

DELHI (DEL/VIDP)

Elevation 777ft

CATEGORY A

AV brief – not required

GENERAL

Threats

CFIT

- There is no significant terrain however MAP SHIFT has occurred.

Runway Excursion

- Platform altitude is only 1800ft aal and so can lead to late configuration events. Brief suitable gates for gear and flap to avoid this threat.
- Risk of long flares and deep landings on runway 29 due to 60 m width and significantly inset threshold changing visual cues for judging the flare.

ARRIVAL

Diversion Airports

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|---------|----------|--------------|-------|
| MUMBAI | BOM/VABV | 616 nm/202°T | CAT B |
| KOLKATA | CCU/VECC | 710 nm/120°T | CAT A |
| CHENNAI | MMA/VOMM | 953 nm/170°T | CAT A |

Others that may be used include Nagpur and Ahmedabad.

- In Mixed Mode arrivals, standard speeds are expected to be flown as stated in the AOI, unless given specific alternative speeds.
- Expect radar vectors to final approaches.
- Rwy 29 Final Approach – Rising terrain between 1500ft RA and 1000ft RA will cause the radio altimeter to ramp down at an increased rate. Consider early selection of landing flap.
- Rwy 10 is Cat 1 ILS only, with basic approach lighting and higher than normal Cat 1 minima.
- At busy times, Approach control may switch landing runway (i.e. from Rwy 11 to Rwy 10) at short notice. However, this is normally done with at least 10 nm to touchdown.
- In marginal weather conditions, the Cat 3 approach lighting on Rwy 11 will give a better chance of a successful approach and landing.

GROUND

- ATC-preferred exit points exist for all runways. Advise ATC if not acceptable.
- BA use Terminal 3.
- Minimum taxi speeds are specified in the General section of the Lido AOI, under 'Taxi/Parking'.

DEPARTURE

- Tug disconnect point A2 lies abeam stand A09L.
- Tug disconnect point A3 lies abeam stand A03.
- Tug disconnect point A4 lies abeam stand B15.
- During Mixed Mode and Low Vis Ops on Rwy 11 all departures will be from Twy S5 (TOR 3920m).
- If full length is required for departure then this must be requested from ATC at the time of start-up and pushback.

WEATHER

NE MONSOON (Dec to Feb)

- W'ly frontal depressions bring deteriorations mainly in Dec/Jan.
- Duststorms and/or thunderstorms sometimes occur at cold fronts.
- Early morning fog is usually widespread behind the depressions and frequently causes holding delays and diversions.

HOT SEASON (Mar to mid Jun)

- Occasional duststorms and thunderstorms in the afternoon and evening mainly late in the season.
- Thunderstorms sometimes give severe squalls and thick dust haze tends to persist.

SW MONSOON (mid Jun to Sep)

- During the early morning low cloud (<500ft) tends to form with continuous rain.
- Later in the day Cu/Cb form with higher cloud base.
- Thunderstorms are most frequent early in the season and may be accompanied by hail.
- Depressions may give prolonged heavy rain.

POST SW MONSOON (Oct to Nov)

- Mainly fine.
- Some haze in the morning and evening.

OPERATIONAL INFORMATION

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| Handling Agent | Celebi |
| Handling Agent VHF | 131.7 |
| Potable Water | Uplift Permitted |

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| IF ONLY Electrical Power is required | Use ground power at all times |
| If BOTH electrical power and air conditioning is required: | Use at all times (If fixed airport equipment is not available, use APU) |