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Revision Letter For Cycle 07-2019

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General Information

Location: MUMBAI IND
ICAO/IATA: VABB / BOM
Lat/Long: N19° 05.5', E072° 52.0'
Elevation: 40 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -5:30 = UTC
Magnetic Variation: 1.0° W

Fuel Types: 100 Octane (LL), Jet A-1, Jet 5
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0057 Z
Sunset: 1324 Z

Runway Information

Runway: 14
Length x Width: 9419 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 40 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 1312 ft

Runway: 32
Length x Width: 9419 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 25 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 649 ft

Runway: 09
Length x Width: 11312 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 16 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 459 ft

Runway: 27
Length x Width: 11312 ft x 197 ft

Surface Type: asphalt
TDZ-Elev: 23 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1584 ft

Communication Information

ATIS: 126.400
Mumbai Tower: 118.100
Mumbai Tower: 122.500 Secondary
Mumbai Ground: 121.900
Mumbai Ground: 121.850
Mumbai Ground: 121.750
Mumbai Clearance Delivery: 121.850
Mumbai Approach: 119.300
Mumbai Approach: 120.350 Secondary
Mumbai Approach: 127.900
Mumbai Radar: 127.900
Mumbai Radar: 119.300 Secondary
Search And Rescue Emergency: 123.100

VABB/BOM**JEPPESEN****MUMBAI, INDIA**

CHHATRAPATI SHIVAJI INTL 2 NOV 18

10-1P

Eff 8 Nov

AIRPORT BRIEFING**1. GENERAL****1.1. ATIS**

D-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. TAXI PROCEDURES

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 ATC.

Pilots are advised to use minimum engine power while taxiing in and out from Apron A.

ACFT holding on TWY N at holding position RWY 14/32 will prohibit ACFT taxiing on TWY W4.

ACFT holding on TWY N at holding position RWY 09/27 will prohibit ACFT taxiing on TWY N11.

ACFT holding on TWY N6, N10, N11, W and W4 will prohibit ACFT taxiing on TWY N.

ACFT holding on TWY E (between TWY N1 and RWY 09/27) 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 E7 to TWY K1 across RWY 14/32 or TOW from TWY E7 to E7 to TWY K1/K3 across RWY 14/32.

TWY E7 available only for crossing of RWY 14/32 from TWY K1 to TWY E7 and vice versa for up to code C ACFT.

Simultaneous taxiing on TWYs B1/Y1, taxiway B3/Y3 and TWYs B4/Y4 by ACFT up to code C permitted.

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AIRPORT BRIEFING

1. GENERAL

ACFT taxiing parallel on TWYs B1 and Y1 or B4 and Y4 shall not exceed taxiing speed of 10 KT.

When code C ACFT is holding on TWY N3, ACFT above code C cannot taxi on TWY N1 behind TWY N3.

When code C ACFT is holding on TWY N4, ACFT above code C cannot taxi on TWY N1 behind TWY N4.

When code C ACFT is holding on TWY M5 short of TWY M, it will prohibit ACFT taxiing on taxilane H to H1 and viceversa. However, when a code C ACFT is holding on TWY M5, short of TWY M, ACFT up to code C can taxi behind it.

ACFT up to code C (wingspan up to but not including 118'/36m), vacating RWY 27 via TWY S7, shall continue on TWY S7 up to TWY S7/F junction and turn left on TWY F for parking on General Aviation.

No ACFT is permitted to turn Left after vacating RWY 27 via TWY S7 to join TWY R for parking at General Aviation Apron. TWY F shall be used for access to General Aviation Apron.

1.3.1. FLEXIBLE USE OF TAXILANE K1

Taxilane K1 will be used as code C taxilane, when RWY 09/27 is in use, but will be used as code F TWY during use of RWY 14/32.

1.3.1.1. USE OF K1 AS CODE F TWY DURING PLANNED USE OF RWY 14/32

Parking stands of apron C from C10 thru C26 will be closed.

Red (obstruction) flags will be placed at a distance of 167'/51m from centerline of K1 on Northwest of K1 to demarcate code F TWY strip.

Upgrading of taxilane K1 from code C to code F will be broadcast on ATIS.

If requested, ACFT above code C can use K1 intersection for departure. Alternately ACFT can cross RWY 14 (after permission from ATC) for departure from TWY E10 intersection for full length of RWY 14.

ACFT above code C arriving on RWY 32 can vacate towards West on TWY K1 or vacate on TWY E8/E9/E10 and thereafter back track on RWY/cross RWY 14/32 (after permission from ATC) from TWY E8 to TWY K1.

Following restrictions apply during upgrading of TWY E7 as code F TWY:

- ACFT up to code F can taxi from TWY K1 to TWY E7 across RWY 14/32;
- Code E/F ACFT shall not taxi across RWY 14/32 from TWY E7 to TWY K1, however can be tow from TWY E7 to TWY K1;
- ACFT up to code F can taxi/tow from TWY K1 to TWY E8 across RWY 14/32 and vice versa.

Reversal of TWY K1 from code F to code C TWY will be broadcast on ATIS.

1.3.1.2. USE OF K1 AS CODE F TWY DURING UNPLANNED USE OF RWY 14/32

ACFT above code C will continue backtrack on RWY 14/32 between TWY E5 to TWY E7/E8 or vice versa, as per RWY in use, until upgrading of TWY K1 to code F.

MIAL JCC will inform respective airlines and initiate the process of shifting of AFCT parked on stands C10 to C26.

Red (obstruction) flags will be placed at a distance of 167'/51m from centerline of K1 on Northwest of K1 to demarcate code F TWY strip.

Upgrading of taxilane K1 from code C to code F will be broadcast on ATIS.

Reversal of TWY K1 from code F to code C TWY will be broadcast on ATIS.

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MUMBAI, INDIA

CHHATRAPATI SHIVAJI INTL

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Eff 6 Dec

AIRPORT BRIEFING

1. GENERAL

1.4. PARKING INFORMATION

1.4.1. GENERAL

For all stands except stands C21 thru C26 push-back is required.

Simultaneous ACFT movement to/from adjacent stands is not permitted.

Stands G1 thru G5, K1, K2, K3L, K3R, K4L, K4R, K5L, K5R, K6L, K6R, V8L and V17L equipped with visual docking guidance system.

1.4.2. USE OF APRON C STANDS

Single engine taxi-in to stands of apron C is not permitted; pilots are advised to taxi on both engines. Single engine taxi-out from stands C21 thru C26 is not permitted.

1.5. OTHER INFORMATION

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

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10-1P3

Eff 6 Dec

AIRPORT BRIEFING

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. NOISE ABATEMENT PROCEDURES

Pilots should minimise the use of reverse thrust after landing to reduce disturbance in areas adjacent to the aerodrome.

2.3. RWY OPERATIONS

2.3.1. RWY OCCUPANCY TIME PROCEDURE FOR ARRIVAL

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

Unless instructed otherwise, ACFT vacating the RWY should not stop on any rapid exit TWY 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.

When RWY 27 is in use:

- Pilots of all Code C, D, E and F ACFT shall plan to vacate RWY 27 via TWY N8. In case the ACFT is unable to vacate RWY 27 via TWY N8, the pilot shall endeavour to vacate using TWY N9. Exit TWYs N10, N11 and N should be used only in case the ACFT is unable to vacate the RWY using the preferred TWYs. General Aviation ACFT, Code A, B and C, should vacate RWY 27 via TWY S7. Pilots unable to vacate RWY via the preferred TWYs due to operational reasons, should notify Aerodrome Control Tower, as early as feasible.

Preferred exit points for RWY 09 and 27:

| RWY Designation | ACFT Type | TWY | Distance | Design Exit Speed |
|-----------------|---|-----|---------------|------------------------------------|
| 09 | Code C, D, E and F | N5 | 6608' (2014m) | 50 KT |
| 27 | Code C, D, E and F | N8 | 6161' (1878m) | Code C: 50 KT Code D/E/F: 30 KT |
| 27 | Code B, AT42, AT72, Q400 and CRJ | N7 | 5164' (1574m) | 50 KT |
| 27 | General Aviation ACFT Code A, B and C | S7 | 5692' (1735m) | -- |

2.4. OTHER INFORMATION

2.4.1. COMMUNICATION FAILURE

2.4.1.1. GENERAL

Pilot shall not overfly VA(P)-2 situated 9NM Southwest of APT under any circumstances.

Pilot-in-command (PIC) must maintain the last assigned clearance for 2 minutes after squawking in all cases.

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10-1P4

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AIRPORT BRIEFING

2. ARRIVAL

2.4.1.2. ASSIGNED RWY - AVAILABILITY FOR RCF ACFT

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

RWY lights, PAPI and APCH lights in "SWITCHED ON" mode shall indicate the availability of RWY for ACFT experiencing RCF. Switch off ILS for RWY not in use.

Irrespective of visibility/weather conditions, RWY and APCH light in "SWITCHED OFF" mode shall indicate non-availability of RWY for ACFT experiencing RCF. In such cases, alternate RWY shall be made available for such ACFT.

2.4.1.3. ARRIVAL - ANY PHASE EXCEPT FINAL APPROACH

- Squawk 7600;
- 2 minutes after squawking 7600 proceed direct to BBB and join BBB holding for assigned RWY;
- Within 100NM BBB may commence descent to 3800' and join BBB holding for assigned RWY. Cross D25 BBB at or above FL 70;
- Follow the laid down procedures for assigned RWY;
- ATC will provide appropriate separation to the RCF ACFT.

2.4.1.4. ARRIVAL - NO LANDING CLEARANCE RECEIVED

If ACFT 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 RWY;
- ATC will keep RWY APCH light in switched-on mode for next approach.

2.4.1.5. ARRIVAL - OUTSIDE MUMBAI TMA

Pilot-In-Command (PIC) shall commence RCF maneuver, after 2 minutes of squawking 7600 or entering MUMBAI TMA, whichever is later.

- Proceed direct to BBB and join BBB holding for assigned RWY.
- Within 100NM BBB may commence descent to 3800' and join BBB holding for assigned RWY. Cross D25 BBB at or above FL 70.

The above procedures do not restrict the Pilot-In-Command (PIC) from taking appropriate action in case the ACFT receives GPWS/TCAS warning at any phase of the flight.

2.4.1.6. 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 minutes after leaving the holding descend to FL 100 and commence published instrument APCH procedure from BBB VOR for RWY-in-use.

2.4.1.7. NON-RNAV ARRIVAL IN HOLDING

Proceed to BBB VOR. Maintain/descend to last assigned level. Descend in published holding of BBB VOR to FL 90 and commence published instrument APCH procedure for RWY-in-use.

3. DEPARTURE

3.1. START-UP AND PUSH-BACK PROCEDURES

If ACFT is ready for departure, the pilot shall contact MUMBAI Ground for push-back and start-up permission.

Simultaneous push-back/start-up from adjacent stands is not permitted.

Deployment of wing walkers/wing guards by airline is mandatory prior to undertaking push-back from any stand.

On receipt of the clearance, pilot shall read back the push-back clearance given by ATC, then coordinate with ground crew for push-back and start-up of the ACFT. Ground crew must ensure, that the area in front, behind and around the ACFT is clear of personnel, vehicles, equipment and other obstructions before commencing push-back and start-up of ACFT.

The Pilot-In-Command may start one engine, on idle power, before commencing push-back on the ACFT stand, in coordination with the ground crew.

Starting of second engine on idle power, before commencing push-back on the ACFT stand, shall be permitted after Pilot-In-Command confirms to ATC that the second engine is being started with appropriate power unit and necessary ground precautions have been ensured.

No cross-bleed start-up by ACFT is permitted till the push-back and/or pull ahead procedure is complete and the ACFT is aligned with the taxilane/TWY centerline marking. Prior to starting the cross bleed, Pilot-In-Command shall seek confirmation from the ground crew for hazard-free zone.

For ACFT stands without dedicated push-back lines, stand lead-in line may be used for push-back guidance.

Pilots shall adhere to the push-back and start-up procedures and will use minimum breakaway power.

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

Push-back from any of the stands V26, V27 or V28, onto taxilane B3, pilot is to take caution to ensure clearance from ACFT pushing back from any of the stands K4, K5 or K6 onto taxilane Y3.

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Eff 6 Dec

AIRPORT BRIEFING

3. DEPARTURE

| Push-back and Start-up Procedures from Stand A8 to A12 of Apron A for B757-200 (WL) ACFT | | | |
|---|----------------------------|--|---|
| Stand | RWY | Push-back Procedure | Caution |
| A8 to A12 | RWY 09 | Push-back facing west on taxi-lane L. Taxi out via taxilane L and TWY L1. | Push-back from alternate parking stands A8 to A12 is permitted. Push-back from stands A10, A11 and A12 is interdependent. |
| A8 to A11 | RWY 14 RWY 27 RWY 32 | ACFT on stands A8 and A9 to push back facing East on taxi-lane L and pull forward behind A8 for start. ACFT on stands A10 and A11 to push back facing East on taxi-lane L and pull ahead up to tug release point T3. Taxi out via taxilane L and TWY L3. | Between stands A10 to A12 (both stands inclusive) only one ACFT is permitted to push back at a time. Deep push-back on TWY L1 will prohibit another ACFT taxiing on TWY N. |
| A12 | | Push back deep on TWY L1 and pull ahead up to tug release point T3. Taxi out via taxilane L and TWY L3. | |

| RWY 09 | | |
|---------------|--|---|
| Stand | Procedure | CAUTION - Note |
| A1, A2 | Push-back deep on TWY L4 and pull ahead up to tug release point T2. Taxi out via TWY L1. | Only one ACFT to push back between stands A1 thru A4 (both stands inclusive) at any point of time. ACFT pushing back deep on TWY L4 will prohibit ACFT taxiing on TWY N. |
| A3 | Push-back facing West on taxilane L and pull ahead up to tug release point T2. Taxi out via TWY L1. | |
| A4 | Push-back facing West on taxilane L up to tug release point T2. Taxi out via TWY L1. | |
| A5 thru A12 | Push-back facing West on taxilane L. Taxi out via TWY L1. | Push-back from alternate parking stands A5 thru A9 is permitted. Stands A10, A11 and A12 are interdependent. |

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10-1P7

Eff 6 Dec

AIRPORT BRIEFING**3. DEPARTURE**

| RWY 09 (cont'd) | | |
|---------------------------------|--|---|
| Stand | Procedure | CAUTION - Note |
| C10 thru C18 | Push-back facing South-West on taxi-lane K1. Taxi out via taxilane K1. | |
| C19 and C20 | Push-back deep on TWY N facing West. Taxi out via TWY N. | |
| C21 thru C26 | Power out facing North-West on taxi-lane K1. Taxi out via taxilane K1. | |
| C27, C28, C30, C31, C32 and C33 | Push-back facing South-West on taxilane K3. Taxi out via taxilane K3. | Stand C29 is kept vacant. |
| 80 | Push-back facing South-East on TWY U up to tug release point T7. Taxi out via TWY N. | ACFT on stand 80 not to commence push-back until the ACFT pushing back from stands 81, 82 or 86 has taxied out. |
| 81 thru 88 | Push-back facing North-West on TWY U. Taxi out via stand C29. | ACFT on stands 81, 82 or 86 not to commence push-back until the ACFT pushing back from stand 80 has taxied out. Stand C29 is kept vacant. |
| G1 thru G3 | Push-back facing South-West on taxi-lane P up to tug release point T9. Taxi out via taxilane P. | Push-backs from stands G1 thru G5 are interdependent. Push-backs from stands S3, G1, G2 and G3 are interdependent. |
| G4L, G4, G4R, G5 | Push-back facing South-West on taxi-lane P, pull forward to tug release point T9. Taxi out via taxilane P. | |
| K1, K2, K3L and K3R | ACFT from stand K1 and K2 to push back facing South-West on TWY Y1 up to tug release point T25 for start. ACFT from stands K3L and K3R to push back facing South-West on TWY Y1 and pull forward up to tug release point T25 for start. Taxi out via TWY Y1 to TWY M4. | Push-back from stand K3L will prohibit the use of TWY Link-5. At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 ACFT code D and E will tow/taxi under follow-me service only. |
| K3 (code D and E) | ACFT to push back facing South-West on taxilane H1 and pull forward until short of Link 4. Taxi out via taxilane H1 to TWY M4. | Push-backs from stands K3 and V25 are interdependent. At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 ACFT code D and E will tow/taxi under follow-me service only. |

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10-1P8

Eff 8 Nov

AIRPORT BRIEFING**3. DEPARTURE**

| RWY 09 (cont'd) | | |
|---------------------------------------|---|---|
| Stand | Procedure | CAUTION - Note |
| K4L, K4R, K5L, K5R, K6L and K6R | ACFT on stand K6L, K6R and K5L to push back facing South-East on taxilane Y3. ACFT on stand K5R, K4L and K4R to push back deep facing South-East on taxilane Y3 to tug release point T27. Taxi out via TWY Y1 to TWY M4. | Push-backs from stands K5R and K4R are interdependent. Push-back from stands K4L and K4R will prohibit use of TWY Link-5. |
| K4, K5, K6 (code D and E) | ACFT from stand K5 and K6 to push back facing South-East on taxilane Y3 and pull forward to tug release point T27. ACFT from stand K4 to push back facing South-East on taxilane Y3 to tug release point T 27. Taxi out via taxilane Y3 to taxilane H1 to TWY M4. | Push-backs from stands K4, K5 and K6 are interdependent. Push-backs from stands K6, V27, V28, V29 are interdependent. Push-back from any of the stands V26, V27 or V28, pilot to take caution to ensure clearance from ACFT pushing back from any of the stands K4, K5 or K6. |
| L1 thru L5 | Push-back facing South-East on TWY W1. Taxi out via TWY W1. | |
| L6 thru L10 | Push-back facing South-East on TWY W1 and pull ahead up to tug release point T19. Taxi out via TWY W1. | |
| R1, R2 | Push-back facing North-West on taxilane H and pull forward to tug release point T23. Taxi out via taxilane H to TWY M7. | Push-backs from stands V19, V20, V21, V22, R1 and R2 are interdependent. Push-backs from stands V22, R2, R2L and R3 are interdependent. |
| R1L, R1R, R2L, R2R | Push-back facing North-West on taxilane H. Taxi out via taxilane H to TWY M7. | ACFT pushing back from stand R2 and R2L to remain clear of TWY M5/H1 junction. |
| R3 | Push-back deep facing South-East on taxilane H clear of TWY M5/H1 junction to taxi out via TWY M5. | Push-backs from stands V22, R2, R2L and R3 are interdependent. |
| R4, R5 | Push-back facing South on taxilane H. Taxi out via taxilane H to TWY M7. | Push-backs from R4, R5 and V16 are interdependent. Push-backs from R4 and V15 are interdependent. |
| S1L thru S3R | ACFT pushing back from stand S1L, S1, S1R, S2, S2R, S3L and S3R to push back facing North-West on taxilane H. ACFT from stand S3 to push back facing North-West on taxilane H up to abeam S2 for start. Taxi out via taxilane H. | Push-backs from stands S1, S2 and V12 are interdependent. Push-backs from stands S3 and V11 are interdependent. |
| V4L thru V5 | Push-back facing South-West on taxilane T and pull ahead abeam stand V7 to tug release point T11. Taxi out via taxilane T. | Push-backs from V4, V5, V6, V7 and V8 are interdependent. Simultaneous movement of ACFT to/from stands V4R, V5, V6L and V6 is not permitted. |

VABB/BOM**JEPPESEN****MUMBAI, INDIA**

CHHATRAPATI SHIVAJI INTL 2 NOV 18

10-1P9

Eff 8 Nov

AIRPORT BRIEFING**3. DEPARTURE**

| RWY 09 (cont'd) | | |
|------------------------|---|--|
| Stand | Procedure | CAUTION - Note |
| V6L thru V7R | Push-back facing South-West on taxi-lane T and pull ahead up to tug release point T11. Taxi out via taxilane H. | Push-backs from V4, V5, V6, V7 and V8 are interdependent. Simultaneous movement of ACFT to/from stands V4R, V5, V6L and V6 is not permitted. |
| V8L thru V8R | Push-back facing South-West on taxi-lane T up to tug release point T11. Taxi out via taxilane T. | |
| V9, V10 | Push-back facing South-West on taxi-lane T and pull ahead up to T12. Taxi out via taxilane T. | Push-backs from stands V9, V10 and V11 are interdependent. |
| V11 | Push-back facing South-West on taxi-lane T to tug release point T12. Taxi out via taxilane H. | Push-backs from stands V9, V10 and V11 are interdependent. Push-backs from stands V11, S3 and S2 are interdependent. |
| V12 | Push-back facing North-West on taxi-lane H. Taxi out via taxilane H. | Push-backs from stand V12, S1 and S2 are interdependent. Push-backs from stand R4 and V15 are interdependent. |
| V13 thru V15 | Push-back facing West on taxilane H up to tug release point T15. Taxi out via taxilane H. | |
| V16 | Push-back facing South-West on taxi-lane H and pull forward to tug release point T21. Taxi out via taxilane H to TWY M7. | Push-backs from stand V16, R4 and R5 are interdependent. |
| V17L, V17, V17R | Push-back facing South-West on taxi-lane H and pull forward to tug release point T22. Taxi out via taxilane H to TWY M7. | Simultaneous push-back from V17 and V19 is not permitted. |
| V18L, V18, V18R | Push-back facing South-West on taxi-lane H and pull forward to tug release point T22. Taxi out via taxilane H to TWY M7. | Push-backs from stands V17, V18, V19, and V20 are interdependent. Push-backs from stands V19, V20, V21, V22, R1, R2 are interdependent. |
| V19 | Push-back facing North-West on taxi-lane H to tug release point T23. Taxi out via taxilane H to TWY M7. | Simultaneous movement of ACFT to/from stands V18, V18R, V19, V20 and V20L is not permitted. Simultaneous push-back from V19 and V17 is not permitted. |
| V20L, V20, V20R | Push-back facing North-West on taxi-lane H to tug release point T23. Taxi out via taxilane H to TWY M7. | Push-backs from stands V19, V20, V21, V22, R1, R2 and R3 are interdependent. Simultaneous movement of ACFT to/from stands V18, 18R, V19, V20 and V20L is not permitted. |
| V21L, V21, V21R, V22 | Push-back facing North-West on taxi-lane H and pull forward to tug release point T23. Taxi out via taxilane H to TWY M7. | Push-backs from stands V19, V20, V21, V22, R1, R2 and R3 are interdependent. |

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MUMBAI, INDIA

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10 AUG 18

10-1P10

Eff 16 Aug

AIRPORT BRIEFING

3. DEPARTURE

| RWY 09 (cont'd) | | |
|---------------------------|--|--|
| Stand | Procedure | CAUTION - Note |
| V23, V24 | ACFT from V23 to push back facing South-West on TWY B1 up to tug release point T24. ACFT from V24 to push back facing south west on TWY B1 and to pull forward up to tug release point T24. Taxi out via Link C1 to join TWY Y1 to TWY M4. | At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 ACFT Code D and E will tow/taxi under follow-me service only. |
| V23, V24 (Code D, E) | ACFT from V23 to push back deep facing South-West on taxilane H1. Taxi out via TWY M4. ACFT from V24 to push back facing South-West on taxilane H1. Taxi out via TWY M4. | |
| V25 | ACFT to push back facing South-West on TWY B1, to remain clear of TWY Link 5. Taxi out via TWY B1 to Link 4 to TWY Y1 to TWY M4. | Push-backs from stands V25 and K3 are interdependent. At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 ACFT Code D and E will tow/taxi under follow-me service only. |
| V25 (Code D, E) | ACFT to push back facing South-West on taxilane H1 and pull forward till short of Link 4. Taxi out via taxilane H1 to TWY M4. | |
| V26L, V26R, V27L, V27R | ACFT on V26L and V26R to push back on taxilane B3 and to pull forward up to tug release point T26. ACFT on V27L to push back on taxilane B3 up to tug release point T28. ACFT on V27R to push back on taxilane B3 and to pull forward to tug release point T28. Taxi out via taxilane B3 to Link 5 to TWY Y1. | Push-backs from stands V26R, V27L, V27R, V28L and V28R are interdependent. Simultaneous movement of ACFT to/from stands V27L, V27, V27R, V28L and V28 is not permitted. |
| V26, V27 (Code D, E) | ACFT on V26 to push back on taxilane B3 and to pull forward to tug release point T26 for start. ACFT on V27 to push back on taxilane B3 and to pull forward to tug release point T26 for start. Taxi out via taxilane B3 to taxilane H1. | Push-backs from stands V26 and V28 are interdependent. Simultaneous movement of ACFT to/from stands V27 and V28 is not permitted. Push-back from any of the stands, V26, V27, V28 pilot to take caution to ensure clearance from ACFT pushing back from any of the stands K4, K5 or K6. |
| V28L, V28R | ACFT to push back facing South-West on TWY B4, pull forward to tug release point T28. Taxi out via taxilane B3 to TWY Link 5 to TWY Y1. | Push-backs from stands V26R, V27L, V27R, V28L and V28R are interdependent. Simultaneous movement of ACFT to/from stands V27L, V27, V27R, V28L and V28 is not permitted. At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 ACFT Code D and E will tow/taxi under Follow-me service only. |

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10 AUG 18

10-1P11

Eff 16 Aug

AIRPORT BRIEFING**3. DEPARTURE**

| RWY 09 (cont'd) | | |
|---------------------------|--|--|
| Stand | Procedure | CAUTION - Note |
| V28 (Code D, E) | ACFT to push back facing South-West on taxilane H3. Taxi out via taxilane B3 to taxilane H1 to TWY M4. | Push-backs from stands V28, V30 and K6 are interdependent. At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 ACFT Code D and E will tow/taxi under follow-me service only. |
| V29, V30L, V30R, V31L | ACFT from V29 and V30L to push back deep facing South-West on TWY B4 to tug release point T29. ACFT from V30R and V31L to push back facing South-West on TWY B4, and pull ahead to tug release point T29. Taxi out via Link C3 and join taxilane Y3 to TWY Y1. | Push-backs from stands V29, V30L, V30R and V31L are interdependent. Push-back from stand V31L will prohibit use of TWY Link 7. At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 ACFT Code D and E will tow/taxi under follow-me service only. |
| V29, V30, V31 (Code D, E) | ACFT from stand V29 and V30 to push back facing South-West on taxilane H3 to tug release point T30. ACFT from stand V31 to push back facing South-West on taxilane H3 and pull forward to tug release point T30. Taxi out via taxilane H3 to taxilane Y3 to taxilane H1. | Push-backs from stands V29 and V31 are interdependent. Push-backs from stands V29 and K6 are interdependent. At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 ACFT Code D and E will tow/taxi under follow-me service only. |
| V31R | ACFT to push back facing South-West on TWY B4 up to tug release point T31. Taxi out via TWY Y4 to taxilane Y3. | Push-backs from stands V31R, V32L, V32R are interdependent. ACFT holding on tug release point T31 will prohibit use of TWY Link 7. |
| V32L, V32R | ACFT to push back facing South-West on TWY B4 and to pull forward up to tug release point T31. Taxi out via TWY Y4 to taxilane Y3. | |

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30 NOV 18

10-1P12

Eff 6 Dec

AIRPORT BRIEFING

3. DEPARTURE

| RWY 14 | | |
|--------------|--|--|
| Stand | Procedure | CAUTION - Note: |
| A1 thru A4 | ACFT on stand A1 and A2 to push back facing East on taxilane L up to tug release point T1. ACFT on stand A3 and A4 to push back facing East on taxilane L up to tug release point T2. Taxi out via TWY L4. | Stands A1 and A3 are interdependent. Stands A3 and A5 are interdependent. |
| A5 thru A8 | Push-back facing East on taxilane L. Taxi out via TWY L4. | Stands A3 and A5 are interdependent. |
| A9 thru A11 | ACFT on stand A9 to push back facing East on taxilane L up to tug release point T3. ACFT on stands A10 and A11 to push back and pull ahead up to tug release point T3. Taxi out via TWY L4. | Only one ACFT to push back between stands A9 to A12 (both stands inclusive) at any point of time. Deep push-back on TWY L1 will prohibit another ACFT taxiing on TWY N. |
| A12 | Push-back deep on TWY L1 and pull ahead up to tug release point T3. Taxi out via TWY L4. | |
| C10 thru C16 | Push-back facing North-East on taxilane K1. Taxi out via TWY K1. | ACFT on stand C16 not to commence push-back until the ACFT pushing back from stands C17 or C18 has taxied out. |
| C17 thru C19 | Push-back facing North-East on taxilane K1 and pull ahead up to tug release point T4. Taxi out via taxilane K1. | Push-backs from stands C17, C18, C19 and C20 are interdependent. |
| C20 | Push-back on TWY N facing East. Pull ahead up to tug release point T4 on taxilane K1. Taxi out via taxilane K1. | |
| C21 thru C26 | Power out facing North-West on taxilane K1. Taxi out via taxilane K1. | |
| C27 and C28 | Push-back facing North-East on taxilane K3 and to remain clear of stand C29 behind. Taxi out via taxilane K3. | |
| C30 and C31 | Push-back facing North-East on taxilane K3. Taxi out via taxilane K3. | ACFT on stand C31 not to commence push-back until the ACFT pushing back from stands C32 or C33 have taxied out. Stand C29 is kept vacant. |
| C32 and C33 | Push-back facing North-East on taxilane K3 and pull ahead up to tug release point T6. Taxi out via taxilane K3. | ACFT on stand C32 and C33 not to commence push-back until the ACFT pushing back from stand C31 has taxied out. |
| 80 | Push-back facing South-East on TWY U up to tug release point T7. Taxi out via TWY N. | ACFT on stand 80 not to commence push-back until the ACFT pushing back from stands 81, 82 or 86 has taxied out. |
| 81 thru 88 | Push-back facing North-West on TWY U. Taxi out via stand C29. | ACFT on stands 81, 82 or 86 not to commence push-back until the ACFT pushing back from stand 80 has taxied out. Stand C29 is kept vacant. |

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30 NOV 18

10-1P13

Eff 6 Dec

AIRPORT BRIEFING**3. DEPARTURE**

| RWY 14 (cont'd) | | |
|---------------------------------|--|---|
| Stand | Procedure | CAUTION - Note: |
| G1 thru G3 | Push-back facing South-West on taxi-lane P up to tug release point T9. Taxi out via taxilane P. | Push-backs from stands G1 thru G5 are interdependent. Push-backs from stands S3, G1, G2 and G3 are interdependent. |
| G4L, G4, G4R, G5 | Push-back facing South-West on taxi-lane P pull forward to tug release point T9. Taxi out via taxilane P. | |
| K1, K2, K3L and K3R | ACFT from stand K1 and K2 to push back facing South-West on TWY Y1 up to tug release point T25 for start. ACFT from stands K3L and K3R to push back facing South-West on TWY Y1 and pull forward up to tug release point T25 for start. Taxi out via TWY Y1 to TWY M4. | Push-back from stand K3L will prohibit the use of TWY Link-5. At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 ACFT code D and E will tow/taxi under follow-me service only. |
| K3 (code D and E) | ACFT to push back facing South West on taxilane H1 and pull forward until short of Link 4. Taxi out via taxilane H1 to TWY M4. | Push-backs from stands K3 and V25 are interdependent. At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 ACFT code D and E will tow/taxi under follow-me service only. |
| K4L, K4R, K5L, K5R, K6L and K6R | ACFT on stand K6L, K6R and K5L to push back facing South-East on taxilane Y3. ACFT on stand K5R, K4L and K4R to push back deep facing South-East on taxilane Y3 to tug release point T27. Taxi out via TWY Y1 to TWY M4. | Push-backs from stands K5R and K4R are interdependent. Push-back from stands K4L and K4R will prohibit use of TWY Link-5. |
| K4, K5, K6 (code D and E) | ACFT from stand K5 and K6 to push back facing South-East on taxilane Y3 and pull forward to tug release point T27. ACFT from stand K4 to push back facing South-East on taxilane Y3 to tug release point T 27. Taxi out via taxilane Y3 to taxilane H1 to TWY M4. | Push-backs from stands K4, K5 and K6 are interdependent. Push-backs from stands K6, V27, V28, V29 are interdependent. Push-back from any of the stands V26, V27 or V28, pilot to take caution to ensure clearance from ACFT pushing back from any of the stands K4, K5 or K6. |
| L1 thru L5 | Push-back facing South-East on TWY W1. Taxi out via TWY W1. | |
| L6 thru L10 | Push-back facing South-East on TWY W1 and pull ahead up to tug release point T19. Taxi out via TWY W1. | |
| R1, R2 | Push-back facing North-West on taxi-lane H and pull forward to tug release point T23. Taxi out via taxilane H to TWY M7. | Push-backs from stands V19, V20, V21, V22, R1 and R2 are interdependent. Push-backs from stands V22, R2, R2L and R3 are interdependent. |
| R1L, R1R, R2L, R2R | Push-back facing North-West on taxi-lane H. Taxi out via taxilane H to TWY M7. | ACFT pushing back from stand R2 and R2L to remain clear of TWY M5/H1 junction. |

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10 AUG 18

10-1P14

Eff 16 Aug

AIRPORT BRIEFING

3. DEPARTURE

| RWY 14 (cont'd) | | |
|-----------------|---|---|
| Stand | Procedure | CAUTION - Note: |
| R3 | Push-back deep facing South-East on taxilane H clear of TWY M5/H1 junction to taxi out via TWY M5. | Push-backs from stands V22, R2, R2L and R3 are interdependent. |
| R4, R5 | Push-back facing South on taxilane H. Taxi out via taxilane H to TWY M7. | Push-backs from R4, R5 and V16 are interdependent. Push-backs from R4 and V15 are interdependent. |
| S1L thru S3R | ACFT pushing back from stands S1L thru S3L and S3R to push back facing North-West on taxilane H. ACFT from stand S3 to push back facing North-West on taxilane H up to abeam S2 for start. Taxi out via taxilane H. | Push-backs from stands S1, S2 and V12 are interdependent. Push-backs from stands S3 and V11 are interdependent. |
| V4L thru V5 | Push-back facing South-West on taxilane T and pull ahead abeam stand V7 to tug release point T11. Taxi out via taxilane T. | Push-backs from V4, V5, V6, V7 and V8 are interdependent. Simultaneous movement of ACFT to/from stands V4R, V5, V6L and V6 is not permitted. |
| V6L thru V7R | Push-back facing South-West on taxilane T and pull ahead up to tug release point T11. Taxi out via taxilane T. | |
| V8L thru V8R | Push-back facing South-West on taxilane T up to tug release point T11. Taxi out via taxilane T. | |
| V9, V10 | Push-back facing South-West on taxilane T and pull ahead up to T12. Taxi out via taxilane T. | Push-backs from stands V9, V10 and V11 are interdependent. |
| V11 | Push-back facing South-West on taxilane T to tug release point T12. Taxi out via taxilane H. | Push-backs from stands V9, V10 and V11 are interdependent. Push-backs from stands V11, S3 and S2 are interdependent. |
| V12 | Push-back facing North-West on taxilane H. Taxi out via taxilane H. | Push-backs from stand V12, S1 and S2 are interdependent. Push-backs from stand R4 and V15 are interdependent. |
| V13 thru V15 | Push-back facing West on taxilane H up to tug release point T15. Taxi out via taxilane H. | |
| V16 | Push-back facing South-West on taxilane H and pull forward to tug release point T21. Taxi out via taxilane H to TWY M7. | Push-backs from stand V16, R4 and R5 are interdependent. |

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10 AUG 18

10-1P15

Eff 16 Aug

AIRPORT BRIEFING

3. DEPARTURE

| RWY 14 (cont'd) | | |
|----------------------|--|---|
| Stand | Procedure | CAUTION - Note: |
| V17L, V17, V17R | Push-back facing South-West on taxi-lane H and pull forward to tug release point T22. Taxi out via taxilane H to TWY M7. | Simultaneous push-back from V17 and V19 is not permitted. |
| V18L, V18, V18R | Push-back facing South-West on taxi-lane H and pull forward to tug release point T22. Taxi out via taxilane H to TWY M7. | Push-backs from stands V17, V18, V19, and V20 are interdependent. Push-backs from stands V19, V20, V21, V22, R1, R2 are interdependent. Simultaneous movement of ACFT to/from stands V18, V18R, V19, V20 and V20L is not permitted. |
| V19 | Push-back facing North-West on taxi-lane H to tug release point T23. Taxi out via taxilane H to TWY M7. | Simultaneous push-back from V19 and V17 is not permitted. |
| V20L, V20, V20R | Push-back facing North-West on taxi-lane H to tug release point T23. Taxi out via taxilane H to TWY M7. | Push-backs from stands V19, V20, V21, V22, R1, R2 and R3 are interdependent. Simultaneous movement of ACFT to/from stands V18, 18R, V19, V20 and V20L is not permitted. |
| V21L, V21, V21R, V22 | Push-back facing North-West on taxi-lane H and pull forward to tug release point T23. Taxi out via taxilane H to TWY M7. | Push-backs from stands V19, V20, V21, V22, R1, R2 and R3 are interdependent. |
| V23, V24 | ACFT from V23 to push back facing South-West on TWY B1 up to tug release point T24. ACFT from V24 to push back facing south west on TWY B1 and to pull forward up to tug release point T24. Taxi out via Link C1 to join TWY Y1 to TWY M4. | At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 ACFT Code D and E will tow/taxi under follow-me service only. |
| V23, V24 (Code D, E) | ACFT from V23 to push back deep facing South-West on taxilane H1. Taxi out via TWY M4. ACFT from V24 to push back facing South-West on taxilane H1. Taxi out via TWY M4. | |
| V25 | ACFT to push back facing South-West on TWY B1, to remain clear of TWY Link 5. Taxi out via TWY B1 to Link 4 to TWY Y1 to TWY M4. | Push-backs from stands V25 and K3 are interdependent. At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 ACFT Code D and E will tow/taxi under follow-me service only. |
| V25 (Code D, E) | ACFT to push back facing South-West on taxilane H1 and pull forward till short of Link 4. Taxi out via taxilane H1 to TWY M4. | |

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10 AUG 18

10-1P16

Eff 16 Aug

AIRPORT BRIEFING

3. DEPARTURE

| RWY 14 (cont'd) | | |
|---------------------------|--|--|
| Stand | Procedure | CAUTION - Note: |
| V26L, V26R, V27L, V27R | ACFT on V26L and V26R to push back on taxilane B3 and to pull forward up to tug release point T26. ACFT on V27L to push back on taxilane B3 up to tug release point T28. ACFT on V27R to push back on taxilane B3 and to pull forward to tug release point T28. Taxi out via taxilane B3 to Link 5 to TWY Y1. | Push-backs from stands V26R, V27L, V27R, V28L and V28R are interdependent. Simultaneous movement of ACFT to/from stands V27L, V27, V27R, V28L and V28 is not permitted. |
| V26, V27 (Code D, E) | ACFT on V26 to push back on taxilane B3 and to pull forward to tug release point T26 for start. ACFT on V27 to push back on taxilane B3 and to pull forward to tug release point T26 for start. Taxi out via taxilane B3 to taxilane H1. | Push-backs from stands V26 and V28 are interdependent. Simultaneous movement of ACFT to/from stands V27 and V28 is not permitted. Push-back from any of the stands, V26, V27, V28 pilot to take caution to ensure clearance from ACFT pushing back from any of the stands K4, K5 or K6. |
| V28L, V28R | ACFT to push back facing South-West on TWY B4, pull forward to tug release point T28. Taxi out via taxilane B3 to TWY Link 5 to TWY Y1. | Push-backs from stands V26R, V27L, V27R, V28L and V28R are interdependent. Simultaneous movement of ACFT to/from stands V27L, V27, V27R, V28L and V28 is not permitted. At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 ACFT Code D and E will tow/taxi under follow-me service only. |
| V28 (Code D, E) | ACFT to push back facing South-West on Taxilane H3. Taxi out via taxilane B3 to taxilane H1 to TWY M4. | Push-backs from stands V28, V30 and K6 are interdependent. At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 ACFT Code D and E will tow/taxi under follow-me service only. |
| V29, V30L, V30R, V31L | ACFT from V29 and V30L to push back deep facing South-West on TWY B4 to tug release point T29. ACFT from V30R and V31L to push back facing South-West on TWY B4, and pull ahead to tug release point T29. Taxi out via Link C3 and join taxilane Y3 to TWY Y1. | Push-backs from stands V29, V30L, V30R and V31L are interdependent. Push-back from stand V31L will prohibit use of TWY Link 7. At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 ACFT Code D and E will tow/taxi under follow-me service only. |

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CHHATRAPATI SHIVAJI INTL 10 AUG 18 10-1P17 Eff 16 Aug

AIRPORT BRIEFING

3. DEPARTURE

| RWY 14 (cont'd) | | |
|---------------------------------|--|--|
| Stand | Procedure | CAUTION - Note: |
| V29, V30, V31 (Code D, E) | ACFT from stand V29 and V30 to push back facing South-West on taxilane H3 to tug release point T30. ACFT from stand V31 to push back facing South-West on taxilane H3 and pull forward to tug release point T30. Taxi out via taxilane H3 to taxilane Y3 to taxilane H1. | Push-backs from stands V29 and V31 are interdependent. Push-backs from stands V29 and K6 are interdependent. At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 ACFT Code D and E will tow/taxi under follow-me service only. |
| V31R | ACFT to push back facing South-West on TWY B4 up to tug release point T31. Taxi out via TWY Y4 to taxilane Y3. | Push-backs from stands V31R, V32L, V32R are interdependent. ACFT holding on tug release point T31 will prohibit use of TWY Link 7. |
| V32L, V32R | ACFT to push back facing South-West on TWY B4 and to pull forward up to tug release point T31. Taxi out via TWY Y4 to taxilane Y3. | |

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30 NOV 18

10-1P18

Eff 6 Dec

AIRPORT BRIEFING

3. DEPARTURE

| RWY 27 | | |
|---------------|---|--|
| Stand | Procedure | CAUTION - Note: |
| A1 thru A4 | ACFT on stand A1 and A2 to push back facing East on taxilane L up to tug release point T1. ACFT on stand A3 and A4 to push back facing East on taxilane L to tug release point T2. Taxi out via TWY L4. | Stands A1 and A3 are interdependent. Stands A3 and A5 are interdependent. |
| A5 thru A8 | Push-back facing East on taxilane L. Taxi out via TWY L4. | Stands A3 and A5 are interdependent. |
| A9 thru A11 | ACFT on stand A9 to push back facing East on taxilane L up to tug release point T3. ACFT on stands A10 and A11 to push back and pull ahead up to tug release point T3. Taxi out via TWY L4. | Only one ACFT to push back between stands A9 to A12 (both stands inclusive) at any point of time. Deep push-back on TWY L1 will prohibit another ACFT taxiing on TWY N. |
| A12 | Push-back deep on TWY L1 and pull ahead up to tug release point T3. Taxi out via TWY L4. | |
| C10 thru C16 | Push-back facing North-East on taxilane K1. Taxi out via TWY K1. | ACFT on stand C16 not to commence push-back until the ACFT pushing back from stands C17 or C18 has taxied out. |
| C17 thru C19 | Push-back facing North-East on taxilane K1 and pull ahead up to tug release point T4. Taxi out via taxilane K1. | Push-backs from stands C17, C18, C19 and C20 are interdependent. |
| C20 | Push-back on TWY N facing East. Pull ahead up to tug release point T4 on taxilane K1. Taxi out via taxilane K1. | |
| C21 thru C26 | Power out facing North-West on taxilane K1. Taxi out via taxilane K1. | |
| C27 and C28 | Push-back facing North-East on taxilane K3 and to remain clear of stand C29 behind. Taxi out via taxilane K3. | |
| C30 and C31 | Push-back facing North-East on taxilane K3. Taxi out via taxilane K3. | ACFT on stand C31 not to commence push-back until the ACFT pushing back from stands C32 or C33 have taxied out. Stand C29 is kept vacant. |
| C32 and C33 | Push-back facing North-East on taxilane K3 and pull ahead up to tug release point T6. Taxi out via taxilane K3. | ACFT on stand C32 and C33 not to commence push-back until the ACFT pushing back from stand C31 has taxied out. |

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10-1P19

Eff 6 Dec

AIRPORT BRIEFING

3. DEPARTURE

| RWY 27 (cont'd) | | |
|---------------------------------|--|---|
| Stand | Procedure | CAUTION - Note: |
| 80 | Push-back facing South-East on TWY U up to tug release point T7. Taxi out via TWY N. | ACFT on stand 80 not to commence push-back until the ACFT pushing back from stands 81, 82 or 86 has taxied out. |
| 81 thru 88 | Push-back facing South-East on TWY U. Taxi out via TWY U. | ACFT on stands 81, 82 or 86 not to commence push-back until the ACFT pushing back from stand 80 has taxied out. Stand C29 is kept vacant. |
| G1 thru G3 | Push-back facing South-West on taxi-lane P up to tug release point T9. Taxi out via taxilane P. | Push-backs from stands G1 thru G5 are interdependent. Push-backs from stands S3, G1, G2 and G3 are interdependent. |
| G4L, G4, G4R, G5 | Push-back facing South-West on taxi-lane P, pull forward to tug release point T9. Taxi out via taxilane P. | |
| K1, K2, K3L and K3R | ACFT from stand K1 and K2 to push back facing South-West on TWY Y1 up to tug release point T25 for start. ACFT from stands K3L and K3R to push back facing South-West on TWY Y1 and pull forward up to tug release point T25 for start. Taxi out via TWY Y1 to TWY M4. | Push-back from stand K3L will prohibit the use of TWY Link-5. At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 ACFT code D and E will tow/taxi under follow-me service only. |
| K3 (code D and E) | ACFT to push back facing South West on taxilane H1 and pull forward until short of Link 4. Taxi out via taxilane H1 to TWY M4. | Push-backs from stands K3 and V25 are interdependent. At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 ACFT code D and E will tow/taxi under follow-me service only. |
| K4L, K4R, K5L, K5R, K6L and K6R | ACFT on stand K6L, K6R and K5L to push back facing South-East on taxilane Y3. ACFT on stand K5R, K4L and K4R to push back deep facing South-East on taxi-lane Y3 to tug release point T27. Taxi out via TWY Y1 to TWY M4. | Push-backs from stands K5R and K4R are interdependent. Push-back from stands K4L and K4R will prohibit use of TWY Link-5. |
| K4, K5, K6 (code D and E) | ACFT from stand K5 and K6 to push back facing South-East on taxilane Y3 and pull forward to tug release point T27. ACFT from stand K4 to push back facing South-East on taxilane Y3 to tug release point T 27. Taxi out via taxilane Y3 to taxilane H1 to TWY M4. | Push-backs from stands K4, K5 and K6 are interdependent. Push-backs from stands K6, V27, V28, V29 are interdependent. Push-back from any of the stands V26, V27 or V28, pilot to take caution to ensure clearance from ACFT pushing back from any of the stands K4, K5 or K6. |

VABB/BOM**JEPPESEN****MUMBAI, INDIA**

CHHATRAPATI SHIVAJI INTL

10 AUG 18

10-1P20

Eff 16 Aug

AIRPORT BRIEFING**3. DEPARTURE**

| RWY 27 (cont'd) | | |
|------------------------|--|--|
| Stand | Procedure | CAUTION - Note: |
| L1 thru L5 | Push-back facing South-East on TWY W1. Taxi out via TWY W1. | |
| L6 thru L10 | Push-back facing South-East on TWY W1 and pull ahead up to tug release point T19. Taxi out via TWY W1. | |
| R1, R2 | Push-back facing North-West on taxi-lane H and pull forward to tug release point T23. Taxi out via taxilane H to TWY M7. | Push-backs from stands V19, V20, V21, V22, R1 and R2 are interdependent. Push-backs from stands V22, R2, R2L and R3 are interdependent. ACFT pushing back from stand R2 and R2L to remain clear of TWY M5/H1 junction. |
| R1L, R1R, R2L, R2R | Push-back facing North-West on taxi-lane H. Taxi out via taxilane H to TWY M7. | |
| R3 | Push-back deep facing South-East on taxilane H clear of TWY M5/H1 junction to taxi out via TWY M5. | Push-backs from stands V22, R2, R2L and R3 are interdependent. |
| R4, R5 | Push-back facing South on taxilane H. Taxi out via taxilane H to TWY M7. | Push-backs from R4, R5 and V16 are interdependent. Push-backs from R4 and V15 are interdependent. |
| S1L thru S3R | ACFT from stands S1L, S1 and S1R to push back facing South-East on taxilane H. ACFT from stands S2, S2R, S3L, S3 and S3R to push back facing South-East on taxilane H pull ahead up to tug release point T14. Taxi out via taxilane H. | Push-backs from stands S1, S2, S3, V11 and V12 are interdependent. Push-backs from stands S3, G1, G2 and G3 are interdependent. |
| V4L thru V5 | Push-back facing South-West on taxi-lane T and pull ahead abeam stand V7 to tug release point T11. Taxi out via taxilane T. | Push-backs from V4, V5, V6, V7 and V8 are interdependent. Simultaneous movement of ACFT to/from stands V4R, V5, V6L and V6 is not permitted. |
| V6L thru V7R | Push-back facing South-West on taxi-lane T and pull ahead up to tug release point T11. Taxi out via taxilane T. | |
| V8L thru V8R | Push-back facing South-West on taxi-lane T up to tug release point T11. Taxi out via taxilane T. | |
| V9, V10 | Push-back facing South-West on taxi-lane T and pull ahead up to T12. Taxi out via taxilane T. | Push-backs from stands V9, V10 and V11 are interdependent. |
| V11 | Push-back facing South-West on taxi-lane T to tug release point T12. Taxi out via taxilane H. | Push-backs from stands V9, V10 and V11 are interdependent. Push-backs from stands V11, S3 and S2 are interdependent. |

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JEPPESEN

MUMBAI, INDIA

CHHATRAPATI SHIVAJI INTL

10 AUG 18

10-1P21

Eff 16 Aug

AIRPORT BRIEFING

3. DEPARTURE

| RWY 27 (cont'd) | | |
|----------------------|--|--|
| Stand | Procedure | CAUTION - Note: |
| V12 | Push-back facing South-East on taxilane H. Taxi out via taxilane H. | Push-backs from stand V12, S1, S2 and S3 are interdependent. Push-backs from stands V13 and S1 are interdependent. |
| V13 | Push-back facing East on taxilane H. Taxi out via taxilane H to TWY M8/TWY M7. | |
| V14, V15 | ACFT pushing back from stands V14 and V15 to push back facing East up to tug release point T16. Taxi out via taxilane H. | |
| V16 | Push-back facing South-West on taxilane H and pull forward to tug release point T21. Taxi out via taxilane H and TWY M7. | Push-backs from stand V16, R4 and R5 are interdependent. |
| V17L, V17, V17R | Push-back facing South-West on taxilane H and pull forward to tug release point T22. Taxi out via taxilane H to TWY M7. | Simultaneous push-back from V17 and V19 is not permitted. |
| V18L, V18, V18R | Push-back facing South-West on taxilane H and pull forward to tug release point T22. Taxi out via taxilane H to TWY M7. | Push-backs from stands V17, V18, V19, and V20 are interdependent. Push-backs from stands V19, V20, V21, V22, R1, R2 are interdependent. |
| V19 | Push-back facing North-West on taxilane H to tug release point T23. Taxi out via taxilane H to TWY M7. | |
| V20L, V20, V20R | Push-back facing North-West on taxilane H to tug release point T23. Taxi out via taxilane H to TWY M7. | Simultaneous movement of ACFT to/from stands V18, V18R, V19, V20 and V20L is not permitted. Simultaneous push-back from V19 and V17 is not permitted. |
| V21L, V21, V21R, V22 | Push-back facing North-West on taxilane H and pull forward to tug release point T23. Taxi out via taxilane H to TWY M7. | Push-backs from stands V19, V20, V21, V22, R1, R2 and R3 are interdependent. |
| V23, V24 | ACFT from V23 to push back facing South-West on TWY B1 up to tug release point T24. ACFT from V24 to push back facing south west on TWY B1 and to pull forward up to tug release point T24. Taxi out via Link C1 to join TWY Y1 to TWY M4. | At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 ACFT Code D and E will tow/taxi under follow-me service only. |
| V23, V24 (Code D, E) | ACFT from V23 to push back deep facing South-West on taxilane H1. Taxi out via TWY M4. ACFT from V24 to push back facing South-West on taxilane H1. Taxi out via TWY M4. | |

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JEPPESEN

MUMBAI, INDIA

CHHATRAPATI SHIVAJI INTL

10 AUG 18

10-1P22

Eff 16 Aug

AIRPORT BRIEFING

3. DEPARTURE

| RWY 27 (cont'd) | | |
|------------------------|--|--|
| Stand | Procedure | CAUTION - Note: |
| V25 | ACFT to push back facing South-West on TWY B1, to remain clear of TWY Link 5. Taxi out via TWY B1 to Link 4 to TWY Y1 to TWY M4. | Push-backs from stands V25 and K3 are interdependent. At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 ACFT Code D and E will tow/taxi under follow-me service only. |
| V25 (Code D, E) | ACFT to push back facing South-West on taxilane H1 and pull forward till short of Link 4. Taxi out via taxilane H1 to TWY M4. | |
| V26L, V26R, V27L, V27R | ACFT on V26L and V26R to push back on taxilane B3 and to pull forward up to tug release point T26. ACFT on V27L to push back on taxilane B3 up to tug release point T28. ACFT on V27R to push back on taxilane B3 and to pull forward to tug release point T28. Taxi out via taxilane B3 to Link 5 to TWY Y1. | Push-backs from stands V26R, V27L, V27R, V28L and V28R are interdependent. Simultaneous movement of ACFT to/from stands V27L, V27, V27R, V28L and V28 is not permitted. |
| V26, V27 (Code D, E) | ACFT on V26 to push back on taxilane B3 and to pull forward to tug release point T26 for start. ACFT on V27 to push back on taxilane B3 and to pull forward to tug release point T26 for start. Taxi out via taxilane B3 to taxilane H1. | Push-backs from stands V26 and V28 are interdependent. Simultaneous movement of ACFT to/from stands V27 and V28 is not permitted. Push-back from any of the stands, V26, V27, V28 pilot to take caution to ensure clearance from ACFT pushing back from any of the stands K4, K5 or K6. |
| V28L, V28R | ACFT to push back facing South-West on TWY B4, pull forward to tug release point T28. Taxi out via taxilane B3 to TWY Link 5 to TWY Y1. | Push-backs from stands V26R, V27L, V27R, V28L and V28R are interdependent. Simultaneous movement of ACFT to/from stands V27L, V27, V27R, V28L and V28 is not permitted. At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 ACFT Code D and E will tow/taxi under follow-me service only. |
| V28 (Code D, E) | ACFT to push back facing South-West on taxilane H3. Taxi out via taxilane B3 to taxilane H1 to TWY M4. | Push-backs from stands V28, V30 and K6 are interdependent. At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 ACFT Code D and E will tow/taxi under follow-me service only. |

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CHHATRAPATI SHIVAJI INTL

10 AUG 18

10-1P23

Eff 16 Aug

AIRPORT BRIEFING**3. DEPARTURE**

| RWY 27 (cont'd) | | |
|---------------------------------|--|--|
| Stand | Procedure | CAUTION - Note: |
| V29, V30L, V30R, V31L | ACFT from V29 and V30L to push back deep facing South-West on TWY B4 to tug release point T29. ACFT from V30R and V31L to push back facing South-West on TWY B4, and pull ahead to tug release point T29. Taxi out via Link C3 and join taxilane Y3 to TWY Y1. | Push-backs from stands V29, V30L, V30R and V31L are interdependent. Push-back from stand V31L will prohibit use of TWY Link 7. At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 ACFT Code D and E will tow/taxi under follow-me service only. |
| V29, V30, V31 (Code D, E) | ACFT from stand V29 and V30 to push back facing South-West on taxilane H3 to tug release point T30. ACFT from stand V31 to push back facing South-West on taxilane H3 and pull forward to tug release point T30. Taxi out via taxilane H3 to taxilane Y3 to taxilane H1. | Push-backs from stands V29 and V31 are interdependent. Push-backs from stands V29 and K6 are interdependent. At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 ACFT Code D and E will tow/taxi under follow-me service only. |
| V31R | ACFT to push back facing South-West on TWY B4 up to tug release point T31. Taxi out via TWY Y4 to taxilane Y3. | Push-backs from stands V31R, V32L, V32R are interdependent. ACFT holding on tug release point T31 will prohibit use of TWY Link 7. |
| V32L, V32R | ACFT to push back facing South-West on TWY B4 and to pull forward up to tug release point T31. Taxi out via TWY Y4 to taxilane Y3. | |

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MUMBAI, INDIA

CHHATRAPATI SHIVAJI INTL

30 NOV 18

10-1P24

Eff 6 Dec

AIRPORT BRIEFING

3. DEPARTURE

| RWY 32 | | |
|---------------|--|--|
| Stand | Procedure | CAUTION - Note: |
| A1 thru A4 | ACFT on stand A1 and A2 to push back facing East on taxilane L up to tug release point T1. ACFT on stand A3 and A4 to push back facing East on taxilane L up to tug release point T2. Taxi out via TWY L4. | Stands A1 and A3 are interdependent. Stands A3 and A5 are interdependent. |
| A5 thru A8 | Push-back facing East on taxilane L. Taxi out via TWY L4. | Stands A3 and A5 are interdependent. |
| A9 thru A11 | ACFT on stand A9 to push back facing East on taxilane L up to tug release point T3. ACFT on stands A10 and A11 to push back and pull ahead up to tug release point T3. Taxi out via TWY L4. | Only one ACFT to push back between stands A9 to A12 (both stands inclusive) at any point of time. Deep push-back on TWY L1 will prohibit another ACFT taxiing on TWY N. |
| A12 | Push-back deep on TWY L1 and pull ahead up to tug release point T3. Taxi out via TWY L4. | |
| C10, C11 | Push-back facing South-West on taxilane K1 and pull ahead till abeam stand C11. Taxi out via taxilane K1. | ACFT on stands C10 and C11 not to commence push-back until the ACFT pushing back from stand C12 has taxied out. |
| C12 thru C19 | Push-back facing South-West on taxilane K1. Taxi out via taxilane K1. | ACFT on stand C12 not to commence push-back until the ACFT pushing back from stand C10 and C11 has taxied out. Stands C18, C19 and C20 are interdependent. |
| C20 | Push-back deep on TWY K1 facing South till abeam stand C18 clear of TWY N. Taxi out via taxilane K1. | |
| C21 | Push-back deep facing North-East on taxilane K3 till abeam stand C30. Taxi via stand C29 to TWY U. | Push-back from stands C21, C22, C23, C27, C28, C30 and C31 are interdependent. |
| C22 and C23 | Push-back facing North-East on taxilane K3. Taxi via stand C29 to TWY U. | Push-back from stands C24, C25, C32 and C33 are interdependent. Push-back from stand C25 will restrict ACFT taxiing on TWY N. Stand C29 is kept vacant. |
| C24 and C25 | ACFT on stand C24 to push-back facing North-East on taxilane K3 to tug release point T6. ACFT on stand C25 to push-back facing North-East on taxilane K3 to pull forward to tug release point T6. Taxi via stand C29 to TWY U. | |
| C26 | Push-back deep on TWY N facing East. Taxi out via TWY N. | |

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MUMBAI, INDIA

CHHATRAPATI SHIVAJI INTL

30 NOV 18

10-1P25

Eff 6 Dec

AIRPORT BRIEFING

3. DEPARTURE

| RWY 32 (cont'd) | | |
|---------------------------------|--|---|
| Stand | Procedure | CAUTION - Note: |
| C27 and C28 | Push-back deep facing North-East on taxilane K3 till abeam stand C30. Taxi via stand C29 to TWY U. | Push-back from stands C21, C22, C23, C27, C28, C30 and C31 are interdependent. Push-back from stands C24, C25, C32 and C33 are interdependent. Stand C29 is kept vacant. |
| C30 and C31 | Push-back facing North-East on taxilane K3. Taxi via stand C29 to TWY U. | |
| C32 and C33 | Push-back facing North-East on taxilane K3 and pull ahead up to tug release point T6. Taxi via stand C29 to TWY U. | |
| 80 | Push-back facing South-East on TWY U up to tug release point T7. Taxi out via TWY N. | ACFT on stand 80 not to commence push-back until the ACFT pushing back from stands 81, 82 or 86 has taxied out. |
| 81 thru 88 | Push-back facing South-East on TWY U. Taxi out via TWY U. | ACFT on stands 81, 82 or 86 not to commence push-back until the ACFT pushing back from stand 80 has taxied out. Stand C29 is kept vacant. |
| G1 thru G3 | Push-back facing South-West on taxilane P up to tug release point T9. Taxi out via taxilane P. | Push-backs from stands G1 thru G5 are interdependent. Push-backs from stands S3, G1, G2 and G3 are interdependent. |
| G4L, G4, G4R, G5 | Push-back facing South-West on taxilane P, pull forward to tug release point T9. Taxi out via taxilane P. | |
| K1, K2, K3L and K3R | ACFT from stand K1 and K2 to push back facing South-West on TWY Y1 up to tug release point T25 for start. ACFT from stands K3L and K3R to push back facing South-West on TWY Y1 and pull forward up to tug release point T25 for start. Taxi out via TWY Y1 to TWY M4. | Push-back from stand K3L will prohibit the use of TWY Link-5. At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 ACFT code D and E will tow/taxi under follow-me service only. |
| K3 (code D and E) | ACFT to push back facing South West on taxilane H1 and pull forward until short of Link 4. Taxi out via taxilane H1 to TWY M4. | Push-backs from stands K3 and V25 are interdependent. At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 ACFT code D and E will tow/taxi under follow-me service only. |
| K4L, K4R, K5L, K5R, K6L and K6R | ACFT on stand K6L, K6R and K5L to push back facing South-East on taxilane Y3. ACFT on stand K5R, K4L and K4R to push back deep facing South-East on taxilane Y3 to tug release point T27. Taxi out via TWY Y1 to TWY M4. | Push-backs from stands K5R and K4R are interdependent. Push-back from stands K4L and K4R will prohibit use of TWY Link-5. |

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JEPPESEN

MUMBAI, INDIA

CHHATRAPATI SHIVAJI INTL 2 NOV 18

10-1P26

Eff 8 Nov

AIRPORT BRIEFING

3. DEPARTURE

| RWY 32 (cont'd) | | |
|------------------------------|---|---|
| Stand | Procedure | CAUTION - Note: |
| K4, K5, K6 (code D and E) | ACFT from stand K5 and K6 to push back facing South-East on taxilane Y3 and pull forward to tug release point T27. ACFT from stand K4 to push back facing South-East on taxilane Y3 to tug release point T 27. Taxi out via taxilane Y3 to taxilane H1 to TWY M4. | Push-backs from stands K4, K5 and K6 are interdependent. Push-backs from stands K6, V27, V28, V29 are interdependent. Push-back from any of the stands V26, V27 or V28, pilot to take caution to ensure clearance from ACFT pushing back from any of the stands K4, K5 or K6. |
| L1 thru L5 | Push-back facing South-East on TWY W1. Taxi out via TWY W1. | |
| L6 thru L10 | Push-back facing South-East on TWY W1 and pull ahead up to tug release point T19. Taxi out via TWY W1. | |
| R1, R2 | Push-back facing North-West on taxilane H and pull forward to tug release point T23. Taxi out via taxilane H to TWY M7. | Push-backs from stands V19, V20, V21, V22, R1 and R2 are interdependent. Push-backs from stands V22, R2, R2L and R3 are interdependent. ACFT pushing back from stand R2 and R2L to remain clear of TWY M5/H1 junction. |
| R1L, R1R, R2L, R2R | Push-back facing North-West on taxilane H. Taxi out via taxilane H to TWY M7. | |
| R3 | Push-back deep facing South-East on taxilane H clear of TWY M5/H1 junction to taxi out via TWY M5. | Push-backs from stands V22, R2, R2L and R3 are interdependent. |
| R4, R5 | Push-back facing South on taxilane H. Taxi out via taxilane H to TWY M7. | Push-backs from R4, R5 and V16 are interdependent. Push-backs from R4 and V15 are interdependent. |
| S1L thru S3R | ACFT from stands S1L, S1 and S1R to push back facing South-East on taxilane H. ACFT from stands S2, S2R, S3L, S3 and S3R to push back facing South-East on taxilane H pull ahead up to tug release point T14. Taxi out via taxilane H. | Push-backs from stands S1, S2, S3, V11 and V12 are interdependent. Push-backs from stands S3, G1, G2 and G3 are interdependent. |
| V4L thru V5 | Push-back facing South-West on taxilane T and pull ahead abeam stand V7 to tug release point T11. Taxi out via taxilane T. | Push-backs from V4, V5, V6, V7 and V8 are interdependent. Simultaneous movement of ACFT to/from stands V4R, V5, V6L and V6 is not permitted. |
| V6L thru V7R | Push-back facing South-West on taxilane T and pull ahead up to tug release point T11. Taxi out via taxilane T. | |
| V8L thru V8R | Push-back facing South-West on taxilane T up to tug release point T11. Taxi out via taxilane T. | |

VABB/BOM

JEPPESEN

MUMBAI, INDIA

CHHATRAPATI SHIVAJI INTL 2 NOV 18

10-1P27

Eff 8 Nov

AIRPORT BRIEFING

3. DEPARTURE

| RWY 32 (cont'd) | | |
|------------------------|--|--|
| Stand | Procedure | CAUTION - Note: |
| V9, V10 | Push-back facing South-West on taxi-lane T and pull ahead up to T12. Taxi out via taxi-lane T. | Push-backs from stands V9, V10 and V11 are interdependent. |
| V11 | Push-back facing South-West on taxi-lane T to tug release point T12. Taxi out via taxi-lane H. | Push-backs from stands V9, V10 and V11 are interdependent. Push-backs from stands V11, S3 and S2 are interdependent. |
| V12 | Push-back facing South-East on taxi-lane H. Taxi out via taxi-lane H. | Push-backs from stand V12, S1, S2 and S3 are interdependent. Push-backs from stands V13 and S1 are interdependent. |
| V13 | Push-back facing East on taxi-lane H. Taxi out via taxi-lane H to TWY M8/TWY M7. | |
| V14, V15 | ACFT pushing back from stands V14 and V15 to push back facing East up to tug release point T16. Taxi out via taxi-lane H. | |
| V16 | Push-back facing South-West on taxi-lane H and pull forward to tug release point T21. Taxi out via taxi-lane H to TWY M7. | Push-backs from stand V16, R4 and R5 are interdependent. |
| V17L, V17, V17R | Push-back facing South-West on taxi-lane H and pull forward to tug release point T22. Taxi out via taxi-lane H to TWY M7. | Simultaneous push-back from V17 and V19 is not permitted. |
| V18L, V18, V18R | Push-back facing South-West on taxi-lane H and pull forward to tug release point T22. Taxi out via taxi-lane H to TWY M7. | Push-backs from stands V17, V18, V19, and V20 are interdependent. Push-backs from stands V19, V20, V21, V22, R1, R2 are interdependent. Simultaneous movement of ACFT to/from stands V18, V18R, V19, V20 and V20L is not permitted. Simultaneous push-back from V19 and V17 is not permitted. |
| V19 | Push-back facing North-West on taxi-lane H to tug release point T23. Taxi out via taxi-lane H to TWY M7. | |
| V20L, V20, V20R | Push-back facing North-West on taxi-lane H to tug release point T23. Taxi out via taxi-lane H to TWY M7. | Push-backs from stands V19, V20, V21, V22, R1, R2 and R3 are interdependent. Simultaneous movement of ACFT to/from stands V18, 18R, V19, V20 and V20L is not permitted. |
| V21L, V21, V21R, V22 | Push-back facing North-West on taxi-lane H and pull forward to tug release point T23. Taxi out via taxi-lane H to TWY M7. | Push-backs from stands V19, V20, V21, V22, R1, R2 and R3 are interdependent. |

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JEPPESEN

MUMBAI, INDIA

CHHATRAPATI SHIVAJI INTL

10 AUG 18

10-1P28

Eff 16 Aug

AIRPORT BRIEFING

3. DEPARTURE

| RWY 32 (cont'd) | | |
|---------------------------|---|--|
| Stand | Procedure | CAUTION - Note: |
| V23, V24 | ACFT from V23 to push back facing South-West on TWY B1 up to tug release point T24. ACFT from V24 to push back facing south west on TWY B1 and to pull forward up to tug release point T24. Taxi out via Link C1 to join TWY Y1 to TWY M4. | At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 ACFT Code D and E will tow/taxi under follow-me service only. |
| V23, V24 (Code D, E) | ACFT from V23 to push back deep facing South-West on taxilane H1. Taxi out via TWY M4. ACFT from V24 to push back facing South-West on taxilane H1. Taxi out via TWY M4. | |
| V25 | ACFT to push back facing South-West on TWY B1, to remain clear of TWY Link 5. Taxi out via TWY B1 to Link 4 to TWY Y1 to TWY M4. | Push-backs from stands V25 and K3 are interdependent. At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 ACFT Code D and E will tow/taxi under follow-me service only. |
| V25 (Code D, E) | ACFT to push back facing South-West on taxilane H1 and pull forward till short of Link 4. Taxi out via taxilane H1 to TWY M4. | |
| V26L, V26R, V27L, V27R | ACFT on V26L and V26R to push back on taxilane B3 and to pull forward up to tug release point T26. ACFT on V27L to push back on taxilane B3 up to tug release point T28. ACFT on V27R to push back on taxilane B3 and to pull forward to tug release point T28. Taxi out via taxilane B3 to Link 5 to TWY Y1. | Push-backs from stands V26R, V27L, V27R, V28L and V28R are interdependent. Simultaneous movement of ACFT to/from stands V27L, V27, V27R, V28L and V28 is not permitted. |
| V26, V27 (Code D, E) | ACFT on V26 to push back on taxilane B3 and to pull forward to tug release point T26 for start. ACFT on V27 to push back on taxilane B3 and to pull forward to tug release point T26 for start. Taxi out via taxilane B3 to taxilane H1. | Push-backs from stands V26 and V28 are interdependent. Simultaneous movement of ACFT to/from stands V27 and V28 is not permitted. Push-back from any of the stands, V26, V27, V28 pilot to take caution to ensure clearance from ACFT pushing back from any of the stands K4, K5 or K6. |
| V28L, V28R | ACFT to push back facing South-West on TWY B4, pull forward to tug release point T28. Taxi out via taxilane B3 to TWY Link 5 to TWY Y1. | Push-backs from stands V26R, V27L, V27R, V28L and V28R are interdependent. Simultaneous movement of ACFT to/from stands V27L, V27, V27R, V28L and V28 is not permitted. At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 ACFT Code D and E will tow/taxi under follow-me service only. |

VABB/BOM

JEPPESEN

MUMBAI, INDIA

CHHATRAPATI SHIVAJI INTL

10 AUG 18

10-1P29

Eff 16 Aug

AIRPORT BRIEFING

3. DEPARTURE

| RWY 32 (cont'd) | | |
|------------------------------|--|---|
| Stand | Procedure | CAUTION - Note: |
| V28 (Code D, E) | ACFT to push back facing South-West on taxilane H3. Taxi out via taxilane B3, taxilane H1 to TWY M4. | Push-backs from stands V28, V30 and K6 are interdependent. At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 ACFT Code D and E will tow/taxi under follow-me service only. |
| V29, V30L, V30R, V31L | ACFT from V29 and V30L to push back deep facing South-West on TWY B4 to tug release point T29. ACFT from V30R and V31L to push back facing South-West on TWY B4, and pull ahead to tug release point T29. Taxi out via Link C3 and join taxilane Y3 to TWY Y1. | Push-backs from stands V29, V30L, V30R and V31L are interdependent. Push-back from stand V31L will prohibit use of TWY Link 7. At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 ACFT Code D and E will tow/taxi under follow-me service only. |
| V29, V30, V31 (Code D, E) | ACFT from stand V29 and V30 to push back facing South-West on taxilane H3 to tug release point T30. ACFT from stand V31 to push back facing South-West on taxilane H3 and pull forward to tug release point T30. Taxi out via taxilane H3 to taxilane Y3 to taxilane H1. | Push-backs from stands V29 and V31 are interdependent. Push-backs from stands V29 and K6 are interdependent. At SE Pier Apron from stands V23 up to V31 and from stands K3 up to K6 ACFT Code D and E will tow/taxi under follow-me service only. |
| V31R | ACFT to push back facing South-West on TWY B4 up to tug release point T31. Taxi out via TWY Y4 and taxilane Y3. | Push-backs from stands V31R, V32L, V32R are interdependent. ACFT holding on tug release point T31 will prohibit use of TWY Link 7. |
| V32L, V32R | ACFT to push back facing South-West on TWY B4 and to pull forward up to tug release point T31. Taxi out via TWY Y4 and taxilane Y3. | |

VABB/BOM

JEPPESEN

MUMBAI, INDIA

CHHATRAPATI SHIVAJI INTL

2 NOV 18

10-1P30

Eff 8 Nov

AIRPORT BRIEFING

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.

For RWY 09, code E and code F departure shall use second RWY holding position J1 available on TWY N short of TWY N11 and TWY N junction.

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 maneuvers.

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. 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 RWY 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.

If the controller observes a delay in ACFT commencing 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.

Airborne ACFT shall contact MUMBAI Radar after passing 800', unless instructed otherwise by ATC.

3.4. OTHER INFORMATION

3.4.1. COMMUNICATION FAILURE

3.4.1.1. GENERAL

Pilot shall not overfly VA(P)-2 situated 9NM Southwest of APT under any circumstances.

3.4.1.2. ASSIGNED RWY - AVAILABILITY FOR RCF ACFT

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

3.4.1.3. DEPARTURE - PROCEED TO DESTINATION

Immediately after departure climb to FL 70:

- Maintain FL 70 on SID or as per heading/track last issued and acknowledged.
- Squawk 7600;
- 2 minutes after setting squawk 7600 climb to FL 90;
- Maintain FL 90 for further 2 minutes, thereafter climb to filed flight planned level;
- Continue to follow the SID and flight planned route to destination.

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MUMBAI, INDIA

CHHATRAPATI SHIVAJI INTL

2 NOV 18

10-1P31

Eff 8 Nov

AIRPORT BRIEFING

3. DEPARTURE

3.4.1.4. DEPARTURE - RETURN TO DEPARTURE

Immediately after departure climb to FL 70:

- Maintain FL 70 on SID or as per heading/track last issued and acknowledged;
- Squawk 7600;
- 2 minutes after setting squawk 7600 climb to FL 100;
- Maintain FL 100 for further 2 minutes, thereafter make shorter arc to come over BBB. Join BBB holding, descend to FL 55 in holding and leave BBB; follow the laid down procedure for assigned RWY up to landing.

3.4.1.5. DEPARTURE - PROCEED TO DESTINATION CONTACT WITH RADAR

RCF after establishing contact with radar:

- Squawk 7600;
- Initial climb to cleared FL or FL 90 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.

3.4.1.6. DEPARTURE - RETURN TO DEPARTURE CONTACT WITH RADAR

RCF after establishing contact with radar:

- Squawk 7600;
- If below FL 100, continue on current clearance until 2 minutes after setting code 7600, thereafter climb to FL 100, reaching FL 100, make a shorter arc to join BBB holding;
- If above FL 100, continue on current clearance until 2 minutes after setting code 7600; thereafter, stop climb and make a shorter arc to join BBB holding descending to FL 100;
- Descend to FL 55 in holding and leave BBB; follow the laid down procedure for assigned RWY.

3.4.1.7. DEPARTURE - RETURN TO APT AND REQUIRE JETTISONING THE FUEL

If ACFT requires to jettison the fuel, join holding at FL 100, after one holding over head, ACFT will proceed on BBB R-210 to the jettisoning area defined by BBB R-205 to BBB R-245 between BBB 25 DME to BBB 45 DME. After jettisoning the fuel, ACFT will come over BBB at FL 100 and then descend to FL 55 in the hold, then leave BBB for the laid down procedure and continue descent as per procedure.

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 minutes prior to the Estimated Off-Block Time (EOBT) or 35 minutes prior to Calculated Take-Off Time (CTOT).

If rejected, pilots shall revert to voice procedures.

Pilots shall acknowledge en-route clearance within 5 minutes.

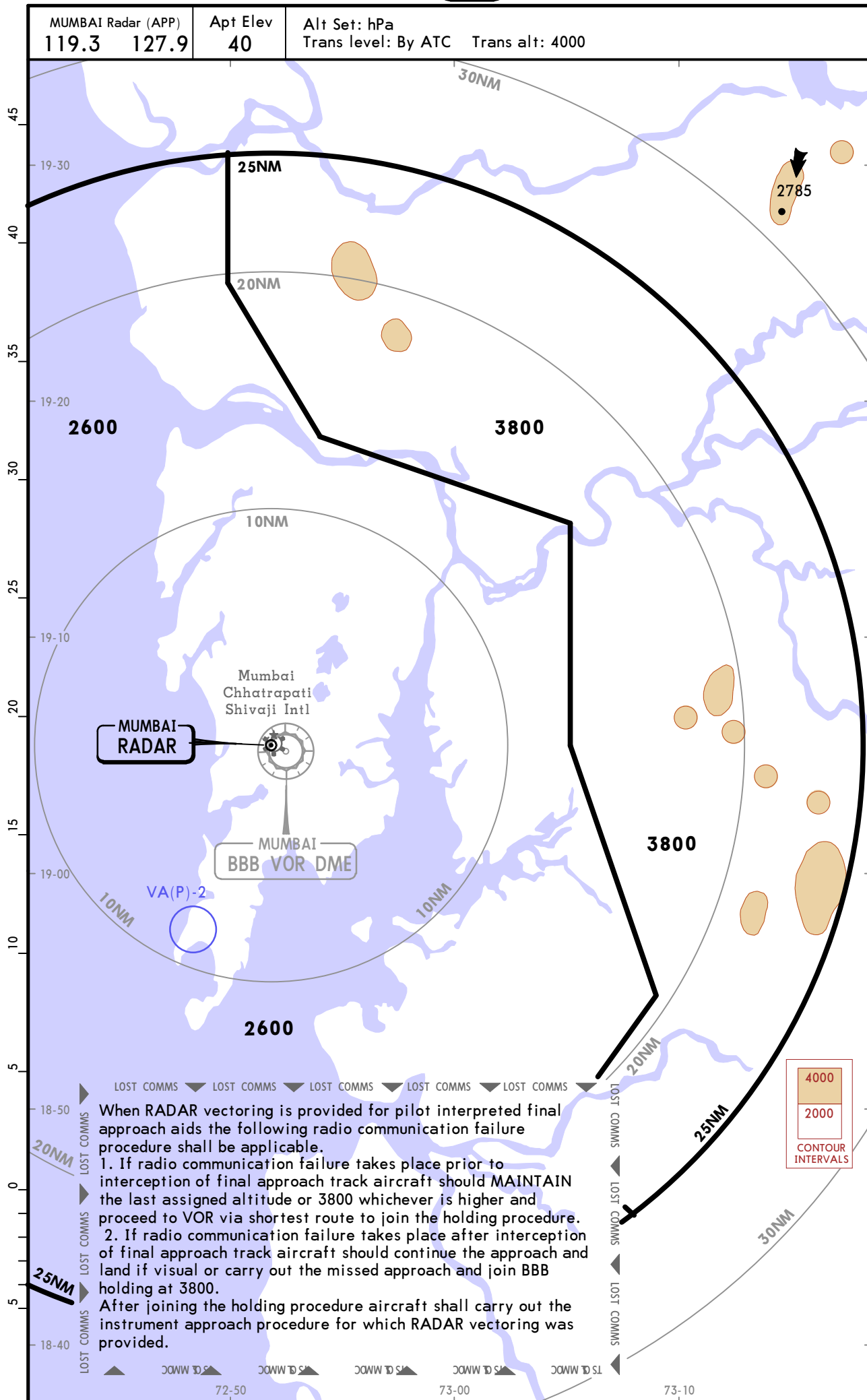
VABB/BOM CHHATRAPATI SHIVAJI INTL

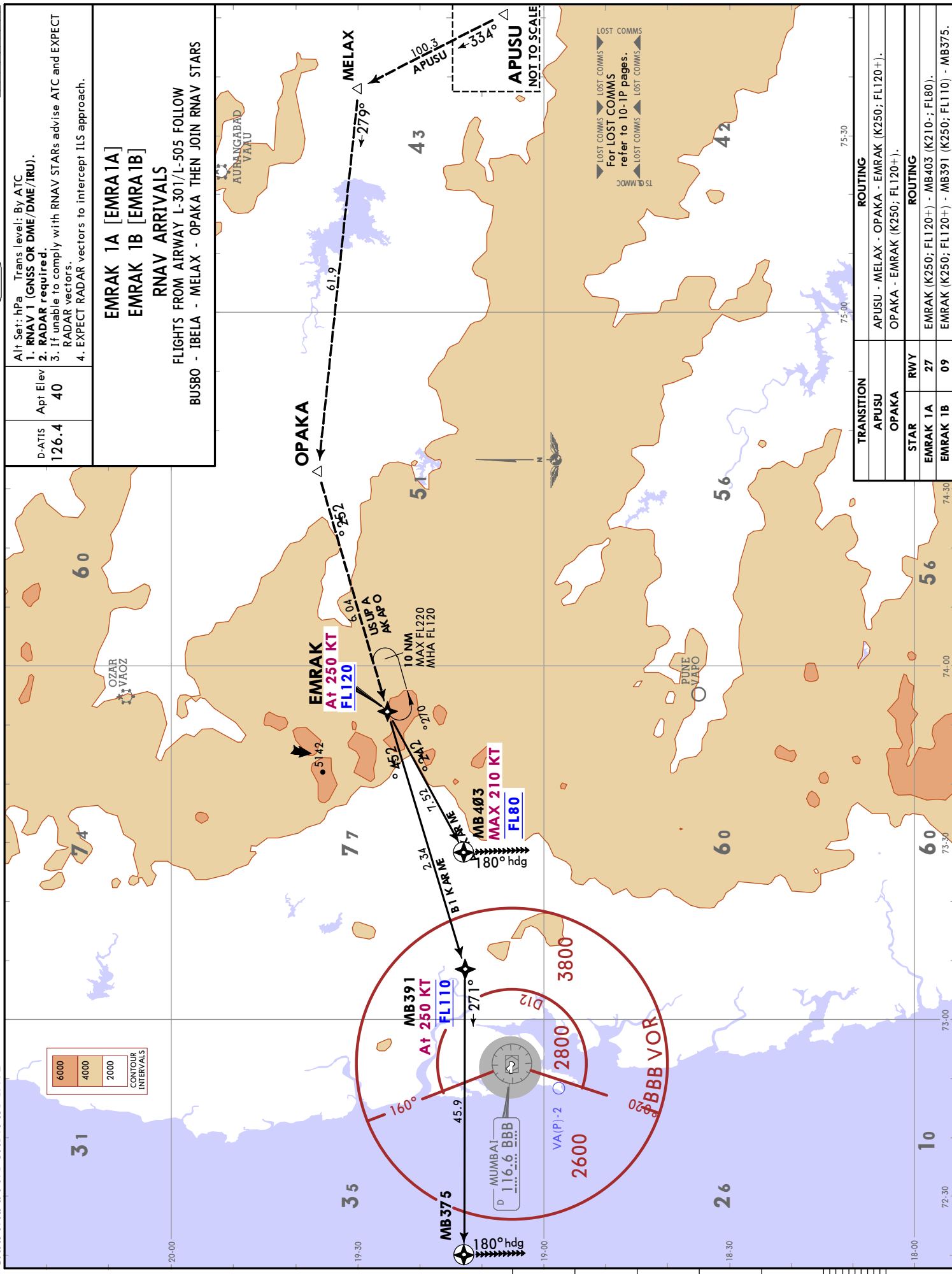
JEPPESSEN
21 DEC 18 (10-1R)

MUMBAI, INDIA

RADAR MINIMUM ALTITUDES

| | | |
|--------------------|----------|-------------------------------------|
| MUMBAI Radar (APP) | Apt Elev | Alt Set: hPa |
| 119.3 127.9 | 40 | Trans level: By ATC Trans alt: 4000 |



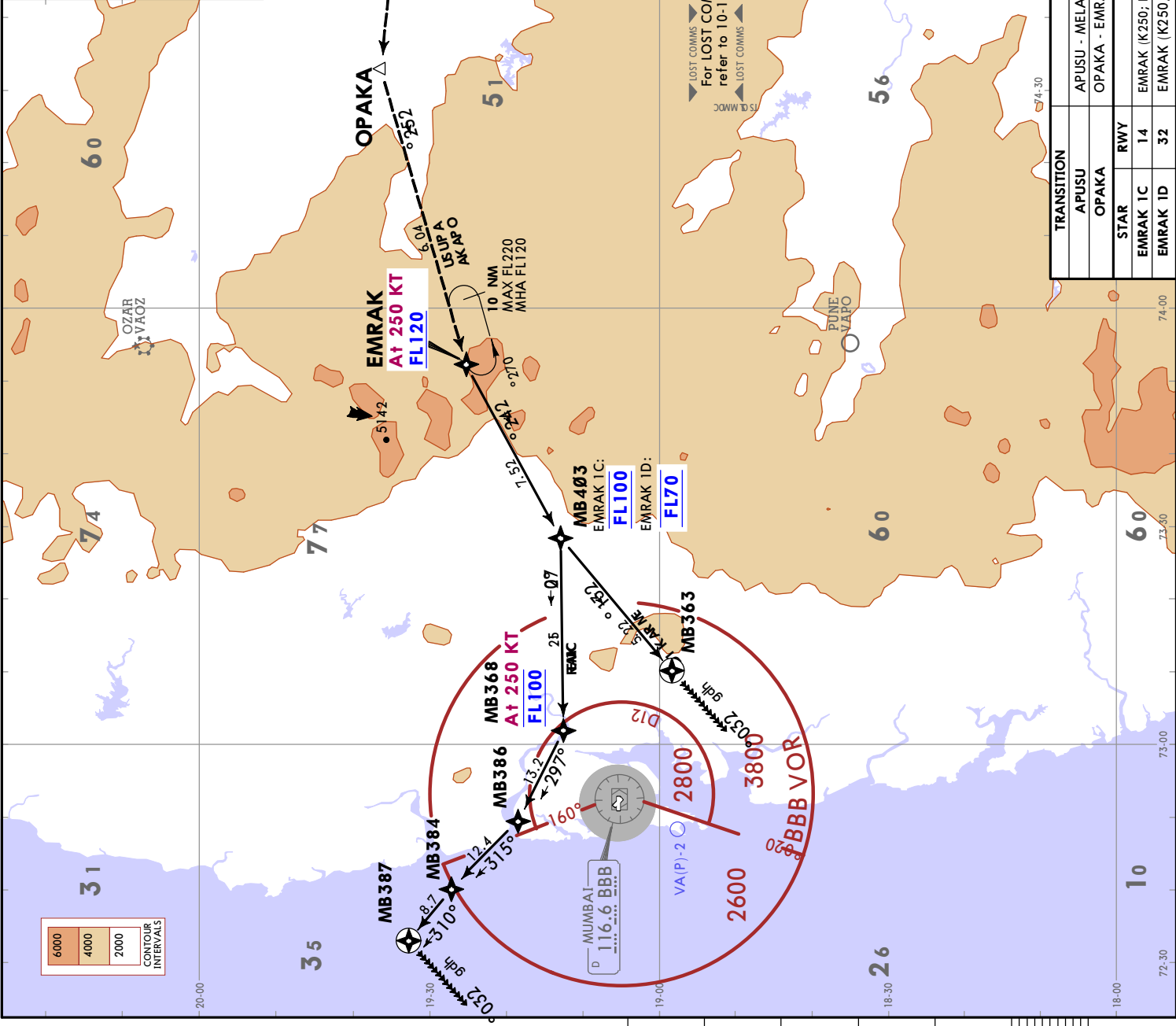


Alt Set: hPa Trans level: By ATC
 1. RNAV 1 (GNSS OR DME/DME/IRU).
 2. RADAR required.
 3. If unable to comply with RNAV STARS advise ATC and EXPECT RADAR vectors.
 4. EXPECT RADAR vectors to intercept ILS approach.

D-ATIS
126.4

Apt Elev
40

EMRAK 1C [EMRA1C]
EMRAK 1D [EMRA1D]
RNAV ARRIVALS
FLIGHTS FROM AIRWAY L-301/L-505 FOLLOW
BUSBO - IBELA - MELAX - OPAKA THEN JOIN RNAV STARS



| TRANSITION | | ROUTING | |
|------------|---|----------|---|
| APUSU | APUSU - MELAX - OPAKA - EMRAK (K250; FL120+). | APUSU | APUSU - MELAX - OPAKA - EMRAK (K250; FL120+). |
| OPAKA | OPAKA - EMRAK (K250; FL120+). | OPAKA | OPAKA - EMRAK (K250; FL120+). |
| STAR | | ROUTING | |
| EMRAK 1C | 14 | EMRAK 1C | EMRAK (K250; FL120+) - MB403 (FL100) - MB386 - MB384 - MB387. |
| EMRAK 1D | 32 | EMRAK 1D | EMRAK (K250; FL120+) - MB403 (FL100) - MB386 - MB384 - MB387. |

VABB/BOM
CHHATRAPATI SHIVAJI INTL

JEPPESSEN
7 SEP 18 **10-2B** Eff 13 Sep

MUMBAI, INDIA
RNAV STAR

| | | |
|------------------------|-----------------------|---|
| D-ATIS 126.4 | Apt Elev 40 | Alt Set: hPa Trans level: By ATC 1. RNAV 1 (GNSS OR DME/DME/IRU). 2. RADAR required. 3. If unable to comply with RNAV STARs advise ATC and EXPECT RADAR vectors. 4. EXPECT RADAR vectors to intercept ILS approach. |
|------------------------|-----------------------|---|

IGBAN 1A [IGBA1A], IGBAN 1B [IGBA1B]
RNAV ARRIVALS



| TRANSITION | | ROUTING |
|-----------------|-----------|---|
| SG | | SG - AKTIV - IGBAN (K230; FL120+). |
| STAR | RWY | ROUTING |
| IGBAN 1A | 27 | IGBAN (K230; FL120+) - MB392 (K230; FL110) - MB391 (K210; FL110) - MB403 (K210-; FL80). |
| IGBAN 1B | 09 | IGBAN (K230; FL120+) - MB376 (K210; FL100) - MB375. |

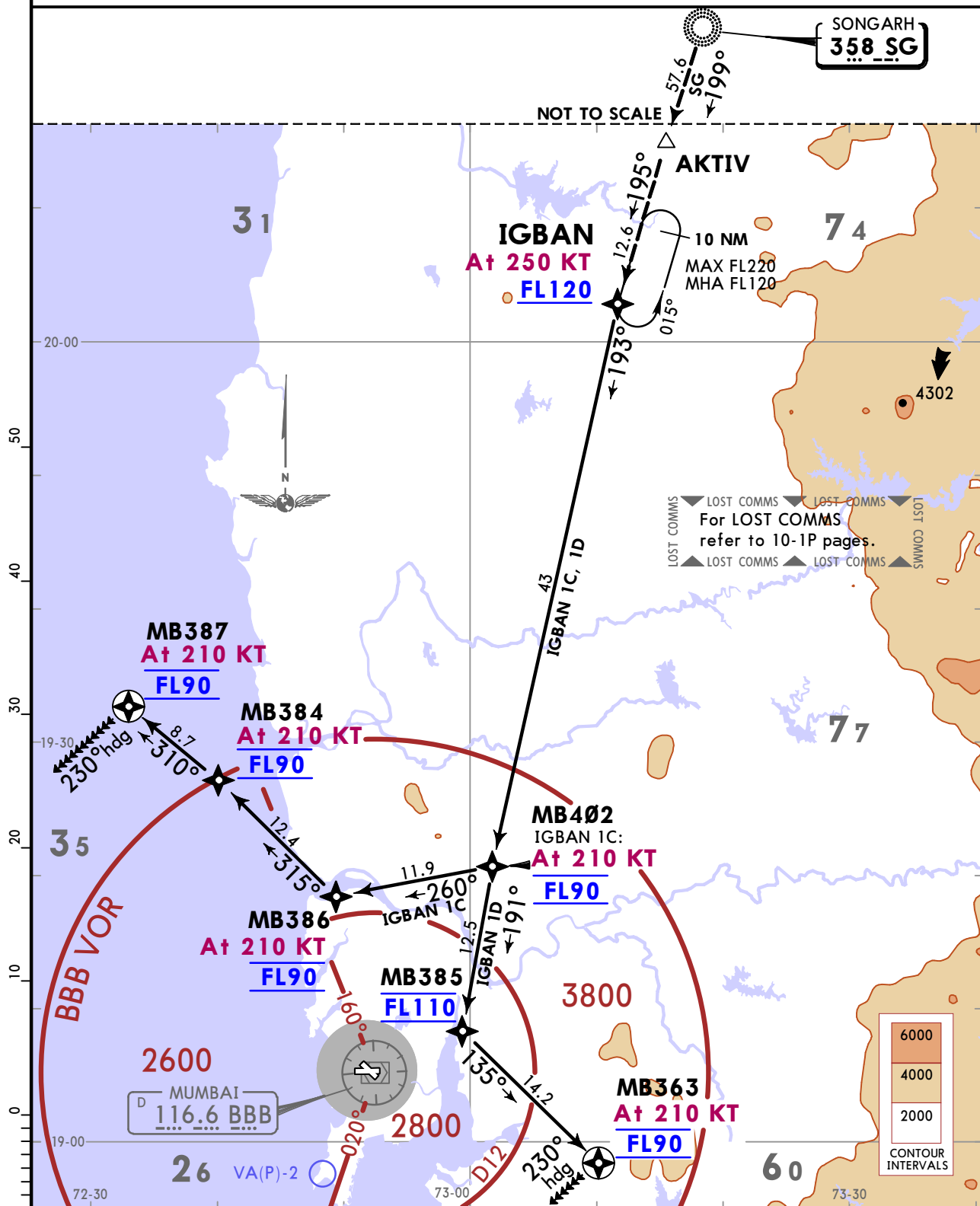
VABB/BOM
CHHATRAPATI SHIVAJI INTL

JEPPESSEN
7 SEP 18 10-2C Eff 13 Sep

MUMBAI, INDIA
RNAV STAR

| | | |
|-----------------|----------------|---|
| D-ATIS 126.4 | Apt Elev 40 | Alt Set: hPa Trans level: By ATC 1. RNAV 1 (GNSS OR DME/DME/IRU). 2. RADAR required. 3. If unable to comply with RNAV STARs advise ATC and EXPECT RADAR vectors. 4. EXPECT RADAR vectors to intercept ILS approach. |
|-----------------|----------------|---|

IGBAN 1C [IGBA1C], IGBAN 1D [IGBA1D]
RNAV ARRIVALS



| TRANSITION | | ROUTING |
|------------|-----|---|
| SG | | SG - AKTIV - IGBAN (K250; FL120+). |
| STAR | RWY | ROUTING |
| IGBAN 1C | 14 | IGBAN (K250; FL120+) - MB402 (K210; FL90) - MB386 (K210; FL90) - MB384 (K210; FL90) - MB387 (K210; FL90). |
| IGBAN 1D | 32 | IGBAN (K250; FL120+) - MB402 - MB385 (FL110) - MB363 (K210; FL90). |

JEPPESEN
7 SEP 18 (10-2D) Eff 13 Sep

MUMBAI, INDIA
RNAV STAR

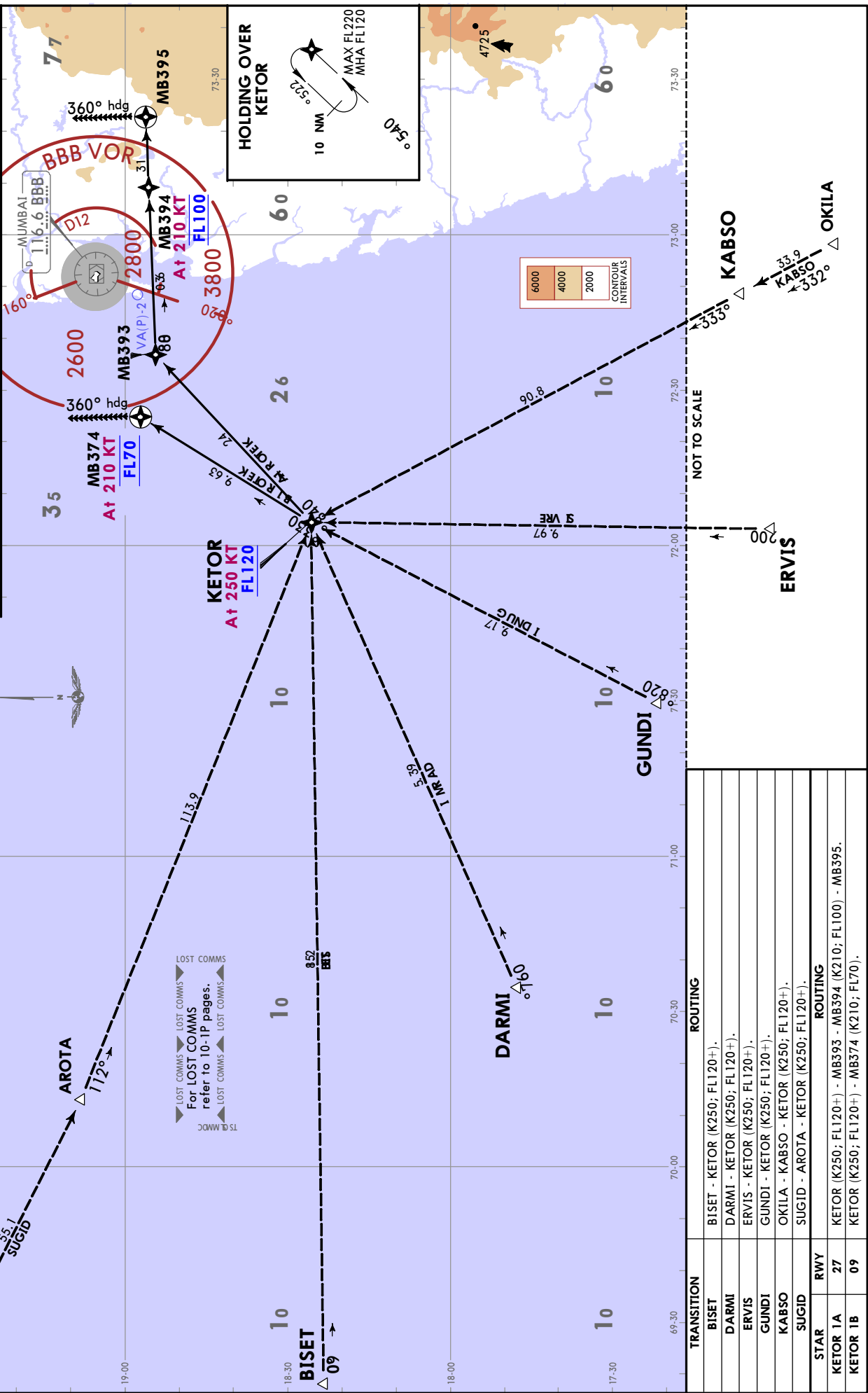
VABB/BOM
CHHATRAPATI SHIVAJI INTL

Alt Set: hPa Trans level: By ATC
 1. RNAV 1 (GNSS OR DME/DME/IRU).
 2. RADAR required.
 3. If unable to comply with RNAV STARS advise ATC and EXPECT RADAR vectors.
 4. EXPECT RADAR vectors to intercept ILS approach.

D-ATIS
126.4

Apt Elev
40

KETOR 1A [KET01A]
KETOR 1B [KET01B]
RNAV ARRIVALS



| TRANSITION | ROUTING |
|------------|---|
| BISET | BISET - KETOR (K250; FL120+). |
| DARMi | DARMi - KETOR (K250; FL120+). |
| ERVIS | ERVIS - KETOR (K250; FL120+). |
| GUNDI | GUNDI - KETOR (K250; FL120+). |
| KABSO | OKILA - KABSO - KETOR (K250; FL120+). |
| SUGID | SUGID - AROTA - KETOR (K250; FL120+). |
| STAR | ROUTING |
| KETOR 1A | KETOR (K250; FL120+) - MB393 - MB394 (K210; FL100) - MB395. |
| KETOR 1B | KETOR (K250; FL120+) - MB374 (K210; FL70). |

VABB/BOM
CHHATRAPATI SHIVAJI INTL

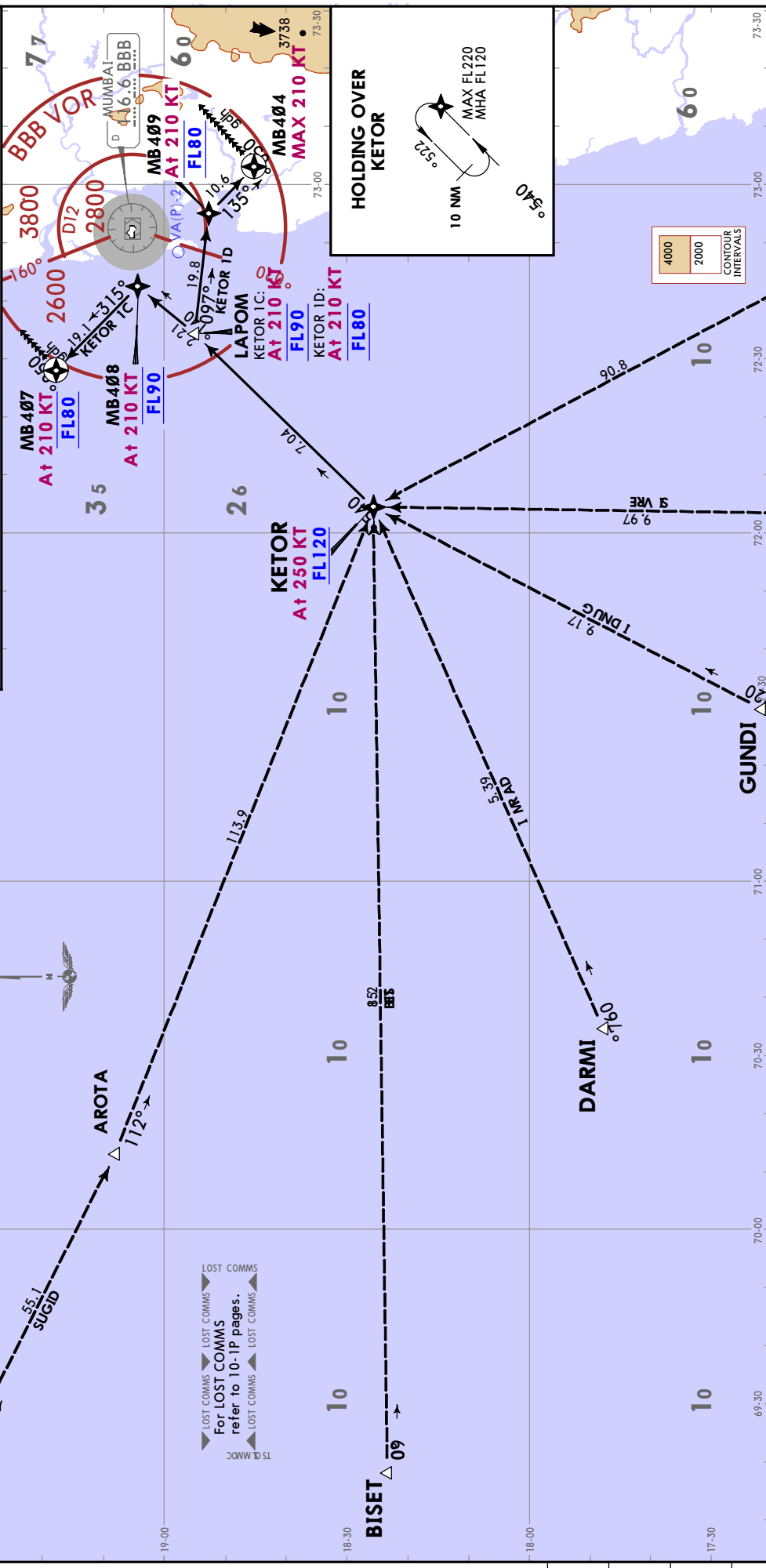
JEYPESEN
7 SEP 18 (10-2E) Eff 13 Sep

MUMBAI, INDIA
RNAV STAR

Alt Set: hPa Trans level: By ATC
 1. RNAV 1 (GNSS OR DME/DME/IRU).
 2. RADAR required.
 3. If unable to comply with RNAV STARs advise ATC and EXPECT RADAR vectors.
 4. EXPECT RADAR vectors to intercept ILS approach.

D-ATIS 126.4
 Apt Elev 40

KETOR 1C [KETO1C], KETOR 1D [KETO1D]
RNAV ARRIVALS



| TRANSITION | ROUTING |
|------------|---------------------------------------|
| BISET | BISET - KETOR (K250; FL120+). |
| DARMI | DARMI - KETOR (K250; FL120+). |
| ERVIS | ERVIS - KETOR (K250; FL120+). |
| GUNDI | GUNDI - KETOR (K250; FL120+). |
| KABS | OKILA - KABS - KETOR (K250; FL120+). |
| SUGID | SUGID - AROTA - KETOR (K250; FL120+). |
| STAR | RWY |
| KETOR 1C | 14 |
| KETOR 1D | 32 |

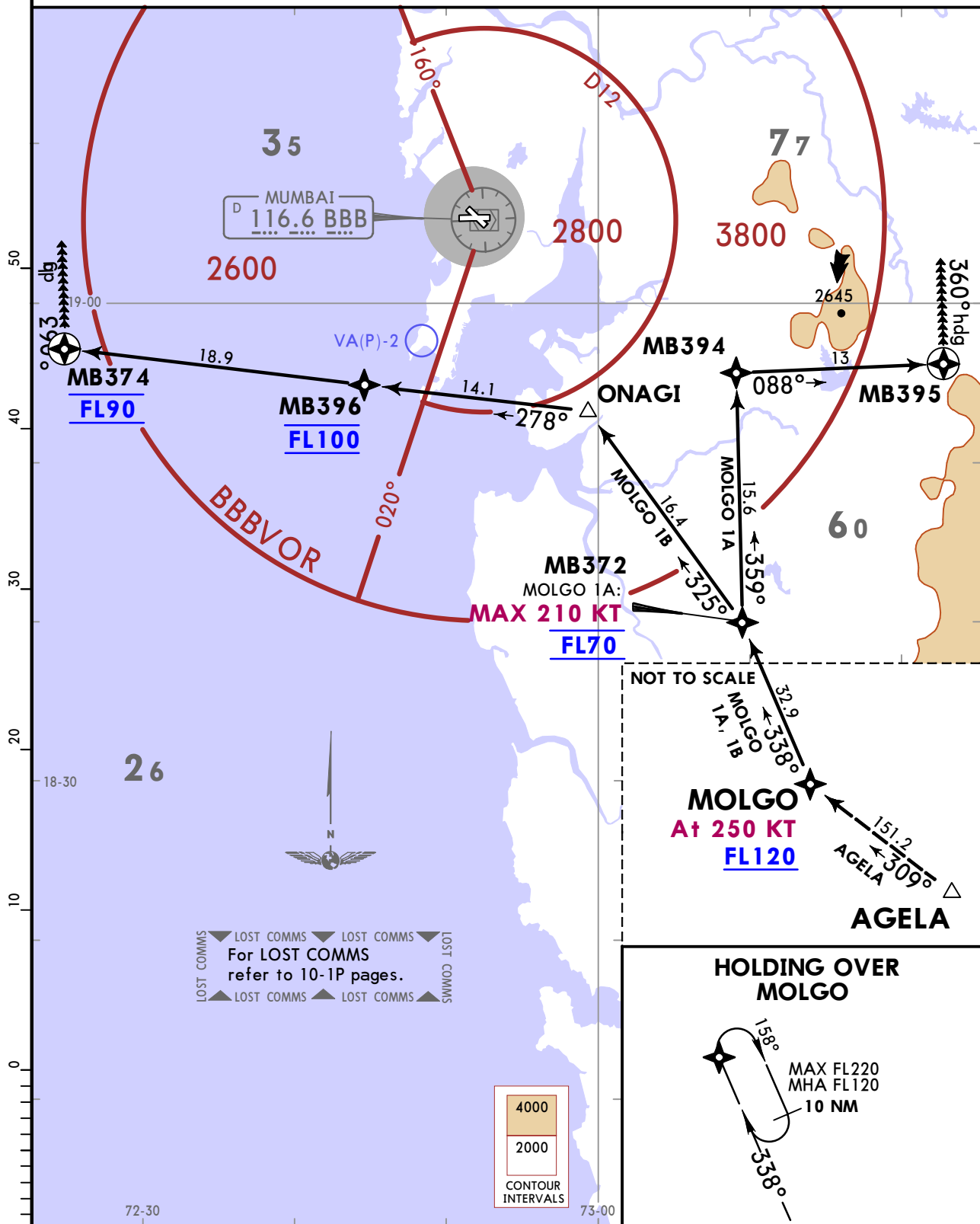
VABB/BOM
CHHATRAPATI SHIVAJI INTL

JEPESEN
21 SEP 18 10-2F

MUMBAI, INDIA
RNAV STAR

| | | |
|-----------------|----------------|---|
| D-ATIS 126.4 | Apt Elev 40 | Alt Set: hPa Trans level: By ATC 1. RNAV 1 (GNSS OR DME/DME/IRU). 2. RADAR required. 3. If unable to comply with RNAV STARs advise ATC and EXPECT RADAR vectors. 4. EXPECT RADAR vectors to intercept ILS approach. |
|-----------------|----------------|---|

MOLGO 1A [MOLG1A], MOLGO 1B [MOLG1B]
RNAV ARRIVALS



| | | |
|-------------------|------------|--|
| TRANSITION | | ROUTING |
| AGELA | | AGELA - MOLGO (K250; FL120+). |
| STAR | RWY | ROUTING |
| MOLGO 1A | 27 | MOLGO (K250; FL120+) - MB372 (K210-; FL70) - MB394 - MB395. |
| MOLGO 1B | 09 | MOLGO (K250; FL120+) - MB372 - ONAGI - MB396 (FL100) - MB374 (FL90). |

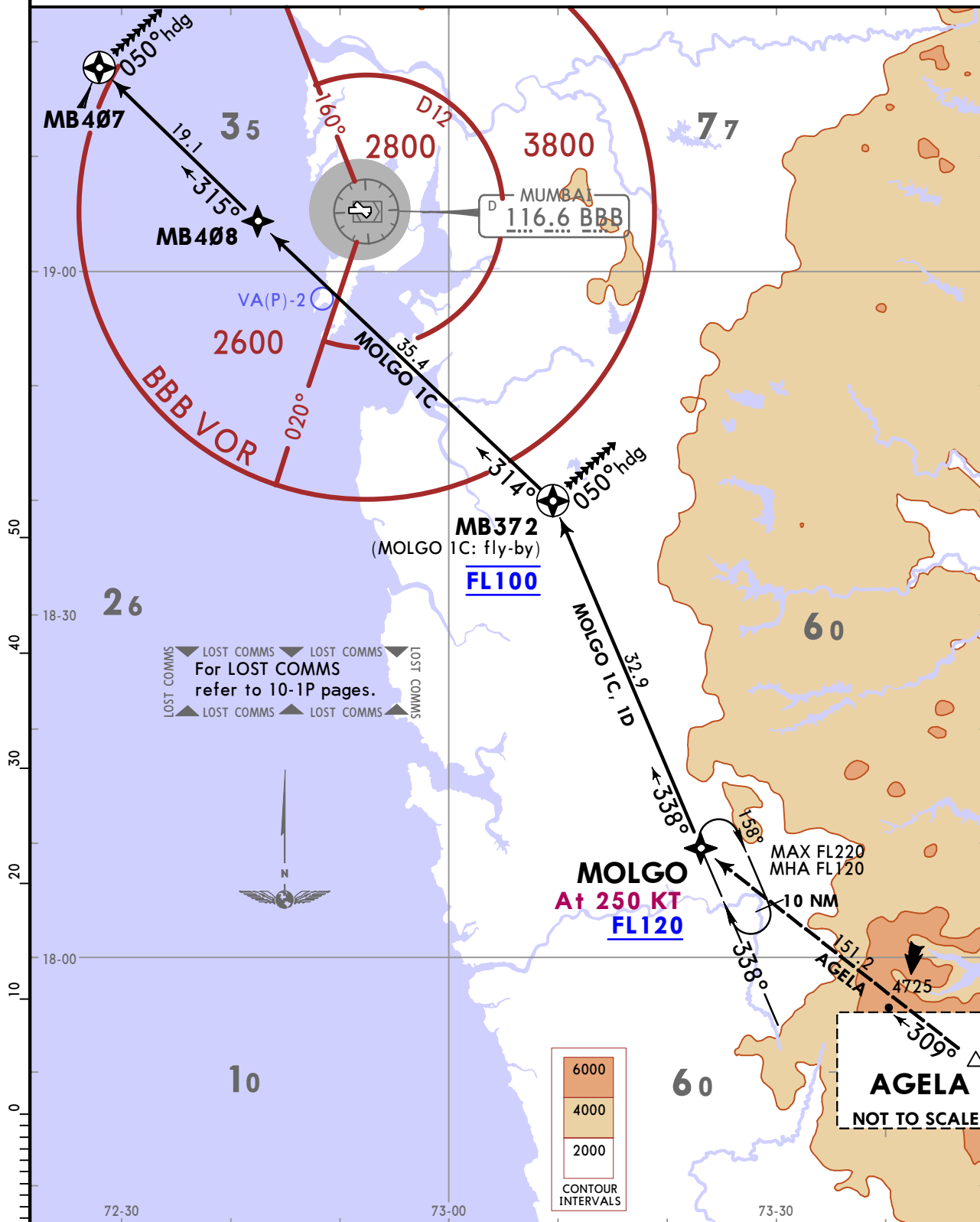
VABB/BOM
CHHATRAPATI SHIVAJI INTL

JEPESEN
 21 SEP 18 **(10-2G)**

MUMBAI, INDIA
RNAV STAR

| | | |
|------------------------|-----------------------|---|
| D-ATIS 126.4 | Apt Elev 40 | Alt Set: hPa Trans level: By ATC 1. RNAV 1 (GNSS OR DME/DME/IRU). 2. RADAR required. 3. If unable to comply with RNAV STARs advise ATC and EXPECT RADAR vectors. 4. EXPECT RADAR vectors to intercept ILS approach. |
|------------------------|-----------------------|---|

MOLGO 1C [MOLG1C], MOLGO 1D [MOLG1D]
RNAV ARRIVALS



| TRANSITION | | ROUTING |
|------------|-----|---|
| AGELA | | AGELA - MOLGO (K250; FL120+). |
| STAR | RWY | ROUTING |
| MOLGO 1C | 14 | MOLGO (K250; FL120+) - MB372 (FL100) - MB408 - MB407. |
| MOLGO 1D | 32 | MOLGO (K250; FL120+) - MB372 (FL100). |

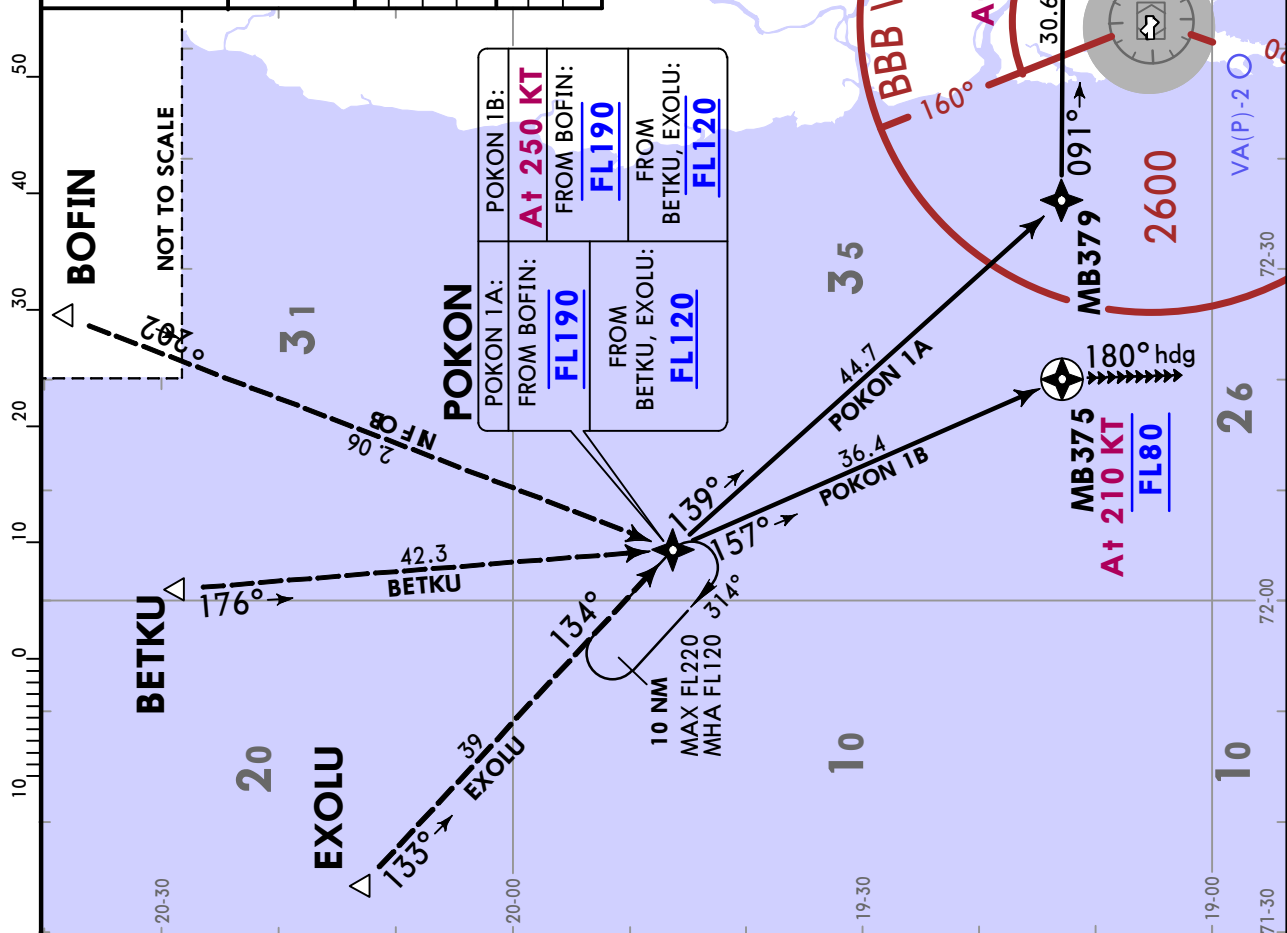
CHANGES: None.

VABB/BOM CHHATRAPATI SHIVAJI INTL

JEPPESSEN
7 SEP 18 10-2H Eff 13 Sep

MUMBAI, INDIA
RNAV STAR

| | | |
|---|--|--|
| D-ATIS 126.4 | Apt Elev 40 | Alt Set: hPa Trans level: By ATC 1. RNAV 1 (GNSS OR DME/DME/IRU). 2. RADAR required. 3. If unable to comply with RNAV STARs advise ATC and EXPECT RADAR vectors. 4. EXPECT RADAR vectors to intercept ILS approach. |
| POKON 1A [POKO1A], POKON 1B [POKO1B] RNAV ARRIVALS | | |
| ROUTING | | |
| TRANSITION | | |
| BETKU | BETKU - POKON (POKON 1A: FL120+; POKON 1B: K250; FL120). | |
| BOFIN | BOFIN - POKON (POKON 1A: FL190; POKON 1B: K250; FL190). | |
| EXOLU | EXOLU - POKON (POKON 1A: FL120+; POKON 1B: K250; FL120). | |
| ROUTING | | |
| STAR | RWY | |
| POKON 1A | 27 | POKON - MB379 - MB391 (K250; FL110) - MB403 (K210; FL80). |
| POKON 1B | 09 | POKON - MB375 (K210; FL80). |



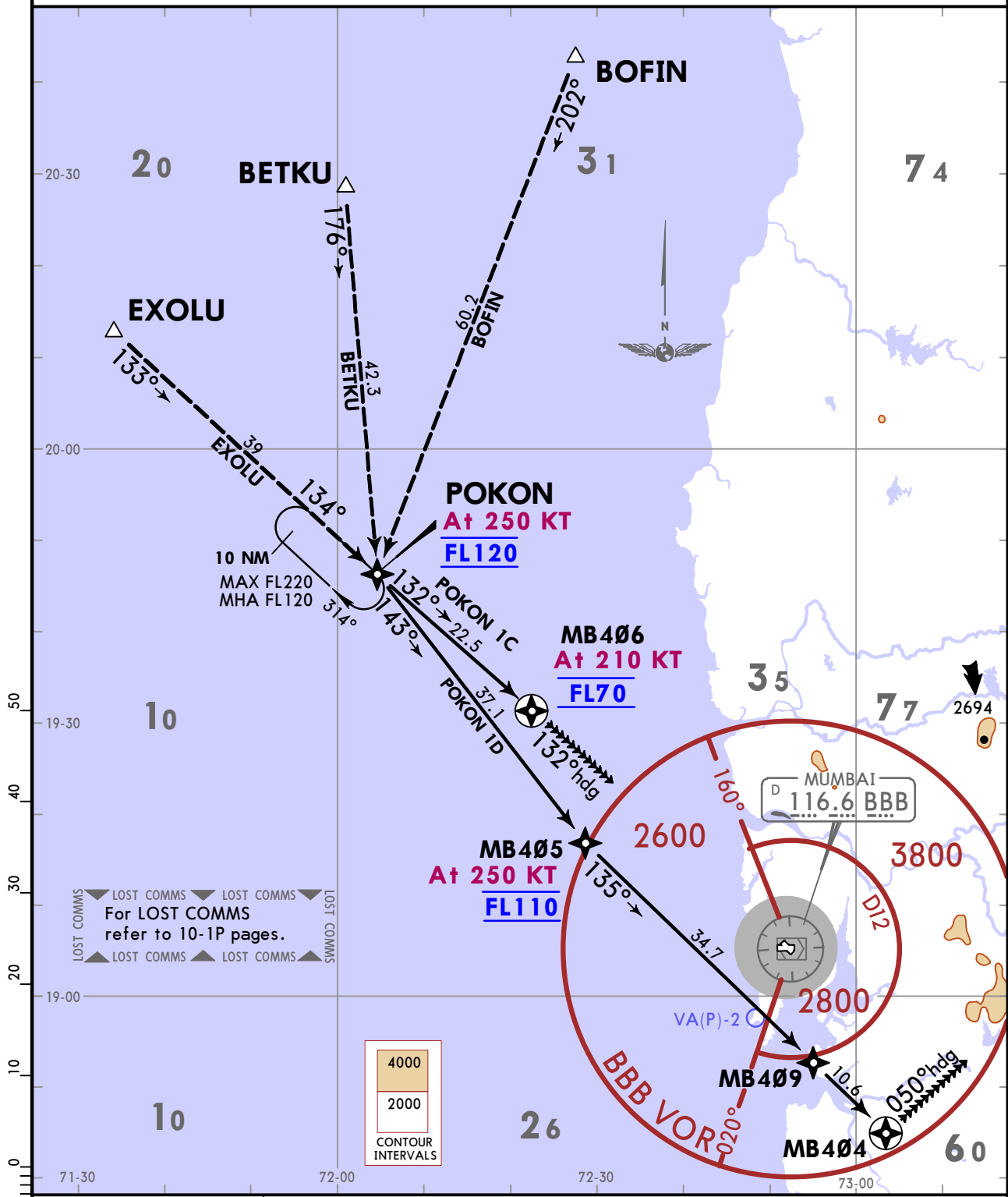
VABB/BOM
CHHATRAPATI SHIVAJI INTL

JEPPESEN
7 SEP 18 (10-2J) Eff 13 Sep

MUMBAI, INDIA
RNAV STAR

| | | |
|-----------------|----------------|---|
| D-ATIS 126.4 | Apt Elev 40 | Alt Set: hPa Trans level: By ATC 1. RNAV 1 (GNSS OR DME/DME/IRU). 2. RADAR required. 3. If unable to comply with RNAV STARs advise ATC and EXPECT RADAR vectors. 4. EXPECT RADAR vectors to intercept ILS approach. |
|-----------------|----------------|---|

POKON 1C [POK01C], POKON 1D [POK01D]
RNAV ARRIVALS



| TRANSITION | | ROUTING |
|------------|-----|--|
| BETKU | | BETKU - POKON (K250; FL120). |
| BOFIN | | BOFIN - POKON (K250; FL120). |
| EXOLU | | EXOLU - POKON (K250; FL120). |
| STAR | RWY | ROUTING |
| POKON 1C | 14 | POKON (K250; FL120) - MB406 (K210; FL70). |
| POKON 1D | 32 | POKON (K250; FL120) - MB405 (K250; FL110) - MB409 - MB404. |

JEPPESEN
MUMBAI, INDIA
RNAV SID

7 SEP 18 10-3 EFF 13 Sep

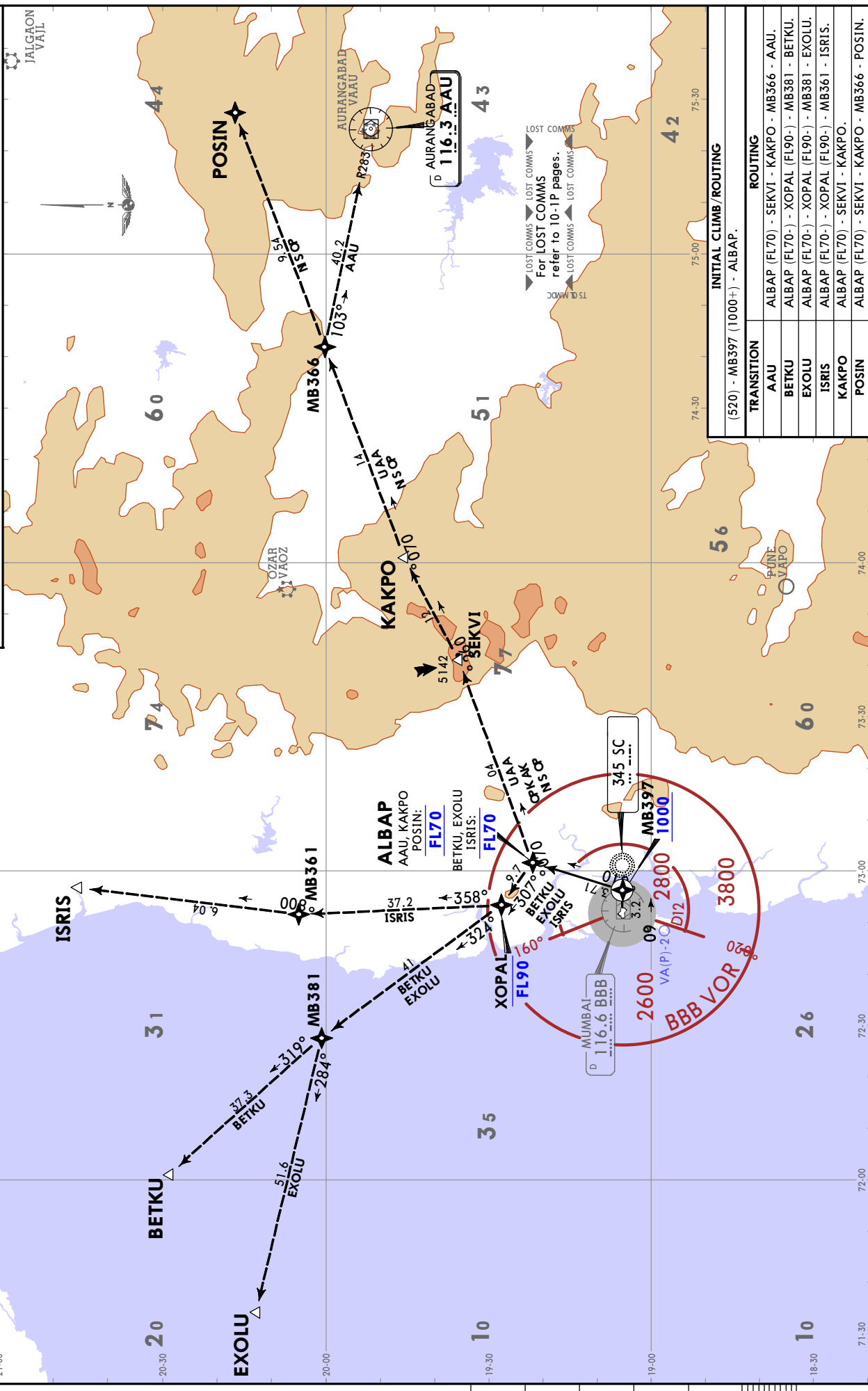
Trans alt: 4000

1. RNAV 1 (GNSS OR DME/DME/IRU).
2. RADAR required.
3. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectoring.
4. Turn before SC to avoid hills.
5. Maintain Tower frequency until passing 800, then contact MUMBAI Approach.

MUMBAI Approach 127.9

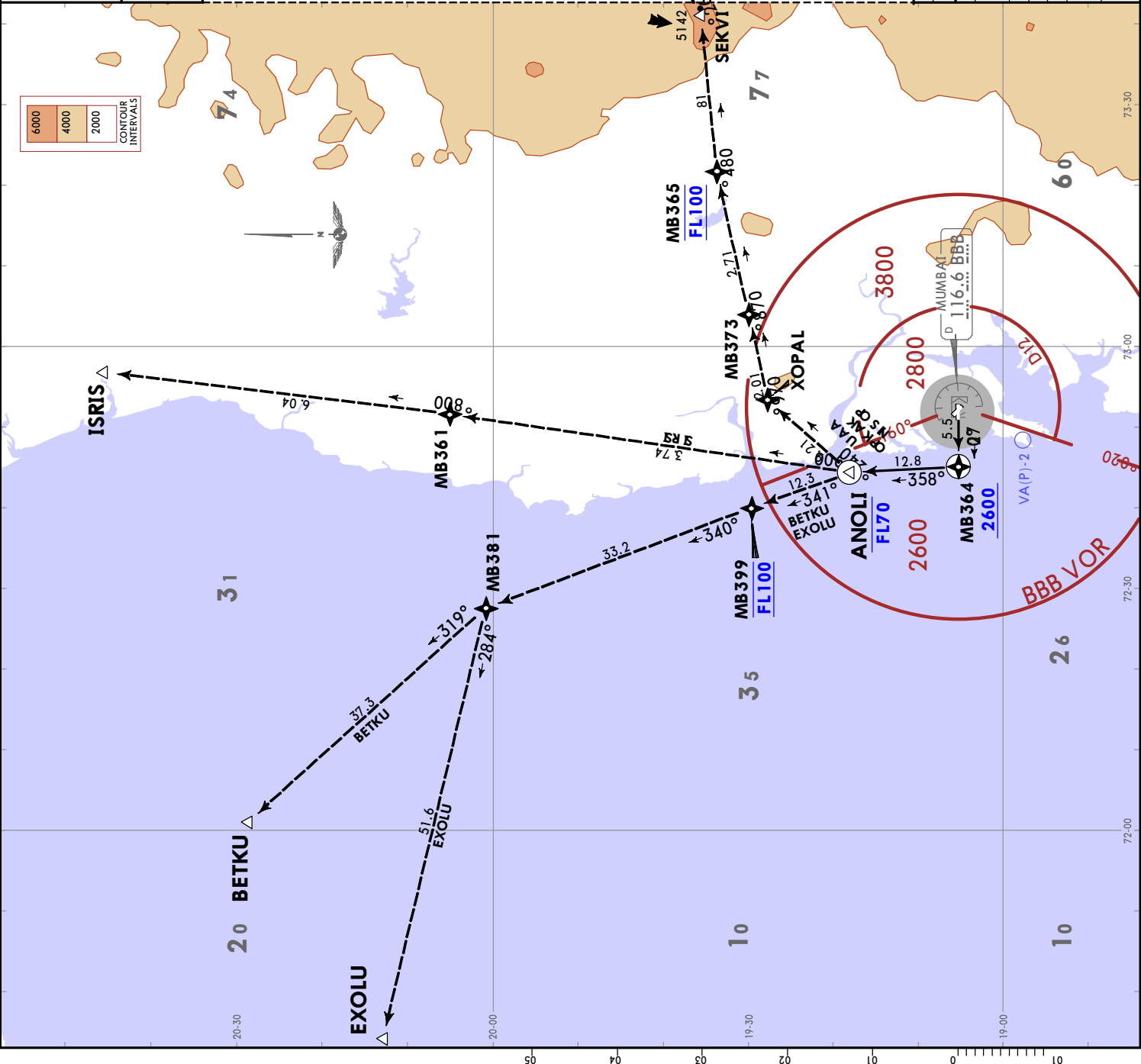
Apt Elev 40

ALBAP 1B [ALBA1B]
RWY 09 RNAV DEPARTURE



| INITIAL CLIMB/ROUTING | |
|--------------------------------|---|
| (520) - MB397 (1000+) - ALBAP. | |
| TRANSITION | ROUTING |
| AAU | ALBAP (FL70) - SEKVI - KAKPO - MB366 - AAU. |
| BETKU | ALBAP (FL70) - XOPAL (FL90) - MB381 - BETKU. |
| EXOLU | ALBAP (FL70) - XOPAL (FL90) - MB381 - EXOLU. |
| ISRIS | ALBAP (FL70) - XOPAL (FL90) - MB361 - ISRIS. |
| KAKPO | ALBAP (FL70) - SEKVI - KAKPO. |
| POSIN | ALBAP (FL70) - SEKVI - KAKPO - MB366 - POSIN. |

VABB/BOM
CHHATRAPATI SHIVAJI INTL



Trans alt: 4000
 1. RNAV 1 (GNSS OR DME/DME/IRU).
 2. RADAR required.
 3. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectoring.
 4. Maintain Tower frequency until passing 800, then contact MUMBAI Approach.

MUMBAI Approach
 127.9

Apt Elev
 40

**ANOLI 1A [ANOL1A]
 RWY 27 RNAV DEPARTURE**

LOST COMMS
 For LOST COMMS refer to 10-IP pages.
 LOST COMMS

103°
 40.2
 AAU

ACFT intending to fly airway L-505 follow AAU transition, thereafter proceed to ASOGA (airway L-501) to join airway L-505 at BUSBO.

INITIAL CLIMB/ROUTING

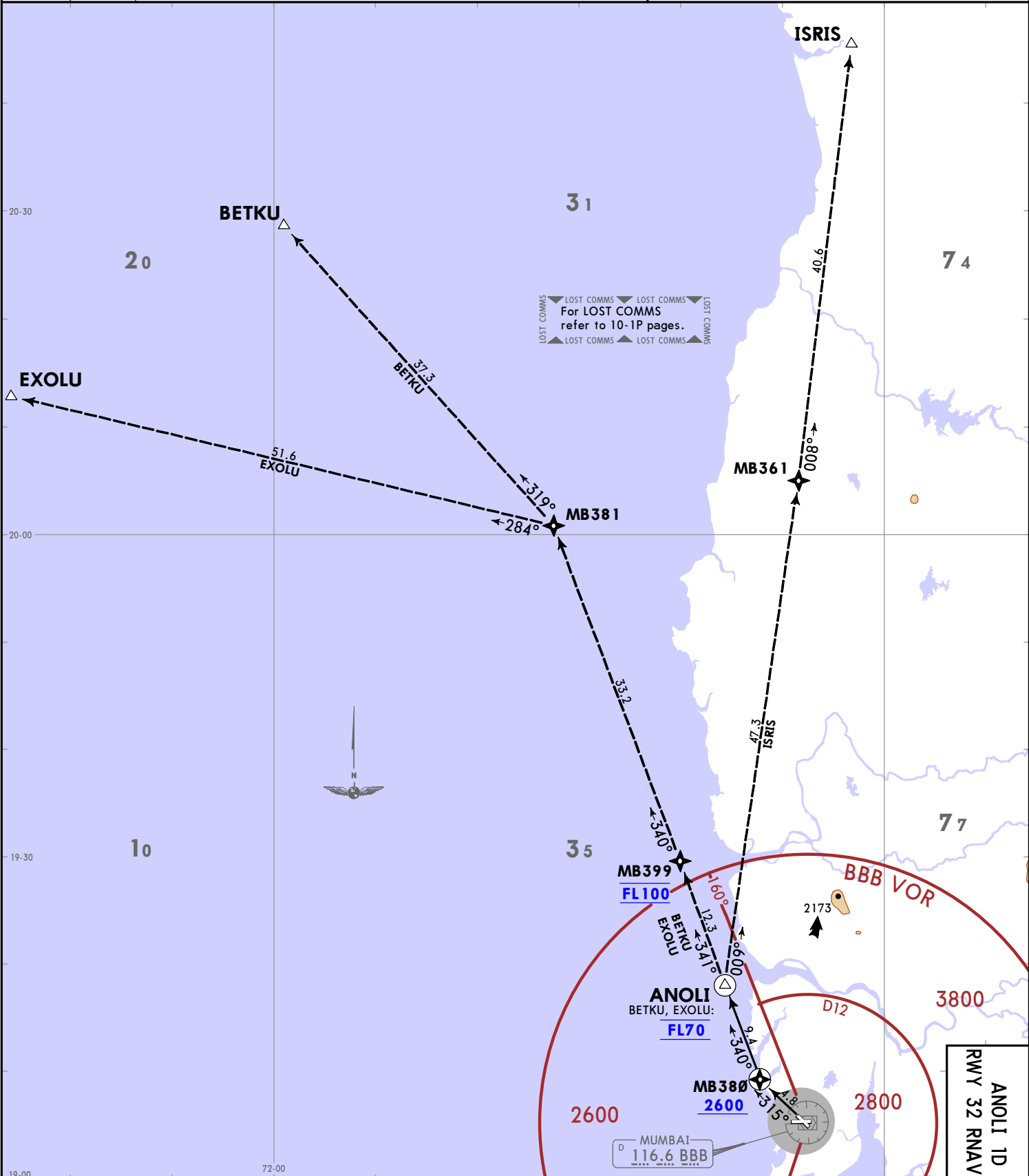
| INITIAL CLIMB/ROUTING | |
|--|--|
| (530) - MB364 (2600+) - ANOLI (FL70-). | |
| TRANSITION | ROUTING |
| AAU | ANOLI (FL70-) - XOPAL - MB373 - MB365 (FL100) - SEKVI - KAKPO - MB366 - AAU. |
| BETKU | ANOLI (FL70-) - MB399 (FL100) - MB381 - BETKU. |
| EXOLU | ANOLI (FL70-) - MB399 (FL100) - MB381 - EXOLU. |
| ISRIS | ANOLI (FL70-) - MB361 - ISRIS. |
| KAKPO | ANOLI (FL70-) - XOPAL - MB373 - MB365 (FL100) - SEKVI - KAKPO. |
| POSIN | ANOLI (FL70-) - XOPAL - MB373 - MB365 (FL100) - SEKVI - KAKPO - MB366 - POSIN. |

CHANGES: MSA.

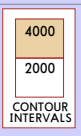
VABB/BOM
CHHATRAPATI SHIVAJI INTL

MUMBAI Approach 127.9
Apt Elev 40
Trans alt: 4000
1. RNAV 1 (GNSS OR DME/DME/IRU).
2. RADAR required.
3. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectoring.
4. Maintain Tower frequency until passing 800, then contact MUMBAI Approach.

**ANOLI 1D [ANOL1D]
RWY 32 RNAV DEPARTURE**



| INITIAL CLIMB/ROUTING | |
|--------------------------------|---|
| (530) - MB380 (2600+) - ANOLI. | |
| TRANSITION | ROUTING |
| BETKU | ANOLI (FL70) - MB399 (FL100) - MB381 - BETKU. |
| EXOLU | ANOLI (FL70) - MB399 (FL100) - MB381 - EXOLU. |
| ISRIS | ANOLI - MB361 - ISRIS. |



**ANOLI 1D [ANOL1D]
RWY 32 RNAV DEPARTURE**

JEPPESSEN
7 SEP 18 10-3B Eff 13 Sep

MUMBAI, INDIA
RNAV SID

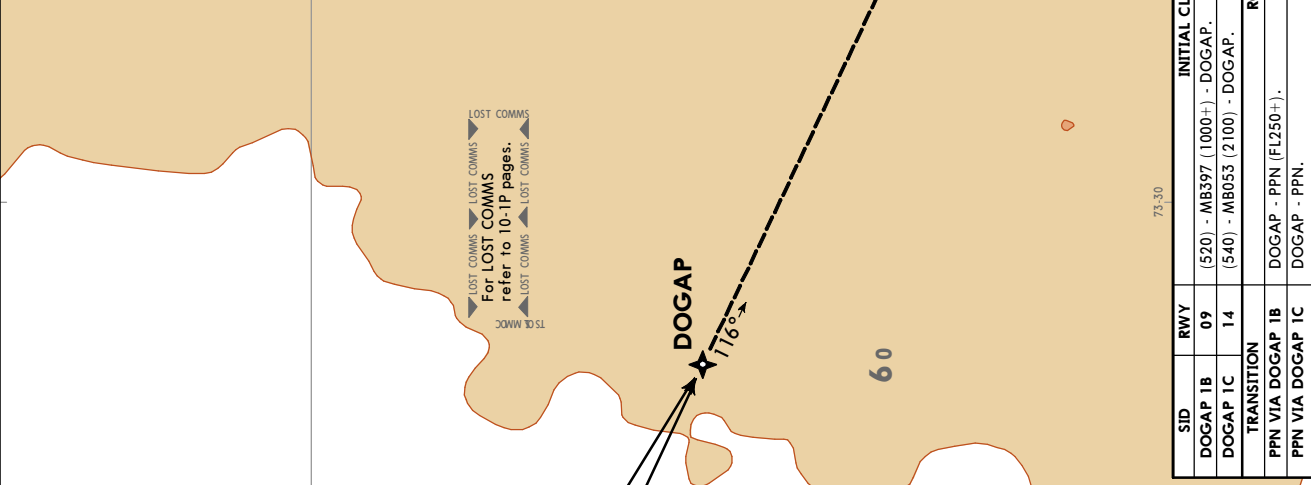
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MUMBAI Approach
127.9

Apt Elev
40

Trans alt: 4000
1. RNAV 1 (GNSS OR DME/IRU).
2. RADAR required.
3. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectoring.
4. Turn before SC to avoid hills.
5. Maintain Tower frequency until passing 800, then contact MUMBAI Approach.

DOGAP 1B [DOGA1B]
DOGAP 1C [DOGA1C]
RNAV DEPARTURES



| | |
|------|-------------------|
| 6000 | CONTOUR INTERVALS |
| 4000 | |
| 2000 | |

| SID | RWY | INITIAL CLIMB /ROUTING |
|----------|-----|--------------------------------|
| DOGAP 1B | 09 | (520) - MB397 (1000+) - DOGAP. |
| DOGAP 1C | 14 | (540) - MB053 (2100) - DOGAP. |

| TRANSITION | ROUTING |
|------------------|-----------------------|
| PPN VIA DOGAP 1B | DOGAP - PPN (FL250+). |
| PPN VIA DOGAP 1C | DOGAP - PPN. |

VIA DOGAP 1B:
FL250

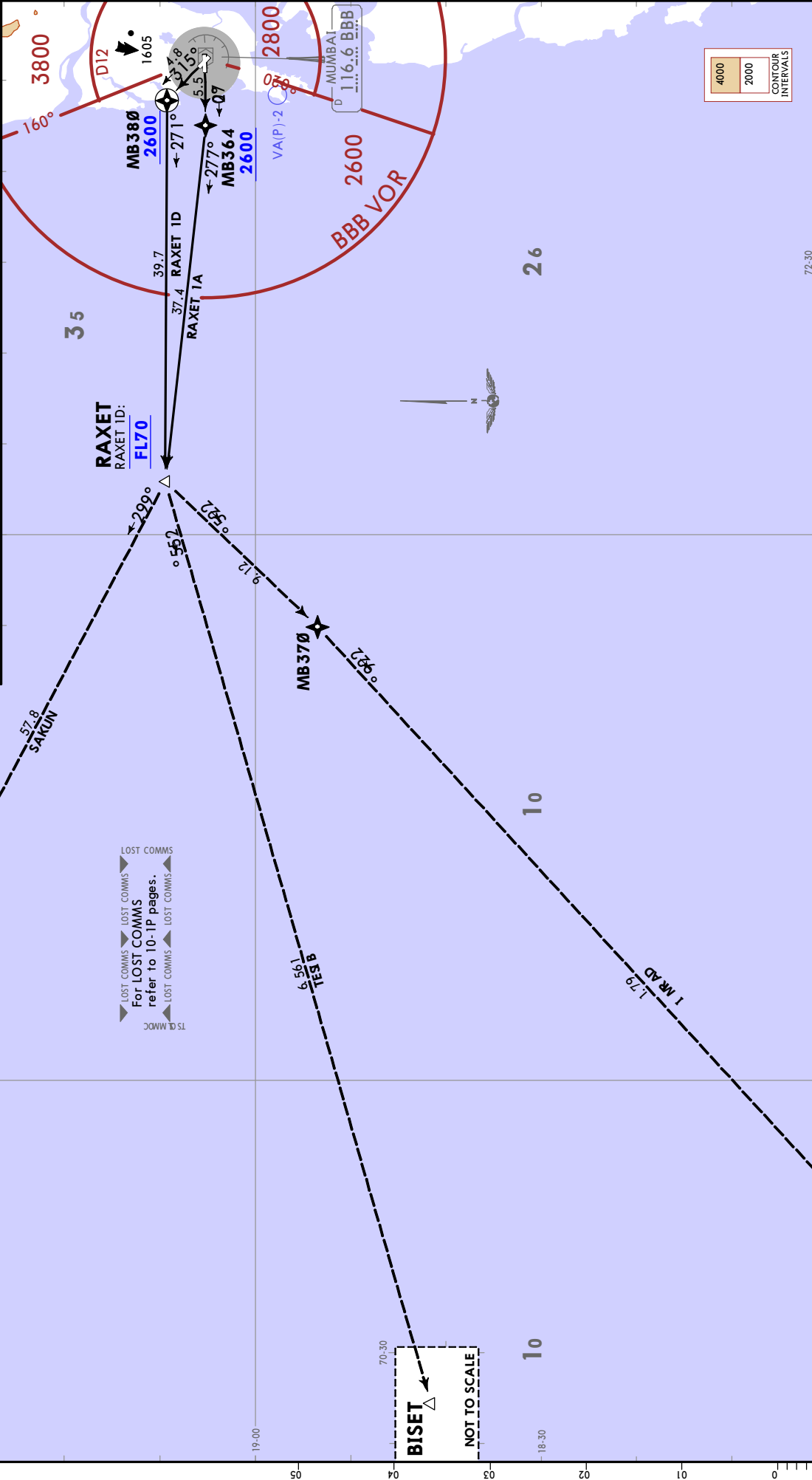
PUNE
D 114.6 PPN
W-28

Trans alt: 4000
 1. RNAV 1 (GNSS OR DME/DME/IRU).
 2. RADAR required.
 3. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectoring.
 4. Maintain Tower frequency until passing 800, then contact MUMBAI Approach.

MUMBAI Approach
127.9

Apt Elev
40

RAXET 1A [RAXE1A], RAXET 1D [RAXE1D]
RNAV DEPARTURES

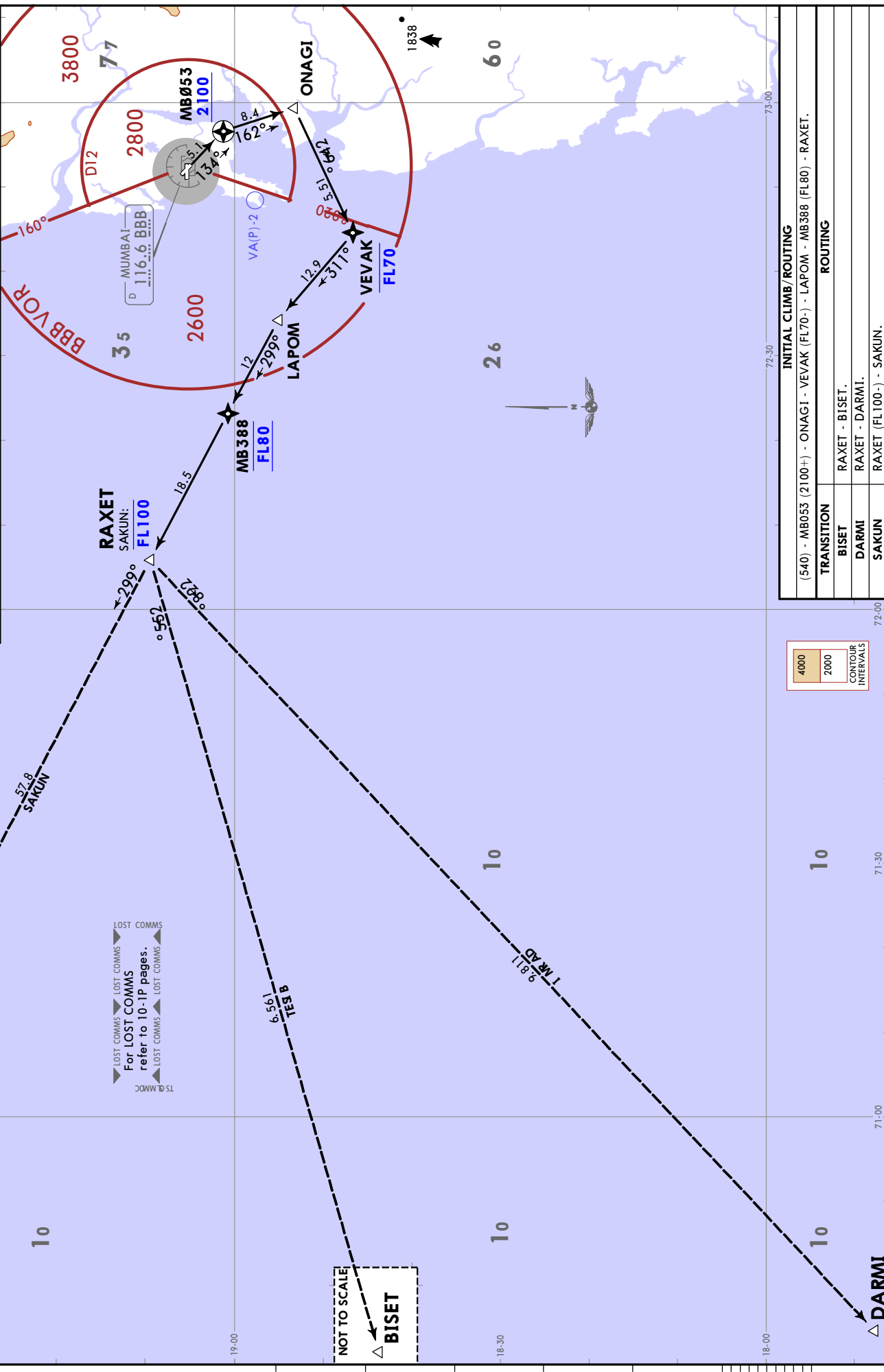


| SID | RWY | INITIAL CLIMB/ROUTING |
|------------|-----|---------------------------------------|
| RAXET 1A | 27 | (530) - MB364 (2600+) - RAXET. |
| RAXET 1D | 32 | (530) - MB380 (2600+) - RAXET (FL70). |
| TRANSITION | | ROUTING |
| BISET | | RAXET - BISET. |
| DARMI | | RAXET - MB370 - DARMI. |
| SAKUN | | RAXET - SAKUN. |

VABB/BOM
CHHATRAPATI SHIVAJI INTL
JEYPESEN
MUMBAI, INDIA
 7 SEP 18 (10-3G) Eff 13 Sep
RNAV SID

MUMBAI Approach
 127.9
 Apt Elev
 40
 Trans alt: 4000
 1. RNAV 1 (GNSS OR DME/DME/IRU).
 2. RADAR required.
 3. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectoring.
 4. Maintain Tower frequency until passing 800, then contact MUMBAI Approach.

RAXET 1C [RAXE1C]
RWY 14 RNAV DEPARTURE



NOT TO SCALE
 BISET

4000
 2000
 CONTOUR
 INTERVALS

| INITIAL CLIMB/ROUTING | |
|---|-------------------------|
| (540) - MB053 (2100+) - ONAGI - VEVAK (FL70-) - LAPOM - MB388 (FL80) - RAXET. | ROUTING |
| TRANSITION | RAXET - BISET. |
| BISET | RAXET - DARMI. |
| DARMI | RAXET (FL100-) - SAKUN. |
| SAKUN | |

JEPPESEN **MUMBAI, INDIA**
RNAV SID
 7 SEP 18 (10-3H) **EFF 13 SEP**

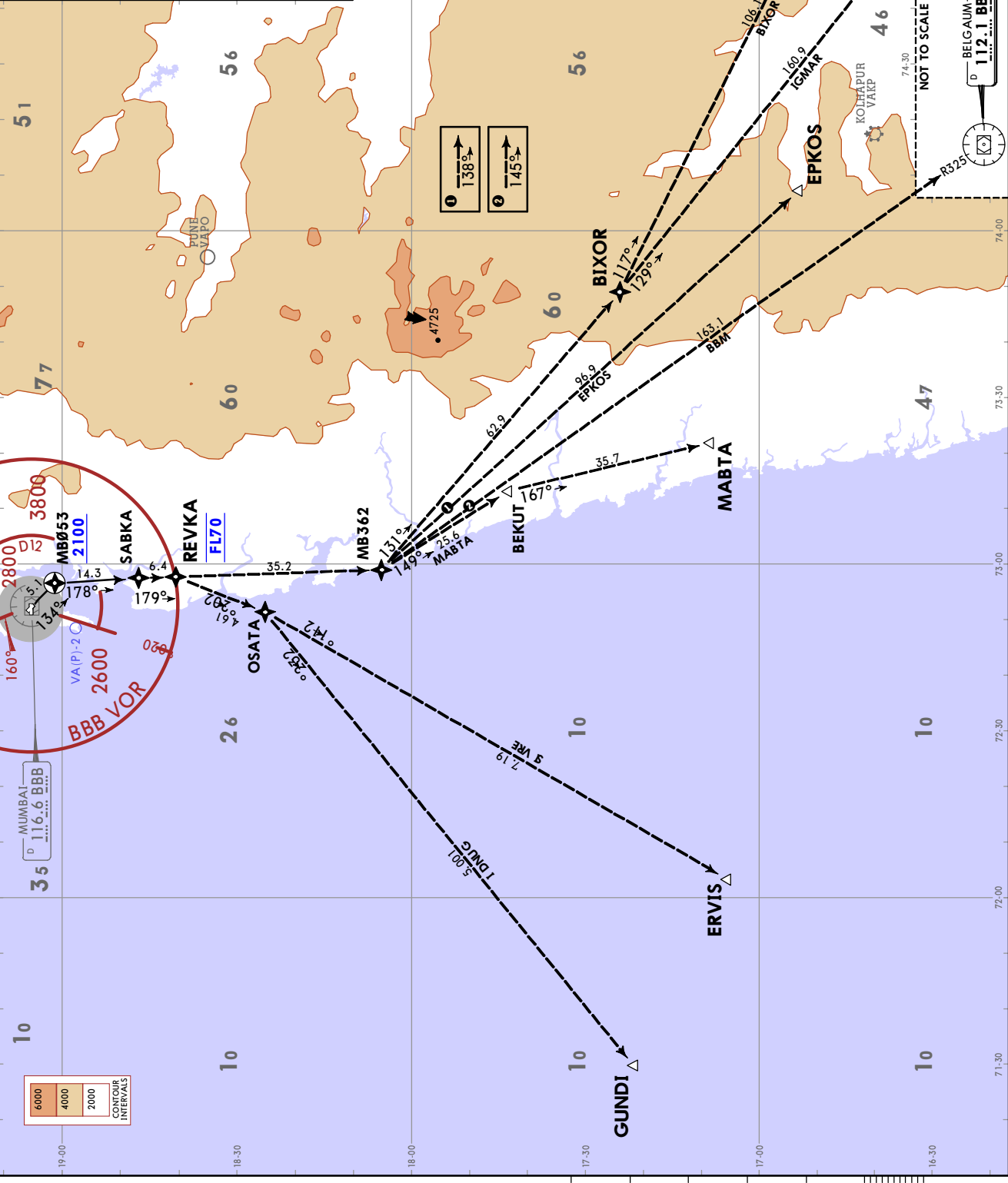
MUMBAI Approach
 127.9

Apt Elev
 40

Trans alt: 4000
 1. RNAV 1 (GNSS OR DME/DME/IRU).
 2. RADAR required.
 3. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectoring.
 4. Maintain Tower frequency until passing 800, then contact MUMBAI Approach.

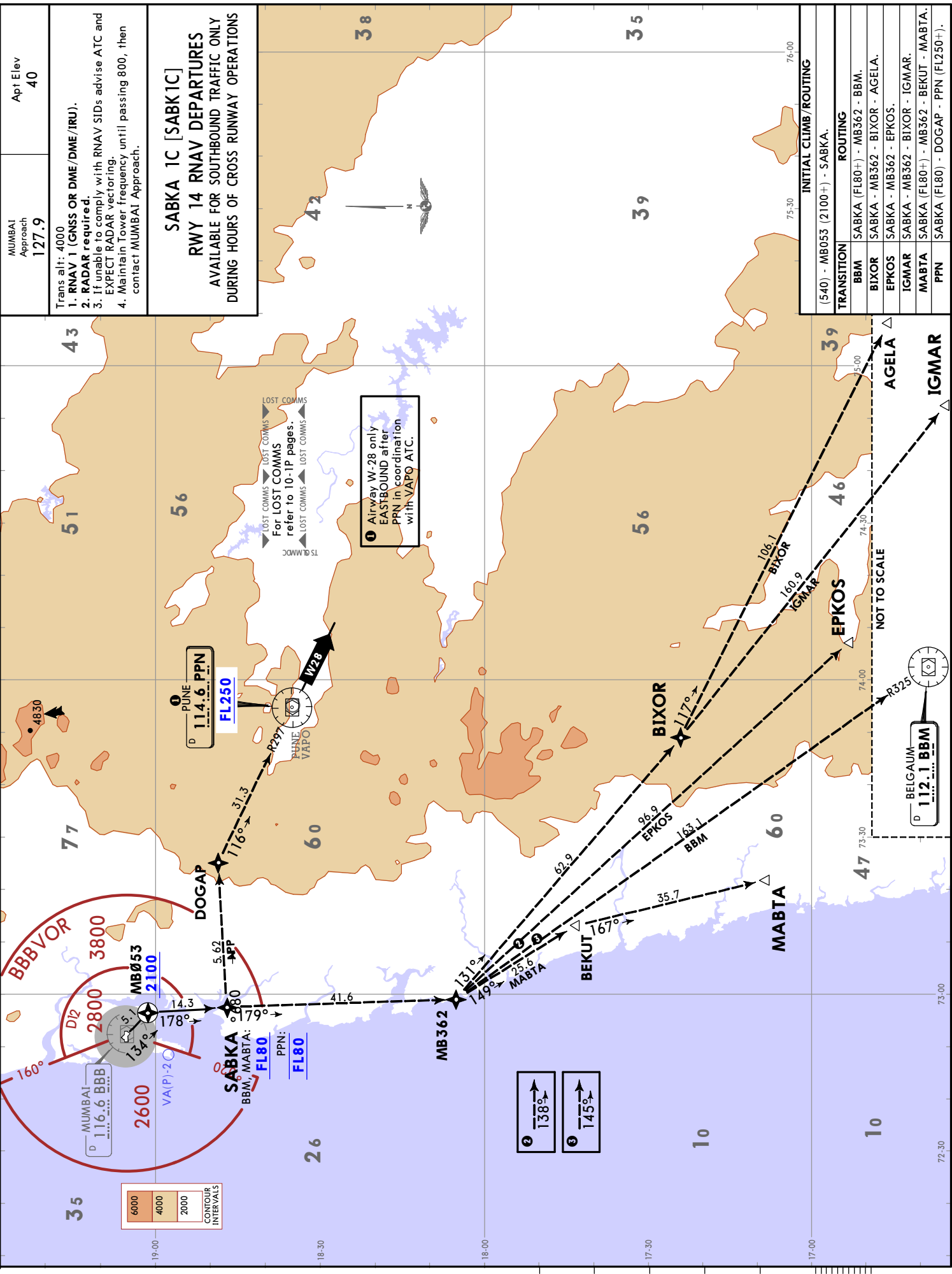
REVKA 1C [REVK1C]
RWY 14 RNAV DEPARTURE

| 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 - BEKUT - MABTA. |



JEYPESEN MUMBAI, INDIA
RNAV SID
 7 SEP 18 (10-3J) EFF 13 SEP

VABB/BOM
 CHHATRAPATI SHIVAJI INTL



MUMBAI Approach
 127.9
 APT Elev
 40
RNAV SID

Trans alt: 4000
 1. **RNAV 1 (GNSS OR DME/DME/IRU).**
 2. **RADAR required.**
 3. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectoring.
 4. Maintain Tower frequency until passing 800, then contact MUMBAI Approach.

SABKA 1C [SABK1C]
RWY 14 RNAV DEPARTURES
 AVAILABLE FOR SOUTHBOUND TRAFFIC ONLY
 DURING HOURS OF CROSS RUNWAY OPERATIONS

① Airway W-28 only
 EASTBOUND after
 PPN in coordination
 with VAPO ATC.

② 138°
 ③ 145°

④ 117°
 ⑤ 167°

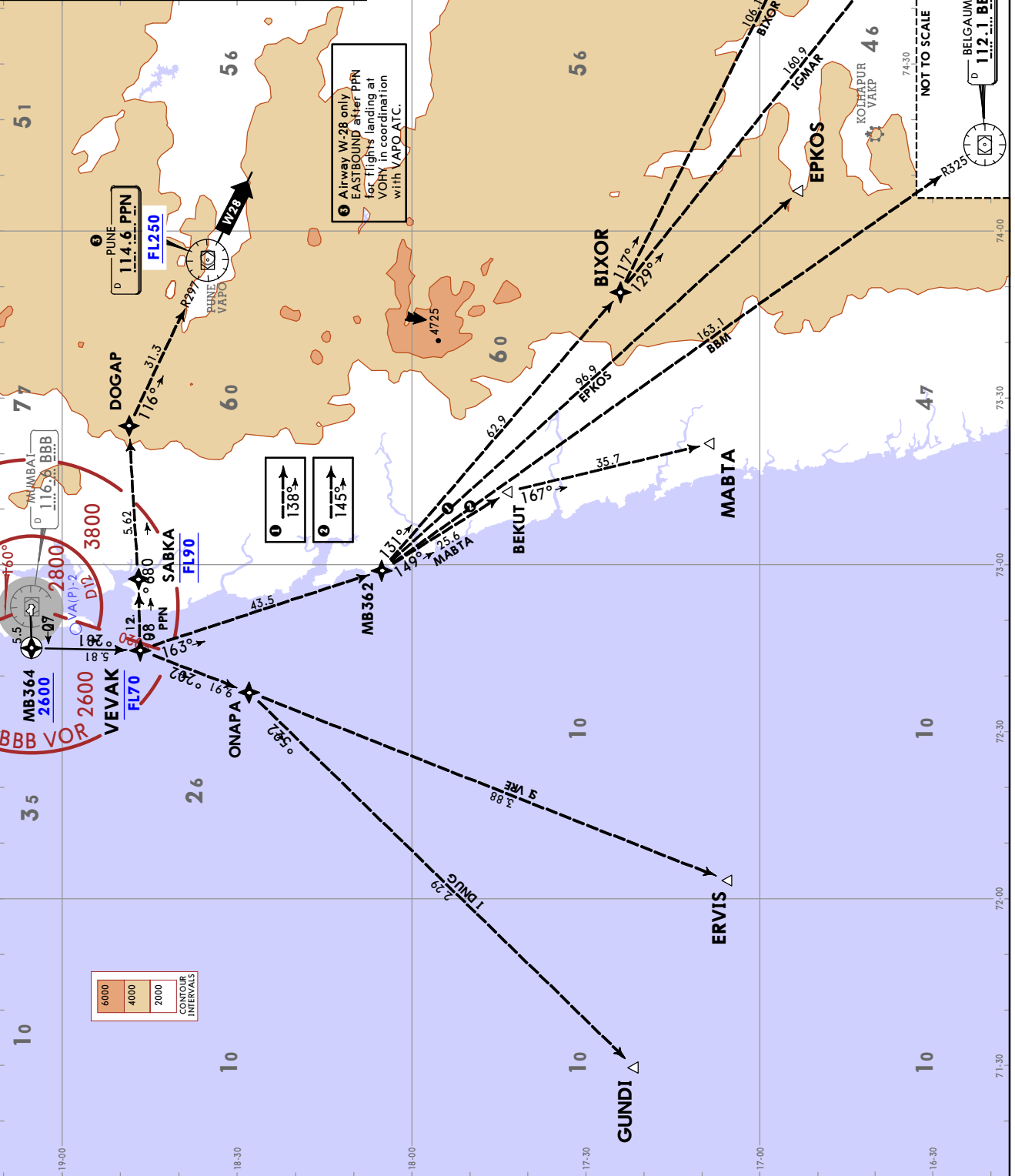
⑥ 179°
 ⑦ 178°

⑧ 134°
 ⑨ 160°
 ⑩ 178°

⑪ 134°
 ⑫ 160°
 ⑬ 178°

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

| | | |
|--|--|---|
| MUMBAI Approach 127.9 | Apt Elev 40 | Trans alt: 4000 1. RNAV 1 (GNSS OR DME/DME/IRU). 2. RADAR required. 3. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectoring. 4. Maintain Tower frequency until passing 800, then contact MUMBAI Approach. |
| VEVAK 1A [VEVA1A] RWY 27 RNAV DEPARTURE | | |
| 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 - BEKUT - MABTA. | |
| PPN | VEVAK (FL70+) - SABKA (FL90) - DOGAP - PPN (FL250+). | |



⑤ Airway W 28 only EASTBOUND after PPN for flights landing at VOR in coordination with VAPO ATC.

LOST COMMS
For LOST COMMS refer to 10-1P pages.
LOST COMMS
LOST COMMS
LOST COMMS

NOT TO SCALE

BEGLAUM
112.1 BBM

VABB/BOM
CHHATRAPATI SHIVAJI INTL

JEPPESEN
7 SEP 18 10-31 EET 13 SEP

MUMBAI, INDIA
RNAV SID

Trans alt: 4000
 1. RNAV 1 (GNSS OR DME/DME/IRU).
 2. RADAR required.
 3. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectoring.
 4. Maintain Tower frequency until passing 800, then contact MUMBAI Approach.

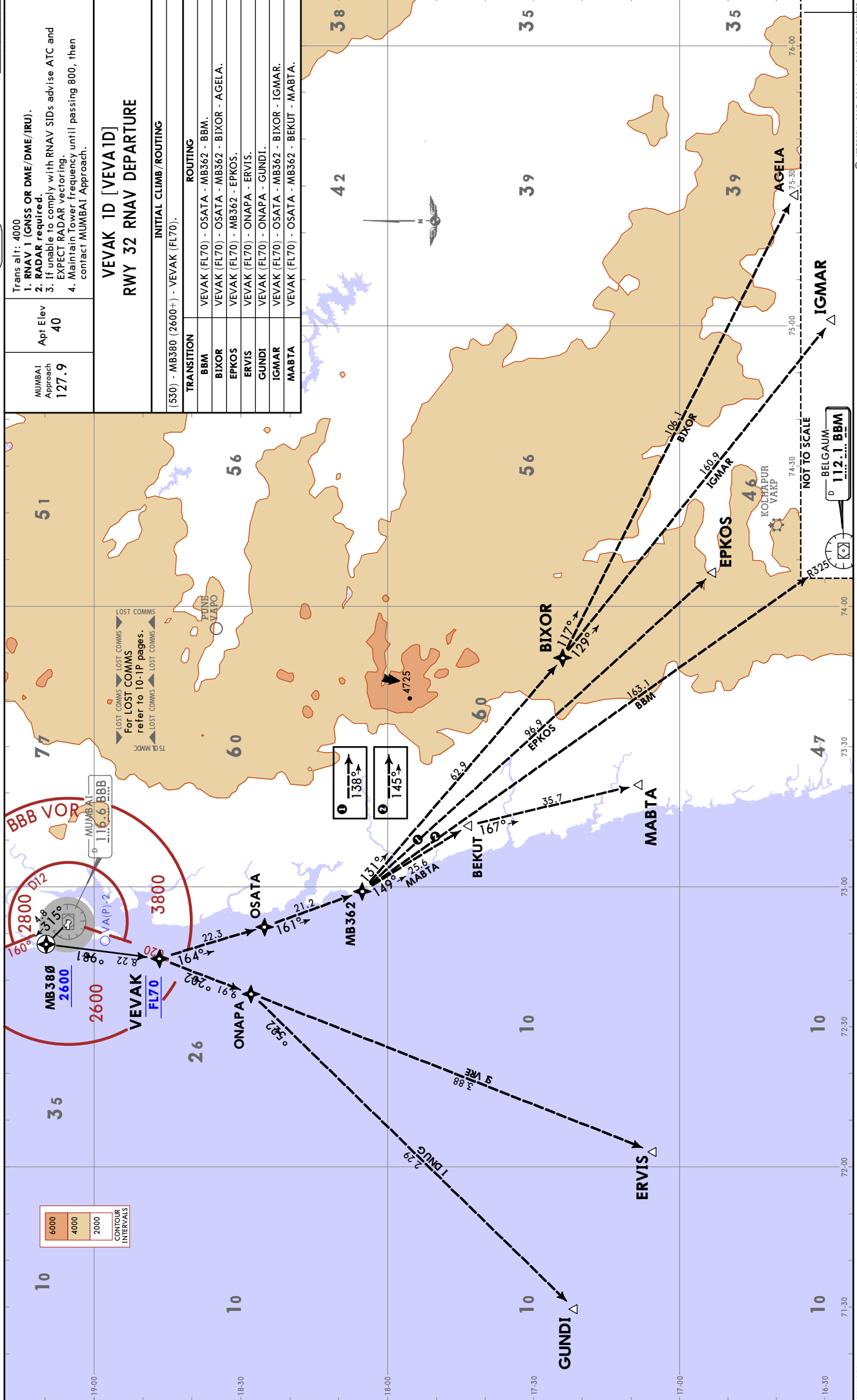
MUMBAI Approach
127.9

Apt Elev
40

**VEVAK 1D [VEVA 1D]
RWY 32 RNAV DEPARTURE**

INITIAL CLIMB/ROUTING

| |
|---|
| (530) - MB380 (2600+) - VEVAK (FL70). |
| TRANSITION |
| BBM |
| BIXOR |
| EPKOS |
| ERVIS |
| GUNDI |
| IGMAR |
| MABTA |
| ROUTING |
| VEVAK (FL70) - OSATA - MB362 - BBM. |
| VEVAK (FL70) - OSATA - MB362 - BIXOR - AGELA. |
| VEVAK (FL70) - MB362 - EPKOS. |
| VEVAK (FL70) - ONAPA - ERVIS. |
| VEVAK (FL70) - ONAPA - GUNDI. |
| VEVAK (FL70) - OSATA - MB362 - BIXOR - IGMAR. |
| VEVAK (FL70) - OSATA - MB362 - BEKUT - MABTA. |



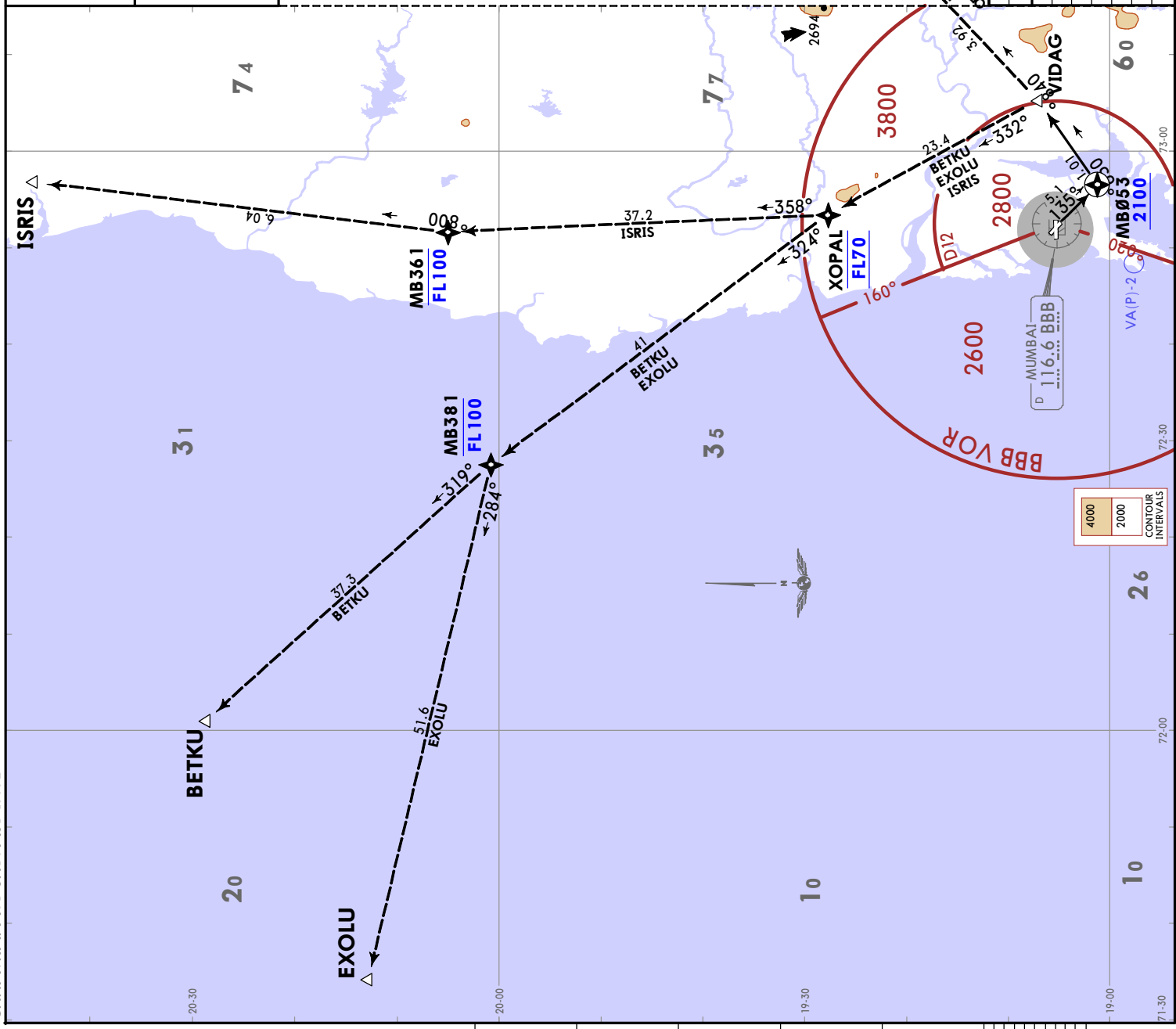
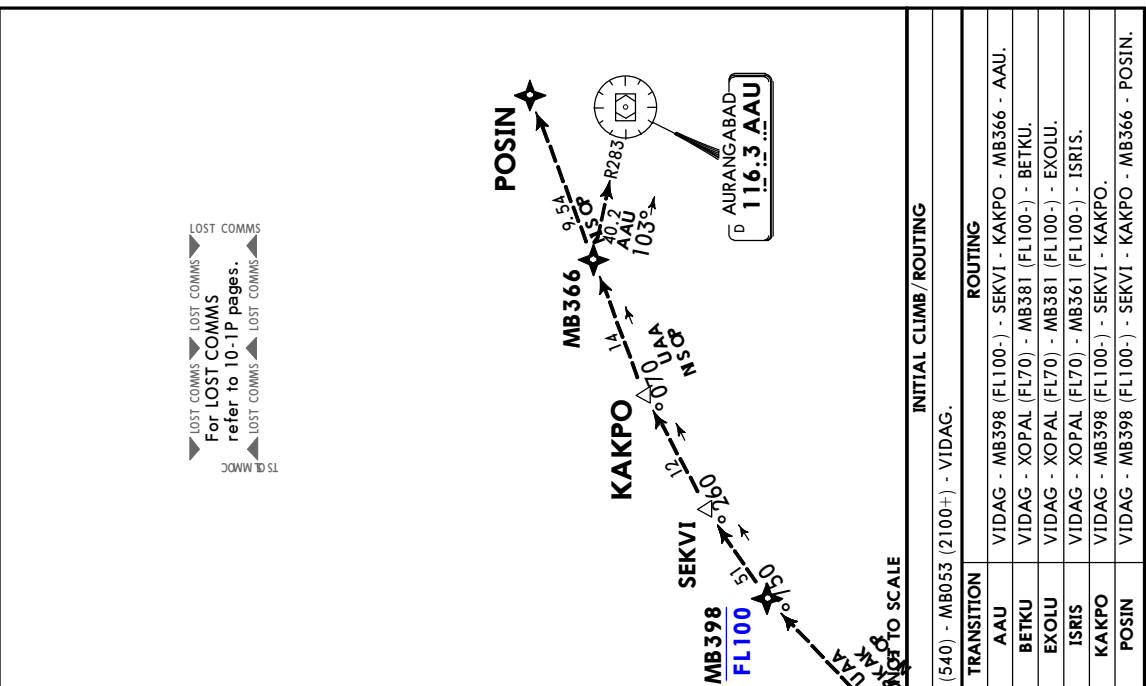
MUMBAI Approach
127.9

Apt Elev
40

Trans alt: 4000

1. RNAV 1 (GNSS OR DME/DME/IRU).
2. RADAR required.
3. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectoring.
4. Maintain Tower frequency until passing 800, then contact MUMBAI Approach.

**VIDAG 1C [VIDA1C]
RWY 14 RNAV DEPARTURE**



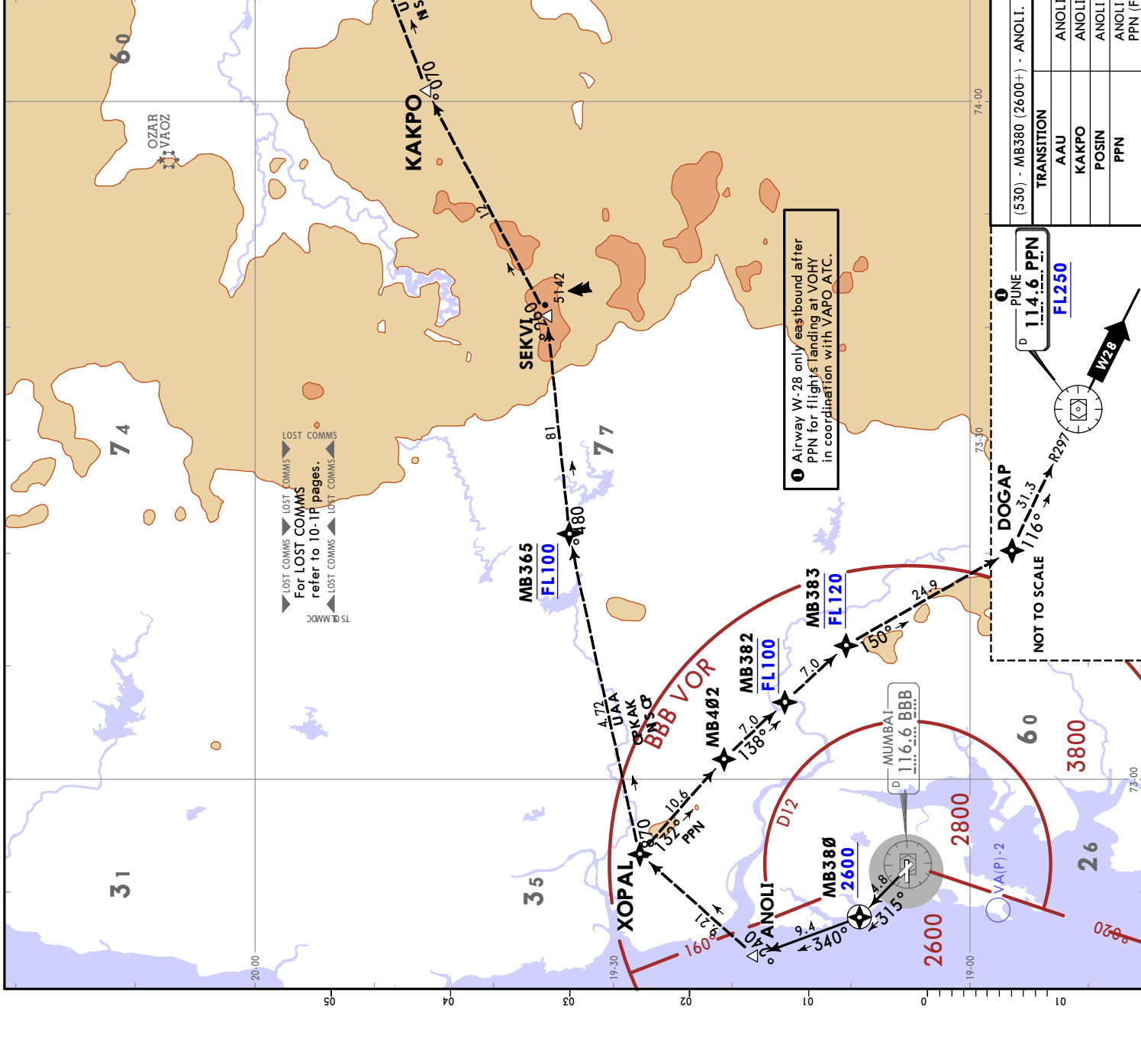
JEYPESEN
MUMBAI, INDIA
RNAV SID

VABB/BOM
CHHATRAPATI SHIVAJI INTL
MUMBAI
Approach
127.9

7 SEP 18 (10-3N) Eff 13 Sep

Trans alt: 4000
 1. RNAV 1 (GNSS OR DME/DME/IRU).
 2. RADAR required.
 3. If unable to comply with RNAV SIDs advise ATC and EXPECT RADAR vectoring.
 4. Maintain Tower frequency until passing 800, then contact MUMBAI Approach.

XOPAL 1D [XOPA1D]
RWY 32 RNAV DEPARTURE



| INITIAL CLIMB/ROUTING | |
|-----------------------|---|
| TRANSITION | (530) - MB380 (2600+) - ANOLI. |
| AAU | ANOLI - XOPAL - MB365 (FL100) - SEKVI - KAKPO - MB366 - AAU. |
| KAKPO | ANOLI - XOPAL - MB365 (FL100) - SEKVI - KAKPO. |
| POSIN | ANOLI - XOPAL - MB365 (FL100) - SEKVI - KAKPO - MB366 - POSIN. |
| PPN | ANOLI - XOPAL - MB402 - MB382 (FL100) - MB383 (FL120) - DOGAP - PPN (FL250+). |

| INITIAL CLIMB/ROUTING | |
|-----------------------|---|
| TRANSITION | (530) - MB380 (2600+) - ANOLI. |
| AAU | ANOLI - XOPAL - MB365 (FL100) - SEKVI - KAKPO - MB366 - AAU. |
| KAKPO | ANOLI - XOPAL - MB365 (FL100) - SEKVI - KAKPO. |
| POSIN | ANOLI - XOPAL - MB365 (FL100) - SEKVI - KAKPO - MB366 - POSIN. |
| PPN | ANOLI - XOPAL - MB402 - MB382 (FL100) - MB383 (FL120) - DOGAP - PPN (FL250+). |

**TEMPORARY CLOSURE OF RUNWAYS 09/27 AND 14/32
AND OTHER WORK ACTIVITIES ON ACFT MOVEMENT AREA**

REFER ALSO TO LATEST NOTAMS

1. DAYS, DATES AND TIME OF CLOSURE

Intersection of RWY 09/27 and 14/32 is closed for operations on following days between 0530 UTC to 1130 UTC. As a result of the intersection closure, both RWYs will not be available for landing and take-off.

Dates and days of work in the month of February 2019

| Work Day | Date | Day | Closed period |
|----------|-----------|----------|----------------------|
| Day 10 | 28 Feb 19 | Thursday | 0530 UTC to 1130 UTC |

Dates and days of work in the month of March 2019

| Work Day | Date | Day | Closed period |
|--|-----------|----------|----------------------|
| Day 11 | 2 Mar 19 | Saturday | 0530 UTC to 1130 UTC |
| Day 12 | 5 Mar 19 | Tuesday | 0530 UTC to 1130 UTC |
| Day 13 | 7 Mar 19 | Thursday | 0530 UTC to 1130 UTC |
| Day 14 | 9 Mar 19 | Saturday | 0530 UTC to 1130 UTC |
| Day 15 | 12 Mar 19 | Tuesday | 0530 UTC to 1130 UTC |
| Day 16 | 14 Mar 19 | Thursday | 0530 UTC to 1130 UTC |
| Day 17 | 16 Mar 19 | Saturday | 0530 UTC to 1130 UTC |
| Day 18 | 19 Mar 19 | Tuesday | 0530 UTC to 1130 UTC |
| 21 Mar 19 (Thursday) No work planned. Airport avlb for operations. | | | |
| Day 19 | 23 Mar 19 | Saturday | 0530 UTC to 1130 UTC |
| Day 20 | 26 Mar 19 | Tuesday | 0530 UTC to 1130 UTC |
| Day 21 | 28 Mar 19 | Thursday | 0530 UTC to 1130 UTC |
| Day 22 | 30 Mar 19 | Saturday | 0530 UTC to 1130 UTC |

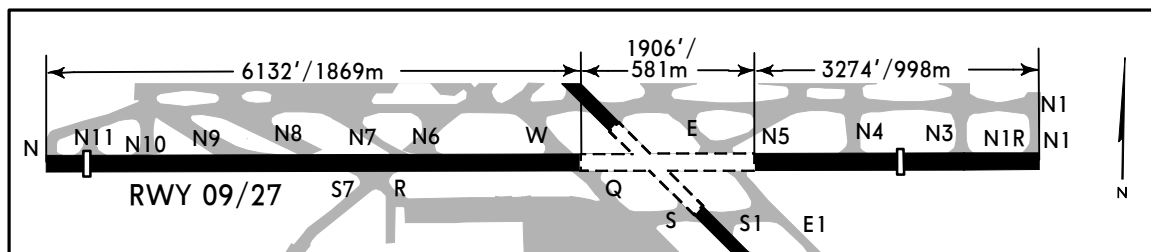
General Aviation ACFT will not be permitted to operate between 0130 UTC to 1330 UTC on these days. However ambulance flights will be permitted to operate between 0130 UTC to 0530 UTC and from 1130 UTC to 1330 UTC.

On completion of the overlay works on each day, a temporary ramp will be provided between the new and the old runway surface. Depending upon the RWYs in use, the temporary ramps shall be upslope and/or downslopes as per work area.

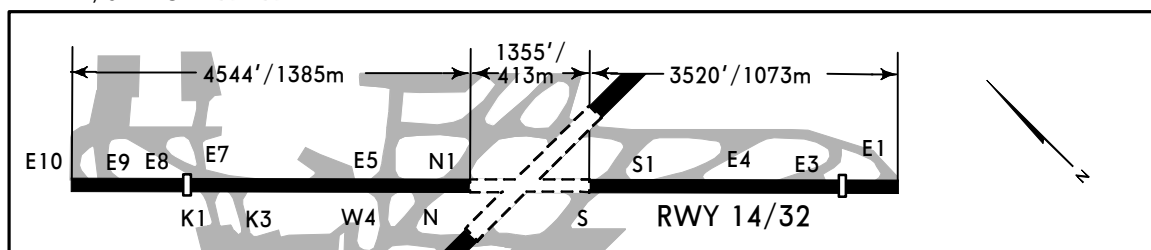
Pilots are advised to exercise caution.

2. RWY INTERSECTION WORK AREA

RWY 09/27 WORK AREA



RWY 14/32 WORK AREA



**TEMPORARY CLOSURE OF RUNWAYS 09/27 AND 14/32
AND OTHER WORK ACTIVITIES ON ACFT MOVEMENT AREA**

REFER ALSO TO LATEST NOTAMS

3. GROUND LIGHTS AFFECTED

Centerline lights of RWY 09/27 and RWY 14/32 will not be available for operations H24, from 0000 UTC of 28 Feb 2019 to 1130 UTC of 30 Mar 2019.

HSTIL of HST N5 and HST E4 will not be available for operations H24, from 0000 UTC of 28 Feb 2019 to 1130 UTC of 30 Mar 2019.

Pilots are advised to exercise caution while exiting via HST N5 and HST E4.

Centerline lights on HST N5 commencing from 197'/60m prior to point of tangency of HST N5 up to abeam RWY vacating sign of N5 will not be available for operations H24, from 0000 UTC of 28 Feb 2019 to 1130 UTC of 30 Mar 2019.

Centerline lights on TWY E from centerline of RWY 09/27 up to RWY holding position on TWY E will not be available H24, from 0000 UTC of 28 Feb 2019 to 1130 UTC of 30 Mar 2019.

TDZ lights of RWY 27 will not be available for operations H24, from 0000 UTC of 28 Feb 2019 to 1130 UTC of 30 Mar 2019.

RWY edge lights at intersection of RWYs for RWY 09/27 and RWY 14/32 falling within the work area will be uninstalled on commencement of the work, however temporary edge lights will be provided at the spacing of not exceeding 197'/60m as per the RWY in use after completion of day works.

RWY exit and crossing at intersection of RWYs is not permitted H24, from 0000 UTC of 28 Feb 2019 to 1130 UTC of 30 Mar 2019.

ACFT vacating RWY 09 on HST N5 and ACFT vacating RWY 14 on HST E4 are advised to follow taxiway centerline markings for visual guidance for vacating the RWYs on these HSTs.

4. RESTORATION OF RWYs ON DAYS OF WORKS

Temporary ramp will be provided between new and old RWY surfaces.

RWY markings affected due to overlaying will be marked each day after completion of the day works.

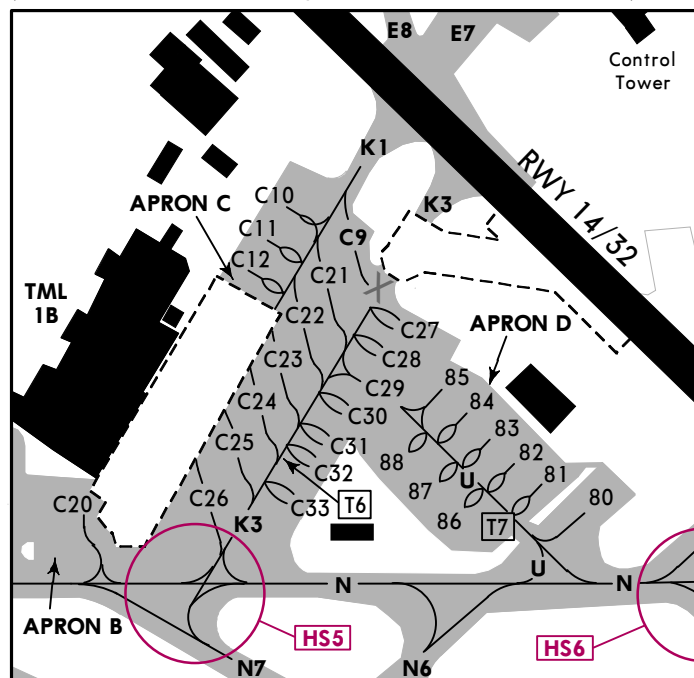
All TWY centerline markings and RWY holding position markings will be marked.

Installation of temporary elevated RWY edge lights will be provided at the spacing of not exceeding 197'/60m as per the RWY in use after completion of day works.

5. CLOSURE OF RWY 14/32 FOR RECONSTRUCTION OF PORTION OF TWYs AND OTHER WORK ACTIVITIES AFFECTING PUSH-BACK & STARTUP PROCEDURES

5.1. Construction works

(0000 UTC of 28 Feb 2019 up to 0430 UTC of 11 Mar 2019)



Portion of taxiway K1 closed from 0000 UTC of 28 Feb 2019 up to 0330 UTC of 11 Mar 2019.

Portion of taxiway K3 closed from 0000 UTC of 28 Feb 2019 up to 0430 UTC of 11 Mar 2019.

ACFT stands C11 thru C19, C23 and C30 closed.

VABB/BOM

MUMBAI, INDIA
CHHATRAPATI SHIVAJI INTL

**TEMPORARY CLOSURE OF RUNWAYS 09/27 AND 14/32
AND OTHER WORK ACTIVITIES ON ACFT MOVEMENT AREA**

REFER ALSO TO LATEST NOTAMS

**Push-back procedures stands C21 thru C33
(28 Feb 2019 up to 11 Mar 2019)**

RWY 09, 27 or 32

| Stand | Procedure | Caution-Note |
|--------------|--|---|
| C21 thru C26 | ACFT on stand C21, C22 to push-back facing North-East on taxilane K3 up to behind stand C30. ACFT on C24 to push-back deep facing North-East on taxilane K3 up to tug release point T6. ACFT on stand C25 and C26 to push-back facing North-East on taxilane K3 and pull forward to tug release point T6. Taxi via taxilane K3, C29, TWY U. | Push-back from stands C21, C22, C27 and C28 are interdependent. Push-back from stands C24, C25, C26, C31, C32 and C33 are interdependent. Push-back from stands C25, C26 will restrict ACFT taxiing on TWY N. |
| C27, C28 | Push-back deep facing North-East on taxilane K3 till abeam stand C30. Taxi out via stand C29, TWY U. | Push-back from stands C21, C22, C27 and C28 are interdependent. Push-back from stands C24, C25, C26, C31, C32 and C33 are interdependent. |
| C29 | Stand C29 is kept vacant. | |
| C31 | Push-back facing North-East on taxilane K3. Taxi out via stand C29, TWY U. | |
| C32, C33 | Push-back facing North-East on taxilane K3 and pull ahead up to tug release point T6. Taxi out via stand C29, TWY U. | |

RWY 14

| Stand | Procedure | Caution-Note |
|--------------|---|---|
| C21 thru C26 | ACFT on stand C21, C22 to push-back facing North-East on taxilane K3 up to behind stand C30. ACFT on C24 to push-back deep facing North-East on taxilane K3 up to tug release point T6. ACFT on stand C25 and C26 to push-back facing North-East on taxilane K3 and pull forward to tug release point T6. Taxi via taxilane K3, Link C9. | Push-back from stands C21, C22, C27 and C28 are interdependent. Push-back from stands C24, C25, C26, C31, C32 and C33 are interdependent. Push-back from stands C25, C26 will restrict ACFT taxiing on TWY N. |
| C27, C28 | Push-back deep facing North-East on taxilane K3 till abeam stand C30. Taxi out via taxilane K3, Link C9. | Push-back from stands C21, C22, C27 and C28 are interdependent. Push-back from stands C24, C25, C26, C31, C32 and C33 are interdependent. |
| C29 | Stand C29 is kept vacant. | |
| C31 | Push-back facing North-East on taxilane K3. Taxi out via taxilane K3, Link C9. | |
| C32, C33 | Push-back facing North-East on taxilane K3 and pull ahead up to tug release point T6. Taxi out via taxilane K3, Link C9. | |

TEMPORARY CLOSURE OF RUNWAYS 09/27 AND 14/32 AND OTHER WORK ACTIVITIES ON ACFT MOVEMENT AREA

REFER ALSO TO LATEST NOTAMS

5.2. Construction of fillets for TWY E1 and works for proposed rapid exit TWY W5

(from 0000 UTC of 28 Feb 2019 up to 1230 UTC of 28 Mar 2019)

RWY 14/32 is closed for landing and take-off from 0430 UTC of Mondays to 1230 UTC of Saturdays due to works in Zone 1 (74'/22.5m up to 246'/75m from RWY centerline). However, RWY 14/32 will be available for operations from 1230 UTC of Saturdays to 0430 UTC of Mondays. RWY 14/32 is closed for landing and take-off as shown on 10-8.

RWY 09/27 will be available for operation during closure of RWY 14/32 other than timings mentioned for intersection closure on 10-8.

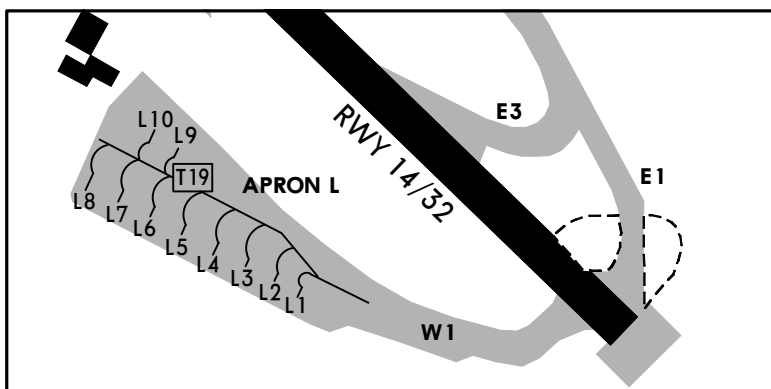
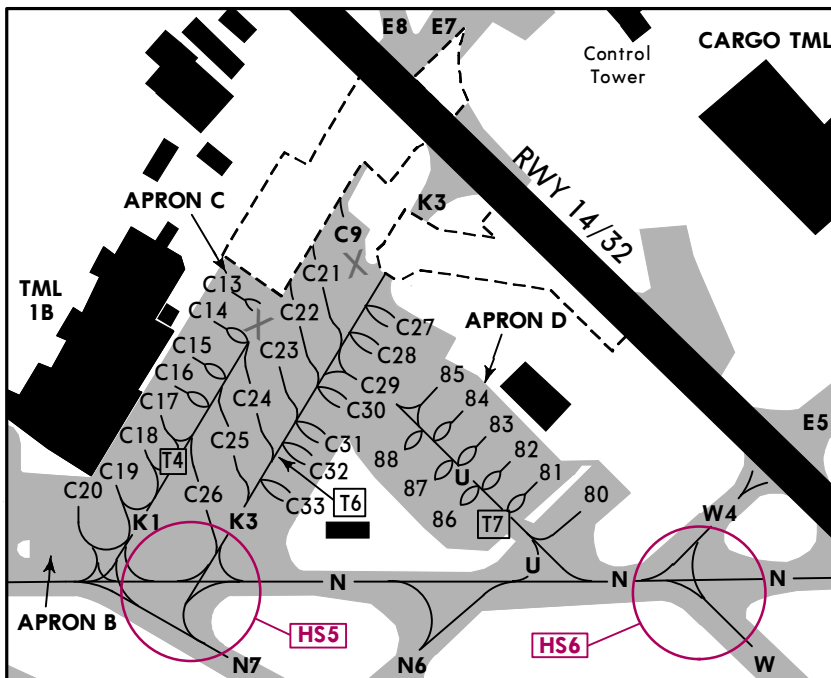
Portion of TWY E1 from RWY holding position of TWY E1 up to RWY 32 closed for operations from 0430 UTC on Mondays up to 1230 UTC on Saturdays. However, portion of RWY 14/32 will be available for operations from 1230 UTC of Saturdays to 0430 UTC of Mondays.

Portion of RWY 14/32 from 164'/50m North-West of TWY W4/RWY 14 junction up to 85'/26m South-East of TWY K3/RWY 14 junction closed for operations due to work in progress from 0430 UTC of Mondays to 1230 UTC of Saturdays.

Work is in progress in Zone 2 and 3 of RWY 14/32 from 164'/50m North-West of TWY W4/RWY 14 junction up to 85'/26m South-East of TWY K3/ RWY 14 junction West of RWY 14/32 from 246'/75m up to 459'/140m from centerline of RWY 14/32.

Portion of RWY 32 from beginning of RWY 32 up to displaced threshold of RWY 32 closed for operation from 0430 UTC of Mondays to 1230 UTC of Saturdays, however portion of RWY 32 will be available for operations from 1230 UTC of Saturdays to 0430 of Mondays .

Towing to Apron L is permitted under follow me service with one hour prior notice to cross the area from RWY 32 end to RWY 32 displaced threshold.



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**TEMPORARY CLOSURE OF RUNWAYS 09/27 AND 14/32
AND OTHER WORK ACTIVITIES ON ACFT MOVEMENT AREA**

REFER ALSO TO LATEST NOTAMS

Push-back procedures stands C15 thru C33
(11 Mar 2019 up to 28 Mar 2019)

RWY 09, 27 or 32

| Stand | Procedure | Caution-Note |
|--------------|--|---|
| C15 thru C20 | Push-back facing South-West on taxilane K1. Taxi out via taxilane K1. | |
| C21 thru C26 | ACFT on stand C21, C22 to push-back facing North-East on taxilane K3 up to behind stand C30. ACFT on C24 to push-back deep facing North-East on taxilane K3 up to tug release point T6. ACFT on stand C25 and C26 to push-back facing North-East on taxilane K3 and pull forward to tug release point T6. Taxi via taxilane K3, C29, TWY U. | Push-back from stands C21, C22, C27 and C28 are interdependent. Push-back from stands C24, C25, C26, C31, C32 and C33 are interdependent. Push-back from stands C25, C26 will restrict ACFT taxiing on TWY N. |
| C27, C28 | Push-back deep facing North-East on taxilane K3 till abeam stand C30. Taxi out via taxilane K3, stand C29, TWY U. | Push-back from stands C21, C22, C27 and C28 are interdependent. Push-back from stands C24, C25, C26, C31, C32 and C33 are interdependent. |
| C29 | Stand C29 is kept vacant. | |
| C31 | Push-back facing North-East on taxilane K3. Taxi out via taxilane K3, stand C29, TWY U. | |
| C32, C33 | Push-back facing North-East on taxilane K3 and pull ahead up to tug release point T6. Taxi out via taxilane K3, stand C29, TWY U. | |

RWY 14

| Stand | Procedure | Caution-Note |
|--------------|--|---|
| C15 thru C20 | Push-back facing South-West on taxilane K1. Taxi out via taxilane K1. | |
| C21 thru C26 | ACFT on stand C21, C22 to push-back facing North-East on taxilane K3 up to behind stand C30. ACFT on C24 to push-back deep facing North-East on taxilane K3 up to tug release point T6. ACFT on stand C25 and C26 to push-back facing North-East on taxilane K3 and pull forward to tug release point T6. Taxi via taxilane K3. | Push-back from stands C21, C22, C27 and C28 are interdependent. Push-back from stands C24, C25, C26, C31, C32 and C33 are interdependent. Push-back from stands C25, C26 will restrict ACFT taxiing on TWY N. |
| C27, C28 | Push-back deep facing North-East on taxilane K3 till abeam stand C30. Taxi out via taxilane K3. | Push-back from stands C21, C22, C27 and C28 are interdependent. Push-back from stands C24, C25, C26, C31, C32 and C33 are interdependent. |
| C29 | Stand C29 is kept vacant. | |
| C31 | Push-back facing North-East on taxilane K3. Taxi out via taxilane K3. | |
| C32, C33 | Push-back facing North-East on taxilane K3 and pull ahead up to tug release point T6. Taxi out via taxilane K3. | |

**TEMPORARY CLOSURE OF RUNWAYS 09/27 AND 14/32
 AND OTHER WORK ACTIVITIES ON ACFT MOVEMENT AREA**

REFER ALSO TO LATEST NOTAMS

5.3. Closure of RWY 14/32 due to works on TWY E7 and TWY K1

(from 0430 UTC of 11 Mar 2019 up to 1230 UTC of 8 Jun 2019)

RWY 14/32 will be closed for landing and take-off for six days a week commencing from 0430 UTC on Mondays up to 1230 UTC on Saturdays.

Portion of RWY 14/32 North-West of intersection of TWY K3/RWY 14 not available for operations due to works on TWY K1 and TWY E7 in Zone 1 (74'/22.5m up to 246'/75m from centerline East and West from RWY 14/32).

For RWY 14/32 closure up to 30th Mar 2019 refer also to table on 10-8.

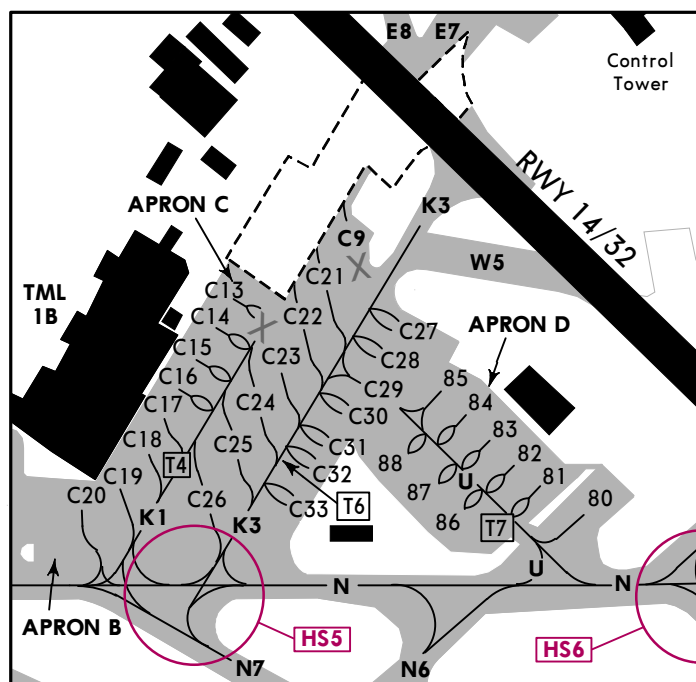
RWY 09/27 will be available for operation during the closure of RWY 14/32, other than timings mentioned for intersection closure on 10-8.

Portion of TWY K1 will not be available for ACFT operations.

Stands C10 thru C12 closed for parking. Stands C14, C15, C23 and C30 closed to provide vehicular lane.

TWY Link C9 closed for operations.

All works shall stop in Zone 1 of RWY 14/32, whenever RWY 14/32 is used for landing and take-off, however, works in Zone 2/3 (246'/75m from centerline of RWY) and beyond will continue.



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**TEMPORARY CLOSURE OF RUNWAYS 09/27 AND 14/32
AND OTHER WORK ACTIVITIES ON ACFT MOVEMENT AREA**

REFER ALSO TO LATEST NOTAMS

Push-back procedures stands C21 thru C26

(28 Mar 2019 up to 8 Jun 2019)

RWY 09 or 32

| Stand | Procedure | Caution-Note |
|--------------|--|---|
| C21 thru C26 | ACFT on stand C21, C22 to push-back facing North-East on taxilane K3 up to behind stand C30. ACFT on C24 to push-back deep facing North-East on taxilane K3 up to tug release point T6. ACFT on stand C25 and C26 to push-back facing North-East on taxilane K3 and pull forward to tug release point T6. Taxi via taxilane K3, C29, TWY U. | Push-back from stands C21, C22, C27 and C28 are interdependent. Push-back from stands C24, C25, C26, C31, C32 and C33 are interdependent. Push-back from stands C25, C26 will restrict ACFT taxiing on TWY N. |

RWY 14 or 27

| Stand | Procedure | Caution-Note |
|--------------|--|---|
| C21 thru C26 | ACFT on stand C21, C22 to push-back facing North-East on taxilane K3 up to behind stand C30. ACFT on C24 to push-back deep facing North-East on taxilane K3 up to tug release point T6. ACFT on stand C25 and C26 to push-back facing North-East on taxilane K3 and pull forward to tug release point T6. Taxi via taxilane K3. | Push-back from stands C21, C22, C27 and C28 are interdependent. Push-back from stands C24, C25, C26, C31, C32 and C33 are interdependent. Push-back from stands C25, C26 will restrict ACFT taxiing on TWY N. |

Push-back procedures stands C27 thru C33

(28 Mar 2019 up to 8 Jun 2019)

RWY 09 or 32

| Stand | Procedure | Caution-Note |
|----------|--|--|
| C27, C28 | Push-back deep facing North-East on taxilane K3 till abeam stand C30. Taxi out via taxilane K3, stand C29, TWY U. | Push-back from stands C21, C22, C27 and C28 are interdependent. Push-back from stands C24, C25, C26, C31, C32 and C33 are interdependent. |
| C29 | Stand C29 is kept vacant. | |
| C31 | Push-back facing North-East on taxilane K3. Taxi out via taxilane K3, stand C29, TWY U. | |
| C32, C33 | Push-back facing North-East on taxilane K3 and pull ahead up to tug release point T6. Taxi out via taxilane K3, stand C29, TWY U. | |

RWY 14 or 27

| Stand | Procedure | Caution-Note |
|----------|--|--|
| C27, C28 | Push-back deep facing North-East on taxilane K3 till abeam stand C30. Taxi out via taxilane K3. | Push-back from stands C21, C22, C27 and C28 are interdependent. Push-back from stands C24, C25, C26, C31, C32 and C33 are interdependent. |
| C29 | Stand C29 is kept vacant. | |
| C31 | Push-back facing North-East on taxilane K3. Taxi out via taxilane K3. | |
| C32, C33 | Push-back facing North-East on taxilane K3 and pull ahead up to tug release point T6. Taxi out via taxilane K3. | |

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**TEMPORARY CLOSURE OF RUNWAYS 09/27 AND 14/32
AND OTHER WORK ACTIVITIES ON ACFT MOVEMENT AREA**

REFER ALSO TO LATEST NOTAMS

5.4. Schedule Maintenance of RWY 09/27

Between 0430 UTC of 1 Apr 2019 up to 1130 UTC of 9 Jun 2019 RWY 09/27 will be closed every Sunday between 0630 UTC up to 1030 UTC.

RWY 14/32 will be available during closure of RWY 09/27 between 7 Apr 2019 up to 9 Jun 2019.

5.5. Emergency Restoration of RWY 14/32

Restoration time for RWY 14/32 is three hours during the Day and four hours during the Night from 0430 UTC of Mondays to 1230 UTC of Saturdays except days mentioned on 10-8.

The restoration period of 30 minutes for RWY 14/32 shall only apply between 1230 UTC on Saturdays till 0430 UTC on Mondays during the period of re-carpeting work up to 30 Mar 2019. Airlines are advised to cater for additional fuel for holding/diversions as required.

From 6 Apr 2019 up to 3 Jun 2019 the worksides in Zone 1 (74'/22.5m up to 246'/75m from RWY centerline) of RWY 14/32 will be restored by 1230 UTC on Saturdays till 0430 UTC on Mondays.

5.6. Parking and lighting of unserviceable areas

All unserviceable areas on TWYs or Apron or within RWY strip will be demarcated by water filled yellow/red barricades and marked by placing obstruction lights.

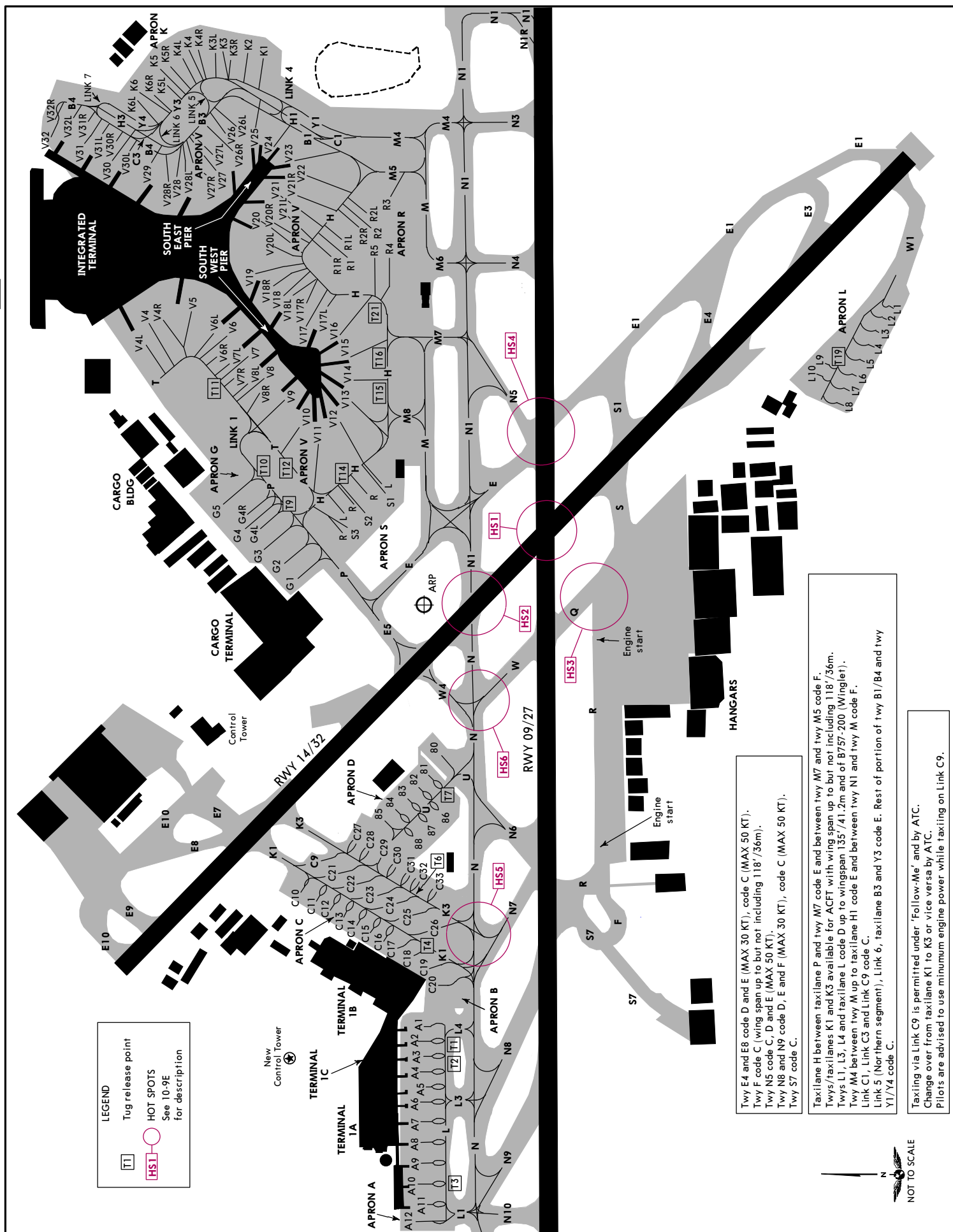
5.7. Precautions

Pilots are advised to exercise caution when taxiing near work areas.

MUMBAI, INDIA
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JEPPESEN
8 MAR 19 10-9A

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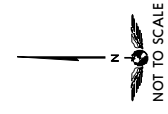
LEGEND

- T1 Tug release point
- HS1 HOT SPOTS
- See 10-9E for description

Twy E4 and E8 code D and E (MAX 30 KT), code C (MAX 50 KT).
 Twys F code C (wing span up to but not including 118'/36m).
 Twy N5 code C, D and E (MAX 50 KT).
 Twy N8 and N9 code D, E and F (MAX 30 KT), code C (MAX 50 KT).
 Twy S7 code C.

Taxilane H between taxiway P and twy M7 code E and between twy M7 and twy M5 code F.
 Twys/taxilanes K1 and K3 available for ACFT with wing span up to but not including 118'/36m.
 Twys L1, L3, L4 and taxiway L code D up to wingspan 135'/41.2m and of B757-200 (Winglet).
 Twy M4 between twy M up to taxiway H1 code E and between twy N1 and twy M code F.
 Link C1, Link C3 and Link C9 code C.
 Link 5 (Northern segment), Link 6, taxiway B3 and Y3 code E. Rest of portion of twy B1/B4 and twy Y1/Y4 code C.

Taxiing via Link C9 is permitted under 'Follow-Me' and by ATC.
 Change over from taxiway K1 to K3 or vice versa by ATC.
 Pilots are advised to use minimum engine power while taxiing on Link C9.



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1 MAR 19 **(10-9A1)**

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| ADDITIONAL RUNWAY INFORMATION | | | | | | | |
|--|---------------------------|----------------------|-----|--------------------------------|----------------|----------|-------------|
| RWY | | | | | USABLE LENGTHS | | WIDTH |
| | | | | | LANDING BEYOND | | |
| | | | | Threshold | Glide Slope | TAKE-OFF | |
| 09 | HIRL ① CL ② HIALS | PAPI-R (3.00°) ③ | RVR | 10,000'3048m | 8845'2696m | ⑤ | 197' 60m |
| 27 | HIRL ① CL ② HIALS II | TDZ PAPI-L (3.00°) ④ | RVR | 9728'2965m | 8634'2632m | | |
| ① spacing 60m. ② spacing 30m. ③ HSTIL- N5 ④ HSTIL- N7, N8 & N9 ⑤ TAKE-OFF RUN AVAILABLE <u>RWY 09:</u> From rwy head/twy N int 10,459' (3188m) twy N11 int 10,000' (3048m) twy N10 int 9347' (2849m) twy S7 int 6631' (2021m) twy N6 int 6175' (1882m) twy Q int 4331' (1320m) | | | | | | | |
| <u>RWY 27:</u> From rwy head/twy N1 int 11,312' (3448m) twy N1R int 11,099' (3383m) twy N3 int 10,459' (3188m) twy N4 int 9232' (2814m) twy E1 int 7854' (2394m) twy E int 7707' (2349m) twy Q int 6161' (1878m) | | | | | | | |
| ARRIVAL | | | | | | | |
| Location of different exit taxiways from threshold. | | | | | | | |
| <u>RWY 09:</u> | | | | <u>RWY 27:</u> | | | |
| Twy N3 int 9961' (3036m) | | | | Twy N int 9688' (2953m) | | | |
| twy N4 int 8740' (2664m) | | | | twy N11 int 9226' (2812m) | | | |
| twy E/E1 int 7267' (2215m) | | | | twy N10 int 8576' (2614m) | | | |
| twy N5 (HST) int 6608' (2014m) | | | | twy N9 (HST) int 7060' (2152m) | | | |
| rwy 09/27 int 6421' (1957m) | | | | twy N8 (HST) int 6161' (1878m) | | | |
| twy Q int 5538' (1688m) | | | | twy S7 int 5164' (1574m) | | | |
| | | | | twy N7 (HST) int 5164' (1574m) | | | |
| 14 | HIRL (60m) CL (15m) HIALS | PAPI-L (3.00°) ⑥ | RVR | 8107'2471m | 6952' 2119m | ⑧ | 148' 45m |
| 32 | HIRL (60m) CL (15m) HIALS | PAPI-L (3.26°) ⑦ | RVR | 8770'2673m | | | |
| ⑥ HST-E4 ⑦ HST-E8 ⑧ TAKE-OFF RUN AVAILABLE <u>RWY 14:</u> From rwy head/twy E10 int 9419' (2871m) twy E9 int 9101' (2774m) twy K1 int 7904' (2409m) twy K3 int 7582' (2311m) twy W4 int 5886' (1794m) | | | | | | | |
| <u>RWY 32:</u> From rwy head/twy E1 int 9419' (2871m) twy W1 int 9262' (2823m) twy S1 int 6132' (1869m) twy S int 5984' (1824m) rwy 09/27 int 5115' (1559m) | | | | | | | |
| ARRIVAL | | | | | | | |
| Location of different exit taxiways from threshold. | | | | | | | |
| <u>RWY 14:</u> | | | | <u>RWY 32:</u> | | | |
| Twy E1 int 7992' (2436m) | | | | Twy E10 int 8730' (2661m) | | | |
| twy W1 int 7910' (2411m) | | | | twy E9 int 8409' (2563m) | | | |
| twy E3 int 6939' (2115m) | | | | twy K1 int 7234' (2205m) | | | |
| twy E4 (HST) int 5161' (1573m) | | | | twy K3 int 6913' (2107m) | | | |
| twy S/S1 int 4688' (1429m) | | | | twy E8 (HST) int 6739' (2054m) | | | |
| | | | | twy E5/W4 int 5190' (1582m) | | | |

| Standard/DGCA | | TAKE-OFF | | | | |
|-------------------------|--|------------------------|---------|-----------------------------------|------------------------------------|--------------------------------------|
| Low Visibility Take-off | | | | | | |
| | HIRL & CL (spacing 15m or less) & relevant RVR | RL, CL & relevant RVR | RL & CL | DAY: RL & RCLM NIGHT: RL or CL | DAY: RL or RCLM NIGHT: RL or CL | Adequate Visual reference (DAY only) |
| A | | | | | | |
| B | TDZ, Mid, Rollout 125m | TDZ, Mid, Rollout 150m | 200m | 300m | 400m | 500m |
| C | | | | | | |
| D | | | | | | |

CAUTION: HIGH TERRAIN on take-off rwy 09 & 14.

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MUMBAI, INDIA

1 MAR 19

10-9B

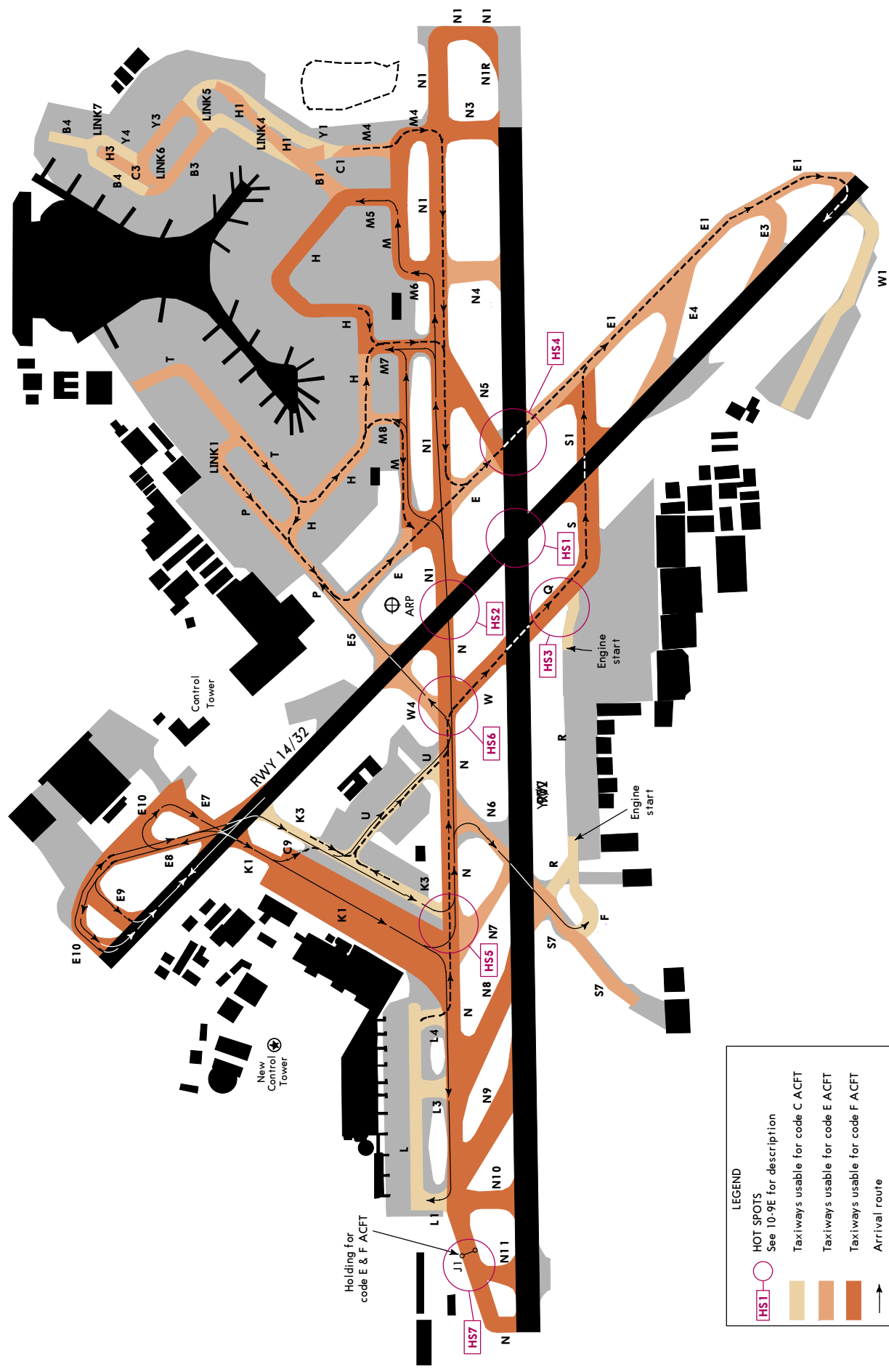
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INS COORDINATES

| STAND No. | COORDINATES | STAND No. | COORDINATES |
|--------------|--------------------|----------------|--------------------|
| C10 | N19 05.7 E072 51.5 | R1L, R1, R1R | N19 05.6 E072 52.5 |
| C11 thru C15 | N19 05.6 E072 51.5 | R2L, R2 | N19 05.5 E072 52.5 |
| C16, C17 | N19 05.5 E072 51.5 | R2R | N19 05.6 E072 52.5 |
| C18 thru C20 | N19 05.5 E072 51.4 | R3, R4 | N19 05.5 E072 52.5 |
| C21, C22 | N19 05.6 E072 51.6 | R5 | N19 05.6 E072 52.5 |
| C23 | N19 05.6 E072 51.5 | S1L, S1, S1R | N19 05.5 E072 52.1 |
| C24 thru C26 | N19 05.5 E072 51.5 | S2 thru S3R | N19 05.6 E072 52.1 |
| C27, C28 | N19 05.6 E072 51.6 | V4L | N19 05.9 E072 52.3 |
| C29 thru C33 | N19 05.5 E072 51.6 | V4, V4R | N19 05.9 E072 52.4 |
| 80 | N19 05.5 E072 51.8 | V5 | N19 05.8 E072 52.4 |
| 81 thru 84 | N19 05.5 E072 51.7 | V6L | N19 05.8 E072 52.3 |
| 85 | N19 05.6 E072 51.7 | V6 | N19 05.8 E072 52.4 |
| 86 thru 88 | N19 05.5 E072 51.6 | V6R, V7L | N19 05.8 E072 52.3 |
| A1 | N19 05.5 E072 51.4 | V7 thru V9 | N19 05.7 E072 52.3 |
| A2 thru A5 | N19 05.5 E072 51.3 | V10 | N19 05.7 E072 52.2 |
| A6 thru A9 | N19 05.5 E072 51.2 | V11, V12 | N19 05.6 E072 52.2 |
| A10 thru A12 | N19 05.5 E072 51.1 | V13 thru V16 | N19 05.6 E072 52.3 |
| G1 thru G3 | N19 05.7 E072 52.0 | V17L | N19 05.6 E072 52.4 |
| G4L thru G4R | N19 05.7 E072 52.1 | V17 thru V19 | N19 05.7 E072 52.4 |
| G5 | N19 05.8 E072 52.1 | V20L thru V21L | N19 05.7 E072 52.5 |
| K1, K2 | N19 05.7 E072 52.8 | V21 thru V26R | N19 05.7 E072 52.6 |
| K3L, K3 | N19 05.8 E072 52.8 | V27L thru V28 | N19 05.8 E072 52.6 |
| K3R | N19 05.7 E072 52.8 | V28R | N19 05.8 E072 52.5 |
| K4L thru K4R | N19 05.8 E072 52.8 | V29 thru V31L | N19 05.9 E072 52.6 |
| K5L, K5 | N19 05.9 E072 52.8 | V31, V31R | N19 06.0 E072 52.6 |
| K5R | N19 05.8 E072 52.8 | V32L | N19 06.0 E072 52.7 |
| K6L thru K6R | N19 05.9 E072 52.7 | V32 | N19 06.0 E072 52.6 |
| L1, L2 | N19 04.8 E072 52.4 | V32R | N19 06.0 E072 52.7 |
| L3 | N19 04.9 E072 52.4 | | |
| L4 thru L10 | N19 04.9 E072 52.3 | | |

ARRIVAL & DEPARTURE TAXI ROUTES RWY 32

(When taxi lane K1 is upgraded as code F, TWY)



LEGEND

- HS1 HOT SPOTS
See 10-9E for description
- Taxiways usable for code C ACFT
- Taxiways usable for code E ACFT
- Taxiways usable for code F ACFT
- Arrival route
- Departure route

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1 Intersection of rwy 14/32 and 09/27

Pilots taxiing on RWY to ensure heightened attention and shall hold short of RWY intersection unless specifically authorized by ATC to cross the RWY or taxi as directed. While taxiing on RWY 14 for RWY 27 departure, pilots to exercise due diligence not to miss the left turn for TWY N1. If the left turn is missed, do not cross the RWY hold short markings of RWY 27 on RWY 14.

HS2 Junction of TWY N and TWY N1 with RWY 14/32

Pilots taxiing on TWY N or TWY N1 to ensure heightened attention and shall hold short of RWY 14/32 unless specifically authorized by ATC to cross the RWY or taxi as directed.

HS3 Intersection of TWY Q with RWY 27

Pilots holding at TWY Q for RWY 27 departure might have restricted view of RWY 27 approach. ACFT therefore shall hold short of RWY unless specifically authorized by ATC to enter RWY or taxi as directed. No ACFT shall vacate via TWY Q after landing on RWY 27 unless specifically authorized by ATC.

HS4 Junction of TWY E and TWY E1 with RWY 09/27

Pilots taxiing towards South-East direction on TWY E to use due diligence not to miss the left turn for TWY N1. If the left turn is missed, do not cross the runway holding markings short of RWY 09/27. Pilots holding at TWY E1 for RWY 27 departure might have restricted view of RWY 27 approach. ACFT therefore shall hold short of RWY unless specifically authorized by ATC to enter RWY or taxi as directed.

HS5 Junction of HST N7 and TWY N

Pilots taxiing towards East on TWY N and approaching HST N7 to lookout for ACFT vacating RWY 27 via HST N7.

HS6 Junction of TWY N, TWY W4 and TWY W

ACFT holding on TWY W/W4 will prohibit ACFT from taxiing on TWY N behind it. ACFT holding on holding position of RWY 14/32 on TWY N will prohibit ACFT from taxiing on TWY W4/W. Pilots to exercise caution.

HS7 Junction of TWY N and TWY N11

Pilots taxiing with code E and F ACFT on TWY N for RWY 09 departure shall ensure heightened attention and shall hold at holding position J1.

Pilots to take explicit RWY entry/crossing authorization from ATC. Rwy guard lights, mandatory instruction signs & markings, enhanced taxiway centerline markings and runway holding position markings are provided as required to assist in prevention of runway incursion.

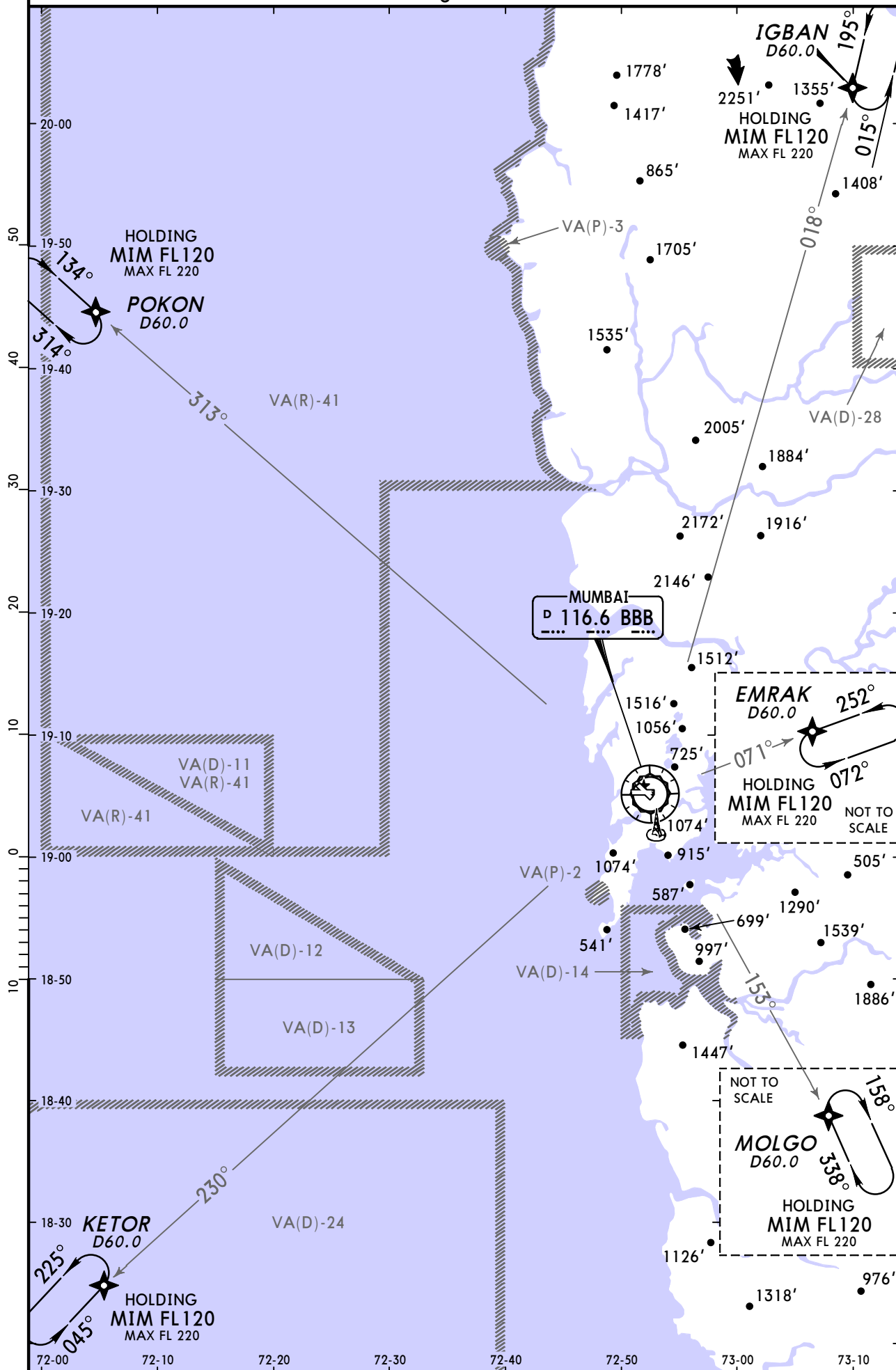
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26 SEP 08 **10-10**

MUMBAI, INDIA
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MUMBAI OUTER FIX HOLDING PROCEDURES

Non-RNAV Holdings in Mumbai Terminal Area



CHANGES: New chart.

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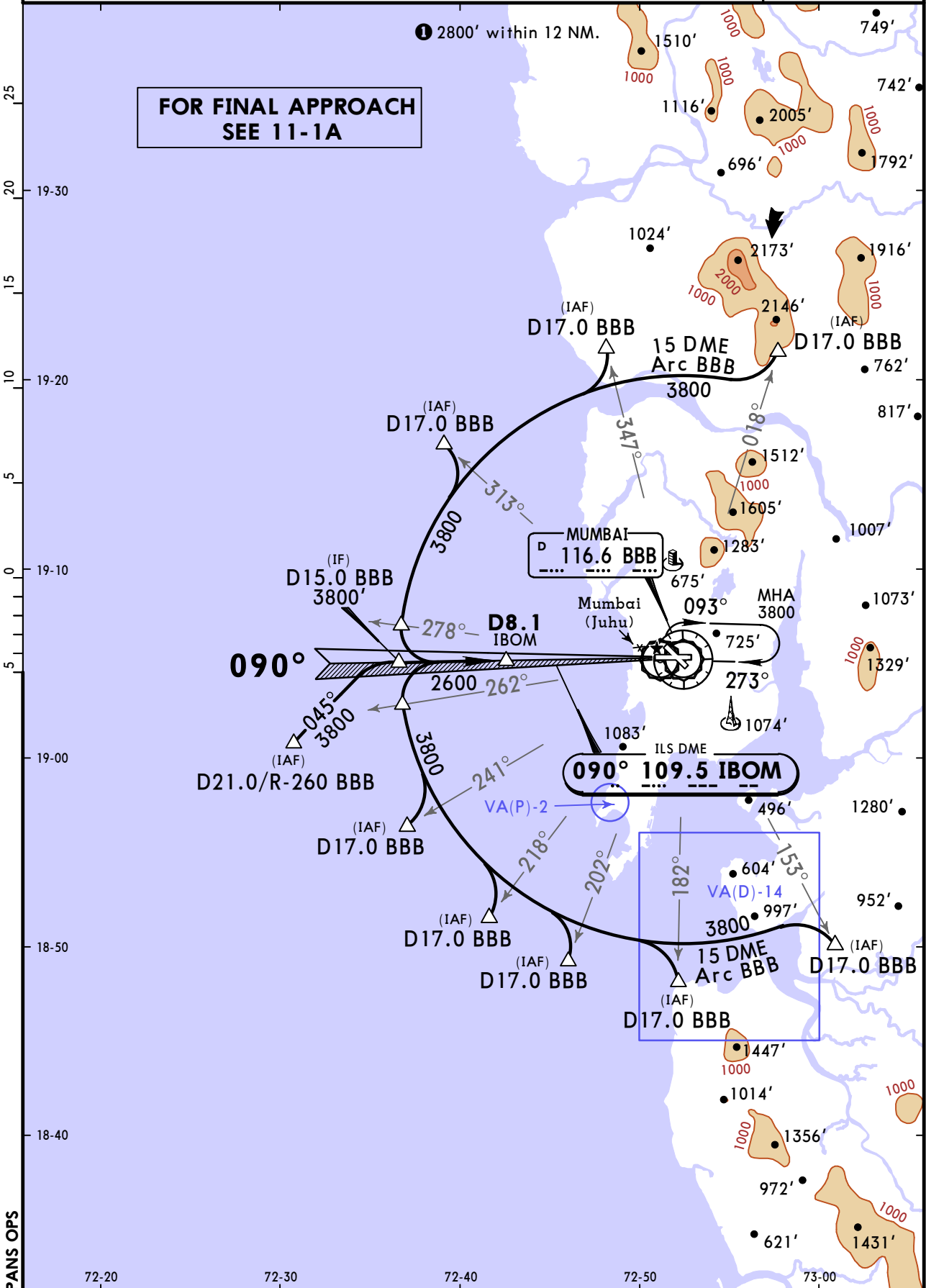
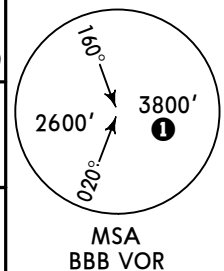
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JEPPESSEN
7 SEP 18 **11-1** Eff 13 Sep

MUMBAI, INDIA

ILS Rwy 09

| | | | | | | |
|---|-----------------------------|----------------------------------|-------------------------------|---|-------------------------|-------|
| BRIEFING STRIP™ | D-ATIS | MUMBAI Approach (R) | MUMBAI Tower | Ground | | |
| | 126.4 | 127.9 119.3 | 118.1 | 121.75 | 121.85 | 121.9 |
| | LOC IBOM 109.5 | Final Apch Crs 090° | GS Refer to chart 11-1A | ILS DA(H) Refer to chart 11-1A | Apt Elev 40' Rwy 16' | |
| Alt Set: hPa | | Rwy Elev: 1 hPa | Trans level: By ATC | | Trans alt: 4000' | |
| 1. DME required. 2. 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 3800'. | | | | | | |

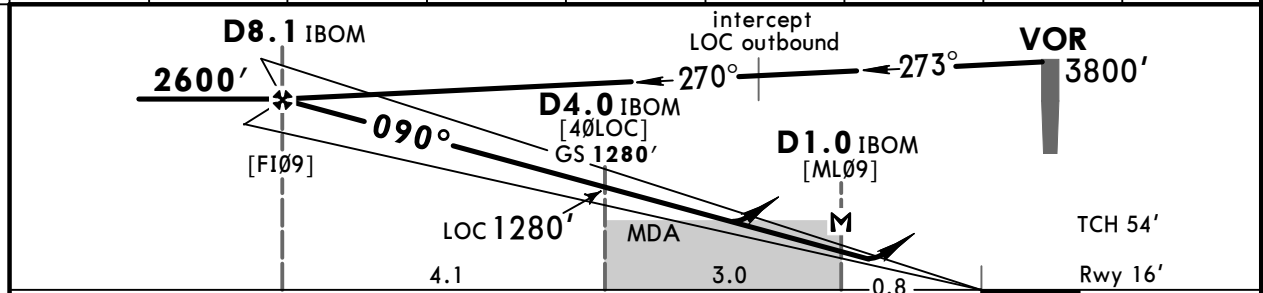
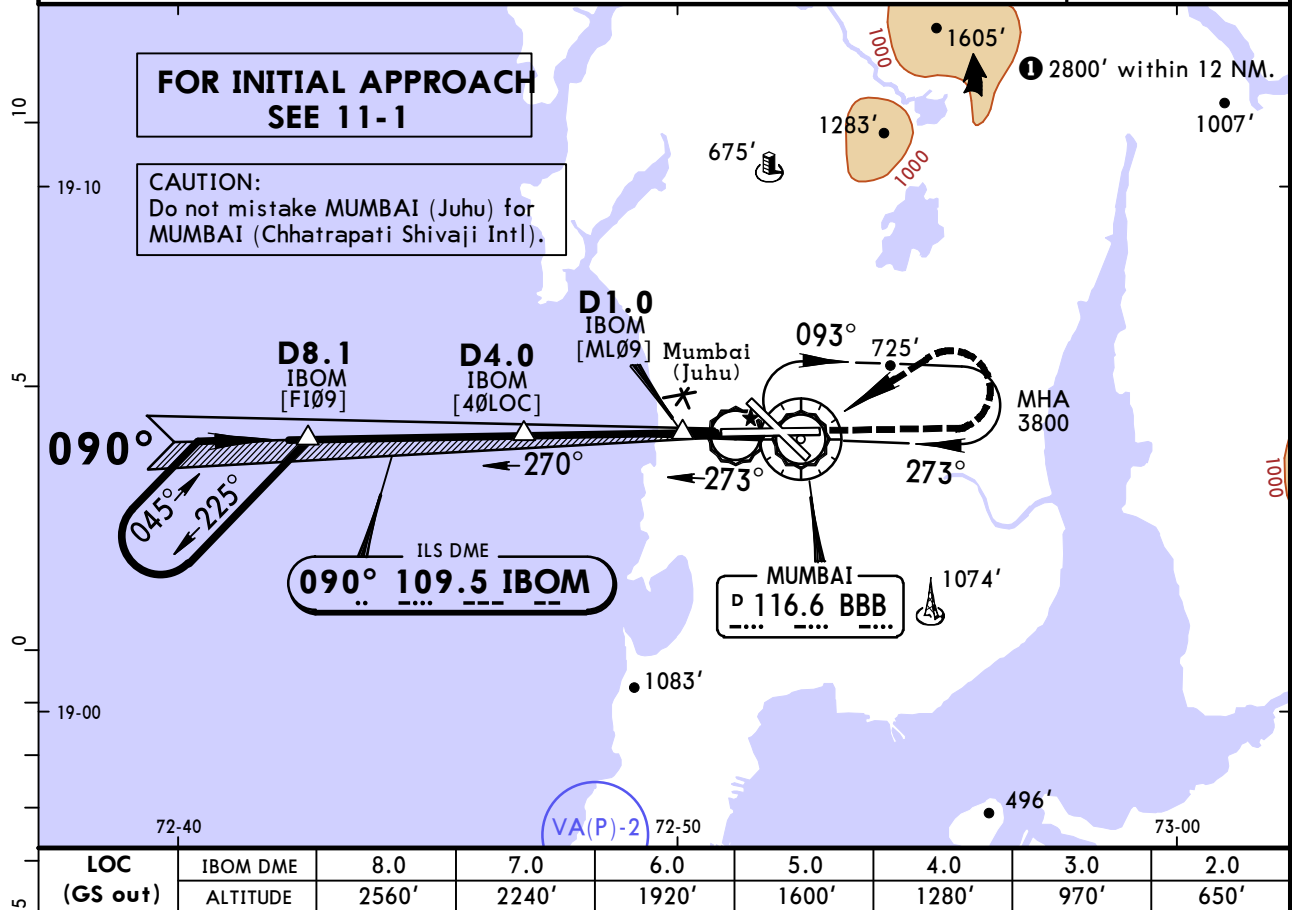


VABB/BOM CHHATRAPATI SHIVAJI INTL

JEPPESSEN
7 SEP 18 **(11-1A)** Eff 13 Sep

MUMBAI, INDIA ILS Rwy 09

| | | | | |
|--|---|-----------------------------------|--------------------------------------|------------------|
| D-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 090° | GS D4.0 IBOM (1264') | ILS DA(H) 270' (254') | |
| Apt Elev 40' Rwy 16' | | | | |
| MISSED APCH: Climb STRAIGHT AHEAD to 1000', thereafter climbing turn LEFT to join VOR holding at 3800', or as directed. MAX 210 KT. Do not turn before threshold. | | | | |
| Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | | Trans alt: 4000' |
| DME required. | | | MSA BBB VOR | |



| | | | | | | | |
|--------------------------------|-------|-----|-----|-----|-----|-----|--|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | HIALS PAPI 210 KT MAX 1000' ↑ |
| ILS GS or LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | |
| MAP at D1.0 IBOM | | | | | | | |

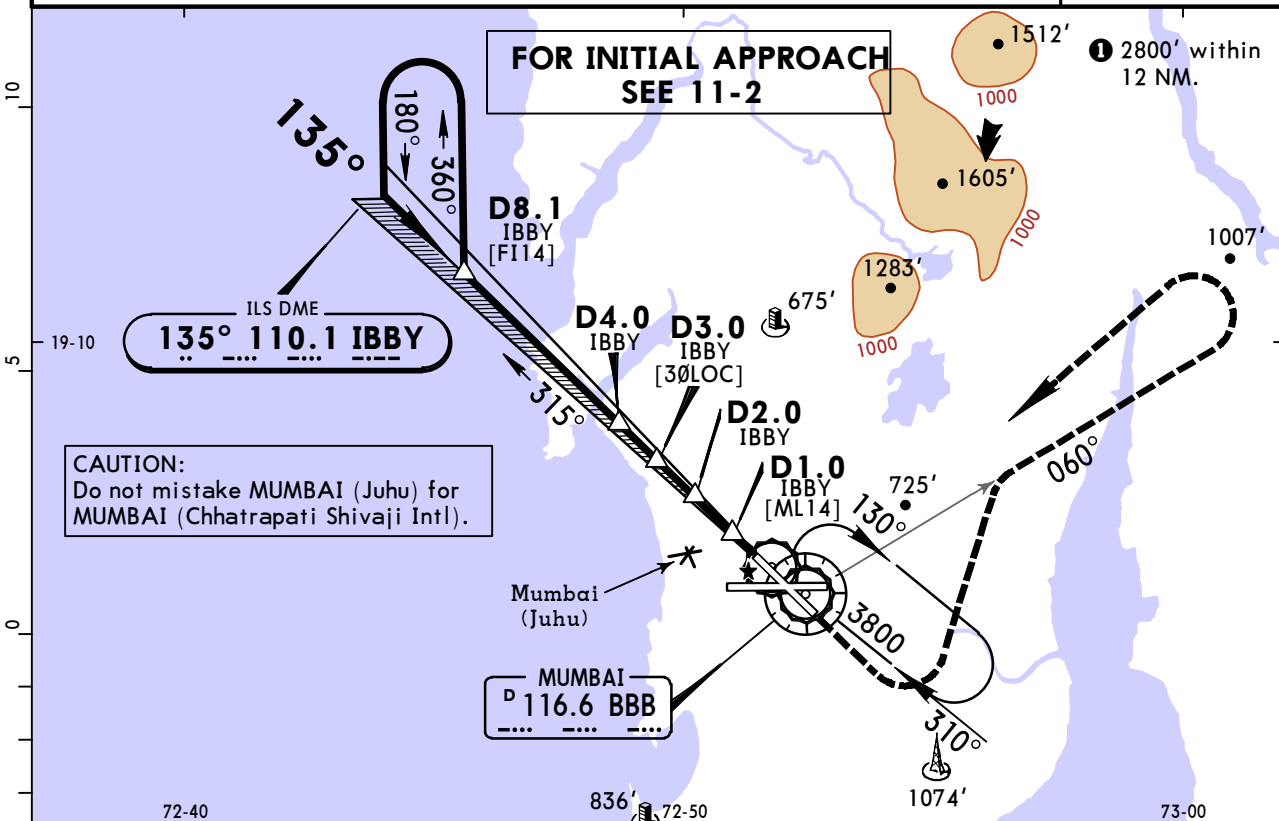
| | | | | | | | |
|--------------------------|----------|---------------------------|--|-----------------------------------|--|-----------|--|
| Standard/DGCA | | | | STRAIGHT-IN LANDING RWY 09 | | | |
| ILS | | LOC (GS out) | | CDFA | | ALS out | |
| DA(H) 270' (254') | | MDA(H) 440' (424') | | | | | |
| FULL | | ALS out | | | | | |
| A | | | | RVR 1500m | | | |
| B | | | | | | | |
| C | RVR 800m | RVR 1300m | | RVR 1600m | | RVR 2000m | |
| D | | | | | | | |

VABB/BOM
CHHATRAPATI SHIVAJI INTL

JEPPESSEN
23 NOV 18 **(11-2A)**

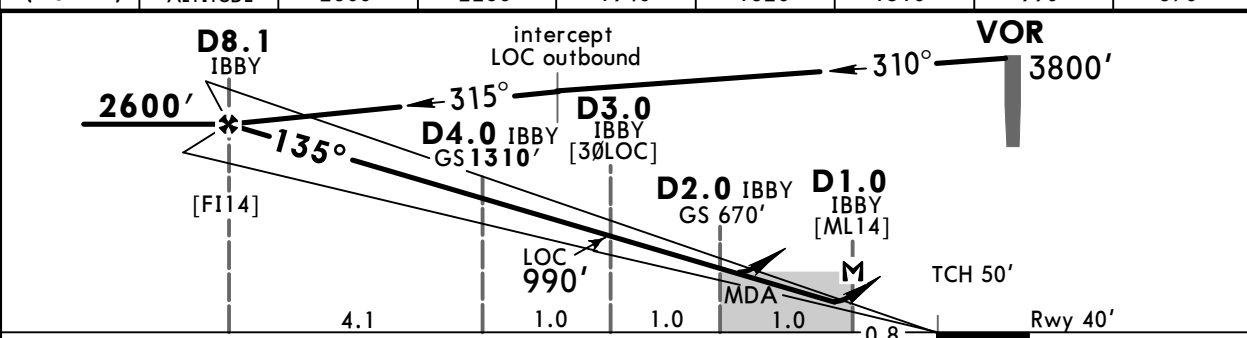
MUMBAI, INDIA
ILS Rwy 14

| | | | | | | | |
|---|-------------------------------|---|--------------------------------|------------------------------|--------------------------------------|--|----------------|
| D-ATIS 126.4 | | MUMBAI Approach (R) 127.9 119.3 | | MUMBAI Tower 118.1 | Ground 121.75 121.85 121.9 | | |
| LOC IBBY 110.1 | Final Apch Crs 135° | GS D4.0 IBBY 1310' (1270') | ILS DA(H) Refer to Minimums | Apt Elev 40' Rwy 40' | | | |
| MISSED APCH: Climb STRAIGHT AHEAD to 1200', then climbing turn LEFT establish R-060 BBB passing 2800', turn LEFT to join VOR holding at 3800', or as directed. Do not turn before threshold. | | | | | | | MSA BBB VOR |
| 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).

| LOC (GS out) | IBBY DME | 8.1 | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
|--------------|----------|-------|-------|-------|-------|-------|------|------|
| | ALTITUDE | 2600' | 2260' | 1940' | 1620' | 1310' | 990' | 670' |



| | | | | | | | | | |
|-----------------------------|-------|-----|-----|-----|-----|-----|-------------------|-------------------|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | HIALS PAPI | 1200' ↑ | |
| ILS GS or LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | | | 849 |
| MAP at D1.0 IBBY | | | | | | | | | |

| | | | | | | | |
|--|-----------|---|--|-----------------------------------|--|-----------|--|
| Standard/DGCA | | | | STRAIGHT-IN LANDING RWY 14 | | | |
| ILS DA(H) AB: 420' (380') CD: 440' (400') | | LOC (GS out) CDFA MDA(H) 590' (550') | | | | | |
| FULL | | ALS out | | | | ALS out | |
| A | RVR 1000m | RVR 1500m | | RVR 1500m | | | |
| B | | | | | | | |
| C | RVR 1100m | RVR 1800m | | RVR 1800m | | RVR 2400m | |
| D | | | | | | | |

PANS OPS

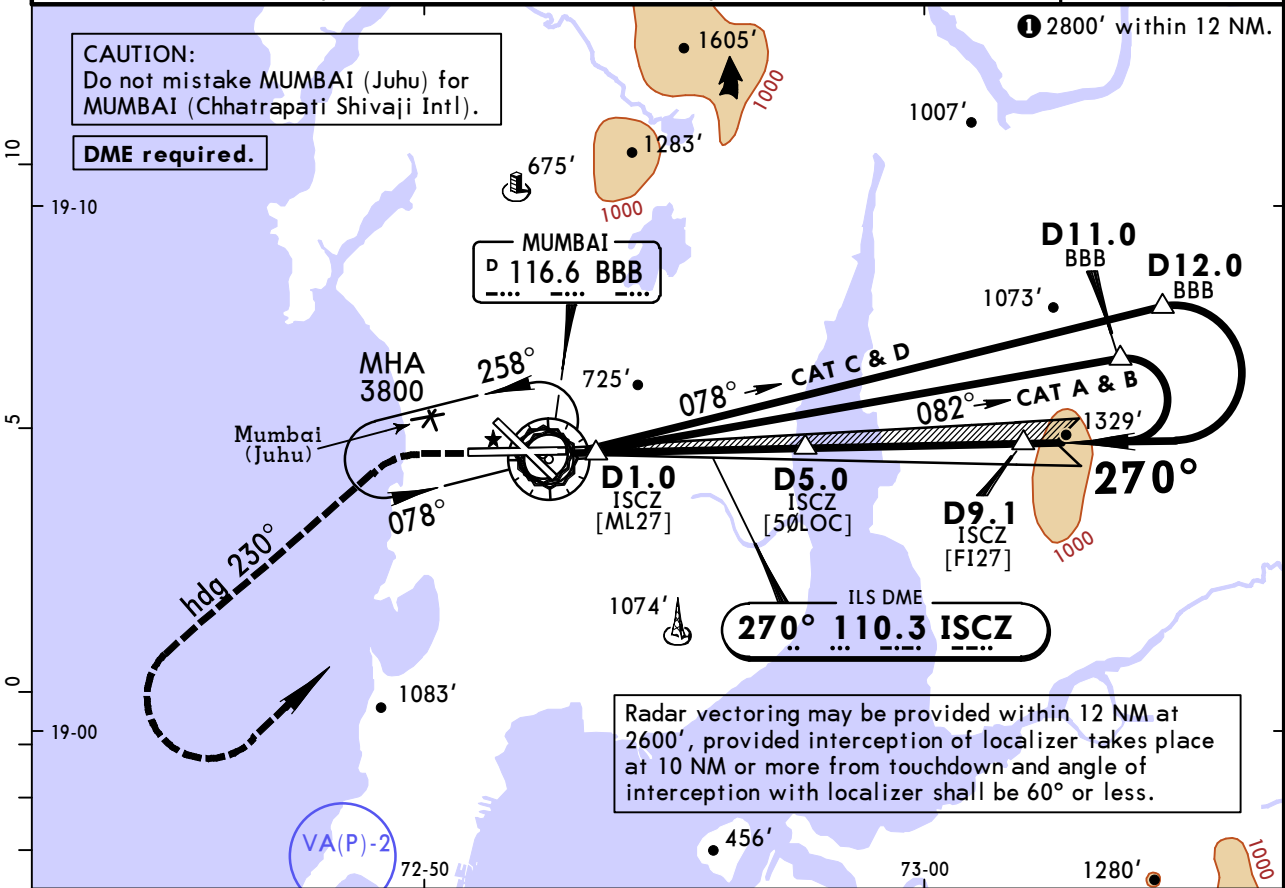
VABB/BOM

CHHATRAPATI SHIVAJI INTL

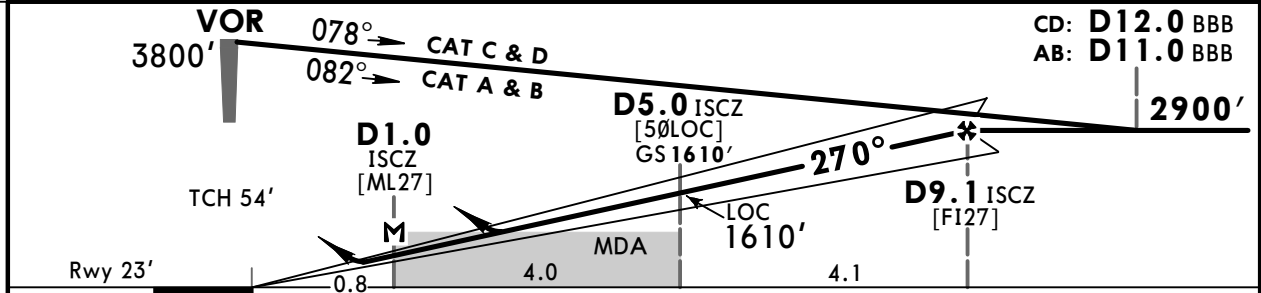
JEPPESSEN
7 SEP 18 **(11-3)** Eff 13 Sep

MUMBAI, INDIA
ILS Z Rwy 27

| | | | | | |
|--|----------------------------------|--|------------------------------------|------------------------------|--------------------------------------|
| D-ATIS 126.4 | | MUMBAI Approach (R) 127.9 119.3 | | MUMBAI Tower 118.1 | Ground 121.75 121.85 121.9 |
| LOC ISCZ 110.3 | Final Apch Crs 270° | GS D5.0 ISCZ 1610' (1587') | ILS DA(H) 230' (207') | Apt Elev 40' Rwy 23' | |
| MISSED APCH: Climb STRAIGHT AHEAD to 700', then climbing turn LEFT on heading 230° to 2600', then turn LEFT to join VOR holding at 3800', or as directed. Do not turn before threshold. | | | | | |
| Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 4000' | MSA BBB VOR | |



| LOC (GS out) | ISCZ DME | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 | 9.1 |
|--------------|----------|------|------|-------|-------|-------|-------|-------|-------|
| | ALTITUDE | 650' | 970' | 1290' | 1610' | 1930' | 2250' | 2560' | 2900' |



| | | | | | | | |
|-----------------------------|-------|-----|-----|-----|-----|-----|----------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | HIALS-II PAPI |
| ILS GS or LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | |
| MAP at D1.0 ISCZ | | | | | | | |

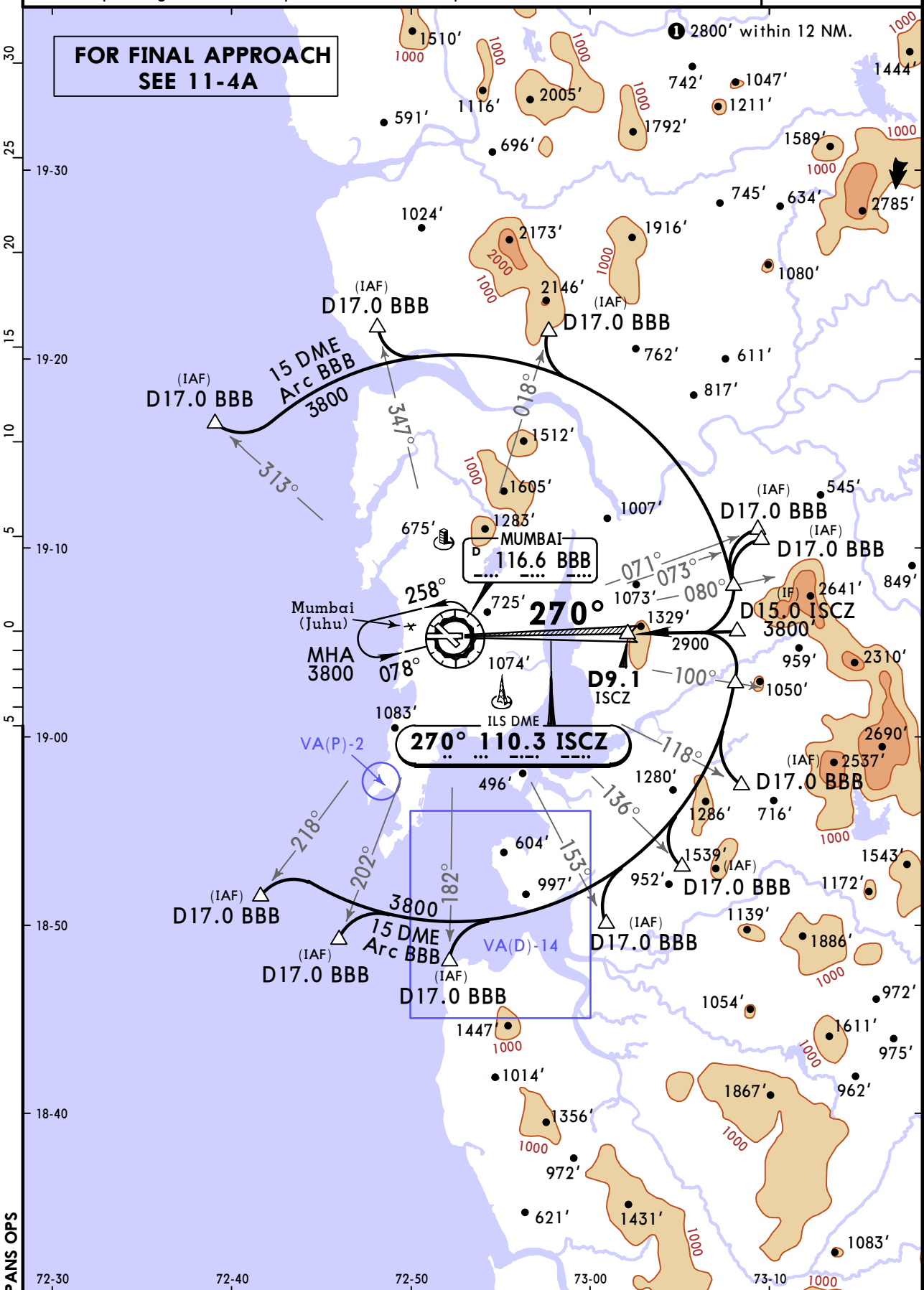
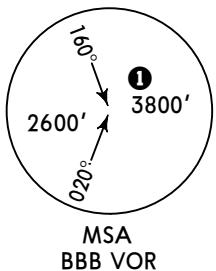
| Standard/DGCA | | | STRAIGHT-IN LANDING RWY 27 | | LOC (GS out) CDFA | |
|---------------|---------------|-------------------|----------------------------|-----------|---------------------------|--|
| ILS | | | DA(H) 230' (207') | | MDA(H) 540' (517') | |
| FULL | TDZ or CL out | ALS out | ALS out | | | |
| A | RVR 1500m | | | | | |
| B | RVR 1500m | | | | | |
| C | RVR 550m | RVR 550m I | RVR 1200m | RVR 2400m | | |
| D | RVR 1600m | | | RVR 2400m | | |

VABB/BOM CHHATRAPATI SHIVAJI INTL

JEPPESSEN
7 SEP 18 **11-4** Eff 13 Sep

MUMBAI, INDIA ILS Y Rwy 27

| | | | | | | |
|---|-----------------------------|----------------------------------|-------------------------------|---|-------------------------|-------|
| BRIEFING STRIP™ | D-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 270° | GS Refer to chart 11-4A | ILS DA(H) Refer to chart 11-4A | Apt Elev 40' Rwy 23' | |
| Alt Set: hPa | | Rwy Elev: 1 hPa | Trans level: By ATC | | Trans alt: 4000' | |
| 1. DME required. 2. 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 3800'. | | | | | | |

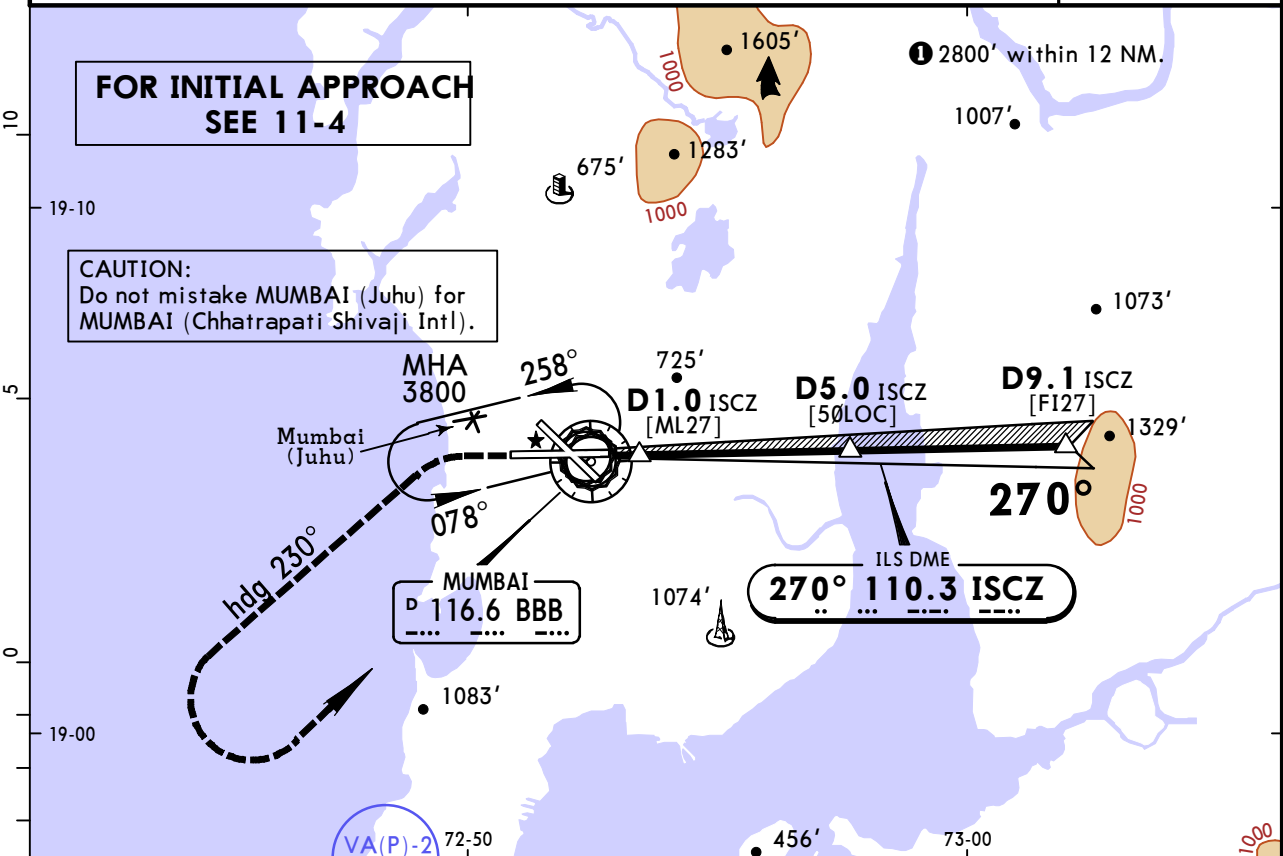


VABB/BOM
CHHATRAPATI SHIVAJI INTL

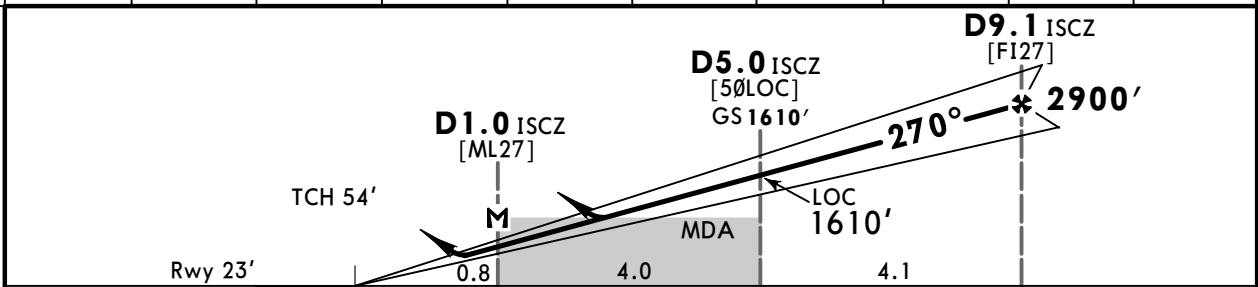
JEPPESSEN
7 SEP 18 **11-4A** **Eff 13 Sep**

MUMBAI, INDIA
ILS Y Rwy 27

| | | | | | | |
|--|----------------------------------|---|------------------------------------|------------------------------|--------------------------------------|----------------|
| D-ATIS 126.4 | | MUMBAI Approach (R) 127.9 119.3 | | MUMBAI Tower 118.1 | Ground 121.75 121.85 121.9 | |
| LOC ISCZ 110.3 | Final Apch Crs 270° | GS D5.0 ISCZ 1610' (1587') | ILS DA(H) 230' (207') | Apt Elev 40' Rwy 23' | | |
| MISSED APCH: Climb STRAIGHT AHEAD to 700', then climbing turn LEFT on heading 230° to 2600', then turn LEFT to join VOR holding at 3800', or as directed. Do not turn before threshold. | | | | | | |
| Alt Set: hPa | | Rwy Elev: 1 hPa | Trans level: By ATC | | Trans alt: 4000' | |
| DME required. | | | | | | MSA BBB VOR |



| | | | | | | | | | |
|---------------------|----------|------|------|-------|-------|-------|-------|-------|-------|
| LOC (GS out) | ISCZ DME | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 | 9.1 |
| | ALTITUDE | 650' | 970' | 1290' | 1610' | 1930' | 2250' | 2560' | 2900' |



| | | | | | | | | | | |
|--------------------------------|-------|-----|-----|-----|-----|-----|----------------------|------|--|-------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | HTALS-II PAPI | 700' | | 230° hdg |
| ILS GS or LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | | | | |
| MAP at D1.0 ISCZ | | | | | | | | | | |

| | | | | | | | |
|-----------------------------------|----------|-------------------|-----------------------------------|--|-----------|---------------------|-----------|
| Standard/DGCA | | | STRAIGHT-IN LANDING RWY 27 | | | LOC (GS out) | |
| ILS | | | CDFA | | | MDA(H) 540' (517') | |
| DA(H) 230' (207') | | | | | | | |
| FULL | | TDZ or CL out | ALS out | | ALS out | | |
| A | | | | | RVR 1500m | | |
| B | | | | | RVR 1600m | | RVR 2400m |
| C | RVR 550m | RVR 550m I | RVR 1200m | | | | |
| D | | | | | | | |
| I W/o HUD/AP/FD: RVR 750m. | | | | | | | |

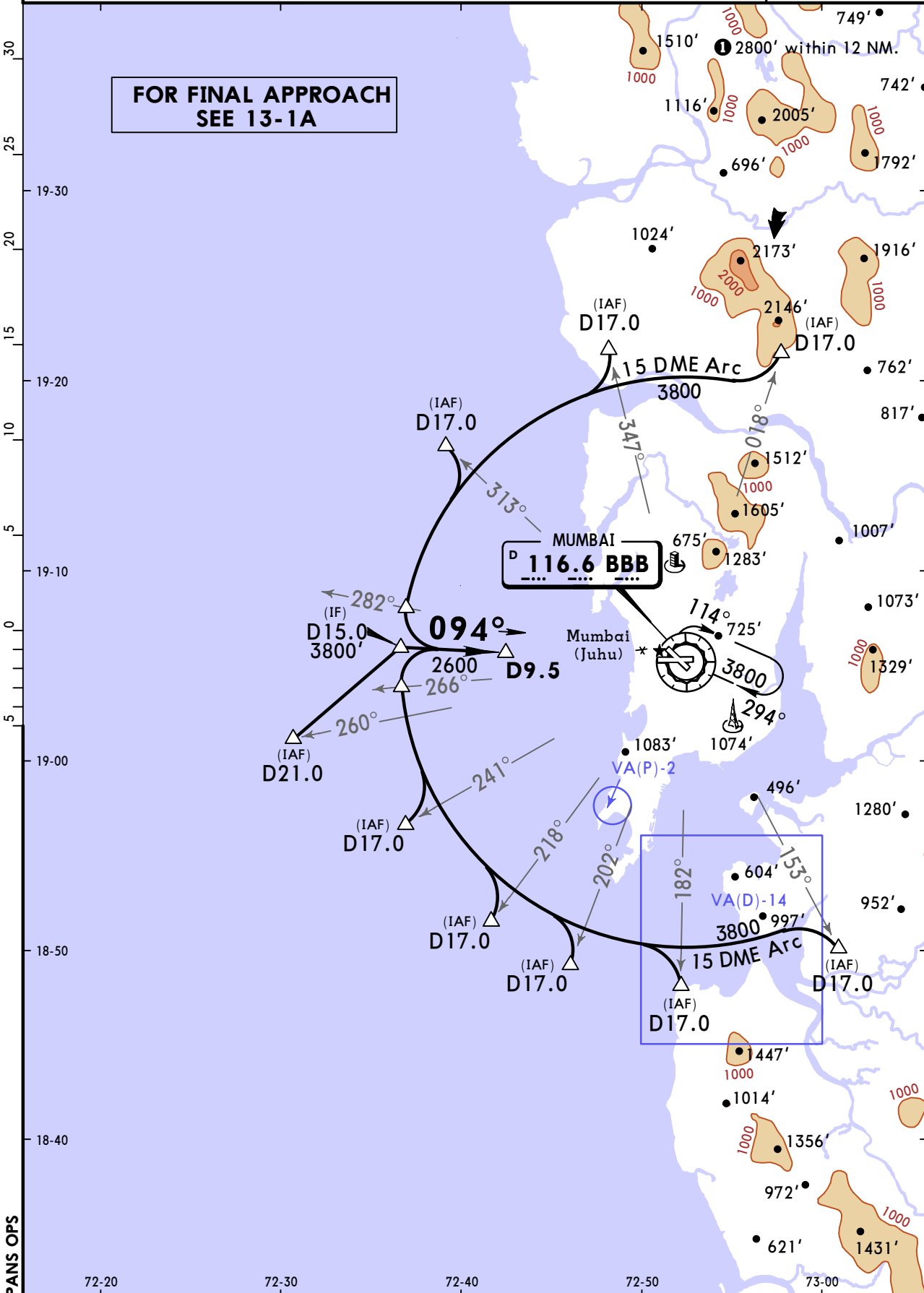
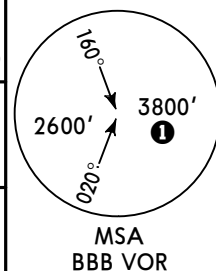
PANS OPS

VABB/BOM CHHATRAPATI SHIVAJI INTL

JEPPESSEN
7 SEP 18 **13-1** Eff 13 Sep

MUMBAI, INDIA
VOR Rwy 09

| | | | | | | |
|---|----------------------------|----------------------------------|--|-----------------------------------|-------------------------|-------|
| BRIEFING STRIP™ | D-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 094° | Minimum Alt Refer to chart 13-1A | MDA(H) Refer to chart 13-1A | Apt Elev 40' Rwy 16' | |
| Alt Set: hPa | | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 4000' | | |
| 1. DME required. 2. ATC may clear within CTR an acft established on any radial other than the promulgated radial to join 15 DME Arc procedure at or above 3800'. | | | | | | |



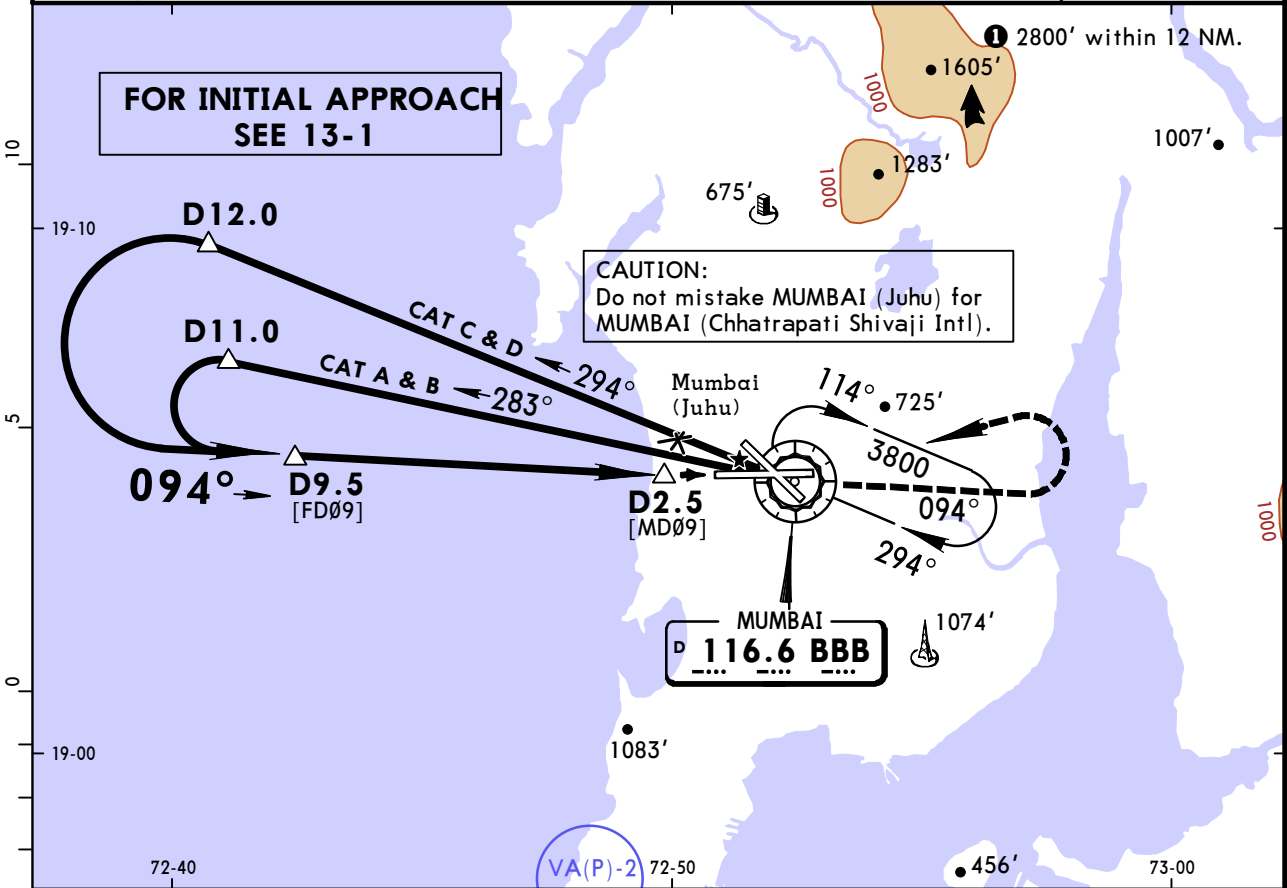
PANS OPS

VABB/BOM CHHATRAPATI SHIVAJI INTL

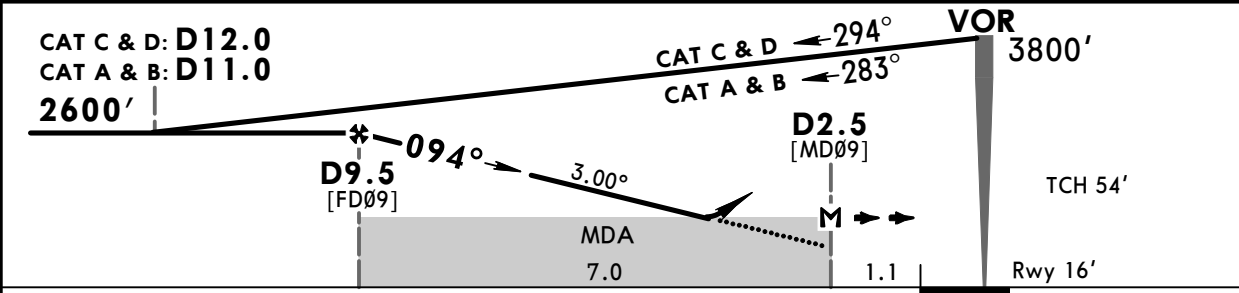
JEPPESSEN
7 SEP 18 **13-1A** Eff 13 Sep

MUMBAI, INDIA VOR Rwy 09

| | | | | | | |
|--|----------------------------------|---|------------------------------|------------------------------|--------------------------------------|------------------|
| D-ATIS 126.4 | | MUMBAI Approach (R) 127.9 119.3 | | MUMBAI Tower 118.1 | Ground 121.75 121.85 121.9 | |
| VOR BBB 116.6 | Final Apch Crs 094° | Minimum Alt D 9.5 2600' (2584') | MDA(H) 620' (604') | Apt Elev 40' Rwy 16' | | |
| MISSED APCH: Climb STRAIGHT AHEAD to 2000', then climbing turn LEFT to join VOR holding at 3800', or as directed. | | | | | | |
| Alt Set: hPa | | Rwy Elev: 1 hPa | | Trans level: By ATC | | Trans alt: 4000' |
| DME required. | | | | | | MSA BBB VOR |



| | | | | | | | |
|----------|-------|-------|-------|-------|-------|-------|------|
| BBB DME | 9.5 | 9.0 | 8.0 | 7.0 | 6.0 | 5.0 | 4.0 |
| ALTITUDE | 2600' | 2460' | 2140' | 1820' | 1510' | 1190' | 880' |



| | | | | | | | |
|---------------------|-----|-----|-----|-----|-----|-----|-------------------------------|
| Gnd Speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | HIALS PAPI 2000' |
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | |
| MAP at D2.5 | | | | | | | |

Standard/DGCA STRAIGHT-IN LANDING RWY 09
 CDFA
 MDA(H) **620'** (604')
 ALS out

| | |
|---|-----------|
| A | RVR 1500m |
| B | |
| C | RVR 2400m |
| D | |

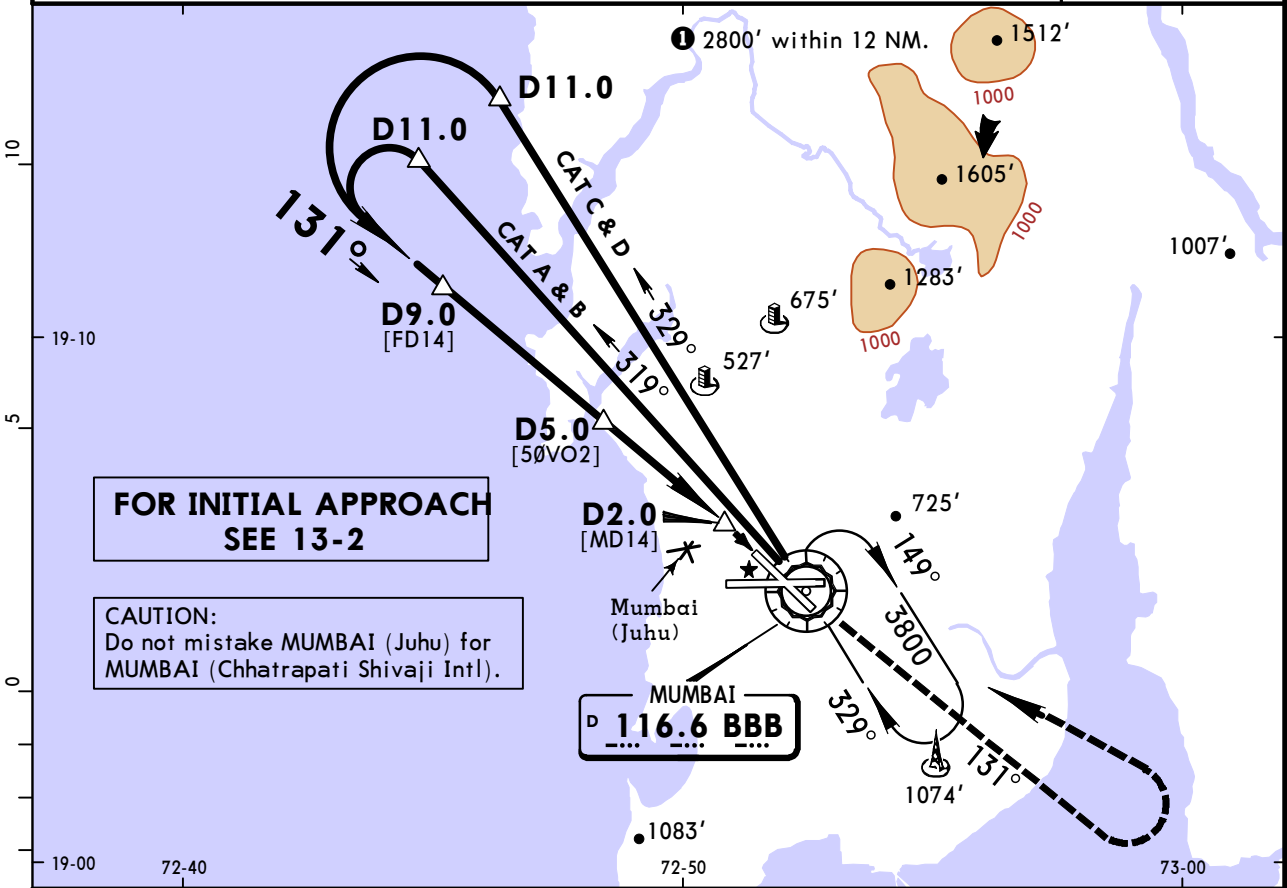
VABB/BOM

CHHATRAPATI SHIVAJI INTL

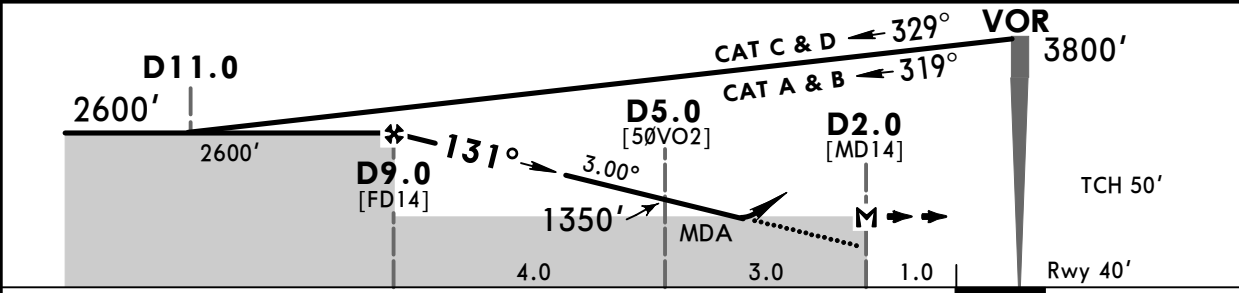
JEPPESSEN
7 SEP 18 **(13-2A)** **Eff 13 Sep**

MUMBAI, INDIA
VOR Rwy 14

| | | | | | | |
|--|----------------------------------|---|------------------------------|------------------------------|--------------------------------------|--------------------|
| D-ATIS 126.4 | | MUMBAI Approach (R) 127.9 119.3 | | MUMBAI Tower 118.1 | Ground 121.75 121.85 121.9 | |
| VOR BBB 116.6 | Final Apch Crs 131° | Procedure Alt D9.0 2600' (2560') | MDA(H) 730' (690') | Apt Elev 40' Rwy 40' | | <p>MSA BBB VOR</p> |
| MISSED APCH: Climb STRAIGHT AHEAD to 2600', then climbing turn LEFT to join VOR holding at 3800', or as directed. | | | | | | |
| Alt Set: hPa | | Rwy Elev: 1 hPa | Trans level: By ATC | | Trans alt: 4000' | |



| | | | | | | |
|----------|-------|-------|-------|-------|-------|-------|
| BBB DME | 9.0 | 8.0 | 7.0 | 6.0 | 5.0 | 4.0 |
| ALTITUDE | 2600' | 2300' | 1990' | 1670' | 1350' | 1040' |



| | | | | | | | | |
|---------------------|-----|-----|-----|-----|-----|-----|------------------|--------------|
| Gnd Speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | HIALS | 2600' |
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | | |
| MAP at D2.0 | | | | | | | | |

Standard/DGCA STRAIGHT-IN LANDING RWY 14

CDFA
MDA(H) **730'** (690')

ALS out

| | |
|---|-----------|
| A | RVR 1500m |
| B | |
| C | RVR 2400m |
| D | |

VABB/BOM CHHATRAPATI SHIVAJI INTL

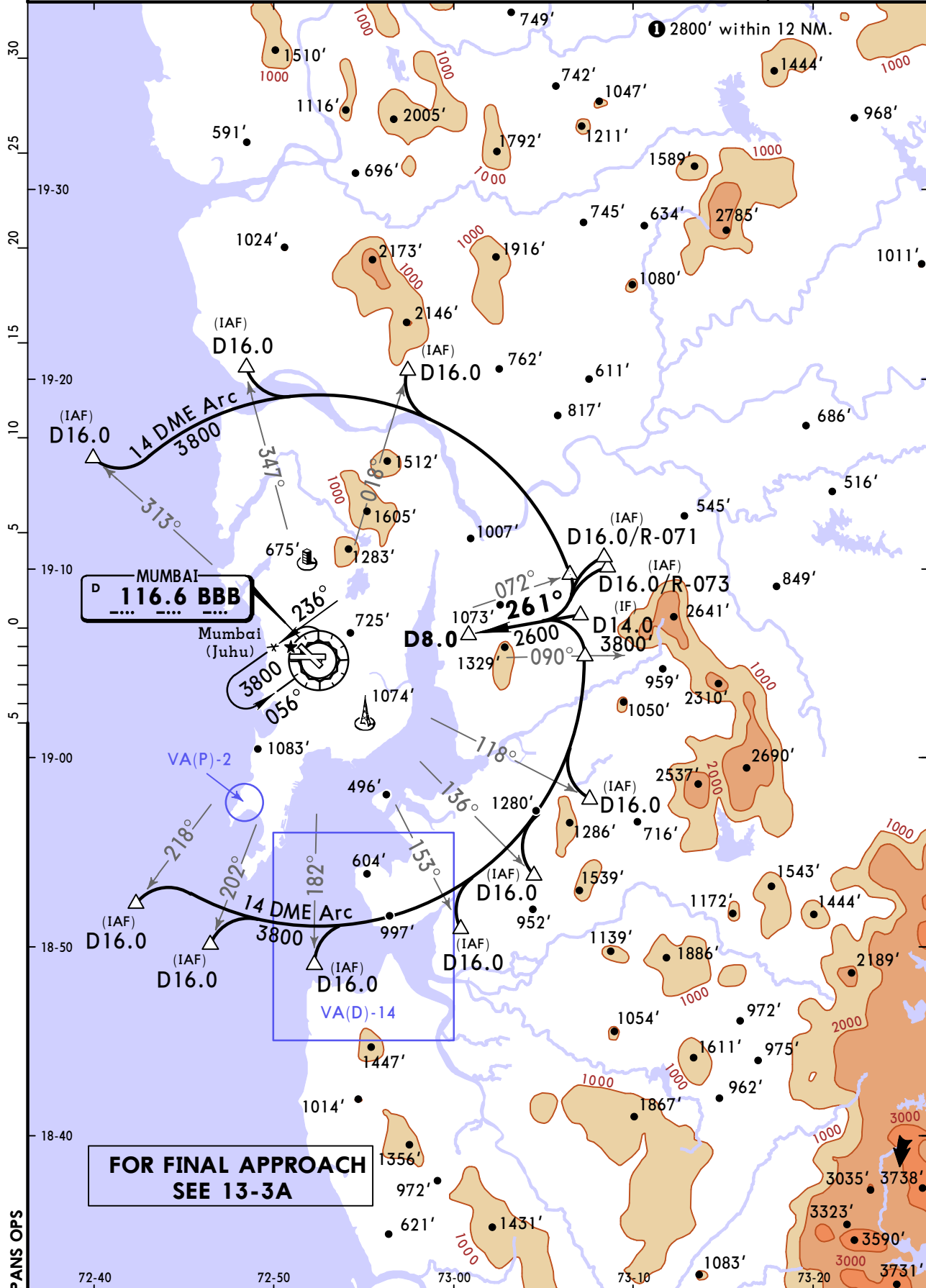
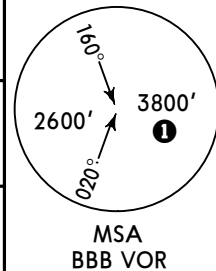
JEPPESSEN
7 SEP 18 **13-3** Eff 13 Sep

MUMBAI, INDIA VOR Rwy 27

| | | | | | | |
|-----------------|----------------------------|----------------------------------|--|-----------------------------------|-------------------------|-------|
| BRIEFING STRIP™ | D-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 Apth Crs 261° | Minimum Alt Refer to chart 13-3A | MDA(H) Refer to chart 13-3A | Apt Elev 40' Rwy 23' | |

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 4000'

1. **DME required.** 2. 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 3800'.

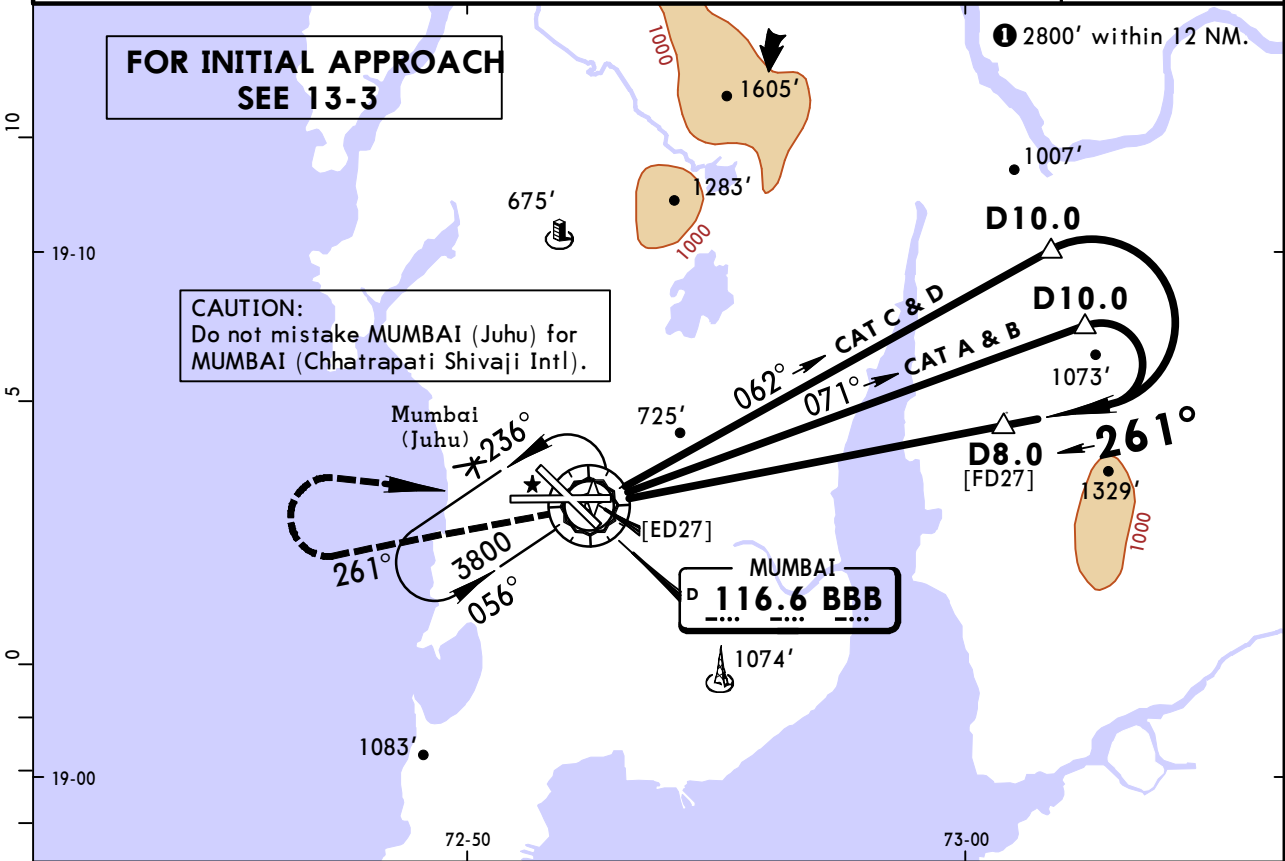


VABB/BOM CHHATRAPATI SHIVAJI INTL

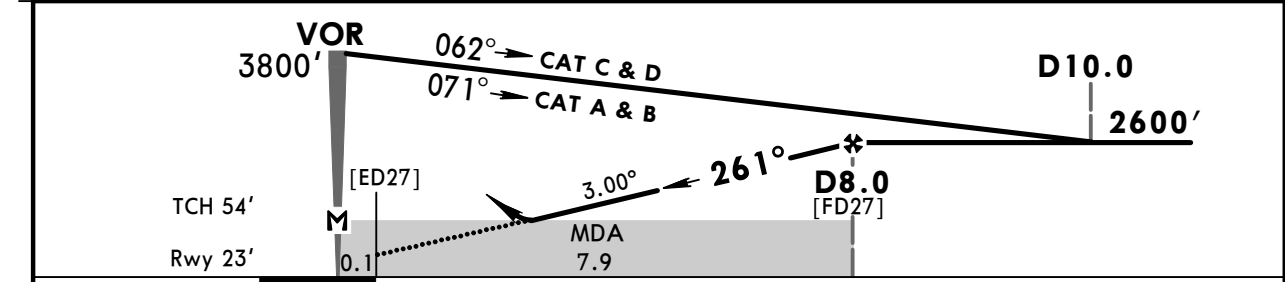
JEPPESEN
7 SEP 18 **(13-3A)** **Eff 13 Sep**

MUMBAI, INDIA VOR Rwy 27

| | | | | | | | |
|--|----------------------------------|---|-------------------------------|------------------------------|--------------------------------------|----------------|--|
| D-ATIS 126.4 | | MUMBAI Approach (R) 127.9 119.3 | | MUMBAI Tower 118.1 | Ground 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 40' Rwy 23' | | | |
| MISSED APCH: Climb STRAIGHT AHEAD to 2000', then climbing turn RIGHT to join VOR holding climbing to 3800', or as directed. | | | | | | | |
| Alt Set: hPa DME required. | | Rwy Elev: 1 hPa | Trans level: By ATC | | Trans alt: 4000' | | |
| | | | | | | MSA BBB VOR | |



| | | | | | | |
|----------|-------|-------|-------|-------|-------|-------|
| BBB DME | 3.0 | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 |
| ALTITUDE | 1000' | 1320' | 1640' | 1960' | 2280' | 2600' |



| | | | | | | | |
|---------------------|-----|-----|-----|-----|-----|-----|--|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | |
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | |
| MAP at VOR | | | | | | | |

Standard/DGCA STRAIGHT-IN LANDING RWY 27
CDFA
MDA(H) **1020'** (997')
ALS out

| | | |
|---|-----------|-----------|
| A | RVR 1500m | |
| B | RVR 1500m | |
| C | RVR 3800m | RVR 4500m |
| D | RVR 3800m | RVR 4500m |

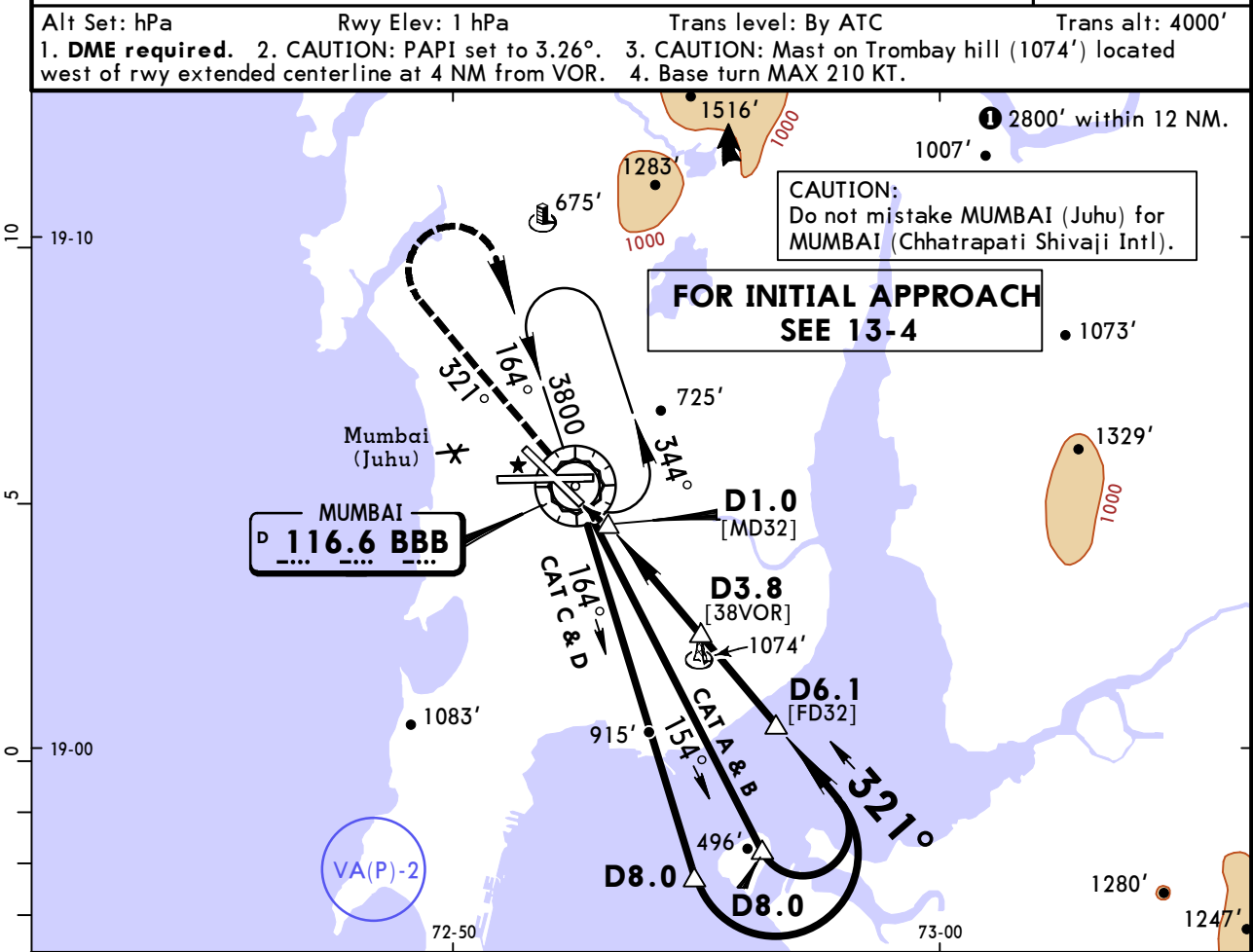
VABB/BOM

CHHATRAPATI SHIVAJI INTL

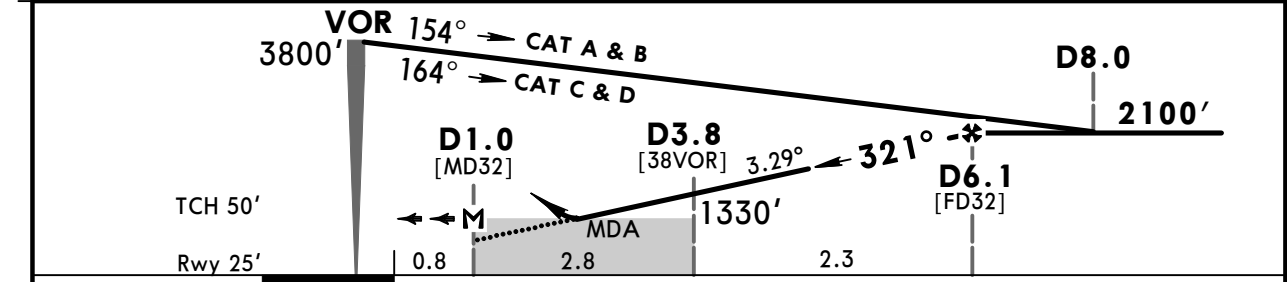
7 SEP 18 **13-4A** Eff 13 Sep

MUMBAI, INDIA
VOR Rwy 32

| | | | | | |
|--|----------------------------|------------------------------------|---|---|--|
| BRIEFING STRIP™ | D-ATIS 126.4 | MUMBAI Approach (R) 127.9 119.3 | MUMBAI Tower 118.1 | Ground 121.75 121.85 121.9 | |
| | VOR BBB 116.6 | Final Apch Crs 321° | Minimum Alt D6.1 2100' (2075') | MDA(H) (CONDITIONAL) 650' (625') | |
| MISSED APCH: Climb STRAIGHT AHEAD to 2600', then climbing turn RIGHT to join VOR holding at 3800', or as directed. | | | | | |
| Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 4000' 1. DME required. 2. CAUTION: PAPI set to 3.26°. 3. CAUTION: Mast on Trombay hill (1074') located west of rwy extended centerline at 4 NM from VOR. 4. Base turn MAX 210 KT. | | | | | |



| | | | | | | |
|----------|------|-------|-------|-------|-------|-------|
| BBB DME | 2.0 | 3.0 | 3.8 | 4.0 | 5.0 | 6.1 |
| ALTITUDE | 700' | 1050' | 1330' | 1400' | 1750' | 2100' |



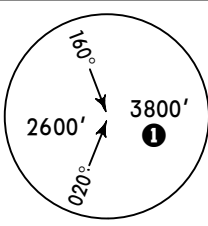
| | | | | | | | | |
|---------------------|-----|-----|-----|-----|-----|-----|-------------------|------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | HIALS PAPI | 2600' |
| Descent Angle 3.29° | 407 | 524 | 582 | 699 | 815 | 931 | | |
| MAP at D1.0 | | | | | | | | |

| | | | |
|---|-----------|--|--|
| Standard/DGCA | | STRAIGHT-IN LANDING RWY 32 | |
| with D3.8 CDFA MDA(H) 650' (625') | | w/o D3.8 CDFA MDA(H) 1330' (1305') | |
| ALS out | | ALS out | |
| A | RVR 1500m | | |
| B | RVR 1500m | | |
| C | RVR 2400m | | |
| D | RVR 5000m | | |

VABB/BOM CHHATRAPATI SHIVAJI INTL

JEPPesen
9 NOV 18 (18-1)

MUMBAI, INDIA
SRA Rwy 09, 14, 27

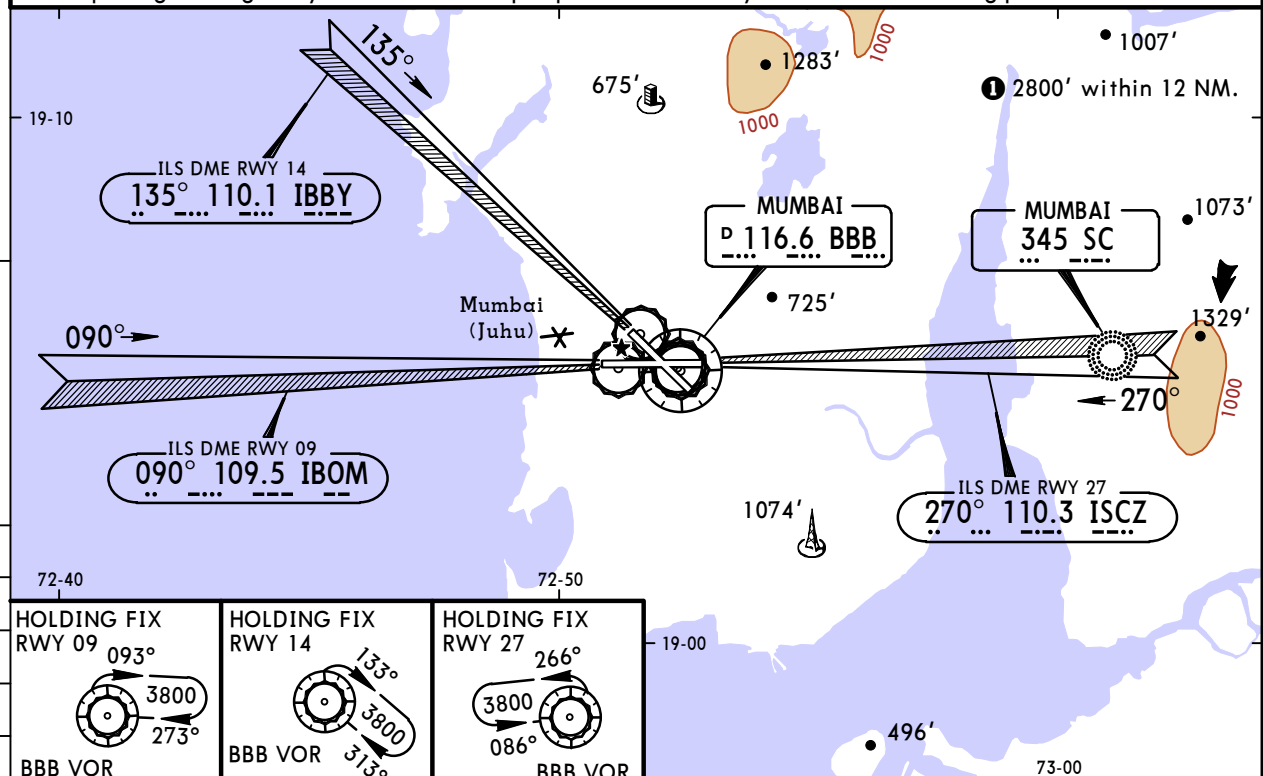
| | | | | |
|---|---|------------------------------------|--------------------------------|---|
| D-ATIS 126.4 | MUMBAI Approach (R) 127.9 119.3 | MUMBAI Radar (TAR) 127.9 | MUMBAI Tower 118.1 | Ground 121.75 121.85 121.9 |
| RADAR | Final Apch Crs By ATC | Minimum Alt See table below | MDA(H) Refer to Minimums | Apt Elev 40' Rwy 09 16' Rwy 14 40' Rwy 27 23' |
| Missed Approach - See below | | | | |
| Alt Set: hPa Apt Elev: 1 hPa Trans level: By ATC Trans alt: 4000' | | | |  |
| CAUTION: Identify MUMBAI airport before landing in order not to mistake MUMBAI (Juhu) airport located 281°/1.9NM. | | | | |

RADIO COMMUNICATION FAILURE PROCEDURE

PRIOR FINAL APPROACH: Maintain the last assigned altitude or 3800' whichever is higher and proceed to BBB VOR via the shortest route and join holding.

ON FINAL APPROACH: Continue approach and land if visual, or carry out missed apch procedure and join BBB VOR holding.

After joining holding carry out instrument apch procedure for rwy which SRA was being provided.



| Minimum Alt/NM | 12.0 IF | 11.0 IF | 7.0 FAF | 6.0 | 5.6 FAF | 5.5 FAF | 5.0 | 4.0 | 3.0 |
|----------------|---------|---------|--------------|-------|--------------|--------------|-------|-------|-------|
| SRA 09 | — | 2600' | — | — | 1800' | — | 1610' | 1290' | 970' |
| SRA 14 | — | 2600' | — | — | — | 1800' | 1640' | 1320' | 1000' |
| SRA 27 | 2600' | — | 2500' | 2140' | — | — | 1790' | 1430' | 1080' |

MISSED APCH:

Rwy 09: Climb STRAIGHT AHEAD to 2600', then climbing turn LEFT to join VOR holding at 3800', or as directed.

Rwy 14: Climb STRAIGHT AHEAD to 2600', then climbing turn RIGHT to join VOR holding at 3800', or as directed.

Rwy 27: Climb STRAIGHT AHEAD to 2600', then climbing turn RIGHT to join VOR holding at 3800', or as directed.

| | | | | | | | | |
|------------------------------|-------|-----|-----|-----|-----|-----|-----|---------------------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | | |
| Rwy 09, 14: Descent Angle | 3.03° | 375 | 482 | 536 | 643 | 750 | 858 | Lighting-Refer to Airport chart |
| Rwy 27: Descent Angle | 3.32° | 411 | 529 | 587 | 705 | 822 | 940 | |
| MAP at 2.0 NM from threshold | | | | | | | | |

| Standard/DGCA | | STRAIGHT-IN LANDING | |
|--|--|--|-----------|
| SRA 09 CDFA MDA(H) 660' (644') | SRA 14 CDFA MDA(H) 680' (640') | SRA 27 CDFA MDA(H) 980' (957') | |
| ALS out | ALS out | ALS out | ALS out |
| A | RVR 1500m | RVR 1500m | RVR 1500m |
| B | RVR 1500m | RVR 1500m | RVR 1500m |
| C | RVR 2400m | RVR 2200m | RVR 2400m |
| D | RVR 2400m | RVR 2400m | RVR 2400m |

Procedure not available when ceiling is 500' or less.

CHANGES: Radio communication failure procedure. MHA. © JEPPesen, 1998, 2018. ALL RIGHTS RESERVED.

Chart changes since cycle 06-2019

ADD = added chart, REV = revised chart, DEL = deleted chart.

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|-----|-----------------|-------|----------|----------|
|-----|-----------------|-------|----------|----------|

MUMBAI, (CHHATRAPATI SHIVAJI INTL - VABB)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport VABB

Type: Terminal

Effectivity: Temporary

Begin Date: 20190228

End Date: Until Further Notice

Temporary closure of RWY 09/27 and RWY 14/32 due to works and other work activities on ACFT movement area. Refer to temp charts 10-8/10-8A thru 10-8F/10-8G and latest NOTAMs.