**General Info**
Kathmandu, NPL
N 27° 41.8’ E 85° 21.5’ Mag Var: 0.0°W
Elevation: 4390’

Public, Control Tower, IFR, Landing Fee, Rotating Beacon, Customs
Fuel: Jet A-1

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

**Runway Info**
Runway 02-20 10007’ x 150’ bitu

Runway 02 (22.0°M) TDZE 4313’
Lights: Edge, ALS
Runway 20 (202.0°M) TDZE 4387’
Lights: Edge
Displaced Threshold Distance 394’

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

**Notebook Info**
Follow ATC Descent Clearance Instruction but do not descend below Minimum Safety Profile.

ROMEO, SIMARA (SMR)
RWY 02 ARRIVALS

Simara
N27 09.9 E084 58.9
At FL150 or by ATC

Kathmandu
N27 40.5 E085 21.0
MSA KTM VOR

H 75 100 150 200 250 300
Gnd speed-KT 20 800 13500 18000 22500 27000

Dharke 1A (LDK1A), Dharke 1B (LDK1B)
RWY 20 DEPARTURES

DHARKE 1A
N27 46.7 E085 06
Fl 150 or above 10500'

DHARKE 1A
At above 7500'

DHARKE 1B
Fl 150 or above 13500'

DHARKE 1B
On return

Kathmandu
N27 40.5 E085 21.0
MSA KTM VOR

These SIDs require minimum climb gradients
DHARKE 1A: 486' per NM (8%),
DHARKE 1B: 365' per NM (6%).

Initial climb clearance MEA

Turns are limited to MAX 180 KT.

Routing

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

DHARKE 1B
Climb straight ahead to KTM, turn RIGHT (remaining within) KTM 4 DME arc, after passing KTM R-040 turn RIGHT to KTM, R-289 to LDK, then via airway B 345 to BHP or via airway G 336 to SMR.
DARKE 1C [LDK1C], DARKE 1D [LDK1D] RWY 02 DEPARTURES

Apt Elev VNKT/KTM
Trans level: FL150 Trans alt: 13500'

KATHMANDU, NEPAL

Not TO SCALE

Initial climb clearance MEA

These SIDs require a minimum climb gradient of
365' per NM (6%).

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

Turn LEFT at or above 10500'

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

On return

Climb straight ahead to KTM 2.5 DME, turn RIGHT (remaining within 5 DME) to KTM, KTM R-289 to LDK, then via airway B 345 to BHP or via airway G 336 to SMR.

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

HARKE 1E [LDK1E] RWY 02 DEPARTURE

Apt Elev VNKT/KTM
Trans level: FL150 Trans alt: 13500'

KATHMANDU, NEPAL

Not TO SCALE

Initial climb clearance MEA

This SID requires a minimum climb gradient of
365' per NM (6%).

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

Turn LEFT at or above 10500'

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

On return

Climb straight ahead to KTM 2.5 DME, turn LEFT (remaining within 5 DME) to KTM, KTM R-289 to LDK, then via airway B 345 to BHP or via airway G 336 to SMR.

Climb straight ahead to KTM 3 DME, turn RIGHT (remaining within 5 DME), along KTM 4 DME arc, when crossing KTM R-310 turn LEFT, intercept KTM R-289 to LDK, then via airway B 345 to BHP or via airway G 336 to SMR.
These SIDs require minimum climb gradients of:
IGRIS 1A: 365' per NM (6%).
IGRIS 1B: 486' per NM (8%).

Gnd speed-KT
75 100 150 200 250 300
365' per NM
456 486 516 546 576 606
486' per NM
506 536 566 596 626 656

Initial climb clearance MEA:

**RWYS 20, 02 DEPARTURES**

**HOLDING OVER IGRIS**

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

Climb straight ahead to KTM, turn RIGHT, along (remaining within) KTM 4 DME arc, when crossing KTM R-084 turn LEFT, intercept KTM R-106 to IGRIS, then via airway R 344 to BRT or via airways R 325 and G 335 to JKP or via KTM R-103 to TTR.

**CHANGES:** ATIS frequency added. Notes.
**JEPPESEN JeppView 3.5.2.0**

**KATHMANDU, NEPAL**

**VNKT/KTM**

### VNKT/KTM TREMIBHUWAN INTL

**SRAIGHT-IN RWY**

<table>
<thead>
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<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>02</td>
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<td>5120'(807')</td>
<td>5120'(807')</td>
<td>5120'(807')</td>
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<tr>
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<td>DAY</td>
<td>cell800' - 1500m</td>
<td>cell800' - 1500m</td>
<td>cell800' - 1500m</td>
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<td>ALS out</td>
<td>cell1000' - 1500m</td>
<td>cell1000' - 1500m</td>
<td>cell1000' - 1500m</td>
</tr>
<tr>
<td></td>
<td>NIGHT</td>
<td>cell1500' - 3000m</td>
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### CIRCLE-TO-LAND

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<tbody>
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<td>5120'(730')</td>
<td>5120'(730')</td>
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<td>5600'(1210')</td>
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<tr>
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### TAKE-OFF RWY 02, 20

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<th>TURBO PROP</th>
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<td>2</td>
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<tr>
<td>3.4</td>
<td>1600m</td>
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### CHANGES:

Minimums.

- ATIS frequency added. Notes.

- After Circling VOR DME to rwy 02: Remain within D2.5 in quadrant of R-106 and R-202 and within D3.0 for rest sector. Descend from 5600' after reaching D2.0 on final approach track (R-202) if there is no traffic from NOPEN.

- Rwy 20: Night NOT AUTH.

- After VOR DME Rwy 02: NOT AUTHORIZED.
**MISSED APCH:** Climb STRAIGHT AHEAD to VOR, then proceed outbound on R-289 to cross LDK Lctr/D13.5 at or above 10500' and join holding pattern.

- All Set: hPa
- Aft Elev: 151 hPa
- Trans level: FL 150
- Trans alt: 15500' (9110')

Procedure turn not authorized. Acft must maintain 10500' (6110') until established inbound on 286°

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**Night CAT A & B RWY 02:** MAP at D2.0

**Night CAT A & B RWY 20:** MAP at D2.0

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**Changes:** ATIS frequency added. Notes.