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INDIA
AERONAUTICAL INFORMATION SERVICE
AIRPORTS AUTHORITY OF INDIA
RAJIV GANDHI BHAVAN
SAFDARJUNG AIRPORT
NEW DELHI – 110003

80/2026

29 APR 2026

File No. ATM-19013(19)/1/2026-ATM

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: 09 JUL 2026]

AERODROME DATA
BHOGAPURAM INTERNATIONAL AIRPORT
BHOGAPURAM (VOVI)

AD 2. AERODROMES

VOVI AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VOVI – **BHOGAPURAM INTERNATIONAL AIRPORT**

VOVI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	Aerodrome reference point coordinates and its site	175826.263N 0833020.391E Abeam Apron between TWY B7 and TWY B8
2	Direction and distance of aerodrome reference point from the centre of the city or town which the aerodrome serves	Southeast of Vizianagaram, 25 km from Vizianagaram.
3	Aerodrome elevation and reference temperature	188 FT/33.73 C DEG
4	Magnetic, date of information and annual change	1.0 DEG W/ Annual Change 0.016 DEG E
5	Name of aerodrome operator, address, telephone, telefax, e-mail address, AFS address, website (if available)	GMR Vishakhapatnam International Airport Ltd. 10-1-43, Flat No. 202, Second Floor, Siripuram Fort, Siripuram, Visakhapatnam – 530003, Andhra Pradesh.

		Tele	+91-856-2220506
		Fax	NA
		AFS	VOVIZTZX
		E-mail	ceo.gvial@gmrgroup.in
		Website	gmraero.com/GVIAL
6	Types of traffic permitted (IFR/VFR)	IFR / VFR	
7	Remarks	Aerodrome Reference Code: 4E Elevations in EGM-08	

VOVI AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	MON - SAT: 0400-1230 UTC (0930-1800 IST) (Except 2nd, 4th and 5th SAT)
2	Custom and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing office	H24
7	Air Traffic Service	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

VOVI AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Not Available
2	Fuel and oil types	Available
3	Fuelling facilities and capacity	Jet A1
4	De-icing facilities	Fuelling agency – HPCL Fuelling with Fuel bowsers & Hydrant Total Capacity: 8385 KL

5	Hanger space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

VOVI AD 2.5 PASSENGER FACILITIES

1	Hotel(s) at or in the vicinity of aerodromes	In the city.	
2	Restaurant(s) at or in the vicinity of aerodromes	At Airport and in the city.	
3	Transportation possibilities	Taxis and Buses.	
4	Medical Facilities	At Airport	
5	Bank and post office at or in the vicinity of aerodromes	Post Office	In the city
		Banks	ATM at Airport
6	Tourist office	At Airport	
7	Remarks	NIL	

VOVI AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	Aerodrome category for fire fighting	Within ATS HR: CAT- 9
2	Rescue equipment	Available as per category
3	Capability for removal of disabled aircraft	1. The critical aircraft for VOVI is Code E. 2. Primary responsibility for removal of disabled aircraft rests with the concerned airline. 3. The airlines may contact 'Aerodrome Coordinator for Disabled Aircraft Removal Operations' for coordinating with the agencies having Disabled Aircraft Recovery Kit. 4. Contact Details of Aerodrome Coordinator for Disabled Aircraft Removal Operations: Aerodrome Coordinator: Head-ARFF Mob: 9538882047 Email: Ramesh.BabuR@gmrgroup.in
4	Remarks	NIL

VOVI AD 2.7 SEASONAL AVAILABILITY CLEARING

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

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

1	Designation, surface and strength of aprons	Refer Aircraft Parking / Docking Charts
2	Designation, width, surface and strength of taxiways	Refer Aircraft Parking / Docking Charts
3	Location and elevation of altimeter checkpoints	All the aircraft stands
4	Location of VOR checkpoints	Taxi Holding position A3, A9 & A10
5	Position of INS checkpoints	NIL
6	Remarks	NIL

VOVI 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	Illuminated stand identification boards displaying stand numbers and stand co-ordinates are available for stands 11-24 Taxiing guidance signs are provided on all TWY intersections and straight sections. Advanced Visual Docking Guidance System installed on stands 12L, 12, 12R, 13, 14, 20, 21 & 22 to follow AVDGS for parking. Marshalling guidance available for parking in assigned stands through Authorized Ground Handling Agents/Airlines.		
2	Runway and taxiway markings and lights	RWY	Markings	Runway Transverse stripe, Runway Designation, Runway Threshold, Runway Touchdown zone, Runway Centre line, Runway Aiming Point, Runway Side stripe markings.
			Lights	Runway Threshold, Runway Edge, Runway Centerline & Runway End lights.

		TWY	Marking	Taxiway Edge, Taxiway Centre line Runway Holding positions Enhanced Taxiway center line markings.
			Lights	Taxiway edge Lights, Taxiway Centre lights, Runway Guard Lights, Intermediate Holding Point, No entry Bar lights.
3	Stop bars (if any)	Available at TWY A3, A9 & A10		
4	Remarks	Mandatory & Information signs provided.		

VOVI AD 2.10 AERODROME OBSTACLES

RWY/Area affected	Obstacle type	Coordinates	Elevation (FT) EGM-08	Marking/ LGT	Remarks
1	2	3	4	5	6
10/APCH 28/TKOF	NATURAL HIGH POINT	175936.71N 0832102.66E	843	-	Hill Top
10/APCH 28/TKOF	TREE	175940.76N 0832054.73E	693	-	Tree on Hill
10/APCH 28/TKOF	TREE	175944.21N 0832046.88E	645	-	Tree on Hill
In Circling Area and at AD	POLE	175821.28N 0832915.70E	152	LGT	Windsock, Obstruction Light Top: 46.28 M, Windsock Top: 46.00 M.
In Circling Area and at AD	OTHER	175826.31N 0832916.61E	131	-	PAPI
In Circling Area and at AD	NAV-AIDS	175802.19N 0833100.00E	196	LGT	GP Monitor Antenna: Lightning Arrester Top: 59.85 M, Obstruction Light Top: 59.66 M, Antenna Top: 59.27 M.
In Circling Area and at AD	SIGN	175806.32N 0833106.51E	186	-	Sign Board
In Circling Area and at AD	SIGN	175824.36N 0832927.53E	136	-	Sign Board
In Circling Area and at AD	NAV-AIDS	175802.87N 0833056.21E	228	LGT	GP Antenna: Lightning Arrester Top: 69.58 M, Obstruction Light Top: 69.46 M, Antenna Top: 68.93 M.

In Circling Area and at AD	NAV-AIDS	175802.79N 0833056.18E	202	LGT	GP DME Antenna: Lightning Arrester Top: 61.70 M, Obstruction Light Top: 61.37 M, Antenna Top: 61.24 M.
In Circling Area and at AD	BUILDING	175802.69N 0833055.91E	184	-	Restroom
In Circling Area and at AD	BUILDING	175802.92N 0833055.94E	184	-	GP Hut
In Circling Area and at AD	POLE	175803.37N 0833054.08E	197	LGT	Windsock, Obstruction Light Top: 60.13 M, Windsock Top: 59.86 M.
In Circling Area and at AD	OTHER	175806.40N 0833052.52E	175	-	PAPI
In Circling Area and at AD	SIGN	175809.24N 0833050.51E	173	-	Sign Board
In Circling Area and at AD	SIGN	175815.32N 0833017.11E	154	-	Sign Board
In Circling Area and at AD	SIGN	175816.84N 0833008.72E	151	-	Sign Board
In Circling Area and at AD	SIGN	175822.88N 0832935.56E	139	-	Sign Board
In Circling Area and at AD	OTHER	175756.50N 0833107.37E	246	-	Mobile Road Traffic (Road Elev: 69.90 M + 5 M Mobile Traffic)
In Circling Area and at AD	OTHER	175757.40N 0833104.39E	238	-	Mobile Road Traffic (Road Elev:67.65 M + 5 M Mobile Traffic)
In Circling Area and at AD	POLE	175758.14N 0833102.54E	226	-	Light Pole
In Circling Area and at AD	POLE	175758.29N 0833102.05E	225	-	Light Pole
In Circling Area and at AD	POLE	175758.45N 0833101.58E	224	-	Light Pole
In Circling Area and at AD	POLE	175758.61N 0833101.08E	222	-	Light Pole
In Circling Area and at AD	POLE	175758.76N 0833100.61E	222	-	Light Pole
In Circling Area and at AD	POLE	175804.85N 0833035.85E	179	-	Light Pole
In Circling Area and at AD	POLE	175805.30N 0833033.35E	178	-	Light Pole

In Circling Area and at AD	OTHER	175805.76N 0833030.08E	184	-	Mobile Road Traffic (Road Elev: 51.00 M + 5 M Mobile Traffic)
In Circling Area and at AD	POLE	175806.01N 0833029.35E	176	-	Light Pole
In Circling Area and at AD	POLE	175806.44N 0833026.84E	176	-	Light Pole
In Circling Area and at AD	OTHER	175806.82N 0833022.63E	183	-	Mobile Road Traffic (Road Elev: 50.81 M + 5 M Mobile Traffic)
In Circling Area and at AD	POLE	175811.06N 0833001.85E	165	-	Camera Pole
In Circling Area and at AD	OTHER	175814.46N 0832944.13E	159	-	Mobile Road Traffic (Road Elev: 43.57 M + 5 M Mobile Traffic)
In Circling Area and at AD	OTHER	175817.33N 0832925.87E	161	-	Mobile Road Traffic (Road Elev: 43.99 M + 5 M Mobile Traffic)
In Circling Area and at AD	POLE	175817.95N 0832923.48E	152	-	Light Pole
In Circling Area and at AD	POLE	175817.91N 0832922.30E	155	-	Camera Pole
In Circling Area and at AD	TREE	175651.57N 0832906.00E	788	-	Tree on Hill
In Circling Area and at AD	TREE	175652.89N 0832855.41E	888	-	Tree on Hill
In Circling Area and at AD	TREE	175651.97N 0832843.89E	741	-	Tree on Hill
In Circling Area and at AD	TREE	175642.84N 0832846.80E	853	-	Tree on Hill
In Circling Area and at AD	TREE	175640.66N 0832822.52E	778	-	Tree on Hill
In Circling Area and at AD	TREE	175642.75N 0832815.32E	840	-	Tree on Hill
In Circling Area and at AD	TREE	175630.06N 0832809.70E	788	-	Tree on Hill
In Circling Area and at AD	TREE	175646.25N 0832754.60E	658	-	Tree on Hill
In Circling Area and at AD	TREE	175653.42N 0832746.01E	534	-	Tree on Hill
In Circling Area and at AD	BUILDING	175842.73N 0832958.90E	345	-	ATC Tower (U/C), Antenna Top - 105.12 M, Antenna Top - 105.11 M, Antenna Top - 104.96 M, Antenna Top - 104.96 M,

					Antenna Top - 104.93 M, Antenna Top - 104.86 M, ATC Tower Top - 100.97 M.

VOVI AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Name of the associated meteorological office	AMS, Bhogapuram
2	Hours of service and, where applicable, the designation of the responsible meteorological office outside these hours	H24
3	Office responsible for preparation of TAFs and periods of validity and interval of issuance of the forecasts	AMO, RGIA, Shamshabad Long duration TAFs valid for 36 hours and issued every 12 hours Short duration TAFs valid for 24 hours and issued every 6 hours
4	Availability of the trend forecast for the aerodrome and interval of issuance	Trend Forecast appended to METAR
5	Information on how briefing and/or consultation is provided	Round the clock through Online Briefing System (OLBS)
6	Types of flight documentation supplied and language(s) used in flight documentation	Wind/temperature charts of different flight levels and sig. Weather charts as available in OLBS. English.
7	Charts and other information displayed or available for briefing or consultation	Charts available in OLBS
8	Supplementary equipment available for providing information on meteorological conditions, e.g. weather radar and receiver for satellite images;	MET Report displays installed at ATC tower, Met Briefing Room and Approach Radar.
9	The air traffic services unit(s) provided with meteorological information	ATC
10	Additional information, e.g. concerning any limitation of service.	Aviation Weather Observation Systems available for both Runways 10 & 28. Integrated panel available at Met Briefing Room and Control Tower. Instrumental RVR reading for Runway 10 & 28 available through Present Visibility Sensor.

VOVI AD 2.12 RUNWAY PHYSICAL CHARACTERSTICS

Designations	TRUE Bearings	Dimensions of RWY (M)	Strength of pavement (PCR) and associated data) and surface of each runway and associated stopway	Geographical coordinates for threshold and runway end
1	2	3	4	5
10	100.77 DEG	3800 X 45 M	820/F/C/W/T ASPHALT	THR: 175827.408N 0832903.844E END: 175804.321N 0833110.661E
28	280.77 DEG	3800 X 45 M	820/F/C/W/T ASPHALT	THR: 175804.321N 0833110.661E END: 175827.408N 0832903.844E
THR elevation and highest elevation of TDZ of precision APP RWY	**Slope of runway and associated stop way**	**Dimensions of stopway (M)**	**Dimensions of clearway (M)**	**Dimensions of strips (M)**
6	7	8	9	10
THR: 120.41 FT TDZ: 137.73 FT	0.544 %	Not Available	Not Available	3920 X 280 M
THR: 188.32 FT TDZ: 188.32 FT	(-) 0.544 %	Not Available	Not Available	3920 X 280 M
Dimensions of runway end safety areas	**Location (which runway end) and description of arresting system (if any)**	**Existence of an obstacle-free zone**	**Remarks.**	
11	12	13	14	
240M X 90M	Not available	YES	1. RWY PCR: 0-250 M: 1220/R/C/W/T 250-3600M: 820/F/C/W/T 3600-3800 M: 1220/R/C/W/T 2. Gravity Model: EGM 08	
240M X 90M	Not available	YES	1. RWY PCR: 0-200 M: 1220/R/C/W/T 200-3550M: 820/F/C/W/T 3550-3800 M: 1220/R/C/W/T 2. Gravity Model: EGM 08	

VOVI 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
10	3800	3800	3800	3800	NIL
28	3800	3800	3800	3800	NIL

VOVI AD 2.14 APPROACH AND RUNWAY LIGHTING

Runway Designator	Type, length and intensity of approach lighting system;	Runway threshold lights, colour and wing bars;	Type of visual slope indicator system	Length of runway touchdown zone lights;
1	2	3	4	5
10	SALS 420 M LIH	Green	PAPI Left / 3 DEG MEHT 21.28 M	NIL
28	CAT I 900 M LIH	Green	PAPI Left /3 DEG MEHT 21.28 M	NIL
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 stopway lights**	**Remarks**
6	**7**	**8**	**9**	**10**
3800 M 30 M WHITE LIH	3800 M 60 M WHITE LIH	Red	Not Available	1. RCL – White from threshold to the point 900M from the RWY end, alternate Red and white from 900M to 300M from the RWY end and Red from 300M to the RWY end. 2. RWY Edge lights Last 600M Yellow.
3800 M 30 M WHITE LIH	3800 M 60 M WHITE LIH	Red	Not Available	1. RCL – White from threshold to the point 900M from the RWY end, alternate Red & white from 900M to 300M from the RWY end and Red from 300M to the RWY end. 2. RWY edge lights last 600M Yellow.

VOVI AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	Location, characteristics and hours of operation of aerodrome beacon/identification beacon (if any)	ABN	Top of Control Tower Green and White Flashing FPM 24 / 12 RPM
		IBN	Not Available
2	Location and lighting (if any) of anemometer/landing direction indicator;	LDI	Available
		Anemometer	Anemometer Located at ATC Two Wind Direction Indicator are provided & are illuminated. Wind Direction Indicators are provided on southern side of runway close to Glide path hut RWY 28 and abeam TWY A3
3	Taxiway edge and taxiway centre line lights;	Edge	Taxiway edge Lights are provided at the taxiway turnings only. No Taxiway edge Lights are provided in the Straight Section of taxiways.
		Centre line	Available
4	Secondary power supply including switch-over time;	UPS back up available. Switch over time less than Two Seconds	
5	Remarks	DG Yard back up available. 1800 KW X 04 numbers Change Over Time: 15 Seconds	

VOVI 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	NIL

VOVI AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Airspace designation, geographical coordinates and lateral limits	CTR: Area bounded by lines joining points 175501.4N 0830603.9E; 174909.4N 0833937.2E; 175646.9N 0840145.4E then counterclockwise arc of radius 30 NM centered at 175826.262N 0833020.39E to 180529.0N 0825943.9E to the point of origin.
2	Vertical limits	5500 FT AMSL
3	Airspace classification	Class D
4	Call sign and language(s) of the air traffic services unit providing service;	Bhogapuram TWR /APP, English
5	Transition altitude	7000 FT
6.	Hours of applicability	HO
6	Remarks	NIL

VOVI AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Call sign	Channel(s)	SATVOICE Number(s), if available
1	**2**	**3**	**4**
SMC	Bhogapuram Ground	121.800 MHz	NIL
TWR	Bhogapuram Tower	118.325 MHz	NIL
TWR	Bhogapuram Tower	119.025 MHz	NIL
APP	Bhogapuram Approach	124.400 MHz	NIL
APP	Bhogapuram Approach	120.050 MHz	NIL
ALRS	Bhogapuram emergency	121.500 MHz	NIL
ATIS	Bhogapuram Information	126.275 MHz	NIL

Logon address, as appropriate	Hours of operation	Remarks
5	**6**	**7**
NIL	HO	1. Main Frequency
NIL	HO	1. Main Frequency
NIL	HO	1. Backup FREQ 2. Combined Backup Frequency for TWR/SMC
NIL	HO	1. Main Frequency
NIL	HO	1. Backup Frequency
NIL	HO	1. Emergency Frequency
NIL	HO	1. NIL

VOVI 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;	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
1	2	3	4	5	6	7	8
LOC 28 CAT I	IBGP	108.700 MHz	H24	175829.353N 0832853.165E		--	1. Localizer meets reduced coverage of +/-35 degree at 10NM and +/-10 degree at 18NM.
GP 28	IBGP	330.500 MHz	H24	175802.884N 0833056.196E		--	1. Glide Angle 3 degree.
DME ILS 28		CH 24X	H24	175802.793N 0833056.176E	200.79 FT	--	1. Co-located with GP and elevation in EGM-08
DVOR/DME	BHZ	115.350 MHz CH100Y	H24	175803.619N 0833132.653E	193.57 FT	--	1. DME Collocated with DVOR 2. Gravity Model; EGM 08

Insert details of ILS IBGP (Bhogapuram ILS) in GEN 2.5 and DVOR BHZ (Bhogapuram DVOR) in GEN 2.5 and ENR 4.1 of eAIP India accordingly.

VOVI AD 2.20 LOCAL AERODROME REGULATIONS

1) PUSHBACK AND START-UP PROCEDURES

i) Aircraft on all stands at Bhogapuram International Airport shall be pushed back from the stand towards the taxilane centreline, taking into account the taxi route to be followed.

ii) Bhogapuram Tower (frequency 118.325 MHz, or any alternate frequency) shall be contacted for pushback and start up permission only after the Pilot-In-Command has established that the aircraft is 'ready' for pushback/start up.

Note: For the purpose of clarity, 'ready' means all doors of the aircraft are closed, the Passenger Boarding Bridge (PBB) / Step Ladder (s) are disconnected / withdrawn, the tug is connected to the aircraft and the ground engineer is in position and in contact with the Pilot-In-Command (PIC).

iii) On receiving the above-mentioned information, ATC will allow pushback and start-up of the aircraft depending on the traffic.

iv) Simultaneous push back from adjacent stands is not permitted.

Note: Adjacent stands shall include associated 'L'(left) and 'R' (right) stands except wherever specified otherwise.

v) The pilot shall adhere strictly to SOP by aircraft manufacturer/ relevant operational manuals for starting up engine(s) at idle power or at breakaway locations.

vi) Ground crew must strictly follow the safety instructions at all times on hazard zones set out by aircraft manufacturer / relevant operational manuals.

vii) Deployment of wing walkers/wing guards by airline is mandatory for arrival of aircraft on to stand and prior to undertaking pushback from any stand at Bhogapuram International Airport.

viii) On receipt of the clearance, the PIC shall read back the pushback clearance given by ATC, then co-ordinate with the ground crew for the pushback and start-up of the aircraft. The ground crew must ensure that the area in the front, behind and around the aircraft is clear of personnel, vehicles, equipment and other obstructions before commencing pushback and start-up of the aircraft.

ix) No engine start-up is allowed on stands before pushback, unless technically essential and coordinated with ground crew. However, engine start is strictly prohibited on stands 11R, 12L, 12R, 13, 21, and 22 before pushback due to safety risks.

x) Single-engine start at idle power may be permitted on other stands with ground crew coordination and only after ensuring the hazard zone is clear.

xi) Cross-bleed start is not allowed during pushback or pull-ahead operations. Cross-bleed start may begin only after the aircraft is aligned with the TXL centreline and the ground crew has confirmed the area is hazard-free. Ground crew must always follow aircraft manufacturer's hazard zone instructions and applicable operational manuals.

xii) Ground crew of aircraft intending to do a cross-bleed start must assess the clearance behind and in-front of aircraft and in case they feel that there is insufficient clearance, they shall request SMC for repositioning the aircraft to a position from where cross bleed start can take place. As a broad guideline a separation distance equivalent to 3 (three) aircraft length should be clear behind the aircraft so that there is no jet blast impact behind the aircraft due to cross bleed start.

xiii) Vehicle or movement of personnel is NOT permitted behind the aircraft once the anti-collision beacons of the aircraft have been switched ON.

xiv) For aircraft stands without dedicated pushback lines, the stand lead-in line may be used for pushback guidance.

xv) Pilots shall adhere to the pushback and start-up procedures and will use minimum breakaway power.

xvi) Simultaneous pushback (Code C Aircraft only) can be permitted in alternate stands. All aircraft shall pull forward till abeam lead in line of respective stand.

xvii) Aircraft on Stands 11L, 11 & 11R shall pushback on TXL B7 facing east till pushback limit line and pull forward till abeam lead-in line of stand no. 11R for engine start up.

xviii) No aircraft on stand 11L, 11, 11R, 12L, 12, 12R, 13 & 14 shall start the aircraft engine while another aircraft is pushing back from these stands.

xix) Aircraft on stand no. 12L, 12, 12R, 13 & 14 shall pushback on TXL B7 facing east till abeam lead-in line of stand no. 11R for engine start up.

xx) No Simultaneous pushback is permitted on Stands 11L, 11R, 12L, 12R, 13 & 14.

xxi) When aircraft is parked on L or R stand of 11 & 12; centre stand of respective MARS configuration is not available or when aircraft parked on centre stand of 11 & 12; L or R stand of respective MARS configuration is not available.

xxii) Aircraft on stand no. 17, 18 & 19 shall pushback on to taxilane B8 facing south and pull abeam respective stand for engine start.

xxiii) All aircraft on stands 20, 21 & 22 shall deep pushback on taxilane B8 facing west till abeam lead-in line of stand no. 23 for engine start up.

xxiv) Aircraft on stand no. 20, 21 & 22 is not permitted to pushback if the aircraft on stand no. 19 is already pushed back.

xxv) Aircraft on stands 23 & 24 shall pushback on taxilane B8 facing west till pushback limit line and pull forward till abeam stand no. 23 for engine start up.

xxvi) Aircraft on stands 80 & 81 shall pushback on TXL C facing west till pushback limit line and pull forward abeam lead-in line of stand no. 80 for engine start up.

2) OTHER RESTRICTIONS:

i) Entry and exit for east apron stands (17 to 24) will be from TXL B8 only.

ii) Entry and exit for west apron stands (11 to 16) will be from TXL B7 only.

iii) Entry and exit for NSOP apron stands (80 & 81) will be from TXL B2 & C only.

iv) No tail of stand road is provided. No GSE/ vehicle belonging to other airline/ GHA is permitted to cross behind aircraft tail.

v) No GSE/ vehicle shall be left on the stand after completion of the turnaround activity/ departure of aircraft.

vi) GSE/ vehicles shall not stop/ park on the White hatch marking areas marked in between the stands.

vii) No GSE/ vehicle is allowed to operate beyond apron end safety line.

viii) No GSE/ vehicle is permitted to park on the MARS stands before the arrival of aircraft.

ix) No GSE/ Vehicle is permitted to park inside the ERA.

x) No vehicle with height of more than 4 mtrs is permitted to go below the FLB of PBB.

xi) In case aircraft overshoots TWY A3 while landing from RWY 28, the aircraft shall backtrack and vacate runway via TWY A3.

Note: TWY A1 & A2 are not provided in the first phase.

xii) All the aircraft requiring lineup for RWY 10 shall enter Runway via TWY A3 and back track if full length required for departure.

xiii) No dedicated engine ground run point is established at Bhogapuram International Airport. In case of exigency requiring high power engine ground

run, the portion of Taxiway A between TWY A9 & A10 will be used for high power engine ground run.

VOVI AD 2.21 NOISE ABATEMENT PROCEDURES

1. GENERAL

Noise abatement procedures are implemented in accordance with ICAO Annex 16, Volume I and DGCA requirements to minimize the impact of aircraft noise on surrounding area without compromising safety. Safety of flight operations shall take precedence over noise abatement at all times.

2. RUNWAY USE

Our preferred runway is 28 based on wind, runway surface, and operational conditions permit, preferential **runway use** shall be applied to minimize overflight of noise-sensitive areas.

3. DEPARTURE PROCEDURES

i) Operators shall comply with ICAO PANS-OPS Doc 8168 Noise Abatement Departure Procedures (NADP 1 or NADP 2) as per aircraft type and Aerodrome SOPs.

ii) Use minimum thrust consistent with safe operation.

iii) Reverse thrust after landing shall be limited to idle or minimum practical setting, consistent with safety.

4. ARRIVAL PROCEDURES

i) Avoid level flight segments during approach unless required by ATC or safety considerations.

5. ENGINE GROUND OPERATIONS

i) APU usage shall be minimized; fixed ground power and pre-conditioned air should be used where available.

ii) High-power engine ground runs shall be carried out only in designated areas and during approved time slots.

6. RESTRICTIONS

i) No scheduled operations of Chapter 2 aircraft between 2200 IST and 0600 IST.

ii) Noise monitoring will be conducted to ensure compliance.

VOVI AD 2.22 FLIGHT PROCEDURES

I) LOW VISIBILITY PROCEDURES:

1. LOW VISIBILITY PROCEDURE RWY 28

i) Low Visibility Procedures have been developed for Bhogapuram International Airport, to accommodate/ permit low visibility CAT I operations for RWY 28 and LVTO (Low visibility Take Off) for RWY 10 and 28 in Visibility/ RVR less than 800m/ 550m respectively.

ii) As RCL lights are available at Bhogapuram International Airport, these procedures will be applicable for take-off in Visibility/RVR below 800m/550m respectively but not below 300m as ASMGCS is not available

2. GENERAL:

i) GMR Visakhapatnam International Airport, Bhogapuram is equipped with CAT 1 ILS system for RWY 28.

ii) Runway and Taxiway centerline lights are available which can be used during LVP.

iii) The following AGL shall be available to the required standard to support LVP operations:

a) Aeronautical ground lighting System consisting of Runway (RWY) edge lights, RWY centerline lights, RWY end lights, Taxiway (TWY) edge lights, Stop bar lights, Approach lights.

b) The critical lighting system RWY edge, RWY centerline and RWY end lights are supported by UPS for zero switch over time.

c) Real time RVR reporting System (available for both RWYs). In case RVR equipment is unserviceable, manual RVR will be made available.

d) In case of main power failure, Switchover time for standby power for Aeronautical ground lighting system excluding critical lighting system is a maximum of 15 seconds.

3. SAFEGUARDING PROCEDURES:

i) Duty Air Traffic Control Officer (DATCO) will initiate and co-ordinate with all the concerned agencies for completion of Safeguarding Procedures before implementation of LVPs.

The Safeguarding Procedures (SP) shall be initiated when: -

a) The visibility/ RVR is less than 1200m and visibility/ RVR is forecasted to deteriorate to 800m or less; and/or

b) The cloud ceiling is less than 400ft and forecast to fall to 200ft or less.

ii) Safeguarding Procedures include:

a) Stopping all maintenance works on the manoeuvring area and the associated runway/taxiway strips as well as removal of all men and mobile equipment from the said area.

b) Ensuring availability of secondary power supply (DG)

Note: The lights may continue to operate on main power supply during Safeguarding Procedures. Whenever LVP is to be implemented, all lights shall be put on Standby Power Supply (DG set/UPS). This operation needs to be completed before LVP is implemented.

c) Serviceability of Aeronautical Ground Lights

Note: The Aeronautical Ground Lights must have been inspected during the hour preceding implementation of LVP and thereafter once every two-hour period. The lighting inspections should be accorded priority.

d) Positioning of 1 CFT each at the two predetermined positions (in front of main fire station and in front of satellite fire station on fire access road);

e) Availability of Follow-Me services for all non-scheduled aircraft.

iii) Actions by various agencies during LVP:

a) The duty MET Officer shall keep the duty ATCO informed of any change in Visibility/RVR.

b) All the towing operations shall be suspended during low visibility procedures.

c) The number of vehicles operating on the manoeuvring area shall be restricted to bare minimum.

d) Only those vehicles capable of two-way communication with ATC (fitted R/T set) shall be operated on the manoeuvring area. In case of extreme emergency, a vehicle without two-way communication capability may be permitted provided it is escorted by "Follow-Me" vehicle with two-way communication capabilities.

e) Since ASMGCS is not available, aircraft movement shall be restricted to two aircraft at a time on the apron and one aircraft at a time in the manoeuvring area.

f) Once the "Low Visibility Procedures in force" the same shall be included in the DATIS.

g) DATCO shall stop all flight operations whenever RVR falls below 350m.

h) P&E team shall continuously monitor the main and standby power during LVP operations and report any unserviceability to ATC immediately.

4. TERMINATION OF LOW VISIBILITY PROCEDURES:

i) When visibility/ RVR improves to 800m/550m or more and the cloud ceiling is 200ft or higher and trend is for improvement, DATCO would terminate operations of LVP. DATCO may obtain advice from Duty Met Officer regarding improvement in weather conditions before the termination of LVP.

ii) The DATCO will intimate all concerned agencies regarding the termination of LVP operations.

iii) On cancelling LVP, following message shall be included in subsequent ATIS broadcasts, "Low Visibility Procedures cancelled".

iv) If SPs are in force and LVP are terminated, and if the visibility/ RVR improves and is more than 1200m and/ or cloud ceiling is 400ft or higher and both are forecast to remain above the required SP criteria, DATCO may cancel the Safeguarding Procedures.

5. ACTIONS BY OTHER AGENCIES (AIRLINES, REFUELLING COMPANIES, ETC.):

i) All the agencies shall ensure that staff and drivers are suitably trained on Low Visibility Operations.

ii) A refresher program for ATCOs and personnel responsible for airside operations shall be conducted every year.

iii) All agencies operating in the operational area shall ensure that only those vehicles that are absolutely essential for aircraft operations operate in the operational area during the periods of low visibility. The drivers of these vehicles shall keep a look out for taxiing aircraft and other vehicles to prevent accidents.

iv) All vehicles must have their obstruction and hazard lights 'ON' during Low Visibility Procedures operations.

v) All instructions/ sign boards provided for vehicular movement area/ service roads, must be followed while operating in the operational area.

VOVI AD 2.23 ADDITIONAL INFORMATION

1) Preferred exit Taxiway is RET A5 for RWY 28 and RET A7 for RWY 10.

2) Both the RET A5 & A7 are compatible for Code-E aircraft.

3) The distance of RET A5 from threshold RWY 28 is 1923m.

4) The distance of RET A7 from threshold RWY 10 is 2248m.

VOVI AD 2.24 CHARTS RELATED TO AN AERODROME

1. Aerodrome Chart
2. Aerodrome Chart- Hot Spot
3. Aircraft Parking/Docking Chart – Main Apron
4. Aircraft Parking/Docking Chart – NSOP Apron
5. Aircraft Parking/Docking Chart – Isolated Aircraft Parking Position
6. Aerodrome Obstacle Chart Type- A (Operating Limitations), RWY 10
7. Aerodrome Obstacle Chart Type- A (Operating Limitations), RWY 28
8. Aerodrome Obstacle Chart - Type- B
9. Precision Approach Terrain Chart RWY 10
10. Precision Approach Terrain Chart RWY 28
11. LDA Chart – RWY 10
12. LDA Chart – RWY 28
13. TORA Chart – Departure RWY 10
14. TORA Chart – Departure RWY 28
15. Taxiway Compatibility Chart
16. Instrument Approach Chart – ILS Y OR LOC RWY 28
17. Instrument Approach procedure – VOR RWY 10
18. Instrument Approach procedure – VOR RWY 28

VOVI AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Procedure	Procedure Minima	Procedure Minima
1	**2**	**3**
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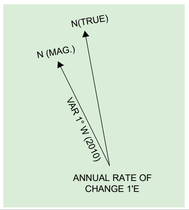
AERODROME CHART

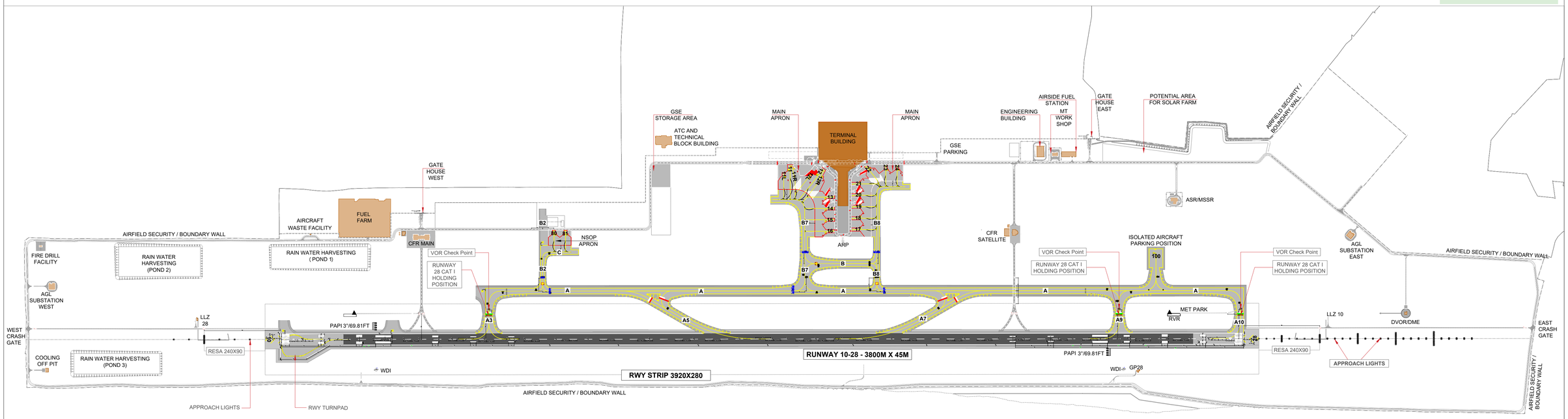
ARP 17° 58' 26.26" N
83° 30' 20.39" E

AERODROME ELEVATION 188 Ft

TWR - 118.325 MHz
DVOR - 115.350 MHz
APPROACH - 124.400 MHz

INDIA / BHOGAPURAM
INTERNATIONAL AIRPORT

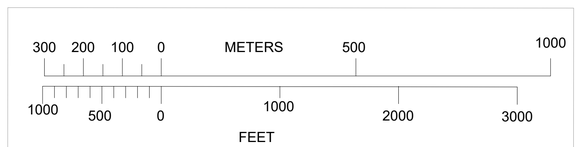




LEGEND
Intermediate Holding Positions Lights & Marking
Runway Holding Position
Stop Bar
No Entry Bar
WDI
Approach Light
VOR Check Points
RVR
PAPI
Runway Flexible Pavement
Taxiway Flexible Pavement
Rigid Pavement
Shoulder and Road Pavement
Structure

RWY	HIGHEST ELEVATION OF TOUCH DOWN ZONE
10	138 Ft
28	188 Ft

RWY	DIRECTION (MAG.)	THR. ELEV.	THRESHOLD COORDINATES	BEARING STRENGTH
10	101°30'	120 Ft	17°58'27.41"N 083°29'03.84"E	1220/R/C/W/T - 0 to 250 (RIGID) 820/F/C/W/T - 250 to 3600 (FLEXIBLE) 1220/R/C/W/T - 3600 to 3800 (RIGID)
28	281°30'	188 Ft	17°58'04.32"N 083°31'10.66"E	1220/R/C/W/T - 0 to 200 (RIGID) 820/F/C/W/T - 200 to 3550 (FLEXIBLE) 1220/R/C/W/T - 3550 to 3800 (RIGID)



DATUM : WGS 84
ELEVATION ARE IN FEET (EGM 08)
DIMENSIONS ARE IN METERS
BEARINGS ARE MAGNETIC
GEOID MODEL - EGM 2008

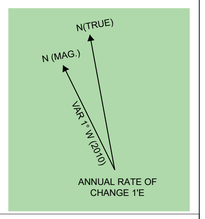
AERODROME CHART- HOT SPOT

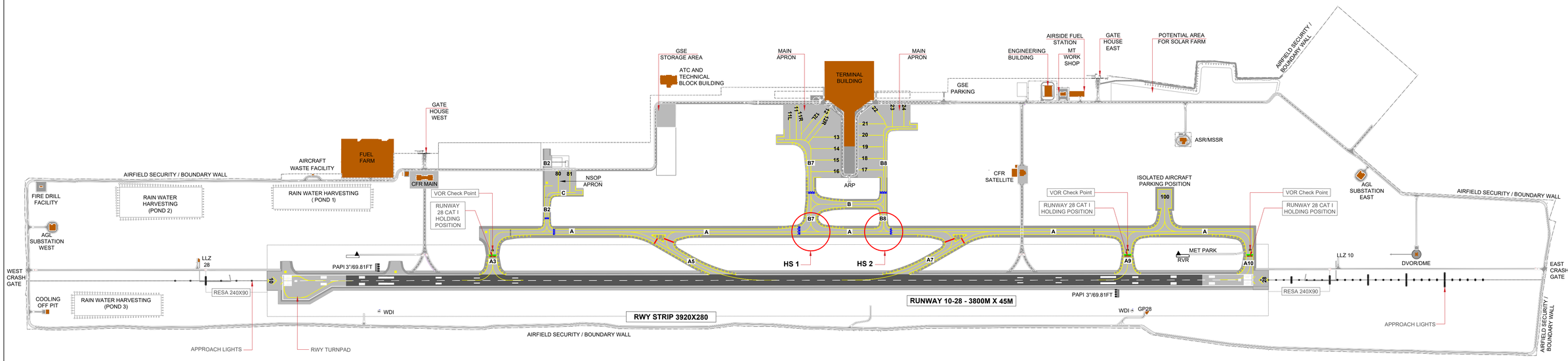
ARP 17° 58' 26.26" N
83° 30' 20.39" E

AERODROME ELEVATION 188 Ft

TWR - 118.325 MHz
DVOR - 115.350 MHz
APPROACH - 124.400 MHz

INDIA / BHOGAPURAM
INTERNATIONAL AIRPORT





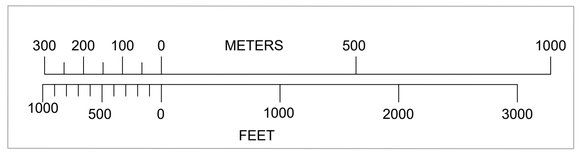
LEGEND
Intermediate Holding Positions Lights & Marking
Runway Holding Position
Stop Bar
No Entry Bar
WDI
Approach Light
VOR Check Points
RVR
PAPI
Runway Flexible Pavement
Taxiway Flexible Pavement
Rigid Pavement
Shoulder and Road Pavement
Structure

DATUM : WGS 84
ELEVATION ARE IN FEET (EGM 08)
DIMENSIONS ARE IN METERS
BEARINGS ARE MAGNETIC
GEOID MODEL - EGM 2008

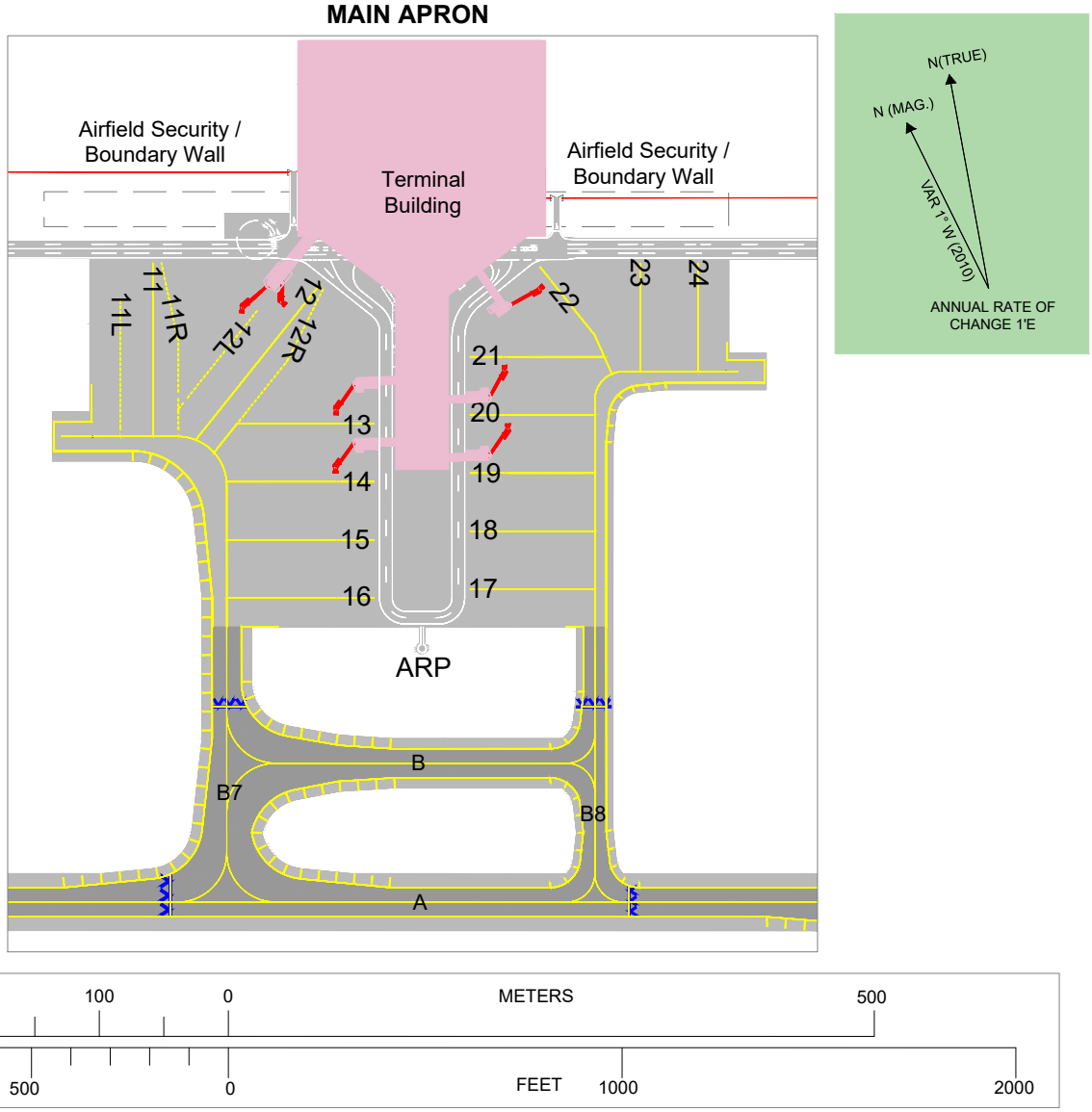
Pilots Must Exercise Caution While Crossing Hot Spot	
HS 1	Intersection of TWY B7 with TWY A
HS 2	Intersection of TWY B8 with TWY A

RWY	HIGHEST ELEVATION OF TOUCH DOWN ZONE
10	138 Ft
28	188 Ft

RWY	DIRECTION (MAG.)	THR. ELEV.	THRESHOLD COORDINATES	BEARING STRENGTH
10	101°30'	120 Ft	17°58'27.41"N 083°29'03.84"E	1220/R/C/W/T - 0 to 250 (RIGID) 820/F/C/W/T - 250 to 3600 (FLEXIBLE) 1220/R/C/W/T - 3600 to 3800 (RIGID)
28	281°30'	188 Ft	17°58'04.32"N 083°31'10.66"E	1220/R/C/W/T - 0 to 200 (RIGID) 820/F/C/W/T - 200 to 3550 (FLEXIBLE) 1220/R/C/W/T - 3550 to 3800 (RIGID)



MAIN APRON



STAND NO.	PCR	WGS 84 CO-ORDINATES		TYPE OF AIRCRAFT
11L	1220 R/C/W/T	17° 58' 35.815" N	83° 30' 14.211" E	CODE C
11	1220 R/C/W/T	17° 58' 36.579" N	83° 30' 15.238" E	CODE E
11R	1220 R/C/W/T	17° 58' 36.664" N	83° 30' 15.557" E	CODE C
12L	1220 R/C/W/T	17° 58' 35.136" N	83° 30' 17.481" E	CODE C
12	1220 R/C/W/T	17° 58' 35.165" N	83° 30' 18.839" E	CODE E
12R	1220 R/C/W/T	17° 58' 35.040" N	83° 30' 19.143" E	CODE C
13	690 R/C/W/T	17° 58' 32.232" N	83° 30' 19.239" E	CODE C
14	690 R/C/W/T	17° 58' 30.788" N	83° 30' 18.987" E	CODE C
15	690 R/C/W/T	17° 58' 29.351" N	83° 30' 18.701" E	CODE C
16	690 R/C/W/T	17° 58' 27.914" N	83° 30' 18.415" E	CODE C
17	690 R/C/W/T	17° 58' 27.319" N	83° 30' 22.903" E	CODE C
18	690 R/C/W/T	17° 58' 28.756" N	83° 30' 23.189" E	CODE C
19	690 R/C/W/T	17° 58' 30.193" N	83° 30' 23.475" E	CODE C
20	690 R/C/W/T	17° 58' 31.630" N	83° 30' 23.760" E	CODE C
21	690 R/C/W/T	17° 58' 33.076" N	83° 30' 24.001" E	CODE C
22	690 R/C/W/T	17° 58' 34.743" N	83° 30' 25.532" E	CODE C
23	690 R/C/W/T	17° 58' 34.273" N	83° 30' 27.818" E	CODE C
24	690 R/C/W/T	17° 58' 33.999" N	83° 30' 29.320" E	CODE C

Note:
1. Aircraft stand maneuvering guidance lights (ASMGL) Not Available.
2. Advanced Visual Docking Guidance System (A-VDGS) Available on Stands 12,12L,12R,13,14,20,21,22.

Intermediate Holding Positions Lights & Marking
PBB

Aircraft Stands:

Stands 12,12L,12R,13,14,20,21,22 are contact stands
All other stands are Remote stands
All stands are Power-in push back
Surface :Concrete

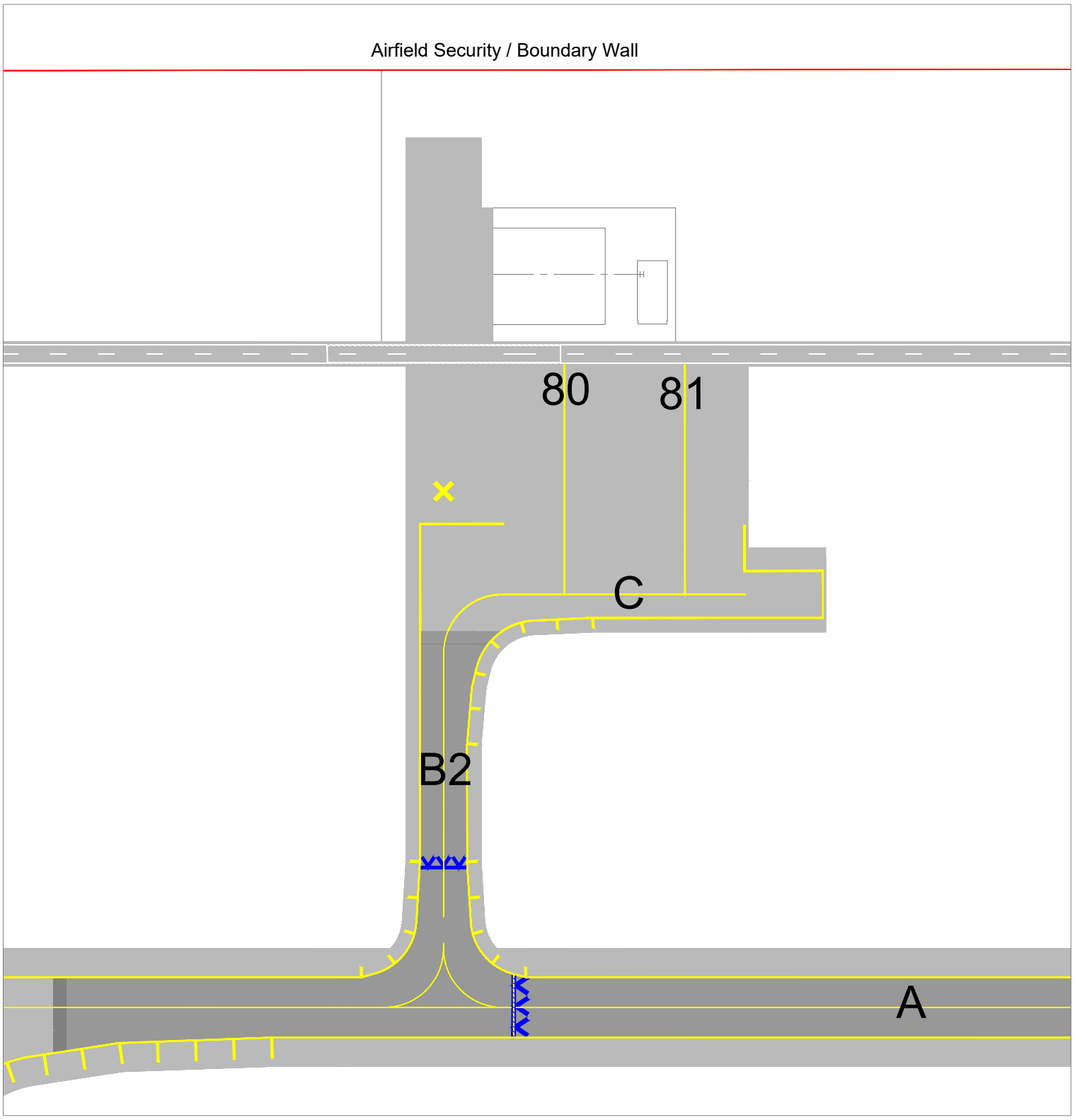
TAXIWAY	PCR
TAXI LANE B7 (Asphalt)	820 F/C/W/T
TAXI LANE B7 (Concrete)	1220 R/C/W/T
TAXI LANE B8 (Asphalt)	580 F/C/W/T
TAXI LANE B8 (Concrete)	690 R/C/W/T
TAXI LANE B8/B Intersection	820 F/C/W/T
TWY B (Asphalt)	820 F/C/W/T
TWY A (Asphalt)	820 F/C/W/T

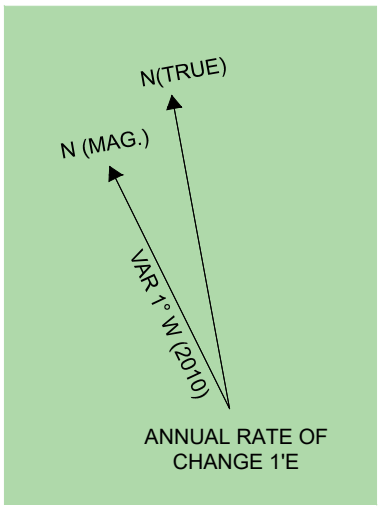
Pre- Flight Altimeter Check Location:

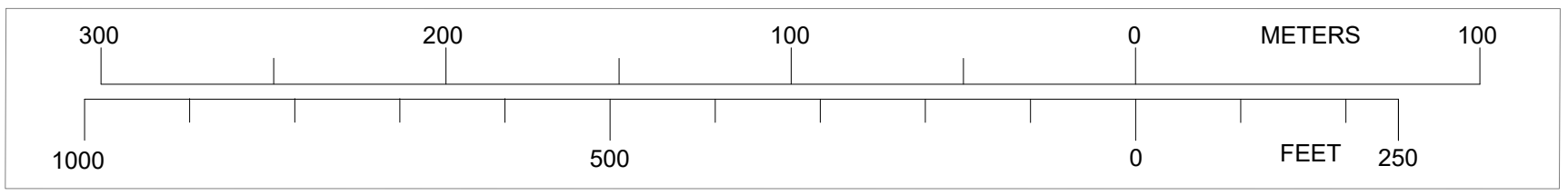
Apron Elevation - 150 Feet

DATUM - WGS 84
ELEVATION IN FEET (EGM08)
DIMENSION IN METERS
BEARING ARE MAGNETIC

NSOP APRON







LEGEND:

Intermediate Holding Positions Lights & Marking

STAND NO.	PCR	WGS 84 CO-ORDINATES		TYPE OF AIRCRAFT
80	690 R/C/W/T	17° 58' 34.085" N	83° 29' 42.525" E	CODE C
81	690 R/C/W/T	17° 58' 33.812" N	83° 29' 44.027" E	CODE C

DATUM - WGS 84
ELEVATION IN FEET (EGM08)
DIMENSION IN METERS
BEARING ARE MAGNETIC

Note:

1. Aircraft stand maneuvering guidance lights (ASMGL) Not Available.
2. Advanced Visual Docking Guidance System (A-VDGS) Not Available.

Aircraft Stands:

All stands are Remote stands
All stands are Power-in push back
Surface :Concrete

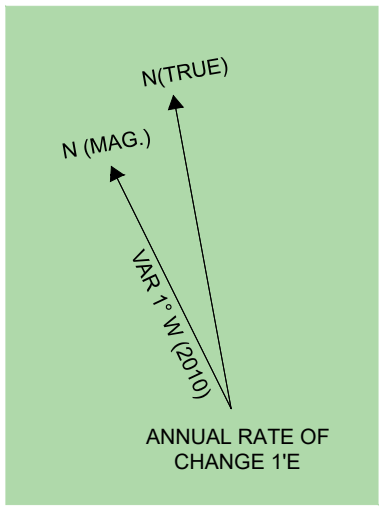
TAXIWAY	PCR
TAXI LANE B2 (Asphalt)	580 F/C/W/T
TAXI LANE B2 (Concrete)	690 R/C/W/T
TAXI LANE C (Concrete)	690 R/C/W/T
TWY A (Asphalt)	820 F/C/W/T

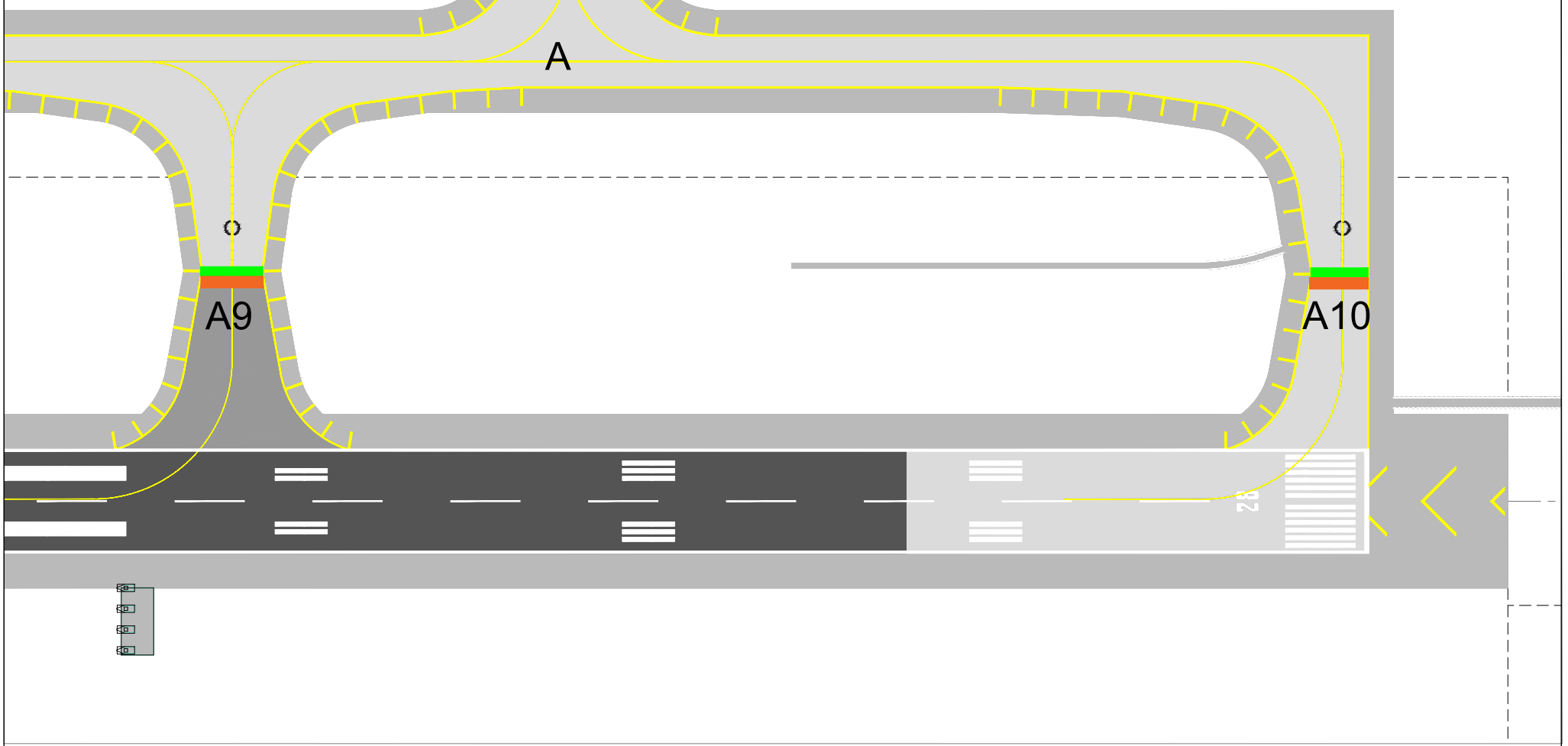
Pre- Flight Altimeter Check Location:

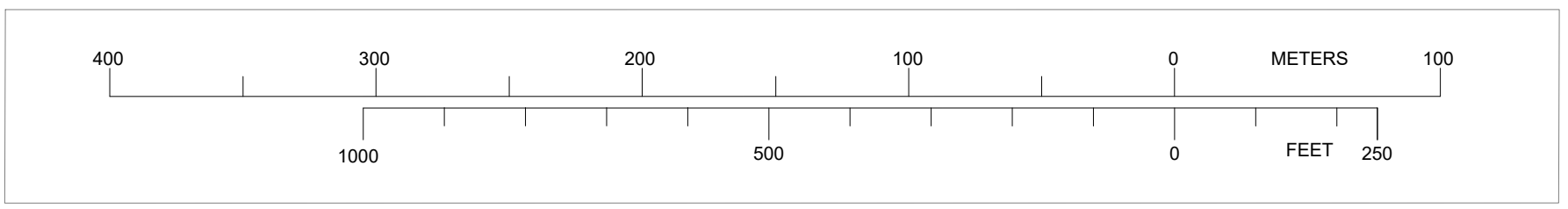
Apron Elevation - 136 Feet

AIRCRAFT PARKING/ DOCKING CHART	ARP	17° 58' 26.26" N 83° 30' 20.39" E	AERODROME ELEVATION 188 Ft	TWR - 118.325 MHz DVOR - 115.350 MHz APPROACH - 124.400 MHz	INDIA / BHOGAPURAM INTERNATIONAL AIRPORT

Isolated Aircraft Parking Position







LEGEND:

Runway Holding Position	
Stop Bar	

STAND NO.	PCR	WGS 84 CO-ORDINATES		TYPE OF AIRCRAFT
100	1220 R/C/W/T	17° 58' 17.213" N	83° 31' 01.271" E	CODE F

DATUM - WGS 84
ELEVATION IN FEET (EGM08)
DIMENSION IN METERS
BEARING ARE MAGNETIC

Note:

1. Aircraft stand maneuvering guidance lights (ASMGL) Not Available.
2. Advanced Visual Docking Guidance System (A-VDGS) Not Available.

Aircraft Stands:

Stand 100 is a remote stand
Stand 100 is Power-in push back
Surface :Concrete

TAXIWAY	PCR
TWY A9 (Asphalt & Concrete)	820 F/C/W/T 1220 R/C/W/T
TWY A10 (Concrete)	1220 R/C/W/T
TWY A (Concrete)	1220 R/C/W/T

Pre- Flight Altimeter Check Location:

Apron Elevation - 173 Feet

ELEVATIONS IN FEET AND EGM-08
ALL OTHER DIMENSIONS IN METRES

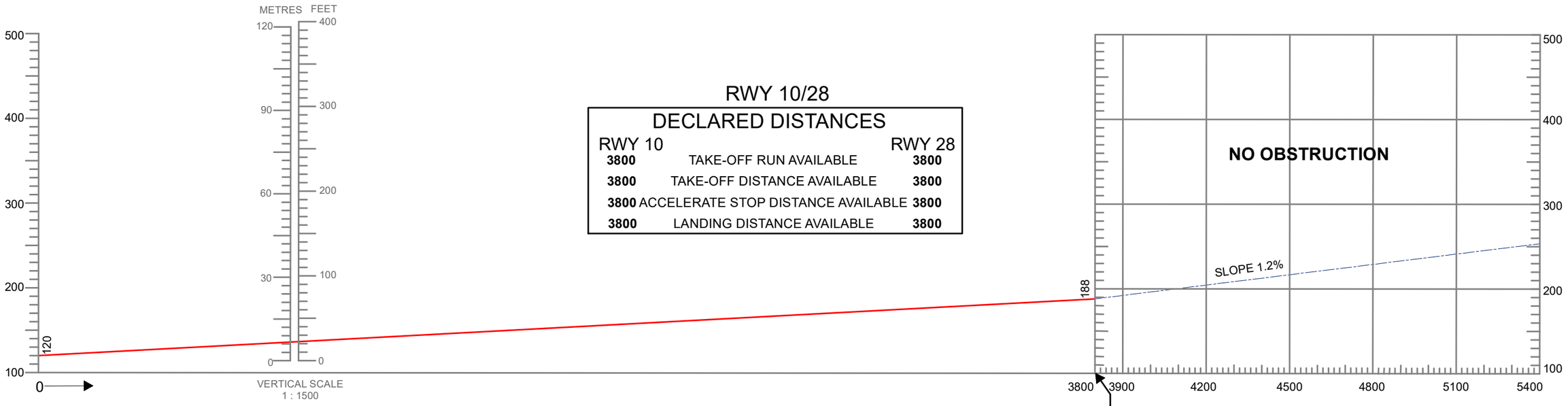
AERODROME OBSTACLE CHART

TYPE - A (OPERATING LIMITATIONS)

INDIA / BHOGAPURAM

BHOGAPURAM INTL. AIRPORT / RWY 10

MAGNETIC VARIATION 1° W (2010)



LEGEND	PLAN	PROFILE
IDENTIFICATION NUMBER	①	
RWY ELEV. (SPOT)	▪120	

ORDER OF ACCURACY
HORIZONTAL : 3.0 m
VERTICAL : 1.0 ft

NOTES:
1. Datum - All Elevations are EGM 2008.
2. Consult Notam for latest information.
3. RWY direction rounded to nearest degree.(MAGNETIC)
   (In degree minute : RWY 10/28 = 101°30' (M) /281°30'(M))
   (taken upto 2025)
4. Chart Prepared Based on DGCA CAR Section 9 Series G Part-I

AMENDMENT RECORD		
NO.	DATE	ENTERED BY

AERONAUTICAL INFORMATION UPTO - DEC 2025

Map Ref. : QA/TA RWY 10/BHOG/IN/1/7
Date of Issue : 13.03.2026
Supersedes Date : 16.02.2025

ELEVATIONS IN FEET AND EGM-08
ALL OTHER DIMENSIONS IN METRES

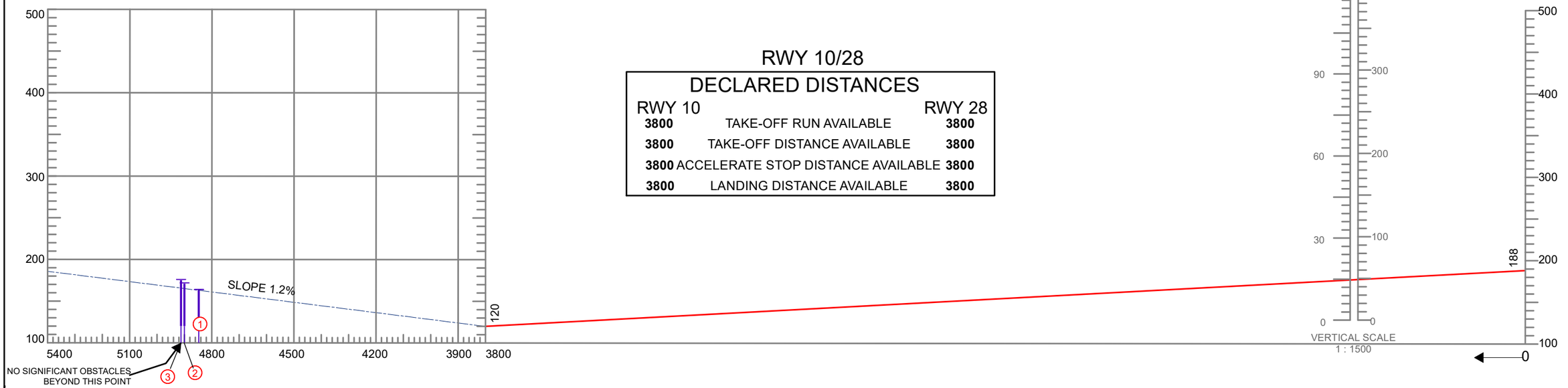
AERODROME OBSTACLE CHART

TYPE - A (OPERATING LIMITATIONS)

INDIA / BHOGAPURAM

BHOGAPURAM INTL. AIRPORT / RWY 28

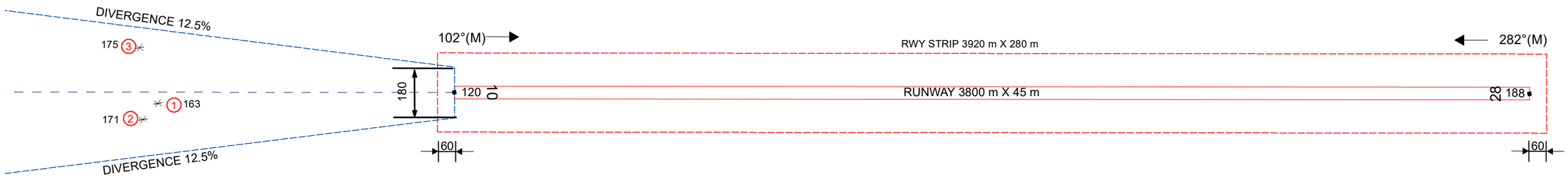
MAGNETIC VARIATION 1° W (2010)



RWY 10/28

DECLARED DISTANCES

RWY 10		RWY 28
3800	TAKE-OFF RUN AVAILABLE	3800
3800	TAKE-OFF DISTANCE AVAILABLE	3800
3800	ACCELERATE STOP DISTANCE AVAILABLE	3800
3800	LANDING DISTANCE AVAILABLE	3800



HORIZONTAL SCALE 1 : 15000

METRES

500 0 500 1,000 1,500

1,000 0 1,000 2,000 3,000 4,000

FEET

SNO	UID	OBJECT
1	5426	Group of Trees
2	5422	Group of Trees
3	5436	Group of Trees

LEGEND

	PLAN	PROFILE
IDENTIFICATION NUMBER	1	1
TREE OR SHRUB	*	
RWY ELEV. (SPOT)	▪120	

ORDER OF ACCURACY

HORIZONTAL : 3.0 m
VERTICAL : 1.0 ft

NOTES:
1. Datum - All Elevations are EGM 2008.
2. Consult Notam for latest information.
3. RWY direction rounded to nearest degree.(MAGNETIC)
(In degree minute : RWY 10/28 = 101°30' (M) /281°30'(M))
(taken upto 2025)
4. Chart Prepared Based on DGCA CAR Section 9 Series G Part-I

AMENDMENT RECORD

NO.	DATE	ENTERED BY

AERONAUTICAL INFORMATION UPTO - DEC 2025

Map Ref. : QA/TA RWY 28/BHOG/IN/1/7
Date of Issue : 13.03.2026
Supersedes Date : 16.02.2025

AERODROME ELEVATION : 188 ft.
DIMENSIONS IN METRES
ELEVATION IN FEET (EGM -08)
GRID LINES AND CO-ORDINATES SHOWN ARE BASED ON WGS -84 DATUM

AERODROME OBSTACLE CHART
TYPE - B

BHOGAPURAM, INDIA
BHOGAPURAM INTL. AIRPORT

(CODE - 4 IFR)

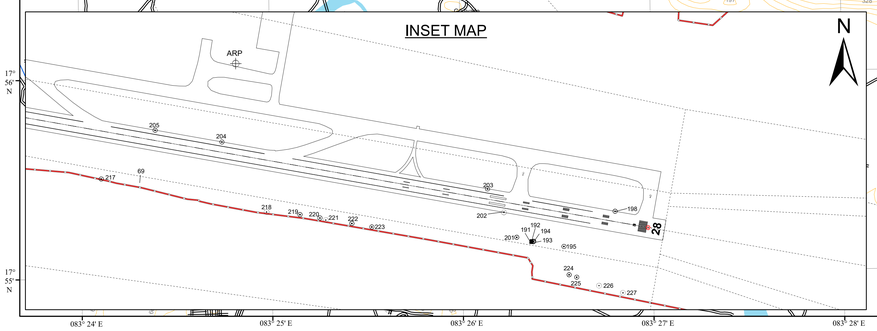
(FOR OFFICIAL USE OF GMR VISAKHAPATNAM INTERNATIONAL AIRPORT LIMITED & AAI ONLY)

N(TRUE)
N(MAG)
VAR 1° W (2010)
ANNUAL RATE OF CHANGE 1' E

TO VIZIANAGARAM
TO CHILAKAPALEM
CHINNAPURAM
KORADA
OUTER CONICAL SURFACE
9100 m
CONICAL SURFACE
6100 m
INNER HORIZONTAL SURFACE
2300 m
DIVERGENCE 15%
DIVERGENCE 12.5%
APPROACH SURFACE SLOPE 2%
DIVERGENCE 12.5%
DIVERGENCE 15%
RWY: 3800 m X 45 m
STRIP 3920 m X 280 m
RWY ELEV. 120 ft .
RWY ELEV. 188 ft .
ARP (EGM-08) (WGS 84)
LATITUDE : 17° 58' 26.263" N
LONGITUDE : 083° 30' 20.391" E
ELEVATION : 45.62 m / 150 ft
PANDRANGI
OAKRIDGE INTERNATIONAL SCHOOL
JAYASHALI EDUCATIONAL SOCIETY
VIZAG INSTITUTE OF TECHNOLOGY
ANAGHU EDUCATIONAL INSTITUTIONS
MIRACLE EDUCATIONAL SOCIETY GROUP OF INSTITUTIONS
SIS INDIA – PVT LIMITED
VAISAKHI BIO RESOURCES PRIVATE LIMITED
MEENAKSHI FISHERIES PRIVATE LIMITED
DIVIS LABORATORIES LTD
DIVERGENCE 15%
DIVERGENCE 12.5%
APPROACH SURFACE SLOPE 2%
TAKE OFF CLIMB SURFACE SLOPE 2%
DIVERGENCE 12.5%
DIVERGENCE 15%
4000 m
3000 m
3600 m
INNER HORIZONTAL SURFACE
CONICAL SURFACE
6100 m

BAY OF BENGAL

INSET MAP



LIST OF OBSTACLES

SR.NO	UID	UUID	OBJECT	LATITUDE	LONGITUDE	TOP ELEV. IN FEET	SURFACE	PERMITTED ELEV.- IN FEET	INFRINGEMENT IN FEET	DISTANCE FROM ARP IN METER
69	5762	VOYL 9139	Spot Elevation	17° 58' 10.664" N	083° 30' 06.639" E	172	WITHIN T.S	160	12	628
176	5205	VOYL 9050	Tree on Hill	17° 58' 51.572" N	083° 29' 55.992" E	768	WITHIN LH.S	336	432	3644
177	5211	VOYL 9014	Tree on Hill	17° 58' 52.888" N	083° 29' 55.411" E	888	WITHIN LH.S	336	552	3809
178	5206	VOYL 9059	Tree on Hill	17° 58' 51.987" N	083° 29' 45.885" E	741	WITHIN LH.S	336	405	4060
179	5213	VOYL 9016	Tree on Hill	17° 58' 42.836" N	083° 29' 46.802" E	853	WITHIN LH.S	336	517	4208
180	5207	VOYL 9010	Tree on Hill	17° 58' 40.664" N	083° 29' 52.517" E	778	WITHIN LH.S	336	442	4753
181	5208	VOYL 9011	Tree on Hill	17° 58' 42.752" N	083° 29' 15.316" E	840	WITHIN LH.S	336	504	4868
182	5212	VOYL 9015	Tree on Hill	17° 58' 30.059" N	083° 29' 09.704" E	798	WITHIN LH.S	336	432	5251
183	5209	VOYL 9012	Tree on Hill	17° 58' 46.252" N	083° 27' 54.597" E	658	WITHIN LH.S	336	322	5280
184	5210	VOYL 9013	Tree on Hill	17° 58' 53.418" N	083° 27' 40.014" E	534	WITHIN LH.S	336	198	5367
185	5251	VOYL 9054	Tree on Hill	17° 58' 36.257" N	083° 27' 41.988" E	679	WITHIN C.S	366	313	5761
186	5217	VOYL 9020	Hill Top	17° 59' 26.308" N	083° 27' 02.657" E	843	WITHIN APP. FUNNEL - TOCS	612	231	16558
187	5241	VOYL 9044	Tree on Hill	17° 59' 40.762" N	083° 26' 54.731" E	693	WITHIN APP. FUNNEL - TOCS	612	81	16806
188	5242	VOYL 9045	Tree on Hill	17° 59' 44.209" N	083° 26' 46.882" E	645	WITHIN APP. FUNNEL - TOCS	612	33	17049
189	5939	VOYL 9173	Sign Board	17° 58' 24.362" N	083° 29' 27.534" E	136	WITHIN RWY STRIP	135	1	1557
190	5916	VOYL 5105	Restroom	17° 58' 02.693" N	083° 30' 55.908" E	184	WITHIN RWY STRIP	177	7	1272
192	5915	VOYL 5104	GP Hut	17° 58' 02.920" N	083° 30' 55.941" E	184	WITHIN RWY STRIP	177	7	1269
193	4004	VOYL 4003	GP DME Antenna, Lightning Arrester Top - 41.70 m, Obstruction Light Top - 81.37 m, Antenna Top - 81.24 m.	17° 58' 02.793" N	083° 30' 56.176" E	202	WITHIN RWY STRIP	177	25	1277
194	4003	VOYL 4002	GP Antenna, Lightning Arrestor Top - 69.58 m, Obstruction Light Top - 69.46 m, Antenna Top - 68.93 m.	17° 58' 02.865" N	083° 30' 56.207" E	228	WITHIN RWY STRIP	177	51	1277
195	4005	VOYL 4004	GP Monitor Antenna, Lightning Arrester Top - 59.85 m, Obstruction Light Top - 59.66 m, Antenna Top - 59.27 m.	17° 58' 02.188" N	083° 31' 00.004" E	196	WITHIN RWY STRIP	181	15	1381
198	6006	VOYL 9199	Sign Board	17° 58' 06.320" N	083° 31' 06.505" E	186	WITHIN RWY STRIP	185	1	1490
201	5970	VOYL 7145	WindSock, Obstruction Light Top - 60.13 m, WindSock Top - 59.86 m.	17° 58' 03.372" N	083° 30' 54.083" E	197	WITHIN RWY STRIP	176	21	1216
202	6002	VOYL 9195	PAPI	17° 58' 06.396" N	083° 30' 52.523" E	175	WITHIN RWY STRIP	174	1	1126
203	6001	VOYL 9194	Sign Board	17° 58' 09.235" N	083° 30' 50.505" E	173	WITHIN RWY STRIP	172	1	1030
204	6000	VOYL 9193	Sign Board	17° 58' 15.316" N	083° 30' 17.114" E	154	WITHIN RWY STRIP	153	1	550
205	5999	VOYL 9192	Sign Board	17° 58' 16.844" N	083° 30' 08.737" E	151	WITHIN RWY STRIP	150	1	450
206	5998	VOYL 9191	Sign Board	17° 58' 22.884" N	083° 29' 35.558" E	139	WITHIN RWY STRIP	138	1	1324
207	5993	VOYL 9186	PAPI	17° 58' 26.312" N	083° 29' 16.614" E	133	WITHIN RWY STRIP	130	1	1877
208	5974	VOYL 7146	WindSock, Obstruction Light Top - 46.28 m, WindSock Top - 46.00 m.	17° 58' 21.281" N	083° 29' 15.701" E	152	WITHIN RWY STRIP	131	21	1910
214	6295	VOYL 8085	Mobile Road Traffic (Road Elev.:+43.99 m + 5m Mobile Traffic)	17° 58' 17.327" N	083° 29' 25.869" E	161	WITHIN T.S	155	6	1628
216	6284	VOYL 8084	Mobile Road Traffic (Road Elev.:+43.57 m + 5m Mobile Traffic)	17° 58' 14.462" N	083° 29' 44.133" E	159	WITHIN T.S	155	4	1127
217	6264	VOYL 9392	Camera Pole	17° 58' 11.062" N	083° 30' 01.852" E	165	WITHIN T.S	164	1	719
218	6263	VOYL 8081	Mobile Road Traffic (Road Elev.:+50.81 m + 5m Mobile Traffic)	17° 58' 06.822" N	083° 30' 22.634" E	183	WITHIN T.S	179	4	602
219	6257	VOYL 7236	Light Pole	17° 58' 06.459" N	083° 30' 26.838" E	176	WITHIN T.S	175	1	639
220	6256	VOYL 7235	Light Pole	17° 58' 06.013" N	083° 30' 29.348" E	176	WITHIN T.S	175	1	676
221	6262	VOYL 8080	Mobile Road Traffic (Road Elev.:+51.00 m + 5m Mobile Traffic)	17° 58' 05.755" N	083° 30' 30.084" E	184	WITHIN T.S	177	7	692
222	6254	VOYL 7233	Light Pole	17° 58' 05.295" N	083° 30' 33.348" E	178	WITHIN T.S	177	1	749
223	6253	VOYL 7232	Light Pole	17° 58' 04.846" N	083° 30' 35.846" E	179	WITHIN T.S	178	1	801
224	6227	VOYL 7214	Light Pole	17° 57' 58.762" N	083° 31' 00.613" E	222	WITHIN T.S	220	2	1455
225	6225	VOYL 7216	Light Pole	17° 57' 58.449" N	083° 31' 01.579" E	224	WITHIN T.S	223	1	1484
226	6232	VOYL 8079	Mobile Road Traffic (Road Elev.:+67.65 m + 5m Mobile Traffic)	17° 57' 57.390" N	083° 31' 04.385" E	238	WITHIN T.S	233	5	1570
227	6231	VOYL 8078	Mobile Road Traffic (Road Elev.:+69.90 m + 5m Mobile Traffic)	17° 57' 56.497" N	083° 31' 07.365" E	246	WITHIN T.S	241	5	1658
228	5636	VOYL 5110	ATC Tower(CC), Antenna Top - 105.12 m, Antenna Top - 105.31 m, Antenna Top - 104.96 m, Antenna Top - 104.96 m, Antenna Top - 104.93 m, Antenna Top - 104.86 m, ATC Tower Top - 100.97 m.	17° 58' 42.732" N	083° 29' 58.901" E	345	WITHIN LH.S	336	9	810

OBSTACLES LOCATED OUTSIDE MAP FRAME

SNO	UID	DISTANCE IN m FROM ARP	MAG. BRG. FROM ARP
186	5217	16558	278° 15'
187	5241	16806	278° 30'
188	5242	17049	278° 45'

LEGEND

AERODROME REFERENCE POINT LATITUDE - 17° 58' 26.263" N LONGITUDE - 083° 30' 20.391" E ELEVATION - 45.62 m / 150 ft	
ROAD	
RAILWAY TRACK	
CANAL	
GREENERY	
BUILT-UP AREA	
CONTOUR	MAX. ELV. 800ft

ORDER OFACCURACY	
TAKE-OFF AND APPROACH AREAS	
HORIZONTAL	REMARK
5M	AT POINT OF ORIGIN INCREASING AT A RATE OF 1 PER 500.
VERTICAL	REMARK
0.5M	IN THE FIRST 300M AND INCREASING AT A RATE OF 1 PER 1000.
OTHER AREAS	
HORIZONTAL	REMARK
5M	WITHIN 5000M OF THE ARP AND 12M BEYOND THAT AREA
VERTICAL	REMARK
1M	WITHIN 1500M OFTHE ARP INCREASING AT A RATEOF 1PER 1000.

PROJECT	SURVEY OF BHOGAPURAM AIRPORT
TITLE	TYPE B
SURVEYED BY	GEOID SURVEY TEAM

NOTE :
1. OBSTACLES SHOWN ARE THOSE WHICH PENETRATE THE SURFACES SPECIFIED IN ANNEX 14,VOL-1,CHAPTER-4 & GSR.
2. TORA FOR RWY 10/28 IS 3800 M.
3. ALL OBSTACLES SHOWN IN THIS CHART ARE BASED ON THE AERONAUTICAL SURVEY CONDUCTED DURING 2024 & 2025.
4. TOPOGRAPHIC FEATURES SOURCE- SRTM.

SCALE = 1:20000

500 0 500 1,000 1,500 2,000 Metres
2,500 0 2,500 5,000 7,500 10,000 Feet

AERONAUTICAL INFORMATION UPTO DECEMBER 2025

INSTRUMENTS USED:
DGPS TRIMBLE R8S
DGPS TRIMBLE R12LT
DGPS PENTAX G6Ni
DGPS NAVCOM SF 3040
TOTAL STATION TRIMBLE C5
TOTAL STATION PENTAX W 2801 N
TOTAL STATION PENTAX V 101 N

NOTES:
1. OBSTACLES AT S.NO. 1,17,18,19,20,21,22,23,24,31,32,33,44,47,48,49,50,51,52,53,54,55,56,58,59,60,61, 62,63,64,65,66,67,68,83,84,85,86,87,92,93,94,104,105,123,124,125,126,127,128,129,130,131,132,133,134, 135,136,137,138,139,140,141,142,143,144,145,146,147,148,149,150,151,152,153,154,155,156,157,158,159, 160,161,162,163,164,165,166,167,168,169,170,171,172,173,174,175,190 HAVE BEEN FOUND REMOVED DURING THE COURSE OF LATEST SURVEY DECEMBER (2025).
2. OBJECTS AT SNO.2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,25,26,27,28,29,30,34,35,36,37,38,39,40,41,42,43, 45,46,57,70,71,72,73,74,75,76,77,78,79,80,81,82,88,89,90,91,95,96,97,98,99,100,101,102,103,106,107,108, 109,110,111,112,113,114,115,116,117,118,119,120,121,122,196,197,199,200,209,210,211,212,213 & 215 OF PREVIOUS CHART WERE REMOVED FROM THE CHART AS PER THE MAIL (DATED 04.02.2026) RECEIVED FROM AERODROME OPERATOR.

AMENDMENT RECORDS

No.	DATE	REMARKS

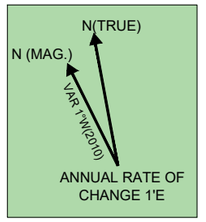
DRG.NO. BHOGAPURAM/TYPE-B/CARTO/2024-25(CARTO)

ARP 17° 58' 26.26" N
83° 30' 20.39" E

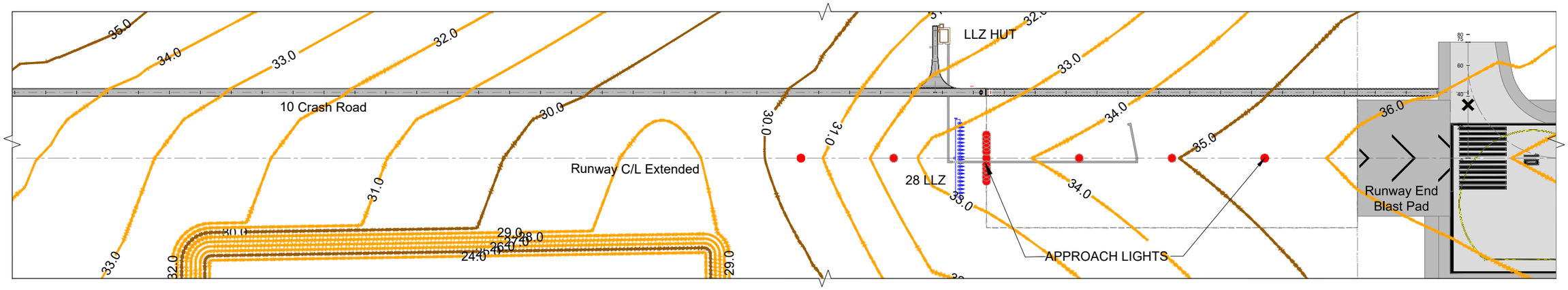
AERODROME ELEVATION 188 Ft

TWR - 118.325 MHz
DVOR - 115.350 MHz
APPROACH - 124.400 MHz

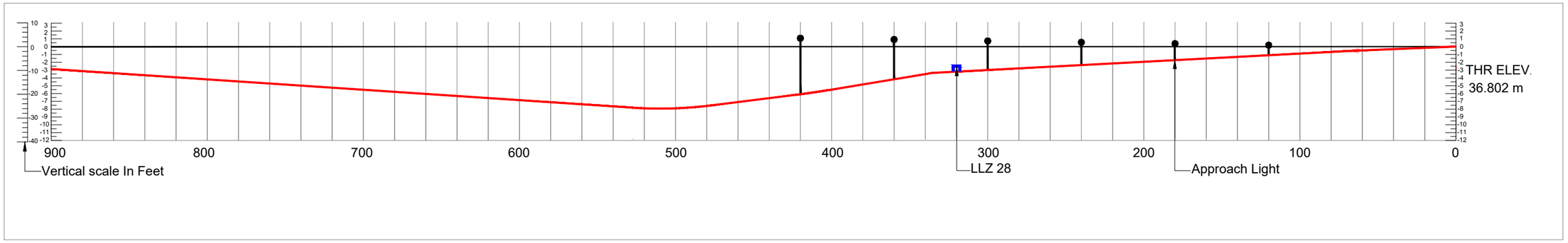
INDIA / BHOGAPURAM
INTERNATIONAL AIRPORT



PRECISION APPROACH TERRAIN CHART
(RUNWAY 10)



PLAN



NOTES:

1. All dimensions, chainages and levels are in meters unless otherwise specified.
2. Datum : EGM08
3. Contours and heights are related to elevation of Runway Threshold.

LEGEND

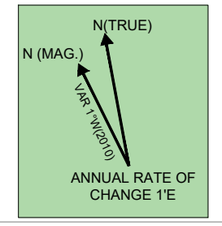
- Runway Centerline Profile
- Approach Lights
- Contour
- Localizer

ARP 17° 58' 26.26" N
83° 30' 20.39" E

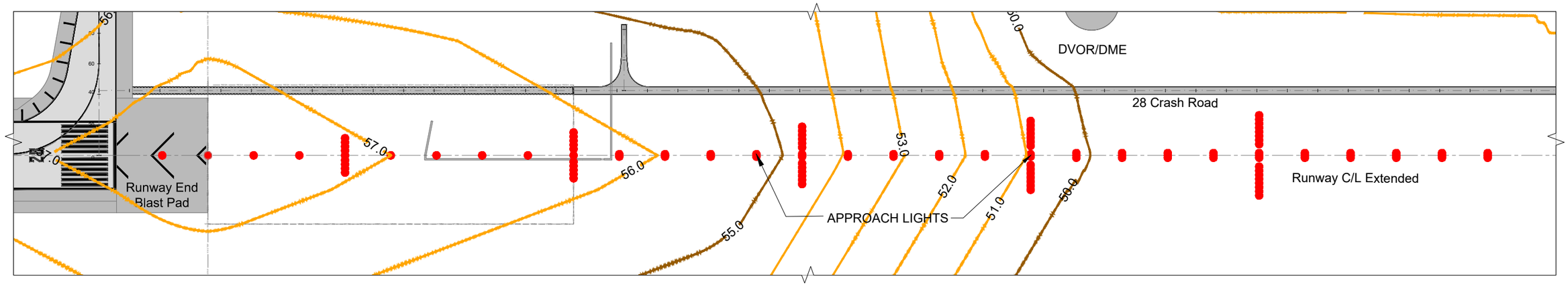
AERODROME ELEVATION 188 Ft

TWR - 118.325 MHz
DVOR - 115.350 MHz
APPROACH - 124.400 MHz

INDIA / BHOGAPURAM
INTERNATIONAL AIRPORT



PRECISION APPROACH TERRAIN CHART
(RUNWAY 28)



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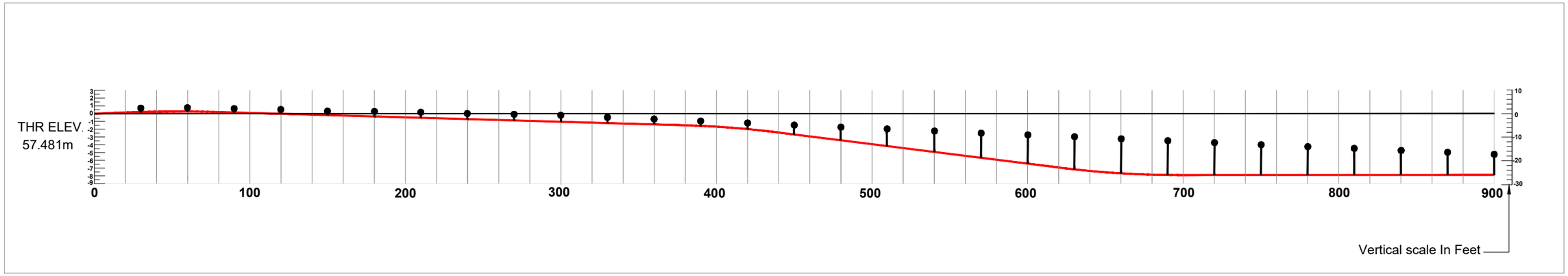


NOTES:

1. All dimensions, chainages and levels are in meters unless otherwise specified.
2. Datum : EGM08
3. Contours and heights are related to elevation of Runway Threshold.

LEGEND

- Runway Centerline Profile
- Approach Lights
- Contour

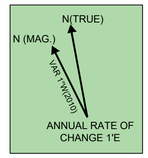
LDA CHART

ARP 17° 58' 26.26" N
83° 30' 20.39" E

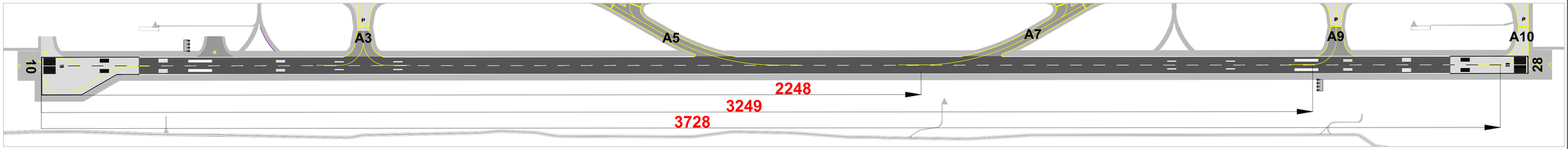
AERODROME ELEVATION 188 Ft

TWR - 118.325 MHz
DVOR - 115.350 MHz
APPROACH - 124.400 MHz

INDIA / BHOGAPURAM
INTERNATIONAL AIRPORT

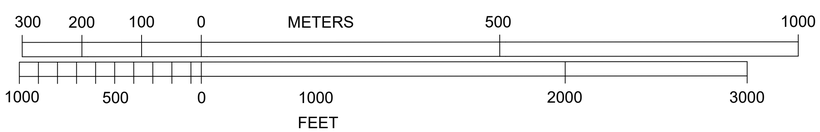


ARRIVAL RUNWAY 10
LOCATION OF DIFFERENT EXIT TAXIWAYS FROM THRESHOLD



RUNWAY 10			
EXIT TWY	**A7 (RET)**	**A9**	**A10**
DISTANCE FROM THRESHOLD (M)	**2248**	**3249**	**3728**

RET - Rapid Exit Taxiway



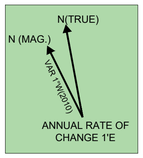
LDA CHART

ARP 17° 58' 26.26" N
83° 30' 20.39" E

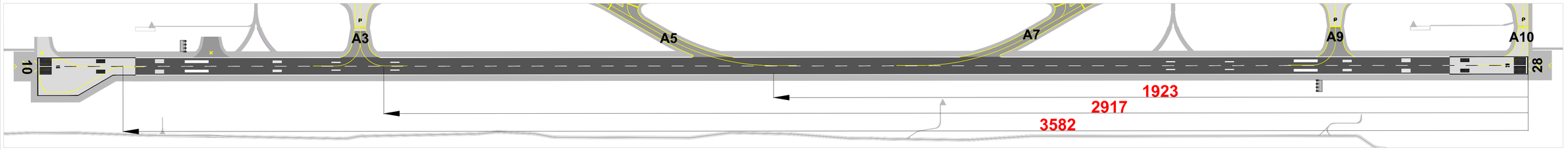
AERODROME ELEVATION 188 Ft

TWR - 118.325 MHz
DVOR - 115.350 MHz
APPROACH - 124.400 MHz

INDIA / BHOGAPURAM
INTERNATIONAL AIRPORT



ARRIVAL RUNWAY 28
LOCATION OF DIFFERENT EXIT TAXIWAYS FROM THRESHOLD



RUNWAY 28			
EXIT TWY	A5 (RET)	A3	TURNPAD
DISTANCE FROM THRESHOLD (M)	1923	2917	3582

RET - Rapid Exit Taxiway

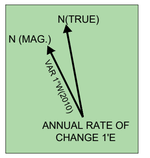
TORA CHART

ARP 17° 58' 26.26" N
83° 30' 20.39" E

AERODROME ELEVATION 188 Ft

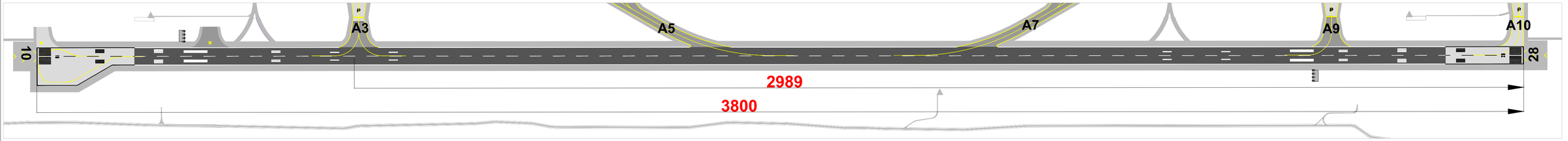
TWR - 118.325 MHz
DVOR - 115.350 MHz
APPROACH - 124.400 MHz

INDIA / BHOGAPURAM
INTERNATIONAL AIRPORT



DEPARTURE RUNWAY 10

TAKE - OFF RUN AVAILABLE FROM DIFFERENT ENTRY TAXIWAYS OF RUNWAY



RUNWAY 10		
ENTRY TWY	A3	TURN PAD
TORA (M)	2989	3800

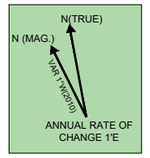
TORA CHART

ARP 17° 58' 26.26" N
83° 30' 20.39" E

AERODROME ELEVATION 188 Ft

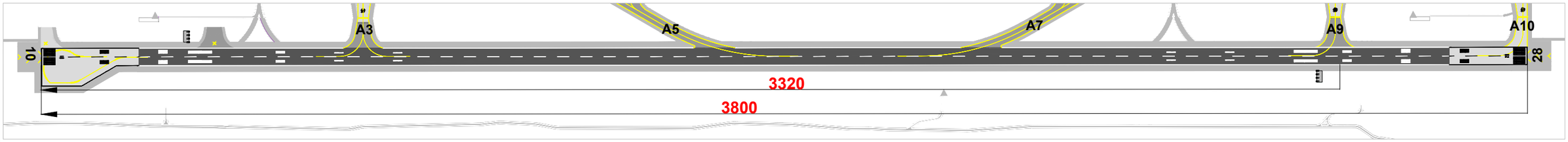
TWR - 118.325 MHz
DVOR - 115.350 MHz
APPROACH - 124.400 MHz

INDIA / BHOGAPURAM
INTERNATIONAL AIRPORT



DEPARTURE RUNWAY 28

TAKE - OFF RUN AVAILABLE FROM DIFFERENT ENTRY TAXIWAYS OF RUNWAY



RUNWAY 28		
ENTRY TWY	A9	A10
TORA (M)	3320	3800

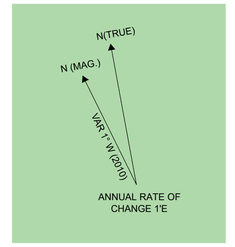
TAXIWAY COMPATIBILITY CHART

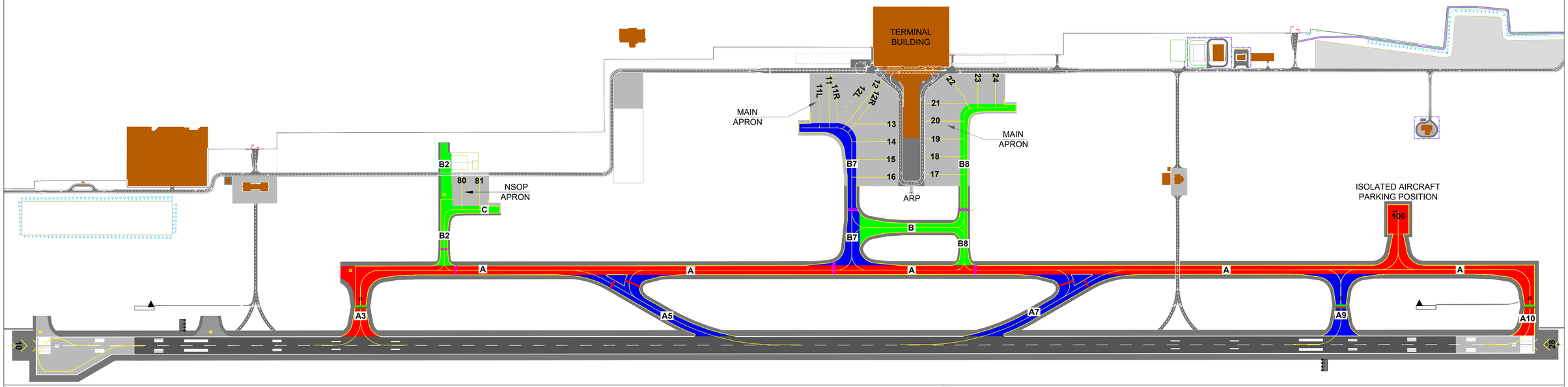
ARP 17° 58' 26.26" N
83° 30' 20.39" E

AERODROME ELEVATION 188 Ft

TWR - 118.325 MHz
DVOR - 115.350 MHz
APPROACH - 124.400 MHz

INDIA / BHOGAPURAM
INTERNATIONAL AIRPORT



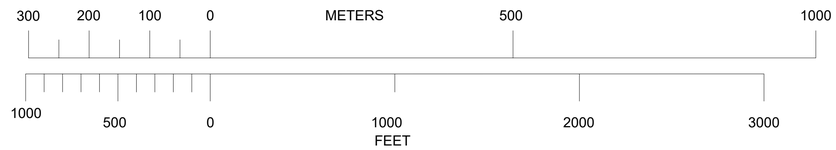


LEGEND	
	Runway Holding Position
	Intermediate Holding Position Lights and Marking
	Stop Bar
	No Entry Bar
	Wind Direction Indicator
	Approach Light - Elevated - White
	VOR Check Points
	RVR
	PAPI
	Runway Visual Range
	Structure

LEGEND	
	UP TO CODE F (OMGWS up to but not including 15m.)
	UP TO CODE E (OMGWS up to but not including 15m.)
	UP TO CODE C (OMGWS up to but not including 9m.)

OMGWS - Outer Main Gear Wheel Span

DATUM : WGS 84
ELEVATION ARE IN FEET (EGM 08)
DIMENSIONS ARE IN METERS
BEARINGS ARE MAGNETIC
GEOID MODEL - EGM 2008

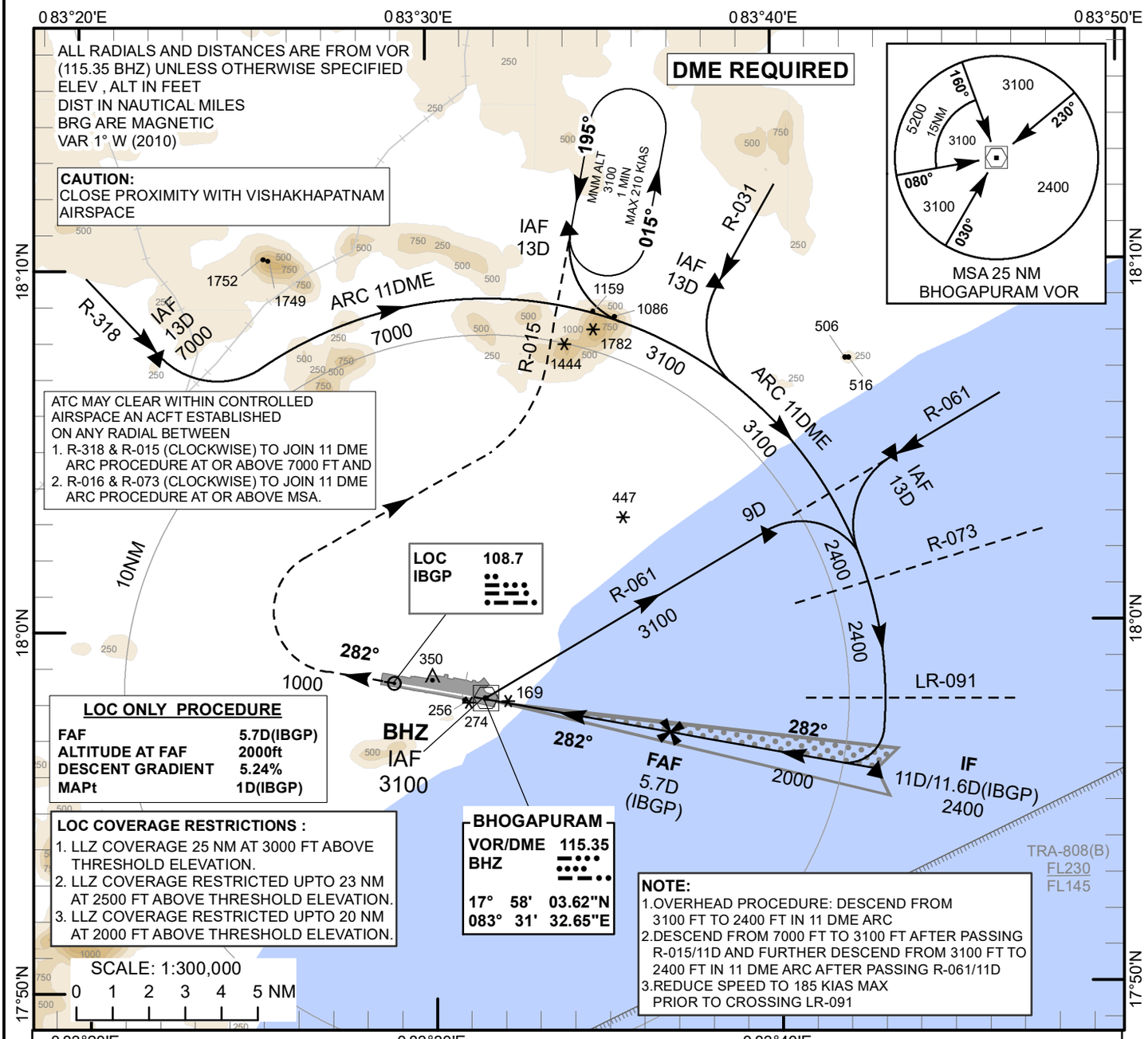


INSTRUMENT APPROACH CHART

AERODROME ELEV 188 ft
HEIGHTS RELATED TO
THR RWY 28 - ELEV 188 ft

TWR 118.325/119.025
APP 124.400/120.050

BHOGAPURAM (VOVI)
INDIA
ILS Y or LOC RWY 28



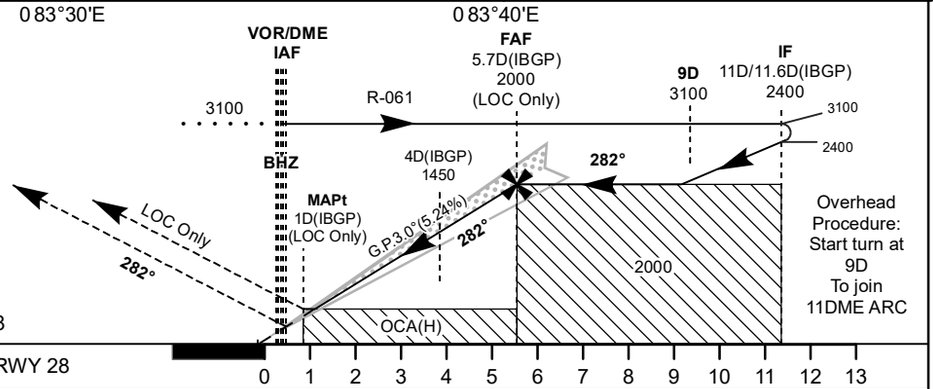
Transition Altitude 7000

MISSED APPROACH

Speed restricted to 210 KIAS MAX

Climb straight ahead 1000ft then climbing turn RIGHT and establish R-015 BHZ (115.35) to join hold at R-015/13D fix at 3100ft or as instructed by ATC.

ILS RDH 53



		Distance / Altitude Information (LOC Only Procedure)						
OCA(H)	**A/B/C/D**	**Distance (IBGP-DME)**	NM	5.7D(FAF)	5D	4D	3D	2D
ILS	388(200)	**Altitude**	Ft	2000	1770	1450	1130	810
		Ground speed / Rate of Descent Information (LOC Only Procedure)						
LOC ONLY	590(402)	**Ground Speed**	Kt	80	100	120	140	160	180
		Rate of Descent (5.24%)	Ft/Min	425	530	635	745	850	955

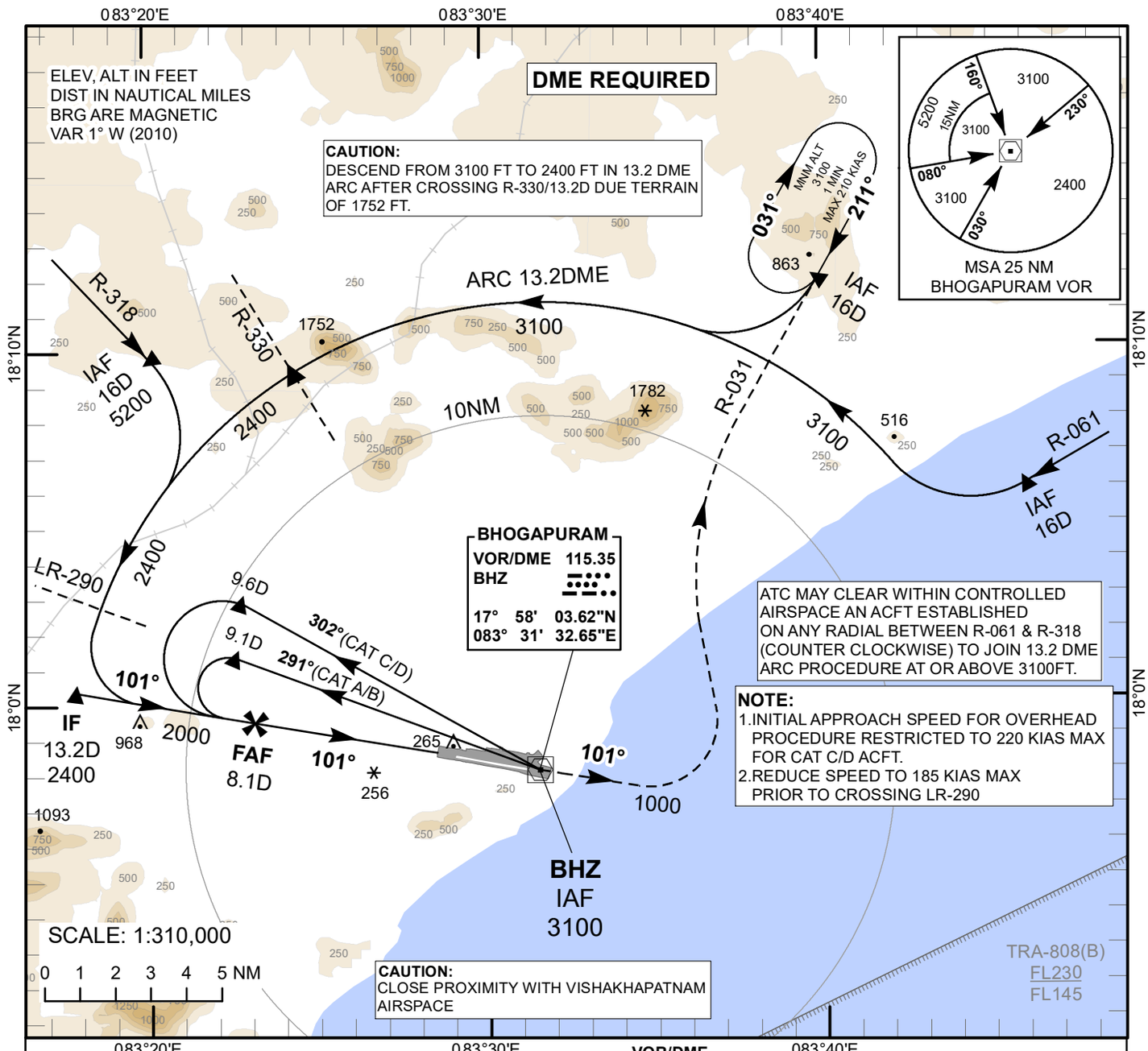
DRG.NO. AAI/31-IALC/181225/27/04/2026

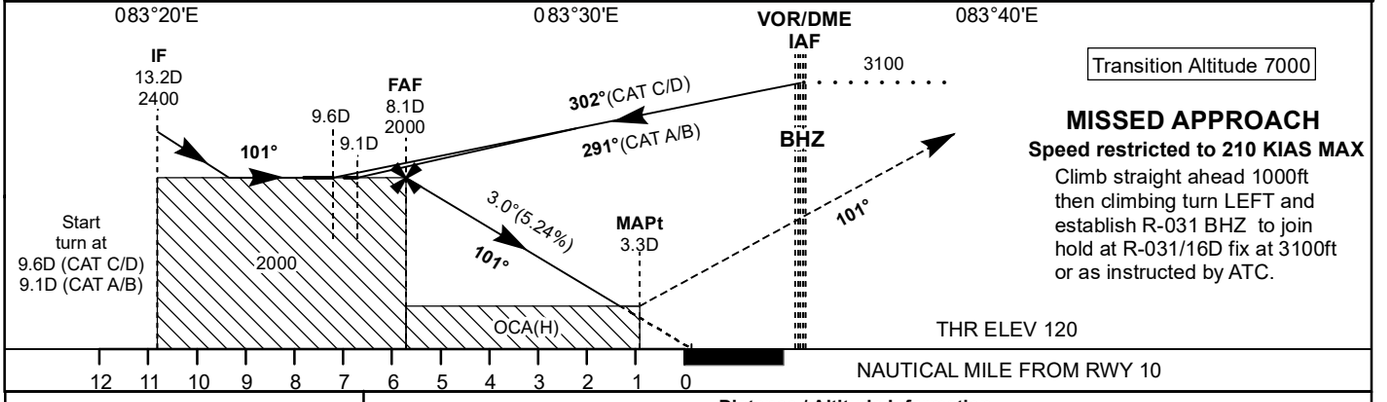
INSTRUMENT APPROACH CHART

AERODROME ELEV 188 ft
HEIGHTS RELATED TO
THR RWY 10 - ELEV 120 ft

TWR 118.325/119.025
APP 124.400/120.050

BHOGAPURAM (VOVI)
INDIA
VOR RWY 10





Transition Altitude 7000

MISSED APPROACH
Speed restricted to 210 KIAS MAX
Climb straight ahead 1000ft then climbing turn LEFT and establish R-031 BHZ to join hold at R-031/16D fix at 3100ft or as instructed by ATC.

		Distance / Altitude Information							
OCA(H)	A/B/C/D	Distance (BHZ-DME)	NM	8.1D(FAF)	8D	7D	6D	5D	4D
	590(470)	Altitude	Ft	2000	1960	1640	1320	1000	680
		Ground speed / Rate of Descent Information							
		Ground Speed	Kt	80	100	120	140	160	180
		Rate of Descent (5.24%)	Ft/Min	425	530	635	745	850	955

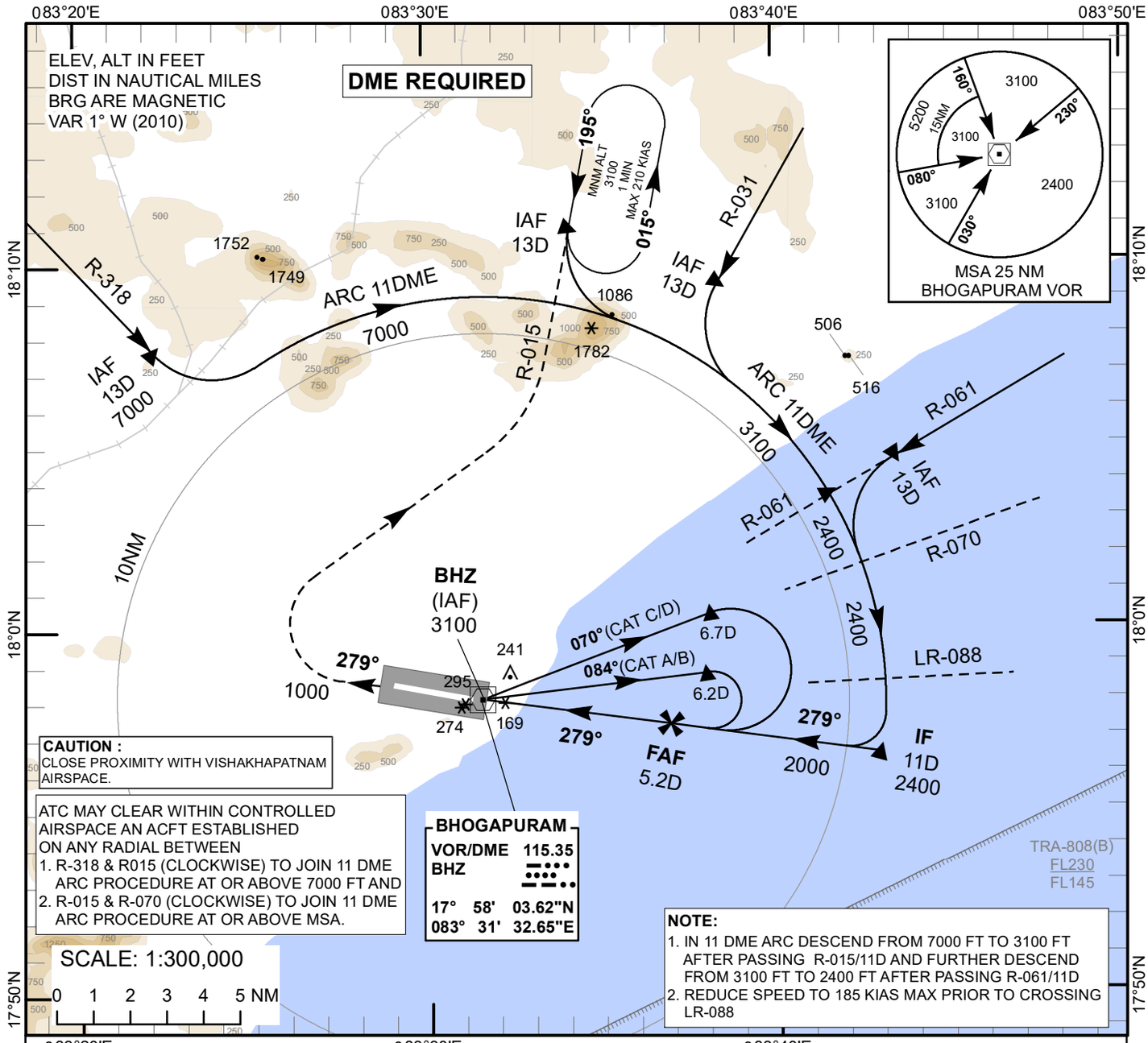
DRG.NO. AAI/32-IALC/090126/27/04/2026

INSTRUMENT APPROACH CHART

AERODROME ELEV 188 ft
HEIGHTS RELATED TO
THR RWY 28 - ELEV 188 ft

TWR 118.325/119.025
APP 124.400/120.050

BHOGAPURAM (VOVI)
INDIA
VOR RWY 28

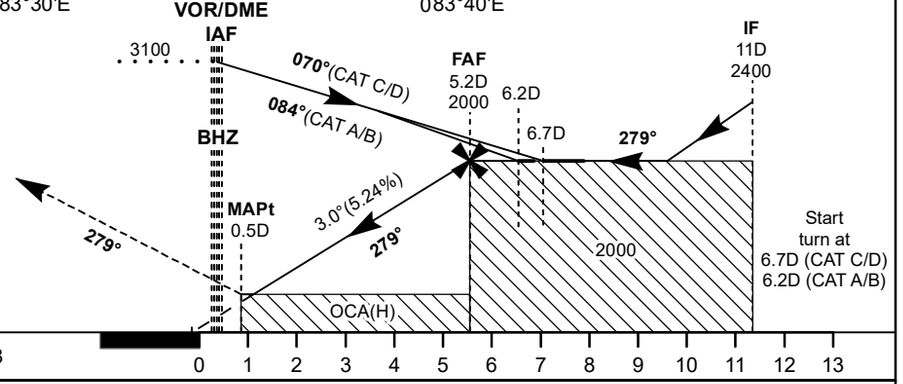


Transition Altitude 7000

MISSED APPROACH

Speed restricted to 210 KIAS MAX

Climb Straight ahead 1000ft then climbing turn RIGHT and establish R-015 BHZ 115.35 to join hold at R-015/13D fix at 3100ft or as instructed by ATC.



THR ELEV 188

NAUTICAL MILE FROM RWY 28
0 1 2 3 4 5 6 7 8 9 10 11 12 13

		Distance / Altitude Information							
OCA(H)	A/B/C/D	Distance (BHZ-DME)	NM	5.2D(FAF)	5D	4D	3D	2D	1D
	590(402)	Altitude	Ft	2000	1950	1630	1310	990	670
		Ground speed / Rate of Descent Information							
		Ground Speed	Kt	80	100	120	140	160	180
		Rate of Descent (5.24%)	Ft/Min	425	530	635	745	850	955

DRG.NO. AAI/33-IALC/181225/27/04/2026