

GENERAL**Operational Hours****ATS Hours:** H24**AD ADMIN Hours:** MON-FRI 0400-1200. SAT, SUN and HOL CLSD**Airport Information****RFF:** CAT 9**PCN:** RWY 01R/19L: 84/F/C/W/T

RWY 01L: first 430m / 1411ft 76/R/B/W/T, center part 70/F/B/W/T

RWY 19R: first 440m / 1443ft 101/R/C/W/T, center part 70/F/B/W/T

Operation**Traffic Note**

On first contact with GND report ACFT REG.

Be aware that RWY 01L/19R has STD edge LGTs (white/yellow) if RWY in use as RWY and blue edge LGTs if RWY is used as TWY.

Transponder OPS**ARR**

- When on RWY keep TCAS selected.
- After vacate RWY: Select transponder or equivalent and auto if AVBL. TCAS shall be deselected.
- Parked on stand: Select stand-by.

Note: on GND squawk Moce C.

DEP

- At gate/stand: Select stand-by and enter discrete SSR Code received, ICAO designator and FLT identification number.
- When requesting push-back/taxi (whichever is earlier): Select transponder or equivalent and auto if AVBL.
- When lining up: Select TCAS only after receiving CLR to line up.

Low Visibility Procedures

LVP in force when RVR below 800m and/or CEIL below 200ft.

Advanced Surface Movement Guidance and Control System (A-SMGCS) in use when LVP activated.

Exercise caution for ARR ACFT taxiing via TWY D and A to the parking stand.

TKOF from displaced THR via INT of TWY A: Inform ATC prior to taxiing out and execute 180° turn at the turning pad of RWY 19L only.

Standard Taxi Routes during LVP: See last page.**RWY Restrictions**

Lock turn on RWY 19L/01R at TWY K intersection is not permitted. Make 180° turn abeam TWY K by using the fillet.

GENERAL**TWY Restrictions**

TWY E width 15.5m / 51ft.

TWY E MAX wingspan 30m / 98ft.

TWY B MAX between RWY 19L and RWY 19R wingspan 28.3m / 93ft.

TWY B between RWY 19R and TWY A MAX wingspan 35.8m / 117ft.

TWY F, F1, F2 and K AVBL up to code letter E ACFT.

TWY G CLSD.

Taxi/Parking

Visual Docking Guidance System (VDGS) AVBL on stands 44, 45, 48-50, 52, 53.

Marshaller is mandatory for stands 52 and 53 in case of VDGS is unusable.

Warnings

Do not mistake Barrackpore AD for Kolkata. Barrackpore AD is located 330° / 9NM from AD. RWYs approximate orientation 020° / 200°.

Do not mistake Behala AD for Kolkata. Behala is located 224° / 12.2NM from AD.

Stands 22-25 joining TWY A with a slope gradient of 1.5%.

Use caution due to unmarked chimney SW of AD up to 935ft MSL.

ARRIVAL**Communication**

All ARR to report ACFT registration on first contact with GND along with other details.

COM Failure**General**

- A) Except when descent CLR has already been received from ATC and acknowledged, pilot shall not commence descent before 100NM from CEA VOR or until 3min after setting 7600 whichever is later.
- B) In case of COM failure takes place after establishing ILS final APCH track, ACFT may continue the APCH and if visual, or go around and carry out MISAP and join CEA VOR holding procedure climbing to and maintaining 2000ft.

STAR Assigned

- A) Continue on the assigned STAR following all LVL and speed restrictions applicable to STAR, as far as practicable.
- B) Commence descent as in paragraph A General above. Descend to FL70.
- C) At the end of STAR, descend to 2000ft and take a suitable turn to intercept LOC or final APCH track of the published procedure for the assigned RWY, remaining within 25NM of CEA VOR.
- D) If additional track miles are required to adjust descent, hold across the final APCH track of the assigned RWY between 15NM and 25NM from CEA VOR.

ARRIVAL**STAR Not Assigned**

- A) Continue on ATS route (re-join ATS route if given HDG or flying offset).
- B) Commence descent as in paragraph A General above. Descend to FL70 and proceed to CEA VOR.
- C) Descend in CEA VOR hold to 2000ft and carry out the published ILS/VOR APCH procedure for assigned RWY.

ACFT Being Radar Vectored

- A) Maintain the last assigned speed, LVL and HDG for 3min after selecting 7600.
- B) Then proceed direct to CEA VOR descending to FL70 according to paragraph A General above.
- C) Descend in CEA VOR hold to 2000ft and carry out the published ILS/VOR APCH procedure for the assigned RWY.

Arrival Procedure

ILS RWY 19L or ILS RWY 01R at all times AVBL. RWY change within 15min possible O/R.

Reverse: Do not use more than idle reverse if possible.

Non-standard GP intercept position on**RWY 01R**

GP intercepts RWY 01R at *308m / 1011ft* after landing threshold.

Remaining LDG DIST beyond GP is *3319m / 10889ft*.

RWY 19L

GP intercepts RWY 19L at *314m / 1030ft* after landing threshold.

Remaining LDG DIST beyond GP is *2886m / 9469ft*.

RWY 19R

GP intercepts RWY 19R at *326m / 1069ft* after landing threshold.

Remaining LDG DIST beyond GP is *2423m / 7950ft*.

DEPARTURE**Take-off Minima**

RWY		01R	
All ACFT	ft - m/km	0 - 75R	-
RWY		19L	
All ACFT	ft - m/km	0 - 125R	-
RWY		19R	
All ACFT	ft - m/km	0 - 400R/400V	HJ only
		0 - 800R/800V	HN
RWY		01L	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

Speed

MAX IAS 250KT below 10000ft.

DEPARTURE**Communication**

All DEP to report ACFT registration on first contact with GND along with other details.

COM Failure**Departure Intending to Continue to Destination**

- A) Continue on the assigned SID or HDG, climbing to/maintaining cleared LVL or FL60, whichever is higher.
- B) 3min after setting 7600 or reaching FL60 or cleared FL (if higher than FL60) whichever is later:
- 1) if following SID, continue on SID to join ATS route and climb to FPL and continue as per FPL.
 - 2) if following radar heading or have been directed by ATC to proceed offset using RNAV without a specified limit, proceed in the most direct manner possible to re-join the current flight plan route no later than the next significant point, maintaining cleared FL/FL60 whichever is higher. After joining ATS route, climb to FPL LVL and continue as per FPL.

Departure Intending to Land Back at AD

- A) Continue on assigned SID or radar HDG and set 7600.
- B) Climb/stop at a LVL according to the table given below:

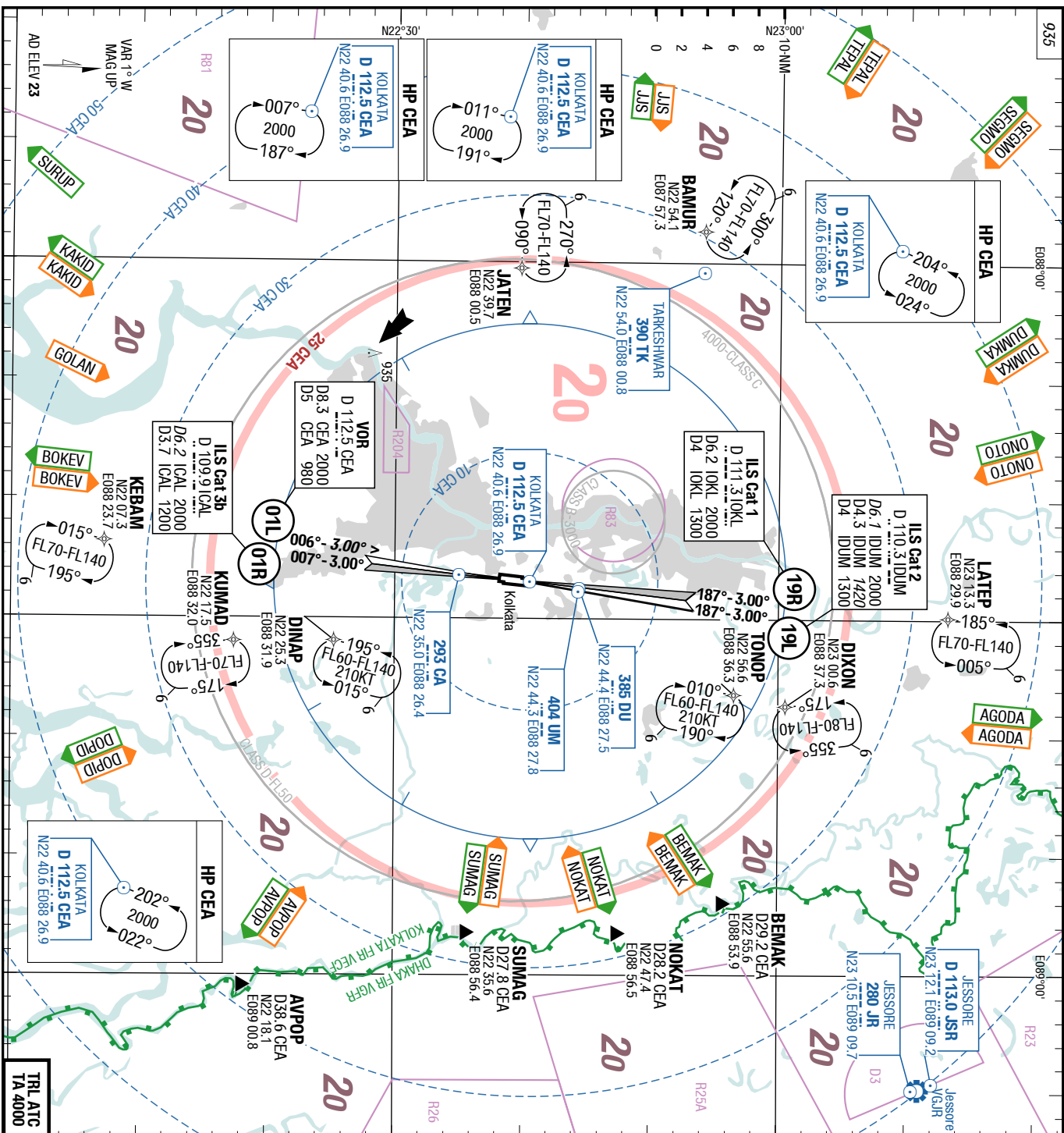
Phase of flight	Actions to be followed by pilot
At or below FL70	Maintain/Climb to FL70
Above FL70, but below FL230	Maintain/Climb to: the last cleared and acknowledged LVL or FL230/FL220, (appropriate to the direction of flight) whichever is lower.
At or above FL230	Stop climb at the next LVL appropriate to the direction of the flight

- C) On reaching a suitable LVL according to paragraph B Departure Intending to Land Back at AD above, or 3min after setting 7600, whichever is later, take a suitable turn to established inbound the same ATS route and proceed to CEA VOR. After establishing the inbound track, descend as mentioned in paragraph D or E below.
- D) At 50NM descend to FL70, if jettisoning is not necessary.
- E) In case the ACFT needs to jettison fuel:
- 1) Climb/descend to FL100. Proceed outbound on R170 CEA VOR until 80NM.
 - 2) Hold at FL100 between R160 and R180 CEA VOR, 80NM and 100NM from CEA DME to jettison fuel.
 - 3) On completion of jettisoning return to CEA VOR via R170 CEA VOR. At 50NM inbound descend to FL70 and subsequently follow the provisions of paragraph F below
- F) Descend in CEA hold to 2000ft and leave CEA VOR to carry out the published ILS/VOR APCH procedure for the assigned RWY.

Standard Taxi Routes during LVP

RWY 01R (CAT II, CAT IIIA/B)	ARR taxi routes to APN 2, APN 3	Vacate RWY via TWY A, cross, RWY 01L, taxi via A, H1 and then via: F1 to stand 48-56L (APN 2) F2 to stand 57-61L (APN 3)
	DEP taxi routes from APN 2, APN 3	Taxi to CAT IIIB HLDG point via: Stands 48-56L (APN 2)-F1, J1, A, D Stands 57-61L (APN 3)-F2, J1, A, D
RWY 19L (CAT II)	ARR taxi routes to APN 2, APN 3	Vacate via TWY C or D, taxi via A, H, H1 and then via: F1 to stand 48-56L (APN 2) F2 to stand 57-61L (APN 3)
	DEP taxi routes from APN 2, APN 3	Taxi to CAT II HLDG point via: Stands 48-56L (APN 2)-F1, F, A, K Stands 57-61L (APN 3)-F2, F1, F, A, K Note: ACFT may be permitted to enter RWY via TWY A, when pilot informs about his intention to depart from A intersection or when TWY K is not AVBL.
RWY 19L (When portion of A north of TWY C not AVBL)	ARR taxi routes to APN 2, APN 3	Vacate via TWY D, taxi via RWY 19R, J, J1 and then via: F1 to stand 48-56L (APN 2) F2 to stand 57-61L (APN 3)
	DEP taxi routes from APN 2, APN 3	Taxi to CAT II HLDG point via: Stands 48-56L (APN 2)-F1, H1, A, C Stands 57-61L (APN 3)-F2, H1, A, C
RWY 19L (When F not AVBL)	DEP taxi routes from APN 2, APN 3	Taxi to CAT II HLDG point via: Stands 48-56L (APN 2)-F1, H1, A, K Stands 57-61L (APN 3)-F2, H1, A, K Note: ACFT may be permitted to enter RWY via TWY A, when pilot informs about his intention to depart from A intersection or when TWY K is not AVBL.

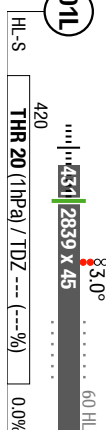
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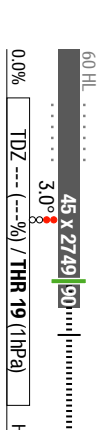
Landing RWY system:

D-ATIS	126.400	
RAD	127.900	119.300
	120.700 E	125.900 E
	120.100 W	126.100 W
APP	127.900	119.300
TWR	118.100	
GND	121.900	

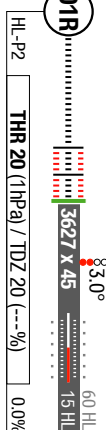
01L



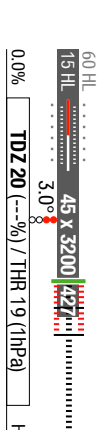
01R

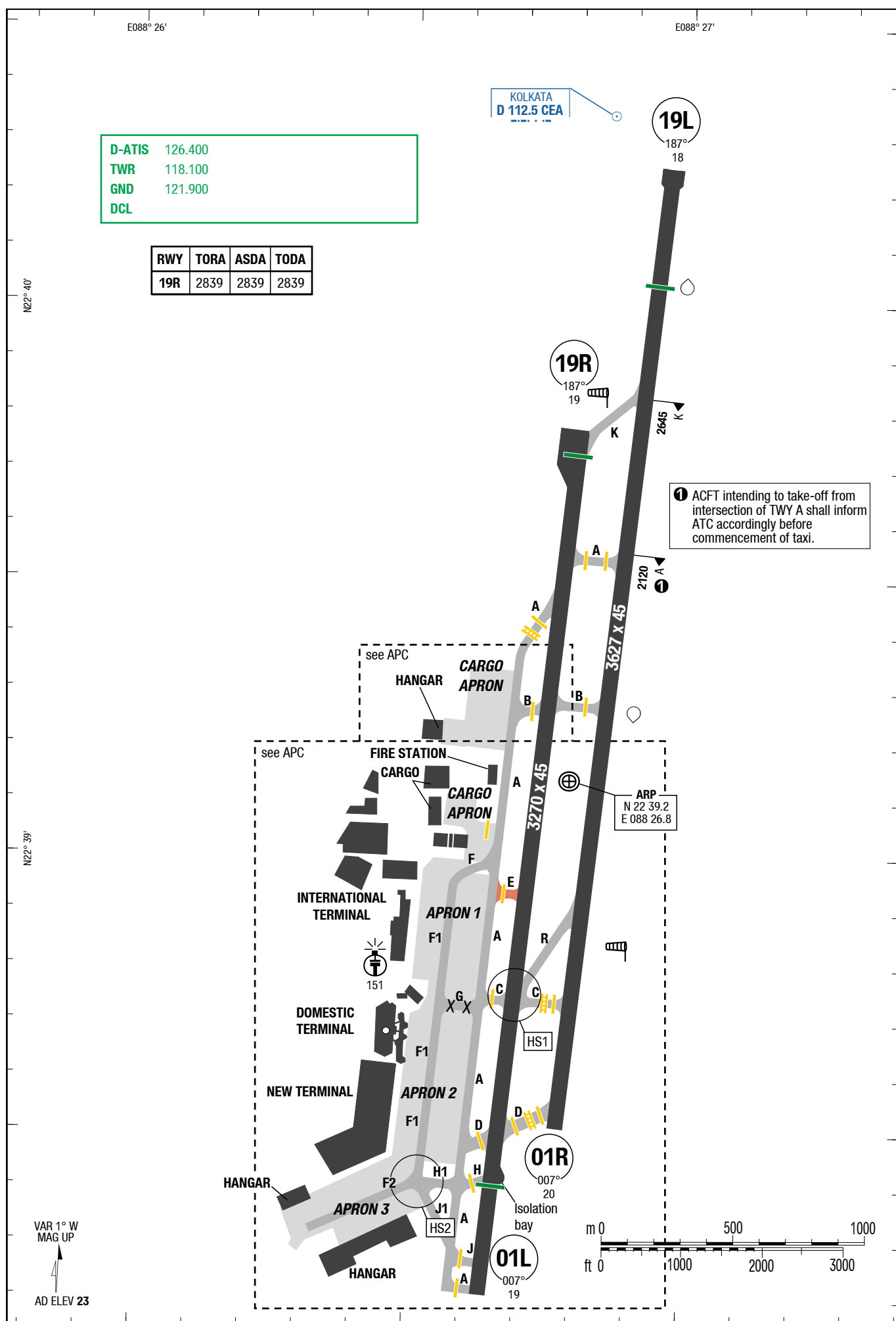


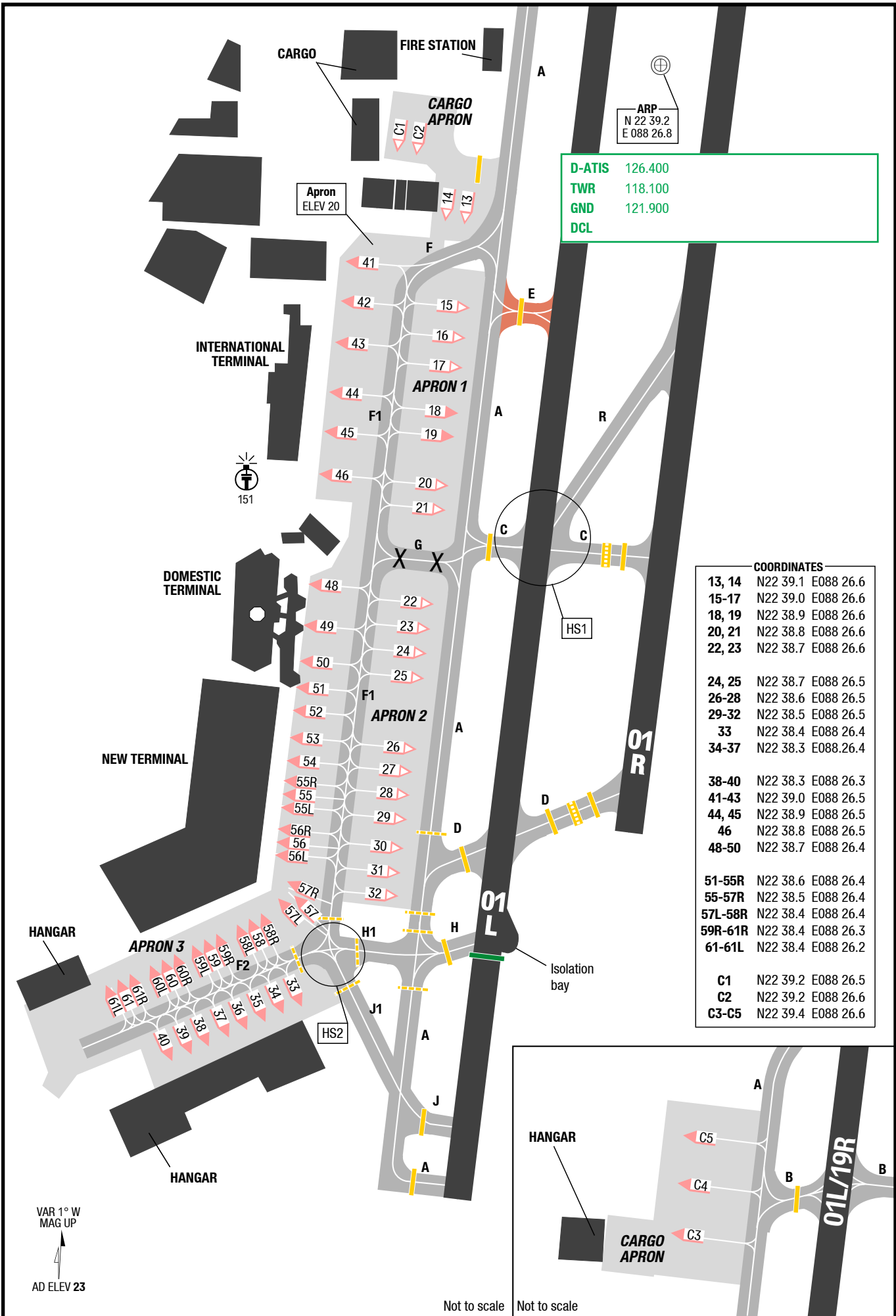
19R



19L

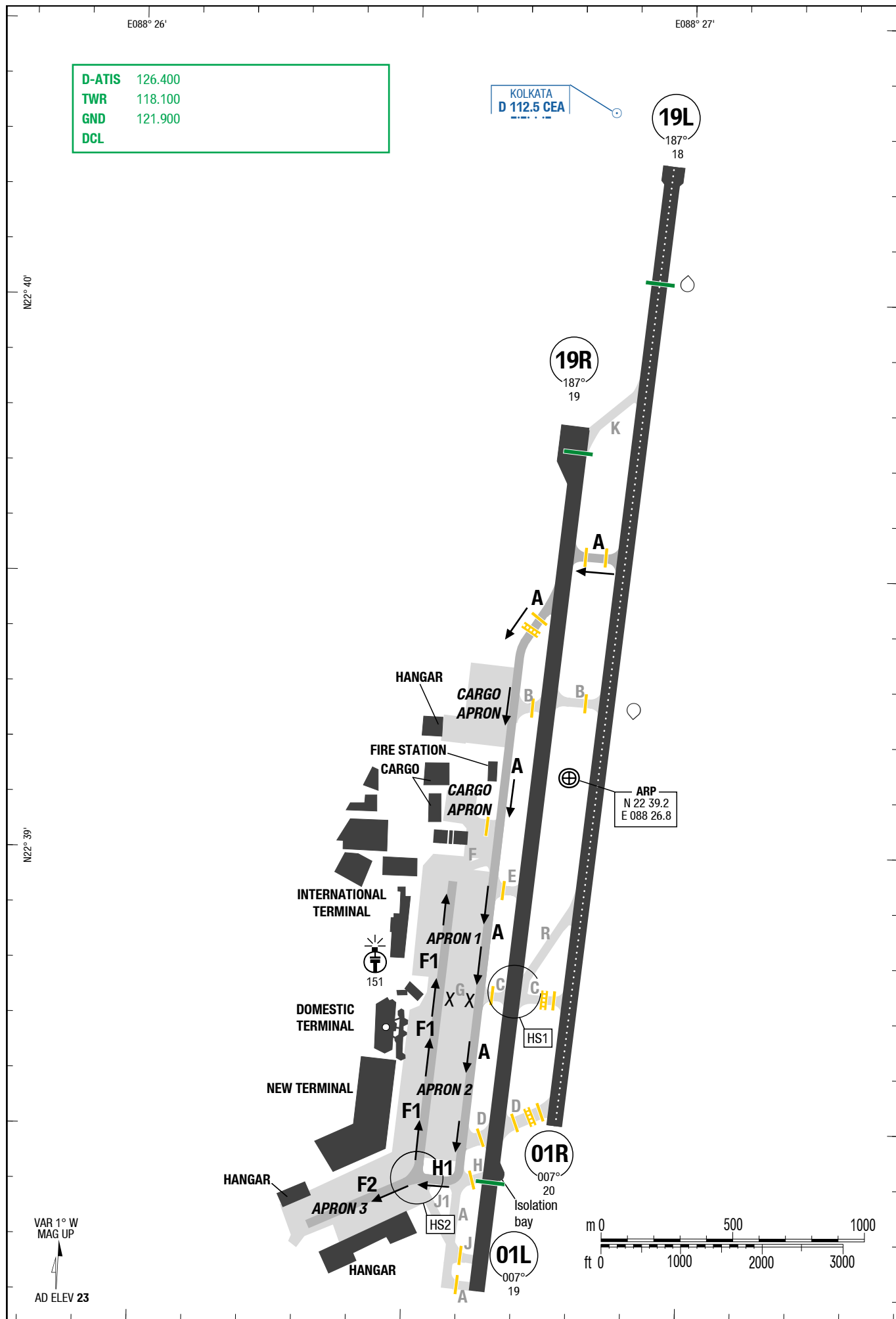






COORDINATES

13, 14	N22 39.1 E088 26.6
15-17	N22 39.0 E088 26.6
18, 19	N22 38.9 E088 26.6
20, 21	N22 38.8 E088 26.6
22, 23	N22 38.7 E088 26.6
24, 25	N22 38.7 E088 26.5
26-28	N22 38.6 E088 26.5
29-32	N22 38.5 E088 26.5
33	N22 38.4 E088 26.4
34-37	N22 38.3 E088 26.4
38-40	N22 38.3 E088 26.3
41-43	N22 39.0 E088 26.5
44, 45	N22 38.9 E088 26.5
46	N22 38.8 E088 26.5
48-50	N22 38.7 E088 26.4
51-55R	N22 38.6 E088 26.4
55-57R	N22 38.5 E088 26.4
57L-58R	N22 38.4 E088 26.4
59R-61R	N22 38.4 E088 26.3
61-61L	N22 38.4 E088 26.2
C1	N22 39.2 E088 26.5
C2	N22 39.2 E088 26.6
C3-C5	N22 39.4 E088 26.6



D-ATIS 126.400
TWR 118.100
GND 121.900
DCL

KOLKATA
D 112.5 CEA

19L

19R

187° 19

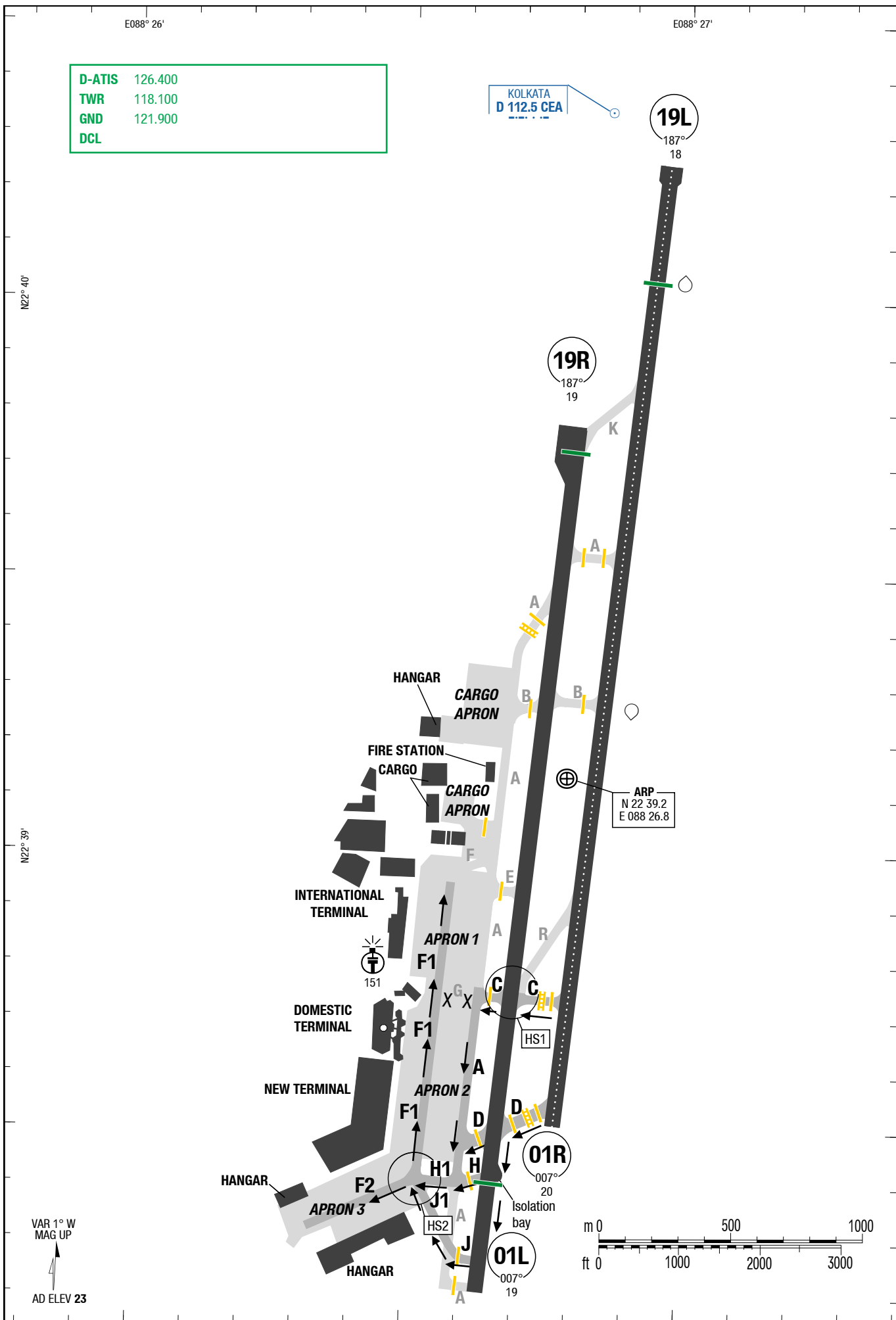
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E 088 26.8

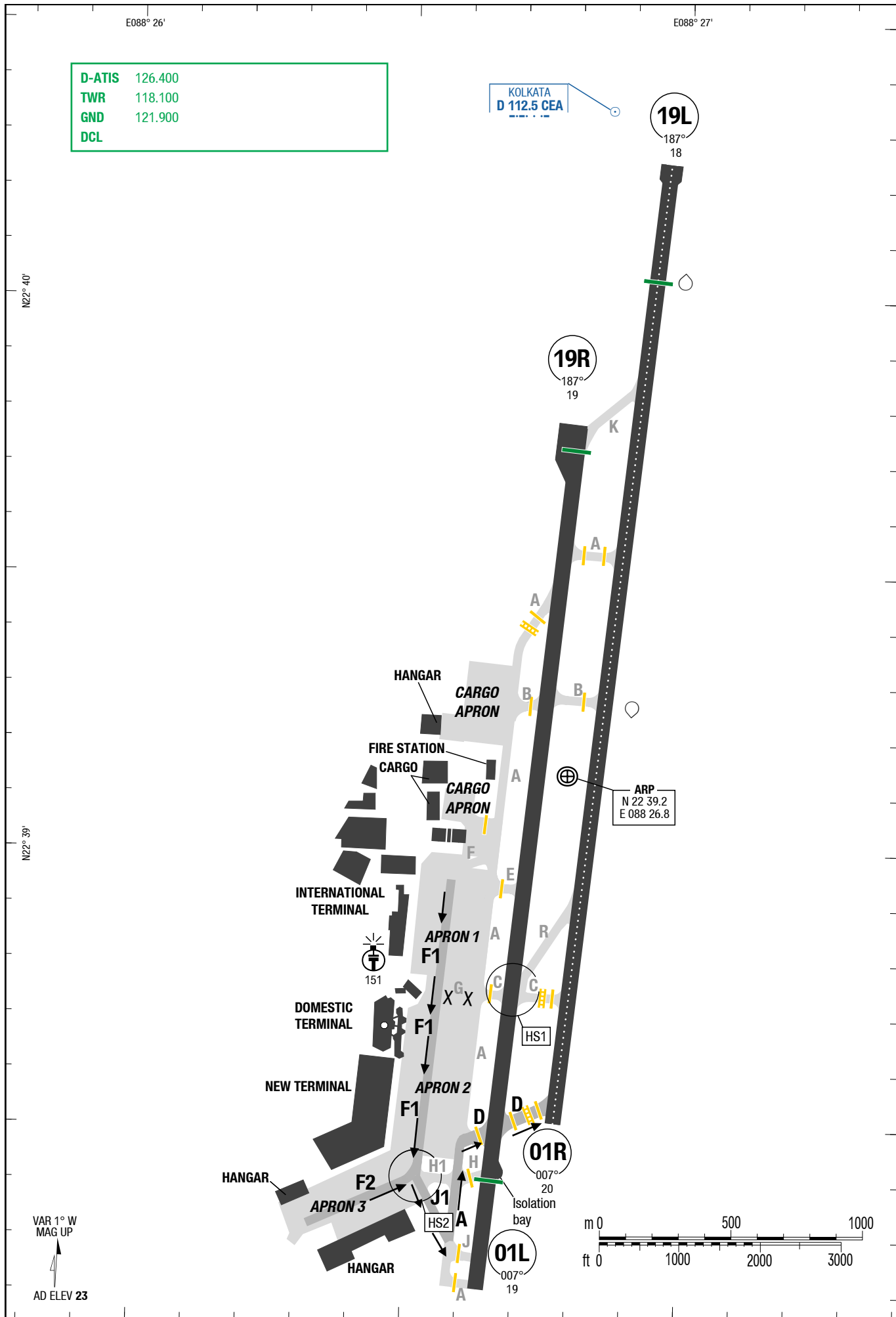
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01L

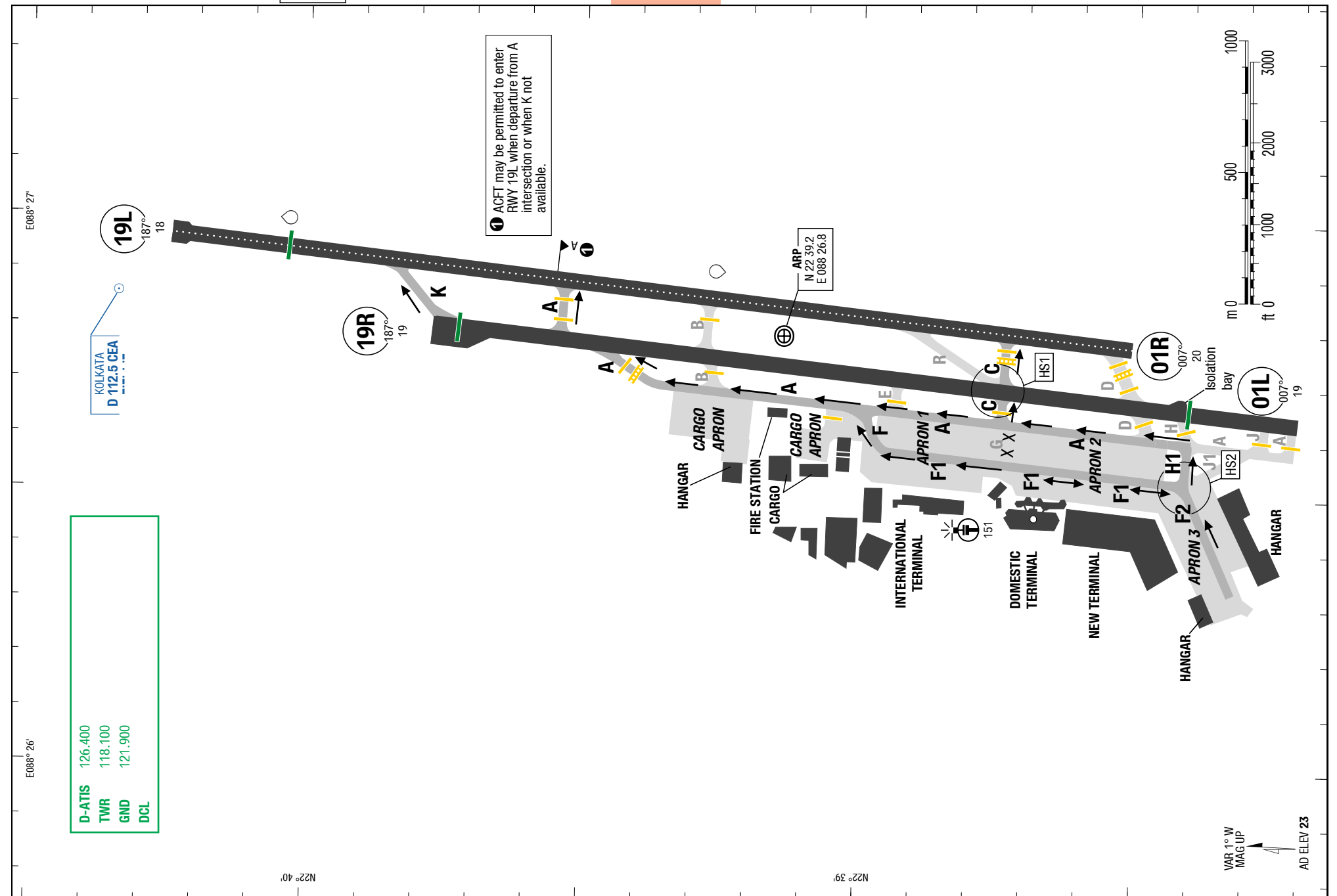
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ft 0 1000 2000 3000

VAR 1° W
MAG UP
AD ELEV 23





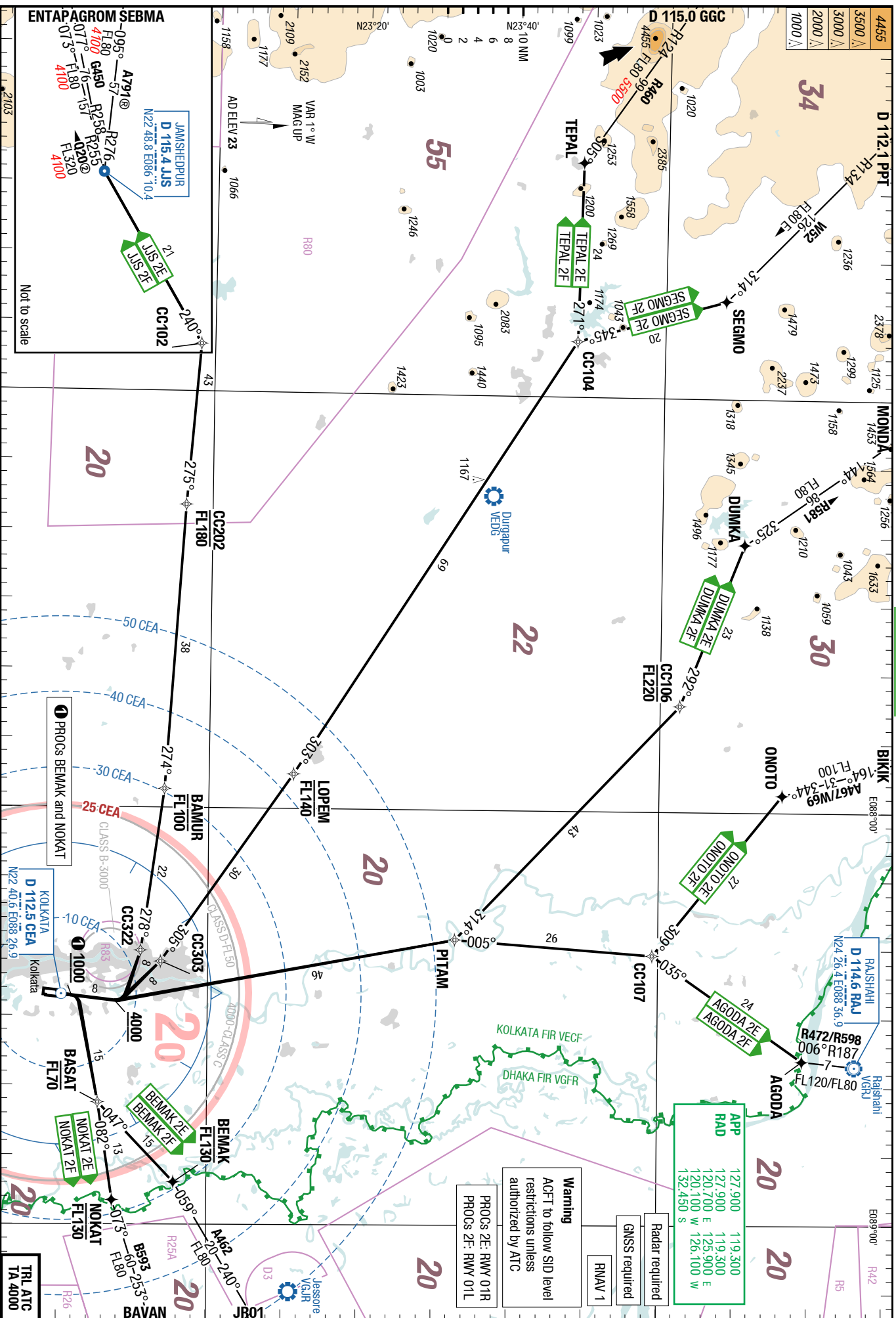
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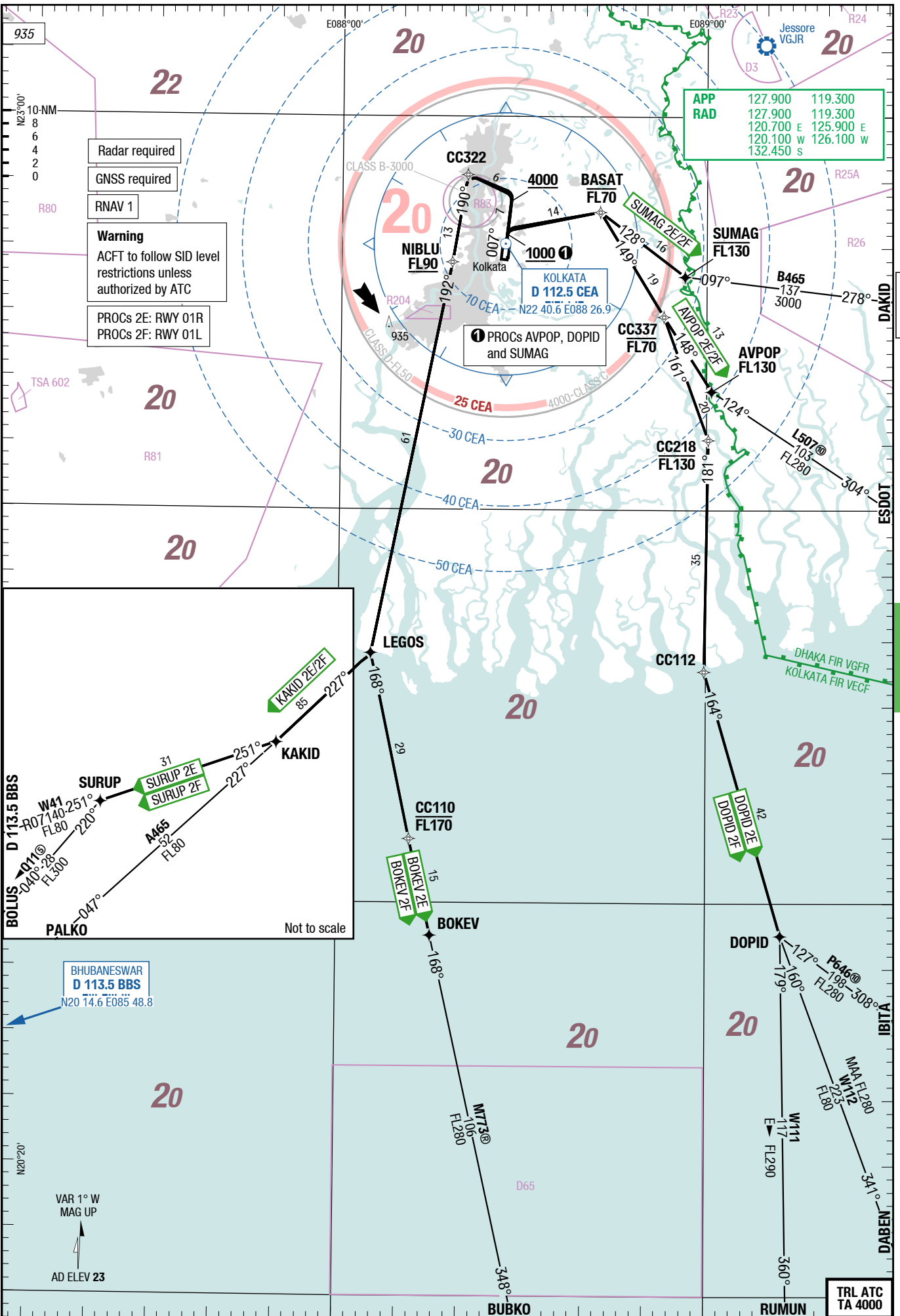
Kolkata Inti **Kolkata** India

RNAV SIDS RWYs 01 /B South

RNAV SIDS RWYS 01L/R North



Changes: PROC renamed, WPT



India Kolkata Kolkata Inti

RNAV SIDS RWYs 19L/R South >

4-30

RNAV SIDS RWYS 19L/R North

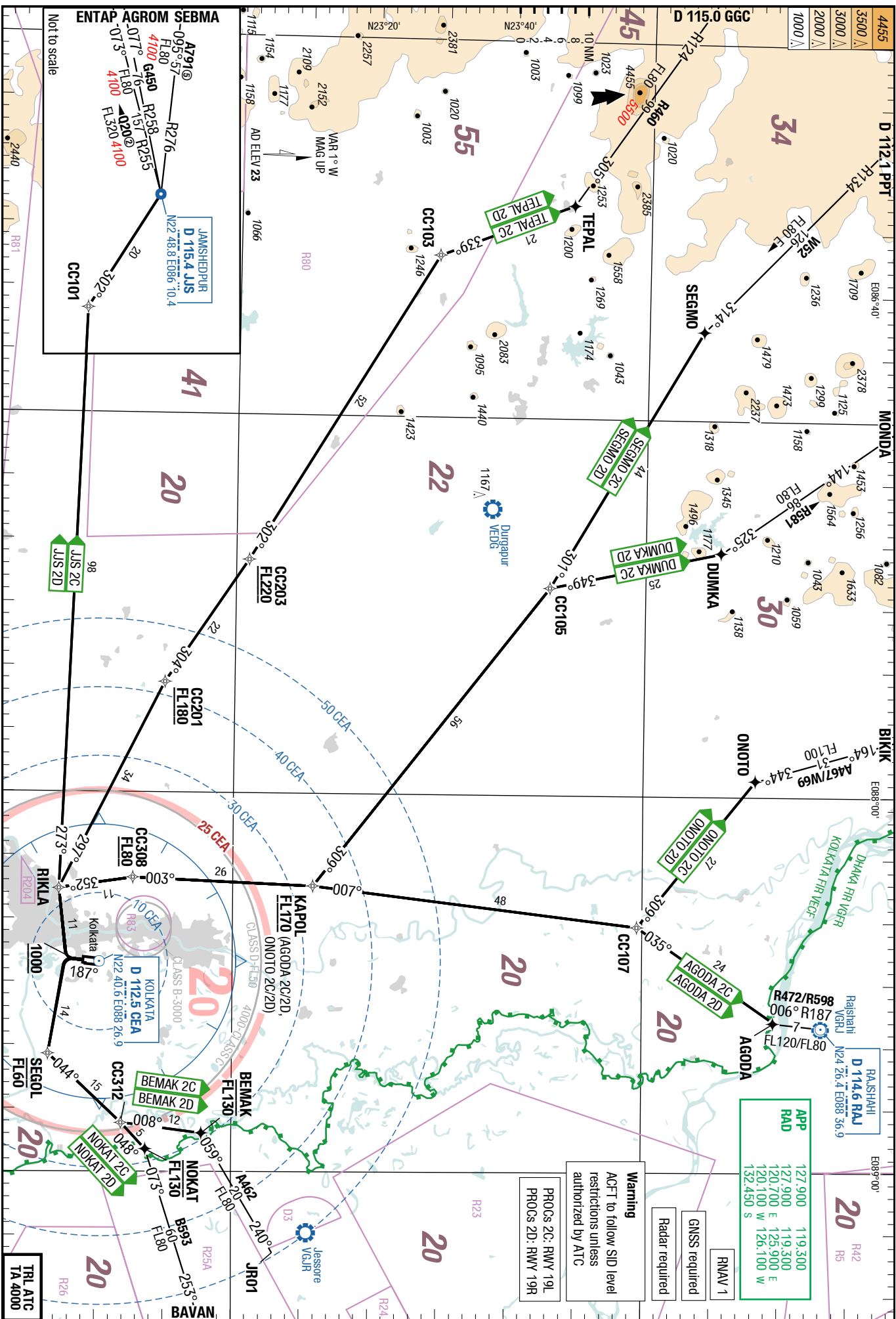
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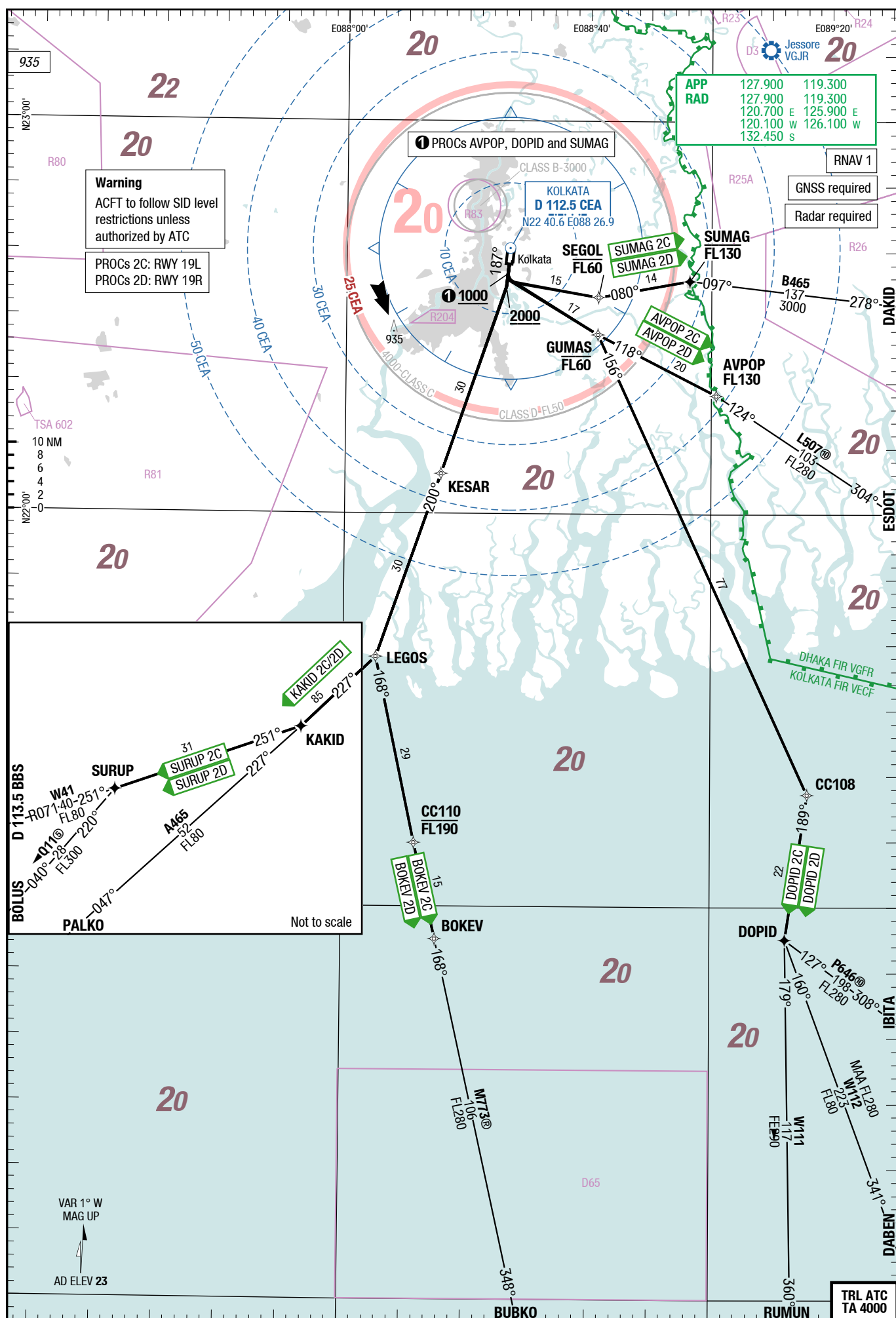
Kolkata Intl **Kolkata** India

RNAV SIDS RWYS 19L/R South

RNAV SIDS RWYS 19L/R North



Changes: PROC renamed, WPT



AGODA 2F / BEMAK 2F / DUMKA 2F / JAMSHEDPUR 2F / NOKAT 2F / ONOTO 2F / SEGMO 2F / TEPAL 2F

RWY 01L (007°)

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 01L	
AGODA 2F 6.6% to 4000 127.900 ①②	H007° [A4000+] - DCT PITAM - CC107 - AGODA	
BEMAK 2F 6.6% to 1000 127.900 ①②	H007° [A1000+] - DCT BASAT - BEMAK	BASAT MAX FL70 BEMAK MAX FL130
DUMKA 2F 6.6% to 4000 127.900 ①②	H007° [A4000+] - DCT PITAM - CC106 - DUMKA	CC106 MAX FL220
JAMSHEDPUR 2F JJS 2F 6.6% to 4000 127.900 ①②	H007° [A4000+] - DCT CC322 - BAMUR - CC202 - CC102 - JJS	BAMUR MAX FL100 CC202 MAX FL180
NOKAT 2F 6.6% to 1000 127.900 ①②	H007° [A1000+] - DCT BASAT - NOKAT	BASAT MAX FL70 NOKAT MAX FL130
ONOTO 2F 6.6% to 4000 127.900 ①②	H007° [A4000+] - DCT PITAM - CC107 - ONOTO	
SEGMO 2F 6.6% to 4000 127.900 ①②	H007° [A4000+] - DCT CC303 - LOPEM - CC104 - SEGMO	LOPEM MAX FL140
TEPAL 2F 6.6% to 4000 127.900 ①②	H007° [A4000+] - DCT CC303 - LOPEM - CC104 - TEPAL	LOPEM MAX FL140

① If unable to comply with RNAV SID, advice ATC and expect radar vectors.

② ACFT to follow SID level restrictions unless authorized by ATC.

AGODA 2E / BEMAK 2E / DUMKA 2E / JAMSHEDPUR 2E / NOKAT 2E / ONOTO 2E / SEGMO 2E / TEPAL 2E

RWY 01R (007°)

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 01R	
AGODA 2E 6.6% to 4000 127.900 ①②	H007° [A4000+] - DCT PITAM - CC107 - AGODA	
BEMAK 2E 6.6% to 1000 127.900 ①②	H007° [A1000+] - DCT BASAT - BEMAK	BASAT MAX FL70 BEMAK MAX FL130
DUMKA 2E 6.6% to 4000 127.900 ①②	H007° [A4000+] - DCT PITAM - CC106 - DUMKA	CC106 MAX FL220
JAMSHEDPUR 2E JJS 2E 6.6% to 4000 127.900 ①②	H007° [A4000+] - DCT CC322 - BAMUR - CC202 - CC102 - JJS	BAMUR MAX FL100 CC202 MAX FL180
NOKAT 2E 6.6% to 1000 127.900 ①②	H007° [A1000+] - DCT BASAT - NOKAT	BASAT MAX FL70 NOKAT MAX FL130
ONOTO 2E 6.6% to 4000 127.900 ①②	H007° [A4000+] - DCT PITAM - CC107 - ONOTO	
SEGMO 2E 6.6% to 4000 127.900 ①②	H007° [A4000+] - DCT CC303 - LOPEM - CC104 - SEGMO	LOPEM MAX FL140
TEPAL 2E 6.6% to 4000 127.900 ①②	H007° [A4000+] - DCT CC303 - LOPEM - CC104 - TEPAL	LOPEM MAX FL140

① If unable to comply with RNAV SID, advice ATC and expect radar vectors.

② ACFT to follow SID level restrictions unless authorized by ATC.

AVPOP 2F / BOKEV 2F / DOPID 2F / KAKID 2F / SUMAG 2F / SURUP 2F**RWY 01L (007°)**

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 01L	
AVPOP 2F 6.6% to 1000 127.900 ①②	H007° [A1000+] - DCT BASAT - CC337 - AVPOP	BASAT MAX FL70 CC337 MAX FL70 AVPOP at FL130
BOKEV 2F 6.6% to 4000 127.900 ①②	H007° [A4000+ ;L] - DCT CC322 - NIBLU - LEGOS - CC110 - BOKEV	NIBLU MNM FL90 CC110 MAX FL170
DOPID 2F 6.6% to 1000 127.900 ①②	H007° [A1000+] - DCT BASAT - CC337 - CC218 - CC112 - DOPID	BASAT MAX FL70 CC337 MAX FL70 CC218 MAX FL130
KAKID 2F 6.6% to 4000 127.900 ①②	H007° [A4000+ ;L] - DCT CC322 - NIBLU - LEGOS - KAKID	NIBLU MNM FL90
SUMAG 2F 6.6% to 1000 127.900 ①②	H007° [A1000+] - DCT BASAT - SUMAG	BASAT MAX FL70 SUMAG MAX FL130
SURUP 2F 6.6% to 4000 127.900 ①②	H007° [A4000+ ;L] - DCT CC322 - NIBLU - LEGOS - KAKID - SURUP	NIBLU MNM FL90

① ACFT to follow SID level restrictions unless authorized by ATC.

② If unable to comply with RNAV SID, advice ATC and expect radar vectors.

AVPOP 2E / BOKEV 2E / DOPID 2E / KAKID 2E / SUMAG 2E / SURUP 2E**RWY 01R (007°)**

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 01R	
AVPOP 2E 6.6% to 1000 127.900 ①②	H007° [A1000+] - DCT BASAT - CC337 - AVPOP	BASAT MAX FL70 CC337 MAX FL70 AVPOP at FL130
BOKEV 2E 6.6% to 4000 127.900 ①②	H007° [A4000+ ;L] - DCT CC322 - NIBLU - LEGOS - CC110 - BOKEV	NIBLU MNM FL90 CC110 MAX FL170
DOPID 2E 6.6% to 1000 127.900 ①②	H007° [A1000+] - DCT BASAT - CC337 - CC218 - CC112 - DOPID	BASAT MAX FL70 CC337 MAX FL70 CC218 MAX FL130
KAKID 2E 6.6% to 4000 127.900 ①②	H007° [A4000+ ;L] - DCT CC322 - NIBLU - LEGOS - KAKID	NIBLU MNM FL90
SUMAG 2E 6.6% to 1000 127.900 ①②	H007° [A1000+] - DCT BASAT - SUMAG	BASAT MAX FL70 SUMAG MAX FL130
SURUP 2E 6.6% to 4000 127.900 ①②	H007° [A4000+ ;L] - DCT CC322 - NIBLU - LEGOS - KAKID - SURUP	NIBLU MNM FL90

① ACFT to follow SID level restrictions unless authorized by ATC.

② If unable to comply with RNAV SID, advice ATC and expect radar vectors.

AGODA 2C / BEMAK 2C / DUMKA 2C / JAMSHEDPUR 2C / NOKAT 2C / ONOTO 2C / SEGMO 2C / TEPAL 2C

RWY 19L (187°)

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 19L	
AGODA 2C 6.6% to 1000 127.900 ①②	H187° [A1000+] - DCT RIKLA - CC308 - KAPOL - CC107 - AGODA	CC308 MNM FL80 KAPOL MNM FL170
BEMAK 2C 6.6% to 1000 127.900 ①②	H187° [A1000+ ;L] - DCT SEGOL - CC312 - BEMAK	SEGOL MAX FL60 BEMAK MAX FL130
DUMKA 2C 6.6% to 1000 127.900 ①②	H187° [A1000+] - DCT RIKLA - CC308 - KAPOL - CC105 - DUMKA	CC308 MNM FL80
JAMSHEDPUR 2C JJS 2C 6.6% to 1000 127.900 ①②	H187° [A1000+] - DCT RIKLA - CC101 - JJS	
NOKAT 2C 6.6% to 1000 127.900 ①②	H187° [A1000+ ;L] - DCT SEGOL - CC312 - NOKAT	SEGOL MAX FL60 NOKAT MAX FL130
ONOTO 2C 6.6% to 1000 127.900 ①②	H187° [A1000+] - DCT RIKLA - CC308 - KAPOL - CC107 - ONOTO	CC308 MNM FL80 KAPOL MNM FL170
SEGMO 2C 6.6% to 1000 127.900 ①②	H187° [A1000+] - DCT RIKLA - CC308 - KAPOL - CC105 - SEGMO	CC308 MNM FL80
TEPAL 2C 6.6% to 1000 127.900 ①②	H187° [A1000+] - DCT RIKLA - CC201 - CC203 - CC103 - TEPAL	CC201 MNM FL180 CC203 MNM FL220

① If unable to comply with RNAV SID, advise ATC and expect radar vectors.

② ACFT to follow SID level restrictions unless authorized by ATC.

AGODA 2D / BEMAK 2D / DUMKA 2D / JAMSHEDPUR 2D / NOKAT 2D / ONOTO 2D / SEGMO 2D / TEPAL 2D

RWY 19R (187°)

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 19R	
AGODA 2D 6.6% to 1000 127.900 ①②	H187° [A1000+] - DCT RIKLA - CC308 - KAPOL - CC107 - AGODA	CC308 MNM FL80 KAPOL MNM FL170
BEMAK 2D 6.6% to 1000 127.900 ①②	H187° [A1000+ ;L] - DCT SEGOL - CC312 - BEMAK	SEGOL MAX FL60 BEMAK MAX FL130
DUMKA 2D 6.6% to 1000 127.900 ①②	H187° [A1000+] - DCT RIKLA - CC308 - KAPOL - CC105 - DUMKA	CC308 MNM FL80
JAMSHEDPUR 2D JJS 2D 6.6% to 1000 127.900 ①②	H187° [A1000+] - DCT RIKLA - CC101 - JJS	
NOKAT 2D 6.6% to 1000 127.900 ①②	H187° [A1000+ ;L] - DCT SEGOL - CC312 - NOKAT	SEGOL MAX FL60 NOKAT MAX FL130
ONOTO 2D 6.6% to 1000 127.900 ①②	H187° [A1000+] - DCT RIKLA - CC308 - KAPOL - CC107 - ONOTO	CC308 MNM FL80 KAPOL MNM FL170
SEGMO 2D 6.6% to 1000 127.900 ①②	H187° [A1000+] - DCT RIKLA - CC308 - KAPOL - CC105 - SEGMO	CC308 MNM FL80
TEPAL 2D 6.6% to 1000 127.900 ①②	H187° [A1000+] - DCT RIKLA - CC201 - CC203 - CC103 - TEPAL	CC201 MNM FL180 CC203 MNM FL220

① If unable to comply with RNAV SID, advise ATC and expect radar vectors.

② ACFT to follow SID level restrictions unless authorized by ATC.

AVPOP 2C / BOKEV 2C / DOPID 2C / KAKID 2C / SUMAG 2C / SURUP 2C

RWY 19L (187°)

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 19L	
AVPOP 2C 6.6% to 1000 127.900 ①②	H187° [A1000+] - DCT GUMAS - AVPOP	GUMAS MAX FL60 AVPOP at FL130
BOKEV 2C 6.6% to 2000 127.900 ①②	H187° [A2000+] - DCT KESAR - LEGOS - CC110 - BOKEV	CC110 MAX FL190
DOPID 2C 6.6% to 1000 127.900 ①②	H187° [A1000+] - DCT GUMAS - CC108 - DOPID	GUMAS MAX FL60
KAKID 2C 6.6% to 2000 127.900 ①②	H187° [A2000+] - DCT KESAR - LEGOS - KAKID	
SUMAG 2C 6.6% to 1000 127.900 ①②	H187° [A1000+ ;L] - DCT SEGOL - SUMAG	SEGOL MAX FL60 SUMAG MAX FL130
SURUP 2C 6.6% to 2000 127.900 ①②	H187° [A2000+] - DCT KESAR - LEGOS - KAKID - SURUP	

① If unable to comply with RNAV SID, advice ATC and expect radar vectors.

② ACFT to follow SID level restrictions unless authorized by ATC.

AVPOP 2D / BOKEV 2D / DOPID 2D / KAKID 2D / SUMAG 2D / SURUP 2D**RWY 19R (187°)**

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 19R	
AVPOP 2D 6.6% to 1000 127.900 ①②	H187° [A1000+] - DCT GUMAS - AVPOP	GUMAS MAX FL60 AVPOP at FL130
BOKEV 2D 6.6% to 2000 127.900 ①②	H187° [A2000+] - DCT KESAR - LEGOS - CC110 - BOKEV	CC110 MAX FL190
DOPID 2D 6.6% to 1000 127.900 ①②	H187° [A1000+] - DCT GUMAS - CC108 - DOPID	GUMAS MAX FL60
KAKID 2D 6.6% to 2000 127.900 ①②	H187° [A2000+] - DCT KESAR - LEGOS - KAKID	
SUMAG 2D 6.6% to 1000 127.900 ①②	H187° [A1000+ ;L] - DCT SEGOL - SUMAG	SEGOL MAX FL60 SUMAG MAX FL130
SURUP 2D 6.6% to 2000 127.900 ①②	H187° [A2000+] - DCT KESAR - LEGOS - KAKID - SURUP	

① If unable to comply with RNAV SID, advice ATC and expect radar vectors.

② ACFT to follow SID level restrictions unless authorized by ATC.

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RNAV STARS RWYS 01L/R South

6-10

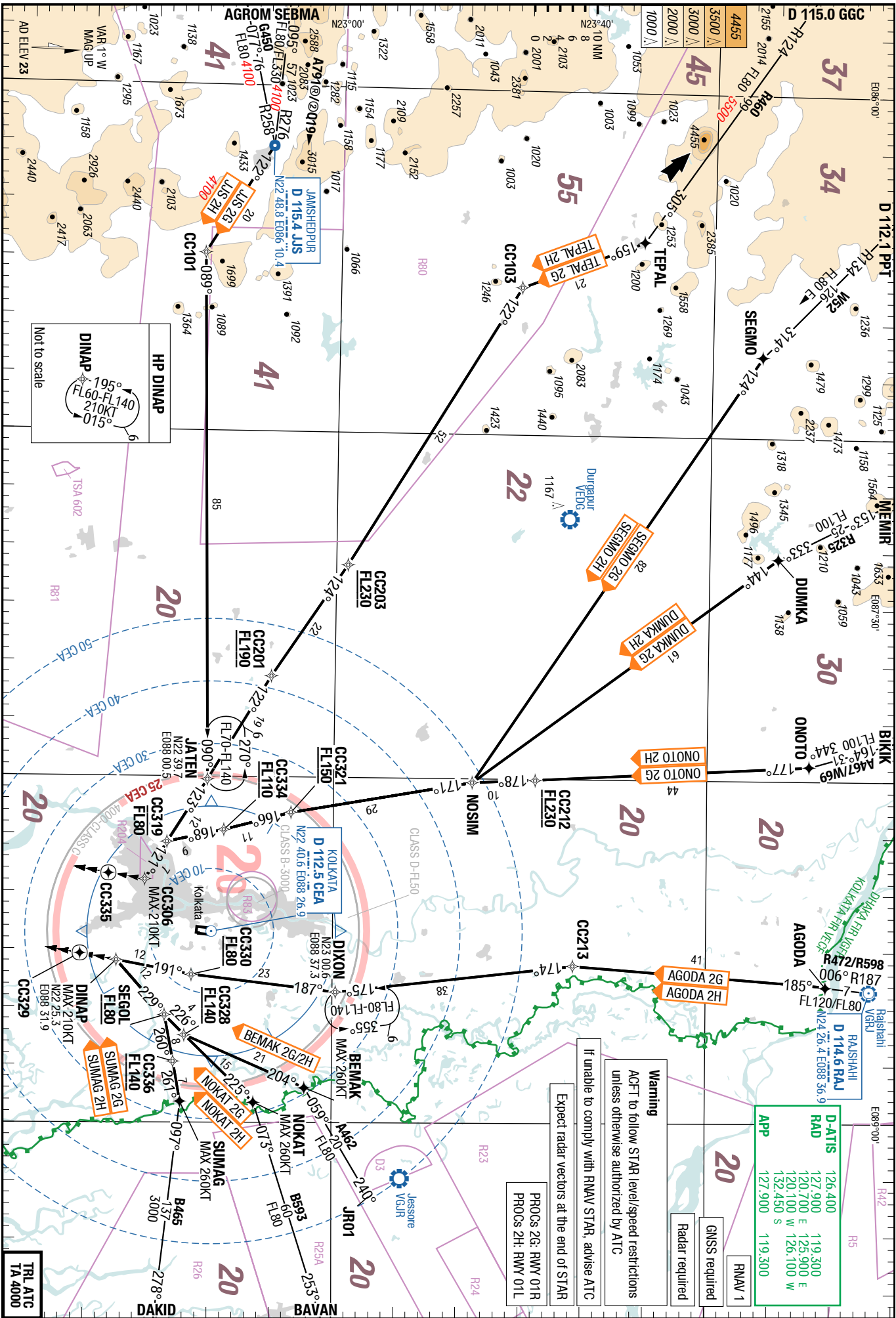
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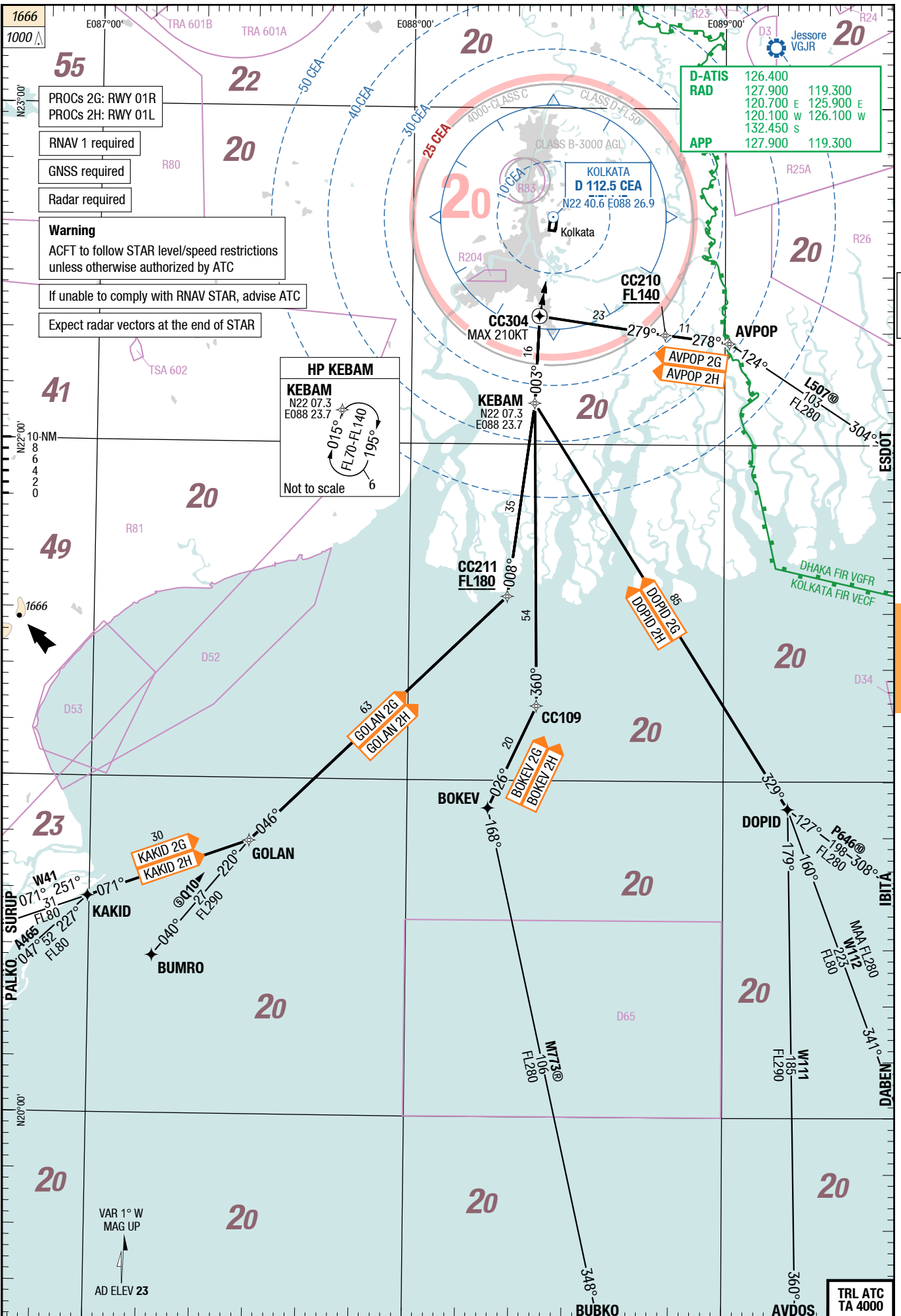
STAR
STAR

Kolkata Intl Kolkata India

RNAV STARS RWYS 01L/R South

RNAV STARS RWYS 01L/R North





06-SEP-2018
CGU-VECC

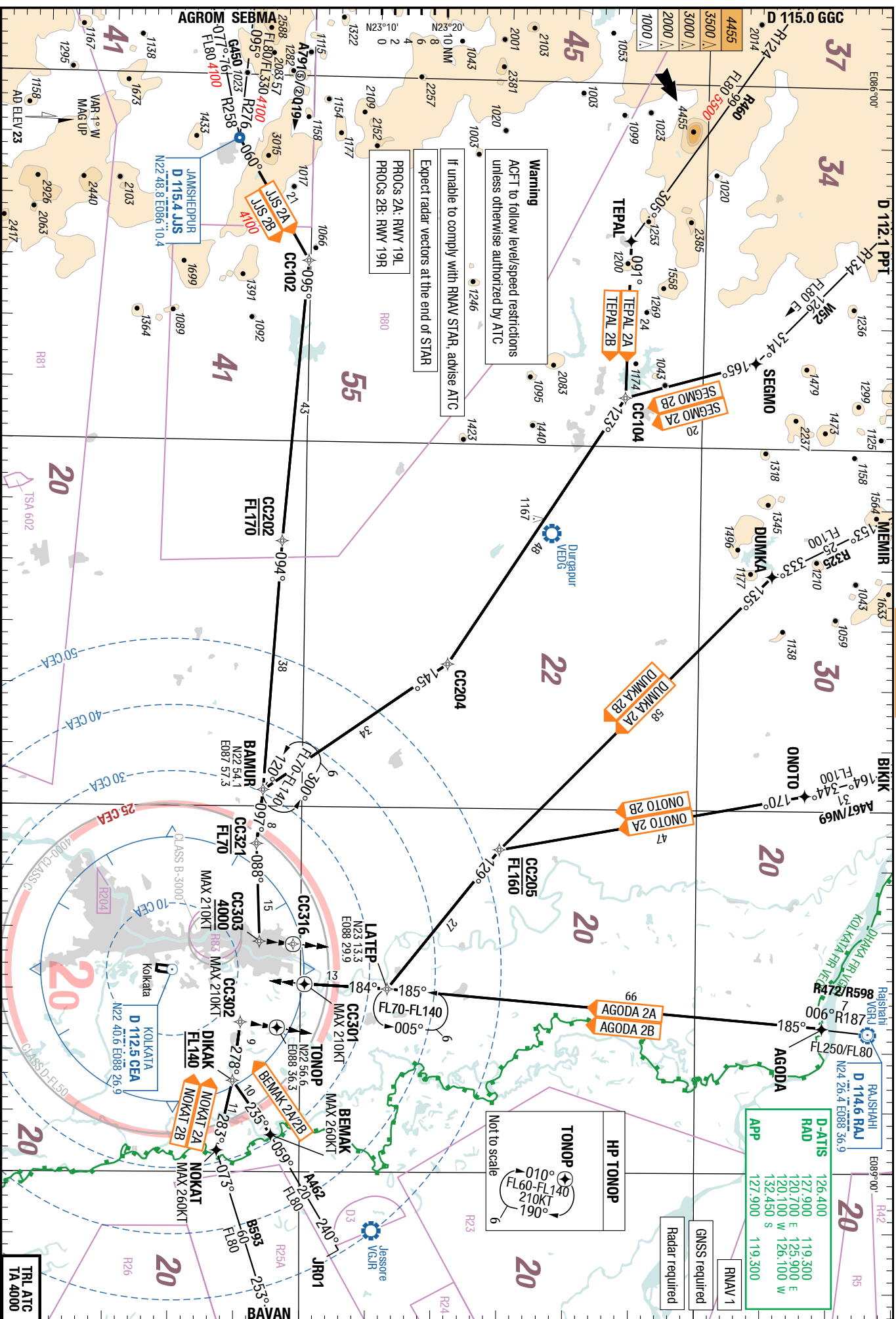
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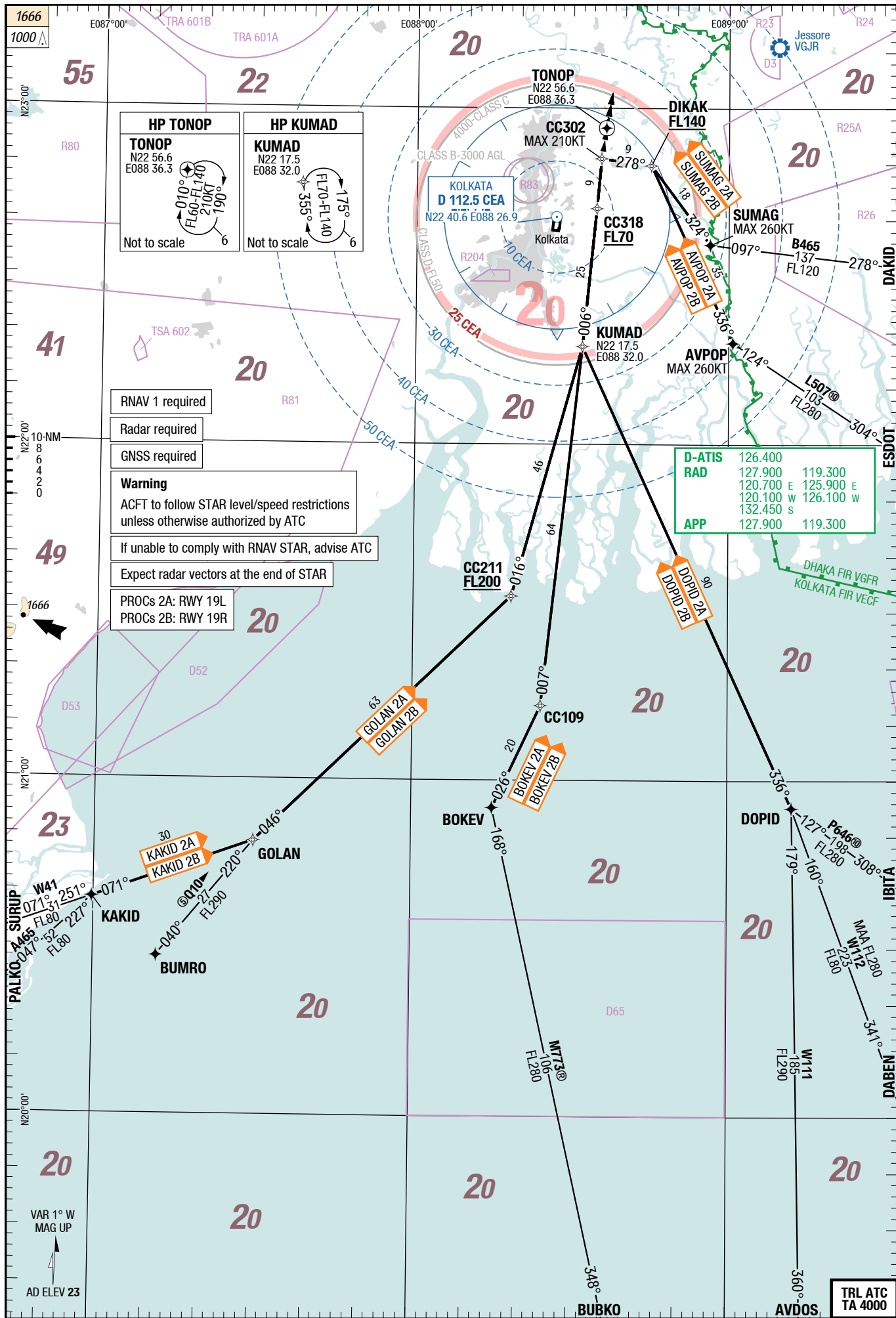
RNAV STARS RWYS 19L/R North

STAR

RNAV STARS RWYs 19L/R South

RNAV STARS RWYS 19L/R North





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ARRIVALs RWY 19L (ILS APCH)

6-50

ARRIVALs RWY 01R (ILS APCH)

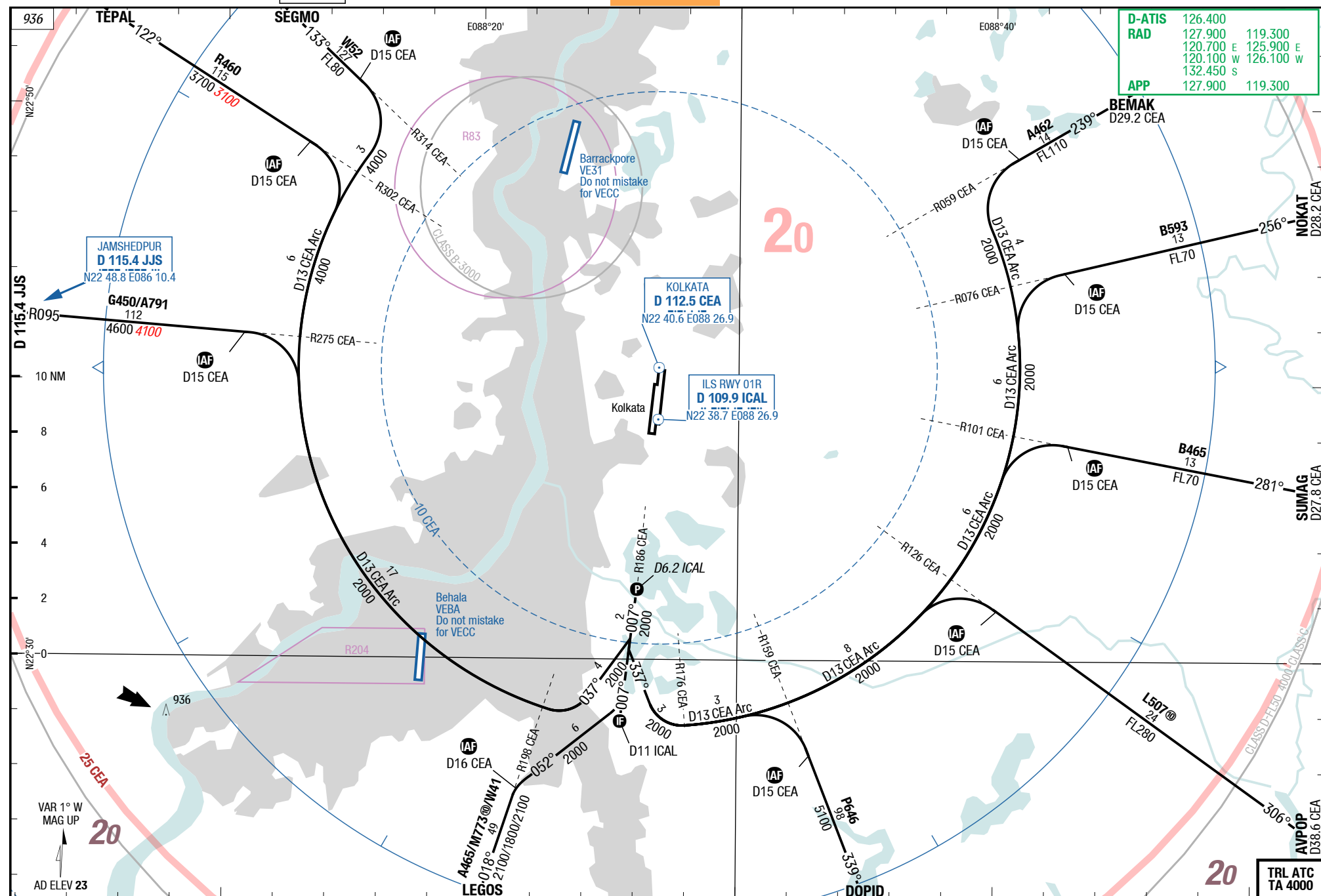
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ARRIVALs RWY 19L (ILS APCH)

ARRIVALs RWY 01R (ILS APCH)



Changes: WPT

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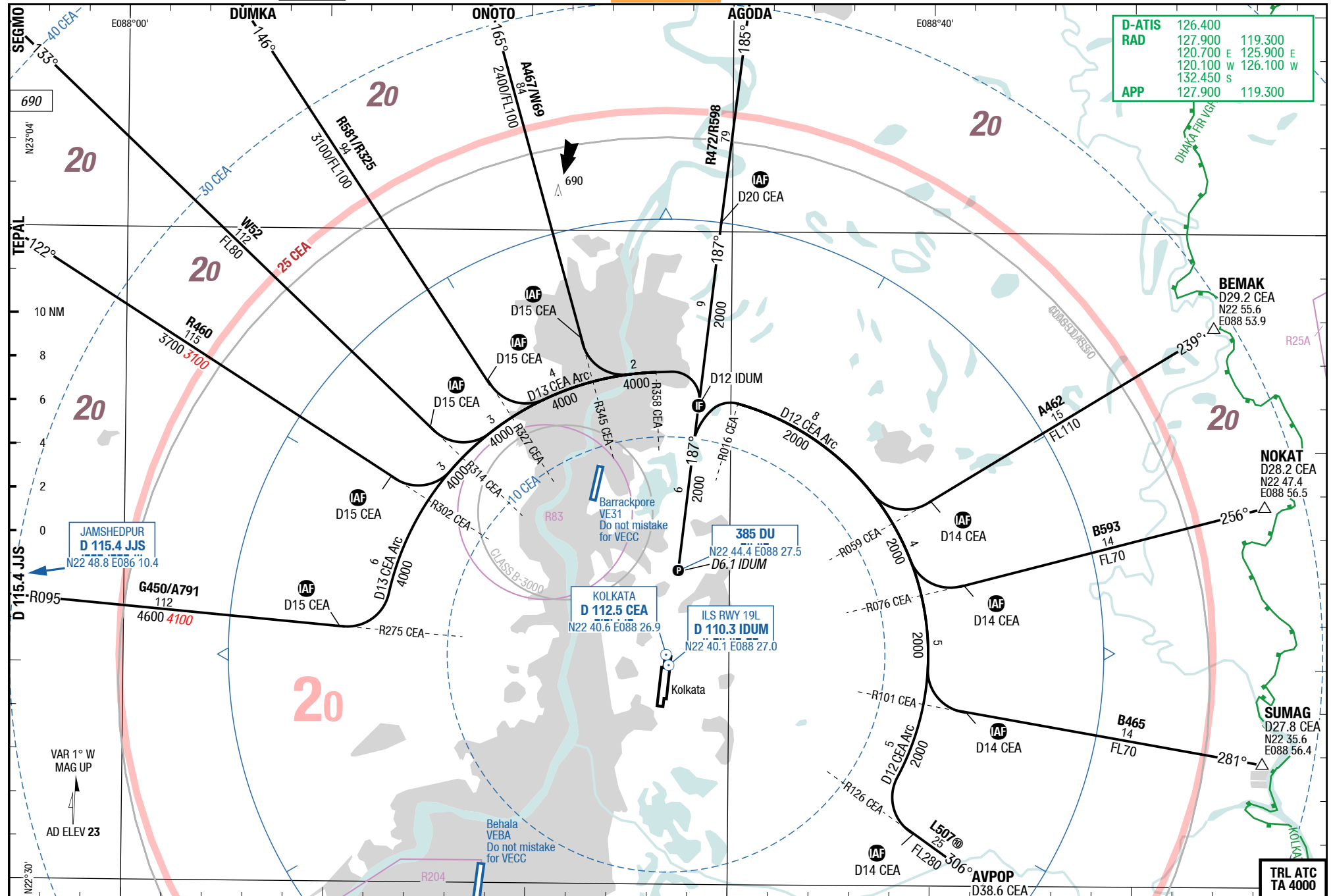
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6-60

ARRIVALS RWY 19L (ILS APCH)

ARRIVALS RWY 19L (ILS APCH)



Changes: WPT

CCU-VECC

ARRIVALs RWYs 01L/R (VOR APCH)

6-70

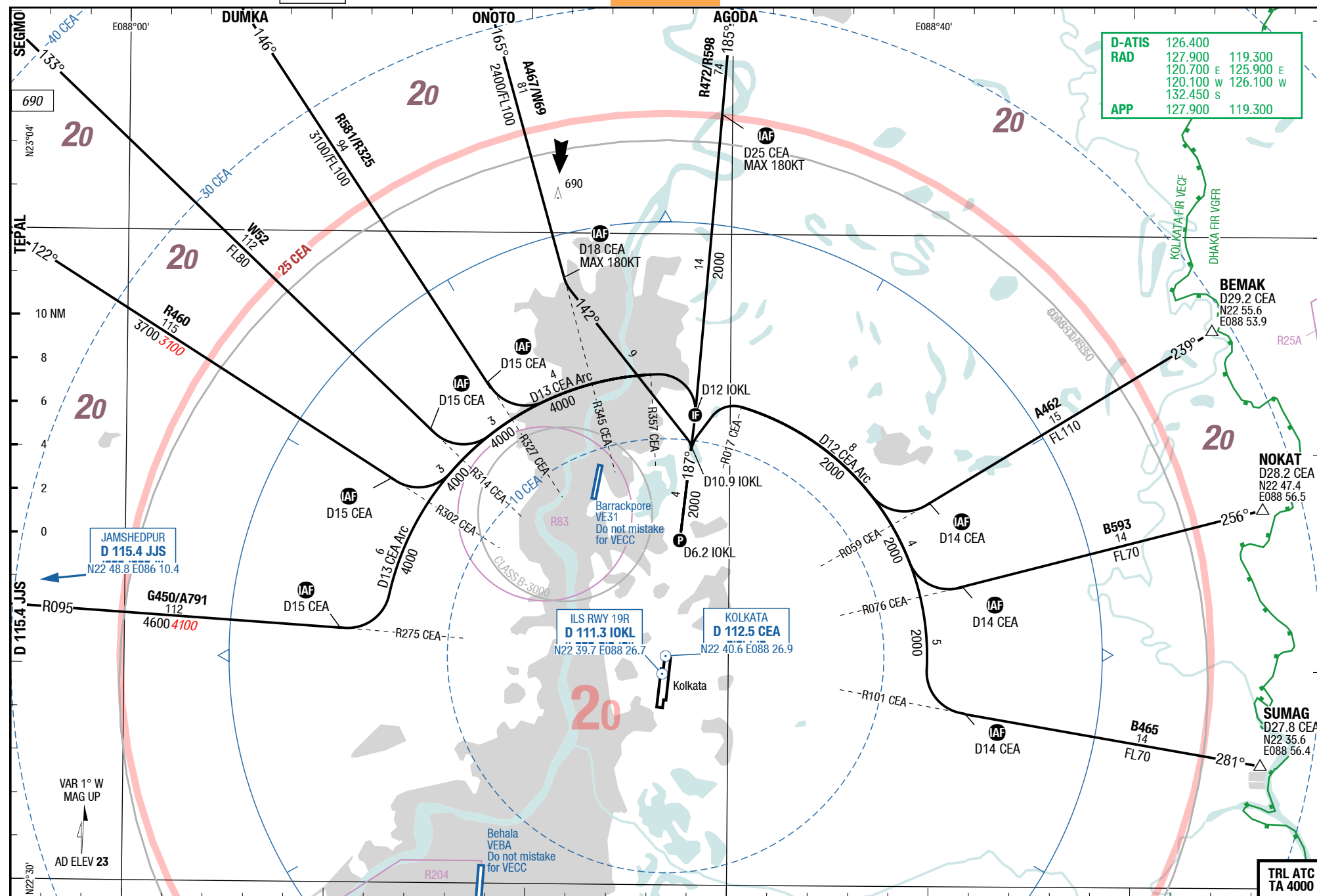
ARRIVALs RWY 19R (ILS APCH)

STAR

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ARRIVALs RWYs 01L/R (VOR APCH)

ARRIVALs RWY 19R (ILS APCH)



Changes: WPT

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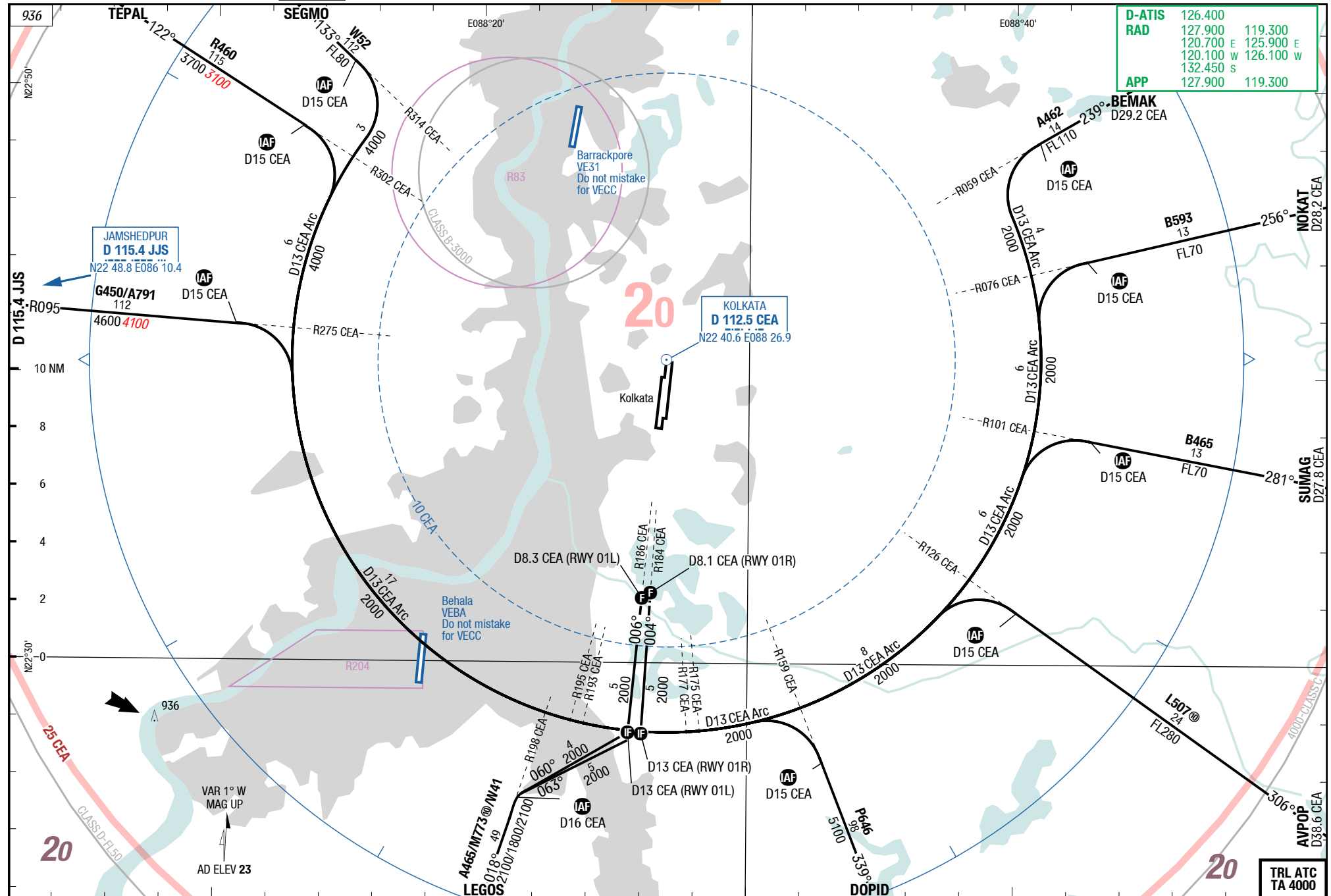
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6-80

ARRIVALs RWYs 01L/R (VOR APCH)

ARRIVALs RWYs 01L/R (VOR APCH)



Changes: WPT

Effective 13-SEP-2018

06-SEP-2018

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(NIL)

STAR

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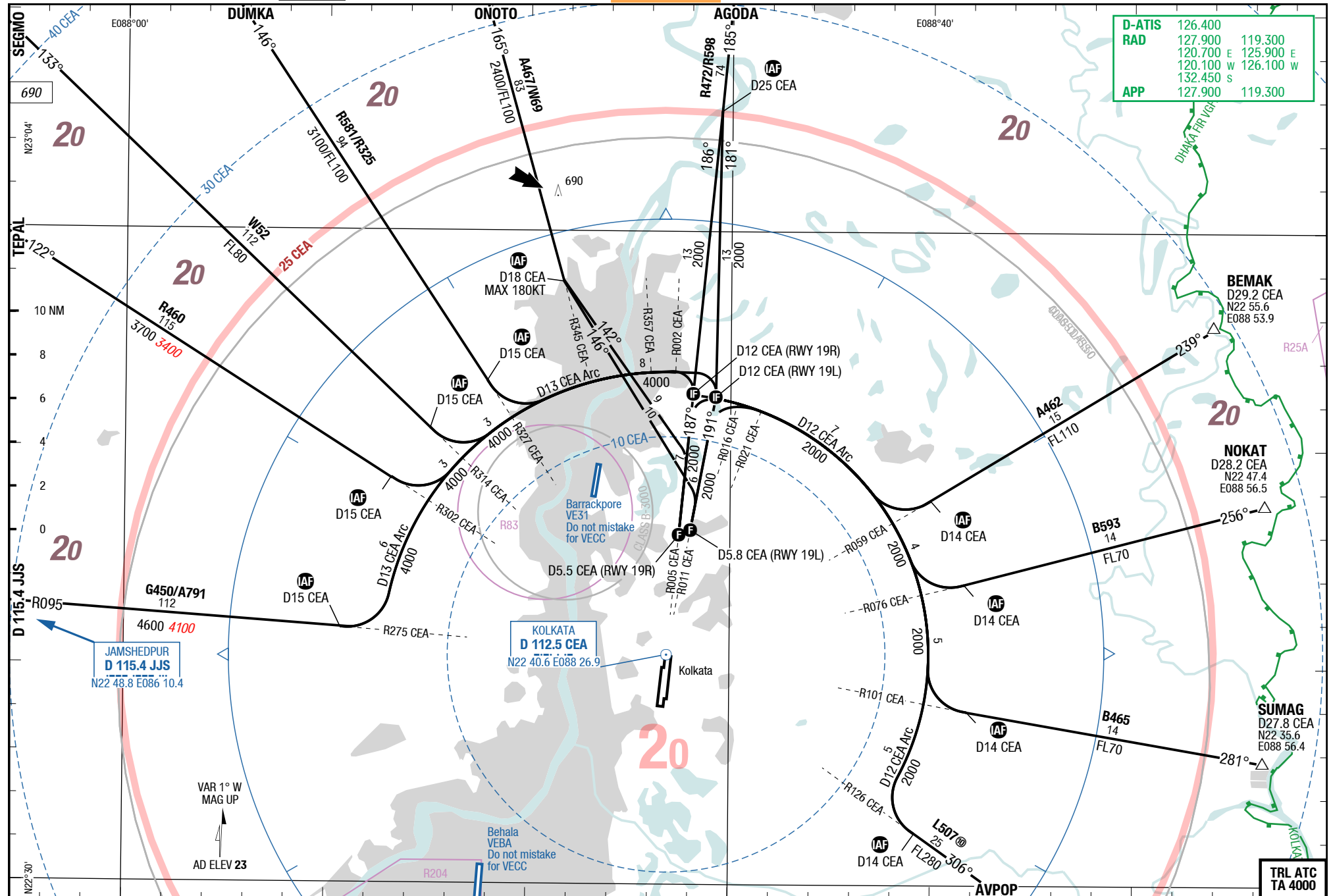
Kolkata Intl **Kolkata** India

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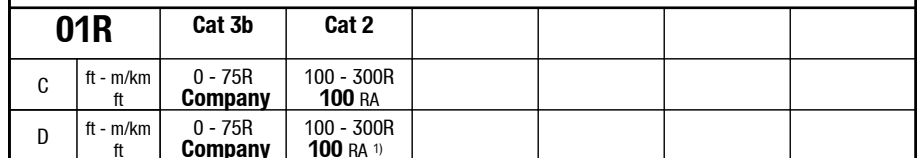
ARRIVALs RWYs 19L/R (VOR APCH)

6-90

ARRIVALs RWYs 19L/R (VOR APCH)



ILS 01R



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Changes: MIN

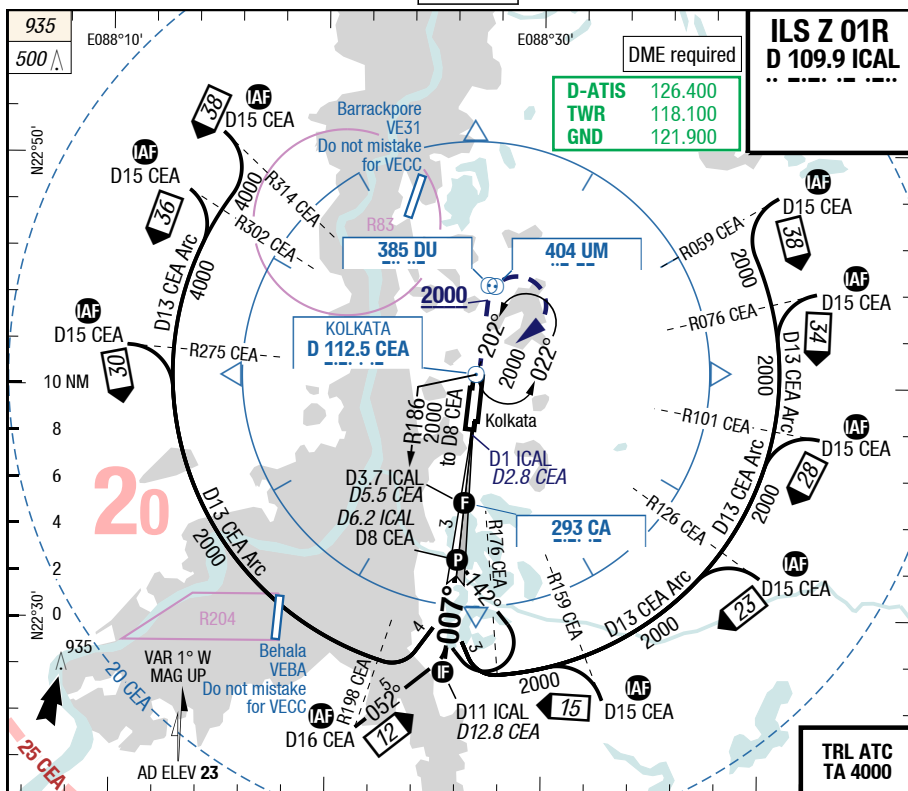
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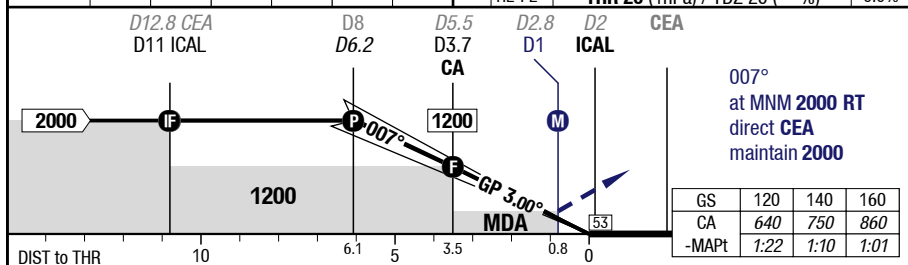
IAC

7-20

ILS Z 01R



LOC 3.00° D ICAL	6.2	6	5	4	3	2	
	2000	1960	1630	1310	990	670	



01R		Cat 1 DME <i>L_{TS}</i> ¹⁾	Cat 1 DME ¹⁾	LOC DME	SRA		Circling
C	ft - m/km ft	210 - 400 230	210 - 550 230	400 - 1.1 420	650 - 2.3 670		800 - 2.4V 820
D	ft - m/km ft	210 - 400 230	210 - 550 230	400 - 1.1 420	650 - 2.3 670		800 - 3.6V 820

1) With EVS 350m

Changes: Nil

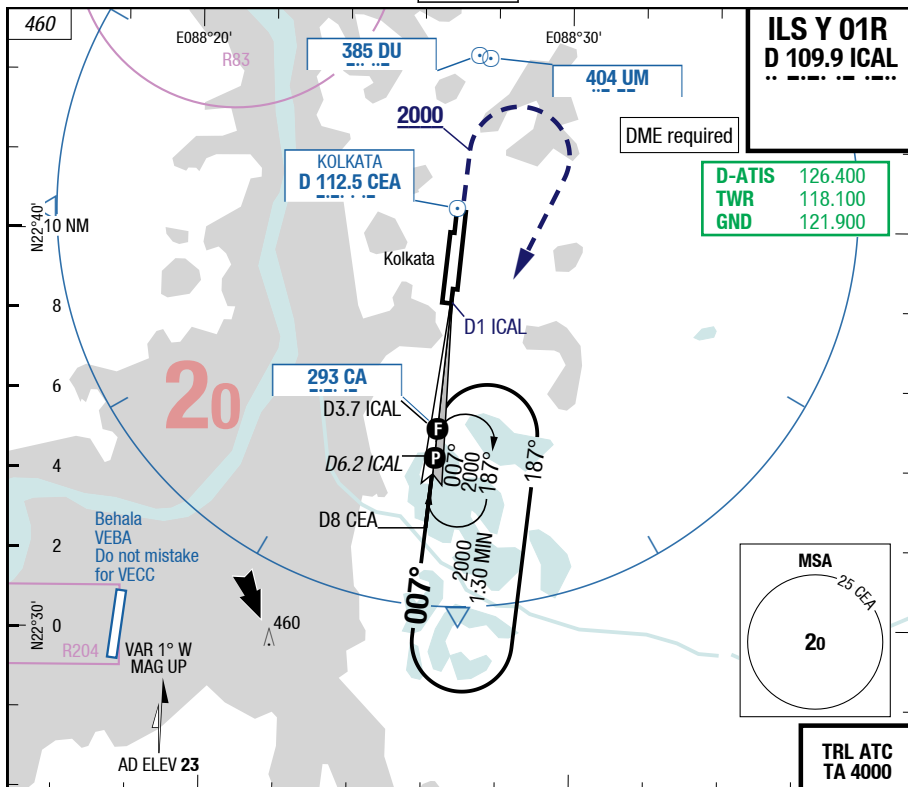
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7-30

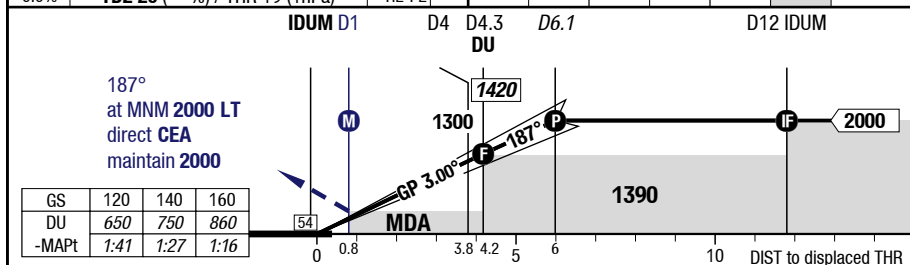
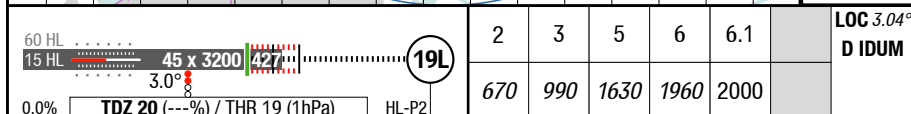
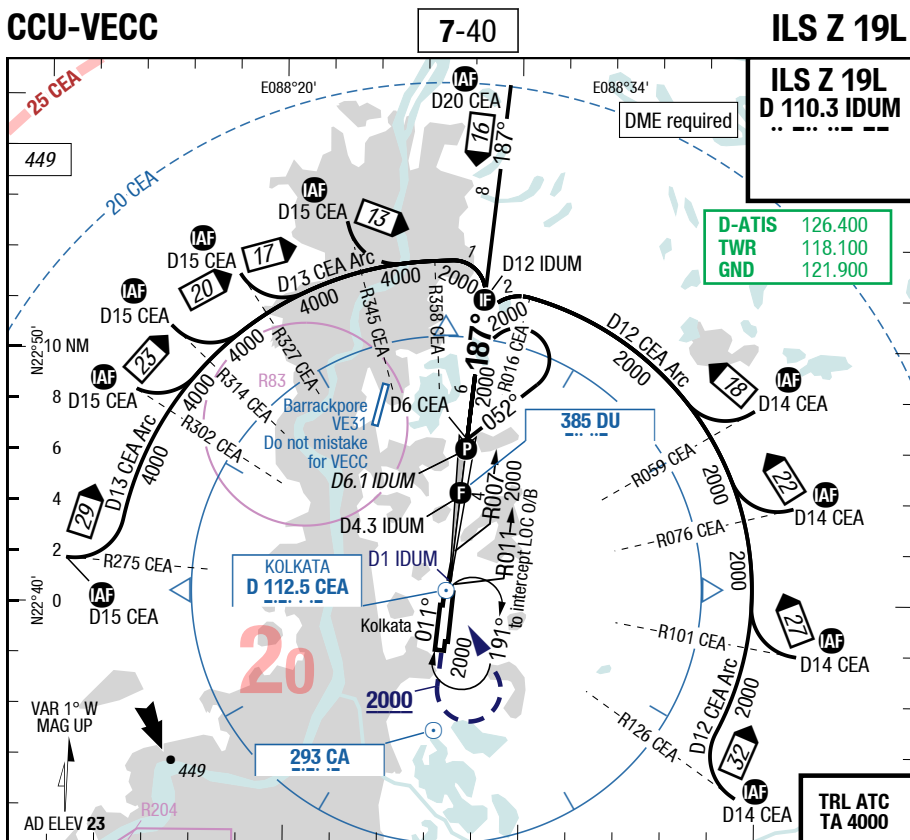
ILS Y 01R



01R		Cat 1 DME L _{TS} 1)	Cat 1 DME 1)	LOC DME	SRA	Circling
C	ft - m/km ft	210 - 400 230	210 - 550 230	400 - 1.1 420	650 - 2.3 670	800 - 2.4V 820
D	ft - m/km ft	210 - 400 230	210 - 550 230	400 - 1.1 420	650 - 2.3 670	800 - 3.6V 820

1) With EVS 350m

Changes: Nil



19L		Cat 2 DME	Cat 1 DME 1)	LOC DME	SRA		Circling
C	ft - m/km ft	100 - 300R 100 RA	230 - 550 250	400 - 1.1 420	640 - 2.2 660		800 - 2.4V 820
D	ft - m/km ft	100 - 300R 100 RA 2)	230 - 550 250	400 - 1.1 420	640 - 2.2 660		800 - 3.6V 820

1) With EVS 350m

2) If not conducting autoland RVR 350m required

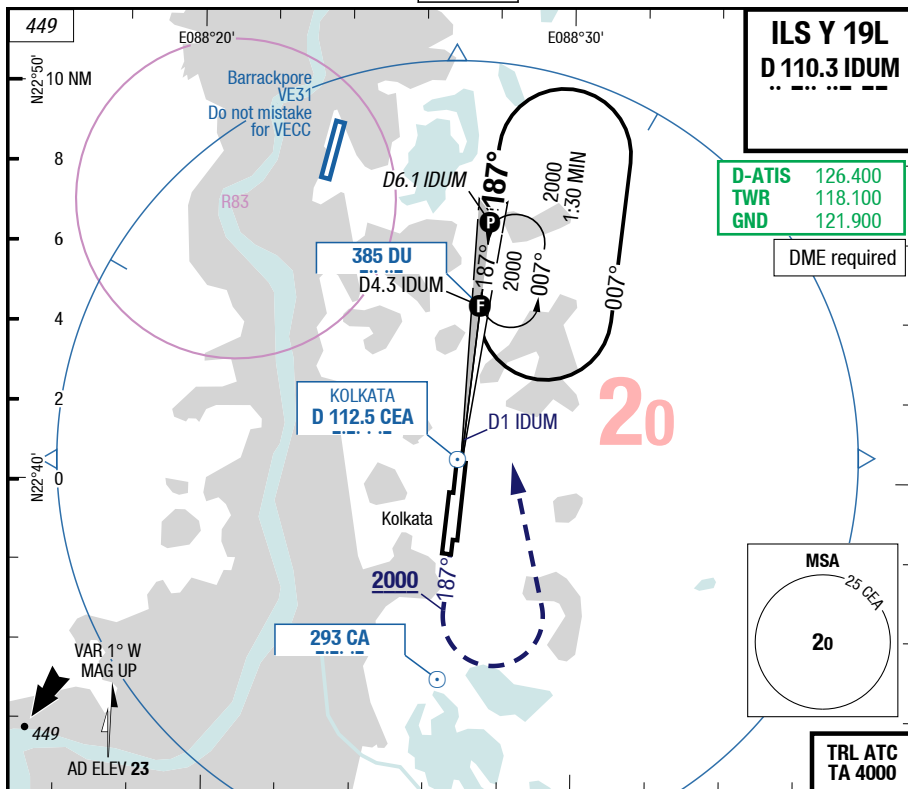
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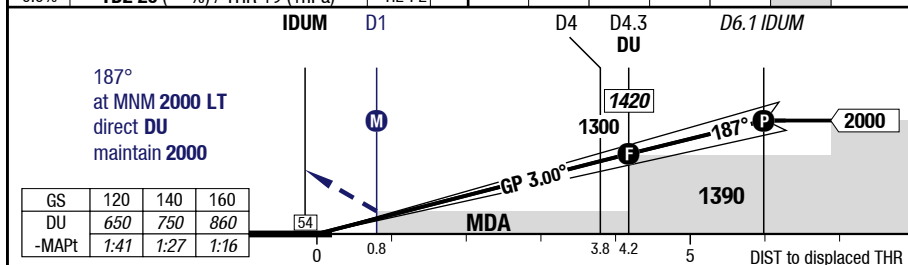
IAC

7-50

ILS Y 19L



60 HL	45 x 3200	427	19L	2	3	5	6	6.1	LOC 3.04°
15 HL	3.0°			670	990	1630	1960	2000	D IDUM
0.0%	TDZ 20 (---%) / THR 19 (1hPa)	HL-P2							

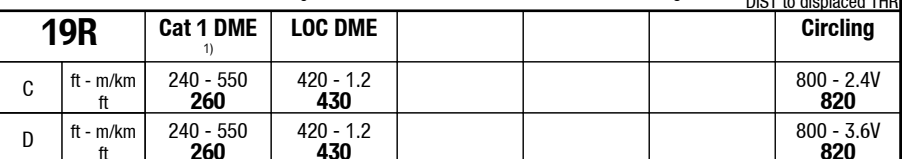


19L	Cat 2 DME	Cat 1 DME ¹⁾	LOC DME	SRA		Circling
C	ft - m/km ft	100 - 300R 100 RA	230 - 550 250	400 - 1.1 420	640 - 2.2 660	800 - 2.4V 820
D	ft - m/km ft	100 - 300R 100 RA ²⁾	230 - 550 250	400 - 1.1 420	640 - 2.2 660	800 - 3.6V 820

1) With EVS 350m
2) If not conducting autoland RVR 350m required

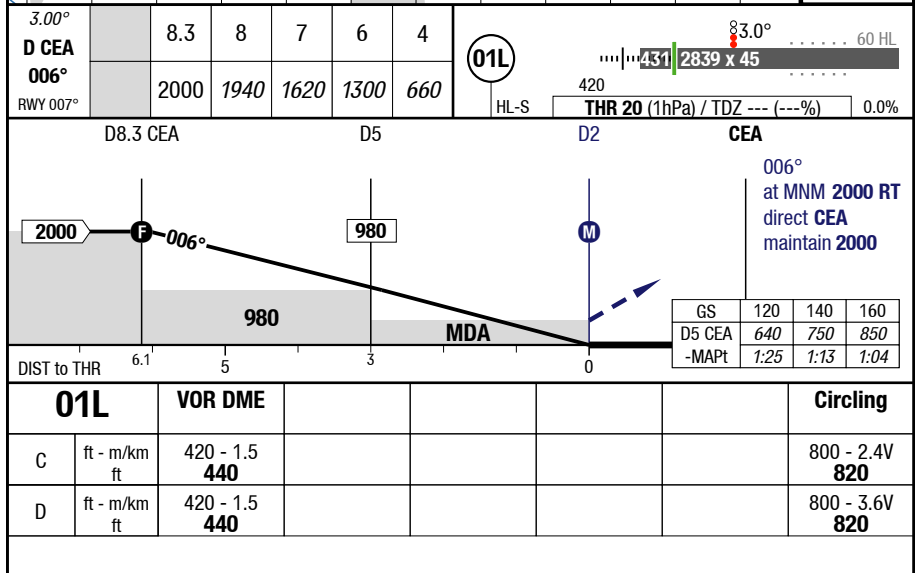
Changes: MIN

ILS 19R



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VOR 01L



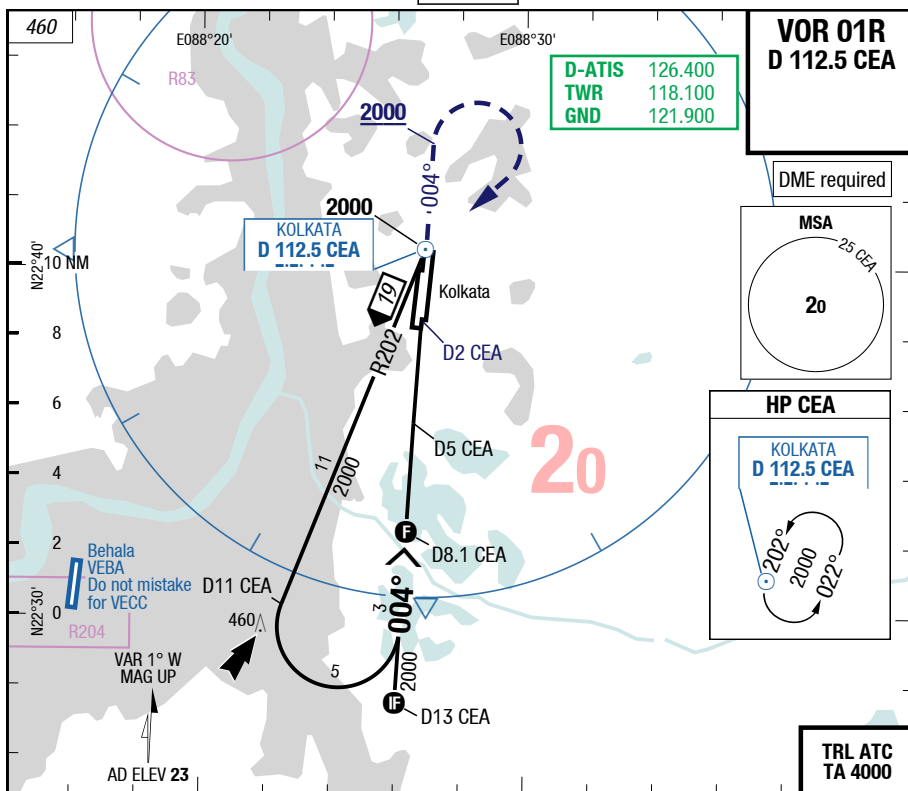
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7-80

VOR 01R



3.00° D CEA 004° RWY 007°	8.1	8	7	6	4	01R	3627 x 45	60 HL 15 HL	THR 20 (1hPa) / TDZ 20 (---%)	0.0%
D8.1 CEA	D5	D2	CEA							
2000	1020	1020	MDA							
DIST to THR	6.1	5	3	0						
01R	VOR DME									Circling
C	ft - m/km ft	420 - 1.2 440								800 - 2.4V 820
D	ft - m/km ft	420 - 1.2 440								800 - 3.6V 820

Changes: Nil

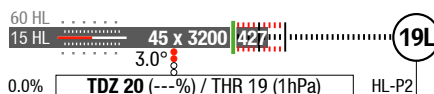
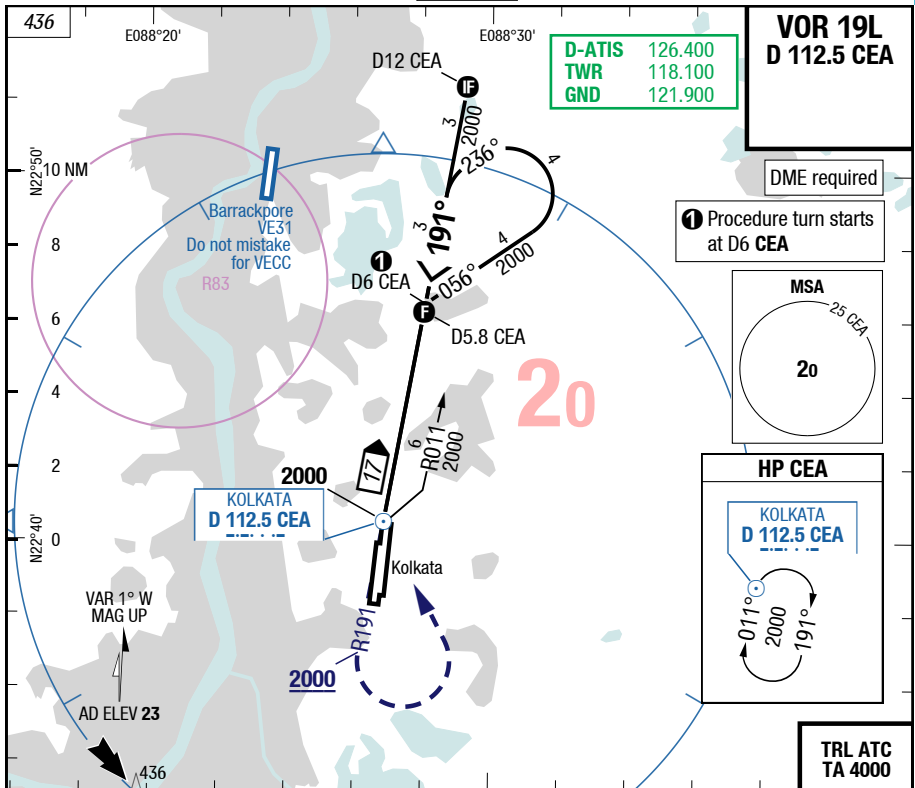
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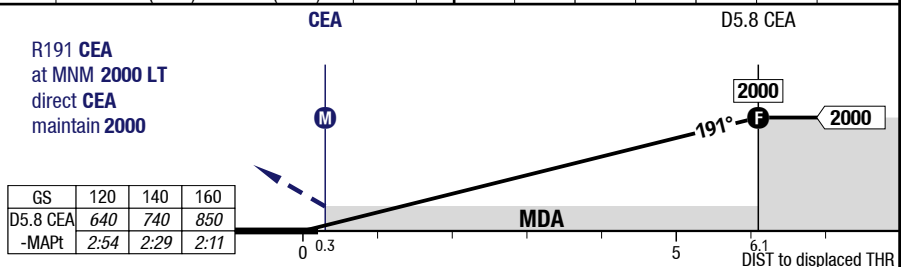
IAC

7-90

VOR 19L



1	2	3	4	5	5.8	3.00°
490	800	1120	1440	1760	2000	D CEA 191°
						RWY 187°



19L	VOR DME					Circling
C	ft - m/km ft	420 - 1.2 440				800 - 2.4V 820
D	ft - m/km ft	420 - 1.2 440				800 - 3.6V 820

Changes: AD Name

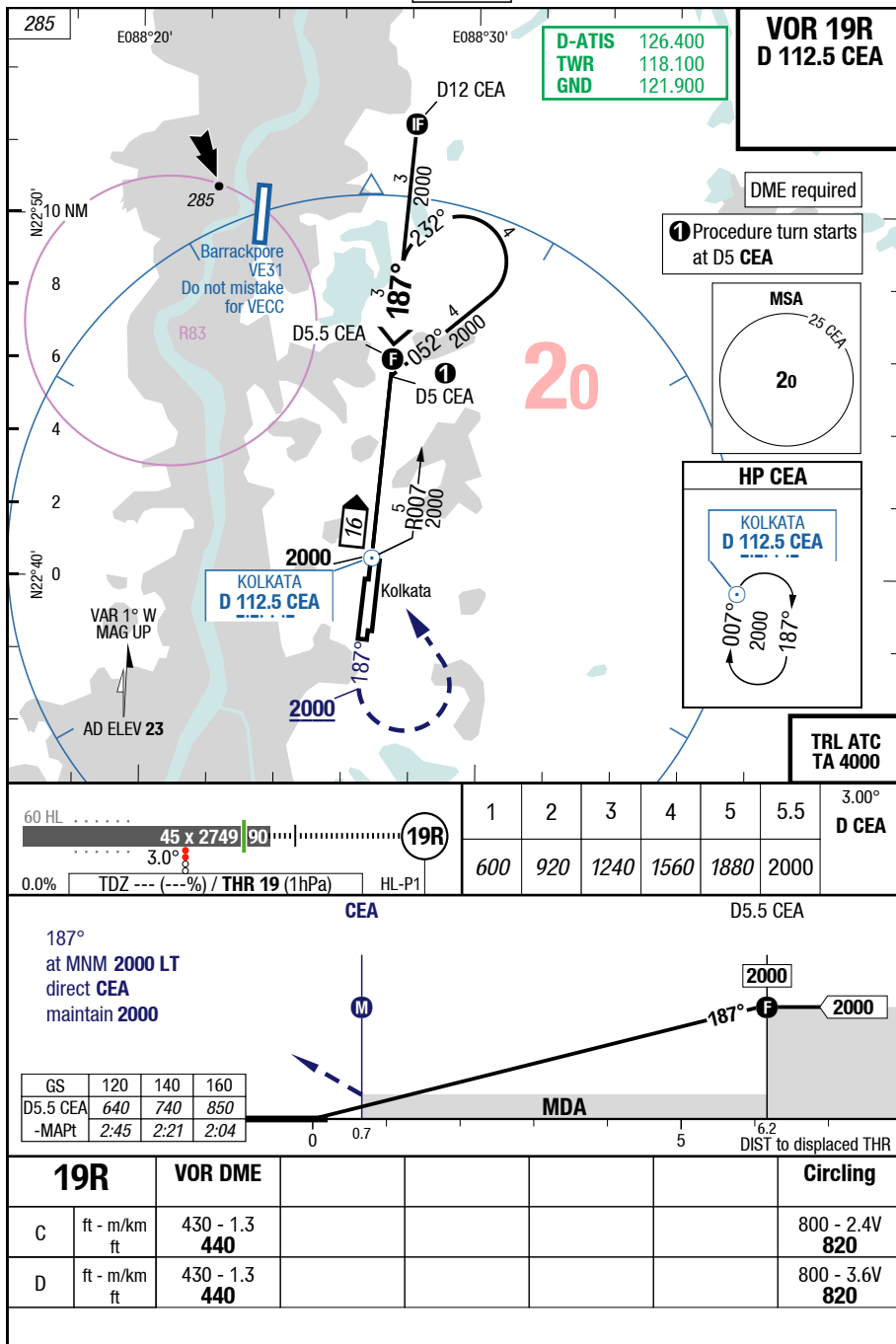
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CCU-VECC

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IAC

7-100

VOR 19R



Changes: AD Name