

Airport Information

Details for CHHATRAPATI SHIVAJI INTL	
City	MUMBAI
State/Province	
Country	IND
Latitude	N 19° 05' 30.00"
Longitude	E 72° 51' 58.00"
Elevation	39
Longest Runway	11300
Magnetic Variance	W 1.5°
Fuel Type	100 Low Lead (LL) octane fuel is available 100-130 octane fuel is available 115-145 octane fuel is available JET fuel is available JET A-1 fuel is available
Oxygen	Unspecified oxygen facilities are available on prior request.
Repair Facility	Major airframe repairs are available. Major engine repairs are available.
Landing Fee	There is a landing fee.
Jet Start Unit	A starting unit is not available at the airport.
Precision Approach	Availability is Unknown.
Beacon Light	A beacon light is available.
Customs Facilities	Customs are available without restriction
Usage Type	Airport/Heliport is open to the public.
Time Zone Conversion	-5:30=UTC
Daylight Savings	Airport does not observe daylight savings time
Change Notices Available	2

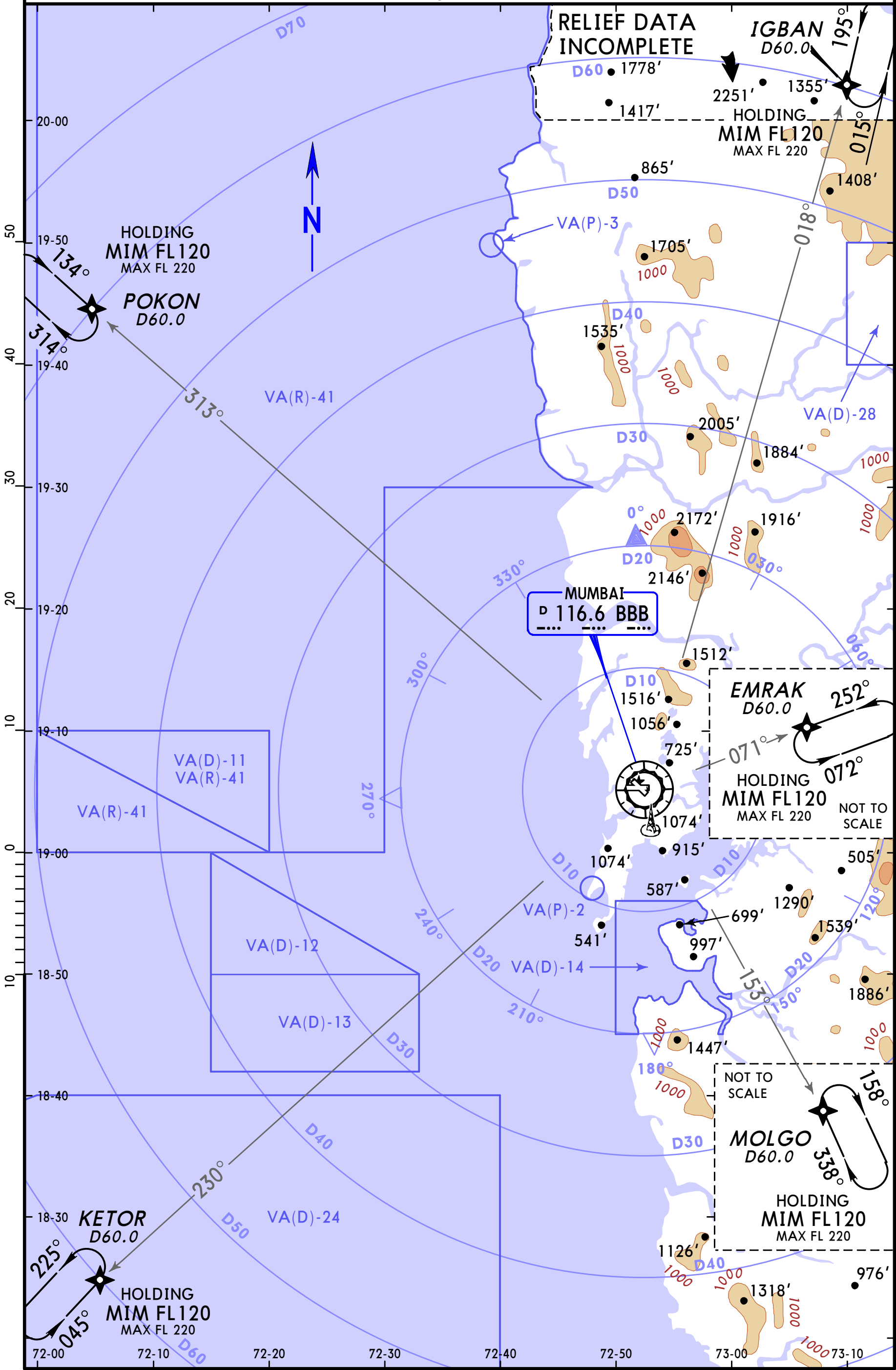
Terminal Chart Change Notices

Type	Terminal
Effectivity	Temporary
Begin Date	Immediately
End Date	Until Further Notice
(10-1P4) Com failure procedure of para 3.4.1.1. based on ambiguous source situtation, CAUTION advised.	

Type	Terminal
Effectivity	Temporary
Begin Date	Immediately
End Date	Until Further Notice
Construction works on stands and twys; refer to temp charts and latest NOTAMs.	

MUMBAI OUTER FIX HOLDING PROCEDURES

Non-RNAV Holdings in Mumbai Terminal Area



CHANGES: New chart.

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1. GENERAL

1.1. ATIS
ATIS 126.4

1.2. ADVANCED SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM (SMGCS)

1.2.1. TRANSPONDER OPERATING PROCEDURES ON GROUND

1.2.1.1. GENERAL

Advanced Surface Movement Guidance and Control System using Mode S multi-lateration has been commissioned.

When on ground, ACFT must squawk Mode C, in order to provide altitude information to the surveillance system, and thereby prevent clutter on RADAR display and false automatic detection of departure for ACFT still on ground.

1.2.1.2. ARRIVAL

When on RWY, keep TCAS selected.

After vacating RWY, select transponder or equivalent and AUTO if available. TCAS shall be deselected when vacating RWY.

When parked on stand, select STBY.

1.2.1.3. DEPARTURE

At gate/stand, select STBY.

Enter discrete SSR code received. Enter three-letter ICAO designator followed by flight identification number (e.g. AIC748) through FMS or transponder control panel, depending on the avionics.

On requesting push-back/taxi (whichever is earlier), select transponder or equivalent and AUTO if available.

After receiving clearance to line up, select TCAS when lining up.

1.3. CROSSING RWY OPERATIONS

Crossing RWY operations (Arrival/Departure RWY 27 and dedicated Departure RWY 14) in effect between 0001-0400 and 0930-1430 subject to following conditions:

All arrivals to use RWY 27.

Departure from Apron A, B, C or D to use RWY 14.

Departure from Apron G, H or K to use RWY 27.

Departure from General Aviation Parking Area located South of RWY 27 and West of RWY 14 to use RWY 27.

ATC may deviate from above condition for optimizing capacity.

Weather condition criteria:

VIS 3000m.

Ceiling 1500'.

Tailwind component for RWY 14 not exceed 8 KT.

1. GENERAL

1.4. TAXI PROCEDURES

TWY N MAX wingspan less than 262'/80m.
TWY N4 MAX wingspan less than 213'/65m.
TWYs E7, K1, K3, L1, L3, L4, taxilane L and taxilane R MAX wingspan less than 118'/36m.
Portion of RWY 14/32 between TWY K1 up to TWYs N/N1 used as TWY.
ACFT shall not cross any RWY without positive clearance from Tower.
ACFT holding on TWY N at holding position RWY 14/32 will prohibit ACFT taxiing on TWY W4.
ACFT holding on TWY W4 at holding position RWY 14/32 will prohibit ACFT taxiing on TWY N.
ACFT holding on TWY N at holding position RWY 09/27 will prohibit ACFT taxiing on TWY N10.
ACFT holding on TWY N6, N9, N10 and W will prohibit ACFT taxiing on TWY N.
ACFT holding on TWY E (between TWY N1 and RWY 09/27), N3 and N4 will prohibit ACFT taxiing on TWY N1.
ACFT holding on TWY N1 at holding position RWY 14/32 will prohibit ACFT taxiing on TWY E.
ACFT holding on TWY S1 at holding position RWY 14/32 will prohibit ACFT taxiing on TWY E1.
No RIGHT turn allowed on TWY E7 from RWY 14/32.
No LEFT turn allowed to RWY 14/32 from TWY E7.
However ACFT up to code C can taxi from TWY E 7 to TWY K1 or viceversa across RWY 14/32.
Last available exit TWY for RWY 09 is TWY N3 and for RWY 27 is TWY N.

1.5. PARKING INFORMATION

1.5.1. GENERAL

On stands 1 thru 12, 34 thru 40, 48 thru 55A, 80 thru 88, A1 thru A12, G1 thru G8, K5 thru K8, L1 thru L10, R1R thru R4L, S1L thru S3R, V9 thru V17R, Y1 thru Y4 push-back required.
Stands 48 thru 55A, A1 thru A11, G1 thru G5, S1 thru S3 and V9 thru V17R equipped with visual docking guidance system.

1.5.2. USE OF STANDS 25 THRU 31

Enter from South to North via TWYs N and K3.
Exit via TWY K1 with RIGHT turn.

1.6. OTHER INFORMATION

Pilots shall not request for direct routing below FL 140 on MUMBAI Approach to reduce communication congestion.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

2.1.1. SPEED CONTROL PROCEDURES IN THE PROVISION OF RADAR CONTROL SERVICE

For detailed information, affecting several major APTs, refer to ATC pages INDIA.

2.2. RWY OPERATIONS

2.2.1. RWY OCCUPANCY TIME PROCEDURE FOR ARRIVAL

Pilots should plan in advance and endeavour to vacate RWY as quickly as practicable to enable ATC to apply minimum spacing between acft on final approach, thereby maximizing RWY utilization without any increase in the number of missed approaches.

Unless instructed otherwise, ACFT vacating the RWY should not stop on any rapid exit taxiway or exit TWY, but proceed to the next TWY as instructed by ATC.

Pilots shall contact MUMBAI Ground after vacating RWY unless instructed otherwise by ATC.

TWY N5 should be the preferred exit TWY for RWY 09.

Preferred exit points RWY 27:

- For ACFT code C, D and E: TWY N8 with distance from displaced THR 27 of 6732' (2052m).
- For ACFT code B, AT42 and AT72: TWY N7 with a distance from displaced THR 27 of 5164' (1574m).
- For general aviation ACFT code A, B and C: TWY S7 with a distance from displaced THR 27 of 5705' (1739m).

Exit TWYs N9 or N10 should be used only in case the preferred TWY cannot be used for vacating RWY 27.

ACFT anticipating vacations via TWY other than preferred TWY should notify ATC as early as possible.

2.3. TAXI PROCEDURES

ACFT vacating RWY 09 via TWY N5 shall continue on TWY M7; no RIGHT turn onto TWY N1 allowed.

2.4. OTHER INFORMATION

2.4.1. COMMUNICATION FAILURE

2.4.1.1. RNAV ARRIVAL IN HOLDING

Leave associated holding after coming over associated waypoint at holding release time, if given, or on completion of the holding. Maintain/descend to last assigned level and proceed to BBB VOR. 5 min after leaving the holding descend to FL100 and commence published instrument apch procedure from BBB VOR for RWY-in-use.

2.4.1.2. NON-RNAV ARRIVAL IN HOLDING

Proceed to BBB VOR. Maintain/descend to last assigned level. Descend in published holding of BBB VOR to FL90 and commence published instrument apch procedure for RWY-in-use.

3. DEPARTURE

3.1. PUSH-BACK PROCEDURES

ACFT from stands A1, A2 or A3 to push-back facing East on to Taxilane L ABEAM stand A4 to taxi out via TWY L4 on to TWY N.

When RWY 27 or RWY 32 is in use, ACFT from stand 12 is to push-back facing East onto TWY N until its nose wheel is ABEAM lead in line of stand 12.

When RWY 14 is in use, ACFT from stand 12 is to push-back onto TWY N and taxi out via K1.

When RWY 09 is in use, ACFT from stand 12 is to push-back facing West onto TWY N.

ACFT from stands 9 and 10 to push-back facing North, pull ahead between stands 8 and 9 prior to start up. This is to ensure continuous vehicular movement on the dedicated vehicular lane behind stand 11.

ACFT from stand 80 to push-back facing East on to TWY U till its tail is ABEAM lead in line of stand 81 or push-back deep onto TWY N and taxi out via TWY U, depending on RWY in use.

ACFT from stands 81 thru 84, 86 or 87 to push-back facing East or West depending on RWY in use. If facing West, stand 36 must be vacant.

ACFT from stand 85 thru 88 shall push-back facing East or West, subject to stand 36 being vacant. Pull ahead ABEAM stand 84 prior to start up.

ACFT from stand 83 ,84, 86 or 87, when pushing back facing East, will start engine ABEAM stand 84 only.

ACFT from stand V11 to be pushed back facing South West onto Taxilane P1 until its nose wheel is at the intersection of the stand less in line and Taxilane P1 C/L.

ACFT from stand V15 to push-back onto Taxilane H, facing East or West, push-back from stand V15 is interdependent on push-back from stands V14 and Y4.

ACFT code E push-back from stand 55 or 55A, pull ABEAM stand 53 prior to start up.

ACFT code C push-back from stand 55 or 55A, pull ABEAM stand 55 prior to start up.

ACFT from stand K8 to push-back facing South, pull ahead ABEAM K6 prior to start up.

ACFT from stand V9 to be pushed back deep onto TWY link 1 and thereafter ACFT to be pulled ahead facing South West onto Taxilane P1.

Push-back from stands R1 thru R2 and R2R are interdependent on push-back from stands 48 and 49.

ACFT (on idle thrust) shall be pushed back onto Taxilane F facing East for RWY 27/32 and facing West for RWY 09/14.

At any given time only one ACFT can be given push-back from Apron R.

During push-back facing East from stands R1 thru R2 and R2R, ACFT to be pulled ahead ABEAM stand R2 prior to start-up.

During push-back facing West from stands R3 thru R4R, ACFT to be pulled ahead ABEAM stand R3 prior to start-up.

During push-back from stands R1 thru R2 and R2R, ACFT shall not hold on temporary ramp short of junction of Taxilane H and Taxilane F.

3. DEPARTURE

3.2. TAXI PROCEDURES

ACFT entering RWY 27 from TWY N1 should strictly follow TWY CL marking and lights. No lock turn for lining up on RWY 27 from TWY N1 allowed.

3.3. RWY OPERATIONS

3.3.1. RWY OCCUPANCY TIME PROCEDURE FOR DEPARTURE

Taxiing ACFT should maintain a taxiing speed of not less than 15 KT on the straight portion of TWYs and between 8-12 KT during turning manoeuvres.

ATC may alter departure sequence of an ACFT to optimise RWY utilisation.

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

When ACFT is issued with a line-up and take-off clearance at the taxi holding position it shall be in a position to line-up and initiate an immediate take-off in one continuous movement. If unable advice ATC.

When ACFT is issued with a take-off clearance after lining up on the RWY it shall commence take-off roll immediately upon receipt of take-off clearance.

If the controller observes a delay in respect of the departing ACFT in commencing its take-off run after issuance of take-off clearance, the take-off clearance will be cancelled and the ACFT shall be instructed to vacate the RWY immediately at the nearest TWY to make way for the subsequent arrival or departure.

3.4. OTHER INFORMATION

3.4.1. COMMUNICATION FAILURE

3.4.1.1. PILOT NAVIGATION SIDS

Maintain last level as published in SIDs (up to FL70 or FL100) or last assigned level by ATC, whichever is higher, until D40.0 BBB. Thereafter, climb to flight plan level and continue to follow the SID until termination point. If communication failure takes place beyond D40.0 BBB, continue to follow the SID, maintain last assigned level by ATC, if any, for 2 min and then climb to flight plan level.

3.4.1.2. UNDER RADAR VECTOR RWYS 09, 27 & 32

Within D15.0 BBB maintain last assigned heading until D20.0 BBB, climb to FL55 or level assigned by ATC, whichever is higher. After D20.0 BBB climb to FL70 or last level assigned by ATC, whichever is higher, and proceed directly to intercept flight plan route.

At or beyond D15.0 BBB maintain last assigned heading for 2 min, climbing to FL70 or last level assigned by ATC, whichever is higher, then proceed directly to intercept flight plan route.

5 min after recognition of failure commence climb to flight plan level.

3.4.1.3. DEPARTURES RWY 14

When following SID maintain FL70 or the last assigned level whichever is higher until D25.0 BBB and thereafter climb to flight plan level.

When under radar vector maintain FL70 or last assigned level/heading whichever is higher, if assigned until 20NM. Thereafter follow D25.0 BBB arc to join flight plan ATS routes and climb to flight plan level, when established on the route.

3. DEPARTURE

3.4.2. DATALINK DEPARTURE CLEARANCE (DCL)

Pilots using DCL shall maintain a listening watch on the frequency published for clearance delivery. In the event of any doubts or system-related difficulties, voice procedures shall be resumed.

Pre-Departure Clearance issued by voice procedures always supersedes pre-departure clearance transmitted via DCL service.

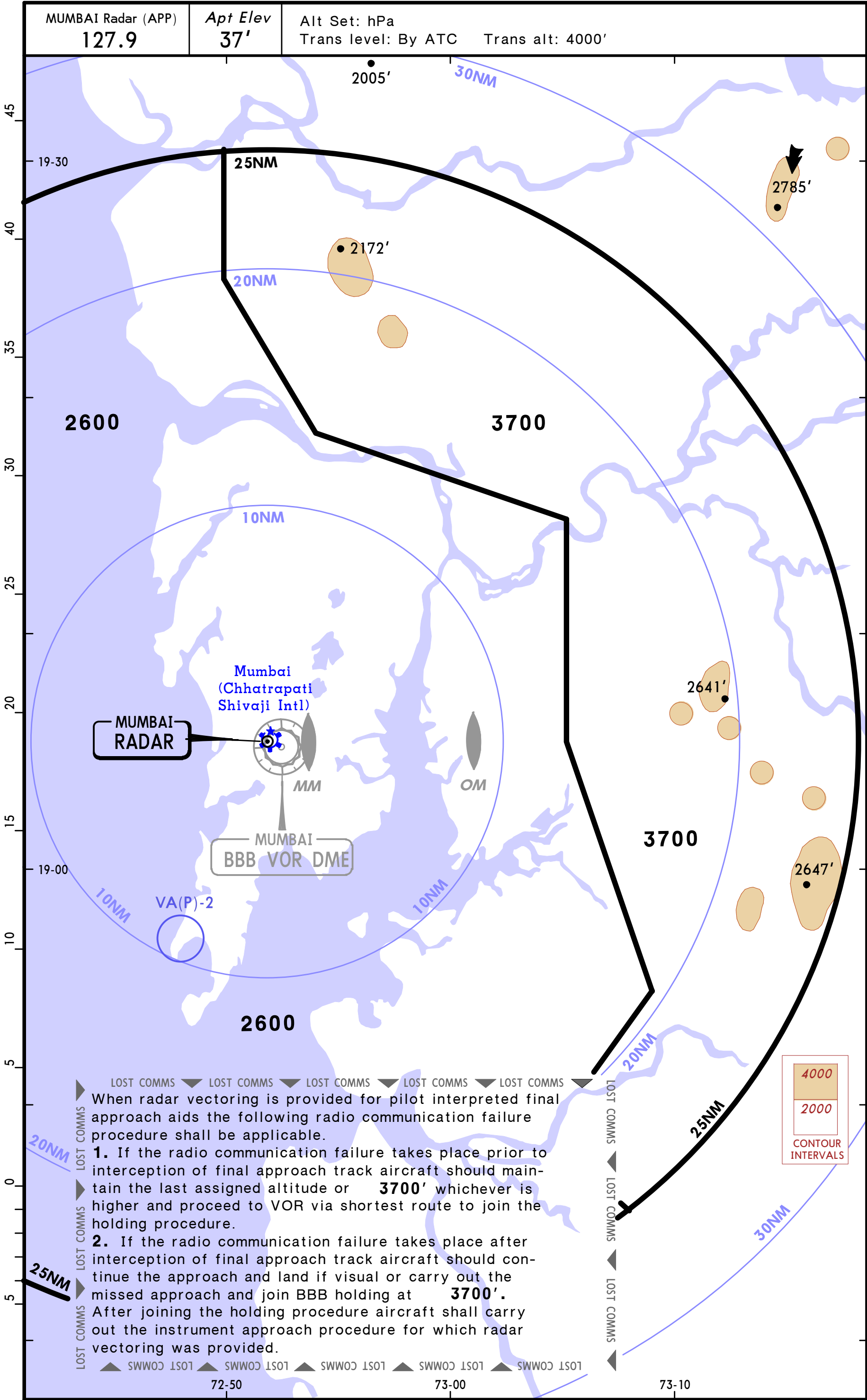
Prior to departure, pilots shall verify that the departure route assigned via DCL logically refers to the RWY in use and to the route indicated in the current flight plan. In the event of any deviations or doubts, voice procedures shall be used.

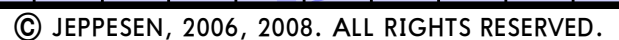
After DCL is obtained pilots shall confirm via data link and once the ACFT is ready for push-back/start-up, voice contact should be established with Clearance Delivery stating: "With data link clearance", QNH, POB.

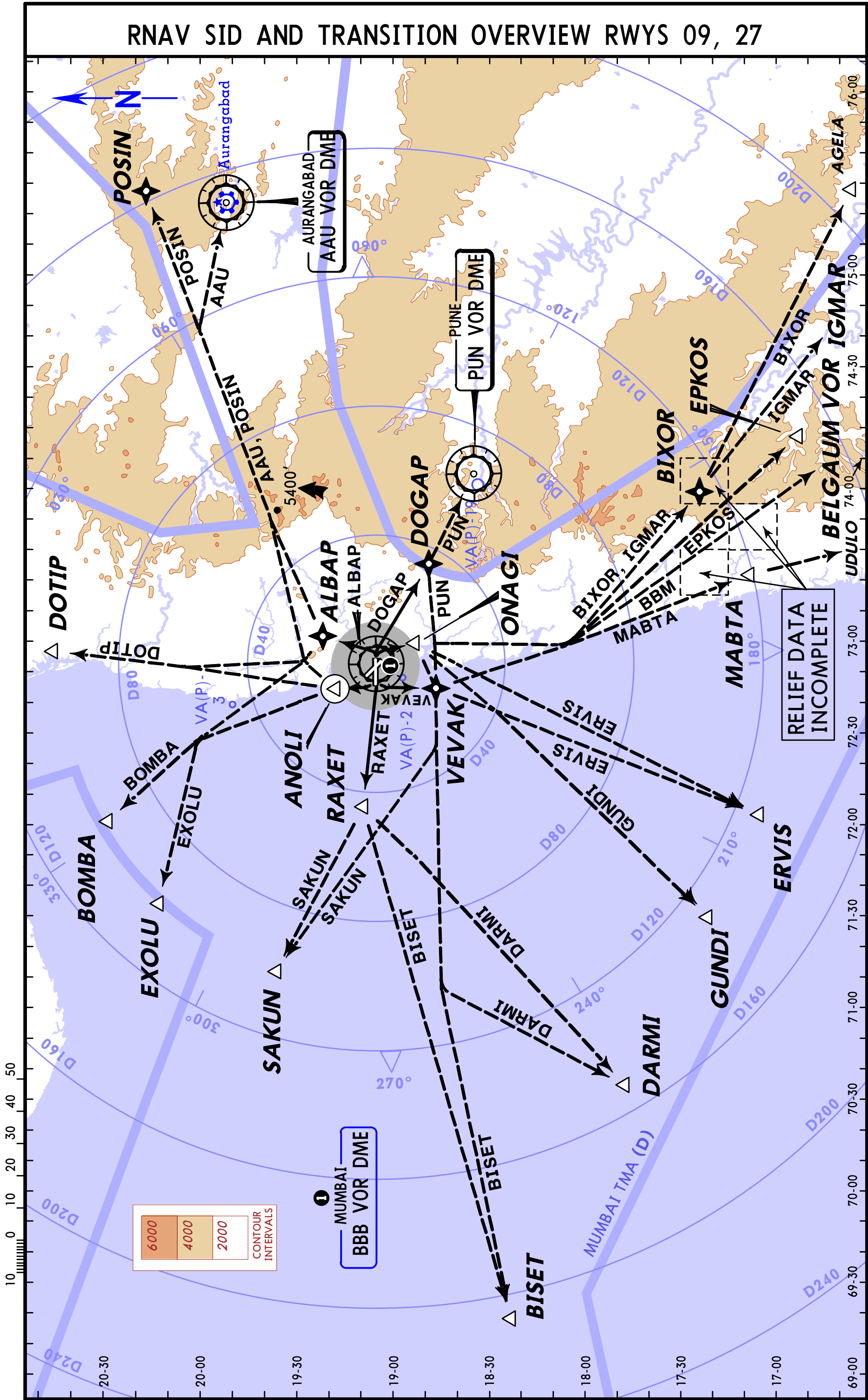
To obtain en-route clearance via DCL, pilots shall request clearance not earlier than 20 min prior to the estimated off-block time (EOBT) or 35 min prior to calculated take-off time (CTOT).

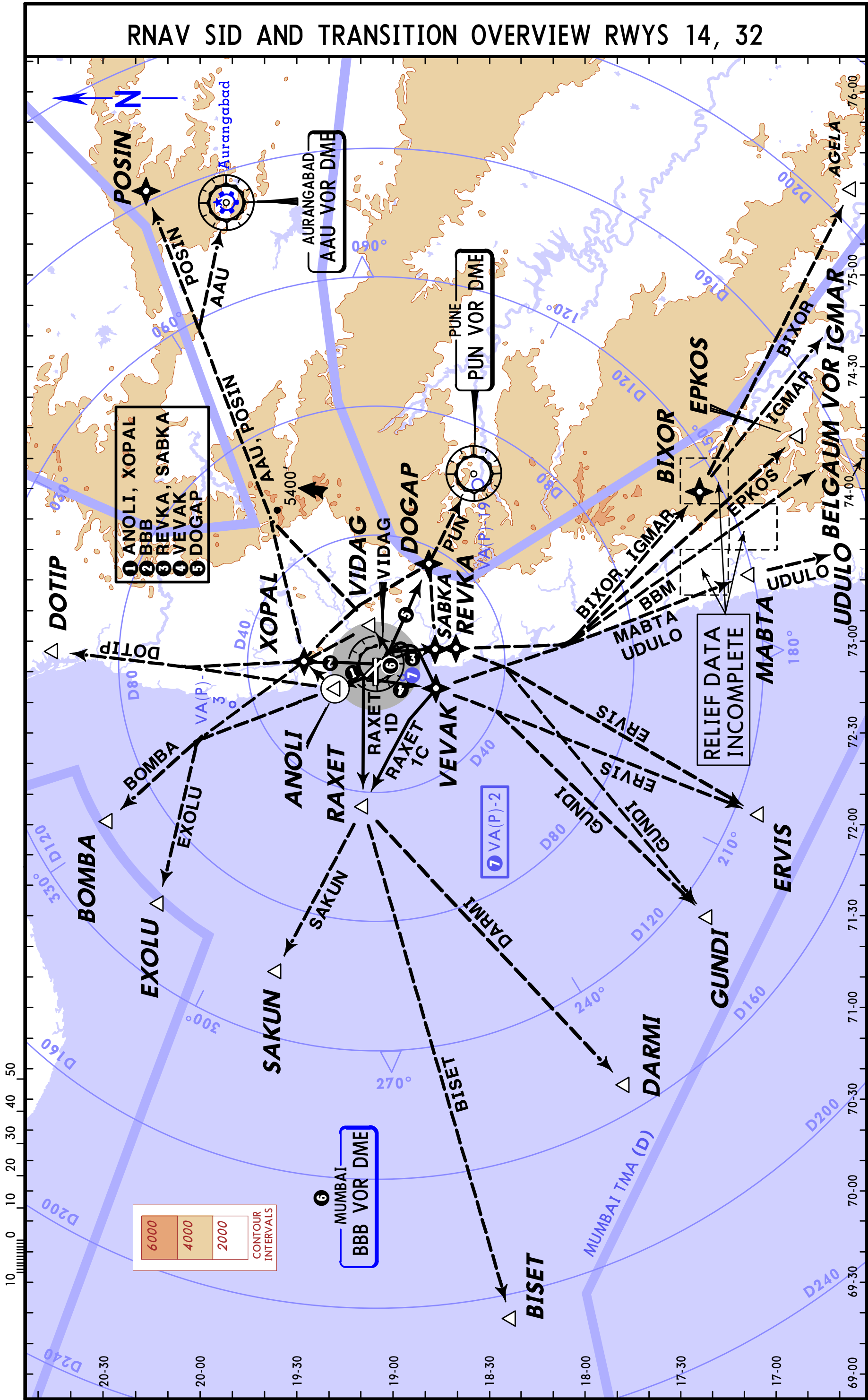
If rejected, pilots shall revert to voice procedures.

Pilots shall acknowledge en-route clearance within 5 min.









CHANGES: EPKOS transition established.

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ATIS
126.4

Apt Elev
39'

Alt Set: hPa Trans level: By ATC Trans alt: 4000'
1. If unable to comply with RNAV STARs advise ATC and EXPECT
RADAR vectors. 2. EXPECT RADAR vectors to intercept ILS
approach. 3. ICAO RNAV 1.

3700'

2600'

160°

020°

MSA
BBB VOR

① 2600' within 12 NM

EMRAK 1A [EMRA1A]

EMRAK 1B [EMRA1B]

RWYS 27, 09 RNAV ARRIVALS

RNAV (GNSS OR DME/DME/IRU)

RADAR REQUIRED

FLIGHTS FROM AIRWAY L-301 FOLLOW IBELA -
MELAX - OPAKA THEN JOIN RNAV STARS

APUSU

N18 00.1 E076 25.7

100.3

← 334°

MELAX

N19 29.9 E075 37.9

← 279°

61.9

OPAKA

N19 36.4 E074 33.0

← 252°

40.6

APUSU

N19 25.2 E073 52.3

← 254°

25.1

EMRAK 1B

N19 12.9 E073 28.4

← 271°

45.9

EMRAK 1A

N19 12.9 E073 28.4

← 254°

25.1

APUSU

N19 12.9 E073 28.4

← 252°

40.6

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EMRAK 1B

N19 12.9 E073 28.4

← 271°

45.9

EMRAK 1A

N19 12.9 E073 28.4

<

MSA
BBB VOR

020°

3700'

1

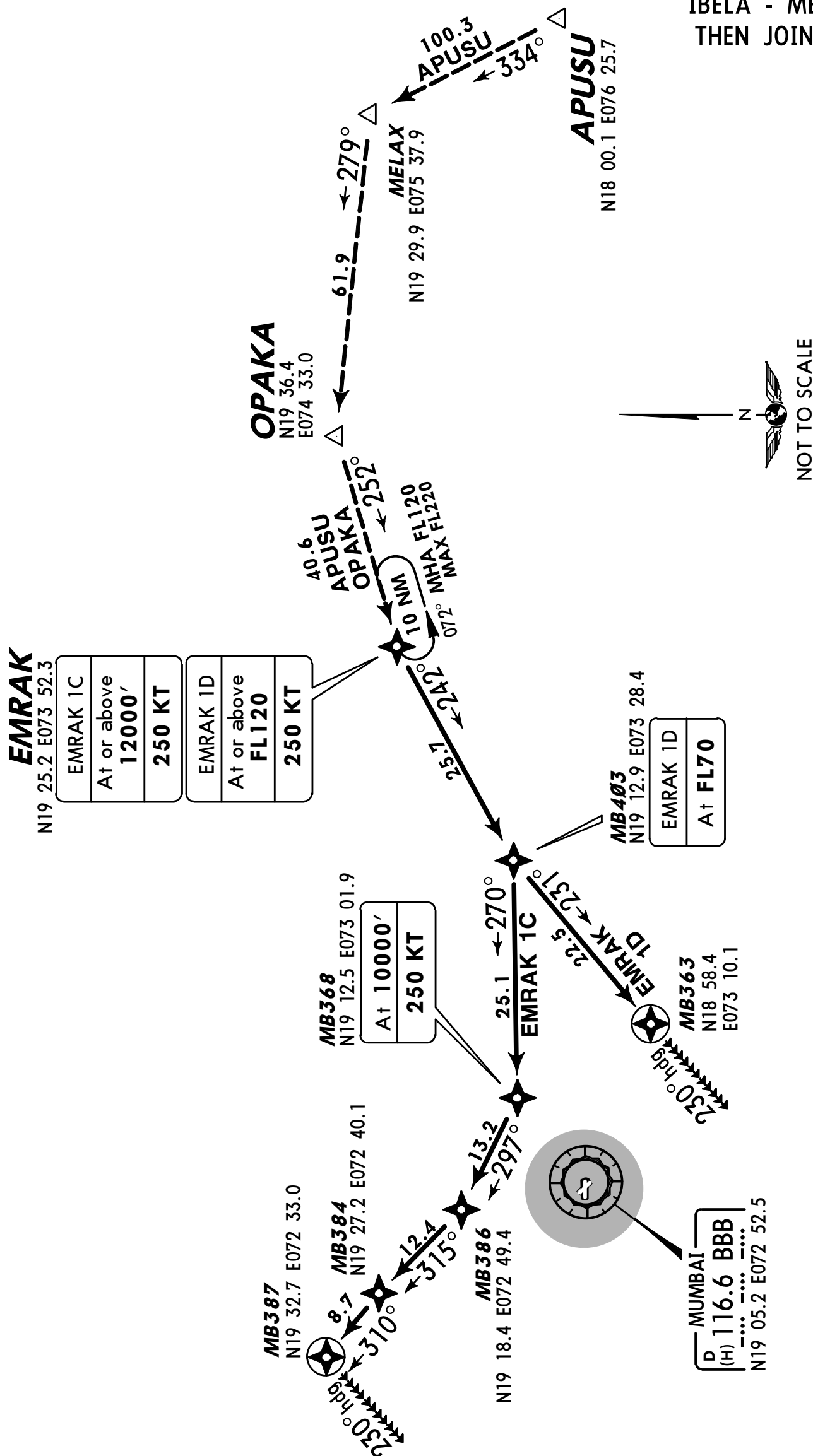
160°

2600'

1 2600' within 12 NM

EMRAK 1C [EMRA1C]
EMRAK 1D [EMRA1D]
RWYS 14, 32 RNAV ARRIVALS
RNAV (GNSS OR DME/DME/IRU)
RADAR REQUIRED

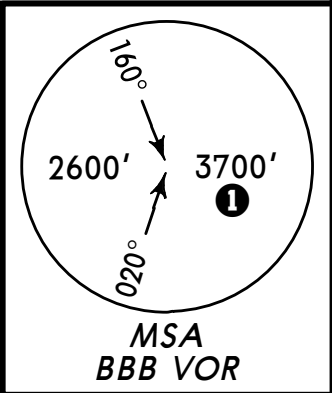
FLIGHTS FROM AIRWAY L-301 FOLLOW
IBELA - MELAX - OPAKA
THEN JOIN RNAV STARS



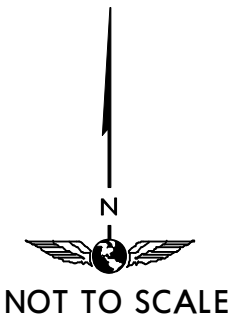
TRANSITION		ROUTING
APUSU		APUSU - MELAX - OPAKA - EMRAK (EMRAK 1C: 12000'+; K250/ EMRAK 1D: FL120+; K250).
OPAKA		OPAKA - EMRAK (EMRAK 1C: 12000'+; K250/ EMRAK 1D: FL120+; K250).
STAR	RWY	ROUTING
EMRAK 1C	14	EMRAK (12000'+; K250) - MB403 - MB368 (10000'; K250) - MB386 - MB384 - MB387.
EMRAK 1D	32	EMRAK (FL120+; K250) - MB403 (FL70) - MB363.

ATIS 126.4	Apt Elev 37'	Alt Set: hPa Trans level: By ATC Trans alt: 4000' 1. If unable to comply with RNAV STARs advise ATC and expect radar vectors. 2. Expect radar vectors to intercept ILS approach. 3. ICAO RNAV 1.
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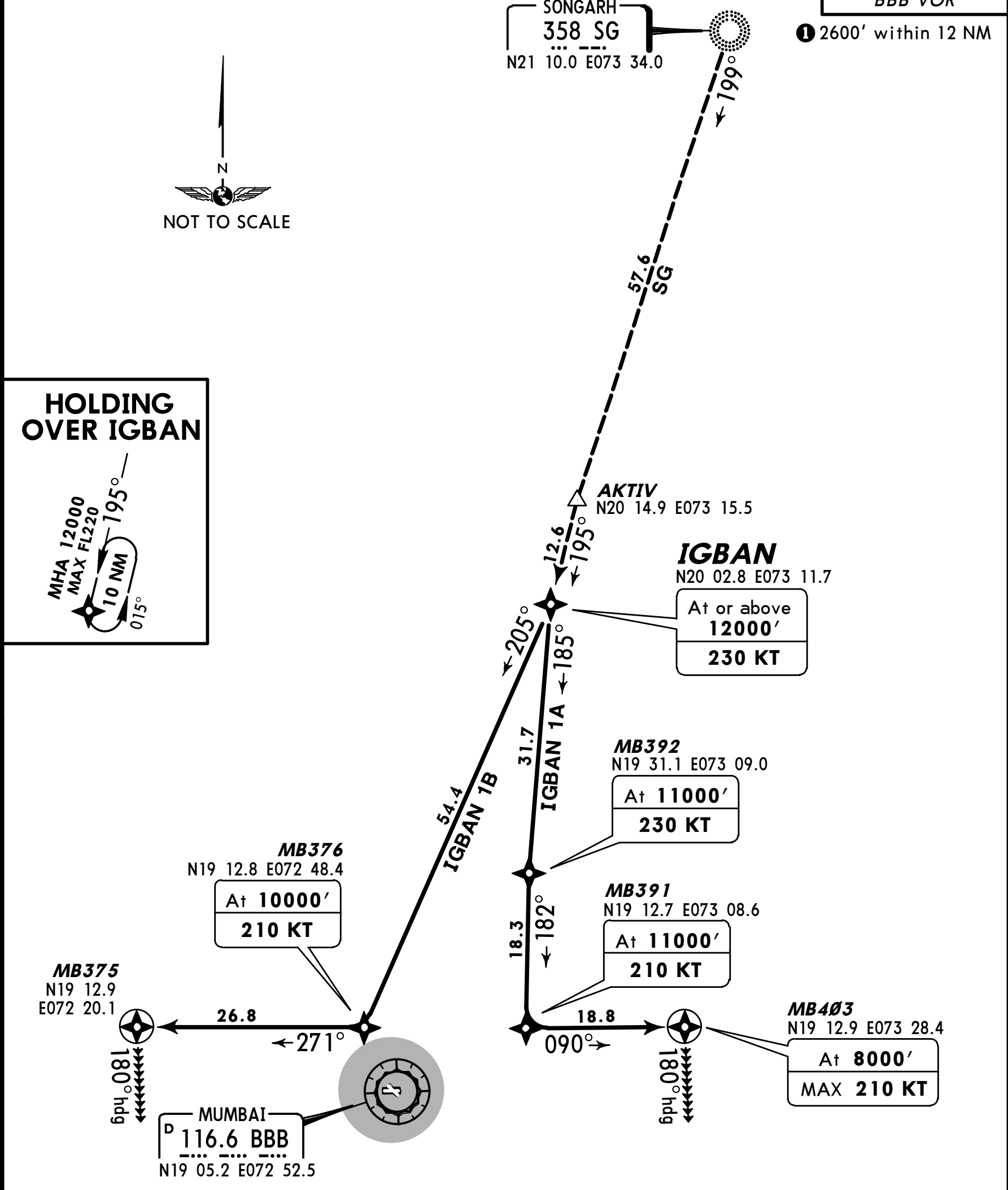
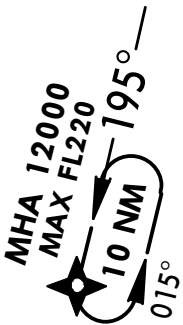
IGBAN 1A [IGBA1A]
IGBAN 1B [IGBA1B]
RWYS 27, 09 RNAV ARRIVALS
RNAV (GNSS OR DME/DME/IRU)
RADAR REQUIRED



1 2600' within 12 NM



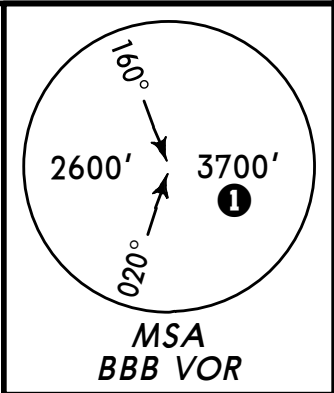
HOLDING
OVER IGBAN



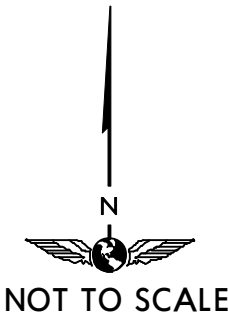
TRANSITION		ROUTING
SG		SG - AKTIV - IGBAN (12000'+; K230).
STAR	RWY	ROUTING
IGBAN 1A	27	IGBAN (12000'+; K230) - MB392 (11000'; K230) - MB391 (11000'; K210) - MB403 (8000'; K210-).
IGBAN 1B	09	IGBAN (12000'+; K230) - MB376 (10000'; K210) - MB375.

ATIS 126.4	Apt Elev 37'	Alt Set: hPa Trans level: By ATC Trans alt: 4000' 1. If unable to comply with RNAV STARs advise ATC and expect radar vectors. 2. Expect radar vectors to intercept ILS approach. 3. ICAO RNAV 1.
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IGBAN 1C [IGBA1C]
IGBAN 1D [IGBA1D]
RWYS 14, 32 RNAV ARRIVALS
RNAV (GNSS OR DME/DME/IRU)
RADAR REQUIRED



1 2600' within 12 NM



SONGARH
358 SG
N21 10.0 E073 34.0

HOLDING
OVER IGBAN



MB387
N19 32.7 E072 33.0

At 9000'
210 KT

MB384
N19 27.2 E072 40.1

At 9000'
210 KT

MB386
N19 18.4 E072 49.4

At 9000'
210 KT

MUMBAI
D 116.6 BBB
N19 05.2 E072 52.5

MB402
N19 20.7 E073 01.8

IGBAN 1C
At 9000'
210 KT

MB385
N19 08.3 E072 59.4

At 11000'

MB363
N18 58.4 E073 10.1

At 9000'
210 KT

TRANSITION		ROUTING
SG		SG - AKTIV - IGBAN (12000'+; K250).
STAR	RWY	ROUTING
IGBAN 1C	14	IGBAN (12000'+; K250) - MB402 (9000'; K210) - MB386 (9000'; K210) - MB384 (9000'; K210) - MB387 (9000'; K210).
IGBAN 1D	32	IGBAN (12000'+; K250) - MB402 - MB385 (11000') - MB363 (9000'; K210).

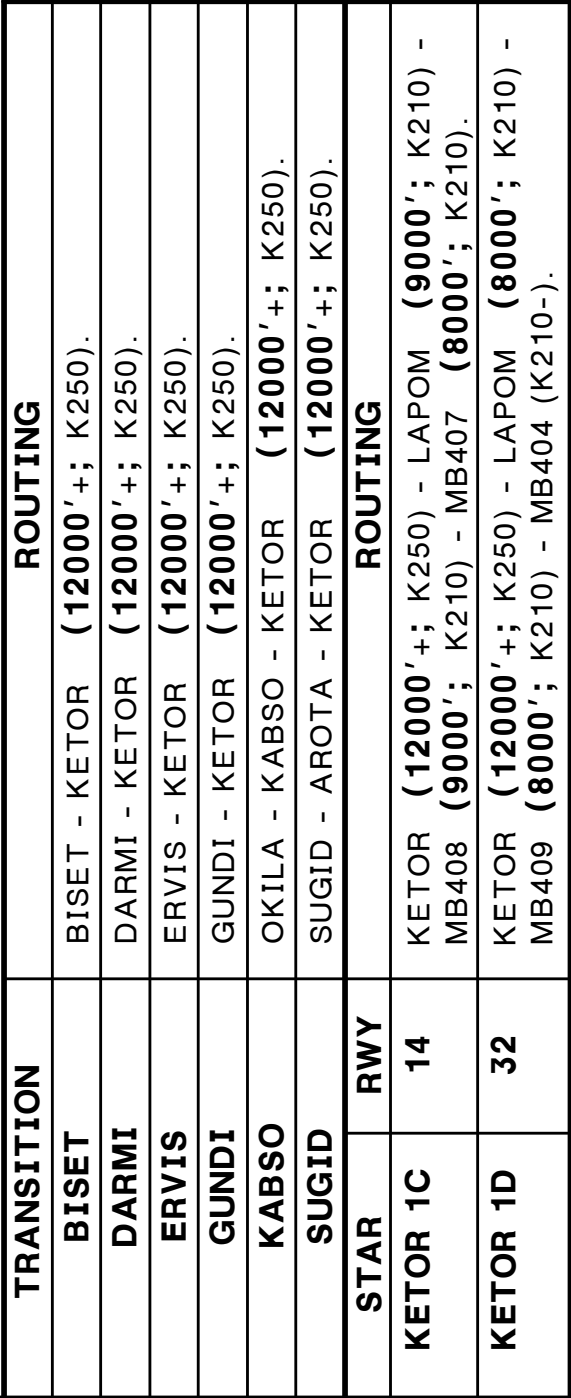
CHANGES: Chart reindexed; MSA. © JEPPESEN, 2008. ALL RIGHTS RESERVED.

Printed by: SaudiaElink

Alt Set: hPa Trans level: By ATC Trans alt: 4000'

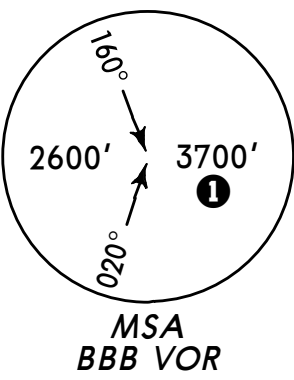
1. If unable to comply with RNAV STARs advise ATC and expect radar vectors. **2.** Expect radar vectors to intercept ILS approach.

3. ICAO RNAV 1.

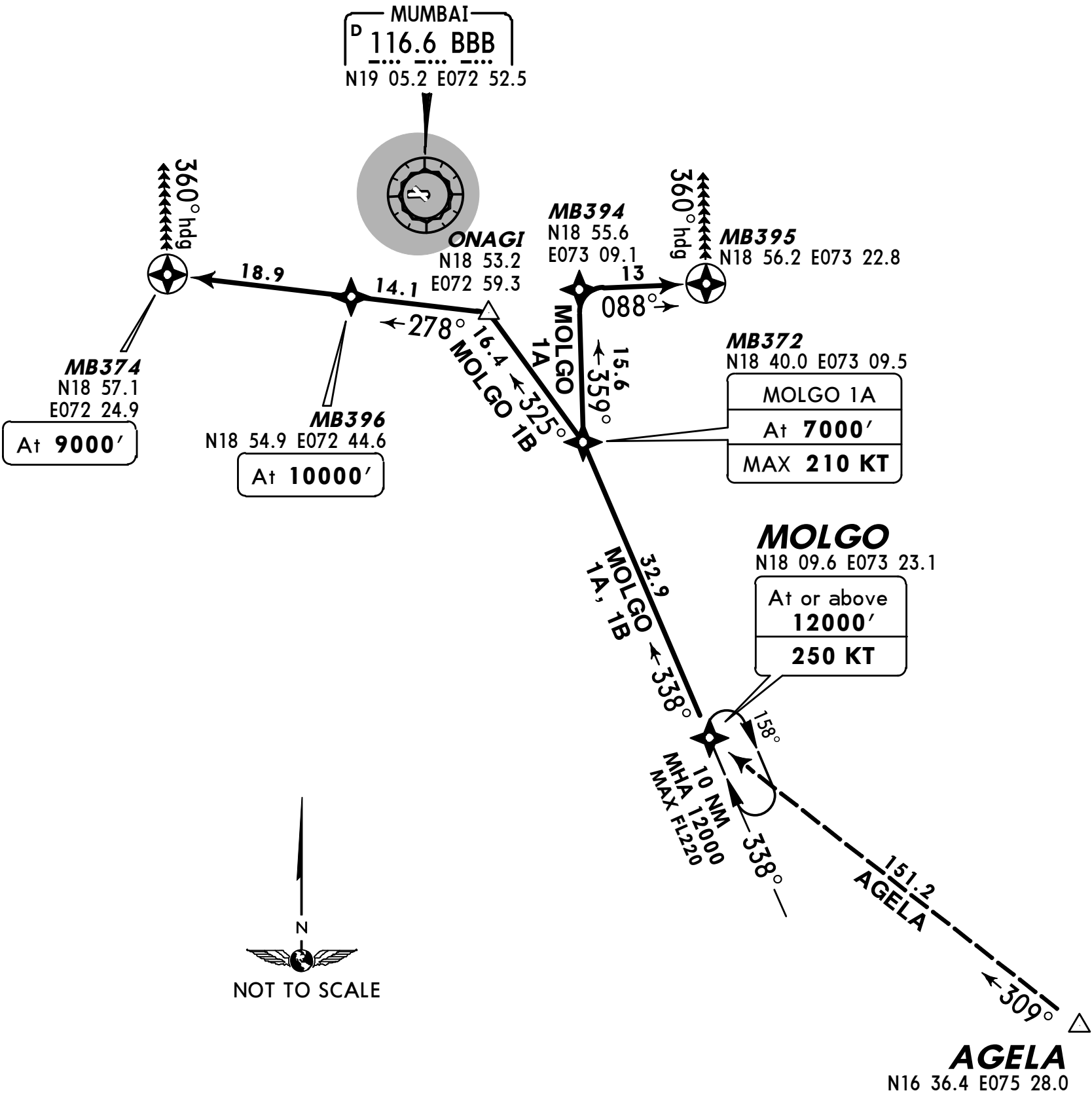


ATIS 126.4	Apt Elev 37'	Alt Set: hPa Trans level: By ATC Trans alt: 4000' 1. If unable to comply with RNAV STARs advise ATC and expect radar vectors. 2. Expect radar vectors to intercept ILS approach. 3. ICAO RNAV 1.
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MOLGO 1A [MOLG1A], MOLGO 1B [MOLG1B]
RWYS 27, 09 RNAV ARRIVALS
RNAV (GNSS OR DME/DME/IRU)
RADAR REQUIRED



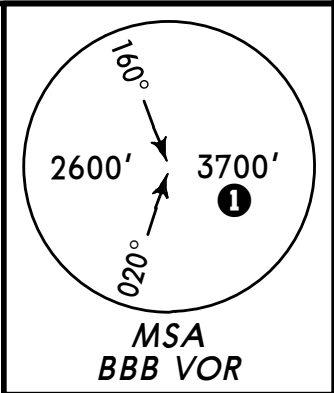
1 2600' within 12 NM



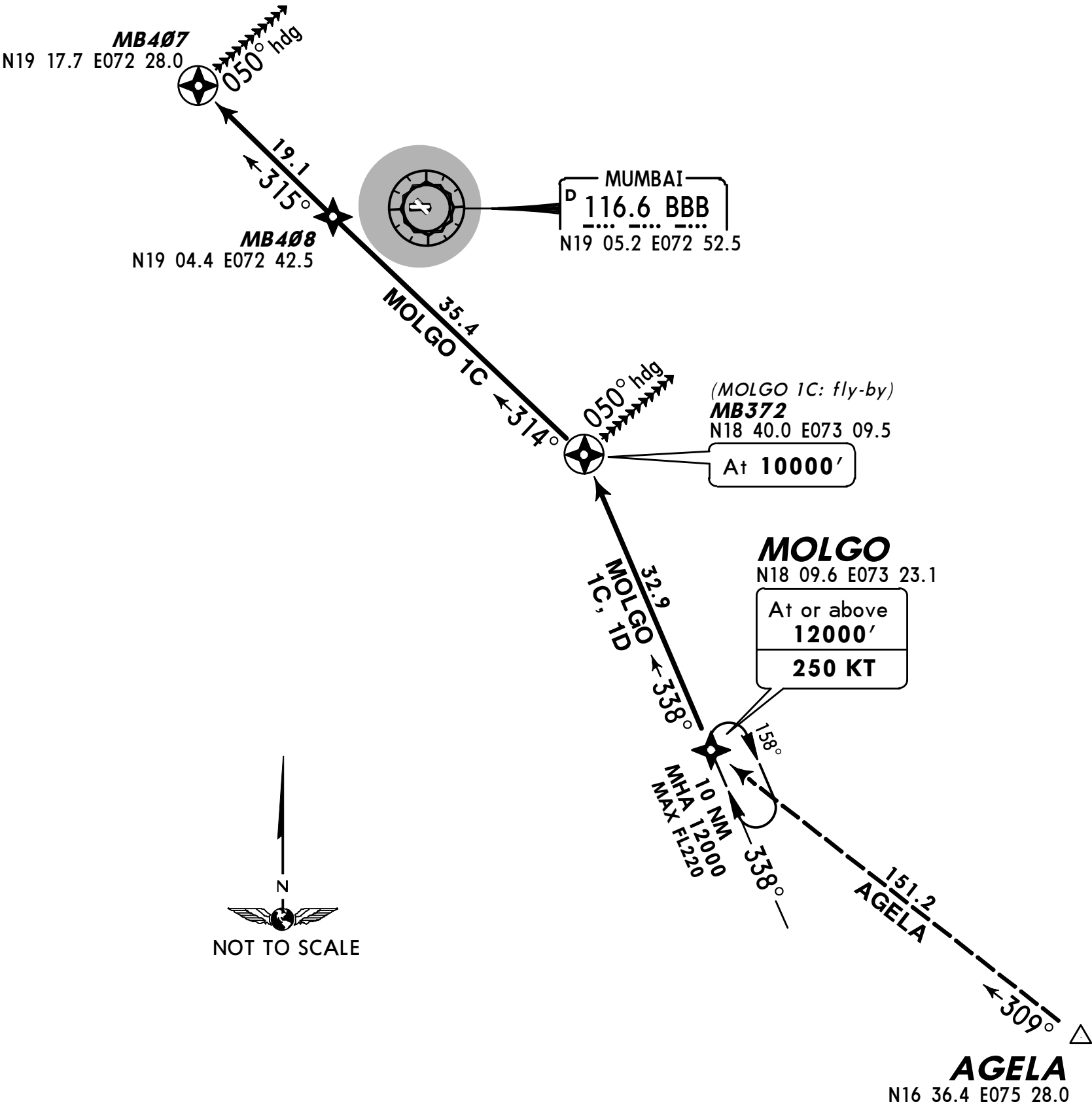
TRANSITION		ROUTING
AGELA		AGELA - MOLGO (12000'+; K250).
STAR	RWY	ROUTING
MOLGO 1A	27	MOLGO (12000'+; K250) - MB372 (7000'; K210-) - MB394 - MB395.
MOLGO 1B	09	MOLGO (12000'+; K250) - MB372 - ONAGI - MB396 (10000') - MB374 (9000').

ATIS 126.4	Apt Elev 37'	Alt Set: hPa Trans level: By ATC Trans alt: 4000' 1. If unable to comply with RNAV STARs advise ATC and expect radar vectors. 2. Expect radar vectors to intercept ILS approach. 3. ICAO RNAV 1.
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MOLGO 1C [MOLG1C], MOLGO 1D [MOLG1D]
RWYS 14, 32 RNAV ARRIVALS
RNAV (GNSS OR DME/DME/IRU)
RADAR REQUIRED



1 2600' within 12 NM



TRANSITION		ROUTING
AGELA		AGELA - MOLGO (12000'+; K250).
STAR	RWY	ROUTING
MOLGO 1C	14	MOLGO (12000'+; K250) - MB372 (10000') - MB408 - MB407.
MOLGO 1D	32	MOLGO (12000'+; K250) - MB372 (10000').

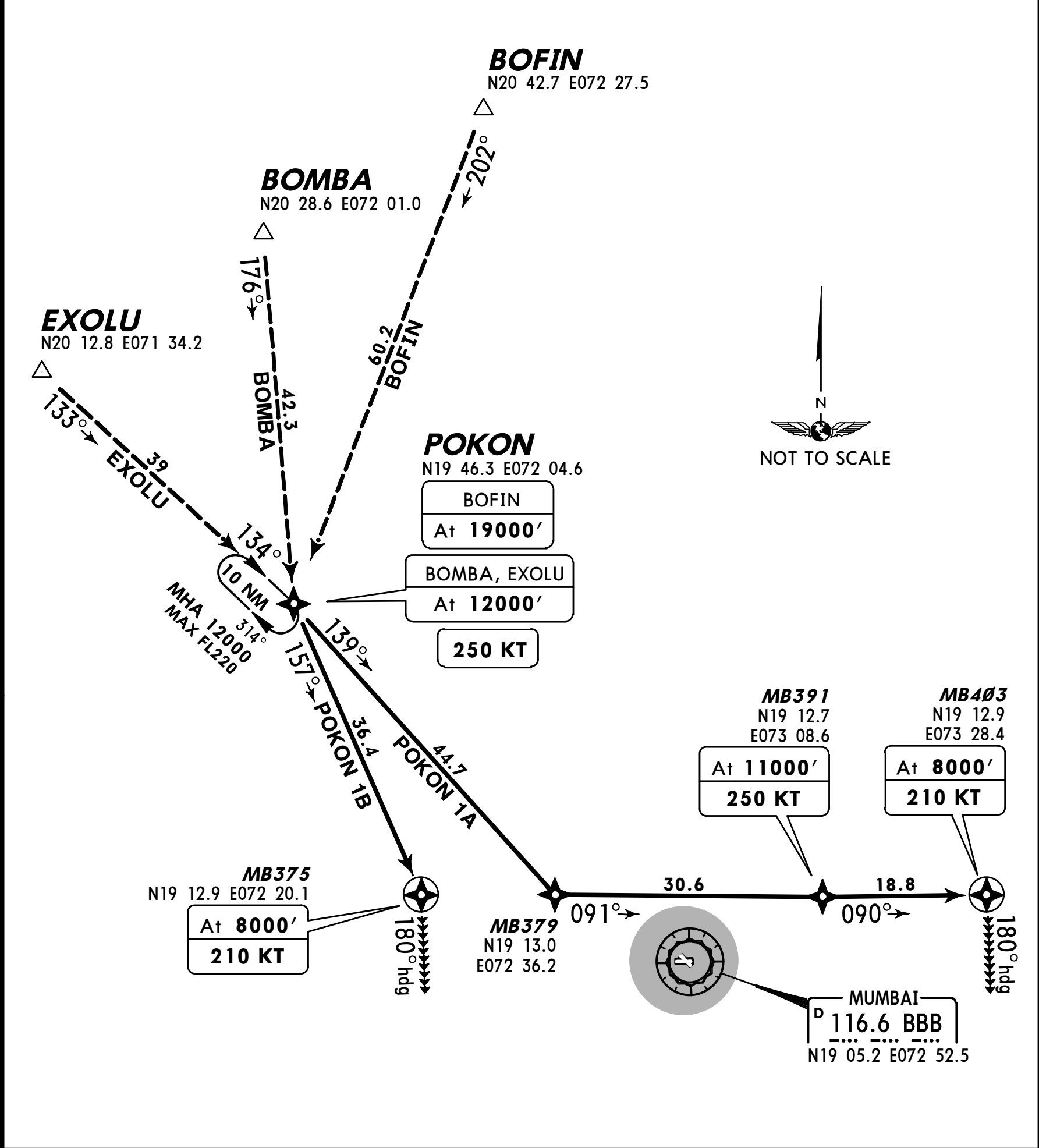
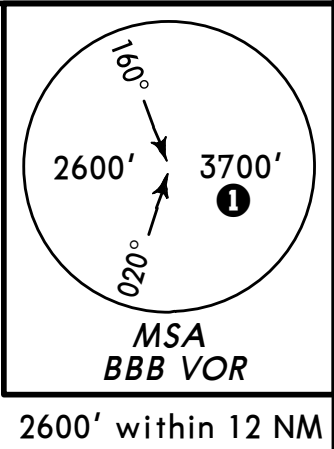
ATIS 126.4	Apt Elev 37'	Alt Set: hPa Trans level: By ATC Trans alt: 4000' 1. If unable to comply with RNAV STARs advise ATC and expect radar vectors. 2. Expect radar vectors to intercept ILS approach. 3. ICAO RNAV 1.
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POKON 1A [POKO1A], POKON 1B [POKO1B]

RWYS 27, 09 RNAV ARRIVALS

RNAV (GNSS OR DME/DME/IRU)

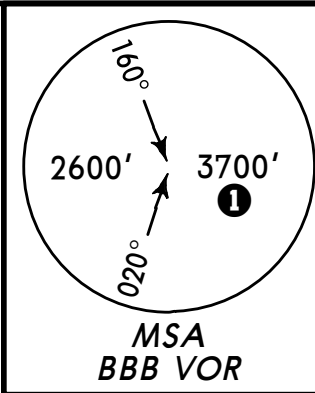
RADAR REQUIRED



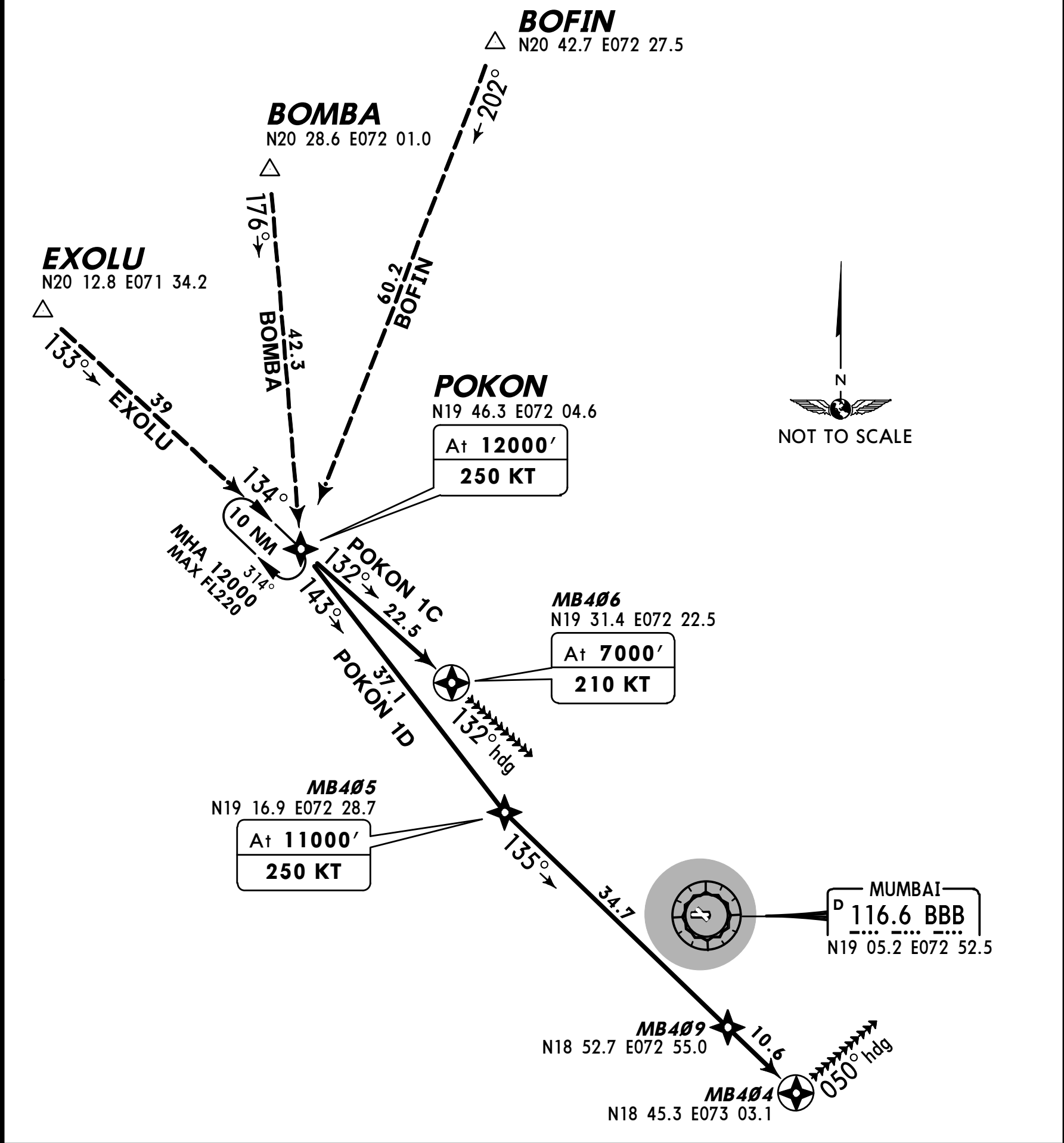
TRANSITION		ROUTING
BOFIN		BOFIN - POKON (19000'; K250).
BOMBA		BOMBA - POKON (12000'; K250).
EXOLU		EXOLU - POKON (12000'; K250).
STAR	RWY	ROUTING
POKON 1A	27	POKON - MB379 - MB391 (11000'; K250) - MB403 (8000'; K210).
POKON 1B	09	POKON - MB375 (8000'; K210).

ATIS 126.4	Apt Elev 37'	Alt Set: hPa Trans level: By ATC Trans alt: 4000' 1. If unable to comply with RNAV STARs advise ATC and expect radar vectors. 2. Expect radar vectors to intercept ILS approach. 3. ICAO RNAV 1.
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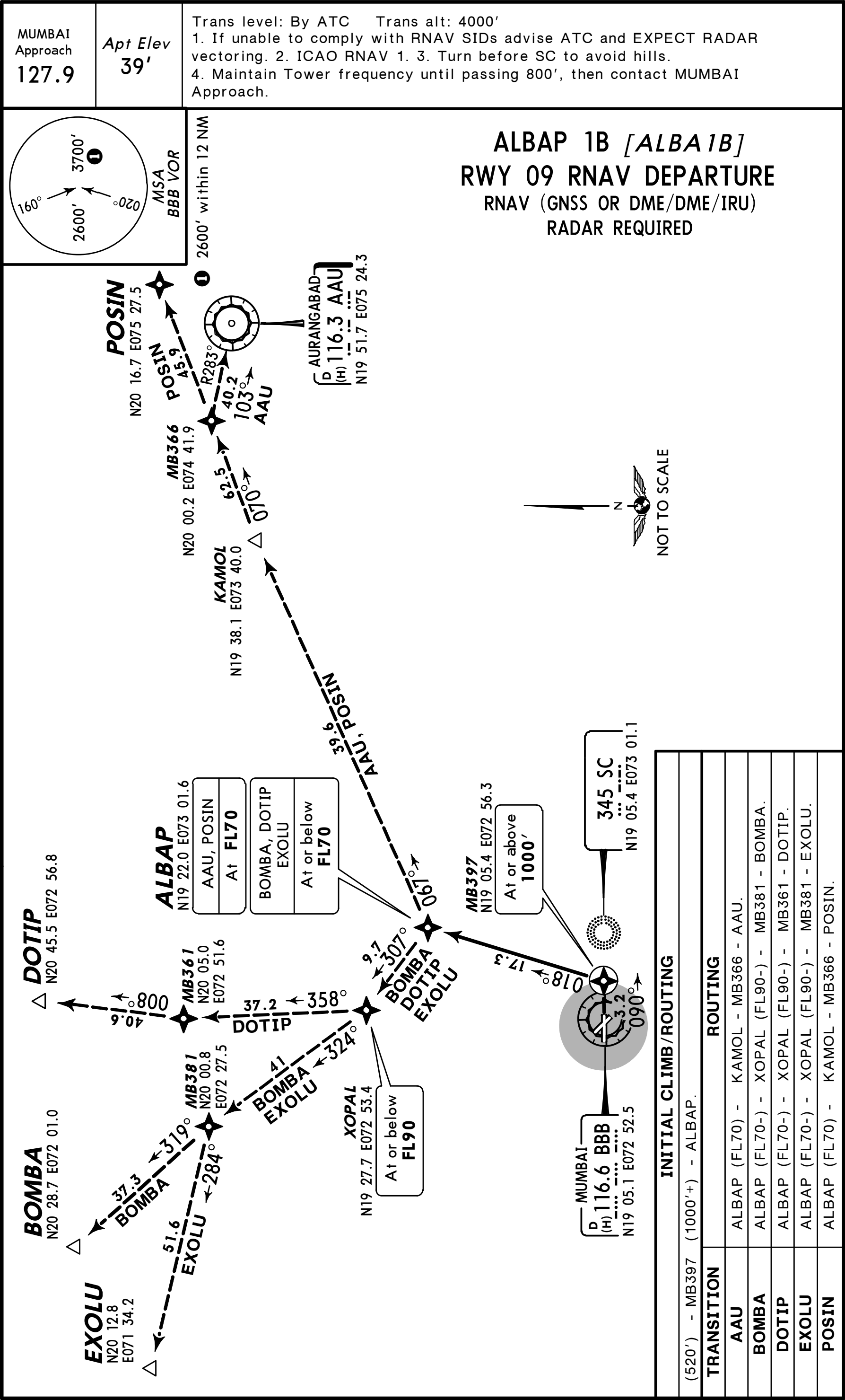
POKON 1C [POKO1C], POKON 1D [POKO1D]
RWYS 14, 32 RNAV ARRIVALS
RNAV (GNSS OR DME/DME/IRU)
RADAR REQUIRED



1 2600' within 12 NM



TRANSITION		ROUTING
BOFIN		BOFIN - POKON (12000'; K250).
BOMBA		BOMBA - POKON (12000'; K250).
EXOLU		EXOLU - POKON (12000'; K250).
STAR	RWY	ROUTING
POKON 1C	14	POKON (12000'; K250) - MB406 (7000'; K210).
POKON 1D	32	POKON (12000'; K250) - MB405 (11000'; K250) - MB409 - MB404.



CHANGES: SID designation index withdrawn; RNAV SIDs transferred. © JEPPESEN, 2013. ALL RIGHTS RESERVED.

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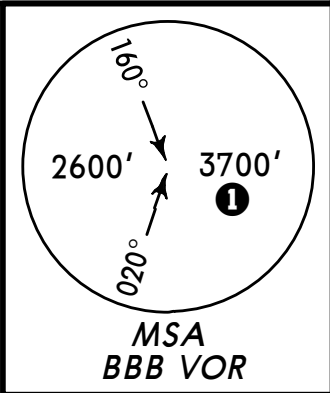
MUMBAI Approach 127.9	Apt Elev 39'	Trans level: By ATC Trans alt: 4000' 1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectoring. 2. ICAO RNAV 1. 3. Maintain Tower frequency until passing 800', then contact MUMBAI Approach.
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ANOLI 1D [ANOL1D]

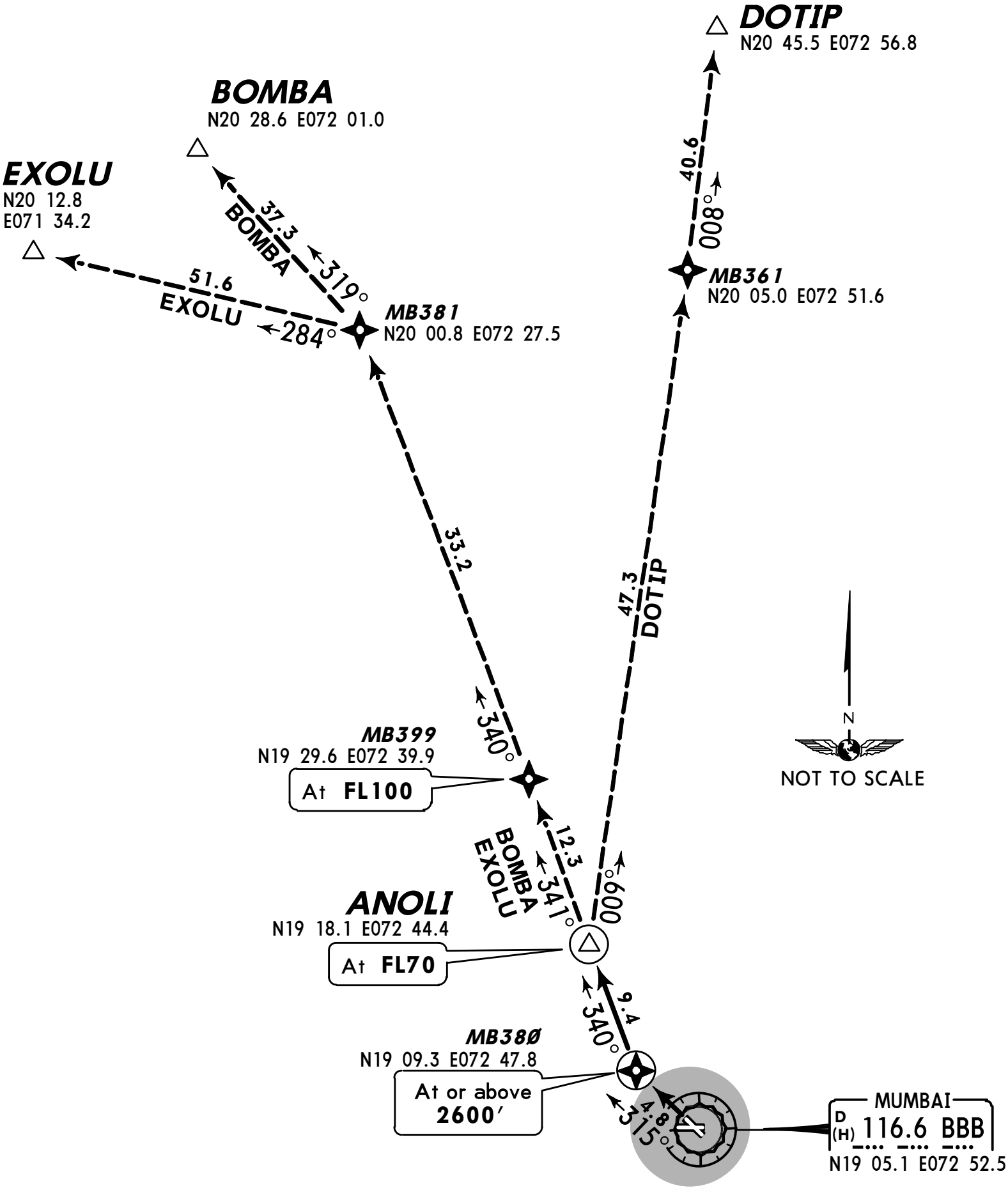
RWY 32 RNAV DEPARTURE

RNAV (GNSS OR DME/DME/IRU)

RADAR REQUIRED



① 2600' within 12 NM

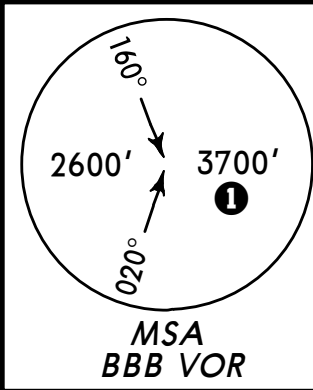


INITIAL CLIMB/ROUTING	
(530') - MB380 (2600'+) - ANOLI (FL70).	
TRANSITION	ROUTING
BOMBA	ANOLI (FL70) - MB399 (FL100) - MB381 - BOMBA.
DOTIP	ANOLI (FL70) - MB361 - DOTIP.
EXOLU	ANOLI (FL70) - MB399 (FL100) - MB381 - EXOLU.

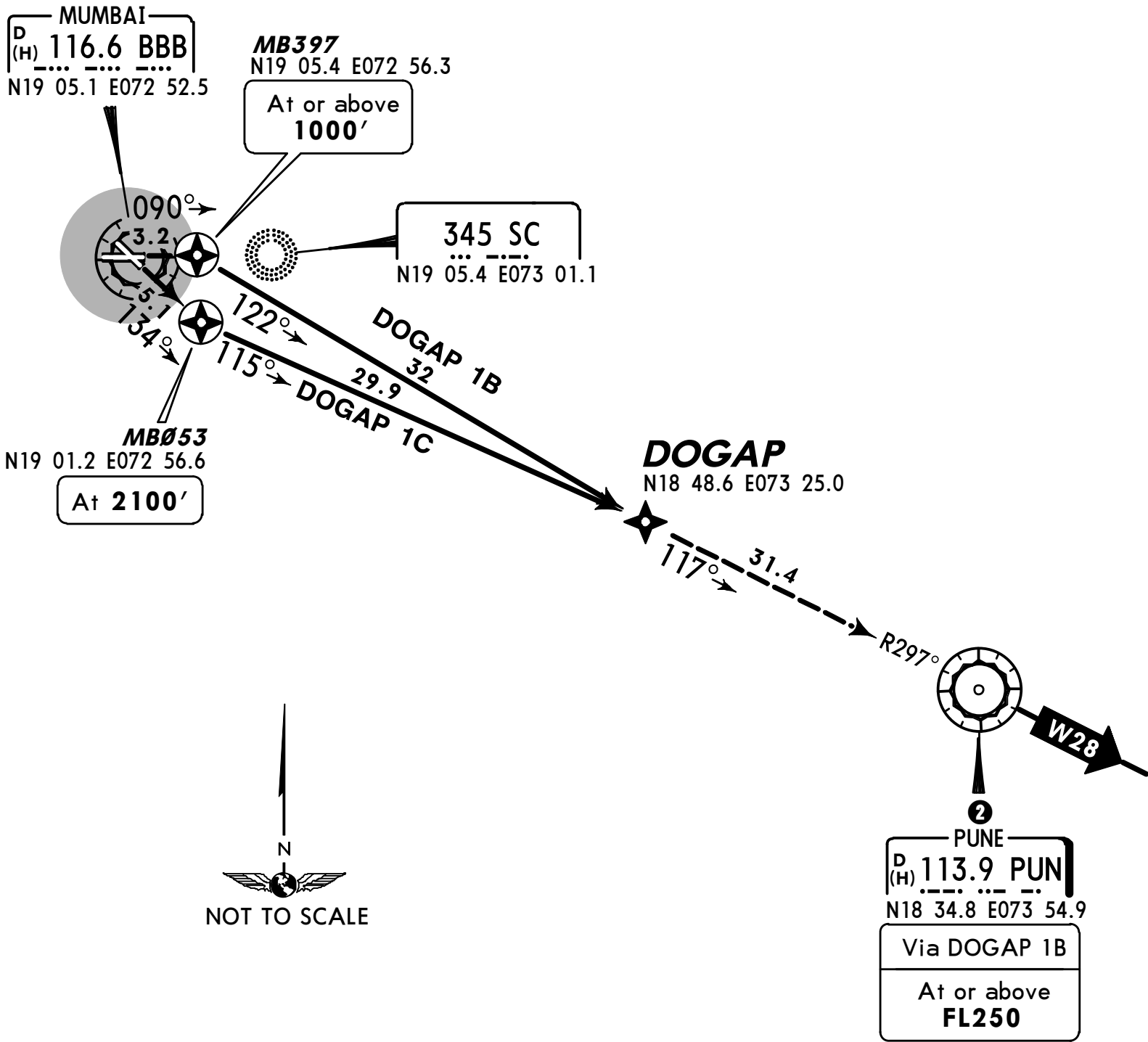
CHANGES: RNAV SIDs transferred. © JEPPESEN, 2013. ALL RIGHTS RESERVED.
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MUMBAI Approach 127.9	Apt Elev 39'	Trans level: By ATC Trans alt: 4000' 1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectoring. 2. ICAO RNAV 1. 3. Turn before SC to avoid hills. 4. Maintain Tower frequency until passing 800', then contact MUMBAI Approach.
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DOGAP 1B [DOGA1B]
DOGAP 1C [DOGA1C]
RWYS 09, 14 RNAV DEPARTURES
RNAV (GNSS OR DME/DME/IRU)
RADAR REQUIRED



1 2600' within 12 NM



2 Airway W-28 only EASTBOUND after PUN for flights landing at VOHY in coordination with VAPO ATC.

SID	RWY	INITIAL CLIMB/ROUTING
DOGAP 1B	09	(520') - MB397 (1000'+) - DOGAP.
DOGAP 1C	14	(540') - MB053 (2100') - DOGAP.
TRANSITION		ROUTING
PUN VIA DOGAP 1B		DOGAP - PUN (FL250+).
PUN VIA DOGAP 1C		DOGAP - PUN.

CHANGES: RNAV SIDs transferred.
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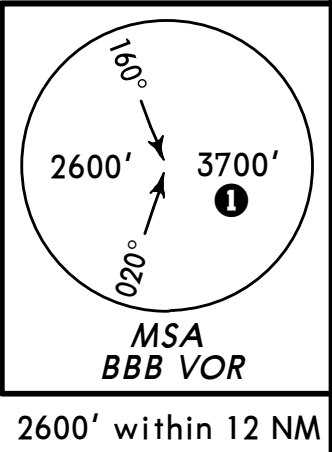
MUMBAI Approach 127.9	Apt Elev 39'	Trans level: By ATC Trans alt: 4000' 1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectoring. 2. ICAO RNAV 1. 3. Maintain Tower frequency until passing 800', then contact MUMBAI Approach.
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REVKA 1C [REVK1C]

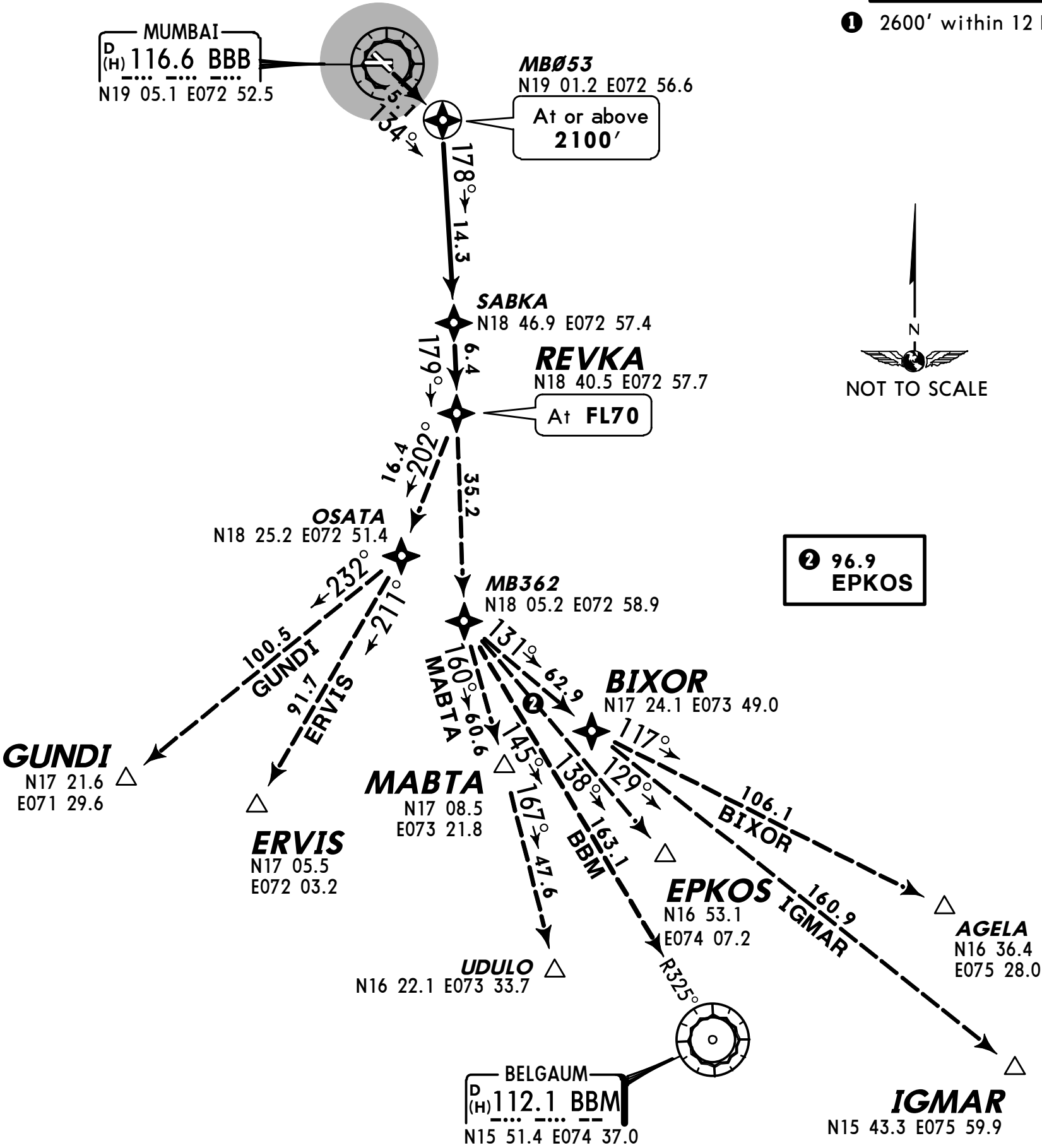
RWY 14 RNAV DEPARTURE

RNAV (GNSS OR DME/DME/IRU)

RADAR REQUIRED



1 2600' within 12 NM



INITIAL CLIMB/ROUTING	
(540') - MB053 (2100'+) - SABKA - REVKA (FL70).	
TRANSITION	ROUTING
BBM	REVKA (FL70) - MB362 - BBM.
BIXOR	REVKA (FL70) - MB362 - BIXOR - AGELA.
EPKOS	REVKA (FL70) - MB362 - EPKOS.
ERVIS	REVKA (FL70) - OSATA - ERVIS.
GUNDI	REVKA (FL70) - OSATA - GUNDI.
IGMAR	REVKA (FL70) - MB362 - BIXOR - IGMAR.
MABTA	REVKA (FL70) - MB362 - MABTA - UDULO.

MUMBAI Approach 127.9	Apt Elev 39'	Trans level: By ATC Trans alt: 4000' 1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectoring. 2. ICAO RNAV 1. 3. Maintain Tower frequency until passing 800', then contact MUMBAI Approach.
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SABKA 1C [SABK1C]

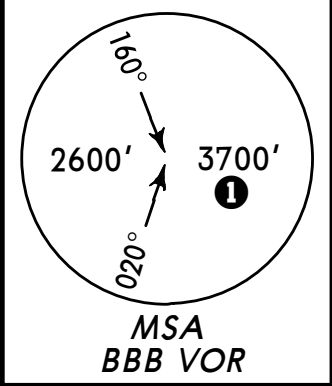
RWY 14 RNAV DEPARTURE

RNAV (GNSS OR DME/DME/IRU)

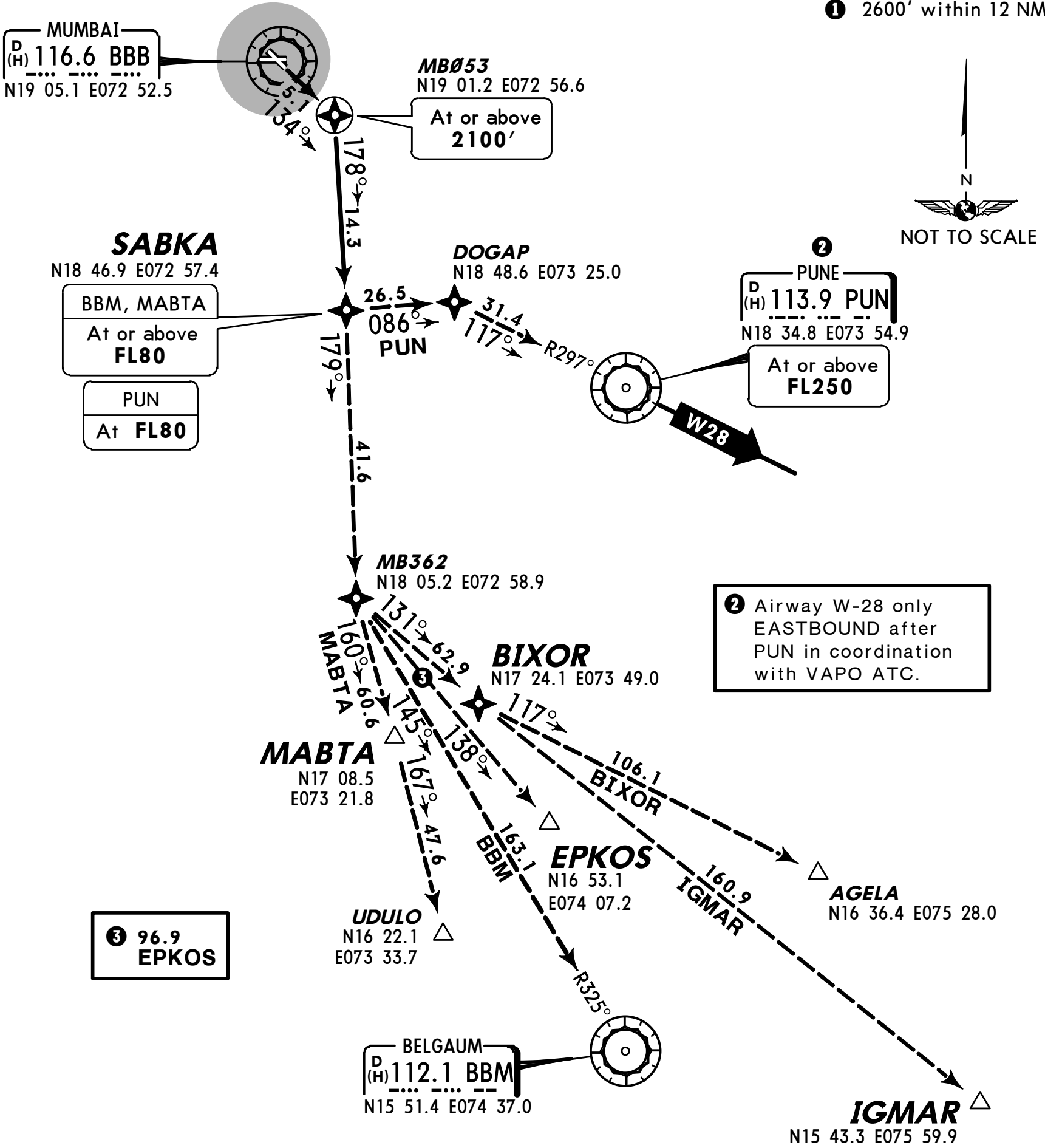
RADAR REQUIRED

AVAILABLE FOR SOUTHBOUND TRAFFIC ONLY

DURING HOURS OF CROSS RUNWAY OPERATIONS



1 2600' within 12 NM



INITIAL CLIMB/ROUTING	
(540') - MB053 (2100'+) - SABKA.	
TRANSITION	ROUTING
BBM	SABKA (FL80+) - MB362 - BBM.
BIXOR	SABKA - MB362 - BIXOR - AGELA.
EPKOS	SABKA - MB362 - EPKOS.
IGMAR	SABKA - MB362 - BIXOR - IGMAR.
MABTA	SABKA (FL80+) - MB362 - MABTA - UDULO.
PUN	SABKA (FL80) - DOGAP - PUN (FL250+).

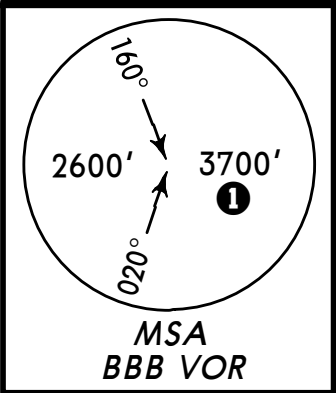
MUMBAI Approach 127.9	Apt Elev 39'	Trans level: By ATC Trans alt: 4000' 1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectoring. 2. ICAO RNAV 1. 3. Maintain Tower frequency until passing 800', then contact MUMBAI Approach.
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VEVAK 1A [VEVA1A]

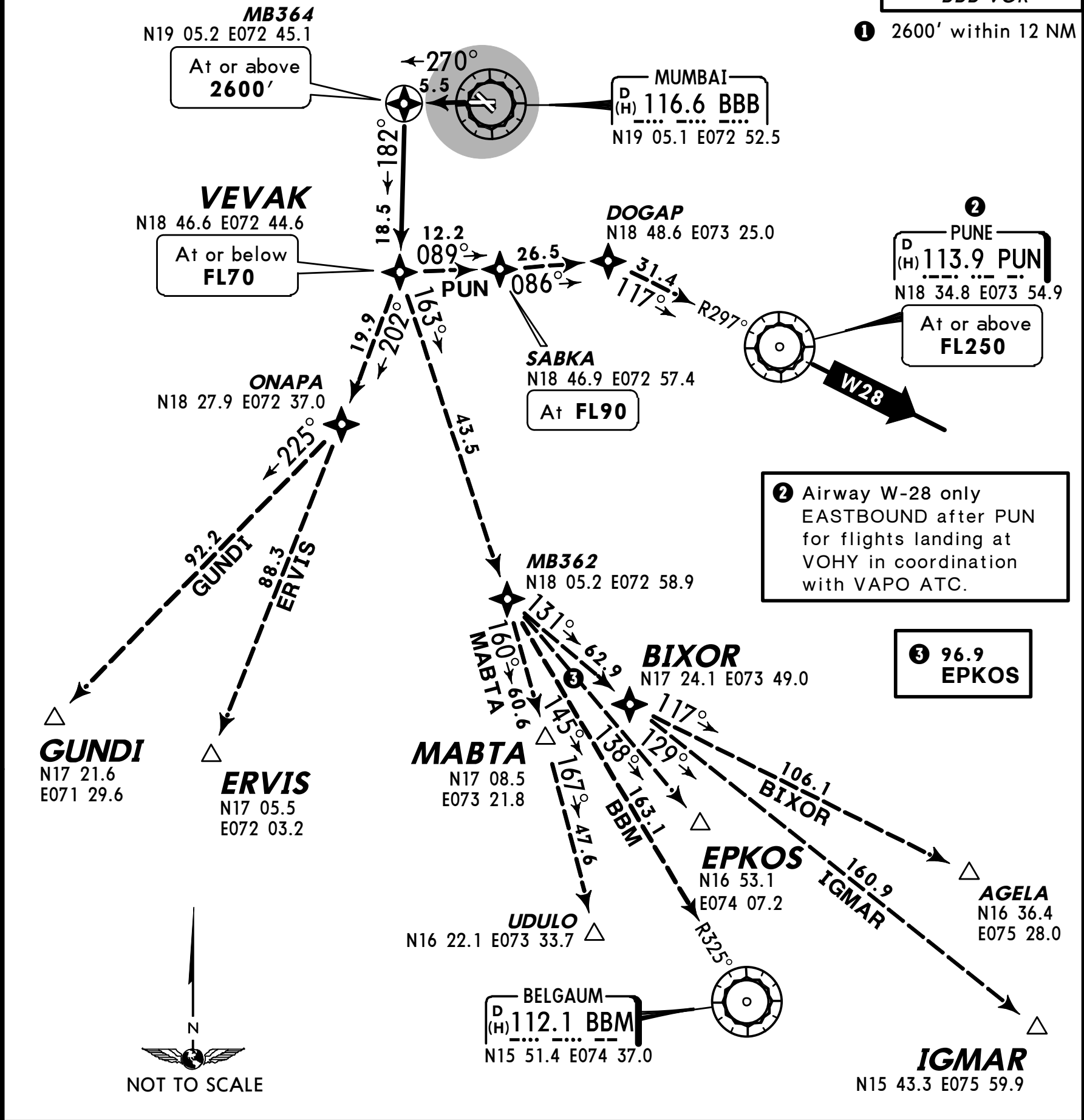
RWY 27 RNAV DEPARTURE

RNAV (GNSS OR DME/DME/IRU)

RADAR REQUIRED



1 2600' within 12 NM



INITIAL CLIMB/ROUTING	
(530') - MB364 (2600'+) - VEVAK (FL70-).	
TRANSITION	ROUTING
BBM	VEVAK (FL70-) - MB362 - BBM.
BIXOR	VEVAK (FL70-) - MB362 - BIXOR - AGELA.
EPKOS	VEVAK (FL70-) - MB362 - EPKOS.
ERVIS	VEVAK (FL70-) - ONAPA - ERVIS.
GUNDI	VEVAK (FL70-) - ONAPA - GUNDI.
IGMAR	VEVAK (FL70-) - MB362 - BIXOR - IGMAR.
MABTA	VEVAK (FL70-) - MB362 - MABTA - UDULO.
PUN	VEVAK (FL70-) - SABKA (FL90) - DOGAP - PUN (FL250+).

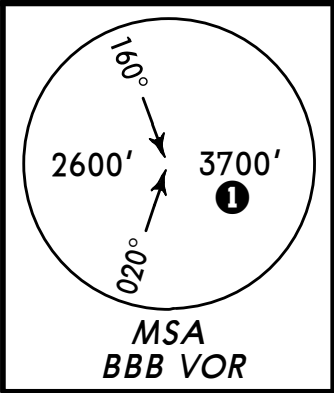
MUMBAI Approach 127.9	Apt Elev 39'	Trans level: By ATC Trans alt: 4000' 1. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectoring. 2. ICAO RNAV 1. 3. Maintain Tower frequency until passing 800', then contact MUMBAI Approach.
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VEVAK 1D [VEVA1D]

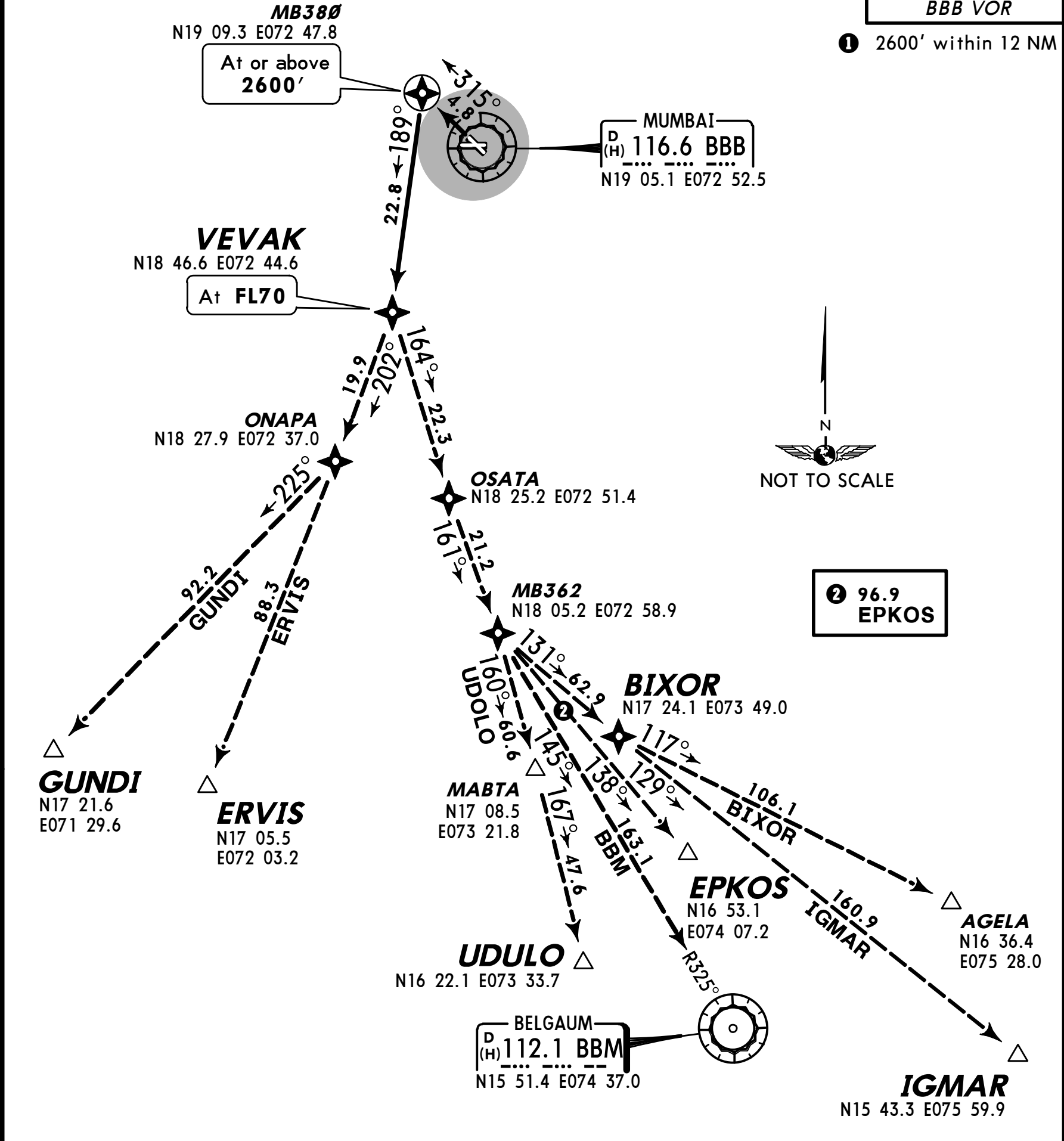
RWY 32 RNAV DEPARTURE

RNAV (GNSS OR DME/DME/IRU)

RADAR REQUIRED



① 2600' within 12 NM



INITIAL CLIMB/ROUTING	
(530') - MB380 (2600'+) - VEVAK (FL70).	
TRANSITION	ROUTING
BBM	VEVAK (FL70) - OSATA - MB362 - BBM.
BIXOR	VEVAK (FL70) - OSATA - MB362 - BIXOR - AGELA.
EPKOS	VEVAK (FL70) - MB362 - EPKOS.
ERVIS	VEVAK (FL70) - ONAPA - ERVIS.
GUNDI	VEVAK (FL70) - ONAPA - GUNDI.
IGMAR	VEVAK (FL70) - OSATA - MB362 - BIXOR - IGMAR.
UDULO	VEVAK (FL70) - OSATA - MB362 - MABTA - UDULO.

CHANGES: RNAV SIDs transferred. © JEPPESEN, 2013. ALL RIGHTS RESERVED.

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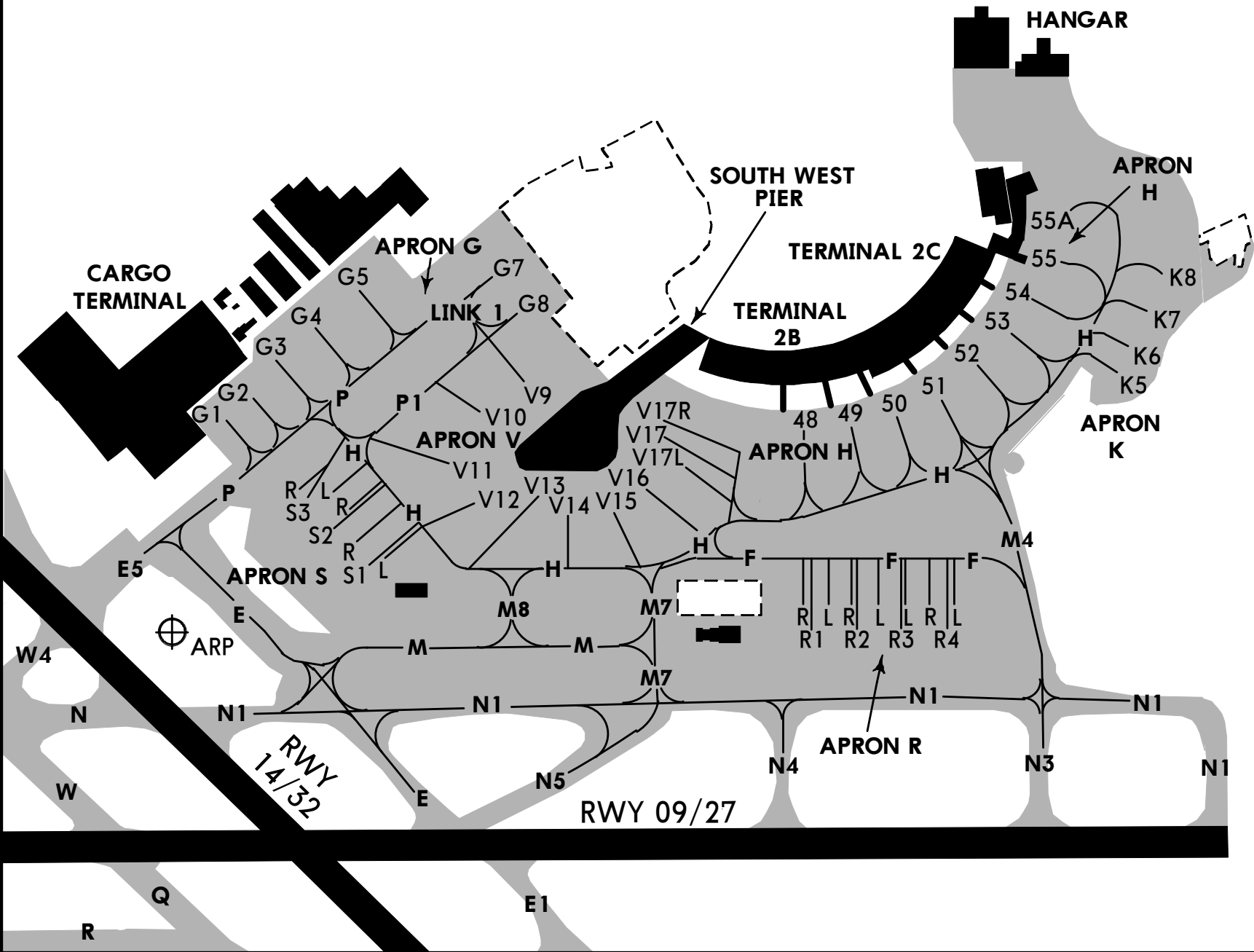
CHANGES: RNAV SIDs transferred. © JEPPESEN, 2013. ALL RIGHTS RESERVED.
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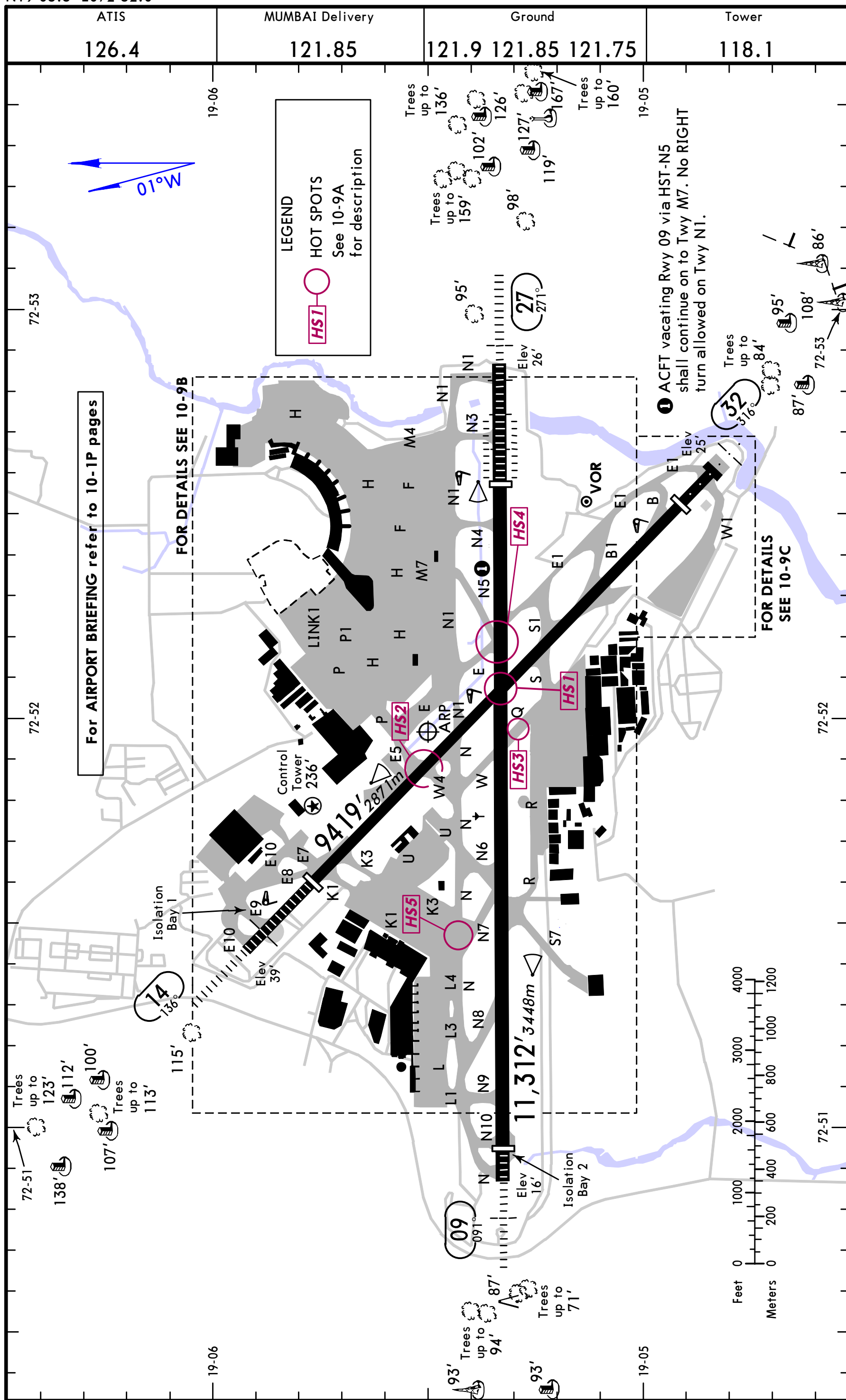
SUPPLEMENTARY INFORMATION

1. Special airport.
2. For planning purposes with thrust reverser inoperative, when weather is forecasted as rain, or any other form of contaminants at the ETA/ETD, the runway should be considered CONTAMINATED.
3. During the closure of main runway 09/27, runway 14/32 can be utilized for takeoffs and landings provided the following restrictions shall apply:
 - a- Day operations only.
 - b- Circling approaches are not permitted.
 - c- The maximum crosswind component is 15 kts.
 - d- All thrust reversers, auto ground spoilers, antiskid and brakes must be operative for dispatch to BOM.
 - e- Minimum fuel must be planned for dispatch to the airport; however, at pilot discretion additional fuel may be lifted.

CONSTRUCTION WORKS ON APRONS, TWYS AND STANDS
REFER ALSO TO LATEST NOTAMS

PHASE FROM 1 MAY 2013



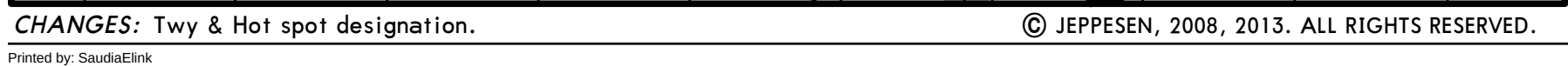


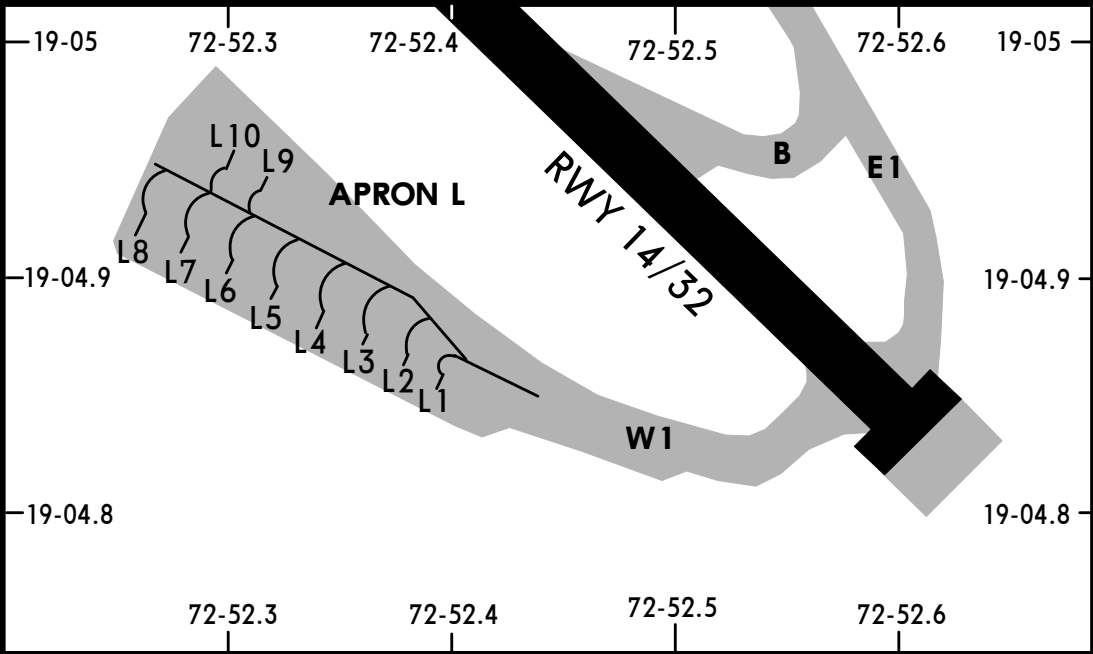
6 HST-B1	7 HST-E8		
8 TAKE-OFF RUN AVAILABLE			
<u>RWY 14:</u>		<u>RWY 32:</u>	
From rwy head/twy E10 int	9419' (2871m)	From rwy head/twy E1 int	9419' (2871m)
twy E9 int	9101' (2774m)	twy W1 int	9262' (2823m)
twy K1 int	7904' (2409m)	twy S1 int	6132' (1869m)
twy K3 int	7582' (2311m)	twy S int	5984' (1824m)
twy W4 int	5886' (1794m)	rwy 09/27 int	5115' (1559m)

- HS1** Intersection of rwy 14/32 and 09/27 when rwy 14 is used as standard twy to rwy 27.
- HS2** Rwy 14/32 at its intersection with twy W4 and E5.
- HS3** Twy Q holding position for rwy 09/27.
- HS4** Rwy 09/27 at its intersection with Twy E and E1.
- HS5** Twy N7 and N intersection when acft uses N7 as HST.

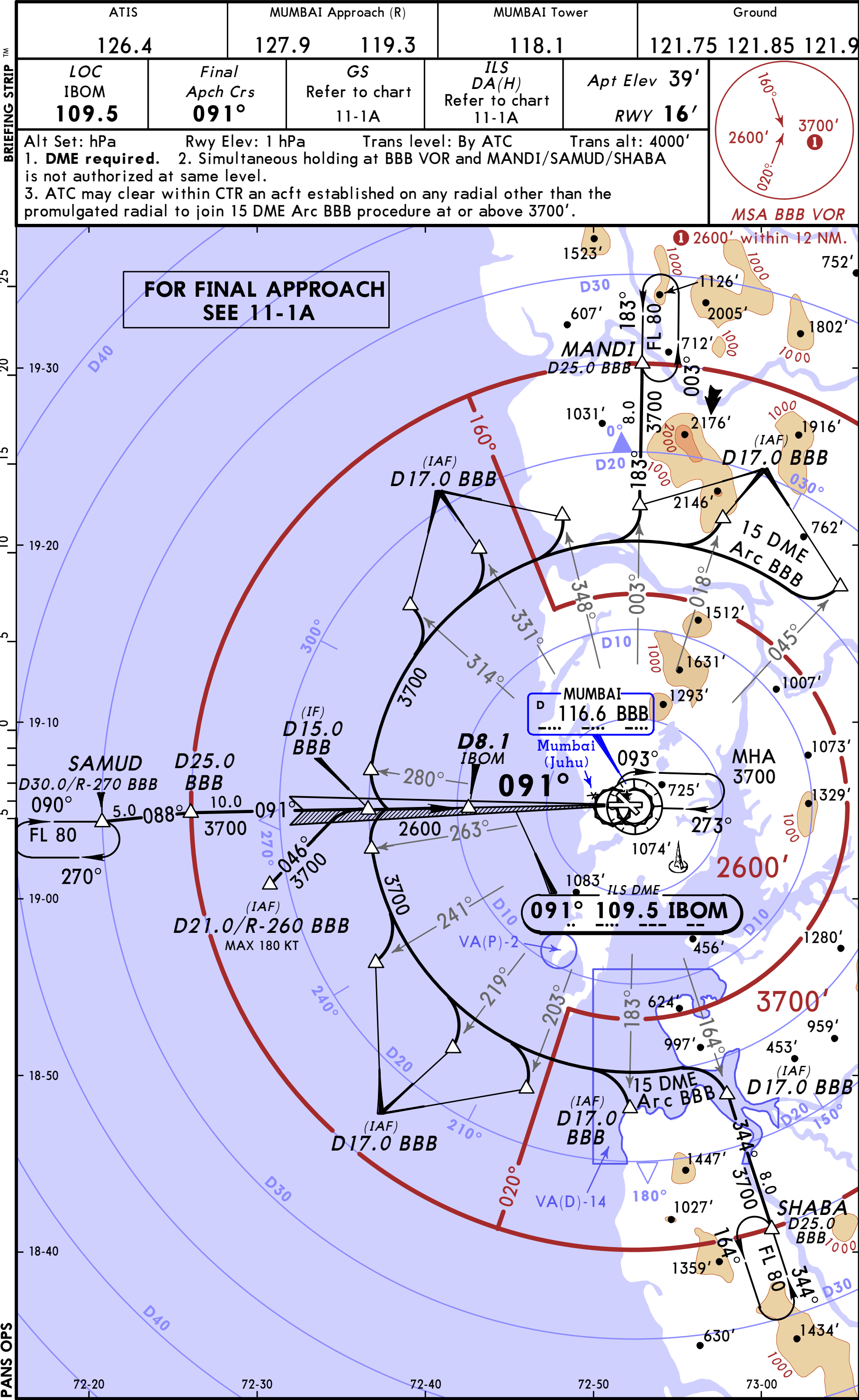
	Authorized Operators Low Visibility Take-off Operations (mult. RVR req)				
	HIRL & CL (spacing 15 or less)	RL & CL	DAY: RL & RCLM NIGHT: RL or CL & Rwy End Lights	DAY: RL or RCLM NIGHT: RL or CL & Rwy End Lights	2 Adequate Vis Ref
C	125m	150m	300m	400m	500m
D	150m	200m			

2 Pilot is able to continuously identify the take-off surface and maintain directional control.

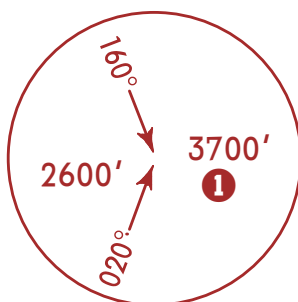


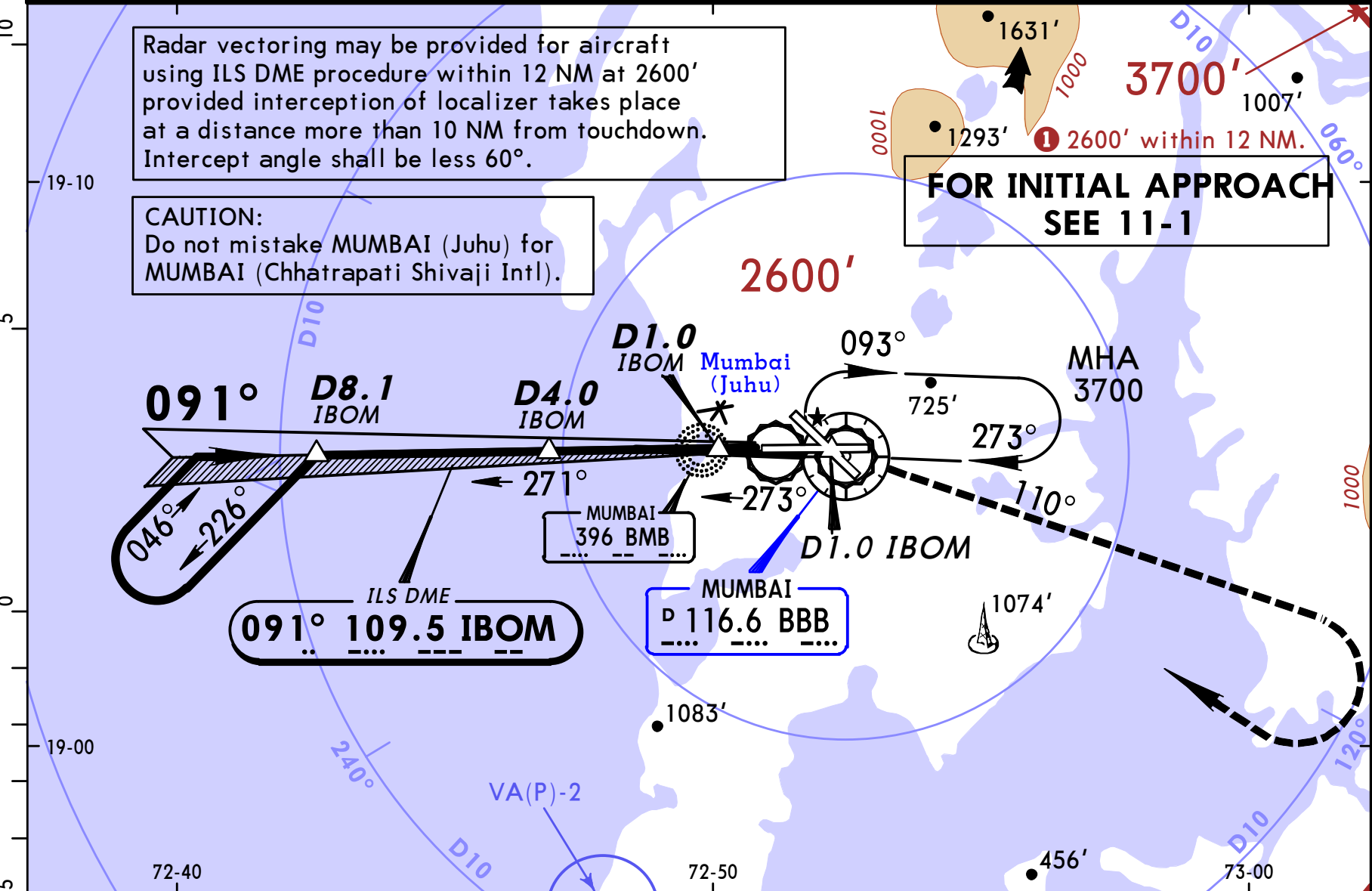


INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N19 05.7 E072 51.5	K7, K8	N19 05.8 E072 52.8
3 thru 7	N19 05.6 E072 51.5	L1, L2	N19 04.8 E072 52.4
8, 9	N19 05.5 E072 51.5	L3	N19 04.9 E072 52.4
10 thru 12	N19 05.5 E072 51.4	L4 thru L10	N19 04.9 E072 52.3
25 thru 27	N19 05.6 E072 51.6	R1 thru R2	N19 05.5 E072 52.5
28	N19 05.6 E072 51.5	R2L	N19 05.5 E072 52.6
29 thru 31	N19 05.5 E072 51.5	R2R	N19 05.5 E072 52.5
34, 35	N19 05.6 E072 51.6	R3 thru R4R	N19 05.5 E072 52.6
36 thru 40	N19 05.5 E072 51.6	S1L, S1, S1R	N19 05.5 E072 52.1
48, 49	N19 05.7 E072 52.5	S2 thru S3R	N19 05.6 E072 52.1
50 thru 53	N19 05.7 E072 52.6	V9	N19 05.7 E072 52.3
54 thru 55A	N19 05.8 E072 52.7	V10	N19 05.7 E072 52.2
80	N19 05.5 E072 51.8	V11, V12	N19 05.6 E072 52.2
81 thru 84	N19 05.5 E072 51.7	V13 thru V16	N19 05.6 E072 52.3
85	N19 05.6 E072 51.7	V17L	N19 05.6 E072 52.4
86 thru 88	N19 05.5 E072 51.6	V17, V17R	N19 05.7 E072 52.4
A1	N19 05.5 E072 51.4	Y1, Y2	N19 05.5 E072 52.2
A2 thru A5	N19 05.5 E072 51.3	Y3L thru Y4	N19 05.5 E072 52.3
A6 thru A9	N19 05.5 E072 51.2		
A10 thru A12	N19 05.5 E072 51.1		
G1 thru G3	N19 05.7 E072 52.0		
G3R thru G4R	N19 05.7 E072 52.1		
G5L thru G5R	N19 05.8 E072 52.1		
G7, G8	N19 05.8 E072 52.2		
K5, K6	N19 05.7 E072 52.8		

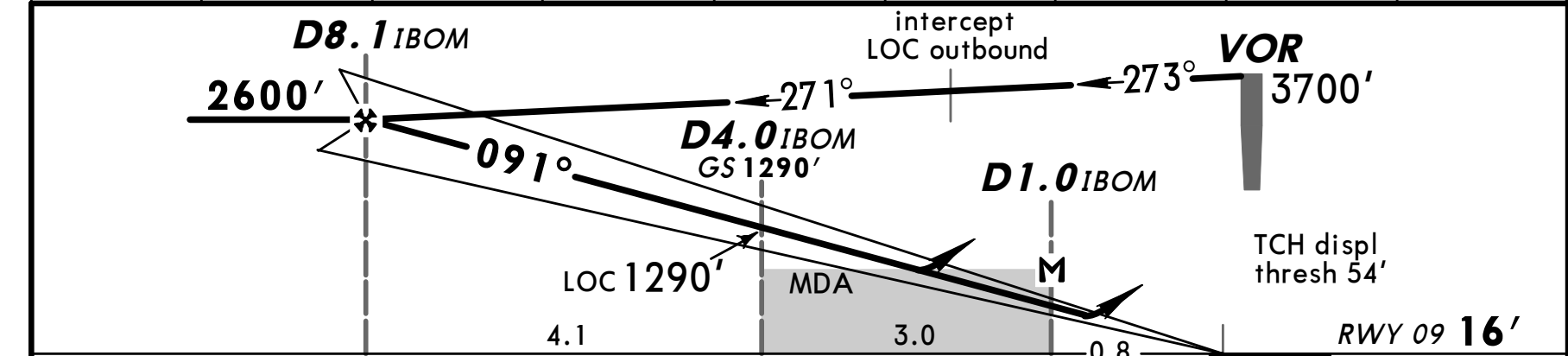




BRIEFING STRIP™	ATIS 126.4		MUMBAI Approach (R) 127.9 119.3		MUMBAI Tower 118.1	Ground 121.75 121.85 121.9	
	LOC IBOM 109.5	Final Apch Crs 091°	GS D4.0 IBOM 1290' (1274')	ILS DA(H) 270' (254')	Apt Elev 39' RWY 16'		
	MISSED APCH: Climb STRAIGHT AHEAD. At D1.0 IBOM past the threshold turn RIGHT to intercept R-110 climbing to 2600', then climbing turn RIGHT to join holding at 3700', or as directed. MAX 185 KT until established on R-110 BBB.						
	Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: By ATC		Trans alt: 4000'	
	DME required.						

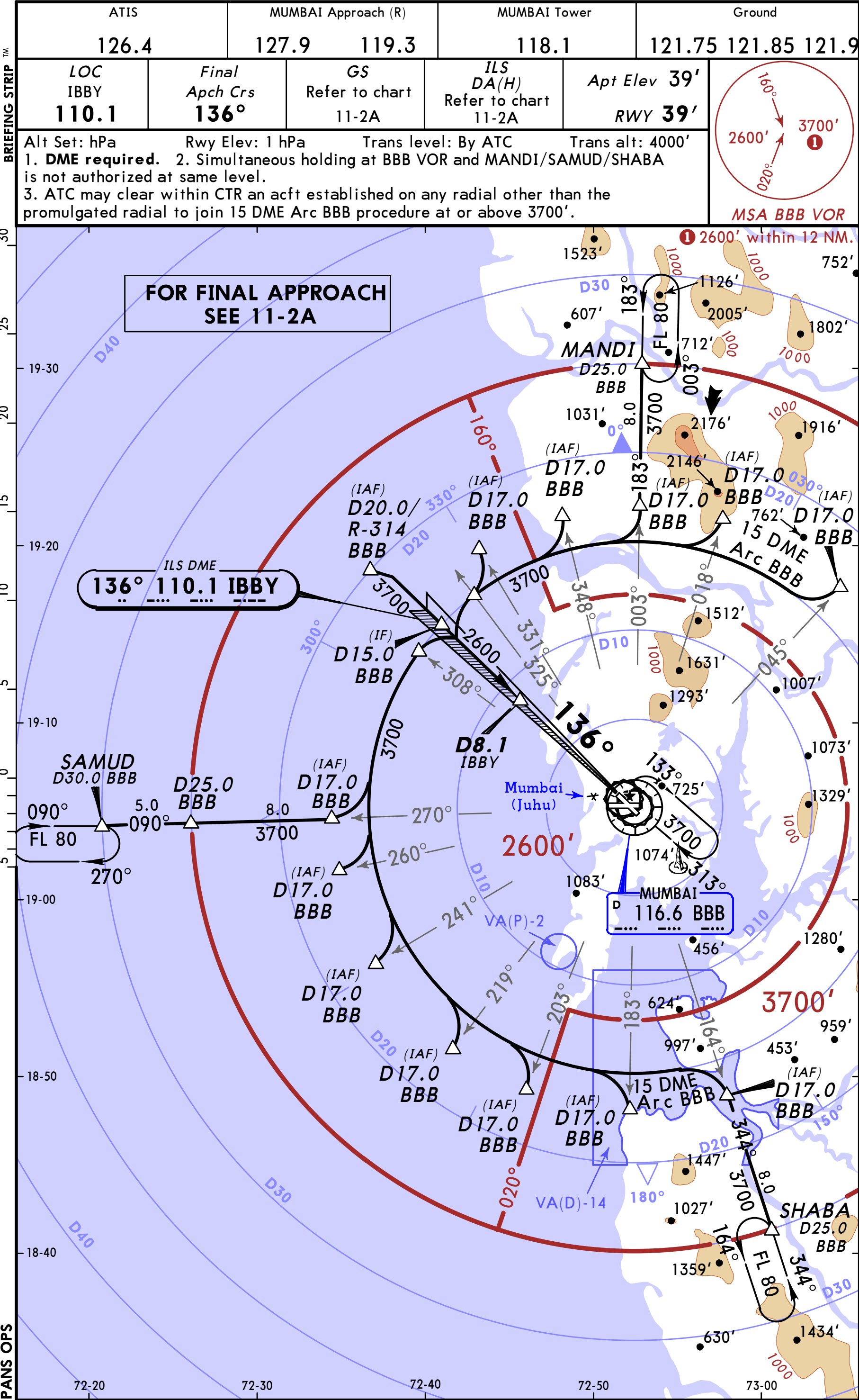


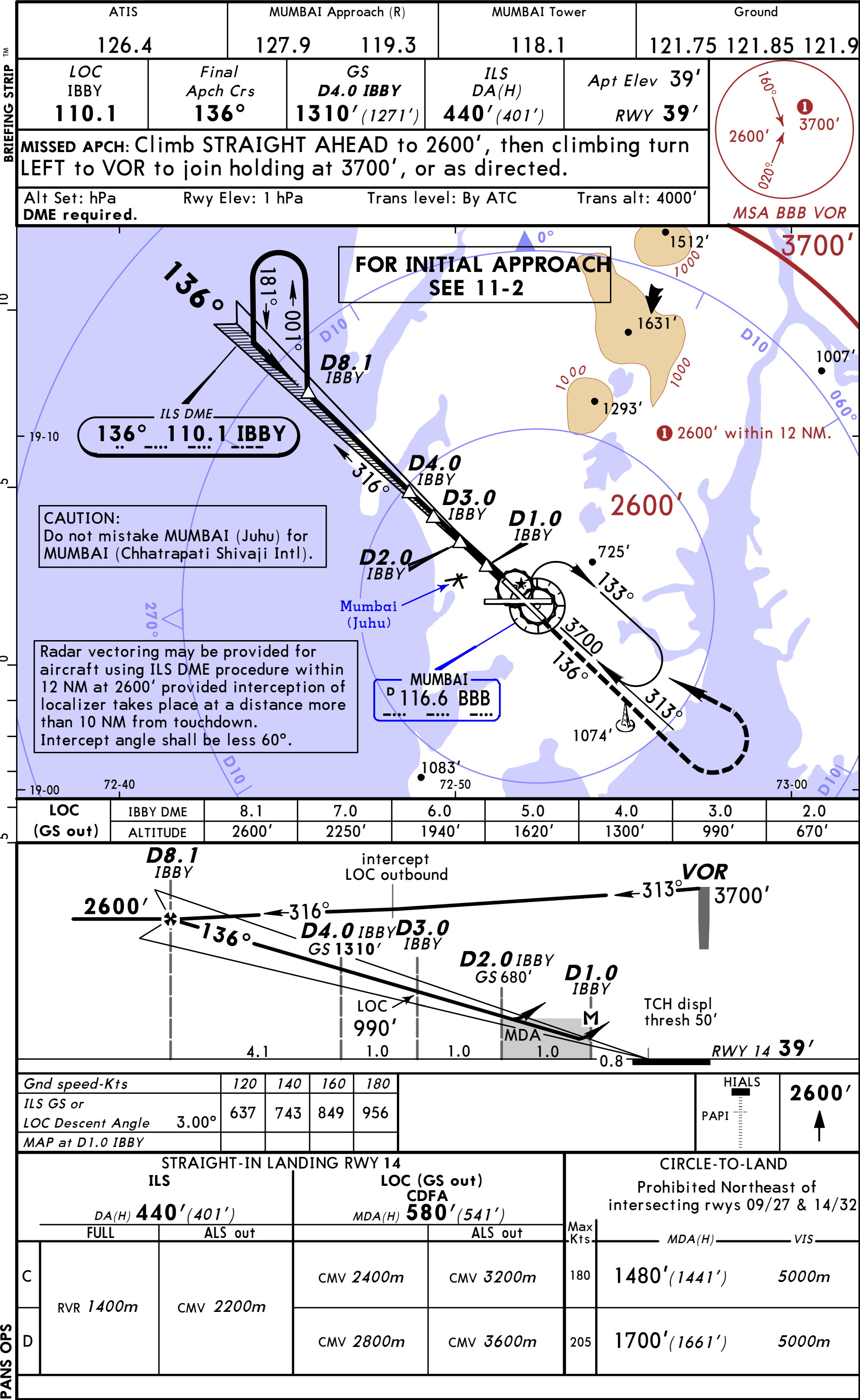
LOC (GS out)	IBOM DME	8.1	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2600'	2250'	1930'	1610'	1290'	970'	650'



Gnd speed-Kts	120	140	160	180		185 KT MAX	D1.0 IBOM
ILS GS or LOC Descent Angle 3.00°	637	743	849	956			
MAP at D1.0 IBOM							

PANS OPS	STRAIGHT-IN LANDING RWY 09				CIRCLE-TO-LAND		
	ILS		LOC (GS out)		Prohibited Northeast of intersecting rwys 09/27 & 14/32		
	DA(H) 270' (254')		CDFA 440' (424')				
	FULL	ALS out	MDA(H)	ALS out	Max Kts	MDA(H)	VIS
C	RVR 900m	RVR 1300m	CMV 2400m	CMV 2800m	180	1480' (1441')	5000m
D			CMV 2800m	CMV 3200m	205	1700' (1661')	5000m

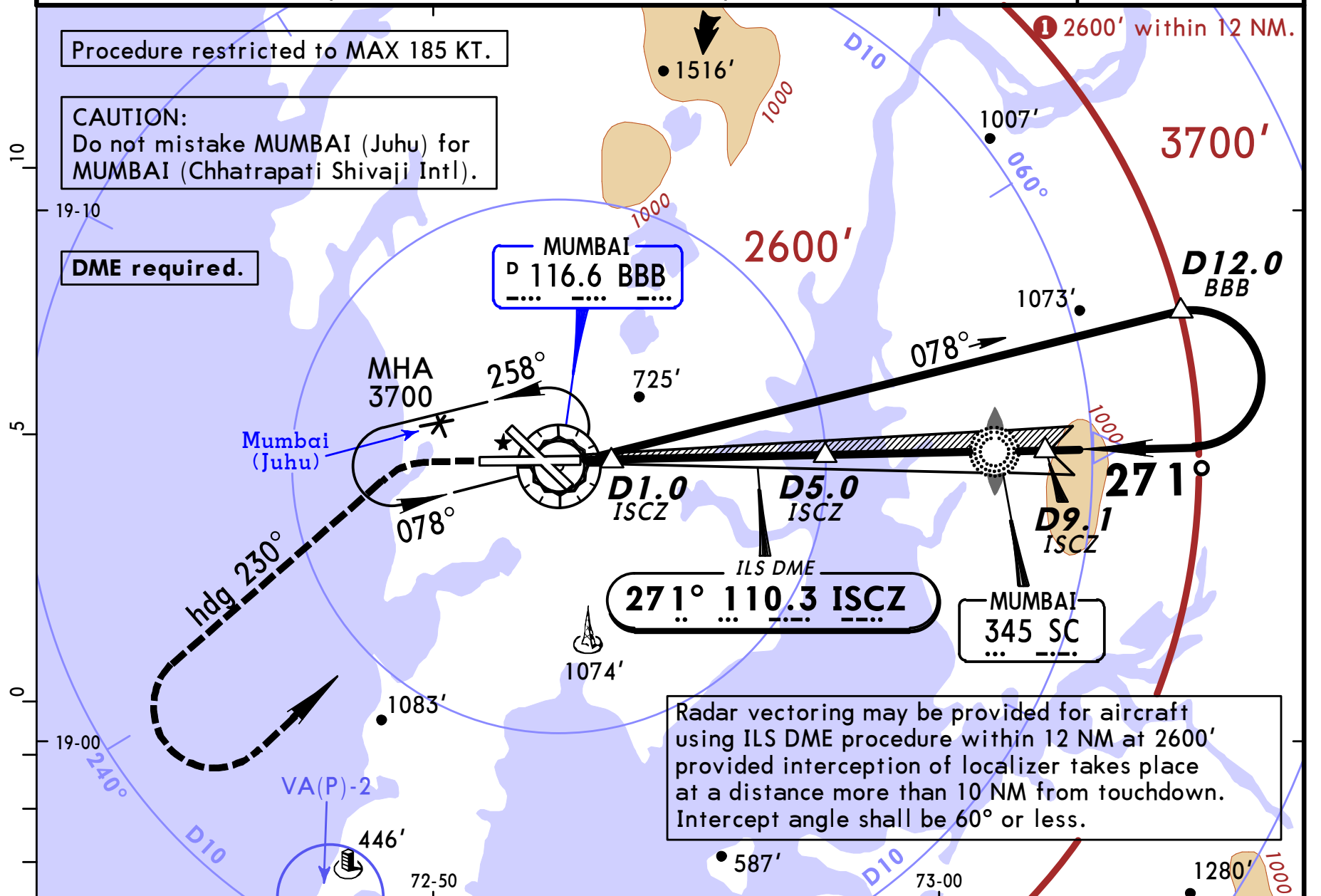




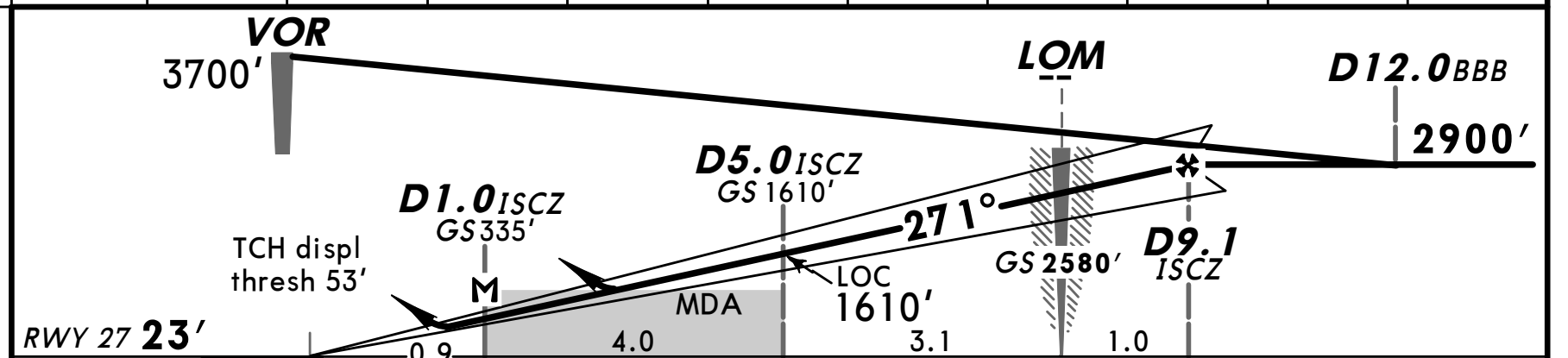


MUMBAI, INDIA
ILS Z Rwy 27

ATIS		MUMBAI Approach (R)		MUMBAI Tower	Ground		
126.4		127.9	119.3	118.1	121.75	121.85	121.9
LOC ISCZ 110.3	Final Apch Crs 271°	GS LOM 2580' (2557')	ILS DA(H) 230' (207')	Apt Elev 39' RWY 23'			
MISSED APCH: Climb STRAIGHT AHEAD to 600', then climbing turn LEFT on heading 230°. Passing 2600' turn LEFT to VOR holding at 3700', or as directed.							
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: By ATC		Trans alt: 4000'		



LOC (GS out)	ISCZ DME	1.5	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.1
	ALTITUDE	500'	660'	980'	1300'	1610'	1930'	2250'	2570'	2900'



<i>Gnd speed-Kts</i>	120	140	160	180		600' 		230° hdg
<i>ILS GS or LOC Descent Angle</i> 3.00°	637	743	849	956				
<i>MAP at D1.0 IS CZ</i>								

STRAIGHT-IN LANDING RWY 27						CIRCLE-TO-LAND	
ILS				LOC (GS out) CDFA		Prohibited Northeast of intersecting rwys 09/27 & 14/32	
DA(H) 230' (207')				MDA(H) 540' (517')			
FULL		TDZ or CL out	ALS out	ALS out		Max Kts	MDA(H)
C	RVR 550m VIS 800m	RVR 720m VIS 800m	RVR 1200m	RVR 2000m	CMV 2800m	180	1480' (1441') 5000m
D				CMV 2800m	CMV 3600m	205	1700' (1661') 5000m

CHANGES: New procedure.

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JEPPESSEN

ILS Y Rwy 27

Diagram illustrating a circular structure with two points, 1 and 2, and their respective elevations and distances from a common point. Point 1 is at an elevation of 3700' and Point 2 is at an elevation of 2600'. The distance between the two points is 160'. The angle between the lines connecting the points to the common point is 120°.

MSA BBB VOR



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MUMBAI, INDIA
ILS Y Rwy 27

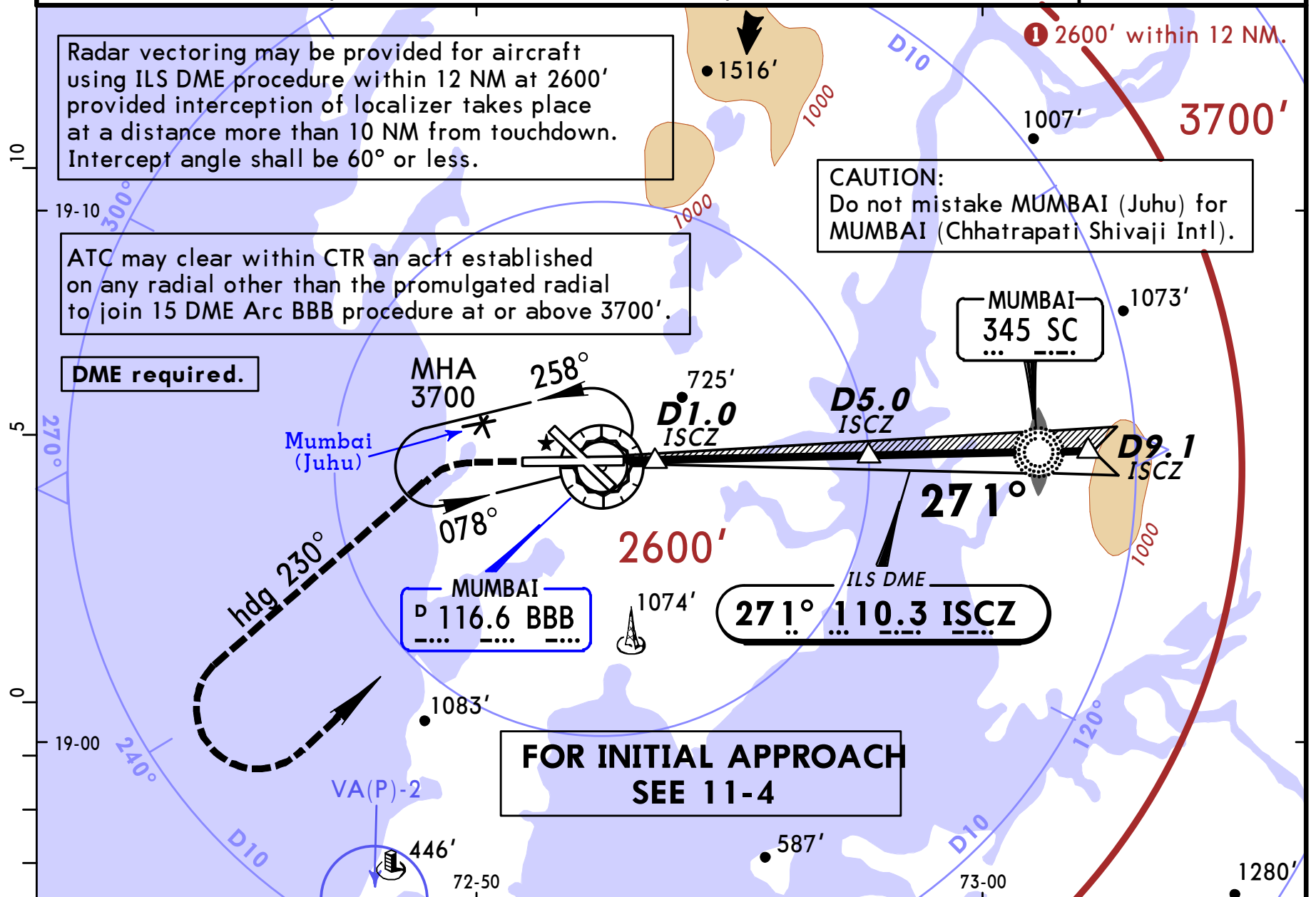
ATIS		MUMBAI Approach (R)		MUMBAI Tower		Ground			
126.4		127.9 119.3		118.1		121.75 121.85 121.9			
LOC ISCZ 110.3	Final Apch Crs 271°	GS LOM 2580' (2557')	ILS DA(H) 230' (207')	Apt Elev 39' RWY 23'		MISSED APCH: Climb STRAIGHT AHEAD to 600', then climbing turn LEFT on heading 230°. Passing 2600' turn LEFT to VOR holding at 3700', or as directed.			
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC				Trans alt: 4000'	

Radar vectoring may be provided for aircraft using ILS DME procedure within 12 NM at 2600' provided interception of localizer takes place at a distance more than 10 NM from touchdown. Intercept angle shall be 60° or less.

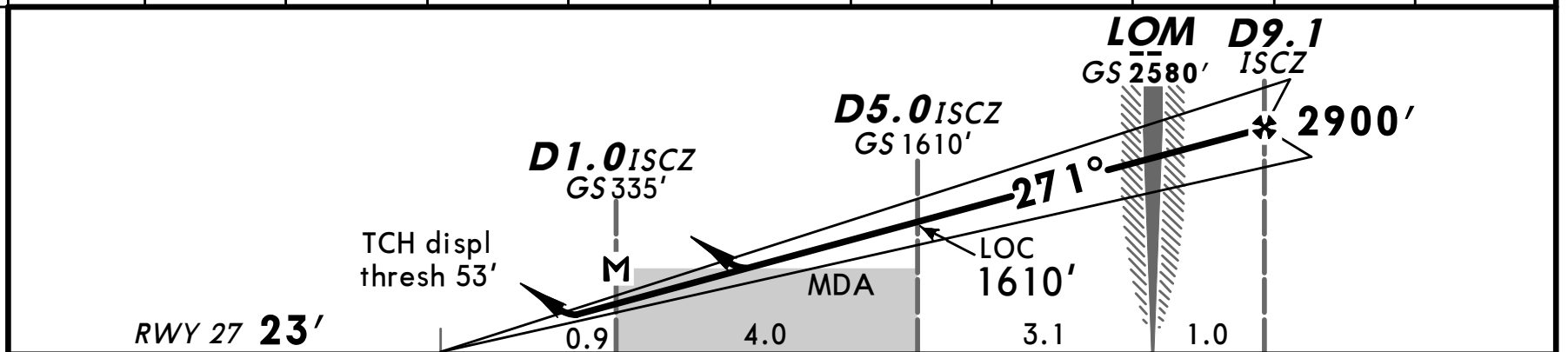
CAUTION:
Do not mistake MUMBAI (Juhu) for
MUMBAI (Chhatrapati Shivaji Intl).

ATC may clear within CTR an acft established on any radial other than the promulgated radial to join 15 DME Arc BBB procedure at or above 3700'.

DME required.



LOC (GS out)	ISCZ DME	1.5	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.1
	ALTITUDE	500'	660'	980'	1300'	1610'	1930'	2250'	2570'	2900'



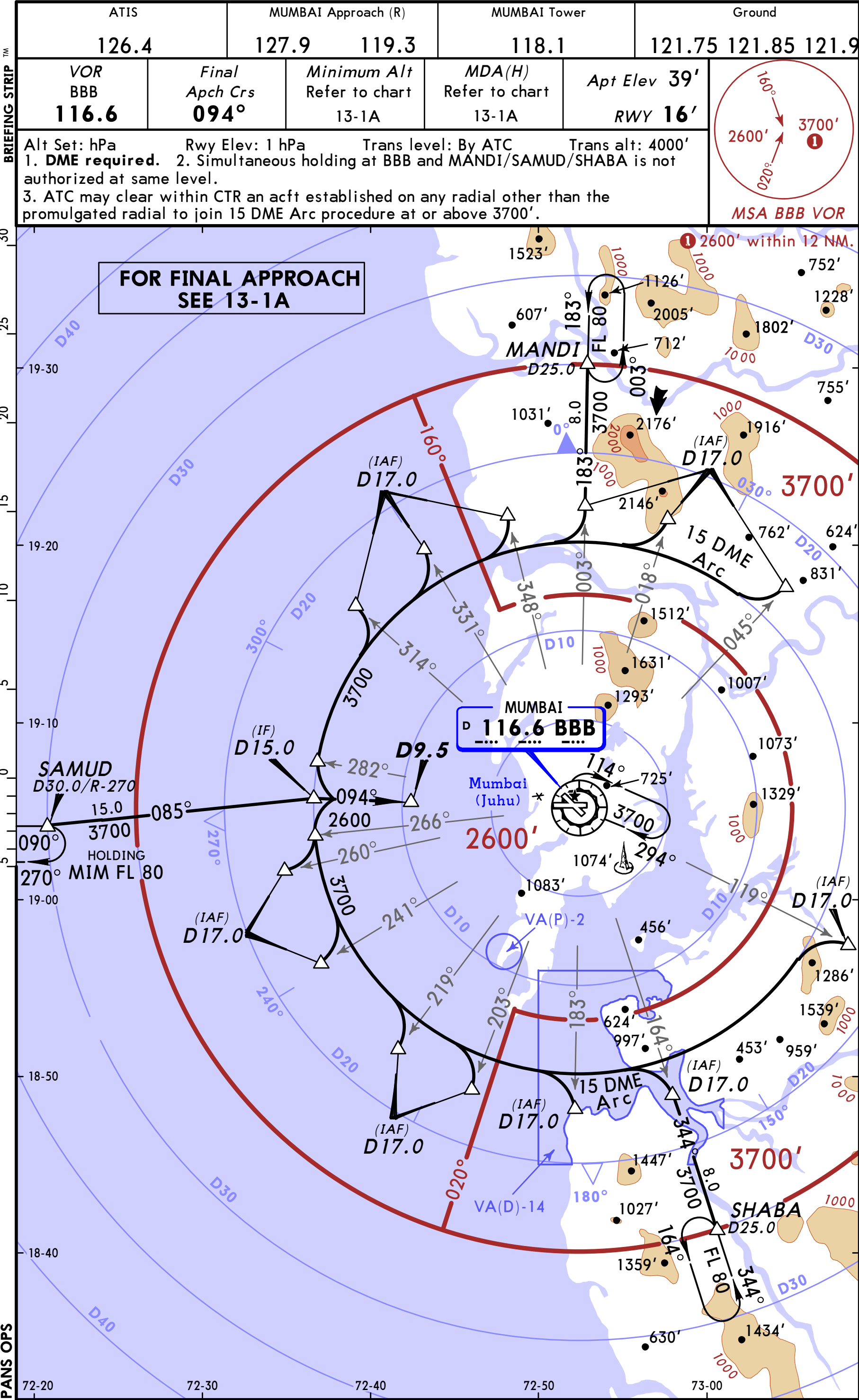
<i>Gnd speed-Kts</i>	120	140	160	180				
<i>ILS GS or LOC Descent Angle 3.00°</i>	637	743	849	956				
<i>MAP at D1.0 ISCZ</i>								

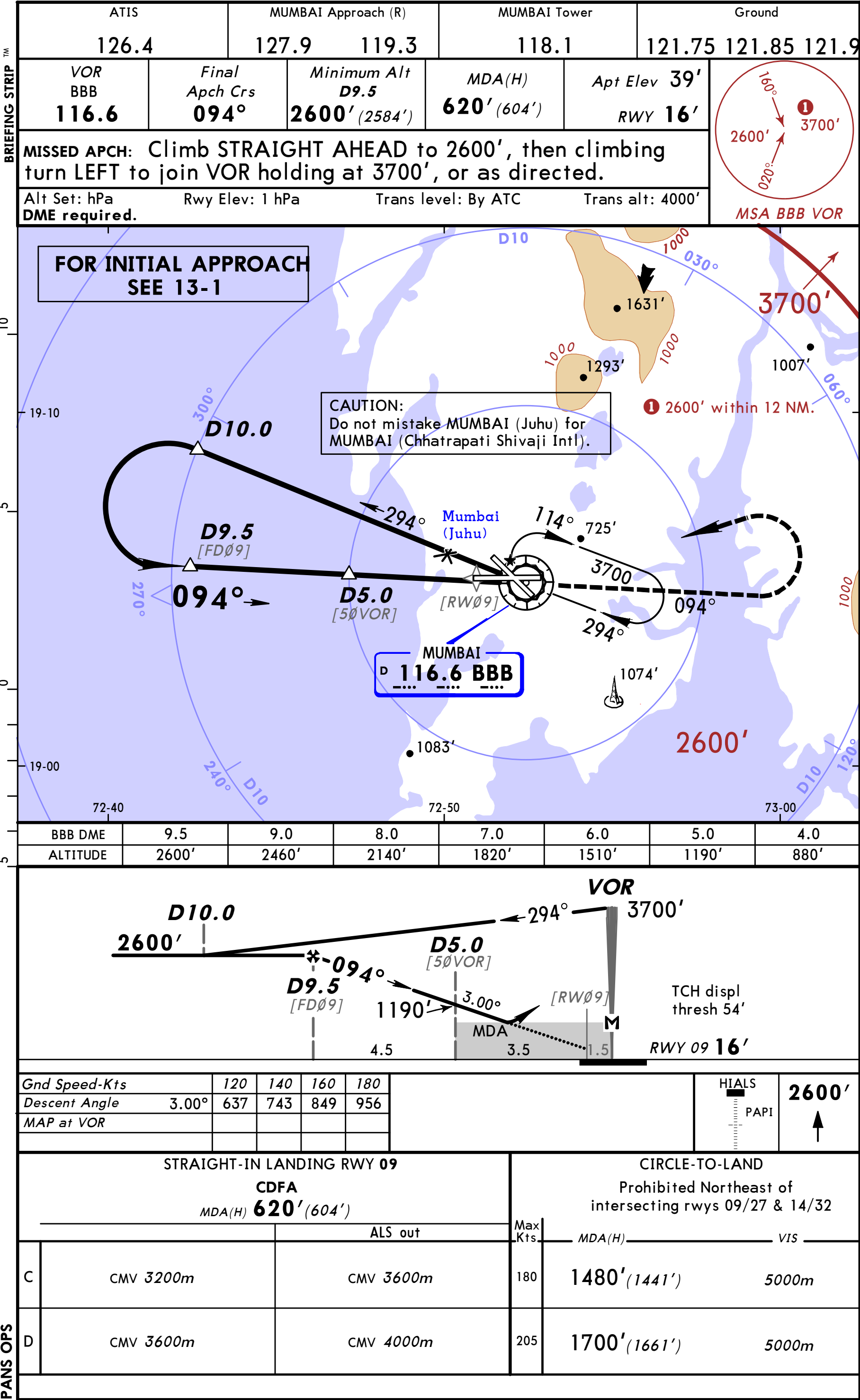
STRAIGHT-IN LANDING RWY 27						CIRCLE-TO-LAND	
ILS				LOC (GS out)		Prohibited Northeast of	
CDFA				MDA(H)		intersecting rwys 09/27 & 14/32	
DA(H) 230' (207')				540' (517')			
FULL		TDZ or CL out	ALS out	ALS out		Max Kts	MDA(H)
C	RVR 550m VIS 800m	RVR 720m VIS 800m	RVR 1200m	RVR 2000m	CMV 2800m	180	1480' (1441') 5000m
D				CMV 2800m	CMV 3600m	205	1700' (1661') 5000m

CHANGES: Chart renumbered. Procedure.

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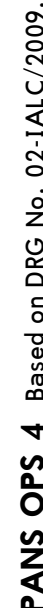


25 NOV 11

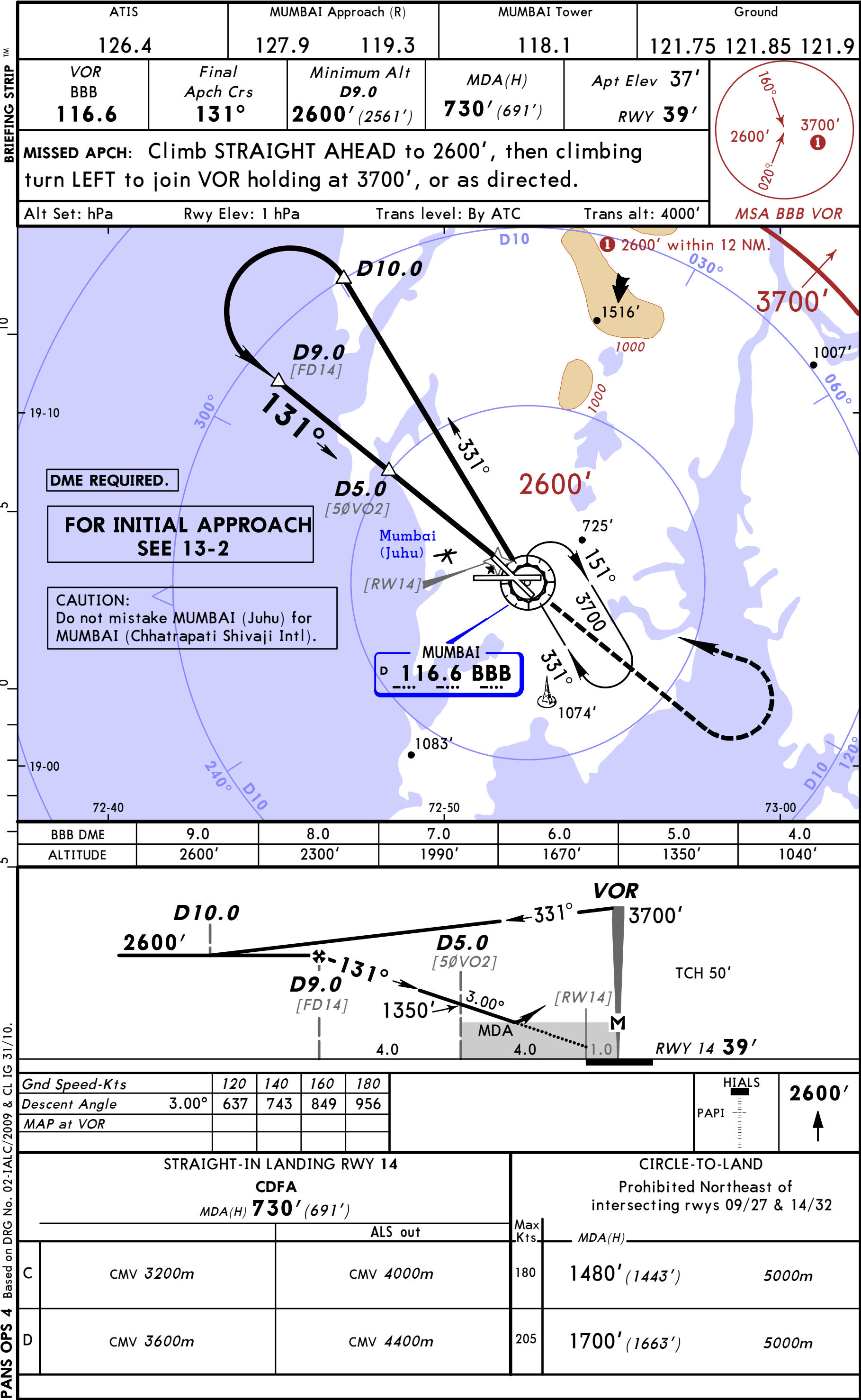
VOR Rwy 14

Diagram of a circular sector with a central angle of 160° and a radius of $2600'$. The arc length is $3700'$, labeled with a circled 1.

MSA BBB VOR



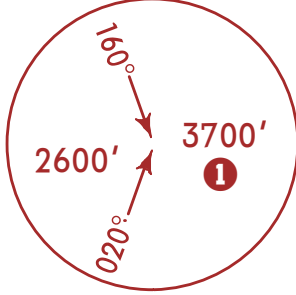
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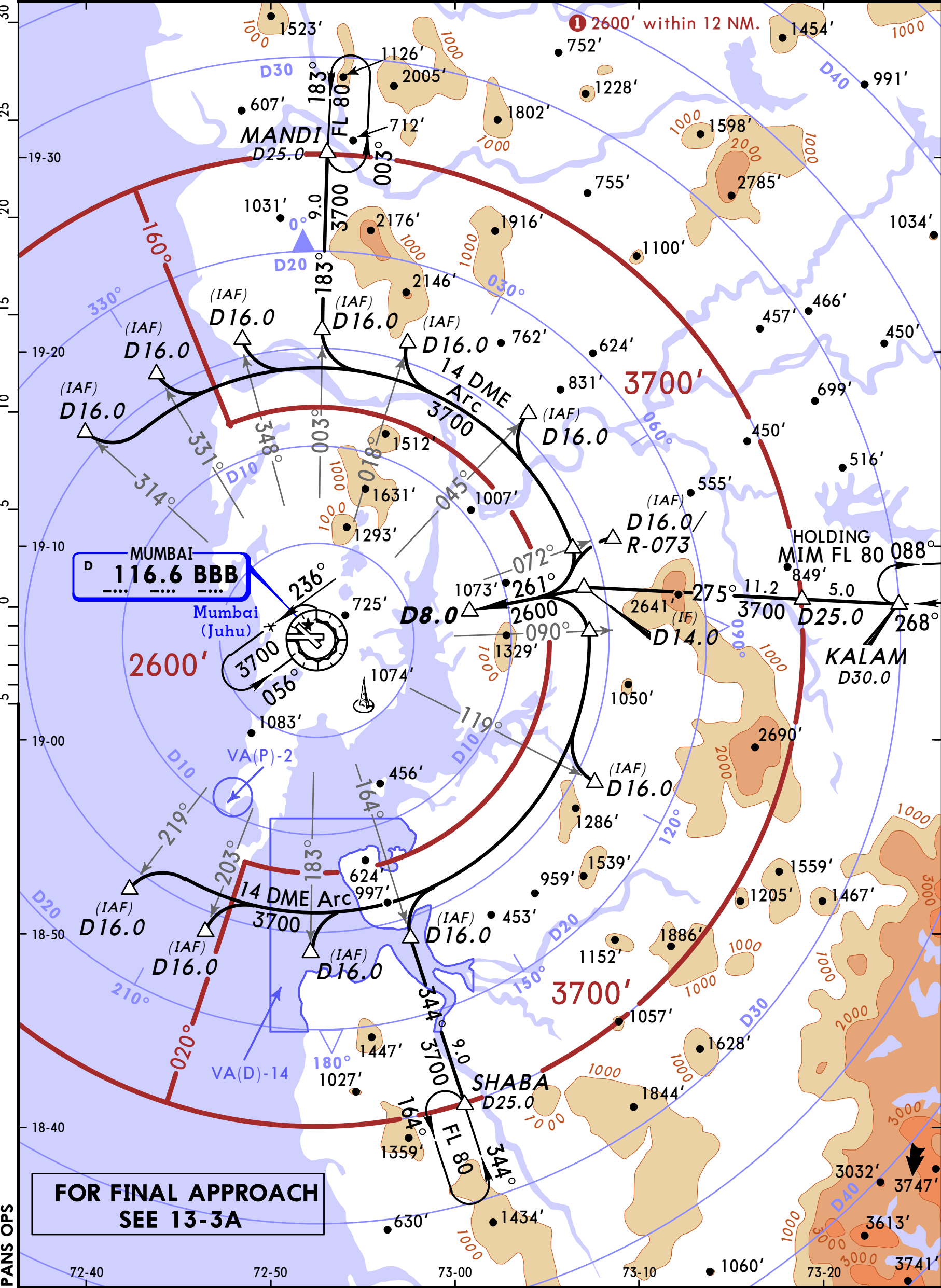




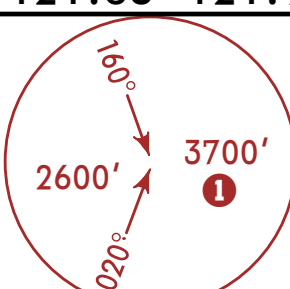
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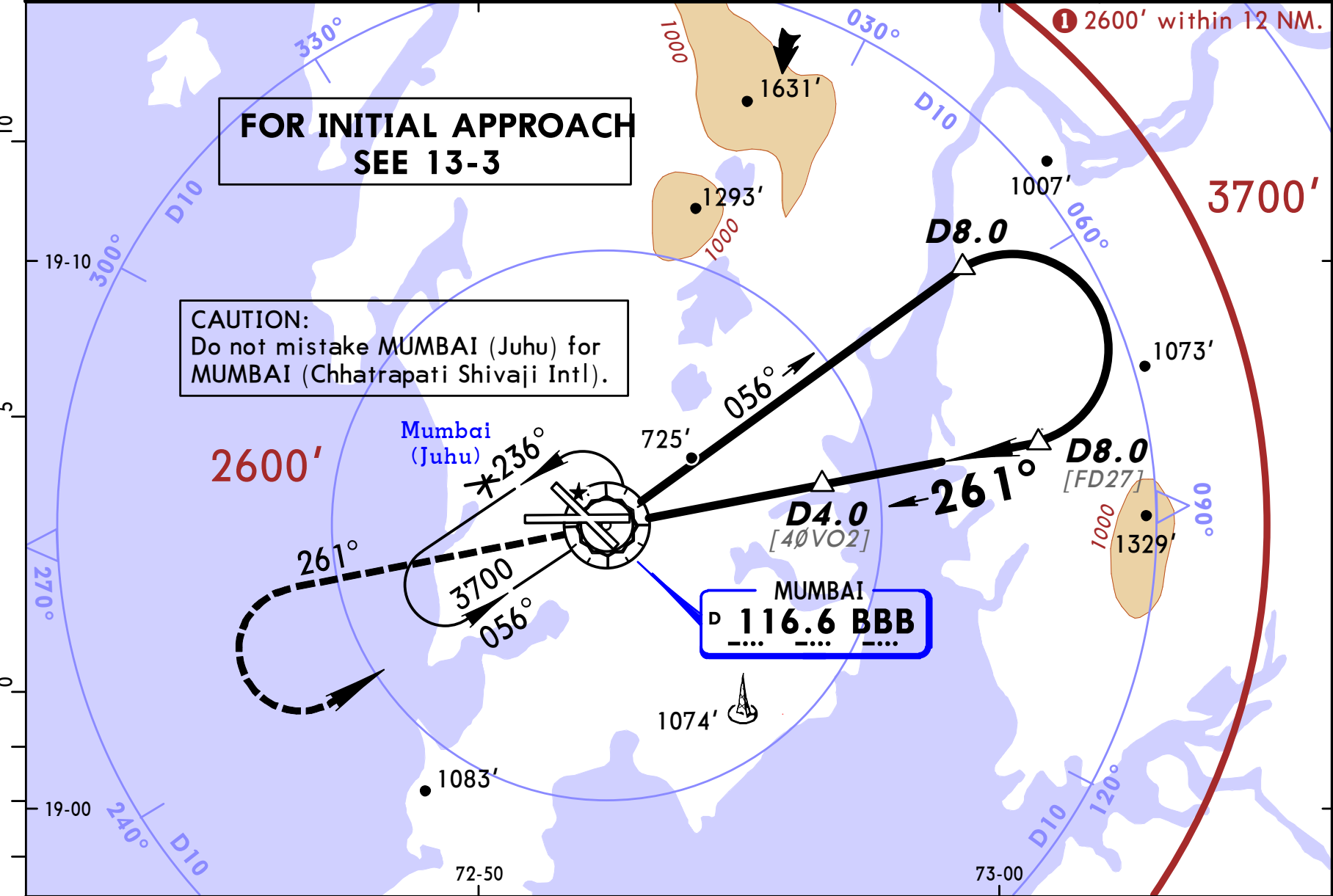
BRIEFING STRIP

ATIS		MUMBAI Approach (R)		MUMBAI Tower	Ground		
126.4		127.9	119.3	118.1	121.75	121.85	121.9
VOR BBB 116.6	Final Apch Crs 261°	Minimum Alt Refer to chart 13-3A	MDA(H) Refer to chart 13-3A	Apt Elev 39' RWY 23'			
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 4000'					 MSA BBB VOR		
1. DME required. 2. Simultaneous holding at VOR and MANDI/KALAM/SHABA is not authorized at same level.							
ATC may clear within CTR an acft established on any radial other than the promulgated radial to join 14 DME Arc procedure at or above 3700'.							

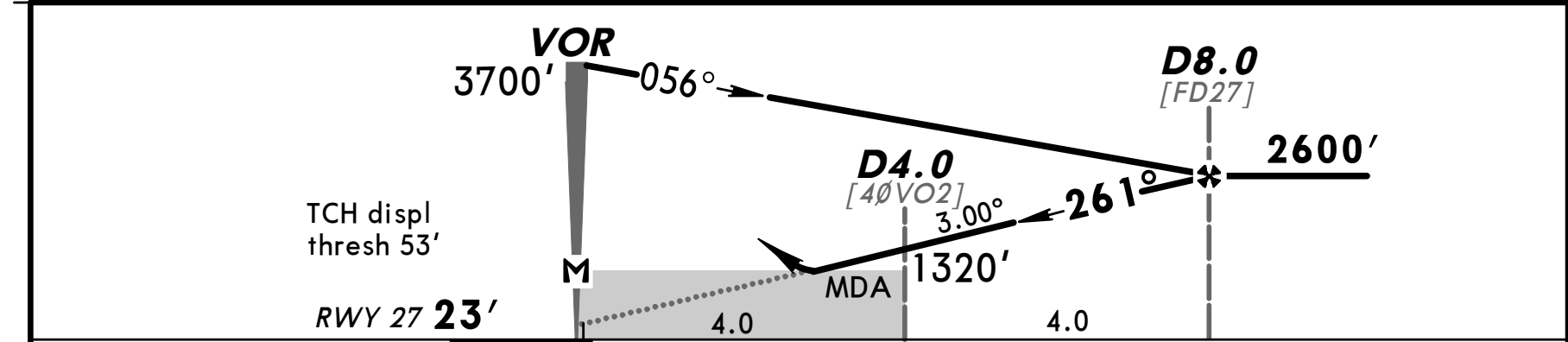




BRIEFING STRIP™	ATIS		MUMBAI Approach (R)		MUMBAI Tower		Ground		
	126.4		127.9	119.3	118.1		121.75	121.85	121.9
	VOR BBB 116.6	Final Apch Crs 261°	Minimum Alt D8.0 2600' (2577')	MDA(H) 1020' (997')	Apt Elev 39' RWY 23'				
	MISSED APCH: Climb STRAIGHT AHEAD to 2600', then turn LEFT to join the VOR holding climbing to 3700', or as directed.								
	Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: By ATC		Trans alt: 4000'			
DME required.						MSA BBB VOR			



BBB DME	4.0	5.0	6.0	7.0	8.0
ALTITUDE	1320'	1630'	1950'	2270'	2600'



Gnd speed-Kts	120	140	160	180	
Descent Angle	3.00°	637	743	849	
MAP at VOR					

PANS OPS	STRAIGHT-IN LANDING RWY 27			CIRCLE-TO-LAND	
	CDFA			Prohibited Northeast of intersecting rwys 09/27 & 14/32	
	MDA(H) 1020' (997')			MDA(H)	VIS
	ALS out			Max Kts	
C	CMV 4000m	CMV 4800m	180	1480' (1441')	5000m
D	CMV 4400m	CMV 5000m	205	1700' (1661')	5000m



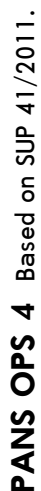
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MUMBAI, INDIA
VOR Rwy 32

A circular sector is shown with a central angle of 160° . The two radii are labeled $2600'$ and $3700'$. The arc is labeled **1**.

MSA BBB VOR

① 2600' within 12 NM.



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BRIEFING STRIP™

ATIS	MUMBAI Approach (R)		MUMBAI Tower	Ground	
126.4	127.9	119.3	118.1	121.75	121.85 121.9
VOR BBB 116.6	Final Apch Crs 321°	Minimum Alt D6.1 2100' (2074')	MDA(H) (CONDITIONAL) 650' (624')	Apt Elev 37' RWY 26'	 MSA BBB VOR
MISSED APCH: Climb STRAIGHT AHEAD to 2600', then climbing turn RIGHT to join VOR holding at 3700', or as directed.					
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: By ATC		Trans alt: 4000'

CAUTION:
Do not mistake MUMBAI (Juhu) for
MUMBAI (Chhatrapati Shivaji Intl).

FOR INITIAL APPROACH
SEE 13-4

DME required.
CAUTION: PAPI set to 3.00°.
Final apch track offset by
5.25° LEFT of RWY centerline.
Base turn MAX 185 KT.

BBB DME	2.0	3.0	4.0	5.0
ALTITUDE	700'	1050'	1390'	1740'

VOR

3700'

164°

D1.0

D3.4

D6.1

D8.0

2100'

321°

MDA

1180'

0.8

2.4

2.7

RWY 32 26'

Gnd Speed-Kts	120	140	160	180
Descent Angle	3.26°	692	808	923
MAP at D1.0				

ALS
PAPI
2600'

STRAIGHT-IN LANDING RWY 32

with D3.4

CDFA

MDA(H) 650' (624')

ALS out

STRAIGHT-IN LANDING RWY 32

w/o D3.4

CDFA

MDA(H) 1330' (1304')

ALS out

CIRCLE-TO-LAND

Prohibited Northeast of
intersecting rwys 09/27 & 14/32

Max Kts

MDA(H)

C	CMV 3600m	CMV 4800m	180	1480' (1443')	5000m
D	CMV 4000m	CMV 5000m	205	1700' (1663')	5000m

PANS OPS 4 Based on SUP 41/2011.

CHANGES: Minimums.

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SRA Rwy 09, 14, 27

PANS OPS 4 Based on AD2-VABB 23 & 24 & CL IG 32/10.

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