TEL: +91-11-24632950
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INDIA
AERONAUTICAL INFORMATION SERVICE
AIRPORTS AUTHORITY OF INDIA
RAJIV GANDHI BHAVAN
SAFDARJUNG AIRPORT
NEW DELHI – 110003

05/2021

08 JAN 2021

File No. AAI/ATM/AIS/09-09/2021

Following supplement is issued for information, guidance and necessary action.

sd/-
अरविंद सिंह
ARVIND SINGH
अध्यक्ष/CHAIRMAN
भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

[EFFECTIVE DATE: 25 FEB 2021]

AERODROME DATA
BIDAR AIRPORT, BIDAR (VOBR)

VOBR AD 2. AERODROMES

VOBR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VOBR - BIDAR AIRPORT/ DOMESTIC

VOBR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	Aerodrome reference point coordinates and its site	175432N 0772855E 175M North of DTGM 2 for RWY 08	
2	Direction and distance of aerodrome reference point from the centre of the city or town which the aerodrome serves	Bidar Airport is 6 Km West of Bidar Bus Stand	
3	Aerodrome elevation and reference temperature	2180 FT/31.5 DEG C	
4	Magnetic, date of information and annual change	1.15 DEG W Annual change not determined	
5	Name of aerodrome operator, address, telephone, telefax, e-mail address, AFS address, website (if available)	Senior Air Traffic Control Officer Air Force Station Bidar (Karnataka) PIN - 585401	
		Tel	+91-8482-237505 +91-9632329783
		Fax:	+91-8482-237505

		AFS	VOBRZTZX
		Email	path.finder@gov.in
6	Types of traffic permitted (IFR/VFR)	IFR/VFR	
7	Remarks	Joint User Airfield (Defence & Civil Ops)	

VOBR AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	HO
2	Custom and immigration	Not Available
3	Health and sanitation	H24
4	AIS Briefing office	HJ
5	ATS Reporting Office (ARO)	HJ
6	MET Briefing office	HJ
7	Air Traffic Service	HJ
8	Fuelling	On prior co-ordination with IOCL
9	Handling	Not Available
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

VOBR AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel and oil types	Fuel: Jet A1 Oil: Not Available
3	Fuelling facilities and capacity	Refuelers: 1000 K Ltr (Tankage) (IOCL)
4	De-icing facilities	Not Available
5	Hanger space for visiting aircraft	Not Available
6	Repair facilities for visiting aircraft	Not Available
7	Remarks	Due limited parking facilities available, prior co-ordination is mandatory

VOBR AD 2.5 PASSENGER FACILITIES

1	Hotel(s) at or in the vicinity of aerodromes	Available at a distance of 6.0 km
2	Restaurant(s) at or in the vicinity of aerodromes	Available in the vicinity
3	Transportation possibilities	State Transport as well as Taxi Services H24
4	Medical Facilities	First Aid at AD. Hospital available at 6.0 km
5	Bank and post office at or in the vicinity of aerodromes	Available at a distance of 5.0 km
6	Tourist office	Available in the City
7	Remarks	Nil

VOBR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	Aerodrome category for fire fighting	CAT 7
2	Rescue equipment	Available as per AD Category
3	Capability for removal of disabled aircraft	Disabled aircraft removal to be ensured by the operator in coordination with local authorities.
4	Remarks	NIL

VOBR AD 2.7 SEASONAL AVAILABILITY CLEARING

1	Type(s) of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	NIL

VOBR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Designation, surface and strength of aprons	Designation	Visiting aircraft Dispersal
		Surface	Concrete
		Strength	Not available
2	Designation, width, surface and strength of taxiways	Designation	Link TWY K
		Width	50 FT
		Surface	Bituminous
		Strength	Not available
3	Location and elevation of altimeter checkpoints	NIL	
4	Location of VOR checkpoints	Not available	

5	Position of INS checkpoints	NIL
6	Remarks	NIL

VOBR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand identification signs, taxiway guidelines and visual docking/parking guidance system at aircraft stands	Ground markings for stand identification available and also taxi guidance provided on R/T		
2	Runway and taxiway markings and lights	RWY 08/26	Markings	Designation, Threshold, Aiming point, Side Strip, touchdown zone, Centreline
			Lights	Edge , Threshold, End , Centreline , Touchdown zone , ORP, Stop way, CAT-II approach lights for RWY 08
		RWY 02/20	Markings	Designation, Threshold, Aiming point, Side strip, Touchdown zone, Centreline, Edge
			Lights	Edge, Threshold, End, Centreline, Touchdown zone, ORP, Stop way, Lead in lights on 02/20
		TWY	Marking	Centre line, Taxi holding Position at all taxi ways
			Lights	Taxiway Edge Light
3	Stop bars (if any)	RWY holding links B, C, D, E, F & G		
4	Remarks	NIL		

VOBR AD 2.10 AERODORME OBSTACLES

RWY/Area affected	Obstacle type	Coordinates	Elevation (FT)	Marking/ LGT	Remarks
1	2	3	4	5	6
APCH 08 TKOF 26	Antenna	175417 N 0772751E	2204 FT	Marked/ LGT	
APCH 26 TKOF 08	Building	175433 N 0772842E	2273 FT	NIL/LGT	
APCH 26 TKOF 08	Mast	175535N 0772957E	2391 FT	Marked/ LGT	
APCH 20 TKOF 02	Mast	175535 N 0772957E	2391 FT	Marked/ LGT	

VOBR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Name of the associated meteorological office	Met Office, Air Force Station Bidar
2	Hours of service and, where applicable, the designation of the responsible meteorological office outside these hours	24 Hrs Observation and 18 Hrs Forecast
3	Office responsible for preparation of TAFs and periods of validity and interval of issuance of the forecasts	Met office, Air Force Station Bidar 12 Hrs
4	Availability of the trend forecast for the aerodrome and interval of issuance	Trend 30 Min HJ and 01 Hr outside HJ
5	Information on how briefing and/or consultation is provided	Available
6	Types of flight documentation supplied and language(s) used in flight documentation	Tabular Form English
7	Charts and other information displayed or available for briefing or consultation	Surface Chart, Upper Air Chart, Satellite imagery, Doppler Weather Radar Imagery NWP Output, Local Forecast, Current Weather. Astronomical and climatological data
8	Supplementary equipment available for providing information on meteorological conditions, e.g. weather radar and receiver for satellite images;	AWS, RVR, MWR, LDS, Ceilometer, Doppler Radar (IMD through Internet)
9	The air traffic services unit(s) provided with meteorological information	Bidar ATS
10	Additional information, e.g. concerning any limitation of service.	18 Hrs Forecasting

VOBR AD 2.12 RUNWAY PHYSICAL CHARACTERSTICS

Designations	True BRG	Dimensions of RWY (M)	Strength of pavement (PCN) and associated data) and surface of runway and associated stop ways	Geographical coordinates for threshold and runway end
1	2	3	4	5
02	018.00 DEG	2804 X 45	46/F/C/X/T Asphalt	**THR:** 175328N 0772848E **RWY END:** 175454N 0772917E
20	198.00 DEG	2804 X 45	46/F/C/X/T Asphalt	**THR:** 175454N 0772917E **RWY END:** 175328N 0772848E
08	078.00 DEG	2743 X 45	46/F/C/X/T Asphalt	**THR:** 175411N 0772741E **RWY END:** 175429N 0772913E
26	258.00 DEG	2743 X 45	46/F/C/X/T Asphalt	**THR:** 175429N 0772913E **RWY END:** 175411N 0772741E

THR elevation and highest elevation of TDZ of precision APP RWY	Slope of runway and associated stop way	Dimensions of stop way (M)	Dimensions of clearway (M)	Dimensions of strips (M)
6	7	8	9	10
THR: 2160 FT TDZ: 2162 FT	Not Available	300 X 45M	300 X 45 M	3524 X 210 M
THR: 2180 FT TDZ: 2180 FT	Not Available	300 X 45 M	300 X 45 M	3524 X 210 M
THR: 2146 FT TDZ: 2148 FT	Not Available	300 X 45 M	300 X 45 M	3463 X 210 M
THR: 2180 FT TDZ: 2182 FT	Not Available	300 X 45 M	300 X 45 M	3463 X 210 M

Dimensions of runway end safety areas	Location and description of arresting system (if any)	Existence of an obstacle-free zone	Remarks.
11	**12**	**13**	**14**
NIL	Not Available for Civil Flights	Available	1. Arrester barrier structure exists at both ends for RWY within strip for military aircraft safety purpose. 2. RESA not available due arrester barrier installed on both ends of RWY.
NIL	Not Available for Civil Flights	Available	1. Arrester barrier structure exists at both ends for RWY within strip for military aircraft safety purpose. 2. RESA not available due arrester barrier installed on both ends of RWY.
NIL	Not Available for Civil Flights	Available	1. Arrester barrier structure exists at both ends for RWY within strip for military aircraft safety purpose. 2. RESA not available due arrester barrier installed on both ends of RWY.
NIL	Not Available for Civil Flights	Available	1. Arrester barrier structure exists at both ends for RWY within strip for military aircraft safety purpose. 2. RESA not available due arrester barrier installed on both ends of RWY.

VOBR AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks (including runway entry or start point where alternative reduced declared distances have been declared)
1	**2**	**3**	**4**	**5**	**6**
02	2804	3104	3104	2804	Nil
20	2804	3104	3104	2804	Nil
08	2743	3043	3043	2743	Nil
26	2743	3043	3043	2743	Nil

VOBR AD 2.14 APPROACH AND RUNWAY LIGHTING

Runway Designator	Type, length and intensity of approach lighting system	Runway threshold lights, colour and wing bars	VASI (MEHT) PAPI	Length of runway touchdown zone lights
1	**2**	**3**	**4**	**5**
02	N/A	Green	NIL	N/A
20	N/A	Green	NIL	N/A
08	CAT II 750 M LIH	Green	PAPI/LEFT 3 DEG	900 M
26	SAL 420 M LIH	Green	PAPI/RIGHT 3 DEG	N/A
Length, spacing, colour and intensity of runway centre line lights	**Length, spacing, colour and intensity of runway edge lights**	**Colour of runway end lights and wing bars**	**Length and colour of stop way lights**	**Remarks**
6	**7**	**8**	**9**	**10**
NIL	2804 M 60 M White LIM	Red	Red	NIL
NIL	2804 M 60 M White LIM	Red	Red	NIL
2743 M 15 M Red and White	2743 M 60 M White LIH	Red	45M Red	NIL
2743 M 15 M Red and White	2743 M 60 M White LIH	Red	45M Red	NIL

VOBR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	Location, characteristics and hours of operation of aerodrome beacon/identification beacon (if any)	ABN	On top of ATC tower FPM: 24, During Night and Low Visibility conditions.
		IBN	Nil
2	Location and lighting (if any) of anemometer/landing direction indicator;	LDI	North of RWY 08/26, in front of ATC/ lighted
		Anemometer	Nil
3	Taxiway edge and taxiway centre line lights;	Edge	Single aspect blue light, Distance 30M
		Centre line	NIL
4	Secondary power supply including switch-over time;	Secondary power supply DG available. **Switch Over Time for RWY 08/26.** 1 Sec: for inner 300m of approach lighting system, RWY threshold, RWY end, RWY centreline, RWY touchdown zone and all stop bars. 15 Sec: Other parts of approach lighting system, RWY edge, TWY lights. **Switch Over Time for RWY 02/20**: N/A	
5	Remarks	NIL	

VOBR AD 2.16 HELICOPTER LANDING AREA

1	Geographical coordinates of the geometric centre of touchdown and lift-off (TLOF) or of each threshold of final approach and take-off (FATO) area	Not Established
2	TLOF and/or FATO area elevation:	Not Established
3	TLOF and FATO area dimensions to the nearest metre or foot, surface type, bearing strength and marking;	Not Established
4	True bearings of FATO;	Not Established
5	Declared distances available,	Not Established
6	Approach and FATO lighting;	Not Established
7	Remarks	Not Established

VOBR AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1.	Airspace designation, geographical coordinates and lateral limits	CTR - Area bounded by lines joining points 174304N 0775356E then along the clockwise arc of a circle of 25NM radius centred on 175504N 0772956E to 175544N 0775535E then along the counter clockwise arc of a circle of 50NM radius centred on VOR HIA (171340N 0782421E) to 175004N 0774756E to point of origin.
2.	Vertical limits	GND to FL 95
3.	Airspace classification	Class D
4.	Call sign and language(s) of the air traffic services unit providing service;	BIDAR TOWER/APPROACH / RADAR English
5.	Transition altitude	7000 FT
6.	Hours of applicability	HO
7.	Remarks	VOR 186 A & B is Bidar LFA. When active, not to be entered without prior coordination with Bidar ATC

VOBR AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	**Call sign**	**Channel(s)**	**SATVOICE Number(s), if available**
1	**2**	**3**	**4**
APP	BIDAR APPROACH	122.850 MHz	NIL
TWR	BIDAR TOWER	121.450 MHz	NIL
Logon address, as appropriate	**Hours of operation**	**Remarks**	
5	**6**	**7**	
NIL	As ATS	NIL	
NIL	As ATS	NIL	

VOBR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aids, magnetic and type of supported operation for ILS/MLS, basic GNSS, SBAS and GBAS, and for VOR/ILS/MLS station used for technical line-up of the aid	Identification	Frequency(ies), Channel number(s), Service provider, and reference path identifier(s) (RPI), as appropriate	Hours of operation, as appropriate;
1	2	3	4
DVOR	BDR	113.200 MHz	As ATS
DME	BDR	1066/1103 MHz	As ATS
NDB	BR	240 KHz	As ATS
LOC 08	IBID	111.700 MHz	As ATS
GP	IBID	333.500 MHz	As ATS
Geographical coordinates of the position of the transmitting antenna	**Elevation of transmitting antenna of DME/ elevation of GBAS reference point**	**Service volume radius from the GBAS reference point**	**Remarks**
5	6	7	8
175418N 0772856E			NIL
175418N 0772856E			NIL
175523 N 0773005E			NIL
175432N 0772925E			NIL
175417N 0772751E			NIL

VOBR AD 2.20 LOCAL AERODROME REGULATIONS

NIL

VOBR AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VOBR AD 2.22 FLIGHT PROCEDURES

NIL

VOBR AD 2.23 ADDITIONAL INFORMATION

NIL

VOBR AD 2.24 CHARTS RELATED TO AN AERODROME

1. Instrument Approach Chart – ILS (Z) RWY 08
2. Instrument Approach Chart – ILS (Y) RWY 08
3. Instrument Approach Chart – VOR (Z) RWY 08
4. Instrument Approach Chart – VOR (Y) RWY 08
5. Instrument Approach Chart – VOR (Z) RWY 26
6. Instrument Approach Chart – VOR (Y) RWY 26
7. Instrument Approach Chart – VOR (Z) RWY 02
8. Instrument Approach Chart – VOR (Y) RWY 02
9. Instrument Approach Chart – VOR (Z) RWY 20
10. Instrument Approach Chart – VOR (Y) RWY 20
11. Instrument Approach Chart – NDB RWY 02
12. Instrument Approach Chart – NDB RWY 20

NOTE: AERONAUTICAL DATA AND AERONAUTICAL INFORMATION OF THIS AIP SUPPLEMENT IS PROVIDED BY INDIAN AIR FORCE

VOBR BIDAR — IAF 13 SEP 18 — BIDAR, INDIA ILS Z RWY 08

BIDAR Tower	BIDAR Approach	ATIS
121.45 (VC)	122.85 (VC)	113.2

VOR BDR	LOC IBID	FINAL Apch Crs	GS	DA (H)	Apt Elev 2179'
113.2	111.7	079°	D 4.0 IBID 3420'	2346' (200')	RWY 2146'

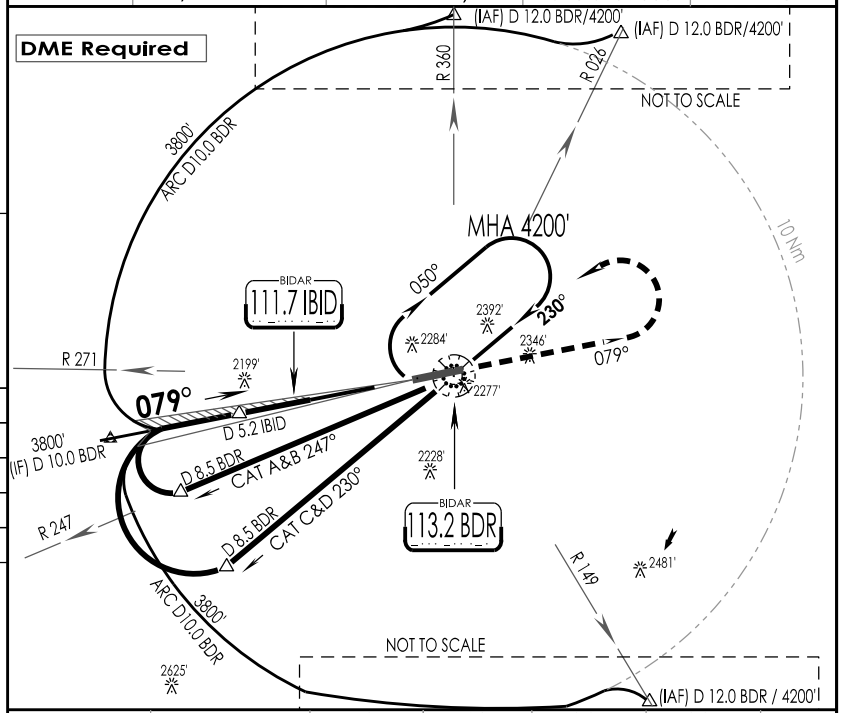
MISSED APCH : Climb STRAIGHT AHEAD to 3200', then climbing turn LEFT to join VOR hold at 4200' or as directed by ATC.

Alt Set: hPa	Rwy Elev: 75 hPa	Trans level: By ATC	Trans alt: 7000'

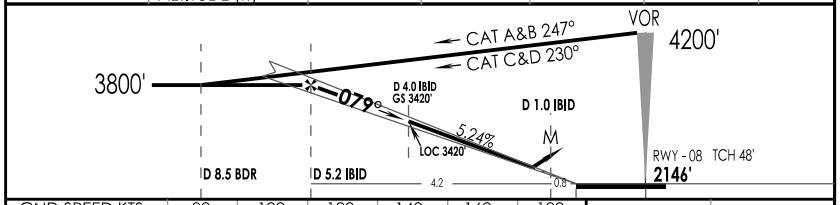
3700'
MSA
BDR VOR

1 MIN = 1 NM
5 NM
0
5 NM

SURVEY PERIOD : 2014-15



LOC(GS OUT)	IBID DME	5.2	4.0	3.0	2.0
	ALTITUDE (ft)	3800	3420	3110	2790



GND SPEED KTS	80	100	120	140	160	180
GRADIENT 5.24 %	425	531	637	743	849	955

MAPt AT D1.0 IBID

3200' 4200'

STRAIGHT-IN LANDING RWY 08

	ILS		LOC (GS OUT) CDFA	
DA(H)	2346' (200')		MDA(H)	2530' (384')
	FULL	ALS OUT	FULL	ALS OUT
A	RVR 550m	RVR 1200m	RVR 1100m	RVR 1500m
B				
C				RVR 1800m
D				

CIRCLE - TO - LAND

Max Kts	MDA (H)	VIS
100	2690' (511')	2800m
135		
180	2790' (611')	3200m
205	2870' (691')	3600m

LIGHTING : CAT II (08), SALS (26), OMNI LIGHTS WITH LEAD-IN-LIGHTS (02/20), TL, PAPI (08/26)

CHANGES : NEW PROCEDURE

IPDC, DTE OF OPS (T & H)

VOBR BIDAR — IAF — BIDAR, INDIA ILS Y RWY 08

13 SEP 18

BIDAR Tower 121.45 (VC)	BIDAR Approach 122.85 (VC)	ATIS 113.2

NDB BR	LOC IBID	FINAL Apch Crs	GS	DA (H)	Apt Elev 2179'
240	111.7	079°	D 4.0 IBID 3420'	2346' (200')	RWY 2146'

MISSED APCH : Climb STRAIGHT AHEAD to 3200', then climbing turn LEFT to join NDB hold at 4200' or as directed by ATC.

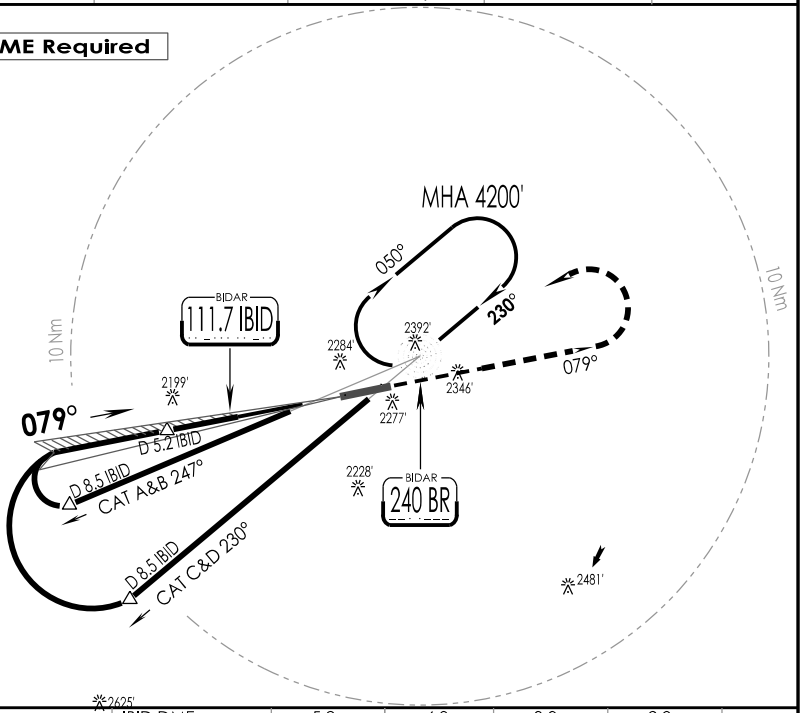
Alt Set: hPa	Rwy Elev: 75 hPa	Trans level: By ATC	Trans alt: 7000'

3700'
MSA
BD NDB

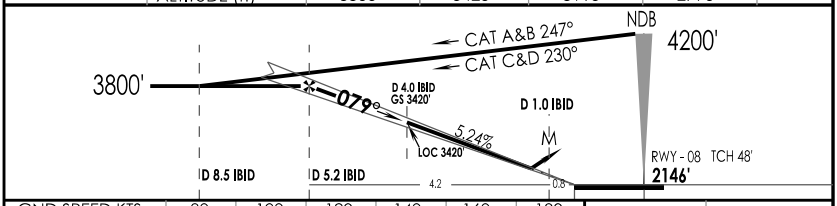
1 MIN = 1 NM

SURVEY PERIOD : 2014-15

DME Required



LOC(GS OUT)	IBID DME	5.2	4.0	3.0	2.0
	ALTITUDE (ft)	3800	3420	3110	2790



GND SPEED KTS	80	100	120	140	160	180
GRADIENT 5.24 %	425	531	637	743	849	955

MAPt AT D1.0 IBID

3200' 4200'

STRAIGHT-IN LANDING RWY 08

	ILS		LOC (GS OUT) CDFA	
DA(H)	2346' (200')		MDA(H) 2530' (384')	
	FULL	ALS OUT	FULL	ALS OUT
A	RVR 550m	RVR 1200m	RVR 1100m	RVR 1500m
B				
C				RVR 1800m
D				

CIRCLE - TO - LAND

Max Kts	MDA (H)	VIS
100	2690' (511')	2800m
135		
180	2790' (611')	3200m
205	2870' (691')	3600m

LIGHTING : CAT II (08), SALS (26), OMNI LIGHTS WITH LEAD-IN-LIGHTS (02/20), TL, PAPI (08/26)

CHANGES : NEW PROCEDURE

IPDC, DTE OF OPS (T & H)

VOBR
BIDAR

IAF
06 DEC 18

BIDAR, INDIA
VOR Z RWY 08

BIDAR Tower	BIDAR Approach	ATIS
121.45 (VC)	122.85 (VC)	113.2

VOR BDR	FINAL Apch Crs	FAF	MDA (H)	Apt Elev 2179'
113.2	083°	D 6.3 3800'	2510' (364')	RWY 2146'

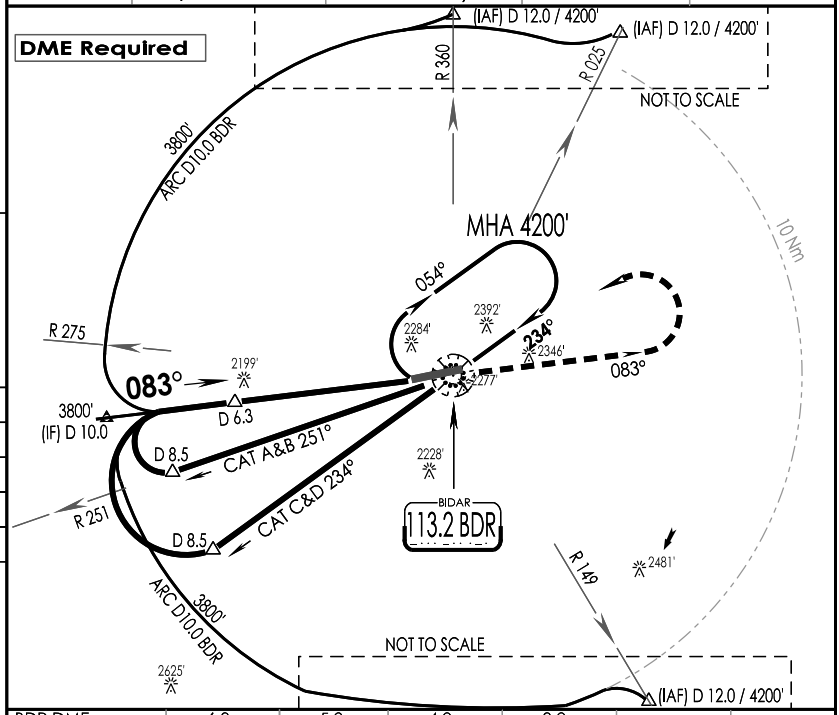
MISSED APCH : Climb STRAIGHT AHEAD to 3200', then climbing turn LEFT to join VOR hold at 4200' or as directed by ATC.

Alt Set: hPa	Rwy Elev: 75 hPa	Trans level: By ATC	Trans alt: 7000'

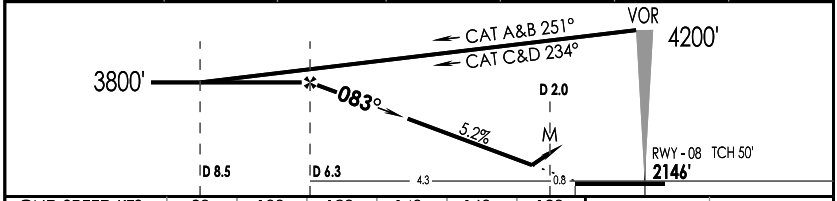
3700'
MSA
BDR VOR

1 MIN = 1 NM
5 NM
0
5 NM

SURVEY PERIOD : 2014-15



BDR DME	6.3	5.0	4.0	3.0		
ALTITUDE (ft)	3800	3410	3090	2770		



GND SPEED KTS	80	100	120	140	160	180
GRADIENT 5.2 %	425	531	637	743	849	955

MAPt AT D2.0 BDR

3200' 4200'

STRAIGHT-IN LANDING RWY 08

CDFA

MDA(H) **2510'** (364')

	FULL	ALS OUT
A	RVR 1000m	RVR 1500m
B		
C		RVR 1700m
D		

CIRCLE - TO - LAND

Max Kts	MDA (H)	VIS
100	**2690'** (511')	2800m
135		
180	**2790'** (611')	3200m
205	**2870'** (691')	3600m

LIGHTING : CAT II(08), SALS(26), OMNI LIGHT WITH LD-IN-LIGHT T SHAPED (02/20), PAPI (08/26)

CHANGES : AOM, LIGHTING

IPDC, DTE OF OPS (T & H)

VOBR BIDAR — IAF — 06 DEC 18 — BIDAR, INDIA VOR Y RWY 08

BIDAR Tower	BIDAR Approach	ATIS
121.45 (VC)	122.85 (VC)	113.2

VOR BDR	FINAL Apch Crs	MDA (H)	Apt Elev 2179'
113.2	**083°**	**2580'** (434')	RWY **2146'**

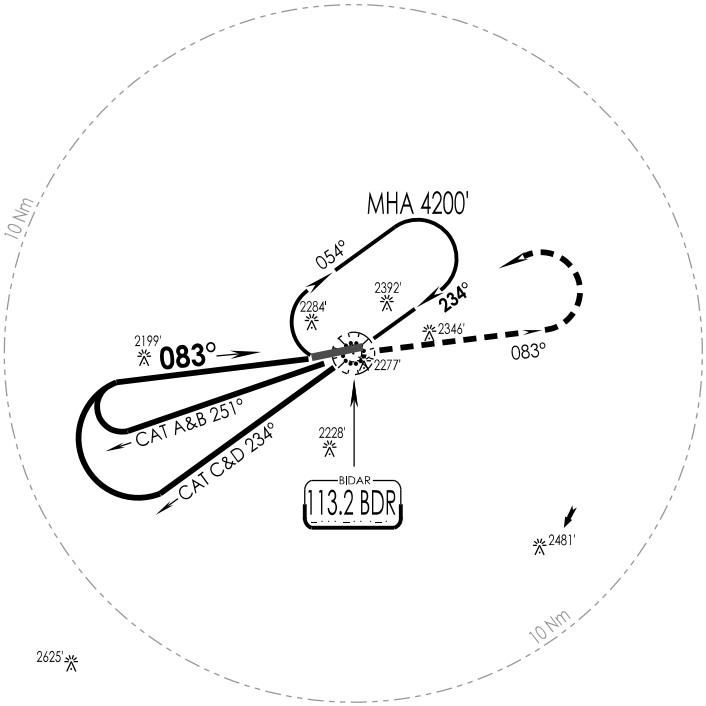
MISSED APCH : Climb STRAIGHT AHEAD to 3200', then climbing turn LEFT to join VOR hold at 4200' or as directed by ATC.

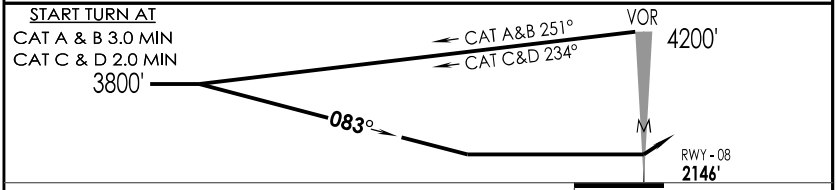
Alt Set: hPa	Rwy Elev: 75 hPa	Trans level: By ATC	Trans alt: 7000'

3700'
MSA
BDR VOR

1 MIN = 1 NM
5 NM
0
5 NM

SURVEY PERIOD : 2014-15





MAPt AT VOR

3200' 4200'

STRAIGHT-IN LANDING RWY 08

non-CDFA

MDA(H) **2580'** (434')

	FULL	ALS OUT
A	RVR 1500m	RVR 2200m
B		
C	RVR 1700m	RVR 2400m
D		

CIRCLE - TO - LAND

	Max Kts	MDA (H)	VIS
A	100	**2690'** (511')	2800m
B	135		
C	180	**2790'** (611')	3200m
D	205	**2870'** (691')	3600m

LIGHTING : CAT II(08), SALS(26), OMNI LIGHT WITH LD-IN-LIGHT T SHAPED (02/20), PAPI (08/26)

CHANGES : AOM, LIGHTING

IPDC, DTE OF OPS (T & H)

VOBR BIDAR | IAF 06 DEC 18 | BIDAR, INDIA VOR Z RWY 26

BIDAR Tower 121.45 (VC)	BIDAR Approach 122.85 (VC)	ATIS 113.2

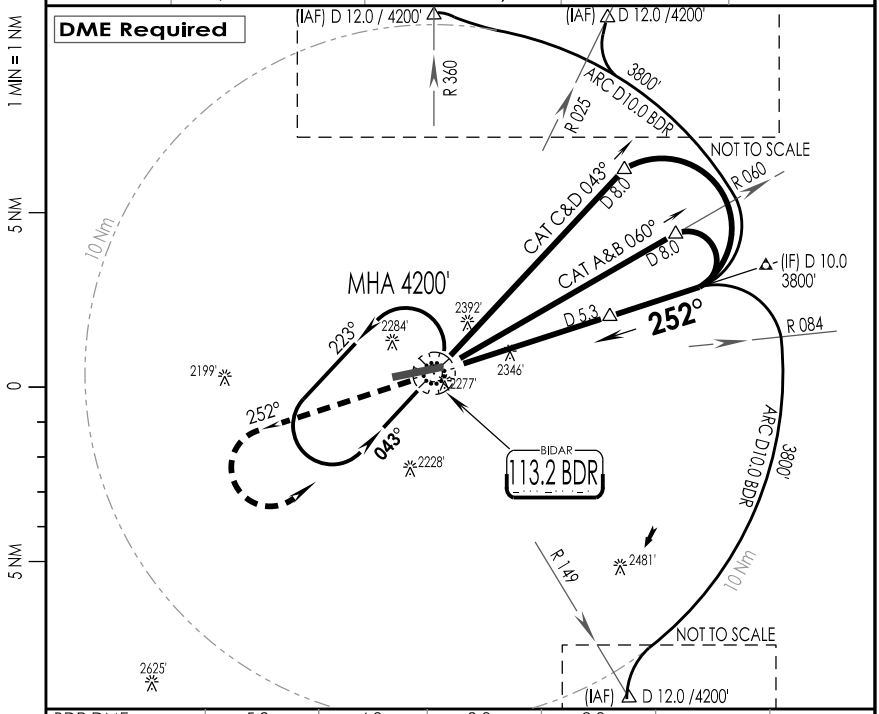
VOR BDR	FINAL Apch Crs	FAF	MDA (H)	Apt Elev 2179'
113.2	252°	D 5.3 3800'	2600' (421')	RWY 2180'

MISSED APCH : Climb STRAIGHT AHEAD to 3200', then climbing turn LEFT to join VOR hold at 4200' or as directed by ATC.

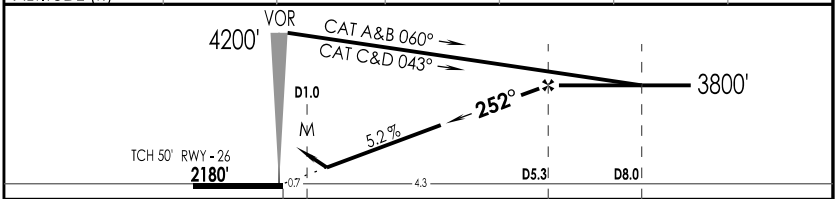
Alt Set: hPa | Rwy Elev: 75 hPa | Trans level: By ATC | Trans alt: 7000'

3700' MSA BDR VOR

SURVEY PERIOD : 2014-15



BDR DME	5.3	4.0	3.0	2.0
ALTITUDE (ft)	3800	3410	3090	2770



GND SPEED KTS	80	100	120	140	160	180
GRADIENT 5.2 %	425	531	637	743	849	955

MAPt AT D1.0 BDR

3200' 4200'

STRAIGHT-IN LANDING RWY 26

CDFA

MDA(H) **2600'** (421')

	IALS	ALS OUT
A	RVR 1500m	
B		
C	RVR 1600m	RVR 2000m
D		

CIRCLE - TO - LAND

Max Kts	MDA (H)	VIS
100	**2690'** (511')	2800m
135		
180	**2790'** (611')	3200m
205	**2870'** (691')	3600m

LIGHTING : CAT II(08), SALS(26), OMNI LIGHT WITH LD-IN-LIGHT T SHAPED (02/20), PAPI (08/26)

CHANGES : AOM, LIGHTING

IPDC, DTE OF OPS (T & H)

VOBR BIDAR — IAF 06 DEC 18 — BIDAR, INDIA VOR Y RWY 26

BIDAR Tower 121.45 (VC)	BIDAR Approach 122.85 (VC)	ATIS 113.2	3700' MSA BDR VOR
VOR BDR **113.2**	FINAL Apch Crs **252°**	MDA (H) **2650'** (471')	Apt Elev 2179' RWY **2180'**

MISSED APCH : Climb STRAIGHT AHEAD to 3200', then climbing turn LEFT to join VOR hold at 4200' or as directed by ATC.

Alt Set: hPa | Rwy Elev: 75 hPa | Trans level: By ATC | Trans alt: 7000'

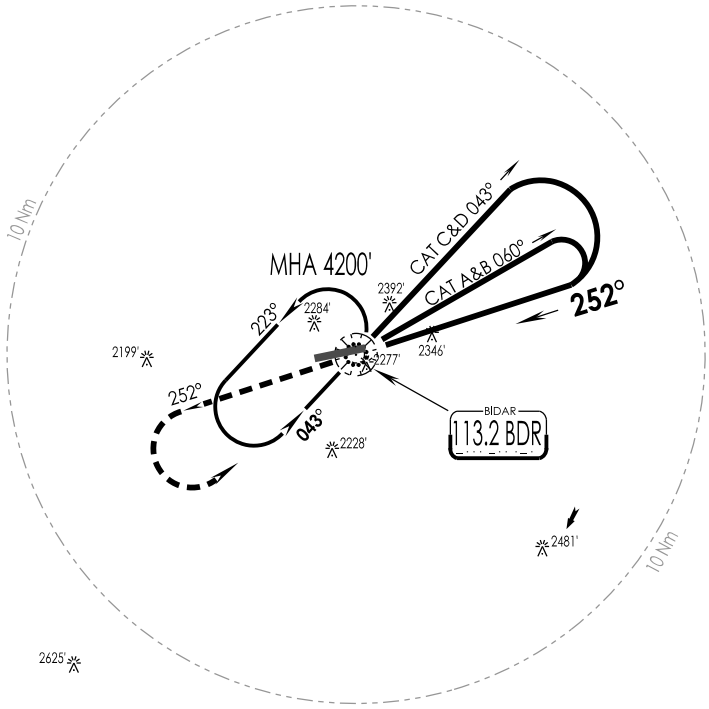
1 MIN = 1 NM

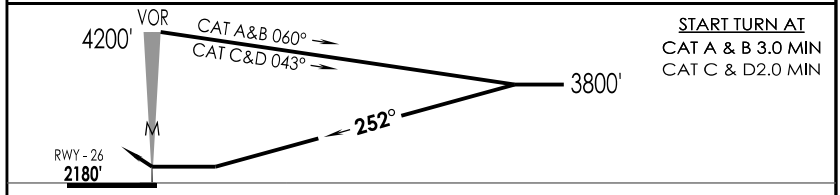
5 NM

0

5 NM

SURVEY PERIOD : 2014-15





MAPt AT VOR

3200' 4200'

STRAIGHT-IN LANDING RWY 26

non-CDFA

MDA(H) **2650'** (471')

	IALS	ALS OUT
A	RVR 2000m	RVR 2400m
B		
C	RVR 2200m	RVR 2600m
D		

CIRCLE - TO - LAND

	Max Kts	MDA (H)	VIS
A	100	**2690'** (511')	2800m
B	135		
C	180	**2790'** (611')	3200m
D	205	**2870'** (691')	3600m

LIGHTING : CAT II(08), SALS(26), OMNI LIGHT WITH LD-IN-LIGHT T SHAPED (02/20), PAPI (08/26)

CHANGES : AOM, LIGHTING

IPDC, DTE OF OPS (T & H)

VOBR
BIDAR

IAF
06 DEC 18

BIDAR, INDIA
VOR Z RWY 02

BIDAR Tower	BIDAR Approach	ATIS
121.45 (VC)	122.85 (VC)	113.2

VOR BDR	FINAL Apch Crs	FAF	MDA (H)	Apt Elev 2179'
113.2	015°	D 5.7 3800'	2530' (370')	RWY 2160'

MISSED APCH : Climb STRAIGHT AHEAD to 3200', then climbing turn RIGHT to join VOR hold at 4200' or as directed by ATC.

3700'
MSA
BDR VOR

Alt Set: hPa	Rwy Elev: 75 hPa	Trans level	By ATC	Trans alt: 7000'

DME Required

NOT TO SCALE

(IAF) D 12.0 / 4200'

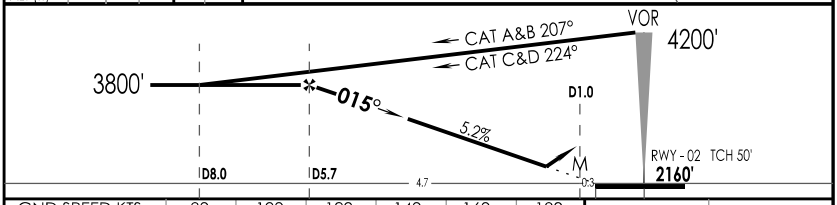
(IAF) D 12.0 / 4200'

1 MIN = 1 NM
5 NM
0
5 NM

SURVEY PERIOD : 2014-15

R 360
R 025
015°
MHA 4200'
10 Nm
044°
224°
2392'
2284'
2346'
2199'
2277'
BIDAR
113.2 BDR
ARC D10.0 BDR
3800'
224° CAT C&D
207° CAT A&B
2228'
D 8.0
D 8.0
D 5.7
015°
R 207
R 183
R 149
10 Nm
2481'
2625'
3800'
(IF) D 10.0
3800'
(IAF) D 12.0 / 4200'

BDR DME	5.7	5.0	4.0	3.0	2.0
ALT (ft)	3800	3590	3270	2950	2630



GND SPEED KTS	80	100	120	140	160	180
GRADIENT 5.2 %	425	531	637	743	849	955

MAPt AT D1.0 BDR

3200' 4200'

STRAIGHT-IN LANDING RWY 02

CDFA

MDA(H) **2530'** (370')

ALS OUT

CIRCLE - TO - LAND

		Max Kts	MDA (H)	VIS
A	RVR 1500m	100	**2690'** (511')	2800m
B		135		
C	RVR 1700m	180	**2790'** (611')	3200m
D		205	**2870'** (691')	3600m

LIGHTING : CAT II(08), SALS(26), OMNI LIGHT WITH LD-IN-LIGHT T SHAPED (02/20), PAPI (08/26)

CHANGES : AOM, LIGHTING

IPDC, DTE OF OPS (T & H)

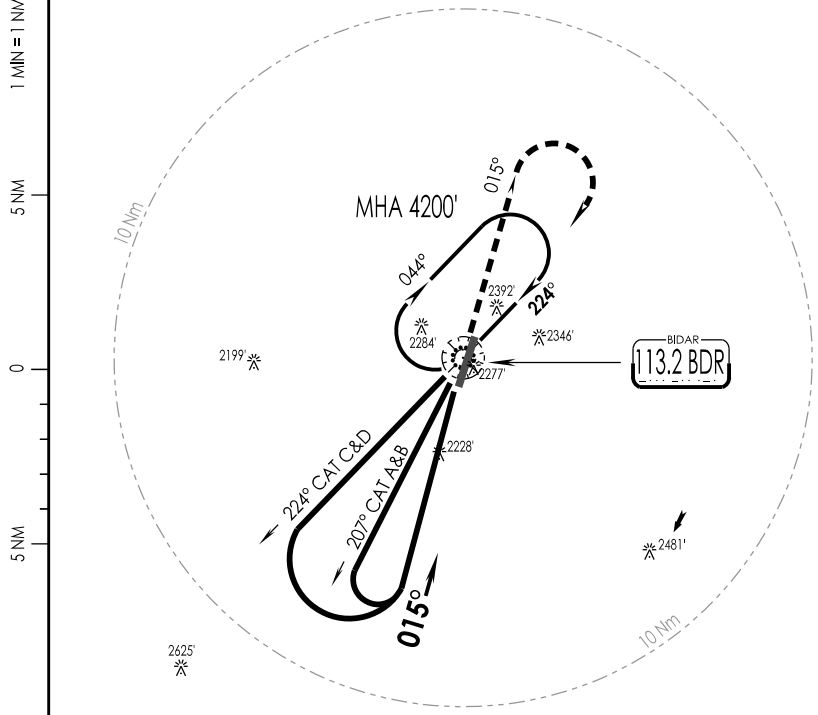
VOBR BIDAR — IAF 06 DEC 18 — BIDAR, INDIA VOR Y RWY 02

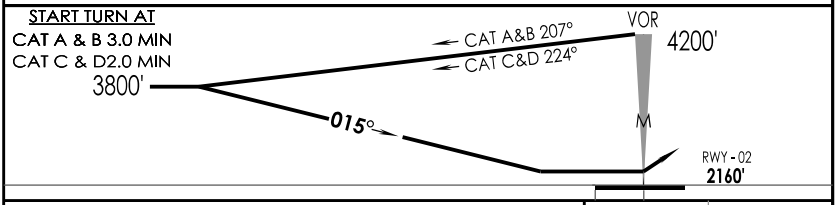
BIDAR Tower 121.45 (VC)	BIDAR Approach 122.85 (VC)	ATIS 113.2	3700' MSA BDR VOR
VOR BDR **113.2**	FINAL Apch Crs **015°**	MDA (H) **2580'** (420')	Apt Elev 2179' RWY **2160'**

MISSED APCH : Climb STRAIGHT AHEAD to 3200', then climbing turn RIGHT to join VOR hold at 4200' or as directed by ATC.

Alt Set: hPa | Rwy Elev: 75 hPa | Trans level: By ATC | Trans alt: 7000'

SURVEY PERIOD : 2014-15





MAPt AT VOR

3200' 4200'

STRAIGHT-IN LANDING RWY 02 — CIRCLE - TO - LAND

CDFA

MDA(H) **2580'** (420')

ALS OUT

		Max Kts	MDA (H)	VIS
A	RVR 2100m	100	**2690'** (511')	2800m
B		135		
C	RVR 2300m	180	**2790'** (611')	3200m
D		205	**2870'** (691')	3600m

LIGHTING : CAT II(08), SALS(26), OMNI LIGHT WITH LD-IN-LIGHT T SHAPED (02/20), PAPI (08/26)

CHANGES : AOM, LIGHTING

IPDC, DTE OF OPS (T & H)

VOBR BIDAR — IAF 06 DEC 18 — BIDAR, INDIA VOR Z RWY 20

BIDAR Tower	BIDAR Approach	ATIS
121.45 (VC)	122.85 (VC)	113.2

VOR BDR	FINAL Apch Crs	FAF	MDA (H)	Apt Elev 2179'
113.2	204°	D 5.7 3800'	2640' (461')	RWY 2180'

MISSED APCH : Climb STRAIGHT AHEAD to 3200', then climbing turn LEFT to join VOR hold at 4200' or as directed by ATC.

Alt Set: hPa | Rwy Elev: 75 hPa | Trans level: By ATC | Trans alt: 7000'

3700' MSA BDR VOR

DME Required

NOT TO SCALE

(IAF) D 12.0 / 4200' — R 012 — (IAF) D 12.0 / R-025 /4200'

(IF) D 10.0 3800'

R 360 — D 8.0 — CAT C&D 355° — D 8.0 — CAT A&B 012° — D 5.7 — 204° — R 036

ARC D10.0 BDR 3800'

10 Nm

MHA 4200'

2392' 2284' 2346' 2199' 2277' 2228' 2481' 2625'

BIDAR 113.2 BDR

175° — 355° — 204° — R 149

10 Nm

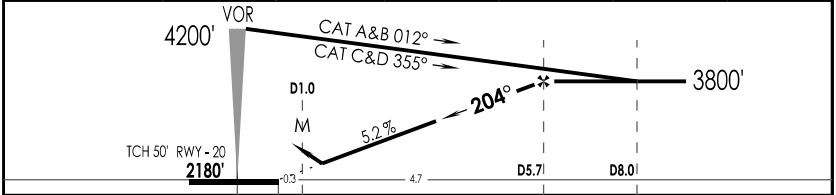
NOT TO SCALE

(IAF) D 12.0 /4200'

1 MIN = 1 NM — 5 NM — 0 — 5 NM

SURVEY PERIOD : 2014-15

BDR DME	2.0	3.0	4.0	5.0	5.7
ALTITUDE (ft)	2650	2970	3290	3610	3800



GND SPEED KTS	80	100	120	140	160	180
GRADIENT 5.2 %	425	531	637	743	849	955

MAPt AT D1.0 BDR

3200' 4200'

STRAIGHT-IN LANDING RWY 20 — CIRCLE - TO - LAND

CDFA

MDA(H) **2640'** (461')

ALS OUT

		Max Kts	MDA (H)	VIS
A	RVR 1500m	100	**2690'** (511')	2800m
B		135		
C	RVR 2200m	180	**2790'** (611')	3200m
D		205	**2870'** (691')	3600m

LIGHTING : CAT II(08), SALS(26), OMNI LIGHT WITH LD-IN-LIGHT T SHAPED (02/20), PAPI (08/26)

CHANGES : AOM, LIGHTING — IPDC, DTE OF OPS (T & H)

VOBR
BIDAR

IAF
06 DEC 18

BIDAR, INDIA
VOR Y RWY 20

BIDAR Tower	BIDAR Approach	ATIS
121.45 (VC)	122.85 (VC)	113.2

VOR BDR	FINAL Apch Crs	MDA (H)	Apt Elev 2179'
113.2	**204°**	**2690'** (511')	RWY **2180'**

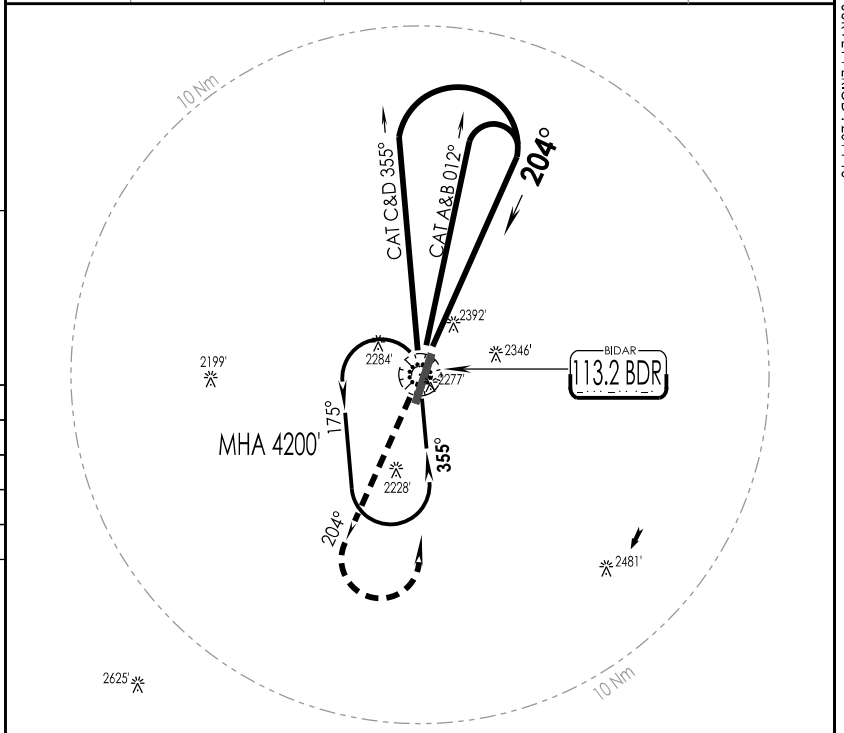
MISSED APCH : Climb STRAIGHT AHEAD to 3200', then climbing turn LEFT to join VOR hold at 4200' or as directed by ATC.

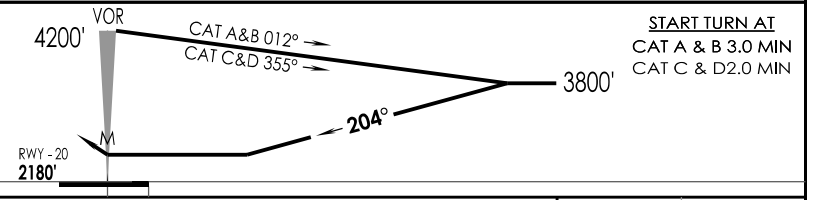
Alt Set: hPa	Rwy Elev: 75 hPa	Trans level: By ATC	Trans alt: 7000'

3700'
MSA
BDR VOR

1 MIN = 1 NM
5 NM
0
5 NM

SURVEY PERIOD : 2014-15





START TURN AT
CAT A & B 3.0 MIN
CAT C & D2.0 MIN

MAPt AT VOR

3200' 4200'

STRAIGHT-IN LANDING RWY 20

non - CDFA

MDA(H) **2690'** (511')

ALS OUT

CIRCLE - TO - LAND

		Max Kts	MDA (H)	VIS
A	RVR 2600m	100	**2690'** (511')	2800m
B		135		
C	RVR 2800m	180	**2790'** (611')	3200m
D		205	**2870'** (691')	3600m

LIGHTING : CAT II(08), SALS(26), OMNI LIGHT WITH LD-IN-LIGHT T SHAPED (02/20), PAPI (08/26)

CHANGES : AOM, LIGHTING

IPDC, DTE OF OPS (T & H)

VOBR
BIDAR

IAF
06 DEC 18

BIDAR, INDIA
NDB RWY 02

BIDAR Tower	BIDAR Approach	ATIS
121.45 (VC)	122.85 (VC)	113.2

NDB	FINAL	MDA (H)	Apt Elev 2179'
BR	Apch Crs		
240	**031°**	**2690'** (530')	RWY **2160'**

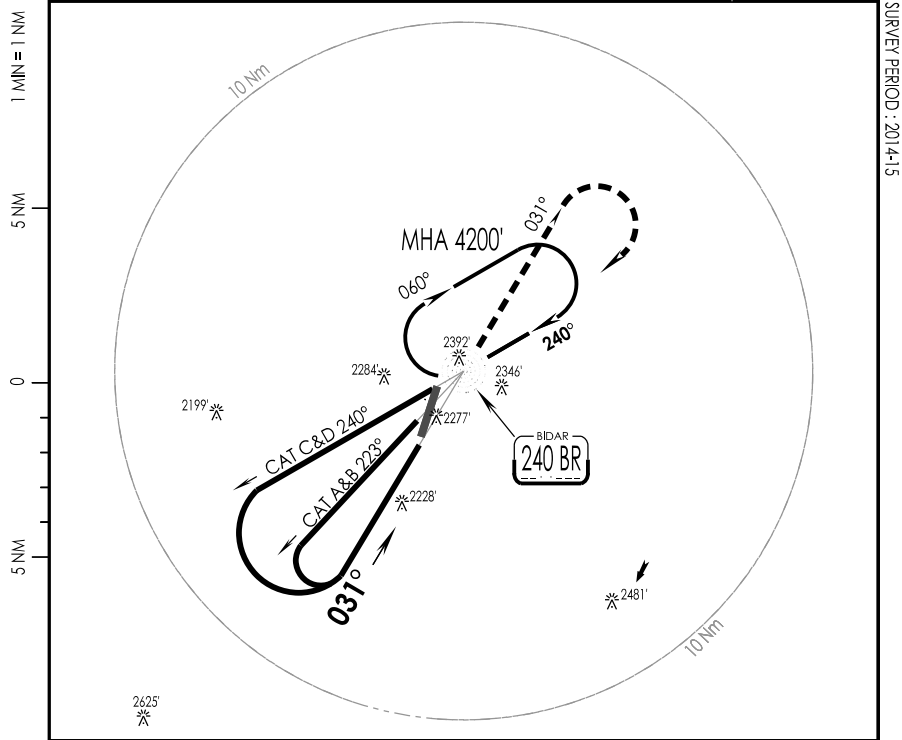
MISSED APCH : Climb STRAIGHT AHEAD to 3200', then climbing turn RIGHT to join NDB hold at 4200' or as directed by ATC.

Alt Set: hPa | Rwy Elev: 75 hPa | Trans level: By ATC | Trans alt: 7000'

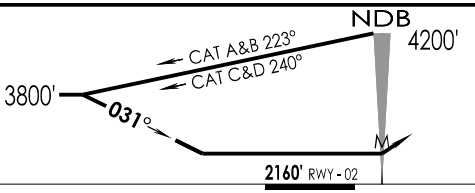
3700'
MSA
BR NDB

1 MIN = 1 NM

SURVEY PERIOD : 2014-15



START TURN AT
CAT A & B 3.0 MIN
CAT C & D 2.0 MIN



MAPt AT NDB

3200' | 4200'

STRAIGHT-IN LANDING RWY 02 — CIRCLE - TO - LAND

non-CDFA

MDA(H) **2690'** (530')

ALS OUT

		Max Kts	MDA (H)	VIS
A	RVR 2600m	100	**2690'** (511')	2800m
B		135		
C	RVR 2800m	180	**2790'** (611')	3200m
D		205	**2870'** (691')	3600m

LIGHTING : CAT II(08), SALS(26), OMNI LIGHT WITH LD-IN-LIGHT T SHAPED (02/20), PAPI (08/26)

CHANGES : AOM, LIGHTING

IPDC, DTE OF OPS (T & H)

VOBR BIDAR — IAF 06 DEC 18 — BIDAR, INDIA NDB RWY 08

BIDAR Tower	BIDAR Approach	ATIS
121.45 (VC)	122.85 (VC)	113.2

NDB BR	FINAL Apch Crs	MDA (H)	Apt Elev 2179'
240	068°	2690' (544')	RWY 2146'

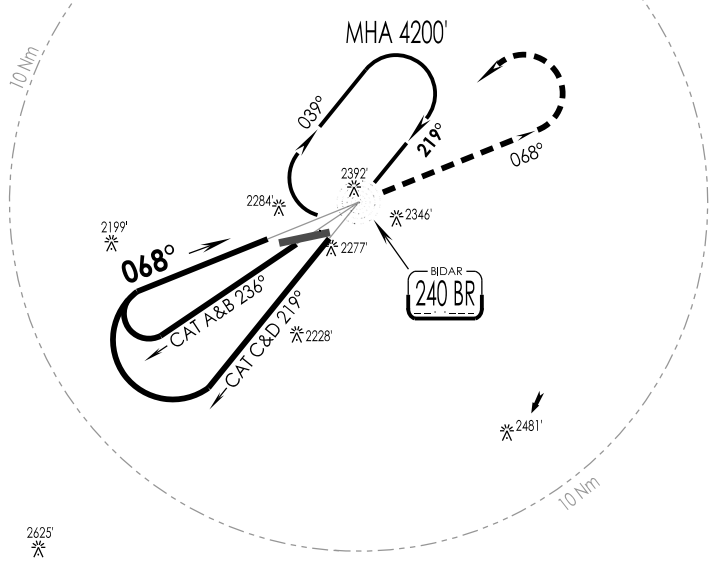
MISSED APCH : Climb STRAIGHT AHEAD to 3200', then climbing turn LEFT to join NDB hold at 4200' or as directed by ATC.

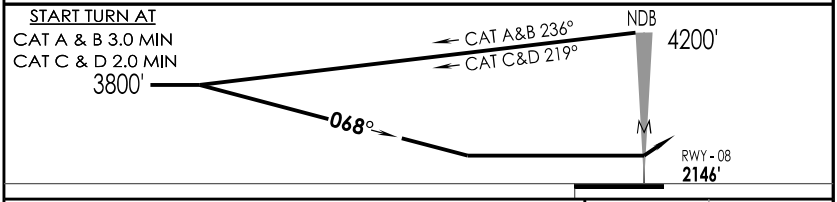
Alt Set: hPa | Rwy Elev: 75 hPa | Trans level: By ATC | Trans alt: 7000'

3700'
MSA
BR NDB

1 MIN = 1 NM
5 NM
0
5 NM

SURVEY PERIOD : 2014-15





MAPt AT NDB

3200' 4200'

STRAIGHT-IN LANDING RWY 08 — CIRCLE - TO - LAND

non-CDFA

MDA(H) **2690'** (544')

	FULL	ALS OUT	Max Kts	MDA (H)	VIS
A	RVR 2000m	RVR 2700m	100	**2690'** (511')	2800m
B			135		
C	RVR 2200m	RVR 2900m	180	**2790'** (611')	3200m
D			205	**2870'** (691')	3600m

LIGHTING : CAT II(08), SALS(26), OMNI LIGHT WITH LD-IN-LIGHT T SHAPED (02/20), PAPI (08/26)

CHANGES : AOM, LIGHTING

IPDC, DTE OF OPS (T & H)