

**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                           | 274149.778 N 0852128.535 E*                                                                                                                   |
| 2. | Direction and Distance from (city)                       | 5.56 Km, East                                                                                                                                 |
| 3. | Elevation/Reference Temperature                          | 1339.54 m (4394.76 ft)/ 29.81°C                                                                                                               |
| 4. | MAG VAR/Annual Change                                    | 0° W                                                                                                                                          |
| 5. | AD Administration, address Telephone, Telefax, Telex AFS | Civil Aviation Authority of Nepal<br>Tribhuvan International Airport ,<br>Tel +977-1-4113163, 4113033<br>Fax +977-1-4113180<br>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),<br>10:00-1600 LT (WINTER),<br>FRI 10:00-1500 LT   |
| 2.  | Customs and immigration    | 0015-1845 UTC**                                                                     |
| 3.  | Health and sanitation      | 0015-1845 UTC**                                                                     |
| 4.  | AIS Briefing Office        | 0015-1845 UTC**                                                                     |
| 5.  | ATS Reporting Office (ARO) | 0015-1845 UTC**                                                                     |
| 6.  | MET Briefing Office        | H24                                                                                 |
| 7.  | ATS                        | 1) From Nov 16- Feb 15 (0045-1845) UTC<br>2) From Feb 16- Nov 15 (0015 -1845) UTC** |
| 8.  | Fuelling                   | 0015-1845 UTC**                                                                     |
| 9.  | Handling (Cargo)           | 0015-1845 UTC                                                                       |
| 10. | Security                   | H24                                                                                 |
| 11. | Remarks                    | Any change will be notified via NOTAM                                               |

\* WGS -84 Coordinates

\*\* Extension of service available with prior permission from General Manager/TIA

**VNKT AD 2.10 AERODROME OBSTACLES**

| In Area 2               |                                        |                                   |                |                        |         |
|-------------------------|----------------------------------------|-----------------------------------|----------------|------------------------|---------|
| OBST ID/<br>Designation | OBST type                              | OBST position                     | ELEV<br>M / FT | Marking/Type,<br>Color | Remarks |
| a                       | b                                      | c                                 | d              | e                      | f       |
| KT900                   | Mast on corporate tower                | 27°41'16.377"N<br>085°21'01.796"E | 1336.00/4383.2 | Red and white/Lighted  |         |
| KT902                   | Chimney                                | 27°41'05.059"N<br>085°21'05.120"E | 1325.60/4349.1 | NIL                    |         |
| KT903                   | Advertisement on the top of a building | 27°40'51.717"N<br>085°20'57.466"E | 1333.70/4375.7 | NIL                    |         |
| KT904                   | Trees                                  | 27°40'55.033"N<br>085°21'14.503"E | 1328.50/4358.6 | NIL                    |         |
| KT907                   | Tower                                  | 27°41'37.660"N<br>085°21'18.605"E | 1348.20/4423.2 | NIL                    |         |
| KT908                   | Airport guard house                    | 27°40'58.731"N<br>085°21'14.054"E | 1318.50/4325.8 | NIL                    |         |
| KT909                   | Antenna                                | 27°40'46.775"N<br>085°20'53.782"E | 1342.90/4405.8 | Lighted                |         |
| KT910                   | Tower                                  | 27°41'42.028"N<br>085°21'21.010"E | 1348.80/4425.2 | NIL                    |         |
| KT911                   | Airport Taxiway Light                  | 27°41'54.418"N<br>085°21'26.168"E | 1361.50/4466.9 | NIL                    |         |
| KT915                   | Aircrafts Hangar                       | 27°41'48.193"N<br>085°21'48.227"E | 1354.80/4444.9 | NIL                    |         |
| KT916                   | Airport radar                          | 27°42'23.416"N<br>085°22'02.487"E | 1370.10/4495.1 | Red /Lighted           |         |
| KT917                   | Building                               | 27°41'55.237"N<br>085°21'47.918"E | 1349.30/4426.8 | NIL                    |         |
| KT919                   | Monastery                              | 27°44'39.185"N<br>085°22'06.171"E | 1486.40/4876.6 | NIL                    |         |
| KT920                   | Monastery                              | 27°44'43.704"N<br>085°22'26.094"E | 1504.50/4936.0 | NIL                    |         |
| KT921                   | Trees                                  | 27°44'32.588"N<br>085°21'50.275"E | 1476.00/4842.5 | NIL                    |         |
| KT923                   | Antenna                                | 27°39'09.445"N<br>085°19'45.785"E | 1381.90/4533.8 | Red and white/Lighted  |         |
| KT924                   | Chimney                                | 27°38'38.755"N<br>085°20'32.046"E | 1405.30/4610.6 | NIL                    |         |
| KT925                   | Building on construction               | 27°38'56.675"N<br>085°19'53.929"E | 1363.50/4473.4 | NIL                    |         |
| KT927                   | Antenna                                | 27°38'48.572"N<br>085°18'21.795"E | 1456.30/4777.9 | Red and white/Lighted  |         |
| KT928                   | Monastery                              | 27°39'54.208"N<br>085°17'31.999"E | 1447.90/4750.3 | NIL                    |         |



|        |                        |                                   |                |                          |                                  |
|--------|------------------------|-----------------------------------|----------------|--------------------------|----------------------------------|
| KT930  | Building               | 27°43'52.144"N<br>085°22'25.105"E | 1402.70/4602.0 | NIL                      |                                  |
| KT931  | Monastery              | 27°42'47.382"N<br>085°22'32.585"E | 1365.40/4479.7 | NIL                      |                                  |
| KT932  | Building               | 27°42'34.931"N<br>085°22'07.378"E | 1352.60/4437.7 | NIL                      |                                  |
| KT933  | Antenna                | 27°43'15.375"N<br>085°22'30.557"E | 1368.10/4488.5 | Red and<br>white/Lighted |                                  |
| KT934  | Antenna on<br>building | 27°43'08.770"N<br>085°21'02.750"E | 1383.30/4538.4 | Red and<br>white/Lighted |                                  |
| KT951  | Tree                   | 27°42'37.272"N<br>085°27'11.637"E | 1668.70/5474.7 | NIL                      |                                  |
| KT1000 | Building               | 27°40'40.609"N<br>085°20'57.457"E | 1318.67/4326.3 | NIL                      | Specially for RNP<br>AR Approach |
| KT1001 | Antenna on<br>building | 27°40'40.450"N<br>085°20'57.346"E | 1320.70/4333.0 | NIL                      | Specially for RNP<br>AR Approach |
| KT1002 | Antenna on<br>building | 27°40'40.877"N<br>085°20'57.325"E | 1323.38/4341.8 | NIL                      | Specially for RNP<br>AR Approach |
| KT1003 | Building               | 27°40'41.135"N<br>085°20'57.190"E | 1318.68/4326.4 | NIL                      | Specially for RNP<br>AR Approach |
| KT1006 | Building               | 27°40'40.306"N<br>085°20'56.146"E | 1332.71/4372.4 | NIL                      | Specially for RNP<br>AR Approach |
| KT1007 | Building               | 27°40'40.375"N<br>085°20'55.754"E | 1336.44/4384.6 | NIL                      | Specially for RNP<br>AR Approach |
| KT1009 | Building               | 27°40'41.028"N<br>085°20'56.684"E | 1326.22/4351.1 | NIL                      | Specially for RNP<br>AR Approach |
| KT1010 | Building               | 27°40'41.184"N<br>085°20'56.721"E | 1327.43/4355.1 | NIL                      | Specially for RNP<br>AR Approach |
| KT1011 | Tank on building       | 27°40'41.255"N<br>085°20'56.750"E | 1329.13/4360.7 | NIL                      | Specially for RNP<br>AR Approach |
| KT1012 | Building               | 27°40'41.455"N<br>085°20'56.635"E | 1328.42/4358.3 | NIL                      | Specially for RNP<br>AR Approach |
| KT1013 | Building               | 27°40'41.508"N<br>085°20'56.723"E | 1325.90/4350.1 | NIL                      | Specially for RNP<br>AR Approach |
| KT1014 | Building               | 27°40'44.332"N<br>085°20'57.342"E | 1332.48/4371.7 | NIL                      | Specially for RNP<br>AR Approach |
| KT1015 | Building               | 27°40'44.655"N<br>085°20'57.429"E | 1332.51/4371.8 | NIL                      | Specially for RNP<br>AR Approach |
| KT1019 | Pipe on Building       | 27°40'44.444"N<br>085°20'57.047"E | 1332.87/4372.9 | NIL                      | Specially for RNP<br>AR Approach |
| KT1020 | Building               | 27°40'44.428"N<br>085°20'57.077"E | 1332.57/4371.8 | NIL                      | Specially for RNP<br>AR Approach |
| KT1022 | Pipe on Building       | 27°40'44.491"N<br>085°20'56.902"E | 1333.16/4372.9 | NIL                      | Specially for RNP<br>AR Approach |
| KT1023 | Sign on Building       | 27°40'44.472"N<br>085°20'57.731"E | 1322.56/4371.9 | NIL                      | Specially for RNP<br>AR Approach |
| KT1024 | Building               | 27°40'41.438"N<br>085°20'56.782"E | 1324.67/4346.0 | NIL                      | Specially for RNP<br>AR Approach |
| KT1025 | Tank on building       | 27°40'45.032"N<br>085°20'57.095"E | 1334.08/4376.9 | NIL                      | Specially for RNP<br>AR Approach |

|        |                     |                                   |                |     |                               |
|--------|---------------------|-----------------------------------|----------------|-----|-------------------------------|
| KT1026 | Building            | 27°40'45.072"N<br>085°20'57.466"E | 1332.52/4371.8 | NIL | Specially for RNP AR Approach |
| KT1027 | Building            | 27°40'44.947"N<br>085°20'57.462"E | 1332.51/4371.8 | NIL | Specially for RNP AR Approach |
| KT1028 | Building            | 27°40'44.847"N<br>085°20'57.446"E | 1332.50/4371.7 | NIL | Specially for RNP AR Approach |
| KT1029 | Building            | 27°40'44.724"N<br>085°20'57.470"E | 1333.07/4373.6 | NIL | Specially for RNP AR Approach |
| KT1031 | Sign on Building    | 27°40'45.033"N<br>085°20'57.836"E | 1322.34/4338.4 | NIL | Specially for RNP AR Approach |
| KT1032 | Building            | 27°40'40.876"N<br>085°20'55.750"E | 1330.21/4364.2 | NIL | Specially for RNP AR Approach |
| KT1033 | Building            | 27°40'41.124"N<br>085°20'56.100"E | 1326.13/4350.8 | NIL | Specially for RNP AR Approach |
| KT1034 | Antenna on building | 27°40'40.427"N<br>085°20'55.525"E | 1337.31/4387.5 | NIL | Specially for RNP AR Approach |
| KT1037 | Building            | 27°40'44.203"N<br>085°20'57.595"E | 1322.00/4337.3 | NIL | Specially for RNP AR Approach |
| KT1038 | Building            | 27°40'45.048"N<br>085°20'57.754"E | 1322.47/4338.8 | NIL | Specially for RNP AR Approach |
| KT1039 | Tank on building    | 27°40'38.365"N<br>085°21'07.605"E | 1323.98/4343.8 | NIL | Specially for RNP AR Approach |
| KT1040 | Pole on building    | 27°40'38.705"N<br>085°21'07.816"E | 1324.44/4345.3 | NIL | Specially for RNP AR Approach |
| KT1041 | Tank on building    | 27°40'40.732"N<br>085°21'08.545"E | 1328.46/4358.5 | NIL | Specially for RNP AR Approach |
| KT1042 | Building            | 27°40'42.268"N<br>085°21'08.090"E | 1320.12/4331.1 | NIL | Specially for RNP AR Approach |
| KT1043 | Tank on building    | 27°40'42.979"N<br>085°21'09.979"E | 1327.78/4356.2 | NIL | Specially for RNP AR Approach |
| KT1045 | Pole on building    | 27°40'44.046"N<br>085°21'10.177"E | 1327.25/4354.5 | NIL | Specially for RNP AR Approach |
| KT1046 | Pole on building    | 27°40'47.708"N<br>085°21'09.984"E | 1322.97/4340.5 | NIL | Specially for RNP AR Approach |
| KT1047 | Tank on building    | 27°40'51.719"N<br>085°21'14.656"E | 1329.35/4361.4 | NIL | Specially for RNP AR Approach |
| KT1048 | Tree                | 27°40'53.089"N<br>085°21'12.552"E | 1325.63/4349.2 | NIL | Specially for RNP AR Approach |
| KT1049 | Tree                | 27°40'47.264"N<br>085°21'09.300"E | 1321.62/4336.0 | NIL | Specially for RNP AR Approach |
| KT1050 | Tree                | 27°40'45.521"N<br>085°21'10.836"E | 1322.05/4337.4 | NIL | Specially for RNP AR Approach |
| KT1051 | Tree                | 27°40'43.258"N<br>085°21'11.425"E | 1328.10/4357.3 | NIL | Specially for RNP AR Approach |
| KT1053 | Antenna of ATCT     | 27°42'01.191"N<br>085°21'25.403"E | 1369.54/4493.2 | NIL | Specially for RNP AR Approach |
| KT1054 | Light pole          | 27°41'58.388"N<br>085°21'27.977"E | 1364.17/4475.6 | NIL | Specially for RNP AR Approach |
| KT1055 | Light pole          | 27°42'00.433"N<br>085°21'28.909"E | 1364.58/4477.0 | NIL | Specially for RNP AR Approach |

|        |                        |                                   |                |     |                                  |
|--------|------------------------|-----------------------------------|----------------|-----|----------------------------------|
| KT1056 | Light pole             | 27°42'02.468"N<br>085°21'29.832"E | 1364.76/4477.6 | NIL | Specially for RNP<br>AR Approach |
| KT1057 | Light pole             | 27°42'04.454"N<br>085°21'30.739"E | 1365.08/4478.6 | NIL | Specially for RNP<br>AR Approach |
| KT1058 | Light pole             | 27°42'06.068"N<br>085°21'31.470"E | 1364.72/4477.4 | NIL | Specially for RNP<br>AR Approach |
| KT1059 | Tree                   | 27°42'10.264"N<br>085°21'32.039"E | 1362.53/4470.2 | NIL | Specially for RNP<br>AR Approach |
| KT1061 | Pole on building       | 27°43'56.784"N<br>085°22'25.150"E | 1390.58/4562.3 | NIL | Specially for RNP<br>AR Approach |
| KT1062 | Pole on building       | 27°43'57.115"N<br>085°22'29.740"E | 1392.16/4567.5 | NIL | Specially for RNP<br>AR Approach |
| KT1063 | Tank on building       | 27°43'55.667"N<br>085°22'28.992"E | 1391.59/4565.6 | NIL | Specially for RNP<br>AR Approach |
| KT1064 | Pole on building       | 27°43'55.161"N<br>085°22'25.914"E | 1389.18/4557.7 | NIL | Specially for RNP<br>AR Approach |
| KT1065 | Antenna of<br>building | 27°43'54.291"N<br>085°22'26.758"E | 1397.65/4585.5 | NIL | Specially for RNP<br>AR Approach |
| KT1066 | Pole on building       | 27°43'53.199"N<br>085°22'25.687"E | 1389.51/4558.8 | NIL | Specially for RNP<br>AR Approach |
| KT1067 | Building               | 27°43'51.968"N<br>085°22'25.120"E | 1406.00/4612.9 | NIL | Specially for RNP<br>AR Approach |
| KT1068 | Tank on building       | 27°43'54.912"N<br>085°22'23.193"E | 1388.29/4554.8 | NIL | Specially for RNP<br>AR Approach |
| KT1069 | Tree                   | 27°43'54.524"N<br>085°22'20.780"E | 1397.36/4584.5 | NIL | Specially for RNP<br>AR Approach |
| KT1070 | Pole on building       | 27°43'53.872"N<br>085°22'21.540"E | 1386.11/4547.6 | NIL | Specially for RNP<br>AR Approach |
| KT1071 | Pole on building       | 27°43'56.706"N<br>085°22'22.716"E | 1388.01/4553.8 | NIL | Specially for RNP<br>AR Approach |
| KT1072 | Building               | 27°44'32.634"N<br>085°21'50.923"E | 1473.24/4833.5 | NIL | Specially for RNP<br>AR Approach |
| KT1079 | Antenna                | 27°43'49.440"N<br>085°22'33.120"E | 1400.15/4593.7 | NIL | Specially for RNP<br>AR Approach |
| KT1080 | Antenna                | 27°43'48.460"N<br>085°22'31.666"E | 1401.08/4596.7 | NIL | Specially for RNP<br>AR Approach |
| KT1081 | Antenna                | 27°44'31.633"N<br>085°21'49.553"E | 1469.83/4822.3 | NIL | Specially for RNP<br>AR Approach |
| KT1082 | Tree                   | 27°44'32.739"N<br>085°21'50.125"E | 1474.63/4838.0 | NIL | Specially for RNP<br>AR Approach |
| KT1084 | Building               | 27°44'39.198"N<br>085°22'06.136"E | 1488.12/4882.3 | NIL | Specially for RNP<br>AR Approach |
| KT1085 | Building               | 27°44'43.761"N<br>085°22'26.582"E | 1506.26/4941.8 | NIL | Specially for RNP<br>AR Approach |
| KT1086 | Building               | 27°44'45.620"N<br>085°22'32.155"E | 1512.30/4961.6 | NIL | Specially for RNP<br>AR Approach |
| KT1087 | Antenna on<br>building | 27°44'42.340"N<br>085°22'32.879"E | 1500.24/4922.0 | NIL | Specially for RNP<br>AR Approach |

|        |                  |                                   |                |     |                                  |
|--------|------------------|-----------------------------------|----------------|-----|----------------------------------|
| KT1088 | Antenna          | 27°44'39.482"N<br>085°22'36.494"E | 1498.16/4915.2 | NIL | Specially for RNP<br>AR Approach |
| KT1089 | Tree             | 27°44'30.867"N<br>085°22'51.669"E | 1461.84/4796.1 | NIL | Specially for RNP<br>AR Approach |
| KT1101 | Tree             | 27°44'36.439"N<br>085°22'36.707"E | 1485.73/4874.4 | NIL | Specially for RNP<br>AR Approach |
| KT1102 | Tank on building | 27°43'42.655"N<br>085°22'14.941"E | 1388.50/4555.4 | NIL | Specially for RNP<br>AR Approach |
| KT1103 | Building         | 27°43'17.006"N<br>085°21'42.860"E | 1374.21/4508.6 | NIL | Specially for RNP<br>AR Approach |
| KT1104 | Building         | 27°43'38.267"N<br>085°22'12.961"E | 1385.04/4544.1 | NIL | Specially for RNP<br>AR Approach |
| KT1105 | Tree             | 27°43'34.215"N<br>085°22'14.885"E | 1381.97/4534.0 | NIL | Specially for RNP<br>AR Approach |
| KT1106 | Tree             | 27°43'27.842"N<br>085°22'23.599"E | 1385.49/4545.6 | NIL | Specially for RNP<br>AR Approach |
| KT1107 | Pipe on Building | 27°43'42.873"N<br>085°22'19.352"E | 1383.76/4539.9 | NIL | Specially for RNP<br>AR Approach |
| KT1108 | Antenna          | 27°43'40.658"N<br>085°22'30.971"E | 1390.89/4563.3 | NIL | Specially for RNP<br>AR Approach |
| KT1109 | Antenna          | 27°43'45.494"N<br>085°22'26.055"E | 1394.18/4574.1 | NIL | Specially for RNP<br>AR Approach |
| KT1111 | Antenna          | 27°43'45.328"N<br>085°22'22.727"E | 1390.67/4562.6 | NIL | Specially for RNP<br>AR Approach |
| KT1112 | Tree             | 27°40'36.394"N<br>085°21'06.500"E | 1323.76/4343.0 | NIL | Specially for RNP<br>AR Approach |
| KT1113 | Building         | 27°40'35.990"N<br>085°21'06.608"E | 1320.97/4333.9 | NIL | Specially for RNP<br>AR Approach |
| KT1114 | Pole on building | 27°40'27.885"N<br>085°21'05.347"E | 1322.53/4339.0 | NIL | Specially for RNP<br>AR Approach |
| KT1115 | Tank on building | 27°40'27.310"N<br>085°21'04.993"E | 1323.21/4341.2 | NIL | Specially for RNP<br>AR Approach |
| KT1116 | Light pole       | 27°40'33.402"N<br>085°21'01.748"E | 1317.33/4321.9 | NIL | Specially for RNP<br>AR Approach |
| KT1117 | Tank on building | 27°40'27.615"N<br>085°21'02.084"E | 1320.01/4330.7 | NIL | Specially for RNP<br>AR Approach |
| KT1118 | Light pole       | 27°40'34.231"N<br>085°21'00.890"E | 1318.70/4326.4 | NIL | Specially for RNP<br>AR Approach |
| KT1119 | Tree             | 27°43'39.576"N<br>085°22'47.188"E | 1358.48/4457.0 | NIL | Specially for RNP<br>AR Approach |
| KT1120 | Antenna          | 27°43'15.348"N<br>085°22'30.644"E | 1366.90/4484.6 | NIL | Specially for RNP<br>AR Approach |
| KT1121 | Building         | 27°43'53.650"N<br>085°22'38.103"E | 1390.73/4562.8 | NIL | Specially for RNP<br>AR Approach |
| KT1122 | Tree             | 27°43'55.299"N<br>085°22'36.146"E | 1400.56/4595.0 | NIL | Specially for RNP<br>AR Approach |
| KT1123 | Tree             | 27°43'59.760"N<br>085°22'42.628"E | 1394.72/4575.9 | NIL | Specially for RNP<br>AR Approach |

|        |            |                                   |                |     |                               |
|--------|------------|-----------------------------------|----------------|-----|-------------------------------|
| KT1124 | Building   | 27°44'02.066"N<br>085°22'51.184"E | 1365.89/4481.3 | NIL | Specially for RNP AR Approach |
| KT1125 | Tree       | 27°44'07.046"N<br>085°22'44.426"E | 1396.47/4581.6 | NIL | Specially for RNP AR Approach |
| KT1126 | Tree       | 27°44'26.116"N<br>085°22'53.898"E | 1450.14/4757.7 | NIL | Specially for RNP AR Approach |
| KT1127 | Tree       | 27°44'26.175"N<br>085°22'57.168"E | 1451.09/4760.8 | NIL | Specially for RNP AR Approach |
| KT1128 | Tree       | 27°44'20.991"N<br>085°23'09.270"E | 1401.06/4596.7 | NIL | Specially for RNP AR Approach |
| KT1129 | Tree       | 27°44'14.180"N<br>085°23'17.290"E | 1393.17/4570.8 | NIL | Specially for RNP AR Approach |
| KT1130 | Tree       | 27°44'13.242"N<br>085°23'22.441"E | 1402.40/4601.0 | NIL | Specially for RNP AR Approach |
| KT1131 | Tree       | 27°43'57.480"N<br>085°23'26.498"E | 1407.28/4617.1 | NIL | Specially for RNP AR Approach |
| KT1132 | Tree       | 27°43'42.221"N<br>085°23'20.379"E | 1411.94/4632.3 | NIL | Specially for RNP AR Approach |
| KT1133 | Tree       | 27°43'33.708"N<br>085°23'11.349"E | 1397.69/4585.6 | NIL | Specially for RNP AR Approach |
| KT1134 | Power Pole | 27°43'50.770"N<br>085°23'08.658"E | 1351.65/4434.5 | NIL | Specially for RNP AR Approach |
| KT1135 | Power Pole | 27°43'58.894"N<br>085°23'10.660"E | 1353.13/4439.4 | NIL | Specially for RNP AR Approach |

## In Area 3

| OBST ID/<br>Designation | OBST type                            | OBST position                     | ELEV<br>M / FT | Markings/Type,<br>Color         | Remarks |
|-------------------------|--------------------------------------|-----------------------------------|----------------|---------------------------------|---------|
| KT901                   | Wind shock                           | 27°41'05.746"N<br>085°21'09.336"E | 1322.90/4340.2 | Red and white<br>stripe/Lighted |         |
| KT905                   | Airport<br>meteorological<br>station | 27°41'12.399"N<br>085°21'13.735"E | 1324.50/4345.5 | Red and white/<br>Lighted       |         |
| KT906                   | Airport guard<br>house               | 27°41'27.742"N<br>085°21'18.339"E | 1330.90/4366.5 | NIL                             |         |
| KT918                   | Wind shock                           | 27°41'56.955"N<br>085°21'40.716"E | 1345.00/4412.7 | Red and white<br>stripe/Lighted |         |

## VNKT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|     |                                                                        |                                                     |
|-----|------------------------------------------------------------------------|-----------------------------------------------------|
| 1.  | Associated MET Office                                                  | MET office, TIA Kathmandu                           |
| 2.  | Hours of Service                                                       | Daily between 0015-1845 UTC                         |
| 3.  | Office responsible for TAF preparation/<br>periods of validity         | MET office, Kathmandu 9,18 Hrs                      |
| 4.  | Type of landing forecast interval of<br>issuance                       | TREND                                               |
| 5.  | Briefing/Consultation provided                                         | Personal Consultation                               |
| 6.  | Flight documentation language(s) used                                  | Charts or Tabular forms/ Text English               |
| 7.  | Charts and other information available<br>for briefing or consultation | Personal Consultation                               |
| 8.  | Supplementary equipment available for<br>information                   | Self- briefing terminal                             |
| 9.  | ATS units provided with information                                    | Kathmandu ACC, Kathmandu Approach,<br>Kathmandu TWR |
| 10. | Additional information (limitation of<br>service, etc.)                | Tel : (MET Office) 473382, 473268                   |

**VNKT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

| Designation<br>RWY NR | TRUE & MAG<br>BRG        | Dimensions<br>of RWY (M) | Strength (PCN)<br>and surface of<br>RWY and SWY | THR Coordinates<br>RWY end coordinates                            | THR elevation<br>and Highest<br>elevation of TDZ<br>of Precision APP<br>RWY |
|-----------------------|--------------------------|--------------------------|-------------------------------------------------|-------------------------------------------------------------------|-----------------------------------------------------------------------------|
| 1                     | 2                        | 3                        | 4                                               | 5                                                                 | 6                                                                           |
| 02                    | 022°                     | 3050 x 46                | 54 F/ A/W/T                                     | 274101.964 N *<br>0852112.202 E<br>-                              | 1316.9m<br>(4320 ')                                                         |
| 20                    | 202°                     | 3050 x 46                | 54 F/A/W/T                                      | 274230.058 N *<br>0852152.283 E<br>274233.762 N*<br>0852153.969 E | 1339.5m<br>(4395')                                                          |
| Slope of<br>RWY-SWY   | SWY<br>Dimensions<br>(M) | CWY<br>Dimensions<br>(M) | Strip<br>Dimensions<br>(M)                      |                                                                   | Remarks                                                                     |
| 7                     | 8                        | 9                        | 10                                              | 11                                                                | 12                                                                          |
| 1.2 %                 |                          | 245x 150<br>150x150      | 3140x150                                        |                                                                   |                                                                             |

**VNKT AD 2.13 DECLARED DISTANCES**

| RWY Designator | TORA<br>(m) | TODA<br>(m) | ASDA<br>(m) | LDA<br>(m) | Remarks |
|----------------|-------------|-------------|-------------|------------|---------|
| 1              | 2           | 3           | 4           | 5          | 6       |
| 02             | 3050        | 3290        | 3050        | 3050       |         |
| 20             | 3050        | 3200        | 3050        | 2930       |         |

**VNKT AD 2.14 APPROACH AND RUNWAY LIGHTING**

| RWY<br>Designa<br>tor | APCH<br>LGT<br>Type<br>Length<br>INTST                                               | THR<br>LGT<br>color<br>WBAR | VASIS<br>PAPI | TDZ<br>LGT<br>LEN | RWY<br>Center<br>Line LGT<br>Length,<br>spacing<br>color,<br>INTST | RWY edge<br>LGT LEN,<br>spacing color<br>INTST                            | RWY<br>End<br>LGT<br>Color | SWY<br>LGT<br>LEN<br>(M)<br>Color | Remarks |
|-----------------------|--------------------------------------------------------------------------------------|-----------------------------|---------------|-------------------|--------------------------------------------------------------------|---------------------------------------------------------------------------|----------------------------|-----------------------------------|---------|
| 1                     | 2                                                                                    | 3                           | 4             | 5                 | 6                                                                  | 7                                                                         | 8                          | 9                                 | 10      |
| 02                    | High<br>intensity<br>consisting<br>of extended<br>center line<br>870 mt<br>(29X30mt) | Green                       | PAPI<br>3.00° | NIL               | NIL                                                                | High intensity,<br>bi-directional<br>raised white<br>amber edge<br>lights | Red                        | NIL                               |         |
| 20                    | NIL                                                                                  | Green                       | PAPI<br>3.00° | NIL               | NIL                                                                | Bi-directional<br>raised white<br>amber edge<br>lights                    | Red                        | NIL                               |         |

\* WGS -84 Coordinates

**VNKT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

|    |                                                          |                                                                                                                                                                                |
|----|----------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. | ABN Location, characteristics and hours of operation     | ABN : at Tower Building AIM FLG WG<br>EV 4 Sec Normally after Sunset                                                                                                           |
| 2. | LDI Location and LGT Anemometer<br>Location and LGT      | LDI: Left of THR RWY 02/20, lighted<br>Anemometer: TWR BLDG, not lighted                                                                                                       |
| 3. | TWY edge and Centre line lighting                        | Edge: All TWY<br>Centre Line : NIL                                                                                                                                             |
| 4. | Secondary power supply / switch over time                | Automatic stand-by generator and power<br>available within 7 seconds.                                                                                                          |
| 5. | Runway Guard Light (RGL) location<br>and characteristics | Location: RWY holding position at TWY<br>B,C,D and E.<br><br>Characteristics: A pair of high intensity,<br>unidirectional, yellow flashing elevated<br>light, configuration-A. |

**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 | <b>Kathmandu CTR</b> , 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.<br><b>Kathmandu ATZ</b> , An area of a circle of 5 NM centered at ARP* 274149.778 N 0852128.535 E |
| 2. Vertical Limits                | CTR: 7500' AMSL , ATZ 2000' AGL<br>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<br>118.5 MHZ | 0015-1845             |                      |
| SMC                 | Kathmandu Ground   | 121.9 MHZ              | 0015-1845             |                      |
| APP                 | Kathmandu Approach | 120.6 MHZ<br>125.1 MHZ | 0015-1845             |                      |
| ACC                 | Kathmandu Control  | 126.5 MHZ<br>124.7 MHZ | 0015-1845             |                      |
| ATIS                | Kathmandu Terminal | 127.0 MHZ              | 0015-1845             |                      |
| A/G                 | Kathmandu Radio    | 6607 KHZ               | 0015-1245             | For Domestic Flights |

**VNKT AD 2.19      RADIO NAVIGATION AND LANDING AID**

| Type of Aid<br>MAG VAR<br>Type of supported<br>OP (for<br>VOR/ILS/MLS give<br>declinations) | ID  | Frequency             | OPR<br>Hours | Position of<br>Transmitting<br>Antenna<br>Coordinates | Elevation of<br>DME<br>Transmitting<br>Antenna | Remarks |
|---------------------------------------------------------------------------------------------|-----|-----------------------|--------------|-------------------------------------------------------|------------------------------------------------|---------|
| 1                                                                                           | 2   | 3                     | 4            | 5                                                     | 6                                              | 7       |
| DVOR DME<br>0°W                                                                             | KTM | 113.2 MHZ<br>CHN 79 X | H24          | 274025 N*<br>0852055E                                 | 1330 m                                         |         |
| NDB                                                                                         | KAM | 318 KHZ               | H24          | 274138 N*<br>0852113 E                                |                                                |         |
| Locator Nalinchowk                                                                          | LNC | 252 KHZ               | H24          | 273901 N*<br>0852754 E                                |                                                |         |
| Locator Thecho                                                                              | LTH | 230 KHZ               | H24          | 273645 N*<br>0851924 E                                |                                                |         |

Note: - Check current NOTAMS for latest information.

\*\* 1) From Nov 16- Feb 15 (0045-1845) UTC 2) From Feb 16- Nov 15 (0015 -1845) UTC

\* WGS -84 Coordinates



---

**VNKT AD 2.20      LOCAL TRAFFIC REGULATIONS**

**BTN 0415 - 0915 Daily, Paragliding zone has been established at Lafsifedi, Kathmandu. Paragliding zone bounded by KTM R046 - R056 and DME 10.2 - 11.8 DME. Pilots to exercise caution while flying over that area.**

**Airspace: 6000 ft AMSL  
GND**

**BTN 0315 - 1115 Daily, Paragliding zone has been established at Bistachhap Valley, Bishankhu Narayan VDC of Lalitpur District. The Paragliding zone is bounded by the Radials R145 - 166, within 3.5 to 5.9 DME from KTM VOR/DME. Pilots to exercise caution while flying over that area.**

**Airspace: 7000 ft AMSL  
GND**

**VNKT AD 2.21      NOISE ABATEMENT PROCEDURES**

**NIL**

**VNKT AD 2.22      FLIGHT PROCEDURES**

Intentionally Blank

**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.

**VNKT AD 2.24 CHARTS RELATED TO TIA**

|                                                                                       |                |              |
|---------------------------------------------------------------------------------------|----------------|--------------|
| Aerodrome Chart -ICAO                                                                 |                | VNKT AD 2-17 |
| Aircraft Parking Chart -ICAO (International)                                          |                | VNKT AD 2-18 |
| Aircraft Parking Chart -ICAO (Domestic)                                               |                | VNKT AD 2-19 |
| Aerodrome ground movement Chart                                                       |                | VNKT AD 2-20 |
| Slope -Longitudinal Profile                                                           |                | VNKT AD 2-21 |
| Aerodrome Obstacle Chart                                                              |                | VNKT AD 2-22 |
| Visual Aerodrome Traffic Circuit                                                      | VNKT AD 2-23 - | VNKT AD 2-26 |
| Standard Departure Chart -ICAO                                                        | VNKT AD 2-27 - | VNKT AD 2-33 |
| Standard Terminal Arrival Route                                                       | VNKT AD 2-34 - | VNKT AD 2-35 |
| Instrument Approach Chart -ICAO                                                       | VNKT AD 2-36 - | VNKT AD 2-38 |
| RNP AR (Authorization Required) approach procedure at Tribhuvan International airport | VNKT AD 2-39 - | VNKT AD 2-44 |
| Standard Terminal Arrival Chart                                                       |                | VNKT AD 2-45 |
| Standard Instrument Approach Chart                                                    | VNKT AD 2-46 - | VNKT AD 2-47 |
| Kathmandu Terminal Area Chart                                                         |                | VNKT AD 2-48 |
| Kathmandu IFR Holdings                                                                |                | VNKT AD 2-49 |
| TIA Controlled Airspace                                                               |                | VNKT AD 2-50 |
| Kathmandu VFR Holdings                                                                | VNKT AD 2-51 - | VNKT AD 2-52 |
| Kathmandu Mountain Flight Route                                                       |                | VNKT AD 2-53 |
| Kathmandu Heli-lane                                                                   |                | VNKT AD 2-54 |

**AIP  
NEPAL**

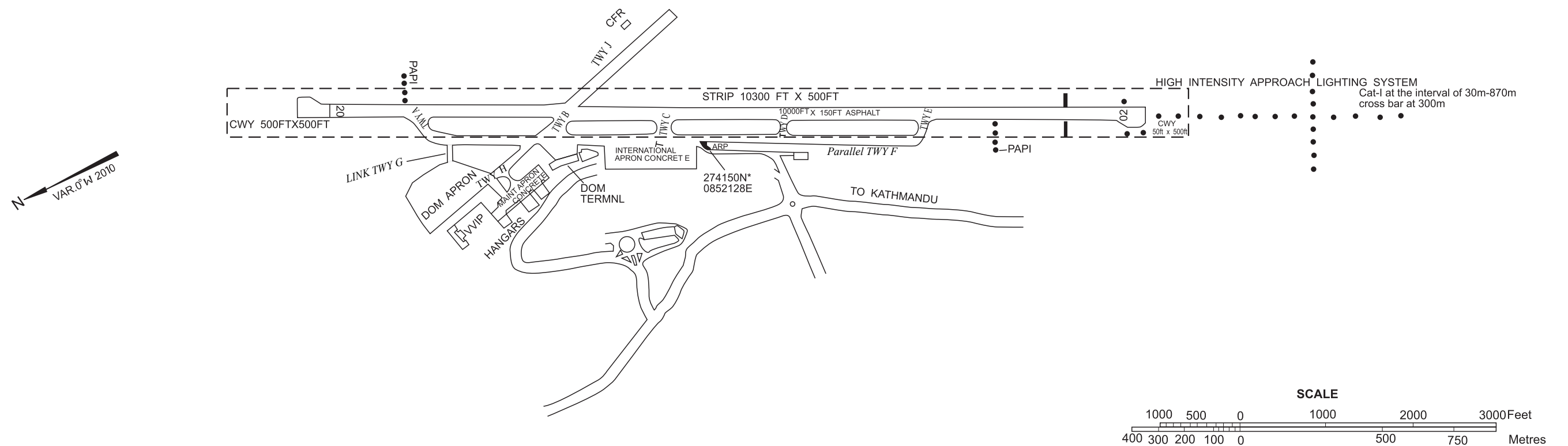
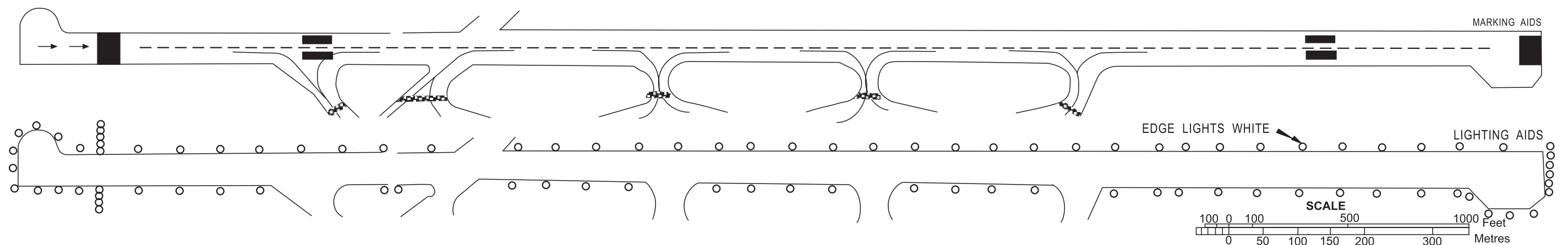
**VNKT AD 2-17**  
**30 April 2017**

## AERODROME CHART - ICAO

**AERODROME ELEV. 4395 Ft**

|            |                        |
|------------|------------------------|
| <b>TWR</b> | <b>118.1</b>           |
| <b>APP</b> | <b>120.6/125.1 MHZ</b> |
| <b>GND</b> | <b>121.9</b>           |

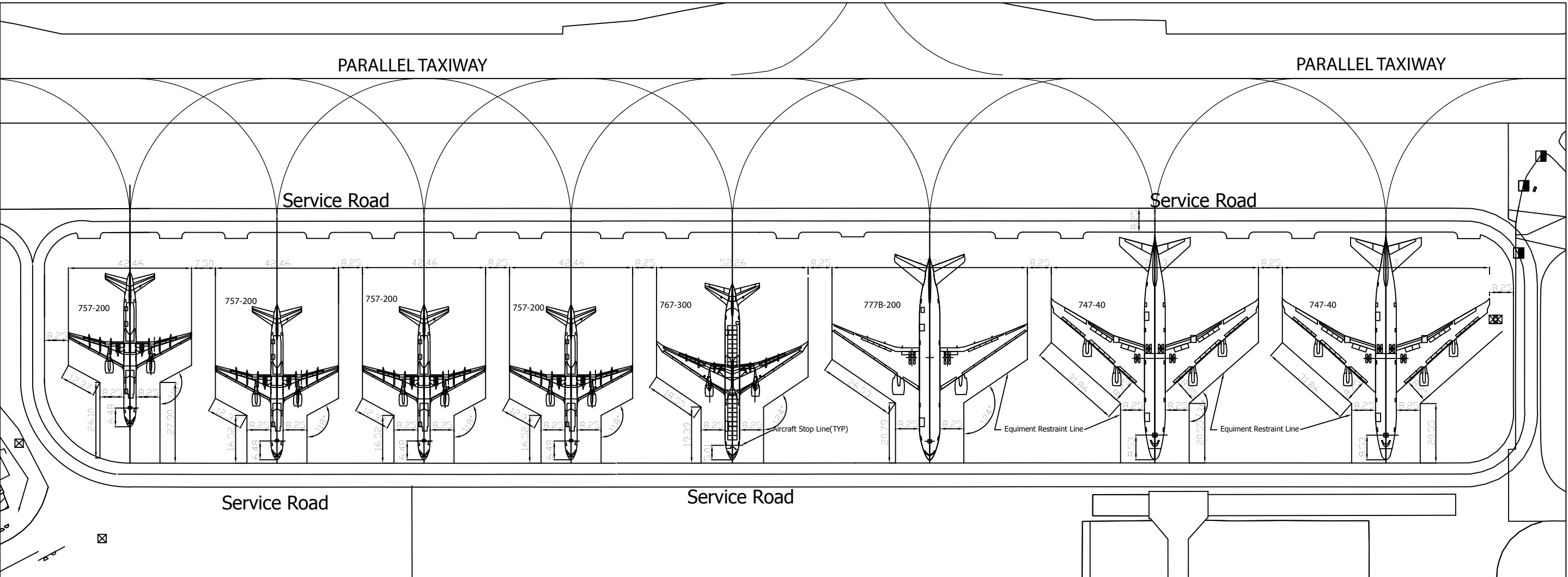
**KATHMANDU /TRIBHUVAN  
INTERNATIONAL AIRPORT**



**AMDT 01/2017**

**CIVIL AVIATION AUTHORITY OF NEPAL**

AIRCRAFT PARKING CHART-ICAO (INTERNATIONAL)

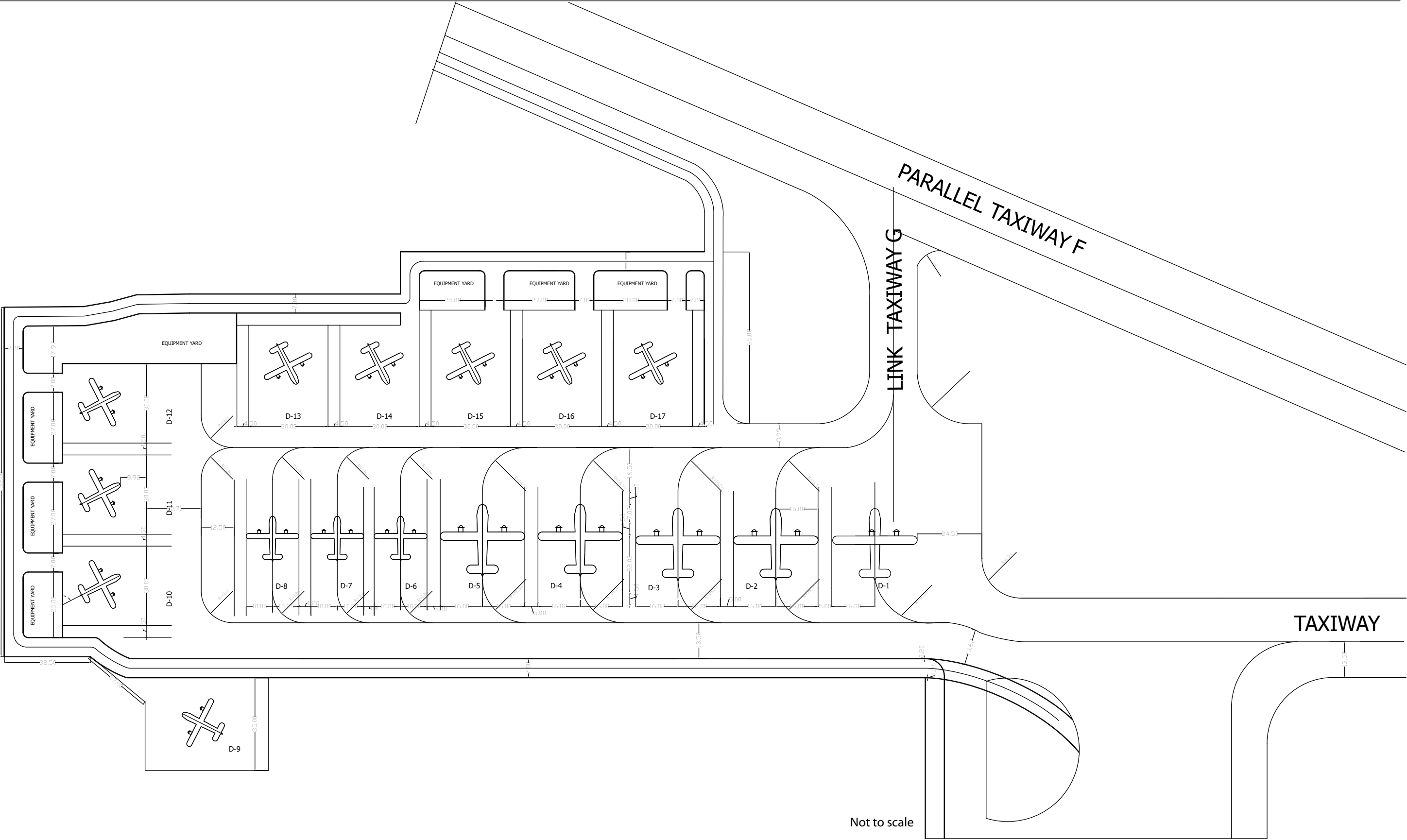


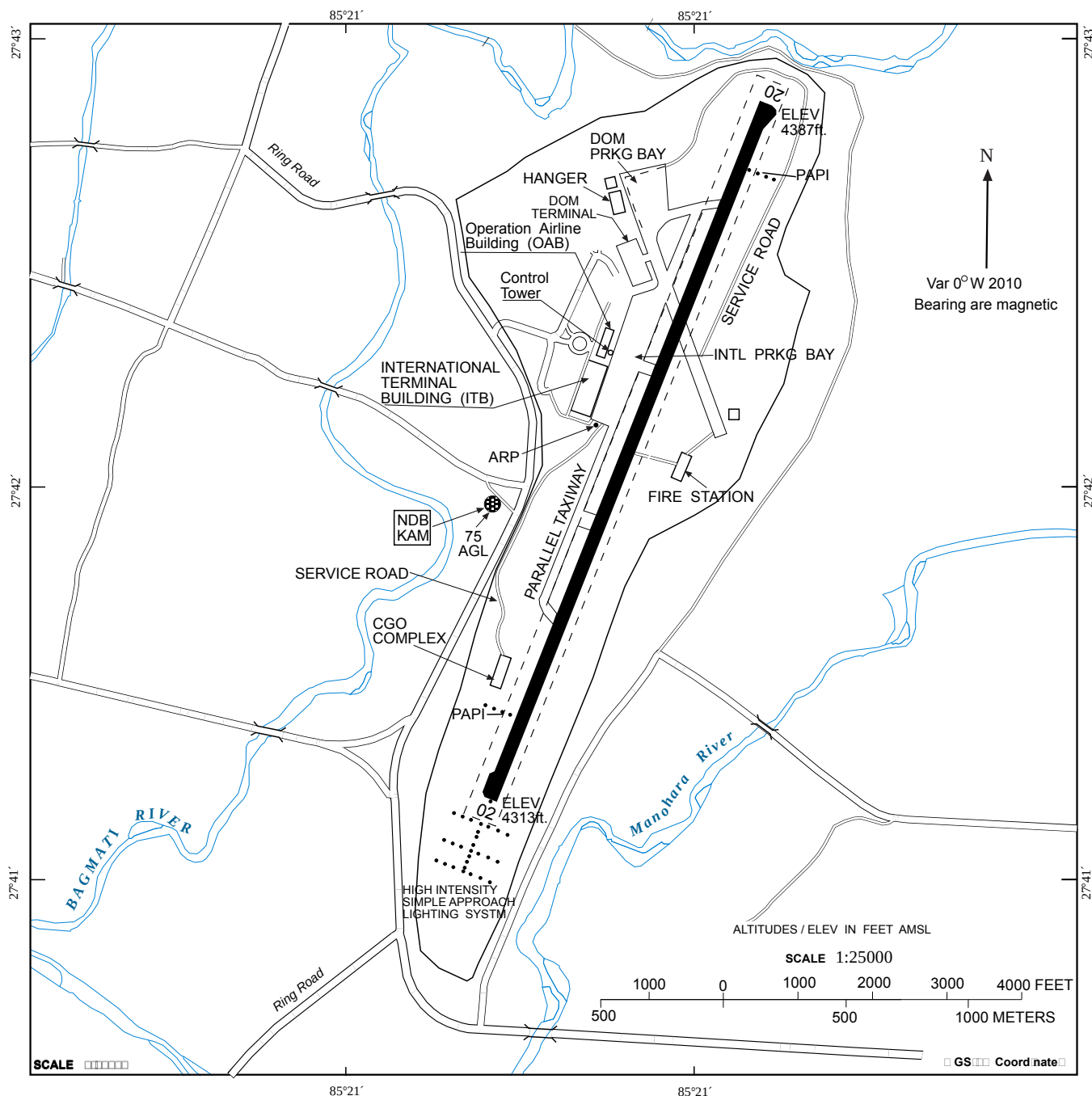
| Bay No. | Latitude            | Longitude           | MSL.<br>ht.(m) |
|---------|---------------------|---------------------|----------------|
| 1       | 27° 41' 54.081965"N | 85° 21' 27.158386"E | 1334.15        |
| 2       | 27° 41' 56.261752"N | 85° 21' 28.149761"E | 1334.92        |
| 3       | 27° 41' 58.202075"N | 85° 21' 29.180067"E | 1335.58        |
| 4       | 27° 41' 59.932880"N | 85° 21' 29.943139"E | 1335.97        |
| 5       | 27° 42' 1.447462" N | 85° 21' 30.632154"E | 1336.27        |

| Bay No. | Latitude           | Longitude           | MSL.<br>ht.(m) |
|---------|--------------------|---------------------|----------------|
| 6       | 27° 42' 2.818896"N | 85° 21' 31.255197"E | 1336.48        |
| 7       | 27° 42' 4.190482"N | 85° 21' 31.879446"E | 1336.67        |
| 8       | 27° 42' 5.230871"N | 85° 21' 32.973641"E | 1336.583       |
| 9       | 27° 42' 6.522866"N | 85° 21' 33.644489"E | 1336.798       |

Not to scale

AIRCRAFT PARKING CHART- ICAO (DOMESTIC)



AERODROME GROUND  
MOVEMENT CHART - ICAOAPRON ELEV  
4395 ft.TWR 118.1  
GND 121.9  
ATIS 127.0KATHMANDU, NEPAL  
Tribhuvan Int'l  
27°41'50"N  
85°21'28"E**Airport Lighting**

Approach lighting RWY 02 High intensity Cat-I

Lighting System

**RWY Lighting System**

White high intensity edge light of variable brilliance.

PAPI RWY 20 / 02

Medium Intensity of variable brilliance (Angle 3.0°)

THR. Other Lighting

ABN, flood. obstructions

FIRST DISTANCE TO GO MARKER AT 188M. FROM THR  
REMAINING MARKERS 305M APART LOCATED 2.1 M  
FROM RWY EDGE.**AIRPORT OPERATING MINIMA****TAKE OFF RWY 02-20****RUNWAY DECLARED DISTANCES**

| RWY | TORA | TODA | ASDA | LDA  |
|-----|------|------|------|------|
| 02  | 3050 | 3290 | 3050 | 3050 |
| 20  | 3050 | 3200 | 3050 | 2930 |

VOR Check Points :TWY A (27°42'21.12908"N; 085°21'44.31007"E)  
TWY E (27°41'27.48294"N; 085°21'20.11269"E)TURBO Prop  
ACFT

1 &amp; 2 ENG

1600M

3 &amp; 4 ENG

800M

Jet / ACFT

2 OR MORE  
ENG

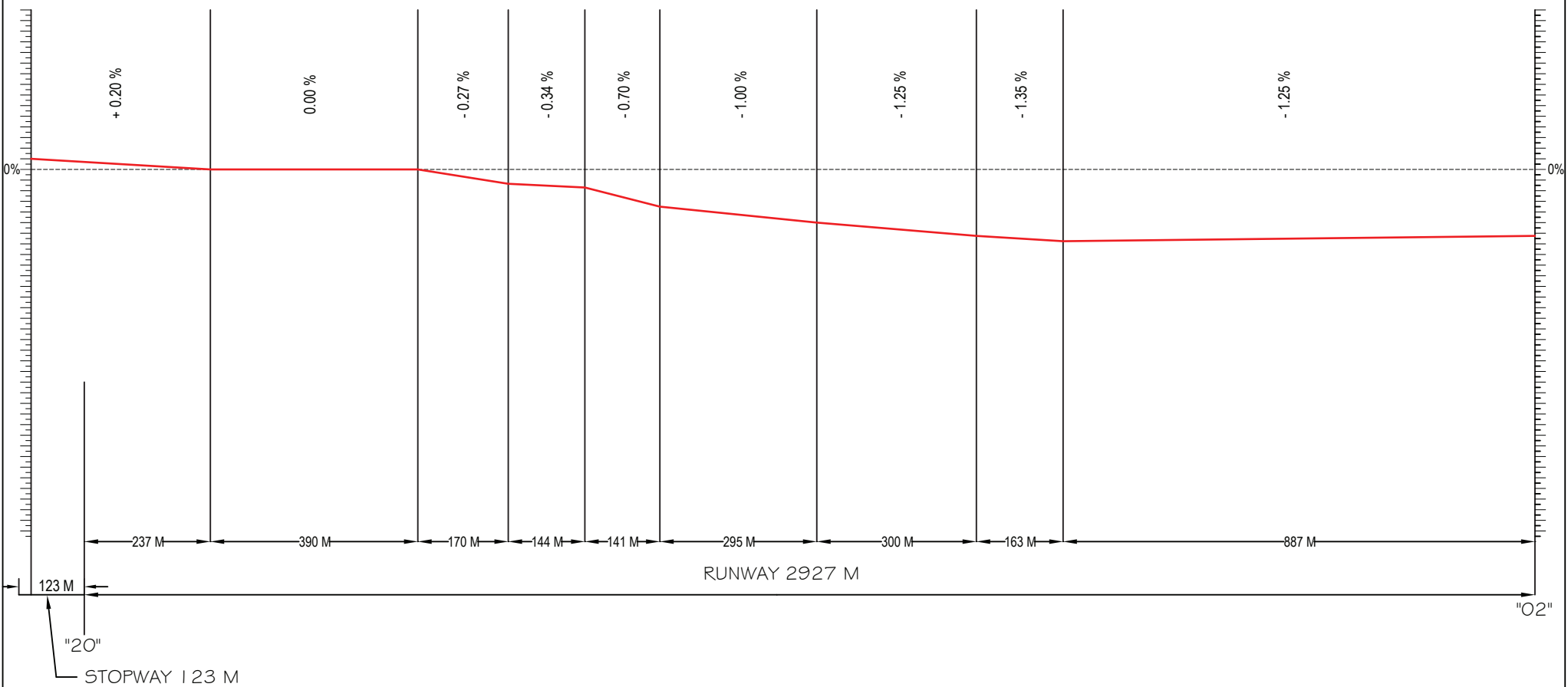
800M

VISIBILITY

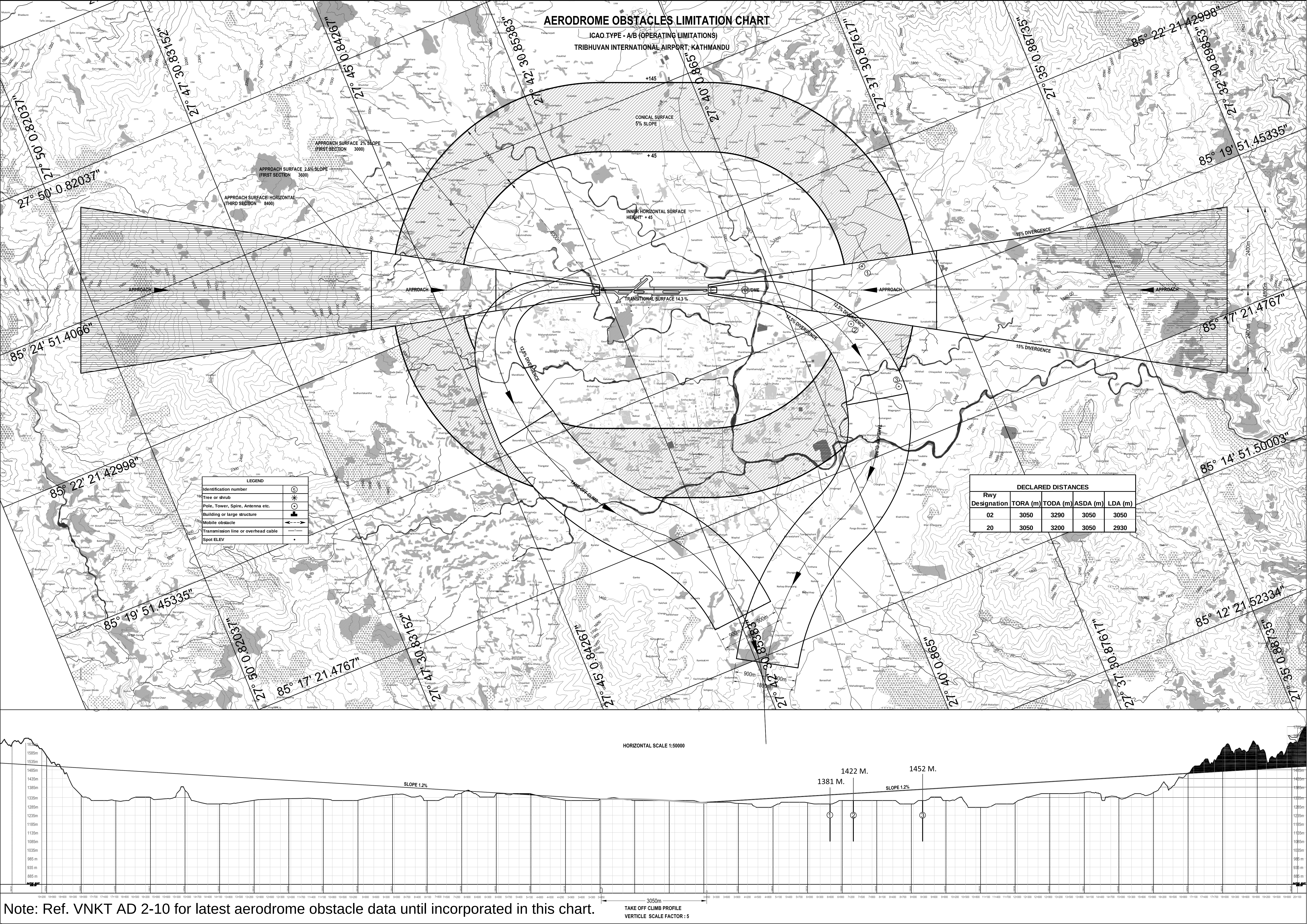


# SLOPE: LONGITUDINAL PROFILES OF RWY, SWY AND CWY

## RUNWAY 02/20 LONGITUDINAL SLOPE



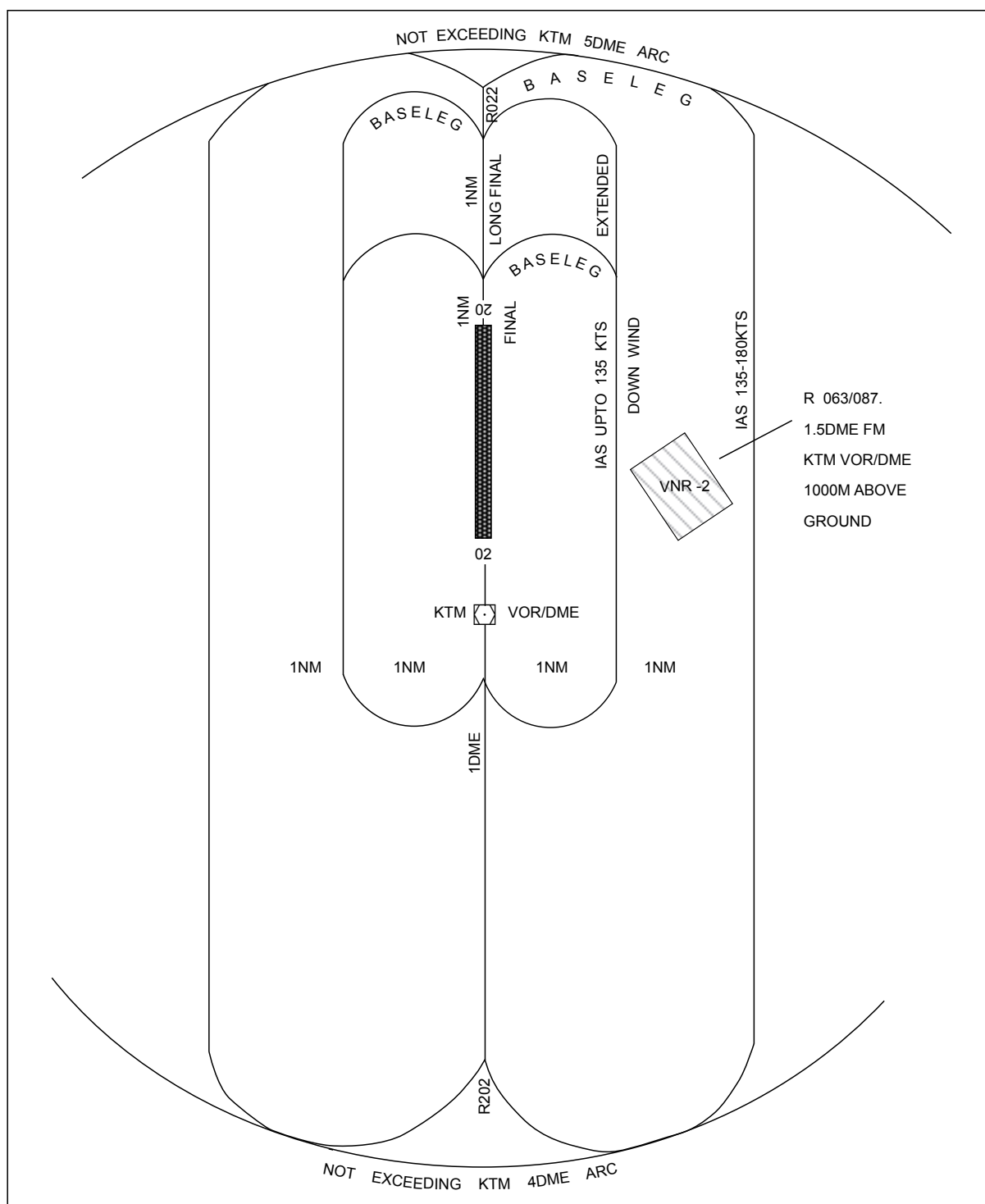




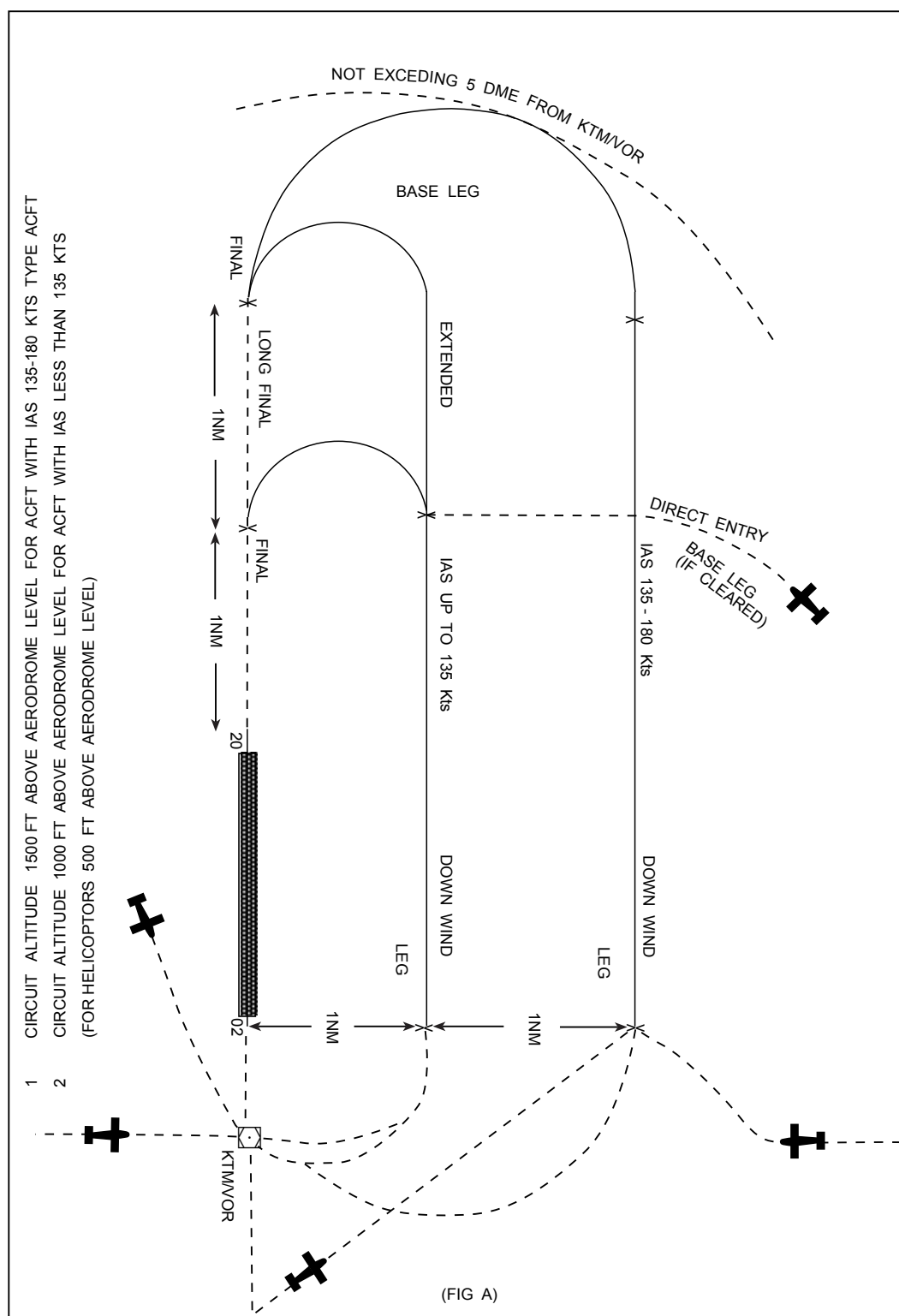
Note: Ref. VNKT AD 2-10 for latest aerodrome obstacle data until incorporated in this chart.



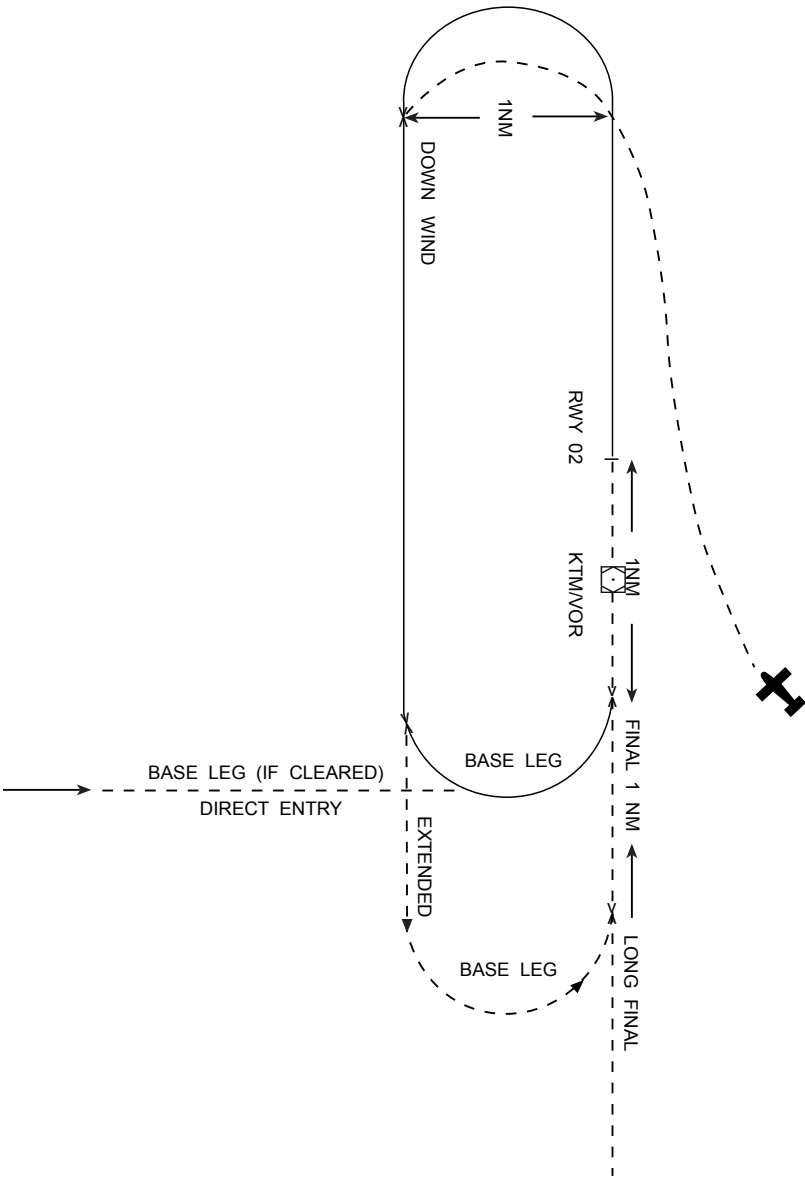
# TIA VISUAL AERODROME TRAFFIC CIRCUIT



# VISUAL AERODROME TRAFFIC CIRCUIT AT TIA

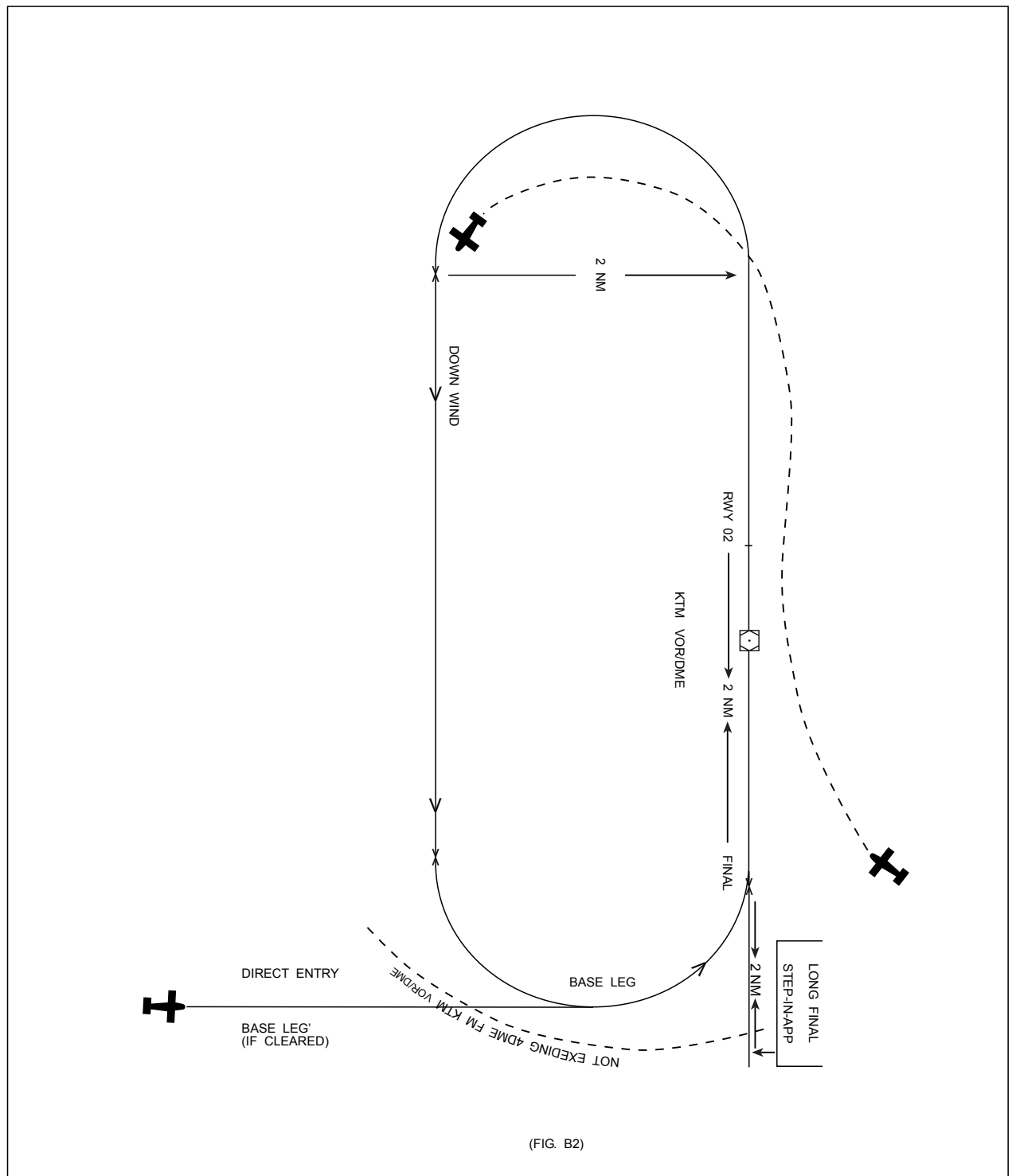


AERODROME TRAFFIC CIRCUIT RWY 02 FOR. ACFT WITH IAS LESS THAN 135 KTS, CIRCUIT ALTITUDE 1000 FT. ABOVE AERODROME LEVEL

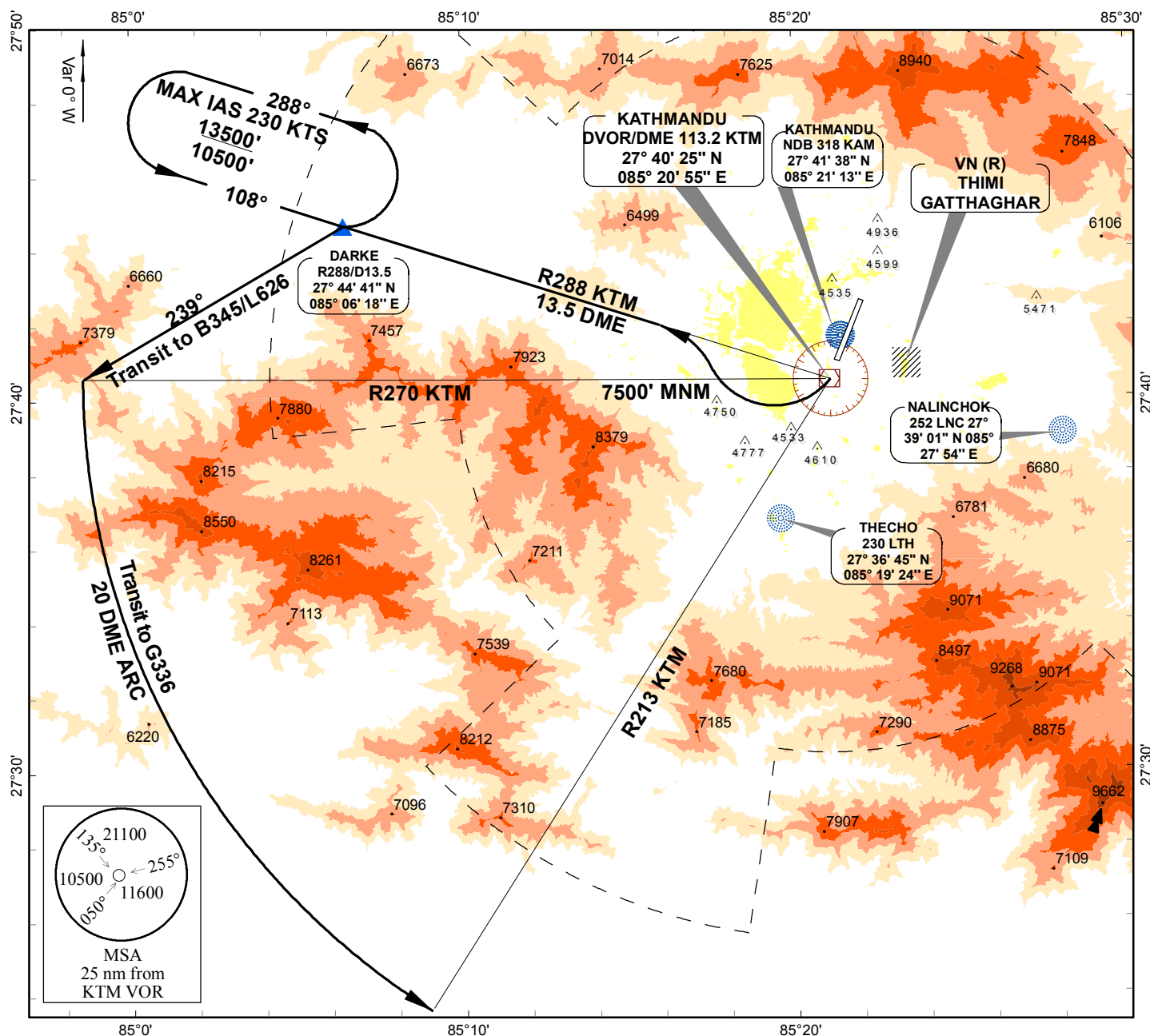


(FIG. B1)

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



KATHMANDU/NEPAL  
Tribhuvan International Airport  
RWY 20  
DARKE 1A



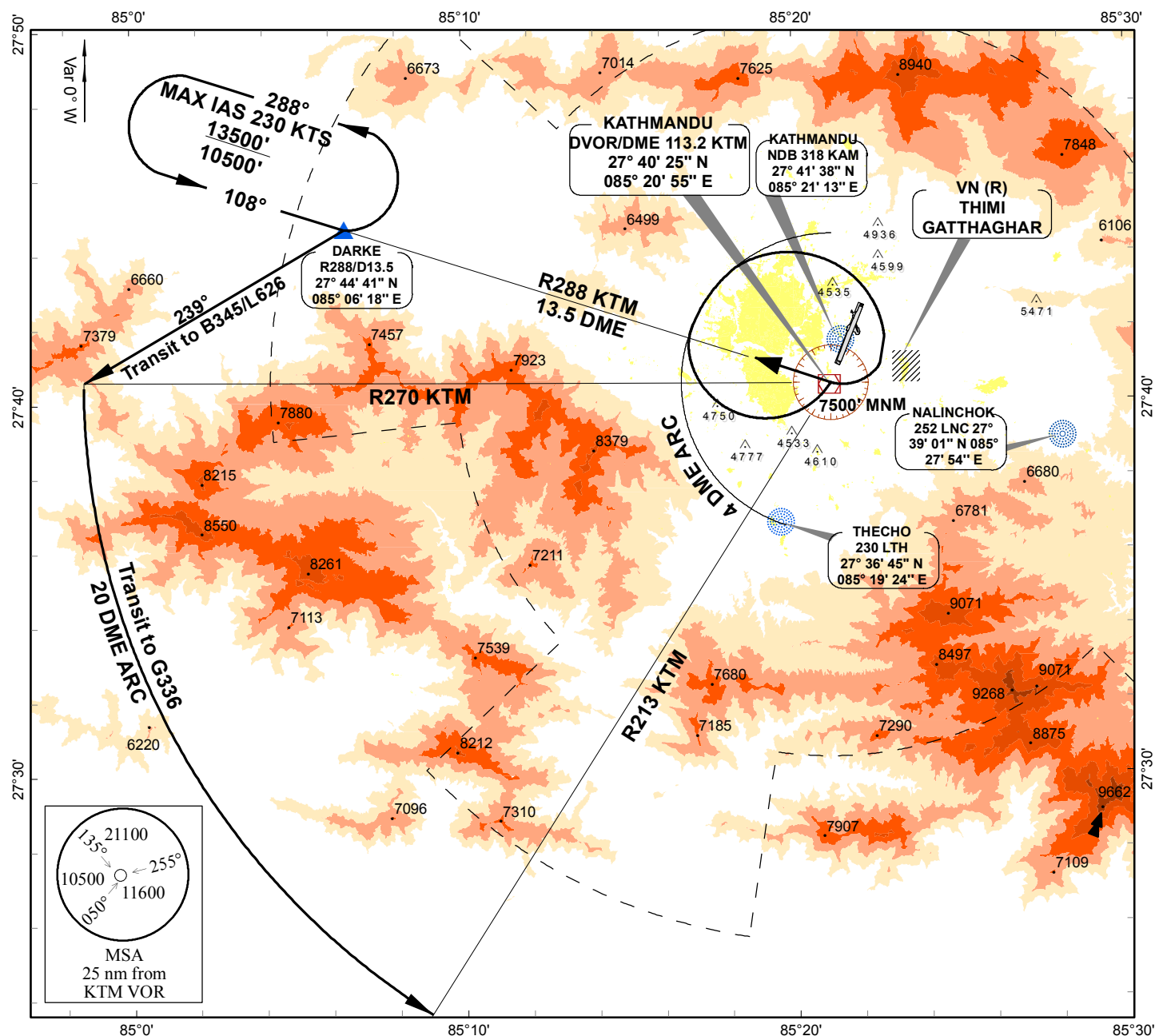
Departure turn limited to 180 KIAS maximum. Procedure Design Gradient (PDG) 8%.  
Climb straight ahead and cross KTM at or above 4700 ft. AT KTM turn right remaining within 4 DME arc. When crossing R270 KTM at or above 7500 ft, turn left to intercept outbound R288 KTM to DARKE (R288/D13.5 'KTM') at or 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  
Tribhuvan International Airport  
RWY 20  
DARKE 1B



Coordinates are in WGS-84 system.

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

## SID DARKE 1B 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. 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.

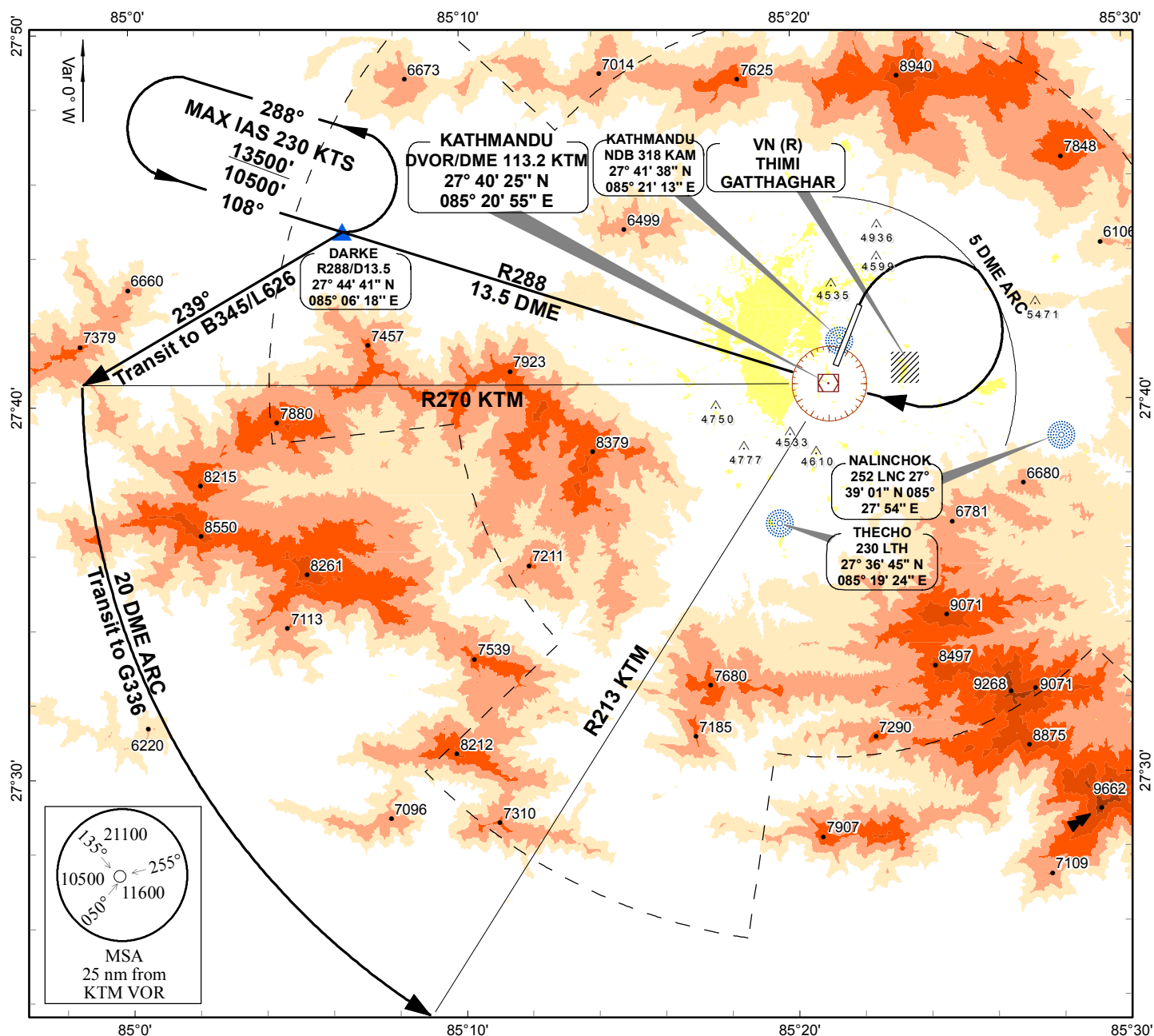


STANDARD DEPARTURE  
CHART (SID) - ICAO

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  
Tribhuvan International Airport  
RWY 02  
DARKE 1C



### SID DARKE 1C RWY02

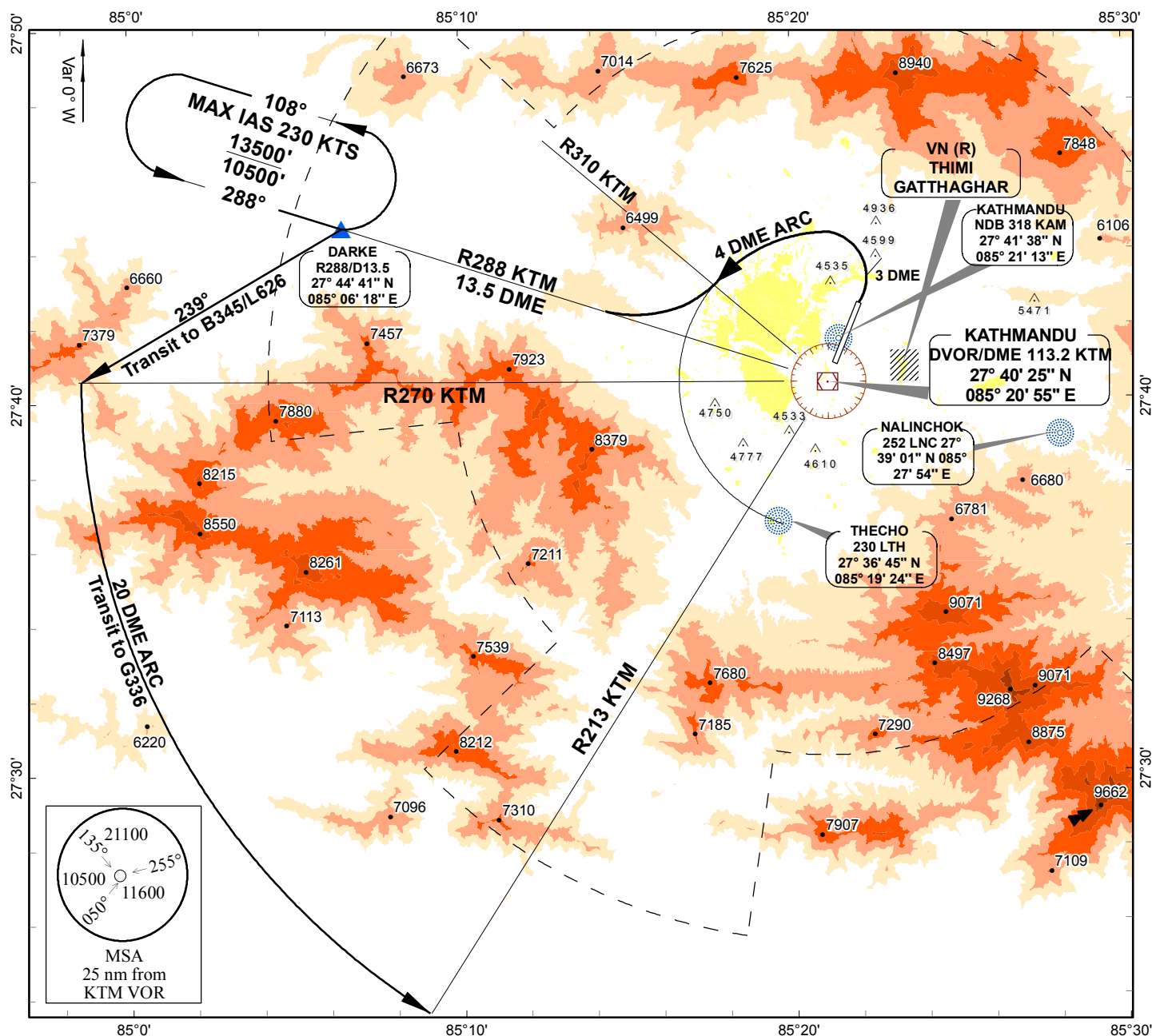
Departure turn limited to 180 KIAS maximum. Procedure Design Gradient (PDG) 6%.  
Climb straight ahead to 2.5 DME KTM then make right turn inbound KTM at or above 7500 ft and follow outbound R288 KTM to DARKE (R288/ D13.5 'KTM') at or above 10500 ft. Continue climb to MEA.

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

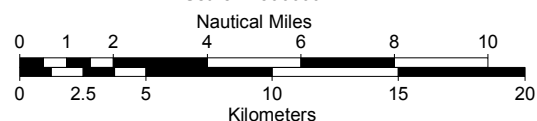
KATHMANDU/NEPAL  
Tribhuvan International Airport  
RWY 02  
DARKE 1D



WGS 84 Coordinates

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

Scale 1:300000



### SID DARKE 1D RWY02

Departure turn limited to 180 KIAS maximum. Procedure Design Gradient (PDG) 6%.

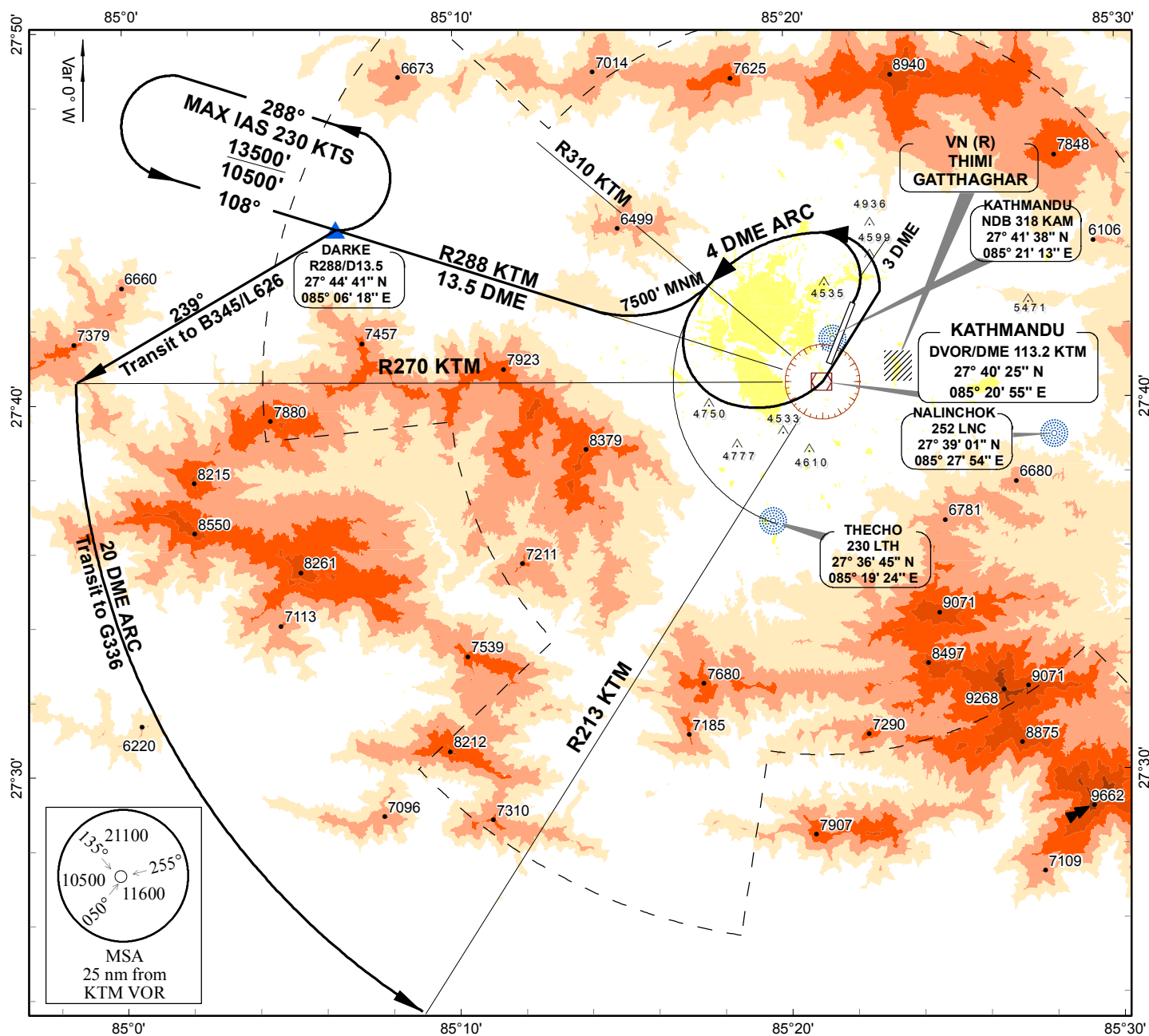
Climb straight ahead to 3 DME KTM then make left turn to intercept 4 DME arc. When crossing R310 KTM at or above 7500 ft. turn right to intercept outbound R288 KTM to DARKE (R288/ D13.5) at or above 10500 ft. Continue climb to MEA.

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

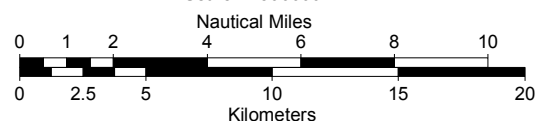
KATHMANDU/NEPAL  
Tribhuvan International Airport  
RWY 02  
DARKE 1E



Coordinates are in WGS-84 system

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

Scale 1:300000



### SID DARKE 1E RWY02

Departure turn limited to 180 KIAS maximum. Procedure Design Gradient (PDG) 6%.

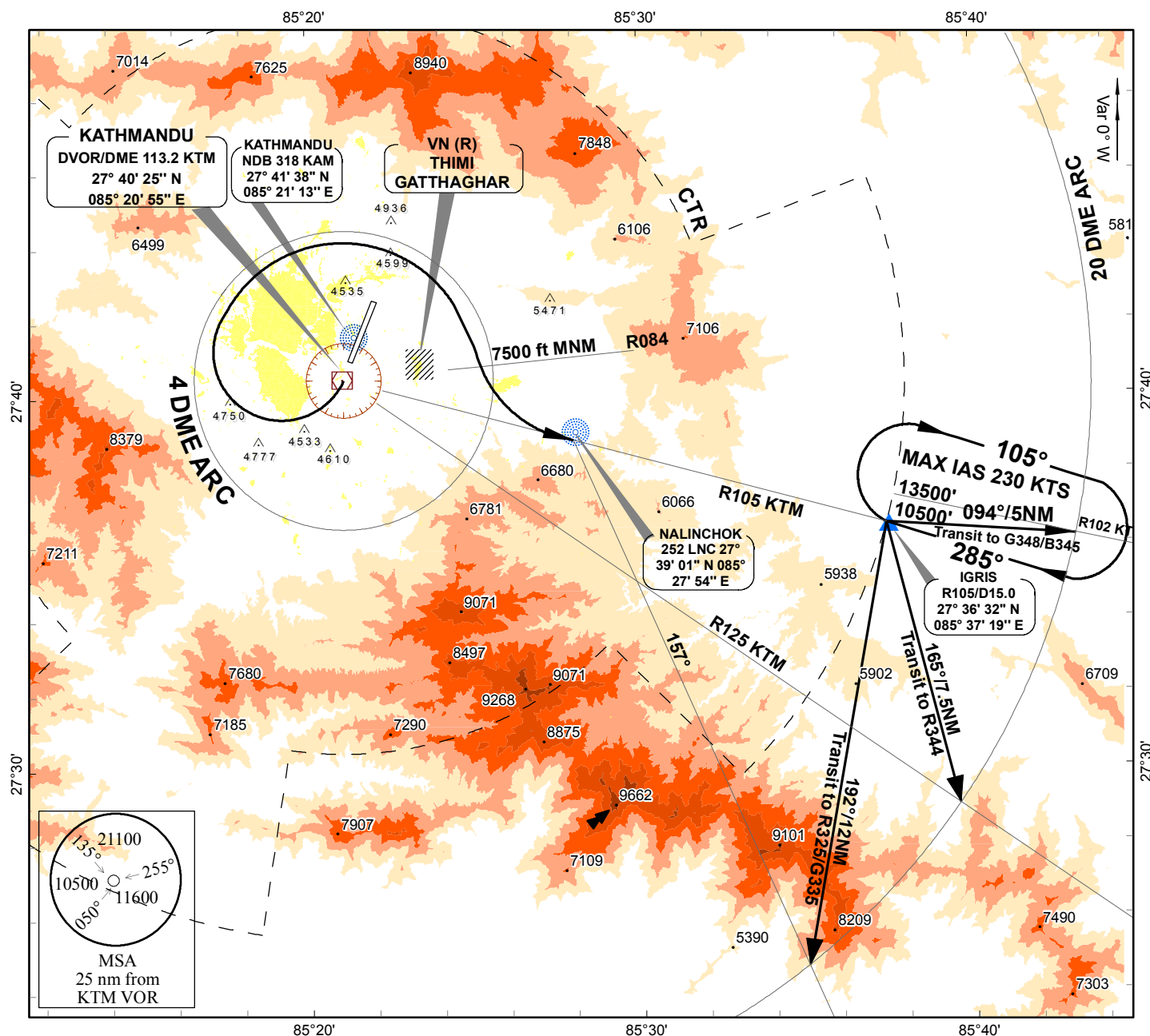
Climb straight ahead to 3 DME KTM then make left turn to intercept 4 DME arc. When crossing R310 KTM turn left inbound KTM, climb on R038 KTM to 2.2 DME, turn left to intercept 4 DME arc. At R310 KTM turn right to intercept outbound R288KTM to DARKE (R288/13.5 DME) at or above 10500 ft. Continue climb 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  
Tribhuvan International Airport  
RWY 20  
IGRIS 1A

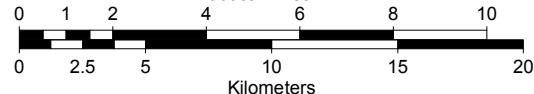


Coordinates are in WGS-84 system.

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

Scale 1:300000

Nautical Miles



## 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.

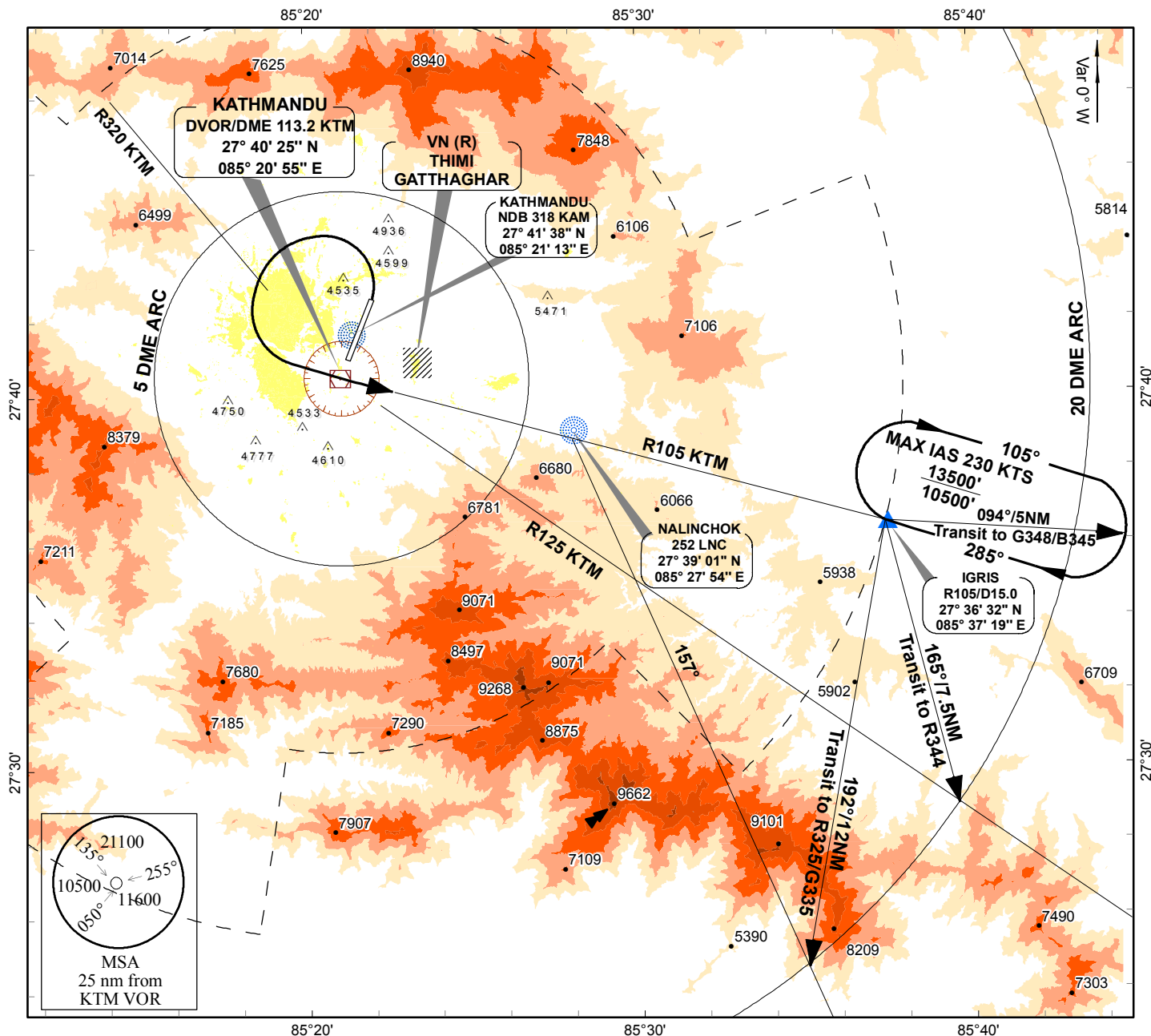


STANDARD DEPARTURE  
CHART (SID) - ICAO

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  
Tribhuvan 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

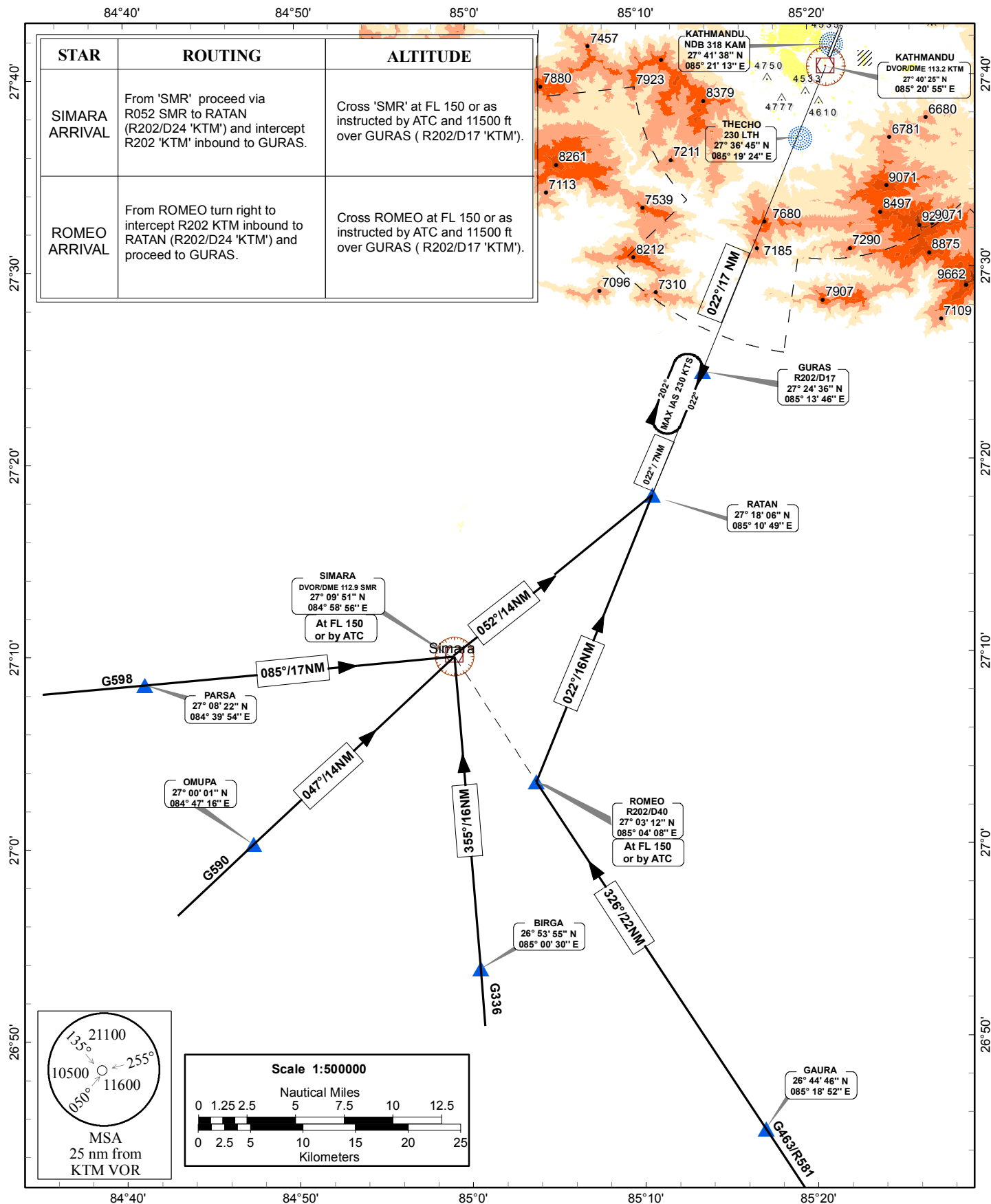
### SID IGRIS 1B RWY02

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 TERMINAL ARRIVAL<br>ROUTE<br>SIMARA ARRIVAL<br>ROMEO ARRIVAL | AERODROME ELEV 4395'<br>TRANS LEVEL FL150<br>TRANS ALT 13500'<br>VAR 0° W (2010) | APP 120.6 MHZ<br>TWR 118.1 MHZ<br>GND 121.9 MHZ | KATHMANDU/NEPAL<br>Tribhuvan International Airport<br>STAR |
|-----------------------------------------------------------------------|----------------------------------------------------------------------------------|-------------------------------------------------|------------------------------------------------------------|

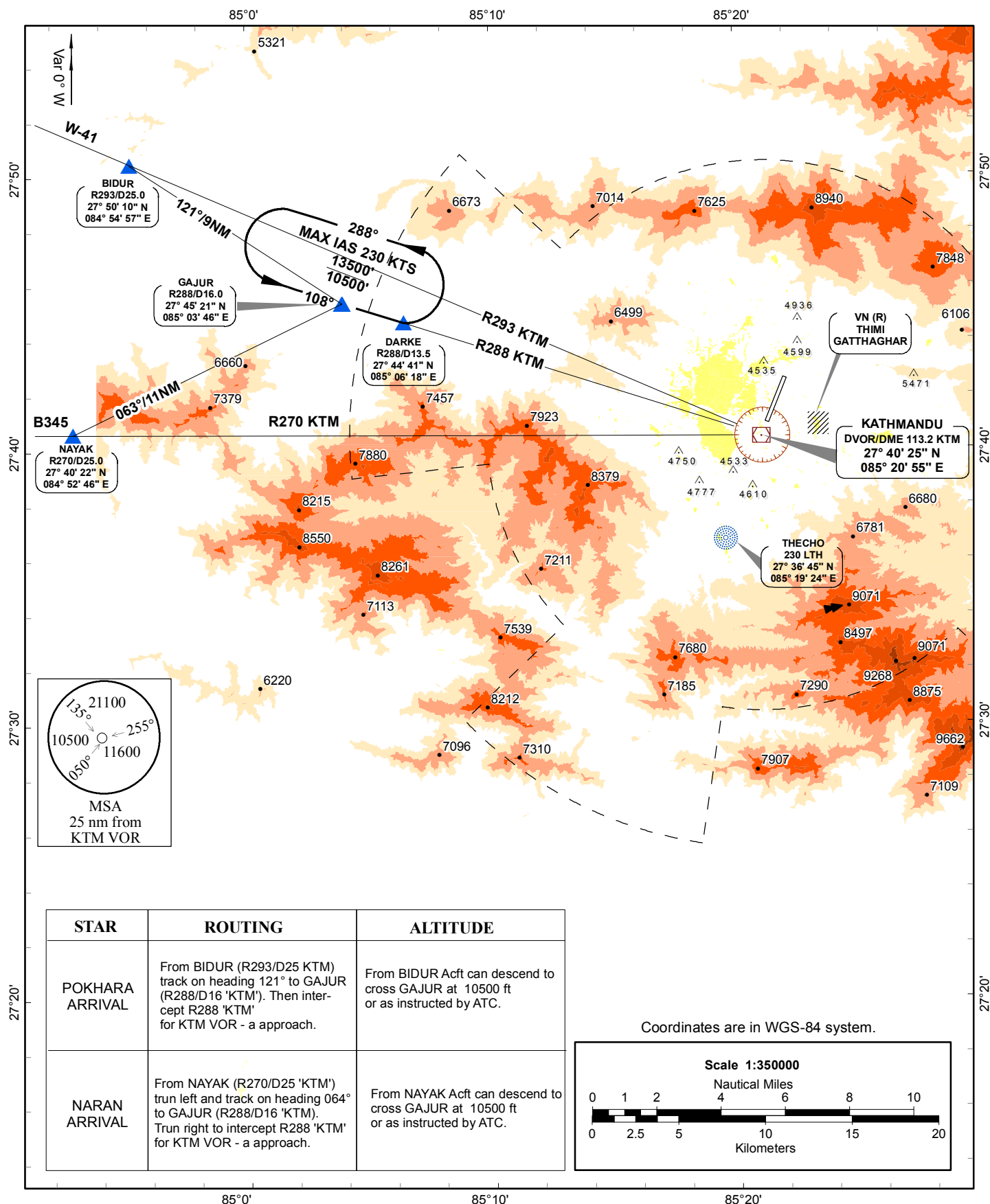


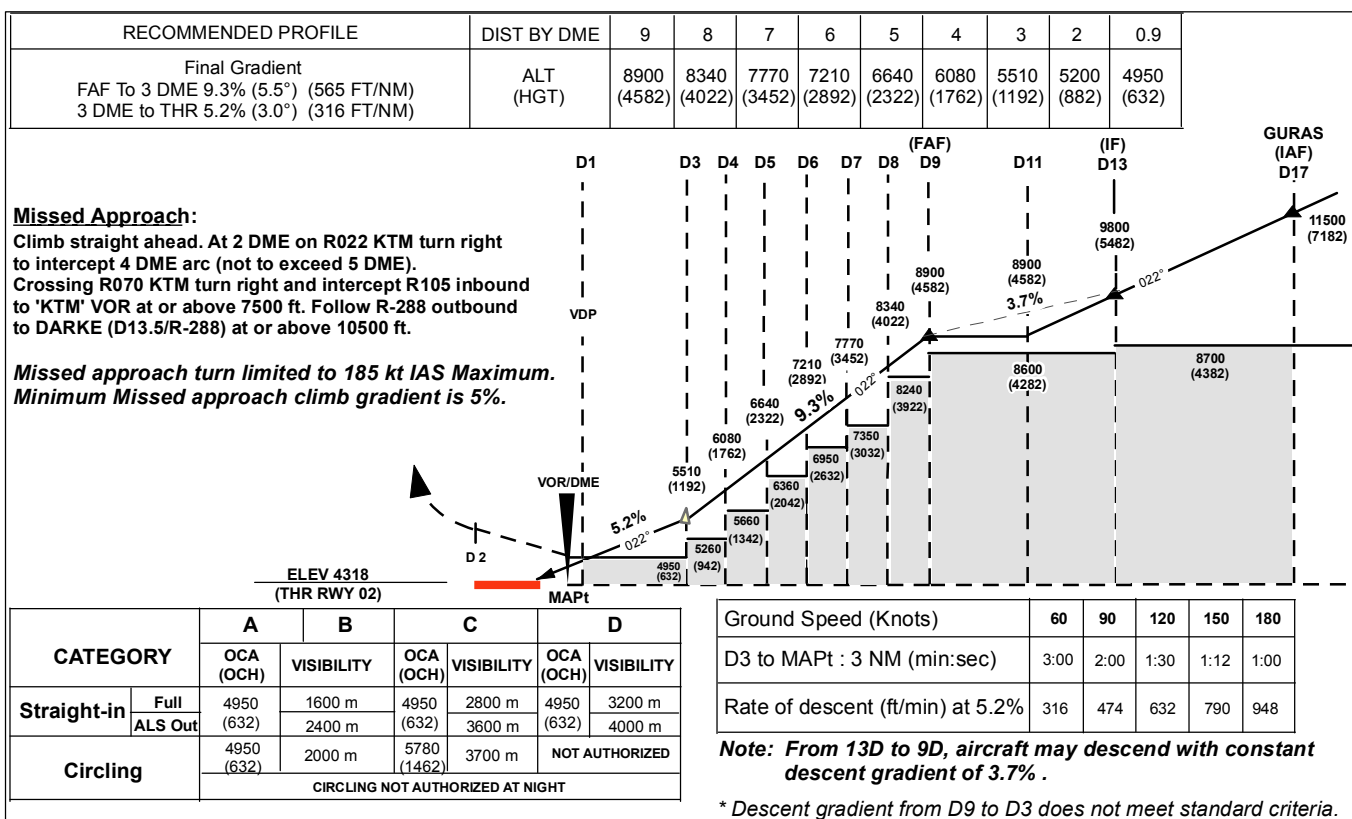
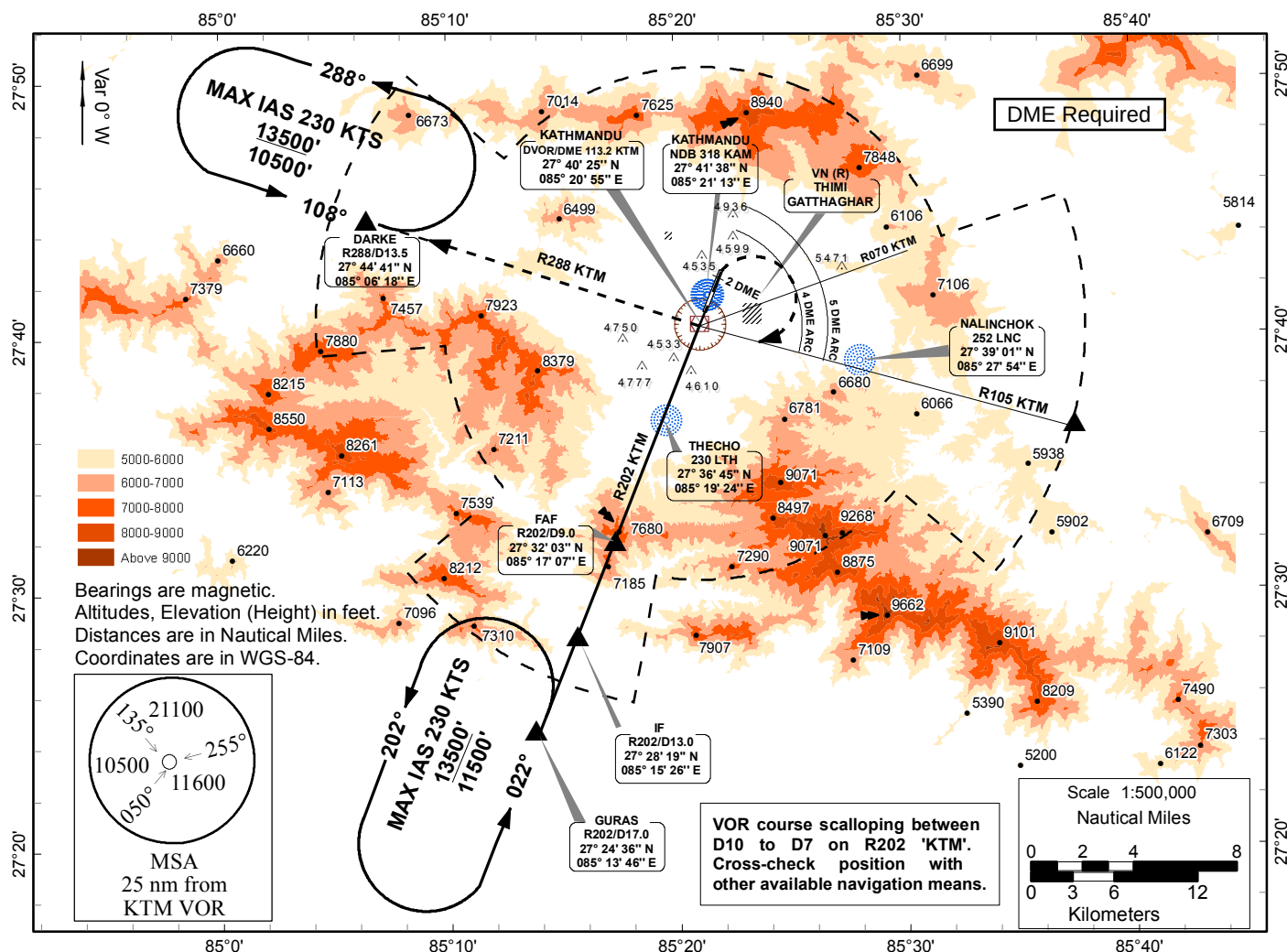
STANDARD TERMINAL ARRIVAL ROUTE  
POKHARA ARRIVAL  
NARAN ARRIVAL

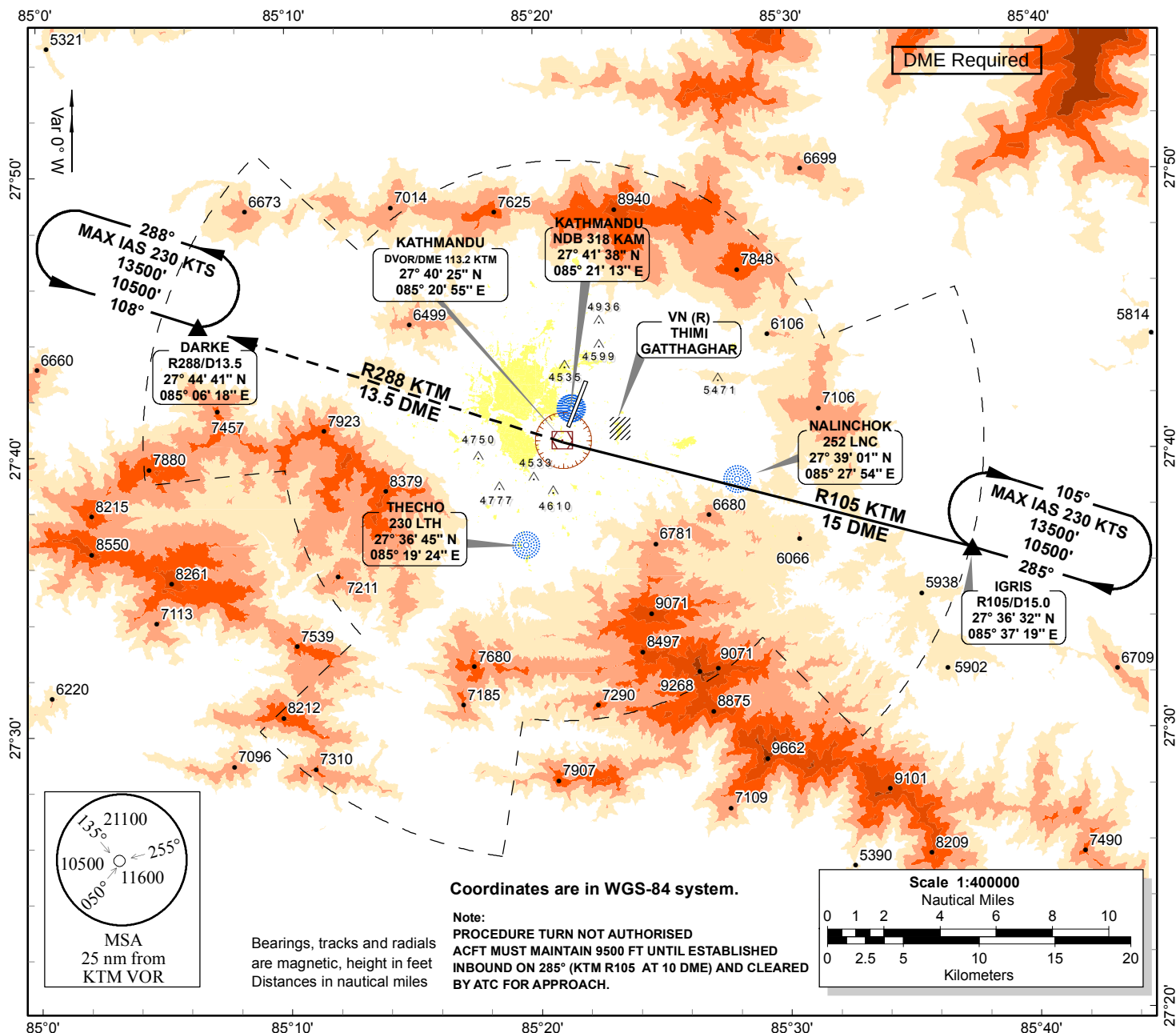
AD ELEV 4395'  
TRANS LEVEL FL150  
TRANS ALT 13500'  
VAR 0° W (2010)

APP 120.6 MHZ  
TWR 118.1 MHZ  
GND 121.9 MHZ

KATHMANDU/NEPAL  
Tribhuvan International Airport  
STAR



INSTRUMENT  
APPROACH  
CHART - ICAOAERODROME ELEV 4395'  
HEIGHTS RELATED TO  
THR-RWY 02 - ELEV 4318'  
VARIATION 0° W (2010)APP 120.6 MHZ  
TWR 118.1 MHZ  
GND 121.9 MHZKATHMANDU/NEPAL  
Tribhuvan International Airport  
VOR RWY 02  
VOR 'KTM' 113.2

INSTRUMENT  
APPROACH  
CHART-ICAOAERODROME ELEV 4395'  
TRANS LEVEL FL150  
TRANS ALT 13500  
VAR 0° W (2010)APP 120.6 MHZ  
TWR 118.1 MHZ  
GND 121.9 MHZKATHMANDU/NEPAL  
Tribhuvan International Airport  
VOR - B  
VOR 'KTM' 113.2**Missed Approach**

At 2.0 DME, climb straight ahead to KTM.  
Then proceed via outbound R-288 to  
'DARKE' (R288/D13.5). Reach 'DARKE'  
at or above 10500' and join holding pattern.

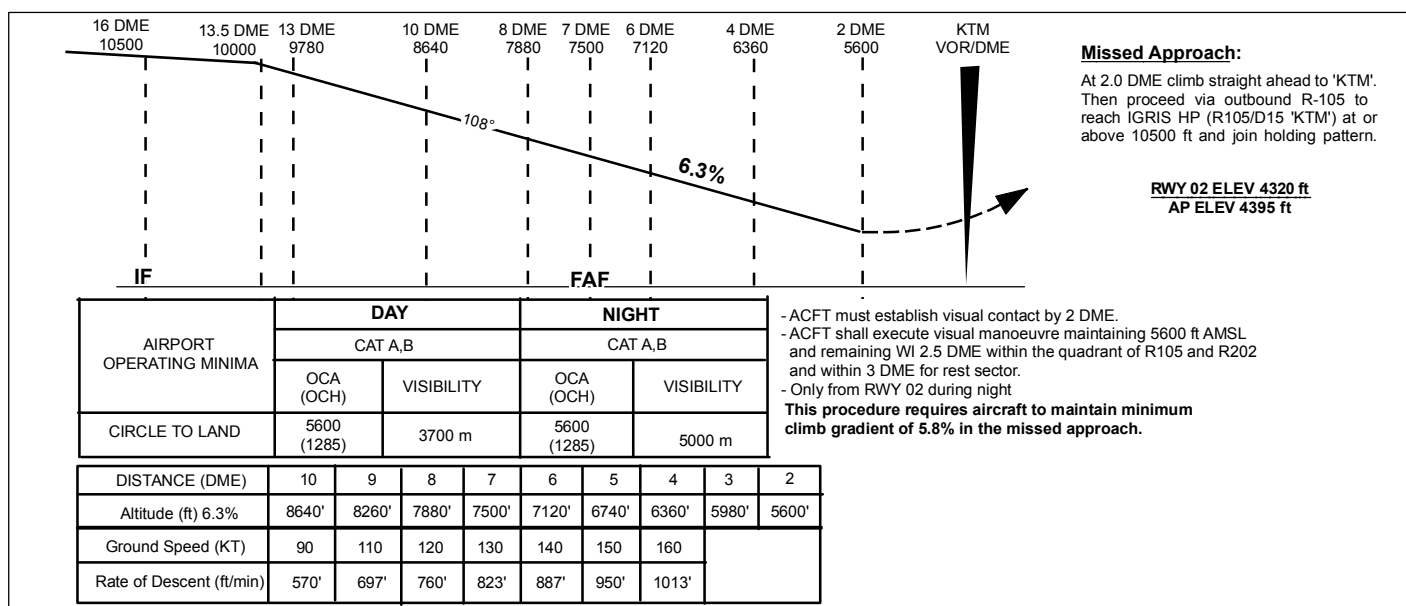
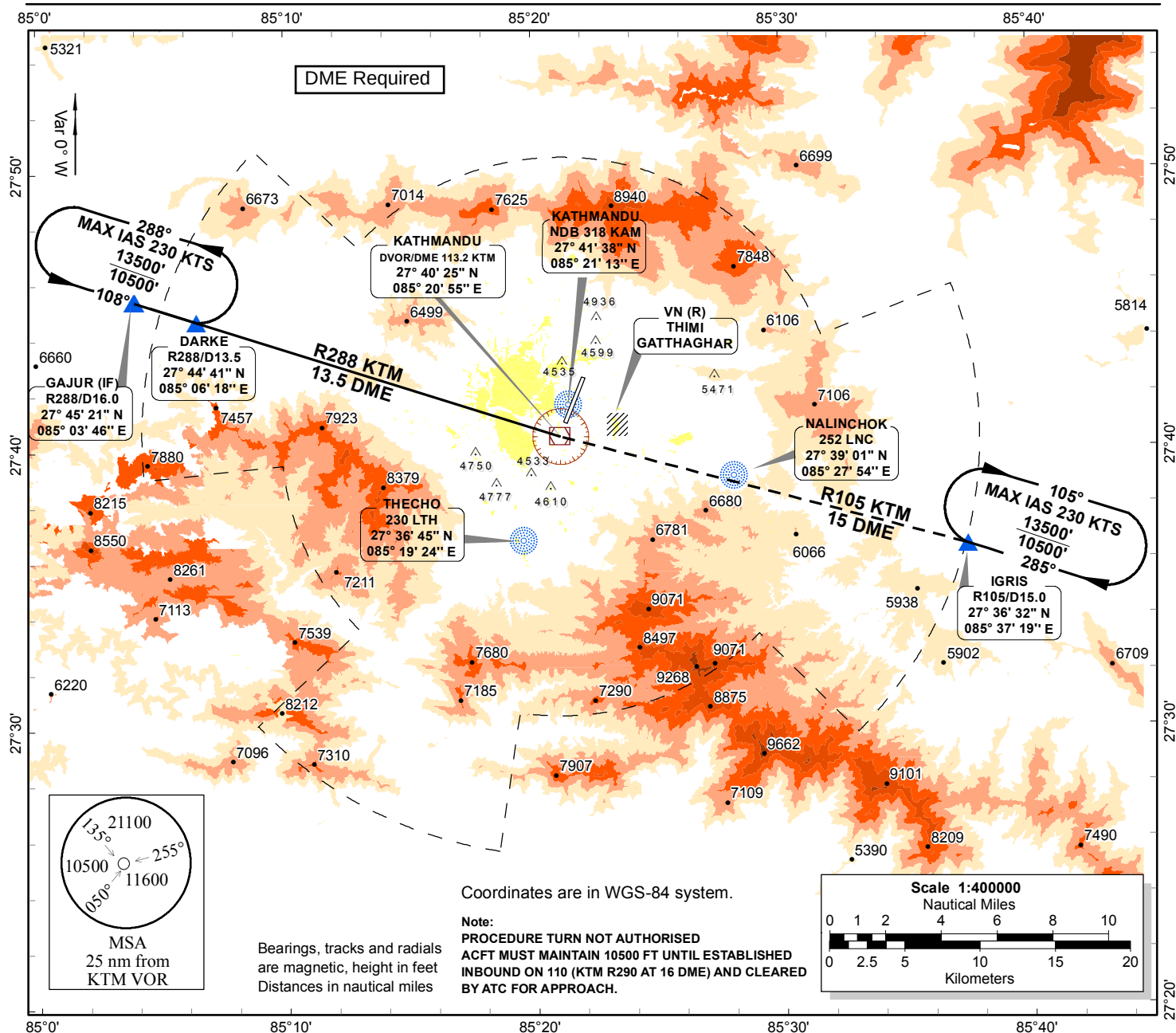
Elev - RWY-02 4320'  
AP ELEV 4395'

| 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<br>OPERATING MINIMA | DAY            |            |                |            | NIGHT          |            |
|-----------------------------|----------------|------------|----------------|------------|----------------|------------|
|                             | CAT A,B        |            | CAT C          |            | CAT A,B        |            |
|                             | OCA<br>(OCH)   | VISIBILITY | OCA<br>(OCH)   | VISIBILITY | OCA<br>(OCH)   | VISIBILITY |
|                             | 5600<br>(1285) | 3700 m     | 5800<br>(1485) | 3700 m     | 5600<br>(1285) | 5000 m     |

- 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



INSTRUMNET  
APPROACH  
CHART-ICAOAERODROME ELEV 4395'  
TRANS LEVEL FL150  
TRANS ALT 13500  
VAR 0° W (2010)APP 120.6 MHZ  
TWR 118.1 MHZ  
GND 121.9 MHZKATHMANDU/NEPAL  
Tribhuvan International Airport  
VOR- A  
VOR 'KTM' 113.2



## **RNP AR (Authorization Required) approach procedure at TRIBHUVAN INTERNATIONAL AIRPORT (VNKT)**

### **1. INTRODUCTION**

- 1.1 This RNP AR [RNAV (RNP)] Approach Procedure is 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).
- 1.2 A full arrival, approach and missed approach procedure have been designed for Runway 02 by NAVBLUE (formerly named Airbus Prosky), an Airbus Company whose logo will appear on the STAR and RNP AR Approach Procedure Chart.
- 1.3 The RNAV (RNP) Instrument Approach Procedure to VNKT is designed to enhance the overall safety of the operation by facilitating the aircraft energy management and to improve the airport access, while taking into account ATC constraints.
- 1.4 This is the modified RNP AR STAR and Approach procedure including missed approach procedure to right.

### **2. APPROVED USERS, EQUIPMENT AND OPERATIONS**

- 2.1 For the VNKT RNAV (RNP) Instrument Approach Procedure, the operators shall ensure that they hold the 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 RNAV (RNP) Approach to VNKT. (Ref to ICAO PBN Manual, Doc 9613)
- 2.2 The operator must have a Special Authorization from its authority in order to use the RNP AR approaches to VNKT. (Ref to EASA AMC 20-26, FAA AC 90-101A or equivalent)
- 2.3 The operations shall seek authorization from Civil Aviation Authority of Nepal to conduct VNKT RNP AR Approach procedure at Kathmandu.
- 2.4 The operator is responsible of conducting a Flight Operational Safety Assessment (FOSA) including the Flight Simulation of the procedure.
- 2.5 The RNP AR approach procedures require a navigation accuracy of 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 The 7 RNAV STAR (SIMRA 2R, ROMEO 2R, IGRIS 1R, DOLAL 1R, DARIM 1R , KIMTI1R , MUNAL1R ) are based on the use of RNAV with RNP 1.0 and are designed to be used only in conjunction with corresponding RNP AR procedure.

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

### 3. NAMING OF PROCEDURES

There is one RNP AR approach procedure to runway 02. The new ICAO naming convention is used as RNAV (RNP).

| RWY | STAR     | RNP AR Approach  |
|-----|----------|------------------|
| 02  | SIMRA 2R | RNAV (RNP) RWY02 |
|     | ROMEO 2R |                  |
|     | IGRIS 1R |                  |
|     | DOLAL 1R |                  |
|     | DARIM 1R |                  |
|     | KIMTI 1R |                  |
|     | MUNAL 1R |                  |

### 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. (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 ICAO Code | W/P Type | Latitude        | Longitude        |
|--------|---------------|----------|-----------------|------------------|
| DANFE  | VN            | ICAO     | 27°26'36.0000"N | 084°42'38.0000"E |
| DARIM  | VN            | ICAO     | 27°26'24.4300"N | 085°43'18.3850"E |
| DARKE  | VN            | ICAO     | 27°44'41.0000"N | 085°06'18.0000"E |
| DOLAL  | VN            | ICAO     | 27°34'01.1850"N | 085°54'22.0690"E |
| DOVAN  | VN            | ICAO     | 27°33'46.4800"N | 085°15'14.0420"E |
| GURAS  | VN            | ICAO     | 27°24'36.0000"N | 085°13'46.0000"E |
| IGRIS  | VN            | ICAO     | 27°36'32.0000"N | 085°37'19.0000"E |
| KIMTI  | VN            | ICAO     | 27°29'48.0000"N | 086°16'04.0000"E |
| KT520  | VN            | ADHP     | 27°38'11.0460"N | 085°19'54.4930"E |
| KT522  | VN            | ADHP     | 27°35'43.2120"N | 085°17'28.9890"E |
| KT524  | VN            | ADHP     | 27°34'41.7830"N | 085°16'06.1480"E |
| KT528  | VN            | ADHP     | 27°30'09.5010"N | 085°14'20.0440"E |
| KT530  | VN            | ADHP     | 27°28'40.4310"N | 085°14'46.8580"E |
| KT532  | VN            | ADHP     | 27°26'30.1030"N | 085°14'37.8560"E |
| KT534  | VN            | ADHP     | 27°24'23.8420"N | 085°11'35.5390"E |
| KT536  | VN            | ADHP     | 27°23'06.7790"N | 085°01'00.9890"E |

|       |    |      |                 |                  |
|-------|----|------|-----------------|------------------|
| KT538 | VN | ADHP | 27°22'05.6550"N | 084°52'42.4930"E |
| KT540 | VN | ADHP | 27°25'03.8100"N | 084°44'04.6780"E |
| KT590 | VN | ADHP | 27°42'41.1390"N | 085°21'57.3260"E |
| KT592 | VN | ADHP | 27°39'35.2680"N | 085°27'38.6160"E |
| KT634 | VN | ADHP | 27°10'03.7760"N | 085°01'39.0630"E |
| KT636 | VN | ADHP | 27°15'18.4940"N | 085°09'33.7190"E |
| KT640 | VN | ADHP | 27°07'03.7010"N | 085°19'08.3080"E |
| KT642 | VN | ADHP | 27°07'03.6800"N | 085°23'37.2790"E |
| KT644 | VN | ADHP | 27°08'46.6870"N | 085°41'08.9620"E |
| KT646 | VN | ADHP | 27°16'08.4860"N | 085°53'19.6360"E |
| KT656 | VN | ADHP | 27°28'27.2650"N | 085°37'18.9420"E |
| KT658 | VN | ADHP | 27°11'05.4070"N | 085°21'11.4390"E |
| KT812 | VN | ADHP | 27°38'32.1770"N | 085°22'32.0570"E |
| KT814 | VN | ADHP | 27°39'20.1000"N | 085°20'25.8800"E |
| KT890 | VN | ADHP | 27°45'23.9520"N | 085°02'20.5940"E |
| KT892 | VN | ADHP | 27°45'23.7300"N | 084°53'19.5460"E |
| KT894 | VN | ADHP | 27°43'24.8810"N | 084°47'24.4220"E |
| KT896 | VN | ADHP | 27°39'19.2900"N | 084°42'09.1110"E |
| KT898 | VN | ADHP | 27°28'08.1740"N | 084°41'11.2820"E |
| KT914 | VN | ADHP | 27°42'01.2510"N | 085°13'20.7370"E |
| KTC01 | VN | ADHP | 27°41'33.3420"N | 085°25'05.2690"E |
| KTC02 | VN | ADHP | 27°36'22.0610"N | 085°02'20.5030"E |
| KTC08 | VN | ADHP | 27°18'26.0770"N | 085°00'49.9090"E |
| KTC09 | VN | ADHP | 27°15'50.3410"N | 085°17'03.4390"E |
| KTC10 | VN | ADHP | 27°28'28.8070"N | 085°23'05.5960"E |
| KTC21 | VN | ADHP | 27°27'47.1830"N | 085°11'04.6870"E |
| KTC22 | VN | ADHP | 27°31'11.7160"N | 085°18'40.7900"E |
| KTC23 | VN | ADHP | 27°31'47.6640"N | 085°19'58.7770"E |
| KTC24 | VN | ADHP | 27°40'02.9970"N | 085°14'43.5470"E |
| KTC29 | VN | ADHP | 27°37'22.4070"N | 084°53'20.1250"E |
| KTC30 | VN | ADHP | 27°33'17.2720"N | 084°48'04.6520"E |
| KTC31 | VN | ADHP | 27°30'32.2780"N | 084°51'24.1300"E |
| KTC47 | VN | ADHP | 27°42'10.6430"N | 085°24'16.7920"E |
| KTC69 | VN | ADHP | 27°15'05.0590"N | 085°19'08.1960"E |
| KTC70 | VN | ADHP | 27°17'04.6950"N | 085°34'51.2610"E |
| MUNAL | VN | ICAO | 27°07'03.0000"N | 085°34'50.0000"E |
| RATAN | VN | ICAO | 27°18'06.0000"N | 085°10'49.0000"E |
| ROMEO | VN | ICAO | 27°03'12.0000"N | 085°04'08.0000"E |
| RW02  | VN | ADHP | 27°41'01.9640"N | 085°21'12.2020"E |
| SIMRA | VN | ICAO | 27°09'51.0000"N | 084°58'56.0000"E |
| SINDU | VN | ICAO | 27°18'28.2630"N | 085°31'49.4690"E |

## 8. STAR CODING TABLE

### ROMEO 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 |
|--------|----|----------|----|-------------|---------|----------|-----------|-----|-----------|------------|
| ROMEO  | IF |          |    |             |         | AA 10500 |           | 1   |           |            |
| KT636  | TF | N        |    | 022         | 13.0    |          |           | 1   |           |            |
| RATAN  | TF | N        |    | 022         | 3.0     | AA 10500 | 250.00 KT | 1   |           |            |

### SIMRA 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 |
|--------|----|----------|----|-------------|---------|----------|-----------|-----|-----------|------------|
| SIMRA  | IF |          |    |             |         | AA 10500 |           | 1   |           |            |
| KT634  | TF | N        |    | 085         | 2.4     |          |           | 1   |           |            |
| KT636  | RF |          | L  | 022         | 9.2     |          |           | 1   | 8         | KTC08      |
| RATAN  | TF | N        |    | 022         | 3.0     | AA 10500 | 250.00 KT | 1   |           |            |

### MUNAL 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 |
|--------|----|----------|----|-------------|---------|----------|-----------|-----|-----------|------------|
| MUNAL  | IF |          |    |             |         | AA 10500 | 250.00 KT | 1   |           |            |
| KT642  | TF |          |    | 270         | 10.0    |          |           | 1   |           |            |
| KT640  | TF |          |    | 270         | 4.0     |          |           | 1   |           |            |
| RATAN  | RF |          | R  | 022         | 15.7    | AA 10500 | 250.00 KT | 1   | 8.0       | KTC69      |

### KIMTI 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 |
|--------|----|----------|----|-------------|---------|----------|-----------|-----|-----------|------------|
| KIMTI  | IF |          |    |             |         | AA 17000 |           | 1   |           |            |
| KT646  | TF | N        |    | 236         | 24.4    | AA 12400 |           | 1   |           |            |
| KT644  | TF | N        |    | 236         | 13.1    |          | 250.00 KT | 1   |           |            |
| MUNAL  | RF |          | R  | 270         | 6.0     | AA 10500 | 250.00 KT | 1   | 10.0      | KTC70      |
| KT642  | TF | N        |    | 270         | 10.0    |          |           | 1   |           |            |
| KT640  | TF | N        |    | 270         | 4.0     |          |           | 1   |           |            |
| RATAN  | RF |          | R  | 022         | 15.7    | AA 10500 | 250.00 KT | 1   | 8.0       | KTC69      |

## IGRIS 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 |
|--------|----|----------|----|-------------|---------|----------|-----------|-----|-----------|------------|
| IGRIS  | IF |          |    |             |         | AA 11600 |           | 1   |           |            |
| KT656  | TF | N        |    | 180         | 8.1     |          |           | 1   |           |            |
| SINDU  | RF |          | R  | 232         | 11.5    | AA 10700 |           | 1   | 13        | KTC10      |
| KT658  | TF | N        |    | 232         | 12.0    |          | 250.00 KT | 1   |           |            |
| RATAN  | RF |          | R  | 022         | 15.7    | AA 10500 | 250.00 KT | 1   | 6.0       | KTC09      |
| IGRIS  | IF |          |    |             |         | AA 11600 |           | 1   |           |            |

## DARIM 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 |
|--------|----|----------|----|-------------|---------|----------|-----------|-----|-----------|------------|
| DARIM  | IF |          |    |             |         | AA 11500 |           | 1   |           |            |
| SINDU  | TF | N        |    | 232         | 12.9    | AA 10700 |           | 1   |           |            |
| KT658  | TF | N        |    | 232         | 12.0    |          | 250.00 KT | 1   |           |            |
| RATAN  | RF |          | R  | 022         | 15.7    | AA 10500 | 250.00 KT | 1   | 6.0       | KTC09      |
| DARIM  | IF |          |    |             |         | AA 11500 |           | 1   |           |            |

## DOLAL 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 |
|--------|----|----------|----|-------------|---------|----------|-----------|-----|-----------|------------|
| DOLAL  | IF |          |    |             |         | AA 15000 |           | 1   |           |            |
| DARIM  | TF | N        |    | 232         | 12.4    | AA 11500 |           | 1   |           |            |
| SINDU  | TF | N        |    | 232         | 12.9    | AA 10700 |           | 1   |           |            |
| KT658  | TF | N        |    | 232         | 12.0    |          | 250.00 KT | 1   |           |            |
| RATAN  | RF |          | R  | 022         | 15.7    | AA 10500 | 250.00 KT | 1   | 6.0       | KTC09      |
| DOLAL  | IF |          |    |             |         | AA 15000 |           | 1   |           |            |

## 9. HOLDING PROCEDURE CODING TABLE

| Region Code | ICAO Code | W/P ID / Name | Inbound CRS Val (°) | TD | Inbound time val | ALT MIN FT | ALT MAX FL | SPD LMT kt | Magnetic CRS val(°) |
|-------------|-----------|---------------|---------------------|----|------------------|------------|------------|------------|---------------------|
| VNKT        | VN        | RATAN         | 022                 | L  | 60s              | 10500      | 190        | 230        | 22                  |
| VNKT        | VN        | MUNAL         | 270                 | L  | 60s              | 10500      | 190        | 230        | 270                 |
| VNKT        | VN        | DANFE         | 140                 | L  | 60s              | 10500      | 190        | 230        | 140                 |



10. APPROACH CODING TABLE

| W/P ID | PT | Fly over | TD | CRS (°)<br>mag | Time<br>Val | DIST<br>NM | ALT FT   | SPD kt | FPA  | RNP | RADIUS<br>NM | ARC<br>CTR<br>ID |
|--------|----|----------|----|----------------|-------------|------------|----------|--------|------|-----|--------------|------------------|
| RATAN  | IF |          |    |                |             |            | AA 10500 | 250    |      | 0.3 |              |                  |
| GURAS  | TF | N        |    | 022            |             | 7.0        |          |        |      | 0.3 |              |                  |
| KT532  | TF | N        |    | 022            |             | 2.0        |          | 200    |      | 0.3 |              |                  |
| KT530  | RF |          | L  | 345            |             | 2.2        | AT 8700  | 170    |      | 0.3 | 3.4          | KTC21            |
| DANFE  | IF |          |    |                |             |            | AA 10500 | 250    |      | 0.3 |              |                  |
| KT540  | TF | N        |    | 140            |             | 2.0        |          |        |      | 0.3 |              |                  |
| KT538  | RF |          | L  | 082            |             | 8.6        |          |        |      | 0.3 | 9            | KTC31            |
| KT536  | TF | N        |    | 082            |             | 7.5        | AA 10500 |        |      | 0.3 |              |                  |
| KT534  | TF | N        |    | 082            |             | 9.5        |          | 200    |      | 0.3 |              |                  |
| KT532  | RF |          | L  | 022            |             | 3.6        |          |        |      | 0.3 | 3.4          | KTC21            |
| KT530  | RF |          | L  | 345            |             | 2.2        | AT 8700  | 170    |      | 0.3 | 3.4          | KTC21            |
| KT530  | IF |          |    |                |             |            | AT 8700  | 170    |      | 0.3 |              |                  |
| KT528  | TF | N        |    | 345            |             | 1.5        |          |        | -2.8 | 0.3 |              |                  |
| DOVAN  | RF |          | R  | 040            |             | 3.8        |          |        | -2.8 | 0.3 | 4.0          | KTC22            |
| KT524  | TF | N        |    | 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        | AT 4370  |        | -2.8 | 0.3 |              |                  |
| KT590  | TF | N        |    | 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 | N        |    | 293            |             | 2.0        | AA 7500  |        |      | 0.3 |              |                  |
| KT914  | TF | N        |    | 293            |             | 6.8        |          |        |      | 0.3 |              |                  |
| DARKE  | TF | N        |    | 293            |             | 6.8        |          |        |      | 0.3 |              |                  |
| KT890  | RF |          | L  | 270            |             | 3.6        |          |        |      | 1   | 9.0          | KTC02            |
| KT892  | TF | N        |    | 270            |             | 8.0        |          |        |      | 1   |              |                  |
| KT894  | RF |          | L  | 229            |             | 5.7        |          |        |      | 1   | 8.0          | KTC29            |
| KT896  | TF | N        |    | 229            |             | 6.2        |          |        |      | 1   |              |                  |
| KT898  | RF |          | L  | 140            |             | 12.4       |          |        |      | 1   | 8.0          | KTC30            |
| DANFE  | TF | N        |    | 140            |             | 2.0        | AA 10500 |        |      | 1   |              |                  |
| DANFE  | HM |          | L  | 140            | 60s         |            | AA 10500 | 230    |      | NA  |              |                  |

Standard Arrival Chart- ICAO  
CAT: A B C D AD ELEV: 4395KATHMANDU - VNKT  
RNAV (RNP) - STAR - RWY02

APP: 120.6 Tower: 118.1 GND: 121.9

RNP 1.0

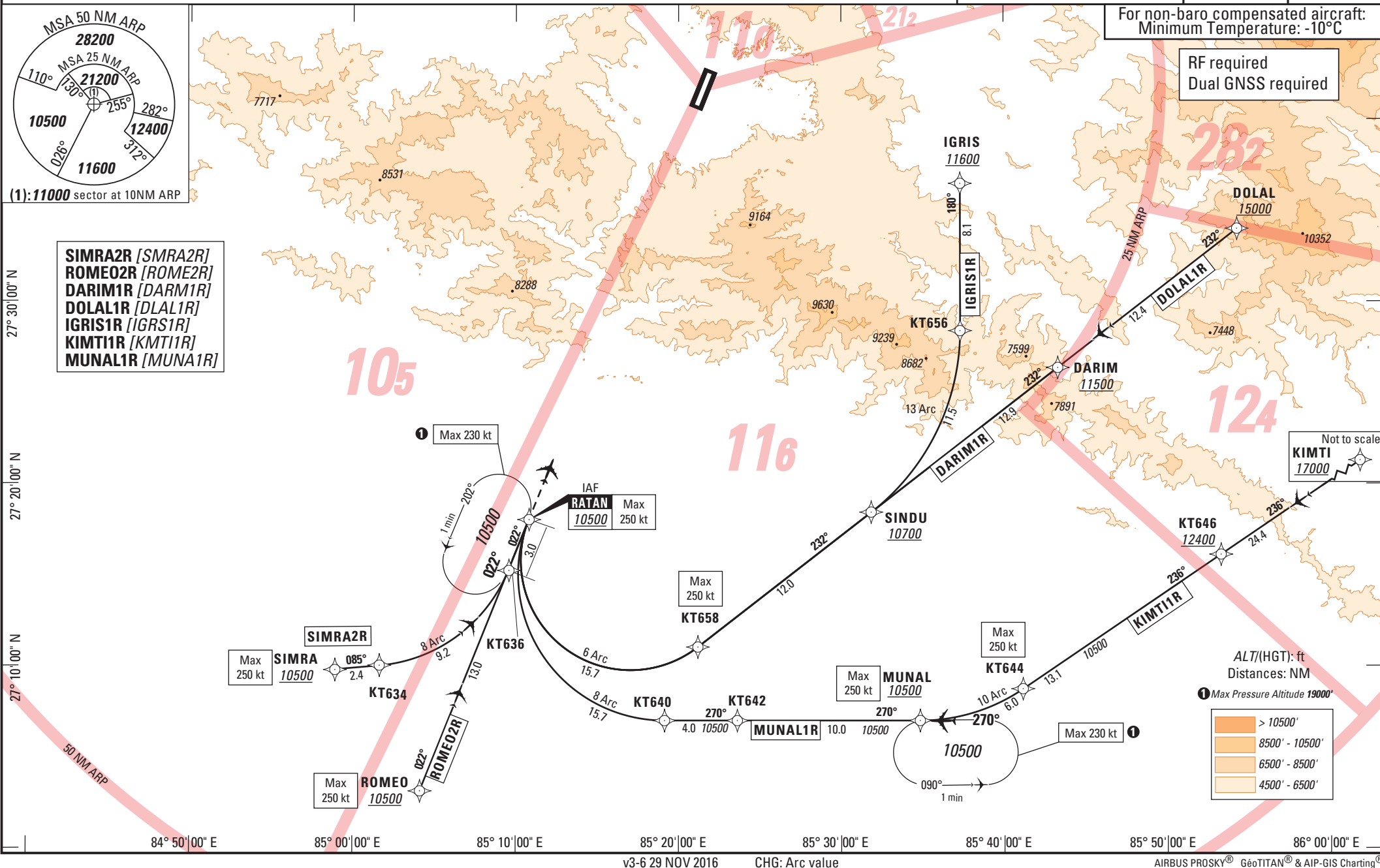
Trans Alt: 13500'

AUTHORIZATION REQUIRED

ARP: 27°41'50"N 085°21'29"E

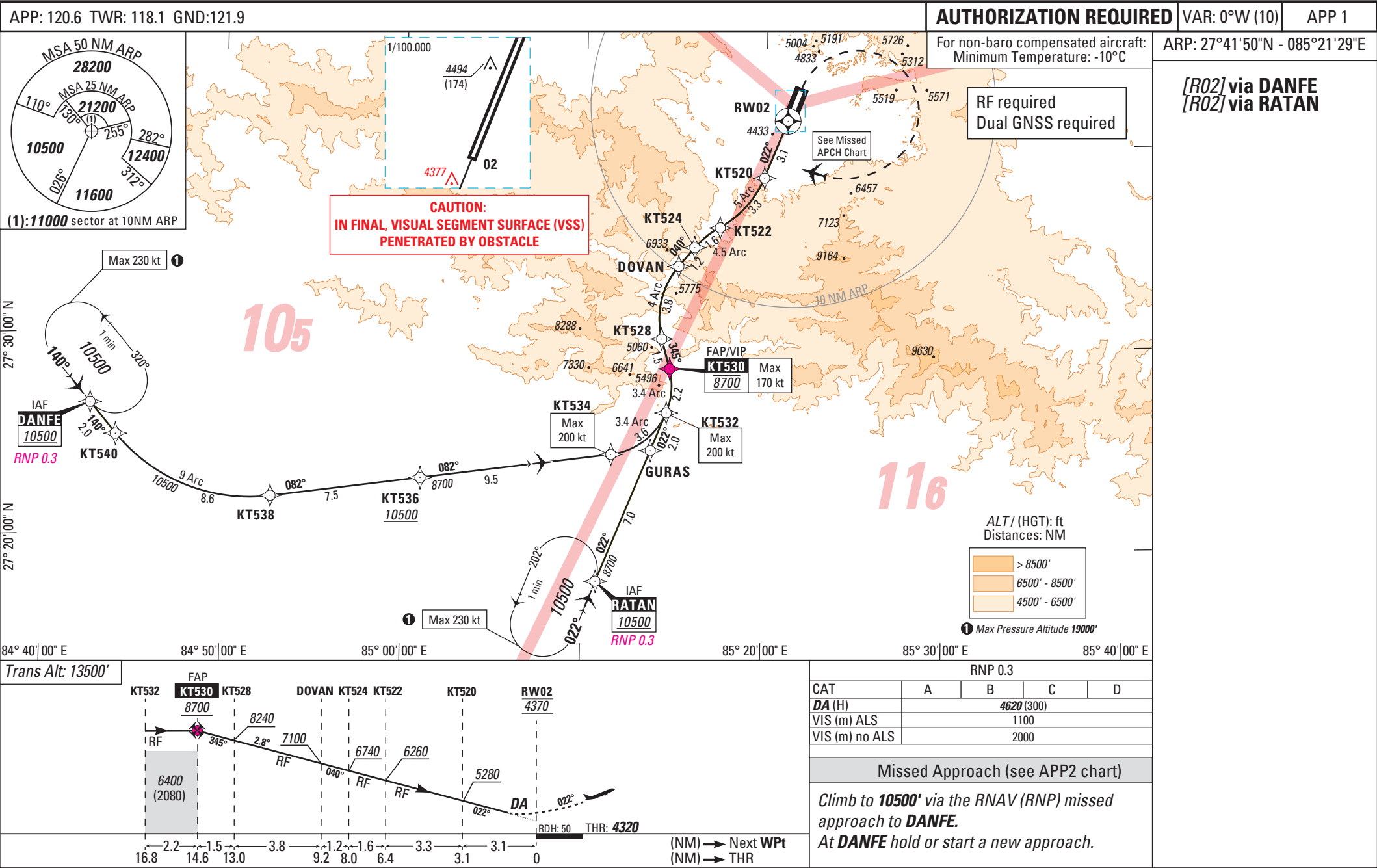
VAR: 0°W (10)

STAR 1

For non-baro compensated aircraft:  
Minimum Temperature: -10°CRF required  
Dual GNSS required

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

Kathmandu- VNKT  
RNAV (RNP) - APPROACH RWY - 02



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

KATHMANDU - VNKT

RNAV (RNP) MISSED APPROACH RWY 02

APP: 120.6 TWR: 118.1 GND:121.9

Trans Alt : 13500'

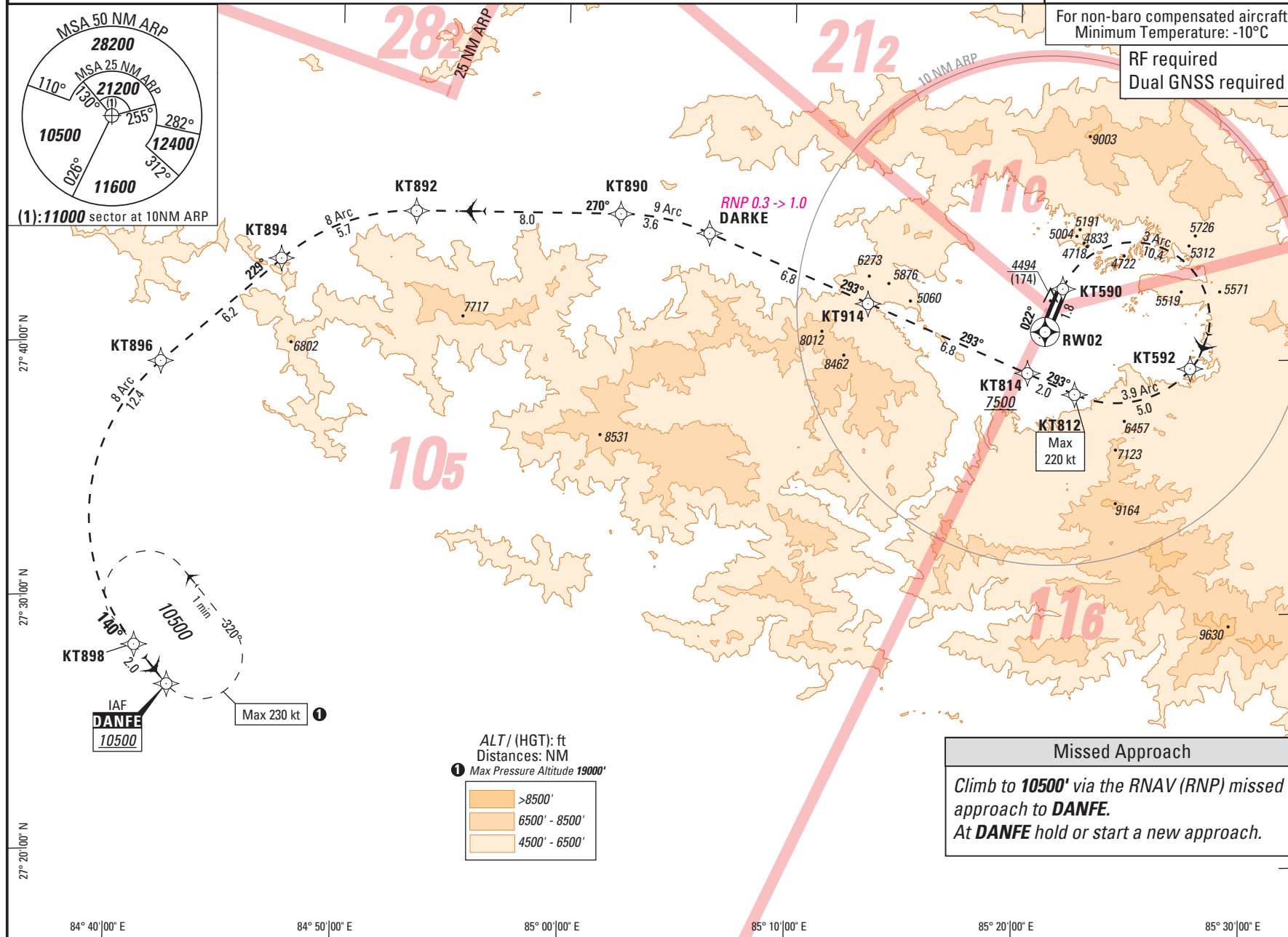
**AUTHORIZATION REQUIRED**

VAR: 0°W (10)

APP 2

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

ARP: 27°41'50"N - 085°21'29"E

RF required  
Dual GNSS required

**TRANS LEVEL FL 150**  
**TRANS ALT 13500'**  
**AD ELEV 4395'**  
**VAR 0° W (2010)**

**CHINA**

**INDIA**

**KATHMANDU**  
 NDB 318 KAM  
 27° 41' 38" N  
 085° 21' 13" E

**KATHMANDU**  
 DVOR/DME 113.2 KTM  
 27° 40' 25" N  
 085° 20' 55" E

**BARBI**  
 R070/D30  
 27° 50' 39" N  
 085° 52' 43" E

**NALINCHOK**  
 252 LNC  
 27° 39' 01" N  
 085° 27' 54" E

**IGRIS**  
 R105/D15.0  
 27° 36' 32" N  
 085° 37' 19" E

**KIMTI**  
 R102/D50  
 27° 29' 48" N  
 086° 16' 04" E

**LIKHU**  
 R114/D50  
 27° 19' 52" N  
 086° 12' 12" E

**AHALE**  
 R125/D50  
 27° 11' 41" N  
 085° 07' 05" E

**LALBA**  
 R150/D50  
 26° 58' 50" N  
 085° 48' 23" E

**GAURA**  
 26° 44' 46" N  
 085° 18' 52" E

**BIRGA**  
 26° 53' 55" N  
 085° 00' 30" E

**OMUPA**  
 27° 00' 01" N  
 084° 47' 16" E

**PARSA**  
 27° 08' 22" N  
 084° 39' 54" E

**SIMARA**  
 DVOR/DME 112.9 SMR  
 27° 09' 51" N  
 084° 58' 56" E

**RATON**  
 R202/D24  
 27° 18' 06" N  
 085° 10' 49" E

**GURAS**  
 R202/D17  
 27° 24' 36" N  
 085° 13' 46" E

**THECHO**  
 230 LTH  
 27° 36' 45" N  
 085° 19' 24" E

**DARKE**  
 R288/D13.5  
 27° 44' 41" N  
 085° 06' 18" E

**MANKA**  
 R293/D50  
 28° 00' 28" N  
 084° 29' 07" E

**NARAN**  
 R270/D49  
 27° 40' 46" N  
 084° 25' 47" E

**W41**  
 28° 08' 19" N  
 084° 34' 02" E

**W17**  
 27° 40' 46" N  
 084° 25' 47" E

**L626**  
 27° 21' 25" N  
 084° 28' 58" E

**G598**  
 27° 08' 22" N  
 084° 39' 54" E

**G590**  
 27° 00' 01" N  
 084° 47' 16" E

**G336**  
 26° 53' 55" N  
 085° 00' 30" E

**G463/R591**  
 26° 44' 46" N  
 085° 18' 52" E

**To W41**  
**To L626**  
**To W17**  
**To B345**  
**To G348/B345**  
**To R344**  
**To R225/G335**

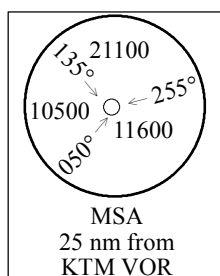
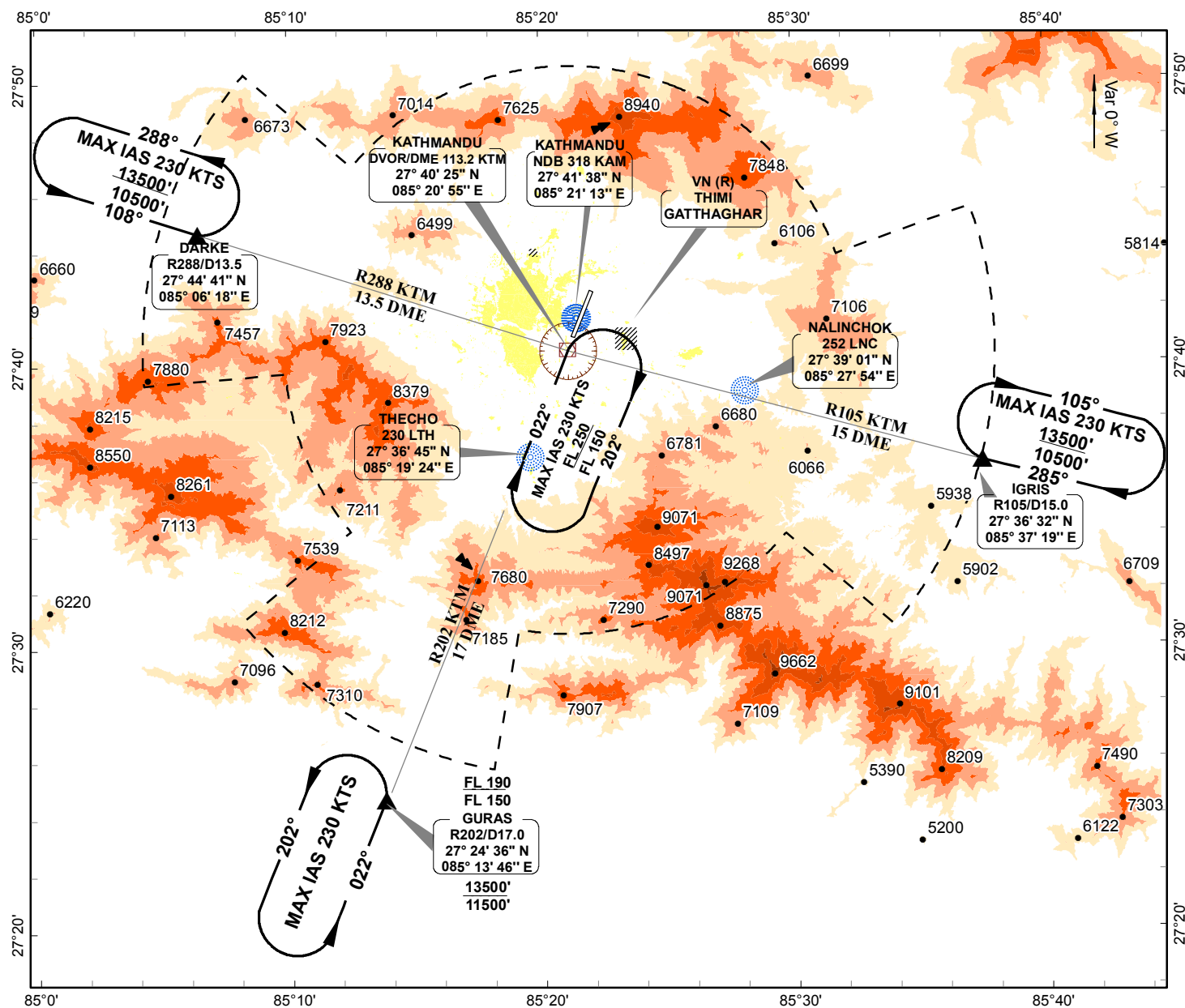
**Bearings, tracks and radials are magnetic, height in feet**  
**Distances in nautical miles**

**Scale 1:1150000**  
**Nautical Miles**  
 0 2 4 8 12 16 20  
**Kilometers**  
 0 5 10 20 30 40 50

**Coordinates are in WGS-84 system.**



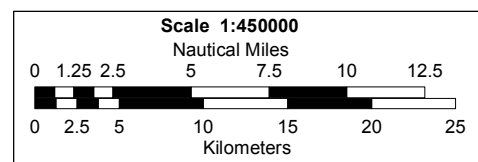
# KATHMANDU IFR HOLDINGS



**TRANS LEVEL FL 150**  
**TRANS ALT 13500'**  
**AD ELEV 4395'**  
**VAR 0° W (2010)**

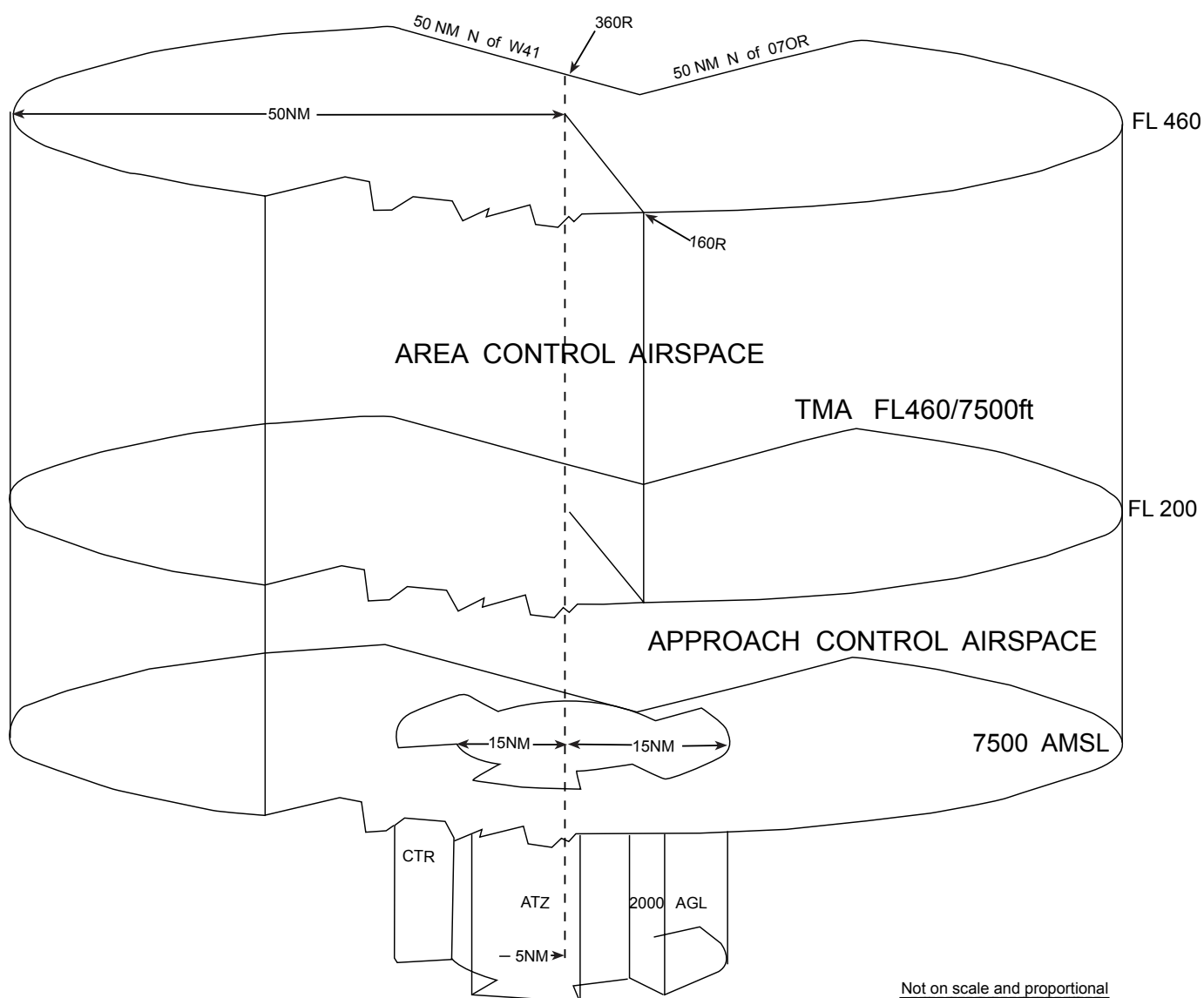
Bearings, tracks and radials  
are magnetic, height in feet  
Distances in nautical miles

Coordinates are in WGS-84 system.

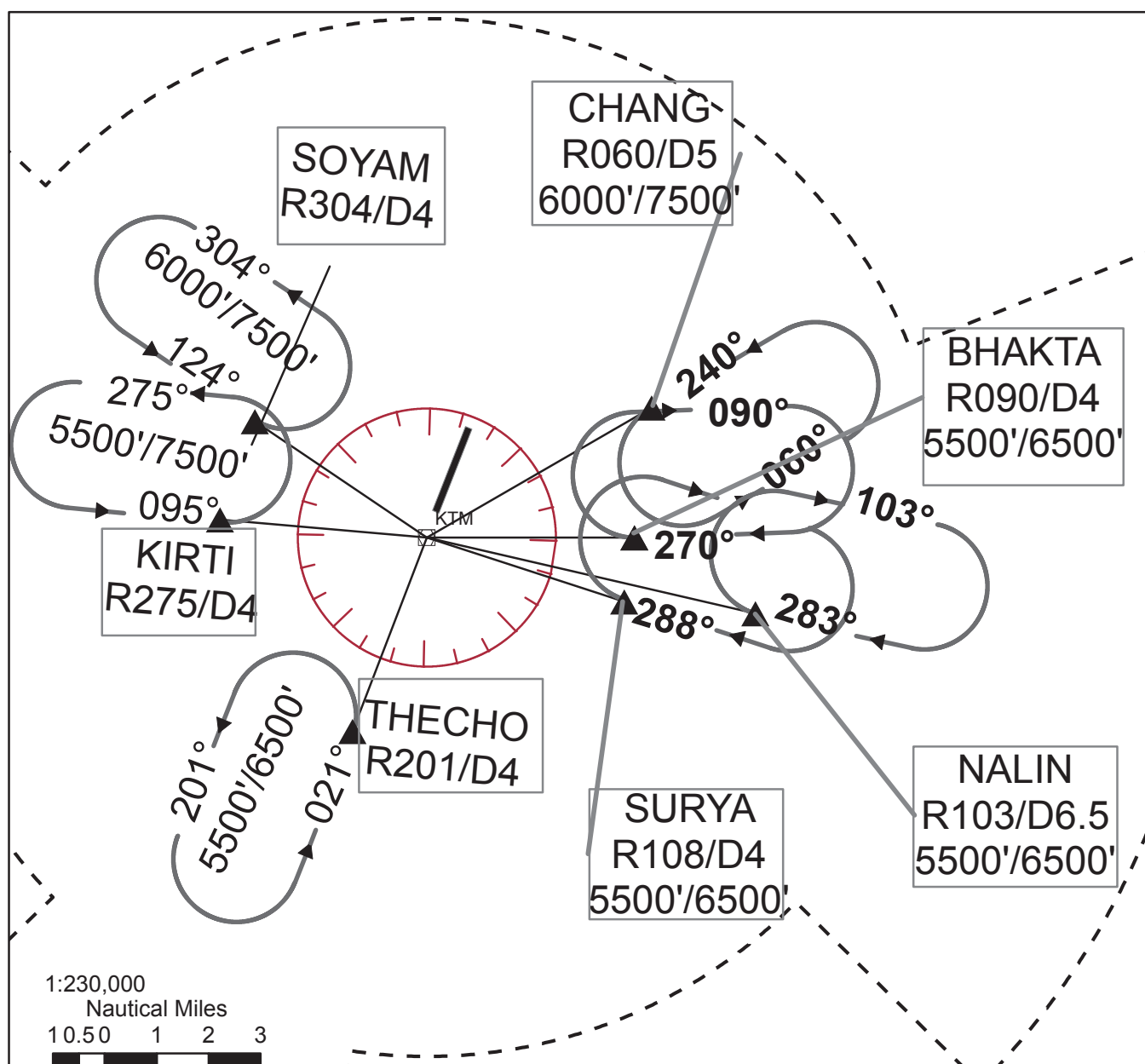


NOTE.-1. IGRIS, GURAS, DARKE holdings are laterally separated  
2. GURAS and KTM VOR holdings shall not be used simultaneously at same level.

# Tribhuvan Int'l Airport, Controlled Airspace



# VFR HOLDING POINTS FOR TIA (INSIDE VALLEY)

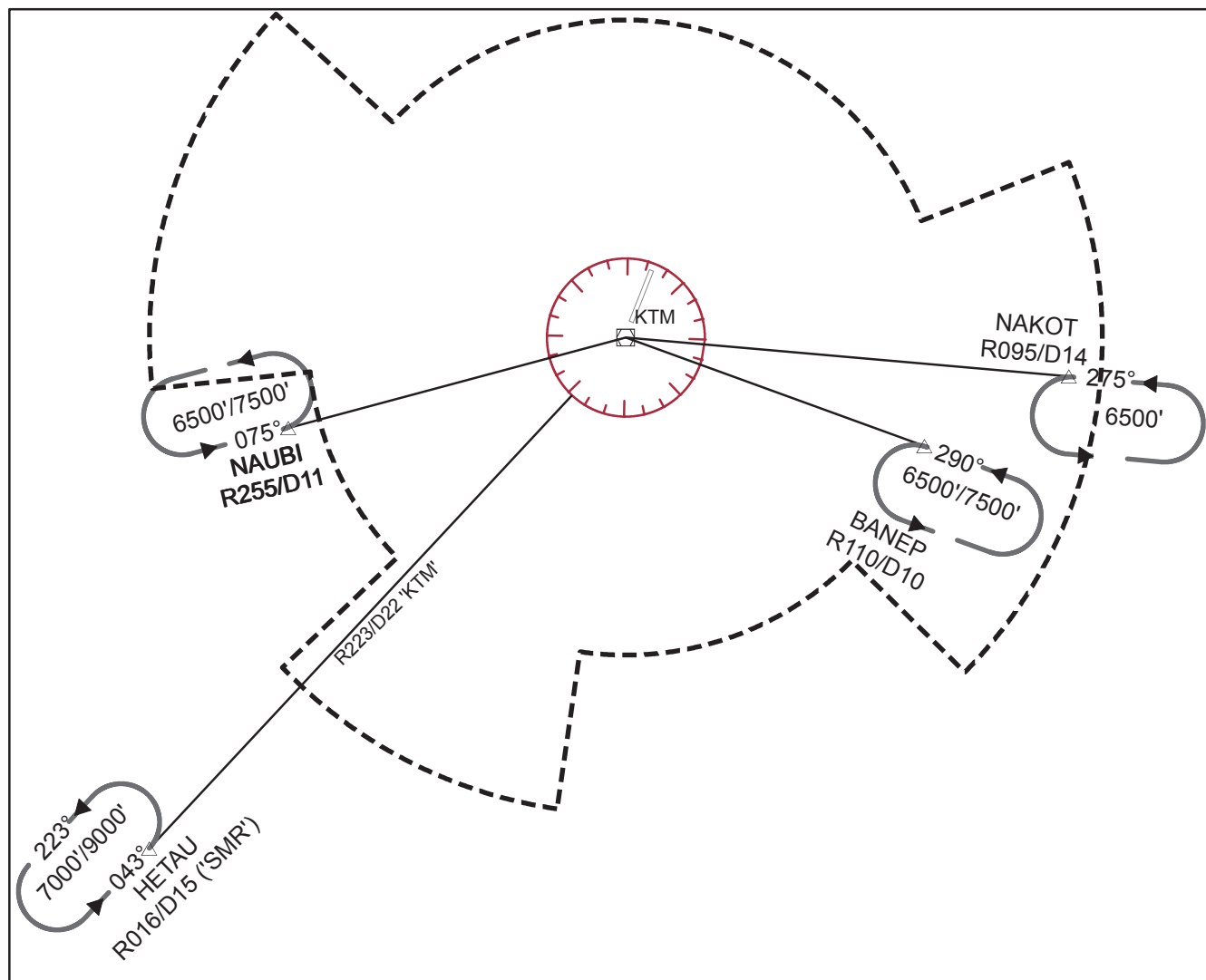


## HOLDING DETAILS

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

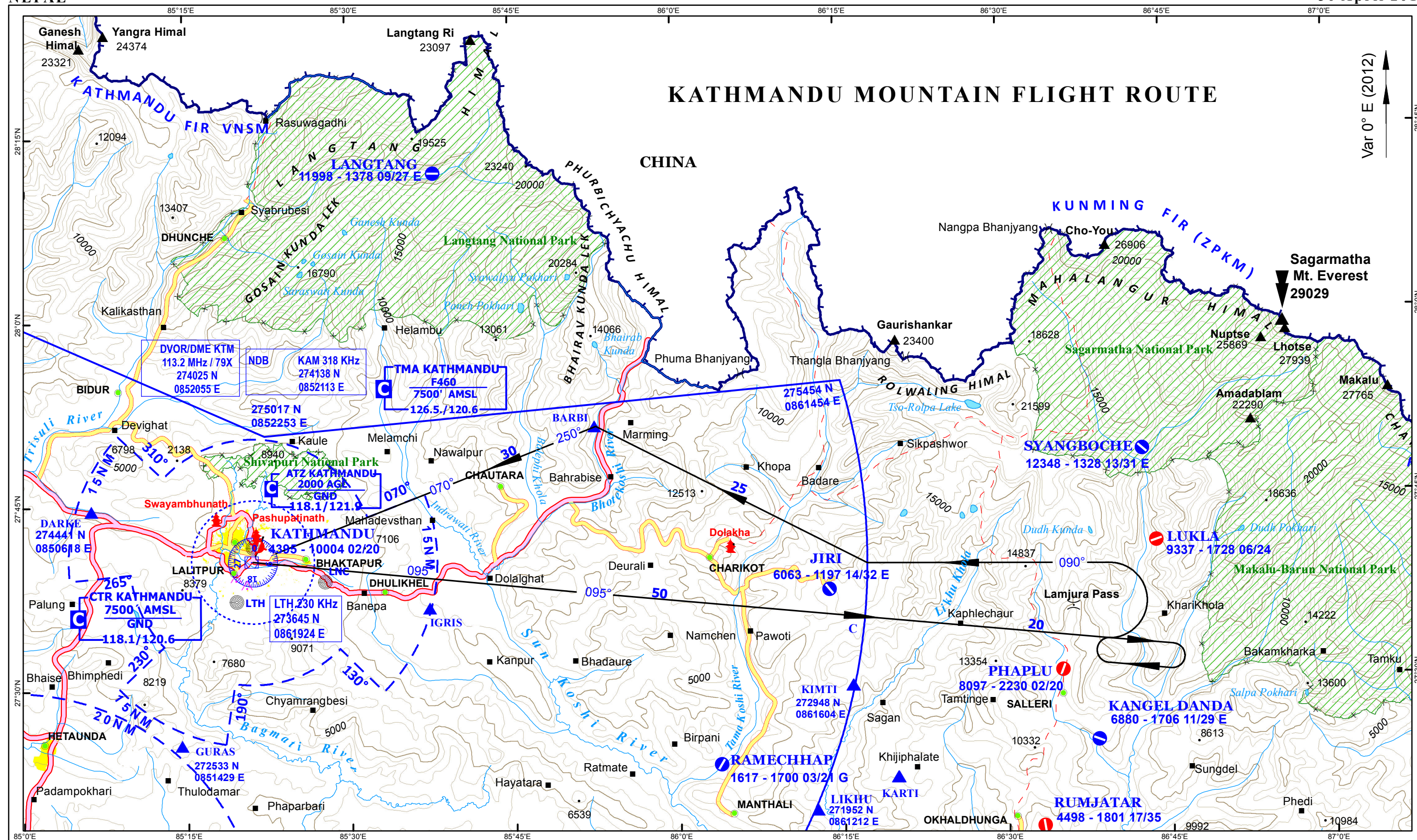


## HOLDING DETAILS

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

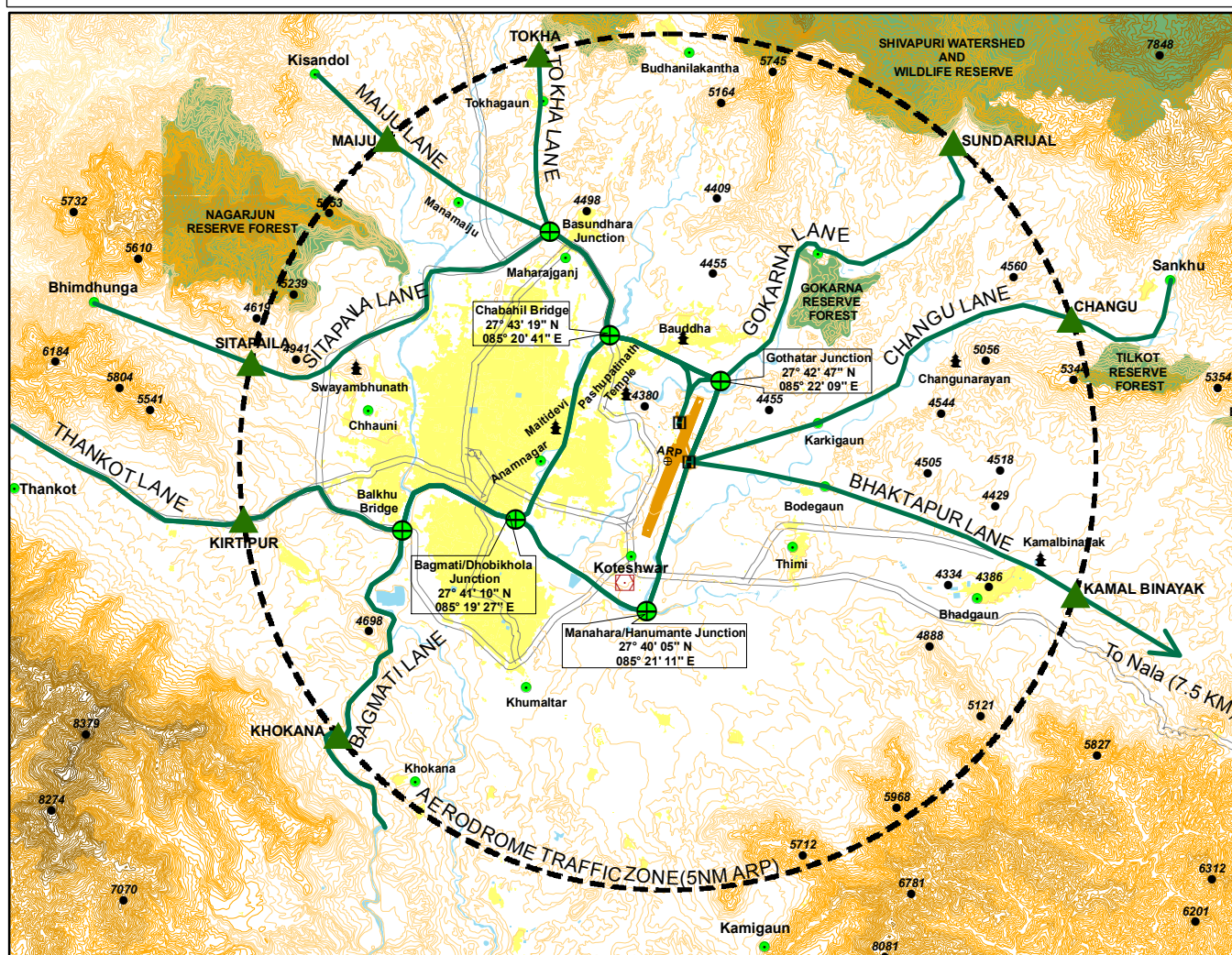
Note:- 1. All holding at these points shall be made in VMC.  
2. Terrain clearance shall be a pilot responsibility.







# HELI-LANE (Kathmandu)



Scale: 1:150,000

| Name of Helilane |       | Sector                                                                                                                                                 | Entry/Exit Point | Altitude | Remarks                                                                     |
|------------------|-------|--------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|----------|-----------------------------------------------------------------------------|
| BAGMATI          | Bravo | Gothatar Junction-Chababil Bridge-Follow Dhobikhola-Bagmati/Dhobikhola Junction-Follow Bagmati-Balkhu Bridge-Khokana                                   | KHOKANA          | 4800 ft  | 'BAGMATI Kilo' Shall not be used during traffic making approach for Rwy 02. |
|                  | Kilo  | Hanumante/Manahara Junction-Follow Manahara-Bagmati/Dhobikhola Junction-Follow Bagmati-Balkhu Bridge-Khokana                                           |                  |          |                                                                             |
| BHAKTAPUR        |       | Bodegaun-South of Kamalbinayak-Nala                                                                                                                    | KAMAL BINAYAK    | 4800 ft  |                                                                             |
| CHANGU           |       | Karkigaun-Follow Manahara-North of Changunarayan-Sankhu                                                                                                | CHANGU           | 4800 ft  |                                                                             |
| GOKARNA          |       | Gothatar Junction-Follow Bagmati river-Gokarna-Sundarijal                                                                                              | SUNDARIJAL       | 4800 ft  |                                                                             |
| MAIJU            |       | Gothatar Junction-Chababil Bridge-Follow Ringroad-Basundhara Junction-Maiju-Kisandol                                                                   | MAIJU            | 4800 ft  |                                                                             |
| SITAPAILA        |       | Gothatar Junction-Chababil Bridge-Follow Ringroad-Basundhara Junction-Follow Ringroad-Sitapaila-Bhimdhunga                                             | SITAPAILA        | 4800 ft  |                                                                             |
| THANKOT          | Bravo | Gothatar Junction-Chababil Bridge-Follow Dhobikhola-Bagmati/Dhobikhola Junction-Follow Bagmati-Balkhu Bridge-Follow Ringroad-North of Kirtipur-Thankot | KIRTIPUR         | 4800 ft  | 'THANKOT Kilo' Shall not be used during traffic making approach for Rwy 02. |
|                  | Kilo  | Hanumante/Manahara Junction-Follow Manahara-Bagmati/Dhobikhola Junction-Follow Bagmati-Balkhu Bridge-Follow Ringroad-North of Kirtipur-Thankot         |                  |          |                                                                             |
| TOKHA            |       | Gothatar Junction-Chababil Bridge-Basundhara Junction-Tokha                                                                                            | TOKHA            | 4800 ft  |                                                                             |

**NOTE:**

1. Departing helicopters are required to maintain 4600 ft till crossing Take-off/Landing Path then follow lane altitude.
2. While following the helilane, it is the responsibility of PIC to avoid congested/restricted areas, natural/cultural heritage areas and the obstacles as per Civil Aviation Requirements.
3. Helilanes shall be used in VFR condition only.
4. Helicopters using West Helipad can take-off facing North and join the helilane as shown in the chart above, and may be permitted to proceed direct to south to join BAGMATI- Kilo if traffic permits.