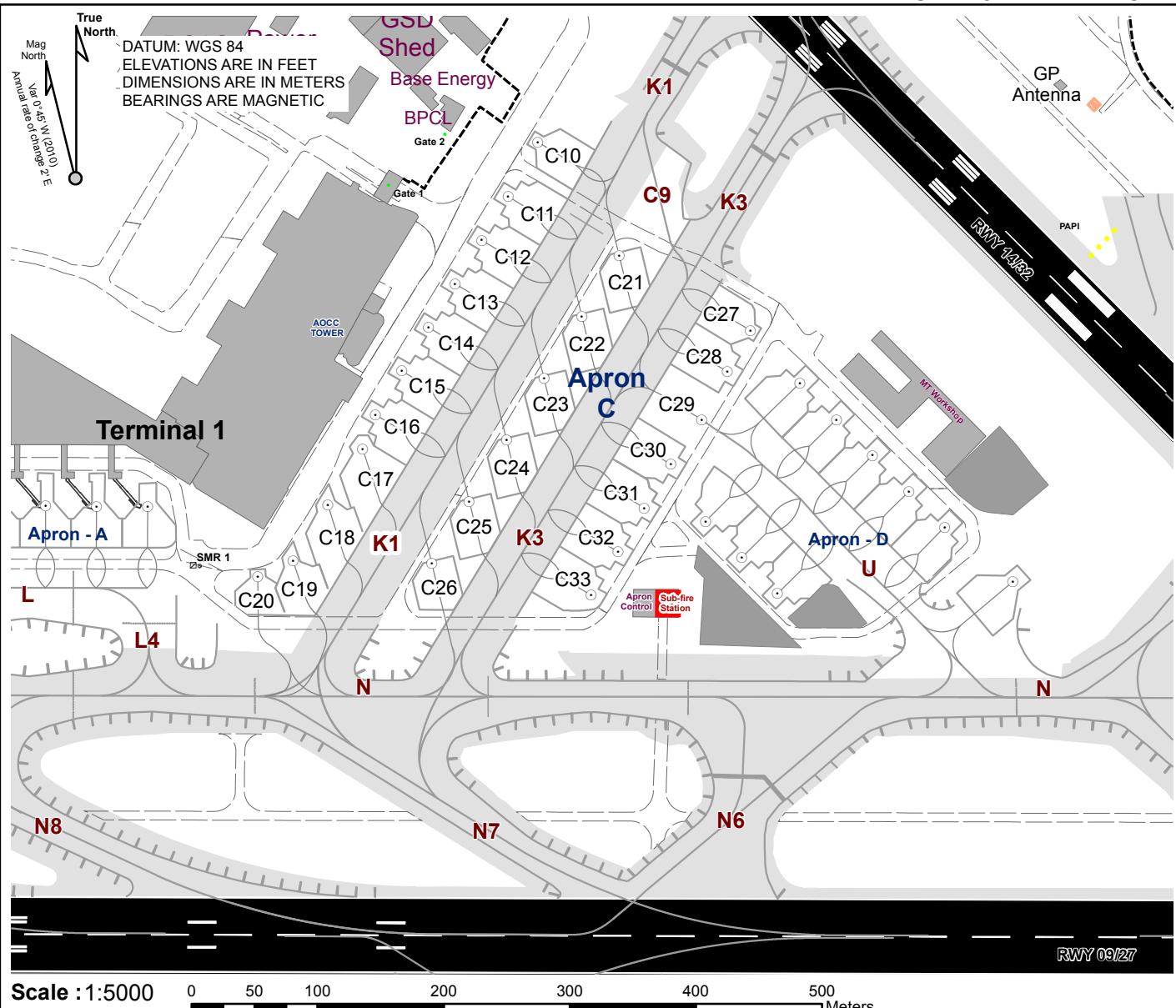
APRON ELEV - 33 ft

TWR 118.1
GND 121.9

MUMBAI, INDIA

APRON - C

CHHATRAPATI SHIVAJI INTL. AIRPORT



Stand No.	Latitude	Longitude	Type of Aircraft	PCN	ContactRem	Remarks
C10	19° 05' 39.40" N	072° 51' 32.06" E	ATR 72	150 / R / D / W / T	REMOTE	Power in-push back
C11	19° 05' 37.98" N	072° 51' 31.28" E	B-739, A-321	150 / R / D / W / T	REMOTE	Power in-push back
C12	19° 05' 36.84" N	072° 51' 30.58" E	B-739, A-321	150 / R / D / W / T	REMOTE	Power in-push back
C13	19° 05' 35.71" N	072° 51' 29.88" E	B-739, A-321	150 / R / D / W / T	REMOTE	Power in-push back
C14	19° 05' 34.57" N	072° 51' 29.18" E	B-739, A-321	150 / R / D / W / T	REMOTE	Power in-push back
C15	19° 05' 33.43" N	072° 51' 28.48" E	B-739, A-321	150 / R / D / W / T	REMOTE	Power in-push back
C16	19° 05' 32.29" N	072° 51' 27.78" E	B-739, A-321	150 / R / D / W / T	REMOTE	Power in-push back
C17	19° 05' 31.40" N	072° 51' 27.45" E	B-739, A-321	150 / R / D / W / T	REMOTE	Power in-push back
C18	19° 05' 29.94" N	072° 51' 26.54" E	B-739, A-321	150 / R / D / W / T	REMOTE	Power in-push back
C19	19° 05' 28.48" N	072° 51' 25.62" E	B-739, A-321	150 / R / D / W / T	REMOTE	Power in-push back
C20	19° 05' 28.06" N	072° 51' 24.67" E	ATR-72	150 / R / D / W / T	REMOTE	Power in-push back
C21	19° 05' 36.51" N	072° 51' 34.32" E	B-739, A-321	64 / F / A / W / T	REMOTE	Power in-power out (Entry from South side and exit through North side only)
C22	19° 05' 34.92" N	072° 51' 33.34" E	B-739, A-321	64 / F / A / W / T	REMOTE	
C23	19° 05' 33.30" N	072° 51' 32.34" E	B-739, A-321	64 / F / A / W / T	REMOTE	
C24	19° 05' 31.70" N	072° 51' 31.35" E	B-739, A-321	64 / F / A / W / T	REMOTE	
C25	19° 05' 30.10" N	072° 51' 30.37" E	B-739, A-321	64 / F / A / W / T	REMOTE	
C26	19° 05' 28.49" N	072° 51' 29.38" E	B-739, A-321	64 / F / A / W / T	REMOTE	
C27	19° 05' 34.63" N	072° 51' 37.92" E	Q-400	150 / R / D / W / T	REMOTE	Power in-push back
C28	19° 05' 33.56" N	072° 51' 37.30" E	B-739, A-321	150 / R / D / W / T	REMOTE	Power in-push back
C29	19° 05' 32.31" N	072° 51' 36.64" E	B-739, A-321	150 / R / D / W / T	REMOTE	Power in-push back
C30	19° 05' 31.15" N	072° 51' 35.82" E	B-739, A-321	150 / R / D / W / T	REMOTE	Power in-push back
C31	19° 05' 30.01" N	072° 51' 35.12" E	B-739, A-321	150 / R / D / W / T	REMOTE	Power in-push back
C32	19° 05' 28.87" N	072° 51' 34.43" E	B-739, A-321	150 / R / D / W / T	REMOTE	Power in-push back
C33	19° 05' 27.73" N	072° 51' 33.72" E	B-739, A-321	150 / R / D / W / T	REMOTE	Power in-push back

Taxi Way	PCN
K1	149 / R / D / W / T
K3	150 / R / D / W / T
N	150 / R / D / W / T (from RWY 09/27 upto TWY N7/N Junction)
N	64 / F / A / W / T (from TWY N7/N upto TWY N6/N Junction)
N	150 / R / D / W / T (from TWY N6/N Junction upto RWY 14/32)
N6	71 / F / B / W / U
N7	79 / R / C / W / T
U	66 / R / D / W / T
L4	85 / R / B / W / T
C9	64 / F / A / W / T

AIRCRAFT PARKING/
DOCKING CHART

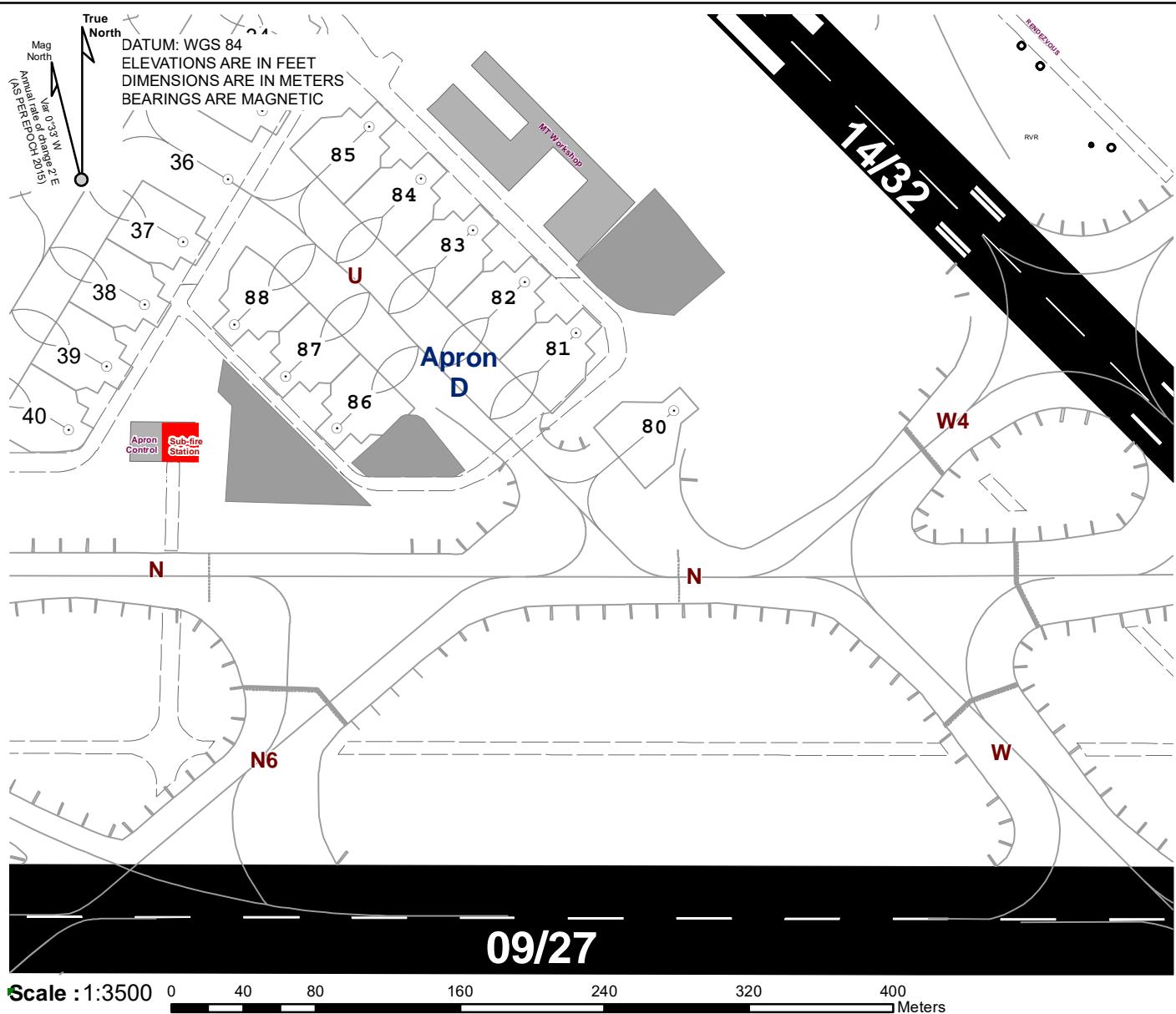
APRON ELEV - 30 ft

TWR 118.1
GND 121.9

MUMBAI, INDIA

APRON - D

CHHATRAPATI SHIVAJI INTL. AIRPORT



Stand No.	Latitude	Longitude	Type of Aircraft	PCN	Contact/Remote	Remarks
80	19° 05' 28.278" N	072° 51' 45.160" E	B-737-800WL, Q400	64 / F / A / W / T	Remote	Power in-pushback
81	19° 05' 29.647" N	072° 51' 43.284" E	B-737-800WL, A320	150 / R / D / W / T	Remote	Power in-pushback
82	19° 05' 30.551" N	072° 51' 42.291" E	B-737-900, A321	150 / R / D / W / T	Remote	Power in-pushback
83	19° 05' 31.469" N	072° 51' 41.287" E	B-737-900, A321	150 / R / D / W / T	Remote	Power in-pushback
84	19° 05' 32.382" N	072° 51' 40.290" E	B-737-900, A321	150 / R / D / W / T	Remote	Power in-pushback
85	19° 05' 33.303" N	072° 51' 39.288" E	B-737-900, A320	150 / R / D / W / T	Remote	Power in-pushback
86	19° 05' 27.865" N	072° 51' 38.775" E	B-737-900, A320	150 / R / D / W / T	Remote	Power in-pushback
87	19° 05' 28.776" N	072° 51' 37.785" E	B-737-900, A320	150 / R / D / W / T	Remote	Power in-pushback
88	19° 05' 29.697" N	072° 51' 36.794" E	B-737-900, A320	150 / R / D / W / T	Remote	Power in-pushback

Taxiway	PCN
K1	149 / R / D / W / T
K3	150 / R / D / W / T
N	150 / R / C / W / T (from RWY 09/27 upto TWY N7/N Junction)
N6	64 / F / A / W / T (from TWY N7/N junction upto N6/N Junction)
N7	150 / R / C / W / T (from TWY N6/N junction upto RWY 14/32)
U	71 / F / B / W / U
	79 / R / C / W / T
	66 / R / D / W / T

AIRCRAFT PARKING/
DOCKING CHART

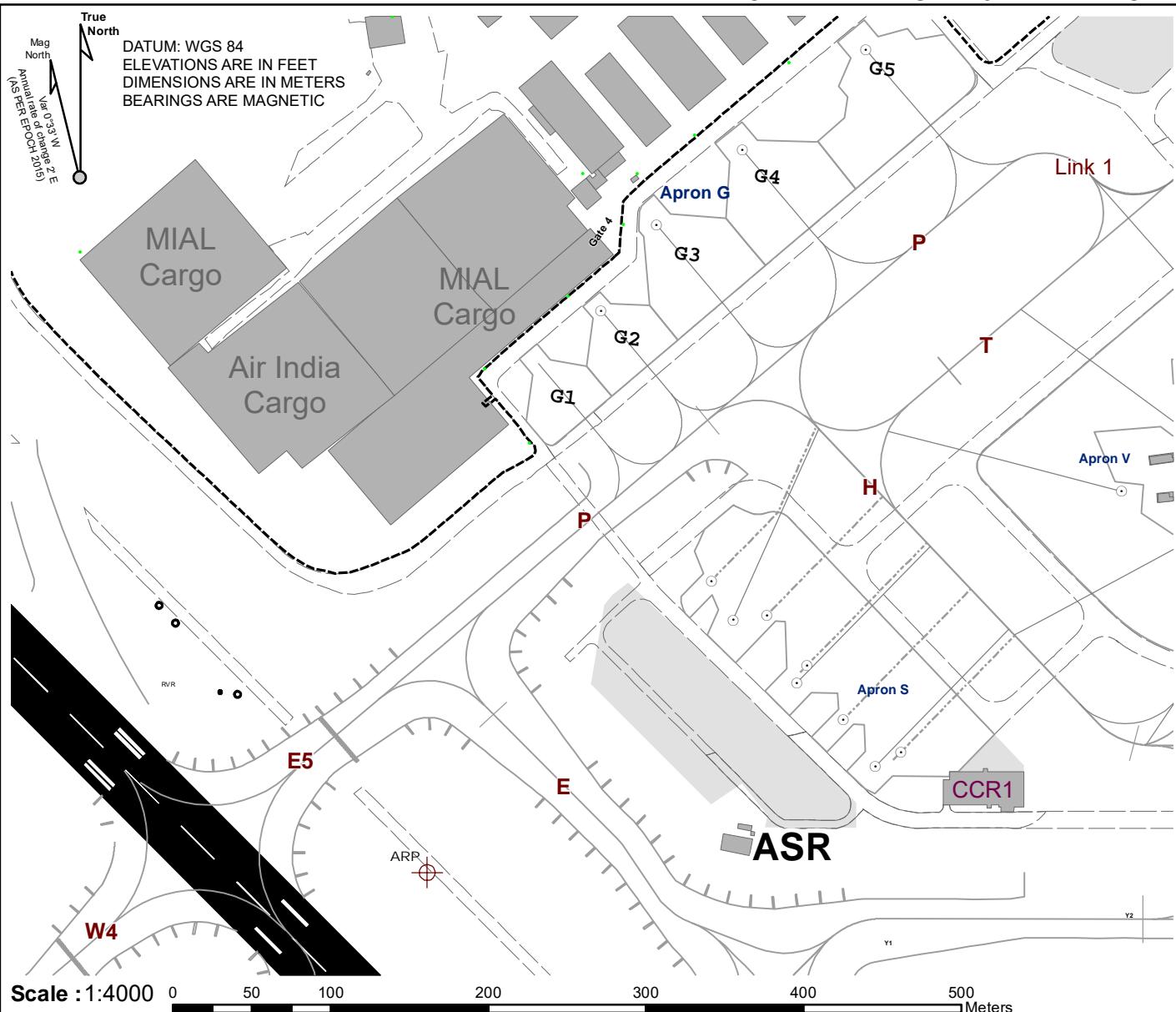
APRON ELEV - 31 ft

TWR 118.1
GND 121.9

MUMBAI, INDIA

APRON - G

CHHATRAPATI SHIVAJI INTL. AIRPORT



Stand No.	Latitude	Longituge	Type of Aircraft	PCN	Contact/Remote	Remarks
G1	19° 05' 39.960" N	072° 51' 59.880" E	A321	150 / R / D / W / T	Remote	Power in-pushback
G2	19° 05' 41.196" N	072° 52' 01.114" E	A310, B752	150 / R / D / W / T	Remote	Power in-pushback
G3	19° 05' 42.986" N	072° 52' 02.282" E	A321	150 / R / D / W / T	Remote	Power in-pushback
G4	19° 05' 44.566" N	072° 52' 04.123" E	B747	150 / R / D / W / T	Remote	Power in-pushback
G5	19° 05' 46.680" N	072° 52' 06.761" E	B744, A124	150 / R / D / W / T	Remote	Power in-pushback

Taxiway	PCN
Taxilane H	110 / R / C / W / T (Between Taxilane P and TWY M5)
Taxilane P	100 / F / A / W / T (from Twy E5/E Junction upto TWY Link1)
Taxilane T	110 / R / C / W / T
Link1	110 / R / C / W / T
E5	100 / F / A / W / T

AIRCRAFT PARKING/
DOCKING CHART

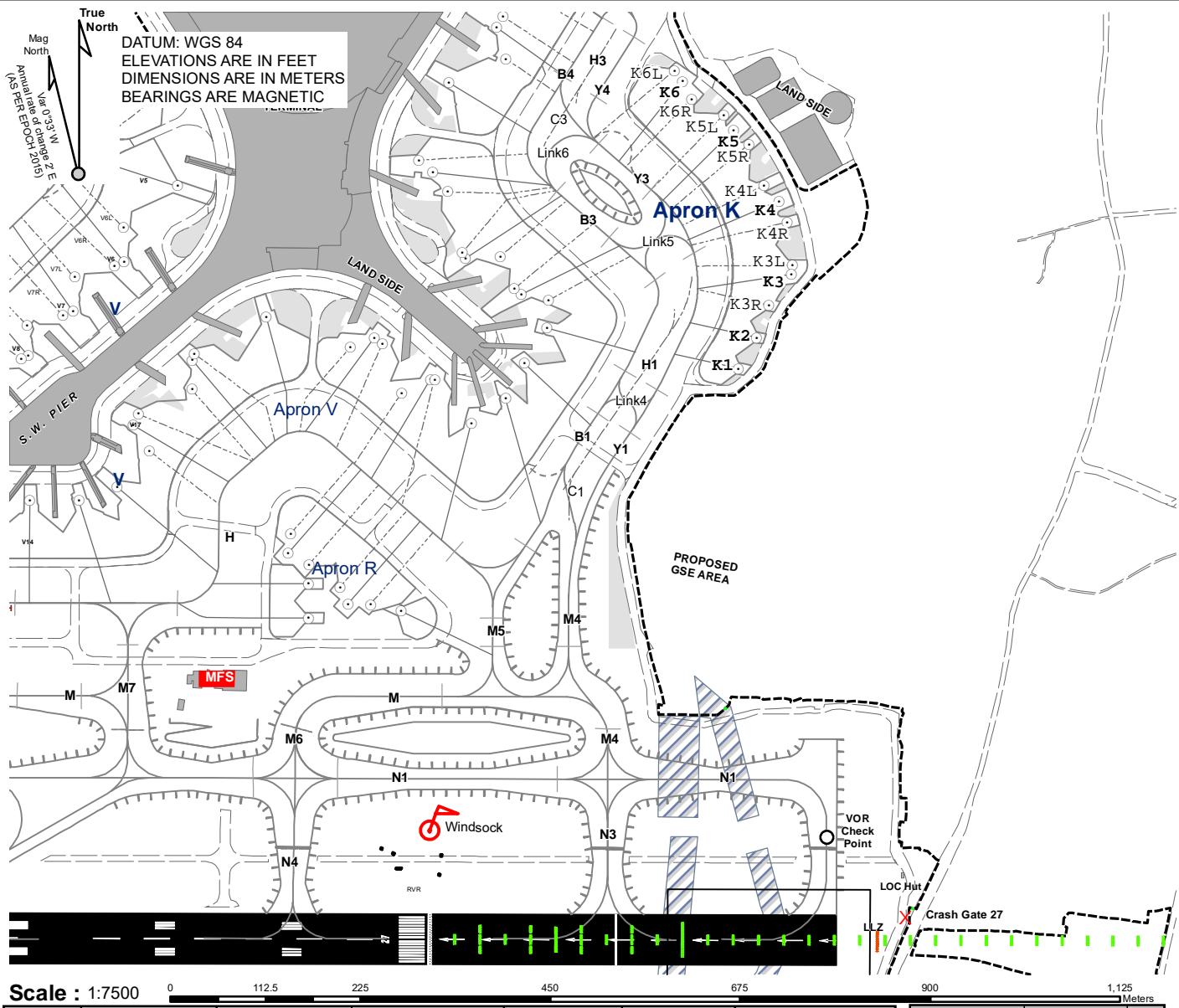
APRON ELEV - 26 ft

TWR 118.1
GND 121.9

MUMBAI, INDIA

APRON - K

CHHATRAPATI SHIVAJI INTL. AIRPORT



Scale : 1:7500

Stand No.	Latitude	Longitude	Type of Aircraft	PCN	Contact/Remote	Remarks
K1	19° 05' 41.985" N	072° 52' 46.009" E	A321, B739	110 / R / C / W / T	Remote	Power in-pushback
K2	19° 05' 43.195" N	072° 52' 46.726" E	A321, B739	110 / R / C / W / T	Remote	Power in-pushback
K3L	19° 05' 45.992" N	072° 52' 48.127" E	A321, B739	110 / R / C / W / T	Remote	Power in-pushback
K3	19° 05' 45.646" N	072° 52' 48.091" E	A346, B744	110 / R / C / W / T	Remote	Power in-pushback
K3R	19° 05' 44.445" N	072° 52' 47.203" E	A321, B739	110 / R / C / W / T	Remote	Power in-pushback
K4L	19° 05' 49.032" N	072° 52' 46.904" E	A321, B739	110 / R / C / W / T	Remote	Power in-pushback
K4	19° 05' 48.456" N	072° 52' 47.543" E	A346, B744	110 / R / C / W / T	Remote	Power in-pushback
K4R	19° 05' 47.643" N	072° 52' 47.878" E	A321, B739	110 / R / C / W / T	Remote	Power in-pushback
K5L	19° 05' 51.744" N	072° 52' 45.244" E	A321, B739	110 / R / C / W / T	Remote	Power in-pushback
K5	19° 05' 51.140" N	072° 52' 45.648" E	A346, B744	110 / R / C / W / T	Remote	Power in-pushback
K5R	19° 05' 50.621" N	072° 52' 46.281" E	A321, B739	110 / R / C / W / T	Remote	Power in-pushback
K6L	19° 05' 53.411" N	072° 52' 43.199" E	A321, B739	110 / R / C / W / T	Remote	Power in-pushback
K6	19° 05' 53.005" N	072° 52' 43.546" E	A346, B744	110 / R / C / W / T	Remote	Power in-pushback
K6R	19° 05' 52.338" N	072° 52' 43.927" E	A321, B739	110 / R / C / W / T	Remote	Power in-pushback

NOTE

- Taxilane centerline marking of Code E Taxilanes H1 and H3 is of orange colour and centerline lights are alternate orange and green wherein first light at point of tangency is of orange color.
- Taxeways/taxilanes B1, Y1, B3, Y3, B4, Y4, link 4, Link 5 (southern segment), Link 6 and Link 7 are provided with Standard centerline marking and lights. Link C1 and Link C3 are code C compliant marked with standard centerline marking but not provided with centerline lights.
- Width of Link 5 Northern Segment, Link 6, Taxilane B3 and Taxilane Y3 is 23m and are compatible for Aircraft up to Code E. However Rest of the portion of TWY B1/B4 & TWY Y1/Y4 are 18m wide and compatible for Aircraft up to Code C.
- Aircraft taxiing on parallel code C TWYs B1/Y1 and TWY B4/Y4 shall not exceed taxiing speed of 10 knots.

Taxiway	PCN	Width
Taxilane H (Btm. Txl P-Twy M7)	110 / R / C / W / T	23m
Taxilane H (Btm.Txy M7 Twy M5)	110 / R / C / W / T	25m
Taxilane H1	110 / R / C / W / T	23m
Taxilane H3	110 / R / C / W / T	23m
B1	110 / R / C / W / T	18m
Y1	110 / R / C / W / T	18m
Taxilane B3	110 / R / C / W / T	23m
Taxilane Y3	110 / R / C / W / T	23m
M1	110 / R / C / W / T	25m
M4 (Btm. Txl H1-Twy M)	110 / R / C / W / T	23m
M4 (Btm. Twy M-Twy N1)	110 / R / C / W / T	25m
M5	110 / R / C / W / T	25m
M6	110 / R / C / W / T	25m
M7	110 / R / C / W / T	25m
M8	110 / R / C / W / T	23m
N1	110 / R / C / W / T	25m
N3	110 / R / C / W / T	25m
N4	110 / R / C / W / T	23m

AIRCRAFT PARKING/
DOCKING CHART

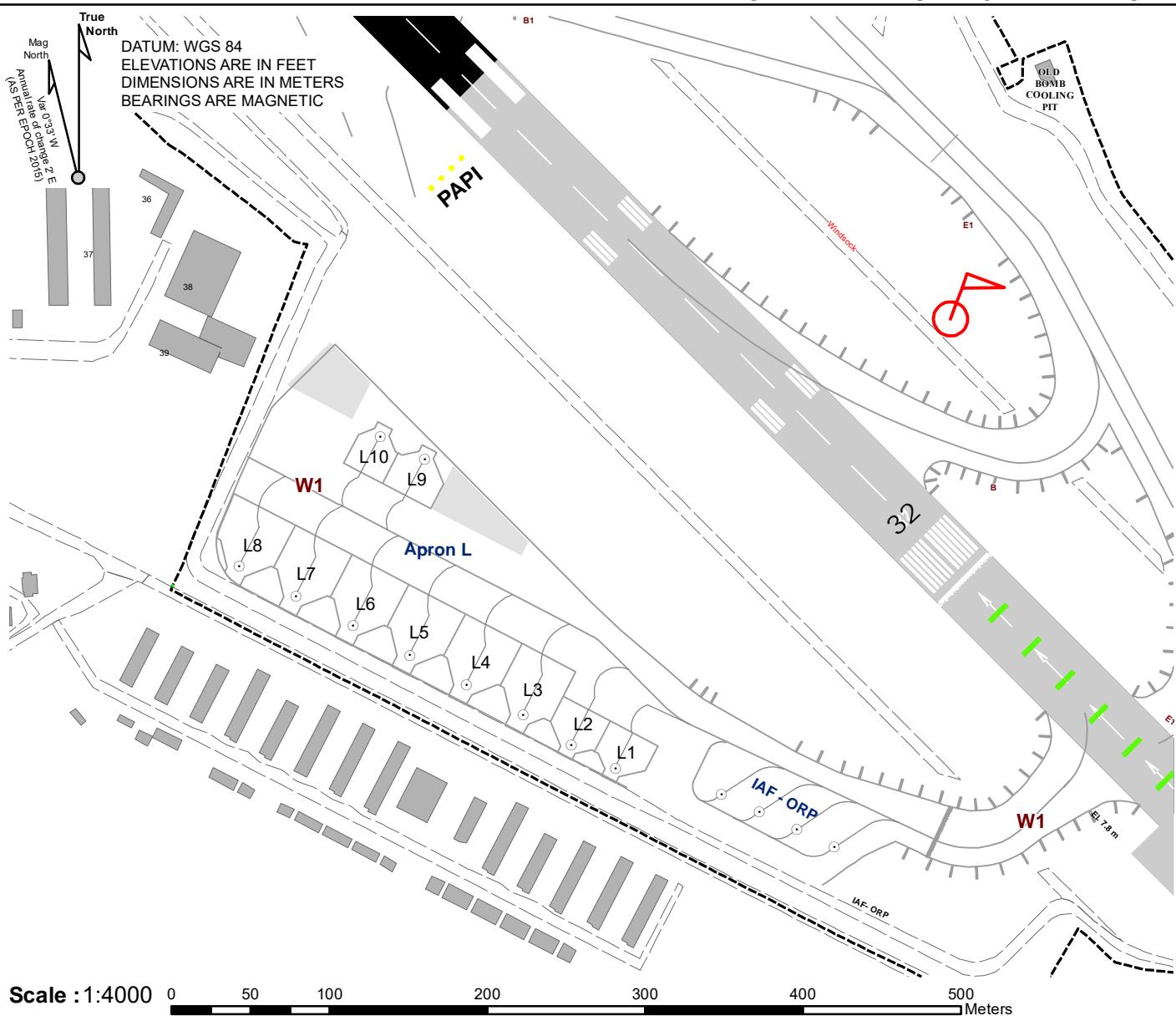
APRON ELEV - 21 ft

TWR 118.1
GND 121.9

MUMBAI, INDIA

APRON - L

CHHATRAPATI SHIVAJI INTL. AIRPORT



Stand No.	Latitude	Longitude	Type of Aircraft	PCN	Contact/Remote	Remarks
L1	19° 04' 50.178" N	072° 52' 24.052" E	ATR72	77 / R / C / W / T	Remote	Power in-pushback
L2	19° 04' 50.639" N	072° 52' 23.084" E	ATR72	77 / R / C / W / T	Remote	Power in-pushback
L3	19° 04' 51.251" N	072° 52' 22.030" E	B-389, A321	77 / R / C / W / T	Remote	Power in-pushback
L4	19° 04' 51.840" N	072° 52' 20.791" E	B-389, A321	77 / R / C / W / T	Remote	Power in-pushback
L5	19° 04' 52.427" N	072° 52' 19.552" E	B-389, A321	77 / R / C / W / T	Remote	Power in-pushback
L6	19° 04' 53.013" N	072° 52' 18.311" E	B-389, A321	77 / R / C / W / T	Remote	Power in-pushback
L7	19° 04' 53.603" N	072° 52' 17.070" E	B-389, A321	77 / R / C / W / T	Remote	Power in-pushback
L8	19° 04' 54.195" N	072° 52' 15.828" E	B-389, A321	77 / R / C / W / T	Remote	Power in-pushback
L9	19° 04' 56.459" N	072° 52' 19.800" E	ATR72	77 / R / C / W / T	Remote	Power in-pushback
L10	19° 04' 56.918" N	072° 52' 18.835" E	ATR72	77 / R / C / W / T	Remote	Power in-pushback

Taxiway	PCN
E1	150 / R / D / W / T
W1	110 / R / C / W / T (Portion of TWY W1 between holding point RWY32 upto behind aircraft stand L8 redesignated as aircraft stand Tasilane W1)
E3	110 / R / C / W / T

AIRCRAFT PARKING/ DOCKING CHART

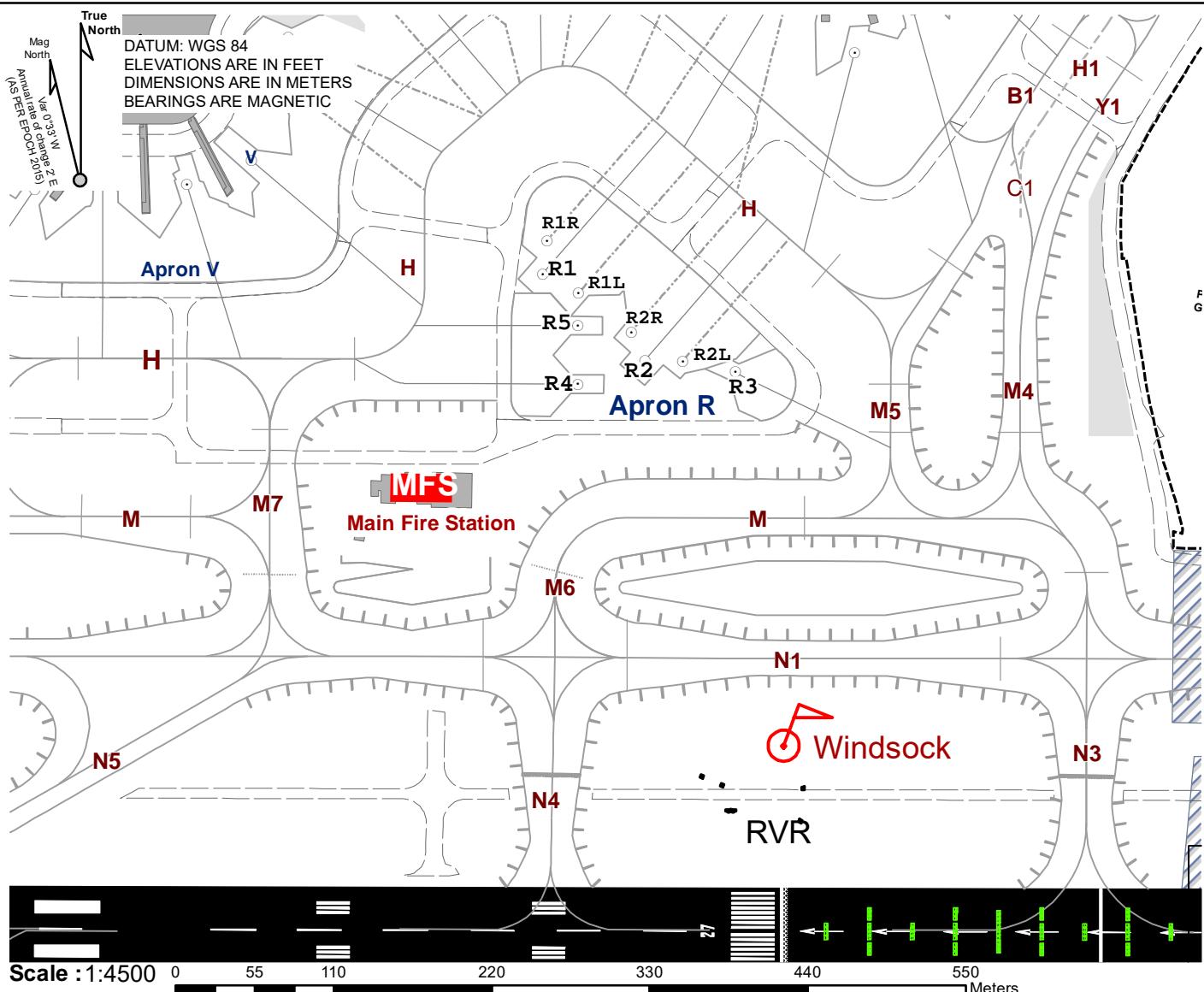
APRON ELEV - 29 ft

TWR 118.1
GND 121.9

MUMBAI, INDIA

APRON - R

CHHATRAPATI SHIVAJI INTL. AIRPORT



Stand No.	Latitude	Longituge	Type of Aircraft	PCN	Contact/Remote	Remarks
R1L	19° 05' 34.140" N	072° 52' 28.738" E	A321, B739	110 / R / C / W / T	Remote	Power in-pushback
R1	19° 05' 34.566" N	072° 52' 27.877" E	B744, A346	110 / R / C / W / T	Remote	Power in-pushback
R1R	19° 05' 35.325" N	072° 52' 27.974" E	A321, B739	110 / R / C / W / T	Remote	Power in-pushback
R2L	19° 05' 32.648" N	072° 52' 31.254" E	A321, B739	110 / R / C / W / T	Remote	Power in-pushback
R2	19° 05' 32.656" N	072° 52' 30.348" E	B748, A388	110 / R / C / W / T	Remote	Power in-pushback
R2R	19° 05' 33.293" N	072° 52' 30.015" E	A321, B739	110 / R / C / W / T	Remote	Power in-pushback
R3	19° 05' 32.419" N	072° 52' 32.513" E	A321, B739	110 / R / C / W / T	Remote	Power in-pushback
R4	19° 05' 32.096" N	072° 52' 28.758" E	A321, B739	110 / R / C / W / T	Remote	Power in-pushback
R5	19° 05' 33.413" N	072° 52' 28.736" E	A321, B739	110 / R / C / W / T	Remote	Power in-pushback

Taxiway	PCN	Width
M	110 / R / C / W / T	25m
M4 (Btn. Txl H1-TwyM)	110 / R / C / W / T	23m
M4 (Btn. Txl M-TwyN1)	110 / R / C / W / T	25m
M5	110 / R / C / W / T	25m
M7	110 / R / C / W / T	25m
B1	110 / R / C / W / T	18m
Y1	110 / R / C / W / T	18m
N1	110 / R / C / W / T	25m
N3	110 / R / C / W / T	25m
N4	110 / R / C / W / T	23m
N5	110 / R / C / W / T	25m
Taxilane H1	110 / R / C / W / T	23m
M6	110 / R / C / W / T	25m

AIRCRAFT PARKING/
DOCKING CHART

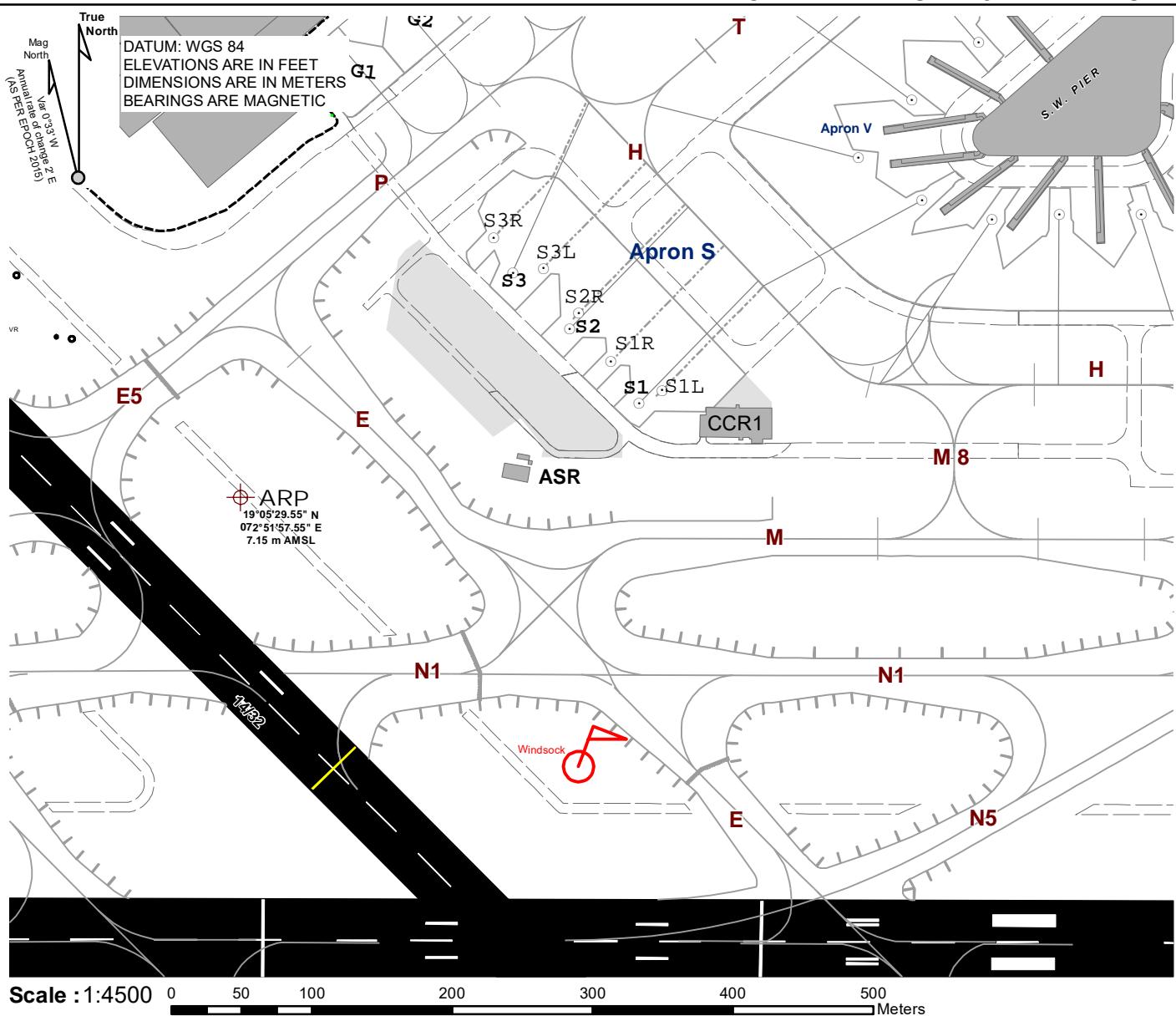
APRON ELEV - 27 ft

TWR 118.1
GND 121.9

MUMBAI, INDIA

APRON - S

CHHATRAPATI SHIVAJI INTL. AIRPORT



Stand No.	Latitude	Longitude	Type of Aircraft	PCN	Contact/Remote	Remarks
S1L	19° 05' 32.198" N	072° 52' 07.784" E	A321, B739 WL	110 / R / C / W / T	Remote	Power in-pushback
S1	19° 05' 31.909" N	072° 52' 07.219" E	B744, A346	110 / R / C / W / T	Remote	Power in-pushback
S1R	19° 05' 32.844" N	072° 52' 06.518" E	A321, B739 WL	110 / R / C / W / T	Remote	Power in-pushback
S2	19° 05' 33.590" N	072° 52' 05.480" E	B744, A346	110 / R / C / W / T	Remote	Power in-pushback
S2R	19° 05' 33.953" N	072° 52' 05.710" E	A321, B739 WL	110 / R / C / W / T	Remote	Power in-pushback
S3L	19° 05' 34.975" N	072° 52' 04.827" E	A321, B739 WL	110 / R / C / W / T	Remote	Power in-pushback
S3	19° 05' 34.860" N	072° 52' 04.070" E	B748, A346	110 / R / C / W / T	Remote	Power in-pushback
S3R	19° 05' 35.660" N	072° 52' 03.603" E	A321, B739 WL	110 / R / C / W / T	Remote	Power in-pushback

Taxiway	PCN
Taxilane H	110 / R / C / W / T (Between Taxilane P and TWY M5)
P	100 / F / A / W / T (from the Junction of TWY E5/E upto TWY Link1)
E	110 / R / C / W / T
N1	110 / R / C / W / T
N5	110 / R / C / W / T
E5	100 / F / A / W / T
M	110 / R / C / W / T
M8	110 / R / C / W / T

AIRCRAFT PARKING/
DOCKING CHART

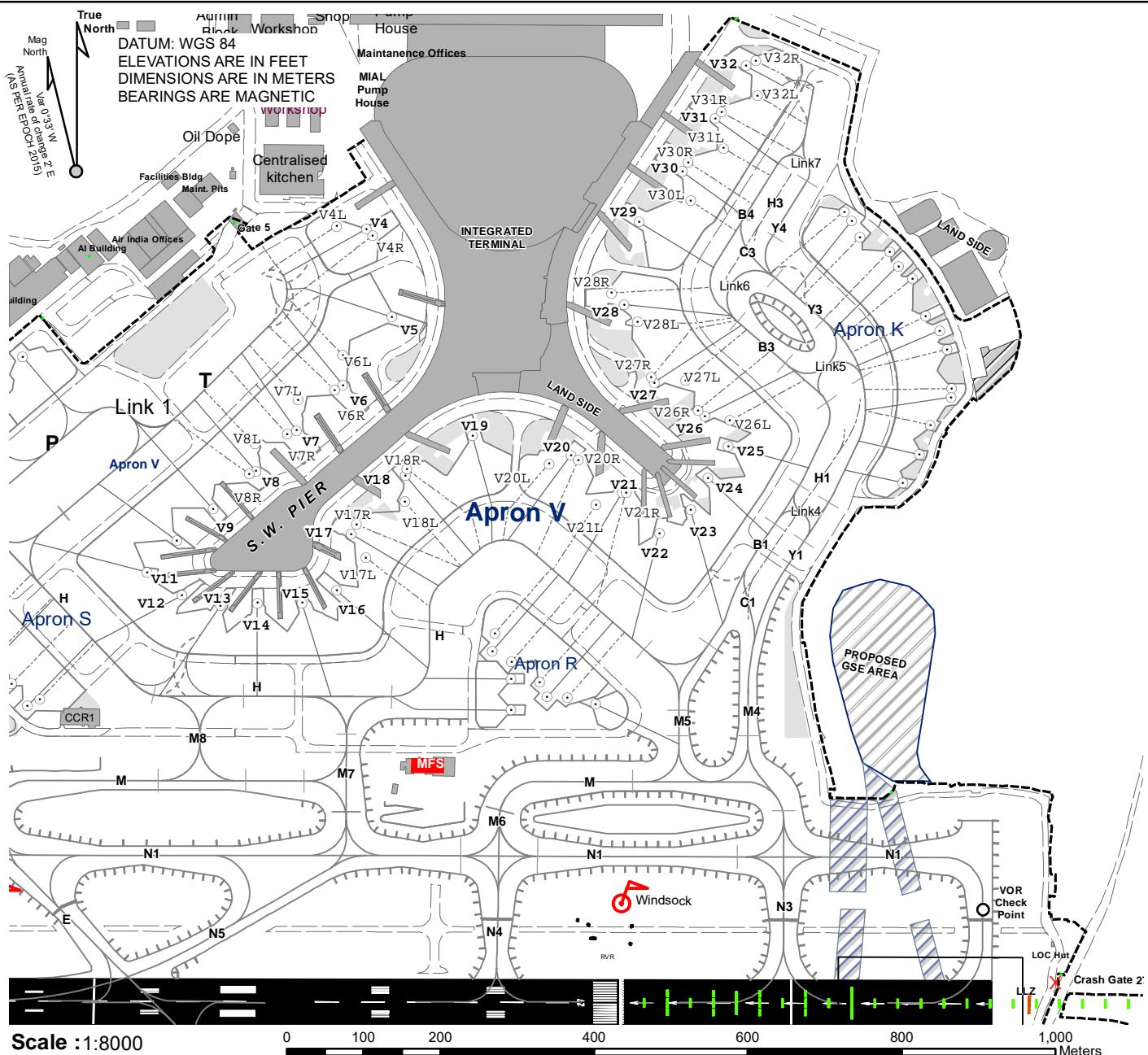
APRON ELEV - 31 ft

TWR 118.1
GND 121.9

MUMBAI, INDIA

APRON - V

CHHATRAPATI SHIVAJI INTL. AIRPORT



Scale : 1:8000

0 100 200 400 600 800 1,000 Meters

Stand No.	Latitude	Longitude	Type of Aircraft	Stand No.	Latitude	Longitude	Type of Aircraft
V4L	19° 05' 52.423" N	072° 52' 20.624" E	A321, B739	V20L	19° 05' 42.539" N	072° 52' 30.266" E	A321, B739
V4	19° 05' 52.328" N	072° 52' 21.957" E	B744, A346	V20	19° 05' 42.905" N	072° 52' 31.232" E	B748, A388
V4R	19° 05' 52.042" N	072° 52' 22.223" E	A321, B739	V20R	19° 05' 42.697" N	072° 52' 31.559" E	A321, B739
V5	19° 05' 48.638" N	072° 52' 23.150" E	B744, A346	V21	19° 05' 40.814" N	072° 52' 32.373" E	A321, B739
V6L	19° 05' 46.992" N	072° 52' 20.998" E	A321, B739	V21	19° 05' 41.362" N	072° 52' 33.539" E	B748, A388
V6	19° 05' 45.706" N	072° 52' 21.035" E	B744, A346	V21R	19° 05' 41.343" N	072° 52' 33.704" E	A321, B739
V6R	19° 05' 45.511" N	072° 52' 20.653" E	A321, B739	V22	19° 05' 39.688" N	072° 52' 35.219" E	B744, A346
V7L	19° 05' 45.067" N	072° 52' 19.035" E	A321, B739	V23	19° 05' 40.695" N	072° 52' 36.595" E	B744, A346
V7	19° 05' 43.747" N	072° 52' 19.007" E	B744, A346	V24	19° 05' 42.042" N	072° 52' 37.335" E	B744, A346
V7R	19° 05' 43.586" N	072° 52' 18.589" E	A321, B739	V25	19° 05' 43.416" N	072° 52' 38.226" E	B744, A346
V8L	19° 05' 43.175" N	072° 52' 17.147" E	A321, B739	V26	19° 05' 44.492" N	072° 52' 38.265" E	A321, B739
V8	19° 05' 42.003" N	072° 52' 17.214" E	B744, A346	V26	19° 05' 44.673" N	072° 52' 37.147" E	B744, A346
V8R	19° 05' 41.891" N	072° 52' 16.929" E	A321, B739	V26R	19° 05' 44.901" N	072° 52' 36.854" E	A321, B739
V9	19° 05' 40.378" N	072° 52' 15.346" E	B744, A346	V27L	19° 05' 46.145" N	072° 52' 36.268" E	A321, B739
V10	19° 05' 39.021" N	072° 52' 13.745" E	B744, A346	V27	19° 05' 46.043" N	072° 52' 34.872" E	B744, A346
V11	19° 05' 37.664" N	072° 52' 12.469" E	B744, A346	V27R	19° 05' 46.250" N	072° 52' 34.740" E	A321, B739
V12	19° 05' 36.704" N	072° 52' 10.035" E	B744, A346	V28L	19° 05' 48.593" N	072° 52' 34.100" E	A321, B739
V13	19° 05' 36.286" N	072° 52' 15.751" E	B744, A346	V28	19° 05' 49.326" N	072° 52' 33.484" E	B744, A346
V14	19° 05' 36.435" N	072° 52' 17.384" E	B744, A346	V28R	19° 05' 49.799" N	072° 52' 32.902" E	A321, B739
V15	19° 05' 36.468" N	072° 52' 19.377" E	B744, A346	V29	19° 05' 52.818" N	072° 52' 34.074" E	B744, A346
V16	19° 05' 37.030" N	072° 52' 20.906" E	B744, A346	V30L	19° 05' 53.790" N	072° 52' 36.290" E	A321, B739
V17L	19° 05' 38.433" N	072° 52' 22.176" E	A321, B739 WL	V30	19° 05' 54.980" N	072° 52' 35.968" E	B744, A346
V17	19° 05' 39.407" N	072° 52' 21.516" E	B744, A346, A380	V30R	19° 05' 55.390" N	072° 52' 36.227" E	A321, B739
V17R	19° 05' 39.835" N	072° 52' 21.728" E	A321, B739 WL	V31L	19° 05' 56.000" N	072° 52' 37.794" E	A321, B739
V18L	19° 05' 40.822" N	072° 52' 23.871" E	A321, B739	V31	19° 05' 57.247" N	072° 52' 37.391" E	B744, A346
V18	19° 05' 41.950" N	072° 52' 23.870" E	B748, A388	V31R	19° 05' 57.542" N	072° 52' 37.666" E	A321, B739
V18R	19° 05' 42.204" N	072° 52' 23.941" E	A321, B739	V32L	19° 05' 58.310" N	072° 52' 39.100" E	A321, B739
V19	19° 05' 43.675" N	072° 52' 26.829" E	B744, A346	V32	19° 05' 59.508" N	072° 52' 38.720" E	B772, B744

Taxiway	PCN	Width
Taxilane H (Btw. Txl P-Twy M7)	110 / R / C / W / T	23m
Taxilane H (Btw.Txly M7 Twy M5)	110 / R / C / W / T	25m
Taxilane H1	110 / R / C / W / T	23m
Taxilane H3	110 / R / C / W / T	23m
Taxilane T	110 / R / C / W / T	23m
Taxilane P	100 / F / A / W / T	23m
B1	110 / R / C / W / T	18m
Y1	110 / R / C / W / T	18m
Taxilane B3	110 / R / C / W / T	23m
Taxilane Y3	110 / R / C / W / T	23m
B4	110 / R / C / W / T	18m
Y4	110 / R / C / W / T	18m
E	110 / R / C / W / T	23m
C1	110 / R / C / W / T	18m
C3	110 / R / C / W / T	18m
Link1	110 / R / C / W / T	23m
Link4	110 / R / C / W / T	18m
Link5 (North Segment)	110 / R / C / W / T	23m
Link5 (South Segment)	110 / R / C / W / T	18m
Link6	110 / R / C / W / T	23m
Link7	110 / R / C / W / T	18m
M	110 / R / C / W / T	25m
M4	110 / R / C / W / T	23m
(Btw. Txl H1-Twy M)	110 / R / C / W / T	23m
M4 (Btw. Twy M-Twy N1)	110 / R / C / W / T	25m
M5	110 / R / C / W / T	25m
M6	110 / R / C / W / T	25m
M7	110 / R / C / W / T	25m
M8	110 / R / C / W / T	23m
N1	110 / R / C / W / T	25m
N3	110 / R / C / W / T	25m
N4	110 / R / C / W / T	23m

NOTE:-

1. Taxilane centerline marking of Code E Taxilanes H1 and H3 is of orange colour and centerline lights are alternate orange and green wherein first light at point of tangency is of orange color.
2. Taxiways/taxilanes B1, Y1, B3, Y3, B4, Y4, link 4, Link 5 (southern segment), Link 6 and Link 7 are provided with Standard centerline marking and lights. Link C1 and Link C3 are code C compliant marked with standard centerline marking but not provided with centerline lights.
3. Width of Link 5 Northern Segment, Link 6, Taxilane B3 and Taxilane Y3 is 23m and are compatible for Aircraft up to Code E. However Rest of the portion of TWY B1/B4 & TWY Y1/Y4 are 18m wide and compatible for Aircraft up to Code C.
4. Aircraft taxiing on parallel code C TWYs B1/Y1 and TWY B4/Y4 shall not exceed taxiing speed of 10 knots.
5. All Aircraft parking stands are power in push back.
6. All stands are Contact Stands.
7. All Aircraft parking stands are provided with A-VDGs (except V8L and V17L).
8. PCN for all Aircraft Parking stands is 110 / R / C / W / T.

AERODROME OBSTACLE CHART

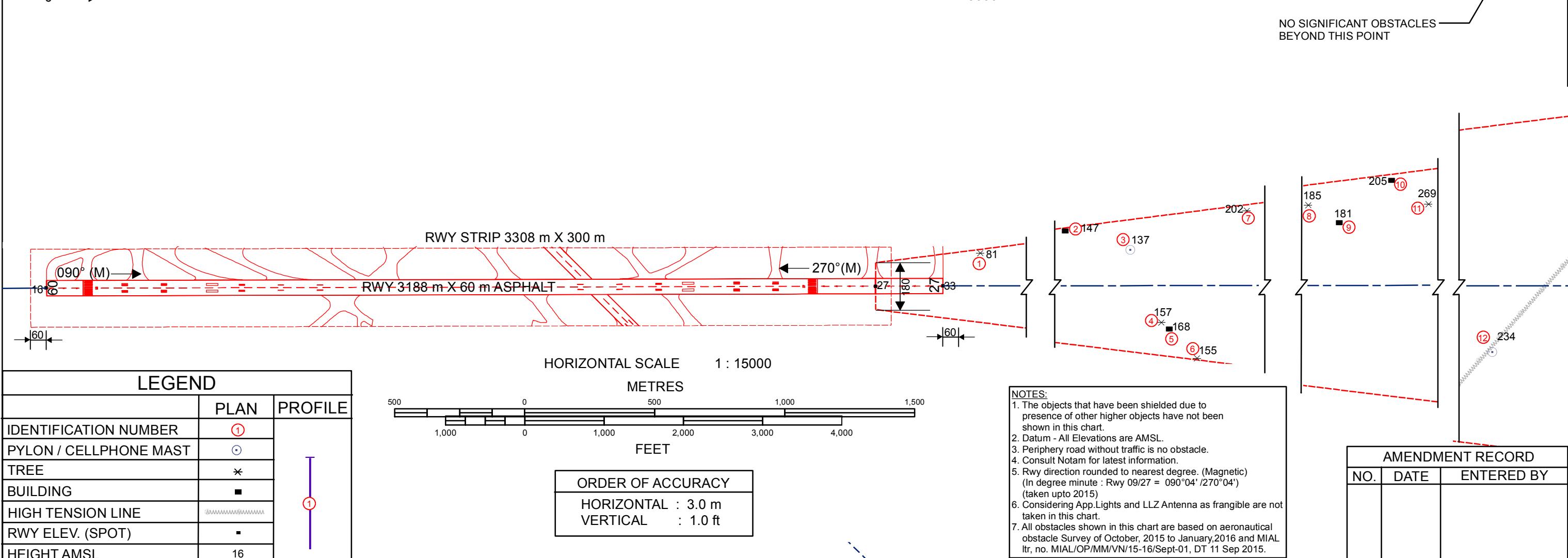
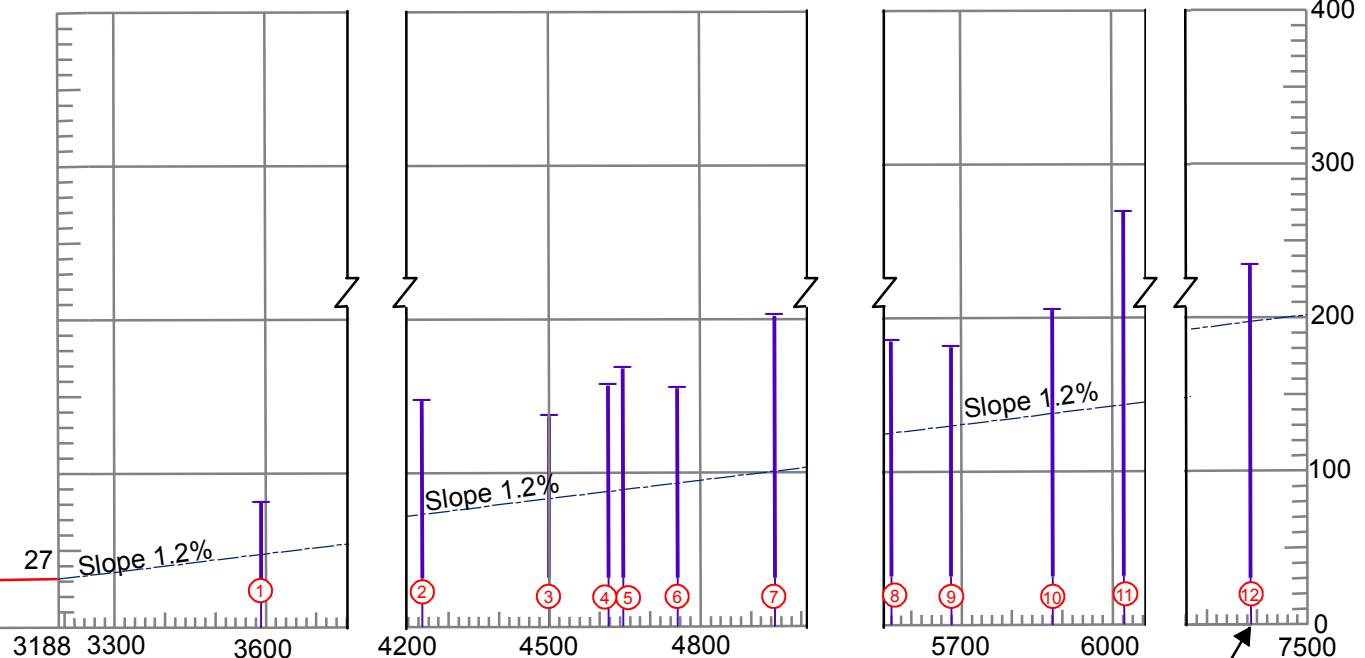
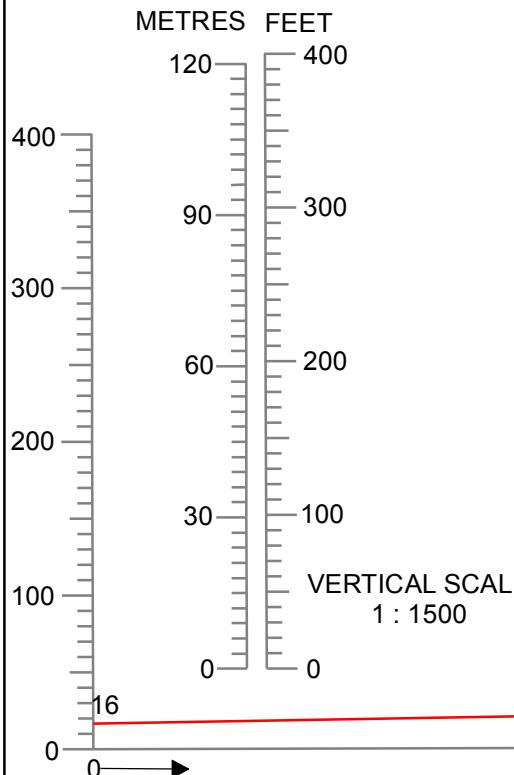
INDIA / MUMBAI

ELEVATIONS IN FEET
ALL OTHER DIMENSIONS IN METRES

TYPE - A (OPERATING LIMITATIONS)

CSI AIRPORT / RWY 09

MAGNETIC VARIATION 0° 45' W (2010)



AERODROME OBSTACLE CHART

INDIA / MUMBAI

ELEVATIONS IN FEET
ALL OTHER DIMENSIONS IN METRES

TYPE - A (OPERATING LIMITATIONS)

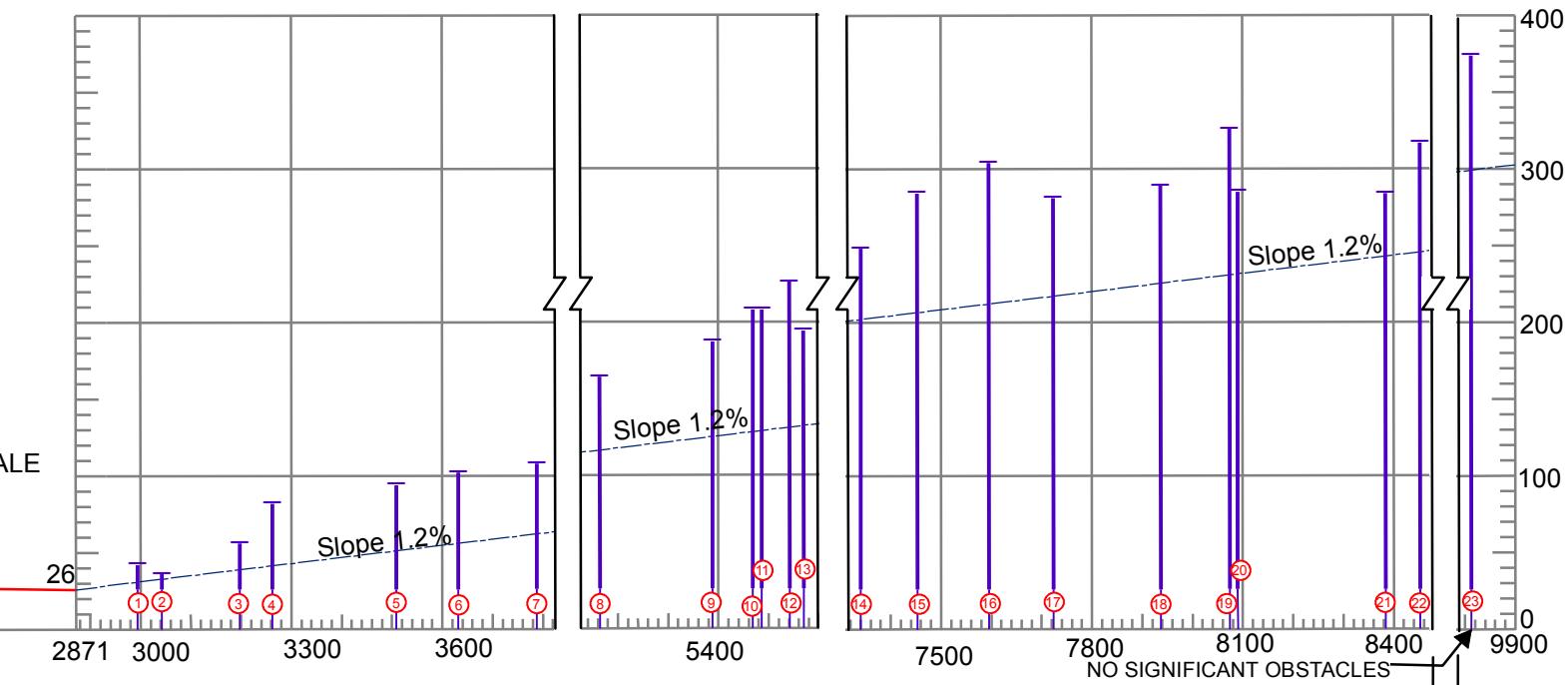
CSI AIRPORT / RWY 14

MAGNETIC VARIATION 0° 45' W (2010)

RWY 14/32

DECLARED DISTANCES

RWY 14	TAKE-OFF RUN AVAILABLE	RWY 32
2871		2871
2871	TAKE-OFF DISTANCE AVAILABLE	2871
2871	ACCELERATE STOP DISTANCE AVAILABLE	2871
2471	LANDING DISTANCE AVAILABLE	2673

FEET
METRES400
300
200
100
0
VERTICAL SCALE
1 : 1500

RWY STRIP 2991 m X 300 m

RWY 2871 m X 45 m TARMAC

135°

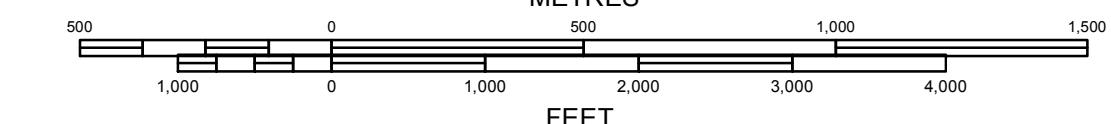
40°

160°

HORIZONTAL SCALE 1 : 15000

METRES

ORDER OF ACCURACY

HORIZONTAL : 3.0 m
VERTICAL : 1.0 ft

NOTES:

- The objects that have been shielded due to presence of other higher objects have not been shown in this chart.
- Datum - All Elevations are AMSL.
- Periphery road without traffic is no obstacle.
- Consult Notam for latest information.
- Rwy direction rounded to nearest degree.
(In degree minute : Rwy 14/32 = 135°04' / 315°04')
(taken upto 2015)
- Considering App.Lights and LLZ Antenna as frangible are not taken in this chart.
- All obstacles shown in this chart are based on aeronautical obstacle Survey of October, 2015 to January, 2016 and MIAL Itr. no. MIAL/OP/MM/VN/15-16/Sept-01, DT 11 Sep 2015.

AMENDMENT RECORD		
NO.	DATE	ENTERED BY

AERODROME OBSTACLE CHART

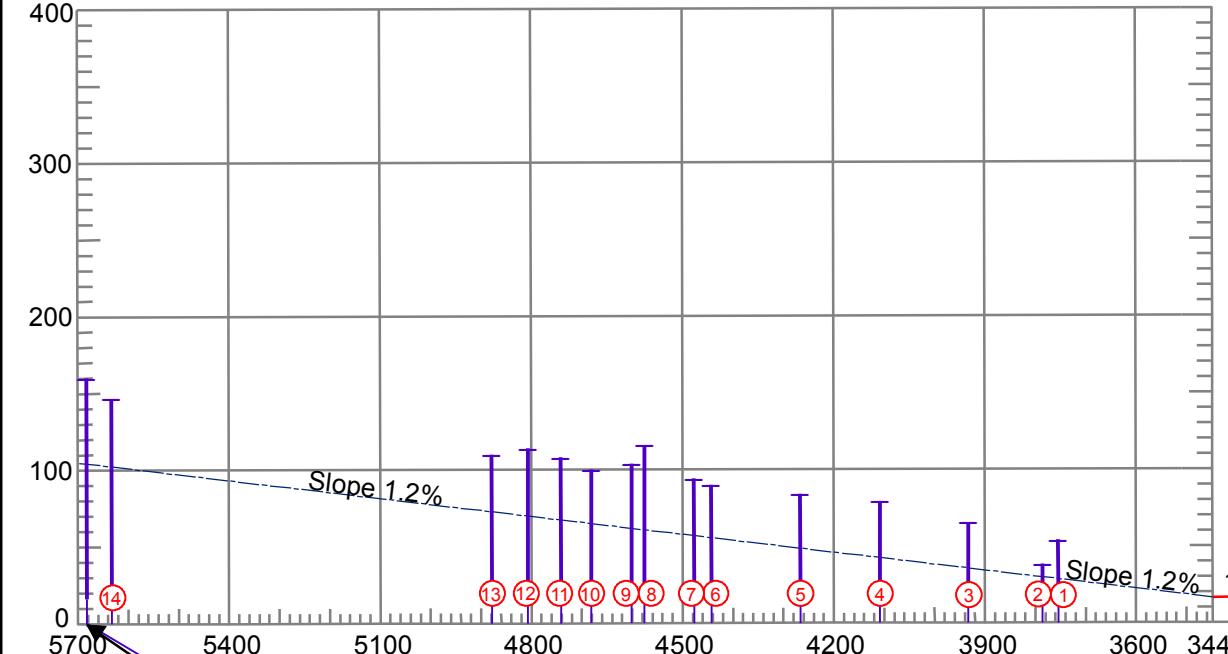
INDIA / MUMBAI

CSI AIRPORT / RWY 27

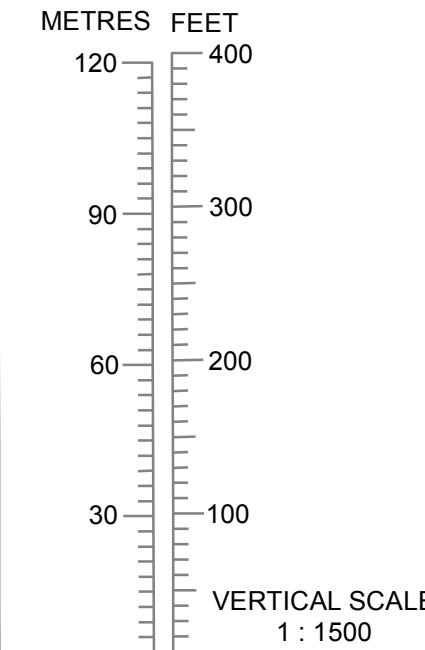
ELEVATIONS IN FEET
ALL OTHER DIMENSIONS IN METRES

TYPE - A (OPERATING LIMITATIONS)

MAGNETIC VARIATION 0° 45' W (2010)



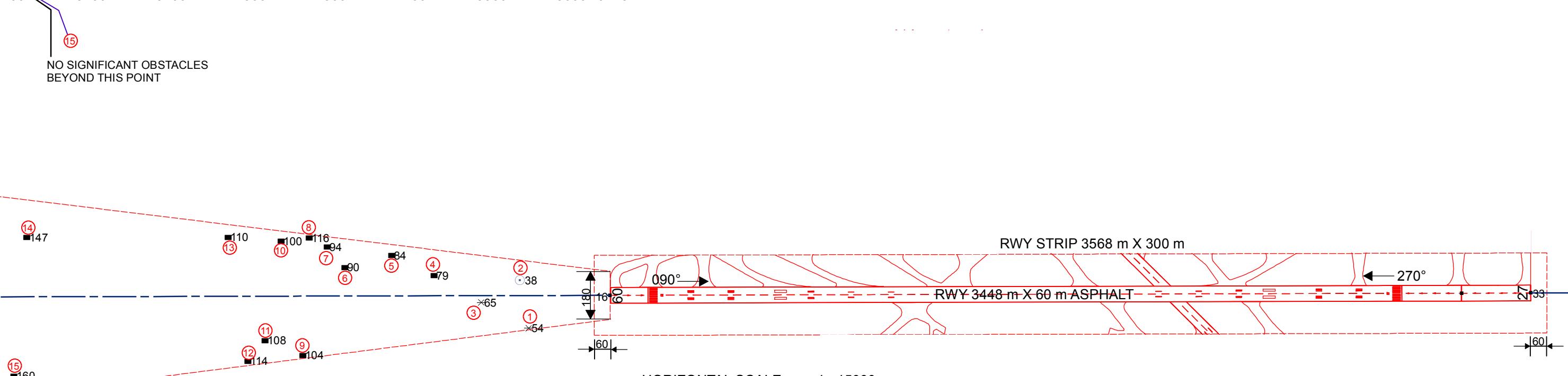
NO SIGNIFICANT OBSTACLES BEYOND THIS POINT



RWY 09/27

DECLARED DISTANCES

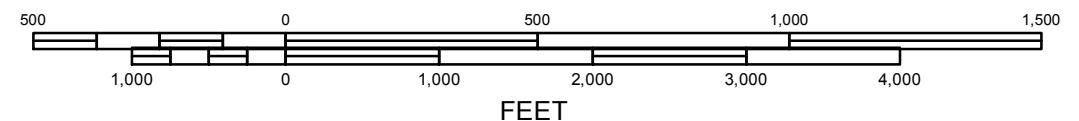
RWY 09	RWY 27
3188	TAKE-OFF RUN AVAILABLE 3448
3188	TAKE-OFF DISTANCE AVAILABLE 3448
3188	ACCELERATE STOP DISTANCE AVAILABLE 3448
3048	LANDING DISTANCE AVAILABLE 2965



HORIZONTAL SCALE 1 : 15000

METRES

FEET



ORDER OF ACCURACY

HORIZONTAL : 3.0 m
VERTICAL : 1.0 ft

NOTES:

- The objects that have been shielded due to presence of other higher objects have not been shown in this chart.
- Datum - All Elevations are AMSL.
- Periphery road without traffic is no obstacle.
- Consult Notam for latest information.
- Rwy direction rounded to nearest degree.
(In degree minute : Rwy 09/27 = 090°04' / 270°04')
(taken upto 2015)
- Considering App.Lights and LLZ Antenna as frangible are not taken in this chart.
- All obstacles shown in this chart are based on aeronautical obstacle Survey of October, 2015 to January,2016 and MIAL Itr. no. MIAL/OP/MM/VN/15-16/Sept-01, DT 11 Sep 2015.

AMENDMENT RECORD		
NO.	DATE	ENTERED BY

AERODROME OBSTACLE CHART

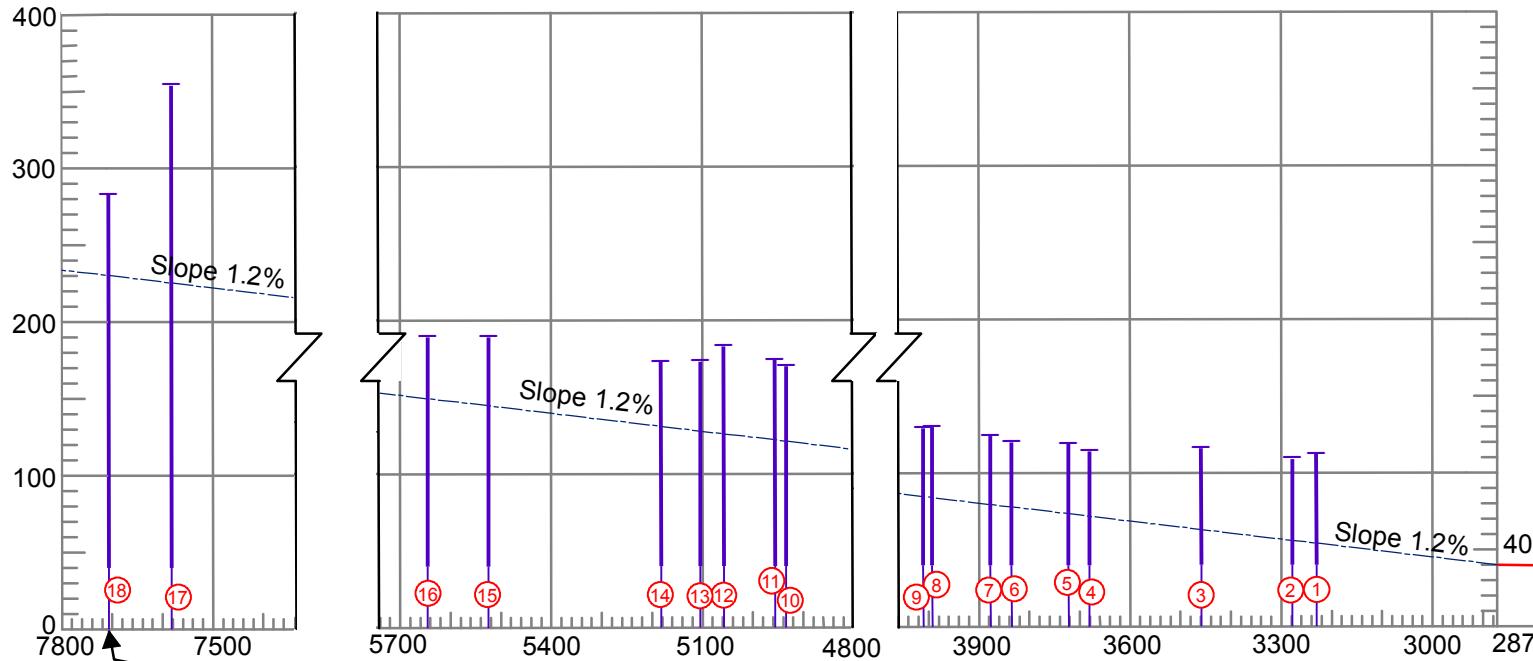
INDIA / MUMBAI

ELEVATIONS IN FEET
ALL OTHER DIMENSIONS IN METRES

TYPE - A (OPERATING LIMITATIONS)

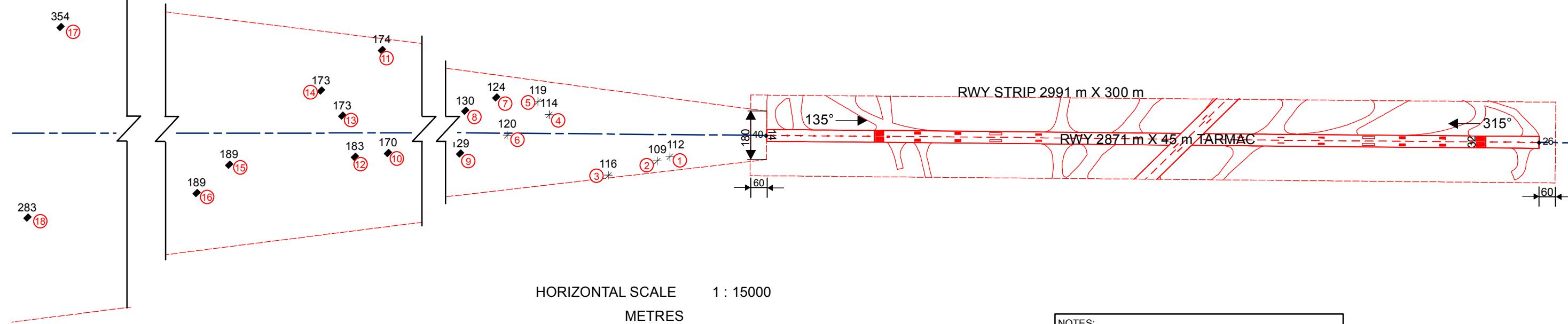
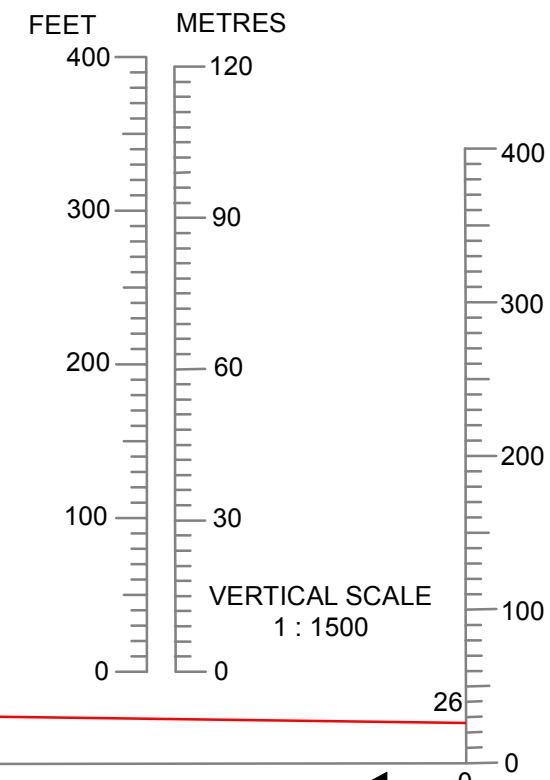
CSI AIRPORT / RWY 32

MAGNETIC VARIATION 0° 45' W (2010)



RWY 14/32

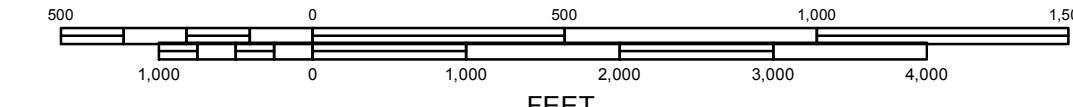
DECLARED DISTANCES	
RWY 14	RWY 32
2871	TAKE-OFF RUN AVAILABLE 2871
2871	TAKE-OFF DISTANCE AVAILABLE 2871
2871	ACCELERATE STOP DISTANCE AVAILABLE 2871
2471	LANDING DISTANCE AVAILABLE 2673



HORIZONTAL SCALE 1 : 15000

METRES

FEET



LEGEND

	PLAN	PROFILE
IDENTIFICATION NUMBER	(1)	
TREE	*	
BUILDING	■	
RWY ELEV. (SPOT)	■	
HEIGHT AMSL	40	(1)

ORDER OF ACCURACY

HORIZONTAL : 3.0 m
VERTICAL : 1.0 ft

NOTES:

- The objects that have been shielded due to presence of other higher objects have not been shown in this chart.
- Datum - All Elevations are AMSL.
- Periphery road without traffic is no obstacle.
- Consult Notam for latest information.
- Rwy direction rounded to nearest degree.
(In degree minute : Rwy 14/32 = 135°04' / 315°04')
(taken upto 2015)
- Considering App.Lights and LLZ Antenna as frangible are not taken in this chart.
- All obstacles shown in this chart are based on aeronautical obstacle Survey of October, 2015 to January,2016 and MIAL Itt. no. MIAL/OP/MM/VN/15-16/Sept-01, DT 11 Sep 2015.

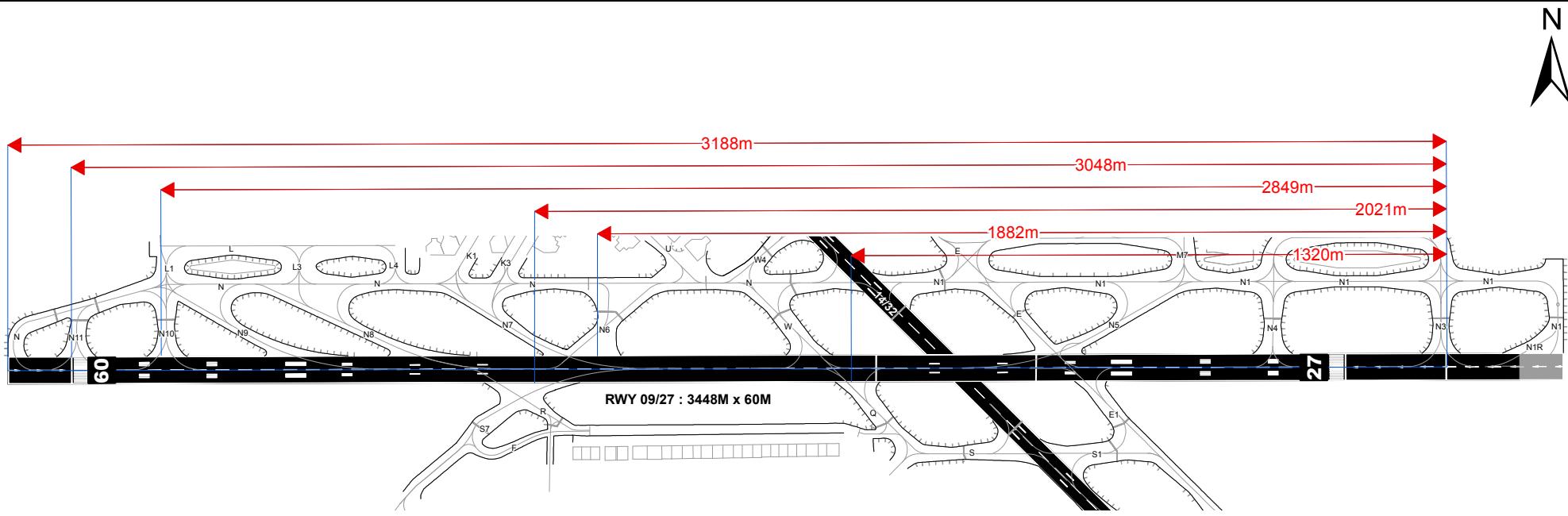
AMENDMENT RECORD		
NO.	DATE	ENTERED BY

DEPARTURE RUNWAY 09

TAKE-OFF RUN AVAILABLE FROM DIFFERENT ENTRY TAXIWAYS

RUNWAY 09

ENTRY TWY	N	N11	N10	S7	N6	Q
TORA (M)	3188	3048	2849	2021	1882	1320



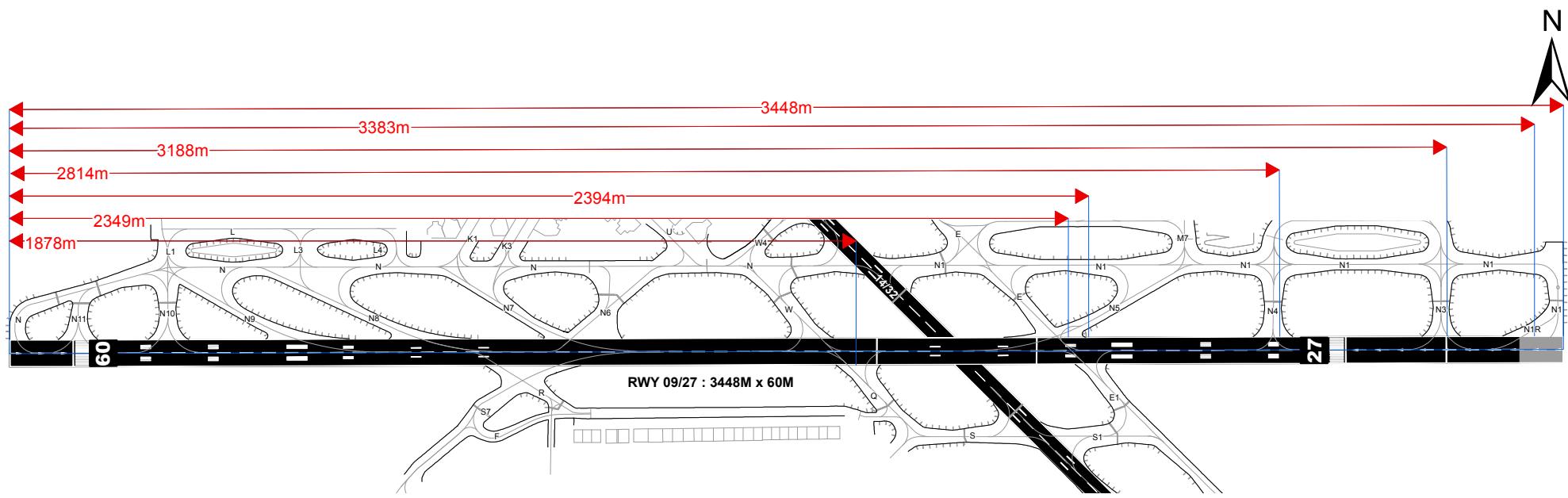
Coordinate System : WGS 1984 UTM Zone 43 N

DEPARTURE RUNWAY 27

TAKE-OFF RUN AVAILABLE FROM DIFFERENT ENTRY TAXIWAYS

RUNWAY 27

ENTRY TWY	N1	N1R	N3	N4	E1	E	Q
TORA (M)	3448	3383	3188	2814	2394	2349	1878



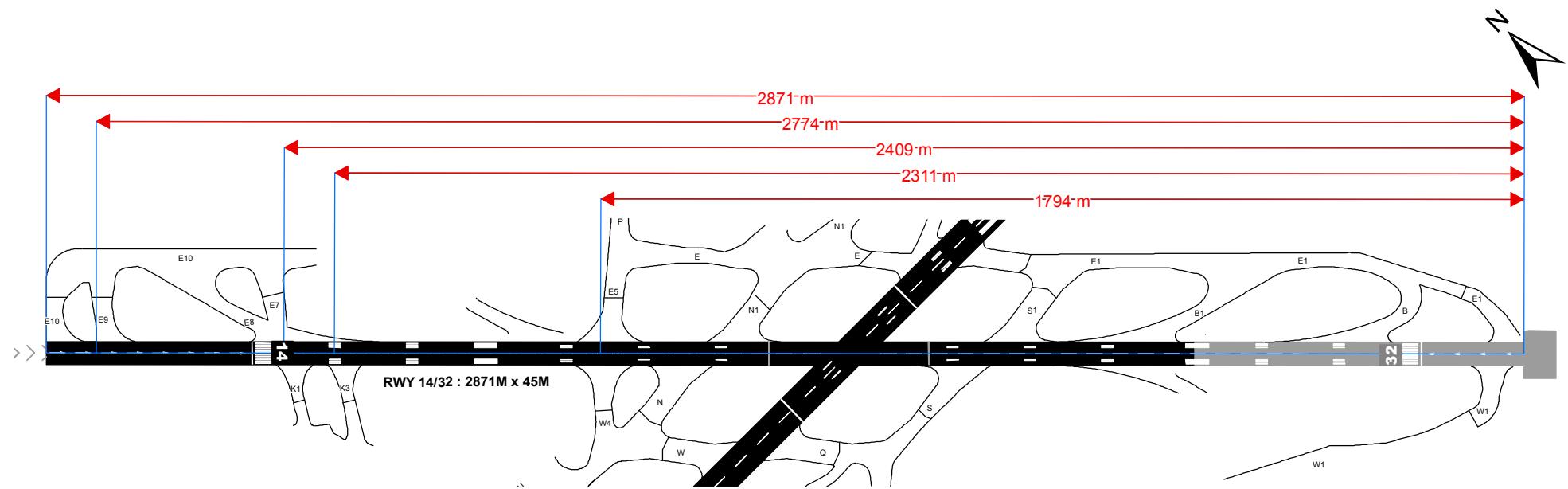
Coordinate System : WGS 1984 UTM Zone 43 N

DEPARTURE RUNWAY 14

TAKE-OFF RUN AVAILABLE FROM DIFFERENT ENTRY TAXIWAYS

RUNWAY 14

ENTRY TWY	E10	E9	K1	K3	W4
TORA (M)	2871	2774	2409	2311	1794

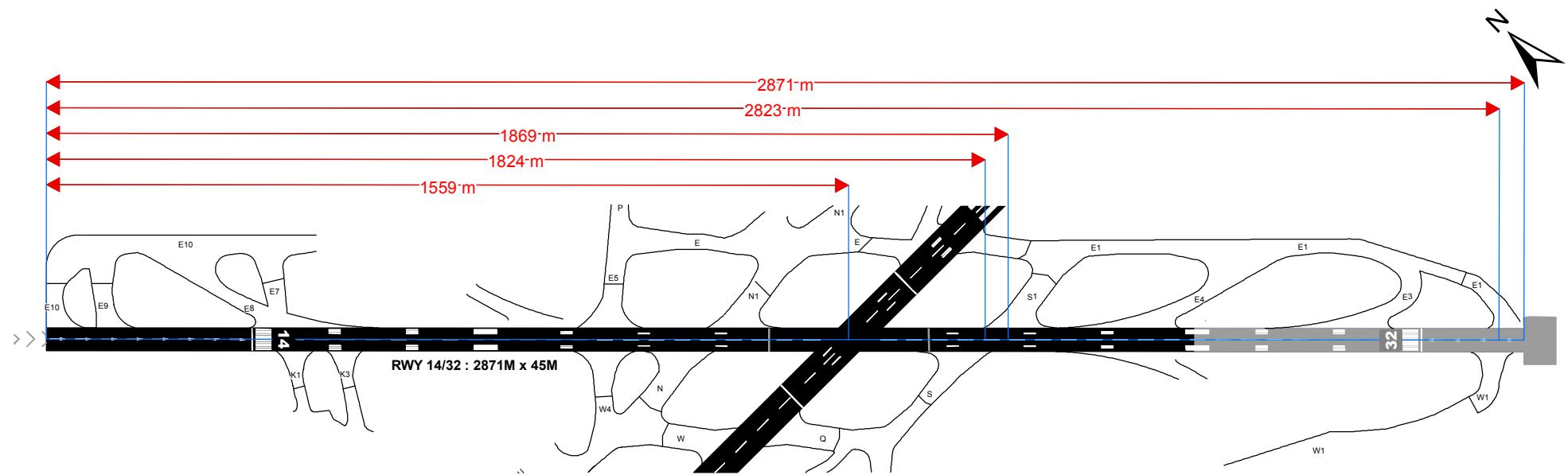


DEPARTURE RUNWAY 32

TAKE-OFF RUN AVAILABLE FROM DIFFERENT ENTRY TAXIWAYS

RUNWAY 32

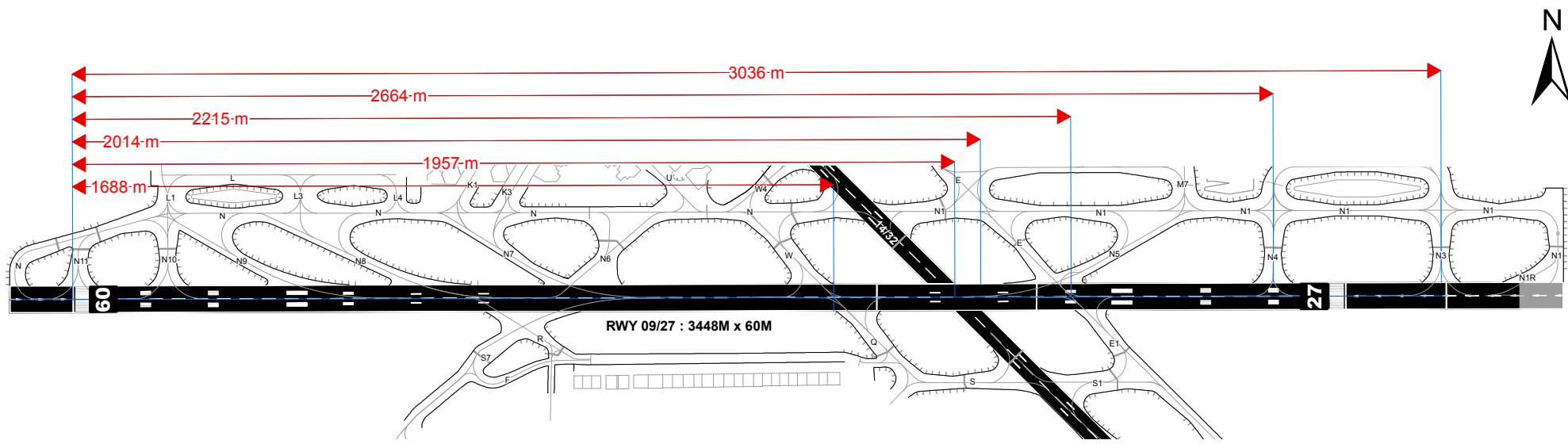
ENTRY TWY	E1	W1	S1	S	RWY INTERSECTION
TORA (M)	2871	2823	1869	1824	1559



ARRIVAL RUNWAY 09

LOCATION OF DIFFERENT EXIT TAXIWAYS FROM THRESHOLD

RUNWAY 09						
EXIT TWY	N3	N4	E/E1	N5 RET	RWY INTERSECTION	Q
DISTANCE (M)	3036	2664	2215	2014 *	1957	1688
RET : RAPID EXIT TAXIWAY						
*Distance: The distance mentioned is the distance from the runway threshold to the RET Turn off curve i.e. the point at which an aircraft starts the turn to exit the RWY						



Coordinate System : WGS 1984 UTM Zone 43 N

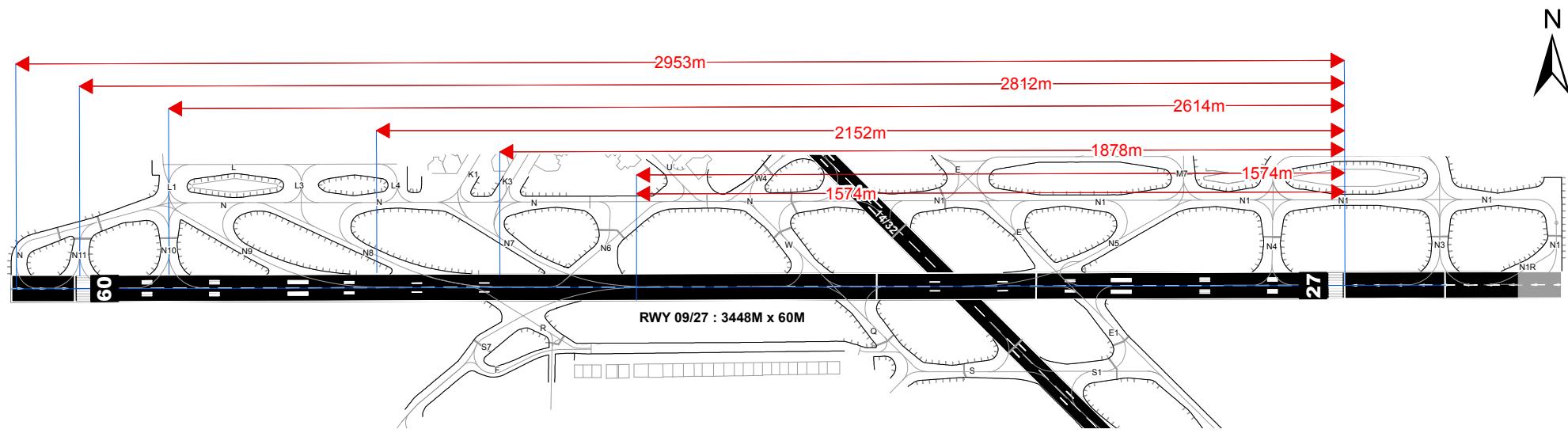
ARRIVAL RUNWAY 27

LOCATION OF DIFFERENT EXIT TAXIWAYS FROM THRESHOLD

RUNWAY 27							
EXIT TWY	N	N11	N10	N9 RET	N8 RET	S7	N7 RET
DISTANCE (M)	2953	2812	2614	2152 *	1878 *	1574 *	1574 *

RET : RAPID EXIT TAXIWAY

* Distance : The distance mentioned are the distance from the runway threshold to the RET Turn off & TWY S7 Turn off curve i.e., the point at which an aircraft starts the turn to exit the RWY.

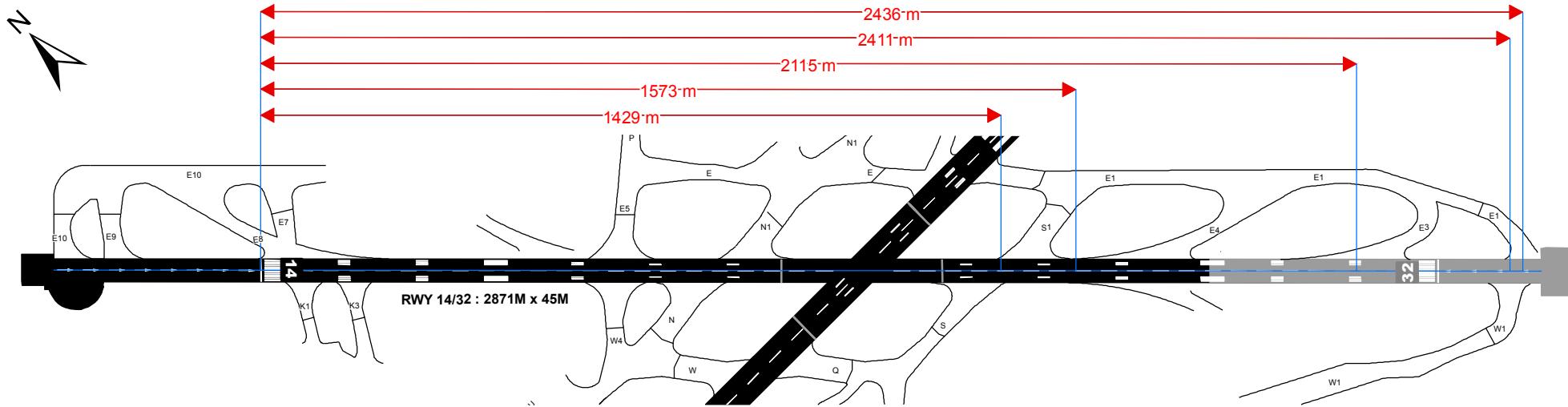


Coordinate System : WGS 1984 UTM Zone 43 N

ARRIVAL RUNWAY 14

LOCATION OF DIFFERENT EXIT TAXIWAYS FROM THRESHOLD

RUNWAY 14					
EXIT TWY	E1	W1	E3	E4 RET	S/S1
DISTANCE (M)	2436	2411	2115	1573 *	1429
RET : RAPID EXIT TAXIWAY					
*Distance: The distance mentioned is the distance from the runway threshold to the RET Turn off curve i.e. the point at which an aircraft starts the turn to exit the RWY					



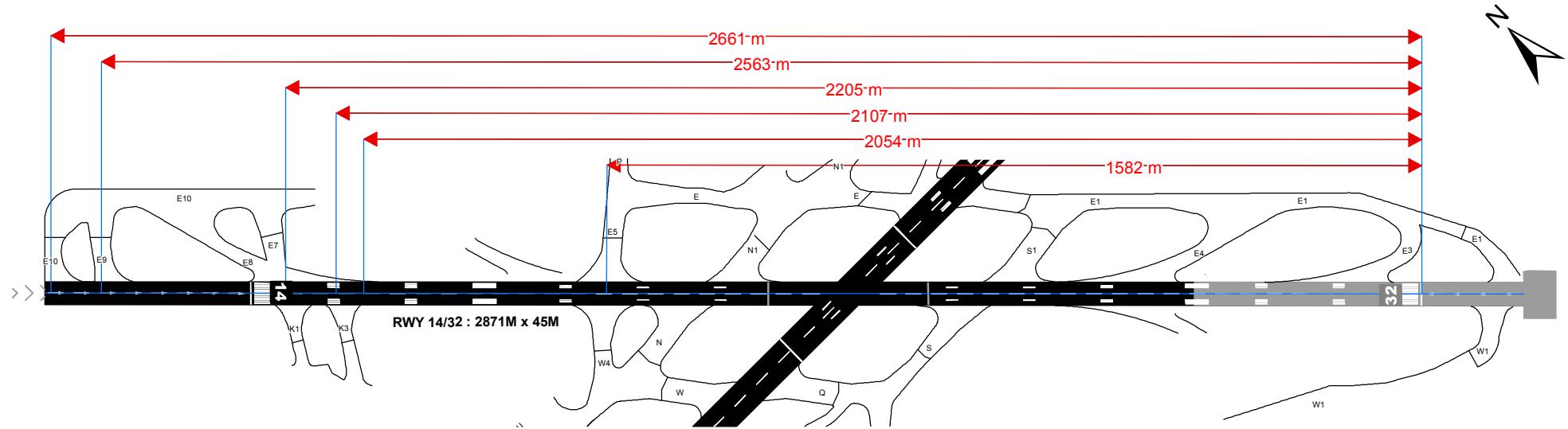
ARRIVAL RUNWAY 32

LOCATION OF DIFFERENT EXIT TAXIWAYS FROM THRESHOLD

RUNWAY 32						
EXIT TWY	E10	E9	K1	K3	E8 RET	E5/W4
DISTANCE (M)	2661	2563	2205	2107	2054 *	1582

RET : RAPID EXIT TAXIWAY

*Distance: The distance mentioned is the distance from the runway threshold to the RET Turn off curve
i.e. the point at which an aircraft starts the turn to exit the RWY



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE
Runway 09

Stands - A1, A2, A3 & A4

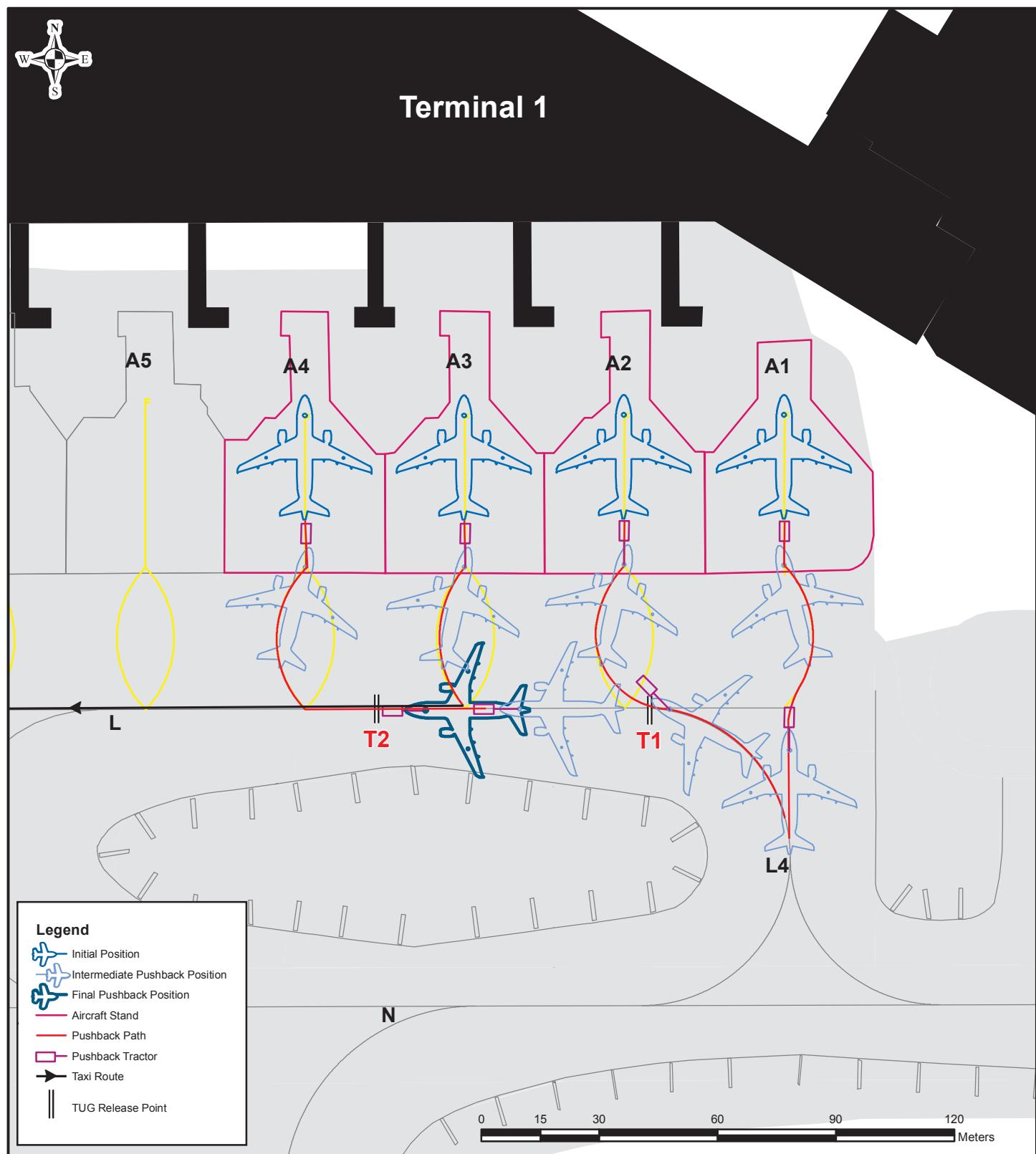
MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

- | | |
|----------------|---|
| A1 – A2 | <ul style="list-style-type: none"> Pushback deep on TWY L4 and pull ahead up to Tug Release Point T2. Taxi out via TWY L1. |
| A3 | <ul style="list-style-type: none"> Pushback facing west on Taxilane L and pull ahead up to Tug Release Point T2. Taxi out via TWY L1. |
| A4 | <ul style="list-style-type: none"> Pushback facing west on Taxilane L up to Tug Release Point T2. Taxi out via TWY L1. |

CAUTION :

- Only one aircraft to pushback between stands A1 to A4 (both stands inclusive) at any point of time.
- Aircraft pushing back deep on TWY L4 will prohibit aircraft taxiing on TWY N



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE
Runway 09

Stands - A5 to A12

MUMBAI INDIA

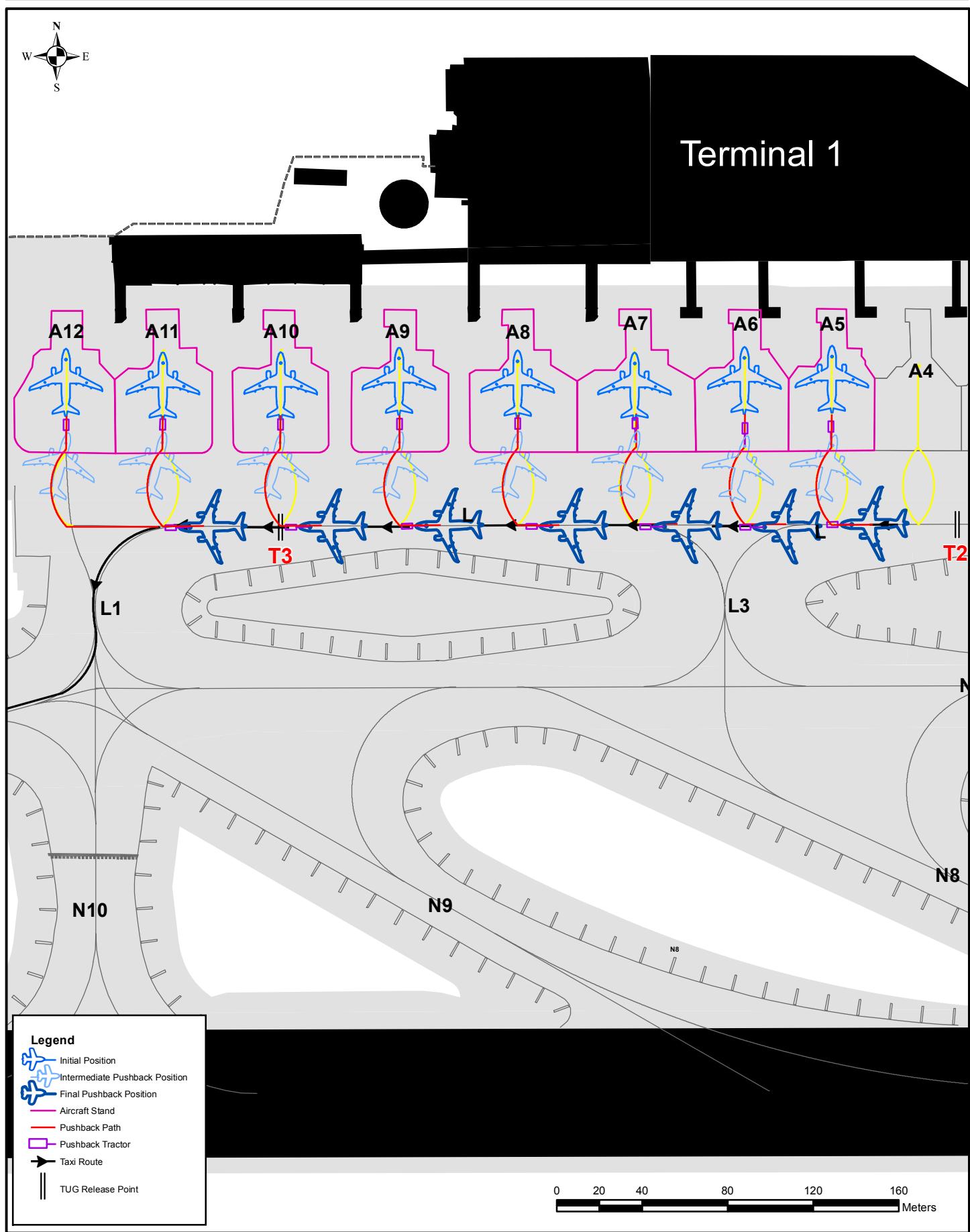
CHHATRAPATI SHIVAJI INTL

A5 – A12

- Pushback facing west on Taxilane L.
- Taxi out via TWY L1.

CAUTION :

- Pushback from alternate parking stands, A5 to A9 is permitted.
- Stands A10, A11 & A12 are interdependent



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 14 / 32 / 27

Stands - A1 - A4

MUMBAI INDIA

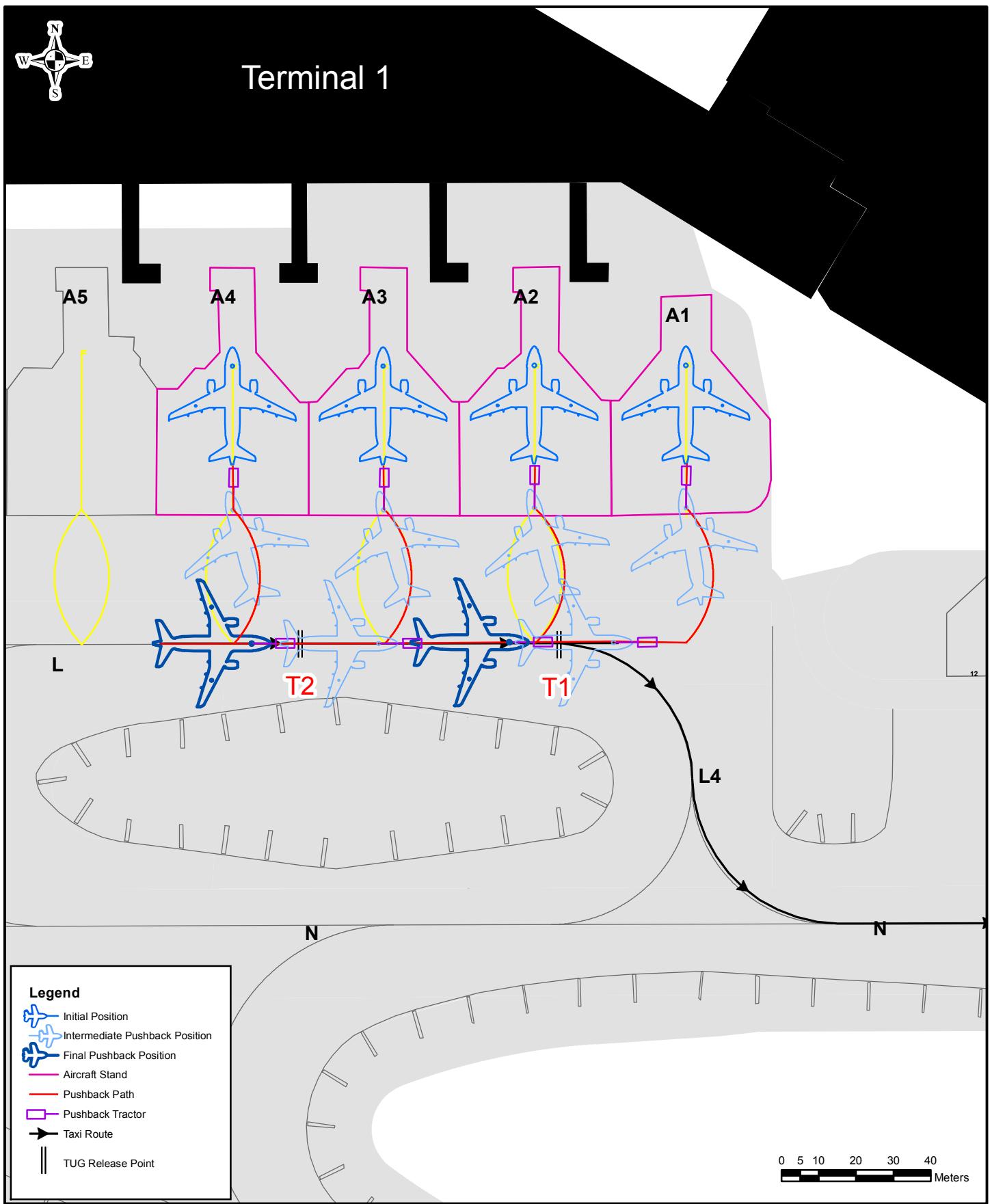
CHHATRAPATI SHIVAJI INTL

A1 – A4

- Aircraft on Stand A1 and A2 to pushback facing east on Taxilane L, upto TUG release point T1.
- Aircraft on Stand A3 & A4 to pushback facing east on Taxilane L, upto Tug Release Point T2.
- Taxi out via TWY L4.

CAUTION :

- Stands A1 & A3 are interdependent
- Stands A3 & A5 are interdependent



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE
Runway 14 / 32 / 27

MUMBAI INDIA

Stands - A5 - A8

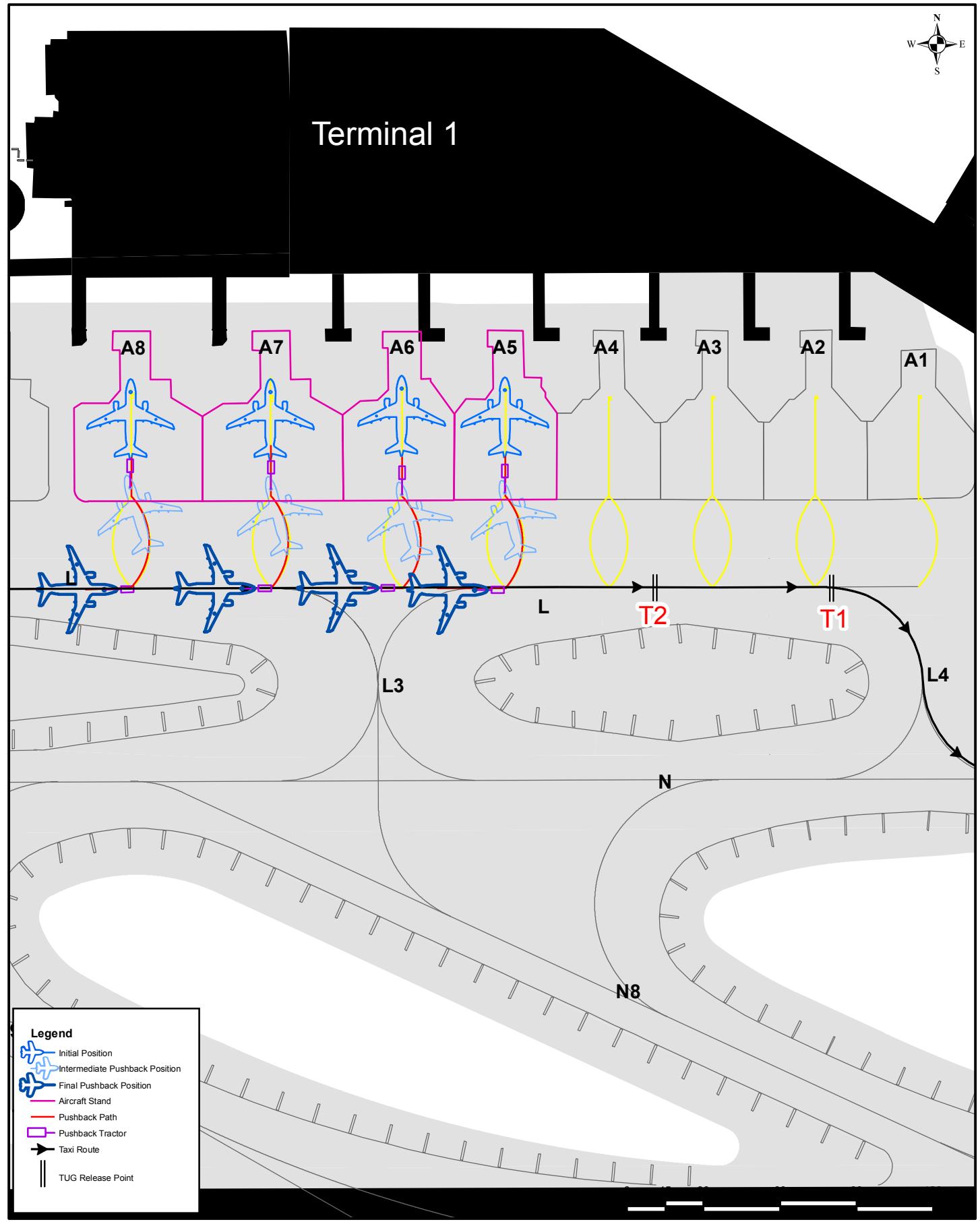
CHHATRAPATI SHIVAJI INTL

- A5 - A8
- Pushback facing east on Taxilane L.
 - Taxi out via TWY L4.

CAUTION :

- Stands A3 & A5 are interdependent

Terminal 1



Legend

- Initial Position
- Intermediate Pushback Position
- Final Pushback Position
- Aircraft Stand
- Pushback Path
- Pushback Tractor
- Taxi Route
- TUG Release Point

VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 14 / 32 / 27

Stands - A9, A10, A11 & A12

MUMBAI INDIA

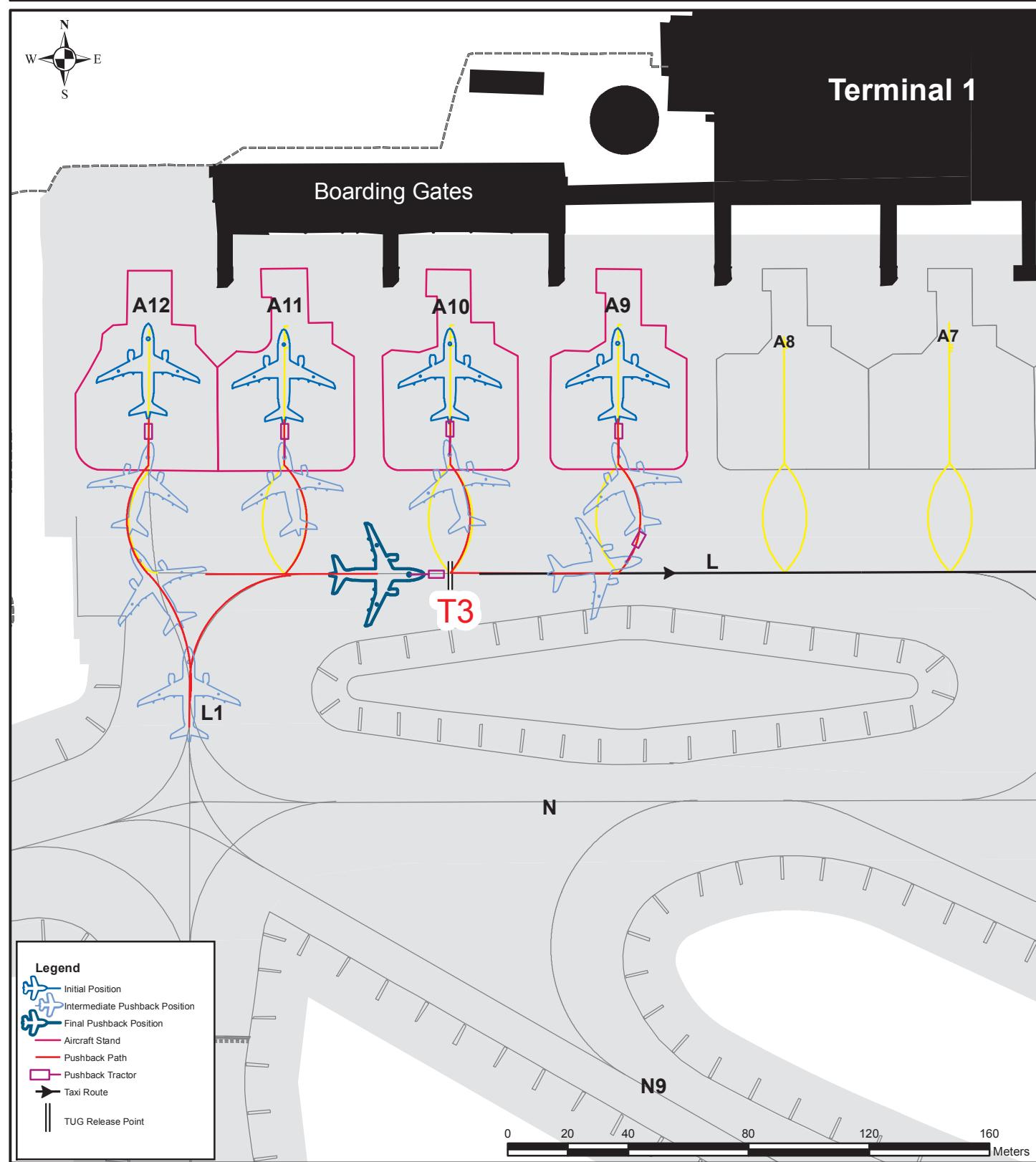
CHHATRAPATI SHIVAJI INTL

- A9 – A11**
- Aircraft on Stand A9 to pushback facing east on Taxilane L up to Tug Release Point T3.
 - Aircraft on stands A10 and A11 to pushback and to pull ahead up to Tug Release Point T3.
 - Taxi out via TWY L4.

- A12**
- Aircraft on Stand A12 to pushback deep on TWY L1 and to pull ahead up to Tug Release Point T3
 - Taxi out via TWY L4.

CAUTION :

- Only one aircraft to pushback between stands A9 to A12 (both stands inclusive) at any point of time.
- Deep pushback on TWY L1 will prohibit another aircraft taxiing on TWY N.



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 32

Stands - C10 to C11

MUMBAI INDIA

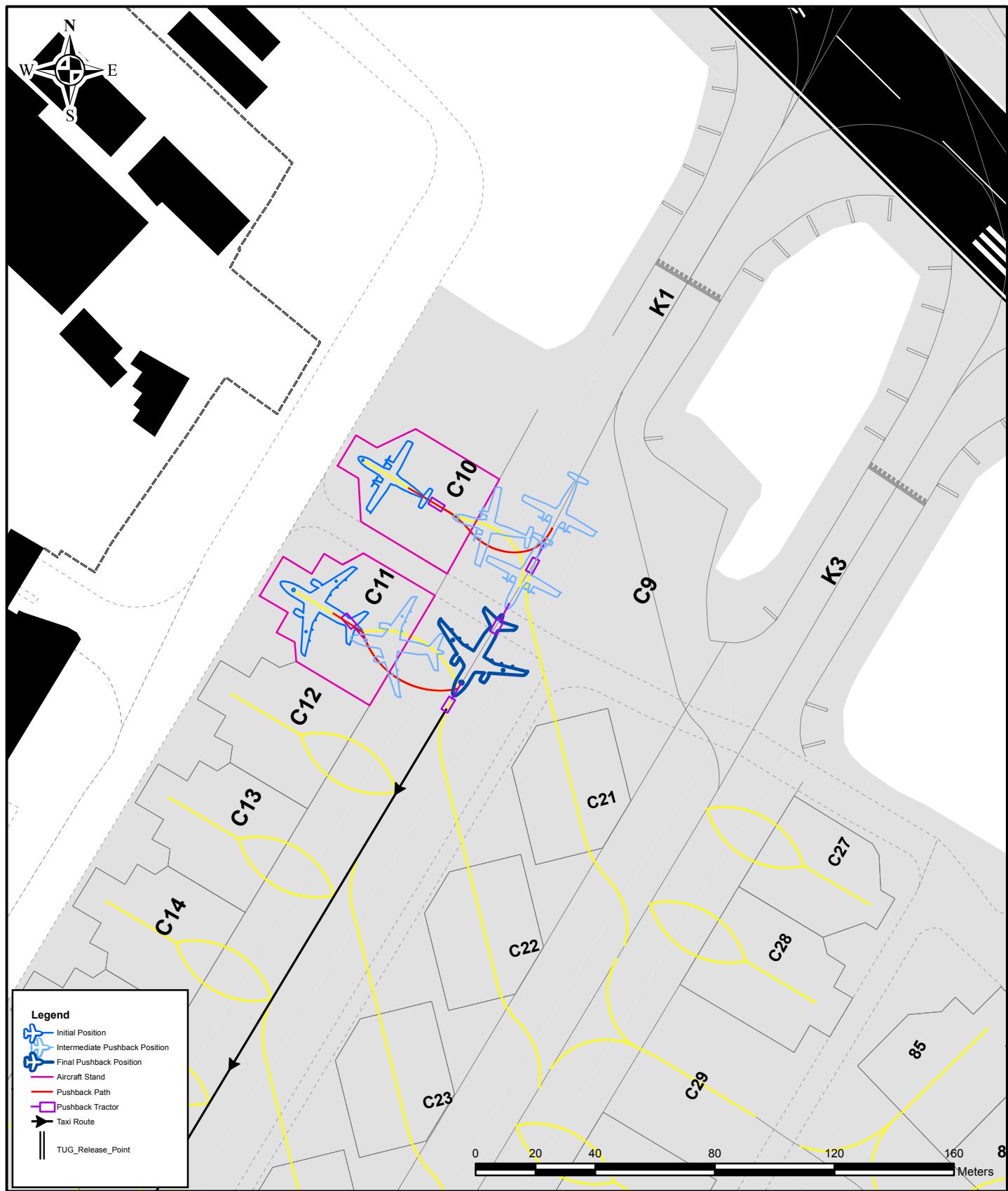
CHHATRAPATI SHIVAJI INTL

C10 - C11

- Pushback facing south-west on Taxilane K1 and pull ahead till abeam stand No. C11
- Taxi out via Taxilane K1.

CAUTION :

Aircraft on Stands C10 to C11 not to commence pushback until the aircraft pushing back from Stand C12 has taxied out.



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE
Runway 32

Stands - C12 - C20

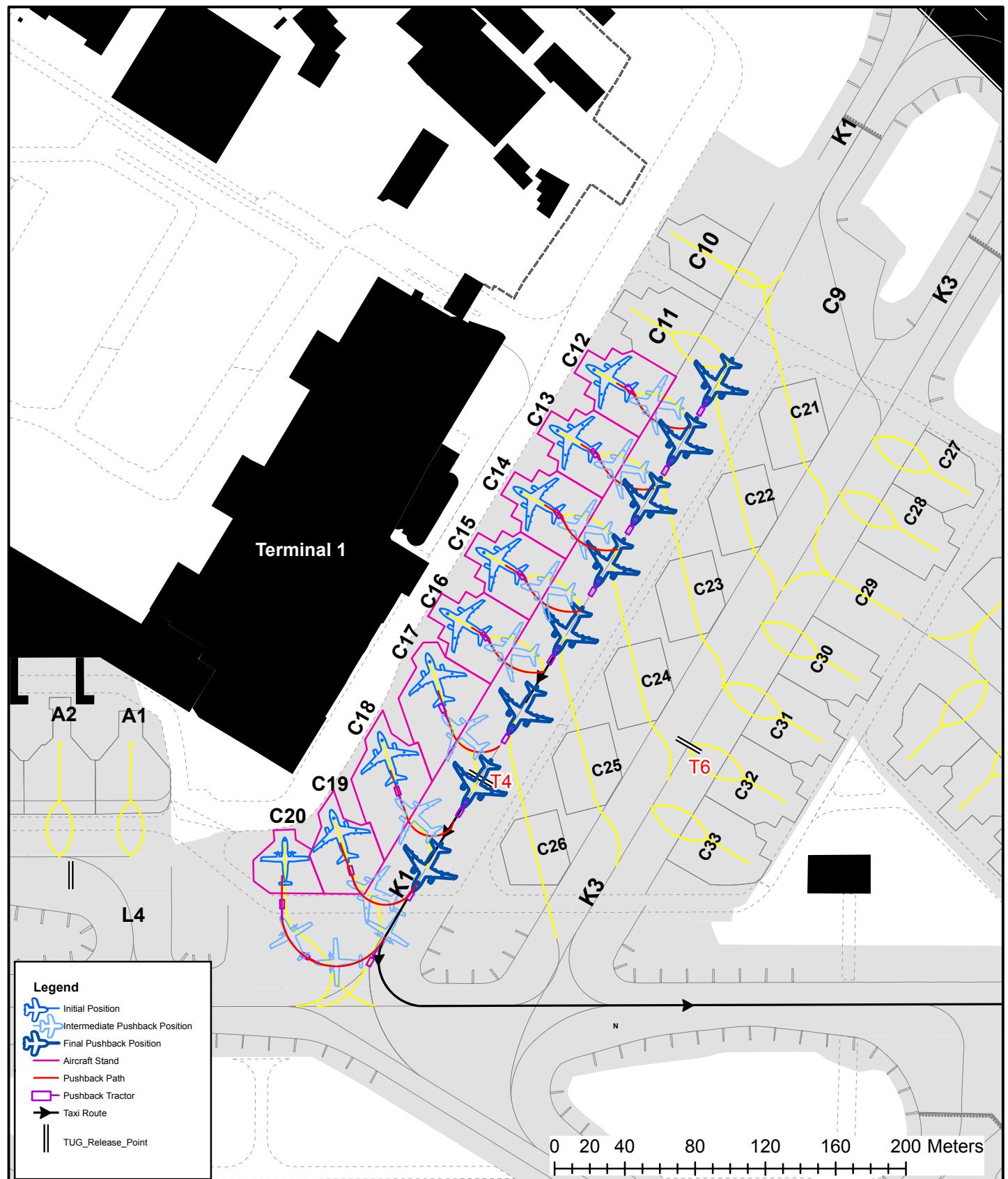
MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

C12-C19	<ul style="list-style-type: none">Pushback facing south-west on Taxilane K1Taxi out via Taxilane K1.
C20	<ul style="list-style-type: none">Pushback deep on Taxilane K1 facing south till abeam stand C18 clear of Twy N.Taxi out via Taxilane K1.

CAUTION :

Aircraft on Stand C12 not to commence pushback until the aircraft pushing back from Stand C10&C11 has taxied out.
Stands C18, C19 & C20 are interdependent



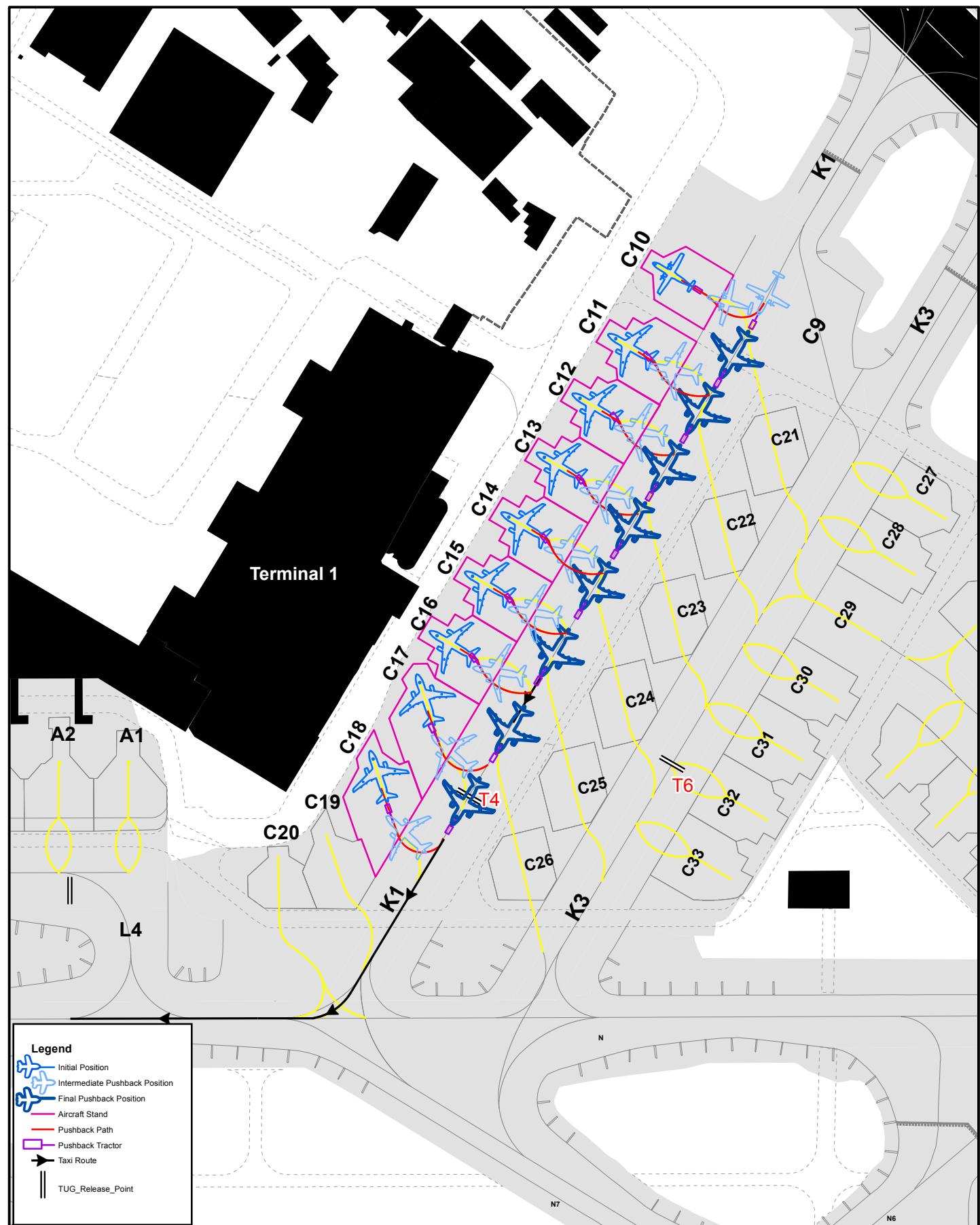
VABB/BOM**AIRCRAFT PUSHBACK PROCEDURE**
Runway 09

Stands - C10 to C18

MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

- C10 - C18**
- Pushback facing South-West on Taxilane K1.
 - Taxi out via Taxilane K1.



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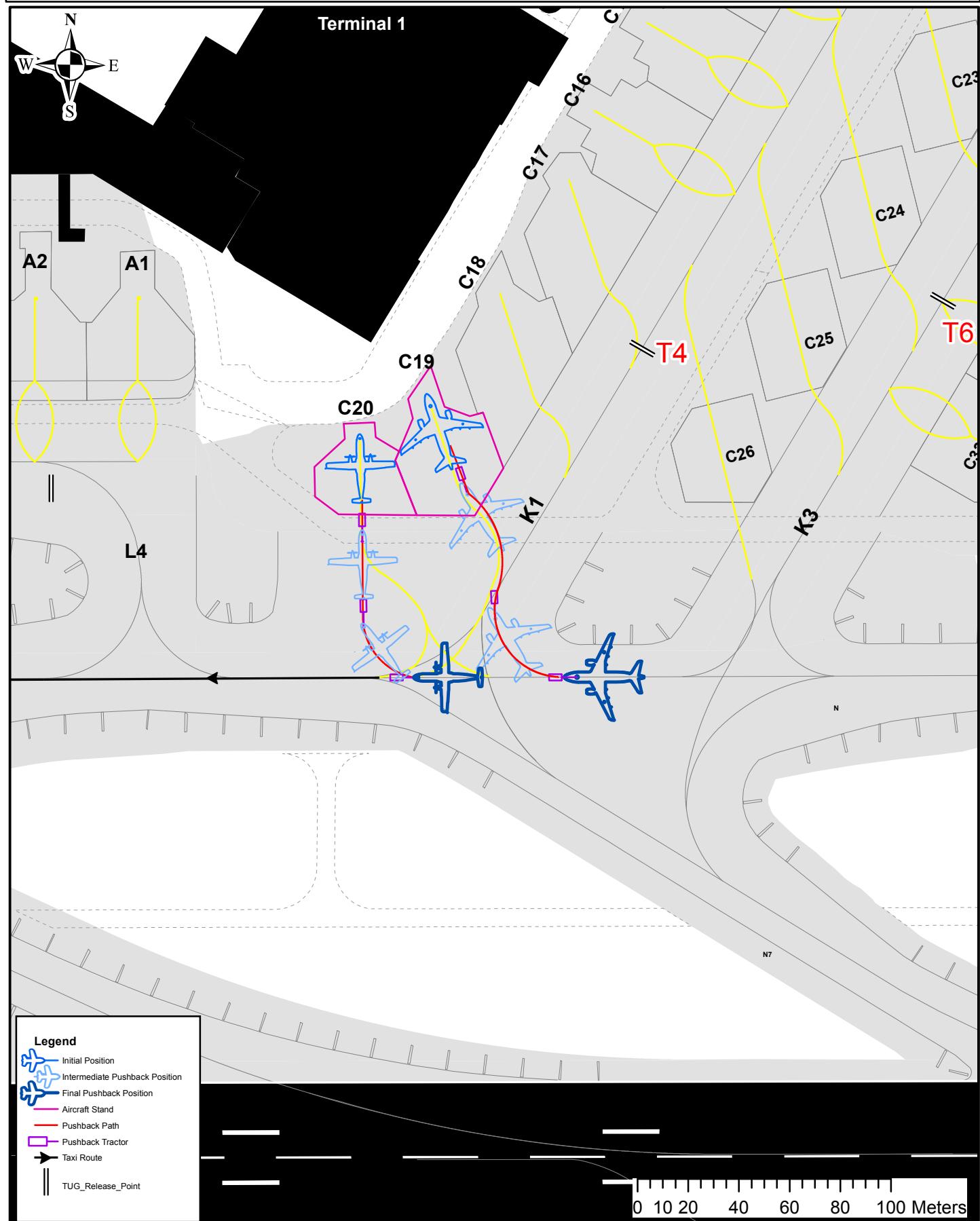
AIRCRAFT PUSHBACK PROCEDURE
Runway 09

Stands - C19 to C20

MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

- C19-C20**
- Pushback deep on TWY N facing west.
 - Taxi out via TWY N



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE
Runway 14 / 27

Stands - C10 - C16

MUMBAI INDIA

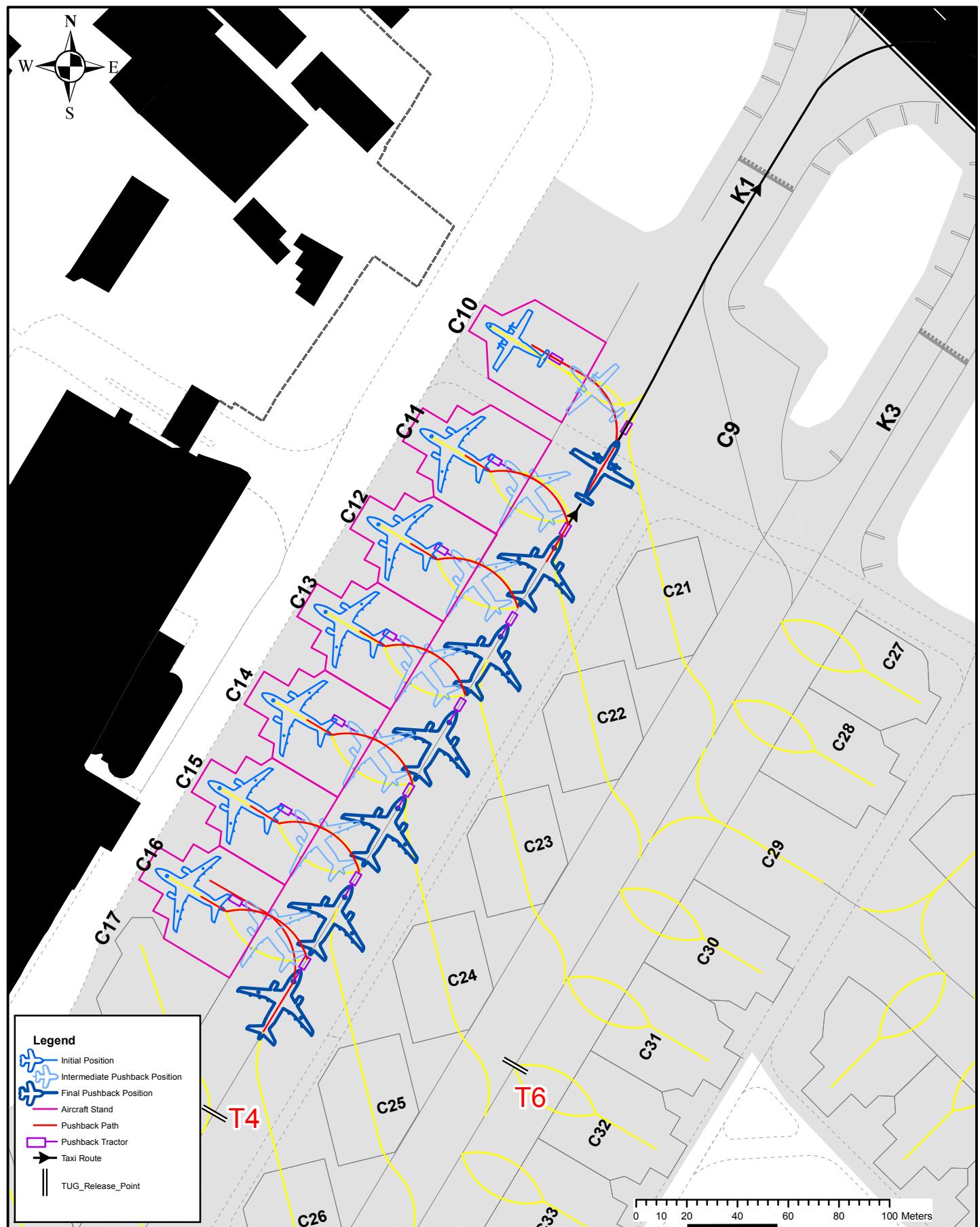
CHHATRAPATI SHIVAJI INTL

C10 - C16

- Pushback facing North-East on Taxilane K1
- Taxi out via Taxilane K1.

CAUTION :

Aircraft on stand C16 not to commence pushback until the aircraft pushing back from stands C17 or C18 has taxied out



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AIRCRAFT PUSHBACK PROCEDURE
Runway 14 / 27

Stands - C17 to 19

MUMBAI INDIA

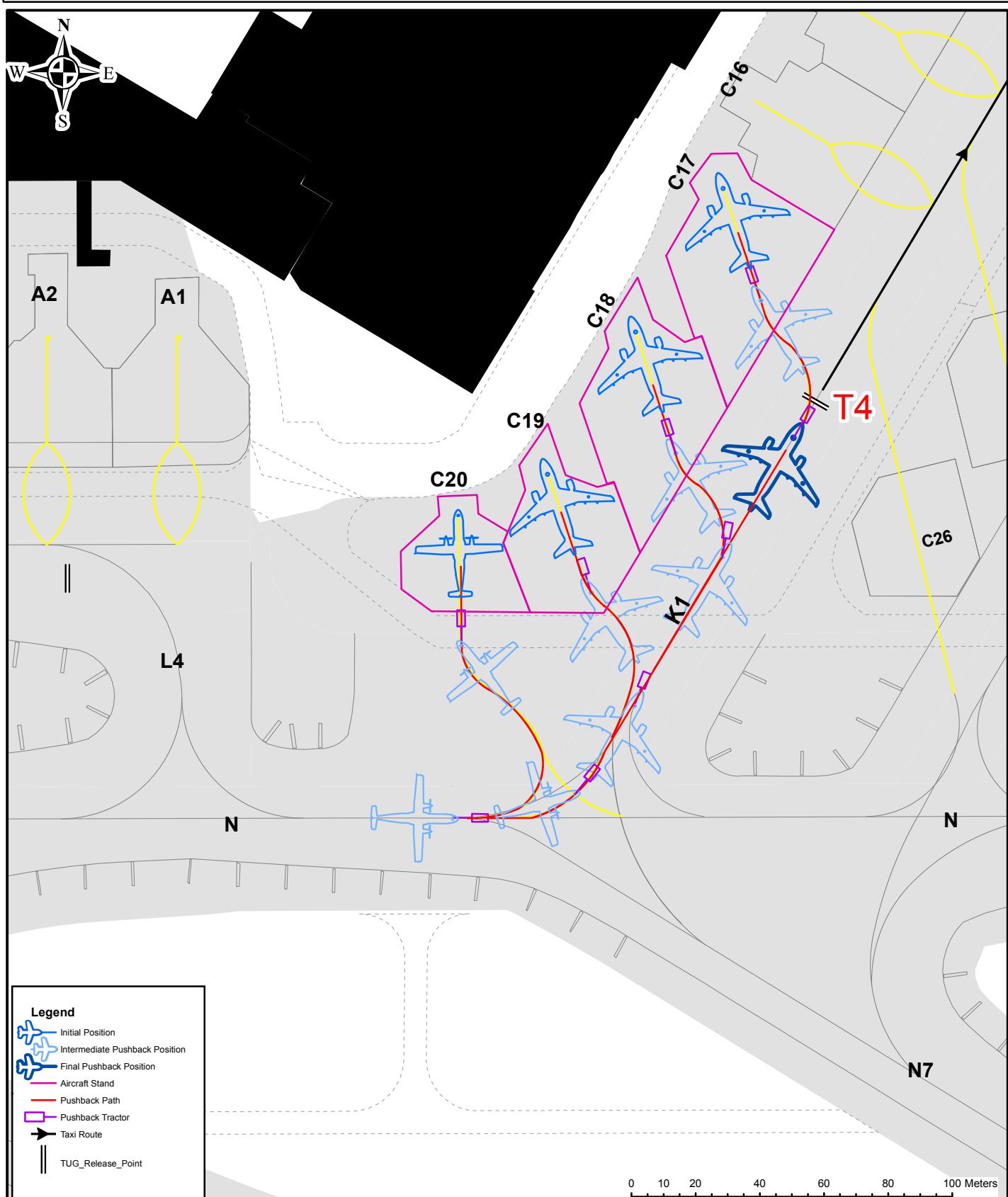
CHHATRAPATI SHIVAJI INTL

- C17-C19**
- Pushback facing North-East on Taxilane K1 and pull ahead up to Tug Release Point (T4).
 - Taxi out via Taxilane K1.

- C20**
- Pushback on TWY N facing east and to pull ahead on Taxilane K1 until Tug release point T4
 - Taxi out via Taxilane K1

CAUTION :

- Pushback from Stands C17, C18, C19 & C20 are interdependent



VABB/BOM**AIRCRAFT PUSHBACK PROCEDURE****Runway 14 / 09 / 27**

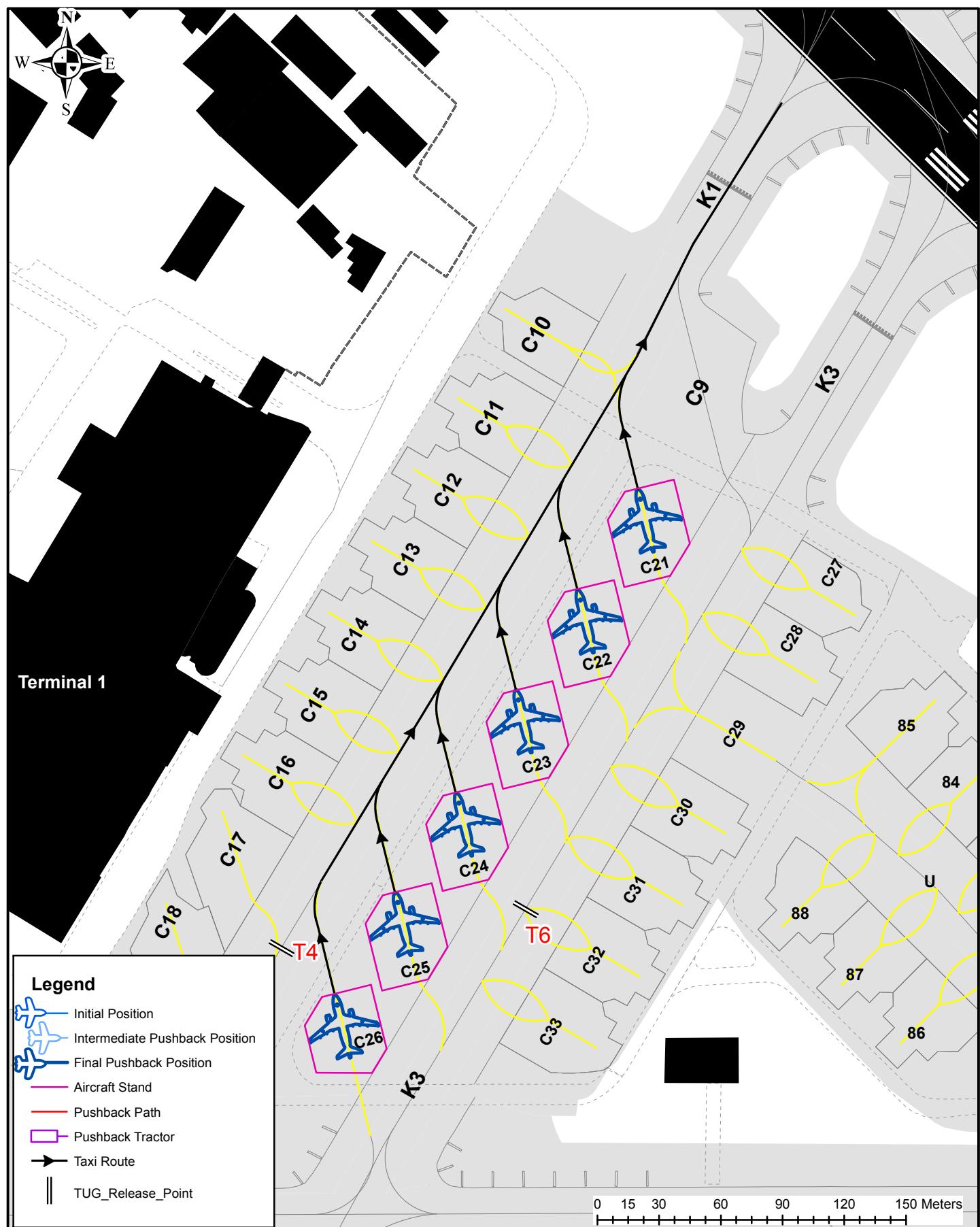
Stands - C21 to C26

MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

C21-C26

- Power out facing North-West on Taxilane K1.
- Taxi out via Taxilane K1.



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AIRCRAFT PUSHBACK PROCEDURE
Runway 32

Stands - C21 to C25

MUMBAI INDIA

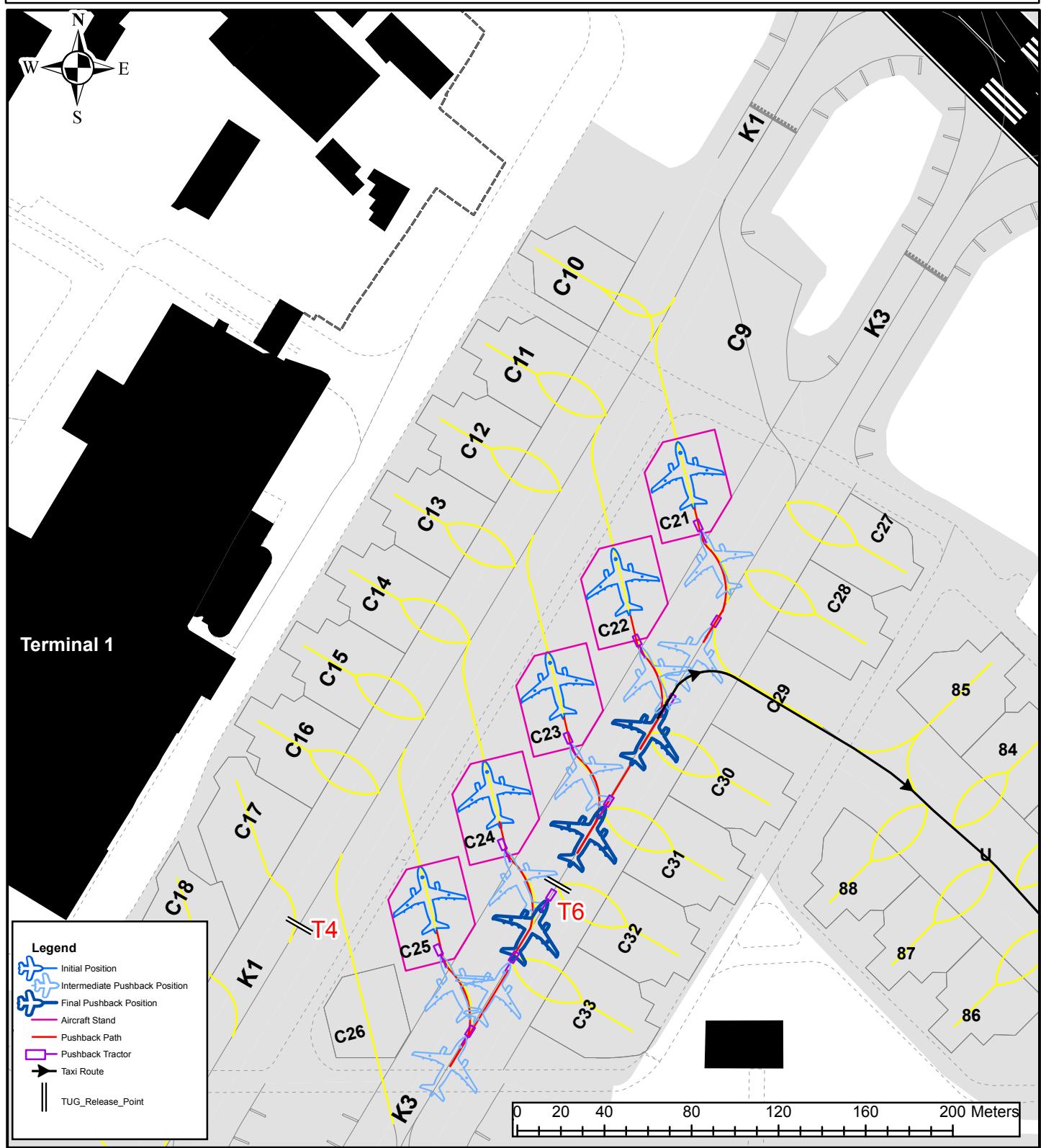
CHHATRAPATI SHIVAJI INTL

C21	<ul style="list-style-type: none"> Aircraft on stands C21 to push back deep facing north east on Taxilane K3 till abeam stand C30. Taxi via stand C29 → TWY U
C22-C23	<ul style="list-style-type: none"> Aircraft on stands C22 and C23 to push back facing north east on Taxilane K3. Taxi via stand C29 → TWY U
C24-C25	<ul style="list-style-type: none"> Aircraft on stand C24 to push back facing north east on Taxilane K3 to TUG Release point T6. Aircraft on stand C25 to push back facing north east on Taxilane K3 and pull forward to TUG Release point T6. Taxi via stand C29 → TWY U

CAUTION :

- Pushback from stands C21, C22, C23, C27, C28, C30 and C31 are interdependent.
- Pushback from stands C24, C25, C32 and C33 are interdependent.
- Pushback from stand C25 will restrict aircraft taxiing on TWY N

Note:- Stand C29 is kept vacant

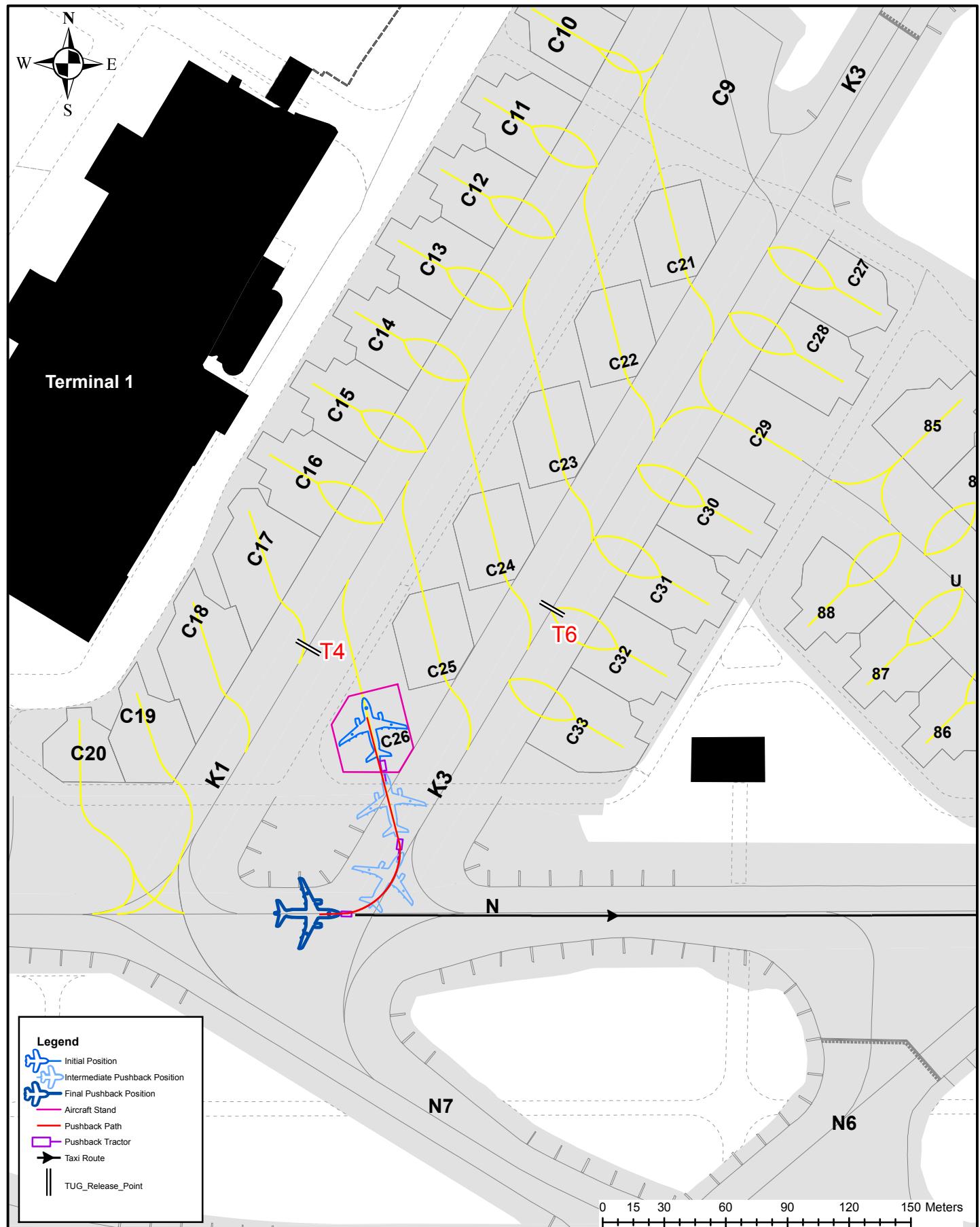


VABB/BOM**AIRCRAFT PUSHBACK PROCEDURE****Runway 32**

Stands - C26

MUMBAI INDIA**CHHATRAPATI SHIVAJI INTL**

- C26** • Pushback deep on TWY N facing east.
• Taxi out via TWY N



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE
Runway 14 / 27

Stands - C27 to C31

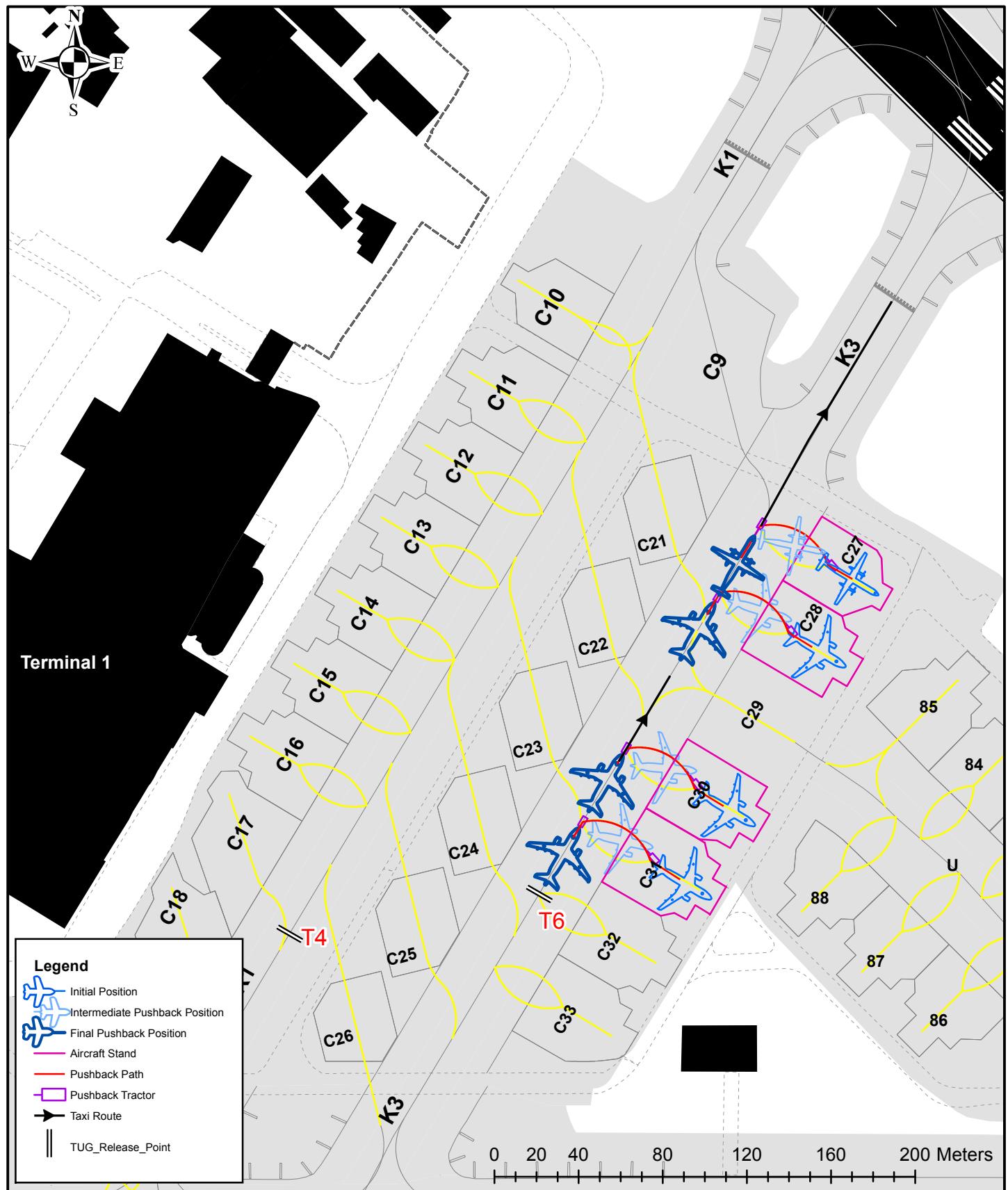
MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

C27-C28	<ul style="list-style-type: none"> Pushback facing North-East on Taxilane K3. and to remain clear of stand C29 behind Taxi out via Taxilane K3.
C29	<ul style="list-style-type: none"> Aircraft stand No. C29 to be kept vacant.
C30-C31	<ul style="list-style-type: none"> Pushback facing North-East on Taxilane K3. Taxi out via Taxilane K3.

CAUTION :

Aircraft on Stand C31 not to commence pushback until the aircraft pushing back from Stands C32 or C33 has taxied out.



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AIRCRAFT PUSHBACK PROCEDURE
Runway 14 / 27

Stands - C32 to C33

MUMBAI INDIA

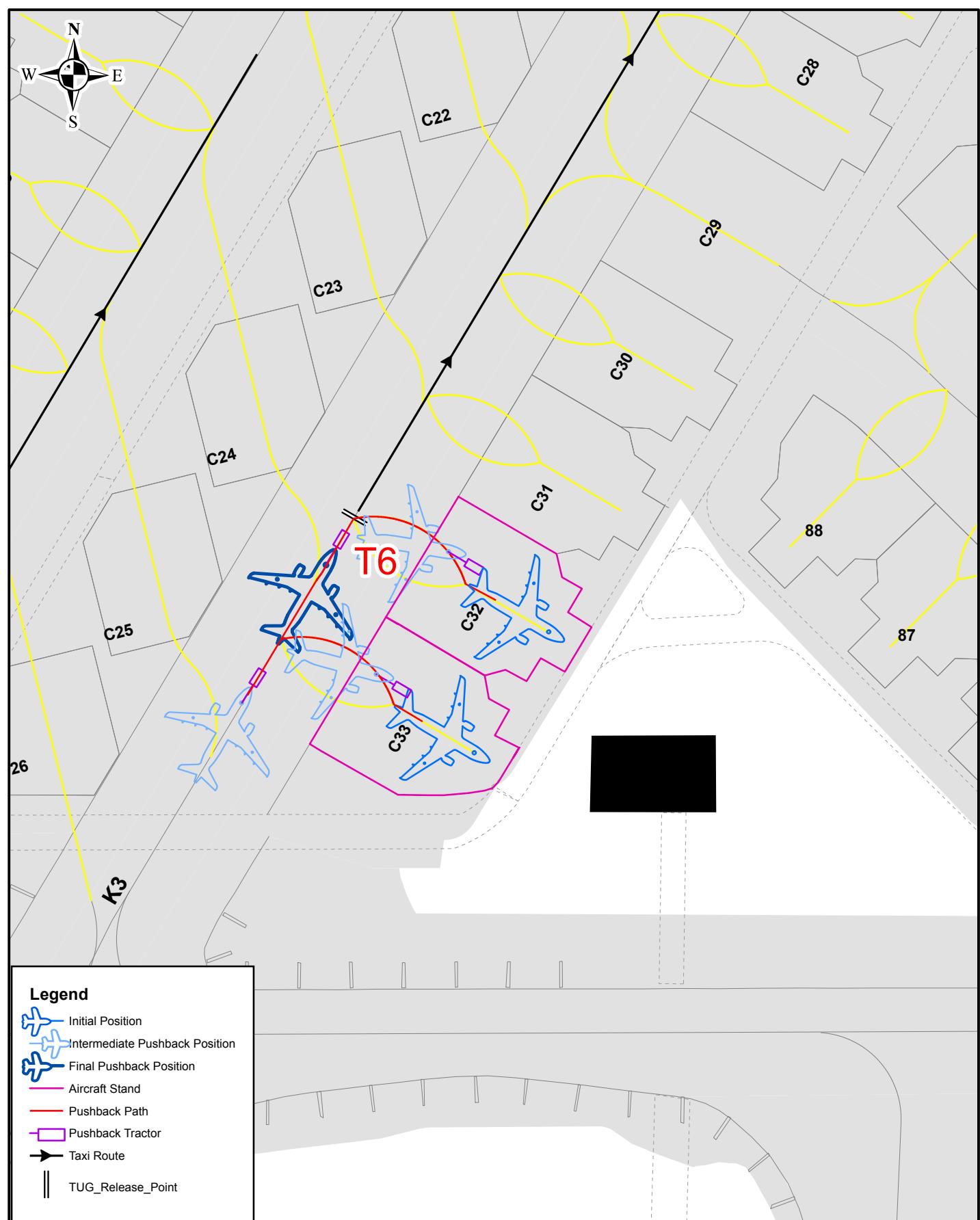
CHHATRAPATI SHIVAJI INTL

C32-C33

- Pushback facing North-East on Taxilane K3 and pull ahead up to Tug Release Point (T6).
- Taxi out via Taxilane K3.

CAUTION :

Aircraft on Stands C32 & C33 not to commence pushback until the aircraft pushing back from Stand C31 has taxied out.



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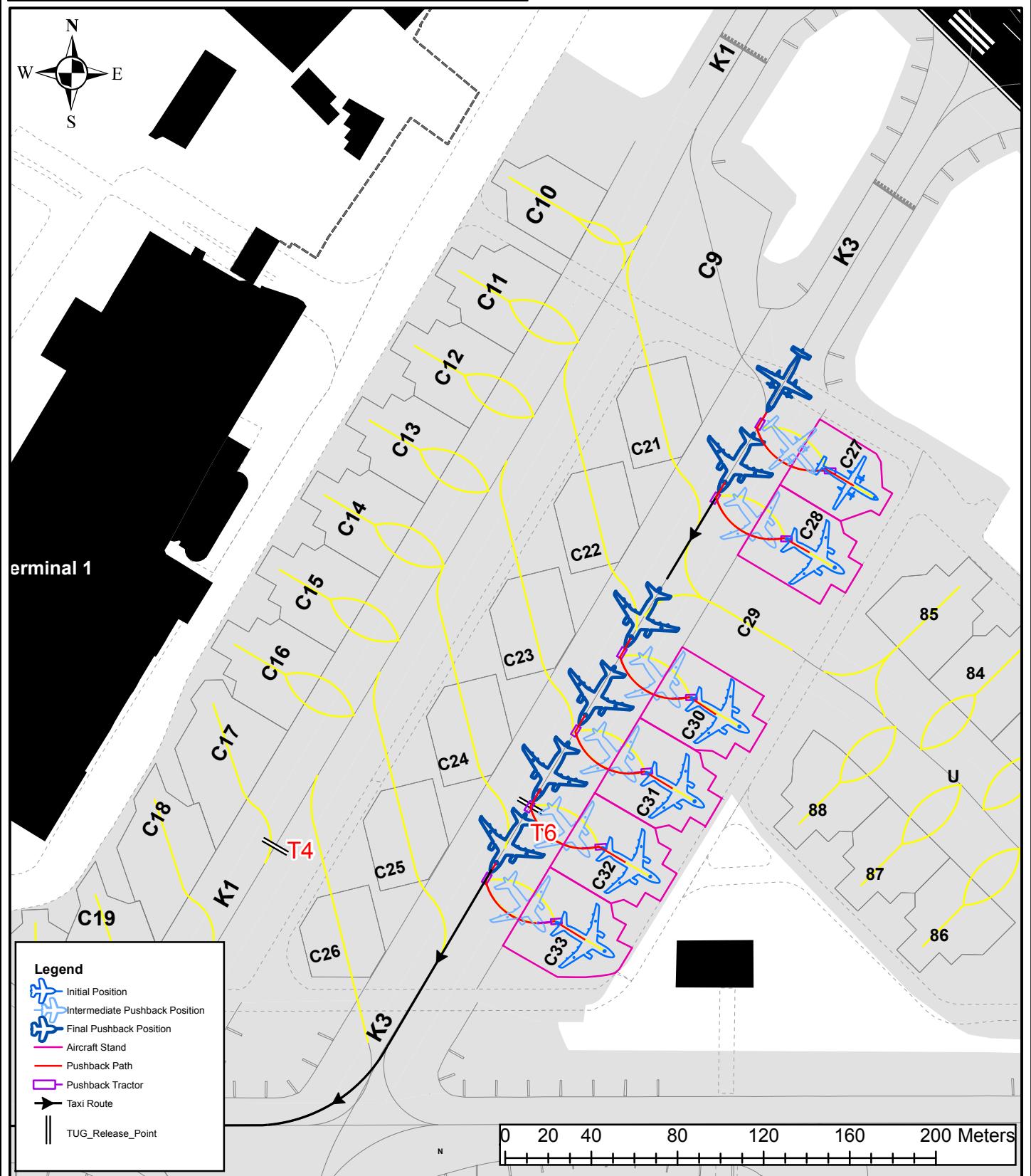
AIRCRAFT PUSHBACK PROCEDURE
Runway 09

Stands C27 to C33

MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

C27-C28	<ul style="list-style-type: none"> Pushback facing South- West on Taxilane K3. Taxi out via Taxilane K3.
C29	<ul style="list-style-type: none"> Aircraft stand C29 to be kept vacant.
C30-C33	<ul style="list-style-type: none"> Pushback facing South- West on Taxilane K3. Taxi out via Taxilane K3.



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE
Runway 32

Stands - C27 to C33

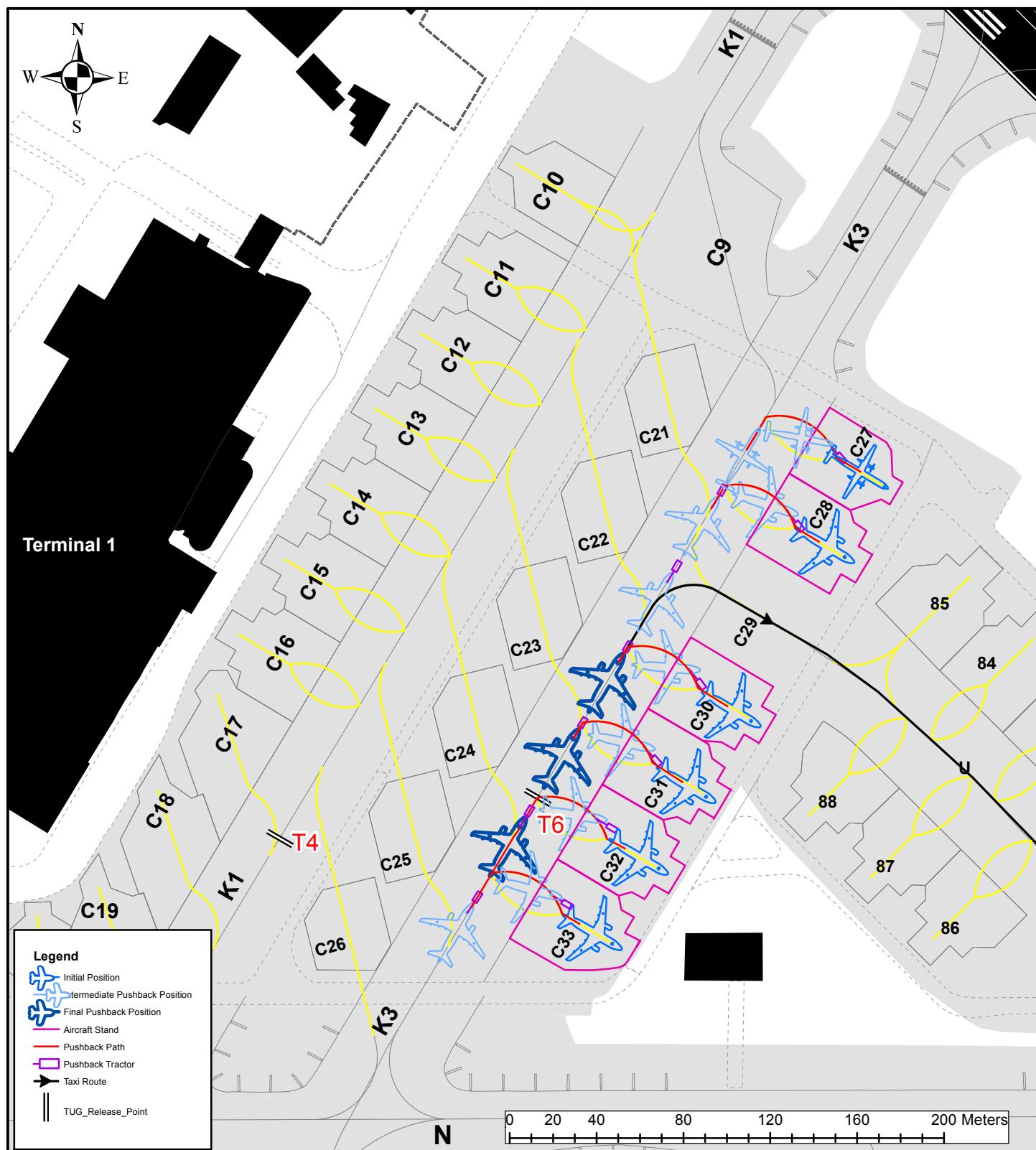
MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

C27-C28	<ul style="list-style-type: none"> Pushback deep facing North-East on Taxilane K3 till abeam stand C30. Taxi out via Stand C29 → TWY U.
C29	<ul style="list-style-type: none"> Aircraft stand No. C29 to be kept vacant.
C30-C31	<ul style="list-style-type: none"> Pushback facing North-East on Taxilane K3. Taxi out via Stand C29 → TWY U.
C32-C33	<ul style="list-style-type: none"> Pushback facing North-East on Taxilane K3 and pull ahead up to Tug Release Point (T6). Taxi out via Stand C29 → TWY U.

CAUTION :

- Pushback from stands C21, C22, C23, C27, C28, C30 and C31 are interdependent.
- Pushback from stands C24, C25, C32 and C33 are interdependent.



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AIRCRAFT PUSHBACK PROCEDURE

Runway 14 / 32 / 09 / 27

Stand - 80

MUMBAI INDIA

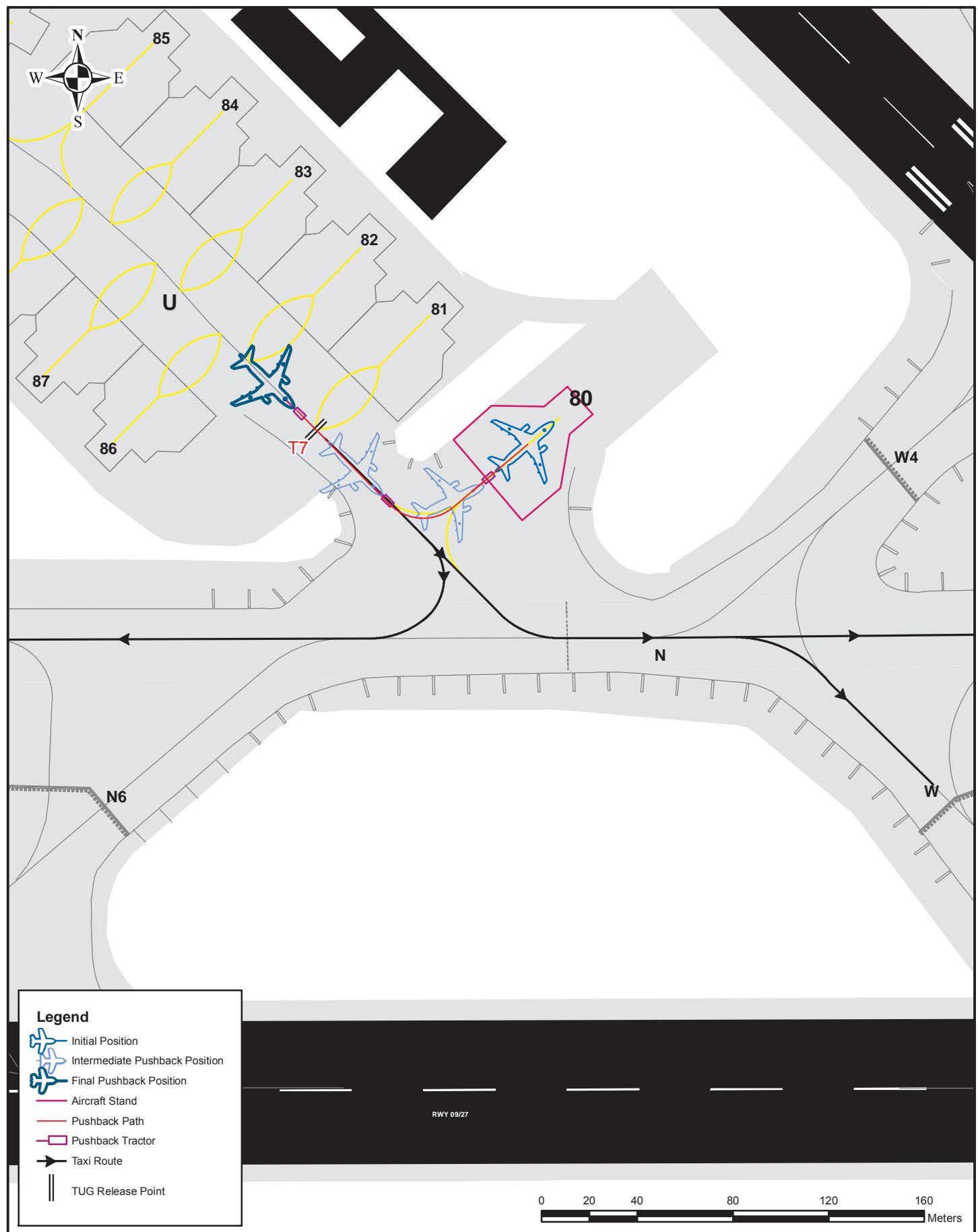
CHHATRAPATI SHIVAJI INTL

80

- Pushback facing South-East on TWY U up to Tug Release Point (T7).
- Taxi out via TWY N.

CAUTION :

Aircraft on Stand 80 not to commence pushback until the aircraft pushing back from Stands 81, 82 or 86 has taxied out.



Legend

- Initial Position
- Intermediate Pushback Position
- Final Pushback Position
- Aircraft Stand
- Pushback Path
- Pushback Tractor
- Taxi Route
- TUG Release Point

VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 14 / 09

Stand - 81-85

MUMBAI INDIA

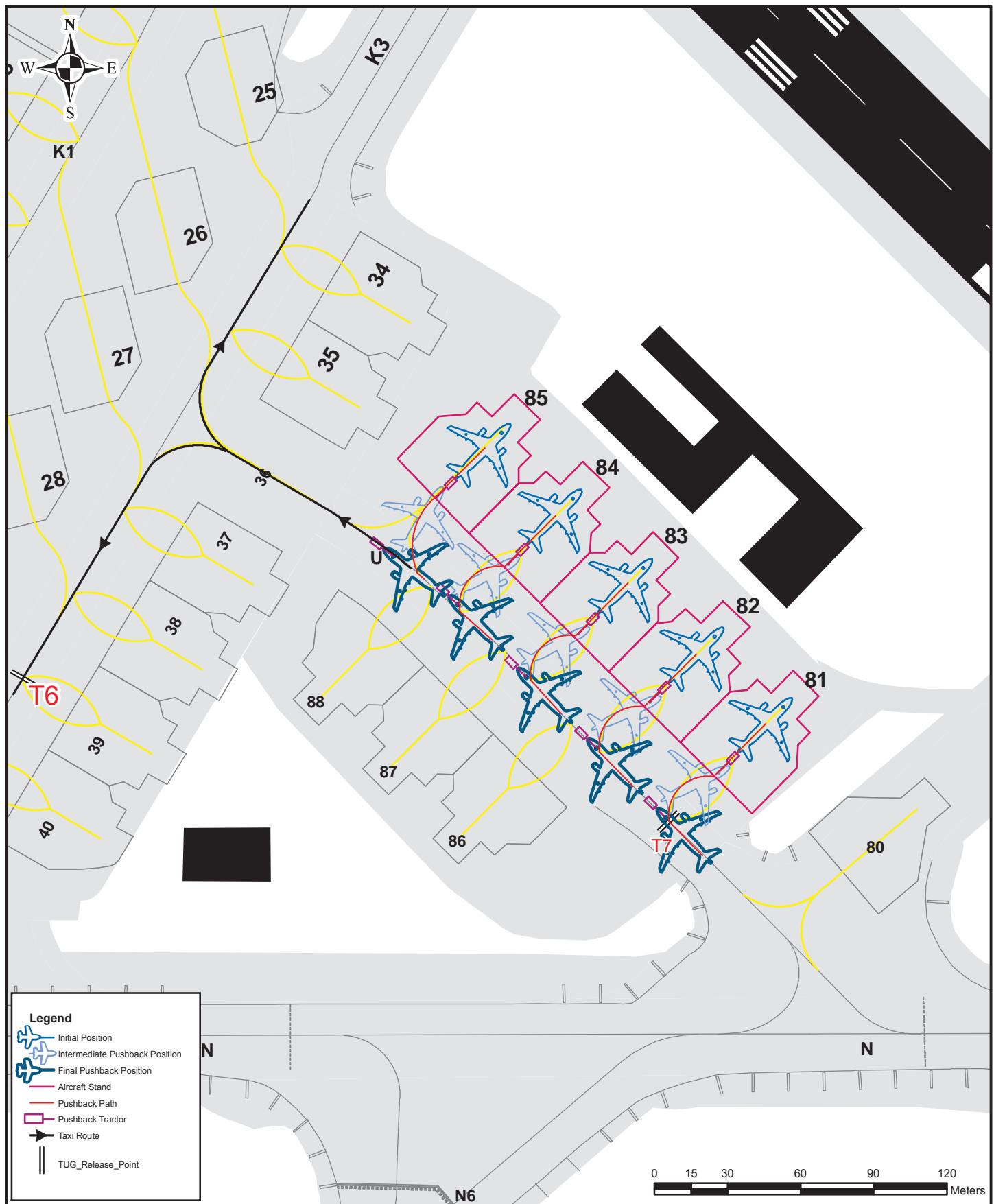
CHHATRAPATI SHIVAJI INTL

81 - 85

- Pushback facing North-West on TWY U.
 - Taxi out via Stand 36.
- Note :- Stand 36 is kept vacant

CAUTION :

Aircraft on Stands 81, 82 or 86 not to commence pushback until the aircraft pushing back from Stand 80 has taxied out.



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 27 / 32

Stand - 81-85

MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

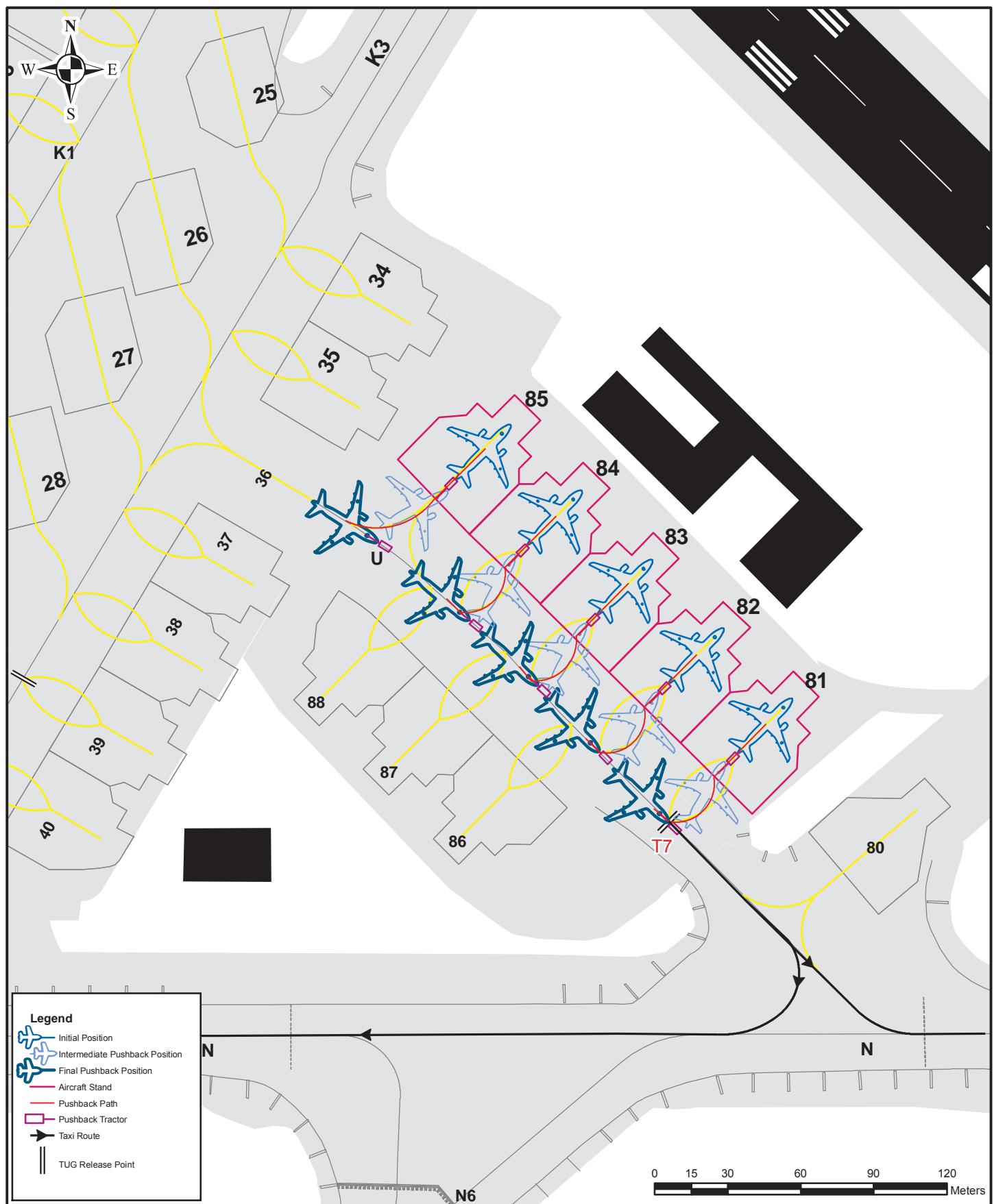
81 - 85

- Pushback facing South-east on TWY U.
- Taxi out Twy U.

Note :- Stand 36 is kept vacant

CAUTION :

Aircraft on Stands 81, 82 or 86 not to commence pushback until the aircraft pushing back from Stand 80 has taxied out.



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 14 / 09

Stand - 86-88

MUMBAI INDIA

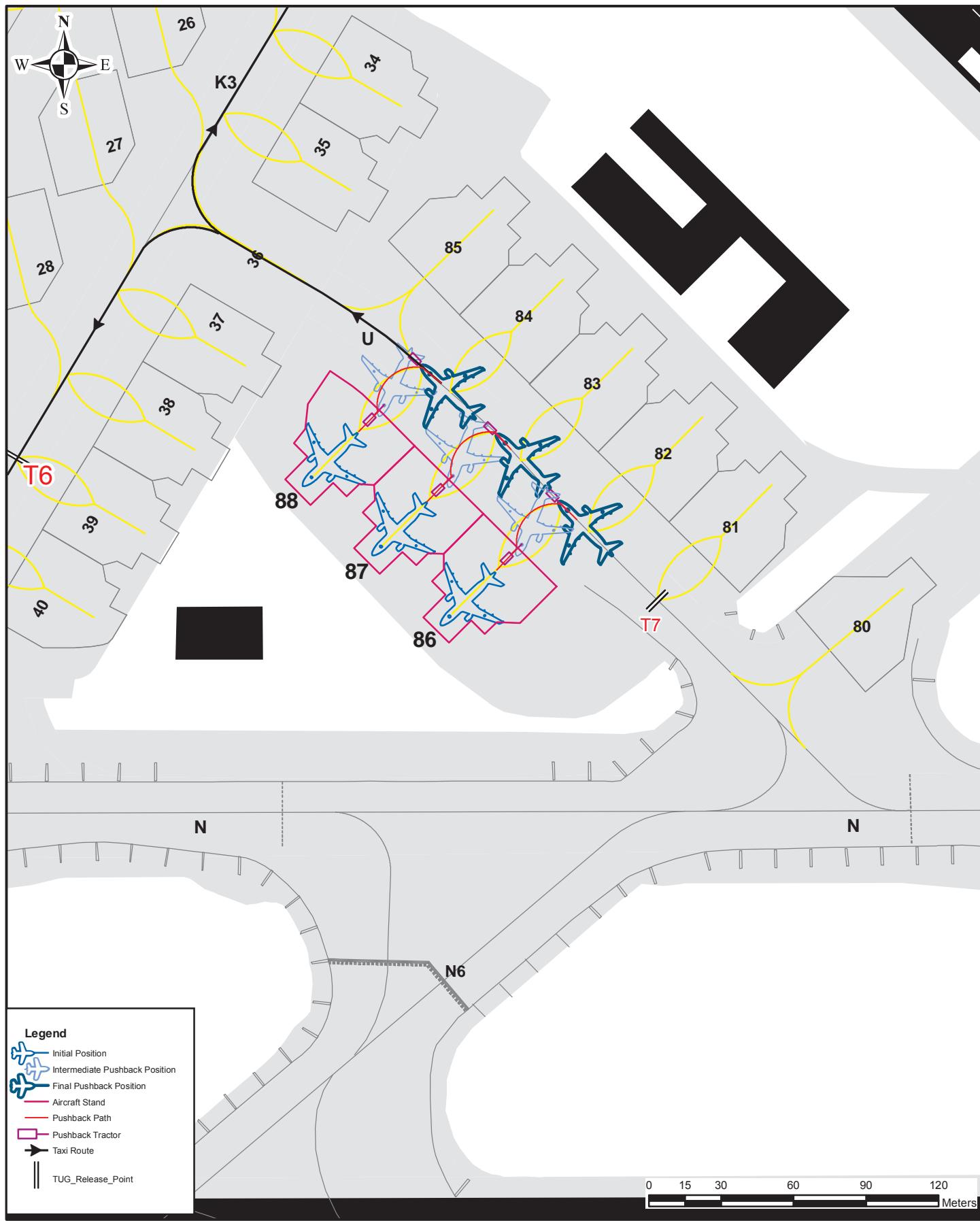
CHHATRAPATI SHIVAJI INTL

86 - 88

- Pushback facing North-West on TWY U.
 - Taxi out via Stand 36.
- Note :- Stand 36 is kept vacant

CAUTION :

Aircraft on Stands 81, 82 or 86 not to commence pushback until the aircraft pushing back from Stand 80 has taxied out.



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AIRCRAFT PUSHBACK PROCEDURE

Runway 27 / 32

Stand - 86-88

MUMBAI INDIA

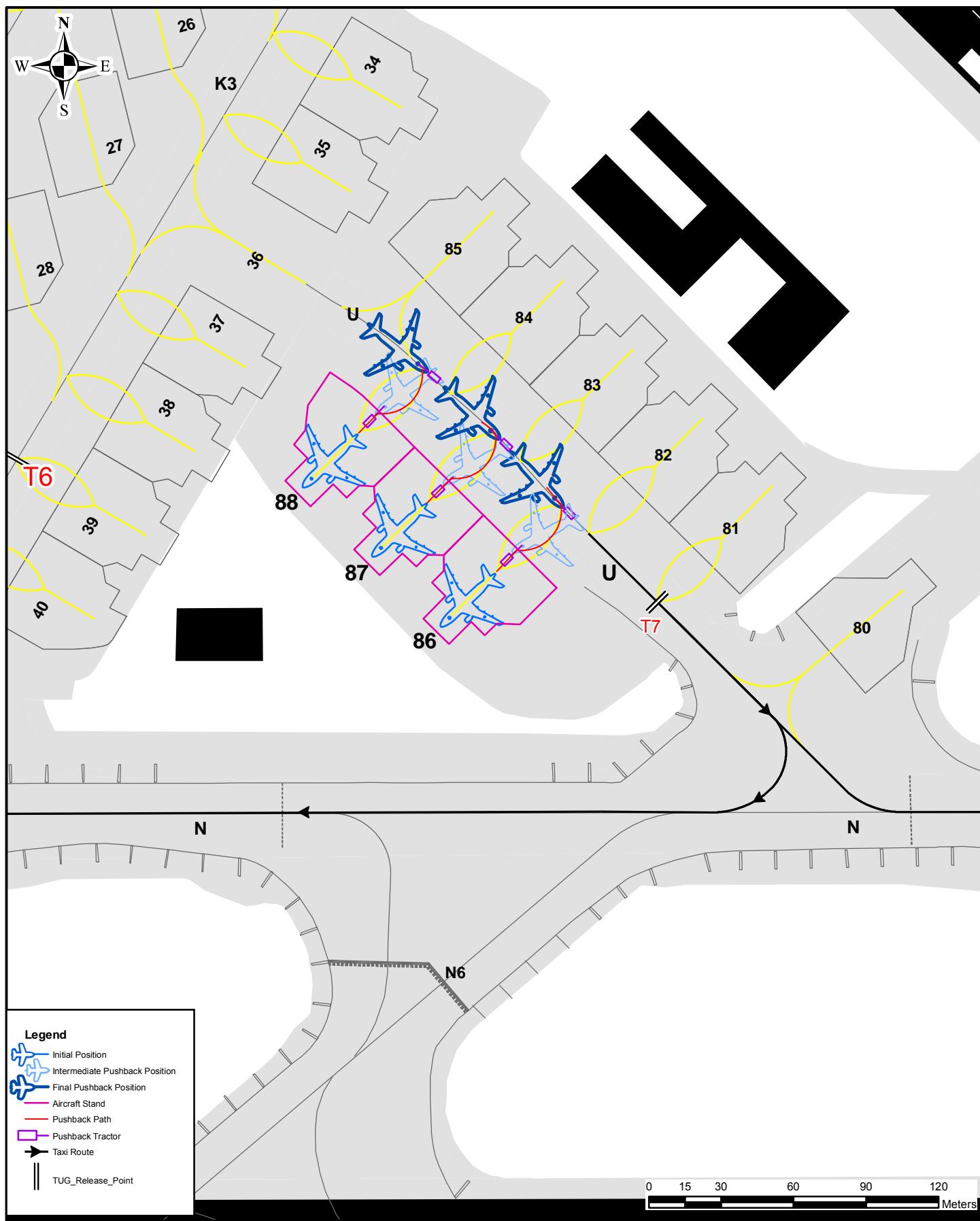
CHHATRAPATI SHIVAJI INTL

86 - 88

- Pushback facing South-east on TWY U.
 - Taxi out via Twy U.
- Note :- Stand 36 is kept vacant

CAUTION :

Aircraft on Stands 81, 82 or 86 not to commence pushback until the aircraft pushing back from Stand 80 has taxied out.



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 14 / 32 / 09 / 27

Stands - G1 to G5

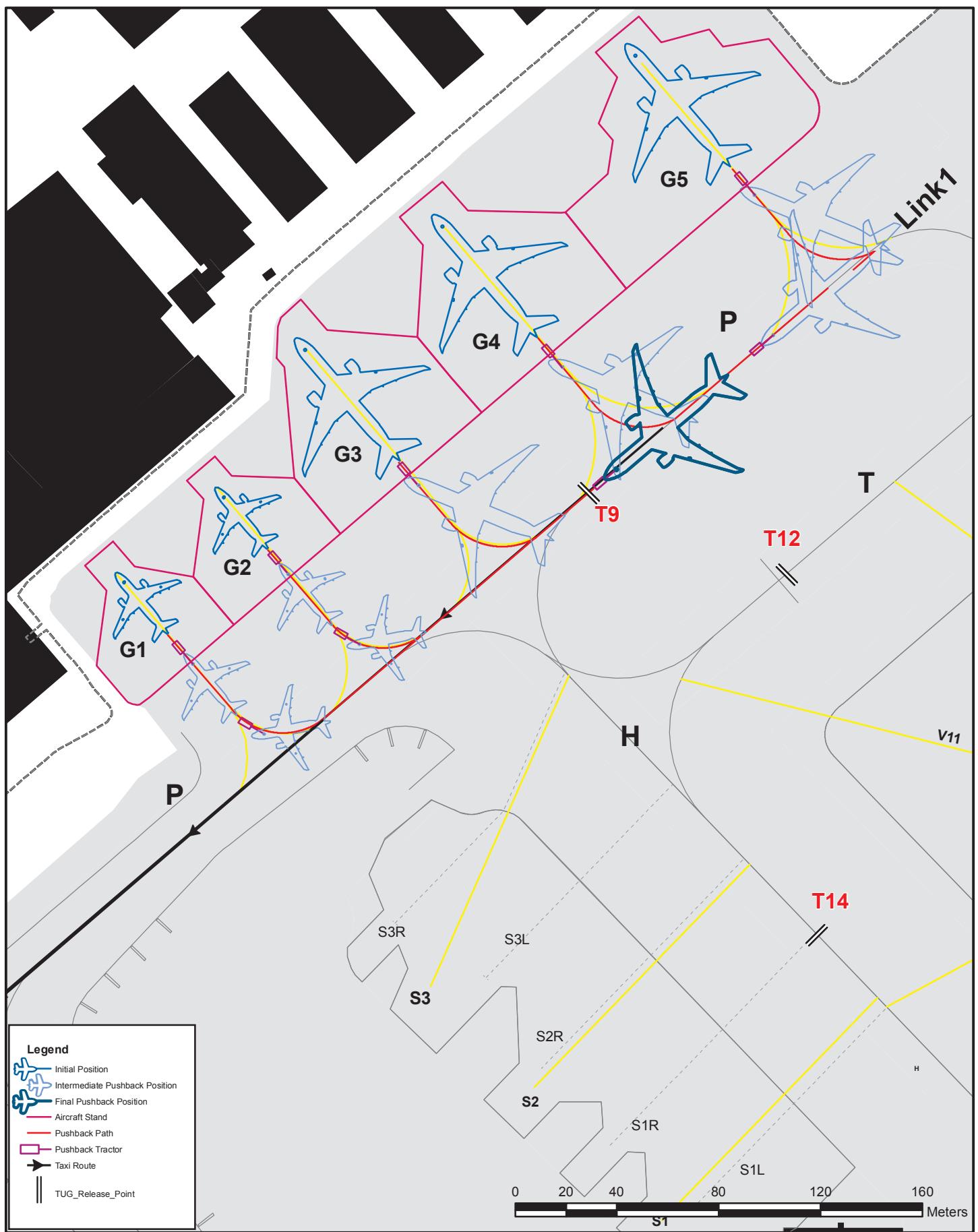
MUMBAI INDIA
CHHATRAPATI SHIVAJI INTL

G1 - G3 • Pushback facing South-West on Taxilane P up to Tug Release Point T9. • Taxi out via Taxilane P.

G4 - G5 • Pushback facing South-West on Taxilane P pull forward to Tug Release Point T9. • Taxi out via Taxilane P.

CAUTION :

- Pushback from stand G1-G5 are interdependent.
- Pushback from stand S3, G1, G2, and G3 are interdependent



VABB/BOM**AIRCRAFT PUSHBACK PROCEDURE***Runway 09 / 27 / 14 / 32*

Stands - K1-K3L

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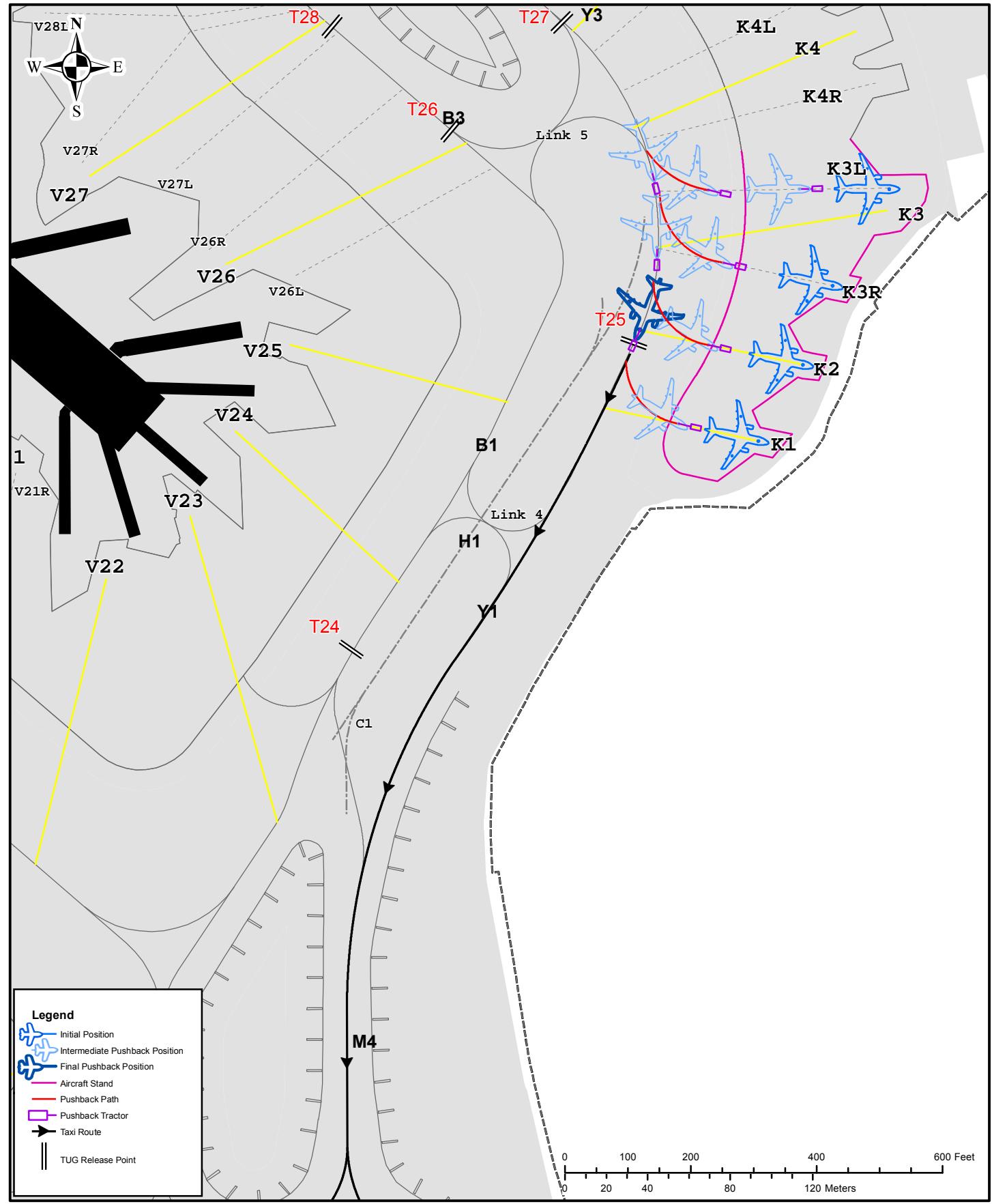
CHHATRAPATI SHIVAJI INTL

**K1, K2,
K3R & K3L**

- Aircraft from K1 and K2 to pushback facing South west on TWY Y1, up to Tug release T-25 for start.
- Aircraft from K3L and K3R to pushback facing South west on TWY Y1 and to pull forward, up to Tug release T-25 for start.
- Taxi out via TWY Y1→TWY M4.

CAUTION :

- At SE Pier Apron from stands V23 upto V31 and from stands K3 upto K6 Aircraft code D & E will Tow/Taxi under follow me service only.
- Pushback from stand K3L will prohibit the use of TWY Link5



VABB/BOM**AIRCRAFT PUSHBACK PROCEDURE***Runway 09 / 27 / 14 / 32*

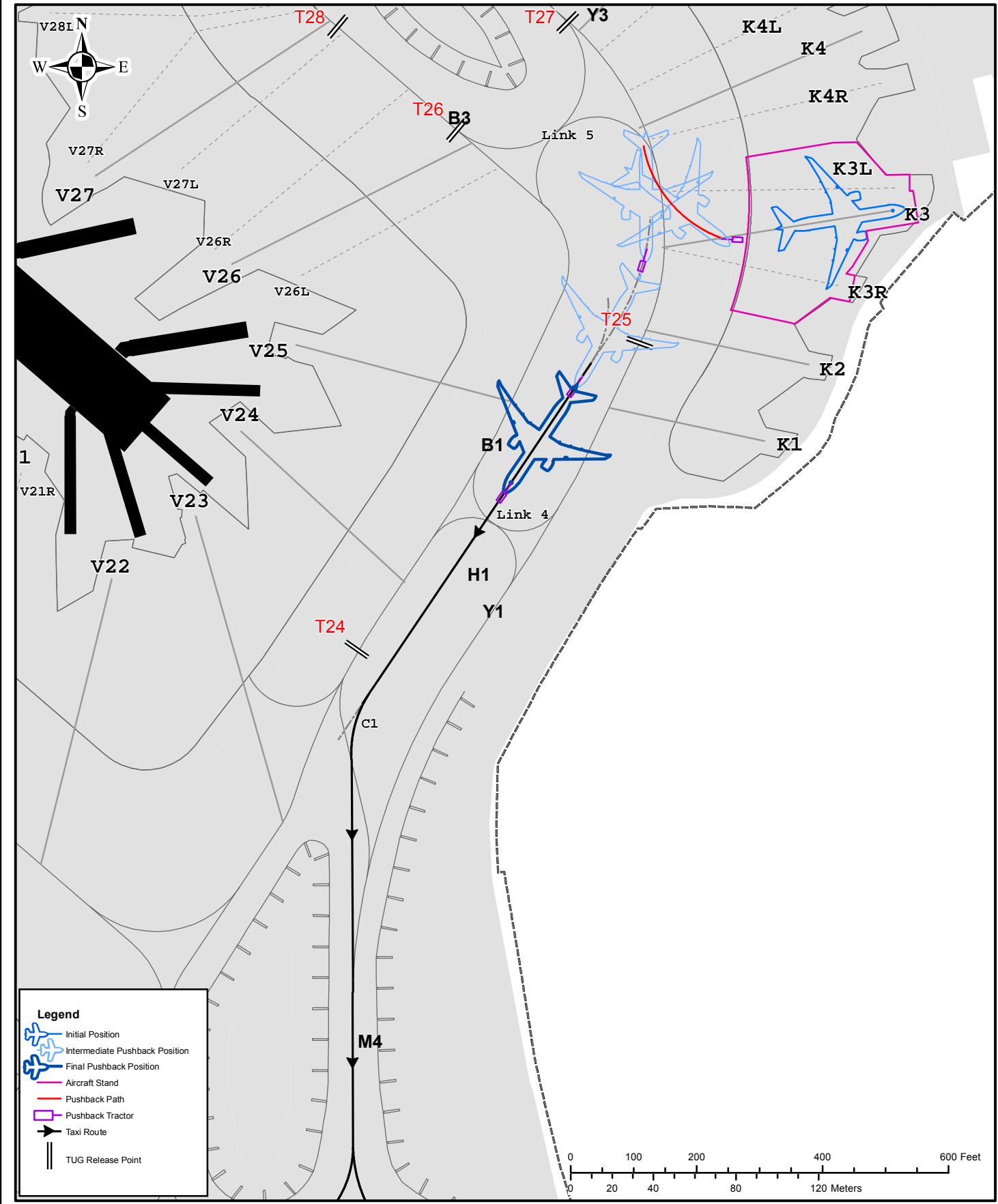
Stands - K3

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CHHATRAPATI SHIVAJI INTL

CAUTION :

- Aircraft to pushback facing South west on Taxilane H1 and pull forward upto short of Link4,
- Taxi out via taxilane H1→TWY M4.
- At SE Pier Apron from stands V23 upto V31 and from stands K3 upto K6 Aircraft code D & E will Tow/Taxi under follow me service only.
- Pushback from stands K3 and V25 are interdependent



VABB/BOM**AIRCRAFT PUSHBACK PROCEDURE***Runway 09 / 27 / 14 / 32*

Stands - K4R, K4L, K5R, K5L, K6R, K6L

MUMBAI INDIA

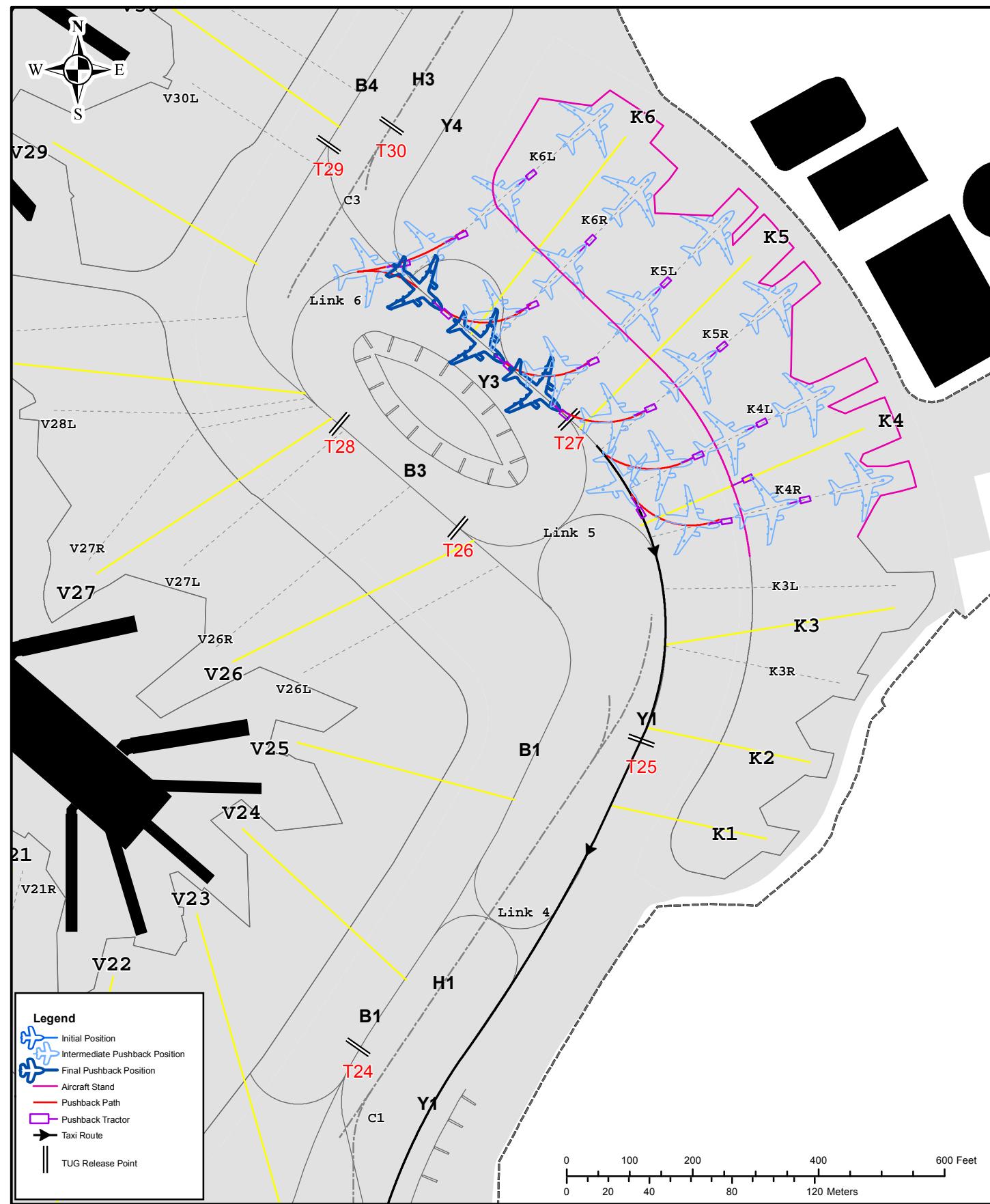
CHHATRAPATI SHIVAJI INTL

**K4R, K4L,
K5R, K5L,
K6R, & K6L**

- Aircraft on stand K6L,K6R & K5L to Pushback facing Southeast on Taxilane Y3.
- Aircraft on stand K5R,K4L & K4R to Pushback deep facing Southeast on Taxilane Y3 to TUG release point T27.
- Taxi out via TWY Y1→TWY M4.

CAUTION :

- Pushback from stands K5R & K4R are interdependent.
- Pushback from stands K4L & K4R will prohibit the use of TWY Link5



VABB/BOM**AIRCRAFT PUSHBACK PROCEDURE****Runway 09 / 27 / 14 / 32**

Stands - K4, K5 & K6

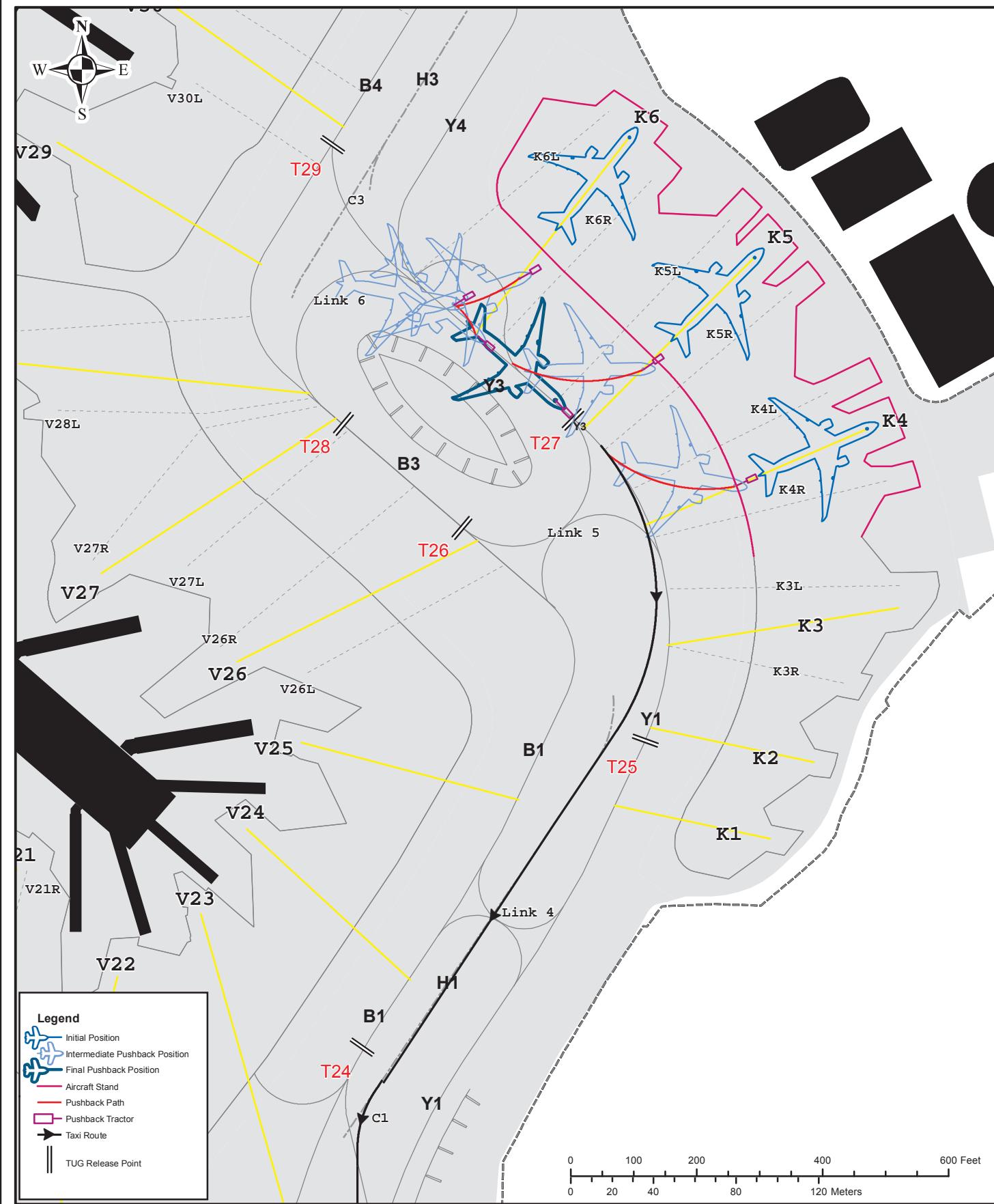
MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

- K4, K5 & K6**
- Aircraft from stand K5 and K6 to Pushback facing South east on Taxilane Y3 and pull forward to TUG Release point T27.
 - Aircraft from stand K4 to Pushback facing South east on Taxilane Y3 to TUG Release point T27.
 - Taxi out via Taxilane Y3 → taxilane H1 → TWY M4.

CAUTION :

- Pushback from stands K4, K5 & K6 are interdependent.
- Pushback from stands K6, V27, V28, V29 are interdependent.
- Pushback from any of the stands, V26, V27, V28 pilot to take caution to ensure clearance from aircraft pushing back from any of the stands K4, K5 or K6



VABB/BOM**AIRCRAFT PUSHBACK PROCEDURE***Runway 14 / 32 / 09 / 27*

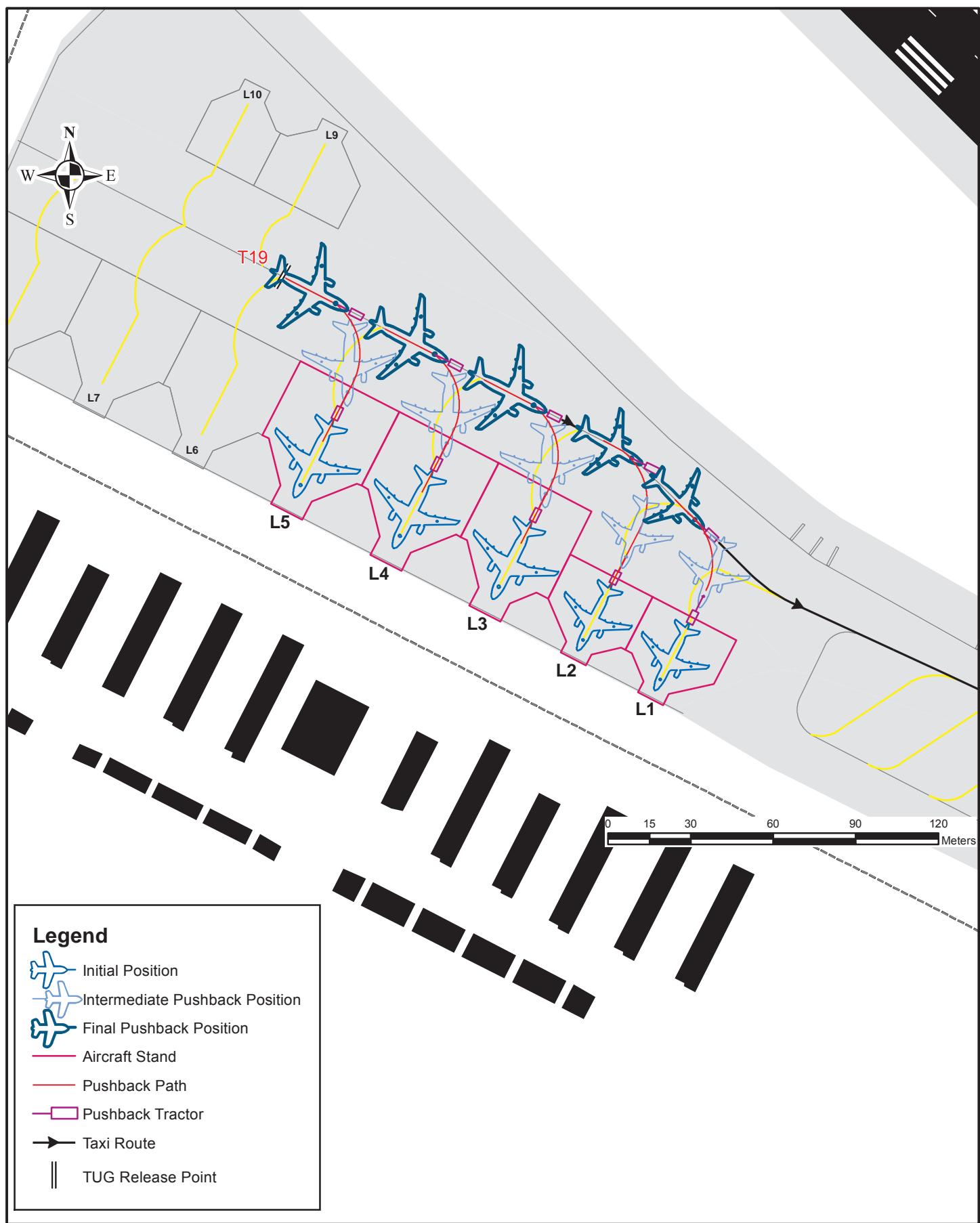
Stands - L1 to L5

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CHHATRAPATI SHIVAJI INTL

L1 - L5

- Pushback facing South-East on Taxilane W1
- Taxi out via TWY W1.



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 14 / 32 / 09 / 27

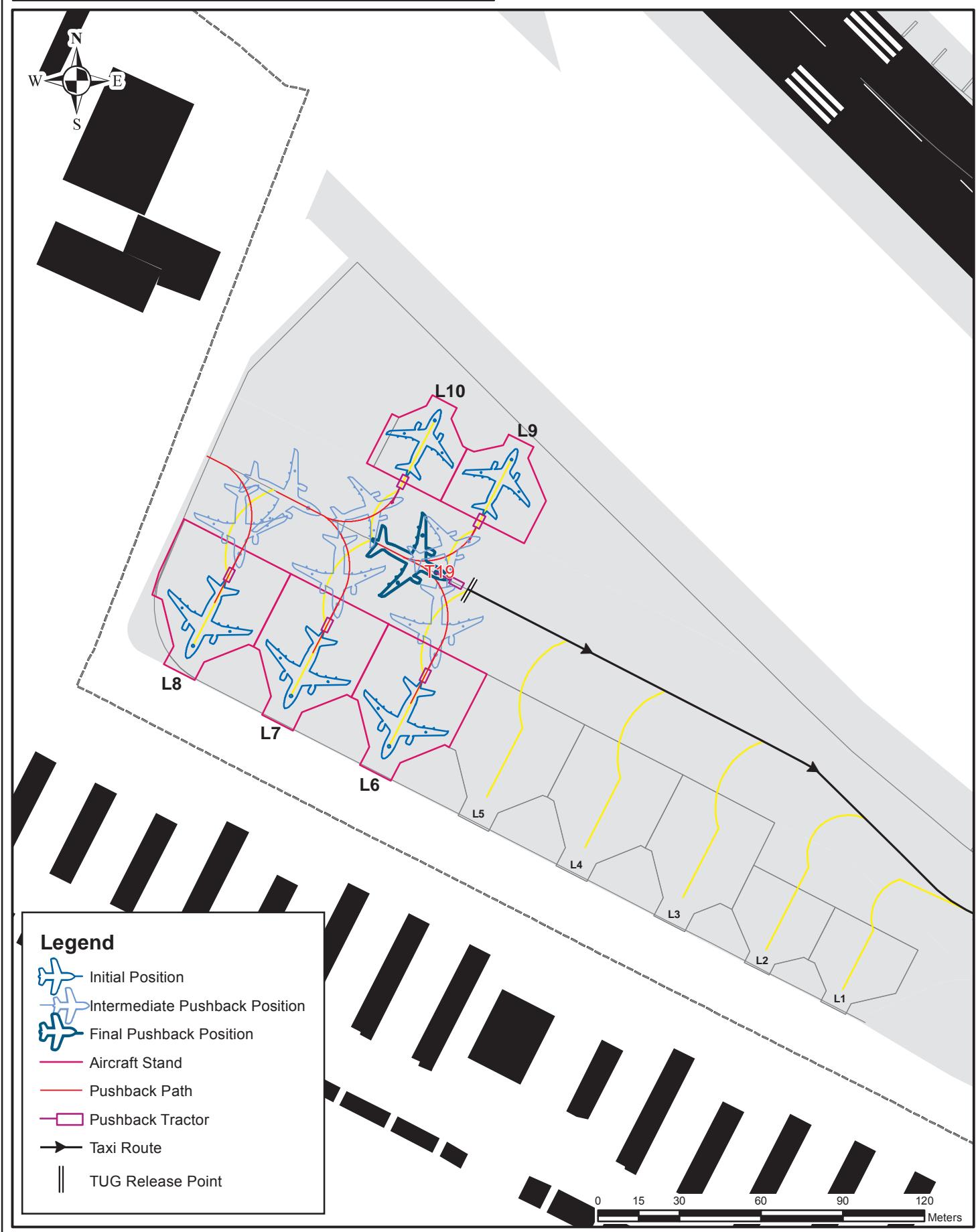
Stands - L6 to L10

MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

L6 - L10

- Pushback facing South-East on Taxilane W1 and pull ahead up to Tug Release Point (T19)
- Taxi out via TWY W1



VABB/BOM**AIRCRAFT PUSHBACK PROCEDURE***Runway 09 / 27 / 14 / 32*

Stands - R1L, R1, R1R, R2L, R2, R2R

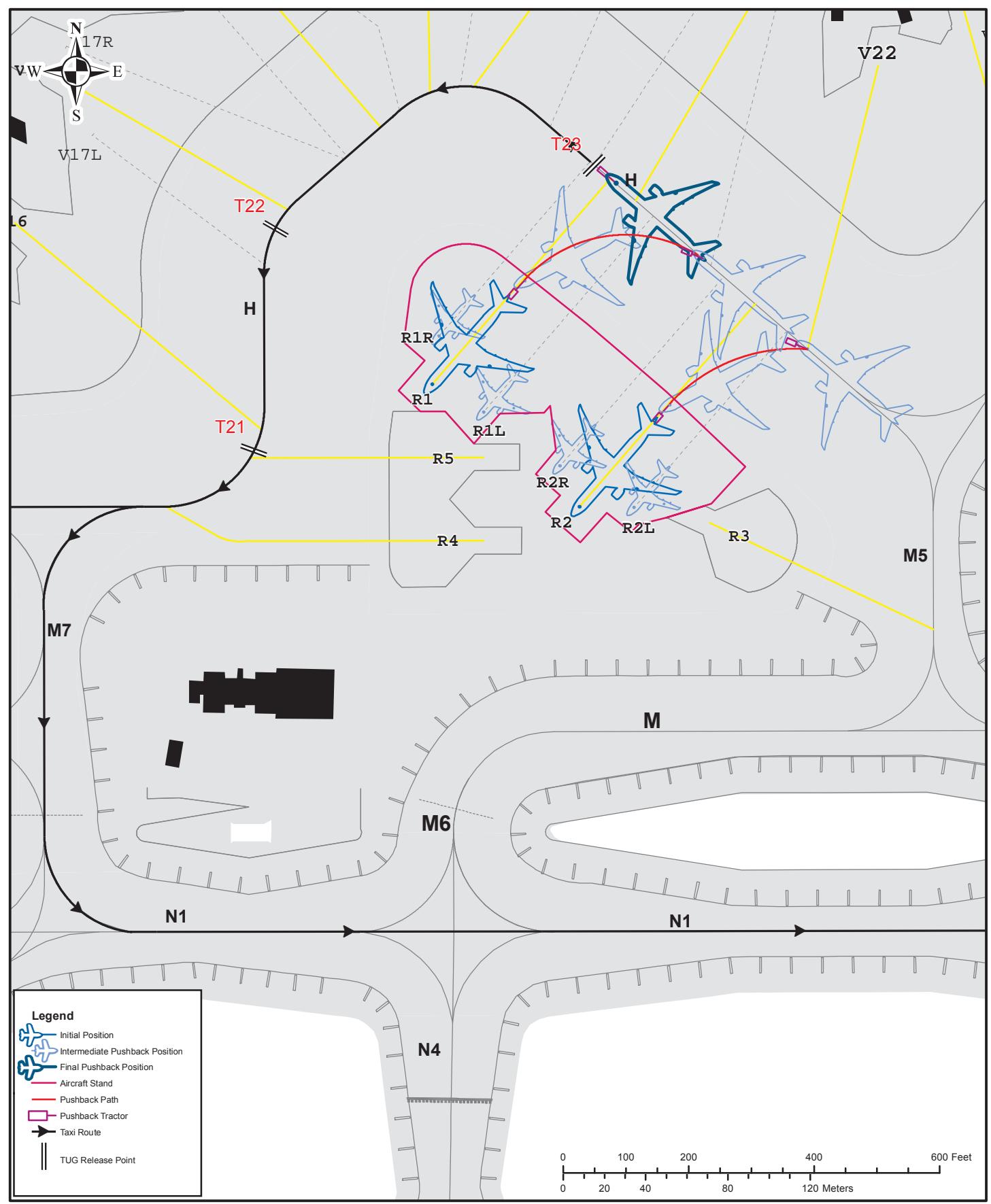
MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

R1 & R2	<ul style="list-style-type: none"> Pushback facing North West on Taxilane H and pull forward to Tug release point T23 Taxi out via Taxilane H → TWY M7.
R1L, R1R, R2L & R2R	<ul style="list-style-type: none"> Pushback facing North West on Taxilane H Taxi out via Taxilane H → TWY M7.

CAUTION :

- Pushback from stands V19, V20, V21, V22, R1 and R2 are interdependent.
- Pushback from stands V22, R2, R2L and R3 are interdependent.
- Aircraft pushing back from stand R2 and R2L to remain clear of TWY M5/H1 junction.



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 09 / 27 / 14 / 32

Stands - R3

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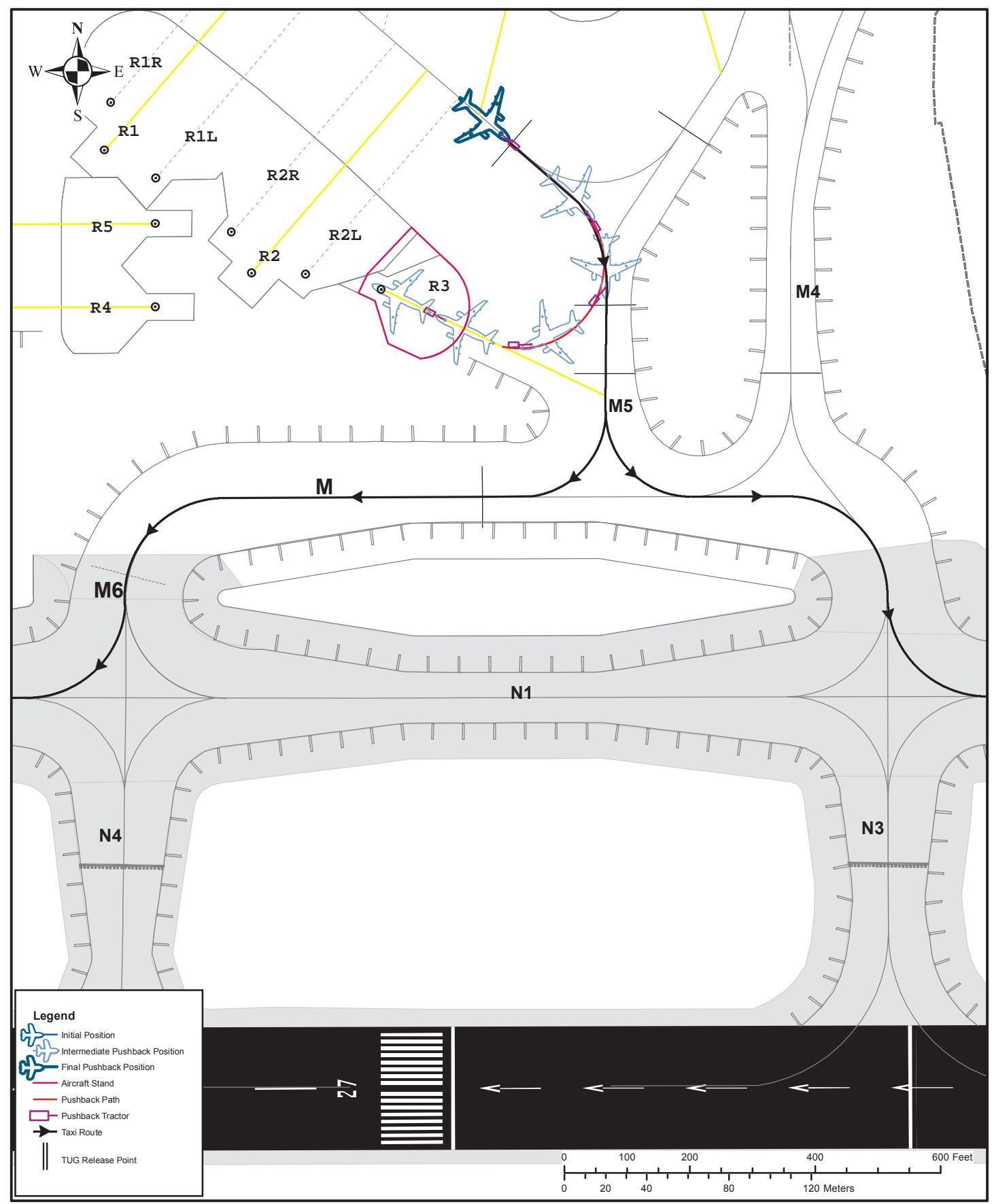
CHHATRAPATI SHIVAJI INTL

R3

- Pushback deep facing south east on taxilane H clear of TWY M5/H1 junction to taxi out via TWY M5.

CAUTION :

- Pushback from stands V22, R2, R2L and R3 are interdependent.



VABB/BOM**AIRCRAFT PUSHBACK PROCEDURE***Runway 09 / 27 / 14 / 32*

Stands - R4 - R5

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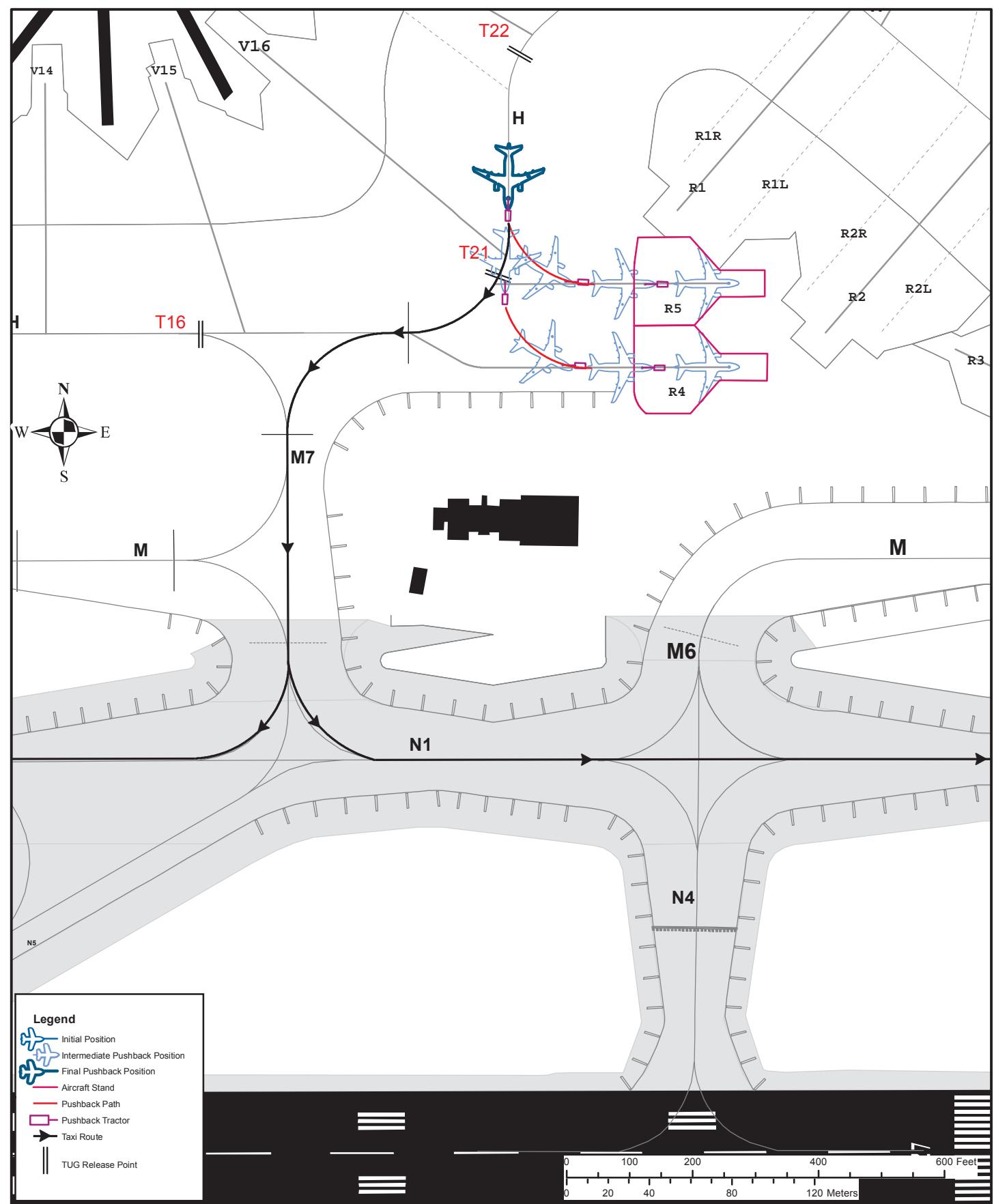
CHHATRAPATI SHIVAJI INTL

R4-R5

- Pushback facing south on Taxilane H.
- Taxi out via Taxilane H → TWY M7.

CAUTION :

- Pushback from R4, R5 and V16 are Interdependent.
- Pushback from R4 and V15 are Interdependent.



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AIRCRAFT PUSHBACK PROCEDURE
Runway 09/14

Stands - S1L - S3R

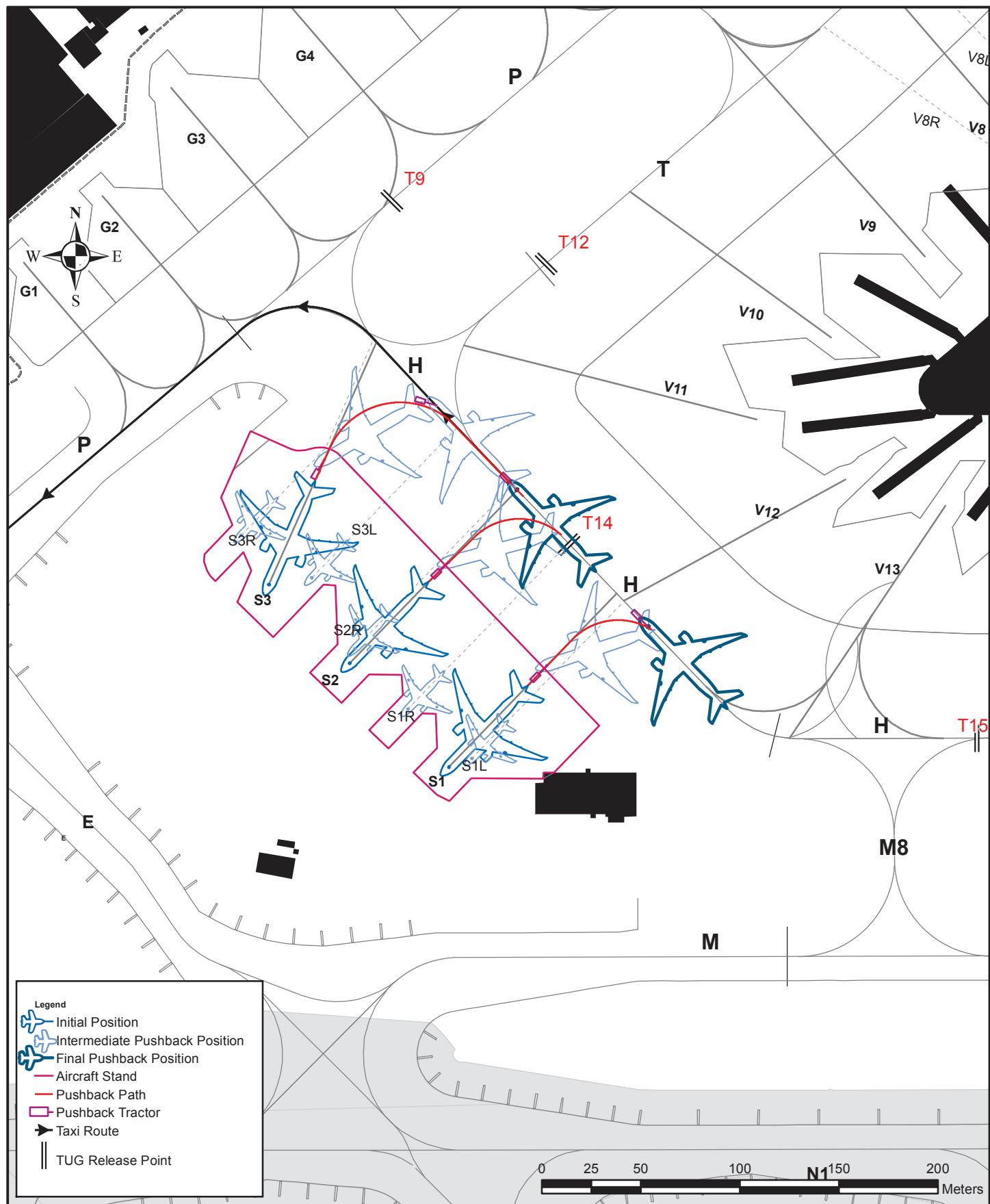
MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

- Aircraft pushing back from Stands S1L to S3R to Push back facing North-West on Taxi lane H.
- Aircraft pushing back from Stand S3 to push back facing North-West on Taxi lane H till abeam stand S2 for start
- Taxi out via Taxi lane H.

CAUTION :

- Pushback from stands S1, S2, and V12 are interdependent.
- Pushback from stands S3 and V11 are interdependent.



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 27 / 32

Stands - S1L - S3R

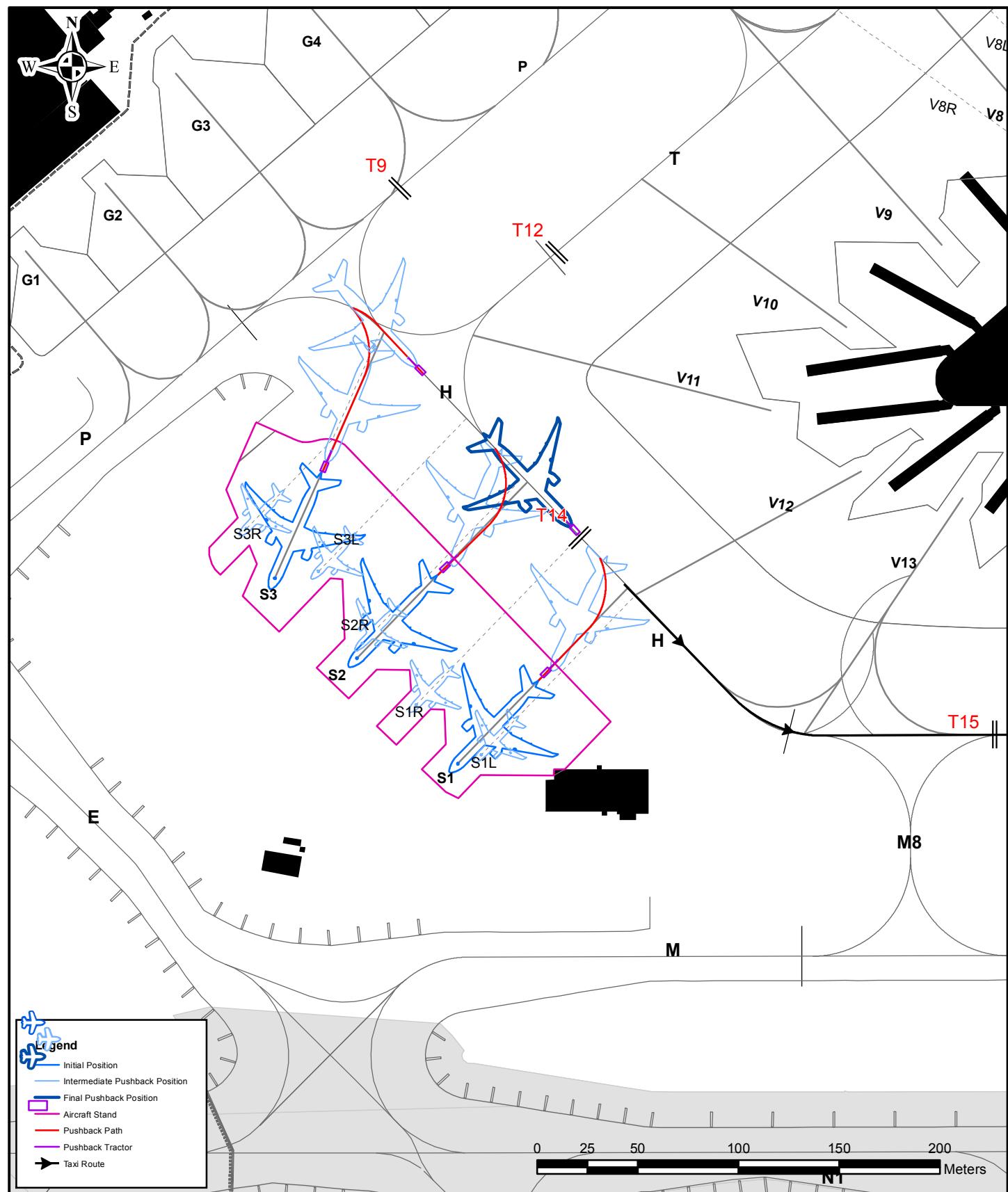
MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

- Aircraft pushing back from Stand S1L, S1, S1R pushback facing South-East on Taxilane H.
 - Aircraft pushing back from Stand S2, S2R, S3L, S3, S3R to pushback facing south-east on taxilane H, pull ahead up to Tug Release Point T14.
 - Taxi out via Taxilane H.
- S1L-S3R**

CAUTION :

- Pushback from stand S1, S2, S3 V11 & V12 are interdependent.
- Pushback from stand S3, G1, G2, G3 are interdependent



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 09 / 27 / 14 / 32

Stands - V4L - V8R

MUMBAI INDIA

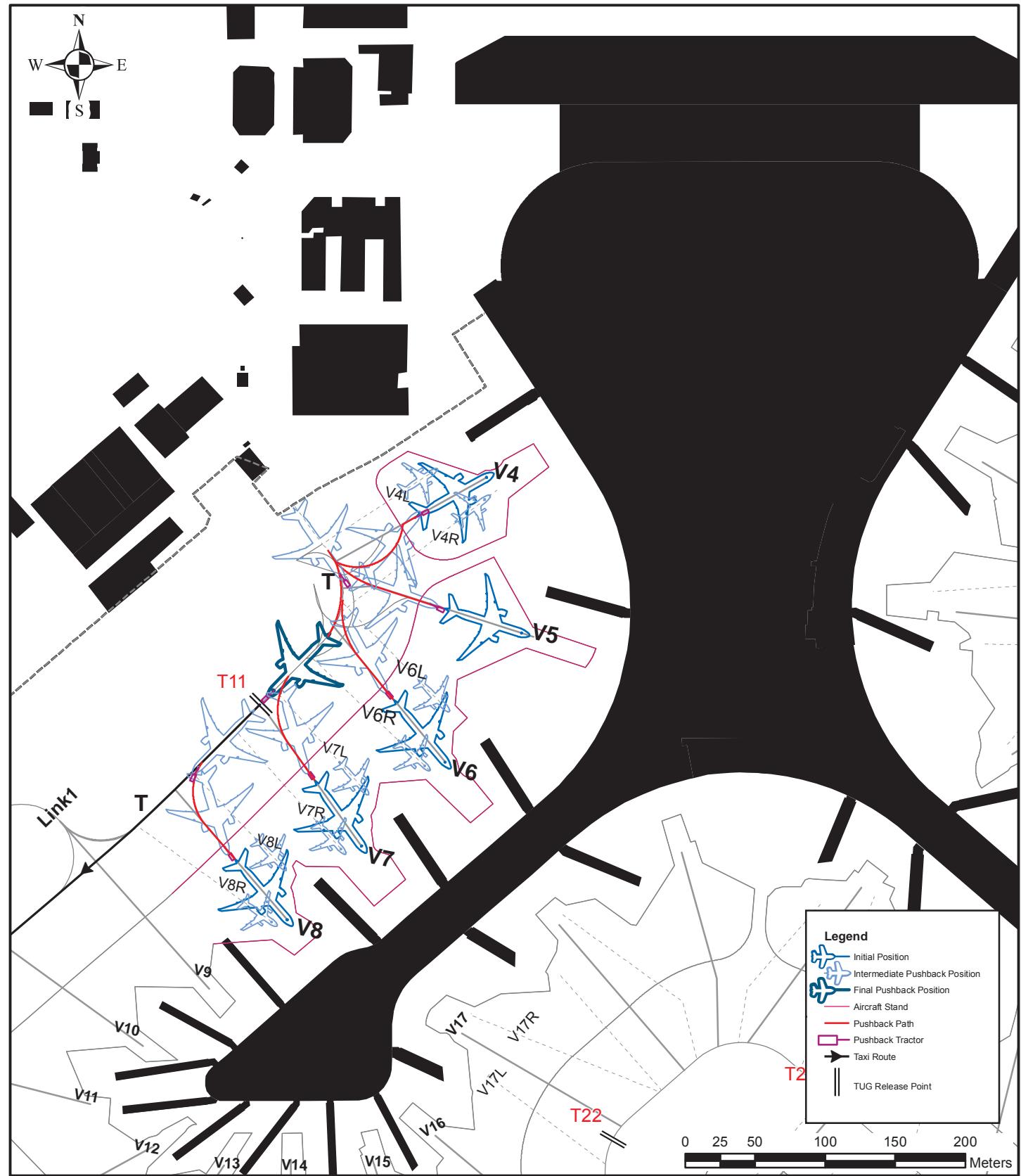
CHHATRAPATI SHIVAJI INTL

V4L - V5	<ul style="list-style-type: none"> Pushback facing South-West on Taxilane T and pull ahead abeam stand V7 to Tug Release Point T11. Taxi out via Taxilane T.
V6L - V7R	<ul style="list-style-type: none"> Pushback facing South-West on Taxilane T and pull ahead upto Tug Release Point T11. Taxi out via Taxilane T.
V8L - V8R	<ul style="list-style-type: none"> Pushback facing South-West on Taxilane T upto Tug Release Point T11. Taxi out via Taxilane T.

CAUTION :

Pushback from V4, V5 V6, V7 & V8
are interdependent

Simultaneous movement of aircraft
to/ from stands V4R, V5, V6L and V6
not permitted.



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 09 / 27 / 14 / 32

Stands - V9 & V10

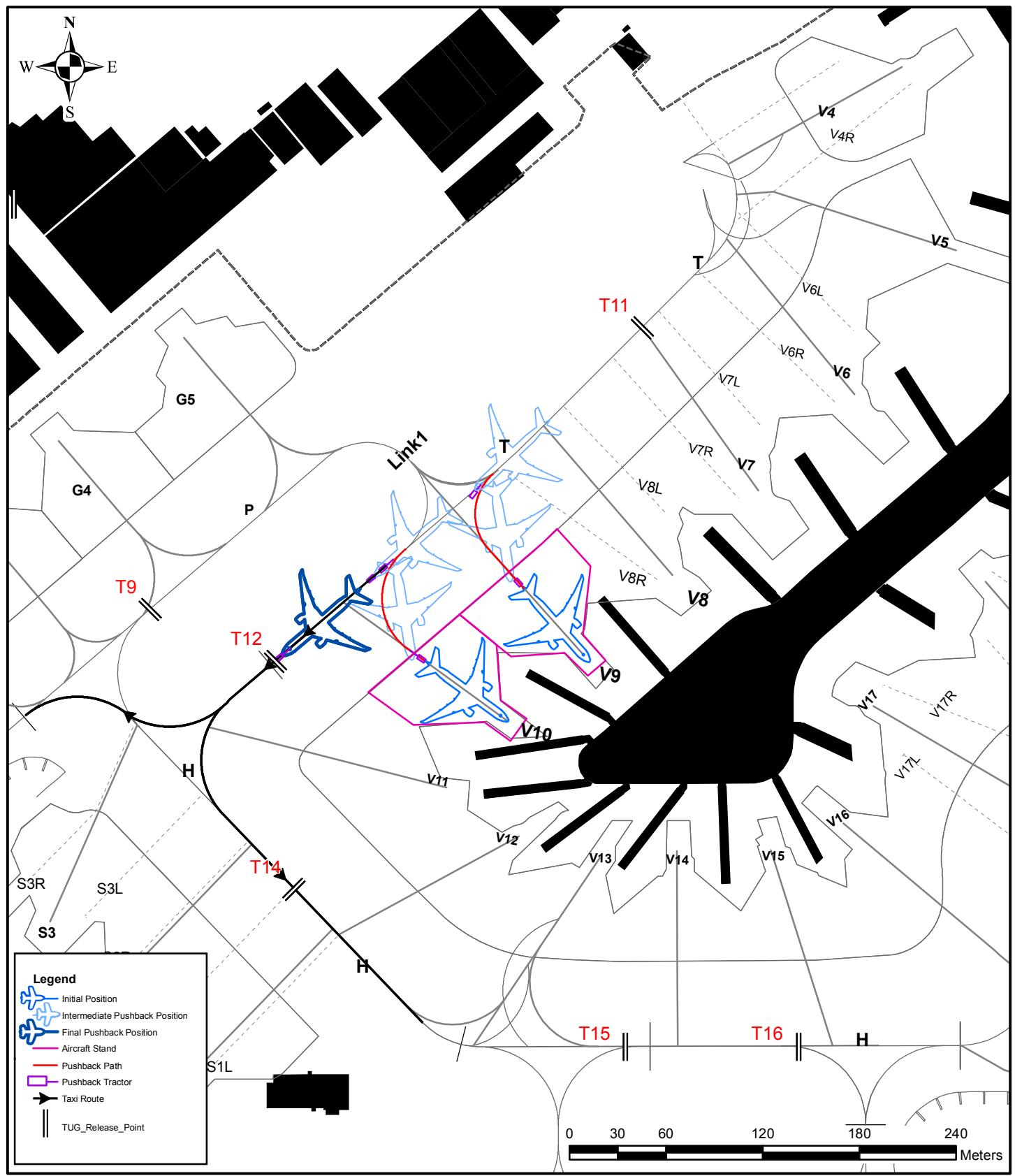
MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

- Taxi out via Taxilane T.

CAUTION :

- Pushback from stand V9, V10 & V11 are interdependent



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 09 / 27 / 14 / 32

Stands - V11

MUMBAI INDIA

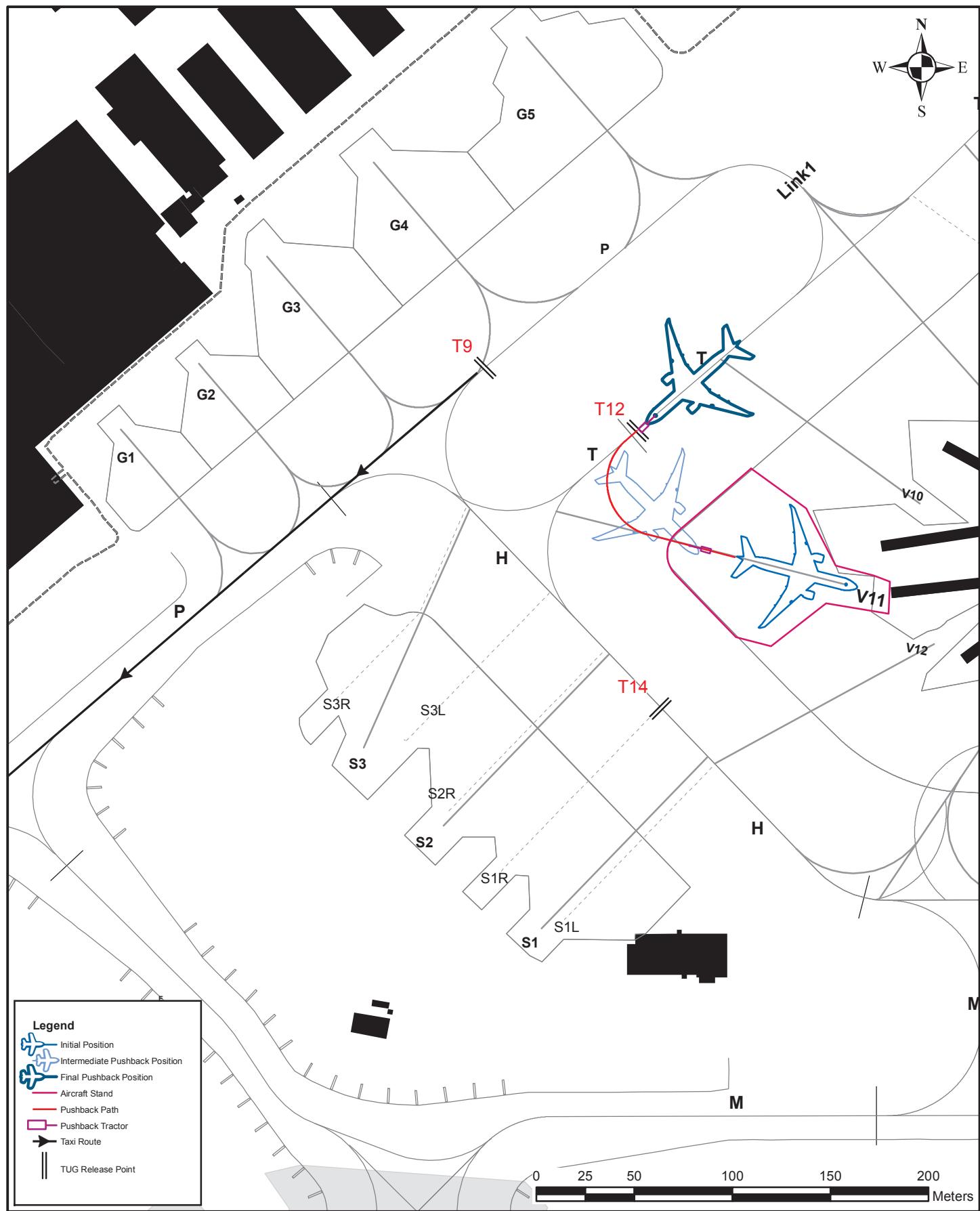
CHHATRAPATI SHIVAJI INTL

V11

- Pushback facing South-West on Taxilane T up to Tug Release Point T12.
- Taxi out via Taxilane H

CAUTION :

- Pushback from stand V9, V10 & V11 are interdependent
- Pushback from stand V11, S3 & S2, are interdependent.



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 09 / 14

Stands - V12 - V15

MUMBAI INDIA

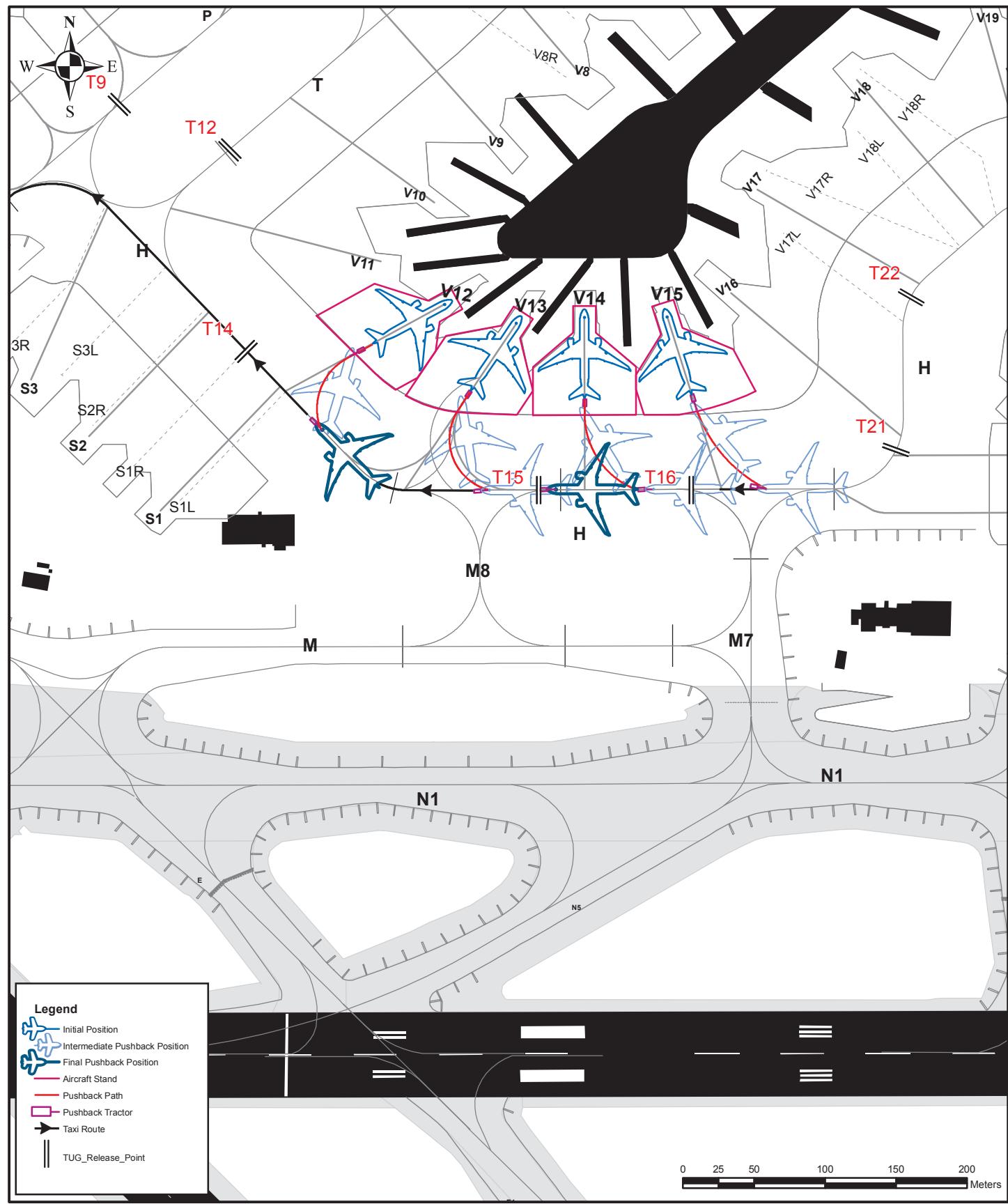
CHHATRAPATI SHIVAJI INTL

- V12**
- Pushback facing North-West on Taxilane H.
 - Taxi out via Taxilane H.

CAUTION :

- Pushback from stand V12, S1 and S2 are interdependent.
- Pushback from R4 and V15 are Interdependent.

- V13-V15**
- Pushback facing West on Taxilane H up to Tug release Point T15.
 - Taxi out via Taxilane H



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 27 / 32

Stands - V12 - V15

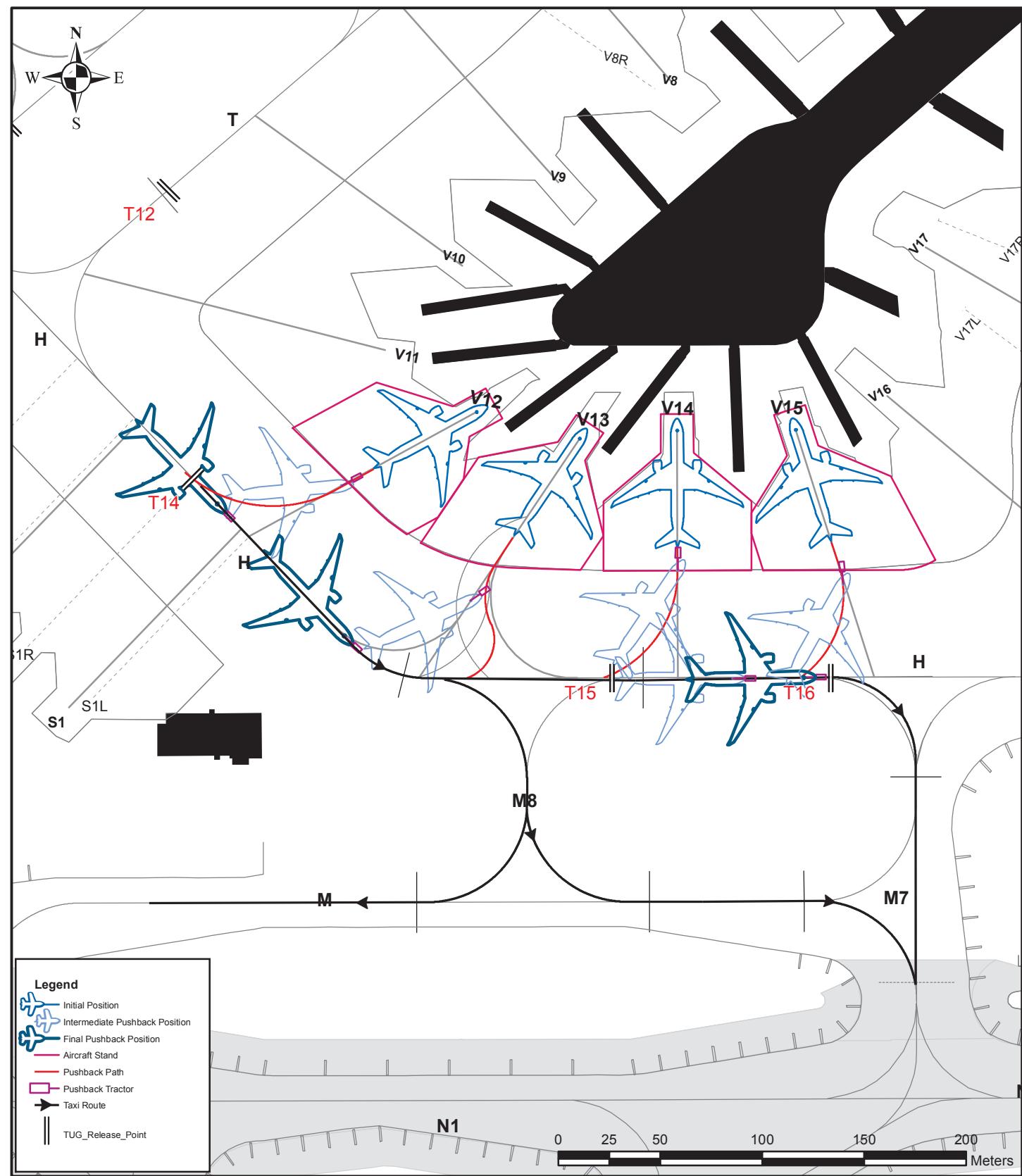
MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

V12	<ul style="list-style-type: none"> Pushback facing South-East on Taxilane H. Taxi out via Taxilane H.
V13	<ul style="list-style-type: none"> Pushback facing East on Taxilane H. Taxi out via Taxilane H → TWY M8/ TWY M7.
V14 & V15	<ul style="list-style-type: none"> Aircraft pushing back from stands V14 and V15 to pushback facing east up to Tug release point T16 Taxi out via Taxilane H.

CAUTION :

- Pushback from stand V12, S1, S2 & S3 are interdependent.
- Pushback from stand V13 & S1 are interdependent.



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 09 / 27 / 14 / 32

Stands - V16 - V17

MUMBAI INDIA

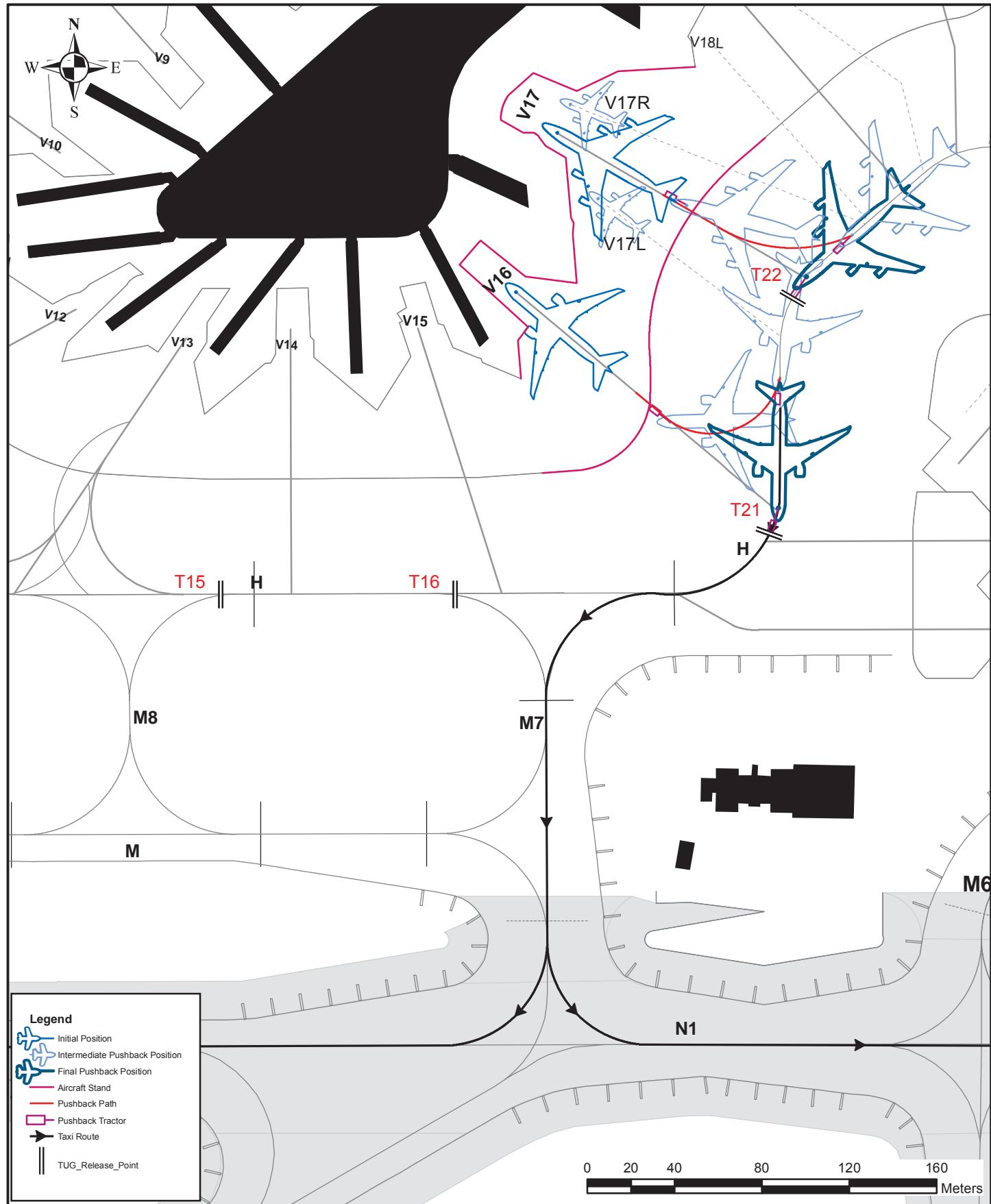
CHHATRAPATI SHIVAJI INTL

V16 - V17

- Aircraft pushing back from Stand V16 to Push back facing South-West on Taxi lane H and pull forward to TUG Release point T21
- Aircraft pushing back from Stand V17L, V17, V17R, to Push back facing South-West on Taxi lane H and pull forward to TUG Release point T22
- Taxi out via Taxi lane H → TWY M7.

CAUTION :

- Pushback from stand V16, R4 and R5 are interdependent.
- Simultaneous pushback from V17 and V19 is not permitted



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 09/27/14/32

Stands - V18L, V18, V18R & V19

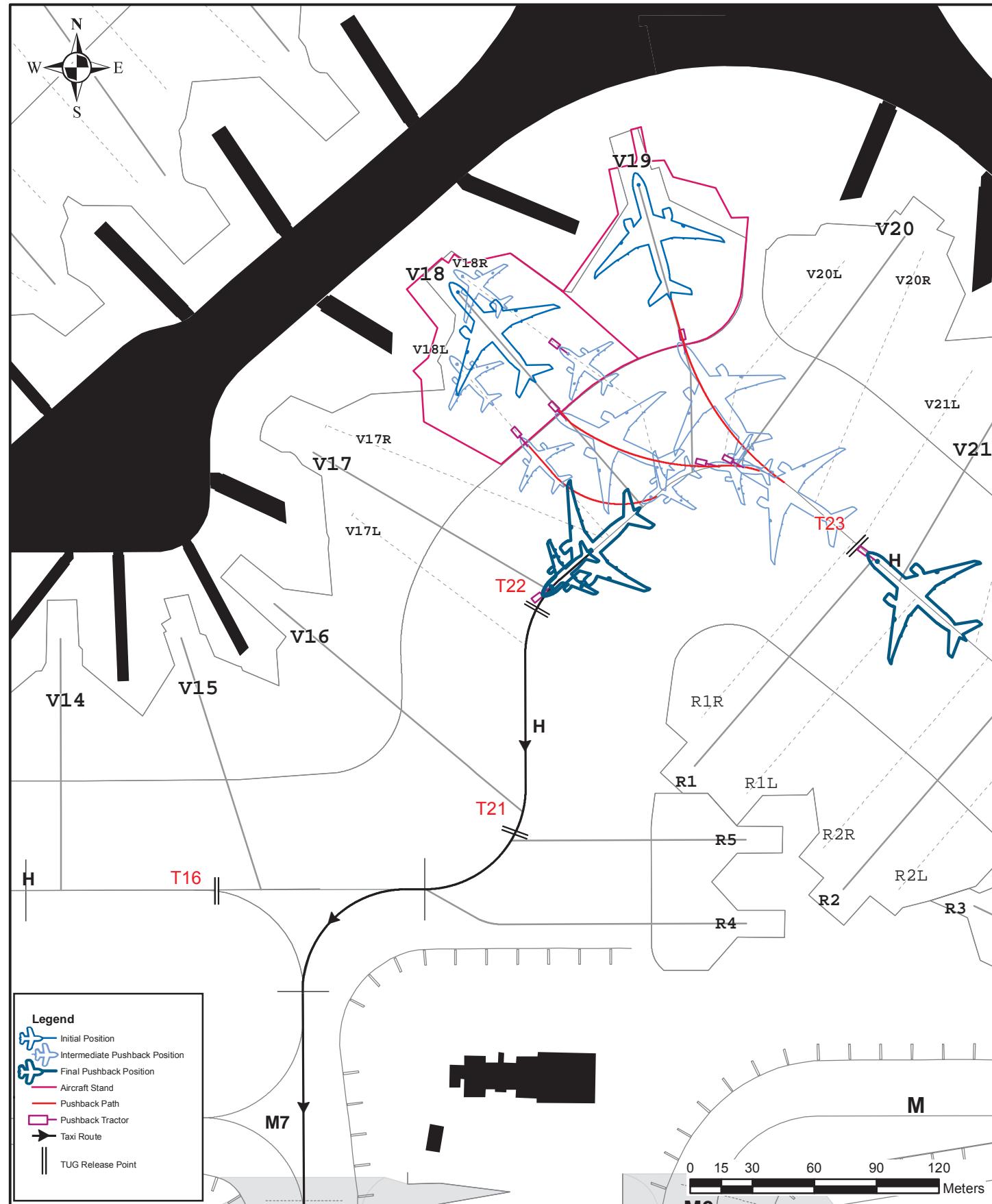
MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

V18L, V18 & V18R	<ul style="list-style-type: none"> • Pushback facing south west on Taxilane H and pull forward to Tug release point T22. • Taxi out via Taxilane H → TWY M7
V19	<ul style="list-style-type: none"> • Pushback facing North West on Taxilane H to Tug Release point T23. • Taxi out via Taxilane H → TWY M7.

CAUTION : [REDACTED]

- Pushback from stands V17, V18, V19, V20 are interdependent.
 - Pushback from stands V19, V20, V21, V22, R1, R2 are interdependent.
 - Simultaneous movement of aircraft to/ from stands V18, 18R, V19, V20 and V20L not permitted.
 - Simultaneous pushback from V17 and V19 is not permitted



VABB/BOM**AIRCRAFT PUSHBACK PROCEDURE****Runway 09 / 27 / 14 / 32**

Stands - V20L, V20, V20R, V21L, V21, V21R & V22

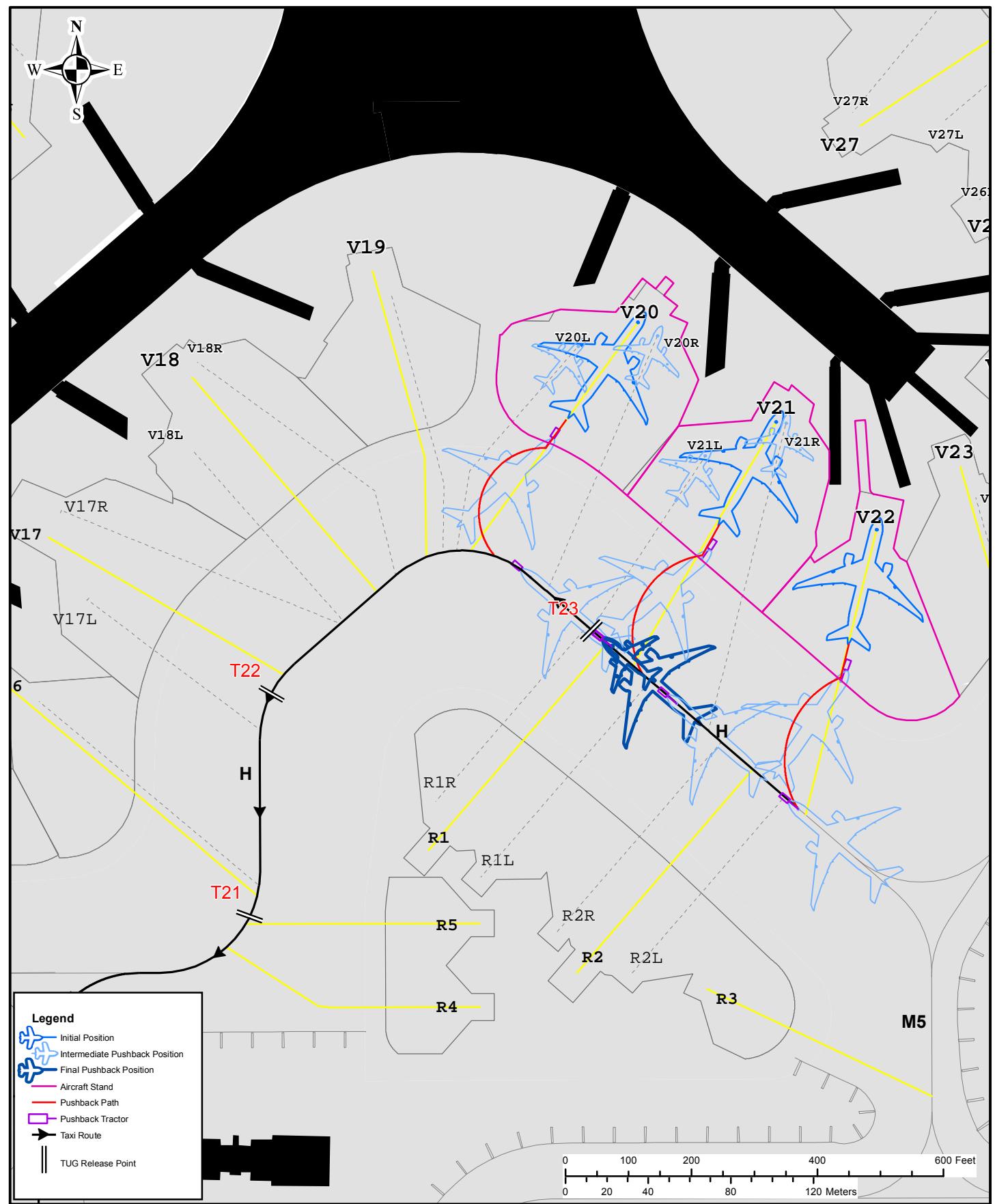
MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

V20L, V20 & V20R	<ul style="list-style-type: none"> Pushback facing North West on Taxilane H to Tug Release Point T23 Taxi out via Taxilane H → TWY M7.
V21L V21 V21R & V22	<ul style="list-style-type: none"> Pushback facing North West on Taxilane H and pull forward to Tug Release Point T23 Taxi out via Taxilane H → TWY M7.

CAUTION :

- Pushback from stands V19, V20, V21, V22, R1, R2 and R3 are interdependent.
- Simultaneous movement of aircraft to/ from stands V18, 18R, V19, V20 and V20L not permitted.



VABB/BOM**AIRCRAFT PUSHBACK PROCEDURE****Runway 09 / 27 / 14 / 32**

Stands - V23 & V24

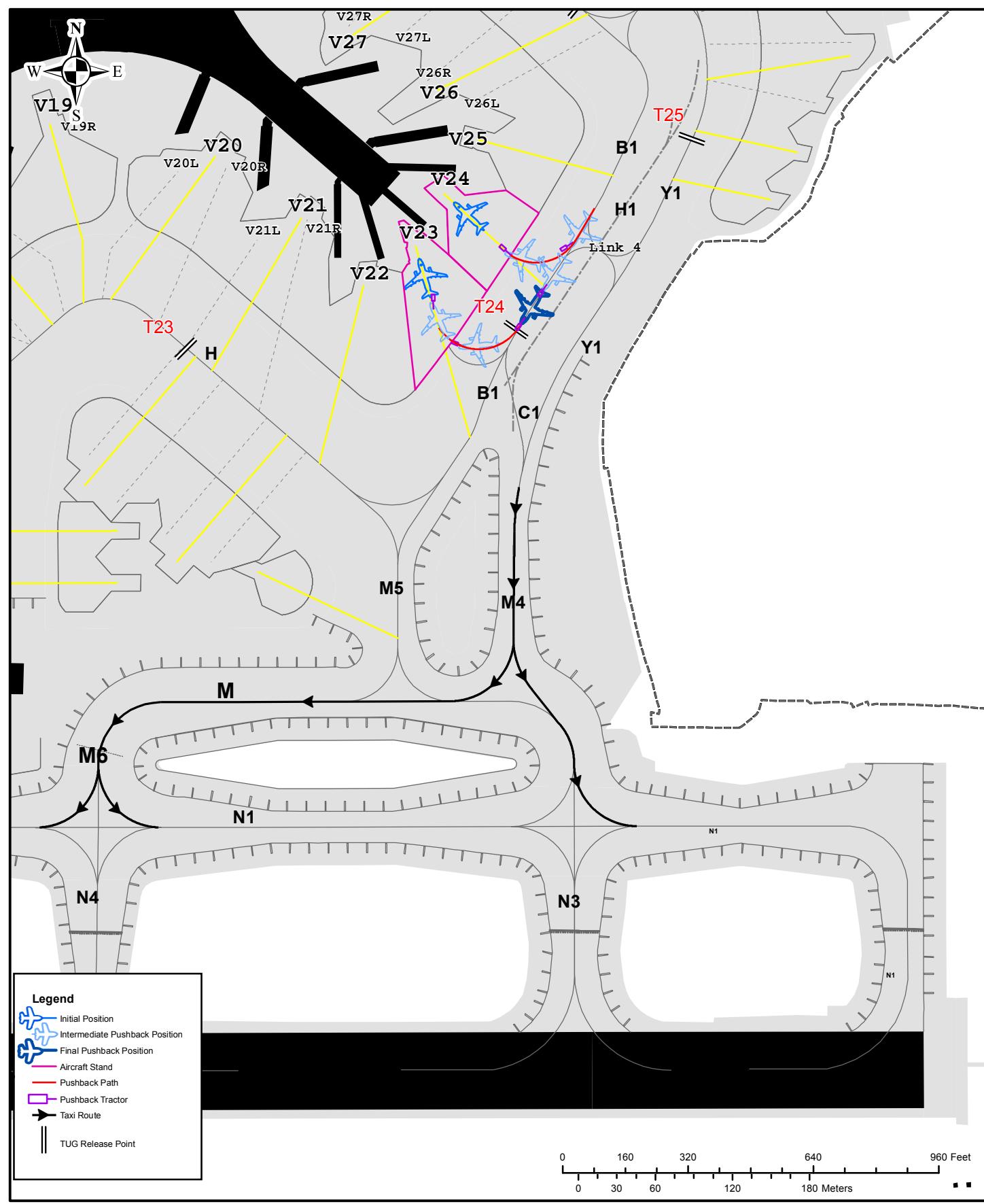
MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

- V23 & V24**
- Aircraft from V23 to Pushback facing South west on TWY B1 upto TUG release point T24, Taxi out Via Link C1 to join TWY Y1→TWY M4.
 - Aircraft from V24 to Pushback facing south west on TWY B1 and to pull forward upto TUG release point T24 Taxi out Via Link C1 to join TWY Y1→TWY M4.

CAUTION :

- At SE Pier Apron from stands V23 upto V31 and from stands K3 upto K6 Aircraft code D & E will Tow / Taxi under follow me service only.



VABB/BOM**AIRCRAFT PUSHBACK PROCEDURE****Runway 09 / 27 / 14 / 32**

Stands - V23 & V24

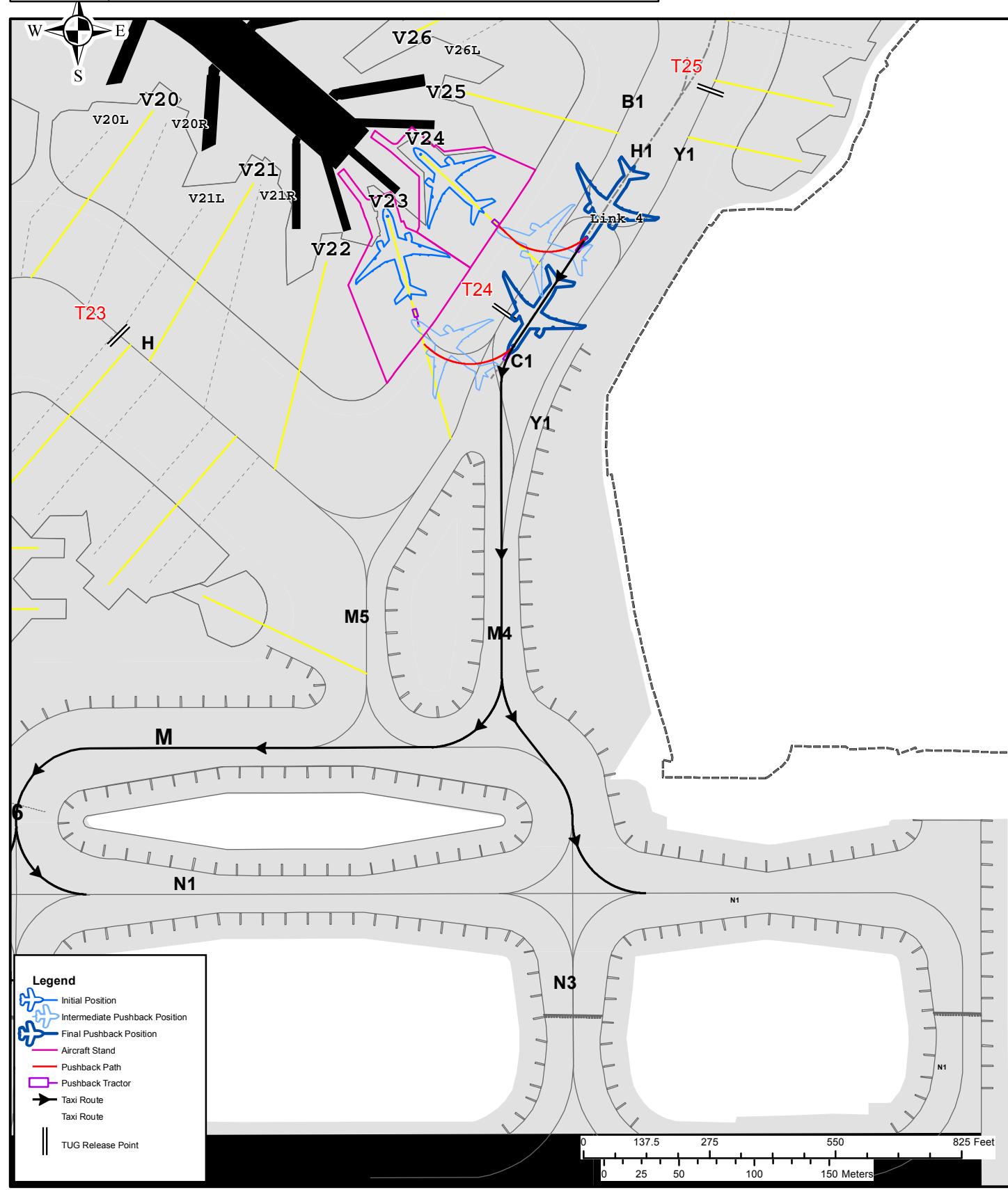
MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

V23 & V24	<ul style="list-style-type: none"> Aircraft from V23 to Pushback deep facing South west on Taxilane H1 Taxi out Via Taxilane H1 - TWY M4. Aircraft from V24 to Pushback facing South west on Taxilane H1 Taxi out Via Taxilane H1 - TWY M4.
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CAUTION :

- At SE Pier Apron from stands V23 upto V31 and from stands K3 upto K6 Aircraft code D & E will Tow / Taxi under follow me service only.



VABB/BOM**AIRCRAFT PUSHBACK PROCEDURE***Runway 09 / 27 / 14 / 32*

Stands - V25

MUMBAI INDIA

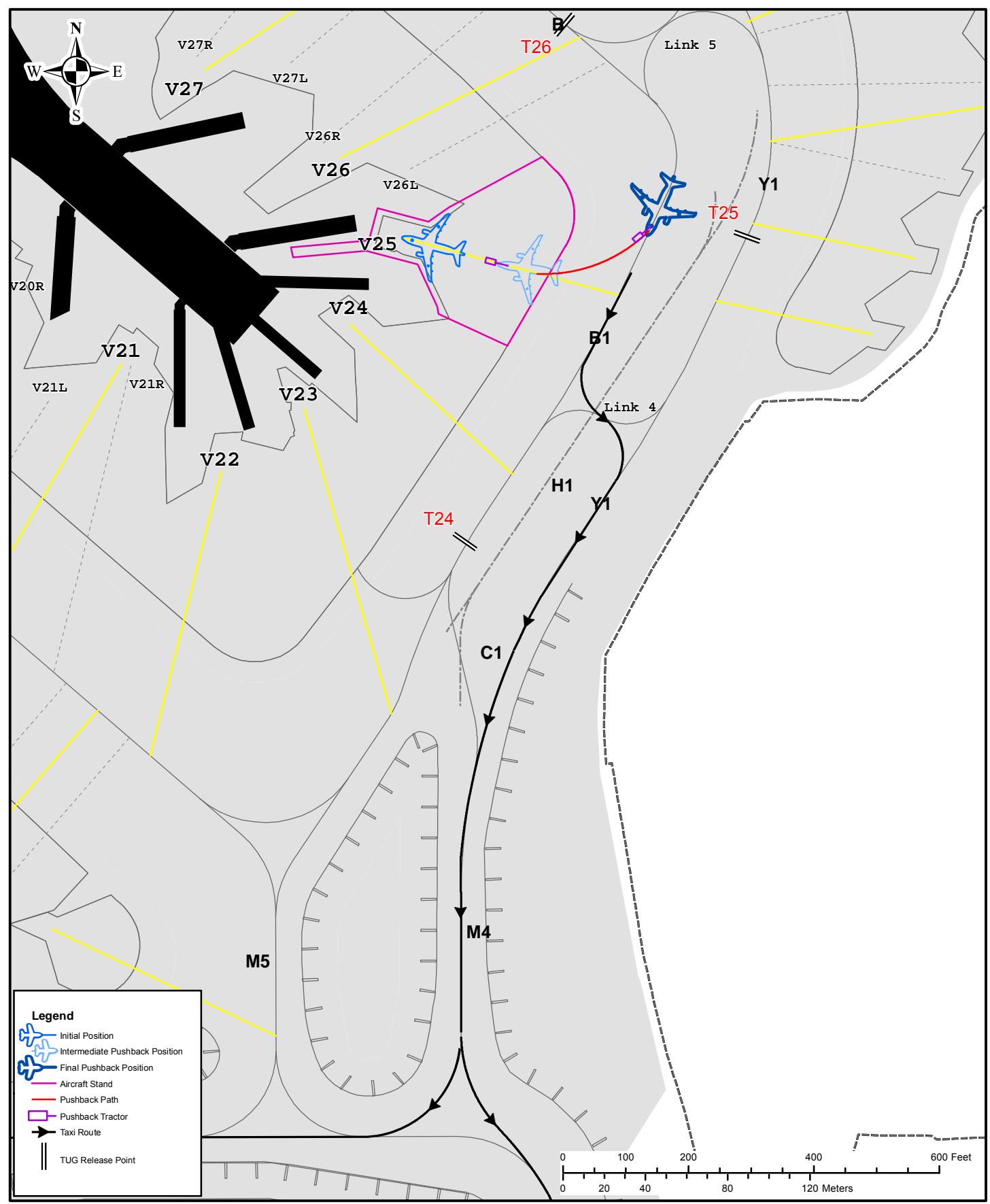
CHHATRAPATI SHIVAJI INTL

V25

- Aircraft to Pushback facing south west on TWY B1, to remain clear of TWY Link 5 for start,
- Taxi out via TWY B1 → Link 4 → TWY Y1 → TWY M4.

CAUTION :

- At SE Pier Apron from stands V23 upto V31 and from stands K3 upto K6 Aircraft code D & E will Tow/Taxi under follow me service only.
- Pushback from stands V25 and K3 are interdependent.



VABB/BOM**AIRCRAFT PUSHBACK PROCEDURE***Runway 09 / 27 / 14 / 32*

Stands - V25

MUMBAI INDIA

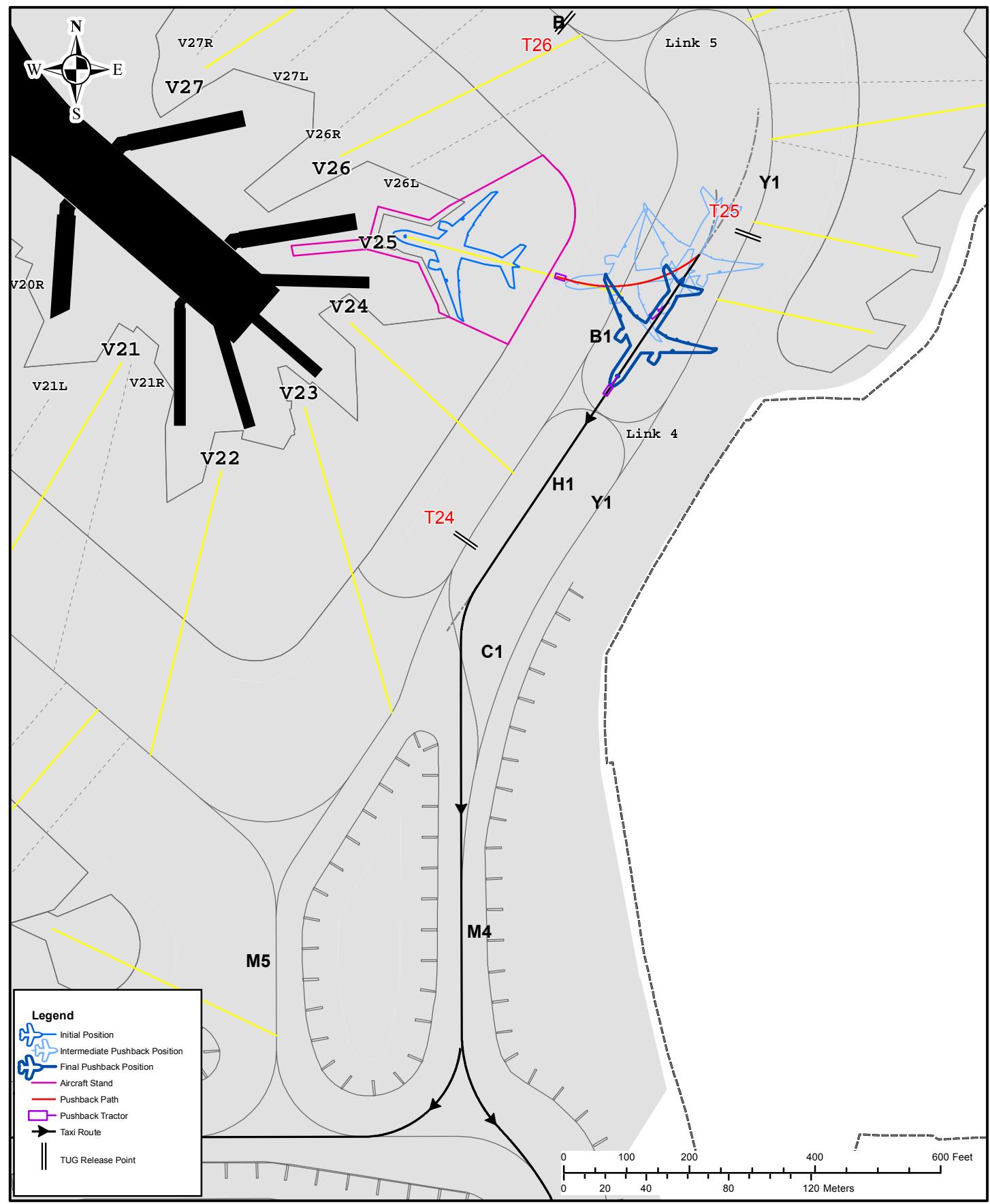
CHHATRAPATI SHIVAJI INTL

V25

- Aircraft to Pushback facing South west on Taxilane H1 and pull forward till short of Link 4,
- Taxi out via taxilane H1→TWY M4.

CAUTION :

- At SE Pier Apron from stands V23 upto V31 and from stands K3 upto K6 Aircraft code D & E will Tow/Taxi under follow me service only.
- Pushback from stands V25 and K3 are interdependent



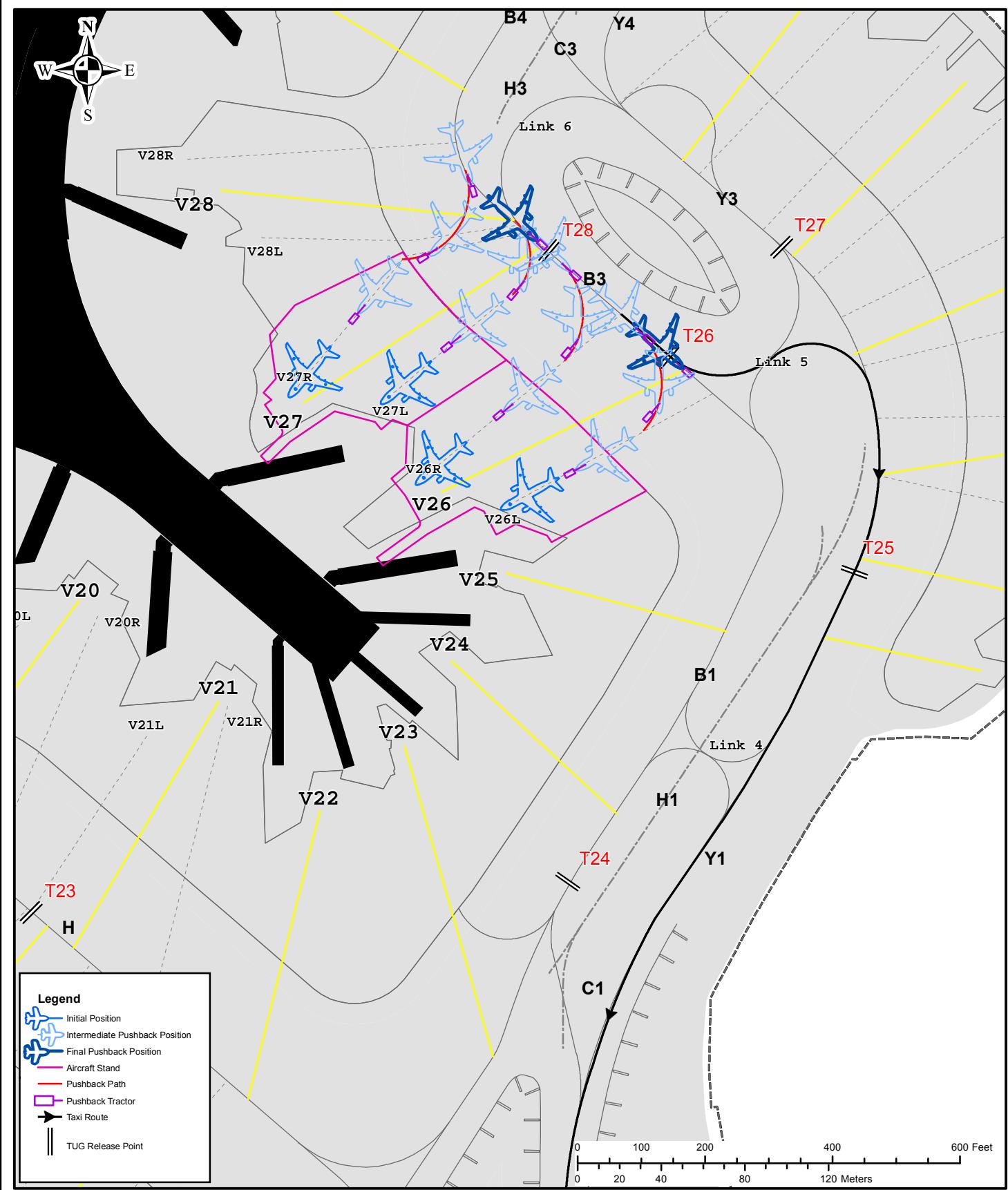
VABB/BOM**AIRCRAFT PUSHBACK PROCEDURE***Runway 09 / 27 / 14 / 32*

Stands - V26L, V26R, V27L & V27R

MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

V26L & V26R V27L & V27R <ul style="list-style-type: none"> Aircraft on V26L & V26R to pushback on Taxilane B3 and to pull forward upto TUG Release point T26. Aircraft on V 27L to pushback on Taxilane B3 upto TUG Release point T28 Aircraft on V 27R to pushback on Taxilane B3 and to pull forward to TUG release point T28. Taxi out via Taxilane B3 → Link5 → TWY Y1 	CAUTION : <ul style="list-style-type: none"> Pushback from stands V26R, V27L, V27R, V28L & V28R are interdependent Simultaneous movement of aircraft to/ from stands V27L, V27, V27R, V28L and V28 not permitted
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VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 09 / 27 / 14 / 32

Stands - V26 & V27

MUMBAI INDIA

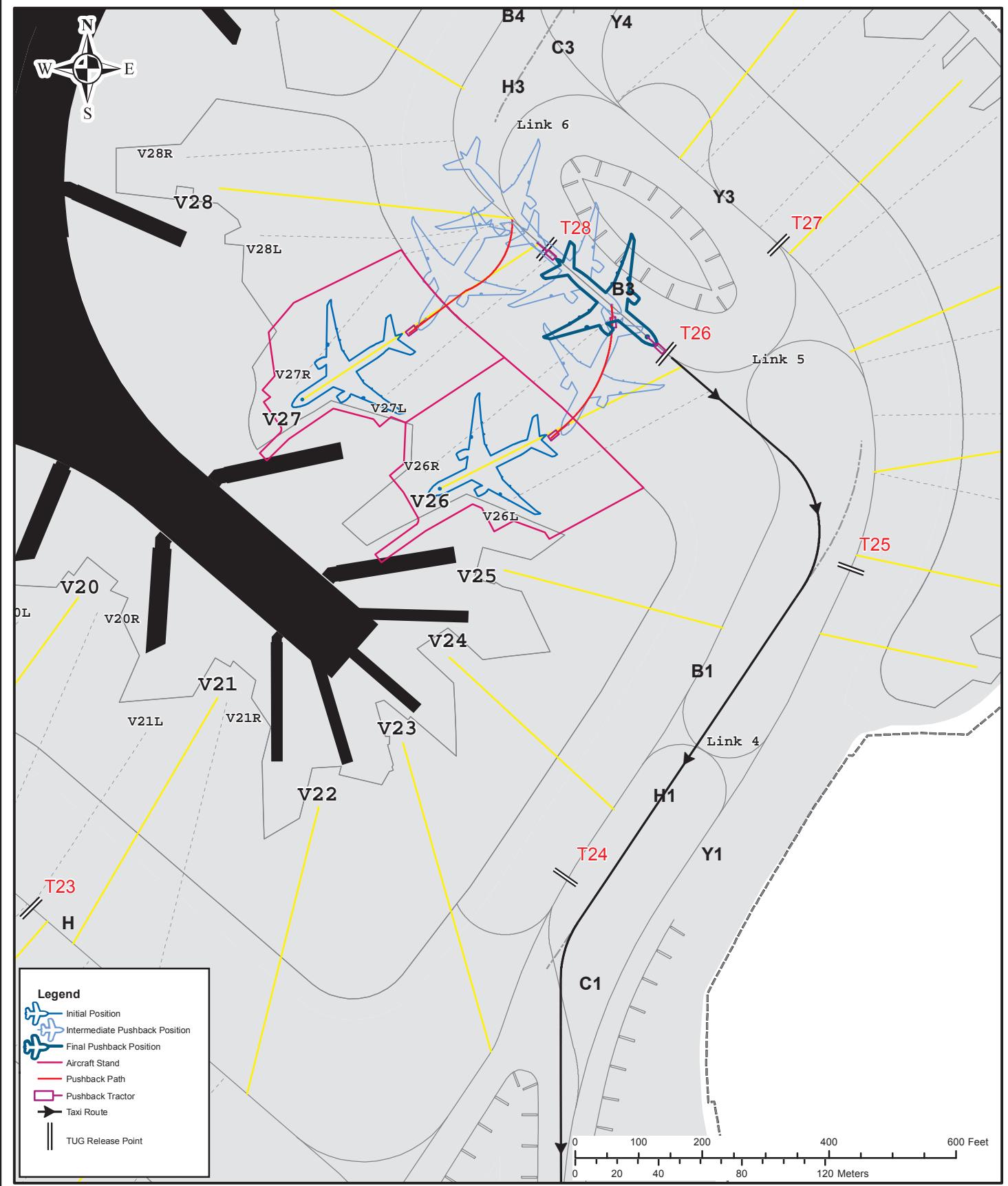
CHHATRAPATI SHIVAJI INTL

V26 & V27

- Aircraft on V26 to pushback on Taxilane B3 and to pullforward to TUG Release point T26 for start.
- Aircraft on V 27 to pushback on Taxilane B3 and to pull forward to TUG release point T26 for start.
- Taxi out via Taxilane B3 → TWY H1

CAUTION :

- Pushback from stands V26 & V28 are interdependent
- Simultaneous movement of aircraft to/ from stands V27 and V28 not permitted.
- Pushback from any of the stands, V26, V27, V28 pilot to take caution to ensure clearance from aircraft pushing back from any of the stands K4, K5 or K6



VABB/BOM**AIRCRAFT PUSHBACK PROCEDURE****Runway 09 / 27 / 14 / 32**

Stands - V28L & V28R

MUMBAI INDIA

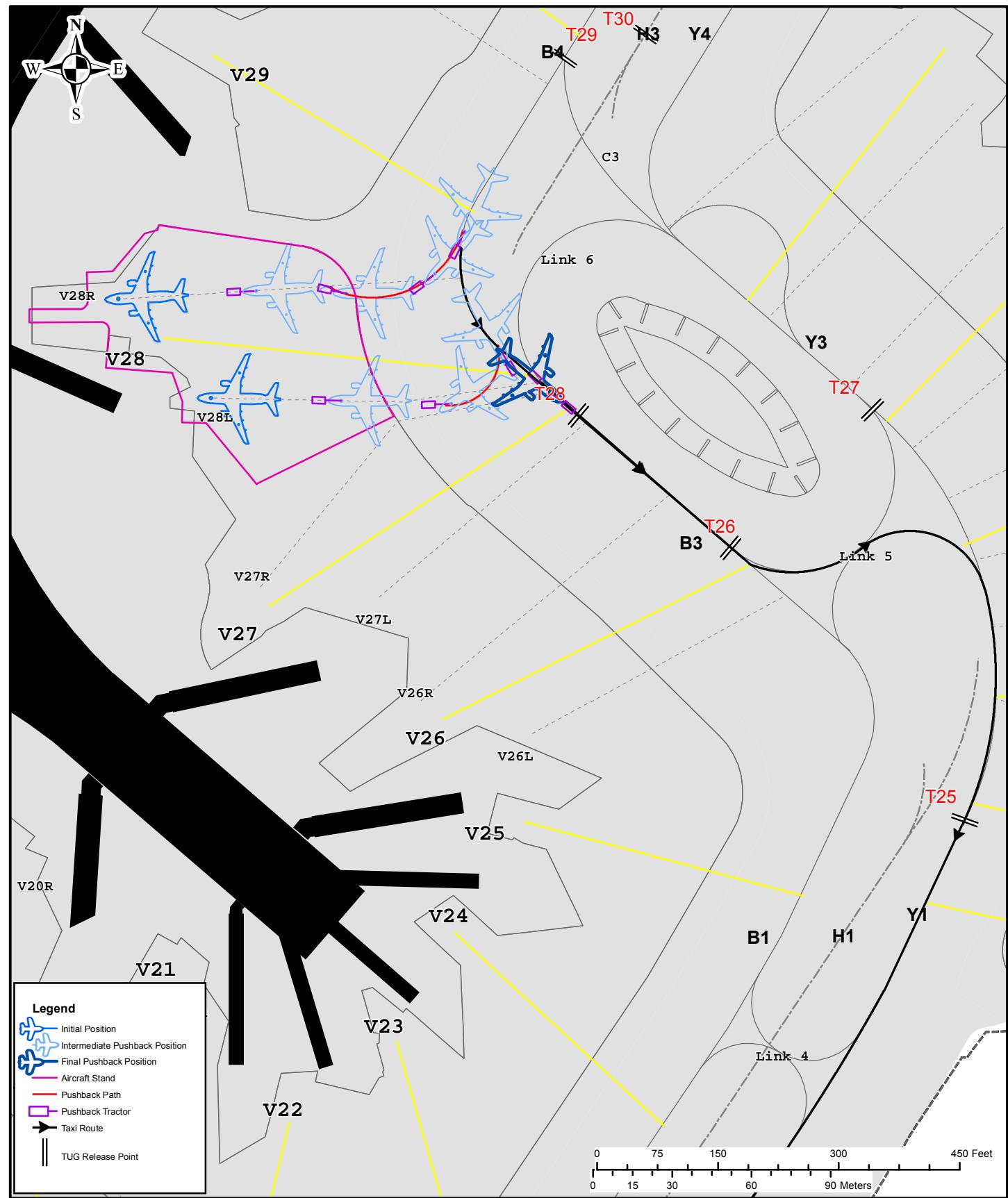
CHHATRAPATI SHIVAJI INTL

CAUTION :

- Pushback from stands V26R, V27L, V27R, V28L & V28R are interdependent
- Simultaneous movement of aircraft to/ from stands V27L, V27, V27R, V28L and V28 not permitted
- At SE Pier Apron from stands V23 upto V31 and from stands K3 upto K6 Aircraft code D & E will Tow/Taxi under follow me service only.

**V28L &
V28R**

- Aircraft to Pushback facing South west on TWY B4 pull forward to TUG release point T28
- Taxi out via Taxilane B3→TWY Link5→TWY Y1



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 09 / 27 / 14 / 32

Stands - V28

MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

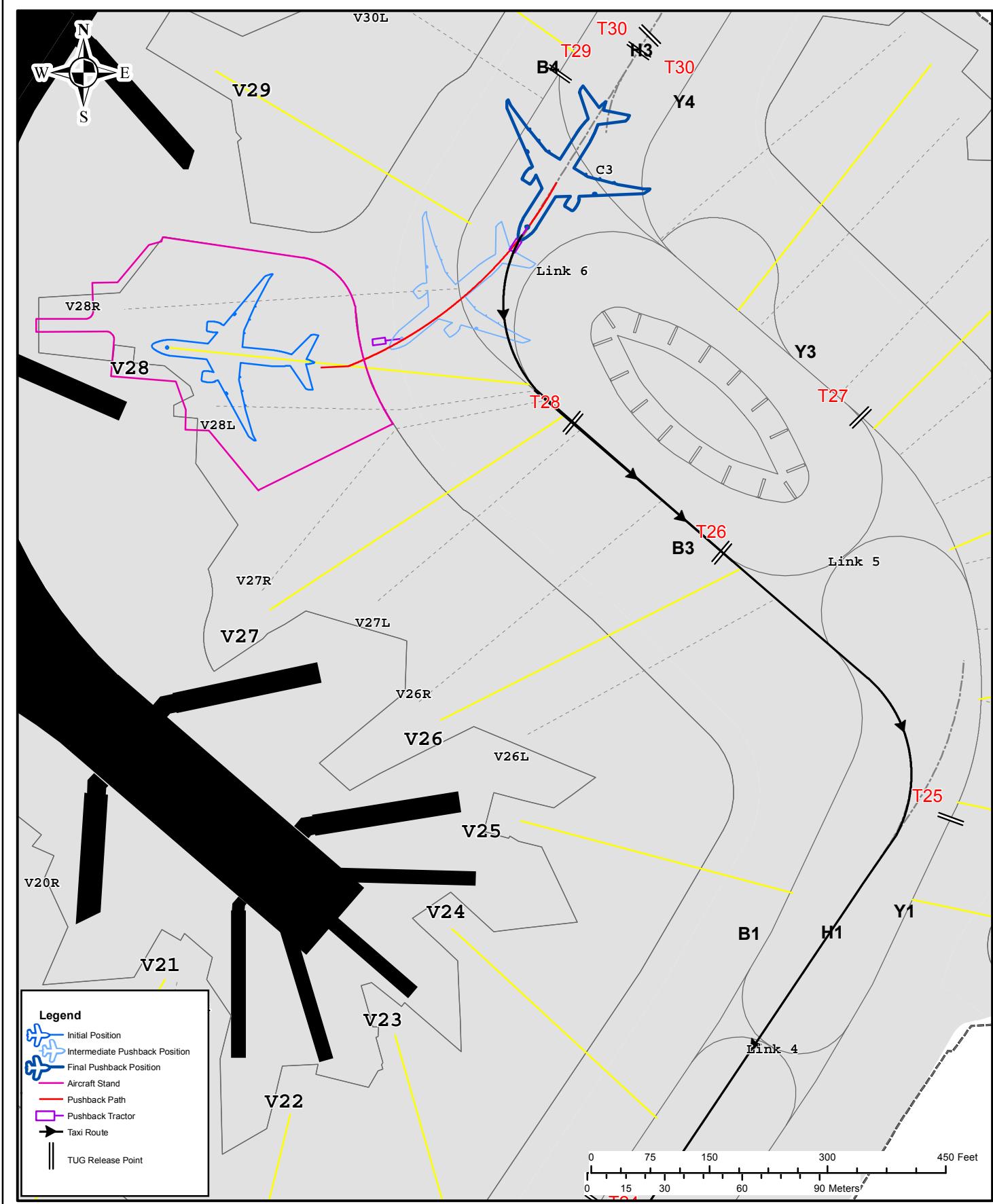
V28

- Aircraft to Pushback facing South west on Taxilane H3, Taxi out via taxilane B3→ Taxilane H1→TWY M4

CAUTION :

- At SE Pier Apron from stands V23 upto V31 and from stands K3 upto K6 Aircraft code D & E will Tow/Taxi under follow me service only.

- Pushback from stands V28, V30 & K6 are interdependent



VABB/BOM**AIRCRAFT PUSHBACK PROCEDURE***Runway 09 / 27 / 14 / 32*

Stands - V29, V30L, V30R & V31L

MUMBAI INDIA

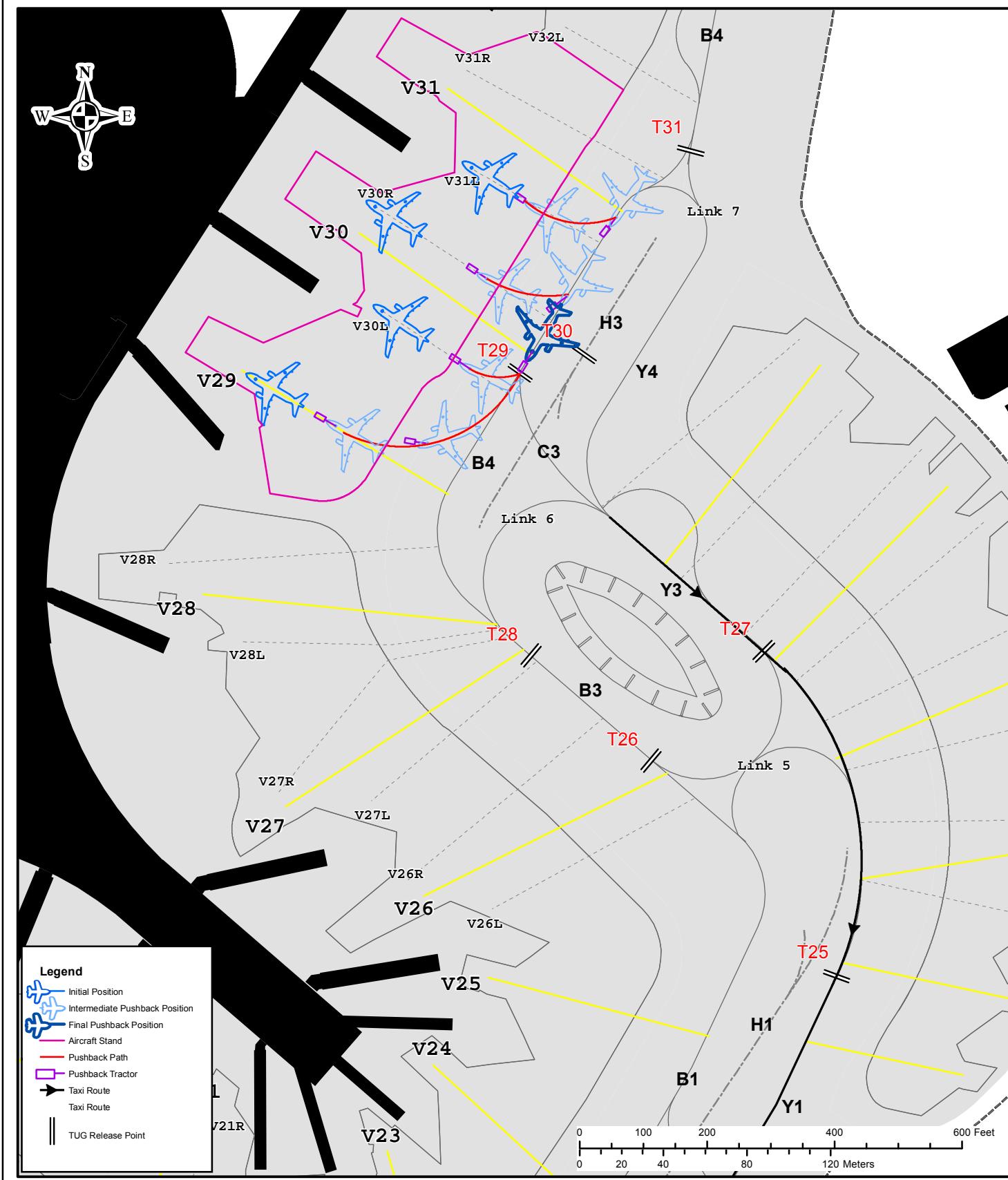
CHHATRAPATI SHIVAJI INTL

**V29, V30L,
V30R & V31L**

- Aircraft from stand V29 and V30L to pushback deep facing southwest on TWY B4 to TUG release point T29.
- Aircraft from V30R & V31L to pushback facing southwest on TWY B4 and to pull ahead to TUG release point T29.
- Taxi out via link C3 to join Taxilane Y3 →TWY Y1

CAUTION :

- Pushback from stands V31L will prohibit use of TWY Link 7
- Pushback from stands V29, V30L, V30R & V31L are interdependent
- At SE Pier Apron from stands V23 upto V31 and from stands K3 upto K6 Aircraft code D & E will Tow/Taxi under follow me service only.



VABB/BOM**AIRCRAFT PUSHBACK PROCEDURE***Runway 09 / 27 / 14 / 32*

Stands - V29, V30 & V31

MUMBAI INDIA

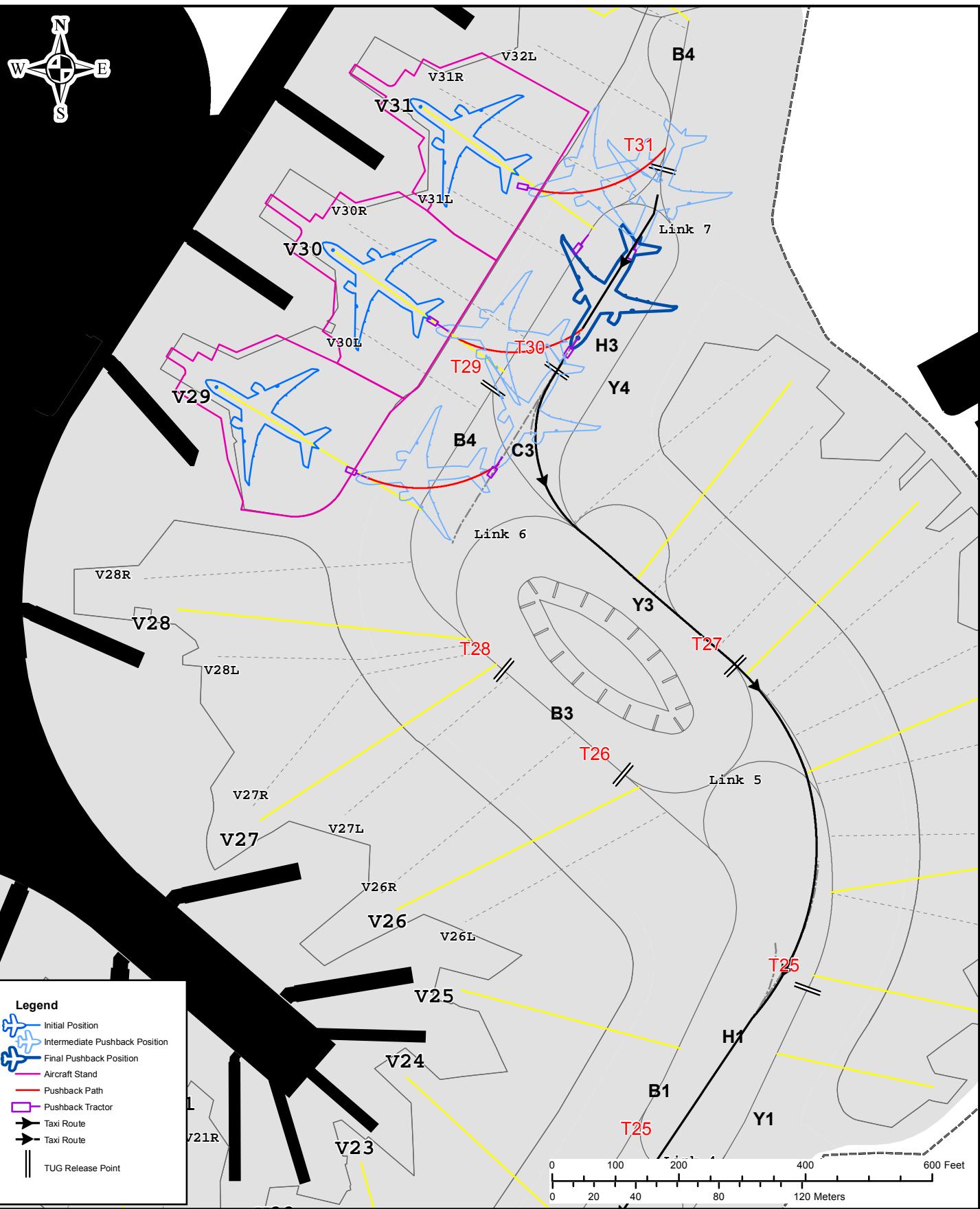
CHHATRAPATI SHIVAJI INTL

V29, V30 & V31

- Aircraft on V29 & V30 to Pushback facing South west on TWY H3 to Tug release point T30
- Aircraft on V31 to Pushback facing South west on Taxilane H3, and pull forward to Tug release point T30
- Taxi out via Taxilane H3 → Taxilane Y3 → Taxilane H1.

CAUTION :

- Pushback from stands V29, V31, are interdependent.
- Pushback from stands V29 & K6, are interdependent.
- At SE Pier Apron from stands V23 upto V31 and from stands K3 upto K6 Aircraft code D & E will Tow/Taxi under follow me service only.



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 09 / 27 / 14 / 32

Stands - V31R, V32L & V32R

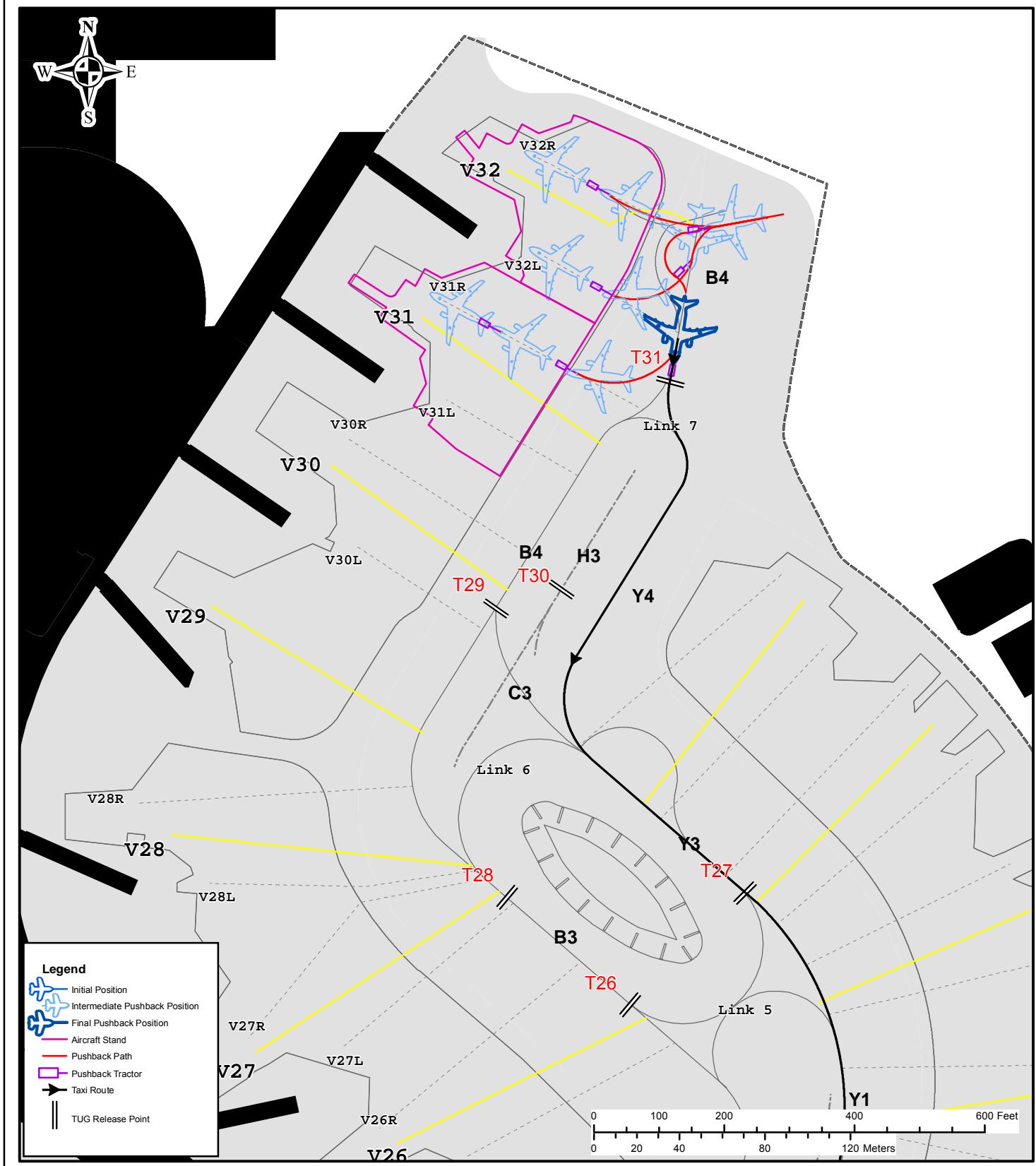
MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

V31R	<ul style="list-style-type: none"> Aircraft from stand V31R to pushback facing southwest on TWY B4 upto Tug release point T-31. Taxi out via TWY Y4- taxilane Y3.
V32L & V32R	<ul style="list-style-type: none"> Aircraft from stand V32L & V32R to pushback facing southwest on TWY B4 and pull forward upto TUG release point T31 Taxi out via TWY Y4- taxilane Y3.

CAUTION :

- Pushback from stand V31R, V32L, V32R are interdependent.
- Aircraft holding on Tug release point T31 will prohibit the use of TWY Link 7



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 09 / 14

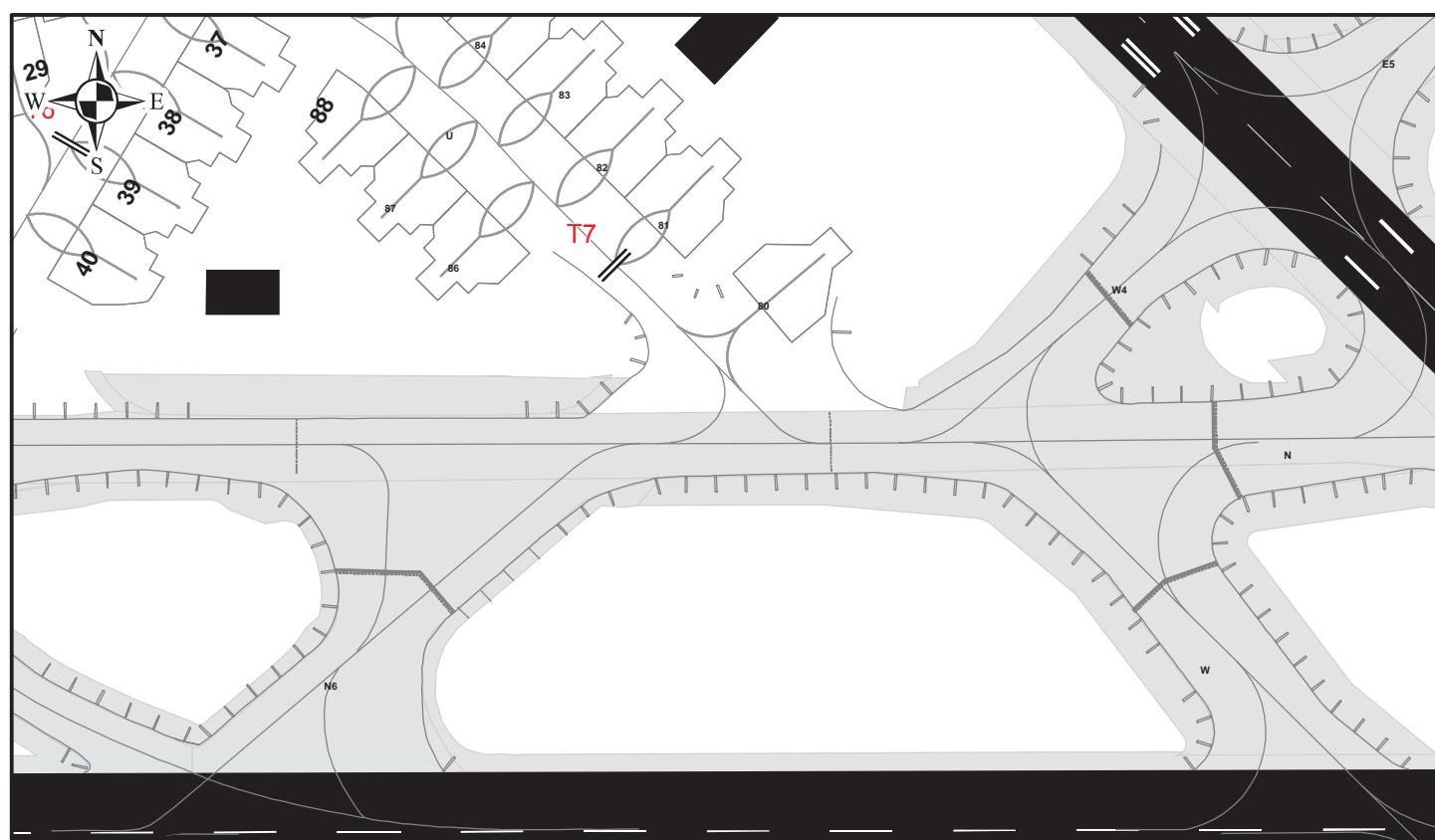
Stands - General Aviation

MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

General Aviation

- Aircraft to be towed to the designated position (marked engine start up) provided on Taxiway 'R' facing West. After positioning the aircraft on the said marking, Pilot will obtain start-up clearance from ATC.
- Taxi out via TWY R → TWY S7



VABB/BOM

AIRCRAFT PUSHBACK PROCEDURE

Runway 27 / 32

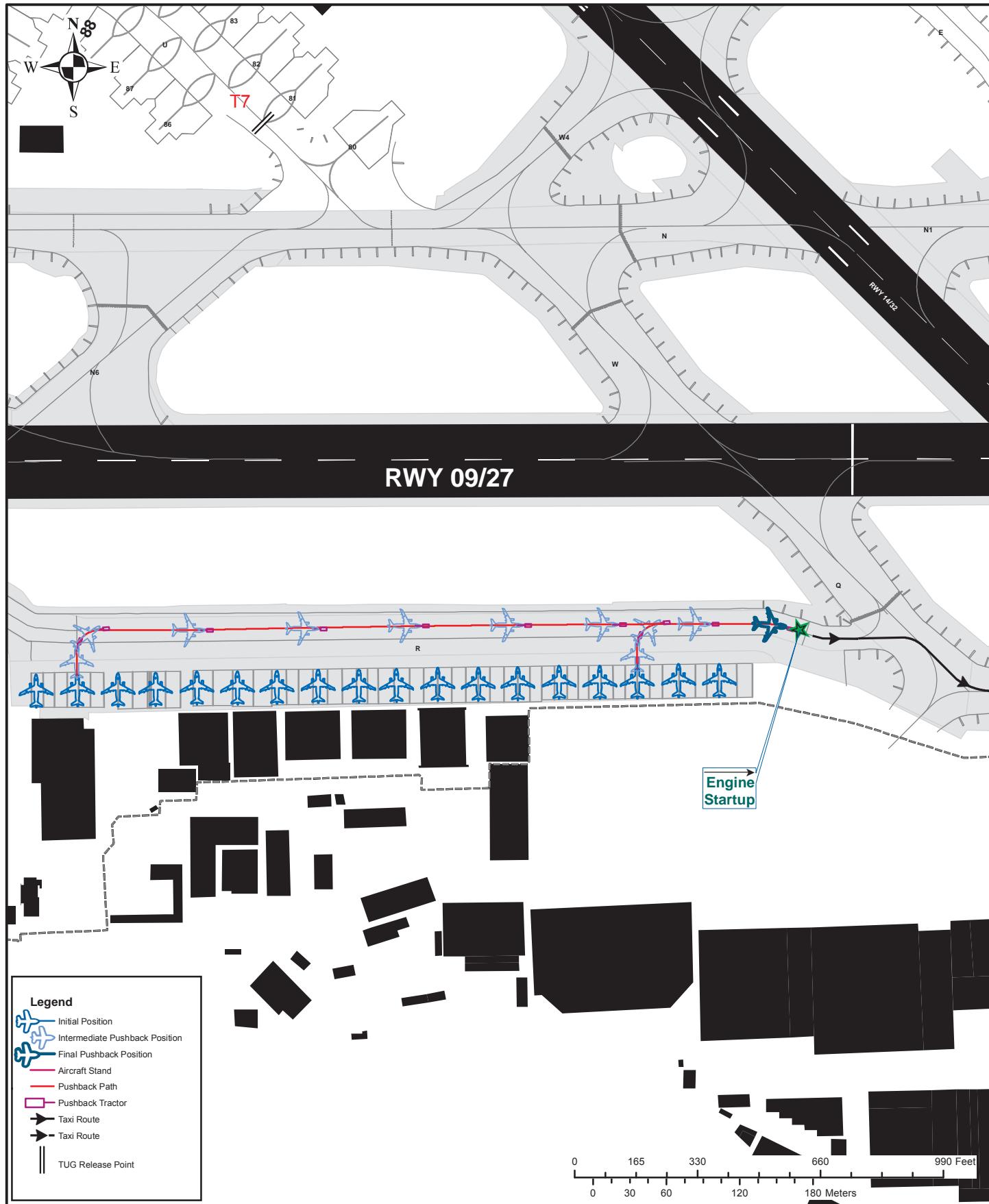
Stands - General Aviation

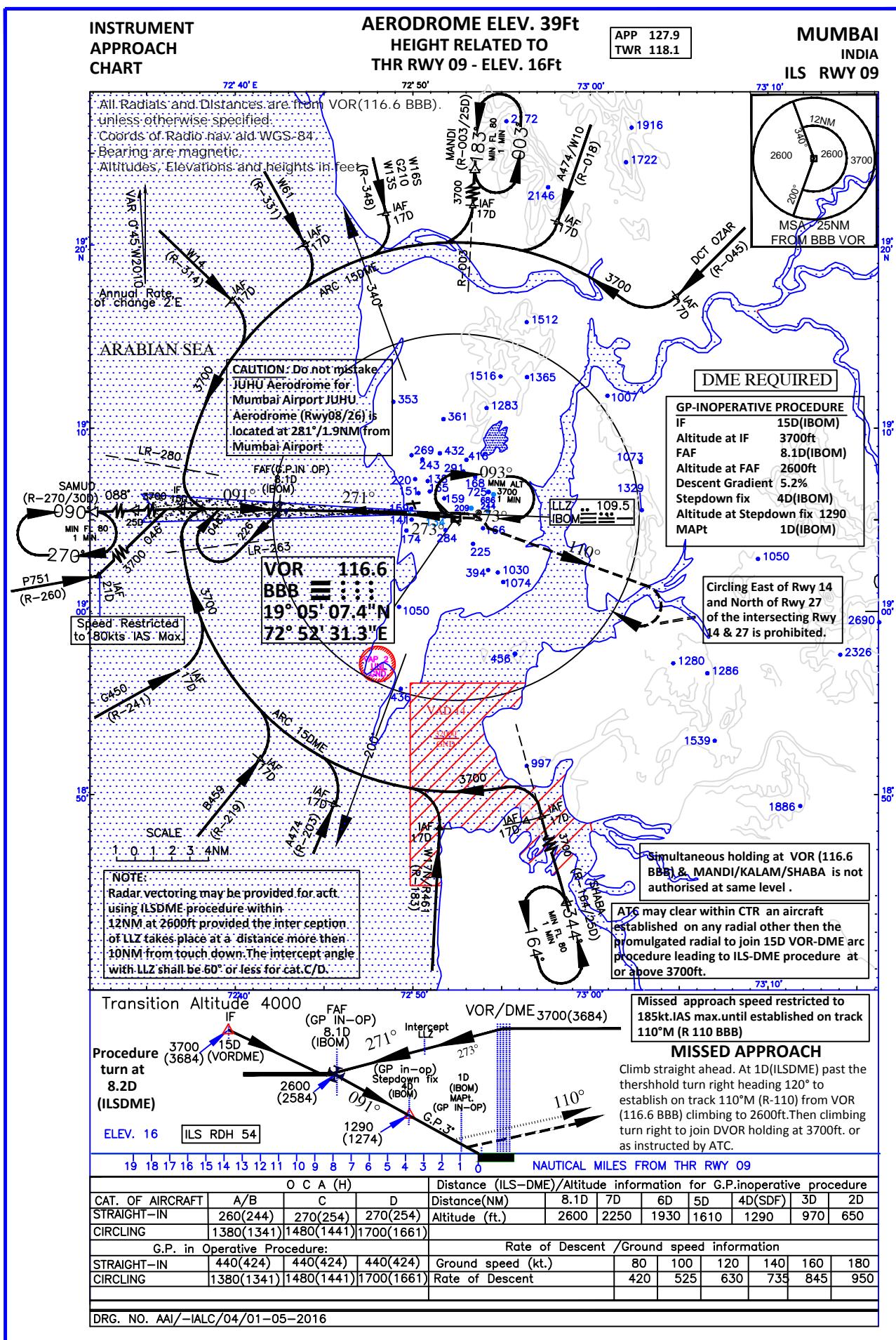
MUMBAI INDIA

CHHATRAPATI SHIVAJI INTL

General Aviation

- Aircraft to be towed to the designated position (marked engine start up) provided to the west of TWY 'Q' facing east. After positioning the aircraft on the said marking, pilot will obtain start-up clearance from ATC.
- Taxi out via TWY Q/ TWY S





INSTRUMENT APPROACH CHART

**AERODROME ELEV. 39Ft
HEIGHT RELATED TO
THR RWY 27 - ELEV. 23Ft**

APP 127.9
TWR 118.1

MUMBAI (VABB)
INDIA
ILS (Z) RWY 27

72° 40'

72° 50'

73° 00'

73-10'

INDIA

- All Radials and Distances are from VOR(116.6 BBB), unless otherwise specified.
- Bearing are magnetic.
- Altitude, Elevations and heights in feet.

DME REQUIRED

Speed restricted to 185kts IAS Maximum.

- Altitude, Elevations and heights in feet.
VAR 0°45' W 2010

- Bearing are magnetic

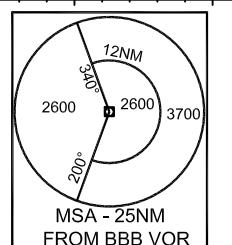
- Altitude, Elevations a

Altitude, Elevation:
VAR 0°45' W 2010

75 10

12

ILS (Z) RWY 27



GP-INOPERATIVE PROCEDURE

FAF	9.1D(ISCZ)
Altitude at FAF	2900ft
Descent Gradient	5.24%
Stepdown fix	5D(ISCZ)
Altitude at Stepdown fix	1610
MAPt	1D(ISCZ)

VOR
BBB
116.6
19° 05' 07.4"N
72° 52' 31.3"E

10NM

1512, 1365, 1283, 1007, 1073, 12DME, 11DME, 1073, 1329, 220, 258°, 224, 244, 284, 166, 361, 1030, 1074, 328, 915, 456, 1280, 1286, 207, 436, 551, 426, 1083, 328, 353, 29, 725, 686 (Cat.C/D), 078°, 082°, 271°, Sdf, 5D(ISCZ), LO, FAF, 9.1D(ISCZ), LLZ, 110.3, IS CZ, 230°, 200°, 19° N, 19° 10', 19° 00', 18° 50', 19° 10', 19° 00', 18° 50'.

MSA - 25NM FROM BBB VOR

SCALE
1 0 1 2 3 4NM

NOTE:
Radar vectoring may be provided for acft using ILSDME procedure within 12NM at 2600ft provided the interception of LLZ takes place at a distance more than 10NM from touch down. The intercept angle with LLZ shall be 60° or less for cat.C/D.

CAUTION: Do not mistake JUHU Aerodrome for Mumbai Airport JUHU Aerodrome (Rwy08/26) is located at 281°/1.9NM from Mumbai Airport

**Circling East of Rwy 14
and North of Rwy 27
of the intersecting Rwy
14 & 27 is prohibited**

72° 40' E

MISSSED APPROACH

MISS ED APPROACH
Climb straight ahead to 600 ft. Then climbing turn LEFT H230. Passing 2600 ft turn left to join VOR holding at 3700ft. or as instructed by ATC.

72° 50' 73° 00' 73° 10'

VOR/DME 082° (Cat.A/B)

3700(3677)

078° (GP in-op)
(Cat.C/D) Stepdown fix

MAPt.
(GP in-op)
1D
(IS CZ)

G.P.3

5D
(IS CZ)

LO

2900(2877)

230°

230°

271°

1610
(1587)

FAF 9.1D
(IS CZ)
(GP in-op)

2640
(2617)

Start turn at
11D (Cat.A/B)
12D (Cat.C/D)

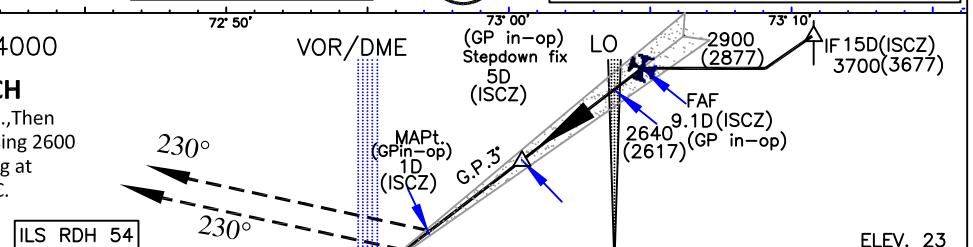
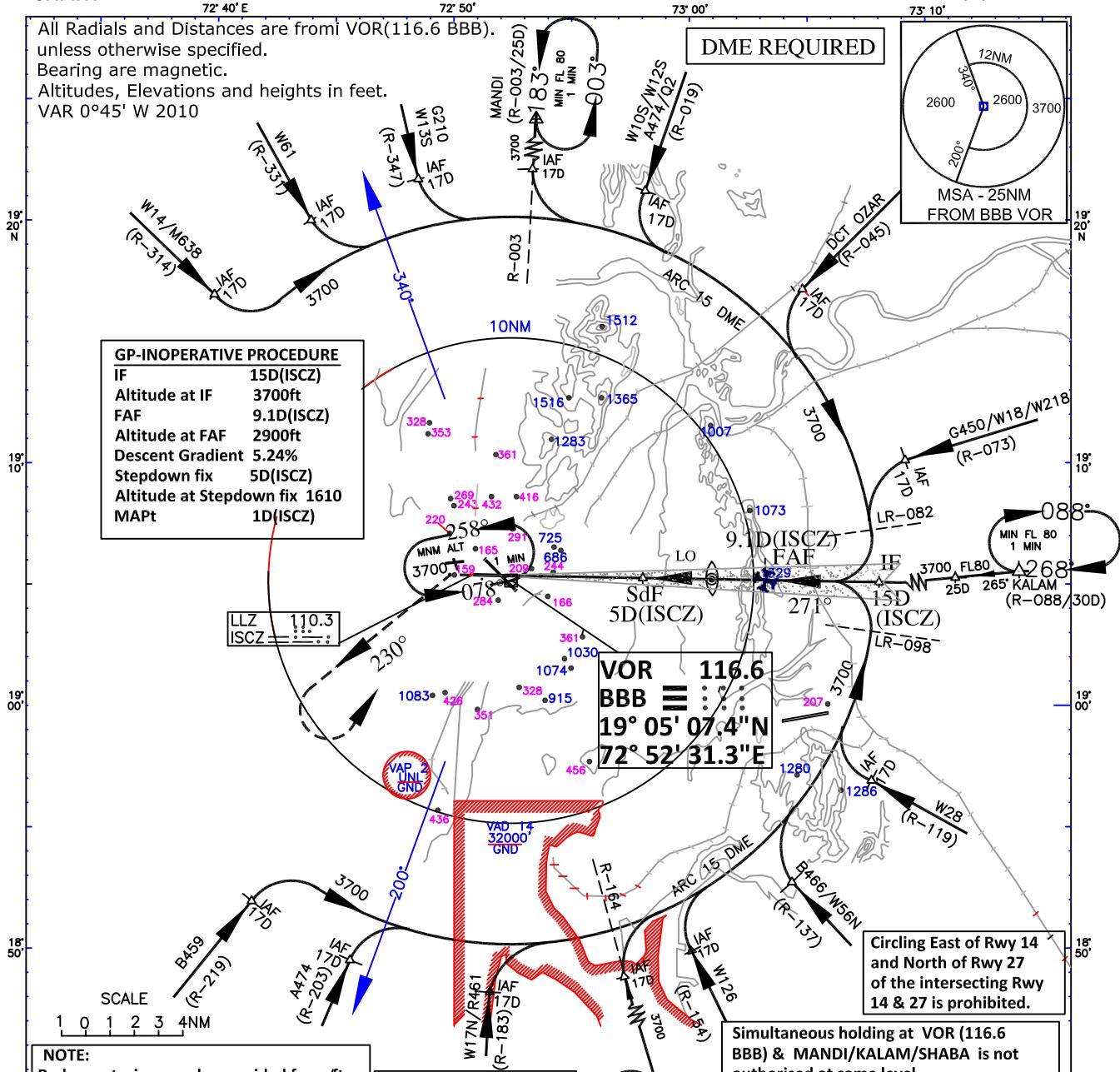
ELEV. 23

54

NAUTICAL MILES FROM THR RWY 27 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20

INSTRUMENT
APPROACH
CHARTAERODROME ELEV. 39Ft
HEIGHT RELATED TO
THR RWY 27 - ELEV. 23FtMUMBAI (VABB)
INDIAAPP 127.9
TWR 118.1

ILS (Y) RWY 27



NAUTICAL MILES FROM THR RWY 27 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20

O C A (H)			Distance (ISCZ)/Altitude information for G.P.inoperative procedure										
CAT. OF AIRCRAFT	A/B	C	D	Distance(NM)	9.1D	8D	7D	6D	5D(SD)	4D	3D	2D	1.5D
STRAIGHT-IN	230(207)	230(207)	230(207)	Altitude (ft.)	2900	2570	2250	1930	1610	1300	980	660	500
VISUAL CIRCLING	1380(1341)	1480(1441)	1700(1661)	Rate of Descent /Ground speed information (G.P.in-op. procedure)									
G.P.Inoperative procedure													
STRAIGHT-IN	540(517)	540(517)	540(517)	Ground speed (kt.)	80	100	120	140	160	180			
VISUAL CIRCLING	1380(1341)	1480(1441)	1700(1661)	Rate of descent (ft/min)	425	530	635	740	845	950			
DRG. NO. AAI/-IALC/04/19.07.18													

