

TEL: 977-015718027 977-015718014 AFTN : VNKTYOYX Email: caanais@caanepal.gov.np Website : www.caanepal.gov.np	<p style="text-align: center;">NEPAL AERONAUTICAL INFORMATION MANAGEMENT DEPARTMENT</p> <p style="text-align: center;">CIVIL AVIATION AUTHORITY OF NEPAL SINAMANGAL, KATHMANDU</p>	<p style="text-align: center;">AIRAC AIP AMENDMENT 09/25</p> <p style="text-align: center;">24 July 2025</p>
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EFFECTIVE DATE : 04 SEPTEMBER 2025

1. Contents

1.1 Updates in ILS Approach RWY 30 of Pokhara International Airport (VNPR) & Update in Other Routes upper limit and controlling frequencies.

2. On 04 September 2025, remove and insert following pages.

Remove the following pages:		Insert the following pages:	
GENERAL (GEN)			
GEN 0.4-1	13 JULY 2025	GEN 0.4-1	04 SEPTEMBER 2025
GEN 0.4-3	25 MAY 2025	GEN 0.4-3	04 SEPTEMBER 2025
GEN 0.4-8	10 JULY 2025	GEN 0.4-8	04 SEPTEMBER 2025
EN-ROUTE (ENR)			
ENR 3.5-1	25 MAY 2025	ENR 3.5-1	04 SEPTEMBER 2025
VNPR AD			
VNPR AD 2-37	10 JULY 2025	VNPR AD 2-37	04 SEPTEMBER 2025

GEN 0.4 CHECKLIST OF AIP PAGES

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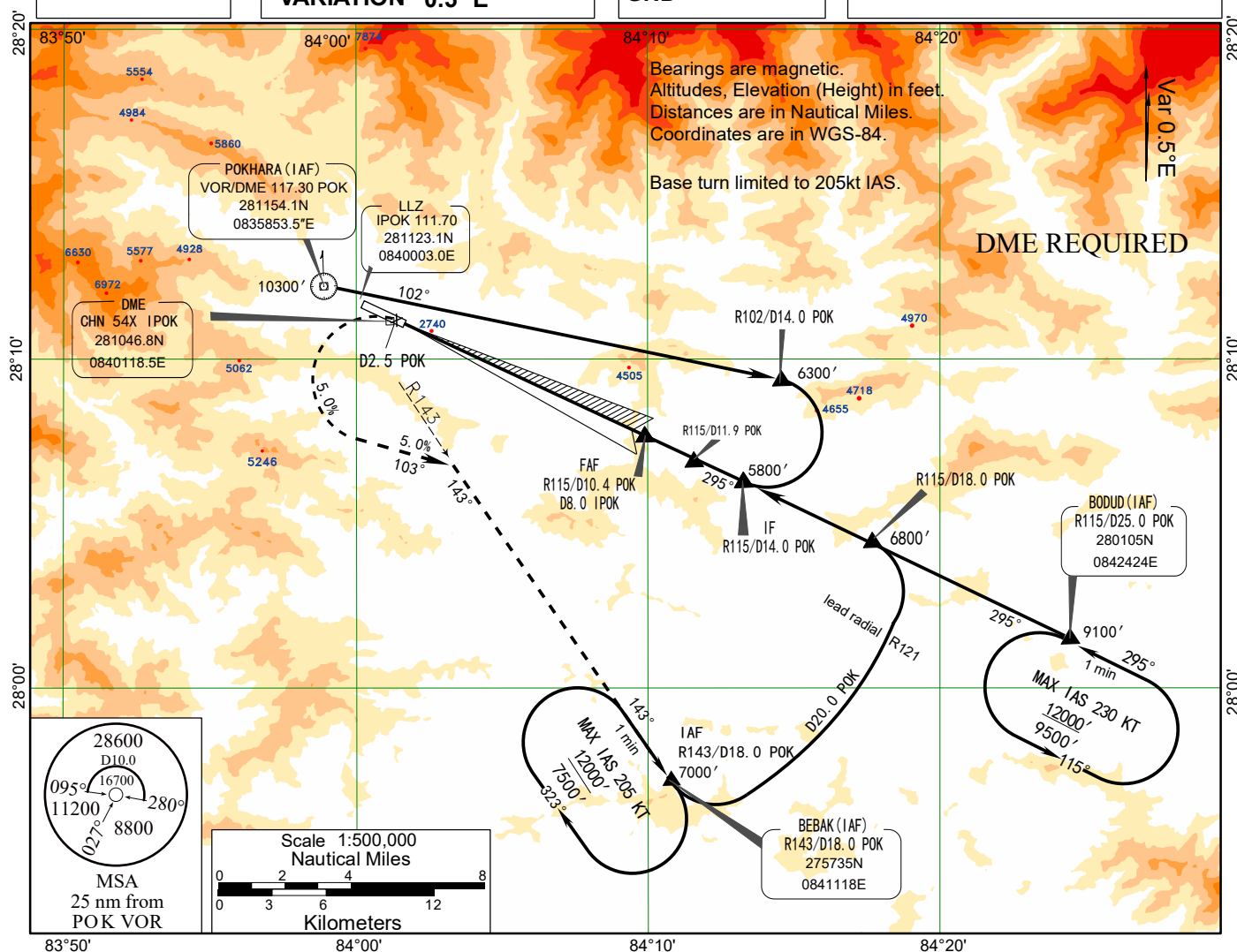
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	VNPR AD 2 – 7	23 FEBRUARY 2023		VNRB AD 2 – 13	01 JULY 2022
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ENR 3.5 OTHER ROUTES

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						
NARAN 274046 N 0842547 E	<u>282°/102°</u> 41 NM	FL460 10500' 10500' Class C	10 NM	↑	↓	Air Traffic Control service is provided. Kathmandu ACC Freq. 126.5 MHZ Pokhara APP 125.20 MHZ Bhairahawa APP 124.95 MHZ Nepalgunj TWR 118.3 MHZ
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						
BHAIRAHAWA VOR "BWA" 273003 N 0832623 E	<u>300°/120°</u> 26 NM	FL460 8000' 8000' Class C	10 NM	↑	↓	Air traffic control service is provided. Kathmandu ACC Freq. 126.5 MHZ Bhairahawa APP 124.95 MHZ Nepalgunj TWR 118.3 MHZ
HARRE 274320 N 0830000 E	<u>302°/122°</u> 44 NM					
TULVI 280642 N 0821730 E						
W 41						
KATHMANDU "KTM" VOR 274025 N 0852055 E	<u>293°/113°</u> 50 NM	FL460 11500' 11500' Class C	10 NM	↑	↓	Air Traffic Control Service is provided. Kathmandu ACC Freq. 126.5 MHZ Pokhara APP 125.20 MHZ Nepalgunj TWR 118.3 MHZ
MANKA 280028 N 0842907 E	<u>293°/113°</u> 29 NM					
POKHARA "POK" VOR 281154 N 0835853 E	<u>266°/086°</u> 52 NM	FL460 12000' 12000' Class C				
PUBOB 280840 N 0830000 E	<u>266°/086°</u> 38 NM	FL460 10500' 10500' Class C				
TULVI 280642 N 0821730 E	<u>268°/088°</u> 34 NM	FL460 6000' 6000' Class C				
NEPALGUNG "NGJ" VOR 280605 N 0813903 E						

POKHARA/NEPAL
Pokhara Internatioanal Airport
ILS RWY 30



straight ahead to D2.5 POK, then turn left onto 103° to
 apt R143 POK, climb on R143 POK to BEBAK(D18.0POK)
 Off hold over BEBAK at or above 7500 or as instructed by

ed approach turn limited to 175 kt IAS Maximum.
um Missed approach climb gradient is 5.0%.

Diagram illustrating a missed approach climb profile with the following key points and altitudes:

- MDA:** 4200'
- MAPt:** 4200' (1640')
- SDF:** 5200' (2640')
- FAF:** 5200' (2640')
- D11.9 POK:** 5200' (2640')
- D14.0 POK:** 5800' (3240')
- D18.0 POK:** 6800' (4240')
- BODUD (IAF):** 9100' (6540')

Gradients and other data:

- GR 3.1% (from MAPt to SDF)
- GR 2.7% (from SDF to FAF)
- GR 4.8% (from FAF to D14.0 POK)
- GR 4.1% (from D14.0 POK to D18.0 POK)
- GR 5.4% (from D18.0 POK to BODUD)
- 295° (heading between SDF and FAF)
- RDH = 58'
- ELEV 2562 (THR RWY 30)
- (THR displaced 180m inwards)

CATEGORY		A	B	C	D
ILS/DME DA(DH) VIS	Full	3362(800) VIS 3100m			NA
	ALS Out	3362(800) VIS 4000m			NA
GP INOP MDA(MDH) VIS	Full	3810(1248) VIS 5000m			NA
	ALS Out	3810(1248) VIS 5000m			NA
Circling MDA(MDH) VIS		3810 (1172) 5000m	4560 (1922) 5000m	NA	
		CIRCLING NOT AUTHORIZED AT NIGHT			

Ground Speed (Knots)	60	90	120	150	180
D10.4 to THR : 7.9NM (min:sec)	7:53	5:15	3:57	3:09	2:38
Rate of descent (ft/min) at 5.4%	330	490	660	820	990

Note: From 14D to 10.4D aircraft may descend with constant descent gradient of 2.7% .