

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

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

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

LDG RWY 19L: Vacate RWY via TWY C or D and taxi to:

- Stand 22-37 via TWY A and F1.
- Stand 41-53 via TWY A and F.

DEP RWY 19L:

Taxi from:

- Stand 22-37 via TWY F1, F and A or via TWY F1, F and C.
- Stand 41-46 and 50-53 via TWY F and A or via TWY F and C.
- Stand 47-49 via TWY A or via TWY A and C.

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.

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 F1 between rear of stand 50 to INT of TWY R and TWY R between INT of TWY A to INT of TWY F1 AVBL up to code letter C ACFT.

TWY K:

AVBL up to code letter E ACFT.

Restricted OPS:

- When RWY 19L in use, up to code C type of departing ACFT may be permitted to enter RWY 19L by making right turn for intersection departure. For code D and above type of departing ACFT have to turn left to go to the physical beginning of RWY 19L for departure.
- When RWY 01R in use, up to code C type of arriving ACFT may be permitted to turn left for RWY vacated via TWY K. For code D and above type of arriving ACFT have to go to the end of RWY and back track, then turn right for RWY vacated via TWY K. In any case lock in turn will not be permitted.

| TWY G CLSD.

Taxi/Parking

Visual docking system AVBL on stands 44, 45, 48-50.

| Stands 15-17 taxi in via TWY F, taxi out via TWY A.

Stands 52, 53 marshalling required. DEP ACFT to push-back on TWY F1 facing north and start ENG only after reaching abeam stand 51.

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**Speed**

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

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.

ARRIVAL

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.

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 Vektored

- 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.

DEPARTURE

Take-off Minima

RWY		19L		
All ACFT	ft - m/km	0 - 200R	For conditions check CRAR India	
RWY		01R		
All ACFT	ft - m/km	0 - 200V	For conditions check CRAR India	
RWY		01L/19R		
All ACFT	ft - m/km	0 - 400v	HJ only	For conditions check CRAR India
		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.

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

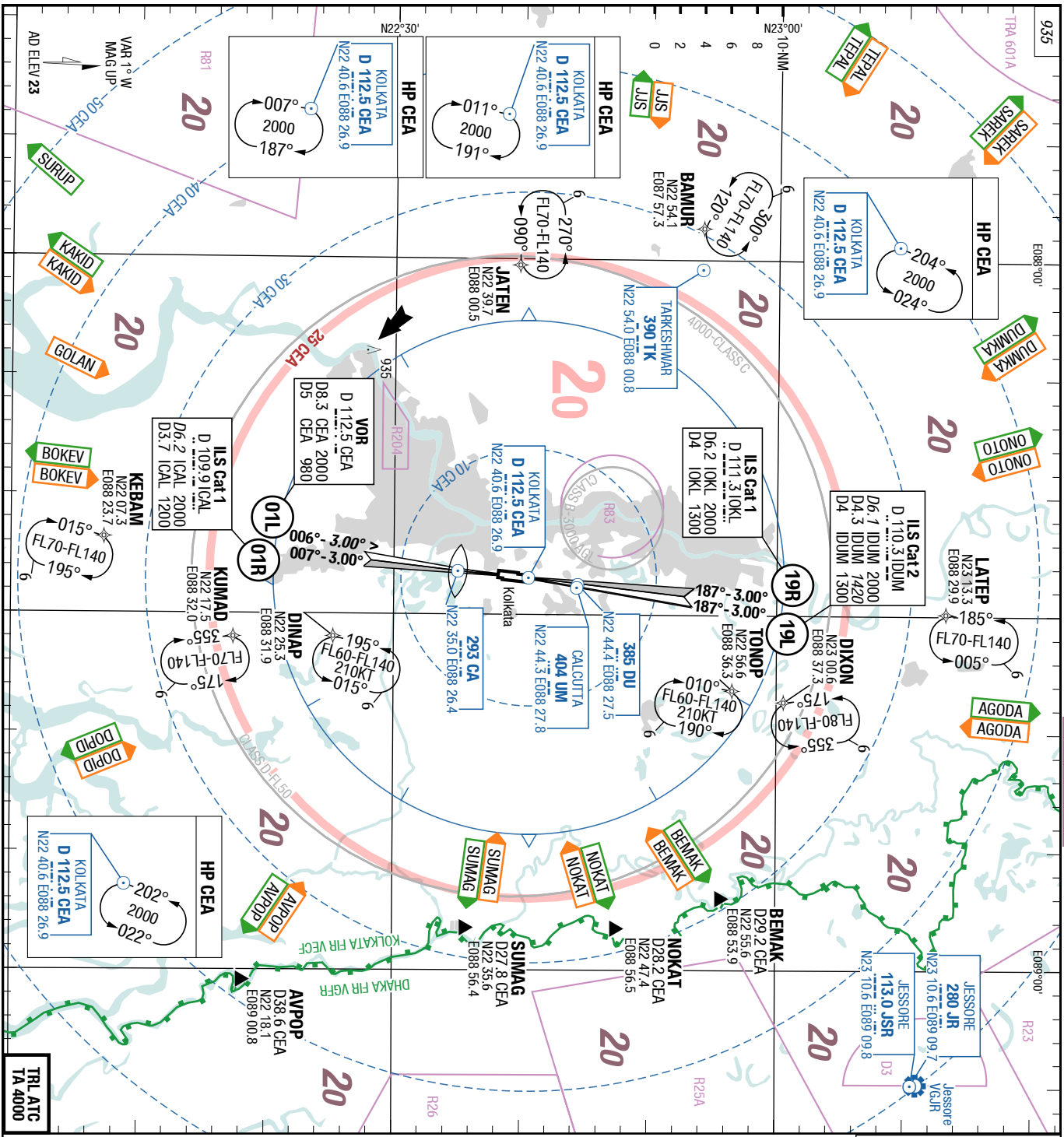
Speed Control under Radar Enviroment for Arriving Aircraft

Phase of flight	IAS		Status	Remarks
	PROP	JET		
Within 5NM from touch down	Not AVBL	Not AVBL	Not AVBL	-

Notes

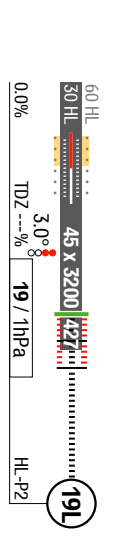
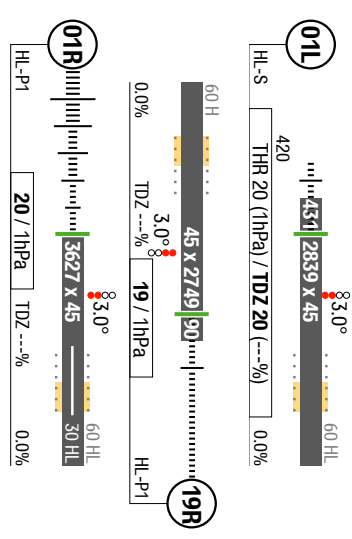
All DME distances are from VOR and all distances in NM are from touch down.

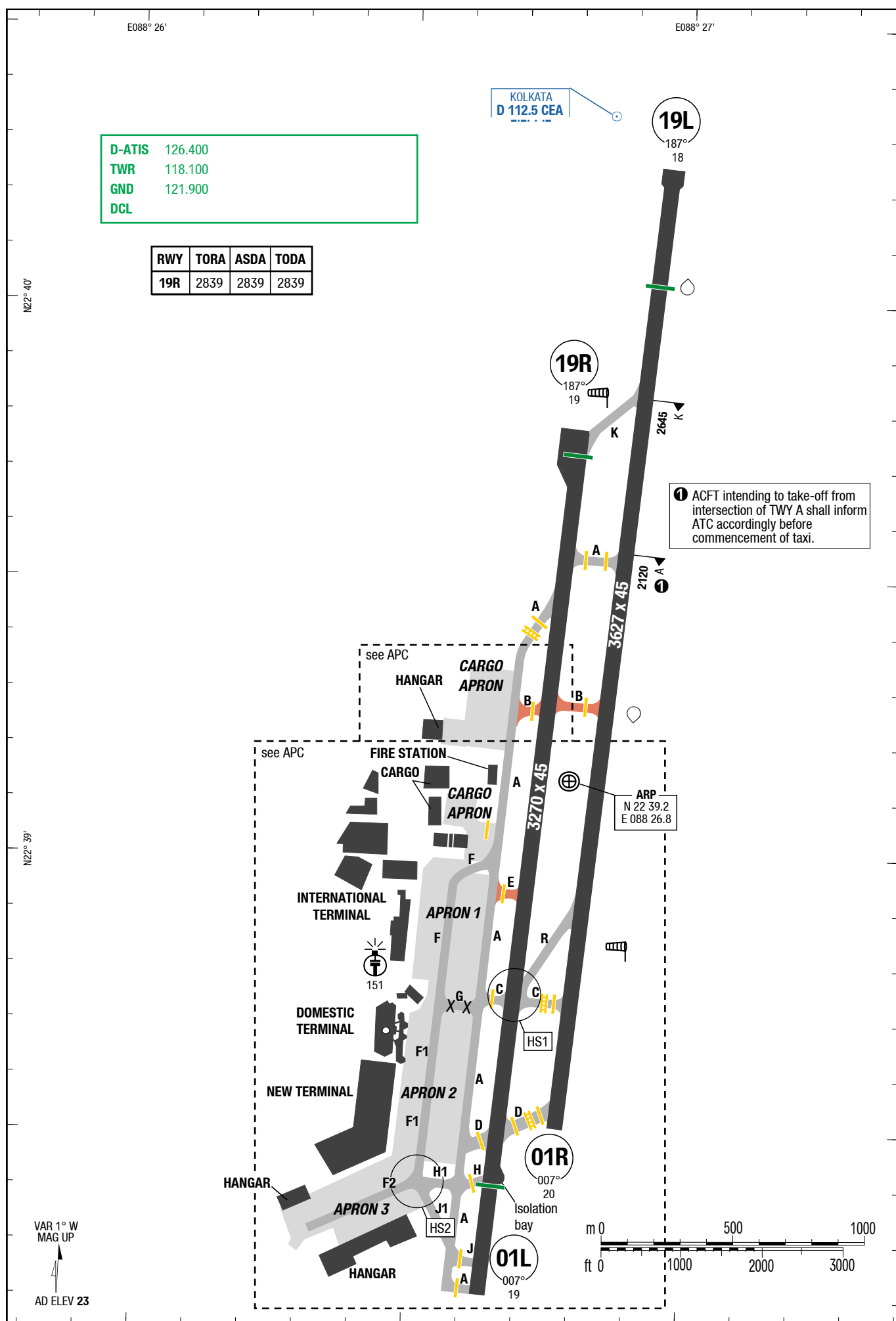
Subject to ACFT performance limitations a radar controller may assign a specific speed to ACFT.

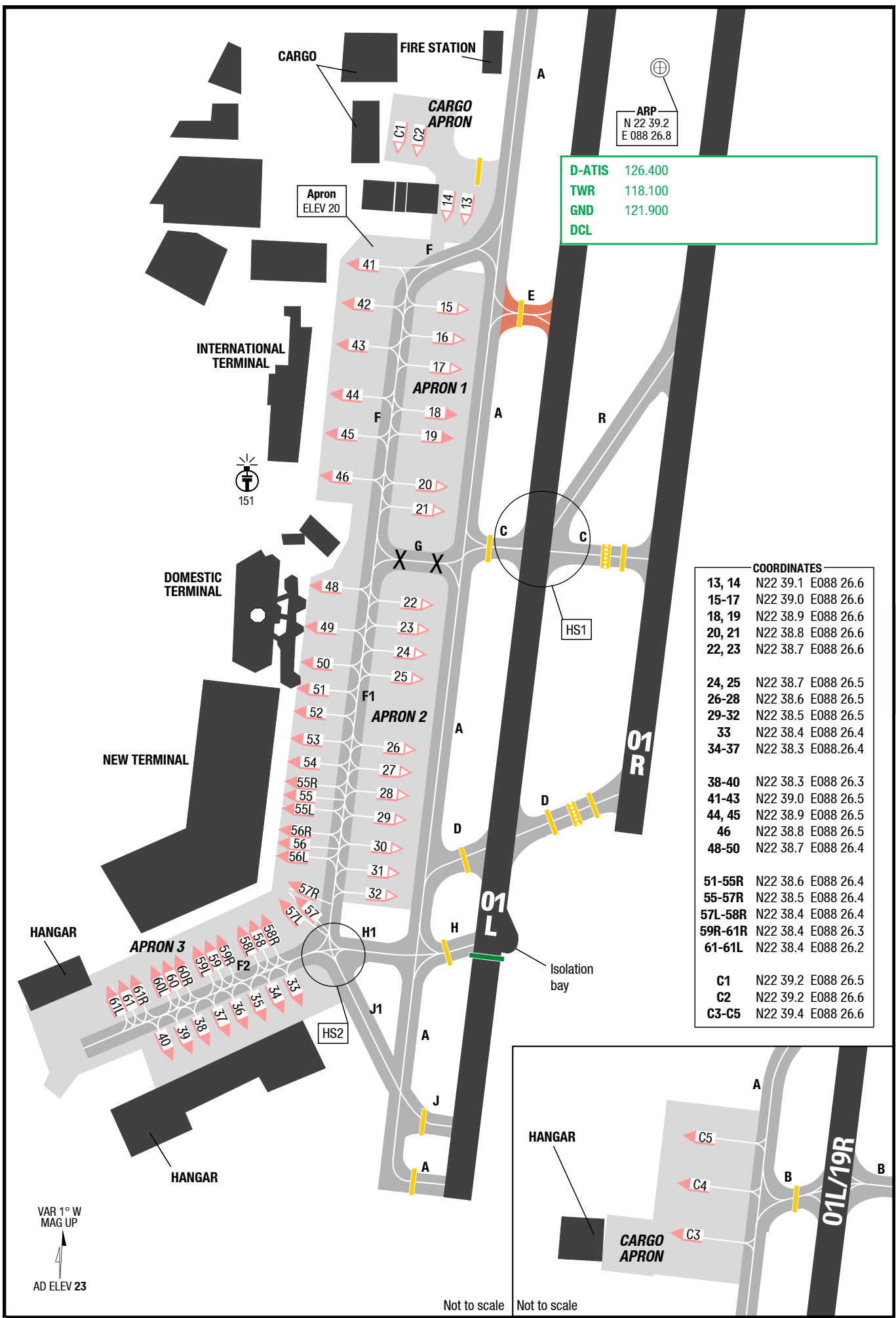


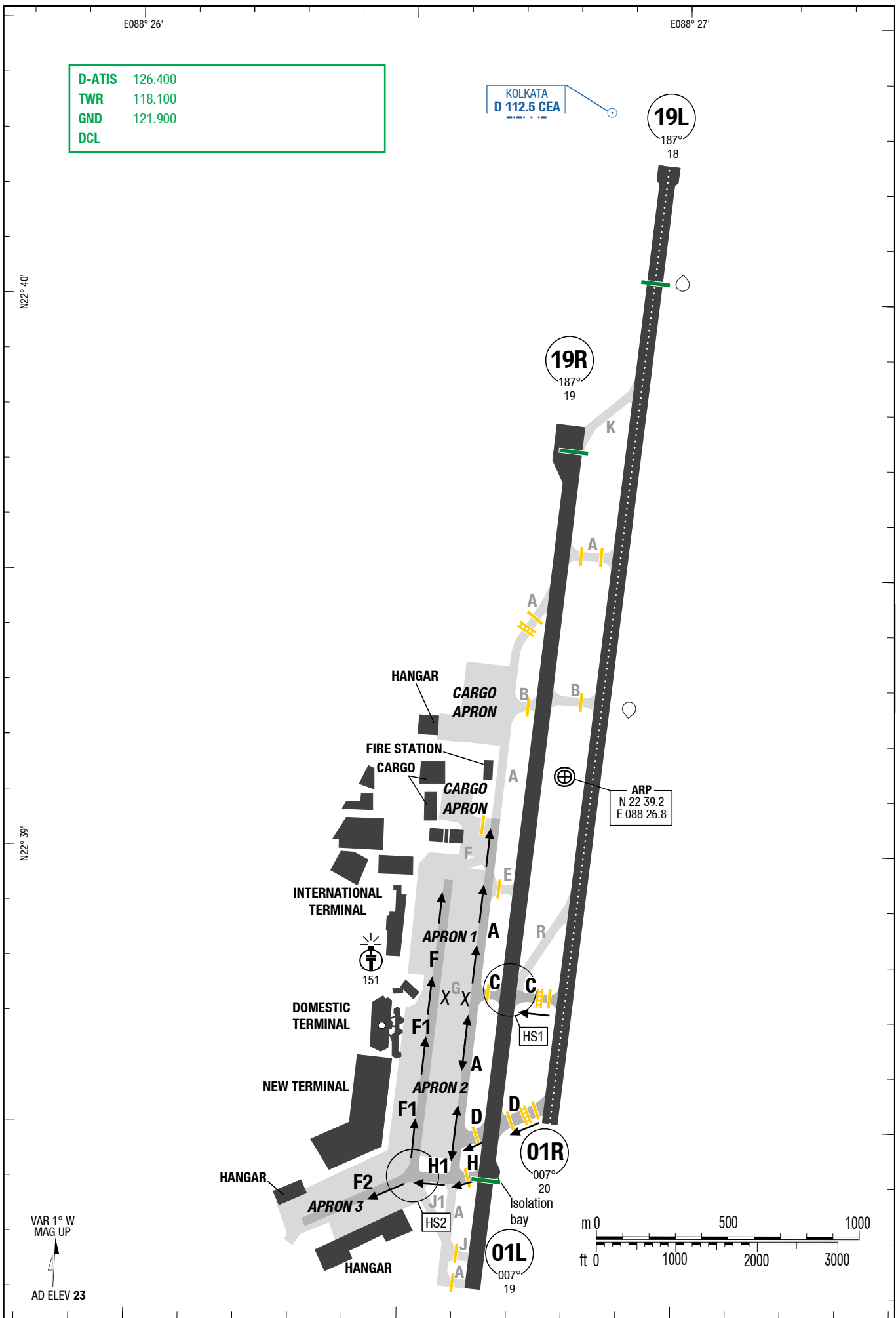
D-ATIS	126.400	119.300
RAD	127.900	126.100 W
APP	127.900	126.100 W
TWR	119.300	
GND	121.900	
DCL		

Landing RWY system:









Changes: Taxi PROC, TWR G closed

Effective 10-NOV-2016

03-NOV-2016

CCU-VECC

India **Kolkata** Netaji Subhash Chandr

NIL

Departure 19L

LVC

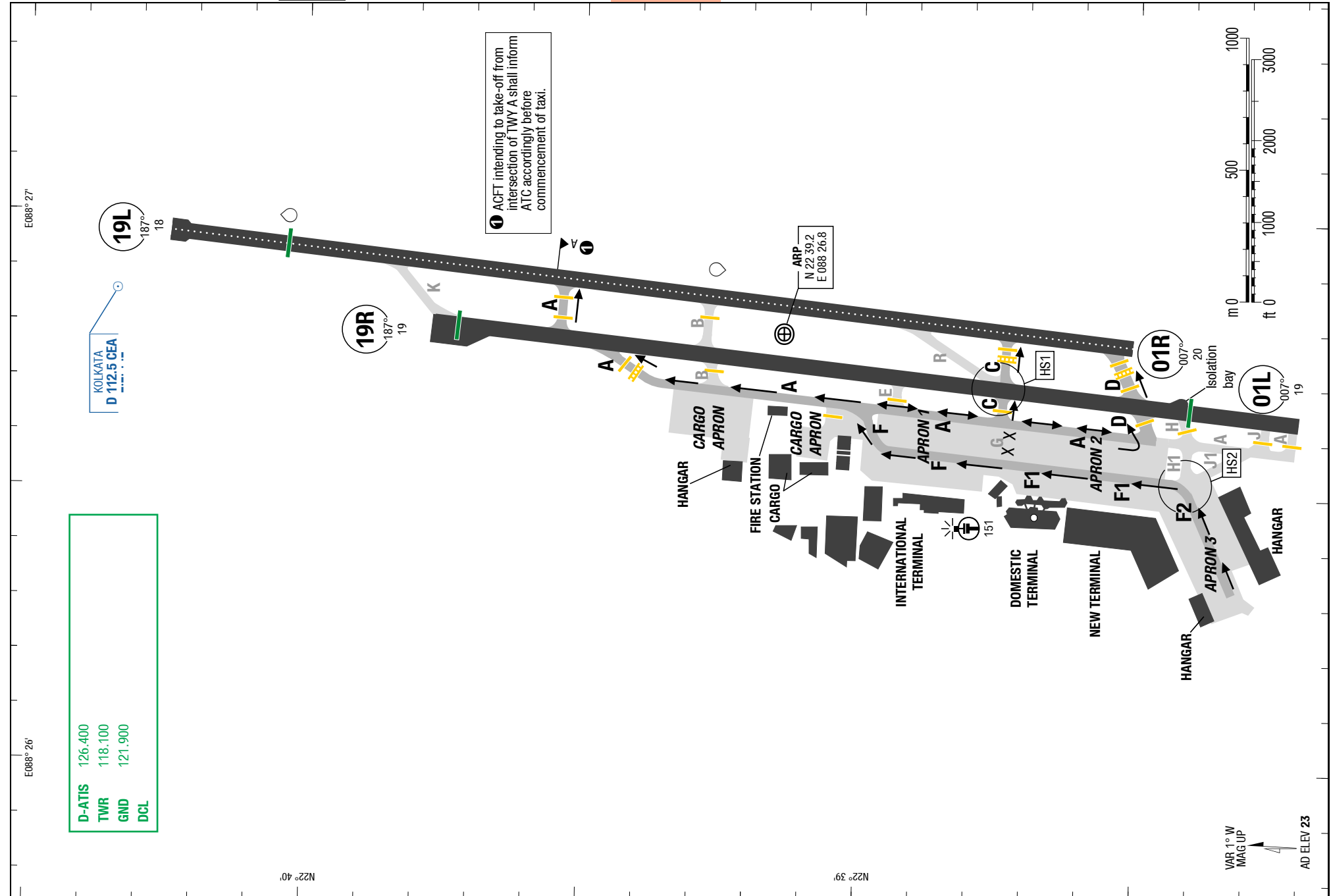
LVC

Netaji Subhash Chandr **Kolkata** India

NIL

Departure 19L

3-50



Changes: Taxi PROC, TWY G closed

Effective 25-MAY-2017

18-MAY-2017

CCU-VECC

India Kolkata Netaji Subash Chandra Bose Intl

[RNAV SIDs RWYs 01L/R South]

4-10

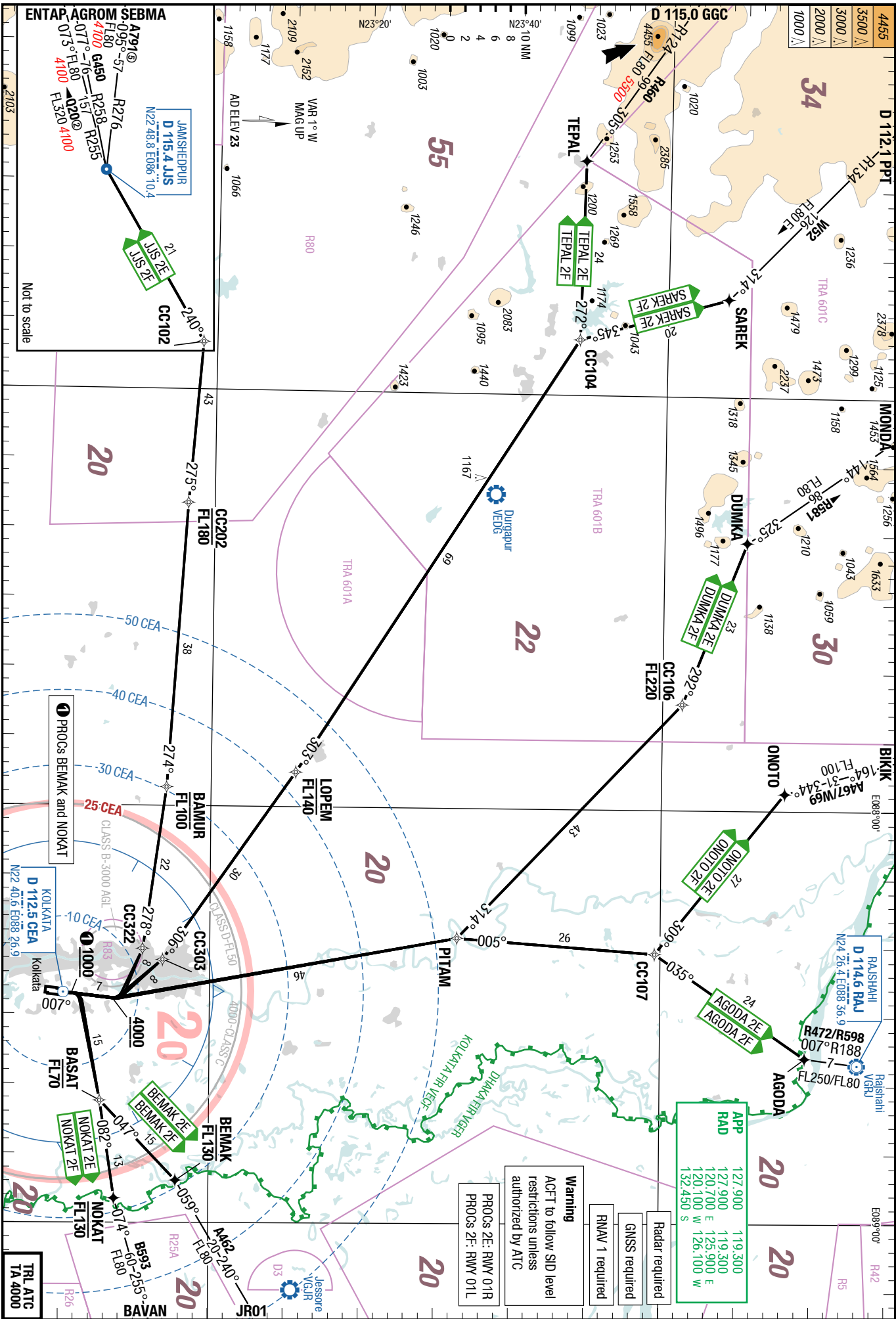
RNAV SIDs RWYs 01L/R North

SID
SID

Netaji Subash Chandra Bose Intl Kolkata India

[RNAV SIDs RWYs 01L/R South]

RNAV SIDs RWYs 01L/R North



CCU-VECC

4-20

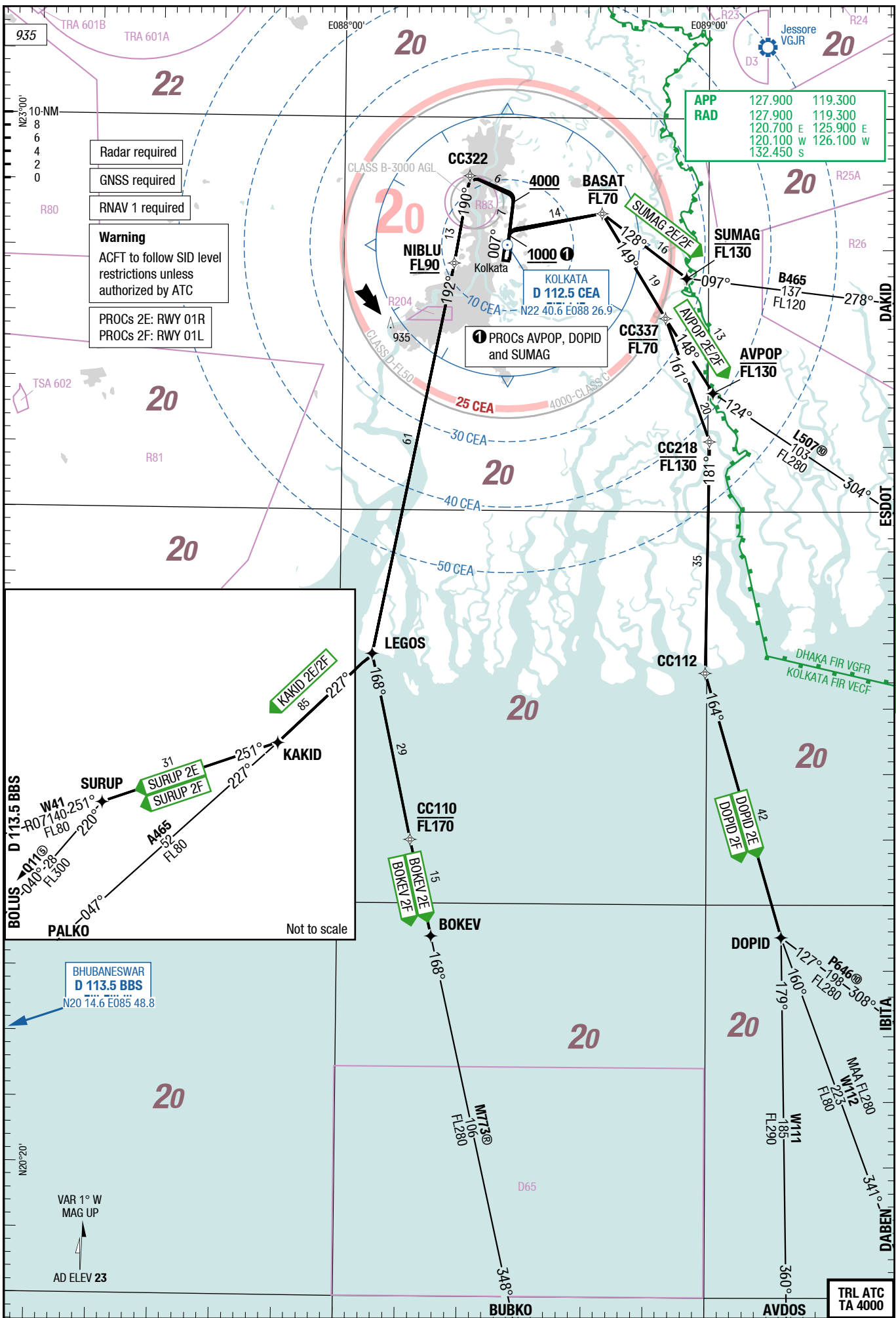
RNAV SIDs RWYs 01L/R South

SID
SID

RNAV SIDs RWYs 01L/R South

TRL ATC
TA 4000

APP	127.900	119.300
RAD	127.900	119.300
	120.700 E	125.900 E
	120.100 W	126.100 W
	132.450 S	



Changes: new

Effective 25-MAY-2017

18-MAY-2017

CCU-VECC

India Kolkata Netaji Subash Chandra Bose Intl

RNAV SIDs RWYS 19L/R South

4-30

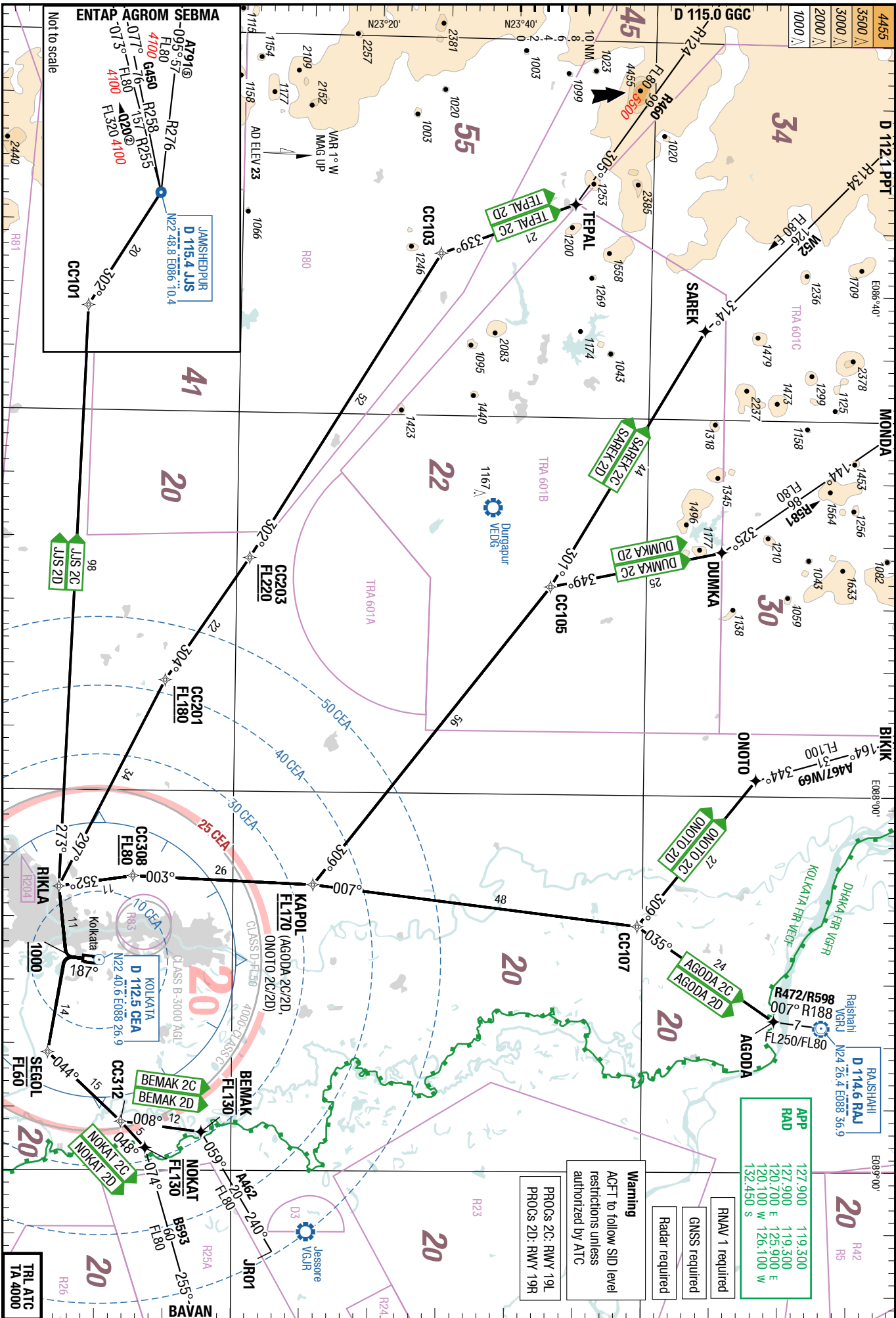
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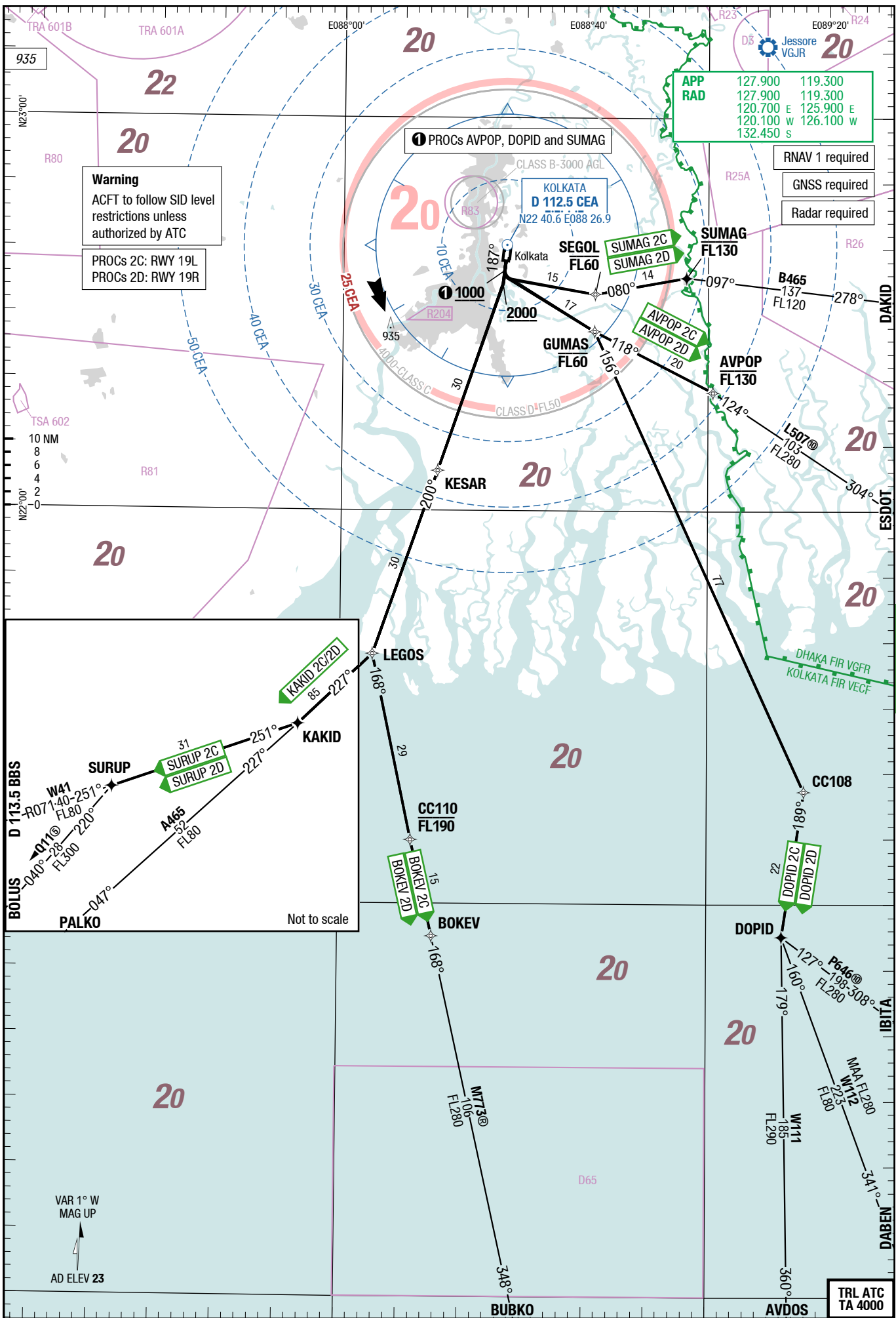
SID
SID

Netaji Subash Chandra Bose Intl Kolkata India

RNAV SIDs RWYS 19L/R South

RNAV SIDs RWYS 19L/R North





AGODA 2F / BEMAK 2F / DUMKA 2F / JAMSHEDPUR 2F / NOKAT 2F / ONOTO 2F / SAREK 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	[A4000+ ;L] - PITAM [R] - CC107 [R] - AGODA	
BEMAK 2F 6.6% to 1000 127.900 ①②	[A1000+ ;R] - BASAT [L] - BEMAK	BASAT MAX FL70 BEMAK MAX FL130
DUMKA 2F 6.6% to 4000 127.900 ①②	[A4000+ ;L] - PITAM [L] - CC106 [L] - DUMKA	CC106 MAX FL220
JAMSHEDPUR 2F JJS 2F 6.6% to 4000 127.900 ①②	[A4000+ ;L] - CC322 - BAMUR - CC202 - CC102 [L] - JJS	BAMUR MAX FL100 CC202 MAX FL180
NOKAT 2F 6.6% to 1000 127.900 ①②	[A1000+ ;R] - BASAT - NOKAT	BASAT MAX FL70 NOKAT MAX FL130
ONOTO 2F 6.6% to 4000 127.900 ①②	[A4000+ ;L] - PITAM [R] - CC107 [L] - ONOTO	
SAREK 2F 6.6% to 4000 127.900 ①②	[A4000+ ;L] - CC303 - LOPEM [L] - CC104 [R] - SAREK	LOPEM MAX FL140
TEPAL 2F 6.6% to 4000 127.900 ①②	[A4000+ ;L] - CC303 - LOPEM [L] - CC104 [L] - TEPAL	LOPEM MAX FL140

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.

18-MAY-2017

CCU-VECC**5-20****RNAV SIDs RWYs 01L/R North****SIDPT****AGODA 2E / BEMAK 2E / DUMKA 2E / JAMSHEDPUR 2E / NOKAT 2E / ONOTO 2E / SAREK 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	[A4000+ ;L] - PITAM [R] - CC107 [R] - AGODA	
BEMAK 2E 6.6% to 1000 127.900 ①②	[A1000+ ;R] - BASAT [L] - BEMAK	BASAT MAX FL70 BEMAK MAX FL130
DUMKA 2E 6.6% to 4000 127.900 ①②	[A4000+ ;L] - PITAM [L] - CC106 [L] - DUMKA	CC106 MAX FL220
JAMSHEDPUR 2E JJS 2E 6.6% to 4000 127.900 ①②	[A4000+ ;L] - CC322 - BAMUR - CC202 - CC102 [L] - JJS	BAMUR MAX FL100 CC202 MAX FL180
NOKAT 2E 6.6% to 1000 127.900 ①②	[A1000+ ;R] - BASAT - NOKAT	BASAT MAX FL70 NOKAT MAX FL130
ONOTO 2E 6.6% to 4000 127.900 ①②	[A4000+ ;L] - PITAM [R] - CC107 [L] - ONOTO	
SAREK 2E 6.6% to 4000 127.900 ①②	[A4000+ ;L] - CC303 - LOPEM [L] - CC104 [R] - SAREK	LOPEM MAX FL140
TEPAL 2E 6.6% to 4000 127.900 ①②	[A4000+ ;L] - CC303 - LOPEM [L] - CC104 [L] - TEPAL	LOPEM MAX FL140

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.

Changes: New

18-MAY-2017

CCU-VECC

5-30

RNAV SIDs RWYs 01L/R South**SIDPT****AVPOP 2F / BOKEV 2F / DOPID 2F / KAKID 2F / SUMAG 2F / SURUP 2F / AVPOP 2E / BOKEV 2E**

RWYs 01L/R (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	[A1000+ ;R] - BASAT [R] - CC337 - AVPOP	BASAT MAX FL70 CC337 MAX FL70 AVPOP MAX FL130
BOKEV 2F 6.6% to 4000 127.900 ①②	[A4000+ ;L] - CC322 [L] - NIBLU - LEGOS [L] - CC110 - BOKEV	NIBLU MNM FL90 CC110 MAX FL170
DOPID 2F 6.6% to 1000 127.900 ①②	[A1000+ ;R] - BASAT [R] - CC337 [R] - CC218 [R] - CC112 - DOPID	BASAT MAX FL70 CC337 MAX FL70 CC218 MAX FL130
KAKID 2F 6.6% to 4000 127.900 ①②	[A4000+ ;L] - CC322 [L] - NIBLU - LEGOS [R] - KAKID	NIBLU MNM FL90
SUMAG 2F 6.6% to 1000 127.900 ①②	[A1000+ ;R] - BASAT [R] - SUMAG	BASAT MAX FL70 SUMAG MAX FL130
SURUP 2F 6.6% to 4000 127.900 ①②	[A4000+ ;L] - CC322 [L] - NIBLU - LEGOS [R] - KAKID [R] - SURUP	NIBLU MNM FL90
	Runway 01R	
AVPOP 2E 6.6% to 1000 127.900 ①②	[A1000+ ;R] - BASAT [R] - CC337 - AVPOP	BASAT MAX FL70 CC337 MAX FL70 AVPOP MAX FL130
BOKEV 2E 6.6% to 4000 127.900 ①②	[A4000+ ;L] - CC322 [L] - NIBLU - LEGOS [L] - CC110 - BOKEV	NIBLU MNM FL90 CC110 MAX FL170

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.

Changes: New

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	
DOPID 2E 6.6% to 1000 127.900 ①②	[A1000+ ;R] - BASAT [R] - CC337 [R] - CC218 [R] - CC112 - DOPID	BASAT MAX FL70 CC337 MAX FL70 CC218 MAX FL130
KAKID 2E 6.6% to 4000 127.900 ①②	[A4000+ ;L] - CC322 [L] - NIBLU - LEGOS [R] - KAKID	NIBLU MNM FL90
SUMAG 2E 6.6% to 1000 127.900 ①②	[A1000+ ;R] - BASAT [R] - SUMAG	BASAT MAX FL70 SUMAG MAX FL130
SURUP 2E 6.6% to 4000 127.900 ①②	[A4000+ ;L] - CC322 [L] - NIBLU - LEGOS [R] - KAKID [R] - SURUP	NIBLU MNM FL90

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.

18-MAY-2017

CCU-VECC**5-50****RNAV SIDs RWYs 19L/R North****SIDPT****AGODA 2C / BEMAK 2C / DUMKA 2C / JAMSHEDPUR 2C / NOKAT 2C / ONOTO 2C / SAREK 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	[A1000+ ;R] - RIKLA [R] - CC308 [R] - KAPOL [R] - CC107 [R] - AGODA	CC308 MNM FL80 KAPOL MNM FL170
BEMAK 2C 6.6% to 1000 127.900 ①②	[A1000+ ;L] - SEGOL [L] - CC312 [L] - BEMAK	SEGOL MAX FL60 BEMAK MAX FL130
DUMKA 2C 6.6% to 1000 127.900 ①②	[A1000+ ;R] - RIKLA [R] - CC308 [R] - KAPOL [L] - CC105 [R] - DUMKA	CC308 MNM FL80
JAMSHEDPUR 2C JJS 2C 6.6% to 1000 127.900 ①②	[A1000+ ;R] - RIKLA - CC101 [R] - JJS	
NOKAT 2C 6.6% to 1000 127.900 ①②	[A1000+ ;L] - SEGOL [L] - CC312 [R] - NOKAT	SEGOL MAX FL60 NOKAT MAX FL130
ONOTO 2C 6.6% to 1000 127.900 ①②	[A1000+ ;R] - RIKLA [R] - CC308 [R] - KAPOL [R] - CC107 [L] - ONOTO	CC308 MNM FL80 KAPOL MNM FL170
SAREK 2C 6.6% to 1000 127.900 ①②	[A1000+ ;R] - RIKLA [R] - CC308 [R] - KAPOL [L] - CC105 [L] - SAREK	CC308 MNM FL80
TEPAL 2C 6.6% to 1000 127.900 ①②	[A1000+ ;R] - RIKLA [R] - CC201 [R] - CC203 - CC103 [R] - 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.

Changes: New

AGODA 2D / BEMAK 2D / DUMKA 2D / JAMSHEDPUR 2D / NOKAT 2D / ONOTO 2D / SAREK 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	[A1000+ ;R] - RIKLA [R] - CC308 [R] - KAPOL [R] - CC107 [R] - AGODA	CC308 MNM FL80 KAPOL MNM FL170
BEMAK 2D 6.6% to 1000 127.900 ①②	[A1000+ ;L] - SEGOL [L] - CC312 [L] - BEMAK	SEGOL MAX FL60 BEMAK MAX FL130
DUMKA 2D 6.6% to 1000 127.900 ①②	[A1000+ ;R] - RIKLA [R] - CC308 [R] - KAPOL [L] - CC105 [R] - DUMKA	CC308 MNM FL80
JAMSHEDPUR 2D JJS 2D 6.6% to 1000 127.900 ①②	[A1000+ ;R] - RIKLA - CC101 [R] - JJS	
NOKAT 2D 6.6% to 1000 127.900 ①②	[A1000+ ;L] - SEGOL [L] - CC312 [R] - NOKAT	SEGOL MAX FL60 NOKAT MAX FL130
ONOTO 2D 6.6% to 1000 127.900 ①②	[A1000+ ;R] - RIKLA [R] - CC308 [R] - KAPOL [R] - CC107 [L] - ONOTO	CC308 MNM FL80 KAPOL MNM FL170
SAREK 2D 6.6% to 1000 127.900 ①②	[A1000+ ;R] - RIKLA [R] - CC308 [R] - KAPOL [L] - CC105 [L] - SAREK	CC308 MNM FL80
TEPAL 2D 6.6% to 1000 127.900 ①②	[A1000+ ;R] - RIKLA [R] - CC201 [R] - CC203 - CC103 [R] - 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.

18-MAY-2017

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5-70

RNAV SIDs RWYs 19L/R South**SIDPT****AVPOP 2C / BOKEV 2C / DOPID 2C / KAKID 2C / SUMAG 2C / SURUP 2C / AVPOP 2D / BOKEV 2D**

RWYs 19L/R (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	[A1000+ ;L] - GUMAS [L] - AVPOP	GUMAS MAX FL60 AVPOP MAX FL130
BOKEV 2C 6.6% to 2000 127.900 ①②	[A2000+ ;R] - KESAR - LEGOS [L] - CC110 - BOKEV	CC110 MAX FL190
DOPID 2C 6.6% to 1000 127.900 ①②	[A1000+ ;L] - GUMAS [R] - CC108 [R] - DOPID	GUMAS MAX FL60
KAKID 2C 6.6% to 2000 127.900 ①②	[A2000+ ;R] - KESAR - LEGOS [R] - KAKID	
SUMAG 2C 6.6% to 1000 127.900 ①②	[A1000+ ;L] - SEGOL [L] - SUMAG	SEGOL MAX FL60 SUMAG MAX FL130
SURUP 2C 6.6% to 2000 127.900 ①②	[A2000+ ;R] - KESAR - LEGOS [R] - KAKID [R] - SURUP	
Runway 19R		
AVPOP 2D 6.6% to 1000 127.900 ①②	[A1000+ ;L] - GUMAS [L] - AVPOP	GUMAS MAX FL60 AVPOP MAX FL130
BOKEV 2D 6.6% to 2000 127.900 ①②	[A2000+ ;R] - KESAR - LEGOS [L] - CC110 - BOKEV	CC110 MAX FL190

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.

Changes: New

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	
DOPID 2D 6.6% to 1000 127.900 ①②	[A1000+ ;L] - GUMAS [R] - CC108 [R] - DOPID	GUMAS MAX FL60
KAKID 2D 6.6% to 2000 127.900 ①②	[A2000+ ;R] - KESAR - LEGOS [R] - KAKID	
SUMAG 2D 6.6% to 1000 127.900 ①②	[A1000+ ;L] - SEGOL [L] - SUMAG	SEGOL MAX FL60 SUMAG MAX FL130
SURUP 2D 6.6% to 2000 127.900 ①②	[A2000+ ;R] - KESAR - LEGOS [R] - KAKID [R] - SURUP	

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.

Effective 25-MAY-2017

18-MAY-2017

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India **Kolkata** Netaji Subash Chandra Bose Intl

RNAV STARS RWYS 01L/R South

6-10

RNAV STARS RWYS 01L/R North

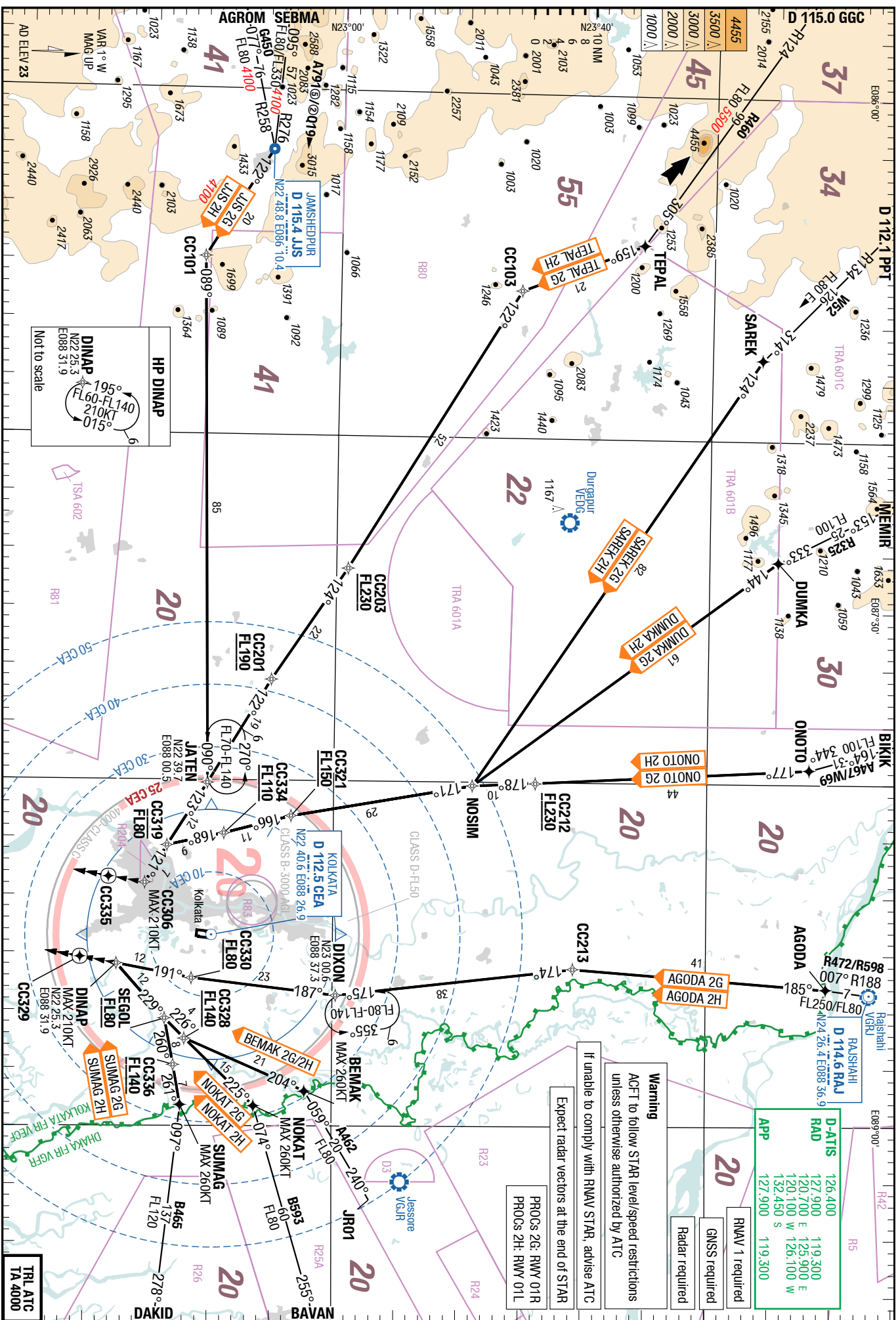
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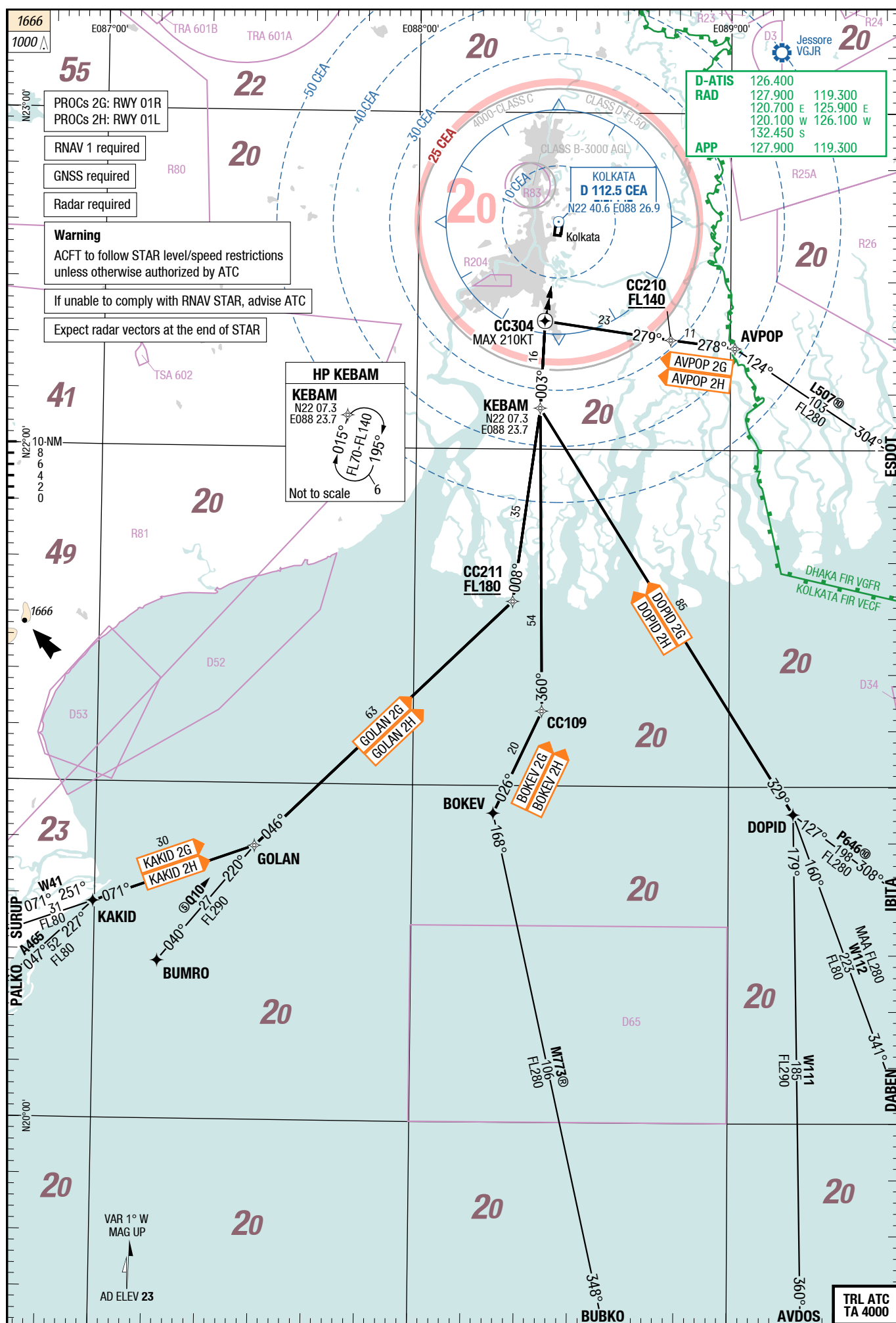
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Netaji Subash Chandra Bose Inti **Kolkata** India

RNAV STARS RWYs 01L/R South

RNAV STARS RWYS 01L/R North



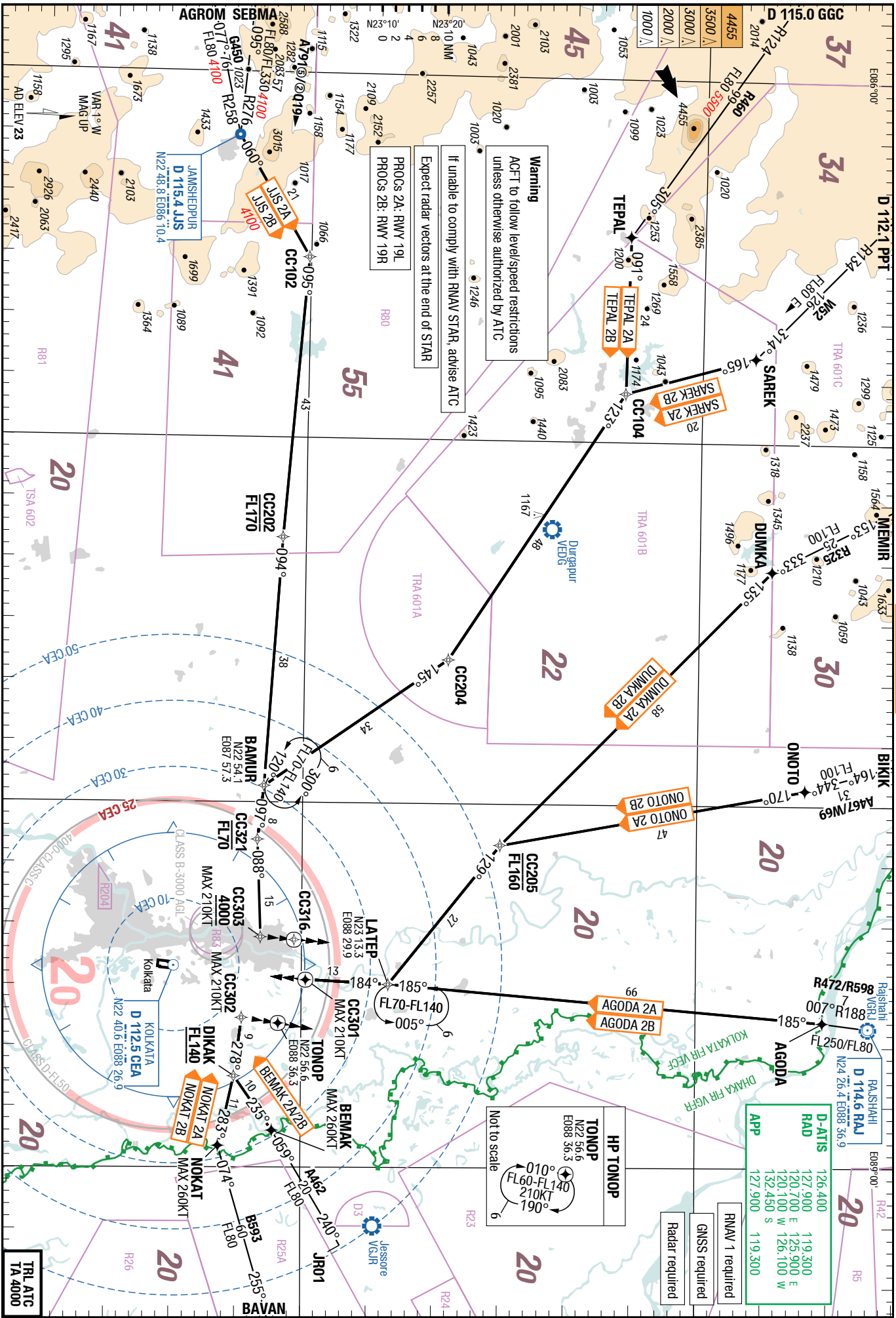


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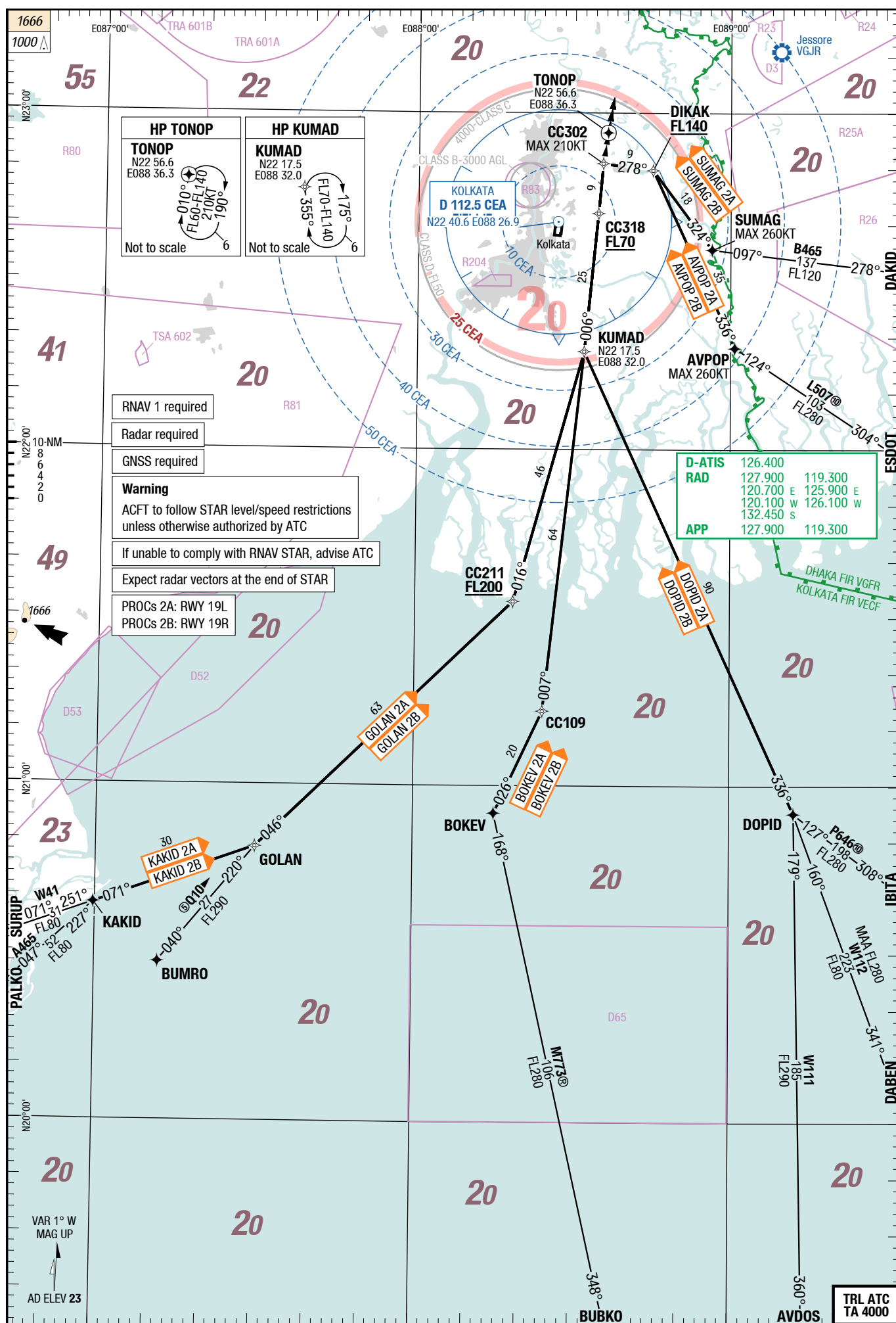
India Kolkata Netaji Subash Chandra Bose Intl
[RNAV STARS RWYS 19L/R South]
6-30 **RNAV STARS RWYS 19L/R North**

STAR
STAR

Netaji Subash Chandra Bose Intl Kolkata India
[RNAV STARS RWYS 19L/R South]
RNAV STARS RWYS 19L/R North



Changes: new



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18-MAY-2017

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ARRIVALS RWY 19L (ILS APCH)

6-50

ARRIVALS RWY 01R (ILS APCH)

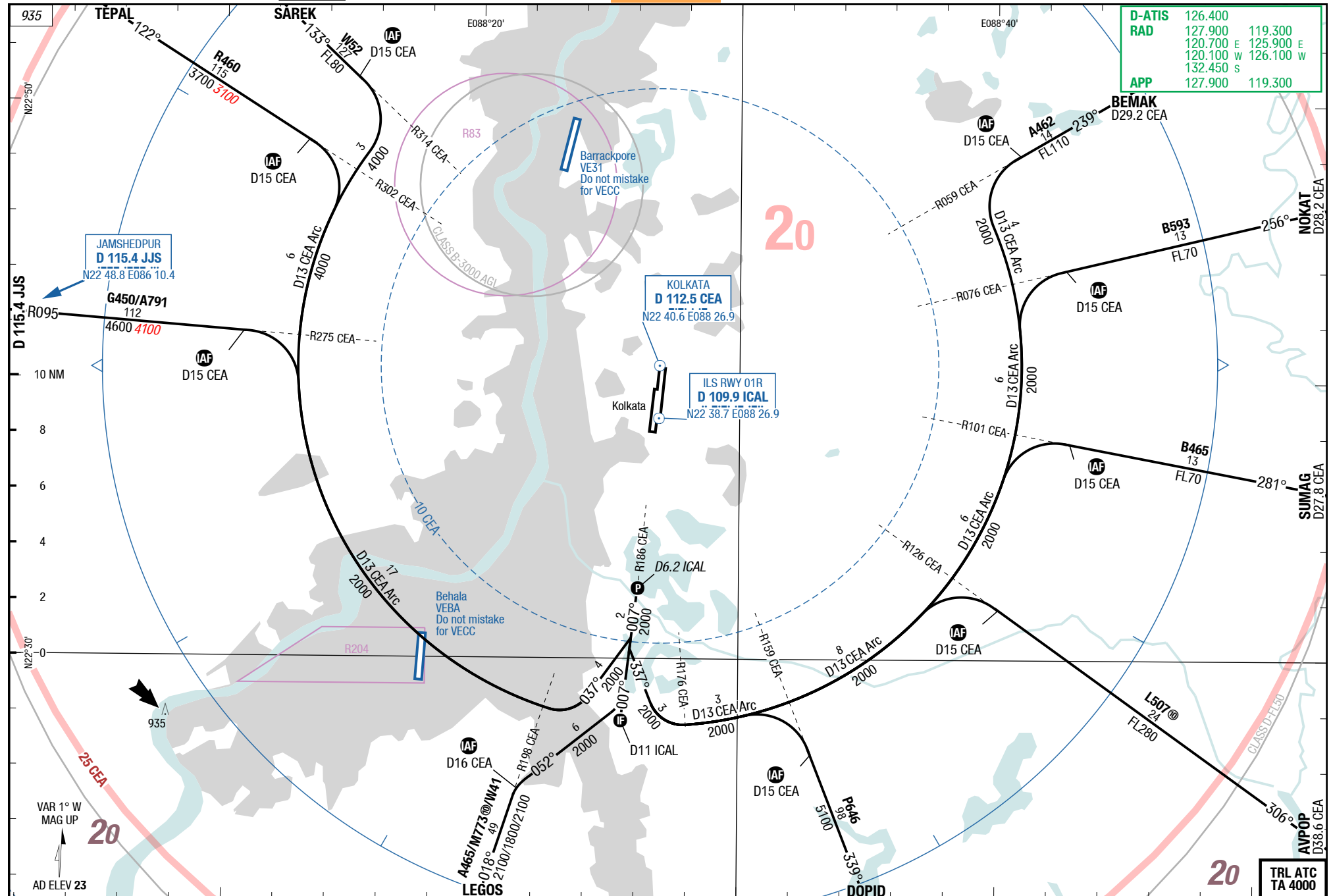
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STAR

Netaji Subash Chandra Bose Intl **Kolkata** India

ARRIVALS RWY 19L (ILS APCH)

ARRIVALS RWY 01R (ILS APCH)



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18-MAY-2017

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6-60

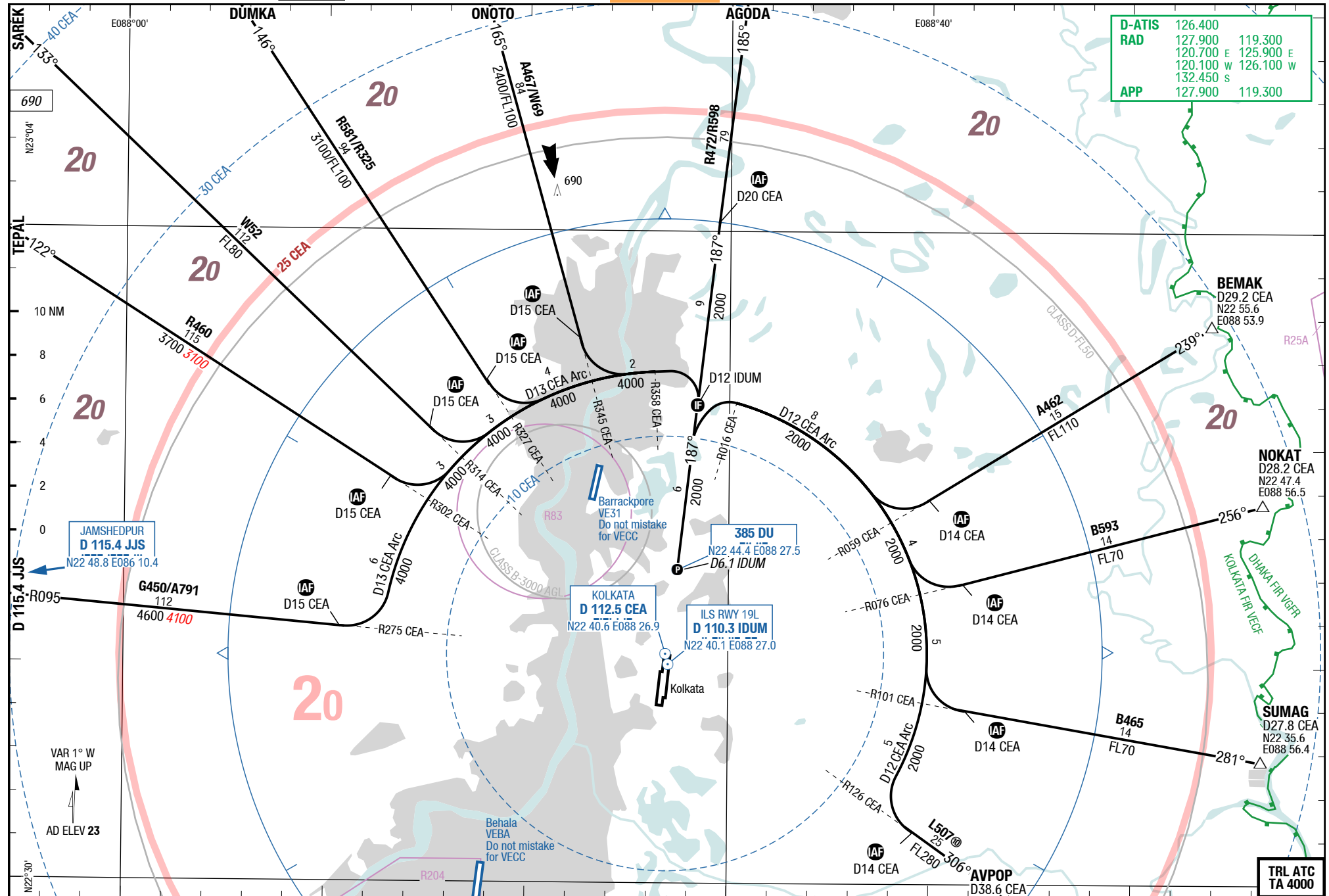
ARRIVALs RWY 19L (ILS APCH)

STAR

STAR

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ARRIVALs RWY 19L (ILS APCH)



Changes: Page Number

✓ LSY Standard (unitopww)

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CCU-VECC

ARRIVALs RWYs 01L/R (VOR APCH) >

6-70

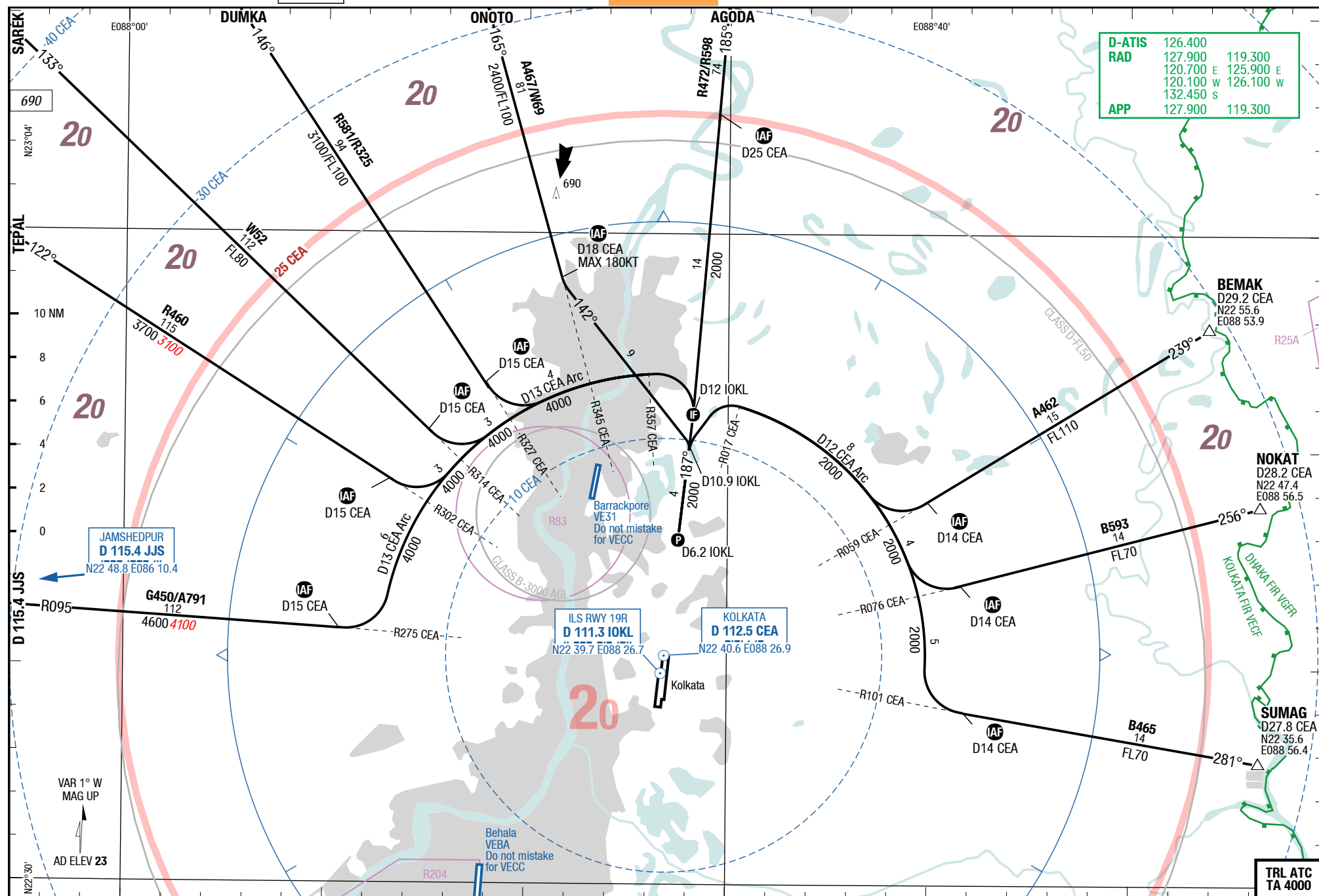
ARRIVALs RWY 19R (ILS APCH)

STAR

STAR

ARRIVALs RWYs 01L/R (VOR APCH) >

ARRIVALs RWY 19R (ILS APCH)



Changes: Page Number

✓ **LSY Standard (unitopww)**

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6-80

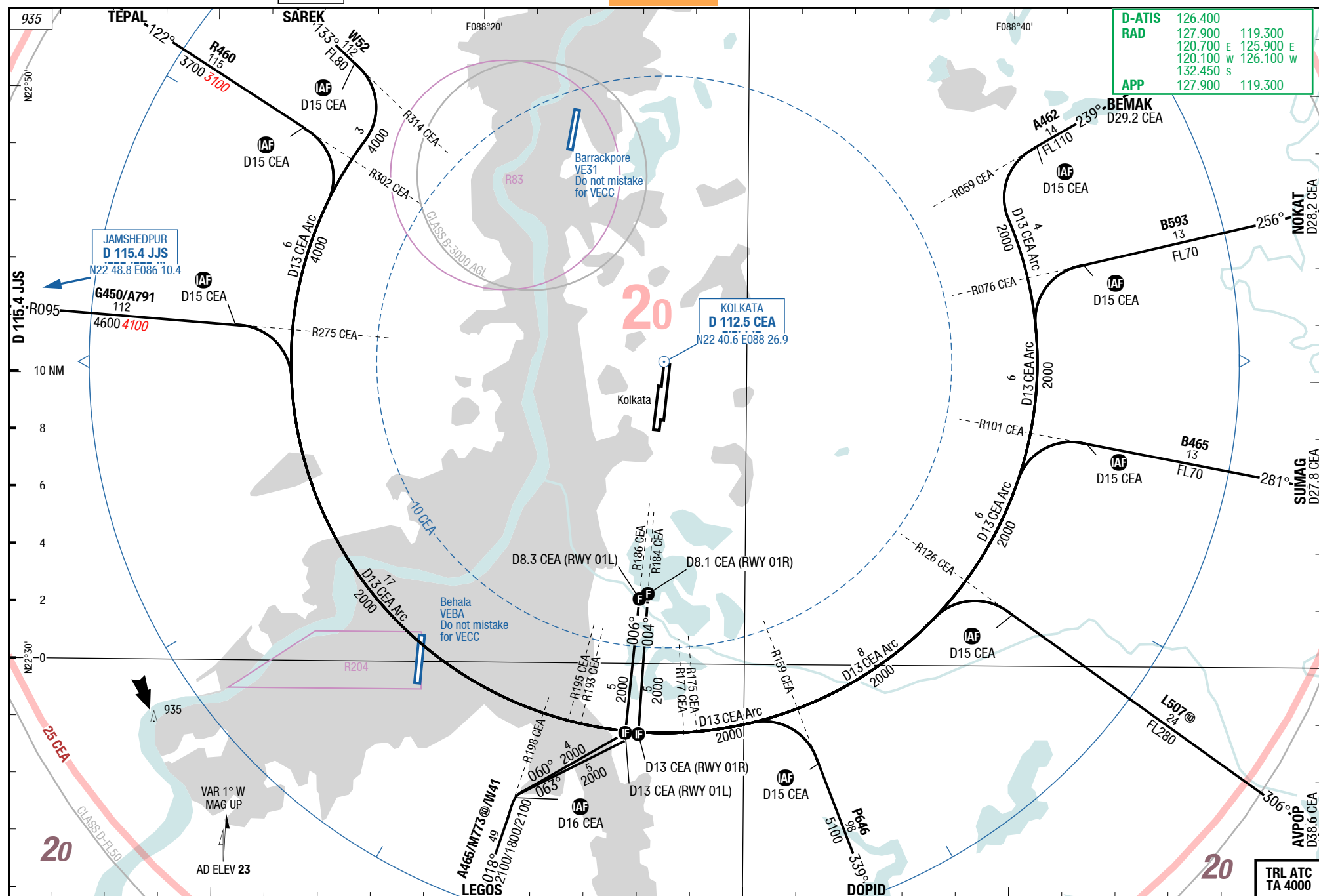
ARRIVALs RWYs 01L/R (VOR APCH)

STAR

STAR

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ARRIVALs RWYs 01L/R (VOR APCH)



Changes: Page Number

✓ **LSY Standard (unitopww)**

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(NIL)

6-90

ARRIVALs RWYs 19L/R (VOR APCH)

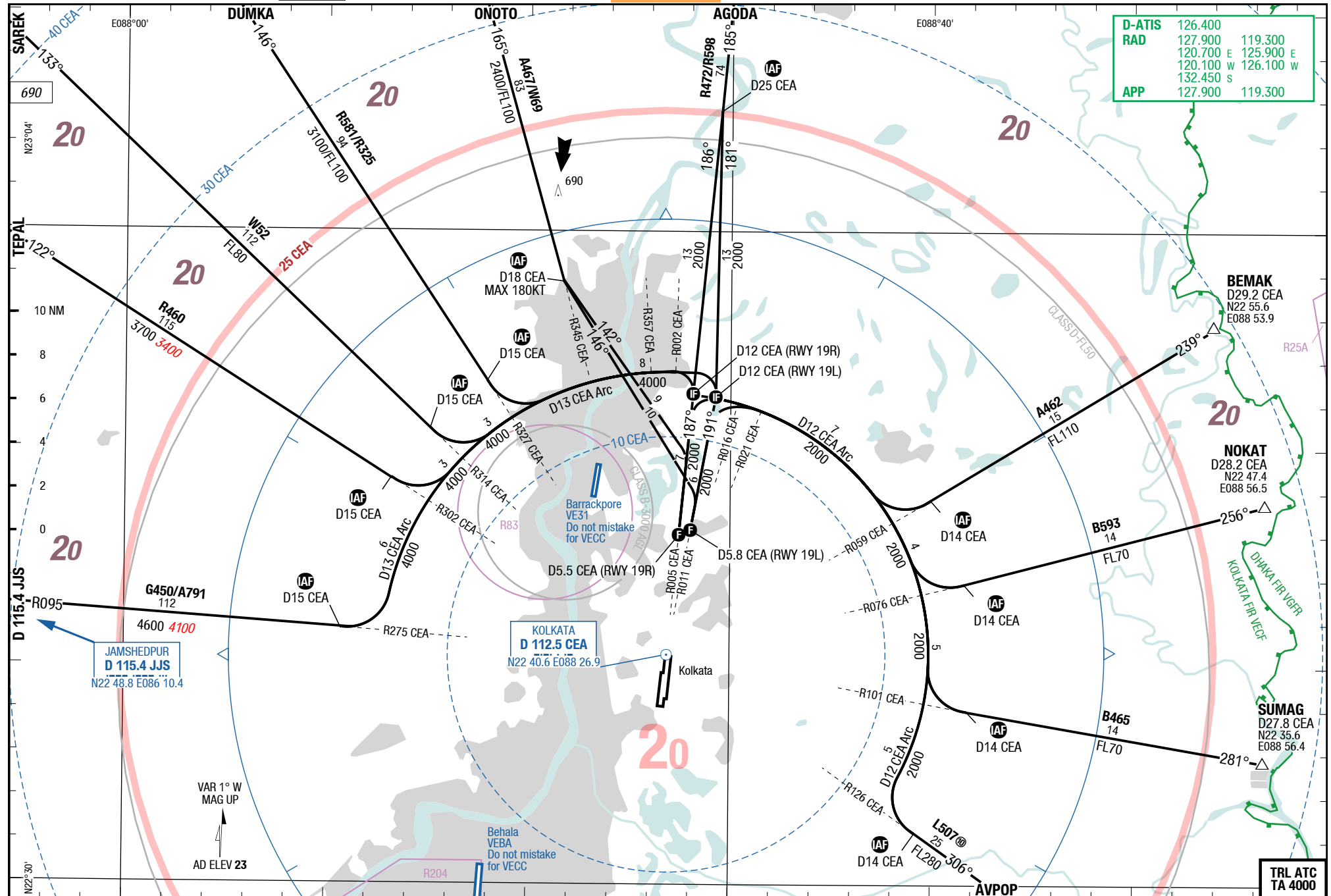
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STAR

Netaji Subash Chandra Bose Intl **Kolkata** India

(NIL)

ARRIVALs RWYs 19L/R (VOR APCH)



Changes: Page Number

✓ LSY Standard (unitopww)

Effective 10-NOV-2016

03-NOV-2016

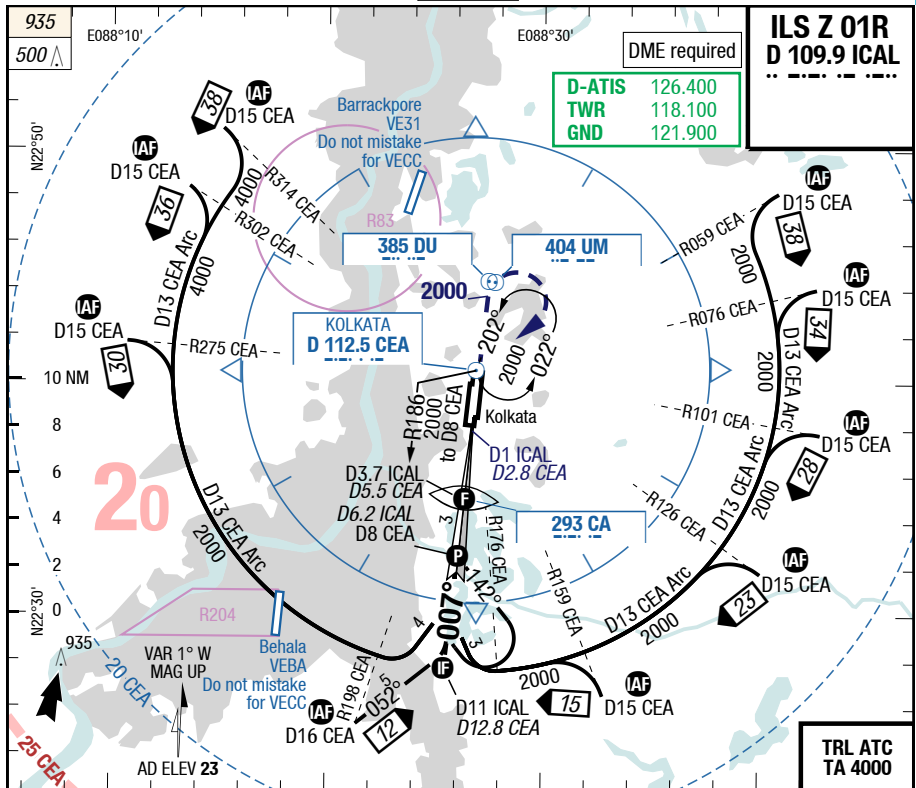
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7-10

India Kolkata Netaji Subhash Chandr

ILS Z 01R

IAC



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

Changes: MIN

LSY Standard (unitppww)

Effective 10-NOV-2016

03-NOV-2016

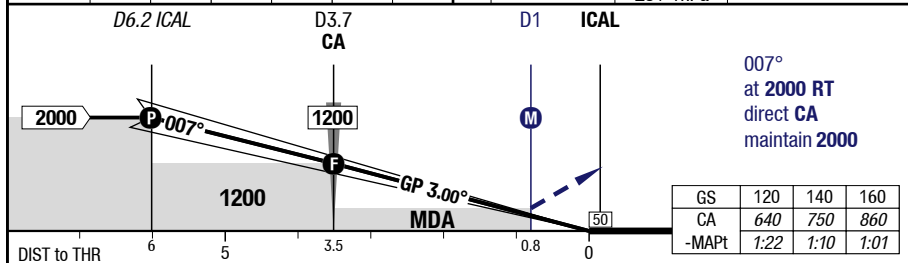
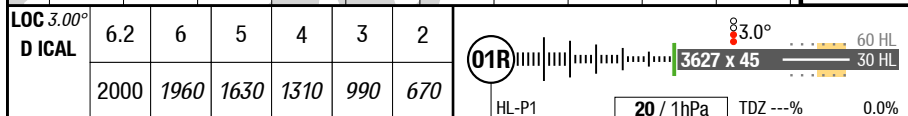
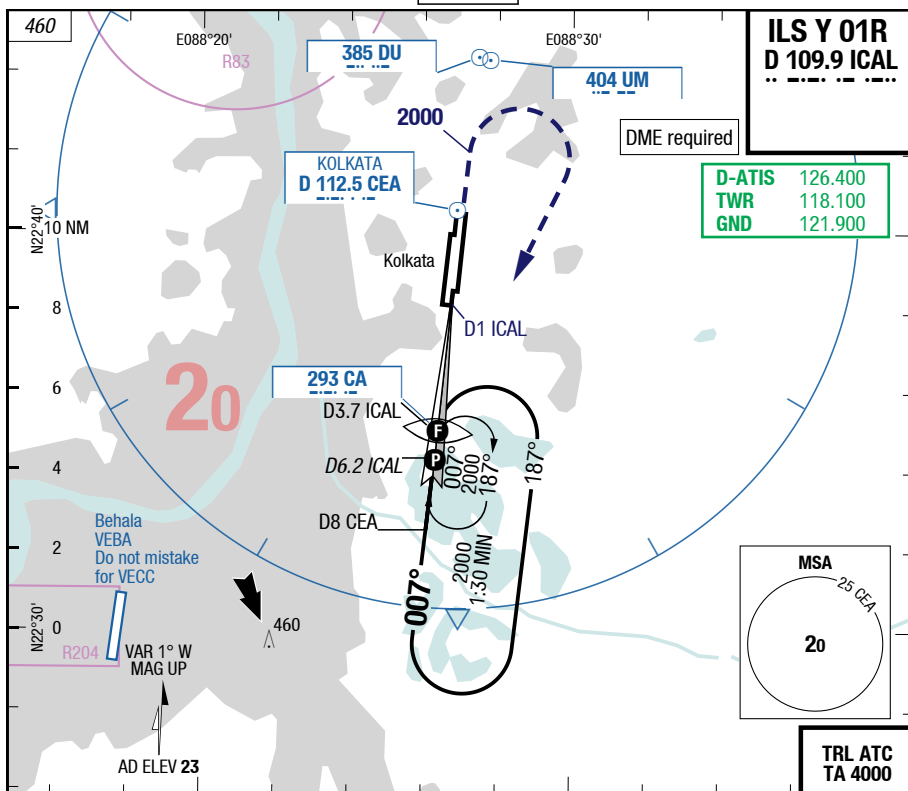
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IAC

7-20

ILS Y 01R



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

Changes: MIN

LSY Standard (unitppww)

Effective 10-NOV-2016

03-NOV-2016

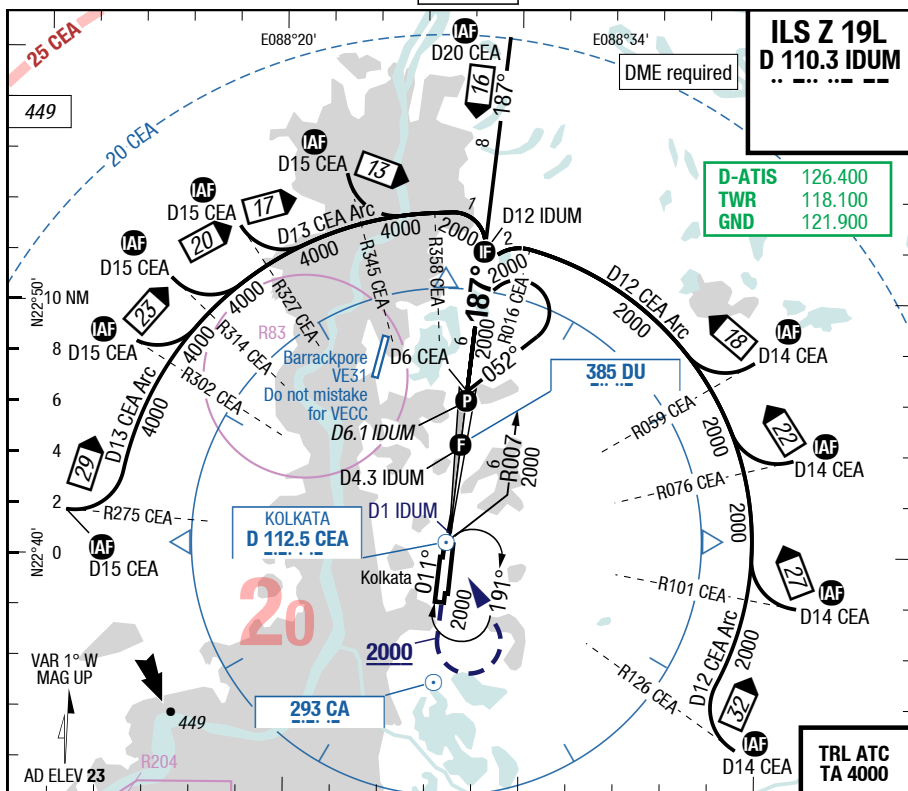
CCU-VECC

India Kolkata Netaji Subhash Chandr

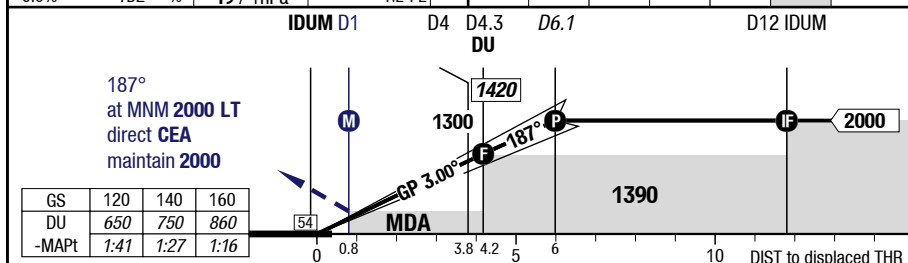
IAC

7-30

ILS Z 19L



60 HL	45 x 3200	427	19L	2	3	5	6	6.1	LOC 3.04°
30 HL				670	990	1630	1960	2000	D IDUM
0.0%	TDZ ---%	3.0°	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

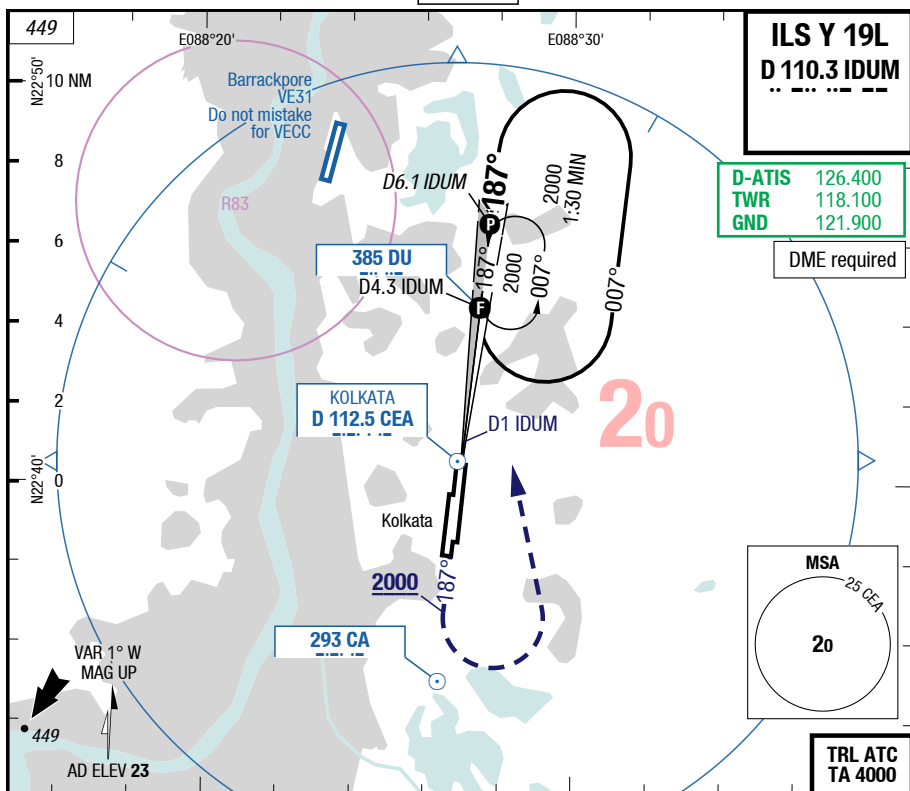
1) With EVS 350m
2) If not conducting autoland RVR 350m required

Changes: MIN, OM, Editorial

✓ LSY Standard (unitopww)

7-40

ILS Y 19L



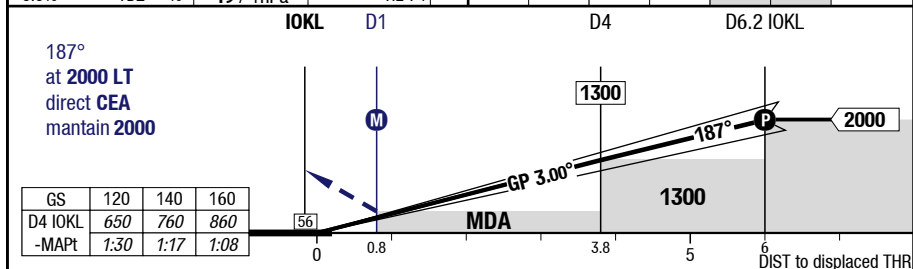
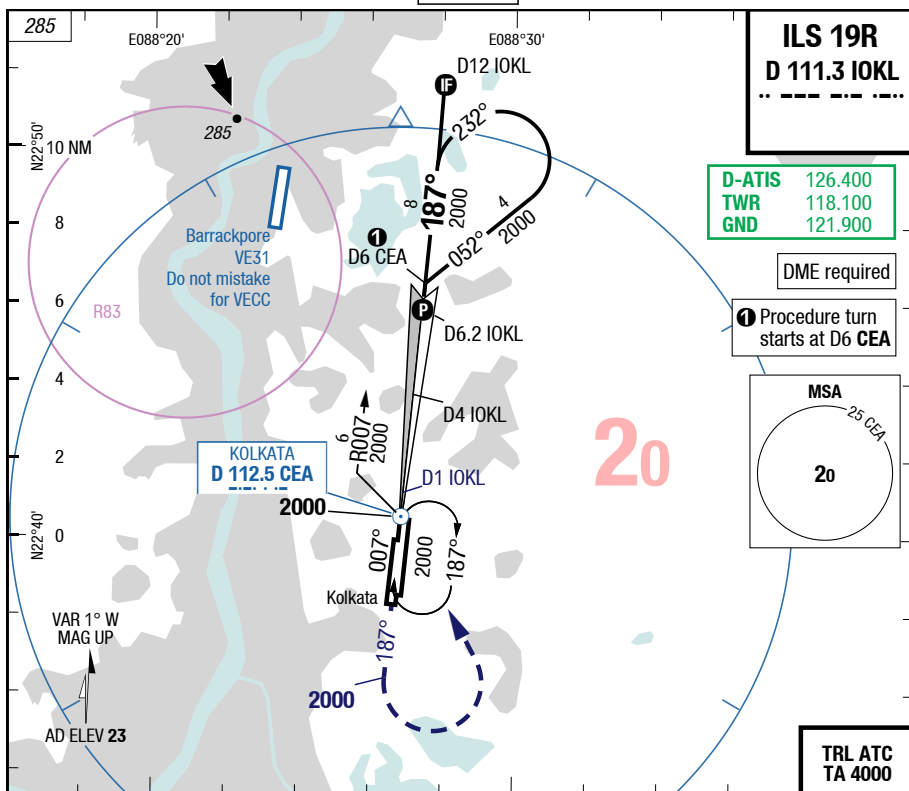
19L		Cat 2 DME	Cat 1 DME ¹⁾	LOC DME	SRA	Circling	
C	ft - m/km ft	100 - 300R 100 RA	230 - 550 250	400 - 1.1 420	640 - 2.2 660	800 - 2.4V 820	
D	ft - m/km ft	100 - 300R 100 RA ²⁾	230 - 550 250	400 - 1.1 420	640 - 2.2 660	800 - 3.6V 820	

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

Changes: MIN, OM, Editorial

7-50

ILS 19R



19R		Cat 1 DME 1)	LOC DME				Circling
C	ft - m/km ft	240 - 550 260	420 - 1.2 430				800 - 2.4V 820
D	ft - m/km ft	240 - 550 260	420 - 1.2 430				800 - 3.6V 820

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

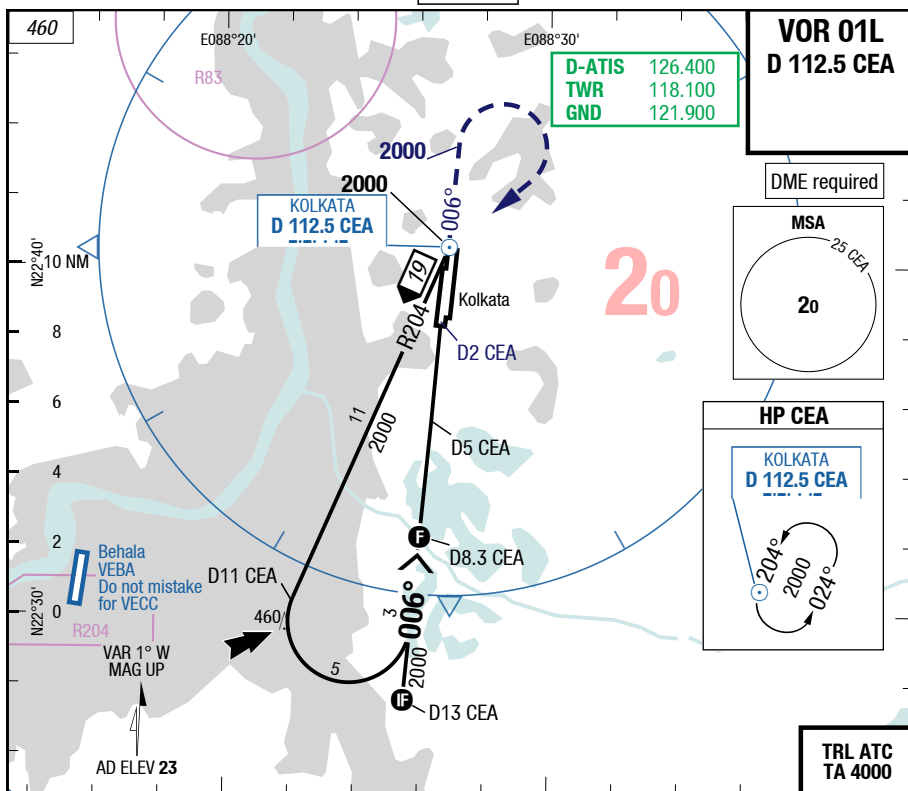
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7-60

VOR 01L



3.00° D CEA 006° RWY 007°	8.3	8	7	6	4	01L HL-S	83.0° 60 HL 431 2839 x 45 420 THR 20 (1hPa) / TDZ 20 (---%) 0.0%												
D8.3 CEA							D5	D2	CEA										
							006° at 2000 RT direct CEA maintain 2000 <table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td>D5 CEA</td><td>640</td><td>750</td><td>850</td></tr><tr><td>-MAPt</td><td>1:25</td><td>1:13</td><td>1:04</td></tr></table>	GS	120	140	160	D5 CEA	640	750	850	-MAPt	1:25	1:13	1:04
GS	120	140	160																
D5 CEA	640	750	850																
-MAPt	1:25	1:13	1:04																
DIST to THR																			
01L		VOR DME					Circling												
C	ft - m/km ft	420 - 1.5 440					800 - 2.4V 820												
D	ft - m/km ft	420 - 1.5 440					800 - 3.6V 820												

Changes: MIN

Effective 10-NOV-2016

03-NOV-2016

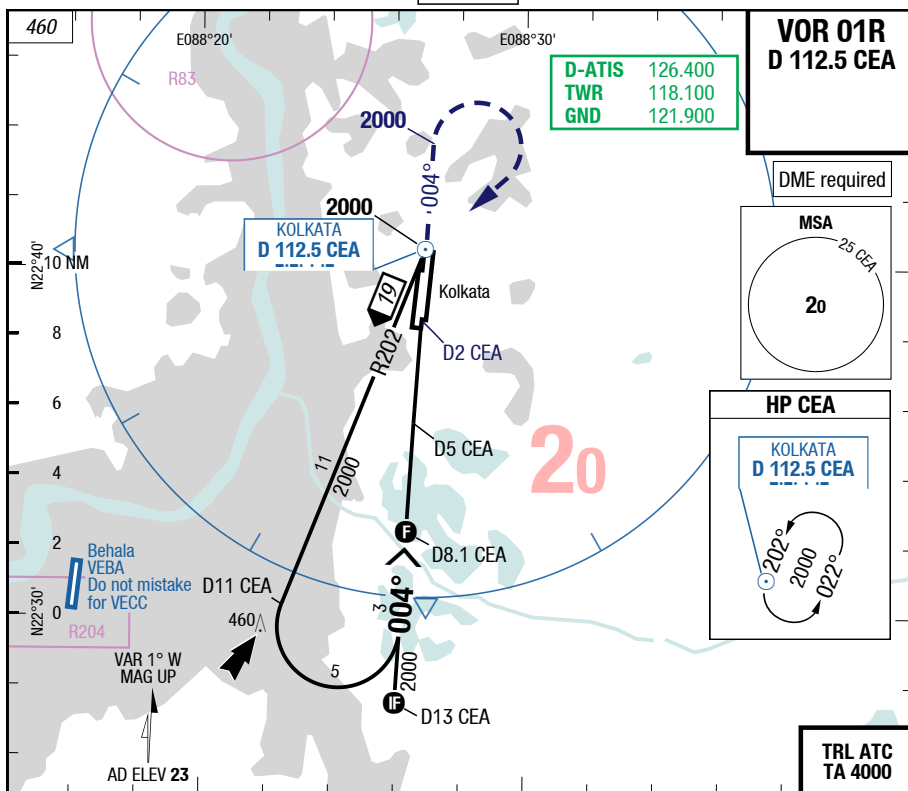
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7-70

VOR 01R



D8.1 CEA					D5					D2					CEA				
2000					1020					M					004° at 2000 RT direct CEA maintain 2000				
6.1					5					3					MDA				
DIST TO THR																			
01R					VOR DME										Circling				
C	ft - m/km		420 - 1.2												800 - 2.4V				
	ft		440												820				
D	ft - m/km		420 - 1.2												800 - 3.6V				
	ft		440												820				

Changes: MIN

LSY Standard (unitppww)

Effective 10-NOV-2016

03-NOV-2016

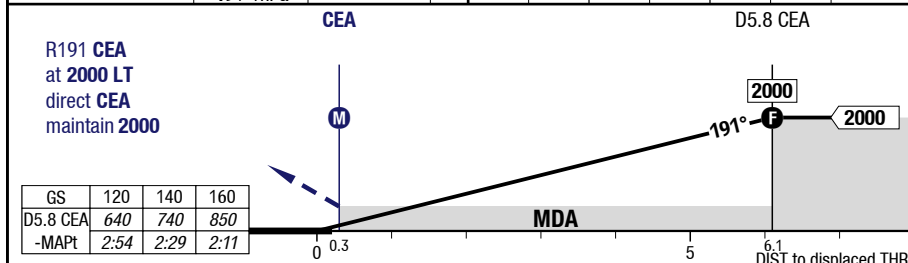
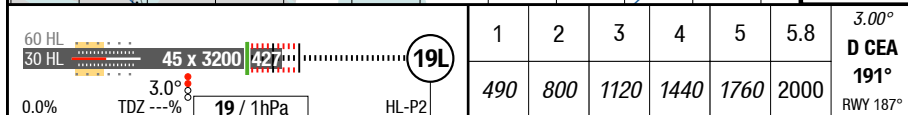
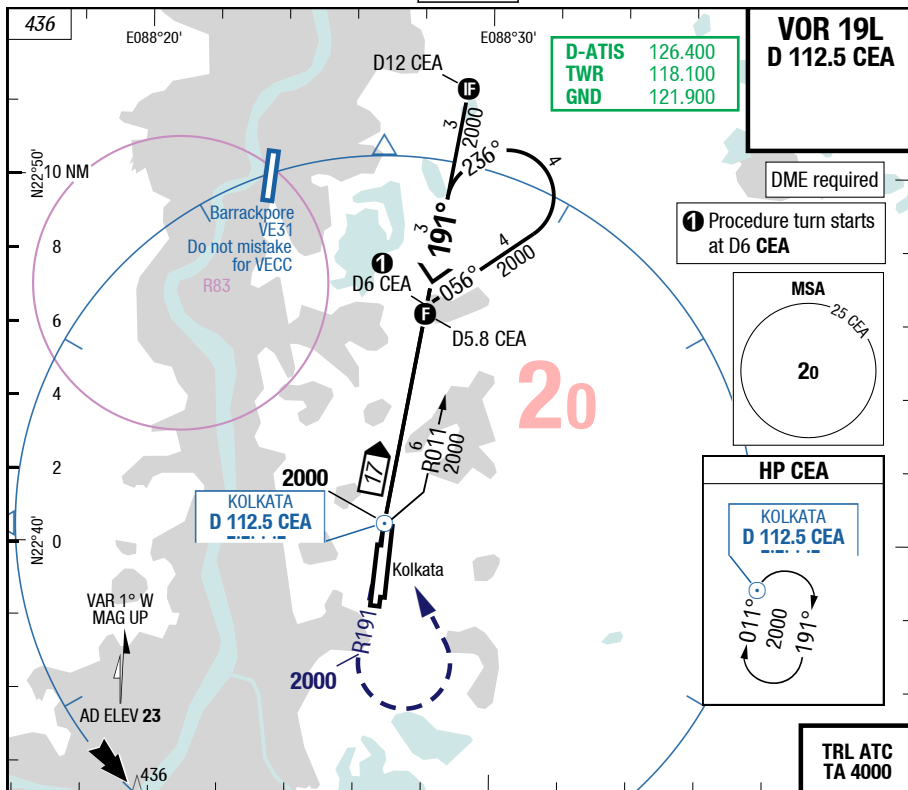
CCU-VECC

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IAC

7-80

VOR 19L



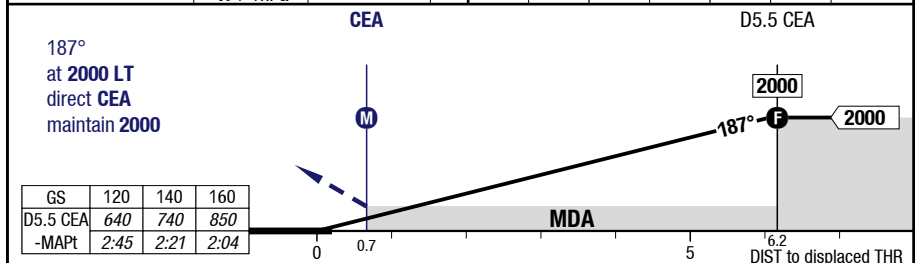
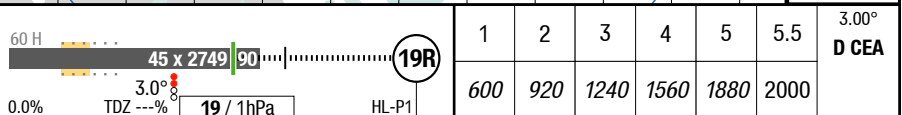
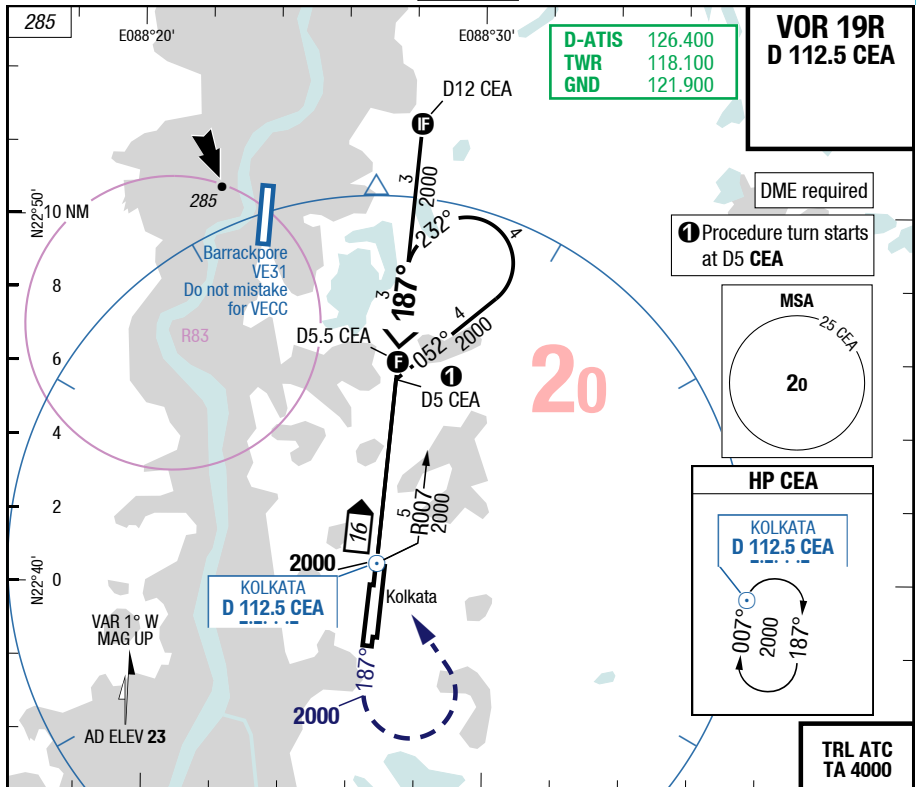
19L		VOR DME		Circling	
C	ft - m/km ft	420 - 1.2 440		800 - 2.4V 820	
D	ft - m/km ft	420 - 1.2 440		800 - 3.6V 820	

Changes: MIN

✓ **LSY Standard (unitppww)**

7-90

VOR 19R



19R		VOR DME		Circling	
C	ft - m/km ft	430 - 1.3 440		800 - 2.4V 820	
D	ft - m/km ft	430 - 1.3 440		800 - 3.6V 820	

Changes: MIN