AD 2. AERODROMES

VIND AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VIND - NOIDA INTERNATIONAL AIRPORT JEWAR

VIND AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	Aerodrome reference point coordinates and its site	281032N 0773622E 122.67 DEG/1612.12 M from THR RWY 10	
2	Direction and distance of aerodrome reference point from the center of the city or town which the aerodrome serves	48 KM South-East of Greater Noida	
3	Aerodrome elevation and reference temperature	653 FT / 40.0 DEG C	
4	Magnetic variation, date of information and annual change	0.75 DEG E (2010) /0.033 DEG E	
5	Name of aerodrome operator, address, telephone, telefax, e-mail address, AFS address, website (if available)	Yamuna International Airport Private Limited YIAPL Administrative Office Noida International Airport Kishore Pur, Gautam Buddha Nagar Jewar, Uttar Pradesh, India, 203155,	
		Telephone:	+91-5738-310010
		Fax:	
		AFS:	
		Email:	apoc@niairport.in Website: https://niairport.in
6	Types of traffic permitted (IFR/VFR)	IFR/VFR	
7	Remarks	Gravity Model: EGM-08	

VIND AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	MON-FRI 0330-1230 UTC (0900-1800 IST) SAT, SUN, HOL: NIL
2	Custom and immigration	Available only for International Freighter Aircraft Operations as per Operational Hours of the AD
3	Health and sanitation	H24
4	AIS briefing office	As ATS
5	ATS reporting office (ARO)	As ATS
6	MET Briefing office	As ATS
7	Air Traffic Service	Refer NOTAM
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

VIND AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Infrastructure: Integrated Cargo Terminal with Capacity of 255,000 MT / Annum. Dedicated Zones for Domestic, International and Express Courier Terminals. Special Cargo Facilities: Cold Rooms for Perishable and Pharma Cargo, Dangerous Goods Rooms, AVI Holding Zone, Valuable & Vulnerable Cargo Storage Facilities. Handling Equipment: Dock Levellers, Forklifts, Weighing Scales, X-ray Machines, Automated workstations with Caster Deck for ULD buildup & storage, Multi-level Racking Systems. IT Systems: Air Cargo Community System (Kale Logistics), Cloud Based COSYS+ Cargo Airports Authority of India AIP Supplement 45/2025 Page 3 of 39 Management System and Automated Weight and Dimension Capture System (Speed Cargo).
2	Fuel and Oil types	JET A1
3	Fuelling facilities and capacity	• Above ground Storage Tanks: 3 x 3550 KL • Underground Recovery Tank: 1 x 25 KL • Underground Test Tank: 1 x 100 KL • Tank Truck Unloading Gantry: 3 bays • Unloading Pump station with Filter Water Separators • Hydrant Pump station with Filter Water Separators • Oil Water Separator • Hydrant Dispensers: 12 nos. • Refuellers: 3 nos. (2 - 22 KL and 1 - 16KL capacity) • QC unit cum pit cleaner: 1 no. • Flushing Unit: 1 no. 20 k capacity
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	Non-Schedule Aircraft operators are required to file their slot request to APOC at apoc@niairport.in for slot approvals. All non-schedule and general aviation operation are subject to approvals provided by APOC. APOC can be reached at +91-5738-310010 for any communication

VIND AD 2.5 PASSENGER FACILITIES

1	Hotel(s) at or in the vicinity of aerodrome	At Airport Landside in front of Passenger Terminal Building (PTB)
2	Restaurant(s) at or in the vicinity of aerodrome	At Terminal Building Forecourt, Arrival, Departure Check in, Domestic Security Hold Area and International Security Hold Area
3	Transportation possibilities	State Transport Buses, NIA Branded Taxi, City Shuttle Service, App Based Taxis and Car rental operators
4	Medical Facilities	Pharmacy Retail Outlets at Terminal Building Domestic Security Hold Area, Forecourt Medical Centre at Terminal Building Departure Check-in and Arrivals
5	Bank and post office at or in the vicinity of aerodrome	Banks: ATM's: Passenger Terminal Building (PTB) at below mentioned locations: Forecourt: 2 Nos. Arrivals: 2 Nos. Courtyard: 1 Nos. Check In Hall: 2 Nos. Departures: 1 Nos. Bank Branch: At Operations Centre Landside Post Office: At Operations Centre Landside
6	Tourist office	At Terminal Building: Forecourt
7	Remarks	NIL

VIND 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 Additional equipment available are: One Mobile Command Post One Equipment vehicle
3	Capability for removal of disabled aircraft	1. Primary responsibility for removal of disabled aircraft rests with the concerned airline. 2. The Disabled Aircraft Removal Plan (DARP) for Noida International Airport includes support to be provided for recovery of the aircraft 3. The critical aircraft for disabled aircraft recovery at Noida International Airport is B747-400. 4. Contact Details of Aerodrome Coordinator for Disabled Aircraft Removal Operations: Aerodrome coordinator: Head-Crisis Management Contact Details: +91-8390174086 (During office hrs) APOC: +91-5738-310010 (24x7) Email-id: apoc@niairport.in
4	Remarks	NIL

VIND AD 2.7 SEASONAL AVAILABILITY CLEARING

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

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

1	Designation, surface and strength of aprons	Designator: Apron 1 Surface: Concrete Strength: PCN 690/R/C/W/T
2	Designation, width, surface and strength of taxiways	Refer Aircraft Parking/Docking Chart
3	Location and elevation of altimeter checkpoints	Location On Apron 1 Elevation: 648 FT
4	Location of VOR checkpoints	NIL
5	Position of INS checkpoints	NIL
6	Remarks	NIL

VIND 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	Continuous aircraft stand lead-in lines available at stands N10, N11, N12, N13, N14, N15, N16, N17 & N18

2	Runway and taxiway markings and lights	Runway:- Markings: Designation, Runway Threshold,Runway Touchdown Zone, Runway Centreline, Runway Aiming point,Runway side stripe markings Lights:Runway Threshold, Runway Touchdown Zone (RWY 28), Runway Approach, Runway Edge,Runway end and Runway centreline, Rapid exit taxiway indicator lights (RETIL). Taxiway:- Markings:Taxiway Centreline, Taxiway Side stripe, Intermediate Holding Position,Runway holding position, Enhanced taxiway centreline marking Lights:Centre line lights, Intermediate Holding Position lights, taxiway edge lights on curves.
3	Stop bars (if any)	At Runway Holding Position
4	Remarks	NIL

VIND AD 2.10 AERODROME OBSTACLES

In Approach/Take-off/Circling Area and at AD					
1	**2**	**3**	**4**	**5**	**6**
RWY/Area affected	Obstacle type	Coordinates	Elevation	Marking/LGT	Remarks
28/TKOF 10/APCH	TREE	281107.4N 0773517.8E	697.118 FT	NIL	Group of Trees
28/TKOF 10/APCH	TREE	281109.1N 0773514.7E	690.27 FT	NIL	Group of Trees
28/TKOF 10/APCH	TREE	281109.3N 0773513.8E	701.684 FT	NIL	Group of Trees
28/TKOF 10/APCH	TREE	281108.6N 0773513.4E	694.207 FT	NIL	Group of Trees
28/TKOF 10/APCH	TREE	281108.3N 0773510.5E	704.611 FT	NIL	Group of Trees
28/TKOF 10/APCH	TREE	281107.5N 0773509.8E	698.39 FT	NIL	Group of Trees
28/TKOF 10/APCH	TREE	281107.0N 0773509.4E	701.465 FT	NIL	Group of Trees
28/TKOF 10/APCH	TREE	281110.1N 0773512.6E	698.482 FT	NIL	Group of Trees
28/TKOF 10/APCH	TREE	281111.2N 0773513.6E	699.26 FT	NIL	Group of Trees
28/APCH 10/TKOF	TREE	281036.0N 0773817.6E	700.661 FT	NIL	Group of Trees
28/APCH 10/TKOF	TREE	281035.4N 0773816.8E	702.76 FT	NIL	Group of Trees
28/APCH 10/TKOF	TREE	281035.6N 0773816.1E	704.863 FT	NIL	Group of Trees
28/APCH 10/TKOF	TREE	281037.9N 0773819.0E	715.067 FT	NIL	Group of Trees
28/APCH 10/TKOF	TREE	281038.7N 0773816.8E	704.873 FT	NIL	Group of Trees

In Approach/Take-off/Circling Area and at AD					
1	**2**	**3**	**4**	**5**	**6**
RWY/Area affected	Obstacle type	Coordinates	Elevation	Marking/LGT	Remarks
28/TKOF 10/APCH	TREE	281107.4N 0773525.5E	666.33 FT	NIL	Mobile Road Traffic (Road Elev. 198.1 M. + Traffic Ht. 5.0 M.)

VIND AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Name of the associated meteorological office	Aeronautical MET Station, Noida
2	Hours of service and, where applicable, the designation of the responsible meteorological office outside these hours	As per Operational Hours of the Airport. Responsible MET Office - AMO Lucknow / MWO Palam
3	Office responsible for preparation of TAFs and periods of validity and interval of issuance of the forecasts	AMO Lucknow
4	Availability of the trend forecast for the aerodrome and interval of issuance	Issued by AMO Lucknow and as per ICAO guidelines - Annex 3
5	Information on how briefing and/or consultation is provided	Manual and Online briefing system
6	Types of flight documentation supplied and language(s) used in flight documentation	Language - English Flight documentation as per ICAO guidelines of Met Services- Annex 3
7	Charts and other information displayed or available for briefing or consultation	Radar, Satellite
8	Supplementary equipment available for providing information on meteorological conditions, e.g. weather radar and receiver for satellite images;	Delhi Radar and Operational Satellite
9	The air traffic services unit(s) provided with meteorological information	Jewar ATS
10	Additional information, e.g. concerning any limitation of service.	NIL

VIND AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations	TRUE Bearings	Dimensions of RWY (M)	Strength of pavement (PCR) and associated data) and surface of runway and associated stopways	Geographical coordinates for threshold and runway end
1	2	3	4	5
10	101.74 DEG	3900 x 45 M	790/F/C/W/T Asphalt	THR: 281100.48N 0773532.79E RWY END: 281034.71N 0773752.69E
28	281.74 DEG	3900 x 45 M	790/F/C/W/T Asphalt	THR: 281034.71N 0773752.69E RWY END: 281100.48N 0773532.79E

THR elevation and highest elevation of TDZ of precision APP RWY	Slope of runway and associated stopway	Dimensions of stopway (M)	Dimensions of clearway (M)	Dimensions of strips (M)
6	7	8	9	10
THR: 652.5FT TDZ: 652.5FT	-0.02%	NIL	NIL	4020 x 280 M
THR: 650.0FT TDZ: 650.0FT	0.02%	NIL	NIL	4020 x 280 M

Dimensions of runway end safety areas	Location and description of arresting system (if any)	Existence of an obstacle-free zone	Remarks.
11	12	13	14
240M x 90M	NIL	AVBL	1. PCR and runway surface details: (i) From beginning up to 258M: 1180/R/C/W/T, Concrete (ii) From 258M up to 3487M: 790/F/C/W/T, Asphalt (iii) From 3487M up to 3900M: 1180/R/C/W/T, Concrete
240M x 90M	NIL	AVBL	1. PCR and runway surface details: (i) From beginning up to 413M 1180/R/C/W/T, Concrete (ii) From 413M up to 3642M: 790/F/C/W/T, Asphalt (iii) From 3642M up to 3900M 1180/R/C/W/T, Concrete

VIND AD 2.13 DECLARED DISTANCES

RWY Designator	Take-off run available TORA (M)	Take-off distance available TODA (M)	Accelerate distance available ASDA (M)	Landing distance available LDA (M)	Remarks (including runway entry or start point where alternative reduced declared distances have been declared)
1	**2**	**3**	**4**	**5**	**6**
10	3900	3900	3900	3900	NIL
28	3900	3900	3900	3900	NIL

VIND 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	CAT I 900 M LIH	Green	PAPI LEFT/3.00 DEG	
28	CAT I 900 M LIH	Green	PAPI LEFT/3.00 DEG	900 M

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
3900 M 15 M LIH White	3300 M 60 M White LIH	Red	NIL	1. Runway centreline lights variable white from threshold to the point 900m before the runway end; alternate red and variable white from 900m to 300m from the runway end, and red from 300m to the runway end. 2. Runway edge lights variable white from physical beginning up to 600m before runway end; Yellow between 600m and runway end. 3. Sequence Flashing Lights on RWY 10 (300 m to 900 m) from direction of approach at intervals of 30m.
3900 M 15 M LIH White	3300 M 60 M White LIH	Red	NIL	1. variable Runway centreline lights variable white from threshold to the point 900m before the runway end; alternate red and variable white from 900m to 300m from the runway end, and red from 300m to the runway end. 2. Runway edge lights variable white from physical beginning up to 600m before runway end; Yellow between 600m and runway end. 3. Sequence Flashing Lights on RWY 28 (300 m to 900 m) from direction of approach at intervals of 30m. 4. Rapid Exit Taxiways Indicator Lights (RETILS) installed at RWY 28 for TWY A6.

VIND AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	Location, characteristics and hours of operation of aerodrome beacon/identification beacon (if any)	ABN	Above ATC Tower Building, Rotating green and white 24 flashes per minute H24
		IBN	Not AVBL
2	Location and lighting (if any) of anemometer/ landing direction indicator;	LDI	Not AVBL
		Anemometer	At TDZ MET parks of RWY 10 and RWY 28

3	Taxiway edge and taxiway centre line lights;	Edge	All TWY curves
		Centre Line	All TWYs
4	Secondary power supply including switch-over time;	All AGL Lighting systems (Critical and Essential Lighting systems) are connected to online UPS power system of 400kVA and with Backup DG of 1010kVA. Switch over Time: 10 CAT I - 1 Sec 28 CAT I – 1 Sec	
5	Remarks	NIL	

VIND 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

VIND AD 2.17 AIR TRAFFIC SERVICE AIRSPACE

1	Airspace designation, geographical coordinates and lateral limits	CTR: 1. Area bounded by 281251.8N 0772525.6E; 281100.5N 0773532.7E; 280439.3N 0780939.1E then along a clockwise arc of radius 30 NM center at 281032.22N 0773622.49E to 274443.2N 0775345.8E; 274346N 0774740E; 274036.04N 0773941.90E then along a clockwise arc of radius 30 NM center at 281032.22N 0773622.49E to 274442.22N 0771900.95E; 280431.86N 0772331.78E to the point of origin, excluding airspace of Aligarh CTR. Vertical Limit: FL 75 2. Area bounded by 282134.19N 0771657.61E; 281752.8N 0773709.5E; 281749.3N 0780502.5E; 281658.5N 0780933.1E then along a clockwise arc of radius 30 NM center at 281032.22N 0773622.49E to 280439.3N 0780939.1E; 281100.5N 0773532.7E; 281251.8N 0772525.6E; 280431.86N 0772331.78E; 280620.60N 0771326.41E; 281738.46N 0771603.02E to the point of origin. Vertical Limit: 4500 FT AMSL 3. Area bounded by 280620.60N 0771326.41E; 280431.86N 0772331.78E; 274442.22N 0771900.95E; then along a clockwise arc of radius 30 NM center at 281032.22N 0773622.49E to 275136.64N 0771001.68E to the point of origin. Vertical Limit: 5500 FT AMSL
2	Vertical limits	FL 75

3	Airspace classification	D
4	Call sign and language(s) of the air traffic services unit providing service;	Jewar Tower / Jewar Approach, English
5	Transition altitude	5000 FT
6	Hours of applicability	HO
7	Remarks	1. Delhi Approach/Radar 126.350 MH 2) Beyond operational hours: A) CTR Airspace within 30NM Of ARP of Delhi airport is part of Delhi CTR. B) CTR airspace above 5000ft and beyond 30NM of ARP of Delhi airport is part of Delhi CTA-I. C) Airspace below 5000ft, excluding Aligarh CTR, is class G.)

VIND AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Call sign	Channel(s)	SATVOICE Number(s), if available	Logon address, as appropriate	Hours of operation	Remarks
1	2	3	4	5	6	7
OTHER	Jewar Delivery	121.075 MHZ			HO	1. CLD, Main FREQ
APP	Jewar Approach	120.825 MHZ			HO	1. Main FREQ
APP	Jewar Approach	122.175 MHZ			HO	1. Backup Frequency
TWR	Jewar Tower	118.675 MHZ			HO	1. Main FREQ
TWR	Jewar Tower	119.125 MHZ			HO	1. Backup FREQ 2. Combined Backup Frequency for TWR/ SMC/ CLD
ATIS	Jewar Information	127.225 MHZ			HO	1. NIL
ALRS	Jewar Emergency	121.500 MHZ	NIL		HO	1. Emergency FREQ
SMC	Jewar Ground	121.250 MHZ			HO	1. Main FREQ

VIND AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aids, magnetic variation and type of supported operation for ILS/ MLS, basic GNSS, SBAS and GBAS, and for VOR/ILS/MLS station used for technical lineup of the aid	Identification	Frequency(ies), Channel number(s), Service provider, and reference path identifier(s) (RPI), as appropriate	Hours of operation, as appropriate;
1	2	3	4

Type of aids, magnetic variation and type of supported operation for ILS/ MLS, basic GNSS, SBAS and GBAS, and for VOR/ILS/MLS station used for technical lineup of the aid	Identification	Frequency(ies), Channel number(s), Service provider, and reference path identifier(s) (RPI), as appropriate	Hours of operation, as appropriate;
LOC 10 CAT I	IJIA	108.300 MHz	As ATS
GP 10		334.100 MHz	As ATS
DME ILS 10	IJIA	CH20X	As ATS
LOC 28 CAT I	IJWR	109.300 MHz	As ATS
GP 28		332.000 MHz	As ATS
DME ILS 28	IJWR	CH30X	As ATS
DVOR/DME	JWR	117.500 MHz CH122X	HO

Geographical coordinates of the position of the transmitting antenna	Elevation of transmitting antenna of DME/ elevation of GBAS reference point	Service volume radius from the GBAS reference point	Remarks
5	6	7	8
281031.828N 0773808.333E	684FT		
281102.085N 0773546.225E			
281102.185N 0773546.257E	672FT		1.Collocated with GP 10 2.Geoid Model: EGM 08
281103.984N 0773513.725E			
281041.01 lN 0773740.71 lE			
281041.147N 0773740.726E	668 FT		1.Collocated with GP 28 2.Geoid Model: EGM 08
281033.4N 0773817.5E	684 FT		1. Collocated with DVOR JWR 2. Geoid Model: EGM 08

VIND AD 2.20 LOCAL AERODROME REGULATIONS

1. Aircraft Pushback and Start-up Procedures

The objective of the pushback and start-up procedure is to reduce ground conflicts in pushback and start-up of aircraft, reduce ground delays and reduce radiotelephony congestion thereby enhancing the operational efficiency of Noida International Airport.

Apron 1 is served by one taxi lane, C1. Taxi-lane C1 is compatible for up to code letter C aircraft. TWY C5 will be used for entry/exit of aircraft from the apron

1.1. Pushback procedures (up to Code C)

Mode of Operation: Westerly/Easterly- RWY in use- 28/10

Aircraft Stand	Procedure

N10 and N11	The aircraft shall be pushed back onto TWY C1 facing east and to be towed abeam aircraft stand N12 and follow further instructions from ATC
N12, N13, N14, N15, N16, N17	The aircraft shall be pushed back onto TWY C1 facing east and to be towed abeam aircraft stand and follow further instructions from ATC
N18	The aircraft shall be pushed back onto TWY C1 facing east and to be towed abeam aircraft stand N17 and follow further instructions from ATC

Note:
a) All stands in the apron are remote and compatible up to Code C aircraft
b) All stands are power in and push back stands
c) Simultaneous pushback in the apron shall be separated by three aircraft stands
Refer Aircraft Parking/Docking Chart
2. Taxiing Procedures
2.1 Mode of Operation – Westerly (RWY 28)
2.1.1 Departing aircraft will taxi via taxi-lane C1, C5 and turn right on taxiway A, A1 (holding point RWY 28).
2.1.2 Arrival RWY 28 to vacate runway via A9 or RET A6, taxi via A, C5, C1 to the respective aircraft stand
Note: ATC to exercise caution while issuing pushback and taxi clearance to departure (for RWY 28) with respect to arrival vacating via RET A6. A9 should be used for vacation by arriving aircraft if departing aircraft has pushed back in the apron or is taxiing to holding point A1 and has not crossed RET A6
2.2 Mode of Operation – Easterly (RWY 10)
2.2.1 Departing aircraft will taxi via taxi-lane C1, C5 and turn left on taxiway A, A9 (holding point RWY 10).
2.2.2 Arrival RWY 10 to vacate runway via A1, taxi via A, C5, C1 to the respective aircraft stand.

3. Low Visibility Procedures

3.1 Purpose: The purpose of these procedures is to ensure safe and efficient operations ofaircraft, vehicle/equipment, and personnel during low visibility operations at Noida International Airport, Jewar.

3.2 Scope: Low Visibility Procedures have been developed for Noida International Airport, Jewar to accommodate/permit arrivals & departures up to CAT I conditions

3.3 Definitions:

3.3.1 Low Visibility Procedures (LVP): Specific procedures applied at an aerodrome for the purpose of ensuring safe operations during Categories II and III approaches and/or low visibility take-offs

Note: as per para 5.3 of Civil Aviation Requirement on All Weather Operations, an operator shall not conduct Take-off with RVR/Visibility less than standard CAT-I conditions of 550m RVR/800m Visibility unless low visibility procedures are enforced

3.3.2 Safeguarding Procedures (SP): Safeguarding Procedures (SP) are instructions for relevant airport, departments, and airside operators to prepare ground services and facilities for low visibility operations in order that when LVP are implemented all Safeguarding procedures are complete.

3.3.3 Low Visibility Take-off (LVTO): A term used in relation to flight operations referring to a take-off on RWY where the RVR is less than 400M.

3.3.4 Visibility: The greatest distance at which a black object of suitable dimensions, situated near the ground, can be seen and recognized when observed against a bright background.

The greatest distance at which lights in the vicinity of 1000 candelas can be seen and identified against an unlit background.

3.3.5 Runway visual Range (RVR): The range over which the pilot of an aircraft on the centreline of a runway can see the runway surface marking or the lights delineating the runway or identifying its centre line.

3.3.6 Instrument runway: One of the following types of runways intended for the operation of aircraft using instrument approach procedures:

3.3.7 Instrument Approach Operations. An approach and landing using instruments for navigation guidance based on an instrument approach procedure. There are two methods for executing instrument approach operations:

a) a two-dimensional (2D) instrument approach operation, using lateral navigation guidance only; and

b) a three-dimensional (3D) instrument approach operation, using both lateral and vertical navigation guidance.

Lateral and vertical navigation guidance refers to the guidance provided either by:

a) a ground-based radio navigation aid; or

b) computer-generated navigation data from ground-based, space-based, selfcontained navigation aids or a combination of these.

Instrument approach operations shall be classified based on the designed lowest operating minima below which an approach operation shall only be continued with the required visual reference as follows:

a) Type A: a minimum descent height or decision height at or above 75 m (250 ft); and

b) Type B: a decision height below 75 m (250 ft).

3.3.8 Precision approach runway, category I-A runway served by visual aids and nonvisual aid(s) intended for landing operations following an instrument approach operation type B with a decision height (DH) not lower than 60 m (200 ft.) and either a visibility not less than 800 m or a runway visual range not less than 550 m.

3.3.9 Precision approach runway, category II- A runway served by visual aids and nonvisual aid(s) intended for landing operations following an instrument approach operation type B with a decision height (DH) lower than 60 m (200 ft) but not lower than 30 m (100 ft.) and a runway visual range not less than 300 m.

3.3.10 Precision approach runway, category III- A runway served by visual aids and nonvisual aid(s) intended for landing operations following an instrument approach operation type B with a decision height (DH) lower than 30 m (100 ft), or no decision height and a runway visual range less than 300 m or no runway visual range limitation.

3.3.11 Decision Height: A specified altitude or height in a 3D instrument approach operation at which a missed approach must be initiated if the required visual reference to continue the approach has not been established. Note. — Decision altitude (DA) is referenced to mean sea level and decision height (DH) is referenced to the threshold elevation.

3.3.12 ILS Critical Area: An area of defined dimensions about the localizer and glide path antennas where aircraft and vehicles are excluded during all ILS operations. The critical area is protected because the presence of vehicles / or aircraft inside its boundaries will cause unacceptable disturbance to the ILS signal-in-space

3.3.13 ILS Sensitive Area: An area extending beyond the ILS critical area where the parking and/or movement of vehicles, including aircraft, are controlled to prevent the possibility of unacceptable interference to the ILS signal during ILS operations. The sensitive area is protected to provide protection against interferences cause by large moving objects outside the critical area but still normally within the airfield boundary

3.3.14 Obstacle Free Zone: The airspace above the inner approach surface, inner transitional surface and balked landing surface and that portion of the strip bounded by these surfaces, which is not penetrated by any fixed obstacle other than of low mass and frangible mounting, required for air navigation purposes**.**

3.4 Abbreviations:

LVP	Low Visibility Procedures
SP	Safeguarding Procedures
DGCA	Directorate General of Civil Aviation
NIA	Noida International Airport
ATC	Air Traffic Control
ARFF	Aircraft Rescue and Firefighting
APOC	Airport Operations Control
TDZ	Touch Down Zone
RVR	Runway Visual Range
ILS	Instrument Landing System
SMR	Surface Movement Radar
ADAC	Aerodrome Advisory Circular
IAPP	Isolated Aircraft Parking Position

3.5 Criteria for implementation of LVP:

Activity	Criteria	Responsibility
Initiation of Safeguarding Procedures	When RVR is less than 1200m or visibility is forecasted to deteriorate to 800m or less and/ orcloud ceiling is 400ft and forecasted to fall to 200ft	Information by ATC to Apron Control, APOC and ARFF
Implementing LVP	Either TDZ, mid or end RVR is less than 800M and/or the cloud ceiling is less than 200ft, and safeguarding procedures are complete	ATC will Implement LVP

Note: Airport arrivals shall be suspended at RVR below 550m, and departures shall be suspended at RVR below 400m.

3.6 Minimum Requirements for Aeronautical Ground Lights

3.6.1 The following aeronautical ground lights shall be serviceable to the required standard to support CAT I operations on Runway 10/28

Runways	
Runway 28	**Runway 10**
Runway Approach Lights	Runway Approach Lights
Runway Edge Lights	Runway Edge Lights
Runway End Lights	Runway End Lights
Runway Centre line lights	Runway Centre line lights
Stop Bar	Stop Bar
Threshold Lights	Threshold Lights
Wing bar Threshold	Wing bar Threshold
Runway Guard Lights	Runway Guard Lights
Sequence Flashing Lights	Sequence Flashing Lights
Touch Down Zone Lights	
RWY Side Row Barrettes	
Taxiways	
Centreline lights	
Intermediate Holding Position	
Stop bars	
Edge Lights	

3.6.2 Maximum Switchover time:

Type of Approach	**01 Second**	**15 Seconds**
CAT I Precision Approach	Not Applicable	• Approach Lighting system • RWY Edge • PAPI • RWY Threshold • RWY End • Essential taxiway • Obstacle
RWY meant for takeoff in RVR conditions less than a value of 400M	• RWY end • RWY centre line • All stop bars	• Essential TWYs • Obstacle lights

3.7 Roles and Responsibilities:

3.7.1 Action by ATC:

3.7.1.1 Inform APOC, Apron control and ARFF when meteorological criteria are met for visibility standby and initiating safeguarding procedures.

3.7.1.2 Switch on all AGL and facilitate of runway, taxiway and apron. Facilitate Follow me for manoeuvring area and apron inspection to complete safeguarding procedures.

3.7.1.3 When meteorological criteria are met and safeguarding procedures are completed, implement LVP and inform APOC apron control and ARFF.
3.7.1.4 ATC shall Broadcast in ATIS regarding LVP is in force.
3.7.1.5 Stop bar lights associated with runway shall be switched on all the time.
3.7.1.6 Stop bar lights associated with taxiway shall be switched on after safeguard procedure is initiated.
3.7.1.7 ATC shall not permit high power engine ground runup after the initiation of safeguarding procedures till termination of safeguarding procedures. In case high power engine runup is in progress the same shall be stopped and towed back to respective stand in coordination with APOC before implementing LVP.

3.7.2 Action by Met office:

3.7.2.1 Duty MET officer shall ensure timely dissemination of any change in visibility or RVR to tower supervisor when RVR less than 1200M or visibility is forecasted to deteriorate to 800M or less and or cloud ceiling is 400ft and forecasted to fall to 200ft
3.7.2.2 The duty MET officer shall ensure that the RVR displays in ATC units, control tower and approach control are serviceable. He shall ensure that RVR/visibility recorders of TDZ, Mid and end position are serviceable.
3.7.2.3 In case of unserviceability of RVR equipment, he shall depute a Met officer for supplementing manual RVR.

3.7.3 Action by DM Airside Operations:

3.7.3.1 Once safeguarding procedures are initiated, inform Follow Me in coordination with electrical team to complete safeguarding procedures.
3.7.3.2 Coordinate with ATC, APOC and Follow me for implementation of LVP.
3.7.3.3 Inform APOC and ATC once safeguarding procedures are completed.
3.7.3.4 Coordinate and facilitate MET officials as and when required for any unserviceability or manual reading of RVR.

3.7.4 Action by Follow me:

3.7.4.1 No vehicles shall enter manoeuvring area without serviceable VEELO.
3.7.4.2 Ensure timely completion of safeguarding procedures as per checklist and report to DM Airside.
3.7.4.3 Stop all maintenance works (civil, electrical and project) in airside and if work is inside manoeuvring area, clear all men and material.
3.7.4.4 Ensure Safeguarding inspection along with Shift Engineer Electrical as per checklist.
3.7.4.5 Shall ensure that all LVOP boards are switched ON.
3.7.4.6 Ensure closure of portion of perimeter road leading to critical/sensitive areas.
3.7.4.7 Ensure TWY & Apron lights inspection along with Electrical team at 02hrs intervals
3.7.4.8 Ensure Stop bars lights associated with taxiway are switched ON during implementation of safeguard procedure

3.7.5 Actions by ARFF:

3.7.5.1 Once safeguarding procedures are initiated Shift In-charge ARFF shall position CFT at the pre-determined positions. The CFT shall remain at PDP till the safeguarding procedures are withdrawn PDP locations:
a) PDP 01 - On ARFF access road leading to RWY 10/28
b) PDP 02 - Access road south of Isolated Aircraft Parking Position
c) PDP 03 – Access Road south of TWY A abeam wind direction indicator for RWY 28

3.7.6 Action by Shift Engineer electrical:

3.7.6.1 Ensure joint AGL inspection along with Follow Me to complete safeguarding procedures and when required during LVP.
3.7.6.2 Ensure AGL supply switch over to DG/UPS as per the compliance requirement in coordination with Follow Me and ATC.
3.7.6.3 Ensure CCR is always manned during LVP and maintains two-way communication with Apron Control.
3.7.6.4 Notify Duty Manager Airside in real time in case of any AGL unserviceability noticed

3.7.7 Action by Duty Manager APOC:

3.7.7.1 APOC shall inform Apron Control, ARFF, CCR, CISF and all stakeholders regarding LVP operations. APOC shall start planning of their resources accordingly and maintain two-way communication with ATC and Airside Operations

VIND AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VIND AD 2.22 FLIGHT PROCEDURES

NIL

VIND AD 2.23 ADDITIONAL INFORMATION

1. Taxiways Details:

S. No	Designation	PCR	Surface	Width (m)	Shoulder (m)
1	TWY A	790/F/C/W/T	Asphalt	23	7.5
2	TWY A1	1180/R/C/W/T	Concrete	23	7.5
3	TWY A6	555/F/C/X/T	Asphalt	23	7.5
4	TWY A9	1180/R/C/W/T	Concrete	23	7.5
5	TWY C5	790/F/C/W/T	Asphalt	23	7.5
6	TXL C1	1180/R/C/W/T	Concrete	15	7.5

2. Description of Equipment and Services

2.1 Runway Visual Range (RVR)

There are three forward scatter meters for RWY 28/10 to record RVR values. One forward scatter meter (FSM) is located each at touchdown zone, runway midpoint, and end of runway. RVR values always refer to Touchdown RVR (TDZ), Midpoint RVR(MID) and End RVR (END).

VIND AD 2.24 CHARTS RELATED TO AN AERODROME

1. Aerodrome Chart (27 November 2025)
2. Aircraft Parking/Docking Chart (27 November 2025)
3. Aerodrome Obstacle Chart - Type A RWY 10 (27 November 2025)
4. Aerodrome Obstacle Chart - Type A RWY 28 (27 November 2025)
5. Aerodrome Obstacle Chart - Type B (27 November 2025)
6. Precision Approach Terrain Chart RWY 10 (27 November 2025)
7. Precision Approach Terrain Chart RWY 28 (27 November 2025)
8. ILS Critical and Sensitive Area Chart (27 November 2025)
9. Instrument Approach Chart – ILS OR LOC Y RWY 28, CAT II & CAT III (27 November 2025)
10. Instrument Approach Chart – ILS OR LOC Y RWY 10 (27 November 2025)
11. Instrument Approach Chart – RNP RWY 10 (27 November 2025)
12. Instrument Approach Chart – RNP RWY 28 (27 November 2025)

VIND AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Procedure	Procedure Minima	VSS Penetration
1	**2**	**3**