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Airport Information For VECC

Terminal Charts For VECC

Revision Letter For Cycle 21-2020

Change Notices

Notebook

General Information

Location: KOLKATA IND
ICAO/IATA: VECC / CCU
Lat/Long: N22° 39.2', E088° 26.8'
Elevation: 20 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:30 = UTC
Magnetic Variation: 1.0° W

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0003 Z
Sunset: 1140 Z

Runway Information

Runway: 01L
Length x Width: 10732 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 19 ft
Lighting: Edge, ALS
Displaced Threshold: 1437 ft

Runway: 01R
Length x Width: 11919 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 19 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 19L
Length x Width: 11919 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 19 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1398 ft

Runway: 19R
Length x Width: 10732 ft x 148 ft
Surface Type: asphalt

TDZ-Elev: 19 ft
Lighting: Edge, ALS
Displaced Threshold: 289 ft

Communication Information

ATIS: 126.400
Kolkata Tower: 118.100
Kolkata Tower: 118.025 Secondary
Kolkata Ground: 121.900
Kolkata Ground: 121.725 Secondary
Kolkata Clearance Delivery: 121.625
Kolkata Approach: 120.675
Kolkata Approach: 126.075 Secondary
Kolkata Radar: 127.900
Kolkata Radar: 119.300 Secondary

VECC/CCU**JEPPESEN**

Eff 30 Jan

KOLKATA, INDIA

NETAJI SUBASH CHANDRA BOSE INTL

10-1P

24 JAN 20

AIRPORT BRIEFING**1. GENERAL****1.1. ATIS**

D-ATIS 126.4

1.2. LOW VISIBILITY PROCEDURES (LVP)**1.2.1. GENERAL**

LVP shall be implemented when either TDZ, MID or END RVR is less than 800m and/or ceiling is less than 200'.

Though LVP is implemented when RVR is less than 800m, ILS CAT I operation will continue until TDZ RVR is not less than 550m.

ATC ensure that "Low Visibility Procedure in Force" is included in ATIS broadcast.

Pilots shall report "RWY vacated".

1.2.2. TAXI ROUTES

During CAT II/III conditions Follow-me service shall be provided by ATC or by request.

ACFT should be routed in accordance with following pre-designated taxi routes:

1.2.2.1. ARRIVAL TO APRON 2 AND APRON 3

From RWY 01R to apron 2 and apron 3:

Vacate RWY via TWY A, cross RWY 01L, taxi via A, H1 and then via

- F1 to stand 48 to 56L (apron 2).
- F2 to stand 57 to 61L (apron 3).

From RWY 19L (when portion of TWY A North of TWY C not available):

Vacate via TWY D, taxi via RWY 19R, J, J1 and then via

- F1 to stand 48 to 56L (apron 2).
- F2 to stand 57 to 61L (apron 3).

From RWY 19L (when TWY F not available):

Vacate via TWY D, taxi via RWY 19R, J, J1 and then via

- F1 to stand 48 to 56L (apron 2).
- F2 to stand 57 to 61L (apron 3).

From RWY 19L:

Vacate via TWY C or D, taxi via A, H, H1 and then via

- F1 to stand 48 to 56L (apron 2).
- F2 to stand 57 to 61L (apron 3).

1.2.2.2. DEPARTURE FROM APRON 2 AND APRON 3

To RWY 01R:

Taxi to CAT IIIB holding point RWY 01R via

- stands 48 to 56L (apron 2) - F1, J1, A, D.
- stands 57 to 61L (apron 3) - F2, J1, A, D.

To RWY 19L (when portion of TWY A North of TWY C not available):

Taxi to CAT II holding point RWY 19L via

- stands 48 to 56L (apron 2) - F1, H1, A, C.
- stands 57 to 61L (apron 3) - F2, H1, A, C.

To RWY 19L (when TWY F not available):

Taxi to CAT II holding point RWY 19L via

- stands 48 to 56L (apron 2) - F1, H1, A, K.
- stands 57 to 61L (apron 3) - F2, H1, A, K.

To RWY 19L:

Taxi to CAT II holding point RWY 19L via

- stands 48 to 56L (apron 2) - F1, F, A, K.
- stands 57 to 61L (apron 3) - F2, F1, F, A, K.

ACFT may be permitted to enter RWY 19L via TWY A, when pilot informs about his intention to depart from A intersection or when TWY K is not available.

VECC/CCU**JEPPESEN**

Eff 30 Jan

KOLKATA, INDIA

NETAJI SUBASH CHANDRA BOSE INTL

10-1P1

24 JAN 20

AIRPORT BRIEFING

1. GENERAL

1.3. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.3.1. TRANSPONDER OPERATING PROCEDURES ON GROUND

1.3.1.1. GENERAL

Advanced Surface Movement Guidance and Control System using Mode S multi-lateration has been commissioned.

When on ground, ACFT must squawk Mode C, in order to provide altitude information to the surveillance system, and thereby prevent clutter on RADAR display and false automatic detection of departure for ACFT still on ground.

For CAT II/III operations below 350m availability of Non-visual Surveillance System such as ASMGCS is mandatory.

1.3.1.2. ARRIVAL

When on RWY, keep TCAS selected.

After vacating RWY, select transponder or equivalent and AUTO if available. TCAS shall be deselected when vacating RWY.

When parked on stand, select STBY.

1.3.1.3. DEPARTURE

At gate/stand, select STBY.

Enter discrete SSR code received. Enter 3-letter ICAO designator followed by flight identification number (e.g. AIC748) through FMS or transponder control panel, depending on the avionics.

On requesting push-back/taxi (whichever is earlier), select transponder or equivalent and AUTO if available.

After receiving clearance to line up, select TCAS when lining up.

1.4. RWY OPERATIONS

Lock turn on RWY 19L/01R at TWY K intersection not permitted. Pilots are advised to make 180° turn abeam TWY K by using the fillet.

1.5. TAXI PROCEDURES

TWY B between RWY 19R and TWY A code C ACFT with wingspan up to 118'/36m.

TWY B between RWY 19L and RWY 19R code C ACFT with wingspan up to 93'/28m.

TWY K available for ACFT up to code letter E.

1.6. PARKING INFORMATION

On stands C3 thru C5, 4 thru 11R and 33 thru 61R push-back required.

Stands 51 thru 61R equipped with visual docking guidance system.

Stands 15 thru 17 will taxi in via TWY F and taxi out via TWY A.

1.7. OTHER INFORMATION

All ARR/DEP traffic have to report ACFT registration on first contact with KOLKATA Ground.

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10-1P2

8 FEB 19

AIRPORT BRIEFING

2. ARRIVAL

2.1. SPEED RESTRICTIONS**2.1.1. SPEED CONTROL PROCEDURES IN THE PROVISION OF RADAR CONTROL SERVICE**

For detailed information, affecting several major APTs, refer to ATC pages INDIA.

2.2. NOISE ABATEMENT PROCEDURES

Pilots should minimize the use of reverse thrust after landing to reduce disturbance in areas adjacent to the aerodrome.

2.3. CAT II OPERATIONS

RWY 01R approved for CAT II/III operations, RWY 19L approved for CAT II operations, special aircrew and ACFT certification required.

2.4. OTHER INFORMATION

If radio communication failure takes place prior to interception on final APCH, maintain last assigned altitude or 2000' whichever is higher and proceed to CEA VOR via shortest route to join holding procedure.

If radio communication failure takes place after establishing final APCH track, ACFT may continue APCH and land if visual or go around and carry out missed APCH procedure and join CEA VOR holding. After joining holding commence instrument APCH procedure (ILS or VOR) for RWY for which SRA was being provided.

2.4.1. COMMUNICATION FAILURE**2.4.1.1. GENERAL**

When descent clearance has already been received from ATC and acknowledged, pilot shall not start descent 100NM from CEA or until 3 minutes after setting Mode A/C 7600 whichever is later.

In case RCF takes place after establishing ILS final APP track, ACFT may continue the APP and land if visual, or go around and carry out missed APCH procedure, join CEA holding, climb to and maintain 2000'.

2.4.1.2. ARRIVING ACFT - STAR ASSIGNED

- Continue on the assigned STAR following all level and speed restrictions applicable to STAR, as far as practicable.
- Except when descent clearance has already been received from ATC and acknowledged, pilot shall not start descent 100NM before CEA VOR or until 3 minutes after setting Mode A/C 7600 whichever is later. Descend to FL 70.
- At the end of the STAR, descend to 2000' and take a suitable turn to intercept localizer or final APCH track of the published procedure for the assigned RWY, remaining within D25.0 CEA.
- If additional track miles are required to adjust descent, hold across the final APCH track of the assigned RWY between D25.0 and D15.0 CEA.

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KOLKATA, INDIA

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10-1P3

8 FEB 19

AIRPORT BRIEFING

2. ARRIVAL

2.4.1.3. ARRIVING ACFT - STAR NOT ASSIGNED

- Continue an ATS route. Re-join ATS route if given heading or flying offset.
- Except when descent clearance has already been received from ATC and acknowledged, pilot shall not start descent 100NM before CEA VOR or until 3 minutes after setting Mode A/C 7600 whichever is later. Proceed to CEA and descend to FL 70.
- Descend in CEA holding to 2000' and carry out the published ILS/VOR APCH for the assigned RWY.

2.4.1.4. ARRIVING ACFT - RADAR-VECTORED.

- Maintain the last assigned speed, level and heading for 3 minutes after selecting Mode A/C 7600.
- Except when descent clearance has already been received from ATC and acknowledged, pilot shall not start descent 100NM before CEA VOR or until 3 minutes after setting Mode A/C 7600 whichever is later. Proceed direct to CEA and descend to FL 70.
- Descend in CEA holding to 2000' and carry out the published ILS/VOR APCH procedure for the assigned RWY.

2.4.1.5. RWY AVAILABILITY

- If no RWY was assigned, consider RWY 19L to be active.
- For returning departures, the departure RWY is to be considered as assigned for landing.
- RWY with HIRL and HIALS on to be considered as available for RCF ACFT.
- Irrespective of VIS and weather, RWY with HIRL and HIALS switched off to be considered as unavailable.
In such cases, RWY 19R is alternate to 19L, RWY 01L is alternate to 01R and vice versa.
- In case of strong tail wind, carry out missed approach followed by ILS/VOR APCH in the opposite direction, e.g. RWY 01R instead of 19L.

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10-1P4

8 FEB 19

AIRPORT BRIEFING

3. DEPARTURE

3.1. START-UP AND PUSH-BACK PROCEDURES

From stands 52 and 53 push-back required facing North on TWY F1. Start engines only after reaching ABEAM stand 51.

3.2. OTHER INFORMATION

Pilots have to use turning pad RWY 19L while lining up for departure in order to avoid RWY surface damage.

3.2.1. DATALINK DEPARTURE CLEARANCE (DCL)

Pilots using DCL shall maintain a listening watch on the frequency published for clearance delivery. In the event of any doubts or system-related difficulties, voice procedures shall be resumed.

Pre-Departure Clearance issued by voice procedures always supersedes pre-departure clearance transmitted via DCL service.

Prior to departure, pilots shall verify that the departure route assigned via DCL logically refers to the RWY in use and to the route indicated in the current flight plan. In the event of any deviations or doubts, voice procedures shall be used.

After DCL is obtained pilots shall confirm via data link and once the ACFT is ready for push-back/start-up, voice contact should be established with Clearance Delivery stating: 'With data link clearance', QNH, POB.

To obtain en-route clearance via DCL, pilots shall request clearance not earlier than 20 minutes prior to the estimated off block time (EOBT) or 35 minutes prior to calculated take-off time (CTOT).

If rejected, pilots shall revert to voice procedures.

Pilots shall acknowledge en-route clearance within 5 minutes.

3.3. COMMUNICATION FAILURE PROCEDURES

3.3.1. DEPARTURE - WHEN INTENDING TO PROCEED TO DESTINATION

- Continue on assigned SID or heading, climbing/maintaining cleared and acknowledged level or FL60, whichever is higher.
- 3 minutes after setting mode A/C 7600 or reaching FL60 or cleared FL (whichever is later):
 - If following SID, continue on SID to join ATS route, continue to filed FL and follow filed flight plan.
 - If following RADAR heading or directed by ATC to proceed offset using RNAV without a specified limit, proceed in the most direct manner possible to rejoin current flight plan route no later than next significant point, maintaining cleared FL or FL60 whichever is higher. After joining ATS route, climb to filed FL and follow filed flight plan.

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10-1P5

8 FEB 19

AIRPORT BRIEFING

3. DEPARTURE

3.3.2. DEPARTURE - INTENDING TO LAND BACK AT KOLKATA

- Continue on assigned SID or RADAR heading and set A/C mode 7600.
- Climb to/stop climbing according to:

Phase of flight	Actions to be followed by pilot
At or below FL 70	Maintain/Climb to FL 70.
Above FL 70, but below FL 230	Maintain/Climb to: The last cleared and acknowledged level or FL 230/FL 220, (appropriate to the direction of the flight) whichever is lower.
At or above FL 230	Stop climb at the next level appropriate to the direction of the flight.

- On reaching FL according to table or 3 minutes after setting mode A/C 7600, whichever is later, take suitable turn to establish same ATS route inbound and proceed to CEA VOR.
- At 50NM descend to FL70 if jettisoning is not necessary.
- If ACFT needs to jettison fuel:
 - Climb/descend to FL 100. Proceed outbound on R-170 CEA VOR until 80NM.
 - Hold at FL100 between R-160 and R-180 CEA VOR, D80.0 and D100.0 CEA to jettison fuel.
 - On completion of jettisoning return to CEA VOR via R-170 CEA VOR. At 50NM inbound descend to FL 70.
 - Descend in CEA holding to 2000' and carry out the published ILS/VOR approach for assigned RWY.

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27 APR 18

10-2

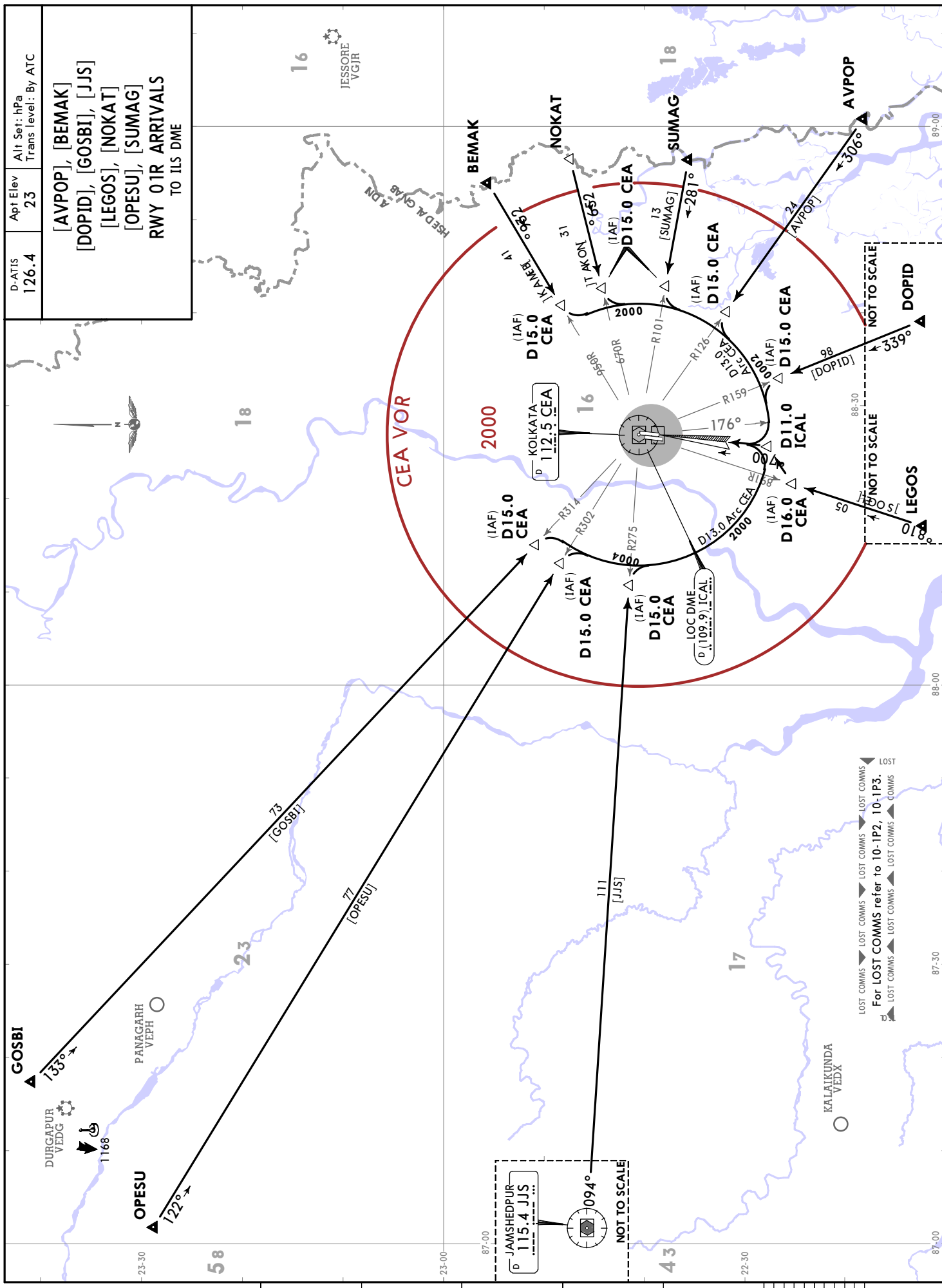
ARRIVAL

D-ATIS
126.4

Alt Elev
23

Trans level: By ATC

[AVPOP], [BEMAK]
[DOPID], [GOSBI], [JJS]
[LEGOS], [NOKAT]
[OPESU], [SUMAG]
RWY 01R ARRIVALS
TO ILS DME



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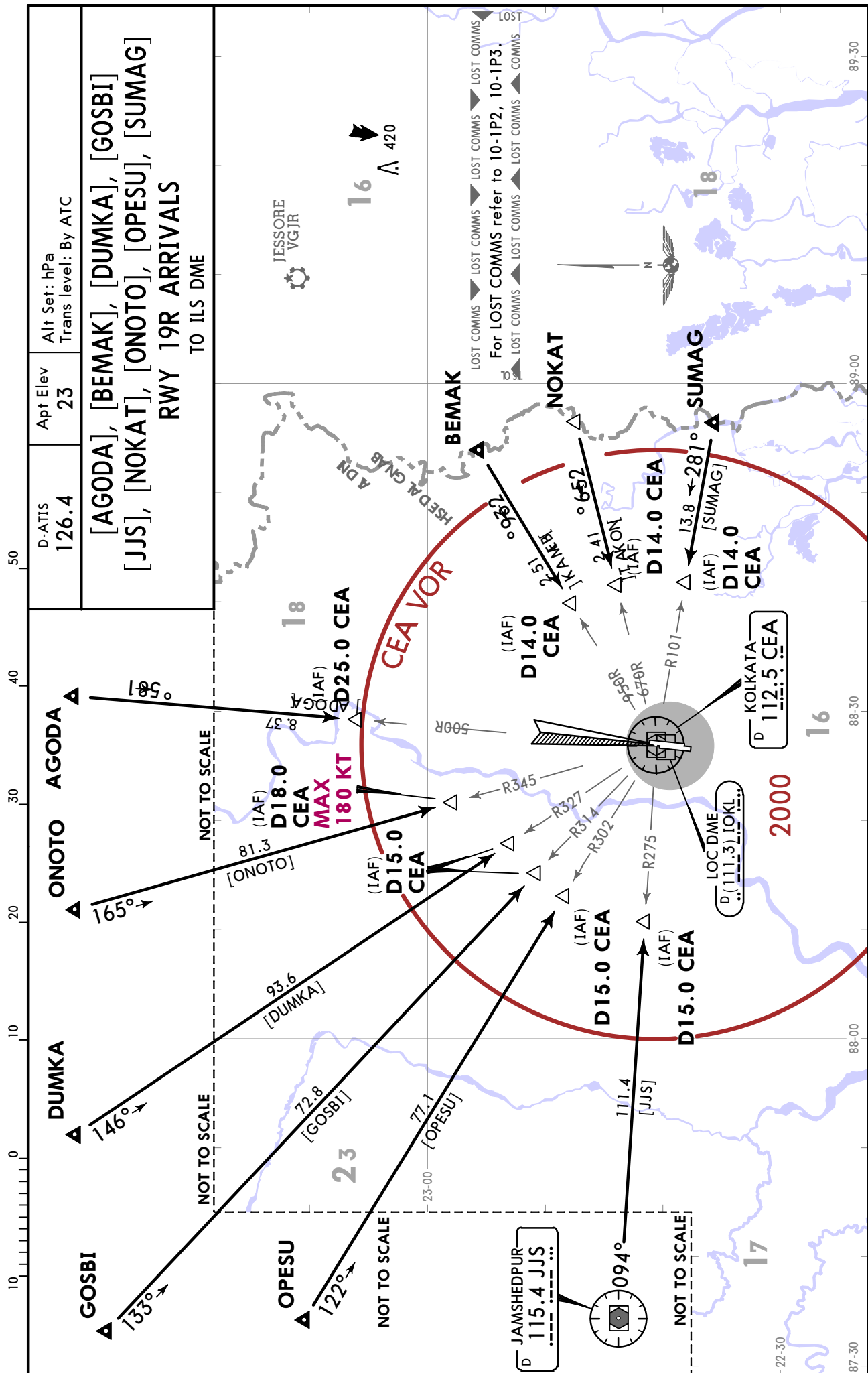
JAMSHEDPUR
115.4 JJS
NOT TO SCALE

LOST COMMS
For LOST COMMS refer to 10-IP2, 10-IP3.
LOST COMMS



KOLKATA, INDIA

ARRIVAL

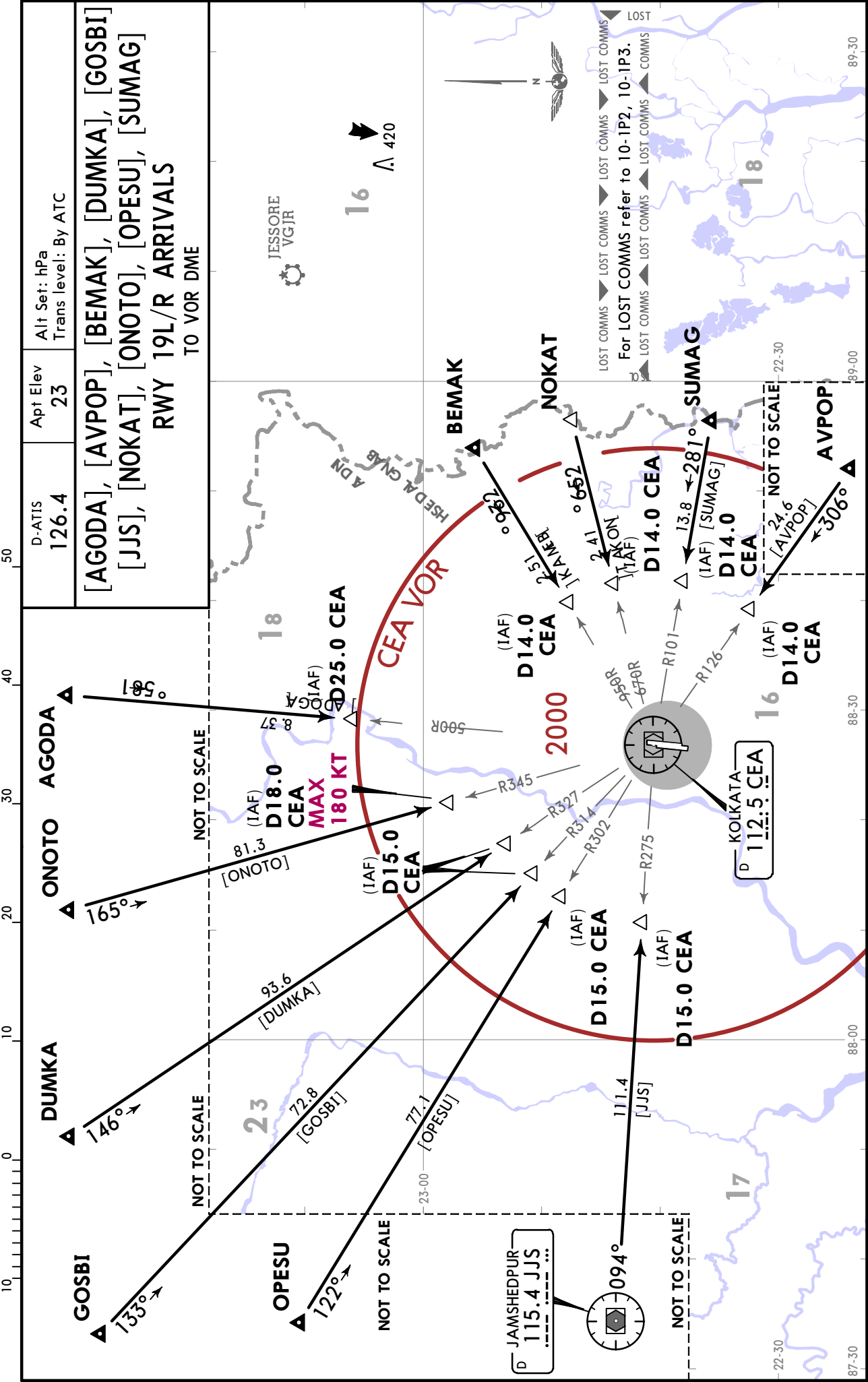


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JEPPESSEN
27 APR 18 10-2C1

KOLKATA, INDIA
ARRIVAL

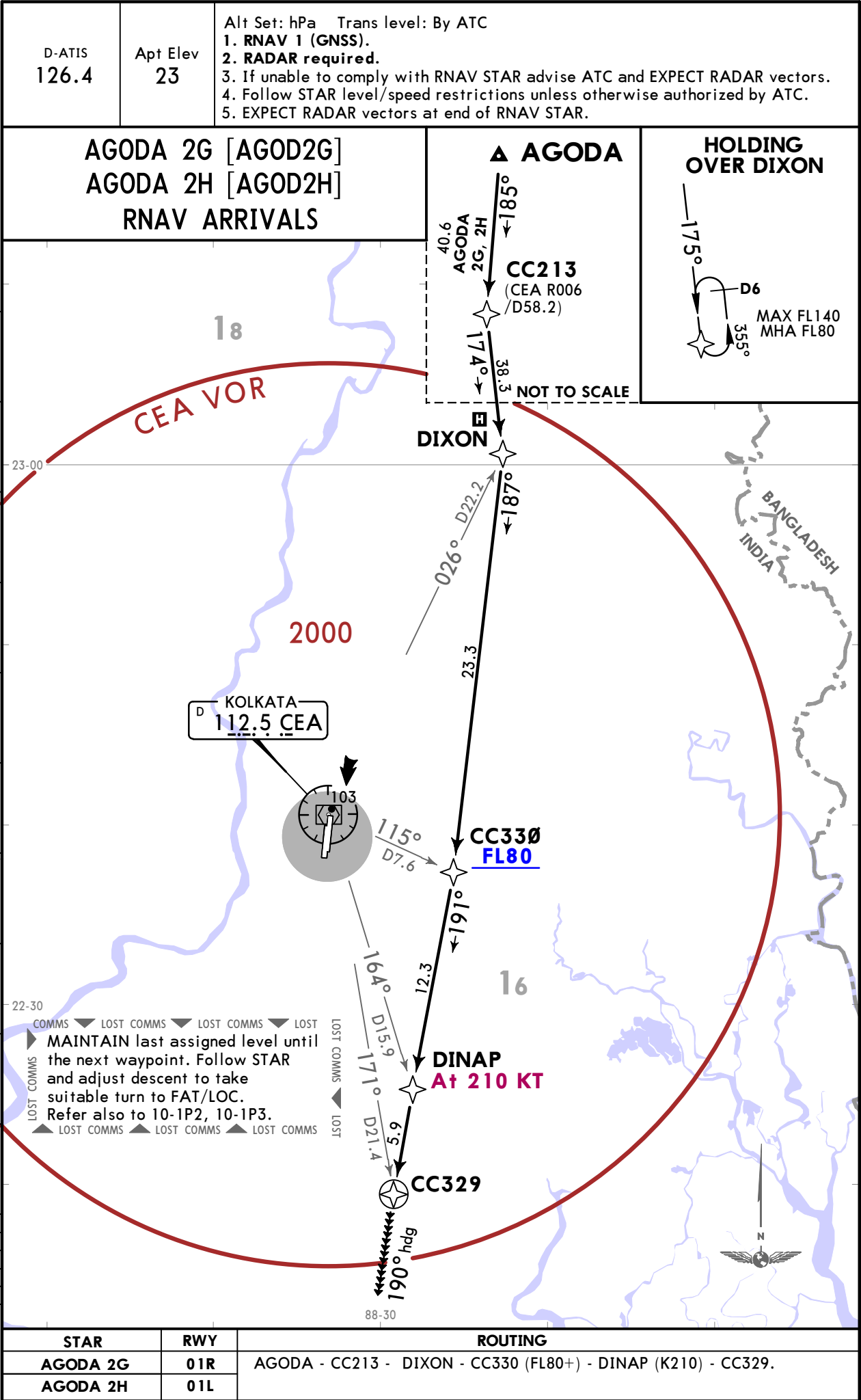


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 **JEPPESSEN**
27 APR 18 **(10-2E)**

KOLKATA, INDIA
RNAV STAR



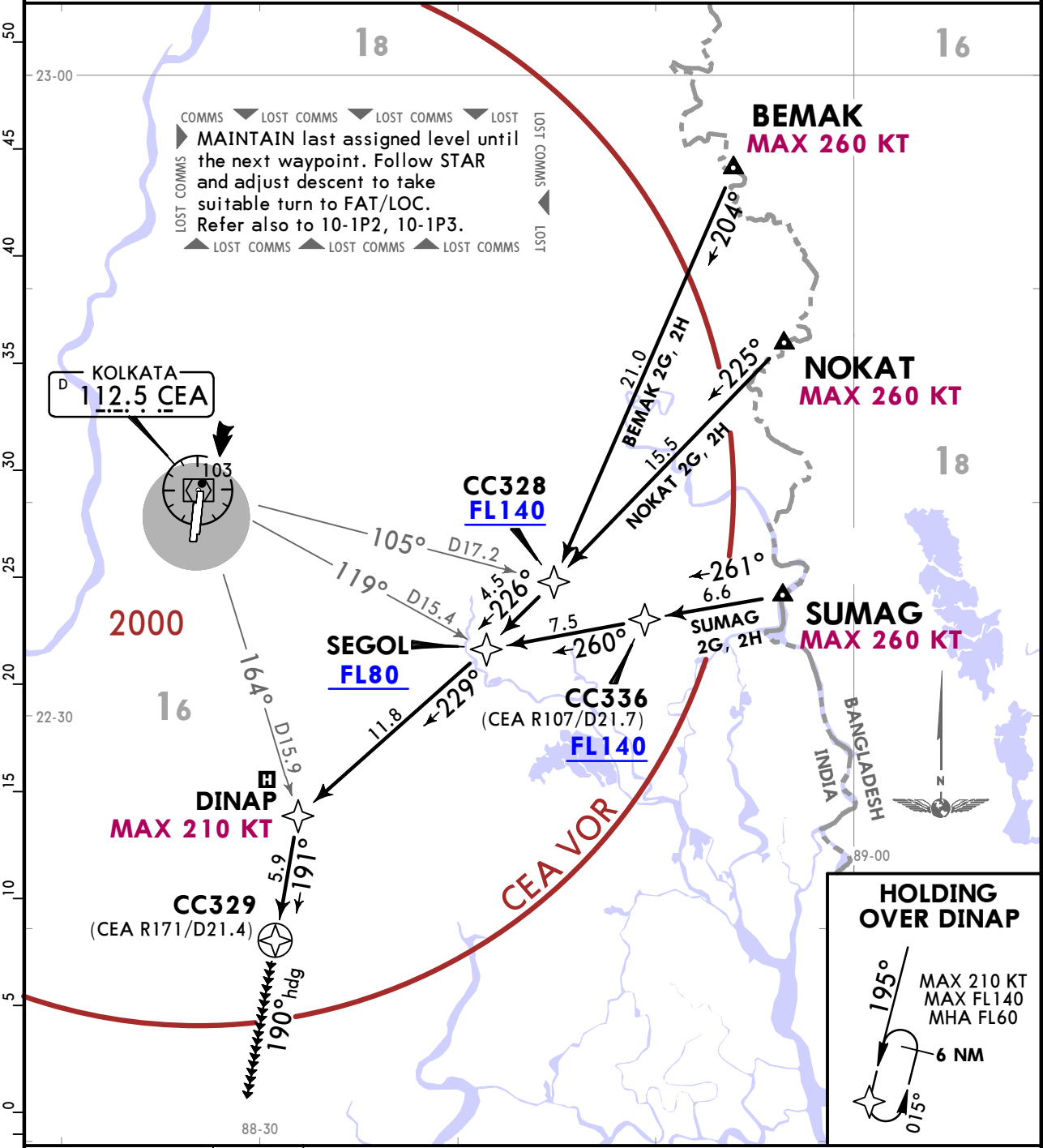
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CHANDRA BOSE INTL

JEPPESSEN
27 APR 18 (10-2G)

KOLKATA, INDIA
RNAV STAR

D-ATIS 126.4	Apt Elev 23	Alt Set: hPa Trans level: By ATC 1. RNAV 1 (GNSS). 2. RADAR required. 3. If unable to comply with RNAV STAR advise ATC and EXPECT RADAR vectors. 4. Follow STAR level/speed restrictions unless otherwise authorized by ATC. 5. EXPECT RADAR vectors at end of RNAV STAR.
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BEMAK 2G [BEMA2G], BEMAK 2H [BEMA2H]
NOKAT 2G [NOKA2G], NOKAT 2H [NOKA2H]
SUMAG 2G [SUMA2G], SUMAG 2H [SUMA2H]
RNAV ARRIVALS



STAR	RWY	ROUTING
BEMAK 2G	01R	BEMAK (K260-) - CC328 (FL140+) - SEGOL (FL80+) - DINAP (K210-) - CC329.
BEMAK 2H	01L	
NOKAT 2G	01R	NOKAT (K260-) - CC328 (FL140+) - SEGOL (FL80+) - DINAP (K210-) - CC329.
NOKAT 2H	01L	
SUMAG 2G	01R	SUMAG (K260-) - CC336 (FL140+) - SEGOL (FL80+) - DINAP (K210-) - CC329.
SUMAG 2H	01L	

AVPOP 2A [AVPO2A]
 AVPOP 2B [AVPO2B]
 RNAV ARRIVALS

STAR	RWY	ROUTING
AVPOP 2A	19L	AVPOP (K260-) - DIKAK (FL140+) - CC302 (K210-) - TONOP.
AVPOP 2B	19R	

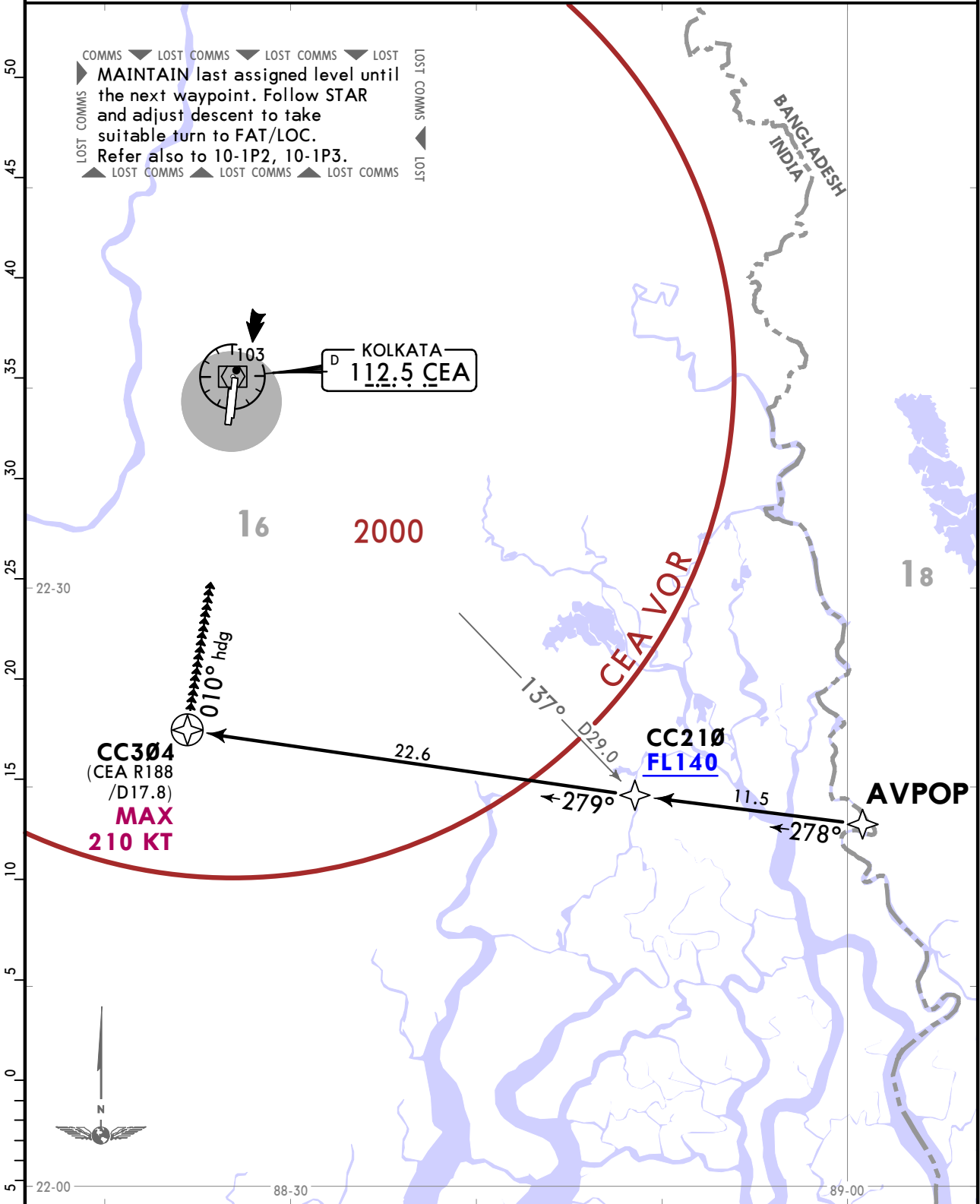
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CHANDRA BOSE INTL

JEPPESEN
27 APR 18 (10-2J)

KOLKATA, INDIA
RNAV STAR

D-ATIS 126.4	Apt Elev 23	Alt Set: hPa Trans level: By ATC 1. RNAV 1 (GNSS). 2. RADAR required. 3. If unable to comply with RNAV STAR advise ATC and EXPECT RADAR vectors. 4. Follow STAR level/speed restrictions unless otherwise authorized by ATC. 5. EXPECT RADAR vectors at end of RNAV STAR.
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AVPOP 2G [AVP02G]
AVPOP 2H [AVP02H]
RNAV ARRIVALS

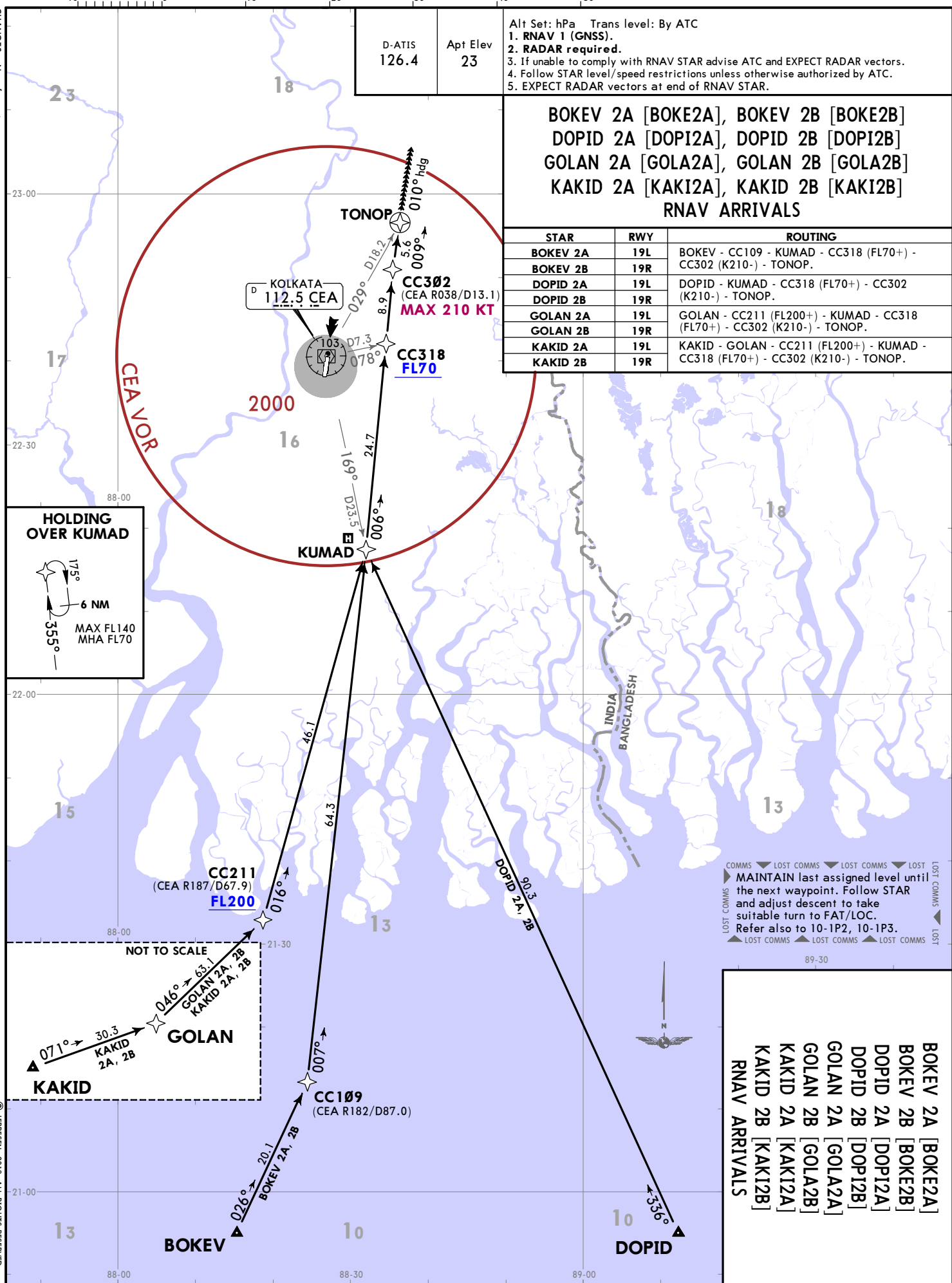


STAR	RWY	ROUTING
AVPOP 2G	01R	AVPOP - CC210 (FL140+) - CC304 (K210-).
AVPOP 2H	01L	

CHANGES: New format.

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JEYPESEN KOLKATA, INDIA
27 APR 18 (10-2K)
RNAV STAR



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27 APR 18 (10-2L)

JEPPESEN

KOLKATA, INDIA

RNAV STAR

D-ATIS
126.4

Apt Elev
23

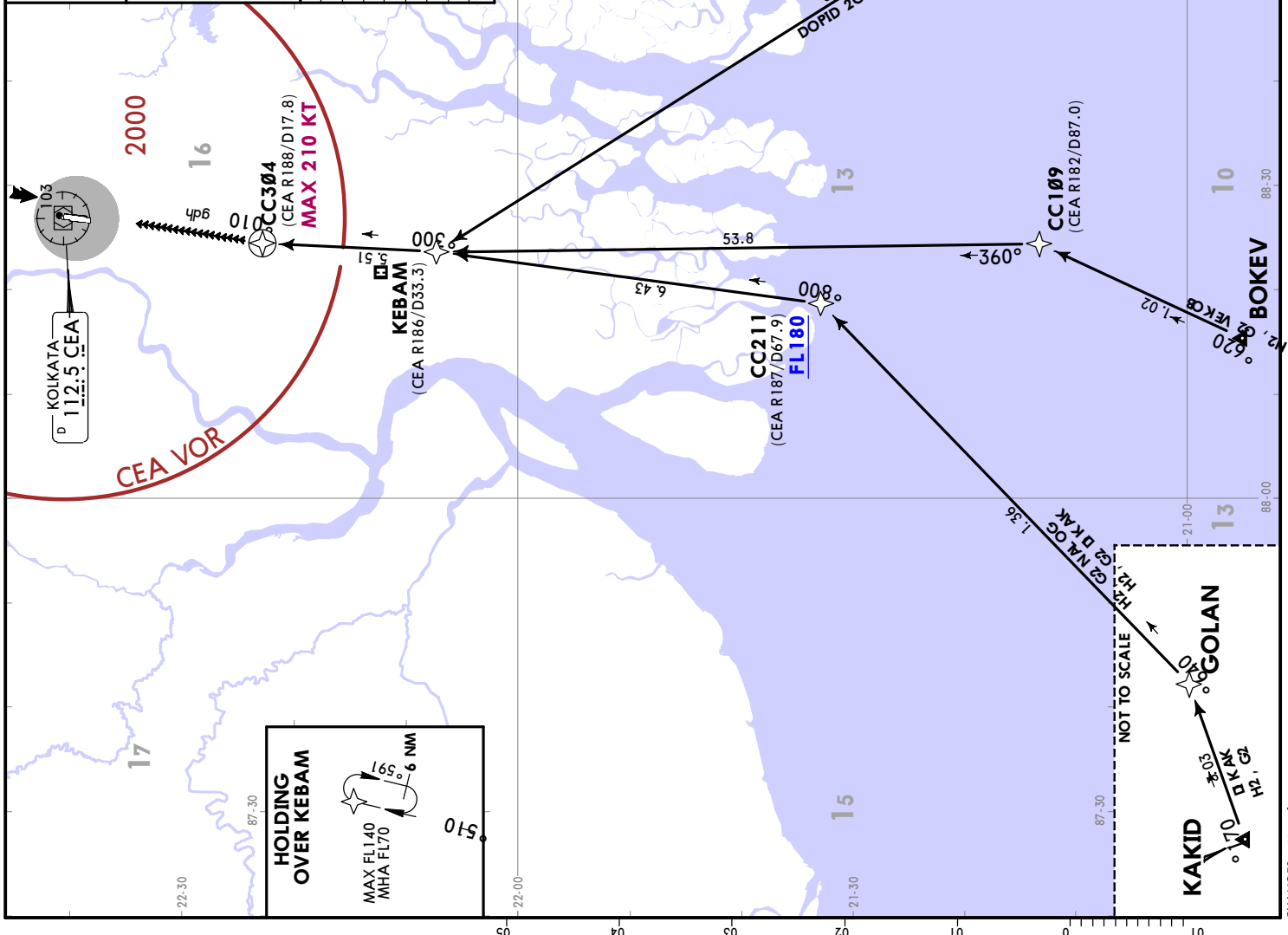
Alt Set: hPa
1. **RNAV 1 (GNSS).**
2. **RADAR required.**
3. If unable to comply with RNAV STAR advise ATC and EXPECT RADAR vectors.
4. Follow STAR level/speed restrictions unless otherwise authorized by ATC.
5. EXPECT RADAR vectors at end of RNAV STAR.

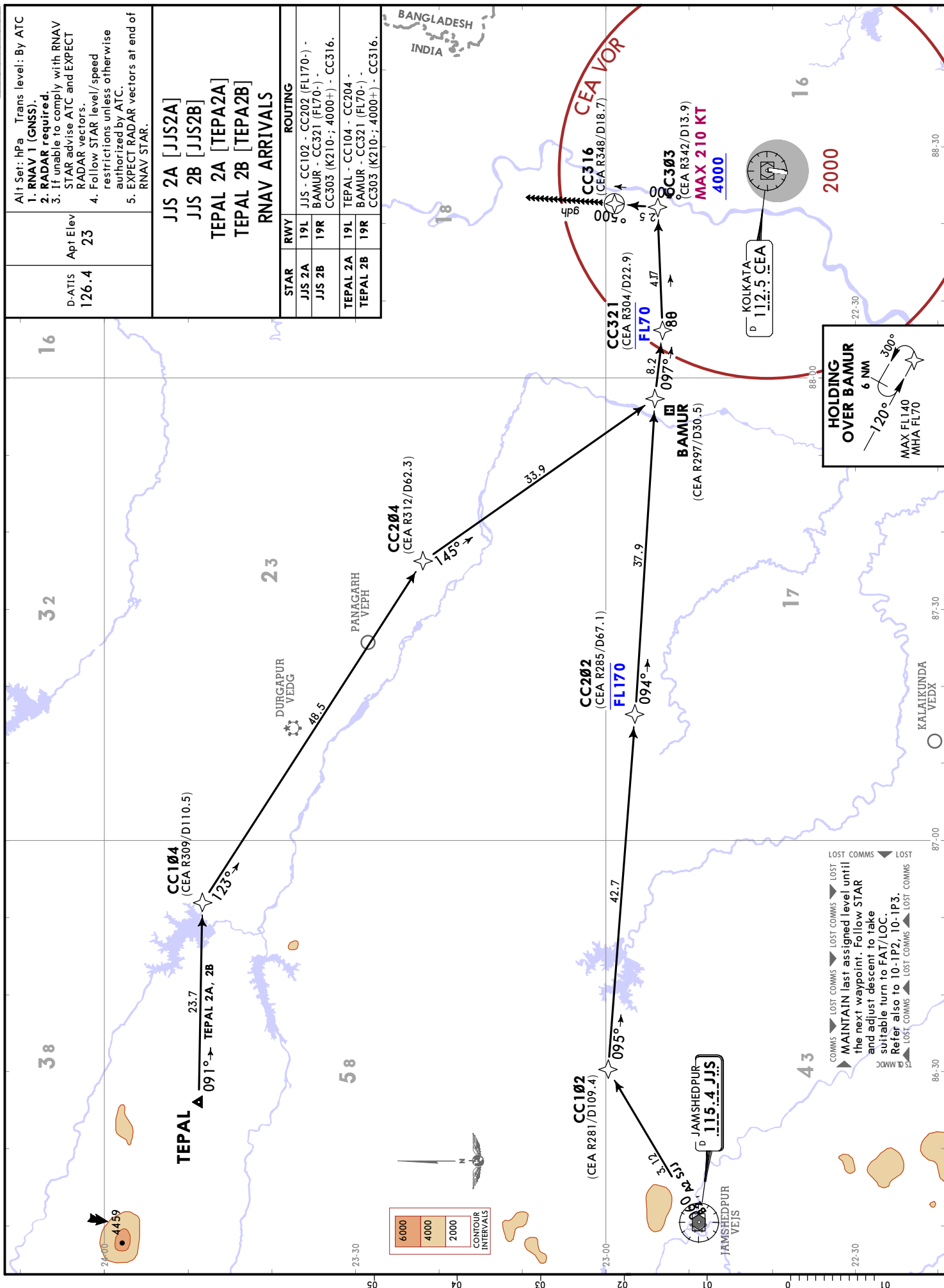
Trans level: By ATC

BOKEV 2G [BOKE2G], BOKEV 2H [BOKE2H]
DOPID 2G [DOP12G], DOPID 2H [DOP12H]
GOLAN 2G [GOLA2G], GOLAN 2H [GOLA2H]
KAKID 2G [KAKI2G], KAKID 2H [KAKI2H]

RNAV ARRIVALS

STAR	RWY	ROUTING
BOKEV 2G	01R	BOKEV - CC109 - KEBAM - CC304 (K210-).
BOKEV 2H	01L	
DOPID 2G	01R	DOPID - KEBAM - CC304 (K210-).
DOPID 2H	01L	
GOLAN 2G	01R	GOLAN - CC211 (FL180+) - KEBAM - CC304 (K210-).
GOLAN 2H	01L	
KAKID 2G	01R	KAKID - GOLAN - CC211 (FL180+) - KEBAM - CC304 (K210-).
KAKID 2H	01L	

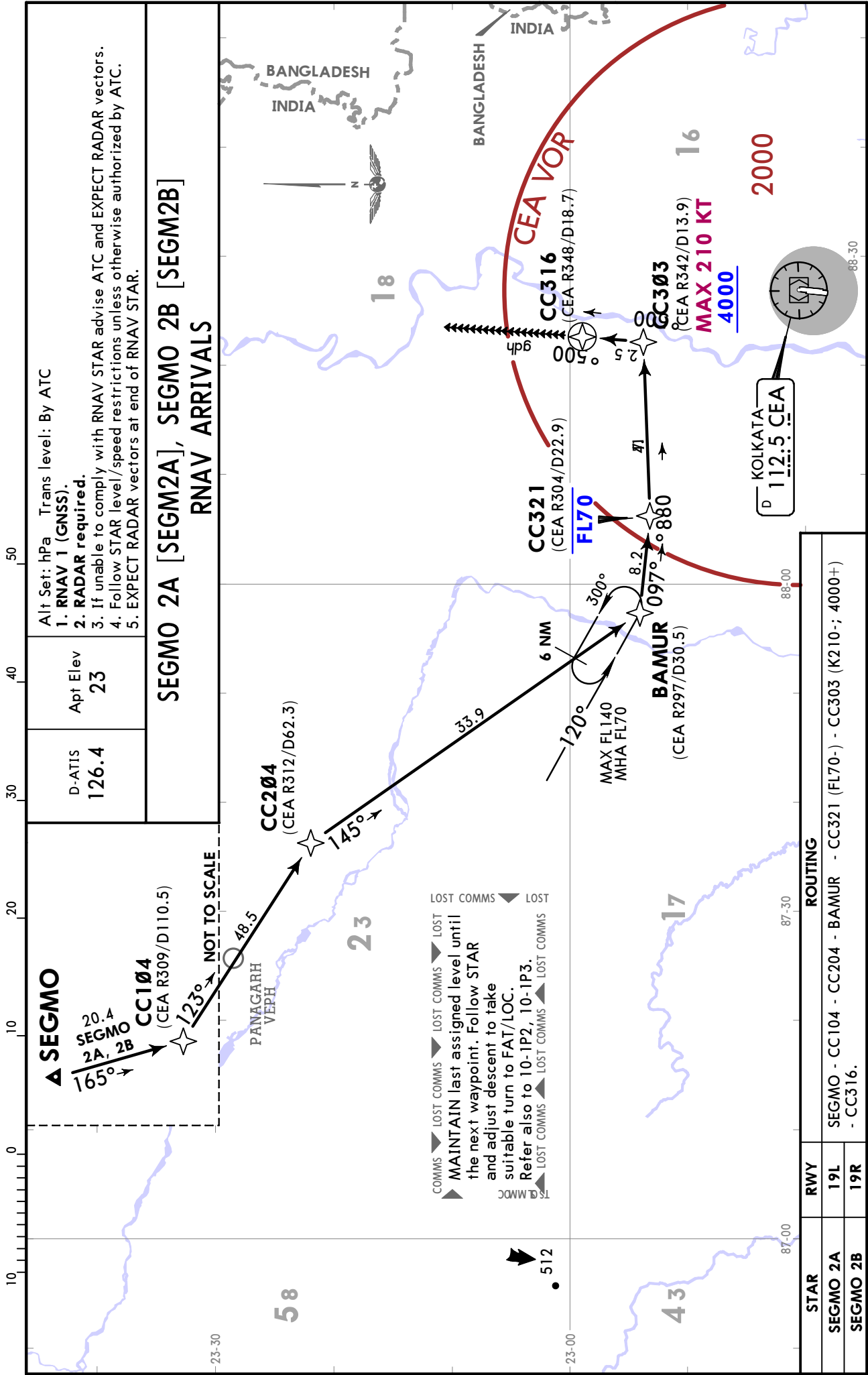




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CHANDRA BOSE INTL

JEPPESSEN
31 AUG 18 10-2P Eff 13 Sep

KOLKATA, INDIA
RNAV STAR



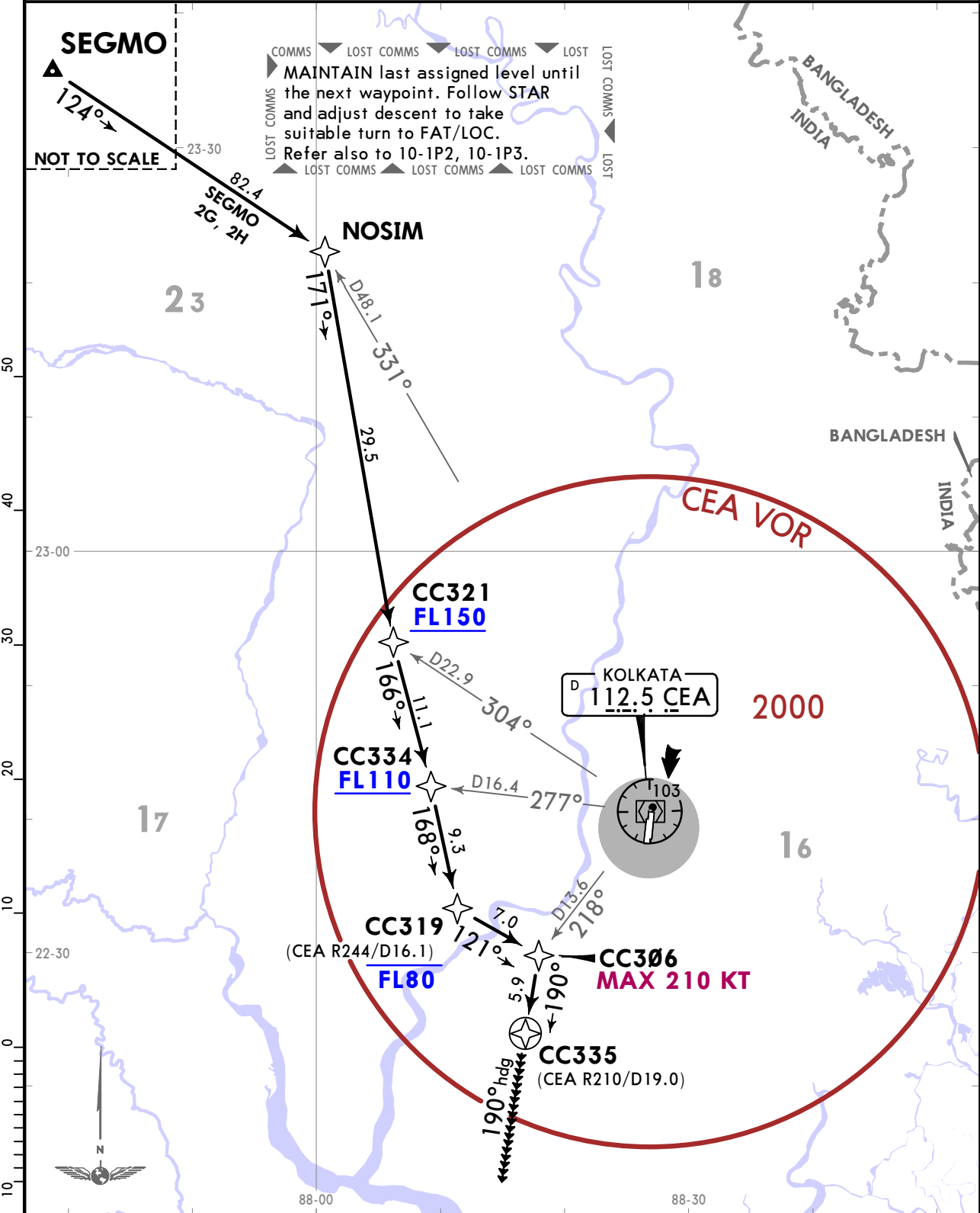
VECC/CCU
NETAJI SUBHASH
CHANDRA BOSE INTL

 **JEPPESSEN**
31 AUG 18 **10-2Q** Eff 13 Sep

KOLKATA, INDIA
RNAV STAR

D-ATIS 126.4	Apt Elev 23	Alt Set: hPa Trans level: By ATC 1. RNAV 1 (GNSS). 2. RADAR required. 3. If unable to comply with RNAV STAR advise ATC and EXPECT RADAR vectors. 4. Follow STAR level/speed restrictions unless otherwise authorized by ATC. 5. EXPECT RADAR vectors at end of RNAV STAR.
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SEGMO 2G [SEGM2G]
SEGMO 2H [SEGM2H]
RNAV ARRIVALS



STAR	RWY	ROUTING
SEGMO 2G	01R	SEGMO - NOSIM - CC321 (FL150+) - CC334 (FL110+) - CC319 (FL80-) - CC306 (K210-) - CC335.
SEGMO 2H	01L	

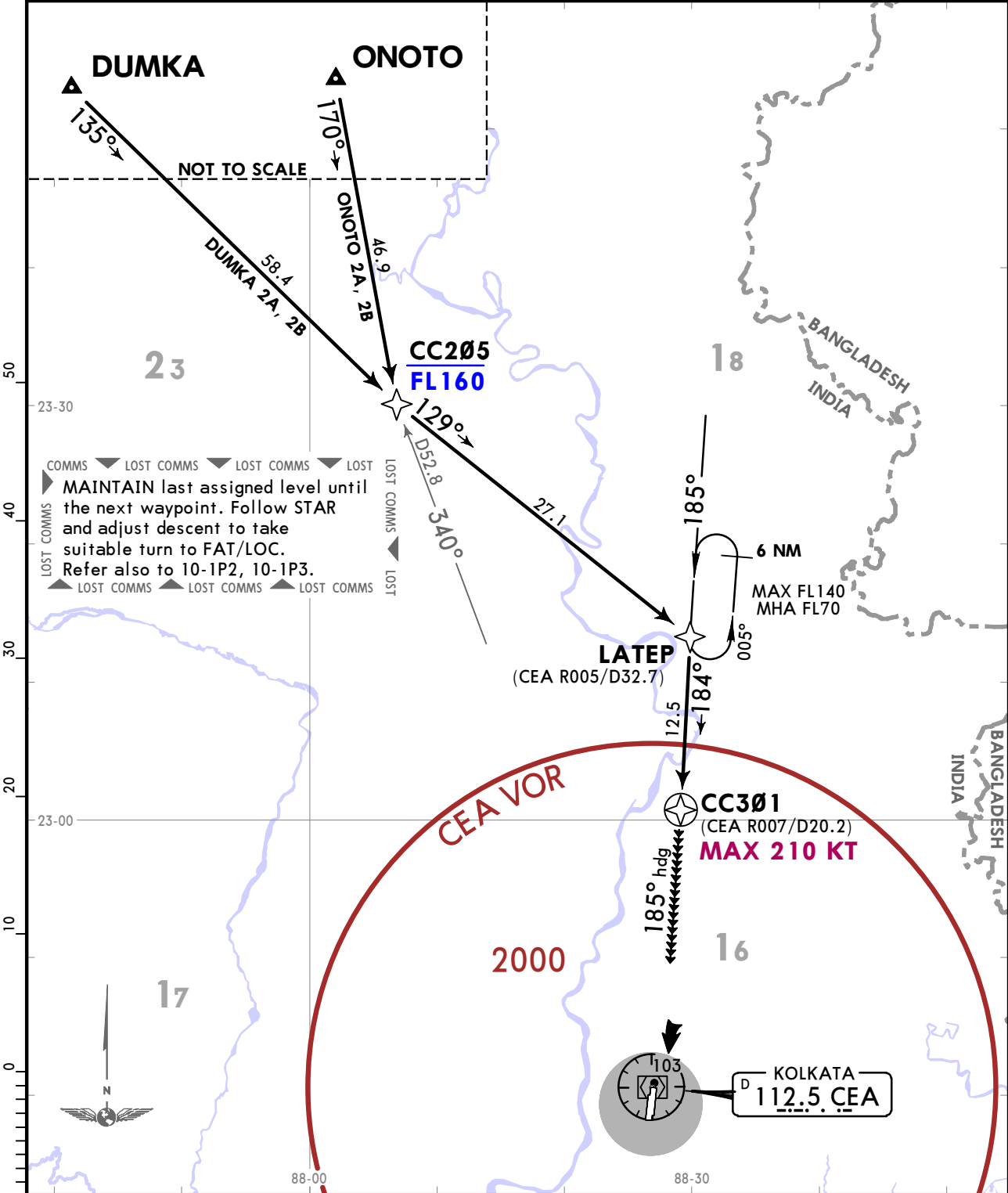
VECC/CCU
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CHANDRA BOSE INTL

 **JEPPESSEN**
27 APR 18 **(10-2S)**

KOLKATA, INDIA
RNAV STAR

D-ATIS 126.4	Apt Elev 23	Alt Set: hPa Trans level: By ATC 1. RNAV 1 (GNSS). 2. RADAR required. 3. If unable to comply with RNAV STAR advise ATC and EXPECT RADAR vectors. 4. Follow STAR level/speed restrictions unless otherwise authorized by ATC. 5. EXPECT RADAR vectors at end of RNAV STAR.
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DUMKA 2A [DUMK2A], DUMKA 2B [DUMK2B]
ONOTO 2A [ONOT2A], ONOTO 2B [ONOT2B]
RNAV ARRIVALS

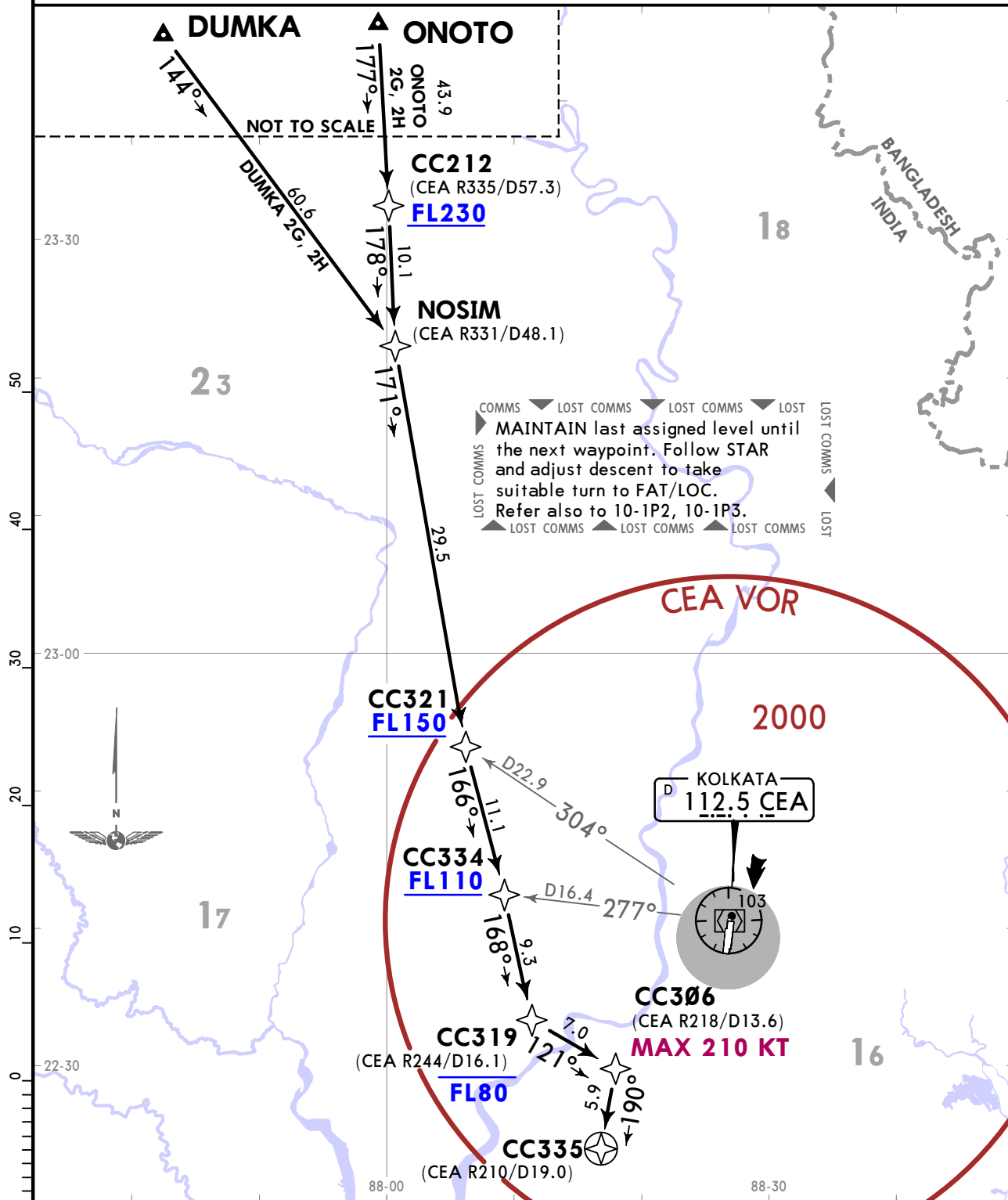


STAR	RWY	ROUTING
DUMKA 2A	19L	DUMKA - CC205 (FL160-) - LATEP - CC301 (K210-).
DUMKA 2B	19R	
ONOTO 2A	19L	ONOTO - CC205 (FL160-) - LATEP - CC301 (K210-).
ONOTO 2B	19R	

KOLKATA, INDIA
RNAV STAR

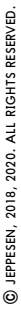
D-ATIS 126.4	Apt Elev 23	Alt Set: hPa Trans level: By ATC 1. RNAV 1 (GNSS). 2. RADAR required. 3. If unable to comply with RNAV STAR advise ATC and EXPECT RADAR vectors. 4. Follow STAR level/speed restrictions unless otherwise authorized by ATC. 5. EXPECT RADAR vectors at end of RNAV STAR.
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DUMKA 2G [DUMK2G], DUMKA 2H [DUMK2H]
ONOTO 2G [ONOT2G], ONOTO 2H [ONOT2H]
RNAV ARRIVALS



STAR	RWY	ROUTING
DUMKA 2G	01R	DUMKA - NOSIM - CC321 (FL150+) - CC334 (FL110+) - CC319 (FL80-) - CC306 (K210-) - CC335.
DUMKA 2H	01L	
ONOTO 2G	01R	ONOTO - CC212 (FL230+) - NOSIM - CC321 (FL150+) - CC334 (FL110+) - CC319 (FL80-) - CC306 (K210-) - CC335.
ONOTO 2H	01L	

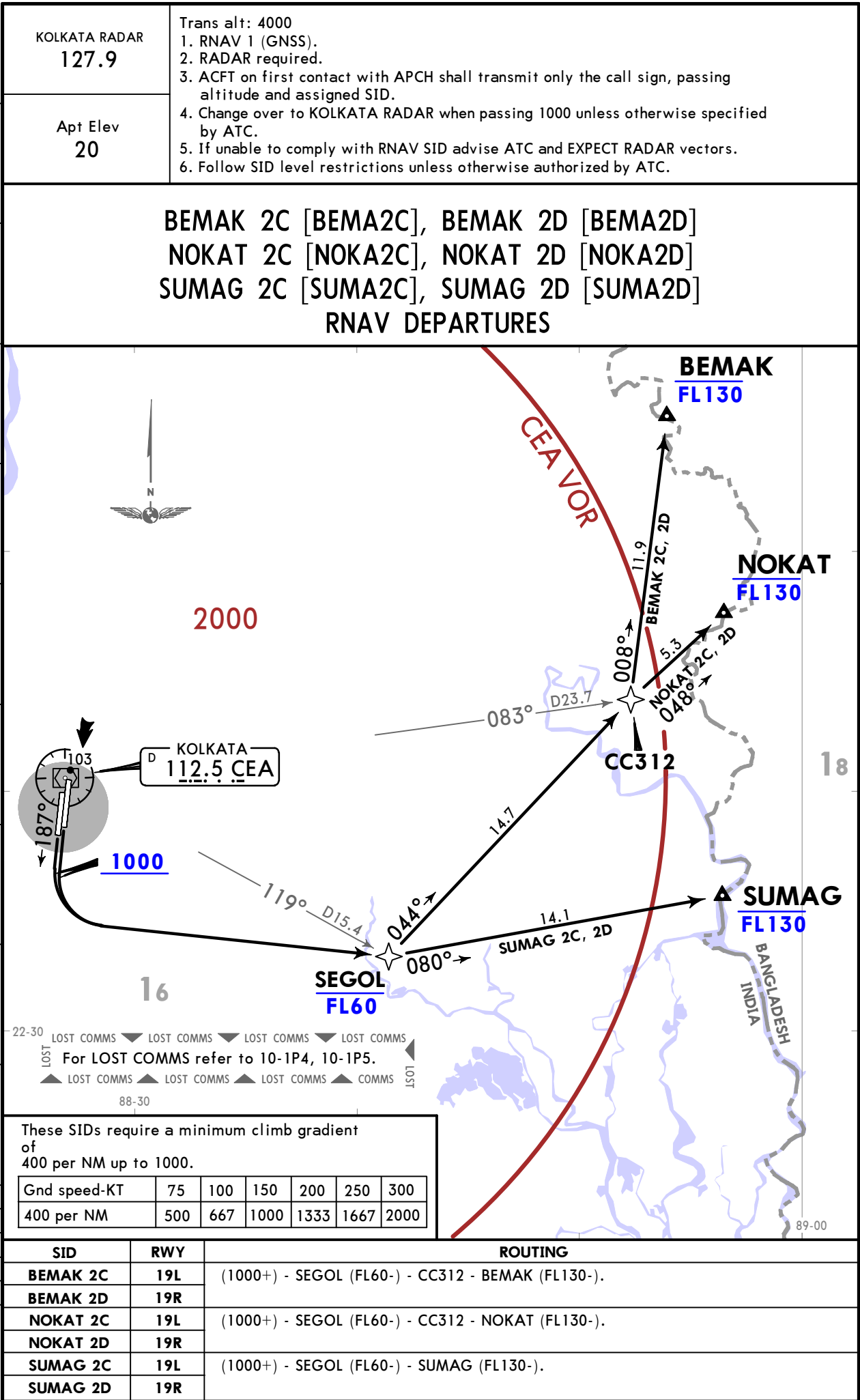




VECC/CCU
NETAJI SUBASH
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JEPPESEN
21 AUG 20 10-3B

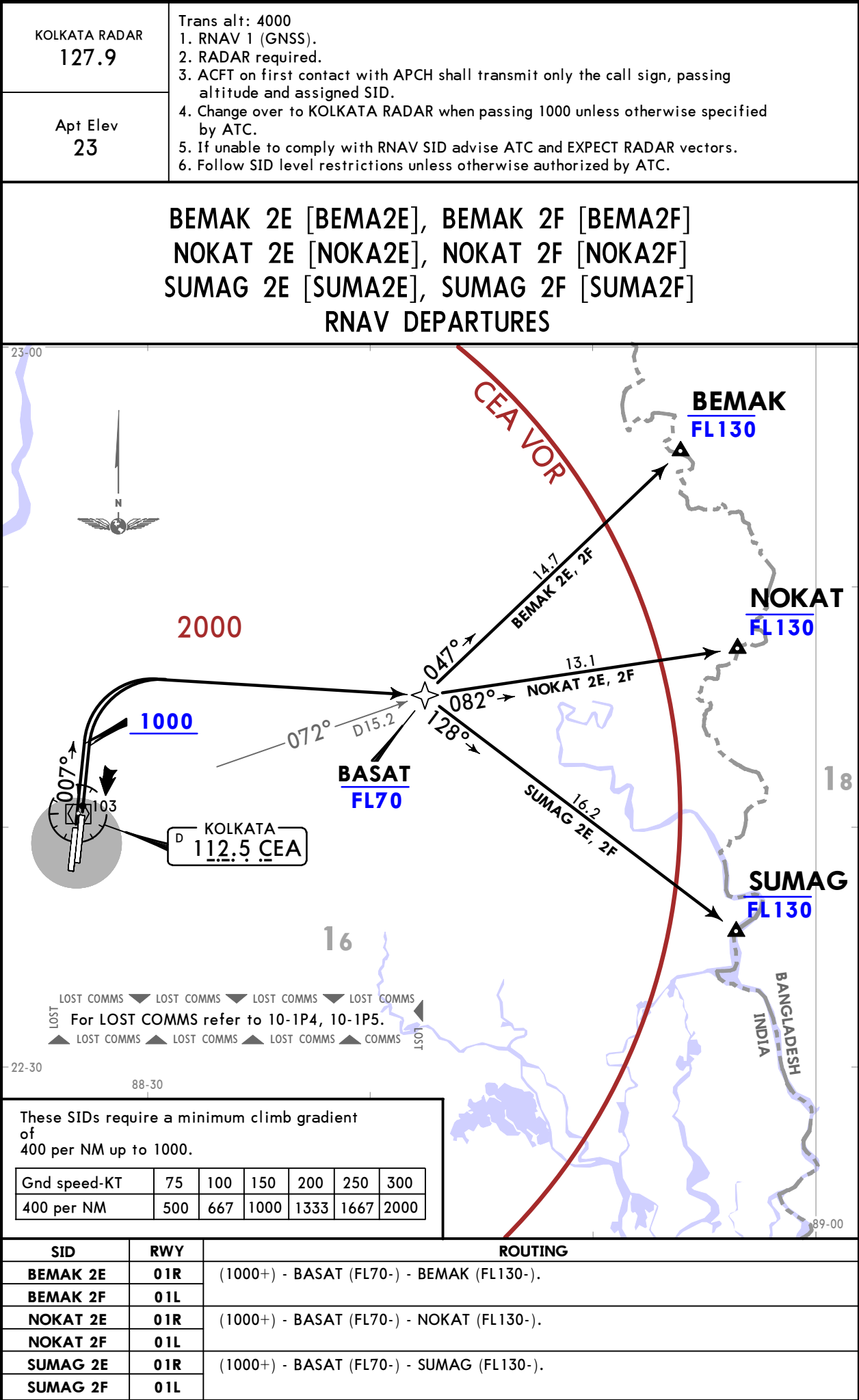
KOLKATA, INDIA
RNAV SID



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CHANDRA BOSE INTL

JEPPESSEN
21 AUG 20 10-3C

KOLKATA, INDIA
RNAV SID



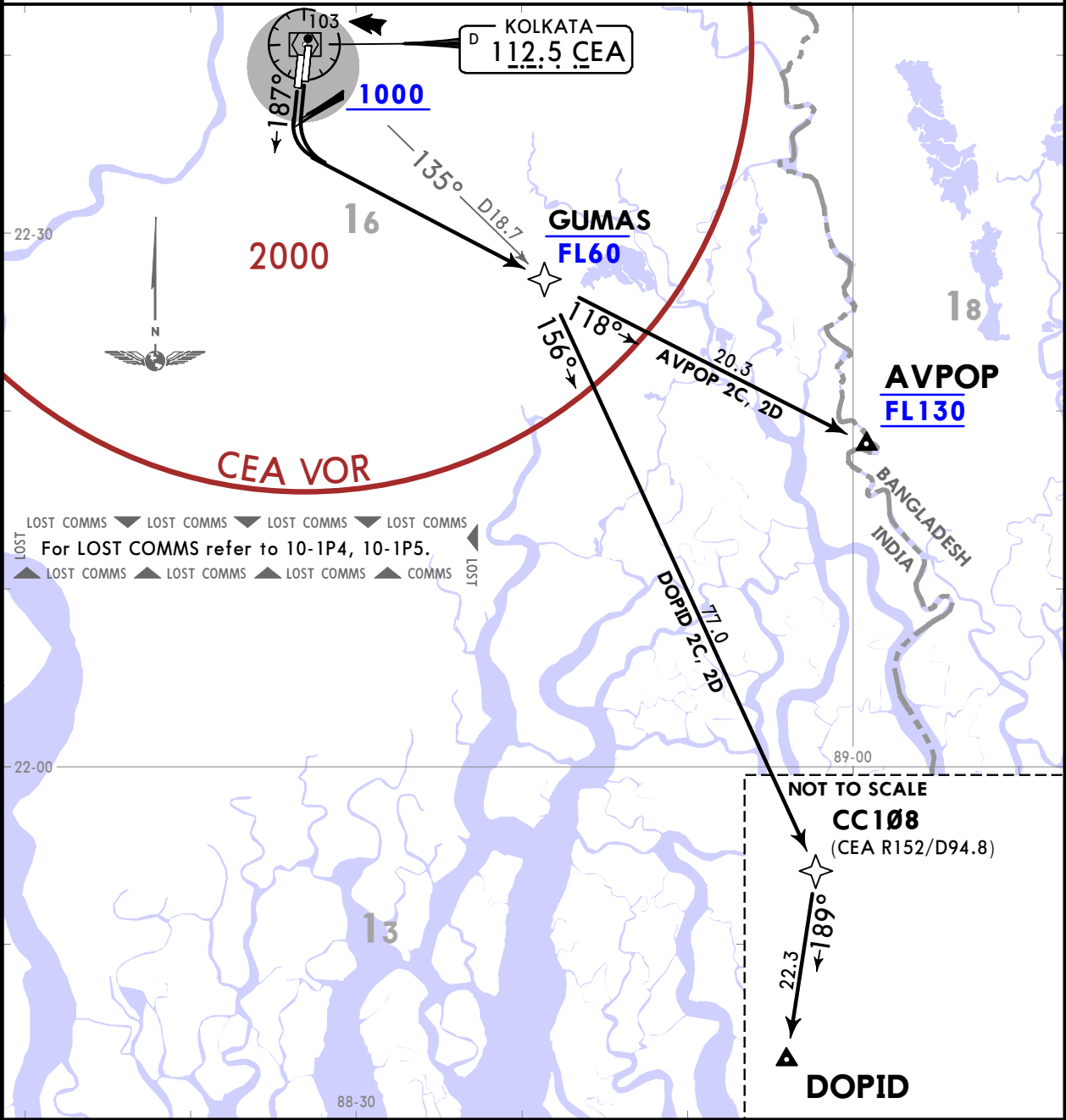
VECC/CCU
NETAJI SUBASH
CHANDRA BOSE INTL

 **JEPPESSEN**
21 AUG 20 **(10-3D)**

KOLKATA, INDIA
RNAV SID

KOLKATA RADAR 127.9	Trans alt: 4000 1. RNAV 1 (GNSS). 2. RADAR required. 3. ACFT on first contact with APCH shall transmit only the call sign, passing altitude and assigned SID.
Apt Elev 20	4. Change over to KOLKATA RADAR when passing 1000 unless otherwise specified by ATC. 5. If unable to comply with RNAV SID advise ATC and EXPECT RADAR vectors. 6. Follow SID level restrictions unless otherwise authorized by ATC.

**AVPOP 2C [AVPO2C], AVPOP 2D [AVPO2D]
DOPID 2C [DOPI2C], DOPID 2D [DOPI2D]
RNAV DEPARTURES**



These SIDs require a minimum climb gradient of 400 per NM up to 1000.

Gnd speed-KT	75	100	150	200	250	300
400 per NM	500	667	1000	1333	1667	2000

SID	RWY	ROUTING
AVPOP 2C	19L	(1000+) - GUMAS (FL60-) - AVPOP (FL130).
AVPOP 2D	19R	(1000+) - GUMAS (FL60-) - AVPOP (FL130).
DOPID 2C	19L	(1000+) - GUMAS (FL60-) - CC108 - DOPID.
DOPID 2D	19R	(1000+) - GUMAS (FL60-) - CC108 - DOPID.

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CHANDRA BOSE INTL

JEPPESSEN
 21 AUG 20 **(10-3E)**

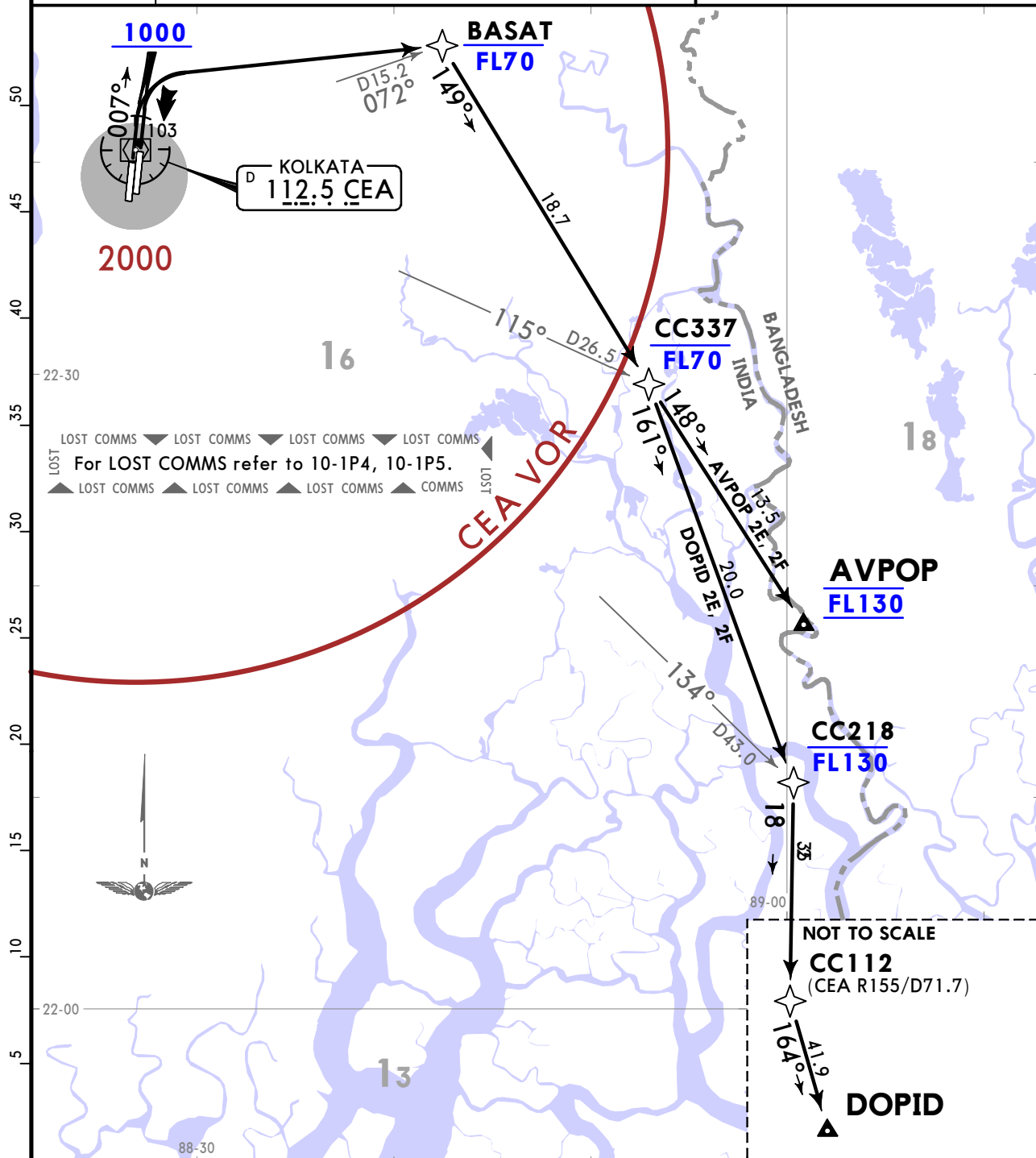
KOLKATA, INDIA
RNAV SID

KOLKATA
 RADAR
 127.9

Apt Elev
 20

- Trans alt: 4000
1. RNAV 1 (GNSS).
 2. RADAR required.
 3. ACFT on first contact with APCH shall transmit only the call sign, passing altitude and assigned SID.
 4. Change over to KOLKATA RADAR when passing 1000 unless otherwise specified by ATC.
 5. If unable to comply with RNAV SID advise ATC and EXPECT RADAR vectors.
 6. Follow SID level restrictions unless otherwise authorized by ATC.

AVPOP 2E [AVP02E]
AVPOP 2F [AVP02F]
DOPID 2E [DOPI2E]
DOPID 2F [DOPI2F]
RNAV DEPARTURES



These SIDs require a minimum climb gradient of 400 per NM up to 1000.

Gnd speed-KT	75	100	150	200	250	300
400 per NM	500	667	1000	1333	1667	2000

SID	RWY	ROUTING
AVPOP 2E	01R	(1000+) - BASAT (FL70-) - CC337 (FL70-) - AVPOP (FL130).
AVPOP 2F	01L	(1000+) - BASAT (FL70-) - CC337 (FL70-) - AVPOP (FL130).
DOPID 2E	01R	(1000+) - BASAT (FL70-) - CC337 (FL70-) - CC218 (FL130-) - CC112 - DOPID.
DOPID 2F	01L	(1000+) - BASAT (FL70-) - CC337 (FL70-) - CC218 (FL130-) - CC112 - DOPID.

CHANGES: Communication; general instruction notes.

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CHANGES: Communication; general instruction notes.

VECC/CCU
NETAJI SUBASH
CHANDRA BOSE INTL

KOLKATA
RADAR
127.9

Trans alt: 4000
1. RNAV 1 (GNSS).
2. RADAR required.
3. ACFT on first contact with APCH shall transmit only the call sign, passing altitude and assigned SID.
4. Change over to KOLKATA RADAR when passing 1000 unless otherwise specified by ATC.
5. If unable to comply with RNAV SID advise ATC and EXPECT RADAR vectors.
6. Follow SID level restrictions unless otherwise authorized by ATC.

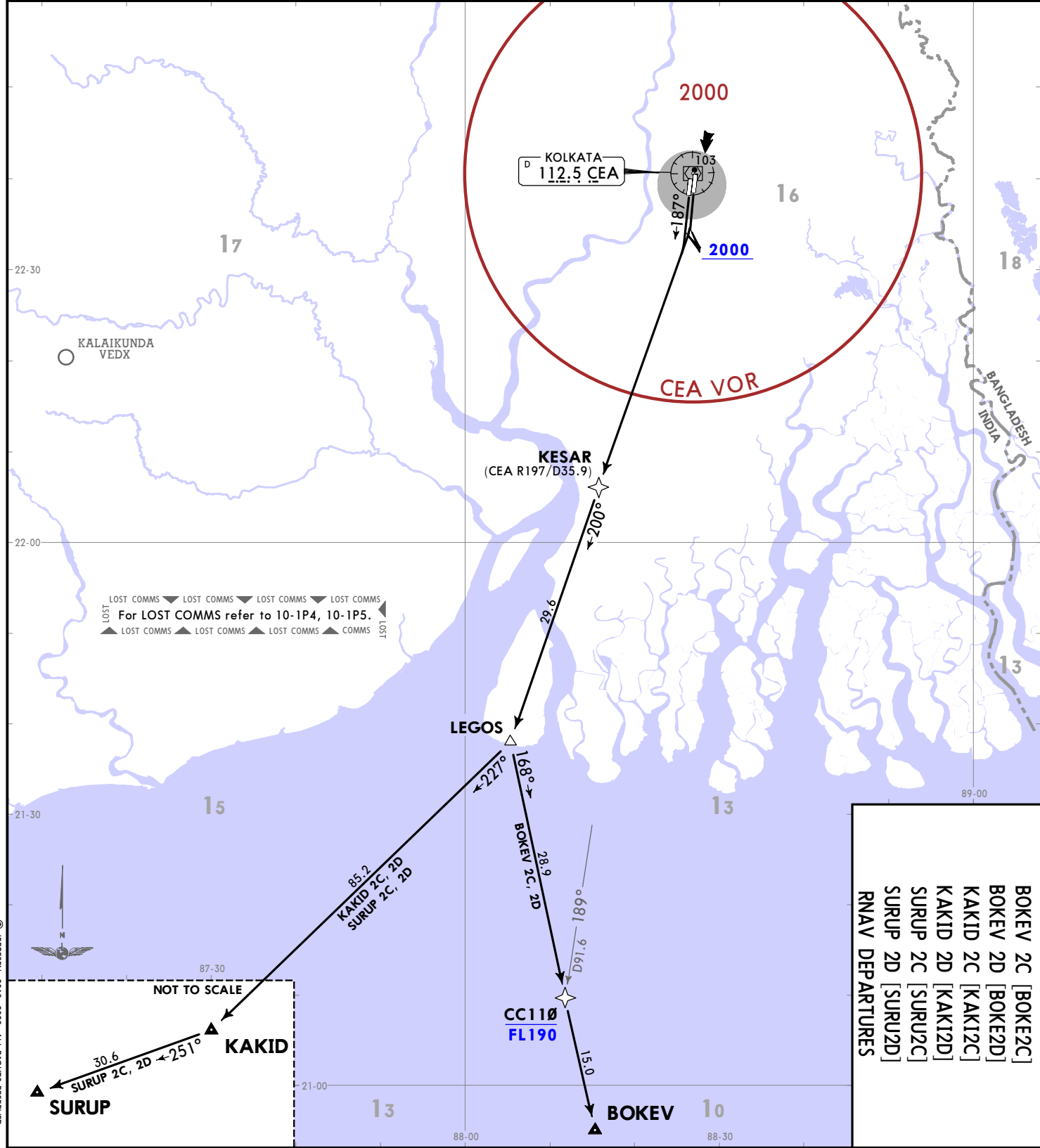
Apt Elev
20

BOKEV 2C [BOKE2C], BOKEV 2D [BOKE2D]
KAKID 2C [KAKI2C], KAKID 2D [KAKI2D]
SURUP 2C [SURU2C], SURUP 2D [SURU2D]
RNAV DEPARTURES

These SIDs require a minimum climb gradient of 400 per NM up to 2000.

Gnd speed-KT	75	100	150	200	250	300
400 per NM	500	667	1000	1333	1667	2000

SID	RWY	ROUTING
BOKEV 2C	19L	(2000+) - KESAR - LEGOS - CC110 (FL190-) - BOKEV.
BOKEV 2D	19R	
KAKID 2C	19L	(2000+) - KESAR - LEGOS - KAKID.
KAKID 2D	19R	
SURUP 2C	19L	(2000+) - KESAR - LEGOS - KAKID - SURUP.
SURUP 2D	19R	



JEPPESSEN KOLKATA, INDIA
RNAV SID
21 AUG 20 10-3F

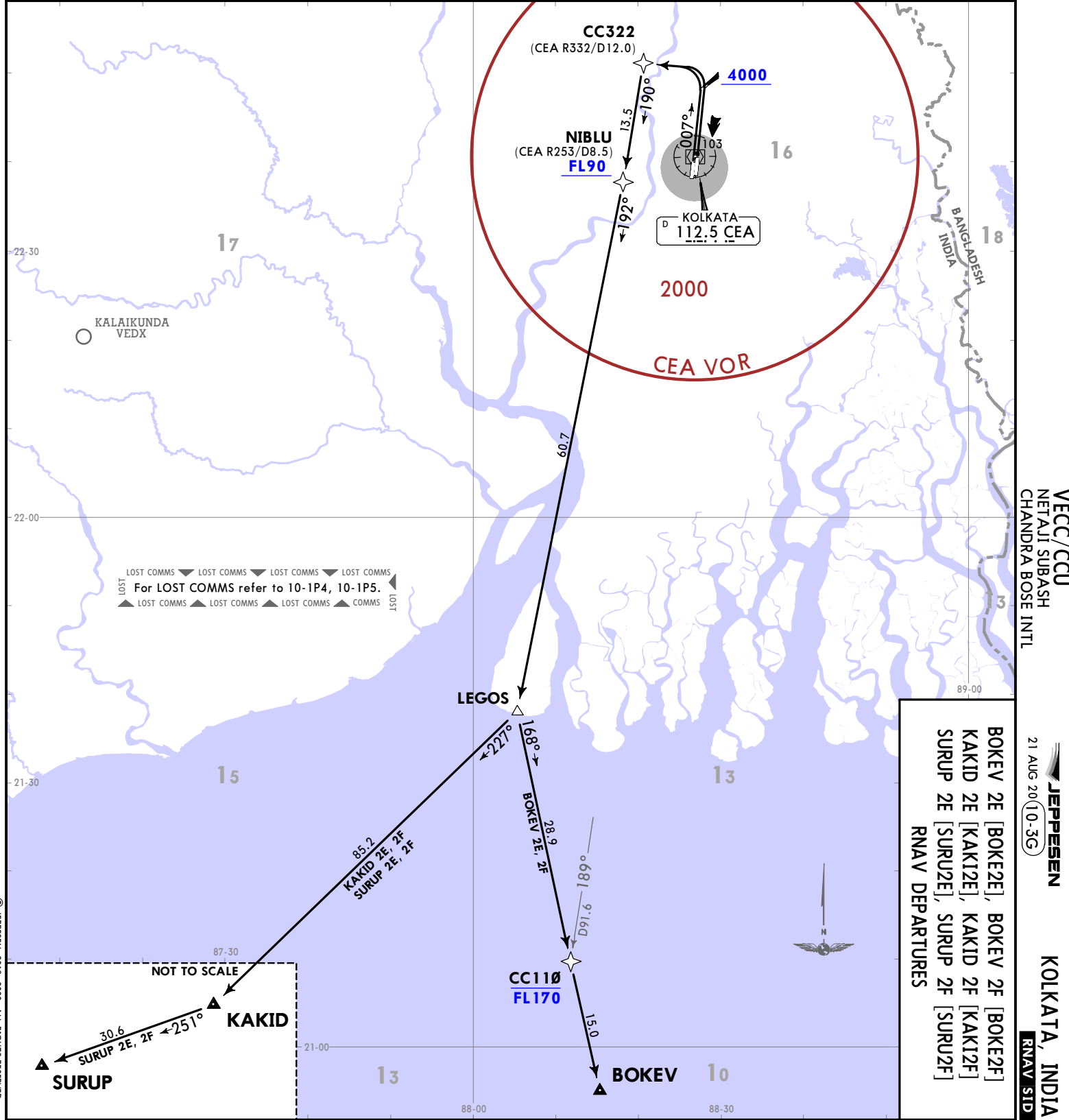
KOLKATA
RADAR
127.9

Trans alt: 4000
1. RNAV 1 (GNSS).
2. RADAR required.
3. ACFT on first contact with APCH shall transmit only the call sign, passing altitude and assigned SID.
4. Change over to KOLKATA RADAR when passing 1000 unless otherwise specified by ATC.
5. If unable to comply with RNAV SID advise ATC and EXPECT RADAR vectors.
6. Follow SID level restrictions unless otherwise authorized by ATC.

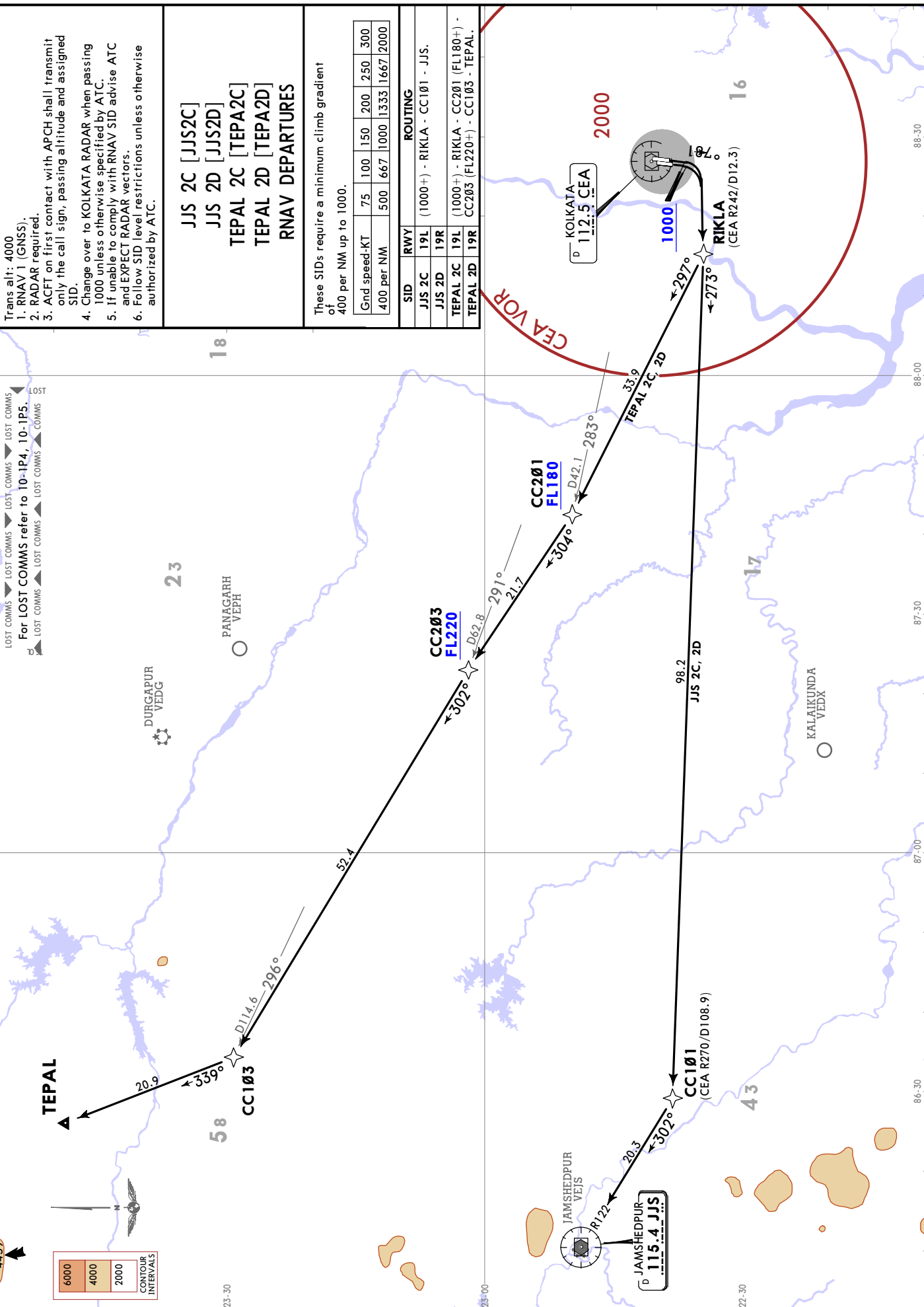
These SIDs require a minimum climb gradient of 400 per NM up to 4000.

Gnd speed-KT	75	100	150	200	250	300
400 per NM	500	667	1000	1333	1667	2000

SID	RWY	ROUTING
BOKEV 2E [BOKE2E], BOKEV 2F [BOKE2F]	01R	(4000+) - CC322 - NIBLU (FL90+) - LEGOS - CC110 (FL170-) - BOKEV.
BOKEV 2F	01L	
KAKID 2E	01R	(4000+) - CC322 - NIBLU (FL90+) - LEGOS - KAKID.
KAKID 2F	01L	
SURUP 2E	01R	(4000+) - CC322 - NIBLU (FL90+) - LEGOS - KAKID - SURUP.
SURUP 2F	01L	



CHANDRA BOSE INTL



CHANGES: Communication: general instruction notes

VECC/CCU

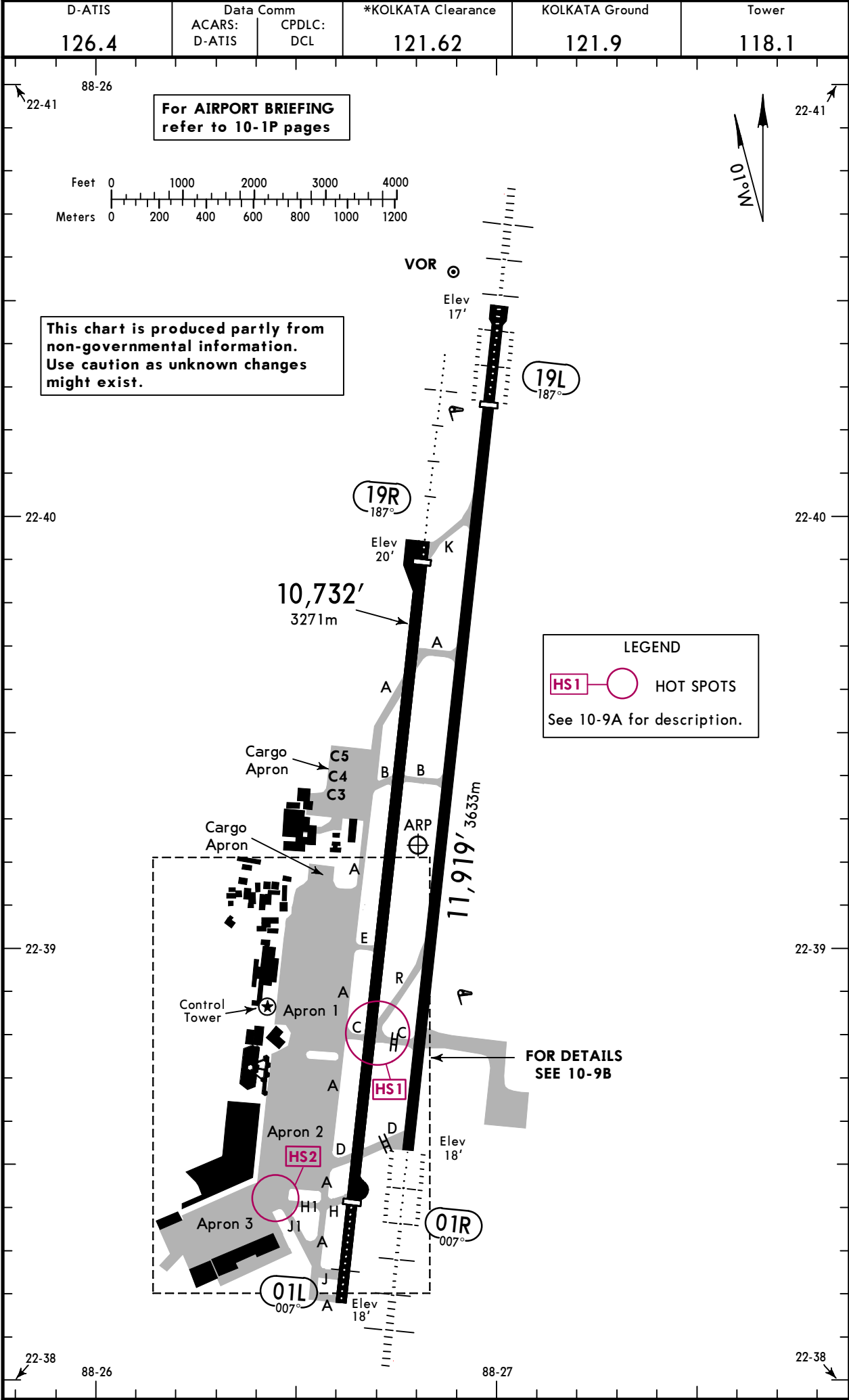
Apt Elev 20'
N22 39.2 E088 26.8

JEPPESEN

24 JAN 20
Eff 30 Jan (10-9)

KOLKATA, INDIA

NETAJI SUBASH CHANDRA BOSE INTL



VECC/CCU

 **JEPPESSEN**

KOLKATA, INDIA

24 JAN 20
Eff 30 Jan

(10-9A)

NETAJI SUBASH CHANDRA BOSE INTL

ADDITIONAL RUNWAY INFORMATION									
RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						LANDING BEYOND			
						Threshold	Glide Slope		
01L	HIRL (60m)	HIALS	PAPI-L (3.0°)			9295' 2833m			148'
19R	HIRL (60m)	HIALS ❶	PAPI-L (3.0°)			10,443' 3183m	9349' 2850m		45m
❶ Configuration unknown.									
01R	HIRL (60m)	CL (15m)	HIALS-II	TDZ	PAPI-L (3.0°)	RVR		10,886' 3318m	148'
19L	HIRL (60m)	CL (15m)	HIALS-II	TDZ	PAPI-L (3.0°)	RVR	10,522' 3207m	9488' 2892m	❷
❷ TAKE-OFF RUN AVAILABLE									
RWY 19L:									
From rwy head 11,919' (3633m)									
Twy K int 8678' (2645m)									

INS COORDINATES					
STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
4 thru 6	N22 39.0 E088 26.5	18	52, 53	N22 38.6 E088 26.4	18
7	N22 39.0 E088 26.5	19	54	N22 38.6 E088 26.4	17
7L, 7R	N22 39.0 E088 26.5	18	55L	N22 38.5 E088 26.4	16
8, 9	N22 38.9 E088 26.5	18	55	N22 38.6 E088 26.4	16
10	N22 38.9 E088 26.5	17	55R	N22 38.6 E088 26.4	17
11L	N22 38.8 E088 26.5	16	56L	N22 38.5 E088 26.4	14
11	N22 38.8 E088 26.5	17	56, 56R	N22 38.5 E088 26.4	15
11R	N22 38.9 E088 26.5	17	57L	N22 38.4 E088 26.4	13
13	N22 39.1 E088 26.6	17	57	N22 38.5 E088 26.4	13
14	N22 39.1 E088 26.6	18	57R	N22 38.5 E088 26.4	13
15, 16	N22 39.0 E088 26.6	17	58L thru 58R	N22 38.4 E088 26.4	13
17 thru 19	N22 38.9 E088 26.6	17	59 L thru 60L	N22 38.4 E088 26.3	13
20, 21	N22 38.8 E088 26.6	17	60	N22 38.4 E088 26.3	14
22, 23	N22 38.7 E088 26.6	17	60R	N22 38.4 E088 26.3	13
24	N22 38.7 E088 26.6	16	61L, 61	N22 38.4 E088 26.2	14
25	N22 38.7 E088 26.5	16	61R	N22 38.4 E088 26.3	14
26	N22 38.6 E088 26.5	15	C1	N22 39.2 E088 26.5	19
27, 28	N22 38.6 E088 26.5	14	C2	N22 39.2 E088 26.6	19
29	N22 38.5 E088 26.5	13	C3	N22 39.4 E088 26.6	17
30 thru 32	N22 38.5 E088 26.5	14	C4, C5	N22 39.4 E088 26.6	16
33, 34	N22 38.4 E088 26.4	11			
35 thru 37	N22 38.3 E088 26.4	11			
38, 39	N22 38.3 E088 26.3	12			
40	N22 38.3 E088 26.3	11			
48 thru 51	N22 38.7 E088 26.4	18			

HOT SPOTS	
(For information only, not to be construed as ATC instructions.)	
HS1	RWY 01L/19R at its intersection with TWY C & TWY R
HS2	Intersection of TWY H1 with TWY F1, TWY J1 & TWY F2

Standard/DGCA		TAKE-OFF			
	Rwy 01R/19L Low Visibility Take-off			All Rwys	
	① HIRL, CL (spacing 15m or less) & relevant RVR	RL, CL & relevant RVR	RL & CL	Low Visibility Take-off	Adequate Visual reference (Day only)
A				Day: RL & RCLM Night: RL or CL	
B	TDZ, Mid, Rollout	TDZ, Mid, Rollout			
C	125m	150m	200m	300m	400m
D					500m
① RWY 01R: RVR 75m with approved guidance system or HUD/HUDLS.					

VECC/CCU

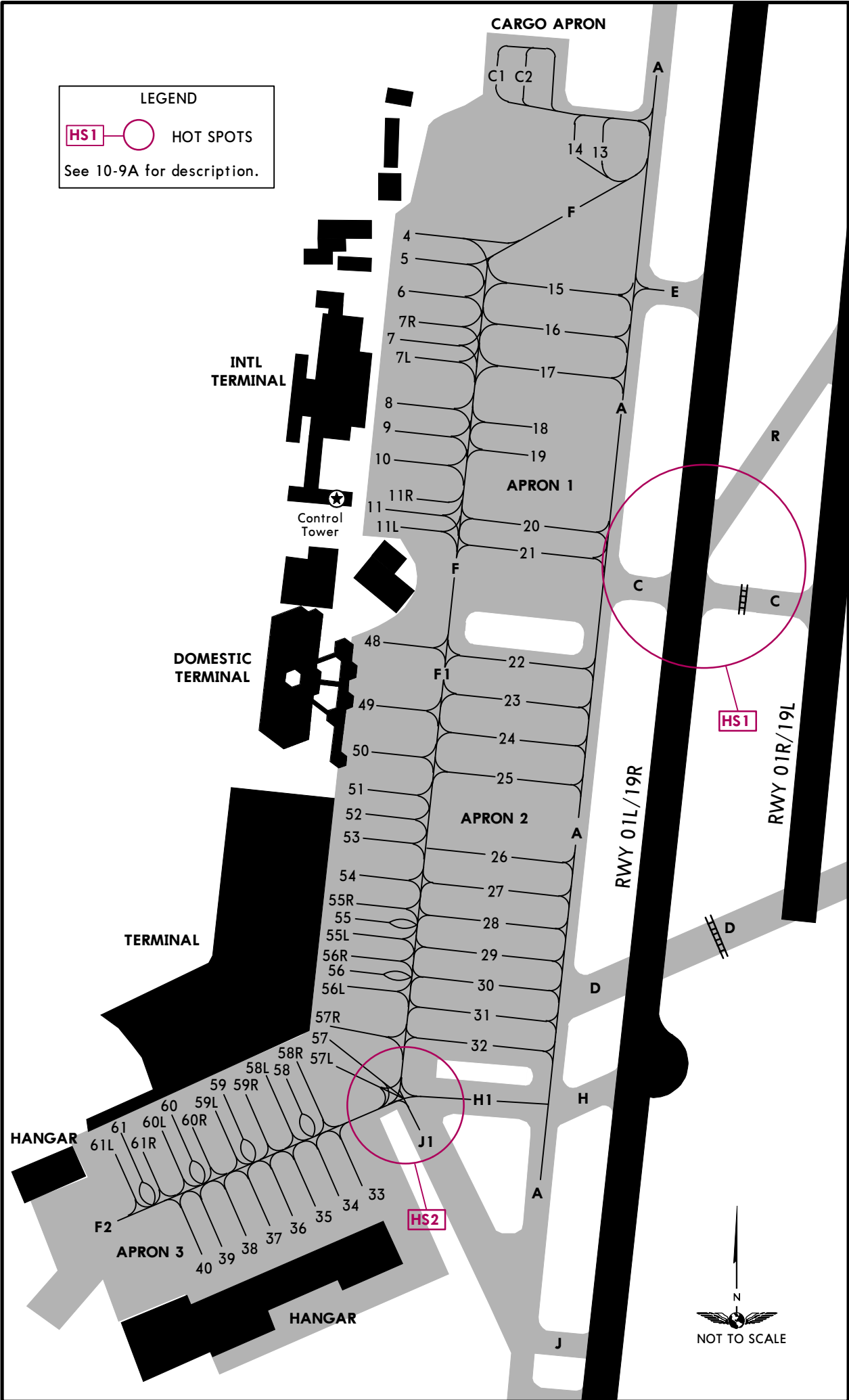
JEPPESEN

KOLKATA, INDIA

24 JAN 20
Eff 30 Jan

10-9B

NETAJI SUBASH CHANDRA BOSE INTL



VECC/CCU

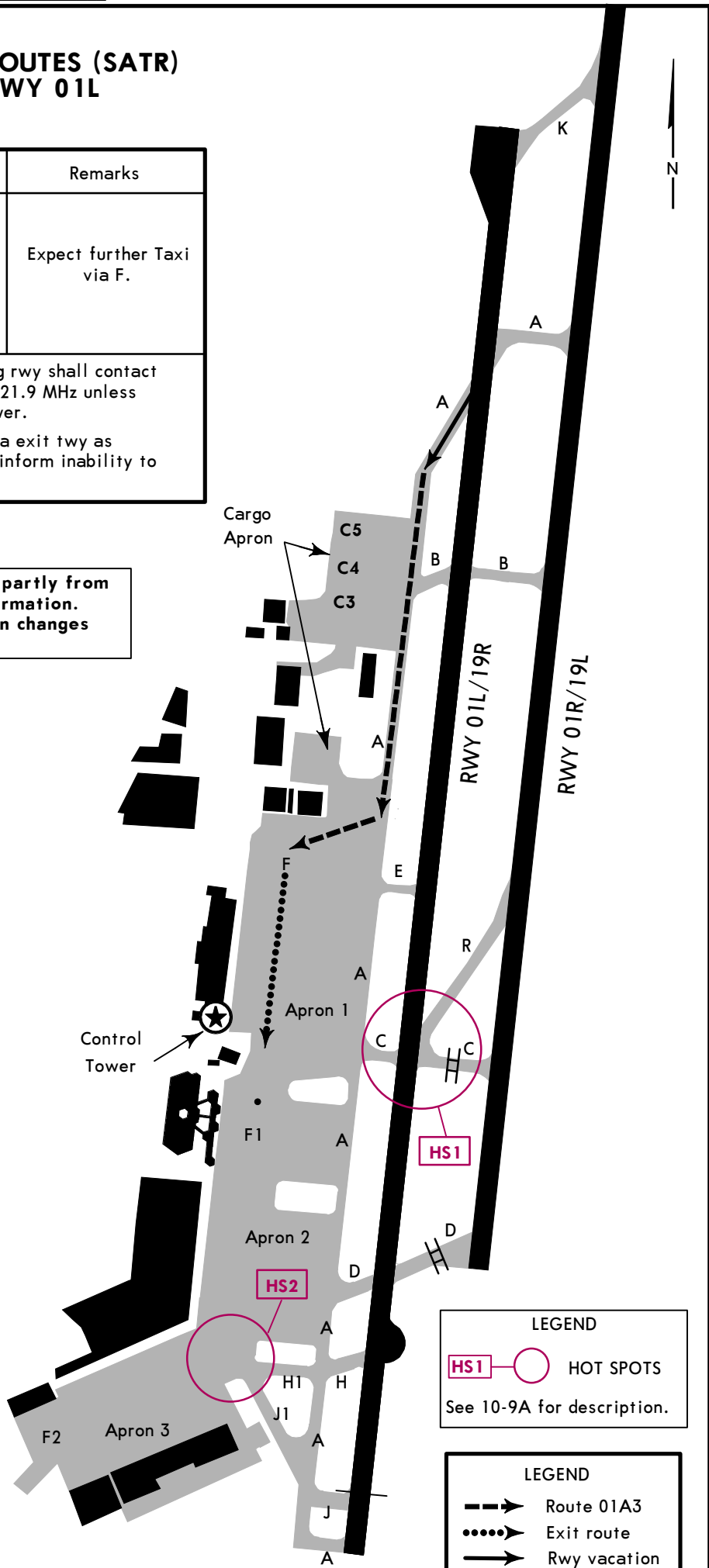
JEPPESSEN
27 SEP 19
Eff 10 Oct 10-9C

KOLKATA, INDIA
NETAJI SUBASH CHANDRA BOSE INTL

STD APT TAXI ROUTES (SATR)
ARRIVAL RWY 01L

SATR Name	Route Details	Remarks
Route 01A3	Turn left on Twy A - Taxi via A - Enter Twy F. Hold position on Twy F abeam Stand 16.	Expect further Taxi via F.
1. Arriving acft vacating rwy shall contact ground on frequency 121.9 MHz unless instructed bt ATC tower. 2. Acft to vacate rwy via exit twy as assigned by tower or inform inability to ATC in advance.		

This chart is produced partly from non-governmental information. Use caution as unknown changes might exist.



VECC/CCU

JEPPESSEN

KOLKATA, INDIA

27 SEP 19

10-9D

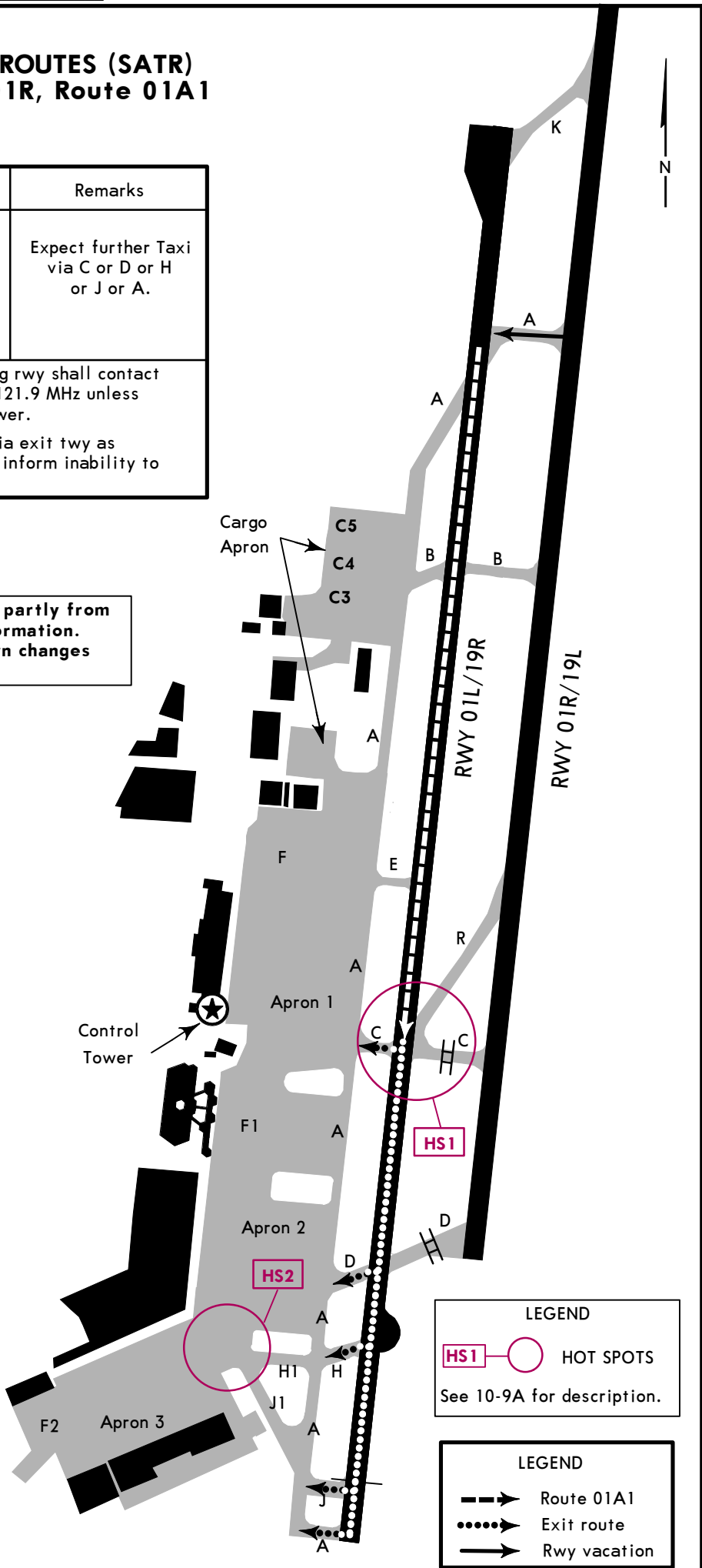
NETAJI SUBASH CHANDRA BOSE INTL

Eff 10 Oct

**STD APT TAXI ROUTES (SATR)
ARRIVAL RWY 01R, Route 01A1**

SATR Name	Route Details	Remarks
Route 01A1	Vacate via Twy A - turn left, Taxi via Rwy 19R. Hold short of Twy C.	Expect further Taxi via C or D or H or J or A.
1. Arriving acft vacating rwy shall contact ground on frequency 121.9 MHz unless instructed bt ATC tower. 2. Acft to vacate rwy via exit twy as assigned by tower or inform inability to ATC in advance.		

This chart is produced partly from non-governmental information. Use caution as unknown changes might exist.



VECC/CCU

12 JUL 19
Eff 18 Jul 10-9E

JEPPESSEN

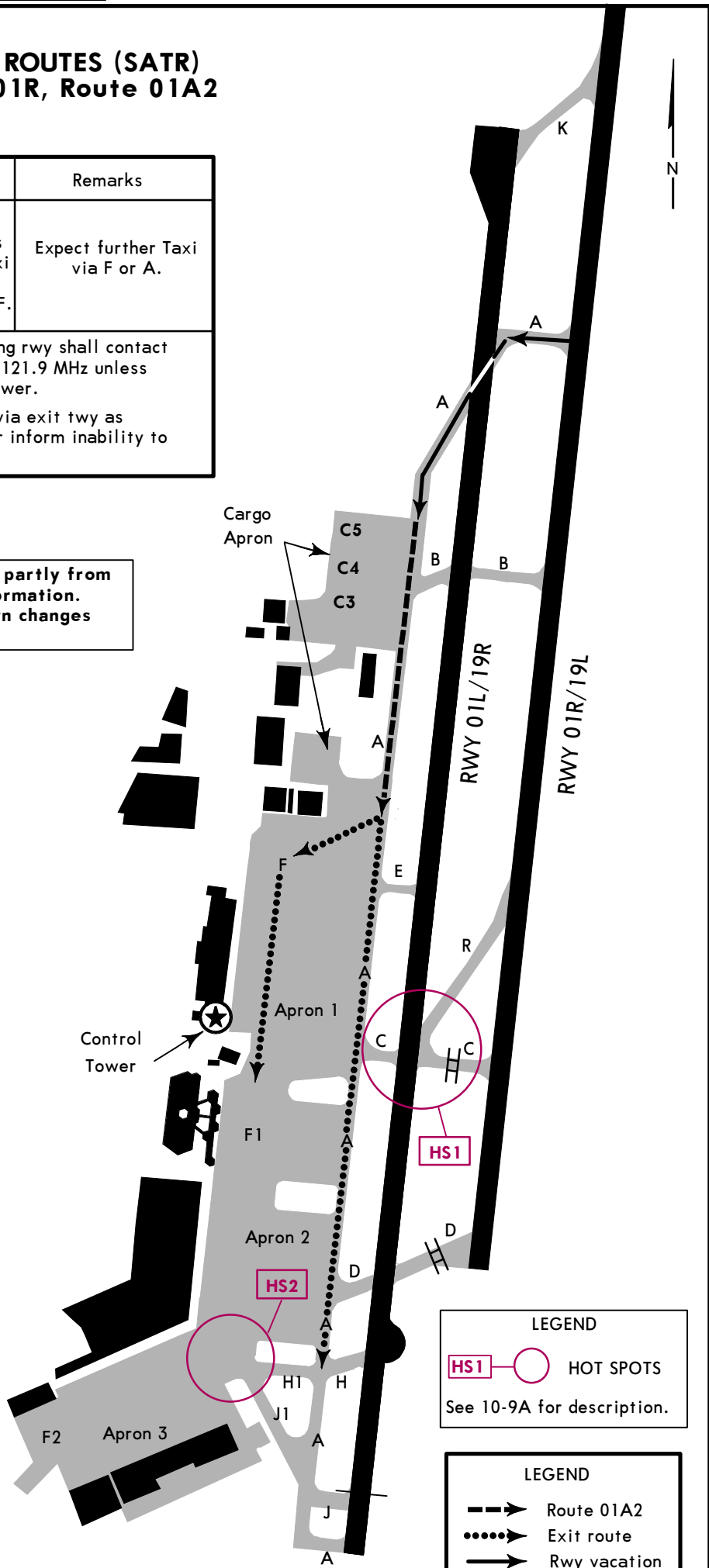
KOLKATA, INDIA
NETAJI SUBASH CHANDRA BOSE INTL

STD APT TAXI ROUTES (SATR)
ARRIVAL RWY 01R, Route 01A2

SATR Name	Route Details	Remarks
Route 01A2	Vacate via Twy A - cross Rwy 01L - Taxi via A - hold short of Twy F.	Expect further Taxi via F or A.

1. Arriving acft vacating rwy shall contact ground on frequency 121.9 MHz unless instructed bt ATC tower.
2. Acft to vacate rwy via exit twy as assigned by tower or inform inability to ATC in advance.

This chart is produced partly from non-governmental information. Use caution as unknown changes might exist.



VECC/CCU

12 JUL 19
Eff 18 Jul 10-9F

JEPPESSEN

KOLKATA, INDIA
NETAJI SUBASH CHANDRA BOSE INTL

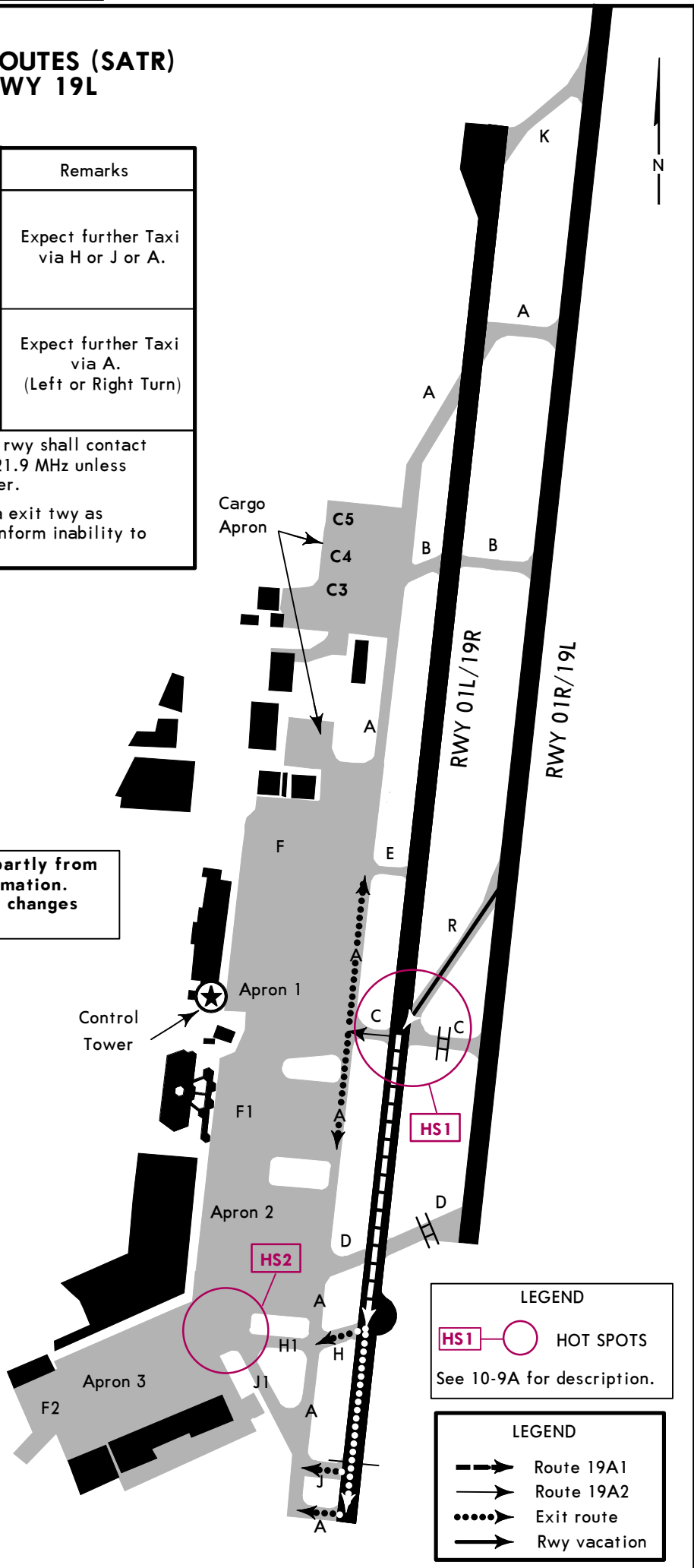
STD APT TAXI ROUTES (SATR)
ARRIVAL RWY 19L

SATR Name	Route Details	Remarks
Route 19A1	Vacate via Twy R - turn left - Taxi via Rwy 19R. Hold short of Twy H.	Expect further Taxi via H or J or A.
Route 19A2	Vacate via Twy R - cross Rwy 19R - C - hold short of Twy A.	Expect further Taxi via A. (Left or Right Turn)

1. Arriving acft vacating rwy shall contact ground on frequency 121.9 MHz unless instructed bt ATC tower.

2. Acft to vacate rwy via exit twy as assigned by tower or inform inability to ATC in advance.

This chart is produced partly from non-governmental information. Use caution as unknown changes might exist.



VECC/CCU

12 JUL 19
Eff 18 Jul 10-9G

JEPPESEN

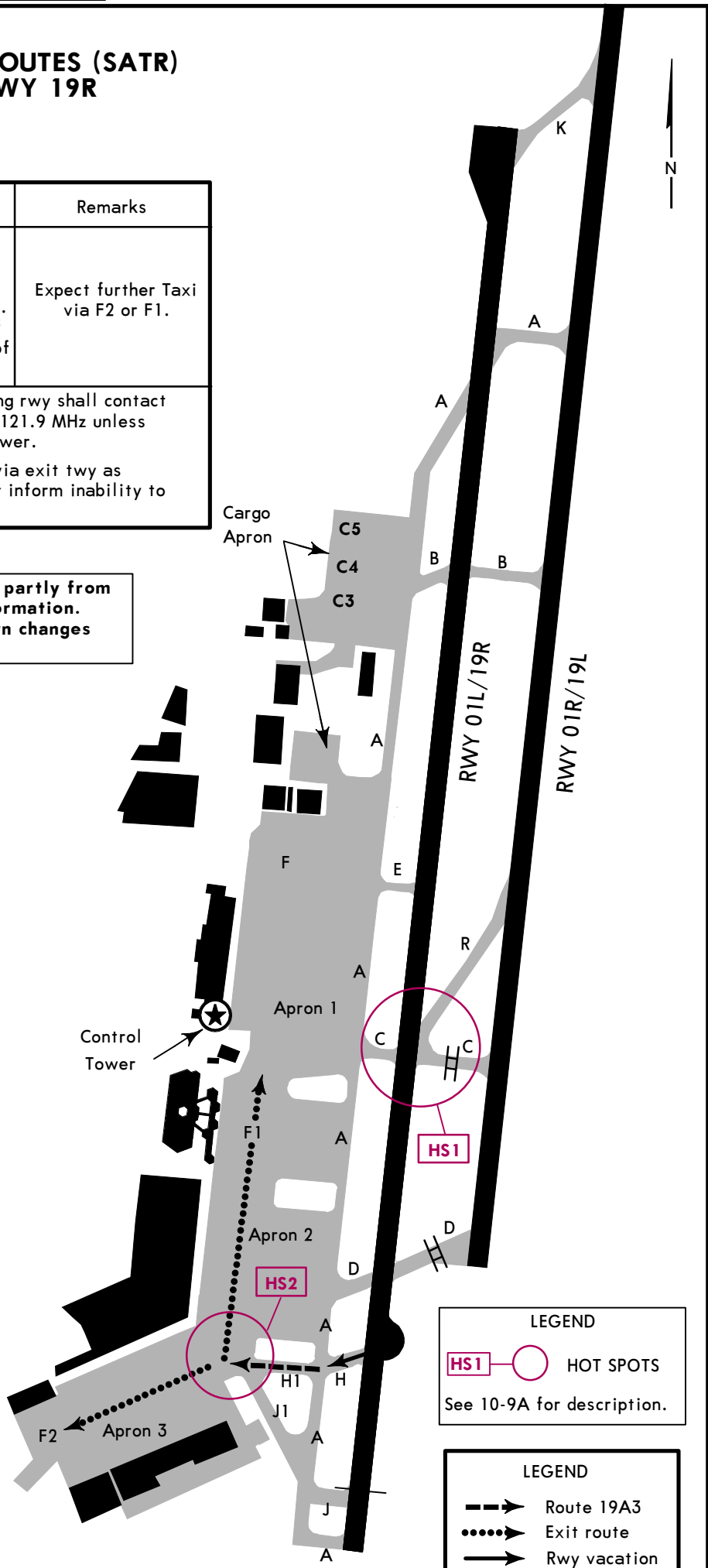
KOLKATA, INDIA

NETAJI SUBASH CHANDRA BOSE INTL

STD APT TAXI ROUTES (SATR)
ARRIVAL RWY 19R

SATR Name	Route Details	Remarks
Route 19A3	Turn right - vacate via Twy H - Taxi via H-H1. Hold short of intersection of Twy F1 & F2.	Expect further Taxi via F2 or F1.
1. Arriving acft vacating rwy shall contact ground on frequency 121.9 MHz unless instructed bt ATC tower. 2. Acft to vacate rwy via exit twy as assigned by tower or inform inability to ATC in advance.		

This chart is produced partly from non-governmental information. Use caution as unknown changes might exist.



VECC/CCU

12 JUL 19
Eff 18 Jul 10-9H

JEPPESSEN

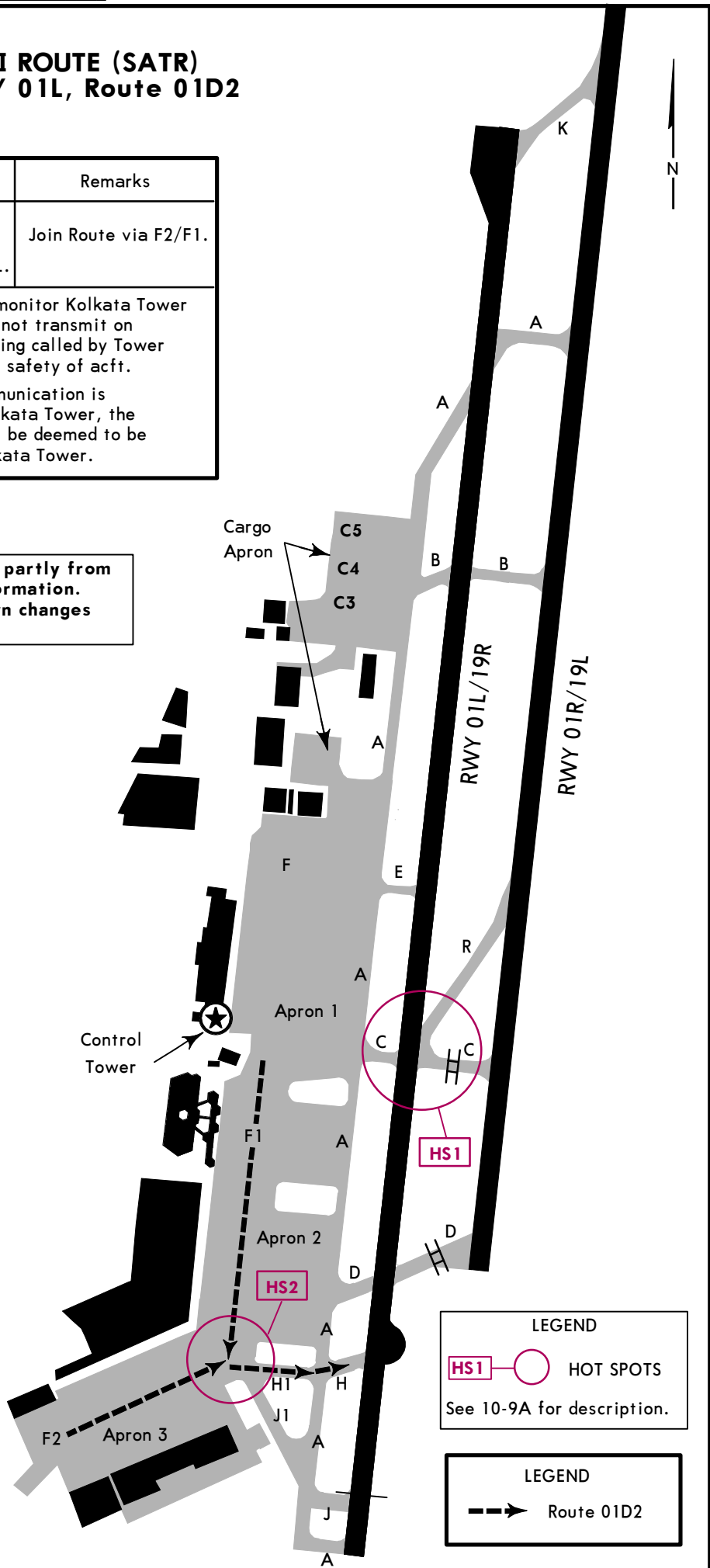
KOLKATA, INDIA

NETAJI SUBASH CHANDRA BOSE INTL

STD APT TAXI ROUTE (SATR)
DEPARTURE RWY 01L, Route 01D2

SATR Name	Route Details	Remarks
Route 01D2	H1-H. Hold at holding point Rwy 01L.	Join Route via F2/F1.
1. Acft, instructed to monitor Kolkata Tower (118.100 MHz), will not transmit on 118.1 MHz unless being called by Tower or when required for safety of acft. 2. After two-way communication is established with Kolkata Tower, the acft thereafter shall be deemed to be changed over to Kolkata Tower.		

This chart is produced partly from non-governmental information. Use caution as unknown changes might exist.



VECC/CCU

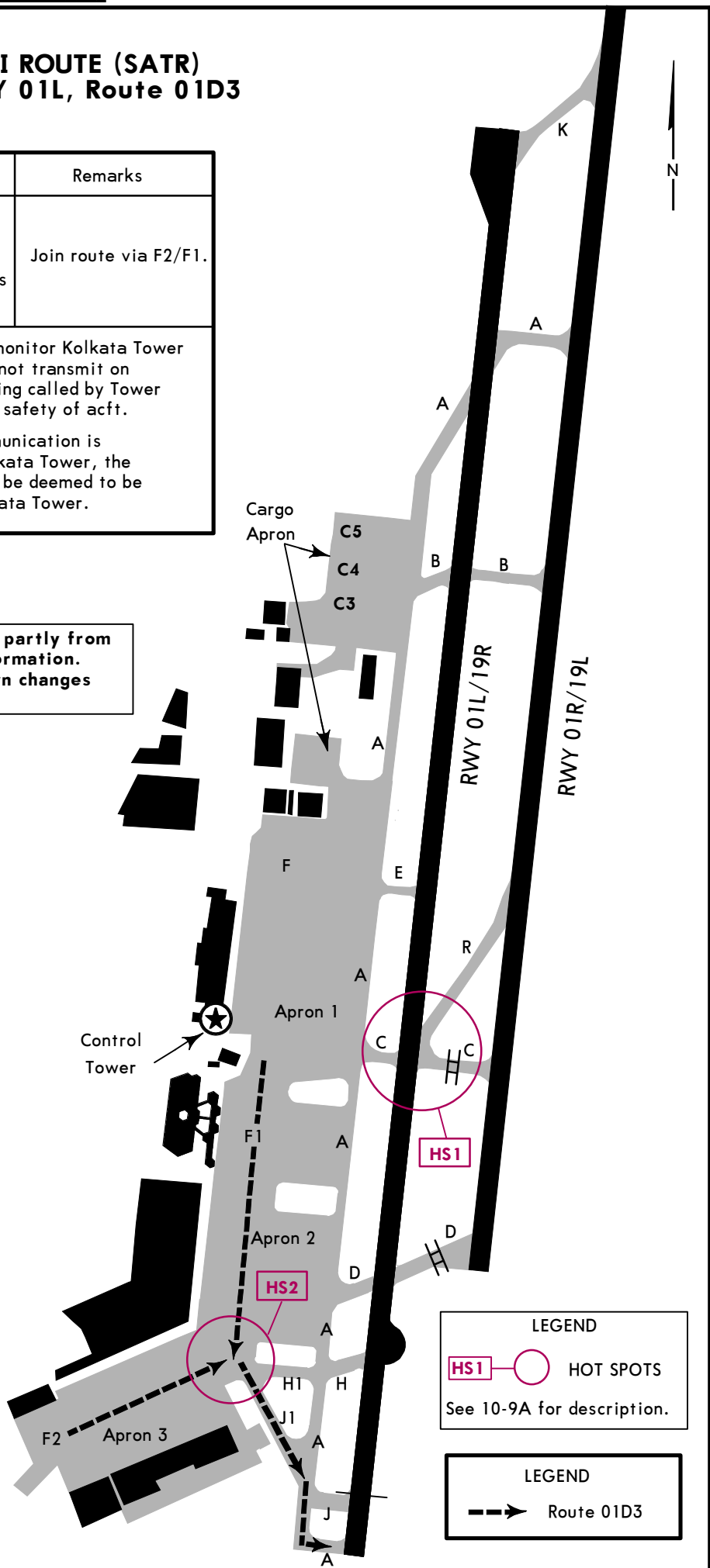
12 JUL 19
Eff 18 Jul 10-9J

KOLKATA, INDIA
NETAJI SUBASH CHANDRA BOSE INTL

STD APT TAXI ROUTE (SATR)
DEPARTURE RWY 01L, Route 01D3

SATR Name	Route Details	Remarks
Route 01D3	J1 - turn right on Twy A. Hold at holding points Rwy 01L.	Join route via F2/F1.
1. Acft, instructed to monitor Kolkata Tower (118.100 MHz), will not transmit on 118.1 MHz unless being called by Tower or when required for safety of acft. 2. After two-way communication is established with Kolkata Tower, the acft thereafter shall be deemed to be changed over to Kolkata Tower.		

This chart is produced partly from non-governmental information. Use caution as unknown changes might exist.



VECC/CCU

12 JUL 19
Eff 18 Jul 10-9K

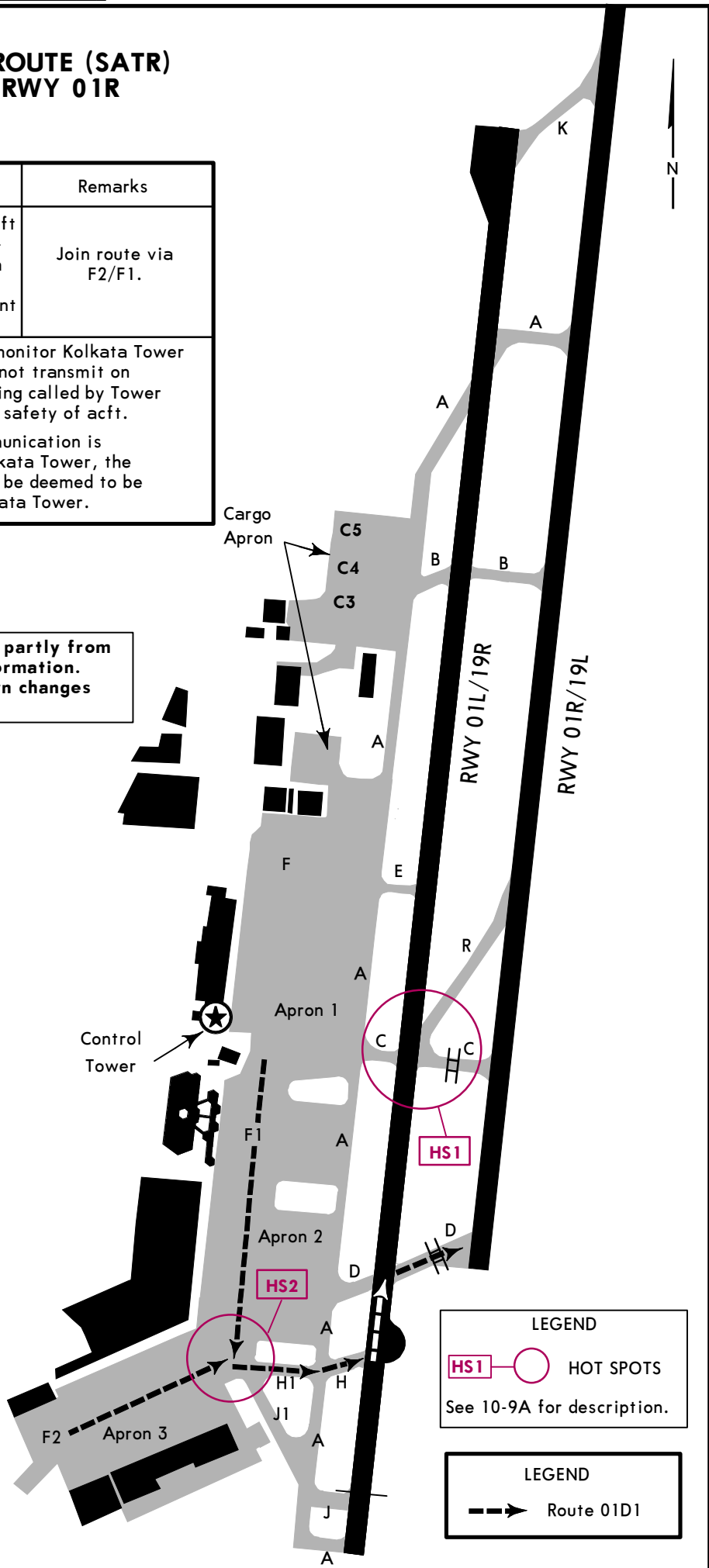
JEPPESSEN

KOLKATA, INDIA
NETAJI SUBASH CHANDRA BOSE INTL

STD APT TAXI ROUTE (SATR)
DEPARTURE RWY 01R

SATR Name	Route Details	Remarks
Route 01D1	H1-H - turn left on Rwy 01L - turn right on Twy D. Hold at holding point Rwy 01R.	Join route via F2/F1.
1. Acft, instructed to monitor Kolkata Tower (118.100 MHz), will not transmit on 118.1 MHz unless being called by Tower or when required for safety of acft. 2. After two-way communication is established with Kolkata Tower, the acft thereafter shall be deemed to be changed over to Kolkata Tower.		

This chart is produced partly from non-governmental information. Use caution as unknown changes might exist.



VECC/CCU

12 JUL 19
Eff 18 Jul 10-9M

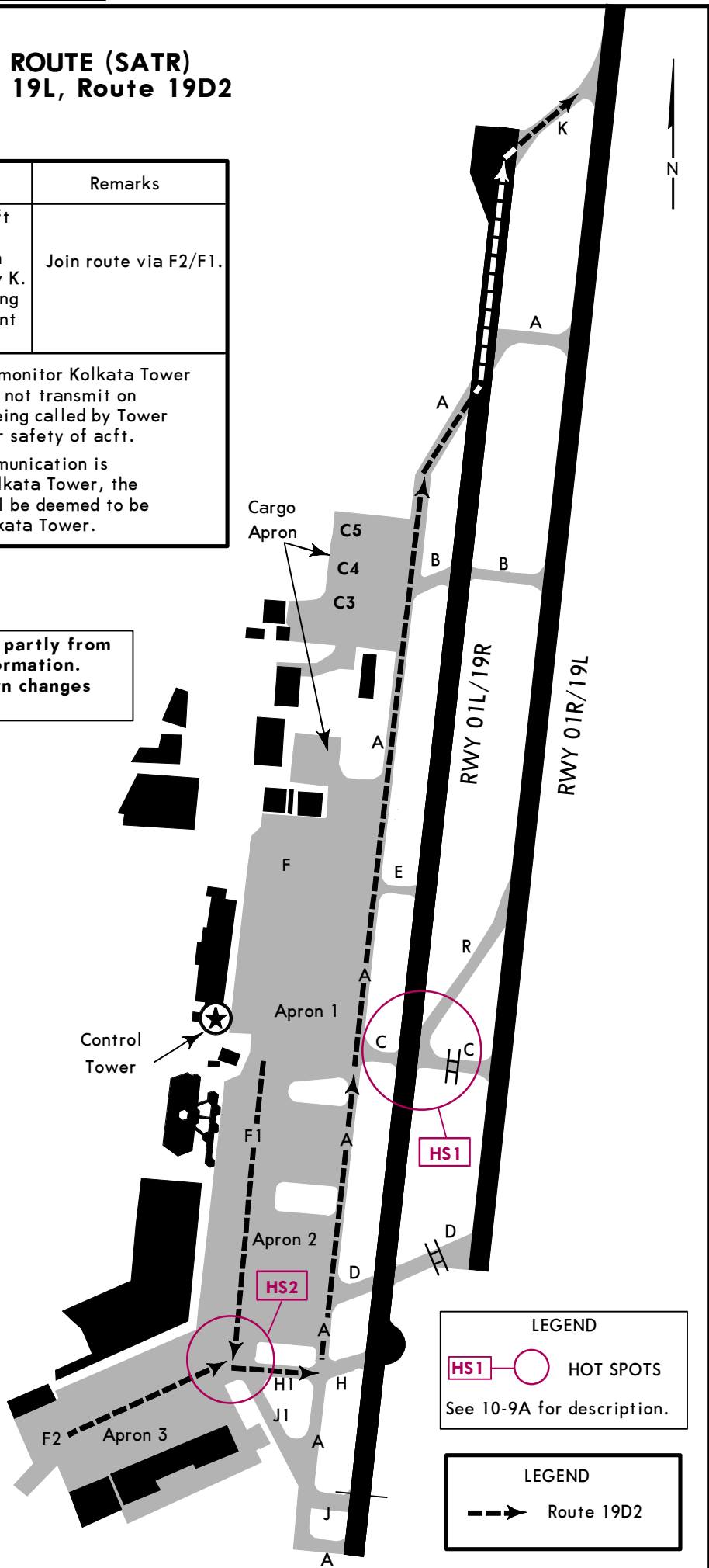
JEPPESSEN

KOLKATA, INDIA
NETAJI SUBASH CHANDRA BOSE INTL

STD APT TAXI ROUTE (SATR)
DEPARTURE RWY 19L, Route 19D2

SATR Name	Route Details	Remarks
Route 19D2	H1 - turn left on Twy A - turn left on Rwy 01L - twy K. Hold at holding position point Rwy 19L.	Join route via F2/F1.
1. Acft, instructed to monitor Kolkata Tower (118.100 MHz), will not transmit on 118.1 MHz unless being called by Tower or when required for safety of acft. 2. After two-way communication is established with Kolkata Tower, the acft thereafter shall be deemed to be changed over to Kolkata Tower.		

This chart is produced partly from non-governmental information. Use caution as unknown changes might exist.



VECC/CCU

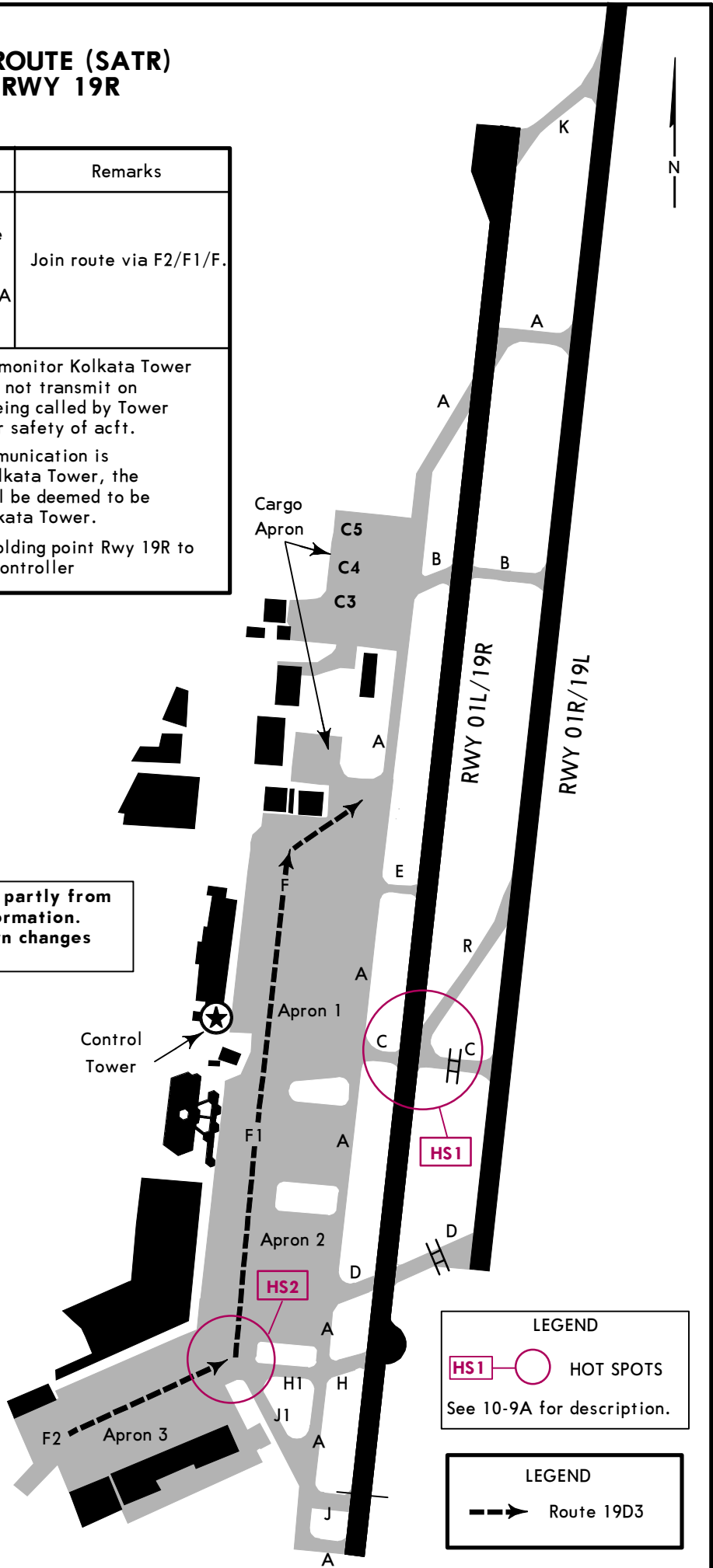
12 JUL 19
Eff 18 Jul 10-9N

KOLKATA, INDIA
NETAJI SUBASH CHANDRA BOSE INTL

STD APT TAXI ROUTE (SATR)
DEPARTURE RWY 19R

SATR Name	Route Details	Remarks
Route 19D3	Hold at intermediate taxi holding at Twy F, short of Twy A intersection. ①	Join route via F2/F1/F.
1. Acft, instructed to monitor Kolkata Tower (118.100 MHz), will not transmit on 118.1 MHz unless being called by Tower or when required for safety of acft. 2. After two-way communication is established with Kolkata Tower, the acft thereafter shall be deemed to be changed over to Kolkata Tower. ① Further taxi up to holding point Rwy 19R to be given by Tower Controller		

This chart is produced partly from non-governmental information. Use caution as unknown changes might exist.



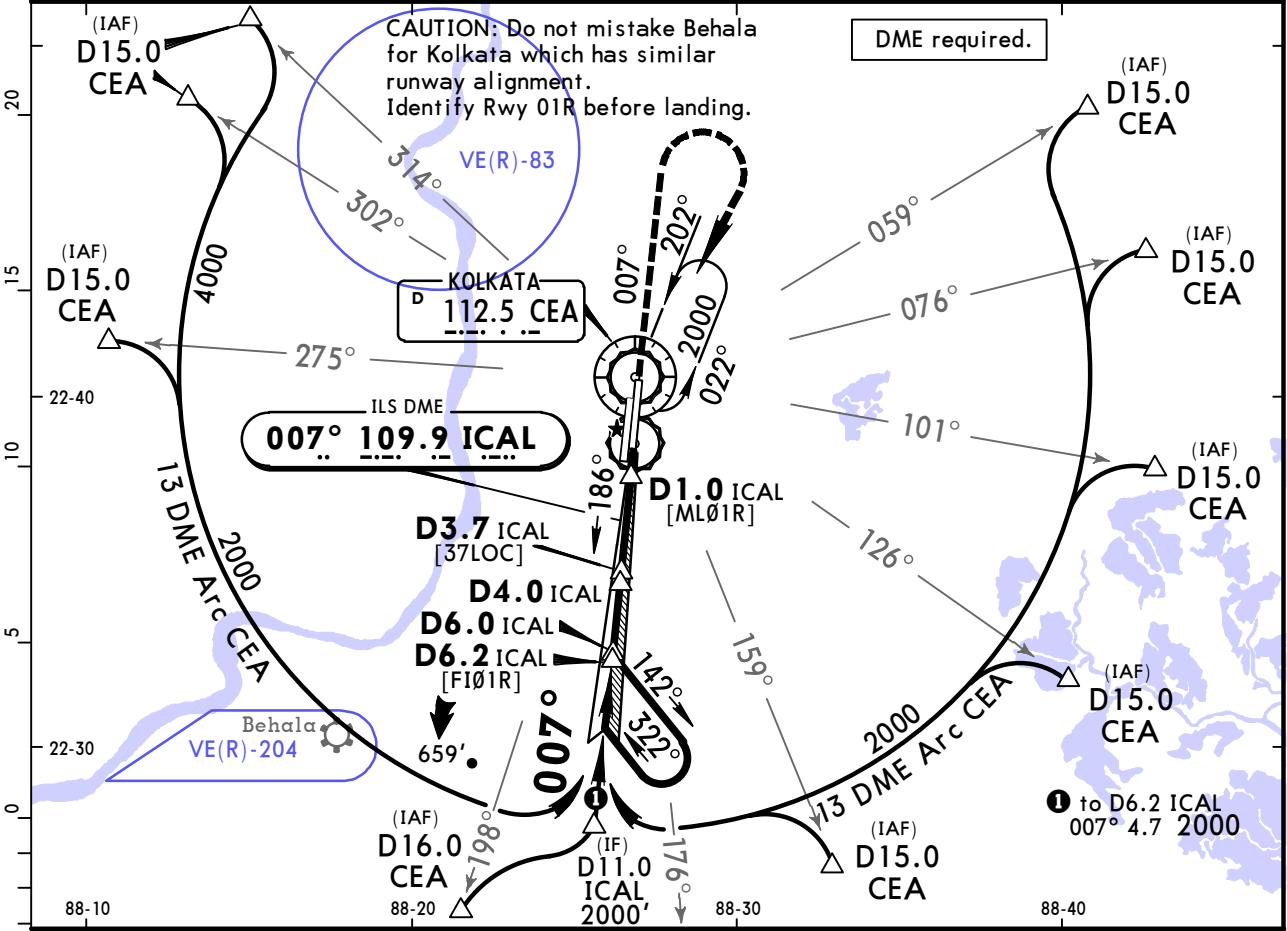
LEGEND
HS1 —○— HOT SPOTS
See 10-9A for description.

LEGEND
---> Route 19D3

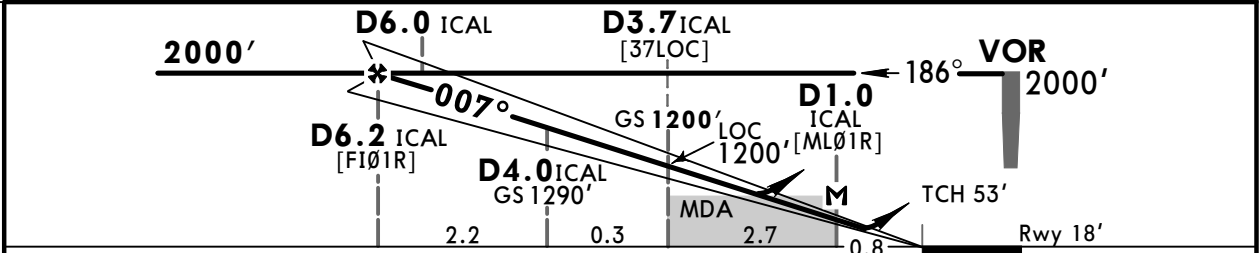
VECC/CCU
NETAJI SUBASH CHANDRA BOSE INTL

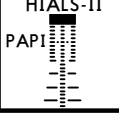
JEPPESEN KOLKATA, INDIA
24 JAN 20
Eff 30 Jan (11-1)
ILS Rwy 01R

D-ATIS		KOLKATA Approach (R)		KOLKATA Tower		Ground	
126.4		120.675 126.075		118.1		121.9	
LOC ICAL 109.9	Final Apch Crs 007°	D3.7 ICAL 1200' (1182')	ILS DA(H) 230' (212')	Apt Elev 20' Rwy 18'	2000		
MISSED APCH: Climb STRAIGHT AHEAD to 2000', then turn RIGHT to join VOR holding, or as directed.							
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 4000'			



LOC (GS out)	ICAL DME	6.2	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2000'	1930'	1610'	1290'	980'	660'



Gnd speed-Kts	70	90	100	120	140	160		2000'
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D1.0 ICAL								

Standard/DGCA				STRAIGHT-IN LANDING RWY 01R		LOC (GS out) CDFA	
ILS		DA(H) 230' (212')		MDA(H) 420' (402')			
FULL		TDZ or CL out		ALS out		ALS out	
A							
B							RVR 1500m
C	RVR 550m	RVR 550m	RVR 1200m	RVR 1200m			
D							RVR 1900m

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

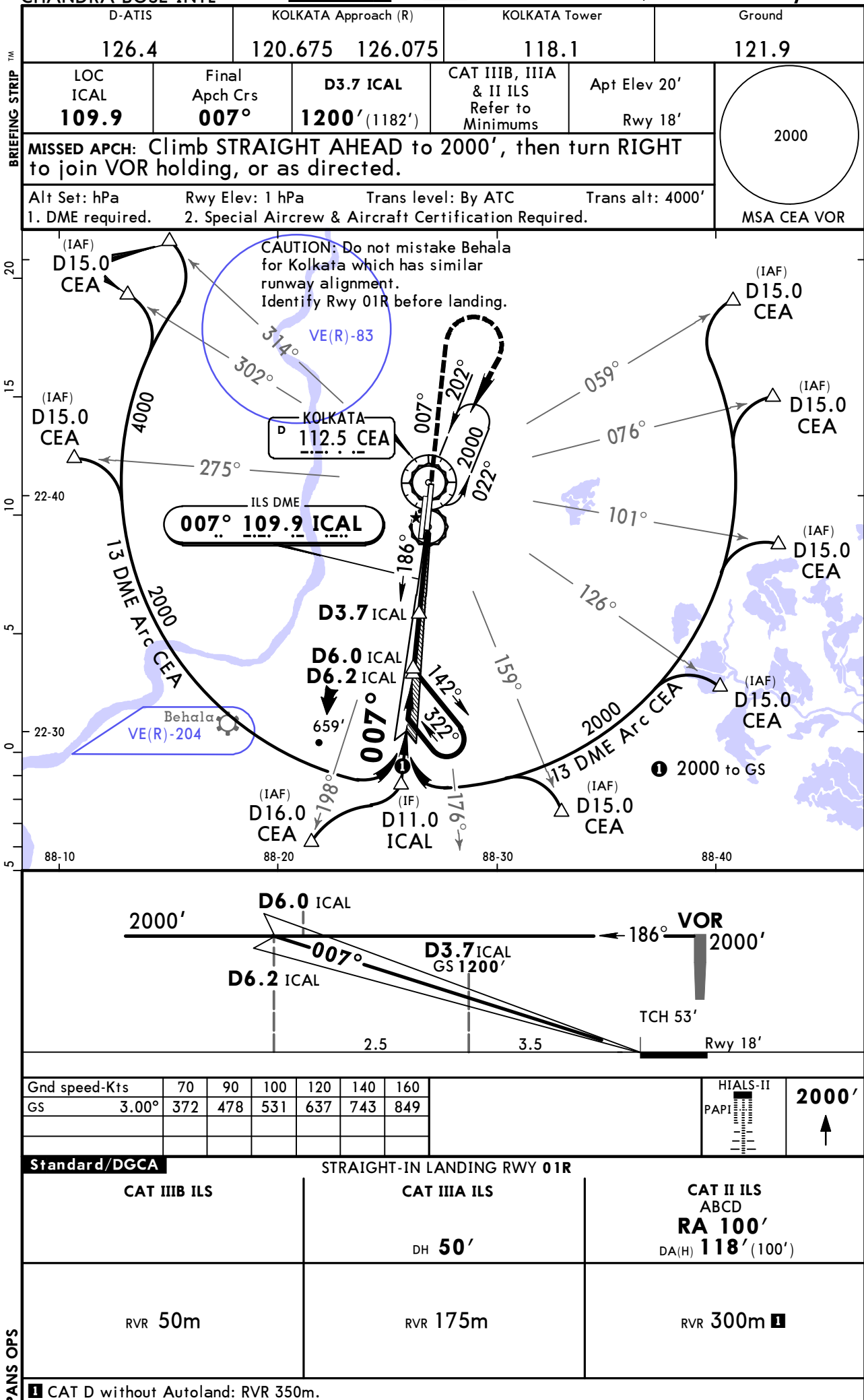
VECC/CCU
NETAJI SUBASH
CHANDRA BOSE INTL

24 JAN 20
Eff 30 Jan

JEPPESSEN

11-1A

KOLKATA, INDIA
CAT II/III ILS Rwy 01R

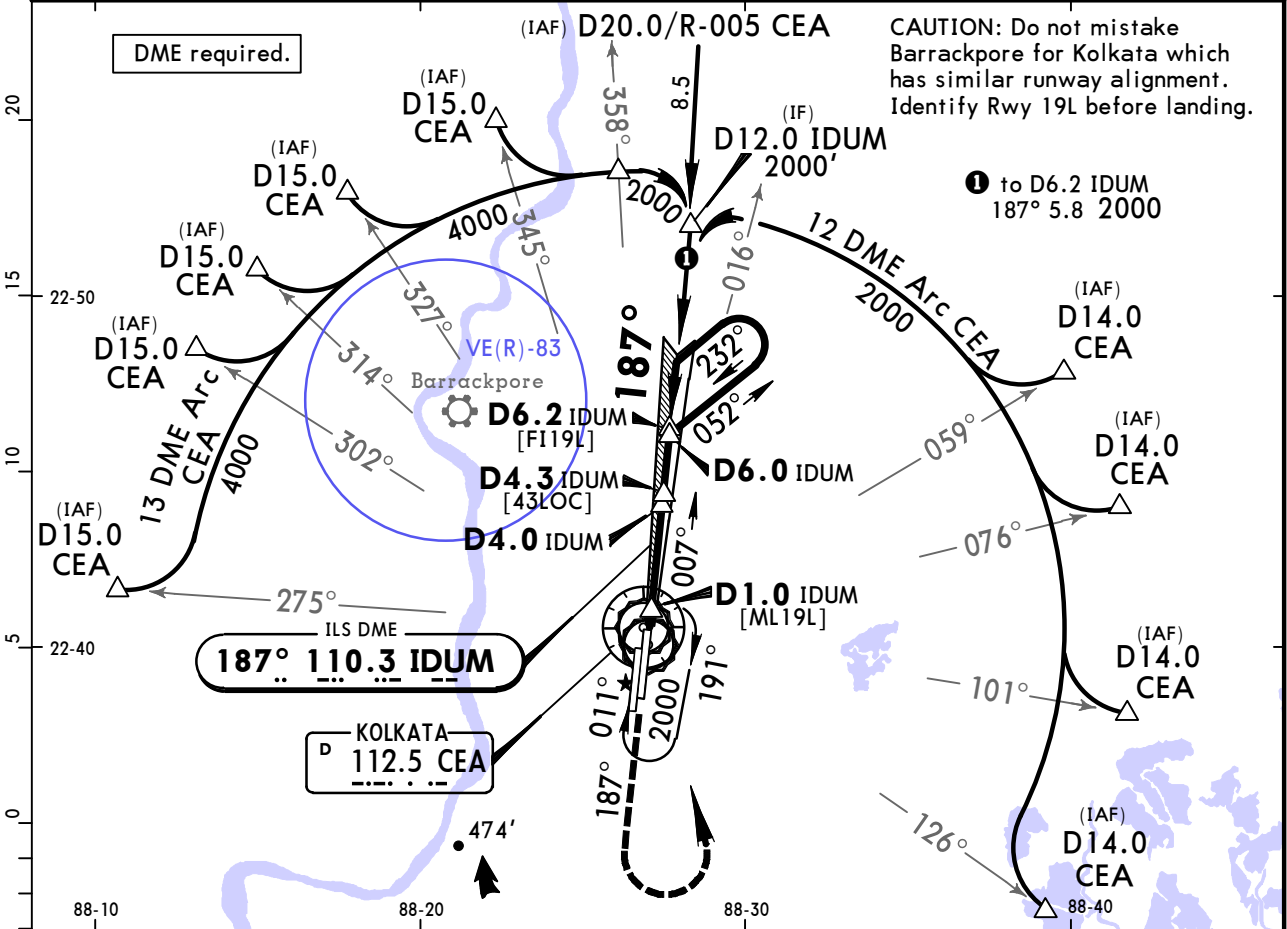


VECC/CCU
NETAJI SUBASH CHANDRA BOSE INTL

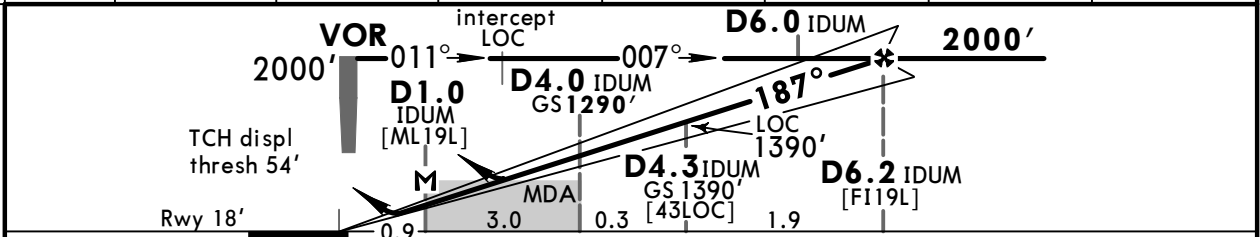
24 JAN 20
Eff 30 Jan

JEPPESSEN KOLKATA, INDIA
11-2
ILS Z Rwy 19L

D-ATIS 126.4		KOLKATA Approach (R) 120.675 126.075		KOLKATA Tower 118.1		Ground 121.9	
LOC IDUM 110.3	Final Apch Crs 187°	D4.0 IDUM 1290' (1272')		ILS DA(H) 247' (229')	Apt Elev 20' Rwy 18'	2000 MSA CEA VOR	
MISSED APCH: Climb STRAIGHT AHEAD to 2000', then turn LEFT to join VOR holding, or as directed.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC			



LOC (GS out)	IDUM DME	2.0	3.0	4.0	5.0	6.0	6.2
	ALTITUDE	660'	980'	1290'	1610'	1930'	2000'



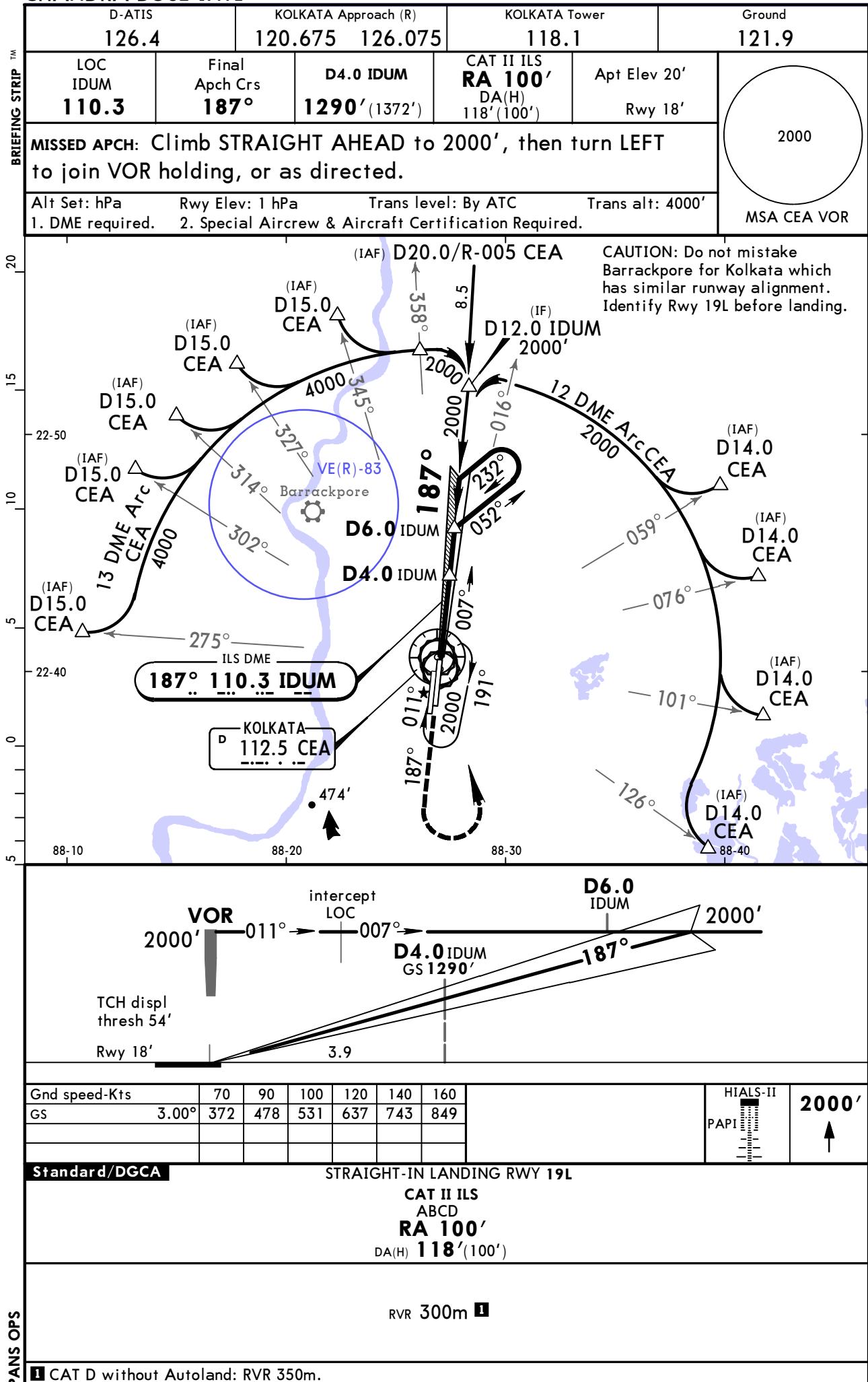
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 2000'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
MAP at D1.0 IDUM							

STRAIGHT-IN LANDING RWY 19L				LOC (GS out) CDFA MDA(H) 420' (402')	
ILS DA(H) 247' (229')					
FULL		TDZ or CL out	ALS out	ALS out	
A				RVR 1500m	
B					
C	RVR 550m	RVR 550m	RVR 1200m	RVR 1200m	RVR 1900m
D					

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CHANDRA BOSE INTL

JEPPESSEN
 24 JAN 20
 Eff 30 Jan **(11-2A)**

KOLKATA, INDIA
CAT II ILS Z Rwy 19L

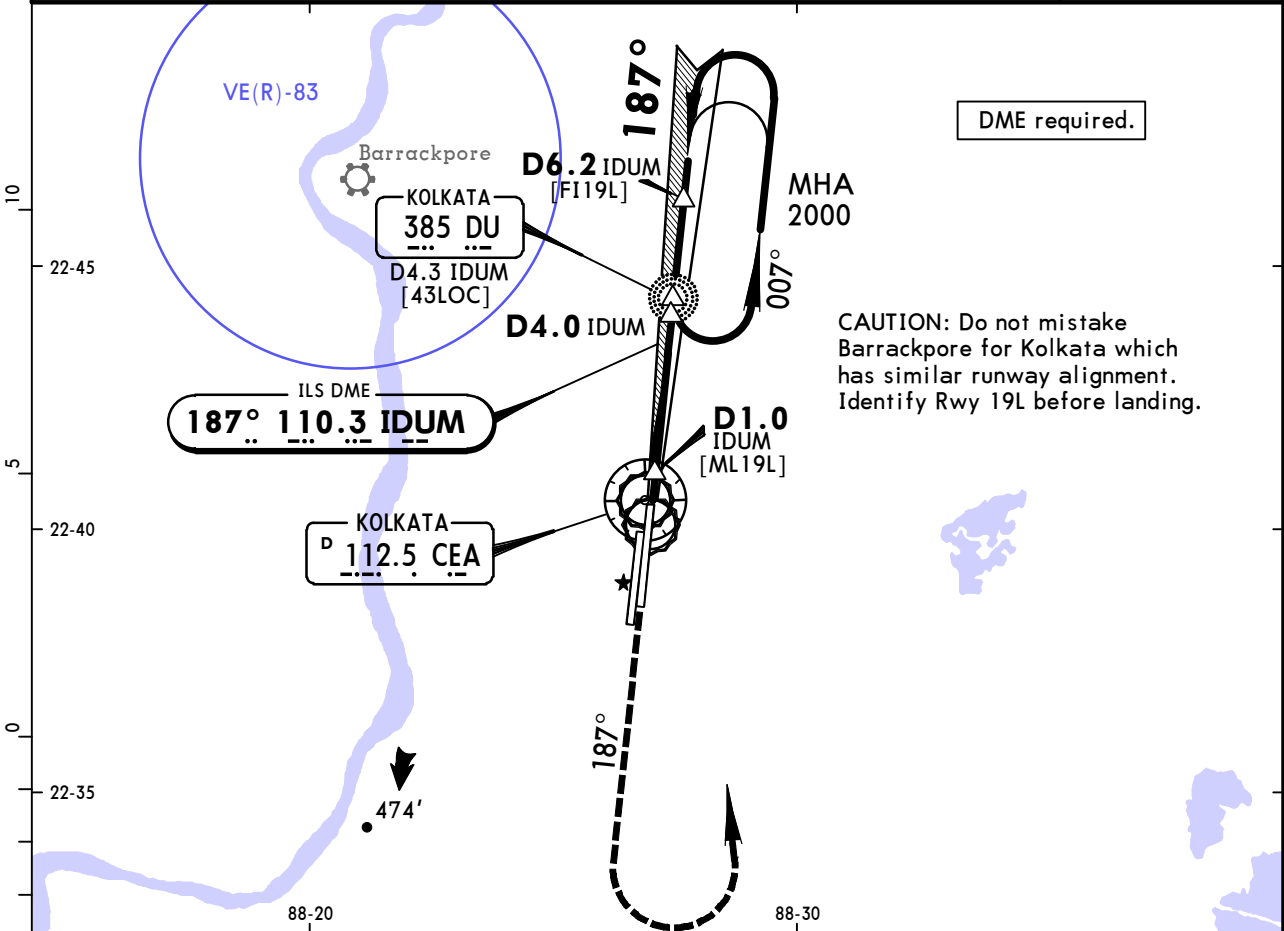


VECC/CCU
NETAJI SUBASH CHANDRA BOSE INTL

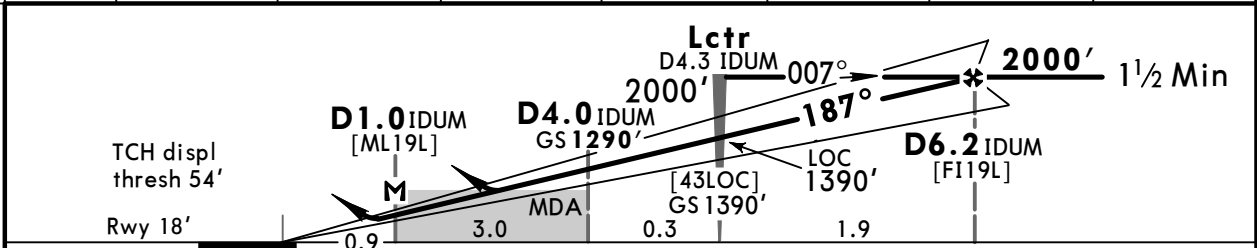
24 JAN 20
Eff 30 Jan

JEPPESSEN KOLKATA, INDIA
11-3
ILS Y Rwy 19L

D-ATIS		KOLKATA Approach (R)		KOLKATA Tower		Ground	
126.4		120.675 126.075		118.1		121.9	
LOC IDUM 110.3	Final Apch Crs 187°	D4.0 IDUM 1290' (1272')	ILS DA(H) 247' (229')	Apt Elev 20' Rwy 18'		2000 MSA CEA VOR	
MISSED APCH: Climb STRAIGHT AHEAD to 2000', then turn LEFT to join Lctr holding, or as directed.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC			



LOC (GS out)	IDUM DME	2.0	3.0	4.0	5.0	6.0	6.2
	ALTITUDE	660'	980'	1290'	1610'	1930'	2000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 2000'
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D1.0 IDUM							

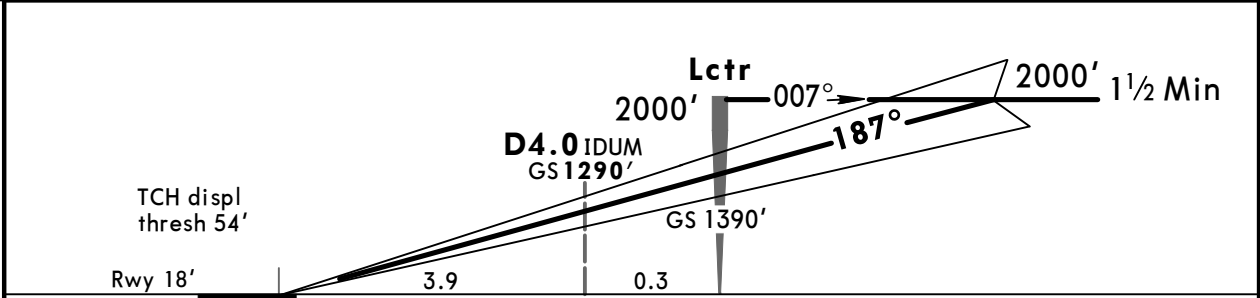
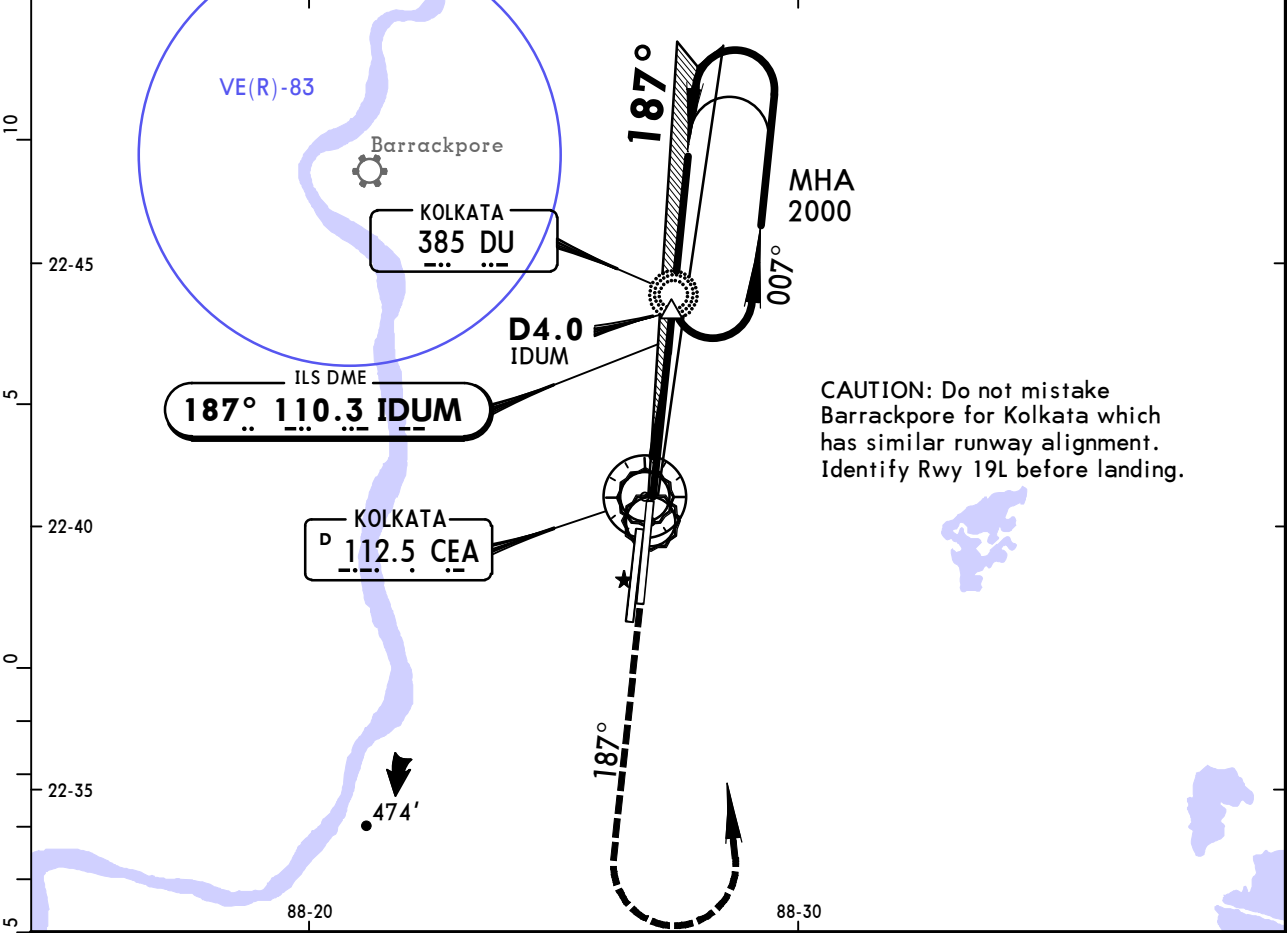
Standard/DGCA		STRAIGHT-IN LANDING RWY 19L			LOC (GS out) CDFA	
		ILS DA(H) 247' (229')			MDA(H) 420' (402')	
		FULL	TDZ or CL out	ALS out	ALS out	
A	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1200m	RVR 1500m	
B						
C					RVR 1900m	
D						
1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.						

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JEPPESSEN
24 JAN 20
Eff 30 Jan
11-3A

KOLKATA, INDIA
CAT II ILS Y Rwy 19L

D-ATIS 126.4		KOLKATA Approach (R) 120.675 126.075		KOLKATA Tower 118.1		Ground 121.9	
LOC IDUM 110.3	Final Apch Crs 187°	D4.0 IDUM 1290' (1272')	CAT II ILS RA 100' DA(H) 118' (100')		Apt Elev 20' Rwy 18'		2000' MSA CEA VOR
MISSED APCH: Climb STRAIGHT AHEAD to 2000', then turn LEFT to join Lctr holding, or as directed.							
Alt Set: hPa 1. DME required.		Rwy Elev: 1 hPa 2. Special Aircrew & Aircraft Certification Required.		Trans level: By ATC Trans alt: 4000'			



Gnd speed-Kts		70	90	100	120	140	160	TO DISPL THRESH	
GS		3.00°	372	478	531	637	743	849	2000'

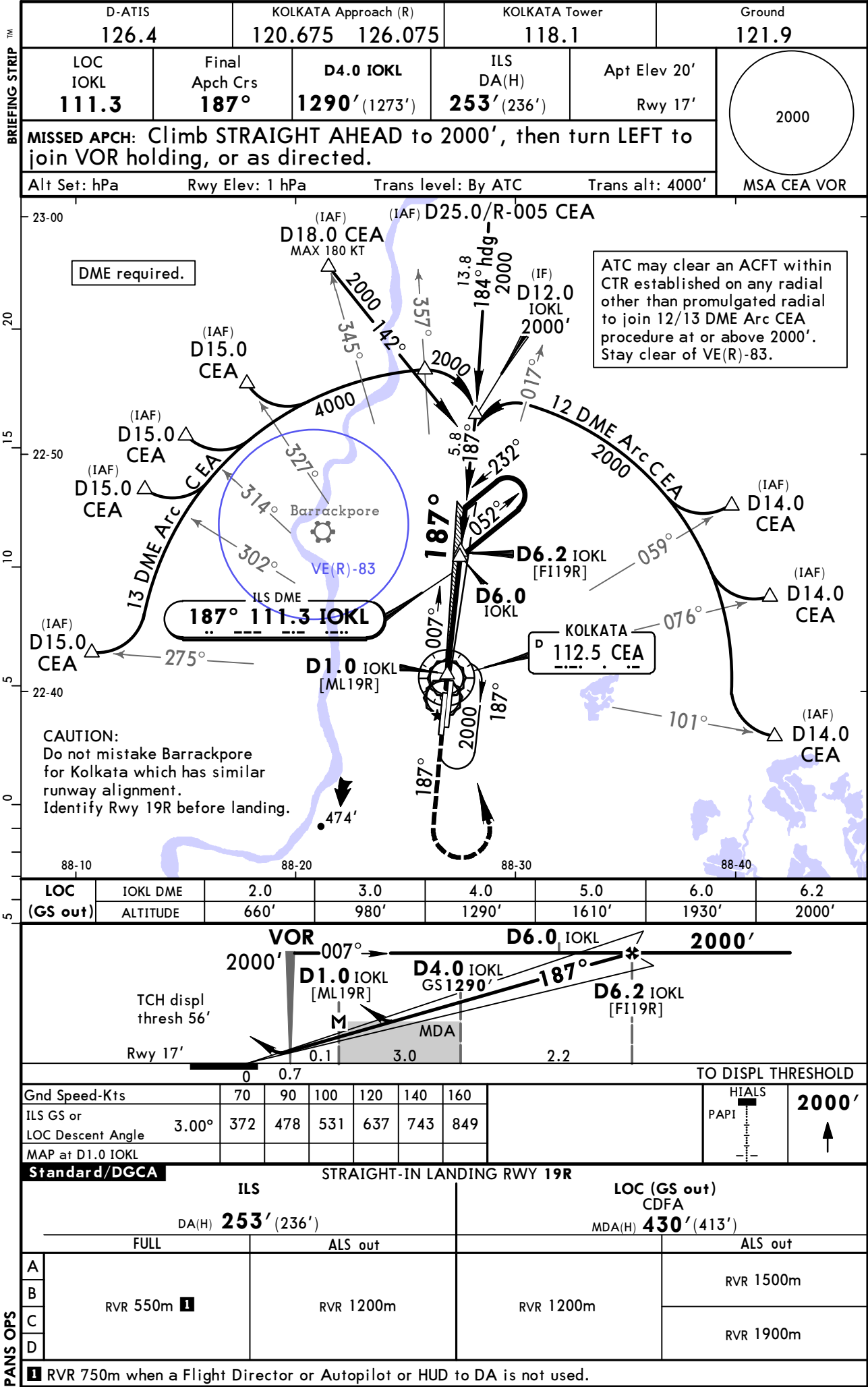
Standard/DGCA STRAIGHT-IN LANDING RWY 19L
CAT II ILS
ABCD
RA 100'
DA(H) 118' (100')

RVR 300m **I**
I CAT D without Autoland: RVR 350m.

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JEPPESSEN
24 JAN 20 11-4 Eff 30 Jan

KOLKATA, INDIA
ILS Rwy 19R



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NETAJI SUBASH CHANDRA BOSE INTL

JEPPESSEN KOLKATA, INDIA

10 JUL 20

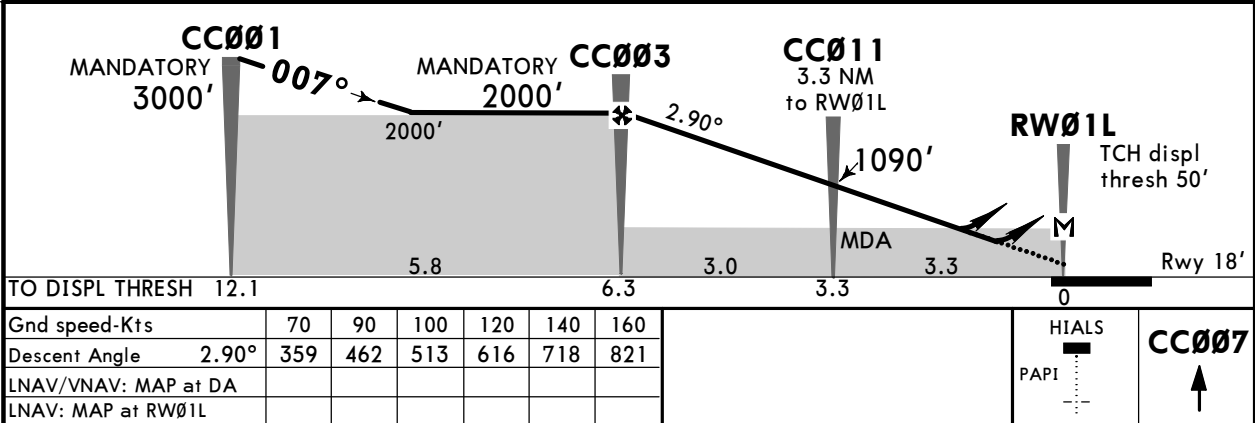
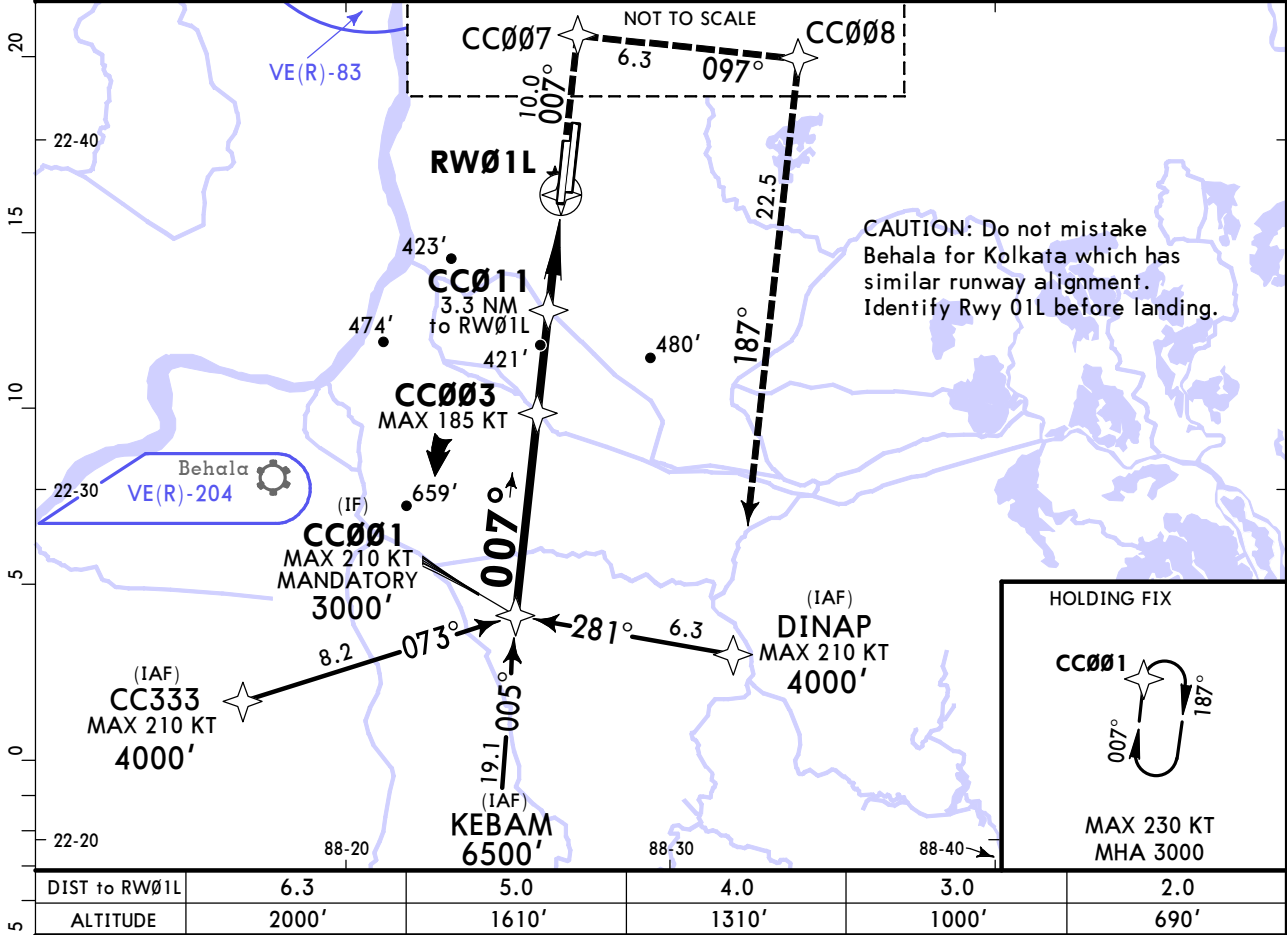
Eff 16 Jul

12-1

RNP Y Rwy 01L

D-ATIS	KOLKATA Approach (R)		KOLKATA Tower	Ground	2000 MSA ARP
126.4	120.675	126.075	118.1	121.9	
RNAV	Final Apch Crs 007°	CC003 MANDATORY 2000' (1982')	LNAV/VNAV DA(H) 347' (329')	Apt Elev 20' Rwy 18'	
MISSED APCH: Climb STRAIGHT AHEAD, proceed to CC007, then turn RIGHT to CC008, then turn RIGHT to DINAP, then turn RIGHT to join CC001 holding at 3000', or as directed. MAX 210 KT.					

Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 4000'
RNP apch	Baro-VNAV not authorized below 5°C and above 40°C.		



PANS OPS	RVR 1100m		RVR 1500m		RVR 1500m	
	RVR 1100m		RVR 1500m		RVR 1500m	
	RVR 1100m		RVR 1500m		RVR 1500m	
	RVR 1100m		RVR 1500m		RVR 1500m	

VECC/CCU

NETAJI SUBASH CHANDRA BOSE INTL

JEPPESSEN KOLKATA, INDIA

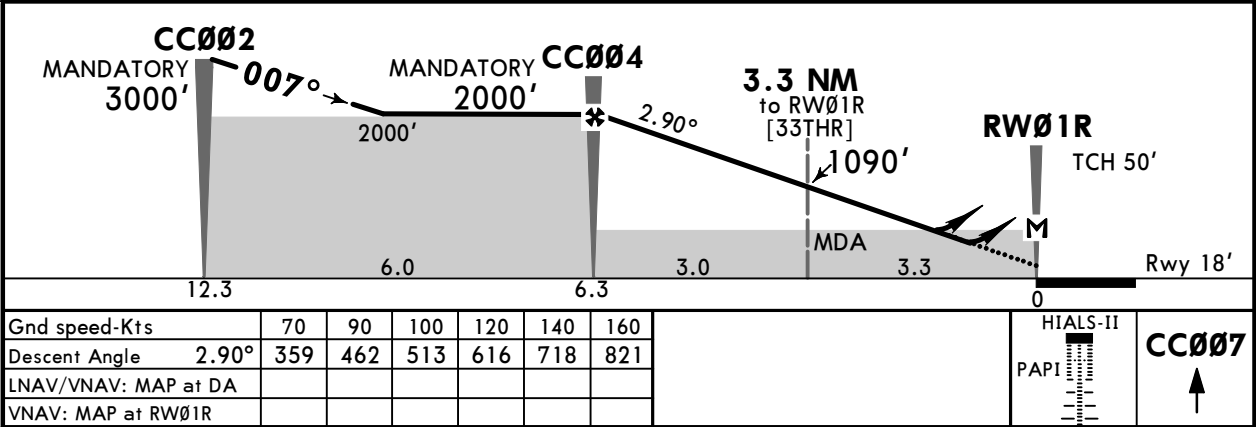
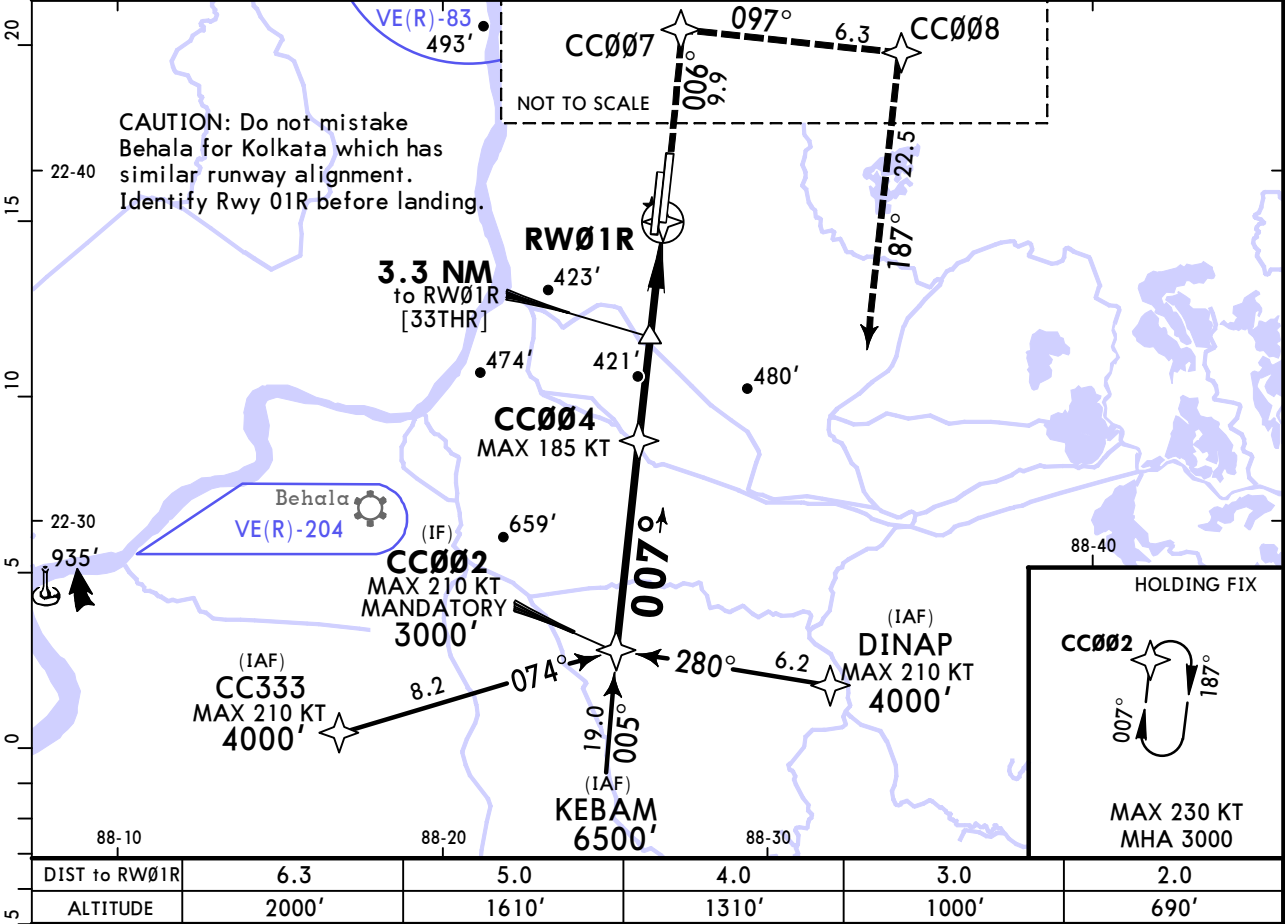
10 JUL 20

Eff 16 Jul

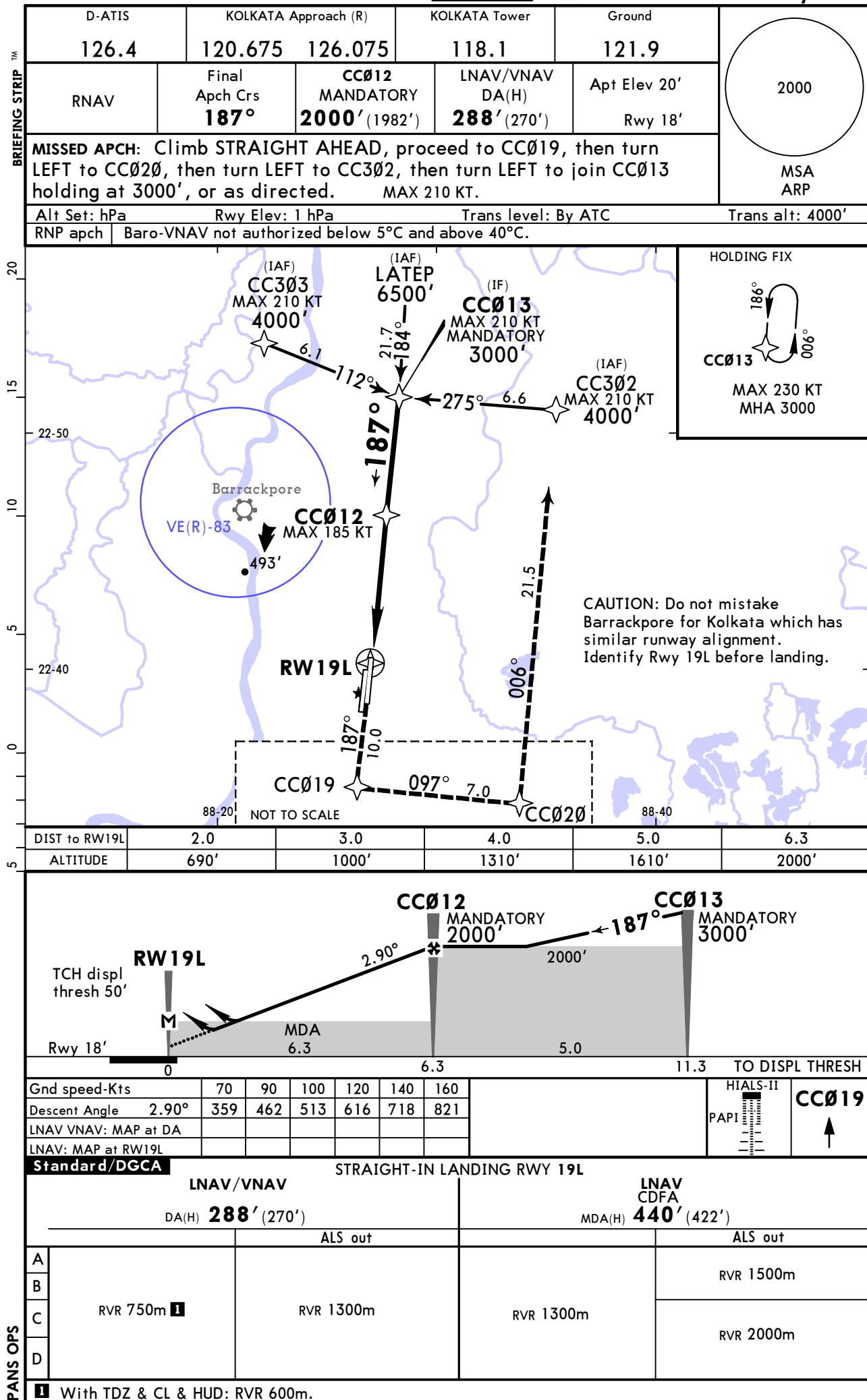
12-2

RNP Y Rwy 01R

D-ATIS	KOLKATA Approach (R)		KOLKATA Tower	Ground	2000 MSA ARP
126.4	120.675	126.075	118.1	121.9	
RNAV	Final Apch Crs 007°	CC004 MANDATORY 2000' (1982')	LNAV/VNAV DA(H) 346' (328')	Apt Elev 20' Rwy 18'	
MISSED APCH: Climb STRAIGHT AHEAD, proceed to CC007, then turn RIGHT to CC008, then turn RIGHT to DINAP, then turn RIGHT to join CC002 holding at 3000', or as directed. MAX 210 KT.					
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: By ATC		
RNP apch	Baro-VNAV not authorized below 5°C and above 40°C.				
					Trans alt: 4000'



Standard/DGCA		STRAIGHT-IN LANDING RWY 01R	
LNAV/VNAV		LNAV CDFA	
DA(H) 346' (328')		MDA(H) 470' (452')	
ALS out		ALS out	
A			RVR 1500m
B			
C	RVR 800m	RVR 1500m	RVR 1400m
D			RVR 2100m

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JEPPESSEN KOLKATA, INDIA
10 JUL 20
Eff 16 Jul
12-3
RNP Y Rwy 19L


CHANGES: New procedure.

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JEPPESSEN KOLKATA, INDIA

10 JUL 20

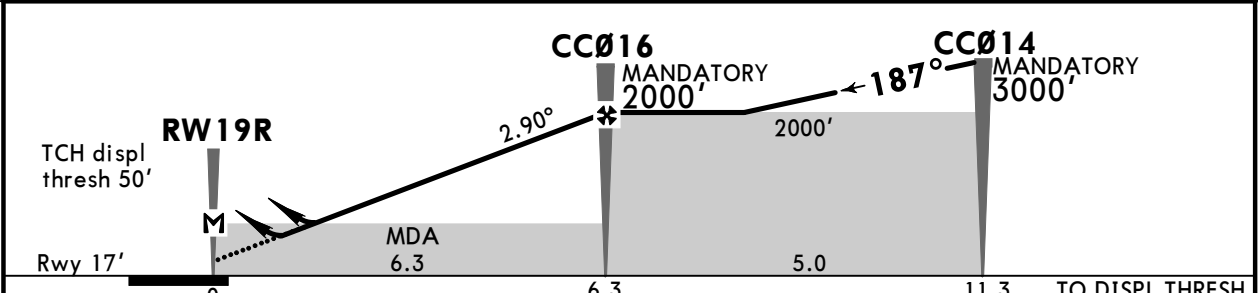
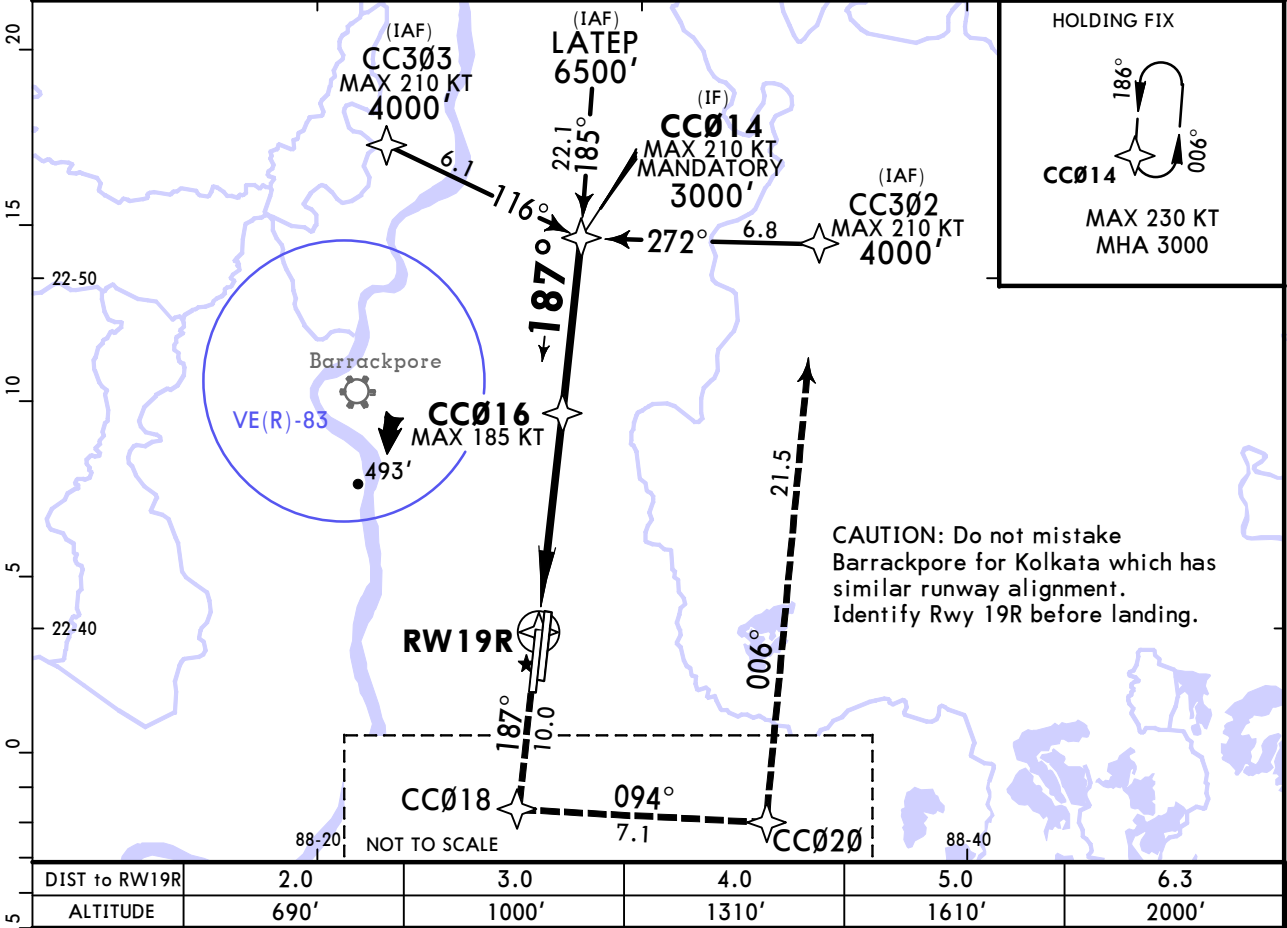
Eff 16 Jul

12-4

RNP Y Rwy 19R

D-ATIS	KOLKATA Approach (R)		KOLKATA Tower	Ground	2000 MSA ARP
126.4	120.675	126.075	118.1	121.9	
RNAV	Final Apch Crs 187°	CC016 MANDATORY 2000' (1983')	LNAV/VNAV DA(H) 279' (262')	Apt Elev 20' Rwy 17'	
MISSED APCH: Climb STRAIGHT AHEAD, proceed to CC018, then turn LEFT to CC020, then turn LEFT to CC302, then turn LEFT to join CC014 holding at 3000', or as directed. MAX 210 KT.					

Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 4000'
RNP apch	Baro-VNAV not authorized below 5°C and above 40°C.		



LNAV VNAV: MAP at DA							CC018 ↑
LNAV: MAP at RW19R							

Standard/DGCA				STRAIGHT-IN LANDING RWY 19R			
LNAV/VNAV		ALS out		LNAV CDFA		ALS out	
DA(H) 279' (262')				MDA(H) 440' (423')			
A							RVR 1500m
B							
C	RVR 750m		RVR 1300m		RVR 1300m		
D							RVR 2000m

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NETAJI SUBASH CHANDRA BOSE INTL

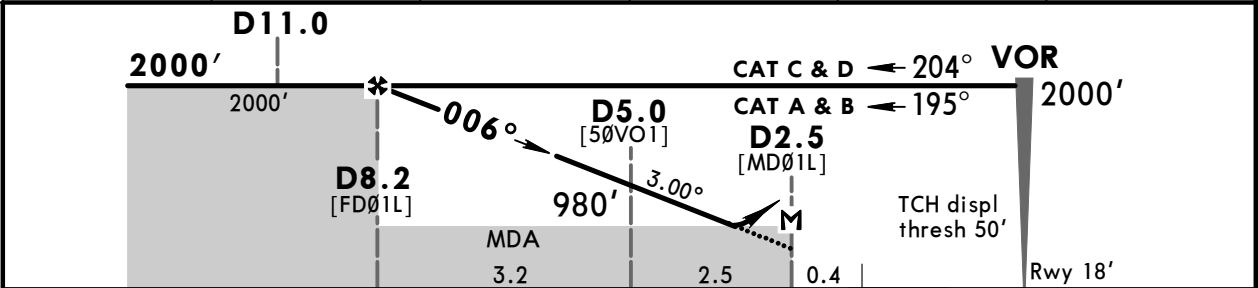
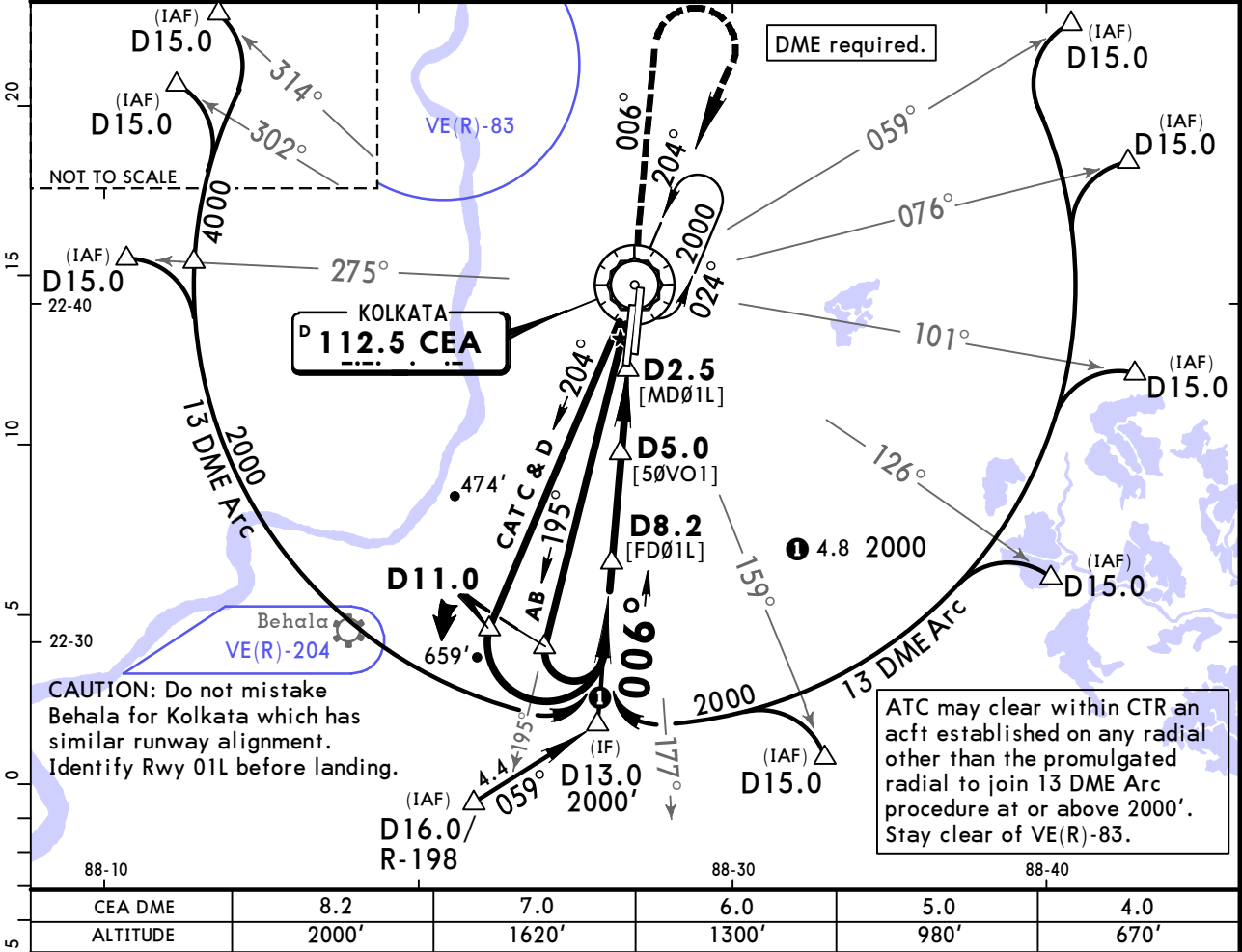
24 JAN 20
Eff 30 Jan

JEPPESSEN KOLKATA, INDIA

VOR Rwy 01L

13-1

D-ATIS 126.4	KOLKATA Approach (R) 120.675 126.075		KOLKATA Tower 118.1	Ground 121.9	2000 MSA CEA VOR
VOR CEA 112.5	Final Apch Crs 006°	D8.2 2000' (1982')	MDA(H) 440' (422')	Apt Elev 20' Rwy 18'	
MISSED APCH: Climb STRAIGHT AHEAD to 2000', then turn RIGHT to join VOR holding, or as directed.					
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 4000'	



Gnd Speed-Kts	70	90	100	120	140	160	HIALS PAPI 2000'
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D2.5							

Standard/DGCA		STRAIGHT-IN LANDING RWY 01L	
CDFA		ALS out	
MDA(H) 440' (422')			

A	RVR 1500m	
B		
C	RVR 1600m	RVR 2000m
D		

VECC/CCU

NETAJI SUBASH CHANDRA BOSE INTL

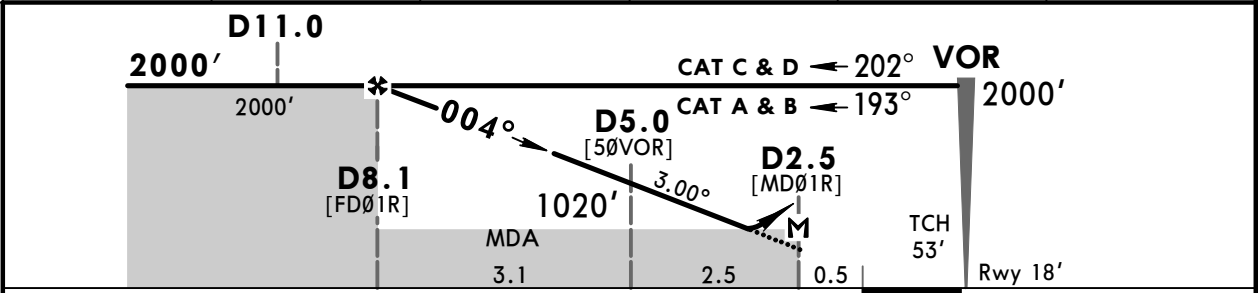
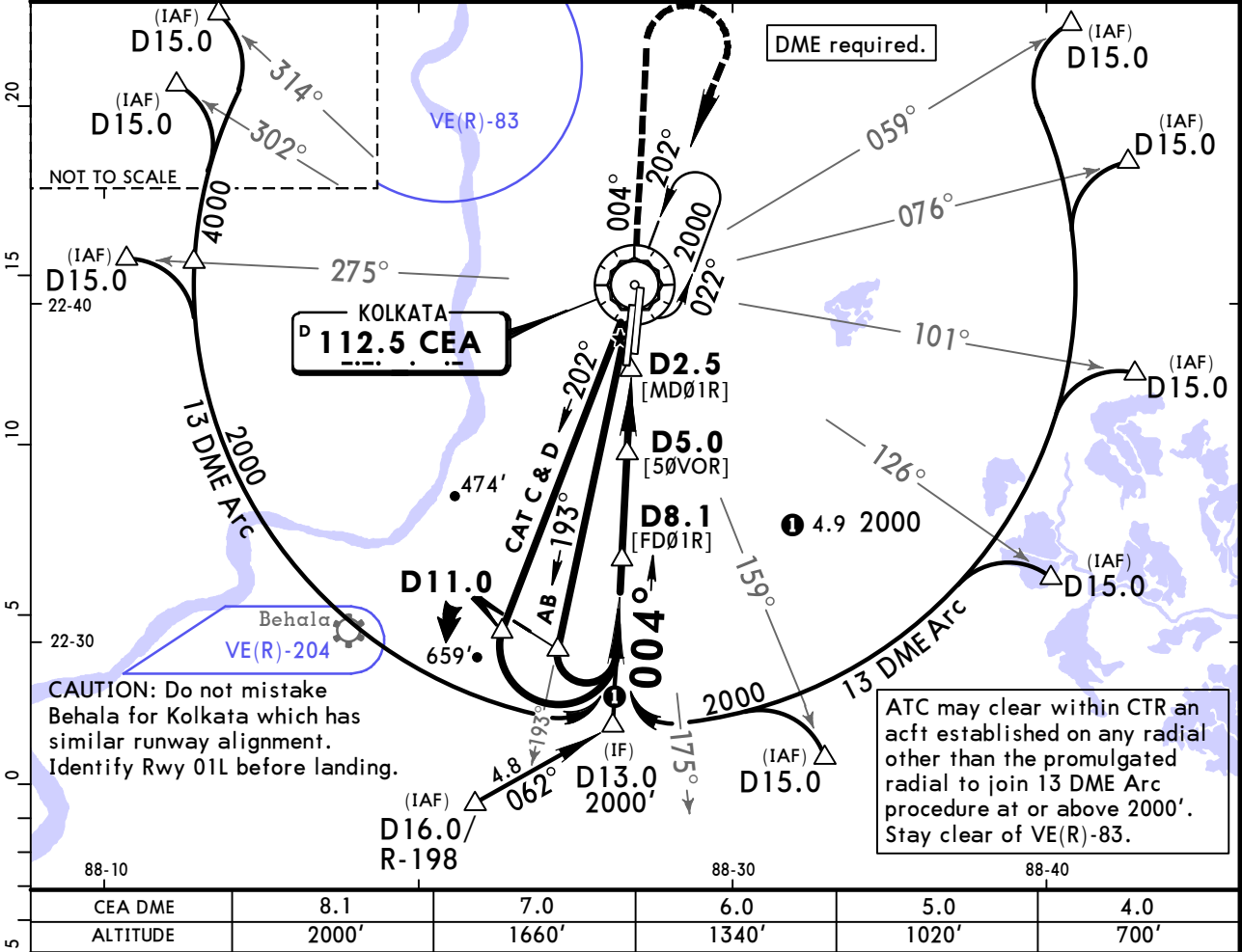
24 JAN 20
Eff 30 Jan

13-2

JEPPESSEN KOLKATA, INDIA

VOR Rwy 01R

D-ATIS 126.4	KOLKATA Approach (R) 120.675 126.075		KOLKATA Tower 118.1	Ground 121.9	2000' MSA CEA VOR
VOR CEA 112.5	Final Apch Crs 004°	D8.1 2000'(1982')	MDA(H) 440'(422')	Apt Elev 20' Rwy 18'	
MISSED APCH: Climb STRAIGHT AHEAD to 2000', then turn RIGHT to join VOR holding, or as directed.					
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: By ATC		
			Trans alt: 4000'		



Gnd Speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 2000'
Descent Angle	3.00°	372	478	531	637	743	
MAP at D2.5							

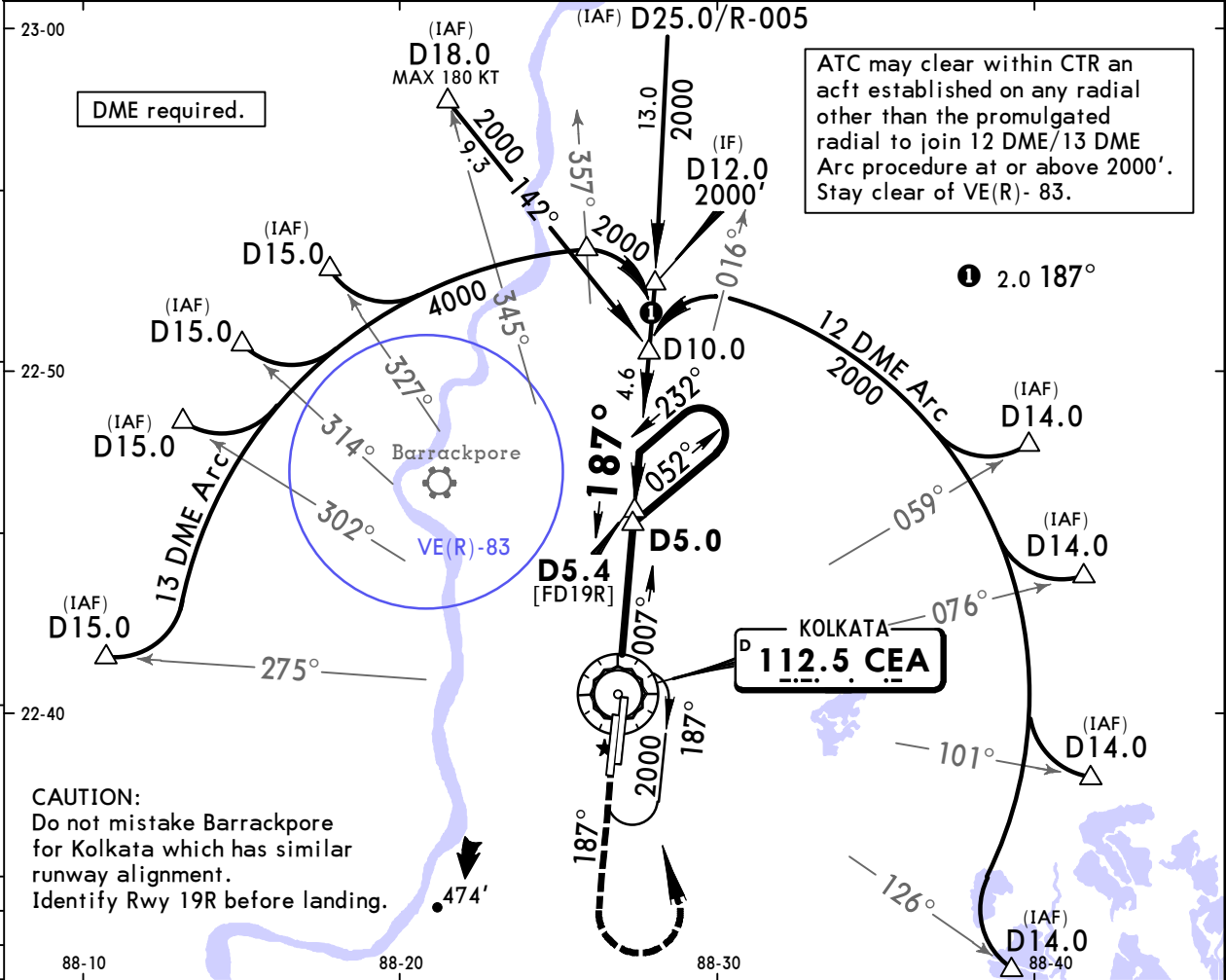
Standard/DGCA		STRAIGHT-IN LANDING RWY 01R	
		CDFA	
		MDA(H) 440'(422')	
		ALS out	
A	RVR 1300m	RVR 1500m	
B			
C		RVR 2000m	
D			

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NETAJI SUBASH
CHANDRA BOSE INTL

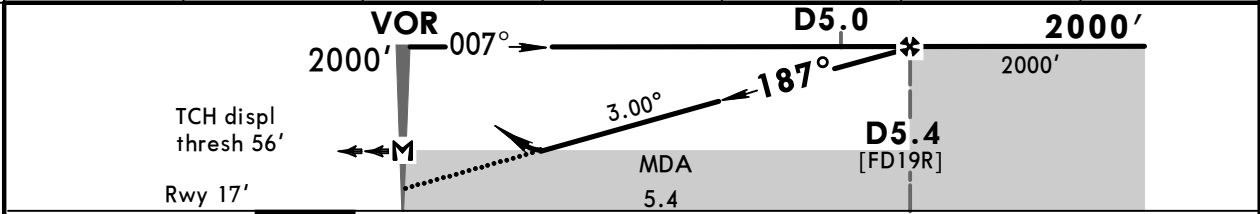
JEPPESSEN
24 JAN 20 (13-4) Eff 30 Jan

KOLKATA, INDIA
VOR Rwy 19R

D-ATIS 126.4		KOLKATA Approach (R) 120.675 126.075		KOLKATA Tower 118.1		Ground 121.9	
VOR CEA 112.5	Final Apch Crs 187°	D5.4 2000' (1983')	MDA(H) 440' (423')	Apt Elev 20' Rwy 17'		2000 MSA CEA VOR	
MISSED APCH: Climb STRAIGHT AHEAD to 2000', then turn LEFT to join VOR holding, or as directed.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC			



CEA DME	1.0	2.0	3.0	4.0	5.0	5.4
ALTITUDE	600'	920'	1240'	1560'	1880'	2000'



Gnd Speed-Kts							TO DISPL THRESHOLD	
Descent Angle	3.00°	372	478	531	637	743	849	
MAP at VOR							HIALS PAPI	2000'

Standard/DGCA STRAIGHT-IN LANDING RWY 19R

CDFA
MDA(H) 440' (423')

ALS out	
A	RVR 1500m
B	
C	RVR 1300m
D	RVR 2000m

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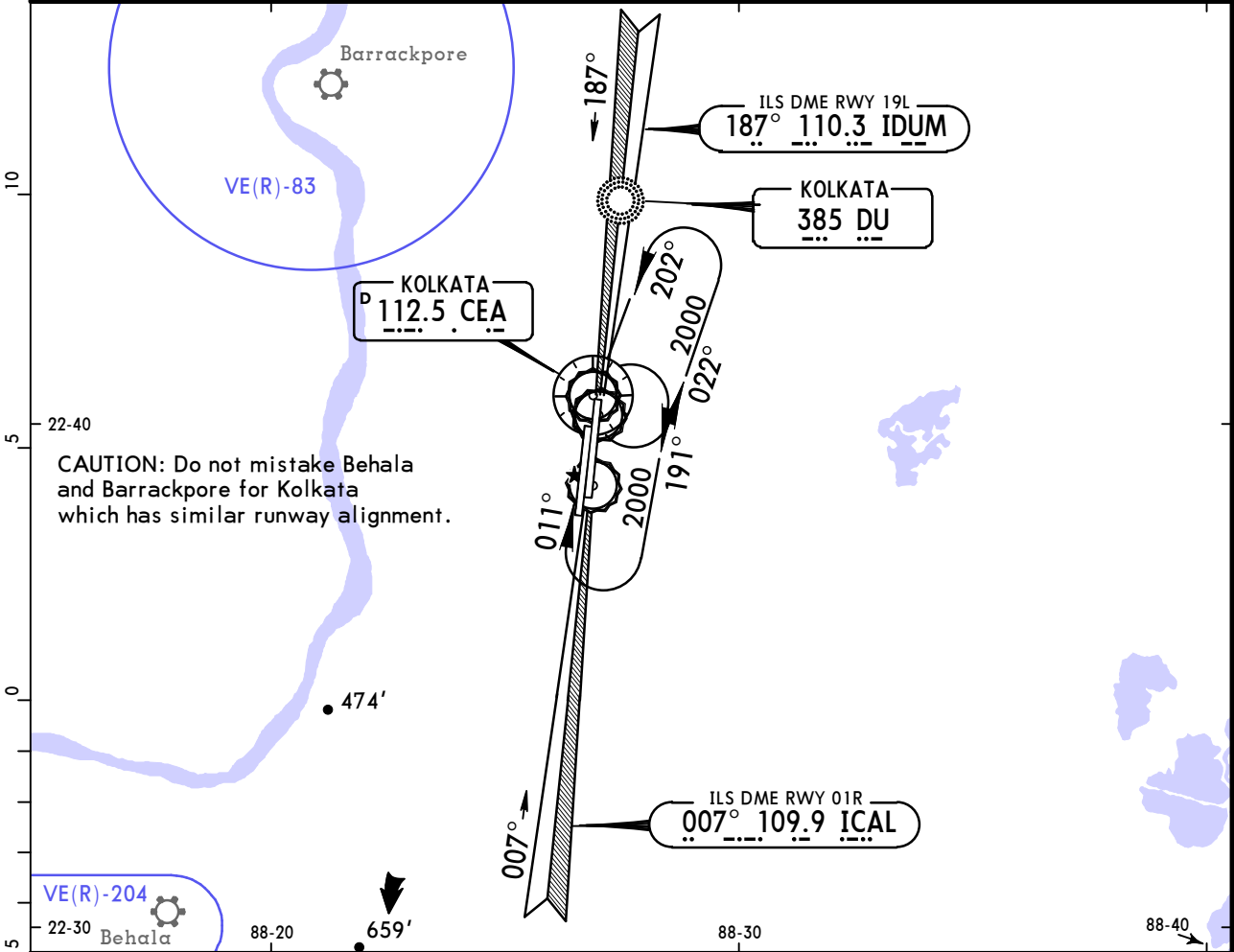
24 JAN 20
Eff 30 Jan

JEPPESEN KOLKATA, INDIA

18-1

SRA Rwy 01R, 19L

D-ATIS 126.4	KOLKATA Approach (R) 120.675 126.075	KOLKATA Radar (SRA) 127.9	KOLKATA Tower 118.1	Ground 121.9
RADAR	Final Apch Crs By ATC	6.2 NM 2000' (1980')	MDA(H) Refer to Minimums	Apt Elev 20'
Missed Approach - See below				
Alt Set: hPa	Apt Elev: 1 hPa	Trans level: By ATC	Trans alt: 4000'	MSA CEA VOR



Minimum Alt/NM	6.2 FAF	6.0	5.0	4.0	3.0	2.0
SRA 01R	2000'	1940'	1620'	1300'	980'	670'
SRA 19L	2000'	1940'	1620'	1300'	980'	660'

MISSED APCH:
Rwy 01R: Climb STRAIGHT AHEAD to 2000', then turn RIGHT to join VOR holding (202° inbound), or as directed.
Rwy 19L: Climb STRAIGHT AHEAD to 2000', then turn LEFT to join VOR holding (011° inbound), or as directed.

Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	2000' ↑
Descent Angle	3.00°	372	478	531	637	743		
MAP 2 NM from touchdown								

Standard/DGCA		STRAIGHT-IN LANDING			
SRA 01R CDFA MDA(H) 670' (650')		SRA 19L CDFA MDA(H) 660' (640')			
ALS out		ALS out			
A	RVR 1500m		RVR 1500m		
B					
C	RVR 2300m	RVR 2400m	RVR 2200m	RVR 2400m	
D					

Chart changes since cycle 20-2020

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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KOLKATA, (NETAJI SUBASH CHANDRA BOSE INT - VECC)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport VECC

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Aerodrome name spelling changed to Netaji Subash Chandra Bose Intl