

30-AUG-2018

TRV-VOTV

1-10

AOI

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 Environment for Arriving ACFT**

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

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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or when 12NM from touch down **At the time APCH clearance is issued, speed restriction shall remain applicable unless withdrawn by ATC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 VIP 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.

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TRV-VOTV**1-30****AOI****DEPARTURE****Take-off Minima**

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

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.

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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.

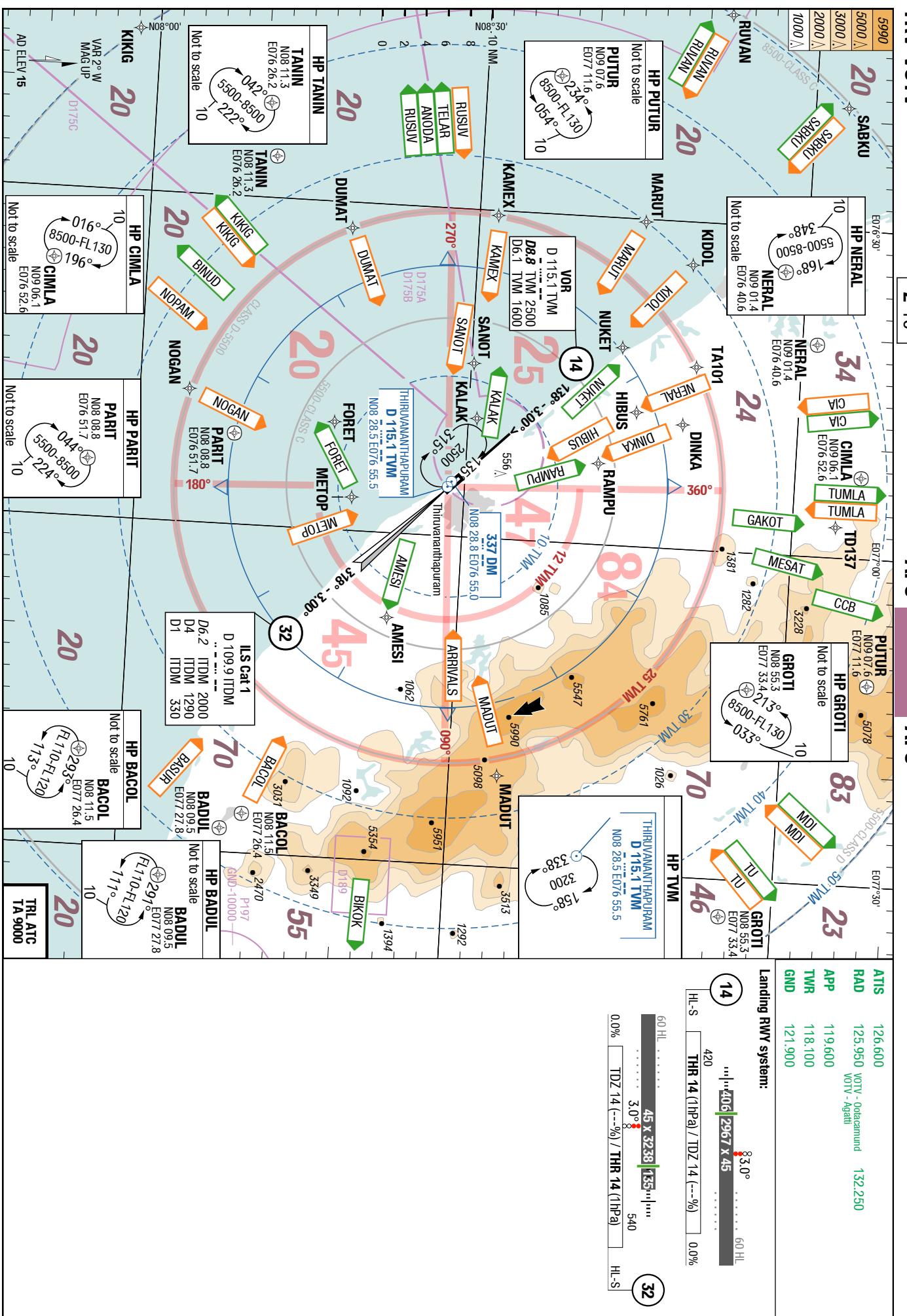
RWY	Route for DEP	SID/Transition	Turn for INBD Track	INBD ATS Route	STAR/PROC
32	R457	KALAK/HAPUR	Right	L899	Leave OSAJE track 352° (MAG). At 15NM to PO-TEM descent to 2500ft at PO-TEM make convenient turn to intercept LOC / FAT
32	L899	KALAK/RUPAT-NADOL	Left	L899	
32	UL425	KALAK/RUPAT-ANODA	Left	L899	
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	STAR/PROC METOP
32	TU	RAMPU/TU	Right	P570	
RWY	Route for DEP	SID/Transition	Turn for INBD Track	INBD ATS Route	
14	W43	GAKOT/TUMLA	Right	W25	
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	

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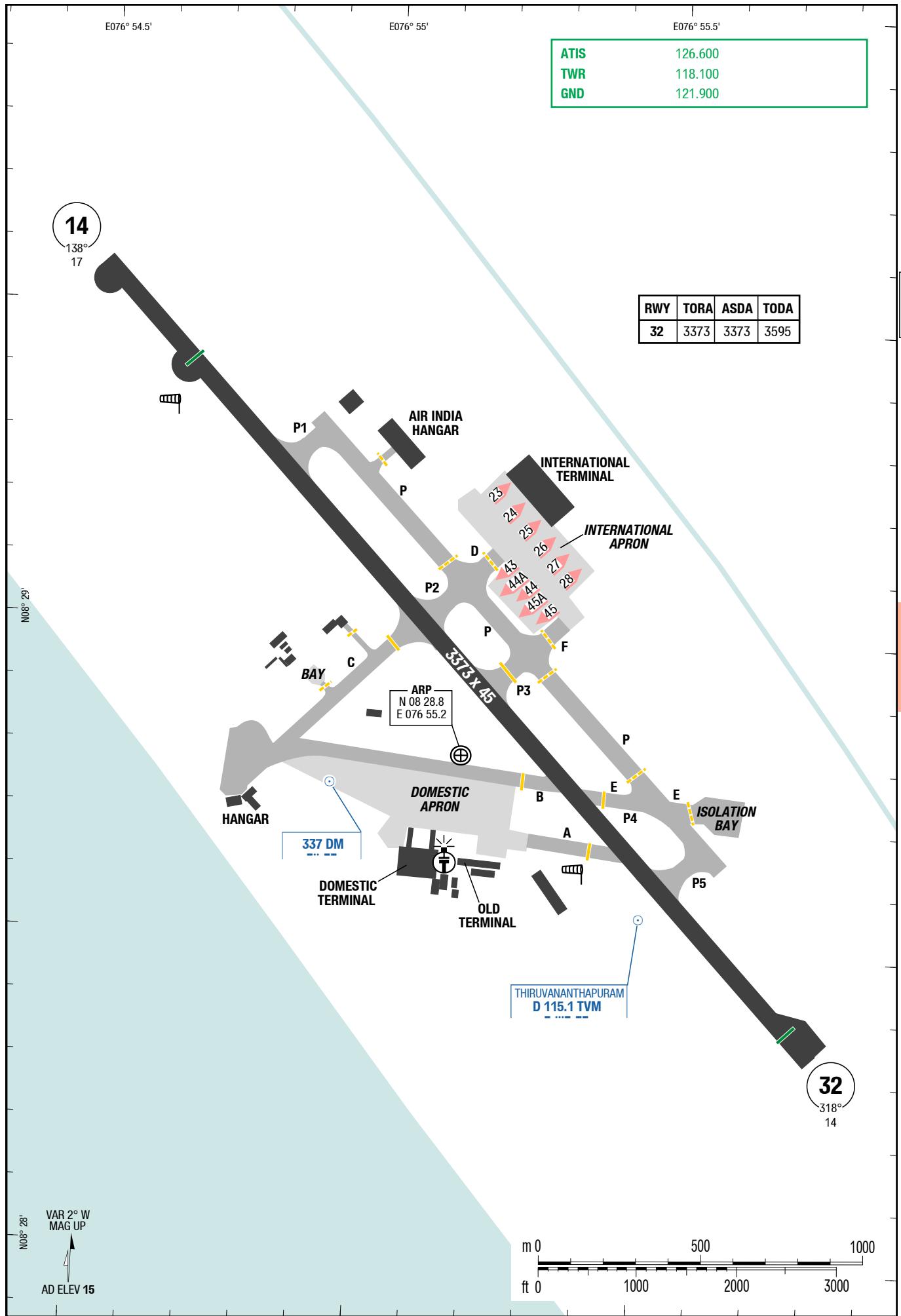
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[RNAV SIDs RWY 32]

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RNAV SIDs RWY 14

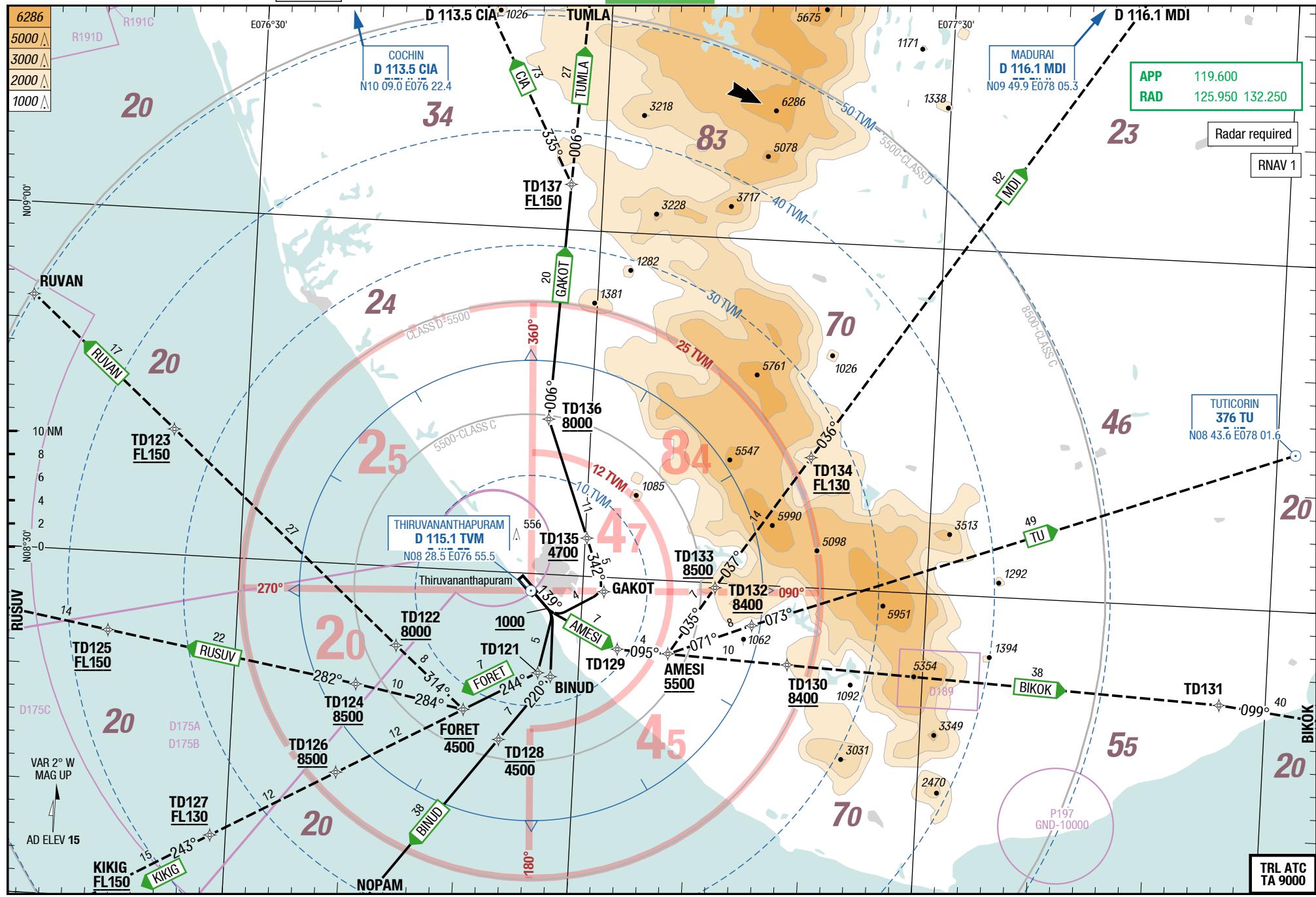
SID

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[RNAV SIDs RWY 32]

RNAV SIDs RWY 14



Changes: MSA, PROC, WPT

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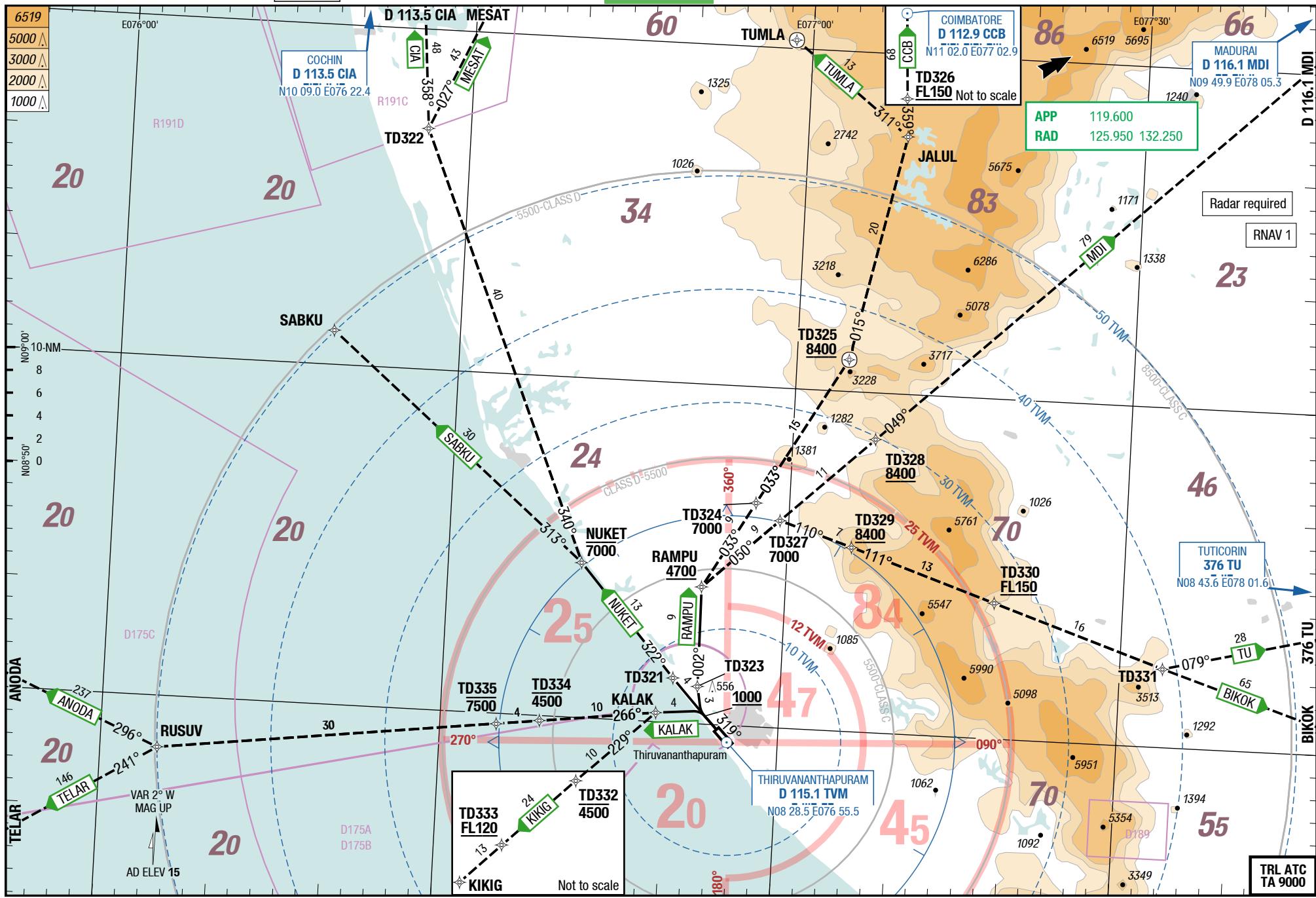
TRV-VOTV

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RNAV SIDs RWY 32

SID

RNAV SIDs RWY 32



TRV-VOTV

5-10

RNAV SIDs RWY 14

SIDPT

AMESI / BINUD / FORET / GAKOT

RWY 14 (138°)

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

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

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

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5-20

RNAV SIDs RWY 32

SIDPT

KALAK / NUKET

RWY 32 (318°)

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

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

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

TRV-VOTV

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RNAV SIDs RWY 32

SIDPT

RAMPU

RWY 32 (318°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 32	
RAMPU 7.0% 119,600 ①	H319° [A1000+] - DCT TD323 - RAMPU	RAMPU MNM 4700
	TRANSITION	
	BIKOK RAMPU - TD327 - TD329 - TD330 - TD331 - BIKOK	RAMPU MNM 4700 TD327 at 7000 TD329 MNM 8400 TD330 MNM FL150
	COIMBATORE (CCB) RAMPU - TD324 - <u>TD325</u> - JALUL - TD326 - CCB	RAMPU MNM 4700 TD324 at 7000 TD325 MNM 8400 TD326 MNM FL150
	MADURAI (MDI) RAMPU - TD327 - TD328 - MDI	RAMPU MNM 4700 TD327 at 7000 TD328 MNM 8400
	TUMLA RAMPU - TD324 - <u>TD325</u> - JALUL - <u>TUMLA</u>	RAMPU MNM 4700 TD324 at 7000 TD325 MNM 8400
	TUTICORIN (TU) RAMPU - TD327 - TD329 - TD330 - TD331 - TU	RAMPU MNM 4700 TD327 at 7000 TD329 MNM 8400 TD330 MNM FL150

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STAR

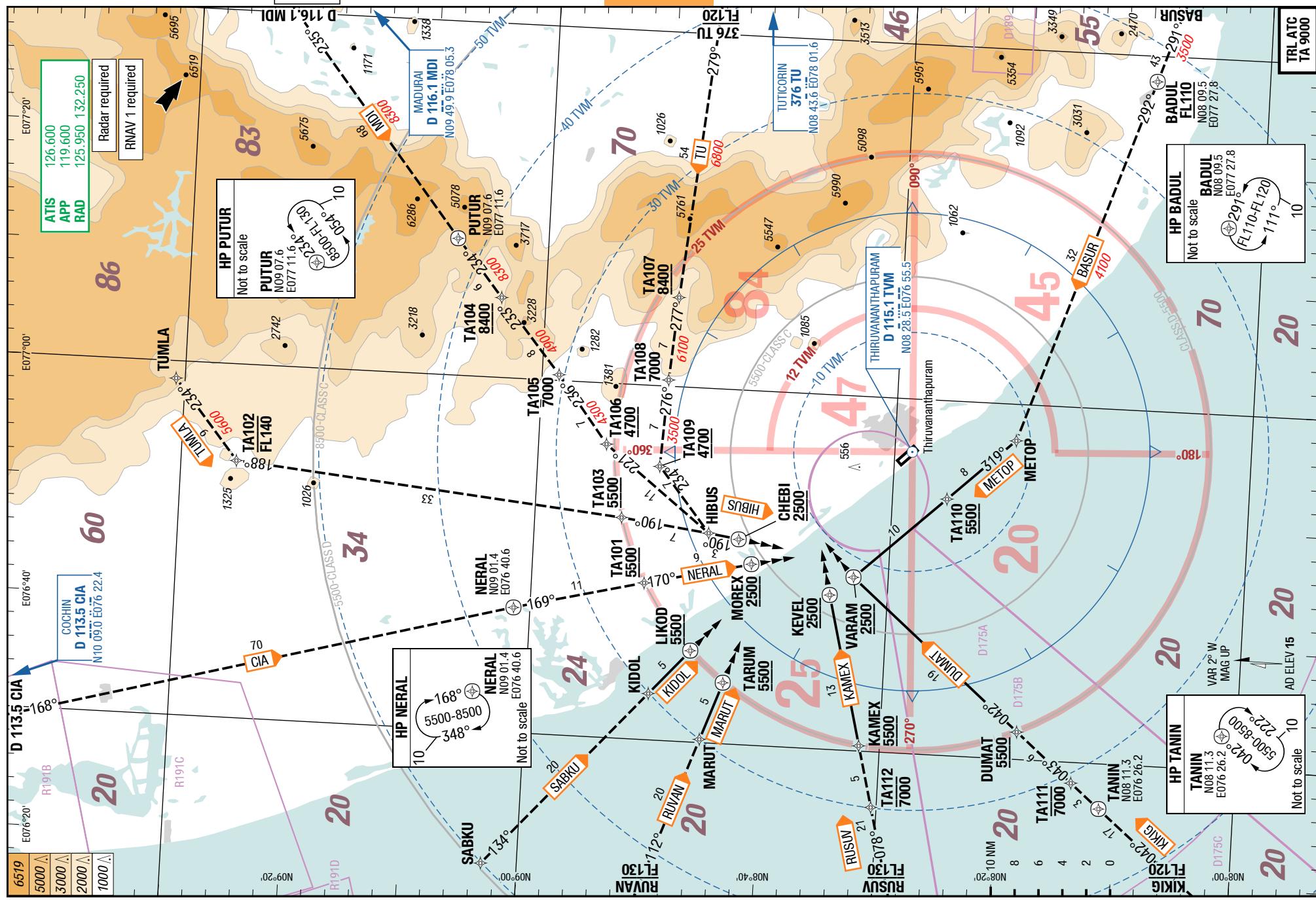
CTAB

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TRV-VOTV

RNAV STARs RWY 14

6-10



Changes: MSA, PROC, WPT , VAR

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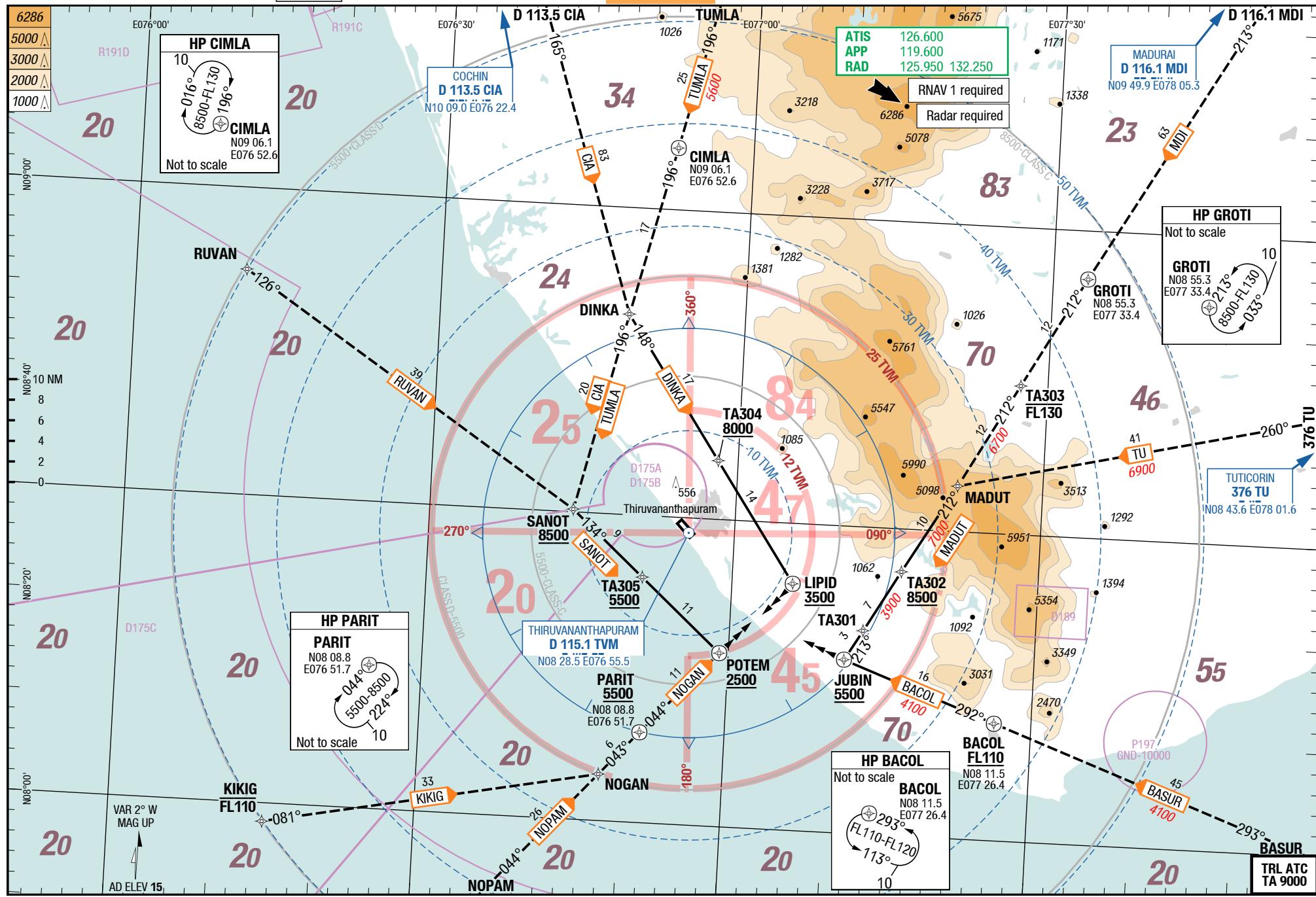
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RNAV STARs RWY 32

STAR

STAB

RNAV STARs RWY 32

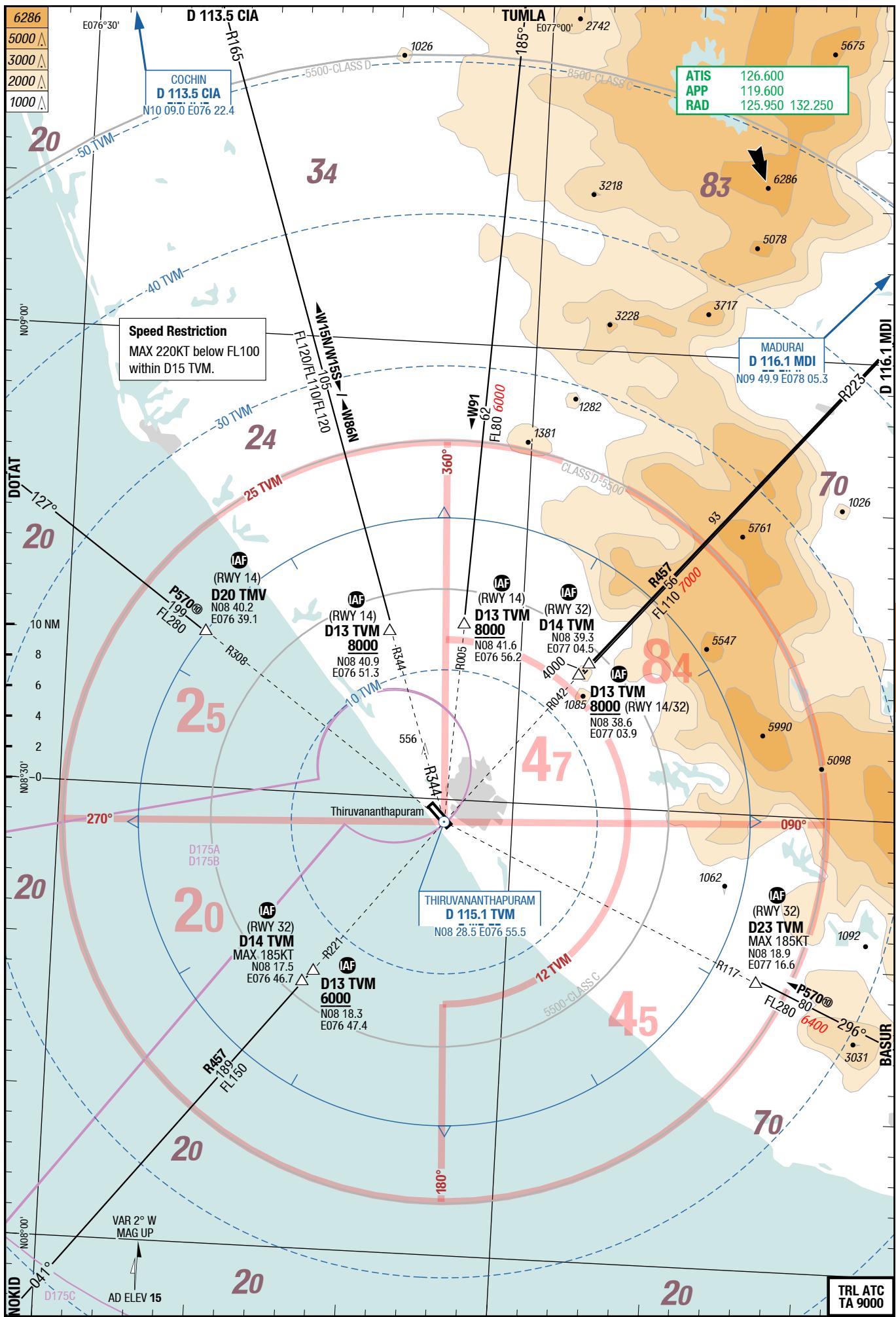


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RNAV STARS (OM FAL after TKOF) ▶
ARRIVALS

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RNWV STARS (COM FALL after TKOF)



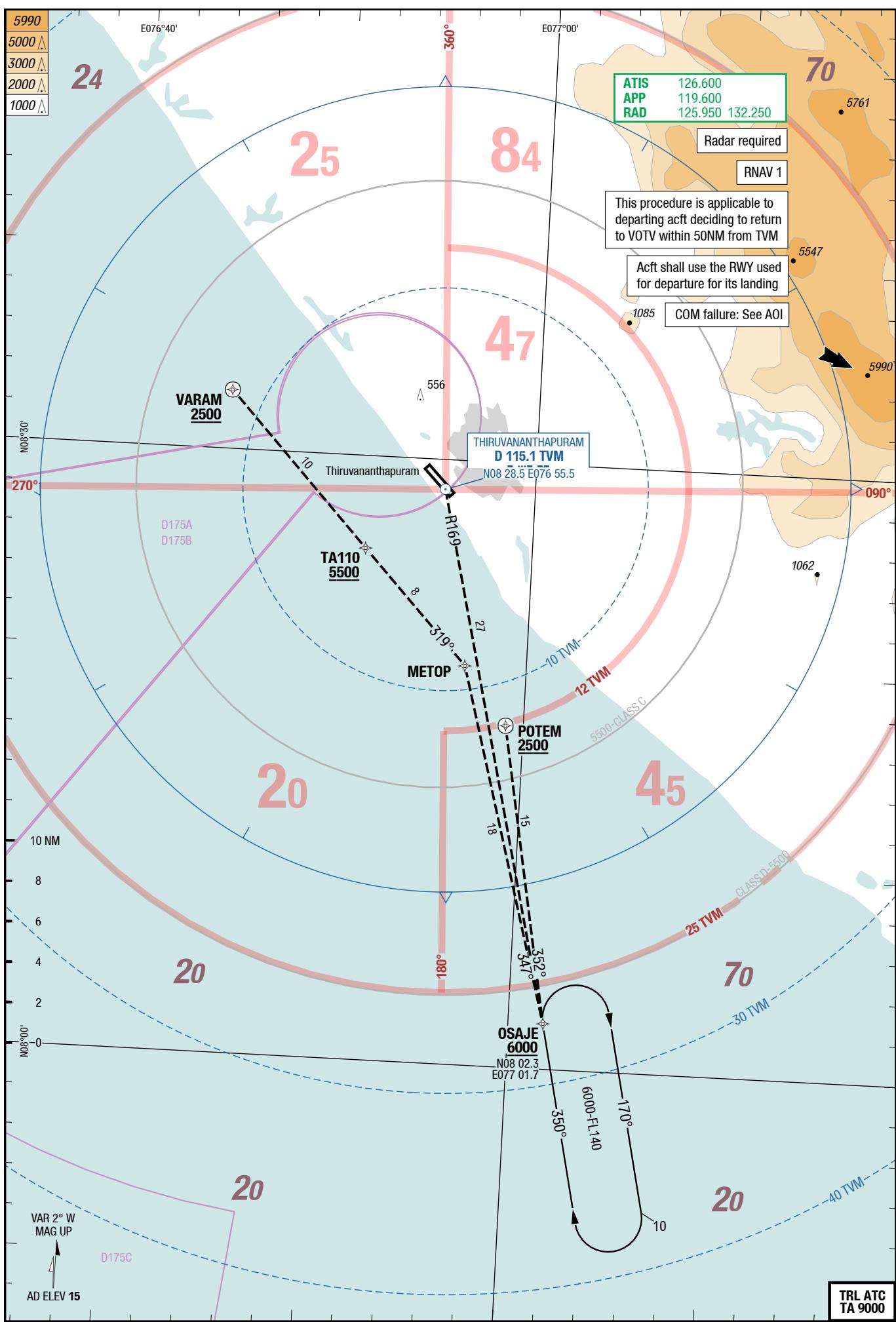
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TRV-VOTV

6-40 RNAV STARS (COM FAIL after TKOF)

STAR
STAR

RNAV STARS (COM FAIL after TKOF)
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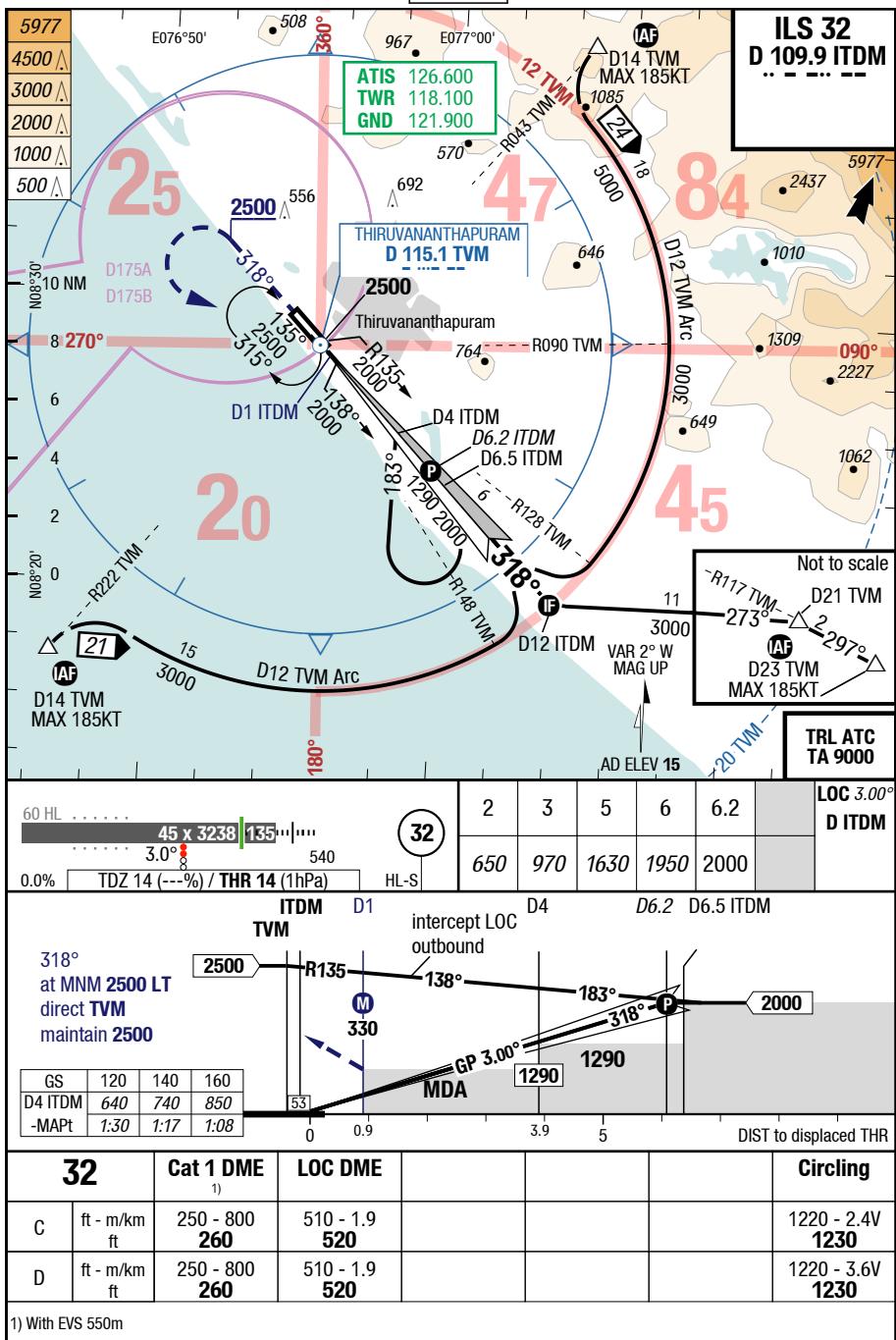
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TRV-VOTV

7-10

ILS 32



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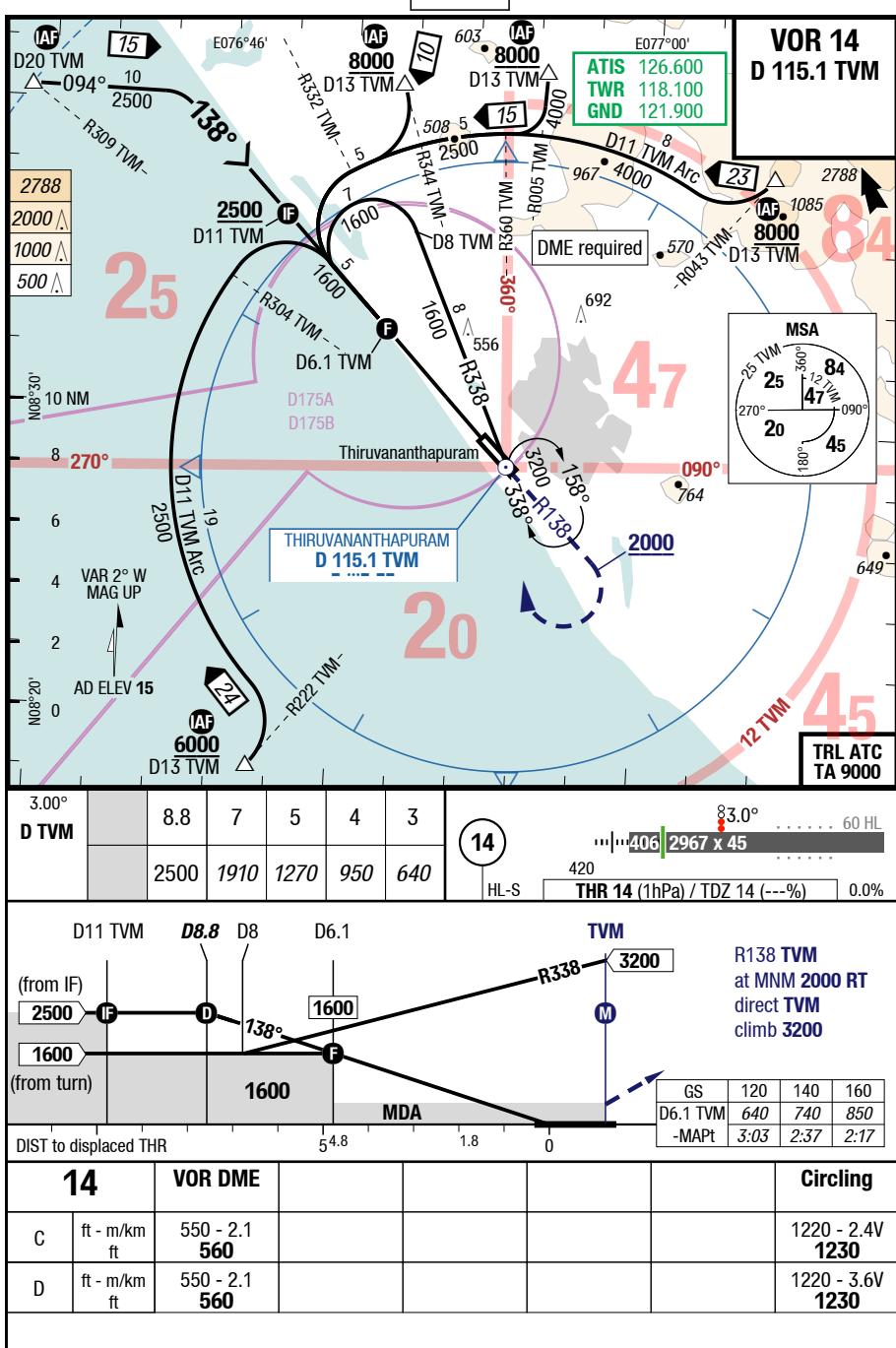
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TRV-VOTV

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VOR 14



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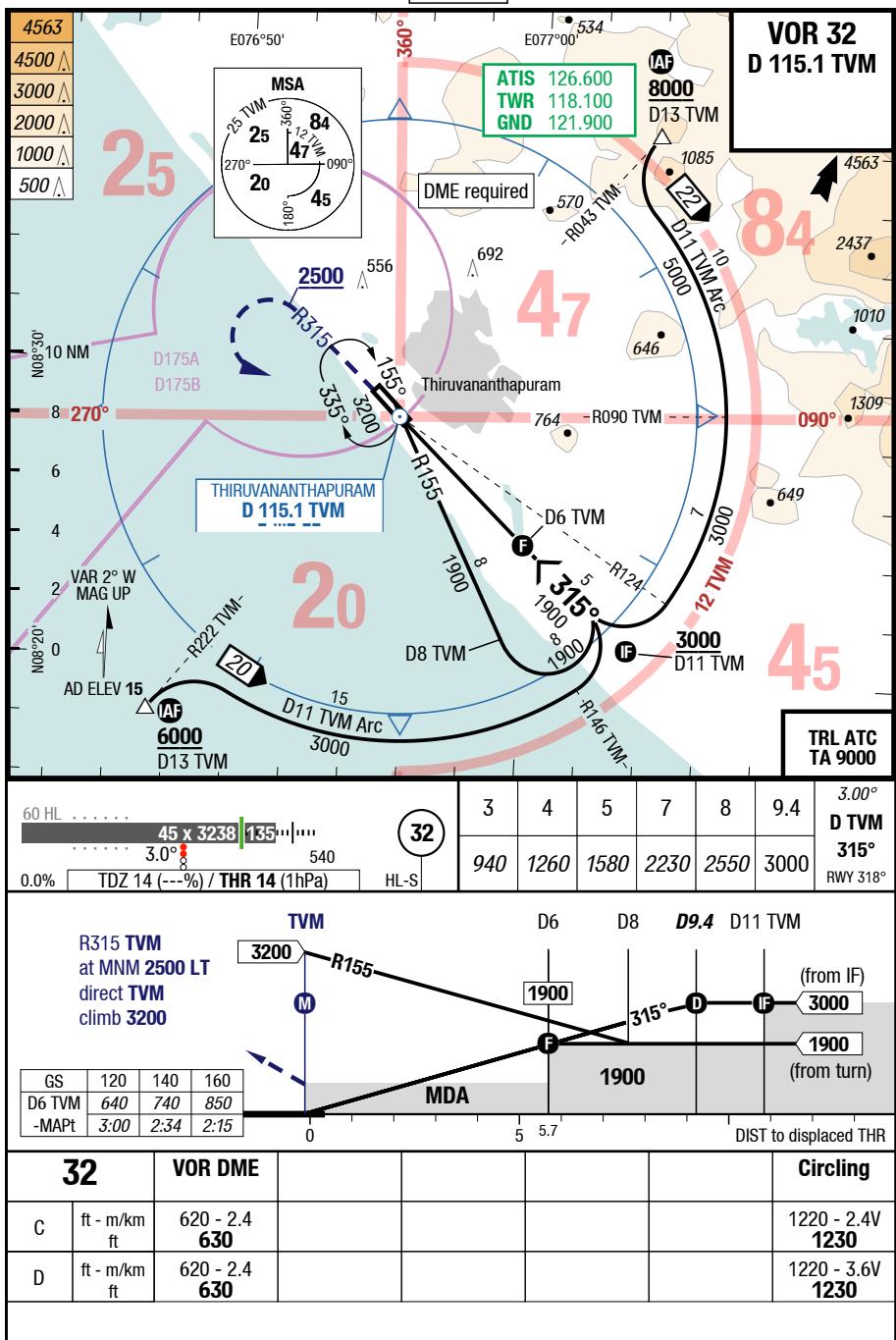
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VOR 32



Changes: MSA

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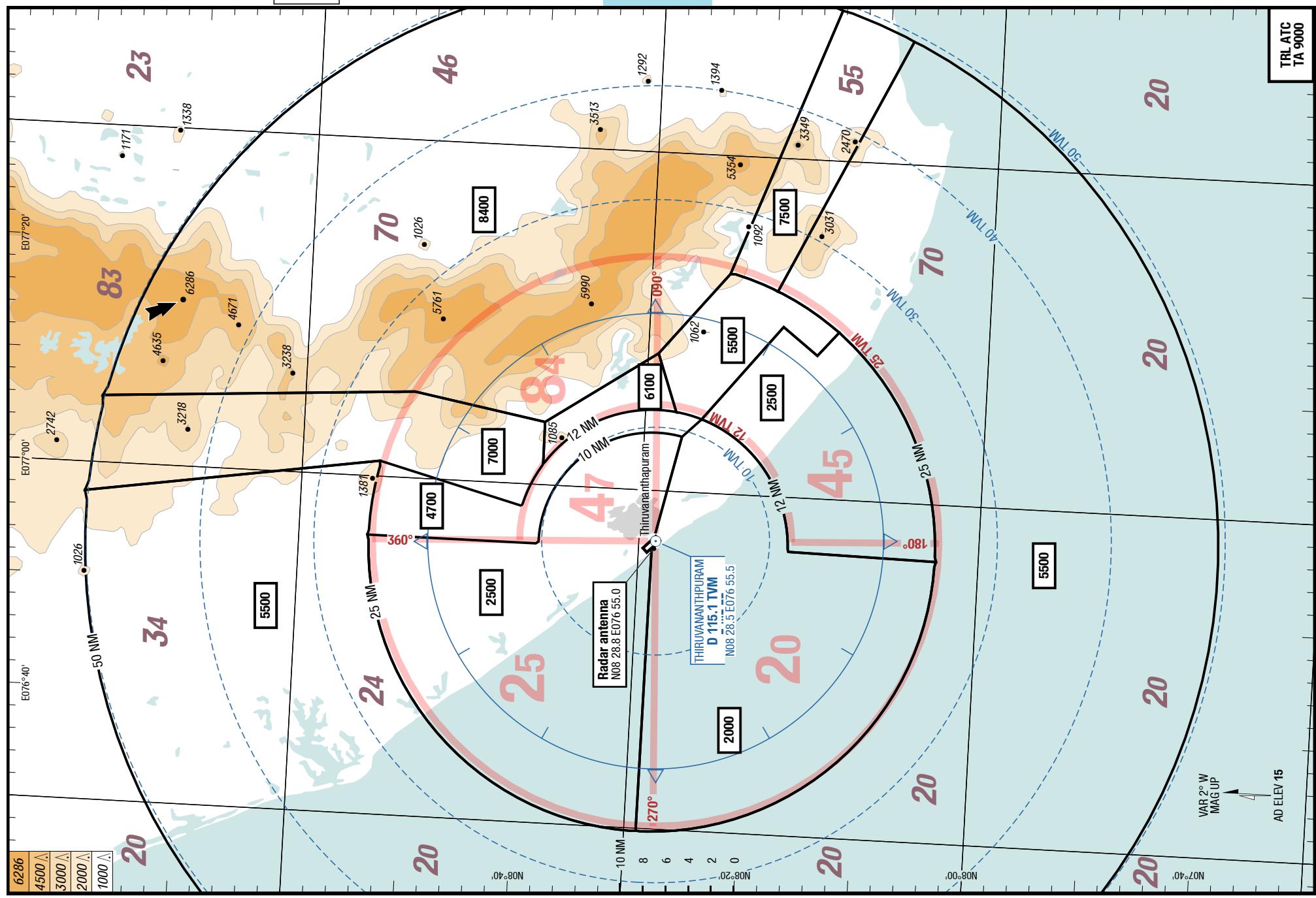
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TRV-VOTV

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MRC

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Changes: MSA, VAR