

ENR 1. GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES

1. Introduction

1.1. The air traffic rules and procedures applicable to air traffic in Nepalese territory conform to Annex 2 and Annex 11 to the convention on International Civil Aviation and Civil Aviation Requirement (CAR) 2 and Civil Aviation Requirement (CAR) 11 of Civil Aviation Authority of Nepal to those portions of the Procedures for Air Navigation Services - Air Traffic Management (Doc. 4444) applicable to aircraft and of the Regional Supplementary Procedures applicable to the Asia Pacific Region except for the differences listed in GEN 1.7

1.2. All aircraft operating within Kathmandu FIR shall abide by Civil Aviation Laws/Regulations (Civil Aviation Act, Civil Aviation Authority Act, Civil Aviation Regulations and Civil Aviation Requirements) of Nepal and the general flight rules governing the air traffic management in Nepal.

1.3. All aircraft shall be subject to approval in accordance with the relevant provision of Nepal for entry into or exit from Kathmandu FIR.

1.4. The Civil Aviation Authority of Nepal has the right to take necessary action against any aircraft if it flies into or out of the territorial airspace of Nepal without authorization and order it to land at a designated aerodrome.

2. General Flight Rules

2.1. Aircraft in flight shall comply with the instrument flight rules (IFR) or the Visual Flight Rules (VFR). Aircraft operating in controlled airspace shall comply with any instruction, clearance or advice issued by ATC, or shall immediately advise ATC if unable to comply.

2.2. *Flight shall be categorized IFR or VFR for the purpose of*

- a) Indicating flight notification requirement;
- b) Specifying separation responsibilities in controlled airspace; and
- c) Indicating traffic information requirement within controlled airspace and outside controlled airspace.

2.3. *Special VFR flight*

A Special VFR flight is a VFR flight cleared by air traffic controller to operate within a control zone in meteorological conditions below VMC. Following conditions are applied to operate Special VFR flights,

- a) By day when VMC does not exist, at the request of the pilot,
- b) When traffic condition permits.

- c) Ground visibility is not less than:
 - i) 1000m for rotor wing aircraft;
 - ii) 2500m for fixed wing aircraft in Kathmandu, Pokhara, Bharatpur and Simara airports;
 - iii) 2000m for fixed wing aircraft in Biratnagar, Janakpur, Nepalganj, Bhairahawa, Dhangadi, Chandragadi and Rajbiraj airport.
- d) Pilot shall not enter into cloud while operating SPECIAL VFR flight.

2.3.1. SPECIAL VFR flight shall not be authorized if there is any doubt to the ATC that an aircraft may not be able to fly clear of clouds and insight of ground or water.

2.3.2. Separation shall be provided between SPECIAL VFR flights and between all IFR flights and SVFR flight.

2.3.3. Except category A and Rotor wings aircraft SPECIAL VFR operation will not be permitted in those control zones of Nepal where IFP (Instrument Flight Procedure) are established.

2.4. **Sector Visibility**

- a) Because of the prescribed ground visibility of 5 km, most of the VFR flights are likely to be delayed or cancelled due fog in winter season. To minimize this situation the concept of sector visibility has been introduced.
- b) The term SECTOR VISIBILITY is understood by a controller on duty, to be the slant visibility within the limits of the airspace above the ground encompassing the climb-out/approach path of an aircraft.
- c) Aircraft shall be cleared for take off or to land if the duty controller feels that the climb out/approach path along the relevant sector is clear although the prevailing visibility is less than 5 km.
- d) Determination of sector visibility will be based primarily on remark section of METAR if available or personnel observation of the duty controller.

2.5. When any meteorological condition at a controlled aerodrome is observed to be less than the minima prescribed for the particular operation, an IFR flight shall not be cleared for take-off or to descend below the lowest holding altitude prescribed or shall not be cleared to land even after final approach has been commenced.

3. Assessment of Priorities of Flight

3.1. ATC will regulate operations, provided the safety is in no way jeopardized by applying priorities in the following order;

- a) an aircraft in emergency, including being subjected to unlawful interference shall be given priority in all circumstances.
- b) an aircraft which has suffered radio communications failure shall be granted priority for landing.
- c) an aircraft which has declared a Mercy flight.
- d) an aircraft which is participating in search and rescue operation.
- e) an aircraft classified as a VVIP flight.
- f) a landing aircraft will have priority over a departing aircraft if the latter cannot take off with prescribed separation standards.
- g) an aircraft landing or taking off will be given priority over taxiing aircraft;

- b) All aircraft shall establish contact with the relevant ATS unit on assigned radio frequencies.
- c) Area of responsibility for the control of flights on control areas and airways and the units providing this service are shown in subsection ENR (2.1)

5.2. *Communications and Navigation Requirements*

5.2.1. *Navigation Equipment*

5.2.1.1. Except when navigation for flights under the visual flight rules is accomplished by visual reference to landmarks, an aeroplane shall be provided with navigation equipment which will enable it to proceed:

- a) in accordance with its operational flight plan;
- b) in accordance with prescribed RNAV/RNP (PBN) types; or Technical Standard Order (TSO) C129a, C145 / C146 approved Global Navigation Satellite System (GNSS) Equipment or an Inertial Reference System (IRS or INS);
- c) in accordance with the requirements of air traffic services (e.g VOR/DME, NDB);

Note.—Information on PBN and guidance concerning the associated procedures is contained in the Performance Based Navigation (PBN) manual. (Doc 9613).

5.2.1.2. For flights in defined portions of airspace where, based on Regional Air Navigation Agreement, minimum navigation performance specifications (MNPS) are prescribed, an aeroplane shall be provided with navigation equipment which:

- a) continuously provides indications to the flight crew of adherence to or departure from track to the required degree of accuracy at any point along that track; and,
- b) has been authorized by the Director General of CAAN for MNPS operations concerned.

Note.—The prescribed minimum navigation performance specifications and the procedures governing their application are published in the Regional Supplementary Procedures (Doc 7030).

5.2.1.3. For flights in defined portions of airspace where, based on Regional Air Navigation Agreement, a reduced vertical separation minimum (RVSM) of 300 m (1000ft) is applied between FL 290 and FL 410 inclusive an aeroplane shall be provided with equipment which is capable of,

- a) indicating to the flight crew the flight level being flown;
- b) automatically maintaining a selected flight level;
- c) providing an alert to the flight crew when a deviation occurs from the selected flight level. The threshold for the alert shall not exceed $\pm 90\text{m}$ (300ft); an
- d) automatically reporting pressure-altitude; and
- e) shall be authorized by the State of the Operator for operation in the airspace concerned.

5.2.1.3.1 For flights under Instrument Flight Rules, at least the following equipment shall be required;

- a) One VOR receiver for each pilot station; or
one VOR receiver and one Horizontal Situation Indicator (HSI)
- b) One DME receiver
- c) One Radio Magnetic Indicator (RMI) for each pilot station which enable flight crew to select either VOR or NDB frequency
- d) One Mode C transponder

5.2.1.4. The aeroplane shall be sufficiently provided with navigation equipment to ensure that, in the event of the failure of one item of equipment at any stage of the flight, the remaining equipment will enable the aeroplane to navigate in accordance with 5.2.1.1 and where applicable 5.2.1.2 and 5.2.1.3

5.2.1.5. On flights in which it is intended to land in instrument meteorological conditions, an aeroplane shall be provided with radio equipment capable of receiving signals providing guidance to a point from which a visual landing can be effected. This equipment shall be capable of providing such guidance at each aerodrome at which it is intended to land in instrument meteorological conditions and at any designated alternate aerodromes.

5.2.2. Aeroplane Communication Equipment

5.2.2.1. An aeroplane shall be provided with radio communication equipment capable of :

- a) conducting two-way communication for ATS purposes;
- b) receiving meteorological information at any time during flight; and
- c) conducting two-way communication at any time during flight with at least one aeronautical station and with such other aeronautical stations and on such frequencies as may be prescribed by the appropriate authority.

Note.— The above requirements are considered fulfilled if the ability to conduct the communications specified therein is established during radio propagation conditions which are normal for the route

- d) Communicating on the aeronautical emergency frequency 121.5 MHz.

5.2.2.2. For Flight in defined portions of airspace or on routes where an RCP type has been prescribed, an aeroplane shall in addition to the requirements specified in 5.2.2.1:

- a) be provided with communication equipment which will enable it to operate in accordance with the prescribed RNP type(s), and
- b) be authorized by the state of the operator for operation in such airspace.

5.2.2.3. The pilot in command shall maintain a continuous listening watch on the appropriate air ground frequency.

6. Separation

6.1. Separation standards is based on,

- a) Standard vertical & horizontal separation minima as prescribed in MOS-ATS Nepal (Manual of Standards Air Traffic Services Nepal)
- b) Estimated and actual time over reporting points and
- c) Reports of visual sighting of the prominent geographical location.

6.2. To preserve standard vertical separation from uncontrolled traffic all aircraft operating in the controlled airspaces,

- a) shall be flown 1000 ft above the lower limits. Similarly an encroachment on the horizontal limits of those airspace should be avoided.
- b) shall arrange descend rates on approach and climb rates on departure to operate as (a) above.

6.3. Wake turbulence separation minima for take off and landing:-

The relevant wake turbulence separation minima contained in MOS-ATS Nepal (Manual of Standards Air Traffic Services Nepal) is applied.

7. Air Traffic Control Clearance

7.1. An air traffic control clearance is an authorization for an aircraft to proceed under conditions specified by ATC within controlled airspaces. If for any reason an air traffic control clearance is not acceptable to the pilot in command, he/she may request an alternative clearance.

- a) The pilot in command, in other than an emergency, shall obtain an air traffic control clearance prior to operate in a controlled airspace. In an emergency, a pilot in command may act without a clearance and immediately advise ATC.
- b) The clearance and its amendments during the progress of the flight will apply only to the first point at which the flight leaves controlled airspaces or if completely in controlled airspace, to the first landing place, another clearance must be obtained for any subsequent parts of the flight in controlled airspace.
- c) An air traffic control clearance does not relieve the pilot in command from complying with any statutory requirements nor from the responsibility for the ultimate safety of aircraft.

7.2. An air traffic control clearance will contain the following items:

- a) Aircraft Identification;
- b) Clearance limit and route instruction;
- c) Level assignment;
- d) Departure instruction when necessary;
- e) Approach instruction when necessary;
- f) Clearance expiry time when necessary; and
- g) Any special instructions and information.

7.2.1. Read-back of clearances and safety-related information

adjacent area control centers exist, pilots on such routes must endeavor, when airborne, to contact the area control centre of the next FIR which the aircraft is entering and obtain clearance to enter its control area before reaching the transfer of control point of the two ACCs.

7.10. When a flight operates successively in a control area and subsequently along the uncontrolled route or area, the clearance issued for the flight or any revisions thereto will only apply to those portions of the flight conducted within controlled airspaces.

8. Route and Level Assignment

- a) The Pilot-in-command shall fly in accordance with the route specified by ATC. Deviation from the specified route may be permitted by ATC, if traffic conditions permit
- b) Throughout Kathmandu FIR, semi-circular cruising levels prescribed in table 1, of ENR 1.7-4 Para 5.1 shall be used at and above FL 150. The quadrantal cruising levels prescribed in Table 2 shall be used at and below 13500 ft. A layer between FL 150 and 13500 ft shall be kept vacant to allow for buffer airspace. Cruising levels below the minimum specified in sub-section ENR 3.1 shall not be assigned.

9. Change of Levels

- a) When a pilot-in-command encounters any condition which prevents him/her from complying with the requirement of cruising level prescribed in table 1 and 2 of ENR 1.7-4 Para 5.1 shall notify the concerned ATS unit the non-standard level/altitude of flying and any subsequent changes to be made along with present position.
- b) As soon as flight is resumed at normal level/altitude, Pilot-in-command shall inform the concerned ATS unit accordingly and climb or descend to a standard level.
- c) An IFR flight at non standard level/altitude shall either give way to other aircraft complying with semi-circular/quadrantal level or shall comply itself at a standard level/altitude prescribed until the other aircraft is passed and clear.
- d) Pilot-in-command, on receipt of advice that they are subject to a "Step Climb" shall adopt the following procedure;
 - i. The lower level aircraft shall report approaching each assigned level in sequence.
 - ii. The higher level aircraft on hearing the lower aircraft report approaching each assigned level shall report its last vacated level.

Note.—In case of step descent the procedures will be reversed

- e) An aircraft cleared to make VISUAL APPROACH shall not be assigned any further level, since it has been cleared for unrestricted descent.
- f) An aircraft shall be assigned, the level previously occupied by another aircraft after the later reported at another level separated by the required minimum. However the level previously occupied by another aircraft may be assigned after the later reported vacating it, provided the rate of climb/descent of both aircraft is the same.
- g) In controlled airspace, a pilot-in-command shall commence a change of level as soon as possible but not later than 1 minute after receiving instruction from ATC, unless that instruction specifies a later time or place.
- h) Outside controlled airspace, the pilot-in-command shall report his intention prior to making any change of level. The notification of intention to change level should be

Note.— As traffic information may be based on data of doubtful accuracy and completeness and as it may be subject to communication delay, this does not relieve the pilot-in-command of an aircraft of his responsibilities of avoiding collision hazards.

12. Essential Traffic Information

12.1. Essential traffic is that controlled traffic to which the provision of separation by ATC is applicable, but which, in relation to a particular controlled flight is not, or will not be, separated from other controlled traffic by the appropriate separation minimum.

Note.— Pursuant to Section 5.2, but subject to certain exceptions stated therein, ATC is required to provide separation between IFR flights in airspace Classes A to E, and between IFR and VFR flights in Classes B and C. ATC is not required to provide separation between VFR flights, except within airspace Class B. Therefore, IFR or VFR flights may constitute essential traffic to IFR traffic, and IFR flights may constitute essential traffic to VFR traffic. However, a VFR flight would not constitute essential traffic to other VFR flights except within Class B airspace.

12.2. Essential traffic information shall be given to controlled flights concerned whenever they constitute essential traffic to each other.

Note.— This information will inevitably relate to controlled flights cleared subject to maintaining own separation and remaining in visual meteorological conditions and also whenever the intended separation minimum has been infringed.

12.3. Information to be provided Essential traffic information shall include:

- a) direction of flight of aircraft concerned;
 - b) type and wake turbulence category (if relevant) of aircraft concerned;
 - c) cruising level of aircraft concerned; and
- 1) estimated time over the reporting point nearest to where the level will be crossed; or 5-50 Air Traffic Management (PANS-ATM) 10/11/16
 - 2) relative bearing of the aircraft concerned in terms of the 12-hour clock as well as distance from the conflicting traffic; or
 - 3) actual or estimated position of the aircraft concerned.

Note 1. — Nothing in Section 5.10 is intended to prevent ATC from imparting to aircraft under its control any other information at its disposal with a view to enhancing air safety in accordance with the objectives of ATS as defined in Chapter 2 of CAR 11.

Note 2.— Wake turbulence category will only be essential traffic information if the aircraft concerned is of a heavier wake turbulence category than the aircraft to which the traffic information is directed.

13. Aerodrome/Approach Control Service

13.1. Aerodrome/Approach control service shall be provided by aerodrome control tower except TIA where approach control service is provided by Kathmandu Approach/Kathmandu Radar. The above units issue required ATC clearances, instructions and information to aircraft to ensure safe, orderly and expedition flow of air traffic.

13.2. When making the first contact with Approach/Aerodrome Control Tower, the pilot shall report position, level and flight conditions.

13.3. CTR dimensions and controlling authorities are specified in section ENR 2.

13.4. General procedures

13.4.1. Holding, Instrument Approach, Arrival and Departure Procedures are specified in subsection ENR 1.5

13.4.2. Radio communication shall be established with the Approach/Aerodrome Control Unit.

- a) Prior to any movement of the aircraft into the maneuvering area.
- b) When intending to operate in a CTR and TMA

13.4.3. A pilot-in-command under IFR or VFR intending to enter, cross or operate within a CTR or ATZ shall request a clearance from the Aerodrome Control in the appropriate radio frequency. PIC shall:

- a) Pass the aircraft's position, level, track and the estimated time of crossing the zone boundary.
- b) Maintain a continuous listening watch on that frequency while the aircraft is within the zone.
- c) Navigate in accordance with the flight plan and ATC clearance.
- d) Carry out any instructions received from Aerodrome/Approach Control.

13.4.4. All flights within a CTR, in IMC or at night shall be conducted in accordance with IFR or special authorization by ATC. However, during day in order to expedite traffic, ATC may clear an aircraft for a visual approach if weather conditions permit.

13.5. *Instructions to Departing Aircraft*

13.5.1. ATC may specify any or all of the following items when issuing clearance to departing aircraft:

- a) Turn after take-off;
- b) Track to make good before turning on desired route;
- c) Initial level to maintain;
- d) Time, point and/or rate at which level change shall be made.

13.5.2. ATC may instruct a departing aircraft to leave a reporting point at a specified time or to be at specified level, at a specified point or time. The pilot-in-command shall notify ATC if these instructions cannot be complied with.

13.6. *Instructions to Arriving Aircraft*

13.6.1. ATC clearance or control instructions for approach to an aerodrome or holding point will be issued to an arriving aircraft on initial contact with the appropriate ATC unit.

13.6.2. The clearance will specify the clearance limit, route and level to be flown. An expected approach time will be included, if it is anticipated that the arriving aircraft will be required to hold.

13.7. *Weather Information*

13.7.1. Weather information will be passed to inbound aircraft on request. However, pilots should tune on Frequency 127.0 MHZ for ATIS broadcast.

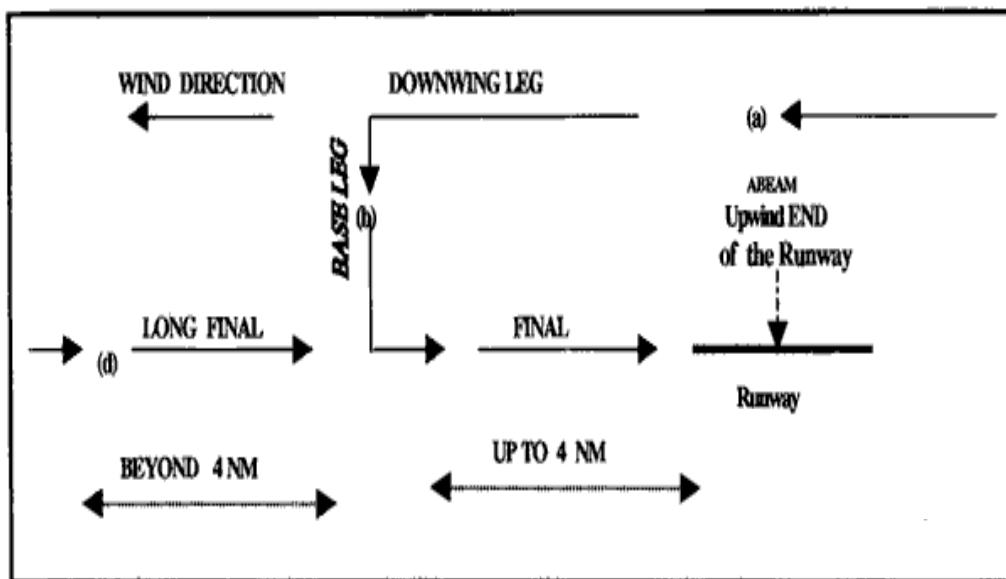
13.7.2. The term CAVOK will be used in place of visibility, weather and cloud when the following conditions apply simultaneously:

- a) Visibility 10 km or more;
- b) No weather of significance to aviation as mentioned in Annex-3, 4.4.2.3 & 4.4.2.5
- c) No precipitations or thunderstorms;
- d) No cloud of operational significance

13.7.3. Deterioration and improvement weather reports and significant weather information, e.g. severe turbulence, thunderstorms, icing conditions etc. will be passed to all aircraft concerned.

14. Visual Circuit Reporting Procedure

14.1. The pilot -in-command shall report position in accordance with the following diagram



a) Downwind

Aircraft shall report "Downwind" abeam the upwind end of the runway.

b) Base Leg

Aircraft shall report "base Leg on completion of the turn on to base leg.

c) Final

Aircraft shall report "Final" after completion of the turn on to final approach, but not more than 4 NM from the approach end of the runway.

d) Long Final

Aircraft flying a straight-in approach shall report "Long Final" 8 NM from the approach end of the runway, and "Final" when at 4 NM.

ENR 1.2 VISUAL FLIGHT RULES

1. Except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in condition of visibility and distance from clouds equal to or greater than those specified in Table 1.

Note.— When operating under VFR, the pilot shall be responsible for the separation with other VFR traffic and to maintain safe altitude of the aircraft from obstacles.

2. Except when a clearance is obtained from an air traffic control unit, VFR flight shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern:

- | a) when the ceiling is less than 450 m (1500 ft.) or
- | b) when the ground visibility is less than 5 km.

3. VFR flight between sunset and sunrise shall be operated strictly within Civil Twilight period and under the conditions as prescribed below:

- Prior authorization has been taken for the operation between sunset and sunrise from the concerned ATS unit.
- Such authorization for extension of VFR operations after sunset or before sunrise does not exceed 10 minutes in the hilly areas and 20 minutes in Terai plain areas.*
- Visual Meteorological Conditions VMC including no significant weather prevail during the extended VFR operation time.

VFR Flight capable to operate as IFR flight departing from VFR Aerodrome to IFR Aerodrome shall reach the MEA of applicable route segment within the sunset time of the departure aerodrome plus applicable extension of VFR time to continue remaining portion of flight as IFR flight to the destination aerodrome.

*VFR extension time, maximum of 20 minutes is based on difference of angles of sun's disc from the horizon between Sunset/Sunrise and Civil Twilight which is 5°. Terai areas airports are Mahendranagar, Dhangadhi, Tikapur, Nepalganj, Bhairahawa, Meghauli, Bharatpur, Simara, Janakpur, Rajbiraj, Biratnagar and Chandragadhi airports. Rest airports are in hilly area.

- 4 Unless authorized by the DGCA, VFR flights shall not be operated:
- a above FL 200.
 - b) at transonic and supersonic speeds.

5 Authorization for VFR flights to operate above FL 290 shall not be granted in areas where a vertical separation minimum of 300 m (1000 ft.) is applied above FL 290.

6. Except when necessary for take-off, landing, or except by the permission from DGCA, a VFR flight shall not be flown:

- a) Over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 m (1000 ft.) above the highest obstacle within a radius of 600 m from the aircraft;
- b) Elsewhere than as specified in 6a, at a height not less than 150 m (500 ft.) above the ground or water.

7. Except where otherwise indicated in ATC clearances or specified by the appropriate ATS authority, VFR flights in level cruising flight when operated above 900 m (3000 ft.) from the ground or water or a higher datum as specified by appropriate ATS Authority shall be conducted at a level appropriate to the track as specified in the tables of cruising levels. Ref. ENR 1.7 - Section 5 Table 1 & 2.

Table-1

Altitude Band	Airspac Class	Flight Visibility	Distance from cloud
At and above 3050 m	C G	8 Km	1500 m horizontally 300m (1000ft) vertically
Below 3050 m (10000 ft) AMSL and above 900 m (3000 ft) AMSL or above 300 m (1000 ft) above terrain, whichever is the higher	C G	5 Km	1500 m horizontall 300 m (1000 ft) vertically
At and below 900 m (3000 ft) AMSL or, 300 m (1000 ft) above terrain, whichever is the higher.	C	5 Km	1500 m horizontally 300 m (1000 ft) vertically
	G	5 Km*	Clear of cloud and with the surface in sight

* HELICOPTERS may be permitted to operate in less than 1 500 m flight visibility, if maneuvered at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

8. VFR flights shall comply with the provisions of 3.6 of Annex 2 and respective chapter of Civil Aviation Requirements for Rules of the Air (CAR 2) :
 - a) when operated within class C airspace;
 - b) when forming part of aerodrome traffic at controlled aerodromes; or
 - c) when operated as special VFR flights.
9. An aircraft operated in accordance with the visual flight rules which wishes to change to compliance with the instrument flight rules shall:
 - a) if a flight plan was submitted, communicate the necessary changes to be effected to its current flight plan, or
 - b) when so required by 3.3 of Annex 2, submit a flight plan to the appropriate air traffic services unit and obtain a clearance prior to proceeding IFR when in controlled airspace.
10. A VFR flight operating within or into areas, or along routes, designated by the appropriate ATS authority in accordance with 3.3.1.2 c) or d) shall maintain continuous air-ground voice communication watch on the appropriate communication channel of, and report its position as necessary to, the air traffic services unit providing flight information service

ENR 1.3 INSTRUMENT FLIGHT RULES

1. Rules Applicable to all IFR Flights

1.1. Aircraft equipment

Aircraft shall be equipped with suitable instruments and with navigation equipment appropriate to the route to be flown.

1.2. Minimum Levels

Except when necessary for take-off or landing or when specifically authorized by the DGCA, an IFR flight shall be flown at a level which is not below the published minimum flight altitude, or, where no such minimum flight altitude has been established:

- a) over high terrain or in mountainous areas, at a level which is at least 600 m (2000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft;
- b) elsewhere than as specified in a), at a level which is at least 300 m (1000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft.

Note.— The estimated position of the aircraft will take account of the navigational accuracy which can be achieved on the relevant route segment, having regard to the navigational facilities available on the ground and in the aircraft.

1.3. Change from IFR Flight to VFR Flight

1.3.1. An aircraft electing to change the conduct of its flight from compliance with the instrument flight rules to compliance with the visual flight rules shall, (if a flight plan was submitted), notify the appropriate air traffic services unit specifically that the IFR flight is cancelled and communicate thereto the changes to be made to its current flight plan.

1.3.2. When an aircraft operating under the instrument flight rules is flown in or encounters visual meteorological conditions, it shall not cancel its IFR flight unless it is anticipated, and intended, that the flight will be continued for a reasonable period of time in uninterrupted visual meteorological conditions.

2. Rules applicable to IFR flight within controlled airspace

2.1. IFR flights shall comply with the provisions of 3.6 of Annex 2, respective Chapter of Civil Aviation Requirements for Rules of the Air (CAR 2) to the Convention on International Civil Aviation when operated in controlled airspace.

2.2. An IFR flight operating in cruising flight in controlled airspace shall be flown at a cruising level, or, if authorised to employ cruise climb techniques, between two levels or above a level, selected from the tables of cruising levels Ref. ENR 1.7 - 3 Section 5 Table 1,2 & 3 except that the correlation of levels to track prescribed there in shall not apply whenever otherwise indicated in air traffic control clearances or specified in the Aeronautical Information Publication

3. Rules applicable to IFR flights outside controlled airspace

3.1. *Cruising Levels*

An IFR flight operating in level cruising flight outside of controlled airspace shall be flown at a cruising level appropriate to its track as specified in the tables of cruising levels Ref. ENR 1.7 - 3 Section 5 Table 1,2 & 3. An IFR flight operating in level cruising flight outside of controlled airspace shall be flown at a cruising level appropriate to its track as specified in the tables of cruising levels in Appendix 2 of CAR -2 (Civil Aviation Requirements for Rules of the Air) except when otherwise specified by the appropriate ATS authority for flight at or below 900 m (3 000 ft) above mean sea level.

Note.— This provision does not preclude the use of cruise climb techniques by aircraft in supersonic flight.

3.2. *Communications*

An IFR flight operating outside controlled airspace but within or into areas, or along routes designated by appropriate ATS authority in accordance with 3.3.1.2 c) or d) of Annex 2, respective Chapter of Civil Aviation Requirements for Rules of the Air (CAR 2) shall maintain a listening watch on the appropriate radio frequency and establish two-way communication, as necessary with the air traffic services unit providing flight information service.

3.3. *Position Reports*

An IFR flight operating outside controlled airspace is required to,

- submit a flight plan, and
- maintain an air-ground voice communication watch on the appropriate communication channel and establish two-way communication, as necessary, with the air traffic services unit providing flight information service, shall report position as specified in of 3.6.3 Civil Aviation Requirements for Rules of the Air (CAR 2) for controlled flights.

ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION

ENR 1.4.1 ATS Airspace Classification

1. Introduction

The airspace in the Kathmandu FIR (VNSM) has been classified in accordance with appendix -4 of ICAO Annex – 11 and Respective chapter of CAR 11 (Civil Aviation Requirements for Air Traffic Services).

2. Classification of airspaces

Within the Kathmandu FIR, the airspaces are classified and designated in accordance with the following:

Class C: IFR and VFR flights are permitted, all flights are provided with air traffic control service, and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights

Class G: IFR and VFR flights are permitted and receive flight information service.

ATS airspaces within Kathmandu FIR (VNSM) are classified and designated as follows:

Class C airspace - within controlled airspaces (Airways, TMA, CTR)

Class G airspace - Outside controlled airspaces.

ENR 1.13 UNLAWFUL INTERFERENCE

1. General

The following procedures are intended as guidance for use by aircraft when unlawful interference occurs and the aircraft is unable to notify an ATS unit of this fact.

2. Procedures

2.1. If the pilot-in-command cannot proceed to an aerodrome in accordance with the rules in Chapter 3, 3.7.2, he/she should attempt to continue flying on the assigned track and at the assigned cruising level at least until able to notify an ATS unit or until within radar or ADS-B coverage.

2.2. When an aircraft subjected to an act of unlawful interference must depart from its assigned track or its assigned cruising level without being able to make radiotelephony contact with ATS, the pilot-in-command should, whenever possible:

- a) attempt to broadcast warnings on the VHF channel in use or the VHF emergency frequency, and other appropriate channels, unless considerations aboard the aircraft dictate otherwise. Other equipment such as on-board transponders and data links should also be used when it is advantageous to do so and circumstances permit; and
- b) proceed in accordance with applicable special procedures for in-flight contingencies, where such procedures have been established and promulgated in the Regional Supplementary Procedures (Doc 7030); or
- c) if no applicable regional procedures have been established, proceed at a level which differs from the cruising levels normally used for IFR flight by:
 - 1) 150 m (500 ft) in an area where a vertical separation minimum of 300 m (1 000 ft) is applied; or
 - 2) 300 m (1 000 ft) in an area where a vertical separation minimum of 600 m (2 000 ft) is applied.

Note.— Action to be taken by an aircraft which is intercepted while being subject to an act of unlawful interference is prescribed in 3.8 of this Annex.

ENR 3. ATS ROUTES

ENR 3.1 ATS ROUTES

Route Designator (RNP type) Name of Significant Points Coordinates	Tracks (Mag) Distance	Upper limit Lower limit MFA Airspace classification	Lateral Limits (NM)	Direction of cruising levels		Remarks/ Controlling Unit & Frequency
				Odd	Even	
B345						
▲ NONIM 275000 N 0872600 E	<u>202°/022°</u> 34 NM	FL 460 FL 250 FL 250 Class C				For Kathmandu/Lhasa/ Kathmandu bi-directional International ATS Route Kathmandu ACC Primary Freq. 126.5 MHZ, Sec- ondary Freq. 124.7 MHZ *1. Incoming A/C to Kathmandu may descend to 13,500' af- ter crossing 40DME from 'KTM' *2. Outbound A/C from Kathmandu must reach FL170 at or be- fore 40DME from 'KTM'
▲ TUMLI 271859 E 0871143 E	<u>282°/102°</u> 51 NM	FL 460 FL 170 FL 170* Class C				
▲ KIMTI 272948 N 0861604 E	<u>282°/102°</u> 50 NM					
▲ KATHMANDU VOR (KTM) 274025 N 0852055 E	<u>270°/090°</u> 49 NM	FL 460 10500 ft 10500 ft Class C	10 NM			
▲ NARAN 274046 E 0842547 E	<u>259°/079°</u> 54 NM					
▲ BHAIRAHAWA VOR (BWA) 273012 N 0832558E	<u>251°/071°</u> 14 NM					Kathmandu ACC Pri- mary Freq. 126.5 MHZ , Secondary Freq. 124.7 MHZ
▲ LUMSI 272539 N 0831103 E	<u>252°/072°</u> 130 NM					For International flights, OUTBOUND ONLY
▲ LUCKNOW VOR (LKN) 264535 N 0805207 E						
G 598						
▲ LUCKNOW VOR (LKN) 264535 N 0805207 E	<u>084°/264°</u> 204 NM					For International flights, INBOUND ONLY
▲ PARSA 270822 N 0843954 E	<u>085°/265°</u> 17 NM	FL 460 10500 ft 10500 ft Class C				Terminates over SMR: SIMARA-KATHMANDU Follow G-336 Kath- mandu ACC Primary Freq: 126.5 MHZ, Secondary Freq. 124.7 MHZ
▲ SIMARA VOR (SMR) 270951 N 0845856 E						

ENR 3.4 HELICOPTER ROUTES

NIL

ENR 3.5 OTHER ROUTES

Route Designator (RNP type) Name of Significant Points Coordinates	Tracks (Mag) Distance	Upper limit Lower limit MFA Airspace classification	Lateral Limits (NM)	Direction of cruising levels		Remarks/ Controlling Unit &Frequency	
				Odd	Even		
W 17			10 NM			Flight Information service is provided Kathmandu ACC Freq. 126.5 MHZ	
NARAN 274046 N 0842547 E	<u>282°/102°</u> 41 NM	<u>UNL</u> 10500' 10500' Class G		↑			
BAVIT 274920 N 0834030 E	<u>282°/102°</u> 37 NM				↓		
THARA 275720 N 0830000 E	<u>284°/104°</u> 39 NM						
TULVI 280642 N 0821730 E							
W 19			10 NM			Flight Information service is provided Kathmandu ACC Freq. 126.5 MHZ	
BHAIRAHAWA VOR "BWA" 273012 N 0832558 E	<u>300°/120°</u> 26 NM	<u>UNL</u> 8000' 8000' Class G		↑			
HARRE 274320 N 0830000 E	<u>302°/122°</u> 44 NM				↓		
TULVI 280642 N 0821730 E							
W 41			10 NM			i) Air Traffic Control service is provided within Kathmandu TMA and Nepalgunj CTR. ii) Flight Information Service is provided Kathmandu ACC Freq. 126.5 MHZ	
KATHMANDU VOR "KTM" 274025 N 0852055 E	<u>293°/113°</u> 50 NM	<u>FL460</u> 11500' 11500' Class C		↑			
MANKA 280028 N 0842907 E	<u>293°/113°</u> 29 NM				↓		
POKHARA (ARP) 281200 N 0835854 E	<u>266°/086°</u> 52 NM	<u>UNL</u> 12000' 12000' Class G					
PUBOB 280840 N 0830000 E	<u>267°/087°</u> 38 NM	<u>UNL</u> 10500' 10500' Class G					
TULVI 280642 N 0821730 E	<u>269°/089°</u> 34 NM	<u>UNL</u> 6000' 6000' Class G					
NEPALGUNG VOR 'NGJ' 280605 N 0813903 E							

ENR 3.6 ENROUTE HOLDING

HLDG ID/FIX/WPT Coordinates	INBD TR (°MAG)	Direction of PTN	MAX IAS (KT)	MNM-MAX HLDG LVL FL/FT (MSL)	TIME (MIN) or DIST OUBD	Controlling unit and Frequency
1	2	3	4	5	6	7
GURAS	022	Left	230	FL 150 – FL190	1 ^{1/2}	Kathmandu APP 120.6 MHZ 125.1 MHZ
				11500ft – 13500ft	1	
IGRIS	285	Right	230	10500ft -13500 ft	1	Kathmandu APP 120.6 MHZ 125.1 MHZ
DARKE	108	Left	230	10500ft – 13500ft	1	Kathmandu APP 120.6 MHZ 125.1 MHZ
KTM VOR	022	Right	230	FL150 – FL 250	1 ^{1/2}	Kathmandu APP 120.6, 125.1 MHZ Kathmandu ACC 126.5 MHZ
RATAN	022	Left	230	10500ft – FL190	1	Kathmandu APP 120.6, 125.1 MHZ
MUNAL	270	Left	230	10500ft – FL190	1	Kathmandu APP 120.6, 125.1 MHZ
DANFE	140	Left	230	10500ft – FL190	1	Kathmandu APP 120.6, 125.1 MHZ

Note : GURAS , RATAN and KTM VOR holding shall not be used simultaneously at the same level.

ENR 4. RADIO NAVIGATION AIDS/ SYSTEM**ENR 4.1 Radio Navigation Aids-En-Route**

Name of Station	ID	Frequency	Hrs of Ops ¹	Coordinates ANTENNA	ELEV DME	Remarks
1	2	3	4	5	6	7
BHARATPUR NDB	BHP	295 KHZ	HJ	274046 N * 0842547 E	Antenna Hgt 70' AGL	
BIRATNAGAR DVOR/DME	BRT	114.10 MHZ (CH 88 X)	H24	262858 N * 0871458 E		VOR Range 100 NM, DME range 100 NM at 12500' AMSL on R344
BHAIRAHAWA DVOR/DME	BWA	114.70 MHZ (CH 94 X)	H24	273012 N * 0832558 E		VOR range 78 NM DME Range 81 NM at 11000' AMSL
JANAKPUR NDB	JKP	287 KHZ	HJ	264244 N* 0855518 E	Antenna Hgt 100' AGL	
KATHMANDU DVOR/DME	KTM	113.2 MHZ (CH-79 X)	H24	274025 N* 0852055 E		
NEPALGUNJ DVOR/DME	NGJ	115.10 MHZ (CH-98 X)	HJ	280605 N* 0813903 E		
NEPALGUNJ NDB	NPJ	330 KHZ	HJ	280559.4 N* 0814003.1E	Antenna Hgt 50' AGL	
POKHARA DME	PKR	(CH 75 X)	HJ	281203 N* 0835905 E		
SIMARA DVOR/DME	SMR	112.90 MHZ (CH-76 X)	H24	270951 N* 0845856 E		

1 Refer AD-2 for Hours of Operation

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name Code Designator	Coordinates	ATS route or other route	Name Code Designator	Coordinates	ATS route or other route
1	2	3	1	2	3
AHALE	271148 N * 0860705 E	R 344	MAHEN	285748 N* 0800853 E	L626
BAVIT	274920 N 0834030 E	W 17	MANKA	280028 N* 0842907 E	W 41
BARBI	275039 N * 0855243 E	Mountain Flight Route	METOM	264605 N 0881055 E	G348
BIPOB	265355 N* 0850030 E	G336	NARAN	274046 N * 0842547 E	B 345/ L626 W17
BIRAT	262110 N* 0871815 E	R344	NONIM	275000 N 0872600 E	B345
CHURE	265148 N * 0863907 E	R 344	OMUPA	270001 N* 0844716 E	G590
DARKE	274441 N* 0850618 E	R288/D13.5 KTM	ONISA	285808 N* 0800533 E	L626
GOVKO	264446 N* 0851852 E	G463	PALPA	275653 N* 0833216 E	L626
GURAS	272436 N* 0851346 E	R202/D17 KTM	PARSA	270822 N* 0843954 E	G598
HARRE	274330 N 0830000 E	W 19	PUBOB	280840 N 0830000 E	W 41
IGRIS	273632 N* 0853719 E	R105/D15 KTM	RATAN	271806 N * 0851049 E	G336
KABEM	263912 N* 0855724 E	R325	ROMEO	270312 N * 0850408 E	G 336
KIMTI	272948 N * 0861604 E	G348/ B345	SEETA	264244 N* 0855518 E	G335/R325
LALBA	265650 N* 0854823 E	G 335, R325	SUKET	283516 N* 0813806 E	L626
LALEK	263811 N* 0855151 E	G335	THARA	275720 N 0830000 E	W 17
LIKHU	271952 N* 0861212 E	R114/D50 KTM	TULVI	280642 N* 0821730 E	W17/W19/W41
LUMSI	272539 N* 0831103 E	B345	TUMLI	271859 N* 0871143 E	B345/G348

ENR 4.5 AERONAUTICAL GROUND LIGHTS - ENROUTE

NIL

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES

Designation and Lateral limits	Vertical limits	Operator/User Tel Nr.	Remarks and Time of ACT
PARAGLIDING ZONE Bandipur, Gorkha 27° 56' 28" N; 084° 23' 08" E 27° 56' 20" N; 084° 25' 04" E 27° 56' 48" N; 084° 24' 55" E 27° 55' 02" N; 084° 22' 56" E	<u>5000 ft AMSL</u> GND		BTN 0415-1115 UTC Daily, See the Paragliding Zone Chart for details ENR 5.5-5
PARAGLIDING TRAINING ZONE Sowrek, Syangja Take-off point: 28° 01' 20.50" N; 083° 44' 00.90" E Landing point: 28° 00' 23.60" N; 083° 46' 31.30" E P1: 27° 58' 58.29" N; 083° 35' 15.74" E P2: 28° 02' 26.71" N; 083° 38' 02.45" E P3: 28° 06' 33.56" N; 083° 15' 32.31" E	<u>5500 ft AMSL</u> GND <u>8500 ft AMSL</u> GND		BTN Sunrise to sunset Daily, See the Paragliding Zone Chart for details ENR 5.5-6
PARAGLIDING ZONE Bishankhu Narayan VDC, Lalitpur A 27° 36' 06.97" N; 085° 22' 00.22" E B 27° 37' 17.98" N; 085° 22' 38.33" E C 27° 36' 51.86" N; 085° 23' 21.03" E D 27° 36' 06.20" N; 085° 24' 07.89" E E 27° 35' 44.31" N; 085° 24' 30.47" E F 27° 35' 27.44" N; 085° 24' 25.06" E G 27° 35' 23.03" N; 085° 23' 52.58" E H 27° 35' 15.73" N; 085° 22' 44.89" E	ABCH <u>5500 ft AMSL</u> GND CDGH <u>6500 ft AMSL</u> GND DEFG <u>7000 ft AMSL</u> GND		BTN 0315-1115 UTC Daily See the Paragliding Zone Chart for details ENR 5.5-7
LAUREK AIRSTRIP ULTRALIGHT TRAINING AREA, Laurek, Pokhara THR A 28 ° 14' 31.6" N, 083 ° 53' 03.0" E THR B 28 ° 14' 30.6" N, 083 ° 53' 08.9" E	<u>4500 ft AMSL</u> GND		BTN 0015 - 1115 UTC Daily, See the Paragliding Zone Chart for details ENR 5.5-8
LAFSIFEDI PARAGLIDING ZONE, Kathmandu A 27° 47' 34.77" N 085° 29' 25.60" E B 27° 48' 08.68" N 085° 31' 02.18" E C 27° 46' 49.63" N 085° 31' 54.51" E D 27° 46' 17.38" N 085° 30' 18.47" E	<u>6000 ft AMSL</u> GND		BTN 0415-0915 UTC Daily, See the Paragliding Zone Chart for details ENR 5.5-9 and 5.5-10
PARAGLIDING ZONE Sarankot, Toripani, Mandredhunga, Pokhara A 28°15'01.2"N 083°57 '35.2"E B 28°12'51.5"N 083°57 '00.5"E C 28°13'04.9"N 083°55 '56.8"E D 28°15'14.6"N 083°56 '31.7"E E 28°15'32.6"N 083°56 '36.5"E F 28°15'45.7"N 083°55 '33.7"E G 28°13'18.1"N 083°54 '53.8"E H 28°13'26.1"N 083°54 '16.0"E I 28°16'04.6"N 083°54 '58.5"E J 28°15'56.6"N 083°55 '36.5"E	ABCD <u>7000 ft AMSL</u> GND CEFG <u>7000 ft AMSL</u> GND GHIJ <u>6000 ft AMSL</u> GND		BTN 0445 – 0945 UTC Daily, See the Paragliding Zone Chart for details ENR 5.5-11

PARAGLIDING ZONE-A Dharan, Sunsari A 26° 52' 29.94" N; 087° 18' 15.37" E B 26° 51' 29.25" N; 087° 20' 11.69" E C 26° 48' 54.57" N; 087° 17' 36.71" E D 26° 49' 18.73" N; 087° 16' 49.61" E	<u>4500 ft. AMSL</u> GND	BTN Sunrise to sunset Daily, See the Paragliding Zone Chart for details ENR 5.5-12 Take-off point: 26° 51' 06.94" N; 087° 18' 40.26" E, Altitude 4002ft. Landing point: 26° 49' 30.79" N; 087° 17' 38.96" E, Altitude 787ft.																																																						
PARAGLIDING ZONE-B Dharan, Sunsari A 26° 51' 00.63" N; 087° 16' 23.00" E B 26° 50' 23.12" N; 087° 17' 13.34" E C 26° 49' 05.45" N; 087° 16' 22.94" E D 26° 49' 06.93" N; 087° 14' 29.52" E	<u>4000 ft. AMSL</u> GND	BTN Sunrise to sunset Daily, See the Paragliding Zone Chart for details ENR 5.5-13 Take-off point: 26° 50' 16.36" N; 087° 16' 25.73" E, Altitude 2591ft. Landing point: 26° 49' 12.53" N; 087° 14' 46.50" E, Altitude 1345ft.																																																						
SURKHETGADHI PARAGLIDING ZONE Surkhet A 28° 38' 17.52" N; 081° 34' 47.69" E B 28° 38' 17.22" N; 081° 35' 55.89"E C 28° 36' 45.77" N; 081°35' 55.37"E D 28° 36' 46.07" N; 081° 34' 47.19" E	<u>4000 ft. AMSL</u> GND	BTN 0415 - 0915 UTC Daily. Take off elev. 4987ft. LDG Site: Tripureswor, Elev. 2427ft. BRG 299-328 and 2.5 to 4.3 NM FM VNSK Surkhet Airport																																																						
ULTRA-LIGHT ROUTES Pokhara, Kaski FEWA VNPK-SARANGKOT-FEWA-VNPK FISHTAIL-1 VNPK-SARANGKOT-GHACHOK- KASKIKOT- FEWA-VNPK FISHTAIL-2 VNPK-ARBA-GHACHOK- KASKIKOT-FEWA-VNPK ANNAPURNA-1 VNPK-SARANGKOT-TARA HILL TOP- KORCHUN- CHHOMRONG- KASKIKOT- FEWA-VNPK ANNAPURNA-2 VNPK-ARBA-TARA HILL TOP- KORCHUN- CHHOMRONG- KASKIKOT-FEWA-VNPK	FEWA <u>4000 ft. AMSL</u> GND FISTAIL-1 <u>8000 ft. AMSL</u> GND FISTAIL-2 <u>8000 ft. AMSL</u> GND ANNAPURNA – 1 <u>10500 ft. AMSL</u> GND ANNAPURNA – 2 <u>10500 ft. AMSL</u> GND	<table> <thead> <tr> <th colspan="3">Coordinates</th> </tr> </thead> <tbody> <tr> <td>FEWA</td> <td>28 11 49.40N</td> <td>083 56 07.13E</td> </tr> <tr> <td>SARANGKOT</td> <td>28 14 44.22N</td> <td>083 56 54.71E</td> </tr> <tr> <td>ARBA</td> <td>28 13 58.10N</td> <td>084 02 08.50E</td> </tr> <tr> <td>KASKIKOT</td> <td>28 15 59.81N</td> <td>083 54 35.89E</td> </tr> <tr> <td>GHACHOK</td> <td>28 19 45.45N</td> <td>083 56 12.98E</td> </tr> <tr> <td>TARA HILL TOP</td> <td>28 22 02.29N</td> <td>084 03 36.87E</td> </tr> <tr> <td>KORCHUN</td> <td>28 23 23.54N</td> <td>083 56 06.42E</td> </tr> <tr> <td>CHHOMRONG</td> <td>28 24 54.78N</td> <td>083 49 06.16E</td> </tr> </tbody> </table> <table> <thead> <tr> <th colspan="3">Bearing/Distance from ARP Pokhara</th> </tr> </thead> <tbody> <tr> <td>FEWA</td> <td>265°/2.5 NM</td> <td></td> </tr> <tr> <td>SARANGKOT</td> <td>327°/3.2 NM</td> <td></td> </tr> <tr> <td>ARBA</td> <td>056°/3.5 NM</td> <td></td> </tr> <tr> <td>KASKIKOT</td> <td>316°/5.5 NM</td> <td></td> </tr> <tr> <td>GHACHOK</td> <td>343°/8.0 NM</td> <td></td> </tr> <tr> <td>TARA HILL T OP</td> <td>023°/10.8 NM</td> <td></td> </tr> <tr> <td>KORCHUN</td> <td>348°/11.7 NM</td> <td></td> </tr> <tr> <td>CHHOMRONG</td> <td>326°/15.5 NM</td> <td></td> </tr> </tbody> </table> <p>For Ultra-light Details see ENR 5.5-14</p>	Coordinates			FEWA	28 11 49.40N	083 56 07.13E	SARANGKOT	28 14 44.22N	083 56 54.71E	ARBA	28 13 58.10N	084 02 08.50E	KASKIKOT	28 15 59.81N	083 54 35.89E	GHACHOK	28 19 45.45N	083 56 12.98E	TARA HILL TOP	28 22 02.29N	084 03 36.87E	KORCHUN	28 23 23.54N	083 56 06.42E	CHHOMRONG	28 24 54.78N	083 49 06.16E	Bearing/Distance from ARP Pokhara			FEWA	265°/2.5 NM		SARANGKOT	327°/3.2 NM		ARBA	056°/3.5 NM		KASKIKOT	316°/5.5 NM		GHACHOK	343°/8.0 NM		TARA HILL T OP	023°/10.8 NM		KORCHUN	348°/11.7 NM		CHHOMRONG	326°/15.5 NM	
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PARAGLIDING ZONE, Tumlingtar, Sankhuwasabha Take-off Point: 27 °26 '41.3346" N,087°12'57.6" E Landing Point : 27 °23 '36.456" N,087°12'02.662" E ARP : 27° 19' 02' N; 087° 11' 43" E Boundary Points Lateral Limit A 27 °31 '42.700" N,087°07'20.600" E B 27 °31 '41.650" N,087°18'35.773" E C 27 °23 '35.858" N,087°17'39.837" E D 27 °23 '36.828" N,087° 06'25.485" E	<u>95 00 ft. AMSL</u> GND	<table> <thead> <tr> <th colspan="3">Bearing/Distance</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>345° /13 NM</td> <td></td> </tr> <tr> <td>B</td> <td>025°/14 NM</td> <td></td> </tr> <tr> <td>C</td> <td>040°/7 NM</td> <td></td> </tr> <tr> <td>D</td> <td>315°/6.5 NM</td> <td></td> </tr> </tbody> </table> <p>See the paragliding Zone Chart for details ENR 5.5-15</p>	Bearing/Distance			A	345° /13 NM		B	025°/14 NM		C	040°/7 NM		D	315°/6.5 NM																																								
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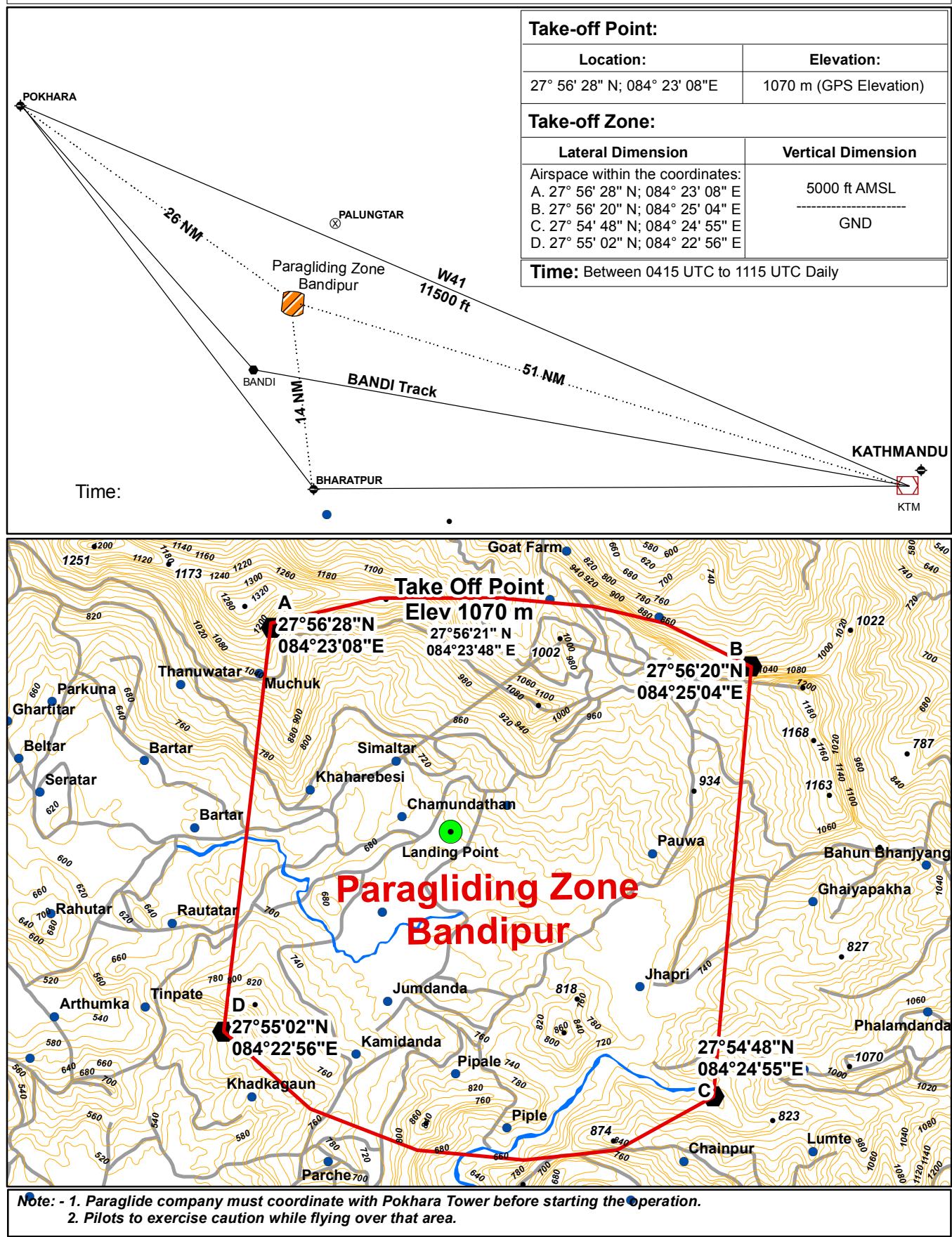
<p>BELKHA PARAGLIDING ZONE, Udhayapur.</p> <p>Take-off Point Belkha : 26° 51' 24.54" N; 087° 08' 16.14" E</p> <p>Landing Point Koshikinar (Main) : 26° 50' 49.22" N; 087° 08' 48.57" E Belkha Landing Site (Alternate) 26° 50' 55.60" N; 087° 08' 45.77" E Boundary Points Lateral Limit C1 26° 51' 50.30" N; 087° 08' 11.62" E C2 26° 51' 50.12" N; 087° 09' 05.46" E C 3 26° 50' 48.09" N; 087° 09' 05.59" E C4 26° 50' 33.20" N; 087° 08' 15.39" E</p>	<p><u>2000 ft. AMSL</u> GND</p>	<p>Elevation of Take-off Point: 1450 ft. Elevation of Landing Point Koshikinar (Main) : 178ft.</p> <p>Elevation of Belkha Landing site (Alternate) :196 ft.</p> <p>Remarks:</p> <ol style="list-style-type: none"> 1. Paragliding Zone lies within R343- R346 and 22 DME-25 DME from 'BRT' VOR/DME 2. Time of operation : Sunrise to Sunset during VMC 3. Prior coordination with Biratnagar Tower shall be needed before commencing the Paragliding training activities. <p>See the paragliding Zone Chart for details ENR 5.5-15</p>
<p>DHARAN PARAGLIDING TRAINING ZONE, Dharan</p> <p>Take-off Point Dharan : 26° 51' 06.94" N; 087° 18' 40.26" E</p> <p>Landing Point Dharan (Main) : 26° 45' 30.79" N; 087° 17' 38.96" E</p> <p>Landing Point Urlabari, Morang (Alternate) : 26° 45' 30.99" N; 087° 40' 10.71" E Boundary Points Lateral Limit T1 26° 52' 28.71" N; 087° 18' 16.28" E T2 26° 49' 26.25" N; 087° 17' 12.90" E T 3 26° 48' 59.06" N; 087° 18' 09.55" E T4 26° 47' 44.01" N; 087° 26' 11.07" E T5 26° 42' 53.66" N; 087° 41' 27.49" E T6 26° 47' 01.32" N; 087° 43' 41.07" E</p>	<p><u>4500 ft. AMSL</u> GND</p>	<p>Elevation of Take-off Point: 4002 ft. Elevation of Landing Point Dharan (Main) : 787ft.</p> <p>Elevation of Landing Point Urlabari, Moring (Alternate) : 375 ft.</p> <p>Remarks</p> <ol style="list-style-type: none"> 1. Training Paragliding Zone lies within R004-R058 and 21 DME - 32 DME from 'BRT' VOR/DME 2. Time of Training Operation : Sunrise to Sunset during VMC 3. Prior coordination with Biratnagar Tower shall be needed before commencing the Paragliding training activities. <p>See the paragliding Zone Chart for details ENR 5.5-16</p>
<p>PARAGLIDING ZONE Suryachaur, Sivapuri, Nuwakot</p> <p>Point A 27°50'28.5216"N; 085°17'01.29"E Point B 27°51'07.0452"N; 085°19'09.5"E Point C 27°49'44.1876"N; 085°19'41.034"E Point D 27°49'05.6712"N; 085°17'33.9984"E Radial/Dis. From KTM Point A 341°/10.6NM Point B 352°/11NM Point C 354°/9.35NM Point D 341°/9NM</p>	<p><u>6500ft AMSL</u> GND</p>	<p>BTN 0415 UTC to 1015 UTC</p> <p>Take off point : 27°49'24.9377"N; 085°18'36.9133"E</p> <p>Landing Point : 27°50'47.7888"N; 085°18'05.4223"E See the paragliding Zone Chart for details ENR 5.5-17</p>
<p>PARAGLIDING ZONE Tistung, Makwanpur</p> <p>Point A 27°41'53.7108"N; 085°03'07.8624"E Point B 27°43'53.85"N; 085°03'06.6816"E Point C 27°43'54.5556"N; 085°04'39.00"E Point D 27°41'54.4236"N; 085°04'40.15"E Radial/Dis. From KTM Point A 273.00°/15.88NM Point B 280.43°/16.20NM Point C 282.00°/14.87NM Point D 273.92°/14.52NM</p>	<p><u>5000ft AMSL</u> GND</p>	<p>BTN 0415 UTC to 1015 UTC</p> <p>Take off point (Badere Bhanjyang) : 27°42'54.49"N; 085°04'39.58"E</p> <p>Landing Point (Lidhi Dobhan) : 27°42'53.78"N; 085°03'07.27"E See the paragliding Zone Chart for details ENR 5.5-18</p>

PARAGLIDING ZONE, Kanyam, Ilam Take-off Point: 26° 52' 23.392"N; 088° 05' 10.374"E Landing Point : 26° 52' 19.783"N; 088° 06' 12.125"E ARP : 26° 34' 11"N; 088° 04' 38"E Boundary Points Lateral Limit A 26° 53' 27.359"N; 088° 04' 07.761"E B 26° 53' 15.919"N; 088° 07' 23.480"E C 26° 51' 27.236"N; 088° 03' 59.059"E D 26° 51' 15.801"N; 088° 07' 14.722"E	6000 ft. GND	BRG/DIST from VNCG A 358°/19.2 NM B 007°/19.1 NM C 358°/17.2 NM D 007°/17.2 NM See the paragliding Zone Chart for details ENR 5.5-19
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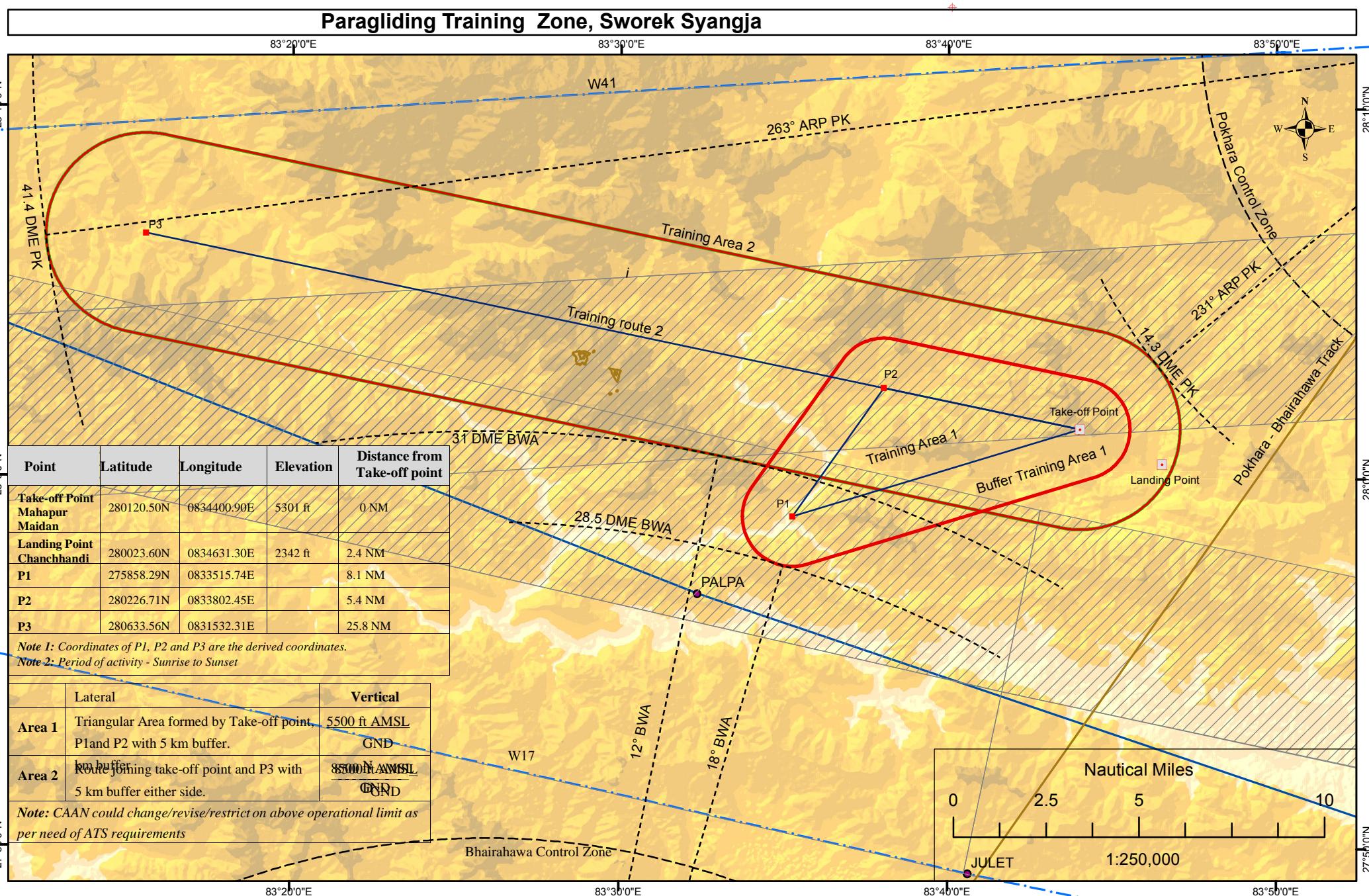
Note :-

1. A prior permission from Tribhuvan International Airport Civil Aviation Office is required for each flight before starting the operation at Lalitpur.
2. Paragliding company must coordinate with Pokhara Tower before starting the operation at Pokhara, Bandipur and Sirkot.
3. Pilots to exercise caution while flying over that area.
4. Paragliding company should acquire prior permission from Surkhet Civil Aviation Office before conducting the Paragliding Operation at Surkhet.
5. Paragliding activities shall be conducted strictly during the VMC conditions.
6. It is advised to operate with full coordination with Biratnagar ATS Operation before starting each operation of Paragliding at Dharni, Sunsari.
7. **Ultra-Light Routes at Pokhara Airport**
 - a. These routes are applicable in VFR operation ONLY. Above stated maximum altitude is just for guideline. Terrain clearance is Pilot's sole responsibility.
 - b. Deviation subject to weather and traffic avoidance in these routes is prior coordination with Pokhara tower

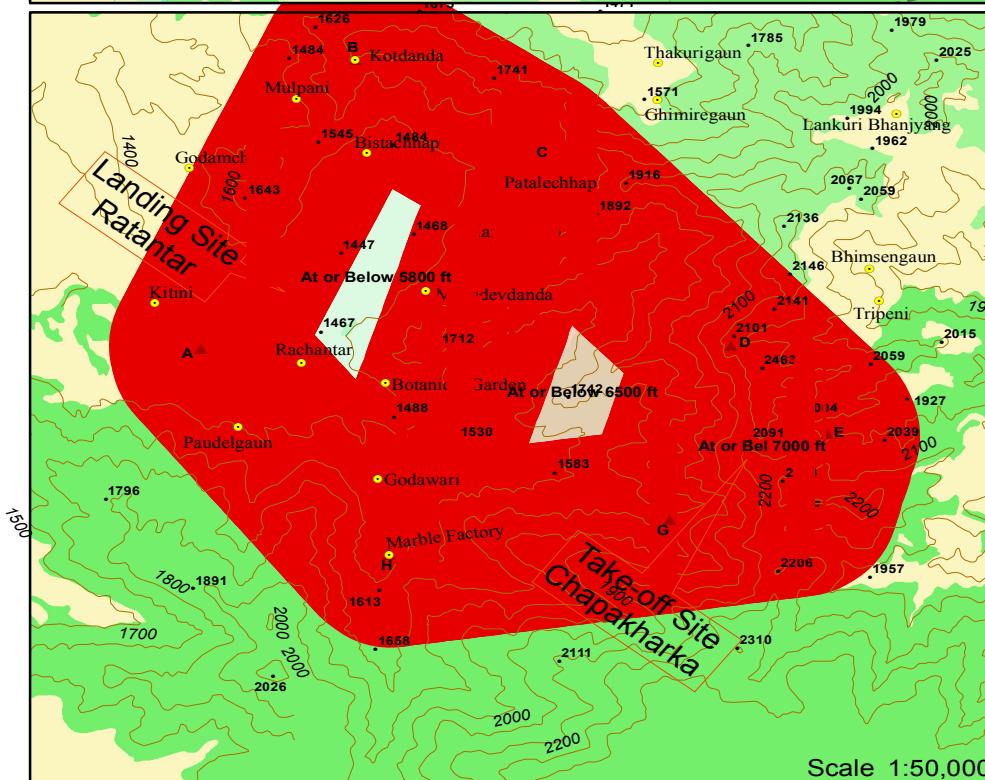
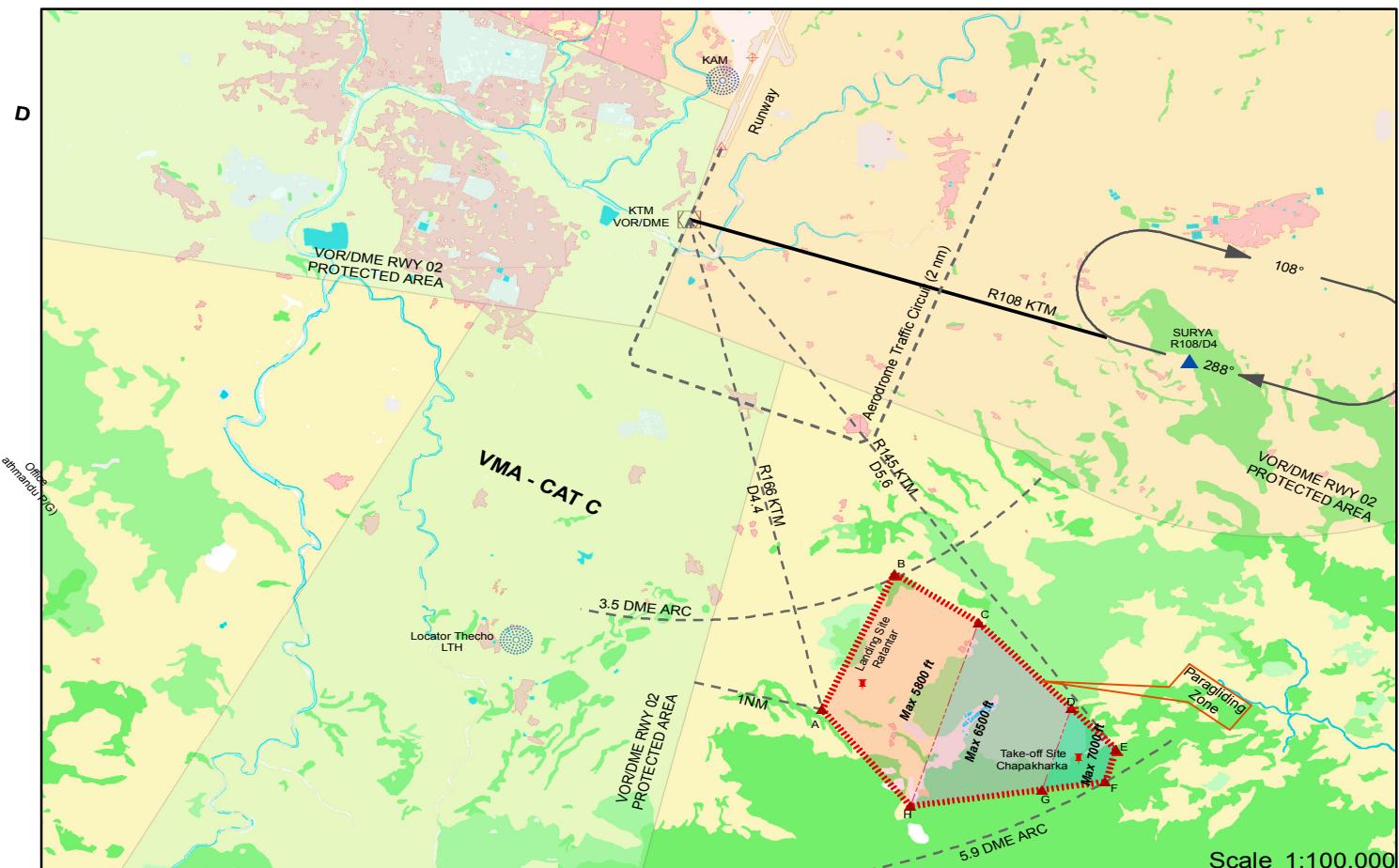
Paragliding Zone Bandipur



Point 2



Paragliding Zone
Bishankhu Narayan VDC, Lalitpur

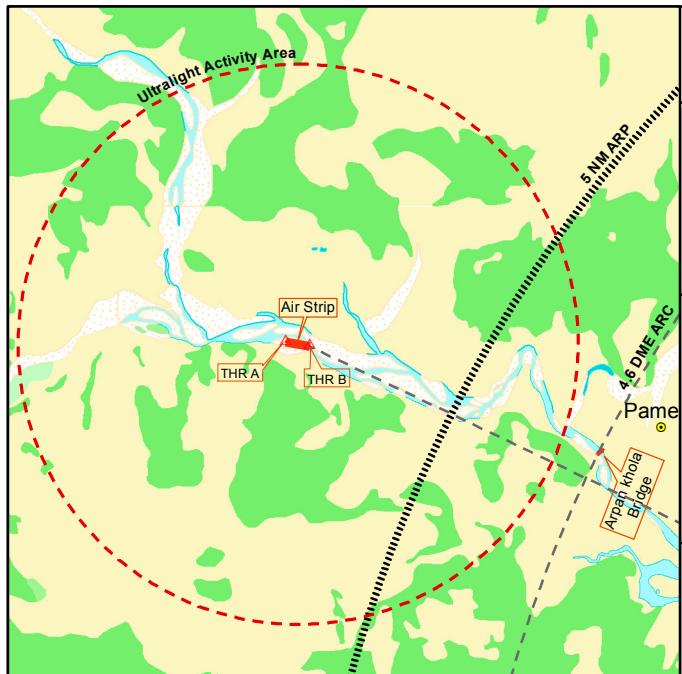
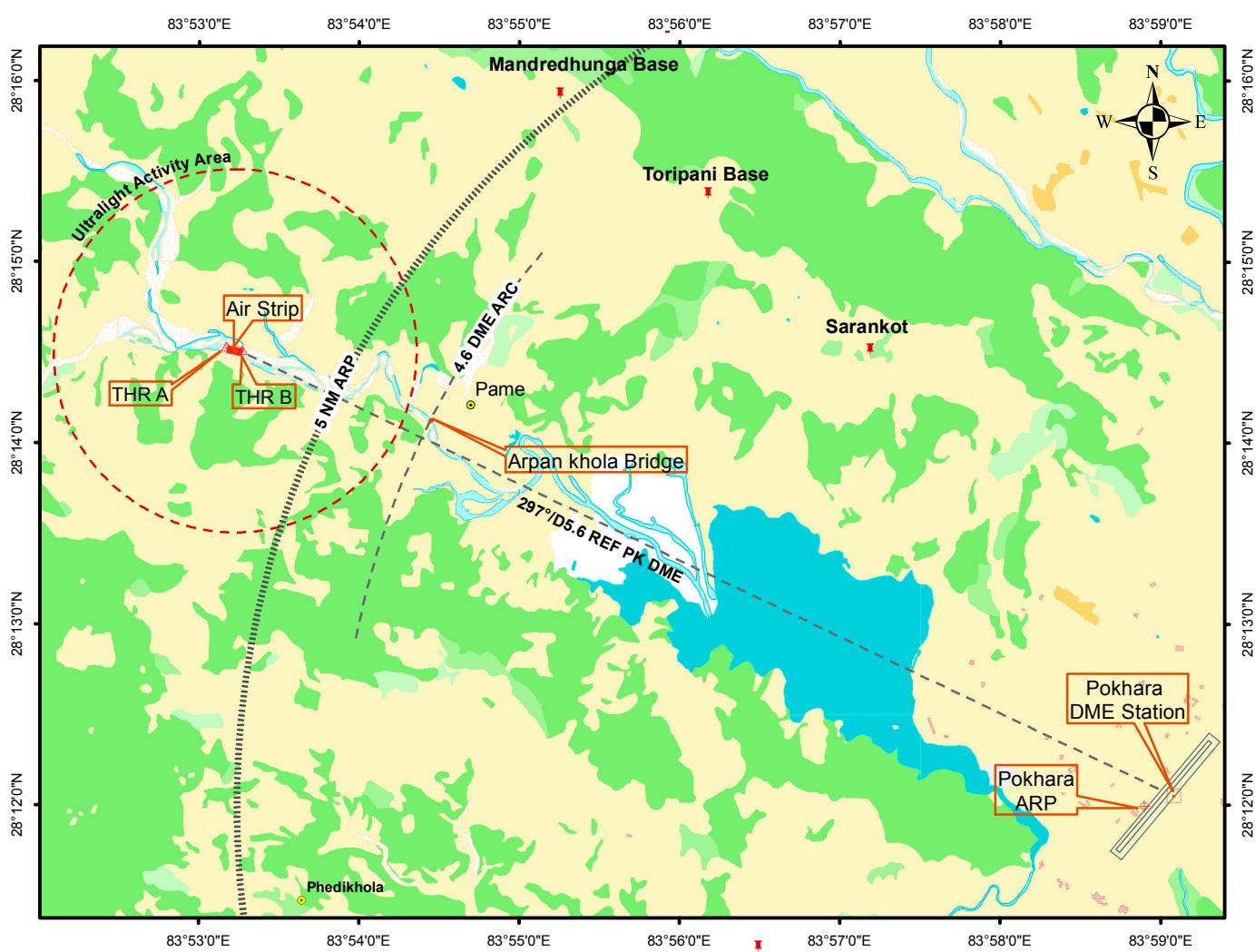


Points	Latitude	Longitude
A	27°36'06.97"N	085°22'00.22"E
B	27°37'17.98"N	085°22'38.33"E
C	27°36'51.86"N	085°23'21.03"E
D	27° 36' 6.20" N	085°24'07.89" E
E	27°35'44.31" N	085°24'30.47" E
F	27°35'27.44"N	085°24'25.06"E
G	27°35'23.03" N	085°23'52.58" E
H	27°35'15.73" N	085°22'44.89" E
Chapakharka Take-off Site	GPS ELEV 6893ft	
	27°35'39.5" N	085°24'11.9" E
Ratantar Landing Site	GPS ELEV 4706ft	
	27°36'19.6" N	085°22'21.8" E

Legend

- At or Below 5800 ft
- At or Below 6500 ft
- At or Below 7000 ft

Laurek Airstrip Ultralight Training Area

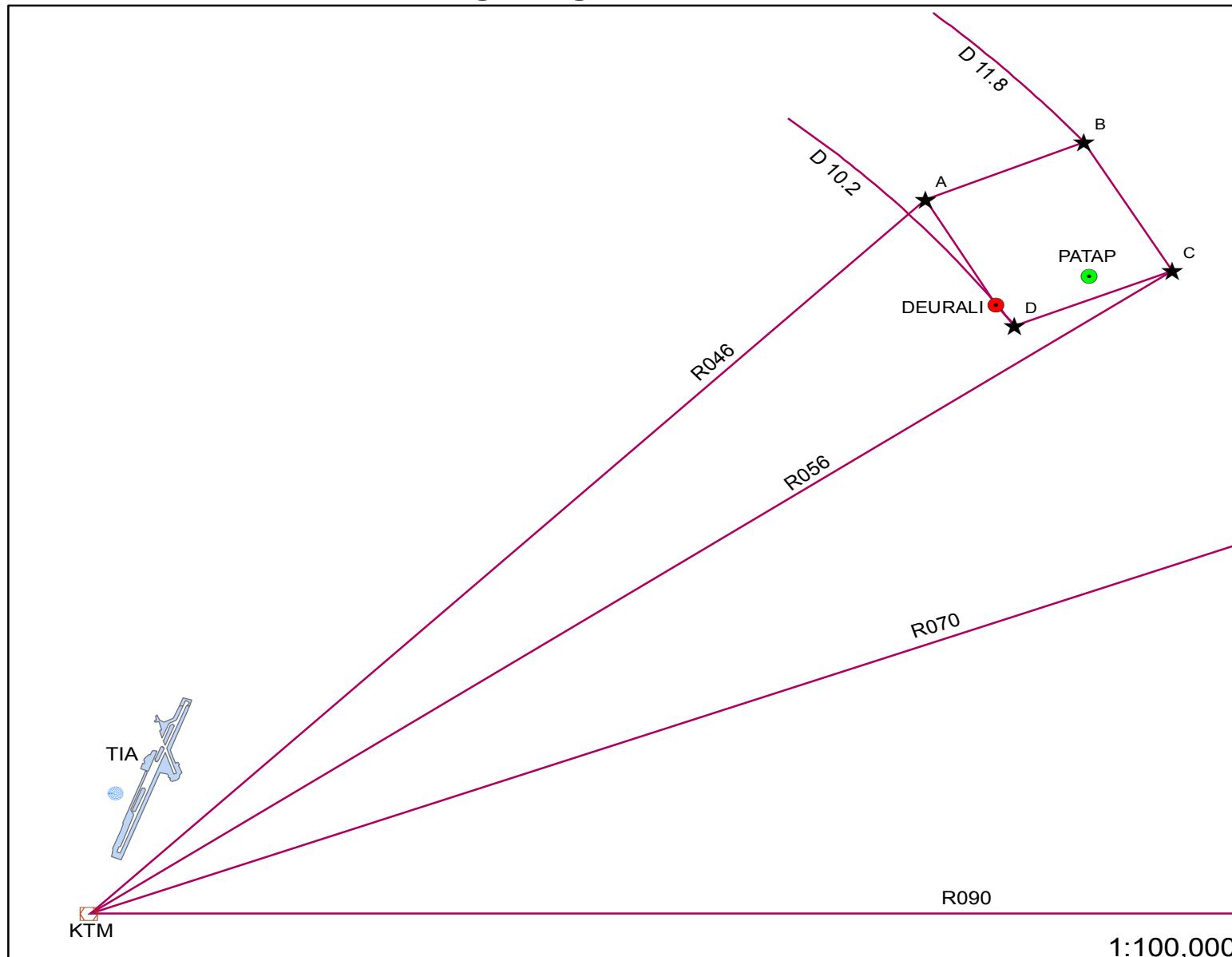


LAUREK AIRSTRIP	THR A	28° 14' 31.6" N 083° 53' 03.0" E
	THR B	28° 14' 30.6" N 083° 53' 08.9" E
TRAINING ZONE	Lateral Dimension	1 NM circle from the mid-point of LAUREK AIRSTRIP.
	Vertical Dimension	4500 ft AMSL GND

Ultralight training flights shall strictly remain to the west of Harpan Khola Bridge to separate from the Paragliding flights.

1:50,000

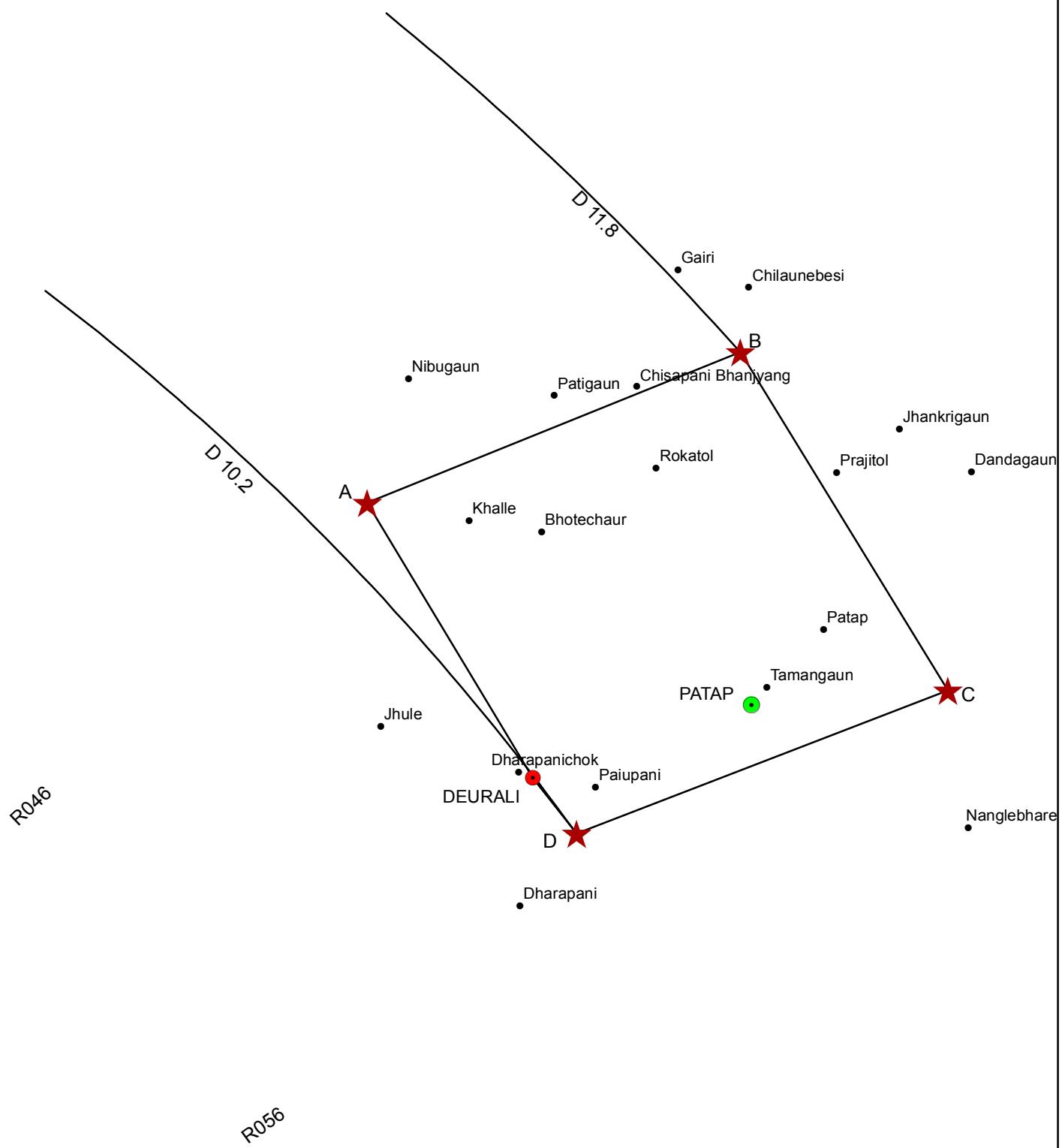
Scale - 1:70,000

Lafsifedi Paragliding Zone, Kathmandu

	Elevation (ft)	Coordinates		Vertical Limit	Boundary Points	WGS84 Coordinates	BRG/DIST from KTM
Take-off Site: Deurali	6254 ft	27°46'30.4" N	85°30'07.4" E	6000 ft AMSL* GND	A	27° 47' 34.77" N 085° 29' 25.60" E	046°/10.4 NM
Landing Site: Patap (Main)	4475 ft	27°46'46.9" N	85°31'03.9" E		B	27° 48' 08.68" N 085° 31' 02.18" E	049°/11.8 NM
Landing Site: Patap (Alternate)	4538	27°46'52.3" N	85°31'10.5" E		C	27° 46' 49.63" N 085° 31' 54.51" E	056°/11.7 NM
		* Except during lunch.			D	27° 46' 17.38" N 085° 30' 18.47" E	052°/10.2 NM

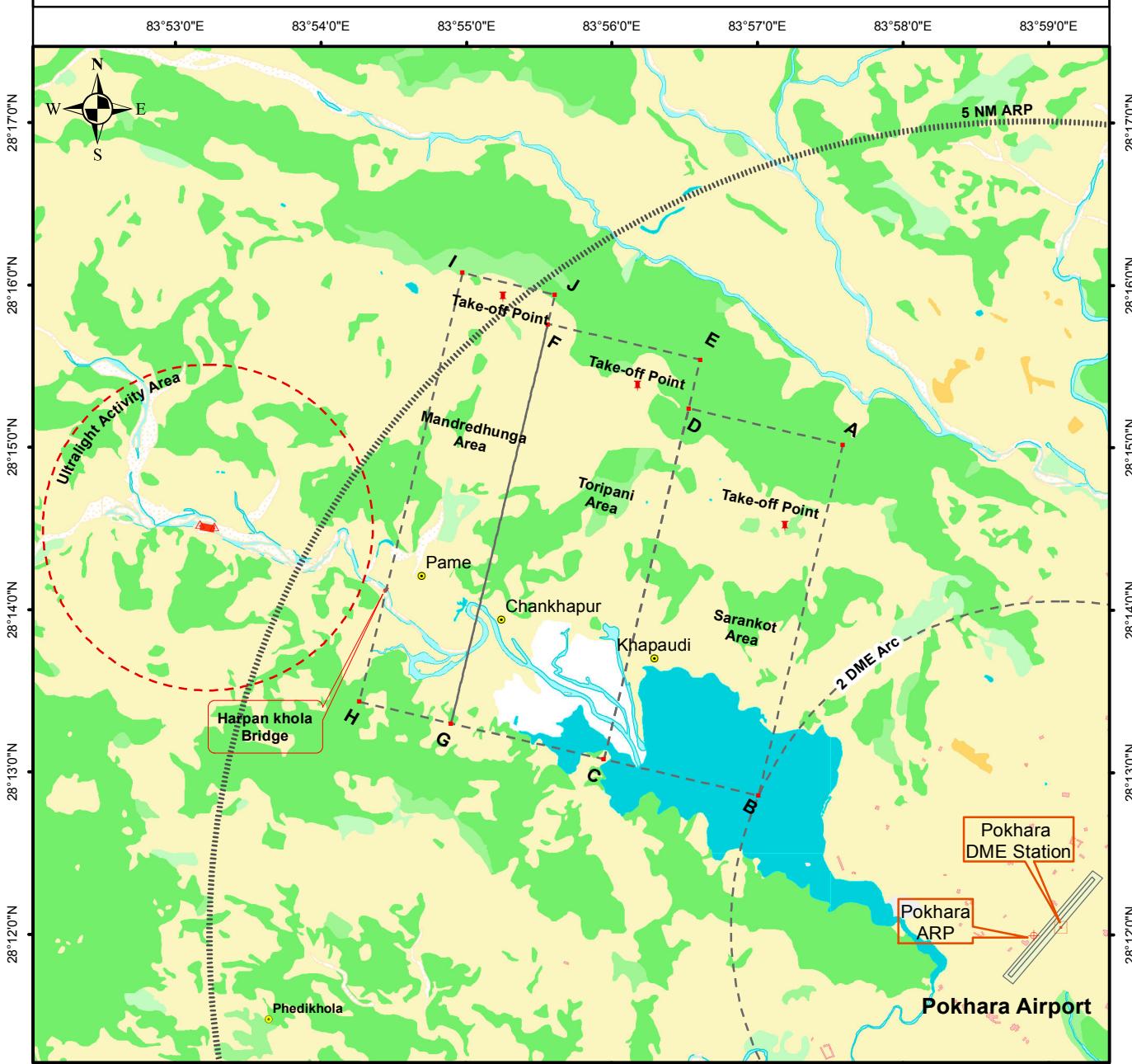
Note:

1. Paragliding Company should acquire prior permission from TIA Civil Aviation Office before conducting the Paragliding Operation.
2. Paragliding activities shall be conducted strictly during the VMC conditions.
3. Paragliding Zone lies within R046 – R056 and 10.2 DME – 11.8 DME.

**Lafsifedi Paragliding Zone
with Some Visual References**

1:40,000

Paragliding Zone - Sarankot, Toripani, Mandredhunga (Pokhara)

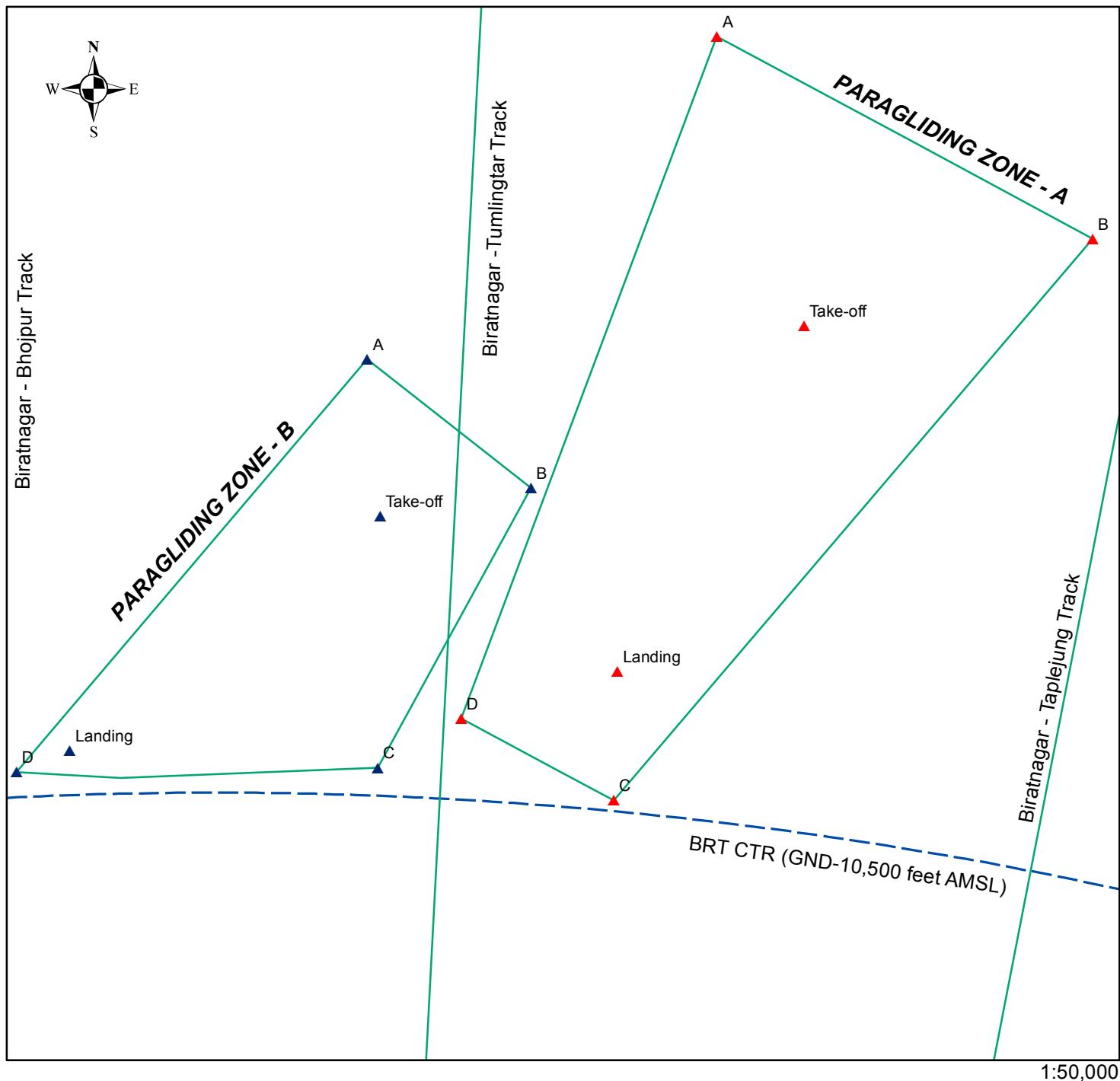


83°53'0"E 83°54'0"E 83°55'0"E 83°56'0"E 83°57'0"E 83°58'0"E 83°59'0"E

Paragliding Area	Take-off Points		Boundary Points	Lateral Limit		Vertical Limit
	Latitude	Longitude		Latitude	Longitude	
Sarankot	28°14'31.5"N	083°57'03.8"E	A	28°15'01.2"N	083°57'35.2"E	
			B	28°12'51.5"N	083°57'00.5"E	7000 ft AMSL
			C	28°13'04.9"N	083°55'56.8"E	GND
			D	28°15'14.6"N	083°56'31.7"E	
Toripani	28°15'23.2"N	083°56'03.2"E	C	28°13'04.9"N	083°55'56.8"E	
			E	28°15'32.6"N	083°56'36.5"E	7000 ft AMSL
			F	28°15'45.7"N	083°55'33.7"E	GND
			G	28°13'18.1"N	083°54'53.8"E	
			G	28°13'18.1"N	083°54'53.8"E	
Mandredhunga	28°15'56.4"N	083°55'07.7"E	H	28°13'26.1"N	083°54'16.0"E	6000 ft AMSL
			I	28°16'04.6"N	083°54'58.5"E	GND
			J	28°15'56.6"N	083°55'36.5"E	
<p>Note:</p> <ol style="list-style-type: none"> 1. Time of Operation from 10:30 - 15:30 LT 2. All the paragliders must remain East of Harpan khola bridge near Pame. 3. All the paragliders must remain North of Fewa-Lake at all the time. 						

Scale - 1:70,000

PARAGLIDING ZONE - A, DHARAN
PARAGLIDNG ZONE - B, DHARAN



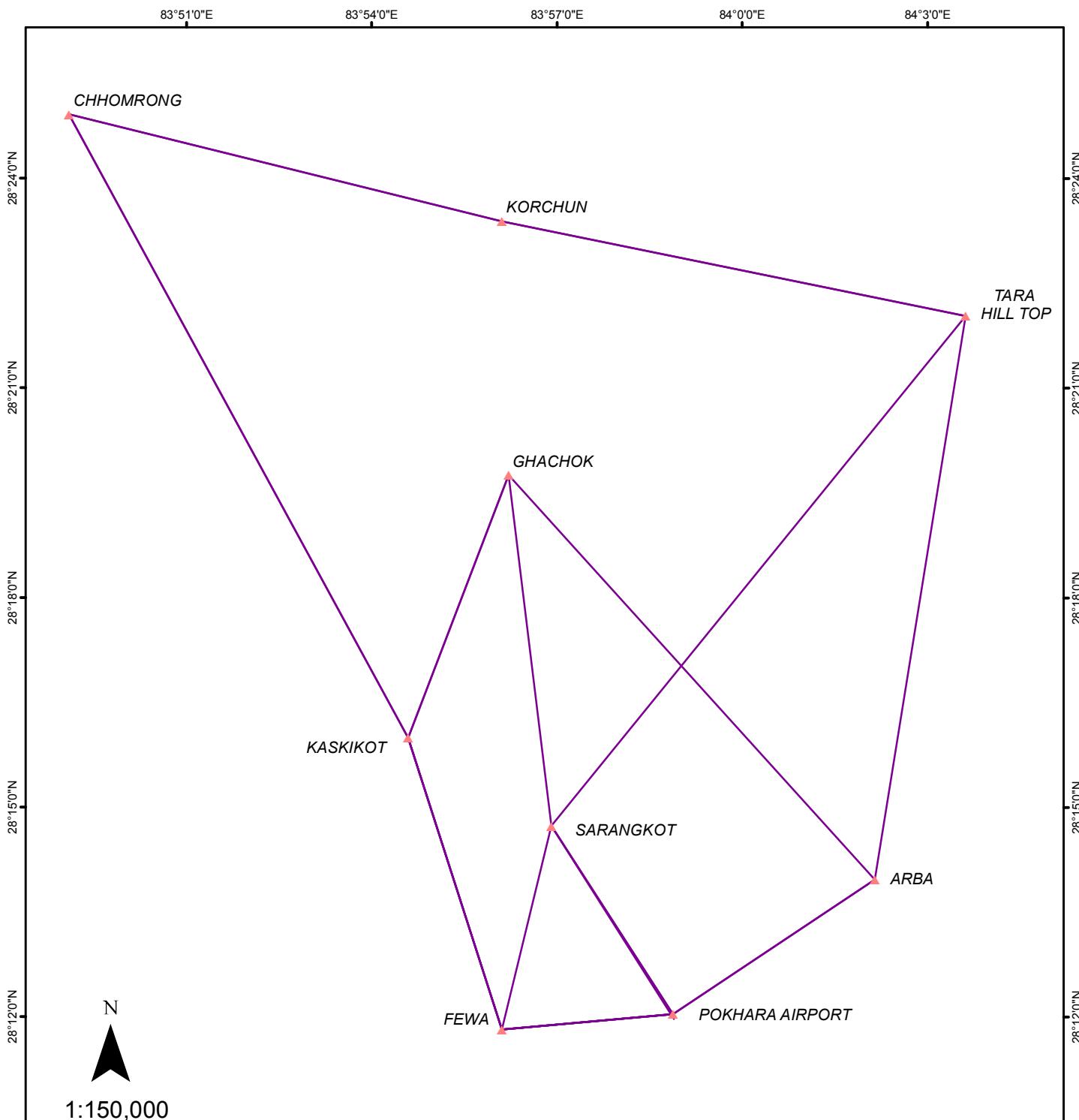
Paragliding Zone - B, Dharan

Point Name	Latitude	Longitude
Take-off	26 50 16.36 N	87 16 25.73 E
Landing	26 49 12.53 N	87 14 46.50 E
Lateral Limit		
A	26 51 00.63 N	87 16 23.00 E
B	26 50 23.12 N	87 17 13.34 E
C	26 49 05.45 N	87 16 22.94 E
D	26 49 06.93 N	87 14 29.52 E
Vertical Limit		
During Take-off and Maneuvering within designated paragliding zone	4000 ft. AMSL	GND

Paragliding Zone - A, Dharan

Point Name	Latitude	Longitude
Take-off	26 51 06.94 N	87 18 40.26 E
Landing	26 49 30.79 N	87 17 38.96 E
Lateral Limit		
A	26 52 28.94 N	87 18 15.37 E
B	26 51 29.25 N	87 20 11.69 E
C	26 48 54.57 N	87 17 36.71 E
D	26 49 18.73 N	87 16 49.61 E
Vertical Limit		
During Take-off and Maneuvering within designated paragliding zone	4500 ft. AMSL	GND

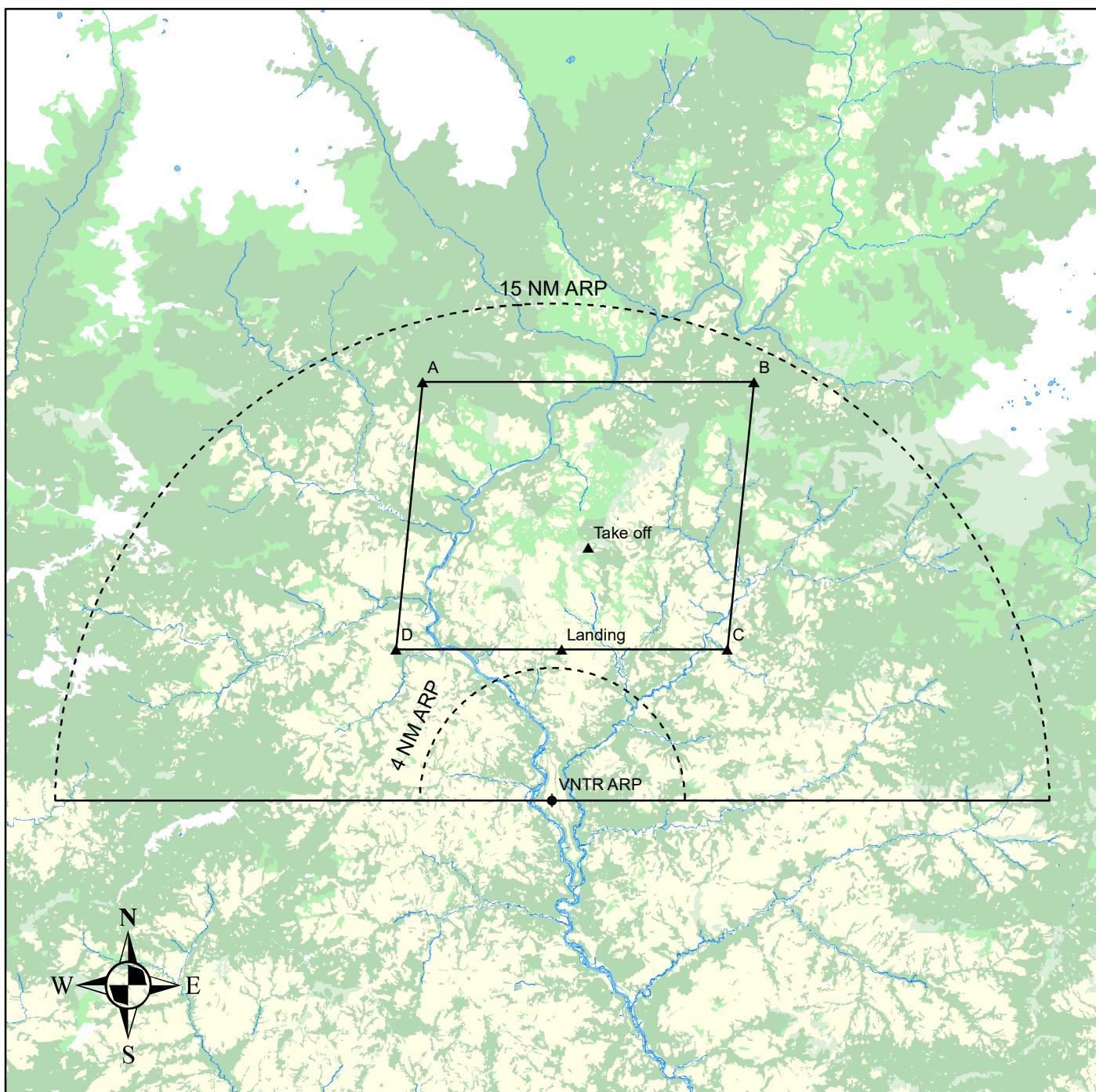
ULTRA-LIGHT ROUTES Pokhara Airport



Note: a. These routes are applicable in VFR operation ONLY. Terrain clearance is Pilot's sole responsibility.

b Deviation subject to weather and traffic avoidance in these routes is prior coordination with Pokhara tower.

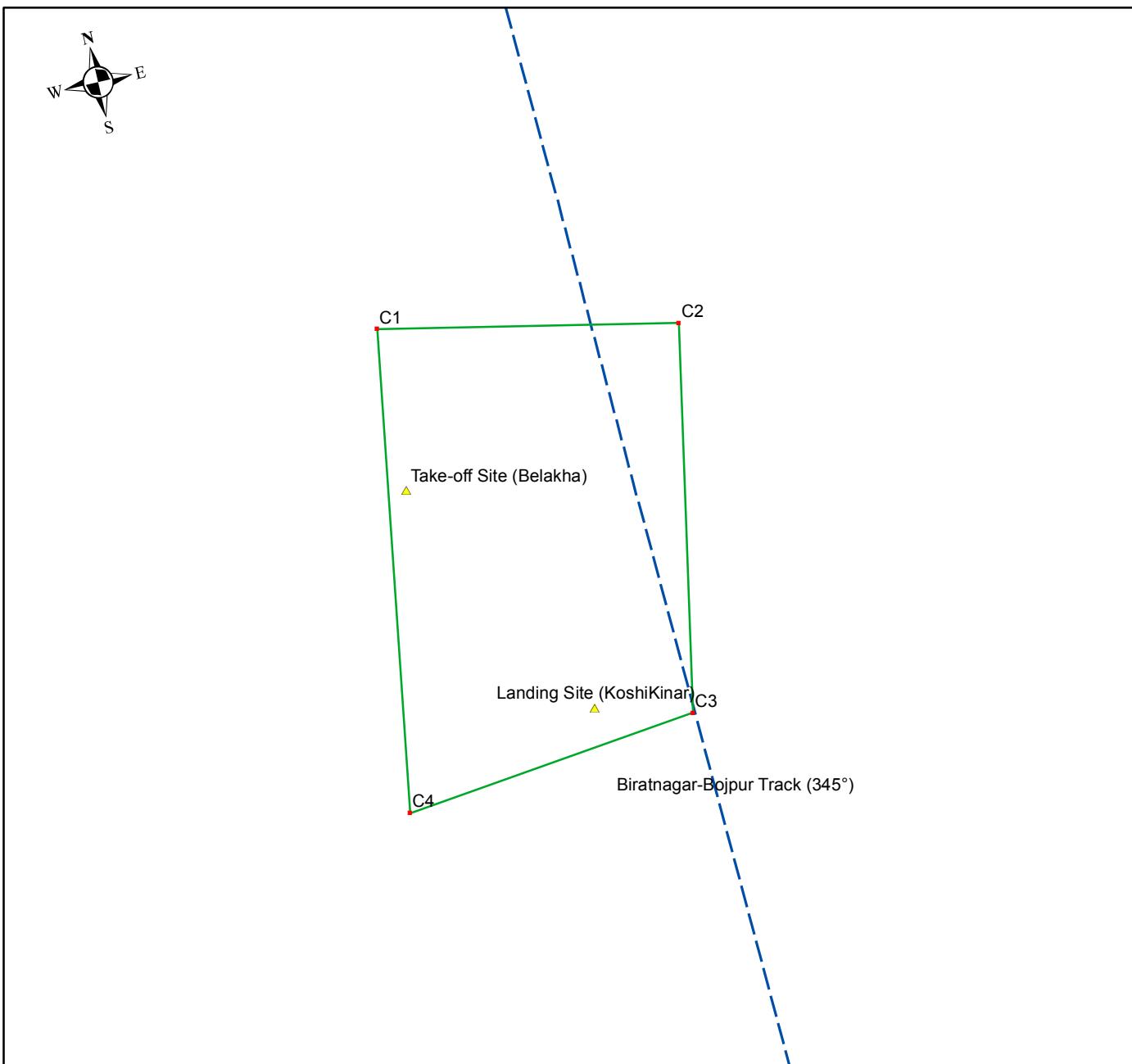
TUMLINGTAR - PARAGLIDING ZONE



Points	WGS Co-ordinates	Bearing/Distance	Altitude	Remarks
Take off	27°26'41.3346"N, 087°12'57.6"E			
Landing	27°23'36.456"N, 087°12'02.662"E			
VNTR ARP	27°19'02"S, 087°11'43"E			
A	27°31'42.700"N, 087°07'20.600"E	345°/13 NM	9500 ft./GND	Bearing and distance are measured from VNTR ARP.
B	27°31'41.650"N, 087°18'35.773"E	025°/14 NM		
C	27°23'35.858"N, 087°17'39.837"E	040°/7NM		
D	27°23'36.828"N, 087°06'25.485"E	315°/6.5 NM		

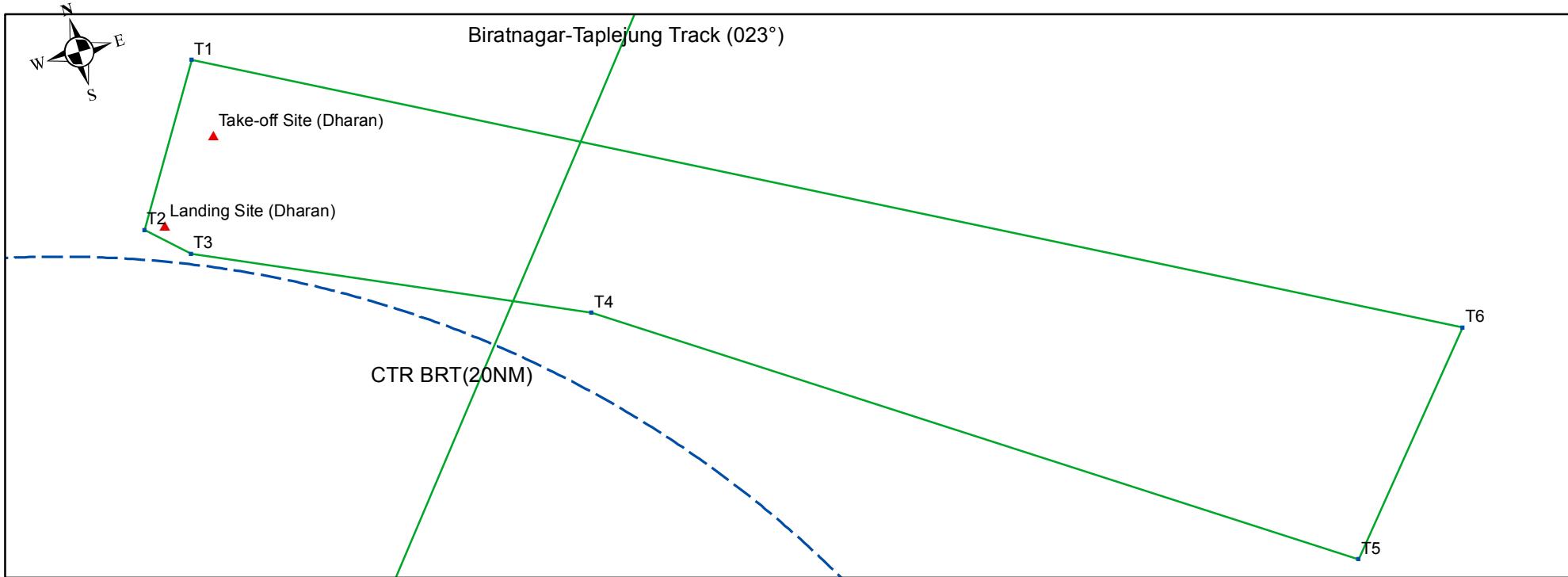
Note: 1. All the activities within the paragliding shall be conducted in close coordination with Tumlingtar Airport.

BELAKHA Paragliding Zone, Udhayapur



BELAKHA Paragliding Zone, Udhayapur					1:30,365
Point Name	Latitude	Longitude	Elevation(ft)	Vertical Limit	
Take-off (Belakha)	26° 51' 24.54" N	087° 08' 16.14" E	1450		
Landing (Koshikinar)	26° 50' 49.22" N	087° 08' 48.57" E	178		
Boundary Points					
Lateral Limit					
Point Name	Latitude	Longitude	Elevation(ft)	Vertical Limit	
C1	26° 51' 50.30" N	087° 8' 11.62" E			
C2	26° 51' 50.12" N	087° 9' 5.46" E			
C3	26° 50' 48.09" N	087° 9' 5.59" E			
C4	26° 50' 33.20" N	087° 8' 15.39" E			
1. Paragliding Zone lies within R343-R346 and 22 DME -25 DME from 'BRT' VOR/DME					
2. Time of operation : Sunrise to Sunset during VMC					
3. Prior coordination with Biratnagar Tower shall be needed before commencing the Paragliding training activities					

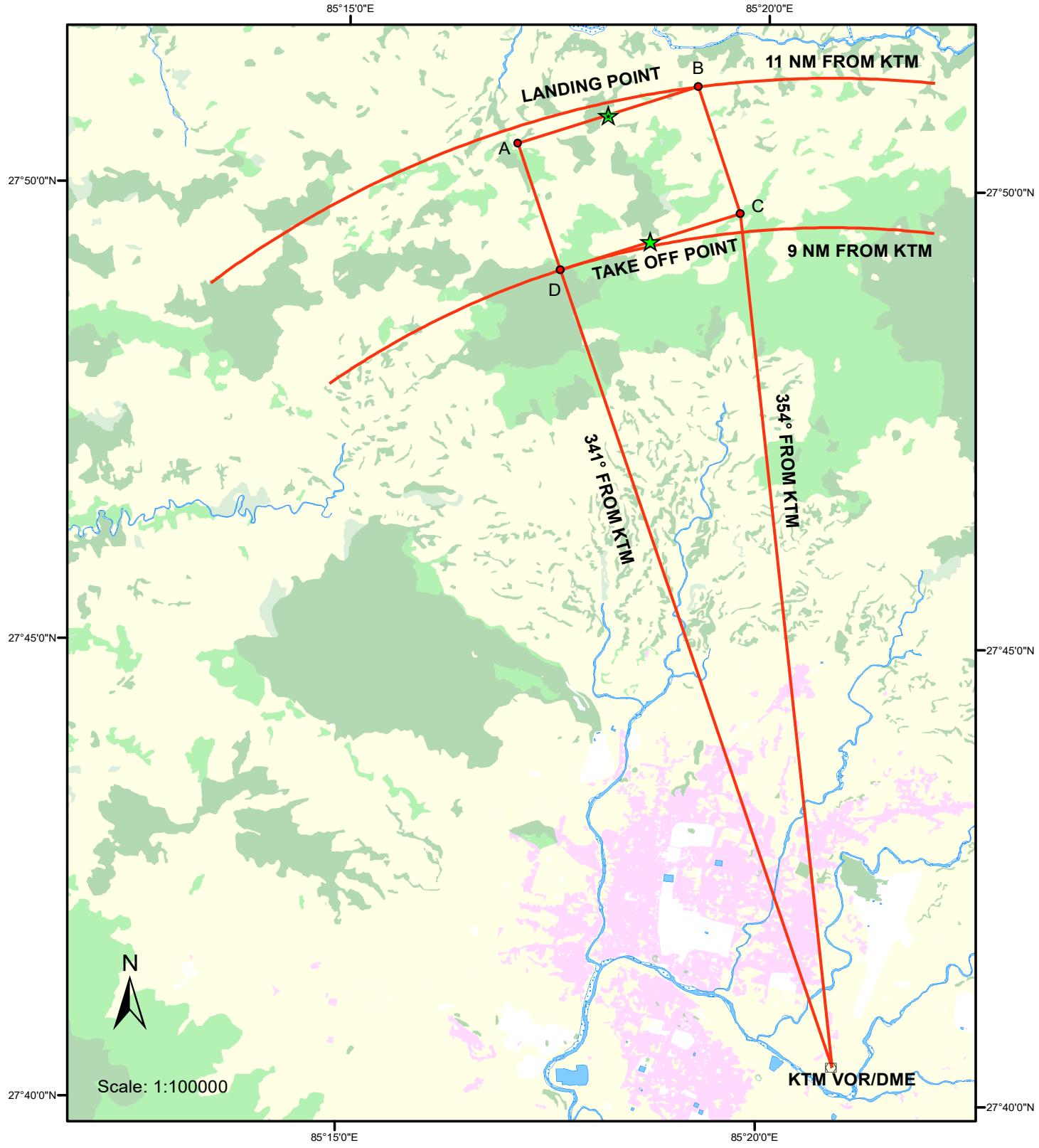
DHARAN PARAGLIDING TRAINING ZONE



Dharan Paragliding Training Zone					
Point Name	Latitude	Longitude	GPS Elevation(ft)	Vertical Limit	
Take-off (Dharan)	26° 51' 06.94" N	087° 18' 40.26" E	4002	4500 ft AMSL GND	
Landing (Dharan)	26° 45' 30.79" N	087° 17' 38.96" E	787		
Boundary Points					
Boundary Points	Lateral Limit				
	Latitude	Longitude			
T1	26° 52' 28.71" N	087° 18' 16.28" E			
T2	26° 49' 26.25" N	087° 17' 12.90" E			
T3	26° 48' 59.06" N	087° 18' 9.55" E			
T4	26° 47' 44.01" N	087° 26' 11.07" E			
Remarks					
1. Training Paragliding Zone lies within R004-R058 and 21 DME - 32 DME from 'BRT' VOR/DME					
2. Time of Training Operation : Sunrise to Sunset during VMC					
3. Prior coordination with Biratnagar Tower shall be needed before commencing the Paragliding training activities.					

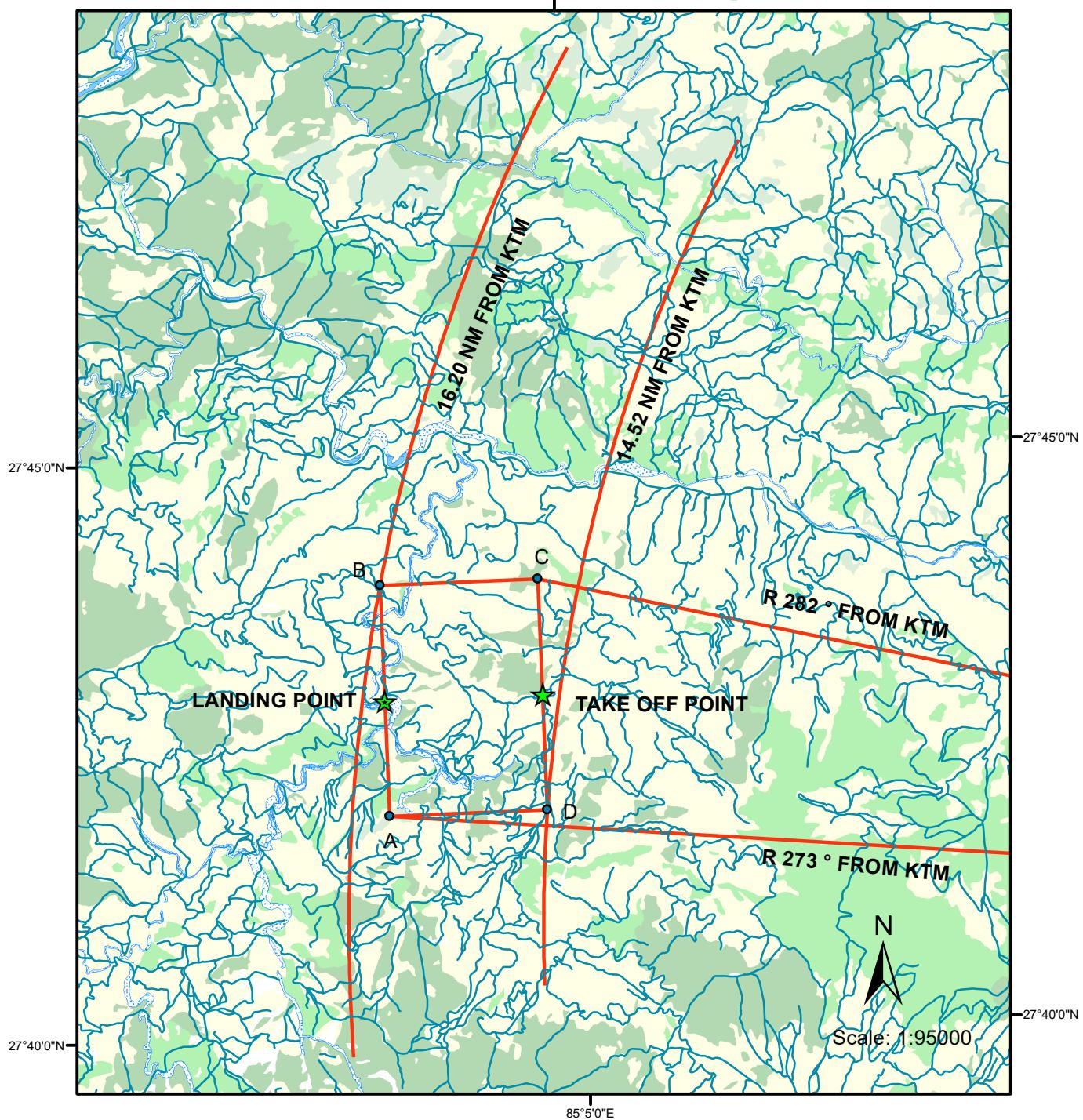
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PARAGLIDING ZONE : SURYACHAUR SIVAPURI, NUWAKOT



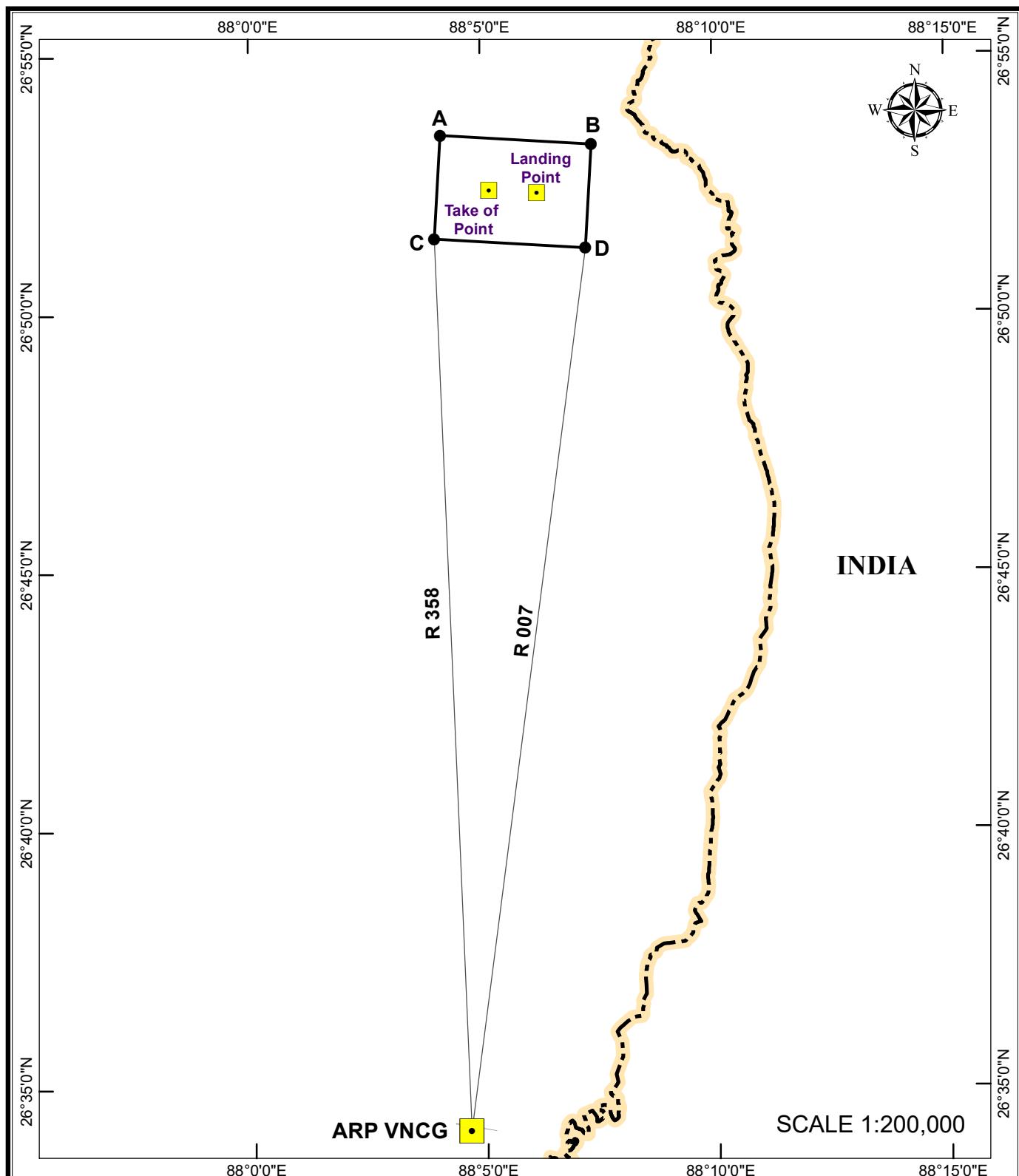
ID	Latitude	Longitude	Vertical limit
Take off point	27°49'24.9377"N	085°18'36.9133"E	Below 6500 ft AMSL/GND
Landing Point	27°50'47.7888"N	085°18'05.4223"E	
Lateral Limit			
Boundary Point	Latitude	Longitude	Radial/Dis. From KTM
Point A	27°50'28.5216"N	085°17'1.29"E	341°/10.6NM
Point B	27°51'7.0452"N	085°19'9.5"E	352°/11NM
Point C	27°49'44.1876"N	085°19'41.034"E	354°/9.35 NM
Point D	27°49'5.6712"N	085°17'33.9984"E	341°/9 NM

Paragliding Zone : Tistung, Makwanpur



ID	Latitude	Longitude	Vertical limit
Take off point (Badere Bhanjyang)	27°42'54.49"N	085°04'39.58"E	Below 5000ftAMSL /GND
Landing Point (Lidhi Dobhan)	27°42'53.78"N	085°03'7.27"E	
Lateral Limit			
Boundary Point	Latitude	Longitude	Radial/Dis. From KTM
Point A	27°41'53.7108"N	085°3'7.8624"E	273.00°/15.88 NM
Point B	27°43'53.85"N	085°3'6.6816"E	280.43°/16.20NM
Point C	27°43'54.5556"N	085°04'39.00"E	282.00°/14.87 NM
Point D	27°41'54.4236"N	085°4'40.15"E	273.92°/14.52 NM

KANYAM PARAGLIDING ZONE , ILAM



	Elevation (ft)	WGS 84 Coordinates	Vertical Limit	Boundary Points	WGS 84 Coordinates	BRG/DIST from VNCG
Take off Point		26° 52' 23.392" N 88° 05' 10.374" E	6000 ft AMSL	A	26° 53' 27.359" N 88° 04' 07.761" E	358°/19.2 NM
Landing Point		26° 52' 19.783" N 88° 06' 12.125" E	GND	B	26° 53' 15.919" N 88° 07' 23.480" E	007°/19.1 NM

Caution Note :

This zone is near by Nepal India boarder . All pilots are informed to take extreme caution not to reach boarder area .

5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA

ENR 5.6.1 BIRD ACTIVITIES

1. Bird Concentration on or in the Vicinity of Airports

There has been no significant migratory bird concentrations observed on or in the vicinity of aerodromes. However, stray birds have been encountered by the aircraft now and then:

Bird strike to aircraft, as a potential source of danger, is seen in its most serious form. ATC will take the best known methods to eliminate or reduce bird strike hazards. It is difficult to drive away all the birds at all times. Nevertheless, every reasonable effort will be taken to reduce the bird hazard.

Comprehensive statistical information on bird strikes is indispensable in determining the best ways to deal with the bird problem. Pilots, aircraft engineers or interested parties are therefore requested to report all bird strikes to ATC whether or not they resulted in damage to the aircraft.

To facilitate the reporting of bird strikes, pilots may report them at the earliest opportunity via RTF to Air Traffic Control.

The RTF phraseology should include the following:

- Aircraft Call sign
- The phrase "Bird/Other Wild Life Strike Reprot Form"
- Altitude
- Approximate geographical location
- Time of incident
- Number of birds (an estimate)
- Size/Type of birds (if possible)

To obtain a better perspective of the extent of bird hazard, the Authority is also collecting data on "near misses" with birds. A "near miss" is defined as a situation in which a bird/flock of birds is within close proximity to an aircraft to cause alarm to the extend whereby pilots would have to take evasive action had such an action been possible.

Pilots should report all bird strikes and "near misses" to Director General, CAAN or ATS units concerned by completing the Bird Strike Report form.

Copies of the Bird Strike Report forms are available on request from ATS Reporting office, TIA and concerned ATS units of domestic airports.

APPENDIX 6

Civil Aviation Authority of Nepal
Bird/Other Wildlife Strike Report Form
(To be filled by Pilots, ATC, Airport operator, Airline, Safety personnel, etc.)

1. CATEGORIES OF OCCURRENCE						
ACCID <input type="checkbox"/> INCID <input type="checkbox"/> HAZARD <input type="checkbox"/> BIRDSTRIKE <input type="checkbox"/> WILDLIFE STRIKE <input type="checkbox"/> (<i>Shall fill one of first three boxes and one of the last two boxes.</i>)						
2. Name of Operator <input type="text"/>	3. Aircraft Make/Model <input type="text"/>	4. Engine Make/Model <input type="text"/>				
5. Aircraft Registration <input type="text"/>	6. Date of Incident (dd/mm/yyyy) <input type="text"/>	7. Time of Incident (UTC) <input type="checkbox"/> Dawn <input type="checkbox"/> Dusk <input type="checkbox"/> Day <input type="checkbox"/> Night				
8. Airport Name <input type="text"/>	9. Runway Used <input type="text"/>	10. Location if en-route (Nearest city, place, etc.) <input type="text"/>				
11. FL/ALT/HT (ft) <input type="text"/>	12. Speed (IAS- kts) <input type="text"/>					
13. Phase of Flight <input type="checkbox"/> A.Parked <input type="checkbox"/> B.Taxi <input type="checkbox"/> C.Take-off Run <input type="checkbox"/> D.Climb <input type="checkbox"/> E.Enroute <input type="checkbox"/> F.Descend <input type="checkbox"/> G.Approach <input type="checkbox"/> H.Landing Roll	14. Parts of Aircraft Struck or Damaged					
	A. Radome B. Windshield C. Nose D. Engine No.1 E. Engine No. 2 F. Engine No. 3 G. Engine No. 4	Struck	Damaged	H. Propeller I. Wing/Rotor J. Fuselage K. Landing Gear L. Tail M. Lights N. Other: (Specify)	Struck	Damaged
		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>
		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>
		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>
		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>
		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>
		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>
		15. Effect on Flight <input type="checkbox"/> None <input type="checkbox"/> Aborted Take-off <input type="checkbox"/> Precautionary Landing <input type="checkbox"/> Engine Shut Down <input type="checkbox"/> Other: (Specify)	16. Sky Condition <input type="checkbox"/> No Cloud <input type="checkbox"/> Some Cloud <input type="checkbox"/> Overcast			17. Precipitation <input type="checkbox"/> Fog <input type="checkbox"/> Rain <input type="checkbox"/> Snow <input type="checkbox"/> None

18. Bird/Other Wildlife Species <div style="border: 1px solid black; height: 50px; width: 100%;"></div>	19. Number of Bird(s)/Wildlife			20. Size of Bird(s)/Wildlife <input type="checkbox"/> Small <input type="checkbox"/> Medium <input type="checkbox"/> Large
	Number	Seen	Struck	
	1	<input type="checkbox"/>	<input type="checkbox"/>	
	2-10	<input type="checkbox"/>	<input type="checkbox"/>	
	11-100	<input type="checkbox"/>	<input type="checkbox"/>	
	More than 100	<input type="checkbox"/>	<input type="checkbox"/>	
21. Pilot warned of Birds	<input type="checkbox"/> Yes <input type="checkbox"/> No			
22. Detail Information (Describe damage, injuries and other pertinent information) <div style="border: 1px solid black; height: 100px; width: 100%;"></div>				
23. Reported by <div style="border: 1px solid black; height: 30px; width: 100%;"></div>	24. Title <div style="border: 1px solid black; height: 30px; width: 100%;"></div>	24. Date <div style="border: 1px solid black; height: 30px; width: 100%;"></div>		

CIVIL AVIATION AUTHORITY OF NEPAL
Babar Mahal, Kathmandu, Nepal

SUPPLEMENTARY BIRD STRIKE REPORTING FORM
OPERATOR COSTS AND ENGINE DAMAGE INFORMATION

Operator _____ 01/02
Aircraft Make/Model _____ 03/04
Engine Make/Model _____ 05/06
Aircraft Registration _____ 07
Date of Strike day _____ month _____ year _____ 08
Aerodrome/Location if known _____ 11/12/14

Aircraft time out of service _____ hours 52

Estimated cost of repairs or replacement U.S.\$ (in thousands) _____ 53

Estimated other costs
(e.g. loss of revenue, fuel, hotels) U.S.\$ (in thousands) _____ 54

Engine position number	1	2	3	4		
Reason for failure/shutdown	55	56	57	58		
uncontained failure	<input type="checkbox"/>	A	<input type="checkbox"/>	A	<input type="checkbox"/>	A
fire	<input type="checkbox"/>	B	<input type="checkbox"/>	B	<input type="checkbox"/>	B
shutdown – vibration	<input type="checkbox"/>	C	<input type="checkbox"/>	C	<input type="checkbox"/>	C
shutdown – temperature	<input type="checkbox"/>	D	<input type="checkbox"/>	D	<input type="checkbox"/>	D
shutdown – fire warning	<input type="checkbox"/>	E	<input type="checkbox"/>	E	<input type="checkbox"/>	E
shutdown – other (specify)	<input type="checkbox"/>	Y	<input type="checkbox"/>	Y	<input type="checkbox"/>	Y
shutdown – unknown	<input type="checkbox"/>	Z	<input type="checkbox"/>	Z	<input type="checkbox"/>	Z
Estimated percentage of thrust loss*	59	60	61	62		
Estimated number of birds ingested	63	64	65	66		

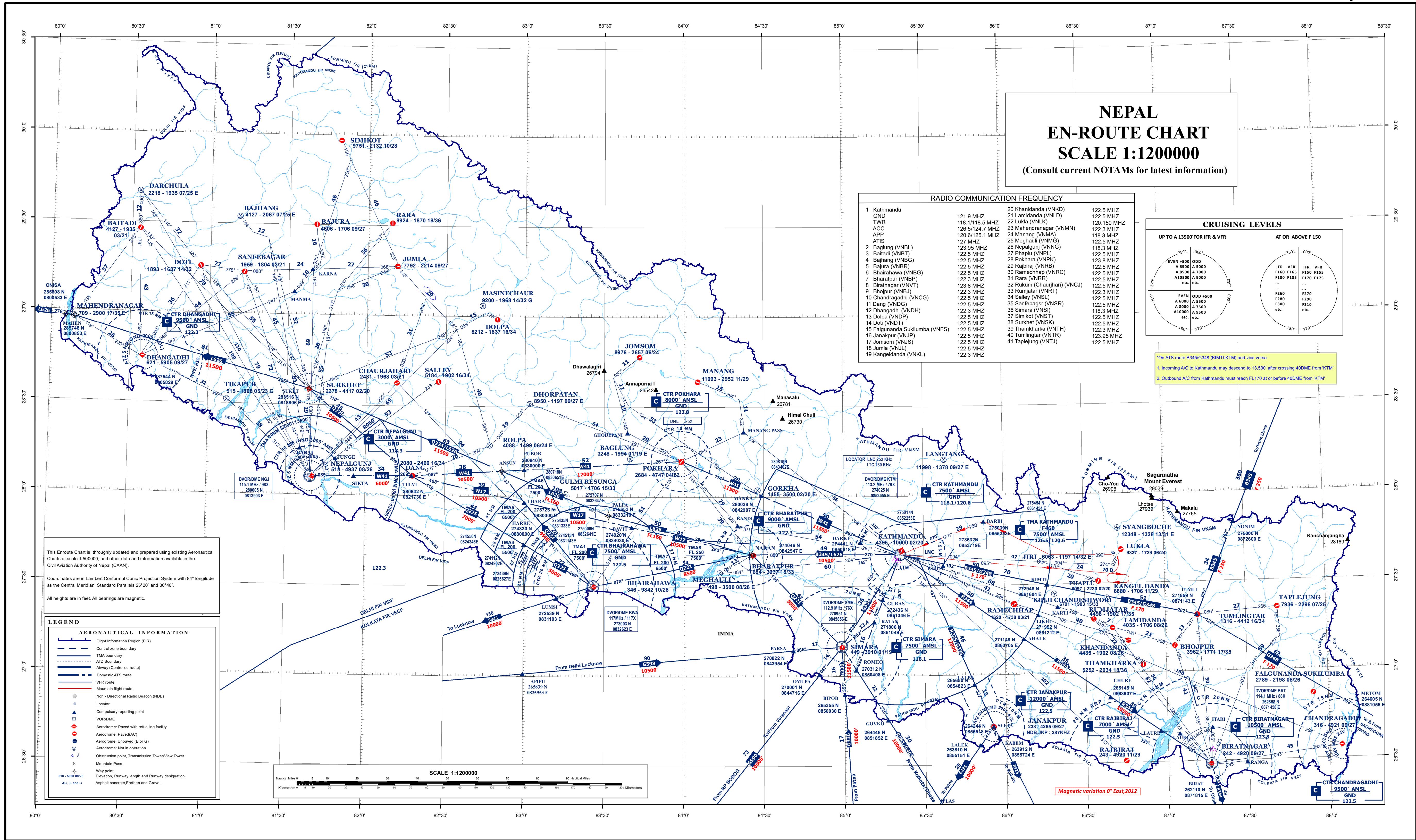
Bird species _____ 41

*These may be difficult to determine but even estimates are useful

Send all bird remains including feather fragments to:

Reported by _____

Note: This form is developed as per Manual on ICAO Bird Strike Information System (IBIS)



ATS AIRSPACE-INDEX CHART

(Consult current NOTAMs for latest information)

KATHMANDU FIR: VNSM

