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

sd/-

विपिन कुमार

VIPIN KUMAR

अध्यक्ष/CHAIRMAN

भारतीय विमानपत्तन प्राधिकरण

AIRPORTS AUTHORITY OF INDIA

[EFFECTIVE DATE: 01 OCT 2026]

COMMISSIONING OF LINK 3
DECOMMISSIONING OF LINK C1 & LINK C4
AND OTHER AERODROME DATA
CHHATRAPATI SHIVAJI MAHARAJ INTERNATIONAL AIRPORT
MUMBAI (VABB)

INTRODUCTION

The purpose of this AIP Supplement is to inform the stakeholders (Airlines, ANSP, Regulator etc.) about Commissioning of Link 3 and Decommissioning of Link C1 and Link C4 and other related aerodrome data at Chhatrapati Shivaji Maharaj International Airport, Mumbai (VABB) with the following details:

1. **COMMISSIONING OF LINK 3 AS PER THE FOLLOWING DETAILS:**

- a) PCR: 906/R/B/W/T
- b) Surface: Concrete
- c) Width: 18M
- d) Location: Linking TWYs B1 and Y1.
- e) AGL: Centre line and Edge lights Not provided.
- f) Suitability: Up to Code C Aircraft.

2. **DECOMMISSIONING OF LINK C1 AND LINK C4.**

AMENDMENT/CANCELLATIONS

The text of the amendments is arranged as shown below:

1.	Text to be deleted is shown with a line through it with grey shading.	Text to be deleted
2.	New text to be inserted is highlighted with yellow shading.	New text to be inserted
3.	Text to be deleted is shown with a line through and highlighted in grey shading Followed by the replacement text which is highlighted with yellow shading	New text to replace existing text

1. **Amend** VABB AD 2.9 (SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS) of eAIP India as shown below:

1.	Use of aircraft stand identification signs, taxiway guidelines and visual docking/ parking guidance system at aircraft stands	i. Aircraft stand identification sign has been provided for all contact aircraft parking Stands. ii. On all non - contact (remote) aircraft stands pole mounted stand identification Sign has been provided on Apron A (Except A12), Apron C (Except C10, C11, C12, C13, C14, C15, C16, C17, C20, C21, C22, C23, C24, C25, C26, C29 and C80), G, K, J (Except J9, J10), S, and R along with associated ground marking. iii. Advanced Visual Docking Guidance System (AVDGS) provided on contact stands: A1 TO A8, V4 TO V32 (including Multiple Aircraft Receiving Stands (MARS) L and R). iv. Advanced Visual Docking Guidance System (AVDGS) not provided on contact stands: V28, V30, V31 and V32. iv. v. Advanced Visual Docking Guidance System (AVDGS) provided on remote stands: A9, A10, A11, A12, G1, G2, G3, G4L, G4, G4R, G5L, G5, G5R, K1, K2, K3L, K3R, K4L, K4R, K5L, K5R, K6L, K6R, S1, S1L, S2, S2R, S3, R1, R2, V3L and V3R. v. vi. Advanced Visual Docking Guidance System (AVDGS) not provided on remote stands: A12,
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		C10 TO C33, C80 to C88, K3, K4, K5, K6, R1L, R1R, R2L, R2R, R3, R4, R5, S3L, S3R, G5L, G5R, J1 to J10. Note: Common AVDGS units serving two stands are: 1) S1 & S1L, 2) S2 & S2R, 3) V18 & V18R, 4) V21 & V21R, 5) V26 & V26R 6) V27 & V27R.
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2. **Insert** following new point in Para II Taxiing Restriction of VABB AD 2.20 (LOCAL AERODROME REGULATIONS) of eAIP India:

II. Taxiing Restrictions:

43. Aircraft shall not hold on to any LINKS during taxi. In case unable due exigency, aircraft shall inform controller immediately. Pilots to exercise caution while taxiing on LINKS.

3. **Amend** sub-para 7.4 of Para V. ADVERSE WEATHER OPERATIONS PLAN of VABB AD 2.20 (LOCAL AERODROME REGULATIONS) of eAIP India as shown below

V. ADVERSE WEATHER OPERATIONS PLAN:

7.0 HIGHLIGHTS OF RESTRICTIONS IMPOSED DURING ADVERSE WEATHER CONDITIONS

7.4 Low Visibility

A) When reported RVR < 550 m:

- i) Notify temporary non-availability of runways for landing and take-off to aircraft, airlines, GHA, C-ATFM and other stakeholders **except if LVP/LVTO is in progress (refer Part VIII) LOW VISIBILITY PROCEDURE)** (Action By: ATC, Aerodrome Operator)

B) When reported RVR < **300 m** ~~350 m~~:

- i) Shut down all activities in airside (aviation and non-aviation), except for emergency response to any event. (Action By: Airlines, GHA, Aerodrome Operator)
- ii) No vehicle / equipment movement to be allowed in airside except that for the purposes of emergency, safety and security. (Action By: Airlines, GHA, Aerodrome Operator)

4. **Amend** Low Visibility Procedures in VABB AD 2.22 (FLIGHT PROCEDURES) of eAIP India as shown below:

VIII. LOW VISIBILITY PROCEDURE:

1. **BACKGROUND**

Accordingly, low visibility **take-off** procedures have been developed for Chhatrapati Shivaji Maharaj International Airport, Mumbai to accommodate/permit departures in visibility/RVR less than 800M/550M from RWY 09, RWY 27, RWY 14 and RWY 32 (runway served with RVR instruments, equipped with Runway Centre line lights, Touch Down Zone Lights, and Precision Approach lights, ~~Cat-I and II~~ **CAT-I or II**).

3. **INTRODUCTION:**

- 3.2.4 When LVP/LVTO is in force conditions of Adverse weather operation plan will not be applicable. Only the conditions of Low Visibility Procedure shall be applicable. Refer VABB AD 2.20 Local Aerodrome Regulations, V Adverse weather operations plan para 1.0 to 7.4 **will not be applicable. Despite the provisions of AWOP for the purpose of LVTO, the movements related to departures will be permitted at the airport.**

6. **TERMINATION OF LOW VISIBILITY PROCEDURES AND SAFEGUARDING PROCEDURE**

~~6.3 Tower Supervisor will in turn inform AOCC and Apron Control, who will advise all the previously notified personnel to resume normal operations.~~

6.3 Tower Supervisor shall notify WSO, AOCC, Apron Control, and ARFF about resumption of normal operations. These agencies shall, in turn, communicate same to all personnel who were previously notified.

~~6.4 On cancelling LVP, Tower Supervisor shall include it in the subsequent two ATIS broadcasts that “LOW VISIBILITY PROCEDURES ARE CANCELLED”. Tower supervisor will also inform all the concerned agencies.~~

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- 6.5 Tower Supervisor may terminate Safeguarding procedures when:
- a) Meteorological conditions improve and RVR and/or visibility is greater than 1500m or more and trend is for improvement **and**
 - b) The cloud ceiling is 400 ft or higher, and trend is for improvement.

7. AERONAUTICAL GROUND LIGHTING SYSTEM:

- a) The Precision Approach CAT-II lighting is installed for RWY 27, Precision Approach CAT-I lighting system for RWY 09, Precision Approach CAT-I lighting system for RWY 14 and Simple approach lighting system for RWY 32.
- g) Stop Bars: **All Stop Bars to be kept ON when RVR below 550m.** Stop bars have been provided as follows:

7.2 Surface Movement Control Procedures (below 550m RVR)

- ~~a) TOWER CONTROLLER/GROUND CONTROLLER shall inform all taxiing aircraft of the preceding taxiing or holding aircraft.~~
- ~~b) The following precautionary measures shall be provided / observed in conflicting taxi areas:~~
 - ~~i) Follow me service~~
- ~~e) Pushbacks during Low visibility (below RVR 550 M) may be restricted as follows:~~
 - ~~i) Maximum one pushback on Domestic Apron.~~
 - ~~ii) Maximum two pushbacks on International Apron subject to traffic.~~

a) Pushbacks during Low visibility (below RVR 550 M) may be restricted as follows:

- i). Maximum one pushback on Domestic Apron.**
- ii). Maximum two pushbacks on International Apron subject to traffic.**

9. ACTIONS BY AIRPORT OPERATOR (MIAL)

9.1 Action by Airside Operations

~~9.1.4 Follow Me services shall be provided for aircraft on taxiways where taxiway centre line lights are not available when RVR is less than 350m.~~

5. Amend VABB AD 2.23 (ADDITIONAL INFORMATION) of eAIP India as shown below:

II. Taxiways

Designation	Width/ Shoulder (M)	PCN PCR	Location	Lighting System	Remark/ Length (M)
Link C1	18/3	906/R/B/W/T	Behind parking stand V23 linking TWY B1 & Y1	Centre Line Lights: Not Provided Edge Lights: Not Provided	Code C / 99
Link C3	18/3 18/3.5	906/R/B/W/T	Behind parking stand V30 linking TWY B4 & Y4.	Centre Line Lights: Not Provided Edge Lights: Not Provided	Code C / 89
Link C4	18/3	906/R/B/W/T	TWY B1 to TWY Y1 and vice versa.	Centre Line Lights: Not Provided Edge Lights: Not Provided	Code C / 103
Link 3	18/3.5	906/R/B/W/T	Linking TWYs B1 and Y1	Centre Line Lights: Not Provided Edge Lights: Not Provided	Code C / 68.5 (Northern Segment) & 64.69 (Southern Segment)

Note 3 (TWY Z, Z1 AND TWY LINK C4 LINK 3):

- iv. ~~Taxiway Link C4 is compatible for aircraft up to Code C only, which connects taxiway B1 to taxiway Y1 and vice versa. Aircraft taxiing on taxiway link C4 is clear off an aircraft holding on tug release point T24 after push back.~~
- iv. **Link 3 is compatible for aircraft up to Code C only, which connects taxiway B1 to taxiway Y1 and vice versa. Aircraft taxiing on Link 3 is clear-off an aircraft holding on tug release point T24 facing southeast on taxiway B1 after push back. Aircraft holding short of Link 3 on taxiway Y1 is clear-off aircraft taxiing on Link 3.**

6. Replace *Aerodrome Chart* in VABB AD 2.24 of eAIP India with the *Aerodrome Chart* of this AIP Supplement.
7. Replace *Aerodrome Chart – Hot Spot* in VABB AD 2.24 of eAIP India with the *Aerodrome Chart – Hot Spot* of this AIP Supplement.

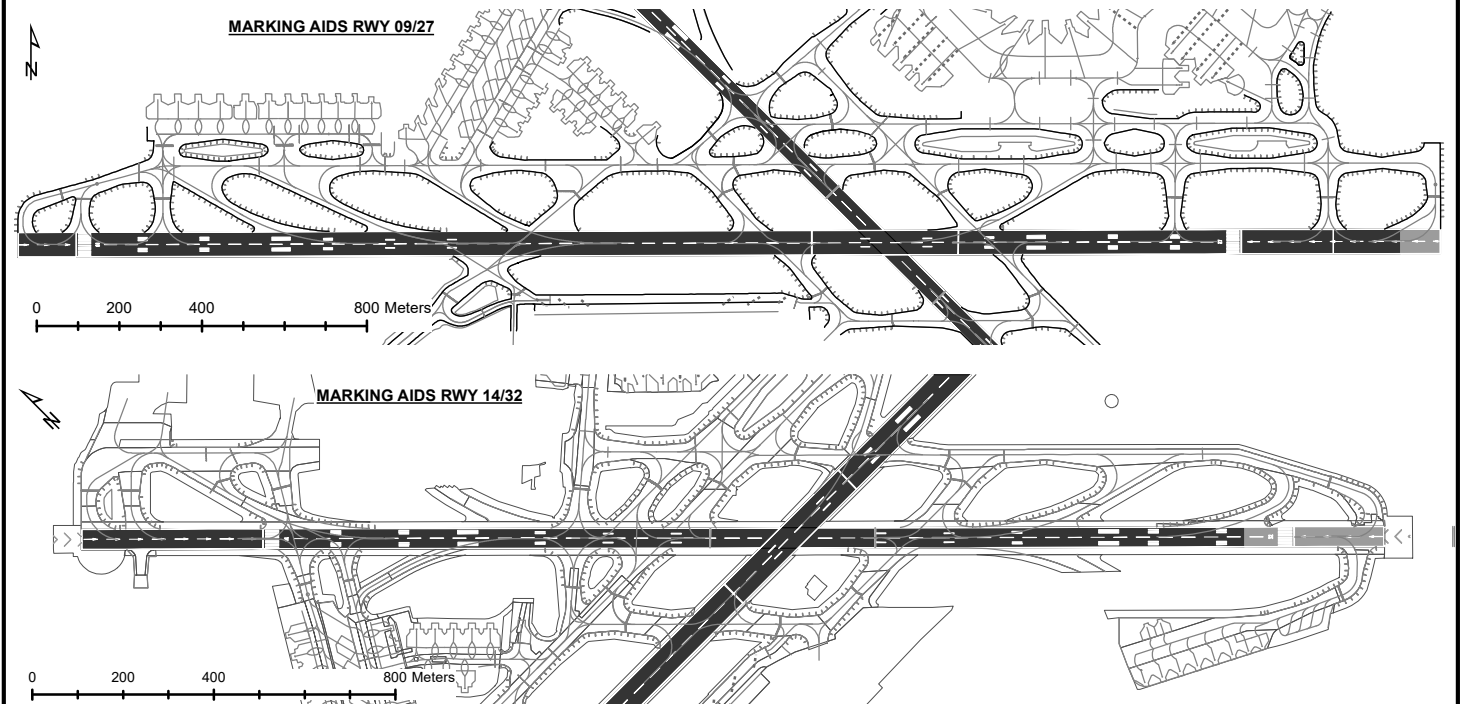
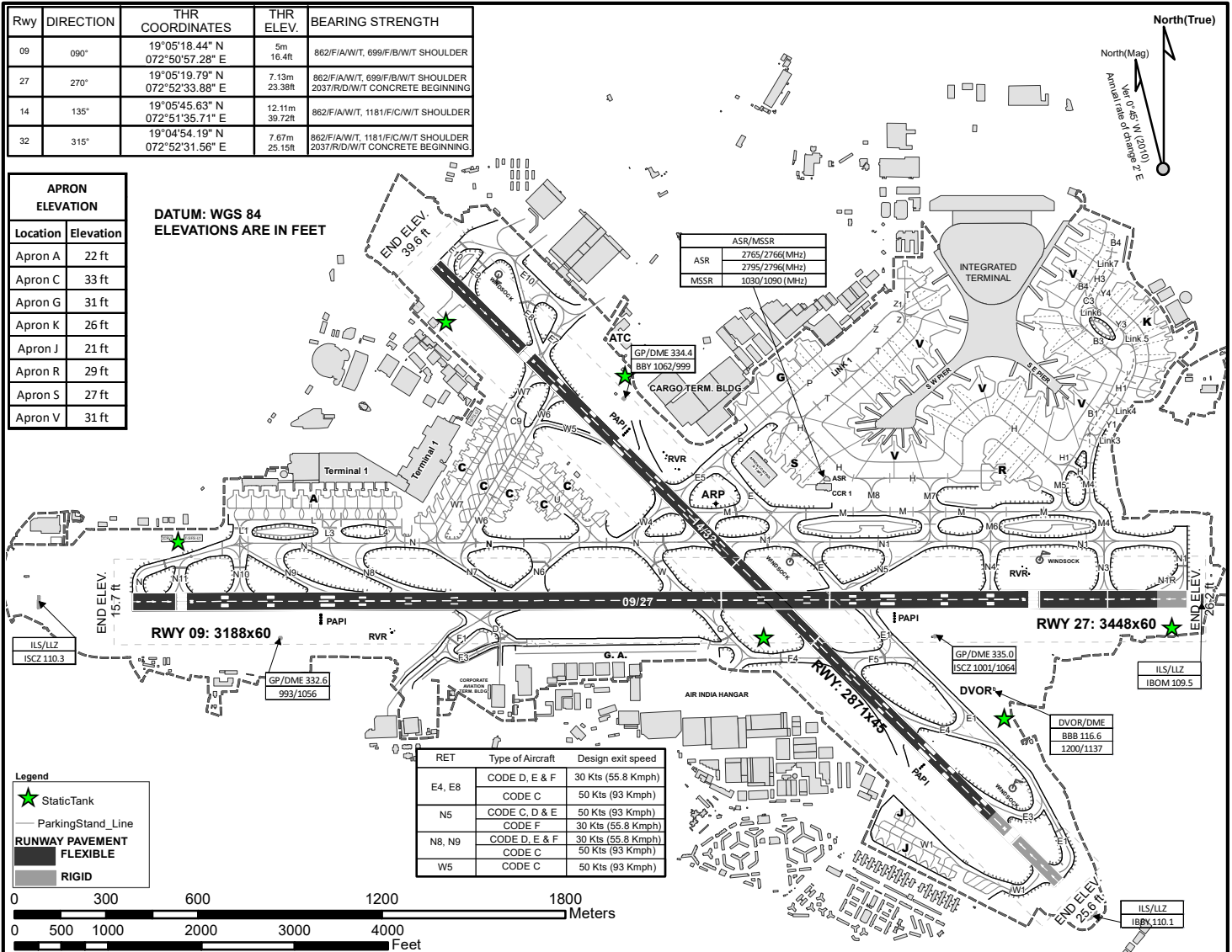
8. **Replace** *Aerodrome Chart - Color Coded TWY/Taxilane compatibility* in VABB AD in VABB AD 2.24 of eAIP India with the *Aerodrome Chart - Color Coded TWY/Taxilane compatibility* of this AIP Supplement.
9. **Replace** *Aerodrome Chart - Tug Release Points* in VABB AD 2.24 of eAIP India with the *Aerodrome Chart – Tug Release Points* of this AIP Supplement.
10. **Replace** *Aircraft Parking/Docking Chart - Apron A* in VABB AD 2.24 of eAIP India with the *Aircraft Parking/Docking Chart - Apron A* of this AIP Supplement.
11. **Replace** *Aircraft Parking/Docking Chart - Apron G* in VABB AD 2.24 of eAIP India with the *Aircraft Parking/Docking Chart - Apron G* of this AIP Supplement.
12. **Replace** *Aircraft Parking/Docking Chart - Apron K* in VABB AD 2.24 of eAIP India with the *Aircraft Parking/Docking Chart - Apron K* of this AIP Supplement.
13. **Replace** *Aircraft Parking/Docking Chart - Apron R* in VABB AD 2.24 of eAIP India with the *Aircraft Parking/Docking Chart - Apron R* of this AIP Supplement.
14. **Replace** *Aircraft Parking/Docking Chart - Apron V* in VABB AD 2.24 of eAIP India with the *Aircraft Parking/Docking Chart - Apron V* of this AIP Supplement.
15. **Replace** *Aircraft Pushback Procedure RWY 09/27/14/32, Stands: K1-K2* in VABB AD 2.24 of eAIP India with the *Aircraft Pushback Procedure RWY 09/27/14/32, Stands: K1-K2* of this AIP Supplement.
16. **Replace** *Aircraft Pushback Procedure RWY 09/27/14/32, Stands: K3L-K3R* in VABB AD 2.24 of eAIP India with the *Aircraft Pushback Procedure RWY 09/27/14/32, Stands: K3L-K3R* of this AIP Supplement.
17. **Replace** *Aircraft Pushback Procedure (For Code D & E ACFT) RWY 09/27/14/32, Stand: K3* in VABB AD 2.24 of eAIP India with the *Aircraft Pushback Procedure (For Code D & E ACFT) RWY 09/27/14/32, Stand: K3* of this AIP Supplement.
18. **Replace** *Aircraft Pushback Procedure (For Code D & E ACFT) RWY 09/27/14/32, Stand: K4, K5 and K6* in VABB AD 2.24 of eAIP India with the *Aircraft Pushback Procedure (For Code D & E ACFT) RWY 09/27/14/32, Stand: K4, K5 and K6* of this AIP Supplement.
19. **Replace** *Aircraft Pushback Procedure RWY 09/27/14/32, Stand: K4R, K4L, K5R, K5L, K6R and K6L* in VABB AD 2.24 of eAIP India with the *Aircraft Pushback Procedure RWY 09/27/14/32, Stand: K4R, K4L, K5R, K5L, K6R and K6L* of this AIP Supplement.

20. **Replace** *Aircraft Pushback Procedure RWY 09/27/14/32, Stands: R3* in VABB AD 2.24 of eAIP India with the *Aircraft Pushback Procedure RWY 09/27/14/32, Stands: R3* of this AIP Supplement.
21. **Replace** *Aircraft Pushback Procedure RWY 09/27/14/32, Stands: V20L, V20R & V21L* in VABB AD 2.24 of eAIP India with the *Aircraft Pushback Procedure RWY 09/27/14/32, Stands: V20L, V20R & V21L* of this AIP Supplement.
22. **Replace** *Aircraft Pushback Procedure (For Code C ACFT) RWY 09/27/14/32, Stands: V21R & V22* in VABB AD 2.24 of eAIP India with the *Aircraft Pushback Procedure (For Code C ACFT) RWY 09/27/14/32, Stands: V21R & V22* of this AIP Supplement.
23. **Replace** *Aircraft Pushback Procedure (For Code C ACFT) RWY 09/27/14/32, Stands: V23 & V24* in VABB AD 2.24 of eAIP India with the *Aircraft Pushback Procedure (For Code C ACFT) RWY 09/27/14/32, Stands: V23 & V24* of this AIP Supplement.
24. **Replace** *Aircraft Pushback Procedure (For Code D & E ACFT) RWY 09/27/14/32, Stands: V23 & V24* in VABB AD 2.24 of eAIP India with the *Aircraft Pushback Procedure (For Code D & E ACFT) RWY 09/27/14/32, Stands: V23 & V24* of this AIP Supplement.
25. **Replace** *Aircraft Pushback Procedure (For Code C ACFT) RWY 09/27/14/32, Stand: V25* in VABB AD 2.24 of eAIP India with the *Aircraft Pushback Procedure (For Code C ACFT) RWY 09/27/14/32, Stand: V25* of this AIP Supplement.
26. **Replace** *Aircraft Pushback Procedure (For Code D & E ACFT) RWY 09/27/14/32, Stand: V25* in VABB AD 2.24 of eAIP India with the *Aircraft Pushback Procedure (For Code D & E ACFT) RWY 09/27/14/32, Stand: V25* of this AIP Supplement.
27. **Replace** *Aircraft Pushback Procedure RWY 09/27/14/32, Stands: V26L, V26R, V27L & V27R* in VABB AD 2.24 of eAIP India with the *Aircraft Pushback Procedure RWY 09/27/14/32, Stands: V26L, V26R, V27L & V27R* of this AIP Supplement.
28. **Replace** *Aircraft Pushback Procedure (For Code D & E ACFT) RWY 09/27/14/32, Stands: V26 & V27* in VABB AD 2.24 of eAIP India with the *Aircraft Pushback Procedure (For Code D & E ACFT) RWY 09/27/14/32, Stands: V26 & V27* of this AIP Supplement.
29. **Replace** *Location of Stop Bars & No Entry Bars* at CSMIA Mumbai in VABB AD 2.24 of eAIP India with the *Location of Stop Bars & No Entry Bars* of this AIP Supplement.

Rwy	DIRECTION	THR COORDINATES	THR ELEV.	BEARING STRENGTH
09	090°	19°05'18.44" N 072°50'57.28" E	5m 16.4ft	862/F/A/W/T, 699/F/B/W/T SHOULDER
27	270°	19°05'19.79" N 072°52'33.88" E	7.13m 23.38ft	862/F/A/W/T, 699/F/B/W/T SHOULDER 2037/R/D/W/T CONCRETE BEGINNING
14	135°	19°05'45.63" N 072°51'35.71" E	12.11m 39.72ft	862/F/A/W/T, 1181/F/C/W/T SHOULDER
32	315°	19°04'54.19" N 072°52'31.56" E	7.67m 25.15ft	862/F/A/W/T, 1181/F/C/W/T SHOULDER 2037/R/D/W/T CONCRETE BEGINNING

APRON ELEVATION	
Location	Elevation
Apron A	22 ft
Apron C	33 ft
Apron G	31 ft
Apron K	26 ft
Apron J	21 ft
Apron R	29 ft
Apron S	27 ft
Apron V	31 ft

DATUM: WGS 84
ELEVATIONS ARE IN FEET



NOTE: AERONAUTICAL GROUND LIGHTS ARE NOT SHOWN ON THIS CHART

Coordinate System : WGS 1984 UTM Zone 43 N

ARP: 19° 05' 29.6" N
072° 51' 57.5" E

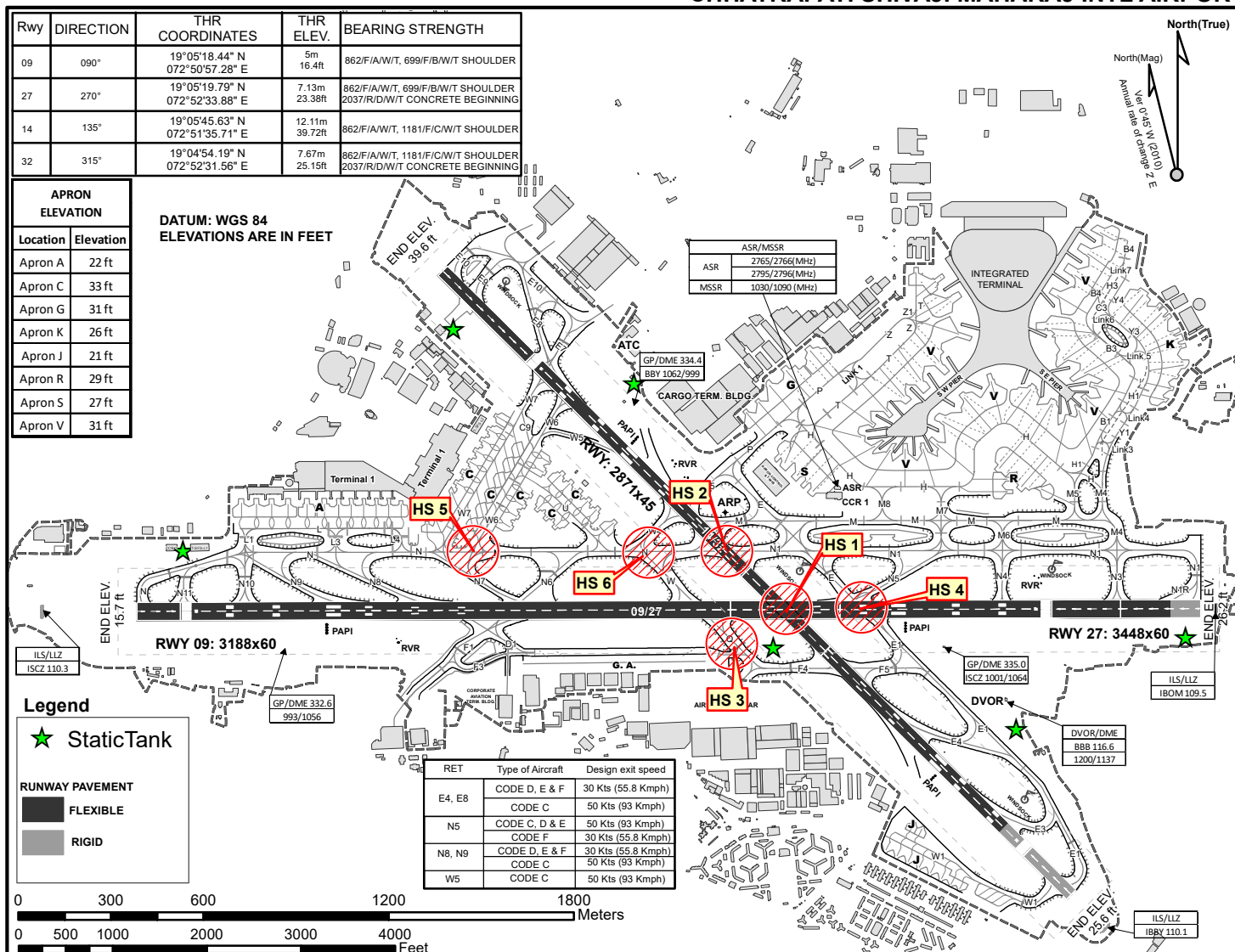
AD ELEV. 40

TWR 118.1
GND 121.9

MUMBAI, INDIA

AERODROME CHART - HOT SPOTS

CHHATRAPATI SHIVAJI MAHARAJ INTL AIRPORT



Hotspot	Location	Additional Information
HS 1	Intersection of RWY 14/32 and RWY 09/27	Pilots taxiing on RWY to ensure heightened attention and shall hold short of RWY intersection unless specifically authorized by ATC to cross the RWY or taxi as directed. While taxiing on RWY 14 for RWY 27 Departure, pilots to exercise due diligence not to miss the left turn for TWY N1. If the left turn is missed, do not to cross the runway hold short markings of RWY 27 on RWY 14.
HS2	Junction of TWY N and TWY N1 with RWY 14/32	Pilots taxiing on TWY N or TWY N1 to ensure heightened attention and shall hold short of RWY 14/32 unless specifically authorized by ATC to cross the RWY or taxi as directed.
HS 3	Intersection of TWY Q with RWY 27	Pilots holding at TWY Q for RWY 27 departure might have restricted view of RWY 27 approach. Aircraft therefore shall hold short of RWY unless specifically authorized by ATC to enter RWY or taxi as directed. No aircraft shall vacate via TWY Q after landing on RWY 27 unless specifically authorized by ATC.
HS 4	Junction of TWY E and TWY E1 with RWY 09/27	Pilots taxiing towards South-East direction on TWY E to use due diligence not to miss the left turn for TWY N1. If the left turn is missed, do not to cross the runway holding markings short of RWY 09/27. Pilots holding at TWY E1 for RWY 27 departure might have restricted view of RWY 27 approach. Aircraft therefore shall hold short of RWY unless specifically authorized by ATC to enter RWY or taxi as directed. Pilots are cautioned against expectancy bias for lining up RWY 27 when holding on TWY E1 for departure.
HS 5	Junction of RET N7 and TWY N	Pilots taxiing towards East on TWY N and approaching junction of TWY N & RET N7 to lookout for aircraft vacating RWY 27 via RET N7.
HS 6	Junction of TWY N, TWY W4 and TWY W	Aircraft holding on TWY W/W4 will prohibit aircraft from taxiing on TWY N behind it. Aircraft holding on holding position of RWY 14/32 on TWY N will prohibit aircraft from taxiing on TWY W4 / W. Pilots to exercise caution.
Note	1. Pilots shall take explicit RWY entry / crossing authorization from ATC. 2. RWY guard lights, mandatory instruction signs & markings, enhanced taxiway centre line markings and runway-holding position markings are provided as required to assist in prevention of runway incursion.	

NOTE: AERONAUTICAL GROUND LIGHTS ARE NOT SHOWN ON THIS CHART

Coordinate System : WGS 1984 UTM Zone 43 N

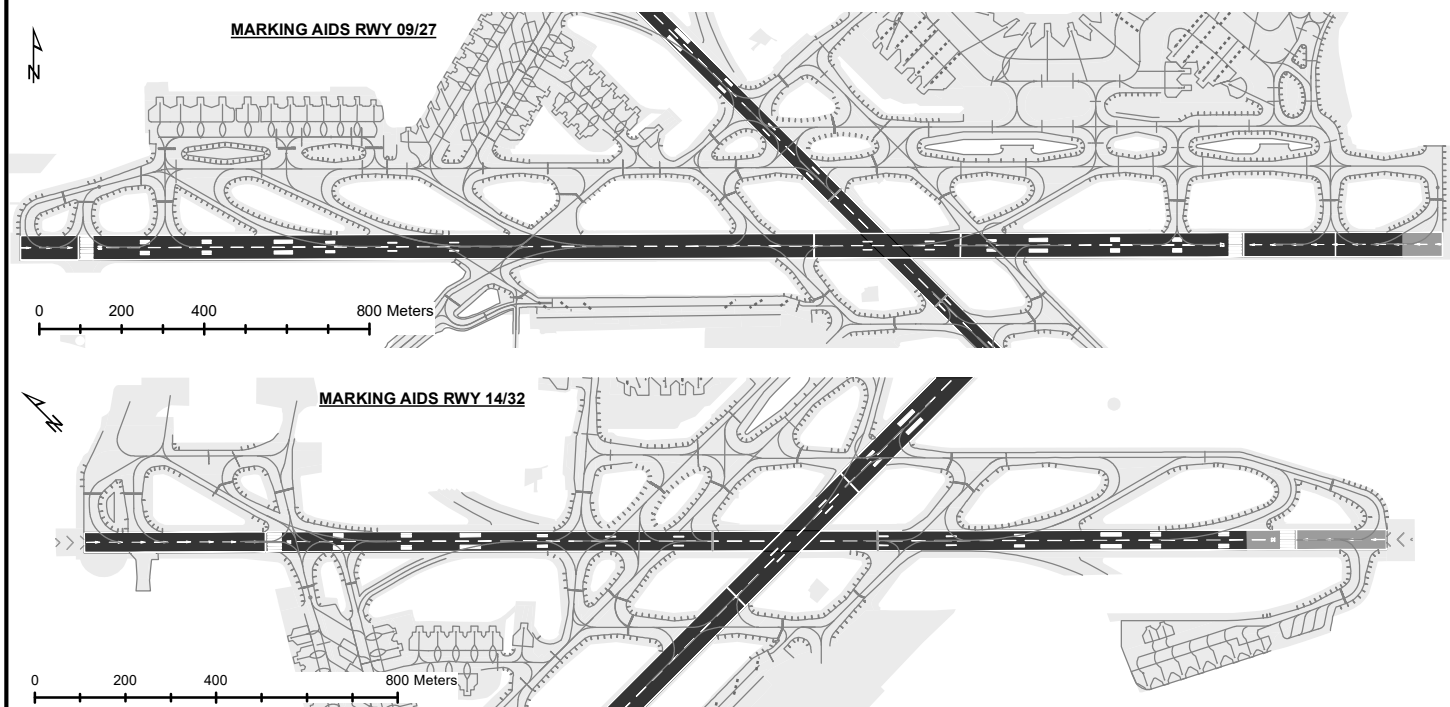
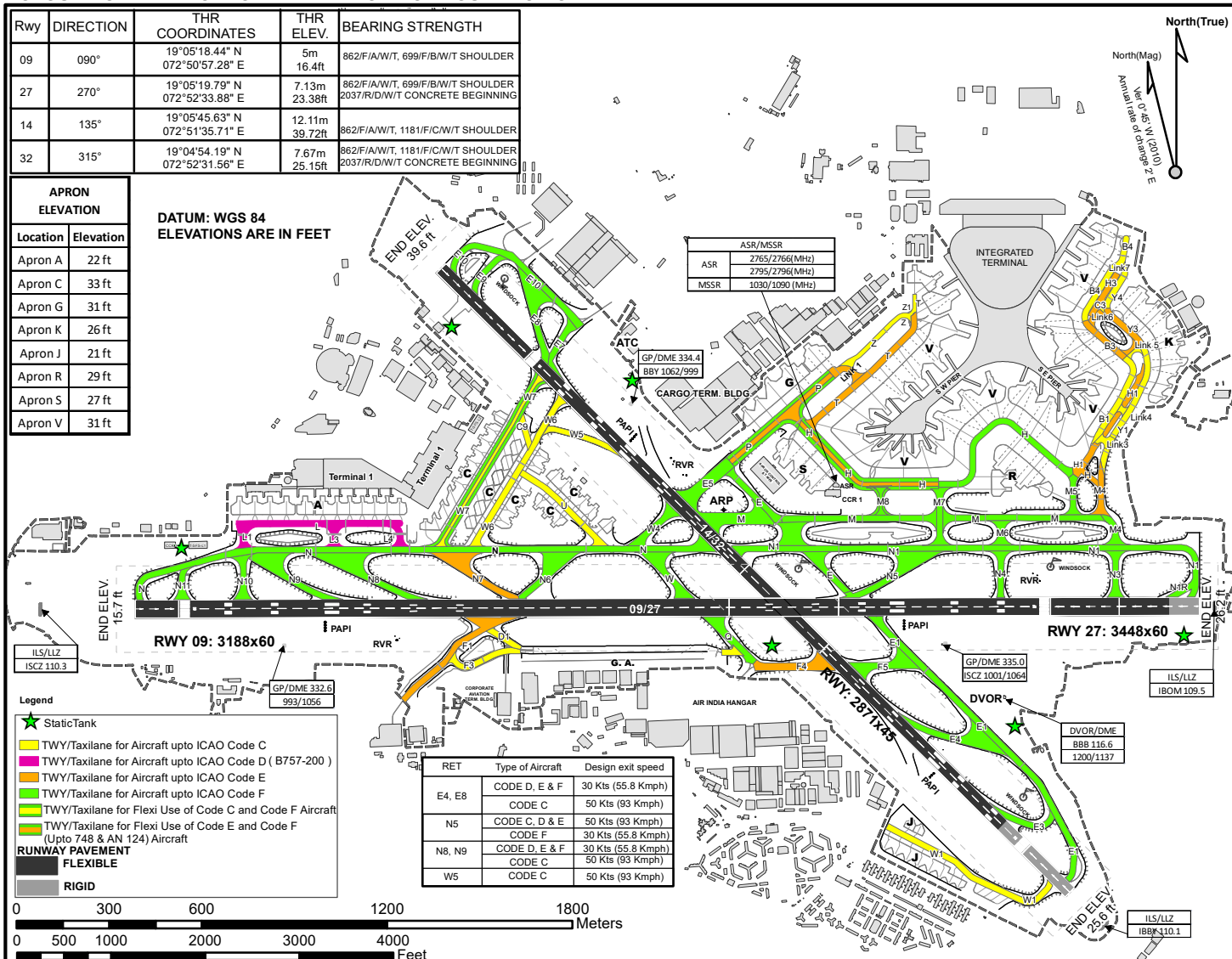
Rwy	DIRECTION	THR COORDINATES	THR ELEV.	BEARING STRENGTH
09	090°	19°05'18.44" N 072°50'57.28" E	5m 16.4ft	862/F/A/W/T, 699/F/B/W/T SHOULDER
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APRON ELEVATION	
Location	Elevation
Apron A	22 ft
Apron C	33 ft
Apron G	31 ft
Apron K	26 ft
Apron J	21 ft
Apron R	29 ft
Apron S	27 ft
Apron V	31 ft

DATUM: WGS 84
ELEVATIONS ARE IN FEET

ASR/MSSR	
ASR	2765/2766 (MHz)
	2795/2796 (MHz)
MSSR	1030/1090 (MHz)

RET	Type of Aircraft	Design exit speed
E4, E8	CODE D, E & F	30 Kts (55.8 Kmph)
	CODE C	50 Kts (93 Kmph)
N5	CODE C, D & E	50 Kts (93 Kmph)
	CODE F	30 Kts (55.8 Kmph)
N8, N9	CODE D, E & F	30 Kts (55.8 Kmph)
	CODE C	50 Kts (93 Kmph)
W5	CODE C	50 Kts (93 Kmph)

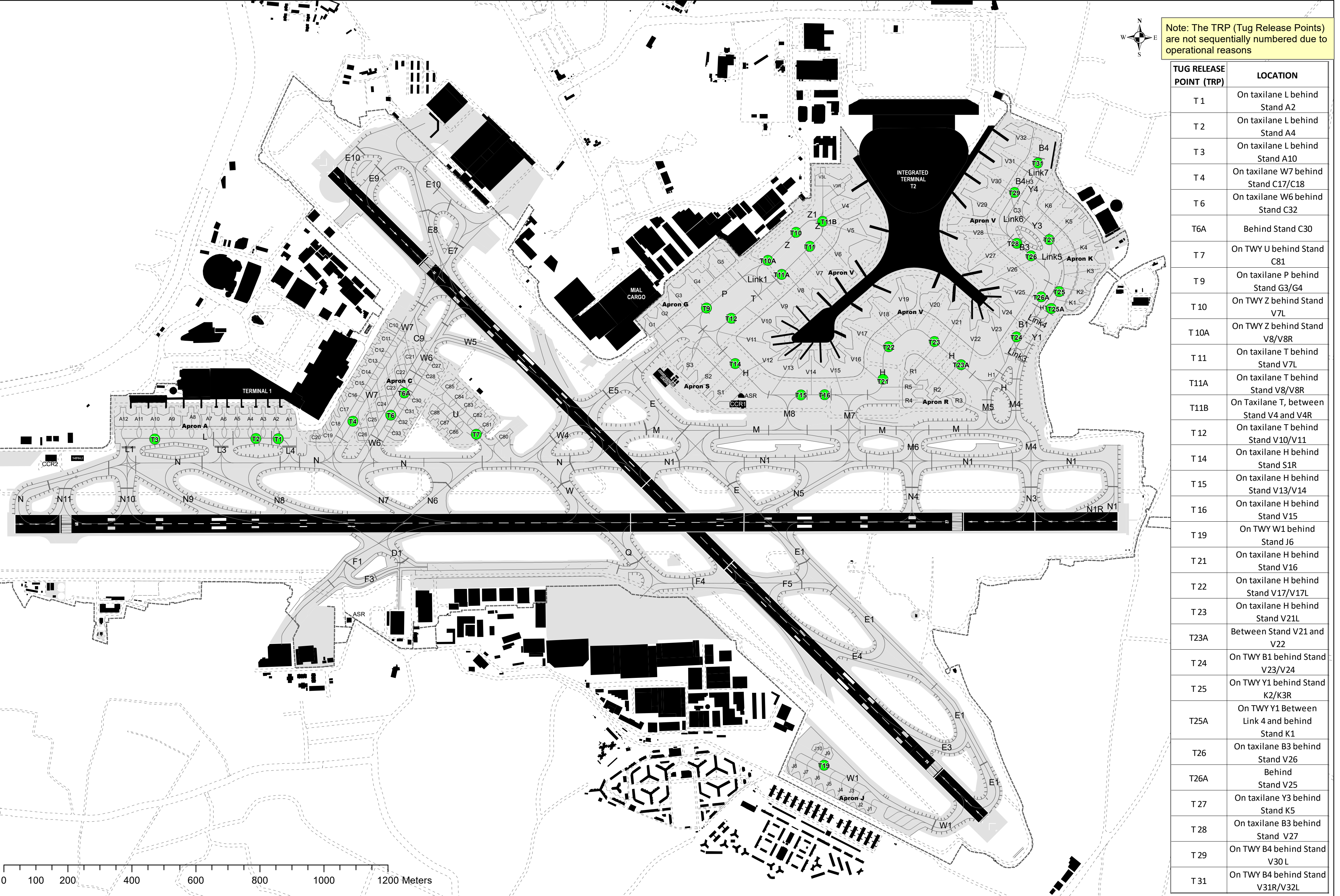


NOTE: AERONAUTICAL GROUND LIGHTS ARE NOT SHOWN ON THIS CHART

Coordinate System : WGS 1984 UTM Zone 43 N

AERODROME - TUG RELEASE POINTS CHART

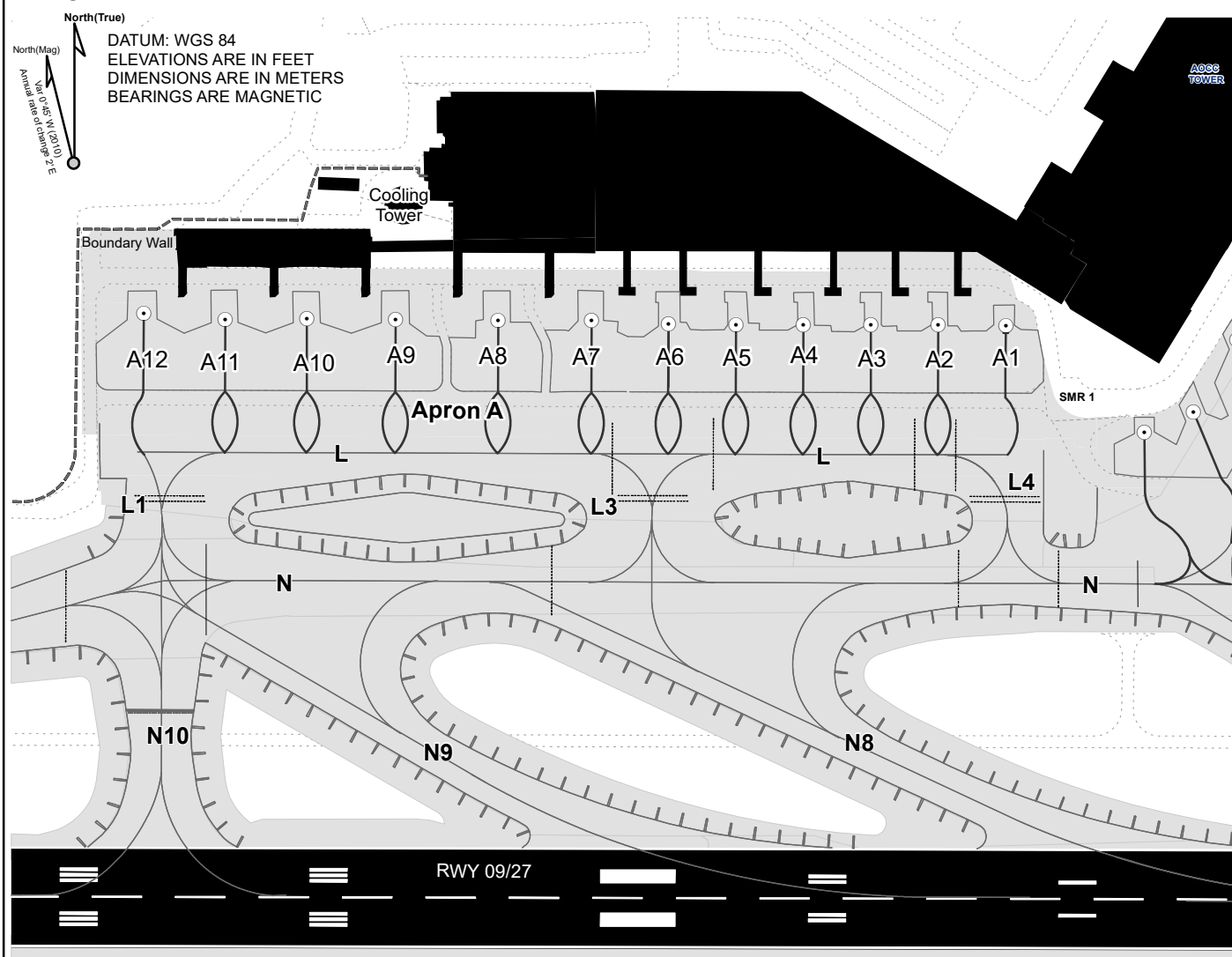
MUMBAI, INDIA
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TUG RELEASE POINT (TRP)	LOCATION
T 1	On taxilane L behind Stand A2
T 2	On taxilane L behind Stand A4
T 3	On taxilane L behind Stand A10
T 4	On taxilane W7 behind Stand C17/C18
T 6	On taxilane W6 behind Stand C32
T6A	Behind Stand C30
T 7	On TWY U behind Stand C81
T 9	On taxilane P behind Stand G3/G4
T 10	On TWY Z behind Stand V7L
T 10A	On TWY Z behind Stand V8/V8R
T 11	On taxilane T behind Stand V7L
T11A	On taxilane T behind Stand V8/V8R
T11B	On Taxilane T, between Stand V4 and V4R
T 12	On taxilane T behind Stand V10/V11
T 14	On taxilane H behind Stand S1R
T 15	On taxilane H behind Stand V13/V14
T 16	On taxilane H behind Stand V15
T 19	On TWY W1 behind Stand J6
T 21	On taxilane H behind Stand V16
T 22	On taxilane H behind Stand V17/V17L
T 23	On taxilane H behind Stand V21L
T23A	Between Stand V21 and V22
T 24	On TWY B1 behind Stand V23/V24
T 25	On TWY Y1 behind Stand K2/K3R
T25A	On TWY Y1 Between Link 4 and behind Stand K1
T26	On taxilane B3 behind Stand V26
T26A	Behind Stand V25
T 27	On taxilane Y3 behind Stand K5
T 28	On taxilane B3 behind Stand V27
T 29	On TWY B4 behind Stand V30 L
T 31	On TWY B4 behind Stand V31R/V32L

APRON - A

CHHATRAPATI SHIVAJI MAHARAJ INTL AIRPORT



Scale : 1:4000

0 55 110 220 330 440 550
Meters

Stand No.	Latitude	Longituge	Type of Aircraft	PCR	Contact/Remote	Remarks
A1	19° 05' 29.98" N	072° 51' 21.65" E	B737MAX10,A321Neo	931/R/C/W/T	Contact	Power in-pushback
A2	19° 05' 29.97" N	072° 51' 20.26" E	B737MAX10,A321Neo	959/R/D/W/T	Contact	Power in-pushback
A3	19° 05' 29.95" N	072° 51' 18.88" E	B737MAX10,A321Neo	931/R/C/W/T	Contact	Power in-pushback
A4	19° 05' 29.93" N	072° 51' 17.49" E	B737MAX10,A321Neo	959/R/D/W/T	Contact	Power in-pushback
A5	19° 05' 29.91" N	072° 51' 16.11" E	B737MAX10,A321Neo	931/R/C/W/T	Contact	Power in-pushback
A6	19° 05' 29.90" N	072° 51' 14.72" E	B737MAX10,A321Neo	931/R/C/W/T	Contact	Power in-pushback
A7	19° 05' 29.94" N	072° 51' 13.14" E	B737MAX10,A321Neo	931/R/C/W/T	Contact	Power in-pushback
A8	19° 05' 29.92" N	072° 51' 11.22" E	B757-200 Winglet	670/R/D/W/T	Contact	Power in-pushback
A9	19° 05' 29.89" N	072° 51' 09.11" E	B757-200 Winglet	852/R/C/W/T	Remote	Power in-pushback
A10	19° 05' 29.88" N	072° 51' 07.29" E	B757-200 Winglet	931/R/C/W/T	Remote	Power in-pushback
A11	19° 05' 29.85" N	072° 51' 05.62" E	B757-200 Winglet	1765/R/C/W/T	Remote	Power in-pushback
A12	19° 05' 29.94" N	072° 51' 03.94" E	B757-200 Winglet	959/R/D/W/T	Remote	Power in-pushback

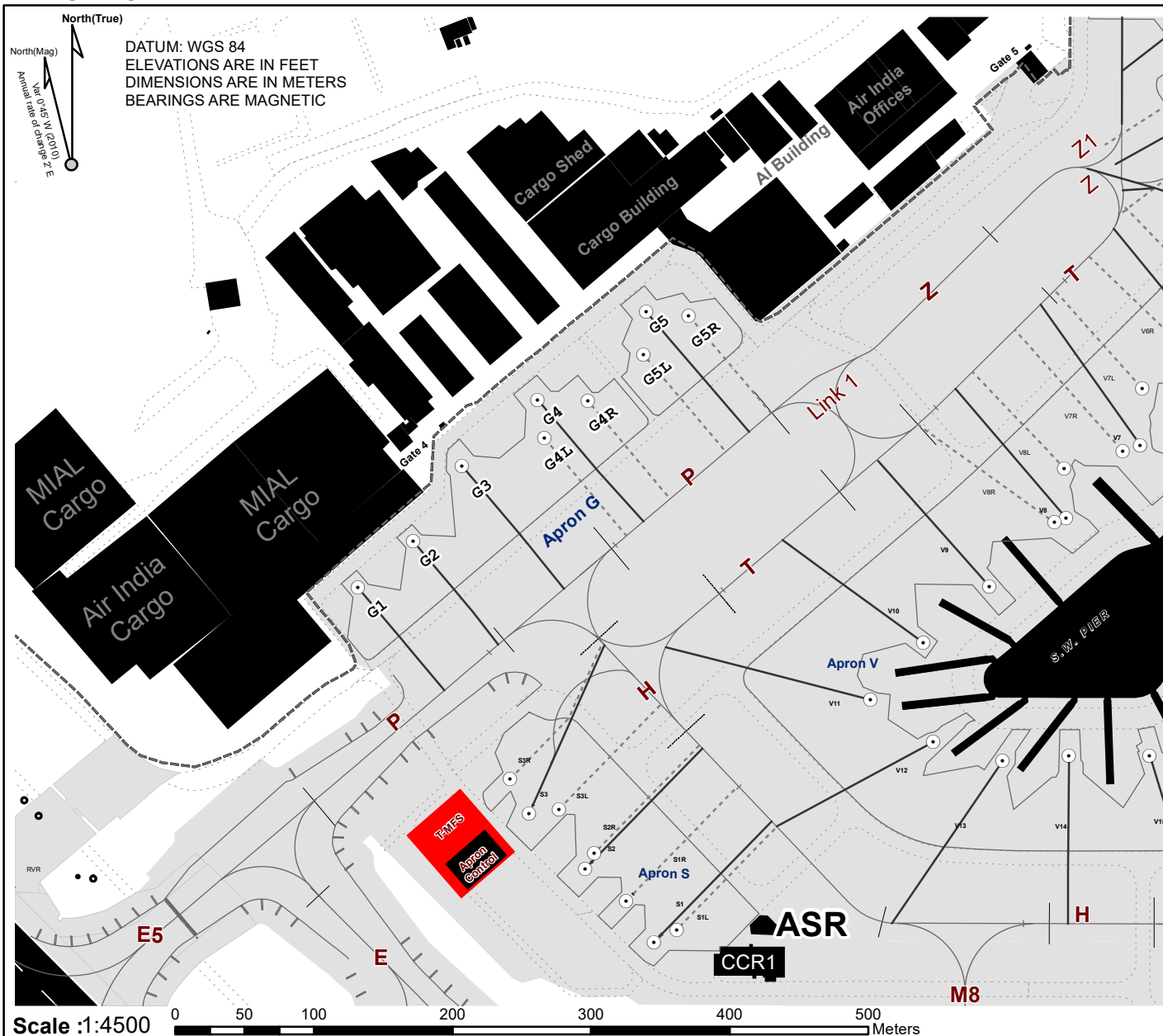
Taxiway	PCR
Taxilane L	1765/R/C/W/T
L1	1506/R/B/W/T
L3	1506/R/B/W/T
L4	1506/R/B/W/T
N	1765/R/C/W/T (from RWY 09/27 upto RWY 14/32)
N8	1765/R/C/W/T (Rigid)
N9	1765/R/C/W/T (Rigid)
N10	1765/R/C/W/T

NOTE : AERONAUTICAL GROUND LIGHTS ARE NOT SHOWN IN THIS CHART

Coordinate System : WGS 1984 UTM Zone 43 N

APRON - G

CHHATRAPATI SHIVAJI MAHARAJ INTL AIRPORT



Stand No.	Latitude	Longituge	Type of Aircraft	PCN	Contact/Remote	Remarks
G1	19° 05' 39.96" N	072° 51' 59.88" E	A321	786 / R / C / W / T	Remote	Power in-pushback
G2	19° 05' 41.20" N	072° 52' 01.11" E	A310, B752	820 / R / C / W / T	Remote	Power in-pushback
G3	19° 05' 42.99" N	072° 52' 02.28" E	B744	736 / R / C / W / T	Remote	Power in-pushback
G4L	19° 05' 43.67" N	072° 52' 04.31" E	B737Max10, A321Neo	959 / R / D / W / T	Remote	Power in-pushback
G4	19° 05' 44.57" N	072° 52' 04.12" E	B744	959 / R / D / W / T	Remote	Power in-pushback
G4R	19° 05' 44.55" N	072° 52' 05.37" E	B737Max10, A321Neo	931 / R / C / W / T	Remote	Power in-pushback
G5L	19° 05' 45.66" N	072° 52' 06.72" E	B737Max10, A321Neo	931 / R / C / W / T	Remote	Power in-pushback
G5	19° 05' 46.68" N	072° 52' 06.76" E	B744, A124	2037 / R / D / W / T	Remote	Power in-pushback
G5R	19° 05' 46.59" N	072° 52' 07.82" E	B737Max10, A321Neo	1696 / R / D / W / T	Remote	Power in-pushback

Taxiway	PCR
Taxilane H	1506/R/B/W/T
	(Between Taxilane P and TWY M5)
Taxilane P	1506/R/B/W/T
	(From TWY E5/E Junction upto TWY Link 1)
Taxilane T	1765/R/C/W/T
LINK 1 (Northern Segment)	1506/R/B/W/T
LINK 1 (Southern Segment)	1506/R/B/W/T
Z	906/R/B/W/T
Z1	906/R/B/W/T
E5	1506/R/B/W/T
E	1506/R/B/W/T
M	1765/R/C/W/T
M8	1765/R/C/W/T

CHHATRAPATI SHIVAJI MAHARAJ INTL AIRPORT

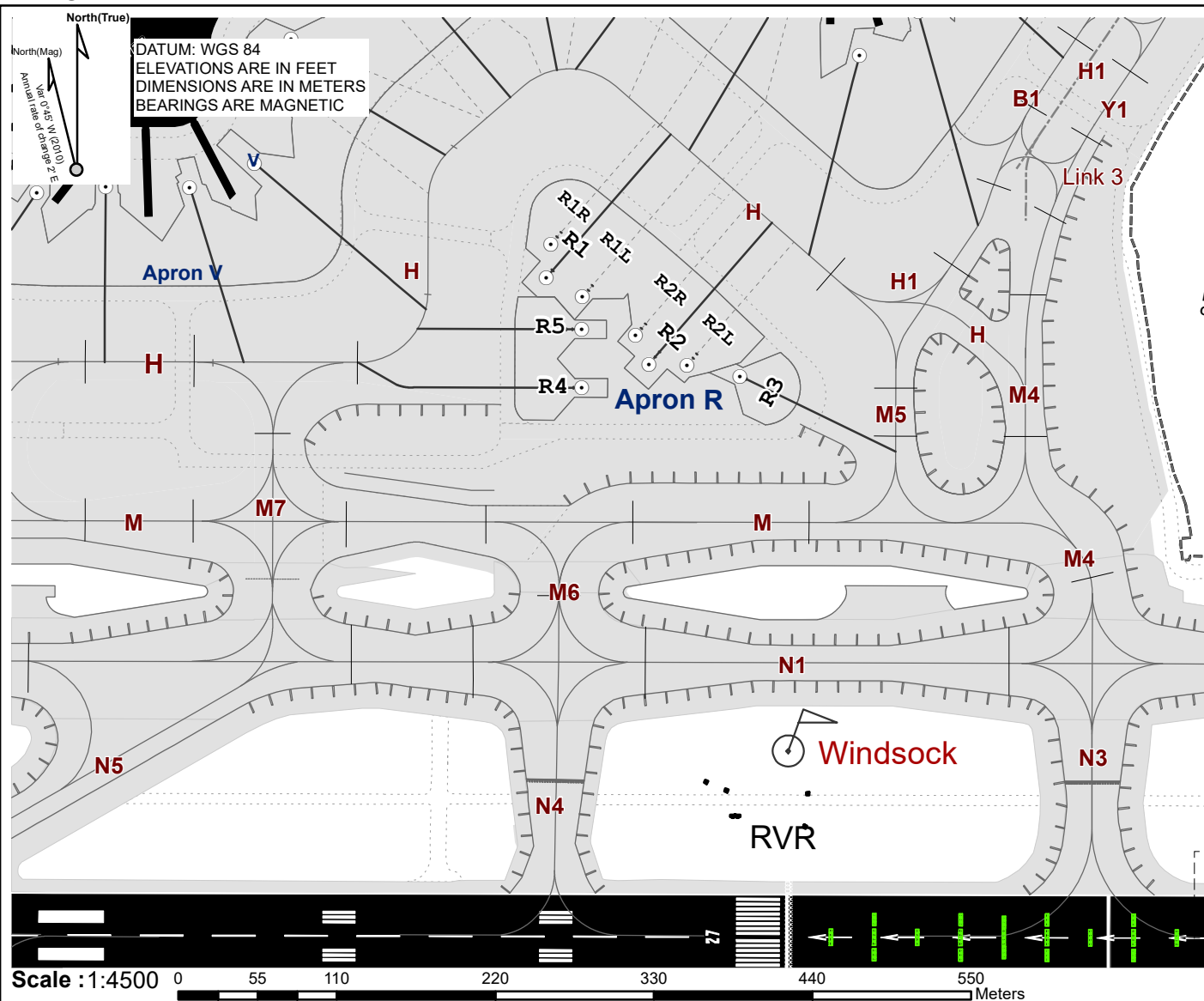


Taxiway	PCR	Width
H (BTN. M5 - M4)	1506/R/B/W/T	23m
Taxilane H (BTN. TXL P - M7)	1506/R/B/W/T	23m
Taxilane H (BTN. M7 - M5)	1506/R/B/W/T	25m
Taxilane H1	1175/R/A/W/T	23m
Taxilane H3	1506/R/B/W/T	23m
B1	906/R/B/W/T	18m
Y1	906/R/B/W/T	18m
Taxilane B3	1506/R/B/W/T	23m
Taxilane Y3	1506/R/B/W/T	23m
B4	906/R/B/W/T	18m
Y4	906/R/B/W/T	18m
C3	906/R/B/W/T	18m
Link 1	1506/R/B/W/T	23m
Link 3	906/R/B/W/T	18m
Link 4	906/R/B/W/T	18m
Link 5 (North Segment)	1765/R/C/W/T	23m
Link 5 (South Segment)	1765/R/C/W/T	18m
Link 6	1765/R/C/W/T	23m
Link 7	906/R/B/W/T	18m
M	1765/R/C/W/T	25m
M (BTN. M6-M7)	1400/R/D/W/T	23m
M4 (BTN. TXL H1-M)	1506/R/B/W/T	23m
M4 (BTN. M-N1)	1506/R/B/W/T	25m
M5	1175/R/A/W/T	25m
M6	1765/R/C/W/T	25m
M7	1765/R/C/W/T	25m
M8	1765/R/C/W/T	23m
N1	1765/R/C/W/T	25m
N3	1765/R/C/W/T	23m
N4	1506/R/B/W/T	23m

1. Taxilane centerline lights are alternate orange and green wherein first light at point of tangency is of orange color.
2. Taxiways/Taxilanes B1, Y1, B3, Y3, B4, Y4, link 4, Link 5 (southern segment), Link 6 and Link 7 are provided with Standard centerline marking and lights. Link 3 and Link C3 are code C compliant marked with standard centerline marking but not provided with centerline lights.
3. Width of Link 5 Northern Segment, Link 6, Taxilane B3 and Taxilane Y3 is 23m and are compatible for Aircraft up to Code E. However Rest of the portion of TWY B1/B4 & TWY Y1/Y4 are 18m wide and compatible for Aircraft up to Code C.
4. Aircraft taxiing on parallel code C TWY B1/Y1 and TWY B4/Y4 shall not exceed taxiing speed of 10 knots.

APRON - R

CHHATRAPATI SHIVAJI MAHARAJ INTL AIRPORT



Stand No.	Latitude	Longitude	Type of Aircraft	PCR	Contact/Remote	Remarks
R1L	19° 05' 34.140" N	072° 52' 28.738" E	A321, B739	906/R/B/W/T	Remote	Power in-pushback
R1	19° 05' 34.566" N	072° 52' 27.877" E	B744, A346	1506/R/B/W/T	Remote	Power in-pushback
R1R	19° 05' 35.325" N	072° 52' 27.974" E	A321, B739	906/R/B/W/T	Remote	Power in-pushback
R2L	19° 05' 32.648" N	072° 52' 31.254" E	A321, B739	906/R/B/W/T	Remote	Power in-pushback
R2	19° 05' 32.656" N	072° 52' 30.348" E	B748, A388	1765/R/C/W/T	Remote	Power in-pushback
R2R	19° 05' 33.293" N	072° 52' 30.015" E	A321, B739	906/R/B/W/T	Remote	Power in-pushback
R3	19° 05' 32.419" N	072° 52' 32.513" E	A321, B739	869/R/A/W/T	Remote	Power in-pushback
R4	19° 05' 32.096" N	072° 52' 28.758" E	A321, B739	869/R/A/W/T	Remote	Power in-pushback
R5	19° 05' 33.413" N	072° 52' 28.736" E	A321, B739	906/R/B/W/T	Remote	Power in-pushback

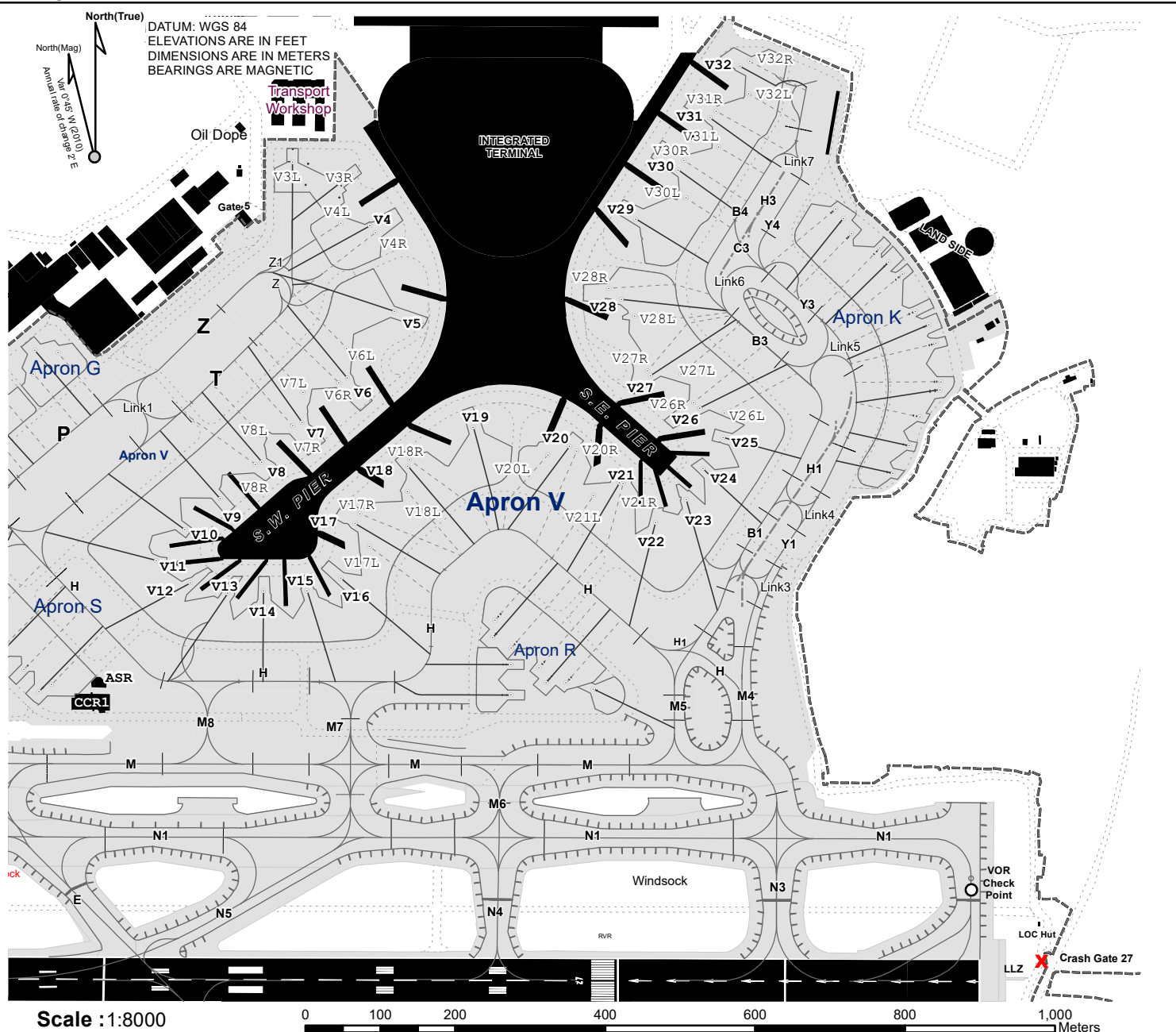
Taxiway	PCR	Width
M	1765/R/C/W/T	25m
M (BTN. M6-M7)	1400/R/D/W/T	23m
M4 (BTN. TXL HI-TWYM)	1506/R/B/W/T	23m
M4 (BTN. TWYM-TWYN1)	1506/R/B/W/T	25m
M5	1175/R/A/W/T	25m
M6	1765/R/C/W/T	25m
M7	1765/R/C/W/T	25m
B1	906/R/B/W/T	18m
Y1	906/R/B/W/T	18m
N1	1765/R/C/W/T	25m
N3	1765/R/C/W/T	25m
N4	1506/R/B/W/T	23m
N5	1765/R/C/W/T	25m
Link 3	906/R/B/W/T	18m
TWY H (BTN. TWYM5-TWYM4)	1506/R/B/W/T	23m
Taxilane H (BTN. TWYM7-TWYM5)	1506/R/B/W/T	25m
Taxilane H1	1175/R/A/W/T	23m

NOTE : AERONAUTICAL GROUND LIGHTS ARE NOT SHOWN IN THIS CHART

Coordinate System : WGS 1984 UTM Zone 43 N

APRON - V

CHHATRAPATI SHIVAJI MAHARAJ INTL AIRPORT



Scale : 1:8000

0 100 200 400 600 800 1,000 Meters

Stand	Latitude	Longitude	Type of Aircraft	PCR Value	Stand	Latitude	Longitude	Type of Aircraft	PCR Value
V3L	19° 05' 55.127" N	072° 52' 18.278" E	A321, B739	906/R/B/W/T	V19	19° 05' 43.675" N	072° 52' 26.829" E	B744, A346	1506/R/B/W/T
V3R	19° 05' 54.137" N	072° 52' 20.523" E	A321, B739	931/R/C/W/T	V20L	19° 05' 42.539" N	072° 52' 30.266" E	A321, B739	906/R/B/W/T
V4L	19° 05' 52.423" N	072° 52' 20.624" E	A321, B739	869/R/A/W/T	V20	19° 05' 42.905" N	072° 52' 31.232" E	B748, A388	1765/R/C/W/T
V4	19° 05' 52.328" N	072° 52' 21.957" E	B744, A346	1506/R/B/W/T	V20R	19° 05' 42.697" N	072° 52' 31.559" E	A321, B739	906/R/B/W/T
V4R	19° 05' 52.042" N	072° 52' 22.223" E	A321, B739	906/R/B/W/T	V21L	19° 05' 40.840" N	072° 52' 32.390" E	A321, B739	906/R/B/W/T
V5	19° 05' 48.638" N	072° 52' 23.150" E	B744, A346	1506/R/B/W/T	V21	19° 05' 41.362" N	072° 52' 33.539" E	B748, A388	1765/R/C/W/T
V6L	19° 05' 46.992" N	072° 52' 20.998" E	A321, B739	906/R/B/W/T	V21R	19° 05' 41.343" N	072° 52' 33.704" E	A321, B739	931/R/C/W/T
V6	19° 05' 45.706" N	072° 52' 21.035" E	B744, A346	1506/R/B/W/T	V22	19° 05' 39.688" N	072° 52' 35.219" E	B744, A346	1765/R/C/W/T
V6R	19° 05' 45.511" N	072° 52' 20.653" E	A321, B739	906/R/B/W/T	V23	19° 05' 40.695" N	072° 52' 36.595" E	B744, A346	1765/R/C/W/T
V7L	19° 05' 45.067" N	072° 52' 19.035" E	A321, B739	906/R/B/W/T	V24	19° 05' 42.042" N	072° 52' 37.335" E	B744, A346	1506/R/B/W/T
V7	19° 05' 43.747" N	072° 52' 19.007" E	B744, A346	1506/R/B/W/T	V25	19° 05' 43.416" N	072° 52' 38.226" E	B744, A346	1506/R/B/W/T
V7R	19° 05' 43.586" N	072° 52' 18.589" E	A321, B739	906/R/B/W/T	V26L	19° 05' 44.492" N	072° 52' 38.265" E	A321, B739	931/R/C/W/T
V8L	19° 05' 43.175" N	072° 52' 17.147" E	A321, B739	869/R/A/W/T	V26	19° 05' 44.673" N	072° 52' 37.147" E	B744, A346	1175/R/A/W/T
V8	19° 05' 42.003" N	072° 52' 17.214" E	B744, A346	1506/R/B/W/T	V26R	19° 05' 44.901" N	072° 52' 36.854" E	A321, B739	906/R/B/W/T
V8R	19° 05' 41.891" N	072° 52' 16.929" E	A321, B739	906/R/B/W/T	V27L	19° 05' 46.145" N	072° 52' 36.268" E	A321, B739	906/R/B/W/T
V9	19° 05' 40.378" N	072° 52' 15.346" E	B744, A346	1506/R/B/W/T	V27	19° 05' 46.043" N	072° 52' 34.872" E	B744, A346	1175/R/A/W/T
V10	19° 05' 39.021" N	072° 52' 13.745" E	B744, A346	1506/R/B/W/T	V27R	19° 05' 46.250" N	072° 52' 34.740" E	A321, B739	931/R/C/W/T
V11	19° 05' 37.664" N	072° 52' 12.469" E	B744, A346	1506/R/B/W/T	V28L	19° 05' 48.593" N	072° 52' 34.100" E	A321, B739	906/R/B/W/T
V12	19° 05' 36.704" N	072° 52' 14.035" E	B744, A346	1506/R/B/W/T	V28	19° 05' 49.326" N	072° 52' 33.484" E	B744, A346	1175/R/A/W/T
V13	19° 05' 36.286" N	072° 52' 15.751" E	B744, A346	1765/R/C/W/T	V28R	19° 05' 49.799" N	072° 52' 32.902" E	A321, B739	906/R/B/W/T
V14	19° 05' 36.435" N	072° 52' 17.384" E	B744, A346	1765/R/C/W/T	V29	19° 05' 52.818" N	072° 52' 34.074" E	B744, A346	1506/R/B/W/T
V15	19° 05' 36.468" N	072° 52' 19.377" E	B744, A346	1506/R/B/W/T	V30L	19° 05' 53.790" N	072° 52' 36.290" E	A321, B739	931/R/C/W/T
V16	19° 05' 37.030" N	072° 52' 20.906" E	B744, A346	1765/R/C/W/T	V30	19° 05' 54.980" N	072° 52' 35.968" E	B744, A346	1175/R/A/W/T
V17L	19° 05' 38.433" N	072° 52' 22.176" E	A321, B739 WL	906/R/B/W/T	V30L	19° 05' 53.390" N	072° 52' 36.227" E	A321, B739	869/R/A/W/T
V17	19° 05' 39.407" N	072° 52' 21.516" E	B744, A346, A380	1765/R/C/W/T	V31L	19° 05' 56.000" N	072° 52' 37.794" E	A321, B739	717/R/C/W/T
V17R	19° 05' 39.835" N	072° 52' 21.728" E	A321, B739 WL	906/R/B/W/T	V31	19° 05' 57.247" N	072° 52' 37.391" E	B744, A346	1506/R/B/W/T
V18L	19° 05' 40.822" N	072° 52' 23.871" E	A321, B739	906/R/B/W/T	V31R	19° 05' 57.542" N	072° 52' 37.666" E	A321, B739	906/R/B/W/T
V18	19° 05' 41.950" N	072° 52' 23.870" E	B748, A388	1506/R/B/W/T	V32L	19° 05' 58.310" N	072° 52' 39.100" E	A321, B739	906/R/B/W/T
V18R	19° 05' 42.204" N	072° 52' 23.941" E	A321, B739	906/R/B/W/T	V32	19° 05' 59.508" N	072° 52' 38.720" E	B772, B744	1175/R/A/W/T
					V32R	19° 05' 59.723" N	072° 52' 39.155" E	A321, B739	906/R/B/W/T

Taxiway	PCR	Width
H (BTN M5 - M4)	1506/R/B/W/T	23m
Taxilane H (BTN, TXL P - M7)	1506/R/B/W/T	23m
Taxilane H (BTN M7 - M5)	1506/R/B/W/T	25m
Taxilane H1	1175/R/A/W/T	23m
Taxilane H3	1506/R/B/W/T	23m
Z	906/R/B/W/T	15m
Z1	906/R/B/W/T	15m
Taxilane T	1765/R/C/W/T	23m
Taxilane P	1506/R/B/W/T	23m
B1	906/R/B/W/T	18m
Y1	906/R/B/W/T	18m
Taxilane B3	1506/R/B/W/T	23m
Taxilane Y3	1506/R/B/W/T	23m
B4	906/R/B/W/T	18m
Y4	906/R/B/W/T	18m
E	1506/R/B/W/T	23m
Link 3	906/R/B/W/T	18m
Link C3	906/R/B/W/T	18m
Link 1 (Northern Segment)	1506/R/B/W/T	18m
Link 1 (Southern Segment)	1506/R/B/W/T	23m
Link 4	906/R/B/W/T	18m
Link 5 (Northern Segment)	1765/R/C/W/T	23m
Link 5 (Southern Segment)	1765/R/C/W/T	18m
Link 6	1765/R/C/W/T	23m
Link 7	906/R/B/W/T	18m
M	1765/R/C/W/T	25m
M	1400/R/D/W/T	23m
M4 (BTN, TXL H1-M)	1506/R/B/W/T	23m
M4 (BTN, M-N1)	1506/R/B/W/T	25m
M5	1175/R/A/W/T	25m
M6	1765/R/C/W/T	25m
M7	1765/R/C/W/T	25m
M8	1765/R/C/W/T	23m
N1	1765/R/C/W/T	25m
N3	1765/R/C/W/T	25m
N4	1506/R/B/W/T	23m

NOTE:-

- Taxilane centerline lights of Code E. Taxilane H1 and H3 are alternate orange and green wherein first light at point of tangency is of orange color.
- Taxiways/taxilane B1, Y1, B3, Y3, B4, Y4, link 4, Link 5 (southern segment), Link 6 and Link 7 are provided with Standard centerline marking and lights. Link 3 and Link C3 are code C compliant marked with standard centerline marking but not provided with centerline lights.
- Width of Link 5 Northern Segment, Link 6, Taxilane B3 and Taxilane Y3 is 23m and are compatible for Aircraft up to Code E. However rest of the portion of TWY B1/B4 & TWY Y1/Y4 are 18m wide and compatible for Aircraft up to Code C.
- Aircraft taxiing on parallel code C TWYs B1/Y1 and TWY B4/Y4 shall not exceed taxiing speed of 10 knots.
- All Aircraft parking stands are power in push back.
- All stands are Contact Stands, except Stands V3L and V3R.
- All Aircraft parking stands are provided with A-VDGs (except V28, V30, V31 and V32).

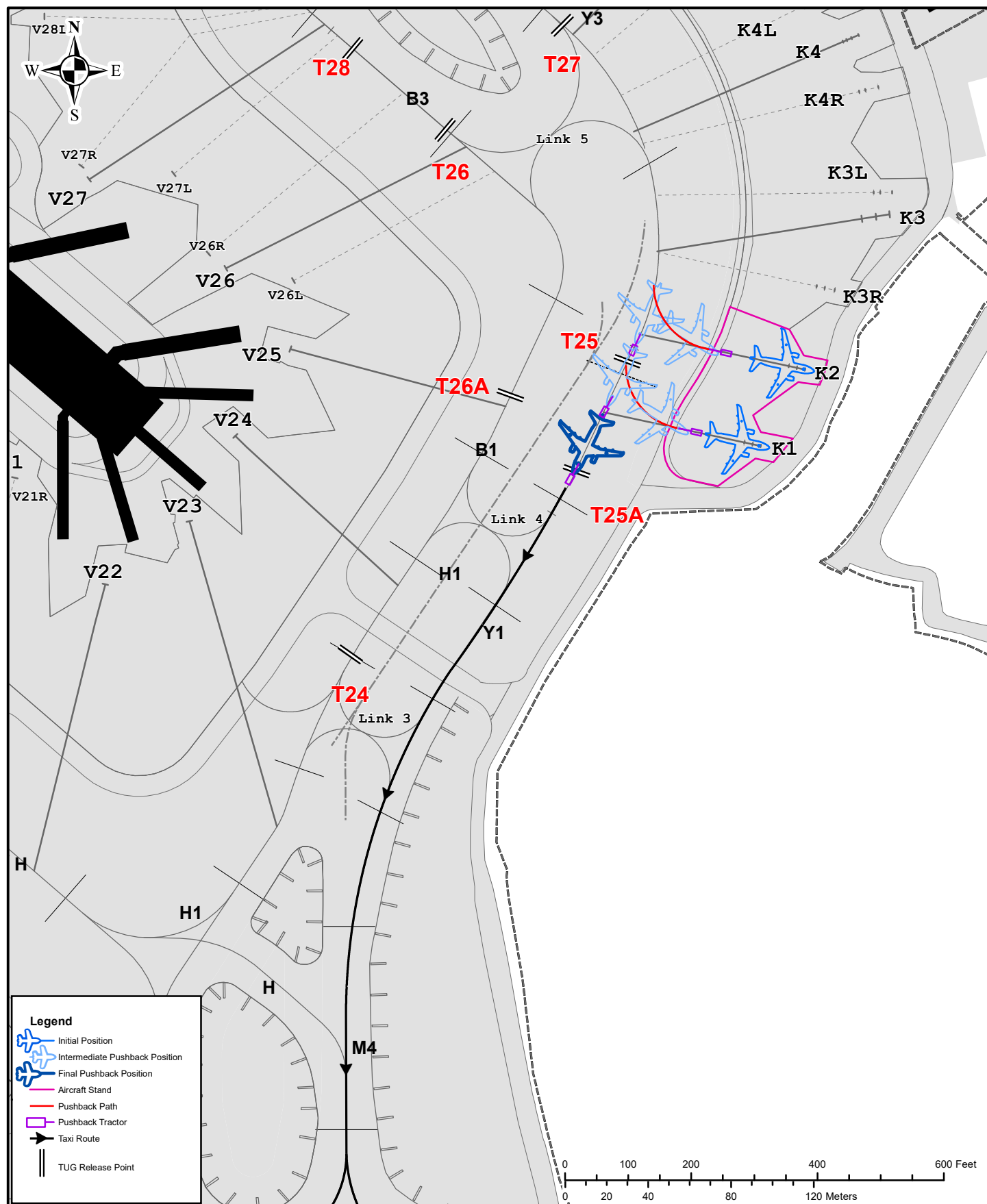
NOTE : AERONAUTICAL GROUND LIGHTS ARE NOT SHOWN IN THIS CHART

Coordinate System : WGS 1984 UTM Zone 43 N

FOR CODE C AIRCRAFT ONLY

K1 & K2

- Aircraft to Pushback facing Southwest on TWY Y1 and pull forward up to Tug Release point T25A.



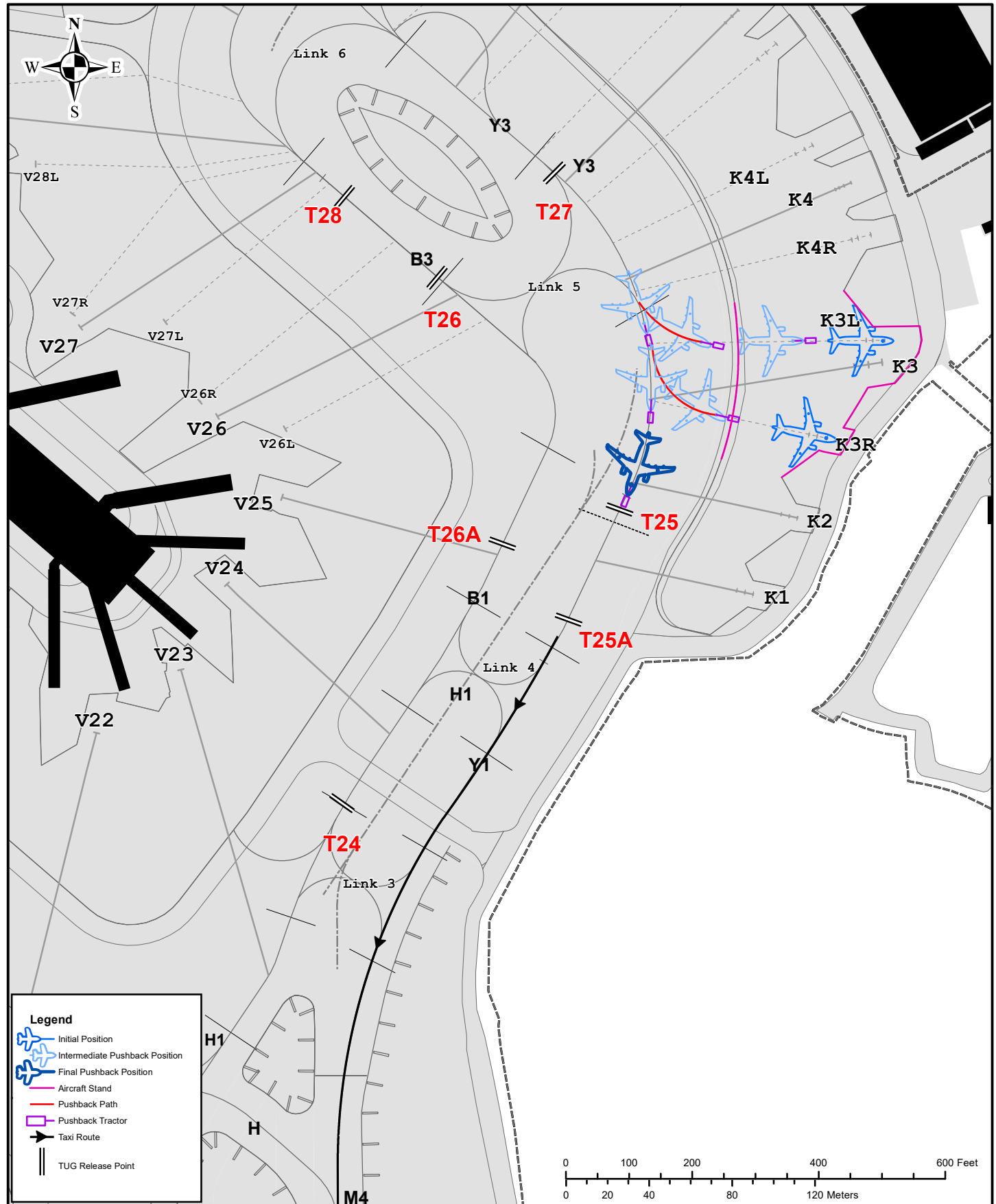
FOR CODE C AIRCRAFT ONLY

K3R & K3L

- Aircraft from stands K3L and K3R to pushback facing South west on TWY Y1 and to pull forward, upto tug release point T25.

CAUTION :

- Pushback from stands K3L & K3R will prohibit the use of TWY Link5 until aircraft is positioned on tug release point T25



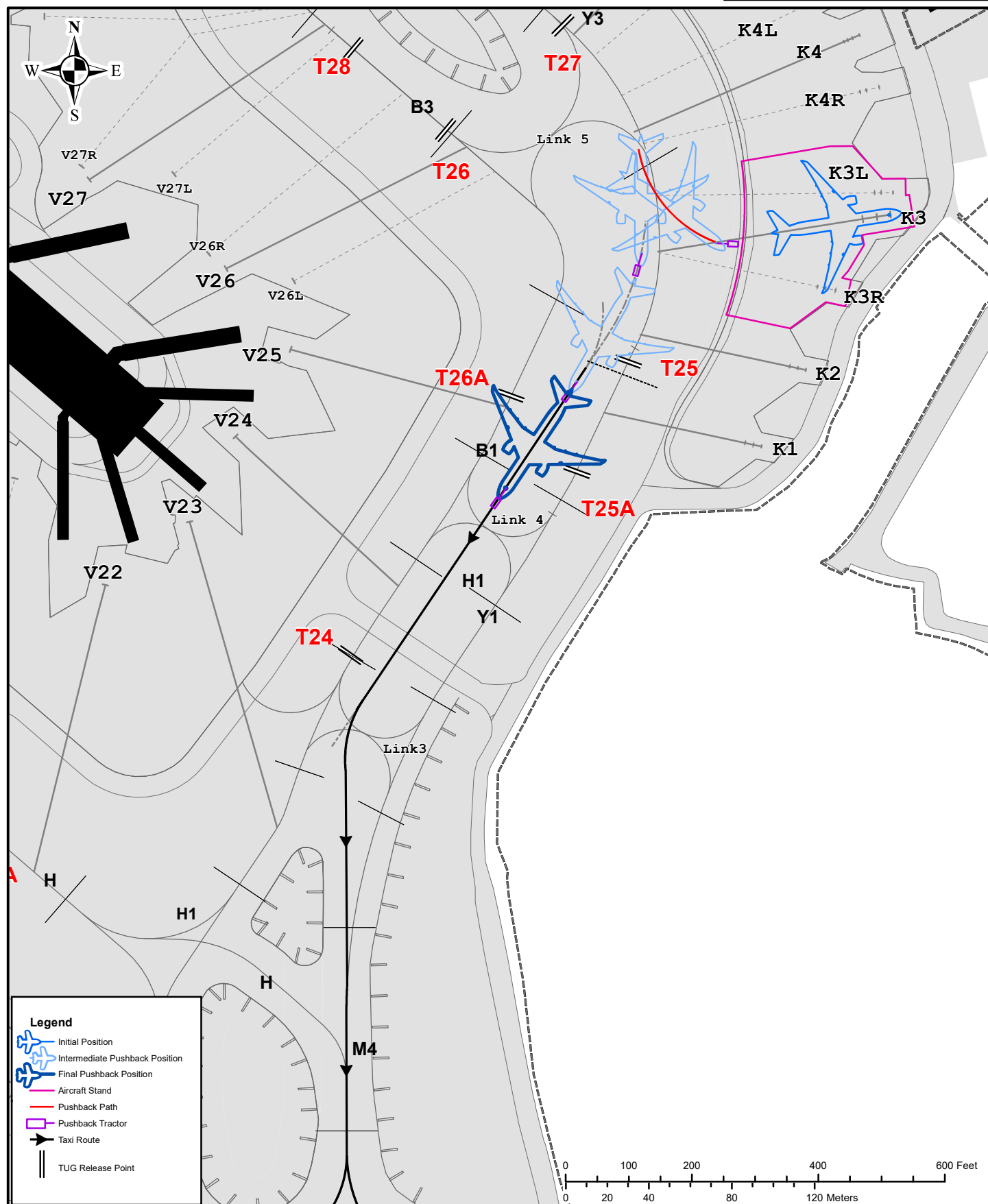
For Code D & Code E Aircraft

K3

- Aircraft to pushback facing South west on Taxilane H1 and pull forward uptill short of Link4,
- Taxi out via taxilane H1→TWY M4.

CAUTION :

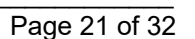
- Pushback from stands K3 and V25 are interdependent



CAUTION :

- Aircraft from stands K4, K5 and K6 to Pushback facing South east on Taxilane Y3 upto tug Release point T27.
- Taxi out via Taxilane Y3→ taxilane H1→TWY M4.

- Pushback from stands K4, K5 & K6 are interdependent.
- Pushback from stands K6, V27, V28, V29 are interdependent.
- Pushback from any of the stands, V26, V27, V28 pilot to take caution to ensure clearance from aircraft pushing back from any of the stands K4, K5 or K6



FOR CODE C AIRCRAFTS ONLY

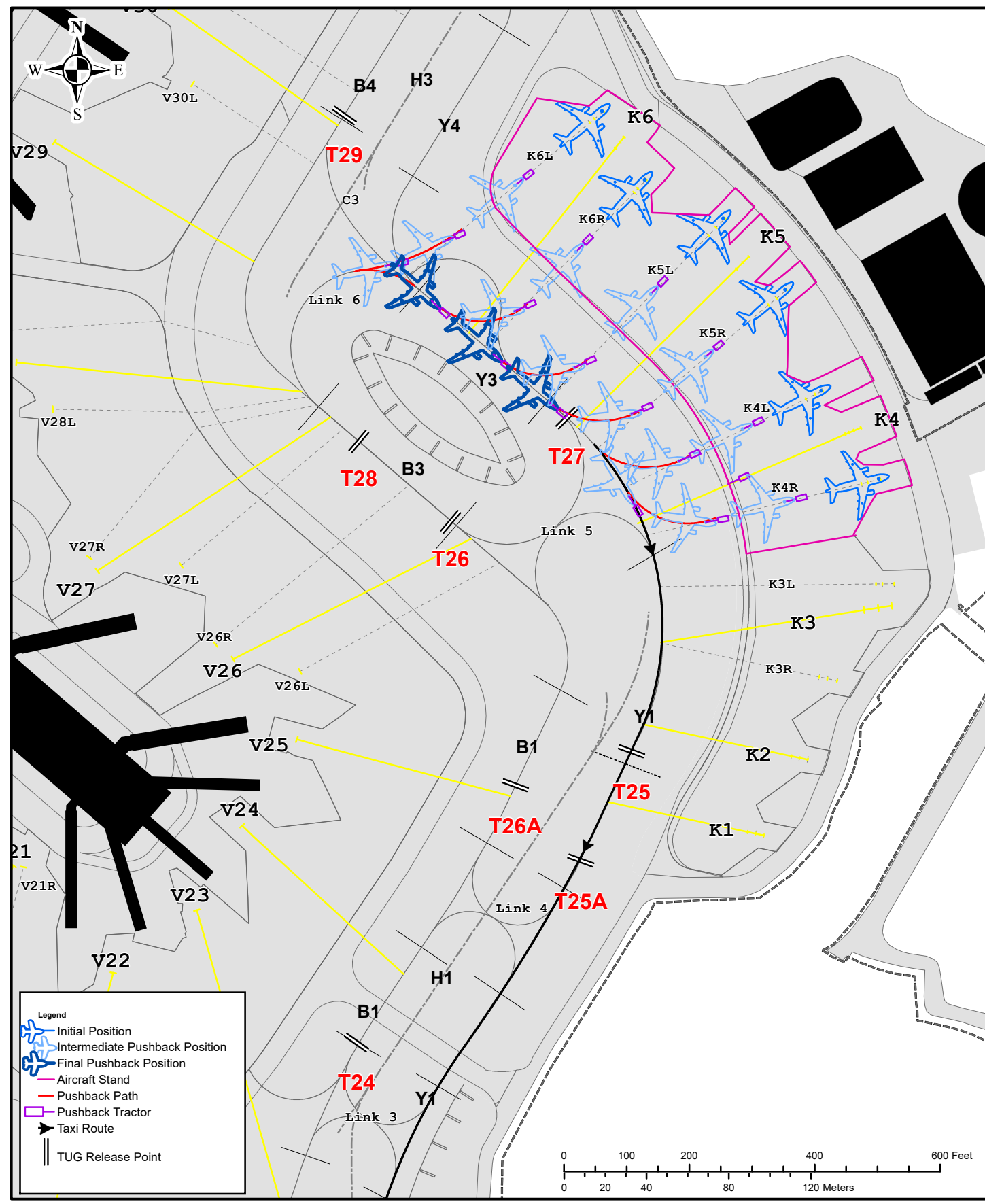
Stands - K4R, K4L, K5R, K5L, K6R, K6L

**K4R, K4L,
K5R, K5L,
K6R, & K6L**

- Aircraft from stands K4R to K6L to pushback facing southeast on Taxilane Y3 upto tug release point T27.

CAUTION :

- Only one pushback is allowed from stands K4R to K6L
- Pushback from stands K4R, K4L and K5R will prohibit use of TWY Link 5 until aircraft is positioned on tug release point T27

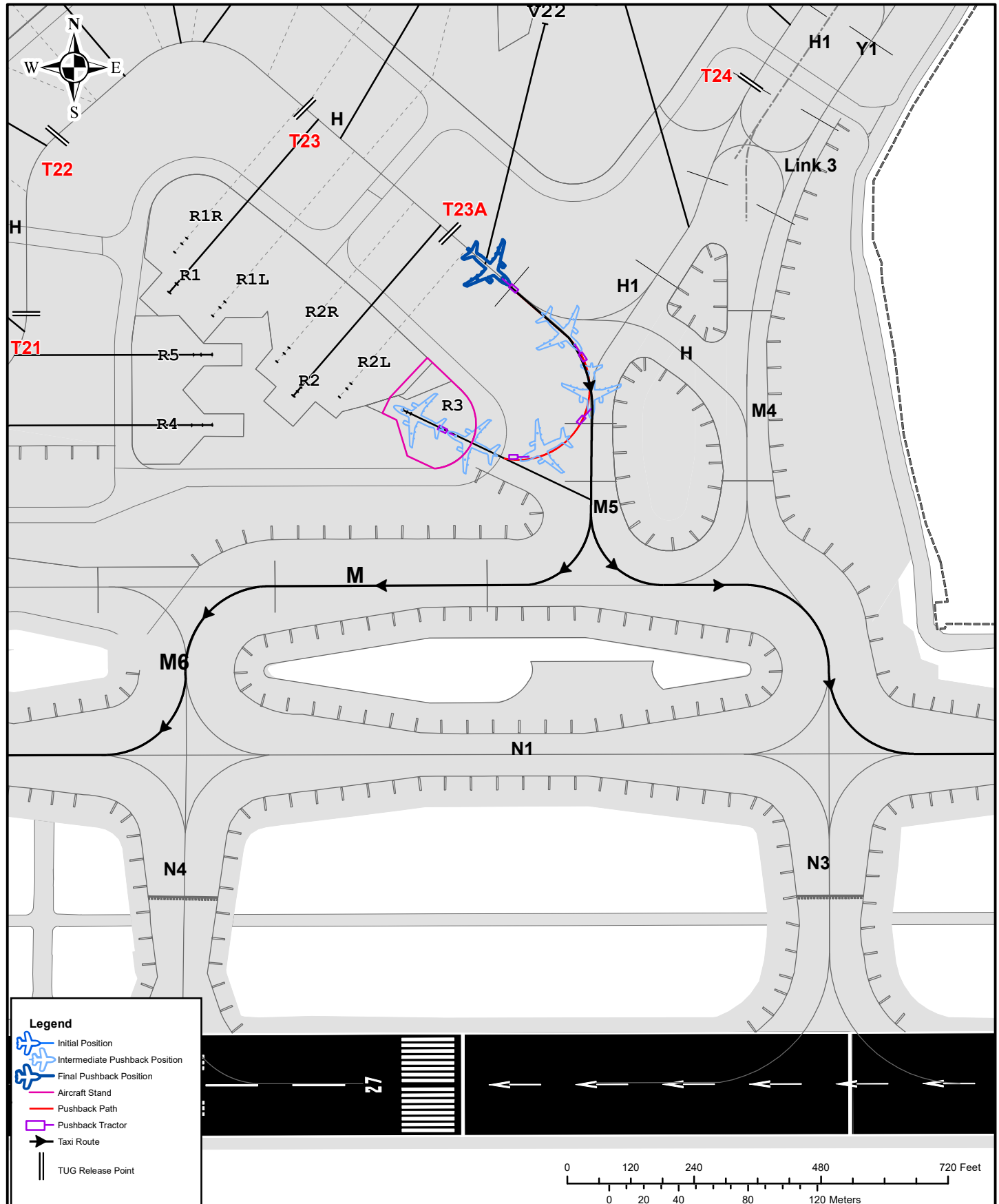


R3

- Pushback deep facing south east on taxilane H clear of TWY M5/H1 junction to taxi out via TWY M5.

CAUTION :

- Pushback from stands V22, R2, R2L and R3 are interdependent.



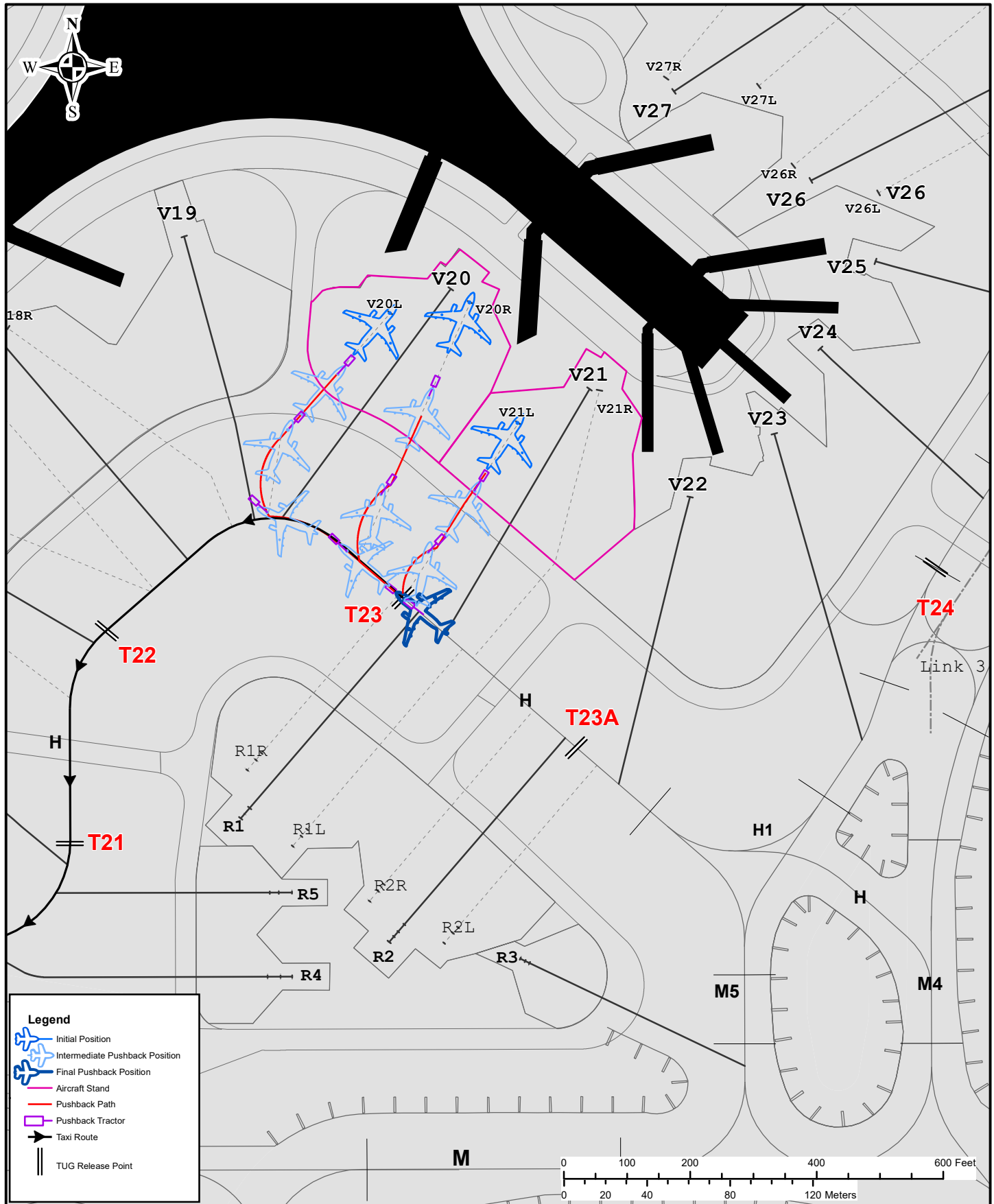
CODE C - AIRCRAFT

V20L - V21L

- Pushback facing Northwest on Taxilane H and pull forward up to Tug Release Point T23.

CAUTION :

- Pushback from stands V19, V20, V21, V22, R1, R2 and R3 are interdependent.
- Simultaneous movement of aircraft to / from stands V18, 18R, V19, V20 and V20L not permitted.



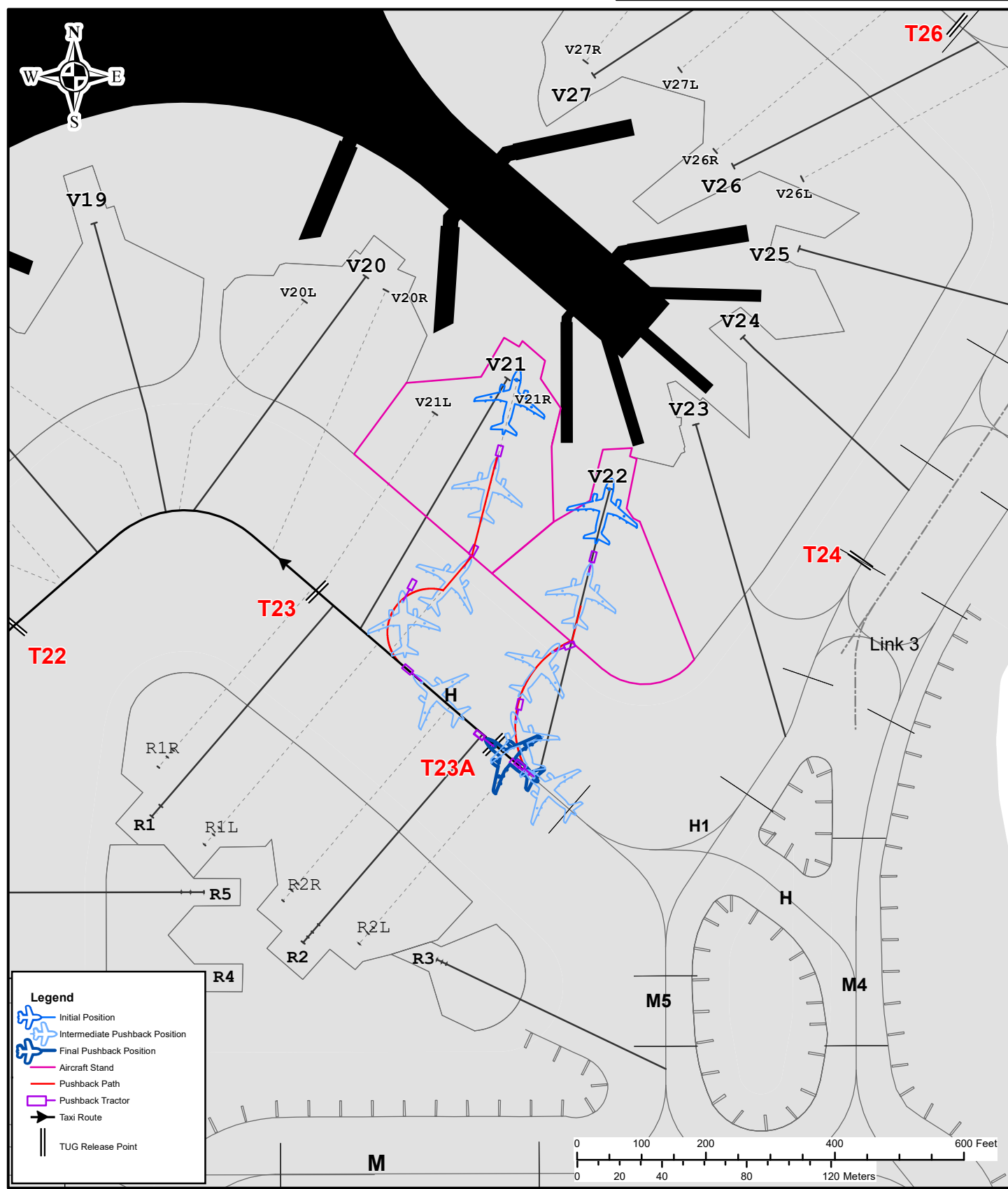
FOR CODE C AIRCRAFT ONLY

V21R - V22

- Pushback facing North West on Taxilane H and pull forward up to Tug Release Point T23A.

CAUTION :

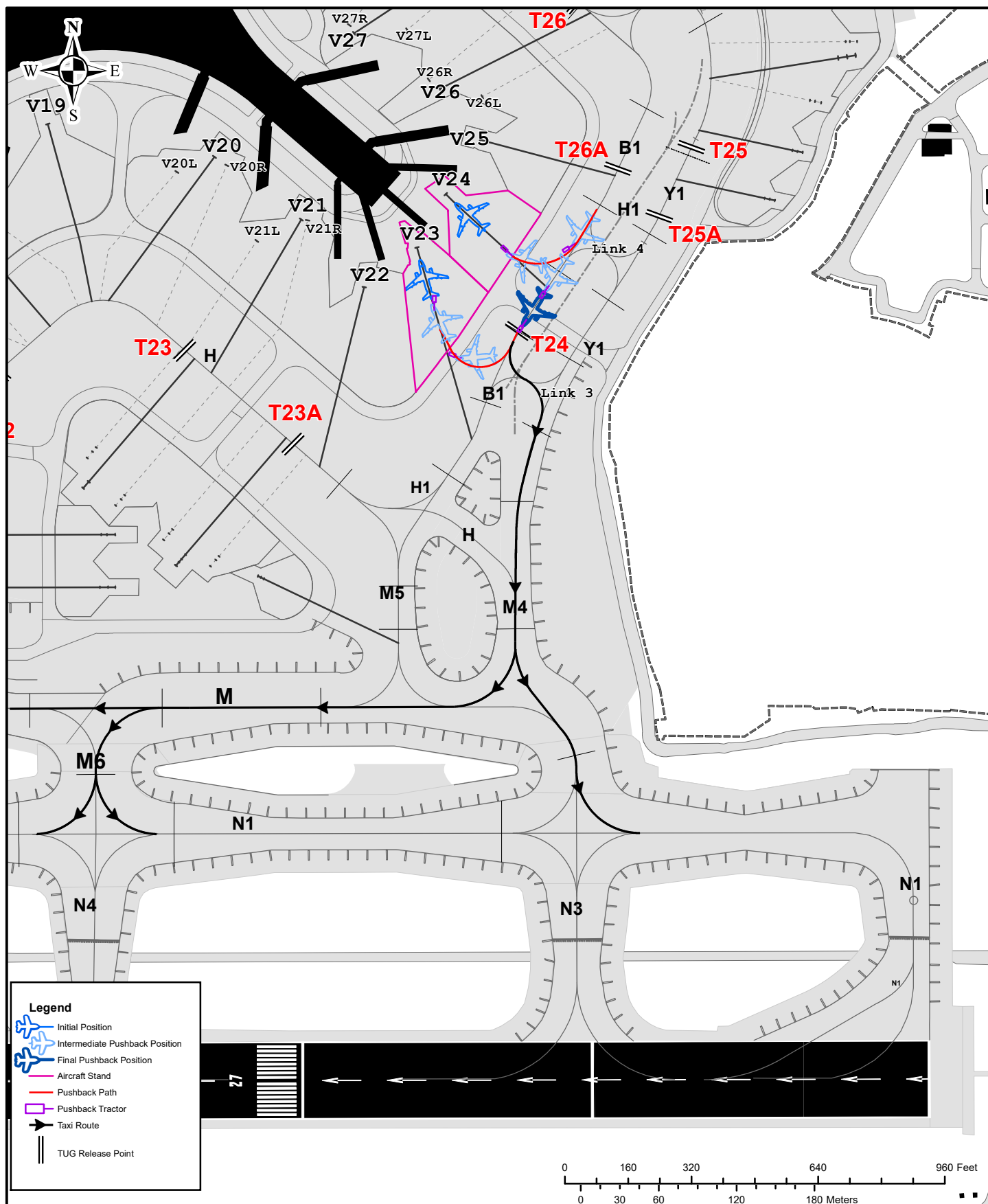
- Pushback from stands V19, V20, V21, V22, R1, R2 and R3 are interdependent.
- Simultaneous movement of aircraft to / from stands V18, 18R, V19, V20 and V20L not permitted.
- When Code D & E aircraft pushing back from stands V20 or V21, no aircraft pushback is permitted from stand V22. However, after the code D & E aircraft is positioned at tug release point T23, standard pushback of code C from stand V22 is permitted



FOR CODE C AIRCRAFT ONLY

V23 & V24

- Pushback facing southwest on TWY B1 upto tug release point T24.



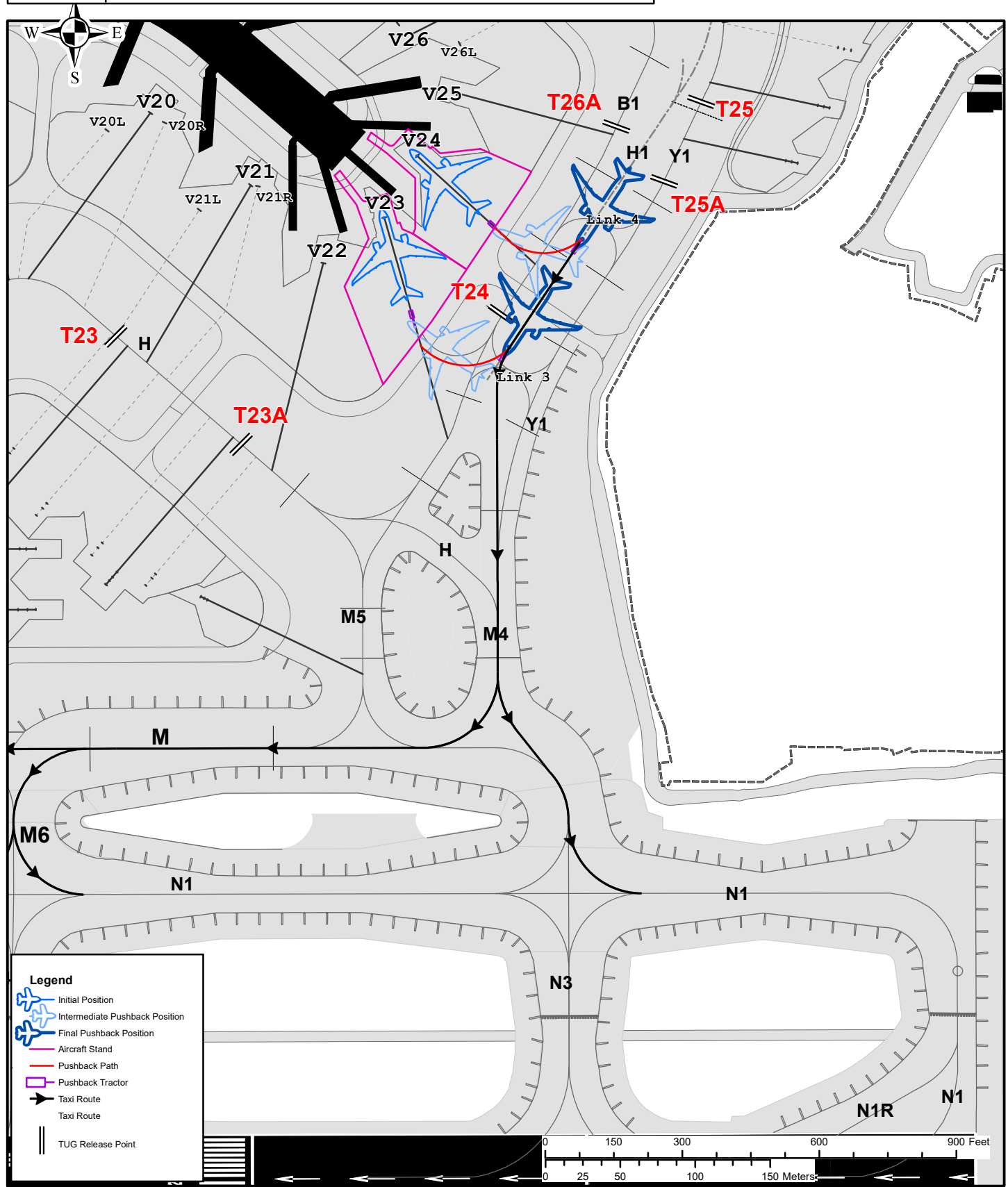
For Code D & Code E Aircraft

CAUTION :

• At SE Pier Apron from stands V23 upto V31 and from stands K3 upto K6 Aircraft code D & E will Tow / Taxi under follow me service only.

V23 & V24

- Aircraft from V23 to Pushback deep facing South west on Taxilane H1
- Taxi out Via Taxilane H1 - TWY M4.
- Aircraft from V24 to Pushback facing South west on Taxilane H1
- Taxi out Via Taxilane H1 - TWY M4.



FOR CODE C AIRCRAFT ONLY

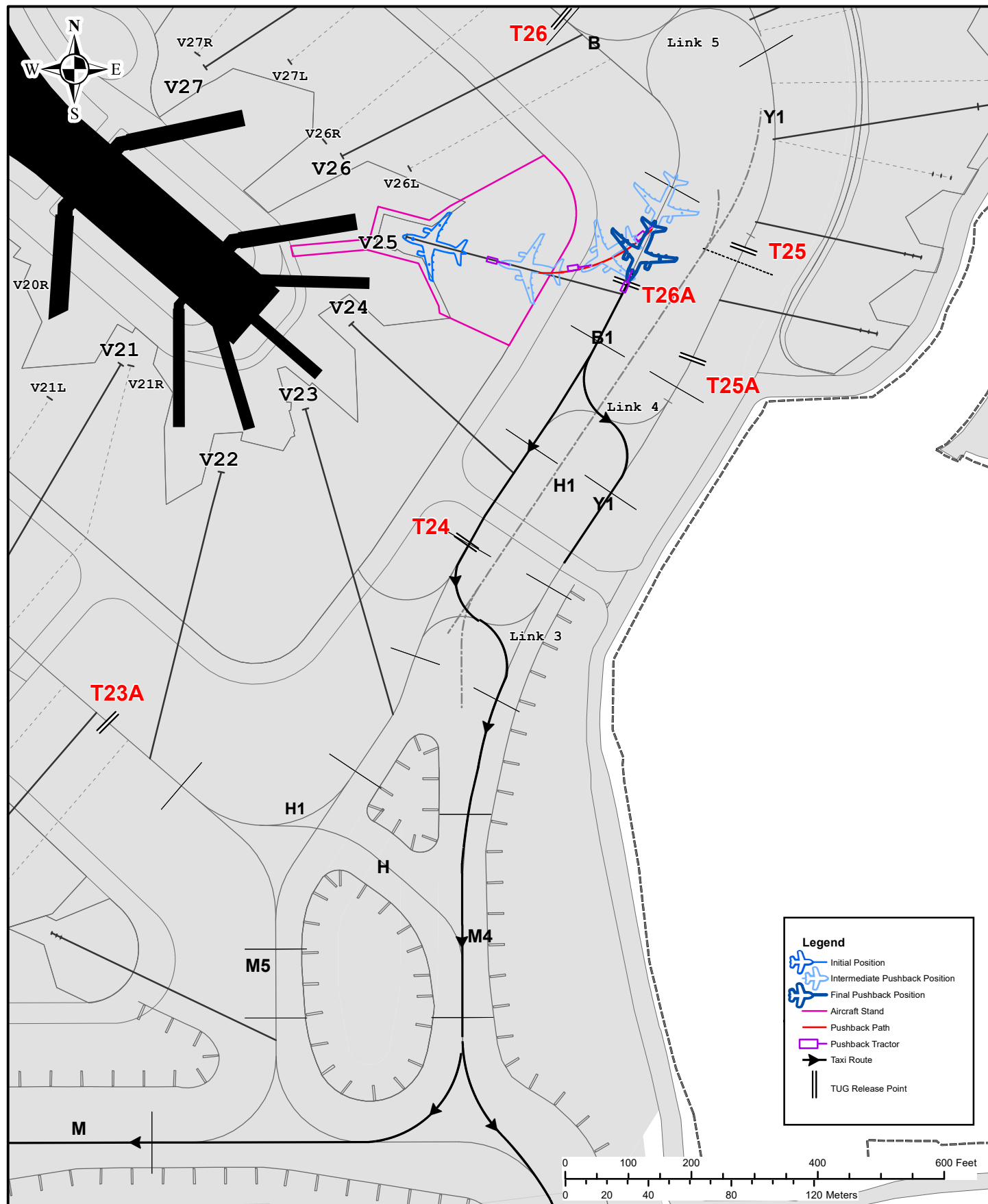
Stands - V25

V25

- Pushback facing southwest on TWY B1 upto tug release point T26A and remain clear of TWY Link 5.

CAUTION :

- Pushback from stands V25 and K3 for code D & Code E aircraft are interdependent.



For Code D & Code E Aircraft

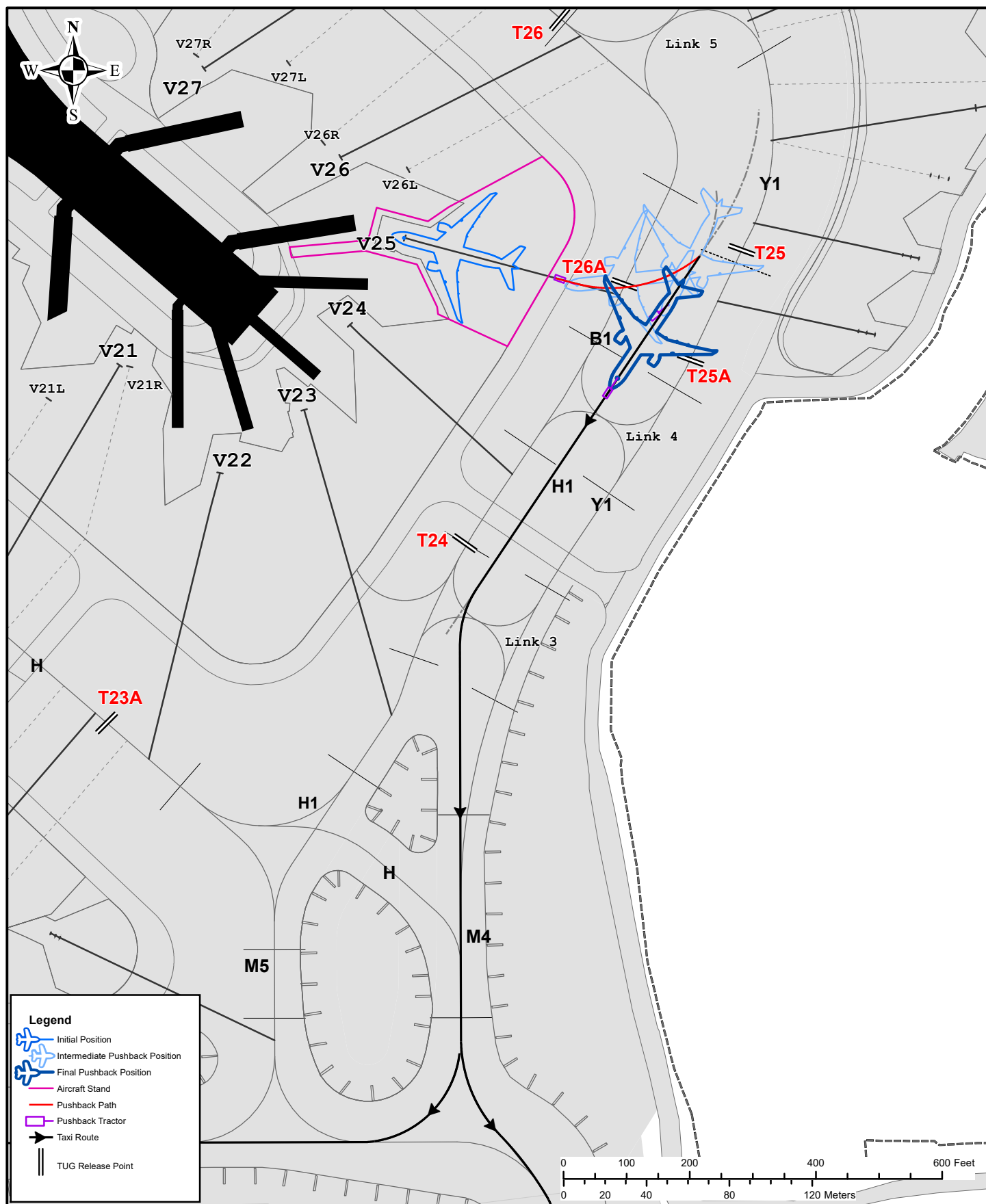
Stands - V25

CAUTION :

• Pushback from stands V25 and K3 are interdependent

V25

- Aircraft to Pushback facing South west on Taxilane H1 and pull forward till short of Link 4,
- Taxi out via taxilane H1→TWY M4.



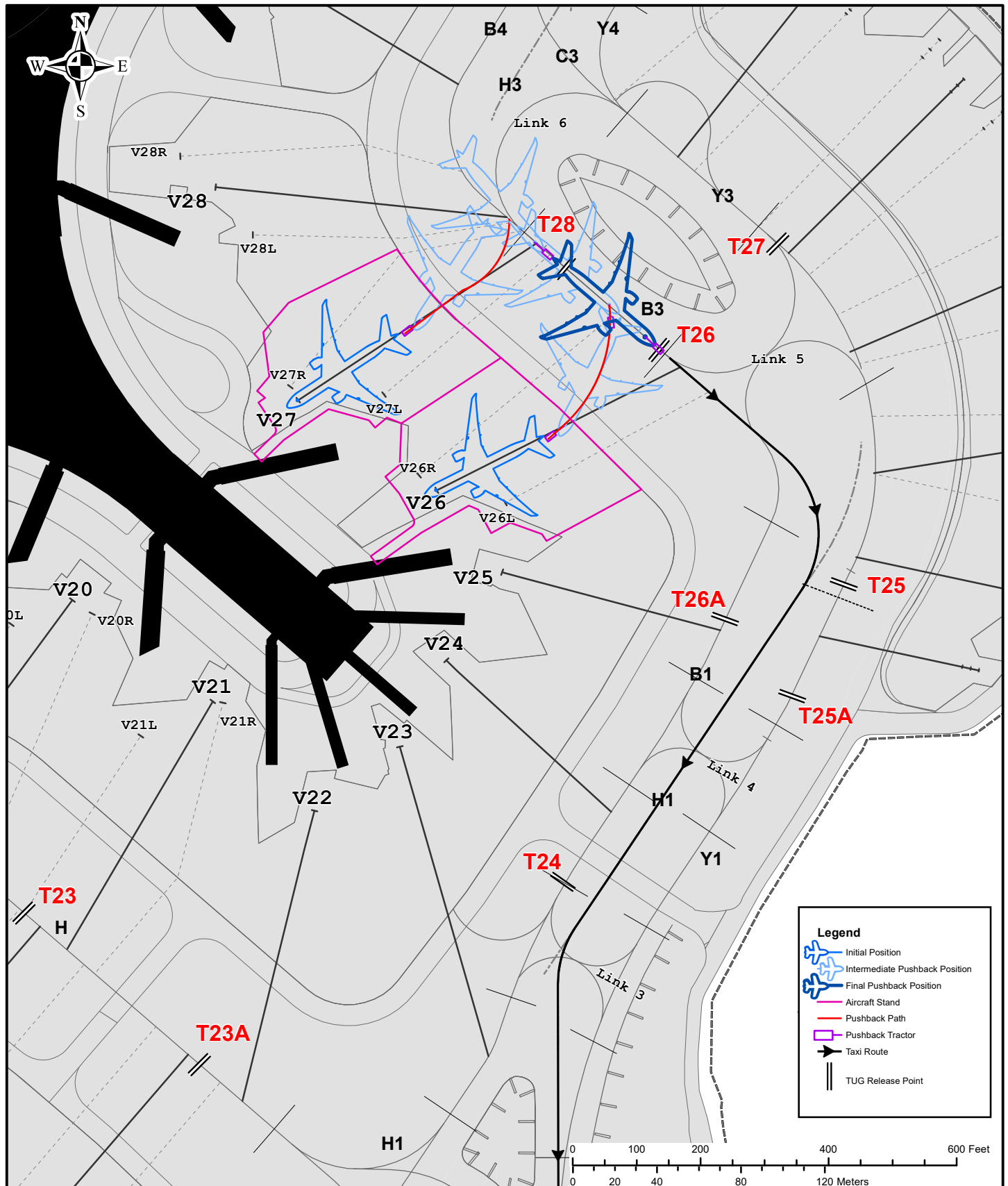
For Code D & Code E Aircraft

V26 & V27

- Pushback on Taxilane B3 upto tug release point T26.
- Taxi out via taxilane B3 → TWY H1.

CAUTION :

- Pushback from stands V26 & V28 are interdependent
- Simultaneous movement of aircraft to/ from stands V27 and V28 not permitted.
- Pushback from any of the stands, V26, V27, V28 pilot to take caution to ensure clearance from aircraft pushing back from any of the stands K4, K5 or K6

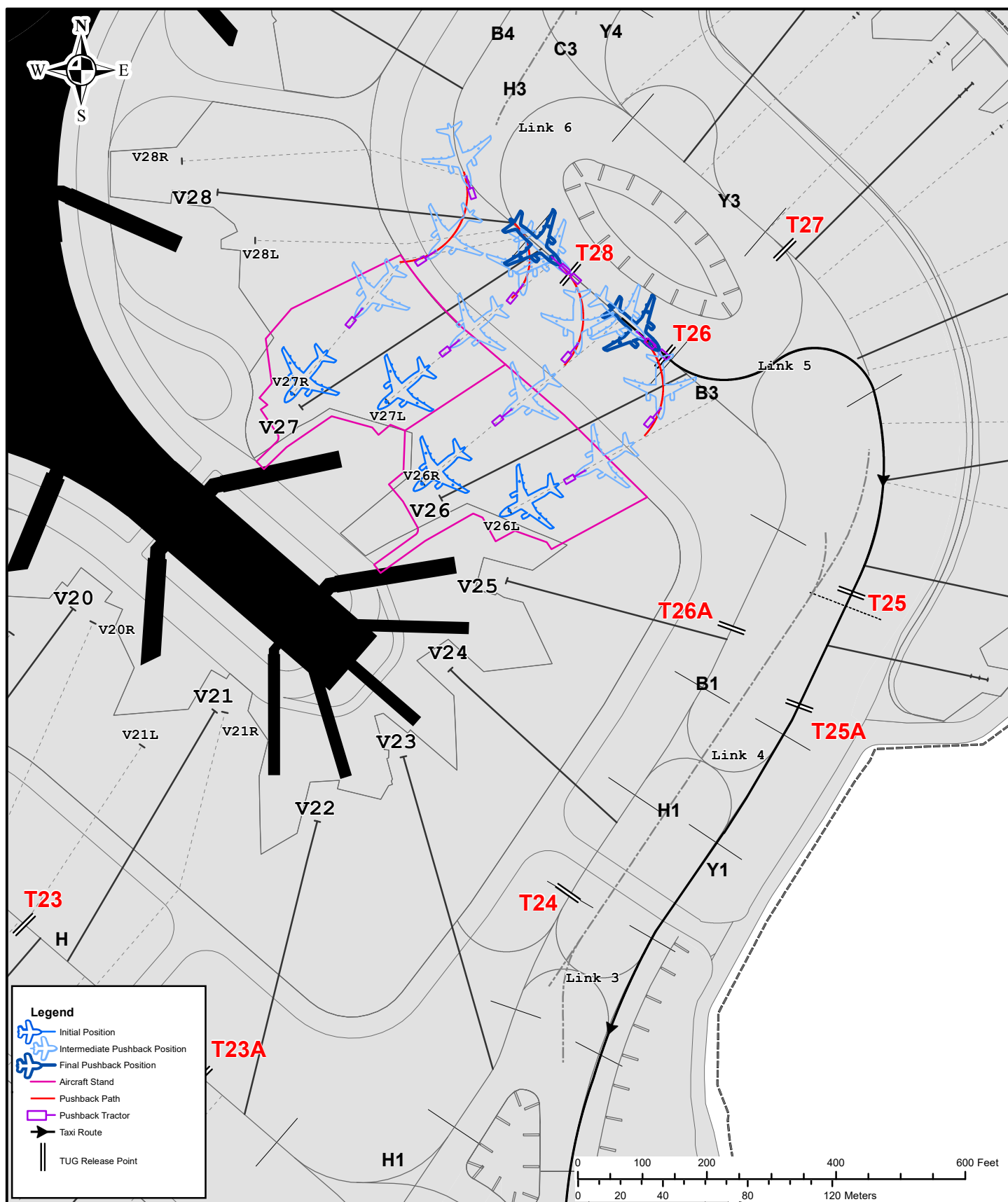


For Code C Aircraft

Stands - V26L, V26R, V27L & V27R

CAUTION :

- Pushback from stands V26R, V27L, V27R, V28L & V28R are interdependent
- Simultaneous movement of aircraft to/ from stands V27L, V27, V27R, V28L and V28 not permitted



LOCATION OF STOP BARS & NO ENTRY BARS AT CSMIA MUMBAI

