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

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VIPIN KUMAR

अध्यक्ष/CHAIRMAN

भारतीय विमानपत्तन प्राधिकरण

AIRPORTS AUTHORITY OF INDIA

[VALIDITY: 01 APR 2026, 0815 UTC TO 27 SEP 2026, 1615 UTC]

CLOSURE OF RUNWAY 16-34
FOR WORK ACTIVITIES ON RUNWAY AND
CONSTRUCTION WORKS WITHIN RUNWAY STRIP
GURU RAM DASS JEE INTERNATIONAL AIRPORT
AMRITSAR (VIAR)

1. INTRODUCTION

The purpose of this AIP Supplement is to inform the stakeholders (Airlines, ANSP, regulator etc.) likely to use the information about the schedule of work activities that will be carried out at SGRDJ International Airport, Amritsar.

- 1.1 This AIP supplement shall be valid from 0815 UTC of 1st April 2026 up to 1615 UTC of 27th September 2026.
- 1.2 The purpose of this AIP Runway 16-34 shall not be available for landing and take-off from 01st April 2026 to 27th September 2026, daily, between 0815 UTC to 1615 UTC.
- 1.3 Construction upgradation works falling within 41m on either side of Runway Center line of RWY 16-34 shall be carried out during closure of RWY 16-34, the details of work activities have been enumerated in Annexure -I.
- 1.4 Runway 16-34 shall not be available for emergency landings and diversions during the closure.

- 1.5 All 180-degree turn shall be made by aircrafts at Runway turn pads only. No aircraft shall be permitted to make pivotal turn by locking rear wheels on runway or runway turn pad.
- 1.6 Paved RESA of 30 metres on both ends of the runway shall be demolished during the closure hours of runway.
- 1.7 CAT II/III operations shall not be available from 01 April 2026 to 27 September 2026. During this period, only VOR-based approaches shall be permitted, and ILS approaches shall not be available.
- 1.8 CAT I operations shall not be available from 01st April 2026 to 15th July 2026. Only VOR based approach shall be available during this period. RESA demolition work shall be carried out during this period. CAT I operations shall be resumed from 16th July 2026 and will be available from 16th July 2026 to 27th September 2026.

**CLOSURE OF RUNWAY 16-34 FOR WORK ACTIVITIES ON RUNWAY AND
CONSTRUCTION WORKS ON STRIP UP TO 41M FROM CENTERLINE OF RUNWAY
FROM 01 APRIL 2026 TO 27 SEPTEMBER 2026**

1. Runway 16-34 not available for landing and take-off from 1st April 2026 to 27th September 2026 daily, between 0815 UTC to 1615 UTC for work activities on portion of runway and runway strip up to 41m from runway center line for runway 16-34 and on RESA.
- 1.1 Part 1: Re-carpeting of the 2,789 m runway from Runway 34 threshold (flexible portion), including milling and re-laying of the shoulder along the rigid portion for a length of 869 m, along with refurbishment of 60 m blast pads at both ends of the runway.
 - 1.1.1 Work shall be carried out during the time limited closure of runway 16-34 (Refer Sl. No. 1 above).
 - 1.1.2 For landing on Runway 16, the Simple Approach Lighting System (420 m) shall be available only beyond the runway closure hours during the runway re-carpeting work period, i.e. from 01 April 2026 to 27 September 2026, when Runway 16–34 remains closed from 0815 UTC to 1615 UTC.
 - 1.1.3 The Location of work area is on RWY. Recarpeting the length of 2789 m runway from RWY 34 threshold (flexible portion) including milling and re-laying of the shoulder along the rigid portion for a length of 869 m, along with refurbishment of 60 m blast pads at both ends of the runway. Slope change not exceeding more than 1% shall be maintained between newly laid and existing RWY surface.
 - 1.1.4 Temporary marking provision shall also be made during recarpeting work of runway.
 - 1.1.5 Pilot (s) to exercise caution during landing and take-off.
 - 1.1.6 The work area shall be marked and lighted by placing unserviceability / obstruction lights/markers for easy identification.
 - 1.1.7 Refer Chart-1 for location of work area for Recarpeting the length of 2789m runway from RWY 34 threshold (flexible portion) including milling and re-laying of the shoulder along the rigid portion for a length of 869 m, along with refurbishment of 60 m blast pads at both ends of the runway.
 - 1.1.8 Repairing of joints of rigid portion 869m shall also be carried out.

- 1.2 Part 2: Demolition of 30m paved RESA at both ends of the Rwy 16-34. Paved RESA at both ends of the runway shall be demolished to maintain RESA CBR value, during demolition work RESA shall be maintained by soil bags.**
- 1.2.1 Work shall be carried out during the time limited closure of runway 16-34 (Refer Sl. No. 1 above).
- 1.2.2 Demolition of the paved portion of RESA shall be carried out for Runway 16 over an area of 30 m × 45 m and for Runway 34 over an area of 30 m × 60 m.
- 1.2.3 The work shall be carried out beyond runway strip where paved RESA of 30m at both ends of the RWY 16-34 shall be demolished by deploying machinery.
- 1.2.4 The demolished waste of paved RESA shall be removed immediately.
- 1.2.5 Beyond the runway closure hours, the RESA shall be maintained, and any level difference, if observed, shall be addressed by placing properly compacted earth-filled soil bags at both ends of Runway 16–34.
- 1.2.6 Refer Chart-1 for location of work area.
- 1.3 Part 3: Works related to AGL duct banks and other associated chambers' work shall be carried out during time limited closure of runway 16-34. (Refer Sr. No. 1 above).**
- 1.3.1 Construction of primary and associated duct banks for the Aeronautical Ground Lights (AGL) of runway 16-34 shall be carried out within 41m on either side of runway center line.
- 1.3.2 No new AGL chambers will be constructed for runway 16-34 for laying of cables. Cables will be connected to existing chambers.
- 1.3.3 Replacement of all existing CAT III halogen lights by LED lights shall be carried out.
- 1.3.4 Temporary provision of lights will be made in the blast pad area regarding CAT I approach lights of RWY 34, threshold lights of RWY 34, and end lights of RWY 16.
- 1.3.5 Refer Chart-1 for location of construction of primary and associated duct banks for the Aeronautical Ground Lights (AGL) of runway 16-34.

1.4 Part 4: Repairing of shoulder of Taxiway P (546m) and Taxiway F (50m) adjoining the runway 34.

- 1.4.1 Work shall be carried out during the time limited closure of runway 16-34 (Refer Sl. No. 1 above).
- 1.4.2 Flexible Shoulder of Taxiway P of length 546m shall be repaired by milling and relaying. RWY 16 shall be used for takeoff during repairing of shoulder of Taxiway P in coordination with ATC tower.
- 1.4.3 Flexible Shoulder of Taxiway F of length 50m shall be repaired by milling and relaying. Alternate taxi P or E shall be used during repairing of shoulder of Taxiway F.
- 1.4.4 Temporary Taxiway edge lights on TWY P shall be provided during CAT I operations. (from 16th July 2026 to 27th September 2026).
- 1.4.5 Refer Chart-1 for location of work area.

CHART 1

AERODROME CHART ARP 31°42'38.13"N AD. ELEV. 760ft. TWR 124.350 AMRITSAR, INDIA
074°48'00.56"E BACKUP 118.150 SRI GURU RAM DASS JEE INT'L AIRPORT

