AD 2. AERODROME

VNKT AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VNKT - TRIBHUVAN/International

VNKT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1.	ARP Coordinates and site at AD	274146 N 0852138 E*, Near Fire Station ELEV. 1333.5m (4375 ft.)
2.	Direction and Distance from (city)	5.56 Km, East of Kathmandu City
3.	Aerodrome Elevation/Reference Temperature	1339.5m (4395ft)/29.81°C
4.	MAG VAR/Annual Change	0° W
5.	AD Administration, address Telephone, Telefax, Telex AFS	Civil Aviation Authority of Nepal Tribhuvan International Airport Civil Aviation Office (TIACAO) Tel +977-1-4113163, 977-1- 4113033 Fax +977-1-4113180 AFS - VNKTYDYX
6.	Types of traffic permitted (IFR/VFR)	IFR / VFR
7.	Remarks	-

VNKT AD 2.3 OPERATIONAL HOURS

1.	AD Administration	SUN-THU 10:00 -17:00 LT (SUMMER), 10:00-1600 LT (WINTER), FRI 10:00-1500 LT
2.	Customs and immigration	H24
3.	Health and sanitation	H24
4.	AIS Briefing Office	As ATS
5.	ATS Reporting Office (ARO)	As ATS
6.	MET Briefing Office	H24
7.	ATS	H24
8.	Fuelling	As ATS
9.	Handling (Cargo)	As ATS
10.	Security	H24
11.	Remarks	Any change will be notified via NOTAM

* *WGS -84 Coordinates*

VNKT AD 2.4 HANDLING SERVICES AND FACILITIES

1.	Cargo-handling facilities	Available with local airlines operator
2.	Fuel/Oil Types	JET A-1 / Not available
3.	Fuelling facilities/capacity	**Storage Capacity (KL):** Physical -7640, Mobile-161 **Storage Type:** Vertical Tank (1600×3, 760×3), UG Tank (70×8), Refueller **Refueller Details:** AR26, 27, 38 (27 KL), AR34, 35, 36, 37, 40 (16 KL)
4.	De-icing facilities	NIL
5.	Hangar space for visiting aircraft	NIL
6.	Repair facilities for visiting aircraft	NIL
7.	Remarks	-

VNKT AD 2.5 PASSENGER FACILITIES

1.	Hotels	Hotels in the city
2.	Restaurants	Available at AD and in the city
3.	Transportation	Airport Taxi Service, Buses from AD
4.	Medical Facilities	First Aid treatment, rest room, two ambulances available at AD, Hospitals in the city.
5.	Bank and Post Office	Available at AD within AD HRS
6.	Tourist Office	Tourist information center, TIA. Tel :4470537
7.	Remarks	-

VNKT AD 2.6 RESCUE AND FIRE FIGHTING SERVICE

1.	AD Category for fire fighting	Category 9
2.	Rescue equipment	Available as per Category.
3.	Capability for removal of disable aircraft	Aailable (A320 or B737)
4.	Remarks	-

VNKT AD 2.7 SEASONAL AVAILABILITY

Aerodrome is available throughout the year.

VNKT AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA

1.	Apron surface and strength	Surface - Cement Concrete Strength : Bay No. 1 & 2 : PCN 66/ R/B/W/T Bay No. 3 to 11 : PCN 53/ R/B/W/T
2.	Taxiway width, surface and strength	TWY A, B,C, D, E,F, H, J width – 23m TWY G width -18m Strength TWY A, B,C, D, E,F – PCN 76F/C/W/T
3.	Altimeter check Point location and elevation	Location: - At Apron Elevation:-4394.76 ft
4.	VOR checkpoints	Ref VNKT AD 2-21 (Aerodrome Ground Movement Chart)
5.	INS checkpoints	Ref VNKT AD 2-18 (Aircraft Parking Chart)
6.	Remarks	-

VNKT AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1.	Use of aircraft stand ID signs, TWY guide lines and visual docking/ parking guidance system of aircraft stands	Taxiing guidance signs available at all intersections with TWY and RWY and all holding positions lighted. Guide lines at apron. Aircraft stand ID signs available at all international aircraft stands lighted. Nose- in guidance at aircraft stands. Visual docking guidance system not available.
2.	RWY and TWY markings and LGT	RWY: RWY 02/20, THR, TDZ, Center line, RWY Edge marked and RWY end THR, RWY Center Line, RWY Edge have lights TWY: Center line, holding positions at all TWY/RWY intersections marked and edge with blue lights.
3.	Stop bars	Not Available
4.	Runway Guard Lights	Available at all TWY/RWY intersections
5.	Remarks	-

VNKT AD 2.10 AERODROME OBSTACLES

In area 2						
OBST ID/ Designation	**Obstacle Type**	**Latitude**	**Longitude**	**Elevation (M/Ft)**	**Marking/Type color**	**Remarks**
KT0900	Mast on corporate tower	27°41'16.4"N	085°21'01.8"E	1336/4383	Red and white lighted	
KT0902	Chimney	27°41'05.1"N	085°21'05.1"E	1326/4349		
KT0903	Advertisement on the top of a building	27°40'51.7"N	085°20'57.5"E	1334/4376		
KT0904	Trees	27°40'55.0"N	085°21'14.5"E	1329/4359		
KT0907	Tower	27°41'37.7"N	085°21'18.6"E	1348/4423		
KT0908	Airport guard house	27°40'58.7"N	085°21'14.1"E	1319/4326		
KT0909	Antenna	27°40'46.8"N	085°20'53.8"E	1343/4406	Lighted	
KT0910	Tower	27°41'42.0"N	085°21'21.0"E	1349/4425		
KT0911	Airport Taxiway Light	27°41'54.4"N	085°21'26.2"E	1362/4467		
KT0915	Aircrafts Hangar	27°41'48.2"N	085°21'48.2"E	1355/4445		
KT0916	Airport radar	27°42'23.4"N	085°22'02.5"E	1370/4495	Red Lighted	
KT0917	Building	27°41'55.2"N	085°21'47.9"E	1349/4427		
KT0920	Monastery	27°44'43.7"N	085°22'26.1"E	1505/4936		
KT0921	Trees	27°44'32.6"N	085°21'50.3"E	1476/4842		
KT0924	Chimney	27°38'38.8"N	085°20'32.0"E	1405/4611		
KT0927	Antenna	27°38'48.6"N	085°18'21.8"E	1456/4778	Red and white lighted	
KT0928	Monastery	27°39'54.2"N	085°17'32.0"E	1448/4750		
KT0931	Monastery	27°42'47.4"N	085°22'32.6"E	1365/4480		
KT0932	Building	27°42'34.9"N	085°22'07.4"E	1353/4438		
KT0933	Antenna	27°43'15.4"N	085°22'30.6"E	1368/4488	Red and white lighted	
KT0934	Antenna on building	27°43'08.8"N	085°21'02.8"E	1383/4538	Red and white lighted	
KT1000	Building	27°40'40.6"N	085°20'57.5"E	1319/4326		
KT1001	Antenna on building	27°40'40.5"N	085°20'57.3"E	1321/4333		
KT1002	Antenna on building	27°40'40.9"N	085°20'57.3"E	1323/4342		
KT1003	Building	27°40'41.1"N	085°20'57.2"E	1319/4326		
KT1006	Building	27°40'40.3"N	085°20'56.1"E	1333/4372		
KT1007	Building	27°40'40.4"N	085°20'55.8"E	1336/4385		
KT1009	Building	27°40'41.0"N	085°20'56.7"E	1326/4351		
KT1010	Building	27°40'41.2"N	085°20'56.7"E	1327/4355		
KT1011	Tank on building	27°40'41.3"N	085°20'56.8"E	1329/4361		
KT1012	Building	27°40'41.5"N	085°20'56.6"E	1328/4358		
KT1013	Building	27°40'41.5"N	085°20'56.7"E	1326/4350		

KT1014	Building	27°40'44.3"N	085°20'57.3"E	1332/4372		
KT1015	Building	27°40'44.7"N	085°20'57.4"E	1333/4372		
KT1019	Pipe on Building	27°40'44.4"N	085°20'57.0"E	1333/4373		
KT1020	Building	27°40'44.4"N	085°20'57.1"E	1333/4372		
KT1022	Pipe on Building	27°40'44.5"N	085°20'56.9"E	1333/4374		
KT1023	Sign on Building	27°40'44.5"N	085°20'57.7"E	1323/4339		
KT1024	Builidng	27°40'41.4"N	085°20'56.8"E	1325/4346		
KT1025	Tank on building	27°40'45.0"N	085°20'57.1"E	1334/4377		
KT1026	Building	27°40'45.1"N	085°20'57.5"E	1333/4372		
KT1027	Builidng	27°40'44.9"N	085°20'57.5"E	1333/4372		
KT1028	Building	27°40'44.9"N	085°20'57.4"E	1333/4372		
KT1029	Building	27°40'44.4"N	085°20'57.5"E	1333/4374		
KT1031	Sign on Building	27°40'45.0"N	085°20'57.8"E	1322/4338		
KT1032	Building	27°40'40.9"N	085°20'55.8"E	1330/4364		
KT1033	Builidng	27°40'41.1"N	085°20'56.1"E	1326/4351		
KT1034	Antenna on building	27°40'40.4"N	085°20'55.5"E	1337/4387		
KT1037	Building	27°40'44.2"N	085°20'57.6"E	1322/4337		
KT1038	Building	27°40'45.0"N	085°20'57.8"E	1322/4339		
KT1039	Tank on building	27°40'38.4"N	085°21'07.6"E	1324/4344		
KT1040	Pole on building	27°40'38.7"N	085°21'07.8"E	1324/4345		
KT1041	Tank on building	27°40'40.7"N	085°21'08.5"E	1328/4358		
KT1042	Building	27°40'42.3"N	085°21'08.1"E	1320/4331		
KT1043	Tank on building	27°40'43.0"N	085°21'10.0"E	1328/4356		
KT1045	Pole on building	27°40'44.0"N	085°21'10.2"E	1327/4354		
KT1046	Pole on building	27°40'47.7"N	085°21'10.0"E	1323/4340		
KT1047	Tank on building	27°40'51.7"N	085°21'14.7"E	1329/4361		
KT1048	Tree	27°40'53.1"N	085°21'12.6"E	1326/4349		
KT1049	Tree	27°40'47.3"N	085°21'09.3"E	1322/4336		
KT1050	Tree	27°40'45.5"N	085°21'10.8"E	1322/4337		
KT1051	Tree	27°40'43.3"N	085°21'11.4"E	1328/4357		
KT1053	Antenna of ATCT	27°42'01.2"N	085°21'25.4"E	1370/4493		
KT1054	Light pole	27°41'58.4"N	085°21'28.0"E	1364/4476		
KT1055	Light pole	27°42'00.4"N	085°21'29.0"E	1365/4477		
KT1056	Light pole	27°42'02.5"N	085°21'29.8"E	1365/4478		
KT1057	Light pole	27°42'04.5"N	085°21'30.7"E	1365/4479		
KT1058	Light pole	27°42'06.1"N	085°21'31.5"E	1365/4477		
KT1059	Tree	27°42'10.3"N	085°21'32.0"E	1363/4470		
KT1061	Pole on building	27°43'56.8"N	085°22'25.2"E	1391/4562		

KT1062	Pole on building	27°43'57.1"N	085°22'29.7"E	1392/4567		
KT1063	Tank on building	27°43'55.7"N	085°22'29.0"E	1392/4566		
KT1064	Pole on building	27°43'55.2"N	085°22'25.9"E	1389/4558		
KT1065	Antenna of building	27°43'54.3"N	085°22'26.8"E	1398/4585		
KT1066	Pole on building	27°43'53.2"N	085°22'25.7"E	1390/4559		
KT1067	Building	27°43'52.0"N	085°22'25.1"E	1406/4613		
KT1068	Tank on building	27°43'54.9"N	085°22'23.2"E	1388/4555		
KT1069	Tree	27°43'54.5"N	085°22'20.8"E	1397/4584		
KT1070	Pole on building	27°43'53.9"N	085°22'21.5"E	1386/4548		
KT1071	Pole on building	27°43'56.7"N	085°22'22.7"E	1388/4554		
KT1072	Building	27°44'32.6"N	085°21'50.9"E	1473/4833		
KT1079	Antenna	27°43'49.4"N	085°22'33.1"E	1400/4594		
KT1080	Antenna	27°43'48.5"N	085°22'31.7"E	1401/4597		
KT1081	Antenna	27°44'31.6"N	085°21'49.6"E	1470/4822		
KT1084	Building	27°44'39.2"N	085°22'06.1"E	1488/4882		
KT1085	Building	27°44'43.8"N	085°22'26.6"E	1506/4942		
KT1086	Building	27°44'45.6"N	085°22'32.2"E	1512/4962		
KT1087	Antenna on building	27°44'42.3"N	085°22'32.9"E	1500/4922		
KT1088	Antenna	27°44'39.5"N	085°22'36.5"E	1498/4915		
KT1089	Tree	27°44'30.9"N	085°22'51.7"E	1462/4796		
KT1101	Tree	27°44'36.4"N	085°22'36.7"E	1486/4874		
KT1102	Tank on building	27°43'42.7"N	085°22'14.9"E	1389/4555		
KT1103	Building	27°43'17.0"N	085°21'42.9"E	1374/4509		
KT1104	Building	27°43'38.3"N	085°22'13.0"E	1385/4544		
KT1105	Tree	27°43'34.2"N	085°22'14.9"E	1382/4534		
KT1106	Tree	27°43'27.8"N	085°22'23.6"E	1385/4546		
KT1107	Pipe on Building	27°43'42.9"N	085°22'19.4"E	1384/4540		
KT1108	Antenna	27°43'40.7"N	085°22'31.0"E	1391/4563		
KT1109	Antenna	27°43'45.5"N	085°22'26.1"E	1394/4574		
KT1111	Antenna	27°43'45.3"N	085°22'22.7"E	1391/4563		
KT1112	Tree	27°40'36.4"N	085°21'06.5"E	1324/4343		
KT1113	Building	27°40'36.0"N	085°21'06.6"E	1321/4334		
KT1114	Pole on building	27°40'27.9"N	085°21'05.3"E	1323/4339		
KT1115	Tank on building	27°40'27.3"N	085°21'05.0"E	1323/4341		
KT1116	Light pole	27°40'33.4"N	085°21'01.7"E	1317/4322		
KT1117	Tank on building	27°40'27.6"N	085°21'02.1"E	1320/4331		
KT1118	Light pole	27°40'34.2"N	085°21'00.9"E	1319/4326		
KT1119	Tree	27°43'39.6"N	085°22'47.2"E	1358/4457		

KT1121	Building	27°43'53.7"N	085°22'38.1"E	1391/4563		
KT1122	Tree	27°43'55.3"N	085°22'36.1"E	1401/4595		
KT1123	Tree	27°43'59.8"N	085°22'42.6"E	1395/4576		
KT1124	Building	27°44'02.1"N	085°22'51.2"E	1366/4481		
KT1125	Tree	27°44'07.0"N	085°22'44.4"E	1396/4582		
KT1126	Tree	27°44'26.1"N	085°22'53.9"E	1450/4758		
KT1127	Tree	27°44'26.2"N	085°22'57.2"E	1451/4761		
KT1128	Tree	27°44'21.0"N	085°23'09.3"E	1401/4597		
KT1129	Tree	27°44'14.2"N	085°23'17.3"E	1393/4571		
KT1130	Tree	27°44'13.2"N	085°23'22.4"E	1402/4601		
KT1131	Tree	27°43'57.5"N	085°23'26.5"E	1407/4617		
KT1132	Tree	27°43'42.2"N	085°23'20.4"E	1412/4632		
KT1133	Tree	27°43'33.7"N	085°23'11.3"E	1398/4586		
KT1134	Power Pole	27°43'50.8"N	085°23'08.7"E	1352/4434		
KT1135	Power Pole	27°43'58.9"N	085°23'10.7"E	1353/4439		
KT0001	Tree	27°42'14.7"N	85°21'24.9"E	1380/4528		
KT0002	House	27°42'01.1"N	85°21'12.0"E	1353/4440		
KT0003	House	27°41'52.3"N	85°21'16.8"E	1348/4423		
KT0005	Tree	27°42'15.2"N	85°21'23.2"E	1369/4493		
KT0006	Tree	27°42'33.6"N	85°21'07.8"E	1385/4544		
KT0008	Radar	27°42'23.0"N	85°22'02.7"E	1367/4486		
KT0009	Radar	27°42'23.7"N	85°22'02.2"E	1362/4470		
KT0010	Radar	27°42'24.0"N	85°22'02.0"E	1362/4470		
KT0011	Tree	27°42'36.3"N	85°21'49.1"E	1352/4436		
KT0012	Tree	27°42'23.0"N	85°21'44.2"E	1345/4412		
KT0013	Tree	27°42'23.4"N	85°21'45.1"E	1344/4411		
KT0014	Tree	27°42'27.2"N	85°21'47.1"E	1343/4407		
KT0015	Wind Shock	27°42'26.4"N	85°21'54.0"E	1344/4408		
KT0016	Meteorology Antenna	27°42'20.4"N	85°21'51.5"E	1345/4414		
KT0017	Meteorology Antenna	27°42'20.0"N	85°21'50.9"E	1341/4398		
KT0018	Water Tank	27°42'21.2"N	85°21'57.7"E	1343/4407		
KT0019	Water Tank	27°42'19.3"N	85°21'55.4"E	1341/4400		
KT0020	Tree	27°42'03.3"N	85°21'47.8"E	1347/4419		
KT0021	Telecom Tower	27°42'01.9"N	85°22'02.5"E	1359/4459		
KT0023	Fire Station	27°41'46.9"N	85°21'41.9"E	1349/4425		
KT0024	Fire Station	27°41'47.0"N	85°21'41.1"E	1344/4410		
KT0025	Fire Station	27°41'45.4"N	85°21'40.4"E	1343/4406		
KT0026	Tree	27°41'25.9"N	85°21'27.2"E	1327/4353		

KT0027	Electric Pole	27°41'26.2"N	85°21'26.8"E	1326/4350		
KT0028	Tree	27°41'18.2"N	85°21'24.4"E	1328/4358		
KT0029	House	27°41'06.6"N	85°21'18.6"E	1318/4324		
KT0030	Tree	27°41'06.3"N	85°21'19.1"E	1319/4327		
KT0031	Tree	27°41'04.0"N	85°21'17.4"E	1319/4326		
KT0032	Telecom Tower	27°41'02.1"N	85°21'18.5"E	1320/4332		
KT0033	Tree	27°41'02.5"N	85°21'16.5"E	1318/4324		
KT0034	Tree	27°41'01.6"N	85°21'16.1"E	1319/4326		
KT0035	Telecom Tower	27°42'46.5"N	85°20'43.0"E	1367/4484		
KT0036	FM Antenna	27°42'53.2"N	85°20'43.1"E	1385/4543		
KT0037	Telecom Tower	27°42'49.2"N	85°20'43.4"E	1377/4518		
KT0039	House	27°40'53.4"N	85°21'14.1"E	1321/4334		
KT0041	Tree	27°40'49.7"N	85°21'11.8"E	1319/4328		
KT0042	Electric Pole	27°40'47.8"N	85°21'10.4"E	1319/4328		
KT0048	House	27°40'49.2"N	85°20'57.0"E	1328/4356		
KT0049	TH End	27°40'53.0"N	85°21'08.1"E	1312/4303		
KT0050	Meteorology Antenna	27°41'12.6"N	85°21'13.5"E	1320/4332		
KT0051	Meteorology Antenna	27°41'12.5"N	85°21'13.4"E	1323/4341		
KT0052	Tree	27°41'09.7"N	85°21'09.7"E	1317/4321		
KT0054	light	27°41'02.1"N	85°21'05.8"E	1318/4325		
KT0055	Annapurna Building Flag	27°41'16.1"N	85°21'01.7"E	1333/4374		
KT0056	Annapurna Top	27°41'16.3"N	85°21'01.8"E	1333/4374		
KT0057	Antenna	27°41'54.5"N	85°21'22.7"E	1353/4438		
KT0060	NOC Tower	27°41'41.4N	85°21'23.6"E	1337/4385		
KT0061	Tree	27°41'43.4"N	85°21'24.4"E	1336/4383		
KT0064	Suncity	27°41'32.4"N	85°22'16.6"E	1356/4449		
KT0065	Suncity	27°41'32.4"N	85°22'15.3"E	1356/4449		
KT0067	Suncity	27°41'34.2"N	85°22'17.3"E	1356/4449		
KT0068	Suncity	27°41'36.0"N	85°22'15.5"E	1356/4449		
KT0069	Lalit Tower	27°38'59.3"N	85°19'55.4"E	1367/4485		
KT0070	Lalit Tower	27°38'56.5"N	85°19'54.4"E	1367/4485		
KT0071	Classic Tower	27°39'00.5"N	85°19'46.9"E	1371/4497		
KT0072	Classic Tower	27°39'00.1"N	85°19'45.4"E	1372/4502		
KT0073	Classic Tower	27°39'00.2"N	85°19'45.3"E	1372/4501		
KT0074	Radio Antenna	27°39'09.4"N	85°19'45.8"E	1378/4521		
KT0075	Tree with Flag	27°42'37.9"N	85°27'11.6"E	1676/5499		
KT0076	Changu Narayan Temple	27°42'59.0"N	85°25'40.2"E	1554/5098		
KT0077	Tree	27°43'00.4"N	85°25'40.7"E	1554/5099		

KT0078	Prabhu TV	27°37'23.2"N	85°22'42.2"E	1771/5810		
KT0079	Tree	27°37'01.8"N	85°24'37.5"E	2005/6578		
KT0080	Tree	27°37'06.8"N	85°24'47.9"E	2009/6593		
KT0081	Tree	27°37'11.4"N	85°24'53.8"E	2025/6643		
KT0082	Resort	27°37'29.3"N	85°24'44.7"E	1948/6391		
KT0083	Electric Pole	27°37'23.5"N	85°24'48.4"E	1992/6535		
KT0084	Tree	27°37'11.2"N	85°25'19.2"E	2022/6633		
KT0085	Tree	27°37'19.3"N	85°26'02.8"E	2017/6618		
KT0086	Tree	27°37'27.5"N	85°25'40.1"E	2022/6632		
KT0087	Tree	27°37'45.2"N	85°25'41.3"E	1860/6104		
KT0088	House	27°38'12.47"N	85°25'36.0"E	1737/5698		
KT0089	Pilot Baba Temple Top 1	27°38'26.2"N	85°25'20.9"E	1673/5488		
KT0090	Tree	27°38'21.9"N	85°25'27.6"E	1723/5654		
KT0091	Gumba Top Chobhar	27°39'52.8"N	85°17'32.6"E	1456/4776		
KT0092	Water Tank	27°39'09.1"N	85°16'02.0"E	1635/5365		
KT0093	Pole	27°43'05.8"N	85°16'34.4"E	1519/4983		
KT0094	Swyambhu Stupa Top	27°42'53.7"N	85°17'25.5"E	1434/4705		
KT0095	Telecom Tower	27°43'39.8"N	85°15'39.0"E	1615/5298		
KT0096	Tree	27°43'41.3"N	85°15'31.1"E	1620/5314		
KT0097	White Gumba Pole Top	27°43'31.5"N	85°15'41.6"E	1605/5267		
KT0098	Top	27°44'42.8"N	85°16'01.0"E	2108/6917		
KT0099	Tree	27°32'29.9"N	85°18'10.6"E	2270/7449		
KT0100	Tree	27°32'31.0"N	85°18'11.0"E	2274/7460		
KT0101	Tree	27°32'20.9"N	85°17'18.7"E	2343/7685		
KT0102	Tree	27°32'33.0"N	85°17'14.5"E	2286/7500		
KT0103	Santaneswor Temple	27°36'55.1" N	85°20'39.4" E	1521/4991		
KT0104	Tree	27°33'06.3" N	85°17'02.1" E	2156/7073		
KT0105	Tree	27°33'05.9" N	85°17'08.2" E	2158/7081		
KT0106	WIFI Pole	27°33'12.6" N	85°16'59.7" E	2119/6953		
KT0107	Tree	27°33'39.6" N	85°16'44.3" E	2084/6838		
KT0108	Tree	27°36'46.5" N	85°20'22.9" E	1517/4977		
KT0109	Ground Height	27°36'46.3" N	85°20'22.6" E	1498/4916		
KT0110	Tree	27°34'57.7" N	85°19'02.1" E	1783/5851		
KT0111	Ground Height	27°34'57.9" N	85°19'01.9" E	1769/5803		
KT0112	Tree	27°34'55.1" N	85°19'24.0" E	1764/5788		
KT0113	Ground Height	27°34'55.1" N	85°19'24.0" E	1751/5744		
KT0114	Telecom Tower	27°35'49.2" N	85°19'25.6" E	1516/4973		
KT0115	Tree	27°36'44.3" N	85°24'35.6" E	2077/6815		

KT0116	Tree	27°36'38.8" N	85°24'24.5" E	2128/6983		
KT0117	Bamboo	27°38'25.3" N	85°24'26.8" E	1622/5322		
KT0118	Electric Pole	27°38'20.9" N	85°24'27.1" E	1630/5347		
KT0119	Tree	27°46'20.9" N	85°22'54.0" E	1755/5758		
KT0120	Tree	27°46'16.0" N	85°22'50.6" E	1740/5710		
KT0121	Tree	27°46'02.0" N	85°22'14.8" E	1596/5236		
KT0122	Nagi Gumba Pipe	27°47'00.1" N	85°22'54.2" E	2001/6564		
KT0123	Tree	27°47'01.2" N	85°22'55.1" E	2026/6648		

In Area 3

OBST ID/ Designation	Obst Type	Latitude	Longitude	Elevation (M/Ft)	Markings / Type, color	Remarks
KT0901	Wind shock	27°41'05.7"N	085°21'09.3"E	1323/4340	Red and white strip/ lighted	
KT0905	Airport meteorological station	27°41'12.4"N	085°21'13.7"E	1325/4347	Red and white strip/ lighted	
KT0906	Airport guard house	27°41'27.7"N	085°21'18.3"E	1331/4367	NIL	
KT0918	Wind shock	27°41'57.0"N	085°21'40.7"E	1345/4413	Red and white strip/ lighted	

VNKT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1.	Associated MET Office	Meteorological Forecasting Division, Department of Hydrology and Meteorology (DHM)
2.	Hours of Service	H24
3.	Office responsible for TAF preparation/ periods of validity	TIA MET Office, Every 6 Hour / 24 Hours
4.	Type of landing forecast interval of issuance	Trend 30 Min (valid for next 2 hours)
5.	Briefing/Consultation provided	Personal Consultation +977-01-4113191
6.	Flight documentation language(s) used	Charts or Tabular forms/ Text English
7.	Charts and other information available for briefing or consultation	Satellite Image, NWP Products (Wind Temp information at different level (850, 500, 200 hpa etc.)
8.	Supplementary equipment available for information	Automated Weather Observation System (AWOS), Satellite display workstation.
9.	ATS units provided with information	Kathmandu ACC, Kathmandu Approach, Kathmandu TWR
10.	Additional information (limitation of service, etc.)	Tel: (MET Office) +977-01-4113191, 01-4113130, 01-4113345

VNKT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designation RWY NR	TRUE & MAG BRG	Dimensions of RWY (M)	Strength PCN and surface of RWY and SWY	THR Coordinates, RWY End Coordinates	THR elevation
1	2	3	4	5	6
02	022°	3074 x 45	76 F/C/W/T	27°41' 01.96" N* 085°21' 12.20" E 27°42' 25.60" N* 085° 21' 50.17" E	1316.9m (4320 ft)
20	202°	3074 x 45	76 F/C/W/T	27° 42' 25.60" N* 085° 21' 50.17" E 27° 40' 52.92" N* 085° 21' 08.10" E	1339.5m (4395 ft)
Slope of RWY-SWY	SWY Dimensions M	CWY Dimensions M	Strip Dimensions M	OFZ	Remarks (RESA)
7	8	9	10	11	12
+0.807% avg	-	300 x 150 300 x 150	3194x280	NA	240x 90 at both end of RWY.

VNKT AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
02	3074	3374	3074	2774	
20	3074	3374	3074	3074	

VNKT AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designation	APCH LGT Type Length INTST	THR LGT color WBAR	VASIS PAPI	TDZ LGT LEN	RWY Center Line LGT Length, spacing color, INTST	RWY edge LGT LEN, spacing color INTST	RWY End LGT Color	SWY LGT LEN M Color	Remarks
1	2	3	4	5	6	7	8	9	10
02	870M (29 X30) LIH (High intensity consisting of extended center line)	Green	PAPI 3.00° MEHT 19.94m	NIL	3074m, 30m c/c, Bi- directional variable white-red inset center line lights, High Intensity	3074m , 60m c/c, Bi- directional variable white-yellow, Red-Yellow elevated edge lights, High Intensity	Red	NIL	CAT I APP lights Barrette type with Sequential Flasher
20	NIL	Green	PAPI 3.00° MEHT 19.94m	NIL	3074m, 30m c/c, Bi- directional variable white-red inset center line lights, High Intensity	3074m , 60m c/c, Bi- directional variable white-yellow elevated edge lights, High Intensity	Red	NIL	PAPI RWY 20 is restricted to be usable within 3NM from Run-way Threshold with clearly visible.

* WGS -84 Coordinates

VNKT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1.	ABN Location, characteristics and hours of operation	ABN: Above Aerodrome Control Tower, Green flashes alternating with white flashes, 24 flashes per minute normally after sunset.
2.	LDI Location and LGT Anemometer Location and LGT	WDI: Left of THR RWY 02/20, and middle of RWY at east lighted. Anemometer: TWR BLDG, not lighted
3.	TWY edge and Centre line lighting	Edge: All TWY Centre Line : NIL
4.	Secondary power supply / switch over time	Automatic stand-by generator and power available within 15 seconds.
5.	Remarks	1 Runway Guard Light (RGL) location and characteristics Location: RWY holding position at TWY A, B, C, D and E. Characteristics: A pair of high intensity, unidirectional, yellow flashing elevated light, configuration – A. 2 Runway Threshold Identification Light (RTIL) Location and Characteristics Location: RWY Threshold 20 Flashing white light with flash frequency 120 per minute. 3. Apron Flood lights Location and Characteristics Location: International and Domestic aircraft stands. Fixed white lights.

VNKT AD 2.16 HELICOPTER LANDING AREA

East of Runway Opposite to the Taxiway No. B and C

VNKT AD 2.17 ATS AIRSPACE

1. Designation and lateral limits	**Kathmandu CTR**, A circle with a radius of 10 NM centered on KTM VOR/DME (274025 N 0852055 E*) and an area up to 15 NM in the following three sectors: Between. R070 -R130, R190 -R230, R265- R310. **Kathmandu ATZ**, An area of a circle of 5 NM centered at ARP* (274146 N 0852138 E*)
2. Vertical Limits	CTR: 7500' AMSL , ATZ 2000' AGL GND GND
3. Airspace classification	C
4. ATS units call sign languages	Kathmandu Approach / Kathmandu Tower English
5. Transition Altitude	13500’ AMSL
6. Remarks	-

* WGS -84 Coordinates

VNKT AD 2.18 ATS COMMUNICATION FACILITIES

Service Designation	Call Sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
TWR	Kathmandu Tower	118.1 MHZ 118.5 MHZ	As ATS	
SMC	Kathmandu Ground	121.9 MHZ		
APP	Kathmandu Approach	120.6 MHZ 125.1 MHZ		
ACC	Kathmandu Control	126.5 MHZ 124.7 MHZ		
ATIS	Kathmandu Terminal	127.0 MHZ		
A/G	Kathmandu Radio	6607 KHZ	As ATS	For Domestic Flights

VNKT AD 2.19 RADIO NAVIGATION AND LANDING AID

Type of Aid MAG VAR Type of supported OP (for VOR/ILS/MLS give declinations)	ID	Frequency	OPR Hours	Position of Transmitting Antenna Coordinates	Elevation of DME Transmitting Antenna	Remarks
1	2	3	4	5	6	7
DVOR DME 0 W	KTM	113.2 MHz CHN 79 X	H24	274025 N* 0852055E	1330 m	
Locator Thecho	LTH	230 KHz	H24	273645 N* 0851924 E		
LOCALIZER DME 0^0W	IKT	108.1 MHz CHN 18X	H24	274234.7N 0852154.4E 274233.8N 0852157.2E	1345m	

** WGS -84 Coordinates*

VNKT AD 2.20 LOCAL TRAFFIC REGULATIONS

NIL

VNKT AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VNKT AD 2.22 FLIGHT PROCEDURES

1. VISUAL DEPARTURE

1.1 A visual departure is a departure by an IFR flight when either part or all of an instrument departure procedure (e.g. standard instrument departure (SID) is not completed and the departure is executed in visual reference to terrain.

1.2 An IFR flight may be cleared to execute a visual departure upon request of the pilot or if initiated by the controller and accepted by the pilot.

1.3 To execute a visual departure, the aircraft take-off performance characteristics will allow them to make an early turn after take-off. Visual departure will be executed under the following conditions:

a) the meteorological conditions in the direction of take-off and the following climb-out will not impair the procedure up to an altitude as published in this manual and in AIP Nepal, e.g. minimum flight altitude (MFA) or minimum sector altitude (MSA);
b) the procedure will be applied during the daytime when VMC exists.
c) th pilot will be responsible for maintaining obstacle clearance until the specified MSA or MEA. Further clearance (route, heading, point) will be specified by ATC; and
d) separation will be provided between an aircraft cleared to execute a visual departure and other departing and arriving aircraft.

1.4 Prior to take-off, the pilot should agree to execute a visual departure by providing a read-back of the ATC clearance.

VNKT AD 2.23 ADDITIONAL INFORMATION

1. Bird Activity

a) Normally from the month of July/August to November/December, cases of bird concentrations and bird strikes at or in the vicinity of aerodrome has been reported now and then. In other months stray birds may be encountered occasionally.
b) Lot of measures have been adopted to control these bird concentrations including driving them through guards and security personnel.

2. PAST UNDERSTANDING ATC-PILOT INTERACTION

a. Landing sequence will be issued by approach and all aircraft are to strictly adhere to this sequence. Approach sequence is to be established by 10DME and no overtaking is permitted after 10DME.

b. Departure sequences to be provided on first come first serve basis with ATC discretion.

c. Unless otherwise cleared by ATC, it is agreed that
When runway in use is 20

- Inbound traffic from west is to enter valley via Kakani pass and from east via Nagarkot pass
- Departing traffic is to leave valley via Biratnagar pass for east and Bharatpur pass for west

When runway in use is 02

- Enter valley via Bharatpur pass from west and Biratnagar pass from east and leave valley via Kakani and Nagarkot pass.

d. VFR rules to be strictly followed by pilots. Traffic avoidance service may be provided on pilots request. Upon receiving such request ATC will try to provide positive separation as far as possible.

e. Pilots to report traffic in sight to release restriction for climb and descend.

f. Maintain 10miles TCAS separation by the aircraft at same level while following High Level Mountain Flight Procedure.

3. Global Reporting Format (GRF) is implemented.

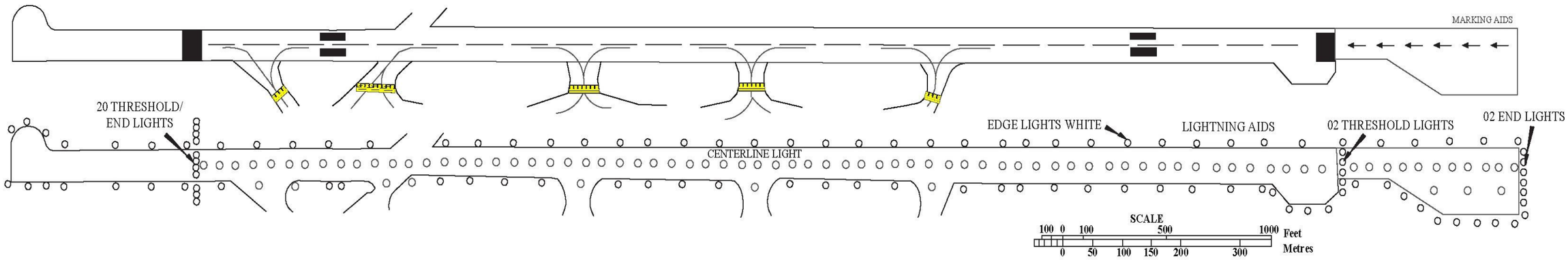
VNKT AD 2.24 CHARTS & PROCEDURES RELATED TO KATHMANDU/TIA

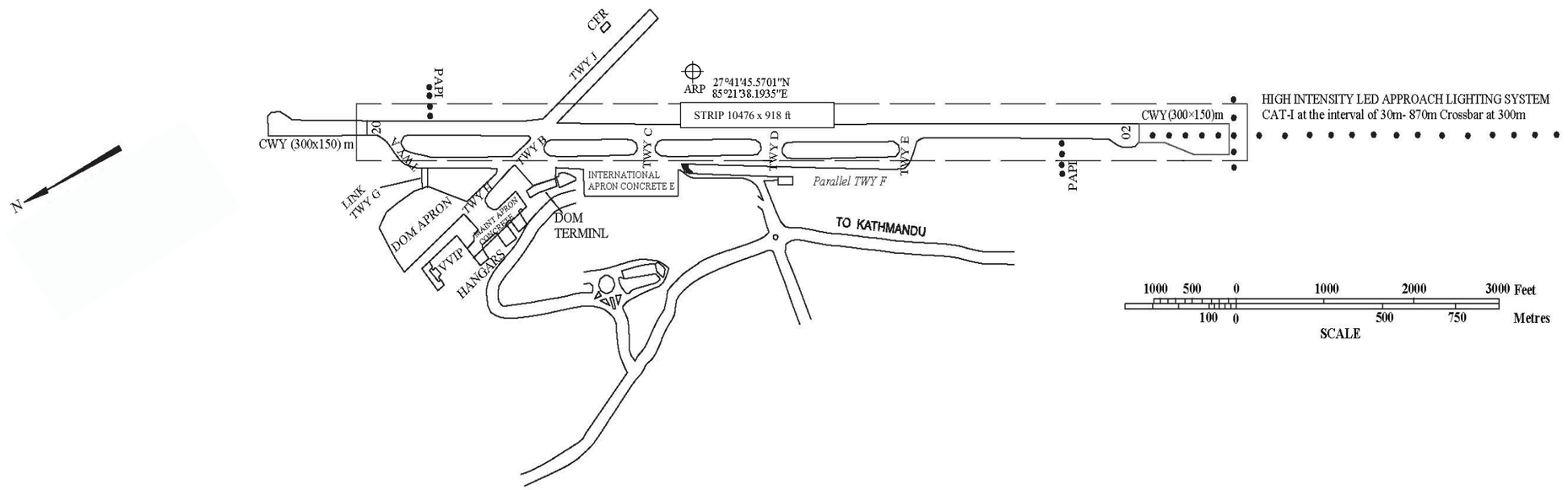
AERODROME CHART-ICAO

AERODROME ELEV 4395 ft.

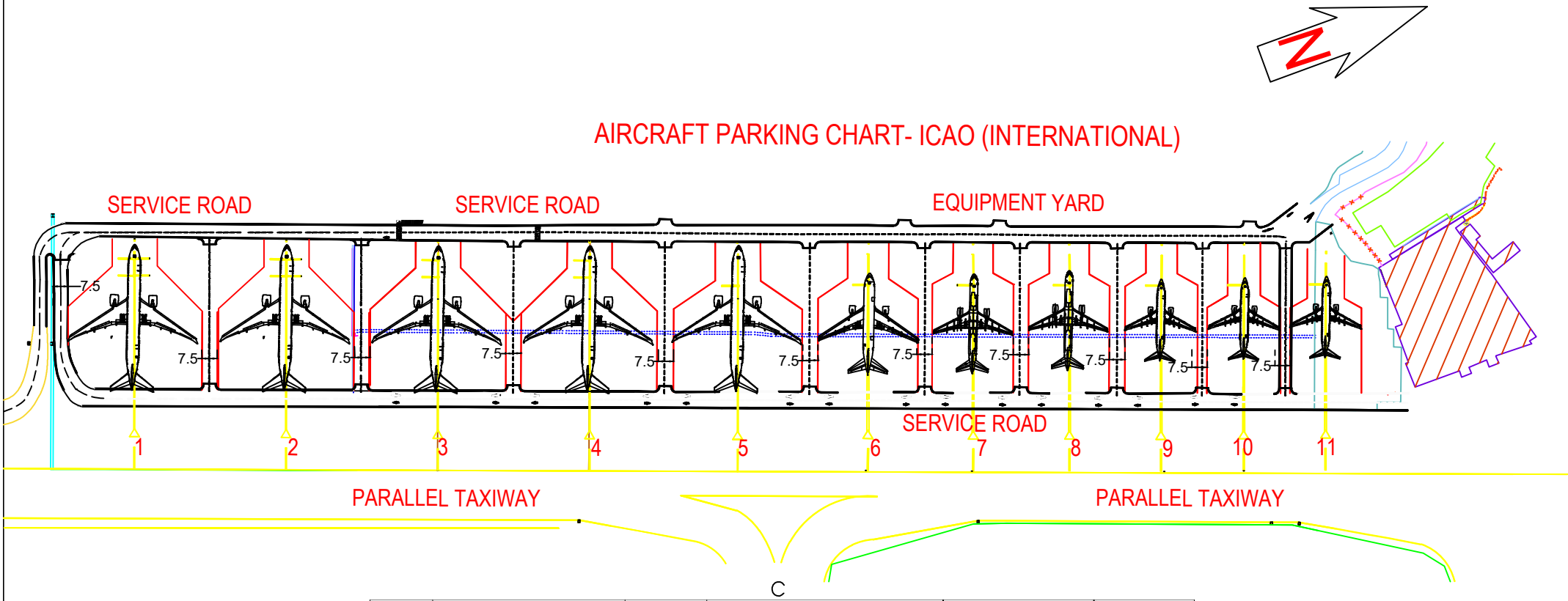
TWR 118.1
APP 120.6/125.1 MHZ

KATHMANDU / TRIBHUVAN INTERNATIONAL AIRPORT





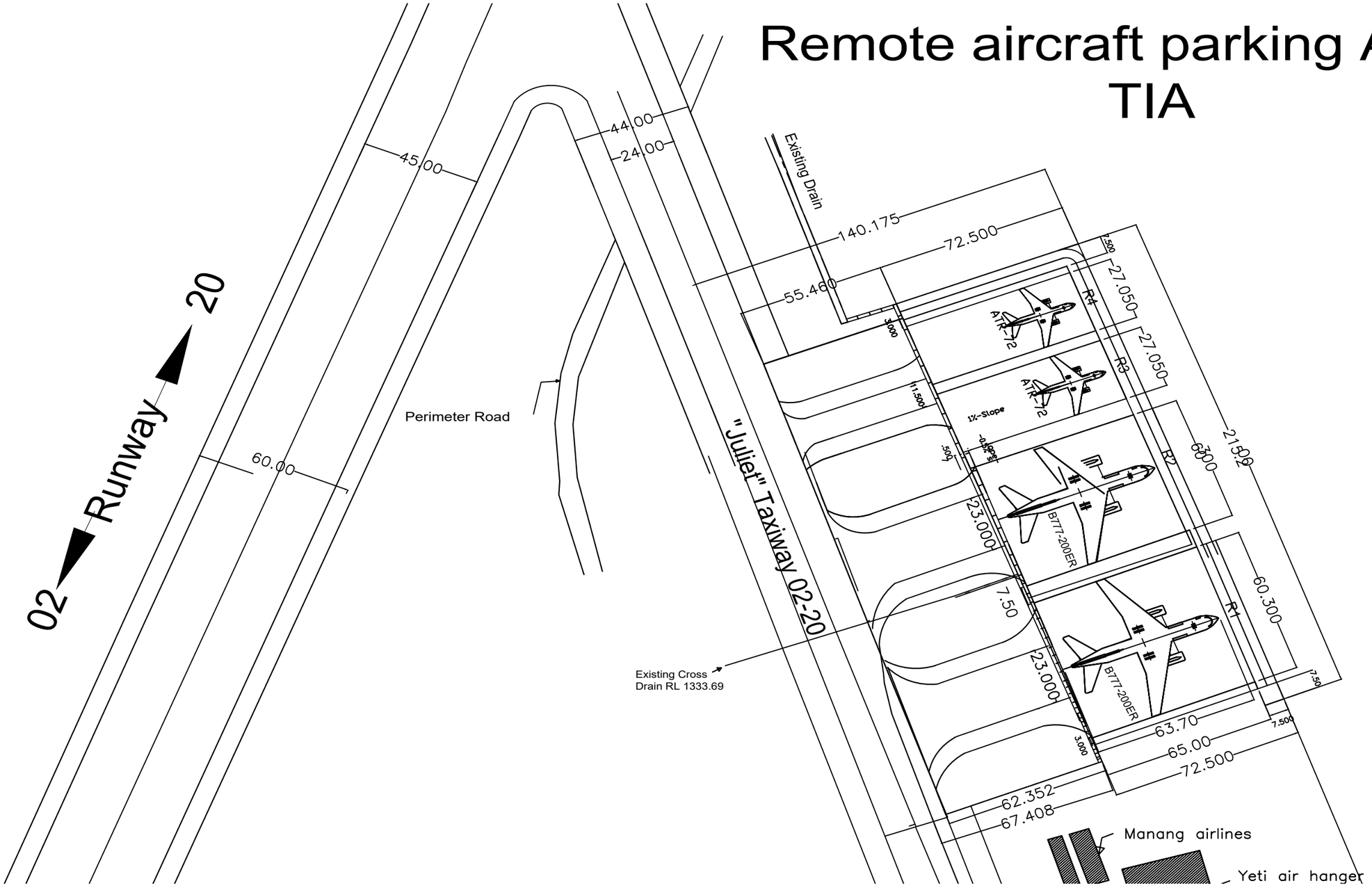
AIRCRAFT PARKING CHART- ICAO (INTERNATIONAL)



AIRCRAFT STAND	COORDINATES (LAT, LONG)	ELEVATION (m, AMSL)	AIRCRAFT TYPE	DIMENSION (L*B) METER^2	SURFACE & STRENGTH
BAY-1	27°41'49.1928", 85°21'24.977"	1332.41	DESIGNED AIRCRAFT - AIRBUS 330-300 AND SIMILAR AIRCRAFT TYPES	73*65	**Cement Concrete PCN66/R/B/W/T (Provisional)**
BAY-2	27°41'51.3816", 85°21'25.978"	1333.28	DESIGNED AIRCRAFT - AIRBUS 330-300 AND SIMILAR AIRCRAFT TYPES	73*65	
BAY-3	27°41'53.57456", 85°21'26.97864"	1334.15	B-747-400 AND SIMILAR AIRCRAFT TYPES	73*65	**Cement Concrete PCN53/R/B/W/T**
BAY-4	27°41'55.75516", 85°21'27.97049"	1334.92	B-747-400 AND SIMILAR AIRCRAFT TYPES	73*65	
BAY-5	27°41'57.73639", 85°21'29.33581"	1335.58	MD-11 AND SIMILAR AIRCRAFT TYPES	73*61	
BAY-6	27°41'59.60749", 85°21'30.16168"	1335.97	B-767-300 AND SIMILAR AIRCRAFT TYPES	73*48	
BAY-7	27°42'01.12960", 85°21'30.85642"	1336.27	B-757-200 AND SIMILAR AIRCRAFT TYPES	73*39	
BAY-8	27°42'02.51696", 85°21'31.48693"	1336.48	B-757-200 AND SIMILAR AIRCRAFT TYPES	73*39	
BAY-9	27°42'03.90524", 85°21'32.11647"	1336.67	B-757-200 AND SIMILAR AIRCRAFT TYPES	73*34	
BAY-10	27°42'05.18558", 85°21'33.04648"	1336.58	B-737-800 AND SIMILAR AIRCRAFT TYPES	73*34	
BAY-11	27°42'06.47867", 85°21'33.71799"	1336.79	A320/A319 AND SIMILAR AIRCRAFT TYPES	73*34	

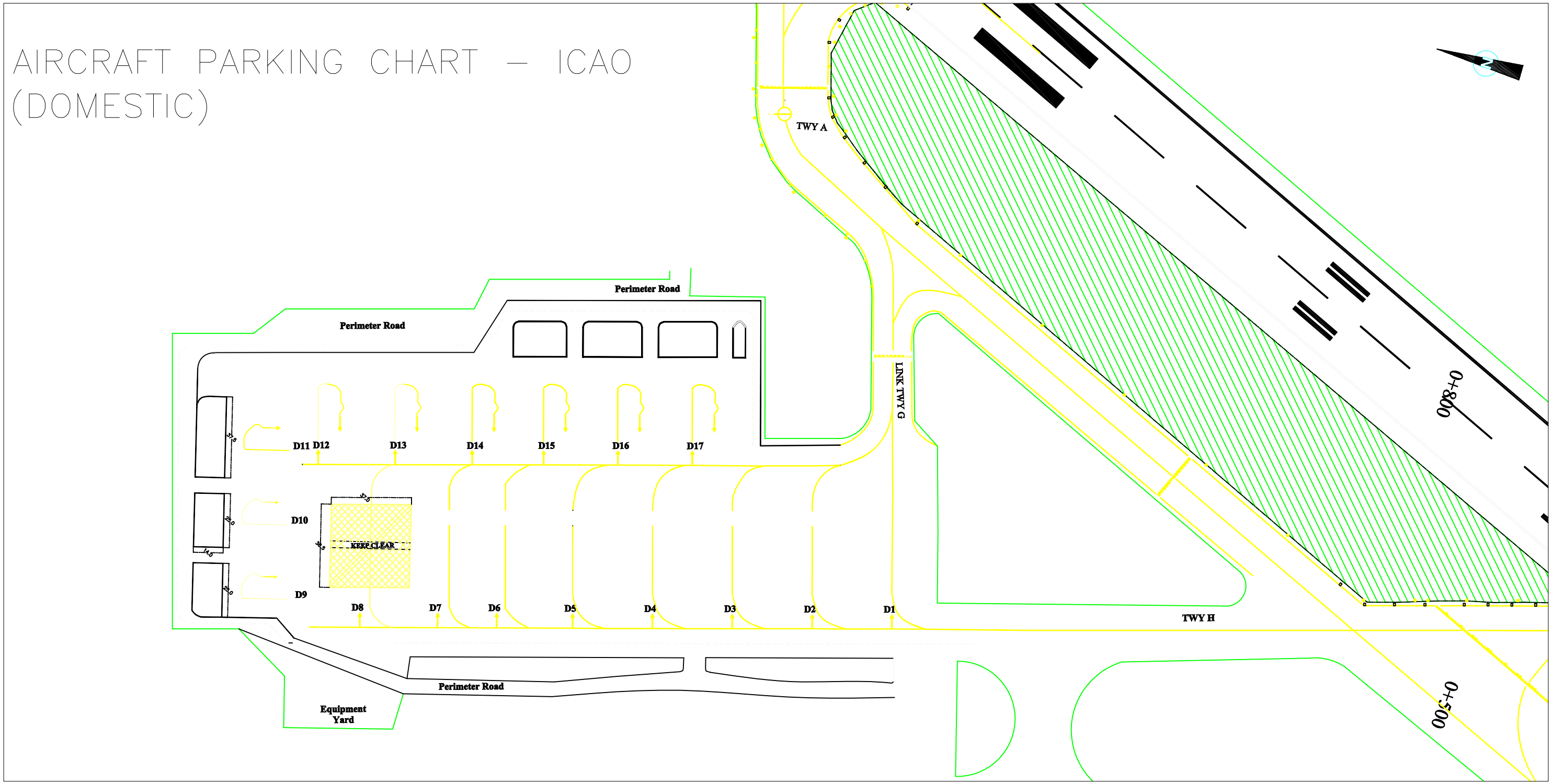
NOT IN SCALE

Remote aircraft parking Apron TIA



AIRCRAFT STAND	COORDINATES(LAT, LONG.)	ELEVATION (M. AMSL)	AIRCRAFT TYPE	SURFACE & STRENGTH
BAY- R1	27°41'55" N , 085°21'50" E	1335.027	B777-200ER AND SIMILAR AIRCRAFT TYPES	RIGID PAVEMENT / DESIGN AIRCRAFT B777-200 ER
BAY- R2	27°41'57" N , 085°21'49" E	1335.230	B777-200ER AND SIMILAR AIRCRAFT TYPES	
BAY- R3	27°41'58" N , 085°21'48" E	1335.399	ATR- 72 AND SIMILAR AIRCRAFT TYPES	RIGID PAVEMENT / DESIGN AIRCRAFT ATR-72
BAY- R4	27°41'59" N, 085°21'48" E	1335.517	ATR-72 AND SIMILAR AIRCRAFT TYPES	

AIRCRAFT PARKING CHART – ICAO (DOMESTIC)



Scale: Not in scale

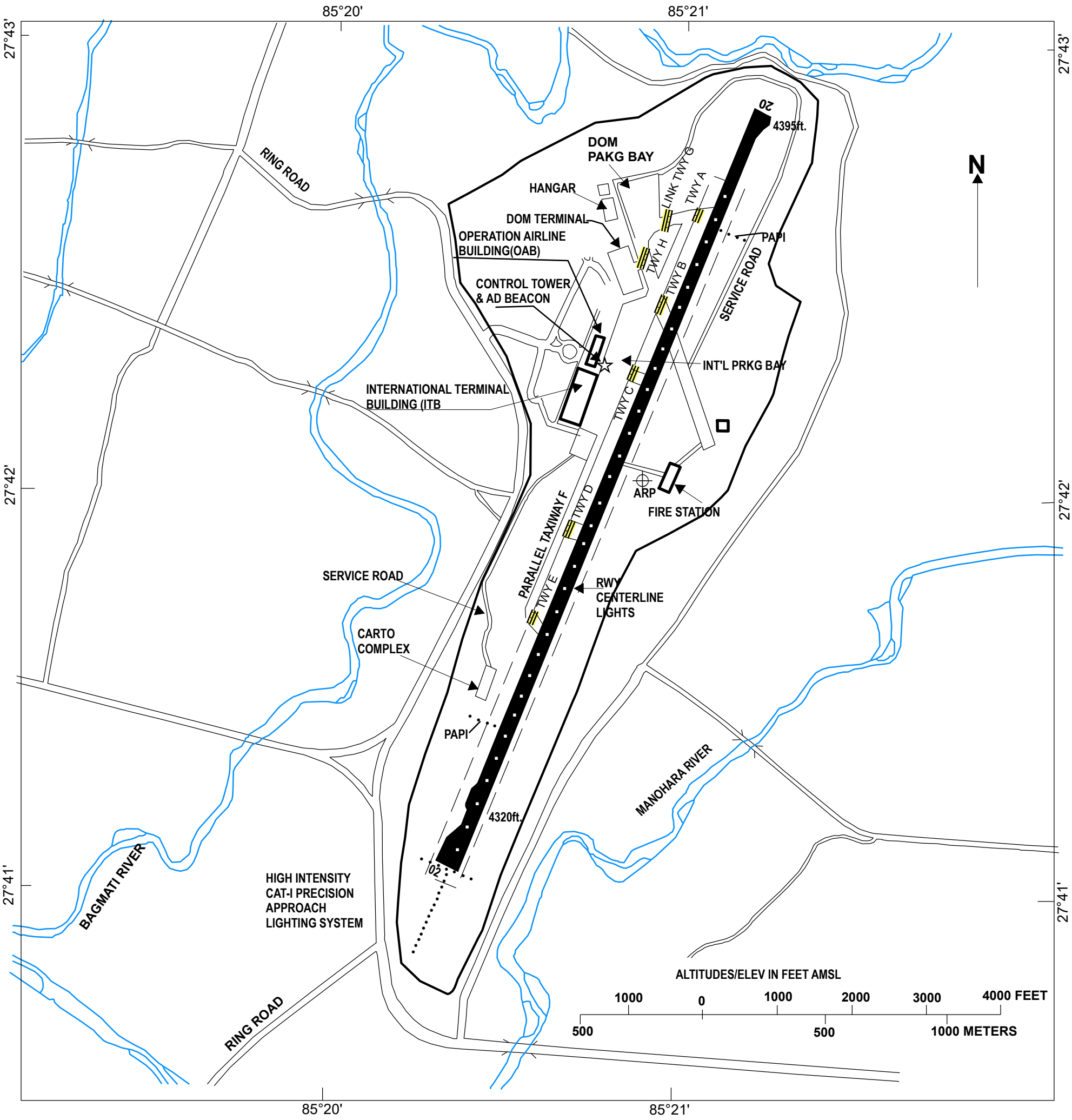
S. N.	Aircraft Stand/Bay no	Aircraft Types	Nos
1	D–1 to D–8	HS – 748 and equivalent aircraft types	8
2	D–9 to D–17	DHC 6 and equivalent aircraft types	9

AERODROME GROUND MOVEMENT CHART-ICAO

APRON ELEV 4395 ft.

TWR 118.1
GND 121.9
ATIS 127.0

KATHMANDU, NEPAL
Tribhuvan Int'l



Approach Lights

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°)

THR. Other Lights

ABN, flood, obstructions

AIRPORT OPERATING MINIMA

TAKE OFF RWY 02-20

RUNWAY DECLARED DISTANCES

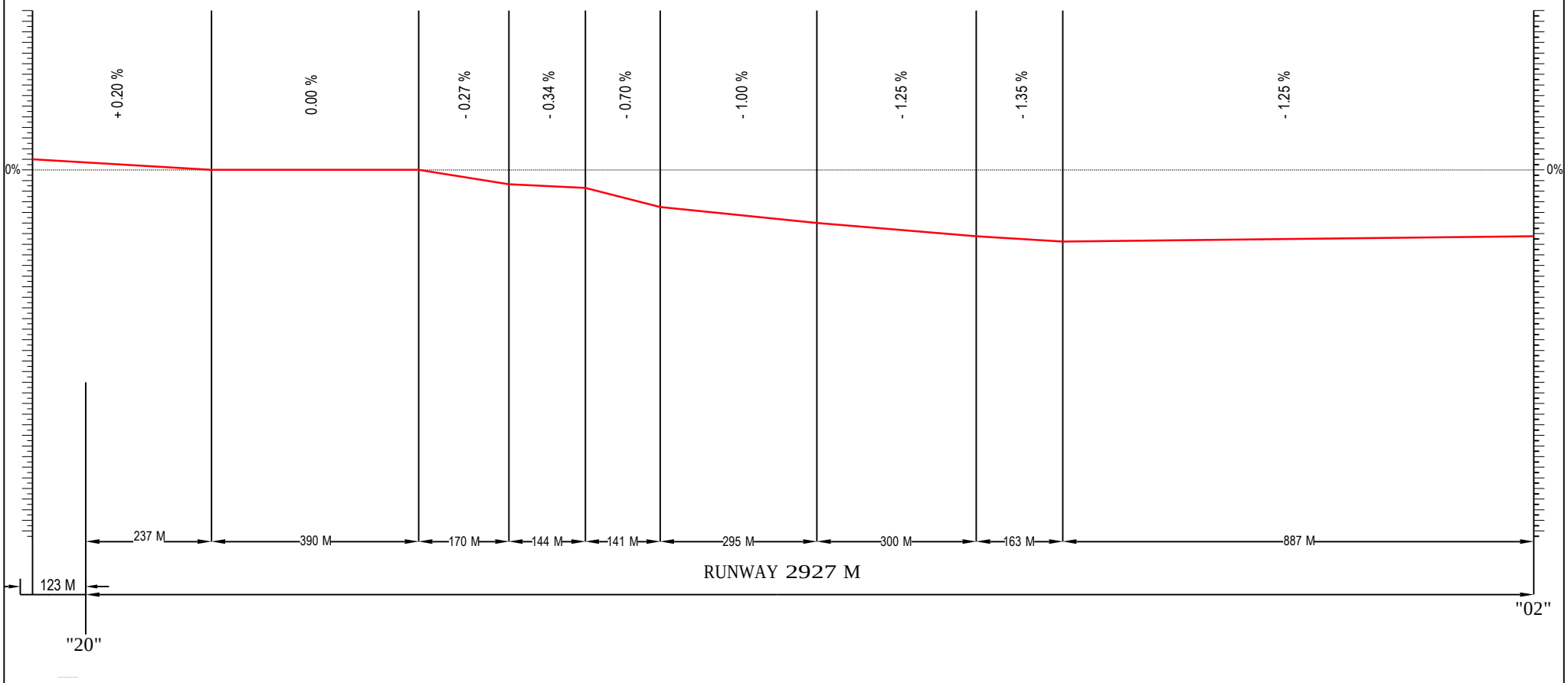
RWY	TORA	TODA	ASDA	LDA
02	3074	3374	3074	2774
20	3074	3374	3074	3074

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)

TURBO Prop ACFT	1 & 2 ENG	1600M	VISIBILITY
	3 & 4 ENG	800M	
Jet / ACFT	2 OR MORE ENG	800M	

SLOPE: LONGITUDINAL PROFILES OF RWY

RUNWAY 02/20 LONGITUDINAL SLOPE

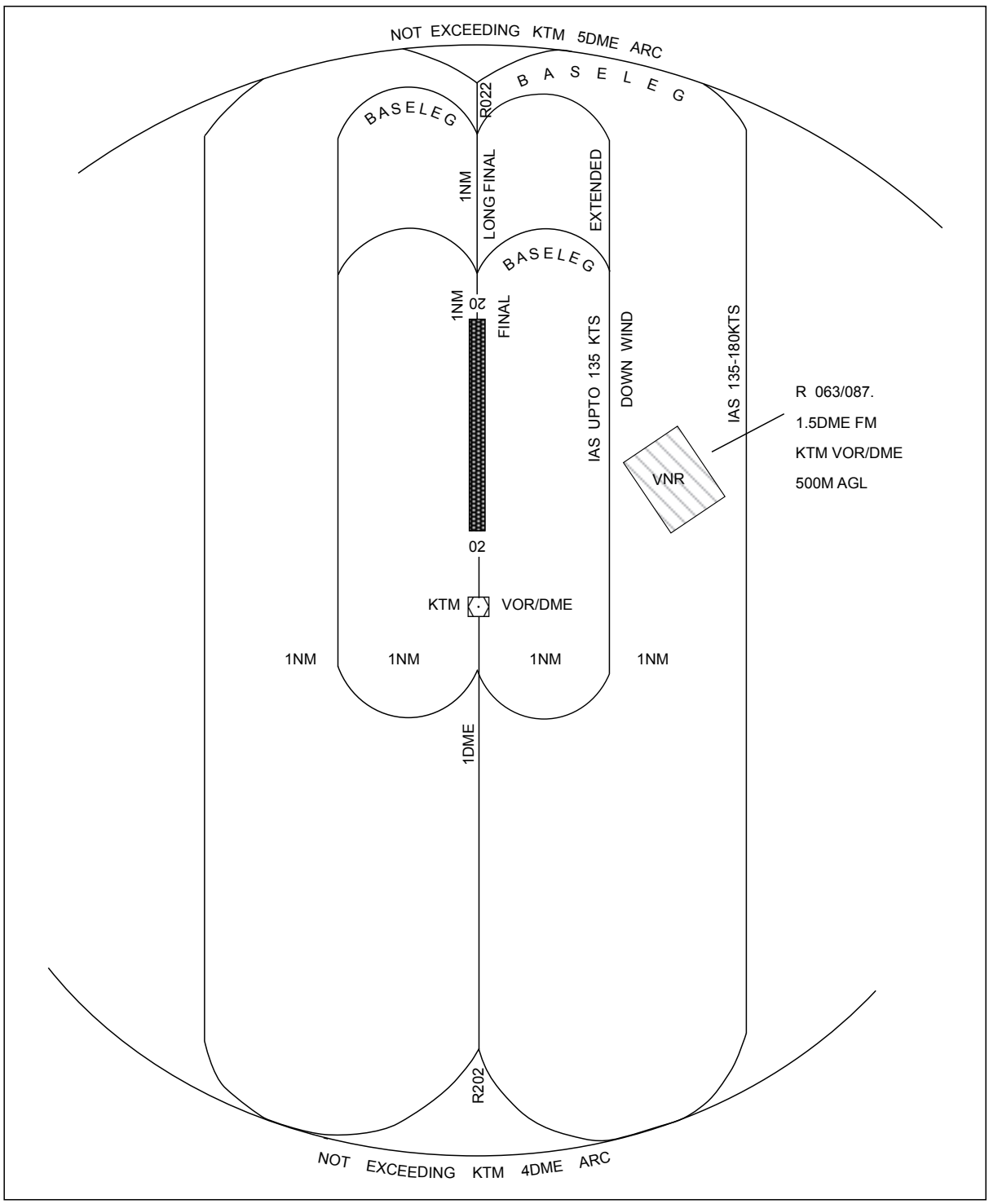


Aerodrome Obstacle Chart – ICAO

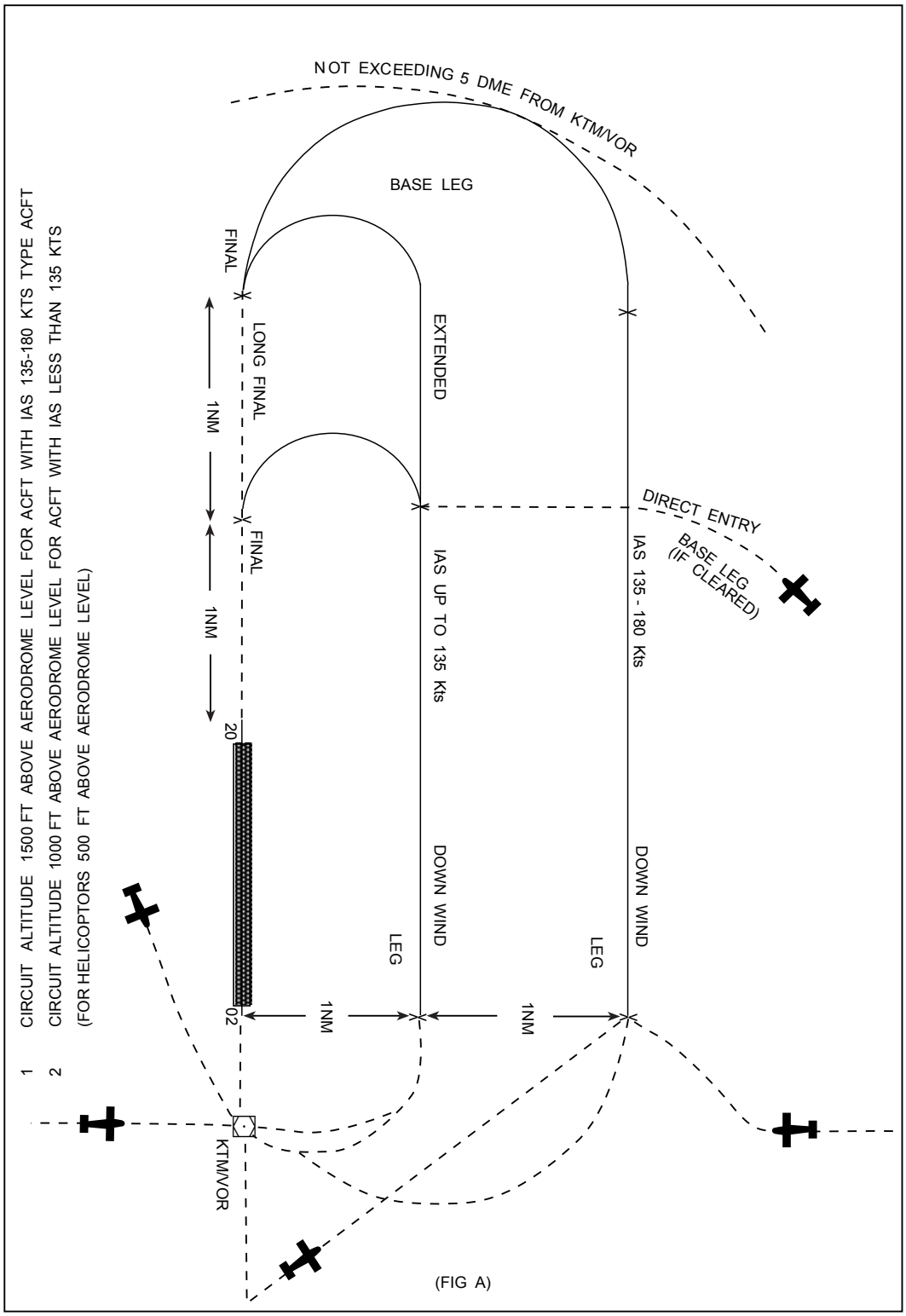
Tribhuvan International Airport (VNKT)

TO BE DEVELOP

TIA
VISUAL AERODROME TRAFFIC CIRCUIT

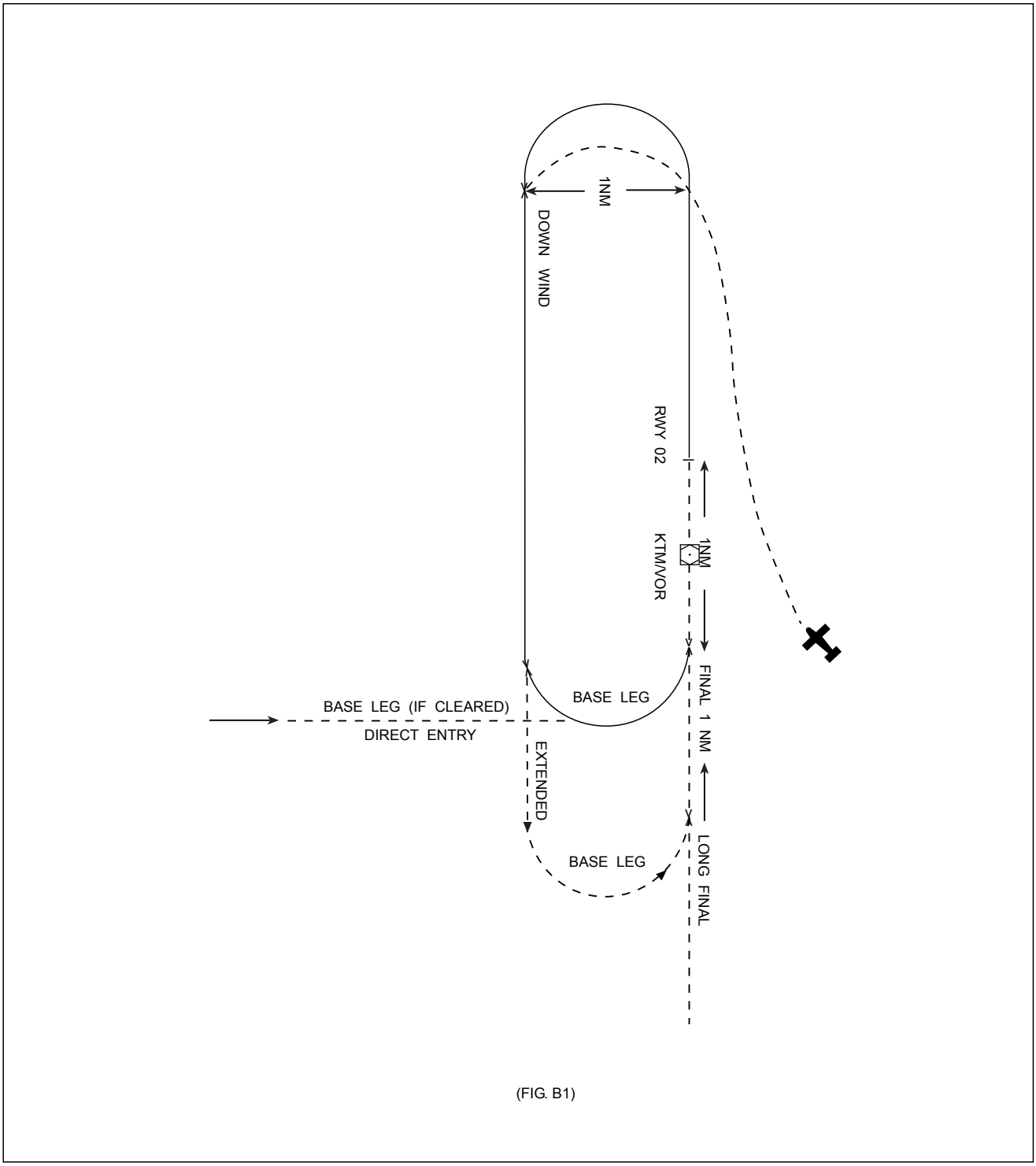


VISUAL AERODROME TRAFFIC CIRCUIT AT TIA



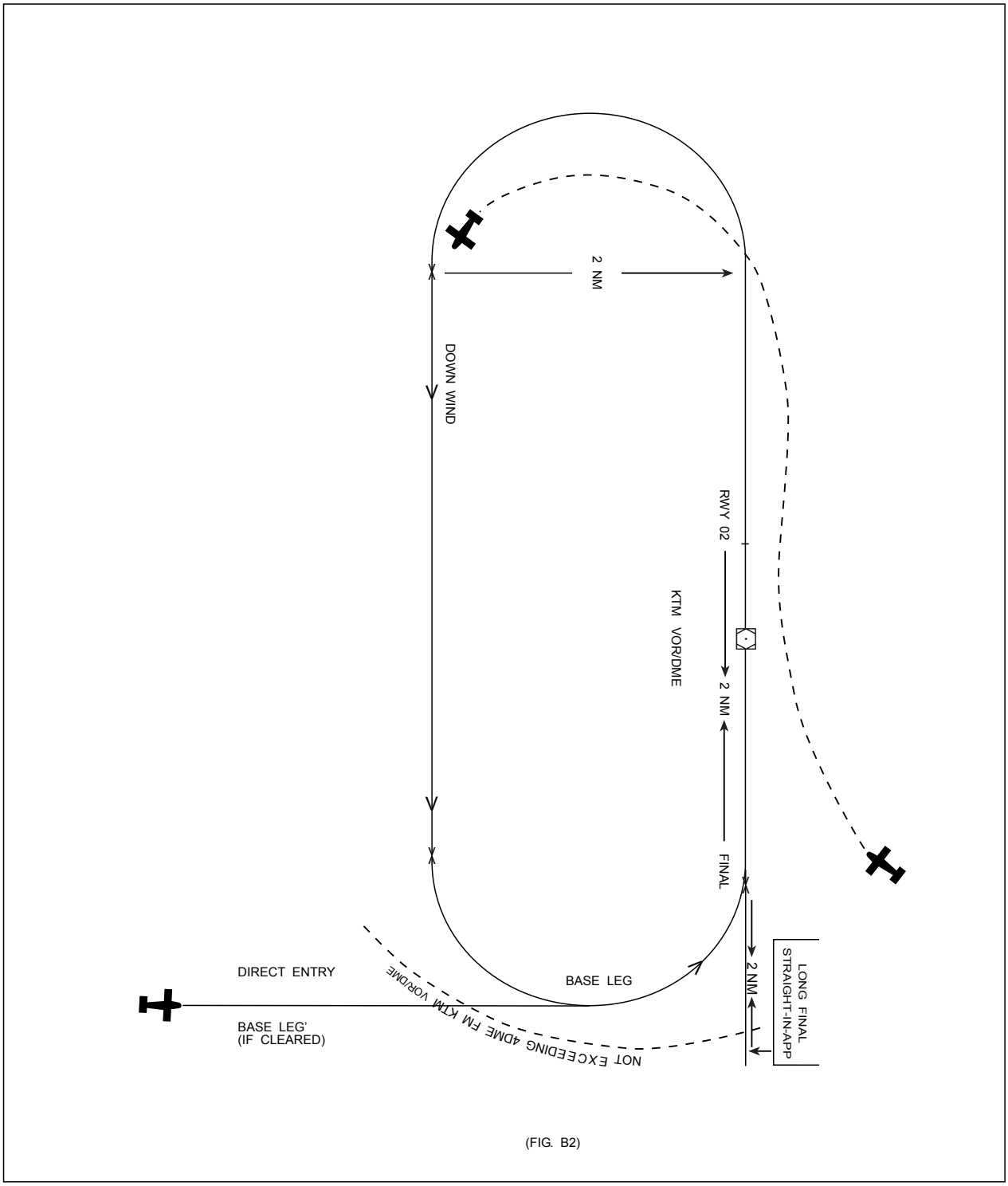
(FIG A)

AERODROME TRAFFIC CIRCUIT RWY 02 FOR. ACFT WITH IAS LESS THAN 135 KTS, CIRCUIT ALTITUDE 1000 FT. ABOVE AERODROME LEVEL



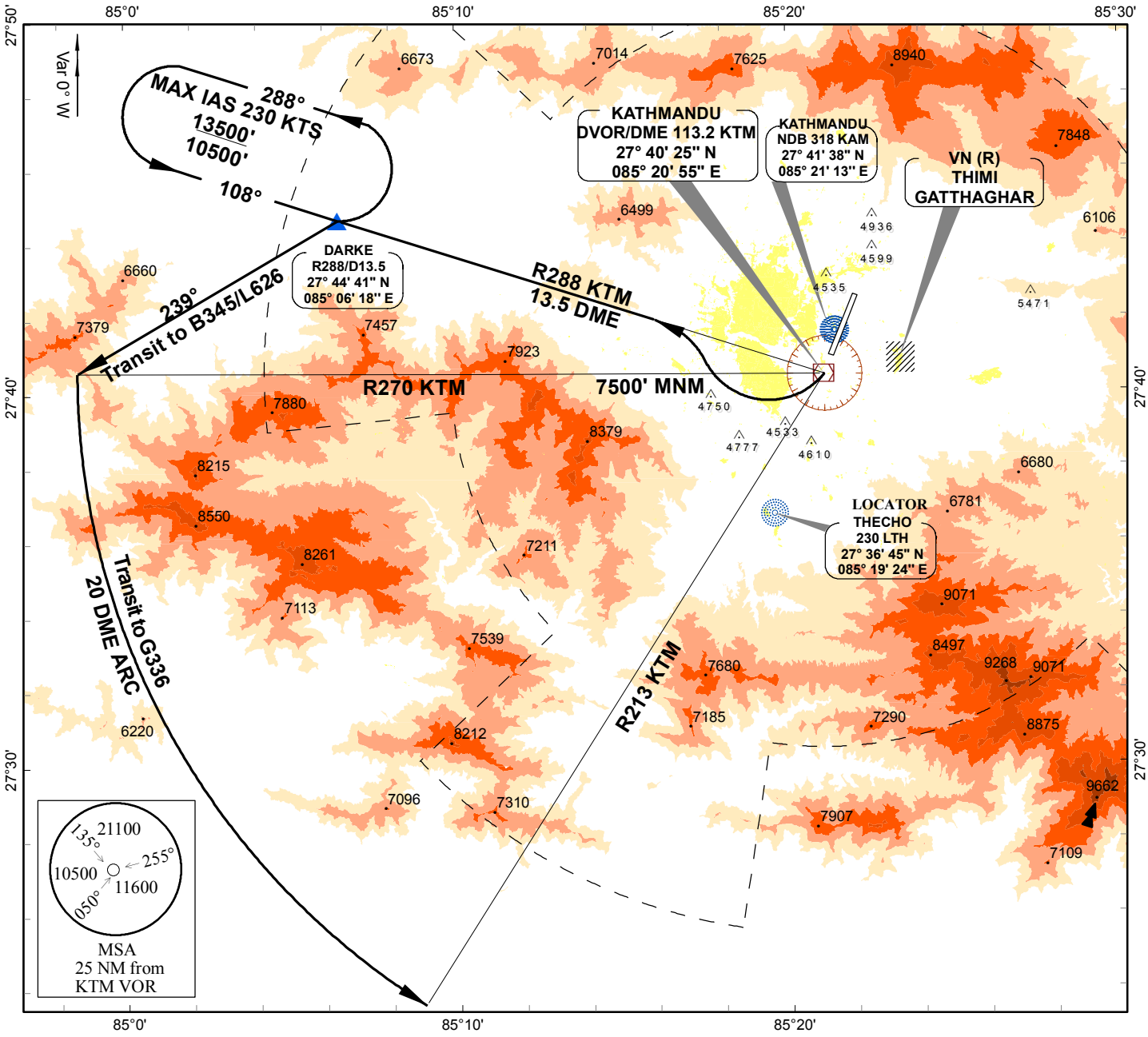
(FIG. B1)

AERODROME TRAFFIC CIRCUIT RWY 02 FOR. ACFT WITH IAS 135-180KTS CIRCUIT ALTITUDE 1500 FT. ABOVE AERODROME LEVEL



(FIG. B2)

STANDARD DEPARTURE CHART (SID) - ICAO	AERODROME ELEV 4395' TRANS LEVEL FL150 TRANS ALT 13500 VAR 0° W (2010)	APP 120.6 MHZ TWR 118.1 MHZ GND 121.9 MHZ	KATHMANDU/NEPAL Tribhuwan International Airport RWY 20 DARKE 1A



Coordinates are in WGS-84 system.

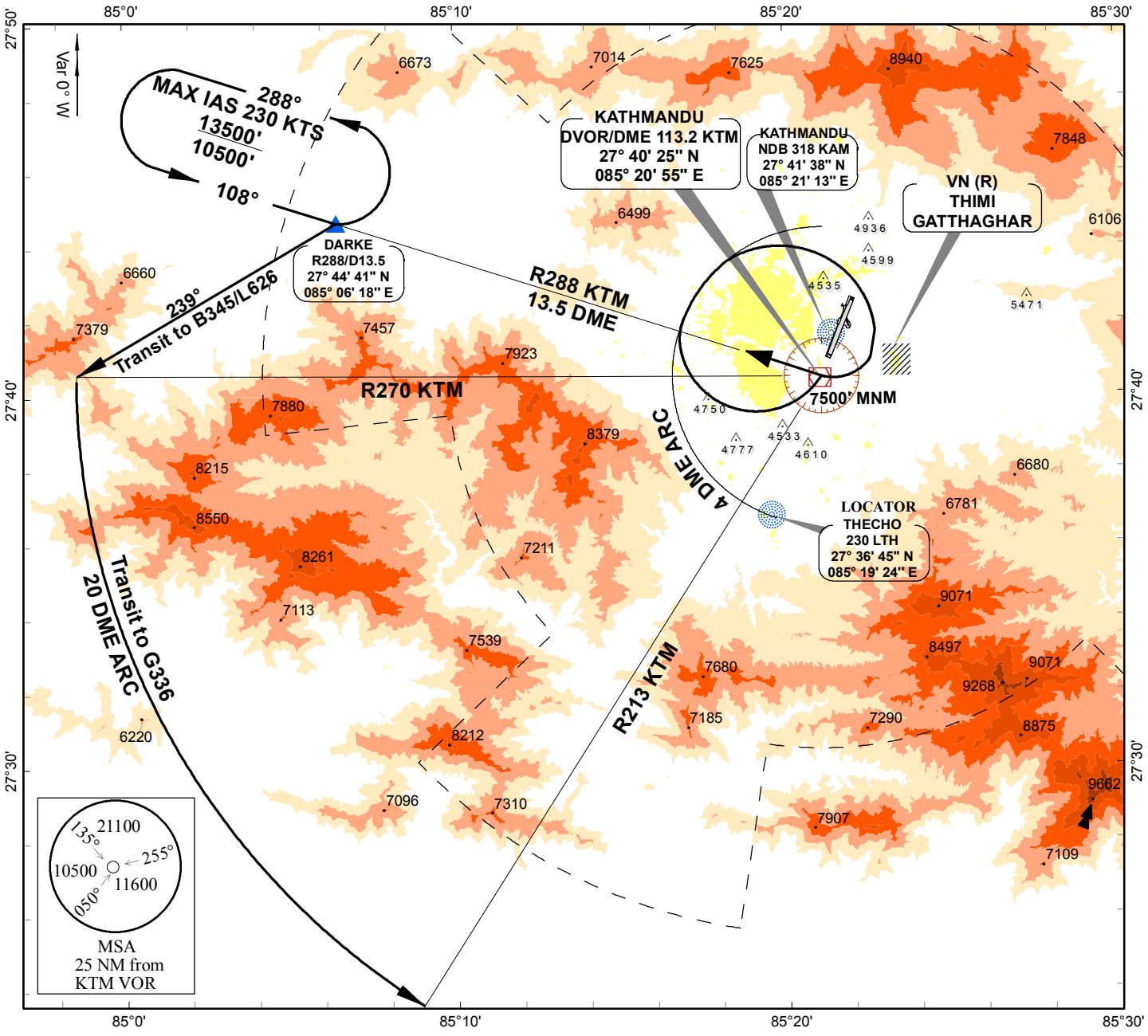
Bearings, tracks and radials are magnetic, height in feet
Distances in nautical miles

Scale 1:300000
Nautical Miles
0 1 2 4 6 8 10
0 2.5 5 10 15 20
Kilometers

SID DARKE 1A RWY20

Departure turn limited to 180 KIAS maximum. Procedure Design Gradient (PDG) 8%.
Climb straight ahead and cross KTM at or above 4700 ft. At KTM turn right remaining within 4 DME arc. When crossing R270 KTM at or above 7500 ft, turn left to intercept outbound R288 KTM to DARKE (R288/D13.5 'KTM') at or above 10500 ft. Continue climb to MEA.

STANDARD DEPARTURE CHART (SID) - ICAO	AERODROME ELEV 4395' TRANS LEVEL FL150 TRANS ALT 13500 VAR 0° W (2010)	APP 120.6 MHZ TWR 118.1 MHZ GND 121.9 MHZ	KATHMANDU/NEPAL Tribhuwan International Airport RWY 20 DARKE 1B

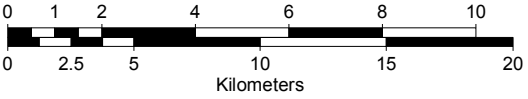


Coordinates are in WGS-84 system.

SID DARKE 1B RWY20

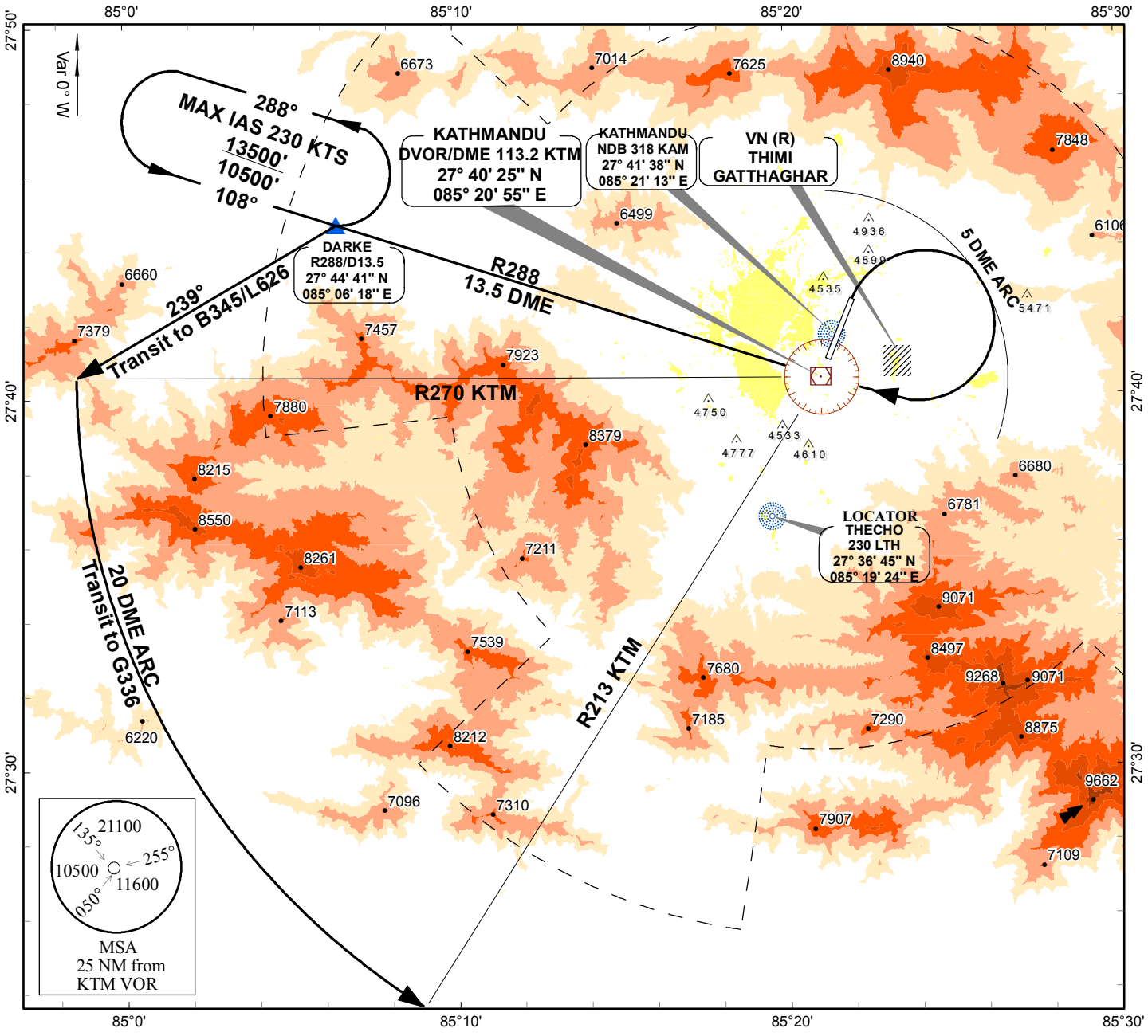
Bearings, tracks and radials are magnetic, height in feet
Distances in nautical miles

Scale 1:300000



Departure turn limited to 180 KIAS maximum. Procedure Design Gradient (PDG) 6%.
Climb straight ahead and cross KTM at or above 4700 ft. At KTM turn right remaining within 4 DME arc. After crossing R040 KTM turn right inbound KTM at or above 7500 ft. and follow outbound R288 KTM to DARKE (R288/D13.5 'KTM') at or above 10500 ft. Continue climb to MEA.

STANDARD DEPARTURE CHART (SID) - ICAO	AERODROME ELEV 4395' TRANS LEVEL FL150 TRANS ALT 13500 VAR 0° W (2010)	APP 120.6 MHZ TWR 118.1 MHZ GND 121.9 MHZ	KATHMANDU/NEPAL Tribhuwan International Airport RWY 02 DARKE 1C



WGS 84 Coordinates

Bearings, tracks and radials are magnetic, height in feet
Distances in nautical miles

Scale 1:300000

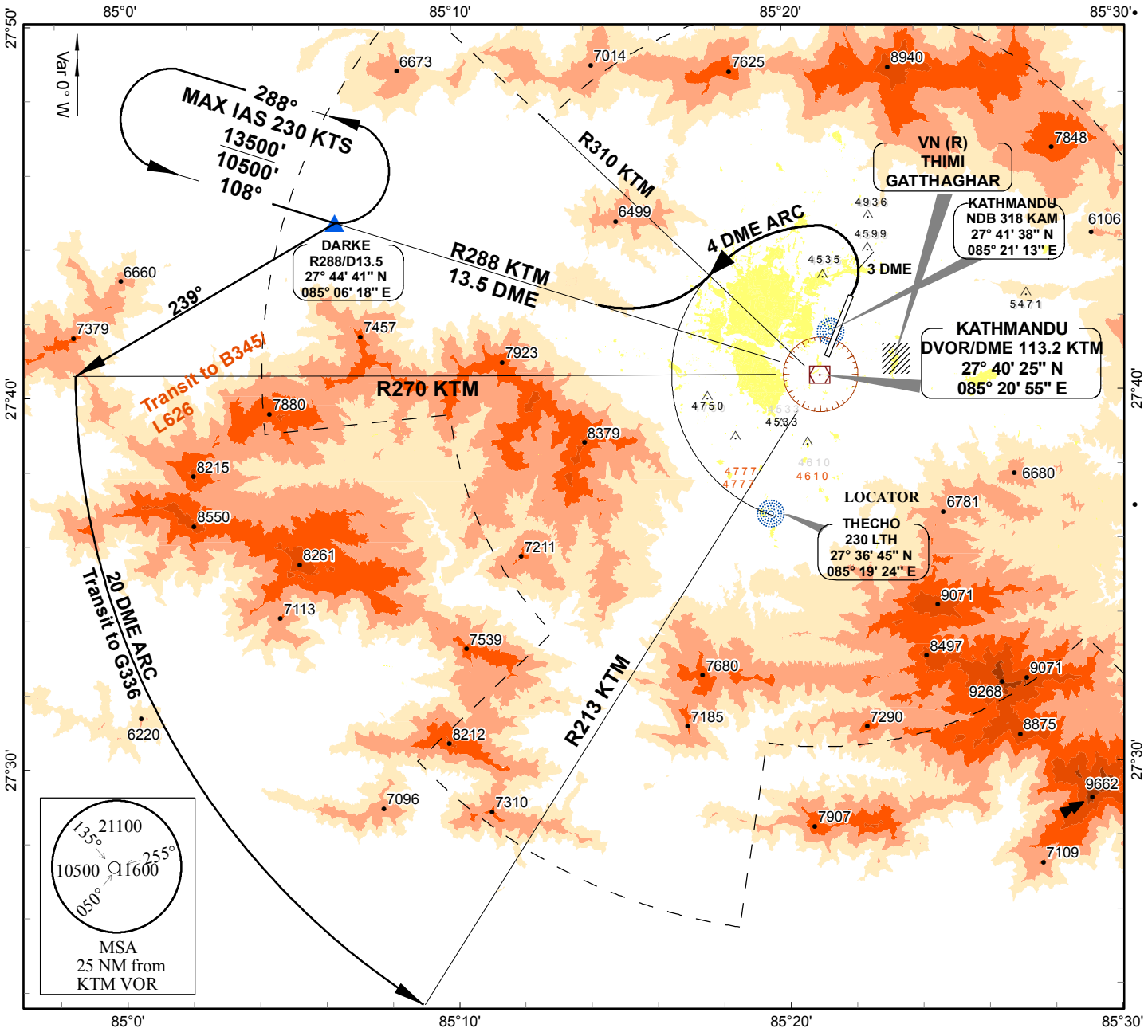
Nautical Miles
0 1 2 4 6 8 10

0 2.5 5 10 15 20
Kilometers

SID DARKE 1C RWY02

Departure turn limited to 180 KIAS maximum. Procedure Design Gradient (PDG) 6%.
Climb straight ahead to 2.5 DME KTM then make right turn inbound KTM at or above 7500 ft and follow outbound R288 KTM to DARKE (R288/ D13.5 'KTM') at or above 10500 ft. Continue climb to MEA.

STANDARD DEPARTURE CHART (SID) - ICAO	AERODROME ELEV 4395' TRANS LEVEL FL150 TRANS ALT 13500 VAR 0° W (2010)	APP 120.6 MHZ TWR 118.1 MHZ GND 121.9 MHZ	KATHMANDU/NEPAL Tribhuwan International Airport RWY 02 DARKE 1D



WGS 84 Coordinates

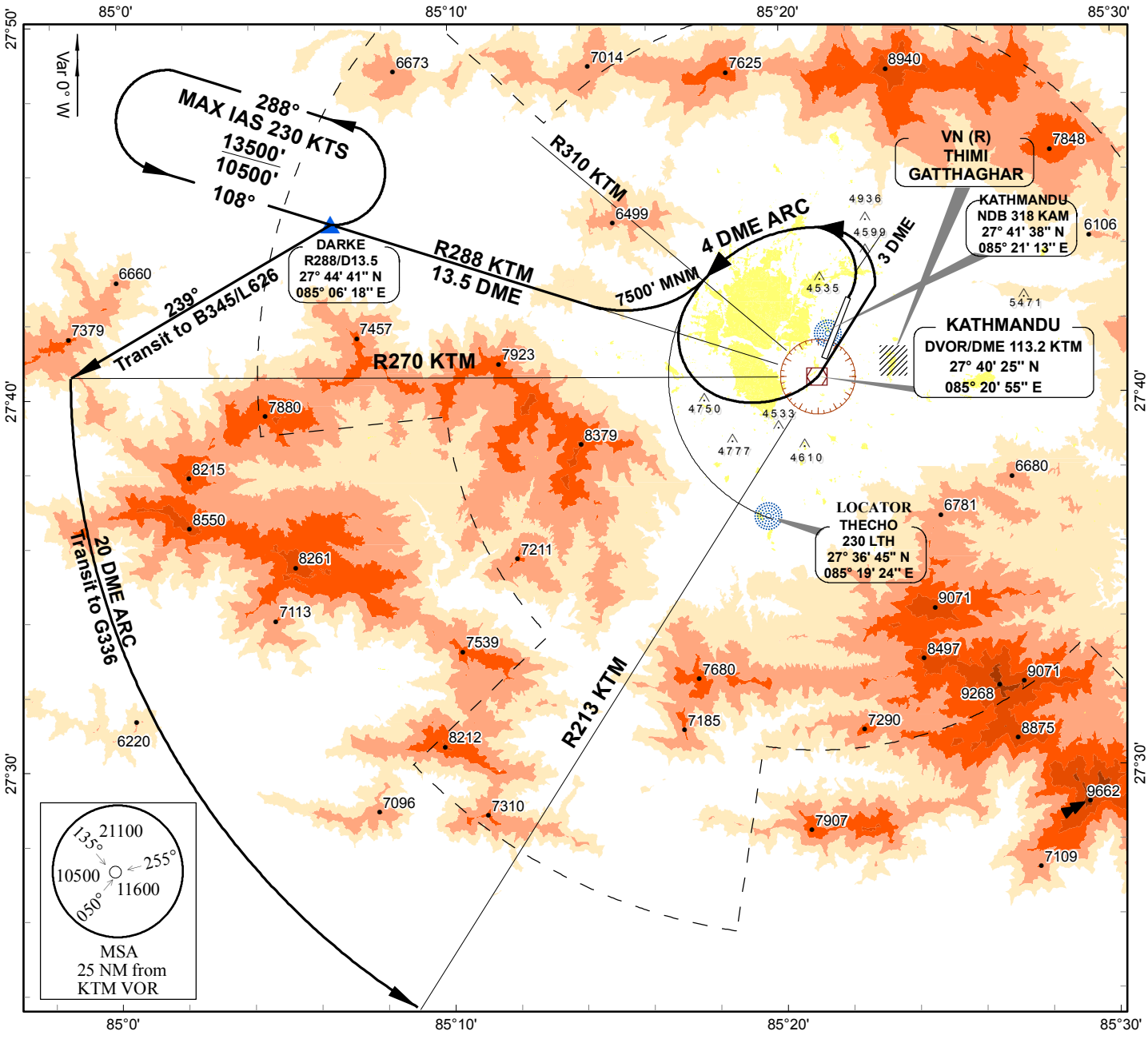
Bearings, tracks and radials are magnetic, height in feet
Distances in nautical miles

Scale 1:300000
Nautical Miles
0 1 2 4 6 8 10
0 2.5 5 10 15 20
Kilometers

SID DARKE 1D RWY02

Departure turn limited to 180 KIAS maximum. Procedure Design Gradient (PDG) 6%.
Climb straight ahead to 3 DME KTM then make left turn ito intercept 4 DME arc. When crossing R310 KTM at or above 7500 ft. turn right to intercept outbound R288 KTM to DARKE (R288/ D13.5) at or above 10500 ft. Continue climb to MEA.

STANDARD DEPARTURE CHART (SID) - ICAO	AERODROME ELEV 4395' TRANS LEVEL FL150 TRANS ALT 13500 VAR 0° W (2010)	APP 120.6 MHZ TWR 118.1 MHZ GND 121.9 MHZ	KATHMANDU/NEPAL Tribhuwan International Airport RWY 02 DARKE 1E



Coordinates are in WGS-84 system

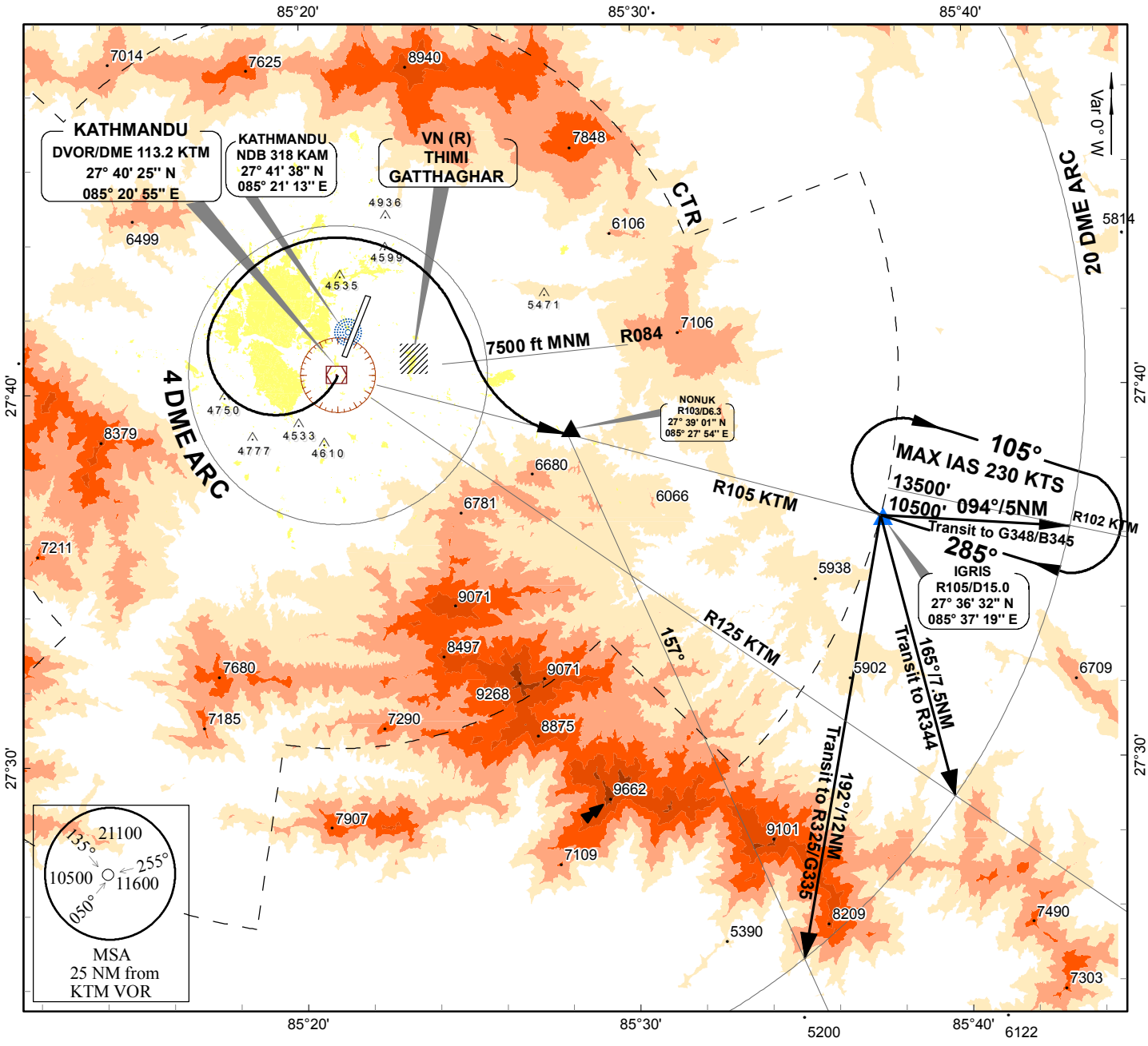
Bearings, tracks and radials are magnetic, height in feet
Distances in nautical miles

Scale 1:300000
Nautical Miles
0 1 2 4 6 8 10
0 2.5 5 10 15 20
Kilometers

SID DARKE 1E RWY02

Departure turn limited to 180 KIAS maximum. Procedure Design Gradient (PDG) 6%.
Climb straight ahead to 3 DME KTM then make left turn ito intercept 4 DME arc. When crossing R310 KTM turn left inbound KTM, climb on R038 KTM to 2.2 DME, turn left to intercept 4 DME arc. At R310 KTM turn right to intercept outbound R288KTM to DARKE (R288/13.5 DME) at or above 10500 ft. Continue climb to MEA.

STANDARD DEPARTURE CHART (SID) - ICAO	AERODROME ELEV 4395' TRANS LEVEL FL150 TRANS ALT 13500 VAR 0° W (2010)	APP 120.6 MHZ TWR 118.1 MHZ GND 121.9 MHZ	KATHMANDU/NEPAL Tribhuwan International Airport RWY 20 IGRIS 1A



Coordinates are in WGS-84 system.

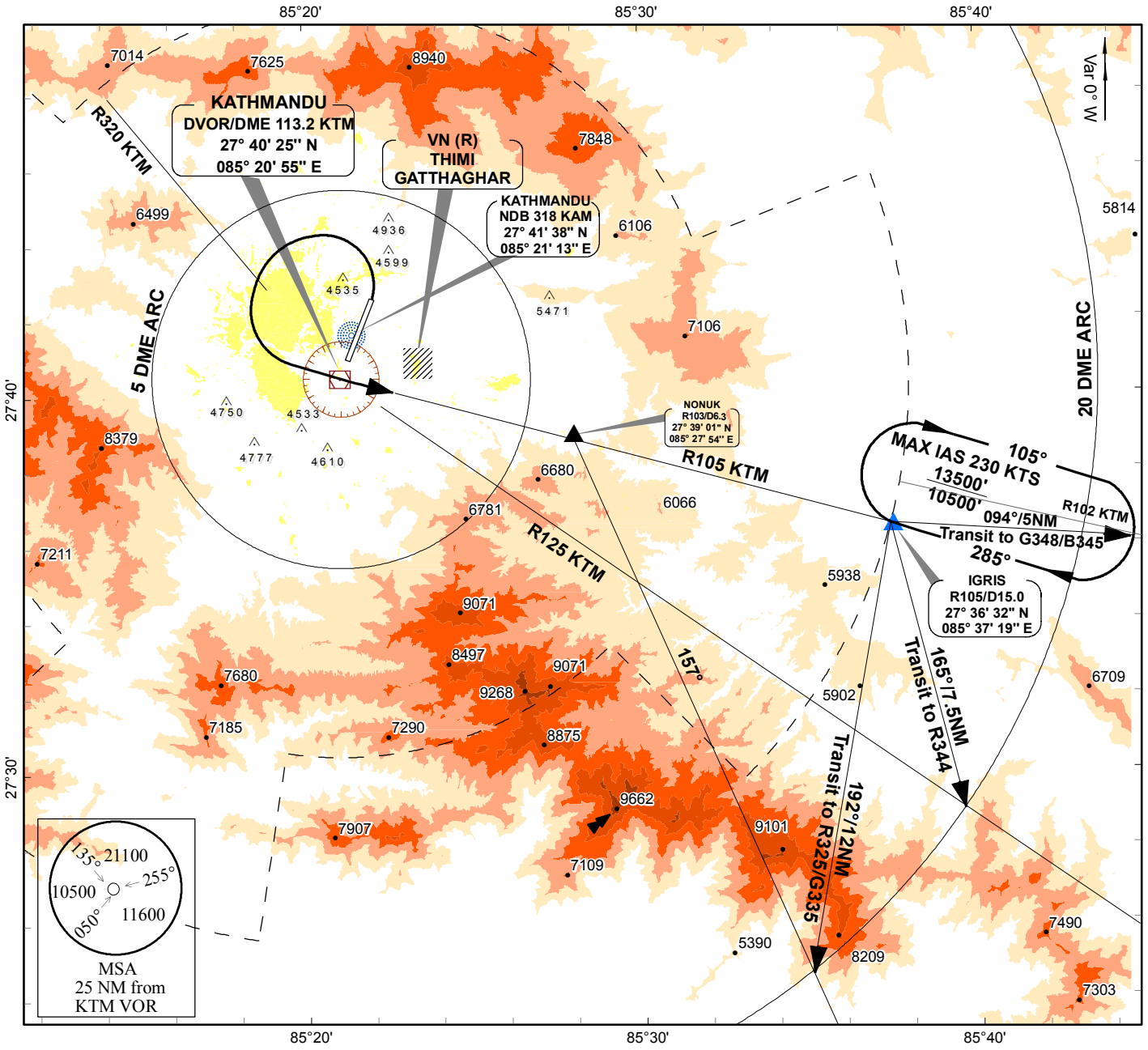
Bearings, tracks and radials are magnetic, height in feet
Distances in nautical miles

Scale 1:300000
Nautical Miles
0 1 2 4 6 8 10
0 2.5 5 10 15 20
Kilometers

SID IGRIS 1A RWY20

Departure turn limited to 180 KIAS maximum. Procedure Design Gradient (PDG) 6%.
Climb straight ahead and cross KTM at or above 4700 ft. At KTM turn right remaining within 4 DME arc. When crossing R084 KTM at or above 7500 ft. turn left to intercept outbound R105 KTM to IGRIS (R105/15 DME) at or above 10500 ft. Continue climb to MEA.

STANDARD DEPARTURE CHART (SID) - ICAO	AERODROME ELEV 4395' TRANS LEVEL FL150 TRANS ALT 13500 VAR 0° W (2010)	APP 120.6 MHZ TWR 118.1 MHZ GND 121.9 MHZ	KATHMANDU/NEPAL Tribhuwan International Airport RWY 02 IGRIS 1B



Coordinates are in WGS-84 system

Bearings, tracks and radials are magnetic, height in feet
Distances in nautical miles

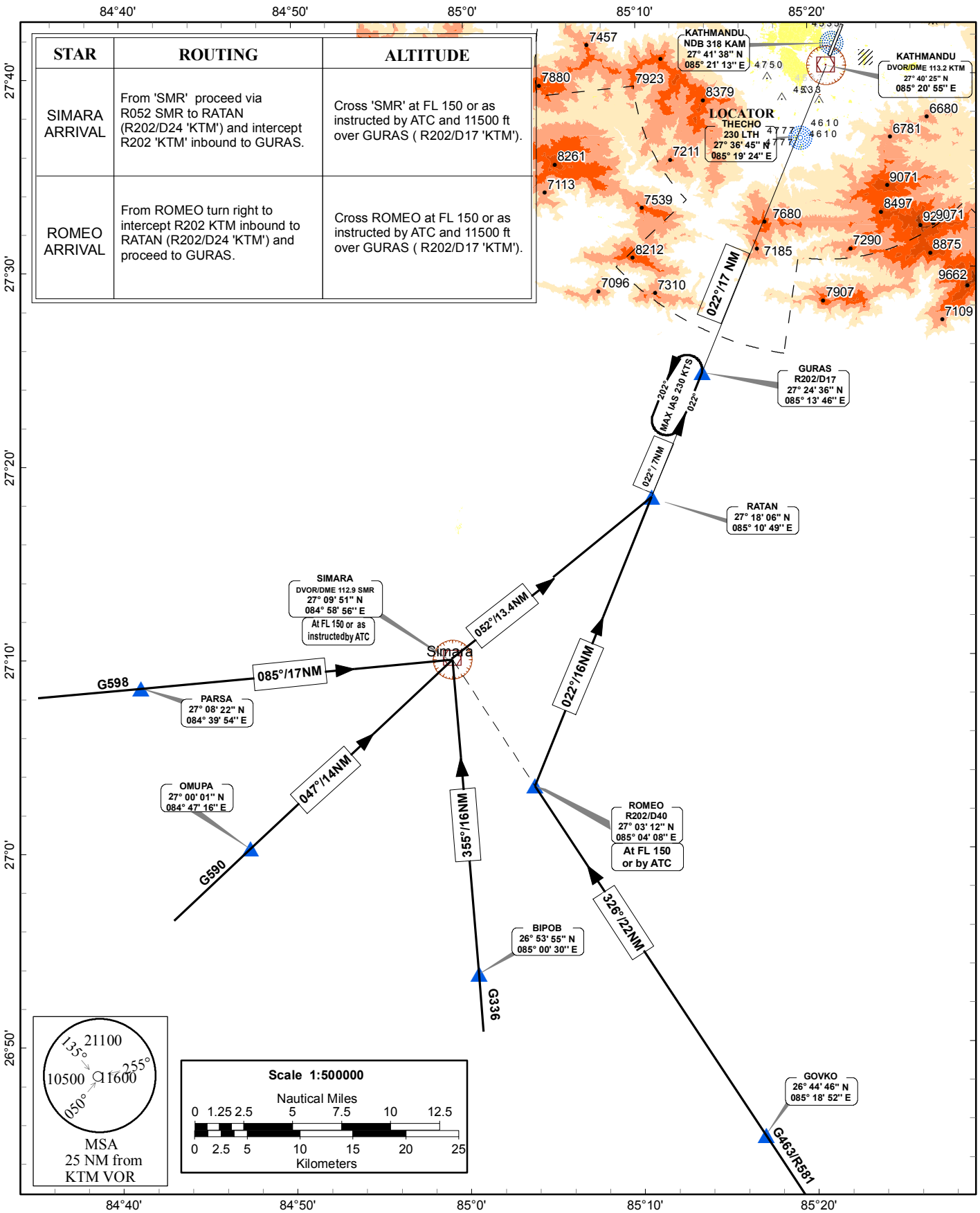
Scale 1:300000
Nautical Miles
0 1 2 4 6 8 10
0 2.5 5 10 15 20
Kilometers

SID IGRIS 1B RWY02

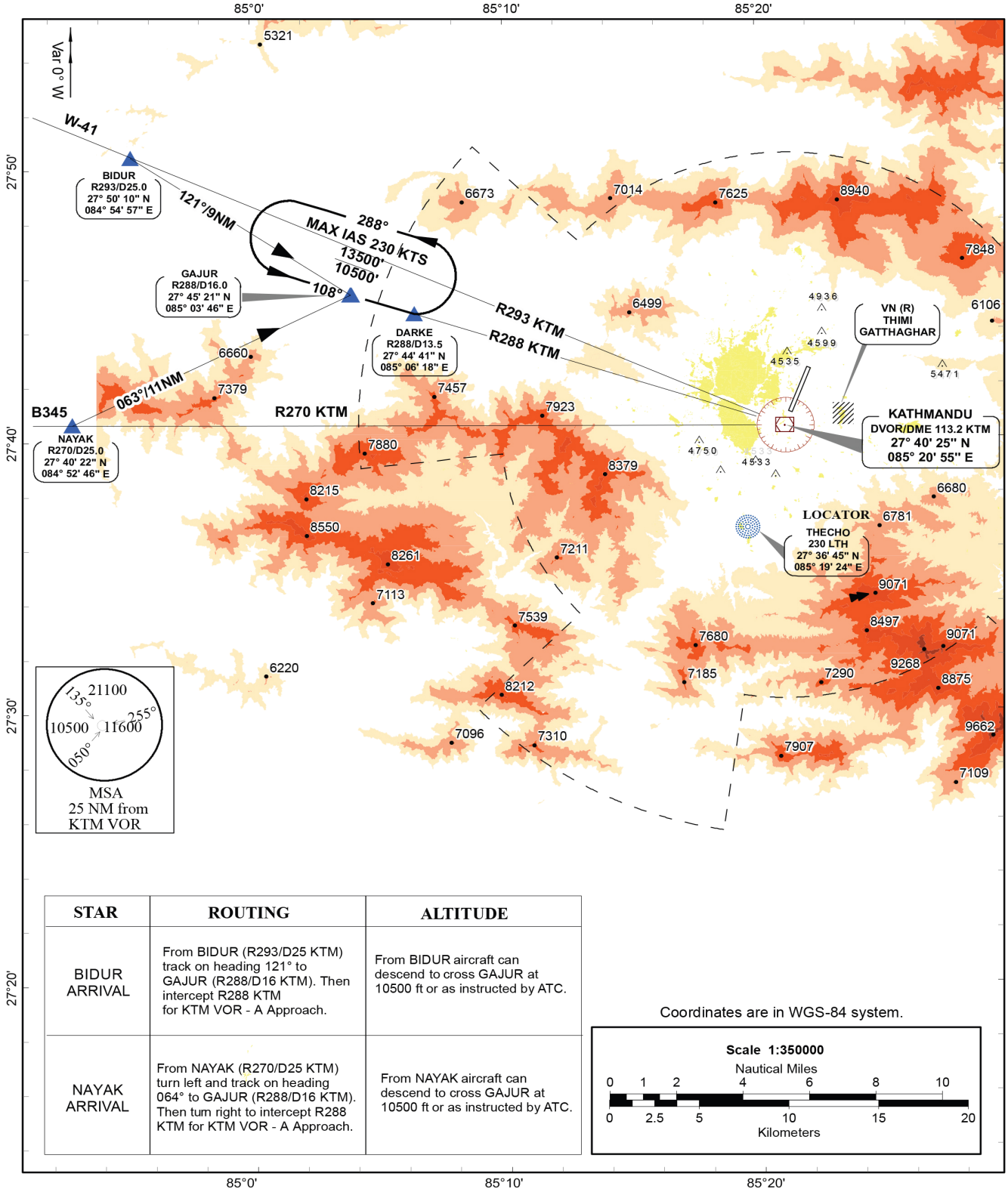
Departure turn limited to 180 KIAS . Procedure Design Gradient (PDG) 8%.
Climb straight ahead. At 2.5 DME KTM turn left remaining within 5 DME arc. When crossing R320 turn left to KTM at or above 7500 ft. and follow outbound R105 KTM to IGRIS (R105/15 DME) at or above 10500 ft. Continue climb to MEA.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - I CAO SIMARA ARRIVAL ROMEO ARRIVAL	AERODROME ELEV 4395' TRANS LEVEL FL150 TRANS ALT 13500' VAR 0° W (2010)	APP 120.6 MHZ TWR 118.1 MHZ GND 121.9 MHZ	KATHMANDU/NEPAL Tribhuwan International Airport STAR

STAR	ROUTING	ALTITUDE
SIMARA ARRIVAL	From 'SMR' proceed via R052 SMR to RATAN (R202/D24 'KTM') and intercept R202 'KTM' inbound to GURAS.	Cross 'SMR' at FL 150 or as instructed by ATC and 11500 ft over GURAS (R202/D17 'KTM').
ROMEO ARRIVAL	From ROMEO turn right to intercept R202 KTM inbound to RATAN (R202/D24 'KTM') and proceed to GURAS.	Cross ROMEO at FL 150 or as instructed by ATC and 11500 ft over GURAS (R202/D17 'KTM').



STANDARD TERMINAL ARRIVAL ROUTE BIDUR ARRIVAL NAYAK ARRIVAL	AD ELEV 4395' TRANS LEVEL FL150 TRANS ALT 13500' VAR 0° W (2010)	APP 120.6 MHZ TWR 118.1 MHZ GND 121.9 MHZ	KATHMANDU/NEPAL Tribhuwan International Airport STAR



STAR	ROUTING	ALTITUDE
BIDUR ARRIVAL	From BIDUR (R293/D25 KTM) track on heading 121° to GAJUR (R288/D16 KTM). Then intercept R288 KTM for KTM VOR - A Approach.	From BIDUR aircraft can descend to cross GAJUR at 10500 ft or as instructed by ATC.
NAYAK ARRIVAL	From NAYAK (R270/D25 KTM) turn left and track on heading 064° to GAJUR (R288/D16 KTM). Then tum right to intercept R288 KTM for KTM VOR - A Approach.	From NAYAK aircraft can descend to cross GAJUR at 10500 ft or as instructed by ATC.

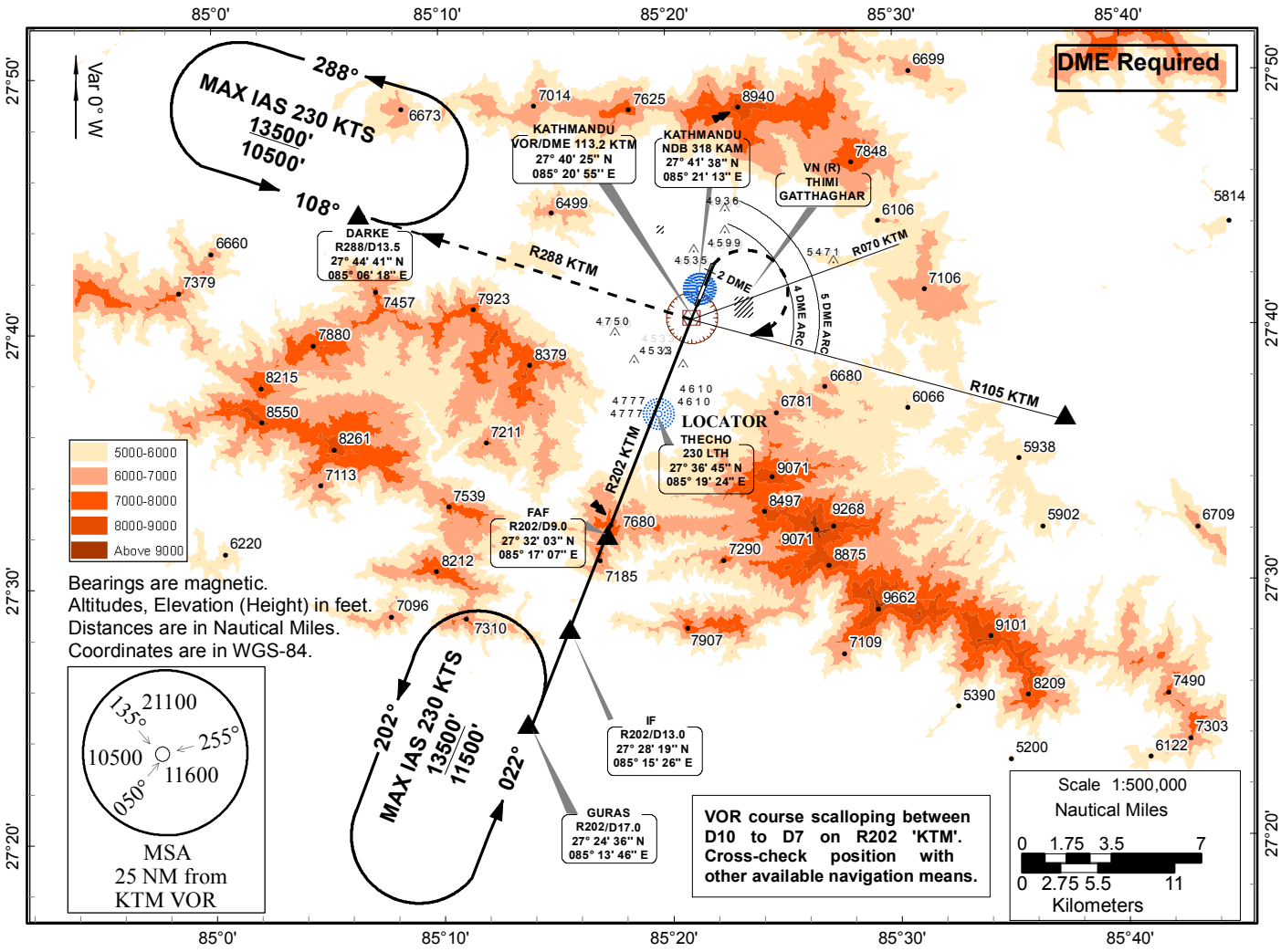
Coordinates are in WGS-84 system.

Scale 1:350000

Nautical Miles: 0 1 2 4 6 8 10

Kilometers: 0 2.5 5 10 15 20

INSTRUMENT APPROACH CHART - ICAO	AERODROME ELEV 4395' HEIGHTS RELATED TO THR-RWY 02 - ELEV 4320' VARIATION 0° W (2010)	APP 120.6 MHZ TWR 118.1 MHZ GND 121.9 MHZ	KATHMANDU/NEPAL Tribhuwan International Airport VOR RWY 02 VOR 'KTM' 113.2

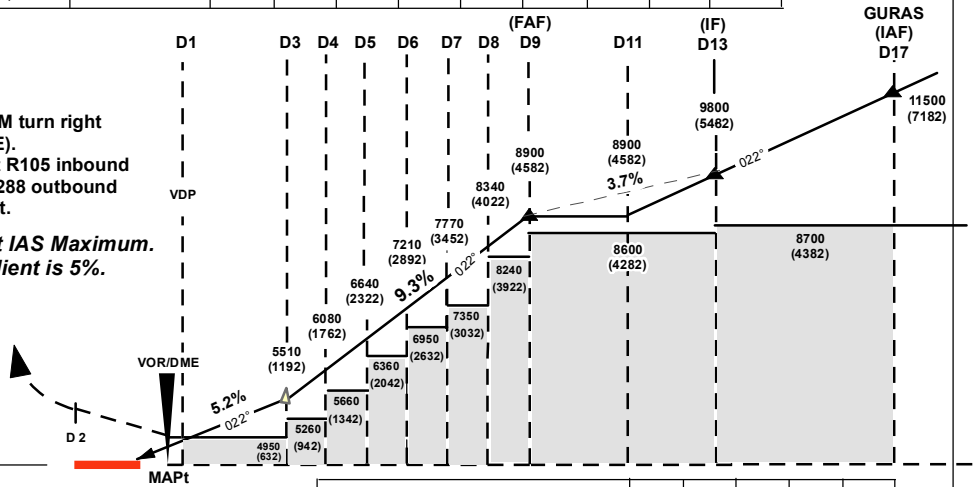


RECOMMENDED PROFILE	DIST BY DME	9	8	7	6	5	4	3	2	0.9
Final Gradient FAF To 3 DME 9.3% (5.5°) (565 FT/NM) 3 DME to THR 5.2% (3.0°) (316 FT/NM)	ALT (HGT)	8900 (4582)	8340 (4022)	7770 (3452)	7210 (2892)	6640 (2322)	6080 (1762)	5510 (1192)	5200 (882)	4950 (632)

Missed Approach:

Climb straight ahead. At 2 DME on R022 KTM turn right to intercept 4 DME arc (not to exceed 5 DME). Crossing R070 KTM turn right and intercept R105 inbound to 'KTM' VOR at or above 7500 ft. Follow R-288 outbound to DARKE (D13.5/R-288) at or above 10500 ft.

Missed approach turn limited to 185 kt IAS Maximum. Minimum Missed approach climb gradient is 5%.



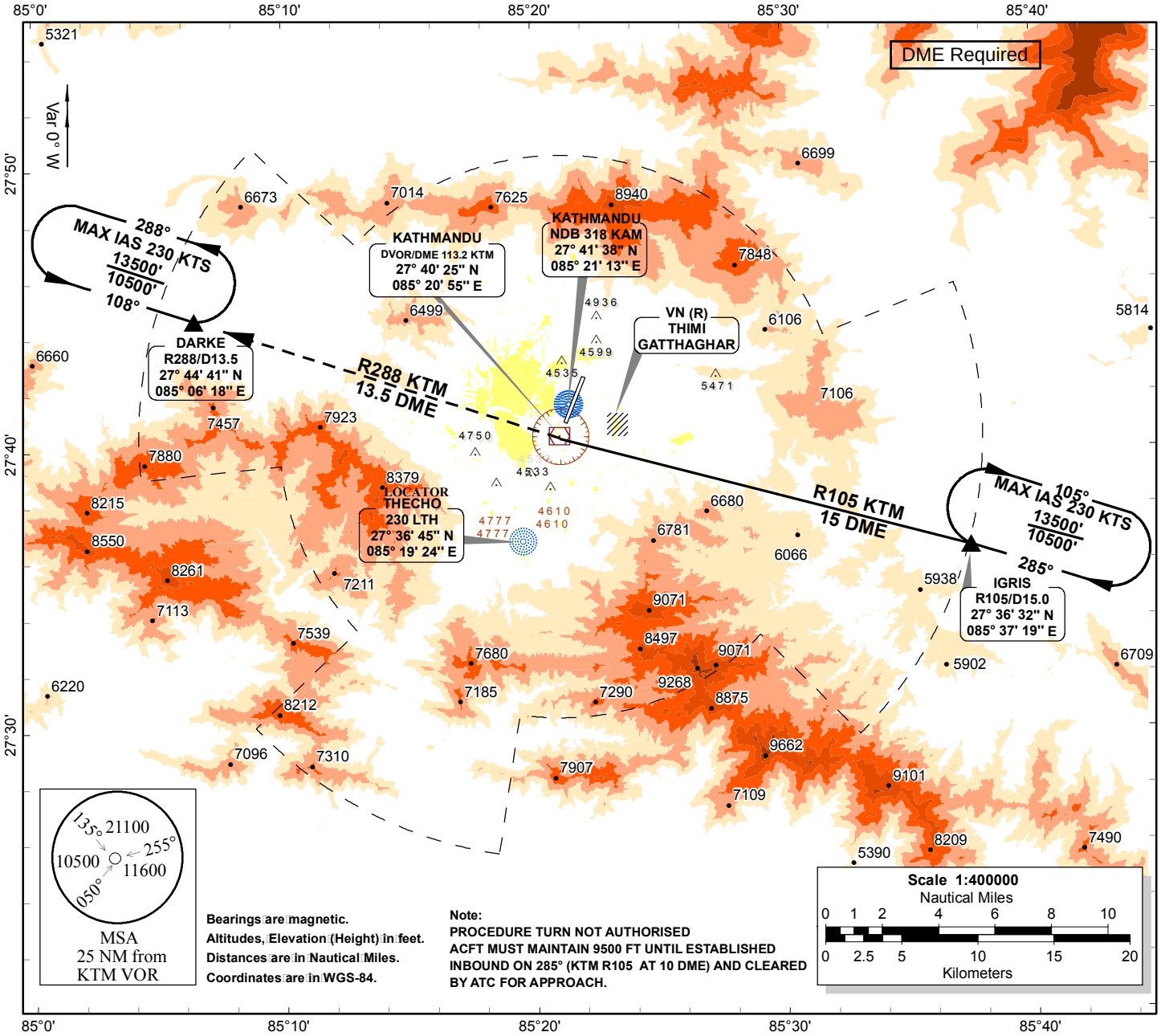
CATEGORY		A		B		C		D	
		OCA (OCH)	VISIBILITY	OCA (OCH)	VISIBILITY	OCA (OCH)	VISIBILITY	OCA (OCH)	VISIBILITY
Straight-in	Full	4950 (632)	1600 m	4950 (632)	2800 m	4950 (632)	3200 m		
	ALS Out		2400 m		3600 m		4000 m		
Circling		4950 (632)	2400 m	NOT AUTHORIZED					
		CIRCLING NOT AUTHORIZED AT NIGHT							

Ground Speed (Knots)	60	90	120	150	180
D3 to MAPt : 3 NM (min:sec)	3:00	2:00	1:30	1:12	1:00
Rate of descent (ft/min) at 5.2%	316	474	632	790	948

Note: From 13D to 9D, aircraft may descend with constant descent gradient of 3.7% .

** Descent gradient from D9 to D3 does not meet standard criteria.*

INSTRUMNET APPROACH CHART-ICAO	AERODROME ELEV 4395' TRANS LEVEL FL150 TRANS ALT 13500 VAR 0° W (2010)	APP 120.6 MHZ TWR 118.1 MHZ GND 121.9 MHZ	KATHMANDU/NEPAL Tribhuwan International Airport VOR - B VOR 'KTM' 113.2

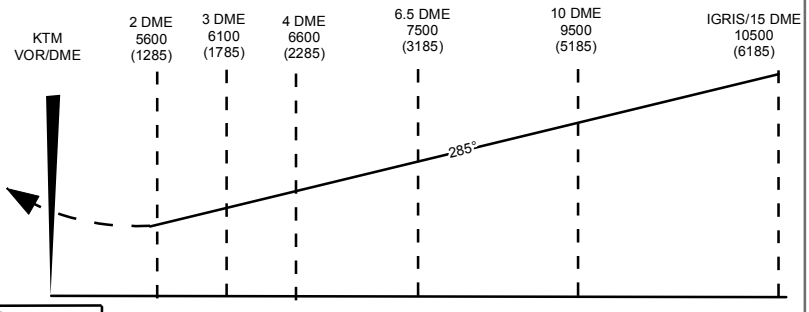


Missed Approach

**At 2.0 DME, climb straight ahead to KTM.
Then proceed via outbound R288 to
'DARKE' (R288/D13.5). Reach 'DARKE'
at or above 10500' and join holding pattern.**

Elev - RWY-02 4320'
AP ELEV 4395'

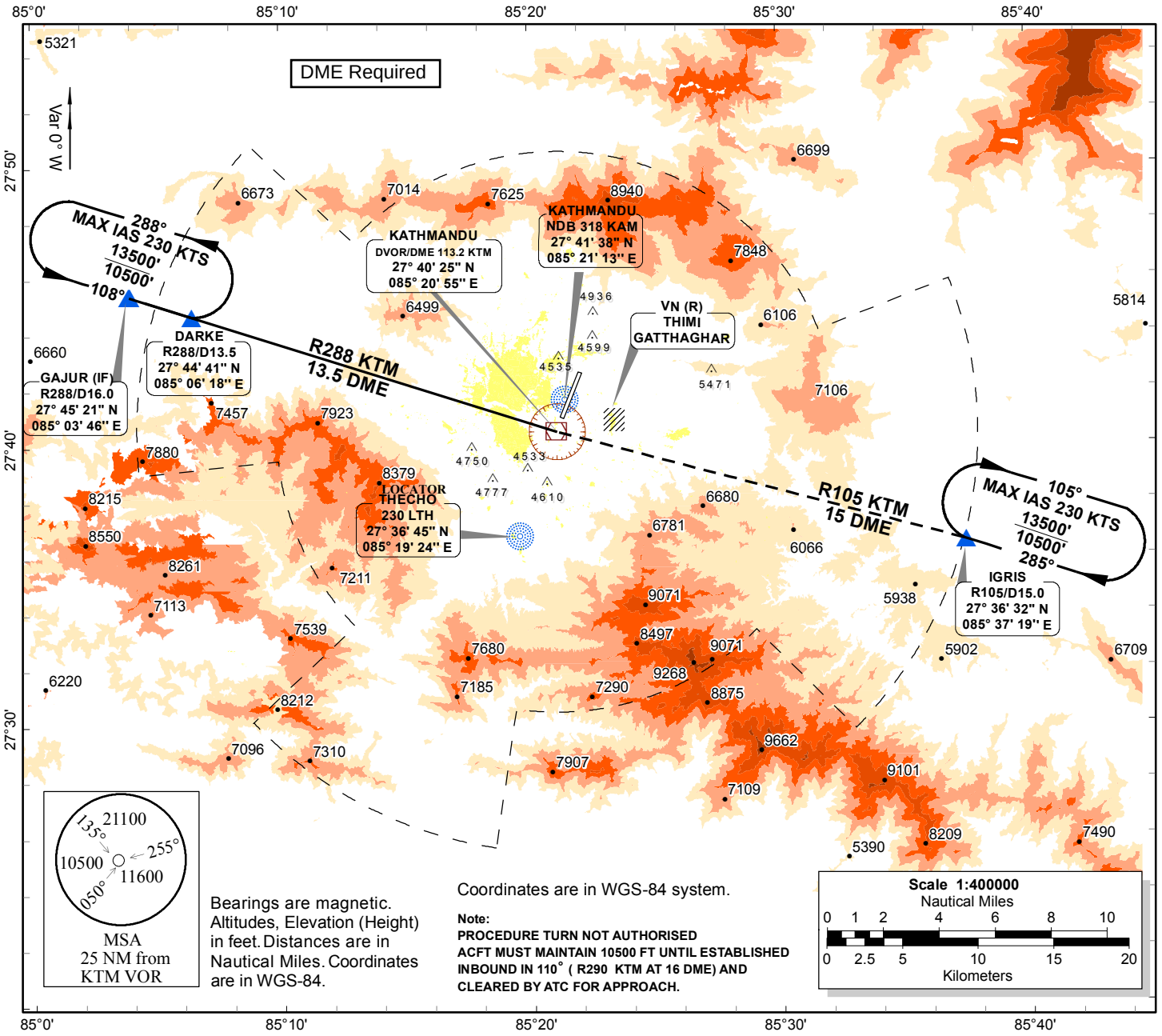
DISTANCE (DME)	15	10	6.5	4	3	2
Altitude (ft)	10500	9500	7500	6600	6100	5600
Ground Speed (KT)	60	90	120	150	180	
Rate of Descent (ft/min) @ 6.9%	420'	630'	840'	1050'	1260'	

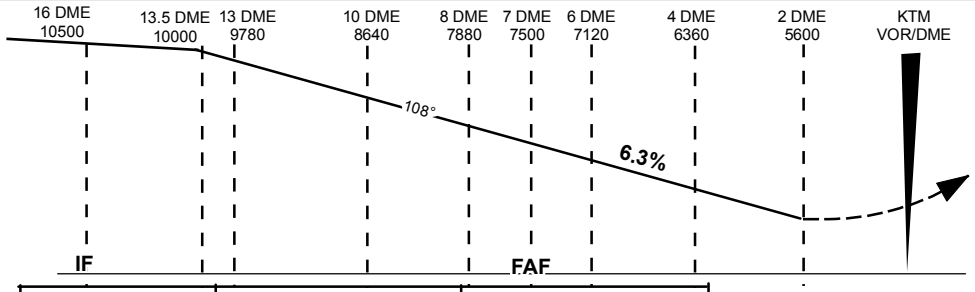


AIRPORT OPERATING MINIMA	DAY		NIGHT	
	CAT A,B		CAT A,B	
RWY-02	OCA(OCH)	VISIBILITY	OCA(OCH)	VISIBILITY
	5600 (1285)	3700 m	5600 (1285)	5000 m
CIRCLE TO LAND RWY 20	5600 (1285)	3700 m	CIRCLING NOT AUTHORIZED AT NIGHT	

- ACFT must establish visual contact by 2 DME.
- ACFT shall execute visual manoeuvre maintaining 5600 ft AMSL and remaining within 2.5 D arc within the quadrant of R105 and R202 and within 3 DME for rest sector.
- When no traffic from 'GURAS'
- During night, only from RWY 02

INSTRUMENT APPROACH CHART-ICAO	AERODROME ELEV 4395' TRANS LEVEL FL150 TRANS ALT 13500 VAR 0° W (2010)	APP 120.6 MHZ TWR 118.1 MHZ GND 121.9 MHZ	KATHMANDU/NEPAL Tribhuwan International Airport VOR- A VOR 'KTM' 113.2





Missed Approach:

At 2.0 DME climb straight ahead to 'KTM'. Then proceed via outbound R105 to reach IGRIS HP (R105/D15 'KTM') at or above 10500 ft and join holding pattern.

RWY 02 ELEV 4320 ft
AP ELEV 4395 ft

AIRPORT OPERATING MINIMA	DAY		NIGHT	
	CAT A,B		CAT A,B	
	OCA(OCH)	VISIBILITY	OCA(OCH)	VISIBILITY
RWY-02	5600(1285)	3700 m	5600(1285)	5000 m
CIRCLE TO LAND RWY 20	5600(1285)	3700 m	CIRCLING NOT AUTHORIZED AT NIGHT	

- ACFT must establish visual contact by 2 DME.
- ACFT shall execute visual manoeuvre maintaining 5600 ft AMSL and remaining WI 2.5 DME within the quadrant of R105 and R202 and within 3 DME for rest sector.
- Only from RWY 02 during night

This procedure requires aircraft to maintain minimum climb gradient of 5.8% in the missed approach.

DISTANCE (DME)	10	9	8	7	6	5	4	3	2
Altitude (ft) 6.3%	8640'	8260'	7880'	7500'	7120'	6740'	6360'	5980'	5600'
Ground Speed (KT)	90	110	120	130	140	150	160		
Rate of Descent (ft/min)	570'	697'	760'	823'	887'	950'	1013'		

RNP AR (Authorization Required) procedure at Tribhuvan International Airport (VNKT) [Effective from 19 MAY 2022]

1. INTRODUCTION

1.1 The RNP AR APCH and RNP1 STARs are designed for VNKT in accordance with the criteria as stipulated in the ICAO PANS-OPS (DOC 8168) Vol. II and ICAO RNP AR Manual (DOC 9905). However, for RNP AR Departure, besides the documents mentioned above, the criteria used were developed based on FAA Order 8260.58B provisions too.

1.2 A full arrival, departures, approach and missed approach procedures have been designed for Runway 02/20 by NAVBLUE (formerly named AIRBUS PROSKY), an Airbus Company whose logo will appear on the RNP AR Procedure Charts.

1.3 The RNP AR Approach and Departure Procedures at VNKT are designed to enhance the overall safety of the aircraft operation by facilitating the aircraft energy management and to improve the airport access, while taking into account ATC constraints.

2. APPROVED USERS, EQUIPMENT AND OPERATIONS

2.1 For the VNKT RNP AR Approach and Departure Procedures, the operators shall ensure that they hold all necessary operational approvals as part of the Operations Specifications of the AOC from its authority including the Baro-VNAV Approval in order to conduct the RNP AR Approach and Departure procedures to and from VNKT.

2.2 The operator must have a Special Authorization from its authority in order to use the RNP AR Approaches. (Ref to EASAIR-OPS, FAA AC 90-101A Change 1 or equivalent).

2.3 In order to get authorization for RNP AR Departure, the operator must have acquired RNP AR APCH authorization from its authority and meet some additional requirements as mandated by such authority.

2.3 The operators shall seek approval or authorization from Civil Aviation Authority of Nepal to conduct VNKT RNP AR Approach and departure procedures at Kathmandu.

2.4 The operator is responsible of conducting a Flight Operational Safety Assessment (FOSA) including the Flight Simulation of the procedure. For some procedures, deviations to criteria exist, and mitigation means have to be proposed by the operator as part of their FOSA activities. Some justifications are based on validation activities to be conducted during the FOSA by the airlines part of their RNP AR Operational Approval.

2.5 The RNP AR approach and departure procedures require a navigation accuracy down to RNP 0.3 and RF-leg capability.

2.6 The vertical guidance is based on Baro-VNAV with GNSS and requires RNAV equipment which uses barometric altimeter input.

2.7 There are 15 RNP STARs based on the use of RNAV system with RNP 1.0 navigation specification and are designed to be used only in conjunction with corresponding RNP AR approach procedures.

Note: This information must be included in Company Route Manuals.

3. NAMING OF RNP 1 STAR and RNP AR APPROACH/DEPARTURE PROCEDURES

There are fifteen RNP 1 STARs, six RNP AR SIDs and three RNP AR approach procedure to Kathmandu runway 02 and 20 are named in accordance with the ICAO naming convention as tabulated below.

RWY	SIDs	STAR	RNP AR Approach
02	DARKE 1F IGRIS 1C IGRIS 1D	SIMRA 3R ROMEO 3R IGRIS 2R DOLAL 2R DAMIK 1R KIMTI 2R MUNAL 2R KIMTI 1G AHALE 1G LALBA 1G SIMRA 1G ROMEO 1G MANKA 1D NARAN 1D SIMRA 1D	RNP Z RWY02 (AR) • via RATAN • via DANFE RNP Y RWY02 (AR) • via DARKE • via IGRIS
20	DARKE 1G DARKE 1H IGRIS 1E		RNP RWY20 (AR) • via DANFE • via DARKE • via IGRIS • via RATAN

4. RAIM-CHECK

During flight planning or before dispatching the aircraft, the pilot shall ensure a RAIM check with a mask angle appropriate to the terrain (Minimum mask angle 5°)

5. LIMITATIONS OF THE PROCEDURES

The procedure is designed for a temperature down to -10°C for RNP AR APCH procedures. (Temperature correction of the barometric altimeter is not required.)

6. RNP CAPABILITY LOST

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

7. LIST OF WAYPOINTS

W/P ID	W/P Type	Latitude	Longitude
AHALE	ICAO	27°11'48.0"N	086°07'05.0"E
BELOM	ICAO	27°42'18.2"N	085°12'44.2"E
BIRUP	ICAO	27°35'54.4"N	085°18'36.7"E
DANFE	ICAO	27°26'36.0"N	084°42'38.0"E
DAMIK	ICAO	27°26'24.4"N	085°43'18.4"E
DARKE	ICAO	27°44'41.0"N	085°06'18.0"E
DOLAL	ICAO	27°34'01.2"N	085°54'22.1"E
DOVAM	ICAO	27°33'46.5"N	085°15'14.0"E
GURAS	ICAO	27°24'36.0"N	085°13'46.0"E
IGRIS	ICAO	27°36'32.0"N	085°37'19.0"E
KIMTI	ICAO	27°29'48.0"N	086°16'04.0"E

KT414	ICAO	27°43'06.3"N	085°22'08.8"E
KT416	ADHP	27°44'08.3"N	085°23'09.4"E
KT418	ADHP	27°44'38.5"N	085°24'07.9"E
KT419	ADHP	27°41'32.7"N	085°28'07.0"E
KT421	ADHP	27°40'39.7"N	085°27'25.6"E
KT422	ADHP	27°38'10.1"N	085°24'23.9"E
KT424	ADHP	27°37'14.5"N	085°22'41.8"E
KT426	ADHP	27°37'10.0"N	085°19'26.8"E
KT428	ADHP	27°43'08.3"N	085°23'03.3"E
KT430	ADHP	27°41'20.4"N	085°24'45.4"E
KT442	ADHP	27°31'17.9"N	085°13'46.3"E
KT444	ADHP	27°28'36.3"N	085°12'53.1"E
KT446	ADHP	27°26'20.7"N	085°12'31.2"E
KT448	ADHP	27°23'50.3"N	085°12'31.2"E
KT450	ADHP	27°20'01.1"N	085°11'41.2"E
KT452	ADHP	27°23'47.7"N	085°06'36.9"E
KT491	ADHP	27°40'43.9"N	085°21'04.0"E
KT493	ADHP	27°44'08.7"N	085°17'20.6"E
KT494	ADHP	27°45'15.1"N	085°20'42.5"E
KT520	ADHP	27°38'11.0"N	085°19'54.5"E
KT522	ADHP	27°35'43.2"N	085°17'29.0"E
KT524	ADHP	27°34'41.8"N	085°16'06.1"E
KT528	ADHP	27°30'09.5"N	085°14'20.0"E
KT530	ADHP	27°28'40.4"N	085°14'46.9"E
KT532	ADHP	27°26'30.1"N	085°14'37.9"E
KT534	ADHP	27°24'23.8"N	085°11'35.5"E
KT536	ADHP	27°23'06.8"N	085°01'01.0"E
KT538	ADHP	27°22'05.7"N	084°52'42.5"E
KT540	ADHP	27°25'03.8"N	084°44'04.7"E
KT546	ADHP	27°40'06.2"N	085°20'46.8"E
KT550	ADHP	27°43'15.4"N	085°17'36.8"E
KT552	ADHP	27°43'04.3"N	085°19'33.7"E
KT554	ADHP	27°39'33.0"N	085°27'03.7"E
KT560	ADHP	27°43'31.6"N	085°18'42.0"E
KT562	ADHP	27°39'14.1"N	085°22'40.4"E
KT564	ADHP	27°38'46.2"N	085°16'53.3"E
KT566	ADHP	27°40'22.0"N	085°15'32.3"E
KT590	ADHP	27°42'41.1"N	085°21'57.3"E
KT592	ADHP	27°39'35.3"N	085°27'38.6"E
KT632	ADHP	27°14'31.1"N	085°09'12.4"E
KT638	ADHP	27°10'08.2"N	085°02'35.9"E
KT640	ADHP	27°07'03.7"N	085°19'08.3"E
KT642	ADHP	27°07'03.7"N	085°23'37.3"E
KT644	ADHP	27°08'46.7"N	085°41'09.0"E
KT646	ADHP	27°16'08.5"N	085°53'19.6"E
KT656	ADHP	27°28'27.3"N	085°37'18.9"E
KT658	ADHP	27°11'05.4"N	085°21'11.4"E
KT660	ADHP	27°32'47.4"N	085°50'45.9"E
KT664	ADHP	27°10'16.1"N	085°28'19.8"E

KT668	ADHP	27°13'35.5"N	085°27'27.8"E
KT670	ADHP	27°45'20.6"N	085°00'21.4"E
KT672	ADHP	27°41'55.2"N	084°53'24.7"E
KT674	ADHP	27°32'30.3"N	084°51'13.2"E
KT676	ADHP	27°28'28.6"N	084°52'35.7"E
KT680	ADHP	27°44'13.2"N	084°51'46.2"E
KT684	ADHP	27°52'53.2"N	084°43'58.5"E
KT802	ADHP	27°44'25.3"N	085°24'20.6"E
KT804	ADHP	27°44'25.3"N	085°25'28.0"E
KT806	ADHP	27°42'53.5"N	085°28'03.7"E
KT808	ADHP	27°41'54.7"N	085°28'17.0"E
KT810	ADHP	27°38'14.5"N	085°24'08.5"E
KT812	ADHP	27°38'32.2"N	085°22'32.1"E
KT814	ADHP	27°39'20.1"N	085°20'25.9"E
KT820	ADHP	27°41'02.7"N	085°28'56.3"E
KT822	ADHP	27°37'37.2"N	085°33'13.9"E
KT830	ADHP	27°38'14.9"N	085°21'02.6"E
KT832	ADHP	27°44'40.3"N	085°24'39.4"E
KT834	ADHP	27°41'01.8"N	085°27'44.0"E
KT840	ADHP	27°45'22.2"N	085°00'15.7"E
KT842	ADHP	27°32'30.7"N	084°51'08.9"E
KT845	ADHP	27°42'53.7"N	084°41'35.2"E
KT855	ADHP	27°53'57.7"N	084°44'30.7"E
KT890	ADHP	27°45'24.0"N	085°02'20.6"E
KT892	ADHP	27°45'23.7"N	084°53'19.5"E
KT894	ADHP	27°43'24.9"N	084°47'24.4"E
KT896	ADHP	27°39'19.3"N	084°42'09.1"E
KT898	ADHP	27°28'08.2"N	084°41'11.3"E
KT901	ADHP	27°40'16.0"N	085°20'51.3"E
KT903	ADHP	27°39'19.9"N	085°17'18.2"E
KT905	ADHP	27°44'02.8"N	085°17'46.1"E
KT906	ADHP	27°45'07.8"N	085°20'22.7"E
KT908	ADHP	27°43'08.4"N	085°26'12.2"E
KT910	ADHP	27°37'46.2"N	085°22'12.7"E
KT911	ADHP	27°38'07.5"N	085°19'13.3"E
KT912	ADHP	27°38'31.7"N	085°19'15.0"E
KT914	ADHP	27°42'01.3"N	085°13'20.7"E
KT915	ADHP	27°41'44.4"N	085°13'27.9"E
KT916	ADHP	27°42'02.4"N	085°12'56.5"E
KT918	ADHP	27°42'45.9"N	085°11'22.8"E
KT920	ADHP	27°42'13.0"N	085°26'38.7"E
KT922	ADHP	27°37'56.8"N	085°32'00.5"E
KT940	ADHP	27°35'40.2"N	085°40'33.1"E
KT942	ADHP	27°34'56.3"N	085°42'38.6"E
KT944	ADHP	27°31'49.9"N	085°49'42.4"E
KT946	ADHP	27°30'35.7"N	085°55'08.4"E
KT950	ADHP	27°32'10.2"N	085°46'44.0"E
KT952	ADHP	27°23'26.5"N	085°50'08.6"E
KT955	ADHP	27°16'26.0"N	085°49'40.7"E

KT965	ADHP	27°24'28.1"N	085°54'26.9"E
KTC01	ADHP	27°41'33.3"N	085°25'05.3"E
KTC02	ADHP	27°36'22.1"N	085°02'20.5"E
KTC09	ADHP	27°15'50.3"N	085°17'03.4"E
KTC10	ADHP	27°28'28.8"N	085°23'05.6"E
KTC21	ADHP	27°27'47.2"N	085°11'04.7"E
KTC22	ADHP	27°31'11.7"N	085°18'40.8"E
KTC23	ADHP	27°31'47.7"N	085°19'58.8"E
KTC24	ADHP	27°40'03.0"N	085°14'43.5"E
KTC29	ADHP	27°37'22.4"N	084°53'20.1"E
KTC30	ADHP	27°33'17.3"N	084°48'04.7"E
KTC31	ADHP	27°30'32.3"N	084°51'24.1"E
KTC32	ADHP	27°40'59.2"N	085°18'19.6"E
KTC33	ADHP	27°48'24.9"N	085°32'19.7"E
KTC34	ADHP	27°36'44.9"N	085°10'08.5"E
KTC35	ADHP	27°40'35.8"N	085°19'37.1"E
KTC36	ADHP	27°42'18.8"N	085°24'20.6"E
KTC37	ADHP	27°42'29.3"N	085°25'31.8"E
KTC38	ADHP	27°41'29.2"N	085°20'56.9"E
KTC39	ADHP	27°40'52.7"N	085°20'02.4"E
KTC40	ADHP	27°46'30.0"N	085°31'39.5"E
KTC41	ADHP	27°29'19.0"N	085°21'19.4"E
KTC42	ADHP	27°26'20.4"N	085°21'30.7"E
KTC43	ADHP	27°23'49.8"N	085°01'07.8"E
KTC44	ADHP	27°30'30.7"N	085°05'35.4"E
KTC45	ADHP	27°41'54.9"N	085°25'28.0"E
KTC46	ADHP	27°41'55.0"N	085°24'09.3"E
KTC47	ADHP	27°42'10.6"N	085°24'16.8"E
KTC48	ADHP	27°43'23.1"N	085°35'10.0"E
KTC49	ADHP	27°24'08.5"N	085°36'41.0"E
KTC50	ADHP	27°41'03.3"N	085°18'39.7"E
KTC51	ADHP	27°41'34.1"N	085°19'04.1"E
KTC52	ADHP	27°41'31.0"N	085°21'54.7"E
KTC63	ADHP	27°42'37.1"N	085°55'41.7"E
KTC66	ADHP	27°41'37.9"N	085°22'12.7"E
KTC67	ADHP	27°45'09.1"N	085°34'25.5"E
KTC69	ADHP	27°15'05.1"N	085°19'08.2"E
KTC70	ADHP	27°17'04.7"N	085°34'51.3"E
KTC71	ADHP	27°42'15.6"N	085°21'03.3"E
KTC72	ADHP	27°46'44.9"N	085°36'17.8"E
KTC73	ADHP	27°33'32.1"N	085°06'58.8"E
KTC74	ADHP	27°42'44.2"N	085°22'12.7"E
KTC75	ADHP	27°35'27.0"N	085°01'54.3"E
KTC76	ADHP	27°17'07.8"N	085°01'55.0"E
KTC77	ADHP	27°35'25.2"N	085°01'59.2"E
KTC78	ADHP	27°41'42.3"N	085°18'21.4"E
LALBA	ICAO	26°56'50.0"N	085°48'23.0"E
LIKHU	ICAO	27°19'52.0"N	086°12'12.0"E
MANKA	ICAO	28°00'28.0"N	084°29'07.0"E

MUNAL	ICAO	27°07'03.0"N	085°34'50.0"E
NARAN	ICAO	27°40'46.0"N	084°25'47.0"E
RATAN	ICAO	27°18'06.0"N	085°10'49.0"E
ROMEO	ICAO	27°03'12.0"N	085°04'08.0"E
RW02	ADHP	27°41'02.0"N	085°21'12.2"E
RW20	ADHP	27°42'25.6"N	085°21'50.2"E
SARMA	ICAO	27°38'50.3"N	085°28'59.3"E
SIMRA	ICAO	27°09'51.0"N	084°58'56.0"E
SEDMU	ICAO	27°18'28.3"N	085°31'49.5"E

8. STARS CODING TABLE

IGRIS 2R STAR CODING TABLE

W/P ID	PT	Fly over	TD	CRS (°) mag	DIST NM	ALT FT	SPD kt	RNP	RADIUS NM	ARC CTR ID
IGRIS	IF	-	-	-	-	+12000	-250	1	-	
KT656	TF	-	-	180	8.1	-	-	1	-	
SEDMU	RF	-	R	232	11.5	+10800	-	1	12.7	KTC10
KT658	TF	-	-	232	12.0	-	-250	1	-	
RATAN	RF	-	R	022	15.7	+10500	-250	1	6.0	KTC09

DOLAL 2R STAR CODING TABLE

W/P ID	PT	Fly over	TD	CRS (°) mag	DIST NM	ALT FT	SPD kt	RNP	RADIUS NM	ARC CTR ID
DOLAL	IF	-	-	-	-	+15000	-	1	-	-
DAMIK	TF	-	-	232	12.4	+12400	-	1	-	-
SEDMU	TF	-	-	232	12.9	+10800	-	1	-	-
KT658	TF	-	-	232	12.0	-	-250	1	-	-
RATAN	RF	-	R	022	15.7	+10500	-250	1	6.0	KTC09

DAMIK 1R STAR CODING TABLE

W/P ID	PT	Fly over	TD	CRS (°) mag	DIST NM	ALT FT	SPD kt	RNP	RADIUS NM	ARC CTR ID
DAMIK	IF	-	-	-	-	+12400	-	1	-	
SEDMU	TF	-	-	232	12.9	+10800	-	1	-	
KT658	TF	-	-	232	12.0	-	-250	1	-	
RATAN	RF	-	R	022	15.7	+10500	-250	1	6.0	KTC09

KIMTI 2R STAR CODING TABLE

W/P ID	PT	Fly over	TD	CRS (°) mag	DIST NM	ALT FT	SPD kt	RNP	RADIUS NM	ARC CTR ID
KIMTI	IF	-	-	-	-	+17000	-	1	-	-
KT646	TF	-	-	236	24.4	-	-	1	-	-
KT644	TF	-	-	236	13.1	-	-	1	-	-
MUNAL	RF	-	R	270	6.0	-	-	1	10.0	KTC70
KT642	TF	-	-	270	10.0	-	-	1	-	-
KT640	TF	-	-	270	4.0	-	-270	1	-	-
RATAN	RF	-	R	022	15.7	+10500	-250	1	8.0	KTC69

MUNAL 2R STAR CODING TABLE

W/P ID	PT	Fly over	TD	CRS (°) mag	DIST NM	ALT FT	SPD kt	RNP	RADIUS NM	ARC CTR ID
MUNAL	IF	-	-	-	-	+10500	-	1	-	-
KT642	TF	-	-	270	10.0	-	-	1	-	-
KT640	TF	-	-	270	4.0	-	-270	1	-	-
RATAN	RF	-	R	022	15.7	+10500	-250	1	8.0	KTC69

ROMEO 3R STAR CODING TABLE

W/P ID	PT	Fly over	TD	CRS (°) mag	DIST NM	ALT FT	SPD kt	RNP	RADIUS NM	ARC CTR ID
ROMEO	IF	-	-	-	-	-	-270	1	-	-
KT632	TF	-	-	022	12.2	-	-	1	-	-
RATAN	TF	-	-	022	3.8	+10500	-250	1	-	-

SIMRA 3R STAR CODING TABLE

W/P ID	PT	Fly over	TD	CRS (°) mag	DIST NM	ALT FT	SPD kt	RNP	RADIUS NM	ARC CTR ID
SIMRA	IF	-	-	-	-	-	-270	1	-	-
KT638	TF	-	-	085	3.3	-	-	1	-	-
KT632	RF	-	L	022	7.7	-	-	1	7.0	KTC76
RATAN	TF	-	-	022	3.8	+10500	-250	1	-	-

KIMTI 1G STAR CODING TABLE

W/P ID	PT	Fly over	TD	CRS (°) mag	DIST NM	ALT FT	SPD kt	RNP	RADIUS NM	ARC CTR ID
KIMTI	IF	-	-	-	-	+17000	-	1	-	-
KT660	TF	-	-	278	22.7	+12400	-250	1	-	-
IGRIS	TF	-	-	287	12.5	+11800	-250	1	-	-

AHALE 1G STAR CODING TABLE

W/P ID	PT	Fly over	TD	CRS (°) mag	DIST NM	ALT FT	SPD kt	RNP	RADIUS NM	ARC CTR ID
AHALE	IF	-	-	-	-	-	-	1	-	-
KT955	TF	-	-	287	16.2	-	-	1	-	-
KT660	TF	-	-	003	16.3	+12400	-250	1	-	-
IGRIS	TF	-	-	287	12.5	+11800	-250	1	-	-

LALBA 1G STAR CODING TABLE

W/P ID	PT	Fly over	TD	CRS (°) mag	DIST NM	ALT FT	SPD kt	RNP	RADIUS NM	ARC CTR ID
LALBA	IF	-	-	-	-	-	-	1	-	-
KT955	TF	-	-	003	19.6	-	-	1	-	-
KT660	TF	-	-	003	16.3	+12400	-250	1	-	-
IGRIS	TF	-	-	287	12.5	+11800	-250	1	-	-

ROMEO 1G STAR CODING TABLE

W/P ID	PT	Fly over	TD	CRS (°) mag	DIST NM	ALT FT	SPD kt	RNP	RADIUS NM	ARC CTR ID
ROMEO	IF	-	-	-	-	-	-	1	-	-
KT664	TF	-	-	072	22.7	-	-	1	-	-
KT955	TF	-	-	072	20.0	-	-	1	-	-
KT660	TF	-	-	003	16.3	+12400	-250	1	-	-
IGRIS	TF	-	-	287	12.5	+11800	-250	1	-	-

SIMRA 1G STAR CODING TABLE

W/P ID	PT	Fly over	TD	CRS (°) mag	DIST NM	ALT FT	SPD kt	RNP	RADIUS NM	ARC CTR ID
SIMRA	IF	-	-	-	-	-	-	1	-	-
KT668	TF	-	-	082	25.7	-	-	1	-	-
KT955	TF	-	-	082	20.0	-	-	1	-	-
KT660	TF	-	-	003	16.3	+12400	-250	1	-	-
IGRIS	TF	-	-	287	12.5	+11800	-250	1	-	-

MANKA 1D STAR CODING TABLE

W/P ID	PT	Fly over	TD	CRS (°) mag	DIST NM	ALT FT	SPD kt	RNP	RADIUS NM	ARC CTR ID
MANKA	IF	-	-	-	-	+11500	-	1	-	-
KT684	TF	-	-	120	15.2	-	-	1	-	-
DARKE	TF	-	-	112	21.4	+10500	-250	1	-	-

NARAN 1D STAR CODING TABLE

W/P ID	PT	Fly over	TD	CRS (°) mag	DIST NM	ALT FT	SPD kt	RNP	RADIUS NM	ARC CTR ID
NARAN	IF	-	-	-	-	-	-	1	-	-
KT680	TF	-	-	081	23.3	-	-	1	-	-
KT670	TF	-	-	082	7.7	-	-270	1	-	-
DARKE	RF	-	R	113	5.4	+10500	-250	1	10.0	KTC77

SIMRA 1D STAR CODING TABLE

W/P ID	PT	Fly over	TD	CRS (°) mag	DIST NM	ALT FT	SPD kt	RNP	RADIUS NM	ARC CTR ID
SIMRA	IF	-	-	-	-	-	-270	1	-	-
KT676	TF	-	-	343	19.4	-	-	1	-	-
KT674	TF	-	-	343	4.2	-	-	1	-	-
KT672	RF	-	R	040	10.0	-	-	1	10.0	KTC77
KT670	RF	-	R	082	7.2	-	-270	1	10.0	KTC77
DARKE	RF	-	R	113	5.4	+10500	-250	1	10.0	KTC77

9. HOLDING PROCEDURE CODING TABLE

Region Code	ICAO Code	W/P ID / Name	Inbound CRS Val (°)	TD	Inbound time val	ALT MIN	ALT MAX	SPD LMT kt	Magnetic CRS val(°)
VNKT	VN	RATAN	022	L	60s	10500ft	FL190	230	022
VNKT	VN	MUNAL	270	L	60s	10500ft	FL190	230	270
VNKT	VN	DANFE	140	L	60s	10500ft	FL190	230	140
VNKT	VN	IGRIS	287	L	60s	11800ft	13500ft	230	287
VNKT	VN	DARKE	112	L	60s	9500ft	13500ft	230	112

10. APPROACH CODING TABLE

RNP Z RWY 02 (AR)

W/P ID	PT	Fly over	TD	CRS (°) mag	Time Val	DIST NM	ALT FT	SPD kt	FPA	RNP	RADIUS NM	ARC CTR ID
Via DANFE												
DANFE	IF	-	-	-	-	-	+10500	-250	-	-	-	-
KT540	TF	-	-	140	-	2.0	-	-	-	0.3	-	-
KT538	RF	-	L	082	-	8.6	-	-	-	0.3	8.5	KTC31
KT536	TF	-	-	082	-	7.5	+10500	-	-	0.3	-	-
KT534	TF	-	-	082	-	9.5	-	-200	-	0.3	-	-
KT532	RF	-	L	022	-	3.6	-	-	-	0.3	3.4	KTC21
KT530	RF	-	L	345	-	2.2	@8700	-170	-	0.3	3.4	KTC21
Via RATAN												
RATAN	IF	-	-	-	-	-	+10500	-250	-	-	-	-
GURAS	TF	-	-	022	-	7.0	-	-	-	0.3	-	-
KT532	TF	-	-	022	-	2.0	-	-200	-	0.3	-	-
KT530	RF	-	L	345	-	2.2	@8700	-170	-	0.3	3.4	KTC21
Final and missed approach												
KT530	IF	-	-	-	-	-	@8700	-170			-	-
KT528	TF	-	-	345	-	1.5	-	-	-2.8	0.3	-	-
DOVAM	RF	-	R	040	-	3.8	-	-	-2.8	0.3	4.0	KTC22
KT524	TF	-		040	-	1.2	-	-	-2.8	0.3	-	-
KT522	RF	-	R	060	-	1.6	-	-	-2.8	0.3	4.5	KTC23
KT520	RF	-	L	022	-	3.3	-	-	-2.8	0.3	5.0	KTC24
RW02	TF	Y	-	022	-	3.1	@4370	-	-2.8	0.3	-	-
KT590	TF	-	-	022	-	1.8	-	-	-	0.3	-	-
KT592	RF	-	R	221	-	10.4	-	-	-	0.3	3.0	KTC01
KT812	RF	-	R	293	-	5.0	-	-220	-	0.3	3.9	KTC47
KT814	TF	-	-	293	-	2.0	+7500	-	-	0.3	-	-
KT914	TF	-	-	293	-	6.8	+8500	-	-	0.3	-	-
DARKE	TF	-	-	293	-	6.8	-	-	-	0.3	-	-
KT890	RF	-	L	270	-	3.6	+10000	-	-	1	9.0	KTC02
KT892	TF	-	-	270	-	8.0	-	-	-	1	-	-
KT894	RF	-	L	229	-	5.7	-	-	-	1	8.0	KTC29
KT896	TF	-	-	229	-	6.2	-	-	-	1	-	-
KT898	RF	-	L	140	-	12.4	-	-	-	1	8.0	KTC30
DANFE	TF	-	-	140	-	2.0	@10500	-	-	1	-	-
DANFE	HM	-	L	140	-	-	+10500	-230	-	1	-	-

RNP Y RWY 02 (AR)

W/P ID	PT	Fly over	TD	CRS (°) mag	Time Val	DIST NM	ALT FT	SPD kt	FPA	RNP	RADIUS NM	ARC CTR ID
Via IGRIS												
IGRIS	IF	-	-	-	-	-	+11800	-250	-	-	-	-
SARMA	TF	-		287	-	7.7	+7900	-	-	0.3	-	-
KT554	RF	-	R	298	-	1.9	-	-	-	0.3	10.00	KTC33
KT552	TF	-	-	298	-	7.5	-	-165	-	0.3	-	-
KT550	RF	-	L	254	-	1.8	@7500	-	-	0.3	2.4	KTC32
Via DARKE												
DARKE	IF	-	-	-	-	-	+10500	-250	-	-	-	-
BELOM	TF	-	-	113	-	6.2	-	-	-	0.3	-	-
KT566	RF	-	R	143	-	3.2	-	-	-	0.3	6.0	KTC34
KT564	TF	-	-	143	-	2.0	+7900	-200	-	0.3	-	-
KT562	RF	-	L	027	-	6.2	-	-	-	0.3	3.0	KTC35
KT560	RF	-	L	254	-	7.0	-	-	-	0.3	3.0	KTC35
KT550	TF	-	-	254	-	1.0	@7500	-165	-	0.3	-	-
Final and missed approach												
KT550	IF	-	-	-	-	-	@7500	-165	-	-	-	-
KT546	RF	-	L	022	-	9.5	-	-	-2.8	0.3	2.4	KTC32
RW02	TF	Y	-	022	-	1.0	@4370	-	-2.8	0.3	-	-
KT590	TF	-	-	022	-	1.8	-	-	-	0.3	-	-
KT592	RF	-	R	221	-	10.4	-	-	-	0.3	3.0	KTC01
KT812	RF	-	R	293	-	5.0	-	-220	-	0.3	3.9	KTC47
KT814	TF	-	-	293	-	2.0	+7500	-	-	0.3	-	-
KT914	TF	-	-	293	-	6.8	+8500	-	-	0.3	-	-
DARKE	TF	-	-	293	-	6.8		-	-	0.3	-	-
KT890	RF	-	L	270	-	3.6	+10000	-	-	1	9.0	KTC02
KT892	TF	-	-	270	-	8.0	-	-	-	1	-	-
KT894	RF	-	L	229	-	5.7	-	-	-	1	8.0	KTC29
KT896	TF	-	-	229	-	6.2	-	-	-	1	-	-
KT898	RF	-	L	140	-	12.4	-	-	-	1	8.0	KTC30
DANFE	TF	-	-	140	-	2.0	@10500	-	-	1	-	-
DANFE	HM	-	L	140	-	-	+10500	-230	-	1	-	-

RNP RWY 20 (AR)

W/P ID	PT	Fly over	TD	CRS (°) mag	Time Val	DIST NM	ALT FT	SPD kt	FPA	RNP	RADIUS NM	ARC CTR ID
Via RATAN												
RATAN	IF	-	-	-	-	-	+10500	-250	-	-	-	-
KT450	TF	-	-	022	-	2.1	-	-	-	0.3	-	-
KT448	RF	-	L	360	-	3.9	-	-	-	0.3	10.1	KTC43
KT446	TF	-	-	360	-	2.5	-	-	-	0.3	-	-
KT444	RF	-	R	016	-	2.3	-	-	-	0.3	8.0	KTC42
KT442	TF	-	-	016	-	2.8	+8800	-	-	0.3	-	-
BIRUP	RF	-	R	070	-	6.5	-	-	-	0.3	7.0	KTC41
KT424	TF	-	-	070	-	3.9	+7900	-220	-	0.3	-	-
KT422	RF	-	L	047	-	1.8	-	-	-	0.3	4.5	KTC38
KT421	TF	-	-	047	-	3.7	-	-165	-	0.3	-	-
KT419	RF	-	L	022	-	1.1	@7400	-	-	0.3	2.5	KTC37
Via DANFE												
DANFE	IF	-	-	-	-	-	+10500	-250	-	-	-	-
KT540	TF	-	-	140	-	2.0	-	-	-	0.3	-	-
KT538	RF	-	L	082	-	8.6	-	-	-	0.3	8.5	KTC31
KT536	TF	-	-	082	-	7.5	+10500	-	-	0.3	-	-
KT452	TF	-	-	082	-	5.0	-	-	-	0.3	-	-
KT444	RF	-	L	016	-	7.8	-	-	-	0.3	6.8	KTC44
KT442	TF	-	-	016	-	2.8	+8800	-	-	0.3	-	-
BIRUP	RF	-	R	070	-	6.5	-	-	-	0.3	7.0	KTC41
KT424	TF	-	-	070	-	3.9	+7900	-220	-	0.3	-	-
KT422	RF	-	L	047	-	1.8	-	-	-	0.3	4.5	KTC38
KT421	TF	-	-	047	-	3.7	-	-165	-	0.3	-	-
KT419	RF	-	L	022	-	1.1	@7400	-	-	0.3	2.5	KTC37
Via IGRIS												
IGRIS	IF	-	-	-	-	-	+11800	-250	-	-	-	-
SARMA	TF	-	-	287	-	7.7	-	-	-	0.3	-	-
KT430	RF	-	R	320	-	4.6	-	-	-	0.3	8.0	KTC40
KT428	TF	-	-	320	-	2.3	-	-200	-	0.3	-	-
KT564	RF	-	L	143	-	10.8	-	-	-	0.3	3.5	KTC39
KT426	RF	-	L	107	-	2.8	-	-	-	0.3	4.5	KTC38
KT424	RF	-	L	070	-	2.9	+7900	-	-	0.3	4.5	KTC38
KT422	RF	-	L	047	-	1.8	-	-	-	0.3	4.5	KTC38
KT421	TF	-	-	047	-	3.7	-	-165	-	0.3	-	-
KT419	RF	-	L	022	-	1.1	@7400		-	0.3	2.5	KTC37
Via DARKE												
DARKE	IF	-	-	-	-	-	+10500	-250	-	-	-	-
BELOM	TF	-	-	113	-	6.2	-	-	-	0.3	-	-
KT566	RF	-	R	143	-	3.2	-	-	-	0.3	6.0	KTC34
KT564	TF	-	-	143	-	2.0	-	-200	-	0.3	-	-
KT426	RF	-	L	107	-	2.8	-	-	-	0.3	4.5	KTC38
KT424	RF	-	L	070	-	2.9	+7900	-	-	0.3	4.5	KTC38
KT422	RF	-	L	047	-	1.8	-	-	-	0.3	4.5	KTC38
KT421	TF	-	-	047	-	3.7	-	-165	-	0.3	-	-
KT419	RF	-	L	022	-	1.1	@7400	-	-	0.3	2.5	KTC37

Final and missed approach												
KT419	IF	-	-	-	-	-	@7400	-	-	-	-	-
KT418	RF	-	L	240	-	6.2	-	-	-3.0	0.3	2.5	KTC37
KT416	TF	-	-	240	-	1.0	-	-	-3.0	0.3	-	-
KT414	RF	-	L	202	-	1.4	-	-	-3.0	0.3	2.1	KTC36
RW20	TF	Y	-	202	-	0.7	@4445	-	-3.0	0.3	-	-
KT491	TF	-	-	202	-	1.8	-	-	-	0.3	-	-
KT493	RF	-	R	070	-	10.3	-	-210	-	0.3	2.6	KTC78
KT494	TF	-	-	070	-	3.2	-	-	-	0.3	-	-
KT910	RF	-	R	270	-	13.5	-	-	-	0.3	3.9	KTC66
KT912	RF	-	R	302	-	2.8	+7500	-230	-	0.3	5.0	KTC74
KT916	TF	-	-	302	-	6.6	+8500	-	-	0.3	-	-
KT918	RF	-	L	293	-	1.6	-	-	-	0.3	10.0	KTC73
DARKE	TF	-	-	293	-	4.9	-	-	-	0.3	-	-
KT890	RF	-	L	270	-	3.6	+10000	-	-	1.0	9.0	KTC02
KT892	TF	-	-	270	-	8.0	-	-	-	1.0	-	-
KT894	RF	-	L	229	-	5.7	-	-	-	1.0	8.0	KTC29
KT896	TF	-	-	229	-	6.2	-	-	-	1.0	-	-
KT898	RF	-	L	140	-	12.4	-	-	-	1.0	8.0	KTC30
DANFE	TF	-	-	140	-	2.0	@10500	-	-	1.0	-	-
DANFE	HM	-	L	140	-	-	+10500	-230	-	1.0	-	-

11. DEPARTURE CODING TABLE

RNP AR DEPARTURE RWY 02 DARKE 1F

W/P ID	PT	Fly over	TD	CRS (°) mag	Time Val	DIST NM	ALT FT	SPD kt	FPA	RNP	RADIUS NM	ARC CTR ID
RW02	IF	-	-	-	-	-	-	-	-		-	-
KT414	TF	-	-	022	-	2.2	-	-	-	0.3	-	-
KT802	RF	-	R	090	-	2.5	-	-	-	0.3	2.1	KTC36
KT804	TF	-	-	090	-	1.0	-	-	-	0.3	-	-
KT806	RF	-	R	157	-	2.9	-	-	-	0.3	2.5	KTC45
KT808	RF	-	R	180	-	1.0	-	-220	-	0.3	2.5	KTC45
KT810	RF	-	R	270	-	5.8	-	-	-	0.3	3.7	KTC46
KT812	RF	-	R	293	-	1.5	-	-230	-	0.3	3.7	KTC46
KT814	TF	-	-	293	-	2.0	+7500	-	-	0.3	-	-
KT914	TF	-	-	293	-	6.8	-	-	-	0.3	-	-
DARKE	TF	-	-	293	-	6.8	-	-	-	0.3	-	-
Transit to MANKA (En-route W41)												
DARKE	IF	-	-	-	-	-	-	-	-	-	-	-
KT855	TF	-	-	296	-	21.4	-	-	-	1.0	-	-
MANKA	TF	-	-	296	-	15.1	-	-	-	1.0	-	-
Transit to NARAN (En-route B345)												
DARKE	IF	-	-	-	-	-	-	-	-	-	-	-
KT840	RF	-	L	262	-	5.5	-	-	-	1.0	10.0	KTC75
KT845	TF	-	-	262	-	16.8	-	-	-	1.0	-	-
NARAN	TF	-	-	261	-	14.2	-	-	-	1.0	-	-
Transit to SIMRA (En-route G590)												
DARKE	IF	-	-	-	-	-	-	-	-	-	-	-
KT840	RF	-	L	262	-	5.5	-	-	-	1.0	10.0	KTC75
KT842	RF	-	L	163	-	17.2	-	-	-	1.0	10.0	KTC75
SIMRA	TF	-	-	163	-	23.6	-	-	-	1.0	-	-

RNP AR DEPARTURE RWY 02 IGRIS 1C

W/P ID	PT	Fly over	TD	CRS (°) mag	Time Val	DIST NM	ALT FT	SPD kt	FPA	RNP	RADIUS NM	ARC CTR ID
RW02	IF	-	-	-	-	-	-	-	-	0.3	-	-
KT414	TF	-	-	022	-	2.2	-	-	-	0.3	-	-
KT802	RF	-	R	090	-	2.5	-	-	-	0.3	2.1	KTC36
KT804	TF	-	-	090	-	1.0	-	-	-	0.3	-	-
KT806	RF	-	R	157	-	2.9	-	-	-	0.3	2.5	KTC45
KT808	RF	-	R	180	-	1.0	-	-220	-	0.3	2.5	KTC45
KT810	RF	-	R	270	-	5.8	-	-	-	0.3	3.7	KTC46
KT830	TF	-	-	270	-	2.8	+7500	-	-	0.3	-	-
KT832	RF	-	R	143	-	16.3	-	-230	-	0.3	4.0	KTC71
KT834	TF	-	-	143	-	4.5	-	-	-	0.3	-	-
KT822	RF	-	L	107	-	6.1	-	-	-	0.3	9.5	KTC72
IGRIS	TF	-	-	107	-	3.8	-	-	-	0.3	-	-
Transit to KIMTI (En-route B345/G348)												
IGRIS	IF	-	-	-	-	-	-	-	-	-	-	-
KT940	TF	-	-	107	-	3.0	-	-	-	1.0	-	-
KT942	RF	-	R	116	-	2.0	-	-	-	1.0	12.0	KTC49
KT944	TF	-	-	116	-	7.0	-	-	-	1.0	-	-
KT946	RF	-	L	092	-	5.0	-	-	-	1.0	12.0	KTC63
KIMTI	TF	-	-	092	-	18.6	-	-	-	1.0	-	-
Transit to LIKHU												
IGRIS	IF	-	-	-	-	-	-	-	-	-	-	-
KT940	TF	-	-	107	-	3.0	-	-	-	1.0	-	-
KT942	RF	-	R	116	-	2.0	-	-	-	1.0	12.0	KTC49
KT944	TF	-	-	116	-	7.0	-	-	-	1.0	-	-
LIKHU	TF	-	-	121	-	23.3	-	-	-	1.0	-	-
Transit to AHALE (En-route R344)												
IGRIS	IF	-	-	-	-	-	-	-	-	-	-	-
KT940	TF	-	-	107	-	3.0	-	-	-	1.0	-	-
KT942	RF	-	R	116	-	2.0	-	-	-	1.0	12.0	KTC49
KT950	RF	-	R	138	-	4.6	-	-	-	1.0	12.0	KTC49
KT965	TF	-	-	138	-	10.3	-	-	-	1.0	-	-
AHALE	TF	-	-	138	-	16.9	-	-	-	1.0	-	-
Transit to LALBA (En-route R325/G335)												
IGRIS	IF	-	-	-	-	-	-	-	-	-	-	-
KT940	TF	-	-	107	-	3.0	-	-	-	1.0	-	-
KT942	RF	-	R	116	-	2.0	-	-	-	1.0	12.0	KTC49
KT950	RF	-	R	138	-	4.6	-	-	-	1.0	12.0	KTC49
KT952	RF	-	R	183	-	9.5	-	-	-	1.0	12.0	KTC49
KT955	TF	-	-	183	-	7.0	-	-	-	1.0	-	-
LALBA	TF	-	-	183	-	19.6	-	-	-	1.0	-	-

RNP AR DEPARTURE RWY 02 IGRIS 1D

W/P ID	PT	Fly over	TD	CRS (°) mag	Time Val	DIST NM	ALT FT	SPD kt	FPA	RNP	RADIUS NM	ARC CTR ID
RW02	IF	-	-	-	-	-	-	-	-	-	-	-
KT414	TF	-	-	022	-	2.2	-	-	-	0.3	-	-
KT802	RF	-	R	090	-	2.5	-	-	-	0.3	2.1	KTC36
KT804	TF	-	-	090	-	1.0	-	-	-	0.3	-	-
KT806	RF	-	R	157	-	2.9	-	-220	-	0.3	2.5	KTC45
KT820	TF	-	-	157	-	2.0	-	-	-	0.3	-	-
KT822	RF	-	L	107	-	5.3	-	-	-	0.3	6.0	KTC48
IGRIS	TF	-	-	107	-	3.8	-	-	-	0.3	-	-
Transit to KIMTI (En-route B345/G348)												
IGRIS	IF	-	-	-	-	-	-	-	-	-	-	-
KT940	TF	-	-	107	-	3.0	-	-	-	1.0	-	-
KT942	RF	-	R	116	-	2.0	-	-	-	1.0	12.0	KTC49
KT944	TF	-	-	116	-	7.0	-	-	-	1.0	-	-
KT946	RF	-	L	092	-	5.0	-	-	-	1.0	12.0	KTC63
KIMTI	TF	-	-	092	-	18.6	-	-	-	1.0	-	-
Transit to LIKHU												
IGRIS	IF	-	-	-	-	-	-	-	-	-	-	-
KT940	TF	-	-	107	-	3.0	-	-	-	1.0	-	-
KT942	RF	-	R	116	-	2.0	-	-	-	1.0	12.0	KTC49
KT944	TF	-	-	116	-	7.0	-	-	-	1.0	-	-
LIKHU	TF	-	-	121	-	23.3	-	-	-	1.0	-	-
Transit to AHALE (En-route R344)												
IGRIS	IF	-	-	-	-	-	-	-	-	-	-	-
KT940	TF	-	-	107	-	3.0	-	-	-	1.0	-	-
KT942	RF	-	R	116	-	2.0	-	-	-	1.0	12.0	KTC49
KT950	RF	-	R	138	-	4.6	-	-	-	1.0	12.0	KTC49
KT965	TF	-	-	138	-	10.3	-	-	-	1.0	-	-
AHALE	TF	-	-	138	-	16.9	-	-	-	1.0	-	-
Transit to LALBA (En-route R325/G335)												
IGRIS	IF	-	-	-	-	-	-	-	-	-	-	-
KT940	TF	-	-	107	-	3.0	-	-	-	1.0	-	-
KT942	RF	-	R	116	-	2.0	-	-	-	1.0	12.0	KTC49
KT950	RF	-	R	138	-	4.6	-	-	-	1.0	12.0	KTC49
KT952	RF	-	R	183	-	9.5	-	-	-	1.0	12.0	KTC49
KT955	TF	-	-	183	-	7.0	-	-	-	1.0	-	-
LALBA	TF	-	-	183	-	19.6	-	-	-	1.0	-	-

RNP AR DEPARTURE RWY 20 DARKE 1G

W/P ID	PT	Fly over	TD	CRS (°) mag	Time Val	DIST NM	ALT FT	SPD kt	FPA	RNP	RADIUS NM	ARC CTR ID
RW20	IF	-	-	-	-	-	-	-	-	-	-	-
KT901	TF	-	-	202	-	2.3	-	-	-	0.3	-	-
KT903	RF	-	R	305	-	3.8	-	-220		0.3	2.1	KTC50
KT905	RF	-	R	065	-	5.7	-	-	-	0.3	2.7	KTC51
KT906	TF	-	-	065	-	2.6	-	-	-	0.3	-	-
KT908	RF	-	R	157	-	6.2	+7500	-	-	0.3	3.9	KTC66
KT911	RF	-	R	305	-	10.7	-	-230	-	0.3	4.1	KTC52
KT915	TF	-	-	305	-	6.3	-	-	-	0.3	-	-
KT918	RF	-	L	293	-	2.1	-	-	-	0.3	10.0	KTC73
DARKE	TF	-	-	293	-	4.9	-	-	-	0.3	-	-
Transit to MANKA (En-route W41)												
DARKE	IF	-	-	-	-	-	-	-	-	-	-	-
KT855	TF	-	-	296	-	21.4	-	-	-	1.0	-	-
MANKA	TF	-	-	296	-	15.1	-	-	-	1.0	-	-
Transit to NARAN (En-route B345)												
DARKE	IF	-	-	-	-	-	-	-	-	-	-	-
KT840	RF	-	L	262	-	5.5	-	-	-	1.0	10.0	KTC75
KT845	TF	-	-	262	-	16.8	-	-	-	1.0	-	-
NARAN	TF	-	-	261	-	14.2	-	-	-	1.0	-	-
Transit to SIMRA (En-route G590)												
DARKE	IF	-	-	-	-	-	-	-	-	-	-	-
KT840	RF	-	L	262	-	5.5	-	-	-	1.0	10.0	KTC75
KT842	RF	-	L	163	-	17.2	-	-	-	1.0	10.0	KTC75
SIMRA	TF	-	-	163	-	23.6	-	-	-	1.0	-	-

RNP AR DEPARTURE RWY 20 DARKE 1H

W/P ID	PT	Fly over	TD	CRS (°) mag	Time Val	DIST NM	ALT FT	SPD kt	FPA	RNP	RADIUS NM	ARC CTR ID
RW20	IF	-	-	-	-	-	-	-	-	-	-	-
KT901	TF	-	-	202	-	2.3	-	-	-	0.3	-	-
KT903	RF	-	R	305	-	3.8	-	-220	-	0.3	2.1	KTC50
KT915	TF	-	-	305	-	4.2	-	-	-	0.3	-	-
KT918	RF	-	L	293	-	2.1	-	-	-	0.3	10.0	KTC73
DARKE	TF	-	-	293	-	4.9	-	-	-	0.3	-	-
Transit to MANKA (En-route W41)												
DARKE	IF	-	-	-	-	-	-	-	-	-	-	-
KT855	TF	-	-	296	-	21.4	-	-	-	1.0	-	-
MANKA	TF	-	-	296	-	15.1	-	-	-	1.0	-	-
Transit to NARAN (En-route B345)												
DARKE	IF	-	-	-	-	-	-	-	-	-	-	-
KT840	RF	-	L	262	-	5.5	-	-	-	1.0	10.0	KTC75
KT845	TF	-	-	262	-	16.8	-	-	-	1.0	-	-
NARAN	TF	-	-	261	-	14.2	-	-	-	1.0	-	-
Transit to SIMRA (En-route G590)												
DARKE	IF	-	-	-	-	-	-	-	-	-	-	-
KT840	RF	-	L	262	-	5.5	-	-	-	1.0	10.0	KTC75
KT842	RF	-	L	163	-	17.2	-	-	-	1.0	10.0	KTC75
SIMRA	TF	-	-	163	-	23.6	-	-	-	1.0	-	-

| RNP AR DEPARTURE RWY 20 IGRIS 1E

W/P ID	PT	Fly over	TD	CRS (°) mag	Time Val	DIST NM	ALT FT	SPD kt	FPA	RNP	RADIUS NM	ARC CTR ID
RW20	IF	-	-	-	-	-	-	-	-	-	-	-
KT901	TF	-	-	202	-	2.3	-	-	-	0.3	-	-
KT903	RF	-	R	305	-	3.8	-	-220	-	0.3	2.1	KTC50
KT905	RF	-	R	065	-	5.7	-	-	-	0.3	2.7	KTC51
KT906	TF	-	-	065	-	2.6	-	-	-	0.3	-	-
KT908	RF	-	R	157	-	6.2	+7500	-	-	0.3	3.9	KTC66
KT920	TF	-	-	157	-	1.0	-	-230	-	0.3	-	-
KT922	RF	-	L	107	-	6.6	-	-	-	0.3	7.5	KTC67
IGRIS	TF	-	-	107	-	4.9	-	-	-	0.3	-	-
Transit to KIMTI (En-route B345/G348)												
IGRIS	IF	-	-	-	-	-	-	-	-	-	-	-
KT940	TF	-	-	107	-	3.0	-	-	-	1.0	-	-
KT942	RF	-	R	116	-	2.0	-	-	-	1.0	12.0	KTC49
KT944	TF	-	-	116	-	7.0	-	-	-	1.0	-	-
KT946	RF	-	L	092	-	5.0	-	-	-	1.0	12.0	KTC63
KIMTI	TF	-	-	092	-	18.6	-	-	-	1.0	-	-
Transit to LIKHU												
IGRIS	IF	-	-	-	-	-	-	-	-	-	-	-
KT940	TF	-	-	107	-	3.0	-	-	-	1.0	-	-
KT942	RF	-	R	116	-	2.0	-	-	-	1.0	12.0	KTC49
KT944	TF	-	-	116	-	7.0	-	-	-	1.0	-	-
LIKHU	TF	-	-	121	-	23.3	-	-	-	1.0	-	-
Transit to AHALE (En-route R344)												
IGRIS	IF	-	-	-	-	-	-	-	-	-	-	-
KT940	TF	-	-	107	-	3.0	-	-	-	1.0	-	-
KT942	RF	-	R	116	-	2.0	-	-	-	1.0	12.0	KTC49
KT950	RF	-	R	138	-	4.6	-	-	-	1.0	12.0	KTC49
KT965	TF	-	-	138	-	10.3	-	-	-	1.0	-	-
AHALE	TF	-	-	138	-	16.9	-	-	-	1.0	-	-
Transit to LALBA (En-route R325/G335)												
IGRIS	IF	-	-	-	-	-	-	-	-	-	-	-
KT940	TF	-	-	107	-	3.0	-	-	-	1.0	-	-
KT942	RF	-	R	116	-	2.0	-	-	-	1.0	12.0	KTC49
KT950	RF	-	R	138	-	4.6	-	-	-	1.0	12.0	KTC49
KT952	RF	-	R	183	-	9.5	-	-	-	1.0	12.0	KTC49
KT955	TF	-	-	183	-	7.0	-	-	-	1.0	-	-
LALBA	TF	-	-	183	-	19.6	-	-	-	1.0	-	-

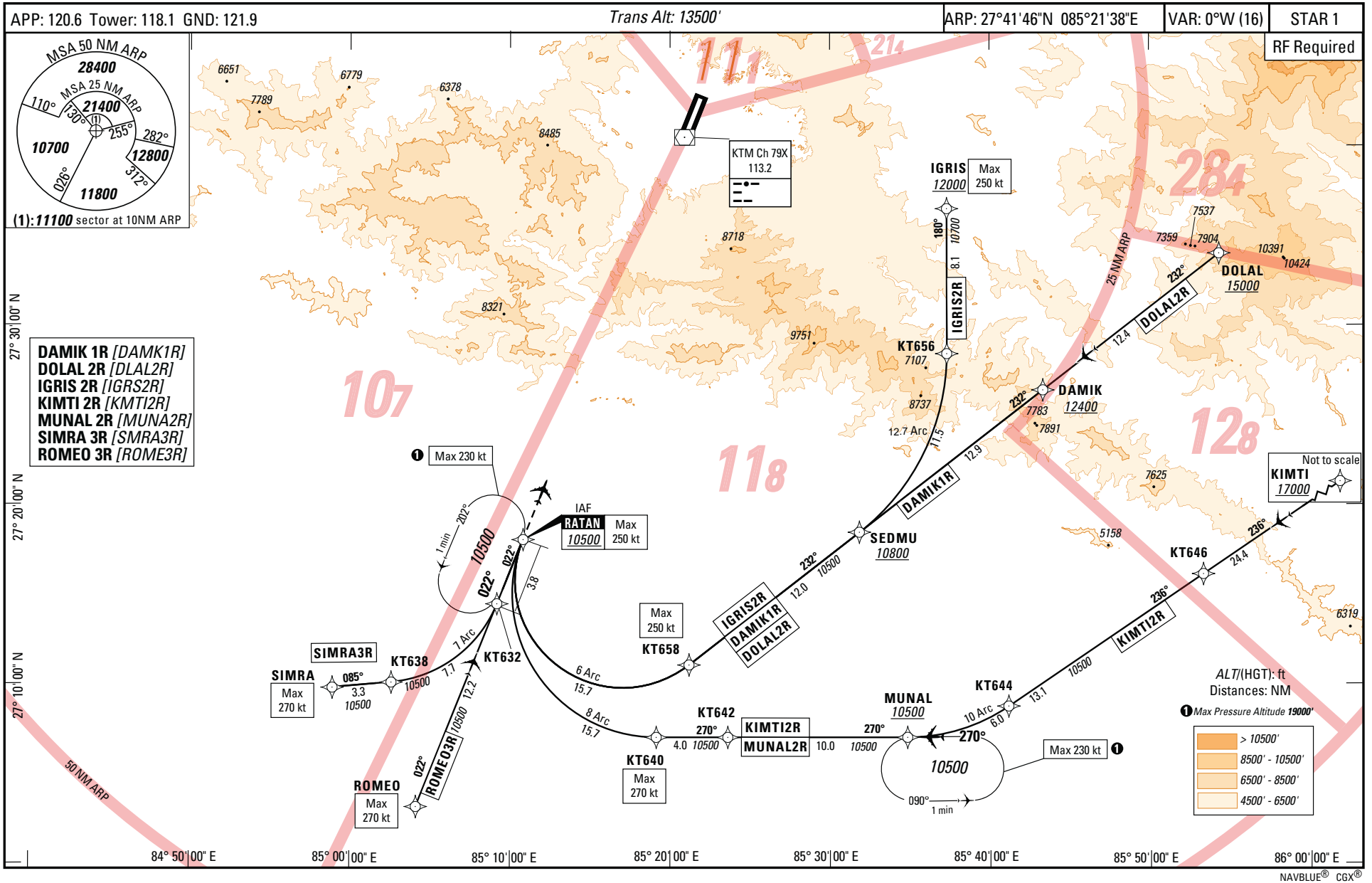
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

CAT: A B C D

AD ELEV: 4395

KATHMANDU/TRIBHUVAN INTERNATIONAL (VNKT)

RNP1 - ARRIVALS RWY02-20



STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

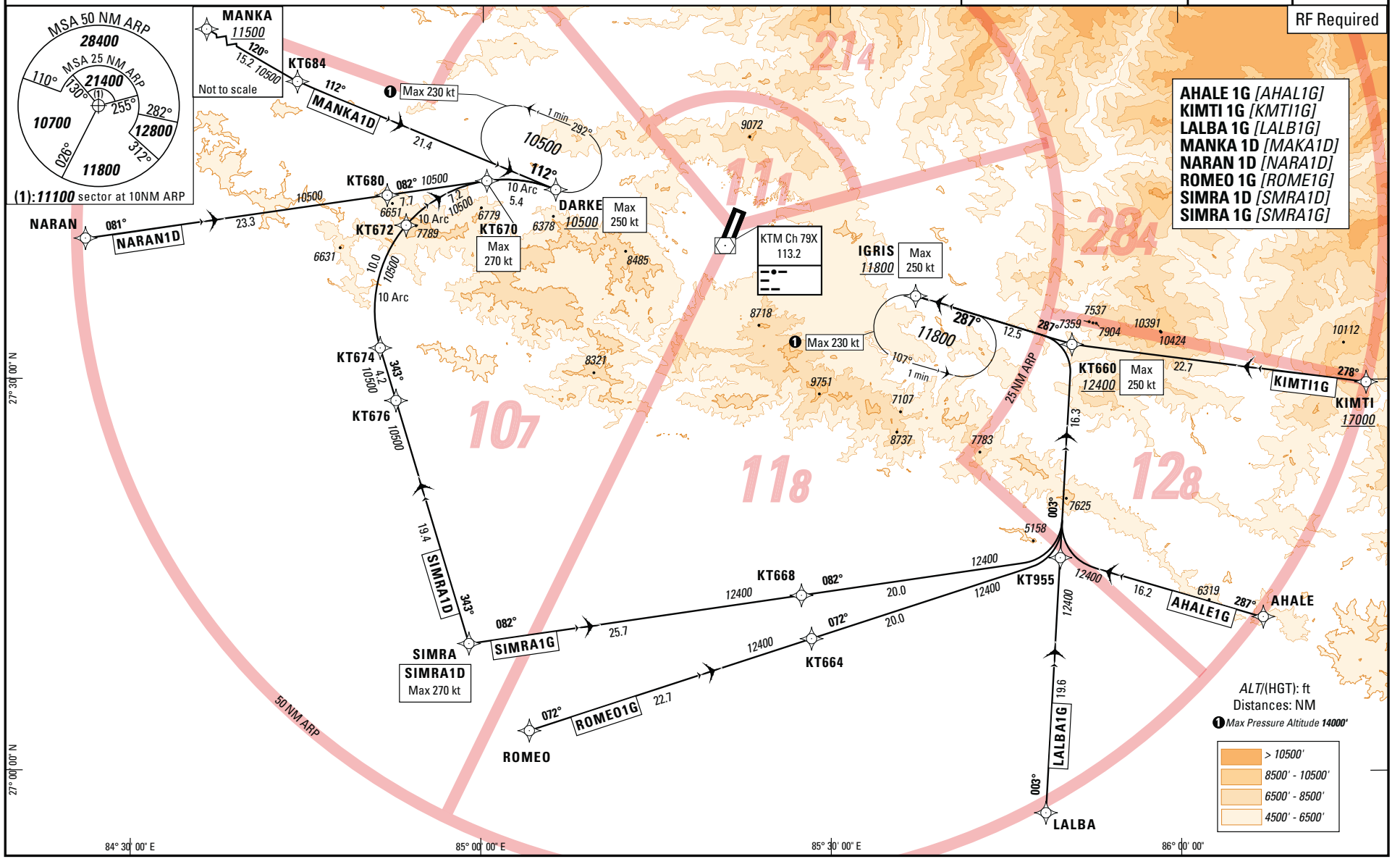
CAT: A B C D

AD ELEV: 4395

KATHMANDU/TRIBHUVAN INTERNATIONAL (VNKT)

RNP1 - ARRIVALS RWY02-20

APP: 120.6 Tower: 118.1 GND: 121.9 | *Trans Alt: 13500'* | ARP: 27°41'46"N 085°21'38"E | VAR: 0°W (16) | STAR 2 | RF Required



NAVBLUE® CGX®

INSTRUMENT APPRAOCH CHART- ICAO

CAT: A B C D
*AD ELEV: 4395, **THR ELEV: 4320 (148hPa)***

KATHMANDU/TRIBHUVAN INTERNATIONAL (VNKT)
RNP Z RWY 02(AR)

APP: 120.6 TWR: 118.1 GND:121.9

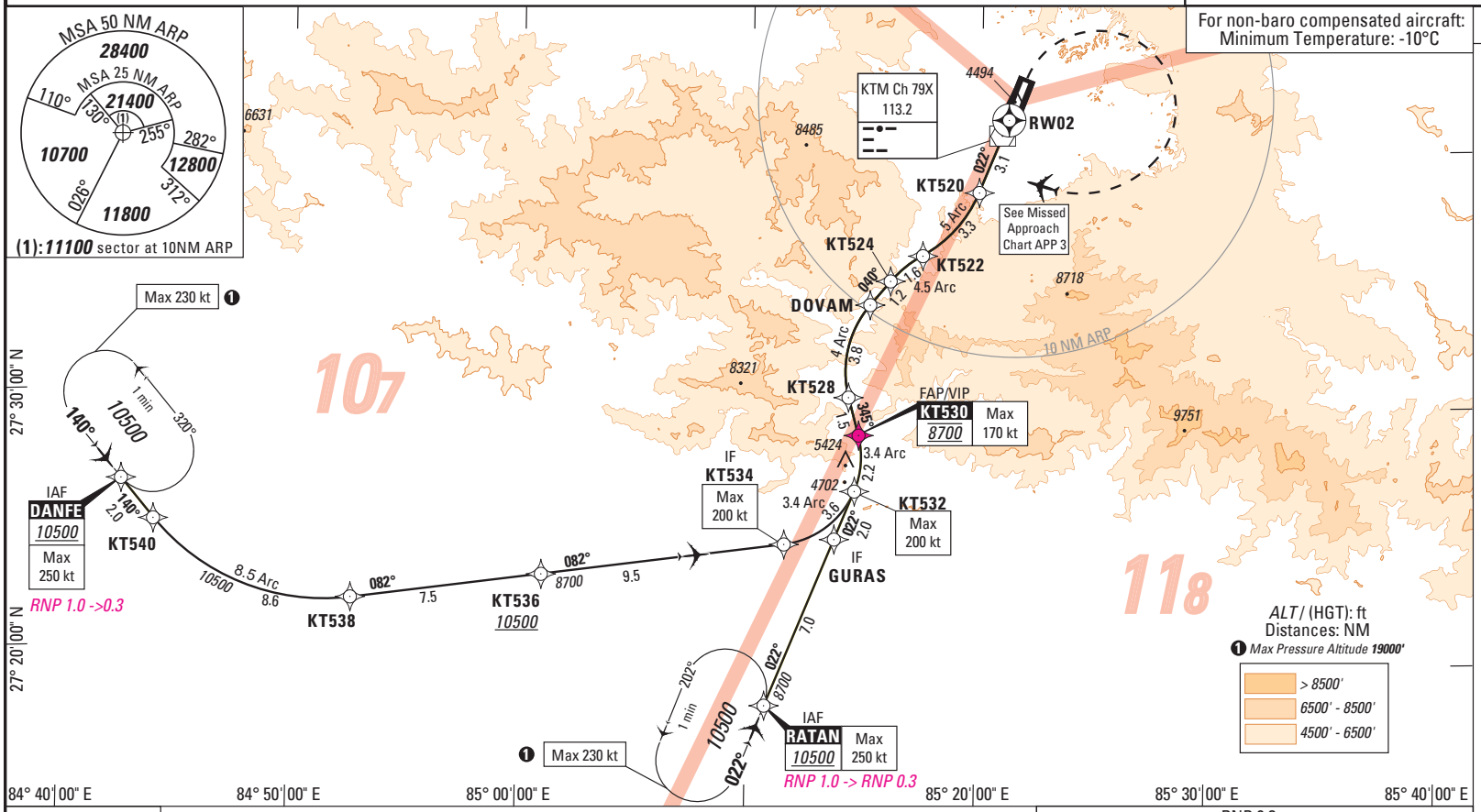
AUTHORIZATION REQUIRED | VAR: 0°W (16) | APP 1

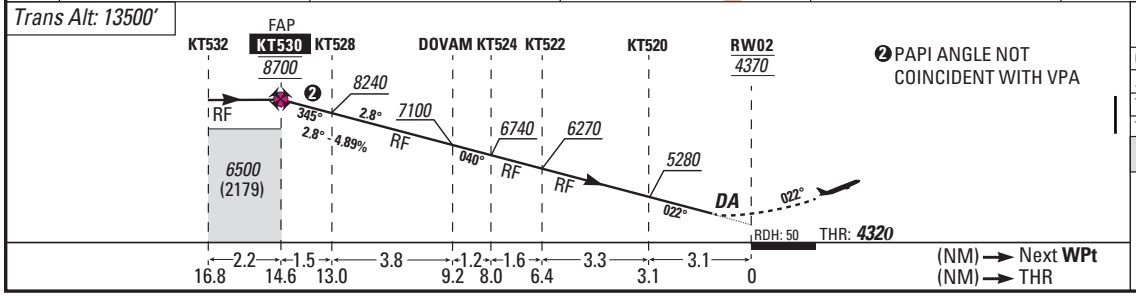
For non-baro compensated aircraft:
Minimum Temperature: -10°C

ARP: 27°41'46"N - 085°21'38"E

[R02Z] **via DANFE**
[R02Z] **via RATAN**

RNP AR RF REQUIRED





❷ PAPI ANGLE NOT COINCIDENT WITH VPA

RNP 0.3
MA climb gradient 2.5%

CAT	A	B	C	D
DA (H)	***4620*** (300)			
VIS (m) ALS	1100			
VIS (m) no ALS	2000			

Missed Approach (see APP4 chart)

*Climb to **10500'** (6179) via the RNP (AR) missed approach to **DANFE**.*
*At **DANFE** hold or start a new approach.*

NAVBLUE® CGX®

INSTRUMENT APPRAOCH CHART- ICAO

CAT: A B C D

*AD ELEV: 4395, **THR ELEV: 4320 (148hPa)***

KATHMANDU/TRIBHUVAN INTERNATIONAL (VNKT)
RNP Y RWY 02 (AR)
via IGRIS

APP: 120.6 TWR: 118.1 GND:121.9

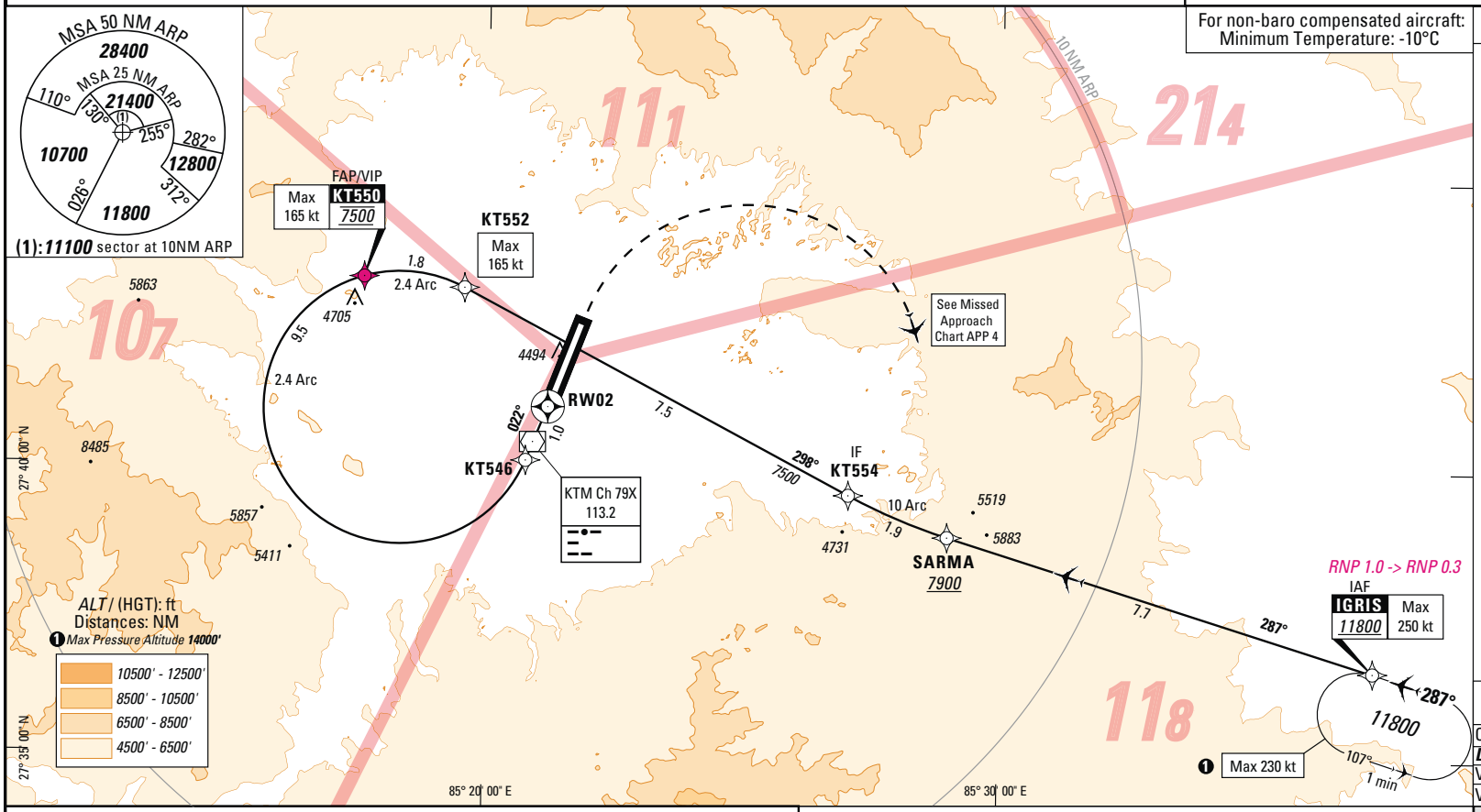
AUTHORIZATION REQUIRED | VAR: 0°W (16) | APP 3

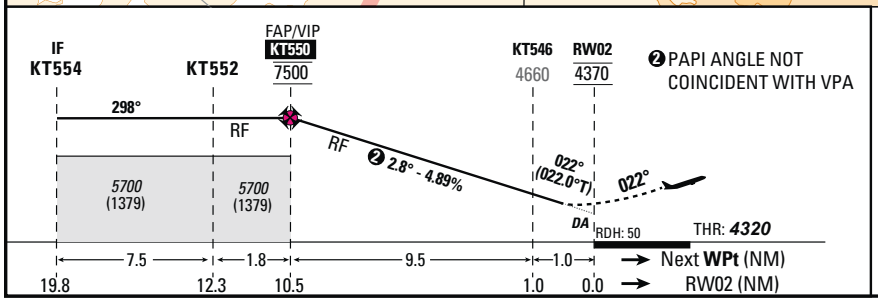
For non-baro compensated aircraft:
Minimum Temperature: -10°C

ARP: 27°41'46"N - 085°21'38"E

[R02-Y] **via IGRIS**

RNP AR RF REQUIRED





❷ PAPI ANGLE NOT COINCIDENT WITH VPA

RNP 0.3 MA climb gradient 2.5%				
CAT	A	B	C	D
DA (H)	***4620*** (300)			
VIS (m) ALS	2000			
VIS (m) no ALS	2000			

Missed Approach
(see APP4 chart)

Climb to ***10500'*** (6179) via the RNP (AR) missed approach track to **DANFE**.
At **DANFE** hold or start a new approach via **DANFE**.

NAVBLUE® CGX®

INSTRUMENT APPRAOCH CHART- ICAO

CAT: A B C D
AD ELEV: 4395, ***THR ELEV: 4320 (148 hPa)***

KATHMANDU/TRIBHUVAN INTERNATIONAL (VNKT)
RNP Y RWY 02 (AR)
via DARKE

APP: 120.6 TWR: 118.1 GND:121.9

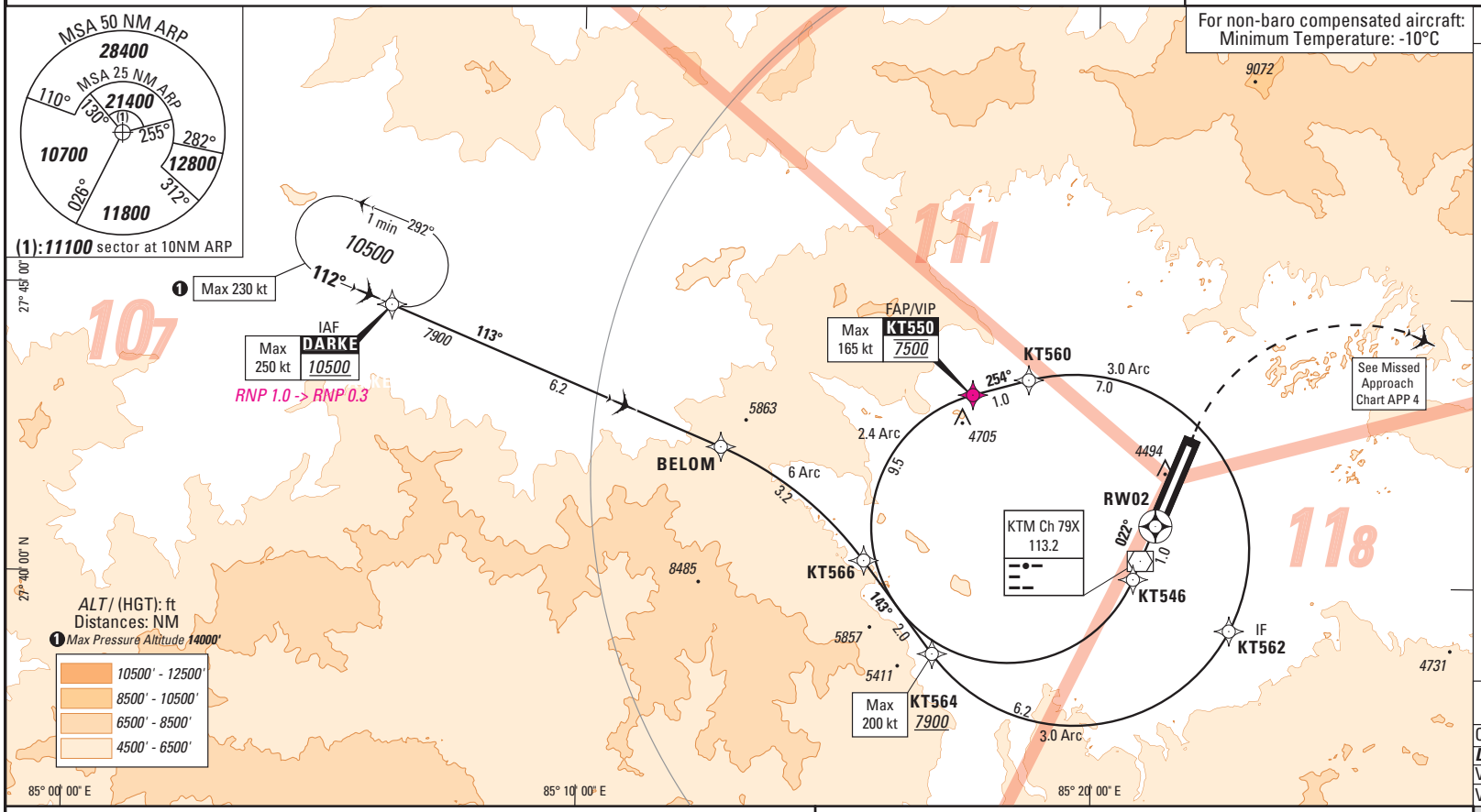
AUTHORIZATION REQUIRED | VAR: 0°W (16) | APP 2

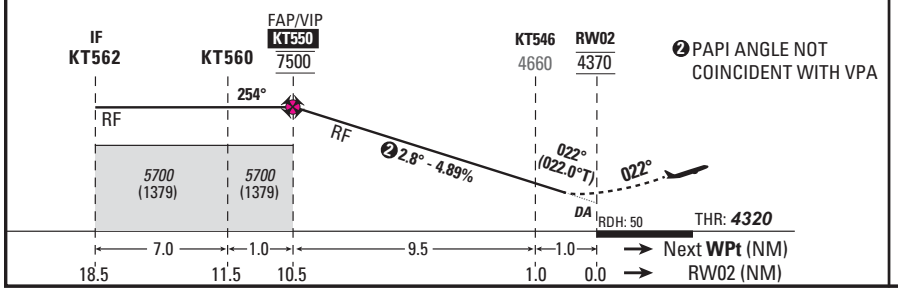
For non-baro compensated aircraft:
Minimum Temperature: -10°C

ARP: 27°41'46"N - 085°21'38"E

[R02-Y] **via DARKE**

RNP AR RF REQUIRED





❷ PAPI ANGLE NOT COINCIDENT WITH VPA

RNP 0.3
MA climb gradient 2.5%

CAT	A	B	C	D
DA (H)	***4620*** (300)			
VIS (m) ALS	2000			
VIS (m) no ALS	2000			

Missed Approach
(see APP4 chart)

Climb to ***10500'*** (6179) via the RNP (AR) missed approach track to **DANFE**. At **DANFE** hold or start a new approach via **DANFE**.

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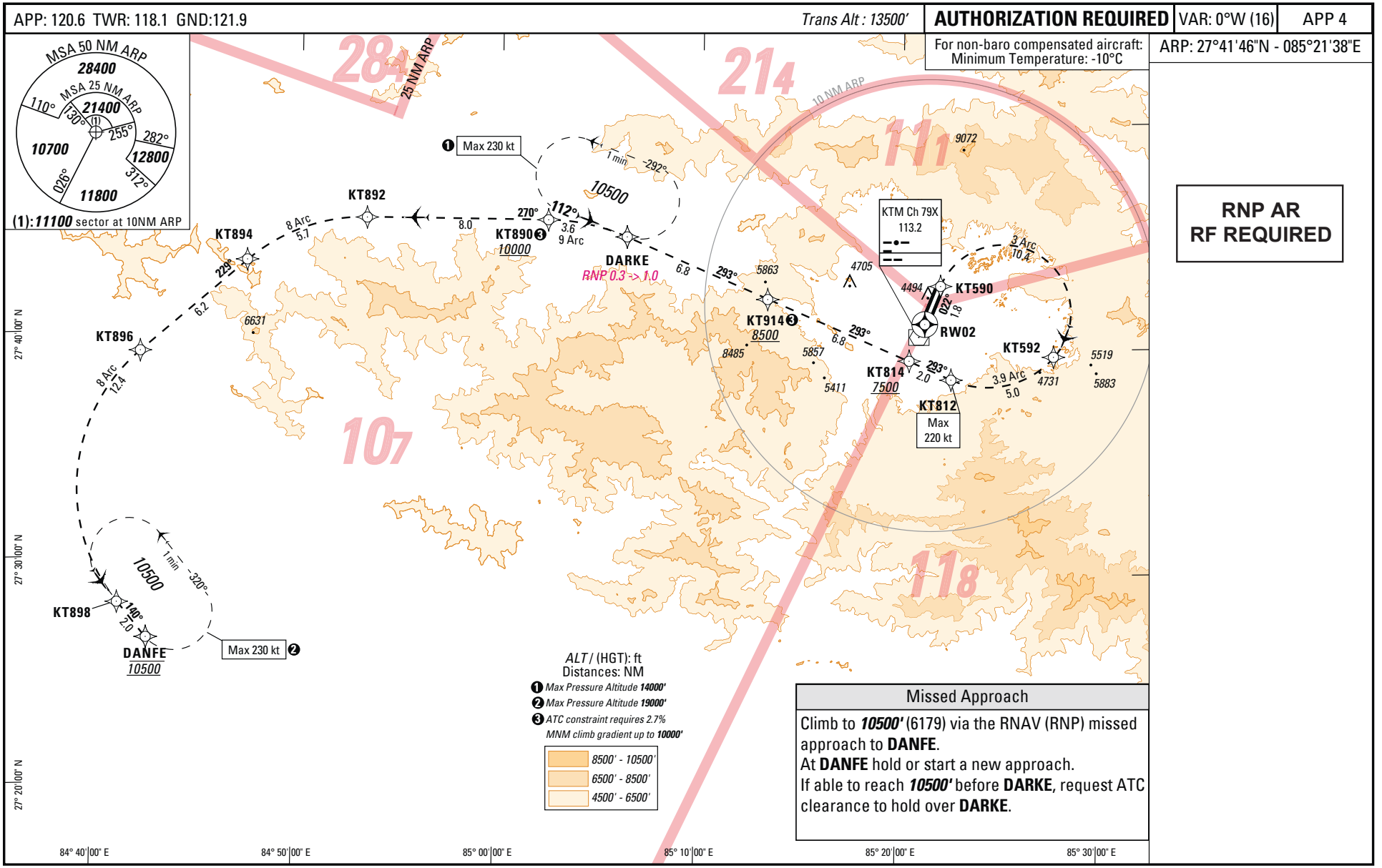
INSTRUMENT APPRAOCH CHART- ICAO

CAT: A B C D

AD ELEV: 4395, ***THR ELEV: 4320 (148 hPa)***

KATHMANDU/TRIBHUVAN INTERNATIONAL (VNKT)

RNP RWY 02 (AR) - MISSED APPROACH



NAVBLUE® CGX®

INSTRUMENT APPRAOCH CHART- ICAO

CAT: A B C D

AD ELEV: 4395, ***THR ELEV: 4395 (150 hPa)***

KATHMANDU/TRIBHUVAN INTERNATIONAL (VNKT)

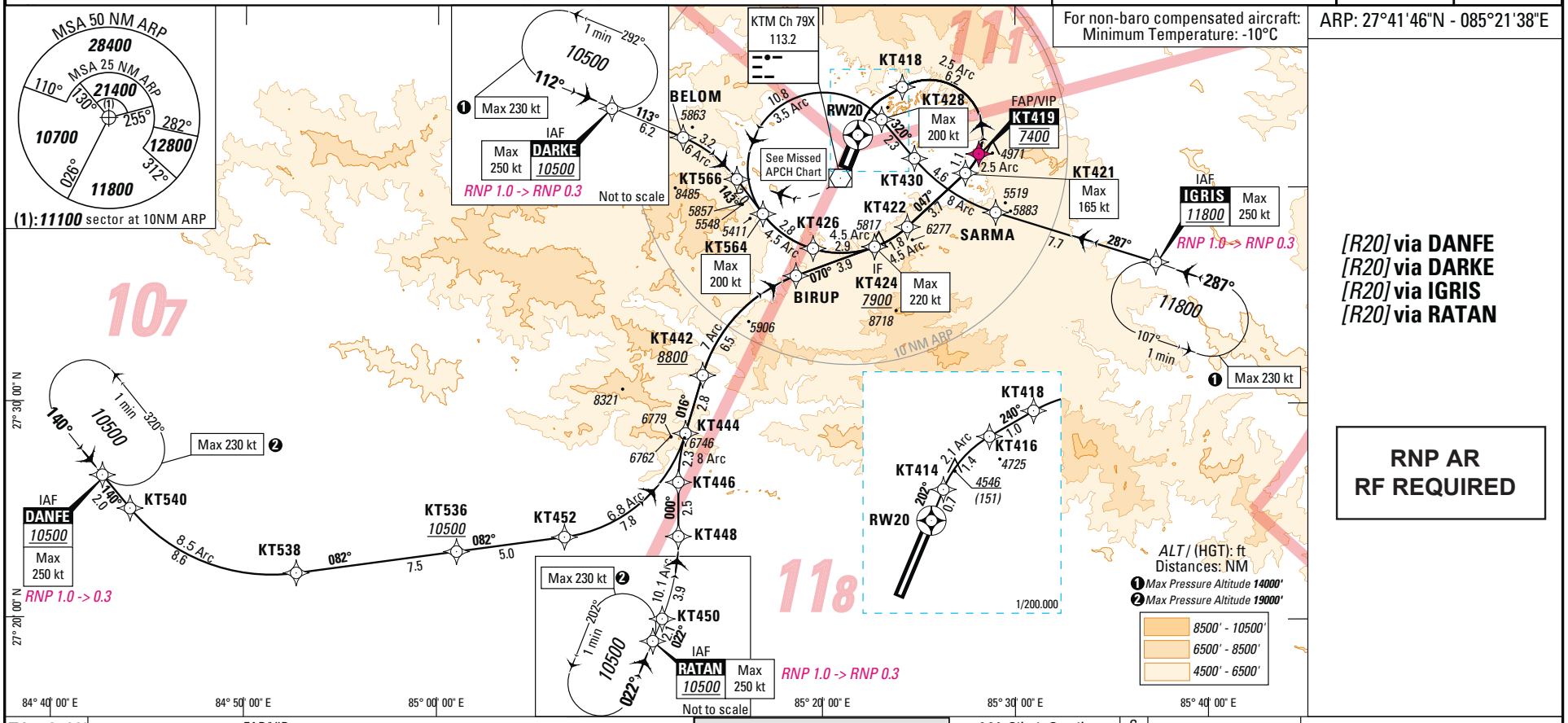
RNP RWY 20 (AR)

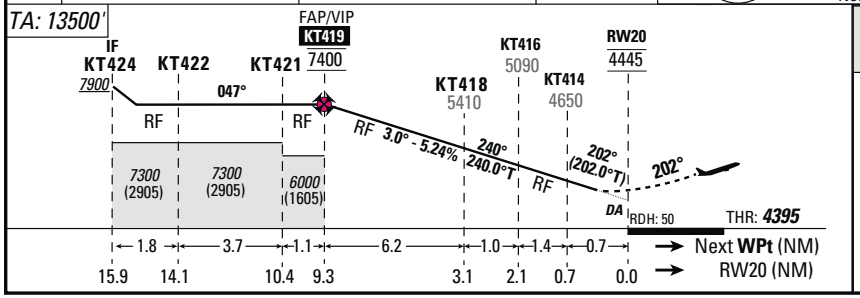
APP: 120.6 TWR: 118.1 GND:121.9

AUTHORIZATION REQUIRED | VAR: 0°W (16) | APP 5

For non-baro compensated aircraft: Minimum Temperature: -10°C

ARP: 27°41'46"N - 085°21'38"E





Missed Approach (see APP6 chart)

Climb to ***10500'*** (6105) via the RNP (AR) missed approach track to **DANFE**. At **DANFE** hold or start a new approach via **DANFE**.

MA Climb Gradient
2.5 %

CAT	RNP 0.3	
	DA/H	Vis (m)
A	***4680'*** / 290'	3500
B	***4690'*** / 300'	3500
C	***4700'*** / 310'	3500
D	***4720'*** / 320'	3500

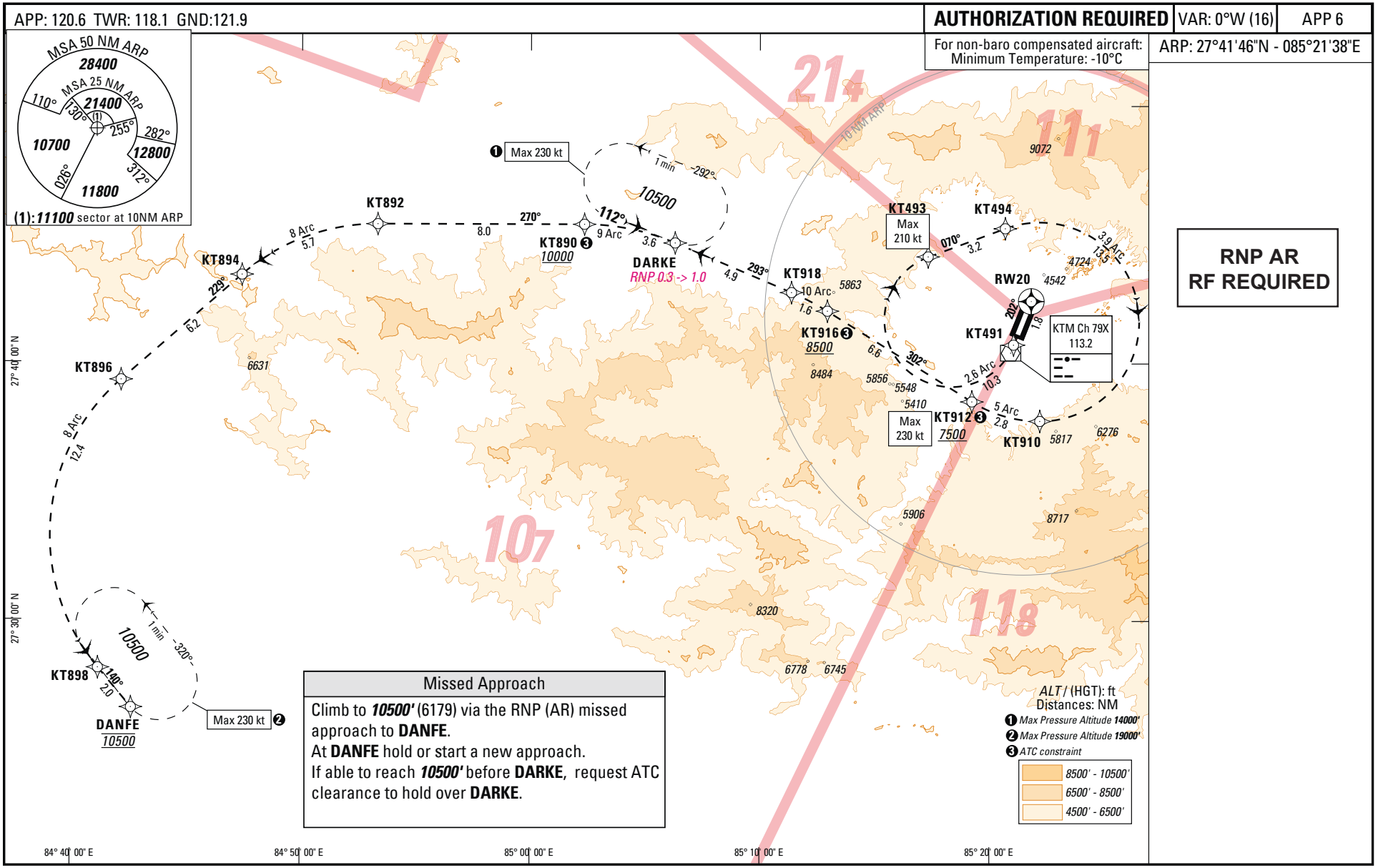
NAVBLUE® CGX®

INSTRUMENT APPRAOCH CHART- ICAO CAT: A B C D

AD ELEV: 4395, ***THR ELEV: 4395 (150 hPa)***

KATHMANDU/TRIBHUVAN INTERNATIONAL (VNKT)

RNP RWY 20 (AR) - MISSED APPROACH



NAVBLUE® CGX®

STANDARD DEPARTURE CHART-INSTRUMENT (SID)

CAT: A B C D
AD ELEV: 4395

KATHMANDU/TRIBHUVAN INTERNATIONAL (VNKT)
RNP AR DEPARTURES RWY 02

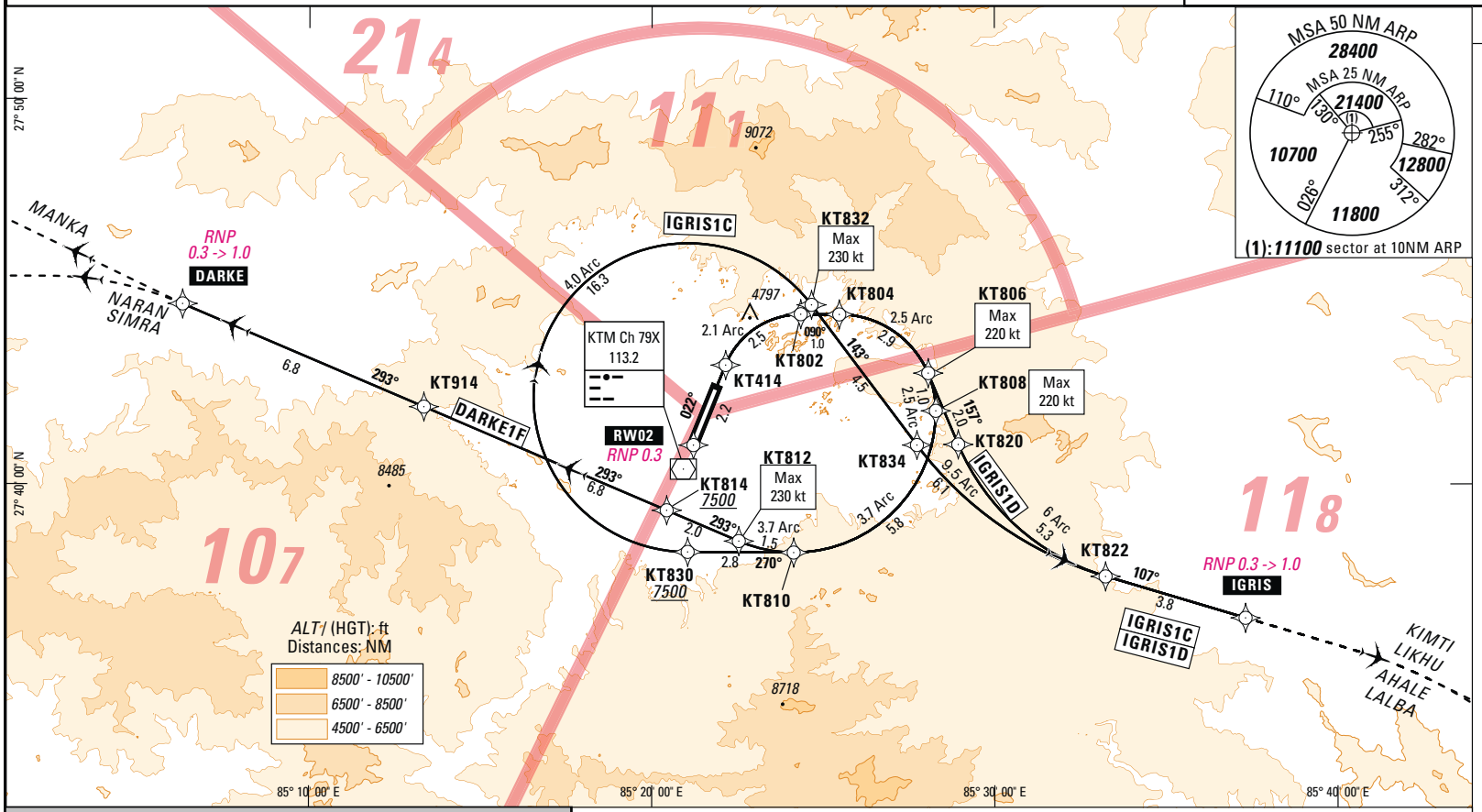
APP: 120.6 TWR: 118.1 GND:121.9 *TRANS ALT: 13500'*

AUTHORIZATION REQUIRED | VAR: 0°W (16) | SID 1

ARP: 27°41'46"N - 085°21'38"E

DARKE1F *[DARK1F]*
IGRIS1C *[IGRI1C]*
IGRIS1D *[IGRI1D]*

RNP AR RF REQUIRED



Departure Routes Description

Climb (1) to the ENROUTE safety altitude via RNP (AR) Dep.
(1) Required climb gradient due to obstacles: **5.2%** up to **5200 ft** then resume **3.3%**

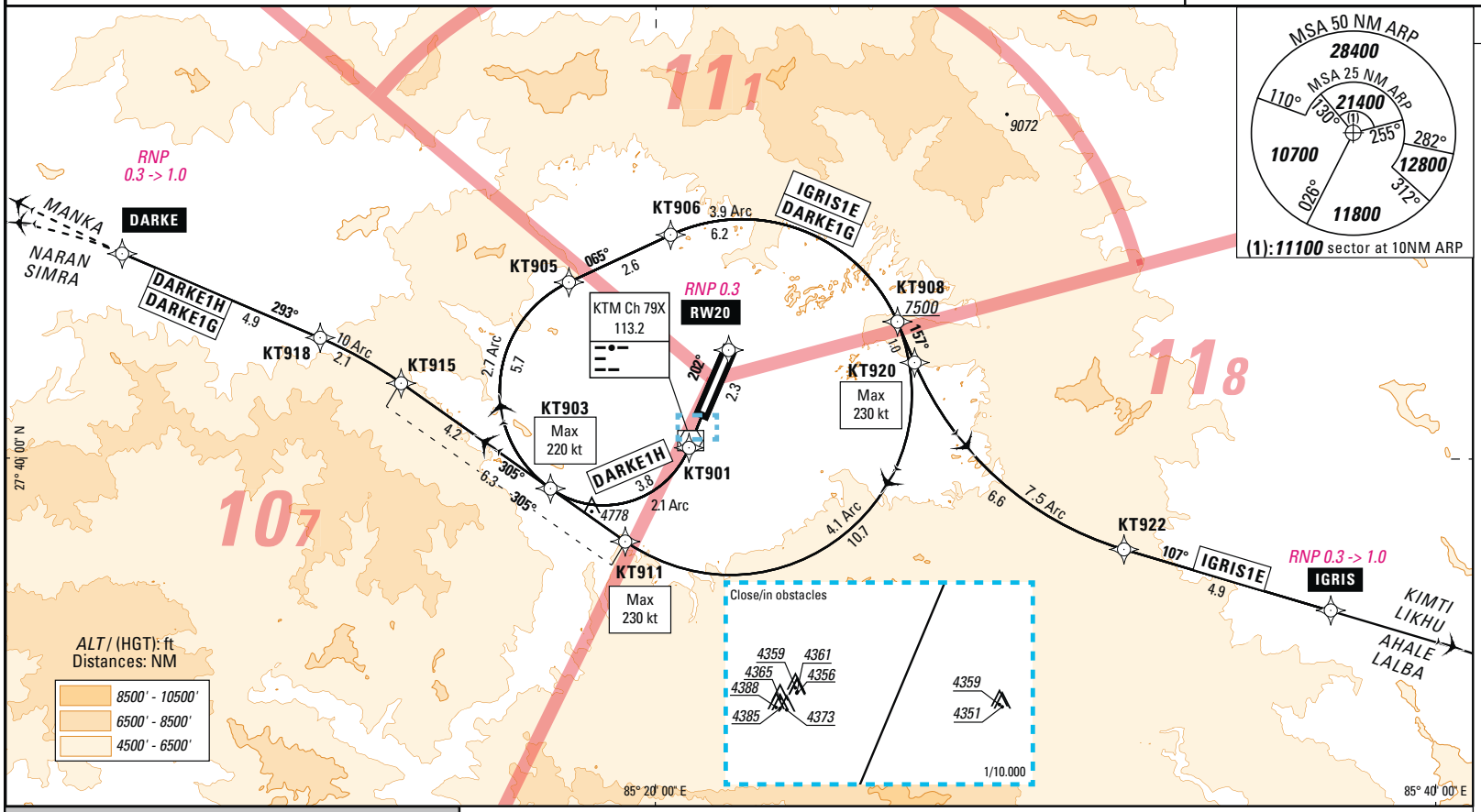
NAVBLUE® CGX®

STANDARD DEPARTURE CHART-INSTRUMENT (SID)

CAT: A B C D
AD ELEV: 4395

KATHMANDU/TRIBHUVAN INTERNATIONAL (VNKT)
RNP AR DEPARTURES RWY 20

APP: 120.6 TWR: 118.1 GND:121.9 | *TRANS ALT: 13500'* | **AUTHORIZATION REQUIRED** | VAR: 0°W (16) | SID 2



ARP: 27°41'46"N - 085°21'38"E

DARKE1G *[DARK1G]*
DARKE1H *[DARK1H]*
IGRIS1E *[IGRI1E]*

RNP AR RF REQUIRED

Departure Routes Description
Climb (1) to the ENROUTE safety altitude via RNP (AR) Dep. (1) Required climb gradient due to obstacles: **3.6% up to 5300 ft** then resume **3.3%**
Note
Existence of close-in obstacles not considered to determine the PDG.

NAVBLUE® CGX®

STANDARD DEPARTURE CHART-INSTRUMENT (SID) - ICAO

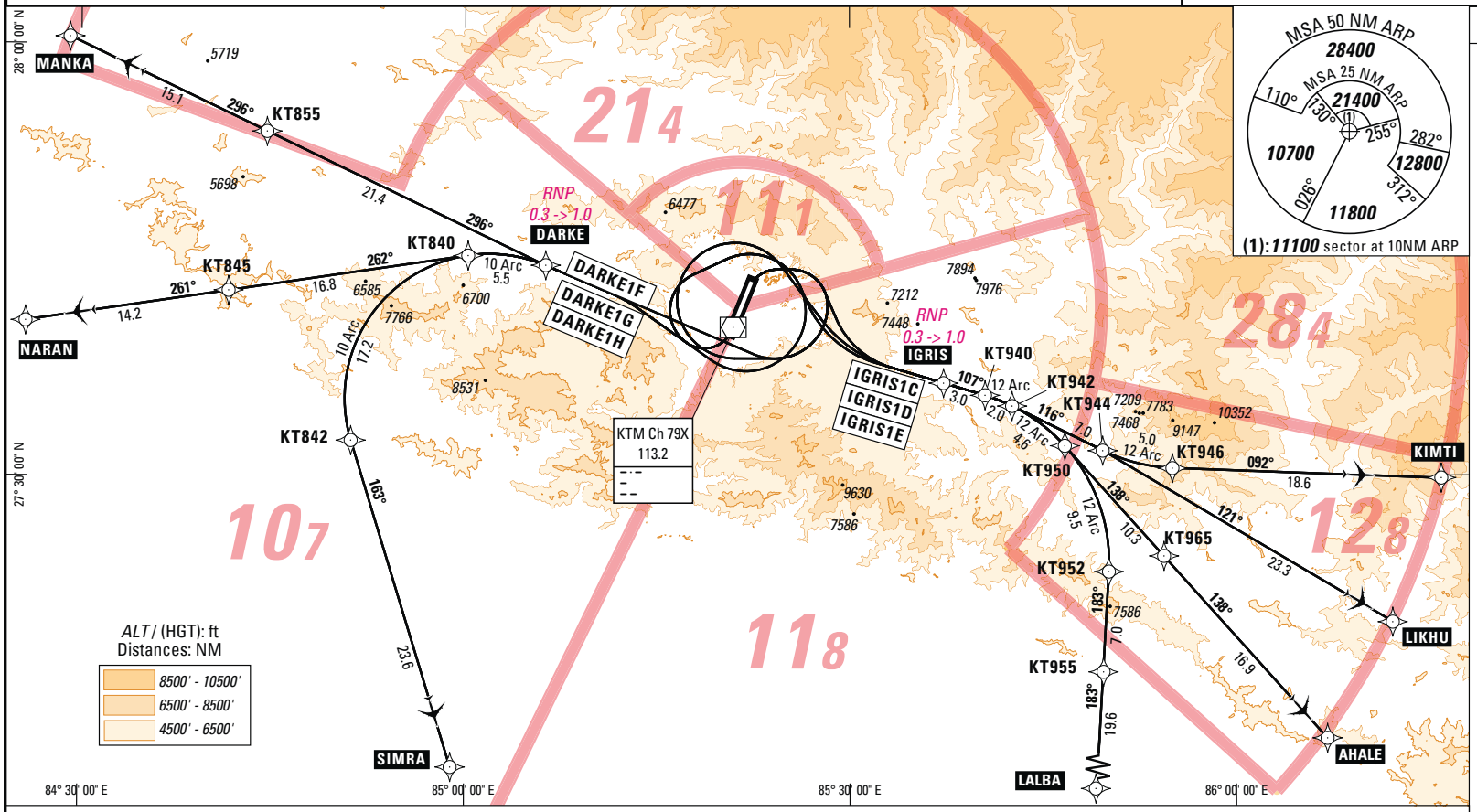
CAT: A B C D
AD ELEV: 4395

KATHMANDU/TRIBHUVAN INTERNATIONAL (VNKT)
RNP AR DEPARTURES RWY 02-20 (TRANSIT CHART)

APP: 120.6 TWR: 118.1 GND:121.9 *TRANS ALT: 13500'*

AUTHORIZATION REQUIRED | VAR: 0°W (16) | SID 3

ARP: 27°41'46"N - 085°21'38"E

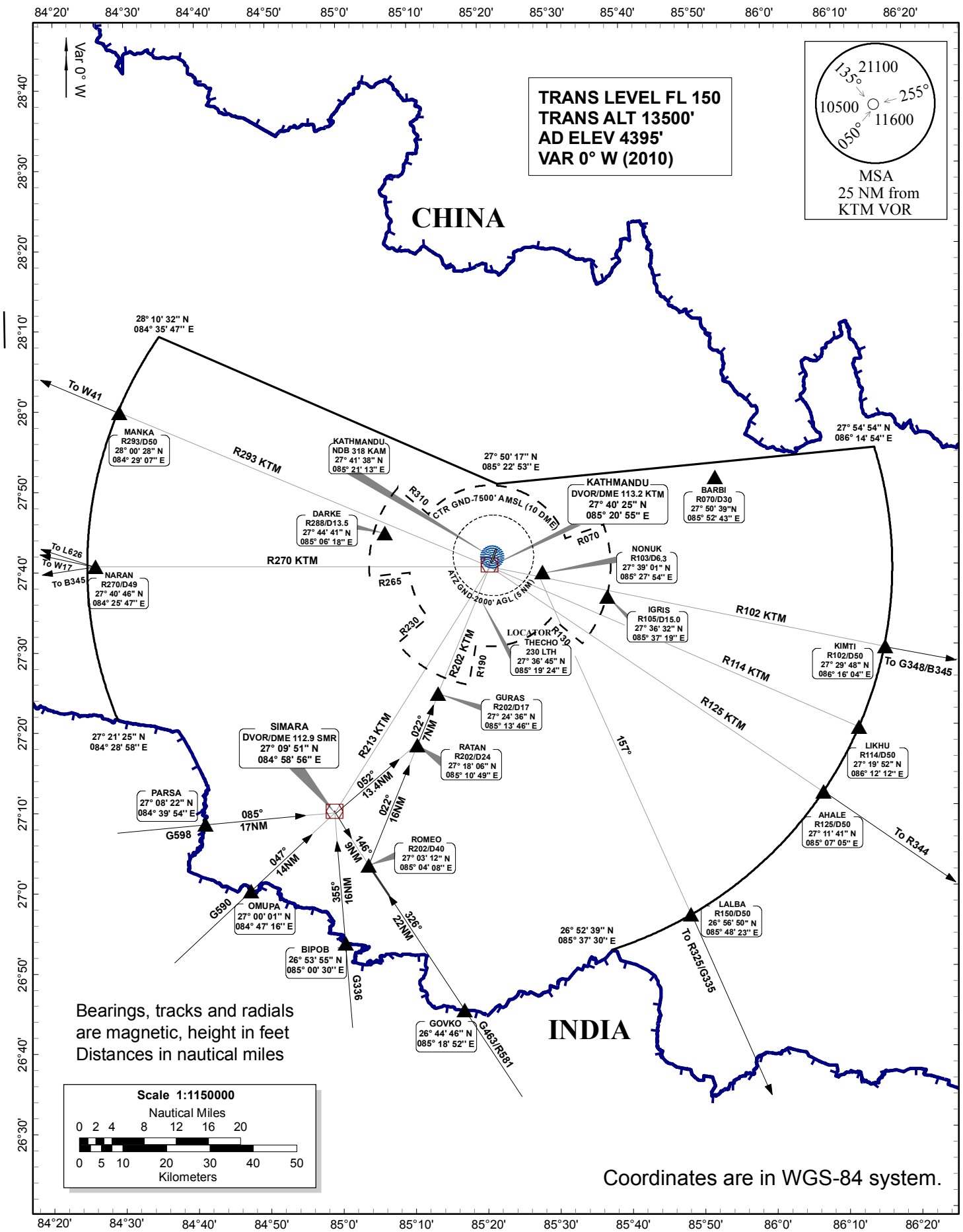


TRANSIT FROM DARKE TO ENROUTE :
1. MANKA (En-route W41)
2. NARAN (En-route B345)
3. SIMRA (En-route G590)

TRANSIT FROM IGRIS TO ENROUTE :
1. KIMTI (En-route B345/G348)
2. LIKHU
3. AHALE (En-route R344)
4. LALBA (En-route R325/G335)

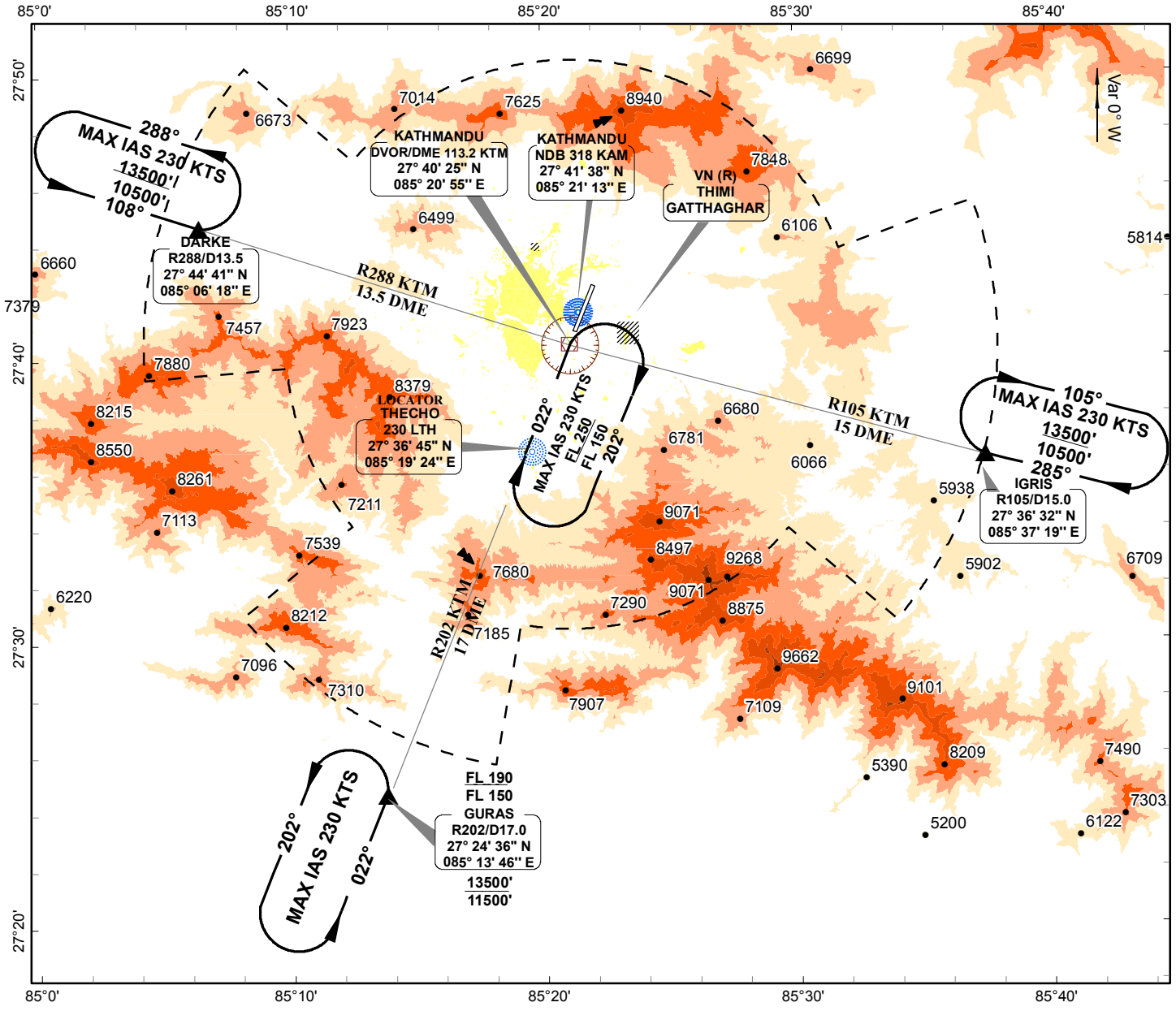
NAVBLUE® CGX®

KATHMANDU TERMINAL AREA CHART



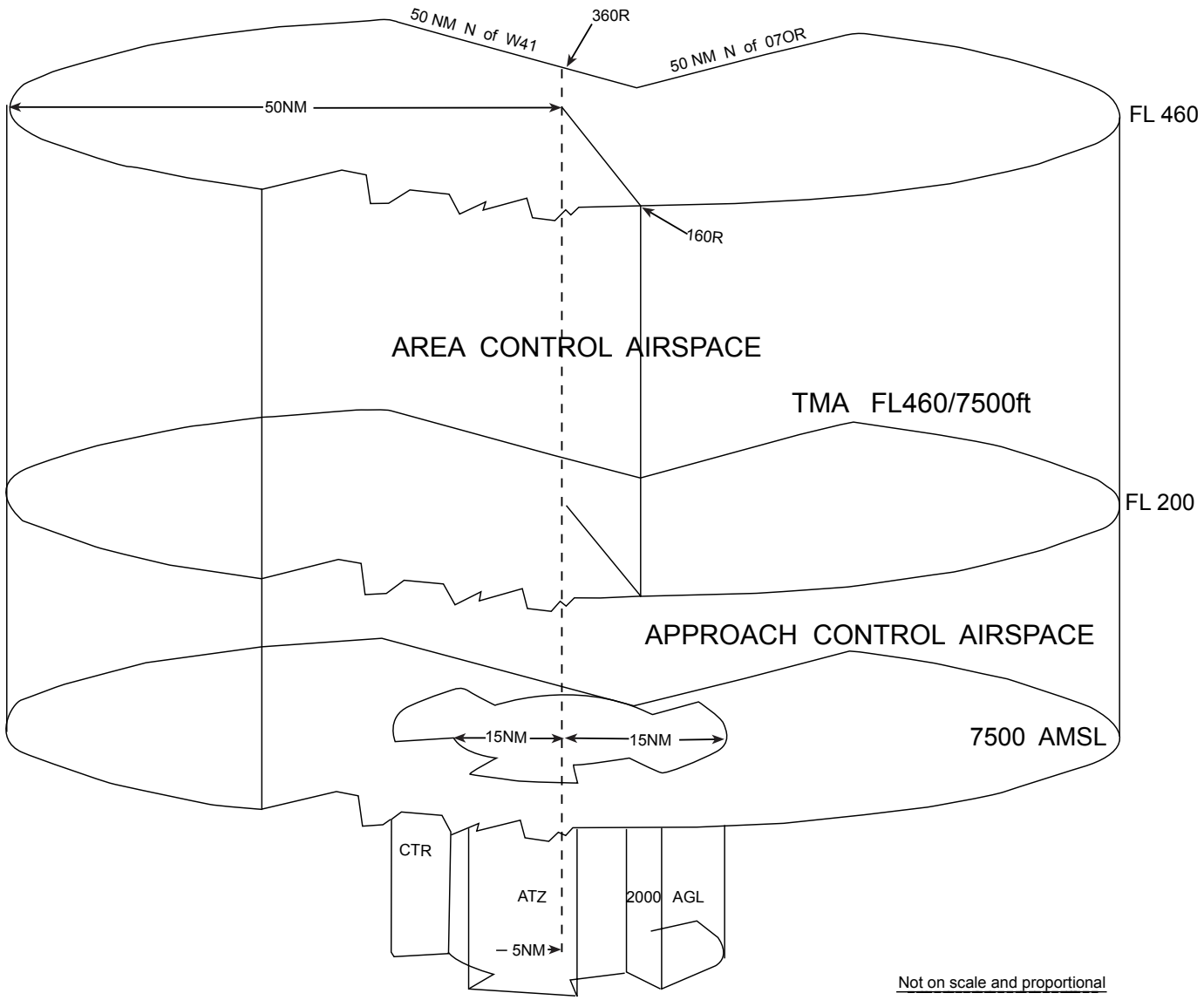
5321

KATHMANDU IFR HOLDINGS

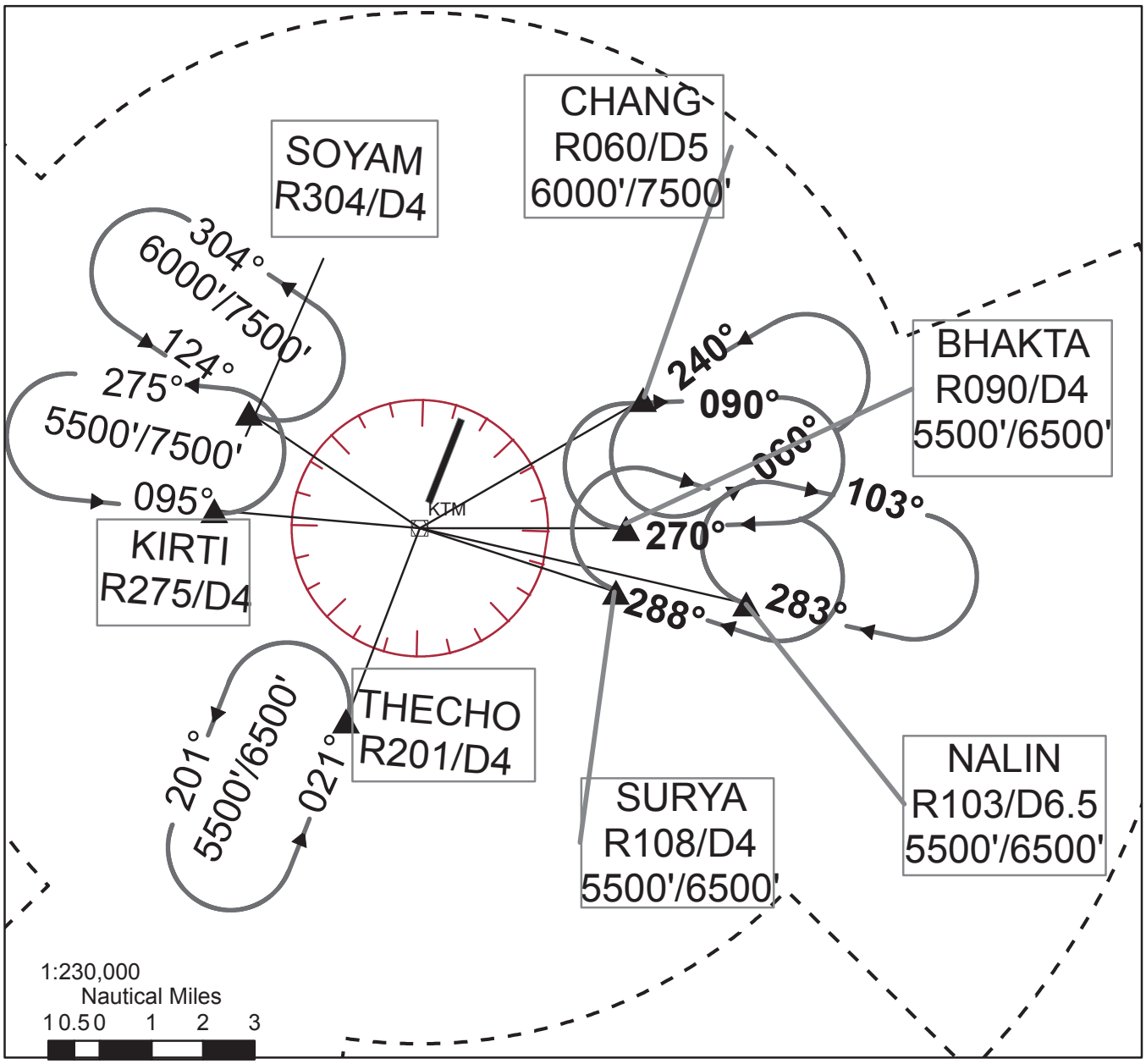


NOTE.-1. IGRIS, GURAS, DARKE holdings are laterally separated
2. GURAS and KTM VOR holdings shall not be used simultaneously at same level.

Tribhuvan Int'l Airport, Controlled Airspace



VFR HOLDING POINTS FOR TIA (INSIDE VALLEY)

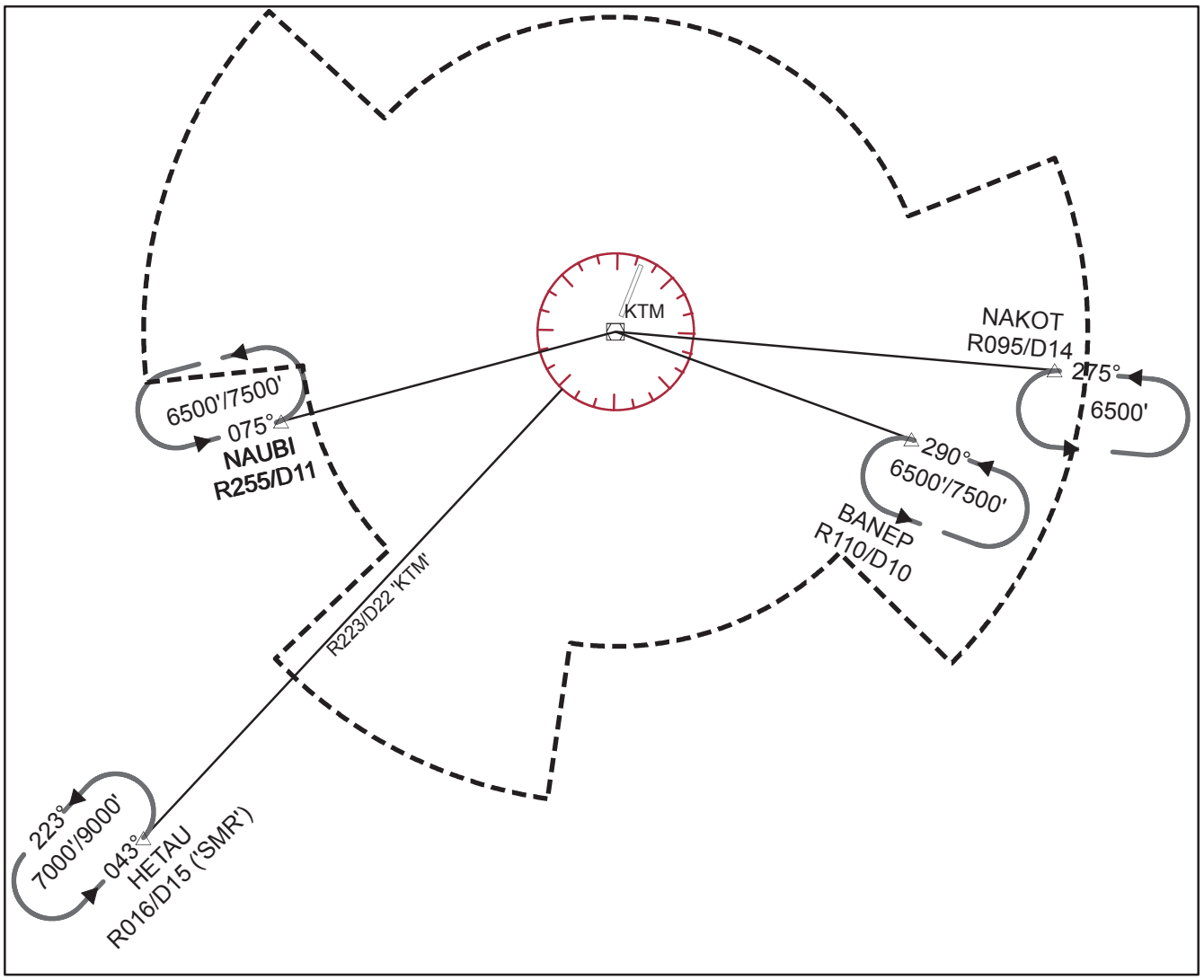


HOLDING DETAILS

NAME	LOCATION	Inbound Track	Visual Reference	Remarks
KIRTI	'KTM' (R275/D4)	095°	Kirtipur City	**Remain north of R258 and outside 2.5D arc**
SOYAM	'KTM' (R304/D4)	124°	Swoyambhu Stupa	**Remain south of R332 and outside 2.5D arc**
THECHO	'KTM' (R201/D4)	021°	Locator 'LTH'	
NALIN	'KTM' (R103/D6.5)	283°	Nalinchowk Area	
BHAKTA	'KTM' (R090/D4)	270°	Bhaktapur City	
CHANG	'KTM' (R060/D5)	240°	Temple	
SURYA	'KTM' (R108/D4)	288°	Temple	

Note:- 1. All holding at these points shall be made in VMC.
2. Terrain clearance shall be a pilot responsibility.

ADDITIONAL VFR HOLDINGS FOR TIA (OUTSIDE VALLEY)

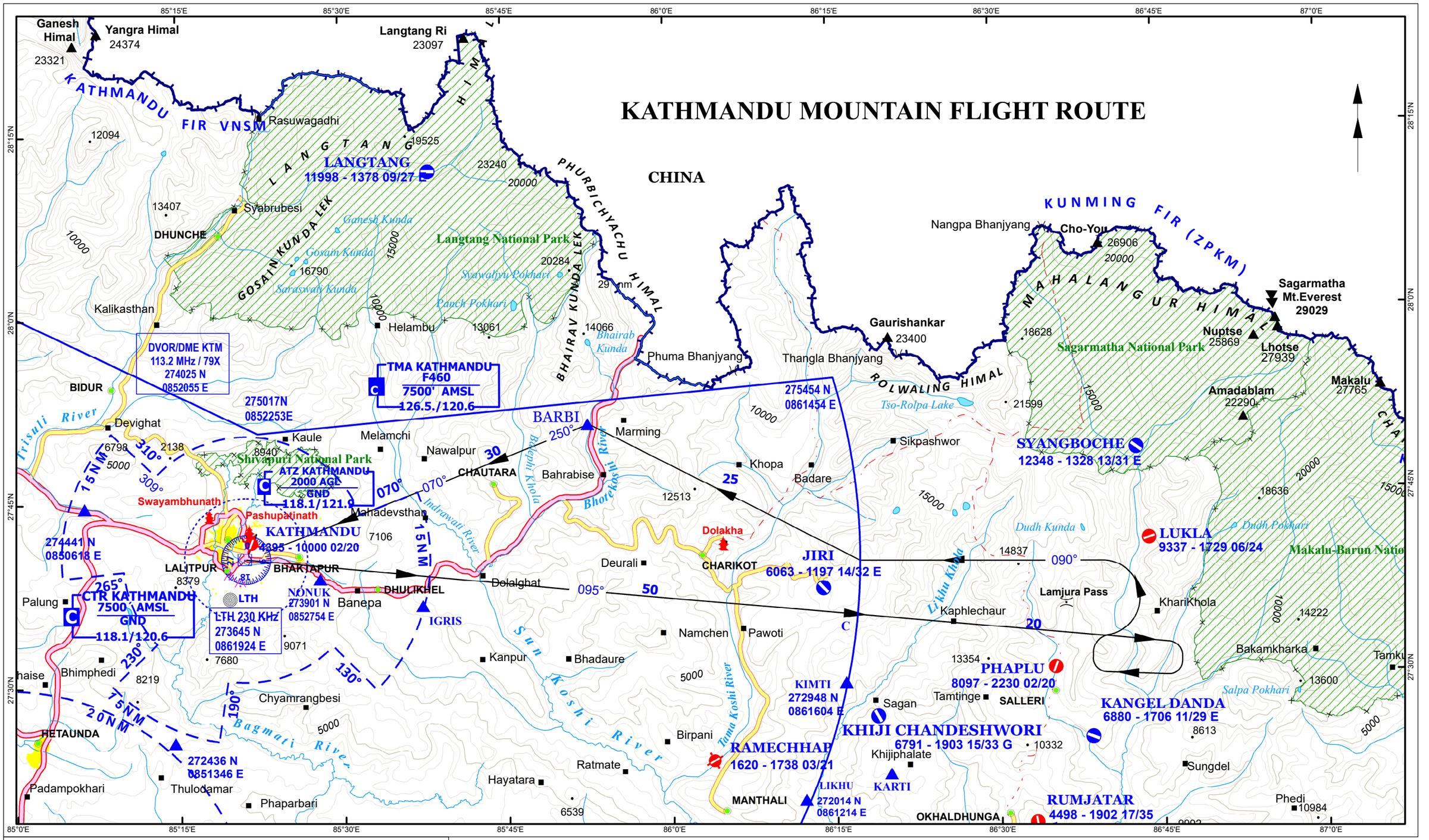


HOLDING DETAILS

NAME	LOCATION	Inbound Track	Visual Reference	Remarks
NAUBI	'KTM' (R255/D11)	075°	Naubise City	
HETAU	'SMR' (R016/D15)	043°	Hetauda Area	
BANEP	'KTM' (R110/D10)	290°	Banepa City	
NAKOT	'KTM' (R095/D14)	275°	Nagarkot Hills	

Note:- 1. All holding at these points shall be made in VMC.
2. Terrain clearance shall be a pilot responsibility.

KATHMANDU MOUNTAIN FLIGHT ROUTE



AERONAUTICAL INFORMATION

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

Existing High Level mountain flight route

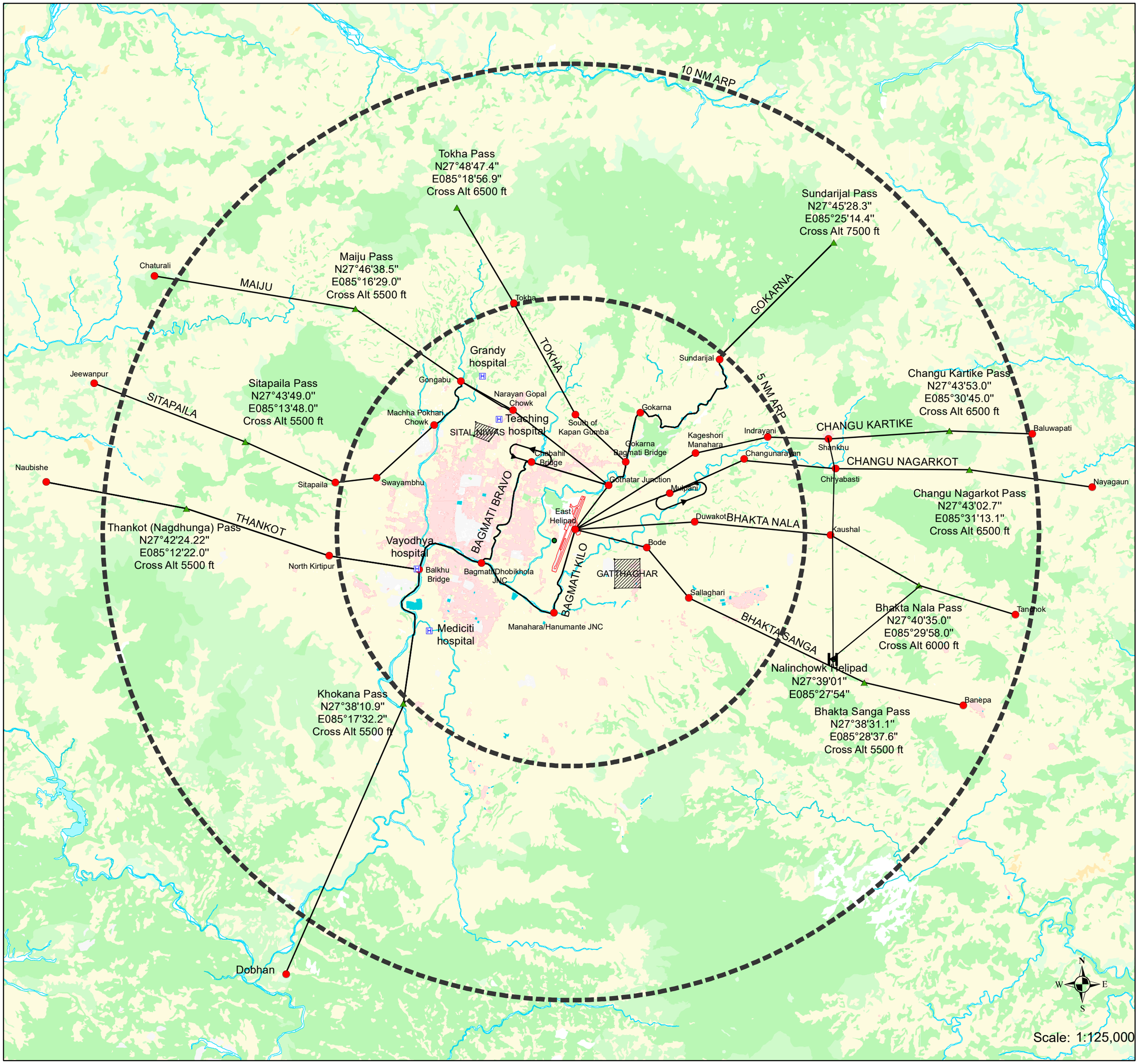
1. After take off from RWY 02/20 come overhead at or above 10500 ft.
2. Proceed outbound on R095 climbing to FL250.
3. Reach FL200 or above by 35DME.
4. Maintain FL250 by 50DME.
5. AT 80DME KTM turn left descending to FL240 track inbound R090 of KTM till 50DME.
6. At 50DME track direct to BARBI to reach 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:

Scale - 1:550,000

1. Aircraft proceeding outbound must follow R095 strictly or remain south of R095.
2. Inbound aircraft to track notrh of R090 as far as possible considering weather and turbulence.
3. This route is designed specifically for Beechraft, 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.

Heli-lane (Kathmandu)



Kathmandu –Name of Heli Lane and Sector with Entry and Exit Point as well as Altitude

Name of Heli-Lane		Sector	Entry/Exit Point	Altitude	Remarks
BAGMATI	**Bravo**	Gothatar Junction- Chabhil Bridge- Follow Dhobikhola River -Bagmati/Dhobikhola Junction Follow Bagmati River - Balkhu Bridge-**Khokana Pass-**Dobhan	**Khokana**	**5500 feet**	
	Kilo	Manahara/Humanute Junction- Follow ManaharaRiver -Bagmati/Dhobikhola Junction - Follow Bagmati River- Balkhu Bridge-**Khokana Pass-** Dobhan	**Khokana**	**5500 feet**	
GOKARNA		Gothatar Junction - Follow Bagmati River -Gokarna-Sundarijal - **Sundarijal Pass**	**Sundarijal**	**7500 feet**	
MAIJU		Gothatar Junction- Narayan Gopal Chowk - Follow Ringroad- Gangabu-**Maiju Pass**-Chaturali	**Maiju**	**5500 feet**	
THANKOT	**Bravo**	Gothatar Junction - Chabhil Bridge-Follow Dhobikhola River - Bagmati/Dhobikhola Junction - Follow BagmatiRiver - Balkhu Bridge-NorthKirtipur-**Thankot Pass** (Nagdhunga)– Naubishe	**Thankot**	**5500 feet**	
	Kilo	Manahara/Humanute Junction-Follow Manahara River - Bagmati/Dhobikhola Junction - Follow Bagmati River - Balkhu Bridge - North Kirtipur-**Thankot Pass** (Nagdhunga)–Naubishe	**Thankot**	**5500 feet**	
TOKHA		Gothatar Junction-Gokarna Bagmati Bridge - South of Kapan Gumba - Tokha-**Tokha Pass**	**Tokha**	**6500 feet**	
SITAPAILA		Gothatar Junction - Narayan Gopal Chowk - Gangabu- Machha Pokhari Chowk -Swayamb-hu-Sitapaila-**Sitapaila Pass**–Jeewanpur	**Sitapaila**	**5500 feet**	
BHAKTA	**Nala(Exit)**	Duwakot- Kaushal - **Nala Pass** - Tanchok	**Nala**	**6000 feet**	
	Sanga (Entry)	Banepa-**Sanga Pass**- Sallaghari- Bode	**Sanga**	**5500 feet**	
CHANGU	**Kartike(Exit)**	Kageshori Manahara - Indrayani - Sankhu-**Kartike Pass**–Baluwapati	**Kartike**	**6500 feet**	
	Nagarkot (Entry)	Nayagaun-Nagarkot pass-Chhyabasti-Changu Narayan-Mulpani	**Changu**	**6500 feet**	

HELI-LANE

Notes:

1. Helicopter Holding Point Chabahil Bridge for West – Non-standard - Holding speed not more than 80 knots Altitude shall be 5000 ft.

2. Helicopter Holding Point Mulpani for East – Non-standard- Holding speed not more than 80 knots Altitude shall be 5000 ft.

3. Heli lane must be followed as per Heli Check point.

4. Maintain 5000 ft. till 5NM then gradually climb to cross the pass as per given Heli-Lane altitude.

5. All inbound helicopters will reach 5000 ft.by 5 NM after entering valley

6. While flying inside the valley, it is the responsibility of PIC to avoid congested/restricted areas, natural/cultural heritage areas and the obstacles as per Civil Aviation Requirements

7. Heli-lane shall be used in VFR condition only.

8. Heli-lanes are defined by straight lines joining successively the coordinates of respective Heli-lane

9. Unless or otherwise instructed by Air Traffic Control unit PIC have to maintain the published Heli-lane altitude.

10. Departing helicopters are required to maintain 4800 ft. crossing take off/landing path of RWY then follow lane altitude.

11. If instructed by ATC, exit & entry point can be changed as per the Air traffic requirement.

12. When landing aircraft crossed initial approach fix for approach no helicopter shall be permitted to cross Bagmati-Kilo lane.

13. No crossing of helicopters when traffic on final RWY 20 or landing traffic is within 4 miles final on RWY 02 and when traffic departing from RWY 02.

Heli Lane - Kathmandu (TIA)

Co-ordinates

S.N.	Name of Sector	Latitude	Longitude	Remarks
1	Bagmati/Dhobikhola JNC	N27°41'10.00"	E085°19'27.00"	
2	Balkhu Bridge	N27°41'02.50"	E085°17'57.00"	
3	Baluwapati	N27°43'48.00"	E085°32'44.64"	
4	Banepa	N27°38'00.00"	E085°31'00.00"	
5	Bhakta North (Nala) Pass	N27°40'35.00"	E085°29'58.00"	
6	Bhakta South (Sanga) Pass	N27°38'31.10"	E085°28'37.60"	
7	Bode	N27°41'27.48"	E085°23'26.00"	
8	Chabahil Bridge	N27°43'19.00"	E085°20'41.00"	
9	Changunarayan	N27°43'20.00"	E085°25'48.00"	
10	Chaturali	N27°47'23.36"	E085°11'39.33"	
11	Chhyabasti	N27°43'06.36"	E085°28'00.00"	
12	Dobhan	N27°33'41.064"	E085°15'4.023"	
13	Duwakot	N27°42'00.00"	E085°24'35.60"	
14	East Helipad	N27°41'52.00"	E085°21'43.00"	
15	Gokarna	N27°44'21.00"	E085°23'19.00"	
16	Gokarna Bagmati Bridge	N27°43'18.00"	E085°22'57.00"	
17	Gongabu	N27°45'04.00"	E085°19'00.00"	
18	Gothatar Junction	N27°42'48.25"	E085°22'32.00"	
19	Indrayani	N27°43'48.00"	E085°26'22.33"	
20	Jeewanpur	N27°45'06.00"	E085°10'10.46"	
21	Kageshori Manahara	N27°43'28.41"	E085°24'38.00"	
22	Kartike Pass	N27°43'53.00"	E085°30'45.00"	
23	Kaushal	N27°41'41.00"	E085°27'51.50"	
24	Khokana Pass	N27°38'10.90"	E085°17'32.20"	
25	Machha Pokhari Chowk	N27°44'08.00"	E085°18'21.00"	
26	Maiju Pass	N27°46'38.50"	E085°16'29.00"	
27	Manahara/Hanumante JNC	N27°40'05.00"	E085°21'11.00"	
28	Mulpani	N27°42'37.00"	E085°24'00.00"	
29	Nagarkot Pass	N27°43'02.70"	E085°31'13.10"	
30	Nalinchowk Helipad	N27°39'01.00"	E085°27'54"	
31	Narayan Gopal Chowk	N27°44'26.00"	E085°20'15.00"	
32	Naubishe	N27°42'59.80"	E085°09'00.00"	
33	Nayagaun	N27°42'38.44"	E085°34'10.00"	
34	North Kirtipur	N27°41'21.30"	E085°15'47.50"	
35	Sallaghari	N27°40'22.31"	E085°24'25.86"	
36	Shankhu	N27°43'44.39"	E085°27'50.00"	
37	Sitapaila	N27°42'55.60"	E085°15'57.50"	
38	Sitapaila Pass	N27°43'49.00"	E085°13'48.00"	
39	South of Kapan Gumba	N27°44'19.50"	E085°21'45.20"	
40	Sundarijal	N27°45'28.30"	E085°25'14.40"	
41	Sundarijal Pass	N27°47'56.80"	E085°28'01.40"	
42	Swayambhu	N27°43'01.00"	E085°16'57.00"	
43	Tanchok	N27°39'55.60"	E085°32'17.00"	
44	Thankot (Nagdhunga) Pass	N27°42'24.22"	E085°12'22.00"	
45	Tokha	N27°46'43.50"	E085°20'18.10"	
46	Tokha Pass	N27°48'47.40"	E085°18'56.90"	

Helipad –Nalinchowk

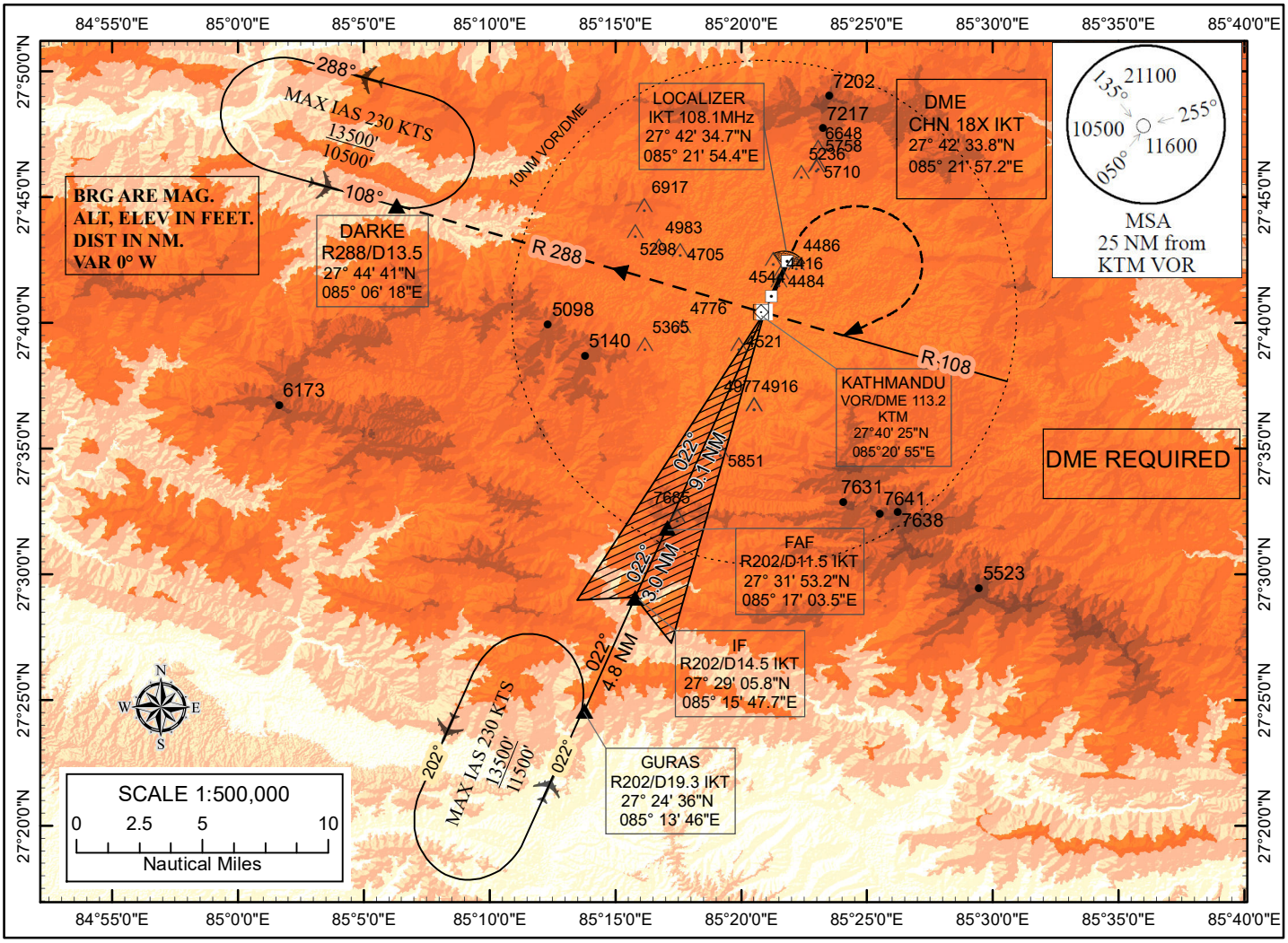
Follow existing Kathmandu (Heli-lane) of the TIA published in VNKT AD 2-76 for the operation of helicopter to and from Nalinchowk helipad with following requirements.

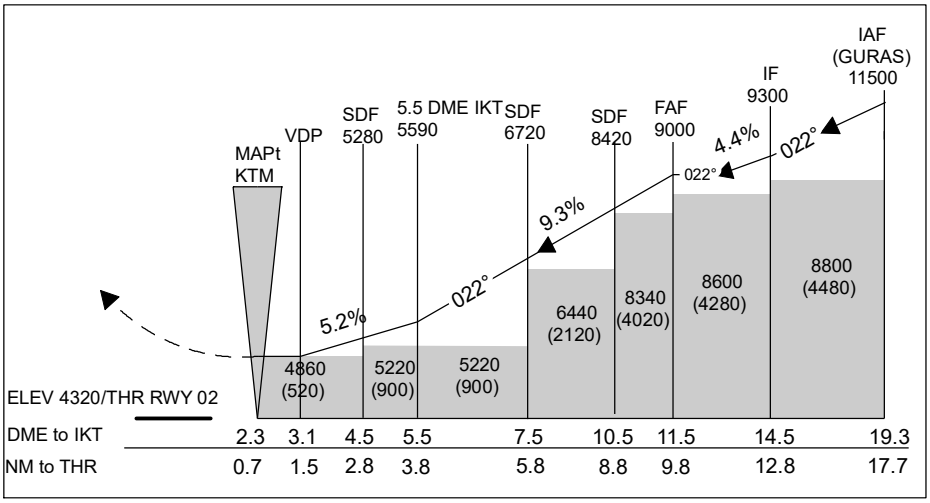
1. Helicopter departing Nalinchowk helipad following BHAKTA-NALA Heli-lane :
   - After take-off make right turn join BHAKTA-NALA Heli lane at BHAKTA NALA Pass follow the lane.
     (Nalinchowk-BHAKTA NALA PASS-TANCHOK)
2. Helicopter arriving Nalinchowk helipad following BHAKTA-SANGA Heli-lane :
   - Arrival of helicopter to the Nalinchowk shall follow the BHAKTA-SANGA lane. (BANEPA-SANGAPASS- Nalinchowk)
3. For east bound helicopter via CHANGU-KARTIKE Heli-lane
   - Departing helicopter shall make right turn to follow as (NALINCHOWK-KAUSHAL-CHHAYABASTI-SHANKHU- CHANGU KARTIKE PASS- BALUWAPATI)
4. Arriving helicopter via CHANGU-NAGARKOT Heli lane shall follow as
   - CHHAYABASTI-KAUSHAL-NALINCHOWK
5. For the west bound departing/arriving helicopter
   - Departing helicopter shall join BHAKTA-NALA Heli lane at Duwakot and get instructions from the ATCOs to cross from Manahara/Hanumante JNC or Gothatar Junction then join intended west Heli lane.
   - Arriving aircraft from west shall get ATC instructions from ATCOs before Chabahil Bridge to cross at Manahara/Hanumante JNC or Gothatar Junction then follow BHAKTA SANGA helilane.
6. Arriving/ Departing helicopter via GOKARNA Heli lane:
   - Nalinchowk-Kaushal-Chhyabasti-Shankhu-Sundarijal for departing helicopter from the Nalinchowk helipad.
   - Sundarijal-Shankhu-Chhyabasti-Kaushal-Nalinchowk for the arriving helicopter to the Nalinchowk helipad.

Notes:

1. While flying inside the valley, it is the responsibility of PIC to avoid congested/restricted areas, natural/cultural heritage areas and the obstacles as per Civil Aviation Requirements.
2. Heli-lane shall be used in VFR condition only.
3. Level restrictions and other requirements for the helicopters to/from Nalinchowk helipad shall be as stated in the VNKT AD 2-77 and VNKT AD 2-78 of Kathmandu (Heli-lane).
4. Pilot should avoid landing and Take-off from North –East side of helipad in order to avoid electricity line and High trees.
5. Arriving helicopter entering valley via Sanga pass descending at or below 4800ft remaining outside of 5 DME KTM turn left to intercept final course for approach at Nalinchowk helipad.
6. Departing helicopter for east or north bound from Nalinchowk turn before 5MDE KTM to join Heli lane.

INSTRUMENT APPROACH CHART - ICAO	AERODROME ELEV 4395' HEIGHTS RELATED TO THR RWY 02 - ELEV 4320'	APP 120.6 MHz TWR 118.1 MHz GND 121.9 MHz	KATHMANDU, NEPAL (VNKT) Tribhuvan International Airport LOC RWY 02





TRANSITION LEVEL F150
TRANSITION ALT A135

Missed Approach:
(Missed approach turn limited to 185 kt IAS Maximum.
Minimum Missed approach climb gradient is 5%.)

Climb straight ahead. At 3 DME on R022 KTM turn right maintain HDG243° to intercept R108 inbound to 'KTM' VOR at or above 7500 ft. Follow R-288 outbound to DARKE (D13.5/R-288) at or above 10500 ft.

LOCALIZER APPROACH RWY02		CAT-A	CAT-B	CAT-C	CAT-D
Straight-in-Approach	OCA (OCH)	4860(540)		4860(540)	
	Visibility-FULL	1800m		2000m	
	Visibility-ALS Out	2600m		2800m	
Circling	OCA (OCH)	4860 (465)	5470 (1070)	Not authorized	
	Visibility	2600m	4600m		
	CIRCLING IS NOT AUTHORIZED AT NIGHT				

Recommended profile	NM to IKT	11	10	9	8	7	6	5.5	5	4	MAPt
Final Gradient From FAF to 5.5 DME IKT 9.3 % (5.4°) From 5.5 DME IKT THR 5.2% (3.0°)	ALT(HGT)	8640 (4320)	8080 (3760)	7530 (3210)	6980 (2660)	6420 (2100)	5870 (1550)	5590 (1270)	5340 (1020)	5150 (830)	-

D5.5 TO MAPt: 3.2 NM						
Speed	Knots	60	90	120	150	180
Time	Min:Sec	3:12	2:8	1:36	1:16	1:4
Rate of Descent	Ft/min@5.2%	316	474	632	790	948