Dear Members,
This briefing was created to more realistically simulate the airport procedures at Delhi International Airport on the IVAO network. This document includes a lot of the necessary information needed for flying into/out of Delhi, including the runway information, gate allotments, and taxi procedures. Please note that this is NOT a substitute for charts, and all pilots and controllers must be using them while flying. The link for the charts can be found at www.ivao.in/pilots/charts/.

The contents of this briefing are for simulation use only. IVAO India or IVAO is not associated with the Directorate General of Civil Aviation India or any other commercial/military aviation governing bodies. The operations manual contains procedures to be followed at Delhi airport only when flying on the IVAO Network. To make the most out of this manual, we strongly recommend reading through the ATC Phraseology Guide for India, which can be found at www.ivao.in/hq/policies/#Phraseology.

Happy Flying,

Anav Jha

**Important Airport Information**

City: New Delhi  
ICAO: VIDP  
Coordinates: N28°34.12' / E77°6.73'  
Elevation: 777 ft  
Transition Altitude: 4000ft  
Transition Level: Mentioned on ATC’s ATIS (TL varies by QNH)
**VORs:**
DPN 116.100
DIG 114.600

**Alternate Airports:**
Delhi/Safdarjung VIDD (Piston Aircraft ONLY)
Hindon VIDX (Air Force traffic ONLY)
Jaipur VIJP (Code E compliant)
Dehradun VIDN
Amritsar VIAR (Code E compliant)
Ahmedabad VAAH (Code E Compliant)
Mumbai VABB (code F compliant)

**Airspace Classification:**
Class C/D

**ATC Positions:**

- Delhi Clearance Delivery (VIDP_DEL) 121.950
- Delhi Ground Middle (VIDP_M_GND) 121.900
- Delhi Ground North (VIDP_N_GND) 121.750
- Delhi Ground South (VIDP_S_GND) 121.620
- Delhi Tower Middle (VIDP_M_TWR) 118.100
- Delhi Tower North (VIDP_N_TWR) 118.750
- Delhi Tower South (VIDP_S_TWR) 125.850
- Delhi Approach (VIDP_APP) 126.350
- Delhi Arrival (VIDP_A_APP) 124.200
- Delhi Departure (VIDP_DEP) 118.825

- Delhi Radar (Combined) (VIDP_CTR) 124.550
- Delhi Radar North (VIDP_N_CTR) 133.900
- Delhi Radar South (VIDP_S_CTR) 125.700
- Delhi Radar Southwest (VIDP_SW_CTR) 132.150
- Delhi Radar East (VIDP_E_CTR) 120.900
- Delhi FIR Control (VIDF_CTR) 120.900
*Delhi ACC divisions depicted below

### Runway Information:

<table>
<thead>
<tr>
<th>Runway</th>
<th>ILS Frequency</th>
<th>Heading</th>
<th>Length</th>
<th>Displaced Threshold</th>
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<td>3810m/12500ft</td>
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<td>109.5</td>
<td>104</td>
<td>3810m/12500ft</td>
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<td>110.9</td>
<td>283</td>
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<td>4790ft</td>
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<td>09</td>
<td>108.5</td>
<td>091</td>
<td>2813m/9229ft</td>
<td>492 ft</td>
</tr>
</tbody>
</table>

### Aprons and Gate/Parking Allotments
Apron 1 is to be used by ONLY IndiGo, Spicejet, and GoAir (Domestic Flights)

Apron 2 is used by Charters/Business Aircraft as well as for Hajj Flights when in season.
Aprons 31 and 32 are used for INTERNATIONAL flights by ALL airlines EXCEPT Air India.

Stands R01, R02, R03, R04 are used for Air India Express flights.
Apron 33A is used by Air India INTERNATIONAL flights as well as some Air India Domestic flights operated by the B77W/B77L/B788. Apron 33B is used by Air India Domestic flights (A319, A320, A321) only.
Stands C33, C31, C29, C27 are used for Air India Domestic flights (A319, A320, A321, B744)

Stands R05, R06, R07, R08, R09 are used for Air India Regional flights.

The remaining gates (D gates) are used for Jet Airways, Vistara, Air Asia India domestic flights.
Stands D48 through D62 in Apron 35 are used by Jet Airways, Vistara, and Air Asia India Domestic flights.

The E gates are used by Jet Airways ATR 72 aircraft, some IndiGo International flights, and private charters/business aircraft.
The Cargo Apron is used for all International and Domestic Cargo flights (including BlueDart, FedEx, Aerologic, Kalitta Air, Lufthansa Cargo, AtlasAir Cargo, Cathay Pacific Cargo, DHL).
The General Aviation Apron is used by General Aviation traffic as well as smaller charter/business aircraft.

Important Note:

Air Force Movements/VVIP 1, 2, 3, 5 Movements (President of India, Vice-President of India, Prime Minister of India, Foreign Heads of State) Take place in the Air Force Technical Area NORTH of Runway 09/27, which is not available on charts for security reasons.

Aprons 31 through 35 are NOT Available in FSX/FS9/P3D Default Scenery.
**Runway Assignment**

Runway 11/29: used by all flights going to/coming from C/D/E gates AND by ARRIVING traffic for the cargo apron, and pier A and B.

Runways 10/28 and 09/27

Used by all flights flying out of T1D for both arrivals and departures, used for DEPARTURES by Cargo, Pier A and B traffic mostly.

The above are occasionally subject to change and even arriving traffic bound to pier A may land on runways 09/27 or 10/28.

**Westerly runway flow (CAT I)**

Runway 27 arrivals

Runway 28 departures

Runway 29 mixed mode

**Easterly runway flow (CAT I):**

Runway 10 arrivals

Runway 09 departures

Runway 11 mixed mode

**Westerly Runway flow (CAT II/III)**
Runway 28 mixed mode
Runway 29 mixed mode

**Easterly runway flow (CAT II/III)**
Runway 10 departures ONLY
Runway 11 mixed mode

**IMPORTANT NOTE:** Runway 11/29 is NOT present in default scenery.

**Taxi Procedures**

During a Westerly flow of traffic (CAT I)
**Taxiway**

E2: Eastbound

E: Northbound

F2: Southbound

C: Southbound

A: Southbound

P: East of taxiway L1/L, it is Eastbound. West of L1/L, it is Westbound

M1: Northbound

L1/L2: Northbound

R3/R: Eastbound

N: Southbound
CW1: Southbound
CW2: Northbound
T: Eastbound
Y: Westbound
Z: Eastbound (Not used usually)

Examples:

- A taxi from gate A3 to runway 28 will be p/b nose left, W3, CW2, S, R3, R, L1 or L2, P
- Likewise, a taxi from runway 29 to stand A3 will be Z6, CW2, W2
- A taxi from T1D to runway 28 will be P/b nose right, taxi south C or A
- Runway 27 to T1D is vacate E3, then E2, then C or A
- Cargo to runway 28 will be L1 or L2, P
- Runway 29 to Cargo will be Z6, CW2, R3, R

During an Easterly flow of traffic (CAT I)
Taxiway-

E2: Westbound

E: Northbound

F2: Southbound

C: Northbound

A: Northbound

P: Westbound (taxiway not used between N and M2)

M1: Southbound

L1/L2: Southbound

R3/R: Westbound

N: Northbound
CW1: Southbound
CW2: Northbound
T: Eastbound
Y: Westbound
Z: Westbound (Not used usually)

Examples:

- A taxi from gate A3 to runway 10 will be W3, CW2, N
- Likewise, a taxi from runway 11 to stand A3 will be Z4, S2, Y, S3
- A taxi from T1D to runway 09 will be North on C or A, and left on E2
- Runway 10 to T1D is vacate B, then C or A
- Cargo to runway 09 will be R, R3, S, N, Cross RWY 10/28, K
- Runway 10 to Cargo will be U or V, P, L2 or L1

Low Visibility Procedures
• All Pilots and controllers must note that Runways 11, 28, and 29 are the ONLY runways which are CAT II/IIIB ILS Equipped at Delhi. Runways 09/27, and 10 must NOT be used beyond CAT I conditions for Arrivals. Runway 10 may be used for Departures ONLY.

• LVPs (Low Visibility Procedures) come into operation when
  - either TDZ (Touchdown Zone), MID or END RVR (Runway Visual Range) is below 800m and/or
  - ceiling is below 200'.

• Pilots will be informed via ATIS that "Low Visibility Procedure in Force".
• During CAT III operations, aircraft shall exit the runways on the taxiways mentioned ONLY:

  -Runway 11: Z2
  -Runway 28: D1, D, M, E4 or N
**Runway 29: Z7, S4 or S5**

- Pilots, while requesting for start-up, shall also provide the following information to DELHI Delivery:
  - "Crew, CAT IIIA/B CAT II (as applicable to individual case), Qualified" and
  - "All doors are closed".
- Pilots must ensure that flights ask for a pushback clearance no later than 30min after receiving your IFR clearance.

**Taxi procedures while LVPs are in action are the following:**

**EASTERLY FLOW:**

- Apron 35 to runway 11: T1, Y, S5
- Runway 11 to Apron 35: Z2, Y, T1
- Apron 34 to runway 11: T2, Y, S5
- Runway 11 to Apron 34: Z2, Y, S3
- Apron 33B to runway 11: T3, Y, S5
- Runway 11 to Apron 33B: Z2, Y, T3
- Apron 33A to runway 11: W1, CW1, Y, S5
- Runway 11 to Apron 33A: Z2, Y, CW2, W1
- Apron 32 to runway 11: W3, CW1, Y, S5
- Runway 11 to Apron 32: Z2, Y, CW2, W2
- Apron 31 to runway 10: R3, S, N
Cargo Apron to runway 10: R, R3, S, N

Terminal 2 to runway 10: R1/R2, R3, S, N

Apron 1 to runway 10: C1/A/E, Runway 09/27, K

Runway 11 to Apron 1: Z2, Y, CW2, N, P, W, Cross runway 10/28, C/A

Runway 11 to Cargo Apron: Z2, Y, CW2, N, P, L1, R

Runway 11 to Terminal 2: Z2, Y, CW2, N, P, M1, R1/R2

**WESTERLY FLOW:**

Apron 35 to Runway 29: T1, T, Z2
Runway 29 to Apron 35: S5, T, T1

Apron 34 to Runway 29: S3, T, Z2
Runway 29 to Apron 34: S5, T, T2

Apron 33B to Runway 29: T3, T, Z2
Runway 29 to Apron 33B: S5, T, T3

Apron 33A to Runway 29: W1, CW1, T, Z2
Runway 29 to Apron 33A: S5, T, CW2, W1

Apron 32 to Runway 29: W3, CW1, T, Z2
Runway 29 to Apron 32: S5, T, CW2, W2

Apron 31 to Runway 28: R5, R3, R, L1, P
Runway 28 to Apron 31: M/N, S, R5
Cargo Apron to runway 28: R, L1, P
Runway 28 to Cargo Apron: M/N, S, R3, R

Apron 1 to Runway 28: A/C
Runway 28 to Apron 1: D1, D, E2, C1, A  **OR**  E4, E2, C1, A

*Note: Apron 2 traffic will use similar taxi procedures to those given to Apron 31 traffic*

**CAT II/IIIA Minimums:**
- CAT II: RVR 300m, Decision Height 100ft
- CAT IIIA: RVR 175m, Decision Height 50ft

Pilots please refer to charts for other information. For Missed Approaches expect a climb on runway heading to 2600ft and then expect radar vectors.

It is imperative that you DO NOT stop on the runway and keep rolling. You must vacate at the taxiway assigned in your landing clearance in order to keep delays and missed approaches for other traffic to a minimum. Having charts is mandatory.

Follow Me Cars may/may not be available to assist taxiing traffic.

Runway 11/29 IS NOT IN DEFAULT FSX/FS9/P3D Scenery. Please note that if you DO NOT have Scenery installed and if easterly runways are in operation, you will NOT be allowed to land at Delhi in CAT II or lower conditions because neither runway 09 or 10 are equipped with CAT II/III ILS and you will have to divert.

**Information for VFR Pilots**
Given that throughout most parts of the year, Delhi experiences visibilities less than 5km (the VFR minimum), a provision has been made by the division, which states that a pilot can disable any real world weather and simulate clear skies, ie: VMC. In the flightplan remarks section therefore, the Pilot must mention “Simulating VMC”. This will allow the controller to clear the VFR aircraft. Special VFR operations may take place should the visibility be equal to or greater than 1500m. Pilots must note that there are NO SVFR Circuits. All circuits are purely VFR.

**Pre-Departure Clearance**

New Delhi Airport is among the few airports in India equipped for PDC operations. On IVAO, we simulate this too. If PDC is being simulated actively, the controller’s ATIS will mention “Pre-Departure Clearance Available at [www.virtual-cpdlc.com](http://www.virtual-cpdlc.com)”. Should this not be mentioned, PDC is not being simulated. Instructions for using the CPDLC can be found on the link above.

**Initial Climbs**

At Delhi, the initial climb altitude for Runway 09/27 and Runway 10/28 is 3600ft or FL060 depending on the controller. The Initial climb for Runway 11/29 is 2600ft, which is also the MSA.

**Squawk Codes**

The IFR squawk codes used at Delhi airport are the same as in the Delhi FIR.

For international traffic, the range is from 0500 to 0577.
For domestic traffic, the ranges are 3311 to 3377 AND 6352 to 6377.

If ATC is not online, please set your squawk code to 2000 if IFR, and 1200 if VFR.

**Taxi for departure notes**

Pilots must prepare the aircraft for pushback within 10 minutes after getting a clearance. When an aircraft is ready for push back, contact Ground to get the engine start up and push back clearance. Then inform the Ground controller when you are ready for taxi, who will assign a taxi route to the departure runway. Squawk mode C is required before switching to the Tower controller.

**Taxi to gate notes**

Pilots must wait for the Tower controller to hand the aircraft over to Delhi Ground. This shall be done upon vacating the active runway entirely. The squawk code must then be switched to standby. The ground controller will then assign a gate and a taxi route which the pilot must follow. If the pilot has trouble navigating, he/she may ask for progressive taxi. Pilots must NOT report reaching on blocks unless the controller asks him/her to.

**Tower notes**

During heavy traffic conditions, pilots must expect a conditional line up clearance to be given by the Tower frequency, along with a sequence number. Pilots must ONLY commence the takeoff roll if positively cleared for takeoff. Passing 800ft, the TWR controller will hand the aircraft over to the departure controller.
While arriving, the pilot will be handed off to the TWR controller once established on the final approach track. Pilots must ONLY land with a positive landing clearance, or else must go around. Landing clearances will not be given to traffic less than 2.5nm to 3nm from the runway threshold. It is imperative that after having landed, the aircraft keeps rolling and doesn’t stop. There could be other traffic behind you.

**Approach notes**

The Radar controller will hand off the aircraft to approach, on frequency 126.350, during descent below FL150. On initial contact, inform a controller about your altitude and STAR (or heading - if on vectors). Pilots are to follow the STAR route and speed restrictions as published. Altitude will be assigned by a controller. Pilot must not descend below the assigned level/altitude without any instruction from a controller. During runway 10 and 11 operation, arrivals from the East will be asked to use SIBAD 1E arrival or will be routed from the North of the airfield on to a left base for the final approach.

**Important Note**

If you are nearing the end of a STAR and haven’t received any further instruction from the Approach controller, MAINTAIN your present heading. DO NOT turn on your own to capture the localizer.

**Speed Control Procedures under Delhi Radar/Approach**

Like many of the different airports in India, Delhi airport uses ‘Speed Control’. This means that aircraft on downwind or within 25nm of the airport must be at a speed of 210kts IAS. On base, this speed must reduce to 180kts, and from 10nm to 5nm from touchdown, the pilot must
maintain 160kts, after which he/she may slow to the final approach speed. This is to make the traffic flow as expeditious as possible.

**Delhi Area Control Center**

**Follow Me Car Operations**
Delhi Airport experiences follow me operations on IVAO just like in the real world. These vehicles must follow all the regulations as laid out under Article 11 of the IVAO Rules and Regulations (https://ivao.aero/rulregs/fmc.htm), and in addition, be present on the Ground frequency when online.

These vehicles are constantly moving around the airport, and whenever they are needed, the controller will call for the car. For example:

VIDP_GND: Follow Me One, provide follow me service to AIC101 to stand B24 via CW2.

After the FM Car reads back this instruction correctly, the controller will tell the aircraft to simply “follow the follow me car”.

In the real world, VIP 1, 2, 3, 5 movements are given a mandatory Follow Me service. This however may not be possible on IVAO, considering that the Follow Me Car may not be online.

**References:**

Charts: [http://www.ivao.in/pilots/charts/](http://www.ivao.in/pilots/charts/)

Scenery: [http://www.ivao.in/pilots/scenery/](http://www.ivao.in/pilots/scenery/)

Phraseology Guide: [http://www.ivao.in/hq/policies/#Phraseology](http://www.ivao.in/hq/policies/#Phraseology)

AAI: [http://www.aai.aero/public_notices/AIP_INDIA_MAIN.jsp](http://www.aai.aero/public_notices/AIP_INDIA_MAIN.jsp)