

CAAN Publication  
2012

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■ oto ■ ontribution ■ oer ■ oncept: Sunil Mool





## CAAN : Institutional Profile

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<b>Type:</b>	Authority
<b>Date of Establishment:</b>	31 December 1998
<b>Legal Status:</b>	1. Civil Aviation Act, 2015 (1959 AD) Statutory Regulations 2. Civil Aviation Authority Act, 2053 (1996) - Establishment
<b>Main Functions:</b>	<ul style="list-style-type: none"><li>↳ Permitting Airlines Operation</li><li>↳ Airworthiness Certification and manpower Licensing/Rating</li><li>↳ Regulationg Air Transport and Civil Aviation Activities</li><li>↳ Constructing, operating and maintaining airports</li><li>↳ Equipping and maintaining airports with necessary communication and navigational facilities</li></ul>
<b>Affiliation/Institutional Linkages:</b>	ICAO, COSCAP-SA, MOCTCA, Nepal Army, Nepal Police, Nepal Armed Police, Airlines, NTB, International Funding Agencies, Traveling Public.
<b>Funding Resources:</b>	Charges from airports and air navigation services, Regulatory fees, Royalty etc.

# Civil Aviation Authority of Nepal

**Established : 31 December, 1998**



# **CAAN - Board of Directors**



**Chairman**  
**Honourable Posta Bahadur Bogati**  
**Minister for Culture, Tourism and Civil Aviation**



**Member**  
**Mr. Lok Bahadur Khatri**  
**Joint Secretary**  
**Ministry of Culture, Tourism  
and Civil Aviation**



**Member**  
**Representative, Ministry of Finance**  
**(Presently not appointed)**



**Member**  
**Mr. Jyoti Adhikari**  
**Kathmandu**



**Member**  
**Er. Phurba Tshering Sherpa,**  
**Kathmandu**



**Member**  
**Mr. Manarup Shahi**  
**Executive Chairman**  
**Nepal Airlines Corporation**



**Member**  
**Mr. Manoj Karki,**  
**Kathmandu**



**Member Secretary**  
**Mr. Tri Ratna Manandhar**  
**Director General, CAAN**

## **CAAN - Management Committee**



Chairman  
Mr. Tri Ratna Manandhar  
Director General



Member  
Mr. Minraj Upadhyay  
Deputy Director General  
Air Transportation &  
Regulation Directorate



Member  
Mr. Dinesh Prasad Shrestha  
Deputy Director General  
Airport Management &  
Development Directorate



Member  
Mr. Ratish Chandra Lal Suman  
General Manager  
Tribhuvan International Airport



Member  
Mr. Suman Kumar Shrestha  
Deputy Director General  
Air Transportation Planning &  
Development Directorate



Member  
Mr. Basudev Lal Shrestha  
Deputy Director General  
Corporate Planning, Performance  
Evaluation and Monitoring Directorate



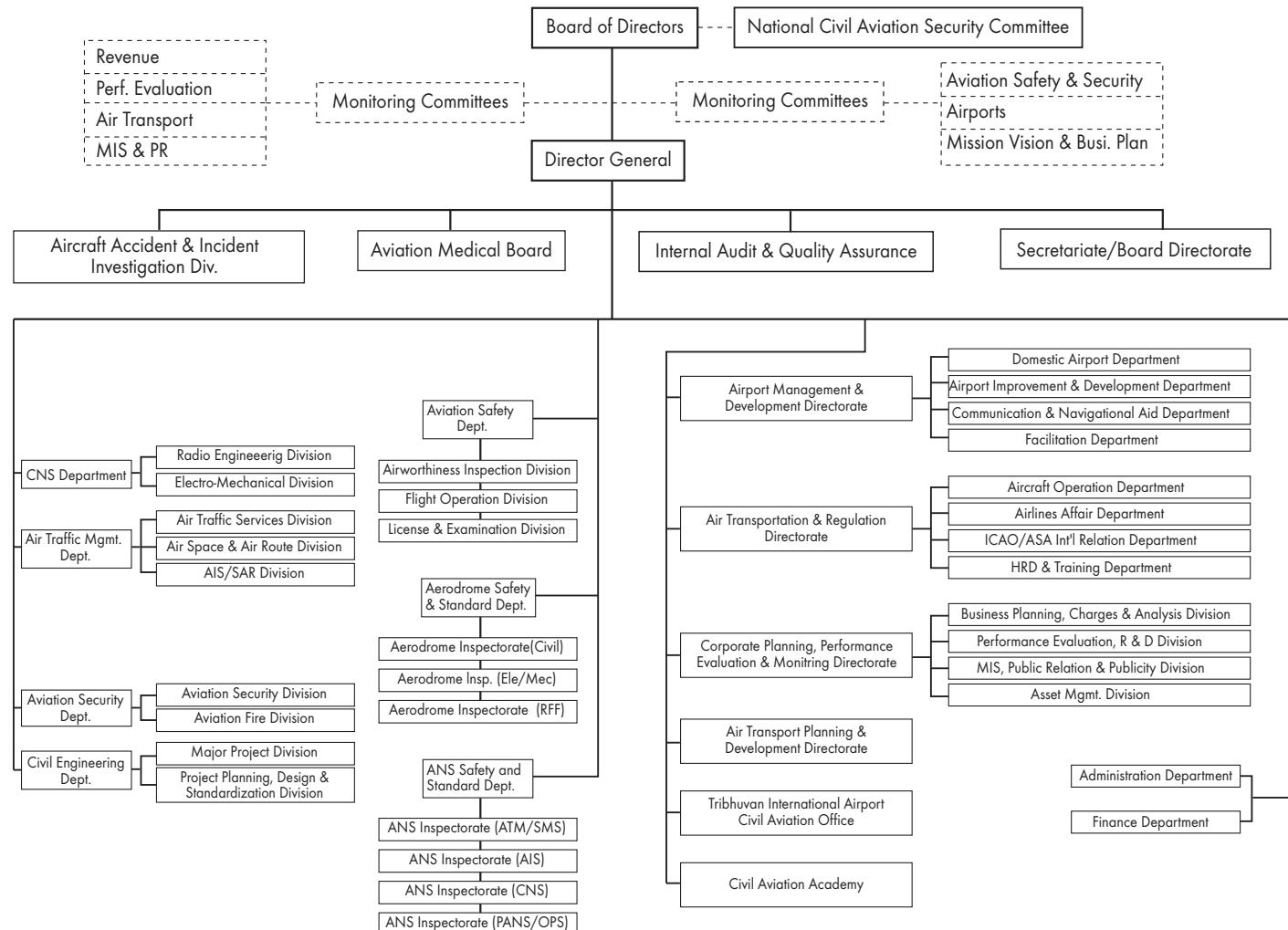
Member  
Mr. Mahendra Singh Rawal  
Chief  
Civil Aviation Academy



Member Secretary  
Mr. Uttar Kumar Kafle  
Manager  
CAAN Board/DG Secretariat

# Civil Aviation Authority of Nepal

## Organisation Structure



# AVIATION HISTORY IN BRIEF

1949:	The date heralded the formal beginning of aviation in Nepal with the landing of a 4 seater lone powered vintage Beach-craft Bonanza aircraft of Indian Ambassador Mr. Sarjit Singh Mahathia at Gauchar.	1990:	New International Terminal Building of TIA inaugurated by King Birendra.
1950:	The first charter flight By Himalayan Aviation Dakota from Gauchar to Kolkata.	1992:	Adoption of Liberal Aviation Policy and emergence of private sector in domestic air transport.
1955:	King Mahendra inaugurated Gauchar Airport and renamed it as Tribhuvan Airport.	1993:	National Civil Aviation Policy promulgated.
1957:	Grassy runway transformed into a concrete one.	1995:	Domestic Terminal Building at TIA and Apron Expanded.
1957:	Department of Civil Aviation founded.	1998:	CAAN established as an autonomous Authority. ASR/SSR brought to operation.
1958:	Royal Nepal Airlines started scheduled services domestically and externally.	1998:	COSCAPSA Project established.
1959:	RNAC fully owned by HMG/N as a public undertaking.	2002:	Expansion of the International Terminal Building at TIA and the construction of a new air cargo complex.
1959:	Civil Aviation Act 2015 BS. promulgated.	2003:	Rara airport (Mugu), Kangeldanda airport (Solukhumbu) and Thamkharka airport (Khotang) brought in operation.
1960:	Nepal attained ICAO membership.	2004:	Domestic operation by jet aircraft commenced.
1964:	Tribhuvan Airport renamed as Tribhuvan International Airport.	2005:	International flights by two private operators began.
1967:	The 3750 feet long runway extended to 6600 feet.	2006:	A new comprehensive Aviation Policy introduced. GMG Airlines of Bangladesh, Korean Air and Air Arabia started air service to Nepal.
1967:	Landing of a German Airlines Lufthansa Boeing 707.	2007:	Identification of site location for a new second international airport.
1968:	Thai International starts its scheduled jet air services.		Etihad, Dragon Air, Silk Air, Orient Thai and Hong Kong Express commenced their service to Nepal.
1972:	Nepalese jet aircraft Boeing 727/100 makes a debut landing at TIA. ATC services taken over by Nepalese personnel from Indian technicians.	2009:	Establishement of RCAG station at Nepalganj to augment coverage of VHF communication in Air Traffic Control.
1975:	TIA runway extended to 10000 feet from the previous 6600 feet.	2010:	An agreement of SDR 44388000 was signed between Nepal Government and CAAN for Capacity Enhancement Project of TIA under ADB loan.
1975:	CATC established.	2011:	Tumlingtar and Simikot runways paved.
1976:	FIC (Flight Information Center) established.	2012:	RNP AR Procedures for TIA effected from June.
1977:	Nepal imprinted in the World Aeronautical Chart.	2012:	CAA received TRAINAIR PLUS Associate Membership from ICAO
1989:	Completion of International Terminal Building and first landing of Concorde.		





## सात चारों द्विपाला सर्वेशनना अरणा हिमालहरु

नेपालका ₹.000 रुपी. अन्दा बटी उचाईका ८ वटा हिमालहरु



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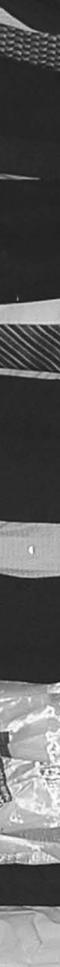
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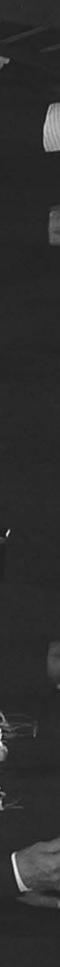
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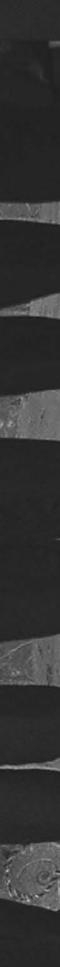
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## CONTENTS

••••• opis •••••	••••• opis •••••	••••• opis •••••	
□ Constitutional Profile	i	□ Domestic Airport Profiles	46 - 60
□ Vision, Mission, Strategy	ii	■a ■ Tenzing-Hillary Airport ■ Lukla ■	47
□ Board of Directors	iii	■b ■ Biratnagar Airport	48
□ Management Committee	iv	■c ■ Pokhara Airport	49
□ Organisational Structure	v	■d ■ Gautam Buddha Airport	50
□ Aviation history in brief	vi	■e ■ Nepalgunj Airport	51
□ Core Board	1	■f ■ Bharatpur Airport	52
□ CAA ■ : ■ hlights	2 - 7	■g ■ Simara Airport	53
□ Tribhuvan International Airport	8 - 15	■h ■ Ranakpur Airport	54
□ Phased Development of TIA	■ 6 - ■ 8	■i ■ Chandragadi Airport	55
□ AAC Status	■ 9 - ■ 4	■j ■ Dhangadi Airport	56
□ Sector and Capacity	44	■k ■ Somsom Airport	57
□ BASA	45	■l ■ Umla Airport	58
		■m ■ Surkhet Airport	59
		■n ■ Simikot Airport	60
		□ Finance	61 - 86
		■a ■ Financial Performance 055 ■ 056 - 067 ■ 068	62 - 74
		■b ■ Comparisons	75
		■c ■ CAA ■ income ■ expenditure 067 ■ 068	76 - 81
		■d ■ TIA ■ income ■ expenditure 067 ■ 068	82 - 86
		□ Visit of CA ■ Council President to ■ Nepal	87



# FOREWORD

It is my pleasure to present this annual report of Civil Aviation Authority of Nepal (CAAN) for the year 2011. This report provides concise picture of the activities carried out by CAAN during the year 2011 and recent past. It also provides the performance of CAAN in the field of infrastructure development, technological enhancement, regulatory compliances and institutional development.

It is our zeal to serve in the interest of people through the development of air transportation and its infrastructure throughout the country. Our continued effort in maintaining the physical facilities, technological advancement and human resource development is targeted to build CAAN to emerge as a model institution and the main pillar of Nepalese economy. One of the significant activities of 2011 was the beginning of Air Transport Capacity Enhancement Project under ADB loan which will definitely reduce the capacity constraints of Tribhuvan International Airport. Similarly, Gautam Buddha Airport Upgrading Project is expected to increase the tourist inflow in Lumbini, the birth place of Lord Buddha. Last year the runways at Tumlingtar and Simikot airport were blacktopped whereas this year we have allocated sufficient fund to blacktop ten additional remote STOL airfields. Altogether, approximately one billion is being spent for the up gradation of domestic airports. The regular activities like ATC/Pilot interaction, meetings of NAST (Nepal Aviation Safety Team) are being carried out for the purpose of reviewing safety status.

CAA Nepal is trying to standardize the aircraft maintenance practices to meet with international standard. In this connection, CAA Nepal has already issued regulations in line with the EASA regulations

for maintenance organization, maintenance-personnel licensing, maintenance training organization and continuous airworthiness requirements. It is believed that with these harmonized EASA based regulations the maintenance error will be minimized.



Safety has always been the overriding challenges of civil aviation community in the world. We believe that strong adherence to ICAO SARPs should be our primary responsibility for the enhancement of aviation safety status. CAAN is working with aviation industry by developing the partnership relationship to strengthen aviation safety in the country. And in this context, I would like to mention the recent visit of ICAO Council President Mr. Roberto Kobeh Gonjalez to Nepal. After his meeting with His Excellency the President, Rt. Honorable the Prime Minister and other high level officials of the Govt. of Nepal Mr. Kobeh appreciated the initiations taken by Nepal to improve the overall civil aviation system. Finally, I hope that this report will be able to provide necessary information about the activities and performance of CAAN to the aviation community and general public at large.

Thank You!!!

**Tri Ratna Manandhar**  
**Director General**  
**Civil Aviation Authority of Nepal**

# CAAN: Highlights

## Development of legal instruments

Civil Aviation is a field which requires huge capital investment to develop aviation related infrastructure and facilities. Civil Aviation Authority of Nepal is responsible for the construction, operation and management of airports and provision of air navigation services in the country. So it is not possible for CAAN to meet the entire demands of infrastructure development with its internal resources only. Civil Aviation Policy, 2063 has made provision of private participation for the development of airports and related infrastructure. This provision has paved way to promulgate CAAN Infrastructural Framework Construction and Development Regulation, 2066. Similarly the Airport Charges Rules under Civil Aviation Act 2053 was replaced by the Airport Service Charge Regulation, 2067 under the CAAN Act 2053.

The provisions of Public Procurement Act, 2063 and Public Procurement Regulation, 2063 are also being adopted by CAAN. The new 5<sup>th</sup> edition of Aeronautical Information Publication as per the new format of ICAO has already been published. Ground Handling Facility Organization Directive, 2061 has been revised and submitted to the Board of Directors. Transportation Management Procedure, 2068 is being prepared. National Facilitation Program is being structured rigorously. The Board of Directors has formed a sub-committee which is supposed to study and revise the existing organization structure of CAAN. In order to lead the traditional investment approach to the right track, the sub-committee relating to the policy formulation has prepared a report on investment plan, policy, priorities and modalities. A team comprising of officials from the Ministry and CAAN is preparing policies to foster the development of Aviation Sports in the country. The proposed amendment of CAAN employees' regulation has been passed by the board of Directors and submitted to the Ministry for approval. As per the provision of the Employee Welfare Fund Directives formed under the CAAN employees' regulation, Employee Welfare Fund has been activated this year.

## Acts, Regulations, Requirements and Manuals

- a) Civil Aviation Act, 2015
- b) Civil Aviation Authority of Nepal Act, 2053
- c) CAAN Employee's Facilities Service and Condition Regulations, 2056
- d) CAAN Financial Administration Regulations, 2057
- e) CAAN, Civil Aviation Regulations, 2058
- f) CAAN Infrastructural Framework Construction, Development and Operation Regulations, 2066
- g) Airport Service Charges Regulations, 2067
- h) Flight Operations Requirements (FOR)
- i) Nepalese Civil Airworthiness Requirements (NCAR)
- j) Civil Aviation Requirements (PELR)
- k) Civil Aviation Requirements (Rules of the Air)
- l) Civil Aviation Requirements (Maps and Charts)
- m) Civil Aviation Requirements (Units of Measurement)
- n) Civil Aviation Requirements (Aeronautical Telecommunication)
- o) Civil Aviation Requirements (Air Traffic Services)
- p) Civil Aviation Requirements (Search and Rescue)
- q) Civil Aviation Requirements (Aeronautical Information Services)
- r) Safety Management System Requirements
- s) Manual of Aerodrome Standards, Nepal
- t) Exemption Procedures for Non-compliances at Aerodromes
- u) Procedures for Continuing Surveillance Inspection at Aerodromes
- v) Dangerous Goods Handling Requirements (DGHR)
- w) Nepalese Flying School Requirements (NFSR)
- x) Ground Handling Directives, 2061

## Flight Safety

### ICAO USOAP Activities

- Improving the safety of the global air transport system is ICAO's guiding and most fundamental Strategic Objective. ICAO is acting as a watch dog to look after whether the contracting States are able to discharge their safety oversight responsibility and implementation status of Standards and Recommended Practices (SARPs) promulgated by ICAO.
- According to the Universal Safety Oversight Audit Program (USOAP) as provisioned by ICAO to monitor the safety status of its member states, a safety audit was carried out in Nepal from 5 -

- 14 May 2009. The Corrective Action Plan based on the flight safety related findings of the audit has been submitted to ICAO. Furthermore, provision has been made to perform all activities in congruence with the concept of ICAO USOAP Audit Continuous Monitoring Approach (CMA).
  - ICAO is monitoring, on a continuous basis, the safety oversight capabilities and the safety performance of the States through a USOAP CMA tool. In the near future, ICAO is planning to conduct ICAO Coordinated Validation Mission (ICVM) in Nepal. During ICVM, the USOAP CMA team will collect evidence related to the States' progress in implementing its corrective actions and mitigating measures to address identified Findings & Recommendations and State Safety Concerns.
- COSCAP - SA Project Activities**
- COSCAP-South Asia programme commenced in 1998, is resultant of a cooperative agreement signed between the Civil Aviation Administration of South Asian States of Bangladesh, Bhutan, India, Maldives, Nepal, Pakistan and Sri Lanka as per the guideline of Technical Cooperation Bureau of ICAO for the enhancement of safety, regularity and efficiency in civil aviation. COSCAP-SA project has made significant contribution to prepare member States for the ICAO USOAP audit and assist them to address the post audit findings.
  - Nepal has been actively participating in COSCAP-SA Project established for the purpose of enhancing flight safety in South Asian region and is being benefitted in the area of safety oversight capacity building, safety management system, technical manpower development, documentation and implementation of global aviation safety plan of ICAO.
  - Similarly, Safety Audit of Airline operating companies is being continued with more effectiveness. Activities such as SARAST, NAST and APRAST are also going on. SMS requirement has been implemented so as to institutionalize the flight safety enhancing activities. Furthermore, State Safety Program has also been established.
- The experts from COSCAP-SA conducted scheduled visits to Nepal in 2011 as a follow-up to the Implementation Status of Nepalese Corrective Action Plan to sort out the deficiencies pointed out by the USOAP Audit.
  - Under the ICAO Technical Cooperation Programme, COSCAP-SA conducted one week 'Regulatory Audit Procedure Course' Training Programme in November 2011 in which 16 CAAN personnel were trained in ANS auditing procedure.

### SMS Activities

- CAAN Board of Directors has approved SSP Nepal which provides integrated set of regulations and activities aimed at improving the aviation safety. SSP is to be implemented in order to achieve an acceptable level of safety for the activities performed by the service providers.
- SMS Trainings (free of cost) for service providers have been provided on regular basis. Such trainings have been given to NAC, Sree Airlines, Surkhet and Biratnagar Airport.
- A SSP Training was conducted by an ICAO expert in Kathmandu in May 2012 where CAA professionals were involved in OJT for SSP Instructors.

### Civil Aviation Capacity Development Project

This is a major initiative of GoN to improve the existing civil aviation system is being carried out under the loan assistance of US\$ 4.2 million from ADB. A reputed international consultancy 'INECO' of Spain has been involved in this project. The major tasks under the project are as follows:

- Separation of Regulatory and Service Provider functions of CAAN
- Preparation of required Primary and Operating regulations for regulatory and service provider organizations
- Corporate plans of regulatory and service provider organization
- HR Policy for regulatory and service provider organizations

## Runway Safety Programme

- CAAN developed Runway Safety Programme in April 2011 to fulfil the mandatory requirement of ICAO USOAP which incorporates the provisions related to the runway safety as stipulated in Civil Aviation Requirements for Air Traffic Services (CAR 11, 2009), Manual of Aerodrome Standards, Nepal (MASN, 2008) and other national regulations for safe, regular and efficient movement of aircraft to and from aerodromes.
- Currently, this Runway Safety Programme is under review process for further improvement, and CAAN has planned to release first amendment of it in mid July 2012.

## Air Space and Air Routes

- Instrument Flight Procedures have been redesigned and revised in Kathmandu and Biratnagar based on the new DVOR/DME, and implemented since 10<sup>th</sup> March 2011. Some of these procedures have been revised again in 2012 and released through the AIRAC AIP Supplements (dated 3 May 2012) which will come into effect by 28 June 2012.
- Considering the Optimum utilization of Nepal's Airspace by the establishment of Kathmandu-Bagdogra-Guwahati-Kunming-Hongkong route connecting Nepal to the Eastern as well as the Western countries, positive responses have been received from India and China. This proposed route named as Himalaya 2 has already been included in ICAO air-route directory and supported by IATA. This route is expected to save time, distance and fuel.
- Since November 2009, air route L626 (Kathmandu-Mahendranagar-Delhi) has been brought into operation after LOA between Civil Aviation Authority of Nepal and Airports Authority of India. Correspondence is going on with India for bilateral talks in near future. CAAN has proposed further considerations to DGCA India for additional entry points into Nepal, Cross Boarder routes and other technical matters.

## PBN Implementation in Nepal

- As per ICAO 36<sup>th</sup> Assembly Resolution A36/23, States had to implement Performance Based Navigation (PBN) Implement Plan by 2009. CAAN prepared its PBN Implementation Plan in April 2011. It was sent to ICAO for review and as per the response received from ICAO, the Plan is a robust one. This Plan aims to provide aviation stakeholders with appropriate implementation guidance and timelines to allow proper preparation for PBN implementations within Kathmandu Flight Information Region (VNSM). Nepal is committed to implement the PBN in phase-wise manner as Short Term (2010-2012), Medium Term (2013-2016) and Long Term (2017-2025).

- In the process of paving way towards the implementation of PBN procedures in Nepal effectively and efficiently, CAAN issued 'ATS Requirements for the PBN in Nepalese Airspace' through AIC in August 2011 and PBN Operational Approval Handbook in October 2011.

**RNP-AR Approach Procedure.** As per the decision made by the CAAN Board of Directors, CAAN is implementing Required Navigation Performance Authorization Required (RNP-AR) operations at Tribhuvan International Airport in near future with the support of QUOVADIS, a subsidiary organization of Airbus Company in order to further enhance the safety of aircraft operations at Kathmandu.

- This project was formally initiated with a workshop in March 2011 in Kathmandu with the prime focus on RNP AR approach under the facilitation of COSCAP and ICAO FPP in which QUOVADIS presented the viability of RNP AR Approach for TIA.
- FUGRO GEOFID SAS, a French data survey company contracted by QUOVADIS performed an obstacles survey around Tribhuvan International Airport for the construction of the RNP AR procedure in July 2011.
- A kick off meeting was held in CAAN for the design of conceptual procedure for

RNP AR APCH in August 2011 where QUOVADIS presented the initial design of RNP AR STARs and Approach for Runway 02.

- o In 5-6 December 2011, CAAN, QUOVADIS along with associated airlines again met in Kathmandu for RNP AR Detail Design Review Meeting. The meeting agreed on the final shape of the procedures. After this meeting on 7 December, CAAN officials, QUOVADIS and Qatar Civil Aviation Authority Representative attended the Simulator Session of Kathmandu RNP AR APCH at Doha as one of the processes to validate the procedure. In Mid-December 2011, ATM Expert from QUOVADIS conducted one day PBN training in Kathmandu for three different groups of ATCs focusing on the role of ATCs during the RNP AR operations.
- o A demonstration flight on RNP AR APCH was conducted by Qatar Airways on 19 March 2012.
- o An AIP Supplement for the implementation of RNP AR APCH has been issued on AIRAC date cycle 3 May 2012 which will come in effect after 28 June 2012. A second demo flight by Qatar Airways on VNKT RNP AR is also being planned to be conducted in the second week of July 2012.
- o The implementation of RNP AR operations at TIA will be beneficial for airline operators by reducing the operational costs, for CAAN by enhancing the safety and reliability of flight operation at TIA and for general passengers by introducing the stable and comfortable final approach path. This procedure will also make the approach easier during low visibility conditions and at night, an added advantage to the flyers.

### **RNAV (GNSS) Approach Procedure**

As a further step into the implementation of PBN Plan, CAAN has developed RNAV (GNSS) Approach Procedure for Biratnagar Airport. The procedure has been issued through AIRAC AIP Supplement which has come into effect on 28 June 2012. This is almost an overlay over the existing VOR/DME, RWY 09 approach procedure and therefore, can provide a suitable back up in case of any malfunctioning of the existing VOR/DME.

### **Aviation Security**

According to the Universal Aviation Security Audit Program (USOAP) as provisioned by ICAO to monitor the aviation security status of its member states, a security audit was carried out in Nepal from 22<sup>nd</sup> - 29<sup>th</sup> November 2010.

The Corrective Action Plan (CAP) based on the aviation security related findings as revealed in the preliminary report of the audit and prepared by a committee comprising of the concerned officials has been submitted to ICAO. ICAO has accepted the CAP citing that the Plan is able to address the Audit Recommendations. In the process of implementing the CAP, the amendment of existing aviation security program has been started. Moreover, a task force, with the representation of the Ministry, has been formed. Co-ordination is also going on for the amendment of Civil Aviation Act.

For enhancing the effectiveness of aviation security monitoring system, modern CCTV with 175 cameras has been installed at TIA. In order to instill a feeling of responsibility in various agencies during aircraft and airport emergencies, emergency exercises were conducted at two major domestic airports i.e. Nepalganj in Chaitra, 2067 and Biratnagar in Baisakh, 2068. Both the exercises were found effective as these witnessed the participation of local administration, the Nepalese Army, Nepal Police, the Armed Police, hospital, fire brigade, and the ambulance service providers.

### **TIA Improvement Project**

TIA master plan has been formulated under the grant and loan from ADB. The first stage of this plan includes the following works for a sum of \$70 million loan and

\$10 million grant as agreed upon between the government of Nepal and the Ministry of Finance on 7<sup>th</sup> December 2010

#### Under ICB-01

- R/W 300m extension towards south, R/W End Safety Area
- Apron Extension towards North
- Parallel Taxi-way, Link Taxi-way
- Approach light towards South
- Simple Approach Light towards North
- ITB Refurbishment
- Up gradation of Fire service cat. to 9.

#### Under ICB-01

- VCCS, VHF Communications, Met. Equipment, Renewal of VFR and ACC Rooms, Console of VFR and ACC, AOC, ATC Automation System at TIA
- VAGS and PAPI Installation at Lukla Airport.

#### **Progress report of TIA improvement Project**

- The routine overlay of runway which had to be done every five years has been completed after an interval of 15 years.
- Agreement has been made with Japan Air Consultant for design supervision. The consultant has commenced the supervision work from 29<sup>th</sup> April 2011.
- The process of approval from ADB for capacity development of CAAN is in progress.
- Decision has been reached to equip Simikot Airport with a snow plough and Lukla Airport with VAGS and APAPI from the grant by ADB.
- A sum of Rs. 12.75 million of grant and Rs. 8.234 million of loan is being received from ADB for the South Asia Tourism Infrastructure Development Project (SATIDP),- Nepal Portion. Under this project, Gautam Buddha Airport is being developed as a regional international airport. For this purpose, the compensation against 70% of the 146 Bigaha of land to requisition additionally has been reimbursed so far.

The congestion at car parking in front of the international terminal has rendered it necessary to make provisions for two separate parking areas for arrivals and departures. Necessary steps are being taken to use the existing car parking as departure parking area and construct a new one for arrivals with access road, canteen, trolley lane, recreation park facilities.

Final Report by the contractor Landmark Worldwide Company has been submitted for the construction of second international airport.

To achieve effective point to point communication, the existing system of communication is being replaced by ATS Message Handling System (AMHS) for which the process of bidding is almost over.

#### **Infrastructure Development and Improvement**

One additional international bay has been constructed to minimize the problem of parking bay congestion. Now the number of international parking bays is nine. Provision for more baggage trolleys has been made. The Sterile Zone post last security check has been extended. Construction of a hall of 350 seat capacity and arrival walkway has completed. Now the total capacity of Sterile Zone is 1150.

Grading and fencing of 3106 Ropanis of land requisitioned in 2032 B.S. for the purpose of constructing a regional international airport at Chhinnedanda of Pokhara, the tourist center of Nepal has already been completed. Preliminary Engineering Survey, Layout Plan have also been completed. The process of selection of contractor for preparing runway strip is going on and will be over within current fiscal year. To complete this project of regional international airport, 400 more Ropanis of land is needed to be requisitioned.

The extension and renovation of the runway of Taplejung airport is in the verge of completion. Construction of terminal building and Tower at Khanidanda and Thamkharka (Khotang) airports are going on. Runway maintenance and extension at Dolpa (Jufal) and Rara (Mugu) airports are in progress. Parallel taxiway has been constructed

in Biratnagar airport in order to reduce the runway occupancy time.

- Runway of Tumlingtar airport is blacktopped and is in regular operation now. Blacktopping of runway and apron at Simikot airport is almost complete. Runway extension is in progress at Surkhet airport also for which land has already been procured.
- Grading and blacktopping of runway at Manang airport are being planned.

## Human Resource Development

Since aviation sector is exclusively a technological sector, CAAN has been providing trainings abroad on communication and navigation aid, air traffic services, flight safety, and aviation security. CAAN has allocated budget of Rs. 50 million for the fiscal year for training, seminar, and workshop. It is expected that

approximately two hundred employees will get the opportunity of training abroad and participating in seminars and workshops.

CAAN has also been conducting trainings through Civil Aviation Academy. Till the end of Falgun in this fiscal year trainings on basic VOR/DME, Radio communication and test equipment familiarization, civil aviation air regulation, pre-board passenger screening, AVSEC awareness, basic aerodrome rescue and fire- fighting have been conducted successfully. Similarly, a year-long basic ATS training has started from 17<sup>th</sup> Paush.

Preliminary works have begun for formulating five years strategic plan for Civil Aviation Academy . In addition, efforts are being made for uplifting the quality of trainings being provided by the academy to international level by acquiring the trainair plus associate membership from ICAO.



**Air Traffic Statistics**

# **Tribhuvan International Airport**





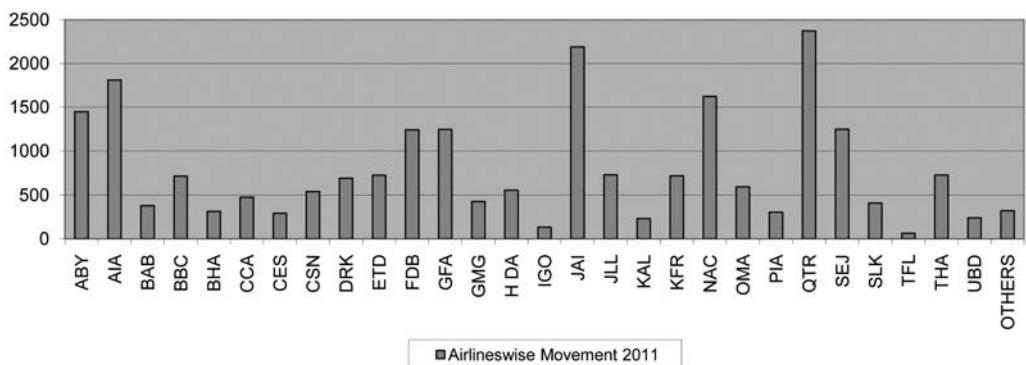
**CIVIL AVIATION AUTHORITY OF NEPAL**  
**TRIBHUVAN INTERNATIONAL AIRPORT**  
**International Airlines, Designator, Aircraft type and Passenger capacity**

S.N	INTERNATIONAL AIRLINES	DESIGNATOR		TYPE OF A/C	PASSENGER CAPACITY
		2 LETTERS	3 LETTERS		
1	AIR ARABIA	G9	ABY	A320	168
2	AIR CHINA	CA	CCA	A319	128
3	AIR INDIA	AI	AIA	A320 /321/319	145/172/112
4	BUDDHA AIR	U4	BHA	B190	19
5	BAHARIAN AIR	2B	BAB	A319/320	138/168
6	BIMAN BANGLADESH AIRLINES	BG	BBC	B737/A310	162/221
7	CHINA EASTERN AIRLINES	MU	CES	B737	134
8	CHINA SOUTHERN AIRLINES	CZ	CSN	A319	128
9	DRAGON AIR	KA	HDA	A333	300
10	DUBAI AVIATION (FLY DUBAI )	FZ	FDB	B738	189
11	ETIHAD AIRWAYS	EY	ETD	A332/A320	262/136
12	GULF AIR	GF	GFA	A320/343/333	136/250/250
13	INTERGLOBE AVIATION (INDIGO)	6E	IGO	A320	180
14	JET AIRWAYS	9W	JAI	B738	144
15	JET LITE	S2	JLL	B738	186
16	KINGFISHER	IT	KFR	A320/321	174
17	KOREAN AIR	KE	KAL	B772	261
18	NEPAL AIRLINES	RA	RNA	B752	190
19	OMAN AIR	WY	OMA	B738	144
20	PAKISTAN INTERNATIONAL AIRLINES	PK	PIA	A310	184
21	QATAR AIRWAYS	QR	QTR	A 320/332/333/319	144/272/305/110
22	RAK AIRWAYS	RT	RKM	A320	168
23	ROYAL BHUTAN AIRLINES (DRUK AIR)	KB	DRK	A319 /ATR42	114/48
24	SPICEJET AIRLINES	SG	SEJ	B738	212
25	SILK AIR	MI	SLK	A320	150
26	THAI AIRWAYS INTERNATIONAL	TG	THA	B772	309
27	TUI AIRLINES NETHERLAND (ARKE FLY)	OR	TFL	B738	180
28	UNITED AIRWAYS (BD)Ltd	BD	UBD	MD 83	155

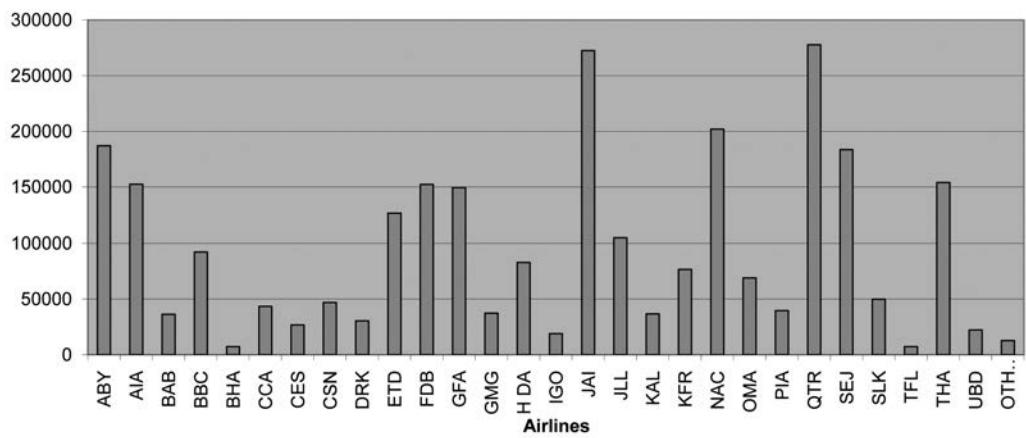
**CIVIL AVIATION AUTHORITY OF NEPAL**  
**TRIBHUVAN INTERNATIONAL AIRPORT**  
**INTERNATIONAL AIRLINE WISE MOVEMENT**  
**YEAR 2011**

S.N	AIRLINES	FLIGHT MOVEMENT			PAX MOVEMENT			TRANSIT	CARGO (in kgs)			MAIL (in kgs)			RMKS
		DEP	ARR	TOTAL	IN	OUT	TOTAL		IN	OUT	TOTAL	IN	OUT	TOTAL	
1	ABY	724	724	1448	83847	103204	187051	4	52727	561604	614331		5	5	
2	AIA	905	905	1810	75600	76851	152451	4	67429	16120	83549	1519	1646	3165	
3	BAB	190	190	380	14726	21553	36279	3	116	651	767		1	1	
4	BBC	359	359	718	39533	52725	92258	25	20095	188660.1	208755.1	266.7	151.2	417.9	
5	BHA	157	157	314	3685	3533	7218		161	499	660			0	
6	CCA	238	238	476	20479	23010	43489	7	48179	266	48445	140	26	166	
7	CES	146	146	292	13224	13604	26828	6	20083		20083			0	
8	CSN	270	270	540	23457	23401	46858	1	61882	153048.8	214930.8	310	245	555	
9	DRK	347	347	694	16218	14114	30332	39	97112	68791	165903	128	992.1	1120.1	
10	ETD	364	364	728	64842	62283	127125	2	344574	698394	1042968	2964.2		2964.2	
11	FDB	621	621	1242	66073	86201	152274	10	57756	334420	392176	150	166	316	
12	GFA	623	623	1246	73863	75703	149566	7	273954	349908	623862	5837.5	18657.4	24494.9	
13	GMG	214	214	428	12573	24816	37389	4	70564	14946	85510	1309		1309	
14	H DA	278	278	556	41543	41311	82854	1	393571	634323	1027894	3472.2		3472.2	
15	IGO	66	66	132	9270	9643	18913		6781		6781	19		19	
16	JAI	1095	1096	2191	126780	145780	272560	67	397422.1	98961	496383.1	9180	138	9318	
17	JLL	366	366	732	51766	53321	105087	48	175346	7203	182549	9800		9800	
18	KAL	116	116	232	17809	18762	36571	30	235404	217990	453394	1		1	
19	KFR	361	361	722	36130	40456	76586	18	85947	75583	161530	11	12	23	
20	NAC	810	812	1622	101175	100866	202041	3	393100	320918	714018	182	7	189	
21	OMA	298	298	596	34412	34552	68964	3	24024	125940	149964		1265	1265	
22	PIA	153	153	306	20503	19165	39668	32	177201	221813	399014	826	20	846	
23	QTR	1187	1187	2374	138077	139719	277796	19	635775.7	1006586	1642361.7	6042	988	7030	
24	SEJ	624	624	1248	91322	92272	183594	3	1897		1897	17630		17630	
25	SLK	205	205	410	24106	25808	49914	5	177184	116726.7	293910.7	1012		1012	
26	TFL	32	32	64	3535	3754	7289	4	90		90			0	
27	THA	365	365	730	75035	79035	154070	95	3391697	959884	4351581	65314	49527	114841	
28	UBD	120	120	240	6473	15801	22274		26579	2904	29483			0	
29	OTHERS	160	161	321	6459	6269	12728		254	73253.5	73507.5			0	
	<b>TOTAL</b>	<b>11394</b>	<b>11398</b>	<b>22792</b>	<b>1292515</b>	<b>1407512</b>	<b>2700027</b>	<b>440</b>	<b>7236904.8</b>	<b>6249393.1</b>	<b>13486297.9</b>	<b>126113.6</b>	<b>73846.7</b>	<b>199960.3</b>	

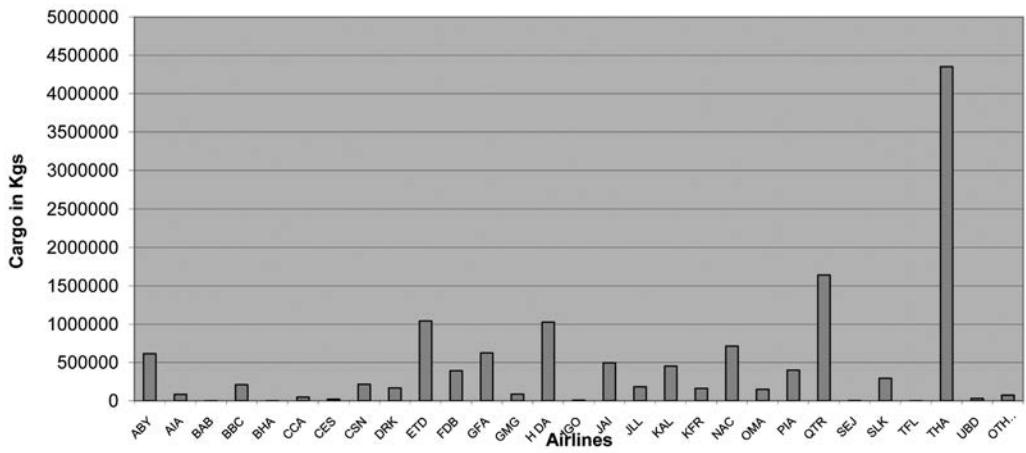
### International Airlineswise Flight Movement 2011



### International Airlineswise Passenger 2011



### International Airlineswise Cargo Movement 2011



## CIVIL AVIATION AUTHORITY OF NEPAL

## TRIBHUVAN INTERNATIONAL AIRPORT

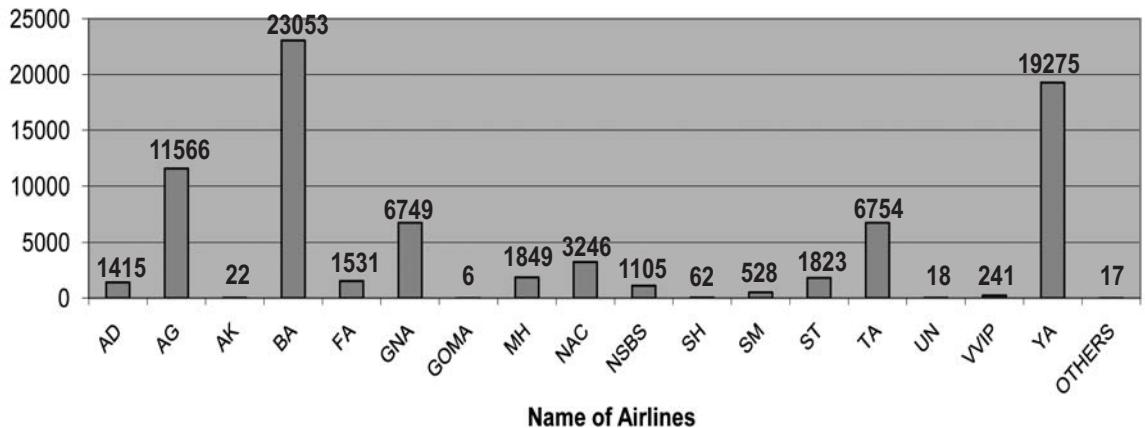
## DOMESTIC AIRLINES WISE MOVEMENT DATA (YEARLY)

2011

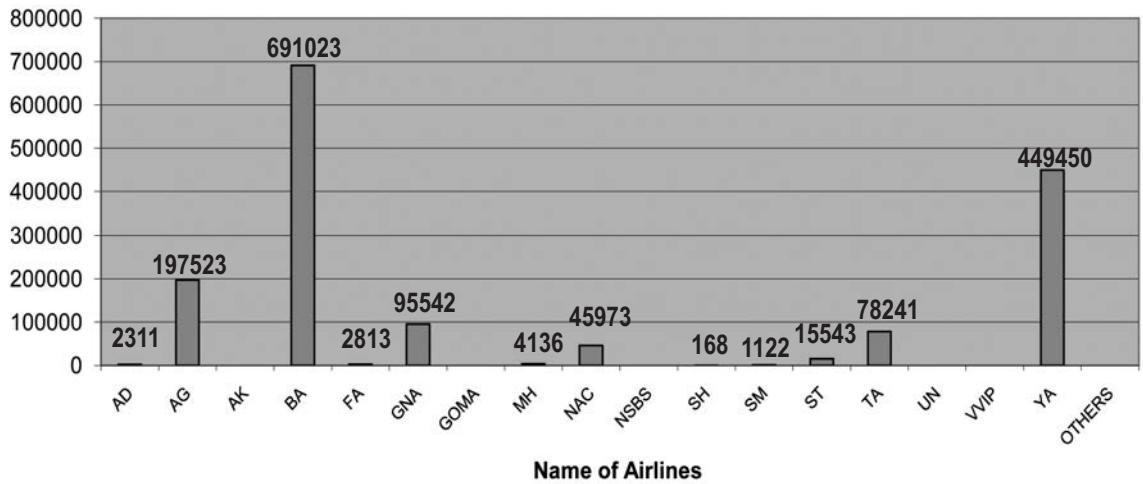
NAME OF AIRPORT:-VNKT

S.N	AIRLINE	FLIGHT MOVEMENT			PAX			CARGO (in kgs)			MAIL (IN KGS)			RMKS
		DEP	ARR	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	
1	AD	708	707	1415	1334	977	2311	834		834				
2	AG	5783	5783	11566	97573	99950	197523	115441	1000149	1115590				
3	AK	11	11	22					2040	2040				
4	BA	11527	11526	23053	346091	344932	691023	130782	594515	725297	50		50	
5	FA	764	767	1531	1644	1169	2813	8874		8874				
6	GNA	3374	3375	6749	47173	48369	95542	1720	1627	3347				
7	GOMA	4	2	6										
8	MH	924	925	1849	2428	1708	4136	14774		14774				
9	NAC	1625	1621	3246	22620	23353	45973	2027	56228	58255	341		341	
10	NSBS	554	551	1105										
11	SH	31	31	62	47	121	168	3920	28343	32263				
12	SM	264	264	528	322	800	1122	5280	2439	7719				
13	ST	912	911	1823	7399	8144	15543	33169	563754	596923				
14	TA	3377	3377	6754	38539	39702	78241	20018	840908	860926				
15	UN	8	10	18										
16	VVIP	121	120	241										
17	YA	9638	9637	19275	231822	217628	449450	364325	608231	972556				
18	OTHERS	9	8	17										
	TOTAL	39634	39626	79260	796992	786853	1583845	701164	3698234	4399398	391		391	

Domestic Airlineswise Flight Movement 2011



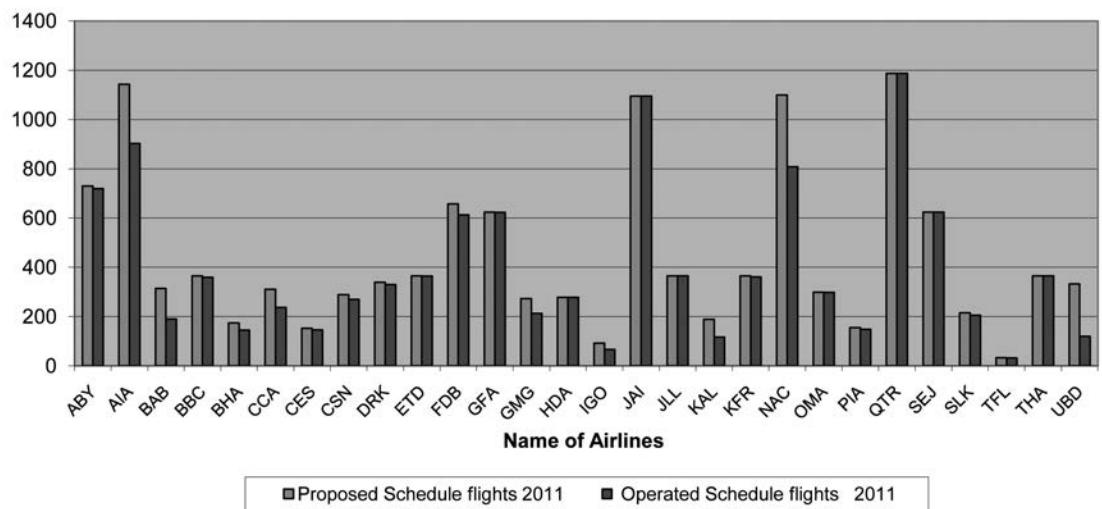
Domestic Airlineswise Passenger Movement 2011



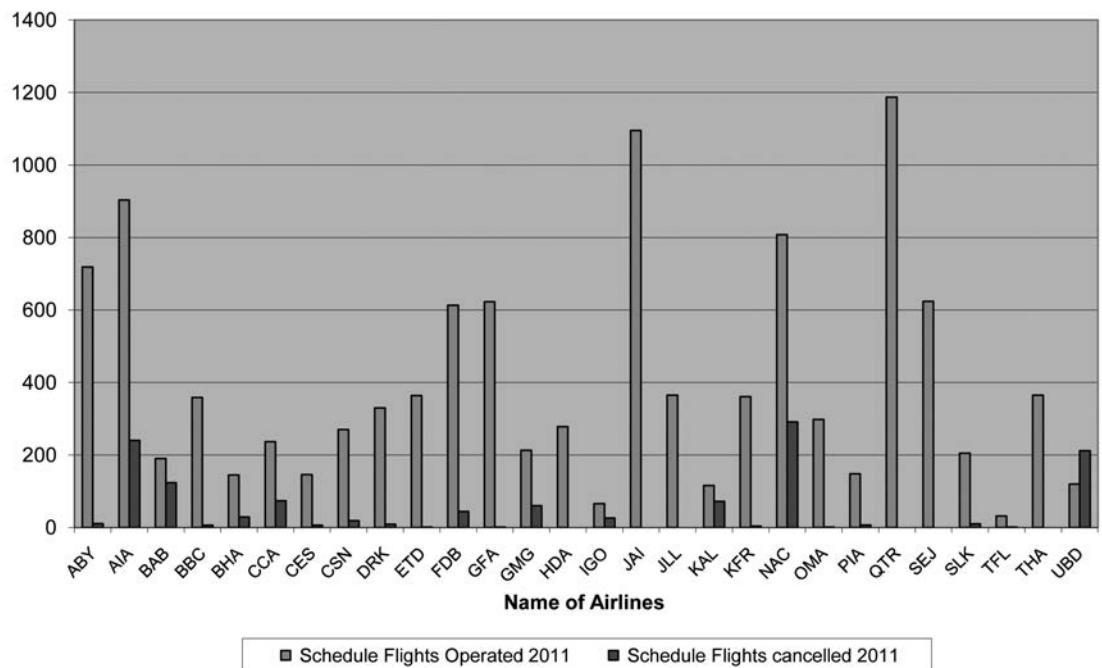
**CIVIL AVIATION AUTHORITY OF NEPAL**  
**TRIBHUVAN INTERNATIONAL AIRPORT**  
**INTERNATIONAL FLIGHT SCHEDULE MONITOR**  
**YEARLY 2011**

S.N	Airlines	Type of A/C					Charter flights			REMARKS
			No. of sch flts this year	No. of sch flts Optd.	Flt. XXD (If any)/ Reason	Percentage of OPR SCH Flights %	No.of cht flt Optd.	No.of cht+schflt Optd.	purpose	
1	<b>ABY</b>	A320	730	719	11	98.49	5	724		
2	<b>AIA</b>	A320/A319/321	1143	903	240	79.00	2	905		
3	<b>BAB</b>	A319/A320	314	190	124	60.51	0	190		
4	<b>BBC</b>	A310 / F28	365	359	6	98.36	0	359		
5	<b>BHA</b>	B190/ATR45	174	145	29	83.33	12	157		
6	<b>CCA</b>	A319	311	237	74	76.21	1	238		
7	<b>CES</b>	B737	152	146	6	96.05	0	146		
8	<b>CSN</b>	A319	289	270	19	93.43	0	270		
9	<b>DRK</b>	A319	339	330	9	97.35	17	347		
10	<b>ETD</b>	A 332	365	364	1	99.73	0	364		
11	<b>FDB</b>	B738	657	613	44	93.30	8	621		
12	<b>GFA</b>	A343 /A332/A320	624	623	1	99.84	0	623		
13	<b>GMG</b>	MD83	273	213	60	78.02	1	214		
14	<b>HDA</b>	A320	278	278	0	100.00	0	278		
15	<b>IGO</b>	A320	92	66	26	71.74	0	66		
16	<b>JAI</b>	B738	1095	1095	0	100.00	0	1095		
17	<b>JLL</b>	B738	365	365	0	100.00	1	366		
18	<b>KAL</b>	B772	188	116	72	61.70	0	116		
19	<b>KFR</b>	A320/321	365	361	4	98.90	0	361		
20	<b>NAC</b>	B752	1099	808	291	73.52	2	810		
21	<b>OMA</b>	B738	299	298	1	99.67	0	298		
22	<b>PIA</b>	A310	155	148	7	95.48	5	153		
23	<b>QTR</b>	A320/A332/A333	1187	1187	0	100.00	0	1187		
24	<b>SEJ</b>	B738	624	624	0	100.00	0	624		
25	<b>SLK</b>	A320/A319	215	205	10	95.35	0	205		
26	<b>TFL</b>	B738	33	32	1	96.97	0	32		
27	<b>THA</b>	B772	365	365	0	100.00	0	365		
28	<b>UBD</b>	MD83/DHC-8	332	120	212	36.14	0	120		
29	<b>OTHER</b>	ALL	0	0	0	0.00	160	160		
		<b>TOTAL</b>	<b>12428</b>	<b>11180</b>	<b>1248</b>	<b>89.96</b>	<b>214</b>	<b>11394</b>		

### International Schedule Flights 2011



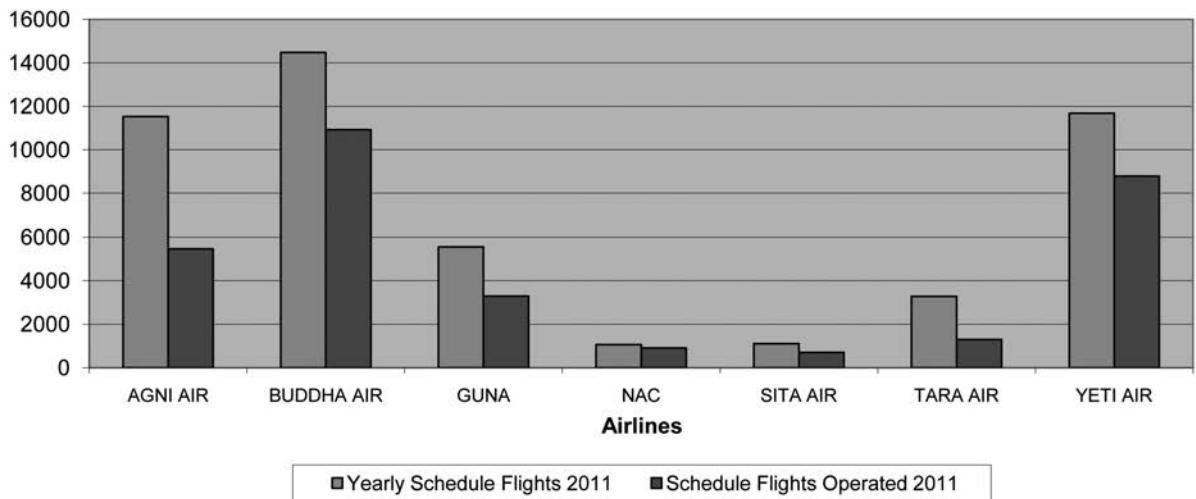
### International Flights Schedule vs Cancellation 2011



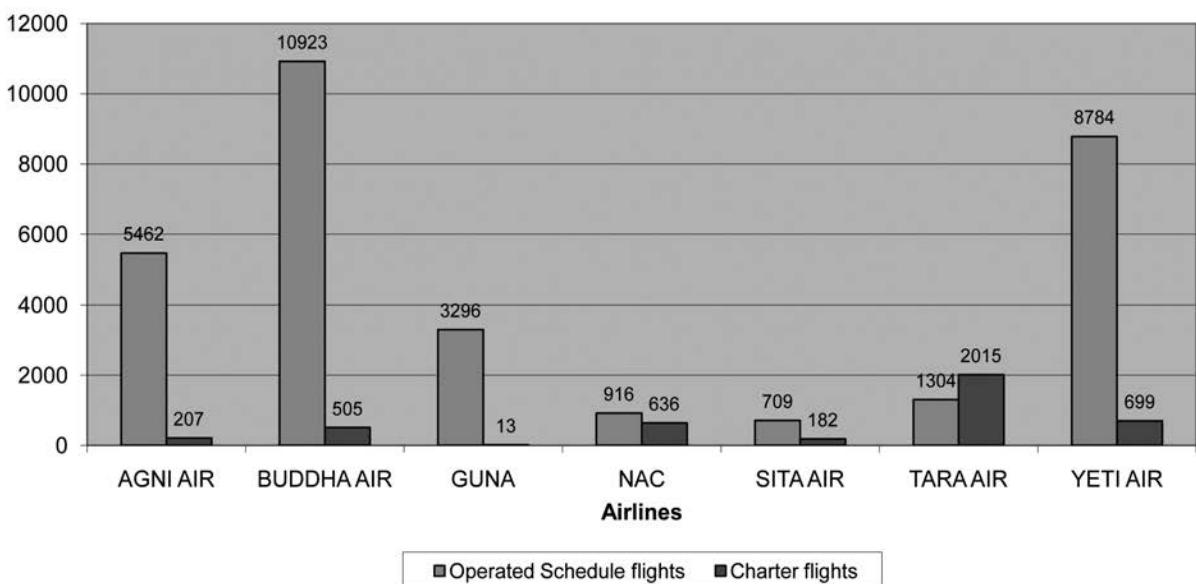
**CIVIL AVIATION AUTHORITY OF NEPAL**  
**TRIBHUWAN INTERNATIONAL AIRPORT**  
**DOMESTIC FLIGHT SCHEDULE MONITOR**  
**YEAR 2011**

S.N	Airlines	Type of A/C	SCHEDULE FLIGHT					FLIT SCH+CHT	LOCAL	QRF	GRAND TOTAL	REMARKS
			No. of sch flts YEARLY	No. of sch flts Optd.	FLIGHT CANCELED	Percentage of OPR SCH Flights %	No.of CHT flt Optd.					
1	AGNI AIR	D228,JS41	11530	5462	6068	47.37	207	5669	60	54	5783	
2	BUDDHA AIR	AT43,B190	14472	10923	3549	75.48	505	11428	23	76	11527	
3	GUNA	B190	5554	3296	2258	59.34	13	3309	39	26	3374	
4	NAC	DHC6	1063	916	147	86.17	636	1552	57	16	1625	
5	SITA AIR	D228	1101	709	392	64.40	182	891	11	10	912	
6	TARA AIR	D228,DHC6,PC6	3283	1304	1979	39.72	2015	3319	40	18	3377	
7	YETI AIR	JS41	11684	8784	2900	75.18	699	9483	104	51	9638	
<b>TOTAL</b>			<b>48687</b>	<b>31394</b>	<b>17293</b>	<b>64.48</b>	<b>4257</b>	<b>35651</b>	<b>334</b>	<b>251</b>	<b>36236</b>	

### Airlineswise Schedule flights 2011



### Domestic Schedule vs Charter flights2011



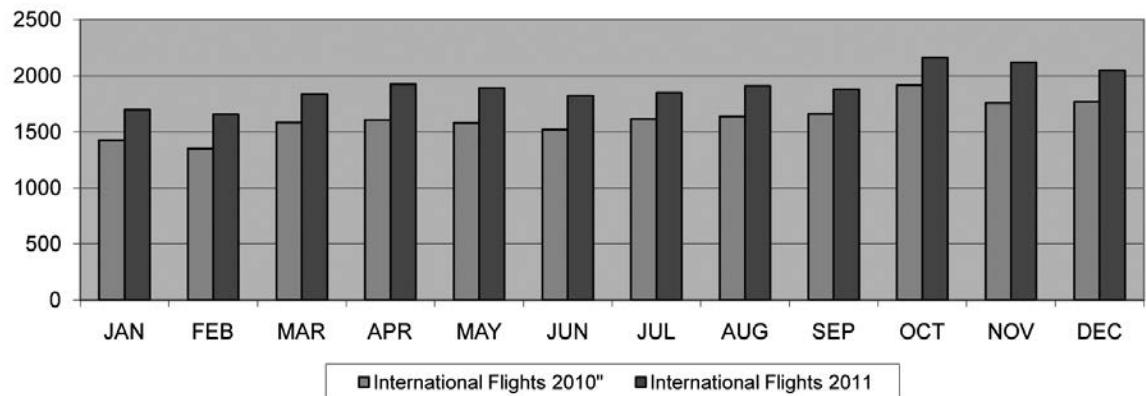
**CIVIL AVIATION AUTHORITY OF NEPAL**  
**TRIBHUVAN INTERNATIONAL AIRPORT**  
**INTERNATIONAL MONTHLY MOVEMENT**  
**YEAR 2010**

MONTH	FLIGHT MOVEMENT			PAX MOVEMENT			TRANSIT	CARGO MOVEMENT (in kgs)			MAIL MOVEMENT (in kgs)			RMKS
	DEP	ARR	TOTAL	IN	OUT	TOTAL		IN	OUT	TOTAL	IN	OUT	TOTAL	
JAN	713	713	1426	88012	100025	188037	7	518571	525332	1043903	73537	12605	86142	
FEB	675	678	1353	90294	89774	180068	168	517290	413632	930922	17660.9	5672.3	23333.2	
MAR	792	792	1584	97986	107987	205973	13	660766	629529	1290295	25551	17047.2	42598.2	
APR	804	801	1605	93508	116970	210478	26	607464	580748	1188212	25810.6	6900	32710.6	
MAY	789	790	1579	75230	103493	178723	53	438745	506098	944843	14240	6631	20871	
JUN	760	761	1521	78296	98567	176863	66	522043	496334	1018377	66207	12338.5	78545.5	
JUL	807	808	1615	82033	97398	179431	49	631871	511737	1143608	20983.9	9278.7	30262.6	
AUG	818	818	1636	88496	107708	196204	61	658324.1	572692	1231016.1	21675.4	7417.4	29092.8	
SEP	830	829	1659	104530	95642	200172	151	832615	724181	1556796	20900.2	7096.8	27997	
OCT	957	959	1916	140166	112255	252421	245	598199	738869	1337068	16123.1	4795	20918.1	
NOV	878	879	1757	109664	135571	245235	63	515958.1	681091	1197049.1	20323.5	8101.4	28424.9	
DEC	884	882	1766	99715	123238	222953	88	598079	542089	1140168	20207.5	10049.9	30257.4	
<b>TOTAL</b>	<b>9707</b>	<b>9710</b>	<b>19417</b>	<b>1147930</b>	<b>1288628</b>	<b>2436558</b>	<b>990</b>	<b>7099925</b>	<b>6922332</b>	<b>14022257.2</b>	<b>343220.1</b>	<b>107933.2</b>	<b>451153.3</b>	

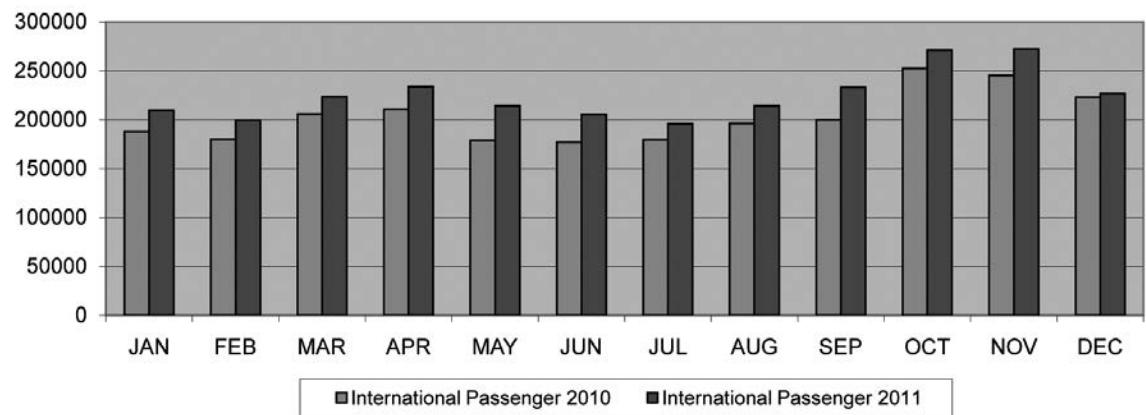
**CIVIL AVIATION AUTHORITY OF NEPAL**  
**TRIBHUVAN INTERNATIONAL AIRPORT**  
**INTERNATIONAL MONTHLY MOVEMENT**  
**YEAR 2011**

MONTH	FLIGHT MOVEMENT			PAX MOVEMENT			TRANSIT	CARGO MOVEMENT (in kgs)			MAIL MOVEMENT (in kgs)			RMKS
	DEP	ARR	TOTAL	IN	OUT	TOTAL		IN	OUT	TOTAL	IN	OUT	TOTAL	
JAN	849	848	1697	96909	112559	209468	60	585481	422345	1007826	14310	4832.3	19142.3	
FEB	826	829	1655	96020	103754	199774	16	504230	396401.5	900631.5	9291.5	6012.3	15303.8	
MAR	919	919	1838	108840	114641	223481	47	641873	489948	1131821	13018.7	6061.8	19080.5	
APR	962	964	1926	112711	121410	234121	22	637450	511978	1149428	13605.5	6200.7	19806.2	
MAY	947	943	1890	92767	121440	214207	41	615330	532871	1148201	26208.2	7710.5	33918.7	
JUN	911	911	1822	91803	113616	205419	59	562643	559428	1122071	8798	6851.7	15649.7	
JUL	925	925	1850	89248	106679	195927	27	723315	498279	1221594	8412	5001.2	13413.2	
AUG	954	956	1910	97302	117098	214400	33	679386.1	648562.8	1327948.92	6648.2	5747	12395.2	
SEP	940	939	1879	125431	107867	233298	20	795376.4	688838	1484214.4	7907.5	4578.7	12486.2	
OCT	1080	1082	2162	149918	121184	271102	21	488159	575439.7	1063598.7	5784.5	6165.8	11950.3	
NOV	1059	1059	2118	120123	152058	272181	35	491726.3	552989.1	1044715.4	7733.5	7400	15133.5	
DEC	1022	1023	2045	111443	115206	226649	59	511935	372313	884248	4396	7284.7	11680.7	
<b>TOTAL</b>	<b>11394</b>	<b>11398</b>	<b>22792</b>	<b>1292515</b>	<b>1407512</b>	<b>2700027</b>	<b>440</b>	<b>7236905</b>	<b>6249393</b>	<b>13486297.9</b>	<b>126113.6</b>	<b>73846.7</b>	<b>199960.3</b>	

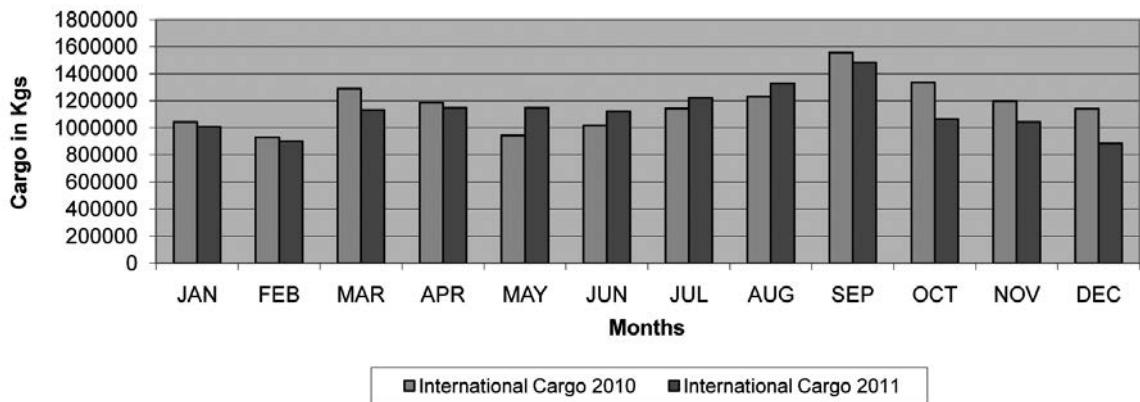
### International Flights 2010 vs 2011



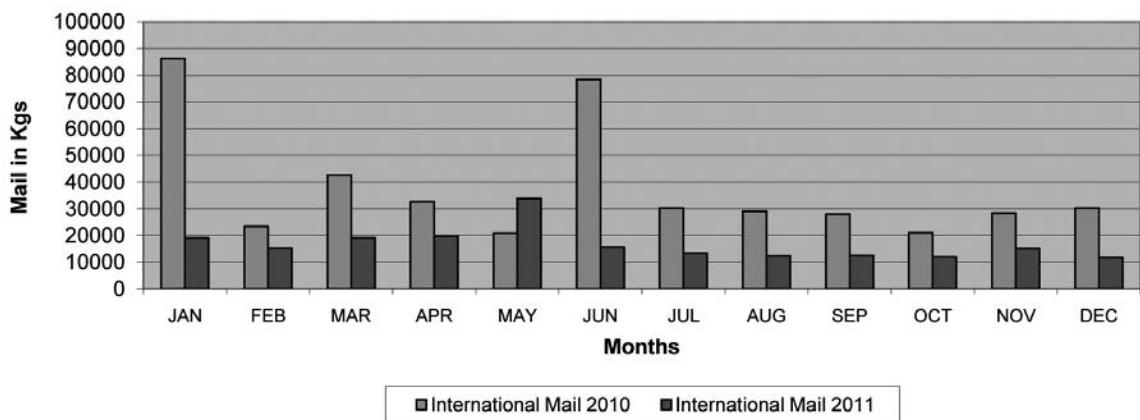
### International Passenger 2010 vs 2011



### International Cargo 2010 vs 2011



### International Mail 2010 vs 2011





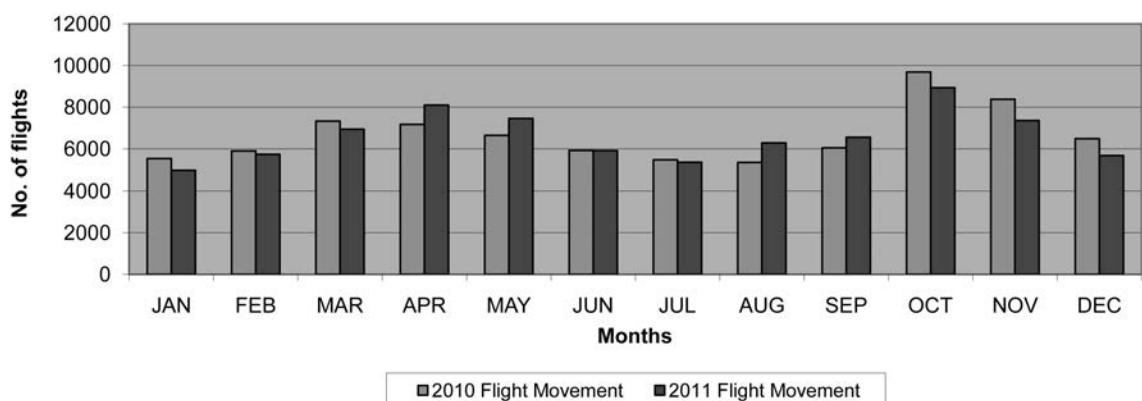
**TRIBHUVAN INTERNATIONAL AIRPORT  
DOMESTIC YEARLY MOVEMENT DATA  
2010**

S.N	MONTH	FLT. MOV			PAX			CARGO (in kgs)			MAIL (in kgs)			RMKS
		DEP	ARR	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	
1	JAN	2768	2760	5528	54039	52641	106680	34296	254608	288904	61		61	
2	FEB	2949	2945	5894	54739	59969	114708	31615	154752	186367	25		25	
3	MAR	3666	3660	7326	63250	70160	133410	46855	216837	263692	24		24	
4	APR	3585	3583	7168	69942	65198	135140	50325	322349	372674	48		48	
5	MAY	3321	3321	6642	61348	57473	118821	56416	379231	435647	131		131	
6	JUN	2957	2963	5920	59330	56794	116124	63673	217797	281470	26		26	
7	JUL	2736	2737	5473	56263	56910	113173	58104	163609	221713	126		126	
8	AUG	2677	2672	5349	58824	57223	116047	55892	154592	210484	50		50	
9	SEP	3024	3024	6048	55405	63883	119288	68064	204564	272628	36		36	
10	OCT	4844	4842	9686	89167	96536	185703	54484	298036	352520	26		26	
11	NOV	4193	4185	8378	84583	77494	162077	55594	436233	491827	110		110	
12	DEC	3243	3245	6488	67535	65995	133530	40564	274602	315166	37		37	
<b>TOTAL</b>		<b>39963</b>	<b>39937</b>	<b>79900</b>	<b>774425</b>	<b>780276</b>	<b>1554701</b>	<b>615882</b>	<b>3077210</b>	<b>3693092</b>	<b>700</b>		<b>700</b>	

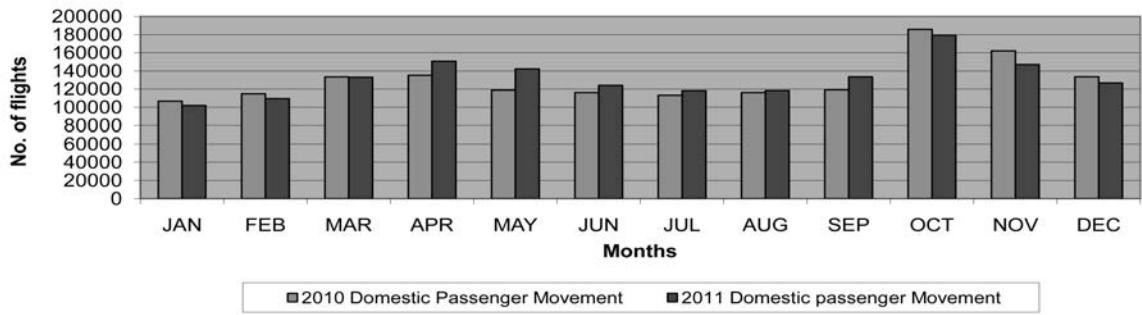
**TRIBHUVAN INTERNATIONAL AIRPORT  
DOMESTIC YEARLY MOVEMENT DATA  
2011**

S.N	MONTH	FLT. MOV			PAX			CARGO (in kgs)			MAIL (in kgs)			RMKS
		DEP	ARR	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	
1	JAN	2485	2483	4968	52100	49671	101771	36437	209404	245841	7		7	
2	FEB	2866	2867	5733	52439	57001	109440	35963	202222	238185	9		9	
3	MAR	3467	3475	6942	66302	66780	133082	45039	225243	270282	69		69	
4	APR	4053	4046	8099	75608	74964	150572	51366	297376	348742	35		35	
5	MAY	3727	3727	7454	74943	67218	142161	66415	421557	487972	80		80	
6	JUN	2955	2954	5909	63931	60086	124017	73188	266737	339925	21		21	
7	JUL	2682	2676	5358	60827	57229	118056	59318	172647	231965	23		23	
8	AUG	3139	3142	6281	56735	61558	118293	78764	464457	543221	29		29	
9	SEP	3275	3278	6553	64285	69276	133561	85963	408892	494855	43		43	
10	OCT	4467	4465	8932	87628	91629	179257	55732	284516	340248	38		38	
11	NOV	3677	3676	7353	77401	69610	147011	69824	442337	512161	7		7	
12	DEC	2841	2837	5678	64793	61831	126624	43155	302846	346001	30		30	
<b>TOTAL</b>		<b>39634</b>	<b>39626</b>	<b>79260</b>	<b>796992</b>	<b>786853</b>	<b>1583845</b>	<b>701164</b>	<b>3698234</b>	<b>4399398</b>	<b>391</b>		<b>391</b>	

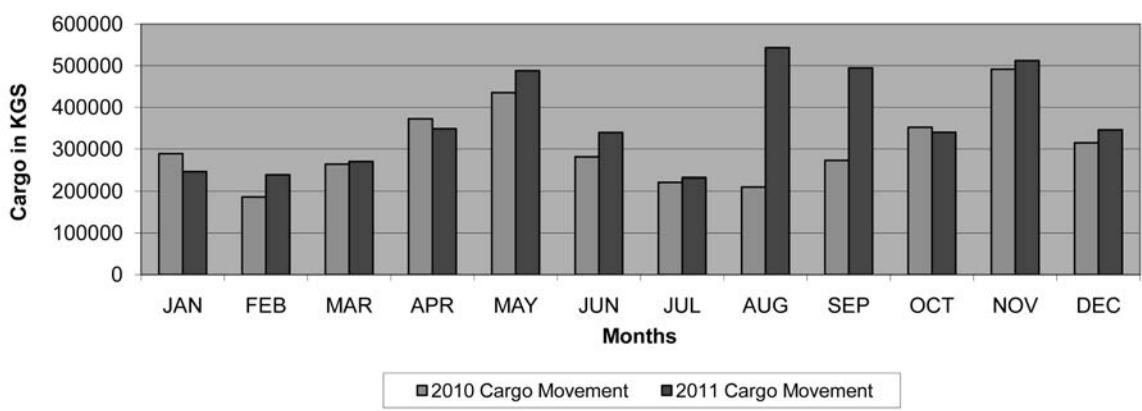
### Domestic Flight Movement 2010 vs 2011



### Domestic Passenger 2010 vs 2011



### Domestic Cargo Movement 2010 vs 2011



**CIVIL AVIATION AUTHORITY OF NEPAL  
TRIVUWAN INTERNATIONAL AIRPORT  
DOMESTIC YEARLY MOVEMENT DATA  
2011**

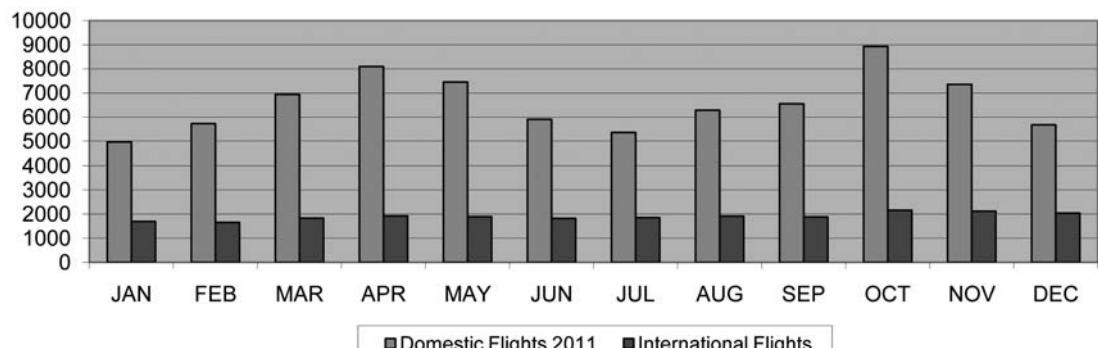
S.N	MONTH	FLT. MOV			PAX			CARGO (in kgs)			MAIL (in kgs)			RMKS
		DEP	ARR	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	
1	JAN	2485	2483	4968	52100	49671	101771	36437	209404	245841	7		7	
2	FEB	2866	2867	5733	52439	57001	109440	35963	202222	238185	9		9	
3	MAR	3467	3475	6942	66302	66780	133082	45039	225243	270282	69		69	
4	APR	4053	4046	8099	75608	74964	150572	51366	297376	348742	35		35	
5	MAY	3727	3727	7454	74943	67218	142161	66415	421557	487972	80		80	
6	JUN	2955	2954	5909	63931	60086	124017	73188	266737	339925	21		21	
7	JUL	2682	2676	5358	60827	57229	118056	59318	172647	231965	23		23	
8	AUG	3139	3142	6281	56735	61558	118293	78764	464457	543221	29		29	
9	SEP	3275	3278	6553	64285	69276	133561	85963	408892	494855	43		43	
10	OCT	4467	4465	8932	87628	91629	179257	55732	284516	340248	38		38	
11	NOV	3677	3676	7353	77401	69610	147011	69824	442337	512161	7		7	
12	DEC	2841	2837	5678	64793	61831	126624	43155	302846	346001	30		30	
	TOTAL	39634	39626	79260	796992	786853	1583845	701164	3698234	4399398	391		391	

**CIVIL AVIATION AUTHORITY OF NEPAL  
TRIBHUVAN INTERNATIONAL AIRPORT  
INTERNATIONAL MONTHLY MOVEMENT  
YEAR 2011**

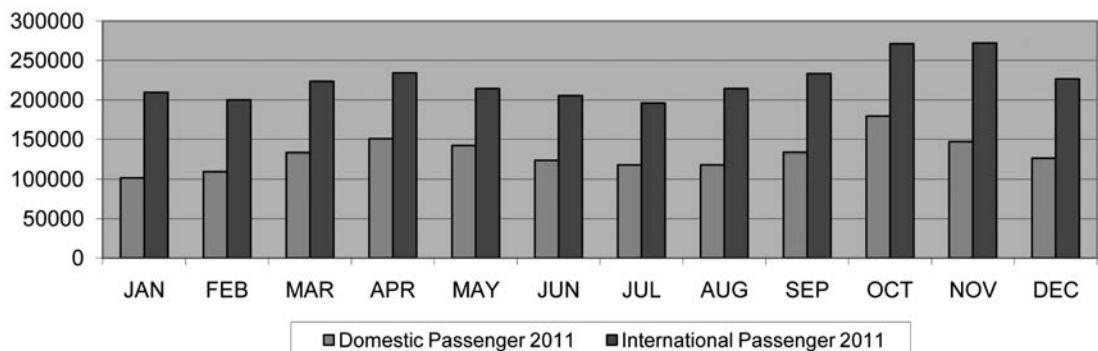
SN	MONTH	FLIGHT MOVEMENT			PAX MOVEMENT			CARGO MOVEMENT (in kgs)			Mail Mov in kgs			RMKS
		DEP	ARR	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	
1	JAN	849	848	1697	96909	112559	209468	585481	422345	1007826	14310	4832	19142	
2	FEB	826	829	1655	96020	103754	199774	504230	396402	900631.5	9291.5	6012	15304	
3	MAR	919	919	1838	108840	114641	223481	641873	489948	1131821	13019	6062	19081	
4	APR	962	964	1926	112711	121410	234121	637450	511978	1149428	13606	6201	19806	
5	MAY	947	943	1890	92767	121440	214207	615330	532871	1148201	26208	7711	33919	
6	JUN	911	911	1822	91803	113616	205419	562643	559428	1122071	8798	6852	15650	
7	JUL	925	925	1850	89248	106679	195927	723315	498279	1221594	8412	5001	13413	
8	AUG	954	956	1910	97302	117098	214400	679386	648563	1327949	6648.2	5747	12395	
9	SEP	940	939	1879	125431	107867	233298	795376	688838	1484214	7907.5	4579	12486	
10	OCT	1080	1082	2162	149918	121184	271102	488159	575440	1063599	5784.5	6166	11950	
11	NOV	1059	1059	2118	120123	152058	272181	491726	552989	1044715	7733.5	7400	15134	
12	DEC	1022	1023	2045	111443	115206	226649	511935	372313	884248	4396	7285	11681	
	TOTAL	11394	11398	22792	1292515	1407512	2700027	7236905	6249393	13486298	126114	73847	199960	



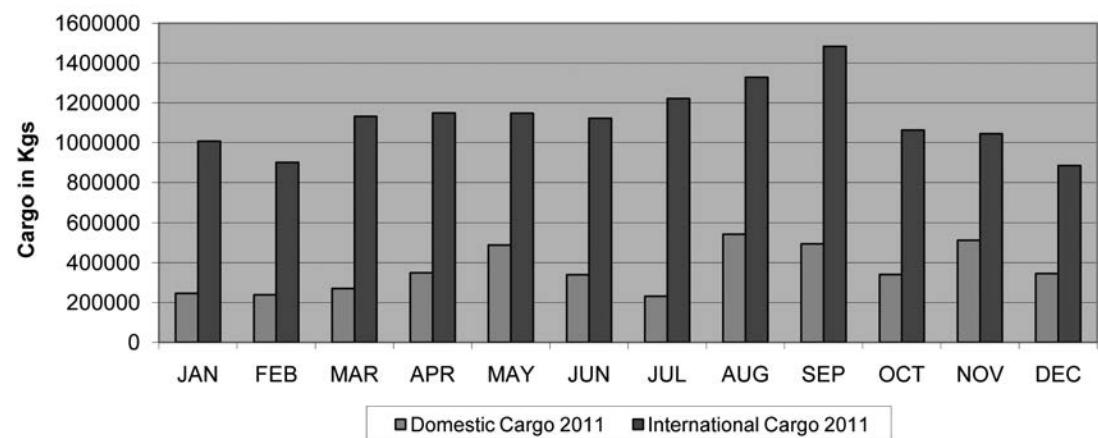
### Domestic vs International Flights 2011



### Domestic vs International passenger 2011



### Domestic vs International Cargo 2011





**CIVIL AVIATION AUTHORITY OF NEPAL  
TRIBHUVAN INTERNATIONAL AIRPORT  
INTERNATIONAL MONTHLY MOVEMENT**

First Quater of Year 2011

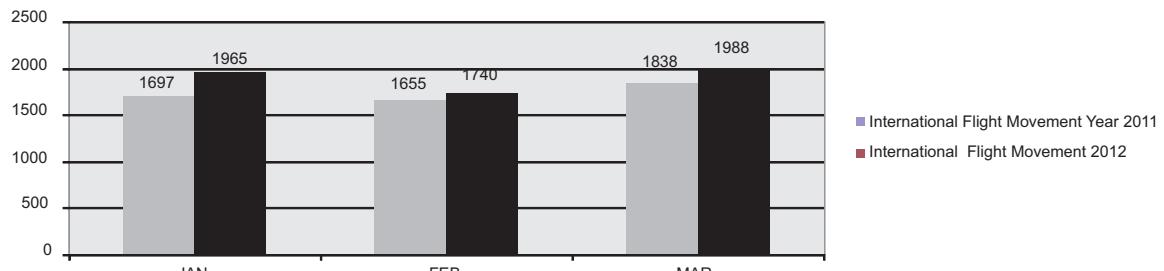
MONTH	FLIGHT MOVEMENT			PAX MOVEMENT			TRANSIT	CARGO MOVEMENT (in kgs)			MAIL MOVEMENT (in kgs)			RMKS
	DEP	ARR	TOTAL	OUT	IN	TOTAL		OUT	IN	TOTAL	OUT	IN	TOTAL	
JAN	849	848	1697	112559	96909	209468	60	422345	585481	1007826	4832.3	14310	19142.3	
FEB	826	829	1655	103754	96020	199774	16	396401.5	504230	900631.5	6012.3	9291.5	15303.8	
MAR	919	919	1838	114641	108840	223481	47	489948	641873	1131821	6061.8	13018.7	19080.5	
TOTAL	2594	2596	5190	330954	301769	632723	123	1308695	1731584	3040279	16906.4	36620.2	53526.6	

**INTERNATIONAL MOVEMENT**

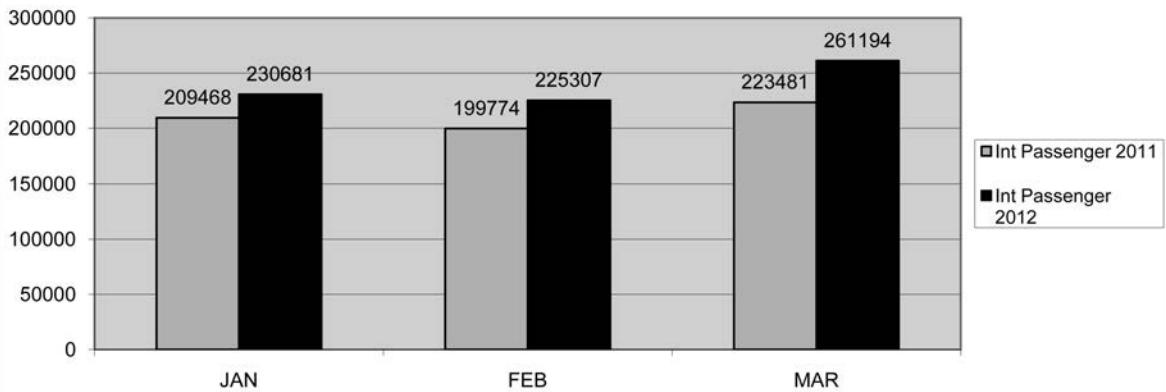
First Quater of Year 2012

Months	FLIGHT MOVEMENT			PAX MOVEMENT			TRANSIT	CARGO (in kgs)			MAIL (in kgs)			RMKS
	DEP	ARR	TOTAL	OUT	IN	TOTAL		OUT	IN	TOTAL	OUT	IN	TOTAL	
JAN	983	982	1965	117304	113377	230681	30	277288	478405	755693	6264	7881	14145	
FEB	869	871	1740	115729	109578	225307	12	265103	405757	670860	4577	4353	8930	
MAR	994	994	1988	135901	125293	261194	8	3153394	655494	3808888	6263.5	9352	15615.5	
TOTAL	2846	2847	5693	368934	348248	717182	50	3695785	1539656	5235441	17104.5	21586	38690.5	

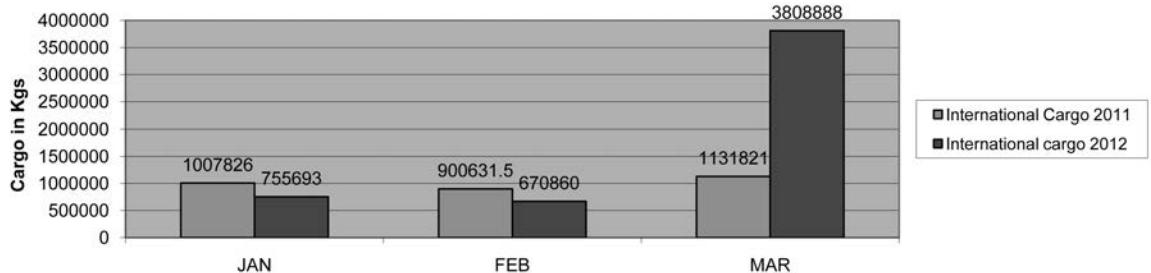
### 3 Months Flight Movement 2011 vs 2012



### International Passengers 2011 vs 2012



### International Cargo 2011 vs 2012





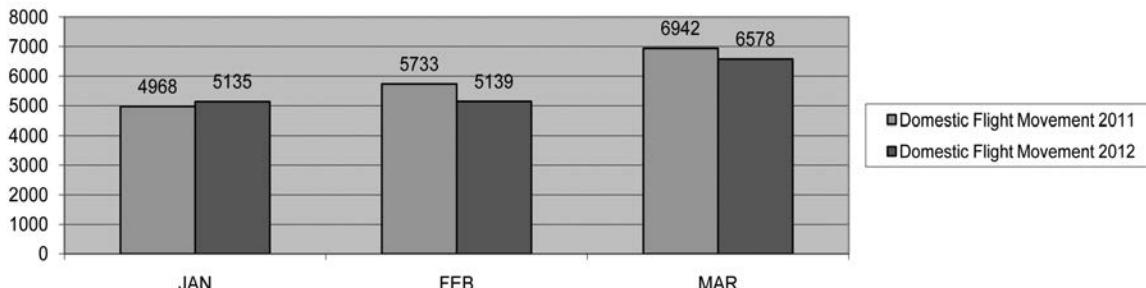
**CIVIL AVIATION AUTHORITY OF NEPAL**  
**TRIBHUVAN INTERNATIONAL AIRPORT**  
**DOMESTIC MOVEMENT DATA**  
**First Quater of Year 2011**

S.N	MONTH	FLT. MOV			PAX			CARGO (in kgs)			MAIL (in kgs)			RMKS
		DEP	ARR	TOTAL	OUT	IN	TOTAL	OUT	IN	TOTAL	OUT	IN	TOTAL	
1	JAN	2485	2483	4968	49671	52100	101771	209404	36437	245841		7	7	
2	FEB	2866	2867	5733	57001	52439	109440	202222	35963	238185		9	9	
3	MAR	3467	3475	6942	66780	66302	133082	225243	45039	270282		69	69	
	<b>TOTAL</b>	8818	8825	17643	173452	170841	344293	636869	117439	754308		85	85	

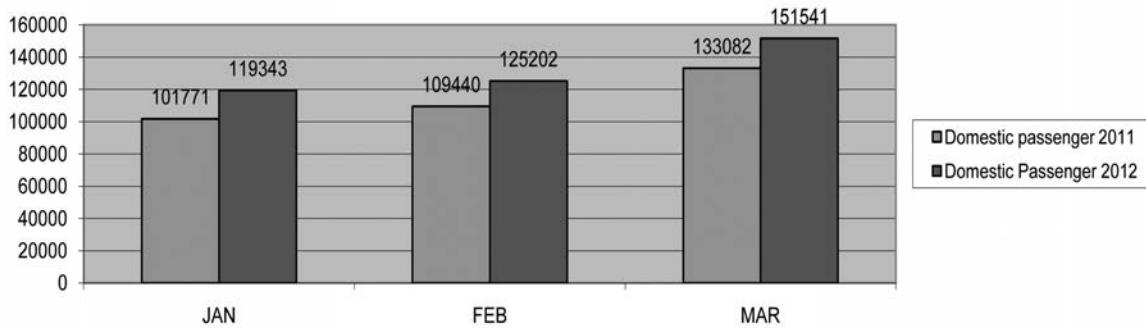
**CIVIL AVIATION AUTHORITY OF NEPAL**  
**TRIBHUVAN INTERNATIONAL AIRPORT**  
**DOMESTIC MOVEMENT DATA**  
**First Quater of Year 2012**

S.N.	Months	FLIGHT MOVEMENT			PAX MOVEMENT			CARGO (in kgs)			MAIL (in kgs)			RMKS
		DEP	ARR	TOTAL	OUT	IN	TOTAL	OUT	IN	TOTAL	OUT	IN	TOTAL	
1	JAN	2567	2568	5135	60371	58972	119343	181846	38913	220759		8	8	
2	FEB	2572	2567	5139	63557	61645	125202	154310	39700	194010				
3	MAR	3289	3289	6578	76945	74596	151541	197518	38301	235819		8	8	
	<b>TOTAL</b>	8428	8424	16852	200873	195213	396086	533674	116914	650588		16	16	

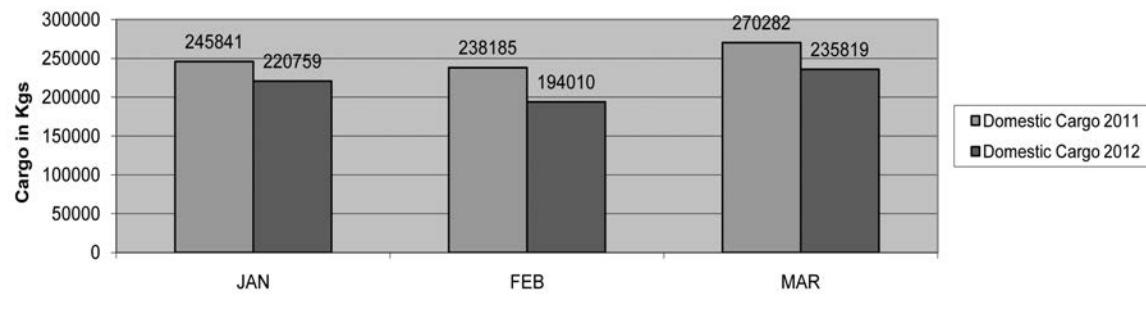
### Domestic Flight Movement 2011 vs 2012



### Domestic Passenger 2011 vs 2012



### Domestic Cargo 2011 vs 2012

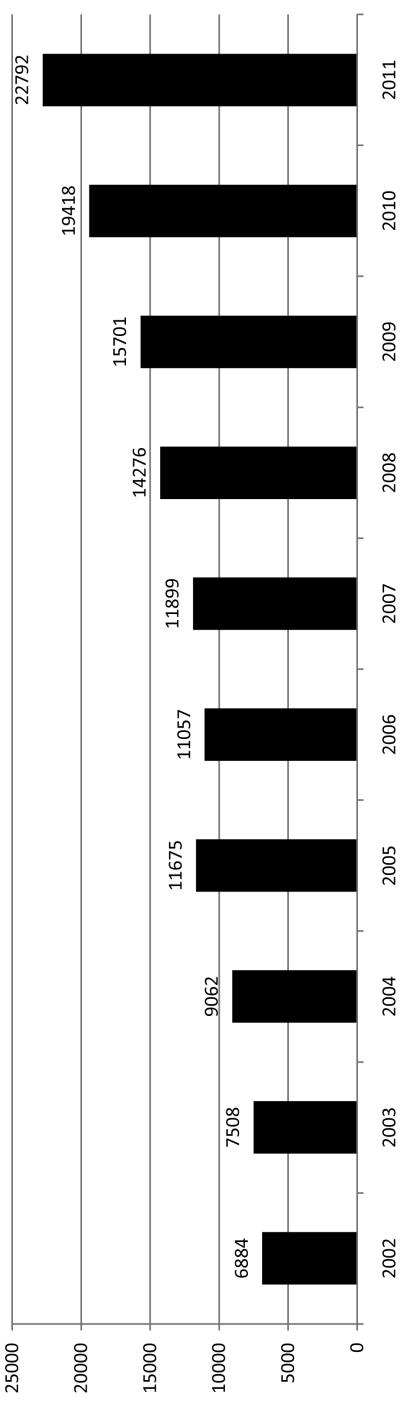




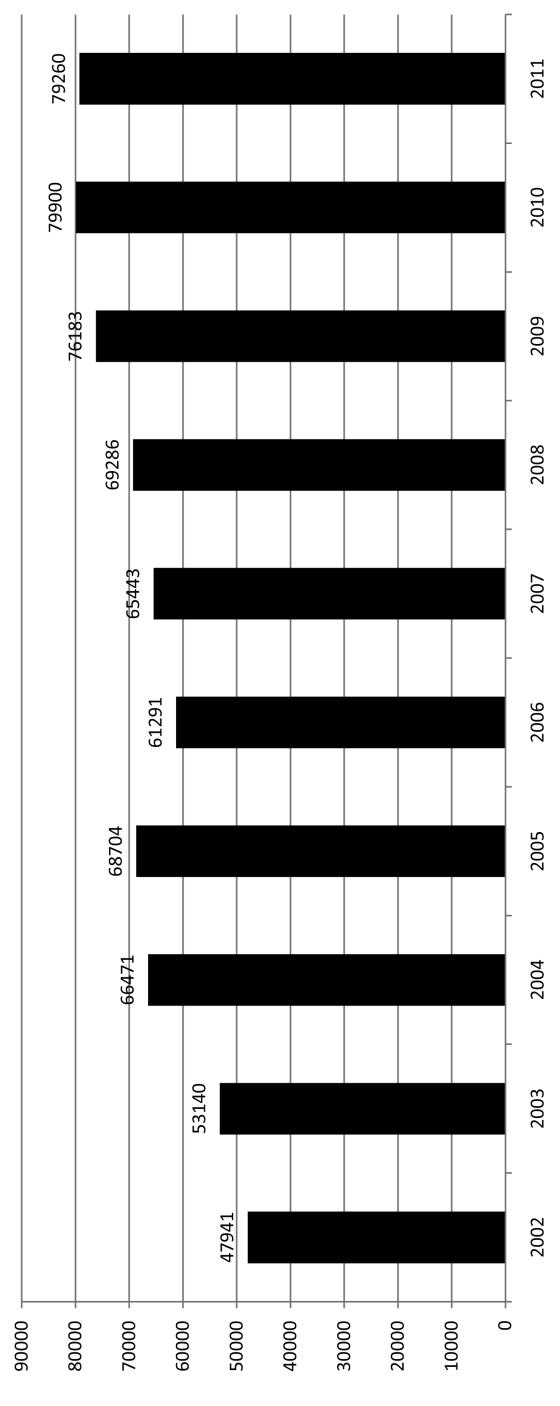
## 10 YEARS AIRCRAFT MOVEMENT AT TRIBHUVAN INTERNATIONAL AIRPORT

YEAR	INTERNATIONAL AIRCRAFT MOVEMENT				DOMESTIC AIRCRAFT MOVEMENT			
	A/C Movement	Increase/Decrease, than last year +/-	% Change	Remarks	A/C Movement	Increase/Decrease, than last year +/-	% Change	Remarks
2002	6884	-1110	-16.1	2001/7994	47941	-7224	-15.1	2001/55165
2003	7508	624	9.1	Increase	53140	5199	10.8	Increase
2004	9062	1554	20.7	Increase	66471	13331	25.1	Increase
2005	11675	2613	28.8	Increase	68704	2233	3.4	Increase
2006	11057	-618	-5.3	Decrease	61291	-7413	-10.8	Decrease
2007	11899	842	7.6	Increase	65443	4152	6.8	Increase
2008	14276	2377	20.0	Increase	69286	3843	5.9	Increase
2009	15701	1425	10.0	Increase	76183	6897	10.0	Increase
2010	19418	3717	23.7	Increase	79900	3717	4.9	Increase
2011	22792	3374	17.4	Increase	79260	-640	-0.801	Decrease

**TRIBHUVAN INTERNATIONAL AIRPORT**  
International 10 Years Aircraft Movement



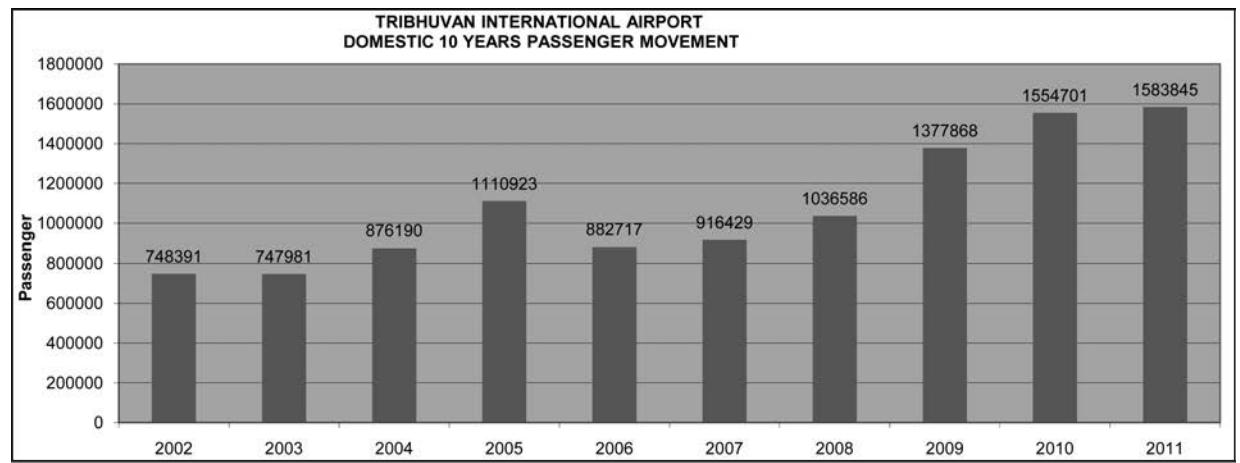
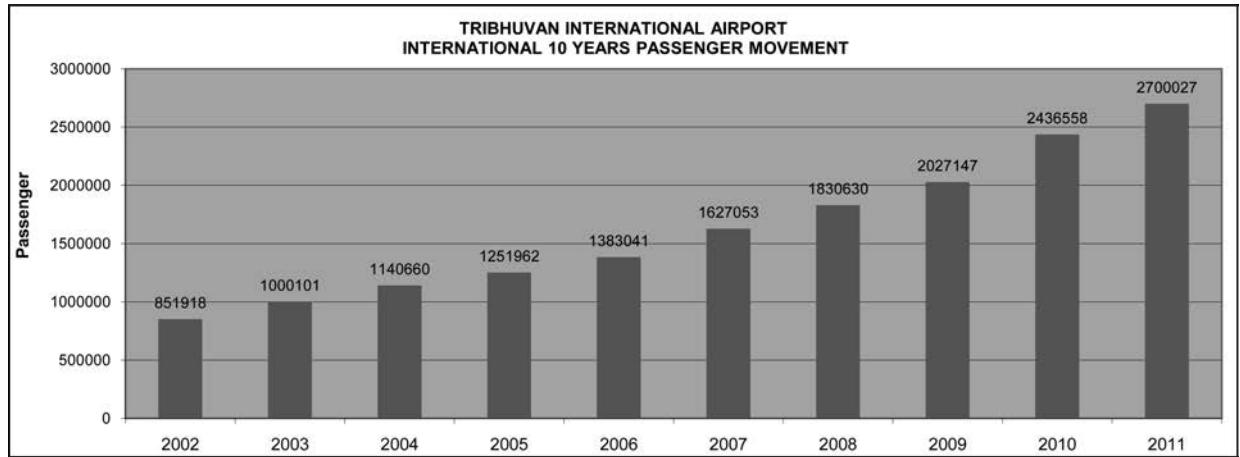
**TRIBHUVAN INTERNATIONAL AIRPORT**  
Domestic 10 Years Aircraft Movement





### 10 YEARS PASSENGER MOVEMENT AT TRIBHUVAN INTERNATIONAL AIRPORT

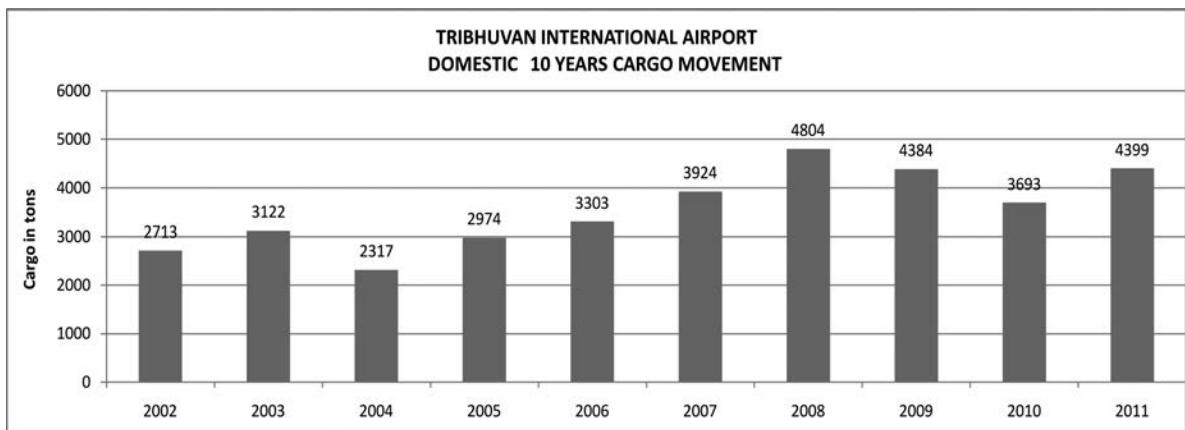
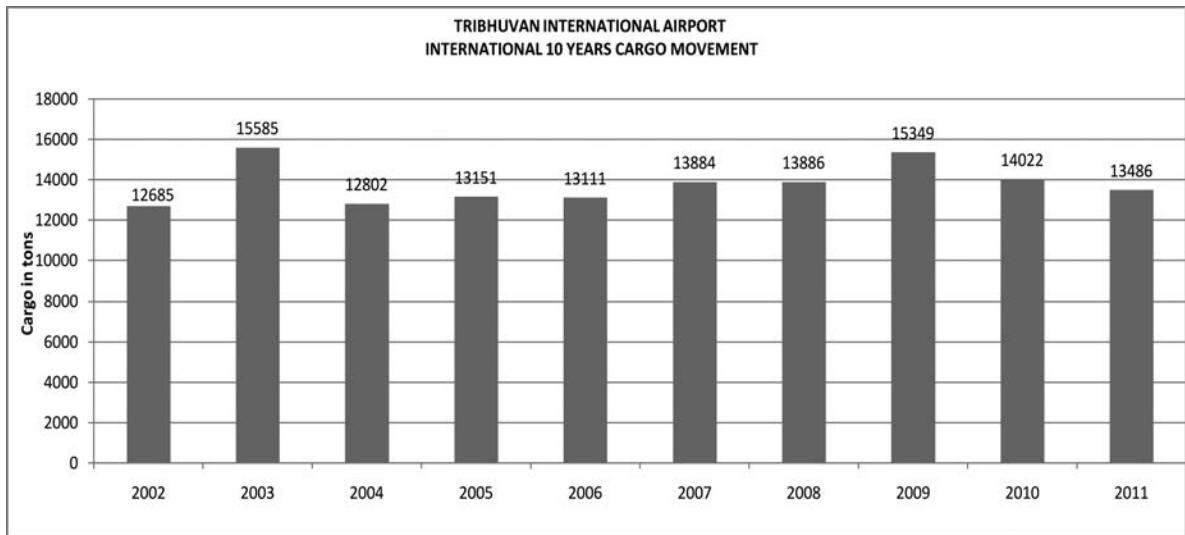
INTERNATIONAL PASSENGER MOVEMENT					DOMESTIC PASSENGER MOVEMENT			
YEAR	PAX MOV	Increase/Decrease, than last year +/-	% Change	Remarks	PAX MOV	Increase/Decrease, than last year +/-	% Chang	Remarks
2002	851918	-126030	-12.9	2001/977948	748391	-123427	-14.2	2001/871818
2003	1000101	148183	17.4	Increase	747981	-410	-0.1	Decrease
2004	1140660	140559	14.1	Increase	876190	128209	17.1	Increase
2005	1251962	111302	9.8	Increase	1110923	234733	26.8	Increase
2006	1383041	131079	10.5	Increase	882717	-228206	-20.5	Decrease
2007	1627053	244012	17.6	Increase	916429	33712	3.8	Increase
2008	1830630	203577	12.5	Increase	1036586	120157	13.1	Increase
2009	2027147	196517	10.7	Increase	1377868	341282	32.9	Increase
2010	2436558	409411	20.2	Increase	1554701	176833	12.8	Increase
2011	2700027	263469	10.8	Increase	1583845	29144	1.9	Increase





## 10 YEARS CARGO MOVEMENT AT TRIBHUVAN INTERNATIONAL AIRPORT

INTERNATIONAL CARGO MOVEMENT (IN Tons)					DOMESTIC CARGO MOVEMENT (IN Tons)			
YEAR	CARGO MOV	Increase/Decrease than last year +/-	% Change	Remarks	CARGO MOV	Increase/Decrease, than last year +/-	% Change	Remarks
2002	12685	-880	-6.5	2001/13565	2713	801	41.9	2001/1912
2003	15585	2900	22.9	Increase	3122	409	15.1	Increase
2004	12802	-2783	-17.9	Decrease	2317	-805	-25.8	Decrease
2005	13151	349	2.7	Increase	2974	657	28.4	Increase
2006	13111	-40	-0.3	Decrease	3303	329	11.1	Increase
2007	13884	773	5.9	Increase	3924	621	18.8	Increase
2008	13886	2	0.0	Increase	4804	880	22.4	Increase
2009	15349	1463	10.5	Increase	4384	-420	-8.7	Decrease
2010	14022	-1327	-8.6	Decrease	3693	-691	-15.8	Decrease
2011	13486	-536	-3.8	Decrease	4399	706	19.1	Increase

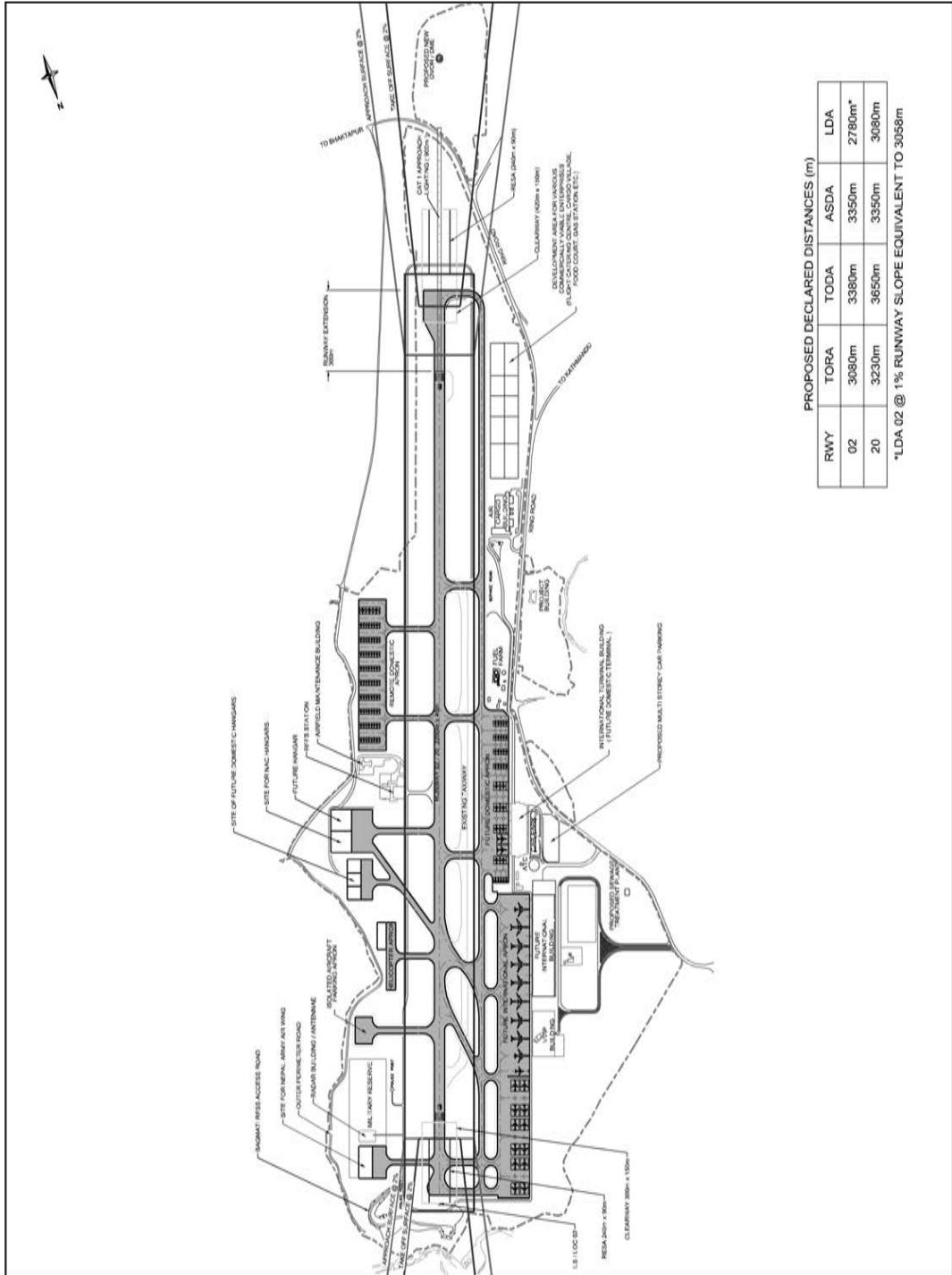




**TRIBHUVAN INTERNATIONAL AIRPORT**  
**11 YEARS MOVEMENT DATA**

DESCRIPTION	AIRCRAFT MOVEMENT			PASSENGER MOVEMENT			CARGO (IN KGS)			MAIL (IN KGS)			
	DEP	ARR	TOTAL	OUT	IN	TOTAL	OUT	IN	TOTAL	OUT	IN	TOTAL	
2001	INT	3997	3997	7994	528938	449010	977948	8385876	5179600	13565476	142197	235347	377544
	DOM	27579	27586	55165	435822	435996	871818	1746795	165306	1912101	9771	2497	12268
	<b>TOTAL</b>	<b>31576</b>	<b>31583</b>	<b>63159</b>	<b>964760</b>	<b>885006</b>	<b>1849766</b>	<b>10132671</b>	<b>5344906</b>	<b>15477577</b>	<b>151968</b>	<b>237844</b>	<b>389812</b>
2002	INT	3443	3441	6884	471004	380914	851918	8011687	4673793	12685480	149801	266977	416778
	DOM	23972	23969	47941	377152	371239	748391	2557515	155787	2713302	7927	2214	10141
	<b>TOTAL</b>	<b>27415</b>	<b>27410</b>	<b>54825</b>	<b>848156</b>	<b>752153</b>	<b>1600309</b>	<b>10569202</b>	<b>4829580</b>	<b>15398782</b>	<b>157728</b>	<b>269191</b>	<b>426919</b>
2003	INT	3754	3754	7508	533240	466861	1000101	10199800	5385321	15585121	149109	270181	419290
	DOM	26570	26570	53140	386544	361437	747981	2942298	179514	3121812	11313	2580	13893
	<b>TOTAL</b>	<b>30324</b>	<b>30324</b>	<b>60648</b>	<b>919784</b>	<b>828298</b>	<b>1748082</b>	<b>13142098</b>	<b>5564835</b>	<b>18706933</b>	<b>160422</b>	<b>272761</b>	<b>433183</b>
2004	INT	4534	4528	9062	603461	537199	1140660	7066898	5734758	12801656	185563	177225	362788
	DOM	33364	33107	66471	420748	455442	876190	1790197	526871	2317068	425	4394	4819
	<b>TOTAL</b>	<b>37898</b>	<b>37635</b>	<b>75533</b>	<b>1024209</b>	<b>992641</b>	<b>2016850</b>	<b>8857095</b>	<b>6261629</b>	<b>15118724</b>	<b>185988</b>	<b>181619</b>	<b>367607</b>
2005	INT	5840	5835	11675	682317	569645	1251962	7614428	5536693	13151121	124817	346763	471580
	DOM	34342	34362	68704	584678	526245	1110923	2638007	336251	2974258	4276	3132	7408
	<b>TOTAL</b>	<b>40182</b>	<b>40197</b>	<b>80379</b>	<b>1266995</b>	<b>1095890</b>	<b>2362885</b>	<b>10252435</b>	<b>5872944</b>	<b>16125379</b>	<b>129093</b>	<b>349895</b>	<b>478988</b>
2006	INT	5530	5527	11057	751565	631476	1383041	8012112	5098707	13110819	119432	259973	379405
	DOM	30651	30640	61291	456450	426267	882717	3081483	221614	3303097	4152	1630	5782
	<b>TOTAL</b>	<b>36181</b>	<b>36167</b>	<b>72348</b>	<b>1208015</b>	<b>1057743</b>	<b>2265758</b>	<b>11093595</b>	<b>5320321</b>	<b>16413916</b>	<b>123584</b>	<b>261603</b>	<b>385187</b>
2007	INT	5950	5949	11899	874907	752146	1627053	8111833	5772033	13883866	118559	129788	248347
	DOM	32730	32713	65443	472624	443805	916429	3573551	350372	3923923	334	2135	2469
	<b>TOTAL</b>	<b>38680</b>	<b>38662</b>	<b>77342</b>	<b>1347531</b>	<b>1195951</b>	<b>2543482</b>	<b>11685384</b>	<b>6122405</b>	<b>17807789</b>	<b>118893</b>	<b>131923</b>	<b>250816</b>
2008	INT	7136	7140	14276	990539	840091	1830630	7568147	6317999	13886146	115184	148496	263680
	DOM	34655	34631	69286	533129	503457	1036586	4185271	618262	4803533	325	562	887
	<b>TOTAL</b>	<b>41791</b>	<b>41771</b>	<b>83562</b>	<b>1523668</b>	<b>1343548</b>	<b>2867216</b>	<b>11753418</b>	<b>6936261</b>	<b>18689679</b>	<b>115509</b>	<b>149058</b>	<b>264567</b>
2009	INT	7846	7855	15701	1042554	984593	2027147	7922187	7426850	15349037	138662	262246	400908
	DOM	38112	38079	76191	706325	671543	1377868	3799561	584914	4384475	0	2792	2792
	<b>TOTAL</b>	<b>45958</b>	<b>45934</b>	<b>91892</b>	<b>1748879</b>	<b>1656136</b>	<b>3405015</b>	<b>11721748</b>	<b>8011764</b>	<b>19733512</b>	<b>138662</b>	<b>265038</b>	<b>403700</b>
2010	INT	9707	9710	19417	1288628	1147930	2436558	6922332	7099925	14022257	107933.2	343220.1	451153.3
	DOM	39963	39937	79900	780276	774425	1554701	3077210	615882	3693092	0	700	700
	<b>TOTAL</b>	<b>49670</b>	<b>49647</b>	<b>99317</b>	<b>2068904</b>	<b>1922355</b>	<b>3991259</b>	<b>9999542</b>	<b>7715807</b>	<b>17715349</b>	<b>107933.2</b>	<b>343920.1</b>	<b>451853.3</b>
2011	INT	11394	11398	22792	1407512	1292515	2700027	6249393.1	7236904.8	13486297.9	73846.7	126113.6	199960.3
	DOM	39634	39626	79260	786853	796992	1583845	3698234	701164	4399398	0	391	391
	<b>TOTAL</b>	<b>51028</b>	<b>51024</b>	<b>102052</b>	<b>2194365</b>	<b>2089507</b>	<b>4283872</b>	<b>9947627.1</b>	<b>7938068.8</b>	<b>17885695.9</b>	<b>73846.7</b>	<b>126504.6</b>	<b>200351.3</b>

## **Phased Development of TIA**



**...a.e...riorit... 1A**

<b>...a.e...riorit... 1A .2010 . 2012.</b>	<b>...a.e...riorit... 1. .2010 . 201..</b>	<b>...a.e... .201. -201..</b>	<b>...a.e... .201. -202..</b>
Runway extension by 300 m to the south including temporary displaced threshold markings, all earthworks, civil works for installation of runway centre line lights, pavement markings and runway edge and threshold lights, shoulders, perimeter road diversion etc. complete;	Construction of a new International Terminal Building (ITB) 56,000 sq. m in area, on three levels with provision for six passenger loading bridges.	Extension of Parallel Taxiway from Taxiway no. 4 (old abandoned cross runway) to Taxiway no. 7 (current Taxiway No.5), including all earthwork, shoulders and visual aids;	Construction of a parallel taxiway from Taxiway No.7 to runway end 02 in the southern end.
Installation of new CAT I approach lights with the first three hundred metres of these lights being flushmounted type;	New Access road and car park for the new ITB for 1000 cars in the first phase including street lights and car park lighting.	Expansion of International Apron Phase II by 610 m including earthwork, service road, visual aids i.e. aircraft stand markings, signs and illumination	Construction of a domestic apron towards south of the existing international apron in CAA building site.
Provision of flush-mounted abbreviated Simple Approach Light System (SALS) 300 meter long for Runway 20 after displacing that threshold consequent to runway extension to the south;	Refurbish/convert existing ITB to Domestic Terminal building, demolish sterile areas, commission new DTB, and then demolish Temporary DTB.	Construction of an Isolated Aircraft Parking	
Relocation of Precision Approach Path Indicators (PAPIs) for both Runway 02 and 20 including all civil works and calibration etc.;	Construction of a remote domestic aircraft parking apron 560 m long, 120 m wide including all visual aids.	Expansion of International Terminal Building 34,000 sq.m area on three levels.	
Construction of a temporary Domestic Terminal Building complete in all respects;	Construction of multi storey (2 storeys) Car Park in front of existing Car Park of existing ITB for 800 cars.	Expand international car park as needed for additional 1000 cars including illumination	
Refurbishing the existing International Terminal Building including equipment for capacity enhancement to serve till the year 2015;	Construction of a road from Air Cargo building and NOC to existing ITB and a ramp to international and domestic apron.	Construction of perimeter road in eastern side of runway	
Construction of aprons and taxiways including shoulders for the relocated Nepal Army, Nepal Airlines Corporation and domestic airline hangars on the east side;	Expansion of existing international apron for future domestic apron in front of existing ITB.		
Construct new parallel taxiway (Ph. I) from Runway 20 threshold up to link taxiway no. 4 (old abandoned cross runway) including all earthwork, shoulders and visual aids i.e. markings, edge lights and signs;	Construction of aprons and taxiways including shoulders for the Helicopter parking on the east side.		

Construction of new International Apron Phase I (515 m long, 152.5 m wide) including earthwork, shoulders, visual docking guidance systems, visual aids, aircraft stand markings, signs and illumination;	Relocation of CAA building to Sano Thimi area	
Installation of a sewage treatment and disposal system complete including an Incinerator.	CNS / ATM equipment as per the Long Term Planning	
Installation of a water treatment and distribution system, complete	Construction of pipe drain under the taxiway in the western side.	
Communication, Navigation and Surveillance equipment as listed in the Short-term Planning with following improvements:	Construction of drains both sides at a distance of 140 meters from runway centreline.	
<ul style="list-style-type: none"> <li>● Replacement of existing VCCS, VHF Communication and Meteorological equipment;</li> <li>● New Emergency Operation Centre equipment including replacement of security equipments like CCTV s and FID s.</li> <li>● Airport Management System (AIP, NOTAMs, Flight Data Base etc.</li> </ul>	<p>Construction of concrete pipe crosses drain in the southern end.</p> <p>Drainage works in the eastern side of runway for Nepal Army hangars, helicopter parking and international / domestic hangars.</p> <p>Pipe culvert crossings in all taxiways of domestic apron in the eastern side.</p>	
Procurement and Installation of Localiser Equipment for Runway 02.		
Improvement of existing visual aids at TIA to support night operations including runway centre line lights, etc.		
Augmentation of existing power supply at TIA by procurement of an 850 KVA generator and a 150 KVA UPS for uninterrupted power supply for all airfield ground lights.		
Purchase of major foam tender for upgrading of RFFS from category 8 to category 9 and spare parts for existing foam tender.		
Relocation of Sub - station No.1 and rerouting cables		
Construction of drainage in between the edge of international apron and parallel taxiway.		
Capacity Building Programme		

**Civil Aviation Authority of Nepal**  
**AOC Status**

S N	Airlines	AOC No.	First Issue Date	Authorized Fleet	Existing A/C Type, Reg. & MSN No.	Base	Route Sector	Remarks
1	Nepal Airlines Corporation	003/2000	30-Nov-00	B 757-3 units DHC 6 6-7 Units HS 748-2 units	B 757 9N ACA 23850 B 757 9N ACB 23863 DHC 6 9N ABQ 655 DHC 6 9N ABB 302 DHC 6 9N ABT 812 DHC 6 9N ABU 814 DHC 6 9N ABX 830 DHC 6 9N ABO 638	Kathmandu	Domestic : All the Airports of Nepal International : Hong Kong, Bangkok, Singapore, Shanghai, Osaka, London, Paris, Dubai, Frankfurt, Delhi, Mumbai, Calcutta, Bangalore Kuala Lumpur	V/FW/OPS
2	Buddha Air	014/96	1-Jan-96		BE 1900 D-4 Units ATR 42-3 Units ATR 72-2 Units	BE 1900 D 9N AEE UE 296 BE 1900 D 9N AEW UE 328 BE 1900 D 9N AEK UE 295 BE 1900 D 9N AGH UE 409	Kathmandu	All the Airports of Nepal
3	Buddha Air (International Operation)	058/2010	11-Apr-10		ATR-42 3 units B-1900 4 units ATR-72 1 unit	ATR 42 9N AIM 388 ATR 42 9N AIN 403 ATR 42 9N AIN 403 ATR 42 9N AIM 388 ATR 42 9N AIT 409 ATR 72 9N AIS 531 ATR 72 9N AIO 535	Kathmandu	V/FW/OPS
4	Yeti Airlines Domestic	037/2004	28-Jan-10	J-41 - 8 Units	J-41 9N-AHV 41077 J-41 9N-AHW 41078 J-41 9N-AHU 41072 J-41 9N-AHY 41066 J-41 9N-AIB 41017 J-41 9N-AIH 41085 J-41 9N-AIC 41096	Kathmandu and 2 units are at Biratnagar	Kathmandu, Bhairahawa, Bharatpur, Biratnagar, Chandragadhi, Dhangadhi, Janakpur, Nepalganj, Pokhara, Simara, Dolpa, Jumla, Simikot, Muju Bajura (Kotli), Manang (Humde), Jomsom, Phaplu, Sallie Lukla, Kangerdada (Soklu), Thamkharka, Taplejung, Rumjatar, Lamidada, Bahang, Surkhet, Meghnali (Chitwan), Mahendranagar,	V/FW/OPS

5	Sita Air	033/2000	3-Oct-00	DO 228 - 4 units Cessna Caravan - 2 units	DO 228 DO 228 DO 228	9N-AHU 8123 9N-AHB 8169 9N-AHR 8154	Kathmandu and Nepalgunj	All the Airports of Nepal	V/FW/OPS
6	Agni Air Pvt. Ltd.	039/2005	23-Mar-05	Do-228 : 4 units J-41 3 units	Do-228 Do-228 Do-228 J-41	9N-AIG 8216 9N-AIE 8165 9N-AIH 9198 9N-AIO 41055	Biratnagar Pokhara of New Added Fleet	Nepalgunj, Janakpur, Bhadrapur, Tumlingtar Jomsom, Lukla , Kathmandu	V/FW/OPS
7	Tara Air	053/2009	28-May-09	DHC-6- 6 units, DO-228- 2 units, PC-6- 3 units	PC-6 PC-6 DHC-6 DHC-6 DHC-6 DHC-6 DHC-6 DO-228 DO-228	9N-AIU 962 9N-AIV 963 9N-AET 619 9N-AFA 665 9N-AEV 729 9N-AFE 720 9N-AHS 8218 9N-AGQ 8107	DHC-6 -5 units at Kathmandu unit at Pokhara DO-228 1 unit at Nepalgunj PC-6 1 unit at Lukla PC-6 1 unit at Pokhara PC-6 1 unit at Surkhet	Bajura-koti, Manang(Humde), Jomsom, Phaplu, Salle, Lukla, Kangeloida(Solu) Thamkharka, Taplejung, Rumjatar, Lamidanda, Bajhang, Tumlingtar, Surkhet, Mehauli-Chitwan, Mahendranagar, Dang, Jiri, Syangboche, Langtang, Dhorpatan Non-Remote Sector Kathmandu, Bharahawa, Bharatpur, Biratnagar, Chandragadhi,	V/FW/OPS
<b>For Recreational Domestic Operations</b>									
8	Air Kashthamandap P.Ltd.	051/2009	12-Apr-09	PAC-750 XL - 3 units PC-6 or PC-12 - 3 Units	PAC-750 XL - 2 units PAC-750 XL - 3 units PAC-750 XL - 3 units	9N-AU 962 PC-6 9N-AV 963 154 160	Pokhara and Khumbu Area	Pokhara and Khumbu Area	Pokhara and Khumbu Area
9	Guna Airlines (P)Ltd.	052/2009	30-Apr-09	Do-228 - 2 units, B-1900 C -2 units, B-1900 2 units	B-1900 C B-1900 C	9N-AIG 9N-AHZ	Surkhet	Nepalgunj, Simikot, Bajura, Kathmandu Lukla, Phaplu Lamidanda, Bharatpur, Jumla	V/FW/OPS
10	Makalu Air	058/2009	8-Dec-09	Cessna Caravan 208 or Cessna Caravan Grand Caravan or P-750 XL-	B-1900 0746 Cessna Caravan	9N-AIG 9N	9N-AIG Nepalgunj	Nepalgunj Pokhara, Biratnagar, Mountain, Janakpur, Bhairahawa, Bharatpur, Dharragadi, Kathmandu, Pokhara, Lukla, Manang, Phaplu, Dolpa, Simikot, Jumla, Taichu, Jomsom,	V/FW/OPS
11	Aakash Bharair Airlines	063/2010	12-Sep-10	Cessna 208 (Single Eng) Cessna Caravan	2	Not Available	Nepalgunj	Katmandu, Pokhara, Surkhet, Lukla, Jomsom, Simikot, Dolpa, Jumla, Bajura, Bajhang, Rukum	V/FW/NOPs
12	Goma Air	064/2010	11-Oct-10	Cessna Caravan 208 B - 3 units	208BB694 Cessna Caravan	9N-AJT	Surkhet	Dolpa Simikot, Jumla, Talcha, Bajura	V/FW/OPS
13	Swift Air Nepal	068/2011	25-Aug-11	DO-228 2 Units ATR 42 1 Unit	To Be Available		Surkhet	Kathmandu, Lukla, Sunkhet, Jomsom, Pokhara, Simikot and Jumla	V/FW/NOPs
14	Alpine Air	019/1988	20-Jan-98	A319-2	Not Available		Kathmandu	India, Thailand, Bangladesh	V/FW/NOPs
15	Air Dynasty Heli. S.	035/01	15-Jan-01	AS350- 4	AS 350 AS 350 AS 350 AS 350	9N-AGU 1892 9N-AFQ 2414 9N-AEX 1612 9N-AID 4851		All the airports and certified helipads of Nepal	V/RW/OPS
16	#Simrik Air	034/00	25-Oct-00	M1 17-2 units / B-206-2 units BK 117- 2 units AS 350 - 2 units	BK 117 BK 117 BK 117	9N-AEY 1058 9N-AEL 1045	Nepalgunj	All the airports and certified helipads of Nepal	V/RW/OPS

			Mi 8 MTV - 7	Mi-8 (Pax) 9N ADL 5948960	All the airports and certified helipads of Nepal	V/RW/OPS	
17	Shree Airlines	030/02	B 206 - 2 20-Feb-00	Mi-8 (Pax) 9N ADM 95640	Pokhara & Surkhet		
			Mi-8 (Cargo) 9N ADD 5948960				
			Mi-8 (Cargo) 9N AHT 95626				
			Mi-8 (Cargo) 9N AAJ 95985				
18	Shree Airlines (International Operation)	059/2010	Mi-8 AMT 3 units Mi-8 MTV 2 units 11-Apr-10	Mi-8 AMT 9N-ADL 59489607385 Mi-8 AMT 9N-ADM 95640 Mi-8 AMT 9N-AAJ 95985	International Charter Flight	V/RW/OPS	
			Mi-8 AMT 9N-AHT 95626				
19	Fishtail Air	017/01	AS 350 B (Pax)-2 units Bell 206 (B) 1 unit AS 350 B2 - 1 unit AS 350 B3 - 1 unit AS 350 B3 - 1 unit	AS 350 B 9N AIA 2112 AS 350 B 9N AII 2591 at Lukla AS 350 B 9N AII 4077 AS 350 B 9N AW 9003 AS 350 B 9N AX 4828 AS 350 B 9N AJI 4875	1) one AS350 B3 shall based at Lukla 2) Rest fleet at Kathmandu	V/RW/OPS	
20	Manang Air	027/01	Mi-17 (Mi-8 MTV 1) - 1 unit Mi-17 (Mi-8 MTV/AMT) - 1 unit AS 350 B- 2 units Mi-172 - 2 units Cessna Grand Caravan 2 Units	Mi-17 (Mi-8 MTV 1) - 1 unit AS-350 5 units AS-350 B- 2 units Mi-172 - 2 units Cessna Grand Caravan 2 Units	To Be Available	Pokhara	
21	Mountain Helicopters	056/2009	AS-350 5 units 17-Sep-09	AS-350 9N-AJE 3761 AS-350 9N-AJU 3568	Pokhara	All the airports and certified helipads of Nepal	
22	Muktinath Airlines	056/2009	AS-350-2 units & Mi-17 3units 12-Nov-09	AS-350-2 units & Mi-17 3units Not Available	Pokhara	Existing civil airports and all heliports/helipads	
23	Sky Tech Heli Safari	062/2010	R-44 4 units R-22 2 units MU-17/AN-8 2 units	R-44 4 units R-22 2 units MU-17/AN-8 2 units	Pokhara	Existing civil airports and all heliports/helipads	
24	Hamro Air Services	065/2011	R-44 (Ranar) 2units R-22 (Beta) - 2units	R-44 (Ranar) 2units R-22 (Beta) - 2units	Pokhara	Existing Civil Airports	
			Birman-1 - 2 units	Birman 1 9N ADU 96.102		V/RW/NOPS	
25	Avia Club	009/96	15-Mar-97	Airborne Edge X Classic - 1 Ultra Light Aeropract-22 - 1 Hang Glider 4 sets Tendon Power Paragliders 4 Tenson Paragliders 4 sets	Birman 1 9N ADV 96.103 Ultra Light 9N AIL 266 Airborne 9N AIS AB(E) Tendon Power Paragliders 4 Tenson Paragliders 4 sets	Within Pokhara Valley	V/AS/OPS
26	Bluesky Paragliding	042/2005	18-Apr-05	Tendon-4 & Solo-4	Pokhara Area	V/Paragliding/AS/OPS	
27	Sunrise Paragliding	AS 036/2001	17-Jul-01	Tendon-5 & Solo-5	Pokhara Area	V/Paragliding/AS/OPS	
28	Kathmandu Paragliding	049/2009	5-Jan-09	Tendon 5 Solo 5 Not Required	Bisankhunaryan VDC Bisankhunaryan Area	V/Paragliding/AS/OPS	

29	Sarangkot Paragliding	05/0/2009	19-Mar-09	Tendom 5	Solo 5	Not Required	Saangkot,VDC, Kaski	Sarangkot Area	V/Paragliding /AS/OPS
30	Para Nova Paragliding	AS 05/4/2009	20-Jul-09	Tendom - 3 units	Tendom -	3 Units	Sarangkot, Pokhara	Sarangkot Area	V/AS/OPS
31	Frontiers Paragliding	AS 048/2007	Oct. 2007	Tendom-5 & Solo-5		Tendom-5 & Solo-5	Pokhara	Pokhara Area	V/Paragliding/AS/OPS
32	Annapurna Paragliding	05/7/2009	7-Dec-09	Tandem Paraglide 5 Units		Tandem Paraglide -5 Units	Sarankot, Pokhara	Sarangkot Area	V/AS/OPS
33	Fishtail Air Nepal Paragliding	06/0/2010	16-Apr-10	Tendom Paraglides - 6 units	Tendom Paraglides - 6 units	Tendom Paraglides - 6 units	Sarangkot, Pokhara	Sarangkot Area	V/AS/OPS
34	Fly Nepal Paragliding	06/6/2011	11-Jan-11	Tendom Paraglides - 6 units	Tendom Paraglides - 6 units	Tendom Paraglides - 6 units	Pokhara Valley	Sarangkot Area	V/AS/OPS
35	Team Five Paragliding	06/7/2011	8-Feb-11	Tendom Paraglides - 5 units	Tendom Paraglides - 5 units	Tendom Paraglides - 5 units	Pokhara Valley	Sarangkot Area	V/AS/OPS
36	Everest Paragliding	06/9/2011	7-Sep-11	Tendom Paraglides - 6 units	Tendom Paraglides - 6 units	Tendom Paraglides - 6 units	Pokhara Valley	Sarangkot Area	V/AS/OPS
37	New Para world	07/0/2011	23-Sep-11	Tendom Paraglides - 6 units	Tendom Paraglides - 6 units	Tendom Paraglides - 6 units	Pokhara Valley	Sarangkot Area	V/AS/OPS
38	Phonix Paragliding P. Ltd	07/1/2011	18-Oct-11	Tendom Paraglides - 6 units	Tendom Paraglides - 6 units	Tendom Paraglides - 6 units	Pokhara Valley	Sarangkot Area	V/AS/OPS
39	Pokhara Paragliding P. Lt	07/2/2011	11-Nov-11	Tendom Paraglides - 6 units	Tendom Paraglides - 6 units	Tendom Paraglides - 6 units	Pokhara Valley	Sarangkot Area	V/AS/OPS
40	Mountain Flyers P. P. Ltd	07/3/2011	11-Nov-11	Tendom Paraglides - 6 units	Tendom Paraglides - 6 units	Tendom Paraglides - 6 units	Pokhara Valley	Sarangkot Area	V/AS/OPS
41	Mountain Hawk Aero Spo	07/4/2012	22-Jan-12	Tendom/Solo Paraglide 9 Unit	Tendom/Solo Paraglide 9 Unit	Tendom/Solo Paraglide 9 Unit	Pokhara Valley	Sarangkot Area	V/AS/OPS
42	Kamali Air Service	01/2/97	12-Jun-97	AS 350-2 / BK117-2 / MI-17-1	Not Available	Not Available	Nepalgunj	All the certified helipads of Nepal	INV/RW/NOPS
43	Shangri La Air	02/9/99	15-Feb-99	PTC-037-DO-220077-5900	Not Available	Not Available	Pokhara/Bhairahawa	All the Airports of Nepal	INV/FW/NOPS
44	Skyline Airways	03/2/01	14-Mar-99	340-2	Not Available	Not Available	Kathmandu/Nepalgunj	All the Airports of Nepal	INV/FW/NOPS
45	Flying Dragon Airlines	04/3/2005	2-Jun-05	2 Nos. of Y-12(II)	Not Available	Not Available	Nepalgunj	Not in Operation	INV/FW/NOPS
46	Base Air Pvt. Ltd.	04/0/2005	31-Mar-05	BAA A1P (J-61) -2	Not Available	Not Available	Kathmandu	Not in Operation	INV/FW/NOPS
47	Nepal Airlines Pvt. Ltd.	04/1/2005	31-Mar-05	ATR 42-1 / DO 228-2	Not Available	Not Available	Nepalgunj	Not in Operation	INV/FW/NOPS
48	Mero Air Pvt. Ltd.	04/5/2005	31-Oct-05	3 Nos. of DO-228	Not Available	Not Available	Nepalgunj	Not in operation	INV/FW/NOPS
49	Balloon Sunrise	008/96	20-Feb-96	E 206 (Hot Air Balloon)-2	Not Available	Not Available	Kathmandu	Not in Operation	INV/AS/NOPS
50	Asian Airlines	004/96	5-Feb-96	MI-17/2 , AS-350/1	Not Available	Not Available	Kathmandu	Not in Operation	INV/OR/CNL/FW/NOPS
51	Necon Air	02/1/98	26-Mar-96	HS 748-1 / ATR-3 / B 737-1 / B 1900 C-2 / C 208-1	Not Available	Not Available	Kathmandu	Not in Operation	INV/OR/CNL/FW/NOPS
52	Mountain Air	026/98	18-Oct-98	B 1900 C-2	Not Available	Not Available	Pokhara/Surkhet	Not in Operation	INV/OR/CNL/FW/NOPS
53	Manakamana Airways	011/96	5-Jun-96	B 206-2 / AS 350-2 / MI 17-57	Not Available	Not Available	Pokhara	Not in Operation	INV/OR/CNL/RW/NOPS
54	Dynasty Aviation	015/96	9-Jul-96	AS 350-2	Not Available	Not Available	Kathmandu/Pokhara	Not in Operation	INV/OR/CNL/RW/NOPS
55	Flight Care Aviation	028/98	7-Dec-98	AS 350-2 / Y 12-2	Not Available	Not Available	Kathmandu/Pokhara	Not in Operation	INV/OR/CNL/RW/NOPS
56	Luminini Airways	005/96	7-Feb-96	Not in Operation	Not Available	Not Available	Not in Operation	Not in Operation	INV/OR/CNL/RW/NOPS
57	Aeron Air	031/98	3-Mar-99	Not in Operation	Not Available	Not Available	Not in Operation	Not in Operation	AOC Cancelled

58	Nepal Transcontinental Airlines	025/98	29-Jun-98	Not in Operation	Not Available	Not in Operation	Not in Operation	AOC Cancelled
59	Garud Air	020/98	20-Jan-98	Not in Operation	Not Available	Not in Operation	Not in Operation	AOC Cancelled
60	Everest Air	007/96	15-Feb-92	Not in Operation	Not Available	Not in Operation	Not in Operation	AOC Cancelled
61	Nepal Airways	006/96	15-Feb-92	Not in Operation	Not Available	Not in Operation	Not in Operation	AOC Cancelled
62	Himalayan Helicopter	016/96	29-Jul-96	Not in Operation	Not Available	Not in Operation	Not in Operation	AOC Cancelled
63	Air Sangri-La	038/2004	16-Sep-04	Not in Operation	Not Available	Not in Operation	Not in Operation	AOC Cancelled
64	Himchuli Helicuitor Pvt Ltd	046/2006	3-Mar-06	Not In oOperation	Not Available	Not in Operation	Not in Operation	AOC Cancelled
65	#Gorkha Airlines	024/98	16-Jun-98	Mi 8-2/ DO 228-2 / HS 748-1	Do 228 9N AHS 8218 Do 228 9N AGQ 8107 Pokhara	All the airports and certified helipads of Nepal	IV/FW/NOPS	
				DO 228-6 / SAAB 340-4 / Fokker 100-4/Mi-17 (Cargo)-4 / Mi 17 (PAKX)-2	DO 228 9N AEP 8078 DO 228 9N AGY 7022 DO 228 9N ACE 7168 DO 228 9N AGC 8186 F 100 9N AHG 11485 F 100 9N AHI 11450	Domestic: All the Airports of Nepal International : Delhi, Mumbai, Bangalore, Calcutta Lucknow, Varanasi, Colombo, Paro, Dhaka, Yangoon, Bangkok	IV/FW/NOPS	
66	#Cosmic Air	018/03	30-Nov-03			Bangkok- Lhasa, Seoul, Paro, Sharijah, Abu Dhabi, Singapore, Doha, Hong Kong Riyad, Kuala Lumpur, Bahrain	IV/FW/NOPS	
67	Yeti Airlines Intl Pvt. Ltd	047/2007	13-Aug-07	A330 - 1 A319-1, B737-2/800-2/A319/320-3	Not in Operation	Kathmandu	UAE, Germany, Malaysia, Qatar, Thailand Bhutan, China, Saudi Arab, India, UK	AOC Revived on Aug 24, 2004 (International) IV/FW/NNO
68	Impro Airways P. Ltd.	044/2005	27-Oct-05	MTV	-	Pokhara / Nepalgunj	IV / RW/NOPS	
69	Air Nepal International	022/08	6-May-98	Airbus 320-2/ BAE 146-2/ B 757-1	Not Available	Kathmandu		

Total AOC Issued	69
Valid AOC	39
Invalid and Cancelled	30
Airline in Operation	34
AOC Valid But Not In Operation	5
Helicopter Operator with Valid AOC	8
Fixed Wing Operator with Valid AOC	14
Aviation Sports with Valid AOC	17

Legend :

- V: Valid
- RW: Rotor Wing
- NOPS: Not in Operation
- INV: Invalid
- CNL: Cancelled
- FW: Fixed Wing
- OPS: In Operation
- AS: Aviation sports

## Sector and Seat Capacity of different International Airlines operating in Nepal

(Based on Winter Schedule 2010-2011, effective from 30th October 2010 to 26th March 2011)

S.N	Airlines	Sector	A/C Type	Seat Capacity	Flt/Wee	Production / Utiliza	Remarks
1	Air Arabia	SHJ-KTM-SHJ	A-320	168	14	2352	
2	Air China	LXA-KTM-LXA	A-319	128	4	512	
3	* Bahrain Air	BAH-KTM-BAH	A-319/ 320	138	7	966	
4	** Biman Bangladesh	DAC-KTM-DAC	AB-310/ F-28	221/80	7	1547	
5	+ Buddha Air	KTM-PBH-KTM	B 1900	18	4	72	
6	***China Eastern	KMG-KTM-KMG	B-737/CRJ-200	134 / 50	0	0	Not in operation
7	China Southern	CAN-KTM-CAN	A-319	128	3	384	
8	! Dragon Air	HKG-KTM-HKG	A-330	300	6	1800	
9	Druk Air, (Royal Bhutan)	PBH-DEL-PBH	AB-319	114	3	0	Overfly
10	Ethihad Airways	AUH-KTM-AUH			5	570	
11	GMG Airlines	DAC-KTM-DAC	MD-80	153	7	1071	
12	Gulf Air	BAH-KTM-BAH	A 330	250	11	2750	
		DEL-KTM-DEL	A-321/320	172/145	14	2408	
		CCU-KTM-CCU	A-320	145	4	580	
13	Indian Airlines	VNS-KTM-VNS	A-320	145	4	580	
14	Jet Airways	DEL-KTM-DEL	B-737-800	144	14	2016	
		BOM-KTM-BOM	B-737-800	144	7	1008	
15	Jet Lite	DEL-KTM-DEL	B-737-800	186	7	1302	
16	# # Korean Air	INC-KTM-INC	777A	261/301	2	602	
		KTM-VIDP-KTM	B-757	190	7	1330	
		KTM-VTBD-KTM			3	570	
		KTM-VHHH-KTM			3	570	
		KTM-OMDB-OTBD-KTM			3	570	OMDB-OTBD
		KTM-WMKK-KTM			6	1140	
17	Nepal Airlines Corp	KHI-KTM-KHI	A-310	205	1	205	
		ISB-KTM-KHI-KTM-ISB			2	410	
18	Pakistan Int'l Airlines	DOH-KTM-DOH	A 330/A320	305/272/260/144	21	6405	
19	#Qatar Airways	SIN-KTM-SIN	A320	150	6	900	
20	Silk Air	BKK-KTM-BKK	B-772	309	7	2163	
21	Thai Int'l Airways	AMS-KTM-AMS	B-737-800	180	1	180	
22	!! TUI Airlines	DAC-KTM-DAC	MD-83/DHC-8	155/37	6	930	
23	United Airways	DXB-KTM-DXB	B737-800	189	7	1323	
24	~ Fly Dubai	KTM-DEL-KTM	A 320	174	7	1218	
25	Kingfisher Airlines	MCT-KTM-MCT	B737-800	154	4	616	
26	Oman Air	DEL-KTM-DEL	B737-900/800	212	7	1484	
						42368	
			TTL Seat Production / Utilization per Year (Annual)				2203136

**Sector Abbreviation:**

VNS: Varanasi	BAH=Bahrain	KHI= Karachi	WMKK=(Malaysia) Kula Lumpur
INC: Incheon (South Korea	DMM=Damamm	LXA=Lasha	BKK / VTBD= Bangkok
DAC : Dhaka	KMG= Kunming	PBH=Paro	HKG/ VHHH=Hongkong
ISB-Islambad	AUH=Abu Dhabi	SJH=Sarjaha	DOH/OTBD = Doha
SIN= Singapore	CAN=Guangzhou	OMDB=Dubai	DEL/VIDP: Delhi
AMS-Amsterdam	CCU=Kolkatta	MCT- Muscut	

! Dragon Air= Technical landing at Dhaka

!! TUI Airlines: Technical Land at Bahrain

\* Bahrain Air is calculated taking higher seat capacity aircraft (A-320, seat capty-138)

\*\*Biman Bangladesh is calculated taking higher seat capacity aircraft (AB-310, seat capty-221)

\*\*\*China Eastern Airlines is calculated taking higher seat capacity aircraft (B737, seat capty-134)

\*\*\*\*Indian Airlines is calculated taking higher seat capacity aircraft (A321, seat capty-172)

#Qatar Airways is calculated taking higher seat capacity aircraft (A330, seat cap 305).

## Korean Air is calculated taking higher capacity aircraft , 777A seat 301

~ Fly Dubai will start operation from 15th December 2009.

+ Buddha air approved schedule to start from August 9, 2010

Oman Air started operation from September 2, 2010



**Basic provisions of Bilateral Air Services Agreements between Nepal & various countries**  
**(Available Routes, Capacity for Nepalese carrier as per ASA/MOU)**

S. No.	Country	Date/Amendments	Designation	Destination	Weekly seats		Yearly seats
1	Austria	29 Oct. 1997	Multiple	Any 2 points in Austria	1400		72800
2	Bahrain	29-Dec-08	Multiple	Bahrain	5600		291200
3	Bangladesh	23rd May 2005	Multiple	Dhaka	6300		327600
4	Bhutan	4-Feb-04	Multiple	Paro	1400		72800
5	Brunei	02 Apr. 1997	Multiple	Bandar Seri Begawan	1400		72800
6	China	19 Aug. 2003	Multiple	Beijing, Shanghai and four additional points	2800		145600
7	Croatia	30. Mar. 2004	Multiple		1400		72800
8	Egypt	29 Nov. 1997	Multiple	Cairo	600		31200
9	France	7 Jul. 1998	Multiple	Paris and another point	200		10400
10	Germany	26 Jul 2000	Multiple	2 points in Germany	1800		93600
11	Hong Kong, HKSAR	23-May-07	Multiple	HKSAR	2800		145600
12	India***	9-Sep-09	Multiple	Delhi Mumbai Bangalore Chennai Hyderabad Kolkota	15000* 10000* 10000* 30,000 30,000 30,000	30,000	15,60,000
13	Israel	25 Dec 2006	Single	Points in Israel	800		41600
14	Italy	8-May-92	Single	Rome	400		20800
15	Japan	17 Feb. 1993	Multiple	Osaka	400		20800
16	Jordan	6 Oct. 1999	Multiple	Points in Jordan	0		0
17	Kuwait	23-Jan-06	Single	Kuwait	400		20800
18	Luxembourg	18-Jun-99	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	No Restriction
22	Myanmar	21-Apr-06	Multiple	Yangon	5300		275600
23	Oman	2 Dec. 1997	Multiple	Muscat	1400		72800
24	Pakistan	27 Dec. 1995	Single	Karachi	800		41600
25	Philippines	18 Nov. 2004	Multiple	Manila, Subic, Cebu, Davao	2500		130,000
26	Qatar	1-Sep-09	Multiple	Doha	5600		291200
27	Republic of Korea	21-Sep-04	Multiple	Seoul	800		41600
28	Russian Federation	5 Dec. 1989	Single	Moscow	164		8528
29	Saudi Arabia	4 Oct. 1999	Single	Riyadh	400		20800
30	Singapore	2-Feb-10	Multiple	Singapore	5600		291200
31	Sri Lanka	23-Jan-09	Multiple	Colombo	2800		145600
32	Thailand	16-Feb-04	Multiple	Thailand	2000		104000
33	The Netherlands	17-Apr-98	Single	2 points	1400		72800
34	United Arab Emirates	27-Dec-07	Multiple	Points in UAE	5600		291200
35	United Kingdom	3 Mar. 1994	Multiple	Points in UK	600		31200
36	Turkey	24 Sept. 2010	Multiple	Istanbul	2800		72800

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

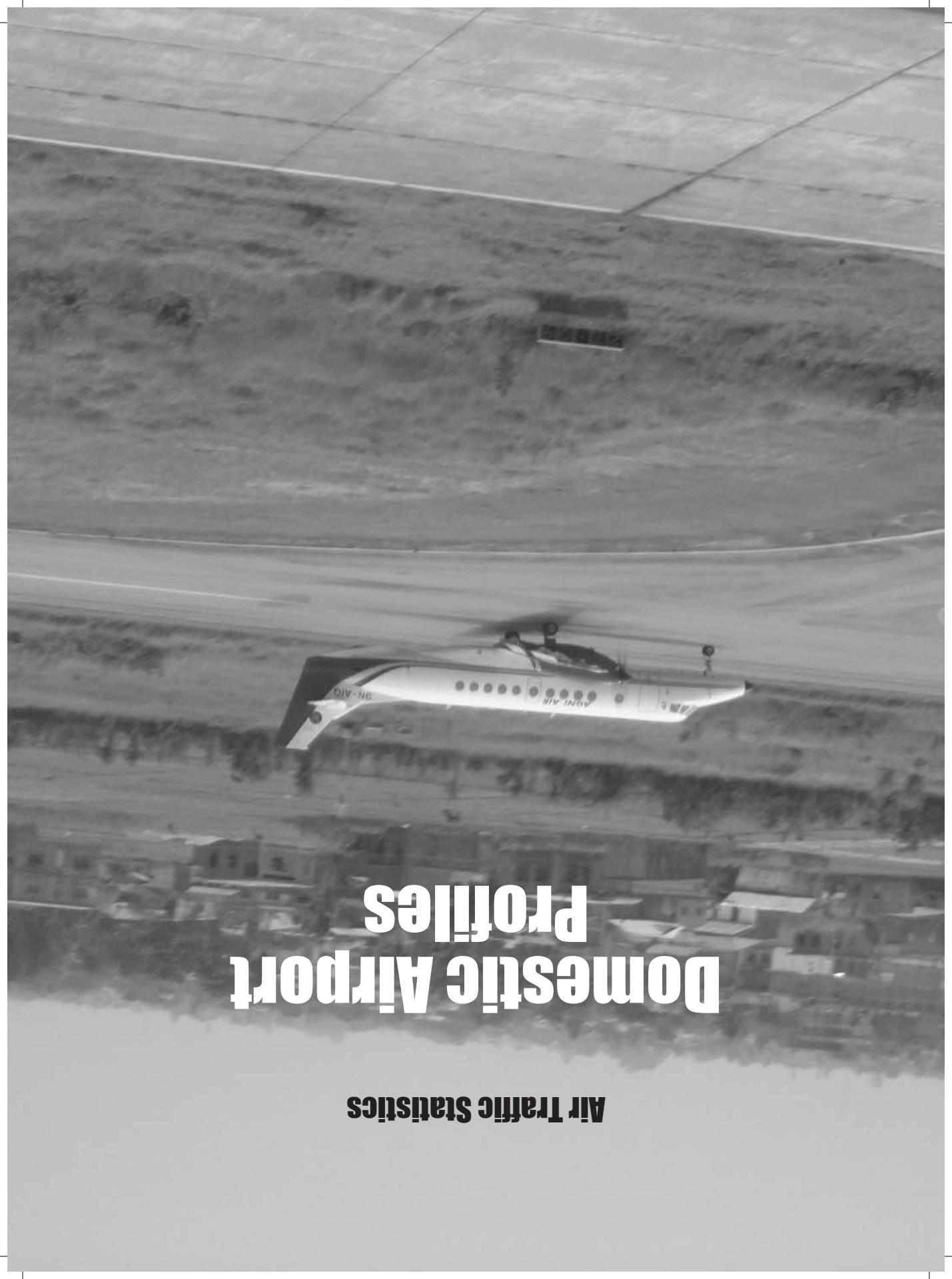
24 Oct. 2010

\*\* Provision of Code share arrangement

\* Restriction shall cease to apply with effect from 1/1/2011

\*\*\* 21 tourist destination + Deharadun, Bagdogra and Gorakhpur with unlimited seats





# Domestic Airport Profiles

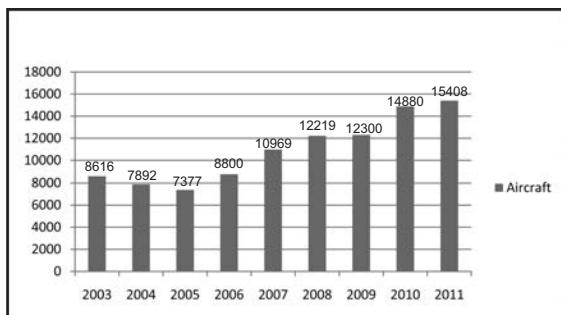
Air Traffic Statistics

# Tenzing-Hillary Airport (Lukla)

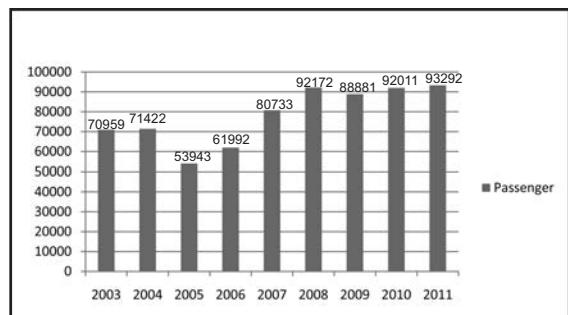


Coordinates	- 274116 N and 0864353 E	Surface	- Bitumen
Elevation	- 9334 ft. AMSL	Runway Dimension	- 1728x100ft
Runway Designation	- 06/24	Service	- Aerodrome Flight Information Service

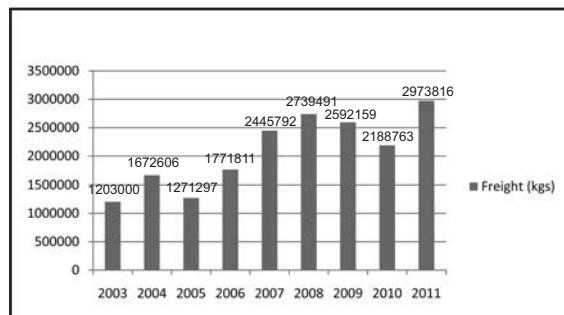
■ Aircraft



■ Passenger



■ Freight (kgs)



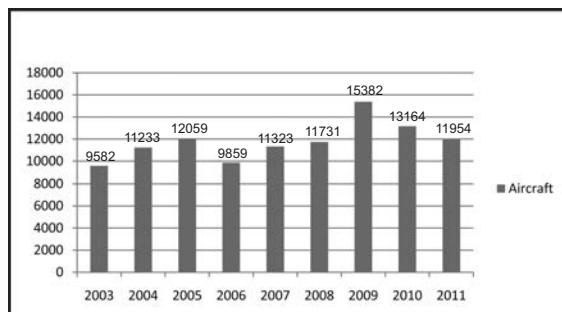
# Biratnagar Airport



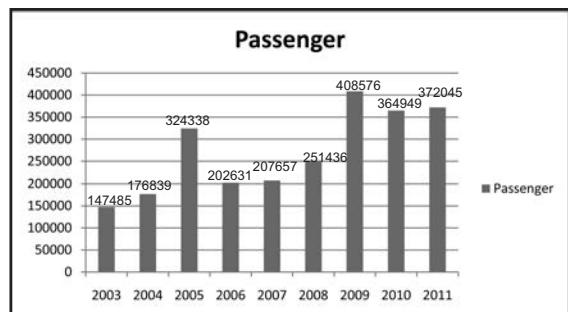
Date of First Service - July 6, 1958  
 Aerodrome Reference - 262903 N  
                           0871552 E  
 Elevation - 236 ft. AMSL  
 Ref. Temperature - 40°C  
 Runway Configuration - 09/27

Surface - Bitumen  
 Runway Dimension - 1500 x 30 m.  
 Service - Air Traffic Control  
 RFF - Category V

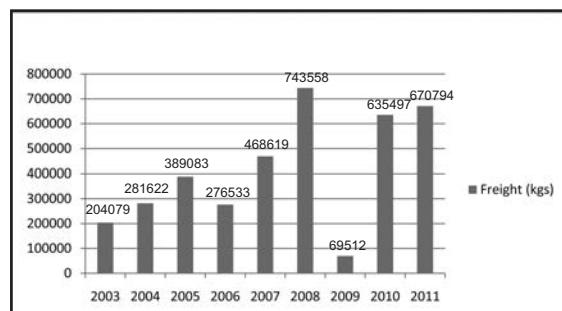
**Aircraft Movement**



**Passenger Movement**



**Cargo Movement**

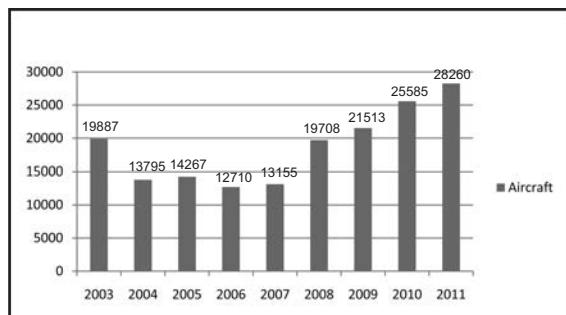


# Pokhara Airport

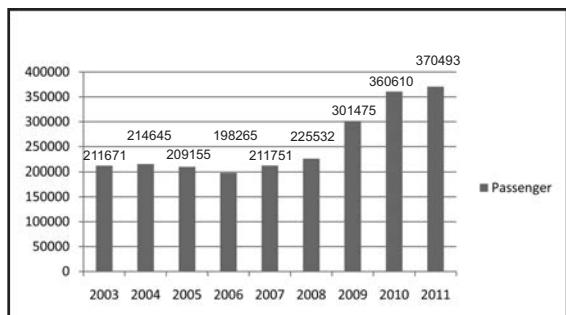


Coordinates	- 281200N and 0835854 E	Terminal Capacity	- 120 Pax per hour
Elevation	- 2696 ft. AMSL	Apron Capacity	- AVRO Category -3
Runway Configuration	- 04/22		Twin Otter Category -1
Surface	- Bitumen	Services	- Air Traffic Control
Runway Dimension	- 1444 x 30 m.	RFF	- Category V

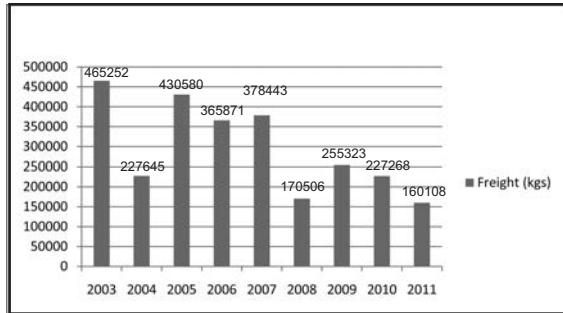
**Aircraft Movement**



**Passenger Movement**



**Cargo Movement**



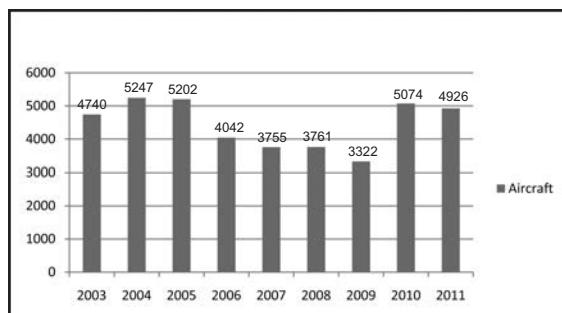
# Gautam Buddha Airport

गौतम बुद्ध विमानस्थल  
HEIGHT 358 FT. ABOVE M.S.L.

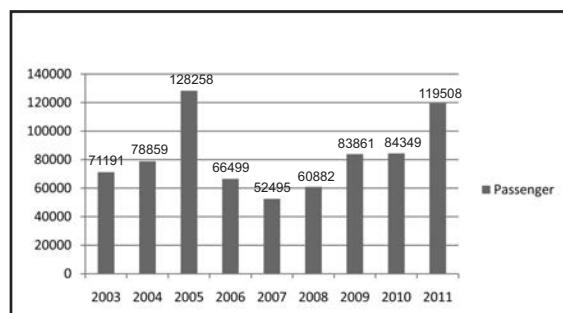
Gautam Buddha Airport

Date of First Service	- July 4, 1958	Runway Designation	- 10/28
Aerodrome	- 273026N and	Runway Dimension	- 5000 x 100 ft.
Reference Point	0832505E	Surface	- Bitumen
Elevation	- 344 ft. AMSL	Services	- Air Traffic Control
		RFF	- Category V

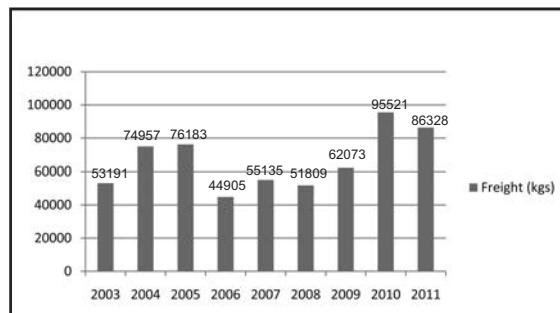
■ Aircraft



■ Passenger



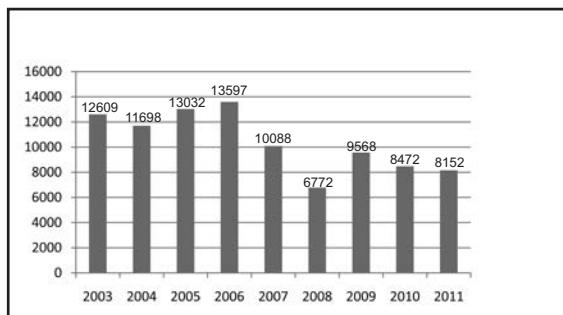
■ Freight (kgs)



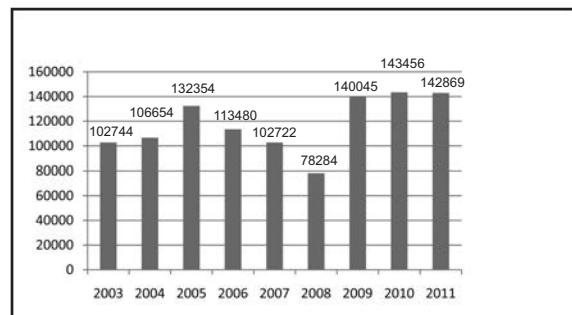
# Nepalgunj Airport

Date of First Service	- March 15, 1961	Runway Dimension	- 1505 x 30 m.
Aerodrome	- 280606N and	Apron Capacity	- 2 HS-748, 2 DHC-6
Reference Point	- 0813959E	Services	- Air Traffic Control service
Elevation	- 518 ft. AMSL		Flight Information Service
Ref. Temperature	- 42 °C	RFF	- Category V
Runway Designation	- 08/26		
Surface	- Bitumen		

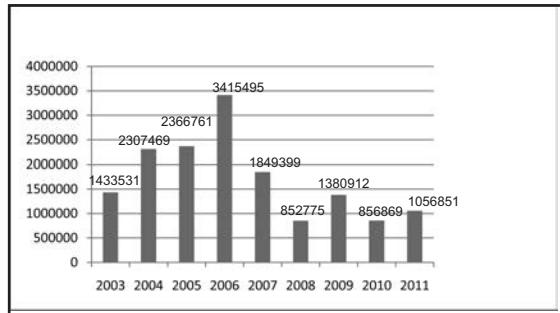
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# Bharatpur Airport

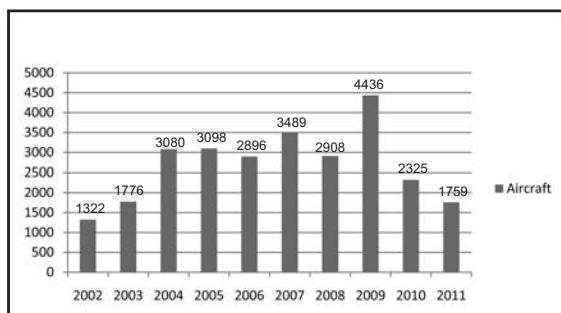


Date of First Service	- March 5, 1961	Runway Designation	- 15/33 North-West/South-East
Coordinates	- 274041N-0842546E	Runway Dimension	- 1200 x 30 meter.
Elevation	- 679ft. AMSL	Surface	- Bitumen

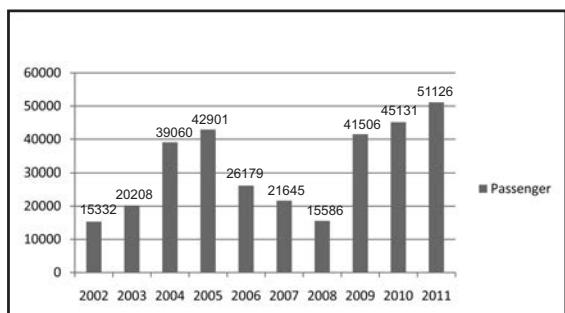
  

Service	- Air Traffic Control Service
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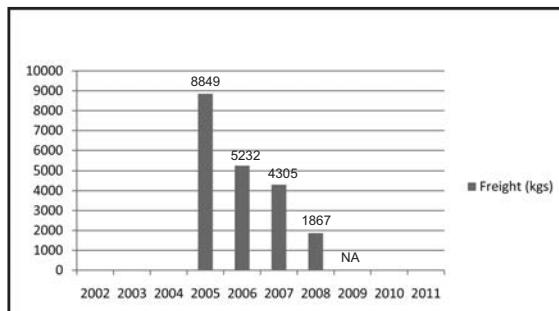
**■ Aircraft**



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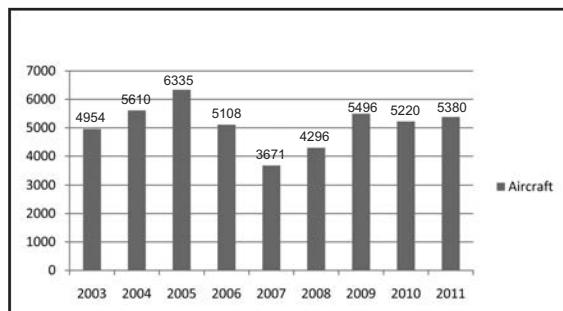


# Simara Airport

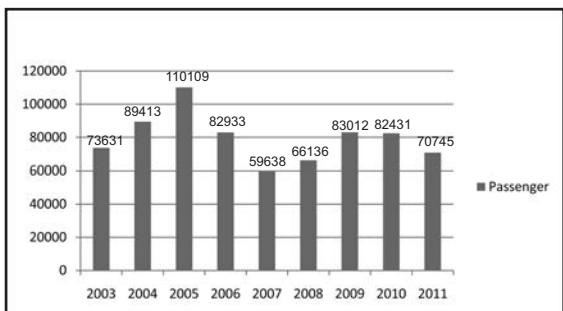


Date of First Service	- July 4, 1958	Runway Designation	- 01/19
Coordinates	- 270945N-0845854E	Runway Dimension	- 1192 x 30m.
Elevation	- 445ft. AMSL	Surface	- Bitumen
Ref. Temperature	- 37°C	Service	- Air Traffic Control Service

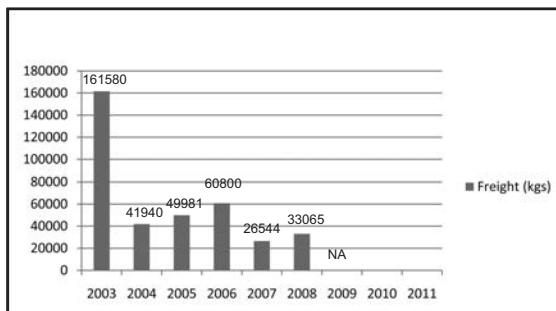
■ Aircraft



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# Janakpur Airport



Date of First Service

- October, 1979

Coordinates

- 264239N-0855528E

Elevation

- 233ft. AMSL

Ref. Temperature

- 40 °C

Runway Designation

- 09/27 East/West

Runway Dimension

- 1300 x 30 m.

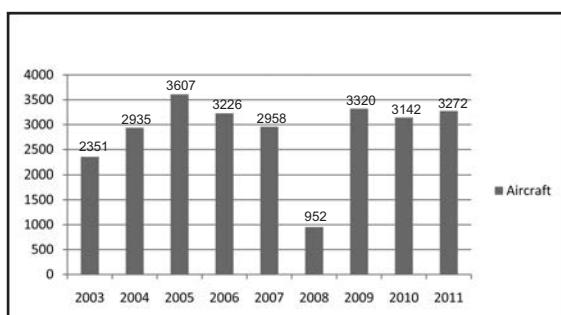
Surface

- Asphalt

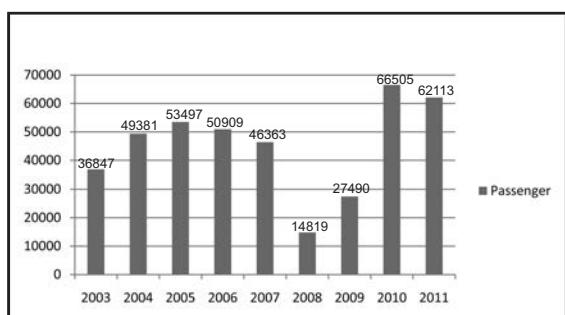
Service

- Air Traffic Control Service

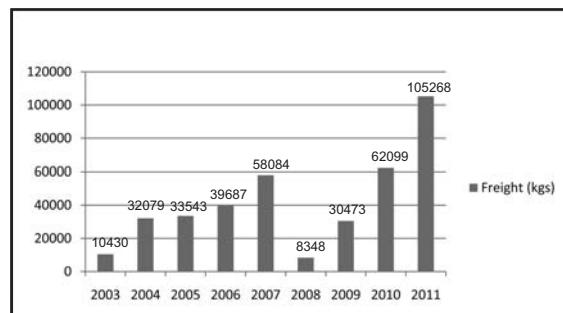
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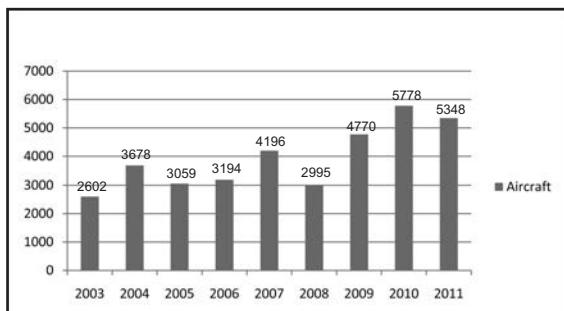


# Chandragadi Airport

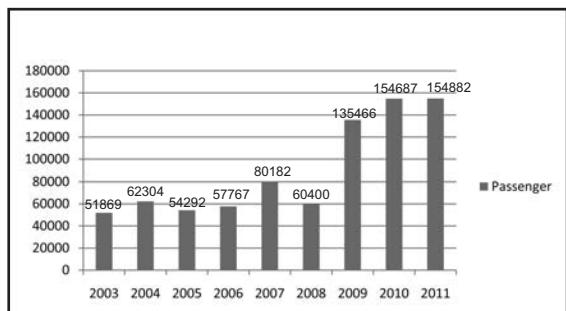


Date of First Service	- November, 1963	Runway Dimension	- 1500 x30m.
Coordinates	- 263413N-0880433E	Surface	- Asphalt
Elevation	- 312 ft. AMSL	Service	- Aerodrome Flight
Runway Designation	- 10/28	Information Service	

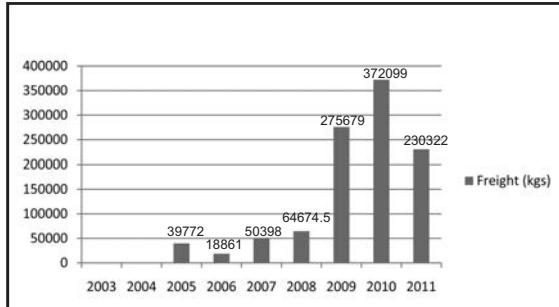
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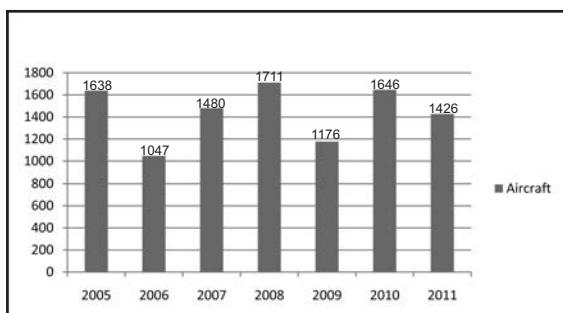


# Dhangadhi Airport

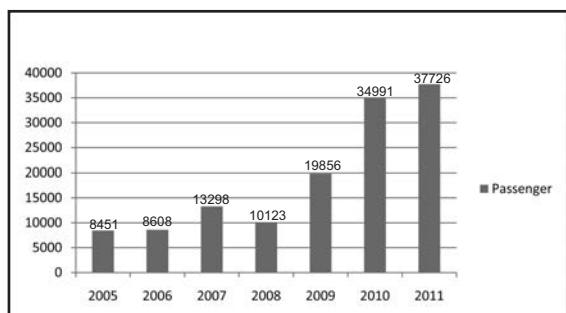


Date of First Service	- December 26, 1964	Runway Dimension	- 1800 x 30 m.
Coordinates	- 284512N 0803455E	Surface	- Asphalt
Elevation	- 577 ft. AMSL	Service	- Aerodrome Flight
Runway Designation	- 09/27	Information	

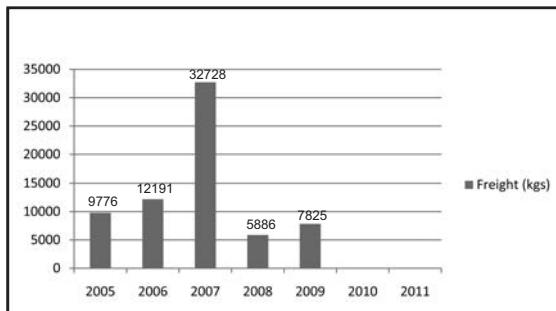
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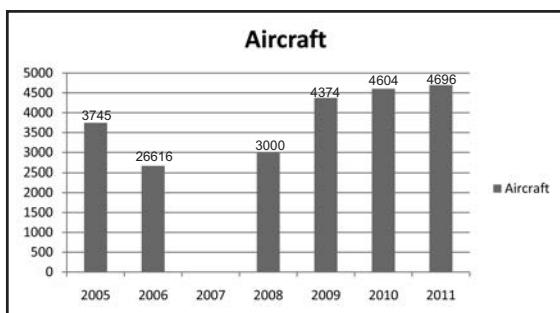


# Jomsom Airport

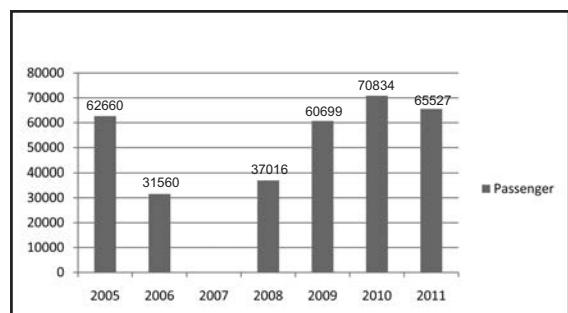


Date of First Service	- March, 1976	Runway Dimension	- 2000 x 100 ft.
Coordinates	- 284652N-0834321E	Surface	- Asphalt
Elevation	- 8976 ft. AMSL	Service	- Aerodrome Flight Information
Runway Designation	- 06/24		

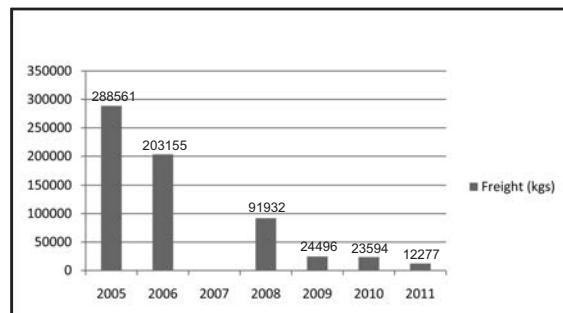
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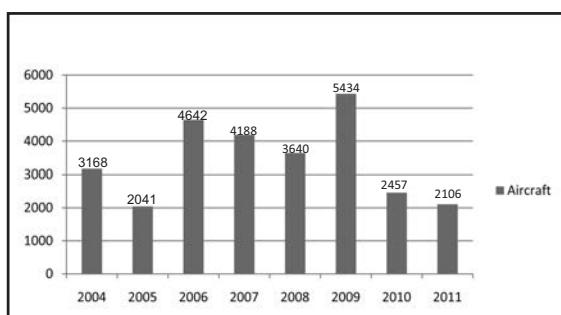


# Jumla Airport

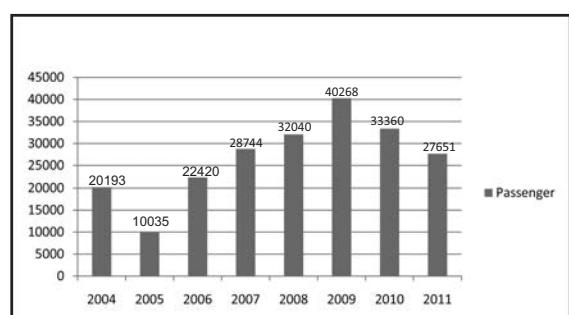


Date of First Service	- October 1, 1972	Runway Dimension	- 2200 x 100 ft.
Coordinates	- 291626N 0821123E	Surface	- Asphalt
Elevation	- 7790 ft. AMSL	Service	- Aerodrome Flight Information
Runway Designation	- 09/27		

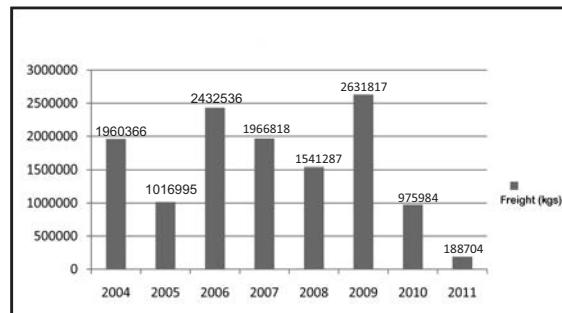
■ Aircraft



■ Passenger



■ Freight (kgs)

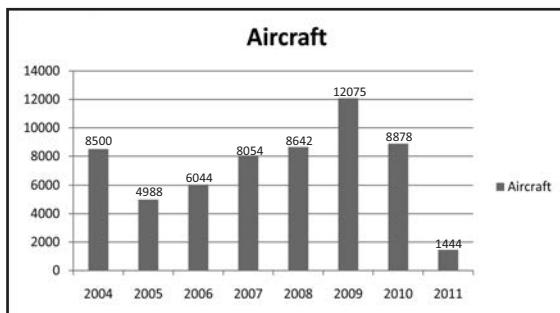


# Surkhet Airport

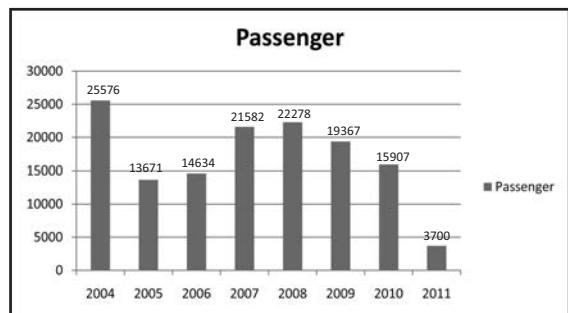


Date of First Service	- October, 1966	Runway Dimension	- 1040 x 30 m.
Coordinates	- 283509N-0813807E	Surface	- Asphalt
Elevation	- 2254 ft. AMSL	Service	- Aerodrome Flight Information
Runway Designation	- 02/20		

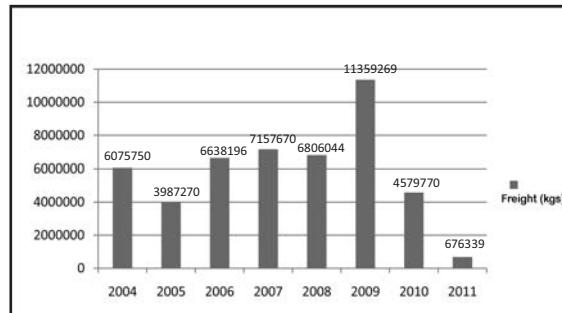
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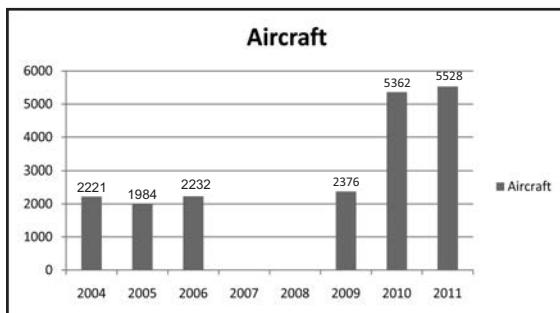


# Simikot Airport

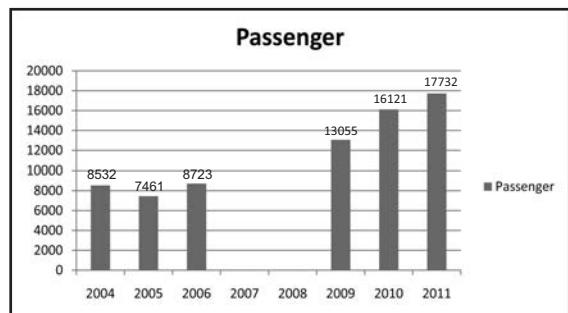
Date of First Service - March 18, 1977  
Coordinates - 295816N 0814908E  
Elevation - 9747 ft. AMSL  
Runway Designation - 10/28

Runway Dimension - 1800 x 60 ft.  
Surface - Bitumen  
Service - Aerodrome Flight Information

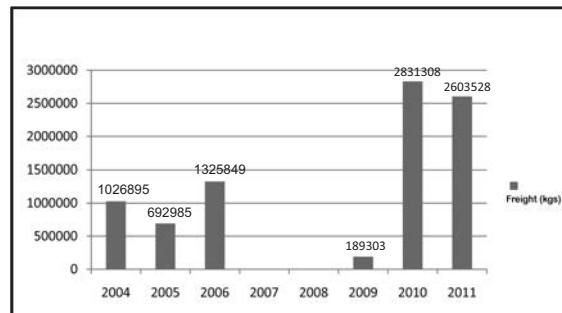
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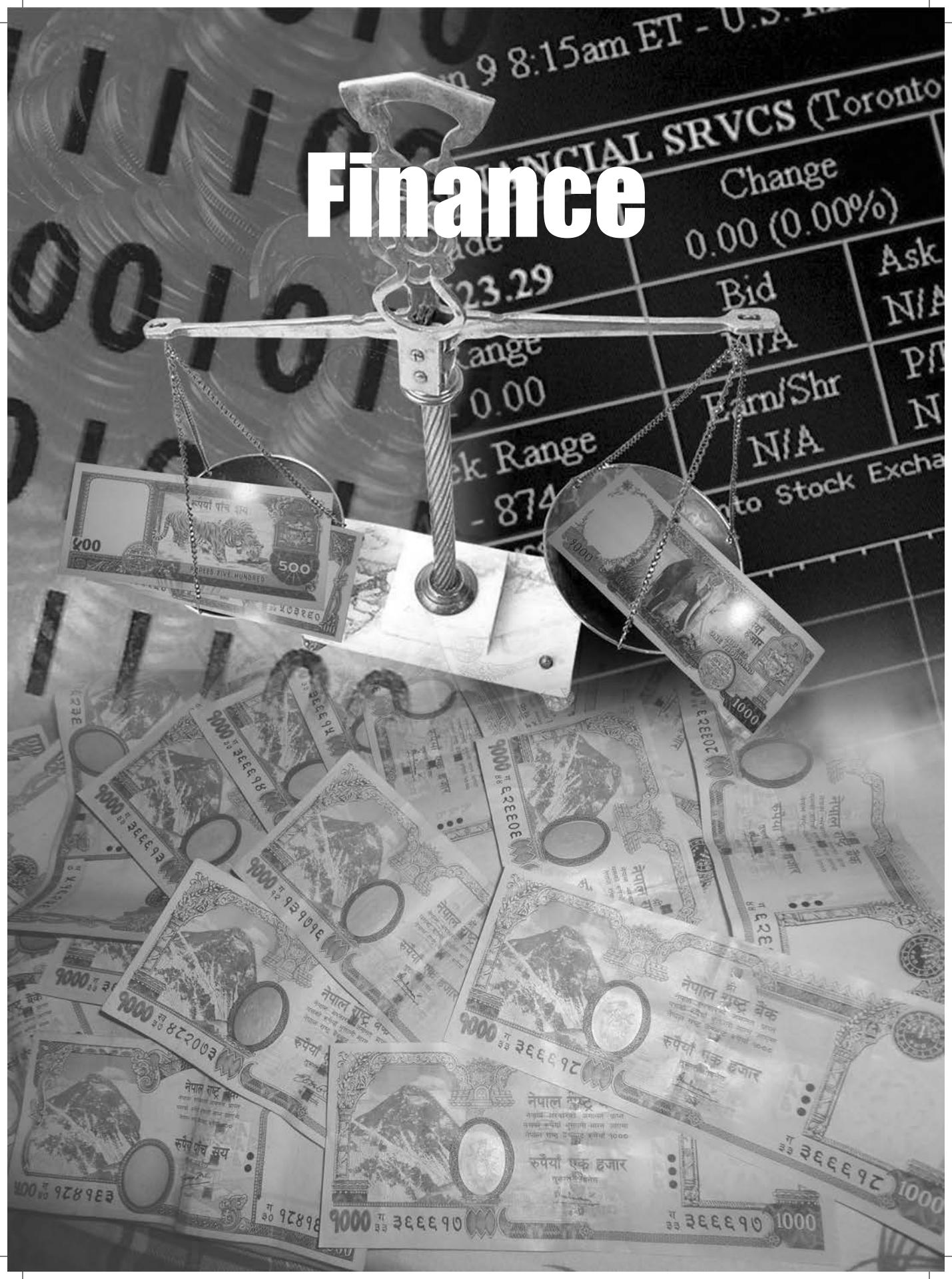
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# Finance



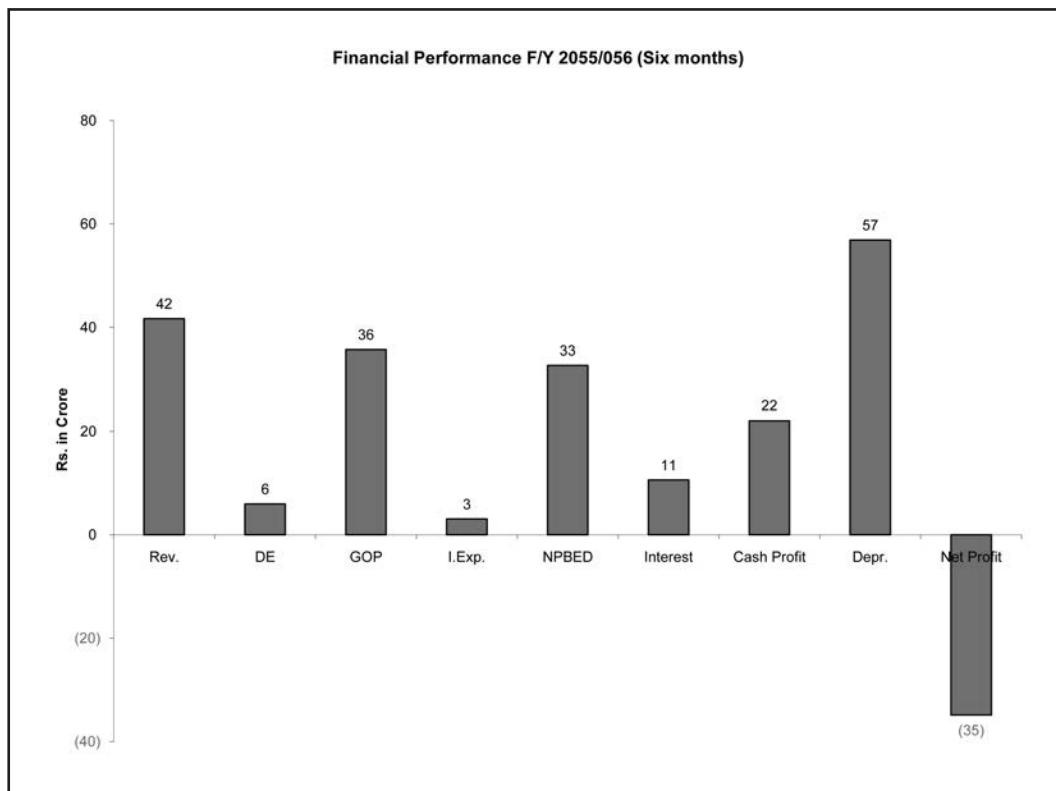
# Finance

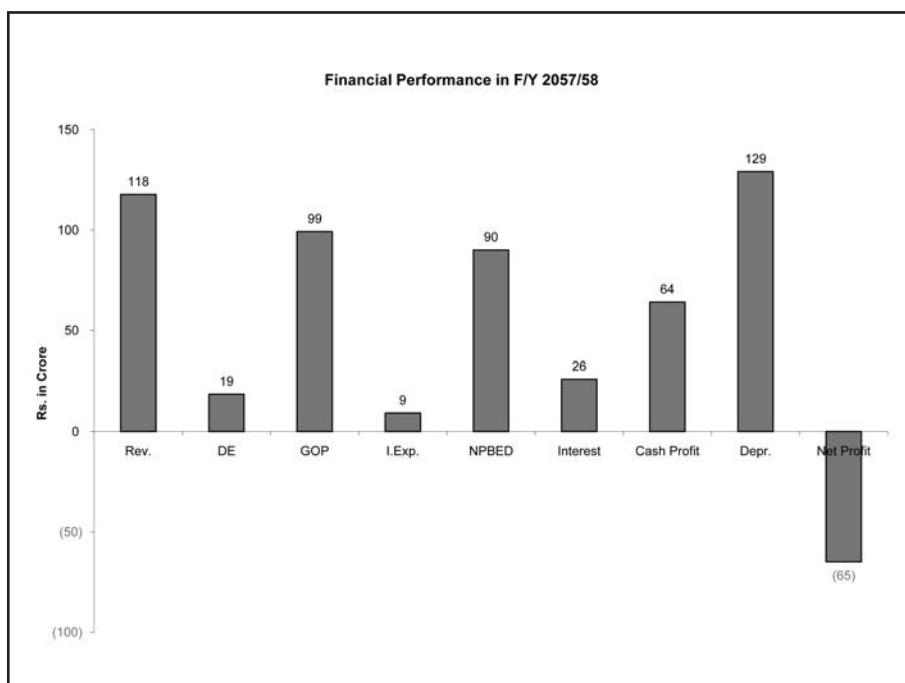
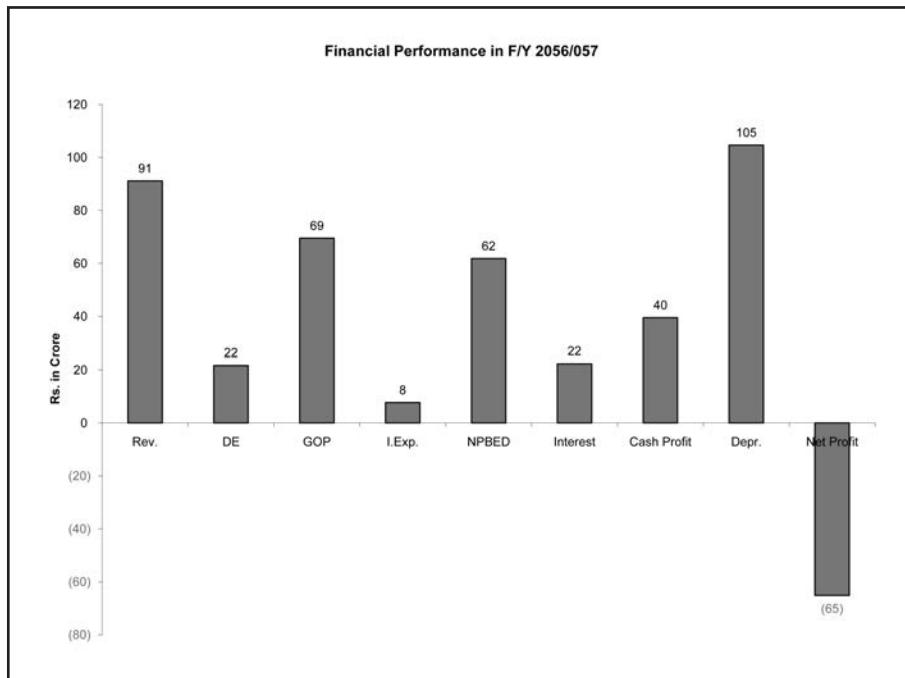
CAAN is a self-governing government body which maintains its accounts under accrual basis. The main income sources of CAAN are the service charges and royalty that it gets from airport and air navigation operations. Among them, aeronautical charges add up 80% and rest non-aeronautical charges count 20%. The CAAN act, 2053 has privileged it to collect the different types of revenues.

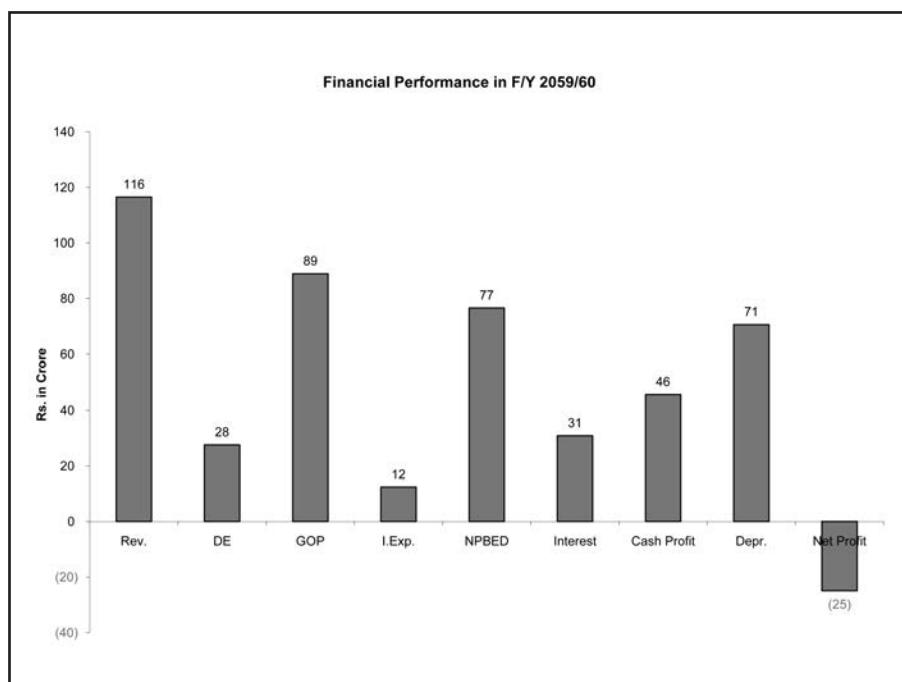
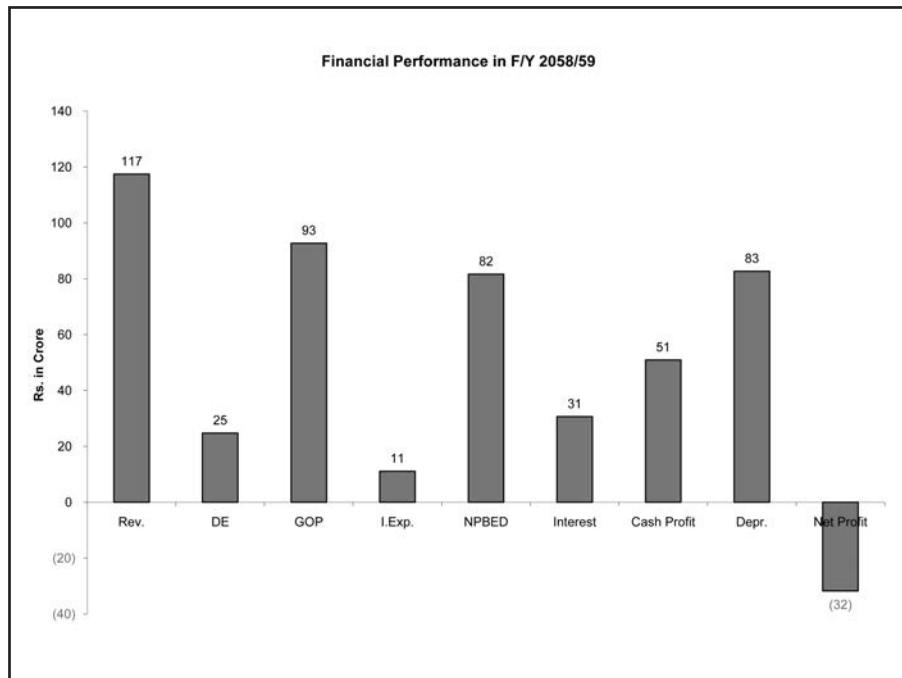
CAAN is VAT registered organization. CAAN regularly deposits the VAT it collects from its financial transactions. Similarly, CAAN pays the income tax out

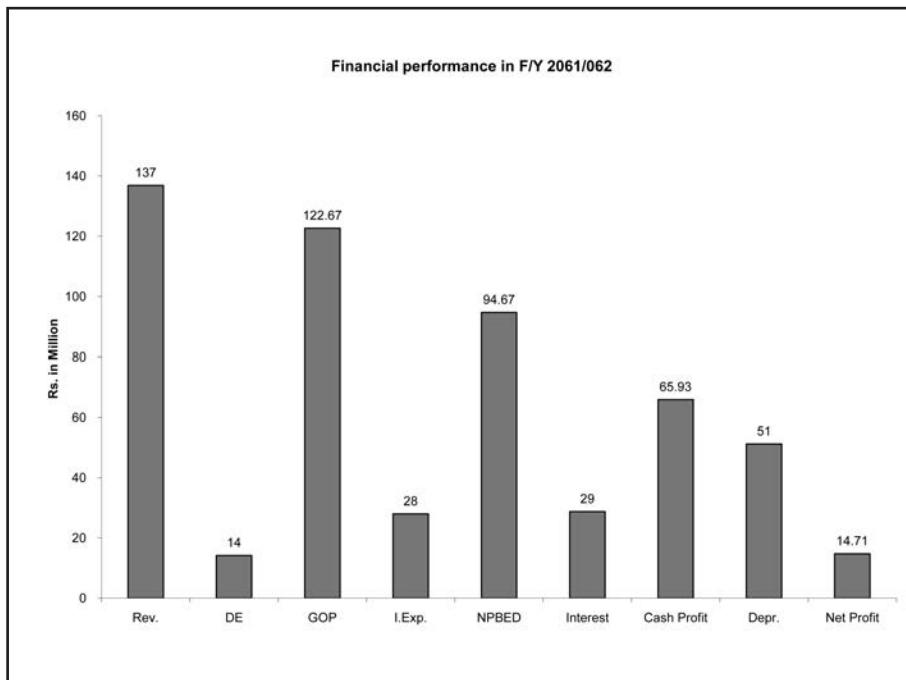
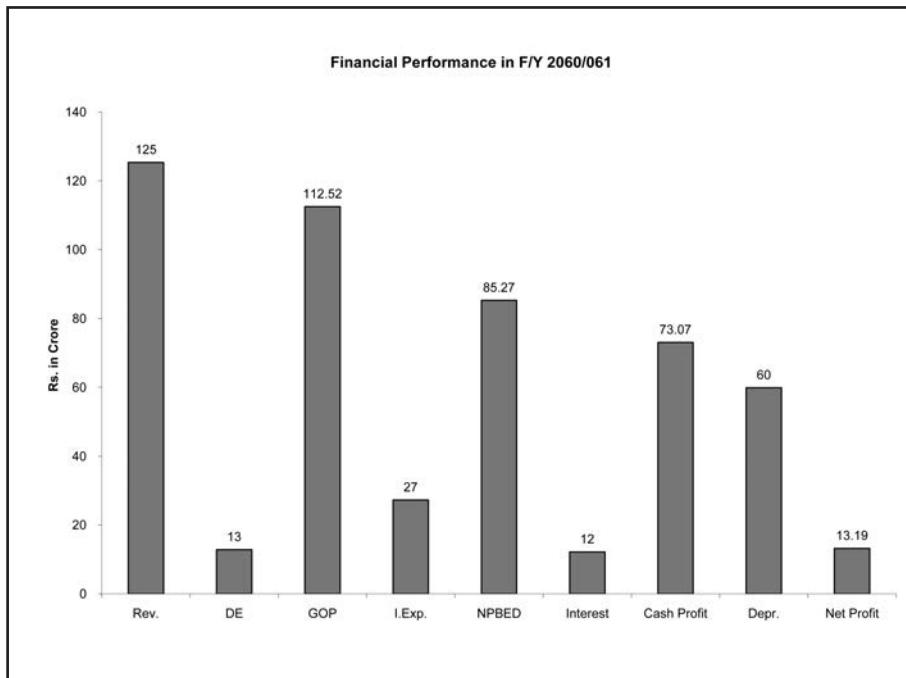
of its operating profit in stipulated time period.

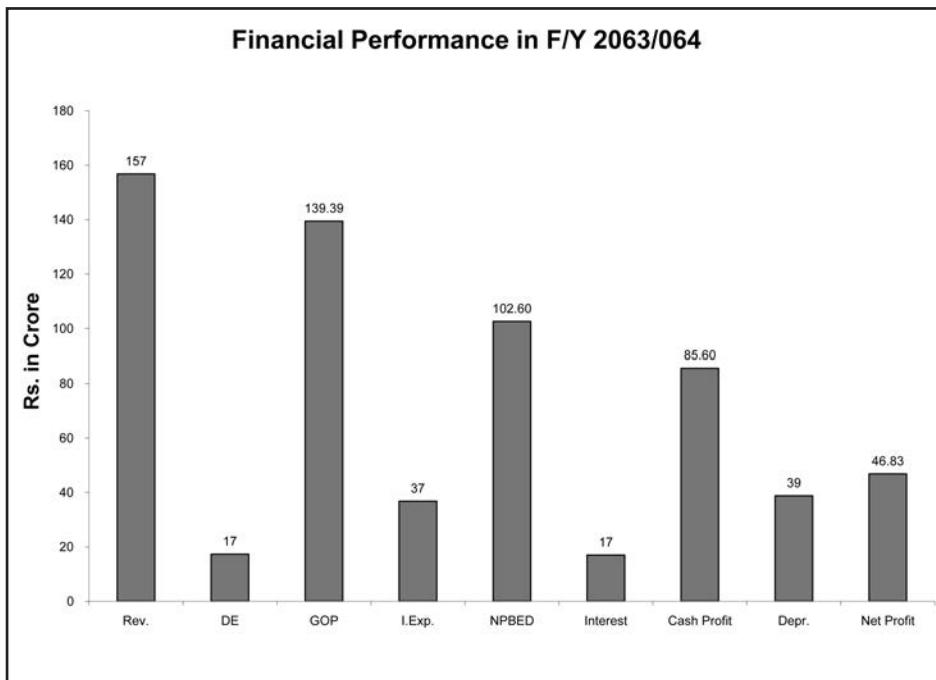
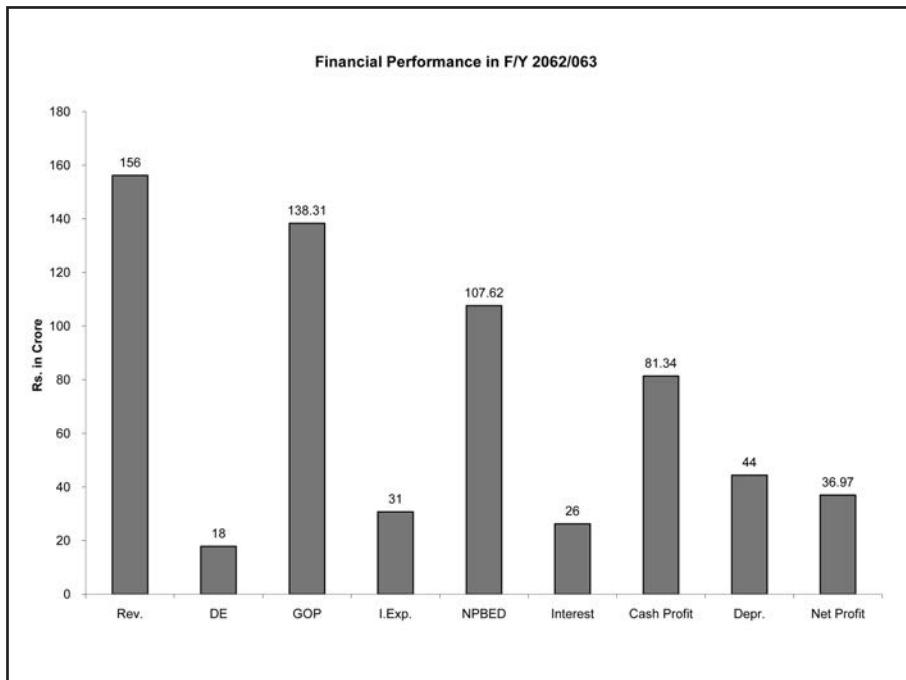
Despite continual loss for five consecutive years from fiscal year 2055/56 to 2059/60, CAAN has been successful in generating operating profit since Fiscal year 2060/61. However, the profit generated by CAAN is not sufficient for expansion and development of Civil Aviation Infrastructure. The following few next pages show the financial Performance of CAAN since its establishment.



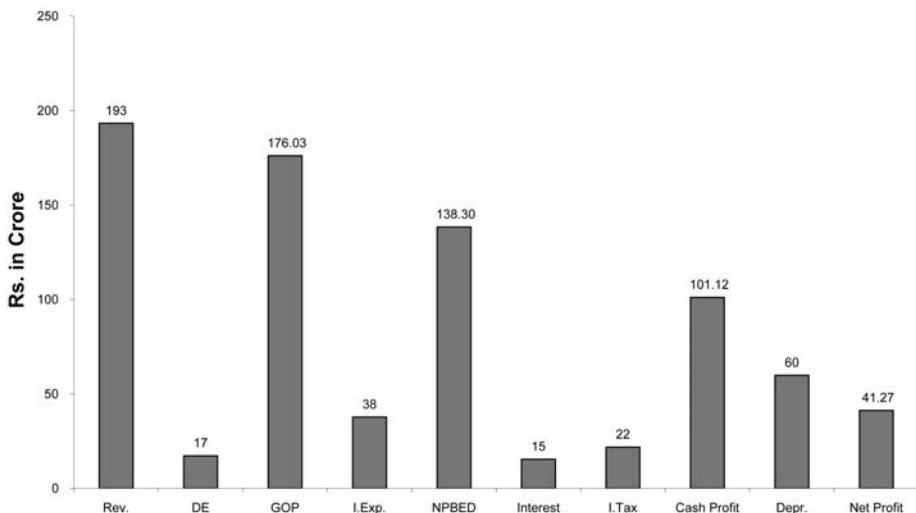




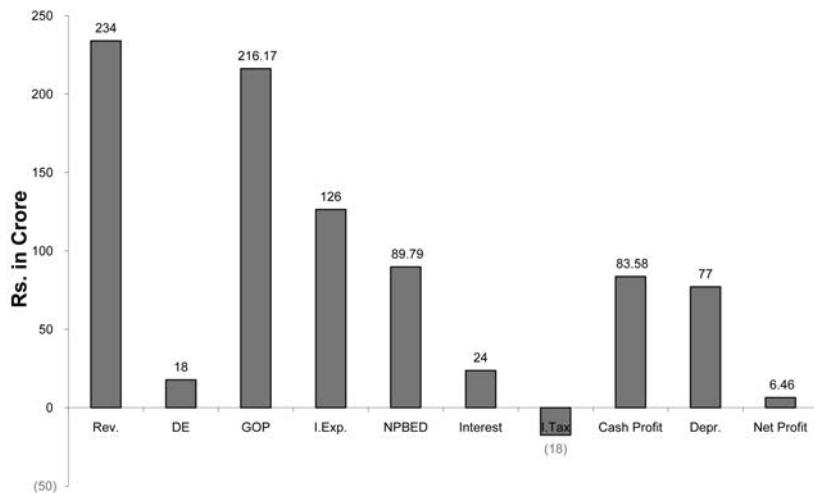


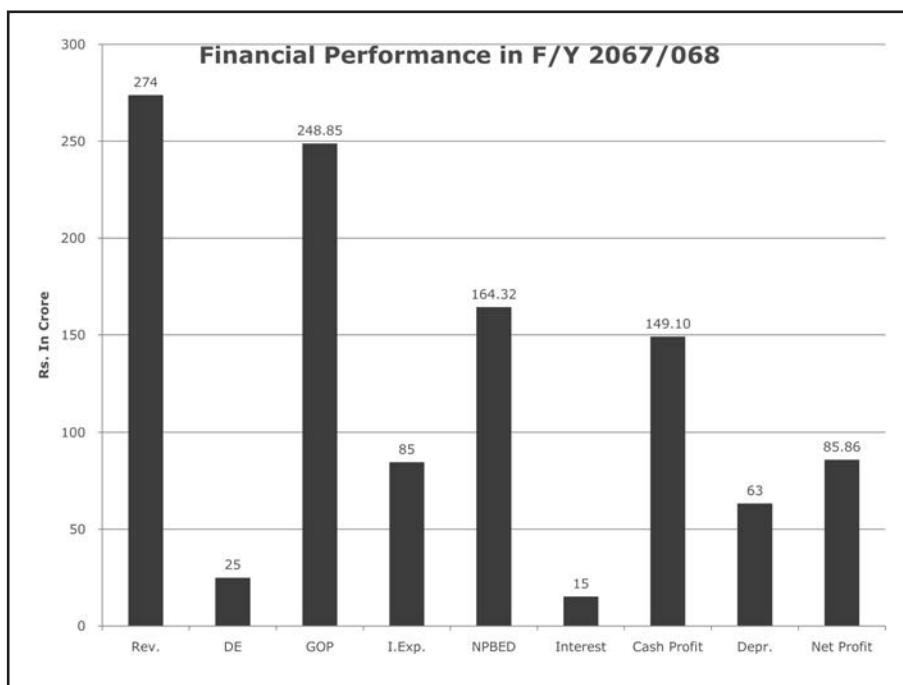
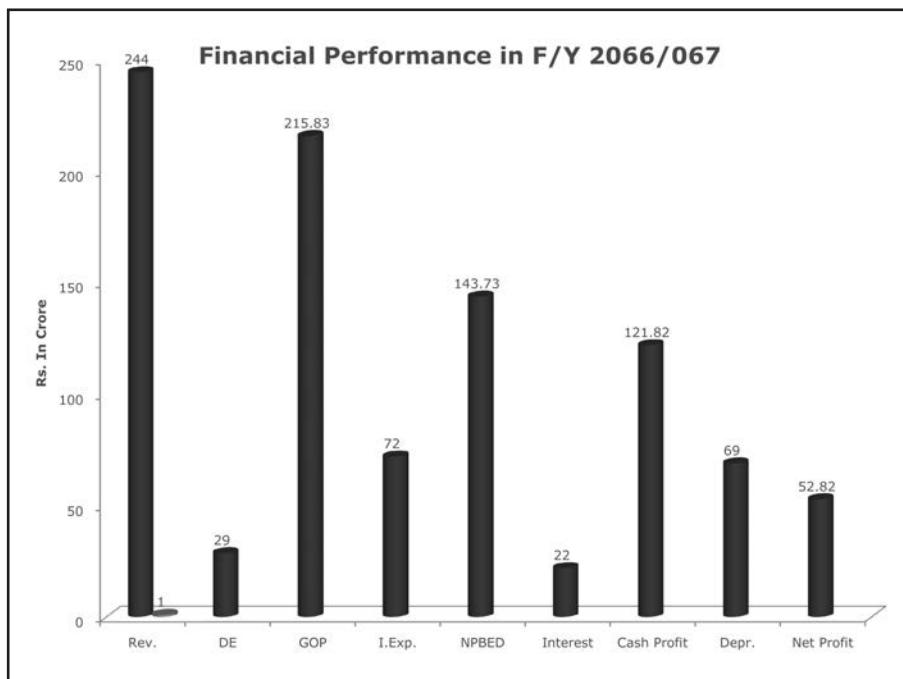


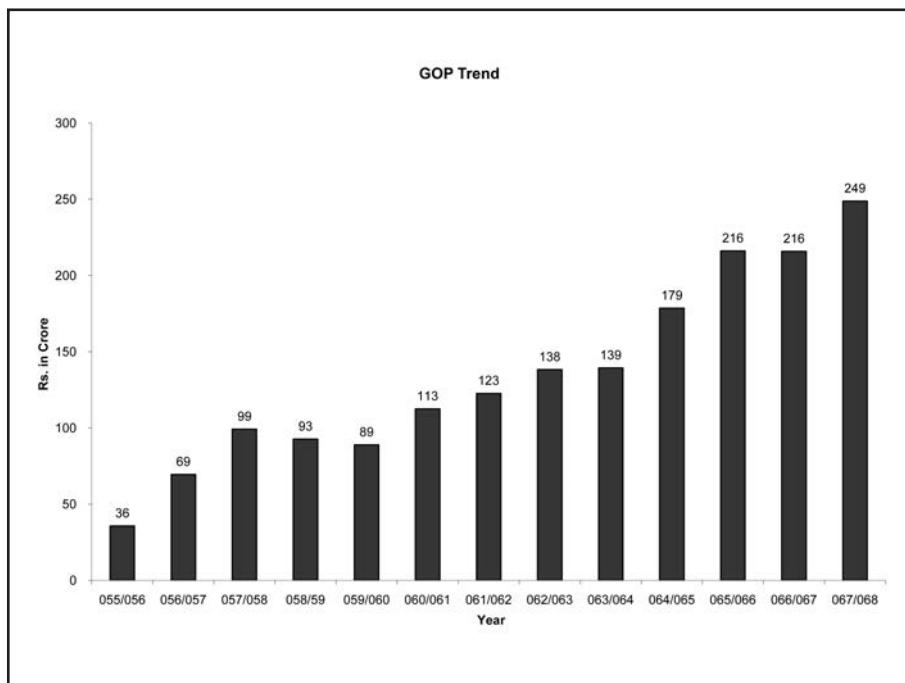
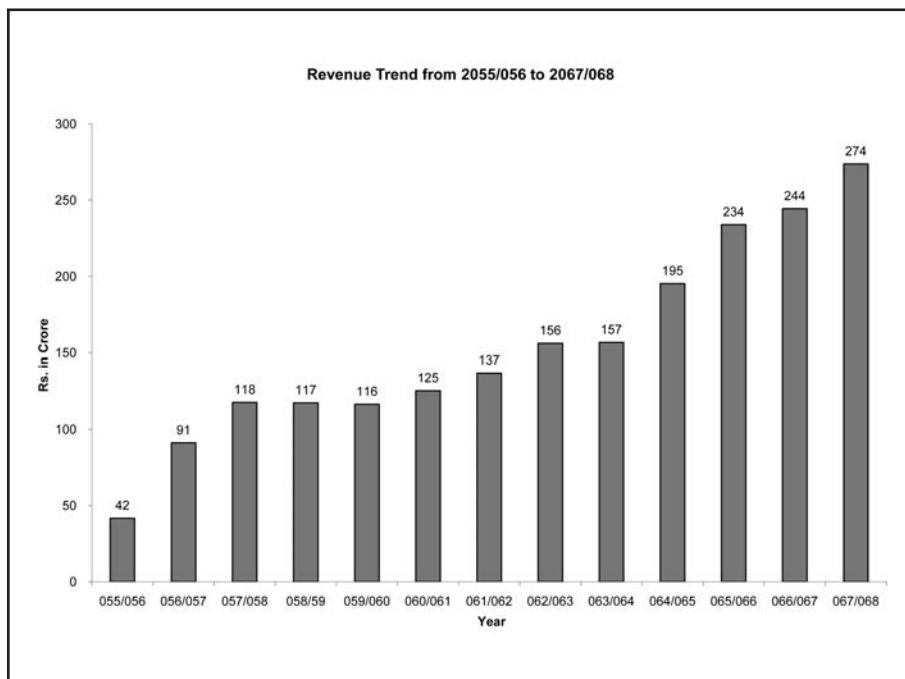
### Financial Performance in F/Y 2064/065

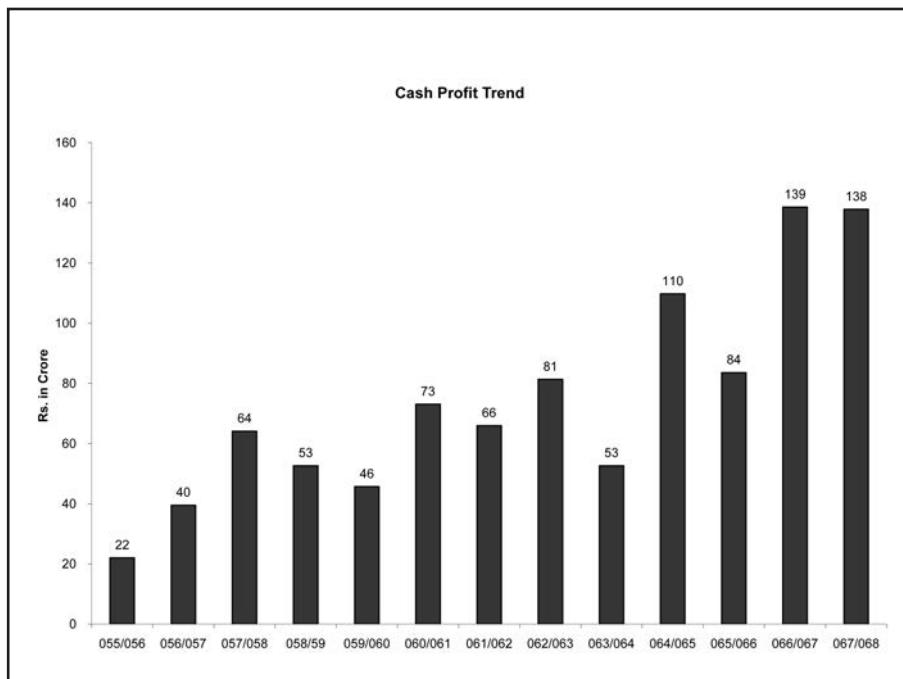
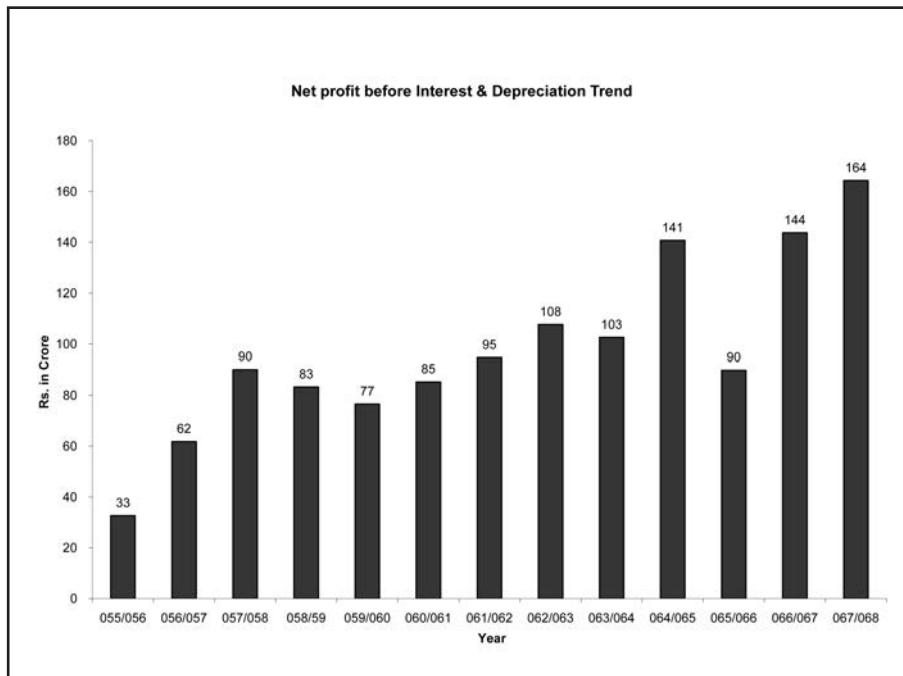


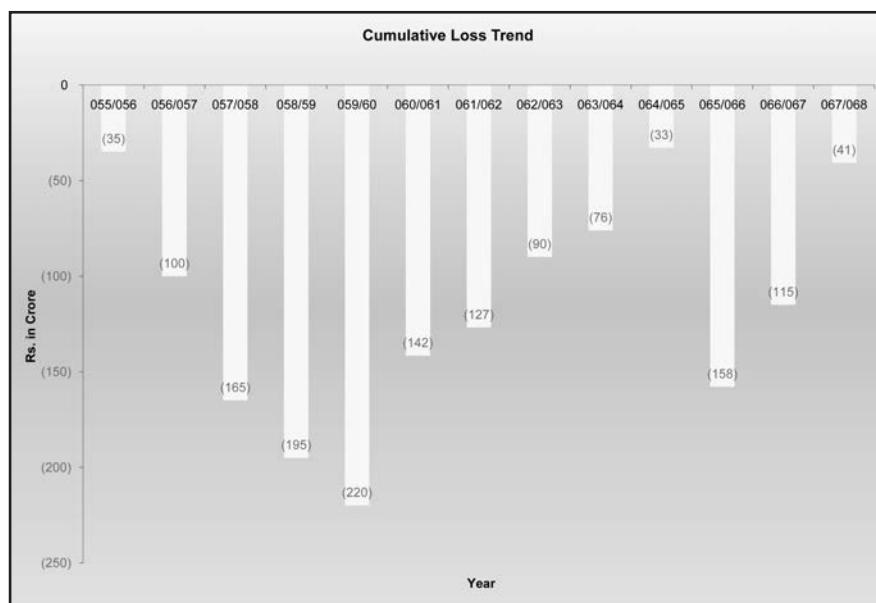
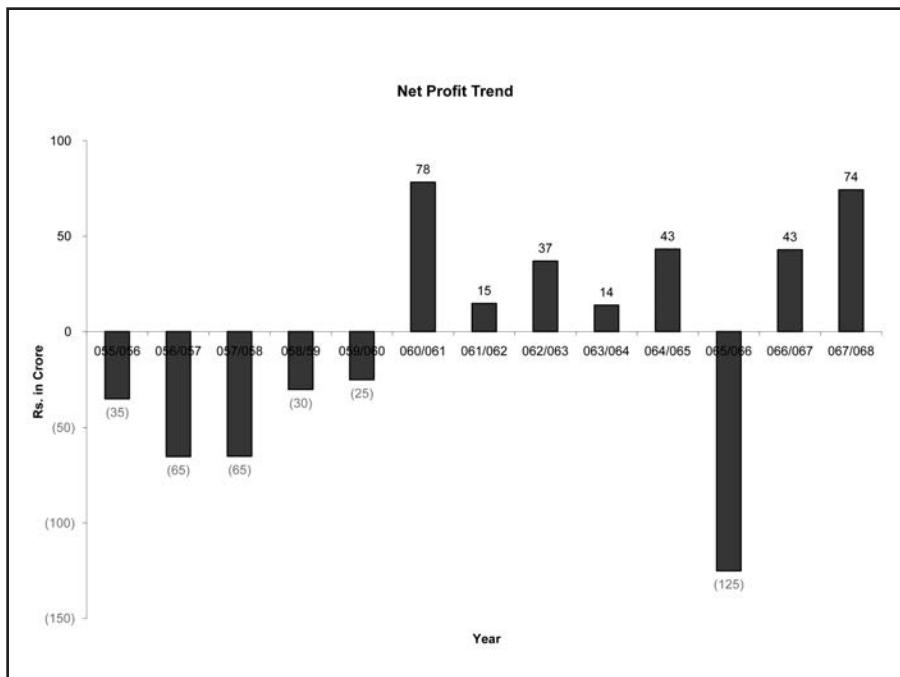
### Financial Performance in F/Y 2065/066

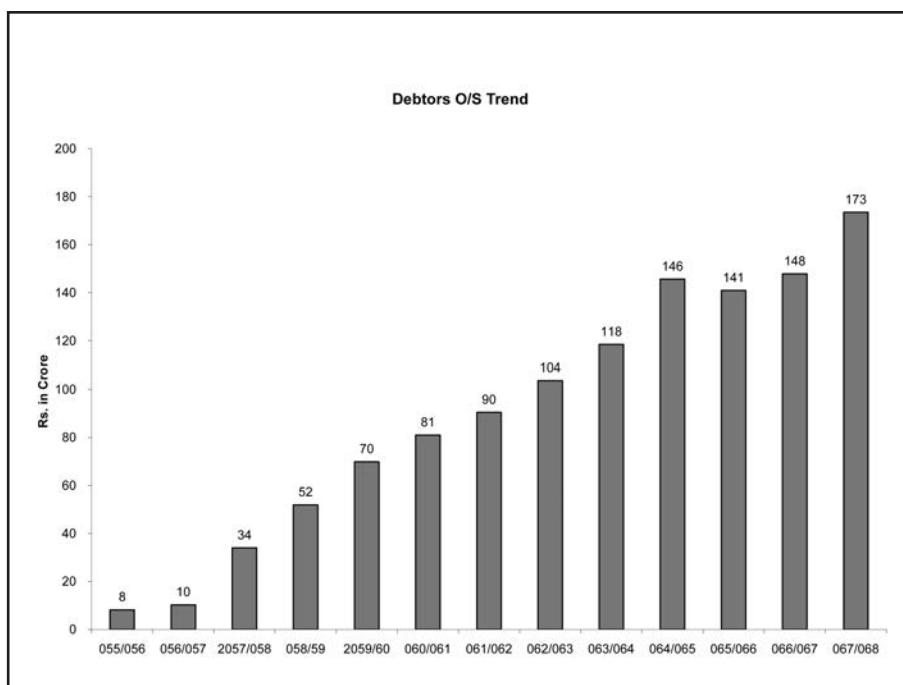
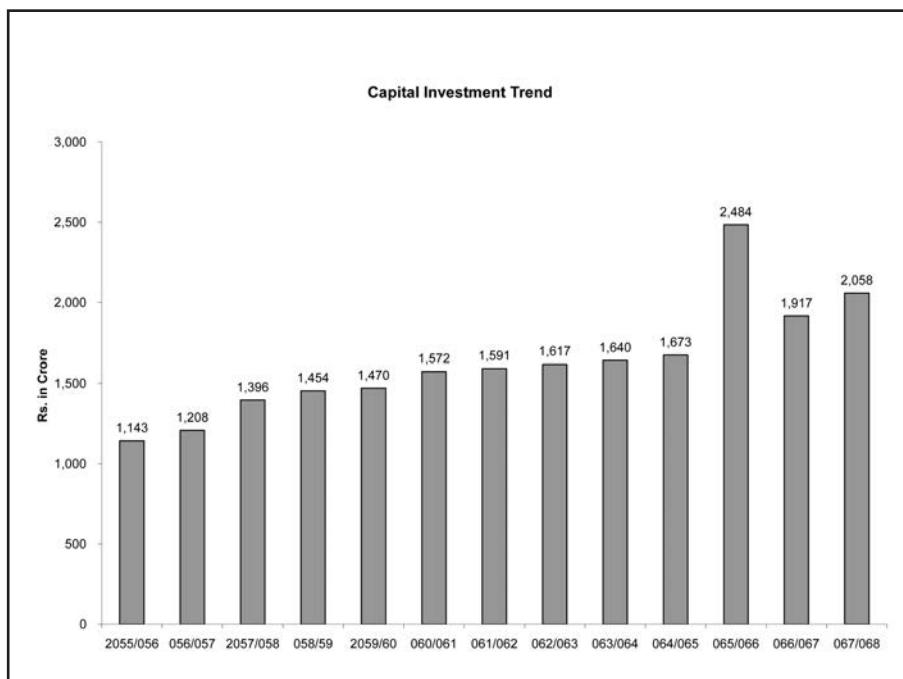


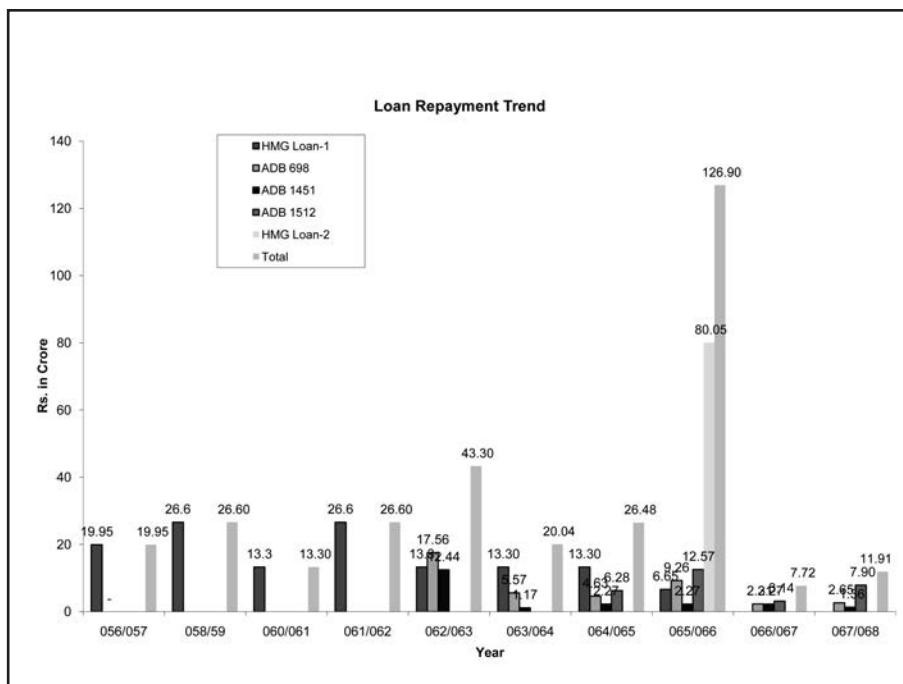
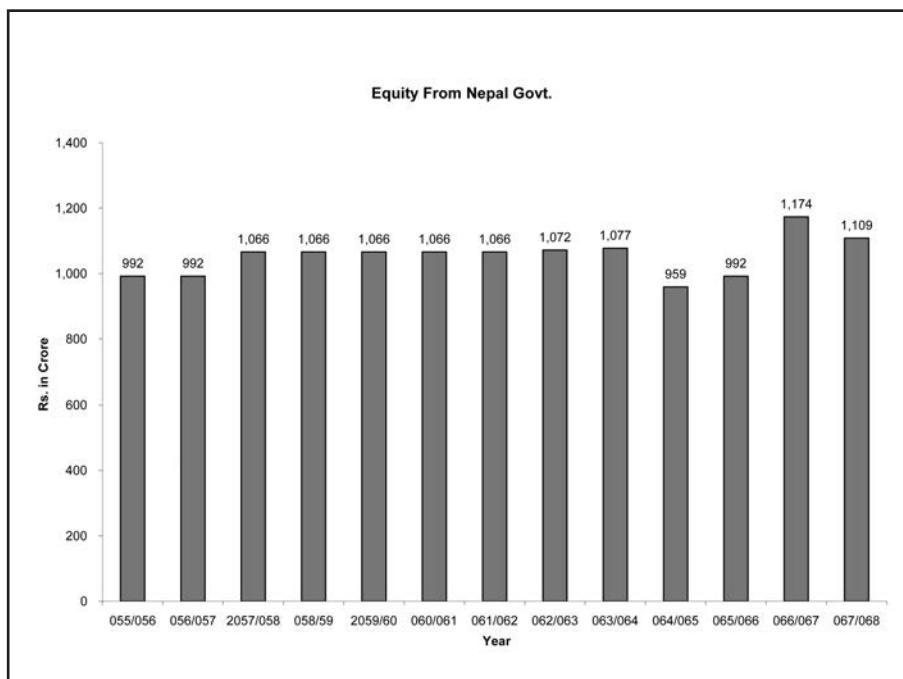


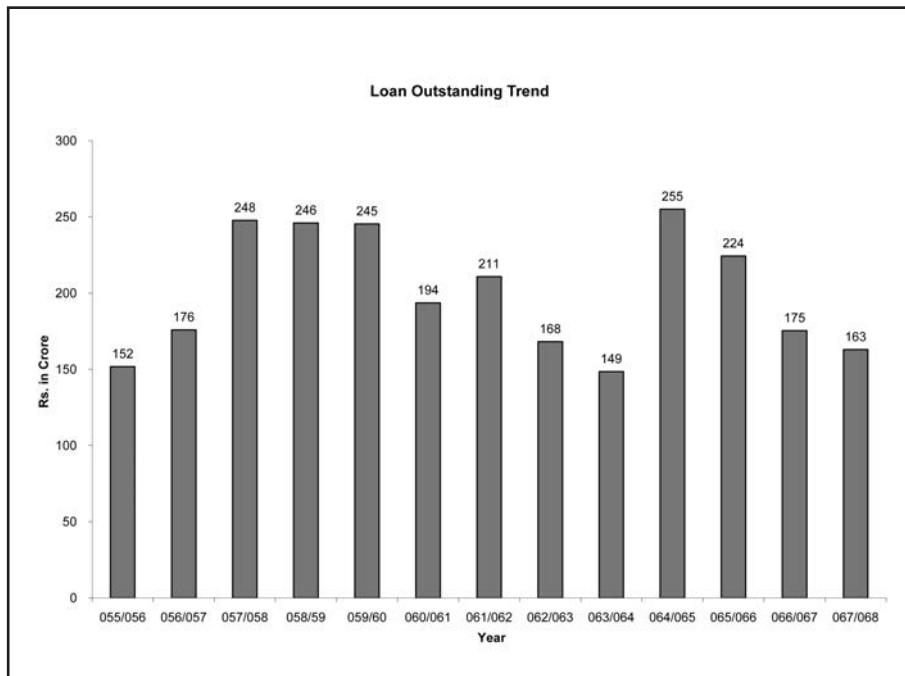












### Comparison of Projected and Actual Income

In Thousand

Fiscal Year	Projection	Income	Percentage Increment
2063/64	1466500	1567100	6.86
2064/65	1866600	1952900	4.62
2065/66	1976100	2339300	18.38
2066/67	2274700	2444800	7.48
2067/68	3001400	2737900	-8.78
2068/69	3200400	2568100(estimated)	

### **Comparison of Aeronautical and Non-aeronautical Income**

In Crore

Fiscal Year	Aeronautical Income		Non aeronautical Income		Total	
	Amount	%	Amount	%	Amount	%
2068/69	202.84	78.98	53.97	21.02	256.81	
2067/68	216.72	79.16	57.06	20.84	273.79	
2066/67	203.17	83.10	41.32	16.9	244.48	
2065/66	170.81	73.02	63.12	26.98	233.93	
2064/65	147.67	75.62	47.61	24.38	195.29	
2063/64	133.77	85.36	22.94	14.64	156.71	

### Comparison of Expenditure of Last Five Fiscal Years

In Crore

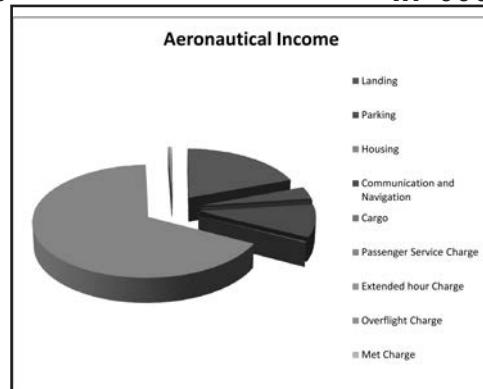
Fiscal Year	Proposed			Actual					
	Capital Expenditure	Operating Cost	Total	Capital Expenditure		Operating Cost		Total	
				Amount	%	Amount	%	Amount	%
2068/69	306.34	190.63	496.98	N/A	N/A	N/A	N/A	N/A	N/A
2067/68	329.38	174.85	504.22	140.65	42.70	91.19	52.16	231.84	45.98
2066/67	337.84	104.57	442.41	123.90	36.67	91.22	87.23	215.11	48.62
2065/66	140.08	88.46	228.53	78.19	55.82	63.97	72.32	142.16	62.21
2064/65	99.62	73.43	173.04	32.03	32.16	55.24	75.23	87.27	50.43
2063/64	78.05	77.24	155.29	21.89	28.05	50.84	65.82	72.73	46.84

## Civil Aviation Authority of Nepal

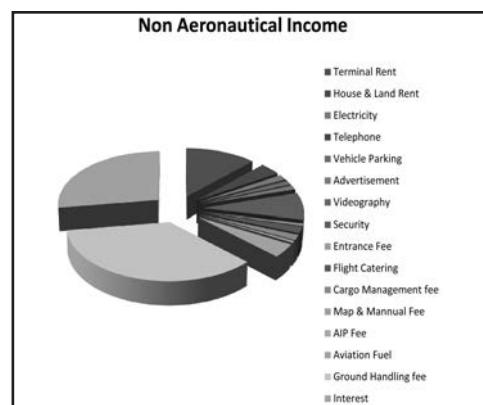
### Income 2067/068

*In '000*

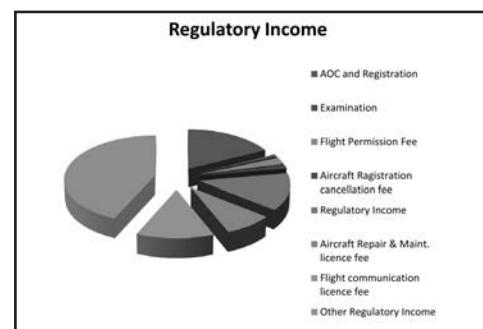
Aeronautical Income	
Landing	419,062
Parking	78,652
Housing	646
Communication and Navigation	203,776
Cargo	4,972
Passenger Service Charge	1,446,571
Extended hour Charge	9,830
Overflight Charge	121
Met Charge	3,609
<b>Total</b>	<b>2,167,239</b>



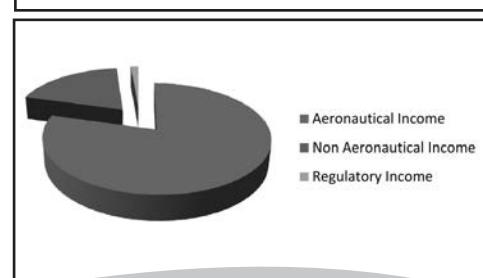
Non Aeronautical Income	
Terminal Rent	64,163
Housing & Land Rent	19,273
Electricity	8160
Telephone	509
Vehicle Parking	7,103
Advertisement	6,520
Videography	160
Security	42,010
Entrance Charge	3,164
Flight Catering	10,277
Cargo Management Charge	8,230
Maps & Manual Charge	103
AIP Charge	2,827
Aviation fuel	21046
Ground Handling fee	185040
Interest	142683
<b>Total</b>	<b>521,268</b>



Regulatory Income	
AOC and Registration	6,623
Examination	375
Flight Permission charge	958
Aircraft Registration cancellation charge	458
Regulatory Income	5,140
Aircraft Repair & Maint. licence charge	3,098
Flight communication licence charge	4,807
Other Regulatory Income	16,451
<b>Total</b>	<b>37,910</b>



Total Income	
<b>Aeronautical Income</b>	<b>2,167,239</b>
<b>Non Aeronautical Income</b>	<b>521,268</b>
<b>Regulatory Income</b>	<b>37,910</b>
<b>Total</b>	<b>2,726,417</b>

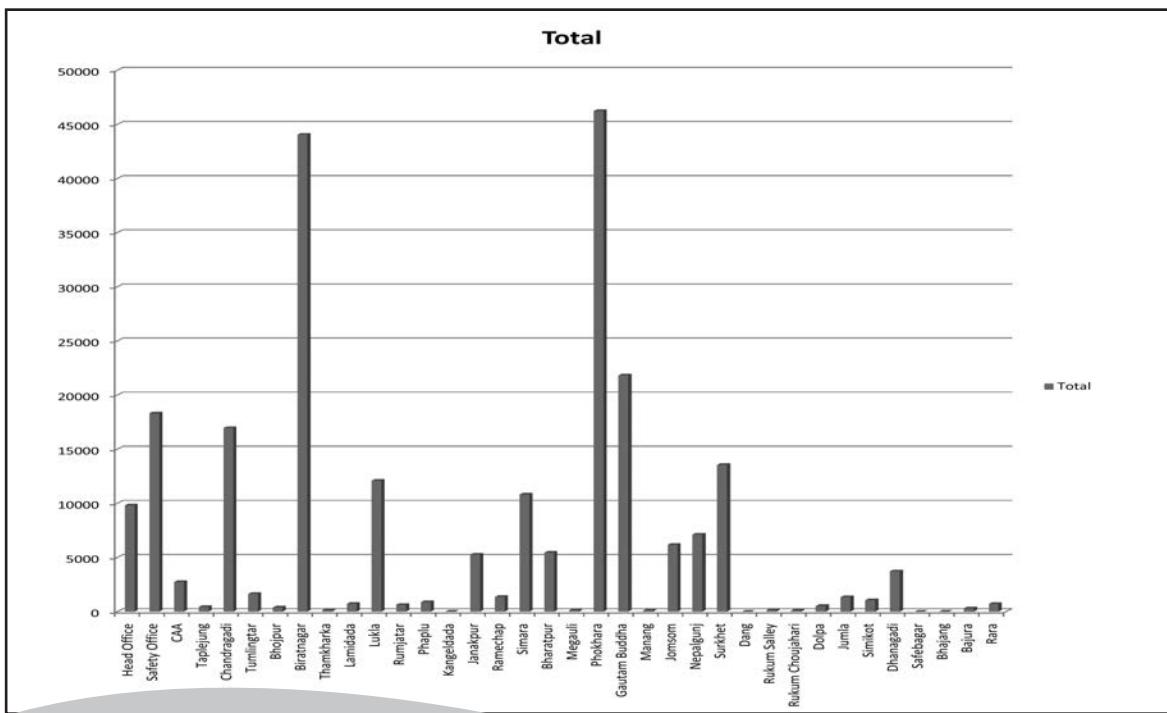


## Civil Aviation Authority of Nepal

INCOME(Office wise)-067/68

***In '000***

INCOME (Excluding TIA)	Total	
<i>Head Office</i>	9811.3	
<i>Safety Office</i>	18313	
<i>CAA</i>	2733	
<i>Taplejung</i>	434	
<i>Chandragadi</i>	16956	
<i>Tumlingtar</i>	1633	
<i>Bhojpur</i>	386	
<i>Biratnagar</i>	44053	
<i>Thamkharka</i>	136	
<i>Lamidada</i>	731	
<i>Lukla</i>	12094	
<i>Rumjatar</i>	631	
<i>Phaplu</i>	879	
<i>Kangeldanda</i>	18	
<i>Janakpur</i>	5281	
<i>Ramechap</i>	1362	
<i>Simara</i>	10821	
<i>Bharatpur</i>	5452	
<b>Megauli</b>	131	
<b>Pokhara</b>	46238	
<b>Goutam Buddha</b>	21816	
<b>Manang</b>	103	
<b>Jomsom</b>	6181	
<b>Nepalgung</b>	7122	
<b>Surkhet</b>	13560	
<b>Dang</b>	.5	
<b>Rukum Salley</b>	146	
<b>Rukum Chourjahari</b>	106	
<b>Dolpa</b>	523	
<b>Jumla</b>	1342	
<b>Simikot</b>	1058	
<b>Dhangadi</b>	3731	
<b>Safebagar</b>	0.2	
<b>Bhajang</b>	19	
<b>Bajura</b>	311	
<b>Rara</b>	704	
<b>TOTAL</b>	<b>234816</b>	

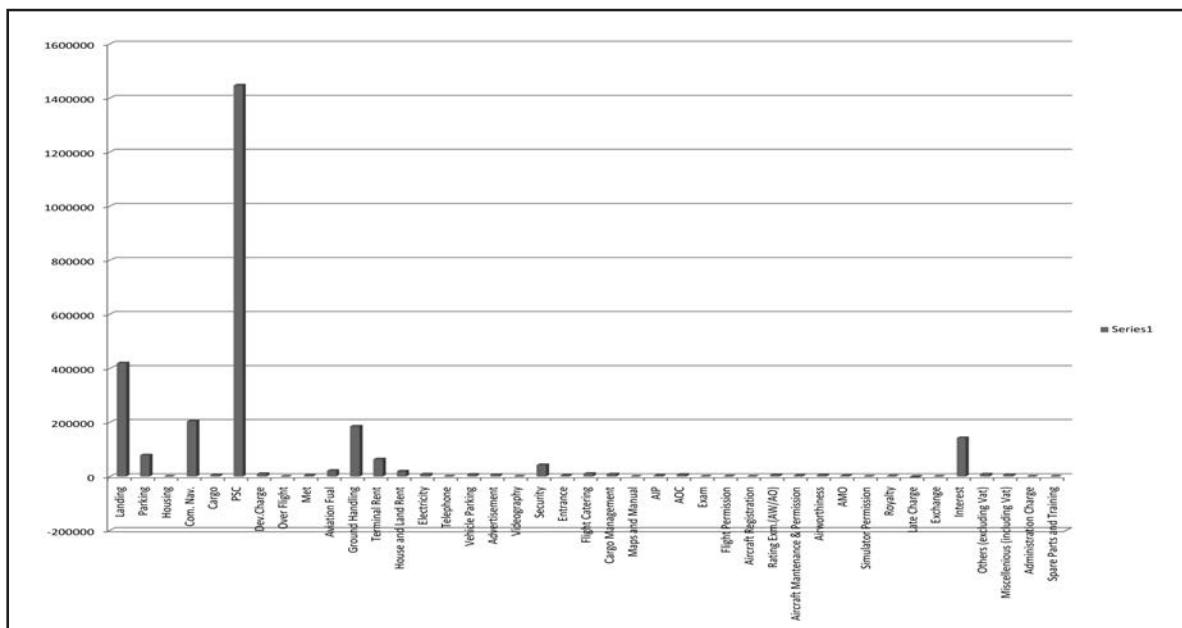


## Civil Aviation Authority of Nepal

INCOME(Heading wise)-067/68

**In '000**

Landing	419062	Cargo Management	8230
Parking	78652	Maps and Manual	103
Housing	646	AIP	2827
Com. Nav.	203776	AOC	6623
cargo	4972	Exam	375
PSC	1446571	Flight Permission	958
Dev.Charge	9830	Aircraft Registration	458
Over Flight	121	Rating Exam.(AW/AO)	5140
Met	3609	Aircraft Maintenance and Permission	3098
Aviation Fuel	21046	Airworthiness	4807
Ground Handling	185040.00	AMO	2377
Terminal Rent	64163	Simulator Permission	117
House and Land Rent	19273	Royalty	1853
Electricity	8160	Late charge	-2875
Telephone	509.00	Exchange	0.7
Vehicle Parking	7103	Interest	142683
Advertisement	6520	Others (excluding Vat)	7819.3
Videography	160	Miscellenious (including Vat)	6225
Security	42010	Administration charge	218
Entrance	3164	spare parts and training	716
Flight Catering	10277	<b>TOTAL</b>	<b>2726417</b>



## Civil Aviation Authority of Nepal

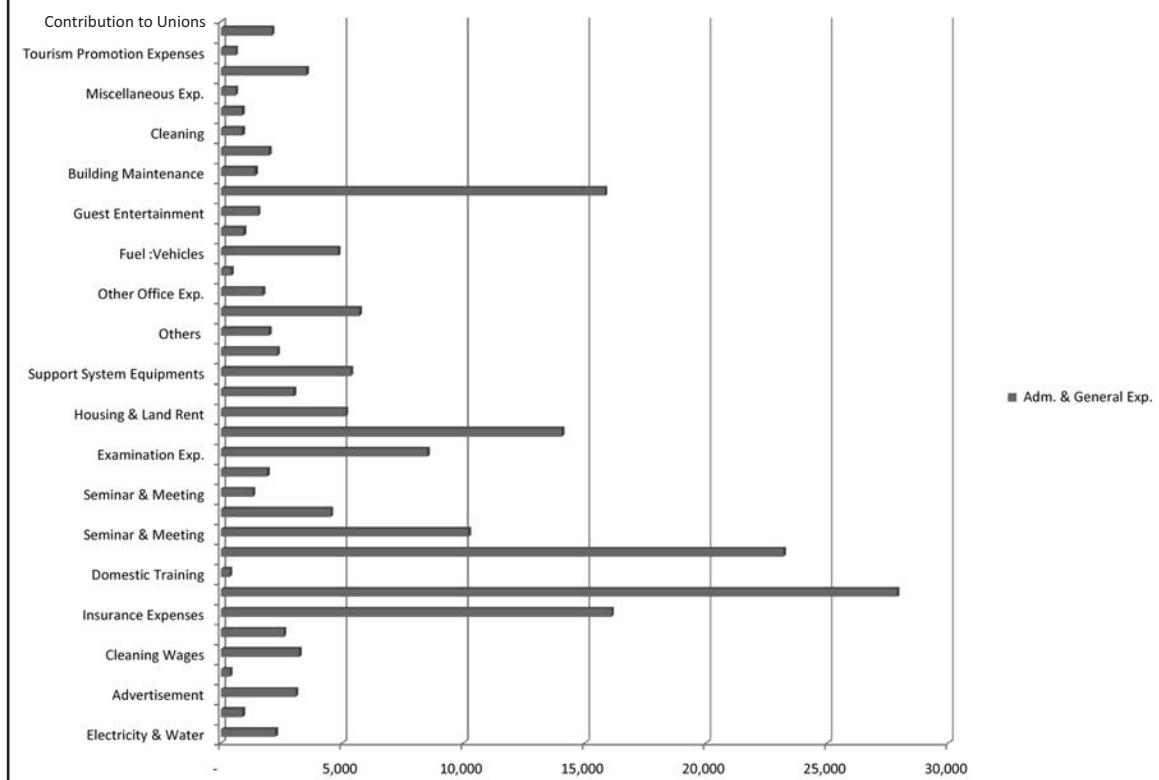
Adm. & General Expenditure

2067/068

*In '000*

	<b>Adm. &amp; General Exp.</b>	
Electricity & Water	2,239	
Telephone, Telex, Fax & Postage	895	
Advertisement	3,084	
Cleaning Materials	373	
Cleaning Wages	3,222	
Security Expenses	2,591	
Insurance Expenses	16,106	
Other Service Exp.	27,881	
Domestic Training	364	
Foreign Training	23,202	
Seminar & Meeting (Training)	10,209	
Study Travel	4,529	
Seminar & Meeting	1,317	
Study & Research Exp.	1,908	
Examination Exp.	8,503	
Consultancy Exp.	14,052	
Housing & Land Rent	5,138	
Aviation Equipments	2,991	
		<b>Total</b>
		<b>181,225</b>

### Adm. & General Exp.



## Civil Aviation Authority of Nepal

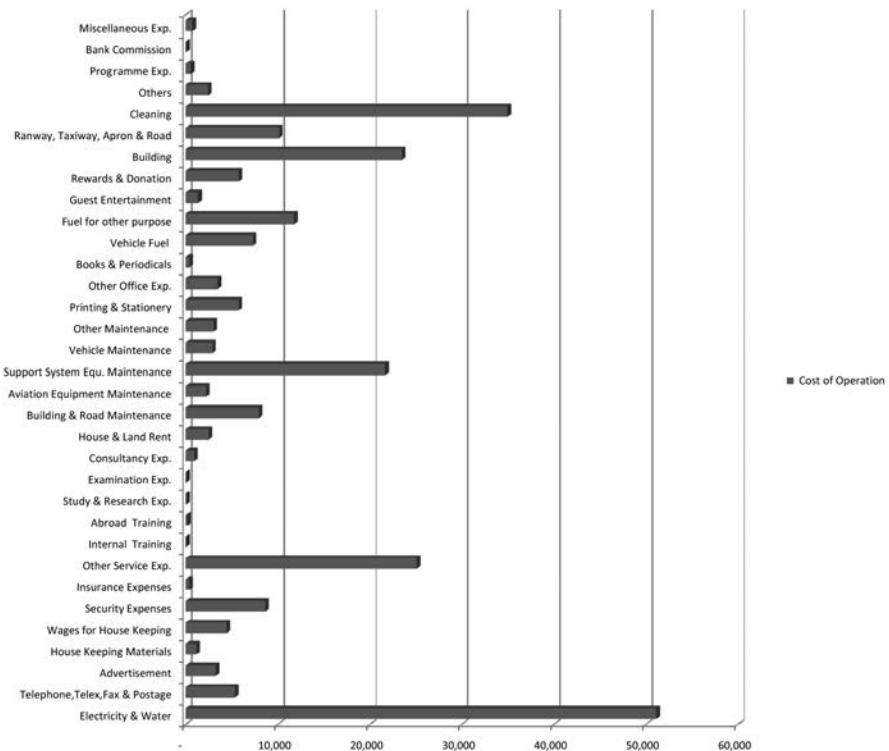
Cost of Operation Expenditure

F/Y 2067-68

*In '000*

	<b>Cost of Operation</b>	
Electricity & Water	51,128	
Telephone, Telex, Fax & Postage	5,338	
Advertisement	3,283	
House Keeping Materials	1,154	
Wages for House Keeping	4,470	
Security Expenses	8,651	
Insurance Expenses	386	
Other Service Exp.	25,111	
Internal Training	15	
Abroad Training	206	
Study & Research Exp.	100	
Examination Exp.	44	
Consultancy Exp.	943	
House & Land Rent	2,467	
Building & Road Maintenance	7,972	
Aviation Equipment Maintenance	2,216	
Support System Equ. Maintenance	21,694	
Vehicle Maintenance	2,897	
Other Maintenance	3,031	
Printing & Stationery	5,750	
Other Office Exp.	3,471	
Books & Periodicals	396	
Vehicle Fuel	7,314	
Fuel for other purpose	11,780	
Guest Entertainment	1,363	
Rewards & Donation	5,788	
Building	23,500	
Ranway, Taxiway, Apron & Road	10,148	
Cleaning	34,959	
Others	2,434	
Programme Exp.	590	
Bank Commission	29	
Miscellaneous Exp.	737	
<b>Total</b>	<b>249,365</b>	

**Cost of Operation**



## Civil Aviation Authority of Nepal

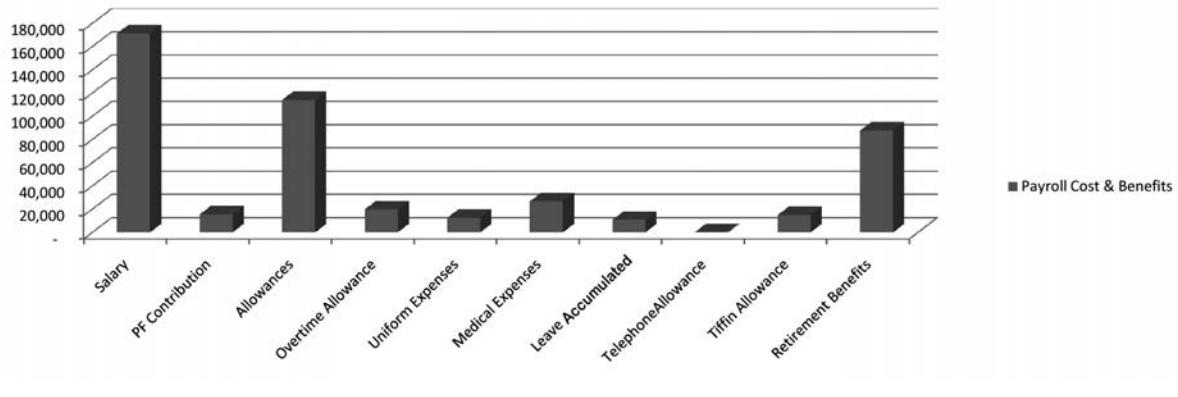
### Payroll & Benefits Expenditure

F/Y 2067-68

*In '000*

	<b>Payroll Cost &amp; Benefits</b>
Salary	171,445
PF Contribution	15,492
Allowances	114,257
Overtime Allowance	19,806
Uniform Expenses	12,690
Medical Expenses	26,723
Accumulated Leave	10,852
Telephone Allowance	323
Tiffin Allowance	14,955
Retirement Benefits	87,779
<b>TOTAL</b>	<b>474,322</b>

**Payroll Cost & Benefits**

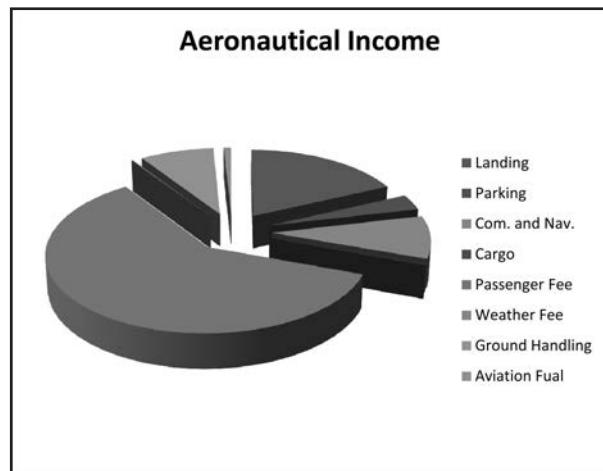


## Tribhuvan International Airport

Income  
067/68

*In '000*

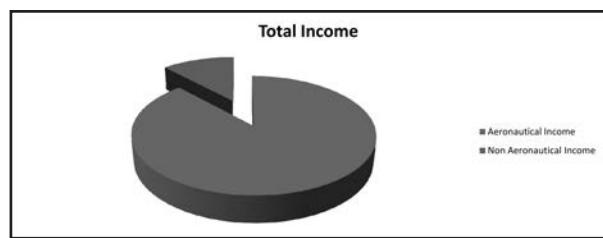
<b>Aeronautical Income</b>	
Landing	396,620
Parking	73,148
Com. and Nav.	198,897
Cargo	2,329
Passenger Fee	1,318,775
Weather Fee	3,609
Ground Handling	185,040
Aviation Fuel	18,762
<b>TOTAL</b>	<b>2,197,180</b>



<b>Non Aeronautical Income</b>	
Terminal Rent	61,276
House & Land Rent	17,861
Electricity	7,346
Telephone	505
Vehicle Parking	6,035
Advertisement	5,228
Videography	130
Security	39,765
Entrance Fee	3,007
Flight Catering	10,277
Cargo Manag fee	6,321
Royalte	1,853
AIP Fee	295
Airport Devlopment	3,745
Let Fee	34
Exchange	0.07
Intrest	130,126
Extra (Without VAT)	50
Extra (With VAT)	373
Admi. Fee	194
<b>Total</b>	<b>294,421</b>



<b>Total Income</b>	
<b>Aeronautical Income</b>	<b>2,197,180</b>
<b>Non Aeronautical Income</b>	<b>294,421</b>
<b>TOTAL</b>	<b>2,491,601</b>



## Tribhuvan Internatioanal Airport

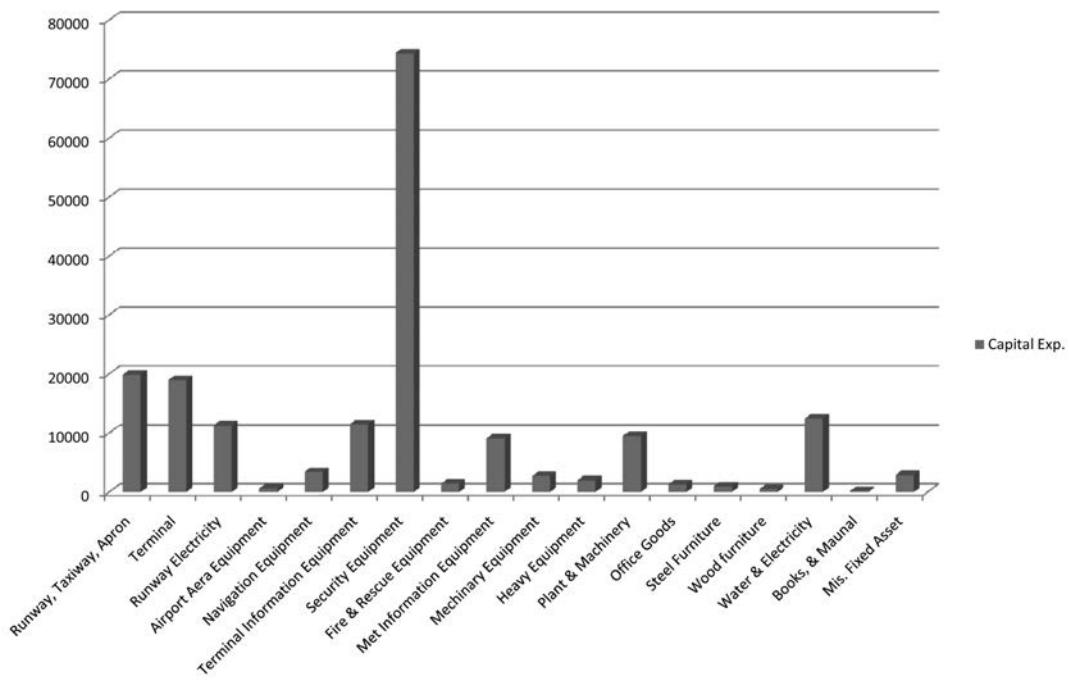
### Capital Expenditure

067/68

*In '000*

	<b>Capital Exp.</b>
Runway, Taxiway, Apron	19870
Terminal	18948
Runway Electricity	11269
Airport Aera Eqiupment	630
Navigation Eqiupment	3412
Terminal Information Equ.	11480
Security Eqiupment	74373
Fire & Rescue Equ.	1380
Met Information Equ.	9081
Machinery Equ.	2678
Heavy Equ.	1962
Plant & Mach.	9492
Office Goods	1274
Steel Furniture	985
Wood Furniture	478
Water & Electricity	12439
Books & Maunal	186
Mis. Fixed Asset	2903
<b>Capital Exp. Total</b>	<b>182834</b>

**Capital Exp.**

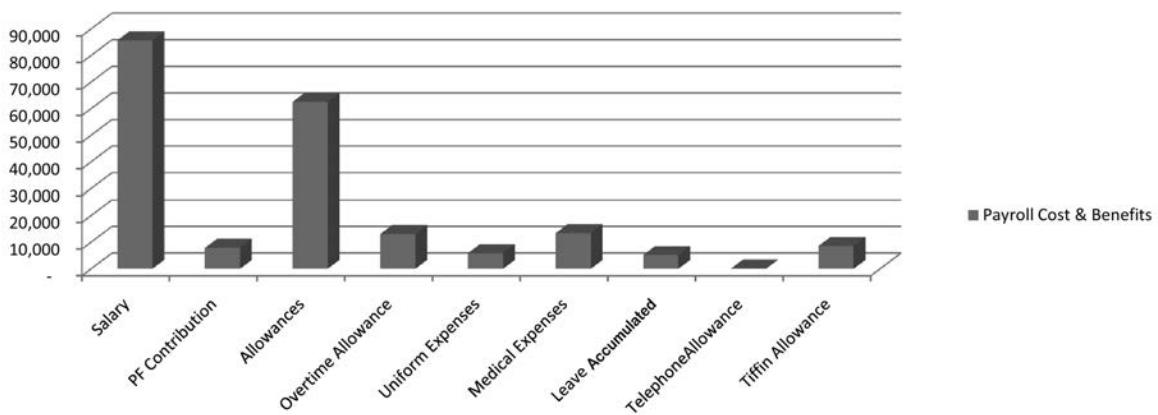


**Tribhuvan Internatioanal Airport**  
**Payroll Cost & Benefits Expenditure**  
 067/68

*In '000*

<b>Payroll Cost &amp; Benefits</b>	
Salary	85,708
PF Contribution	7,899
Allowances	62,572
Overtime Allowance	13,107
Uniform Expenses	5,896
Medical Expenses	13,420
Accumulated Leave	5,200
TelephoneAllowance	96
Tiffin Allowance	8,633
<b>TOTAL</b>	<b>202,531</b>

**Payroll Cost & Benefits**



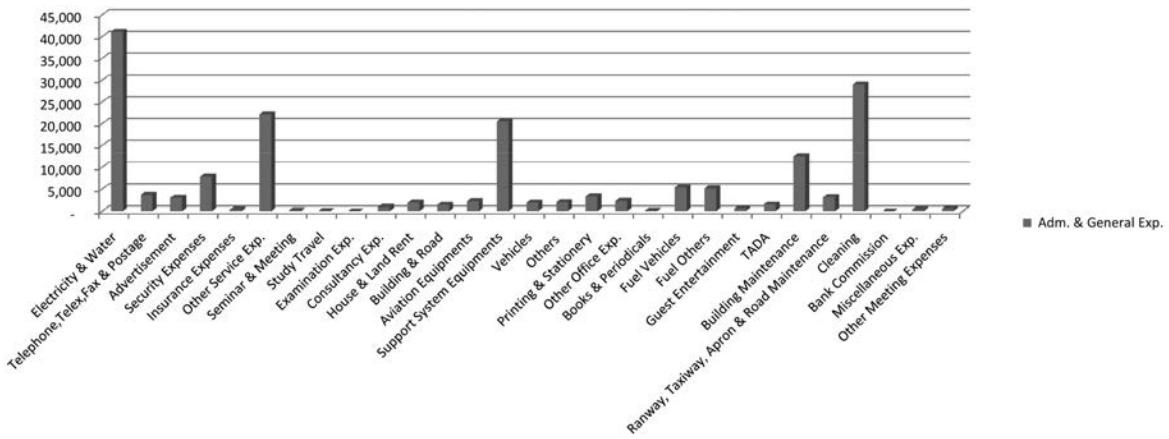
**Tribhuvan Internatioanal Airport  
Adm. & General Expenditure**

067/68

*In '000*

	<b>Adm. &amp; General Exp.</b>		
Electricity & Water	41,137	Others	1,950
Telephone, Telex, Fax & Postage	3,634	Printing & Stationery	3,343
Advertisement	2,998	Other Office Exp.	2,299
Security Expenses	7,828	Books & Periodicals	173
Insurance Expenses	366	Fuel Vehicles	5,375
Other Service Exp.	22,148	Fuel Others	5,149
Seminar & Meeting	206	Guest Entertainment	600
Study Travel	100	TADA	1,497
Examination Exp.	44	Building Maintenance	12,508
Consultancy Exp.	943	Ranway, Taxiway, Apron & Road Maintenance	3,137
House & Land Rent	1,899	Cleaning	29,003
Building & Road	1,420	Bank Commission	4
Aviation Equipments	2,216	Miscellaneous Exp.	396
Support System Equipments	20,560	Other Meeting Expenses	563
Vehicles	1,875		
		<b>Total</b>	<b>173,371</b>

**Adm. & General Exp.**

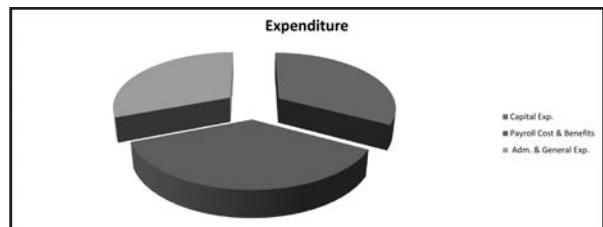


## Tribhuvan International Airport Total Expenditure

067/68

*In '000*

Expenditure	
<b>Capital Exp.</b>	182,834
<b>Payroll Cost &amp; Benefits</b>	202,531
<b>Adm. &amp; General Exp.</b>	385,365

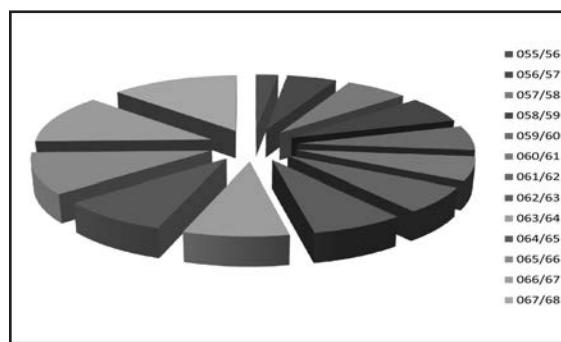


## Civil Aviation Authority of Nepal

Income

*In '000*

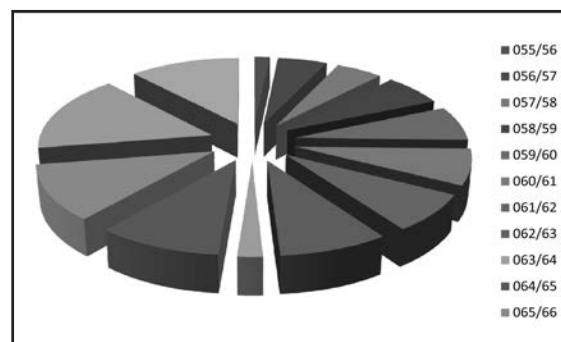
Year	055/56	056/57	057/58	058/59	059/60	060/61	061/62	062/63	063/64	064/65	065/66	066/67	067/68
Aeronautical	382,160	850,005	1,080,259	1,103,814	1,030,102	1,010,625	1,096,662	1,268,991	1,431,161	1,490,711	1,724,652	2,056,471	2347832
Non Aeronautical	34,569	58,528	84,834	51,881	134,186	197,897	277,973	307,984	134,303	440,336	476,454	321,760	378585
<b>Total</b>	<b>416,729</b>	<b>908,533</b>	<b>1,165,093</b>	<b>1,155,695</b>	<b>1,164,288</b>	<b>1,208,522</b>	<b>1,374,635</b>	<b>1,576,975</b>	<b>1,565,464</b>	<b>1,931,047</b>	<b>2,201,106</b>	<b>2,378,231</b>	<b>2726417</b>



## Civil Aviation Authority of Nepal

Expenditure

Year	055/56	056/57	057/58	058/59	059/60	060/61	061/62	062/63	063/64	064/65	065/66	066/67	067/68
<b>Operating cost</b>	90,343	293,444	276,821	358,357	390,792	404,712	421,594	490,196	112,566	556,545	622,339	874,593	655547
<b>Capital Cost</b>	318,960	651,041	1,138,341	577,671	170,622	200,242	178,315	259,540	59,331	332,365	748,531	965,862	249365
<b>Total</b>	<b>409,303</b>	<b>944,485</b>	<b>1,415,162</b>	<b>936,028</b>	<b>561,414</b>	<b>604,954</b>	<b>599,909</b>	<b>749,736</b>	<b>171,897</b>	<b>888,910</b>	<b>1,370,870</b>	<b>1,840,455</b>	<b>904912</b>



## Visit of ICAO Council President to Nepal

President of the ICAO Council Mr. Roberto Kobeh Gonzalez visited Nepal between 4-7 June, 2012 at the invitation of the Minister for Culture Tourism and Civil Aviation (MOTCA) Mr. Post Bahadur Bogati.

During his four-day visit, Mr. Kobeh had meeting with high level officials of the Government of Nepal (GoN) on important issues related to the safety and security of civil aviation. President of Nepal Dr. Ram Baran Yadav granted him audience on 6<sup>th</sup> June 2012. During his meeting with the President, Mr. Kobeh stressed on the need to improve existing civil aviation legal framework to strengthen safety oversight capability of the regulatory body- the CAAN. The President in turn assured him of conveying the matter to the appropriate government level. The same day Mr. Kobeh met with Prime Minister Dr. Baburam Bhattarai and stressed the need of high level political commitment to improve the regulatory system of Nepal. He also drew the attention to the separation of service provider function from the regulatory organization. Prime Minister Dr. Bhattarai assured Mr. Kobeh to initiate necessary actions to address concerns raised by him.

Before his meetings with the President and the Prime Minister, Mr. Kobeh had met jointly with Minister Mr. Bogati and the Secretary of MOCTA Dr. Ganesh Raj Joshi on 5<sup>th</sup> June 2012. During this meeting, current civil aviation scenario in the world, some important issues to be addressed by Nepal and other relevant topics of mutual interest were discussed. Minister Bogati informed Mr. Kobeh about the initiation of GoN to improve existing civil aviation system with the help of international consultancy service under the loan assistance of ADB. Mr. Kobeh also met the Secretary of Foreign Affairs Mr. Durga Prasad Bhattarai. Mr. Kobeh also attended an interaction programme with airline industry.

Earlier, Mr. Kobeh was welcomed by the Secretary of MOCTA Dr. Joshi, Director General of CAAN Mr. Manandhar and other high ranking official of Ministry and CAAN on his arrival at Tribhuvan International Airport on 4<sup>th</sup> June 2012. The same day, Mr. Kobeh met Director General of CAAN Mr. Tri Ratna Manandhar at his office. After a short meeting, Mr. Manandhar made a presentation before him on the Civil Aviation System of Nepal. At the occasion, Secretary of MOTC Dr. Joshi and other high ranking officials from the ministry and CAAN were also present.

On 7<sup>th</sup> June 2012, the last day of his visit, Mr. Kobeh

awarded Civil Aviation Academy with certificate of affiliation to ICAO TRAIN AIR Programme.

During high level meeting in Nepal, Mr. Kobeh expressed his concern on following subject matters:

- Need to improve primary aviation legislation in line with Convention on International Civil Aviation and other international Conventions ratified by Nepal.
- Need to review its operating regulations to incorporate the relevant SARPs of ICAO Annexes.
- Ratification of the Montreal Convention and its protocol.
- Separation of Regulatory and Service Provider functions of CAAN.
- Government support to strengthen regulatory function of CAAN.
- Environment to retain the qualified manpower involved in safety oversight functions of CAAN.
- Close coordination and cooperation between Airline industry and CAAN to enhance aviation safety in Nepal.

### Nepal's Commitment

ICAO Council President was assured by the high level officials of the GoN to initiate following actions for the improvement of Civil Aviation System in Nepal:

- Nepal shall improve its existing Civil Aviation Acts and regulations according to the International Conventions and SARPs or ICAO Annexes.
- Nepal has initiated homework for the separation of regulatory and service provider functions of CAAN
- GoN is committed to strengthen the safety oversight capacity of Civil Aviation Authority of Nepal.
- Nepal will take immediate necessary actions to address the findings made during ICAO USOAP audit.
- Nepal will initiate to ratify Montreal Convention and related protocol.



## Aeronautical Chart of Nepal

