

Airport Information**VNKT (Tribhuvan Intl)****JEPPESEN***JeppView 3.5.2.0***General Info**

Kathmandu, NPL

N 27° 41.8' E 85° 21.5' Mag Var: 0.0°W

Elevation: 4390'

Public, Control Tower, IFR, Landing Fee, Rotating Beacon, Customs

Fuel: Jet A-1

Time Zone Info: Kathmandu Time GMT+5:45 no DST

Runway Info

Runway 02-20 10007' x 150' bitu

Runway 02 (22.0°M) TDZE 4313'

Lights: Edge, ALS

Runway 20 (202.0°M) TDZE 4387'

Lights: Edge

Displaced Threshold Distance 394'

Communications InfoATIS **127.0**ATIS **112.3**Kathmandu Tower **118.5** SecondaryKathmandu Tower **118.1**Kathmandu Ground Control **121.9**Kathmandu Approach Control **125.1**Kathmandu Approach Control **120.6****Notebook Info**

VNKT/KTM
 TRIBHUVAN INTL

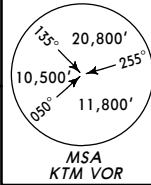
JEPPESEN
 2 FEB 07 (10-2)

KATHMANDU, NEPAL
 STAR

*ATIS
 127.0
 112.3

Apt Elev
 4390'

Alt Set: hPa
 Trans level: FL150 Trans alt: 13500'
 Follow ATC Descent Clearance Instruction but
 do not descend below Minimum Safety Profile.



ROMEO, SIMARA [SMR]
 RWY 02 ARRIVALS

KATHMANDU
 112.3 KTM
 N27 40.5 E085 21.0

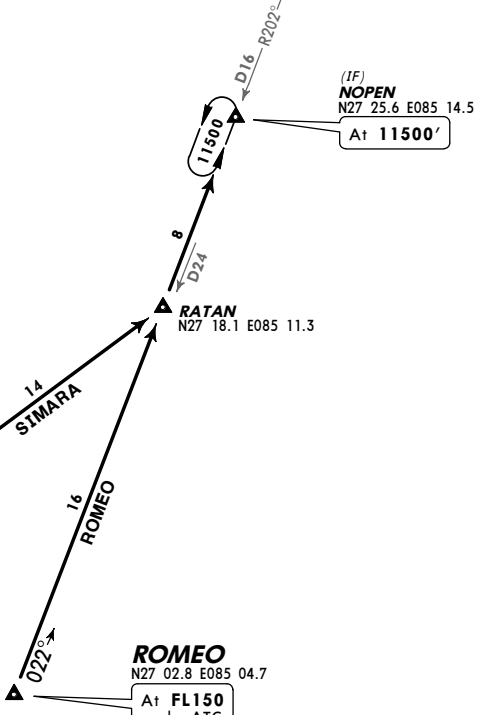


SIMARA
 112.9 SMR
 N27 09.9 E084 58.9
 At FL150
 or by ATC

RATAN
 N27 18.1 E085 11.3

(IF)
 NOPEN
 N27 25.6 E085 14.5
 At 11500'

ROMEO
 N27 02.8 E085 04.7
 At FL150
 or by ATC



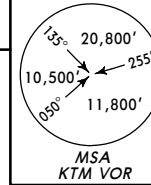
VNKT/KTM
 TRIBHUVAN INTL

JEPPESEN
 2 FEB 07 (10-3)

KATHMANDU, NEPAL
 SID

Apt Elev
 4390'

Trans level: FL150 Trans alt: 13500'



DHARKE 1A [LDK1A], DHARKE 1B [LDK1B]
 RWY 20 DEPARTURES

DHARKE
 358 LDK
 N27 44.7 E085 06.3
 At or above
 10500'

BHARATPUR
 295 BHP
 N27 40.8 E084 25.8

D20 KTM
 N27 40.6
 E084 58.4

DHARKE 1A
 Turn LEFT
 at or above
 7500'

KATHMANDU
 112.3 KTM
 N27 40.5 E085 21.0
 At or above
 4700'
 DHARKE 1B
 on return
 At or above
 7500'



SIMARA
 112.9 SMR
 N27 09.9 E084 58.9

D20 KTM
 N27 23.6 E085 08.8

- 1 Eastbound direction not available for international traffic.
- 2 Westbound direction not available for international traffic (except VNKT SIDs to VIBN).

These SIDs require minimum climb gradients of

	75	100	150	200	250	300
486' per NM	608	810	1215	1620	2025	2430
365' per NM	456	608	911	1215	1519	1823

Initial climb clearance MEA

Turns are limited to MAX 180 KT.

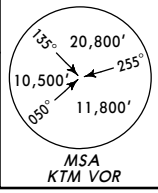
SID	ROUTING
DHARKE 1A	Climb straight ahead to KTM, turn RIGHT (remaining within 4 DME), when crossing KTM R-270 turn LEFT, intercept KTM R-289 to LDK, then via airway B 345 to BHP or via airway G 336 to SMR.
DHARKE 1B	Climb straight ahead to KTM, turn RIGHT, along (remaining within) KTM 4 DME arc, after passing KTM R-040 turn RIGHT to KTM, KTM R-289 to LDK, then via airway B 345 to BHP or via airway G 336 to SMR.

VNKT/KTM
 TRIBHUVAN INTL

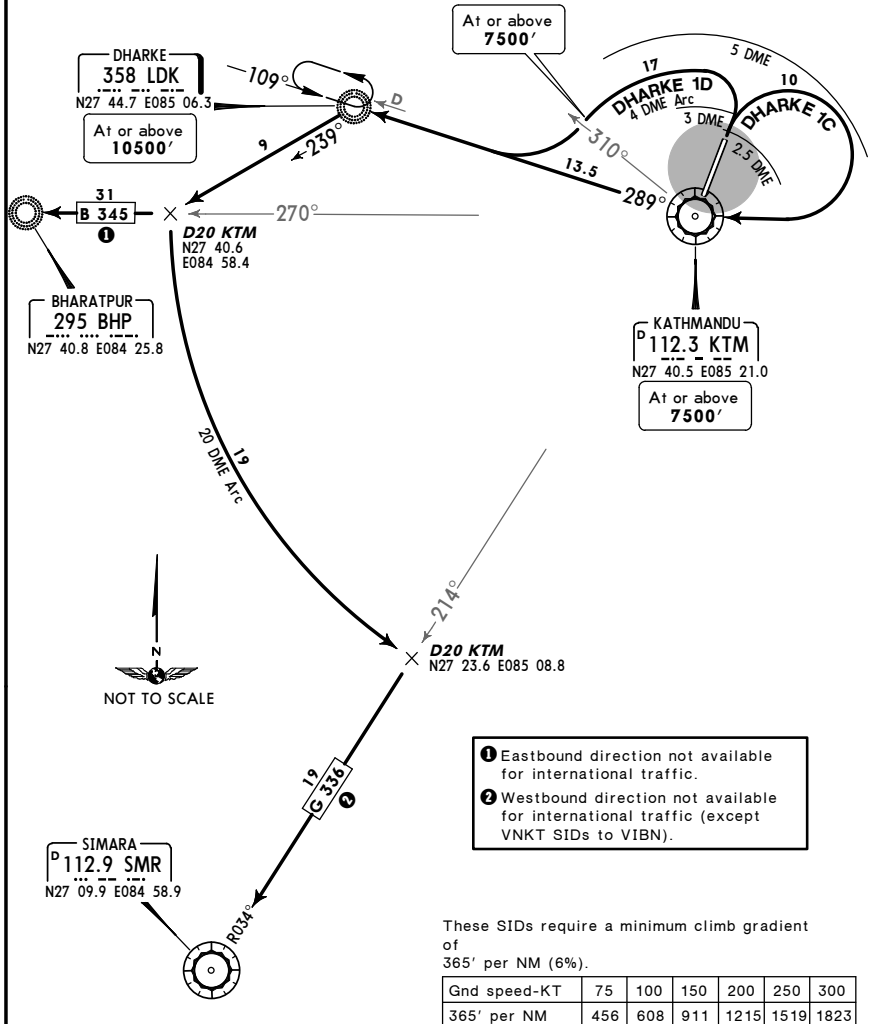
JEPPESEN
 2 FEB 07 (10-3A)

KATHMANDU, NEPAL
 SID

Apt Elev 4390' Trans level: FL150 Trans alt: 13500'



DHARKE 1C [LDK1C], DHARKE 1D [LDK1D]
 RWY 02 DEPARTURES



Initial climb clearance MEA

Turns are limited to MAX 180 KT.

ROUTING

SID	ROUTING
DHARKE 1C	Climb straight ahead to KTM 2.5 DME, turn RIGHT (remaining within 5 DME) to KTM, KTM R-289 to LDK, then via airway B 345 to BHP or via airway G 336 to SMR.
DHARKE 1D	Climb straight ahead to KTM 3 DME, turn LEFT (remaining within 5 DME), along KTM 4 DME arc, when crossing KTM R-310 turn RIGHT, intercept KTM R-289 to LDK, then via airway B 345 to BHP or via airway G 336 to SMR.

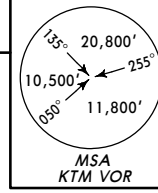
CHANGES: Ballnotes 1 & 2 established. © JEPPESEN SANDERSON, INC., 2007. ALL RIGHTS RESERVED.

VNKT/KTM
 TRIBHUVAN INTL

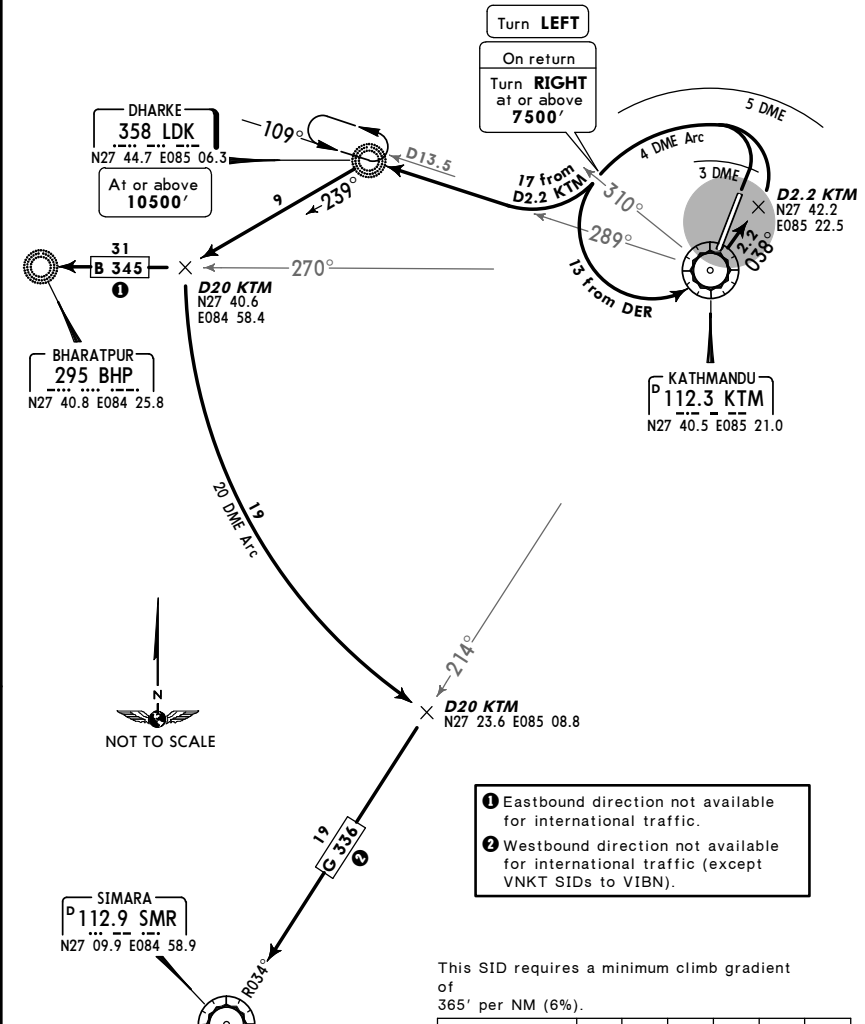
JEPPESEN
 2 FEB 07 (10-3B)

KATHMANDU, NEPAL
 SID

Apt Elev 4390' Trans level: FL150 Trans alt: 13500'



DHARKE 1E [LDK1E]
 RWY 02 DEPARTURE



Initial climb clearance MEA

Turns are limited to MAX 180 KT.

ROUTING

SID	ROUTING
DHARKE 1E	Climb straight ahead to KTM 3 DME, turn LEFT (remaining within 5 DME), along KTM 4 DME arc, when crossing KTM R-310 turn LEFT to KTM, KTM R-038 to D2.2 KTM, turn LEFT, along KTM 4 DME arc, at KTM R-310 turn RIGHT, intercept KTM R-289 to LDK, then via airway B 345 to BHP or via airway G 336 to SMR.

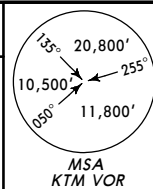
CHANGES: Ballnotes 1 & 2 established. © JEPPESEN SANDERSON, INC., 2007. ALL RIGHTS RESERVED.

VNKT/KTM
 TRIBHUVAN INTL

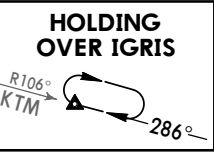
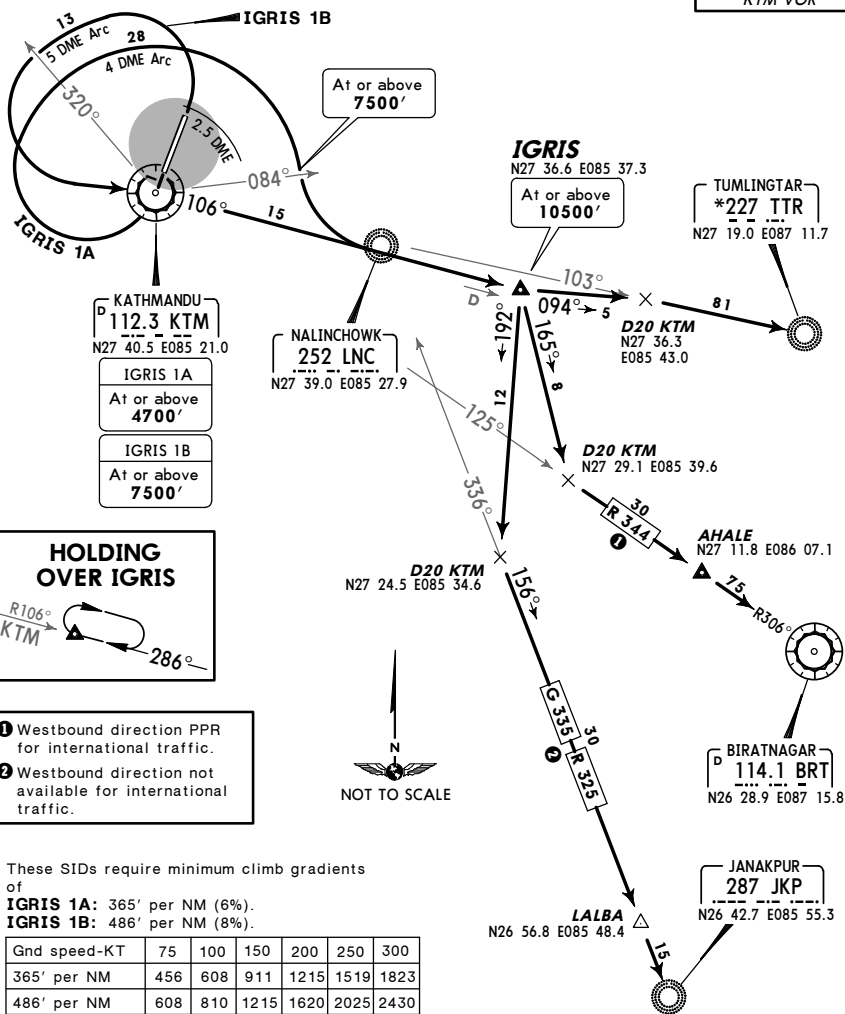
JEPPESEN
 2 FEB 07 (10-3C)

KATHMANDU, NEPAL
 SID

Apt Elev 4390'
 Trans level: FL150 Trans alt: 13500'



IGRIS 1A [IGR11A], IGRIS 1B [IGR11B]
 RWYS 20, 02 DEPARTURES



- 1 Westbound direction PPR for international traffic.
- 2 Westbound direction not available for international traffic.

These SIDs require minimum climb gradients of

IGRIS 1A: 365' per NM (6%).
IGRIS 1B: 486' per NM (8%).

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823
486' per NM	608	810	1215	1620	2025	2430

Initial climb clearance MEA

Turns are limited to MAX 180 KT.

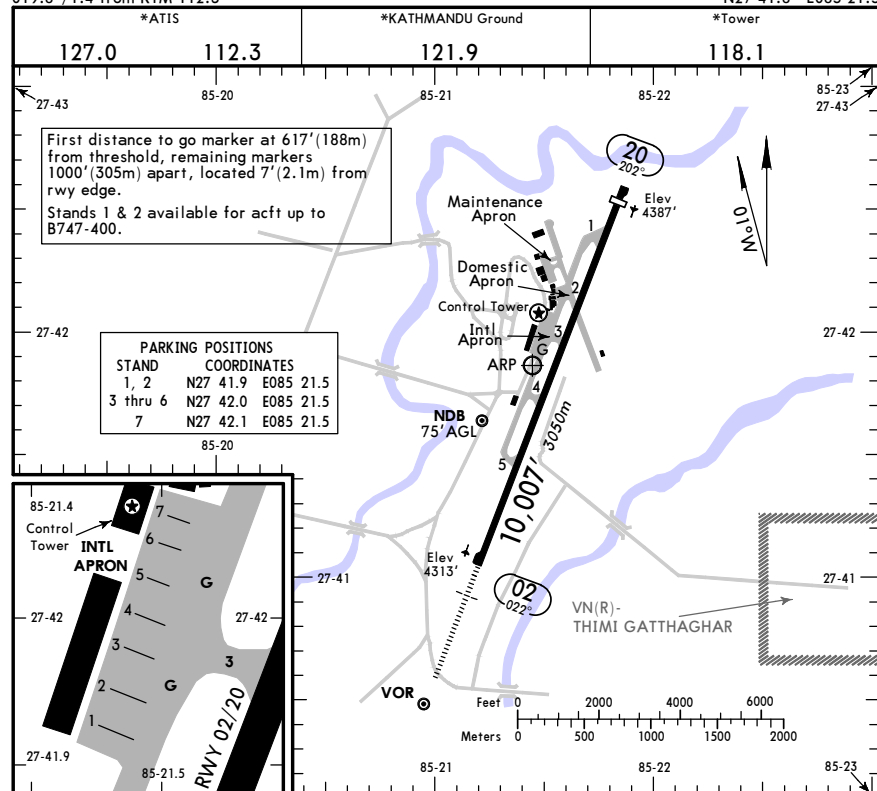
SID	RWY	ROUTING
IGRIS 1A	20	Climb straight ahead to KTM, turn RIGHT, along (remaining within) KTM 4 DME arc, when crossing KTM R-084 turn LEFT, intercept KTM R-106 to IGRIS, then via airway R 344 to BRT or via airways R 325 and G 335 to JKP or via KTM R-103 to TTR.
IGRIS 1B	02	Climb straight ahead to KTM 2.5 DME, turn LEFT, along (remaining within) KTM 5 DME arc, when passing KTM R-320 turn LEFT to KTM, KTM R-106 to IGRIS, then via airway R 344 to BRT or via airways R 325 and G 335 to JKP or via KTM R-103 to TTR.

VNKT

Apt Elev 4390'
 019.8°/1.4 from KTM 112.3

JEPPESEN
 5 APR 02 (10-9)

KATHMANDU, NEPAL
 TRIBHUVAN INTL
 N27 41.8 E085 21.5



ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS	LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
02	HIRL HIALS PAPI (angle 3.0°)				150'
20	HIRL PAPI-L (angle 3.0°)	9613'	2930m		46m

TAKE-OFF			
All Rwys			
JET		TURBOPROP	
2 Eng	800m	1 & 2 Eng	1600m
3 & 4 Eng		3 & 4 Eng	800m

TAKE-OFF			
All Rwys			
JET		TURBOPROP	
2 Eng	800m	1 & 2 Eng	1600m
3 & 4 Eng		3 & 4 Eng	800m

VNKT/KTM

JEPPesen
 5 SEP 03 (10-9X)

JAA MINIMUMS
KATHMANDU, NEPAL
 TRIBHUVAN INTL

STRAIGHT-IN RWY		A	B	C	D
02	VOR DME	5120' (807')	5120' (807')	5120' (807')	5120' (807')
	DAY	ceil800' - 1500m	ceil800' - 1500m	ceil800' - 1500m	ceil800' - 1800m
	ALS out	ceil800' - 1500m	ceil800' - 1500m	ceil800' - 2000m	ceil800' - 2000m
	NIGHT	ceil800' - 3000m	ceil800' - 3000m	ceil800' - 3000m	ceil800' - 3000m

CIRCLE-TO-LAND		A	B	C	D
	DAY	5120' (730')	5120' (730')	5120' (730')	5120' (730')
		ceil800' - V2500m	ceil800' - V2500m	ceil800' - V2500m	ceil800' - V3600m
	NIGHT	5600' (1210')	5600' (1210')	NOT AUTHORIZED	NOT AUTHORIZED
		ceil1500' - V5000m	ceil1500' - V5000m		

❶ After Circling VOR DME to rwy 02: Remain within D2.5 in quadrant of R-106 and R-202 and within D3.0 for rest sector. Descend from 5600' after reaching D2.0 on final approach track (R-202) if there is no traffic from NOPEN.
 Rwy 20: Night NOT AUTH.

❷ After VOR DME Rwy 02: NOT AUTHORIZED.

TAKE-OFF RWY 02, 20

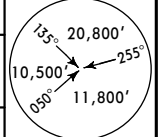
JET		TURBO PROP	
2 Eng		1 & 2 Eng	1600m
3 & 4 Eng	800m	3 & 4 Eng	800m

VNKT/KTM
 TRIBHUVAN INTL

JEPPesen
 5 APR 02 (13-1)

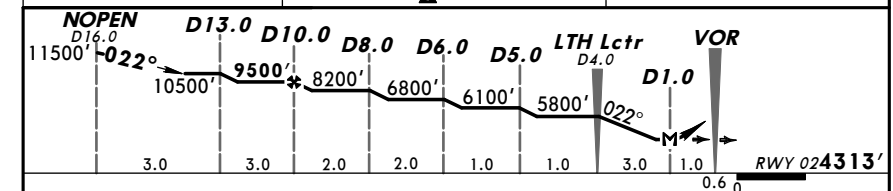
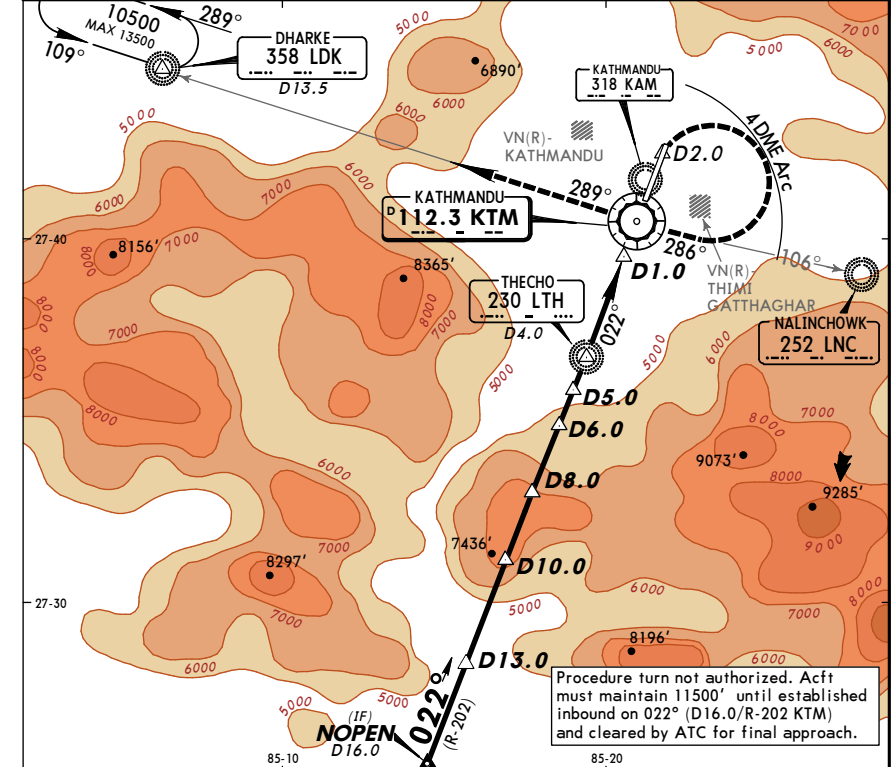
KATHMANDU, NEPAL
VOR DME Rwy 02

*ATIS	*KATHMANDU Approach	*KATHMANDU Tower	*Ground
127.0 112.3	120.6 125.1	118.1	121.9
VOR KTM 112.3	Final App Crs D10.0 9500' (5187')	MDA(H) 5120' (807')	Apt Elev 4390' RWY 4313'



MISSED APCH: Climb STRAIGHT AHEAD to VOR, continue climb outbound on R-022 to D2.0, then climbing RIGHT turn onto 4 DME Arc to intercept and follow R-106 inbound to VOR. Then proceed via outbound R-289 to cross LDK Lctr/D13.5 at or above 10500' and join holding pattern.

Alt Set: hPa Rwy Elev: 148 hPa Trans level: FL 150 Trans alt: 13500'



HIALS	KTM 112.3	D2.0	KTM on 112.3
PAPI	PAPI		R-022

STRAIGHT-IN LANDING RWY 02		CEILING REQUIRED		CIRCLE-TO-LAND	
DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
MDA(H) 5120' (807')	MDA(H) 5120' (807')	MDA(H)	CEIL-VIS		
ALS out	ALS out				
A		A			
B 800' - 1500m	800' - 1600m	B 5120' (730')	800' - 2500m		NOT AUTHORIZED
C		C			
D 800' - 1600m	800' - 3000m	D 5120' (730')	800' - 3600m		

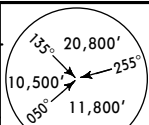
VNKT/KTM
TRIBHUVAN INTL

JEPPesen
5 APR 02 **(13-2)**

KATHMANDU, NEPAL
CIRCLING **VOR DME**

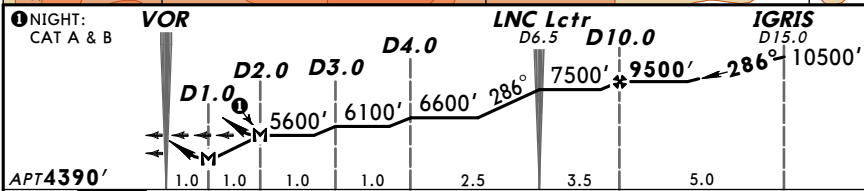
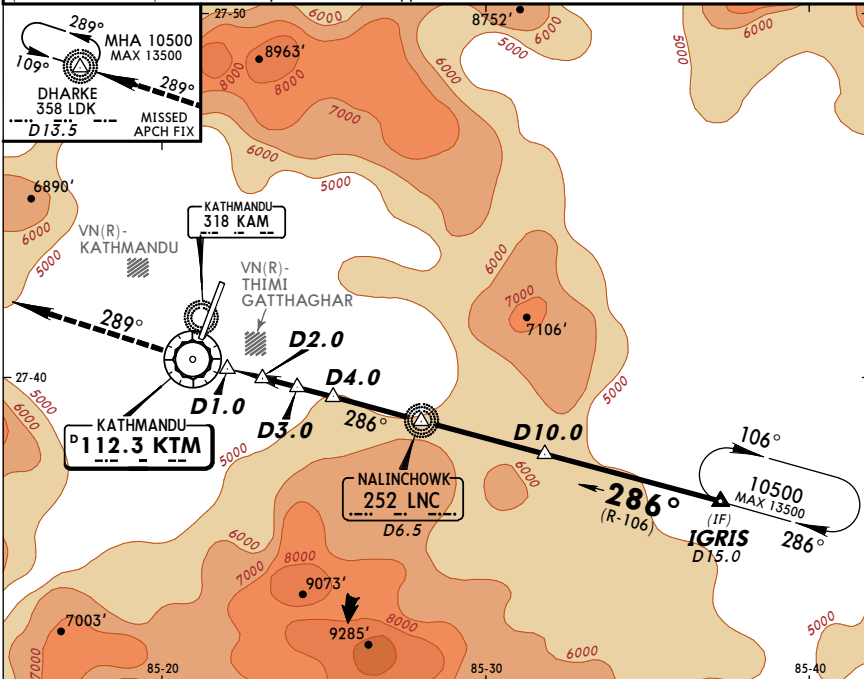
BRIEFING STRIP™

*ATIS 127.0	112.3	*KATHMANDU Approach 120.6	125.1	*KATHMANDU Tower 118.1	*Ground 121.9
VOR KTM 112.3	Final Apch Crs 286°	Minimum Alt D10.0 9500' (5110')	MDA(H) Refer to Minimums	Apt Elev 4390'	



MISSED APCH: Climb STRAIGHT AHEAD to VOR, then proceed outbound on R-289 to cross LDK Lctr/D13.5 at or above 10500' and join holding pattern.

Alt Set: hPa Apt Elev: 151 hPa Trans level: FL 150 Trans alt: 13500' (9110')
Procedure turn not authorized. Acft must maintain 10500' (6110') until established inbound on 286° (D15.0/R-106 KTM) and cleared by ATC for final approach.



MAP at D1.0										Lighting Refer to Airport chart	Refer to Missed Apch above
NIGHT CAT A & B RWY 02: MAP at D2.0											

CEILING REQUIRED		CIRCLE-TO-LAND	
	DAY		NIGHT
	MDA(H) CEIL-VIS	MDA(H) CEIL-VIS	
A	5120' (730') 800'-2500m	5600' (1210') 1500'-5000m	
B			
C			NOT AUTHORIZED
D	5120' (730') 800'-3600m		

1 Rwy 02: Remain within D2.5 in quadrant of R-106 and R-202 and within D3.0 for rest sector. Descend from 5600' after reaching D2.0 on final approach track (R-202) if there is no traffic from NOPEN.
Rwy 20: Night NOT AUTH.