

AIRAC AIP SUPPLEMENT

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This Supplement is issued for information, guidance and necessary action.



V.P. AGRAWAL
CHAIRMAN

AIRPORTS AUTHORITY OF INDIA

[Effective Date: 27 August 2009]

**Subject: (i) Re-alignment of General aviation Apron and
(ii) Commissioning of new TWY F5 at IGI airport, Delhi.**

- (i) Parking stands at IGI airport general aviation apron have been realigned and re-numbered .
Details of new stands and type of aircraft are given below.

Stand No.	Type of Aircraft	Longitude	Latitude	PCN	Surface
	Wing span of 24m or less				
157	----- do -----	0770636.25E	283347.68N	26/R/B/W/T	CONCRETE
158	----- do -----	0770635.38E	283347.86N	26/R/B/W/T	CONCRETE
159	----- do -----	0770634.50E	283348.07N	26/R/B/W/T	CONCRETE
160	----- do -----	0770633.62E	283348.25N	26/R/B/W/T	CONCRETE
161	----- do -----	0770632.75E	283348.45N	26/R/B/W/T	CONCRETE
157A	----- do -----	0770636.13E	283348.28N	26/R/B/W/T	CONCRETE
158A	----- do -----	0770634.57E	283348.64N	26/R/B/W/T	CONCRETE
159A	----- do -----	0770633.06E	283348.96N	26/R/B/W/T	CONCRETE
160A	----- do -----	0770631.50E	283349.33N	26/R/B/W/T	CONCRETE
161A	----- do -----	0770629.93E	283349.68N	26/R/B/W/T	CONCRETE
162	----- do -----	0770631.88E	283348.65N	26/R/B/W/T	CONCRETE
163	----- do -----	0770631.00E	283348.85N	26/R/B/W/T	CONCRETE
164	----- do -----	0770630.13E	283349.03N	26/R/B/W/T	CONCRETE
165	----- do -----	0770629.25E	283349.24N	26/R/B/W/T	CONCRETE
	Wing span of 17 m or less	All up weight upto 5700 kgs			
170	----- do -----	0770633.02E	283351.60N		BITUMINOUS
171	----- do -----	0770632.39E	283351.74N		BITUMINOUS
172	----- do -----	0770631.73E	283351.88N		BITUMINOUS
173	----- do -----	0770630.73E	283352.07N		BITUMINOUS
174	----- do -----	0770630.08E	283352.23N		BITUMINOUS
175	----- do -----	0770629.44E	283352.38N		BITUMINOUS
176	----- do -----	0770628.82E	283352.53N		BITUMINOUS
177	----- do -----	0770628.22E	283352.68N		BITUMINOUS
178	----- do -----	0770627.60E	283352.81N		BITUMINOUS
179	----- do -----	0770627.67E	283351.70N		BITUMINOUS
180	----- do -----	0770628.89E	283351.42N		BITUMINOUS

181	----- do -----	0770630.21E	283351.12N		BITUMINOUS
182	----- do -----	0770631.43E	283350.81N		BITUMINOUS
183	----- do -----	0770632.37E	283350.57N		BITUMINOUS
184H	Rotor size of 11m or less length 13.04m	0770634.43E	283350.24N		BITUMINOUS
185H	----- do -----	0770634.01E	283351.17N		BITUMINOUS
186H	----- do -----	0770635.29E	283350.86N		BITUMINOUS

1. New parking stands 157 to 165 (for wing span of 24 M. or less) have been designed for power-in/push back mode.
2. New parking stands 184H to 186H (rotor size 11M, length 13.04M) have been designed for helicopter parking. Helicopters have to taxi in and out from stands.
3. Stand No. 157 to 165 are divided into two blocks and each block is having one holding marking.

Stand No.	holding marking /break away area
157-160	G1
161-165	G2
4. Push back clearance for nose in east direction should be separated by at least two stands.
5. Stand No 157A to 161A will be used as power-in /power-out stands.
6. The entry exit for all stands will be TWY F4/TWY F5 as instructed by ATC. Intermediate taxi holding (ITH) markings are provided on TWY F,F1,F4,F5
7. For TWY F5, ITH markings are provided on TWY F1 both sides (north and south sides of TWY F5).
8. TWY F4, F5 are bi-directional and suitable for aircraft of wing span of 24M (code letter B)
9. Aircraft holding on break away area will be blocking two stands in front of it.
10. Stand No. 170 to 178 (for wing span of 17 M or less)will be used as primary parking stands on power-in/power-out pattern .
11. Stand No. 179 to 183 will be used as back up stands on power-in/power-out pattern.
12. When RWY in use 10, 02aircraft (code letter B) can be accommodated on TWY F4 clear of TWY F even if aircraft has commenced push back or the aircraft is on break away area G1 or G2.
13. There shall be only one aircraft, at a time, in one holding position.
14. When an aircraft taxiing on TWY F5 towards north via TWY F1 and second aircraft taxiing on TWY F1 from south side, the second aircraft has to hold on ITH marking provided on F1behind stand No 145 and stand No. 145will not be available for taxiing in.
15. When an aircraft taxiing on TWY F5 towards south via TWY F1 and second aircraft taxiing on TWY F1 from north side, the second aircraft has to hold on ITH marking provided on F1behind stand No 146 and stand No. 146will not be available for taxiing in.
16. There may be considerable delay for the arrivals coming to the designated stand.

Responsibilities

1. Aircraft operator is Responsible for proper push back/pull forward of aircraft.
2. Stand allocation is done by AOCC (Airport Operation Control Centre)

Taxiing procedures for arrivals

- RWY 28/27 : via TWY E2, E, F, F4 or E2, F1, F5 or E2,F1,F4
- RWY 10 : via TWY F, F4 or TWY F, F1, F5
- RWY 09 : via TWY E, F, F4 or E,F,F1, F5

Taxiing procedure for departures

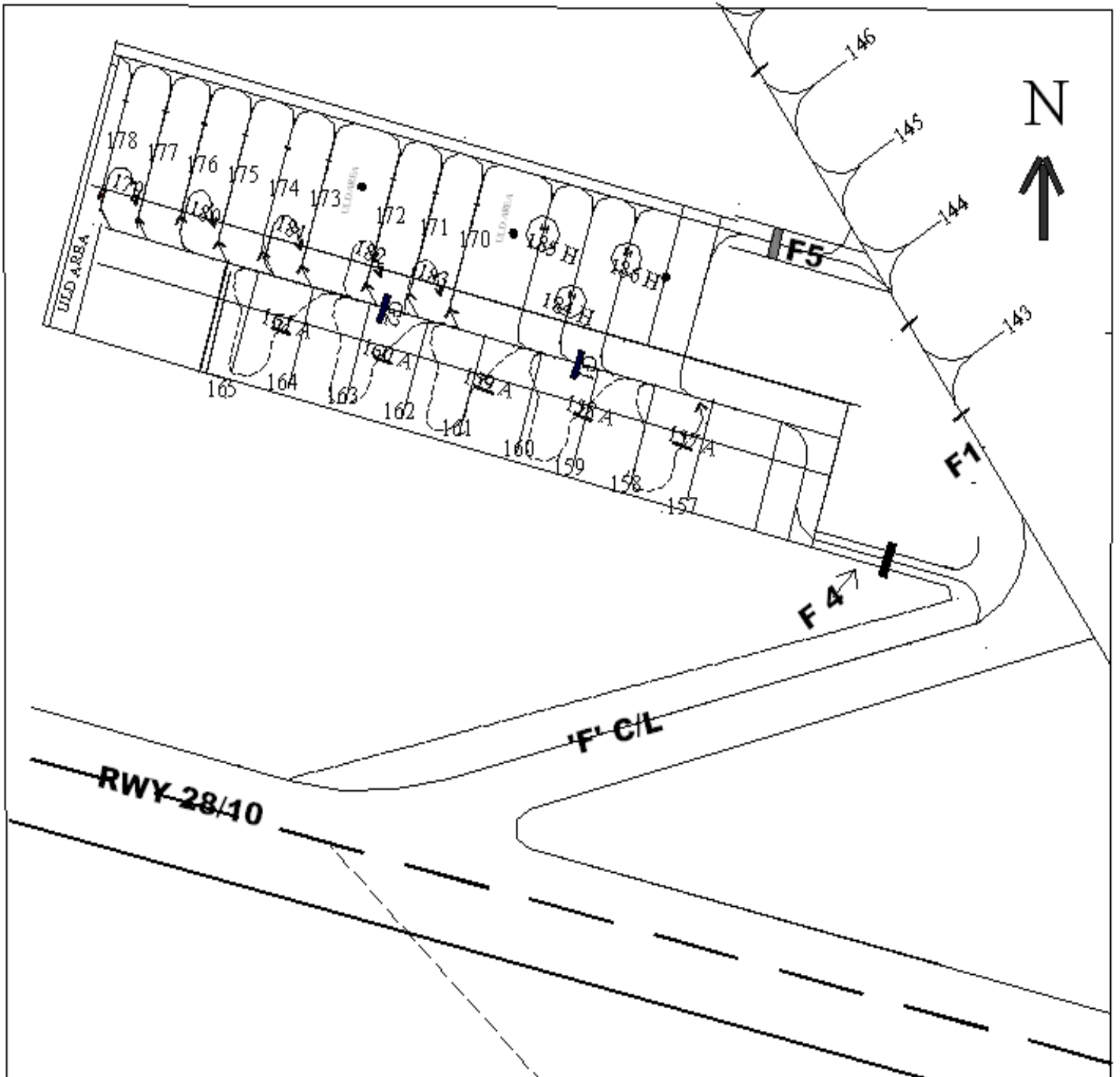
- RWY 28 : via TWY F4, F, E holding point RWY 28 or TWY F5,F1,F,E holding point RWY 28
- RWY 27 : via TWY F4, F, E, holding point RWY 27 or via TWY F5,F1,F,E holding point RWY 27.

(ii) **Details of new TWY F5 are as follows :**

New TWY designation	:	F5 (joining General aviation apron to TWY F1)
TWY width	:	18M
PCN	:	21/F/B/W/T
Surface	:	Bituminous

(iii) General Aviation apron sketch is given on next page.

GENERAL AVIATION, IGI AIRPORT, DOMESTIC TERMINAL



Amend AIP (India) VIth edition page AD2-VIDP 80 Dated 01 AUG 2007 accordingly.