

Kathmandu

Tribhuvan International

(VNKT)

Special Pilot in Command qualification

Per §121.445

ELECTRONIC CODE OF FEDERAL REGULATIONS**e-CFR Data is current as of March 9, 2015**

Title 14 → Chapter I → Subchapter G → Part 121 → Subpart O → §121.445

Title 14: Aeronautics and Space

PART 121—OPERATING REQUIREMENTS: DOMESTIC, FLAG, AND SUPPLEMENTAL OPERATIONS

Subpart O—Crewmember Qualifications

§121.445 Pilot in command airport qualification: Special areas and airports.

(a) The Administrator may determine that certain airports (due to items such as surrounding terrain, obstructions, or complex approach or departure procedures) are special airports requiring special airport qualifications and that certain areas or routes, or both, require a special type of navigation qualification.

(b) Except as provided in paragraph (c) of this section, no certificate holder may use any person, nor may any person serve, as pilot in command to or from an airport determined to require special airport qualifications unless, within the preceding 12 calendar months:

(1) The pilot in command or second in command has made an entry to that airport (including a takeoff and landing) while serving as a pilot flight crewmember; or

(2) The pilot in command has qualified by using pictorial means acceptable to the Administrator for that airport.

(c) Paragraph (b) of this section does not apply when an entry to that airport (including a takeoff or a landing) is being made if the ceiling at that airport is at least 1,000 feet above the lowest MEA or MOCA, or initial approach altitude prescribed for the instrument approach procedure for that airport, and the visibility at that airport is at least 3 miles.

(d) No certificate holder may use any person, nor may any person serve, as pilot in command between terminals over a route or area that requires a special type of navigation qualification unless, within the preceding 12 calendar months, that person has demonstrated qualification on the applicable navigation system in a manner acceptable to the Administrator, by one of the following methods:

(1) By flying over a route or area as pilot in command using the applicable special type of navigation system.

(2) By flying over a route or area as pilot in command under the supervision of a check airman using the special type of navigation system.

(3) By completing the training program requirements of appendix G of this part.

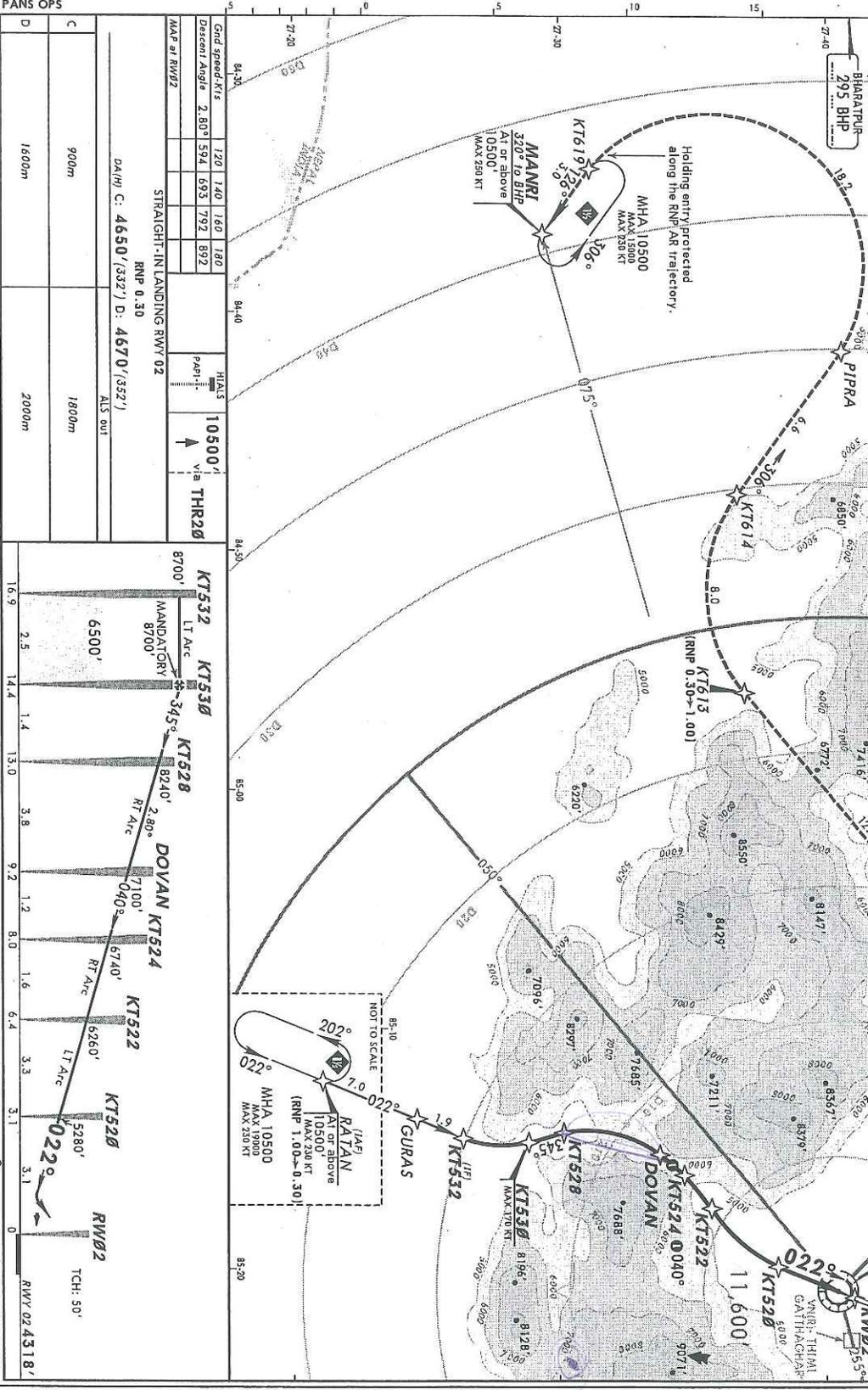
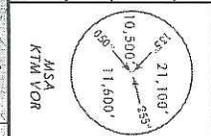
[Doc. No. 17897, 45 FR 41594, June 19, 1980]

#ATIS	127.0	#KATHMANDU Approach	120.6 125.1	#KATHMANDU Tower	118.1	#Ground	121.9
RNAV	Final	Mandatory Alt	KT538	RNP 0.30	DA(H)	Appl Elev	4395'
	022°	8700' (4382')	Refer to Minimums	DA(H)	Refer to Minimums	RWY	4318'

MISSED ARCH: Climb to 10500' via RNAV (RNP) missed approach to MANRI and hold or start a new approach via MANRI/R transition. Missed arch RNP 0.30 until KT613.

Alt. set: hpa Rwy Elev: 148 hpa Trans level: FL 150 Trans alt: 13500'

3. Minimum temperature -10°C.



PANS OPS

Grnd speed-Kts	120	140	160	180
Descent Angle	2.80°	594	693	792
MAP of RWY2	STRAIGHT-IN LANDING RWY 02			
	RNP 0.30			
DA(H) C: 4650' (332') D: 4670' (352')	ALS OUT			
	10500' via THR20			
	1800m			
	2000m			

CHANGES: PANS OPS label.

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VNKT/KTM
TRIBHUVAN INTL

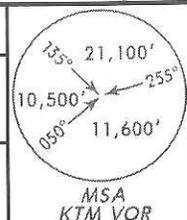


2 MAY 14 **13-1** MISSED APCH CLIMB
GRAD MIM 5.0%

KATHMANDU, NEPAL
VOR DME Rwy 02

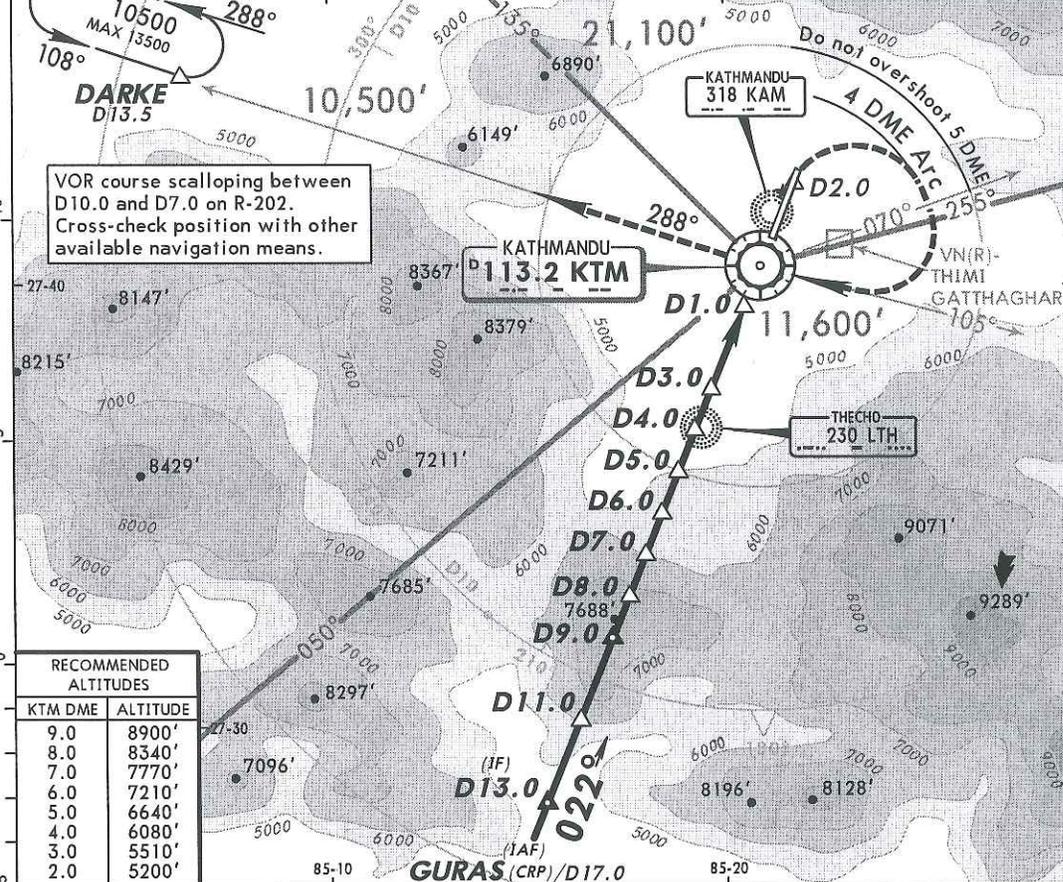
BRIEFING STRIP

*ATIS 127.0	*KATHMANDU Approach 120.6 125.1	*KATHMANDU Tower 118.1	*Ground 121.9
VOR KTM 113.2	Final Apt Crs 022°	Procedure Alt D9.0 8900' (4582')	MDA(H) 4950' (632')
Apt Elev 4395'		RWY4318'	

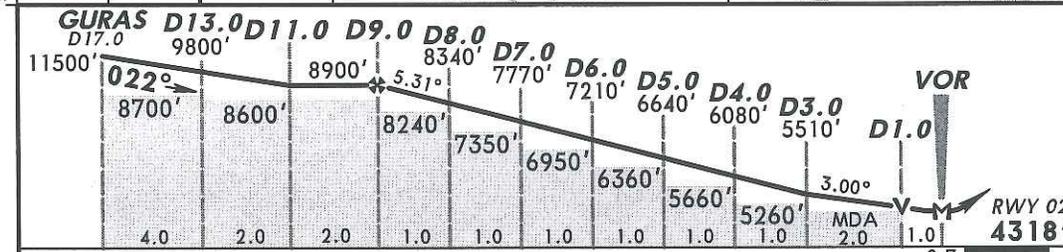


MISSED APCH: Climb STRAIGHT AHEAD on R-022 to D2.0, turn RIGHT (MAX 185 KT) onto 4 DME Arc (do not exceed 5 DME). Crossing R-070 turn RIGHT onto R-105 inbound VOR at or above 7500'. Follow R-288 to DARKE at or above 10500'.

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



RECOMMENDED ALTITUDES	
KTM DME	ALTITUDE
9.0	8900'
8.0	8340'
7.0	7770'
6.0	7210'
5.0	6640'
4.0	6080'
3.0	5510'
2.0	5200'



Gnd speed-Kts	120	140	160	180	HIALS	D2.0	MAX 185 KT	4 DME Arc
Descent Angle D9.0-D3.0	5.31°	1129	1318	1506	1694	PAPI	↑	RT
Descent Angle D3.0-THR	3.00°	637	743	849	956			

STRAIGHT-IN LANDING RWY 02 Missed apch climb gradient mim 5.0%		CIRCLE-TO-LAND	
MDA(H) 4950' (632')		DAY	NIGHT
C	2800m	ALS out	Max Kts. MDA(H) VIS
D	3200m	4000m	180 5780'(1462') 3700m
		D	NOT AUTHORIZED

1 Circling height based on rwy 02 thresh elev of 4318'.
CHANGES: PANS OPS label. Minimums. © JEPPESEN, 2001, 2014. ALL RIGHTS RESERVED.

AIP

AERONAUTICAL INFORMATION PUBLICATION

NEPAL

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CONSULT NOTAM FOR LATEST INFORMATION

AERONAUTICAL INFORMATION SERVICE

CIVIL AVIATION AUTHORITY OF NEPAL

KATHMANDU

2010

GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

1. General

1.1. International flights into, from or over Nepalese territory shall be subject to the current Nepalese regulations relating to civil aviation. These regulations correspond in all essentials to the Standards and Recommended Practices contained in Annex 9 to the Convention on International Civil Aviation.

1.2. Aircraft flying into or departing from the territory of Nepal shall make their first landing at, or final departure from, Tribhuvan International Airport, Kathmandu, Nepal.

2. Scheduled Flights

2.1. General

2.1.1. For regular international scheduled flights operated by foreign airlines into or in transit across Nepal, the following requirements must be met:

- a) The State of the airline must be a party to the International Air Services Transit Agreement and/or the International Air Transport Agreement. Nepal is a party to both Agreements;
- b) The airline must be eligible to make the flights under the provisions of a bilateral or multilateral agreement to which the State of the airline and Nepal are contracting parties and must have a permit to operate into or in transit across Nepal. Applications for such permits shall be submitted to the Director General of Civil Aviation Authority at least 60 working days before the applicable date.
- c) For the amendments of schedule or revision of the scheduled flight, the request for amendment/ revision shall be submitted at least 7 working days before the applicable date

2.2. List of Required Documents for operation in Nepal by foreign carriers/operators:

- a) Letter forwarded by the Ministry responsible for Civil Aviation in concerned country, designating the airlines as the Designated Airline of that country (with conformation of Operating Authorization), to the Government of Nepal, Ministry of Tourism and Civil Aviation (As per the provision made under Air Service Agreement (ASA) and Memorandum of Understanding (MOU) between Nepal and the concerned country, through the Ministry of Foreign Affairs of Nepal i.e. Diplomatic Channel.
- b) A copy of Legal Document that reflects the Substantial Ownership and Effective Control.
- c) Security Manual.
- d) Operation Manual
- e) Standard Operating Procedures (SOPs).
- f) Copy of Air Operator Certificate.
- g) Certificate of registration of each aircraft involved in operation.
- h) Certificate of Airworthiness of each aircraft involved in operation.
- i) Certificate of Insurance covering Third Party Liability of amount not less than US\$60 Million.
- j) Simulator Certificate of PIC for Kathmandu Airport, of SID/SIA Procedures, Maps etc.
- k) English Language Proficiency Certificate of PIC if, non-native English Speaker.
- l) Proposed Route Schedule, Frequency, Capacity, Traffic Rights and Tariffs approved by the Responsible Authority of the Concerned Country.
- m) Name and Address of the Local Agent/Representative and Authorization Letter.
- n) Ground Handling Arrangement and/or Agreement Letter.