

**GENERAL****Operational Hours****ATS Hours:** H24**AD ADMIN Hours**

MON-FRI 0400-1230, SAT-SUN and HOL CLSD

**Airport Information****RFF:** CAT 9**PCN:** RWY 14: First 3049m / 10003ft 89/F/C/W/T, last 325m / 1066ft 108/R/C/W/T  
RWY 32: First 325m / 1066ft 108/R/C/W/T, last 3049m / 10003ft 89/F/C/W/T**Operation****Traffic Notes:** Night stop for nonscheduled flights only with PPR due limited parking space.**TWY Restrictions**

TWY C MAX wingspan 52m / 171ft.

TWYs D-F, P, P1-P5 AVBL up to code letter E ACFT.

**Taxi/Parking**

Follow guidelines strictly, 180°-turns on stands are prohibited.

Stand 1-4 taxi-in selfmanoeuvring via TWY B, taxi-out selfmanoeuvring via TWY A.

Stand 5-9 taxi-in selfmanoeuvring via TWY B, taxi-out via TWY B after push-back.

Stand 11, 12 taxi-in selfmanoeuvring via TWY B and stand 1, 2 (if occupied via TWY A), taxi-out via TWY A after push-back.

**ARRIVAL****Speed****Speed Control under Radar Enviroment for Arriving ACFT**

All DME (D) distances are from VOR and all distances in NM are fom touchdown

| Flight Phase   | IAS                                      |  | Status                      | Remarks  |
|--|--|--|-----------------------------|--|
|  | PROP                                     | JET  |                             |  |
| Enroute and initial descent up to FL290  | Not AVBL                                 | 250KT or actual speed whichever is higher    | Optional/As required by ATC | Speed less than 250KT subject to pilot concurrence   |
| Below FL290 and up to FL150  | 250KT or actual speed whichever is lower |  |                             | Speed less than 250KT to pilot concurrence. Below FL210 speed may be reduced to 240KT by ATC subject to pilot concurrence. |
| Below FL150 and within D25 to 20NM (D30 to 20NM in case of straight-in) or on downwind | 220KT or actual speed whichever is lower | 220KT or MNM clean speed whichever is higher | Mandatory                   | Below 10000ft AMSL speed may be reduced to 210KT by ATC to pilot concurrence.  |
| Within 20NM from touch down  | 180KT                                    | 180KT  | Mandatory                   | Speed may be further reduced to 170KT by ATC   |

**ARRIVAL**

|  |           |           |           |  |
|--|-----------|-----------|-----------|--|
| Intercept leg or 12NM from touch down in case of straight-in | 180-160KT | 180-160KT | Mandatory | Speed to be reduced to 160KT during the intercept leg  |
| 10-5NM from touch down**                                     | 160-150KT | 160KT     | Mandatory | PROP ACFT unable to maintain the specified speed must inform ATC as early as possible, preferably during intercept leg or when 12NM from touch down<br>**At the time APCH clearance is issued, speed restriction shall remain applicable unless withdrawn by ATC |
| Within 5NM from touch down                                   | Not AVBL  | Not AVBL  | Not AVBL  | -  |

Speed control shall not be applicable to ACFT:

- entering or established in holding pattern
- encountering turbulent weather
- conducting Cat 2/3 OPS and within 20NM from touchdown
- within 5NM from touchdown
- executing the published IAP until interception of final approach track
- carrying VVIP and
- conducting priority/emergency landing

ACFT shall be advised as and when speed control restriction is not applicable or no longer required

**Communication**

**COM Failure** when radar vectored:

Prior final track interception: Maintain last assigned ALT or 3200ft whichever is higher and proceed direct to TVM VOR and execute last cleared APCH.

After final track interception: Continue APCH.

For STARs to be used during COM failure see separate header "COM Failure".

**Arrival Procedure**

**Non-standard GP Intercept Position on RWY 32**

GP intercepts RWY 32 at 308m / 1011ft after landing threshold.

Remaining DIST beyond GP is 2930m / 9612ft.

**DEPARTURE****Take-off Minima**

| RWY      |           | 14/32    |         |                      |
|----------|-----------|----------|---------|----------------------|
| All ACFT | ft - m/km | 0 - 400v | HJ only | For conditions check |
|          |           | 0 - 800v | HN      | CRAR                 |

**Communication**

**COM Failure:** For SIDs to be used during COM failure see separate header "COM Failure".

**Departure Procedure****Start-up/Push-back**

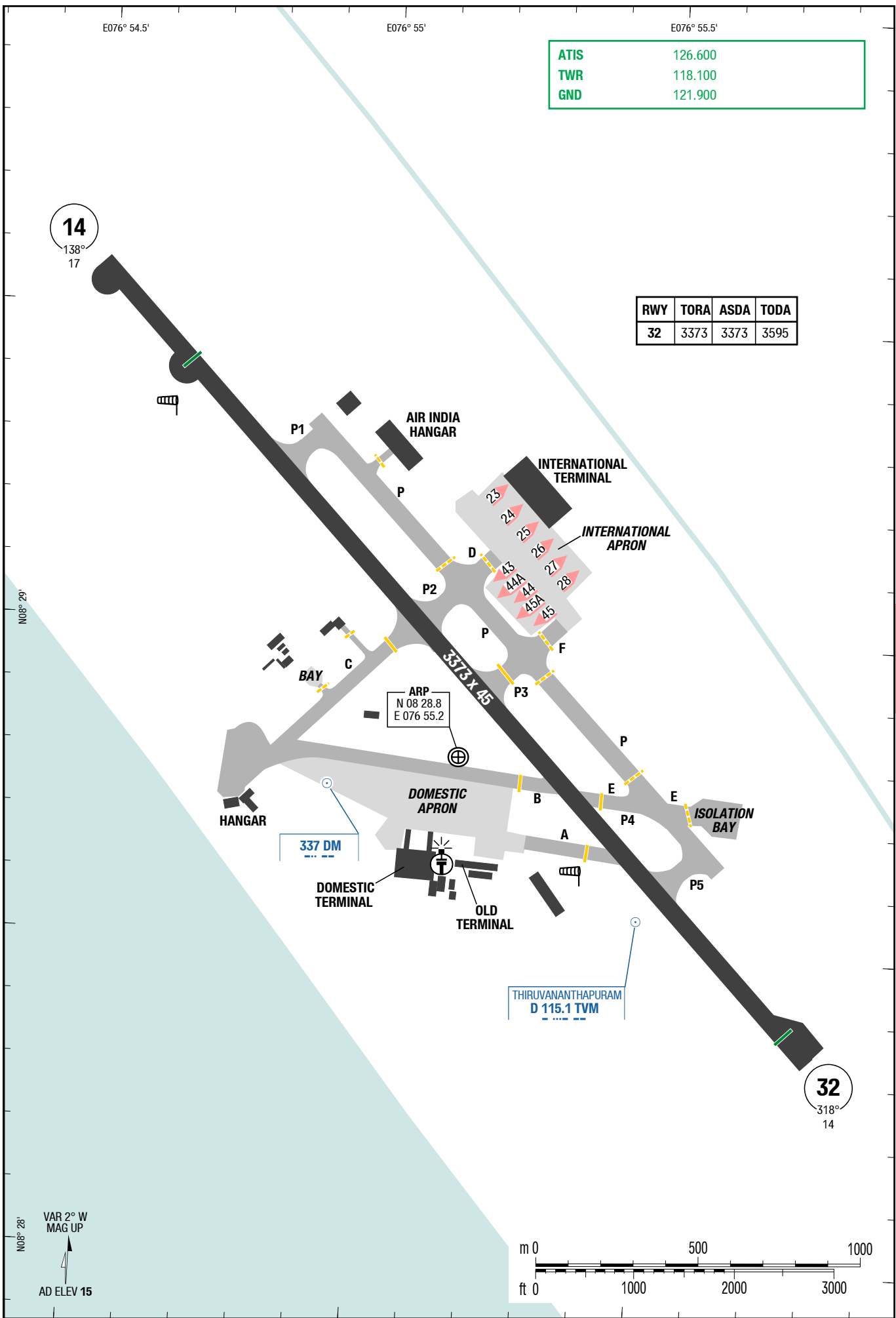
Before asking for start-up or push-back CLR, pilot must ensure that its step ladder has been removed and doors are CLSD.

**COM Failure**

Continue on the cleared RNAV-1 SID until 45NM from **TVM VOR/DME** maintaining FL140 or above, make the specified turn to fly D50 (TVM) to establish inbound ATS route as given in the tables below. On reaching **TVM VOR/DME**, ACFT will set course to WPT **OSAJE** and join the hold of **OSAJE**. Fuel dumping is permitted at this hold. When ACFT is ready for APCH, ACFT will leave the hold at or above 6000ft to the appropriate WPT and follow the published procedure from the **OSAJE** hold. ACFT shall use the RWY used for DEP for its LDG also.

| RWY | Route for DEP | SID/Transition    | Turn for INBD Track | INBD ATS Route | STAR/PROC   |
|-----|---------------|-------------------|---------------------|----------------|---|
| 32  | R457          | KALAK/HAPUR       | Right               | L899           | Leave OSAJE track 352° (MAG). At 15NM to PO-TEM descent to 2500ft at PO-TEM make convenient turn to intercept LOC / FAT |
| 32  | L899          | KALAK/RUPAT-NADOL | Left                | L899           |   |
| 32  | UL425         | KALAK/RUPAT-ANODA | Left                | L899           |   |
| 32  | P570          | NUKET/PURAM       | Left                | P570           |   |
| 32  | W15           | NUKET/CIA         | Left                | P570           |   |
| 32  | W43           | RAMPU/CCB         | Right               | W25            |   |
| 32  | W91           | RAMPU/JALUL       | Right               | W25            |   |
| 32  | W25           | RAMPU/MDI         | Right               | W25            |   |
| 32  | N640          | RAMPU/BIKOK       | Right               | P570           |   |
| 32  | TU            | RAMPU/TU          | Right               | P570           |   |
| RWY | Route for DEP | SID/Transition    | Turn for INBD Track | INBD ATS Route | STAR/PROC   |
| 14  | W43           | GAKOT/TUMLA       | Right               | W25            | METOP   |
| 14  | W15           | GAKOT/CIA         | Right               | W25            |   |
| 14  | W25/R457E     | AMESI/MDI         | Left                | W25            |   |
| 14  | VOTU          | AMESI/TU          | Right               | P570           |   |
| 14  | N640          | AMESI/BIROK       | Right               | P570           |   |
| 14  | R457          | BINUD/NAVIT       | Right               | R457           |   |
| 14  | L899          | FORET/HAPUR       | Left                | R457           |   |
| 14  | UL425         | FORET/RUPAT       | Left                | L899           |   |
| 14  | P570          | FORET/RUVAN       | Left                | UL425          |   |





|      |         |
|------|---------|
| ATIS | 126.600 |
| TWR  | 118.100 |
| GND  | 121.900 |

| RWY | TORA | ASDA | TODA |
|-----|------|------|------|
| 32  | 3373 | 3373 | 3595 |

ARP  
N 08 28.8  
E 076 55.2

THIRUVANANTHAPURAM  
D 115.1 TVM

337 DM

Changes: Nil

06-SEP-2018

**TRV-VOTV**India **Thiruvananthapuram** Thiruvananthapuram Intl

RNAV SIDs RWY 32

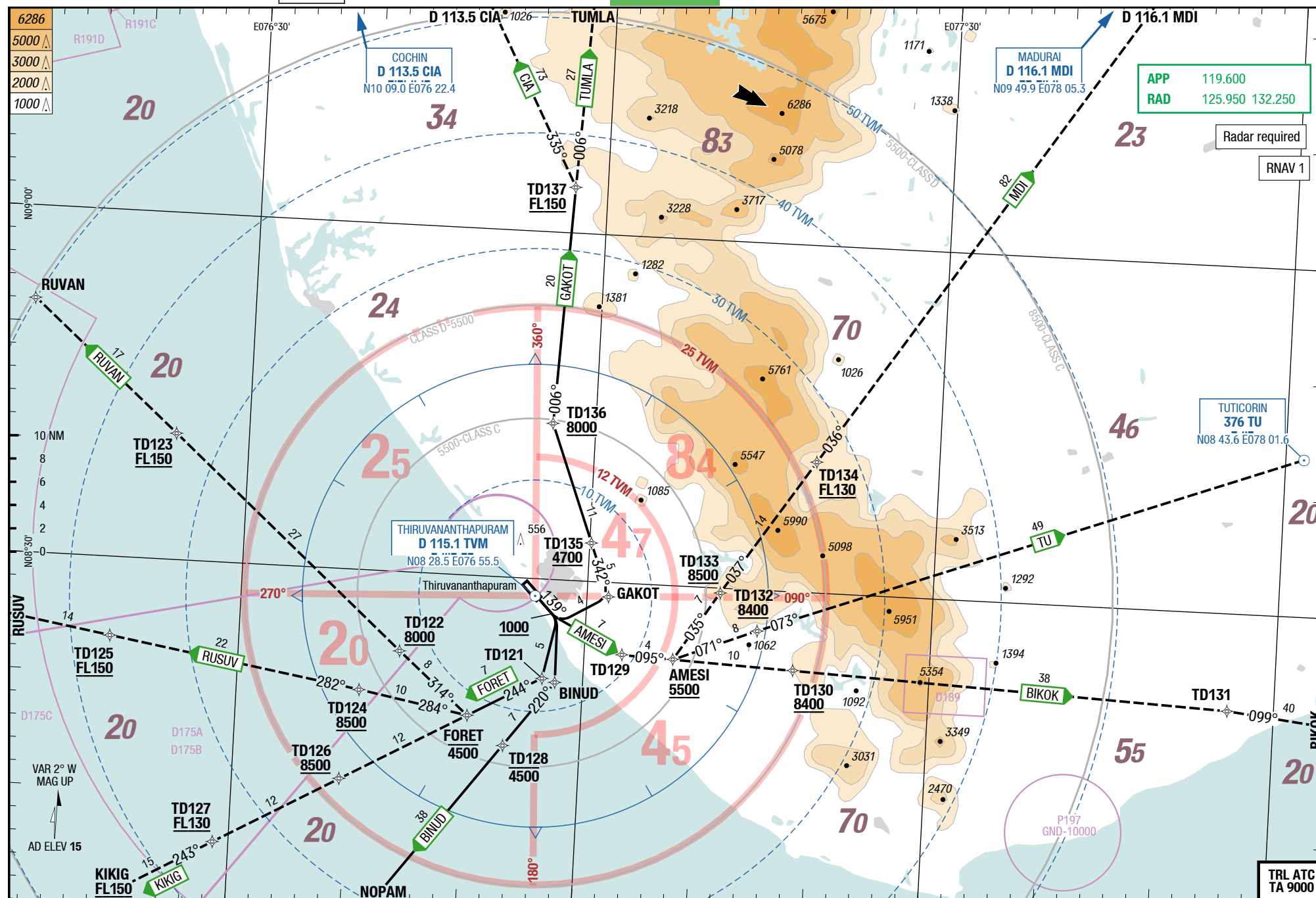
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## RNAV SIDs RWY 32

## RNAV SIDs RWY 14



Changes: MSA, PROC, WPT

06-SEP-2018

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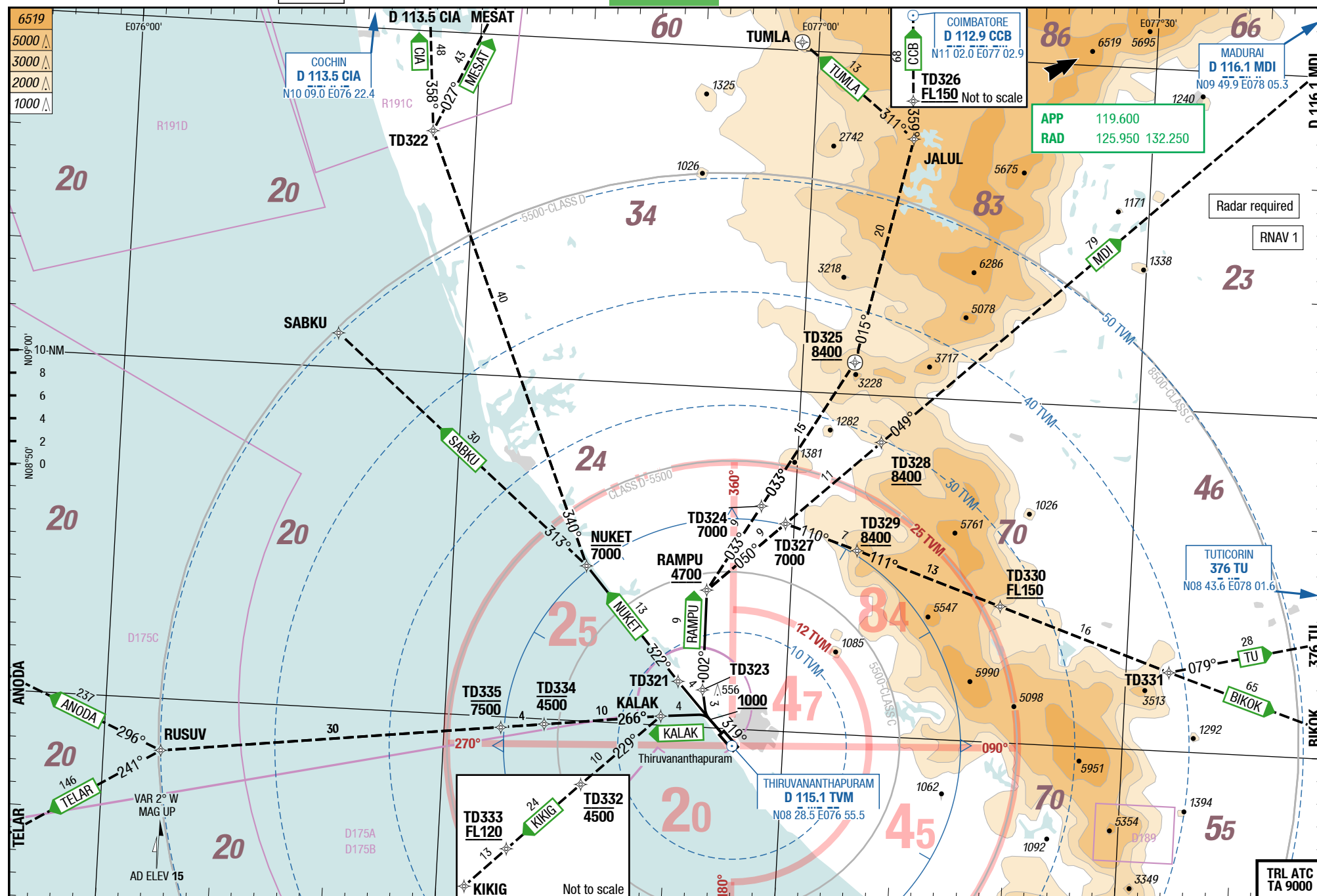
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**TRV-VOTV**

4-20

## RNAV SIDs RWY 32

## RNAV SIDs RWY 32



Changes: MSA, PROC, WPT

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## TRV-VOTV

5-10

## RNAV SIDs RWY 14

## AMESI / BINUD / FORET / GAKOT

RWY 14 (138°)

|      |        |     |      |      |      |      |      |
|------|--------|-----|------|------|------|------|------|
|      | GS     | 120 | 150  | 180  | 210  | 240  | 270  |
| 7.0% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1800 | 2000 |

| DESIGNATOR                                  | ROUTING   | ALTITUDES  |
|---|---|--|
|   | <b>Runway 14</b>                                    |  |
| <b>AMESI</b><br>7.0%<br><b>119.600</b><br>① | H139° [A1000+] - DCT TD129 - AMESI                  | AMESI MNM <b>5500</b>  |
|   | <b>TRANSITION</b>                                   |  |
|   | <b>BIKOK</b><br>AMESI - TD130 - TD131 - BIKOK       | AMESI MNM <b>5500</b><br>TD130 MNM <b>8400</b>   |
|   | <b>MADURAI (MDI)</b><br>AMESI - TD133 - TD134 - MDI | AMESI MNM <b>5500</b><br>TD133 MNM <b>8500</b><br>TD134 MNM <b>FL130</b>                           |
|   | <b>TUTICORIN (TU)</b><br>AMESI - TD132 - TU         | AMESI MNM <b>5500</b><br>TD132 MNM <b>8400</b>   |
| <b>BINUD</b><br>7.0%<br><b>119.600</b><br>① | H139° [A1000+] - DCT BINUD - TD128 - NOPAM          | TD128 MAX <b>4500</b>  |
| <b>FORET</b><br>7.0%<br><b>119.600</b><br>① | H139° [A1000+] - DCT TD121 - FORET                  | FORET MAX <b>4500</b>  |
|   | <b>TRANSITION</b>                                   |  |
|   | <b>KIKIG</b><br>FORET - TD126 - TD127 - KIKIG       | FORET MAX <b>4500</b><br>TD126 MNM <b>8500</b><br>TD127 MNM <b>FL130</b><br>KIKIG MNM <b>FL150</b> |
|   | <b>RUSUV</b><br>FORET - TD124 - TD125 - RUSUV       | FORET MAX <b>4500</b><br>TD124 MNM <b>8500</b><br>TD125 MNM <b>FL150</b>                           |
|   | <b>RUVAN</b><br>FORET - TD122 - TD123 - RUVAN       | FORET MAX <b>4500</b><br>TD122 MNM <b>8000</b><br>TD123 MNM <b>FL150</b>                           |
| <b>GAKOT</b><br>7.0%<br><b>119.600</b><br>① | H139° [A1000+] - DCT GAKOT - TD135 - TD136 - TD137  | TD135 MNM <b>4700</b><br>TD136 MNM <b>8000</b><br>TD137 MNM <b>FL150</b>                           |
|   | <b>TRANSITION</b>                                   |  |
|   | <b>COCHIN (CIA)</b><br>TD137 - CIA                  | TD137 MNM <b>FL150</b>   |
|   | <b>TUMLA</b><br>TD137 - TUMLA                       | TD137 MNM <b>FL150</b>   |

① If unable to comply with SID advise ATC for alternate clearance

Changes: PROC, WPT

## TRV-VOTV

5-20

## RNAV SIDs RWY 32

## KALAK / NUKET

RWY 32 (318°)

|      |        |     |      |      |      |      |      |
|------|--------|-----|------|------|------|------|------|
|      | GS     | 120 | 150  | 180  | 210  | 240  | 270  |
| 7.0% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1800 | 2000 |

| DESIGNATOR                                  | ROUTING   | ALTITUDES                                       |
|---|---|---|
|   | <b>Runway 32</b>                                      |   |
| <b>KALAK</b><br>7.0%<br><b>119.600</b><br>① | H319° [A1000+] - DCT KALAK                            |   |
|   | <b>TRANSITION</b>                                     |   |
|   | <b>ANODA</b><br>KALAK - TD334 - TD335 - RUSUV - ANODA | TD334 MAX <b>4500</b><br>TD335 MAX <b>7500</b>  |
|   | <b>KIKIG</b><br>KALAK - TD332 - TD333 - KIKIG         | TD332 MAX <b>4500</b><br>TD333 MNM <b>FL120</b> |
|   | <b>TELAR</b><br>KALAK - TD334 - TD335 - RUSUV - TELAR | TD334 MAX <b>4500</b><br>TD335 MAX <b>7500</b>  |
| <b>NUKET</b><br>7.0%<br><b>119.600</b><br>① | H319° [A1000+] - DCT TD321 - NUKET                    | NUKET MAX <b>7000</b>                           |
|   | <b>TRANSITION</b>                                     |   |
|   | <b>COCHIN (CIA)</b><br>NUKET - TD322 - CIA            | NUKET MAX <b>7000</b>                           |
|   | <b>MESAT</b><br>NUKET - TD322 - MESAT                 | NUKET MAX <b>7000</b>                           |
|   | <b>SABKU</b><br>NUKET - SABKU                         | NUKET MAX <b>7000</b>                           |

① If unable to comply with SID advise ATC for alternate clearance

## TRV-VOTV

5-30

## RNAV SIDs RWY 32

## RAMPU

RWY 32 (318°)

|      |        |     |      |      |      |      |      |
|------|--------|-----|------|------|------|------|------|
|      | GS     | 120 | 150  | 180  | 210  | 240  | 270  |
| 7.0% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1800 | 2000 |

| DESIGNATOR                                  | ROUTING   | ALTITUDES  |
|---|---|--|
|   | <b>Runway 32</b>  |  |
| <b>RAMPU</b><br>7.0%<br><b>119.600</b><br>① | H319° [A1000+] - DCT TD323 - RAMPU  | RAMPU MNM <b>4700</b>  |
|   | <b>TRANSITION</b>   |  |
|   | <b>BIKOK</b><br>RAMPU - TD327 - TD329 - TD330 - TD331 - BIKOK                 | RAMPU MNM <b>4700</b><br>TD327 at <b>7000</b><br>TD329 MNM <b>8400</b><br>TD330 MNM <b>FL150</b> |
|   | <b>COIMBATORE (CCB)</b><br>RAMPU - TD324 - <u>TD325</u> - JALUL - TD326 - CCB | RAMPU MNM <b>4700</b><br>TD324 at <b>7000</b><br>TD325 MNM <b>8400</b><br>TD326 MNM <b>FL150</b> |
|   | <b>MADURAI (MDI)</b><br>RAMPU - TD327 - TD328 - MDI                           | RAMPU MNM <b>4700</b><br>TD327 at <b>7000</b><br>TD328 MNM <b>8400</b>                           |
|   | <b>TUMLA</b><br>RAMPU - TD324 - <u>TD325</u> - JALUL - <u>TUMLA</u>           | RAMPU MNM <b>4700</b><br>TD324 at <b>7000</b><br>TD325 MNM <b>8400</b>                           |
|   | <b>TUTICORIN (TU)</b><br>RAMPU - TD327 - TD329 - TD330 - TD331 - TU           | RAMPU MNM <b>4700</b><br>TD327 at <b>7000</b><br>TD329 MNM <b>8400</b><br>TD330 MNM <b>FL150</b> |

① If unable to comply with SID advise ATC for alternate clearance

06-SEP-2018

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RNAV STARs RWY 32

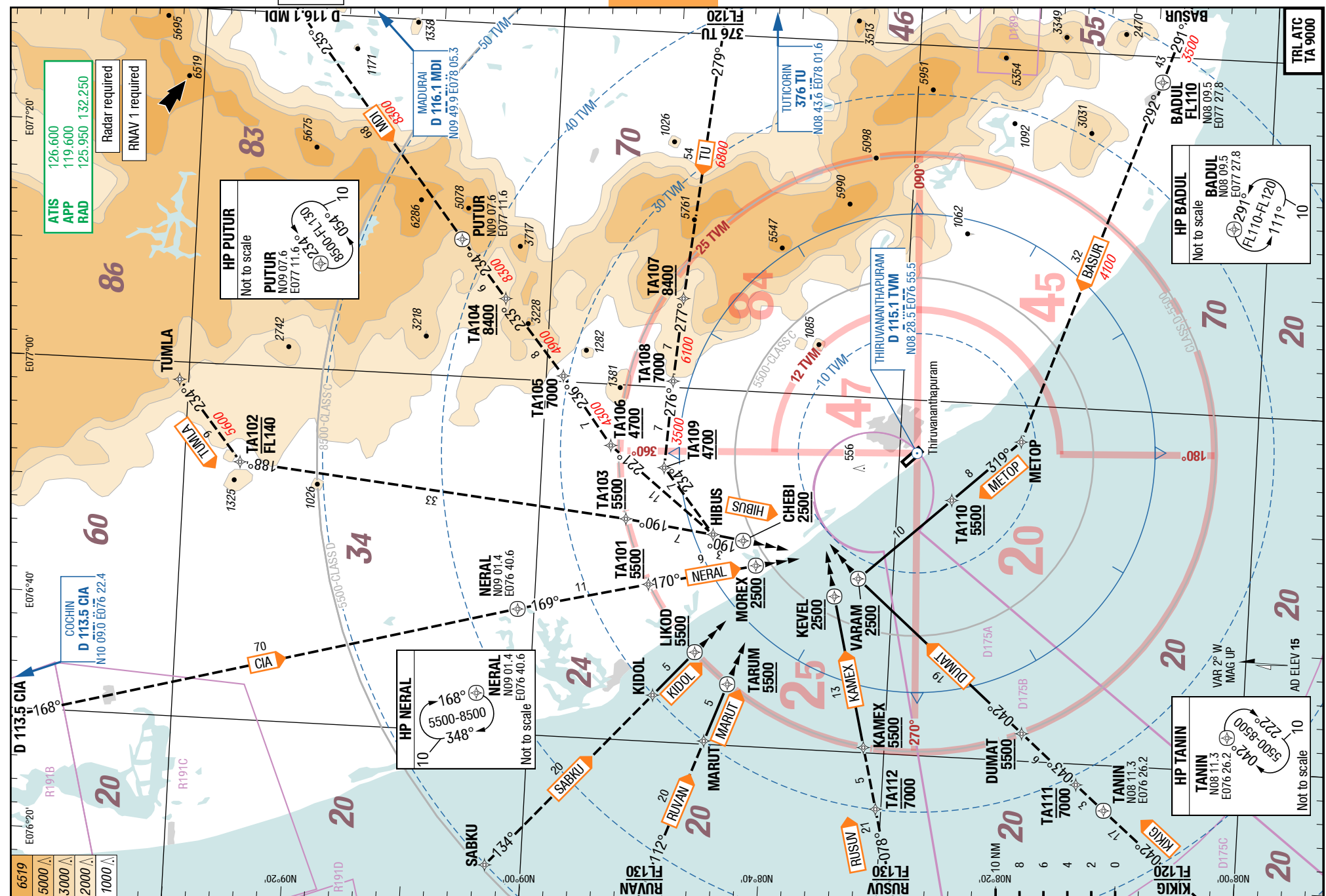
# STAR

# STAR

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RNAV STARs RWY 32

## RNAV STARs RWY 14



06-SEP-2018

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# STAR

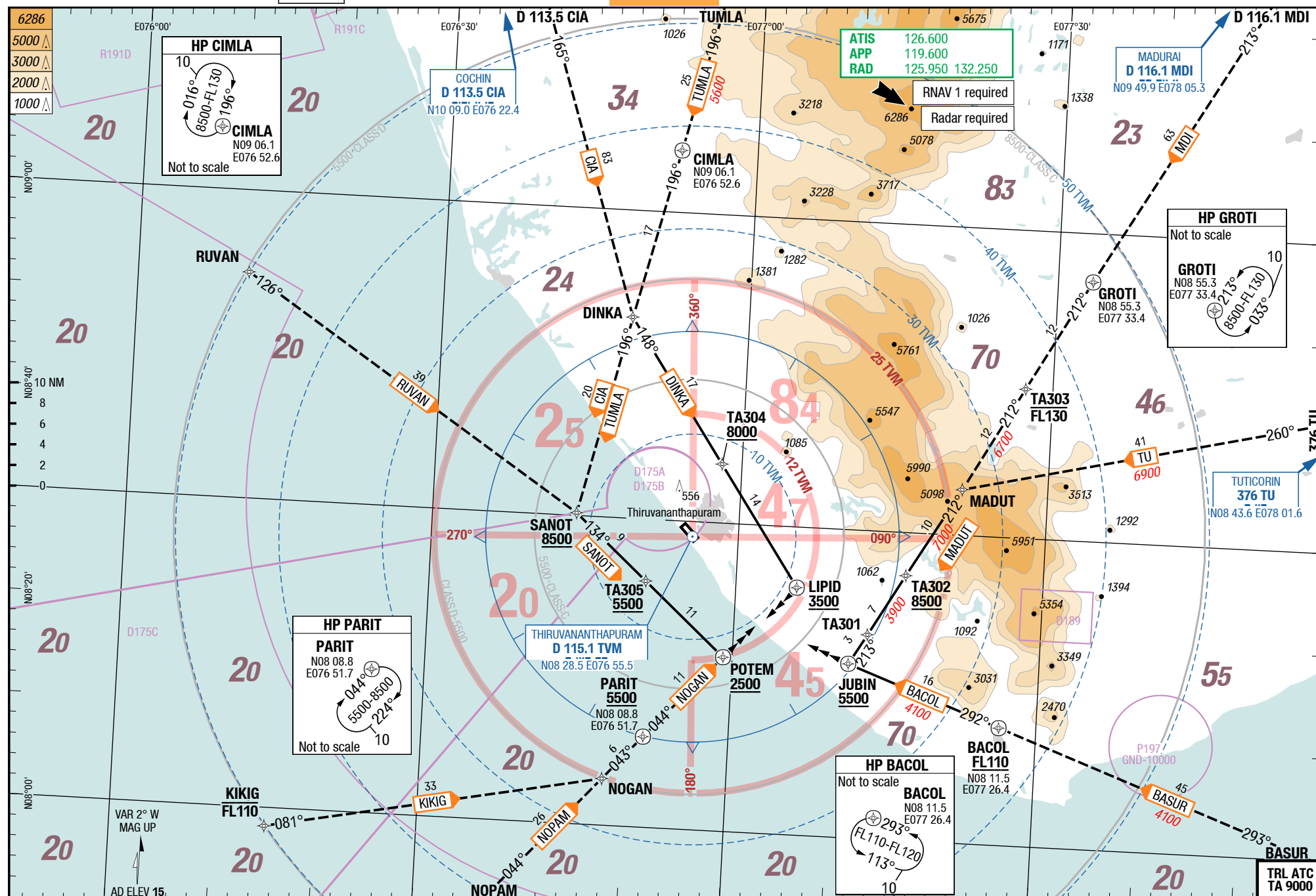
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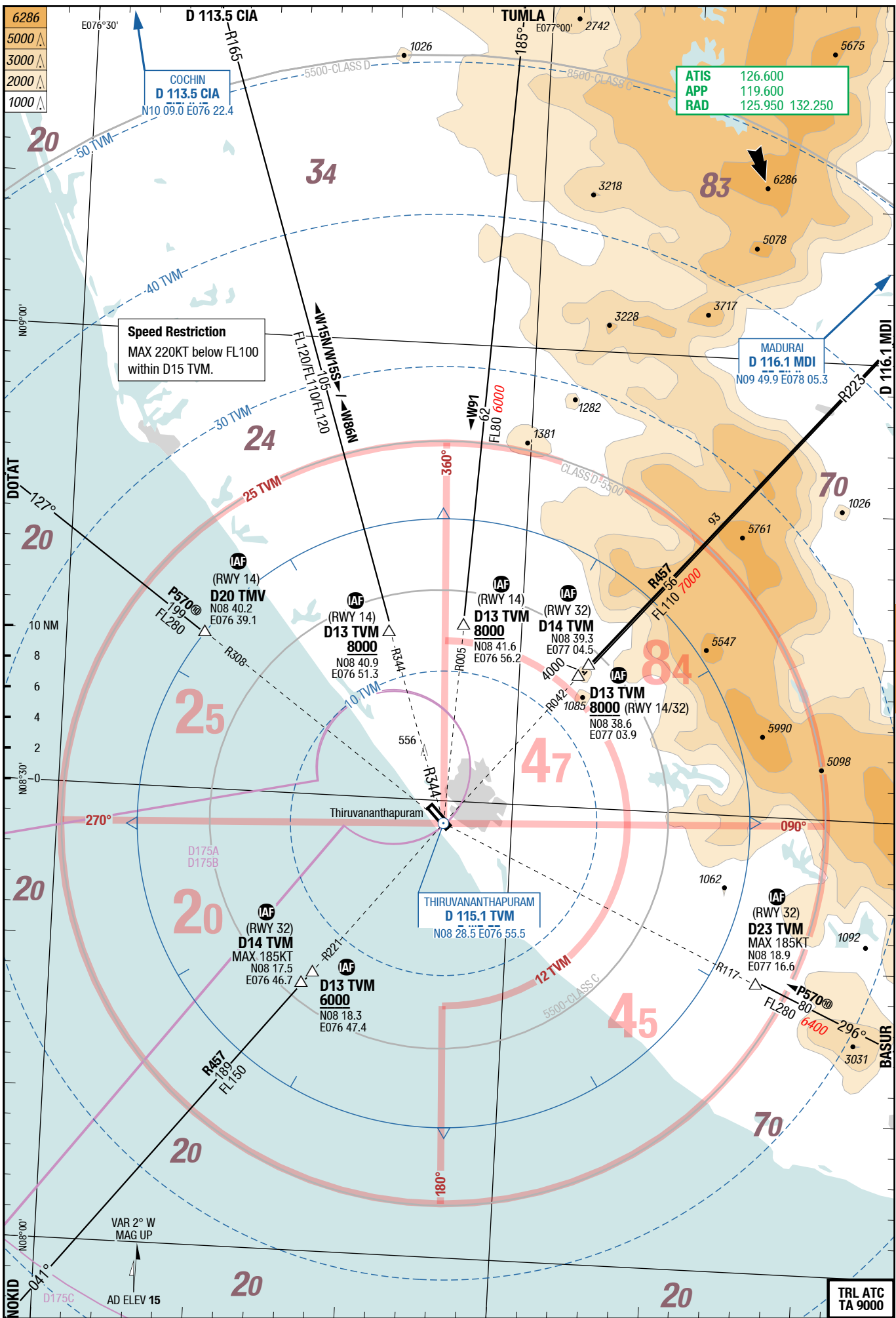
6-20

## RNAV STARs RWY 32

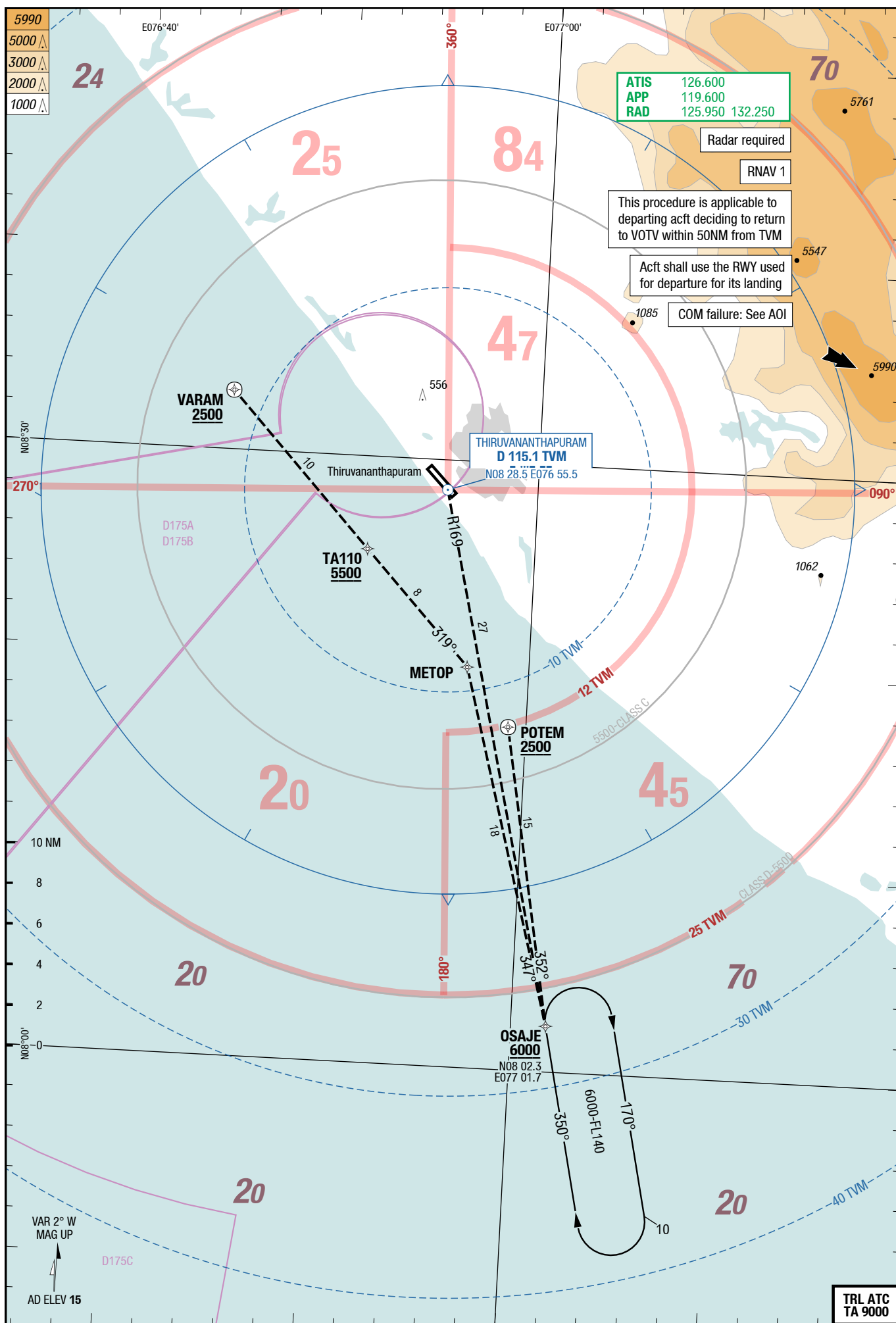
## RNAV STARs RWY 32



Changes: MSA, PROC, WPT , VAR



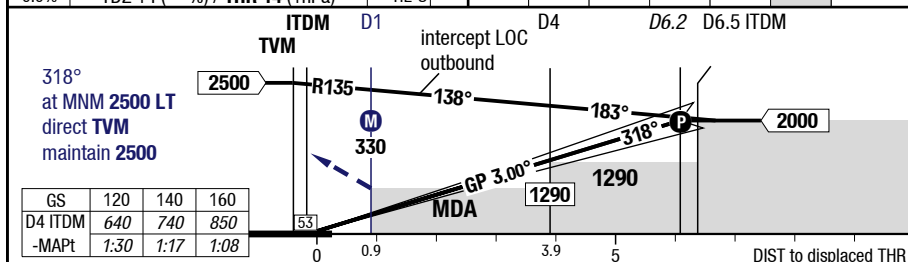
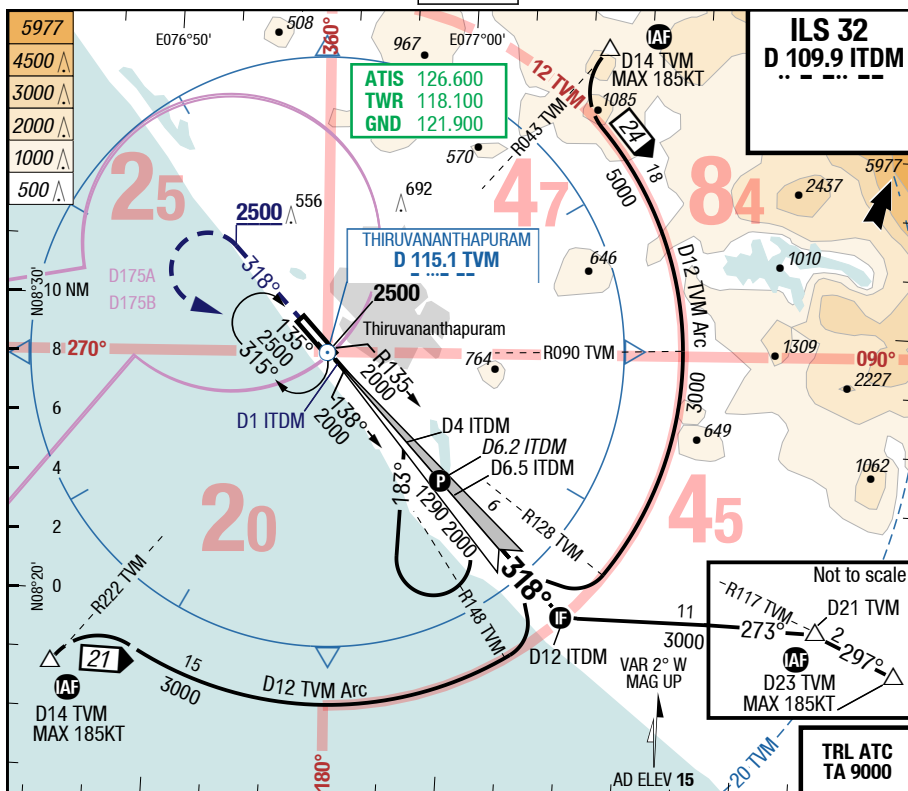




**TRV-VOTV**

**7-10**

# ILS 32



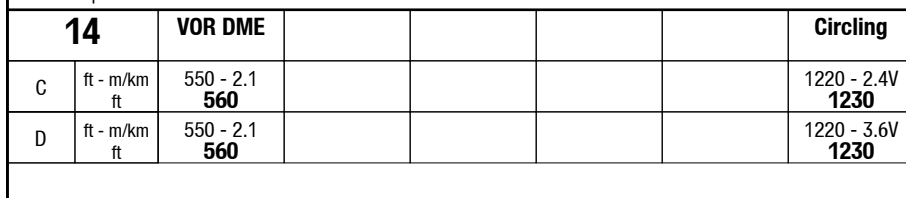
| <b>32</b> |                 | <b>Cat 1 DME</b><br>1)  | <b>LOC DME</b>          |  |  |  | <b>Circling</b>            |
|-----------|-----------------|-------------------------|-------------------------|--|--|--|----------------------------|
| C         | ft - m/km<br>ft | 250 - 800<br><b>260</b> | 510 - 1.9<br><b>520</b> |  |  |  | 1220 - 2.4V<br><b>1230</b> |
| D         | ft - m/km<br>ft | 250 - 800<br><b>260</b> | 510 - 1.9<br><b>520</b> |  |  |  | 1220 - 3.6V<br><b>1230</b> |

1) With EVS 550m

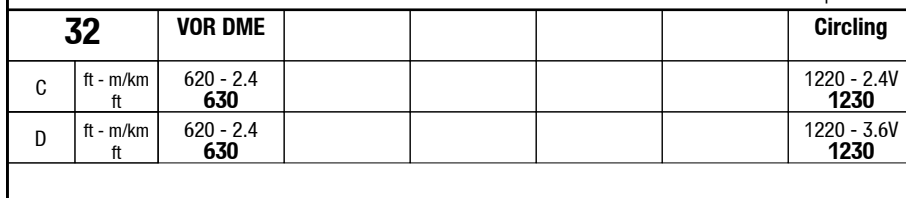
Changes: MSA



**VOR 14**



**VOR 32**



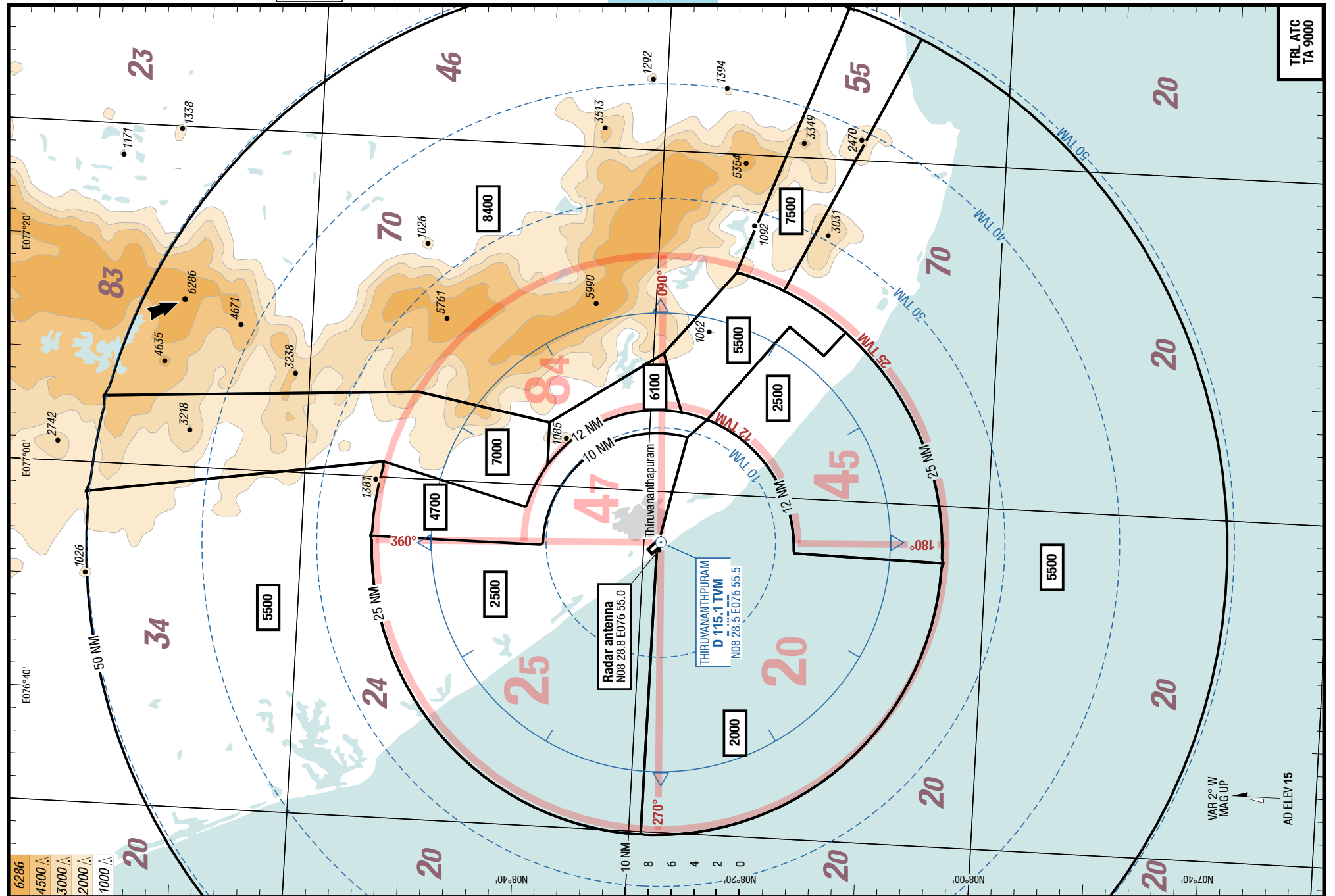
**TRV-VOTV**

**NIL**  
**MRC**

MRC

**MRC**

**NIL**  
**MRC**



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