

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 RVR is below 550m.

Follow-me mandatory.

Lane change from L1 to L3 and vice versa prohibited.

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

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 to exercise caution and use MNM PWR at INT L2 and TWY A4, H.

Marshaller is AVBL.

Advance Visual Guidance System (AVDGS) AVBL at stands: 2, 3, 5, 6, 8, 9, 11-20, 22.

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.

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.

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

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**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 to exercise caution and use MNM PWR at INT L2 and TWY A4, H.

Marshaller is AVBL.

Advance Visual Guidance System (AVDGS) AVBL at stands: 2, 3, 5, 6, 8, 9, 11-20, 22.

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.

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.

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

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

Taxi Routes	ACFT Position	Jet Blast Prone Area
ACFT entering APN via TWY D for stand no. 5	Taxiing-in	Stands: 86, 85, 84
ACFT entering APN via TWY H and turning on to L1, 2 or 3	Taxiing-in	Stands: 63, 64, 65
ACFT entering APN via TWY H for stand 34, 37	Taxiing-in	Stands: 66, 67, 68
ACFT exiting APN via TWY D	Taxiing-out	Stands: 12, 11, 10, 9, 8, 7
ACFT exiting APN via TWY H	Taxiing-out	Stands: 29, 30, 31, 32, 33, 34, 35, 36, 37, 38

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 EKVOG 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**

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

Remaining LDG DIST beyond GP is 3668m / 12035ft.

RWY 27

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

Remaining LDG DIST beyond GP is 3668m / 12035ft.

DEPARTURE**Take-off Minima**

RWY		09/27		
All ACFT	ft - m/km	0 - 400R/400V	HJ only	For conditions check CRAR India
		0 - 800R/800V	HN	

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.

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

ACFT on stand 7-9 to push-back abeam stand 5 facing west irrespective of the RWY in use for ACFT to taxi via TWY B, except where alternate instructions are given by ATC.

All ACFT from stand 33-38 and 59-65 to push-back facing east irrespective of RWY in use, except where alternate instructions are given by ATC due to traffic reason.

De-Icing

Not AVBL.

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**

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

Remaining LDG DIST beyond GP is 3668m / 12035ft.

RWY 27

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

Remaining LDG DIST beyond GP is 3668m / 12035ft.

DEPARTURE

Take-off Minima

RWY		09/27	
All ACFT	ft - m/km	0 - 400R/400V	-

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.

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

ACFT on stand 7-9 to push-back abeam stand 5 facing west irrespective of the RWY in use for ACFT to taxi via TWY B, except where alternate instructions are given by ATC.

All ACFT from stand 33-38 and 59-65 to push-back facing east irrespective of RWY in use, except where alternate instructions are given by ATC due to traffic reason.

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	-

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.

AGC
AFC



24-AUG-2017
BLR-VOBL

India **Bengaluru** Kempegowda Intl

AGC

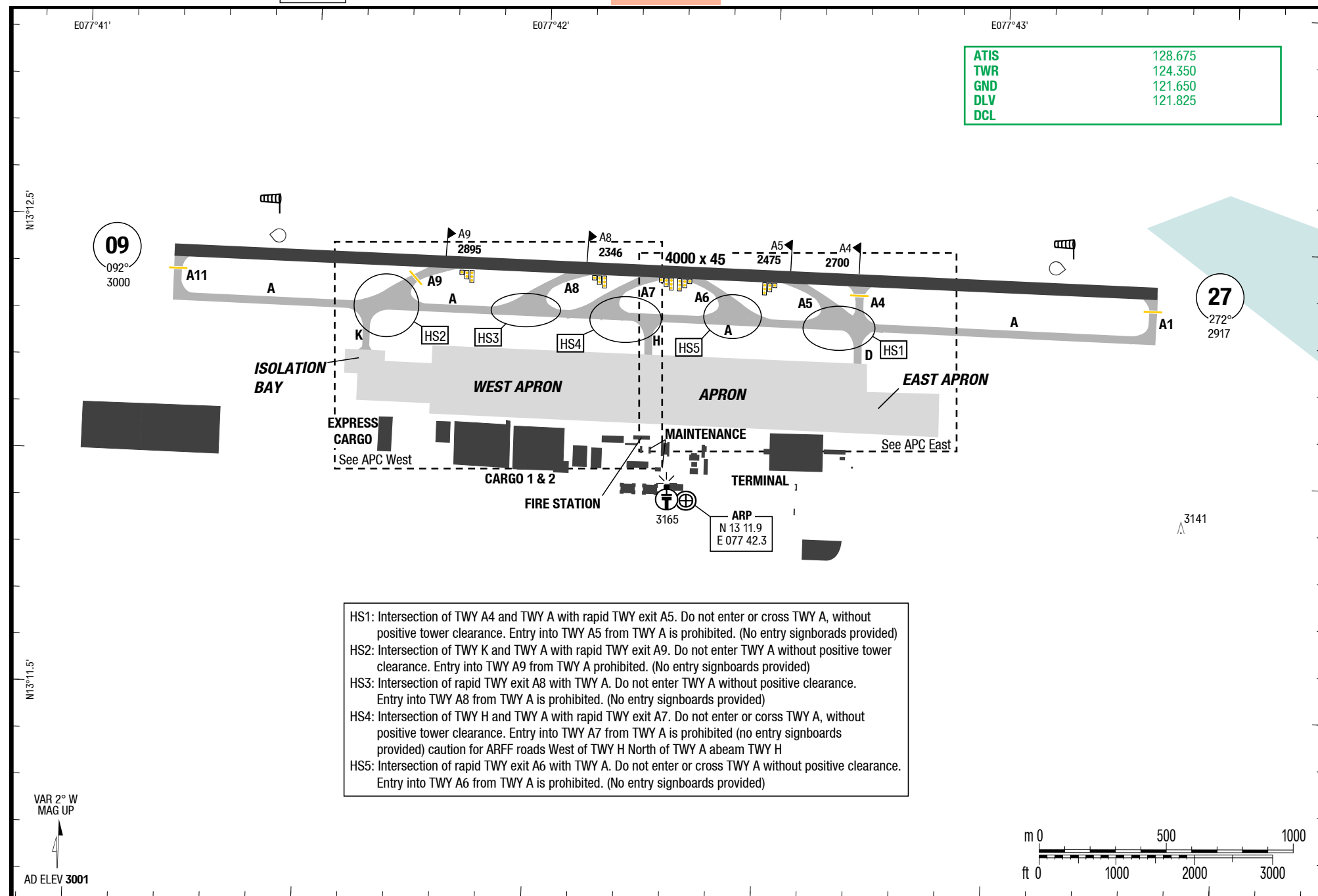
AGC

AGC

Kempegowda Intl **Bengaluru** India

AGC

3-20



Changes: Note

24-AUG-2017
BLR-VOBL

India **Bengaluru** Kempegowda Intl

APC West

APC East

APC

APC

Kempegowda Intl **Bengaluru** India

APC West

APC East

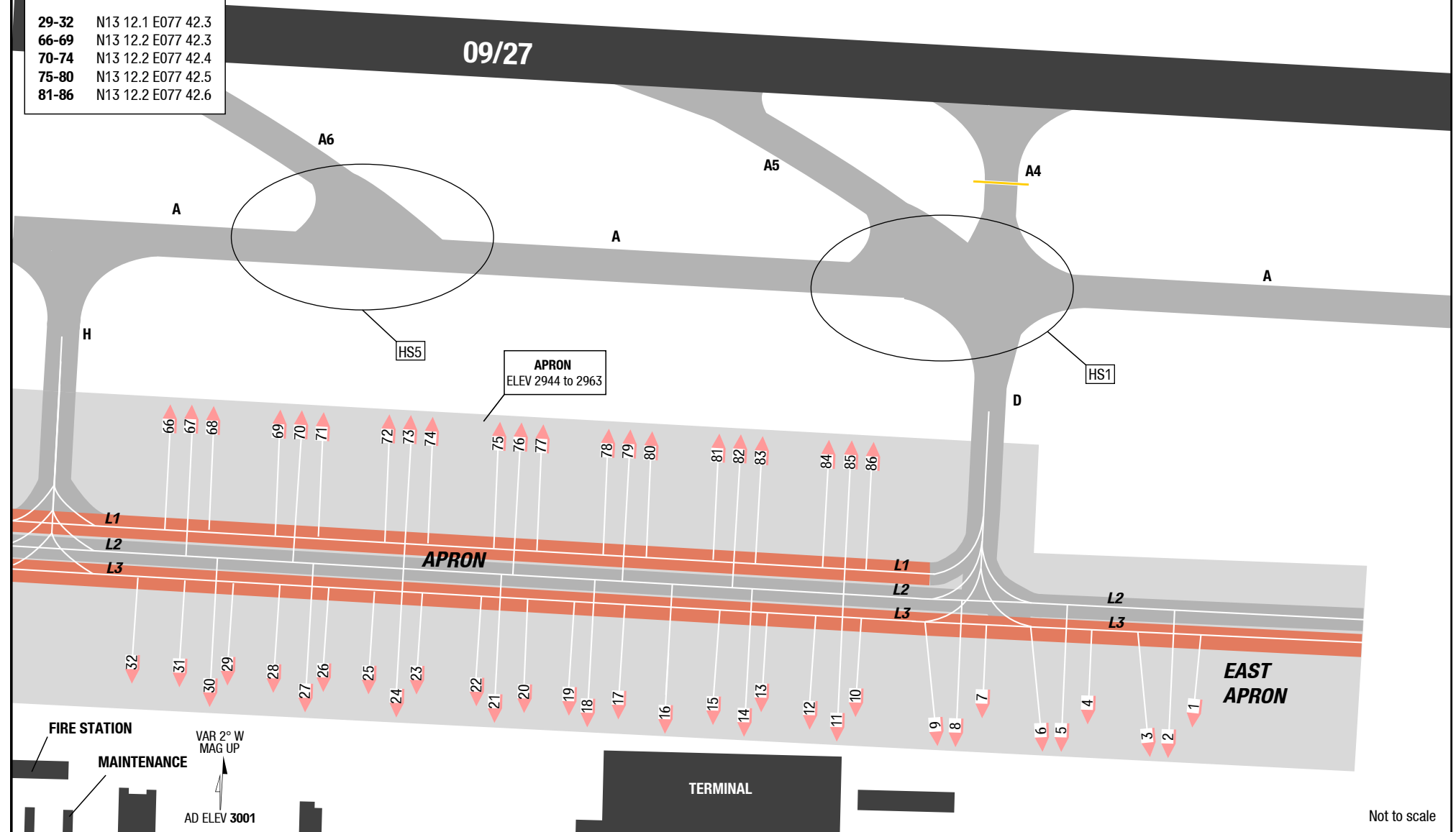
3-30

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: Note

Not to scale

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24-AUG-2017
BLR-VOBL

India **Bengaluru** Kempegowda Intl

APC

APC

Kempegowda Intl **Bengaluru** India

3-40

APC West

APC West

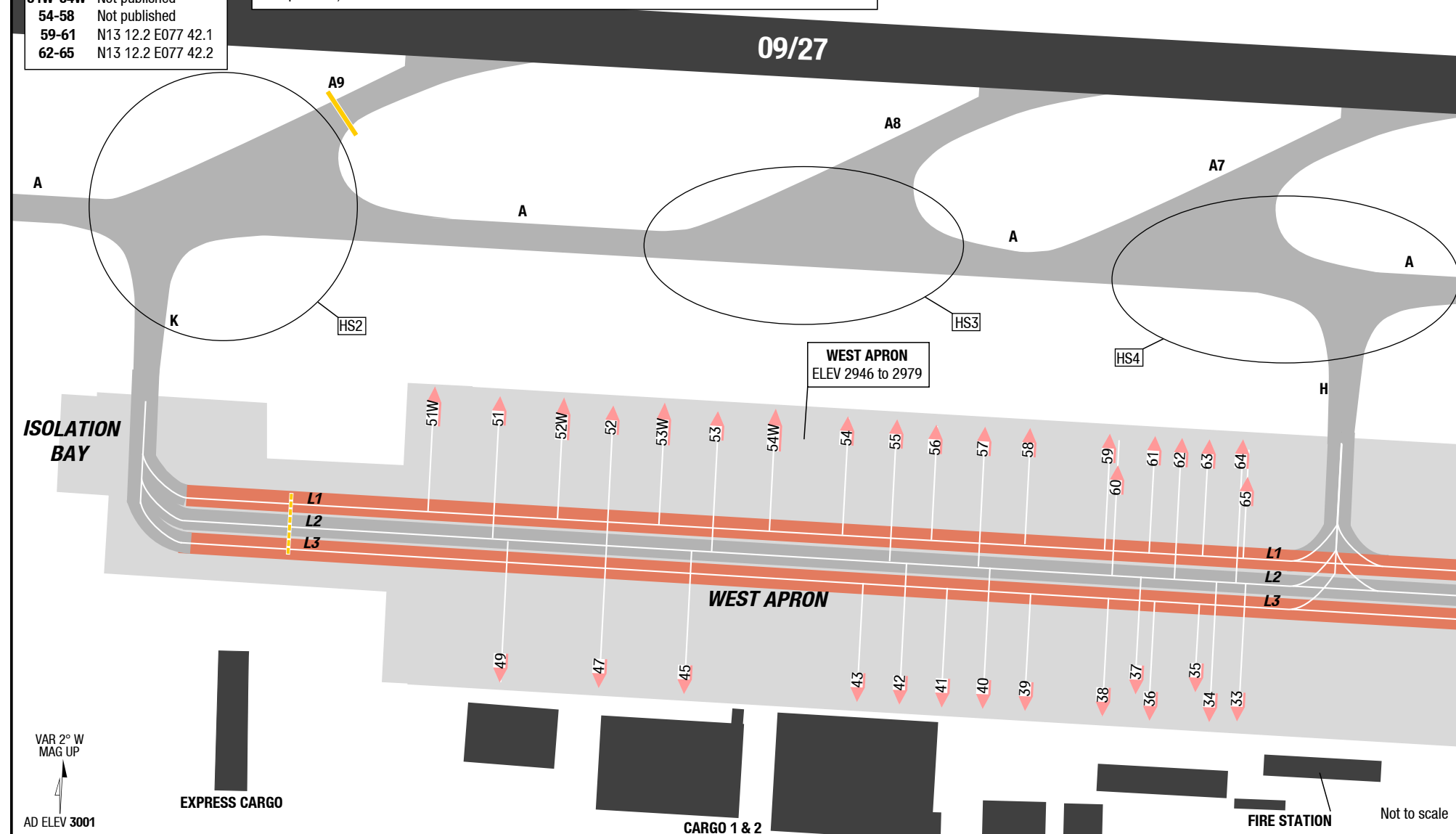
COORDINATES

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

51W-54W Not published
54-58 Not published
59-61 N13 12.2 E077 42.1
62-65 N13 12.2 E077 42.2

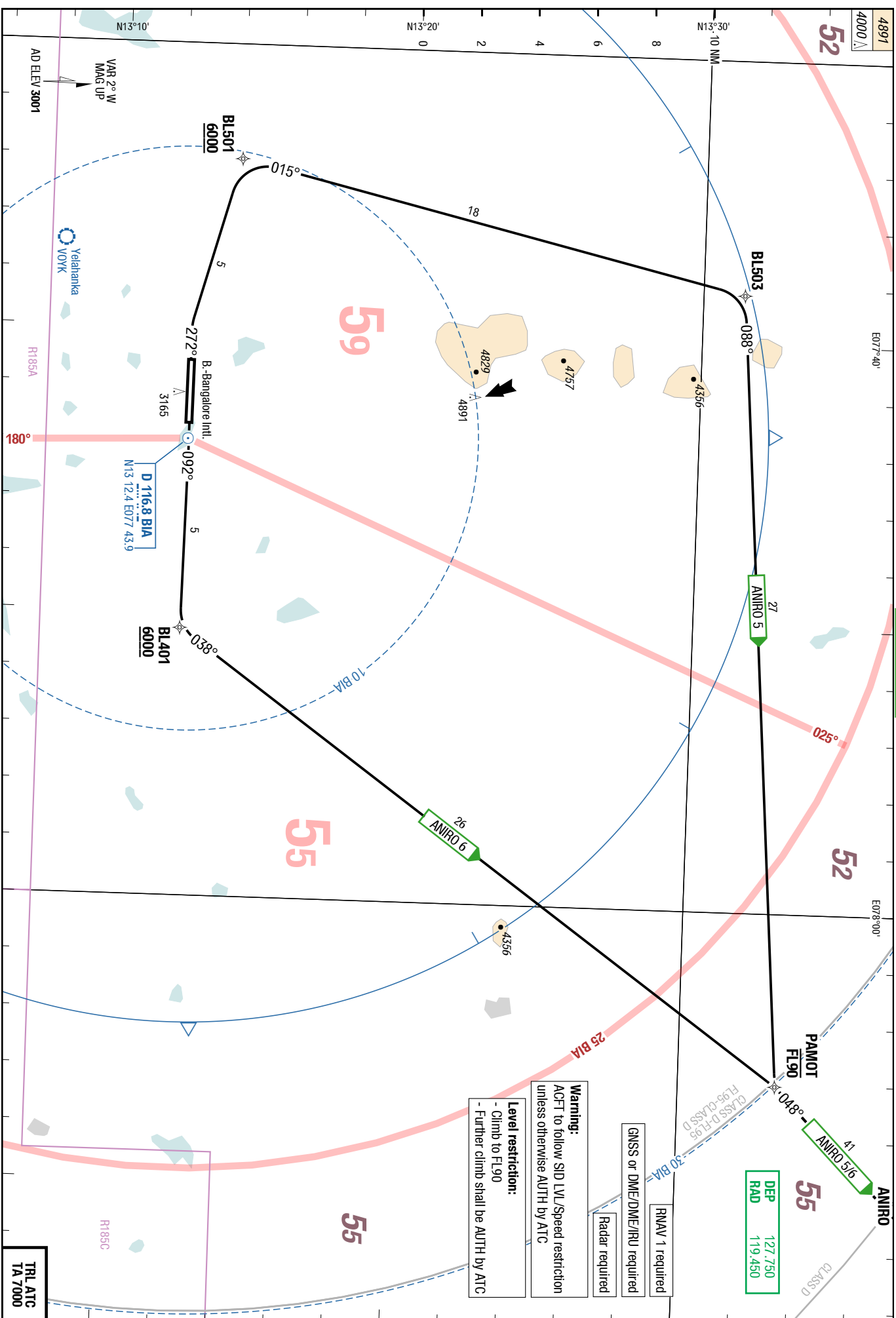
HS2: Intersection of TWY K and TWY A with rapid TWY exit A9. Do not enter TWY A without positive tower clearance. Entry into TWY A9 from TWY A prohibited. (No entry signboards provided)
HS3: Intersection of rapid TWY exit A8 with TWY A. Do not enter TWY A without positive clearance. Entry into TWY A8 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: Nil

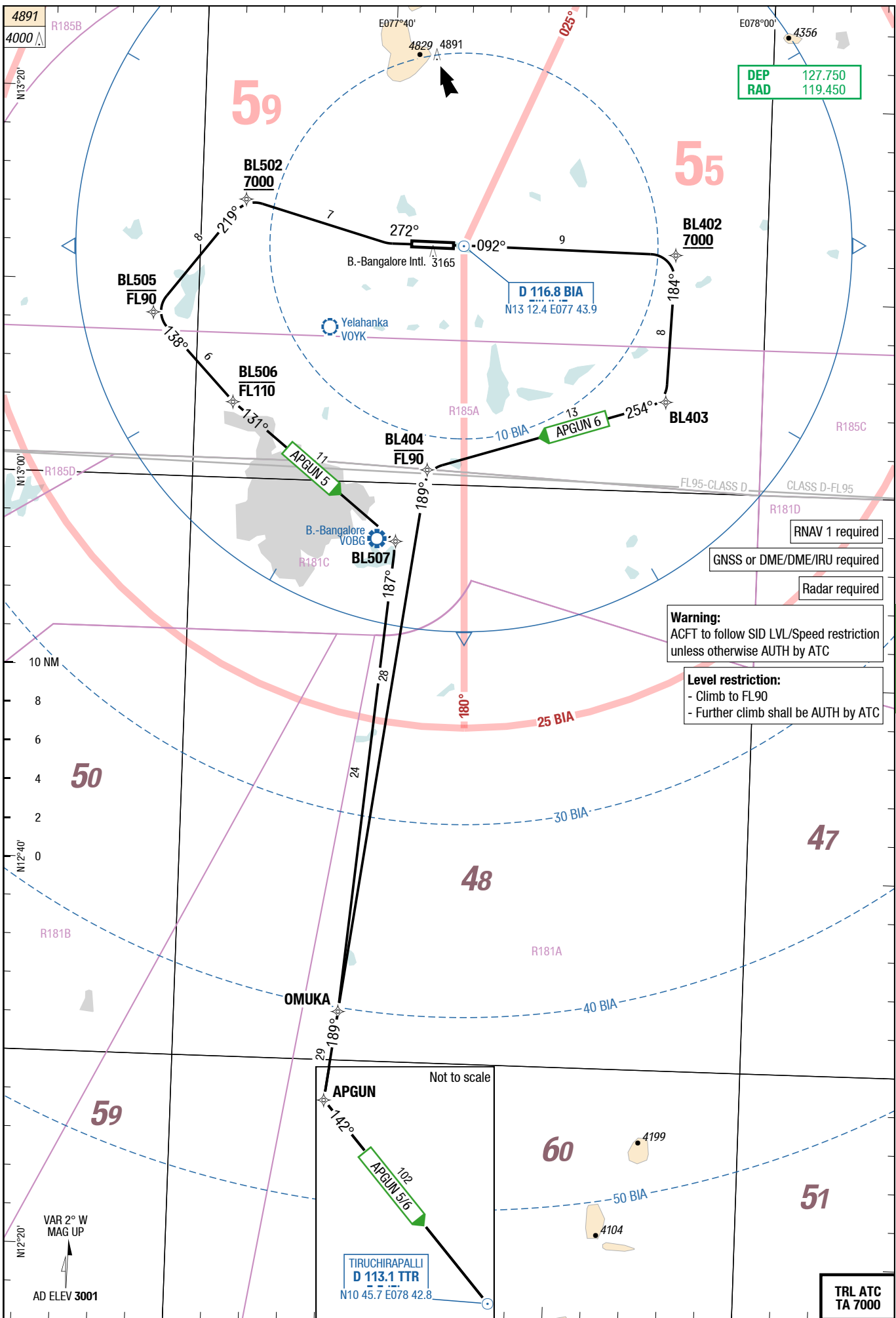
Kempegowda Intl Bengaluru India
 RNAY SIDS ARGUN 5/6
RNAV SIDS ANIRO 5/6



23-OCT-2014
BLR-VOBL

India Bengaluru Kempegowda Intl
4-20 RNAV SIDS APGUN 5/6

SID
SID
Kempegowda Intl Bengaluru India
RNAV SIDS APGUN 5/6



Changes: AD Name

23-OCT-2014

BLR-VOBL

India **Bengaluru** Kempegowda Intl

RNAV SIDs LATID 5/6

4-30

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

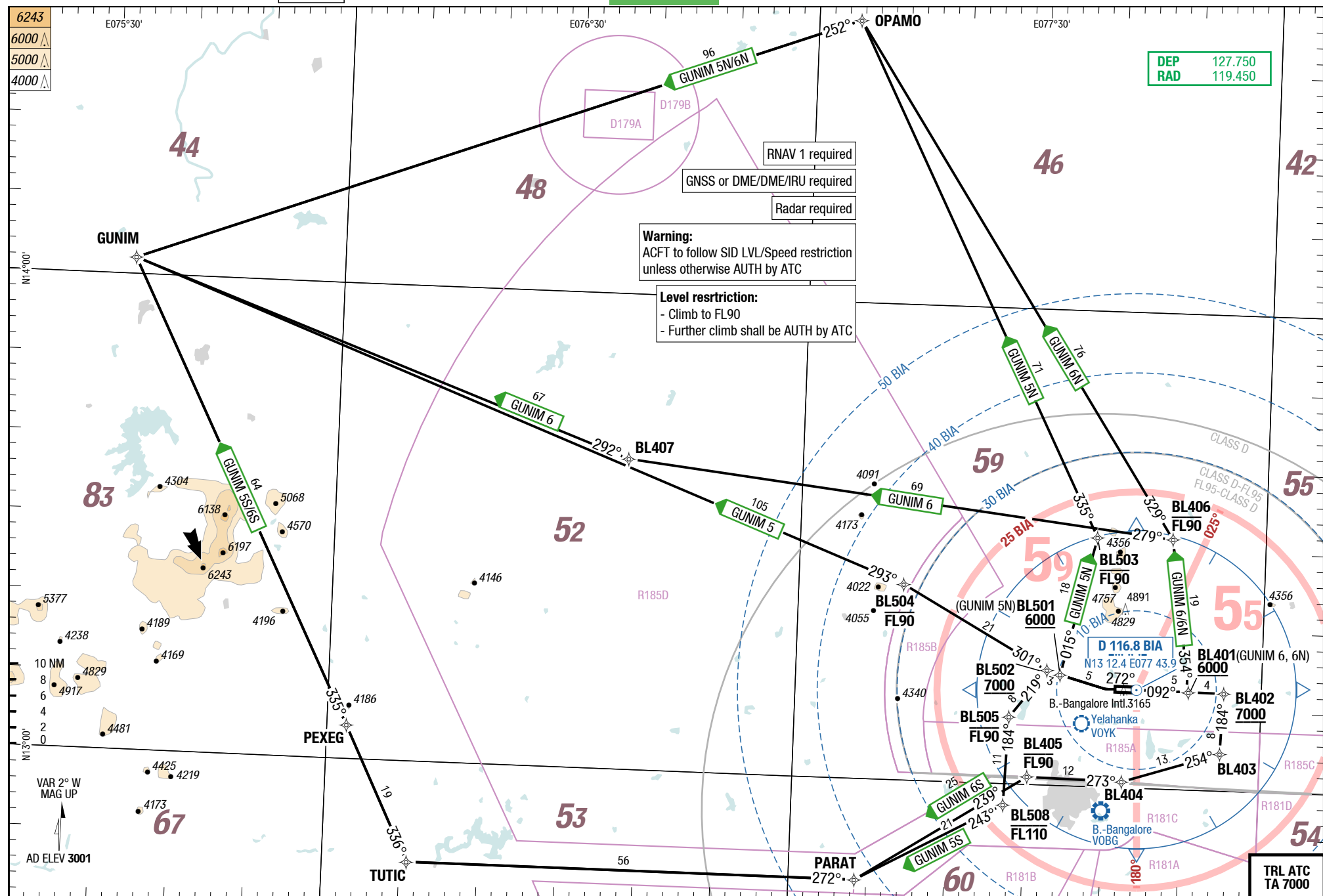
SID

SID

Kempegowda Intl **Bengaluru** India

RNAV SIDs LATID 5/6

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



Changes: AD Name

✓ LSY Standard (unitopww)

BLR-VOBL

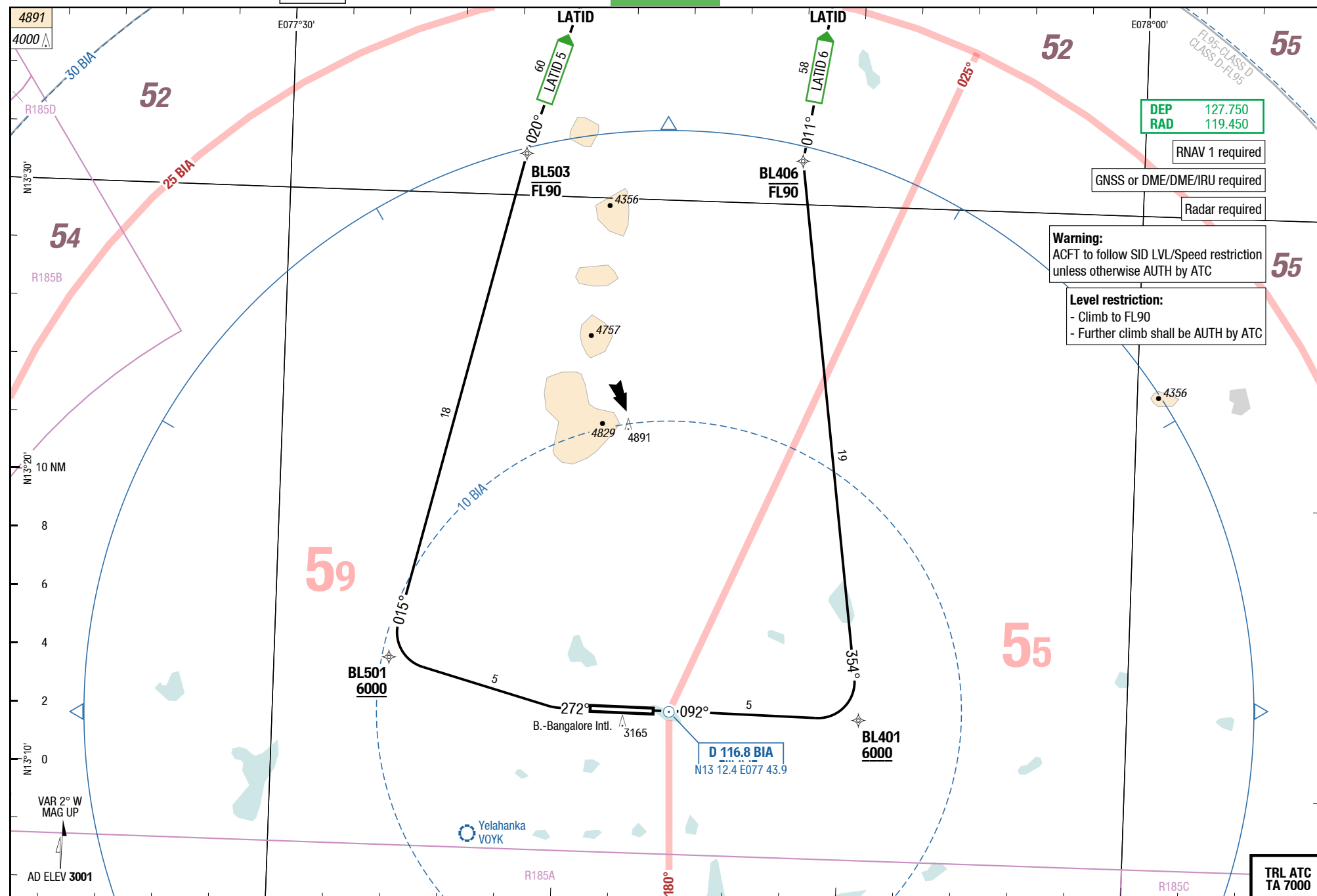
4-40

RNAV SIDs LATID 5/6

SID

SID

RNAV SIDs LATID 5/6



Changes: AD Name

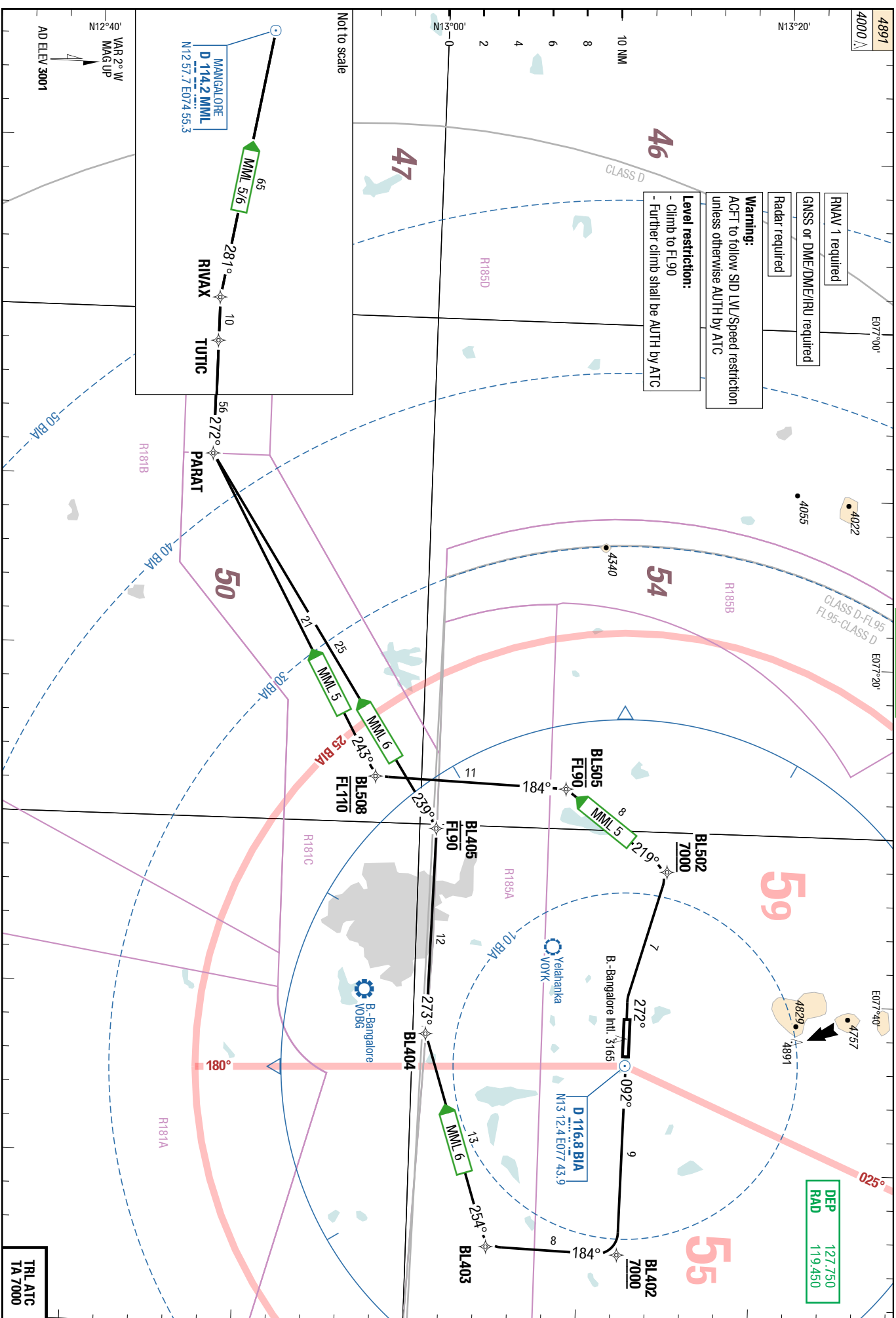
✓ **LSY Standard (unitopww)**

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Kempegowda Intl **Bengaluru** India
 RNAV SIDS OMUKA 5/6
 RNAV SIDS IMML 5/6

RNAV SIDS OMUKA 5/6

Kempegowda Intl **Bengaluru** India
 RNAV SIDS OMUKA 5/6
 RNAV SIDS IMML 5/6



BLR-VOBL

4-60

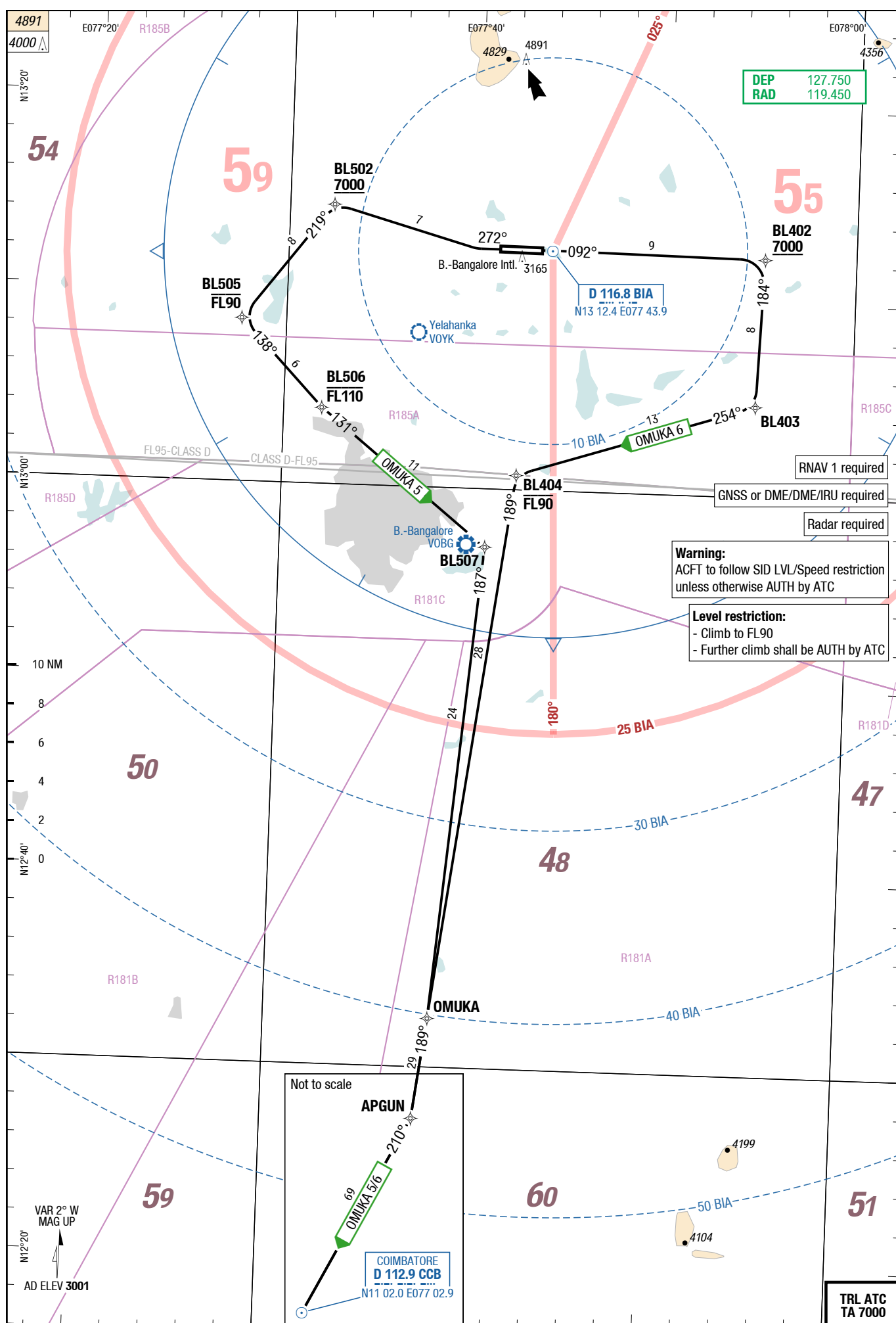
RNAV SIDS OMUKA 5/6

SID

SID

Kempegowda Intl **Bengaluru** India

RNAV SIDS OMUKA 5/6



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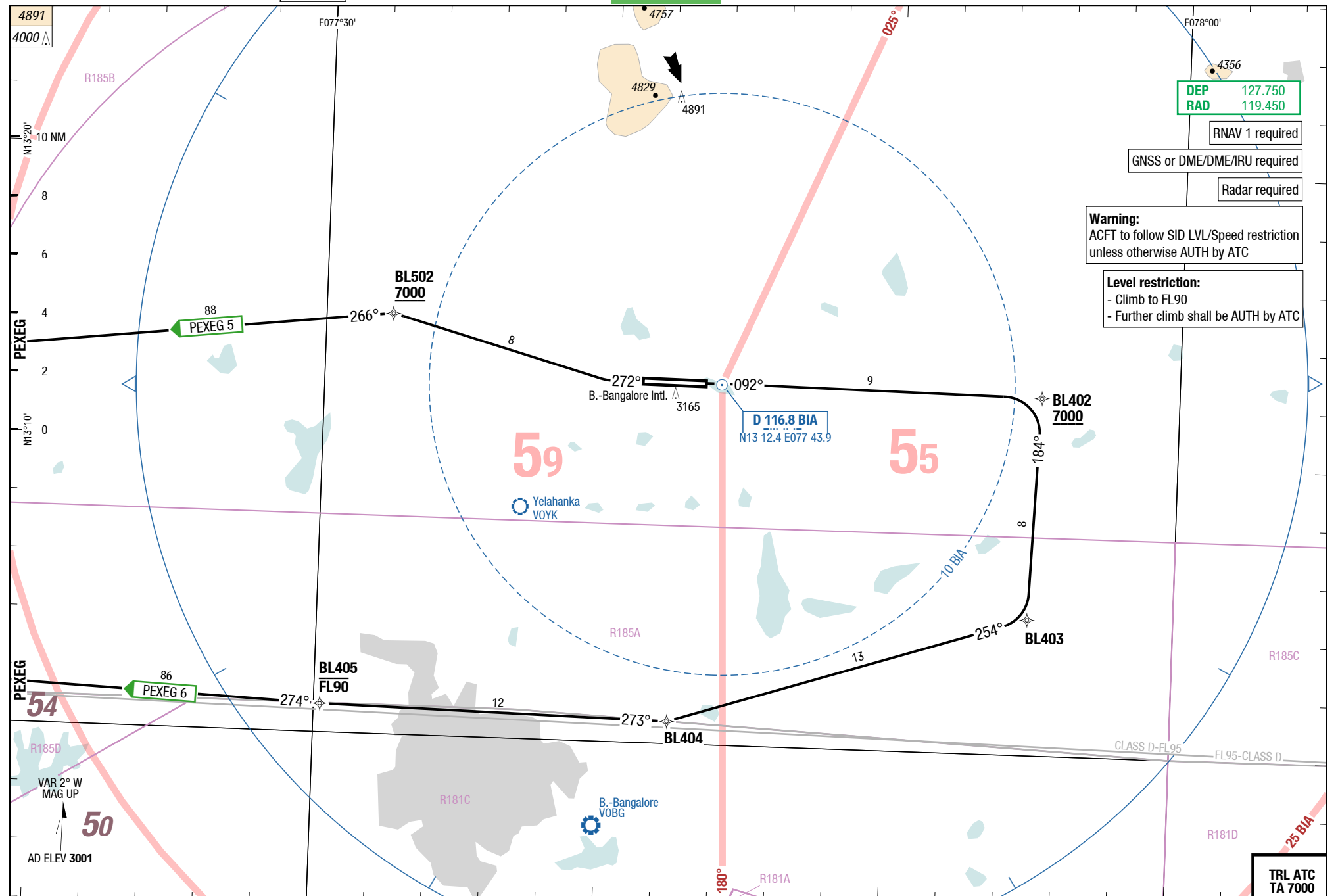
BLR-VOBL

RNAV SIDs PEXEG 5/6

SID

SID

RNAV SIDs PEXEG 5/6



✓ **LSY Standard (unitopww)**

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18-MAY-2017
BLR-VOBL

India **Bengaluru** Kempegowda Intl

RNAV SIDs VEMBO 5/6

4-90

RNAV SIDs TULNA 5/6

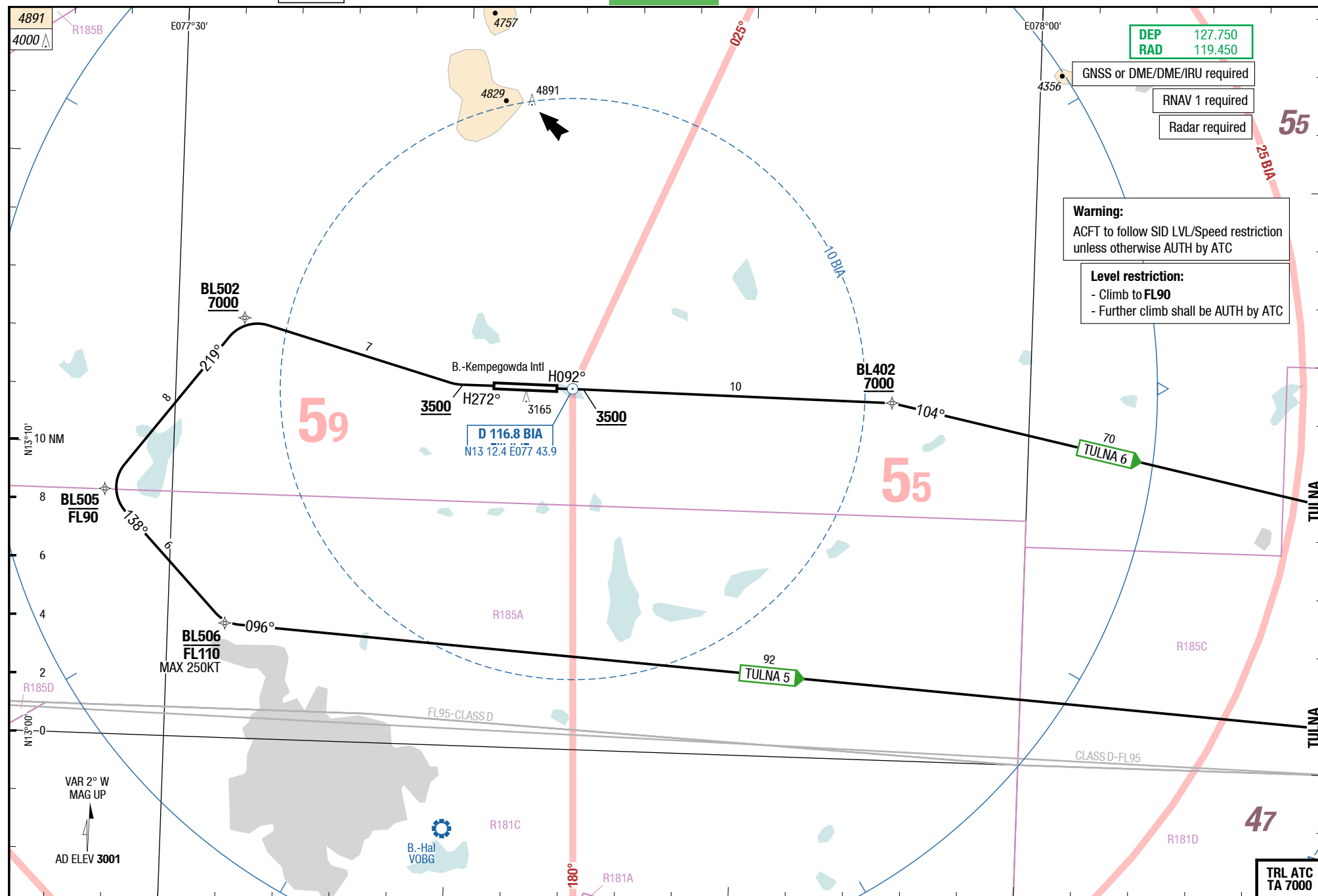
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Kempegowda Intl **Bengaluru** India

RNAV SIDs VEMBO 5/6

RNAV SIDs TULNA 5/6



Changes: PROC

✓ LSY Standard (unitopww)

18-MAY-2017

BLR-VOBL

India **Bengaluru** Kempegowda Intl

4-100

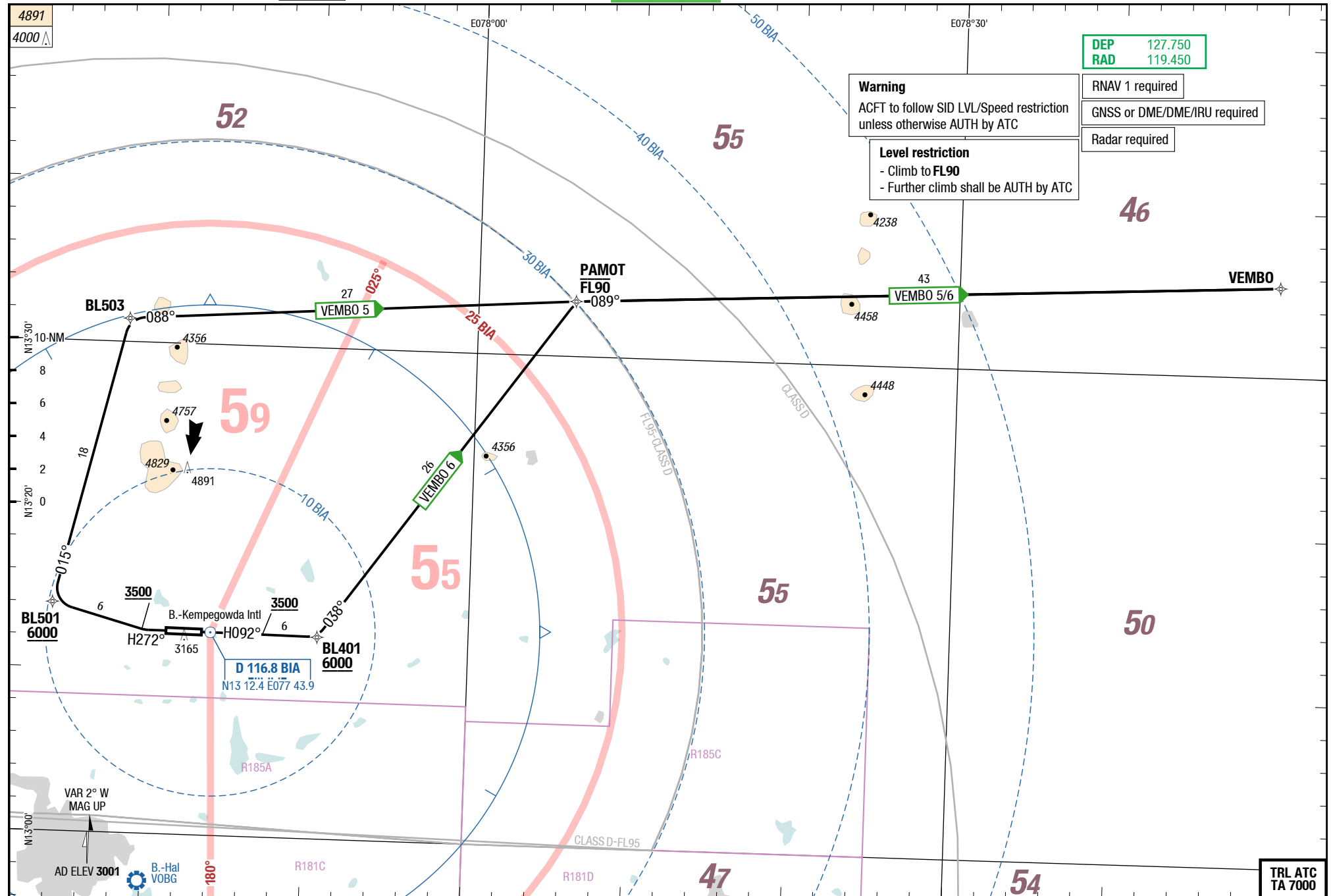
RNAV SIDs VEMBO 5/6

SID

SID

Kempegowda Intl **Bengaluru** India

RNAV SIDs VEMBO 5/6



23-OCT-2014

India **Bengaluru** Kempegowda Intl**BLR-VOBL**

5-10

RNAV SIDs ANIRO 5/6**SIDPT****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
	Runway 09	
ANIRO 6 7.0% 127.750 ①②③④⑤⑥	[A3500+] - BL401 [A6000+ ;L] - PAMOT [F90- ;R] - ANIRO	initial climb FL90
	Runway 27	
ANIRO 5 7.0% 127.750 ①②③④⑤⑥	[A3500+] - BL501 [A6000+ ;R] - BL503 [R] - PAMOT [F90- ;L] - ANIRO	initial climb FL90

- 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

5-20

RNAV SIDs APGUN 5/6**APGUN 6 / APGUN 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
	Runway 09	
APGUN 6 7.0% 127.750 ①②③④⑤⑥	[A3500+] - BL402 [A7000+ ;R] - BL403 [R] - BL404 [F90- ;L] - OMUKA - APGUN [L] - TTR	initial climb FL90
	Runway 27	
APGUN 5 7.0% 127.750 ①②③④⑤⑥	[A3500+] - BL502 [A7000+ ;L] - BL505 [F90- ;L] - BL506 [F110- ;L] - BL507 [R] - OMUKA - APGUN [L] - TTR	initial climb FL90

- 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**5-30****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
	Runway 09	
GUNIM 6 7.0% 127.750 ①②③④⑤⑥	[A3500+] - BL401 [A6000+ ;L] - BL406 [F90- ;L] - BL407 [R] - GUNIM	initial climb FL90
GUNIM 6N 7.0% 127.750 ①②③④⑤⑥	[A3500+] - BL401 [A6000+ ;L] - BL406 [F90- ;L] - OPAMO [L] - GUNIM	initial climb FL90
GUNIM 6S 7.0% 127.750 ①②③④⑤⑥	[A3500+] - BL402 [A7000+ ;R] - BL403 [R] - BL404 [R] - BL405 [F90- ;L] - PARAT [R] - TUTIC [R] - PEXEG - GUNIM	initial climb FL90
	Runway 27	
GUNIM 5 7.0% 127.750 ①②③④⑤⑥	[A3500+] - BL502 [A7000+ ;R] - BL504 [F90- ;L] - GUNIM	initial climb FL90
GUNIM 5N 7.0% 127.750 ①②③④⑤⑥	[A3500+] - BL501 [A6000+ ;R] - BL503 [F90- ;L] - OPAMO [L] - GUNIM	initial climb FL90
GUNIM 5S 7.0% 127.750 ①②③④⑤⑥	[A3500+] - BL502 [A7000+ ;L] - BL505 [F90- ;L] - BL508 [F110- ;R] - PARAT [R] - TUTIC [R] - PEXEG - GUNIM	initial climb FL90

- 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

India **Bengaluru** Kempegowda Intl**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
	Runway 09	
LATID 6 7.0% 127.750 ①②③④⑤⑥	[A3500+] - BL401 [A6000+ ;L] - BL406 [F90- ;R] - LATID	initial climb FL90
	Runway 27	
LATID 5 7.0% 127.750 ①②③④⑤⑥	[A3500+] - BL501 [A6000+ ;R] - BL503 [F90- ;R] - LATID	initial climb FL90

- 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

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

- 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

India **Bengaluru** Kempegowda Intl**BLR-VOBL****5-60****RNAV SIDs OMOUKA 5/6****SIDPT****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
	Runway 09	
OMUKA 6 7.0% 127.750 ①②③④⑤⑥	[A3500+] - BL402 [A7000+ ;R] - BL403 [R] - BL404 [F90- ;L] - OMOUKA - APGUN [R] - CCB	initial climb FL90
	Runway 27	
OMUKA 5 7.0% 127.750 ①②③④⑤⑥	[A3500+] - BL502 [A7000+ ;L] - BL505 [F90- ;L] - BL506 [F110- ;L] - BL507 [R] - OMOUKA - APGUN [R] - CCB	initial climb FL90

- 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

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23-OCT-2014

India **Bengaluru** Kempegowda Intl**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
	Runway 09	
OPAMO 6 7.0% 127.750 ①②③	[A3500+] - BL401 [A6000+ ;L] - BL406 [F90- ;L] - OPAMO	initial climb FL90
	TRANSITION	
	VAGPU OPAMO - BBI - VAGPU	
	Runway 27	
OPAMO 5 7.0% 127.750 ①②③	[A3500+] - BL501 [A6000+; R] - BL503 [F90- ;L] - OPAMO	initial climb FL90
	TRANSITION	
	VAGPU OPAMO - BBI - 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

© Lido 2014

23-OCT-2014

India **Bengaluru** Kempegowda Intl**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
	Runway 09	
PEXEG 6 7.0% 127.750 ①②③④⑤⑥	[A3500+] - BL402 [A7000+ ;R] - BL403 [R] - BL404 [R] - BL405 [F90-] - PEXEG	initial climb FL90
	Runway 27	
PEXEG 5 7.0% 127.750 ①②③④⑤⑥	[A3500+] - BL502 [A7000+ ;L] - PEXEG	initial climb FL90

- 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

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

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

India **Bengaluru** Kempegowda Intl**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
	Runway 09	
VEMBO 6 7.0% 127.750 ①②③	[A3500+] - BL401 - PAMOT - VEMBO	BL401 MNM 6000 PAMOT MAX FL90 initial climb FL90
	Runway 27	
VEMBO 5 7.0% 127.750 ①②③	[A3500+] - BL501 - BL503 - PAMOT - VEMBO	BL501 MNM 6000 PAMOT MAX FL90 initial climb FL90

- 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

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Effective 15-OCT-2015

08-OCT-2015

BLR-VOBL

India Bengaluru Kempegowda Intl

RNAV STARs GELAT/LUMPU

6-10

RNAV STARs DUNDI/RUBOX

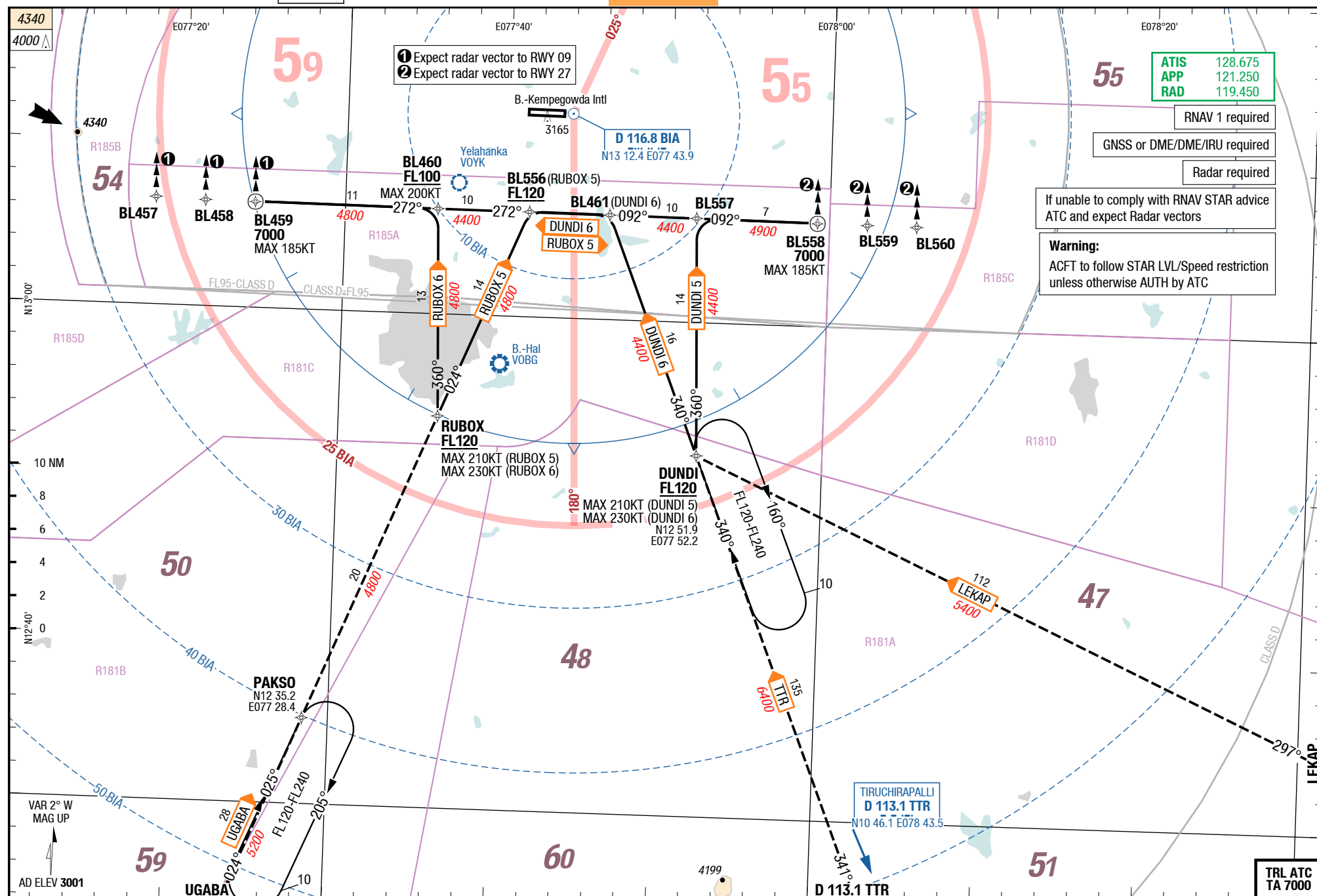
STAR

STAR

Kempegowda Intl Bengaluru India

RNAV STARs GELAT/LUMPU

RNAV STARs DUNDI/RUBOX



Changes: OBST, TOPO, Editorial

✓ LSY Standard (unitopww)

Effective 15-OCT-2015

08-OCT-2015

BLR-VOBL

India Bengaluru Kempegowda Intl

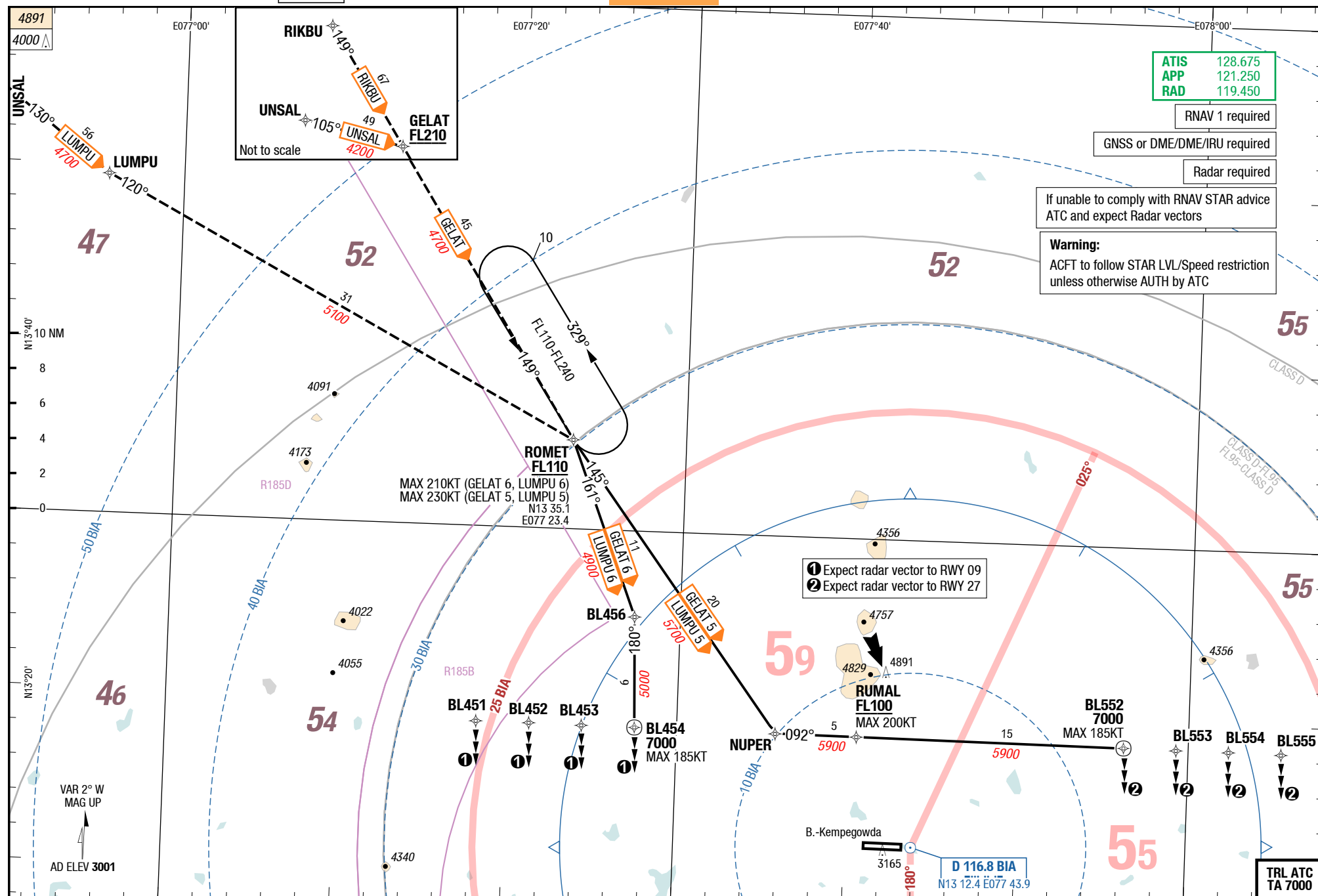
6-20 RNAV STARs GELAT/LUMPU

STAR

STAR

Kempegowda Intl Bengaluru India

RNAV STARs GELAT/LUMPU



Changes: OBST, TOPO, Editorial

✓ LSY Standard (unitppww)

RNAV STAR PUTOT

✓ **LSY Standard (unitopww)**

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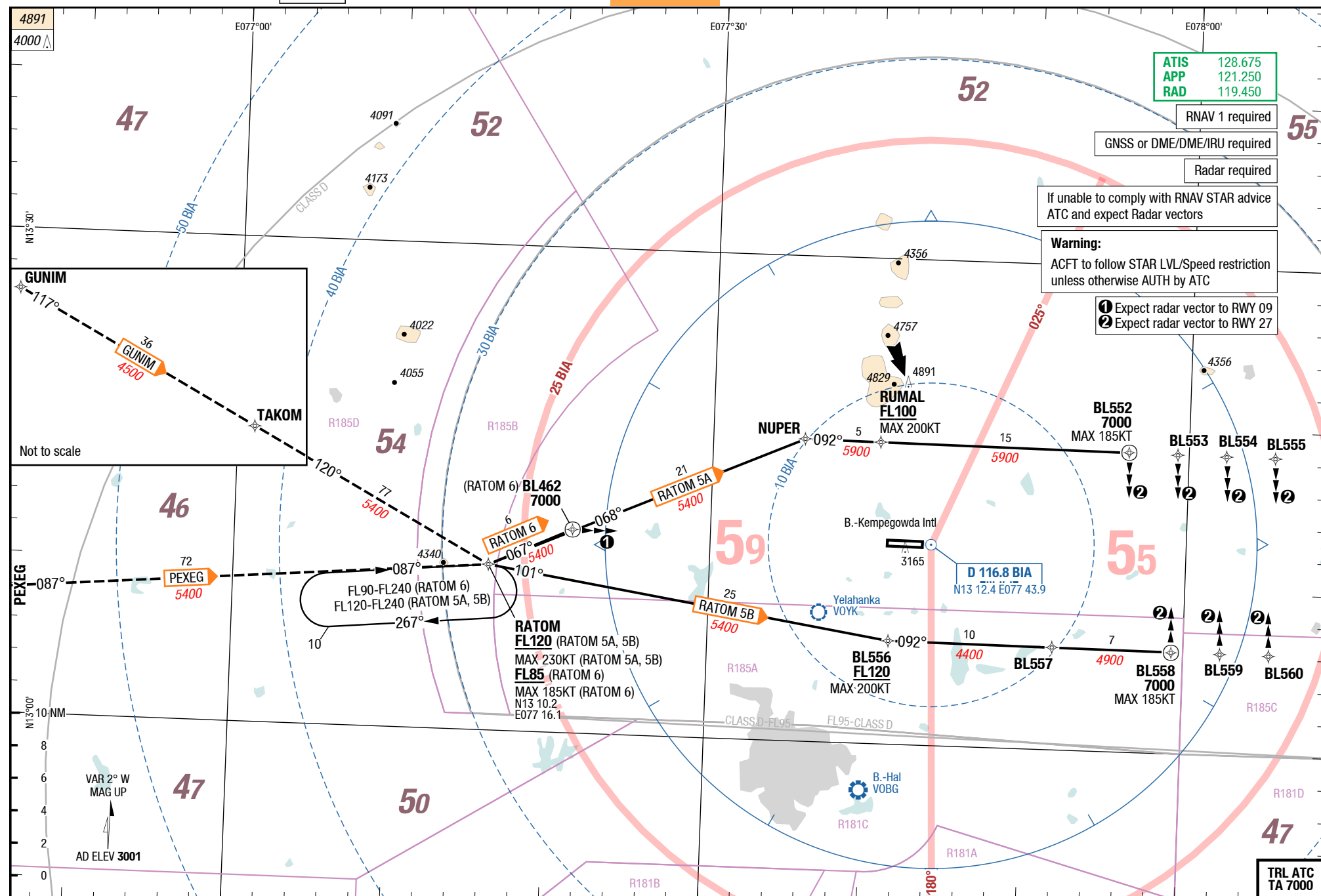
BLR-VOBL

RNAV STAR RATOM

STAR

STAR

RNAV STAR RATOM



Changes: Nil

© 1999-2004

✓ **LSY Standard (unitopww)**

23-OCT-2014
BLR-VOBL

India **Bengaluru** Kempegowda Intl

NIL

6-50

RNAV STAR TENKY

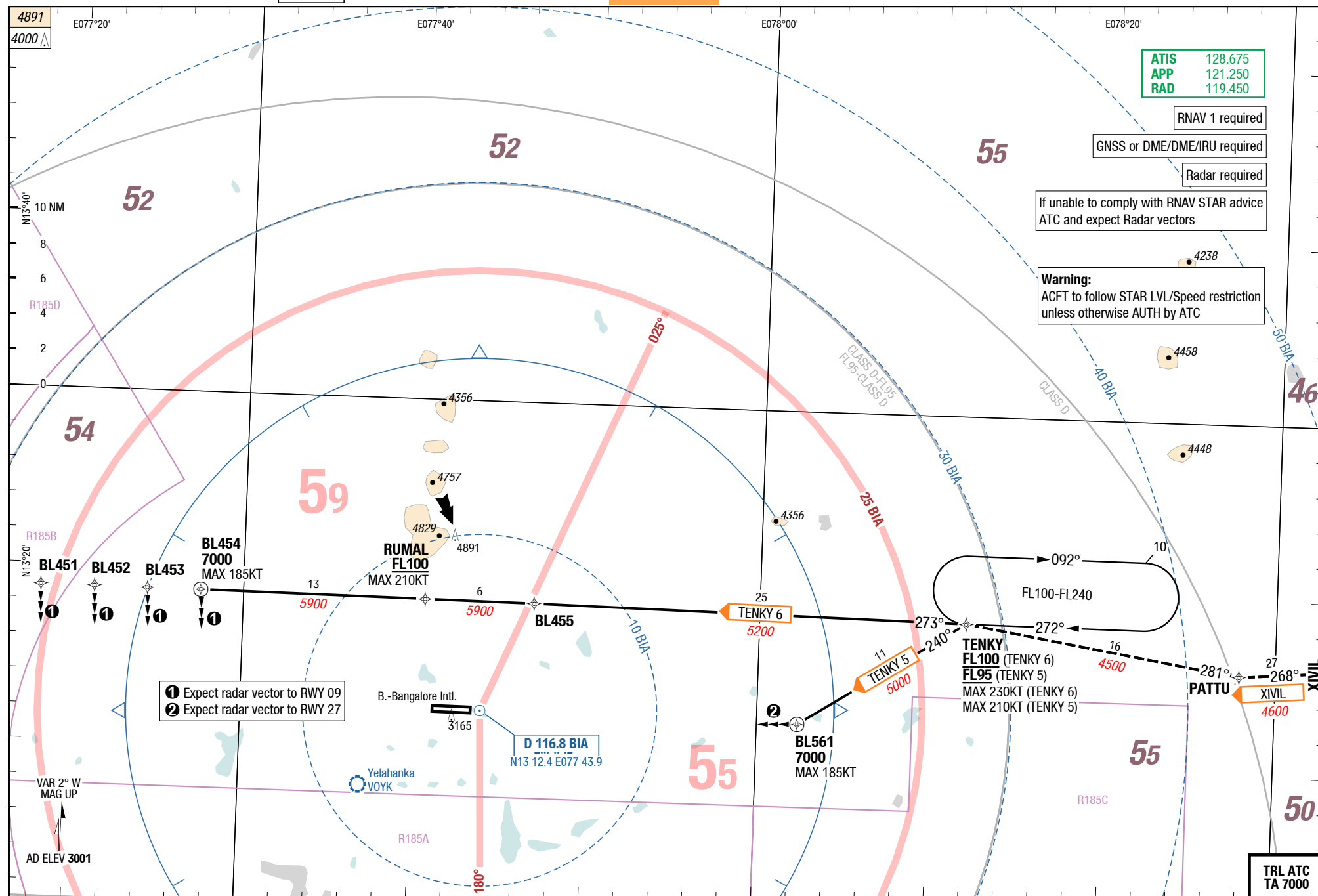
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STAR

Kempegowda Intl **Bengaluru** India

NIL

RNAV STAR TENKY



Changes: AD Name

✓ LSY Standard (unitopww)

29-DEC-2016
BLR-VOBL

India **Bengaluru** Kempegowda Intl

ILS Y 09

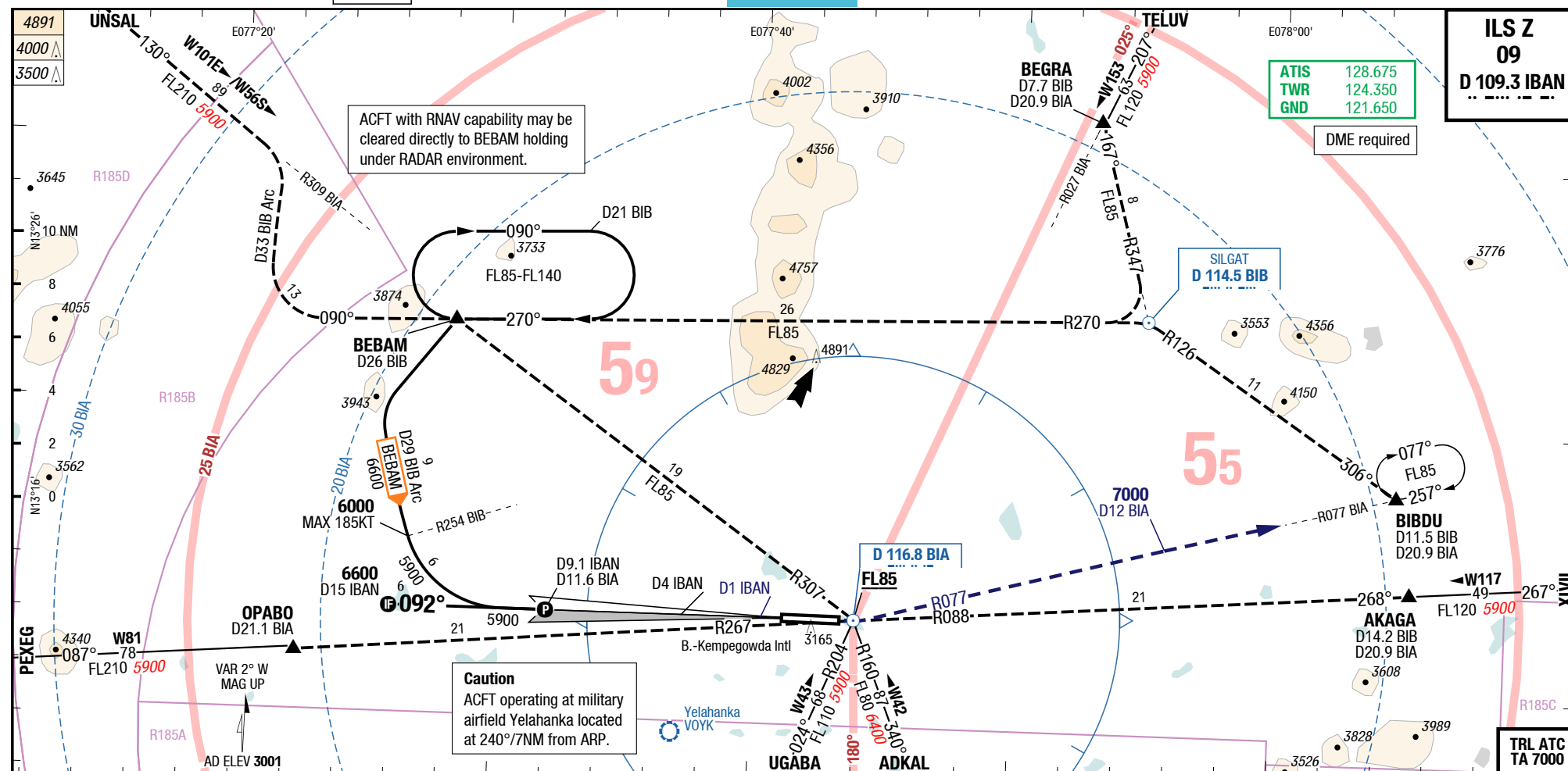
ILS Z 09

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

LOC 3.00° D IBAN

9.1	7	6	5	3	2
5900	5230	4910	4590	3950	3630

09 **83.0°** 60 HL
4000 x 45

HL-P1 **THR 3000 (104hPa) / TDZ 2995 (---%)** -0.6%

D11.6 BIA
D9.1 IBAN

D4 IBAN

D1 IBAN

BIA

5900 **P** **092°** **GP 3.00°** **4270** **MDA** **57**

direct BIA
R077 BIA
at D12 BIA (at 7000)
direct BIBDU
climb FL85

GS	120	140	160
D4 IBAN	640	740	850
-MAPt	1:30	1:17	1:08

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✓ **LSY Standard (unitopww)**

ILS Y 09



✓ **LSY Standard (unitopww)**

18-MAY-2017
BLR-VOBL

India **Bengaluru** Kempegowda Intl

ILS Y 27

ILS Z 27

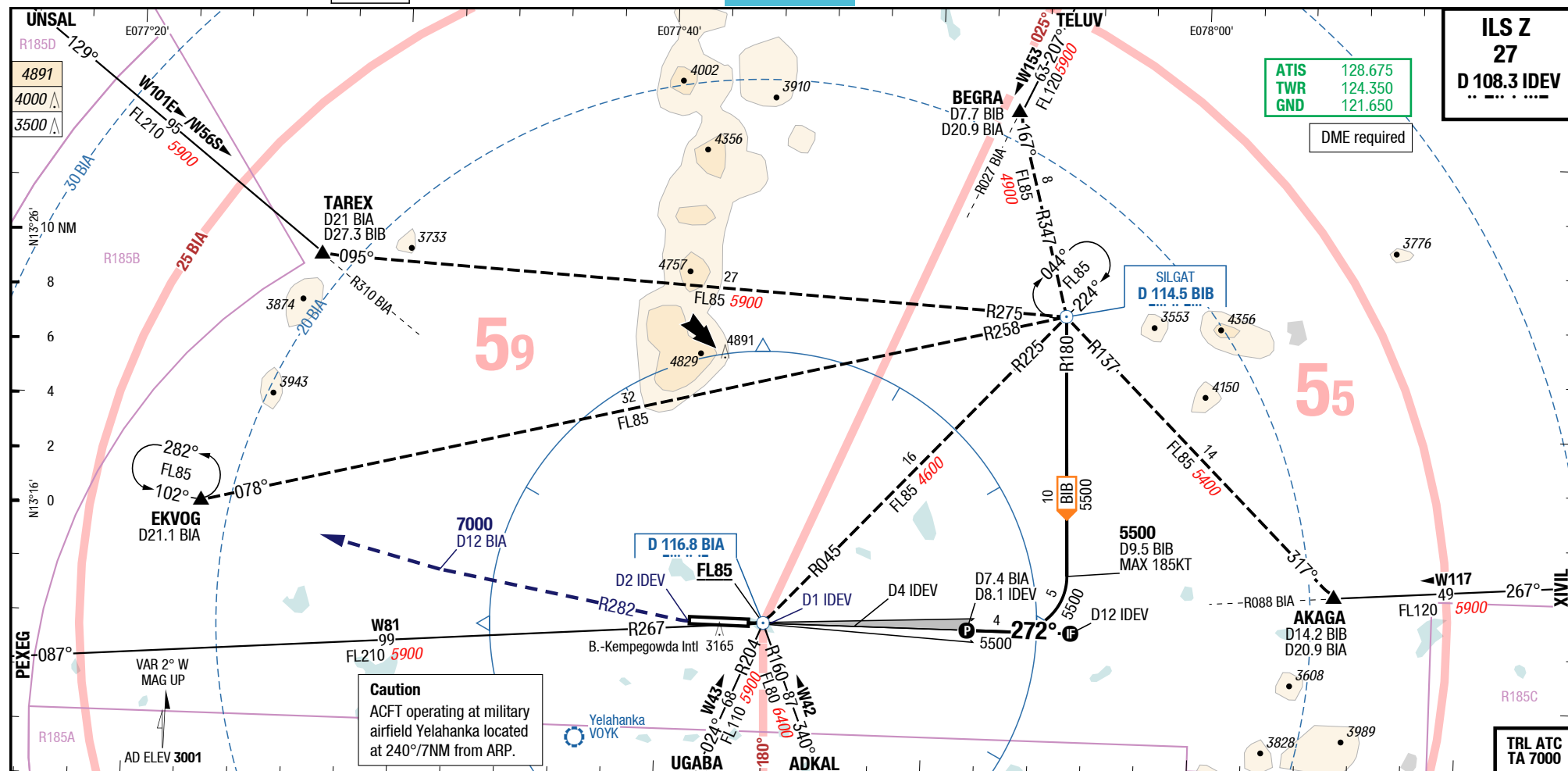
IAC

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Kempegowda Intl **Bengaluru** India

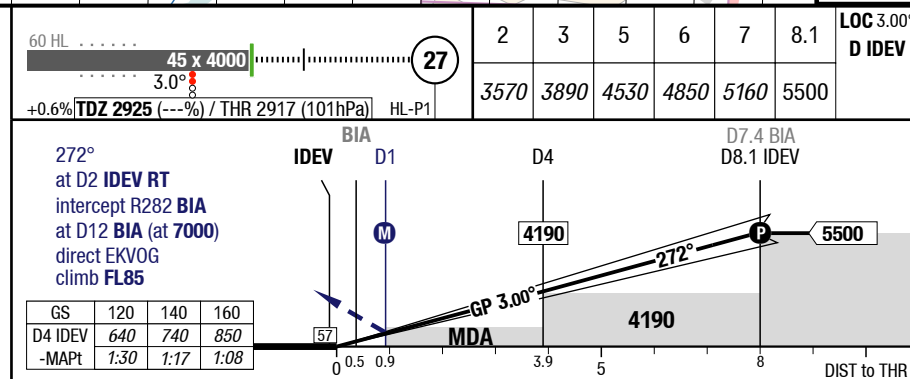
ILS Y 27

ILS Z 27



27		Cat 1 DME ¹⁾	LOC DME			Circling N of AD only
C	ft - m/km ft	200 - 550 3130	500 - 1.5 3420			870 - 2.4V 3870
D	ft - m/km ft	200 - 550 3130	500 - 1.5 3420			870 - 3.6V 3870

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



Changes: Nil

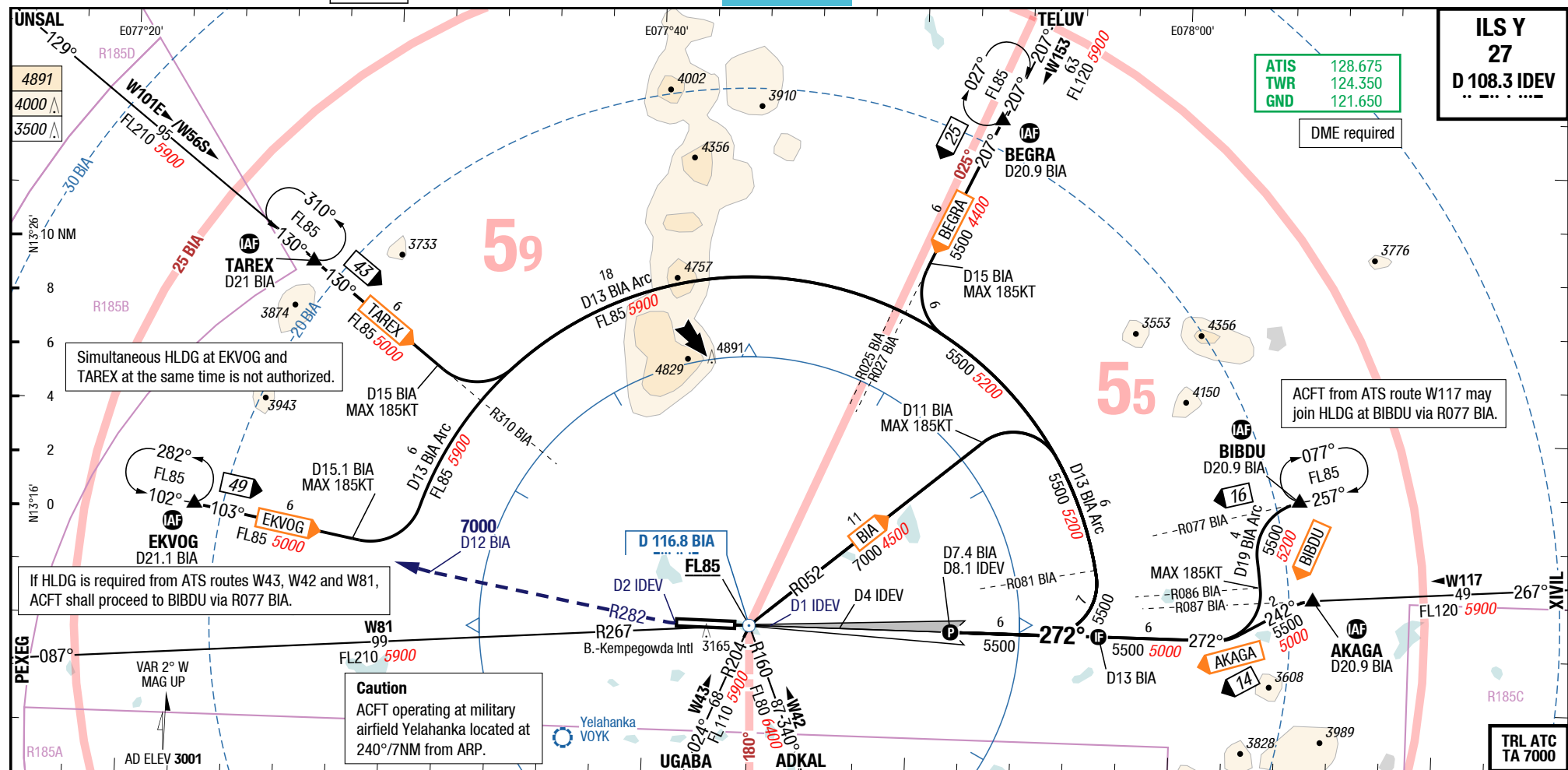
✓ LSY Standard (unitopww)

BLR-VOBL

ILS Y 27

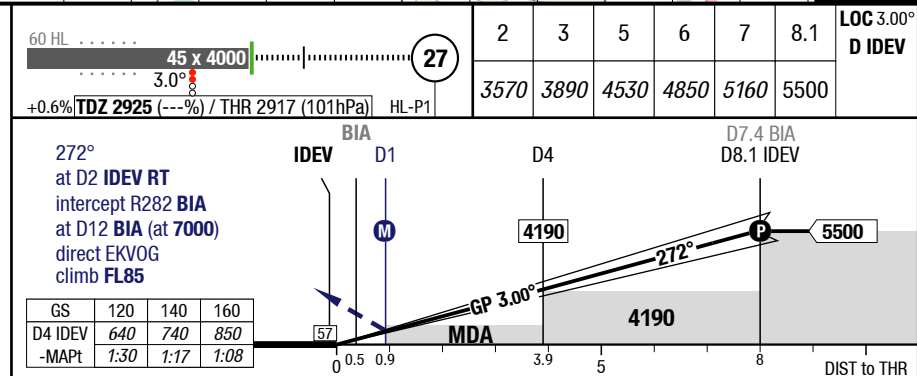
IAC

IAC

ILS Y 27

27		Cat 1 DME 1)	LOC DME				Circling N of AD only
C	ft - m/km ft	200 - 550 3130	500 - 1.5 3420				870 - 2.4V 3870
D	ft - m/km ft	200 - 550 3130	500 - 1.5 3420				870 - 3.6V 3870

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



Changes: Track

✓ **LSY Standard (unitopww)**

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VOR 09

Changes: Nil

BLR-VOBL

India **Bengaluru** Kempegowda Intl

IAC

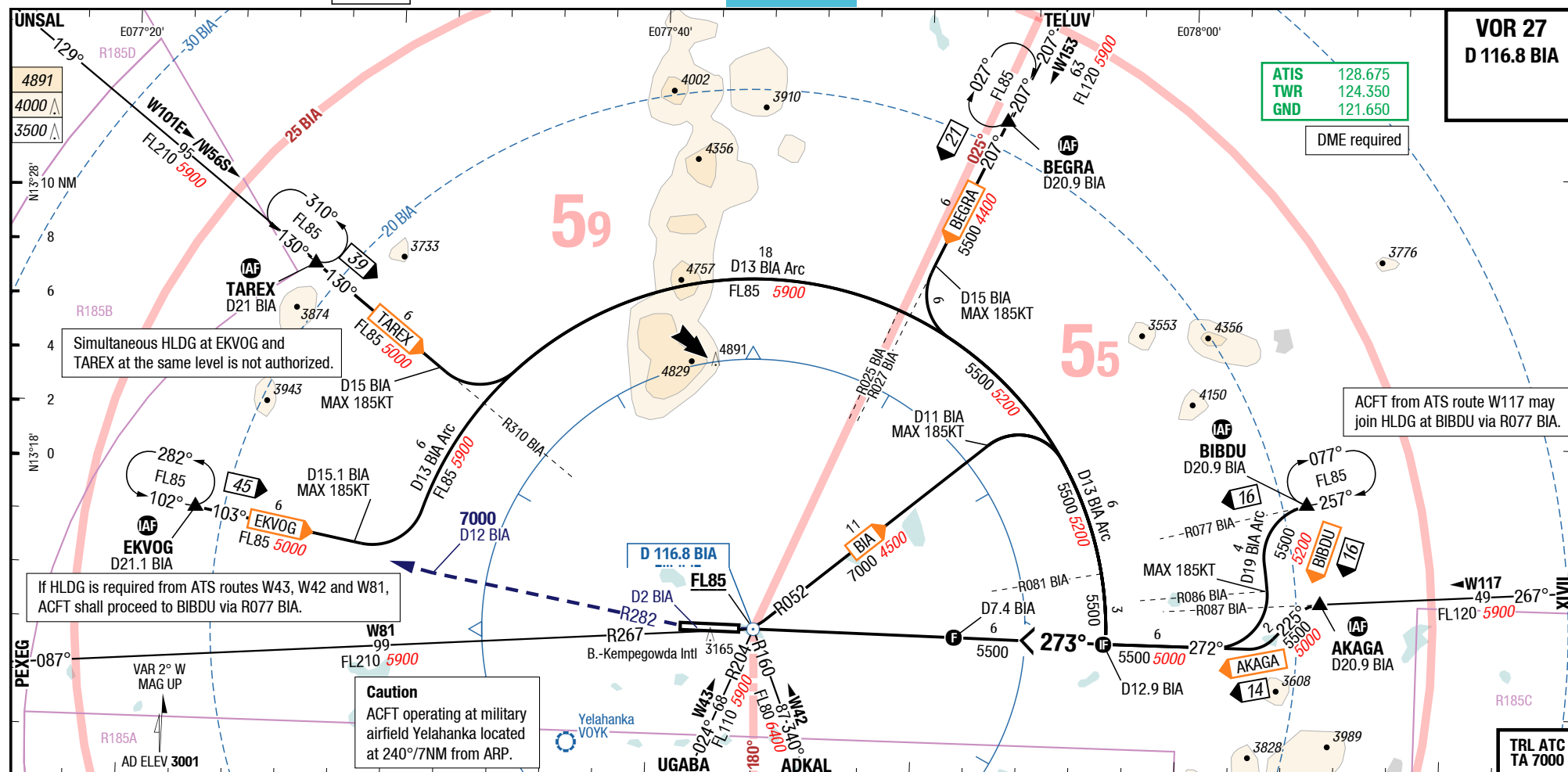
IAC

Kempegowda Intl **Bengaluru** India

VOR 27

7-60

VOR 27



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

60 HL 45 x 4000 3.0° 0.6% TDZ 2925 (---) / THR 2917 (101hPa) HL-P1

27

1	2	3	5	6	7.4	3.00° D BIA 273° RWY 272°
3460	3780	4100	4740	5060	5500	

273° at D2 BIA RT intercept R282 BIA at D12 BIA (at 7000) direct EKVOG climb FL85

BIA D7.4 BIA

5500 273° 5500

M

MDA

GS	120	140	160
D7.4 BIA	640	740	850
-MAlt	3:42	3:10	2:47

0 0.5 5 7.9 10 DIST to THR

Changes: Track

✓ **LSY Standard (unitopww)**

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