

TEL: +91-11-24632950 Extn: 2219/2233 AFS: VIDDYXAX FAX: +91-11-24615508 Email: gmais@aai.aero	INDIA AERONAUTICAL INFORMATION SERVICE AIRPORTS AUTHORITY OF INDIA RAJIV GANDHI BHAVAN SAFDARJUNG AIRPORT NEW DELHI – 110003	117/2026
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Following supplement is issued for information, guidance and necessary action.

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विपिन कुमार
VIPIN KUMAR
अध्यक्ष/CHAIRMAN
भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

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RADIO COMMUNICATION FAILURE PROCEDURES (RCF)
INDIRA GANDHI INTERNATIONAL AIRPORT, DELHI (VIDP)

1. INTRODUCTION:

Radio communication failure procedures are described in Para 15.3 of ICAO PANS ATM DOC 4444, 15th edition 2007. Based on these provisions, following radio communication failure procedures are established, to standardize the actions to be taken by the pilot of arriving and departing aircraft at Indira Gandhi International Airport.

2. GENERAL:

2.1 All Transponder equipped aircraft experiencing Radio Communication failure shall set transponder to Mode A/C code 7600 as soon as practicable.

(Note: This Requirement of Setting transponder to Mode A/C code 7600 in no way imposes any restriction on the pilot's decision to set transponder to Mode A/C code 7500 or 7700, whenever required).

2.2 Pilot shall not overfly VIP 89 (Prohibited area) situated 5.8 NM North-East of Delhi Airport under any circumstances

3. ASSIGNED RUNWAY AND ITS AVAILABILITY FOR RCF AIRCRAFT

- 3.1** In case of arriving aircraft, when Runway for landing has already been advised to the aircraft by ATC, such runway shall be considered as assigned runway, except as given in para 3.3 below. In case arriving, aircraft has not been advised any runway, Runway 28 shall be considered as assigned runway for such arrival. During the notified periods of maintenance/closure of Runway 28, Runway 29L shall be considered the primary assigned runway, and Runway 29R shall be considered the secondary assigned runway.
- 3.2** In case of departures from Delhi returning on account of RCF, the departure runway of such aircraft shall be considered as assigned runway for landing, except as given in para 3.3 below.
- 3.3** Runway 09 or 27 is not to be used by RCF aircraft except as under para 3.4 and 3.5 below. Runway 28, therefore, shall be treated as assigned Runway for aircraft to which Runway 27 had been assigned previously as per para 3.1 and departure from Runway 27 as per para 3.2 above. Similarly, Runway 10 shall be treated as assigned Runway for aircraft to which Runway 09 had been assigned previously as per para 3.1 and departure from Runway 09 as per para 3.2 above.
- 3.4** Notwithstanding anything contained in para 3.3 above, if Radio communication failure occurs after the final/interception turn, the aircraft may continue its approach to land on such Runway.
- 3.5** It is reiterated for clarity, aircraft experiencing RCF shall not make an approach for Runway 27 or Runway 09 unless final turn/interception heading has already been given to aircraft for Runway 27 or Runway 09 (see para 3.4).
- 3.6** Runway lights and Approach lights in 'SWITCHED ON' position shall indicate the availability of such Runway for aircraft experiencing RCF.
- 3.7** Irrespective of visibility/weather conditions, Runway and Approach lights in the SWITCHED OFF' position shall indicate non-availability of such Runway for aircraft experiencing RCF. In such cases, the primary alternate runway, and if primary alternate runway is not available, the secondary alternate runway, as indicated in the table below, shall be made available for such aircraft.

Runway (RCF Affected Aircraft)	Primary Alternate Runway	Secondary Alternate Runway
RWY 28	RWY 29L	RWY 29R
RWY 29L	RWY 28	RWY 29R
RWY 29R	RWY 28	RWY 29L
RWY 10	RWY 11R	RWY 11L
RWY 11R	RWY 10	RWY 11L
RWY 11L	RWY 10	RWY 11R

3.8 In strong tail wind conditions for assigned Runway, aircraft experiencing RCF will carry out a missed approach on assigned runway and after following complete missed approach for such approach, aircraft will carry out published ILS/VOR DME ARC approach procedure for the runway which is in opposite direction to the assigned Runway. Runway 10 in case of Runway 28 and Runway 11R in case of Runway 29L and vice versa. RWY 11L in case of Runway 29R and vice versa

4. PROCEDURE FOR ARRIVALS

4.1 Arriving aircraft - STAR Assigned

When STAR has been assigned to arrival:

4.1.1 Except when descend clearance has already been received from ATC, pilot shall not commence descend before 100 NM from 'DPN VOR'. Aircraft shall continue on assigned STAR following all level and speed restrictions applicable to STAR, as far as practicable. This allows ATC to resolve any possible traffic conflict.

4.1.2 At the end of the STAR, descend to 2600 ft and take a convenient turn to intercept localizer or final approach track of the published procedure for the assigned runway.

4.2 Arriving aircraft - STAR not assigned

Aircraft to which a STAR has not been assigned by ATC, on experiencing radio communication failure, shall

4.2.1 Continue on ATS route, (Re-join ATS route if given heading or flying offset), maintaining/descending to cleared flight level or FL 80 whichever is higher. At 40 miles to 'DPN VOR', take a turn (avoiding VIP 89) to proceed direct to 'SKA' VOR. If higher, descend to FL 80 in 'SKA' hold.

4.2.2 If RCF takes place within 40 NM of 'DPN VOR', continue to 'DPN VOR' and at 10 miles to 'DPN VOR' take a turn (avoiding VIP 89) to proceed direct to 'SKA' VOR maintaining last assigned level or FL 80 whichever is higher. If below FL 80, climb and reach FL 80 before crossing 25 NM outbound from 'DPN VOR'. If higher, descend to FL 80 in 'SKA' hold.

4.2.3 Leave 'SKA VOR' at FL 80 to carry out published ILS/VOR DME ARC approach procedure for assigned runway. Maintain FL080 until 20 DME DPN VOR.

4.3 Arriving aircraft being radar vectored

Aircraft being radar vectored for approach, on experiencing RCF, shall maintain last assigned level and heading for 3 minutes after detecting RCF or selecting MODE A/C 7600, whichever is later, and then take a convenient turn (Avoiding VIP 89) to proceed direct to 'SKA' climbing/maintaining last assigned level, or FL 80 whichever is higher.

If below FL 80, climb and reach FL 80 before crossing 25 NM outbound from 'DPN VOR'. If higher, descend to FL 80 in 'SKA' hold 4.3.1. Leave 'SKA' VOR at FL80 to carry out published ILS/VOR DME ARC approach procedure for assigned runway. Maintain FL080 until 20 DME DPN VOR.

5. PROCEDURE FOR DEPARTURES:

5.1 Departure intending to continue to destination

Any departing aircraft experiencing RCF and intending to continue to its filed plan destination shall:

5.1.1 Continue on assigned SID or heading climbing to or maintaining cleared level or FL80, whichever is higher.

5.1.2 Three minutes after setting Mode A/C code 7600 or reaching FL 80 or cleared Flight level (if higher than FL80) whichever is later:

- i) If following 'SID', continue on SID to join ATS route and climb to filed Flight level and continue as per the filed flight plan.
- ii) If following Radar heading, turn (avoiding VIP 89) to join ATS route by shortest route maintaining cleared flight level/FL 80 as per para 5.1.1. After joining ATS route, climb to filed Flight level and continue as per the filed flight plan. Departure following ATS Route V18 and G452/L760 shall pass FL160 or above by 50NM DPN and aircraft filed flight level below FL150 shall contact Jewar Approach (Frequency: APP/ 120.825 MHZ, 122.175 MHZ & TWR/ 118.675 MHZ, 119.125 MHZ) after ascertaining that aircraft is RCF with Delhi route.

5.2 Departure intending to land back at IGI Airport

Any departing aircraft experiencing RCF after departure and intending to land back at IGI Airport shall

- 5.2.1 Continue on assigned SID or heading climbing to or maintaining cleared level or FL80, whichever is higher.
- 5.2.2 Three minutes after setting Mode A/C code 7600 or reaching FL80 or cleared Flight level (if higher than FL80) whichever is later, take a turn (avoiding VIP 89) to proceed direct to 'SKA' VOR.
- 5.2.3 If higher, descend to FL80 in 'SKA' hold.
- 5.2.4 If required, Jettison fuel while in 'SKA' hold, taking all necessary precautions.
- 5.2.5 Leave 'SKA' VOR at FL80 to carry out published ILS/VOR DME ARC approach procedure for assigned runway. Maintain FL080 until 20 DME DPN VOR.

NOTE: In Case of non-availability of SKA VOR aircraft required to hold at SKA VOR may hold at following FIX/Way point:

- i) R186/43 D (116.1 DPN)
- ii) 275054N 0770030E

- **Replace** RCF procedures of Indira Gandhi International Airport, Delhi published in VIDP AD 2.22 of eAIP India.