

**GENERAL****Operational Hours****ATS Hours:** H24**AD ADMIN Hours:** MON-FRI 0300-1200**Airport Information****RFF:** CAT 9**PCN:** RWY 09/27: 80/F/B/W/T**Operation****Low Visibility Procedure**

LVP in force when VIS/RVR is below 800m/550m and/or cloud ceiling is below 200ft.

During LVP, only one ACFT is allowed in the movement area.

Lane change from L1 to L3 and vice versa prohibited.

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

Follow-me is mandatory.

**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 Mode 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.

**Taxi/Parking**

ACFT stand taxilane L1 and L3 wingspan below 36m / 118ft.

ACFT stand taxilane L2 used for ACFT with wingspan 36m / 118ft - 64.9m / 213ft.

Simultaneous parallel taxi is prohibited for ACFT on L1 and L2 or L2 and L3.

Changing of lanes from L1 to L3 and vice versa for ACFT with wingspan below 36m / 118ft is permitted only with follow-me guidance.

180°turn on APN, TWYs and RWY is prohibited. Under unavoidable circumstances, may be allowed for ACFT with wingspan below 36m / 118ft on RWY, at INT of RWY and TWY A1 or A11.

B747 taxi with caution and use MNM PWR at intersection of L2 and TWY D, H

A7 is preferred exit TWY for RWY 27 for code letter A, B and C ACFT.

A6 is preferred exit TWY for RWY 09 for code letter A, D and C ACFT.

All stands require nose wheel steering while taxiing into stand.

Marshaller is AVBL.

Advance Visual Guidance System (AVDGS) AVBL at stands: 2, 5, 6, 8, 9, 23, 26 and 29. Marshalling service provided for other stands.

## GENERAL

**Taxiing into APN**

Via TWY D:

- All ACFT with wingspan below 36m / 118ft taxiing for north stands 86-59 to turn right on taxilane L1 and for stands 10-32 to turn right on taxilane L3 after entering from TWY D, all ACFT with wingspan 36m / 118ft - 64.9m / 213ft taxiing for stands 7-85 shall turn right on taxilane L2 after entering APN from TWY D.
- All ACFT proceeding for stands 4-9 to follow the appropriate stand lead in lines from TWY D.
- Code letter F ACFT taxi out from stand 02/11 via TWY D only with outer ENG on idle PWR.

Via TWY H:

- All ACFT with wingspan below 36m / 118ft taxiing for north stands 66-86 to turn left on taxilane L1 and for south stands 32-4 to turn left on taxilane L3 when entering from TWY H, all ACFT with wingspan 36m / 118ft - 64.9m / 213ft for stands 5-30 shall turn left on taxilane L2 when entering APN from TWY H.
- All ACFT with wingspan below 36m / 118ft taxiing for north stands 59-65 to turn right on taxilane L1 and for south stands 33-38 to turn right on taxilane L3 when entering from TWY H, all ACFT with wingspan 36m / 118ft - 64.9m / 213ft taxiing for stands 34-64 shall turn right on taxilane L2 when entering APN from TWY H.
- Code letter F ACFT taxi out from stand 34 via TWY H, from stand 49 via TWY K only with idle outer ENG PWR.

**Taxiing out from APN**

Via TWY D:

- ACFT with wingspan below 36m / 118ft taxiing out simultaneously on taxilane L1 and L3 for proceeding via TWY D shall hold short of stand lead in line for stand 81 and 15 respectively to give way for ACFT in sequence.
- All ACFT taxiing east on L1, L2, L3 to turn left after crossing stand lead in lines for stands 86, 11 and 10 respectively for TWY D.

Via TWY H:

- ACFT with wingspan below 36m / 118ft taxiing west simultaneously on taxilane L1 and L3 for proceeding via TWY H shall hold short of stand lead in line for stand 69 and 28 respectively to give way for ACFT in sequence.
- All ACFT taxiing west on L1, L2, L3 to turn right after crossing stand lead in lines for stands 66, 67 and 32 respectively for TWY H.

**Jet Blast Abatement Procedures**

Jet Blast prone areas on main APN

ENG PWR should be restricted to MNM required to reduce the adverse effect of jet blast.

APN is linked via TWY A by TWY D and TWY H. The Jet blast study conducted on the critical ACFT for VOBL, B747-400, shows the following observations:

**GENERAL**

<b>Taxi Routes</b>	<b>ACFT Position</b>	<b>Jet Blast Prone Area</b>
ACFT entering APN via TWY D	Taxiing-out	Stands 12, 11, 10, 09, 08, 07, 06
ACFT entering APN via TWY D for stands 5 and 2	Taxiing-in	Stands 86, 85, 84
ACFT exiting APN via TWY H	Taxiing-out	Stands 29, 30 31, 32, 33, 34, 35, 36, 37, 38
ACFT entering APN via TWY H and turning left for tands 2 to 30 and 67 to 85	Taxiing-in	Stands 63, 64, 65
ACFT entering APN via TWY H and turning right for stands 34 to 49 and 51 to 64	Taxiing-in	Stands 66, 67, 68

ACFT with wingspan 36m / 118ft - 64.9m / 213ft are not permitted to stop while taxiing on these Jet Blast Prone Areas to avoid blast damage to vehicles and ACFT parked on the above mentioned stands. If for any reason a B747 stops on these Jet Blast Prone Areas further taxi should be continued only when the affected stands are vacant and GND movement is regulated.

**ARRIVAL****Speed**

For speed to be used see separate header "Speed Control under Radar Environment for Arriving Aircraft"

**Communication****COM Failure**

If RCF takes place prior to CLR for INST APCH PROC is issued, ACFT shall maintain last assigned LVL or FL85 whichever is higher and proceed to join HLDG at BIBDU for RWY 27 and at EKVOK for RWY 09. Thereafter carry out the INST APCH PROC for the RWY for which the initial STARs CLR was issued.

When under radar vector and CLR for APCH has been issued ACFT shall continue the final APCH and land.

If RCF takes place prior to CLR for APCH has been issued, ACFT shall maintain the last assigned HDG and LVL for one minute and thereafter climb to FL85 or the last assigned LVL whichever is higher and proceed to join HLDG at BIBDU for RWY 27 and at EKVOG for RWY 09. Thereafter carry out the INST APCH PROC for the RWY for which the initial CLR was issued.

**RWY 27****W81**

Maintain the last assigned LVL if,

- At or below FL120, follow RATOM 5A ARR with lateral and vertical restrictions.
- Above FL120, proceed to RATOM, descend in RATOM hold to FL120 and follow RATOM 5A ARR with lateral and vertical restrictions.

At the end of STAR, make a convenient turn descending to 5500ft, intercept LOC or final APCH track.

**ARRIVAL****Q9/W56S/W101E**

If cleared for LUMPU TR.

Maintain the last assigned LVL if,

- At or below FL110, follow LUMPU 5 ARR with lateral and vertical restrictions.
- Above FL110, proceed to ROMET, descend in ROMET hold to FL110 and follow LUMPU 5 ARR with lateral and vertical restrictions.

At the end of STAR, make a convenient turn descending to 5500ft, intercept LOC or final APCH track.  
Else.

Maintain the last assigned LVL if,

- At or below FL110, follow GELAT 5 ARR with lateral and vertical restrictions.
- Above FL110, proceed to ROMET, descend in ROMET hold to FL110 and follow GELAT 5 ARR with lateral and vertical restrictions.

At the end of STAR, make a convenient turn descending to 5500ft, intercept LOC or final APCH track.

**W57S/W47S**

Maintain the last assigned LVL if,

- At or below FL110, follow PUTOT 5 ARR with lateral and vertical restrictions.
- Above FL110, proceed to PUTOT, descend in PUTOT hold to FL110 and follow PUTOT 5 ARR with lateral and vertical restrictions.

At the end of STAR, make a convenient turn descending to 5500ft, intercept LOC or final APCH track.

**W117/W142**

Maintain the last assigned LVL if,

- At or below FL100, follow TENKY 5 ARR with lateral and vertical restrictions.
- Above FL100, proceed to TENKY, descend in TENKY hold to FL100 and follow TENKY 5 ARR with lateral and vertical restrictions.

At the end of STAR, make a convenient turn descending to 5500ft, intercept LOC or final APCH track.

**W42N/N563**

Maintain the last assigned LVL if,

- At or below FL120, follow DUNDI 5 ARR with lateral and vertical restrictions.
- Above FL120, proceed to DUNDI, descend in DUNDI hold to FL120 and follow DUNDI 5 ARR with lateral and vertical restrictions.

At the end of STAR, make a convenient turn descending to 5500ft, intercept LOC or final APCH track.

**W43N**

Maintain the last assigned LVL if,

- At or below FL120, follow RUBOX 5 ARR with lateral and vertical restrictions.
- Above FL120, proceed to PAKSO descend in PAKSO hold to FL120 and follow RUBOX 5 ARR with lateral and vertical restrictions.

At the end of STAR, make a convenient turn descending to 5500ft, intercept LOC or final APCH track.

**RWY 09****W81**

Maintain the last assigned LVL if,

- At or below FL90, follow RATOM 6 ARR with lateral and vertical restrictions.
- Above FL90, proceed to RATOM, descend in RATOM hold to FL85 and follow RATOM 6 ARR with lateral and vertical restrictions.

At the end of STAR, make a convenient turn descending to 5900ft, intercept LOC or final APCH track.

**ARRIVAL****Q9/W56S/W101E**

If cleared for LUMPU TR.

Maintain the last assigned LVL if,

- At or below FL110, follow LUMPU 6 ARR with lateral and vertical restrictions.
- Above FL110, proceed to ROMET, descend in ROMET hold to FL110 and follow LUMPU 6 ARR with lateral and vertical restrictions.

At the end of STAR, make a convenient turn descending to 5900ft, intercept LOC or final APCH track.  
Else.

Maintain the last assigned LVL if,

- At or below FL110, follow GELAT 6 ARR with lateral and vertical restrictions.
- Above FL110, proceed to ROMET, descend in ROMET hold to FL110 and follow GELAT 6 ARR with lateral and vertical restrictions.

At the end of STAR, make a convenient turn descending to 5500ft, intercept LOC or final APCH track.

**W57S/W47S**

Maintain the last assigned LVL if,

- At or below FL110, follow PUTOT 6 ARR with lateral and vertical restrictions.
- Above FL110, proceed to PUTOT, descend in PUTOT hold to FL110 and follow PUTOT 6 ARR with lateral and vertical restrictions.

At the end of STAR, make a convenient turn descending to 5900ft, intercept LOC or final APCH track.

**W117/W142**

Maintain the last assigned LVL if,

- At or below FL100, follow TENKY 6 ARR with lateral and vertical restrictions.
- Above FL100, proceed to TENKY, descend in TENKY hold to FL100 and follow TENKY 6 ARR with lateral and vertical restrictions.

At the end of STAR, make a convenient turn descending to 5900ft, intercept LOC or final APCH track.

**W42N/N563**

Maintain the last assigned LVL if,

- At or below FL120, follow DUNDI 6 ARR with lateral and vertical restrictions.
- Above FL120, proceed to DUNDI, descend in DUNDI hold to FL120 and follow DUNDI 6 ARR with lateral and vertical restrictions.

At the end of STAR, make a convenient turn descending to 5900ft, intercept LOC or final APCH track.

**W43N**

Maintain the last assigned LVL if,

- At or below FL120, follow RUBOX 6 ARR with lateral and vertical restrictions.
- Above FL120, proceed to PAKSO descend in PAKSO hold to FL120 and follow RUBOX 6 ARR with lateral and vertical restrictions.

At the end of STAR, make a convenient turn descending to 5900ft, intercept LOC or final APCH track.

**Arrival Procedure**

**Reverse:** Minimize the use of reverse thrust after LDG.

**Non-standard GP intercept position on RWY 09/27**

GP intercepts RWY 09/27 at 332m / 1088ft after landing threshold.

Remaining DIST beyond GP is 3668m / 12035ft.

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

RWY		09/27	
All ACFT	ft - m/km	0 - 300R/300v	-

**Speed**

MAX IAS 250KT below 10000ft.

**Communication**

All DEP ACFT shall contact APP 127.750 automatically after passing 3800ft unless instructed to the contrary by TWR.

**COM Failure**

On the recognition of COM failure maintain 7000ft or the LVL assigned by ATC whichever is higher until D25 BIA. Thereafter climb to FPL LVL and continue to follow the SID until termination point. If the COM failure takes place beyond D25 BIA continue to follow the SID maintain the last assigned LVL by ATC if any or FL85 whichever is higher for 2 min and then climb to FPL LVL.

**When under Radar Vector**

On the recognition of failure proceed as follows:

Inside D15 BIA maintain last assigned heading until D20 BIA climb to 7000ft or the LVL assigned by ATC whichever is higher. After D20 BIA climb to FL85 or the last LVL assigned by ATC whichever is higher and proceed directly to intercept the FPL route.

At or beyond D15 BIA maintain last assigned heading for 2 min, climbing to FL85 or the last LVL assigned by ATC whichever is higher. Then proceed directly to intercept FPL.

5 min after recognition of failure commence climb to FPL.

**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.

PWR out is not permitted from any stand.

Contact GND for push-back and start-up CLR.

All DEP ACFT to re-confirm the taxi lane with the push-back operator on completion of push-back.

**De-Icing**

Not AVBL.

**Speed Control under Radar Environment for Arriving Aircraft**

Phase of flight	IAS		Status	Remarks
	PROP	JET		
Enroute and initial descent up to FL290	Not AVBL	250KT or actual whichever is higher	Optional  As per requirement of ATC	Speed less than 250KT will be subject to concurrence of pilot
Below FL290 and up to FL150	250KT or actual speed whichever is lower	250KT or actual whichever is higher	Optional  As per requirement of ATC	Speed less than 250KT will be subject to concurrence of pilot  Below FL210 speed may be reduced to 240KT by ATC with the concurrence of pilot
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 subject to concurrence of pilot
Within 20NM from touch down	180KT	180KT	Mandatory	Speed may be further reduced to 170KT by ATC
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

**Speed Control under Radar Environment for Arriving Aircraft**

Phase of flight	IAS		Status	Remarks
	PROP	JET		
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



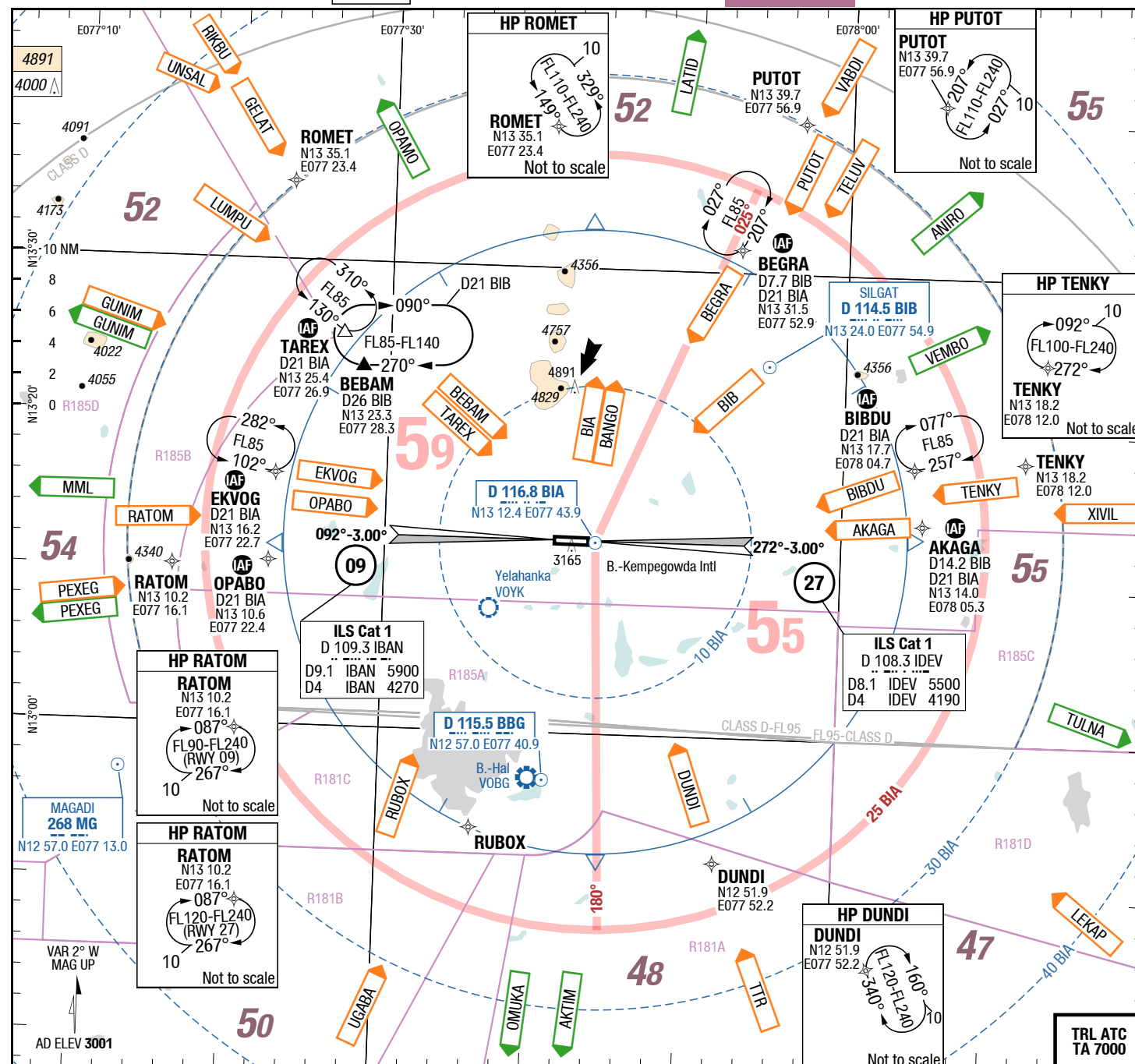
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**AGC**  
**AFC**

# AFC

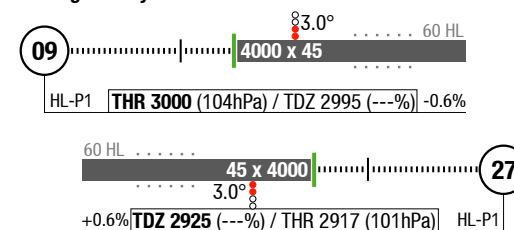
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**AGC**  
**AFC**

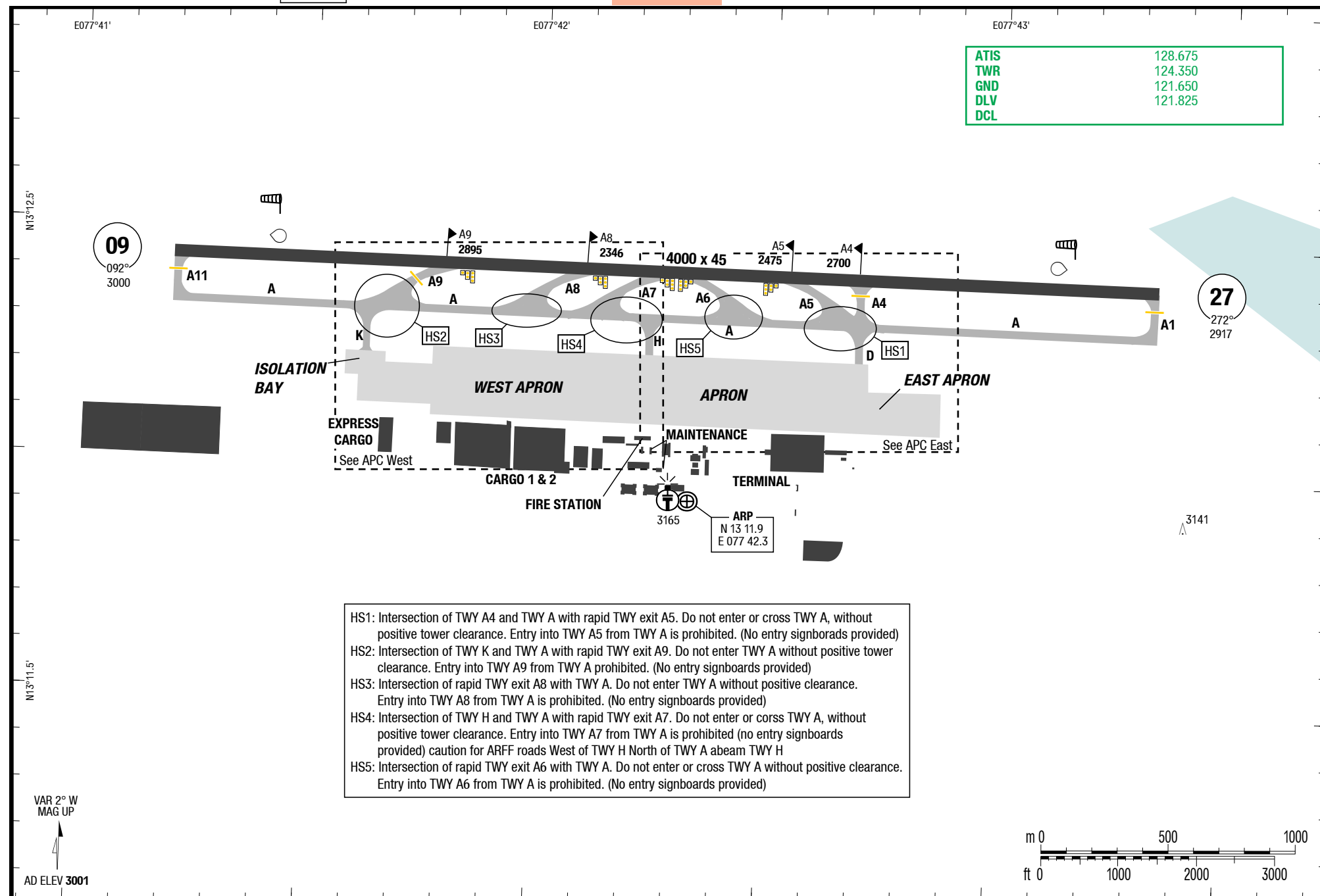


ATIS	128.675
RAD	119.450
APP	121.250
DEP	127.750
TWR	124.350
GND	121.650
DLV	121.825
DCL	

**Landing RWY system:**



Changes: PROC



Effective 13-SEP-2018

06-SEP-2018

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APC West

APC East

APC

APC

Kempegowda Intl **Bengaluru** India

APC West

APC East

3-30

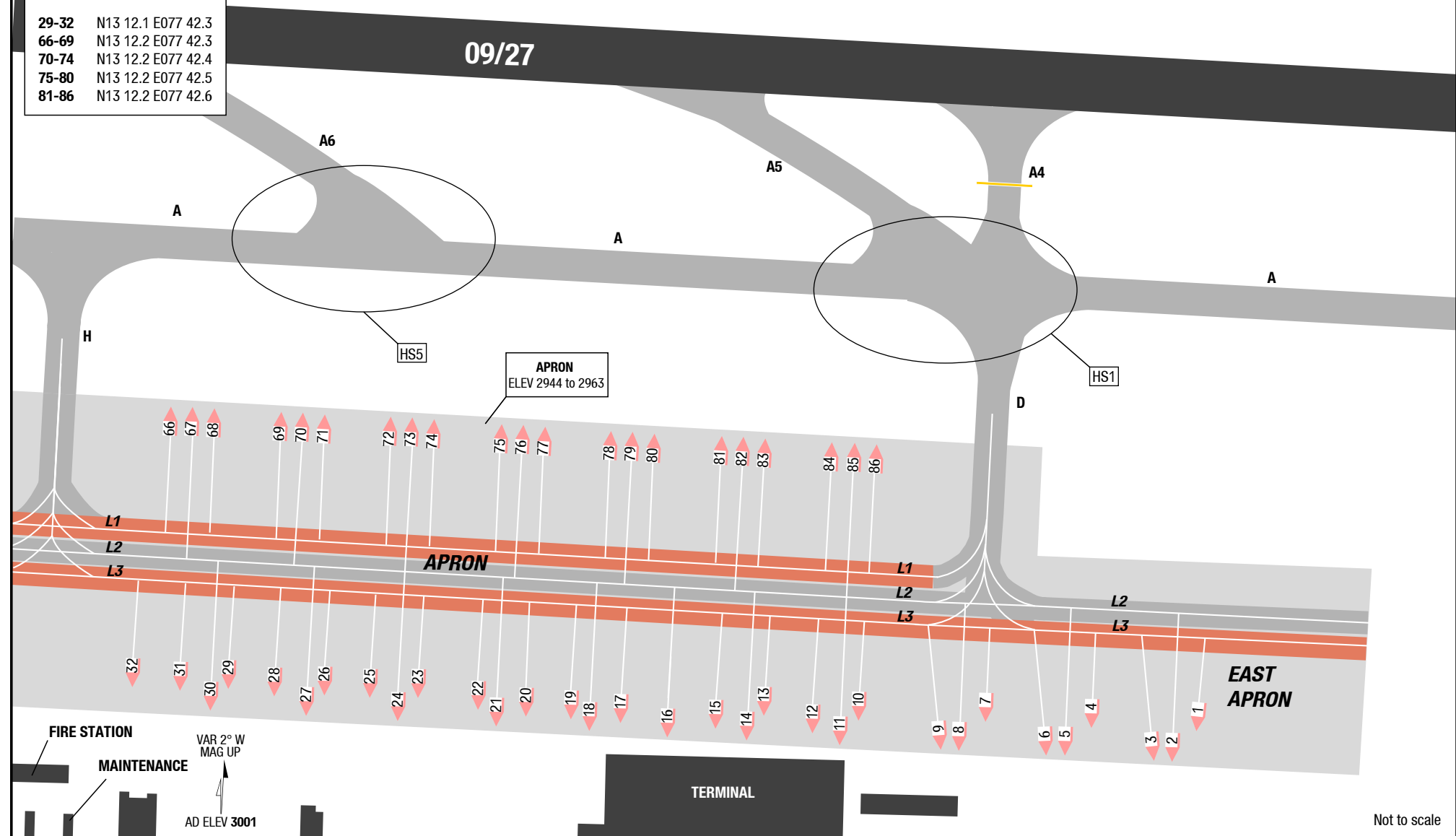
## COORDINATES

1-4	N13 12.1 E077 42.8
5-9	N13 12.1 E077 42.7
10-16	N13 12.1 E077 42.6
17-22	N13 12.1 E077 42.5
23-28	N13 12.1 E077 42.4
29-32	N13 12.1 E077 42.3
66-69	N13 12.2 E077 42.3
70-74	N13 12.2 E077 42.4
75-80	N13 12.2 E077 42.5
81-86	N13 12.2 E077 42.6

HS1: Intersection of TWY A4 and TWY A with rapid TWY exit A5. Do not enter or cross TWY A, without positive tower clearance. Entry into TWY A5 from TWY A is prohibited. (No entry signboards provided)

HS5: Intersection of rapid TWY exit A6 with TWY A. Do not enter or cross TWY A without positive clearance. Entry into TWY A6 from TWY A is prohibited. (No entry signboards provided)

ATIS	128.675
TWR	124.350
GND	121.650
DLV	121.825
DCL	



Changes: Nil

Effective 13-SEP-2018

06-SEP-2018

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APC

APC

Kempegowda Intl Bengaluru India

APC West

APC West

3-40

COORDINATES

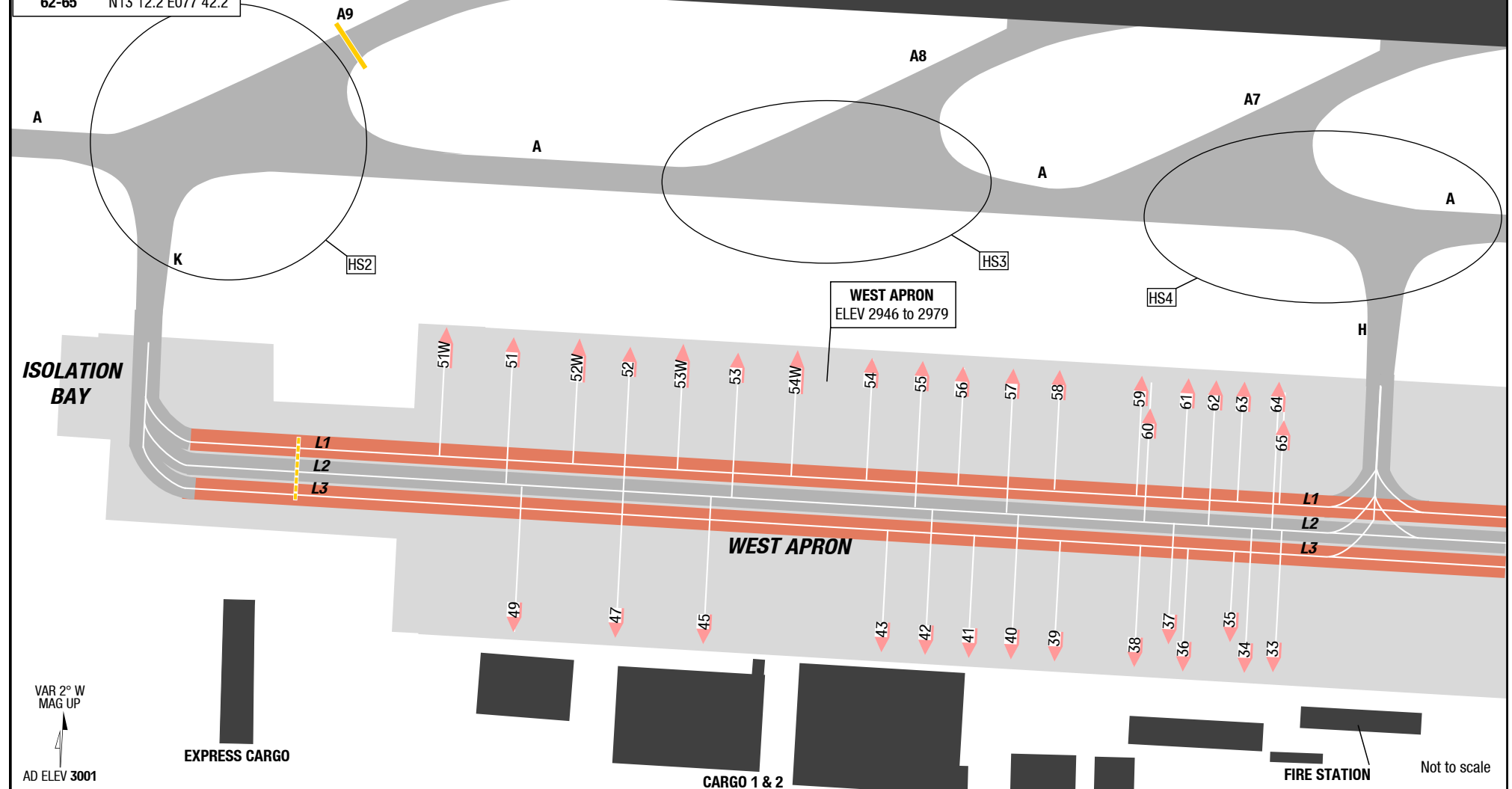
33-35	N13 12.1 E077 42.2
36-39	N13 12.1 E077 42.1
40-43	N13 12.1 E077 42.0
45	N13 12.1 E077 41.9
47, 49	N13 12.1 E077 41.8
51-52W	N13 12.2 E077 41.8
53, 53W, 54W	N13 12.2 E077 41.9
54, 55-57	N13 12.2 E077 42.0
58-61	N13 12.2 E077 42.1
62-65	N13 12.2 E077 42.2

HS2: Intersection of TWY K and TWY A with rapid TWY exit A9. Do not enter TWY A without positive tower clearance. Entry into TWY A9 from TWY A prohibited. (No entry signboards provided)

HS3: Intersection of rapid TWY exit A8 with TWY A. Do not enter TWY A without positive clearance. Entry into TWY A8 from TWY A is prohibited. (No entry signboards provided)

HS4: Intersection of TWY H and TWY A with rapid TWY exit A7. Do not enter or cross TWY A, without positive tower clearance. Entry into TWY A7 from TWY A is prohibited (no entry signboards provided) caution for ARFF roads West of TWY H North of TWY A abeam TWY H

ATIS	128.675
TWR	124.350
GND	121.650
DLV	121.825
DCL	



Changes: COORD

Effective 13-SEP-2018

06-SEP-2018

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[RNAV SIDS AKTIM 5/6]

4-10

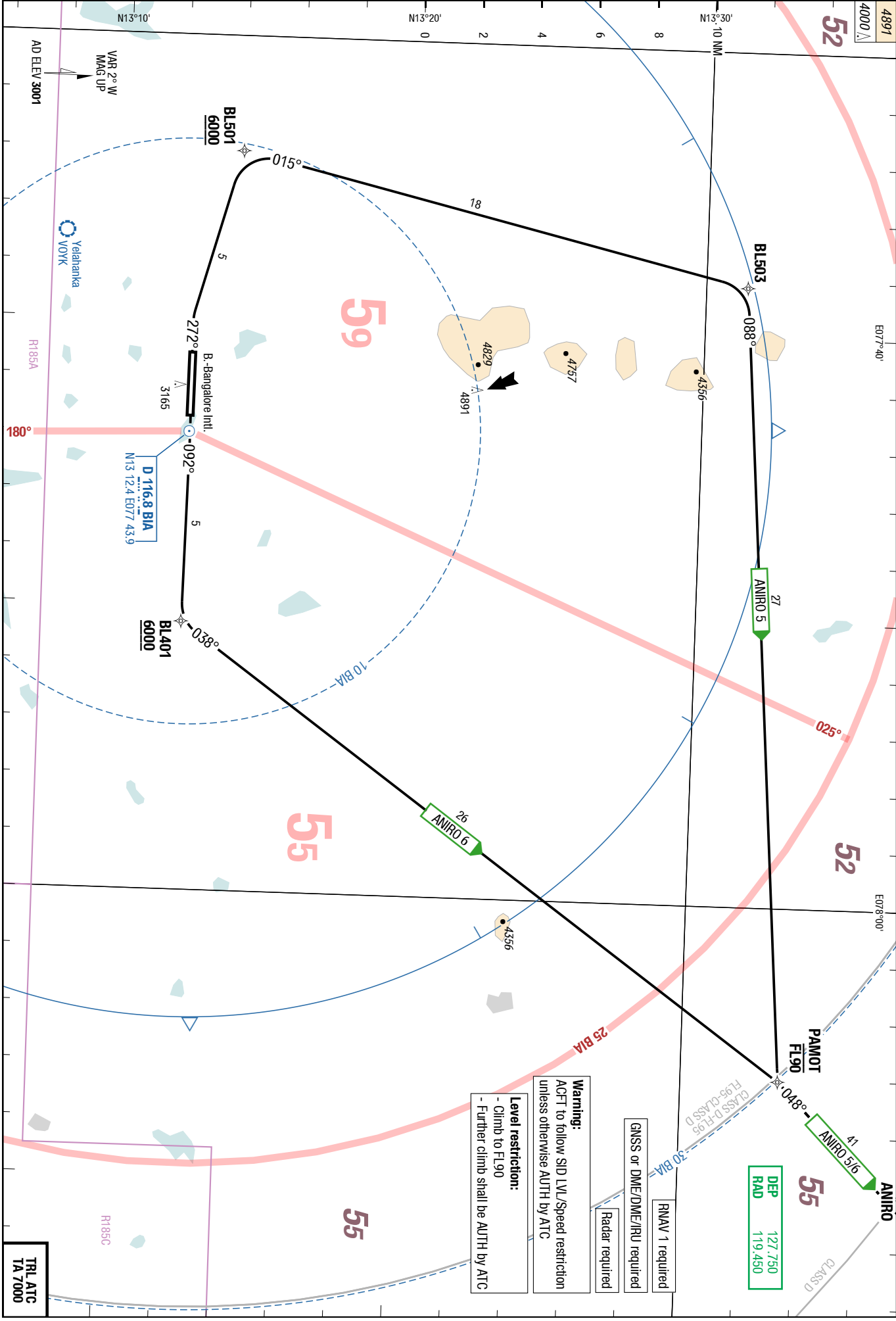
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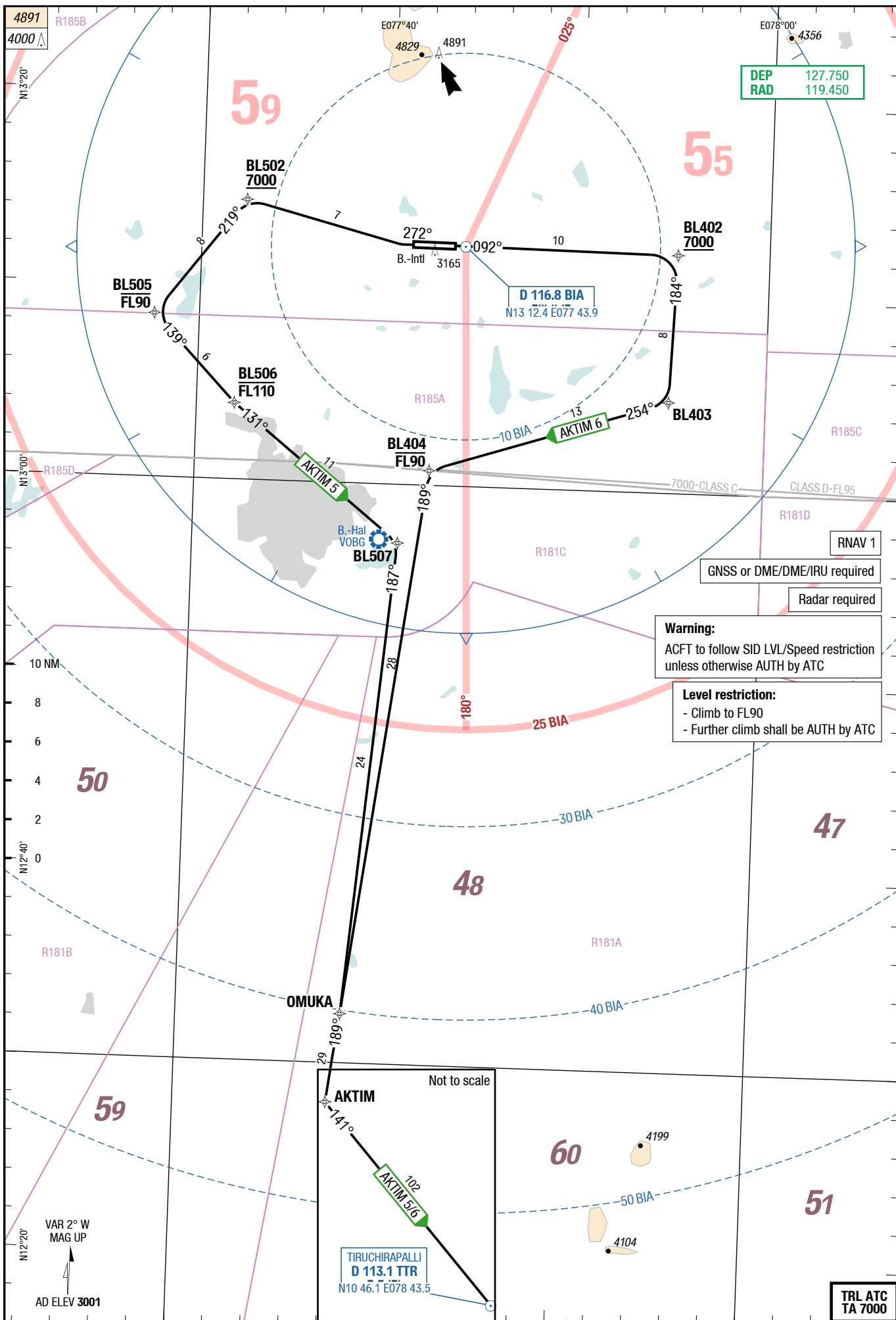
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[RNAV SIDS AKTIM 5/6]

RNAV SIDS ANIRO 5/6



Changes: Nil



**BLR-VOBL**

RNAV SIDs LATID 5/6

4-30

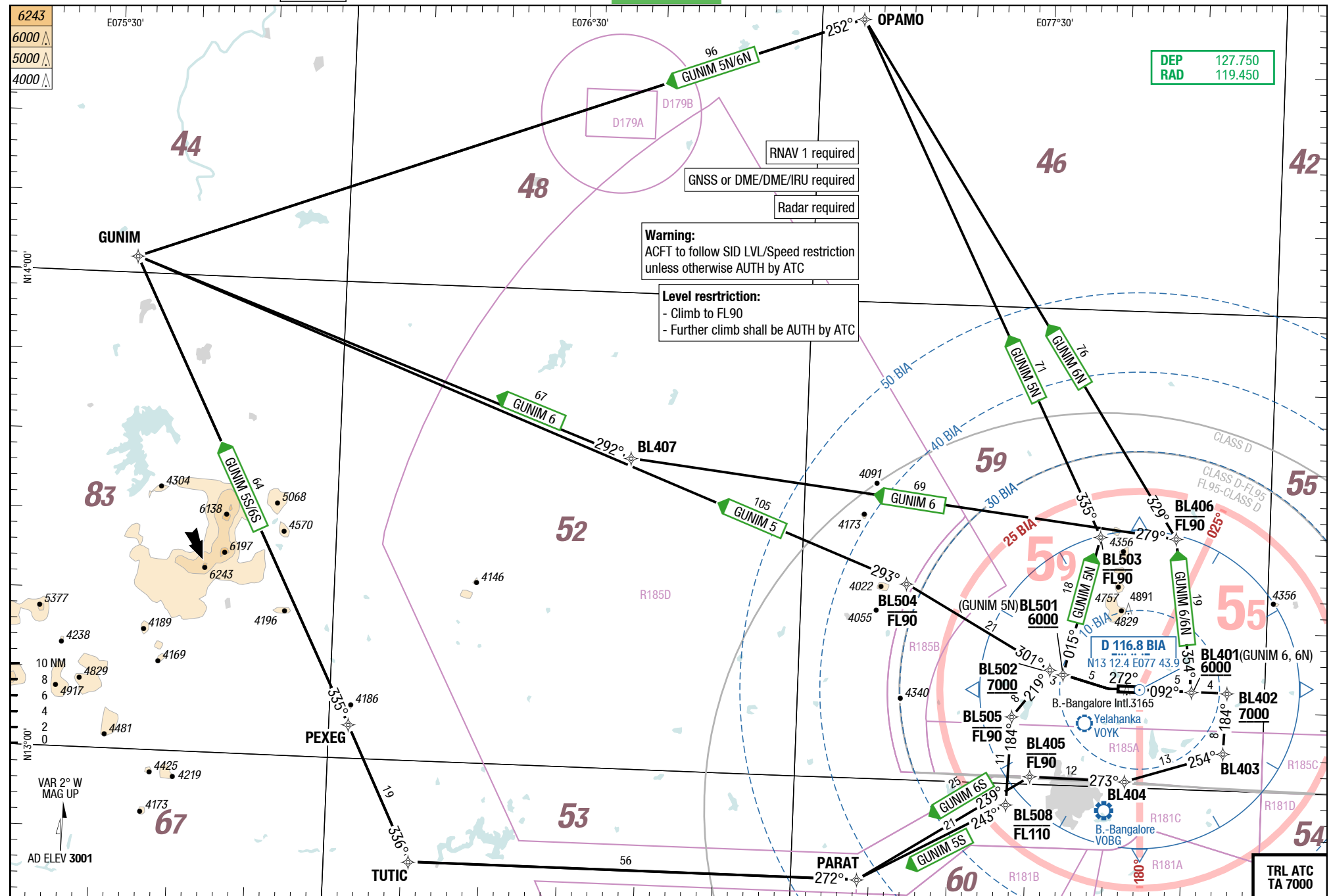
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SID

SID

RNAV SIDs LATID 5/6

RNAV SIDs GUNIM 5/5N/5S/6/6N/6S



Changes: AD Name

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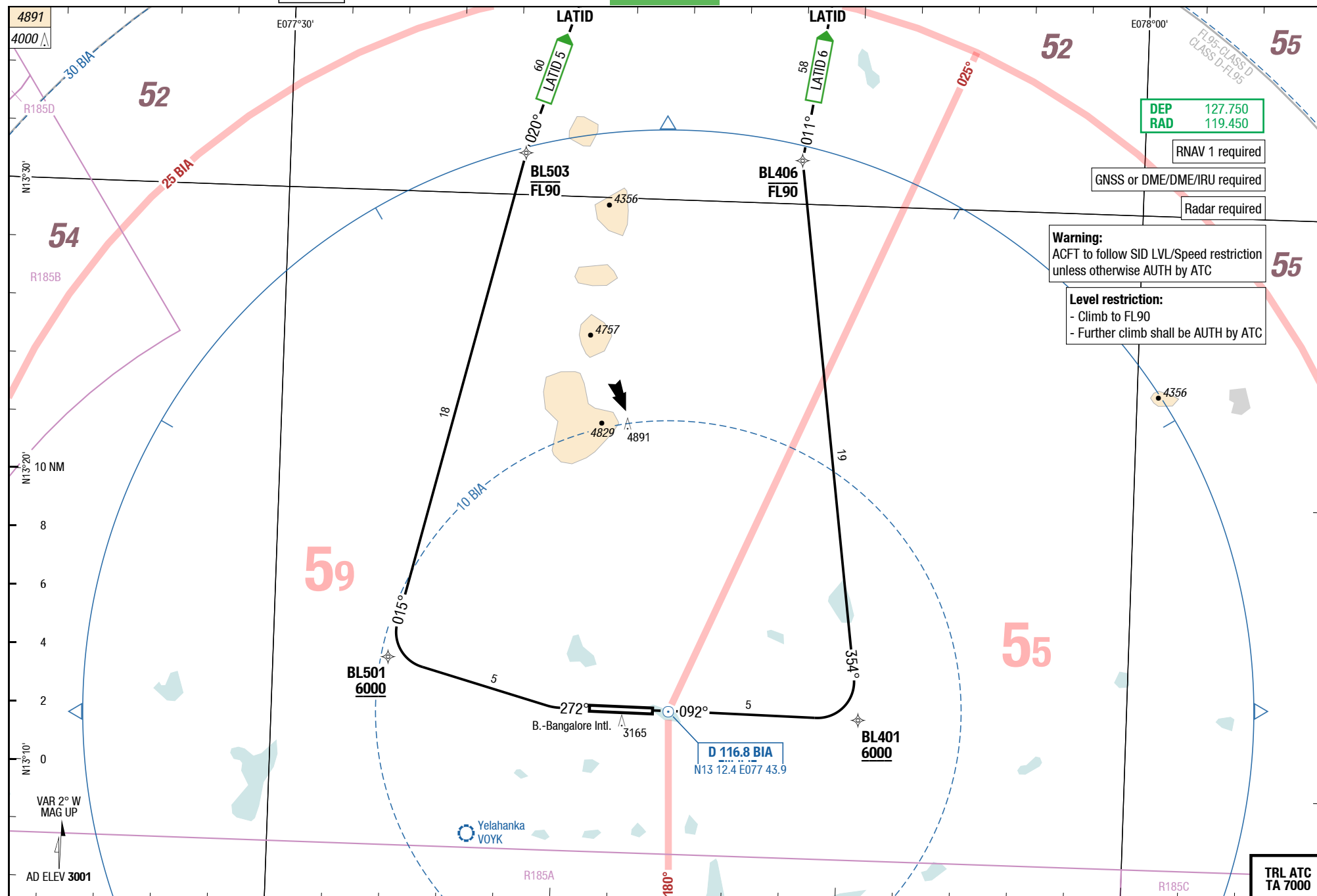
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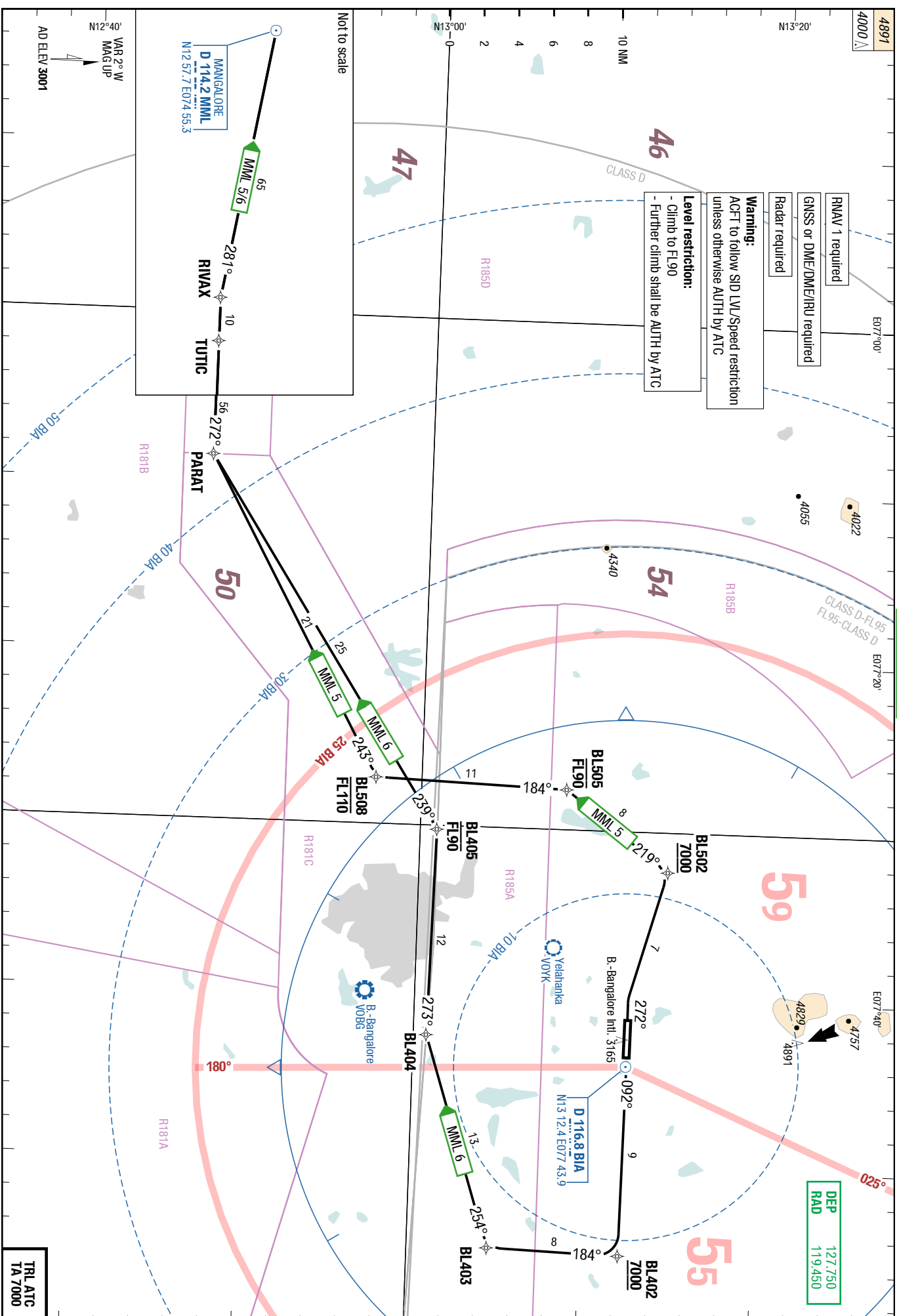
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Changes: AD Name



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 RNAY SIDS OMUKA 5/6  
 RNAY SIDS IMML 5/6



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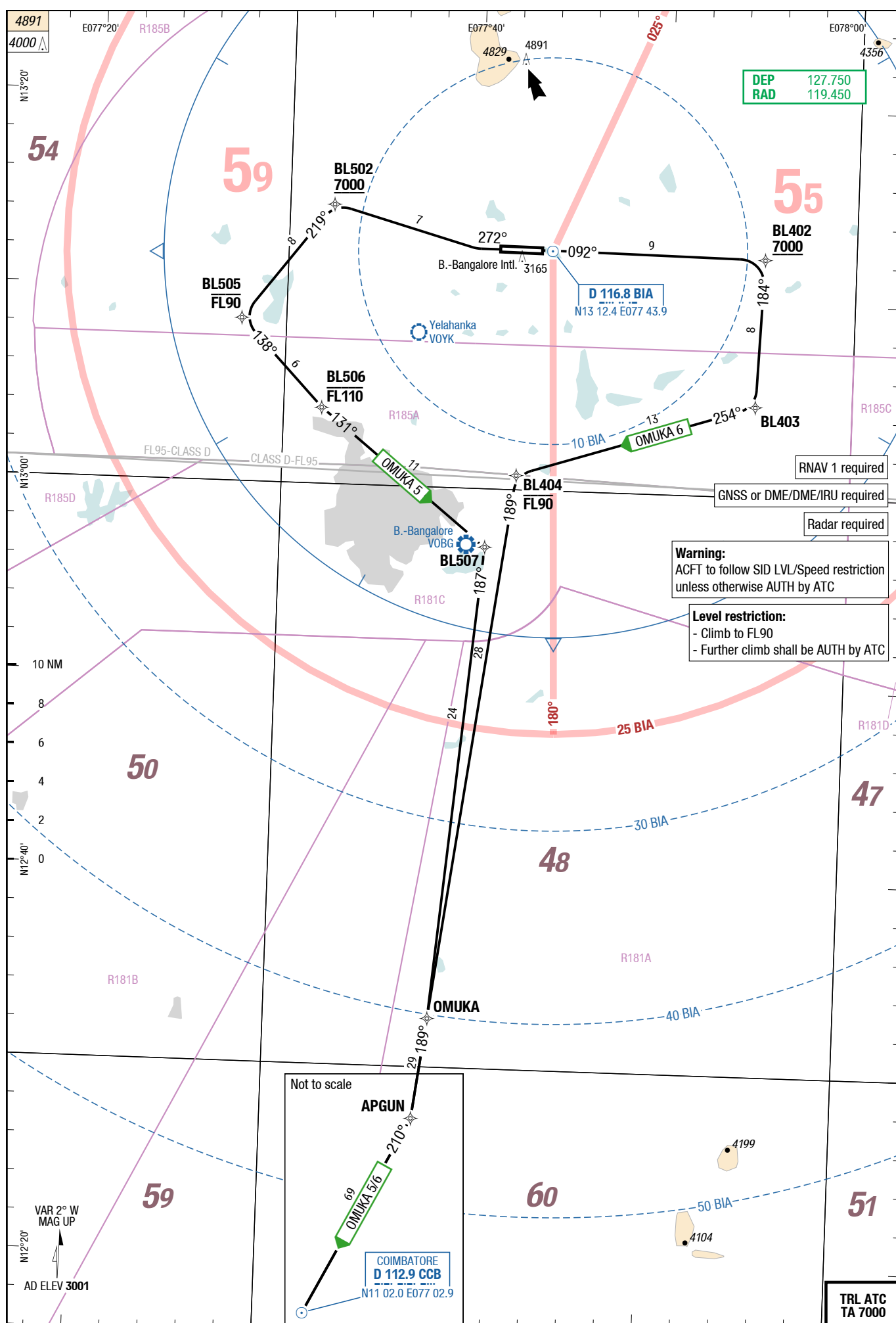
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## RNAV SIDS OMUKA 5/6

# SID

# SID

## RNAV SIDS OMUKA 5/6



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RNAV SIDs PEXEG 5/6

4-70

RNAV SIDs OPAMO 5/6

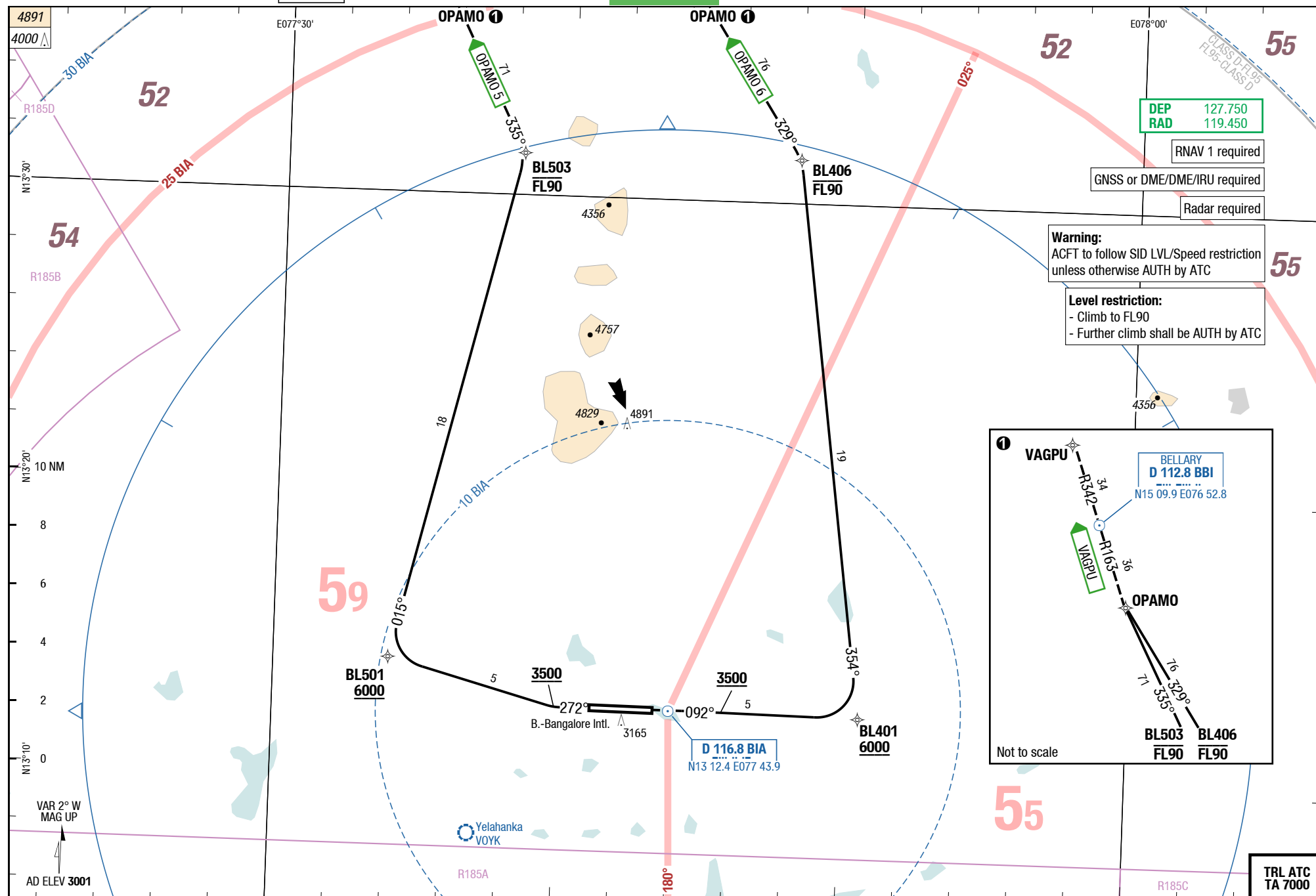
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RNAV SIDs PEXEG 5/6

RNAV SIDs OPAMO 5/6



Changes: AD Name

23-OCT-2014

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4-80

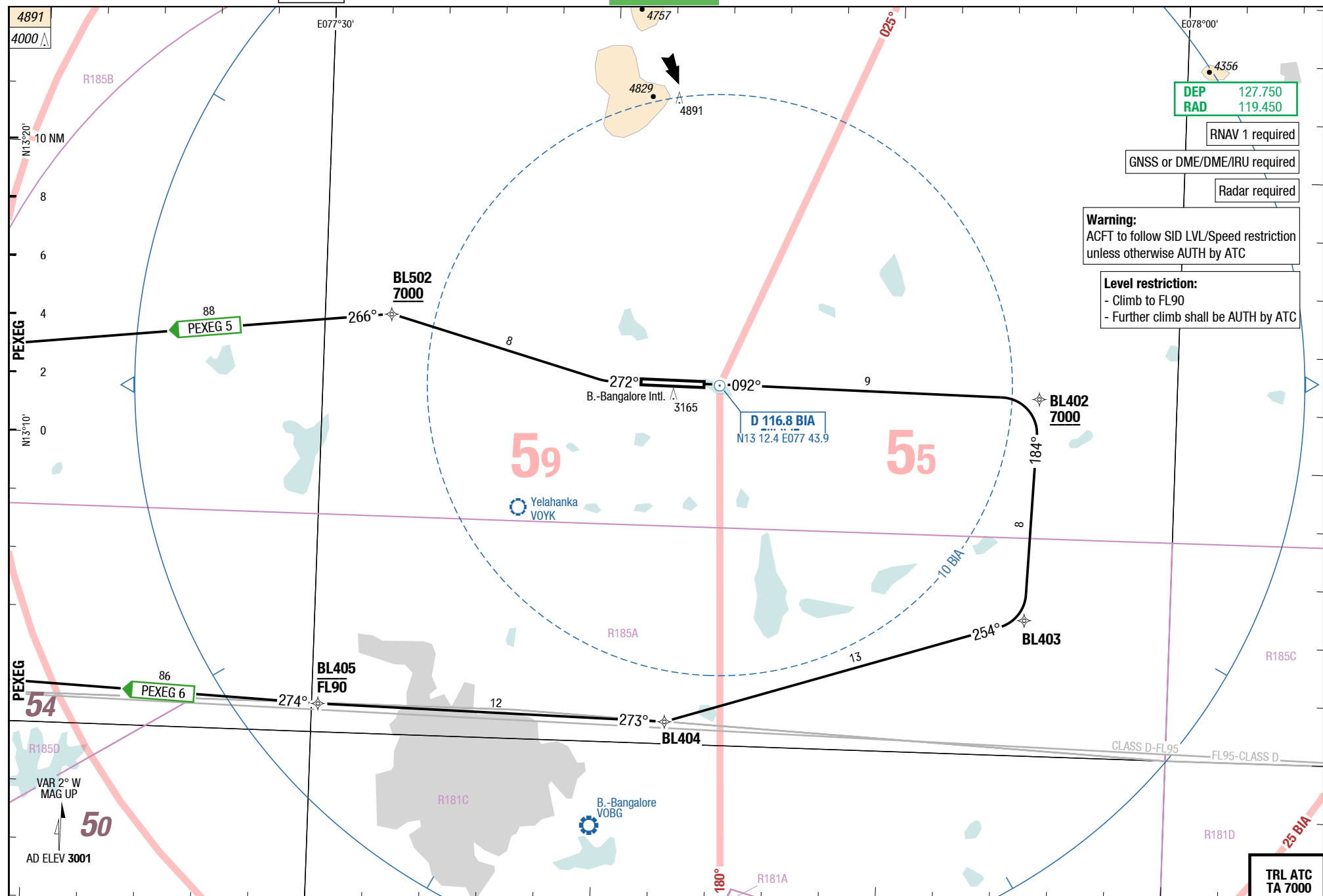
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RNAV SIDs PEXEG 5/6



Changes: AD Name

**BLR-VOBL**

RNAV SIDs VEMBO 5/6

4-90

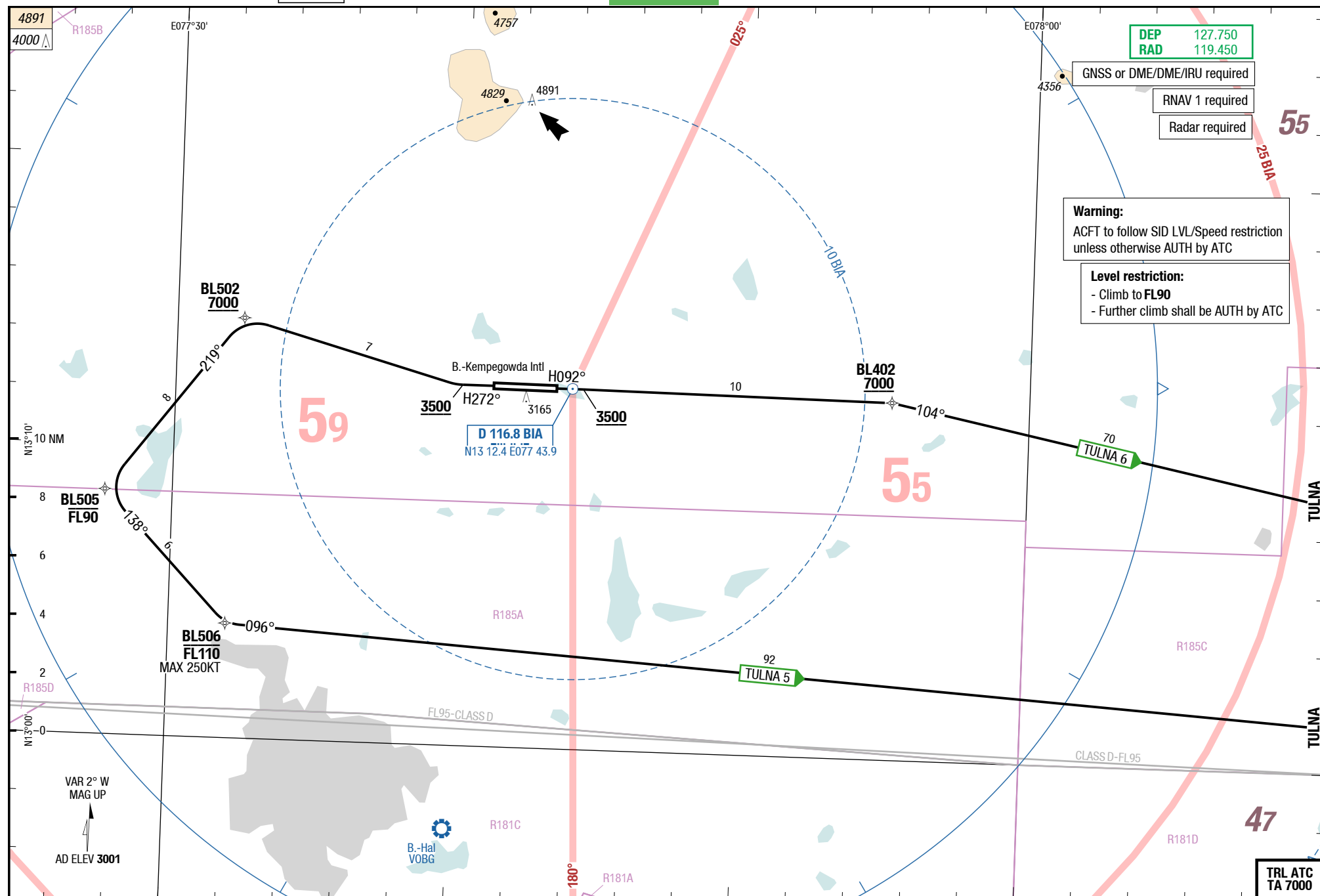
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RNAV SIDs VEMBO 5/6

## RNAV SIDs TULNA 5/6



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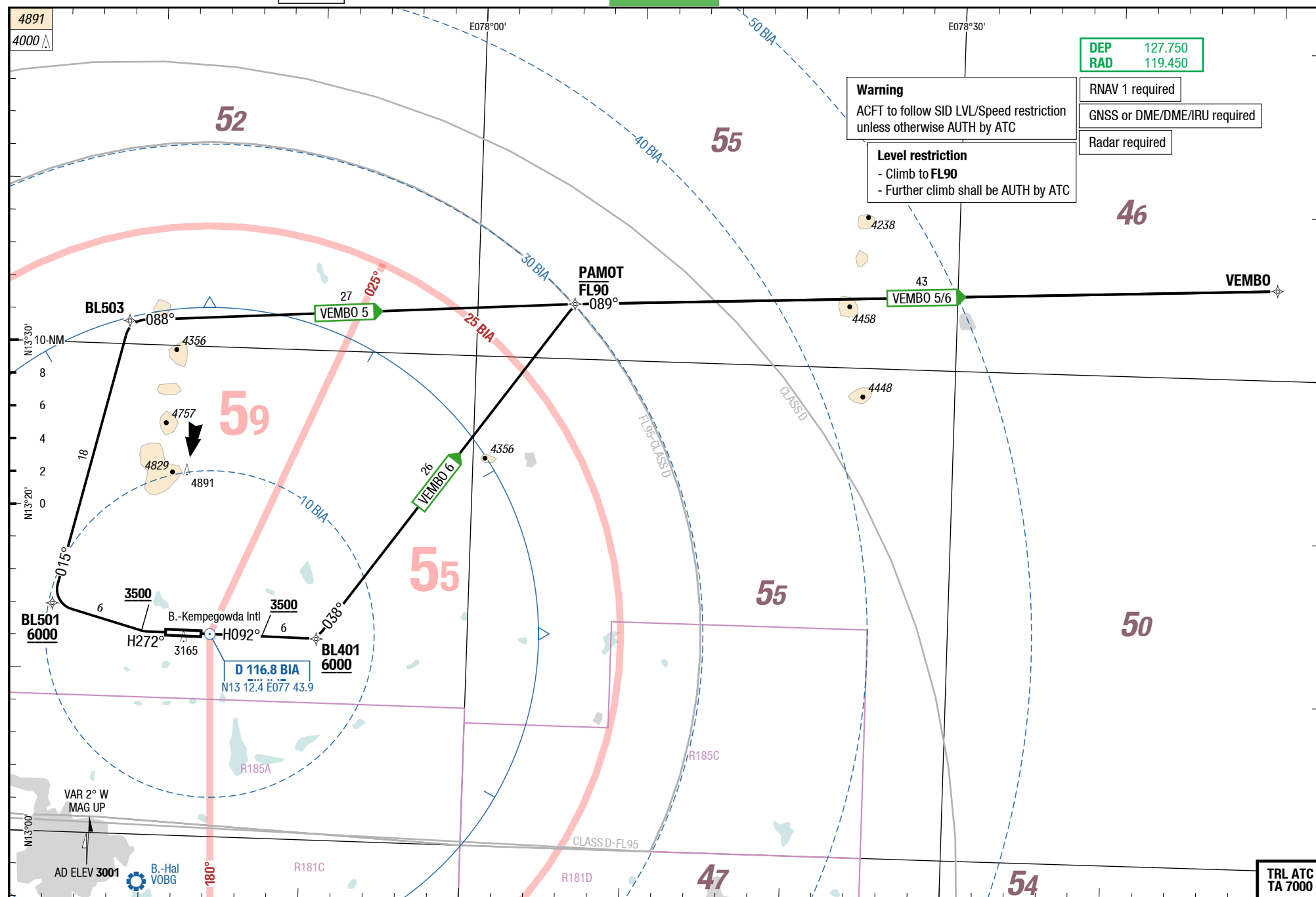
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## RNAV SIDs VEMBO 5/6

SID

SID

## RNAV SIDs VEMBO 5/6



Changes: Nil

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**ANIRO 6 / ANIRO 5**

RWYs 09 (092°) / 27 (272°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 09</b>	
<b>ANIRO 6</b> 7.0% <b>127.750</b> ①②③④⑤⑥	[A3500+] - BL401 [A6000+ ;L] - PAMOT [F90- ;R] - ANIRO	initial climb <b>FL90</b>
	<b>Runway 27</b>	
<b>ANIRO 5</b> 7.0% <b>127.750</b> ①②③④⑤⑥	[A3500+] - BL501 [A6000+ ;R] - BL503 [R] - PAMOT [F90- ;L] - ANIRO	initial climb <b>FL90</b>

- ① RNAV 1 required.  
 ② GNSS or DME/DME/IRU required.  
 ③ Radar required.  
 ④ Further climb shall be authorized by ATC.  
 ⑤ ACFT to follow SID level/speed restriction unless otherwise authorized by ATC.  
 ⑥ If unable to comply with RNAV SID advice ATC and expect radar vectors.

BLR-VOBL

5-20

RNAV SIDs AKTIM 5/6

## AKTIM 5 / AKTIM 6

RWYs 09 (092°) / 27 (272°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 09</b>	
<b>AKTIM 6</b> 7.0% <b>127.750</b> ①②③	[A3500+] - DCT BL402 - BL403 - BL404 - OMOUKA - AKTIM - TTR	BL402 MNM <b>7000</b> BL404 MAX <b>FL90</b>  <b>initial climb FL90</b>
	<b>Runway 27</b>	
<b>AKTIM 5</b> 7.0% <b>127.750</b> ①②③	[A3500+] - DCT BL502 - BL505 - BL506 - BL507 - OMOUKA - AKTIM - TTR	BL502 MNM <b>7000</b> BL505 MAX <b>FL90</b> BL506 MAX <b>FL110</b>  <b>initial climb FL90</b>

① Further climb shall be authorized by ATC.

② ACFT to follow SID level/speed restriction unless otherwise authorized by ATC.

③ If unable to comply with RNAV SID advice ATC and expect radar vectors.



23-OCT-2014

**BLR-VOBL****5-30****RNAV SIDs GUNIM 5/5N/5S/6/6N/6S****GUNIM 6 / GUNIM 6N / GUNIM 6S / GUNIM 5 / GUNIM 5N / GUNIM 5S**

RWYs 09 (092°) / 27 (272°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 09</b>	
<b>GUNIM 6</b> 7.0% <b>127.750</b> ①②③④⑤⑥	[A3500+] - BL401 [A6000+ ;L] - BL406 [F90- ;L] - BL407 [R] - GUNIM	initial climb <b>FL90</b>
<b>GUNIM 6N</b> 7.0% <b>127.750</b> ①②③④⑤⑥	[A3500+] - BL401 [A6000+ ;L] - BL406 [F90- ;L] - OPAMO [L] - GUNIM	initial climb <b>FL90</b>
<b>GUNIM 6S</b> 7.0% <b>127.750</b> ①②③④⑤⑥	[A3500+] - BL402 [A7000+ ;R] - BL403 [R] - BL404 [R] - BL405 [F90- ;L] - PARAT [R] - TUTIC [R] - PEXEG - GUNIM	initial climb <b>FL90</b>
	<b>Runway 27</b>	
<b>GUNIM 5</b> 7.0% <b>127.750</b> ①②③④⑤⑥	[A3500+] - BL502 [A7000+ ;R] - BL504 [F90- ;L] - GUNIM	initial climb <b>FL90</b>
<b>GUNIM 5N</b> 7.0% <b>127.750</b> ①②③④⑤⑥	[A3500+] - BL501 [A6000+ ;R] - BL503 [F90- ;L] - OPAMO [L] - GUNIM	initial climb <b>FL90</b>
<b>GUNIM 5S</b> 7.0% <b>127.750</b> ①②③④⑤⑥	[A3500+] - BL502 [A7000+ ;L] - BL505 [F90- ;L] - BL508 [F110- ;R] - PARAT [R] - TUTIC [R] - PEXEG - GUNIM	initial climb <b>FL90</b>

- ① RNAV 1 required.
- ② GNSS or DME/DME/IRU required.
- ③ Radar required.
- ④ Further climb shall be authorized by ATC.
- ⑤ ACFT to follow SID level/speed restriction unless otherwise authorized by ATC.
- ⑥ If unable to comply with RNAV SID advice ATC and expect radar vectors.

Changes: AD Name

23-OCT-2014

**BLR-VOBL****5-40****RNAV SIDs LATID 5/6****SIDPT****LATID 6 / LATID 5**

RWYs 09 (092°) / 27 (272°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 09</b>	
<b>LATID 6</b> 7.0% <b>127.750</b> ①②③④⑤⑥	[A3500+] - BL401 [A6000+ ;L] - BL406 [F90- ;R] - LATID	initial climb <b>FL90</b>
	<b>Runway 27</b>	
<b>LATID 5</b> 7.0% <b>127.750</b> ①②③④⑤⑥	[A3500+] - BL501 [A6000+ ;R] - BL503 [F90- ;R] - LATID	initial climb <b>FL90</b>

- ① RNAV 1 required.
- ② GNSS or DME/DME/IRU required.
- ③ Radar required
- ④ Further climb shall be authorized by ATC.
- ⑤ ACFT to follow SID level/speed restriction unless otherwise authorized by ATC.
- ⑥ If unable to comply with RNAV SID advice ATC and expect radar vectors.

Changes: AD Name

23-OCT-2014

**BLR-VOBL**

5-50

**RNAV SIDs MML 5/6****MANGALORE 6 / MANGALORE 5**

RWYs 09 (092°) / 27 (272°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 09</b>	
<b>MANGALORE 6</b> <b>MML 6</b> 7.0% <b>127.750</b> ①②③④⑤⑥	[A3500+] - BL402 [A7000+ ;R] - BL403 [R] - BL404 [R] - BL405 [F90- ;L] - PARAT [R] - TUTIC - RIVAX [R] - <b>MML</b>	initial climb <b>FL90</b>
	<b>Runway 27</b>	
<b>MANGALORE 5</b> <b>MML 5</b> 7.0% <b>127.750</b> ①②③④⑤⑥	[A3500+] - BL502 [A7000+ ;L] - BL505 [F90- ; L] - BL508 [F110- ; R] - PARAT [R] - TUTIC - RIVAX [R] - <b>MML</b>	initial climb <b>FL90</b>

- ① RNAV 1 required.  
 ② GNSS or DME/DME/IRU required.  
 ③ Radar required.  
 ④ Further climb shall be authorized by ATC.  
 ⑤ ACFT to follow SID level/speed restriction unless otherwise authorized by ATC.  
 ⑥ If unable to comply with RNAV SID advice ATC and expect radar vectors.

Changes: AD Name

23-OCT-2014

**BLR-VOBL****5-60****RNAV SIDs OMOUKA 5/6****OMUKA 6 / OMOUKA 5**

RWYs 09 (092°) / 27 (272°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 09</b>	
<b>OMUKA 6</b> 7.0% <b>127.750</b> ①②③④⑤⑥	[A3500+] - BL402 [A7000+ ;R] - BL403 [R] - BL404 [F90- ;L] - OMOUKA - APGUN [R] - <b>CCB</b>	initial climb <b>FL90</b>
	<b>Runway 27</b>	
<b>OMUKA 5</b> 7.0% <b>127.750</b> ①②③④⑤⑥	[A3500+] - BL502 [A7000+ ;L] - BL505 [F90- ;L] - BL506 [F110- ;L] - BL507 [R] - OMOUKA - APGUN [R] - <b>CCB</b>	initial climb <b>FL90</b>

- ① RNAV 1 required.  
 ② GNSS or DME/DME/IRU required.  
 ③ Radar required.  
 ④ Further climb shall be authorized by ATC.  
 ⑤ ACFT to follow SID level/speed restriction unless otherwise authorized by ATC.  
 ⑥ If unable to comply with RNAV SID advice ATC and expect radar vectors.

Changes: AD Name

23-OCT-2014

**BLR-VOBL**

5-70

**RNAV SIDs OPAMO 5/6****SIDPT****OPAMO 6 / OPAMO 5**

RWYs 09 (092°) / 27 (272°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 09</b>	
<b>OPAMO 6</b> 7.0% <b>127.750</b> ①②③	[A3500+] - BL401 [A6000+ ;L] - BL406 [F90- ;L] - OPAMO	initial climb <b>FL90</b>
	<b>TRANSITION</b>	
	<b>VAGPU</b> OPAMO - <b>BBI</b> - VAGPU	
	<b>Runway 27</b>	
<b>OPAMO 5</b> 7.0% <b>127.750</b> ①②③	[A3500+] - BL501 [A6000+; R] - BL503 [F90- ;L] - OPAMO	initial climb <b>FL90</b>
	<b>TRANSITION</b>	
	<b>VAGPU</b> OPAMO - <b>BBI</b> - VAGPU	

- ① Further climb shall be authorized by ATC.  
② ACFT to follow SID level/speed restriction unless otherwise authorized by ATC.  
③ If unable to comply with RNAV SID advice ATC and expect radar vectors.

Changes: AD Name

23-OCT-2014

**BLR-VOBL****5-80****RNAV SIDs PEXEG 5/6****SIDPT****PEXEG 6 / PEXEG 5**

RWYs 09 (092°) / 27 (272°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 09</b>	
<b>PEXEG 6</b> 7.0% <b>127.750</b> ①②③④⑤⑥	[A3500+] - BL402 [A7000+ ;R] - BL403 [R] - BL404 [R] - BL405 [F90-] - PEXEG	initial climb <b>FL90</b>
	<b>Runway 27</b>	
<b>PEXEG 5</b> 7.0% <b>127.750</b> ①②③④⑤⑥	[A3500+] - BL502 [A7000+ ;L] - PEXEG	initial climb <b>FL90</b>

- ① RNAV 1 required.
- ② GNSS or DME/DME/IRU required.
- ③ Radar required.
- ④ Further climb shall be authorized by ATC.
- ⑤ ACFT to follow SID level/speed restriction unless otherwise authorized by ATC.
- ⑥ If unable to comply with RNAV SID advice ATC and expect radar vectors.

Changes: AD Name

18-MAY-2017

**BLR-VOBL****5-90****RNAV SIDs TULNA 5/6****SIDPT****TULNA 6 / TULNA 5**

RWYs 09 (092°) / 27 (272°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 09</b>	
<b>TULNA 6</b> 7.0% <b>127.750</b> ①②③	[A3500+] - BL402 [R] - TULNA	BL402 MNM <b>7000</b>  <b>initial climb FL90</b>
	<b>Runway 27</b>	
<b>TULNA 5</b> 7.0% <b>127.750</b> ①②③	[A3500+] - BL502 [L] - BL505 [L] - BL506 [K250- ;L] - TULNA	BL502 MNM <b>7000</b> BL505 MAX <b>FL90</b> BL506 MAX <b>FL110</b>  <b>initial climb FL90</b>

① Further climb shall be authorized by ATC.

② ACFT to follow SID level/speed restriction unless otherwise authorized by ATC.

③ If unable to comply with RNAV SID advice ATC and expect radar vectors.

Changes: PROC

18-MAY-2017

**BLR-VOBL****5-100****RNAV SIDs VEMBO 5/6****SIDPT****VEMBO 6 / VEMBO 5**

RWYs 09 (092°) / 27 (272°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 09</b>	
<b>VEMBO 6</b> 7.0% <b>127.750</b> ①②③	[A3500+] - BL401 - PAMOT - VEMBO	BL401 MNM <b>6000</b> PAMOT MAX <b>FL90</b>  <b>initial climb FL90</b>
	<b>Runway 27</b>	
<b>VEMBO 5</b> 7.0% <b>127.750</b> ①②③	[A3500+] - BL501 - BL503 - PAMOT - VEMBO	BL501 MNM <b>6000</b> PAMOT MAX <b>FL90</b>  <b>initial climb FL90</b>

- ① Further climb shall be AUTH by ATC  
 ② ACFT to follow SID LVL/speed restriction unless otherwise AUTH by ATC  
 ③ If unable to comply with RNAV SID advice ATC and expect radar vectors.

Changes: Nil



Effective 15-OCT-2015

08-OCT-2015

BLR-VOBL

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RNAV STARs GELAT/LUMPU

6-10

RNAV STARs DUNDI/RUBOX

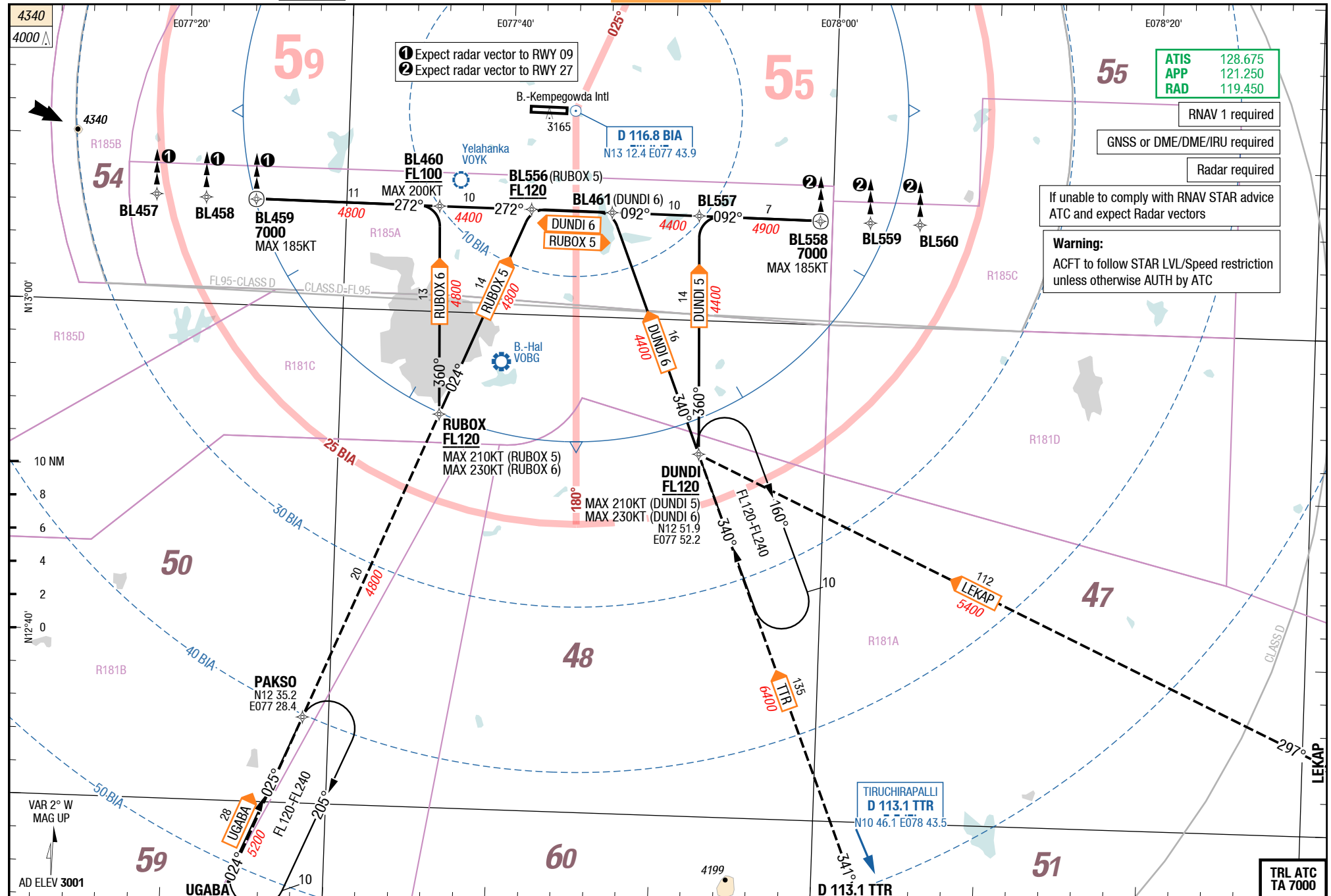
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STAR

Kempegowda Intl Bengaluru India

RNAV STARs GELAT/LUMPU

RNAV STARs DUNDI/RUBOX



Changes: OBST, TOPO, Editorial

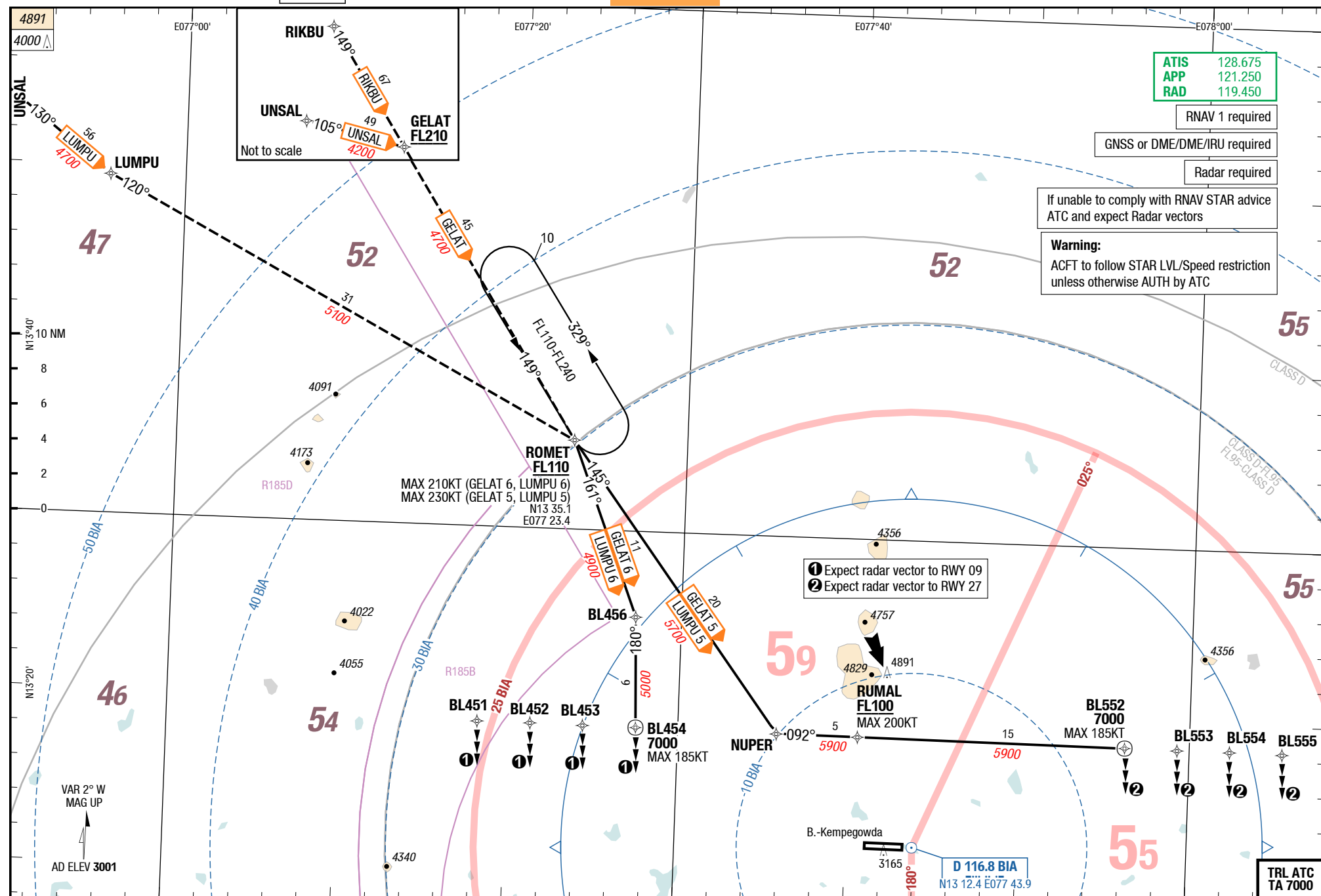
**BLR-VOBL**

## 6-20 RNAV STARs GELAT/LUMPU

**STAR**

**STAR**

## RNAV STARs GELAT/LUMPU



Changes: OBST, TOPO, Editorial

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29-DEC-2016

BLR-VOBL

India Bengaluru Kempegowda Intl

RNAV STAR RATOM

6-30

RNAV STAR PUTOT

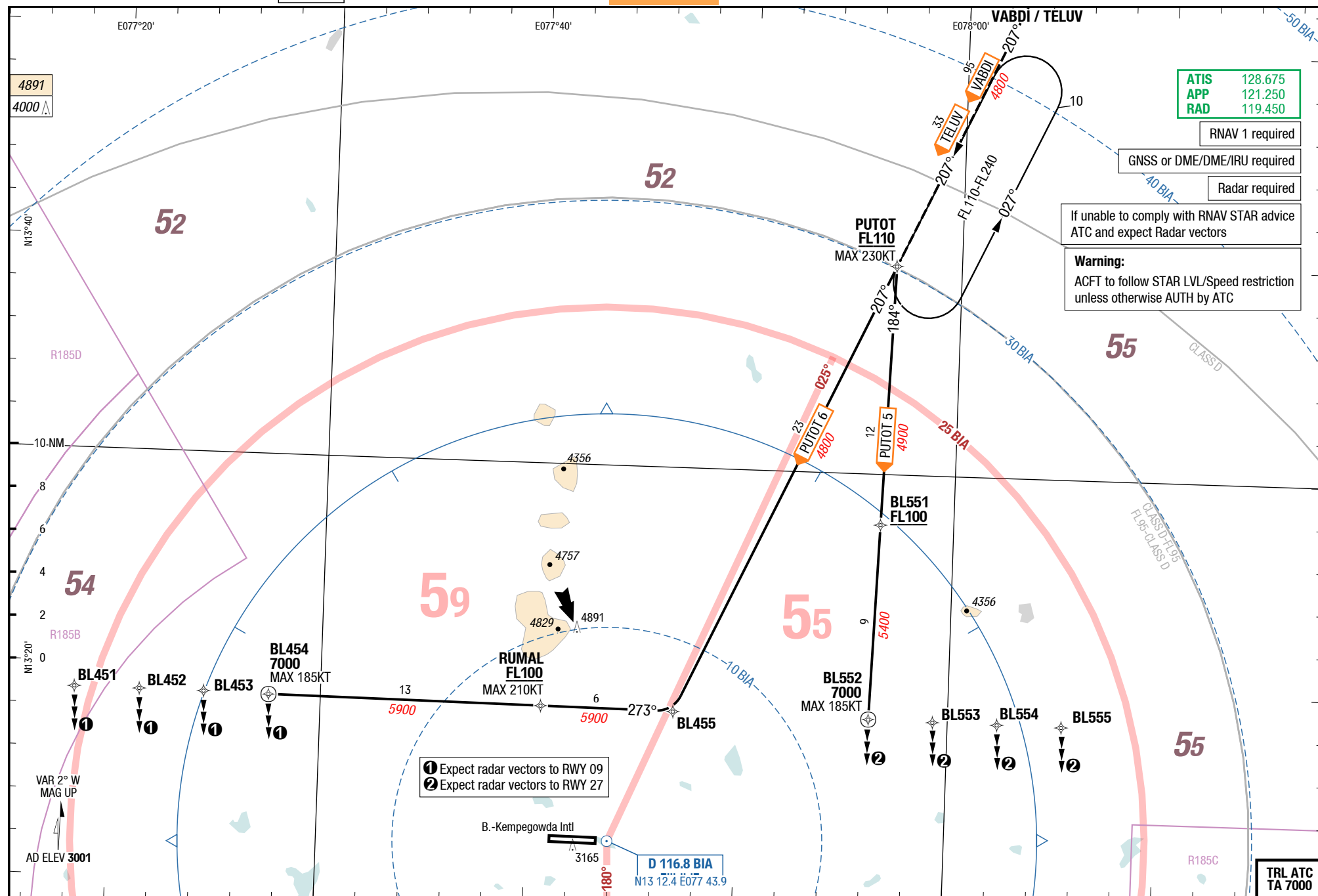
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STAR

Kempegowda Intl Bengaluru India

RNAV STAR RATOM

RNAV STAR PUTOT



Changes: Transition, AD Name

**BLR-VOBL**

## RNAV STAR RATOM

# STAR

# STAR

## RNAV STAR RATOM



Changes: Nil

**23-OCT-2014**  
**BLR-VOBL**

India **Bengaluru** Kempegowda Intl

NIL

# STAR

# STAR

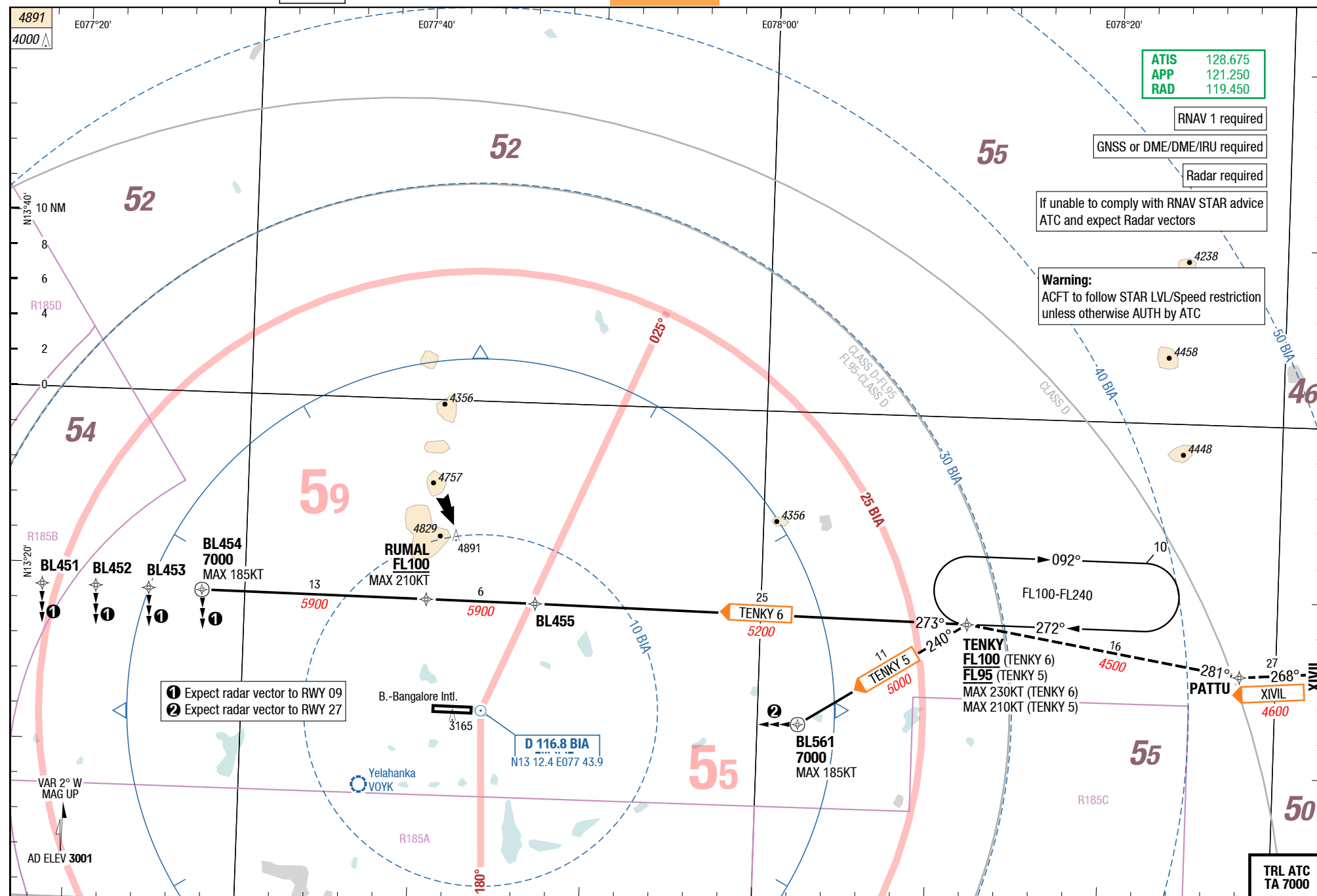
Kempegowda Intl **Bengaluru** India

NIL

## RNAV STAR TENKY

6-50

## RNAV STAR TENKY



Changes: AD Name

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29-DEC-2016

BLR-VOBL

India **Bengaluru** Kempegowda Intl

ILS Y 09

ILS Z 09

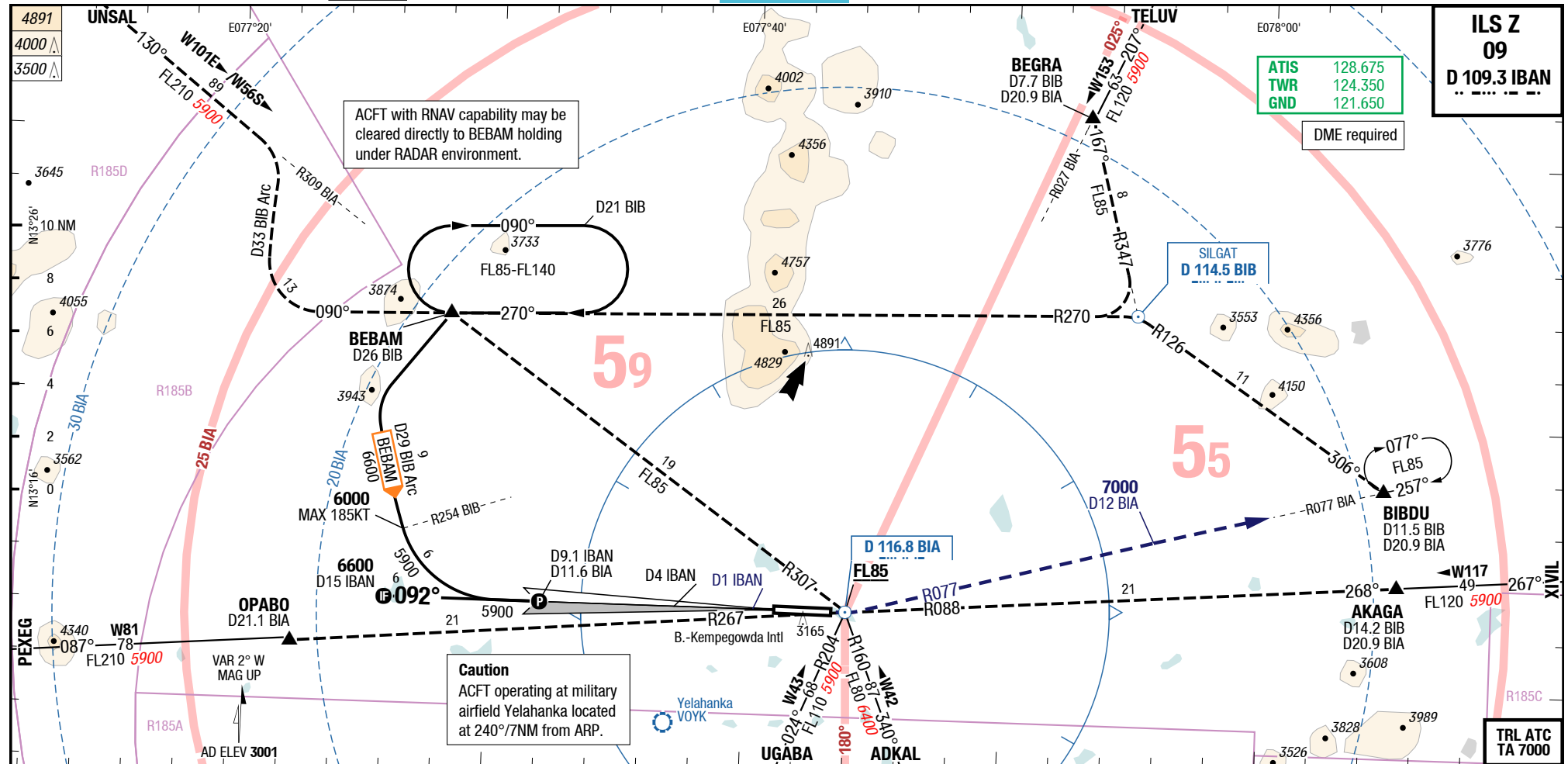
IAC

IAC

Kempegowda Intl **Bengaluru** India

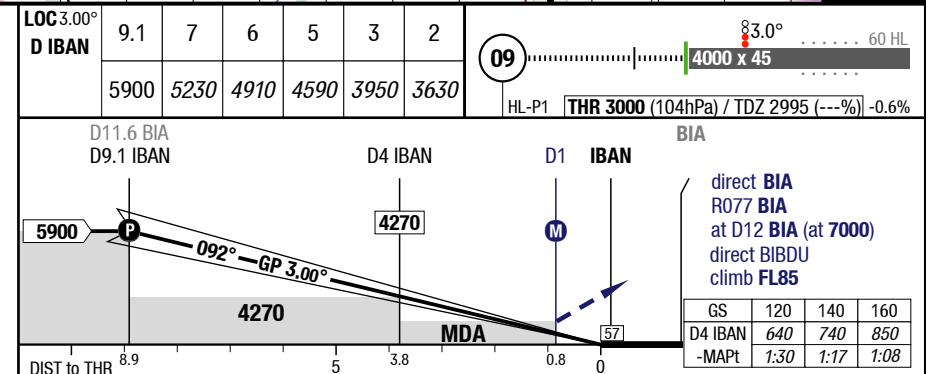
ILS Y 09

ILS Z 09



09	Cat 1 DME 1)	LOC DME				Circling N of AD only
C	ft - m/km ft	210 - 550 3210	620 - 2.1 3620			870 - 2.4V 3870
D	ft - m/km ft	210 - 550 3210	620 - 2.1 3620			870 - 3.6V 3870

1) FD, AP or HGS required, else RVR 750m



Changes: MIN, APL, PROC, AD Name



# BLR-VOBL

# India **Bengaluru** Kempegowda Intl

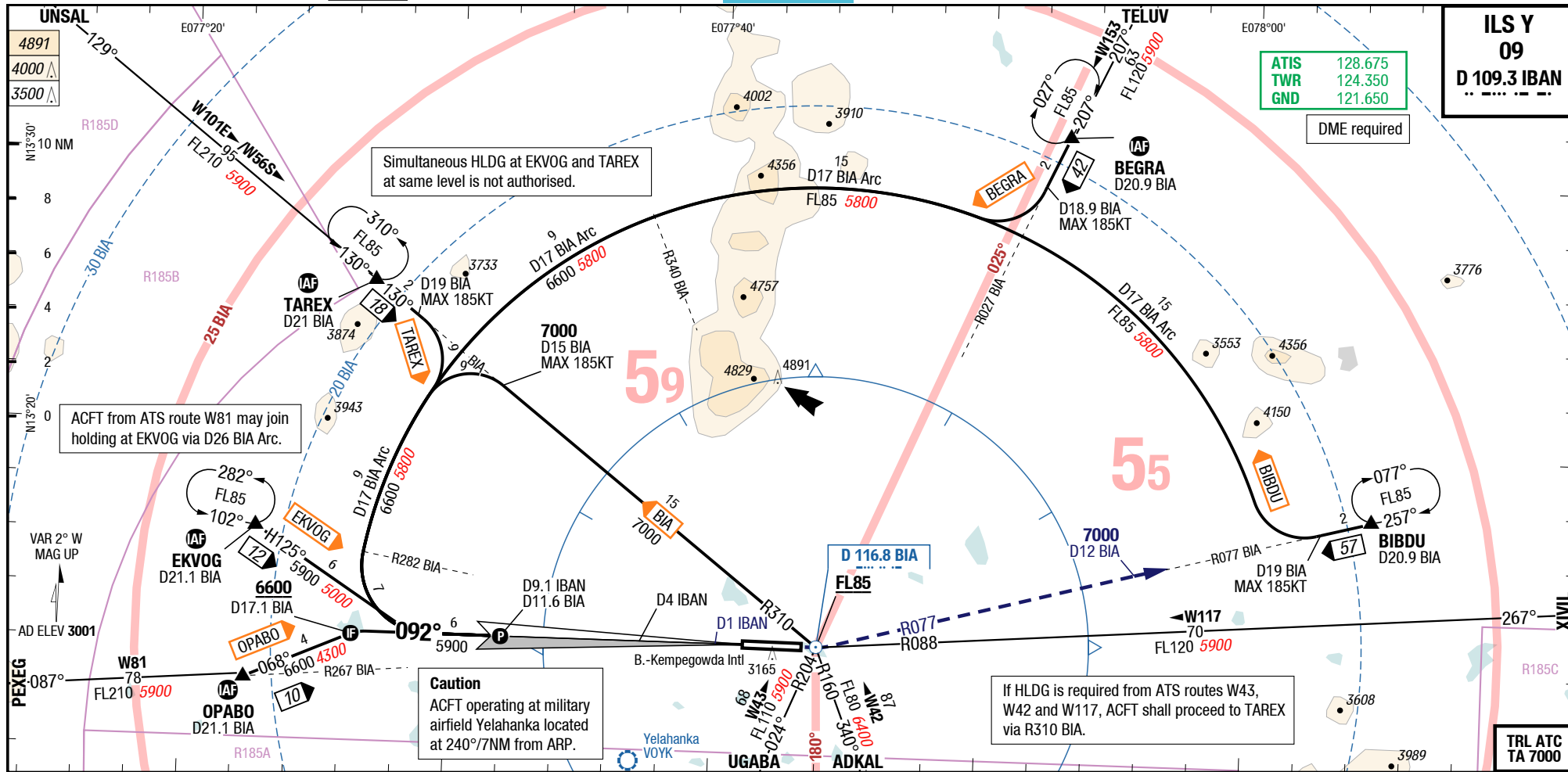
**ILS Y 09**

# IAC

# IAC

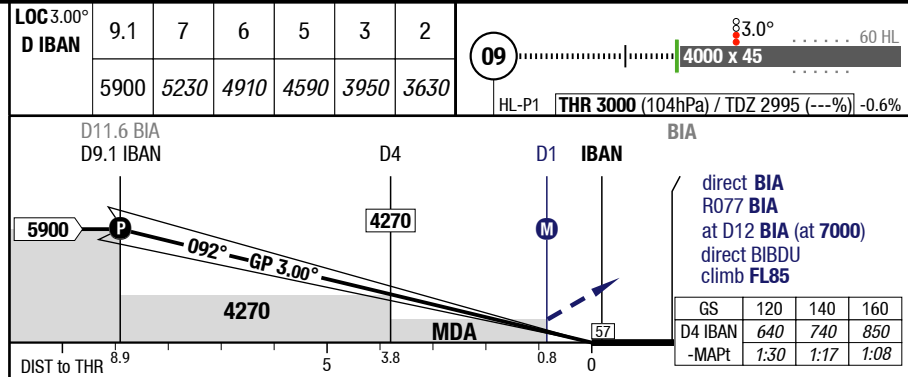
Kempegowda Intl **Bengaluru** India

**ILS Y 09**



09		Cat 1 DME 1)	LOC DME				Circling N of AD only
C	ft - m/km ft	210 - 550 <b>3210</b>	620 - 2.1 <b>3620</b>				870 - 2.4V <b>3870</b>
D	ft - m/km ft	210 - 550 <b>3210</b>	620 - 2.1 <b>3620</b>				870 - 3.6V <b>3870</b>

1) FD, AP or HGS required, else RVR 750m





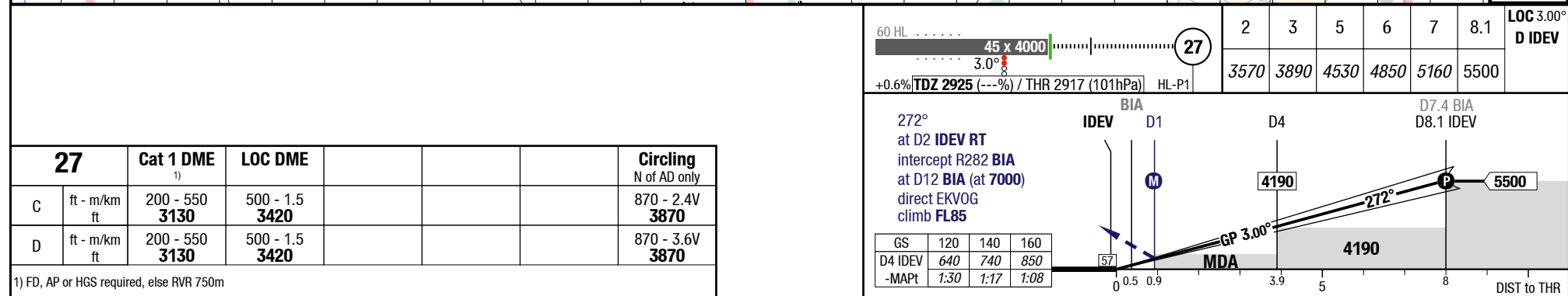


# BLR-VOBL

**ILS Y 27**

IAC

# IAC

**ILS Y 27**

Changes: Track

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# BLR-VOBL

# India **Bengaluru** Kempegowda Intl

VOR 27

# VOR 09

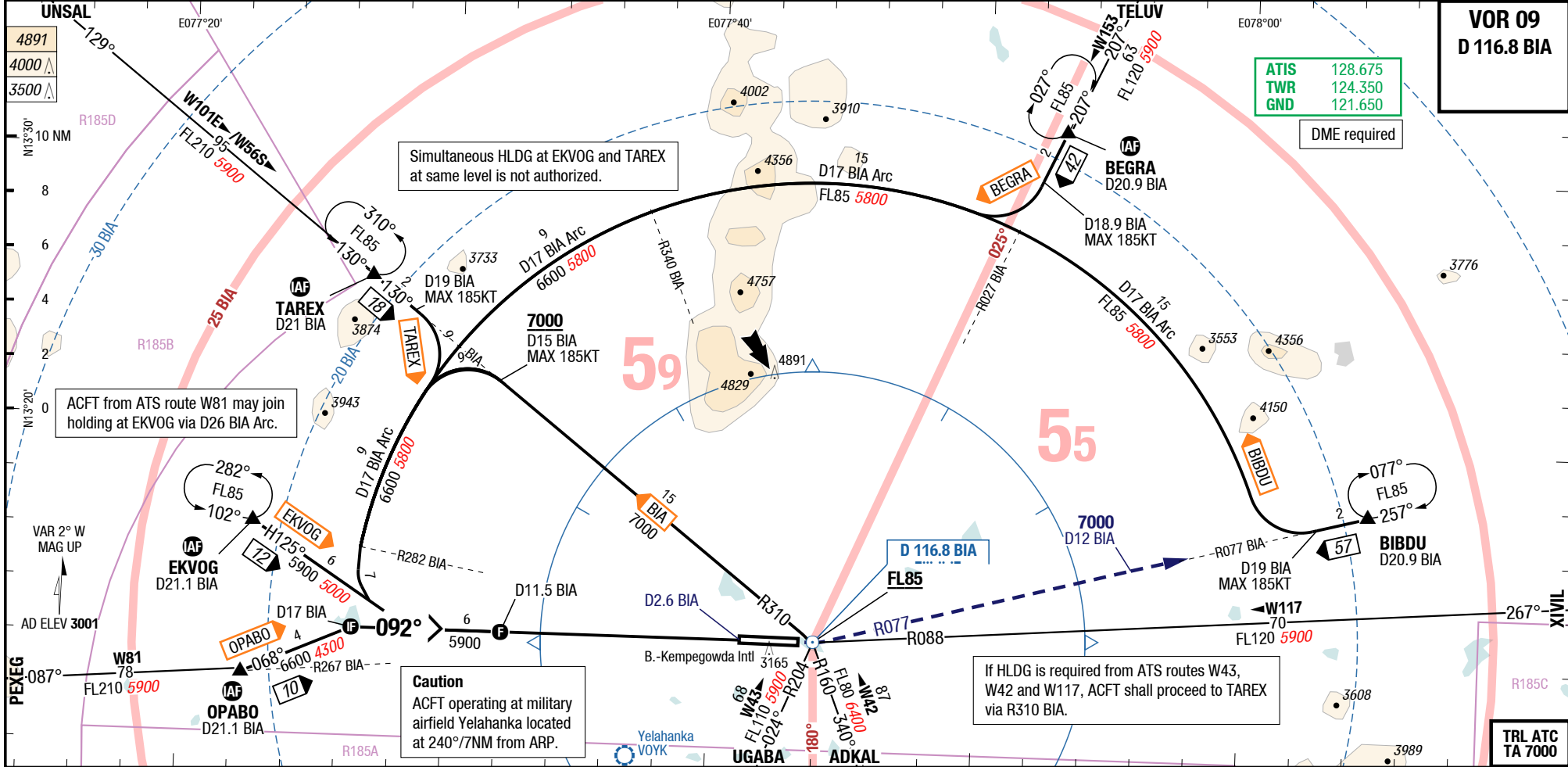
# IAC

IAC

Kempegowda Intl **Bengaluru** India

VOR 27

**VOR 09**



<b>09</b>		<b>VOR DME</b>					<b>Circling</b> N of AD only
C	ft - m/km ft	620 - 2.1 <b>3620</b>					870 - 2.4V <b>3870</b>
D	ft - m/km ft	620 - 2.1 <b>3620</b>					870 - 3.6V <b>3870</b>

3.00° D BIA	11.5	9	8	7	6	5
	5900	5090	4770	4450	4120	3800

09 ..... 4000 x 45 ..... 60 HL  
 3.0°  
 HL-P1 [THR 3000 (104hPa) / TDZ 2995 (---%)] -0.6%

D11.5 BIA  
 5900  
 5900  
 092°  
 D2.6 BIA  
 direct BIA  
 R077 BIA  
 at D12 BIA (at 7000)  
 direct BIBDU  
 climb FL85  
 MDA  
 DIST to THR 10 8.9 5 0  
 GS 120 140 160  
 D11.5 BIA 640 740 850  
 -MAPt 4:27 3:49 3:20

18-MAY-2017  
BLR-VOBL

India Bengaluru Kempegowda Intl

IAC

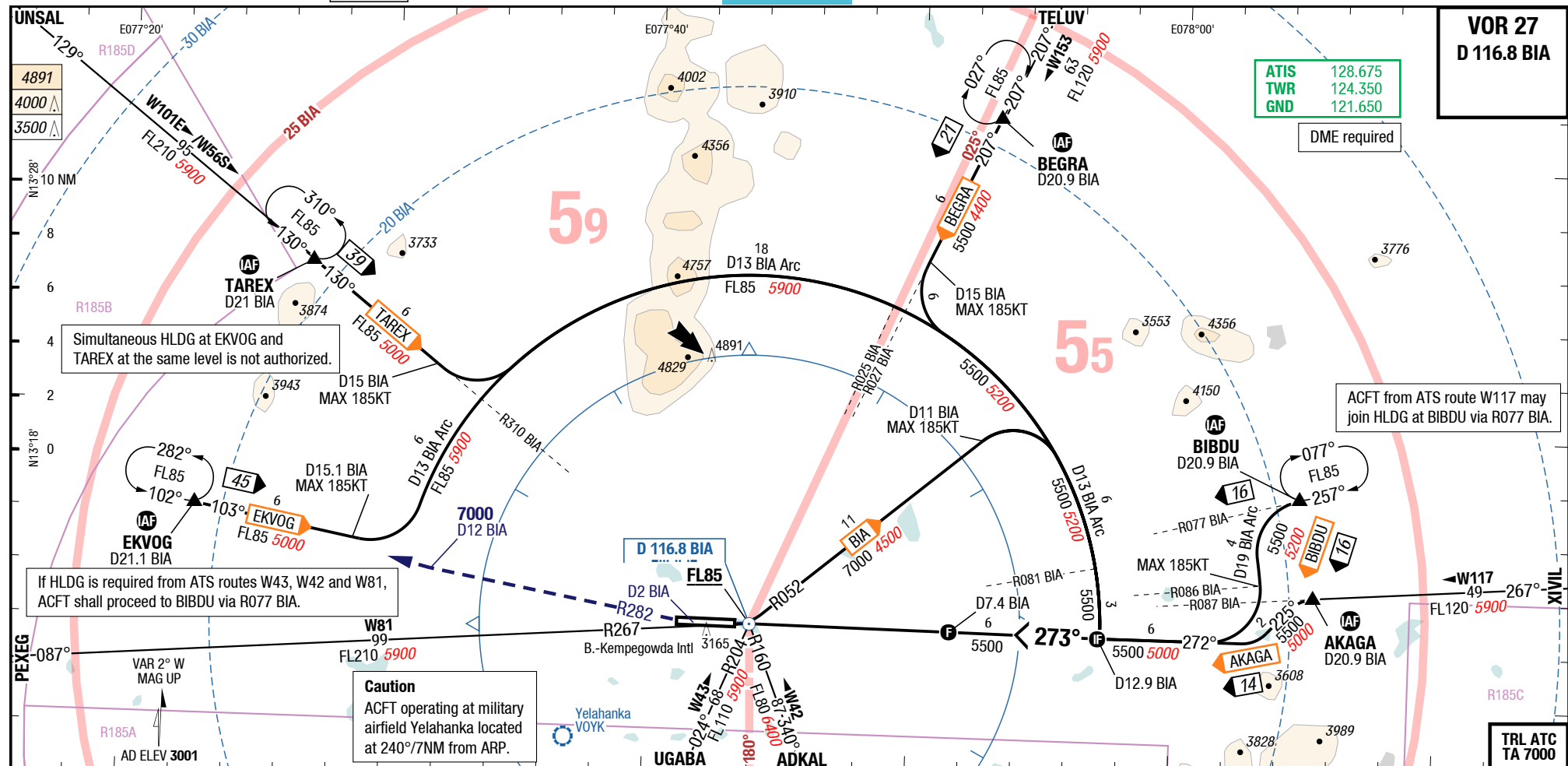
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Kempegowda Intl Bengaluru India

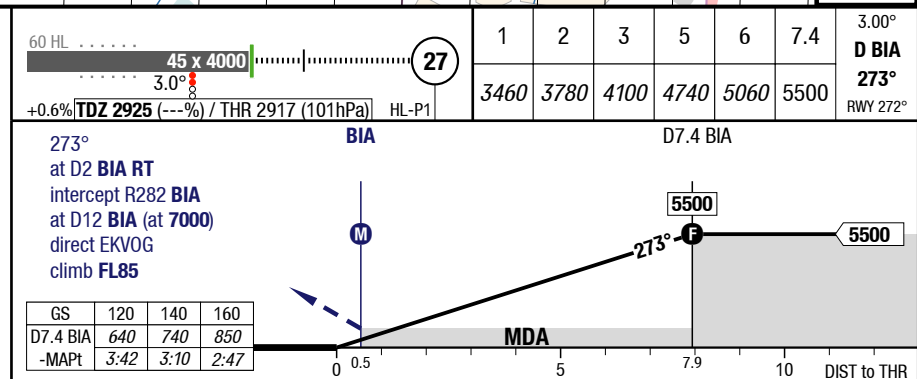
VOR 27

VOR 27

7-60



27		VOR DME				Circling N of AD only
C	ft - m/km ft	500 - 1.5 3420				870 - 2.4V 3870
D	ft - m/km ft	500 - 1.5 3420				870 - 3.6V 3870



Changes: Track