

**PART 2 — EN-ROUTE (ENR)****ENR 0.1 TABLE OF CONTENTS TO PART 2****ENR 1. GENERAL RULES AND PROCEDURES**

<b>ENR 1.1</b>	<b>General Rules</b>	ENR 1.1 - 1
ENR 1.1.1	Introduction	ENR 1.1 - 1
ENR 1.1.2	General Flight Rules	ENR 1.1 - 1
ENR 1.1.3	Assessment of Priorities of Flight	ENR 1.1 - 2
ENR 1.1.4	Position Reporting	ENR 1.1 - 3
ENR 1.1.5	Flight Operation Within Control Areas.	ENR 1.1 - 3
ENR 1.1.6	Separation	ENR 1.1 - 6
ENR 1.1.7	Air Traffic Control Clearance	ENR 1.1 - 6
ENR 1.1.8	Route and Level Assignment	ENR 1.1 - 8
ENR 1.1.9	Change of Levels	ENR 1.1 - 8
ENR 1.1.10	Aircraft Joining or Crossing Airways (Controlled Airspace)	ENR 1.1 - 9
ENR 1.1.11	Traffic Information	ENR 1.1 - 9
ENR 1.1.12	Essential Traffic Information	ENR 1.1 - 10
ENR 1.1.13	Aerodrome/Approach Control Service	ENR 1.1 - 10
ENR 1.1.14	Visual Circuit Reporting Procedure	ENR 1.1 - 12
ENR 1.1.15	Use of Runway	ENR 1.1 - 13
ENR 1.1.16	Closure of Aerodromes	ENR 1.1 - 13
ENR 1.1.17	Air traffic advisory service	ENR 1.1 - 13
ENR 1.1.18	Flight Information Service	ENR 1.1 - 13
ENR 1.1.19	Provision of Aerodrome Flight Information Service (AFIS)	ENR 1.1 - 14
ENR 1.1.20	Flight Operations at Unattended Aerodromes	ENR 1.1 - 15
ENR 1.1.21	Mercy and/or Rescue Flights	ENR 1.1 - 16
ENR 1.1.22	VVIP flights	ENR 1.1 - 17
<b>ENR 1.2</b>	<b>Visual Flight Rules</b>	ENR 1.2 - 1
<b>ENR 1.3</b>	<b>Instrument Flight Rules</b>	ENR 1.3 - 1
ENR 1.3.1	Rules Applicable to all IFR Flights	ENR 1.3 - 1
ENR 1.3.2	Rules applicable to IFR flight within controlled airspace	ENR 1.3 - 1
ENR 1.3.3	Rules applicable to IFR flights outside controlled airspace	ENR 1.3 - 2

	<b>ENR 1.4</b>	<b>ATS Airspace Classification and Description</b>	ENR 1.4 - 1
	ENR 1.4.1	Introduction	ENR 1.4 - 1
	ENR 1.4.2	Classification of airspaces	ENR 1.4 - 1
	<b>ENR 1.5</b>	<b>Holding, Approach and Departure Procedures</b>	ENR 1.5 - 1
	ENR 1.5.1	General	ENR 1.5 - 1
	ENR 1.5.2	Holding Procedures	ENR 1.5 - 1
	ENR 1.5.3	Low Level Holding Areas (Tribhuvan International Airport)	ENR 1.5 - 2
	ENR 1.5.4	High Level Holding Areas (Tribhuvan International Airport)	ENR 1.5 - 2
	ENR 1.5.5	Holding Speeds	ENR 1.5 - 2
	ENR 1.5.6	Standard Instrument Departure (SID) and Standard Instrument Arrival (STAR)	ENR 1.5 - 2
	ENR 1.5.7	Arriving flights	ENR 1.5 - 2
	ENR 1.5.8	Departing Flights	ENR 1.5 - 5
	ENR 1.5.9	Engine Starting Procedure	ENR 1.5 - 5
	ENR 1.5.10	Procedures for push back and engine start up at TIA	ENR 1.5 - 6
	ENR 1.5.11	Information provided prior to Take off.	ENR 1.5 - 6
	ENR 1.5.12	Selection of Runway-in-Use for take off	ENR 1.5 - 6
	ENR 1.5.13	Selection of Turn	ENR 1.5 - 7
	ENR 1.5.14	Departure Instruction	ENR 1.5 - 7
	ENR 1.5.15	Take Off	ENR 1.5 - 7
	ENR 1.5.16	Separation Minima for Take Off	ENR 1.5 - 7
	ENR 1.5.17	Communication Failure Procedure	ENR 1.5 - 8
	<b>ENR 1.6</b>	<b>ATS Surveillance services and Procedures</b>	ENR 1.6 - 1
	<b>ENR 1.7</b>	<b>Altimeter Setting Procedures</b>	ENR 1.7 - 1
	ENR 1.7.1	Introduction	ENR 1.7 - 1
	ENR 1.7.2	Basic Altimeter Setting Procedures	ENR 1.7 - 1
	ENR 1.7.3	Description of Altimeter setting region	ENR 1.7 - 2
	ENR 1.7.4	Procedures applicable to operators (including pilots)	ENR 1.7 - 2
	ENR 1.7.5	The cruising levels to be observed when so required are as follows,	ENR 1.7 - 3
	<b>ENR 1.8</b>	<b>Regional Supplementary Procedures (DOC 7030)</b>	ENR 1.8 - 1
	<b>ENR 1.9</b>	<b>Air Traffic Flow Management (ATFM) and Air Space Management</b>	ENR 1.9 - 1
	<b>ENR 1.10</b>	<b>Flight Planning</b>	ENR 1.10 - 1
	ENR 1.10.1	Procedures For The Submission Of A Flight Plan	ENR 1.10 - 1
	ENR 1.10.2	Repetitive Flight Plan System	ENR 1.10 - 2

<b>ENR 1.11</b>	<b>Addressing of Flight Plan Messages</b>	ENR 1.11 - 1
<b>ENR 1.12</b>	<b>Interception of Civil Aircraft</b>	ENR 1.12 - 1
<b>ENR 1.13</b>	<b>Unlawful Interference</b>	ENR 1.13 - 1
ENR 1.13.1	General	ENR 1.13 - 1
ENR 1.13.2	Procedures	ENR 1.13 - 1
<b>ENR 1.14</b>	<b>Air Traffic Incidents</b>	ENR 1.14 - 1
ENR 1.14.1	Definition of Air Traffic Incidents	ENR 1.14 - 1
ENR 1.14.2	Use Of The Air Traffic Incident Report Form	ENR 1.14 - 2
ENR 1.14.3	Reporting procedures (including in-flight procedures)	ENR 1.14 - 2
ENR 1.14.4	Purpose of reporting and handling of the form - Air Traffic Incident Report Form	ENR 1.14 - 3 ENR 1.14 - 4
<b>ENR 2.</b>	<b>AIR TRAFFIC SERVICES AIRSPACE</b>	
ENR 2.1	FIR, TMA, CTR	ENR 2.1 - 1
ENR 2.1.1	FIR, UIR, TMA	ENR 2.1 - 2
ENR 2.2	Other Regulated Airspace	ENR 2.2 - 1
<b>ENR 3.</b>	<b>ATS ROUTES</b>	
ENR 3.1	ATS Routes	ENR 3.1 - 1
ENR 3.2	Upper ATS Routes	ENR 3.2 - 1
ENR 3.3	Area Navigation (RNAV) Routes	ENR 3.3 - 1
ENR 3.4	Helicopter Routes	ENR 3.4 - 1
ENR 3.5	Other Routes	ENR 3.5 - 1
ENR 3.6	En-route Holding	ENR 3.6 - 1
<b>ENR 4.</b>	<b>RADIO NAVIGATION AIDS/ SYSTEM</b>	
ENR 4.1	Radio Navigation Aids - En-route	ENR 4.1 - 1
ENR 4.2	Special Navigation System	ENR 4.2 - 1
ENR 4.3	Global Navigation Satellite System (GNSS)	ENR 4.3 - 1
ENR 4.4	Name Code Designators For Significant Points	ENR 4.4 - 1
ENR 4.5	Aeronautical Ground Lights En-route	ENR 4.5 - 1
<b>ENR 5.</b>	<b>NAVIGATION WARNINGS</b>	
ENR 5.1	Prohibited, Restricted and Danger Areas	ENR 5.1 - 1
ENR 5.2	Military Exercise and Training Areas and Air Defence identification Zone (ADIZ)	ENR 5.2 - 1
ENR 5.3	Other Activities of a Dangerous Nature and Other Potential Hazards	ENR 5.3 - 1
ENR 5.4	Air Navigatton Obstacles	ENR 5.4 - 1
ENR 5.5	Aerial Sporting and Recreational Activities	ENR 5.5 - 1
ENR 5.6	Bird Migration and areas with Sensitive fauna	ENR 5.6 - 1
ENR 5.6.1	Bird Concentration on or in the Vicinity of Airports	ENR 5.6 - 1
	- Bird Strike Report Form	ENR 5.6 - 2

**ENR 6. EN-ROUTE CHARTS**

ENR 6.1	En-route Chart	ENR 6.1- 1
ENR 6.2	Air Traffic Services Airspace - Index Chart	ENR 6.2 - 1
ENR 6.3	Radio Facility Index Chart	ENR 6.3 - 1

- h) an aircraft able to use the landing area or desired airspace, at first in the normal course of its operation will be given priority except significant economic benefit would result for other aircraft by deferring this priority;

3.2. ***Training flight will be given the same priority as other flight except that;***

- a) flight operation in the normal traffic pattern will be given priority over flights desiring to operate in conflicting patterns for training purposes;
- b) when a training instrument approach is approved, priority will be given to that aircraft from the time it commences its final approach.

3.3. Notwithstanding Para 3.1 (h) during periods when all requirements for operation in a control zone or control area cannot be accommodated, priority will be given in the following order;

- a) regular public transport, military and charter aircraft;
- b) aircraft engaged in aerial work;
- c) private fixed wing aircraft;
- d) private rotor wing aircraft.

4. **Position Reporting**

- a) On routes defined by designated significant points, position reports shall be made when over, or as soon as possible after passing each designated compulsory reporting point.
- b) On routes not defined by designated significant points, position reports shall be made 30 minutes apart over some prominent geographical location or radio aid.
- c) Position reports nominating "ABEAM" a location must also include direction and distance abeam the locations. eg. 10 miles south abeam Lamidanda

4.1. ***Contents of position reports***

The position report shall contain the following elements of information:

- a) Aircraft identification;
- b) Position;
- c) Time;
- d) Flight Level or Altitude;
- e) Next position and time over; and
- f) Ensuing significant point.

*Note.— For VFR flights distance, flight level or altitude and the direction of flight concerned shall be included in position reports.*

5. **Flight Operation within Control Areas.**

5.1. ***General***

- a) All aircraft flying within Kathmandu FIR are required to operate along the approved routes and at the designated airports.

- 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. Expect 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); and
- d) automatically reporting pressure-altitude; and
- e) shall be authorized by the State of the Operator for operation in the airspace concerned.

- b) Call sign and type of aircraft;
- c) Point of Departure/destination;
- d) EOBT and ETA;
- e) Embarkation/disembarkation Site;
- f) Ceremonial details; and
- g) Any other pertinent information.

22.7. Message received from the VVIP on-board will be kept highly confidential and reported to the General Manager/ Airport Manager.

22.8. Nepal Oil Corporation shall prepare three samples of properly sealed fuel supplied to VVIP FLIGHT and deposit to the following, within two hours of refueling:

- a) Tribhuvan International Airport Civil Aviation Office / Concerned Civil Aviation office
- b) Director General of Army aviation mid air base, if refueled at Kathmandu.

*Note.– Airport Fire .Service remain on "Local Stand By" position and Airport Security Service shall remain on "Alert" when a VVIP FLIGHT is in progress.*

22.9. The following procedures shall be enforced at all Aerodromes/Airports in Nepal when a VVIP Flight is notified.

22.9.1. A NOTAM based on the schedule of the VVIP flight movement shall be issued in advance.

22.9.2. No aircraft except in emergency be allowed to land or depart from the aerodrome or operate in the aerodrome traffic circuit for the period specified in the NOTAM.

*Note.– The General Manager TIA/ concerned Civil Aviation Office may adjust the timing to ensure that there is no disturbances during ceremonial period at the airport. .*

#### 22.9.3. Controlled Airspace

Standard separation shall be provided in controlled airspaces. Vertical separation minimum shall be 1000 ft at all levels.

#### 22.9.4. Outside Controlled Airspace

No other aircraft shall be cleared to operate in the block of uncontrolled airspaces 1000 ft below and above the cruising level and 10 NM on either side of the intended route of the VVIP flight.

*Note.– However, the restrictions of Para 22.9.3 and 22.9.4 above will not be applicable when it is known that horizontal separation based on the current flight plans exist between the VVIP flight and other aircraft.*

## 23. Lights Signals

### 23.1. Visual Communications at Controlled Aerodromes

The following tables set out the details of visual and ground signals for the control of aerodrome traffic. The pilot-in-command of an aircraft operating on or in the vicinity of an aerodrome shall observe and comply with the ground and light signals.

### 23.2. LIGHT SIGNALS TO AIRCRAFT

LIGHT	FROM AERODROME CONTROL TO:		
	AIRCRAFT IN FLIGHT	AIRCRAFT ON GROUND	
Directed towards aircraft concerned	Steady Green	CLEARED TO LAND	CLEARED FOR TAKE – OFF
	Steady Red	GIVE WAY TO OTHER AIRCRAFT AND CONTINUE CIRCLING	STOP
	Series of Green Flashes	RETURN FOR LANDING	CLEARED TO TAXI
	Series of Red Flashes	AERODROME UNSAFE DO NOT LAND	TAXI CLEAR OF LANDING AREA
	Series of White Flashes	LAND AT THIS AERODROME AND PROCEED TO APRON	RETURN TO STARTING POINT ON THE AERODROME

♦ Clearance to land and to taxi will be given in due course.

### 23.3. GROUND SIGNALS TO AIRCRAFT

GROUND SIGNAL	POSITION DISPLAYED	MEANING
White cross	(i) Adjacent to windsock (ii) On maneuvering area	i) Aerodrome completely unserviceable ii) An area marked by a cross or crosses with the limits delineated by markers, is unfit for use by aircraft.

### 23.4. LIGHT SIGNALS TO VEHICLES LIGHT

SIGNAL	MEANING
Green flashes	Cleared to cross, proceed, go
Steady red	Stop immediately
Red flashes	Move off the landing area or taxiway and watch out for aircraft
White flashes	Return to starting point and report to the control tower

## ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION

### 1. Introduction

The airspace in the Kathmandu FIR (VNSM) has been classified in accordance with appendix -4 of ICAO Annex – 11.

### 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.

The requirements for the flight within each class of airspace are as shown in the following table.

Class	Type of Flight	Separation Provided	Service Provided	VMC visibility and distance from cloud minima	Speed limitation	Radio communication requirement	Subject to an ATC clearance
C	IFR	IFR from IFR IFR from VFR	Air traffic control service	Not applicable	Not applicable	Continuous two-way	Yes
	VFR	VFR from IFR	1) Air traffic control service for separation from IFR; 2) VFR/ VFR traffic information (and traffic avoidance advice on request)	8 km at and above 3050m (10000ft) AMSL 5 Km below 3050m (10000 FT) AMSL 1500 M horizontal; 300 M vertical distance from cloud	250 KT IAS below 3050 m (10000 FT) AMSL	Continuous two-way	Yes
G	IFR	Nil	Flight information service	Not applicable	250 KT IAS below 3050 m (10,000 ft.) AMSL	Continuous two-way	No
	VFR	Nil	Flight information Service	8Km at and above 3050 m (10000 ft.) AMSL 5 Km below 3050 m (10000 ft.) AMSL 1500 m horizontal; 300 m vertical distance from cloud. At and below 900 m (3000 ft.) AMSL or 300 m (1000 ft.) above terrain whichever is higher - 5 Km*, (1000 m for Helicopters) clear of cloud and in sight of ground or water	250 KT IAS below 3050 m (10000 ft) AMSL	Continuous two-way	No

\* Helicopters may be permitted to operate in less than 1500 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

*Note.– Classes of airspace A,B,D,E and F are not used in Kathmandu FIR*

## **ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES**

### **1 USE OF RADAR SURVEILLANCE SYSTEM IN THE AREA CONTROL SERVICE AND APPROACH CONTROL SERVICE**

#### **1.1 GENERAL PROVISIONS**

- 1.1.1 Radar Surveillance Service will be provided only for transponder equipped aircraft in radar covered airspace within Kathmandu Terminal Control Area (TMA), control zone (CTR) and in Airways.
- 1.1.2 Outside controlled airspace, only radar monitoring service will be provided to transponder equipped aircraft. Such service does not relieve the pilot-in-command of an aircraft of any responsibilities, including the final decision regarding any suggested alteration of the flight plan.
- 1.1.3 The aerodrome controller should be kept informed of the sequence of arriving aircraft, as well as any instructions and restrictions which have been issued to such aircraft in order to maintain separation after transfer of control to the aerodrome controller.
- 1.1.4 Prior to, or upon commencement of, vectoring for approach, the pilot will be advised of the type of approach as well as the runway to be used.
- 1.1.5 The controller will advise an aircraft being vectored for an instrument approach of its position at least once prior to commencement of final approach.
- 1.1.6 When giving distance information, the controller will specify the point or navigation aid to which the information refers.
- 1.1.7 The initial and intermediate approach phases of an approach executed under the direction of a controller comprise those parts of the approach from the time vectoring is initiated for the purpose of positioning the aircraft for a final approach, until the aircraft is on final approach and:
  - a) established on the final approach path of a pilot-interpreted aid; or
  - b) reports that it is able to complete a visual approach; or
  - c) ready to commence a surveillance radar approach; or
- 1.1.8 Aircraft vectored for final approach should be given a heading or a series of headings calculated to close with the final approach track. The final vector will enable the aircraft to be established in level flight on the final approach track prior to intercepting the specified path for radar approach is to be made, and should provide an intercept angle with the final approach track of 45 degrees or less.

**ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT (ATFM) AND  
AIR SPACE MANAGEMENT**

To be developed

## ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

1. Flight movement Message relating to traffic into or via Kathmandu FIR shall be addressed as stated below in order to warrant correct relay and delivery.

*Note.— Flight movement messages in this context comprise flight plan messages, amendment messages relating thereto and flight plan cancellation messages (PANS –ATM refers).*

Category of flights (IFR/VFR or both)	Route ( into or via FIR and/or TMA)	Message address
1	2	3
All flights	into or via Kathmandu FIR and, in addition, for flights into Kathmandu ACC into Kathmandu APP/ RADAR into Kathmandu Tower into TIA Kathmandu (ARO) into Pokhara into Nepalgunj into Biratnagar into Janakpur into Simara into Bharatpur into Bhairahawa into Dhangadhi into Chandragadhi into Surkhet	VNSMZQZX  VNKTZRZX VNKTZAZX VNKTZTZX VNKTZPZX VNPKZTZX VNNGZTZX VNVZTZX VNJPZTZX VNSIZTZX VNBZTZX VNBWZTZX VNDHZTZX VNCZTZX VNSKZTZX

## ENR 1.12 INTERCEPTION OF CIVIL AIRCRAFT

1. Nepal fully respects the provision of Non-use weapon against Civil Aircraft as per Article 3 bis (a) of Chicago Convention.
2. ATC Instructions to be followed by the aircraft in case the aircraft is intercepted.
3. The Nepalese registered aircraft or aircraft on lease being operated by the Nepalese person or the airlines, while operating in the airspace of foreign country, shall comply with the interception order issued by the authorized entity of such foreign country.
4. The pilot-in- command of a civil aircraft, when intercepted, shall comply with the Standards in Appendix 2, Sections 2 and 3, interpreting and responding to visual signals as specified in Appendix 1, Section 2, Civil Aviation Requirement for Rules of the Air (CAR - 2)

## ENR 2. AIR TRAFFIC SERVICES AIRSPACE

### ENR 2.1 FIR, TMA

Name Lateral limits Vertical limits Clash of airspace	Unit Providing Service	Call sign/ Languages Area and Conditions of use hours of service	Frequency/ Purpose	Remarks
1	2	3	4	5
<p><b>Kathmandu FIR (VNSM):-</b> All the airspace above an area bounded by the national boundary of Nepal is divided into two sectors, (a) Kathmandu Sector: - All Kathmandu FIR airspace to the East of 083° E longitude <u>UNL</u> <u>GND</u> (b) Nepalgunj Sector: -All Kathmandu FIR airspace to the west of 083° E Longitude, <u>UNL</u> <u>GND</u></p> <p>Class of Airspace: C - Within controlled Airspace (CTA) TMA, CTR, and Airways G - Outside controlled Airspace</p>	KATHMANDU ACC	Kathmandu Control/ENG 0025-2115**	Primary 126.5 MHZ Secondary 124.7 MHZ	<i>Primary 126.5 MHZ (Operating on offset-carrier mode)</i>  <i>Secondary 124.7 MHZ (Operating on offset-carrier mode)</i>
	Above F150 KATHMANDU ACC	Kathmandu Control/ENG 0025-2115**	Primary 126.5 MHZ Secondary 124.7 MHZ	1. -All A/C flying on L626 route and operating above FL150 shall establish two way communication with Kathmandu ACC. 2. All aircrafts at or below 13500 ft. in Nepalgunj sector shall establish two way communication with Nepalgunj Tower.
	At or below 13500 ft. Nepalgunj Tower	Nepalgunj Tower/ ENG 0015-1300***	Primary 118.3 MHZ	
	KATHMANDU RADIO	KATHMANDU RADIO 0025-2115**	Primary 6607 KHZ Secondary 2923 KHZ	.

\*\* From Nov 16 - Feb 15 (0025-2115) UTC : From Feb 16 - Nov 15 (2355 -2115) UTC

\*\*\* From Nov 16 - Feb 15 (0045-1215) UTC : From Feb 16 - Nov 15 (0015 -1300) UTC

**ENR 2.1.1 FIR, TMA**

Name/ Lateral limits/ Vertical limits/ class of airspace	Unit Providing Service	Call Sign/ Languages / Area and conditions of use/ Hours of service	Frequency/purpose	Remarks
1	2	3	4	5
<p><b>Katmandu TMA</b></p> <p>Lateral Limits: A circle, with a radius of 50 NM centered at Kathmandu VOR/DME (274025 N 0852055 E) and to the South along Kathmandu FIR boundary and to the North line joining coordinates 280819 N 0843402 E, 275017 N 0852253 E and 275454 N 0861454 E</p> <p style="text-align: center;"><u>FL 460</u> FL 210</p> <p>Class of Airspace: C</p>	Kathmandu ACC	Kathmandu Control/ENG 0025-2115**	Primary 126.5 MHZ (Operating in offset- carrier mode) Secondary 124.7 MHZ (Operating in offset- carrier mode)	
<p><b>Kathmandu TMA</b></p> <p>Lateral Limits: as above <u>FL 200</u> 7500ft AMSL</p> <p>Class of airspace : C</p>	Kathmandu Approach	Kathmandu Approach /ENG 0025-2115**	Primary 120.6 MHZ Secondary 125.1 MHZ	
<p><b>Nepalgunj TMA</b></p> <p>Lateral Limits: FIR Boundary to the South and arc of a circle of 20 NM radius plus an area enclosed by R050 to FIR Boundary to the South up to 30 NM.</p> <p style="text-align: center;"><u>13500ft AMSL</u> 3000ft AMSL</p> <p>Class of airspace : C</p>	Nepalgunj Tower	Nepalgunj Tower/ ENG 0015-1300***	Primary 118.3 MHZ	

\*\* From Nov 16 - Feb 15 (0025-2115) UTC : From Feb 16 - Nov 15 (2355 -2115) UTC

\*\*\* From Nov 16 - Feb 15 (0045-1215) UTC : From Feb 16 - Nov 15 (0015 -1300) UTC

**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 <sup>1/2</sup>	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 <sup>1/2</sup>	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 Kathmandu ACC 126.5 MHZ
MUNAL	270	Left	230	10500ft – FL190	1	Kathmandu APP 120.6, 125.1 MHZ Kathmandu ACC 126.5 MHZ
DANFE	140	Left	230	10500ft – FL190	1	Kathmandu APP 120.6, 125.1 MHZ Kathmandu ACC 126.5 MHZ

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

**ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND ADIZ**

To be developed

**ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND  
OTHER POTENTIAL HAZARD****5.3-1 Information on Radiosonde Balloon**

**A white colour Radiosonde Balloon will be released From Tribhuvan University, Kirtipur Area with the following Details.**

<b>Take of Point Coordinates/Elevation</b>	<b>Vertical Limit</b>	<b>Advisory Measures</b>	<b>Authority Responsible of INFO</b>	<b>Remarks</b>
274104N 0851732 E / 4500 ft. AMSL	98500 ft.	Radiosonde/Upperwind radio observations  MAX LEN : N/A  MAX WT : 1650g  Diameter : 130cm  MAX ROC : 13-23ft/sec	Department of Hydrology and Meteorology	Daily 0000 – 0230 UTC  (The Balloon may rise up to the height 98500 ft. and can lasts up to 2.5 hours)

**ENR 5.4 AIR NAVIGATION OBSTACLES**

To be developed.

**ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES**

<b>Designation and Lateral limits</b>	<b>Vertical limits</b>	<b>Operator/User Tel Nr.</b>	<b>Remarks and Time of ACT</b>
<b>PARAGLIDING ZONE</b> <b>Bandipur, Gorkha</b> 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 5.5-4
<b>PARAGLIDING TRAINING ZONE</b> <b>Sowrek, Syangja</b> 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 5.5-5
<b>PARAGLIDING ZONE</b> <b>Bishankhu Narayan VDC, Lalitpur</b> 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 5.5-6
<b>LAUREK AIRSTRIP ULTRALIGHT TRAINING AREA,</b> <b>Laurek, Pokhara</b>  <b>THR A</b> 28 ° 14' 31.6" N, 083 ° 53' 03.0" E  <b>THR B</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 5.5-7
<b>LAFSIFEDI PARAGLIDING ZONE,</b> <b>Kathmandu</b> 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 5.5-8 and 5.5-9
<b>PARAGLIDING ZONE</b> <b>Sarankot, Toripani, Mandredhunga, Pokhara</b> 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"N E 28°15'32.6"N 083°56 '36.5"E F 28°15'45.7"N 083°55 '33.7"N 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 5.5-10

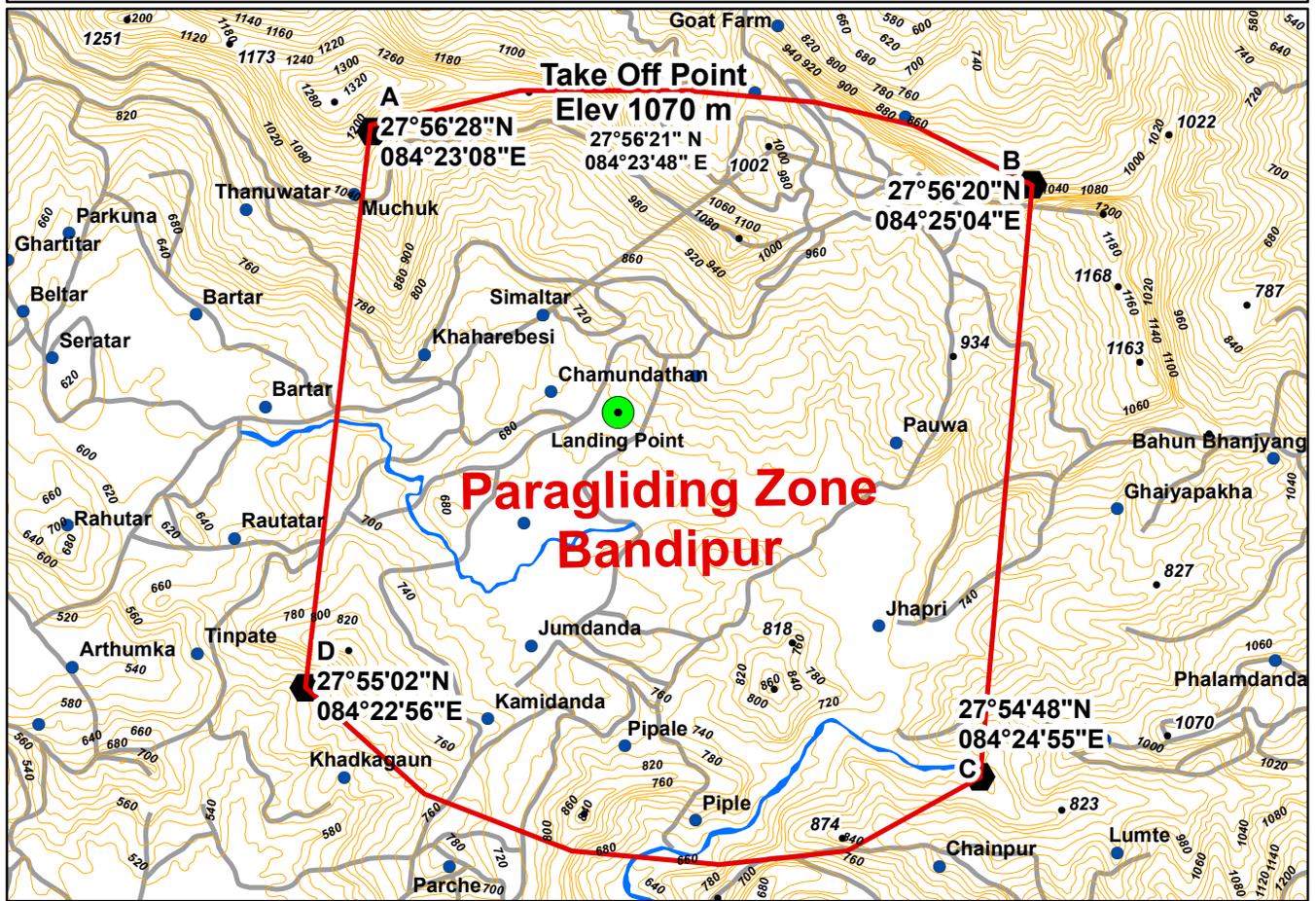
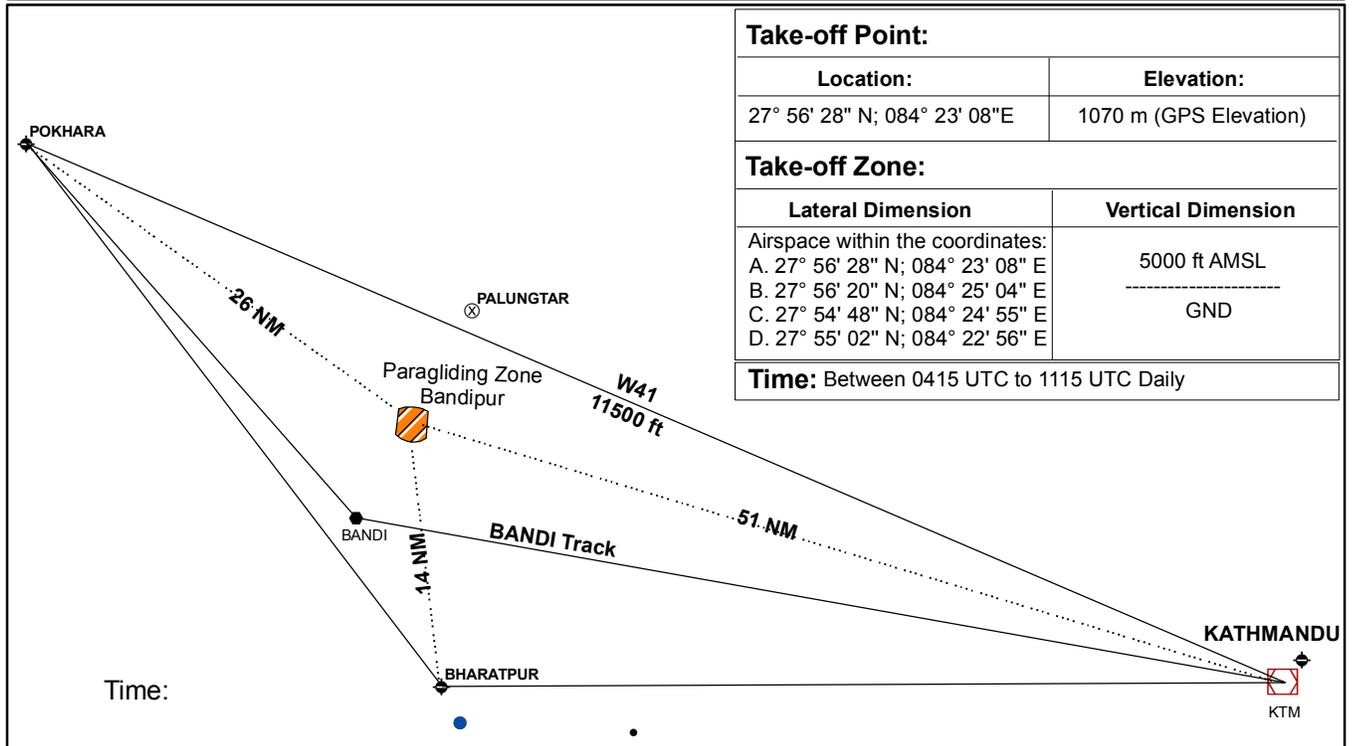
<p><b>PARAGLIDING ZONE-A</b> <b>Dharan, Sunsari</b> A 26° 52' 29.94" N; 087° 18' 15.37" E B 26° 51' 29.25" N; 087° 20' 11.69" E C 26° 48' 54.57" N; 087° 17' 36.71" E D 26° 49' 18.73" N; 087° 16' 49.61" E</p>	<p>4500 ft. AMSL GND</p>		<p>BTN Sunrise to sunset Daily, See the Paragliding Zone Chart for details ENR 5.5-11 <b>Take-off point:</b> 26° 51' 06.94" N; 087° 18' 40.26" E, Altitude 4002ft. <b>Landing point:</b> 26° 49' 30.79" N; 087° 17' 38.96" E, Altitude 787ft.</p>
<p><b>PARAGLIDING ZONE-B Dharan, Sunsari</b> 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</p>	<p>4000 ft. AMSL GND</p>		<p>BTN Sunrise to sunset Daily, See the Paragliding Zone Chart for details ENR 5.5-11 <b>Take-off point:</b> 26° 50' 16.36" N; 087° 16' 25.73" E, Altitude 2591ft. <b>Landing point:</b> 26° 49' 12.53" N; 087° 14' 46.50" E, Altitude 1345ft.</p>
<p><b>SURKHETGADHI PARAGLIDING ZONE</b> <b>Surkhet</b> 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</p>	<p>4000 ft. AMSL GND</p>		<p>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</p>
<p><b>ULTRA-LIGHT ROUTES</b> <b>Pokhara, Kaski</b></p> <p>FEWA VNP-K-SARANGKOT-FEWA-VNP-K</p> <p>FISHTAIL-1 VNP-K-SARANGKOT-GHACHOK-KASKIKOT-FEWA-VNP-K</p> <p>FISHTAIL-2 VNP-K-ARBA-GHACHOK-KASKIKOT-FEWA-VNP-K</p> <p>ANNAPURNA-1 VNP-K-SARANGKOT-TARA HILL TOP-KORCHUN-CHHOMRONG-KASKIKOT-FEWA-VNP-K</p> <p>ANNAPURNA-2 VNP-K-ARBA-TARA HILL TOP-KORCHUN-CHHOMRONG-KASKIKOT-FEWA-VNP-K</p>	<p>FEWA 4000 ft. AMSL GND</p> <p>FISHTAIL-1 8000 ft. AMSL GND</p> <p>FISHTAIL-2 8000 ft. AMSL GND</p> <p>ANNAPURNA – 1 10500 ft. AMSL GND</p> <p>ANNAPURNA – 2 10500 ft. AMSL GND</p>		<p><b>Coordinates</b></p> <p>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 T OP 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</p> <p><b>Bearing/Distance from ARP Pokhara</b></p> <p>FEWA 265<sup>0</sup>/2.5 NM SARANGKOT 327<sup>0</sup>/3.2 NM ARBA 056<sup>0</sup>/3.5 NM KASKIKOT 316<sup>0</sup>/5.5 NM GHACHOK 343<sup>0</sup>/8.0 NM TARA HILL T OP 023<sup>0</sup>/10.8 NM KORCHUN 348<sup>0</sup>/11.7 NM CHHOMRONG 326<sup>0</sup>/15.5 NM For Ultra-light Details see ENR 5.5-12</p>
<p><b>PARAGLIDING ZONE, Tumlingtar, Sankhuweasabha</b></p> <p><b>Take-off Point:</b> 27° 26' 41.335" N; 087° 12' 57.6000" E</p> <p><b>Landing Point :</b> 27° 23' 36.456" N; 087° 12' 02.662" E</p> <p><b>ARP :</b> 27° 19' 02.000" N; 087° 11' 43.000" E</p> <p><b>Boundary Points Lateral Limit</b> A 27° 26' 46.992" N; 087° 14' 10.153" E B 27° 27' 16.242" N; 087° 11' 56.171" E C 27° 22' 56.898" N; 087° 13' 00.409" E D 27° 23' 36.451" N; 087° 10' 49.866" E</p>	<p>1000 ft. AMSL GND</p>		<p>Elevation of Take-off Point: 6200 ft. Elevation of Landing Point: 3200 ft. See the paragliding Zone Chart for details ENR 5.5-13</p>

<p><b>BELKHA PARAGLIDING ZONE,</b> <b>Udhayapur.</b></p> <p><b>Take-off Point Belkha :</b> 26° 51' 24.54" N; 087° 08' 16.14" E</p> <p><b>Landing Point Koshikinar (Main) :</b> 26° 50' 49.22" N; 087° 08' 48.57" E</p> <p><b>Belkha Landing Site (Alternate)</b> 26° 50' 55.60" N; 087° 08' 45.77" E</p> <p><b>Boundary Points Lateral Limit</b> 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><b>Remarks:</b></p> <ol style="list-style-type: none"> <li>1. Paragliding Zone lies within R343- R346 and 22 DME-25 DME from 'BRT' VOR/DME</li> <li>2. Time of operation : Sunrise to Sunset during VMC</li> <li>3. Prior coordination with Biratnagar Tower shall be needed before commencing the Paragliding training activities.</li> </ol> <p>See the paragliding Zone Chart for details ENR 5.5-14</p>
<p><b>DHARAN PARAGLIDING TRAINING ZONE,</b> <b>Dharan</b></p> <p><b>Take-off Point Dharan :</b> 26° 51' 06.94" N; 087° 18' 40.26" E</p> <p><b>Landing Point Dharan (Main) :</b> 26° 45' 30.79" N; 087° 17' 38.96" E</p> <p><b>Landing Point Uurlabari, Morang (Alternate) :</b> 26° 45' 30.99" N; 087° 40' 10.71" E</p> <p><b>Boundary Points Lateral Limit</b> 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. Elevation of Landing Point Uurlabari, Moring (Alternate) : 375 ft.</p> <p><b>Remarks</b></p> <ol style="list-style-type: none"> <li>1. Training Paragliding Zone lies within R004-R058 and 21 DME - 32 DME from 'BRT' VOR/DME</li> <li>2. Time of Training Operation : Sunrise to Sunset during VMC</li> <li>3. Prior coordination with Biratnagar Tower shall be needed before commencing the Paragliding training activities.</li> </ol> <p>See the paragliding Zone Chart for details ENR 5.5-15</p>
<p><b>PARAGLIDING ZONE</b> <b>Suryachaur, Sivapuri, Nuwakot</b></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</p> <p><b>Radial/Dis. From KTM</b> 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><b>Take off point :</b> 27°49'24.9377"N; 085°18'36.9133"E</p> <p><b>Landing Point :</b> 27°50'47.7888"N; 085°18'05.4223"E</p> <p>See the paragliding Zone Chart for details ENR 5.5-16</p>
<p><b>PARAGLIDING ZONE</b> <b>Tistung, Makwanpur</b></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</p> <p><b>Radial/Dis. From KTM</b> 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><b>Take off point :</b> 27°42'54.49"N; 085°04'39.58"E</p> <p><b>Landing Point :</b> 27°42'53.78"N; 085°03'07.27"E</p> <p>See the paragliding Zone Chart for details ENR 5.5-17</p>

**Note :-**

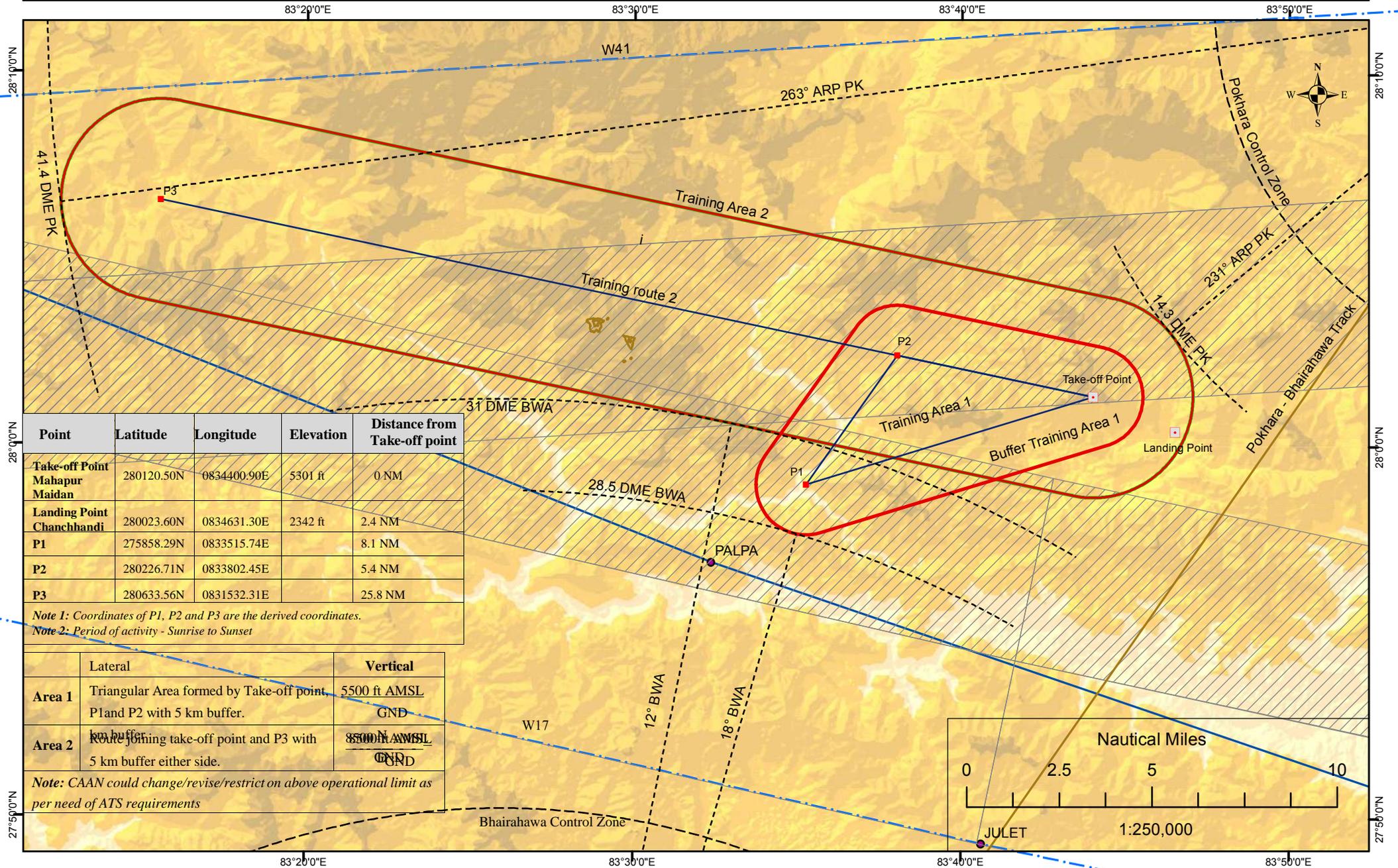
1. A prior permission from Tribhuvan International Airport Civil Aviation Office is required for each flight before starting the operation at Lalitpur.
2. Paragliding company must coordinate with Pokhara Tower before starting the operation at Pokhara, Bandipur and Sirkot.
3. Pilots to exercise caution 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 Dharn, 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



Note: - 1. Paraglide company must coordinate with Pokhara Tower before starting the operation.  
2. Pilots to exercise caution while flying over that area.

**Paragliding Training Zone, Sworek Syangja**



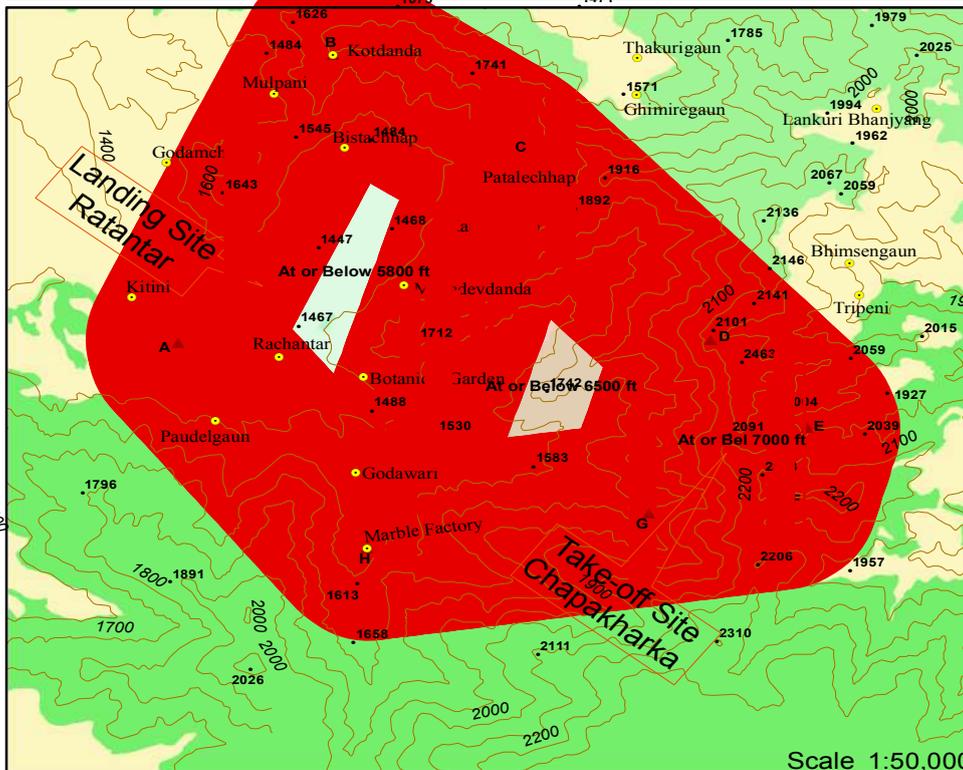
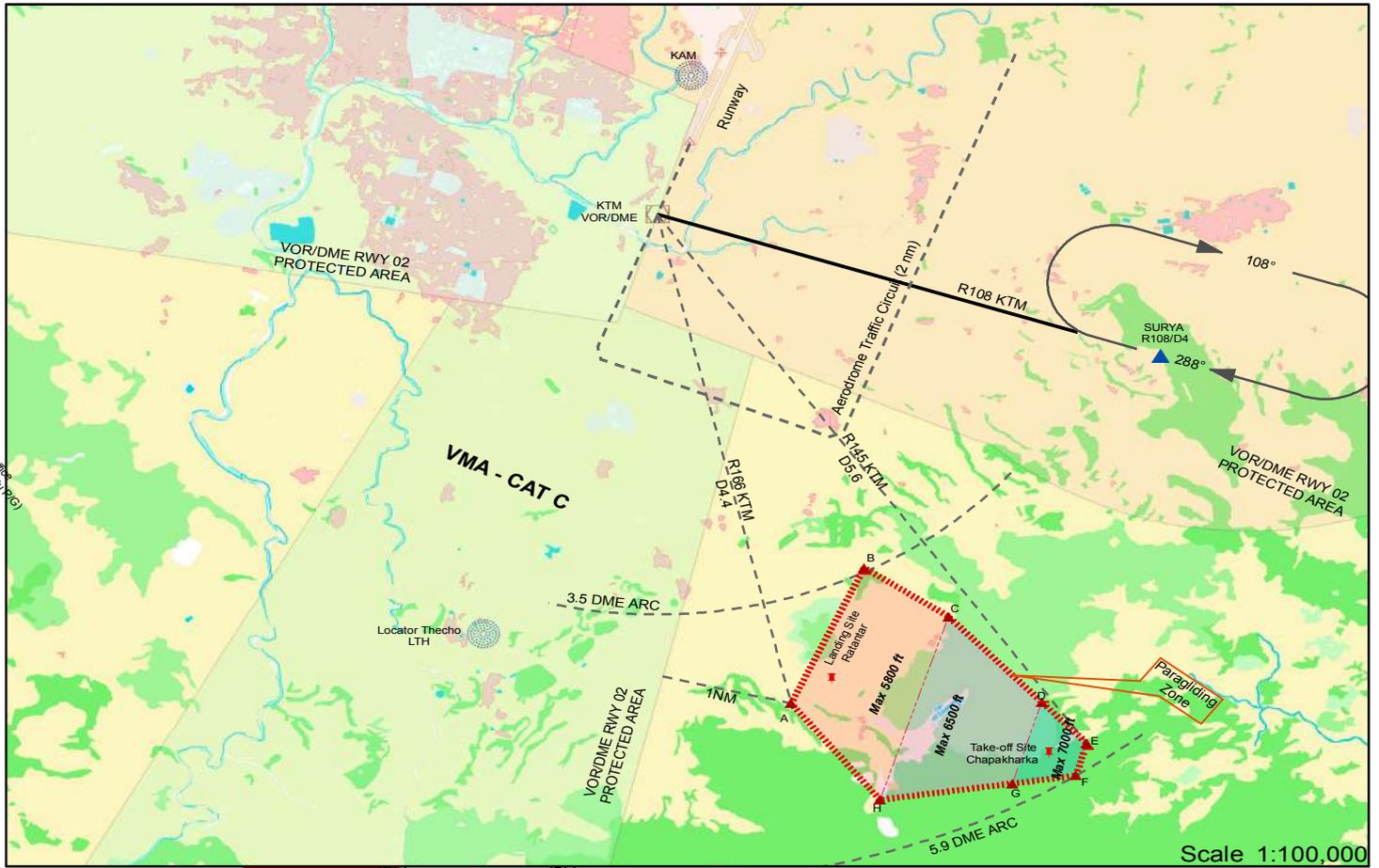
Point	Latitude	Longitude	Elevation	Distance from Take-off point
Take-off Point Mahapur Maidan	280120.50N	0834400.90E	5301 ft	0 NM
Landing Point Chanchhandi	280023.60N	0834631.30E	2342 ft	2.4 NM
P1	275858.29N	0833515.74E		8.1 NM
P2	280226.71N	0833802.45E		5.4 NM
P3	280633.56N	0831532.31E		25.8 NM

Note 1: Coordinates of P1, P2 and P3 are the derived coordinates.  
 Note 2: Period of activity - Sunrise to Sunset

	Lateral	Vertical
Area 1	Triangular Area formed by Take-off point, P1 and P2 with 5 km buffer.	5500 ft AMSL GND
Area 2	Route joining take-off point and P3 with 5 km buffer either side.	8500 ft AMSL GND

Note: CAAN could change/revise/restrict on above operational limit as per need of ATS requirements

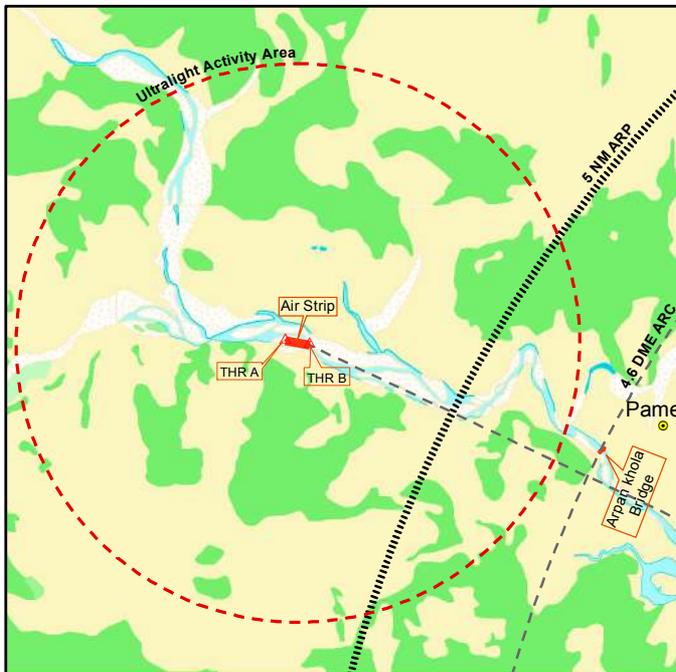
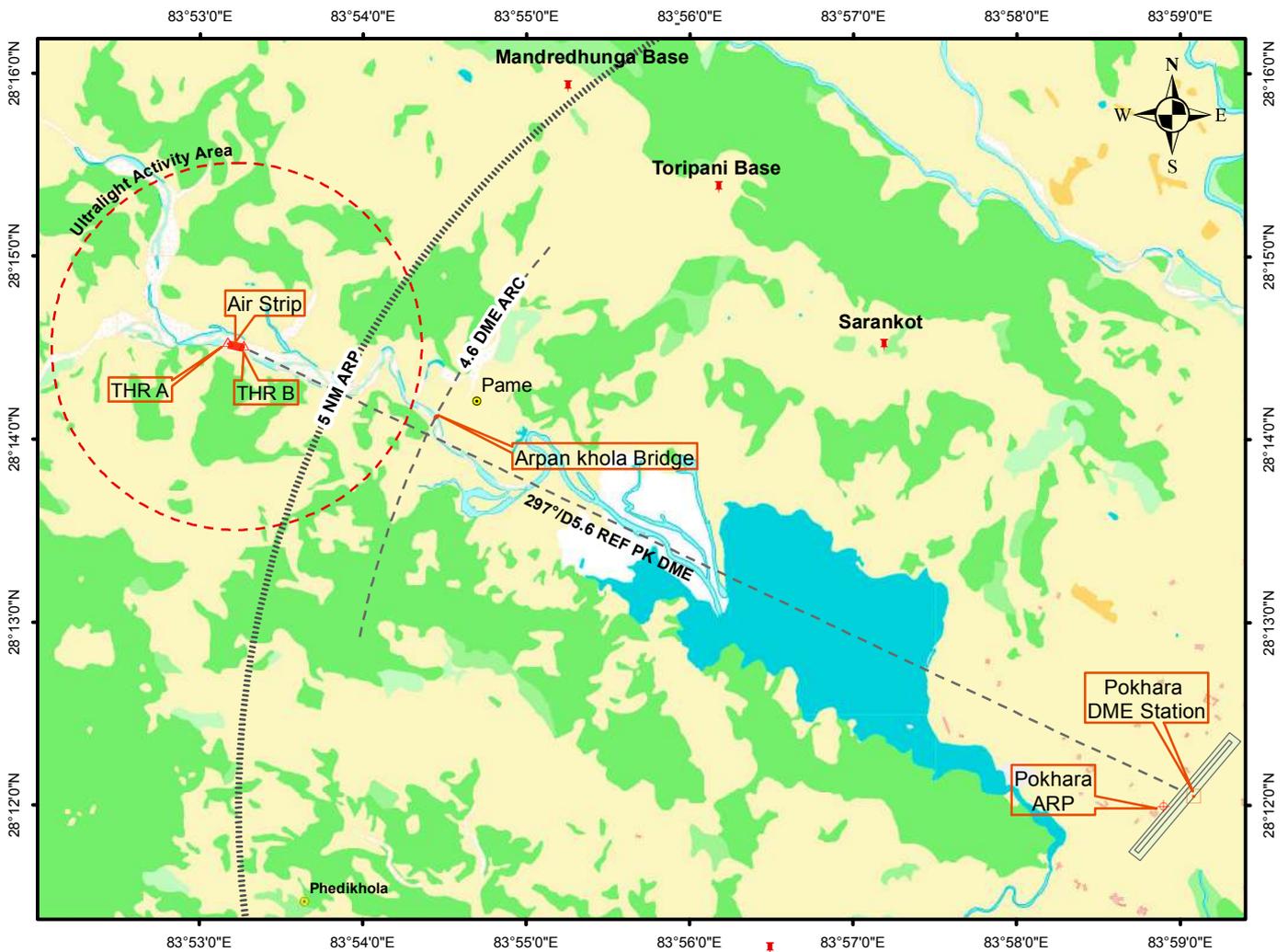
Paragliding Zone  
Bishankhu Narayan VDC, Lalitpur



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

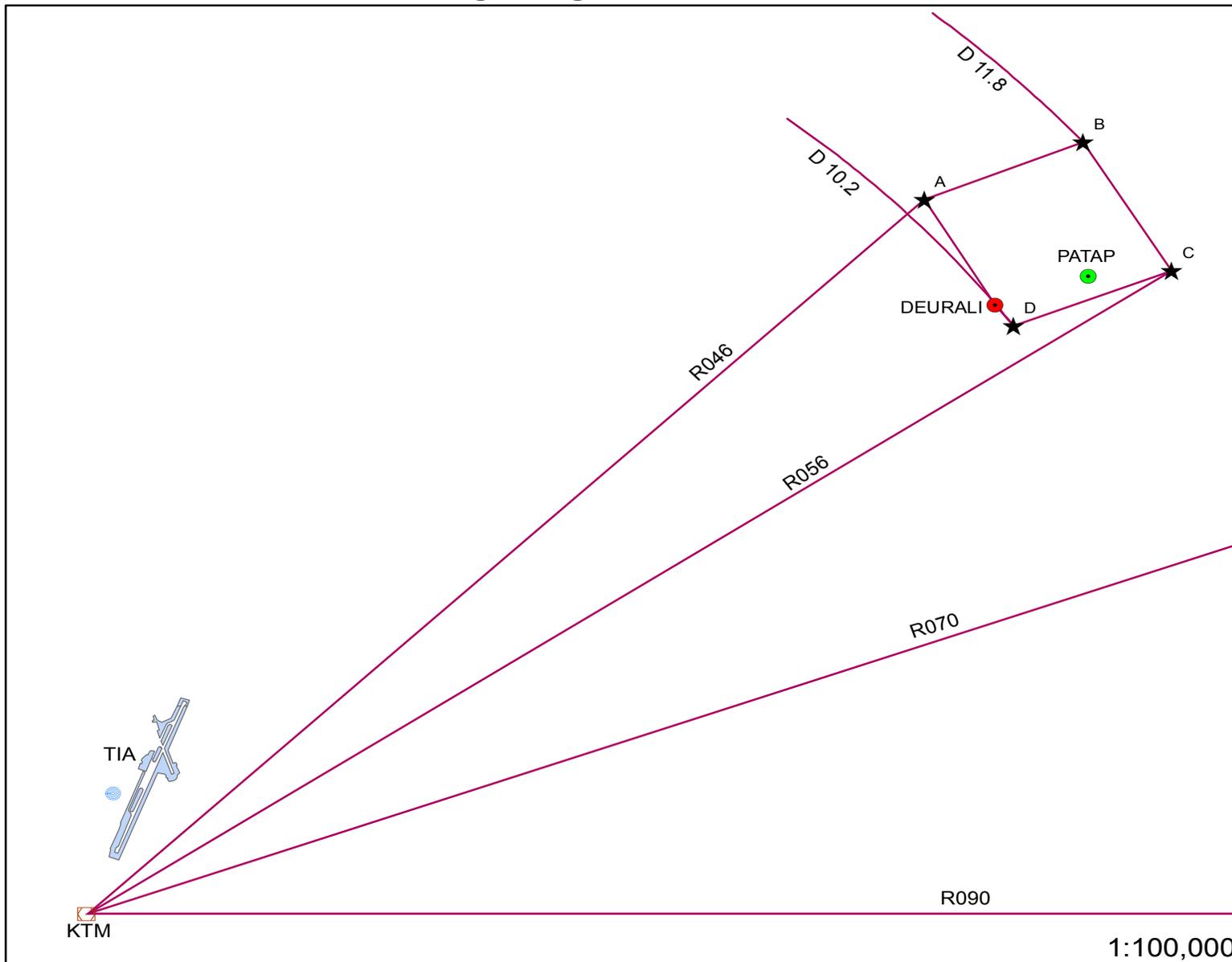


<b>LAUREK AIRSTRIP</b>	<b>THR A</b>	<b>28° 14' 31.6" N 083° 53' 03.0" E</b>
	<b>THR B</b>	<b>28° 14' 30.6" N 083° 53' 08.9" E</b>
<b>TRAINING ZONE</b>	<b>Lateral Dimension</b>	<b>1 NM circle from the mid-point of LAUREK AIRSTRIP.</b>
	<b>Vertical Dimension</b>	<b>4500 ft AMSL GND</b>
<b>Ultralight training flights shall strictly remain to the west of Harpan Khola Bridge to separate from the Paragliding flights.</b>		

1:50,000

Scale - 1:70,000

## Lafsifedi Paragliding Zone, Kathmandu



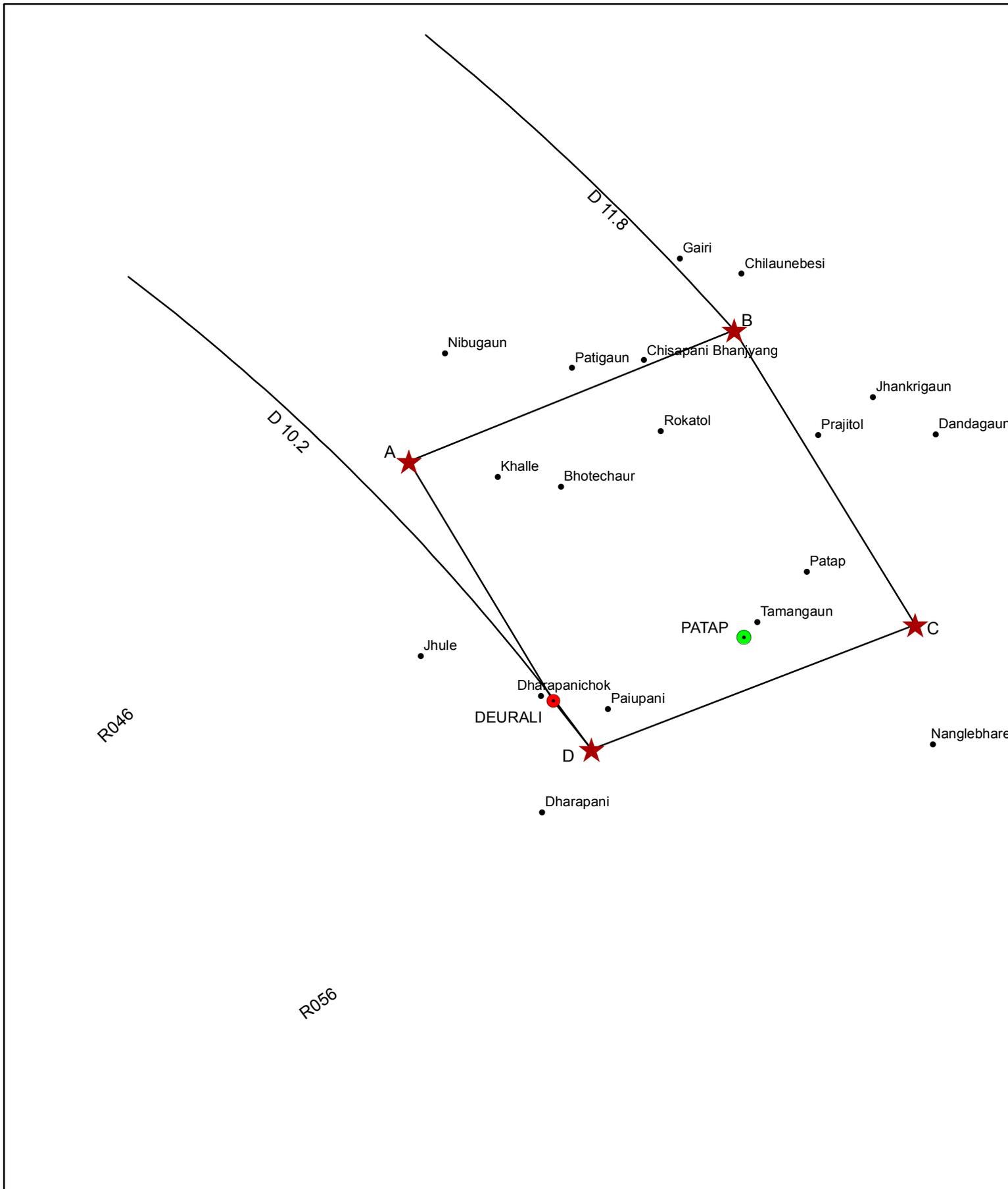
	Elevation (ft)	Coordinates		Vertical Limit	Boundary Points	WGS84 Coordinates	BRG/DIST from KTM
Take-off Site: Deurali	6254 ft	27°46'30.4" N	85°30'07.4" E	6000 ft AMSL* GND	A	27° 47' 34.77" N 085° 29' 25.60" E	046°/10.4 NM
Landing Site: Patap (Main)	4475 ft	27°46'46.9" N	85°31'03.9" E		B	27° 48' 08.68" 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
					D	27° 46' 17.38" N 085° 30' 18.47" E	052°/10.2 NM

\* Except during lunch.

**Note:**

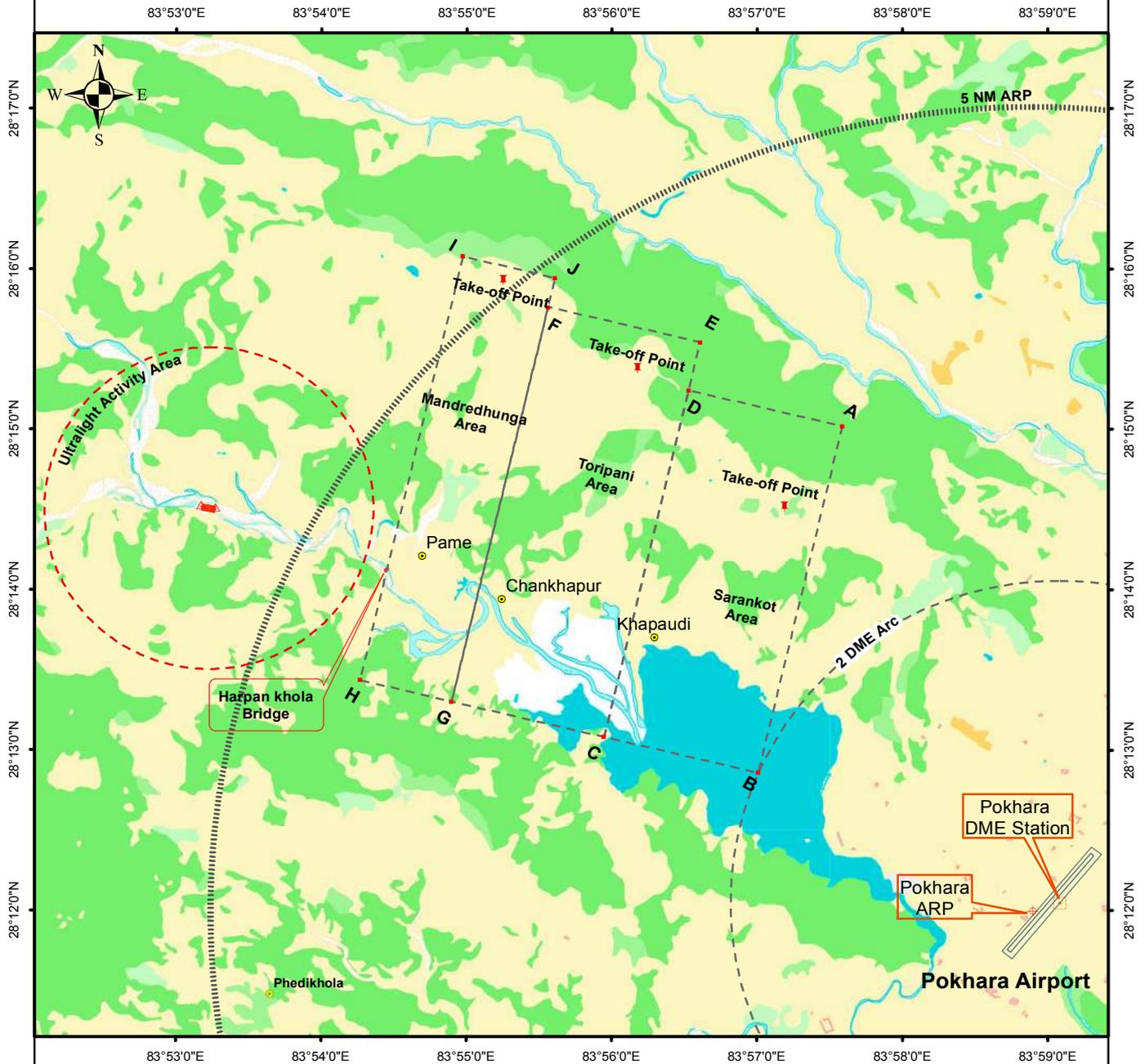
1. Paragliding Company should acquire prior permission from TIA Civil Aviation Office before conducting the Paragliding Operation.
2. Paragliding activities shall be conducted strictly during the VMC conditions.
3. Paragliding Zone lies within R046 – R056 and 10.2 DME – 11.8 DME.

### Lafsifedi Paragliding Zone with Some Visual References



1:40,000

# Paragliding Zone - Sarankot, Toripani, Mandredhunga (Pokhara)

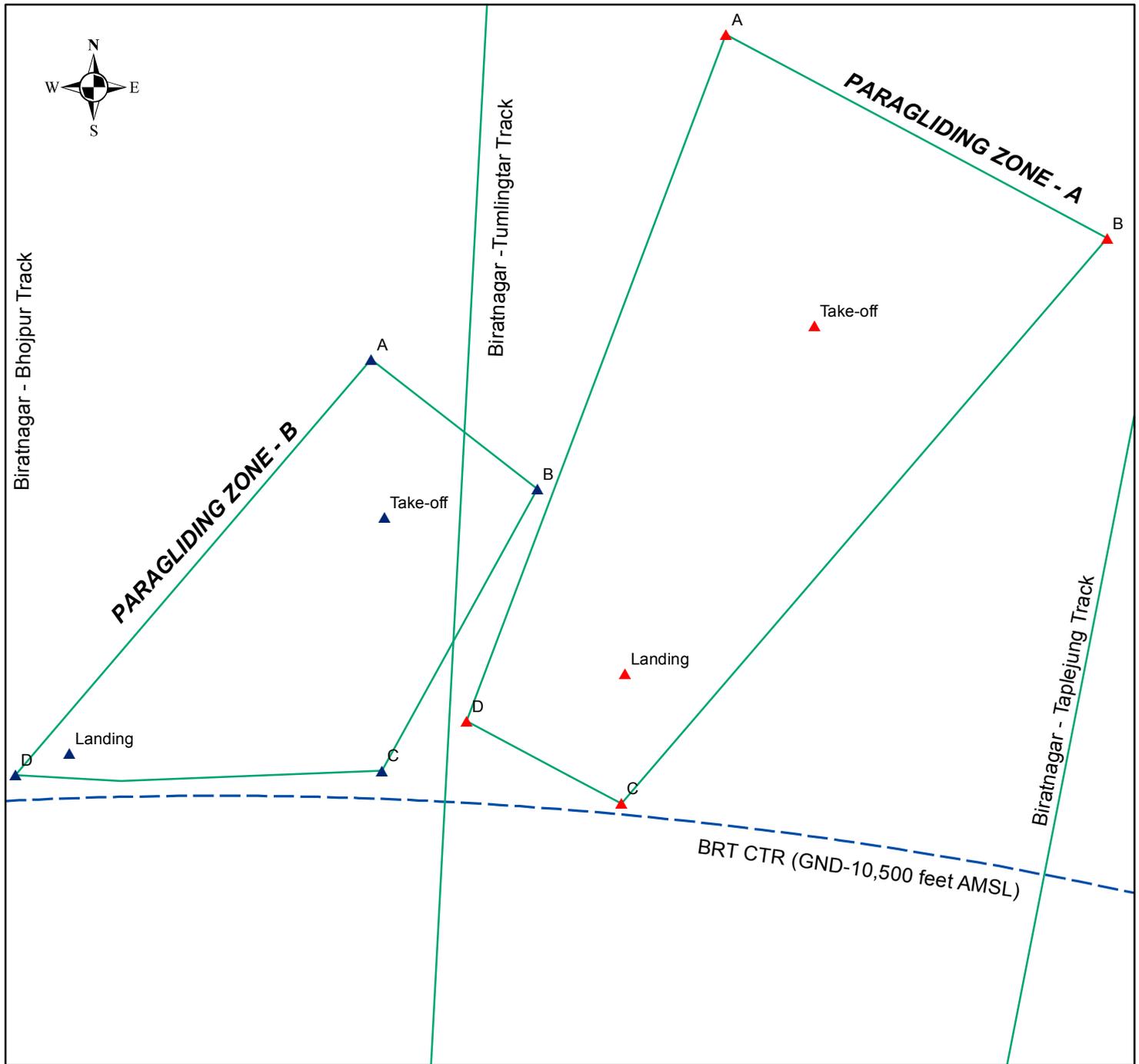


Paragliding Area	Take-off Points		Boundary Points	Lateral Limit		Vertical Limit
	Latitude	Longitude		Latitude	Longitude	
Sarankot	28°14'31.5\"N	083°57'03.8\"E	A	28°15'01.2\"N	083°57'35.2\"E	
			B	28°12'51.5\"N	083°57'00.5\"E	7000 ft AMSL
			C	28°13'04.9\"N	083°55'56.8\"E	GND
			D	28°15'14.6\"N	083°56'31.7\"E	
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
Mandredhunga	28°15'56.4\"N	083°55'07.7\"E	G	28°13'18.1\"N	083°54'53.8\"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	

**Note:**  
 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  
PARAGLIDING ZONE - B, DHARAN

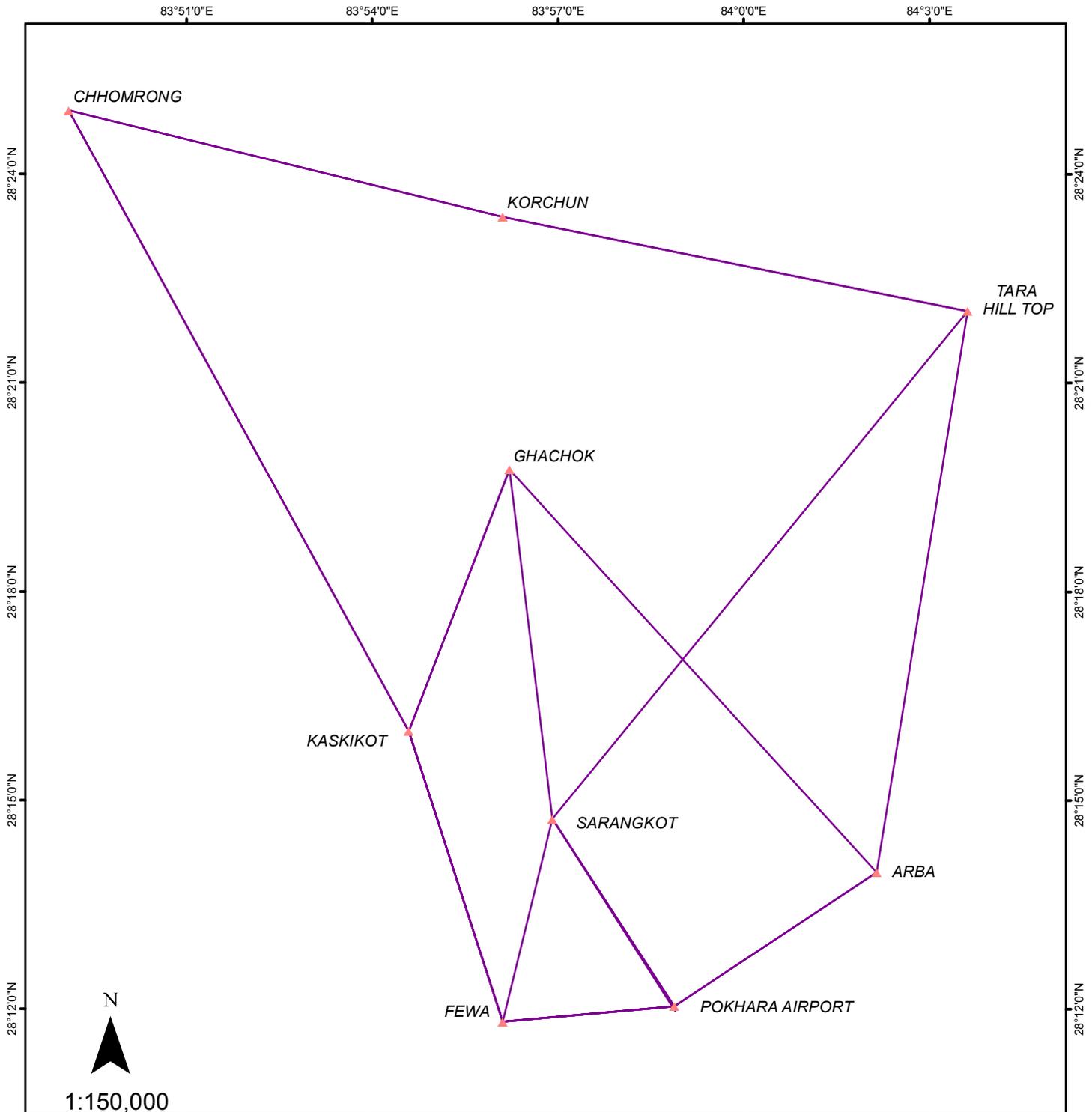


1:50,000

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	

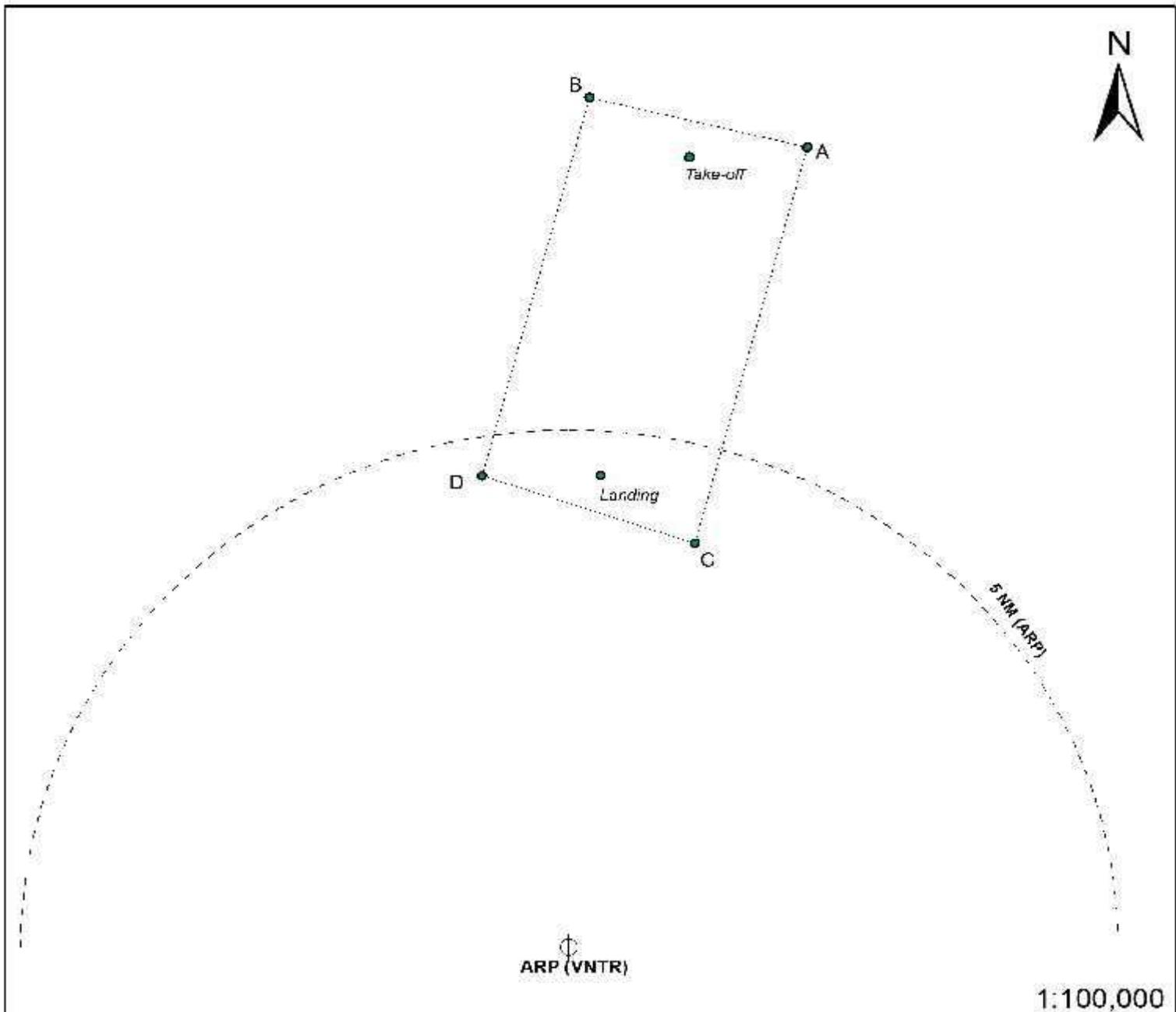
## ULTRA-LIGHT ROUTES Pokhara Airport



**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.

# Paragliding Zone, Tumlingtar

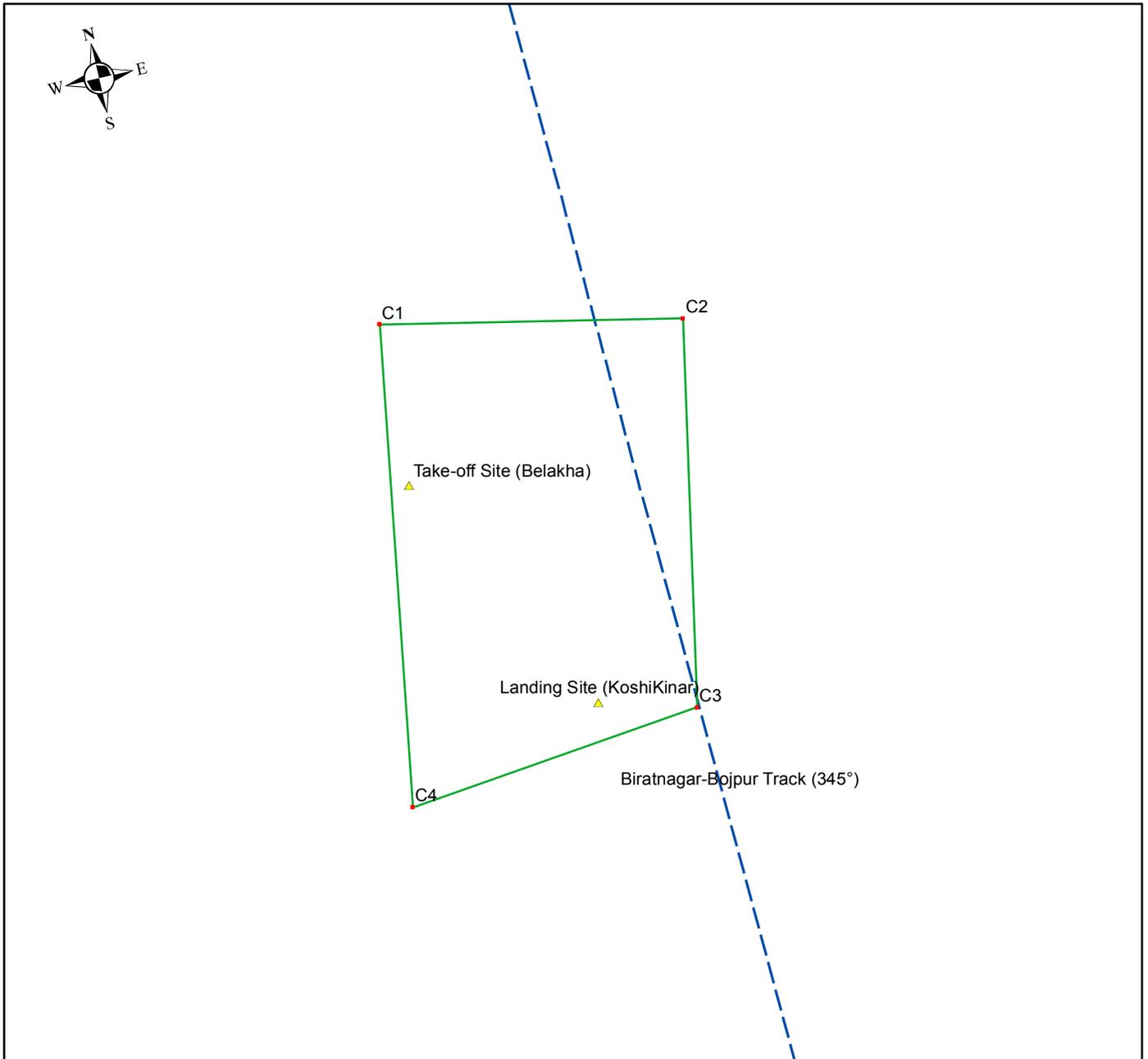


Points	latitude	Longitude	Elevation	Vertical Limit
Take-off	27°26' 41.335"N	87°12'57.600" E	6,200 feet	1000 feet
Landing	27°23' 36.456"N	87°12' 2.662"E	3,200 feet	GND
ARP	27°19' 02.000"N	87°11' 43.000"E		

### Boundary Points for Lateral Limit

	A	B	C	D
Latitude	27°26' 46.992"N	27°27' 16.242"N	27°22' 56.898"N	27°23' 36.451"N
Longitude	87°14' 10.153"E	87°11' 56.171"E	87°13' 0.409"E	87°10' 49.866"E

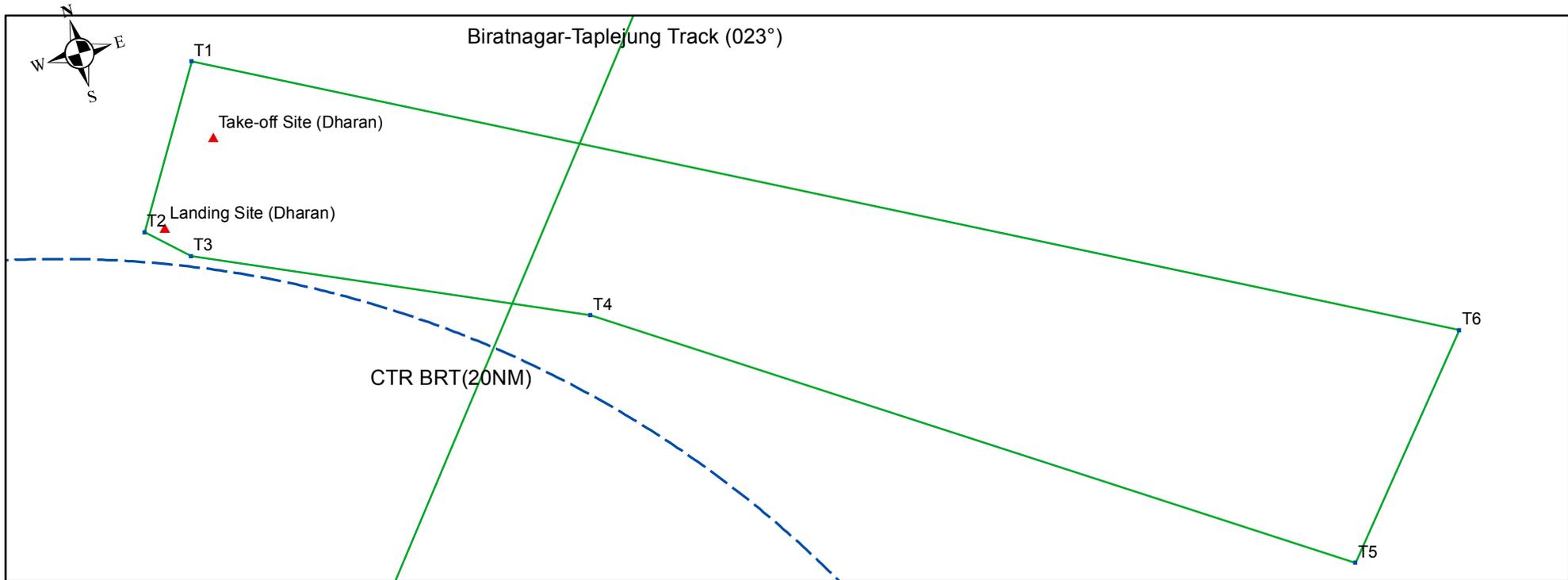
BELAKHA Paragliding Zone, Udhayapur



BELAKHA Paragliding Zone, Udhayapur				
Point Name	Latitude	Longitude	Elevation(ft)	Vertical Limit
Take-off (Belakha)	26° 51' 24.54" N	087° 08' 16.14" E	1450	2000 ft AMSL GND
Landing (Koshikinar)	26° 50' 49.22" N	087° 08' 48.57" E	178	
Boundry Points	Lateral Limit			
	Latitude	Longitude		
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				

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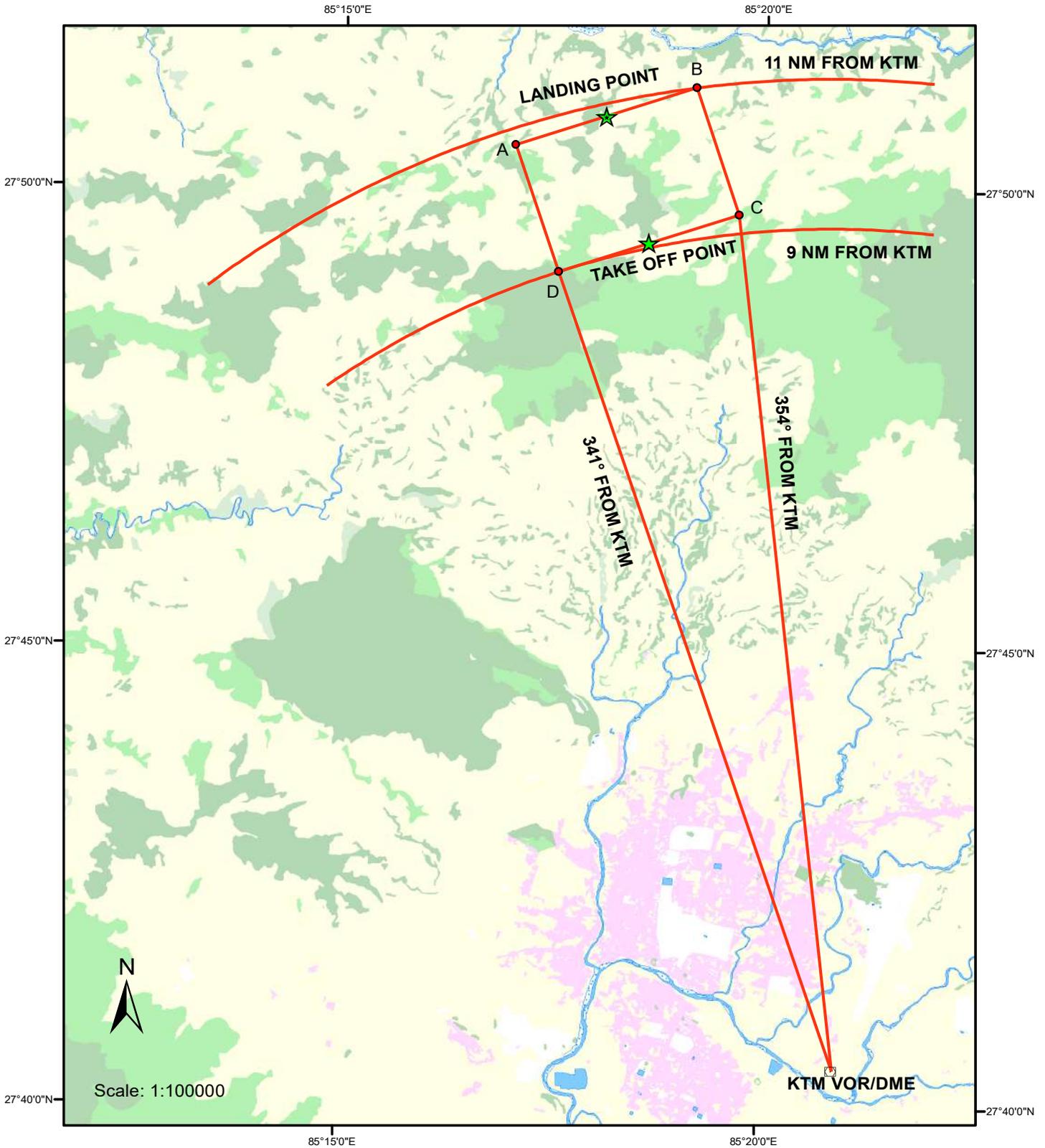
**DHARAN PARAGLIDING TRAINING ZONE**



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	
Boundry 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		
T5	26° 42' 53.66" N	087° 41' 27.49" E		
T6	26° 47' 1.32" N	087° 43' 41.07" 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.				

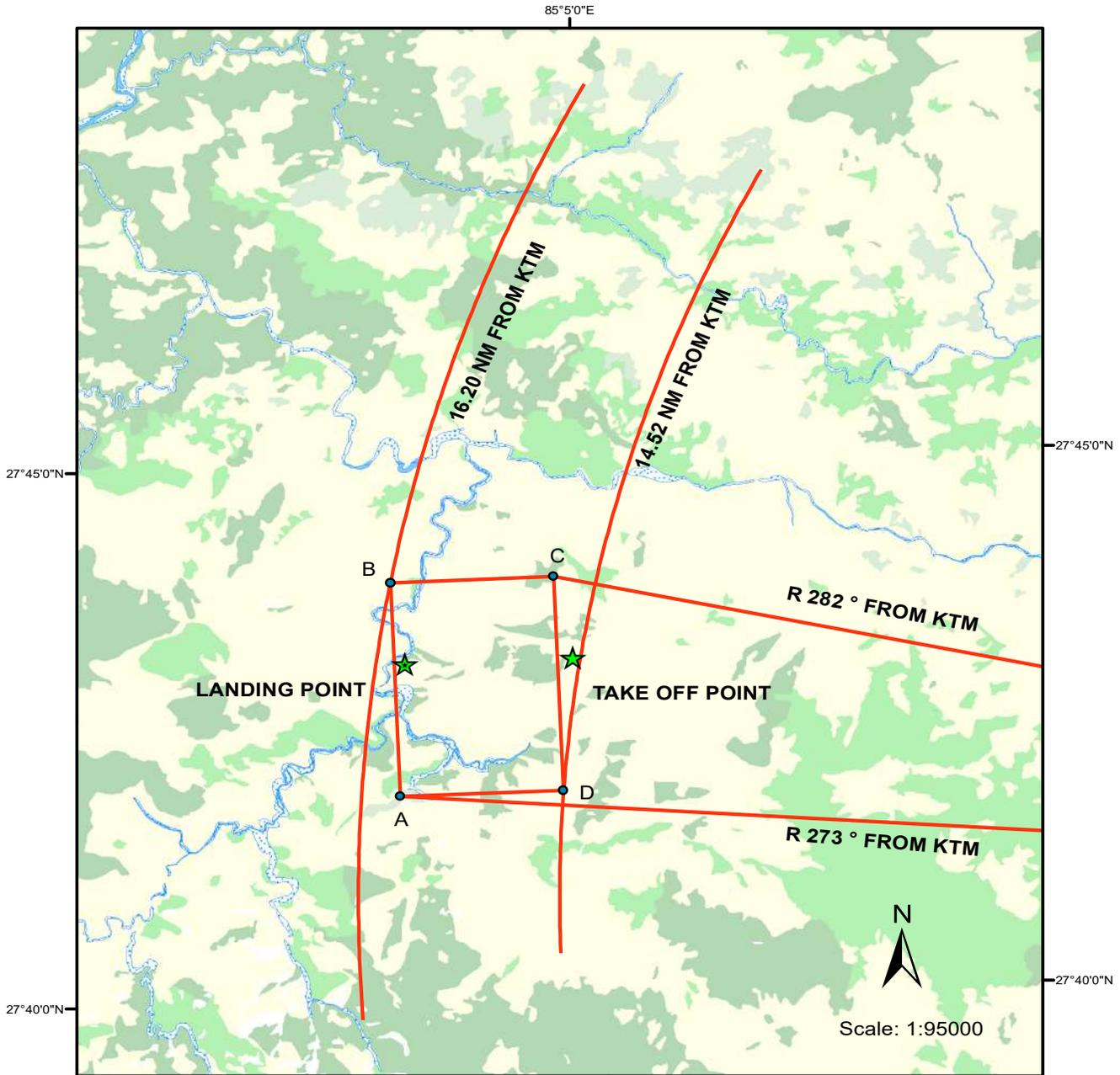
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**PARAGLIDING ZONE : SURYACHAUR SIVAPURI, NUWAKOT**



ID	Latitude	Longitude	Vertical limit
Take off point	27°49'24.9377"N	085°18'36.9133"E	Below 6500 ft
Landing Point	27°50'47.7888"N	085°18'05.4223"E	AMSL/GND
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	27°42'54.49"N	085°04'39.58"E	Below
Landing Point	27°42'53.78"N	085°03'07.27"E	5000ftAMSL /GND
Lateral Limit			
Boundary Point	Latitude	Longitude	Radial/Dis. From KTM
Point A	27°41'53.7108"N	085°03'07.8624"E	273.00°/15.88 NM
Point B	27°43'53.85"N	085°03'06.6816"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°04'40.15"E	273.92°/14.52 NM

## **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 STRIKE REPORT"
- 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 extent whereby pilots would have to take evasive action had such an action been possible.

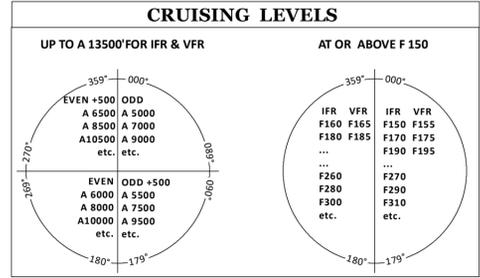
Pilots should report all bird strikes and "near misses" to Director General, CAAN or ATS units concerned by completing the Bird Strike Report form.

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

# NEPAL EN-ROUTE CHART

SCALE 1:1250000  
(Consult current NOTAMs for latest information)

RADIO COMMUNICATION FREQUENCY		
1 Kathmandu	121.9 MHz	18 Lamidanda (VNLD)
GND	120.150MHz	19 Lukla (VNLU)
TWR	118.1/118.5 MHz	20 Mahedranagar (VNMN)
ACC	126.5/124.7 MHz	21 Manang (VNMN)
APP	120.6/125.1MHz	22 Meghauli (VNMG)
ATIS	127 MHz	23 Nepalgunj (VNGG)
2 Baglung(VNBL)	123.95MHz	24 Phaplu (VNPL)
3 Bajhang (VNBG)	122.5 MHz	25 Pokhara (VNPB)
4 Bajura (VNBH)	122.5 MHz	26 Rajbiraj (VNBH)
5 Bharahawa (VNBW)	122.5 MHz	27 Ramechhap (VNBH)
6 Bharatpur (VNBH)	122.3 MHz	28 Rara (VNBH)
7 Biratnagar (VNBH)	123.8 MHz	29 Rukum (Chaurjahari) (VNCH)
8 Bhojpur (VNBH)	122.3 MHz	30 Rujmatar (VNBH)
9 Chandragadhi (VNBG)	122.5 MHz	31 Salley (VNSL)
10 Dang (VNDG)	122.3 MHz	32 Samtebagar (VNSR)
11 Dhangadhi (VNDH)	122.3 MHz	33 Simara (VNSI)
12 Dolpa (VNDP)	122.5 MHz	34 Simkot (VNST)
13 Janakpur (VNBH)	122.5 MHz	35 Surkhet (VNSK)
14 Jomsom (VNIS)	122.5 MHz	36 Tharkharka (VNTH)
15 Jumla (VNJU)	122.5 MHz	37 Tumlingtar (VNTT)
16 Kandelanda (VNKL)	122.3 MHz	38 Taplejung (VNTJ)
17 Khandadasa (VNKD)	122.5 MHz	



On ATS route B345/G348 (KIMI-KTM)  
 1. Incoming A/C to Kathmandu may descend to 13,500' after crossing 40DME from 'KTM'  
 2. Outbound A/C from Kathmandu must reach FL170 at or before 40DME from 'KTM'

This Enroute Chart is thoroughly updated and prepared using existing Aeronautical Charts of scale 1:500000 and other data and information available in the Civil Aviation Authority of Nepal (CAAN).

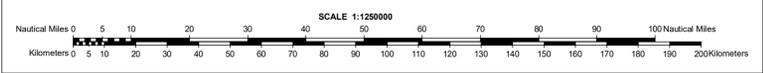
Coordinates are in Lambert Conformal Conic Projection System with 84° longitude as the Central Meridian, Standard Parallels 25°20' and 30°40'.

All heights are in feet. All bearings are magnetic.

**LEGEND**

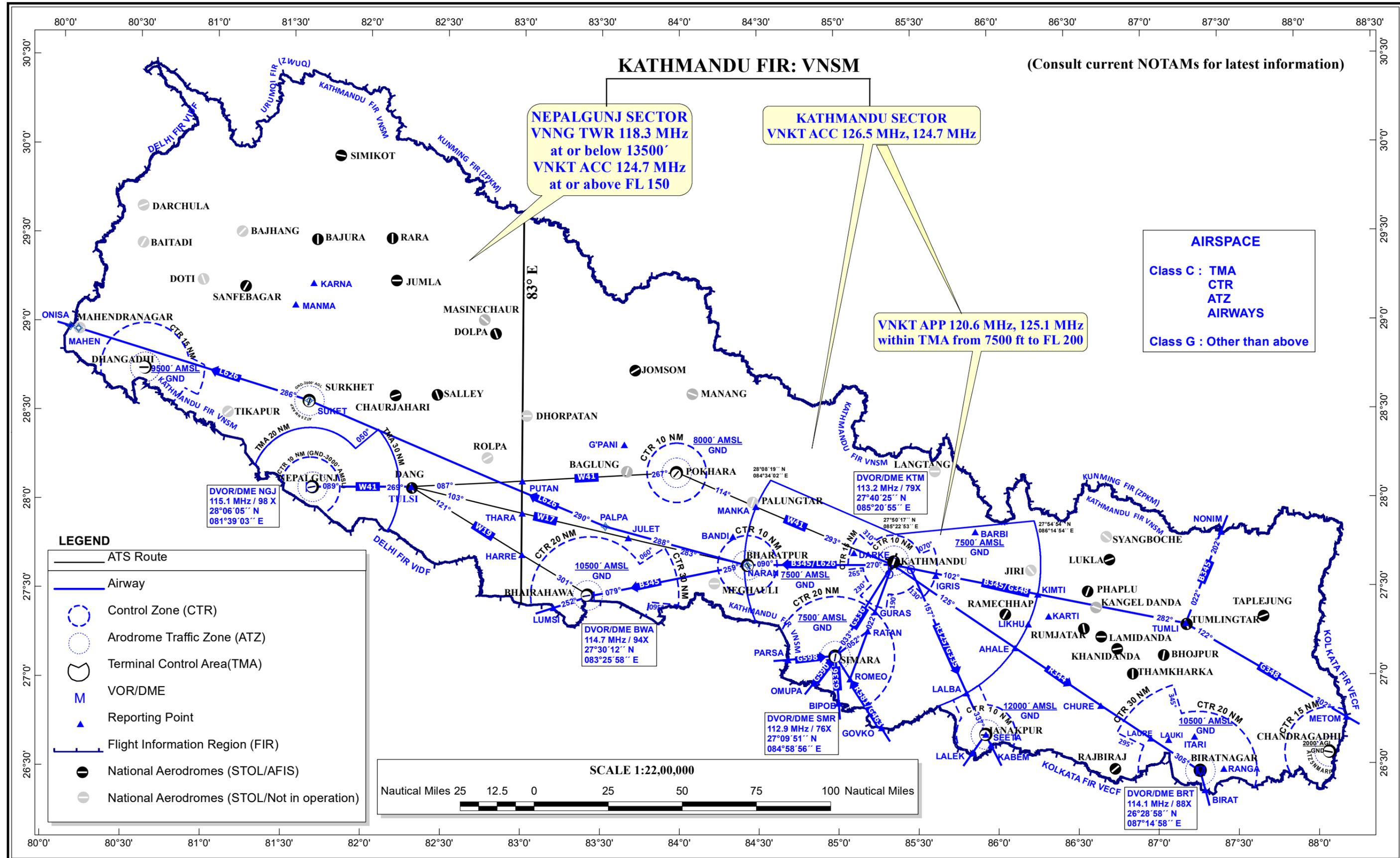
**AERONAUTICAL INFORMATION**

- Flight Information Region (FIR)
- Control zone boundary
- TMA boundary
- ATZ boundary
- Airway (Controlled route)
- Domestic ATS route
- VFR route
- Mountain Flight route
- Non-Directional Radio Beacon (NDB)
- Locator
- Compulsory reporting point
- VOR/DME
- Waypoint
- Aerodrome: Paved with refuelling facility
- Aerodrome: Paved (AC)
- Aerodrome: Unpaved (E or G)
- Aerodrome: Not in operation
- Obstruction point, Transmission Tower/View Tower
- Mountain pass
- Elevation, Runway length and Runway designation
- Asphalt Concrete, Earthen and Gravel



Magnetic Variation 0° East, 2012

# ATS AIRSPACE-INDEX CHART



**AIRSPACE**

Class C : TMA  
CTR  
ATZ  
AIRWAYS

Class G : Other than above

**LEGEND**

- ATS Route
- Airway
- Control Zone (CTR)
- Arodrome Traffic Zone (ATZ)
- Terminal Control Area(TMA)
- M VOR/DME
- ▲ Reporting Point
- Flight Information Region (FIR)
- National Aerodromes (STOL/AFIS)
- National Aerodromes (STOL/Not in operation)

