

MUMBAI (BOM/VABB)

Elevation 39ft

CATEGORY B

AV brief – required

BAV AV Not yet available

GENERAL

- Airfield located 8 nm NE of Mumbai and 2 nm from the coast.

Threats

CFIT

- 40 nm E are the Western Ghat Mountains reaching ~5,400ft asl.
- Hills to the N and E within 10 nm, the highest being ~1,550ft asl at 8 nm NNE.
- Immediately E of the aerodrome, in the vicinity of Rwy 27 MM, there are low hills which have been leveled to ~200ft above airfield elevation.
- 3.5 nm on the approach to Rwy 32 and just left of the centreline is a hill and obstructions to ~1,075ft asl (see Lido IAC for details).
- Mast to nearly 1,000ft asl 5.5 nm SSW.
- On the approach to Rwy 27 there are hills and obstructions to ~750ft asl 1 nm right of the centre line and 2 nm short of the threshold.

Runway Incursion

- Juhu aerodrome lies 1 nm NW of Mumbai with a Rwy orientated 08/26. This has been mistaken for Rwy 09/27 at Mumbai. Lido IACs highlight this problem.
- Do not confuse taxiway N1 with Rwy 27 when on approach.

Loss of Control

- Rwy 09/27 is slow to drain after heavy rain and aquaplaning is a possibility.
- Bird hazard exists (large soaring birds).

ARRIVAL

Diversion Airports

HYDERABAD(Shamshabad)	HYD/VOHS	337 nm/109°T	CAT A
BANGALORE	BLR/VOBL	452 nm/142°T	CAT A
DELHI	DEL/VIDP	616 nm/022°T	CAT A
CHENNAI	MAA/VOMM	559 nm/131°T	CAT A
KOLKATA	CCU/VECC	901 nm/076°T	CAT A
NAGPUR	NAG/VANP	370 nm/071°T	CAT A
AHMEDABAD	AMD/VAAH	240 nm/357°T	CAT A

Approach

- VOR liable to scalloping.
- Circling not authorised N of Rwy 27 and E of Rwy 14.
- Building generated turbulence can be expected on approach to Rwy 14.
- Rwy 27 preferred rwy exit is RET N8. If this is not possible, advise ATC before landing.

GROUND

- Runway occupancy time is critical to BOM ops. Refer to Lido AOI 1 for details. Crews are requested to expedite Rwy exit commensurate with the safe operation of the aircraft.
- Old turning dumb-bell on the N side of the runway near Rwy 32 threshold. This should not be used because it is partly taken up with the PAPI installation.
- Once clear of active runway monitor company frequency in case allocated stand is not clear.
- Stands on V Apron:
 - Jetties may be located forward of (beyond) the parking position, appearing up to 15 m or 20 m ahead of the aircraft. This differs from most airports and creates an expectation that the parking position will be further forward or closer to the jetty than it actually is.
 - Ensure VDGS guidance is followed accurately and with caution from 5 m to STOP.
- Exercise caution when heading south-east on Twy E as Twy deviates west slightly due to obstruction on left just before Twy M.

DEPARTURE

- Call for clearance 5 mins before ready to push-back or as advised by local BA staff.
- TSAT and related CDM information times shown in LOCAL time on stand information screens.
- Prior to pushback – aircraft anti-collision beacon should not be switched on until headset operative has confirmed that the ramp is clear of equipment and staff. Airport regulations require staff to vacate the ramp area immediately upon an aircraft beacon being switched on. Switching it on early causes significant delays.
- Caution advised on Twy N1, immediately north of Rwy 27 threshold due steep slope. It is possible to roll backwards when brakes released.
- Emergency Turn procedures available from Performance Manual/CARD/B787 OPT/A380 OIS.
- Rwy 14 RAXET1C SID: Do not accept ATC clearance to deviate from SID before MB053 due terrain S at ~2200ft.

WEATHER

- Mid JUNE – SEP: SW monsoon. Two maxima of cloud and rain occur; one in the early morning and the other mid-afternoon when rainfall is heavier, followed by squally showers.
- The beginning and end of the season are characterised by severe thunderstorms and squalls called Elefantas moving in from the E-SE. Nearly all the annual rain falls during this period.
- OCT – NOV: Apart from Elefantas as the SW Monsoon withdraws, the weather is generally fair. Exceptionally, a cyclone may pass inland to the N bringing SW gales for a few hours. October is the month of maximum frequency of storms over the Arabian Sea.
- DEC – FEB: NE Monsoon. Land and sea breezes from ENE in the early morning and NW in the afternoon. Often there is coastal mist or haze to the N-NW.

- MAR – Early JUNE: Hot Season. The sea breeze from the NW may exceed 25 kt in gusts. Early morning haze may occur, and on rare occasions fog in March. In the afternoon, Cb form to the E-SE late in the season, and Elephantas occur.
- Elephantas at Mumbai – The onset and withdrawal of the SW monsoon is generally marked by storms, sometimes violent and accompanied by thunder and lightning. Thundery weather occurs for several days beforehand to the E and SE. Towards evening there are intermittent discharges of lightning which increase in intensity. Finally, the storm breaks over Mumbai, with heavy showers and squalls. Further outbreaks may occur on successive days, and the rainfall is often continuous for several hours.

OPERATIONAL INFORMATION

Handling Agent	CELEBI NAS
Handling Agent VHF	131.7
Potable Water	Uplift Permitted.

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use APU for air-conditioning (Keep ground power connected to reduce APU fuel burn)