

## HYDERABAD (Shamshabad) (HYD/VOHS)

Elevation 2028ft

### CATEGORY A

AV brief – not required

### GENERAL

A380

- The airport is in line with aircraft category code 4F compliance and is equipped to handle A380. En-route diversions of A380s will be accepted.

ALL

### Threats

#### Runway Excursion

- Reports of false/early localiser capture Rwy 09R.
- Please report LOC status to the company via ACARS.
- High energy approaches prevalent, associated with late change of runway/approach.

### ARRIVAL

#### Diversion Airports

BENGALURU(BANGALORE)	BLR/VOBL	291 nm/190°T	CAT A
MUMBAI(Bombay)	BOM/VABB	441 nm/289°T	CAT B
CHENNAI(Madras)	MAA/VOMM	311 nm/158°T	CAT A

### Approach

- ATC is usually quiet but prompting may be required to enable the necessary frequency changes that facilitate a continuous descent profile.
- NAMSA arrival Shortcut: BIDAR (BR) Direct HS223 (10 mile 09R centrefix) seems to be routinely given, occasionally asking crew for track miles required.
- There are no instrument approaches to the northern runway.
- Aircraft lights will need to be switched on below 12,024ft in accordance with company policy.
- The platform altitude of 3,600ft for the southern runway is only about 1,600ft aal.
- Occasional VHF interference on communication frequencies at low levels may be rectified by selecting aircraft datalink off if appropriate.

### GROUND

- Consideration should be given to the recommended cool down requirements, when selecting an appropriate RET, since a short landing roll can lead to a brief taxi-in.
- Although probably in use as a taxiway, care must be taken that you are permitted to enter the northern runway before doing so.
- Parking is usually on stands 55 & 56 depending on local traffic.
- Twy A has runway markings painted.
- Gates 55 & 56 – Parking guidance on distance to go is inaccurate, with the stop position being closer than indicated. Consider slow taxi speed especially in last few meters to avoid overrun and overshooting the final parking position.

### DEPARTURE

- At the time of writing, the India AIP requires you to adhere to SID level restrictions on departure unless explicitly cancelled by ATC. If in doubt, ask.
- Departing aircraft may be asked what FL will be achieved by GODEP. There is no requirement to be at cruise altitude by this waypoint.
- In the height of summer it is not unusual to reach limiting RTOW's.
- ATC may request aircraft registration, total on board and 'security checks complete' before pushback.

### WEATHER

- The annual mean temperature is 27°C. Summers (March to June) are hot and humid, with average highs in the mid-to-high 30's. Maximum temperatures often exceed 40°C April to June.
- Heavy rain from the southwest summer monsoon – June to September with associated CB activity.

### OPERATIONAL INFORMATION

<b>Handling Agent</b>	CELEBI AVIATION INDIA PVT LTD
<b>Handling Agent VHF</b>	131.7
<b>Potable Water</b>	Uplift Permitted

<b>IF ONLY Electrical Power is required</b>	Use APU (Menzies have 1 GPU, Air India have 5.)
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