

TEL: 977-4257667 4262518 FAX: 977-1-4257668 AFS: VNKTYOYX caanais@caanepal.gov.np <u>Website : caanepal.gov.np</u>	NEPAL AERONAUTICAL INFORMATION MANAGEMENT DEPARTMENT CIVIL AVIATION AUTHORITY OF NEPAL BABARMAHAL KATHMANDU	AIRAC AIP AMENDMENT 5/22 5 May 2022
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EFFECTIVE DATE : 16 June 2022`

1. Contents

- 1.1 Correction in charts and coding tables of VNBW.
- 1.2 Removal of MERAD holding on STAR MERAD1G and SARED holding on STAR NARAN 1S of VNBW.
- 1.3 Introduction of additional STAR NARAN 1R and BUVOS holding of VNBW.
- 1.4 Renaming of STAR, SIDs concerned with VNNG and VNDH due to renaming of point TULSI as TULVI.

2. On 16 June 2022, remove and insert following pages.

Remove the following pages:		Insert the following pages:	
GENERAL (GEN)			
GEN 0.4-3	30 APRIL 2022	GEN 0.4-3	16 JUNE 2022
GEN 0.4-5	21 APRIL 2022	GEN 0.4-5	16 JUNE 2022
GEN 0.4-7	21 APRIL 2022	GEN 0.4-7	16 JUNE 2022
GEN 0.4-8	21 APRIL 2022	GEN 0.4-8	16 JUNE 2022
EN-ROUTE (ENR)			
ENR 3.3-2	21 APRIL 2022	ENR 3.3-2	16 JUNE 2022
ENR 3.3-3	21 APRIL 2022	ENR 3.3-2	16 JUNE 2022
VNBW AD			
VNBW AD 2-1	21 APRIL 2022	VNBW AD 2-1	16 JUNE 2022
VNBW AD 2-22	21 APRIL 2022	VNBW AD 2-22	16 JUNE 2022
VNBW AD 2-23	21 APRIL 2022	VNBW AD 2-23	16 JUNE 2022
VNBW AD 2-24	21 APRIL 2022	VNBW AD 2-24	16 JUNE 2022
VNBW AD 2-25	21 APRIL 2022	VNBW AD 2-25	16 JUNE 2022
VNBW AD 2-27	21 APRIL 2022	VNBW AD 2-27	16 JUNE 2022
VNBW AD 2-28	21 APRIL 2022	VNBW AD 2-28	16 JUNE 2022
VNBW AD 2-29	21 APRIL 2022	VNBW AD 2-29	16 JUNE 2022
VNBW AD 2-30	21 APRIL 2022	VNBW AD 2-30	16 JUNE 2022
VNBW AD 2-31	21 APRIL 2022	VNBW AD 2-31	16 JUNE 2022

	VNBW AD 2-32	21 APRIL 2022	VNBW AD 2-32	16 JUNE 2022
	VNBW AD 2-33	21 APRIL 2022	VNBW AD 2-33	16 JUNE 2022
	VNBW AD 2-34	21 APRIL 2022	VNBW AD 2-34	16 JUNE 2022
	VNBW AD 2-35	21 APRIL 2022	VNBW AD 2-35	16 JUNE 2022
	VNBW AD 2-36	21 APRIL 2022	VNBW AD 2-36	16 JUNE 2022
	VNBW AD 2-37	21 APRIL 2022	VNBW AD 2-37	16 JUNE 2022
	VNBW AD 2-38	21 APRIL 2022	VNBW AD 2-38	16 JUNE 2022
	VNBW AD 2-39	21 APRIL 2022	VNBW AD 2-39	16 JUNE 2022
	VNNG AD			
	VNNG AD 2-17	01 JULY 2018	VNNG AD 2-17	16 JUNE 2022
	VNDH AD			
	VNDH AD 2-14	30 APRIL 2021	VNDH AD 2-14	16 JUNE 2022
	VNDH AD 2-15	30 APRIL 2021	VNDH AD 2-15	16 JUNE 2022
	VNDH AD 2-17	30 APRIL 2021	VNDH AD 2-17	16 JUNE 2022
	VNDH AD 2-18	30 APRIL 2021	VNDH AD 2-18	16 JUNE 2022
	VNDH AD 2-19	30 APRIL 2021	VNDH AD 2-19	16 JUNE 2022

	ENR 1.7-1	30 APRIL 2019	ENR 5	ENR 5.1 - 1	30 APRIL 2019
	ENR 1.7 - 2	01 JULY2018		ENR 5.1 - 2	30 APRIL 2019
	ENR 1.7-3	30 APRIL 2019		ENR 5.2 - 1	30 JUNE 2020
	ENR 1.7 - 4	01 JULY2018		ENR 5.3 - 1	30 JUNE 2020
	ENR 1.8 - 1	01 JULY2018		ENR 5.4 - 1	30 JUNE 2020
	ENR 1.9 - 1	30 JUNE 2020			
	ENR 1.10 - 1	01 JULY2018		ENR 5.5 - 1	30 APRIL 2022
	ENR 1.10 - 2	01 JULY2018		ENR 5.5 - 2	30 APRIL 2022
	ENR 1.11-1	24 FEBRUARY 2022			
	ENR1.12-1	30 DECEMBER 2020		ENR 5.5 - 3	30 APRIL 2022
	ENR 1.13 - 1	30 APRIL 2022		ENR 5.5 - 4	30 APRIL 2022
	ENR 1.14 - 1	01 JULY2018		ENR 5.5 - 5	30 APRIL 2022
	ENR 1.14 - 2	01 JULY2018		ENR 5.5 - 6	30 APRIL 2022
	ENR 1.14 - 3	01 JULY2018		ENR 5.5 - 7	30 APRIL 2022
	ENR 1.14 - 4	01 JULY2018		ENR 5.5 - 8	30 APRIL 2022
	ENR 1.14 - 5	01 JULY2018		ENR 5.5 - 9	30 APRIL 2022
	ENR 1.14 - 6	01 JULY2018		ENR 5.5-10	30 APRIL 2022
	ENR 1.14 - 7	01 JULY2018		ENR 5.5-11	30 APRIL 2022
	ENR 1.14 - 8	01 JULY2018		ENR 5.5 - 12	30 APRIL 2022
				ENR 5.5 - 13	30 APRIL 2022
ENR 2	ENR 2.1 - 1	30 JUNE 2020		ENR 5.5 - 14	30 APRIL 2022
	ENR 2.1 - 2	30 JUNE 2020		ENR 5.5 - 15	30 APRIL 2022
	ENR 2.1 - 3	21 APRIL 2022		ENR 5.5 - 16	30 APRIL 2022
	ENR 2.1 - 4	21 APRIL 2022		ENR 5.5 - 17	30 APRIL 2022
	ENR 2.1 - 5	21 APRIL 2022		ENR 5.5 - 18	30 APRIL 2022
	ENR 2.2 - 1	01 JULY2018		ENR 5.5 - 19	30 APRIL 2022
ENR 3	ENR 3.1 - 1	30 APRIL 2022	ENR 6	ENR 5.6 - 1	30 APRIL 2022
	ENR 3.1 - 2	30 APRIL 2021		ENR 5.6 - 2	30 APRIL 2022
	ENR 3.1 - 3	30 APRIL 2021		ENR 5.6 - 3	30 APRIL 2022
	ENR 3.1 - 4	30 APRIL 2021			
	ENR 3.1 - 5	30 APRIL 2021		ENR 5.6 - 4	30 APRIL 2022
	ENR 3.2 - 1	30 APRIL 2019			
	ENR 3.3 - 1	30 APRIL 2021		ENR 6.1- 1	30 APRIL 2022
	ENR 3.3 - 2	16 JUNE 2022		ENR 6.2 - 1	30 APRIL 2022
	ENR 3.3 - 3	16 JUNE 2022		ENR 6.3- 1	30 APRIL 2022
	ENR 3.4 - 1	30 APRIL 2022			
	ENR 3.5 - 1	30 APRIL 2022			
	ENR 3.6-1	30 APRIL 2022			
ENR 4	ENR 4.1 - 1	30 APRIL 2022			
	ENR 4.2 - 1	01 JULY2018			
	ENR 4.3 - 1	01 JULY2018			
	ENR 4.4 - 1	30 APRIL 2022			
	ENR 4.5 - 1	30 APRIL 2022			

VNBW AD 2	VNBW AD 2 – 1	16 JUNE 2022
	VNBW AD 2 – 2	21 APRIL 2022
	VNBW AD 2 – 3	21 APRIL 2022
	VNBW AD 2 – 4	21 APRIL 2022
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	VNBW AD 2 – 7	21 APRIL 2022
	VNBW AD 2 – 8	21 APRIL 2022
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	VNBW AD 2 – 10	21 APRIL 2022
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	VNBW AD 2 – 16	21 APRIL 2022
	VNBW AD 2 – 17	21 APRIL 2022
	VNBW AD 2 – 18	21 APRIL 2022
	VNBW AD 2 – 19	21 APRIL 2022
	VNBW AD 2 – 20	21 APRIL 2022
	VNBW AD 2 – 21	21 APRIL 2022
	VNBW AD 2 – 22	16 JUNE 2022
	VNBW AD 2 – 23	16 JUNE 2022
	VNBW AD 2 – 24	16 JUNE 2022
	VNBW AD 2 – 25	16 JUNE 2022
	VNBW AD 2 – 26	21 APRIL 2022
	VNBW AD 2 – 27	16 JUNE 2022
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	VNBW AD 2 – 31	16 JUNE 2022
	VNBW AD 2 – 32	16 JUNE 2022
	VNBW AD 2 – 33	16 JUNE 2022
	VNBW AD 2 – 34	16 JUNE 2022
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	VNBW AD 2 – 36	16 JUNE 2022
	VNBW AD 2 – 37	16 JUNE 2022
	VNBW AD 2 – 38	16 JUNE 2022
	VNBW AD 2 – 39	16 JUNE 2022

VNNG AD 2	VNNG AD 2 – 1	30 APRIL 2022	VNSI AD 2	VNSI AD 2 – 10	30 APRIL 2022
	VNNG AD 2 – 2	30 APRIL 2022		VNSI AD 2 – 11	30 JUNE 2020
	VNNG AD 2 – 3	30 APRIL 2022		VNSI AD 2 – 12	30 APRIL 2022
	VNNG AD 2 – 4	30 JUNE 2020		VNSI AD 2 – 13	30 APRIL 2022
	VNNG AD 2 – 5	30 APRIL 2022		VNSI AD 2 – 14	30 APRIL 2022
	VNNG AD 2 – 6	30 APRIL 2022		VNSI AD 2 – 15	30 APRIL 2022
	VNNG AD 2 – 7	01 JULY 2018		VNSI AD 2 – 16	30 APRIL 2022
	VNNG AD 2 – 8	01 JULY 2018	VNCG AD 2	VNCG AD 2 – 1	30 APRIL 2022
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	VNNG AD 2 – 11	01 JULY 2018		VNCG AD 2 – 4	30 APRIL 2022
	VNNG AD 2 – 12	01 JULY 2018		VNCG AD 2 – 5	30 APRIL 2021
	VNNG AD 2 – 13	01 JULY 2018		VNCG AD 2 – 6	30 APRIL 2022
	VNNG AD 2 – 14	01 JULY 2018		VNCG AD 2 – 7	30 APRIL 2019
	VNNG AD 2 – 15	01 JULY 2018		VNCG AD 2 – 8	30 APRIL 2019
	VNNG AD 2 – 16	01 JULY 2018		VNCG AD 2 – 9	30 APRIL 2022
	VNNG AD 2 – 17	16 JUNE 2022		VNCG AD 2 – 10	30 APRIL 2019
VNPK AD 2	VNPK AD 2 – 1	30 APRIL 2022		VNCG AD 2 – 11	30 APRIL 2022
	VNPK AD 2 – 2	30 APRIL 2022		VNCG AD 2 – 12	5 NOVEMBER 2020
	VNPK AD 2 – 3	30 APRIL 2022		VNCG AD 2 – 13	5 NOVEMBER 2020
	VNPK AD 2 – 4	30 APRIL 2019		VNCG AD 2 – 14	30 APRIL 2021
	VNPK AD 2 – 5	30 APRIL 2022		VNCG AD 2 – 15	30 APRIL 2022
	VNPK AD 2 – 6	01 JULY 2018		VNCG AD 2 – 16	13 JULY 2021
	VNPK AD 2 – 7	01 JULY 2018		VNCG AD 2 – 17	30 APRIL 2021
	VNPK AD 2 – 8	01 JULY 2018		VNCG AD 2 – 18	30 DECEMBER 2021
	VNPK AD 2 – 9	30 APRIL 2022	VNSK AD 2	VNSK AD 2 – 1	30 APRIL 2022
	VNPK AD 2 – 10	01 JULY 2018		VNSK AD 2 – 2	30 APRIL 2022
	VNPK AD 2 – 11	01 JULY 2018		VNSK AD 2 – 3	30 JUNE 2020
	VNPK AD 2 – 12	24 FEBRUARY 2022		VNSK AD 2 – 4	10 SEPTEMBER 2020
	VNPK AD 2 – 13	24 FEBRUARY 2022		VNSK AD 2 – 5	30 APRIL 2022
	VNPK AD 2 – 14	24 FEBRUARY 2022		VNSK AD 2 – 6	01 JULY 2018
VNSI AD 2	VNSI AD 2 – 1	30 APRIL 2022		VNSK AD 2 – 7	01 JULY 2018
	VNSI AD 2 – 2	30 APRIL 2022		VNSK AD 2 – 8	01 JULY 2018
	VNSI AD 2 – 3	30 APRIL 2021		VNSK AD 2 – 9	01 JULY 2018
	VNSI AD 2 – 4	30 APRIL 2022		VNSK AD 2 – 10	01 JULY 2018
	VNSI AD 2 – 5	12 AUGUST 2021		VNSK AD 2 – 11	01 JULY 2018
	VNSI AD 2 – 6	30 APRIL 2022		VNSK AD 2 – 12	01 JULY 2018
	VNSI AD 2 – 7	30 JUNE 2020			
	VNSI AD 2 – 8	30 JUNE 2020			
	VNSI AD 2 – 9	30 JUNE 2020			

VNDH AD 2	VNDH AD 2 – 1	30 APRIL 2022	AFIS AD 2	VNTR AD 2 – 5	30 APRIL 2019
	VNDH AD 2 – 2	30 APRIL 2022		VNTR AD 2 – 6	30 APRIL 2019
	VNDH AD 2 – 3	30 JUNE 2020		VNTR AD 2 – 7	30 APRIL 2019
	VNDH AD 2 – 4	01 JULY 2018		VNTR AD 2 – 8	30 APRIL 2019
	VNDH AD 2 – 5	30 JUNE 2020		VNTR AD 2 – 9	30 APRIL 2019
	VNDH AD 2 – 6	30 APRIL 2021			
	VNDH AD 2 – 7	30 APRIL 2022		AFIS AD 2 – 1	30 APRIL 2022
	VNDH AD 2 – 8	01 JULY 2018		AFIS AD 2 – 2	30 APRIL 2022
	VNDH AD 2 – 9	01 JULY 2018		AFIS AD 2 – 3	30 APRIL 2022
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	VNDH AD 2 – 11	30 APRIL 2022		AFIS AD 2 – 5	30 APRIL 2022
	VNDH AD 2 – 12	30 APRIL 2021		AFIS AD 2 – 6	30 APRIL 2022
	VNDH AD 2 – 13	01 JULY 2018		AFIS AD 2 – 7	30 APRIL 2022
	VNDH AD 2 – 14	16 JUNE 2022		AFIS AD 2 – 8	30 APRIL 2022
	VNDH AD 2 – 15	16 JUNE 2022		AFIS AD 2 – 9	30 APRIL 2022
	VNDH AD 2 – 16	30 APRIL 2021			
	VNDH AD 2 – 17	16 JUNE 2022			
	VNDH AD 2 – 18	16 JUNE 2022			
	VNDH AD 2 – 19	16 JUNE 2022			
	VNDH AD 2 – 20	24 FEBRUARY 2022			
VNRB AD 2	VNRB AD 2 – 1	30 APRIL 2022	AD 3	AD 3.1 – 1	30 APRIL 2019
	VNRB AD 2 – 2	30 APRIL 2022			
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	VNRB AD 2 – 4	20 MAY 2021			
	VNRB AD 2 – 5	30 APRIL 2022			
	VNRB AD 2 – 6	20 MAY 2021			
	VNRB AD 2 – 7	20 MAY 2021			
	VNRB AD 2 – 8	20 MAY 2021			
	VNRB AD 2 – 9	20 MAY 2021			
	VNRB AD 2 – 10	30 APRIL 2022			
	VNRB AD 2 – 11	20 MAY 2021			
	VNRB AD 2 – 12	20 MAY 2021			
	VNRB AD 2 – 13	20 MAY 2021			
	VNRB AD 2 – 14	30 DECEMBER 2021			
	VNRB AD 2 – 15	20 MAY 2021			
	VNRB AD 2 – 16	20 MAY 2021			
	VNRB AD 2 – 17	30 APRIL 2022			
VNTR AD 2	VNTR AD 2 – 1	30 JUNE 2020			
	VNTR AD 2 – 2	30 APRIL 2022			
	VNTR AD 2 – 3	30 APRIL 2019			
	VNTR AD 2 – 4	30 APRIL 2021			

Route Designator (RNP type) Name of Significant Points Coordinates	Tracks (Mag) Distance	Upper Limit Lower Limit Airspace classification	Lateral limits (NM)	Dimensions of cruising Levels		Remarks/ Controlling Unit & Frequency
				Odd	Even	
Q402 (RNP2)						
▲ SIMARA "SMR" VOR 270951N 0845856E	<u>316°/136°</u> 43NM	<u>FL460</u> 5500FT Class C	10 NM (Area width)	↑	↓	KATHMANDU ACC 126.5 MHZ BHAIRAHAWA APP 124.95 MHZ
▲ NARAN 274046 N 0842547E	<u>258°/078°</u> 54NM	<u>FL460</u> 8500FT Class C				
▲ BHAIRAHAWA "BWA" VOR 273003N 0832623E						
Q526 (RNP 2)						
▲ BHAIRAHAWA "BWA" VOR 273003N 0832623E	<u>319°/139°</u> 16NM	<u>FL460</u> 5000FT Class C	10 NM (Area width)	↑	↓	KATHMANDU ACC 126.5 MHZ BHAIRAHAWA APP 124.95 MHZ
▲ ADMEG 274230 N 0831422E	<u>319°/139°</u> 20NM	<u>FL460</u> 9500FT Class C				
▲ THARA 275720N 0830000E	<u>319°/139°</u> 21NM	<u>FL460</u> 10500FT Class C				
▲ ANSUN 281310N 0824434E	<u>290°/110°</u> 63NM	<u>FL460</u> 11500FT Class C				
▲ SUKET 283516N 0813806E						

Route Designator (RNP type) Name of Significant Points Coordinates	Tracks (Mag) Distance	Upper Limit Lower Limit Airspace classification	Lateral Limits (NM)	Dimensions of cruising Levels		Remarks/ Controlling Unit & Frequency
				Odd	Even	
Q650 (RNP2)						
▲ BHAIRAHAWA "BWA" VOR 273003N 0832623E	<u>299°/119°</u> 27NM	<u>FL460</u> 5000FT Class C	10 NM (Area width)	↑	↓	KATHMANDU ACC 126.5 MHZ BHAIRAHAWA APP 124.95 MHZ
▲ HARRE 274320 N 0830000E	<u>301°/121°</u> 44NM	<u>FL460</u> 7000FT Class C				
▲ TULVI 280642 N 0821730E	<u>309°/129°</u> 45NM	<u>FL460</u> 10500FT Class C				
▲ SUKET 283516N 0813806E						

AD 2. AERODROME

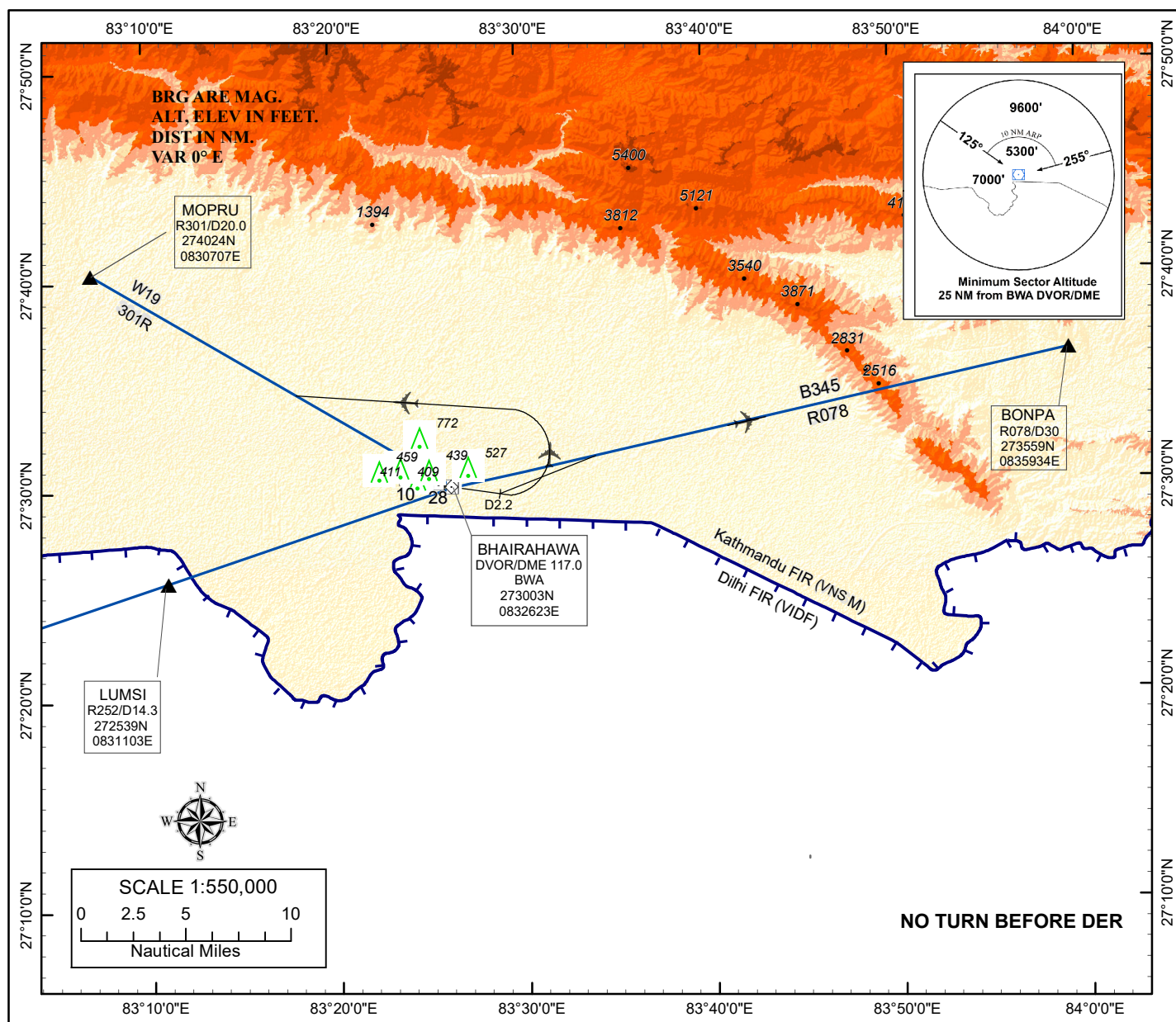
VNBW AD 2.1 AERODROME LOCATION INDICATOR AND
NAME VNBW – GAUTAM BUDDHA/International

VNBW AD 2.2 AERODROME GEOGRAPHICAL AND
ADMINISTRATIVE DATA

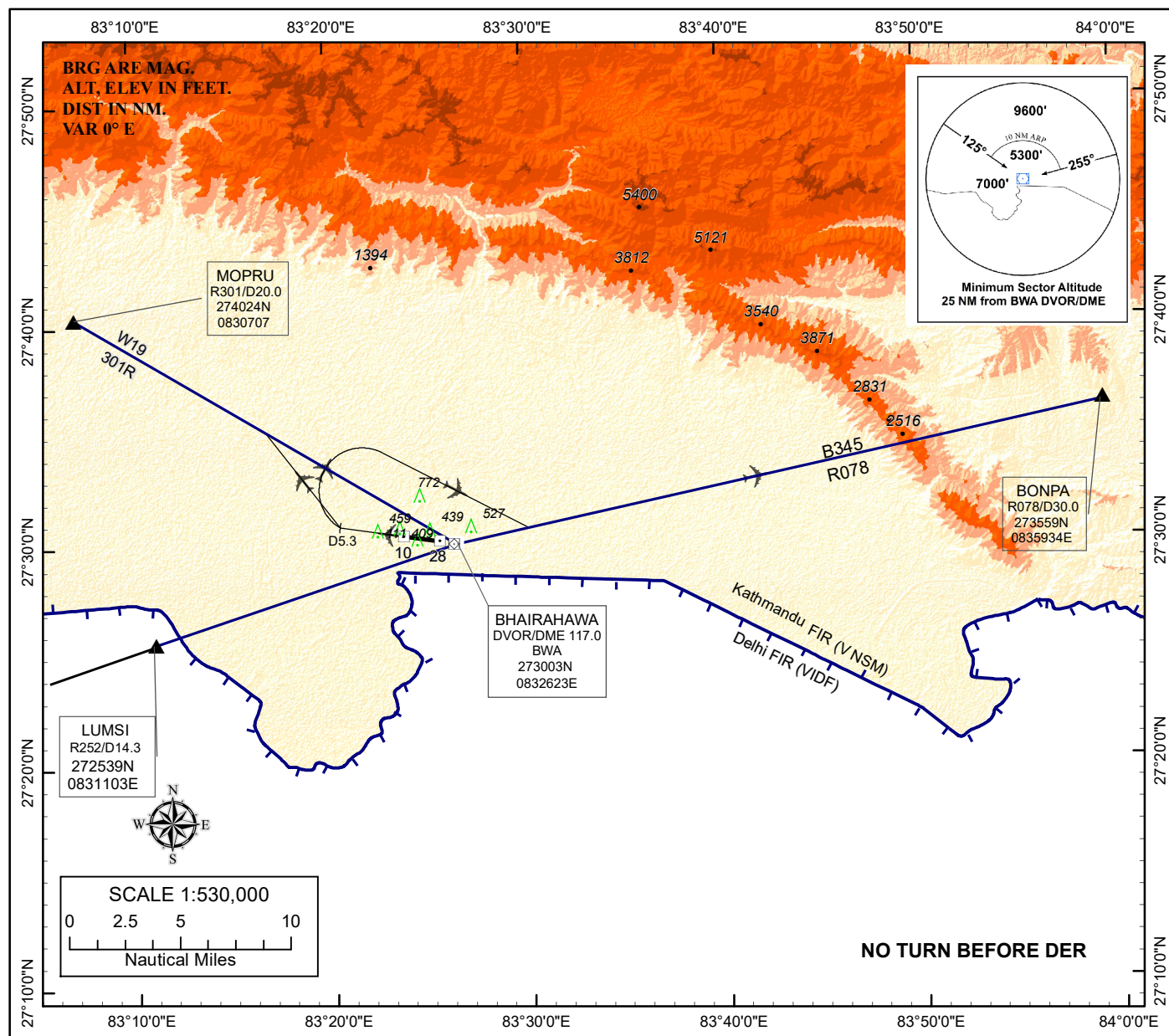
1	ARP coordinates and site at AD	273026N, 0832505E
2	Direction and Distance from (city)	3 Km, West of Bhairahawa City
3	Elevation/Reference Temperature	105.6 m (347 ft) / 37.3° C (May)
4	MAG VAR/Annual Change	0° E
5	AD Administration, address Telephone, Telefax, Telex AFS	Civil Aviation Authority of Nepal Gautam Buddha International Airport Civil Aviation Office (GBIACAO) Bhairahawa Siddharthanagar Municipality -04, Rupandehi Lumbini Province Tel- +977-71-507086 Fax- +977-71-507053 AFS- VNBWYDYX Email- gautambuddha_cao@caanepal.gov.np
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	-

VNBW AD 2.3 OPERATIONAL HOURS

1	AD Administration	SUN- THU 10:00-17:00 LT (summer) 10:00-16:00 LT (winter) FRI 10:00-15:00 LT
2	Customs and Immigration	As ATS
3	Health and sanitation	As ATS
4	AIS Briefing Office	As ATS
5	ATS Reporting Office ARO	As ATS
6	MET Briefing	As ATS
7	ATS	H-24
8	Fueling	As ATS
9	Handling Cargo	As ATS
10	Security	H-24
11	Remarks	Any change will be notified by NOTAM

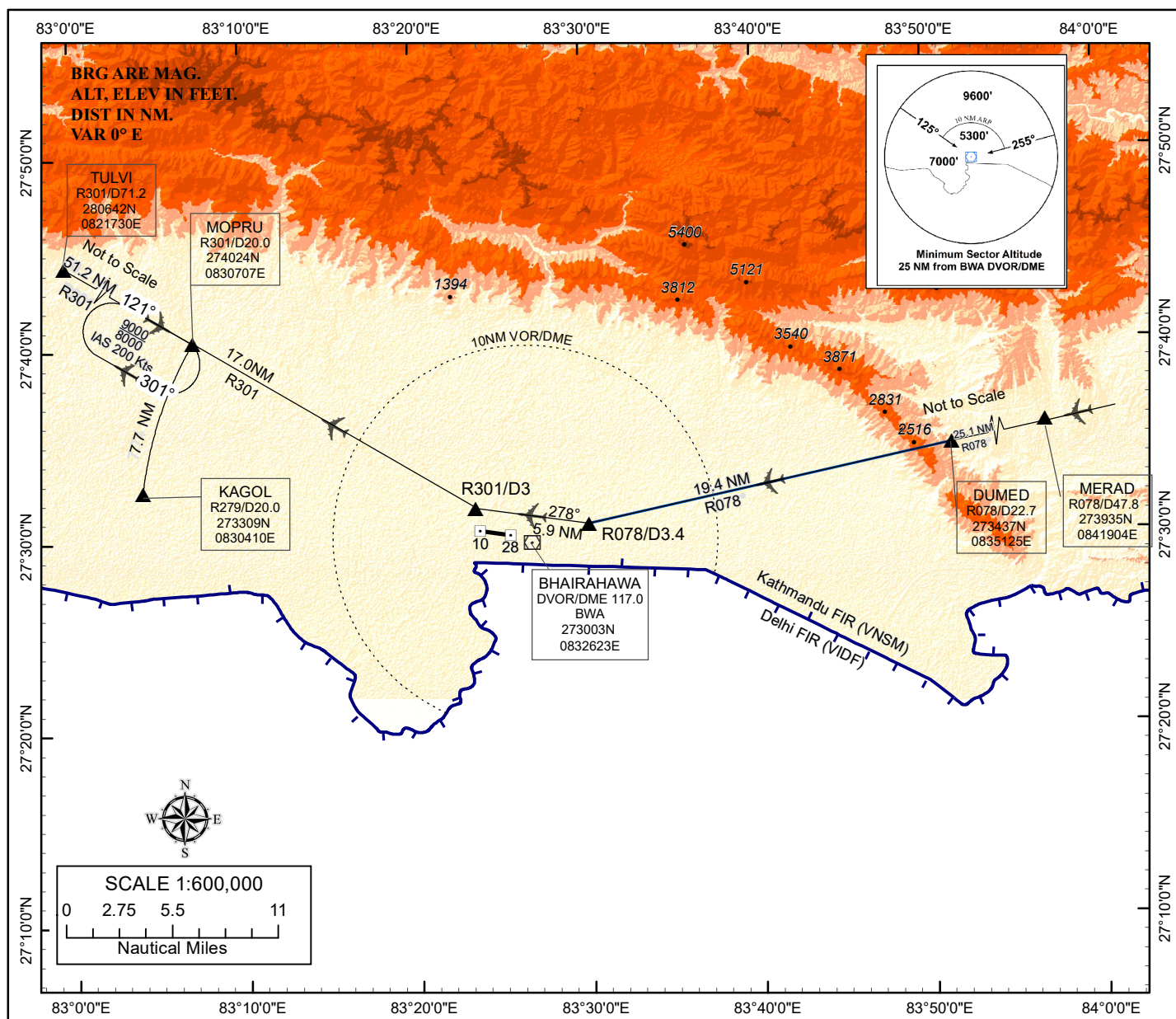
STANDARD DEPARTURE
CHART – INSTRUMENT
(SID) - ICAOAERODROME ELEV 347'
TRANS LEVEL: FL 150
TRANSALT: 13,500 ft.TWR 119.55 MHz
APP 124.95 MHz
ATIS 128.05 MHzBHAIRAHAWA, NEPAL (VNBW)
Gautam Buddha International Airport
RWY 10
BONPA 1C, MOPRU 1C

SID	ROUTING
BONPA 1C Climb Gradient 5.5 %	Climb straight ahead at 2.2 DME BWA turn left (MAX IAS 220Kts) to join airways B345 to BONPA at or above 10500ft.
MOPRU 1C Climb Gradient 5.7 %	Climb straight ahead at 2.2 DME BWA turn left (turn IAS 220Kts) heading 274° to join W19/301R BWA to MOPRU at or above 8000ft.

STANDARD DEPARTURE
CHART – INSTRUMENT
(SID) - ICAOAERODROME ELEV 347'
TRANS LEVEL: FL 150
TRANSALT: 13,500 ft.TWR 119.55 MHz
APP 124.95 MHz
ATIS 128.05 MHzBHAIRAHAWA, NEPAL (VNBW)
Gautam Buddha International AirportRWY 28
BONPA 1D, MOPRU 1D

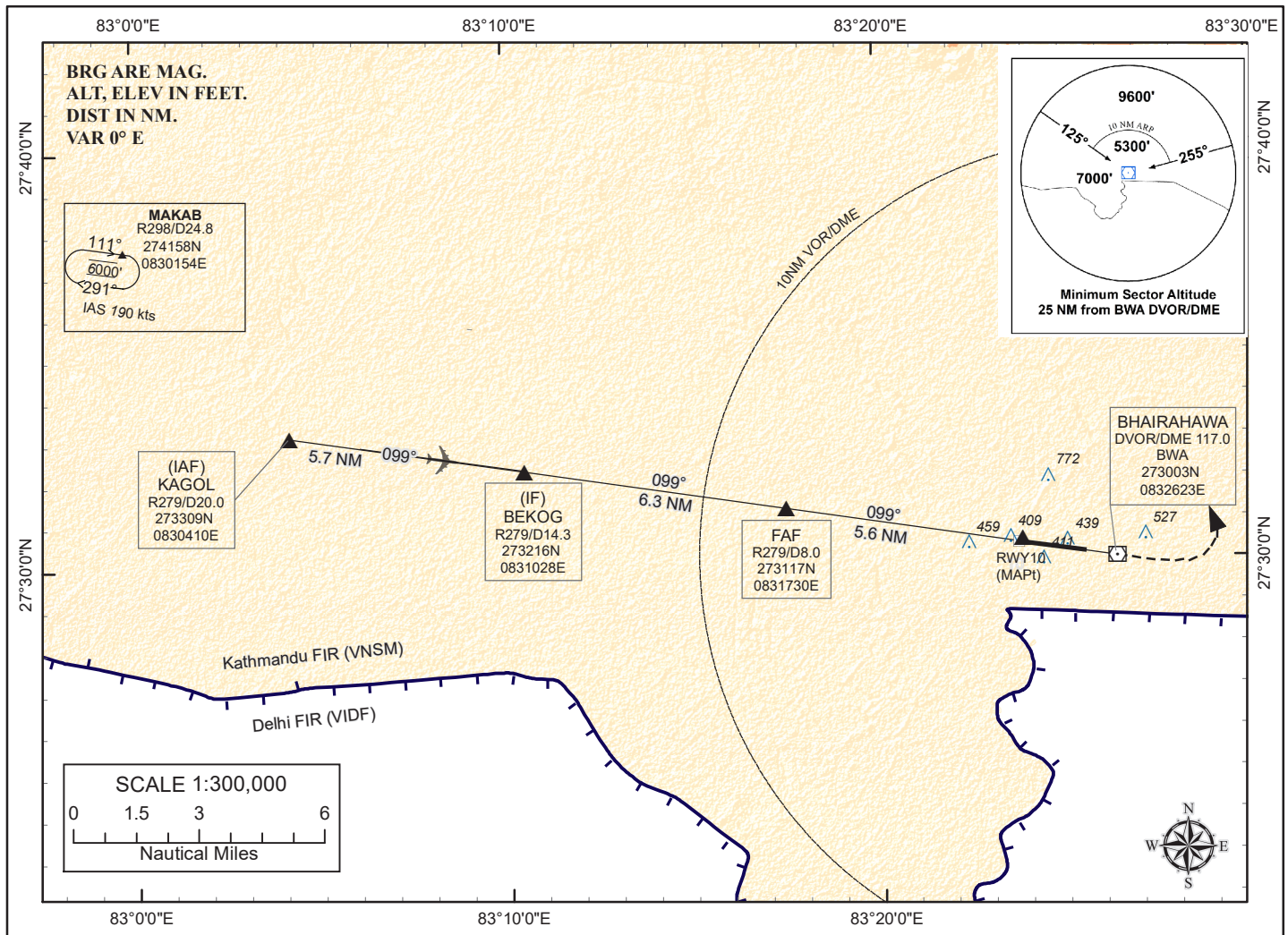
SID	ROUTING
BONPA 1D Climb Gradient 4.8 %	Climb straight ahead at 5.3 DME BWA turn right (MAX IAS 220Kts) heading 118° to intercept R078 BWA to BONPA on climb to 10500ft or above.
MOPRU 1D Climb Gradient 7.0%	Climb straight ahead at 5.3 DME BWA turn right (MAX IAS 220Kts) to join W19/301R to MOPRU at or above 8000ft.

STANDARD ARRIVAL CHART – INSTRUMENT (STAR) - ICAO	AERODROME ELEV 347' TRANS LEVEL: FL 150 TRANSALT: 13,500 ft.	TWR 119.55 MHz APP 124.95 MHz ATIS 128.05 MHz	BHAIRAHAWA, NEPAL (VNBW) Gautam Buddha International Airport RWY 10 MERAD 1G TULVI 1G
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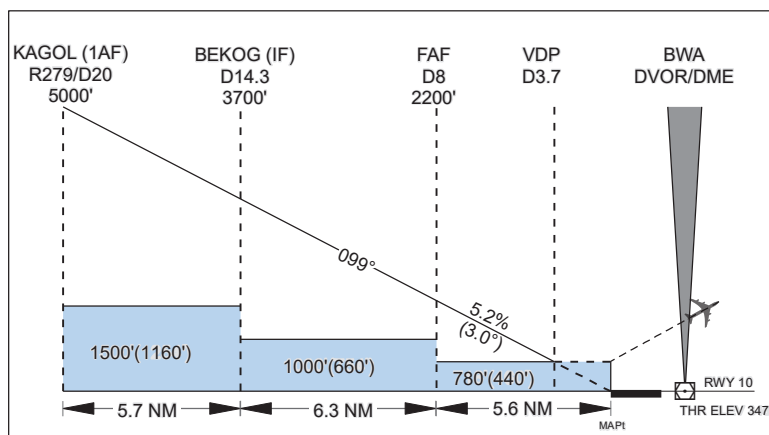


STAR	ROUTING
MERAD1G	From MERAD proceed to DUMED then to fix (R078/3.4DME BWA) then heading 278° to fix (R301/3DME BWA) follow outbound R301 to MOPRU make 20DME arc BWA to KAGOL at or above 5000ft
TULVI 1G	From TULVI proceed to MOPRU make 20 DME arc BWA to KAGOL at or above 5000ft.

INSTRUMENT APPROACH CHART - ICAO	AERODROME ELEV 347' HEIGHTS RELATED TO THR RWY 10 - ELEV 347'	TWR 119.55 MHz APP 124.95 MHz ATIS 128.05 MHz	BHAIRAHAWA, NEPAL (VNBW) Gautam Buddha International Airport VOR RWY 10
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**TRANSITION LEVEL F150
TRANSITION ALT A135**



Missed Approach : climb gradient 3.5%

Climb straight ahead at BWA turn left (Max IAS 220Kts) follow outbound R298 to MAKAB at or above 5700ft climb to 6000ft and hold over MAKAB or as instructed by ATC.

Category	CAT A	CAT B	CAT C	CAT D
OCA/OCH	780'(440')			
Vis	1800 m.			

* For ALS OUT, increase VIS by 300m

3. NAMING OF PROCEDURES

There are seven RNP1 STARs, six RNP1 SIDs and two RNP APCH (LNAV/VNAV, LNAV only) procedures to Bhairahawa runway 10 and 28 are named in accordance with the ICAO naming convention as tabulated below.

RWY	SIDs	STAR	RNP Approach
10	KAKUN 1A LAMES 1A THARA 1A	LAMES 1T LAMES 1U KAKUN 1T	RNP RWY 10 (LNAV ONLY)
28	NARAN 1B LAMES 1B THARA 1B	LAMES 1R LAMES 1S NARAN 1R NARAN 1S	RNP RWY 28 (LNAV/VNAV , LNAV ONLY)

4. RNP CAPABILITY LOST

If the RNP Approach capability is lost, ATC shall be informed as soon as possible the alternate course of action from the pilots of the concerned aircraft.

5. List of Significant points :

5LNC	Latitude	Longitude
BASUB	27°31'32.9" N	083°43'28.1" E
BEGAV	27°38'16.2" N	083°10'48.8" E
BIMAL	27°40'03.3" N	084°01'43.0" E
BOBAD	27°36'37.3" N	083°22'51.0" E
BUVOS	27°38'25.18" N	083°52'52.86" E
BWA	27°30'02.3" N	083°26'23.3" E
BW101	27°29'54.1" N	083°35'47.9" E
BW501	27°43'04.1" N	083°25'25.2" E
BW502	27°42' 29.8" N	083°14' 22.2" E
BW515	27°29'42.0" N	083°28'52.9" E
BW584	27°30'49.6" N	083°20'23.2" E
BW585	27°37'50.4" N	083°04'05.9" E
BW616	27°31'33.9" N	083°15'21.1" E

BW704	27°41'51.9" N	084°01' 50.6" E
GUTAM	27°51'05.8" N	082°55'50.0" E
HARRE	27°43'30.0" N	083°00'00.0" E
KALGA	27°35'12.1" N	083°34'58.8" E
KAGOL	27°33'08.7" N	083°04'09.8" E
KABIG	27°34'13.2" N	084°02'54.9" E
KAKUN	27°37'48.9" N	084°09'11.2" E
KASBO	27°37'41.3" N	083°23'10.9" E
LAMES	27°51'14.0" N	082°45'54.5" E
LUMSI	27°25'39.0" N	083°11'03.0" E
MALIR	27°30'00.6" N	083°45'40.8" E
MAKAB	27°41'57.5" N	083°01'54.3" E
MAKPA	27°31'20.3" N	083°52'57.0" E
NARAN	27°40'46.0" N	084°25'47.0" E
NIVOV	27°33'12.5" N	084°03'14.6" E
PIBOD	27°32'19.4" N	083°09'47.6" E
REPOX	27°36'41.3" N	083°43'35.4" E
RUKSO	27°37'07.3" N	083°45'29.8" E
RWY10	27°30'24.6" N	083°23'44.9" E
RWY28	27°30'09.7" N	083°25'32.9" E
RWY28 FTH	27°30'02.3" N	083°25'32.2" E
SABOS	27°44'12.8" N	082°51'11.9" E
SARED	27°38'54.5" N	084°19'16.0" E

6. RNP 1 SID CODING TABLE**KAKUN 1A SID CODING TABLE**

Serial No.	Path Descriptor	Waypoint Identifier	Flyover	Course/Track (°M)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kts)	VPA/ TCH	Navigation Specification
001	CF	BW515	-	098	0.0	-	-	-	200	-	RNP-1
002	TF	MALIR	-	089	0.0	14.9	L	+6000	-	-	RNP-1
003	TF	NIVOV	-	079	0.0	15.9	L	+11500	-	-	RNP-1
004	TF	KAKUN	-	049	0.0	7	L	-	-	-	RNP-1

LAMES 1A SID CODING TABLE

<i>Serial No.</i>	<i>Path Descriptor</i>	<i>Waypoint Identifier</i>	<i>Flyover</i>	<i>Course/Track (°M/°T)</i>	<i>Magnetic Variation</i>	<i>Distance (NM)</i>	<i>Turn Direction</i>	<i>Altitude (ft)</i>	<i>Speed (kts)</i>	<i>VPA/TCH</i>	<i>Navigation Specification</i>
001	CA	-	-	098	0.0	-	L	@960	200	-	RNP-1
002	DF	BOBAD	-	-	0.0	-	L	+1900	-	-	RNP-1
003	TF	GUTAM	-	301	0.0	28	L	+7000	-	-	RNP-1
004	TF	LAMES	-	270	0.0	8.8	-	+8000	-	-	RNP-1

THARA 1A SID CODING TABLE

<i>Serial No.</i>	<i>Path Descriptor</i>	<i>Waypoint Identifier</i>	<i>Flyover</i>	<i>Course/Track (°M)</i>	<i>Magnetic Variation</i>	<i>Distance (NM)</i>	<i>Turn Direction</i>	<i>Altitude (ft)</i>	<i>Speed (kts)</i>	<i>VPA/TCH</i>	<i>Navigation Specification</i>
001	CA	-	-	098	0.0	-	L	@960	-	-	RNP-1
002	DF	BW501	-	-	0.0	-	L	@5000	-	-	RNP-1
003	TF	THARA	-	302	0.0	26.7	-	+10500	-	-	RNP-1

NARAN 1B SID CODING TABLE

<i>Serial No.</i>	<i>Path Descriptor</i>	<i>Waypoint Identifier</i>	<i>Flyover</i>	<i>Course/Track (°M)</i>	<i>Magnetic Variation</i>	<i>Distance (NM)</i>	<i>Turn Direction</i>	<i>Altitude (ft)</i>	<i>Speed (kts)</i>	<i>VPA/TCH</i>	<i>Navigation Specification</i>
001	CA	-	-	278	0.0	-	R	@1060	-	-	RNP-1
002	DF	KALGA	-	-	0.0	-	L	+5000	-	-	RNP-1
003	TF	RUKSO	-	078	0.0	9.5	L	+7500	-	-	RNP-1
004	TF	BW704	-	071	0.0	15.2	R	+11500			RNP-1
005	TF	NARAN	-	092	0.0	21.2		-			RNP-1

LAMES 1B SID CODING TABLE

<i>Serial No.</i>	<i>Path Descriptor</i>	<i>Waypoint Identifier</i>	<i>Flyover</i>	<i>Course/Track (°M)</i>	<i>Magnetic Variation</i>	<i>Distance (NM)</i>	<i>Turn Direction</i>	<i>Altitude (ft)</i>	<i>Speed (kts)</i>	<i>VPA/TCH</i>	<i>Navigation Specification</i>
001	CF	BW584	-	278	0.0	-	-	-	-	-	RNP-1
002	TF	BW585	-	296	0.0	16	R	-	-	-	RNP-1
003	TF	SABOS	-	299	0.0	13	R	+8000	-	-	RNP-1
004	TF	LAMES	-	326	0.0	8.4	R	-	-	-	RNP-1

THARA 1B SID CODING TABLE

Serial No.	Path Descriptor	Waypoint Identifier	Flyover	Course/Track (°M/°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kts)	VPA/TCH	Navigation Specification
001	CA	-	-	278°	0.0	-	R	@1000	-	-	RNP-1
002	DF	BW502	-	-	0.0	-	L	@5000	-	-	RNP-1
003	TF	THARA	-	318°	0.0	19.5	-	+10500	-	-	RNP-1

7. RNP 1 STARs CODING TABLE

LAMES 1R STAR CODING TABLE

Serial No.	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track (°M/°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kts)	VPA/TCH	Navigation Specification
001	IF	LAMES	-	-	-	-	-	+10500	-	-	RNP-1
002	TF	BEGAV	-	120°	-	25.6	L	-	-	-	RNP-1
003	TF	KASBO	-	092°	-	11.0	-	+7500	-	-	RNP-1
004	TF	REPOX	-	092°	-	18.1	-	+6500	-	-	RNP-1

LAMES 1S STAR CODING TABLE

Serial No.	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track (°M/°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kts)	VPA/TCH	Navigation Specification
001	IF	LAMES	-	-	-	-	-	+10500	-	-	RNP-1
002	TF	GUTAM	-	090°	-	8.8	R	-	-	-	RNP-1
003	TF	KASBO	-	118°	-	27.7	L	+7500	-	-	RNP-1
004	TF	REPOX	-	092°	-	18.1	-	+6500	-	-	RNP-1

NARAN 1S STAR CODING TABLE

Serial No.	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track (°M/°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kts)	VPA/TCH	Navigation Specification
001	IF	NARAN	-	-	-	-	-	+10500	-	-	RNP-1
002	TF	SARED	-	252°	-	6.0	-	-	-	-	RNP-1
003	TF	KABIG	-	252°	-	21.3	-	-	-	-	RNP-1
004	TF	MAKPA	-	252°	-	9.3	-	+7500	-	-	RNP-1

LAMES 1T STAR CODING TABLE

<i>Serial No.</i>	<i>Path Descriptor</i>	<i>Waypoint Identifier</i>	<i>Fly-over</i>	<i>Course/Track (°M/°T)</i>	<i>Magnetic Variation</i>	<i>Distance (NM)</i>	<i>Turn Direction</i>	<i>Altitude (ft)</i>	<i>Speed (kts)</i>	<i>VPA/TCH</i>	<i>Navigation Specification</i>
001	IF	LAMES	-	-	-	-	-	+10500	-	-	RNP-1
003	TF	HARRE	-	121°	-	14.7	L	-	-	-	RNP-1
004	TF	BEGAV	-	118°	-	11.0	-	+6000	-	-	RNP-1

LAMES 1U STAR CODING TABLE

<i>Serial No.</i>	<i>Path Descriptor</i>	<i>Waypoint Identifier</i>	<i>Fly-over</i>	<i>Course/Track (°M/°T)</i>	<i>Magnetic Variation</i>	<i>Distance (NM)</i>	<i>Turn Direction</i>	<i>Altitude (ft)</i>	<i>Speed (kts)</i>	<i>VPA/TCH</i>	<i>Navigation Specification</i>
001	IF	LAMES	-	-	-	-	-	+10500	-	-	RNP-1
003	TF	SABOS	-	146°	-	8.4	L	-	-	-	RNP-1
004	TF	KAGOL	-	133°	-	15.9	-	+5200	-	-	RNP-1

KAKUN 1T STAR CODING TABLE

<i>Serial No.</i>	<i>Path Descriptor</i>	<i>Waypoint Identifier</i>	<i>Fly-over</i>	<i>Course/Track (°M/°T)</i>	<i>Magnetic Variation</i>	<i>Distance (NM)</i>	<i>Turn Direction</i>	<i>Altitude (ft)</i>	<i>Speed (kts)</i>	<i>VPA/TCH</i>	<i>Navigation Specification</i>
001	IF	KAKUN	-	-	-	-	-	+10500	-	-	RNP-1
003	TF	BIMAL	-	289°	-	7	L	+10500	-	-	RNP-1
004	TF	KALGA	-	259°	-	24.2	R	+9500	-	-	RNP-1
005	TF	BOBAD	-	278°	-	10.9	-	+8500	-	-	RNP-1
006	TF	BEGAV	-	278°	-	10.8	-	+6000	-	-	RNP-1

NARAN 1R STAR CODING TABLE

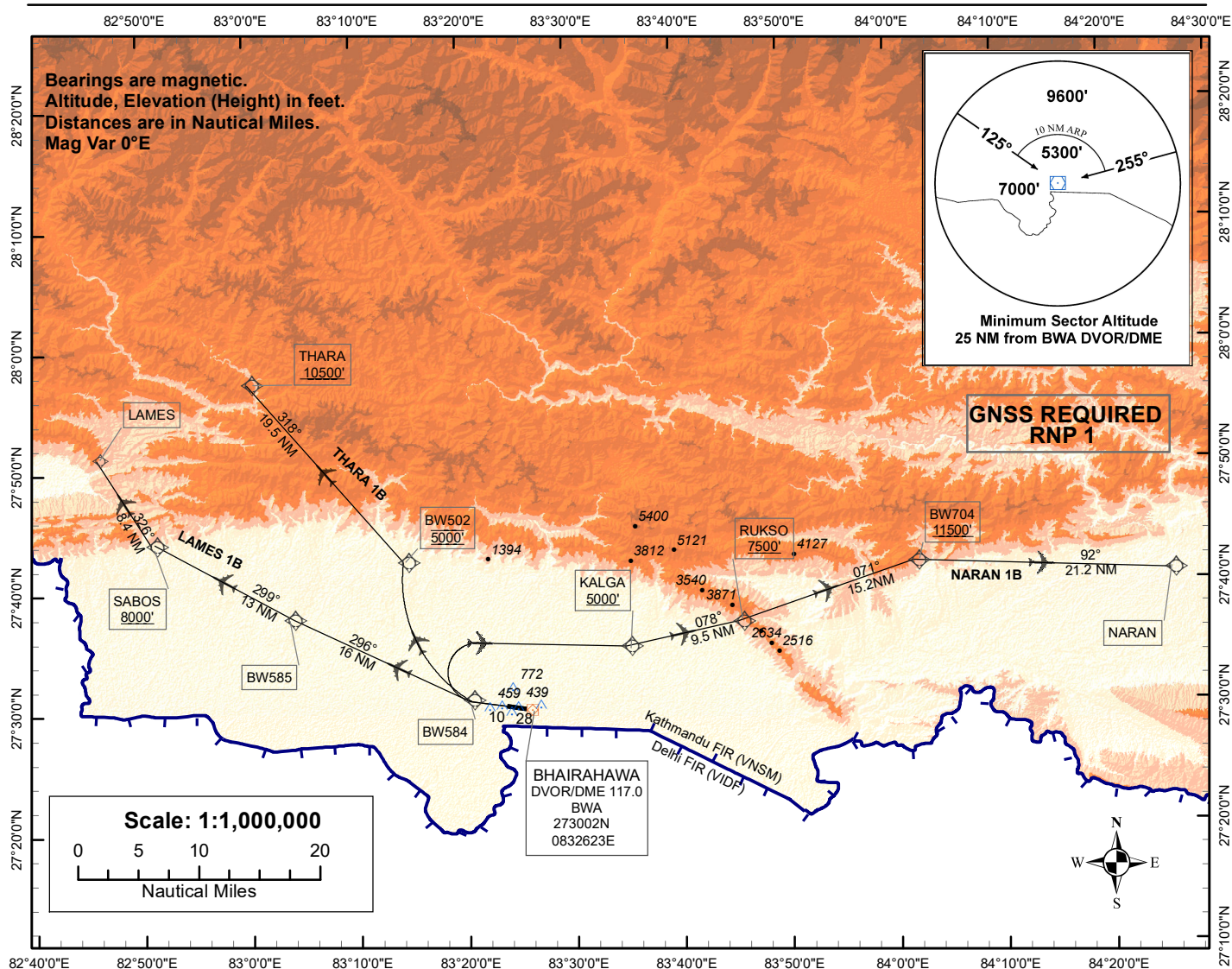
<i>Serial No.</i>	<i>Path Descriptor</i>	<i>Waypoint Identifier</i>	<i>Fly-over</i>	<i>Course/Track (°M/°T)</i>	<i>Magnetic Variation</i>	<i>Distance (NM)</i>	<i>Turn Direction</i>	<i>Altitude (ft)</i>	<i>Speed (kts)</i>	<i>VPA/TCH</i>	<i>Navigation Specification</i>
001	IF	NARAN	-	-	-	-	-	+10500	-	-	RNP-1
003	TF	BIMAL	-	268°	-	21.3	L	-	-	-	RNP-1
004	TF	BUVOS	-	258°	-	8	-	+8000	-	-	RNP-1
005	TF	REPOX	-	258°	-	8.4	-	+6500	-	-	RNP-1

8. RNP APPROACH CODING TABLE**RNP RWY 10 (LNAV ONLY) APPROACH CODING TABLE**

<i>Serial No.</i>	<i>Path Descriptor</i>	<i>Waypoint Identifier</i>	<i>Fly-over</i>	<i>Course/Track (°M)</i>	<i>Magnetic Variation</i>	<i>Distance (NM)</i>	<i>Turn Direction</i>	<i>Altitude (ft)</i>	<i>Speed (kts)</i>	<i>VPA/TCH</i>	<i>Navigation Specification</i>
001	IF	BEGAV (IAF)	-	-	0.0	-	-	+5700	-	-	RNP APCH
002	TF	PIBOD (IF)	-	189°	0.0	6.0	L	+4000	-	-	RNP APCH
001	IF	KAGOL (IAF)	-	-	0.0	-	-	+5200	-	-	RNP APCH
002	TF	PIBOD (IF)	-	98°	0.0	5.0	-	+4000	-	-	RNP APCH
001	TF	PIBOD (IF)	-	-	0.0	-	-	+4000	-	-	RNP APCH
002	TF	BW616 (FAF)	-	98°	0.0	5.0	-	+2800	-	-	RNP APCH
003	TF	RWY10	Y	98°	0.0	7.6	-	+397	-	3.00/50	RNP APCH
004	CA	RWY10	-	98°	0.0	-	L	@ 780	-	-	RNP APCH
005	DF	BOBAD	-	-	0.0	-	-	+2600	-	-	RNP APCH
006	TF	BEGAV	-	278°	0.0	10.8	-	+5700	-	-	RNP APCH
007	HM	BEGAV (MAHF)	-	120°	0.0	-	R	+6000	-190	-	RNP1

RNP RWY 28 (LNAV/VNAV, LNAV ONLY) APPROACH CODING TABLE

Serial No.	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track (°M)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kts)	VPA/TCH	Navigation Specification
001	IF	MAKPA (IAF)	-		0.0°	-	-	+7500	-	-	RNP APCH
002	TF	BASUB (IF)	-	271°	0.0°	8.4	L	+5100	-	-	RNP APCH
001	IF	REPOX (IAF)			0.0°			+6500			RNP APCH
002	TF	BASUB (IF)	-	181°	0.0°	5.1	R	+5100	-	-	RNP APCH
001	IF	BASUB (IF)	-	-	0.0°	-	-	+5100	-	-	RNP APCH
002	TF	BW101 (FAF)	-	256°	0.0°	7.0	R	+ 3300	-	-	RNP APCH
003	TF	RWY28 (MAPt)	Y	270°	0.0°	9.1	-	+ 397		3.00/50	RNP APCH
004	CA	RWY28 (MAPt)	-	270°	0.0°	-	R	@770	-160	-	RNP APCH
005	DF	MAKAB (MAHF)	-	-	0.0°	-	-	+5700	-	-	RNP APCH
006	HM	MAKAB (MAHF)	-	111°	0.0°	-	R	@6000	-190	-	RNP1

STANDARD DEPARTURE
CHART - INSTRUMENT
(SID) - ICAOAERODROME ELEV 347'
TRANS LEVEL: FL 150
TRANS ALT: 13,500 ft.TWR 119.55 MHz
APP 124.95 MHz
ATIS 128.05 MHzBHAIRAHAWA, NEPAL (VNBW)
Gautam Buddha International Airport
RWY 28
NARAN 1B, LAMES 1B, THARA 1B**NARAN 1 B (PDG 5%)**

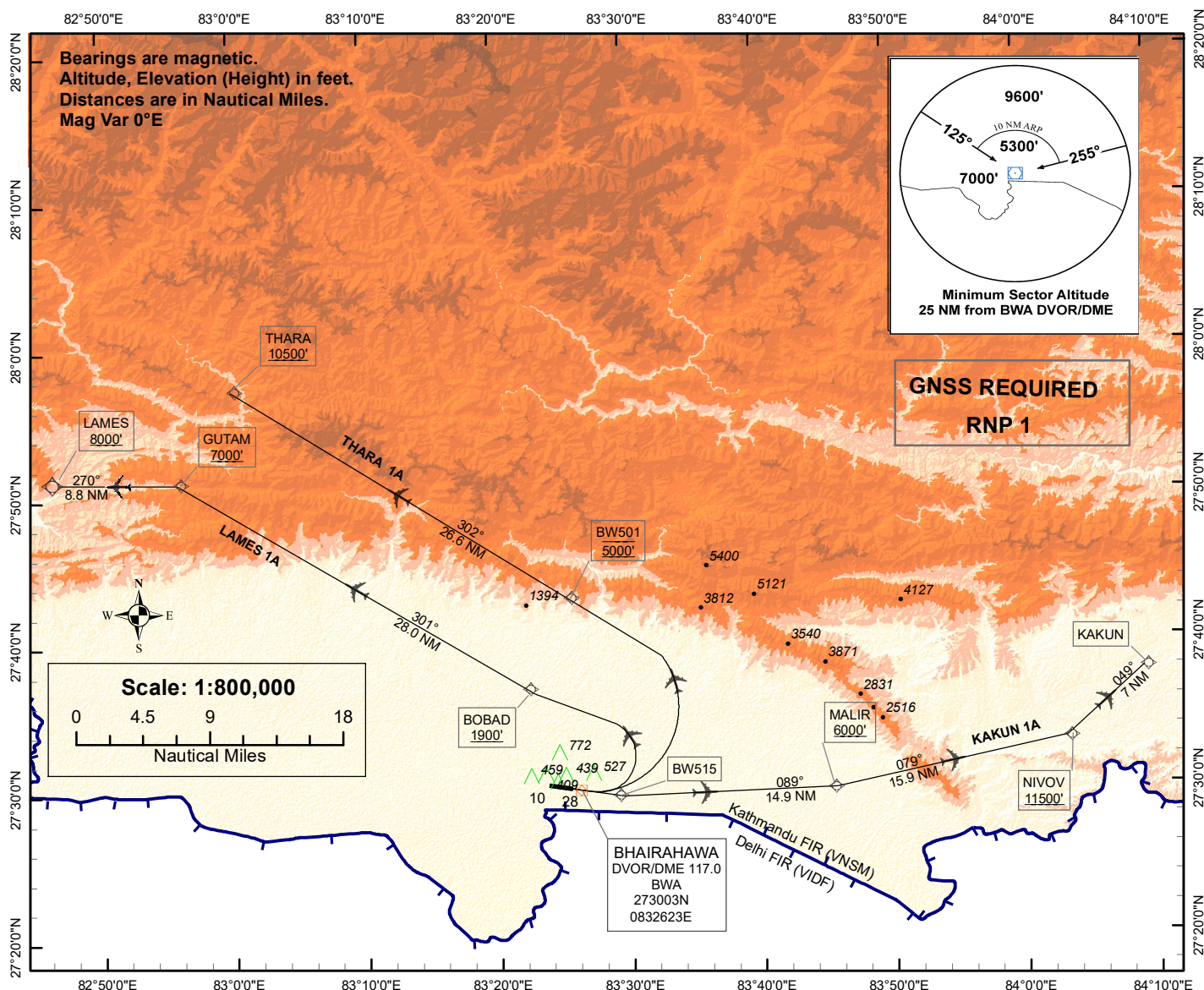
Climb on runway course passing 1060ft turn right direct to KALGA at or above 5000 ft then to RUKSO at or above 7500 ft then to BW704 at or above 11500 ft then to NARAN.

LAMES 1 B (PDG 4%)

Climb on runway course to BW584 and then to BW585 then to SABOS at or above 8000ft. then to LAMES.

THARA 1 B (PDG 5%)

Climb on runway course at 1000' ft turn right direct to BW502 at 5000 ft then to THARA at or above 10500ft.

**STANDARD DEPARTURE
CHART - INSTRUMENT
(SID) - ICAO****AERODROME ELEV 347'
TRANS LEVEL: FL 150
TRANS ALT: 13,500 ft.****TWR 119.55 MHz
APP 124.95 MHz
ATIS 128.05 MHz****BHAIRAHAWA, NEPAL (VNBW)
Gautam Buddha International Airport
RWY 10
KAKUN 1A, LAMES 1A, THARA 1A****KAKUN 1 A** (Climb Gradient 5.6%)

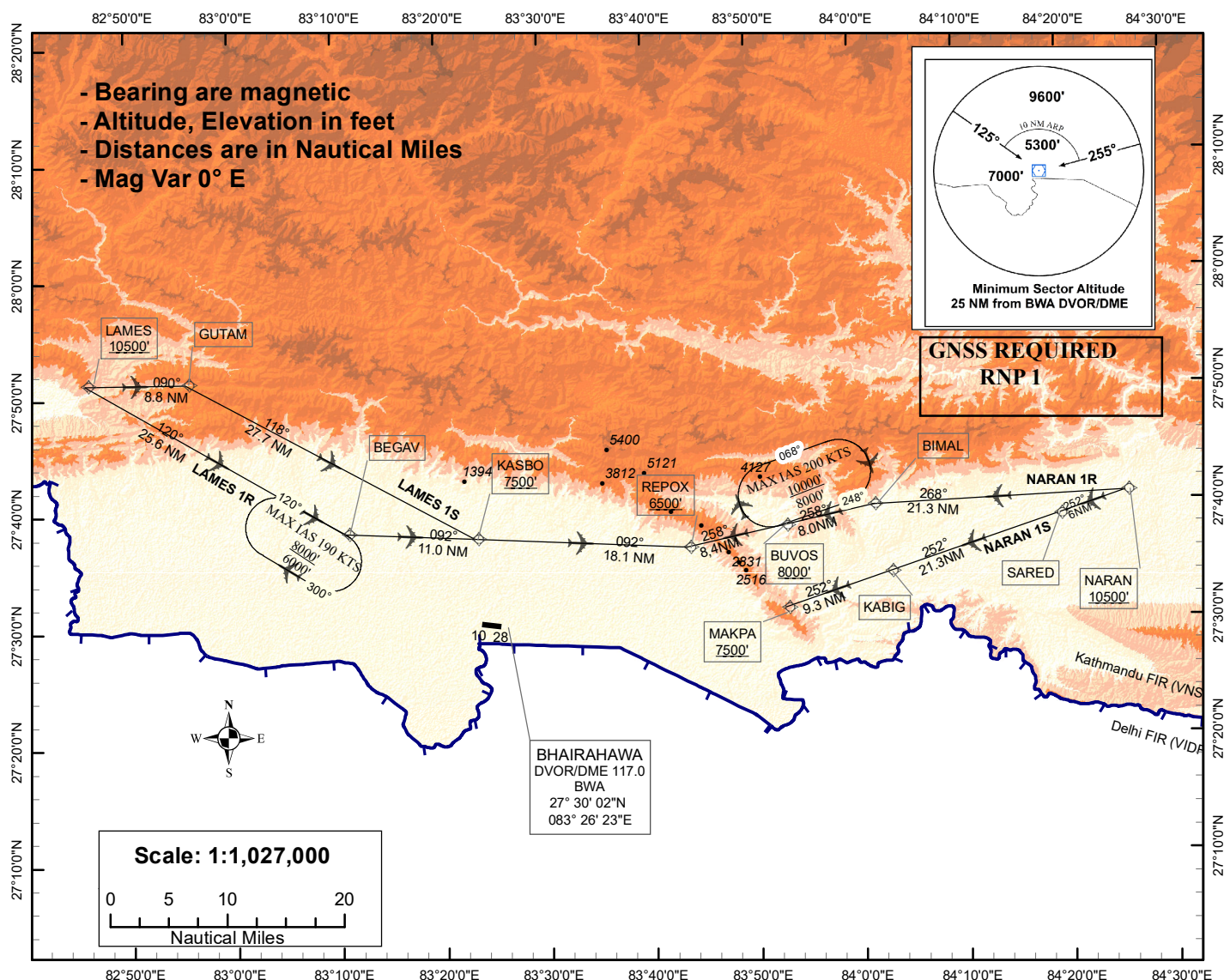
Climb on runway course to BW515 (MAX IAS 200Kt) then MALIR at or above 6000 ft then to NIVOV at or above 11500 ft then to KAKUN .

LAMES 1 A

Climb on runway course (MAX IAS 200Kt) at 960ft. turn left direct to BOBAD at or above 1900 ft. then to GUTAM at or above 7000 ft then to LAMES at or above 8000ft.

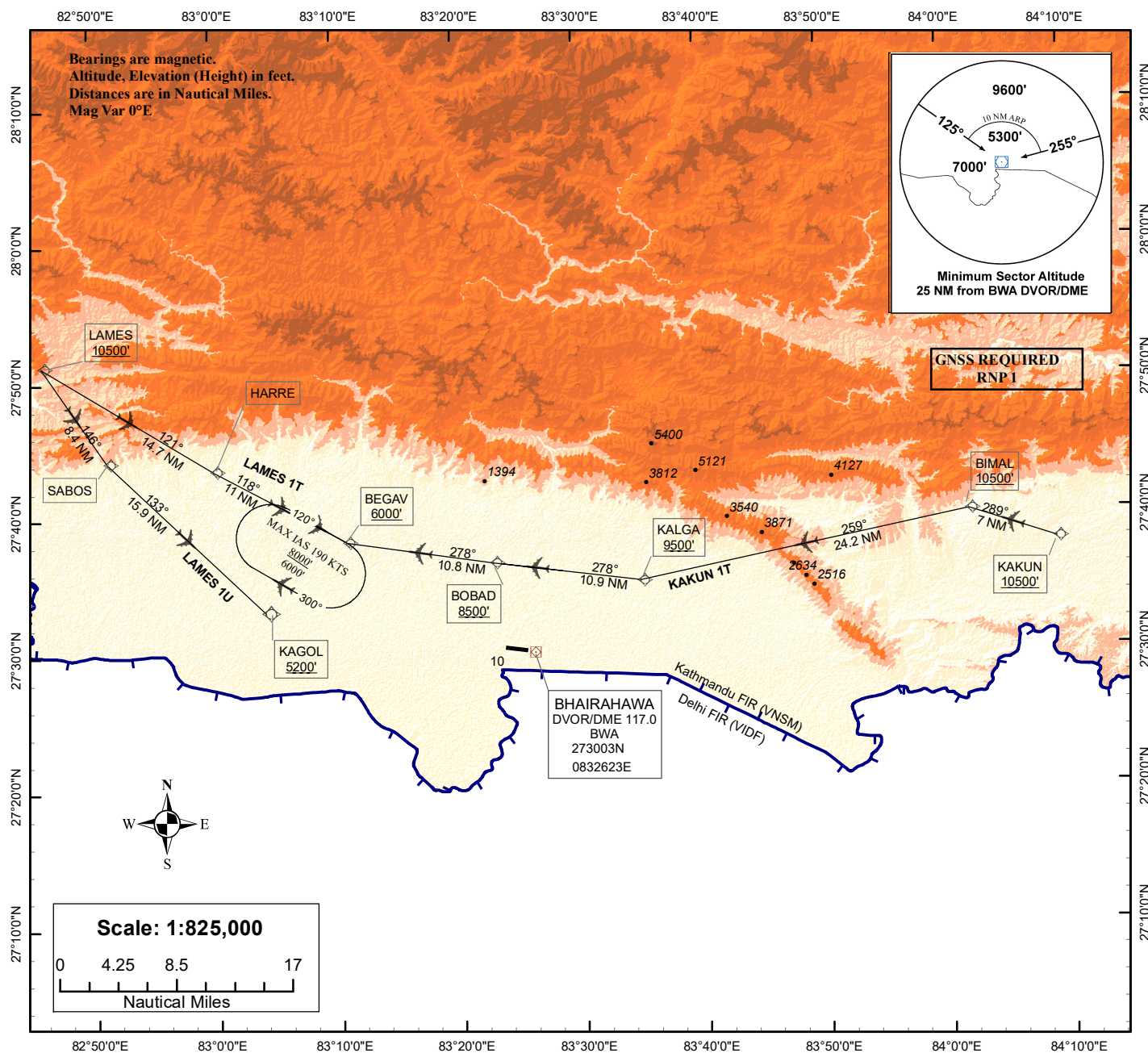
THARA 1 A (Climb Gradient 5.0%) (No turn before DER)

Climb on runway course at 960ft. turn left direct to BW501 at 5000 ft then to THARA at or above 10500ft.

STANDARD ARRIVAL
CHART - INSTRUMENT
(STAR) - ICAOAERODROME ELEV 347'
TRANS LEVEL: FL 150
TRANS ALT: 13,500 ft.TWR 119.55 MHz
APP 124.95 MHz
ATIS 128.05 MHzBHAIRAHAWA, NEPAL (VNBW)
Gautam Buddha International Airport
RWY 28
LAMES 1R, LAMES 1S
NARAN 1R, NARAN 1S,

STAR	Routes
LAMES 1 R	From LAMES to BEGAV then to KASBO at or above 7500 ft then to REPOX at or above 6500 ft.
LAMES 1S	From LAMES to GUTAM then to KASBO at or above 7500 ft then to REPOX at or above 6500 ft.
NARAN 1R	From NARAN to BIMAL then to BUVOS at or above 8000ft and then to REPOX at or above 6500 ft .
NARAN 1S	From NARAN to SARED then to KABIG and then to MAKPA at or above 7500 ft .

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO	AERODROME ELEV 347' TRANS LEVEL: FL 150 TRANS ALT: 13,500 ft.	TWR 119.55 MHz APP 124.95 MHz ATIS 128.05 MHz	BHAIRAHAWA, NEPAL (VNBW) Gautam Buddha International Airport RWY 10 LAMES 1T, LAMES 1U, KAKUN 1T
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STAR	Routes
LAMES 1 T	From LAMES to HARRE then to BEGAV at or above 6000 ft.
LAMES 1 U	From LAMES to SABOS then to KAGOL at or above 5200 ft.
KAKUN 1 T	From KAKUN track to BIMAL at or above 10500 ft then to KALGA at or above 9500 ft and then to BOBAD at or above 8500 ft then to BEGAV at or above 6000 ft.

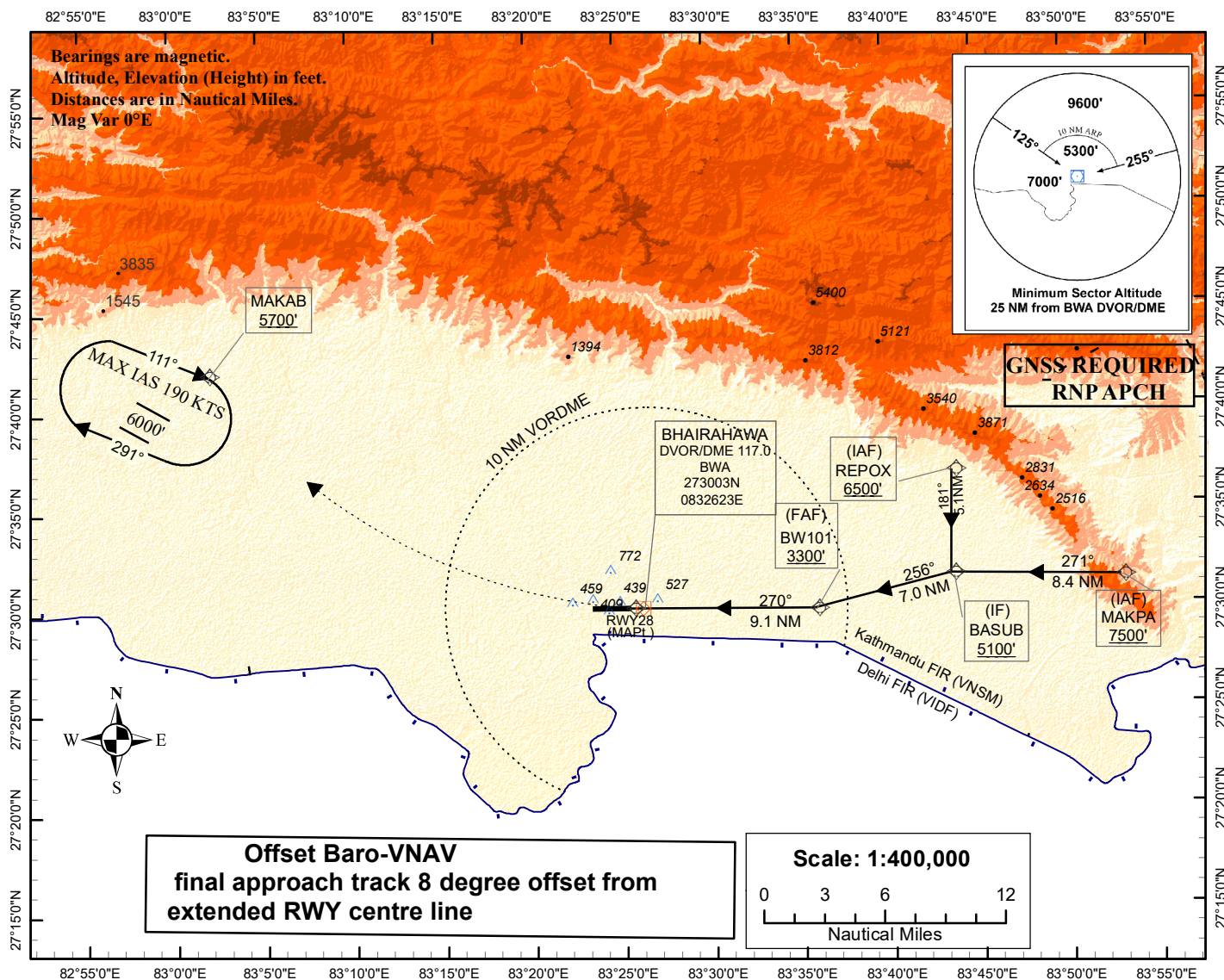
**INSTRUMENT
APPROACH
CHART-ICAO**

**AERODROME ELEV 347'
HEIGHT RELATED TO
THR RWY 28 - ELEV 347'**

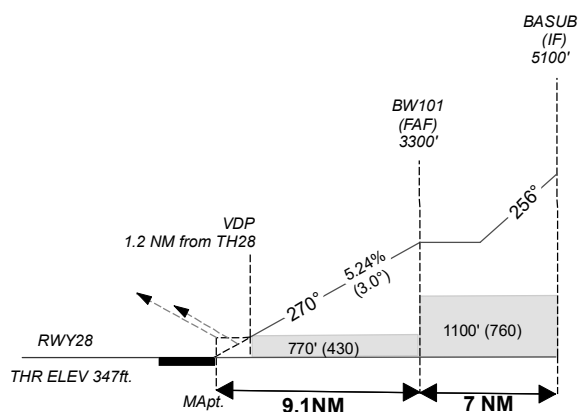
ATIS 128.05 MHz

**TWR 119.55 MHz
APP 124.95 MHz
LNAV/VNAV
Temp Range 0° C
to 50° C**

**BHAIRAHAWA, NEPAL (VNBW)
Gautam Buddha International Airport
RNP RWY 28
(LNAV/VNAV, LNAV Only)**

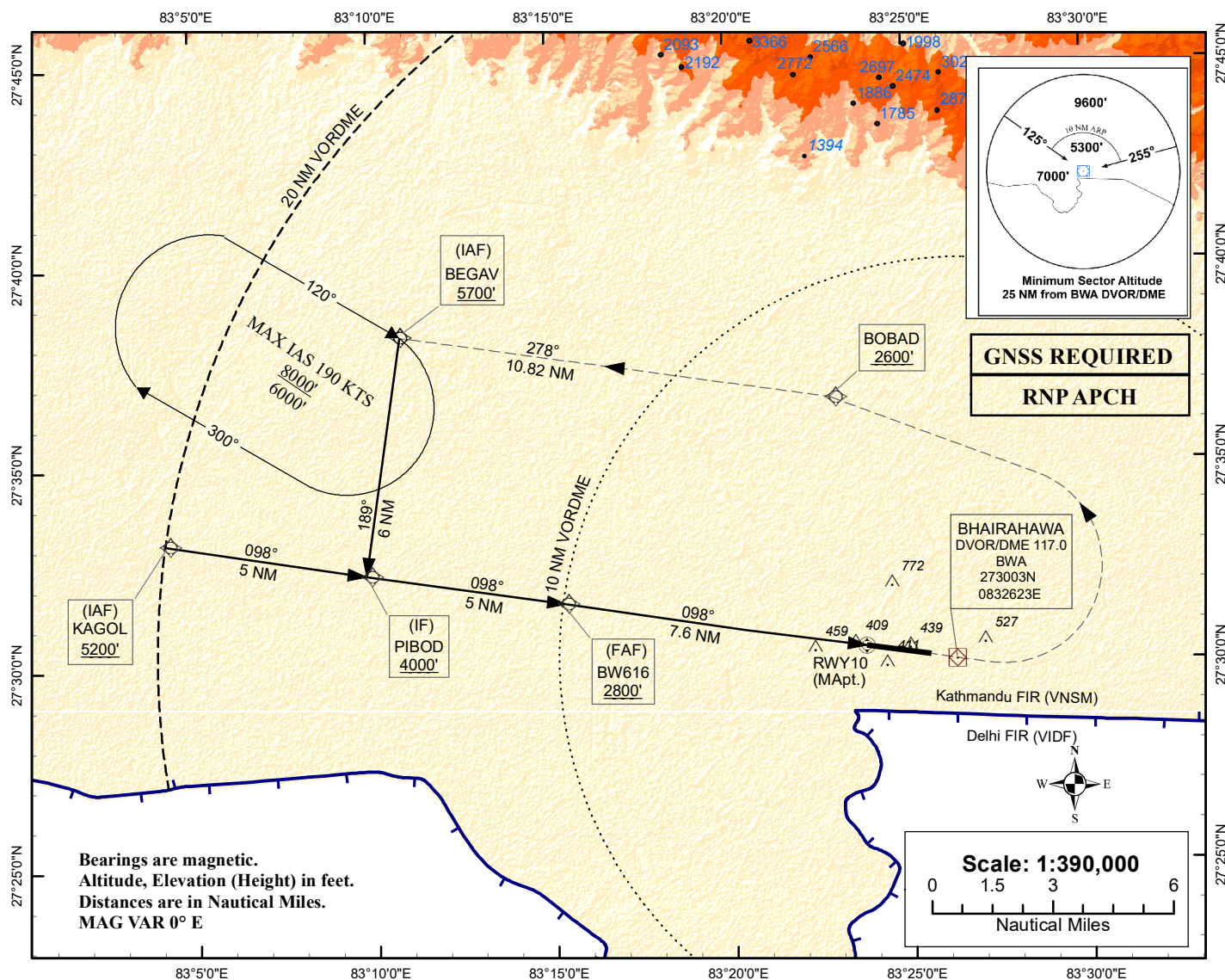


MISSED APPROACH: (Climb Gradient 3.5 %) Climb straight ahead at 770ft. then turn right (Maximum turning IAS 160Kts) direct to MAKAB at or above 5700ft then hold at MAKAB at 6000ft or as instructed by ATC.

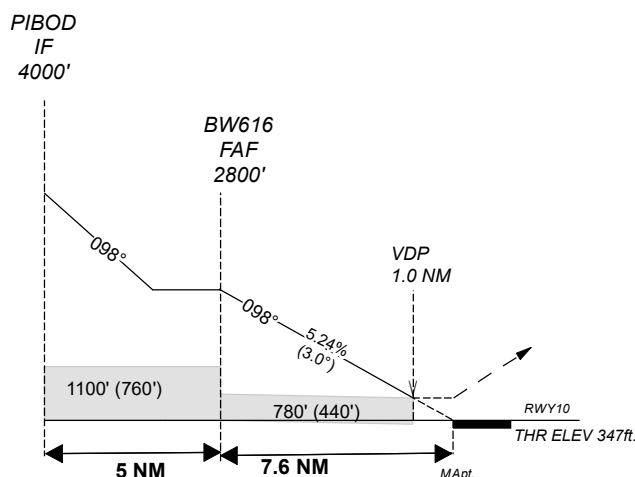


Category		CAT A	CAT B	CAT C
LNAV/VNAV	DA/DH	770' (430')		
	VIS*	2200m		
LNAV	OCH	770' (430')		
	VIS*	2200m		
CIRCLING*	OCH	1070' (730')		1170' (830')
	VIS	3400m		3800m
	CIRCLING AT NIGHT IS NOT AUTHORIZED			

* Circling to the South of Runway is prohibited

INSTRUMENT
APPROACH
CHART-ICAOAERODROME ELEV 347'
HEIGHT RELATED TO
THR RWY 10 - ELEV 347'TWR 119.55 MHz
APP 124.95 MHz
ATIS 128.05 MHzBHAIRAHAWA, NEPAL (VNBW)
Gautam Buddha International Airport
RNP RWY 10
(LNAV Only)**MISSED APPROACH: (Climb gradient 4.8 %)**

Turn left (MAX IAS 185kts) direct to BOBAD at or above 2600 ft then to BEGAV at or above 5700 ft or follow ATC Instruction.

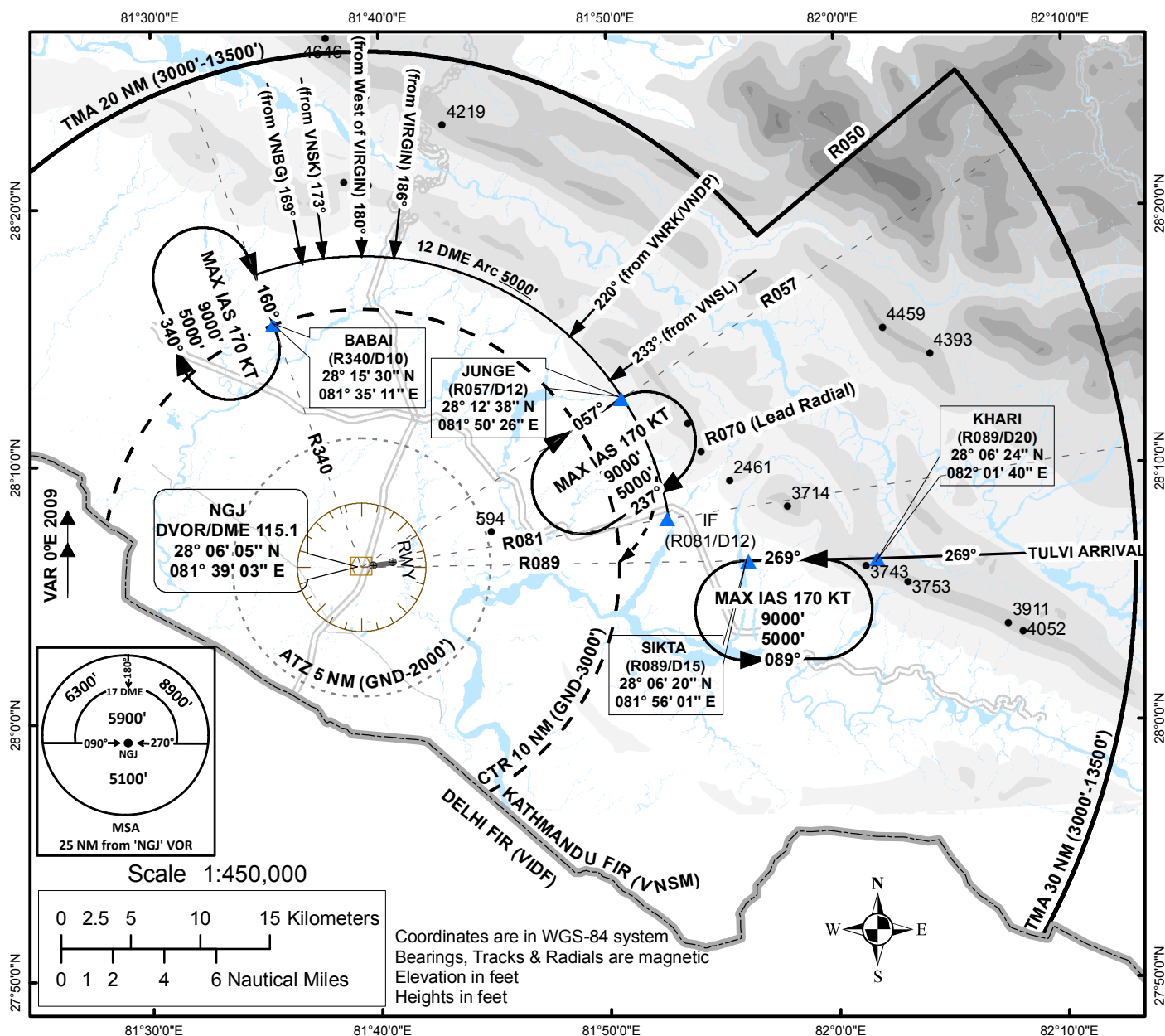


Category		CAT A	CAT B	CAT C	CAT D
LNAV	OCA(OCH)	780' (440')			
	VIS*	1800m			
CIRCLING*	OCA(OCH)	1070' (730')		1170' (830')	
	VIS	3400m		3800m	
	CIRCLING IS NOT AUTHORIZED AT NIGHT				

* FOR ALS OUT, increase VIS by 300m

* Circling to the South of Runway is prohibited

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO	AERODROME ELEV 518' TRANS LEVEL: FL150 TRANS ALT: 13500 ft. MAG VAR 0°E (2009)	TWR 118.3	NEPALGUNJ, NEPAL Nepalgunj Airport NORTH ARRIVAL, TULVI ARRIVAL VOR 'NGJ' 115.1
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NORTH ARRIVAL

Aircraft can join 12 DME arc from any direction maintaining MSA and can descend to 5000 ft remaining in the arc.

Applicable for VOR/DME y Rwy 26 approach and transitioning from one point to another.

TULVI ARRIVAL

From TULVI (R089/D34) track 269° to SIKTA (R089/D15).

Aircraft can leave 6000 ft to 5000 ft from KHARI (R089/D20).

3. NAMING OF PROCEDURES

There are two RNP1 STARs, three RNP1 SIDs and one RNP Approach (LNAV only) procedures to Dhangadhi Runway 27 and are named in accordance with the ICAO naming convention as tabulated below.

RWY	SIDs	STARs	APPROACH
27	SUKET 1A TULVI 1D CHAIT 1A	SUKET 1R TULVI 1C	RNP RWY 27 (LNAV Only)

4. RNP CAPABILITY LOST

If the RNP Approach capability is lost, ATC shall be informed as soon as possible the alternate course of action from the pilots of the concerned aircraft.

5. List of Significant points:

Waypoint Identifier	Coordinates	
TULVI	28°06'42.0"N	082°17'30.0"E
SUKET	28°35'16.0"N	081°38'06.0"E
GOTHI	28°27'11.5"N	081°27'22.0"E
AMKHA (IAF)	28°42'18.6"N	080°54'01.6"E
DH963 (IF)	28°45'29.9"N	080°46'56.0"E
DH962 (FAF)	28°45'24.9"N	080°41'14.7"E
MAPt (RW27)	28°45'19.5"N	080°35'33.5"E
DANGA (MAHF)	28°47'03.5"N	080°24'21.0"E
CHAIT	28°48'18.9"N	080°34'27.1"E

6. Coding Table: SUKET 1R Arrival

Serial No.	Path Descriptor	Waypoint Identifier	Flyover	Course/Track (°M/°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kts)	VPA/TCH	Navigation Specification
001	IF	SUKET	-	-	-	-	-	+16000	-	-	RNP-1
002	TF	AMKHA (IAF)	-	280°	-	39.4	-	+6500	-180	-	RNP-1

7. Coding Table: TULVI 1C Arrival

Serial No.	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track (°M/°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kts)	VPA/TCH	Navigation Specification
001	IF	TULVI	-	-	-	-	-	+10500	-	-	RNP-1
002	TF	GOTHI	-	295°	-	48.7	-	+8500	-	-	RNP-1
003	TF	AMKHA (IAF)	-	297°	-	33.0	-	+6500	-180	-	RNP-1

8. Coding Table: RNP RWY 27 (LNAV Only)

Serial No.	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track (°M/°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kts)	VPA/TCH	Navigation Specification
001	IF	AMKHA (IAF)	-	-	-	-	-	+6500	-	-	RNP APCH
002	TF	DH963 (IF)	-	297°	-	7.0	L	@3900	-180	-	RNP APCH
003	TF	DH962 (FAF)	-	269°	-	5.0	-	@2300	-	-	RNP APCH
004	TF	RW27 (MAPt)	Y	269°	-	5.0	R	@671	-	3.03/50	RNP APCH
005	DF	DANGA	-	-	-	-	-	+4000	-180	-	RNP APCH
	HM	DANGA (MAHF)	-	100°	-	-	L	+4000	-180	-	RNP1

9. Coding Table: RNP1 SID SUKET 1A RWY 27

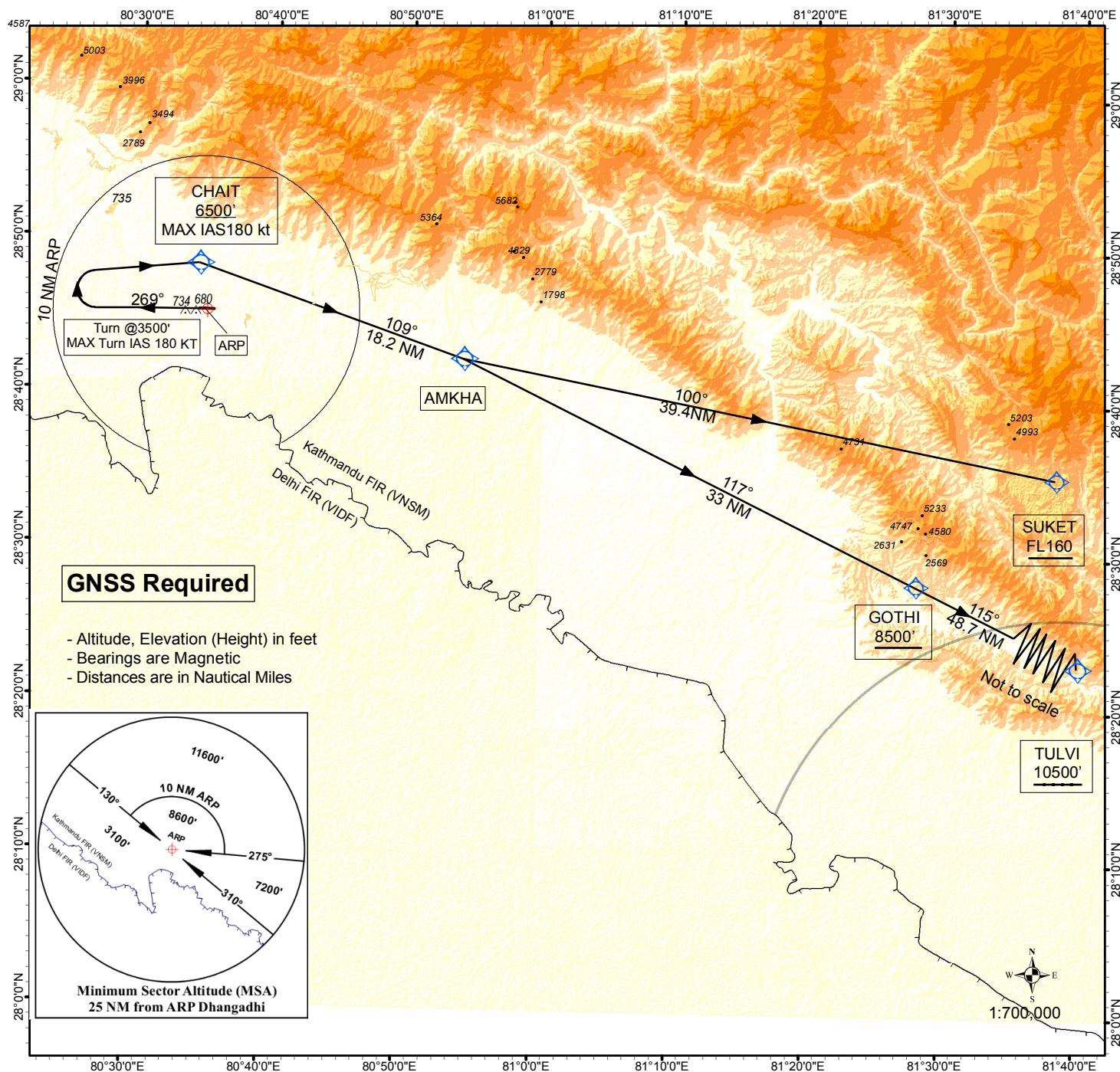
Serial No.	Path Descriptor	Waypoint Identifier	Flyover	Course/Track (°M/°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/TCH	Navigation Specification
001	CA	-	-	269°	-	-	R	@3500	-	-	RNP-1
002	DF	CHAIT	-	-	-	-	R	+6500	-180	-	RNP-1
003	TF	AMKHA	-	109°	-	18.2	L	-	-	-	RNP-1
004	TF	SUKET	-	100°	-	39.4	-	+FL160	-	-	RNP-1

10. Coding Table: RNP1 SID TULVI 1D RWY 27

Serial No.	Path Descriptor	Waypoint Identifier	Flyover	Course/Track (°M/°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/TCH	Navigation Specification
001	CA	-	-	269°	-	-	R	@3500	-	-	RNP-1
002	DF	CHAIT	-	-	-	-	R	+6500	-180	-	RNP-1
003	TF	AMKHA	-	109°	-	18.2	-	-	-	-	RNP-1
004	TF	GOTHI	-	117°	-	33.0	-	+8500	-	-	RNP-1
005	TF	TULVI	-	115°	-	48.7	-	+10500	-	-	RNP-1

STANDARD DEPARTURE
CHART - INSTRUMENT
(SID) - ICAOAERODROME ELEV 621'
TRANS LEVEL: FL150
TRANS ALT: 13500 ft.
Mag Var. 0°W (2010)

TWR 122.3

DHANGADHI, NEPAL
Dhangadhi Airport
RNP1 SID RWY 27
SUKET 1A, TULVI 1D

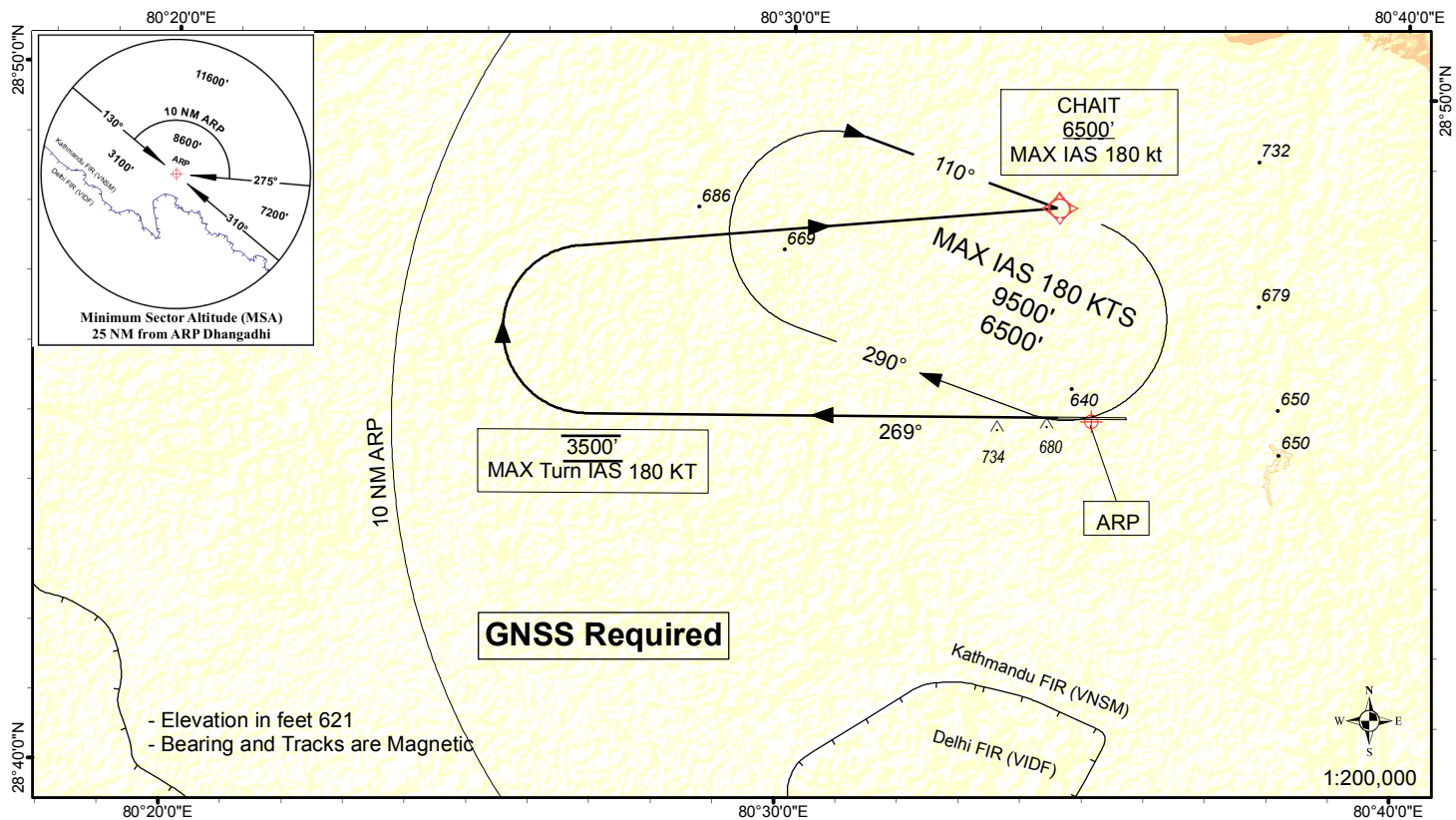
Minimum Visibility Required - 1600 m

SID SUKET 1A RWY 27 (PDG 7.0%)*Maximum turn IAS 180 KTS*

Climb on runway axis. At 3500 ft AMSL, turn right direct to CHAIT at or above 6500 ft. Then track 109° to AMKHA. Then track 100° to SUKET at or above FL 160.

SID TULVI 1D RWY 27 (PDG 7.0%)*Maximum turn IAS 180 KTS*

Climb on runway axis. At 3500 ft AMSL, turn right direct to CHAIT at or above 6500 ft. Then track 109° to AMKHA. Then track 117° to GOTHI at or above 8500 ft. Then track 115° to TULVI at or above 10500 ft.

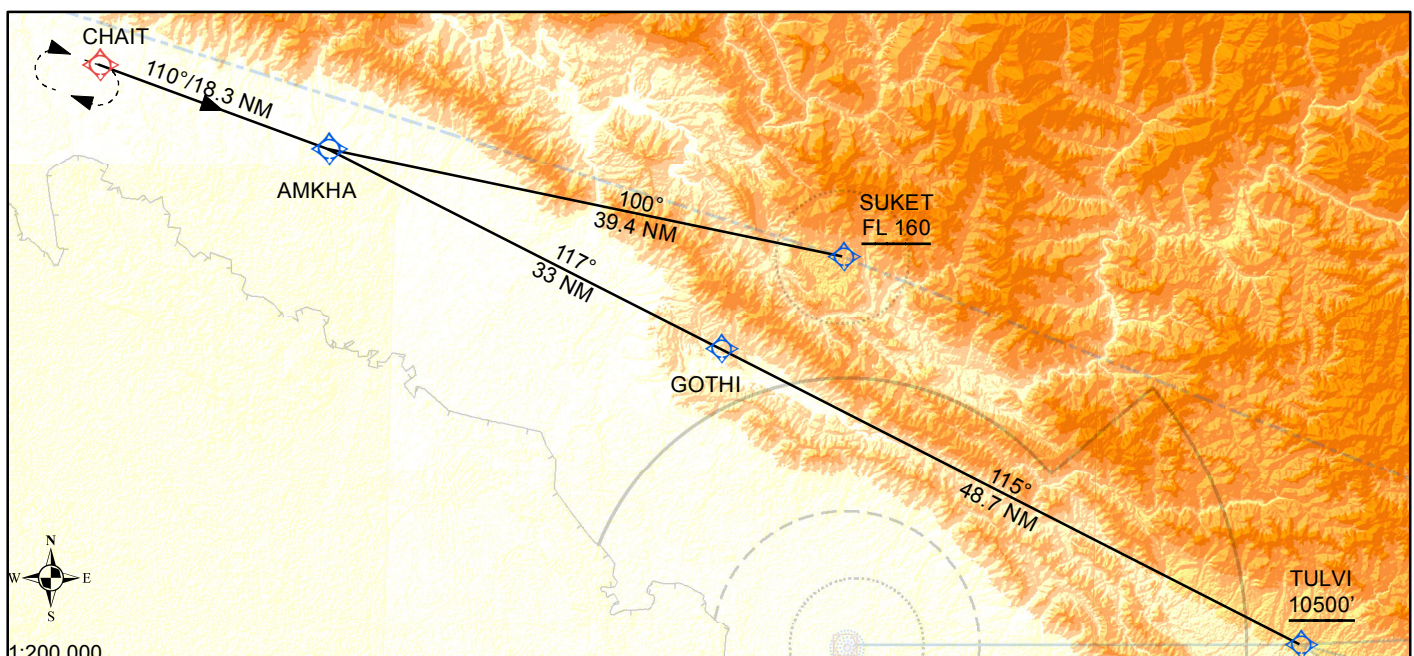
**STANDARD DEPARTURE
CHART- INSTRUMENT
(SID) - ICAO****AERODROME ELEV 621'
TRANS LEVEL: FL150
TRANS ALT: 13500 ft.
Mag Var. 0°W (2010)****TWR 122.3****DHANGADHI, NEPAL
Dhangadhi Airport
RNP1 SID RWY 27
CHAIT 1A****Minimum Visibility Required - 1600 m****SID CHAIT 1A RWY 27 (PDG 7.0%)***Maximum turn IAS 180 KTS*

Climb on runway axis. At 3500 ft AMSL, turn right direct to CHAIT H.P.
at or above 6500 ft. Then follow ATC Instruction.

Transition to Routes:

To L626 From CHAIT track direct to AMKHA then SUKET at or above FL 160.

To W17 From CHAIT track direct to AMKHA then TULVI at or above 10500 ft via GOTH.

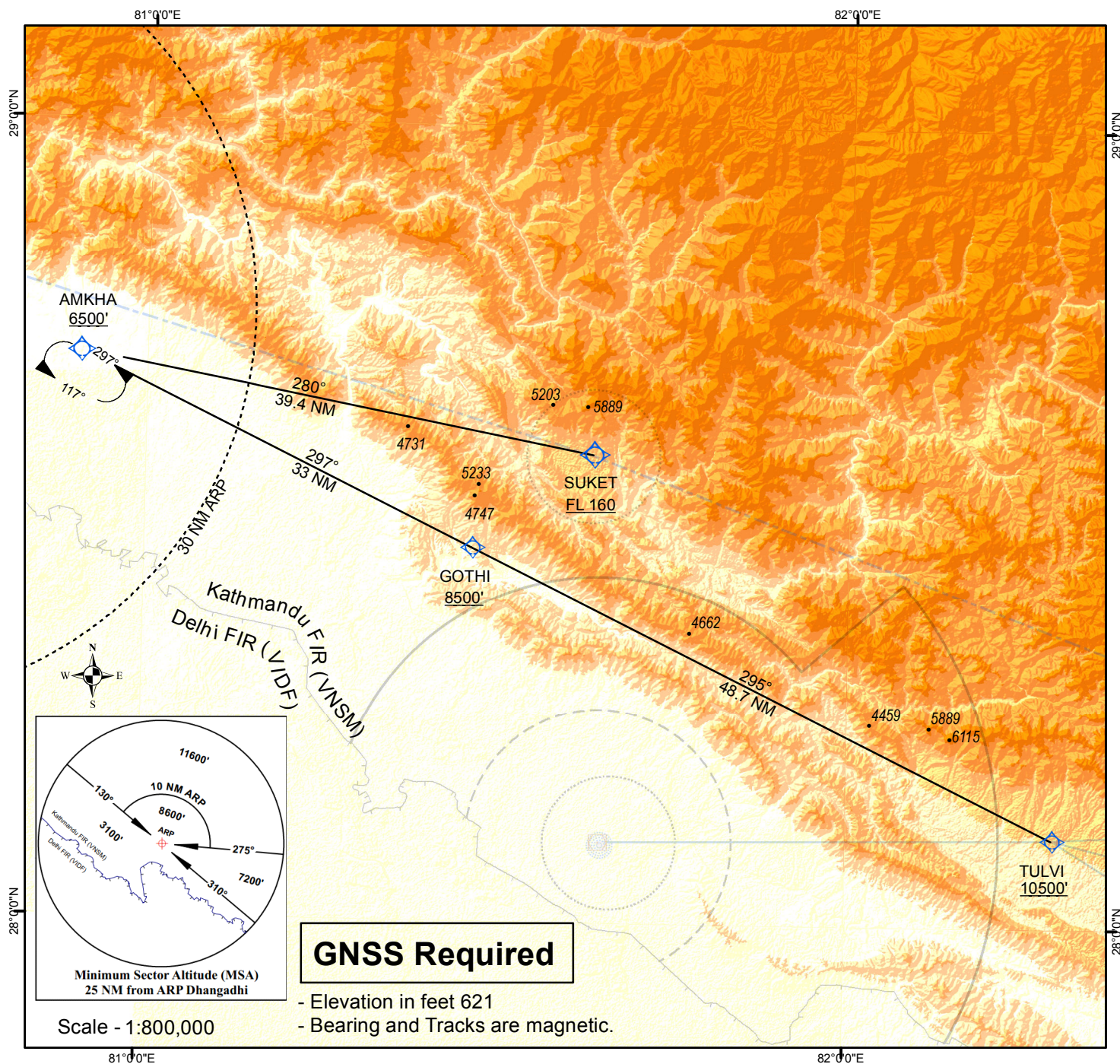


**STANDARD ARRIVAL
CHART - INSTRUMENT
(STAR) - ICAO**

**AERODROME ELEV 621'
TRANS LEVEL: FL150
TRANS ALT: 13500 ft.
Mag Var. 0°E**

TWR 122.3

**DHANGADHI, NEPAL
Dhangadhi Airport
RNP 1 STAR
SUKET 1R, TULVI 1C**



SUKET 1R ARRIVAL

From SUKET track 280° to AMKHA at or above 6500 ft.

TULVI 1C ARRIVAL

From TULVI track 295° to GOTH at or above 8500 ft. Then track 297° to AMKHA at or above 6500 ft.