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Following supplement is issued for information, guidance and necessary action.

sd/-

विपिन कुमार

VIPIN KUMAR

अध्यक्ष/CHAIRMAN

भारतीय विमानपत्तन प्राधिकरण

AIRPORTS AUTHORITY OF INDIA

[EFFECTIVE DATE: 01 OCT 2026]

PAVEMENT CLASSIFICATION RATING
NETAJI SUBHASH CHANDRA BOSE INTERNATIONAL AIRPORT
KOLKATA (VECC)

INTRODUCTION

The purpose of this AIP Supplement is to inform external and internal stakeholders (Airlines, ANSP, Regulators etc.) of Netaji Subhash Chandra Bose International Airport, Kolkata regarding the Aerodrome Pavement Strength Rating by ACR/PCR Method.

AMENDMENT/CANCELLATIONS

The text of the amendments is arranged as shown below:

1.	Text to be deleted is shown with a line through it with grey shading.	Text to be deleted
2.	New text to be inserted is highlighted with yellow shading.	New text to be inserted
3.	Text to be deleted is shown with a line through and highlighted in grey shading Followed by the replacement text which is highlighted with yellow shading	New text to replace existing text

1. Amend Column 1, 4 and 14) of VECC AD 2.12 (RUNWAY PHYSICAL CHARACTERISTICS) in eAIP India as shown below:

Designations	Strength of pavement (PCN PCR) and associated data) and surface of runway and associated stopways	Remarks
1	4	14
01L	85/F/B/W/T 786/F/B/W/T Asphalt	1. PCN from junction of TWY H to TWY A End (RWY 01L beginning rigid portion): 103/R/B/W/T, Surface: concrete; PCN from Taxi H Junction to TWY A Junction including turn pad at RWY 01L: 85/F/B/W/T, Surface: Bitumen; PCN from TWY A junction to RWY 19R end including turn pad at RWY 19R: 87/F/B/W/T, Surface: Bitumen 1. PCR (CH: 0M – 438M): 1025/R/B/W/T, Surface: concrete; PCR (CH: 438M – 750M): 1140/R/B/W/T, Surface: concrete; PCR (CH: 750M – 3271M): 786/F/B/W/T, Surface: Bitumen. 2. Slope: (as published) 3. Geoid Model: EGM 08
19R	85/F/B/W/T 786/F/B/W/T Asphalt	1. Overall RWY Slope: (-)0.006% 2. Geoid Model: EGM 08
01R	82/F/A/W/T 721/F/A/W/T Asphalt	1. PCN from junction of TWY B to RWY 01R end: 82/F/A/W/T, Surface: Bitumen; PCN from Junction of TWY B to TWY A junction: 90/F/A/W/T, Surface: Bitumen; PCN from junction of TWY A to RWY 19L end: 107/F/A/W/T, Surface: Bitumen; PCN of turn pad at RWY 19L: 96/R/A/W/T, Surface: concrete 1. PCR (CH: 0M – 3573M) 721/F/A/W/T, Surface: Bitumen;

		PCR (CH: 3573M – 3627M): 984/R/A/W/T, Surface: concrete. 2. Slope: <i>(as published)</i> 3. Geoid Model: EGM 08
19L	82/F/A/W/T 721/F/A/W/T Asphalt	1. Overall RWY Slope: (-) 0.01% 2. Geoid Model: EGM 08

2. Insert following in VECC AD 2.20 (LOCAL AERODROME REGULATIONS) of eAIP India:

VI. UTILIZATION OF PARALLEL TAXIWAYS N1, N2, N3 AND N4

i) NSCBI Airport has four parallel taxiways (TWYs N1, N2, N3 & N4) towards western side of TWY A. These four parallel TWYs merge on the northern side into a single TWY N, which connects the beginning of RWY 19R and TWY P. TWY P connects to RWY 19L.

ii) TWY N2 & TWY N4 are CAT III compliant.

RWY in use	Type of aircraft	Taxiway in used	No. of Taxiway in simultaneous use	Remarks
Primary RWY (19L-01R)	All code C	N1, N3 and N4	03	N2 cannot be used
	Code E and Code C	N2: Code E N4: Code C Or N2: Code C N4: Code E	02	N1 and N3 cannot be used
	Code E and Code C	N1: Code C N4: Code E	02	N2 and N3 cannot be used
Secondary RWY (19R-01L)	All code C	N1, N3 and N4	03	N2 cannot be used
	Code E and Code C	N2: Code E N4: Code C	02	N1 and N3 cannot be used.

Pushback and Taxiing Procedures:

1. Direction of push back from parking stands 101 to 113 and 114/115 (L, R) facing north or facing south to be given only on TWY N1. (TWY N1 is for taxing of aircraft up to code C)

2. Direction of push back from parking stands 114 and 115 facing north or south shall be given only on TWY N2 (TWY N2 is for taxing of aircraft up to code E)
3. No simultaneous pushback shall be given from adjacent parking stands.
4. Simultaneous pushback is permitted only from alternate parking stands with caution.
5. When pushback is given on TWY N1, there is no restrictions for taxing of aircraft on TWY-N3 & N4. However, no taxing of aircraft shall be given on TWY N2.
6. When pushback is given from parking stands 114 and 115 on TWY N2 aircraft movement up to Code C is permitted to taxi on TWY-N4. No taxing of aircraft shall be given on TWY N1 and TWY N3.
7. Idle power engine run up on parking stands by airline operators should be carried out in coordination with AOCC for issuance of necessary instruction by Tower.
8. For RWY-19R, Code-D & E type of aircraft shall hold at intermediate holding position on TWY-N abeam 19R glide path.
9. Simultaneous operations on portion of Taxiway A (between TWY F and RWY 19 R holding point) and TWY N4 shall not be permitted.
10. When the runway in use is RWY 19R, aircraft requesting departure from TWY A intersection shall inform the same to ATC prior to commencement of taxi.

Docking Procedure for arrival aircraft:

1. Up to Code-C type of aircraft which will be docking to parking stand 101 to 113 and 114/115(L, R) should use TWY-N1.
2. For Code-D/E type of aircraft which will be docking to parking stand 114 and 115 should use TWY-N2.

Link TWY-A1, B1 and B2 are intersecting perpendicularly to TWY-N1, N2, N3 & N4. These shall be used to connect parallel taxiways (TWY- N1, N2, N3 & N4) from TWY-A and TWY-B

3. Amend VECC AD 2.23 (ADDITIONAL INFORMATION) of eAIP India as shown below:

I. TAXIWAYS

Designation	Width (M)	Surface	PCR	Edge Lights (EL) / Centre Line lights (C/L)	Other lights available
A	23	BITUMEN	74/F/B/W/T	C/L and EL on curves	Guard Lights & Stop Bar
A (BTN BOTH RWY)	23	BITUMEN	786/F/B/W/T	C/L and EL On curves	Guard Lights & Stop Bar
A (BTN C & RWY 01L)	23	CONCRETE	1060/R/B/W/T	C/L and EL On curves	
A (BTN C & RWY 19R)	23	CONCRETE	1100/R/B/W/T	C/L and EL On curves	
B (BTN BOTH RWY)	23	BITUMEN	72/F/B/W/T 786/F/B/W/T	E/L	Guard Lights
B (BTN TWY A & Sec. RWY)	23	CONCRETE	98/R/B/W/T 1020/R/B/W/T	E/L	
C	23	BITUMEN	66/F/B/W/T	E/L	Guard Lights
C (BTN BOTH RWY)	23	BITUMEN	786/F/B/W/T	E/L	Guard Lights & Stop Bar
C (BTN A & Sec RWY)	23	CONCRETE	1100/R/B/W/T	E/L	
D	23	CONCRETE	85/R/B/W/T 1006/R/B/W/T	C/L	Guard Lights & Stop Bar
E	28	CONCRETE	99/R/B/W/T 1060/R/B/W/T	E/L	
F	23	CONCRETE	97/R/B/W/T 1006/R/B/W/T	C/L	
F1	23	CONCRETE	106/R/B/W/T 1135/R/B/W/T	C/L	Apron taxilane
F2	23	CONCRETE	97/R/B/W/T 1006/R/B/W/T	C/L	Apron taxilane
G	15	CONCRETE	64/R/B/W/T 805/R/B/W/T	NIL	
H	25	CONCRETE	97/R/B/W/T	E/L	

			1040/R/B/W/T		
H1	25	CONCRETE	97/R/B/W/T 1040/R/B/W/T	E/L & C/L	
J	25	CONCRETE	97/R/B/W/T 1040/R/B/W/T	E/L	
J1	25	CONCRETE	97/R/B/W/T 1040/R/B/W/T	E/L & C/L	
K	23	BITUMEN	65/F/B/W/T 786/F/B/W/T	E/L	Guard Lights
L	23	CONCRETE	92/R/C/W/T 1060/R/B/W/T	E/L & C/L	
L1	23	CONCRETE	70/R/C/W/T 700/R/B/W/T	E/L	
M	15	CONCRETE	97/R/B/W/T 1010/R/B/W/T	NIL	
R	23	CONCRETE	94/R/B/W/T 1010/R/B/W/T	E/L	RETIL provided.
A Extd. Port.	25	CONCRETE	88/R/B/W/T	E/L	
N1	15	CONCRETE	95/R/B/W/T 1140/R/B/W/T	C/L	
N2	23	CONCRETE	95/R/B/W/T 1140/R/B/W/T	C/L	
N3	15	CONCRETE	95/R/B/W/T 1140/R/B/W/T	C/L	
N4	23	CONCRETE	95/R/B/W/T 1140/R/B/W/T	C/L	
A1	23	CONCRETE	95/R/B/W/T 1140/R/B/W/T	--	
B1	23	CONCRETE	95/R/B/W/T 1140/R/B/W/T	--	
B2	23	CONCRETE	95/R/B/W/T 1140/R/B/W/T	--	
N	23	CONCRETE	86/R/A/W/T 1240/R/A/W/T	E/L & C/L	
P	23	CONCRETE	86/R/A/W/T 1240/R/A/W/T	E/L & C/L on curve	Guard Lights and Stop Bar
Q1	23	CONCRETE	86/R/A/W/T 1260/R/A/W/T	E/L & C/L	RETIL provided.

Q2	23	CONCRETE	86/R/A/W/T 1260/R/A/W/T	E/L & C/L	RETIL provided.
R1	23	CONCRETE	86/R/A/W/T 1120/R/A/W/T	E/L & C/L	RETIL provided.

4. **Insert the following as point No xxiii.**

xxiii. Equipment Restraint Area (ERA) Markings in MARS Parking Stands is denoted by RED Colour for Code E Aircrafts and ORANGE Colour for Code C Aircrafts.

5. **Replace** *Aerodrome Chart* in VECC AD 2.24 of eAIP with the *Aerodrome Chart of this AIP Supplement*.
6. **Replace** *Aircraft Parking/Docking Chart Apron 1, 2, 3* in VECC AD 2.24 of eAIP with the *Aircraft Parking/Docking Chart – Apron 1,2,3 of this AIP Supplement*.
7. **Replace** *Aircraft Parking/Docking Chart Apron 1, 2, 3 Annexure A* in VECC AD 2.24 of eAIP with the *Aircraft Parking/Docking Chart – Apron 1, 2, 3 Annexure A of this AIP Supplement*.
8. **Replace** *Aircraft Parking/Docking Chart Apron 4* in VECC AD 2.24 of eAIP with the *Aircraft Parking/Docking Chart – Apron 4 of this AIP Supplement*.

AERODROME CHART

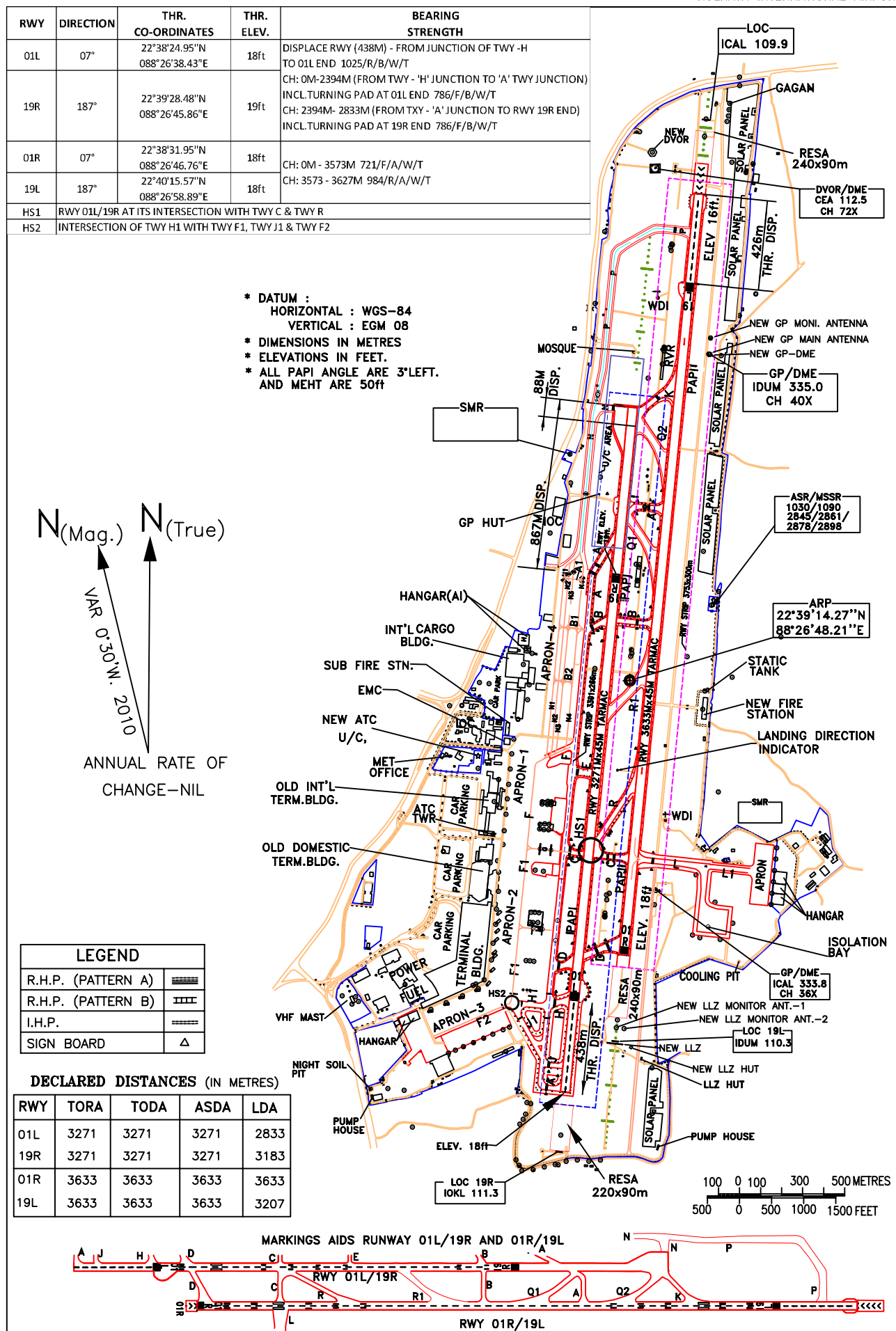
22°39'14.27"N
088°26'48.21"E

AD.ELEV 20ft

TWR 118.100
STD.BY 118.025

KOLKATA, INDIA

KOLKATA INTERNATIONAL AIRPORT

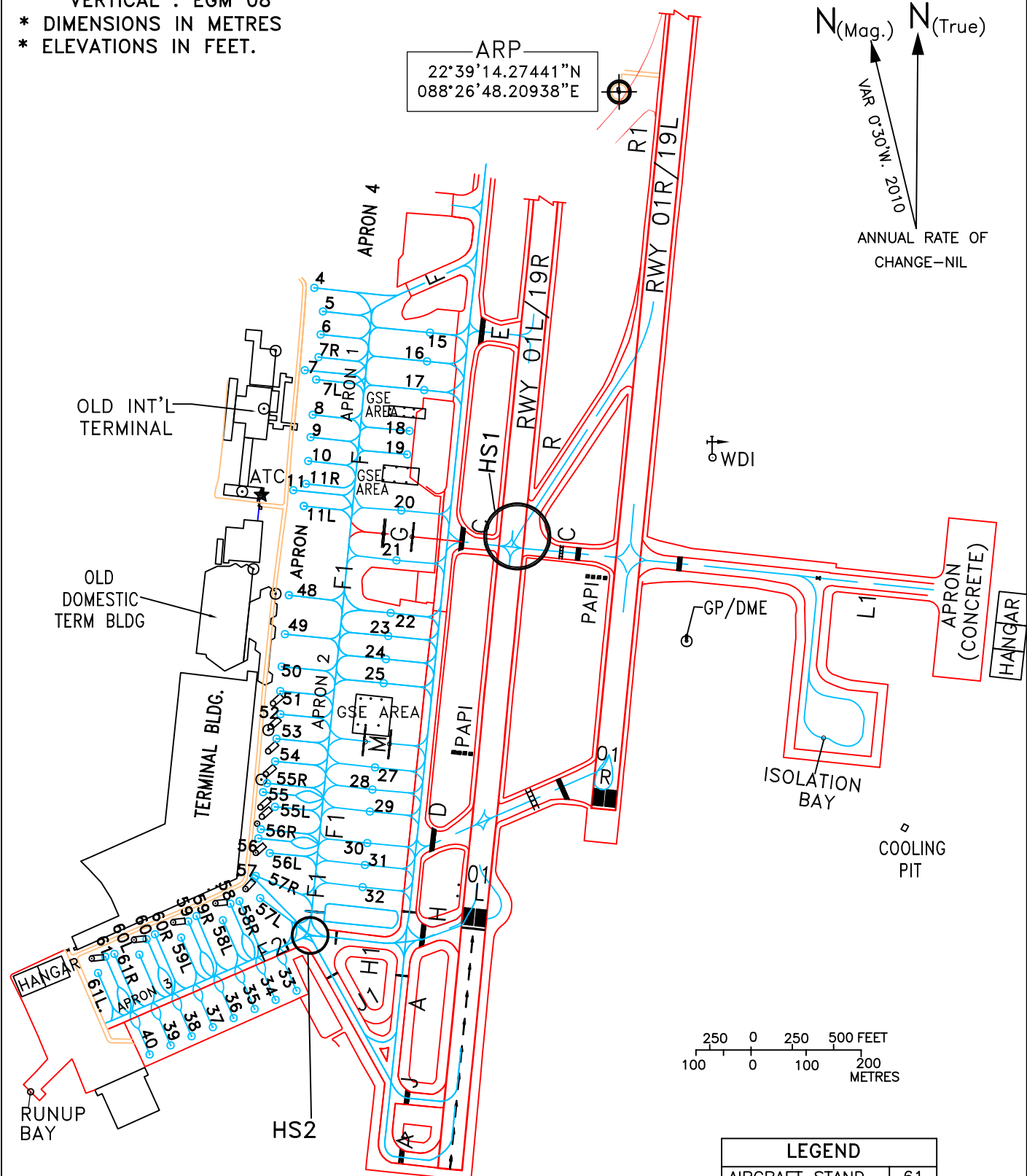
DATE OF AERONAUTICAL INFORMATION
MAY 2026

DRG. No. AAI/21-ADC/KOLKATA/2026(CARTO)

- * DATUM :
- HORIZONTAL : WGS-84
- VERTICAL : EGM 08
- * DIMENSIONS IN METRES
- * ELEVATIONS IN FEET.

ARP
22°39'14.27441"N
088°26'48.20938"E

$N_{(Mag.)}$ $N_{(True)}$
VAR 0°30'W. 2010
ANNUAL RATE OF
CHANGE-NIL



250 0 250 500 FEET
100 0 100 200 METRES

LEGEND	
AIRCRAFT STAND	61
R.H.P. (PATTERN A)	
R.H.P. (PATTERN B)	
L.H.P.	

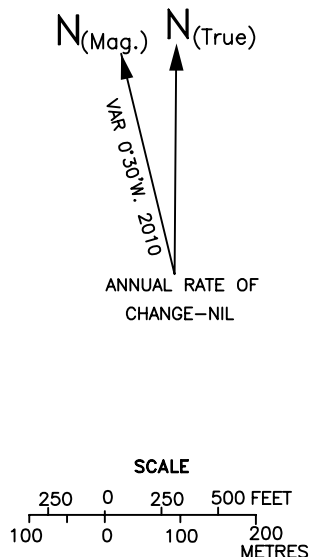
NOTE: FOR PARKING BAY AND TWY DETAILS PL SEE ANNEXURE-"A".

AIRCRAFT PARKING/
DOCKING CHART (APRON-1,2&3)

KOLKATA INTERNATIONAL AIRPORT

TAXIWAY DETAILS								
TWY	WIDTH	PCN	PCR					
A	23m	-	786/F/B/W/T	BTN. PRIMARY RWY & SECONDARY RWY				
A	23m	-	1060/R/B/W/T	BTN. TWY C & RWY 01L				
A	23m	-	1100/R/B/W/T	BTN. TWY-C TO TWY-A JUNCTION OF SECONDARY RWY				
B	23m	-	786/F/B/W/T	BTN. BOTH RWYS				
B	32m	-	1020/R/B/W/T	BTN. TWY A & SECONDARY RWY				
C	23m	-	1100/R/B/W/T	BTN. TWY A & SECONDARY RWY				
A Extd. Port	25m	88/R/B/W/T	-					
A1	23m	95/R/B/W/T	-					
B1	23m	95/R/B/W/T	-					
B2	23m	95/R/B/W/T	-					
C	23m	-	786/F/B/W/T					
D	23m	-	1006/R/B/W/T					
E	28m	-	1006/R/B/W/T					
F	23m	-	1006/R/B/W/T					
F1	23m	-	1135/R/B/W/T					
F2	23m	-	1006/R/B/W/T					
G	15m	-	805/R/B/W/T					
H & H1	25m	-	1040/R/B/W/T					
J & J1	25m	-	1040/R/B/W/T					
K	23m	-	786/F/B/W/T					
L	23m	-	1060/R/B/W/T					
L1	23m	-	700/R/B/W/T					
M	15m	-	1010/R/B/W/T					
N	23m	-	1240/R/B/W/T					
N1	15m	-	1140/R/B/W/T					
N2	23m	-	1140/R/B/W/T					
N3	15m	-	1140/R/B/W/T					
N4	23m	-	1140/R/B/W/T					
P	23m	-	1240/R/A/W/T					
Q1	23m	-	1260/R/A/W/T					
Q2	23m	-	1260/R/A/W/T					
R	23m	-	1010R/B/W/T					
R1	23m	86/R/A/W/T	-					
STAND NO.	WGS CO ORDINATE FOR AIRCRAFT STANDS		ELEV.	SUITABILITY	PCR	STATUS		
04	22° 39' 02.89865" N	088° 26' 28.69061" E	18	B737-800	1145/R/B/W/T	POWER IN / PUSH BACK		
05	22° 39' 01.49660" N	088° 26' 29.22449" E	18	B737-800	1145/R/B/W/T	POWER IN / PUSH BACK		
06	22° 39' 00.13787" N	088° 26' 29.06782" E	18	B737-800	1080/R/B/W/T	POWER IN / PUSH BACK		
07	22° 38' 58.03850" N	088° 26' 28.03032" E	19	B747-400	1080/R/B/W/T	POWER IN / PUSH BACK		
07L	22° 38' 57.47633" N	088° 26' 28.76068" E	18	B737-800	1080/R/B/W/T	POWER IN / PUSH BACK		
07R	22° 38' 58.80038" N	088° 26' 28.91468" E	18	B737-800	1080/R/B/W/T	POWER IN / PUSH BACK		
08	22° 38' 55.40121" N	088° 26' 28.52063" E	18	B737-800	1080/R/B/W/T	POWER IN / PUSH BACK		
09	22° 38' 54.07779" N	088° 26' 28.36687" E	18	B737-800	1080/R/B/W/T	POWER IN / PUSH BACK		
10	22° 38' 52.67388" N	088° 26' 28.20200" E	17	B737-800	1080/R/B/W/T	POWER IN / PUSH BACK		
11	22° 38' 50.97006" N	088° 26' 27.23974" E	17	B747-400	1080/R/B/W/T	POWER IN / PUSH BACK		
11L	22° 38' 50.02322" N	088° 26' 27.89235" E	16	B737-800	1080/R/B/W/T	POWER IN / PUSH BACK		
11R	22° 38' 51.33393" N	088° 26' 28.04654" E	17	B737-800	1080/R/B/W/T	POWER IN / PUSH BACK		
15	22° 39' 00.17902" N	088° 26' 36.02592" E	17	A 300	880/R/B/W/T	POWER IN / POWER OUT		
16	22° 38' 58.48762" N	088° 26' 35.82470" E	17	A 300	880/R/B/W/T	POWER IN / POWER OUT		
17	22° 38' 56.79558" N	088° 26' 35.62483" E	17	A 300	880/R/B/W/T	POWER IN / POWER OUT		
18	22° 38' 54.40195" N	088° 26' 34.66014" E	17	B737-800	700/R/B/W/T	POWER IN / PUSH BACK		
19	22° 38' 53.00090" N	088° 26' 34.49923" E	17	B737-800	668/R/B/W/T	POWER IN / PUSH BACK		
20	22° 38' 49.68912" N	088° 26' 34.09950" E	17	B737-800	720/R/B/W/T	POWER IN / POWER OUT		
21	22° 38' 46.76598" N	088° 26' 33.74752" E	17	B737-800	720/R/B/W/T	POWER IN / POWER OUT		
22	22° 38' 43.66522" N	088° 26' 33.34238" E	17	B738	780/R/B/W/T	POWER IN / POWER OUT		
23	22° 38' 42.30350" N	088° 26' 33.17920" E	17	B738	780/R/B/W/T	POWER IN / POWER OUT		
24	22° 38' 40.94152" N	088° 26' 33.01970" E	16	B738	780/R/B/W/T	POWER IN / POWER OUT		
25	22° 38' 39.52576" N	088° 26' 32.85605" E	16	B738	780/R/B/W/T	POWER IN / POWER OUT		
27	22° 38' 34.56073" N	088° 26' 32.25880" E	14	B738	780/R/B/W/T	POWER IN / POWER OUT		
28	22° 38' 33.25705" N	088° 26' 32.08598" E	14	B738	780/R/B/W/T	POWER IN / POWER OUT		
29	22° 38' 31.95580" N	088° 26' 31.90965" E	13	B738	780/R/B/W/T	POWER IN / POWER OUT		
30	22° 38' 30.11914" N	088° 26' 31.72089" E	15	B738	780/R/B/W/T	POWER IN / POWER OUT		
31	22° 38' 28.81249" N	088° 26' 31.55670" E	14	B738	780/R/B/W/T	POWER IN / POWER OUT		
32	22° 38' 27.50355" N	088° 26' 31.39731" E	14	B738	780/R/B/W/T	POWER IN / POWER OUT		
33	22° 38' 21.41003" N	088° 26' 27.12964" E	12	A321	1020/R/A/W/T	POWER IN / PUSH BACK		
34	22° 38' 20.88531" N	088° 26' 25.79082" E	11	A321	1020/R/A/W/T	POWER IN / PUSH BACK		
35	22° 38' 20.36322" N	088° 26' 24.45218" E	11	A321	1020/R/A/W/T	POWER IN / PUSH BACK		
36	22° 38' 19.31621" N	088° 26' 21.77357" E	11	A321	1020/R/A/W/T	POWER IN / PUSH BACK		
37	22° 38' 19.83997" N	088° 26' 23.11199" E	11	A321	1020/R/A/W/T	POWER IN / PUSH BACK		
38	22° 38' 18.79197" N	088° 26' 20.43436" E	11	A321	1020/R/A/W/T	POWER IN / PUSH BACK		
39	22° 38' 18.26801" N	088° 26' 19.09556" E	11	A321	1020/R/A/W/T	POWER IN / PUSH BACK		
40	22° 38' 17.74433" N	088° 26' 17.75804" E	11	A321	1020/R/A/W/T	POWER IN / PUSH BACK		
48	22° 38' 44.77414" N	088° 26' 26.88530" E	18	A300	1000/R/B/W/T	POWER IN / PUSH BACK		
49	22° 38' 42.47127" N	088° 26' 26.61471" E	18	A300	1000/R/B/W/T	POWER IN / PUSH BACK		
50	22° 38' 40.55499" N	088° 26' 26.38515" E	18	A300	1000/R/B/W/T	POWER IN / PUSH BACK		
51	22° 38' 39.11910" N	088° 26' 26.28624" E	18	B738	1000/R/B/W/T	POWER IN / PUSH BACK		
52	22° 38' 37.75849" N	088° 26' 26.27682" E	18	B738	1000/R/B/W/T	POWER IN / PUSH BACK		
53	22° 38' 36.31042" N	088° 26' 26.02210" E	18	B738	1040/R/B/W/T	POWER IN / PUSH BACK		
54	22° 38' 34.97888" N	088° 26' 25.91908" E	17	A321	1040/R/B/W/T	POWER IN / PUSH BACK		
55	22° 38' 33.15721" N	088° 26' 25.12764" E	16	B777-300ER	1040/R/B/W/T	POWER IN / PUSH BACK		
55L	22° 38' 32.29383" N	088° 26' 25.87255" E	16	A321	1040/R/B/W/T	POWER IN / PUSH BACK		
55R	22° 38' 33.68903" N	088° 26' 25.37705" E	17	A321	1040/R/B/W/T	POWER IN / PUSH BACK		
56	22° 38' 30.43463" N	088° 26' 24.80020" E	15	B777-300ER	1040/R/B/W/T	POWER IN / PUSH BACK		
56L	22° 38' 29.57306" N	088° 26' 25.51734" E	14	A321	1040/R/B/W/T	POWER IN / PUSH BACK		
56R	22° 38' 30.97543" N	088° 26' 24.96207" E	15	A321	1040/R/B/W/T	POWER IN / PUSH BACK		
57	22° 38' 28.08277" N	088° 26' 24.51054" E	13	B777-300ER	1030/R/B/W/T	POWER IN / PUSH BACK		
57L	22° 38' 26.91782" N	088° 26' 24.88419" E	13	A321	1030/R/B/W/T	POWER IN / PUSH BACK		
57R	22° 38' 28.22729" N	088° 26' 24.60881" E	13	A321	1030/R/B/W/T	POWER IN / PUSH BACK		
58	22° 38' 26.59646" N	088° 26' 22.97081" E	13	B777-300ER	1245/R/B/W/T	POWER IN / PUSH BACK		
58L	22° 38' 25.63284" N	088° 26' 22.49229" E	13	A321	1245/R/B/W/T	POWER IN / PUSH BACK		
58R	22° 38' 26.74343" N	088° 26' 23.54948" E	13	A321	1245/R/B/W/T	POWER IN / PUSH BACK		
59	22° 38' 25.58002" N	088° 26' 20.30001" E	13	B777-300ER	1245/R/B/W/T	POWER IN / PUSH BACK		
59L	22° 38' 24.63175" N	088° 26' 19.82958" E	13	A321	1245/R/B/W/T	POWER IN / PUSH BACK		
59R	22° 38' 25.88760" N	088° 26' 20.80923" E	13	A321	1245/R/B/W/T	POWER IN / PUSH BACK		
60	22° 38' 24.55599" N	088° 26' 17.63392" E	14	B777-300ER	1245/R/B/W/T	POWER IN / PUSH BACK		
60L	22° 38' 23.64559" N	088° 26' 17.16353" E	13	A321	1245/R/B/W/T	POWER IN / PUSH BACK		
60R	22° 38' 24.83179" N	088° 26' 18.16703" E	13	A321	1245/R/B/W/T	POWER IN / PUSH BACK		
61	22° 38' 23.54308" N	088° 26' 14.99685" E	14	B777-300ER	1245/R/B/W/T	POWER IN / PUSH BACK		
61L	22° 38' 22.59100" N	088° 26' 14.51860" E	14	A321	1245/R/B/W/T	POWER IN / PUSH BACK		
61R	22° 38' 23.70693" N	088° 26' 15.57343" E	14	A321	1245/R/B/W/T	POWER IN / PUSH BACK		
ISOLATION BAY	22° 38' 36.03686" N	088° 27' 0.81139" E	17	B777-300ER	1060/R/A/W/T	POWER IN/POWER OUT		

- * DATUM :
HORIZONTAL : WGS-84
VERTICAL : EGM 08
* DIMENSIONS IN METRES
* ELEVATIONS IN FEET.



LEGEND	
AIRCRAFT STAND	115
R.H.P. (PATTERN A)	
R.H.P. (PATTERN B)	
I.H.P.	=====

TAXIWAY DETAILS				
TWY	WIDTH	PCN	PCR	
A	23m	-	786/F/B/W/T	BTN. PRIMARY RWY & SECONDARY RWY
A	23m	-	1060/R/B/W/T	BTN. TWY C & RWY 01L
A	23m	-	1100/R/B/W/T	BTN. TWY-C TO TWY-A JUNCTION OF SECONDARY RWY
B	23m	-	786/F/B/W/T	BTN. BOTH RWYS
B	32m	-	1020/R/B/W/T	BTN. TWY A & SECONDARY RWY
C	23m	-	1100/R/B/W/T	BTN. TWY A & SECONDARY RWY

A Extd. Port	25m	88/R/B/W/T	-
A1	23m	95/R/B/W/T	-
B1	23m	95/R/B/W/T	-
B2	23m	95/R/B/W/T	-
C	23m	-	786/F/B/W/T
D	23m	-	1006/R/B/W/T
E	28m	-	1006/R/B/W/T
F	23m	-	1006/R/B/W/T
F1	23m	-	1135/R/B/W/T
F2	23m	-	1006/R/B/W/T
G	15m	-	805/R/B/W/T
H & H1	25m	-	1040/R/B/W/T
J & J1	25m	-	1040/R/B/W/T
K	23m	-	786/F/B/W/T
L	23m	-	1060/R/B/W/T
L1	23m	-	700/R/B/W/T
M	15m	-	1010/R/B/W/T
N	23m	-	1240/R/B/W/T
N1	15m	-	1140/R/B/W/T
N2	23m	-	1140/R/B/W/T
N3	15m	-	1140/R/B/W/T
N4	23m	-	1140/R/B/W/T
P	23m	-	1240/R/A/W/T
Q1	23m	-	1260/R/A/W/T
Q2	23m	-	1260/R/A/W/T
R	23m	-	1010R/B/W/T
R1	23m	86/R/A/W/T	-

STAND NO.	WGS CO ORDINATE FOR AIRCRAFT STANDS		ELEV. FEET	SUITABILITY	PCN	PCR	STATUS
101	22° 39' 30.93847" N	088° 26' 34.73545" E	16	A321	-	840/R/B/W/T	POWER IN / PUSH BACK
102	22° 39' 29.63056" N	088° 26' 34.58764" E	16	A321	-	840/R/B/W/T	POWER IN / PUSH BACK
103	22° 39' 28.32167" N	088° 26' 34.43096" E	16	A321	-	840/R/B/W/T	POWER IN / PUSH BACK
104	22° 39' 27.01228" N	088° 26' 34.27825" E	16	A321	-	840/R/B/W/T	POWER IN / PUSH BACK
105	22° 39' 25.67257" N	088° 26' 34.43906" E	16	A320	-	840/R/B/W/T	POWER IN / PUSH BACK
106	22° 39' 22.92376" N	088° 26' 34.11859" E	17	A320	-	840/R/B/W/T	POWER IN / PUSH BACK
107	22° 39' 21.64576" N	088° 26' 33.65437" E	17	A321	-	840/R/B/W/T	POWER IN / PUSH BACK
108	22° 39' 20.33658" N	088° 26' 33.50342" E	17	A321	-	840/R/B/W/T	POWER IN / PUSH BACK
109	22° 39' 19.00534" N	088° 26' 33.57841" E	17	A320	-	840/R/B/W/T	POWER IN / PUSH BACK
110	22° 39' 17.30866" N	088° 26' 33.38113" E	17	A320	-	1080/R/B/W/T	POWER IN / PUSH BACK
111	22° 39' 15.99840" N	088° 26' 33.22871" E	18	A320	-	1080/R/B/W/T	POWER IN / PUSH BACK
112	22° 39' 14.69023" N	088° 26' 33.07664" E	18	A320	-	1080/R/B/W/T	POWER IN / PUSH BACK
113	22° 39' 12.09521" N	088° 26' 32.54478" E	19	A321	-	1060/R/B/W/T	POWER IN / PUSH BACK
114	22° 39' 10.24124" N	088° 26' 31.18639" E	19	B777-300ER	-	1060/R/B/W/T	POWER IN / PUSH BACK
114L	22° 39' 9.47725" N	088° 26' 32.24040" E	19	A321	-	1060/R/B/W/T	POWER IN / PUSH BACK
114R	22° 39' 10.78618" N	088° 26' 32.39516" E	19	A321	-	1060/R/B/W/T	POWER IN / PUSH BACK
115	22° 39' 7.62890" N	088° 26' 30.88208" E	18	B777-300ER	99/R/B/W/T	-	POWER IN / PUSH BACK
115L	22° 39' 6.85865" N	088° 26' 31.93616" E	18	A321	99/R/B/W/T	-	POWER IN / PUSH BACK
115R	22° 39' 8.16710" N	088° 26' 32.08978" E	19	A321	99/R/B/W/T	-	POWER IN / PUSH BACK