

TEL: 977-015718027 977-015718014 AFTN : VNKTYOYX Email: caanais@caanepal.gov.np Website : caanepal.gov.np	NEPAL AERONAUTICAL INFORMATION MANAGEMENT DEPARTMENT CIVIL AVIATION AUTHORITY OF NEPAL SINAMANGAL, KATHMANDU	AIP AMENDMENT 07/25 11 July 2025
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WITH IMMEDIATE EFFECT

1. Contents

- 1.1 Publishing New Aerial Sports and Recreational Activities – Index Chart Nepal (ENR 6.5-1)
- 1.2 Update in Nepal En-route Chart Scale 1:1200000 (ENR 6.1-1)
- 1.3 Update/Amend in Aerodrome Charts/Maps of Tribhuvan International Airport (VNKT) and Aeronautical Fixed Service Telegraph (GEN 3.4-4)

1. On 11 July 2025, remove and insert following pages.

Remove the following pages:		Insert the following pages:	
GENERAL (GEN)			
GEN 0.4-1	10 JULY 2025	GEN 0.4-1	11 JULY 2025
GEN 0.4-2	25 MAY 2025	GEN 0.4-2	11 JULY 2025
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AERODROME (AD)			
VNKT AD 2-17	01 JULY 2022	VNKT AD 2-17	11 JULY 2025
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VNKT AD 2-75	01 JULY 2022	VNKT AD 2-75	11 JULY 2025

GEN 0.4 CHECKLIST OF AIP PAGES

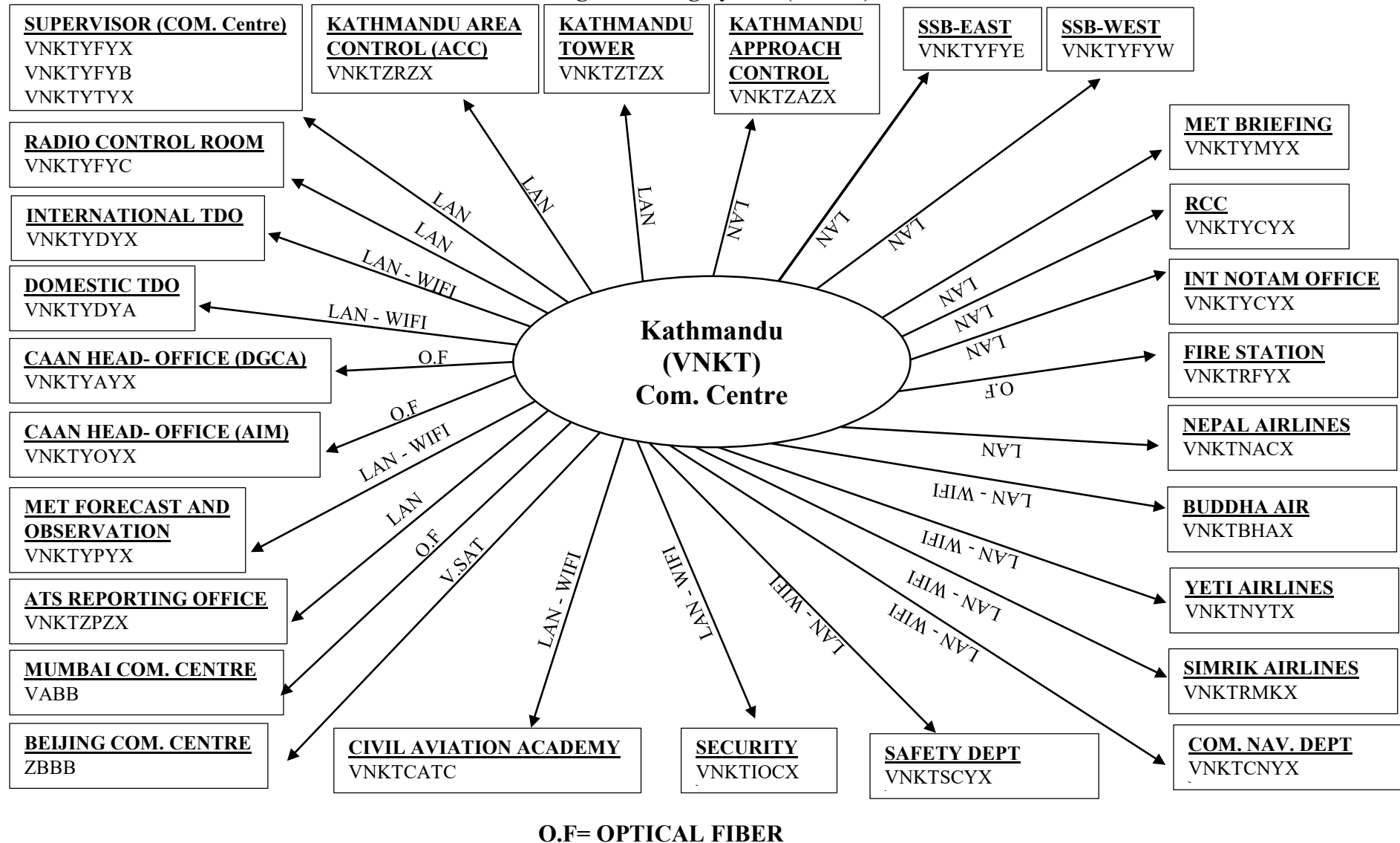
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	ENR 5.6 – 4	01 JULY 2022			

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3.4.5. Aeronautical Fixed Service Telegraph
ATS Message Handling System (AMHS)





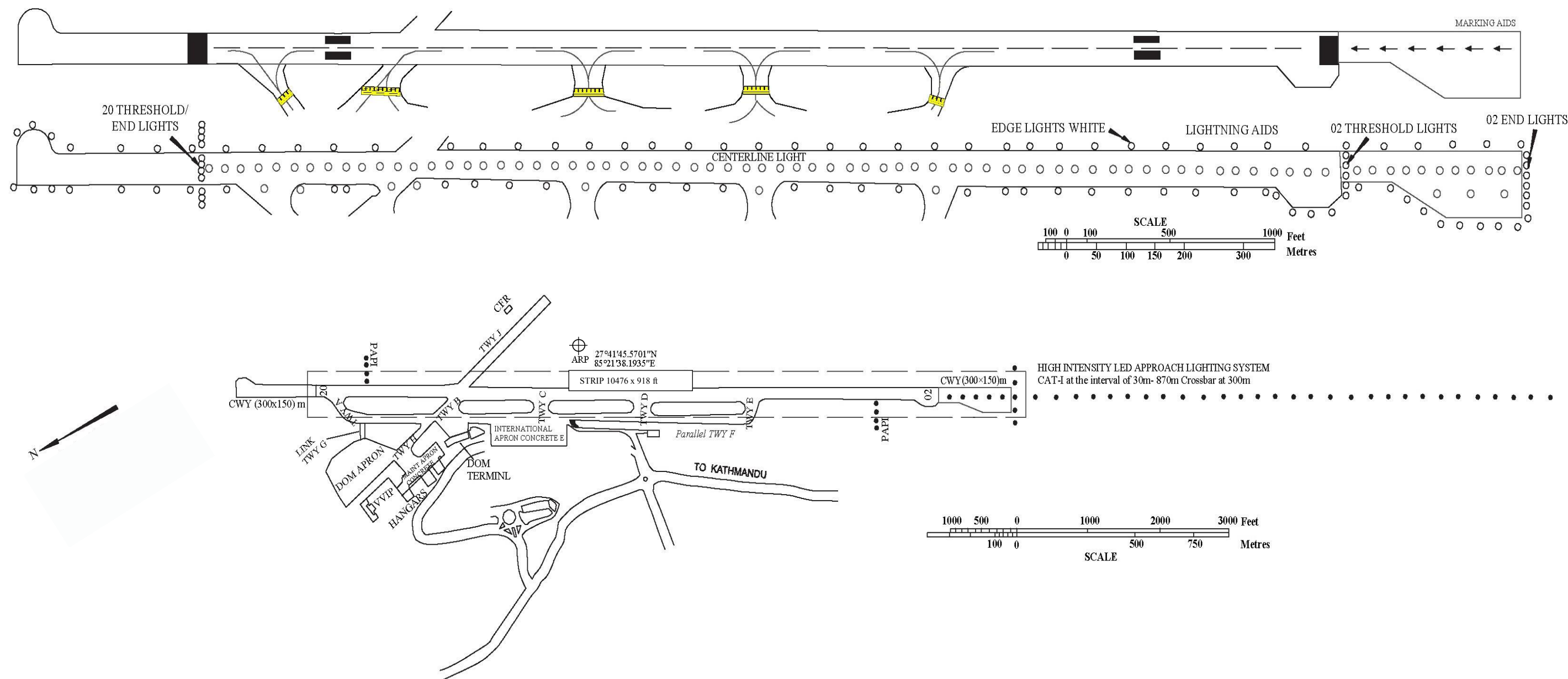


AERODROME CHART-ICAO

AERODROME ELEV 4395 ft.

TWR 118.1
APP 120.6/125.1 MHZ

**KATHMANDU / TRIBHUVAN
INTERNATIONAL AIRPORT**

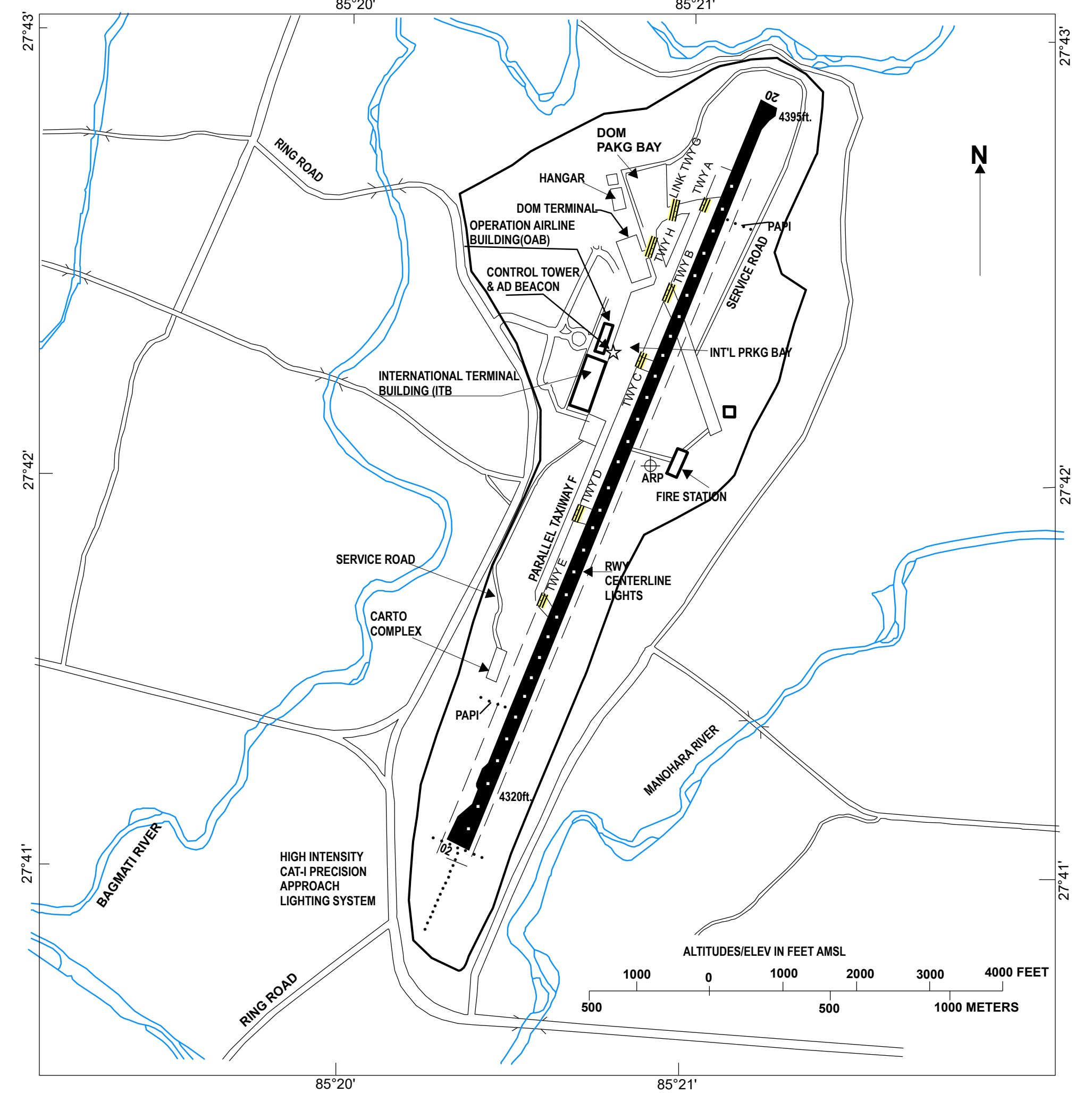


AERODROME GROUND
MOVEMENT CHART-ICAO

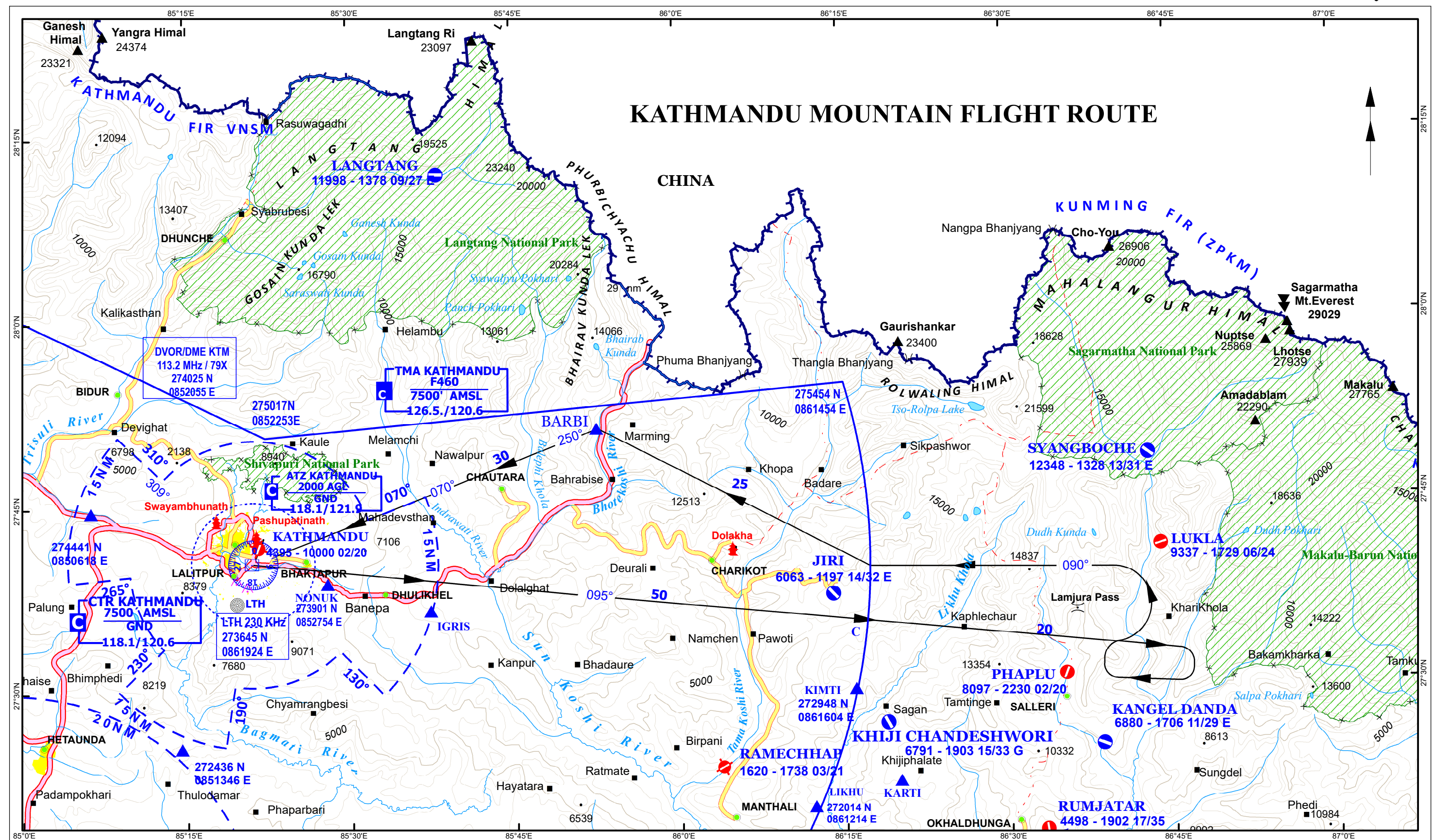
APRON
ELEV
4395 ft.
85°20'

TWR 118.1
GND 121.9
ATIS 127.0
85°21'

KATHMANDU,
NEPAL
Tribhuvan Int'l



<u>Approach Lights</u> High intensity Cat-I Precision LED Approach Light System at RWY 02 RWY Light System High intensity bi-directional white-yellow, Red Yellow LED elevated edge lights of variable brilliance and High intensity bi-directional white-red LED inset center line lights of variable brilliance PAPI RWY 20 / 02 High Intensity of variable brilliance (Angle 3.00°) <u>THR. Other Lights</u> ABN, flood, obstructions					<u>AIRPORT OPERATING MINIMA</u> TAKE OFF RWY 02-20			
RUNWAY DECLARED DISTANCES					TURBO Prop ACFT	1 & 2 ENG	1600M	VISIBILITY
RWY	TORA	TODA	ASDA	LDA		3 & 4 ENG	800M	
02	3074	3374	3074	2774				
20	3074	3374	3074	3074				
VOR Check Points: TWY A (27°42'20.41"N; 085°21'44.042"E) TWY E (27°41'27.270"N; 085°21'18.489"E)					Jet / ACFT	2 OR MORE ENG	800M	



AERONAUTICAL INFORMATION

- | | | | |
|---|--------------------------------------|---|---|
|  | Flight Information Region (FIR) |  | Aerodrome: Paved with refuelling facility |
|  | Control zone boundary |  | Aerodrome: Paved (AC) |
|  | TMA boundary |  | Aerodrome: Unpaved (E or G) |
|  | Mountain flight route |  | Holding Pattern |
|  | Non - Directional Radio Beacon (NDB) | | |
|  | Locator | | |
|  | Compulsory reporting point | | |
|  | VOR/DME | | |

Existing High Level mountain flight route

1. After take off from RWY 02/20 come overhead at or above 10500 ft.
2. Proceed outbound on R095 climbing to FL250.
3. Reach FL200 or above by 35DME.
4. Maintain FL250 by 50DME.
5. AT 80DME KTM turn left descending to FL240 track inbound R090 of KTM till 50DME.
6. At 50DME track direct to BARBI to reach FL 150 or as instructed by ATC to enter Kathmandu valley.
7. Pilots to maintain at least 10 miles longitudinal separation on TCAS with other traffic at same level and same route.

Note:

1. Aircraft proceeding outbound must follow R095 strictly or remain south of R095.
 2. Inbound aircraft to track north of R090 as far as possible considering weather and turbulence.
 3. This route is designed specifically for Beechcraft, Jet Stream and ATR aircraft.
 4. In case of circling due weather/operational requirement make a right orbit at 80DME KTM descend to FL230.
 5. Outbound and inbound tracks to be followed even in the case of abortive flight.
- Alternate course to be approved by the ATC.
6. Avoiding high terrain and remaining VMC during flight is pilot responsibility.

Scale - 1:550,000