

Civil Aviation

Report - 2016



Civil Aviation Authority of Nepal (CAAN)

Babarmahal, Kathmandu



CAAN: Institutional Profiles

Name:	Civil Aviation Authority of Nepal (CAAN)
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Type :	Authority
Date of Establishment:	31 st December 1998
Legal Status:	<ul style="list-style-type: none">• Civil Aviation Act, 2015 (1959 AD) - Statutory Regulations• Civil Aviation Authority Act, 2053 (1996) – Establishment• Issuance of Operating Certificate to aircraft operating agency, Aircraft Maintenance Organization, Aviation Training Organization and other aviation related activities• Issuance of Airworthiness Certificate and License, Rating and Certificate to aviation personnel• Safety Oversight of Aviation Service Provider Organizations Issuance of Technical Regulations like Civil Aviation Requirements, Directives, Manuals, Advisory Circulars etc.• Certification of Aerodromes• Construction, Operations and Management of aerodromes• Provide Air Navigation Services except Aviation Meteorology• Advise Government of Nepal on Civil Aviation Matters
Main Functions:	
Affiliation:	International Civil Aviation Organization (ICAO), COSCAP-SA, CANSO CASP
Income Resources:	Airport Fees and Charges, Regulatory Fees



Aviation History in Brief

- 1949: The date heralded the formal beginning of aviation in Nepal with the landing of a 4 seated lone powered vintage beach-craft Bonanza aircraft of Indian ambassador Mr. Sarjit Singh Mahathia at Gauchar.
- 1950: The first Charter flight By Himalayan Aviation Dakota From Goucher to Kolkata.
- 1955: King Mahendra inaugurated Gauchar Airport and renamed it as Tribhuwan Airport.
- 1957: Grassy runway transformed into a concrete one.
- 1957: Department of civil Aviation Founded.
- 1958: Royal Nepal Airlines started scheduled service domestically and externally.
- 1959: RNAC fully owned by HMG/N as a public undertaking.
- 1960: Nepal Attained ICAO membership.
- 1964: Tribhuvan Airport renamed as Tribhuvan International Airport.
- 1967: The 3750 feet long runway extended to 6600 feet.
- 1967: Landing of the German Airlines Lufthansa Boeing 707.
- 1968: Thai International starts its scheduled jet air services.
- 1972: Nepalese jet aircraft Boeing 727/100 makes debut landing at TIA. ATC services taken over by Nepalese personnel from Indian Technicians.
- 1975: TIA runway extended to 10000 feet from the previous 6600 feet.
- 1975: CATC established.
- 1976: FIC (Flight information Center) established.
- 1977: Nepal imprinted in the World Aeronautical.
- 1989: Completion of international Terminal Building and first Concorde landing.
- 1990: New International terminal Building Of TIA inaugurated by king Birendra.
- 1992: Adoption of Liberal Aviation Policy and emergence of private sector in domestic air transport.
- 1993: National Civil Aviation Policy Promulgated.
- 1995: Domestic terminal Building of TIA and Apron expanded at TIA.
- 1998: COSCAP-SA project established. Inauguration of RADAR System at TIA by Rt. Hon. P.M. Girija Prasad Koirala.
- 2002: Expansion of the International Terminal Building at TIA and the construction of a new air cargo complex.
- 2003: Rara airport (Mugu), Kangeldandas airport (Solukhumbu) and Thamkharka airport (Khotang) brought in Operation.
- 2004: Domestic operation by jet aircraft commenced.
- 2005: International Flight by two private operator began.
- 2006: A new comprehensive Aviation Policy introduced. GMG Airlines of Bangladesh, Korean Air and Air Arabia started air service to Nepal.
- 2007: Site identified for a new second international airport.
Etihad, Dragon Air, Orient Thai and Hong Kong Express commenced their service to Nepal.
- 2009: RCAG station established in Nepalganj to augment coverage of VHF communications in Air Traffic Control.
- 2010: An agreement of SDR 44388000 signed between Nepal Government and CAAN for capacity Enhancement project of TIA under ADB loan.
- 2011: Tumlingtar and Simikot runways paved.
Installation of new DVOR/DME at KTM and BIR.
- 2012: Introduction of RNP AR procedures at TIA effected from June. AMHS commissioned CAA received TRAINAIR PLUS Associate Membership from ICAO.
- 2013: Installation of CNS & ATM Equipment at TIA to enhance ATC Capacity. Up gradation of DVOR/DME and RMM at Nepalganj, Bhairahawa, Simara and Maintenance Hut.
- 2014: Commencement of Installation of Terminal Monopulse Secondary Surveillance Radar (T-MSSR) at TIA and enroute MSSR at Bhattedanda under Japanese Grant AID.
- 2015: Gautam Buddha International Airport foundation stone laid down by Rt. Hon' PM Sushil Kora. New Domestic Terminal Building Constructed at TIA. Total 23 Airports including TIA are paved.
- 2016: Pokhara Regional/Intl' Airport Construction Foundation Stone Laid down by Rt. Hon' PM K.P. Oli (2016 April 13).



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Deputy Director



Director General's Review

It is indeed my great pleasure to present Civil Aviation Report for the year 2016 to the esteemed general readers, stakeholders and aviation professionals. Various new initiatives taken by Civil Aviation Authority of Nepal during the year 2016 for the enhancement of flight safety, aviation security, institutional capability, regulatory oversight, modernization of Air Traffic Management system as well as expansion of physical infrastructures in Nepalese civil aviation are incorporated concisely in this report. Some of the key features of the report are summarized in following sub-headings.



Sanjiv Gautam
Director General

Air Traffic Scenario

International flights and passenger movements in TIA that posted a steady growth path during preceding four years (i.e. 2011 to 2014 A.D.) marginally decreased in the year 2015 due to devastating earthquake and consequently Terai blockade. International flight movement fell by 2.71 % and international passenger movement was declined by 8.38% in the year 2015. However, if we look at the five years international air cargo movement of TIA, it gives an increasing trend year by year, reaching 16.30 % increment in the year 2015. Graph of the domestic air traffic movement data is fluctuating up-down in recent years except cargo movement, which is enthusiastically rising up since the last four years reaching. Domestic flight movements and passenger movements have marginally decreased during 2015. But, International and Domestic Flight movement trend in 2016 wave green flag.

Air Transportation

Nepal has signed on Air Services Agreement (ASA) with two additional countries, i.e. New Zealand and Vietnam in this year. The number of the countries with whom Nepal has done ASA has reached 38 so far. Nepal has also signed on revised ASA with Malaysia, UAE, Pakistan and Saudi Arabia during the review period. Moreover, Nepal has done Air Service negotiations with Afghanistan, Cambodia and Turkey.

Presently, twenty-eight international airlines, including three Nepalese airlines, are operating to and from Tribhuvan International Airport, Kathmandu connecting 26 destinations in the 13 countries.

CAAN has issued/renewed Air Operators Certificate (AOC) of nineteen different airlines in the year 2016. Among them ten are fixed wing operators and nine are rotor wing (helicopter) operators. There has been a big boom in number of players established for the operation of recreational aviation (sports/entertainment flights) such as Ultra-light, ballooning or Paragliding, most of them having their operations base in Pokhara. CAAN has initiated the process to amend the existing Aviation Sports Regulations in order to make the regulation of this special category of air activity more effective.

Aviation Safety and Security

Nepal is strongly committed to comply the safety standards promulgated by International Civil Aviation Organization. Strong initiatives have been taken on several fronts to resolve findings of ICAO audits in cooperation of ICAO, COSCAP and European Commission. International experts have been appointed in the areas of Flight Operations, Airworthiness and Licensing, in cooperation of ICAO, and they are working tirelessly with national experts to resolve deficiencies including removal of Significant Safety Concern (SSC) raised by ICAO during its ICVM to Nepal in 2013. CAAN is preparing for the next cycle of ICVM with target to close SSC. We are also vigorously implementing Aviation Security Standards and Guidelines promulgated by ICAO under its Annex 17. National AVSEC Committee Meeting was organized recently to review our aviation security status as well as to formulate new policy for further



enhancement of aviation security in Nepal. Various tests, awareness programs, emergency exercises, field based training and AVSEC orientation are organized in TIA and major domestic airports of Nepal to boost aviation security system.

Air Navigation

Nepal has prepared its Performance Based Navigation Plan in line with Regional Plan of ICAO. The Civil Aviation Authority of Nepal has completed the installation of two new Generation Radar Systems (Mono Pulse Secondary Surveillance Radar, Mode-S) at Tribhuvan International Airport in Kathmandu and Bhatte Dada in Lalitpur. Similarly, Remote Control Air Ground (RCAG) Communication system has been established at Biratnagar Airport which will significantly extend the coverage of VHF air ground communication towards eastern region of the country. These systems will be put into the operation in near future after performing the commissioning Flight Inspection Check. However, Routine Flight Inspection of CNS and Visual Aid has been completed successfully.

Airports Development and Facility Expansion

Among 50 airports in Nepal, regular air transport service is being provided in 30 airports only including TIA . Six new domestic airports are under construction in various parts of the country i.e. Kalikot, Argakhachi, Khiji-chandeshwori of Okhaldhunga, Shitaleshwor of Lamjung, Simichaur of Gulmi and Sukilumba of Ilam. Blacktopping works of RukumChaurjhari, Mugu (Rara), Khanidanda and Taplejung airports have recently been completed and regular flights are in operation in those airports. Similarly blacktopping works are in final stage in Bhojpur, Ramichhap and Dolpa (Juphal) airports. CAAN is in the process of EIA and DPR for the construction of some new domestic airports and SIA.

Construction of the outer annex of the domestic terminal building in TIA has been completed and is in operation. Infrastructures and facilities including baggage handling system, international parking bay and escalators have been added in TIA. Additional 149 ropanies land is being acquired towards east side to provide secured aircraft operating environment.

Government of Nepal is planning to construct Second International Airport in Bara district with the mobilization of its own internal resources. Demarcation and concrete pole fixing along the boundary line of SIA has been completed. Land acquisition task is going on and relocation of the settlements is under process. Gautam Buddha International airport construction work is in progress with target to make it ready for international flight operations by the end of July, 2018. A commercial Agreement between CAAN and CAMCE of China was done in 2014 for the construction of new Pokhara Regional International Airport under EPCmodel. Loan agreement between Government of Nepal and Government of China and China EXIM Bank is already signed for this project and subsidiary loan agreement between Government of Nepal (Ministry of Finance) and CAAN is also done recently. Now CAAN is in the process of finalizing drawing/design of the airport with target to complete the whole project at the end of July 2020.

Human Resources Development

In order to fulfill the growing need of manpower in the field of Air Traffic Services (ATS), Civil Aviation Academy has adopted Training Calendar for the professionals. By December 2016, the Academy has provided different professional and institutional domestic trainings to 201 employees. Besides the trainings conducted by CAA, under CAAN's strategy for Human Resources Development, total of 661 employees participated in different national and international level trainings/ seminars conducted in national and international institutions/ academies in 2016.



Amendment in Regulations and Institutional Strengthening

As per the policy guideline of the Government of Nepal, CAAN Employee Rules has been amended bringing new provisions prohibiting the employees from holding DV/PR; new provisions of hiring experts on contract basis; specifying basic qualification of flight safety related employees; defining qualification and experience for lateral entry in high level posts; and provisions of some more financial benefits in line with recent amendment of Civil Service Regulation. Ceiling of loan amount being provided through Employee Welfare Fund has been increased and provision of additional housing loan for earthquake affected employees has been approved.

CAAN has recently reviewed organization structure of Civil Aviation Safety Regulation Directorate to address the finding raised by ICAO Audit. In order to overcome the problem of acute shortage of professional experts, a large number of senior posts are being fulfilled by lateral entry.

Financial Aspects:

Office of the Auditor General has certified Balance Sheet of CAAN up to Fiscal Year 2067/68. Similarly, the authorized audit team appointed by the Office of the Auditor General has certified the Balance Sheet of CAAN of 2068/69 and 2069/70 where as Balance Sheet of 2070/71 is under the process of certification. Moreover, audit of the Balance Sheet of 2072/73 is at the final stage.

The then Government of Nepal, Department of Civil Aviation had a big amount of irregularity [Beruju] and among which the personnel irregularity is getting decreased but after the transmission of CAAN from DCA the remaining irregularity could not be decreased significantly. So a powerful workgroup within CAAN formed which is working vigorously to get the problem solved.

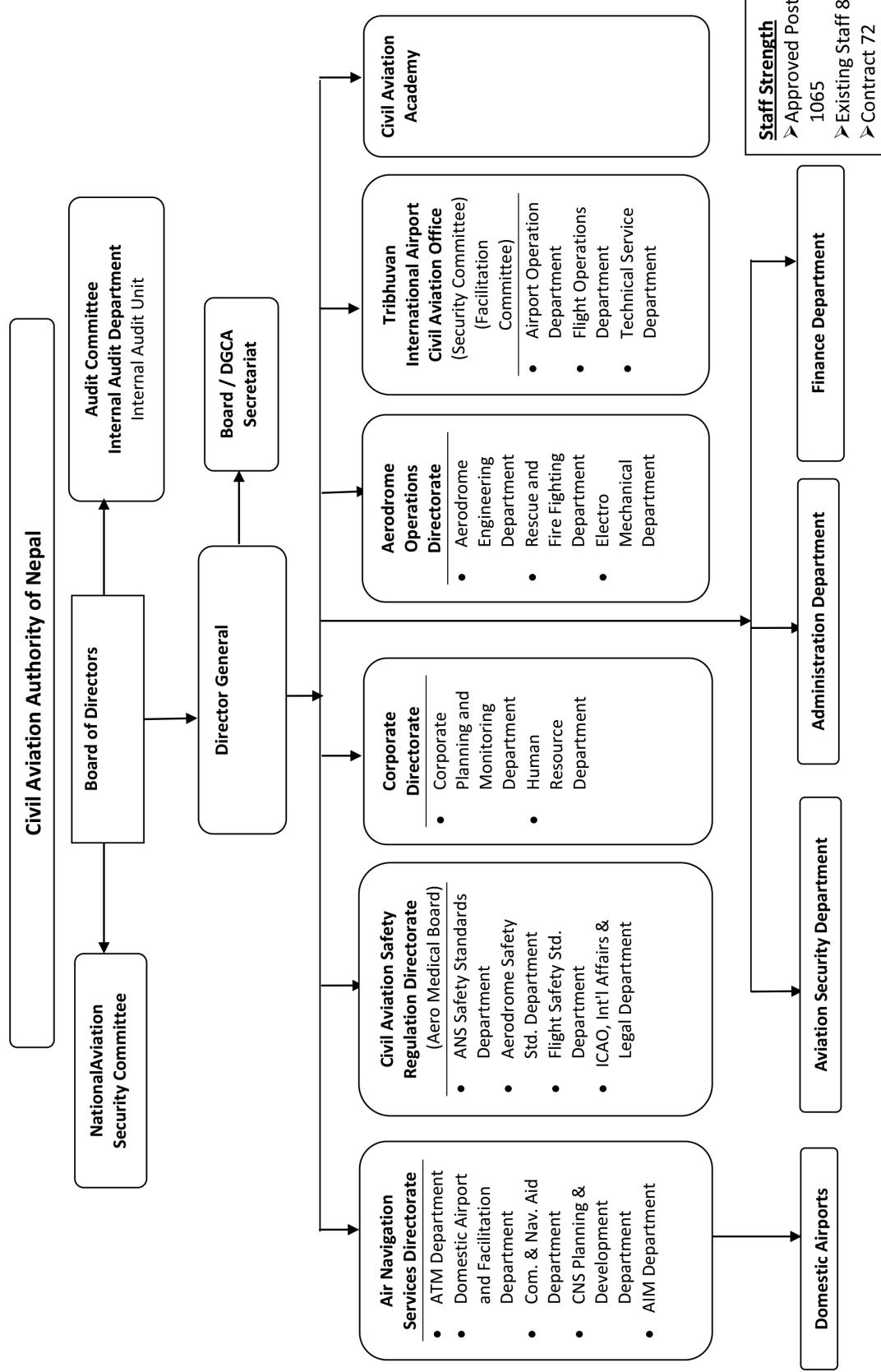
According to Airport Charges rules 2067 the ADF, Baggage Reconciliation Service charges has been applied and Advance Passenger Information Service Charge is a new proposal at TIA. The projected net profit of CAAN in 2072/73 is NRS. 27,45,01,000/-

A handwritten signature in black ink, appearing to read "S. P. G.", is placed above the title.

Sanjiv Gautam
Director General



Organizational Structure



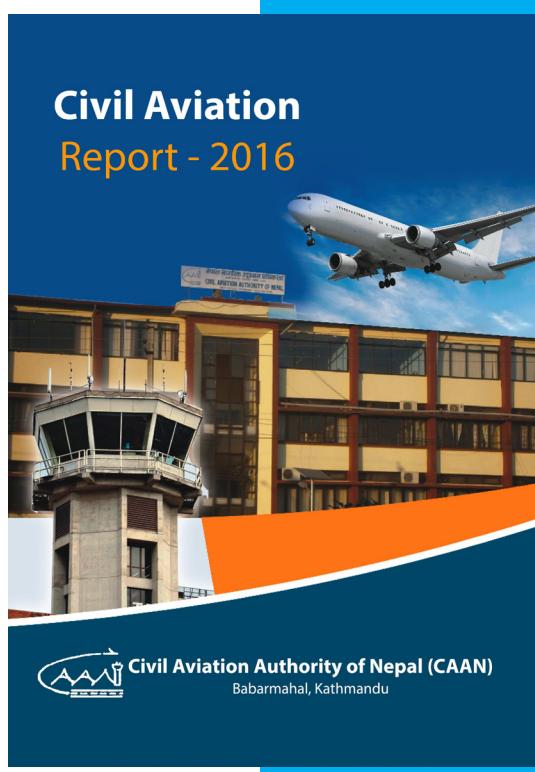


Acronyms

AC	: Asphalt Concrete
AGL	: Airport Ground Lighting
AIP	: Aeronautical Information Publication
AMHS	: Automatic Message Handling System
AMSL	: Above Mean Sea Level
ANS	: Air Navigation Services
AOC	: Air Operator Certificate
ASA	: Air Services Agreement
ATCEP	: Airport Transport Capacity Enhancement Project
ATM	: Air Traffic Management
ATS	: Air Traffic Services
AVSEC	: Aviation Security
BASA	: Bilateral Air Services Agreement
CAA	: Civil Aviation Academy
CAAN	: Civil Aviation Authority of Nepal
CANSO	: Civil Air Navigation Services Organization
CASP	: Civil Aviation Security Program
CNS	: Communication Navigation Surveillance
COSCAP	: Cooperative Development of Operational Safety and Continuing Airworthiness Program
DME	: Distance Measuring Equipment
DVOR	: Doppler Very High Frequency Omni Directional Radio Range
EU	: European Union
FDP	: Flight Data Processor
GAUC	: Gautam Buddha Airport Upgrading Components
IAP	: Instrument Approach Procedure
ICAO	: International Civil Aviation Organization
ICVM	: ICAO Coordinated Validation Mission
MIS	: Management Information System
MSDPS	: Multi Sensor Surveillance Data Processor
NCAR	: Nepal Civil Airworthiness Requirements
NDB	: Non Directional Beacon
OLS	: Obstacle Limitation Surface
PAPI	: Precision Approach Path Indicator
PELR	: Personal Licensing Requirement
RCAG	: Remote Control Air Ground
RFF	: Rescue and Fire Fighting
RWY	: Run Way
TMSSR	: Terminal Monopulse Secondary Surveillance Radar
SARPS	: Standards and Recommended Practices
SATIDP	: South Asia Tourism Infrastructure Development Project
SCM	: Steering Committee Meeting
SID	: Standard Instrument Departure
SMS	: Safety Management System
SSC	: Significant Safety Concern
STAR	: Standard Arrival
USOAP	: Universal Safety Oversight Audit Program



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Air Navigation Services

CAAN, being a part of ANS service provider, has been taking initiative for operation, management and supervision of CNS, ATM and Air Space Management in lieu with ICAO standard for safe, smooth and reliable aviation activities. As a member of ICAO, COSCAP-SA and CANSO, it has followed the guidelines and procedures as per the resolutions made in different conventions, conferences and meetings.

CAAN has initiated different projects and programs for modernization, operation and strengthening of CNS and ATM activities at different remote and regional domestic airports of Nepal. It has also initiated for the development and revision of flight procedure within Nepalese FIR. AIP data is being updated. Coordination with concerned international organizations, stakeholders and agencies is being more strengthened and amicable.

Some of the recent major outcomes in Air Navigation Services have been highlighted below:

1. Installation and Testing of En route Mono-pulse Secondary Surveillance Radar (MSSR) System at Bhattedanda, Terminal MSSR System at TIA including Multi-sensor Surveillance Data Processor (MSDPS), Flight Data Processor (FDP) and Controller Working Position Equipment under the Grant Assistance of the Government of Japan have been completed.
2. The Technical Co-ordination Project for the Development of Spare Parts Management Center and En-route Radar Control Service under assistance of the Government of Japan is at the final stage of completion.
3. RCAG East has been established in Biratnagar Airport and commissioning Flight Check has been obtained.
4. The project for Airline Operational Control Communication (AOCC) System is at the final stage of completion.
5. Installation of One Man Positioned ATC Tower Console at Taplejung, Khanidanda, Bajura Airports and Test Console at Radio Workshop.
6. Installation of Meteorological Test Lab.
7. Improvement, Upgradation and Maintenance of Communication, Navigation and Facilitation equipment at different Domestic Airports.
8. Approval of ATS Operational Manual of Pokhara, Janakpur and Nepalganj Airports.
9. Flight Inspection of Instrument Flight Procedure (SID, STAR, IAP) for Simara and Dhangadhi Airports.
10. New Obstacle Limitation Surface (OLS) of Simara Airport.
11. Revision and Flight Inspection of RNP AR procedure for Biratnagar Airport.
12. Inter-action on RNP AR Right Turn Missed Approach at TIA and publication of the information in AIP.
13. Approval of New ATC On-the Job Instructor (OJTI) Selection Procedure Document.
14. Publication of New (6th Edition) AIP of Nepal, 2015.
15. Publication of New Edition (4th Edition) Aeronautical Chart Scale 1:500,000 (2015).
16. AIS Publication made available in CAAN website (www.caanepal.org.np) as eAIP.



17. Reproduction of AIP Nepal, 2015 including latest Amendment 2016, Valid Supplement and Valid AIC.

Some of the running major approved programs for the enhancement and standardization of Air Navigation Services are as follows:

1. Improvement of Air Traffic Safety Facilities in Nepal (Under the assistance of JICA)
 - A. Project Components:
 - a. Localizer/ T-DME System at TIA
 - b. Localizer Maintenance Training Equipment
 - c. VOR/ DME System at Chandragadhi and Dhangadhi Airports
 - d. Emergency Power Generator
 - e. VOR/DME Test Rack
 - f. Radar Maintenance Training Equipment
 - g. Radar Controller Training Simulator
 - h. Runway Lighting System at Jumla, Jomsom, Simikot, Rara, Lukla
 - i. Flight Procedure Design System
 - j. Solar Electric Power Supply System at Jumla, Jomsom, Simikot, Rara and Lukla
 2. Commissioning Flight check of MSSR at TIA
 3. Installation of One Man Positioned ATC Tower Console at Thamkharka, Dang and Saphebagar Airports.
 4. Replacement & improvement of Meteorological facilities at Pokhara, Lukla and Jomsom Airports
 5. Installation of Antenna Simulator for DVOR VRB 52 D Test Rack
 6. Improvement & Maintenance of Communication, Navigation and Facilitation Equipment at different Domestic Airports.
 7. Amendment of Aeronautical Chart Scale 1:500,000 4th Edition, 2015 and Chart/ Map of AIP Nepal.
 8. Development of new plotting Chart.



Tumlingtar Airport

Airports Status

S. No.	AERODROMES	Location Indicator	District	Aerodrome Reference Point	Elevation Ft (AMSL)	RWY			Remarks
						Designation	Dimension (m)	Surface	
1	Bhojpur Airport	VNBJ	Bhojpur	270851N/0870303E	3962 ft	17/35	545*20 m	Gravel	
2	Baglung Airport	VNBL	Baglung	281246N/0833959E	3248 ft	01/19	608*30 m	Earthen	Not in Operation
3	Baitadi Airport	VNBT	Baitadi	292755N/0803257E	4127 ft	03/21	500*30 m	Earthen	Not in Operation
4	Bajhang Airport	VNBG	Bajhang	293220N/0811107E	4127 ft	07/25	654*30 m	Earthen	Not in Operation
5	Bajura Airport	VNBR	Bajura	293013N/0814006E	4606 ft	09/27	600*20 m	AC	
6	Bharatpur Airport	VNBP	Chitwan	291626N/0821123E	679 ft	02/20	1158*30 m	AC	
7	Biratnagar Airport	VNVT	Morang	291626N/0821123E	236 ft	09/27	1524*30 m	AC	
8	Chandragadhi Airport	VNCG	Bhadrapur	291626N/0821123E	308 ft	10/28	1800*30 m	AC	
9	Chaurjahari Airport	VNCJ	Rukum	283738N/0821136E	2431 ft	03/21	600*20 m	AC	
10	Dang Airport	VNDG	Dang	280644N/0821733E	2080 ft	16/34	750*30 m	AC	Not in Operation
11	Darchula Airport	VNDL	Darchula	294009N/0803254E	2218 ft	07/25	590*30 m	Earthen	Not in Operation
12	Dhangadhi Airport	VNDH	Dhangadhi	284512N/0803455E	577 ft	09/27	1670*30 m	AC	
13	Dhorpatan Airport	VNDR	Baglung	283100N/0830200E	8950 ft	09/27	365*30 m	Earthen	Not in Operation
14	Dolpa Airport	VNDP	Dolpa	285909N/0824909E	8212 ft	16/34	560*20 m	Gravel	
15	Doti Airport	VNDT	Doti	291547N/0805610E	1893 ft	14/32	427*30 m	Earthen	Not in Operation
16	Gautam Buddha Airport	VNBW	Bhairahawa	273026N/0832505E	344 ft	10/28	1500*30	AC	





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S. No.	AERODROMES	Location Indicator	District	Aerodrome Reference Point	Elevation Ft (AMSL)	Designation	RWY Dimension (m)	Surface	Remarks
17	Janakpur Airport	VNJP	Janakpur	291626N/0821123E	233 ft	09/27	5000*100 m	AC	
18	Jiri Airport	VNJI	Dolakha	273733N/0861350E	6063 ft	14/32	365*18 m	Earthen	Not in Operation
19	Jomsom Airport	VNS	Mustang	284652N/083432E	8976 ft	06/24	739*20 m	AC	
20	Jumla Airport	VNL	Jumla	291626N/0821123E	7792 ft	09/27	675*20 m	AC	
21	Kangeldanda Airport	VNKL	Solukhumbu	272500N/0863818E	6880 ft	11/29	520*26 m	Earthen	Not in Operation
22	Khanidanda Airport	VNKD	Khotang	271051N/0864611E	4435 ft	08/26	510*27 m	AC	
23	Lamidanda Airport	VNLD	Khotang	271511N/0864012E	4026 ft	08/26	516*30 m	Earthen	
24	Langtang Airport	VNLT	Rasuwa	281200N/0853600E	11998 ft	09/27	420*30 m	Earthen	Not in Operation
25	Lukla Airport	VNLK	Solukhumbu	274116N/0864353E	9337 ft	06/24	527*20 m	AC	
26	Mahendranagar Airport	VNMN	Kanchanpur	285748N/0800953E	709 ft	17/32	884*30 m	Earthen	Not in Operation
27	Manang Airport	VNMA	Manang	283829N/0840521E	11093 ft	11/29	650*20 m	AC	Not in Operation
28	Masinechaur Airport	VNMC	Dolpa	290333N/0824487E	9200 ft	14/32	590*30 m	Earthen	Not in Operation
29	Meghauli Airport	VNMG	Chitwan	273438N/0841342E	498 ft	08/26	1067*46	Earthen	Not in Operation
30	Nepalgunj Airport	VNNG	Banke	280606N/0813959E	518 ft	08/26	1505*30 m	AC	
31	Palungtar Airport	VNGK	Gorkha	280220N/0842757E	1455 ft	02/20	1067*46 m	Earthen	Not in Operation
32	Phaplu Airport	VNPL	Solukhumbu	273053N/0863510E	8097 ft	02/20	680*20 m	AC	
33	Pokhara Airport	VNPK	Kaski	281200N/0835854E	2696 ft	04/22	1444*30 m	AC	



S. No.	AERODROMES	Location Indicator	District	Aerodrome Reference Point	Elevation Ft (AMSL)	Designation	RWY Dimension (m)	Surface	Remarks
34	Rajbirai Airport	VNRB	Saptari	263038N/0864418E	243 ft	11/29	1700*30 m	Gravel	Not in Operation
35	Ramechhap Airport	VNRC	Ramechhap	272338N/0860341E	1617 ft	03/21	518*30 m	AC	
36	Rara Airport	VNRR	Mugu	293100N/0820900E	8924 ft	18/36	570*20 m	AC	
37	Rolpa Airport	VNRP	Rolpa	281659N/0824659E	4088 ft	06/24	457*30 m	Earthen	Not in Operation
38	Rumjatar Airport	VNRT	Okhaldhunga	271813N/0863302E	4498 ft	17/35	549*30 m	AC	
39	Salley Airport	VNSL	Rukum	283814N/0822658E	5184 ft	16/34	580*20 m	AC	
40	Sanfebagar Airport	VNSR	Achham	291410N/0811256E	1955 ft	03/21	517*30 m	Earthen	Not in Operation
41	Simara Airport	VNSI	Bara	270945N/0845854E	445 ft	01/19	1192*30 m	AC	
42	Simikot Airport	VNST	Humla	295816N/0814908E	9751 ft	10/28	650*20 m	AC	
43	Surkhet Airport	VNSK	Surkhet	283509N/0813807E	2054 ft	02/20	1255*30 m	AC	
44	Syangboche Airport	VNSB	Solukhumbu	274837N/0864243E	12348 ft	13/31	405*30 m	Earthen	Not in Operation
45	Taplejung Airport	VNTJ	Taplejung	272103N/0874145E	7936 ft	07/25	900*30 m	AC	
46	Thamkharka Airport	VNTH	Khotang	270245N/0865115E	5200 ft	18/36	560*30 m	Earthen	
47	Tikapur Airport	VNTP	Kailali	283120N/0810720E	515 ft	05/23	573*30 m	Gravel	Not in Operation
48	Tribhuvan International Airport	VNIKT	Kathmandu	274149.778N/ 0852128.535E	4390 ft	02/20	3056*46 m	AC	
49	Tumlingtar Airport	VNTR	Sankhuwasava	271902N/0871143E	1316 ft	16/34	1220*30 m	AC	

**Excluding Kamalbazaar Airport



Aviation Safety and Regulatory Services

ICAO USOAP

Under the Article 44 of the Convention on International Civil Aviation, States are obliged to implement the Standards and Recommended Practices (SARPs), as applicable, adopted by ICAO Council in the Annexes of the Convention. To ensure the compliance of these safety standards, ICAO conducts safety audit of Member States under the Universal Safety Oversight Audit Program (USOAP).

ICAO conducted Safety Oversight of Nepal in 5 to 14 May 2009. The audit result identified Nepal's Effective Implementation (EI) of ICAO safety standards and guidance as 43 percent. In July 10-16 July 2013, ICAO Coordinated Validation Mission (ICVM) was carried out to assess the progress made after safety audit of 2009. ICVM identified a Significant Safety Concern (SSC) in the area of aircraft operations. After this validation, Nepal's effective implementation of ICAO Safety Standards was observed to be 55 percent with compared to the global average of 60 percent.

Post ICVM Safety Updates

Nepal has made significant efforts to resolve the deficiencies identified by ICVM as well as some safety issues raised by EC. These efforts are made on focusing Critical Elements (CEs) of Safety Oversight System as recommended by ICAO.



Critical Elements of Safety Oversight System

Various Technical Assistance Missions from ICAO Asia Pacific Office and COSCAP-South Asia visited Nepal to provide guidance on the deficient areas. An EU Technical Assistance Mission also visited Nepal on 5-9 October 2015 to discuss with CAAN Officials on the matter of progress made after ICVM and to explore the area of assistance from European Commission. The EC Mission is satisfied with the significant progress made by Nepal to address safety deficiencies identified during ICVM and advised Nepal for ICVM to resolve the SSC.

Under the ICAO Continuous Monitoring Approach ICAO also validates PQs relating to Critical Elements (CE) 1 to 5 in Off-site validation process assessing the progress made by State in Online Framework (OLF). After the Off-site validation of those PQs in March 2016, Nepal's overall EI has been identified as

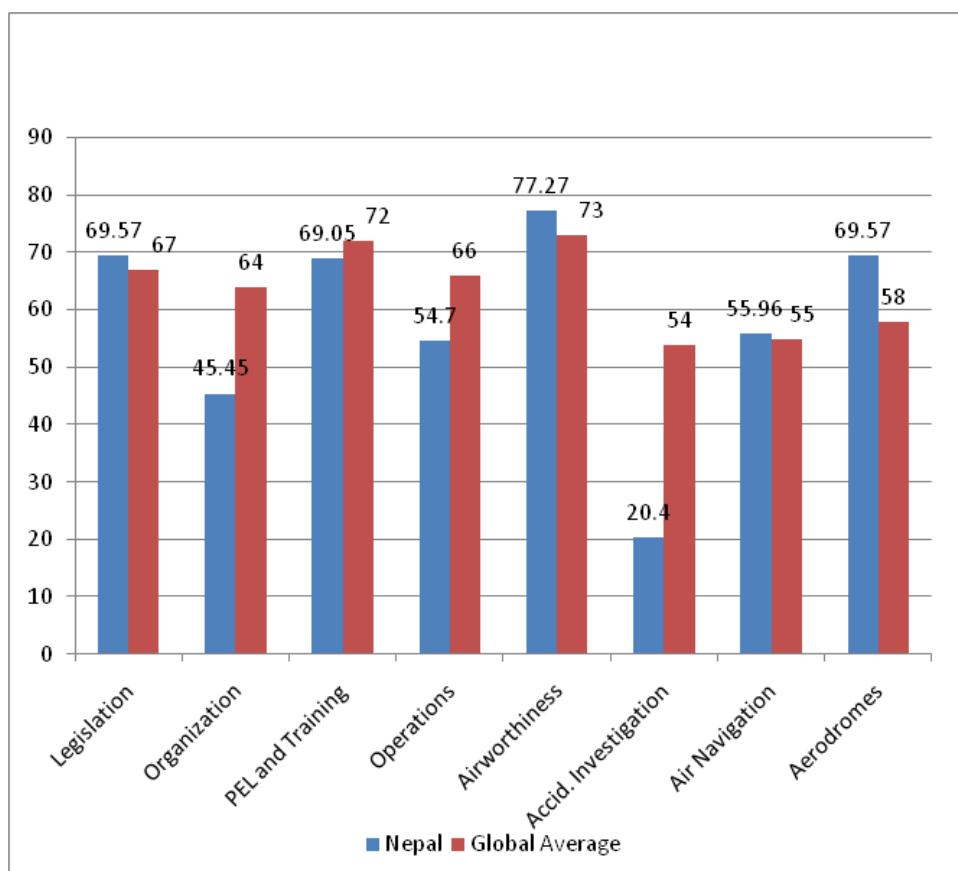


58.4 percent with compare to the global average of 60 percent.

A Combined Action Team (CAT) Mission from ICAO Asia-Pacific visited Nepal in 21-25 November 2016 to evaluate Nepal's progress in different audit area and suggest corrective measures on identified deficiencies. The CAT Mission satisfied with the Nepal's progress in SSC areas and advise Nepal to reorganize the documentation for the ICVM.

Assistance from ICAO Safe Fund

In February 2015 during the 2nd High Level Safety Conference, Nepalese Delegation led by the Secretary of Ministry of Culture, Tourism and Civil Aviation accompanied with the Director General of CAAN visited the ICAO Council President Dr. Olumuyiwa Benard Aliu and Secretary General Mr. Raymond Benjamin. During the Meeting, Nepal requested the ICAO to extend technical assistance to resolve the deficiencies identified during ICVM and strengthen the safety oversight capability of CAAN. ICAO agreed to provide technical assistance to Nepal through SAFE Fund. Accordingly, in July 2015 Nepal and ICAO signed a MoU for Project NPL 15801. Under this Project ICAO has agreed to provide expert services in the areas of Flight Operations (OPS), Airworthiness (AIR) and Personnel Licensing (PEL).

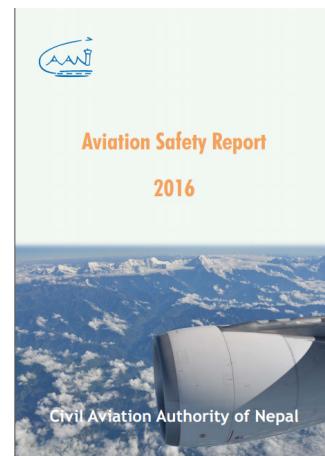


Nepal's EI with compared to the global average



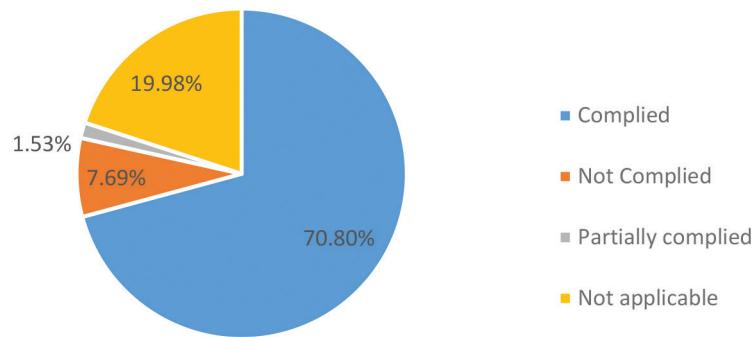
Release of Aviation Safety Report

Civil Aviation Authority of Nepal (CAAN) has released 'Aviation Safety Report 2016' on 28 November 2016. Honorable Minister for Culture, Tourism and Civil Aviation Jiwan Bahadur Shahi released the report in the presence of officials of Ministry, CAAN, airline operators and media personnel. The Aviation Safety Report has analyzed the data of aircraft accident in Nepal for the period of last 10 years (2006-2015) including the implementation status of safety recommendations made by various Aircraft Accident Investigation Commissions. The Report has evaluated the status of ICAO safety audit result of 8 audit areas including the Effective Implementations (EIs) of applicable ICAO Standards and Recommended Practices (SARPs) by Nepal. The Report has also documented the aircraft accidents data of Nepal in its attachments.



Implementation status of Past accident recommendations

Majority of recommendations of aircraft accident investigation shows that there are many common factors on these accidents. CAAN has thoroughly assessed the investigation reports and focused to address in deficient areas. It has been found that approximately 71 % of these recommendations have already been complied with. Non-compliance of the remaining ones is ascribed to either their non-applicability or irrelevance. The implementation status of safety recommendations made by accident investigation commissions is given in chart below.



Safety Management

CAAN has established a dedicated Safety Management Division for the effective implementation of safety management. This Division is responsible to carry out preliminary work relating to the SSP and coordinate the responsible Departments for the implementation safety management system. Since the Nepal's overall EI is below the global average, Nepal has not implemented the SSP as required by Annex 19. At present, airline operators and certified aerodrome have implemented the safety management system within their organization. The respective safety oversight departments are responsible to oversee the service providers' SMS in according to the provision laid down in Civil Aviation Requirements, 19-Safety Management 2016.

Rule 83 'Ga' of CAAN Civil Aviation Regulation, 2058 has made provision of safety reporting system. Accordingly, CAAN has implemented voluntary Information reporting systems (VIRS) to improve hazard identification and risk management processes within the generic framework of an organization's safety management system (SMS). The general rule in voluntary reporting systems is



that the reported information should not be used against the reporting person, i.e. such systems must be non-punitive, and just in order to encourage further reporting of safety related information.

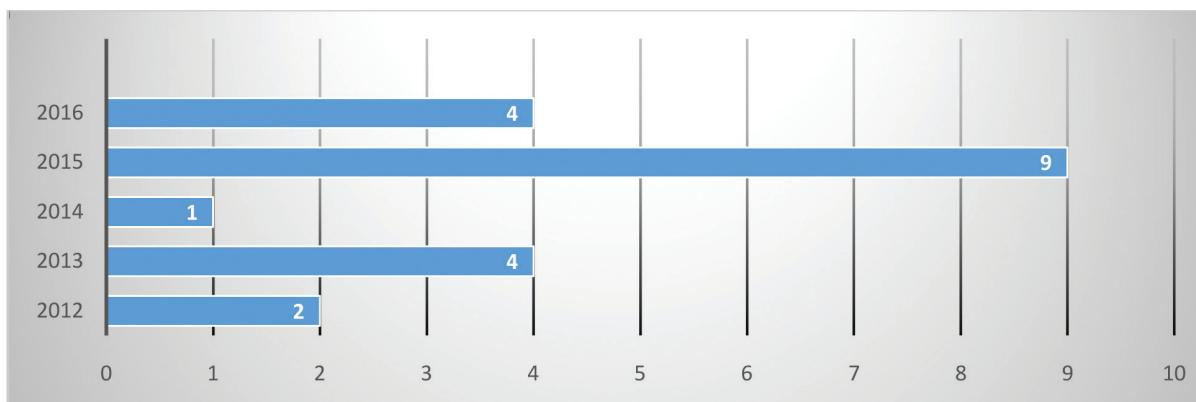
Air Navigation Services Safety

Safety Oversight Audit in Air Navigation Services started in 2012 from Gautam Buddha Airport (VNBW). Air Navigation Services Safety Standards Department (ANSSSD) is conducting safety oversight audit of all controlled airports including TIA. Now, the safety oversight activities has been extended to the AFIS airfields also. The audit of Civil Aviation Academy, the approved training organization for ATS, was conducted in September 2016 and the certificate has been renewed for another one year.

The list of audited/inspected airports are given below:

2012	VNBW and VNNG	2 airports
2013	VNVT, VNKT, VNSI and VNJP	4 airports
2014	VNVT	1 airport
2015	VNKT, VNNG, VNBP, VNBW, VNJP, VNVT, VNCG, VNPK and VNJS	9 airports
2016	VNKT, VNKL, VNSI, VNLK	4 airports

Number of Audited Airports [2012-2016]



After accomplishment of audit, the department sends Audit reports to concerned airports, requesting them the concrete Corrective Action Plan with the realistic timeframe. Apart from the audit activities, the department conducts the investigation of safety occurrences and safety awareness programs.

MOU between CAAN and DHM

Civil Aviation Authority of Nepal and Department of Hydrology and Meteorology (DHM) signed a Letter of Agreement (LOA) in 17 September 2015. DHM has been assigned by GoN as a body responsible to provide aviation meteorological services as per the provision of Annex-3. CAAN is a regulatory body responsible to oversee the overall aviation service provider functions. The MoU has specified the DHM responsibilities relation to the aviation meteorological services, safety oversight of MET services and coordination procedure between CAAN and DHM.



Aerodrome Safety

Regulatory revision

Government of Nepal approved the first amendment to the 'Aerodrome Certification Regulation -2061 (2004)'. The amendment has revised the provision of aerodrome certificate requirements. CAAN has amendment to the Civil Aviation Requirements- (CAR-14) Part I, Aerodrome in line with the Airport Certificate Regulation -2061 (2004) to ensure the harmonization between existent regulations relating to the aerodrome certification.

Implementation of PANS OPS Aerodrome

The PANS-Aerodromes are complementary to the SARPs contained in Annex 14, Volume I. 2.3 as it amplifies the provisions made on SARPs. The PANS OPS-Aerodrome specifies operational procedures to be applied by aerodrome operators to ensure aerodrome operational safety and procedures to be applied by both aerodrome regulators and operators for initial aerodrome certification and continuing aerodrome safety oversight as well as aerodrome compatibility studies, in particular, where full compliance with the SARPs in Annex 14, Volume I, cannot be achieved. As per the guidelines made by ICAO, PANS OPS Aerodrome ICAO Doc 9981 came into existence/implementation since November 10, 2016

Aerodrome Certification

ICAO Annex 14, Vol. 1 Para 1.4.1 requires States to certify aerodromes used for international operations as specified in this Annex as well as other relevant ICAO specifications through an appropriate regulatory framework.

Para 1.4.2 of the Annex 14 Vol. 1 recommends States to certify aerodromes open to public use in accordance with the specifications contained in this Annex as well as other relevant ICAO specifications through an appropriate regulatory framework.

Civil Aviation Authority of Nepal (CAAN), Airport Certificate Regulation – 2061 (2004) First Amendment 2073 (2016) requires international airport to obtain the aerodrome certificate. Besides this, the Regulation requires the aerodrome open to public use for aircraft with capacity of 30 seats or more should obtain the aerodrome certificate. Other aerodromes with less than 30 seats of aircraft in operations needs to be registered in CAAN.



Inspection at TIA



At present, Tribhuvan International Airport (TIA) is the only certified aerodrome in Nepal. Aerodrome certification status of TIA is as follows:

Aerodrome Certificate Issue and Renewal

Aerodrome Certificate Issued/ Renewed on	Certificate Validity		Remarks
	From	To	
Nov 26, 2003	Nov 26, 2003	Nov 25, 2008	
May 03, 2009	May 03, 2009	May 02, 2010	
Jul 18, 2010	May 03, 2010	May 02, 2011	
Oct 21, 2011	May 03, 2011	May 02, 2013	
Jul 08, 2013	May 03, 2013	May 02, 2014	
Aug 18, 2014	May 03, 2014	May 02, 2016	
May 18, 2016	May 03, 2016	May 02, 2017	

CAAN is heading to certify other public use airport being operated by aircrafts with seat capacity thirty or more. Accordingly, preliminary works relating to the aerodrome certification of Biratnagar airport have been completed. Aerodrome Safety Standards Department is assessing the Aerodrome Manual and other pertinent date for the certification process of this airport.

Safety of Recreational Aviation

Recreational aviation activities are rapidly growing in Nepal. Most of these activities are concentrated in Pokhara valley making air transport operations a challenge. With the increase of these activities, recent safety occurrences relating to them have created hazards to public safety. Civil Aviation Authorities are not directly involved for the safety oversight of these activities in other countries. Based on the regulations developed by the regulatory body, these activities are regulated by their respective clubs or associations. CAAN is also gradually moving in this direction as it has to give more focus on the safety of commercial air operations.





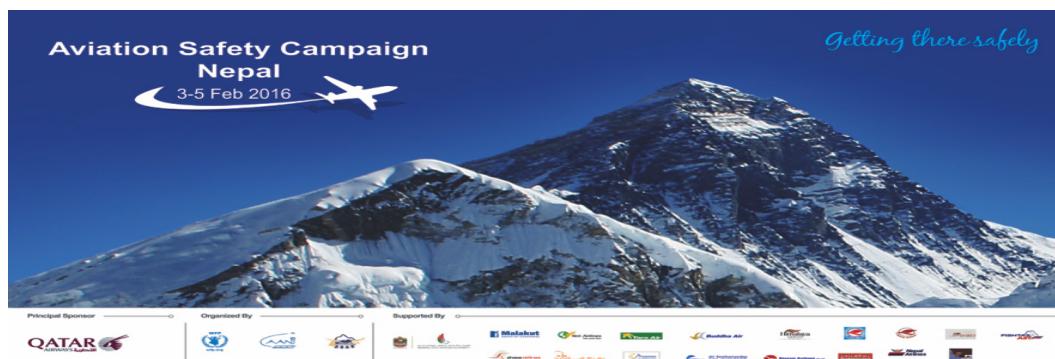
After some accidents and incident relating to ultra-light aircrafts, CAAN had to come forward for the oversight of recreational aviation activities. CAAN is framing a separate Aviation Sports Operators Certification Requirements (ASOCR) to oversee these activities. After incident of the missing of an ultra-light aircraft in 8 October, 2015, CAAN is introducing the tracking system of these aircraft. Aircraft tracking device not only helps operator to make continuous surveillance of their machines but also help to initiate necessary search and rescue operations on timely manner. CAAN is also introducing flying route for these activities to ensure the safe operations in mountainous area as well as separation from commercial aircraft operations.



Paragliding activities have also been growing rapidly for last few years. Most of them are flying in Pokhara valley within the controlled air space of Pokhara airport and populated city area. Since they are conducting commercial flight and carry the passengers on pay, CAAN has introduced the licensing system in paragliding activities and also imposing certain regulatory provisions keeping in view the safety of public. Accordingly, Recreational Aviation Regulation, 2069 has been amended incorporating various provisions relating to the safety and public interest.

Safety Awareness Programmes

A three day programme on Nepal Aviation Safety Campaign (NASC) was organized in Kathmandu in 3-5 February 2016. NASC is a joint initiative of Civil Aviation Authority of Nepal (CAAN), Airline Operators Association of Nepal (AOAN) and World Food Programme (WFP). This is a programme to nurture safety awareness, a key activity of safety promotion under safety management system, among aviation stakeholders of Nepal. NASCs organized in May 2013 and June 2014 were very effective in creating safety awareness among the Nepalese civil aviation stakeholders. NASC has emerged as a common platform for all the stakeholders of civil aviation where they get an opportunity to share and interact with international aviation experts on latest trends in global civil aviation, issues of safety concerns and appropriate ways to address such issues.



Also a seminar on safety oversight awareness was conducted on 27 November 2015 at CAAN Head Office. The seminar was focused on bringing the awareness about ANS Safety Oversight activities among stakeholders involved in the delivery of Air Navigation Services. This type of awareness programmes have also been organized in Nepalgunj, Biratnagar, Luka, Jumla and Jomsom airports.

Steering Committee Meeting of COSCAP-South Asia

The 25th Steering Committee Meeting of COSCAP-South Asia was held in Male, Maldives on 20-21 July 2016. The Meeting was inaugurated by Mr. Moosa Zameer, Minister for Tourism and Civil Aviation of Maldives. The Meeting was participated by the Director Generals Civil Aviation and related officials of Member States, Regional Director and officials of ICAO-APAC Office, representative from FAA, EASA, DGAC France, Boeing, Airbus and air transport industry. COSCAP-SA Secretariat, Member States and industry partners made their presentation in various contemporary issues during this session. Nepal made its presentation on the Post-ICVM Progress made by Nepal.



Nepal is among the beneficiaries from COSCAP-SA Programme in recent days. A number of Mission under COSCAP-SA were carried out during year 2015 and it is ongoing in 2016 too. Besides this, a number of training programme were organized in coordination of COSCPA-SA. These training programmes were dedicatedly focused on resolving safety deficiencies identified during USOAP CMA among Member States.

COSCAP-South Asia is a cooperative program of South Asian Nations for Strengthening Safety in Civil Aviation. The program was established in the initiation of ICAO as a Project in 1997 after the signing the agreement for cooperative mechanism among the Member States. COSCAP-South Asia Steering Committee is the body of Directors General of Civil Aviation that discusses on the policy issues of COSCAP-SA in line with 'States-Needs' and 'ICAO Global Aviation Safety Plan'. At present the Program is on its Phase IV with five years term (2013-2017). During each Phase, the Program Steering Committee reviews and revises the Program Objectives. Steering Committee approves the budget and annual work program to help the region achieve its goals.

COSCAP-SA Member States are Bangladesh, Bhutan, India, Maldives, Nepal, Pakistan and Sri Lanka. Afghanistan has also consented to be the Member of COSCAP-South Asia Program.

53rd DGCA Conference



DGCA Nepal expressing his views on 53rd DGCA Conference in Colombo



A five member delegation led by Mr. Sanjiv Gautam, Director General of Civil Aviation Authority of Nepal, participated in 53rd Conference of the Directors General of Civil Aviation (DGCA) Asia and Pacific Region held in Colombo, Sri Lanka from 1 to 5 August, 2016. The conference was organized by the host country Sri Lanka with technical cooperation of International Civil Aviation Organization.

The Conference had provided an important role to Mr. Gautam, the Director General of Civil Aviation Authority of Nepal to moderate on *Agenda Item 3.7 Other Business* and on some of the Discussion Papers of Agenda Item 3.3 - Air Navigation Matters.

ICAO appreciated Nepal for timely presentation of its progress status on the Action Items arising from the previous (52nd) DGCA Conference. The 53rd DGCA conference had also identified 26 Action Items on the various relevant issues.

Nepalese delegation had also actively participated in the 6th Meeting of Regional Aviation Safety Group and 4th Meeting of Regional Aviation Security Coordination Forum organized parallelly on 1st and 2nd August, 2016 in between the dates of 53rd DGCA Conference at the same venue. Nepal, Australia, New Zealand and Vanuatu had jointly presented a Discussion Paper entitled **ICAO Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA) Proposal for a Post-Implementation Review on Agenda Item 4** of 6th Regional Aviation Safety Group Meeting. Topic of the Agenda was very relevant and important. Significant number of participants had shown interest on this discussion paper and shared their views and comments.

A side-meeting among the DGCAs of COSCAP-SA Project was also organized during the DGCA Conference. Forthcoming 54th DGCA Conference is scheduled to be held in Ulaanbaatar of Mongolia on 7-11 August, 2017.

39th ICAO Assembly

A Nepalese delegation led by Honourable Minister for Culture, Tourism and Civil Aviation Jiwan Bahadur Shahi participated in 39th Session of ICAO Assembly held from 27th September to 7th October 2016 in ICAO Headquarter Montreal, Canada. Hon. Minister Shahi was invited as the guest speaker during an interaction session of World Aviation Forum organized on the eve of 39th Assembly on 26th September. In this session, Hon. Minister highlighted the importance of air transport in a landlocked mountainous country like Nepal for the external as well as internal connectivity. Hon. Minister Shahi also expressed his views during the question answer session regarding the future development of air transport in Nepal.



ICAO Assembly

ICAO 39th Assembly formally commenced on 27th September 2016. Honourable Minister Shahi addressed the Assembly Session as the leader of Nepalese delegation on 28th September 2016. In his address, he highlighted the role of civil aviation for the overall development of the country, challenges of aircraft operations in Nepal, airport infrastructure development works, improvement work in air navigation facilities and post ICVM progress made on aviation safety. He mentioned the ICAO's support to Nepal in the areas of the aviation infrastructure development, commissioning of necessary com and nav. aid facilities, air transport support, technical manpower development and aviation documentation under its technical co-operation programme during the period of late 70's to 80's. Appreciating the ICAO's 'No Country Left Behind' initiative, Hon. Minister Shahi expressed his sincere gratitude to ICAO for its Technical Assistance Project through ICAO SAFE Fund aiming to strengthen the safety oversight capability of Nepal.



Hon. Minister Shahi addressing the World Aviation Forum in ICAO Headquarter, Montreal

Nepalese delegation led by Honourable Minister Shahi made a courtesy call with ICAO Council President Dr. Aliue on 4th October 2016. During the meeting Hon. Minister briefed the situation of aviation in Nepal and difficulties faced by Nepal due to the safety concern issued by ICAO and, based on this, enlisting of Nepalese airlines in EU's air safety list. He expressed his sincere thanks to the Council President for providing Technical Assistance from its SAFE fund to support Nepal to strengthen safety oversight capabilities. On the occasion, Director General of Civil Aviation Mr. Sanjiv Gautam briefed him about the progress made by Nepal after ICVM and expressed his concern regarding the enlisting of Nepal in air safety list based on ICAO audit result which was not the purpose of ICAO audit as per USOAP audit principle. ICAO Council President Dr. Aliue expressed his satisfaction that on the progress made by Nepal as Nepal is very close to the global average in terms of overall EI and advised ICAO APAC Regional Director to expedite the process for the next cycle of ICVM in Nepal. Regional Director of ICAO APAC Office Mr. Arun Mishra stated that though the ICVM was planned for July 2017, he will expedite the process to prepare Nepal for ICVM in early date of 2017.



Hon. Minister Shahi addressing 39th session of ICAO Assembly

Director General of Civil Aviation Mr. Gautam along with Joint Secretary of MOCTCA Mr. Buddhi Sagar Lamichhane and Deputy Director General Mr. Rajan Pokhrel participated in a meeting held by Air Navigation Bureau in the presence of APAC Regional Director. During the meeting Nepal's position for next ICVM and the progress of ongoing technical assistance project was discussed. Nepal asked to provide for a short term assistance in Airworthiness area so as to harmonize the ongoing assistance in the area flight operations. ICAO agreed to provide a technical expert in the area of airworthiness for a period of another 4 months. At present, a flight operations expert is working in Nepal since July 2016 and it is expected that another expert in the area of Airworthiness will join the mission in January 2016.

CANSO Asia Pacific Conference 2016

A Nepalese delegation team, led by the Director General of CAAN Mr. Sanjiv Gautam, participated in CANSO Asia Pacific Conference 2016 held from 4 May to 6 May 2016 in Queenstown, New Zealand. With its theme 'Shaping Asia Pacific ATM – Global Vision, Regional Action', this conference examined the global vision, the challenges and opportunities in the region from the perspectives of the ANSPs and their stakeholders, as well as the actions that are essential to translate the vision into reality.



Director General Mr. Sanjiv Gautam delivering introductory speech in CANSO Asia Pacific Conference 2016

Nepal was warmly welcomed with listing in membership of CANSO. In an introductory speech delivered by the Director General, he highlighted the role and activities of CAAN as a Regulator and a Service Provider.



Air Transportation

International Air Transport

At present, twenty-five airlines from different countries are operating their services in Nepal. Three airlines from Nepal are operating international schedule passenger services.

Country	Airlines	Country	Airlines
Nepal	3	Qatar	1
India	3	Oman	1
Bhutan	2	South Korea	1
China	4	Hongkong	1
Thailand	1	UAE	3
Bangladesh	3	Turkey	1
Malaysia	3	Singapore	1
		Total	28

Domestic Air Transport

- Schedule Airline Operators (7)
 - Nepal Airlines
 - Yeti Airlines
 - Buddha Air
 - Tara Air
 - Simrik Airlines
 - Sita Air
 - Goma Air
- Charter Air Operators (3)
 - Air Kashthamandap
 - Makalu Air
 - Saurya Airlines
- Helicopter Operators (9)
 - Air Dynasty
 - Shree Airlines
 - Simrik Air
 - Fishtail Air
 - Mountain Helicopters
 - Manang Air
 - Prabhu Helicopters
 - Altitude
 - Heli Everest
- Recreational Aviation (3)
 - Avia Club
 - Pokhara Ultralight
 - Fishtail Ultraflights

It's congenital really. We're an aspiring species that doesn't have wings. What else would we dream of?

- Mark Vanhoenacker



Air Operator Certificate (AOC) Details

Aeroplanes

S.No.	Air Operators' Name	AOC No.	Fleet	AOC Validity	Operations Base
1	Buddha Air	014/1996	ATR 72/42, B 1900D	15 July 2017	Kathmandu
2	Nepal Airlines Corporation	003/2000	B 757, A 320, MA 60, DHC-6, Y-12E	15 June 2017	Kathmandu
3	Sita Air	033/2000	DO 228	15 June 2017	Kathmandu Nepalgunj
4	Yeti Airlines	037/2004	J 41	15 July 2017	Kathmandu
5	Air Kasthamandap	051/2009	PAC 750XL	15 Aug 2016	Nepalgunj
6	Simrik Airlines	052/2009	DO 228, B 1900C	24 th Feb 2017	Nepalgunj (DO-228) Kathmandu (B-1900)
7	Tara Air	053/2009	DO 228, DHC 6/300 DHC 6/400	15 July 2017	KTM (DHC-6) 7 PKR (DO-228) 2 Nepalgunj DO-228 1
8	Makalu Air	057/2009	C 208B	15 May 2017	Surkhet
9	Goma Air	064/2010	LET 410, C 208B	15 June 2017	Surkhet (Cessna) Kathmandu (LET) 2
10	Surya Airlines	083/2014	CRJ 200	12 Feb 2017	Kathmandu
11	Himalaya Airlines	084/2015	A 320	7 Dec 2017	Kathmandu

Helicopter

S.No.	Operators' Name	AOC No.	Fleet	AOC Validity	Operations Base
1	Simrik Air	034/2000	AS 350B3e, Bell 407 GXP	15 Jan 2017	Nepalgunj
2	Fishtail Air	017/2001	AS 350B2/B3/B3e Bell 206B	15 Jan 2017	AS 350 B3 Lukla Rest fleet at Kathmandu
3	Air Dynasty Heli Service	035/2001	AS 350 BA/B2/B3e	15 May 2017	3 units at Kathmandu, Lukla and Pokhara 1 unit
4	Shree Airlines	030/2002	MI8 AMT/MTV1 AS 350B3e	15 May 2017	Kathmandu, Pokhara, Surkhet
5	Mountain Helicopters	055/2009	AS 350B3e/B2, EC130B4	15 May 2017	Kathmandu
6	Prabhu Helicopter	081/2013	R 44 II, R 66	31 Oct 2017	Pokhara
7	Manang Air	082/2014	AS 350B3e	02 July 2017	Kathmandu two AS 350 B
8	Altitude Air	085/2016	AS 350B3e	05 Oct 2017	Kathmandu two AS 350 B3e
9	Heli Everest	086/2016	AS 350B3e	06-12-2017	
10	VVIP Flight	Not applicable	AS 332 L/L1, Bell 206 L3/L4	Not applicable	Not applicable

Recreational Aviation

S.No.	Air Operators' Name	ASOC No.	Fleet	AOC Validity	Operations Base
1	Avia Club Nepal	009/96	BIMAN 1, A 22L2, Edge X Classic, Cruise 582	16 April 2017	Pokhara
2	Pokhara Ultralight	022/2013	Aeros 2, Ikarus C42B	13 May 2017	Pokhara
3	Fishtail Ultraflights	060/2010	Quik GT 450	15 March 2017	Pokhara



Sector and Seat Capacity of International Airlines

International Carriers' Flight Status								
S.N.	Country	Airlines	Sector	Operating Fleet	Aircraft Seat	Flt/Week	ASA Provision	Remarks
						Flt/Week	Pax/ Week	
1	Bangladesh	Biman Bangladesh	DAC-KTM-DAC	B738/A310/B777/DH8	162/223/319/74	All days	7000	Sun=1 day
		Regent Airways	DAC-KTM-DAC	B737	126	2,4,7	900	Mon=2 day
		US-Bangla Airlines	DAC-KTM-DAC	B737/DH8	158/76	1,3,5,	850	Tue=3 day
		Druk Air	PBH-KTM-PBH	A319/AT42	114/48	All days	7	Wed=4 day
		Tashi Air Pvt. Ltd Bhutan Airline(B3) Ltd	PBH-KTM-DEL	A319	122	3,5,7	7	Thu=5 day
2	Bhutan		LXA-KTM-LXA			All days		Fri=6 day
		Air China	CTU-KTM-CTU	A319/A330	128/183	All days	14	Sat= 7 day
		China Eastern	KMG-KTM-KMG	B737	132	2 flights/day	21	
		China Southern	CAN-KTM-CAN	A319	122	2 flights/day	14	
		Sichuan Airlines	LXA-KTM-LXA	A319	131	All days	7	
3	China	Dragon Air	HKG-KTM-HKG	A330	300	1,3,4,6,7	14	
		IndiGo Airlines	DEL-KTM-DEL	A319	122	14		
		Jet Airways	CCU-KTM-CCU	A319	122	2,3,5,7		
		Indigo Airlines	DEL-KTM-DEL	A320	180	All days	30000	
		Korean Air	INC-KTM-INC	B772	261	2,3,5	4	
4	Hongkong	Malaysian Air	KUL-KTM-KUL	B738	160	All days	7	
		Malindo Air	KUL-KTM-KUL	B738/B739	162/180	10	14	
		Air Asia	KUL-KTM-KUL	A330	377	All days	7	
5	India							
6	Korea							
7	Malaysia							



		KTM-VTBD-KTM			2,4,6	10	
		KTM-VHHH-KTM			3,5,7	14	
		KTM-OTHH-KTM			All days	28	
		KTM-DEL-KTM			All days	30000	
		KTM-VOBL-KTM			3,5,7	10000	
		KTM-OMDB-KTM			1,3,56,7	70	
	Nepal Airlines	KTM-WMKK-KTM	B757/A320	190/158	All days	28	
	Himalaya Airlines	KTM-OTHH-KTM	A320/319	158	All days	7	
8	Nepal	KTM-VNS-KTM	ATR-42/72	42/72	3,5,7	10000	
10	Oman	MCT-KTM-MCT	B737/A330	154/299	15	21	
			A333/A332/A321/A319	305/295/196/ 182/144	3 flights/day	28	
11	Qatar	Qatar Airways	DOH-KTM-DOH	162/138/120	1,2,4	14	
12	Singapore	Silk Air	SIN-KTM-SIN	B738/B737/A319	309	7	10
13	Thailand	Thai Int'l Airlines	BKK-KTM-BKK	A330/A340/B777	289/270/377	2,4,6,7	14
14	Turkey	Turkish Airlines	IST-KTM-KTM	SHJ-KTM-SHJ	14		
			SHJ-KTM-RKT		7		
		Air Arabia	RKT-KTM-SHJ	A320	7	28	
		Eithad Airways	AUH-KTM-AUH	A320/A321/A330	168		
			DXB-KTM-DXB		122/240	14	14
15	UAE	Fly Dubai	DWC-KTM-DWC	B738	174	All days	
					2 flights/day	21	

Sector Abbreviation:

DEL/VIDP: Delhi DWC=AI Maktown
 DEL/VIDP: Delhi CCU=Kolkatta
 DOH/OTBD = Doha MCT- Muscut
 SIN= Singapore VNS: Varanas
 INC- Incheon (South Korea)

BASED ON WINTER SCHEDULE 2016
 SJH=Sarjaha
 OMDB=Dubai
 AUH=Abu Dhabi
 CAN=Guangzhou

BKK / VTBD= Bangkok
 IST=Istanbul BOM=Mumbai
 WMKK=Kwala Lampur
 HKG/ VHMH=Hongkong



S.N	AIRPORTS	Sector	Airlines/Act Type						AIR FARE AP-PROVED ON 12TH DEC 2016	FUEL SUR-CHARGE BASED ON FUEL OF 6TH DEC2016	MAX AIR FARE	REMARKS
			BUDDHA/B190/ATR	GOMA/L410	Nepal Airlines/MA60, DH-C6,Y12	SIMRIK/B190,D228	SITA/D228	TARA/DH-C6,D228				
FLIGHT/WEEK												
1	BIRATNAGAR	KT-VT-KT	63	-	7	-	-	-	28	5518	2066	7584
2	NEPALGUNJ	KT-NG-KT	21	-	4	-	-	-	14	7490	2805	10295
3	BHAIRAHAWA	KT-BW-KT	35	-	7	7	-	-	21	4731	1772	6503
4	POKHARA	KT-PK-KT	56	-	7	42	-	-	21	2463	922	3385
5	BHARATPUR	KT-BP-KT	49	-	-	-	-	-	14	2956	1107	4063
6	JANAKPUR	KT-JP-KT	28	-	-	-	-	-	-	2070	775	2845
7	SIMARA	KT-SI-KT	70	-	3	14	-	-	-	6900	2584	9484
8	CHANDRADHADHI	KT-CG-KT	21	-	3	-	-	-	14	3543	1175	4718
9	LUKLA	KT-LK-KT	-	56	2	49	42	136	-	2489	1270	3759
10	JOMSOM	PKJS-PK				21		7	-	10150	3801	13951
11	JUMLA	SK-JL-SK	-	-	-	1	-	-	-	1787	915	2702
		NG-JL-NG	-	-	1	1	2	1	-	-	-	-
12	DHANGADHI	KT-DH-KT	14	-	7	-	-	-	-	-	-	-
13	TUMLINGTAR	KT-TR-KT	7	-	-	-	-	2	-	4239	1587	5826
		VT-TR-TR	3	-	-	-	-	-	-	2464	923	3387
14	BHOJPUR	KT-BJ-KT	-	-	-	-	-	-	-	2489	1270	3759
		VT-BJ-VT	-	-	-	-	-	-	-	1404	715	2119
16	RUMIATAR	KT-RT-KT	-	-	-	-	-	-	-	1723	880	2603
17	PHAPIU	KT-PI-KT	-	2	3	-	1	2	2042	1045	3087	
18	RARA	NG-RR-NG	-	-	2	-	-	1	-	2680	1370	4050



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19	SALLEY	NG-SL-NG	-	-	1	-	-	-	-	1659	845	2504
	KT-SI-KT		-	-	1	-	-	-	-	4913	2515	7428
20	CHAURIHARI	KT-CI-NG			1	-	-	-	-	4913	2515	7428
	NG-CJ-NG		-	-	1	-	-	-	-	1404	715	2119
21	DOLPA	NG-DP-NG		-	1	-	-	-	2	-	2425	1240
											3665	
22	SIMIKOT	NG-ST-NG	-	-	2	2	2	2		3318	1695	5013
	SK-ST-SK		-	-	1	-	-	-	-	1850	1010	2860
23	BAJURA	SK-BR-SK	-	-	1	-	-	-	-	2514	1305	3819
	NG-BR-NG		-	-	1	1	1	1	-	2489	1270	3759
24	KANGELDANDA	KT-KL-KT	-	-	-	-	-	-	-	2233	1144	3377
										1531	780	2311
25	THAMKHARKA	VT-TI-VT	-	-	1	-	-	-	-	2106	1085	3191
	KT-TI-KT		-	-	2	-	-	-	-	3446	1760	5206
26	TAPLEJUNG	KT-TI-KT	-	-	3	-	-	-	-	1595	817	2412
					3	-	-	-	2	2386	1223	3609
27	KHANIDANDA	VT-KD-VT	-	-	1	5	-	-	-	1404	715	2119
	KT-KD-KT		-	-	5	-	-	-	-	2680	1370	4050
28	RAMECHAAP	KT-RC-KT	-	-	-	-	-	-	-	2854	945	3799
	BAJHANG	NG-BG-NG	-	-	-	-	-	-	-	2808	1438	4246
29	MEGHJALI	KT-MG-KT	-	-	-	-	-	-	-	1723	880	2603
30	MANANG	KT-MA-KT	-	-	-	-	-	-	-			
	LAMIDANDA	VT-LD-VT	-	-	1	-	-	-	-			
31		KT-LD-KT	-	-	2	-	-	-	1	-	1914	980
	SURKHET	KT-SK-KT	-	-	-	-	-	-	-	5360	2745	8105
32												
33												

*Based on Winter Schedule till 31st Dec2016



Bilateral Air Services Agreements

Nepal has signed Bilateral Air Services Agreements and MoU with 38 different countries since 1963. Nepal adopted a liberal sky policy in 1992 since then it is gradually pursuing an open sky policy in accordance to the civil aviation policy 2006. Basic provisions of Bilateral Air Services Agreements between Nepal & various countries have been tabulated as follows:

Basic provisions of Bilateral Air Services Agreements between Nepal & various Countries

(Available Routes, capacity for Nepalese Carrier as per ASA/MOU)

S. N.	Country	Date/ Amendments	Designation	Destination	Weekly seats	Yearly seats
1	Austria	20 Oct 1997	Multiple	Any 2 points in Austria	1400	72800
2	Bahrain	29 Dec 2008	Multiple	Bahrain	5600	291200
3	Bangladesh	23 May 2005	Multiple	Dhaka	7000	364000
4	Bhutan	23 May 2014	Multiple	Paro	4200	218400
5	Brunei	02 April 1997	Multiple	Bandar Seri Begwan	1400	72800
6	China	7 July 1998	Multiple	Beijing Shanghai, Lhasa, Guangzhou, Kunming, Chengdu and Xi'an	11200	582400
7	Croatia	30 Mar 2004	Multiple		1400	72800
8	Egypt	29 Nov. 1997	Multiple	Cairo	600	31200
9	France	7 July 1998	Multiple	Paris and another point	200	10400
10	Germany	26 July 2000	Multiple	2 points in Germany	1800	93600
11	Hong Kong HKSAR	23 May 2007	Multiple	HKSAR	2800	145600
12	India	9 Sept. 2009	Multiple	Delhi Mumbai Bangalore Chennai Hyderabad Kolkata	30000 30000 30000 30000 30000 30000	1560000 *** 30000 ***
13	Israel	25 Dec 2006	Single	Points in Israel	800	41600
14	Italy	8 May 1997	Single	Rome	400	20800
15	Japan	17 Feb 1993	Multiple	Osaka	400	20800
16	Jordan	6 Oct 1999	Multiple	Points to Jordan	0	0



S. N.	Country	Date/ Amendments	Designation	Destination	Weekly seats	Yearly seats
17	Kuwait	23 Jan 2006	single	Kuwait	400	20800
18	Luxembourg	18 Jun 1999	Multiple	2 Points	1400	72800
19	Macau	19 Feb 1998	Multiple	Macau	1400	72800
20	Malaysia	12 Dec 2007	Multiple	Any points in Malaysia	4200	218400
21	Maldives	10 Oct 1996	Two Airlines	Male	No restriction	No restriction
22	Myanmar	21 April 2006	Multiple	Yangon	5300	275600
23	New Zealand	22 Oct. 2015	Multiple	Points in New Zealand	2800	145600
24	Oman	2 Dec. 1997	Multiple	Mascot	1400	72800
25	Pakistan	22Oct. 2015	Multiple	Karachi, Islamabad, Sailkot, Multan and Faisalabad	3800	197600
26	Philippines	18 Nov 2004	Multiple	Manila, Subic, Cebu, Davao	2500	130000
27	Qatar	1 Sep. 2009	Multiple	Doha	5600	291200
28	Republic of Korea	21 Sep 2004	Multiple	Seoul	800	41600
29	Russian Federation	5 Dec. 1989	Single	Moscow	164	8528
30	Saudi Arabia	23 Oct. 2015	Multiple	Any Points in Saudi Arabia	5600	291200
31	Singapore	2 Feb 2010	Multiple	Singapore	5600	291200
32	Sri Lanka	23 Jan. 2009	Multiple	Colombo	2800	145600
33	Thailand	16 Feb. 2004	Multiple	Thailand	2000	104000
34	The Nether- lands	17 April 1998	Single	2 Points	1400	72800
35	Turkey	24 Sept. 2010	Multiple	Istanbul	2800	72800
36	United Arab Emirates	19 Oct. 2015	Multiple	Points in UAE	28000	1456000
37	United Kingdom	3 March 1994	Multiple	Points in UK	600	31200
38	Viet Nam	20 Oct. 2015	Multiple	Points in Viet Nam	2800	145600

Note: Assumption of Air seats Aircraft type B757 with approximately 200seats/flight

***21 touristic destination+ Deharadun, Bagdogra and Gorakhpur with unlimited seats.

Nepal signs MoU with Malaysia



The Government of Nepal and the Government of Malaysia signed a revised Air Service Agreement in Kathmandu on an occasion of bilateral negotiations held between the two countries in Kathmandu on 2nd and 3rd April 2015. The memorandum of Understanding which agreed to increase the operating frequency from 21 to 28 and permit third country code share by the carriers of the two countries. It was also agreed upon to focus on mutual cooperation for the promotion of tourism.

Nepal signs ASA with Vietnam and New Zealand

Nepal initiated ASA with Vietnam and New Zealand during the ICAO Air Services Negotiation Event held in Antalya, Turkey from 19-23 October 2015 bringing the number of countries with which such deals have been signed to 38.

The ASA with Vietnam was initiated on 19th October permitting, inter alia, multiple designation, 14 weekly passenger frequencies, unrestricted cargo services and cooperative marketing arrangements including third country code share. The agreement is believed to pave way for a close collaboration between the two countries and aid to explore the latent potentialities in the aviation markets of both the countries.

Similarly, the agreement signed with New Zealand on 22nd October provides for fourteen weekly frequencies with any type of aircraft and third party code share on reciprocal basis. These provisions are believed to encourage the airlines of both countries to operate flights in the routes agreed upon thus facilitating tourism promotion in both countries.

Revision of ASA with UAE, Pakistan and Saudi Arabia

The delegations representing the Governments of Nepal and the UAE met during the ICAO Air Services Negotiation (ICAN) Event held in Antalya, Turkey on 19th October 2015 to discuss on the matters relating to air transportation and the further expansion of opportunities available under the ASA initiated on 19th October 1999 and amended on 16th April 2013.



Both delegations agreed to increase the entitlements by one hundred and forty additional passenger frequencies with third and fourth freedom traffic rights to points in UAE and Nepal (except Kathmandu) for both sides. The UAE delegations agreed to utilize the additional frequencies to Pokhara and Bhairahawa airports with up to seventy weekly passenger frequencies to each airport. Through this provision, the Government of Nepal formally started promoting the two regional international airports under construction.

On the 22nd October 2015, during the same event, the delegations representing the Governments of Nepal and Pakistan signed a MoU providing, inter alia, for nineteen weekly frequencies and unrestricted cargo services by the designated airlines of both the countries.

Similarly, a MoU has been signed by the head of delegations of Nepal and Saudi Arabia during the ICAN Event on 23rd October 2015 providing for 28 weekly frequencies, unrestricted cargo services and third country code share among others. Saudi Arabia has offered unrestricted weekly frequencies to Dammam Airport.

Negotiations with Afghanistan, Cambodia and Turkey

The delegations of Nepal and Afghanistan met on 19th October 2015 during the ICAO Air Services Negotiation Event held in Antalya, Turkey. Both the delegations emphasized on the need of air services agreement and connection between two SAARC countries via air. The delegation of Nepal handed over draft ASA to the delegation of Afghanistan during the meeting. Both delegations agreed to meet for signing an ASA within six months.

The delegations of Nepal and Cambodia met on 22nd October 2015 during the same event to discuss on various issues related to air transport. Both delegations agreed to meet by the end of December 2015 to hold bilateral talks on the draft ASA proposed by the delegation of Nepal.

Similarly, a meeting was held by the delegation of Nepal with that of Turkey to discuss on the matters related to flight operations and air transportation.

The Wright Brothers created the single greatest cultural force since the invention of writing. The airplane became the first World Wide Web, bringing people, languages, ideas, and values together.

- Bill Gates



Corporate Management Services

As per the provision of Civil Aviation Authority of Nepal Act 2052, CAAN has adopted the business principles for its sustainability and the corporate management of the organization. Physical Assets and Financial resources have been mobilized and utilized in an extent for the autonomous operation of CAAN. Under the principles guided by Financial Regulation, Airport Service Charge Regulation and other approved prevailing Regulations, CAAN Corporate Management is in the process of the optimum utilization of its resources for the overall development of its regulatory and ANS service provisions and extend bilateral exchanges between concerned National and International Organizations and stakeholders. As a part of Corporate Management, necessary information and data are being expedited to the concerned ministries, agencies and media to the public to fulfil the right of information. A spokesman and two Information Personnel have been appointed for the purpose.

Corporate Management

Administrative, Financial, Operational Management of CAAN and International relations are being implemented as per the policies and programs guided by CAAN Budget for the fiscal year 2073/74 B.S. (2016/2017). Physical and financial progress of the 1st Quarter of the running Fiscal Year have been reviewed. Counselling service for NFRS Documentation has been taken and analysis is being done. Insurance for Third Party Liability Service has been implemented.

With the recruitment of permanent manpower in MIS and IT, CAAN has already partially adopted IT based administrative works. Study for the implementation concept of Computerization and MIS System in all wings in CAAN is ongoing.

Land acquisition process is ongoing at different domestic airports including at TIA for the expansion of the facilities at those airports and enhance safety and security.

As part of the social responsibility of CAAN, the management has assisted for reform and development of the roads of Kandaghari in Kathmandu and Bhattedanda in Lalitpur. CAAN has contributed for Aviation Park along Bagmati River in Sinamangal. Meanwhile, NRS. 3,00,00,000/- was contributed to the victims of the devastating earthquake.

Similarly, CAAN has formed a Employee Welfare Fund to facilitate the permanent employees of the authority. 552 permanent employees have been benefited from Employee Loan of NRS. 5,00,000/- each. Meanwhile, **Financial Loan Assistance to Earthquake Affected Employees of CAAN 2072 Work Plan** has been approved and in the process of implementation.

Aviation Sports Club has been formed with the objective to keep the employees active mentally and physically. Different sports activities, including Blood Donation, are done each year and winners are awarded on the each Anniversary of CAAN.

Human Resource Development Management

CAAN has taken the strategy to strengthen its Human Resources competency by managing National and International trainings in related fields. Preference has been given to approve standardized trainings and workshop being conducted in different International Academy and Institutions. Presently, participation has mainly been focused on the trainings/ seminars/ workshops being conducted by SAA, IATA, ACI and ENAC. Meanwhile, several national level trainings have been conducted in coordination NASC, ICAN and recognized institutions. Following tables show the contribution made to Human Resource Development Management by CAAN.



1 Jan 2015 to 31 Dec 2015			1 Jan 2016 to 23 Dec 2016		
S.No.	Training/Workshop	No of Participants	S.No.	Training/Workshop	No of Participants
1	International Training	260	1	International Training	270
2	National Training	176	2	National Training	391
Total		436	Total		661
Level	International Training/Workshop (No. of Participants)	National Training/Workshop (No. Of Participants)	Level	International Training/Workshop (No. of Participants)	National Training/Workshop (No. Of Participants)
12	24		12	17	1
11	29	2	11	21	3
10	53	15	10	66	29
9	56	40	9	59	63
8	41	41	8	43	69
7	26	48	7	27	110
6	17	9	6	13	27
5	14	16	5	19	54
4		5	4	5	35
Total	260	176	Total	270	391
Grand Total		436	Grand Total		661

Administrative Management

Besides local Administrative bodies at different levels at different airports, CAAN has central administration system controlling, monitoring and evaluating all the local bodies. Advertisement of Vacancies, Job appointment, Book Keeping records of all employees, recommendation for reward/punishment, transfer etc. within CAAN are initiated by Administrative Management. Some of the major activities in 2016 were as follows:

- In 2016, 82 employees have been permanently recruited whereas by that time 43 staffs were retired and 11 staffs resigned on their own.
- In that time, 11 persons have been appointed in contract basis whereas 6 persons have been appointed as flight safety specialists.
- According to the work completion evaluation, 51 employees have been promoted.
- From the published advertisement for promotion via internal competition, the result of 7 advertisements (written exam completed) are yet to be published.
- Written examinations for 41 advertisements were conducted in different times to fulfill the various vacant positions in CAAN. The result is in process for publication. After the final result, around 160 vacant positions will be fulfilled.



Internal Audit Management

Internal Audit Management is directly under the control of the Board of Directors of CAAN. Upon completion of each **Fiscal Year**, the management performs audit of all the offices of CAAN and submits Audit Report. Internal Audit of Fiscal year 2072/73 has been completed and in the process of Submission of Final Report to the Board of Directors of CAAN. Similarly, process for Internal Audit of Fiscal Year 2073/74 has been initiated.

Financial Management

CAAN is a self-governing government body which maintained its accounts under accrual basis. The main income sources of CAAN are the service charges and other aeronautical income that it gets from airport and air navigation operations. It is a VAT registered organization, CAAN regularly deposits the VAT it collects from its financial transactions. Similarly, its pays the income tax out of its profit in stipulated time period. The summarized income, expenses, net profit and cumulative profits are depicted in the following tables:

F/Y	Income	Expenses	NPBIDT	Interest	Depreciation	Extra Ordinary Items	I.Tax	Net Profit (Loss)	Figures in Million	
									Cumulative Loss	Remarks
2055/056*	418.34	89.86	328.48	106.01	568.96	0.00	0.00	(346.49)	(346.49)	As per AGO's Certification
2056/057	912.44	293.44	619.00	222.81	1046.44	0.00	0.00	(650.25)	(996.74)	As per AGO's Certification
2057/058	1177.61	276.75	900.86	259.54	1028.51	0.00	0.00	(387.20)	(1383.94)	As per AGO's Certification
2058/059	1235.60	357.04	878.56	306.61	871.73	0.00	0.00	(299.78)	(1683.71)	As per AGO's Certification
2059/060	1162.10	399.07	763.03	308.73	743.10	0.00	0.00	(288.80)	(1972.51)	As per AGO's Certification
2060/061	1258.20	401.64	856.56	121.90	629.33	(651.98)	0.00	757.30	(1215.21)	As per AGO's Certification
2061/062	1375.59	425.79	949.80	287.42	537.34	(35.81)	0.00	160.85	(1054.35)	As per AGO's Certification
2062/063	1551.82	485.38	1066.44	262.77	464.46	(3.19)	0.00	342.40	(711.95)	As per AGO's Certification
2063/064	1567.04	545.42	1021.62	169.99	404.88	357.57	45.64	43.55	(668.40)	As per AGO's Certification
2064/065	1952.88	545.51	1407.37	153.98	611.90	73.00	152.00	416.49	(251.91)	As per AGO's Certification
2065/066	2339.31	1441.41	897.90	237.09	782.40	1318.42	(338.41)	(1101.60)	(1353.51)	As per AGO's Certification
2066/067	2444.83	1007.54	1437.30	219.07	714.77	310.45	(14.19)	207.20	(1146.31)	As per AGO's Certification
2067/068	2738.06	1100.45	1637.61	152.17	651.87	(20.46)	156.99	697.05	(449.27)	As per AGO's Certification
										As per Audited Financial Statements
2068/069	3365.44	1157.83	2207.62	154.85	615.67	38.91	(44.91)	1443.10	993.83	As per Audited Financial Statements
2069/070	3546.14	1405.39	2140.76	146.64	566.90	(913.77)	392.02	1948.97	2942.81	As per Audited Financial Statements
2070/071	4047.51	1722.10	2325.41	96.06	603.25	(42.24)	417.08	1251.25	4194.05	As per Provisional Financial Statements
2071/072	4426.03	2128.82	2297.21	56.92	666.58	(1381.88)	393.43	2562.15	6756.20	As per Provisional Financial Statements

* Half Yearly Figure

Note: Financial statements of financial year 2072/073 is under preparation

The above table clearly showed that despite continuous downturn from FY 2056/056 till 2059/060, the positive profit comeback from FY 2060/061. In 2065/066, the Nepal Govt. has decided to convert 10.25% redeemable preference share into Loan and interest is charged from the initial period. On the same time other decision has been taken place of rebate in tune of Rs.80 million to NAC. Therefore, there was very high amount of loss in the FY 2065/066. After that the CAAN has making the net profit in every year. In financial year 2071/072, Interest amount of Govt. Loan (previous called redeemable preference share) has been adjusted in the books of account as per confirmation letter from Financial Comptroller General office. Above table showed that the CAAN has achieved the first time cumulative profit in 2068/069. The cumulative gain till F/Y 2071/072 is Rs.6756.20 million. During the year 2072/073, the audit certificate from Auditor General Office has been obtained till F/Y 2067/068, financial statements of F/Y 2068/069 and 2069/070 have been certified by Chartered Accountant appointed by Auditor General office and audit certificate of remaining years is awaiting. The principal & interest amount of



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Government Loan (previous called redeemable preference share) has been fully paid in F/Y 2071/072. In financial year 2072/073, CAAN has paid to the Nepal Government of Rs.1.43 billion on account of Vat, Income Tax, repayment of Loan and Interest.

CIVIL AVIATION AUTHORITY OF NEPAL
Projected Cash Flow Statement
F/Y 2073/074

NRs. In '000

Cash Inflow:

Net profit before Interest, Bonus and I. Tax	427,015
Add Depreciation	733,242
Net Operating Cash Inflow	1,160,257
Non Operating Cash Inflow	
Equity from Nepal Government	9,225,255
Loan from Nepal Government	10,196,000
Grant from Nepal Government	488,350
TIA Custom from Nepal Government	529,496
Airport Development Fee	1,840,000
Collection from NAC	72,787
Total Non Operating Cash Inflow	22,351,889
Total Cash Inflow	23,512,145

Cash Outflow:

Capital Investment	
Capital Expenditure	27,179,879
Management Assets	<u>174,088</u>
	27,353,967

Payment to Nepal Govt

Interest:

Previous Years	173,392
Less: Adjustment with Nepal Govt. recoverable againts Security Expenses	(144,542)
Less: Adjustment with Nepal Govt.o/s receivable againts staff benefit	(10,000)
F/Y 2073/074	<u>26,416</u>

45,266

Principal:

Paid to Nepal Government	94,458
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Distribution of Dividend:

F/Y till 2071/072	1,476,163
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Income Tax:

F/Y 2073/074	<u>91,500</u>
	1,707,386

VAT:

Input Vat	2,580,911
Less: Output Vat	(784,189)
	1,796,722

Other Expenditure (Prior Approval from Board)	10,000
Employee's Bonus	532,715
Fixed Asset Displacement Fund	414,634
Housing Provision	383,521
Non Operating Account of Airlines Operation	506,812
Restricted Airport Development Fund Account	1,353,039
Non Operating Cash Outflow	34,058,796
Net Cash Loss	<u>(10,546,651)</u>

Bank Balance and Advance:

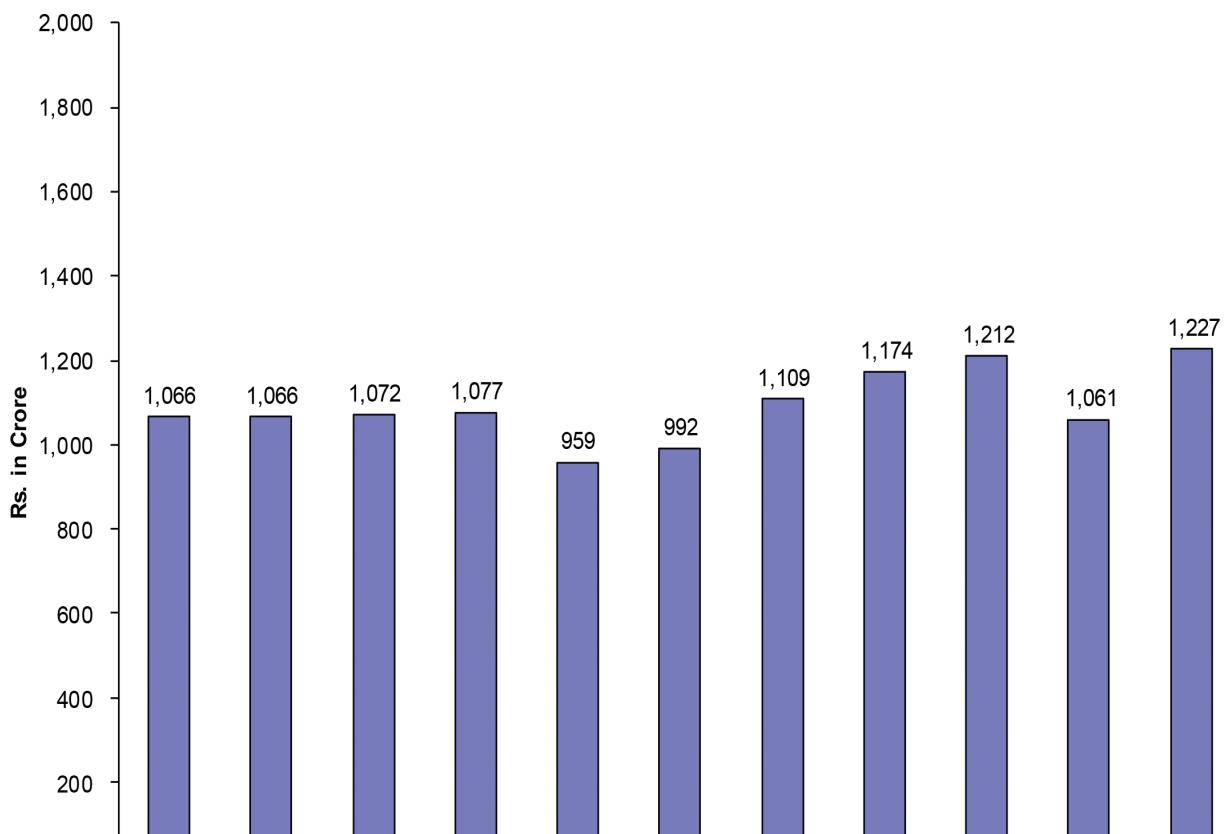
LC and Other Advance	739,034
Balance in US \$ Account (USD 99,52,551.55 @ Rate 108.40 per USD)	1,078,857
NRs Account	<u>8,842,040</u>
	<u>10,659,930</u>
Net Cash Surplus	<u>113,280</u>

CAAN revenue projection has been increased by 10% as compared to last financial year 2072/073, this is due to massive earthquake and difficult situation happened in last financial year 2072/073 and the positive growth has been seen gradually and will be expecting same growth in coming months in this financial year 2073/074. According to the above budgeted cash flow for the year 2073/074, the operating cost of Rs.3.49 billion and Capital Investment of Rs.27.35 billion make a total expenditure



of Rs.30.84 billion. This accounts for 88.70% share in Capital expenditure and 11.30% in Operating expenses. In addition, a total expenditure of Rs.3.66 billion for payment to Nepal Government on account of Interest, Principal, dividend, VAT and Income tax to the Nepal Government and Rs.1.33 billion for employees' Bonus, Contribution to Staff Housing fund, Runway and assets replacement fund. Out of above budget CAAN has separated restricted fund account of Airport Development fund and non-operating account of Airlines operation to the tune of Rs.1.86 billion. CAAN has approved of Rs.113.30 million surplus budgets for the year 2073/074.

Equity from Nepal Government

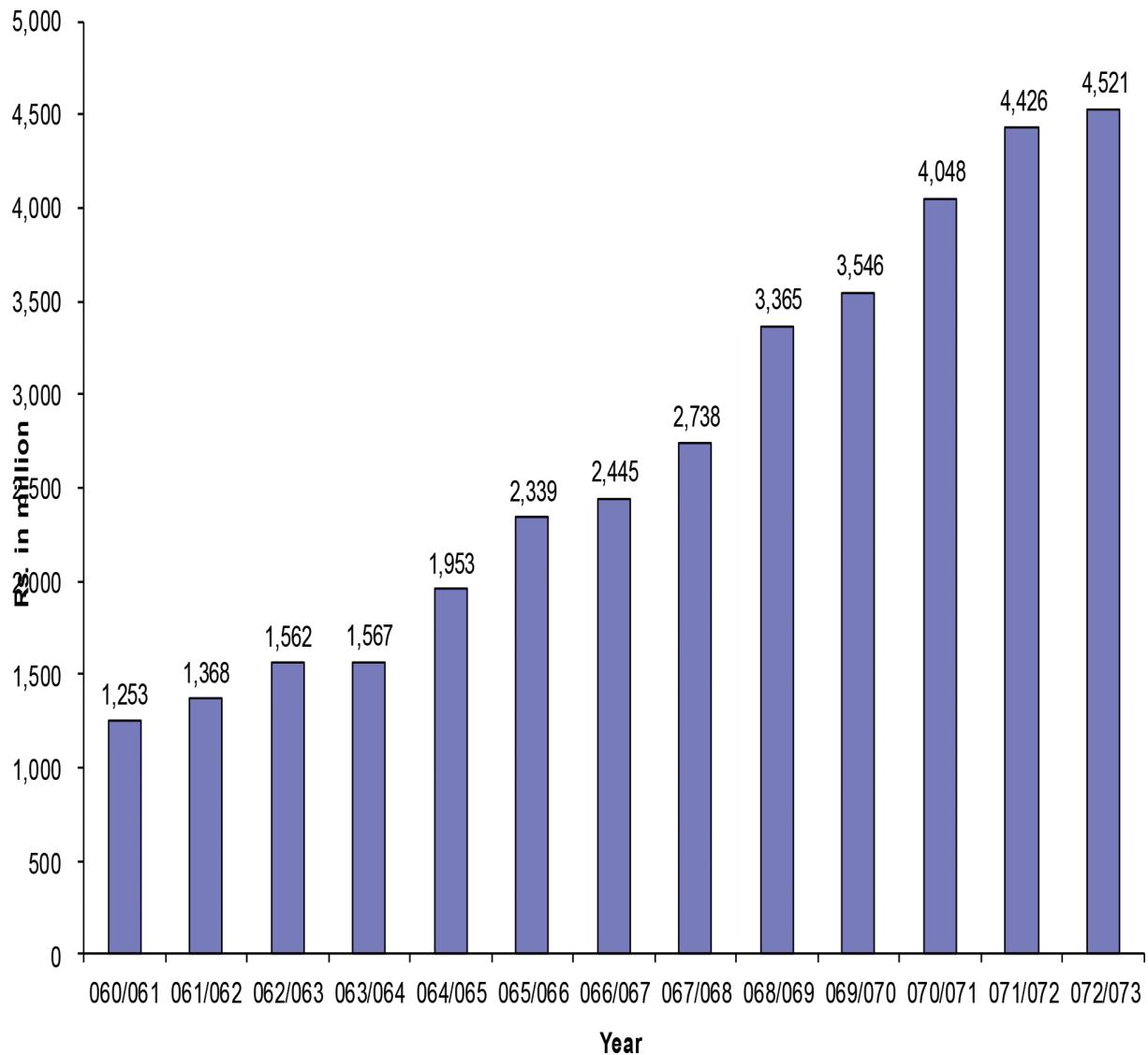


Sometimes, flying feels too godlike to be attained by man. Sometimes, the world from above seems too beautiful, too wonderful, too distant for human eyes to see.

- Charles A. Lindbergh



Revenue Trend from 2060/061 to 2072/073



Gliders, sailplanes, they are wonderful flying machines. It's the closest you can come to being a bird.

- Neil Armstrong



Income Statement of Group A Airport

Amount in Rs.									
F/Y	Chandragadi	Biratnagar	Bhairawa	Nepal Gunj	Pokhara	Simara	Janakpur	Bharatpur	Total
Total Revenue									
2070/071	15,721,472	41,414,196	24,760,087	24,970,876	57,631,587	8,343,491	5,207,709	11,405,075	189,454,493
2071/072	17,671,892	41,937,367	21,107,687	28,514,707	60,095,727	6,809,855	4,291,229	5,563,696	185,992,160
2072/073	21,257,288	47,085,400	22,271,736	34,138,810	50,935,064	7,658,870	5,413,929	9,970,072	198,731,169
Avg	18,216,884	43,478,987	22,713,170	29,208,131	56,220,792	7,604,072	4,970,956	8,979,614	191,392,607
Payroll Cost									
2070/071	4,829,677	24,879,890	14,828,954	15,420,336	16,324,468	9,896,020	4,487,848	2,094,539	92,761,732
2071/072	5,178,045	27,639,315	21,092,171	20,242,466	19,143,391	11,250,091	5,665,499	6,362,609	116,573,588
2072/073	5,301,215	29,196,302	21,063,094	23,136,916	20,430,923	12,788,764	6,772,450	6,533,122	125,222,786
Avg	5,102,979	27,238,502	18,994,740	19,599,906	18,632,927	11,311,625	5,641,932	4,996,757	111,519,369
Operating Cost									
2070/071	4,615,324	17,654,022	11,422,798	15,936,653	11,427,167	6,454,459	1,952,905	1,248,400	70,711,728
2071/072	5,845,868	15,243,630	11,217,372	16,269,776	16,040,461	8,662,630	2,704,283	5,191,672	81,175,691
2072/073	5,847,584	17,824,662	10,564,051	25,780,608	20,826,391	4,803,791	3,682,491	7,445,460	96,775,038
Avg	5,436,259	16,907,438	11,068,073	19,329,012	16,098,006	6,640,293	2,779,893	4,628,511	82,887,486
Total Expenses									
2070/071	9,445,001	42,533,912	26,251,752	31,356,990	27,751,635	16,350,479	6,440,753	3,342,939	163,473,460
2071/072	11,023,912	42,882,945	32,309,543	36,512,242	35,183,852	19,912,721	8,369,782	11,554,282	197,749,279
2072/073	11,148,799	47,020,964	31,627,145	48,917,524	41,257,315	17,592,555	10,454,941	13,978,582	221,997,824
Gross Profit									
2070/071	6,276,471	(1,119,716)	(1,491,665)	(6,386,114)	29,879,952	(8,006,988)	(1,233,044)	8,062,137	25,981,033
2071/072	6,647,980	(945,578)	(11,201,856)	(7,997,535)	24,911,874	(13,102,866)	(4,078,552)	(5,990,586)	(11,757,119)
2072/073	10,108,489	64,436	(9,355,409)	(14,778,714)	9,677,749	(9,933,685)	(5,041,012)	(4,008,510)	(23,266,655)
Avg	7,677,647	(666,953)	(7,349,643)	(9,720,788)	21,489,859	(10,347,846)	(3,450,869)	(645,653)	(3,014,247)
%	42.15%	-1.53%	-32.36%	-33.28%	38.22%	-136.08%	-69.42%	-7.19%	-1.57%
Capital Expenditure									
2070/071	994,440	6,685,192	723,475	402,352	9,053,151	1,026,082	32,238	158,000	19,074,928
2071/072	1,754,847	2,371,933	1,798,530	685,733	4,848,609	1,882,338	329,902	697,500	14,369,391
2072/073	878,209	821,069	1,458,364	2,620,471	2,945,184	911,626	570,940	2,719,923	12,925,785



Income Statement of Group B Airport

Amount in Rs.

	F/Y	Tumlintar	Simikot	Jomsom	Dhangadi	Surkhet	Jumla	Lukla	Total
Total Revenue									
2070/071	518,165	1,512,857	4,753,271	4,627,371	5,507,231	456,398	13,780,733		31,156,026
2071/072	499,625	1,944,555	5,088,319	4,936,806	6,248,914	404,388	14,493,522		33,616,129
2072/073	1,936,832	5,212,783	4,542,541	6,821,515	5,532,658	1,048,604	13,360,278		38,455,211
AVG	984,874	2,890,065	4,794,710	5,461,897	5,762,934	636,463	13,878,178		34,409,122
Payroll Cost									
2070/071	2,192,161	2,055,188	2,550,483	4,470,081	2,429,473	4,370,197			20,122,770
2071/072	2,408,942	2,924,212	4,257,061	3,331,083	5,520,163	2,680,094	5,063,793		26,185,349
2072/073	2,961,157	3,692,563	4,132,762	3,826,241	5,843,623	3,634,319	5,730,702		29,821,367
AVG	2,520,754	2,890,654	3,481,670	3,235,936	5,277,956	2,914,628	5,054,897		25,376,495
Operating Cost									
2070/071	1,540,071	1,376,787	1,376,787	2,953,992	5,288,249	1,355,168	2,999,437		16,890,490
2071/072	1,722,420	1,559,944	1,712,842	3,539,581	3,524,503	1,535,490	2,405,035		15,999,815
2072/073	2,538,814	1,458,139	1,959,107	5,687,836	1,887,738	1,303,445	2,596,036		17,431,115
AVG	1,933,769	1,464,957	1,682,912	4,060,469	3,566,830	1,398,034	2,666,836		16,773,807
Total Expenses									
2070/071	3,732,232	3,431,975	3,431,975	5,504,475	9,758,330	3,784,641	7,369,633		37,013,260
2071/072	4,131,363	4,484,156	5,969,903	6,870,664	9,044,667	4,215,584	7,468,828		42,185,164
2072/073	5,499,972	5,150,703	6,091,869	9,514,077	7,731,360	4,937,764	8,326,738		47,252,482
Gross Profit									
2070/071	(3,214,067)	(1,919,118)	1,321,297	(877,104)	(4,251,099)	(3,328,243)	6,411,100		(5,857,234)
2071/072	(3,631,738)	(2,539,601)	(881,584)	(1,933,858)	(2,795,753)	(3,811,196)	7,024,694		(8,569,036)
2072/073	(3,563,140)	62,081	(1,549,328)	(2,692,561)	(2,198,702)	(3,889,160)	5,033,540		(8,797,271)
AVG	(3,469,648)	(1,465,546)	(369,872)	(1,834,508)	(3,081,851)	(3,676,200)	6,156,444		(7,741,180)
%	-352.29%	-50.71%	-7.71%	-33.59%	-53.48%	-57.60%	44.36%		-22.50%
Capital Expenditure									
2070/071	73,000	73,910	987,902	301,792	10,000	23,950	1,544,464		
2071/072	464,535	336,534	374,142	605,107	193,812	13,400	80,875	2,068,404	
2072/073	512,290	336,977	260,793	814,355	20,863	17,914	736,788	2,699,980	



Aerodrome Operation Services

As a Regulator as well as a Service Provider, CAAN has the responsibility for identification of sites, construction, operation and standardization of existing as well as new airports. Management of Feasibility study, EIA, consultation, construction supervision, completion and finally handover of airports for operation are some of the major tasks under Aerodrome Operation Services. Several CAAN sourced, GoN sourced and Foreign Aid source projects are being run at present including Air Transport Capacity Enhancement and Improvement Project at TIA. Improvement and standardization of Int'l and major airports as per the guidelines provided by ICAO Annex 14, is the main focus of the management.

Under the continuous monitoring of Aerodrome Management, 29 domestic (Regional and STOL) airports of Nepal are in operation. Runway of 27 domestic airports have been black-topped. Some of the National Priority Projects running under Aerodrome Operation Management, CAAN, are as stated below:

- a. Air Transport Capacity Enhancement Project
- b. Gautam Buddha International Airport Project
- c. Pokhara Regional International Airport Project
- d. Second International Airport Project

Note: Details of the above projects have been mentioned in the section entitled "Airport Development Projects".

Besides the above projects, there are more than two dozens of mini projects running at different domestic airports for the improvement of aerodrome and facilitation at those airports. Some of the projects are jointly funded by GoN and CAAN.

Similarly, this year Aerodrome Operation Management has been successful in providing the rescue and firefighting facilities in Nepalganj Airport with latest large foam tender and state of the art Ultra High Pressure System (UHPS) fire fighting vehicles for Lukla and Surkhet Airport. These fire fighting vehicles has ensured a very important value addition for providing necessary firefighting services amongst the busiest domestic airports of Nepal regarding flight and aviation safety. Also to enhance the energy efficiency as well as overall functionality and aesthetics of Airport, Solar Led Street Lights have been installed at Biratnagar and Nepalganj Airports. Replacement of PAPI Lights (both sides) and flight inspection of them at Biratnagar and Nepalganj have been done. Moreover, power supply system has been strengthened with upgrading works of building electrification, Constant Current Regulators (CCRs) and Automatic Voltage Regulators (AVRs) at different domestic airports. The Gautam Buddha Airport has also been facilitated with new units of 150 kVA generator and 15 kVA generator for upgrading the power supply system of the airport. Furthermore, the task of improvement of AGL at Biratnagar and Nepalganj Airports is in progress.



Simikot Runway



Rara Runway



Jomsom Airport



Civil Aviation Academy



Civil Aviation Academy of Nepal (named differently as CAA, Civil Aviation Training Center, CATC), came to being in 1974, under the reinforcement programme of UNDP/ ICAO project Nep\ 74/004.

The CAA is functioning as a sole institute to train and produce skilled & professional aviation human capital required for the Civil Aviation Authority of Nepal in various disciplines: Air Traffic Services, Rescue and Fire-fighting Services, Aviation Security, Radio Maintenance, Instructor Orientation, Approach Control (RADAR), VOR\DM License and Rating, ATS Refresher and all other manpower to contribute to safe aviation operations to benefit both the domestic as well as international arena and travelling public. By virtue of its being a sole agent for the academic and pedagogic affairs of Civil Aviation in Nepal, CAA has a wide range of responsibilities to bear with and multi-facet avionic duties to fulfill for the country. It has been concerned with the issues of academic quality accreditation and endorsement of related documents, ICAO/ USOAP audit findings, ATS examination oversight, TRAINAIR affiliation and Post TRAINAIR empowerment, Inter-state coordination and exchange of trainings for uniformity and standards within the South Asian Sub-region.

CAA is an Approved Training Organization (ATO) and operating under the supervision of an Civil Aviation Authority of Nepal (CAAN) in accordance with the requirements of PELR (Personal Licensing Requirement) to perform approved training.

Summary of Programme Calendar (August 2016-July 2017)

S. No.	Faculty	Programme	Group
1	Air Traffic Services (ATS)	8	8
2	Rescue and Fire Fighting (RFF)	12	15
3	Aviation Security (AVSEC)	11	14
4	Engineering	6	6
5	Admin/Account	as per demand	as per demand
6	Flight Safety	10	12
7	Domestic Trainings	28	25



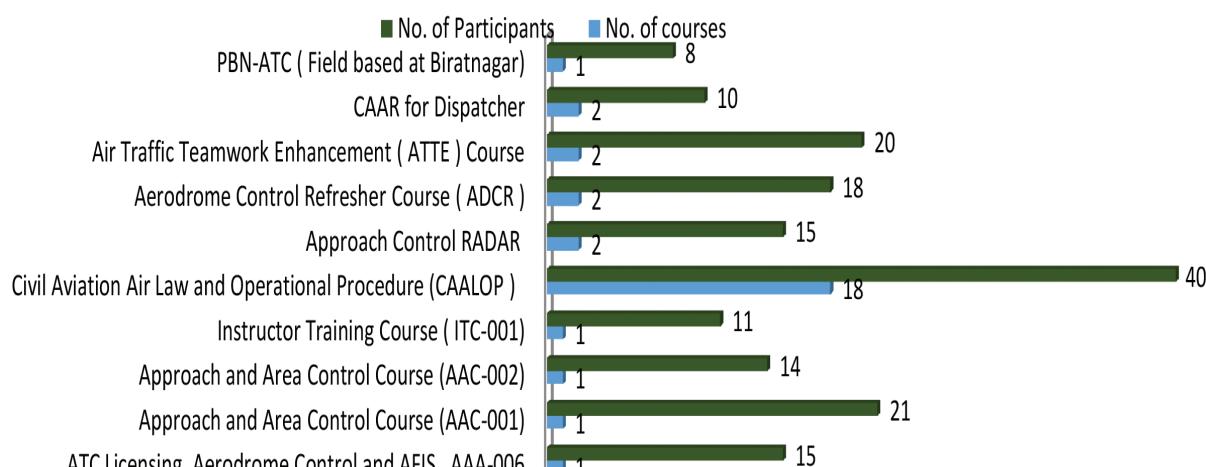
Air Traffic Services (ATS) Faculty

Training Conducted in the FY 2072/073 as of 2073/3/31 (July 17, 2015 to July 15, 2016)

S.N.	Name of Training/No.	No. of courses	No. of Participants	Remarks
1	ATC Licensing, Aerodrome Control and AFIS , AAA-006	1	15	completed
2	Approach and Area Control Course (AAC-001)	1	21	completed
3	Approach and Area Control Course (AAC-002)	1	14	on going
4	Instructor Training Course (ITC-001)	1	11	completed
5	Civil Aviation Air Law and Operational Procedure (CAALOP)	18	40	completed
6	Approach Control RADAR	2	15	completed
7	Aerodrome Control Refresher Course (ADCR)	2	18	completed
8	Air Traffic Teamwork Enhancement (ATTE) Course	2	20	completed
9	CAAR for Dispatcher	2	10	completed
10	PBN-ATC (Field based at Biratnagar)	1	8	completed

ATS Faculty

Training conducted in the FY 2072/073 (July 17, 2015)



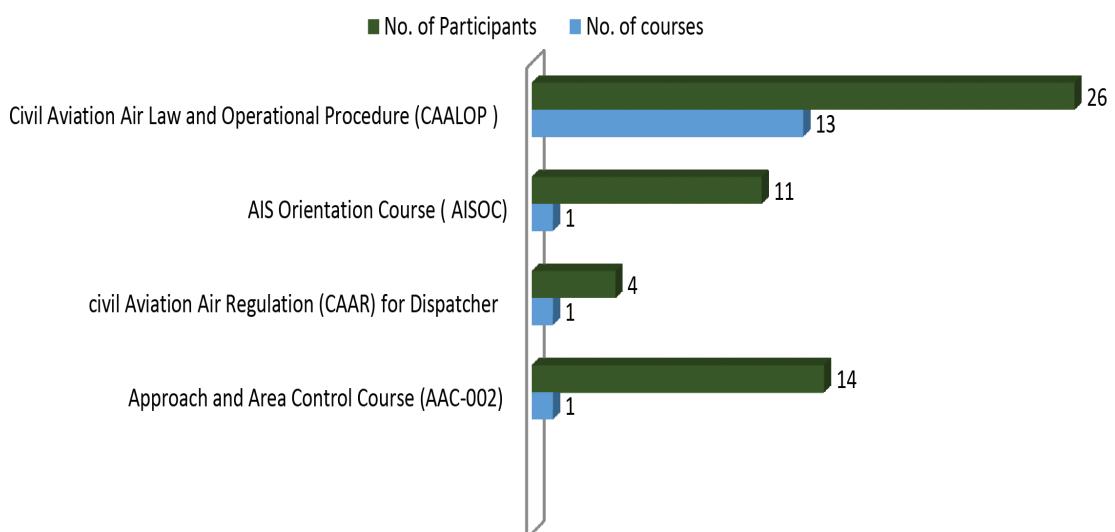


Air Traffic Services (ATS) Faculty

Training Conducted in the FY 2073/074 as of 2073/9/6 (July 2016 to December 2016)

S.N.	Name of Training/No.	No. of courses	No. of Participants	Remarks
1	Approach and Area Control Course (AAC-002)	1	14	completed (2073/7/25)
2	civil Aviation Air Regulation (CAAR) for Dispatcher	1	4	completed
3	AIS Orientation Course (AISOC)	1	11	completed
4	Civil Aviation Air Law and Operational Procedure (CAALOP)	13	26	completed

ATS Faculty Training conducted in the FY 2073/074





Tribhuvan International Airport



Tribhuvan International Airport, the only air-gate to Nepal is located about 5.56 km. east of the capital city, Kathmandu. It is the only International Airport having an overwhelming share to contribute to the sustainability of Civil Aviation in Nepal. There have been massive transformation in TIA in order to meet present traffic demands and to cope with future demands. The major focus of development is explicable in terms of capacity enhancement, enhancing safety, security and comfort for the travelling public in general. Meanwhile, as a part of corporate expansion and facilitation, Trans-shipment of Cargo and Transit Cargo via TIA have been facilitated.

The profile of the airport is as follows.

Airport Name	Tribhuvan International Airport
Date of First Service	20 Feb, 1950
District	Kathmandu
Aerodrome Reference Point	274149.778N-0852128.535 E
Designation	02/20
Location Indicator	VNKT
Elevation	4390 ft. AMSL
Runway Dimension / Surface	3056*46/AC
Service	ATS
Com. & Nav / Other Facilities	HF, VHF, Meteorological Equipments, VOR/DME/ Radar, RFF, X-ray/CCTV/AMHS/BHS, Refueling facility
RFF Category	IX (9)

TRIBHUWAN INTERNATIONAL AIRPORT CIVIL AVIATION OFFICE
INTERNATIONAL YEARLY MOVEMENT
2011-2015

Year	FLIGHT MOVEMENT			PAX MOVEMENT			TRANSIT			CARGO MOVEMENT (In Tons)			MAIL MOVEMENT (In Tons)			
	DEP	ARR	TOTAL	OUT	IN	TOTAL	OUT	IN	TOTAL	OUT	IN	TOTAL	OUT	IN	TOTAL	
2011	11394	11398	22792	1407512	1292515	2700027	6249.4	7236.90	13486.3	73.84	126.11	199.95				
2012	11659	11661	23320	1546292	1378825	2925117	342	7799.55	6430.86	14230.41	90.61	147.3	237.91			
2013	11807	11812	23619	1647235	1493067	3140302	223	10056.35	7442.43	17498.78	106.80	175.78	282.58			
2014	13605	13603	27208	1889448	1622199	3511647	284	11334.77	8491.80	19826.57	91.87	244.54	336.41			
2015	13281	13282	26563	1674664	1542498	3217162	329	9901.74	14610.99	24512.73	96.08	152.11	248.19			

TRIBHUWAN INTERNATIONAL AIRPORT CIVIL AVIATION OFFICE
DOMESTIC YEARLY MOVEMENT
2011-2015

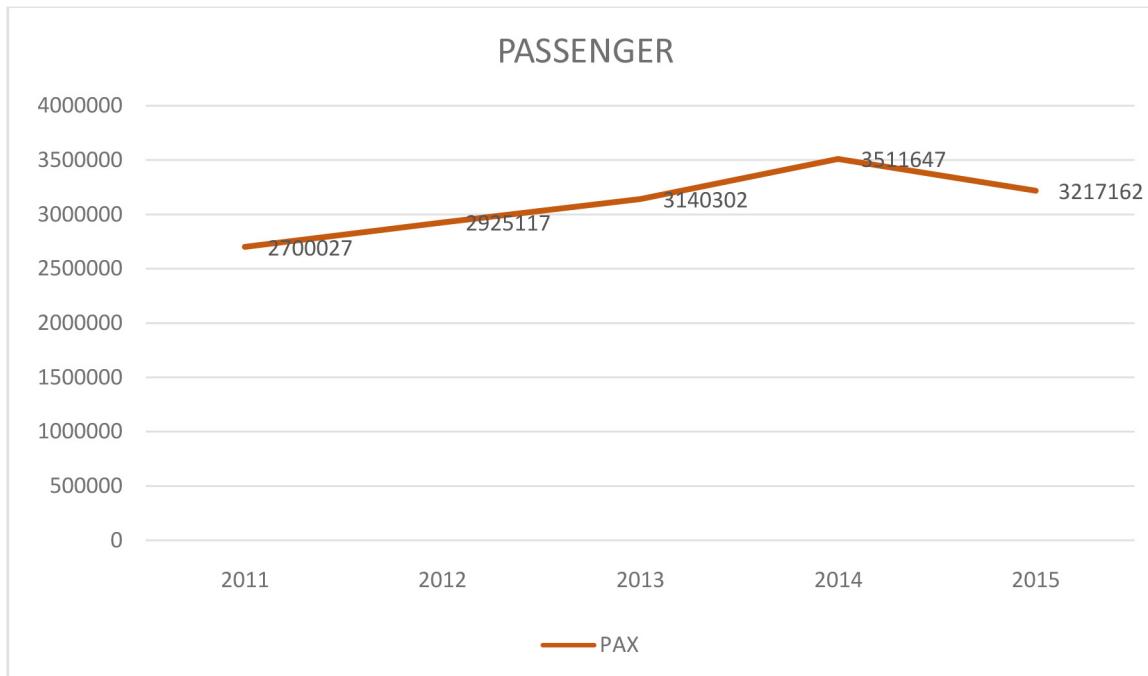
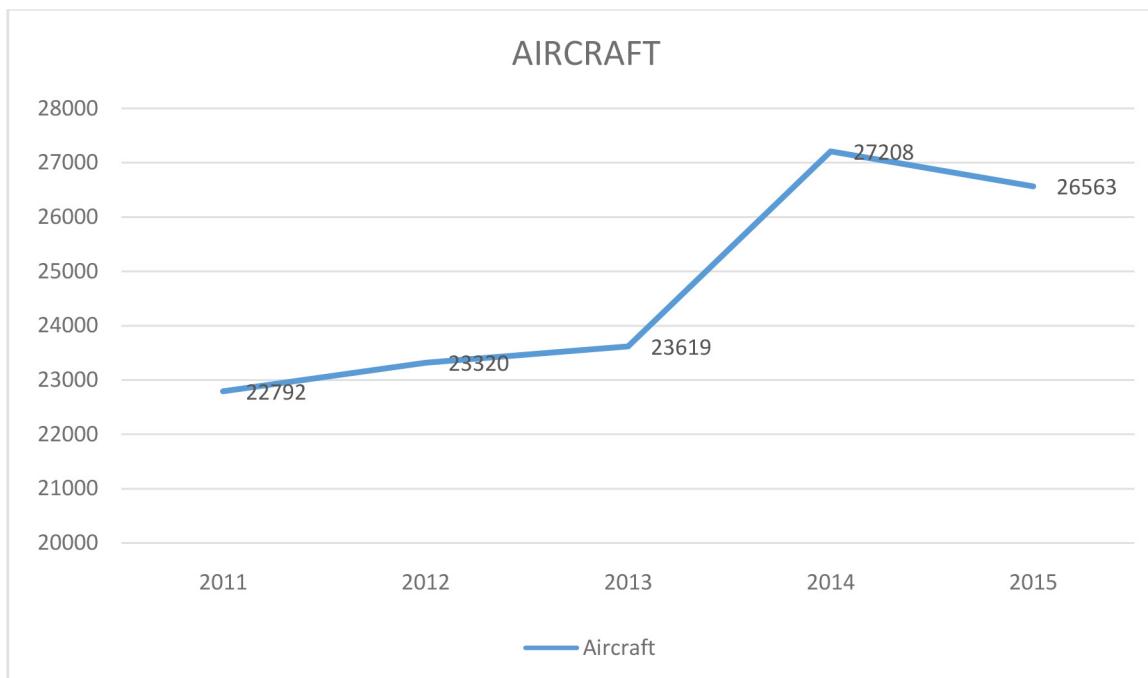
Year	FLT. MOV		PAX			CARGO (In Kgs)			MAIL (In Kgs)			
	DEP	ARR	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
2011	39635	39625	79260	796992	786853	1583845	701164	3698234	4399398	391	0	391
2012	35444	35433	70877	788365	786694	1575059	2828828	586543	3415371	92	0	92
2013	34544	34532	69076	769100	773504	1542604	3073045	598925	3671970	288	0	288
2014	34270	34266	68536	728857	721701	1450558	3561210	678829	4240039	111	0	111
2015	32944	32921	65865	683130	680918	1364048	3704674	670272	4374946	0	0	0

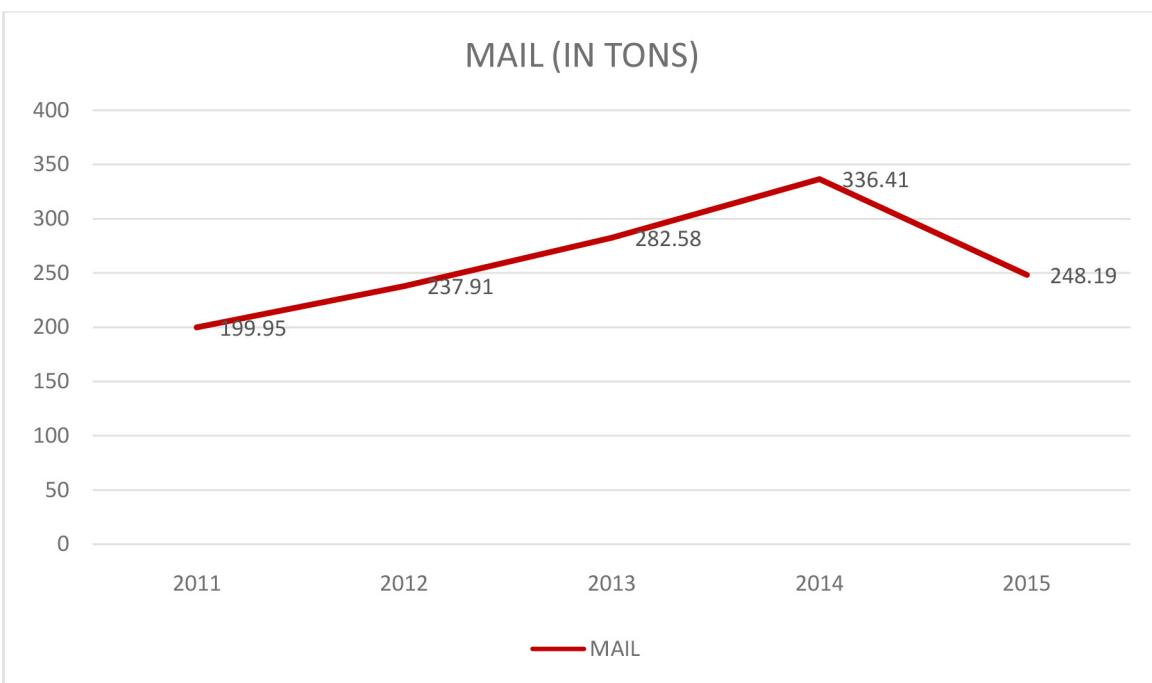
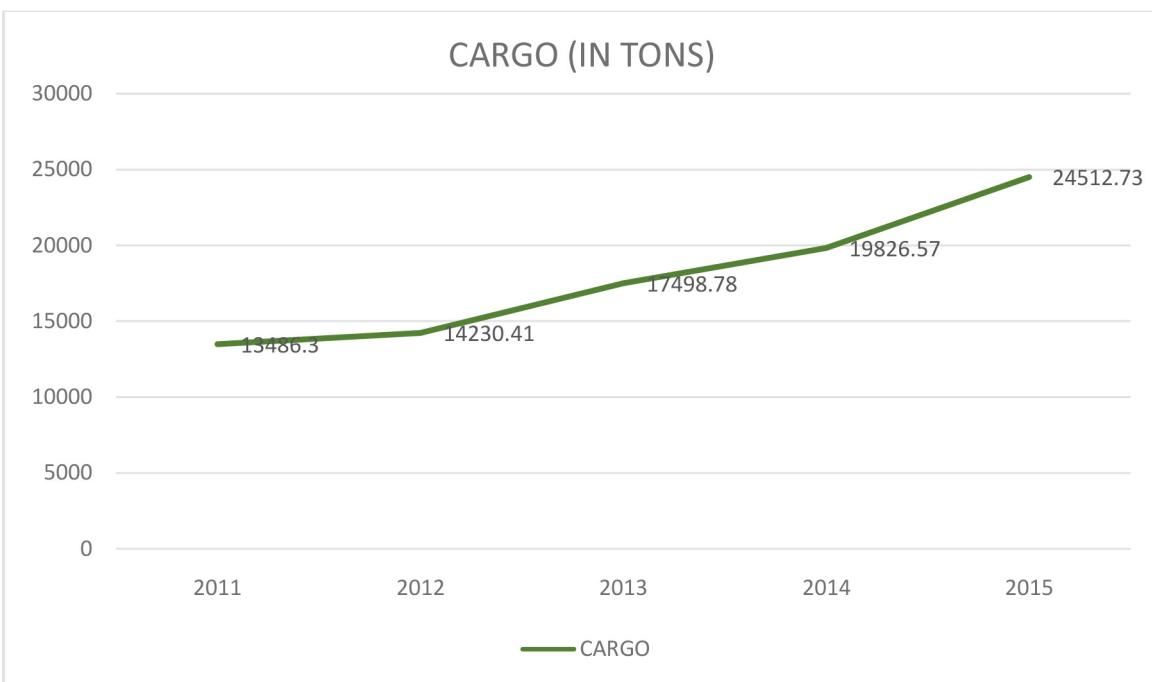




TOTAL TRAFFIC TREND AT TIA [2011-2015]

INTERNATIONAL FLIGHT MOVEMENT



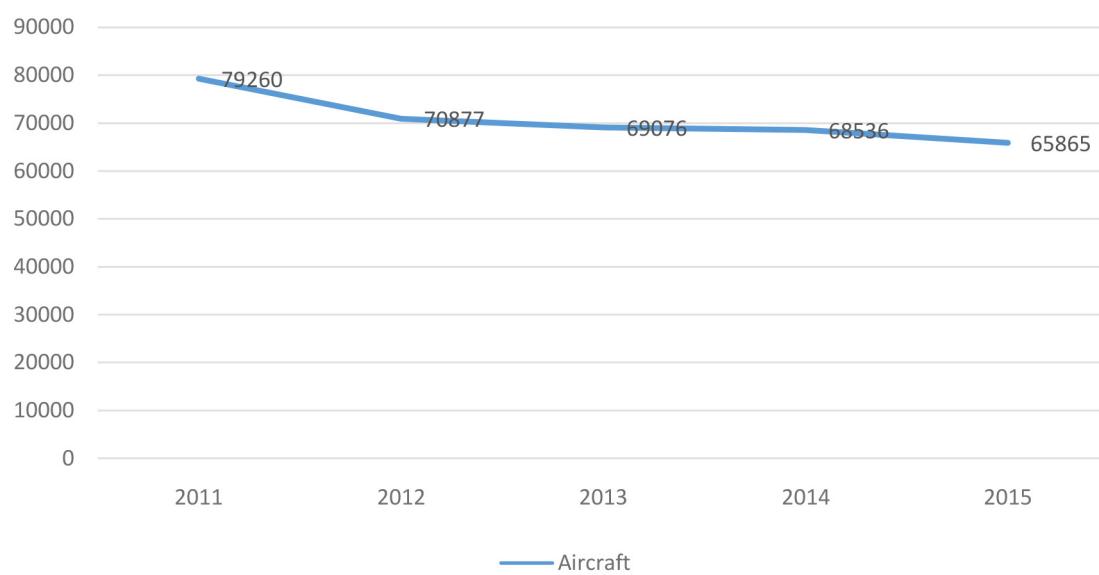




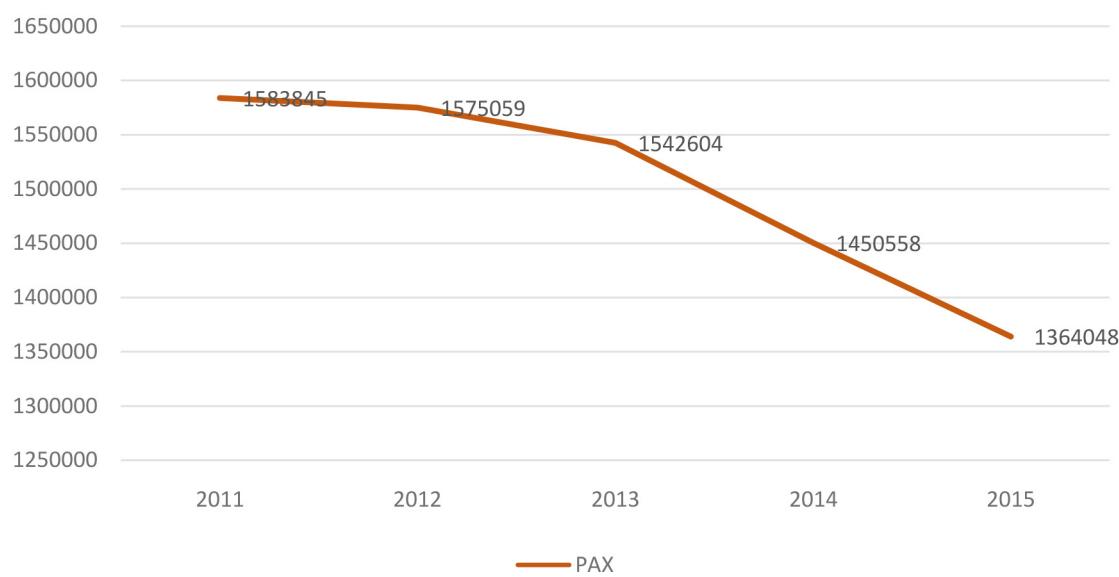
DOMESTIC FLIGHT MOVEMENT

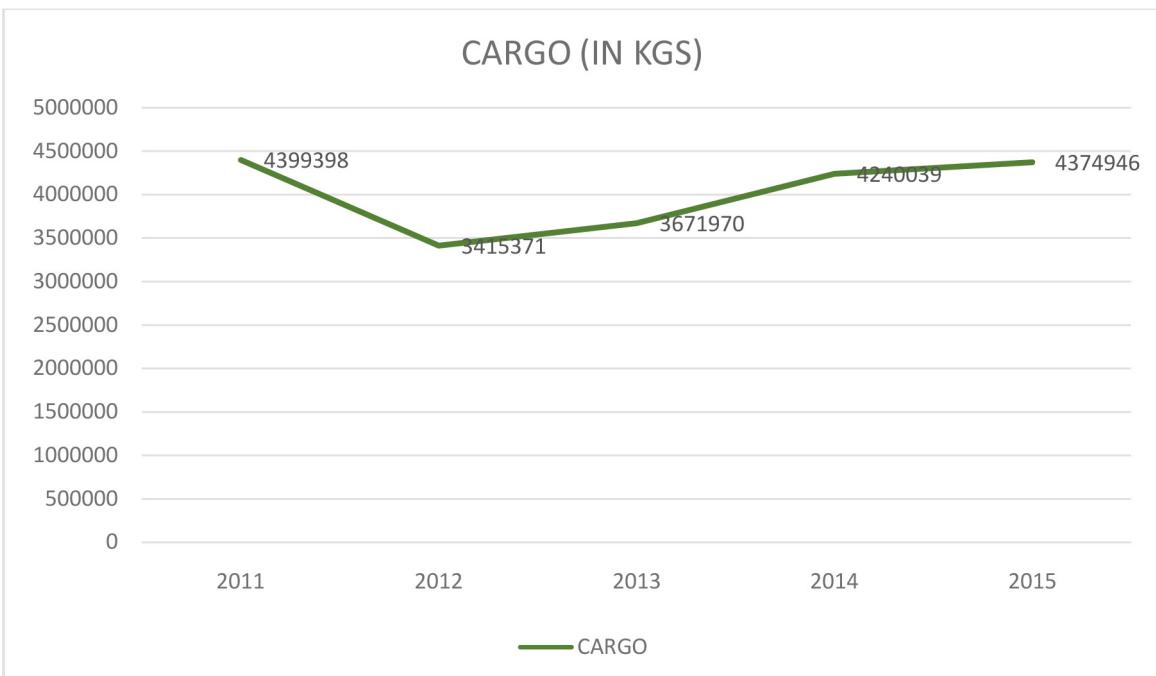


AIRCRAFT

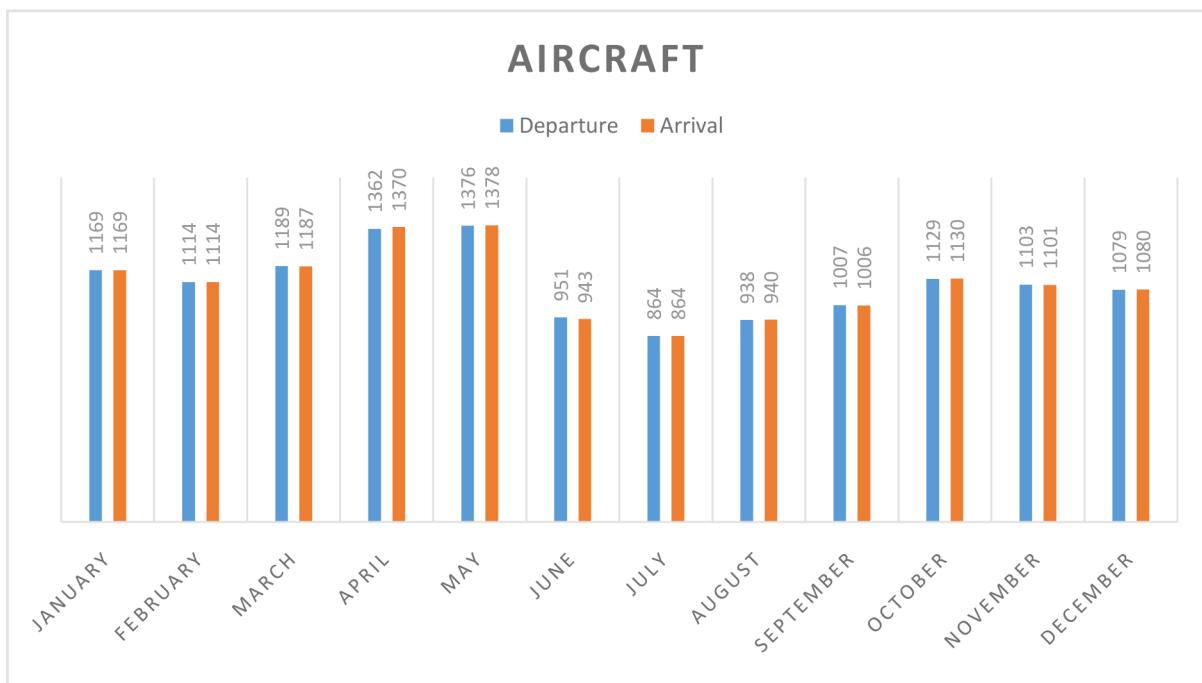


PASSENGER





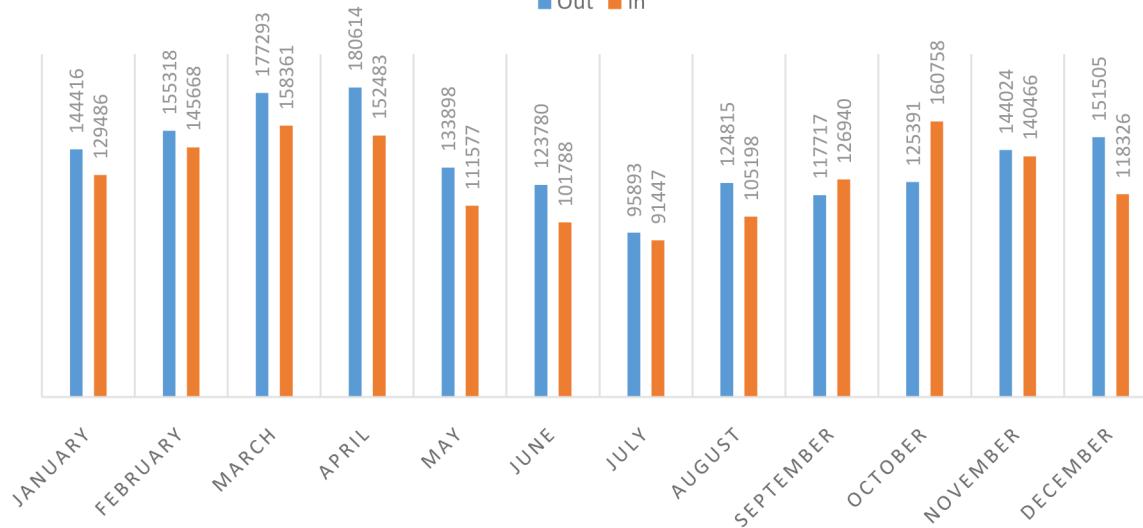
TIA INTERNATIONAL MONTHLY MOVEMENT DATA 2015





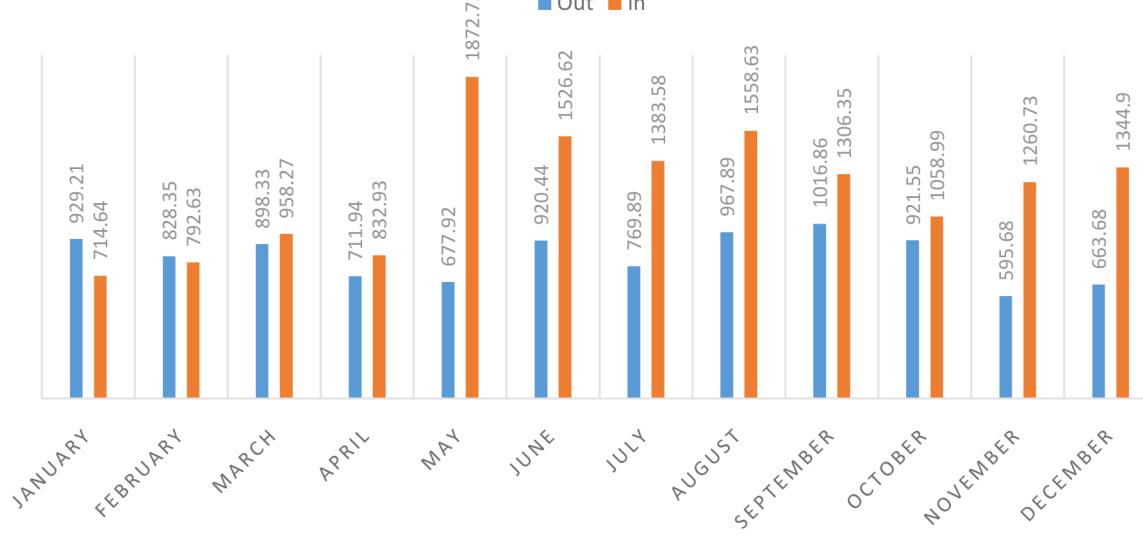
PASSENGER

■ Out ■ In



CARGO (IN TONS)

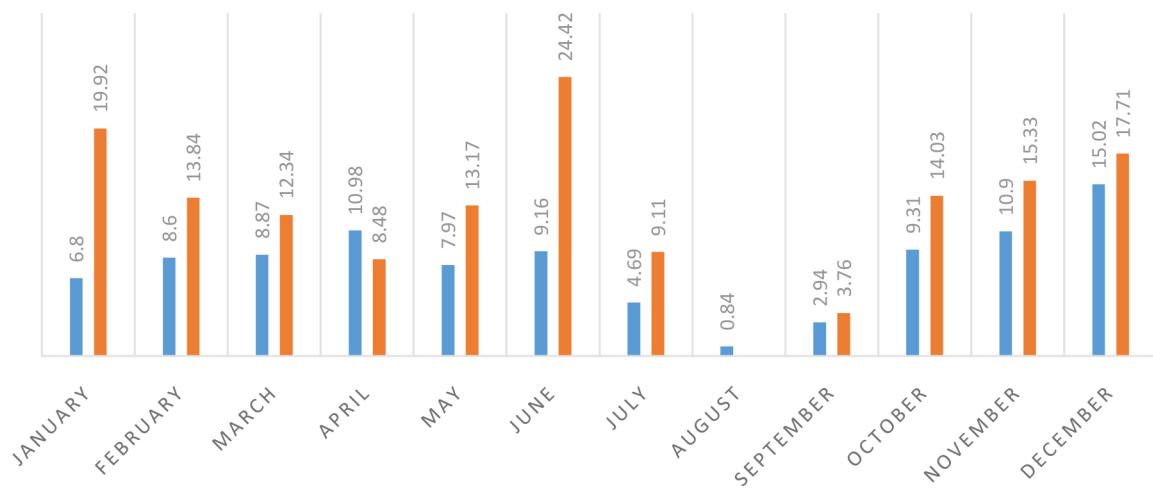
■ Out ■ In





MAIL (IN TONS)

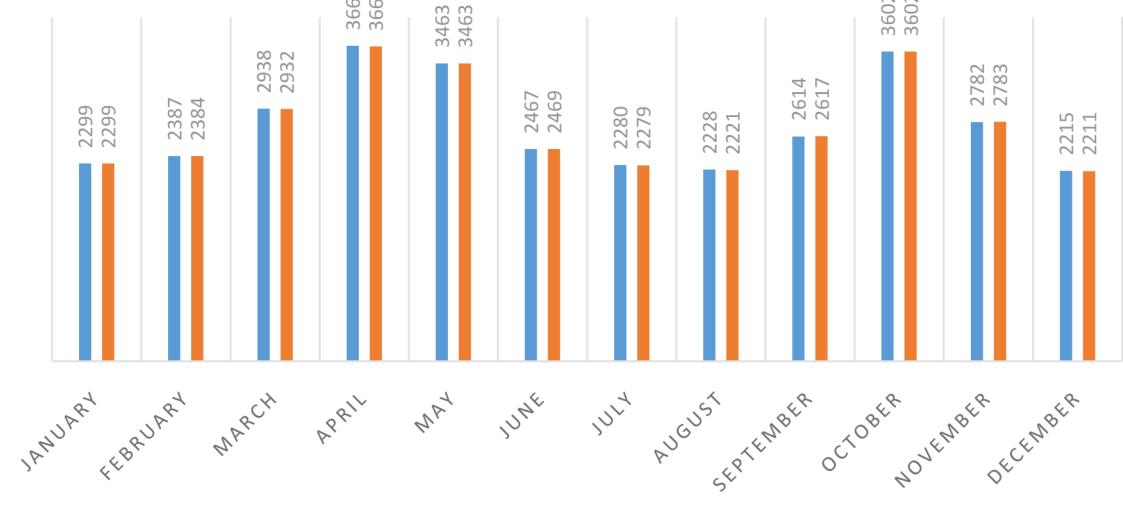
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TIA - DOMESTIC MONTHLY MOVEMENT DATA 2015

AIRCRAFT

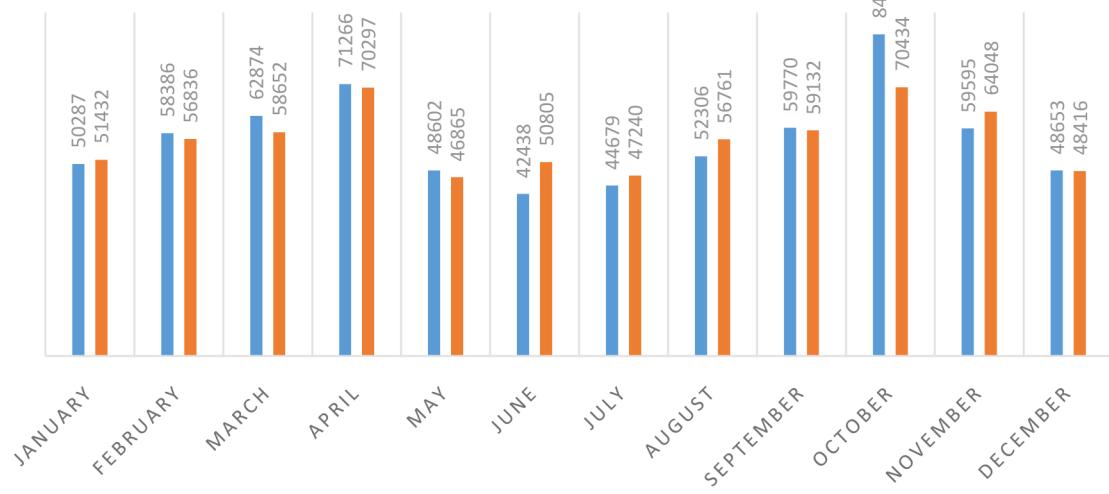
■ Departure ■ Arrival





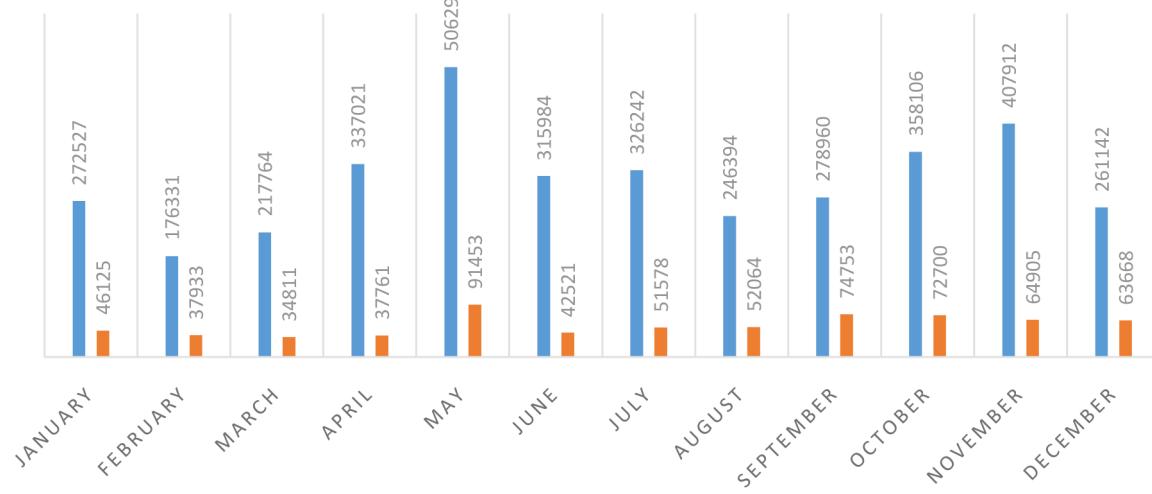
PASSENGERS

■ Out ■ In



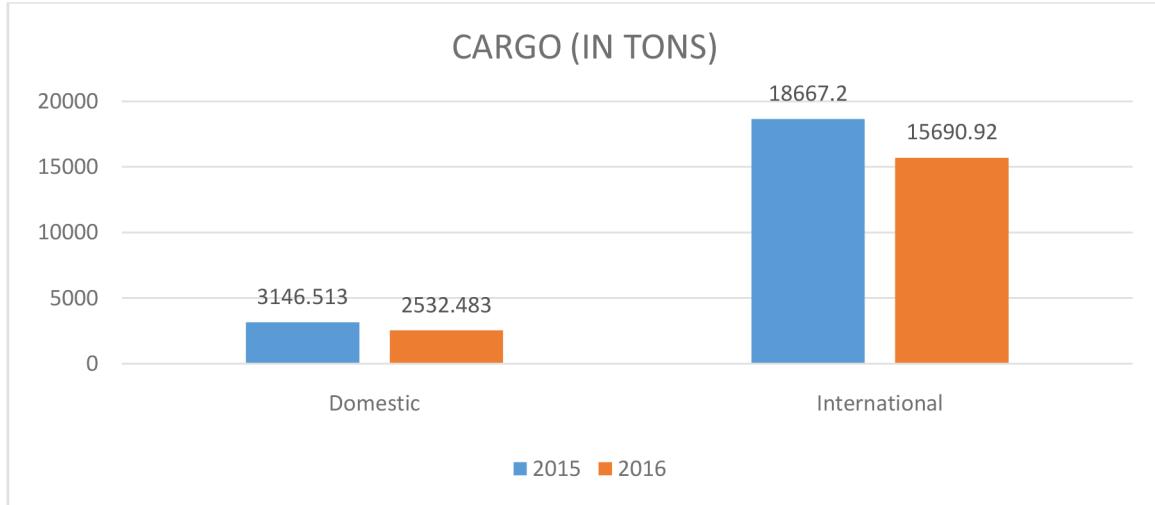
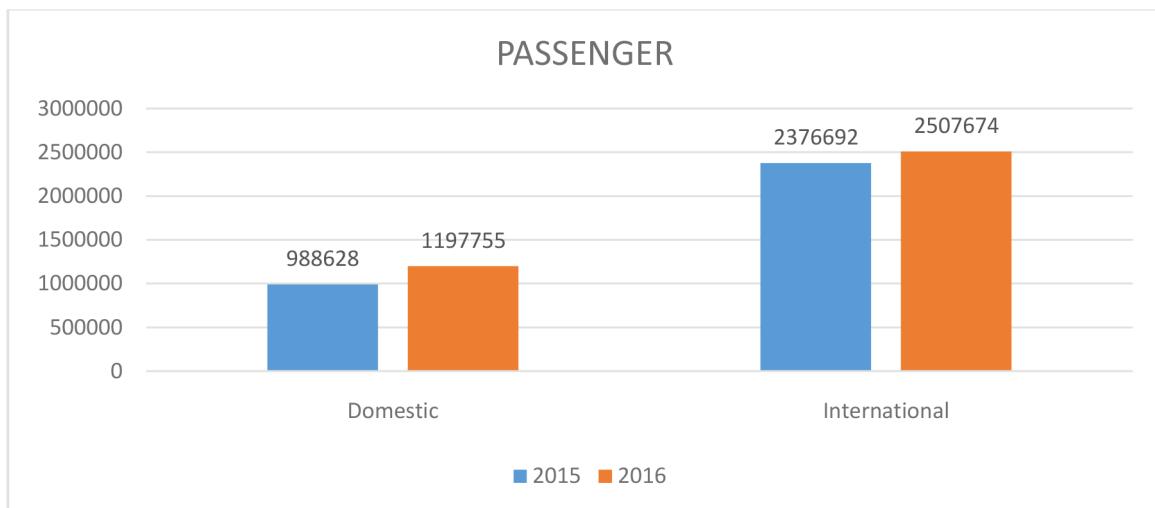
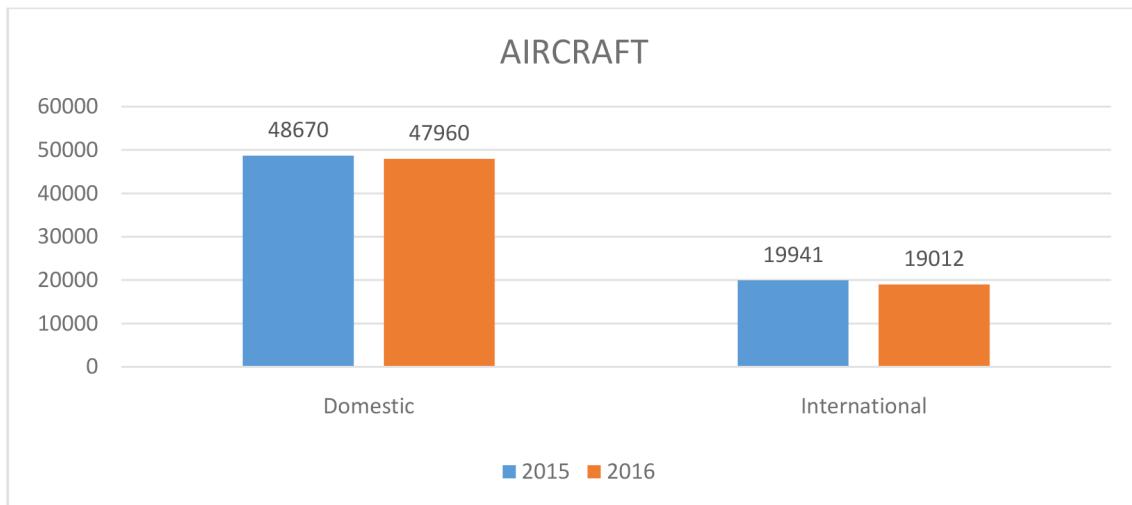
CARGO (IN KGS)

■ Out ■ In





DATA COMPARISON FOR TIA (DOM/INT'L) OF 2015 AND 2016 [JAN – SEP]





Traffic Data Hub Airports & Domestic Airports

Hub Airports

BIRATNAGAR AIRPORT



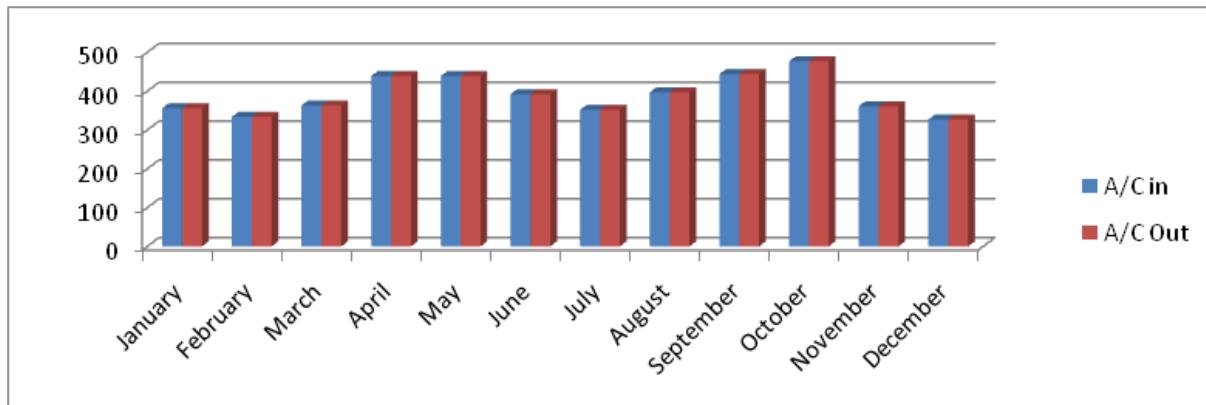
Biratnagar Airport in the Eastern Development Region of the country is a regional hub airport of high political, economical activity. In the network of air transport, it forms links with airport namely Kathmandu, Taplejung, Tumlingtar, Bhojpur, Lamidanda, Rumjatar and Phaplu Airport. Biratnagar Airport can play a vital role in the promotion of trade and tourist and thus contributing to the socio-economic development of the entire region.

Title	Details
Date of First Service	July 6, 1958
District	Morang
Aerodrome Reference Point	291626N - 0821123E
Designation	09/27
Ref. Temperature	40*C
Location Indicator	VNVT
Elevation	236 ft AMSL
Runway Dimension / Surface	1524*30m/AC
Service	ATS
Com. & Nav / Other Facilities	HF, VHF, Meteorological Equipment, VOR/DME, RFF, X-Ray/WTMD/AMHS/Re-Fueling Facilities
RFF Category	V (5)

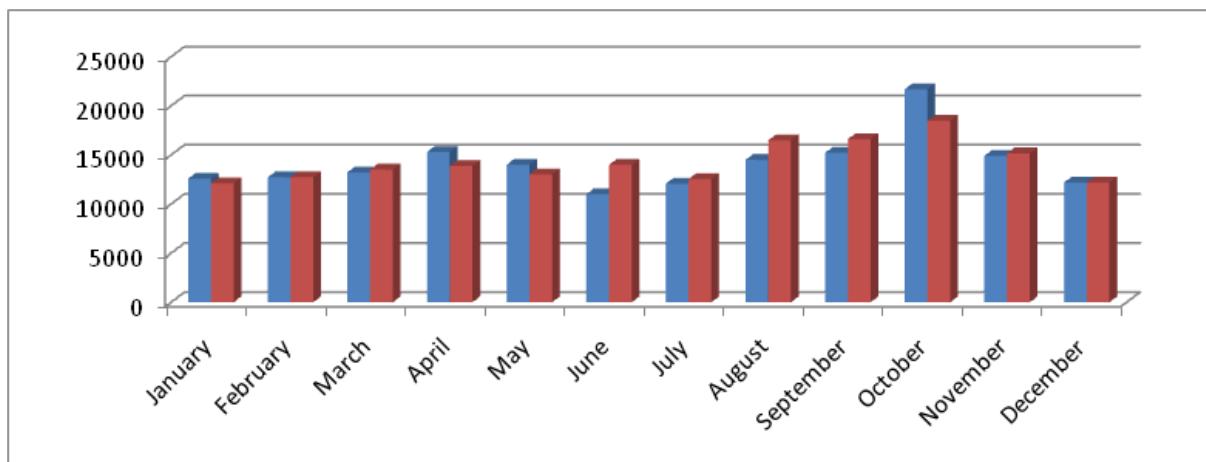


Year	AC Arr	AC Dep	AC Arr	Pax In	Pax Out	Total	Cargo In	Cargo Out	Total
2011	5974	5974	11948	184736	187368	372104	373005	299636	672641
2012	4642	4642	9284	178179	180563	358742	409569	205916	615485
2013	4159	4159	8318	171324	172479	343803	426964	181249	608213
2014	3897	3897	7794	156101	155267	311368	435830	217522	653352
2015	4681	4681	9362	169451	170751	340202	366201	277810	644011

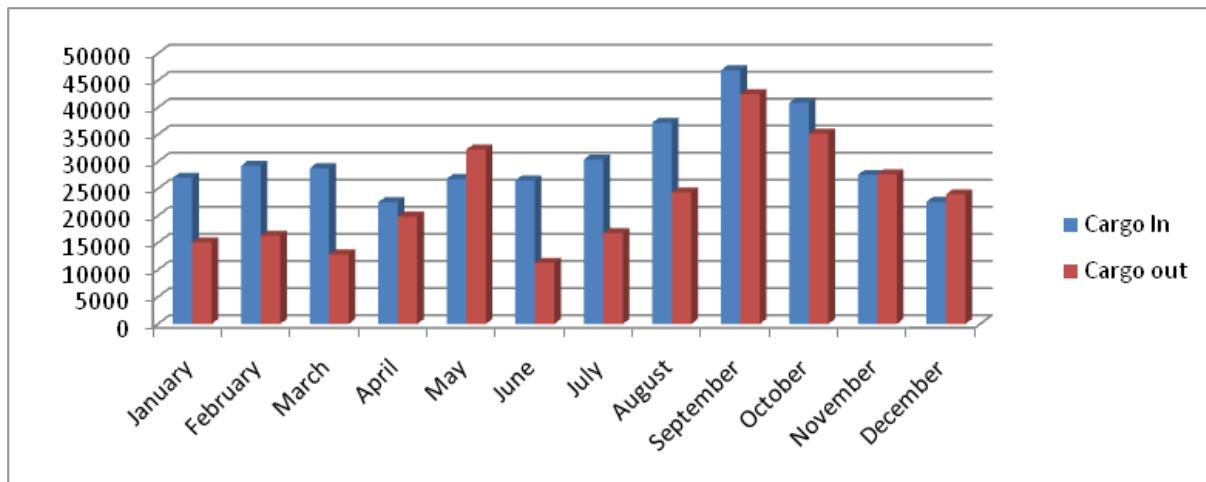
Monthly Aircraft Movement 2015



Monthly Passengers Movement 2015



Monthly Cargo Movement 2015





POKHARA AIRPORT



Pokhara, a tourist paradise in the Western Development Region has grown into a major airport of economic activity. Spectacular lakes ad Annapurna Mountain range, affluent landscapes form the typicality of Pokhara, which for the very reason has become the second most popular tourist destination the country. Its major sectoral air link is with Jomsom and Manang, both a high land tourist destination. It has served as a base for helicopters to render charter flight to various touristic as well as remote, non-touristic areas lying in the Dhaulagiri and Annapurna Mountain range.

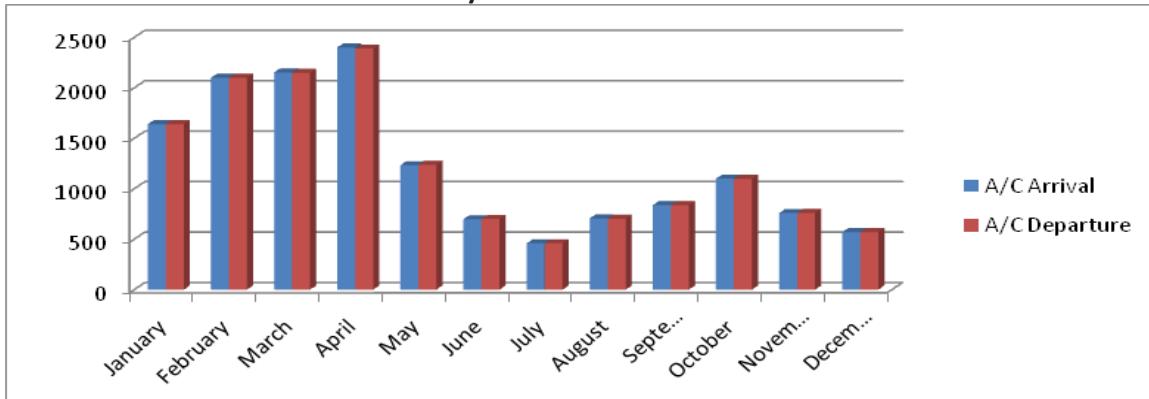
These days the popularity of Gliders, especially Hang Gliders, Para-gliders and Ultra-light has soared here. At present, Ultra-light and para-gliding companies are operating such adventurous flight.

Title	Details
Date of First Service	July 6, 1958
District	Kaski
Aerodrome Reference Point	281200N-0835854 E
Designation	04/22
Ref. Temperature	35°C
Location Indicator	VNPK
Elevation	2696ft AMSL
Runway Dimension / Surface	1444*30M/AC
Service	ATS
Com. & Nav / Other Facilities	HF, VHF, Meteorological Equipments, DME/AMHS, RFF, X-Ray/WTMD/Re-Fueling Facilities
RFF Category	V(5)

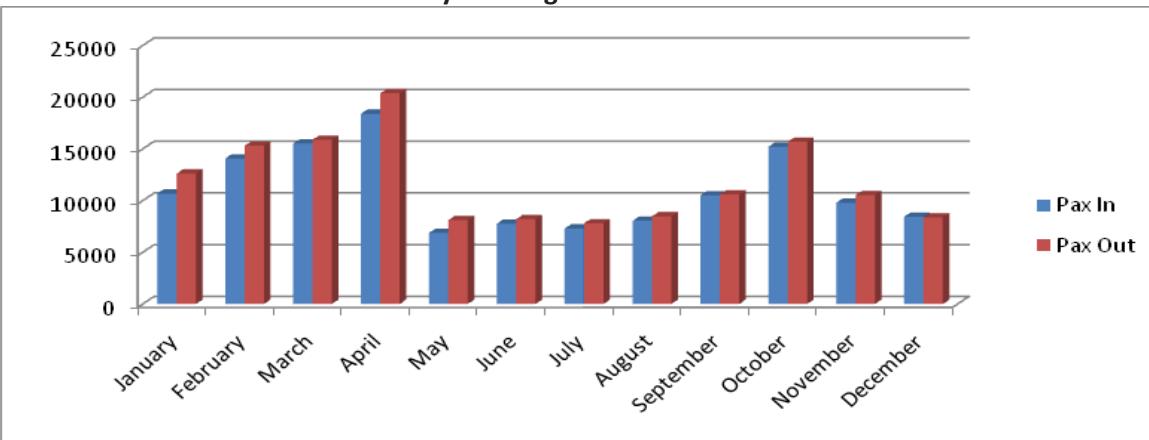


Year	AC Arr	AC Dep	Total	Pax In	Pax Out	Total	Cargo In	Cargo Out	Total
2011	14128	14132	28260	172823	197670	370493	98252	61706	159958
2012	13367	13363	26730	178189	201314	379503	110316	72445	182761
2013	13826	13822	27648	170343	189556	359899	150793	67404	218197
2014	18455	18457	36912	164796	175316	340112	131317	64819	196136
2015	14657	14646	29303	132582	141956	274538	83837	54416	138253

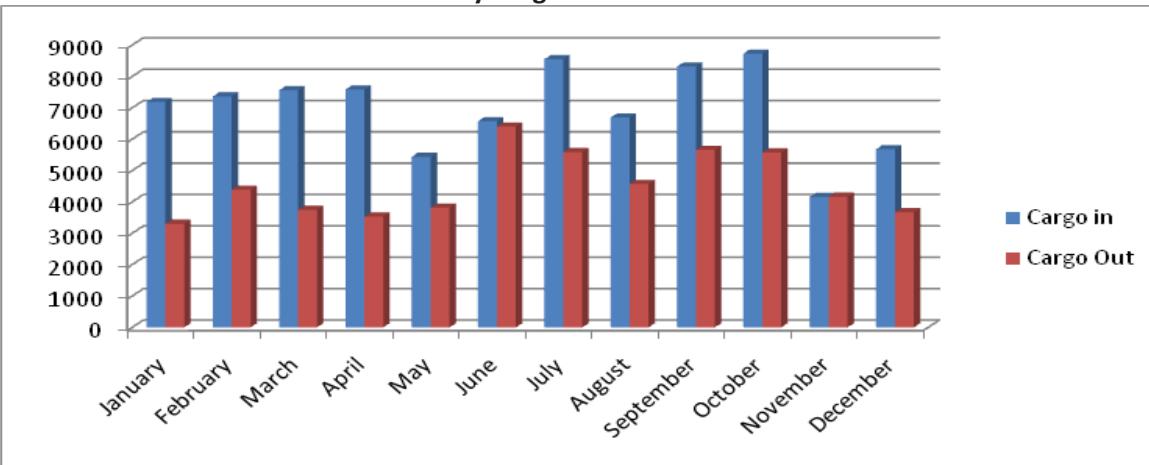
Monthly Aircraft Movement 2015



Monthly Passengers Movement 2015



Monthly Cargo Movement 2015





GAUTAM BUDDHA AIRPORT



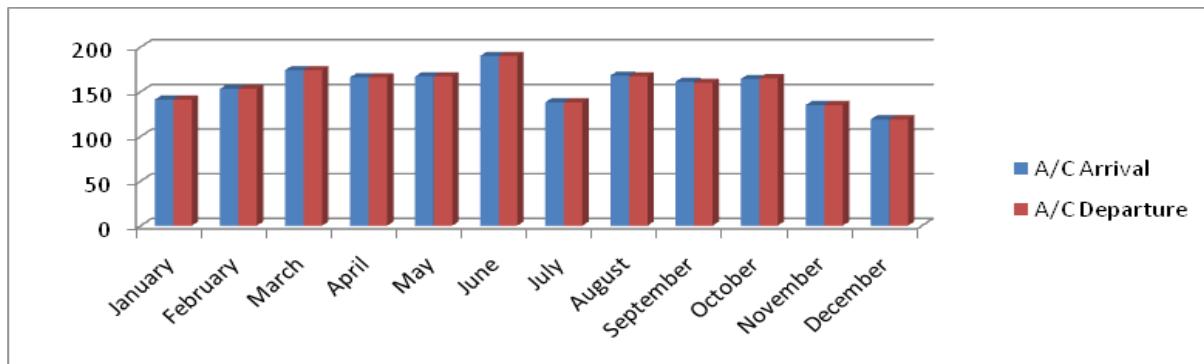
Situated in Rupandehi district of western Nepal, Gautam Buddha Airport serves the role of gateway for air passengers coming and going from Lumbini, the birth place of Lord Buddha. The number of foreigners coming to visit the holiest place is increasing rapidly. Foreigners especially from Japan, Thailand, Korea, Sri Lanka, Myanmar, China, Vietnam, Singapore, Malaysia, Taiwan, European countries and USA visit this place. Besides, the border town Sunauli serves as the point for the largest number of foreigners including Indians coming to Nepal via land. Places related with Gautam Buddha like Kapilavastu, Niglihawa, Kudan, Devdaha and Ramgaram are also very close to this place. Other touristic places of Nepal such as Pokhara, Jomsom, Palpa, Bharatpur, Gorkha etc. are also within 15 to 30 minutes air distance from here. Realizing the socio-economic and religious prospects of Lumbini, the airport is being expanded with necessary infrastructures for International Airport.

Title	Details
Date of First Service	July 4, 1958
District	Rupandehi
Aerodrome Reference Point	273026N-0832505E
Designation	10/28
Location Indicator	VNBW
Elevation	344ft AMSL
Runway Dimension / Surface	1500*30ft/AC
Service	ATS
Com. & Nav / Other Facilities	HF, VHF, Meteorological Equipments, VOR/DME/ RMM System/X-Ray,/WTMD/ Refueling Facility
RFF Category	V (5)

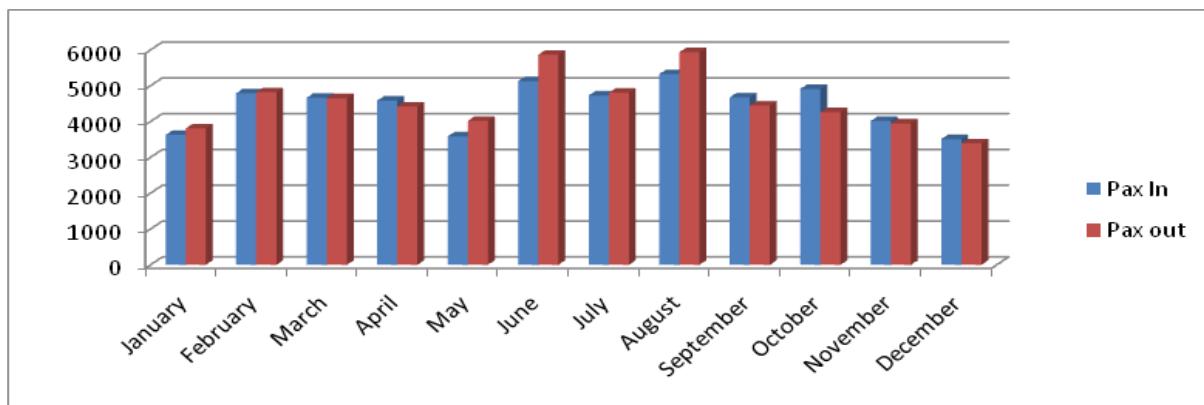


Year	AC Arr	AC Dep	Total	Pax In	Pax Out	Total	Cargo In	Cargo Out	Total
2011	2463	2464	4927	55229	61279	116508	82708	36201	118909
2012	2086	2086	4172	55224	63143	118367	93982	39053	133035
2013	2055	2055	4110	60064	61041	121105	113219	35113	148332
2014	1998	1998	3996	55044	54687	109731	106768	32228	138996
2015	1876	1875	3751	53541	54373	107914	97826	50813	148639

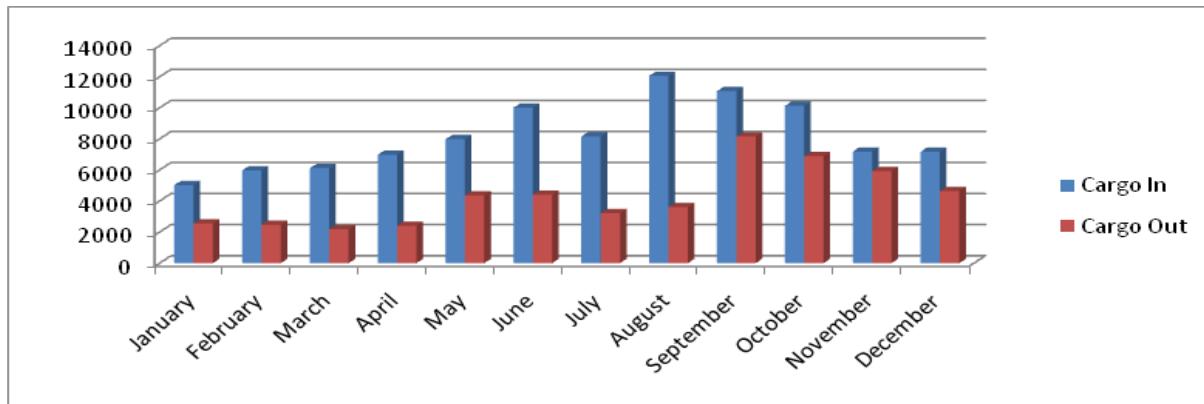
Monthly Aircraft Movement 2015



Monthly Passengers Movement 2015



Monthly Cargo Movement 2015





NEPALGUNJ AIRPORT



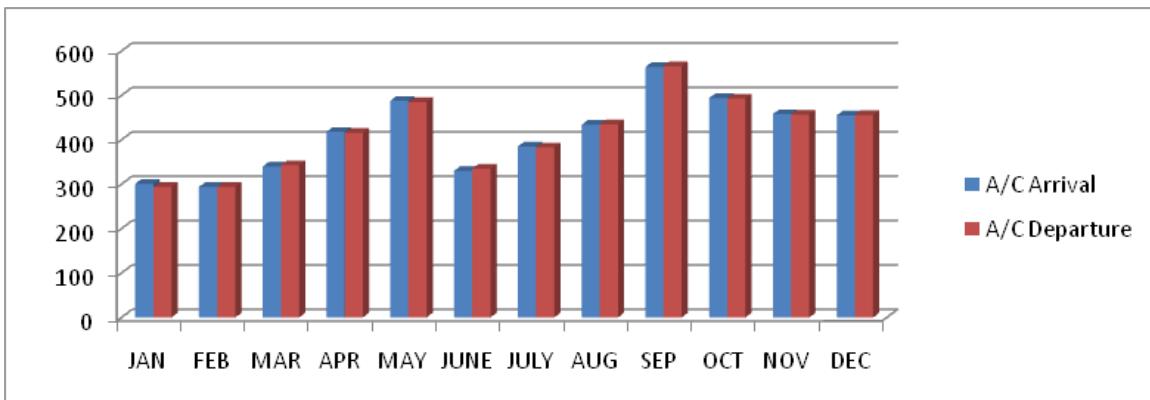
Nepalgunj Airport lies in Mid Western Development Region of the country. This is another hub airport, other than Kathmandu having air links with 16 airports of mid western and far western region. Among many other facilities, it has a state of art hanger facility built under the assistance of CIDA (Canadian International Development Agency). It has played a significant role in the enhancement of development works in many remote mountainous areas by providing logistic support through scheduled and charter fixed wing aircraft and helicopter. In future, it can also contribute greatly to tourism development as a great many potential tourist destinations lie in the mid- western region. Subsequently it can serve as a main air gate for Indian pilgrims to visit the Kailash Man Sarovar situated in Tibet, the autonomous region of the people's Republic of China.

Title	Details
Date of First Service	March 15, 1961
District	Banke
Aerodrome Reference Point	280606N-0813959E
Designation	08/26
Location Indicator	VNNG
Elevation	518ft AMSL
Runway Dimension / Surface	1505*30m/AC
Service	ATS
Com. & Nav / Other Facilities	HF, VHF, Meteorological Equipments, VOR/DME, RMM, NDB /X-Ray/ WTMD/ Refueling Facility
RFF Category	V(5)

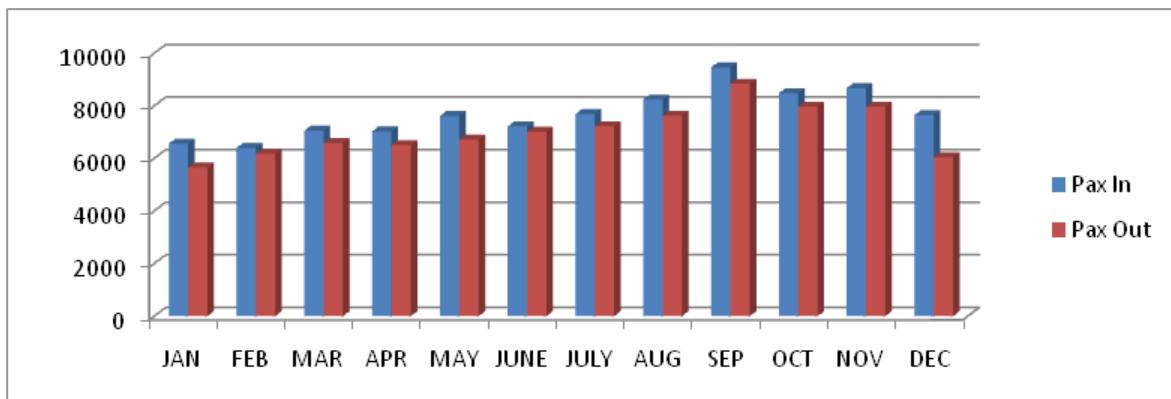


Year	AC Arr	AC Dep	Total	Pax In	Pax Out	Total	Cargo In	Cargo Out	Total
2011	4075	4075	8150	68520	74378	142898	186298	876662	1062960
2012	4559	4562	9121	86125	91924	178049	347143	1389161	1736304
2013	4595	4590	9185	83993	87019	171012	167126	1376273	1543399
2014	4484	4501	8985	87362	78477	165839	52543	1331354	1383897
2015	4961	4957	9918	92063	84309	176372	39247	1720364	1759611

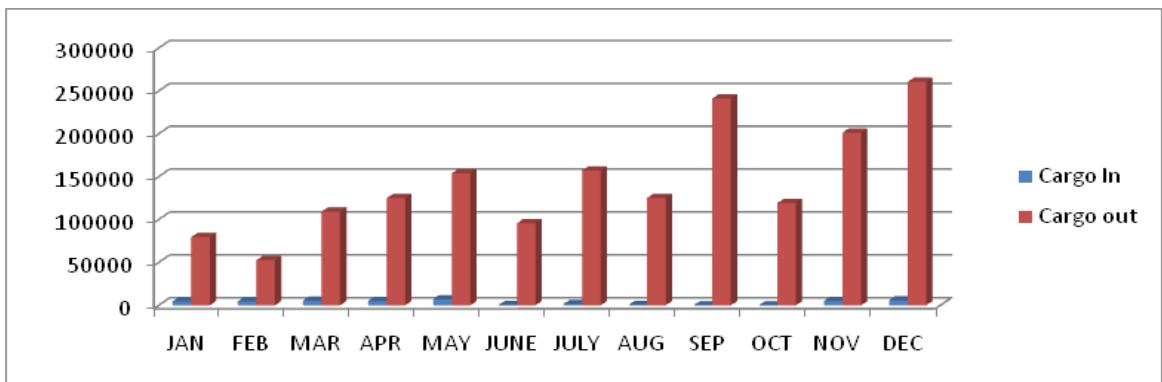
Monthly Aircraft Movement 2015



Monthly Passengers Movement 2015



Monthly Cargo Movement 2015





Domestic Airports

SURKHET AIRPORT

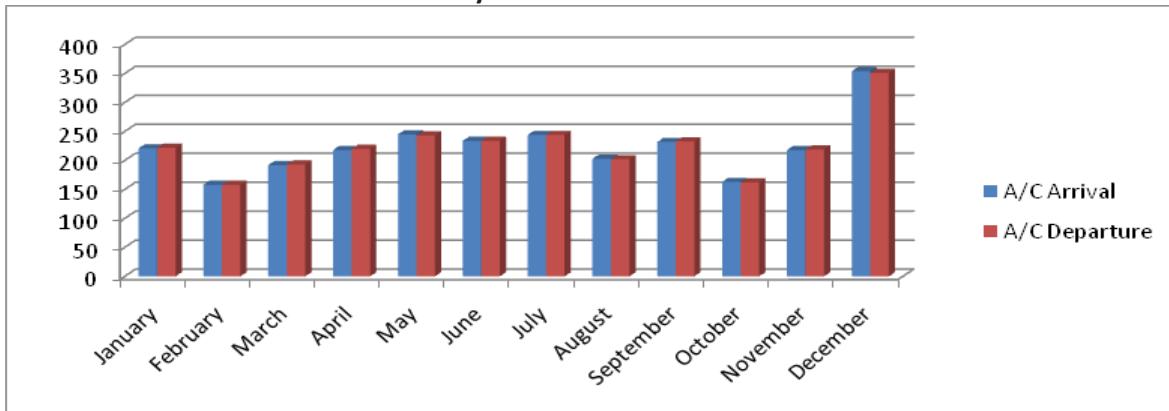


Title	Details
Date of First Service	Oct, 1966
District	Surkhet
Aerodrome Reference Point	283509N-0813807E
Designation	02/20
Ref. Temperature	35*C
Location Indicator	VNSK
Elevation	2054ft AMSL
Runway Dimension / Surface	1255*30m/AC
Service	ATS
Com. & Nav / Other Facilities	HF, VHF, Meteorological Equipment
RFF	Available (Ultra high pressurized fire vehicle)

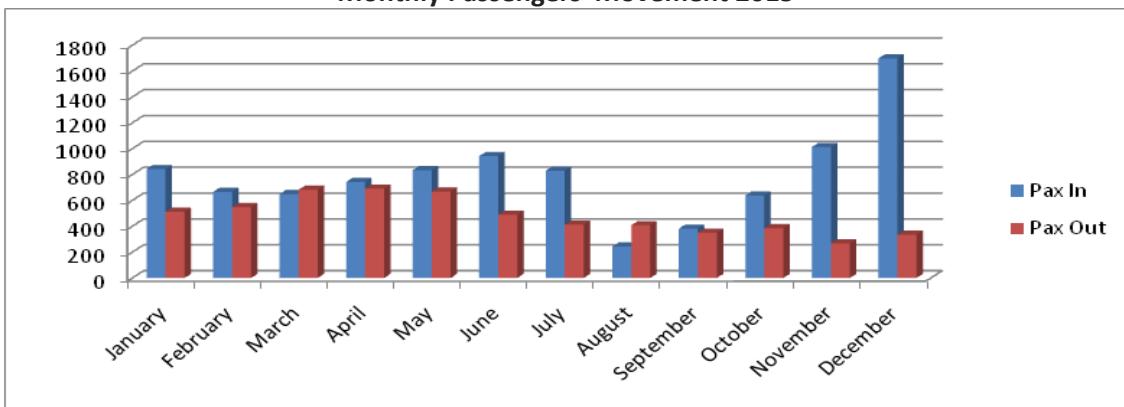


Year	AC Arr	AC Dep	Total	Pax In	Pax Out	Total	Cargo In	Cargo Out	Total
2011	4442	4440	8882	4178	11760	15938	11130	4488701	4499831
2012	3288	3282	6570	11669	6905	18574	107967	2959018	3066985
2013	2765	2757	5522	10715	6764	17479	170606	4249620	4420226
2014	2816	2804	5620	10908	6020	16928	212311	2198358	2410669
2015	2682	2681	5363	9483	5751	15234	325211	2036881	2362092

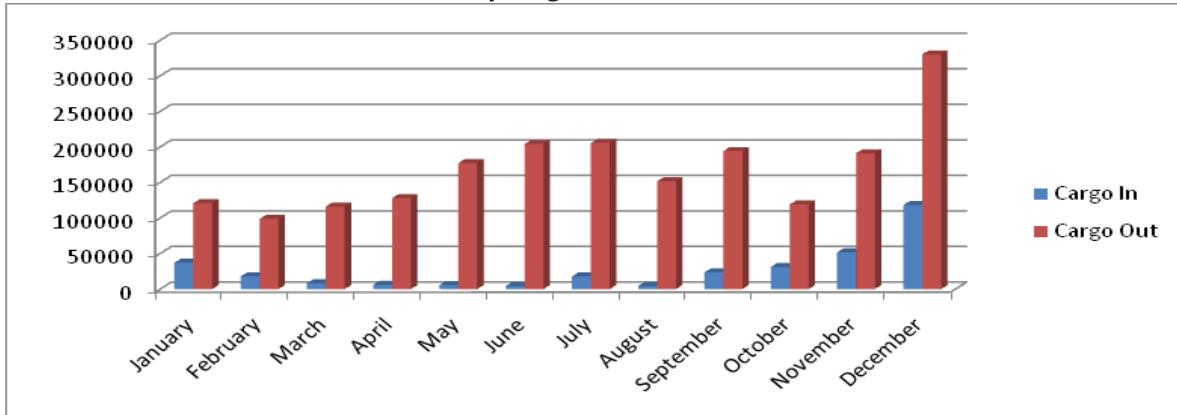
Monthly Aircraft Movement 2015



Monthly Passengers Movement 2015



Monthly Cargo Movement 2015





DOMESTIC AIRPORTS MOVEMENT DATA 2011-2015

JANAKPUR

Year	AC Arr	AC Dep	Total	PAX In	PAX Out	Total	Cargo In	Cargo Out	Total
2011	1636	1636	3272	28236	33877	62113	57643	47625	105268
2012	1376	1376	2752	30561	41795	72356	63101	63192	126293
2013	1367	1367	2734	28749	33600	62349	71240	78039	149279
2014	1233	1233	2466	29593	30791	60384	93954	30882	124836
2015	766	766	1532	21697	22931	44628	65002	14129	79131

CHANDRAGADI

Year	AC Arr	AC Dep	Total	PAX In	PAX Out	Total	Cargo In	Cargo Out	Total
2011	2674	2674	5348	66995	87887	154882	163027	213995	377022
2012	2240	2240	4480	66881	83383	150264	174796	172901	347697
2013	1715	1715	3430	60763	68805	129568	172580	99624	272204
2014	1607	1607	3214	76001	87207	163208	228558	195963	424521
2015	1937	1937	3874	71719	77605	149324	154966	132063	287029

SIMARA

Year	AC Arr	AC Dep	Total	PAX In	PAX Out	Total	Cargo In	Cargo Out	Total
2011	2989	2989	5968	40799	45761	84560	20463	10734	31197
2012	2166	2166	4332	29128	31671	60799	19678	13752	33430
2013	2074	2074	4148	29584	30099	59683	62360	9652	72012
2014	1685	1685	3370	25097	25770	50867	70161	6453	76614
2015	1554	1554	3108	22944	22581	45525	55881	18134	74015

SIMIKOT

Year	AC Arr	AC Dep	Total	PAX In	PAX Out	Total	Cargo In	Cargo Out	Total
2011	2764	2772	5536	8442	9290	17732	2400610	169922	2570532
2012	3262	3262	6524	10256	11521	21777	2856945	338105	3195050
2013	2928	2928	5856	9982	11140	21122	1970324	146442	2116766
2014	2041	2041	4082	6222	6701	12923	1551957	55964	1607921
2015	3235	3235	6470	9267	12655	21922	2581848	186035	2767883

TENZING HILLARY

Year	AC Arr	AC Dep	Total	PAX In	PAX Out	Total	Cargo In	Cargo Out	Total
2011	7715	7703	15418	47384	45908	93292	2889866	83950	2973816
2012	8466	8470	16936	47082	50312	97394	2269466	46313	2315779
2013	9242	8956	18198	41978	43201	85179	1795443	36509	1831952
2014	8430	8372	16802	43613	43877	87490	1889492	37940	1927432
2015	8391	8376	16767	39131	42043	81174	3038885	79238	3118123



TUMLINGTAR

Year	AC Arr	AC Dep	Total	PAX In	PAX Out	Total	Cargo In	Cargo Out	Total
2011	927	927	1854	13251	14459	27710	28772	12697	41469
2012	972	972	1944	14943	15094	30037	41976	25667	67643
2013	884	884	1768	13778	13834	27612	47102	36694	83796
2014	841	841	1682	13910	14317	28227	37410	39799	77209
2015	989	989	1978	17162	17751	34913	38366	46205	84571



TIA Domestic



Aviation Security

Safeguarding of passengers, ground personnel, crew as well as the general public against the acts of unlawful interference is the primary objective of ICAO Member States. ICAO develops necessary Standards and Recommended Practices (SARPs) and other guidance materials to assist the States achieving this objective. SARPs relating to the aviation security are contained in Annex 17 'Security' of the Convention on International Civil Aviation, 1944 i.e. Chicago Convention. In recent days, ICAO has focused its work relating to the aviation security in three inter-related areas: policy initiatives, audits focused on the capability of Member States to oversee their aviation security activities, and assistance to States that are unable to address serious security deficiencies identified during ICAO audits.

Aviation security needs proper legislative provisions, professional human resource with strong commitment to the job, active leadership with excellent managerial skills and appropriate technology. Government of Nepal has recently introduced a new Civil Aviation Security Regulation, 2073 (Nagarik Uddyan Surakshya Niyamawali, 2073) incorporating the updated provisions of aviation security and findings raised in ICAO-USAP Audit.

Existing Tribhuvan International Airport Emergency Plan (TIAEP), 2005 has been also revised and updated in line with the provision of new Civil Aviation Security Rules, 2073 and present requirements of Tribhuvan International Airport. The draft of TIAEP, 2073 is in the final stage of approval from National Civil Aviation Security Committee.

Under its programme of strengthening security measures as domestic airports, three Hold Baggage X ray machines at Chandragadi, Simara and Dhanagadhi Airport will be installed in this fiscal year. Sets of Walk-through Metal Detector (WTMD) have been installed at Jomsom, Surkhet and Dhangadhi Airports. Likewise, Hand Baggage X-ray machines were installed in Nepalganj, Gautam Buddha (Bhairahawa) and Biratnagar Airports.

CAAN is conducting airport security training for security personnel involved in airport security in domestic airports on regular basis. Likewise, Aviation Security Seminar will be conducted in Simara and Pokhara Airport to create awareness about aviation security to the security personnel, airports and airline personnel and concerned agency of the regions.

34th National Civil Aviation Security Committee Meeting was held on 15th December, 2015 to review over all aviation security status. A four days program, ICAO Risk Management Workshop was accomplished at Kathmandu from April 26-29, 2016 in joint organization of ICAO and CAAN. There was involvement of participants from various security agencies from Nepal and some participants from foreign countries.

CAAN is actively participating in aviation security activities organized by ICAO. A high level representation from CAAN made in ICAO CASP-AP 13th Steering Committee Meeting (SCM) held at Kuala Lumpur Malaysia on 20-22 July, 2016. 4th Regional Aviation Security Coordination Forum- Asia and Pacific Regions (RASCF-APAC/4) was conducted at Colombo, Sri Lanka in 1-2 August 2016 during the 3rd DGCA conference.



OTHER AVIATION ACTIVITIES

International Civil Aviation Day is being observed all over the world on 7th December every year since 1994. ICAO, through Assembly Resolution A29-1, decided to celebrate International Civil Aviation Day to mark the 50th anniversary of the Organization, created on 7 December 1944. In 1996, the United Nations General Assembly by resolution officially recognized 7 December as International Civil Aviation Day and listed it as an official UN day. The purpose of the global celebration is to generate and reinforce worldwide awareness of the importance of international civil aviation in the social and economic development of States, and of the role of ICAO in promoting the safety, efficiency and regularity of international air transport. On 7th December 2016, the ICAO Day was observed with warm participation of all stakeholders.





AIRPORT DEVELOPMENT PROJECTS

A. Gautam Buddha Regional International Airport

Gautam Buddha Airport Upgrading Components (GAUC) Project is a part of the South Asia Tourism Infrastructure Development Project (SATIDP) funded by Asian development Bank. The funding includes grant and loan assistance from ADB and co-financing by OPEC Fund for International Development (OFID). SATIDP comprises various components and the Upgrading of Gautam Buddha Airport related with Connectivity Enhancement Component. This component includes construction and rehabilitation works and activities related to upgrade Gautam Buddha Airport to a regional airport, Category E, as per the relevant guidelines of International Civil Aviation Organization.

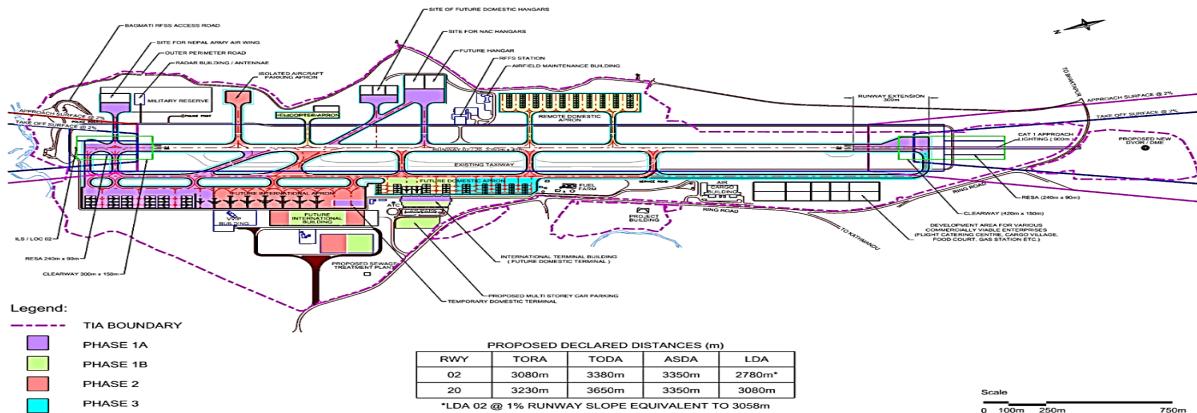


Contract Data:

- Contract No. CAAN/GAUC ICB-01/2013
- Contractor: Northwest Civil Aviation Airport Construction Group Ltd, PR China
- Original Contract Value: NRs. 6,225,120,227.91 (including VAT)
- Original Contract Period: 36 Months
- Commencement Date: January 1, 2015
- Completion Date: December 31, 2017
- Contractual Time Elapsed: 23 months

B. Project under Tribhuvan International Airport

I. TIA Masterplan(ATCEP)



The main Objective of this project is to enhance Safety and Capacity of TIA, Simikot and Rara Airports. Project was formulated based upon the Civil Aviation Airport Project (PPTA: NEP 38349 - 01) Study of ADB conducted in October 2009. To achieve Nepal's Tourism Development Targets, a safe & reliable air transport system is vital by enhancing safety and capacity of infrastructure and CNS/ATM system. Project was planned to be implemented under three phases.

Phase I (A) : Runway Extension, ITB Expansion, New Apron

New CNS/ATM System. This project is under implementation

Phase I (B) : New International Terminal

Phase II : Extension of Parallel Taxiway & Apron

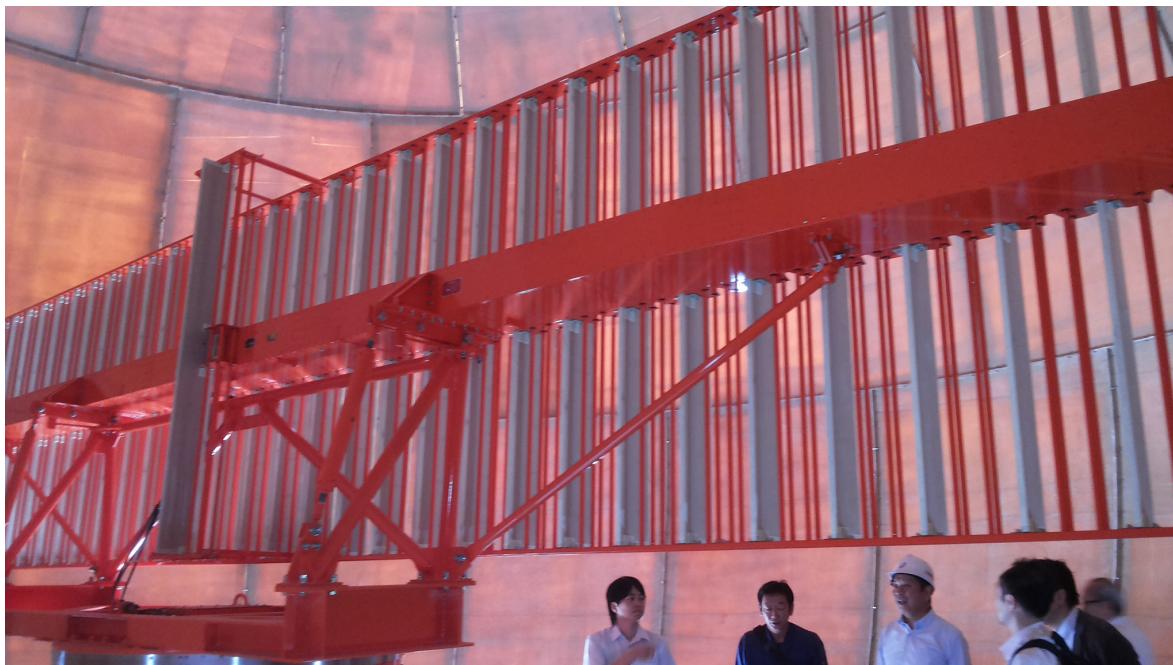
Phase III : Extension of Parallel Taxiway, Domestic-Apron

Project financing by ADBS Grant: 10 Million US Dollars, Loan 70 Million US Dollars, CAAN 12 Million US Dollars (Counterpart Fund). And this project is undergoing construction.

Note: Civil Aviation Authority of Nepal has issued Notice of Termination to Constructora Sanjose S.A.



II. TIA Modernization Project



RADAR in BhateDanda (Lalitpur)

Started in 2013, the installation of the second generation Mode S Monopulse Secondary Surveillance Radar (MSSR) system at the TIA will replace an 18-year-old radar. The existing surveillance system at TIA was installed in 1997 under a Japanese official development assistance. Installation of the MSSR systems at TIA and Bhatte Danda will extend en-route surveillance or flight locations up to 250 nautical miles from Kathmandu. The coverage of the new MSSR would extend up to Dang in the west and the entire country in the east and south. Once the new systems are installed, the radars will monitor small aircraft flying on domestic air routes as well as international aircraft flying at high altitudes.

Installation and Testing, including Operation and Maintenance Training, have been completed. The system will come into operation after the Commissioning Flight Check.



Bhatte Danda Tower

C. Pokhara Regional International Airport



Pokhara Regional International Airport Construction Site

Pokhara is considered as tourism capital of the Nepal, where Civil Aviation Authority of Nepal initiated the land acquisition work before forty years with motive to construct the ICAO Category 4D airport. CAAN acquired 3106 ropanies which has been fenced with barbed wire along the boundaries. The partial runway strip work, graveled access road and project office constructions had been completed with CAAN own resources. Brief project status has been summarized as below:

- a. The commercial contract agreement between CAAN and China CAMC Engineering Co. Ltd has been made to construct ICAO Category 4D airport in Pokhara in EPC (Engineering Procurement Construction) model. The total Project Cost is 215.965 Million USD.
- b. Additional 521 ropanies of land acquisition including 35 houses have been compensated.
- c. Environmental Impact Assessment report was approved by Ministry of Science, Technology and Environment.
- d. Loan agreement between Government of Nepal and Government of China has been officially completed.
- e. Subsidiary Loan Agreement between the Ministry of Finance and CAAN has been done.
- f. Official Correspondence with China EXIM Bank from the Ministry of Finance is ongoing.
- g. Survey and marking of 107 ropanies of land required for Outer Peripheral Road have been completed.
- h. RFP (Technical + Financial) for EPC Design Review has been invited.

CAAN has completed all necessary work including infrastructures development, institutional set up and ready to inaugurate the construction work after the commercial contract agreement come into effect.



D. Second International Airport (SIA)

Project Name: Second international Airport Project

Sector: Aviation

Geographical Location (Districts): The proposed SIAP is located in the Bara district of Central Development Region of Nepal, immediately south of East-West Highway (EWH) in between LalBakeya and Pasaha rivers on the east and west respectively.

The project area is the area published in gazette in 47 number part 3 dated 2071/12/30 i.e. the proposed airport area is the area lies in following boundaries:

North: From Pashah River bridge of Mahendra Highway to Bakaiya River bridge of Mahendra Highway.

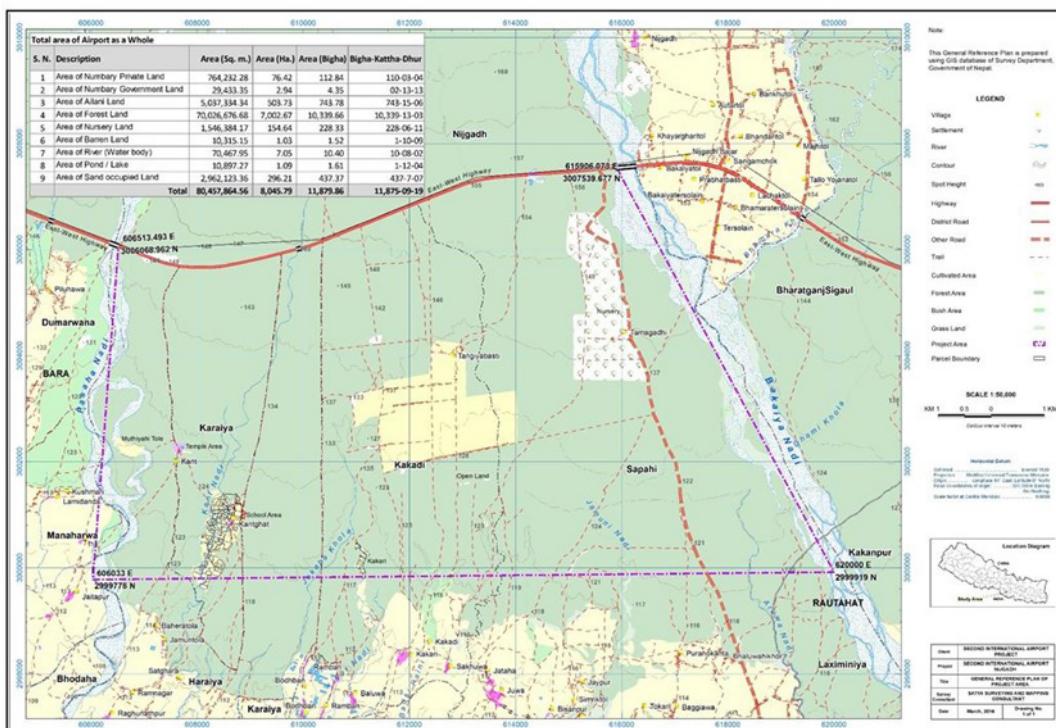
East: From Bakaiya River bridge of Mahendra Highway to around 8 Km. Distance in south direction along the river to Saphi V.D.C. of 2999919N, 620000E (UTM) Co-ordinate points.

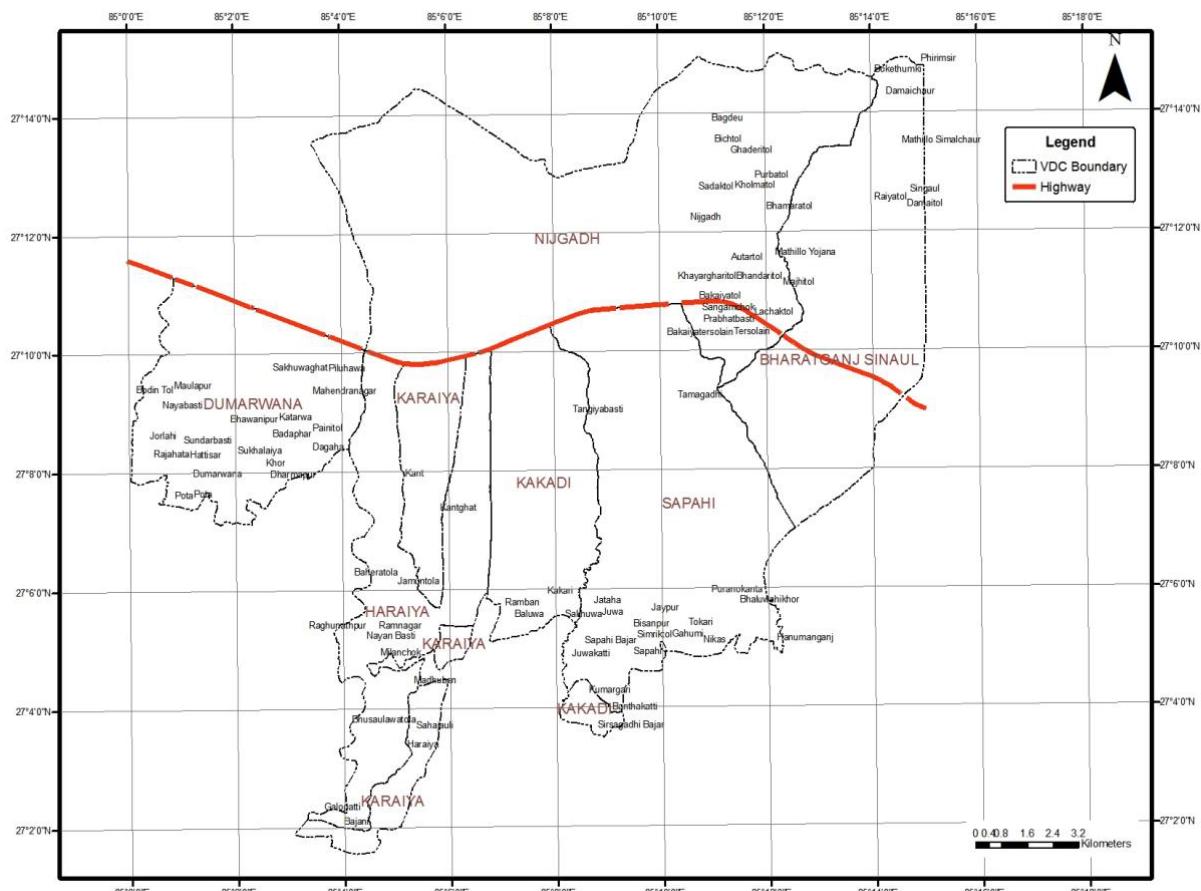
West: From Pashah River bridge of Mahendra Highway to around 6 Km. Distance in south direction along the river to Haraiya V.D.C. of 2999778N, 606033E (UTM) Co-ordinate points.

South: At Haraiya V.D.C. near Pashah river of 2999778N, 606033E (UTM) Coordinate point to straight forward in east direction along Karaiya V.D.C., Kakadi V.D.C, Dumarwana V.D.C, and Saphi V.D.C. near Bakaiya river of 2999919N and 620000E (UTM) Coordinate point.

The township of Nijgadh lies approximately 2 km to the north east from the northern border of the project development site. Administratively, most of the project infrastructures and facilities will be located within the geographical limits of Haraiya, Kariya, Kakadi and Sapahi VDCs of Bara district.

Map showing the Project VDCs of Second International Airport Project.





Salient features of the project:

The SIAP has two development proposals. The first is the ICAO standard international airport with runway, taxiway, terminal and apron including all the required transportation and communication facilities. The second proposal is airport city development with all the facilities of modern transportation, communication, water supply, drainage and provisions of hotel and residential facilities adjacent to international airport. The table below highlights the salient features of Airport Facilities, key structural placement area and layout of the SIAP.

**Silent Feature of SIAP
Airport Facilities**

S.N.	Description	Dimension/Area
1	Runway	3,600m x 45m (2EA)
2	Parallel Taxiway	
3	Rapid Exit	4EA
4	Apron	
	Passenger	172 Spot
	Cargo	2 Spot
5	Passenger Terminal	720,000 m ²



S.N.	Description	Dimension/Area
6	Cargo Terminal	400,000 m2
7	Fire Training Station	10,000 m2
8	Airport and Aircraft Maintenance Complex	311,000 m2
9	Engine Run-Up Pad	10,000 m2
10	GSE Storage Area	55,380m2
11	GSE Maintenance facilities	60,000 m2
12	Car Parks	381,000 m2
B. Utilities		
1	Power Plant	60,000 m2
2	Airfield lighting Substation	400 m2
3	Heating and cooling Plant	40,000 m2
4	Pumping Station and Water Treatment Plant	40,000 m2
5	Sewage Treatment Plant	120,000 m2
6	Solid and Hazardous Facilities	60,000 m2
7	Aircraft Fueling Facilities	180,000 m2
C . Airport City		
1	Area	600 ha

Project Cost:

	Estimated Cumulative Capital Costs (\$ Millions)	Pax (Millions)	Construction Period (Years)
Phase I	650	15	4
Phase II	3,200	30	5
Phase III	6,700	60	5

Project land required: - The project land required is approximately 11875.5 Bigha.

Planned started date: - 2064/9/18

Project Status:

- Co-ordinate Points established with reference to DGPS.
- Border of Land established by Concrete Demarcation.
- Report submitted by Land Evaluation and Acquisition Committee.
- Applications being received from Land owners for compensation.
- Correspondence has been done through Ministry of Culture, Tourism and Civil Aviation to Ministry of Forest for the permission of clearing land in order to proceed for Perimeter Road and Chain Link Fence.
- Correspondence has been done through Ministry of Culture, Tourism and Civil Aviation to Ministry of Environment to proceed for EIA.
- EOI for selection of Consultant is in process.
- Bid Invitation has been published to commence work for the Prevention of Erosion by River and Construction of Temporary Site Office.



Rara Airport

An aerial photograph of a deep, narrow valley. The valley floor is a mix of brown earth and green agricultural fields. A small airport runway is visible on the right side of the valley. In the background, a large, light blue lake, Rara Lake, stretches across the horizon. The surrounding terrain is rugged and rocky, with sparse vegetation. A small cluster of buildings, identified as Rara Airport, is located near the end of the runway.

Civil Aviation Authority of Nepal

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