

4/9/2025

FOR YOUR INFORMATION

2025-79/4-3

2218274

To: Airport Manager, Indira Ghandi Int'l Airport (New Delhi, India), FAA (NYC-IFO)

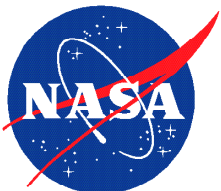
Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200), A4A, ALPA, AOPA, APA, ASAP, ATSG, CAPA, ICASS, ICAO, IFALPA, NBAA, NTSB, Airports Authority of India

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: VIDP/DEL Runway 10 Lighting

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2218274**DATE / TIME**

Date of Occurrence	202503
Local Time Of Day	1201 to 1800

PLACE

Locale	VIDP.Airport
State	FO

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	VIDP
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Pilot Flying
ASRS Report Number	2218274

EVENTS

Anomaly	Ground Event / Encounter - Ground Equipment Issue
Detector - Person	Flight Crew
Result - Flight Crew	Requested ATC Assistance / Clarification

NARRATIVE 1

I wanted to bring to your attention a safety issue we experienced landing in DEL last night on Day 0. We were on ILS to Runway 10, visibility 4500 meters. Runway in sight from 3 miles out, but about 2 miles from touch down we saw what appeared to be an aircraft on the runway about 4000 feet from approach end. We expected to see it turn off and then we would get a landing clearance. However, when we were cleared to land, the light was still on the runway centerline.

At about 1 mile we queried the Tower, to confirm runway was clear and confirm landing clearance. With all eyes outside looking, we quickly determined it was a single super bright amber turn-off light just left of centerline approximately at the intersection with H2. There were no other position lights, anti-collision lights or red beacons, so I felt safest course was to continue the landing. We passed it after touchdown while rolling out. Needless to say, it was disconcerting, and made concentrating on the approach and landing more challenging and stressful than needed.

I suggest you immediately send an email to flight crews to alert them to this potential hazard, and contact the local airport authorities to see if they can identify and repair this light which looks like it is angled up and 3x brighter than runway centerline lights. I called the Captain who will arrive tonight on Day 1.

Cause: Night, fatigue, language issues, crew experience.

Notify crews of hazard.

SYNOPSIS

Air carrier pilot flying reported being on final approach and seeing a bright amber turn-off light just left of centerline that made it look as if there was an aircraft on the runway.