



Civil Aviation Report 2009-2010



Civil Aviation Authority of Nepal
December 2010

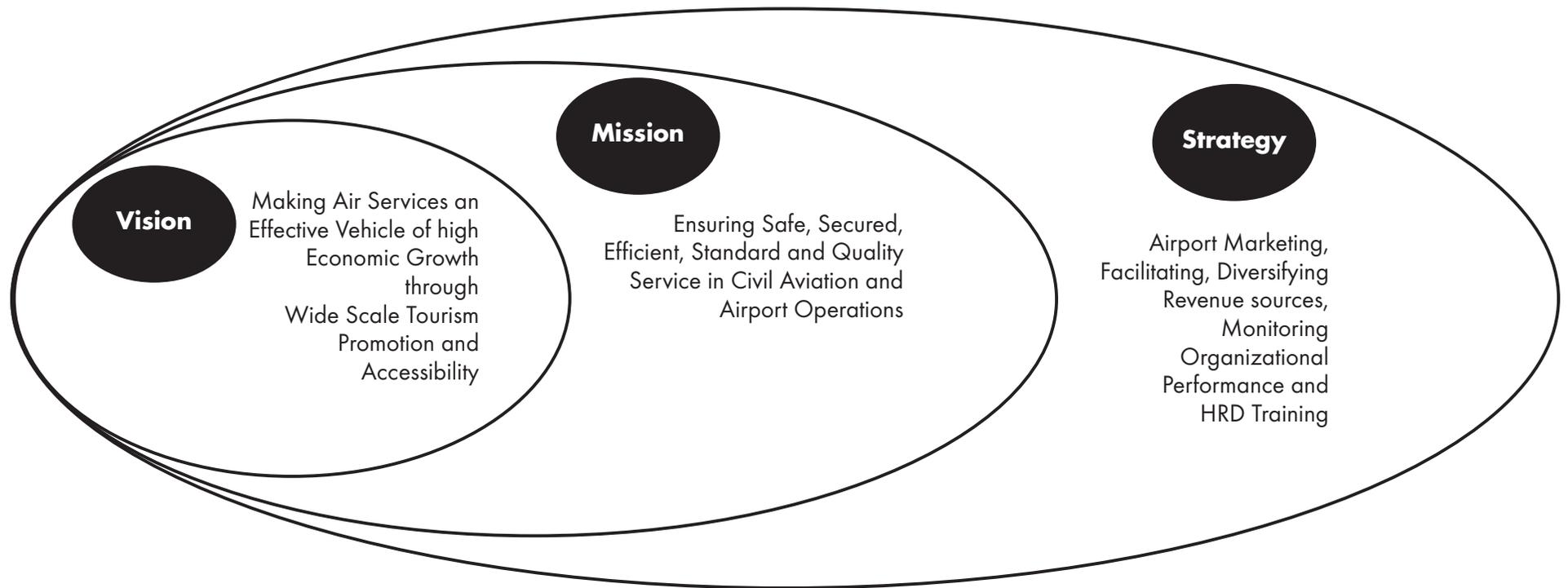


CAAN : Institutional Profile

Name:	Civil Aviation Authority of Nepal
Address:	Babarmahal, Kathmandu, Nepal Tel.: 4262387, 4262326, 4262518 Fax: 977-1-4262416 E-mail: dgca@caanepal.org.np Web: www.caanepal.org.np
Type:	Authority
Date of Establishment:	31 December 1998
Legal Status:	1. Civil Aviation Act, 2015 (1959 AD) Statutory Regulations 2. Civil Aviation Authority Act, 2053 (1996) - Establishment
Main Functions:	<ul style="list-style-type: none">↳ Permitting Airlines Operation↳ Airworthiness Certification and manpower Licensing/Rating↳ Regulationg Air Transport and Civil Aviation Activities↳ Constructing, operating and maintaining airports↳ Equipping and maintaining airports with necessary communication and navigational facilities
Affiliation/Institutional Linkages:	ICAO, COSCAP-SA, MOCTCA, Nepal Army, Nepal Police, Nepal Armed Police, Airlines, NTB, International Funding Agencies, Traveling Public.
Funding Resources:	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 Sharat Singha Bhandari
Minister for Tourism and Civil Aviation



Member
Nabaraj Bhandari
Director General Custom Department



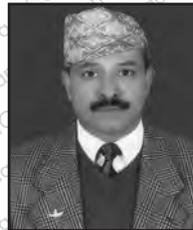
Member
Lok Bahadur Khatri
Joint Secretary
Ministry of Tourism and Civil Aviation



Member
Sugat Ratna Kansakar
Executive Chairman
Nepal Airlines Corporation



Member
Binodananda Chaudary



Member
Binod Singh Basnyar



Member
K.B. Bhandari



Member Secretary
Ram Prasad Neupane
Director General, CAAN

CAAN - Management Committee



Chairman
Ram Prasad Neupane,
Director General



Member
Tri Ratna Manandhar
Deputy Director General
Corporate Planning, Performance Evaluation and
Monitoring Directorate



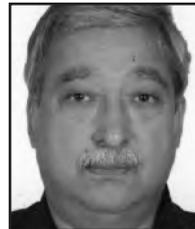
Member
Min Raj Upadhayaya
Chief
Civil Aviation Academy



Member
Ratish Chandra Lal Suman
Deputy Director General
Airport Management and Development Directorate



Member
Dinesh Prasad Shrestha
General Manager,
Tribhuvan International Airport



Member
Binod Kumar Gautam
Deputy Director General
Air Transportation and Regulation Directorate



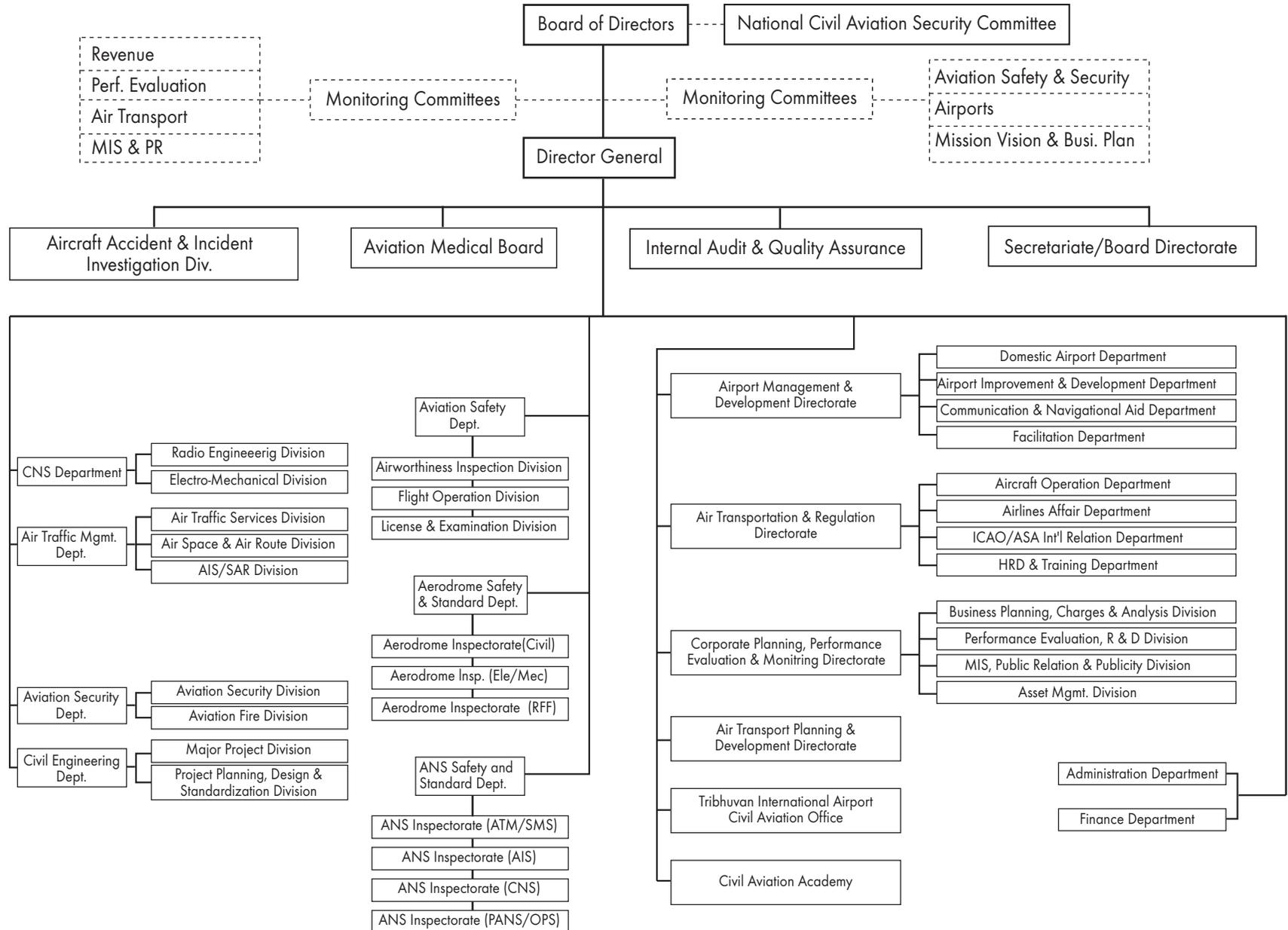
Member
Suman Kumar Shrestha
Deputy Director General
Air Transport Planning and Development Directorate



Member Secretary
Kamalesh Kumar Verma
Manager

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





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DIRECTOR GENERAL'S REVIEW



Though the circumstances during my taking over as the Director General were challenging, the problematic situation was immediately sorted out after addressing the employees allowances and facilities and adoption of Employees' Welfare Fund Directives among other issues. The succeeding days marked smooth operation and a cordial work environment complemented by a significant growth in traffic and aviation activities.

The year 2010 was significant in many ways and I have the pleasure in presenting the annual report with the highlights of our scope, activities and achievements during that period.

International Civil Aviation Organization (ICAO) has projected that the annual growth rate of international passenger movement will be 4.5%, cargo 6% and aircraft 3.5%. Similarly, in the Asia and Pacific Region, the projected growth rate of international passenger movement, cargo is 7%, and 7.5% respectively. At home, the air traffic growth in 2010 is very impressive. The number of international aircraft movements at Tribhuvan International Airport (TIA) is 13979 till September 2010 against 11329 till September 2009 which shows a whopping 23% growth over that in the previous year. The international passenger movement also shows a tremendous growth this year with movement of 1418949 passengers in 2009 (till September) against 1715949 in 2010 (till September). This means TIA handled 21% more international passenger this year than the previous year.

Going through the number of international passengers within one year (from 2008 to 2009), it was 1830630 in the year 2008 whereas it was 2027147 in 2009. Its growth, thus observed, within one year was 11%. The international aircraft movement increased from 2008 to 2009 following the similar trend. It was 14276 in 2008 and 15701 in 2009. TIA thus handled 10% more international traffic in 2009 compared to that in 2008.

Comparing the data to find out the growth in ten years, the number of international passengers in the year 1999 was 1100331 whereas that in 2009 was 1715949, the growth thus being 56%. The international aircraft movement also has almost the same trend of growth from 1999 to 2009. In 1999, the number of international aircraft movement was 8426 but it was 13979 in 2009. The growth in the number of international movements in the span of ten years thus was 66%. This increase in traffic has intensified the necessity of planning for an extension of operation hours at TIA.

This is just a glimpse of the growth trend at TIA. The domestic sector has experienced the same situation over years with increase in the number of passenger as well as aircraft movement. Given the trend, the civil aviation sub-sector is sure to make a significant contribution to the Nepal Tourism Year 2011 which aims to bring in one million tourists during that year.

Considering the rapidly growing traffic, CAAN is concerned with the improvement and expansion of Tribhuvan International Airport. It was in response to the request from the Government that ADB agreed to fund for capacity enhancement of TIA according to its

master plan. Under this assistance we are hoping for an overall improvement made to meet the air traffic growth trend. Some of the planned initiations to be supported by ADB include runway extension by 300 meters to the south, installation of runway centerline lights, installation of new CAT I approach lights, construction of a temporary Domestic Terminal Building, refurbishing the existing international terminal building, construction of new parallel taxiway, construction of new international apron, new CNS equipment, installation of localizer DME Runway 02, etc. Besides, the project is also carrying out institutional capacity strengthening and management aspects of CAAN.

Similarly, runway overlay works at TIA is in significant progress, CAAN is well aware of the need to have a Localizer DME approach system for precision at TIA despite operational constraints. We have also felt the necessity for allowing the international airlines to utilize TIA in various slots of operations, particularly during night, with increased safety and reliability. A slot management committee constituted for this purpose is making careful scrutiny in this regard.

On licensing activity, we have been issuing CPL, ATPL, and licenses for AMTs, dispatchers, ATCs and Radio rated personnel. We also carry out airlines regulatory inspection and audit on regular periodic and random basis.

Remaining within the framework of the ICAO SARPs, we abide by the government policies and rules. We have been following the Civil Aviation Policy 2006 and we will continue to encourage the private sectors to focus not only in the lucrative sectors but also in the remote sectors and meet their social obligation. Similarly, single engine aircraft operation has also gained momentum in the current year serving the remote areas. It must be considered to be a good option as there will be less consumption of fuel and it will be affordable for both private operators and the needy.

Out of AOCs granted to the operators last year, two companies have been issued AOCs under the category of adventure airline operation. These two new airlines have already started providing their service expanding the horizon for the entertainment and adventure tourism in Nepal. To discourage the tendency of idly holding the operating licenses, CAAN is firm to annul the AOC of the airlines which are not interested in renewing their licenses or are not meeting the safety standards. In the early 2010, we revoked three AOCs in this respect.

CAAN has been regularly involved in the various international activities that promote safety, security and sustainable development of civil aviation. A Nepalese delegation participated in the 37th session of the ICAO Assembly held in Montreal in September/October 2010. Recently CAAN participated in the 47th DGCA Conference hosted by the Civil Aviation Authority of Macau. The 47th Conference of Directors General of Civil Aviation Asia and Pacific Regions (47th DGCA) was held from 25 to 29 October 2010. A 2-member delegation participated in the Conference. The theme of the Conference was, "Through the Turbulence Working Together for the Recovery



and Enhanced Development of Aviation" The DGCA Nepal was selected as the moderator to Agenda Item 2: Review of Action Items arising from the 46th Conference. At the occasion, Nepal presented 4 Discussion Papers (DPs) on Agenda item 3, 4 and 5 including an update on the status of implementation of Action Items from the 46th Conference. The Conference was attended by 258 delegates from 31 States/Administrations and 8 international organizations including observers.

Recent Activities and Achievements

- Airport infrastructure development related works have been carried out at Taplejung, Chandragadhi, Manamaya Rai Khanidanda, Kangedanda, Thamkharka, Rajbiraj, Rumjatar, Manang, Tumlingtar, Pokhara, Surkhet, Dolpa Juphal, Jumla, Rara Mugu, Biratnagar, Simikot, Dhangadhi, Phaplu, Simara, Lamtang, Dhorpatan, Syangboche, Meghauri, Janakpur, Lamidanda, Sanfebagar, Rukum Chaurjahari, Pokhara (new), Dolpa (Masinechaur) and Kalikot airports. These development works are expected to increase airport capacity, enhance safety and security and reduce the operating cost of the operators.
- A Remote Control Air Ground (RCAG) System has been installed at Nepalgunj airport and its VHF coverage towards the western part of Kathmandu Area Control Centre has been extended. The system has served as a backbone of communication for Regional Area Navigation Route L626.
- Under Management Service Agreement (MSA) with ICAO, CNS and ATM experts have completed field study for appropriate technology identification for ATS surveillance and appropriate technology for Approach and Landing System at TIA.
- Tender documents along with technical specification is going to be prepared with the help of ICAO CNS/ATM experts for the implementation of long awaited Precision Approach System and landing System at TIA.
- Installation/Commissioning of Airfield Lighting System at Dhangadhi and Simara airports together with the commissioning of the PAPI at Surkhet, Janakpur and Chandragadhi have already begun and are expected to be completed by the current fiscal year. Similarly, blacktopping of runway, taxiway and Apron of Dhangadhi Airport has been completed and construction of new terminal building started. This investment at Dhangadhi airport is expected to serve for the regional development of far western part of the country.
- Installation/Commissioning of DVOR/DME at Biratnagar and TIA, Kathmandu is almost completed and is going on air shortly after calibration. The installation of these equipments would render the flight operation more reliable.
- AMHS procurement is in progress.
- Commissioning of two- men position Console at Janakpur, Chandragadhi and Surkhet airports has reached near completion.
- Extension and blacktopping of Surkhet airport has been completed. The parking apron there has also been extended making it wider to accommodate more aircraft.
- Extension of runway at Janakpur airport by 300 meters has been completed giving it a final length of 1200 meters. The upgrading of the runway, taxiway and apron has also been completed.
- Blacktopping of runway, taxiway, and apron at Simikot (Humla)

airport is expected to be completed by this fiscal year.

- In order to reduce congestion in the domestic apron, the construction of a separate parking area for helicopters has been completed towards the eastern side of the runway. This parking space will definitely be useful for smooth helicopter operation.
- An additional sterile hall having the capacity of accommodating 300 passengers and arrival walk way including essential improvement in terminal facilities have been undertaken in order to support Nepal Tourism Year 2011.
- On the construction of Second International Airport (SIA) at Nijgadh of Bara district, action has been initiated for land acquisition, and settlement-plan for 1365 homeless families occupying that area and also for the Environment Impact Assessment. A detailed feasibility study (DFs) is in progress.

Since 2009 and on, Nepal's aviation industry has been growing considerably. Local air carriers continued to expand their fleet to cope with the increasing demand on air services. The year 2009 and a part of this year 2010 remained quite hectic for us in the preparation of volumes of regulatory documents. Now the Civil Aviation Requirements, the 5th amendment of AIP (Aeronautical Information Publication) have been prepared and are already into action. Similarly, a database including all procedures, routes, approach and departure chart has been prepared by digitizing the aeronautical charts of Nepal. The new aeronautical chart has already been published. The Safety Management Systems (SMS) Requirements has been introduced and preparation of State Safety Program (SSP) is in progress.

With a view to develop the existing Gautam Buddha Airport into a regional International Airport, priority-wise improvement works have been put in process. Project under Asian Development Bank (ADB) -South Asia Subregional Economic Cooperation (SASEC) has been started. The materiality of this project will facilitate us to see cross-border flights between Nepal and Indian cities of religious and tourist interests.

Similarly, I would like to give brief information regarding the establishment of an air corridor across the considerable part of Nepalese airspace. According to the policy of promoting Trans Himalayan flights and East West international flights with an aim to make maximum utilization of Nepalese airspace, and promote Nepal as an international transit, co-ordination with ICAO is in progress for establishing Trans Himalayan route which includes the Nepalese airspace in international long distance East West flights. Similarly, co-ordination with ICAO is going on for the establishment of East West (Kunming-Kathmandu-Delhi) Himalayan route as well.

We have already established and brought into operation the two international routes B345 which is extended in the Kathmandu Lhasa sector and L626 (Kathmandu-Mahendranagar-Delhi).

The government and CAAN are keen to be more flexible on increasing air seats and frequencies. Nepal has so far reached air service agreement and MOUs with 36 countries. CAAN is committed to co operate the Government for the maximum utilization of seats and facilitate international air transportation.

CAAN, as a service provider as well, has responsibility to fulfill public demands. Hence, we are set to strengthen domestic airports in respect of basic infrastructure with cooperation and support of the government



and local people. It may be noted that black topping of Surkhet and Dhangadhi airport has facilitated airlines in smooth air services. Our focus for the coming days will be to speed up the up gradation of other domestic airports including the remote airports which have high tourism and regional development potential, and restoration of damaged airport infrastructures.

The ICAO Universal Aviation Security Audit has been successfully conducted during 22 to 29 November 2010.

The fulfillment of various positions were done in a massive scale. Talking about the Human Resource Development during 2009 and 2010, the personnel from CAAN are being trained abroad as well as locally. The Civil Aviation Academy has been conducting various training courses including the Basic ATS Training, Basic RFF training, Civil Aviation Regulation (CAAR), refresher courses, AIP orientation course training for the pilots etc. The ICAO Trainair Plus Project has been started at CAA which aims to grant CAA the Trainair plus membership. The Trainair expert has established course development unit (CDU) at CAA and a course developers workshop has been successfully completed. The expert and the CDU team are set to develop a standardized training package (STP) on SSP and CNS technologies for ATC, Civil Aviation Academy training policy and procedure manual as well as Aviation English Language Proficiency Testing Procedures are being developed to comply with language proficiency requirements of ICAO by the timeline of 5 March 2011.

Some Significant Works Included in the Budget and Programme in the fiscal year 2067/68

The works that CAAN is performing in the current fiscal year in accordance with the decision of the Board of Directors are as follows:

- Continue the implementation of Corrective Action Plan (CAP) and the necessary works related to ICAO Audit.
- Complete the work of installing AMHS at TIA in order to enable TIA to exchange aviation messages with other domestic and international airports and Aeronautical Ground Stations.
- Perform flight calibration of the communication and navigation aid equipments at various airports.
- Develop required software and train the manpower so that Aerodrome and Airspace Procedure Design can be done within the country.
- Prepare Civil Aviation Documents related to USOAP/SMS.
- Start preliminary work related to the Route Procedures based on RNAV/RNP-GNSS at Biratnagar and Chandragadhi airports.
- Prepare obstacle Limitation Surface of the airports permitting IFR flights.
- Digitize the license issued to the manpower involved in the aviation security.
- Extend the runway at Manang and Dolpa airports, construct the terminal/tower building at Kangeldanda airport and extend the apron at Simikot airport.
- Continue the works being done during the last fiscal year, regarding to runway, taxiway and apron at Taplejung, Manamaya

Rai Khanidanda, Kaangeldanda, Thamkharka, Rajbiraj, Rumjatar, Manang, Tumlingtar, the old and the New airports at Pokhara, Dolpa, Rara, Biratnagar, Simikot airports.

- Continue the works being done during the last fiscal year, regarding the building construction at Manamaya Rai Khanidanda, Kaangeldanda, Thamkharka, Meghauli, Rajbiraj, Phaplu, Tumlingtar, the old and the New airports at Pokhara, Dolpa, Biratnagar, Surkhet, Rukum Chaurjahari, Lamidanda, Jumla, Sanfebagar and Dhangadhi airports.
- Equip Simara and Dhangadhi airports with Airfield Lighting System to make these airports suitable for running night operation.
- Install new Communication equipments like VHF/ HF at different airports because of the old model of the existing equipments of which even the spare parts are not easily available.
- Complete the installation process of new VOR/DME at Kathmandu and Biratnagar airports.
- Equip Rara, Dolpa and Phaplu airports with Meteorological Observation Temperature in the present fiscal year in order to implement the recommendation of USOAP and to function in accordance to ICAO Annex-3.

This year, the government of Nepal by the cabinet decision has transferred the assets formerly owned by the then Department of Civil Aviation. This transfer has been made under the CAAN Act 2053. We are paying special attention to update records and expedite the process of having title of ownership of the assets to CAAN.

It will be pertinent to mention that the Government of Nepal and CAAN observed the international civil aviation day on 7th December of 2010 with the ICAO mandated theme of "Safe, Secure and Sustainable Aviation for our Planet." The participation of AOAN and other stakeholders was commendable not only in celebrating the occasion but also in organizing a workshop with meaningful deliberation on the subject of contemporary relevance.

Finally, we would like to express our thanks to the government of Nepal, ICAO, and all stake holders, donors, COSCAP-SA, EU-SA, CASP-AP, industry partners for their contribution to the development of civil aviation and supporting the activities undertaken by CAAN. We are confident that similar spirit of cooperation will be continued in the days ahead. I appreciate the outstanding performance, professionalism and commitment my colleagues and staff have demonstrated in developing the regulatory documents in addition to implementing the tasks assigned to them throughout the year.

I hope this report will be resourceful and informative to all concerned. I would like to thank the dedicated members of the Publication Committee for the preparation and publication of this report.

Ram Prasad Neupane
Director General
Civil Aviation Authority of Nepal



CAAN: HIGHLIGHTS

Airport Infrastructure Development

With a single international airport, five regional hub airports (Nepalgunj, Biratnagar, Bhairahawa, Pokhara, and Dhangadhi), forty three other domestic airports and five airports under construction (Kalikot, Kamalbazar, Masinechaur, Sitaleshola, and Simichaur), there are fifty five airports in the country. Of these, thirty four airports are under operation at present.

Tribhuvan International airport

- a) In the process of TIA improvement and expansion, CAAN has signed an agreement of SDR 44388000 with Nepal Government. ADB has agreed to fund for capacity enhancement of TIA according to its master plan. Under this assistance we are hoping for an overall improvement made to meet the air traffic growth trend. Some of the planned initiations to be supported by ADB include runway extension by 300 meters to the south, installation of runway centerline lights, installation of new CAT I approach lights, construction of a temporary Domestic Terminal Building, refurbishing the existing international terminal building, construction of new parallel taxiway, construction of new international apron, new CNS equipment, installation of localizer for Runway 02, etc. Besides, the project is also carrying out studies on organizational and management aspects of CAAN
- b) The runway and taxiway overlay work at TIA is in the verge of completion and the one additional international aircraft parking bay extension work has already been completed. Consequently, there are nine international aircraft parking bay at present.

Facility and Service Improvement at TIA

- a) Services to the passengers and tourists are being provided in a regular, and time efficient manner paying attention to attain an overall improvement in the issues like sanitation, management of terminal, trolley service and taxi service.
- b) An Agreement between TIACAO, CAAN and SITA has been made so as to promulgate CUTE (Common User Terminal Equipment) system at TIA. CUTE is indispensable regarding international norms and it aids in e-ticketing system as well. In addition, this system can be used by all the operators to check the passenger ticket using single software instead of conventional dedicated counters.
- c) Emergency situation does not occur with prior notification. It may show up despite various security measures adopted for the safe conduct of flights. Keeping this in view, CAAN conducted an emergency exercise to examine the efficiency of all equipments, facilities, communication system, people and organizations involved, to reduce the extent of loss of life and property, and to keep intact the emergency handling mechanism by sorting out the weaknesses, if any.
- d) Executive Lounge and Restaurant providing high quality service is being operated at TIA to facilitate the tourists and the passengers.
- e) Additional baggage trolleys have been made available.

Development of Domestic Airports

The increase in number of aircraft operating companies as well as the aircrafts has rendered it necessary to upgrade and expand the domestic airports. This process of expansion is being continued by CAAN for aviation service to remain safe, regular and reliable. Following works have been done regarding the expansion of domestic airports and construction of additional physical infrastructures.

a) Dhangadhi airport

Taking into consideration the absence of airport with a blacktopped runway in Far Western Development Region and the request from the local bodies for up gradation and expansion of Dhangadhi airport, which has made a high contribution for the regional balance, CAAN has completed the blacktopping of the runway, taxiway and apron aiming to run the airport for the whole year through. Now Dhangadhi airport is capacitated enough for welcoming aircraft as big as Fokker 100.

b) Surkhet airport

Surkhet airport as the base of Karnali Region has been widely upgraded. Now the 1040x30 m runway is blacktopped, the aircraft parking apron area, which could otherwise accommodate five twinotters or the like aircraft, is now developed into a rigid parking apron fit for accommodating three more MI8 helicopters. The land acquisition for runway expansion is in progress.

c) Janakpur airport

The runway at Janakpur airport has been extended by 300 m giving it a final length of 1200m. The upgrading and development of the runway, taxiway, and apron has been completed at this airport. Expansion and development of this airport is underway.

d) Simikot (Humla) airport

The compensation amount against the land acquired for the runway expansion at Humla airport has been distributed. The blacktopping of runway, taxiway and apron at this airport is slowly progressing due to the difficulties in transporting construction materials and adverse weather conditions.

e) Tumlingtar airport

The blacktopping of the 800 m long runway at Tumlingtar airport is expected to be completed by Falgun 2067.

- f) The development of physical infrastructures related works as planned at Thamkharka (Khotang), Phaplu (Solukhumbu), Salle(Rukum), Sanfebagar (Achham), Chaurjahari and Bajhang Airports have been completed.

Communication and Navigation Aids

- a) A Remote Control Air Ground (RCAG) System has been installed at Nepalgunj and its coverage towards the western part of Kathmandu Area Control Centre has been extended.
- b) The tendering and evaluation process for the installation of Automatic message handling (AMHS) is on the verge of



completion.

- c) As per the agreement made with ICAO regarding the replacement of existing RADAR/RDPS, the report of the extensive survey and study done by the ICAO experts has been submitted.
- d) The Airfield Lighting System at Nepalgunj airport has been replaced.
- e) The commissioning of DVOR/DME and accessories at Biratnagar and Kathmandu airport has been completed.
- f) The commissioning work of PAPI Light system at Chandragadhi, Surkhet and Janakpur airports is in progress.
- g) The installation and testing work of two men position tower console and accessories at Chandragadhi, Janakpur and Surkhet airports is in progress.

Airlines Operation

Out of 60 AOCs issued so far, 28 are valid till date. Among these also, only four operators viz. Para Nova Nepal Pvt. Ltd., Annapurna Paragliding Pvt. Ltd., Mountain Helicopters Pvt. Ltd. and Muktinath airlines Pvt. Ltd. have been issued the AOCs for airline operation. The AOCs of the former two of these four companies are under the category of adventure airline operation and these have started providing service thus expanding the horizon of the adventure and recreational tourism of Nepal. Similarly, Mountain Helicopters has begun running its operation and has been serving the tourists by operating sightseeing flights and helping the needy by carrying out rescue flights. All of these activities have supported the development of tourism in Nepal.

As for the progress related to international flight, 27 international operators have been serving in Nepal. The new entrants this year are Kingfisher Airlines (Delhi-Kathmandu-Delhi), Oman Air (Oman-Kathmandu-Oman) and Spice Jet Airlines (Delhi-Kathmandu-Delhi).

Besides the new operators operating scheduled flights at Kathmandu airport, there are several international chartered flights which operate as required. More than 200 such chartered flights have been permitted this year. This number is expected to increase further in the days ahead.

Bilateral agreements

Nepal has signed in the bilateral aviation agreement with 36 countries viz. India, Sri Lanka, South Korea, Bhutan, Japan, Myanmar, Bangladesh, Brunei, China, Malaysia, Singapore, Thailand, Macau, Maldives, Hong Kong, Philippines, Oman, Egypt, Saudi Arabia, Jordan, Qatar, Bahrain, Pakistan, Kuwait, United Arab Emirates, Israel, Austria, France, Luxemburg, Russian Federation, Germany, Italy, Netherland, United Kingdom, Croatia and Turkey.

The Government of Nepal has signed a Memorandum of Understanding with India on 9th September 2009 and initialed the text of the Air Services Agreement for paving way for further collaboration in air transport sector. These negotiations have offered thirty thousand seats to and from six metropolitan cities, a historic surge over the existing 6000 air seats to and from seven points in India both ways.

Improvements regarding airspace and domestic and international air routes

Following work has been advanced regarding the airspace and the domestic and international routes in order to make the aviation service more efficient and economic

- a) According to the policy of promoting Trans Himalayan flights and East west international flights with an aim to make maximum utilization of Nepalese airspace, Co-ordination with ICAO is in progress for establishing Trans Himalayan Route which includes the Nepalese airspace in international long distance East West international flights. Similarly, co-ordination with ICAO is going on for the establishment of East West (Kunming-Kathmandu-Delhi) Himalayan route as well.
- b) In September 2009, a new route going to Delhi via Mahendranagar from Kathmandu (L626) was established and promulgated from 19th November 2009.
- c) For proper improvement of the existing domestic air route and airspace, Instrument Flight Procedures are being introduced in different airports and the revision of airspace is also in progress.
- d) A database including all procedures, routes, approach and departure chart has been prepared by digitizing the aeronautical charts of Nepal. The new aeronautical chart has already been published.
- e) The fifth amendment of Aeronautical Information Publication (AIP) Nepal has been published including all the revised data, routes and procedures.
- f) With an aim to introduce GPS based navigation system gradually in all airports, a preliminary preparation for implementing GPS Approach and Departure system in Biratnagar and Chandragadhi airports has been made.

ICAO USOAP Audit

ICAO audit Team has completed the Universal Safety Audit Program (USOAP). Corrective Action Plan (CAP) prepared and adopted according to the findings of the audit team are being implemented with priority. Civil Aviation Requirements as well as Documents and Manuals are prepared and being implemented in order to meet the ICAO requirements for contracting states to implement the provisions under SARPS contained in ICAO Annexes.

Aviation Security

- a) Civil Aviation authority of Nepal has recently Commissioned (November 21) X-ray equipment for the security screening of hold baggage of the passengers departing from Pokhara airport. Amongst domestic airports, Pokhara airport serves maximum number of passengers and their baggage. As manual search of baggage requires comparatively longer time and Pokhara serving maximum number of passengers most of whom are tourists, use of high tech equipment for the screening instead of manual search was demanded. Commissioning of x-ray equipment is believed to assist security personnel in carrying out security search of baggage in more effective way and to expedite the processing of baggage as well.
- b) Nepal was audited by ICAO from 22 to 29 November 2010



under second cycle of Universal aviation Security Audit Programme. ICAO has started mandatory aviation security audits of all its 190 contracting states commencing from 2003. First cycle of the audit was completed on December 2007. Nepal was audited on February 2006 under the first cycle of audit; the validation corrective action was done on 2008.

ICAO Aviation Security Audit is aimed to assist the contracting states to enhance their security system and ultimately to upgrade and maintain the aviation security globally.

Communication, Navigation and surveillance

- a) For the detail study of the appropriate surveillance Technology and Precision approach system and preparation of tender documents, discussion and site visit has been done with CNS and ATM experts from ICAO under the agreement NEP09/802 along with the pilots from different airlines and other aviation experts from Nepal. A presentation of the interim report prepared by the ICAO experts has been done to the technical groups of CNS and ATM division and collected their views and suggestions.
- b) A tri-party agreement has been signed between Radio Nepal, Qatar Airways, and CAAN in co-ordination with Ministry of Tourism and Civil Aviation and Ministry of Information and Communication to reduce the height of existing 97 meters high FM Station antenna of Radio Nepal located at Khumaltar, Lalitpur.
- c) In co-ordination with JICA Senior Volunteer (Advisor) working under CAAN head office, various activities have been initiated to maintain and upgrade the existing ASR/SSR, ATS Communication System, Meteorological Equipments installed during JICA Grand Aid projects.
- d) By coordinating with the Ministry of information and Communication, the yearly renewal charge for using Communication and Navigation equipments which was previously being paid to the Ministry of Information has been fully waived.
- e) For the 24 hour uninterruptible operation of Nepal RCAG System, a 15 KVA diesel generator has been installed in

Nepalgunj. With the coverage of this RCAG system the L626 Route has been successfully commissioned and is now in seamless operation.

- f) Radar Antenna overall work has been successfully completed.

Flight Safety

The task of maintaining a high level of flight safety is very challenging owing to the topographical constraint and the difficulty in establishing the communication and nav aid equipments as required in such condition. Nepal has been actively taking part in the worldwide safety and security Monitoring Programme under which the audit has been completed in Nepal. To promote safety culture, CAAN has instructed all operators and Maintenance Organizations to strictly implement Safety Management System. In the process of implementing the standard and recommended practices, the existing NCAR, FOR are under review. Similarly, Personnel Licensing Requirements (PLR) and Dangerous Goods Handling Requirements (DGHR) have been prepared and implemented. In order to uplift Nepalese Civil Aviation to international standard, in congruence with EASA part 145, part 147 and part 66, NCAR part 145, part 147 and part 66 have been prepared and implemented.

Rescue and Fire Fighting Service

TIA has been providing RFF category 8 as per the standard set by ICAO. For providing this service, well trained and skilled manpower has been employed and the equipments are maintained and kept ever ready to provide prompt service. Regular fire drills and exercise conducted to keep the manpower and equipment intact.

Human Resource Development

Abiding by the policy to produce skilled manpower related to aviation, Civil Aviation Academy has been providing various types of trainings. The trainings include, computer, ATS Refresher, AIP (pilots), AIP FD, RAMP Safety, Fire Fighting and Equipment Operation, PPS, AFIS Refresher, Basic VOR/DME, AVSEC Field Base, Pre- board Passenger Screening, Advance RFF, RFF field Base, TIA Security orientation, ATSEP License, Radio Line Technician, electrical Line Technician Orientation, AVSEC (Officer Level) etc. The on-going basic ATS and RFF training is going to be completed in a near future.



Nepal's participation in the APAC DGCA Conference

Nepal is actively participating in the Directors General of Civil Aviation (DGCA) Asia Pacific Conference held annually.

The 46th Conference of the DGCA was held in Osaka, Japan from 12 to 16 October 2009. A four-member Nepalese delegation participated in this Conference. Similarly, the 47th Conference of the DGCA was held in Maco, SAR, China from 25 to 29 October 2010. A two-member Nepalese delegation participated in the Conference. The following Discussion Papers (DPs) were presented from Nepal.

1. DP/3/22 - Performance Based Navigation (PBN) implementation in Nepal.
2. DP/4/6 - Development Status of Language Proficiency Requirements and Challenges in Nepal.

3. DP/4/25 - Aviation Safety Activities in Nepal.

4. DP/5/7 - Aviation Security Activities in Nepal.

Mr. Ram Prasad Neupane, Director General, CAAN, leader of the Nepalese delegation was appointed as the moderator to Agenda Item 1 : Review of Action Items arising from the 46th DGCA Conference.

A list of Action Items arising from the 46th and 47th DGCA Conference are as follows:

LIST OF THE ACTION ITEMS ARISING FROM THE 46th DGCA CONFERENCE Nepal's Status of Implementation

Agenda Item 46/1 Seamless Sky- ATM

APANPIRG is playing leading role and serves as the platform to discuss and plan the future ATM system for the harmonization and uniformity in the region. Nepal will continue to play its active role by participation in the APANPIRG meetings and support the implementation of ICAO provisions.

Agenda Item 46/2 Seamless Sky - Air Cargo Security.

Nepal will follow air cargo security related provisions and facilitate protection of cargo supply chain for transport of cargo by air. A modern international air cargo terminal has been constructed to facilitate cargo storage and promote international trade. The operation and management modality of cargo terminal through private sector involvement is being explored.

Agenda Item 46/3 Aviation Safety

Nepal is committed to implementing State Safety Programme (SSP) and developing SSP regulation and programme. The Safety Management System (SMS) Requirements have been developed and enforced to ensure that service providers will effectively implement Safety Management System in their respective fields. With the regular ramp inspection, we are monitoring the safety of foreign carrier into Nepalese airspace. We look forward cooperation between States in sharing a safety information and promoting harmonization.

Agenda Item 46/4 Submission of Implementation Status - List of Action Items

Despite best efforts, six-month prior submission of implementation status could not be made due to practical problem. However, two months prior submission seems to be reasonable.

Agenda Item 46/5 Asia Pacific Consultative Link.

Manager, DGCA Secretariat has been designated as a

contact person from CAA Nepal.

Agenda Item 46/6 Implementation of continuous descent operation

Nepal has developed its PBN implementation plan and submitted to ICAO APAC office which includes CDO as part of Nepal PBN implementation plan.

Agenda Item 46/7 Asia Pacific Flight Procedures Programme

Nepal fully supports the Asia-Pacific Flight Procedure Programme. CAA officials participated procedure design basic and advance training course and will continue such participation to strengthen procedure design capability.

Agenda Item 46/8 Preparation for WRC 2011

Nepal will give high priority to ensure support to ICAO position for WRC - 2011. Necessary coordination is being made with the appropriate Government authorities in this respect. CAA Nepal has designated focal point for this purpose.

Agenda Item 46/9 USOAP Pre-audit Documents.

Nepal would like to express sincere thanks and appreciation to ICAO, COSCAP-SA, civil aviation administrations and international organizations for their help and assistance for the accomplishment of USOAP audit in Nepal in May 2009. The post audit Corrective Action Plan (CAP) has been submitted to ICAO and the implementation is in progress.

Action Item 46/10 Language Proficiency Requirements

- a. The questionnaire attached to ICAO State letter AN 12/44.6-09/53 dated 17 July 2009 has been duly completed and submitted to ICAO Headquarters, in which the Civil Aviation Authority of Nepal affirmed its acceptance to comply with the



language proficiency requirements by March 2011. Accordingly, an amended plan has also duly been posted with ICAO LPR Website.

- b. Nepal has, in various international forums including 46th DGCA Conference, informed about the inadequacy in the number of experts for training and testing in respect of language proficiency. Now, with the continued cooperation of States, Nepal has in place three qualified trainers/raters. Testing is expected to be achieved towards the full implementation of LPR by March 2011.

As regards exploration of possibilities in terms of training and expertise, Nepal urges the concerned training organizations and States to continue with their fellowship programmes for developing countries like Nepal to allow more participation in training and workshops particularly in train-the tester programme and Aviation English Language Proficiency Interviewer/ Rater course STP No. 291/154/LAANENG, taking into account the continuity of LPR implementation process in respect of new entrants in future. In this regard, Nepal is considering to participate in 10th Aviation English

forum of International Civil Aviation English Association (ICAEA) to be held in Kuala Lumpur, Malaysia, on 23rd and 24th November 2010, which aims to discuss the theme of sustaining ICAO LPR implementation beyond March 2011 from the operational and language training and testing points of view.

Agenda Item 46/11 Technical Cooperation.

Nepal has been actively participating in the Regional Cooperation Programme such as COSCAP-SA, CASP-AP and CAPSCA - and will continue to do so. Human resource development is very crucial which requires cooperation and support from ICAO, States and other international organizations. The fellowship program with priority to developing countries will be very useful for manpower training. So, a co-operative mechanism should be reinforced and continued for this purpose.

Agenda Item 46/12

Nepal looks forward the possible papers on this subject from various countries and try to share experience as far as possible.

LIST OF ACTION ITEMS ARISING FROM THE 47th CONFERENCE

Agenda Item 3: Air Navigation Planning and Implementation	
Action Item 47/1	Given the global and trans-boundary nature of air traffic flows the Conference recognizes the need for ATM Contingency Plans to be developed in consonance with ICAO Annex 11 and requests the ICAO APAC Office to consider the establishment of a Task Force for planning, coordination and implementation of a regional ATM contingency plan.
Action Item 47/2	Recognizing the lack of response to the ICAO State Letter Ref: AN 13/2-2010/31 dated 29 March 2010, requesting States to inform the ICAO APAC Office of actions completed toward implementation of the PANS-ATM provisions regarding the NEW flight plan content, the Conference urges States and Administrations which have not yet done so, to provide planning and implementation data of their New Flight Plan Format to the ICAO FITS website.
Action Item 47/3	To enable timely implementation of the new Flight Plan Format the Conference urges States/Administrations and Service Providers in the APAC Region to follow the Asia/Pacific transition period adopted by the APANPIRG Flight Plan and ATS Messages Implementation Task Force.
Action Item 47/4	Noting the lack of completion of State PBN Implementation Plan in the APAC Region and in keeping with the ICAO Assembly Resolution A37-11, the Conference urges States/Administrations that are yet to develop their plans, to complete a State PBN implementation plan as a matter of urgency to achieve the timelines and intermediate milestones and: <ul style="list-style-type: none"> a) requests States/Administrations to identify the focal point, consider deploying some resources to the PBN implementation plan and ensure the responses made within the deadline; b) submit their plans to the ICAO APAC Office at the earliest; and c) requests the ICAO APAC Office to initiate a questionnaire to find out the problem/issues faced by States in not being able to submit a State PBN Implementation Plan.
Action Item 47/5	The Conference urges States/Administrations to: <ul style="list-style-type: none"> a) maintain continuous Civil and Military coordination as greater participation of military authorities in civil forums is necessary to facilitate optimum utilization of airspace; and b) consider including their military counterparts in their delegations whenever possible.



	Agenda Item 4: Aviation Safety
Action Item 47/6	States supported the establishment of the Regional Aviation Safety Group – Asia Pacific (RASG-APAC) subject to reconciliation of the TORs of the COSCAPS and the RASGAPAC to avoid duplication. The Conference requests the ICAO APAC Office to circulate the DGCA-47/DP/4/3 (Establishment of Regional Aviation Safety Group in Asia Pacific) to the three COSCAP Steering Committees, PASO and other members of APAC for review. The Conference further requests the Regional Director of ICAO Asia Pacific Office to present the paper to the COSCAPs Steering Committee Meetings and to take leadership role in formulating necessary future actions based on the views of all States/Administrations in the region. The final document is to be circulated to all APAC States/Administrations.
Action Item 47/7	To develop and maintain the expertise of an Accident Investigator, the Conference agrees with the proposal submitted in DGCA-47/4/11 paper (Training Investigators and Maintaining their Expertise). The Conference, however, requests ICAO APAC Office to present this proposal to the COSCAPs Steering Committees for consideration.
Action Item 47/8	Taking note of the SARPs established in the related ICAO Annex and guidance provided in ICAO documents, the Conference emphasised upon the States/Administrations on the need to establish a State Safety Programme in order to achieve an Acceptable Level of Safety (ALoS) in civil aviation. The ALoS to be achieved shall be established by the State. (Annexes 6, 11 and 14)
	Agenda Item 5: Aviation Security
Action Item 47/9	Noting that an aviation security Regulators Meeting is already proposed for 2011 in Singapore, the Conference urges States/Administrations to send their appropriate specialists to the next Regulators Meeting in 2011 in Singapore. The Conference further requests that: <ul style="list-style-type: none"> a) ICAO play an increased leadership role in this Regulators Meeting to ensure that matters are progressed consistent with the 37th ICAO Assembly Resolutions; and b) Reports from the Regulators Meeting are presented to the DGCA Conference. In order to have a unified approach in tackling aviation security issues and bolstering cooperation in this regard in the Asia Pacific region the Conference agrees to request ICAO through the DGCA platform to provide leadership and direction on aviation security matters consistent with the 37th Assembly Resolution.
	Agenda Item 7: Aviation and Environment
Action Item 47/10	Looking that the global aspirational goals do not attribute specific obligations on States, to mitigate aviation impact on climate change in accordance with Assembly Resolutions A37-18 and A37-19, the Conference encourages States to: <ul style="list-style-type: none"> a) actively participate in ICAO's work on developing guidance for the preparation of State action plans, including attending the ICAO workshop for the Asia Pacific region, and to develop and submit action plans to ICAO by the end of June 2012; and b) undertake or enhance voluntary activities, including in partnership with other States, to address international aviation CO2 emissions and to share information on these activities.
Action Item 47/11	Noting the potential presented by alternative aviation fuels in addressing aviation CO2 emissions, the Conference encourages States to collaborate and to exchange information on the development and deployment of sustainable alternative fuels for aviation.
	Agenda Item 8: Technical and Regional Cooperation
Action Item 47/12	Recognizing the technical assistance requirements of Member States/Administrations in fulfilling their obligations for the effective safety and security oversight of aviation activities taking place under their



	<p>jurisdictions, and making note of the enormous potentials in the Regional Cooperative Arrangements to help solve such situations, the Conference requests :</p> <ul style="list-style-type: none"> a) the States to actively participate at the various ongoing Regional Technical Cooperation Programmes such as CASP-AP, CAPSCA-AP, COSCAPs, CAEMSA-SP, etc; b) the States to make the optimum use of the opportunities, facilities or services provided by such Programmes or Projects to meet their national requirements including the staff training; and c) the international agencies and donor community to continue extending their support in cash and/or in kind for the continued implementation of the Regional Cooperative Programmes.
Action Item 47/13	<p>Acknowledging the acute shortage of trained and qualified aviation technical personnel and recognizing the potential benefits for building capacity in receiver States and also for building the capability of host State aviation training institutions, the Conference requests:</p> <ul style="list-style-type: none"> a) States/Administrations having necessary resources and expertise to join the ICAO Developing Countries Training Programmes in order to provide assistance to States for training of national staff; and b) the Developing States to make use of the opportunities provided under the ICAO Developing Countries Training Programmes for training of their national staff as and when they are made available.
Action Item 47/14	<p>Taking note of the outcomes of the Aviation Training Directors Forum in Singapore and considering the suggestion to institutionalize the forum the Conference requests the ICAO APAC Office to coordinate the efforts of a biennial meeting of the Aviation Training Directors Forum. States interested to host the next forum in 2012 are requested to officially advise the ICAO APAC Office of their intent.</p>
Action Item 47/15	<p>Considering the merits of CAPSCA Programme outlined in the DGCA-DP47/8/6 (Pandemic Preparedness Planning for the Aviation Sector), the Conference urges States/Administrations to join up as members of CAPSCA-AP, in view that CAPSCA has now been designated as a regular programme of ICAO for the triennium 2011-2013.</p>
	<p>Agenda Item 9: Other Business</p>
Action Item 47/16	<p>Taking cognizance of the difficulties mentioned in the DGCA- 47/DP/9c/3 (Scheduling of DGCA Conferences being held in the same years as ICAO Assemblies) paper, the Conference agrees that during an ICAO Assembly year, the DGCA Conference should be held in a reasonable timeframe before or after the ICAO Assembly, noting that this may require some adjustments to the rescheduling of other related regional meetings.</p>



Air Traffic Statistics

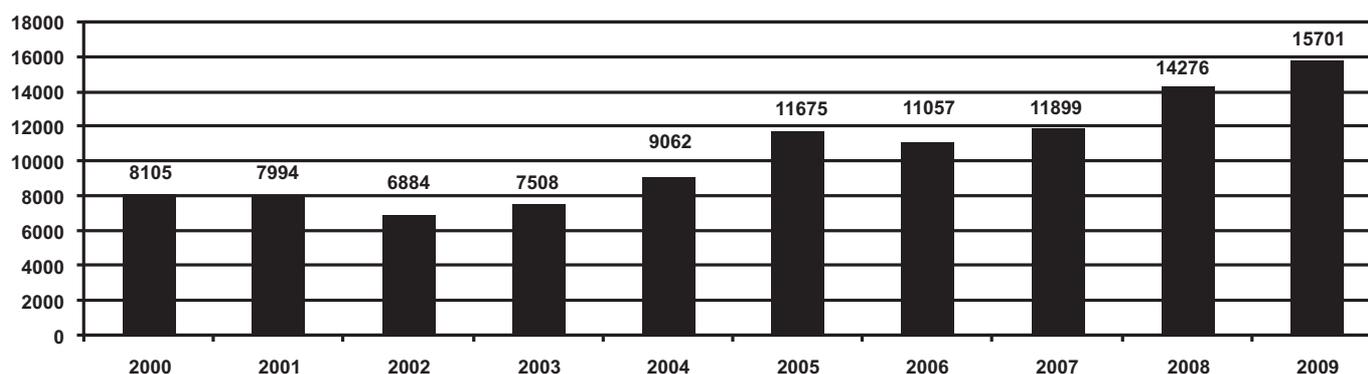
Tribhuvan International Airport



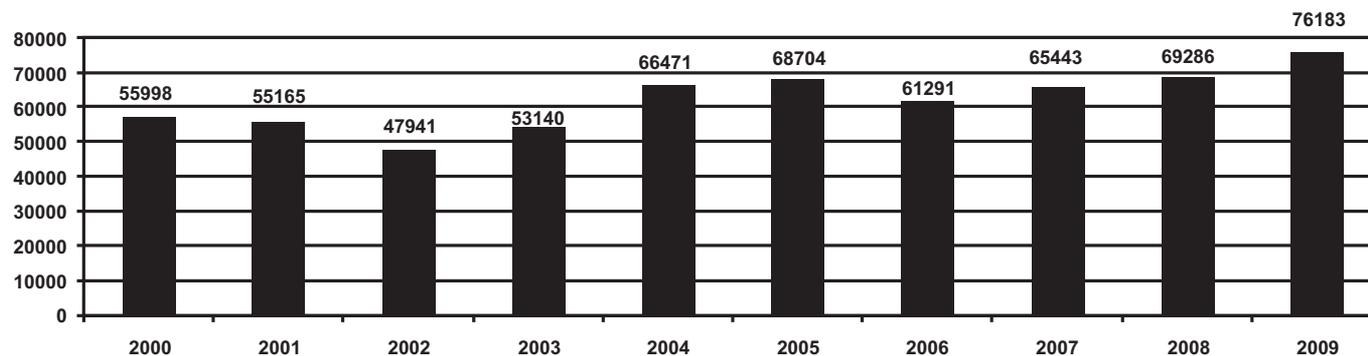
**TRIBHUVAN INTERNATIONAL AIRPORT
10 YEARS AIRCRAFT MOVEMENT**

YEAR	INTERNATIONAL AIRCRAFT MOVEMENT				DOMESTIC AIRCRAFT MOVEMENT			
	AIRCRAFT MOVEMENT	INCREASE/DECREASE, THAN LAST YEAR +/-	% CHANGE	REMARKS	AIRCRAFT MOVEMENT	INCREASE/DECREASE, THAN LAST YEAR +/-	% CHANGE	REMARKS
2000	8105	-321	-3.8	1999/8426	55998	214	0.4	1999/55784
2001	7994	-111	-1.4	Decrease	55165	-833	-1.5	Decrease
2002	6884	-1110	-13.9	Decrease	47941	-7224	-13.1	Decrease
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

**TRIBHUVAN INTERNATIONAL AIRPORT
International Aircraft Movement**



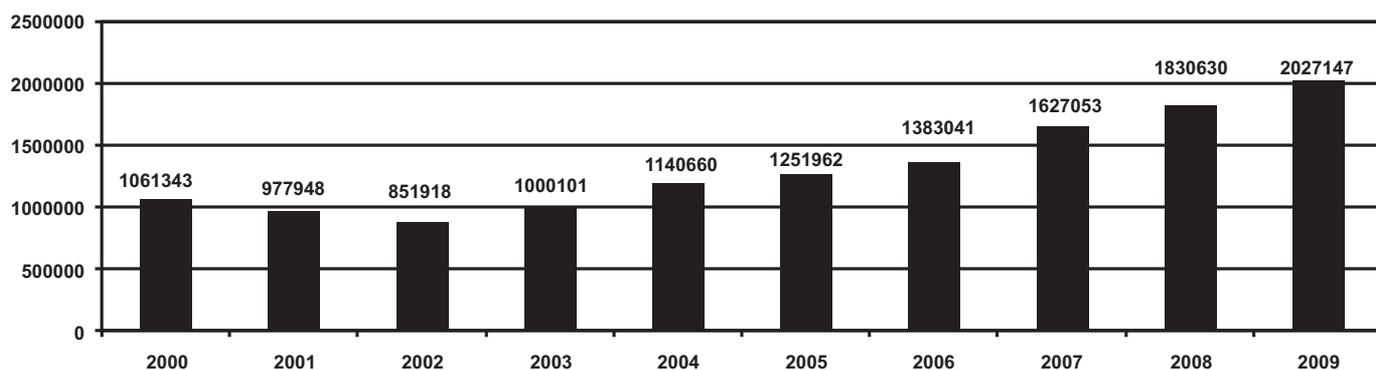
**TRIBHUVAN INTERNATIONAL AIRPORT
Domestic Aircraft Movement**



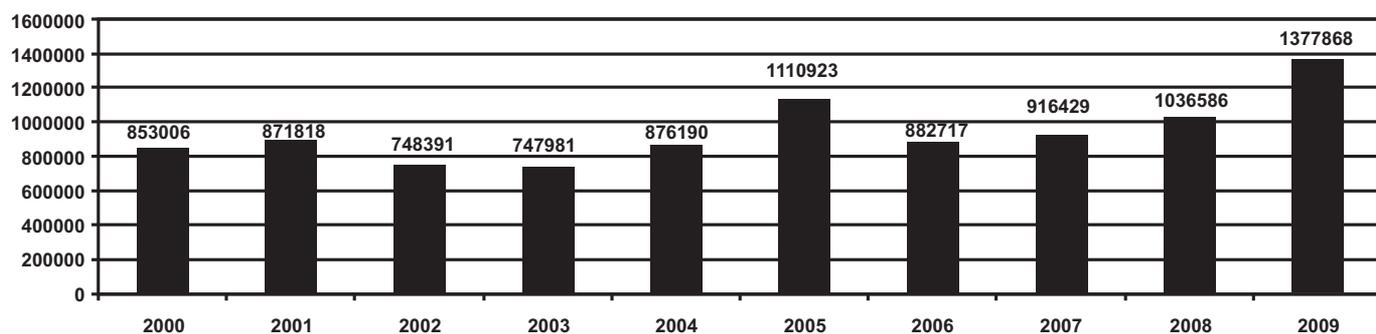
**TRIBHUVAN INTERNATIONAL AIRPORT
10 YEARS PASSENGER MOVEMENT**

YEAR	INTERNATIONAL PASSENGER MOVEMENT				DOMESTIC PASSENGER MOVEMENT			
	PASSENGER MOVEMENT	INCREASE/DECREASE, THAN LAST YEAR +/-	% CHANGE	REMARKS	PASSENGER MOVEMENT	INCREASE/DECREASE, THAN LAST YEAR +/-	% CHANGE	REMARKS
2000	1061343	-38988	-3.7	1999/1100331	853006	-40322	-4.5	1999/893328
2001	977948	-83395	-7.9	Decrease	871818	18812	2.2	Increase
2002	851918	-126030	-12.9	Decrease	748391	-123427	-14.2	Decrease
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

**TRIBHUVAN INTERNATIONAL AIRPORT
International Passenger Movement**



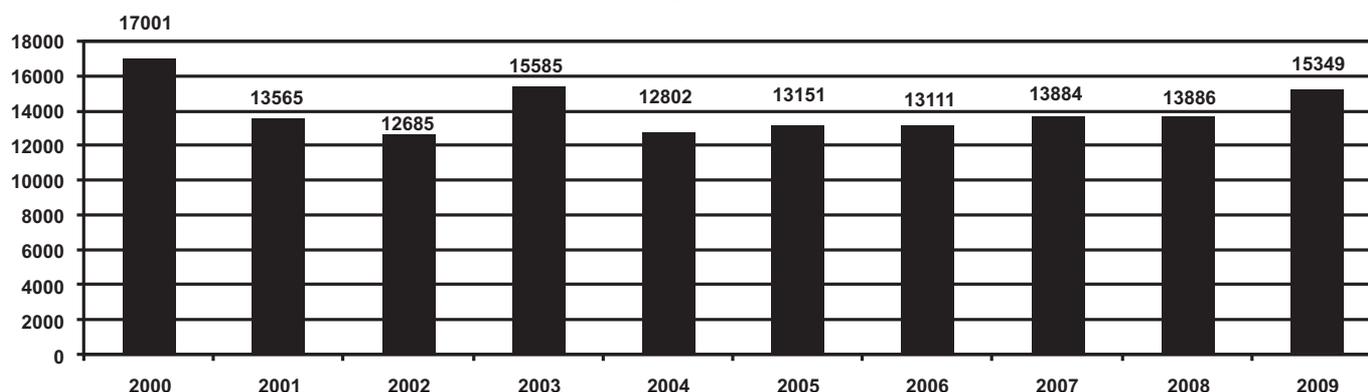
**TRIBHUVAN INTERNATIONAL AIRPORT
Domestic Passenger Movement**



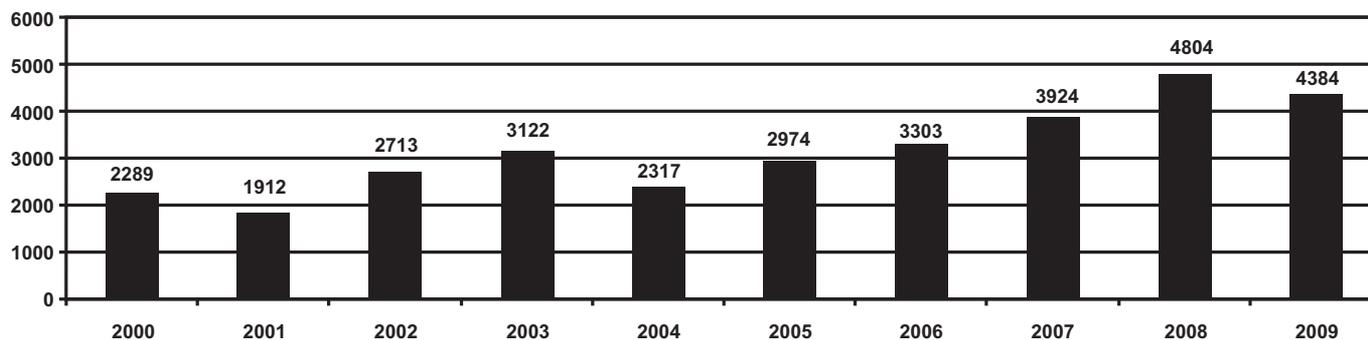
**TRIBHUVAN INTERNATIONAL AIRPORT
10 YEARS CARGO MOVEMENT**

YEAR	INTERNATIONAL CARGO MOVEMENT IN TONS				DOMESTIC CARGO MOVEMENT IN TONS			
	CARGO MOVEMENT	INCREASE/DECREASE, THAN LAST YEAR +/-	% CHANGE	REMARKS	CARGO MOVEMENT	INCREASE/DECREASE, THAN LAST YEAR +/-	% CHANGE	REMARKS
2000	17001	1949	12.9	1999/15052 tons	2289	1667	268.0	1999/622
2001	13565	-3436	-20.2	Decrease	1912	-377	-16.5	Decrease
2002	12685	-880	-6.5	Decrease	2713	801	41.9	Increase
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

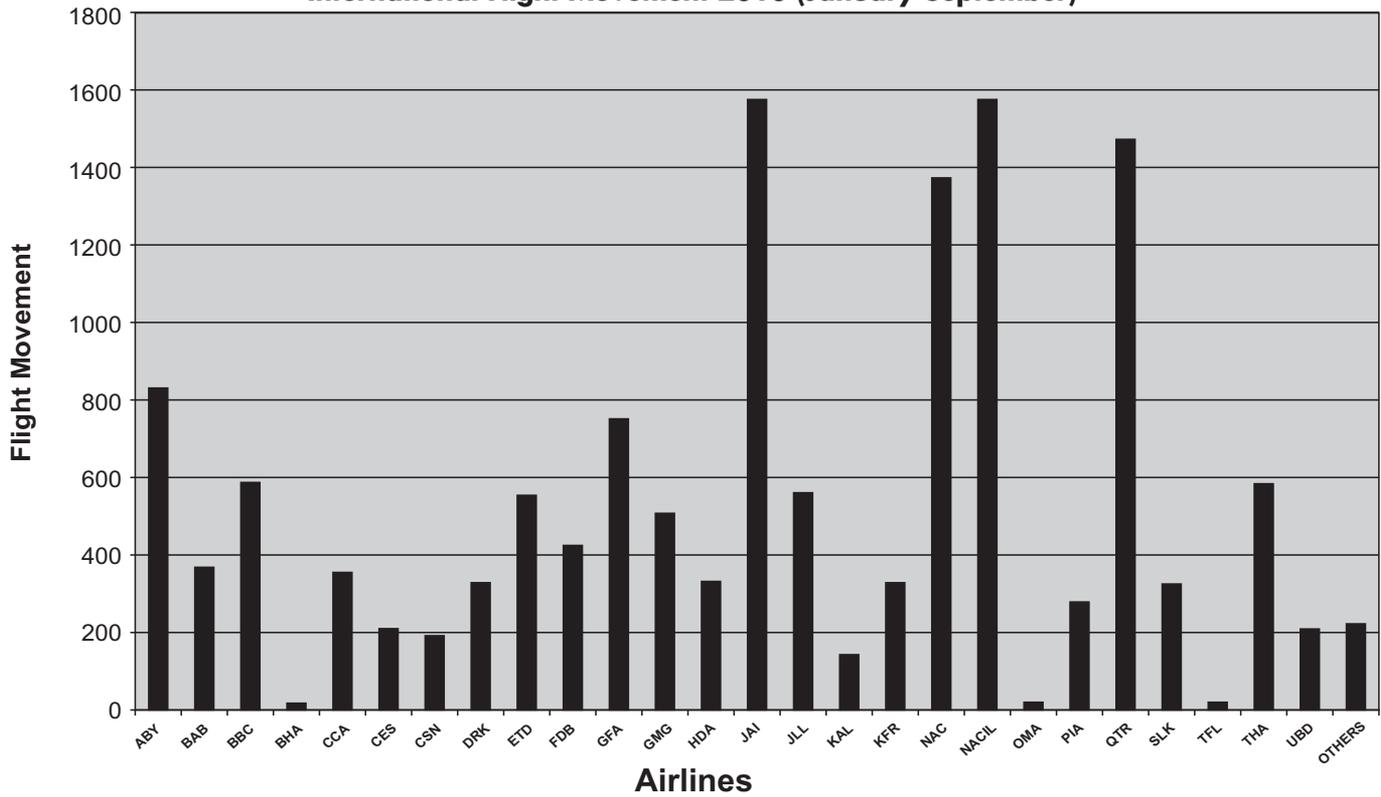
**TRIBHUVAN INTERNATIONAL AIRPORT
International Cargo Movement In Tons**



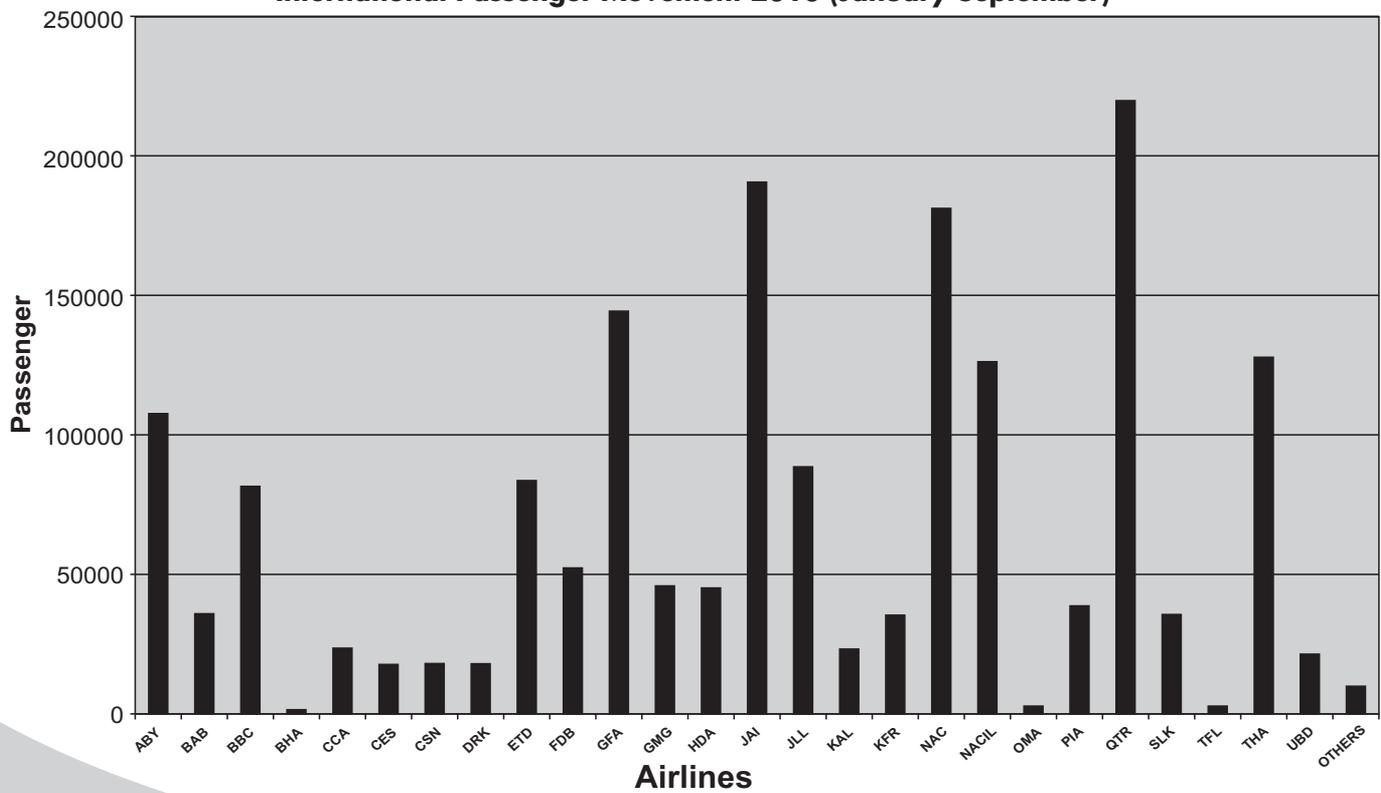
**TRIBHUVAN INTERNATIONAL AIRPORT
Domestic Cargo Movement In Tons**



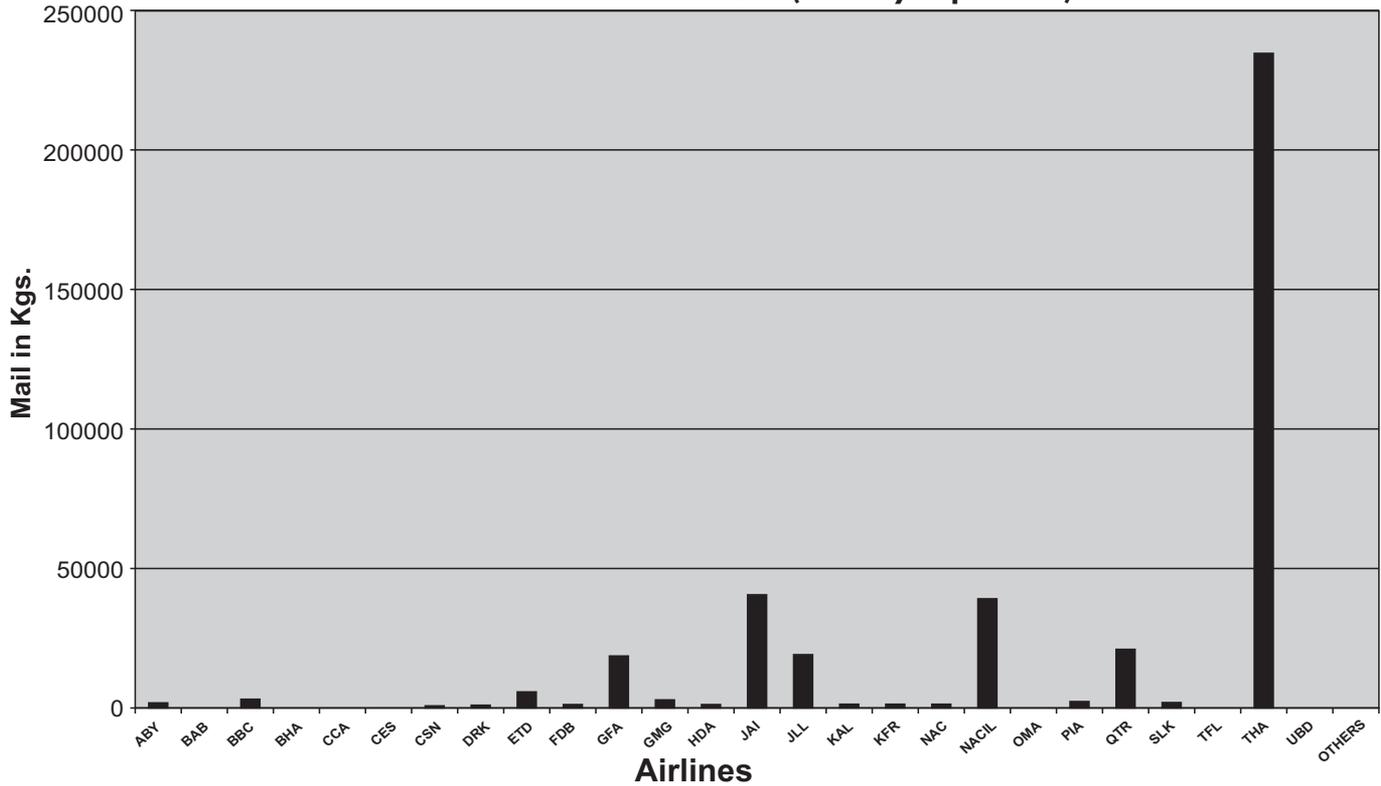
TRIBHUVAN INTERNATIONAL AIRPORT
International Flight Movement 2010 (January-September)



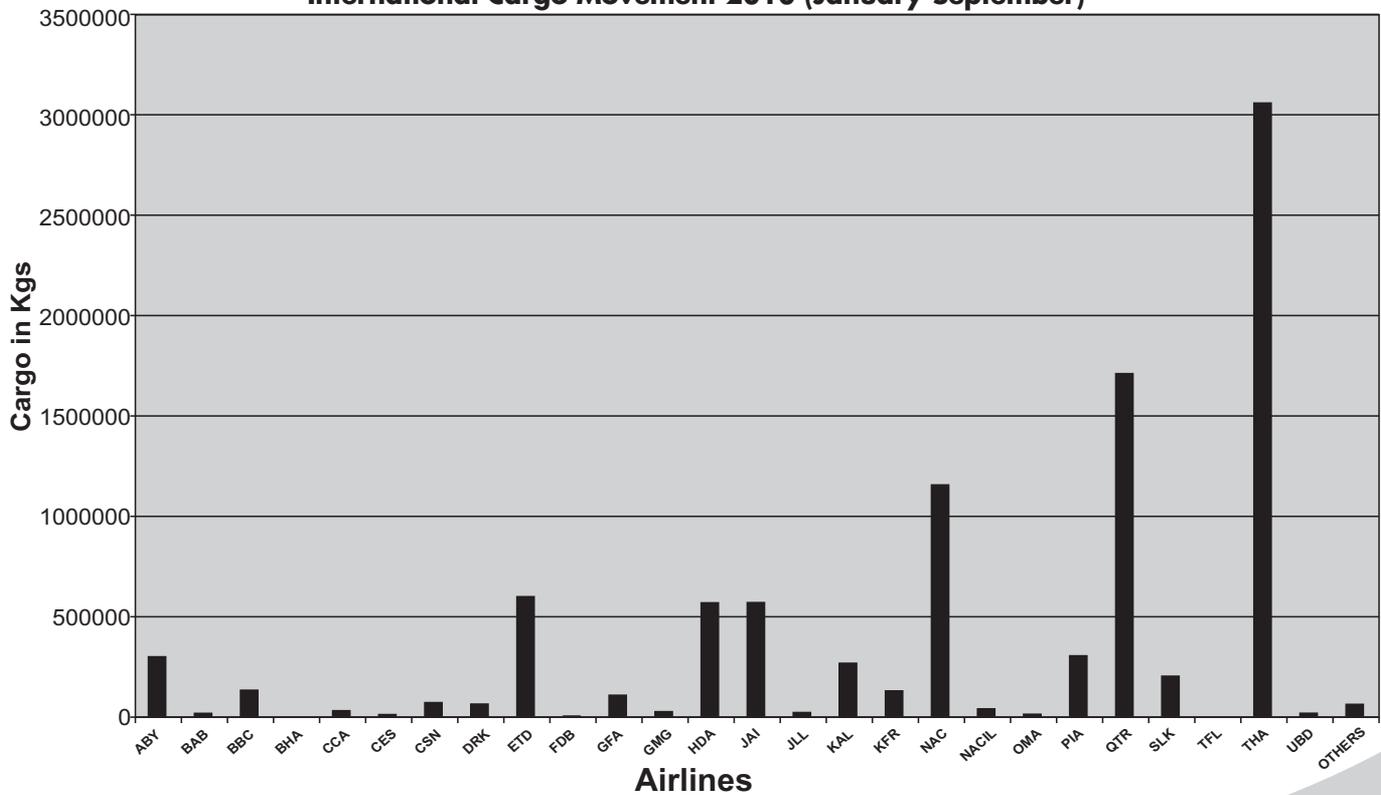
TRIBHUVAN INTERNATIONAL AIRPORT
International Passenger Movement 2010 (January-September)



TRIBHUVAN INTERNATIONAL AIRPORT
International Mail Movement 2010 (January-September)



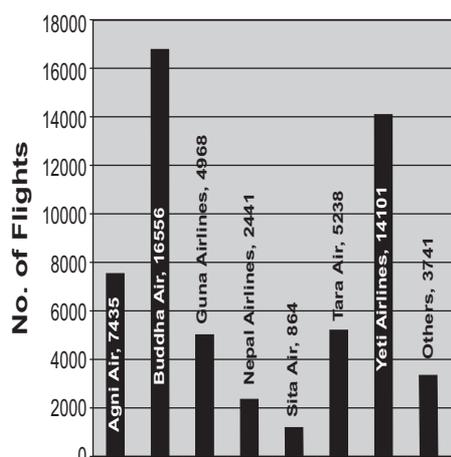
TRIBHUVAN INTERNATIONAL AIRPORT
International Cargo Movement 2010 (January-September)



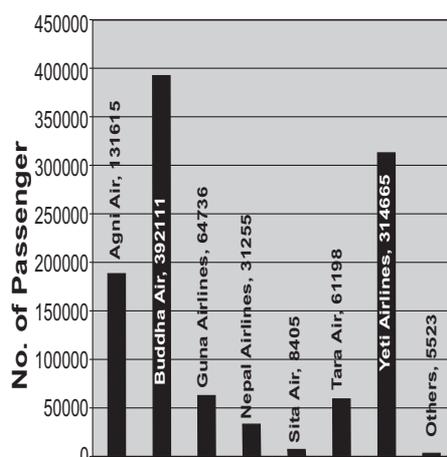
**TRIBHUVAN INTERNATIONAL AIRPORT
DOMESTIC AIRLINES WISE MOVEMENT DATA
2010 (JANUARY-SEPTEMBER)**

S.N.	AIRLINES	FLIGHT MOVEMENT			PASSENGER MOV.			CARGO (IN KGS)			MAIL (IN KGS)		
		DEP	ARR	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
1	Air Dynasty	342	342	684	754	540	1294	4260		4260			
2	Aigni Air	3718	3717	7435	66815	64800	131615	71667	300670	372337	40		40
3	Air Kastamandap	1	2	3	0	0	0	0	0	0			
4	Buddha Air	8278	8278	16556	208034	184077	392111	94671	315717	410388			
5	Fishtail Air	554	557	1111	1018	652	1670	3274		3274			
6	Guna Airlines	2484	2484	4968	34237	30499	64736	237	1524	1761			
7	Manag Air		1	1	0	0	0	0	0	0			
8	Mountain Helicopter	296	296	592	819	1076	1895	5313	12857	18170			
9	Nepal Airlines	1220	1221	2441	16282	14973	31255	3123	24400	27523	487		487
10	NSBS	445	462	907	0		0	0	0	0			
11	Shree Airlines	29	29	58	180	179	359	200	47436	47636			
12	Simrik Air	47	48	95	150	155	305	630	1725	2355			
13	Sita Air	431	433	864	4604	3801	8405	14340	243819	258159			
14	Tara Air	2622	2616	5238	32195	29003	61198	25318	497024	522342			
15	UN	64	63	127	0	0	0	0	0	0			
16	VVIP	77	85	162	0	0	0	0	0	0			
17	Yeti Airlines	7052	7049	14101	168052	146613	314665	242207	418603	660810			
18	OTHERS	1	1	2	0	0	0	0	0	0			
	TOTAL	27661	27684	55345	533140	476368	1009508	465240	1863775	2329015	527		527

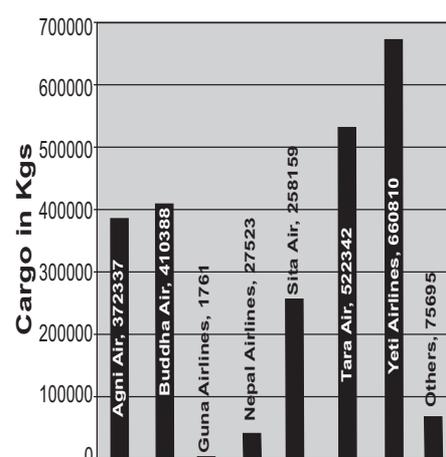
**TRIBHUVAN INTERNATIONAL AIRPORT
Domestic Flight Movement 2010 (Jan-Sep)**



**TRIBHUVAN INTERNATIONAL AIRPORT
Domestic Passenger Movement 2010 (Jan-Sep)**



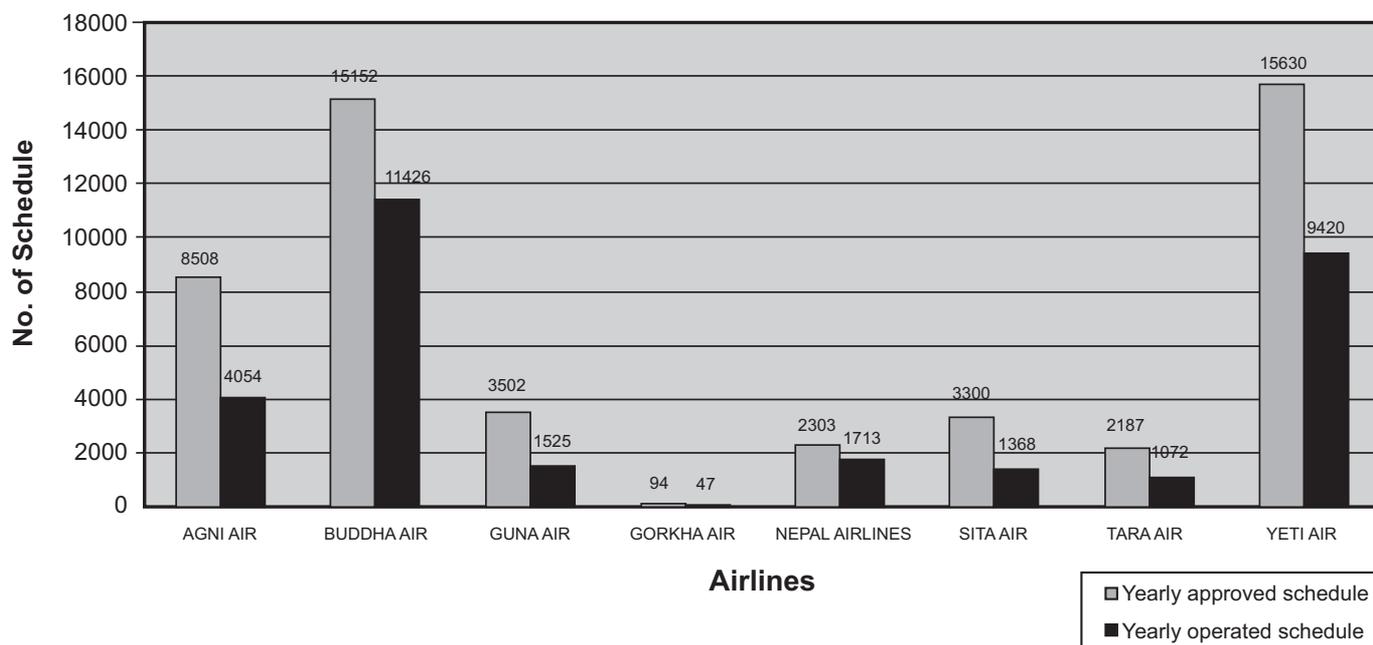
**TRIBHUVAN INTERNATIONAL AIRPORT
Domestic Cargo Movement 2010 (Jan-Sep)**



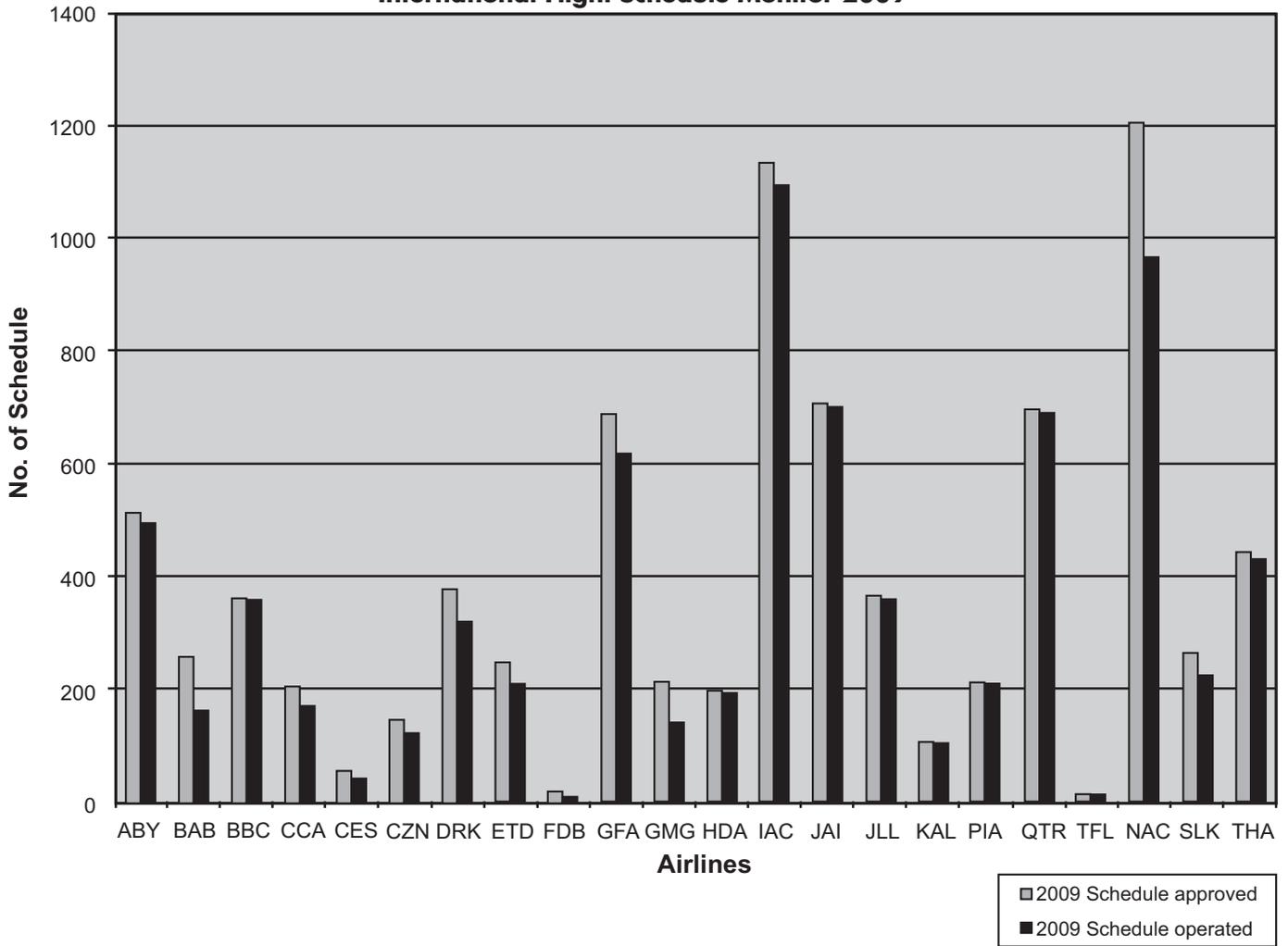
**TRIBHUVAN INTERNATIONAL AIRPORT
DOMESTIC FLIGHT SCHEDULE MONITOR
YEARLY 2009**

S.N.	Airlines	Types of Aircraft	SCHEDULE FLIGHT		Percentage of Operated Schedule	FLIGHT		RMK
			No. of Schedule Flight			Charter Flight Operated	Total Flight Operated	
			Approved	Operated				
1	AGNI AIR	D228,JS41	8508	4054	47.65	530	4584	
2	BUDDHA AIR	ATR43,B190	15152	11426	75.41	859	12285	
3	GUNA AIR	B190	3502	1525	43.55	30	1555	
4	GORKHA AIR	D228	94	47	50.00	25	72	
5	NAC	DHC6	2303	1713	74.38	182	1895	
6	SITA AIR	D228	3300	1368	41.45	51	1419	
7	TARA AIR	D228,DHC6,PC6	2187	1072	49.02	697	1823	
8	YETI AIR	D228,JS41,DHC6	15630	9420	60.27	1858	11278	
	TOTAL		50676	30625	60.43	4232	34911	

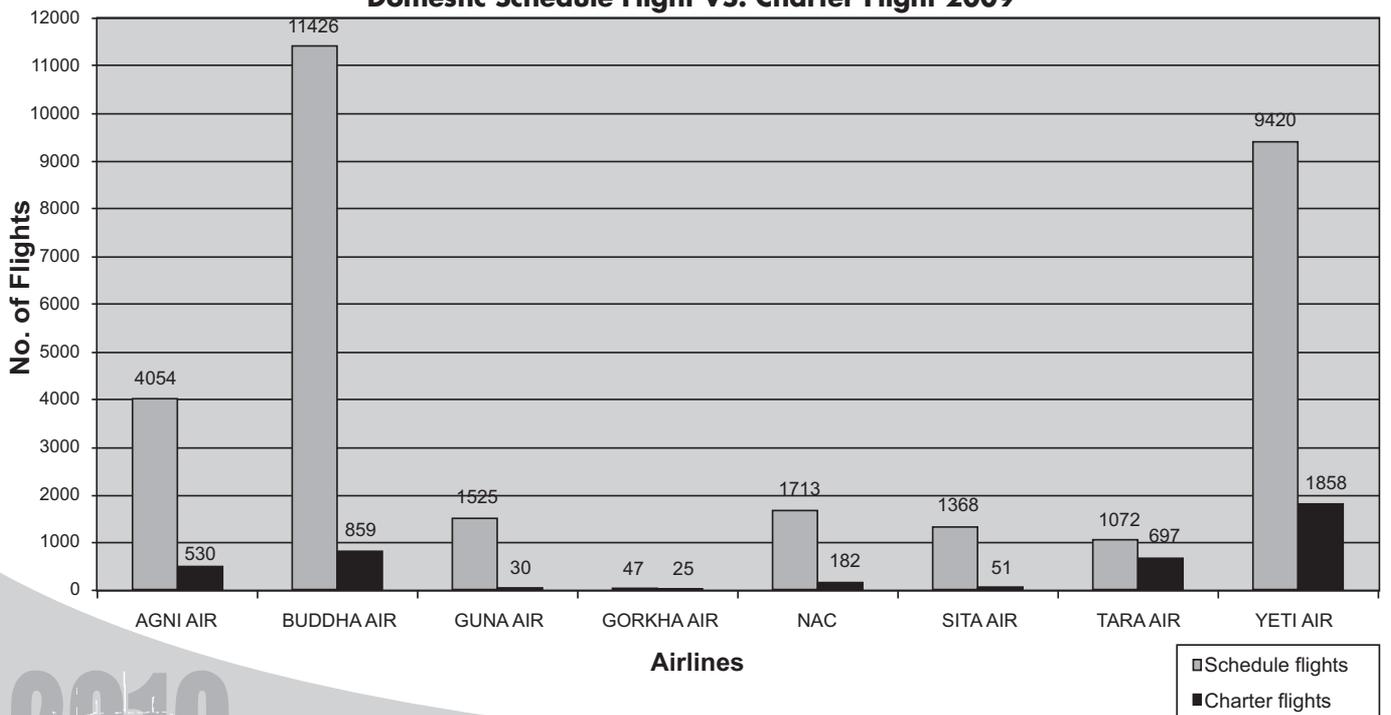
**TRIBHUVAN INTERNATIONAL AIRPORT
Domestic Flight Schedule Monitor 2009**



**TRIBHUVAN INTERNATIONAL AIRPORT
International Flight Schedule Monitor 2009**



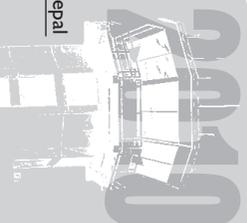
**TRIBHUVAN INTERNATIONAL AIRPORT
Domestic Schedule Flight VS. Charter Flight 2009**



TRIBHUVAN INTERNATIONAL AIRPORT

International Airlines, Designator, Aircraft type and Passenger capacity

S.N.	INTERNATIONAL AIRLINES	SECTOR	NO. OF FLIGHTS PER WEEK	DESIGNATOR		TYPE OF AIRCRAFT	PASSENGER CAPACITY
				2 LETTER	3 LETTER		
1	AIR ARABIA	OMSJ-VNKT-OMSJ	14	G9	ABY	A320	168
2	AIR CHINA	ZULS-VNKT-ZULS	3	CA	CCA	A319	128
3	BUDDHA AIR	VNKT-VQPR-VNKT	2	U4	BHA	B190	19
4	BAHARIAN AIR	OBBI-VNKT-OBBI	7	2B	BAB	A319/320	138/168
5	BIMAN BANGLADESH AIRLINES	VGZR-VNKT-VGZR	7	BG	BBC	B737,A310	162/221
6	CHINA EASTERN AIRLINES	ZPKM-VNKT-ZPKM	3	MU	CES	B737	134
7	CHINA SOUTHERN AIRLINES	ZGGG-VNKT-ZGGG	3	CZ	CSN	A319	128
8	DRAGON AIR	VHHH-VNKT-VHHH	6	KA	HDA	A333	300
9	DUBAI AVIATION (FLY DUBAI)	OMDB-VNKT-OMDB	7	FZ	FDB	B738	189
10	ETIHAD AIRWAYS	OMAA-VNKT-OMAA	7	EY	ETD	A332/A320	262/136
11	GMG AIRLINES	VGZR-VNKT-VGZR	7	Z5	GMG	MD82/83	153
12	GULF AIR	OBBI-VNKT-OBBI	11	GF	GFA	A320/343/333	136/250/250
13	JET AIRWAYS	VIDP,VABB	21	9W	JAI	B738	144
14	JET LITE	VIDP-VNKT-VIDP	7	S2	RSH	B738	186
15	KINGFISHER	VIDP-VNKT-VIDP	7	IT	KFR	A320/321	174
16	KOREAN AIR	RKSI-VNKT-RKSI	2	KE	KAL	B772	261
17	NATIONAL AVIATION COMPANY INDIA (IAC)	VIDP,VECC,VIBN	22	IC	IAC	A320 /321/319	145/172/112
18	NEPAL AIRLINES	VIDP,WMKK,VTBS,VHHH,OTBD	22	RA	RNA	B752	190
19	OMAN AIR	OOMS-VNKT-OOMS	4	WY	OMA	B738	154
20	PAKISTAN INTERNATIONAL AIRLINES	OPKC-VNKT-OPKC	3	PK	PIA	A310	205
21	QATAR AIRWAYS	OTBD-VNKT-OTBD	21	QR	QTR	A 320/332/333/319	144/272/305/110
22	ROYAL BHUTAN AIRLINES (DRUK AIR)	VQPR-VNKT-VQPR	5	KB	DRK	A319 /ATR42	114/48
23	SILK AIR	WSSS-VNKT-WSSS	6	MI	SLK	A320	150
24	SPICE JET AIRLINES	VIDP-VNKT-VIDP	7	SG	SEJ	B738	212
25	THAI AIRWAYS INTERNATIONAL	VTBS-VNKT-VTBS	7	TG	THA	B772	309
26	TUI AIRLINES NETHERLAND (ARKE FLY)	EHAM-VNKT-EHAM	1	OR	TFL	B378	180
27	UNITED AIRWAYS (BD)Ltd	VGZR-VNKT-VGZR	6	BD	UBD	MD 83/DHC-8	155



DOMESTIC AIRLINES WITH AIRCRAFT REGISTRATION & TYPE

<p><u>TARA AIR (TA)</u></p> <ol style="list-style-type: none"> 1. 9N-AET - DHC6 2. 9N-AEV - DHC6 3. 9N-AFA - DHC6 4. 9N-AGQ - D228 5. 9N-AHS -D228 6. 9N-AIU -PC6 7.9N-AIV-PC6 	<p><u>BUDDHA AIR (BA)</u></p> <ol style="list-style-type: none"> 1. 9N-AEE - B190 2. 9N-AEK - B190 3. 9N-AEW -B190 4. 9N-AGH - B190 [E] 5. 9N-AIM - ATR43 6. 9N-AIN - ATR43 7. 9N-AIT - ATR43 8. 9N AJO- AT72 	<p><u>NEPAL AIRLINES (NAC)</u></p> <ol style="list-style-type: none"> 1. 9N-ABB - DHC6 2. 9N-ABT - DHC6 [S] 3. 9N-ABU - DHC6 4. 9N-ABX - DHC6 [E] 5. 9N-ABO - DHC6 6. 9N-ACA - B757 6. 9N-ACB - B757 	<p><u>AGNI AIR (AG)</u></p> <ol style="list-style-type: none"> 1. 9N-AIE - D228 2. 9N-AIG - D228 3. 9N-AIP - JS41 4. 9N-AIO - JS41 	<p><u>SITA AIR (ST)</u></p> <ol style="list-style-type: none"> 1. 9N-AHA - D228 2. 9N-AHB - D228 3. 9N-AHR - D228 4. 9N-AIJ - D228 [E] 5. 9N- AIY-D228
<p><u>SHREE AIRLINES (SH)</u></p> <ol style="list-style-type: none"> 1. 9N-ADD - MI8 2. 9N-ADM - MI17 3. 9N-ADL - MI7 4. 9N AJA -MI8 5. 9N ADK -MI17 	<p><u>YETI AIRLINES(YA)</u></p> <ol style="list-style-type: none"> 1. 9N-AHU - JS41 2. 9N-AHV - JS41 3. 9N-AHW - JS41 4. 9N-AHY - JS41 [E] 5. 9N-AIB - JS41 6. 9N-AIH - JS41 7. 9N AJC-JS41 	<p><u>GUNA AIRLINES (GNA)</u></p> <ol style="list-style-type: none"> 1. 9N- AGI - B190 2. 9N-AGL - B190 3. 9N-AHZ - B190 <p><u>AIR DYNASTY (AD)</u></p> <ol style="list-style-type: none"> 1. 9N-AEX - AS50 2. 9N-AFQ - AS50 3. 9N-AGU - AS50 4. 9N - AJD - AS50 	<p><u>FISHTAIL AIR (FA)</u></p> <ol style="list-style-type: none"> 1. 9N-AII - B206 [E] 2. 9N-AIK - AS50 3. 9N-AIW - AS50 4. 9N-AJI - AS50 	<p><u>SIMRIK AIR (SM)</u></p> <ol style="list-style-type: none"> 1. 9N-ADT - MI17 2. 9N- AEL - BK17 <p><u>MH</u></p> <p>9N AJE - AS50</p>
<p><u>AIR KASTHAMANDAP</u></p> <ol style="list-style-type: none"> 1. 9N-AIZ-P750 2. 9N-AJB-P750 	<p><u>AVIA CLUB</u></p> <ol style="list-style-type: none"> 1. 9N-AIL - A22L [E] 2. 9N-ADU - Biman 1 [E] 3. 9N-ADV - Biman 1 [E] 4. 9N-AHC - C582 [E] 	<p><u>AIR KASTHAMANDAP</u></p> <ol style="list-style-type: none"> 1. 9N-AIZ-P750 2. 9N-AJB-P750 	<p><u>MANANG AIR</u></p> <ol style="list-style-type: none"> 1. 9N-AHT - MI17 	<p><u>SHIVANI AIR</u></p> <ol style="list-style-type: none"> 1. 9N-AID -C1 [E] 2. 9N-AIF - C1 [E]
<p><u>VVIP FLIGHTS</u></p> <ol style="list-style-type: none"> 1. 9N-RAG - AS32 [E] 2. 9N-RAJ - AS32 3. 9N-RAI - B06 [E] 4. 9N-RAL - B06 			<p><u>MOUNTAIN HELICOPTER</u></p> <ol style="list-style-type: none"> 1. 9N-AJE-AS50 	
<p>Note: E = C of A Expired S = Suspended</p>				

Updated on : 1 AUGUST 2010



**TRIBHUVAN INTERNATIONAL AIRPORT
DOMESTIC YEARLY MOVEMENT DATA
2008**

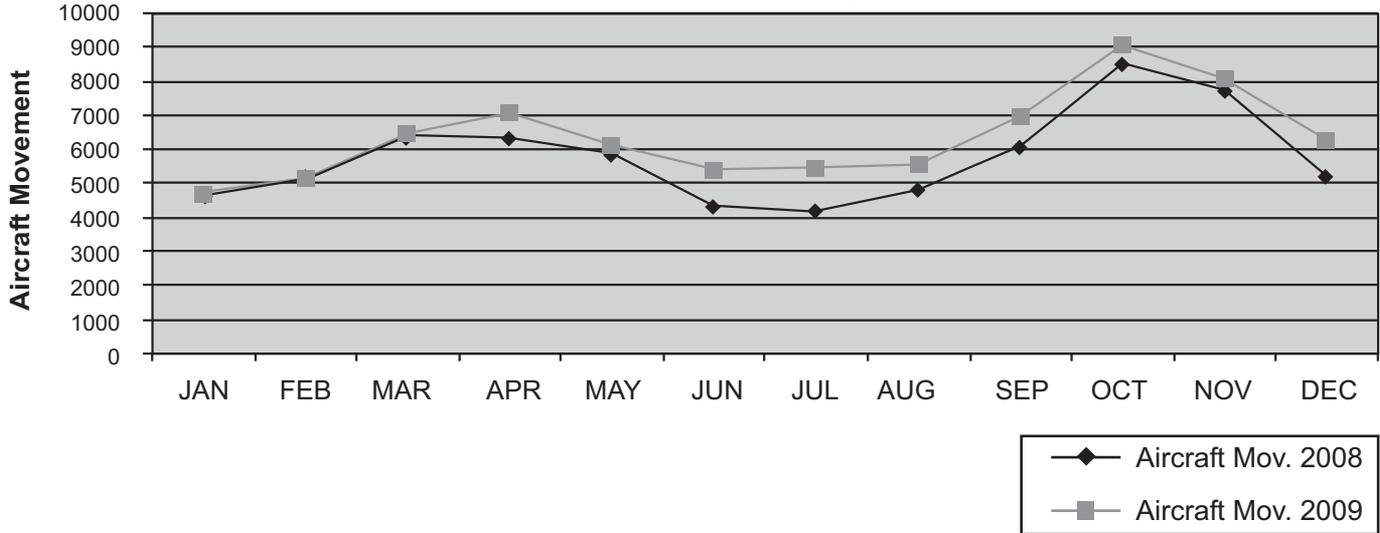
S.N.	MONTH	FLIGHT MOVEMENT			PASSENGER			CARGO (IN KGS)		
		DEP	ARR	TOTAL	OUT	IN	TOTAL	OUT	IN	TOTAL
1	JAN	2318	2315	4633	34894	35935	70829	227653	15652	243305
2	FEB	2557	2559	5116	41205	42241	83446	218570	22319	240889
3	MAR	3198	3197	6395	36857	38234	75091	213890	23986	237876
4	APR	3171	3159	6330	42964	39743	82707	383718	21970	405688
5	MAY	2953	2958	5911	39499	43537	83036	438557	45363	483920
6	JUN	2155	2151	4306	31221	31780	63001	253277	53604	306881
7	JUL	2091	2093	4184	30767	29835	60602	221793	33543	255336
8	AUG	2410	2409	4819	38582	35454	74036	237576	57470	295046
9	SEP	3039	3036	6075	51648	39376	91024	416654	173059	589713
10	OCT	4273	4269	8542	73181	57911	131092	379420	66791	446211
11	NOV	3881	3880	7761	62787	64453	127240	940433	65783	1006216
12	DEC	2609	2605	5214	49524	44958	94482	253730	38722	292452
	TOTAL	34655	34631	69286	533129	503457	1036586	4185271	618262	4803533

**TRIBHUVAN INTERNATIONAL AIRPORT
DOMESTIC YEARLY MOVEMENT DATA
2009**

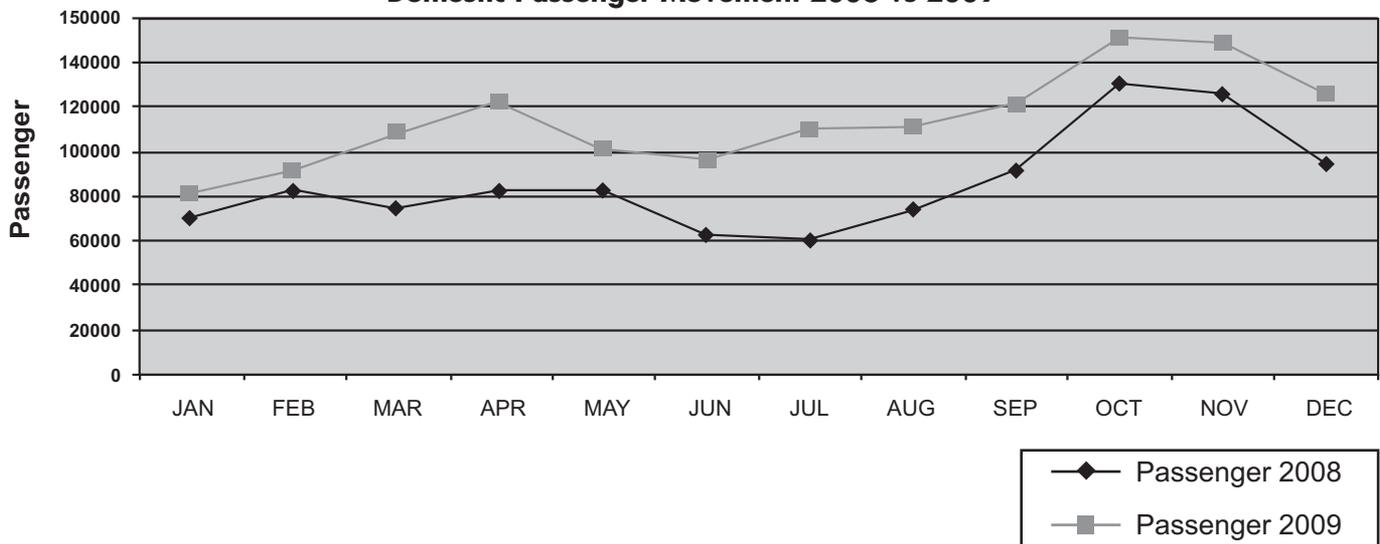
S.N.	MONTH	FLIGHT MOVEMENT			PASSENGER			CARGO (IN KGS)		
		DEP	ARR	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
1	JAN	2336	2334	4670	39534	41898	81432	57178	259608	316786
2	FEB	2577	2576	5153	44044	48482	92526	54139	177721	231860
3	MAR	3237	3231	6468	51591	57557	109148	39267	243634	282901
4	APR	3547	3539	7086	61107	62541	123648	35803	315900	351703
5	MAY	3057	3061	6118	51659	49601	101260	55437	413190	468627
6	JUN	2689	2689	5378	48267	48693	96960	62543	257267	319810
7	JUL	2717	2715	5432	47806	62690	110496	16590	307661	324251
8	AUG	2761	2754	5515	55925	55920	111845	48355	226600	274955
9	SEP	3489	3487	6976	54325	67495	121820	67077	345372	412449
10	OCT	4534	4533	9067	74564	77590	152154	46301	407333	453634
11	NOV	4048	4041	8089	79275	70540	149815	58482	568140	626622
12	DEC	3120	3119	6239	63446	63318	126764	43742	277135	320877
	TOTAL	38112	38079	76191	671543	706325	1377868	584914	3799561	4384475



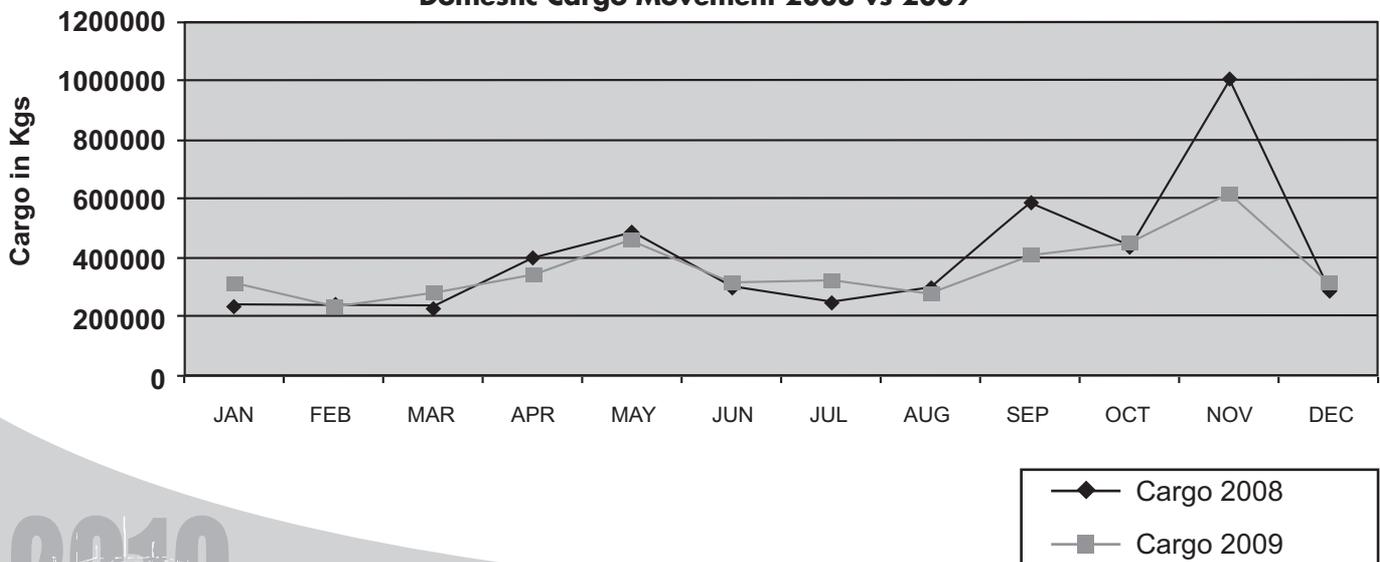
TRIBHUVAN INTERNATIONAL AIRPORT
Domestic Aircraft Movement 2008 vs 2009



TRIBHUVAN INTERNATIONAL AIRPORT
Domestic Passenger Movement 2008 vs 2009



TRIBHUVAN INTERNATIONAL AIRPORT
Domestic Cargo Movement 2008 vs 2009



**TRIBHUVAN INTERNATIONAL AIRPORT
INTERNATIONAL MOVEMENT DATA
2008**

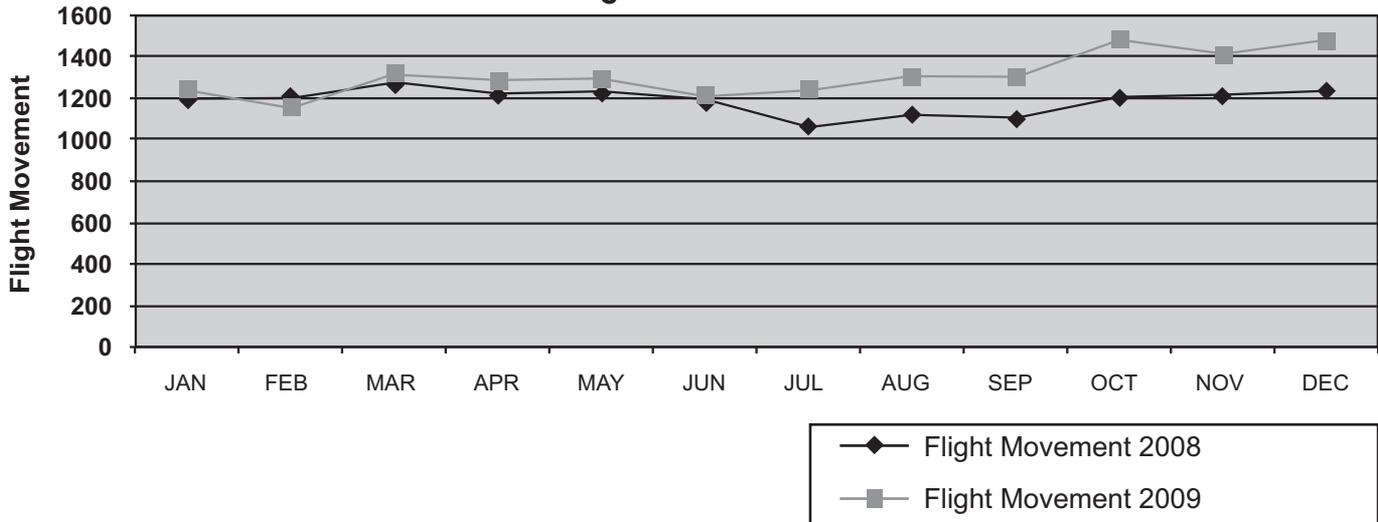
S.N.	MONTH	FLIGHT MOVEMENT			PASSENGER MOVEMENT			CARGO MOVEMENT (IN KGS)		
		DEP	ARR	TOTAL	OUT	IN	TOTAL	OUT	IN	TOTAL
1	JAN	597	599	1196	78406	66084	144490	463418	523956	987374
2	FEB	602	601	1203	75948	66831	142779	396444	384131	780575
3	MAR	641	643	1284	87341	78009	165350	682961	609120	1292081
4	APR	611	611	1222	80131	68750	148881	620411	481132	1101543
5	MAY	615	614	1229	89481	61150	150631	638807	553090	1191897
6	JUN	595	594	1189	77165	54659	131824	653796	470600	1124396
7	JULY	533	535	1068	71906	57171	129077	650010	492878	1142888
8	AUG	563	562	1125	81070	64079	145149	752939	609518	1362457
9	SEPT	549	552	1101	80275	74163	154438	760480	661652	1422132
10	OCT	602	603	1205	86885	94897	181782	698646	531039	1229685
11	NOV	608	606	1214	97903	80027	177930	660040	488923	1148963
12	DEC	620	620	1240	84028	74271	158299	590195	511960	1102155
	G TOTAL	7136	7140	14276	990539	840091	1830630	7568147	6317999	13886146

**TRIBHUVAN INTERNATIONAL AIRPORT
INTERNATIONAL MOVEMENT DATA
2009**

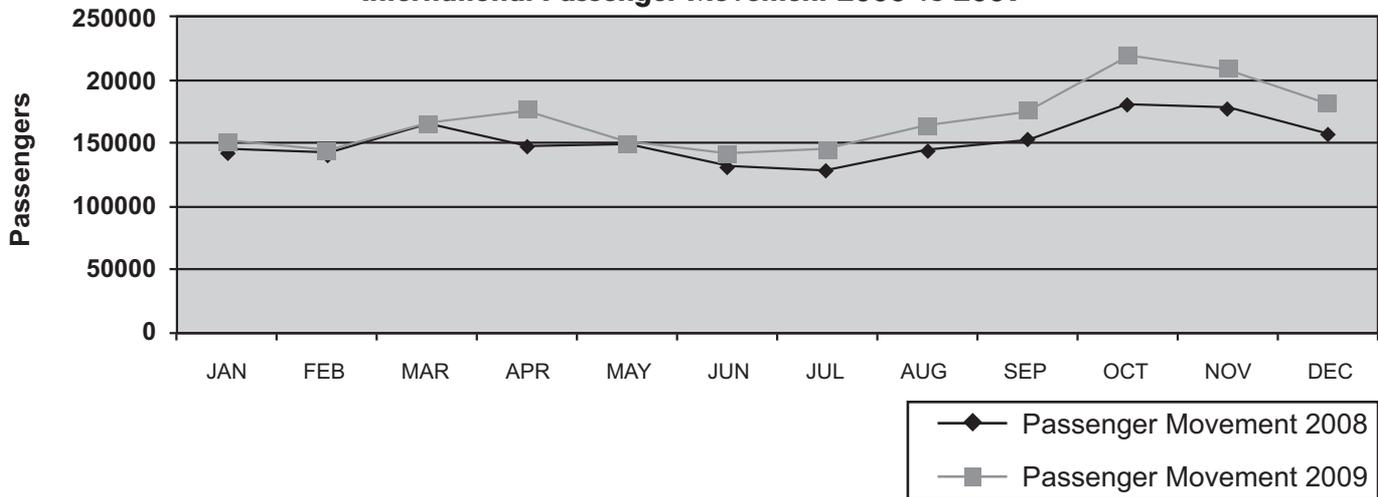
S.N.	MONTH	FLIGHT MOVEMENT			PASSENGER MOVEMENT			CARGO MOVEMENT (IN KGS)		
		DEP	ARR	TOTAL	OUT	IN	TOTAL	OUT	IN	TOTAL
1	JAN	618	619	1237	76443	74941	151384	554124	478557	1032681
2	FEB	578	577	1155	74376	71225	145601	412878	485954	898832
3	MAR	658	658	1316	82658	83322	165980	575445	562734	1138179
4	APR	640	640	1280	86251	90951	177202	601389	618565	1219954
5	MAY	645	646	1291	69139	81599	150738	609663	591538	1201201
6	JUN	604	605	1209	64950	76389	141339	561531	571463	1132994
7	JUL	620	622	1242	69555	76360	145915	640722	644227	1284949
8	AUG	651	650	1301	78361	86549	164910	725499	873446	1598945
9	SEP	648	650	1298	97583	78297	175880	677268	1107690	1784958
10	OCT	742	744	1486	110522	108772	219294	719500	510762	1230262
11	NOV	706	708	1414	90854	117336	208190	663564	832044	1495608
12	DEC	736	736	1472	83901	96813	180714	685267	645207	1330474
	TOTAL	7846	7855	15701	984593	1042554	2027147	7426850	7922187	15349037



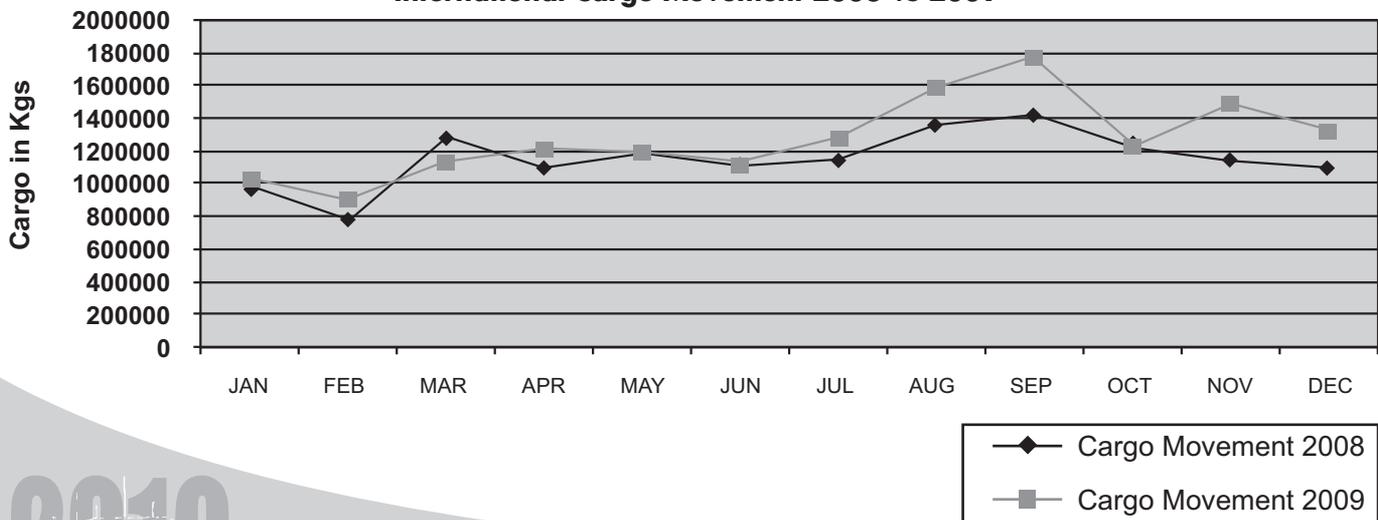
TRIBHUVAN INTERNATIONAL AIRPORT
International Flight Movement 2008 vs 2009



TRIBHUVAN INTERNATIONAL AIRPORT
International Passenger Movement 2008 vs 2009



TRIBHUVAN INTERNATIONAL AIRPORT
International Cargo Movement 2008 vs 2009

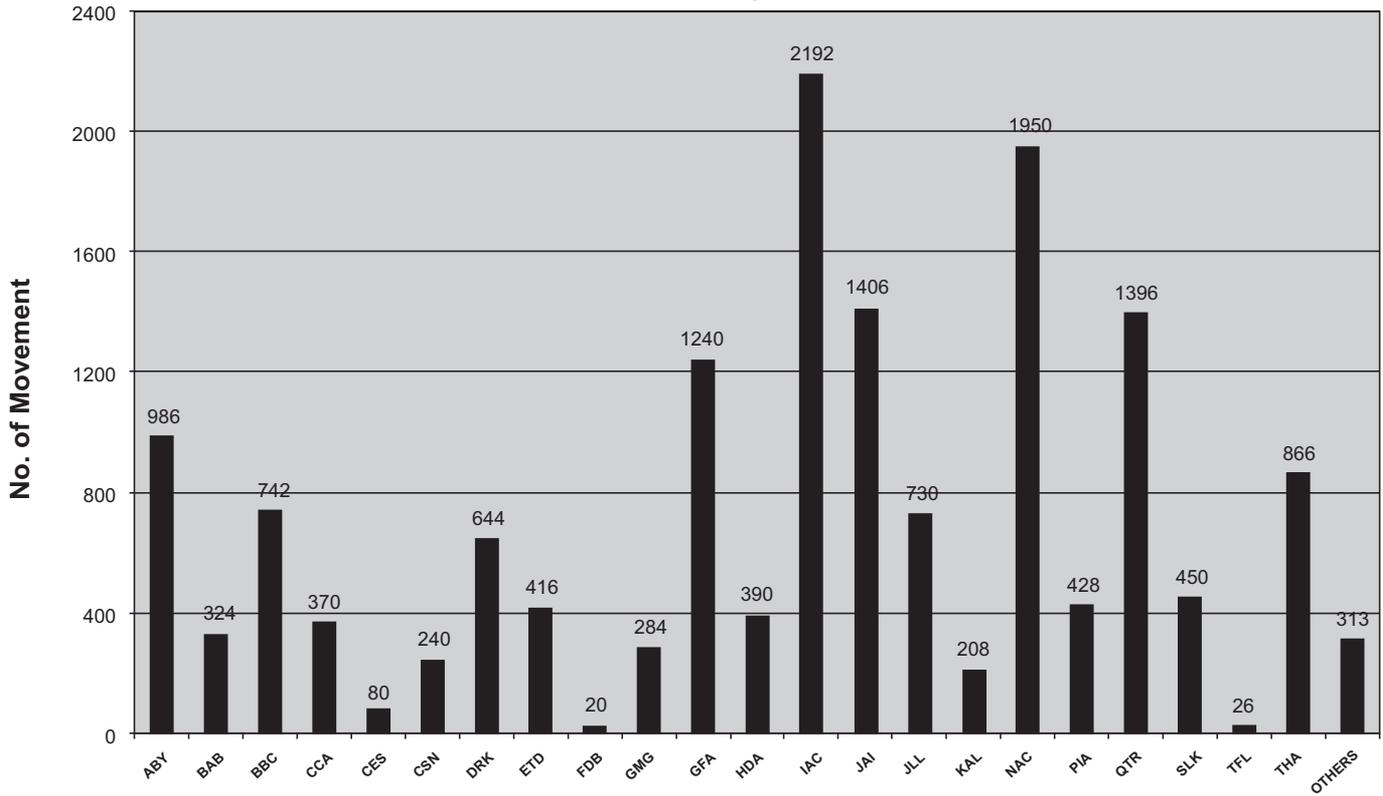


**TRIBHUVAN INTERNATIONAL AIRPORT
INTERNATIONAL AIRLINES WISE MOVEMENT
2009**

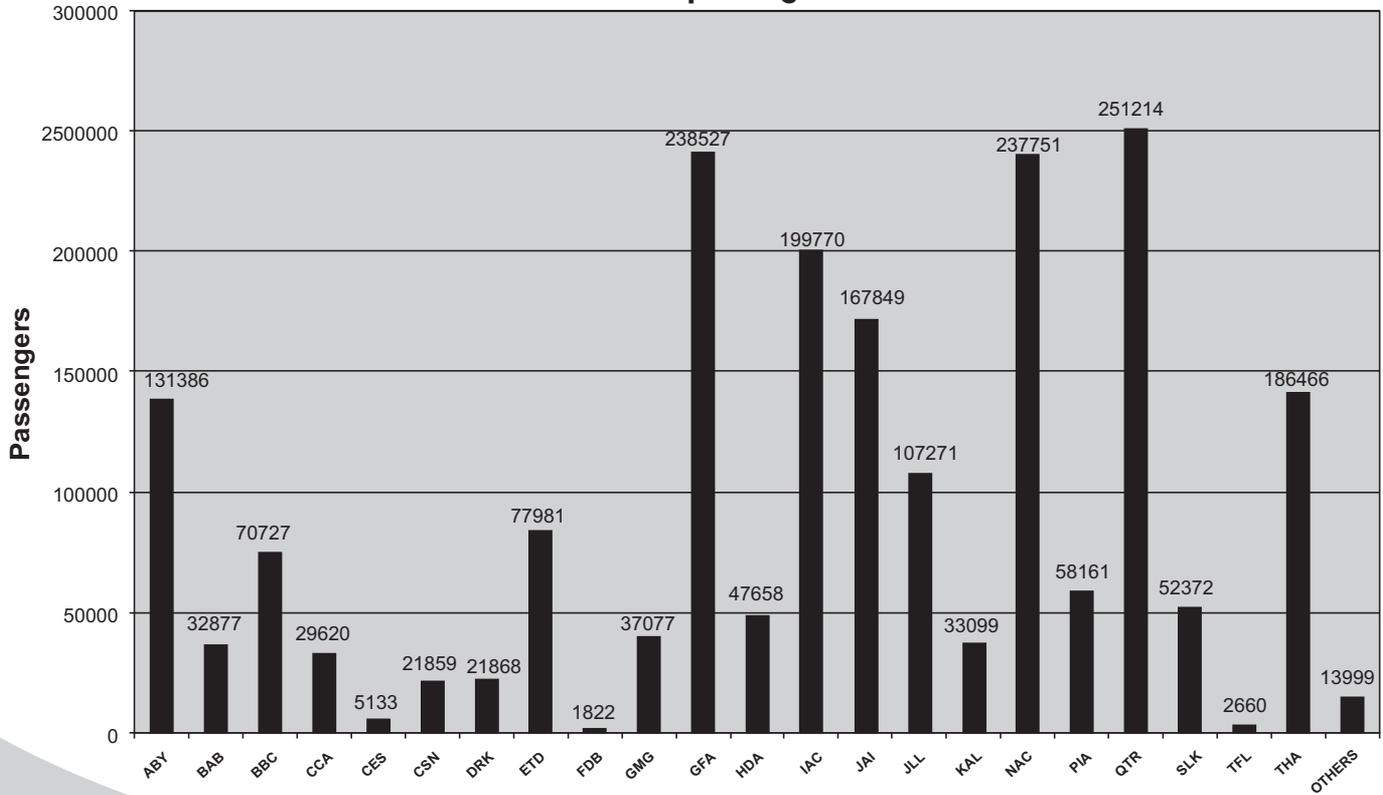
S.N.	AIRLINES	FLIGHT MOVEMENT			PASSENGER MOV.			CARGO (IN KGS)			MAIL (IN KGS)			RMKS
		DEP	ARR	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	
1	ABY	493	493	986	58164	73222	131386	15432	409113	424545	103	0	103	
2	BAB	162	162	324	11966	20911	32877	180	0	180	0	0	0	
3	BBC	371	371	742	36560	34167	70727	57222	111615	168837	330	693	1023	
4	CCA	185	185	370	13012	16608	29620	28523	4822	33345	0	0	0	
5	CES	40	40	80	2668	2465	5133	0	0	0	0	0	0	
6	CSN	120	120	240	10735	11124	21859	40186	38181	78367	87	648	735	
7	DRK	322	322	644	10459	11409	21868	6389	48533	54922	536	1069	1605	
8	ETD	208	208	416	36061	41920	77981	643265	821857	1465122	5300	9	5309	
9	FDB	10	10	20	605	1217	1822	0	0	0	0	0	0	
10	GMG	142	142	284	24900	12177	37077	54090	97266	151356	750	0	750	
11	GFA	620	620	1240	116900	121627	238527	865557	1352251	2217808	11411	21193	32604	
12	HDA	195	195	390	22207	25451	47658	124406	151921	276327	3740	55	3795	
13	IAC	1096	1096	2192	99806	99964	199770	47612	60204	107816	29890	5606	35496	
14	JAI	703	703	1406	78287	89562	167849	682847	211872	894719	35056	1556	36612	
15	JLL	365	365	730	50666	56605	107271	7420	2930	10350	103	10	113	
16	KAL	104	104	208	15979	17120	33099	342487	308973	651460	408		408	
17	NAC	975	975	1950	110053	127698	237751	493329	1049848	1543177	532	1582	2114	
18	PIA	214	214	428	28865	29296	58161	129802	250186	379988	3111	18	3129	
19	QTR	698	698	1396	131323	119891	251214	605178	1382120	1987298	26508	1034	27542	
20	SLK	225	225	450	24324	28048	52372	180727	56657	237384	6417		6417	
21	TFL	13	13	26	1448	1212	2660	0	0	0	0	0	0	
22	THA	433	433	866	92780	93686	186466	2890257	1168276	4058533	135809	105183	240992	
23	OTHERS	152	161	313	6825	7174	13999	211941	395562	607503	2155	6	2161	
	TOTAL	7846	7855	15701	984593	1042554	2027147	7426850	7922187	15349037	262246	138662	400908	



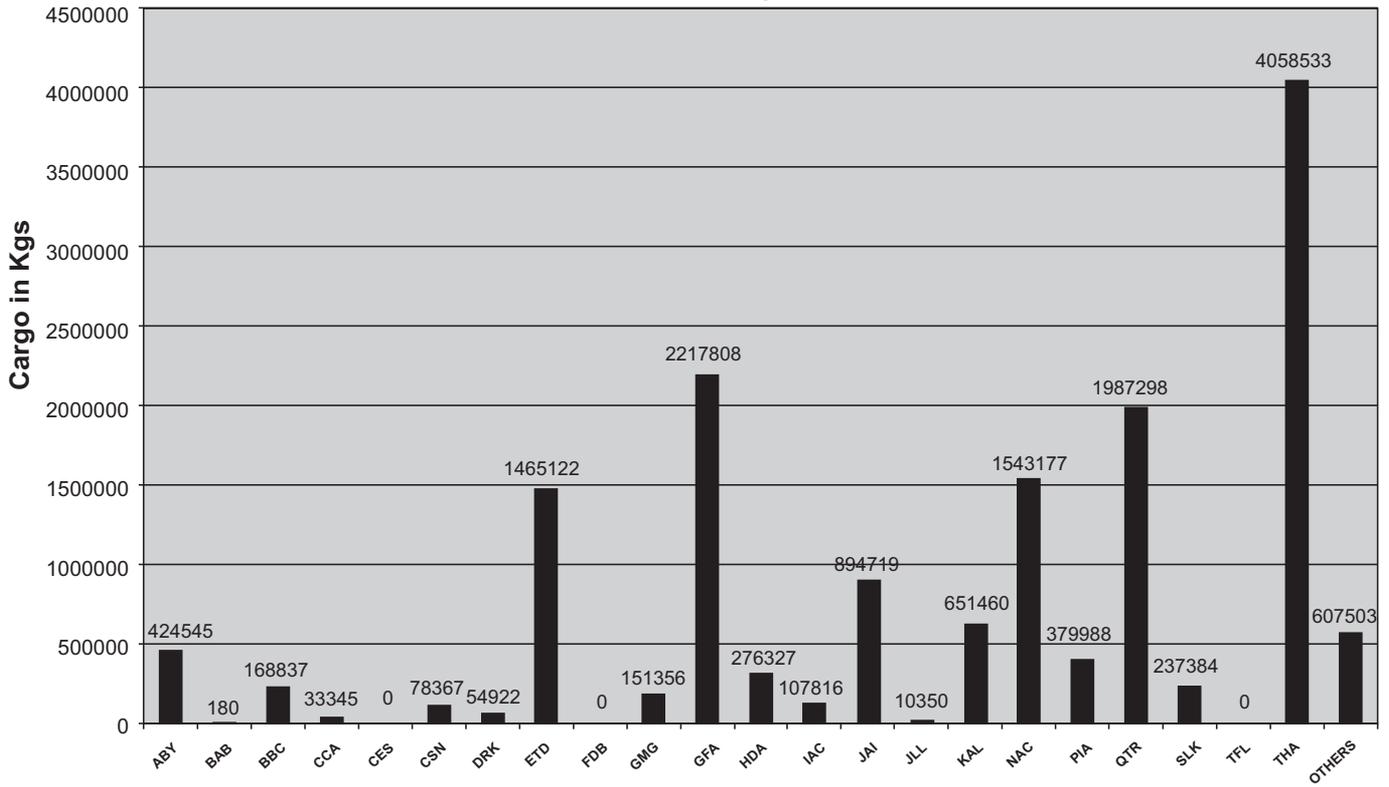
TRIBHUVAN INTERNATIONAL AIRPORT
International Airlineswise Flight Movement 2009



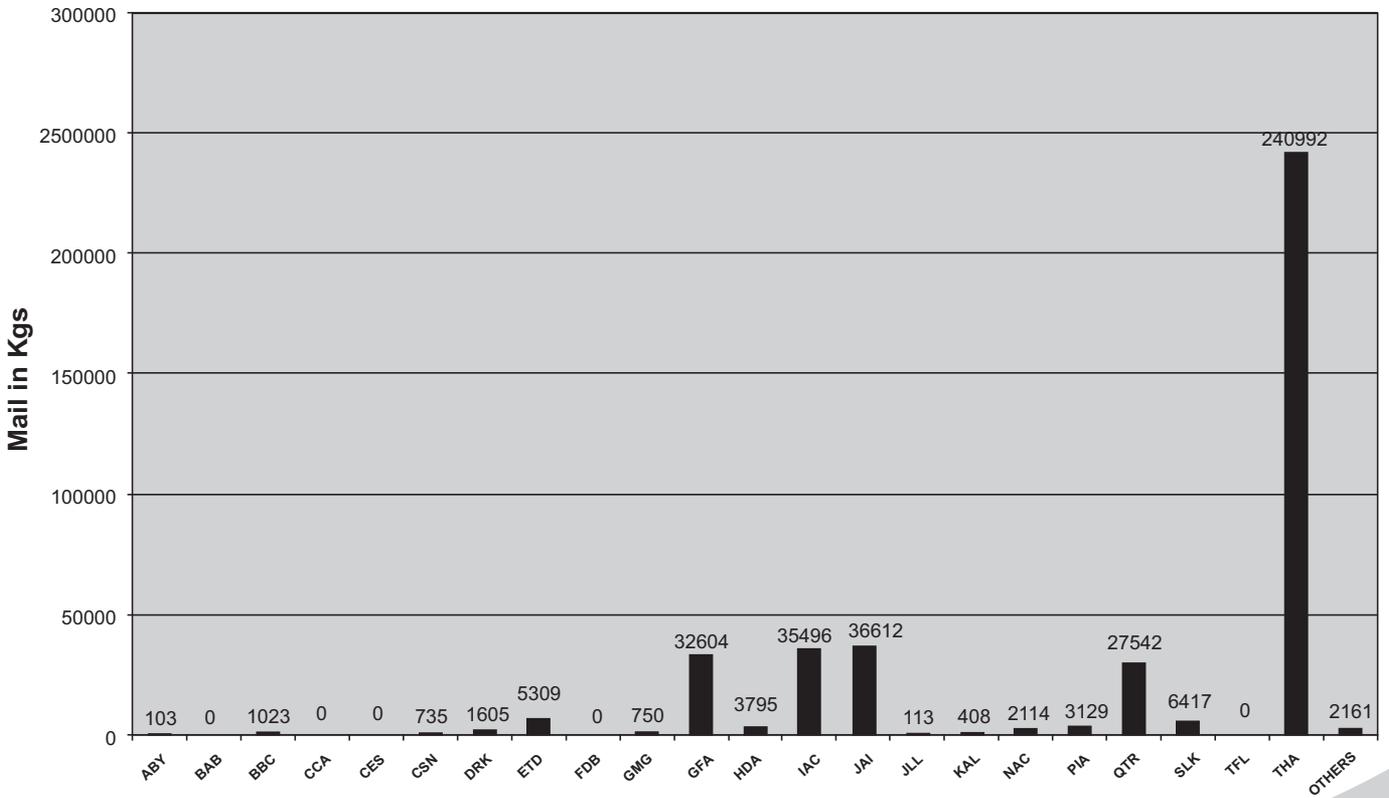
TRIBHUVAN INTERNATIONAL AIRPORT
International Airlineswise passenger Movement 2009



TRIBHUVAN INTERNATIONAL AIRPORT
International Airlineswise Cargo Movement 2009



TRIBHUVAN INTERNATIONAL AIRPORT
International Airlineswise Mail Movement 2009



**TRIBHUVAN INTERNATIONAL AIRPORT
INTERNATIONAL MOVEMENT DATA
2009 (January-September)**

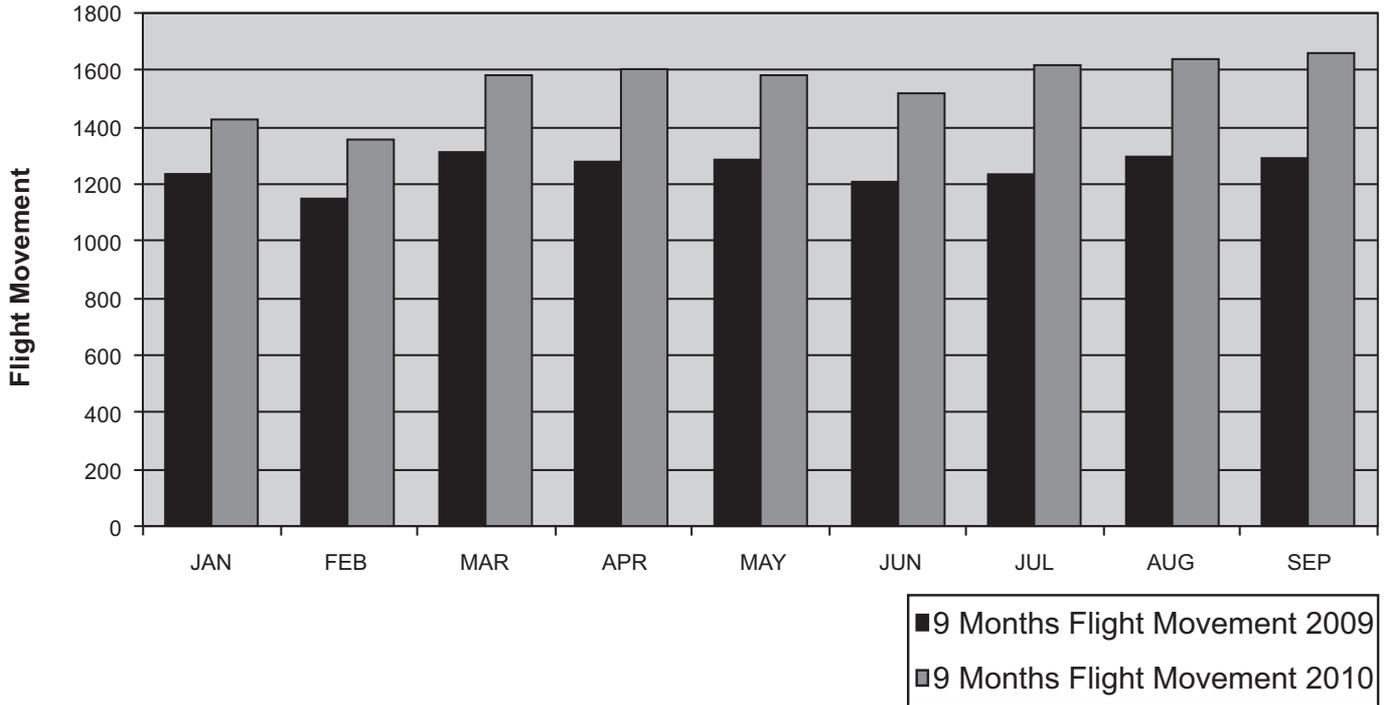
MONTH	FLIGHT MOVEMENT			PASSENGER MOV.			CARGO MOV. (IN KGS)			MAIL MOV. (IN KGS)			RMKS
	DEP	ARR	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	
JAN	618	619	1237	76443	74941	151384	554124	478557	1032681	15826	11351	27177	
FEB	578	577	1155	74376	71225	145601	412878	485954	898832	19945	10808	30753	
MAR	658	658	1316	82658	83322	165980	575445	562734	1138179	19627	8176	27803	
APR	640	640	1280	86251	90951	177202	601389	618565	1219954	14998	9514	24512	
MAY	645	646	1291	69139	81599	150738	609663	591538	1201201	16589	10460	27049	
JUN	604	605	1209	64950	76389	141339	561531.2	571463	1132994.2	15803	14538	30341	
JUL	620	622	1242	69555	76360	145915	640722	644227	1284949	18456	15320	33776	
AUG	651	650	1301	78361	86549	164910	725499	873446	1598945	17978	8365	26343	
SEP	648	650	1298	97583	78297	175880	677268	1107690	1784958	17763	14016	31779	
Total	5662	5667	11329	699316	719633	1418949	5358519.2	5934174	11292693.2	156985	102548	259533	

**TRIBHUVAN INTERNATIONAL AIRPORT
INTERNATIONAL MOVEMENT DATA
2010 (January-September)**

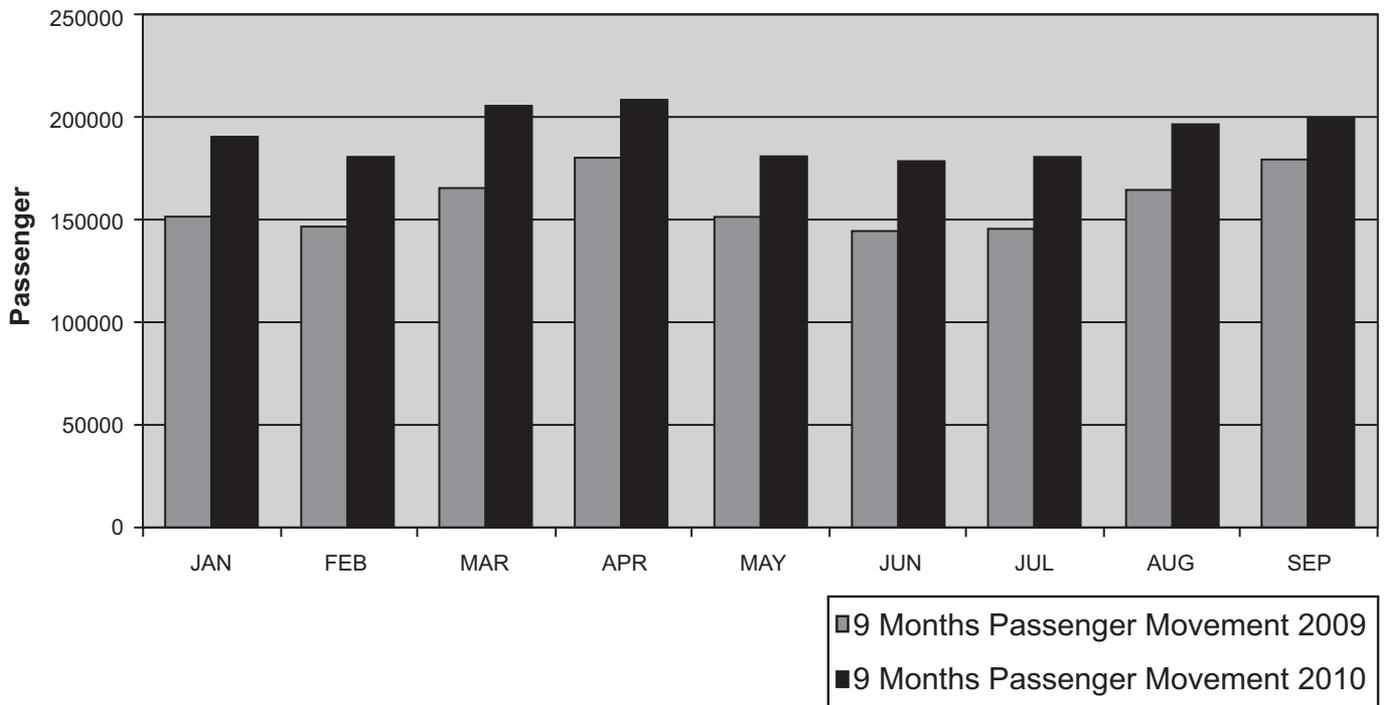
MONTH	FLIGHT MOVEMENT			PASSENGER MOV.			CARGO MOV. (IN KGS)			MAIL MOV. (IN KGS)			RMKS
	DEP	ARR	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	
JAN	713	713	1426	88012	100025	188037	518571	525332	1043903	73537	12605	86142	
FEB	675	678	1353	90294	89774	180068	517290	413632	930922	17660.9	5672.3	23333.2	
MAR	792	792	1584	97986	107987	205973	660766	629529	1290295	25551	17047.2	42598.2	
APR	804	801	1605	93508	116970	210478	607464	580748	1188212	25810.6	6900	32710.6	
MAY	789	790	1579	75230	103493	178723	438745	506098	944843	14240	6631	20871	
JUN	760	761	1521	78296	98567	176863	522043	496334	1018377	66207	12338.5	78545.5	
JUL	807	808	1615	82033	97398	179431	631871	511737	1143608	20983.9	9278.7	30262.6	
AUG	818	818	1636	88496	107708	196204	658324.1	572692	1231016.1	21675.4	7417.4	29092.8	
SEP	830	829	1659	104530	95642	200172	832615	724181	1556796	20900.2	7096.8	27997	
TOTAL	6988	6990	13978	798385	917564	1715949	5387689.1	4960283	10347972.1	286566	84986.9	371552.9	



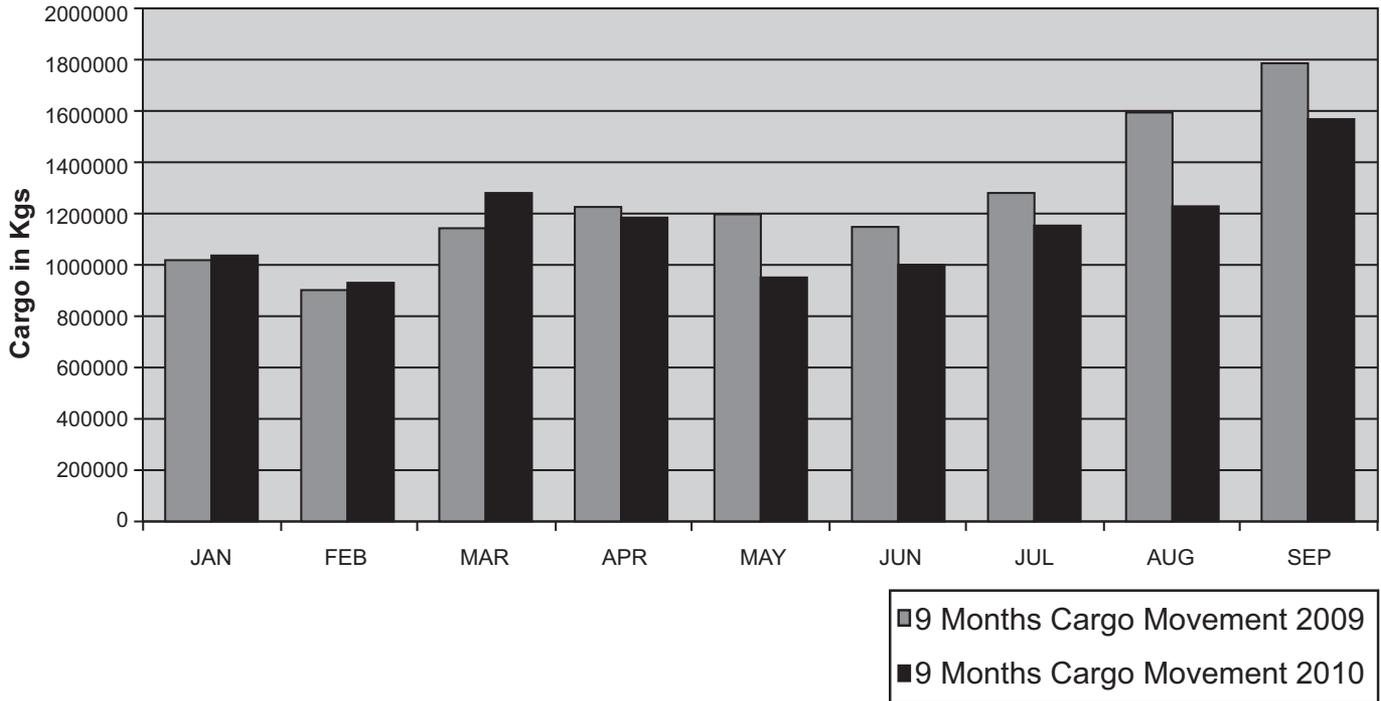
TRIBHUVAN INTERNATIONAL AIRPORT
International Flight Movement 2009 vs 2010



TRIBHUVAN INTERNATIONAL AIRPORT
International Passenger Movement 2009 vs 2010



TRIBHUVAN INTERNATIONAL AIRPORT
International Cargo Movement 2009 vs 2010



TRIBHUVAN INTERNATIONAL AIRPORT
International Mail Movement 2009 vs 2010

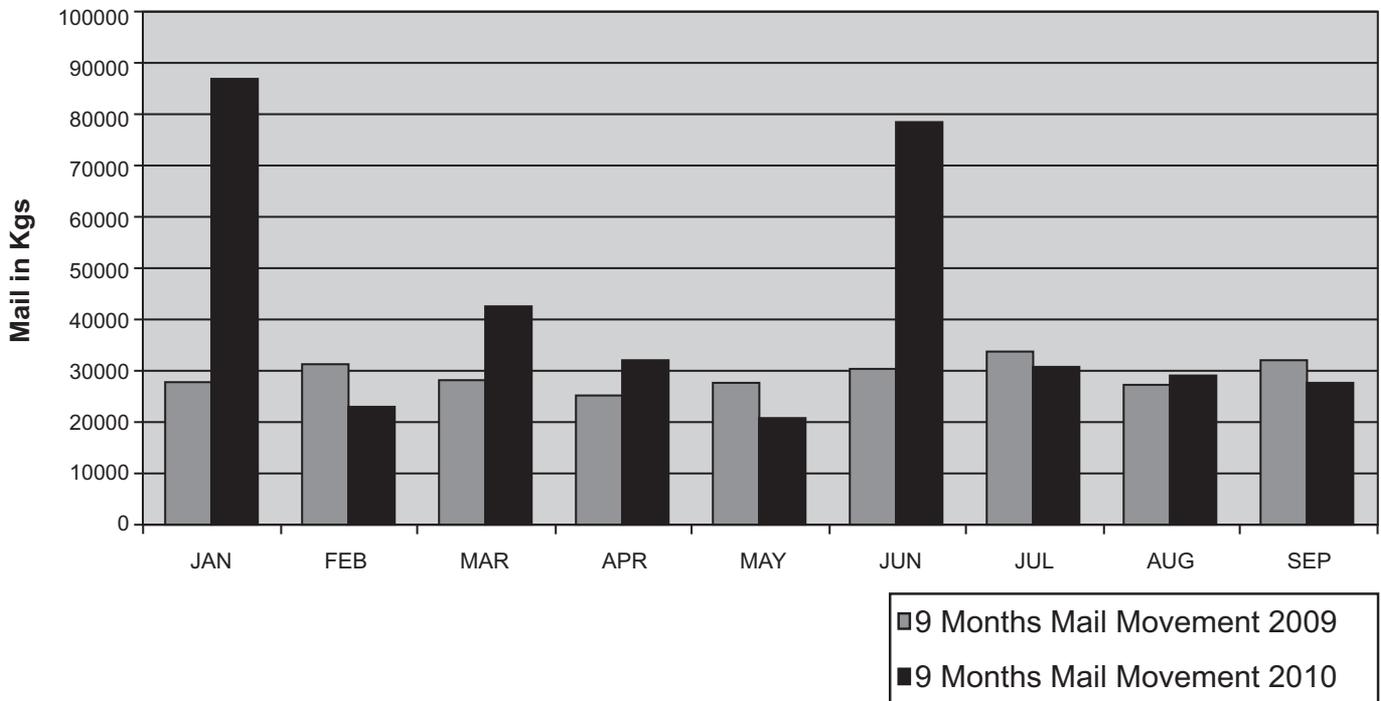


Table 1: Phased Development of TIA

Phase I Priority 1A (2010 – 2012)	Phase I Priority 1B (2010 – 2015)	Phase II (2015-2018)	Phase III (2018-2023)
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"> Replacement of existing VCCS, VHF Communication and Meteorological equipment; 	Construction of concrete pipe crosses drain in the southern end.	
<ul style="list-style-type: none"> New Emergency Operation Centre equipment including replacement of security equipments like CCTV s and FID s. 	Drainage works in the eastern side of runway for Nepal Army hangars, helicopter parking and international / domestic hangars.	
<ul style="list-style-type: none"> Airport Management System (AIP, NOTAMs, Flight Data Base etc. 	Pipe culvert crossings in all taxiways of domestic apron in the eastern side.	
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		

Airlines Operating in Nepal

Existing International Airlines Operating in Nepal

(Based on International Winter Schedule effective from 30th October 2010 to 18th March 2011)

1. Air Arabia
2. Air China
3. Bahrain Air
4. Biman Bangladesh
5. China Eastern Airlines (Suspended operation)
6. China Southern Airlines
7. Druk Air (Royal Bhutan Airlines)
8. Dragon Airways
9. Etihad Airways
10. GMG Airlines
11. Gulf Air
12. National Aviation Company India Limited (Indian Airlines)
13. Jet Airways
14. Jetlite (India) Ltd.
15. Korean Air
16. Nepal Airlines Corporation
17. Pakistan International Airlines
18. Qatar Airways
19. Silk Air
20. Thai Airways
21. TUI Airlines Netherlands B.V (Arke Fly)
22. United Airways

23. Fly Dubai
24. Kingfisher Airlines
25. Oman Air
26. Buddha Air (International)
27. Spice Jet Limited

Existing Domestic Airlines Operating in Nepal

Fixed Wing

1. Nepal Airlines Corporation
2. Buddha Air Pvt. Ltd
3. Yeti Airlines Pvt. Ltd.
4. Gorkha Airlines Pvt. Ltd (Not in operation)
5. Sita Air Pvt. Ltd.
6. Agni Air Pvt. Ltd.
7. Guna Air Pvt.Ltd.
8. Tara Air Pvt. Ltd
9. Air Kasthamandap
10. Makalu Air (Not in operation)

Rotor Wing

1. Air Dynasty Heli Services
2. Simrik Air
3. Fishtail Air
4. Shree Airlines
5. Manang Air (Not in Operation)
6. Mountain Helicopters



Civil Aviation Authority of Nepal

Air Transportation and Regulation Directorate

AOC Status

SN	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 6-7 units HS 748-2 units B 767-1 unit	B 757 9NACA 23850 B 757 9NACB 23963 DHC 6 9NABO 665 DHC 6 9NABB 302 DHC 6 9NABT 812 DHC 6 9NABU 814 DHC 6 9NABX 830 DHC 6 9NABM 455 DHC 6 9NABO 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	VFW/OPS
2	Buddha Air	014/96	1-Jan-96	BE 1900 D-5 ATR 42-3 BE 1900C-2	BE 1900 D 9NAEE UE 286 BE 1900 D 9NAEW UE 328 BE 1900 D 9NAEK UE 295 BE 1900 D 9NAGH UE 409 BE 1900 D 9NAHZ UE 180 ATR 42 9NAIN 403 ATR 42 9NAIM 388 ATR 42 9NAIT 409 ATR 72 9NAJO 535	Kathmandu	All the Airports of Nepal	VFW/OPS
3	Buddha Air (International Operation)	058/2010	11-Apr-10	ATR-42 3 units B-1900 4 units ATR-72 1 unit	ATR-42 9NAIM 388 ATR-42 9NAIN 403 ATR-42 9NAIT 409 ATR-72 9NAJO 535 B-1900 9NAEK UE 295 B-1900 9NAEW UE 328 B-1900 9NAGH UE 409 B-1900 9NAEE UE 286	Kathmandu	Paro, Luknow, Patna, Kolkata	VFW/OPS
4	Yeti Airlines	037/2004	28-Jan-10	J-41 - 8 units	J-41 9NAHV 41077 J-41 9NAHW 41078 J-41 9NAHU 41072 J-41 9NAHY 41066 J-41 9NAIB 41017 J-41 9NAIH 41065 J-41 9NAJC 41096	Kathmandu and 2 units are at Bhatnagar	Kathmandu, Bharanawa, Bhatnagar, Bratnagar, Chandragadhi, Dhangadhi, Janakpur (Nepalgunj), Pokhara, Simara, Dolpa, Jumla, Simkol, Mugu (Rara), Bajura (Koti), Manang (Humes), Jomsom, Phaplu, Sille, Lukla, Kangdeasa(Soku), Tharikharka, Taplejung, Rungtar, Lamideta, Bahang, Tumlingtar, Surkhet, Meghauri(Chitwan), Mahorenagar, Dang	VFW/OPS
5	Sita Air	033/2000	3-Oct-00	DO 228 - 4 units Cessna Caravan - 2 units	DO 228 9NAHA 8123 DO 228 9NAHE 8169 DO 228 9NAHR 8154	Kathmandu and Nepalgunj	All the Airports of Nepal	VFW/OPS
6	Agni Air Pvt. Ltd.	039/2005	23-Mar-05	Do-228 - 4 units J-41 3 units	Do-228 9NAIG 8276 Do-228 9NAIE 8165 Do-228 J 41 9NAIO 41055 J 41 9NAIP 41058 J 41 9NAIC 41064	Kathmandu and Bhatnagar Pokhara of New Aedist Fleet	Mountain, Bratnagar, Pokhara, Bharanawa, Nepalgunj, Janakpur, Bhatnagar, Tumlingtar, Jomsom, Lukla, Kathmandu	VFW/OPS



7	Tara Air	05/2009	28-May-09	DHC-6 5 units, DO-228 2 units, PC-6 3 units	PC-6 9N-AJU 962 PC-6 9N-AIV 963 DHC-6 9NAET 619 9NAFA 665 DHC-6 9NAEV 729 DHC-6 9NAFE 720 DO-228 9NAHS 8218 DO-228 9N-AGQ 8107	DHC-6 5 units at Kathmandu DO-228 1 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	Remote Sector - Dolpa, Jumla, Mugu, Simkot, Bajura- koti, Manang(Humde), Jomsom, Phaplu, Sale, Lukla, Kangde(Soli), Thangkha, Taplegun, Rungtar, Lamidada, Bajhang, Tumlingtar, Surkhet, Meghauli- Chiwang, Mahendranagar, Dang, Jiri, Shyangboche, Langtang, Dhorpatan Non-Remote Sector - Kathmandu, Bharatnawa, Bharatpur, Biratnagar, Chandragadhi, Dharragadhi, Janaakpur, Nepalgunj, Pokhara, Sirmara	VFW/OFS	
For Recreational Domestic Operations									
				Balony Kubcek Spor. Sr. o. BB-45 or Kubcek Spor o BB-42Z - 2 units Paragliding Gln - 5 units Ultralight XT - 5B2 - 2 units PC-6 - 2 units	PC-6 9N-AJU 962 PC-6 9N-AIV 963	Pokhara and Khumbu Area	Pokhara and Khumbu Area		
8	Air Kasthamandap P.Ltd	05/2009	12-Apr-09	DHC6-300/400 or DO 228 -3units Pilatus Porter (PC6) or Pilatus Porter (PC 12) or Cessna Caravan or PAC 750 XL - 2 units	Pilatus Porter (PC6) or Pilatus Porter 12) or Cessna Caravan or PAC 750 XL - 9N-AIZ 154 Pilatus Porter (PC6) or Pilatus Porter (PC 12) or Cessna Caravan or PAC 750 XL - 9N-AJB 160 PAC 750 XL - 1 unit	Surkhet	Nepalgunj, Simkot, Dolpa, Chaujigati, Kathmandu, Lukla, Phaplu, Lamidanda, Bharatpur, Jumla	VFW/OFS	
9	Guna Airlines (P)Ltd.	05/2009	30-Apr-09	Do-228 - 2 units, B-1900 C - 2 units, B-1900 2 units	B-1900 C 9N-AGL UC 108 B-1900 C 9N-AGI UC 97 B-1900 9N-AHZ UE 180	Do-228 at Nepalgunj B-1900 at Kathmandu.	Nepalgunj, Simkot, Bajura, Kathmandu, Pokhara, Biratnagar, Mounian, Janaakpur, Bharatnawa, Bharatpur, Bharatpur, Dharragadhi, Surkhet	VFW/OFS	
10	Makalu Air	05/2009	8-Dec-09	Cessna Caravan 208 or Cessna Grand Caravan or P-750 XL -3units	Cessna Caravan 9N-AUG 0746	Nepalgunj	Kathmandu, Pokhara, Lukla, Manang, Phaplu, Dolpa, Simkot, Jumla, Talcha, Jomsom.	VFW/OFS	
11	Aakash Bhairab Airlines	06/2010	12-Sep-10	Cessna 208(Single Eng) 2 Units Cessna Caravan 1 Unit	Not Available	Nepalgunj	Katmandu, Pokhara, Surkhet, Lukla, Jomsom, Simkot, Dolpa, Jumla, Bajura, Bajhang, Rukum	VFW/OFS	
12	Goma Air	06/2010	11-Oct-10	Cessna Caravan 208 B 3 Units	To Be Available	Surkhet	Surkhet, Dolpa, Simkot, Jumla, Talcha, Bajura	VFW/OFS	
13	Air Dynasty Hell. S.	03/01	15-Jan-01	AS350-4	AS 350 9N-AGU 1892 AS 350 9N-AFO 2414 AS 350 9N-AEX 1612 AS 350 9N-ADJ 4851	Pokhara & Lukla	All the airports and certified helipads of Nepal	VRW/OFS	
14	Simrik Air	03/00	25-Oct-00	MI 17-2 units / B-206-2 units BK 117 - 2 units AS 350 - 2 units	MI 17 9N-ADT 95604 BK 117 9N-AEY 7058 BK 117 9N-AEL 1045	Nepalgunj	All the airports and certified helipads of Nepal	VRW/OFS	
15	Shree Airlines	03/02	20-Feb-00	MI 8 MTV - 7 B 206 - 2	MI-8 (Pass) 9N-ADL 59489605283 MI-8 (Pass) 9N-ADK 59489605112 MI-8 (Cargo) 9N-ADM 95640 MI-8 (Cargo) 9N-ADD 59489607385 MI-8 (Cargo) 9N-AJA 95985	Pokhara & Surkhet	All the airports and certified helipads of Nepal	VRW/OFS	
16	Shree Airlines (International Operation)	05/2010	11-Apr-10	MI-8 AMT 3 units MI-8 MTV 2 units	MI-8 AMT 9N-ADD 59489607385 MI-8 AMT 9N-ADK 59489605112 MI-8 AMT 9N-ADL 59489605283 MI-8 AMT 9N-ADM 95640 MI-8 AMT 9N-AJA 95985	International Charter Flight	International Charter Flight	VRW/OFS	



17	Fishtail Air	017/01	13-Oct-01	AS 350 B (Paep)-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 AIK 2591 AS 350 B 9N AII 4077 AS 350 B 9N AIW 9003 AS 350 B 9N AIX 4828 AS 350 B 9N AJI 4875	1) one AS350 B3 still based at Lukla 2) Rest fleet at Kathmandu	All the airports and certified helipads of Nepal	V/RW/OPS
18	Mansang Air	027/01	27-Jul-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	Mi-17 (Mi-8 MTV 1) 9N-AHT 96626	Pokhara	All the airports and certified helipads of Nepal	VRW/INOPS
19	Mountain Helicopters	055/2009	17-Sep-09	AS-350-3 units	AS-350 9N-AJE 3761	Pokhara	Existing civil airports and all helipads/heliports	VRW/OPS
20	Muktinath Airlines	056/2009	12-Nov-09	AS-350-2 units & Mi-17 3units	Not Available	Pokhara	Existing civil airports and all helipads/heliports	INV/RW/INOPS
21	Sky Tech Helicopter	062/2010	13-Sep-10	R-44 4 units R-22 2 units Mi-17/Mi-8 2 Units	Not Available	Pokhara	Existing civil airports and all helipads/heliports	VRW/INOPS
22	Avia Club	009/96	15-Mar-97	Bi-man-1 - 2 units Airborne Edge X Classic - 1 Ultra Light Aeroplane-2Z - 1 Hang Glider 4 sets Tandem Power Paragliders 4 sets Tensom Paragliders 4 sets	Bi-man 1 9N ADU 96 102 Bi-man 1 9N ADV 96 103 Ultra Light 9N AIL 286 Airborne 9N AIS ABEYC 800	Pokhara Within Pokhara Valley	V/AS/OPS	
23	Blueasy Paragliding	042/2005	18-Apr-05	Tandem-4 & Solo-4	Tandem-4 & Solo-4	Pokhara Area	Pokhara Area	V/Paragliding/AS/OPS
24	Sunrise Paragliding	AS 036/2001	17-Jul-01	Tandem-5 & Solo-5	Tandem-5 & Solo-5	Pokhara	Pokhara Area	V/Paragliding/AS/OPS
25	Kathmandu Paragliding	049/2009	5-Jan-09	Tandem 5 Solo 5	Not Required	Bishkunarayan VDC	Bishkunarayan Area	INV/Paragliding/AS/INOPS
26	Sarangkot Paragliding	050/2009	19-Mar-09	Tandem 5 Solo 5	Not Required	Sarangkot VDC, Kaski	Sarangkot Area	V/Paragliding /AS/OPS
27	Para Nova Paragliding	AS 054/2009	20-Jul-09	Tandem - 3 units	Tandem - 3 Units	Sarangkot, Pokhara	Sarangkot Area	V/AS/OPS
28	Frontiers Paragliding	AS 048/2007	8 Oct, 2007	Tandem-5 & Solo-5	Tandem-5 & Solo-5	Pokhara	Pokhara Area	V/Paragliding/AS/OPS
29	Annapurna Paragliding	057/2009	7-Dec-09	Tandem Paraglide -5 Units	Tandem Paraglide -5 Units	Sarakot, Pokhara	Sarangkot Area	V/AS/OPS
30	Fishtail Air Nepal Paragliding	060/2010	16-Apr-10	Tandem Paraglider - 6 units	Tandem Paraglider - 6 units	Sarangkot, Pokhara	Sarangkot Area	V/AS/INOPS
31	Karnali Air Service	012/97	12-Jun-97	AS 350-2 / BK117-2 / Mi 17-1	Not Available	Nepalgunj	All the certified helipads of Nepal	INV/RW/INOPS
32	Shangri La Air	029/98	15-Feb-98	DHC 6 - 4 / DO 228-3 / B1900C-2	Not Available	Pokhara/Bhairahawa	All the Airports of Nepal	INV/FW/INOPS
33	Shyline Airways	032/01	14-Mar-99	DHC 6-3 / DO 228-1 / SAAB 340-2	Not Available	Katmandu/Nepalgunj	All the Airports of Nepal	INV/FW/INOPS
34	Flying Dragon Airlines	043/2005	2-Jun-05	2 Nos. of Y-12(I)	Not Available	Nepalgunj	Not in Operation	INV/FW/INOPS
35	Base Air Pvt. Ltd.	040/2005	31-Mar-05	BAe ATP (J-61) - 2	Not Available	Katmandu	Not in Operation	INV/FW/INOPS
36	Nepal Airlines Pvt. Ltd.	041/2005	31-Mar-05	ATR-42-1 / DO 228-2	Not Available	Nepalgunj	Not in Operation	INV/FW/INOPS
37	Mero Air Pvt. Ltd.	045/2005	31-Oct-05	3 Nos. of DO-228	Not Available	Nepalgunj	Not in operation	INV/FW/INOPS
38	Balloon Sunrise	009/96	20-Feb-96	E 206 (Hot Air Balloon)-2	Not Available	Katmandu	Not in Operation	INV/AS/INOPS
39	Asian Airlines	004/96	5-Feb-96	Mi-172 - AS-350/1	Not Available	Katmandu	Not in Operation	INV OR CNL/RW/INOPS
40	Necon Air	021/98	26-Mar-98	HS 748-1 / ATR-3 / B 737-1 / B-1900 C-2 / C 208-1	Not Available	Katmandu	Not in Operation	INV OR CNL/FW/INOPS



41	Mountain Air	026/98	18-Oct-98	B 1900 C-2	Not Available	Pokhara/Surkhet	Not in Operation	INV OR CNL/RW/INOPS
42	Mankamana Airways	011/96	5-Jun-96	B 206-2 / AS 350-2 / MI 17-5 / ATR-2	Not Available	Pokhara	Not in Operation	INV OR CNL/RW/INOPS
43	Dynasty Aviation	015/96	9-Jul-96	AS 350-2	Not Available	Kahmandu/Pokhara	Not in Operation	INV OR CNL/RW/INOPS
44	Flight Care Aviation	029/98	7-Dec-98	AS 350-2 / Y 12-2	Not Available	Kahmandu/Pokhara	Not in Operation	INV OR CNL/RW/INOPS
45	Lumbini Airways	005/96	7-Feb-96	Not in Operation	Not Available	Not in Operation	Not in Operation	INV OR CNL/RW/INOPS
46	Aeron Air	031/99	3-Mar-99	Not in Operation	Not Available	Not in Operation	Not in Operation	AOC Cancelled
47	Nepal Transcontinental Airlines	025/98	29-Jun-98	Not in Operation	Not Available	Not in Operation	Not in Operation	AOC Cancelled
48	Garud Air	020/98	20-Jan-98	Not in Operation	Not Available	Not in Operation	Not in Operation	AOC Cancelled
49	Everest Air	007/96	15-Feb-92	Not in Operation	Not Available	Not in Operation	Not in Operation	AOC Cancelled
50	Nepal Airways	000/96	15-Feb-92	Not in Operation	Not Available	Not in Operation	Not in Operation	AOC Cancelled
51	Himalayan Helicopter	016/96	29-Jul-96	Not in Operation	Not Available	Not in Operation	Not in Operation	AOC Cancelled
52	Transcontinental Airlines	025/1998	29-Jun-98	Not in Operation	Not Available	Not in Operation	Not in Operation	AOC Cancelled
53	Air Sangri-La	038/2004	16-Sep-04	Not in Operation	Not Available	Not in Operation	Not in Operation	AOC Cancelled
54	Himchuli Helicopter Pvt.Ltd	046/2006	3-Mar-06	Not in Operation	Not Available	Not in Operation	Not in Operation	AOC Cancelled
55	#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 Domestic: All The Airports of Nepal	IV/FW/INOPS
56	#Cosmic Air	018/03	30-Nov-03	DO 228-6 / SAAB 340-4 / Fokker 100-4/ Mi-17 (Cargo-4) / Mi 17 (PAX)-2	DO 228 9N AEP 8078 DO 228 9N AGY 7022 DO 228 9N ACE 7168 DO 228 9N ACC 8186 F 100 9N AHG 11485 F 100 9N AHI 11450	Domestic: Pokhara Intl : Kathmandu	International : Delhi, Mumbai, Bangalore, Calcutta Lucknow, Varanasi, Coimbo, Paro, Dhaka, Yangoon, Bangkok	IV/FW/INOPS
57	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	Bangkok, Lhasa, Seoul, Paro, Shanghai, Abu Dhabi, Singapore, Delhi, Doha, Hong Kong Riyad, Kwala Lumpur, Bahrain	IV/FW/INOPS
58	Alpine Air	019/1998	20-Jan-98	B737-700 - 1/B737-800 - 1, A319-2	Not Available	Kathmandu	India, Thailand, Bangladesh	IV/FW/INOPS
59	Impro Airways P. Ltd.	044/2005	27-Oct-05	3 Nos. of Mi-17(Mi-8 AMT) MTV	-	Pokhara / Nepalgunji	All the airports and certified helipads of Nepal	IV /RW/INOPS
60	Air Nepal International	022/08	6-May-98	Airbus 320-2/ BAE 146-2/ B 757-1	Not Available	Kathmandu	UAE, Germany, Malaysia, Qatar, Thailand Bhutan, China, Saudi Arab, India, UK	AOC Reviled on Aug 24, 2004 (International) IV/FW/INOPS

Total AOC Issued	60
Valid AOC	28
Invalid and Cancelled	32
Airline in Operation	23
AOC Valid But Not in Operation	5
Helicopter Operator with Valid AOC	8
Fixed Wing Operator with Valid AOC	12
Aviation Sports	8

Legend :

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

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/Week	Production / Utiliz	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	
		PBH-KTM-PBH			5	570		
10	Etiyah Airways	AUH-KTM-AUH	A-332	262	7	1834		
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	
17	Nepal Airlines Corp	KTM-WMCK-KTM				6	1140	
		KHI-KTM-KHI	A-310	205	1	205		
18	Pakistan Int'l Airlines	ISB-KTM-KHI-KTM-ISB			2	410		
19	#Qatar Airways	DOH-KTM-DOH	A 330/A320	305/272/260/144	21	6405		
20	Silk Air	SIN-KTM-SIN	A320	150	6	900		
21	Thai Int'l Airways	BKK-KTM-BKK	B-772	309	7	2163		
22	!! TUI Airlines	AMS-KTM-AMS	B-737-800	180	1	180		
23	United Airways	DAC-KTM-DAC	MD-83/DHC-8	155/37	6	930		
24	~ Fly Dubai	DXB-KTM-DXB	B737-800	189	7	1323		
25	Kingfisher Airlines	KTM-DEL-KTM	A 320	174	7	1218		
26	Oman Air	MCT-KTM-MCT	B737-800	154	4	616		
27	SpiceJet	DEL-KTM-DEL	B737-900/800	212	7	1484		
						42368		
						2203136		
		TTL Seat Production / Utilization per Year (Annual)						

Sector Abbreviation:

VNS: Varanas	BAH=Bahrain	KHI= Karachi	WMKK=(Malaysia) Kula Lumpur
INC: Incheon (South Korea)	DMM=Dammam	LXA=Lasha	BKK / VTBD= Bangkok
DAC : Dhaka	KMG= Kunming	PBH=Paro	HKG/ VHHH=Hongkong
ISB=Islamabad	AUH=Abu Dhabi	SJI=Surjaha	DOH/OTBD = Doha
SIN= Singapore	CAN=Guangzhou	OMDB=Dubai	DEL/VIDP: Delhi
AMS-Amsterdam	CCU=Kolkata	MCT= Muscat	

! 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	15000*	30,000	15,60,000
				Mumbai	10000*		
				Bangalore	10000*		
				Chennai	30,000		
				Hyderabad	30,000		
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
22	Myanmar	21-Apr-06	Multiple	Yangoon	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



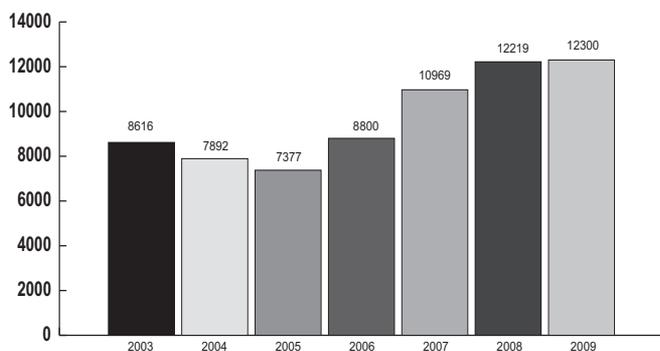
Tenzing-Hillary Airport (Lukla)



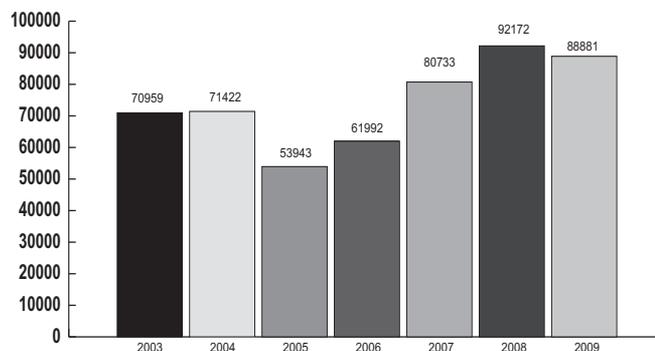
Coordinates - 274116 N and
0864353 E
Elevation - 9100 ft. AMSL
Runway Designation - 07/25

Surface - Bitumen
Runway Dimension - 1600x100ft
Service - Aerodrome Flight
Information Service

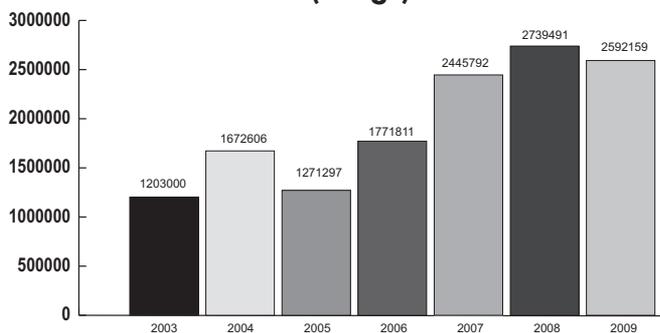
Flight Movement



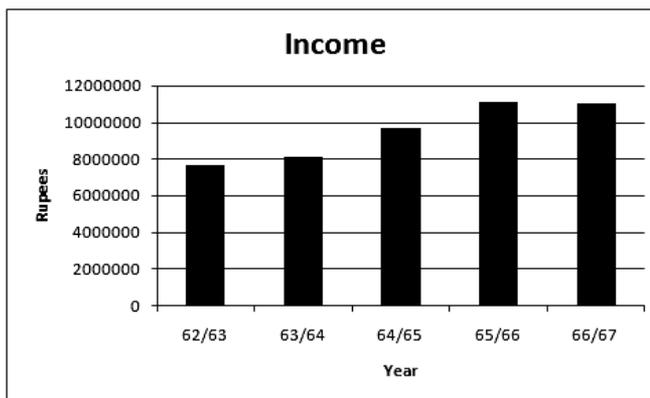
Passenger Movement



Cargo Movement (in kgs)



Income





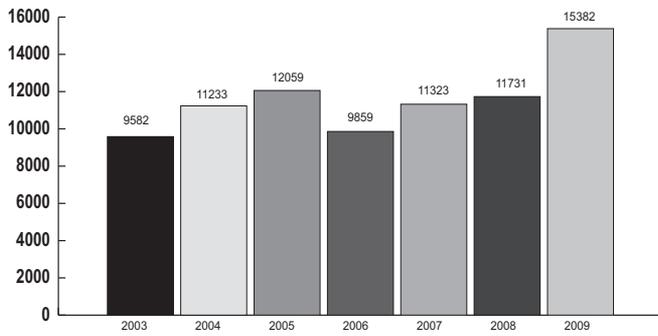
Biratnagar Airport



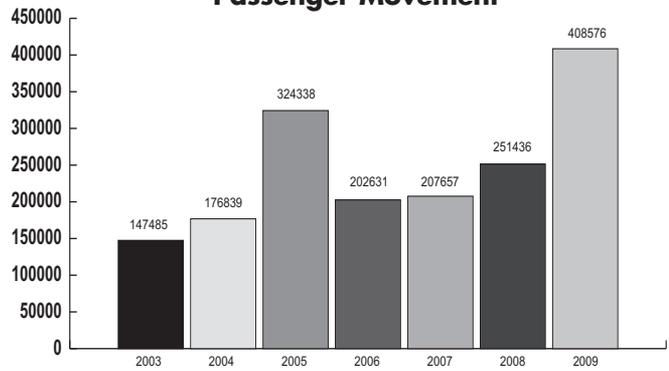
Date of First Service - July 6, 1958
 Aerodrome Reference - 262903NPoint
 0871552E
 Elevation - 236 ft. AMSL
 Ref. Temperature - 40°C
 Runway Configuration - 09/27 (East/West)

Surface - Bitumen
 Runway Dimension - 1524 x 30 m.
 Apron Capacity - HS-748, DHC-6
 Service - Air Traffic Control
 RFF - Category V

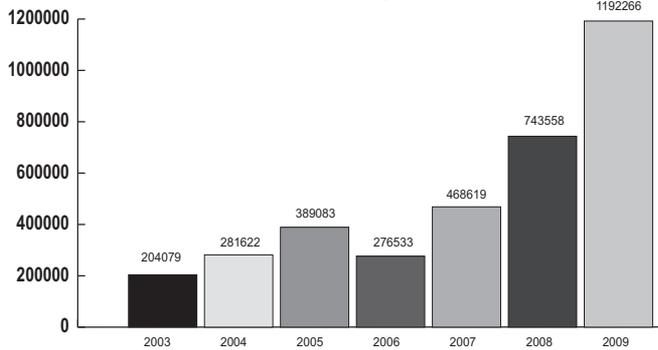
Flight Movement



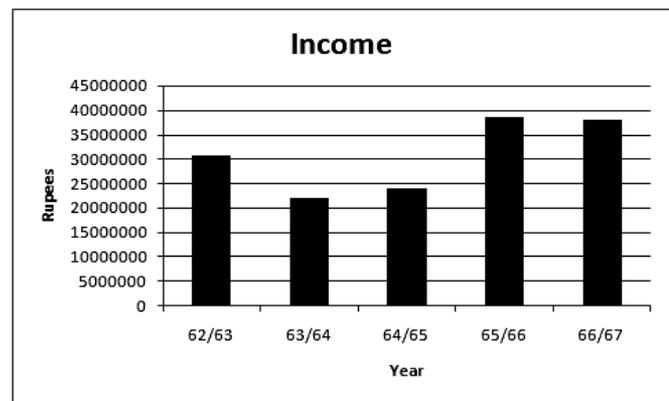
Passenger Movement



Cargo Movement (in kgs)



Income



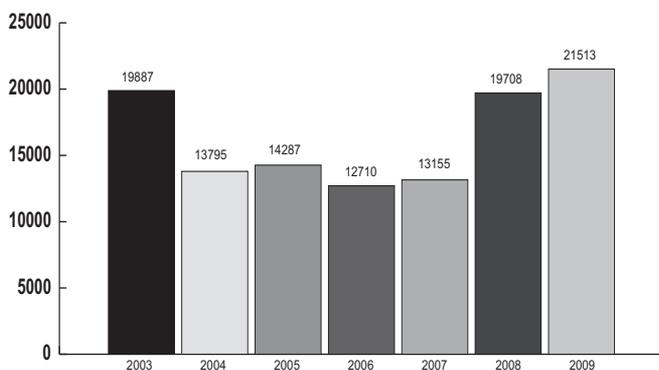
Pokhara Airport



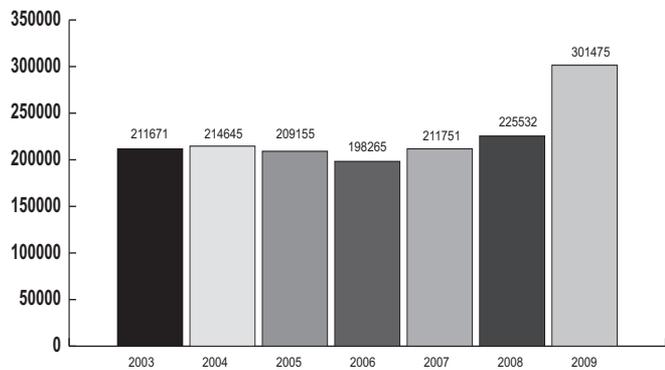
Coordinates - 281200N and 0835854 E
 Elevation - 2712 ft. AMSL
 Runway Configuration - 04/22
 Surface - Bitumen
 Runway Dimension - 1433 x 30 m.

Terminal Capacity - 120 Pax per hour
 Apron Capacity - AVRO Category -3
 Twin Otter Category - 1
 Services - Air Traffic Control
 RFF - Category V

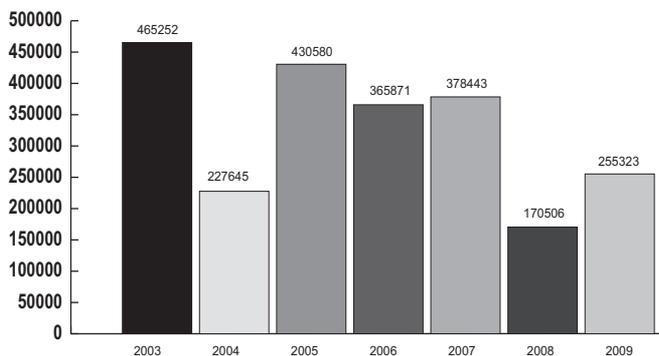
Flight Movement



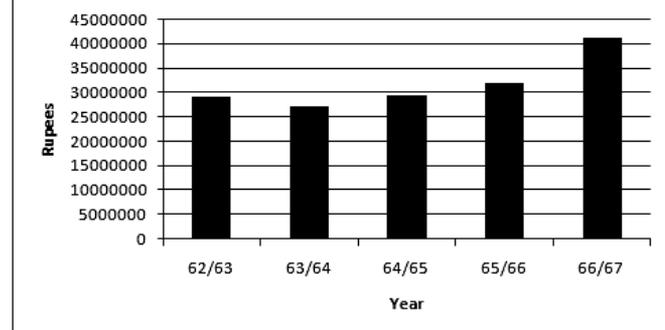
Passenger Movement



Cargo Movement (in kgs)



Income



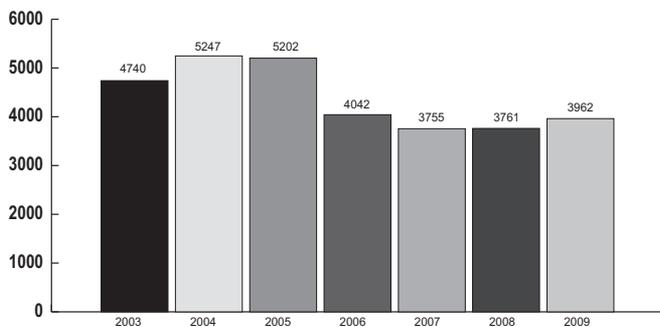
Gautam Buddha Airport



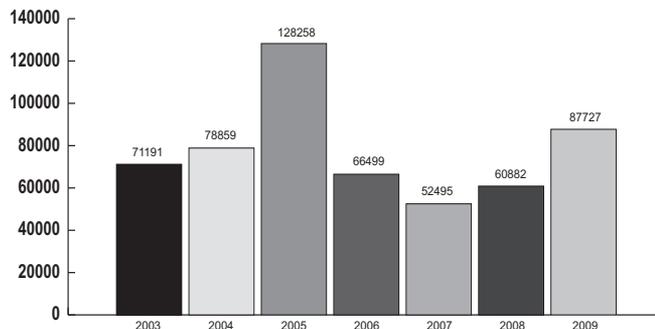
Date of First Service - July 4, 1958
 Aerodrome - 273026N and
 Reference Point 08832505E
 Elevation - 358 ft. AMSL
 Land Assets - 84 Bigahas and 3 Katthas

Runway Designation - 10/28
 Runway Dimension - 5000 x 100 ft.
 Surface - Bitumen
 Services - Air Traffic Control
 RFF - Category V

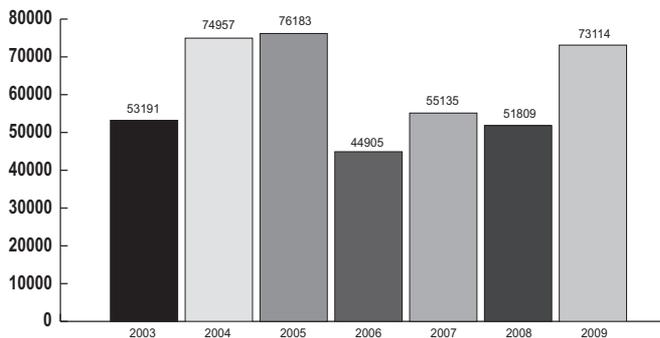
Flight Movement



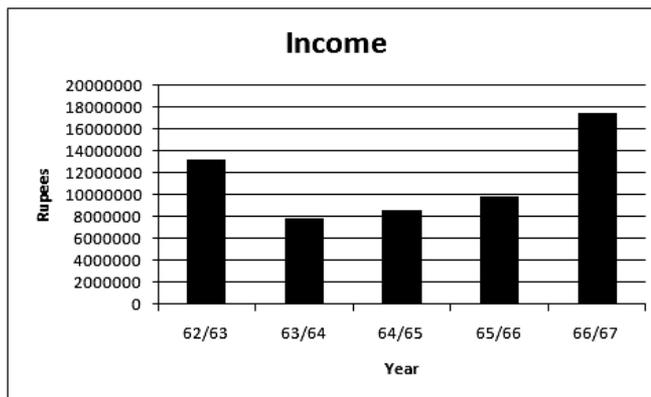
Passenger Movement



Cargo Movement (in kgs)



Income

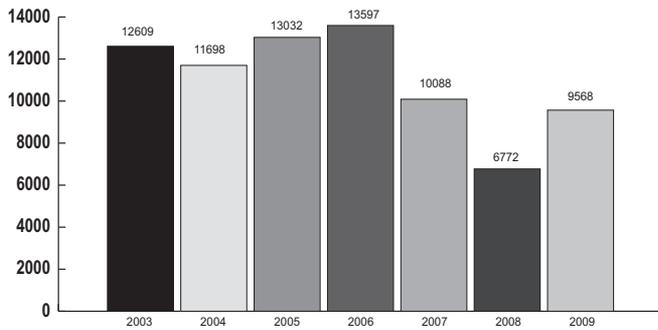


Nepalgunj Airport

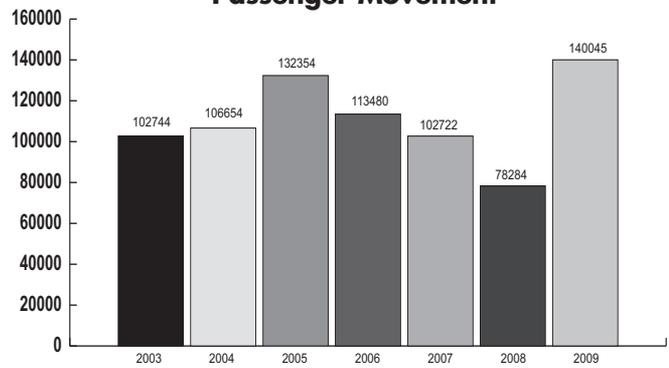
Date of First Service - March 15, 1961
 Aerodrome - 280606N and
 Reference Point - 0813959E
 Elevation - 540 ft. AMSL
 Ref. Temperature - 42°C
 Runway Designation - 08/26 (East/West)
 Surface - Bitumen

Runway Dimension - 1524 x 30 m.
 Apron Capacity - 2 HS-748, 2 DHC-6
 Services - Air Traffic Control service
 Flight Information Service
 RFF - Category V

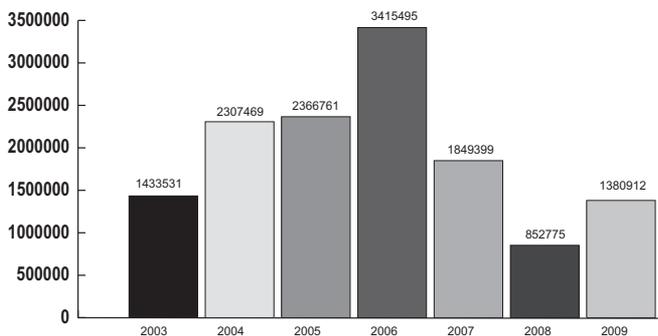
Flight Movement



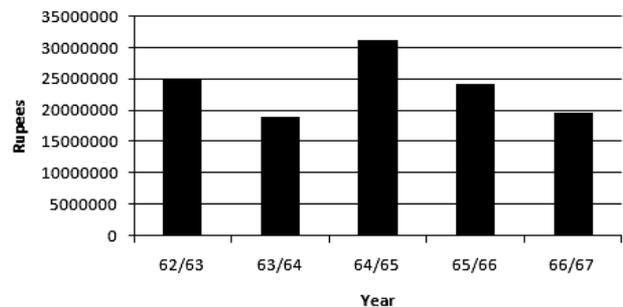
Passenger Movement



Cargo Movement (in kgs)



Income



2010



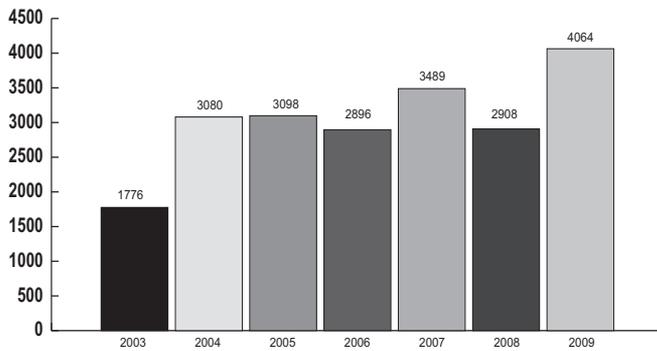
Bharatpur Airport



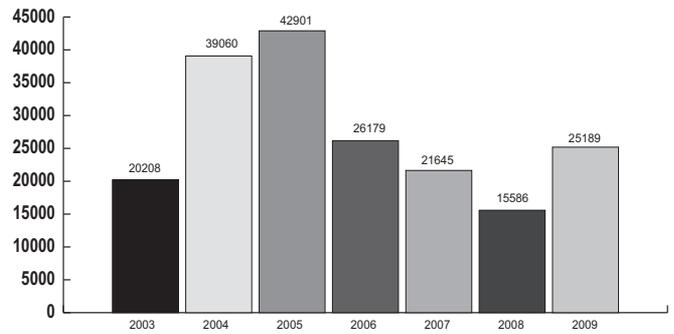
Date of First Service - March 5, 1961
 Coordinates - 274041N-0842546E
 Elevation - 600ft. AMSL
 Ref. Temperature - 35°C

Runway Designation - 15/33 North-West/South-East
 Runway Dimension - 1158 x 30 meter.
 Surface - Bitumen
 Service - Air Traffic Control Service

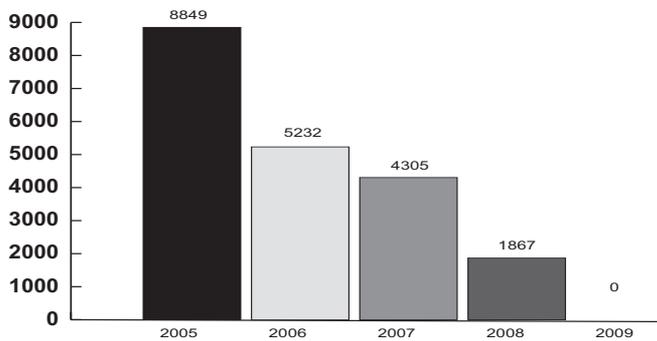
Flight Movement



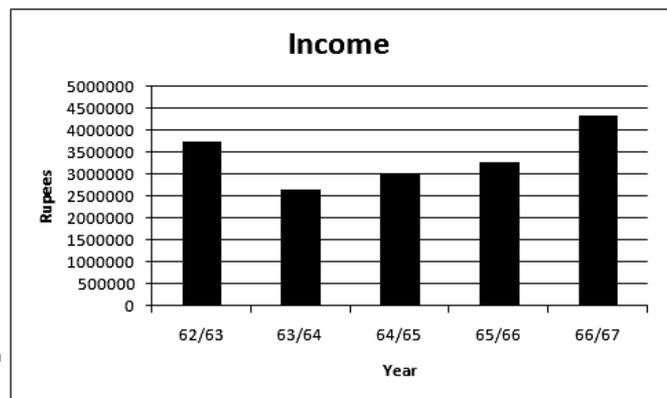
Passenger Movement



Cargo Movement (in kgs)



Income

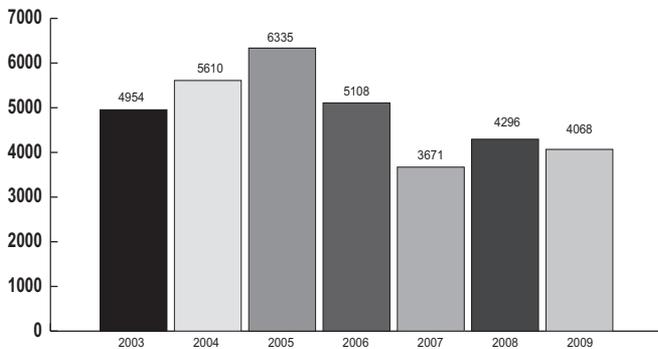


Simara Airport

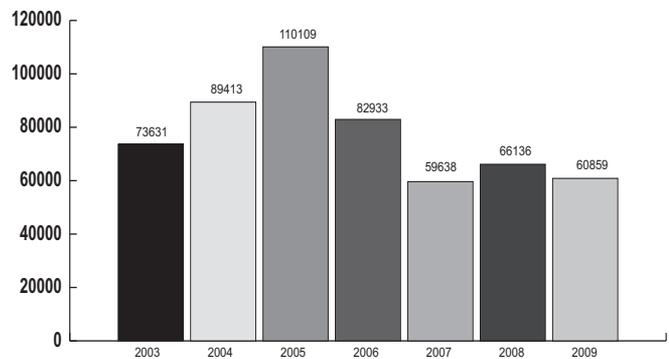


Date of First Service	- July 4, 1958	Runway Designation	- 01/19 North/South
Coordinates	- 270945N-0845854E	Runway Dimension	- 4000 x 150 ft.
Elevation	- 450ft. AMSL	Surface	- Bitumen
Ref. Temperature	- 37°C	Service	- Air Traffic Control Service

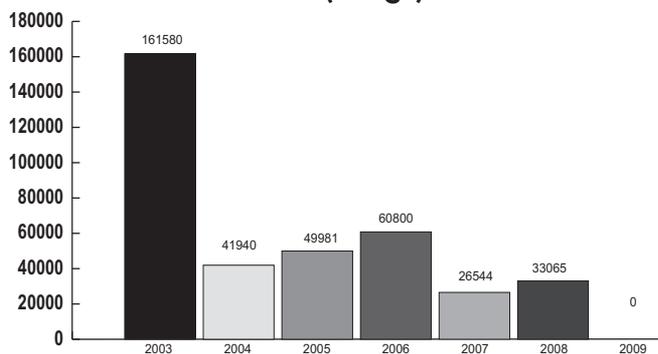
Flight Movement



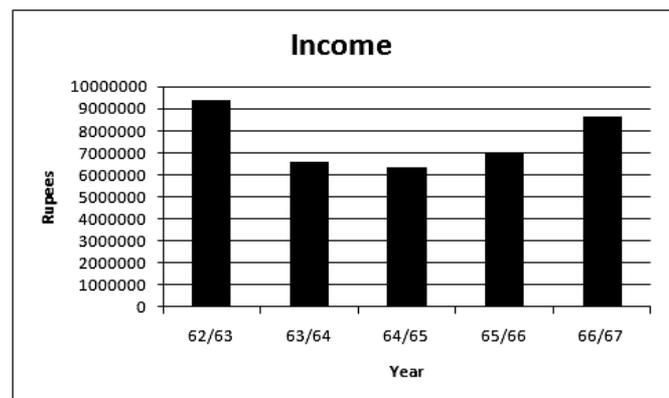
Passenger Movement



Cargo Movement (in kgs)



Income

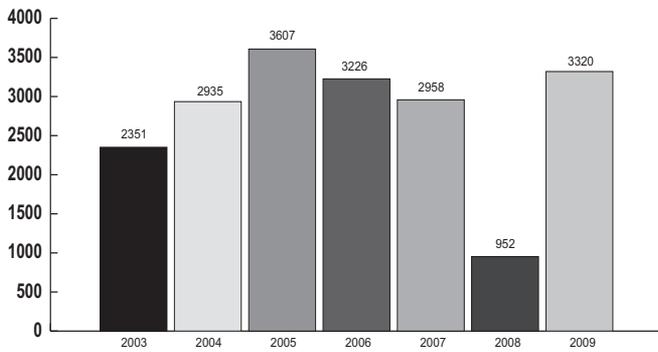


Janakpur Airport

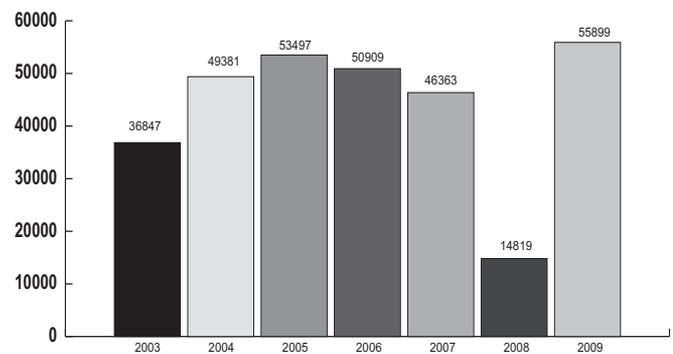


Date of First Service	-	October, 1979	Runway Designation	-	09/27 East/West
Coordinates	-	272338N-0855528E	Runway Dimension	-	1006 x 30 Meter
Elevation	-	256ft. AMSL	Surface	-	Asphalt
Ref. Temperature	-	35°C	Service	-	Air Traffic Control Service

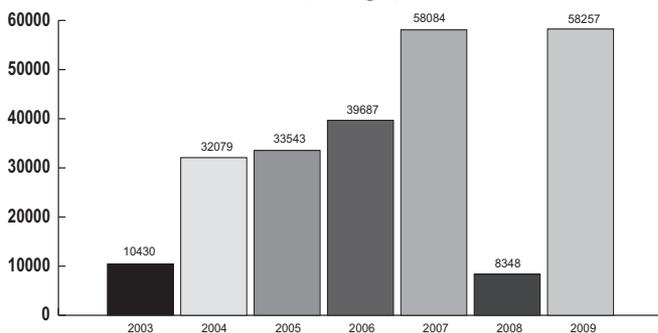
Flight Movement



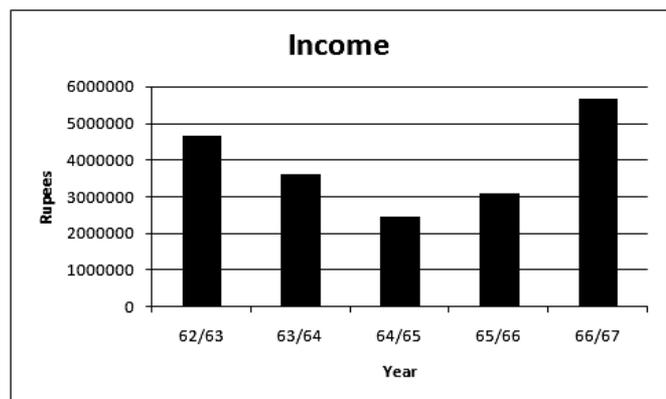
Passenger Movement



Cargo Movement (in kgs)



Income

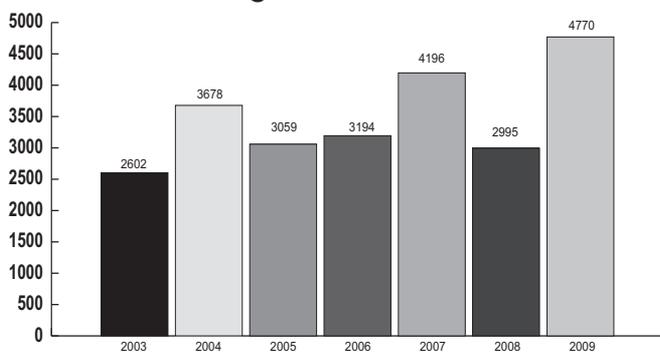


Chandragadi Airport

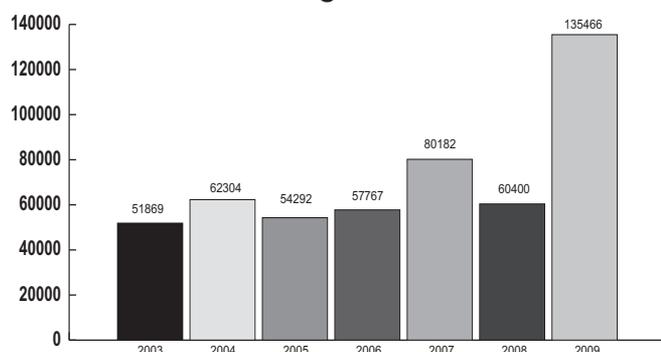


Date of First Service	-	November, 1963	Runway Dimension	-	5000 x 150 ft.
Coordinates	-	263413N-0880433E	Surface	-	Asphalt
Elevation	-	300 ft. AMSL	Service	-	Aerodrome Flight
Runway Designation	-	10/28	Information Service		

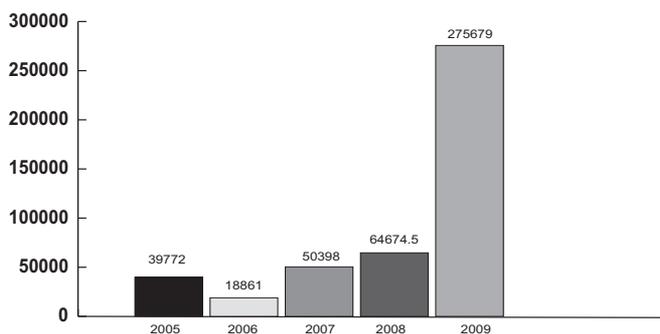
Flight Movement



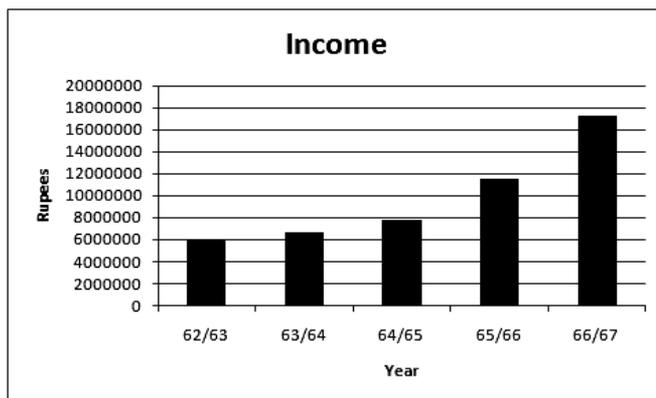
Passenger Movement



Cargo Movement (in kgs)



Income

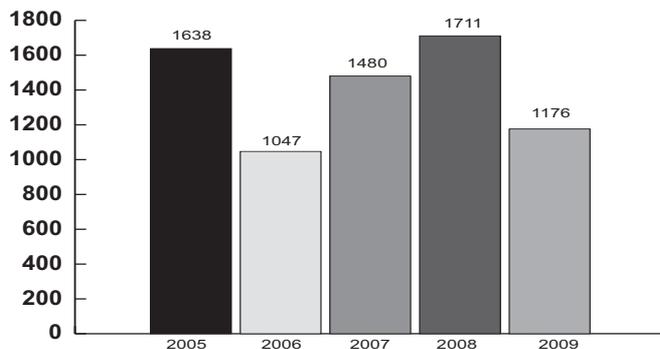


Dhangadhi Airport

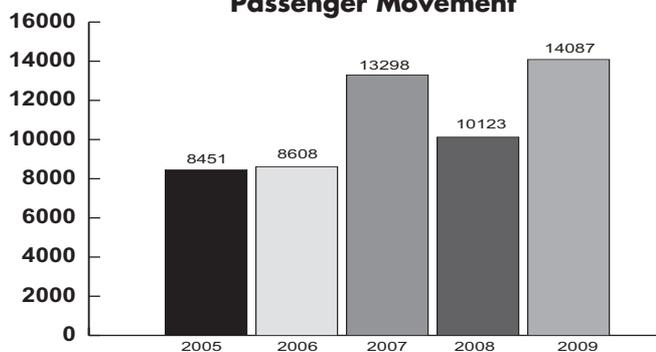


Date of First Service	-	December 26, 1964	Runway Dimension	-	1670 x 30 m.
Coordinates	-	284512N 0803455E	Surface	-	Asphalt
Elevation	-	617 ft. AMSL	Service	-	Aerodrome Flight
Runway Designation	-	09/27			

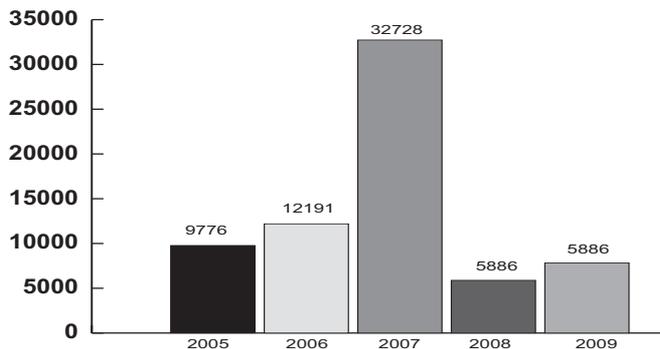
Flight Movement



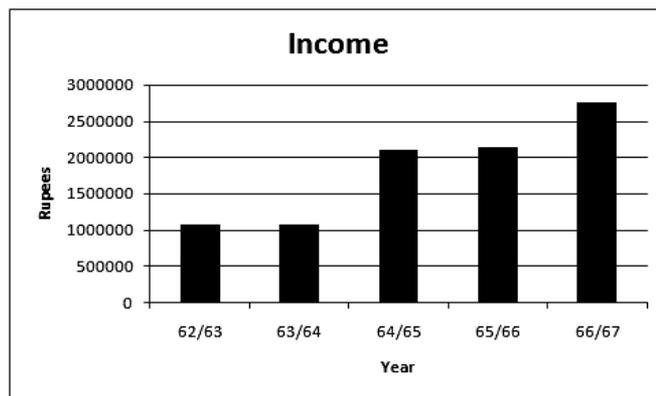
Passenger Movement



Cargo Movement (in kgs)



Income

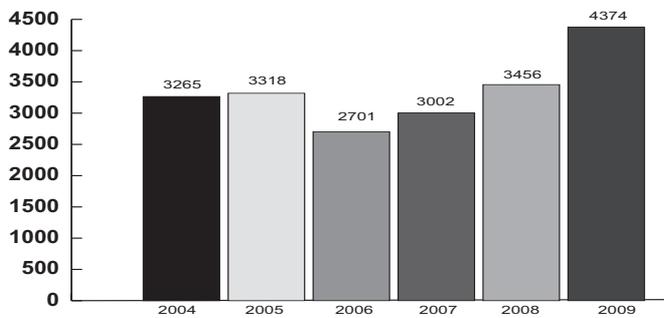


Jomsom Airport

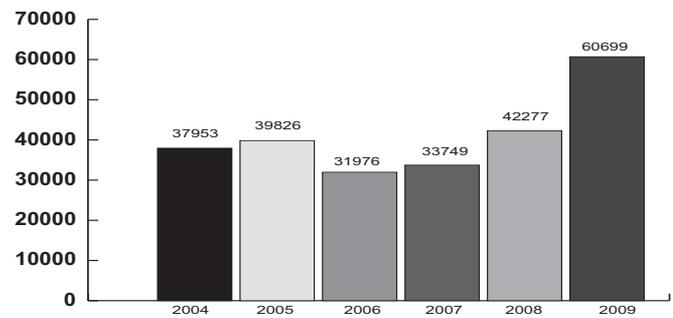


Date of First Service	-	March, 1976	Runway Dimension	-	2000 x 100 ft.
Coordinates	-	284652N-0834321E	Surface	-	Asphalt
Elevation	-	8976 ft. AMSL	Service	-	Aerodrome Flight Information
Runway Designation	-	06/24			

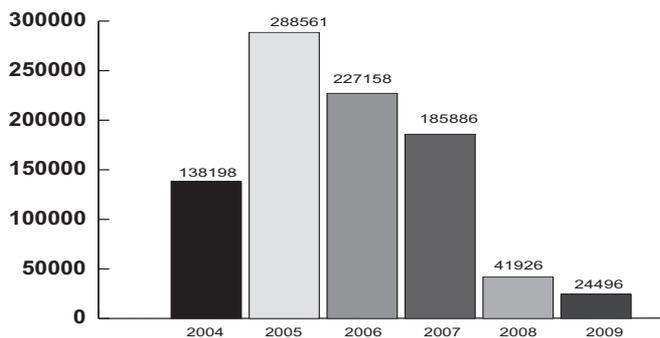
Flight Movement



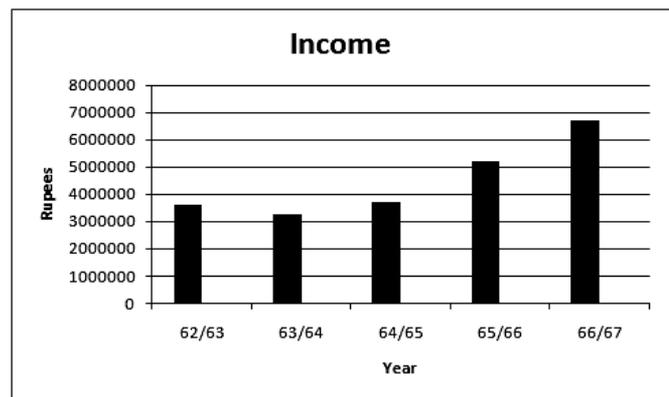
Passenger Movement



Cargo Movement (in kgs)



Income



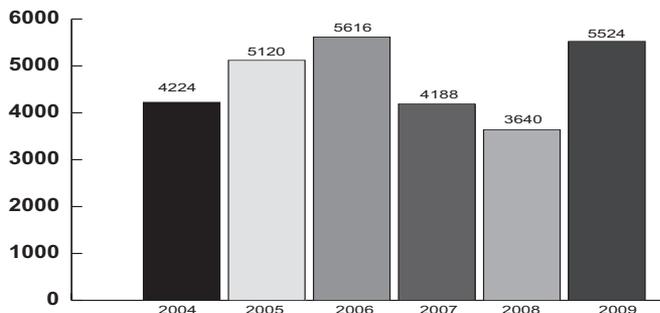
Jumla Airport



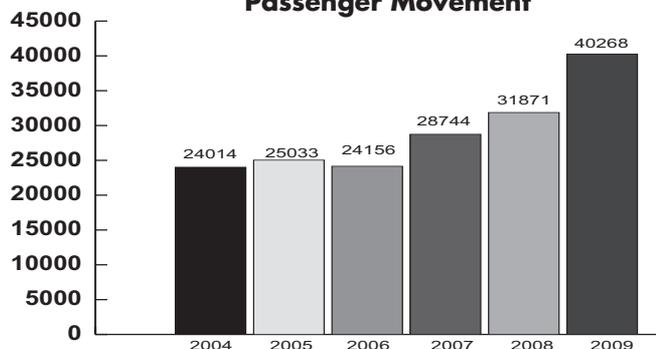
Date of First Service - October 1, 1972
 Coordinates - 284652N 0834321E
 Elevation - 8976 ft. AMSL
 Runway Designation - 06/24

Runway Dimension - 2000 x 100 m.
 Surface - Asphalt
 Service - Aerodrome Flight Information

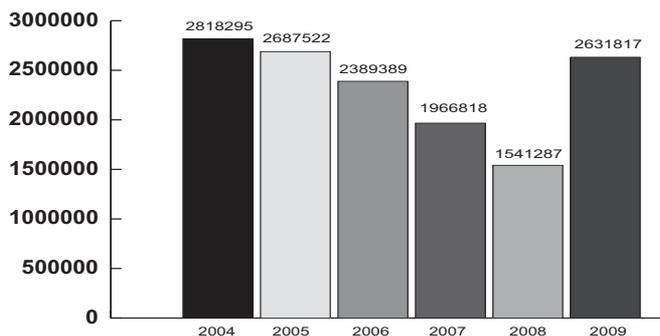
Flight Movement



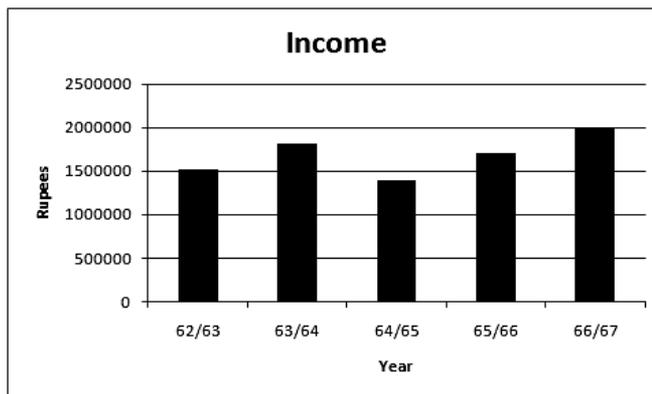
Passenger Movement



Cargo Movement (in kgs)



Income

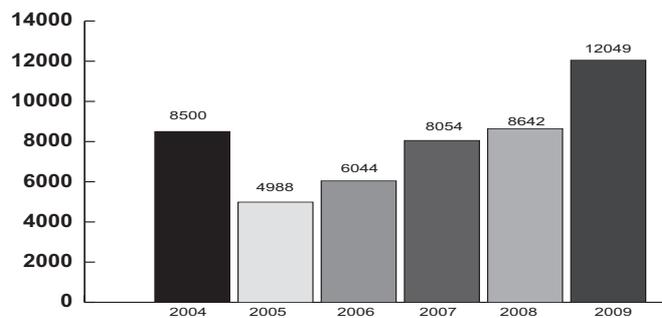


Surkhet Airport

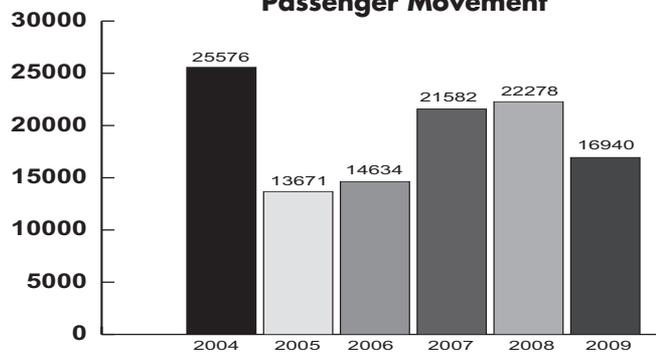


Date of First Service	-	October, 1966	Runway Dimension	-	1040 x 30 m.
Coordinates	-	283509N-0813807E	Surface	-	Asphalt
Elevation	-	2254 ft. AMSL	Service	-	Aerodrome Flight Information
Runway Designation	-	02/20			

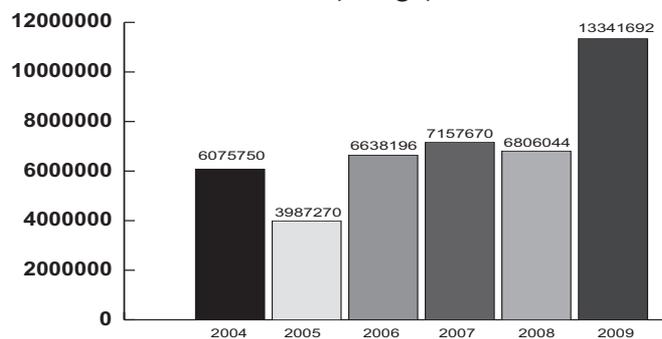
Flight Movement



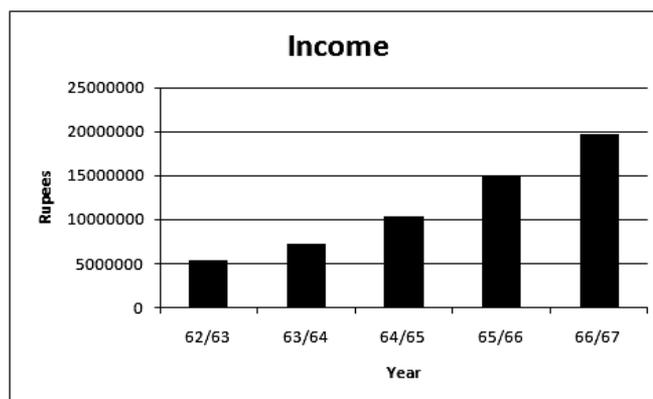
Passenger Movement



Cargo Movement (in kgs)



Income



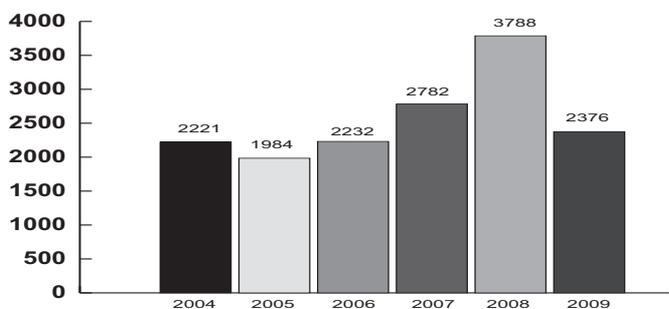
Simikot Airport



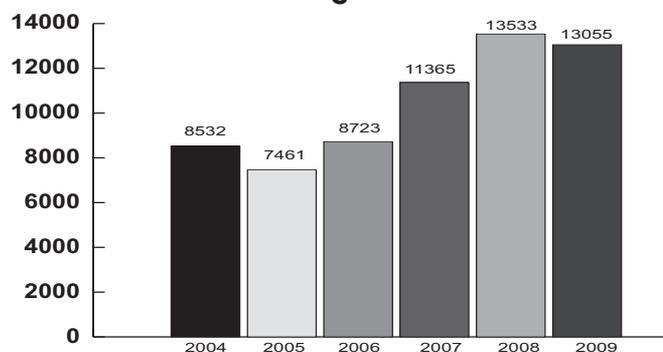
Date of First Service - March 18, 1977
 Coordinates - 295816N 0814908E
 Elevation - 9747 ft. AMSL
 Runway Designation - 10/28

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

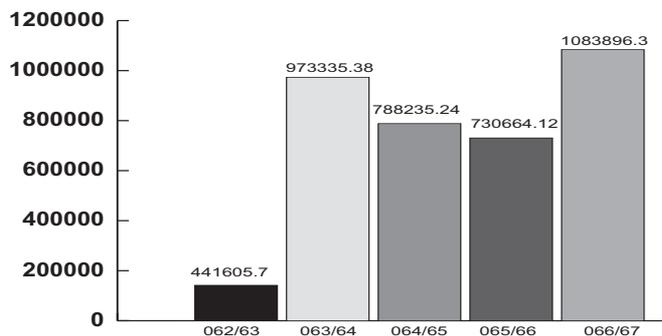
Flight Movement



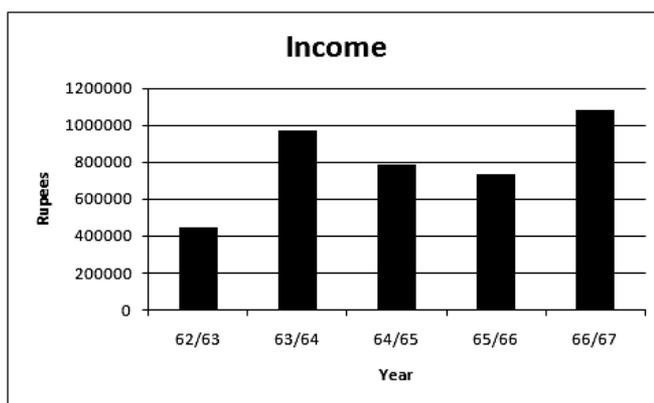
Passenger Movement



**Cargo Movement
(in kgs)**



Income



Finance



Finance

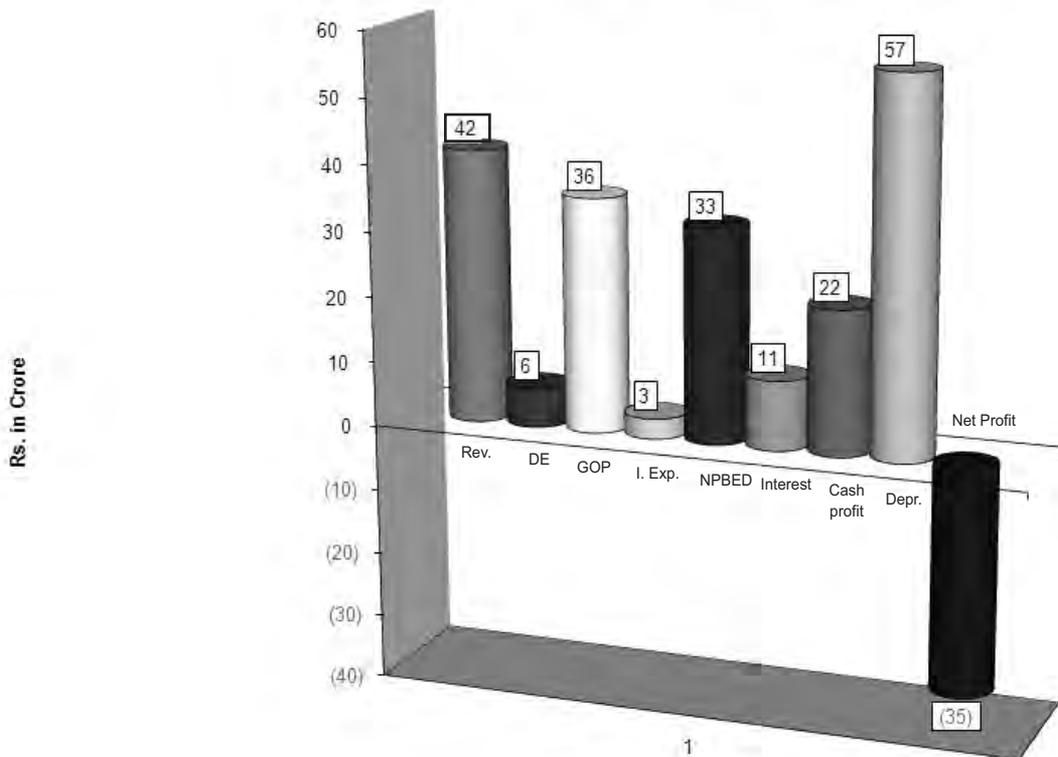
CAAN is a self-governing government body which maintains its accounts under accrual basis. The main income sources of CAAN are the service charges and royalty that it gets from airport and air navigation operations. Among them, aeronautical charges add up 80% and rest non-aeronautical charges count 20%. 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. It is to be noted here, CAAN is placed within top ten big tax payer of the country.

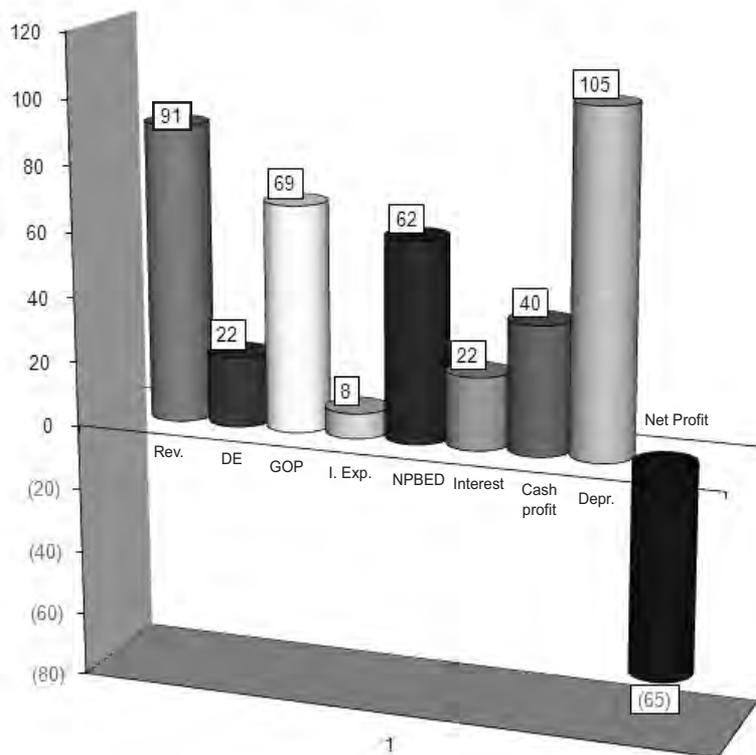
Despite continual loss for five consecutive years from fiscal year 2055/56 to 2059/60, CAAN has been successful in generating operating profit since Fiscal year 2060/61. However, the profit generated by CAAN is not sufficient for expansion and development of Civil Aviation Infrastructure.

Financial Performance F/Y 2055/056 (Six months)



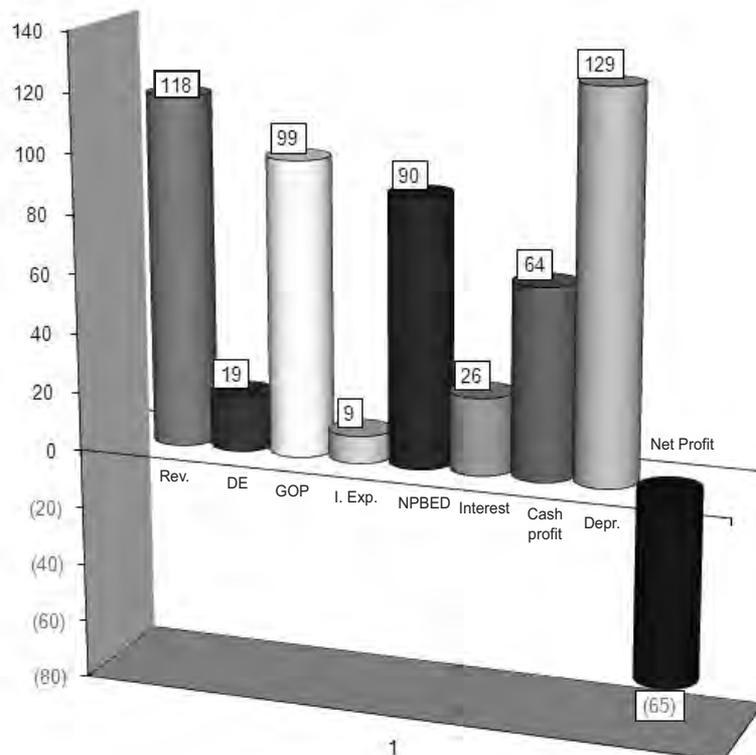
Financial Performance in F/Y 2056/057

Rs. in Crore



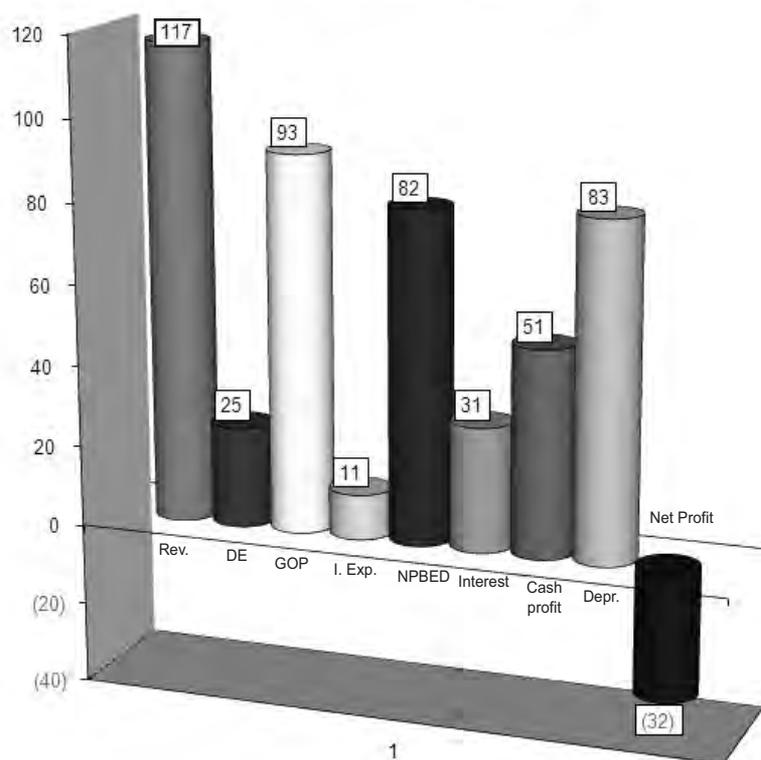
Financial Performance in F/Y 2057/58

Rs. in Crore



Financial Performance in F/Y 2058/59

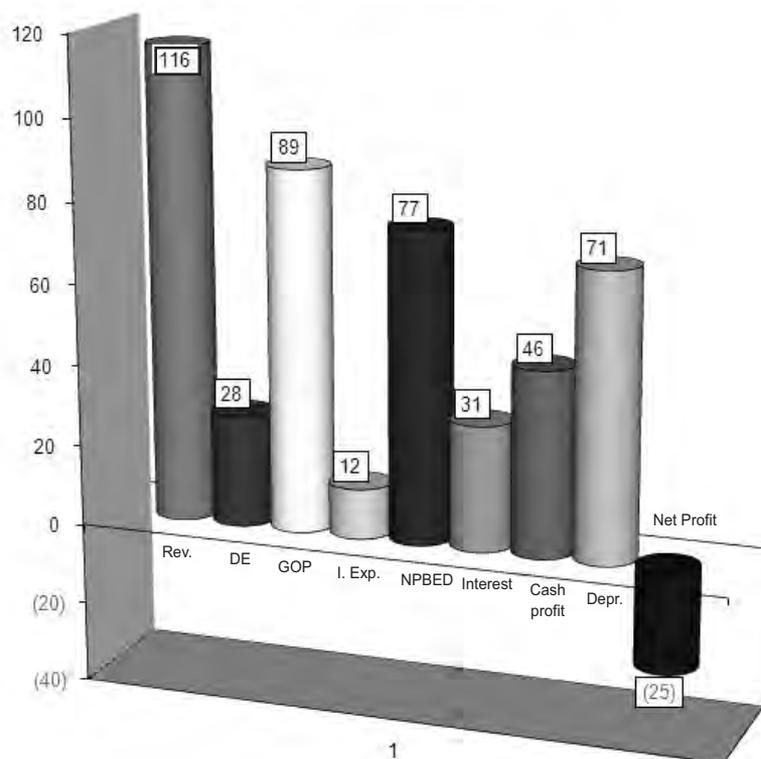
Rs. in Crore



1

Financial Performance in F/Y 2059/60

Rs. in Crore

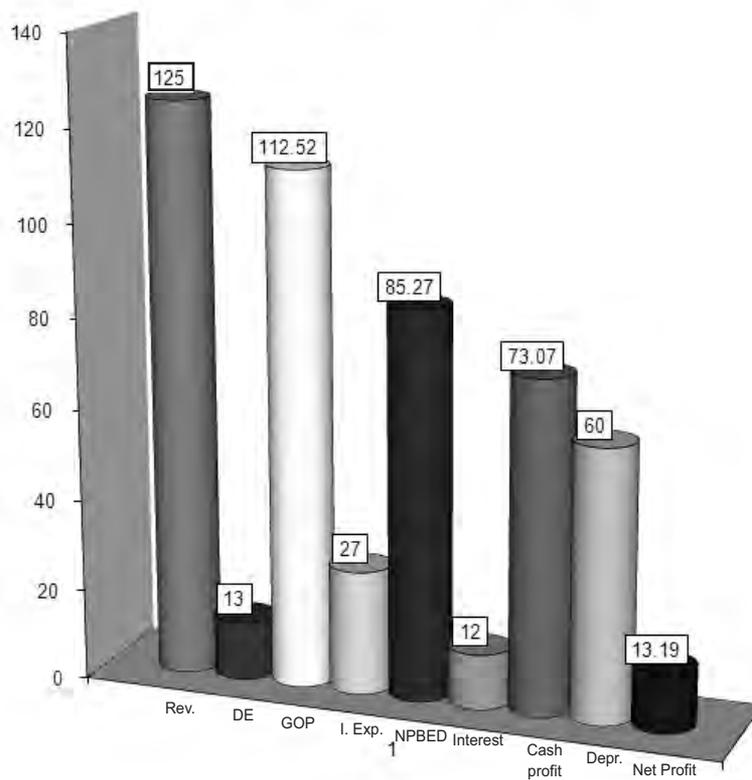


1



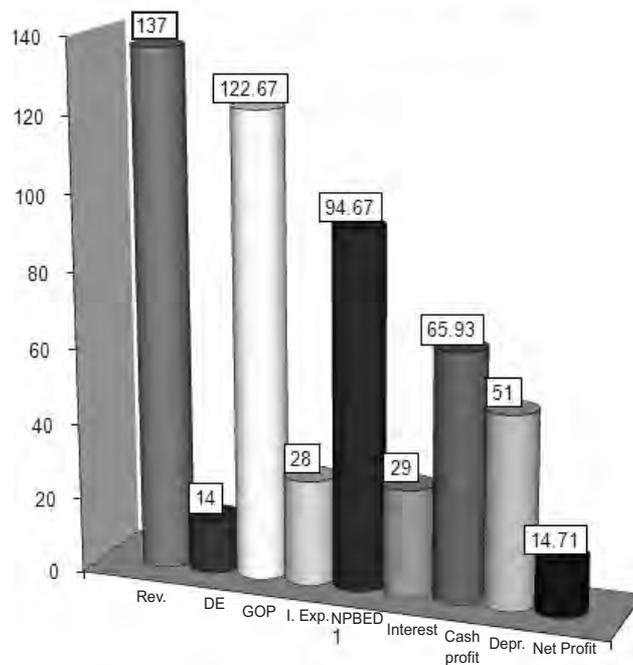
Financial Performance in F/Y 2060/061

Rs. in Crore



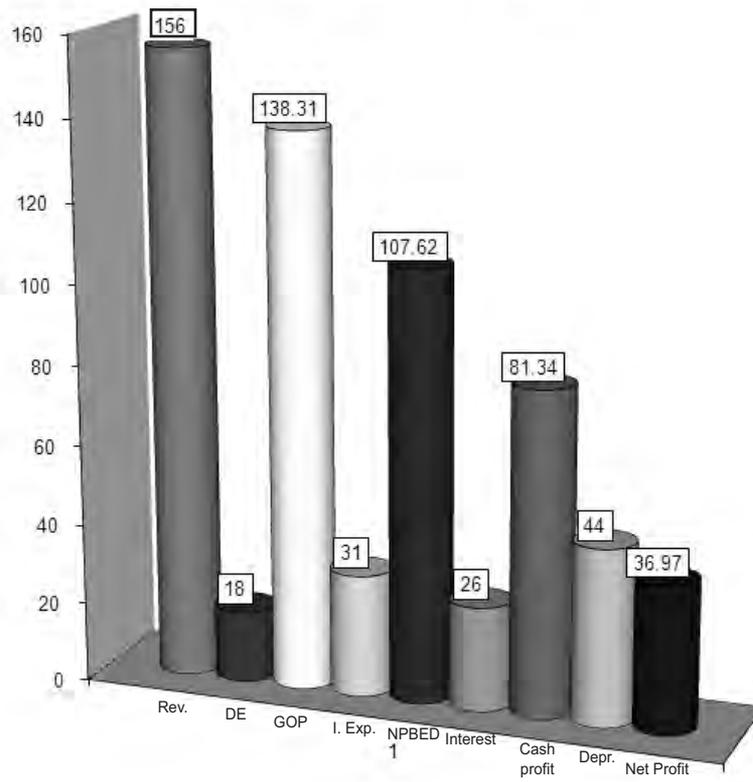
Financial performance in F/Y 2061/062

Rs. in Million



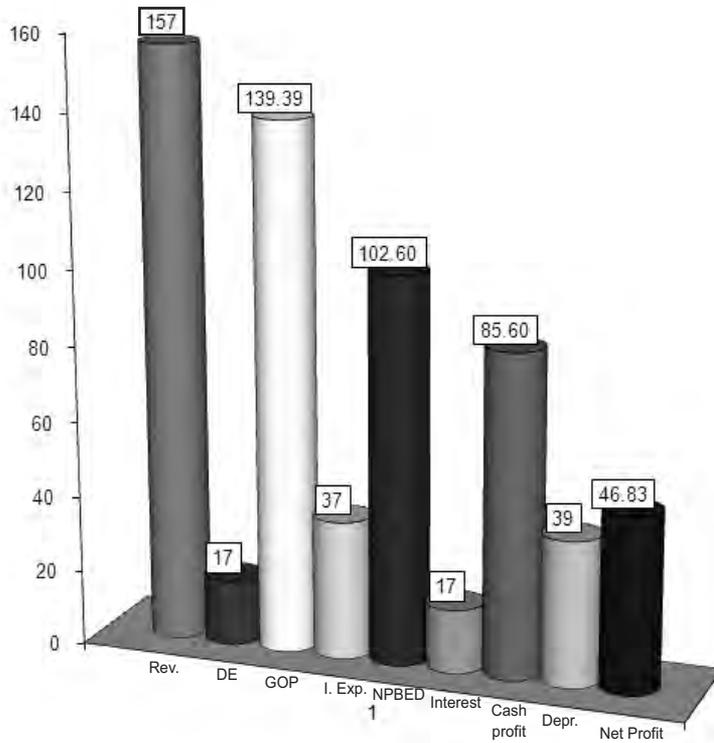
Financial Performance in F/Y 2062/063

Rs. in Crore



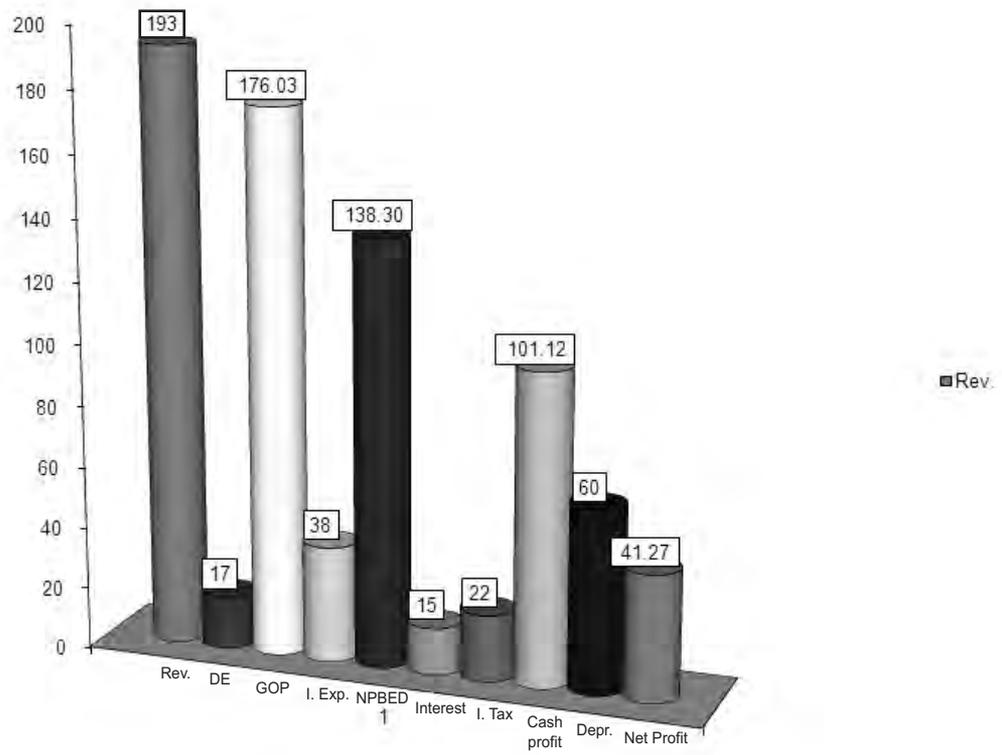
Financial Performance in F/Y 2063/064

Rs. in Crore



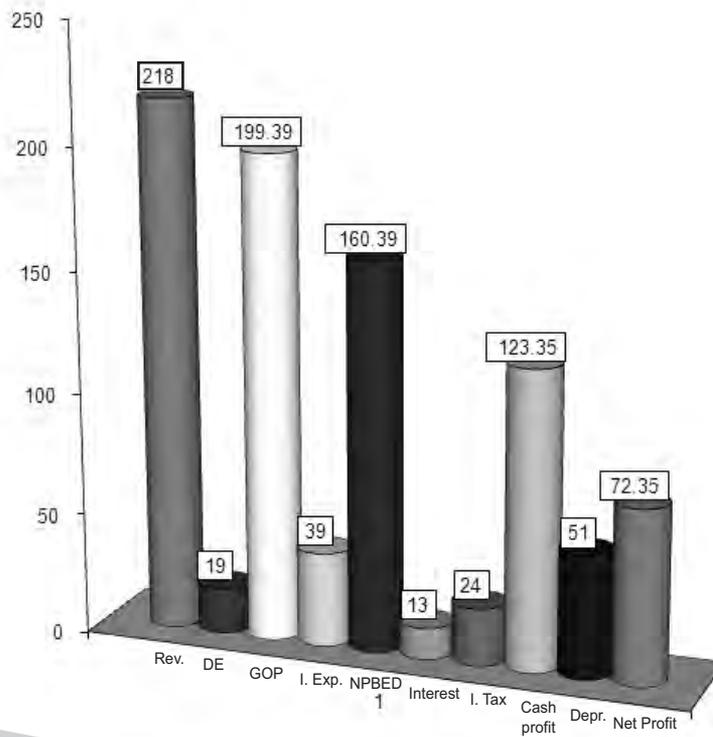
Financial Performance in F/Y 2064/065

Rs. in Crore

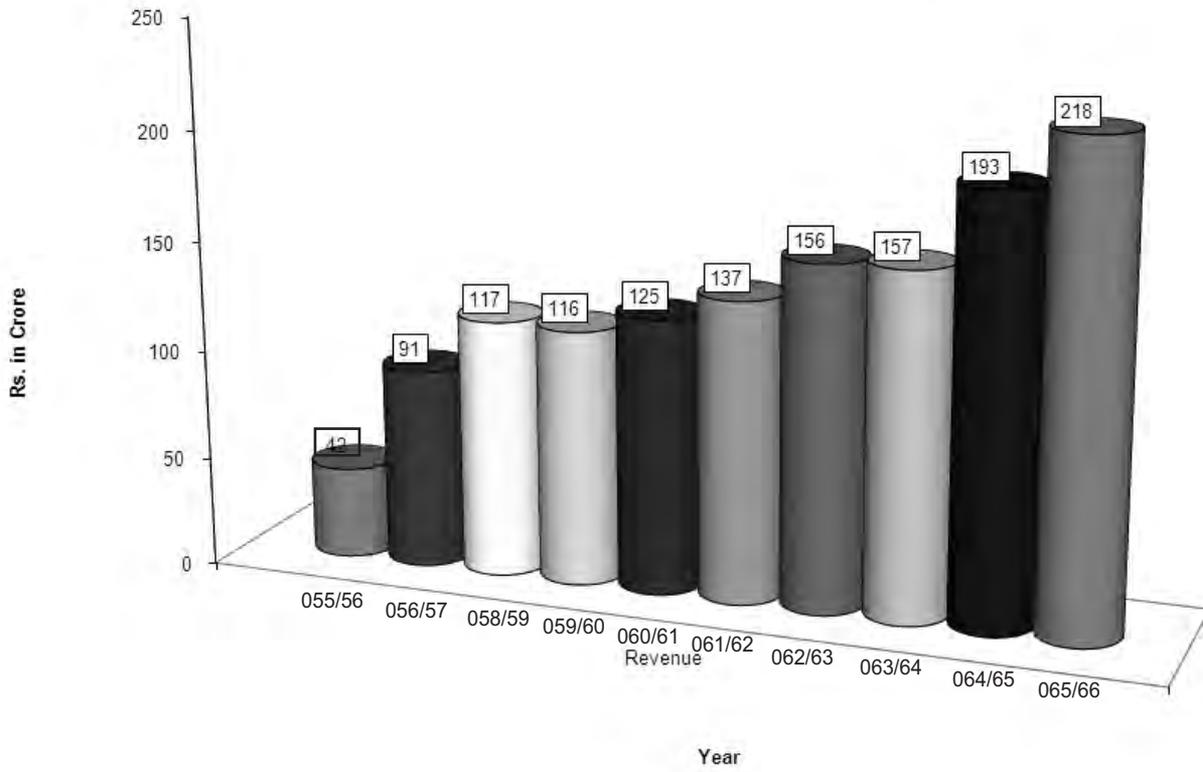


Financial Performance in F/Y 2065/066

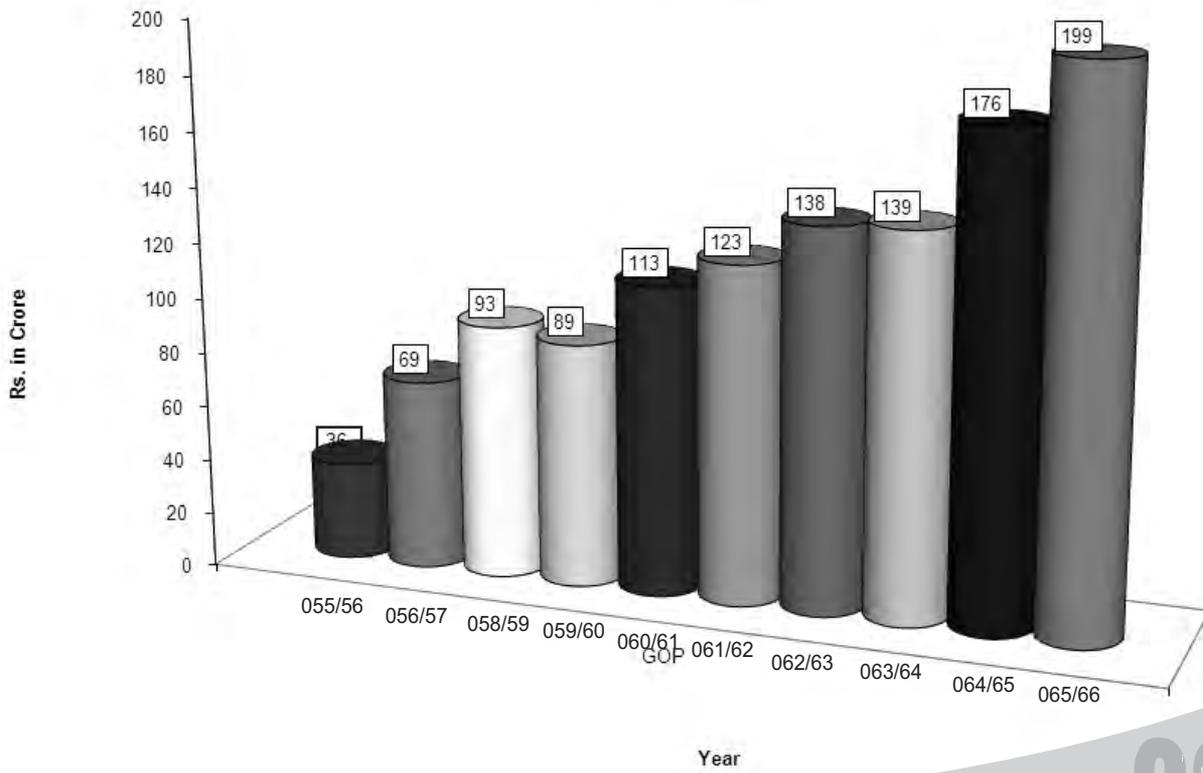
Rs. in Crore



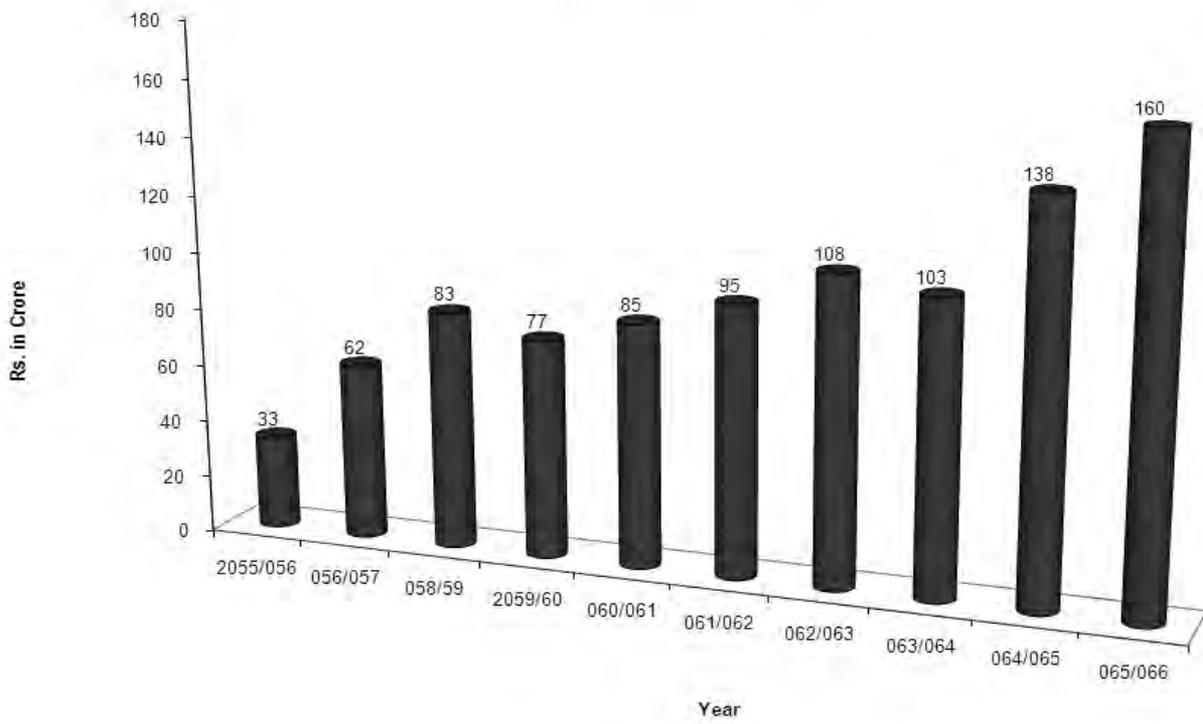
Revenue Trend from 2055/056 to 2065/066



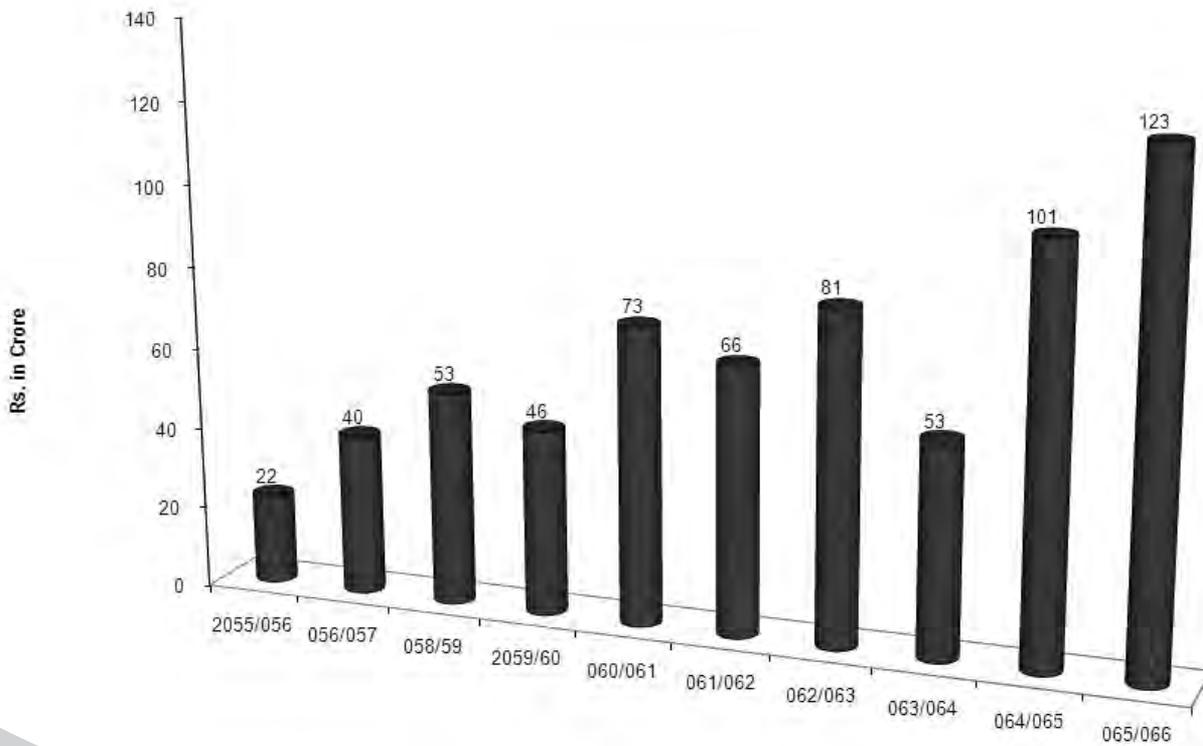
GOP Trend



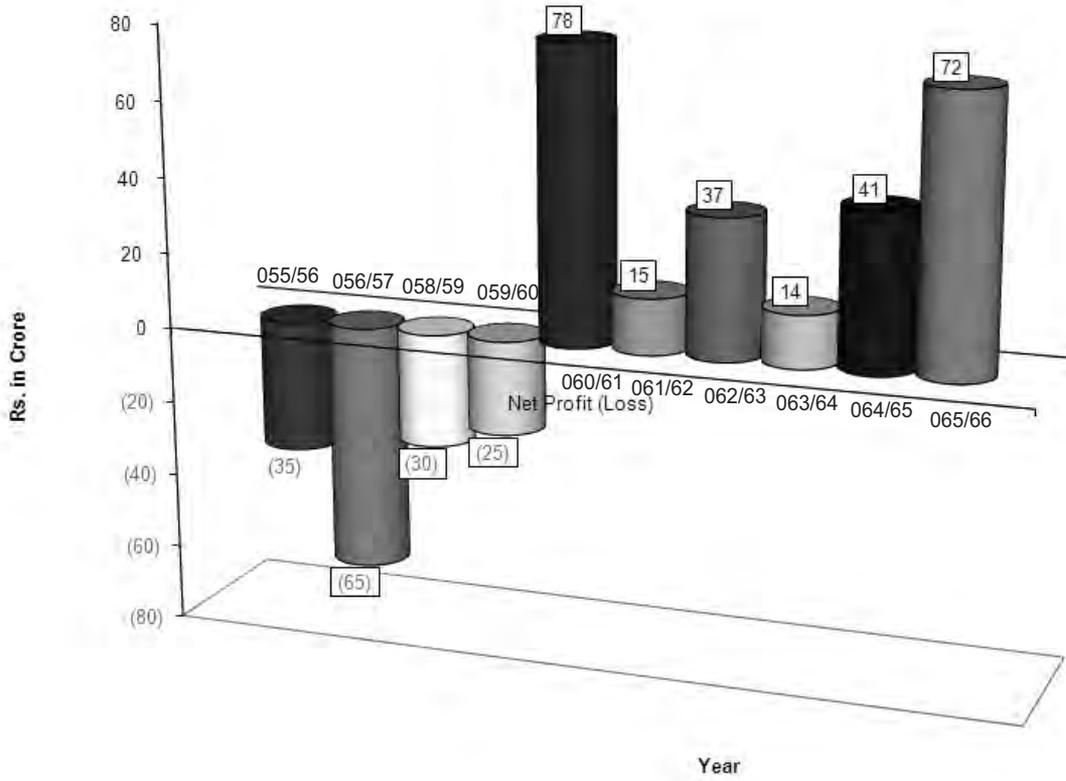
Net profit before Interest & Depreciation Trend



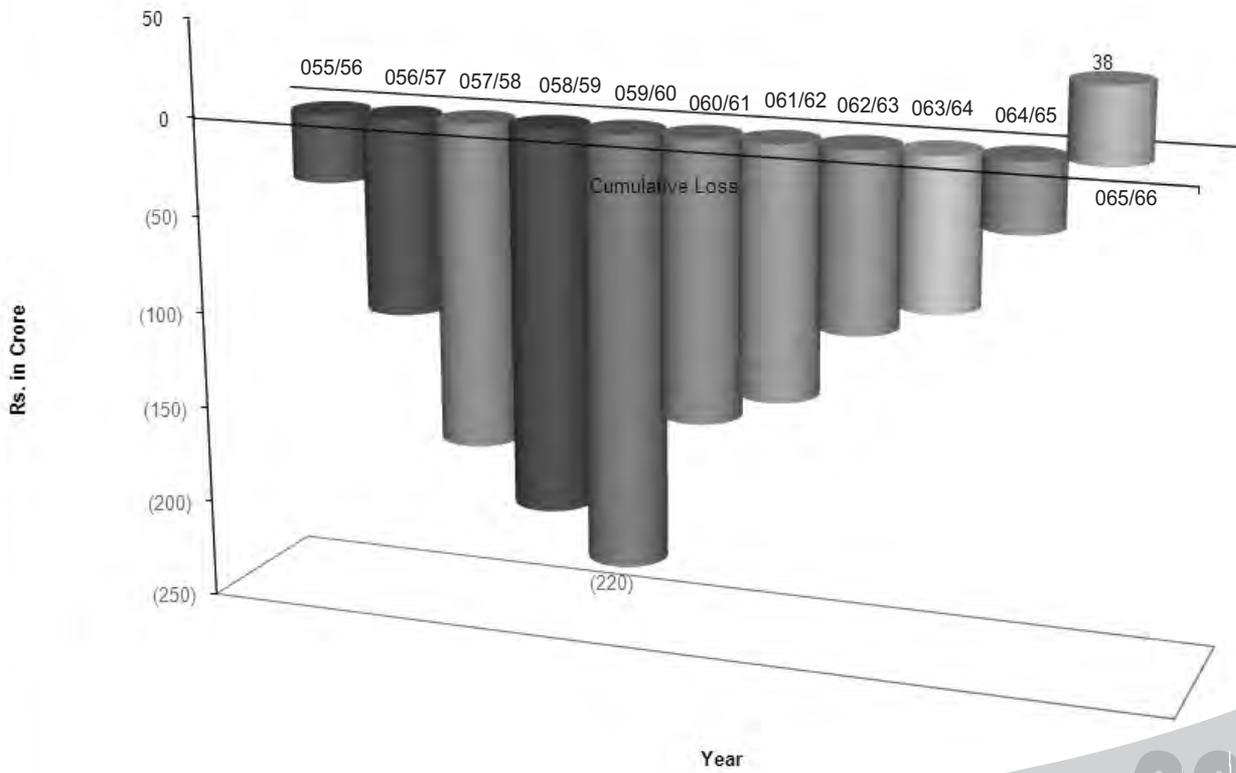
Cash Profit Trend



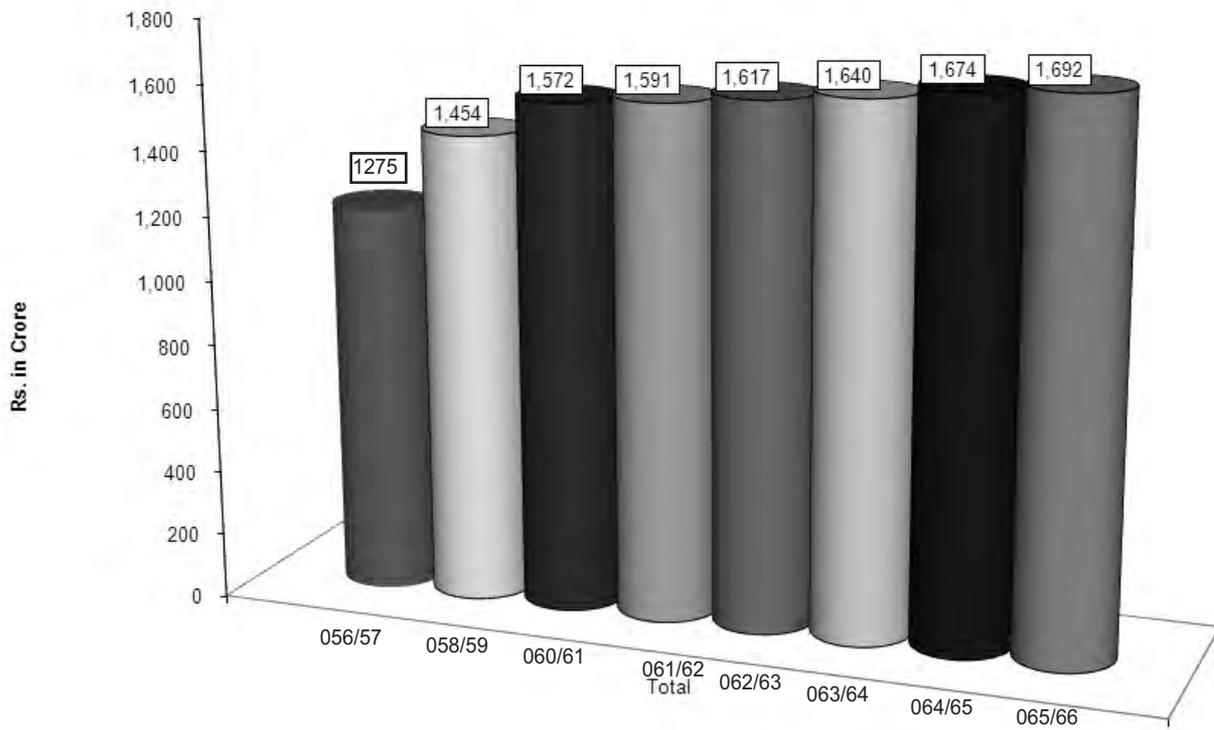
Net Profit Trend



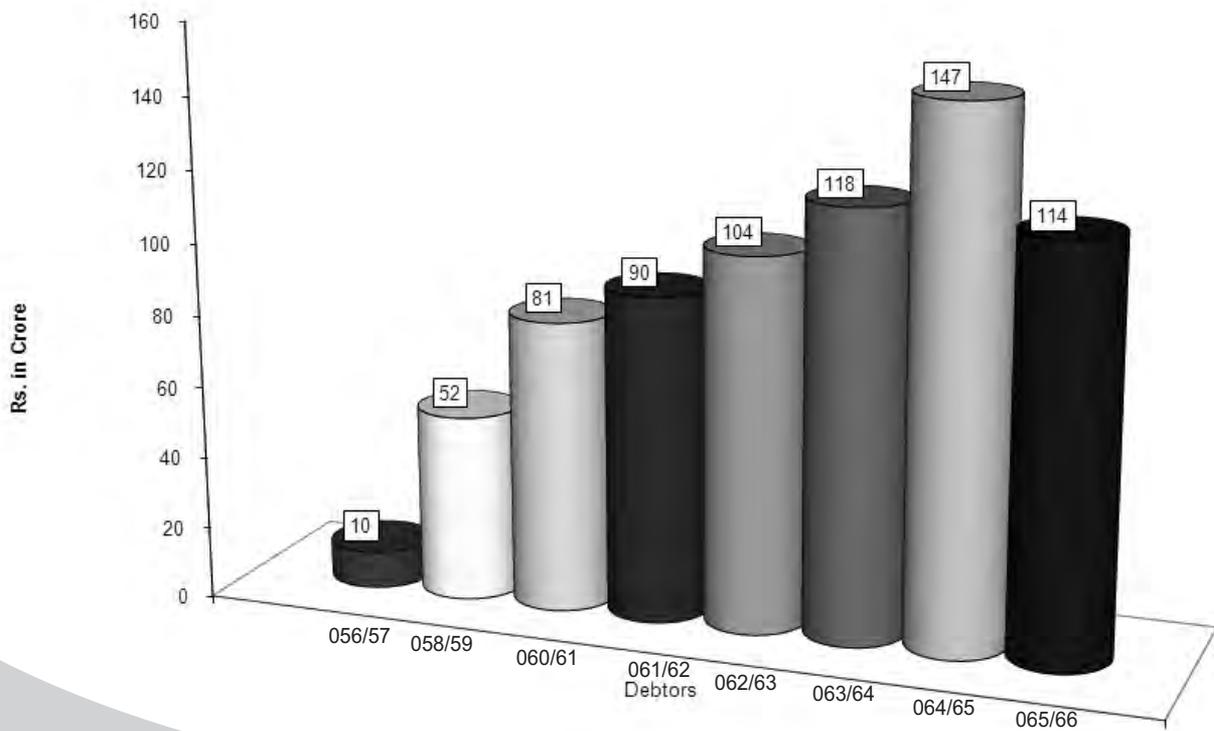
Cumulative Loss Trend



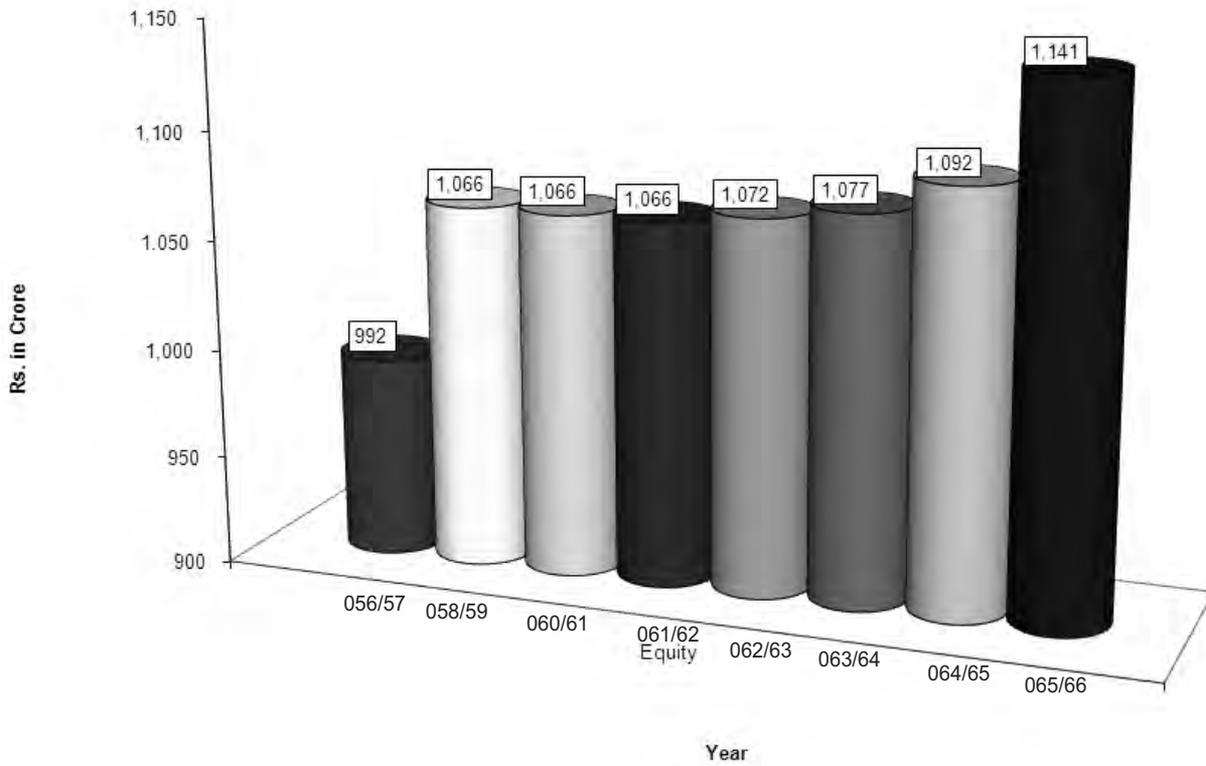
Capital Investment Trend



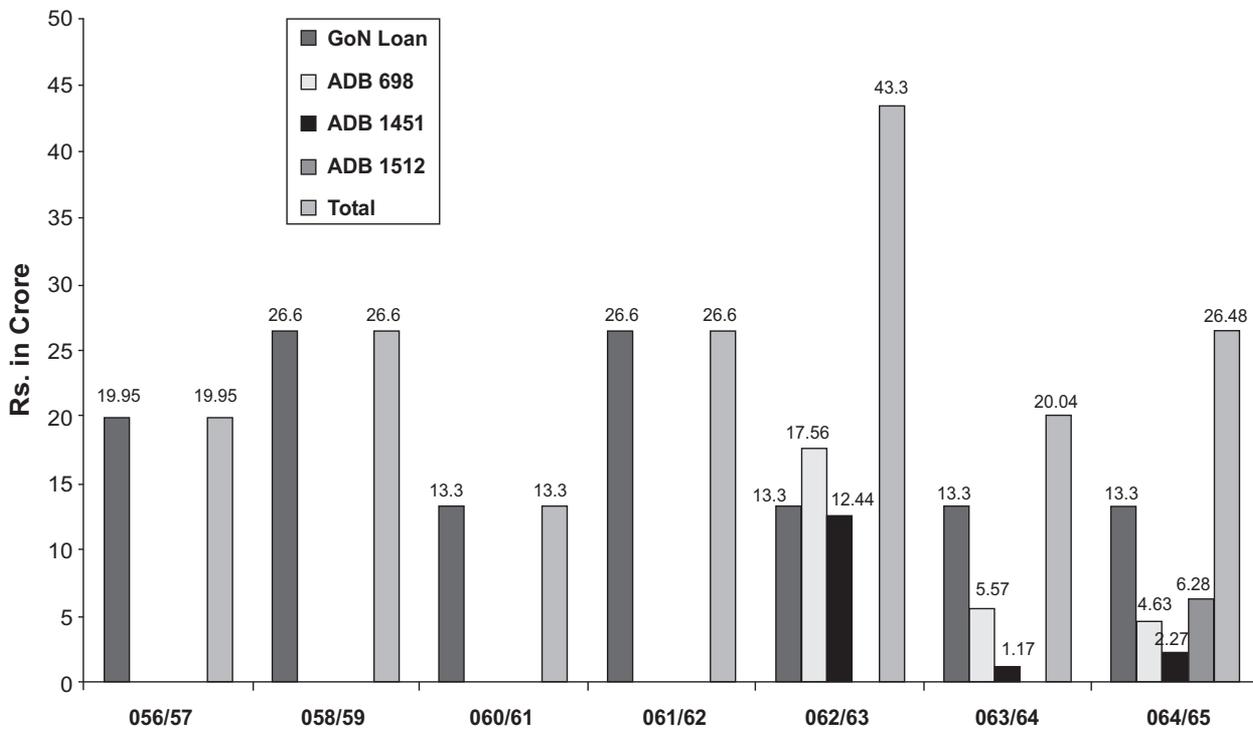
Debtors O/S Trend



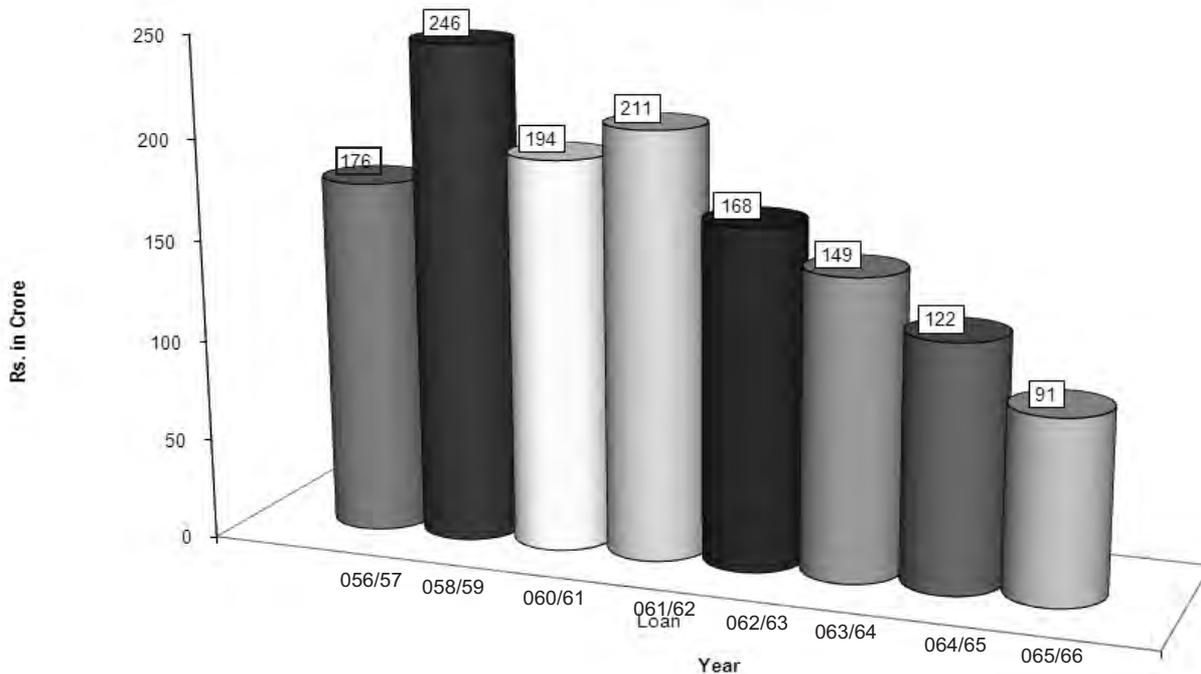
Equity From Nepal Govt.



Loan Repayment Trend



Loan Outstanding Trend



CAAN Board has approved the budget for fiscal year 2067/68. It invests in air transport infrastructure either from its own resources or from government loan or share at present under budgetary provision for each fiscal year. For current fiscal year 2067/068, it is estimated that Rs 3,29,00,50,000 will be invested under 'capital expenditure' and Rs 1,74,84,63,000 under 'operating expenditure' headings. The estimated expenditure which is Rs 5,04,22,13,000 is more than the last fiscal year. In addition, CAAN has made provision of 76,37,06,000 and Rs 17,95,04,000 for principal and interest payment and income tax respectively. Further, provision of Rs 12,14,00,000 has been made for the retirement fund, contribution to employee

union, professional organization and contingency fund. All together, CAAN has estimated Rs 6,10,68,23,000 as total expenditure for the current fiscal year. To cover up the above expenditure, CAAN is raising Rs 4,42,42,53,000 from various aeronautical and non-aeronautical charges, Rs 52,94,96,000 from Nepal Government as loan and or equity share and rest to be borne from the opening bank balance which was Rs 1,86,99,45,000 in the beginning of the current fiscal year. On the whole, the budget committee has estimated that there will be still a surplus of Rs 71,68,71,000 at the end of the current fiscal year. The detail of the budget is as follows:

Budget F/Y 067/68 (2009/2010)

Income		Expenditure	
Revenue	: 3001382000.00	Capital Investment	: 3293750000.00
Loan/Share/Grant	: <u>1422871000.00</u>	Operating Coat	: 1748463000.00
	4424253000.00	Provision for Contingency	: <u>20000000.00</u>
			5062213000.00
Receivable from Nepal Govt.	: 529496000.00	Principal/ Interest Payment	: 763706000.00
Bank balance (067 Shrawan)	: <u>1869945000.00</u>	Contribution to Employment Fund, Employee Union and Professional Organization	: 101400000.00
	2399441000.00	Provision for income tax	: <u>179504000.00</u>
			1044610000.00
Total	: 6823694000.00	Total	: 6106823000.00
Net Surplus	: 716871000.00		

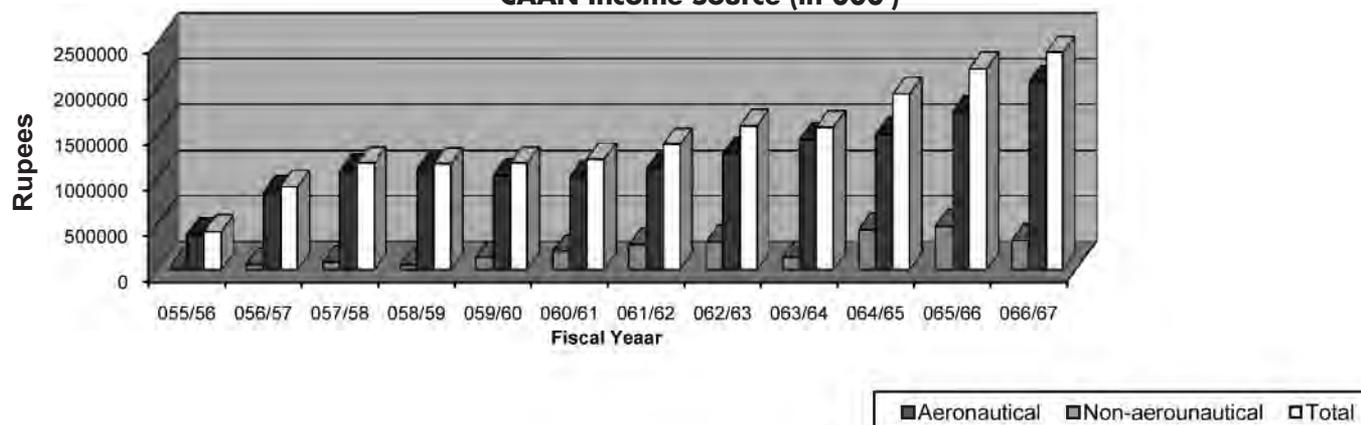


Income

Year	055/56	056/57	057/58	058/59	059/60	060/61
Non Aeronautical	34,568,223.96	58,527,018.65	84,833,587.51	51,880,273.97	134,185,375.95	197,896,963.61
Aeronautical	382,159,977.79	850,004,030.75	1,080,258,056.50	1,103,813,241.10	1,030,101,885.73	1,010,624,299.78
Total	416,728,201.75	908,531,049.40	1,165,091,644.01	1,155,693,515.07	1,164,287,261.68	1,208,521,263.39

Year	061/62	062/63	063/64	064/65	065/66	066/67
Non Aeronautical	277,972,541.43	307,983,117.42	134,302,022.00	440,335,803.21	476,453,778.40	321,759,565.60
Aeronautical	1,096,661,151.60	1,268,990,365.07	1,431,160,220.28	1,490,710,756.05	1,724,651,966.62	2,056,470,321.71
Total	1,374,633,693.03	1,576,973,482.49	1,565,462,242.28	1,931,046,559.26	2,201,105,745.02	2,378,229,887.31

CAAN Income Source (in 000')

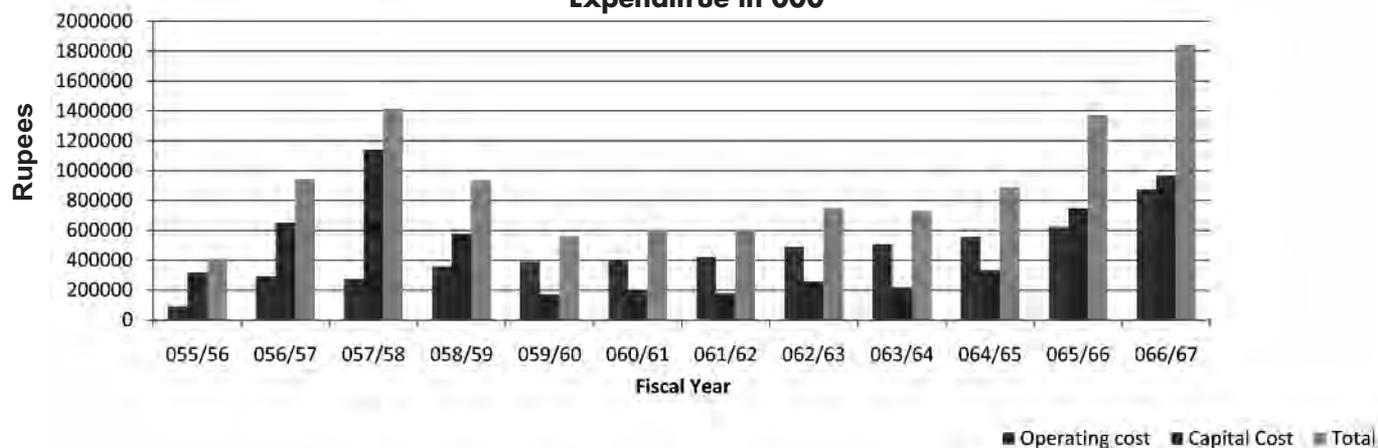


Expenditure

Year	055/56	056/57	057/58	058/59	059/60	060/61
Operating cost	90,342,443.00	293,443,554.36	276,820,198.86	358,356,906.19	390,791,299.47	404,711,239.81
Capital Cost	318,959,345.76	651,040,286.11	1,138,340,881.07	577,670,327.57	170,621,532.88	200,241,947.35
Total	409,301,788.76	944,483,840.47	1,415,161,079.93	936,027,233.76	561,412,832.35	604,953,187.16

Year	061/62	062/63	063/64	064/65	065/66	066/67
Operating cost	421,593,733.71	490,195,884.03	507,653,157.72	556,544,094.11	622,338,084.47	874,592,686.54
Capital Cost	178,314,543.13	259,539,105.36	219,188,177.05	332,364,141.46	748,530,339.20	965,861,985.60
Total	599,908,276.84	749,734,989.39	726,841,334.77	888,908,235.57	1,370,868,423.67	1,840,454,672.14

Expenditure in 000'



CIVIL AVIATION AUTHORITY OF NEPAL
Revised Projected Cash flow Statement
F/Y 2066/67

'000

Cash Inflow :

Net profit before interest & I. Tax	667,640		
Add Depreciation	598,596		
Add Collection from debtors	100,000		
Net Operating Cash Inflow		1,366,236	
Non Operating Cash inflow			
Equity from Nepal Govt.	1,258,400		
Total Non Operating cash inflow		1,258,400	
Total Cash Inflow			2,624,636

Cash Outflow :

Capital Investment

Additional Capital Expenditure	3,272,818		
Management assets	77,592	3,350,410	
Operating Cash Outflow			3,350,410

Payment to Nepal Govt.

Interest :

Previous years	1,761,867		
Less: Adjustment with NAC o/s	(287,452)		
Less: Adjustment with Nepal Govt. recoverable against Security Expenses	(144,542)		
Less: Adjustment with Nepal Govt. o/s receivables against temp. staff retirement	(10,000)		
F/Y 2065/66	124,801	1,444,674	

Principal :

Export Promotion Board		5,347	
Income Tax			
F/Y 2066/067		135,710	1,585,730

Contributions

Contribution to Retirement benefit fund	50,000		
Contribution to Employees Union & related organisation	1,000		
Welfare Fund	40,000		
Other professional organisation	500		91,500

Non Operating cash outflow			5,027,640
Net deficit for the year before Bank balance			(2,403,005)

Bank balance:

Opening Balance

Balance in US \$ Account		677,537	
Balance in revenue Accounts		1,120,868	1,798,405
Net surplus/deficit			(604,600)



CIVIL AVIATION AUTHORITY OF NEPAL
Revised Projected Cash flow Statement
F/Y 2067/68

'000

Cash Inflow :

Net profit before interest & I. Tax	404,007		
Add Depreciation	848,911		
Net Operating Cash Inflow		12,52,918	
Non Operating Cash inflow			
Equity from Nepal Govt.		12,00,000	
Nepal Govt. Loan for ADB Supported projects		222,871	
Nepal Govt. Debtors for TIA Custom Office		529,496	
Total Non Operating cash inflow		1,952,367	
Total Cash Inflow			3,205,285

Cash Outflow :

Capital Investment			
Capital Expenditure	3,215,085		
Management assets	78,665		3,293,750
Operating Cash Outflow			
Payment to Nepal Govt.			
Interest :			
Previous years	176,933		
Adjustment with Nepal Govt. recoverable against Security Expenses	(144,542)		
Employee facility amount to be refunded by Nepal Govt.	(10,000)		
Current Fiscal Year	85,990	108,380	
Principal :			
Nepal Government	649,978		
Export Promotion Board	5347	655,325	
Income Tax			
F/Y 2066/067	100000		
F/Y 2067/68	79504	179,504	943,209
Contendancy (To be get approval from BOD)	20000		20,000
Contributions			
Contribution to Retirement benefit fund	100,000		
Contribution to Employees Union	500		
Other Unions	400		
Other professional organisation	500		101,400
Non Operating cash outflow			4,358,359
Net loss			(1,153,074)
Bank balance:			
Letter of Credit (L/C) and Party Advance		491,400	
Balance in US \$ Account		14,269	
Balance in revenue Accounts		1,364,276	1,869,945
Net Profit/Loss			716,871

