Civil Aviation Authority of Nepal

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Civil Aviation
Report-2017

Civil Aviation Authority of Nepal (CAAN)
Babarmahal, Kathmandu

CAAN : Institutional Profiles

Name:	Civil Aviation Authority of Nepal (CAAN)
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Type :	Authority
Date of Establishment:	31 December 1998
Legal Status:	• Civil Aviation Act, 2015 (1959 AD) - Statutory Regulations • Civil Aviation Authority Act, 2053 (1996) - Establishment
Main Functions:	• Permitting Airlines Operation • Airworthiness Certification and Manpower Licensing/Rating • Regulating Air Transport, Air Navigation Services (ATM/CNS), and Aerodromes as per ICAO SARPs. • Constructing, operating and maintaining airports • Equipping and maintaining airports with necessary communication and navigational facilities • Operation of safe, efficient & expeditious flight.
Affiliation/Institutional Linkages:	Ministry of Culture, Tourism & Civil Aviation, Ministry of Information & Communication, Ministry of Home Affairs, Ministry of Finance, Ministry of Defense, ICAO, COSCAP-SA, Airlines, NTB, International Funding Agencies, Travelling Public.
Income Resources:	Landing, Parking, Housing, Over-flying Navigation Charges, Security Charges, Charter Charges, Flight Catering Charges, Passenger Service Charges, Concessionaries; Vehicle Entry, Parking Charge, Fee from Visitors Deck, Hoarding and Displays, Fuel Refueling Charges, Terminal Rent, Land Rent Royalty, Cargo Charges, Regulatory fees, Ground Handling Charges, etc.

Aviation History in Brief

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

CAAN Board of Directors

Chairman	**Mr. Jitendra Narayan Dev** Hon'ble Minister, Ministry of Culture, Tourism and Civil Aviation
Member	**Mr. Buddhi Sagar Lamichhane** Joint Secretary, Representative of Ministry of Culture, Tourism and Civil Aviation
Member	**Mr. Jagdish Regmi** Director General, Custom Department Representative of Ministry of Finance
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Member	**Mr. Sukha Chandra Jha** Nominee (From among the Aviation Expert)
Member	**Mr. Sugat Ratna Kansakar, MD, NAC** Nominee (From among the Airlines including Private Operators)
Member	**Vacant** Nominee (From among the Airlines including Private Operators)
Member Secretary	**Mr. Sanjiv Gautam** Director General, CAAN

Management Committee

Chairperson	**Mr. Sanjiv Gautam** Director General
Member	**Mr. Rajan Pokhrel** Deputy Director General Civil Aviation Safety Regulation Directorate
Member	**Mr. Devananda Upadhyay** General Manager, Tribhuvan International Airport
Member	**Mr. Narendra Bahadur Thapa** Deputy Director General Air Navigation Services Directorate
Member	**Mr. Debendra K. C.** Chief Civil Aviation Academy
Member	**Mr. Birendra Prasad Shrestha** Deputy Director General Corporate Directorate
Member	**Mr. Raj Kumar Chhetri** Deputy Director General Aerodrome Operations Directorate
Member Secretary	**Mr. Uttar Kumar Kafle** Deputy Director

Director General's Review

It gives me a great pleasure to unveil Civil Aviation Report 2017 to all esteemed well-wishers and aviation professionals with the high-lights of its achievements and analysis of planning for the future development in the organization. Civil Aviation Authority of Nepal, since its inception, has taken various initiatives for the enhancement of safety, security, infrastructure development, institutional management and technologies to cope with the international challenges and trend in aviation arena. This report concisely incorporates activities and plans of CAAN lining the milestone for future. Some of the key features of the report have been summarized under following sub-headings.

Air Traffic Scenario

Despite sagging of International Flight and Passenger Movement in 2015 and 2016 due to the effect of devastating earthquake and Terai blockade, 2017 marks with the remarkable rise in International Flight and Passenger movement. Comparing the data in fiscal year-wise (mid July), International Flight Movement and Passenger Movement increased by 29.73% and 11.50% respectively. On the other side, International Cargo Movement, which rose marginally in 2015 till mid 2016 due huge movement of humanitarian aid , dropped in bearing trend 2017. International Cargo Movement dropped by 6.26% in the same period. Looking at the trend in Domestic Sector, Flight, Passenger as well as Cargo movements have increased by 37.68%, 45.87% and 9.56% respectively in 2017.

Air Transportation

The number of countries with whom the Federal Democratic Republic of Nepal has signed ASA reached to 38 so far. 30 International Airlines (including Nepalese Airlines) from 14 countries operate international flights to/ from Tribhuvan International Airport. Meanwhile, in the domestic sectors, 19 Domestic Airlines have valid AOC. Similarly, there are 74 Aviation Recreational Clubs registered by 2017.

Aviation Safety and Security

The glorious news of uplifting Nepal from Significant Safety Concern (SSC) by ICAO Co-ordinated Validation Mission (ICVM) audit in July 2017 has encouraged the country for further progress in the aviation sector. Nepal has secured 66.08% in overall Effective Implementation of ICAO standards against the global safety benchmark of 60%. Additionally. MoU between DGAC France and CAAN has been revised and renewed.

Nepal adheres the Aviation Security Standards and Guidelines promulgated by ICAO under its Annex 17. In 2017, several safety and security related exercises and workshops were performed at TIA in close co-ordination with national and international stakeholders and agencies. Excercises on Get Airports Ready for Disaster (GARD), Airport Emergency Plan, Search and Rescue Exercise (SAREX) etc. have educated stakeholders to tackle and respond to emergency situations.

Air Navigation

Nepal, adhering to ICAO Regional Plan, has prepared its Performance Based Navigation Plan. Completion of Commissioning Flight Check of newly installed T-MSSR at TIA and Re-route MSSR at Bhattedanda, Lalitpur have put safe and reliable air navigation platform in Nepalese sky. Furthermore, Remote Control Air Ground (RCAG) which will come into operation shortly, will enhance area control communication in eastern sector in Nepal.

Airport Development and Facilitation Expansion

Out of 50 airports, including Tribhuvan International Airport, 29 airports are in regular flight operation. The black-topped runways have been numbered to 28. Black-topping of runways of Dolpa (Jufal), Baitadi (Patan), Doti, Lamidanda, Rajbiraj, Sanfebagar, and Thamkhark will be completed by running fiscal year. Similarly, Kalikot, Ilam, Khiji Chandeshwori, Gulmi Resunga and Arghakhachi airports are under construction. Biratnagar Aerodrome has been certified and Nepalgunj Aerodrome will be certified in the running fiscal year.

Facilitation progress can be seen in TIA. Four new escalators have been installed and brought into operation in Departure and Arrival Halls. Bay No. 4 have been rehabilitated. Remote Parking Bay capable of handling two medium jet aircrafts will be completed in the running fiscal year. Modifications have been done in General Lighting System. Runway Expansion, ITB Extension and Improvement in Utility works are in progress under Air Transport Capacity Enhancement Project.

Works under Gautam Buddha International Airport are in progress. Minimum of 60% progress is expected in running fiscal year. Similarly, with the subsidiary loan agreement, the work of Pokhara Regional International Airport has been commenced. Furthermore, MoU between CAAN and Nepal Army has initiated works for Second International Airport.

Works under installation of DVOR/DME at Chandragadhi and Dhangadhi Airport, installation of ILS/DME at TIA and Improvement of Solar Power System under JICA Grand Aid Project will be commenced within running fiscal year and completed by 2019.

Human Resource Development

Civil Aviation Academy, in co-ordination with Human Resource Development Department and concerned agencies, has implemented its annual Training Calendar update and produce professionals. The Academy has provided professional and institutional training to 380 employees and multi-professional managerial/ leadership training to 541 in co-ordination with different national recognized institutes. Similarly, 232 Employees participated in different trainings/ seminars and conferences organized by International Institutes and organizations including ICAO and CANSO in 2017. CAAN's active participation in different international forums has raised the potentiality of Nepal in international arena.

Nepal, being a Member State of ICAO, fully adhere to ICAO Next Generation Aviation Professionals (NGAP) programme and Global Plan. Civil Aviation Authority of Nepal, in close co-ordination and collaboration with airline industries and its stakeholders, has initiated NGAP in the country in phase-wise. The Aviation Museum, set up in Sinamangal, Kathmandu, is part of its initiation in collaboration with its stakeholders.

Corporate and Institutional Strengthening

CAAN has initiated the Actuarial Valuation of its employees and evaluation of its property, plant and equipment. First phase of digitization of CAAN important document has been completed and second phase is in progress. Updating of CAAN property and collection of old document has been initialized. First phase of Nepal Financial Reporting System (NFRS) has been implemented and Accounting System is being kept accordingly.

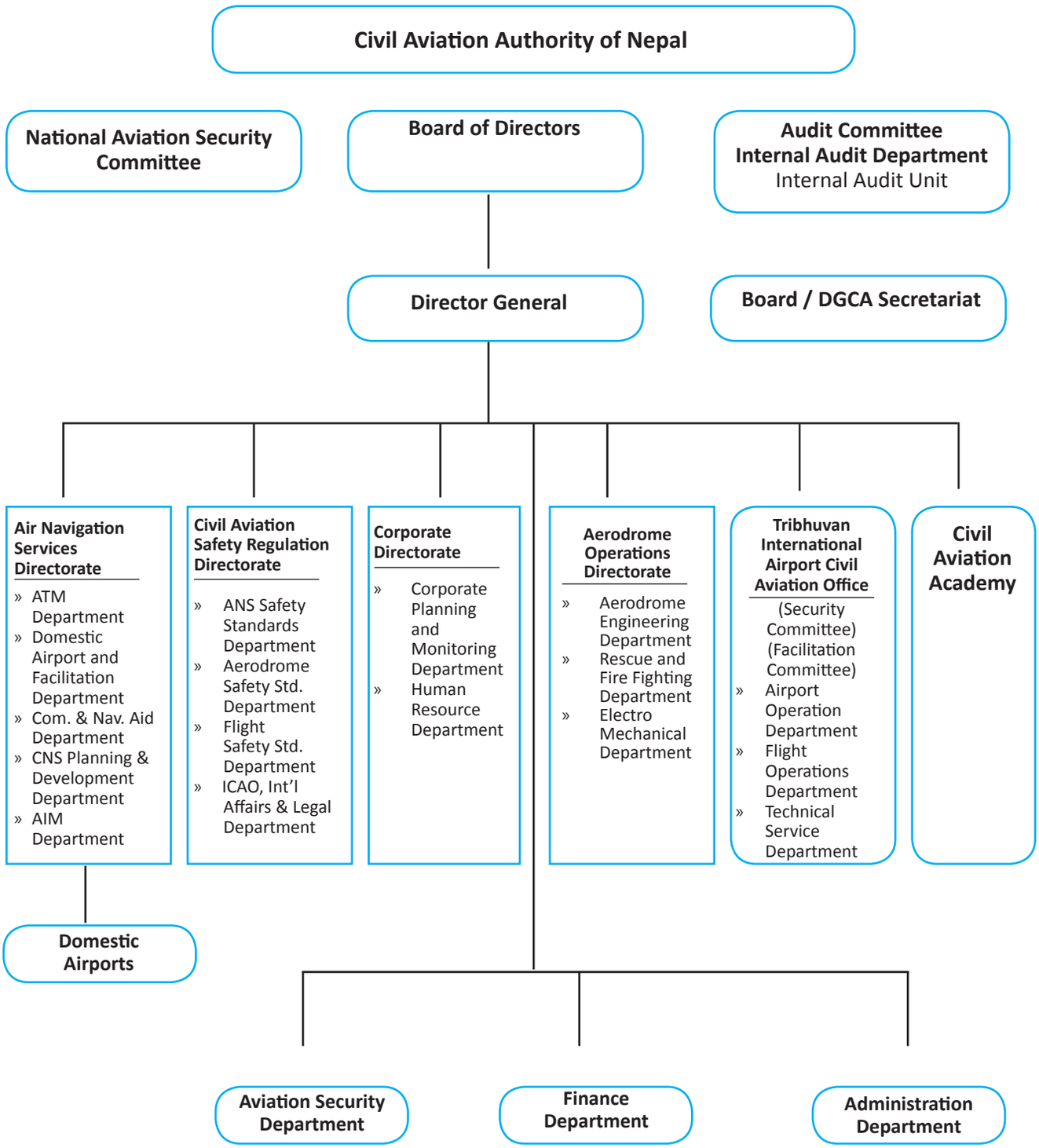
As per the policy guide-line of CAAN- Employee Regulations, 2056, 216 more vacant posts will be fulfilled by 2018.

Looking at the financial aspects of CAAN, it shows the progressive trend. The audit team authorized by the Office of the Auditor General has certified the Financial statements of CAAN upto FY 2069/70 whereas Financial statements of FY 2070/71, 2071/72 and 2072/73 are under the process for certification. Moreover, financial statements of FY 2073/74 is at the final stage. Similarly, the huge irregularity amount (beruju) has been targeted to decrease by 50%. In the running fiscal year, upon the analysis of traffic forecast and its resources, CAAN targets to generate revenue of Rs. 5.49 billion. In addition, it targets to generate revenue from ADF Rs. 1.95 billion. The net surplus is expected Rs. 68.8 million.

Sanjiv Gautam

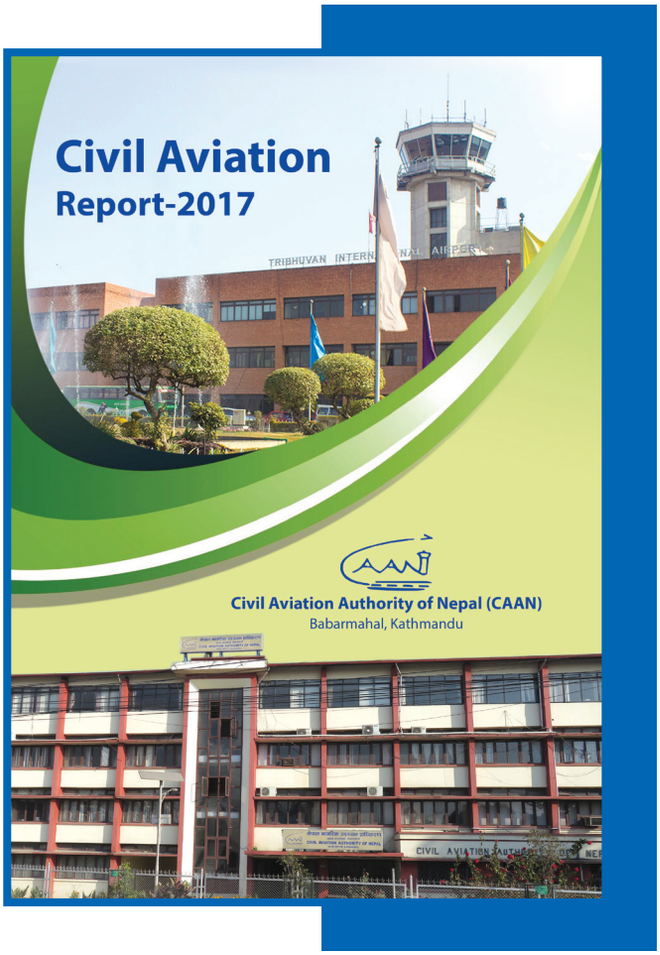
Director General

Organization Structure



Acronyms

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



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Air Navigation Services

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

There are 5 departments under the ANS Directorate.

- **Air Traffic Management Department**
  - » Responsible for the activities relating to air traffic services provided to aircraft from departure to arrival ensuring safety, economy and efficiency
  - » Implementation of ICAO/CAAN standards in ATM activities
  - » Monitoring of ATS provided by domestic ATS units.

- **Domestic Airports and Facilitation Department**
  - » Ensuring better operation and management at domestic airports
  - » Ensuring the development of physical infrastructure, airport facilities required for the facilitation and operation of those airports.

- **CNS Planning and Development Department**
  - » Identification and planning of the requirement of communication and navigation equipment
  - » Transfer of technology
  - » Coordinate with international CNS Projects

- **Communication and Navigation Aid Department**
  - » Installation, Maintenance, Upgrading and Replacement of Communication & Navigational Equipment's for efficient use of ANS services
  - » Initiate for new technologies for domestic airports

- **Aeronautical Information Management Department**
  - » Provides aeronautical data and aeronautical information necessary for the safety, regularity and efficiency of air navigation through Integrated Aeronautical Information Package
  - » Amend paper copy of AIP Nepal as well as electronic copy of AIP
  - » Update Aeronautical Chart and website of AIS accordingly
  - » Work as per AIS to AIM transition plan

For additional information visit our website
https://www.caanepal.org.np

Civil Aviation Safety Regulation Services

Civil Aviation Safety Regulation Directorate as defined by Civil Aviation Acts 2015 and Civil Aviation Authority Act 2053 works as a regulator which carry out safety oversight and other safety related functions.

The regulatory functions of the directorate are being expedited by its following four departments.

- **ANS Safety Standard Department**
  - » Implement Safety Management System in aircraft operator, airport operator, Air Navigation Service Provider, aircraft maintenance and aviation training organizations as per the requirement
  - » Perform monitoring works in such organizations according to the existing laws.

- **Aerodrome Safety Standard Department**
  - » To perform the Certification function of the aerodromes of flight operation in accordance with Airport Certification Regulation 2004 (Amendment ACR 2016) and other international rules and regulation adopted by CAAN
  - » Notifications function to Aeronautical Information Services (AIS) and other Organizations about the certified status of an aerodrome and Safety oversights function of Aerodrome Ground Aids (AGA) especially in the field of Civil engineering, Electro-mechanical engineering and Airport Rescue and Fire Fighting services.

- **Flight Safety Standard Department**
  - » Conduct regular flight safety audit and investigation of aviation service operators, airport operators, aviation training organizations, aircraft maintenance service operators, air navigation service provider and other organizations involved in aviation activities
  - » Recommend to the DG for those organizations' renewal, withheld and cancellation on the basis of safety audit and investigation reports.

- **ICAO International Affairs and Legal Department**
  - » ICAO SARPs management
  - » Coordination with ICAO and other international agencies
  - » Regulation development
  - » International air law instruments
  - » Air Service Agreements Regular legal functions like legal advice and judicial functions

In addition to above departments, **Aviation Security Department** is associated with civil aviation safety regulation services. The major functions of the department are:

- » Manage aviation security provisions at airports as per ICAO guidelines
- » Follow guidelines of National Civil Aviation Security Committee
- » Monitoring of Airport security system and evaluation

Corporate Management Services

As per the provision of Civil Aviation Authority of Nepal Act 2053, CAAN has adopted the business principles for its sustainability and the corporate management of the organization. Physical Assets and Financial resources have been mobilized and utilized in an extent for the autonomous operation of CAAN. Under the principles guided by Financial Regulation, Airport Service Charge Regulation and other approved prevailing Regulations, CAAN Corporate Management is in the process of the optimum utilization of its resources for the overall development of its regulatory and ANS service provisions and extend bilateral exchanges between concerned National and International Organizations and stakeholders. As a part of Corporate Management, necessary information and data are being expedited to the concerned ministries, agencies and media to the public to fulfil the right of information. A spokesman and two Information Personnel have been appointed for the purpose.

- **Corporate Planning and Monitoring Department**
  - » Preparation of annual budget, analyzing tariff rates at national, regional and international level
  - » Preparing annual and periodical plans, monitor, evaluation
  - » Regulate the investment policy of large, medium and small plan and projects implemented under CAAN with foreign or government loan grant, share investment and CAAN's investment.

- **Human Resource Development Department**
  - » Implement Human Resource Directive 2070
  - » Identify CAAN's human resource requirement, ensuring the quality, standards and regularity of CAAN's services
  - » Identify domestic and international training, study, workshop, seminars
  - » Prepare annual programmes as well as human resource development plan.

Other departments closely in connection are the following:

- **Administration Department**
  - » General Administration
  - » Fulfillment of vacant posts
  - » Analyze the requirement of Human Resources
  - » Update the record of the employees
  - » Regulate pension fund

- **Finance Department**
  - » Maintain Financial Discipline
  - » Manage overall Financial activities of CAAN
  - » Preparation of Financial Statements
  - » Arrange external Audit
  - » Review Irregularities of Amount (Beruju)
  - » Prepare Strategy for CAAN Financial Management

- **Internal Audit**
  - » Inspection and auditing activities and accounts of CAAN
  - » Maintain Financial Discipline in the organization
  - » Provide Financial Status Feedback to CAAN Board

Aerodrome Operation Services

As also being a Service Provider, CAAN has the responsibility for identification of sites, construction, operation and standardization of existing as well as new airports. Management of Feasibility study, EIA, consultation, construction supervision, completion and finally handover of airports for operation are some of the major tasks under Aerodrome Operation Directorate. Several CAAN sourced and GoN sourced projects are being run at present. Improvement of major airports as per the guidelines provided by ICAO Annex 14, is the main focus of the management.

Under the continuous monitoring of Aerodrome Management, 29 domestic (Regional and STOL) airports of Nepal are in operation. Runway of 29 domestic airports have been black-topped.

The undermentioned 3 departments have the major responsibilities for aerodrome development.

- **Aerodrome Engineering Department**
  - » Planning, Design, Construction, Operation and Maintenance of Airports as per ICAO standards and recommended practices.
  - » Preparation of Obstacle Limitation Charts, ensure land use to comply with OLS charts for safe operation air transport.
  - » Periodic re-appraisal of the airport system and masterplan to modify according to changing conditions.

- **Rescue and Fire Fighting Department**
  - » Formulating policies, action plans as well as annual and periodic plans for the Rescue and Fire Fighting Services as per the ICAO standards
  - » Determining the requirement at the airports across the country in order to guarantee the safe air transportation
  - » Be responsible for the safety, fire prevention and protection.

- **Electro-Mechanical Department**
  - » Plan and Manage for safe, reliable and efficient operation of mechanical and electrical facilities in accordance with ICAO rules, regulations and standard (Annex-14)
  - » The prime motive for providing necessary facilities for smooth operation of the airport.
  - » Install and strengthen the power supply system, Visual Aid Facilities with transportation facilities in different domestic airports.

Tribhuvan International Airport Civil Aviation Office

Tribhuvan International Airport, the only operating International Airport of Nepal is the busiest airport in terms of flight and passengers' movement. It is the only air-gate to Nepal from international destinations and links with all domestic airports. The Airport, having high responsibilities, have different departments, divisions and units for its safe, smooth, secure and reliable flight operation and management. Following are the three major departments:

- **Airport Operation Department**
  - » Enhance aircraft safety and security at the Tribhuvan International Airport by implementing Safe Ground Movement of aircraft as per the ICAO
  - » Facilitate smooth passenger movement with up to date facilities at the Airport Terminal Building
  - » Finding challenges, lapses and sector for improvement in terms of operating life-saving flights and working for reforms
  - » Managing the cargo services to facilitate the import-export of goods.

- **Technical Services Department**
  - » Plan and manage Com. and Nav. Aid., Radar/RDPS, Electro Mechanical sectors, running the aviation services and facilities as per the international standards
  - » Plan and manage security and facilitation equipment
  - » Replace and introduce new technologies as per replacement plan.

- **Flight Operation Department**
  - » Provide Air Traffic Services to ensure safe and quality flight service, managing timely flights of VIPs and VVIPs.
  - » Coordinate with the other respective agencies in the state of emergency, search and rescue operations
  - » Planning and Management of Flights/Slots

Civil Aviation Academy

Civil Aviation Academy (CAA), an undertaking of Civil Aviation Authority of Nepal, is the sole Training Institution, established to foster safe, regular, effective and reliable air transportation service in Nepal. It was established in 1975 and was named as Civil Aviation Training Center (CATC) to provide trainings required for air transportation service within the country. Basically, it was focused on various basic, their refresher, a few advanced trainings, and orientations

All training courses are internationally recognized and developed in lieu of the staffs within the organization, government agencies and stake holders. In 1st April 2012, CAA attained associate membership of International Civil Aviation Organization (ICAO), TRAINAIR *PLUS* Program. Now, CAA is striving to attain full membership of TRAINAIR *PLUS* Program aiming to wider recognition of the institution by conducting training courses based on Standardized Training Package (STP), as it is a global mission set to improve the safety and efficiency of air transportation through the establishment and maintenance of high standards of training.

NFRS Basic Implementation Training

Major Activities and Achievments of Budget and Programmes in the Fiscal Year 2073/74

- Foundation construction works of Airport and Air Navigation Services Organization of Nepal (AANSON) building has been completed at Kalimatidole in Kathmandu.
- Completion of first phase construction works of new terminal building at Janakpur Airport.
- Terminal building improvement works completed at Simikot Airport.
- A commercial complex has been constructed in front of Nobel Medical College adjecent to Biratnagar Airport, and has been contracted out for income-generation.
- Completion of runway overlay works at Biratnagar Airport.
- Parking Apron, capable of accomodatinng MI17 or equivalent helicopters, has been constructed at Biratnagar Airport .
- Biratnagar Airport is certified as per the Aerodrome Certification Regulation, 2004 (Amendment 2016).
- Runway construction is completed at Kalikot Airport. Test flights was also conducted.
- Blacktopping of runway, taxiway and appron at Bhojpur, Manmaya Rai Khanidanda, Taplejung, Rukum, Chaurjahari, Dolpa and Rara airports is completed.
- Blacktopping of Lamidanda, Thamkharka, Rajbiraj, Doti Dipayal, Baitadi and Sanphebagar airports and runway overlay at Nepalgunj and Jumla airports are in progress.
- Land acquisition work is completed for Simikot airport while land acquisition process has been started at Rara, Lukla, Dhangadhi, Chandragadhi airports. Environmental Impact Assessment (EIA) work is started for the proposed Dharan, Udayapur, Pyuthan and Gundel airport.
- Installation and Site Acceptance Test of Terminal Radar at the Tribhuvan International Airport, En-route Radar at Bhattedanda (Lalitpur), Multisensor Radar Data Processing System have been completed.
- Escalator has been installed at Arrival and Departure Hall of International Terminal Building and has come into operation.
- Construction work is underway for the Remote Parking Bay at the TIA, at the same time, a Parking Bay with wide-body aircraft capacity is being constructed in the south of Bay No. 1.
- Two X-ray machines were installed at the TIA to faciliate the domestic cargo movement.
- One Man Positioned Tower Consoles were installed at Taplejung, Manmaya Rai Khanidanda and Bajura airports.
- Loan has been activated according to the loan agreement betweent Nepal and China government for the construction of Pokhara Regional International Airport as per the EPC Model.
- A preliminary notice has been published regarding the second phase acquisition of 50 ropanis of land, and houses build on it, for the Pokhara Regional International Airport.
- Human Resource Directives, 2070 has been implemented.
- Vacant positions at various service groups were fulfilled through open competition as per the advertisement published in the FY 2071/72 and 2072/73.
- Accounting principles were amended after the analysis of Generally Accepted Accounting Principles (GAAP) in order to prepare financial reports as per the Nepal Financial Reporting Standard (NFRS).

- Actuarial Valuation works, physical verification and fair valuation of the Property, Plant and Equipment (PPE) of CAAN have been initiated.
- Work started to digitize the important documents at the CAAN.
- Aviation Safety Report, 2016 published
- Flight Operations, Airworthiness and Personnel Licensing Experts services were availed as per the agreement signed between CAAN and ICAO in April 2015.
- ICAO evaluated Nepal's progress as per the USOAP Online Framework, an ICVM Team visited the country from 4 to 11 July 2017 and assessed the situation. Subsequently, the country came out of the SSC list of the ICAO.
- DGAC and CAAN reviewed MoU and signed new MoU.
- Periodic Flight Inspection has been completed.
- Constultant deployed for Environmental Impact Assessment (EIA), Social Impact Assessment and resettlement plan for the Second International Airport.
- Financial Statements (FS) up to FY 2069/70 have been approved by the Office of Auditor General while FS of FY 2070/71, 2071/72 and 2072/73 approved by CAAN board and FS of 2073/74 have been prepared.
- Completion of Flight Inspection of Precision Approach Path Indicator installed at various airports as per the Civil Aviation Requirement (CAR) – 14 – Part I and provisions in Civil Avitation Regulation, 2058.

International ARFF Conference held in Kathmandu

Priorities of FY 2074/75 Budget

The annual budget and programmes, which is prepared with the aim of utilizing the current opportunities and facing the challenges, has the following objectives and priorities:

- Projects, initiated on previous years, on airport construction, development, expansion and strengtheing will be continued.
- Lapses and weaknesses related to air flight and flight safety, as pointed out by the ICAO/EU, will be addressed with better utilization and mobilization of available resources.
- A five-year action plan to mobilize the Airport Development Fund (ADF), and CAAN's three-year plan will be formulated. A policy shall be adopted to formulate budget and programmes on the basis of them.
- Efforts will be put to address the pressure created by the growing number of flight movement at the TIA, and enhance facilities and services to the passengers.
- Special priority shall be given to make CAAN's service more effecient, effective, fair and competitive, control expenditure and increase capital investment and Non-Aeronautical Revenue.
- Regarding the nomination of CAAN staff for internal and international training, seminar and workshops, the approved plan/policy and guidelines will be strictly implemented. Timely amendments shall be made to the approved plan/policy and guidelines.
- Training programmes will be continued to train the staff on accounting policy, accounting manuals and book keeping system required to create the financial reports as per the NFRS. All financial reports of CAAN from the FY 2073/74 will be created in line with the NFRS.
- Fair valuation and physical verification of Property, Plant and Equipment (PPE) of CAAN and actuarial valuation of employees' liability will be conducted.
- An effective networking system will be created for the smooth and effective operation and management of Management Information System (MIS).
- Aerodrome Flight Information Service shall be strengthened at the airports in the high mountains that are sensitive from the flight safety perspective.
- Necessary provisions will be made to make the works on the enhancement of flight safety, implemented with the support from the ICAO, EU, COSCAP-SA, DGAC France and other international civil aviation organizations, sustainable.

For additional information visit our website
https://www.caanepal.org.np

Policies and Programmes of FY 2074/75 Budget

- The EU has included all the airlines companies, licensed by Nepal to operate aircraft, in the EU Safety List. Initiatives shall be taken to get the airlines removed from the Safety List.
- ICAO's ICVM from 4 to 11 July 2017 found that Nepal's EI was 66 per cent which was higher than the ICAO set standards of 60 per cent. ICAO has the mandatory provision that the country that has EI above 60 per cent should implement State Safety Programme (SSP). Therefore, necessary homework shall be done to implement the SSP.
- Nepal's Safety Oversight has been visibly improved after the ICVM. In order to make the achievement sustainable, continuity will be given to the flight safety reform, and CAAN Safety Oversight Capability will be strengthened in cooperation and collaboration with teh regional and international aviation organization.
- Safety Oversight Audit will be made more managed to maintain the aviation safety as per the acceptable standards.
- Feasibility study will be conducted for the construction of airport in Thulichaur, Dhulikhel, Kavrepalanchowk for STOL Aircraft so as to reduce the pressure on the TIA.
- National Pride Projects of the aviation sector will be implemented through a one-door system led by the Director General of CAAN.
- Construction work at the Pokhara Regional International Airport will begin at the earliest and provisions will be made to finish the work within the given timeframe.
- A policy shall be formulated for the upgrading of the airports that are not in use and are under utilized as well as well-managed, and dignified operation and promotion of adventure aviation and entertainment activities. It will be utilized in tourism promotion. Feasibility studies will be commenced to materialize the concept of 'one regional international airport in each provinces'.
- Aa per the provisions in the Aviation Policy 2063, no new airports will be constructed in 20 nautical miles distance in hills and 40 NM in the Terai/Madhesh region. If there was a demand to construct airport in such areas, new airports will be developed according to the Airport Construction Procedure 2072, only after the respective local body provided the land required for it and the government disburses Budgetary Grant to the CAAN for the same.
- Policy will be strictly implemented to not to prepare annual budget, initiate multi-year programme and sign procurement agreement untill and unless the government ensures budget allocation for the plans and projects implemented on government share, loan or grant. The government should provide the grant, provided to it by the International Development Partners for the construction and upgrading of airports, to the CAAN as grant investment. Initiatives will be taken to make sure that the government does the same.
- The projects run with the government resources (loan or share investment and grant) and budget programmes will be included in the CAAN's budget through the Corporate Directorate only after the discussion in CAAN's management meeting.
- A policy shall be adopted in airport construction. New airports will be constructed only if the required land is provided to CAAN free of cost and the EIA and Geo-technical Study found land appropriate. No budget shall be allocated to the projects where primary phase has not been completed.
- To address the weaknesses pointed out by the ICAO-USAP Audit, aviation safety will be made

reliable, safe and strong according to the ICAO Annex – 17 and Doc. 8973 (Security Manual).

- To make the aviation service safer, modern flight safety equipment and appropriate technology will be installed at the airports, and flight safety, monitoring and inspection system of aircrafts will be strengethened.
- All the works related to the selection of traniees for the Basic Training for the entry to the aviation services will be made as per the existing Civil Aviation Academy, Operation Guidelines, 2073 by the Administration Department of CAAN. Works related to nominating staff for other internal and international training, seminars and workshops will be processed by the Human Resources Department. CAA will conduct basic, refresher, special and domestic trainings.
- Aerodrom Flight Information Service will be strengthened with the installment of reliable communication aviation system and aviation weather equipment at Lukla, Jomsom, Simikot, Jumla, Dolpa and Rara airports that have significant flight pressure.
- Required studies will be carried out to separate accounting system and process of the aviation sector in order to develop a system to measure the contribution of the aviation sector to the national economy.
- Annual programme for internal audit will be implemented to maintain the quality of Air Traffic Service at the domestic airports.
- Administrative Service units at the TIA-CAO will be shifted to new building somewhere in the TIA premises as the units are concerned to the common people and people need Special Pass to reach to those offices while those area are highly sensitive to the airport security.
- Residential buildings at various airports will be repaired and maintained. Respective CAO chief, officers and other staff should mandatorily reside in the official residence where they are available. Recommendations will be made to amend the bylaws so as to provide house repair expenses instead of house rent allowance to the staff who have their residences in the local unit where the airport is situated.
- All the staffs, including the Project Chief, of the national pride and other projects should stay at the project site. No offices of such projects shall be operated at the centre without the approval from the CAAN. Trend to set up project offices at the centre will be discouraged.
- All the project chiefs will be made fully accountable to their respective projects through necessary authority and work performance contract.
- Non-aeronautical revenue generation programme will be enhanced.
- Engineering of rehabilitation/renovation works at the airports will be performed from the respective CAO as per the status and capacity of available human resources.
- Pragmatic and scientific processes shall be adopted to reduced unnecessary cost center and to enhance finaicial discipline and accountability.

Financial Information

Office Wise Income Statement of F/Y 2073/74

S.N.	Office	Aviation Service Income (Rs.)	Airport Development Fund (Rs.)	Other Income (Rs.)	Total Income (Rs.)
1	CAAN Head Office	-		13,984,611.17	13,984,611.17
2	Flight Safety Standard Department	-		62,464,925.52	62,464,925.52
3	Civil Aviation Academy	-		6,822,224.77	6,822,224.77
4	Taplejung Civil Aviation Office	273,997.54		60,532.97	334,530.51
5	Chandragadhi Civil Aviation Office	20,289,627.61		1,670,775.62	21,960,403.23
6	Tumlingtar Civil Aviation Office	2,101,641.66		118,891.88	2,220,533.54
7	Bhojpur Civil Aviation Office	51,103.61		76,878.50	127,982.11
8	Biratnagar Civil Aviation Office	45,841,565.47		10,636,231.58	56,477,797.05
9	Thamkharka Civil Aviation Office	14,346.63		-	14,346.63
10	Lamidanda Civil Aviation Office	17,451.59		68,640.00	86,091.59
11	Tenzing Hillary Civil Aviation Office	16,302,533.44		2,396,043.16	18,698,576.60
12	Rumjatar Civil Aviation Office	67,865.70		60,251.50	128,117.20
13	Phaplu Civil Aviation Office	2,360,839.40		329,200.32	2,690,039.72
14	Tribhuvan Int'l Airport Civil Aviation Office	3,429,287,291.13	1,817,823,113.98	1,381,009,659.66	6,628,120,064.77
15	Janakpur Civil Aviation Office	5,777,246.68		367,911.18	6,145,157.86
16	Ramechhap Civil Aviation Office	283,535.68		256,925.68	540,461.36
17	Simara Civil Aviation Office	10,581,697.69		1,757,534.40	12,339,232.09
18	Bharatpur Civil Aviation Office	22,087,625.95		1,726,462.39	23,814,088.34
19	Meghauli Civil Aviation Office	21,977.12		-	21,977.12
20	Pokhara Civil Aviation Office	46,965,545.45		16,953,961.56	63,919,507.01
21	GautamBuddha Civil Aviation Office	29,059,165.47		8,292,540.83	37,351,706.30
22	Manang Civil Aviation Office	-		124,854.81	124,854.81
23	Jomsom Civil Aviation Office	4,335,135.14		400,881.57	4,736,016.71
24	Nepalgunj Civil Aviation Office	35,734,935.05		9,961,304.00	45,696,239.05
25	Surkhet Civil Aviation Office	2,082,295.83		2,813,167.65	4,895,463.48
26	Rukum Salle Civil Aviation Office	121,445.32		22,296.00	143,741.32
27	Rukum Chaurjahari Civil Aviation Office	82,306.89		28,800.00	111,106.89
28	Dolpa Civil Aviation Office	454,236.79		26,072.20	480,308.99
29	Jumla Civil Aviation Office	746,539.95		130,270.50	876,810.45
30	Simikot Civil Aviation Office	10,967,374.20		86,739.87	11,054,114.07
31	Dhangadi Civil Aviation Office	9,912,665.57		2,198,346.73	12,111,012.30
32	Bajura Civil Aviation Office	487,848.80		130,049.49	617,898.29
33	Rara Civil Aviation Office	1,650,210.24		85,872.55	1,736,082.79
	Total	3,697,960,051.60	1,817,823,113.98	1,525,062,858.06	7,040,846,023.64

Cost center Wise Expenditure Statement of F/Y 2073/74

S.N.	Office	Capital Expenditure (Rs.)	Operating Expenditure (Rs.)	Total Expenditure (Rs.)
1	Air Navigation Services Directorate	-	8,115,787.43	8,115,787.43
2	ATM Department	-	3,412,009.63	3,412,009.63
3	Domestic Airport and Facilitation Department	-	2,465,905.00	2,465,905.00
4	Com. & Nav. Aid Department	40,650,391.59	10,791,092.86	51,441,484.45
5	CNS Planning & Development Department	11,850,279.21	23,591,116.99	35,441,396.20
6	AIM Department	-	1,899,846.31	1,899,846.31
7	Civil Aviation Safety Regulation Directorate	-	36,730,667.14	36,730,667.14
8	ANS Safety Standards Department	-	1,861,523.32	1,861,523.32
9	Aerodrome Safety Std. Department	-	921,487.72	921,487.72
10	Flight Safety Std. Department	1,289,950.00	24,662,196.08	25,952,146.08
11	ICAO, Intl. Affairs & Legal Department	-	1,209,990.36	1,209,990.36
12	Corporate Directorate	65,913,213.64	6,336,285.75	72,249,499.39
13	Corporate Planning & Monitoring Department	-	13,106,018.75	13,106,018.75
14	Human Resource Department	-	56,462,782.92	56,462,782.92
15	Aerodrome Operations Directorate	-	565,255.00	565,255.00
16	Aerodrome Engineering Department	637,779,592.50	30,277,503.13	668,057,095.63
17	Rescue & Fire Fighting Department	2,100,000.00	5,653,875.10	7,753,875.10
18	Electro-Mechanical Department	55,521,511.20	39,245,970.11	94,767,481.31
19	Tribhuvan Int'l Airport Civil Aviation Office	162,305,744.27	843,409,258.53	1,005,715,002.80
20	Civil Aviation Academy	8,847,793.49	52,128,695.58	60,976,489.07
21	Board /DGCA Secretariat	-	3,337,413.02	3,337,413.02
22	Internal Audit Department	-	1,238,139.00	1,238,139.00
23	Administration Department	3,590,475.00	64,894,129.23	68,484,604.23
24	Aviation Security Department	23,850,175.95	5,846,258.00	29,696,433.95
25	Finance Department	395,200.00	188,128,611.61	188,523,811.61
26	ATCEP	112,152,185.06	84,667,744.94	196,819,930.00
27	GautamBuddha upgrading Project	279,392,777.01	62,499,410.66	341,892,187.67
28	Second Int'l Airport Project	49,241,071.19	8,644,356.28	57,885,427.47
29	Pokhara Regional Int'l Airport Project	126,698,812.22	6,177,905.53	132,876,717.75
30	TPPF	80,960.00	202,726,798.48	202,807,758.48
31	Tribhuvan Int'l Airport Modernization Project	1,370,005.00	1,334,750.21	2,704,755.21
32	Employee Welfare Fund	-	29,488,805.00	29,488,805.00
33	Civil Aviation Sports Club	45,500.00	2,898,152.00	2,943,652.00
34	Pension Fund	-	248,966,365.20	248,966,365.20
35	Airport Development Fund	262,745,407.72	31,833,934.47	294,579,342.19
36	Re-Construction & Operation Fund	401,913.00	1,702,008.45	2,103,921.45
37	GautamBuddha Civil Aviation Office	2,979,156.79	44,809,028.56	47,788,185.35

S.N.	Office	Capital Expenditure (Rs.)	Operating Expenditure (Rs.)	Total Expenditure (Rs.)
38	Nepalgunj Civil Aviation Office	11,673,406.35	54,224,587.66	65,897,994.01
39	Pokhara Civil Aviation Office	2,660,154.75	42,698,134.04	45,358,288.79
40	Biratnagar Civil Aviation Office	9,066,857.91	56,794,677.59	65,861,535.50
41	Simara Civil Aviation Office	6,887,090.22	24,138,677.82	31,025,768.04
42	Chandragadhi Civil Aviation Office	2,965,340.00	19,311,141.61	22,276,481.61
43	Janakpur Civil Aviation Office	6,340,483.39	18,316,946.43	24,657,429.82
44	Bharatpur Civil Aviation Office	3,092,222.64	16,604,344.84	19,696,567.48
45	Surkhet Civil Aviation Office	3,171,316.47	13,538,359.28	16,709,675.75
46	Jumla Civil Aviation Office	863,297.73	6,866,407.21	7,729,704.94
47	Jomsom Civil Aviation Office	629,735.27	8,056,971.79	8,686,707.06
48	Tumlingtar Civil Aviation Office	1,741,895.64	6,926,611.56	8,668,507.20
49	Dhangadhi Civil Aviation Office	3,781,267.79	13,167,832.96	16,949,100.75
50	Simikot Civil Aviation Office	344,912.13	7,452,014.87	7,796,927.00
51	Tenzing Hillary Civil Aviation Office	2,953,539.27	10,176,251.29	13,129,790.56
52	Rukum Chaurjhari Civil Aviation Office	38,635.00	3,067,776.95	3,106,411.95
53	Taplejung Civil Aviation Office	620,391.06	2,883,365.62	3,503,756.68
54	Thamkharka Civil Aviation Office	402,263.23	3,339,510.98	3,741,774.21
55	Dang Civil Aviation Office	-	823,221.35	823,221.35
56	Phaplu Civil Aviation Office	278,985.59	3,283,498.82	3,562,484.41
57	Bajhang Civil Aviation Office	-	2,180,491.94	2,180,491.94
58	Bajura Civil Aviation Office	130,000.00	2,849,350.00	2,979,350.00
59	Bhojpur Civil Aviation Office	718,221.38	3,939,019.09	4,657,240.47
60	Manang Civil Aviation Office	-	1,598,368.20	1,598,368.20
61	Rara Civil Aviation Office	25,000.00	3,167,331.78	3,192,331.78
62	Ramechhap Civil Aviation Office	174,952.00	3,788,249.44	3,963,201.44
63	Rukum Salle Civil Aviation Office	391,418.28	4,021,780.46	4,413,198.74
64	Rumjatar Civil Aviation Office	56,750.00	4,025,609.37	4,082,359.37
65	Lamidanda Civil Aviation Office	51,800.00	4,147,947.22	4,199,747.22
66	Dolpa Civil Aviation Office	242,200.00	2,662,295.76	2,904,495.76
67	Sanfebagar Civil Aviation Office	-	322,320.00	322,320.00
68	Doti Civil Aviation Office	-	1,598,927.86	1,598,927.86
69	Manmaya Rai Khanidanda Civil Aviation Office	204,805.00	2,937,403.08	3,142,208.08
70	Kangeldanda Civil Aviation Office	-	1,526,846.00	1,526,846.00
	Total	1,908,709,055.94	2,502,477,351.22	4,411,186,407.16

Status of Airports in Nepal

International Airport

1. Tribhuvan International Airport

Hub Airports

1. Biratnagar Airport
2. Gautam Buddha Airport
3. Nepalgunj Airport
4. Pokhara Airport

High Traffic Regular Domestic Airports

1. Bharatpur Airport
2. Chandragadhi Airport
3. Dhangadhi Airport
4. Janakpur Airport
5. Simara Airport
6. Surkhet Airport
7. Tumlingtar Airport

Regular Domestic Airports

1. Bajura Airport
2. Bhojpur Airport
3. Dolpa Airport
4. Jomsom Airport
5. Jumla Airport
6. Khanidanda (Manamaya Rai) Airport
7. Phaplu Airport
8. Rara Airport
9. Simikot Airport
10. Tenzing Hillary (Lukla) Airport

Non-Scheduled/Chartered Domestic Airports

1. Lamidanda Airport
2. Ramechhap Airport
3. RukumChaurjahari Airport
4. Rukum Salle Airport
5. Rumjatar Airport
6. Taplejung Airport
7. Thamkharka Airport

Non-Operational Airports

1. Baglung (Balewa) Airport
2. Baitadi Airport
3. Bajhang Airport
4. Dang (Tarigaun) Airport
5. Darchula Airport
6. Dhorpatan Airport
7. Doti Airport
8. Jiri Airport
9. Kangeldanda Airport
10. Langtang Airport
11. Mahendranagar Airport
12. Manang (Humde) Airport
13. Masinechaur Airport
14. Meghauli Airport
15. Palungtar Airport
16. Rajbiraj Airport
17. Rolpa Airport
18. Sanfebagar Airport
19. Syangboche Airport
20. Tikapur Airport

Airports Under Construction

1. Arghakhanchi Airport
2. Gulmi Airport
3. Ilam (Sukilumba) Airport
4. Kalikot Airport
5. Kamal Bazar Airport
6. KhijiChandeshwori Airport
7. Lamjung Airport

Bitumen Airports

S. No.	Aerodromes	Disctrict	S.No.	Aerodromes	Disctrict
1	Bajura Airport	Bajura	16	Phaplu Airport	Solukhumbu
2	Bharatpur Airport	Chitwan	17	Pokhara Airport	Kaski
3	Bhojpur Airport	Bhojpur	18	Ramechhap Airport	Ramechhap
4	Biratnagar Airport	Morang	19	RukumChaurjahari Airport	Western Rukum
5	Chandragadhi Airport	Jhapa	20	RukumSalley Airport	Eastern Rukum
6	Dang (Tarigaun) Airport	Dang	21	Rumjatar Airport	Okhaldunga
7	Dolpa Airport	Dolpa	22	Rara Airport	Mugu
8	Dhangadhi Airport	Dhangadhi	23	Simara Airport	Bara
9	Gautam Buddha Airport	Rupandehi	24	Simikot Airport	Humla
10	Janakpur Airport	Janakpur	25	Surkhet Airport	Surkhet
11	Jomsom Airport	Mustang	26	Taplejung Airport	Taplejung
12	Jumla Airport	Jumla	27	Tenzing Hillary Airport	Solukhumbu
13	Khanidanda (Manmaya Rai) Airport	Khotang	28	Tribhuvan International Airport	Kathmandu
14	Manang (Humde) Airport	Manang	29	Tumlingtar Airport	Sankhuwasabha
15	Nepalgunj Airport	Banke			

Domestic Airlines Operating In Nepal

Fixed Wing-10	Rotor Wing-9
Nepal Airlines Corporation	Air Dynasty
Yeti Airlines	Simrik Air
Buddha Air	Shree Airlines
Sita Air	Fishtail Air
Simrik Airlines	Mountain Helicopters
Tara Air	Prabhu Helicopters
Shree Airlines	Manang Air
Summit Air	Altitude Air
Makalu Air	Heli Everest
Saurya Airlines	

Aviation Recreational Clubs - 74

International Airlines Operating In Nepal

Country	Airlines	Country	Airlines
Bangladesh	US – Bangla Airlines	Kuwait	Wataniya Airlines
	Biman Bangladesh Airlines Ltd	Malaysia	Malaysian Airlines
	Regent Airways		Air Asia (X)
Bhutan	Druk Air (Royal Bhutan Airlines)		Malindo Air
	Tashi Air (Bhutan Air)	Nepal	Buddha Air (International Operation)
China	China Eastern Airlines		Nepal Airlines Corporation
	China Southern Airlines		Himalayan Airlines
	Air China	Oman	Oman Air
	Sichuan Airlines	Qatar	Qatar Airways
	Tibet Airlines Co. Ltd.	Singapore	Silk Air
Hong Kong	Dragon Airlines	Thailand	Thai Airways
India	Air India	Turkey	Turkish Airlines
	Inter Globe Aviation Limited (Indigo)	U.A.E.	Air Arabia
	Jet Airways		Etihad Airways
Korea	Korean Air		Fly Dubai

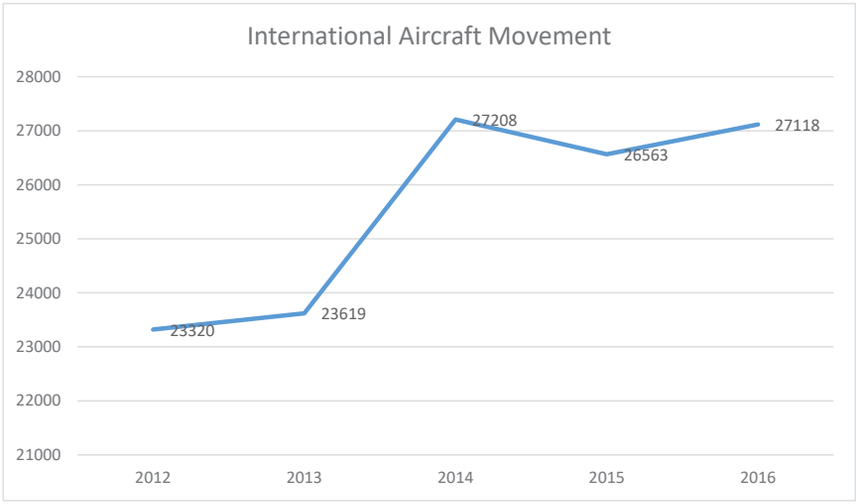
Existing Air Operators' AOC Status Details

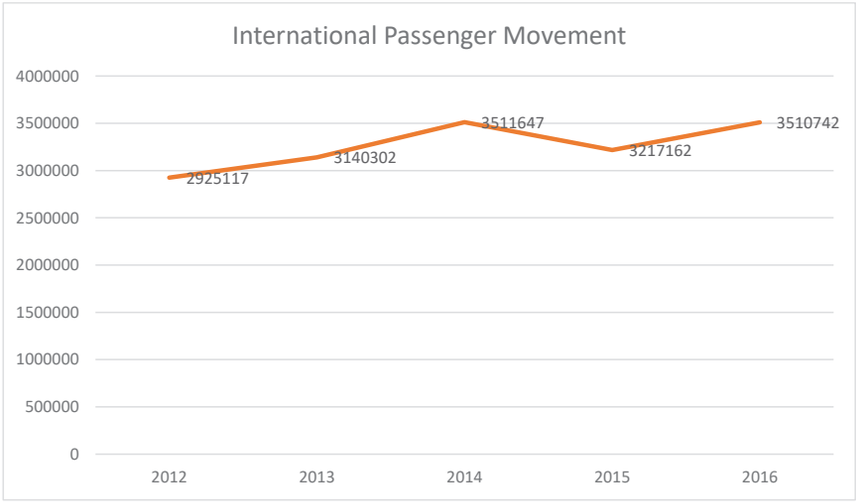
S. No.	Air Operators' Name	AOC No.	AOC Validity	Type. of Aircraft	Remarks
1	Air Dynasty Heli Service	035/2001	15 May 2018	AS350	ROTOR WING OPERATORS
2	Altitude Air	085/2016	05 Oct 2019	AS 350	
3	Fishtail Air	017/2001	15 Jan 2018	AS350 / Bell206	
4	Heli Everest	086/2016	06-Mar-2017	AS 350	
5	Manang Air	082/2014	02 July 2018	AS 350	
6	Mountain Helicopters	055/2009	15 May 2018	AS350	
7	Prabhu Helicopter	081/2013	31 Oct 2019	R44 / R66	
8	Simrik Air	034/2000	15 Jan 2018	AS350 / Bell407	
9	Buddha Air	014/1996	15 July 2018	B1900 / ATR 42 / ATR 72	FIXED WING OPERATORS
10	Himalaya Airlines	084/2015	7th Dec 2019	A320	
11	Makalu Air	057/2009	15 May 2018	C 208B	
12	Nepal Airlines Corporation	003/2000	15 June 2018	DHC-6/300 / Y12 / MA60 A-320 / B-757	
13	Saurya Airlines	083/2014	10th Nov 2019	CRJ200	
14	Simrik Airlines	052/2009	24th Feb 2018	B1900	
15	Sita Air	033/2000	15 June 2018	DO228	
16	Tara Air	053/2009	15 July 2018	DHC-6/300 / DHC-6/400 / Do-228	
17	Yeti Airlines	037/2004	15 July 2018	J4100 / ATR 72	
18	Summit Air (GOMA AIR)	064/2010	15 June 2018	LET 410 / C 208B	
19	Shree Airlines	030/2002	15 May 2018	CRJ200 / CRJ700 / MI17 / AS350	FIXED/ROTOR WING

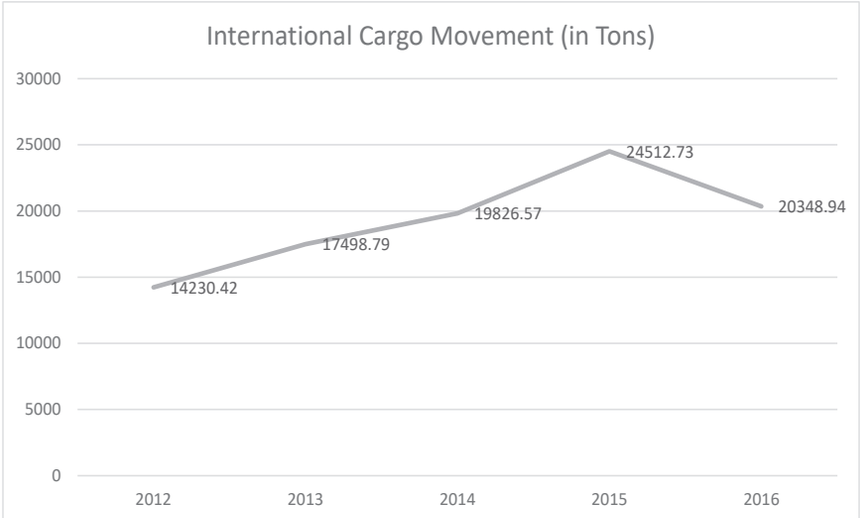
For additional information visit our website
https://www.caanepal.org.np

Flight Movement 2012-16

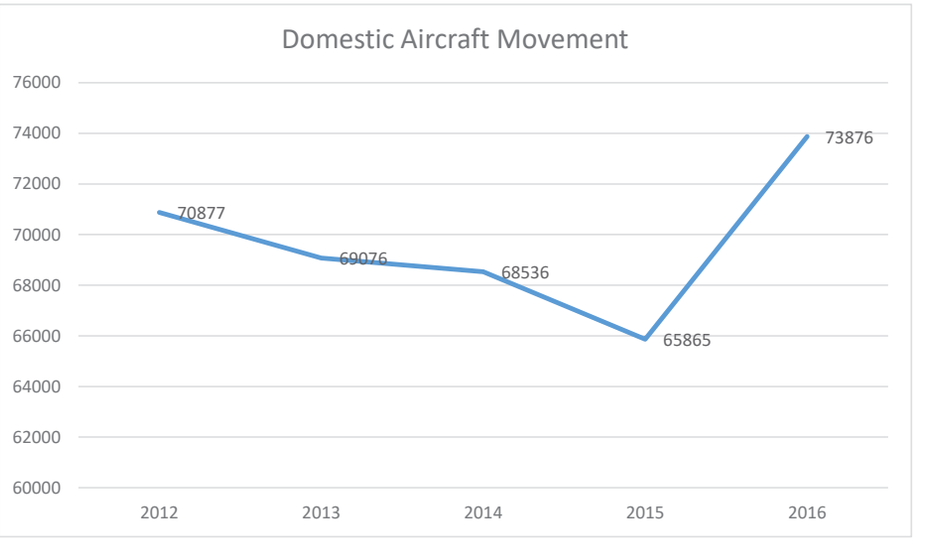
Tribhuvan International Airport

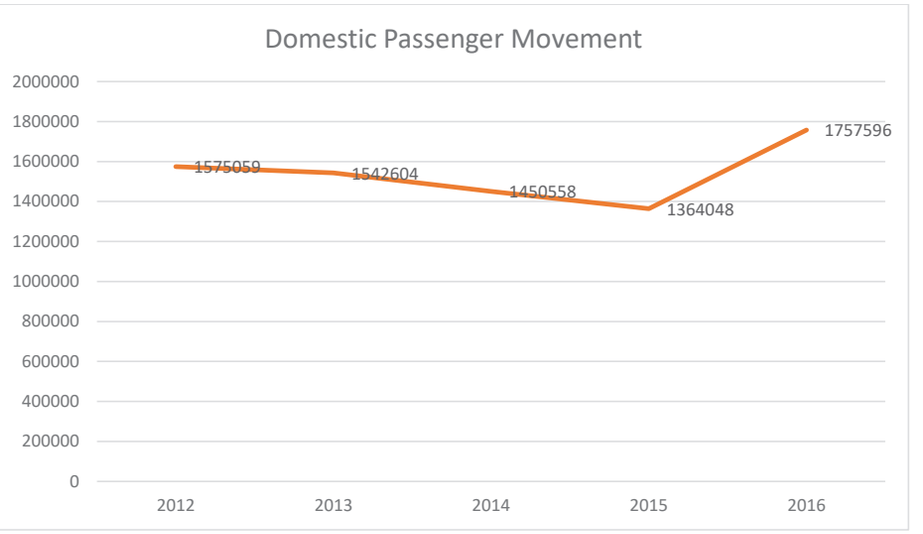


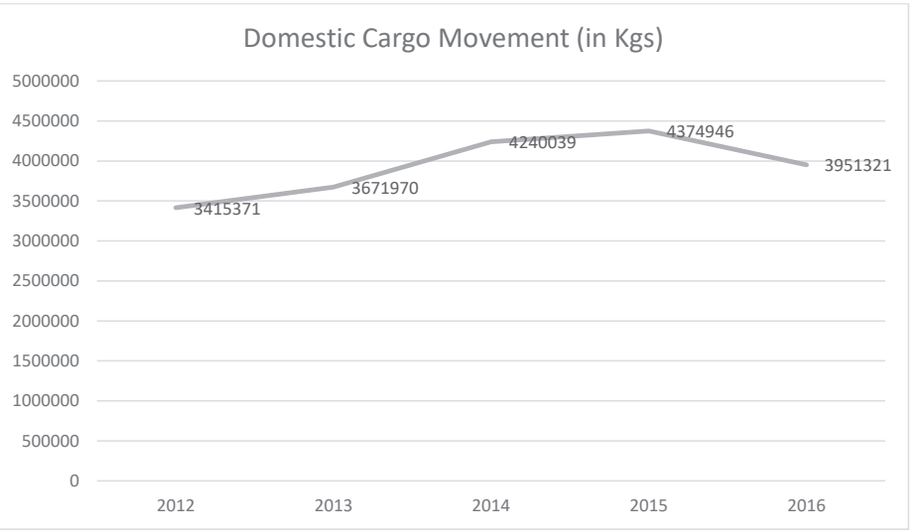




Tribhuvan International Airport

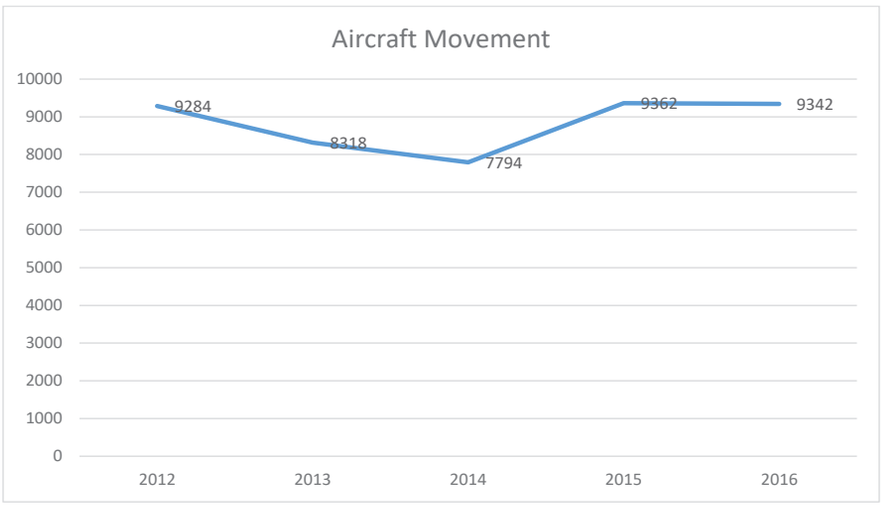


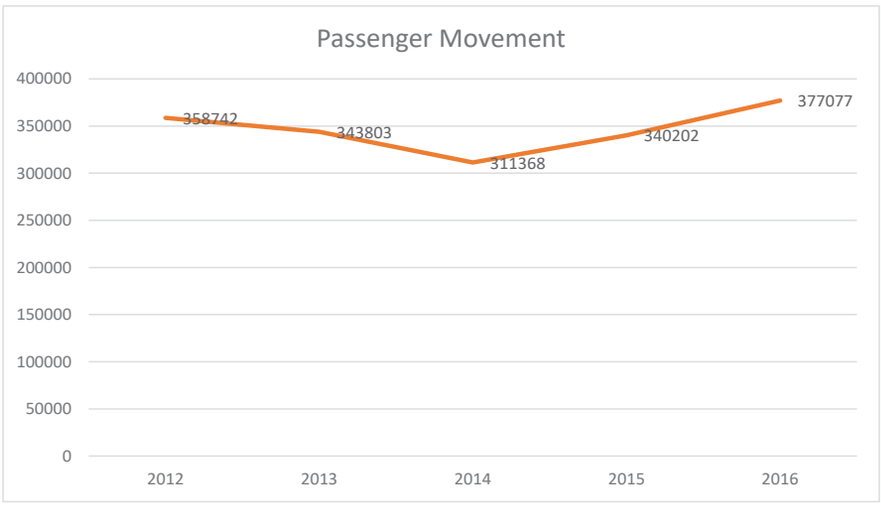


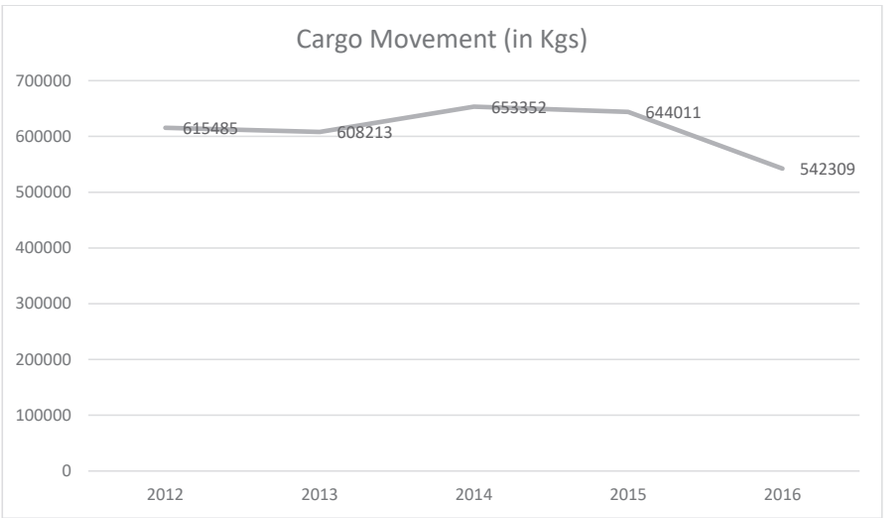


Hub Airports

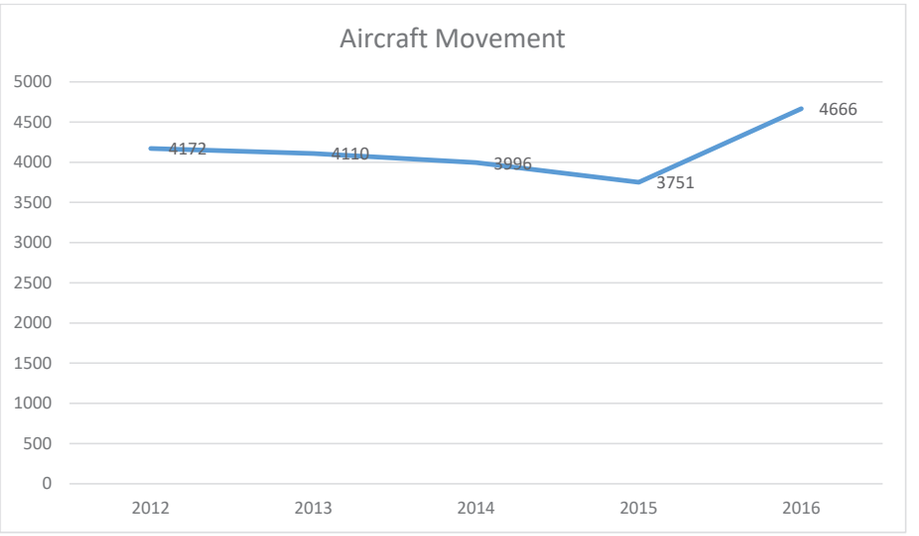
Biratnagar Airport

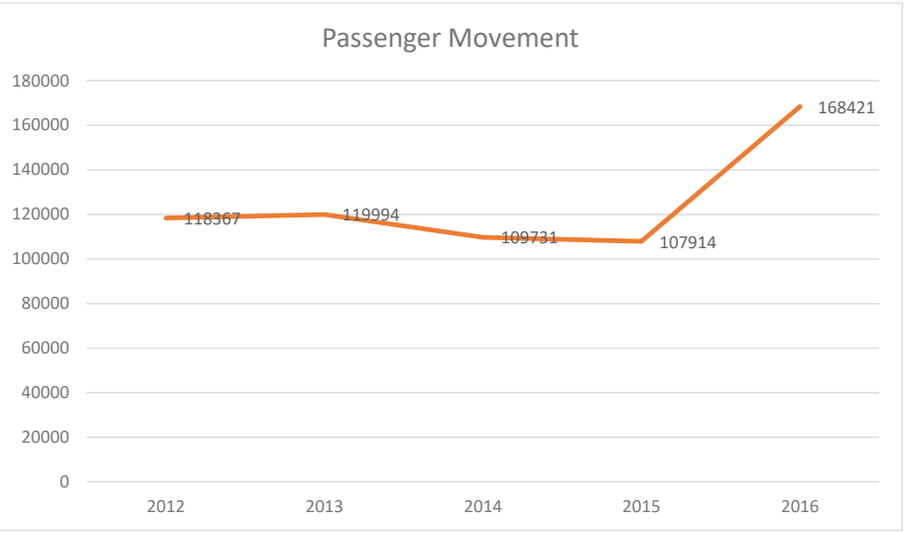


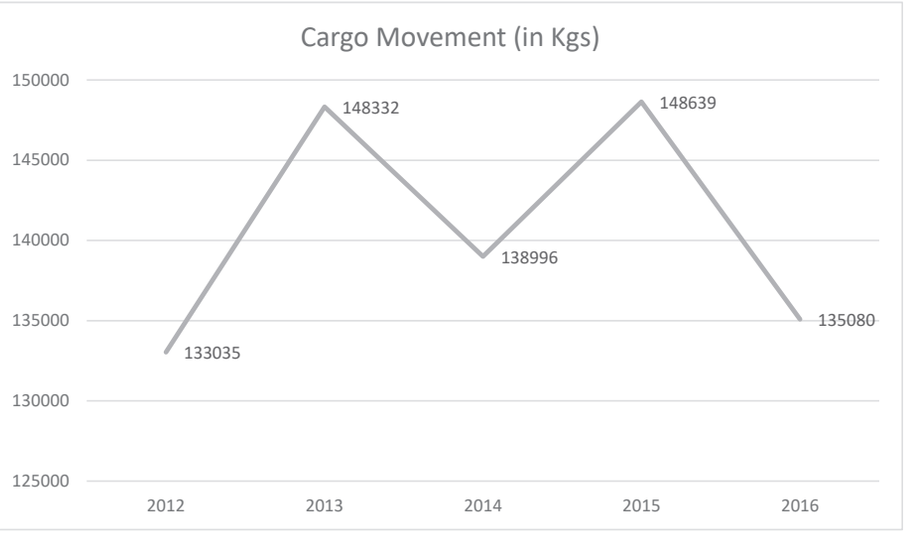




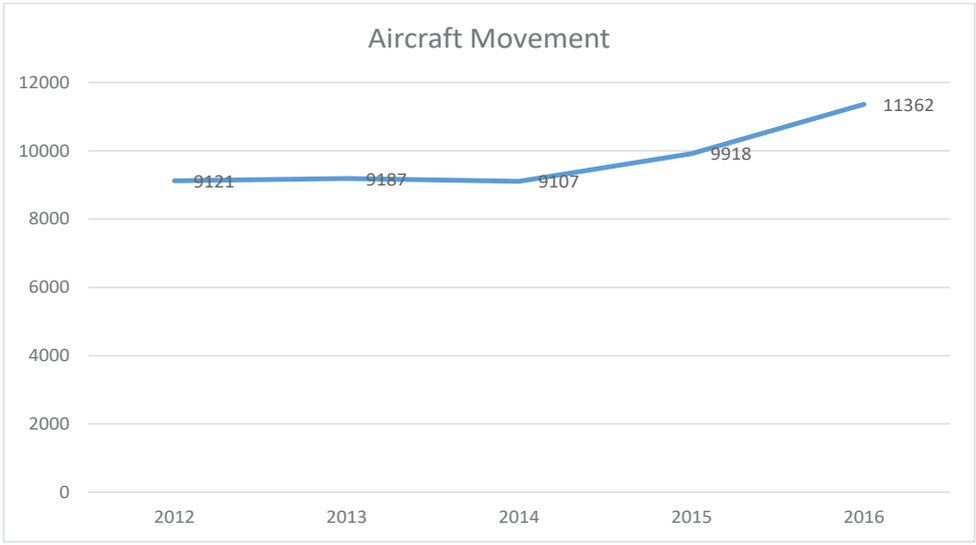
Gautam Buddha Airport

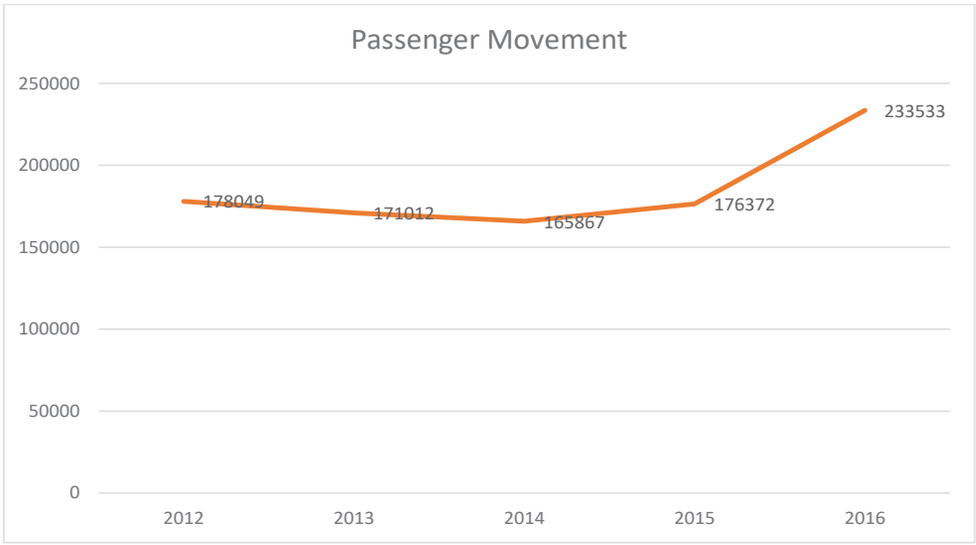


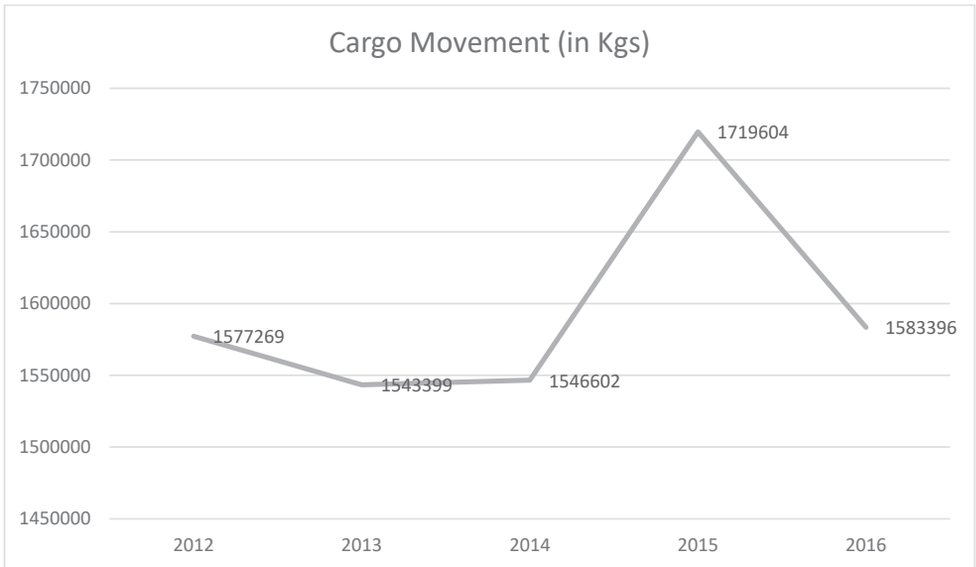




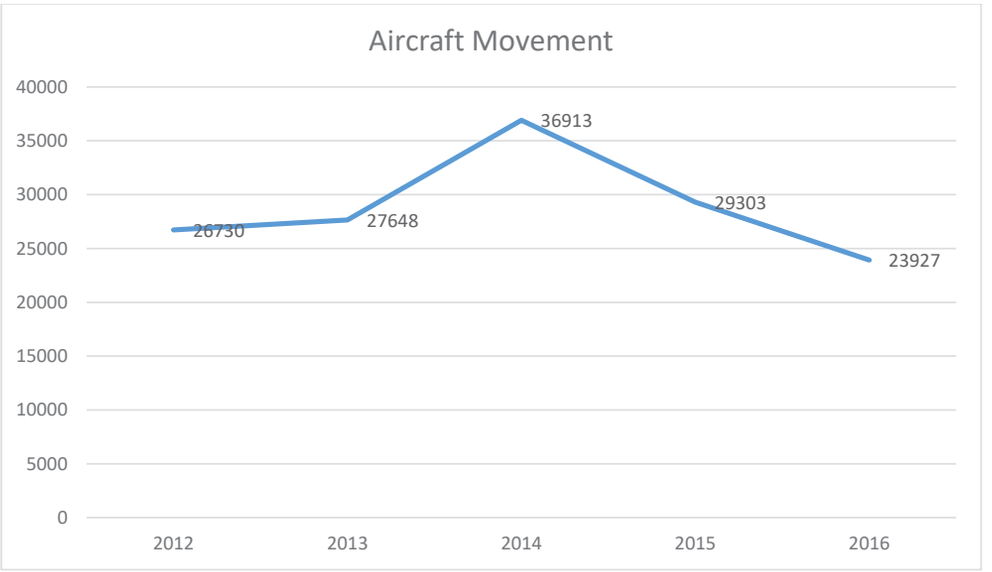
Nepalgunj Airport

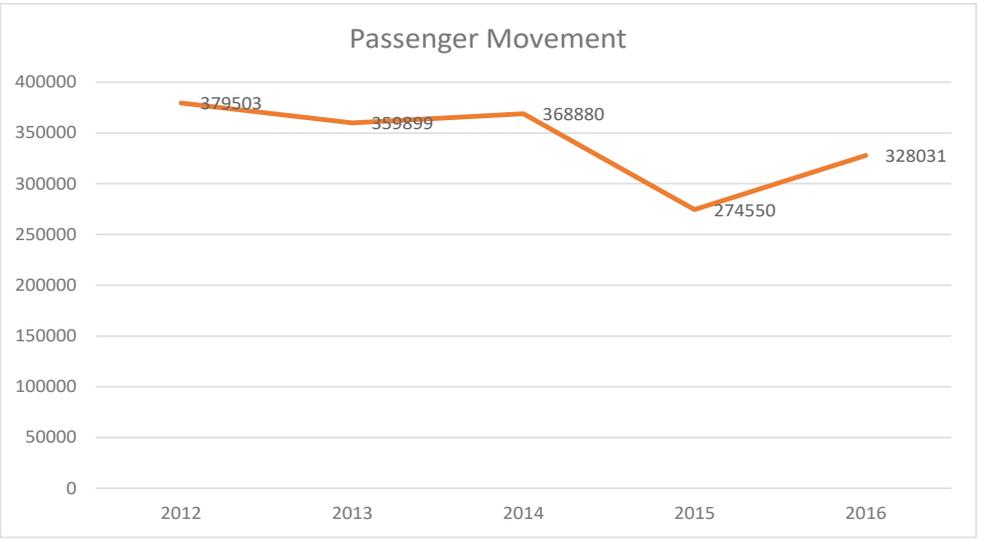


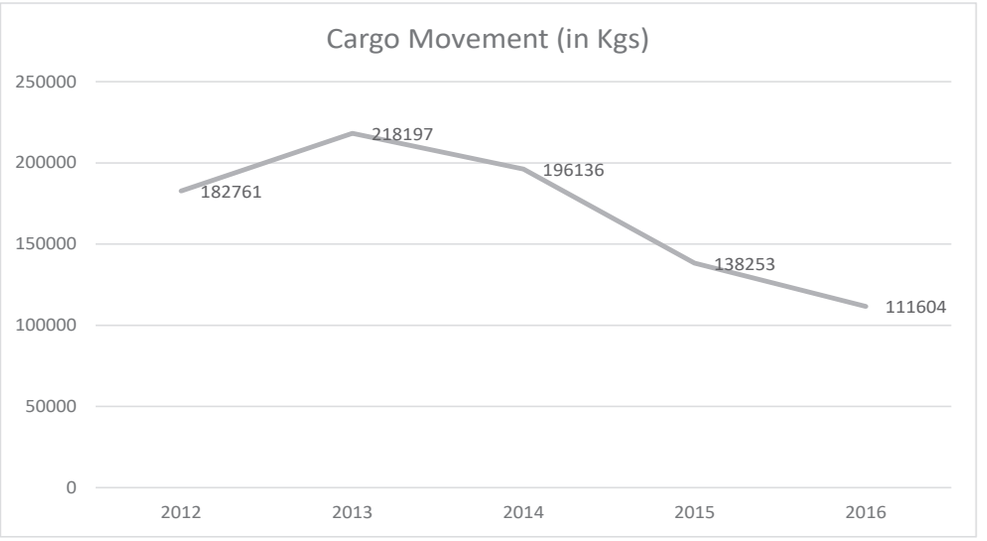




Pokhara Airport

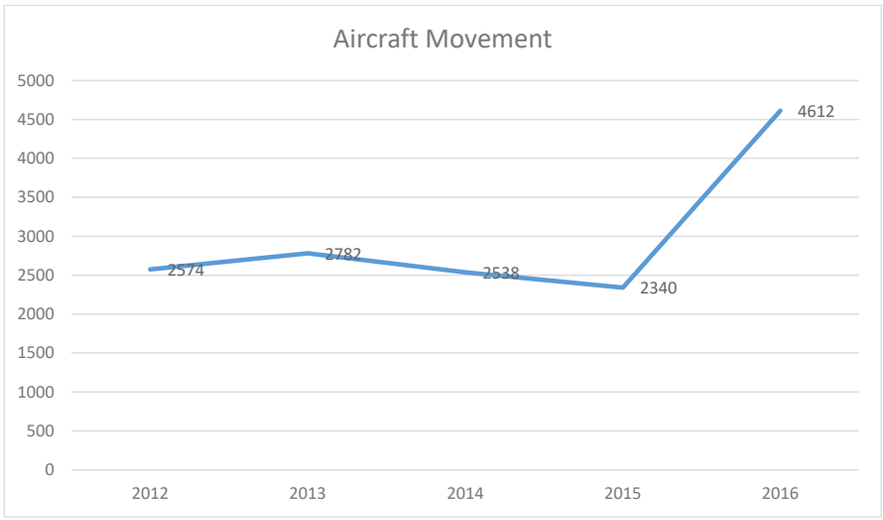


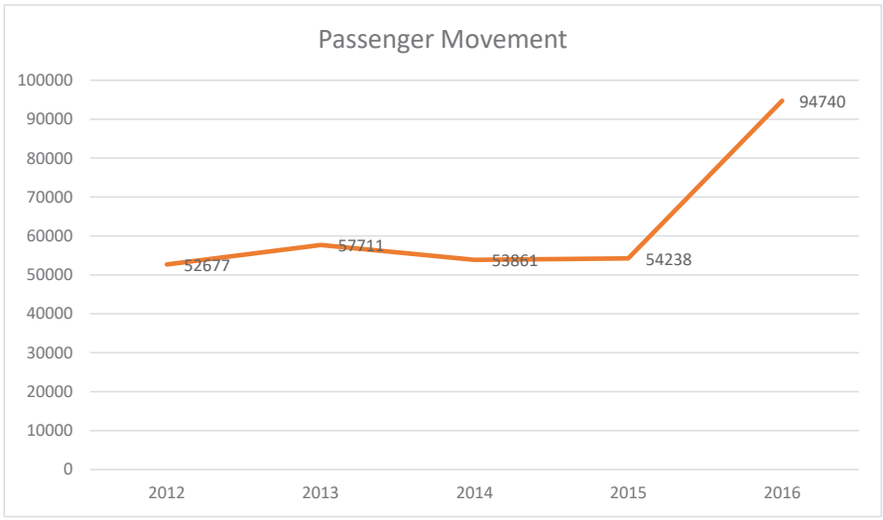


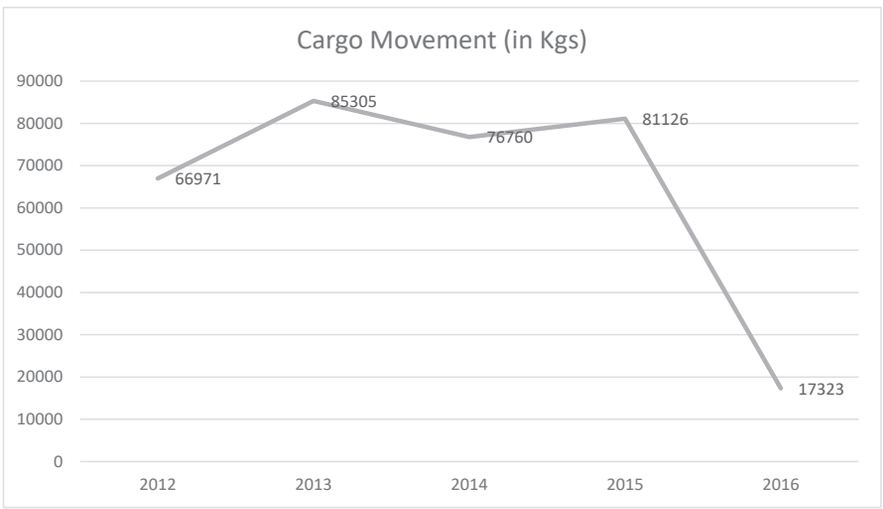


High Traffic Regular Domestic Airports

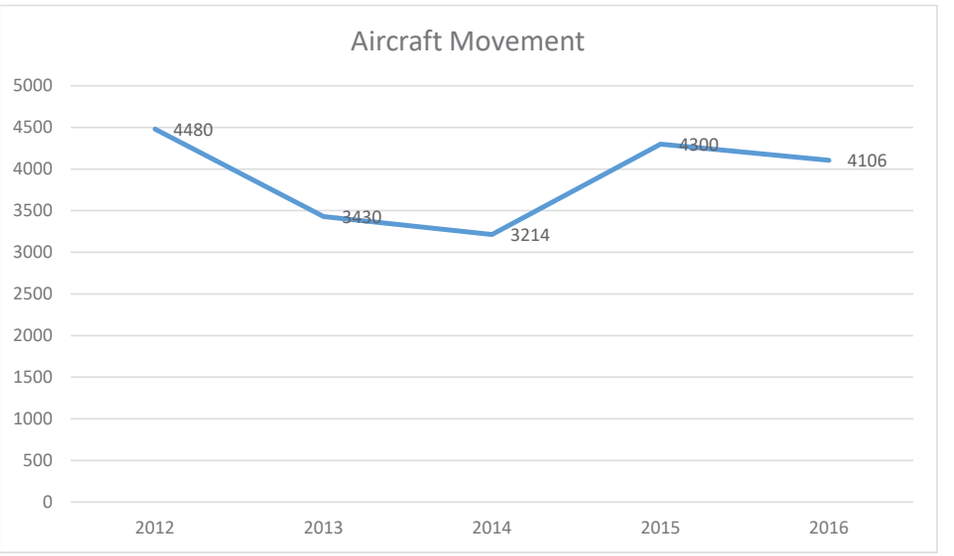
Bharatpur Airport

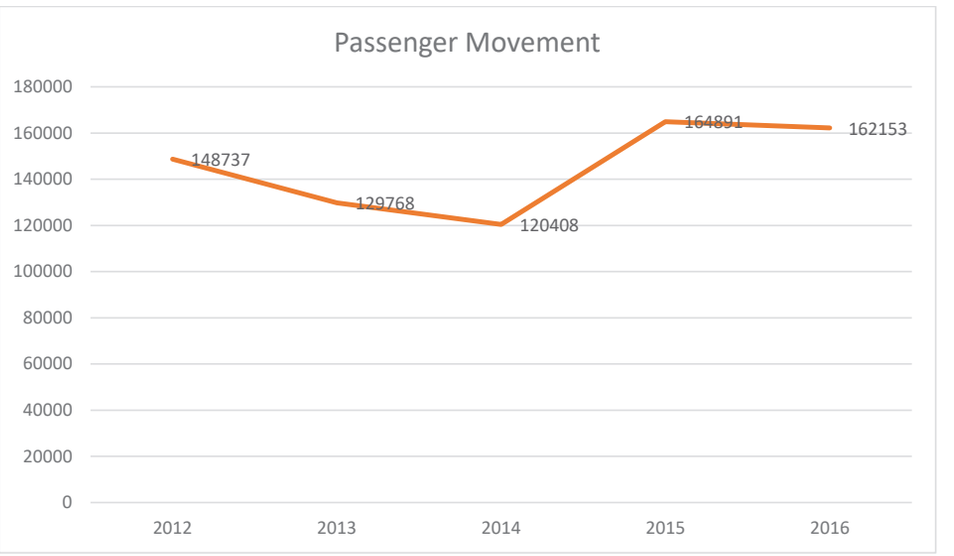


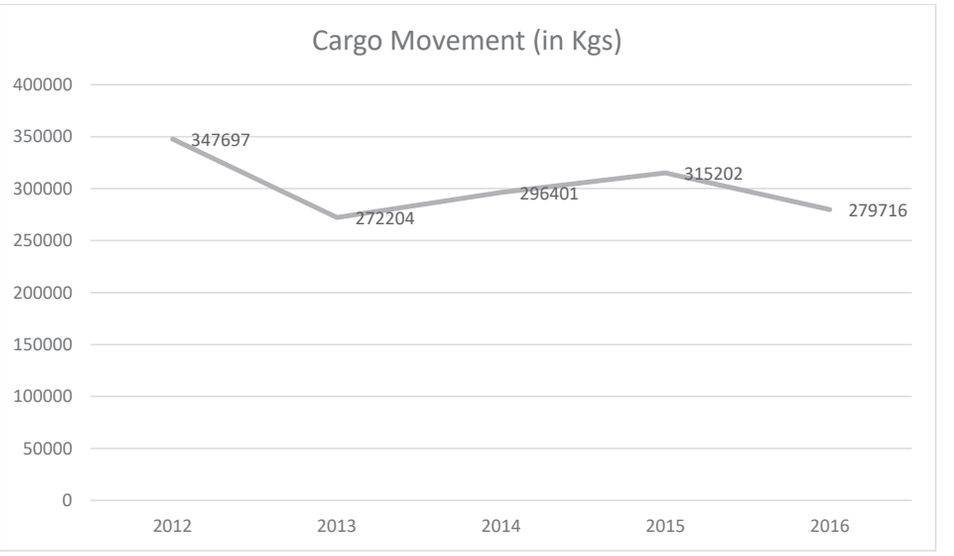




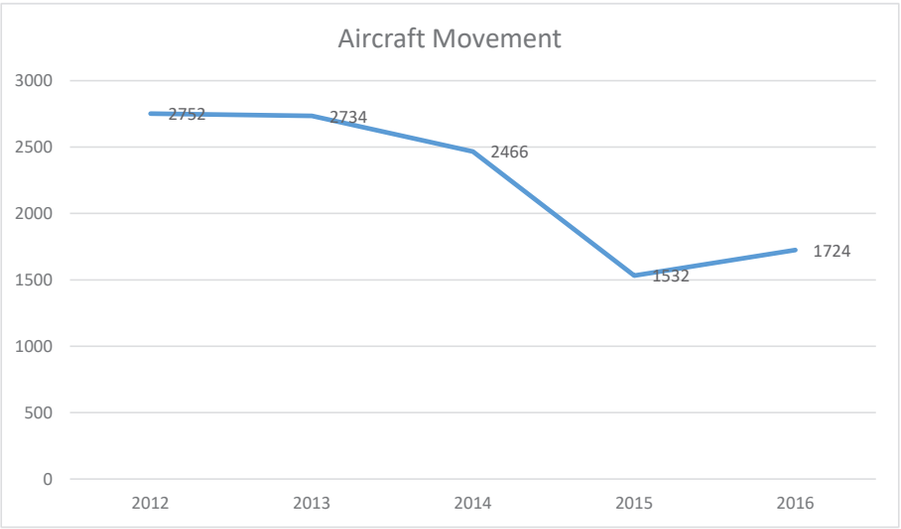
Chandragadhi Airport

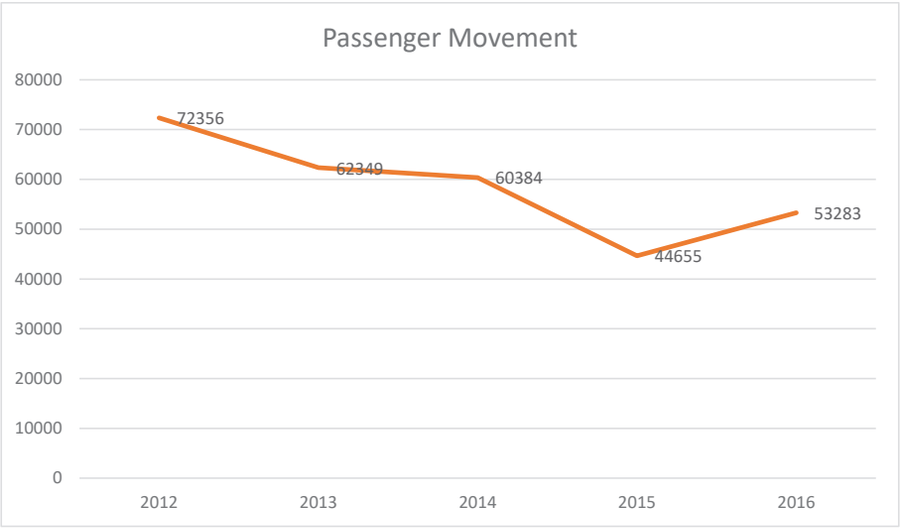


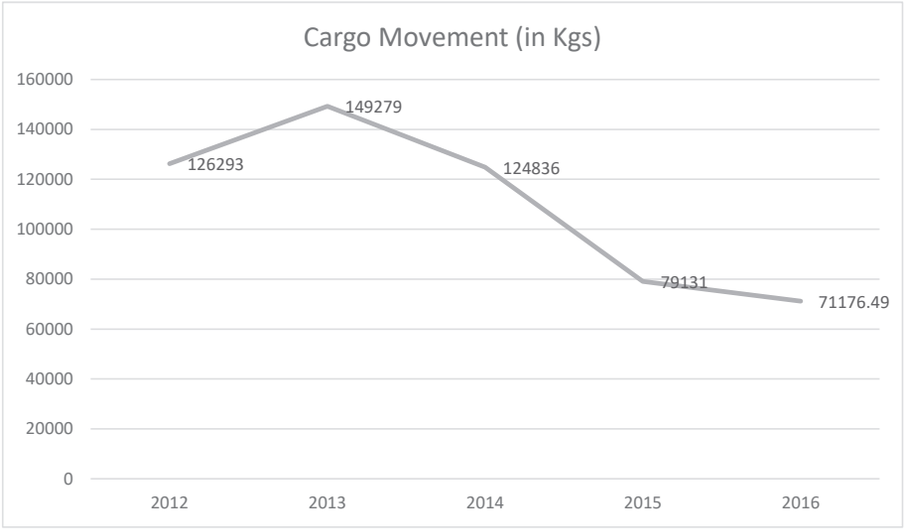




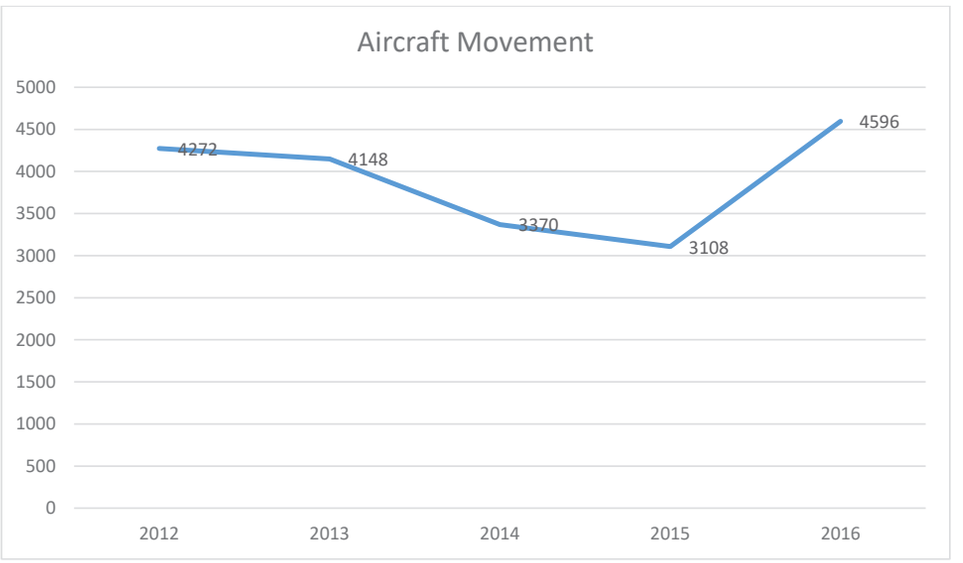
Janakpur Airport

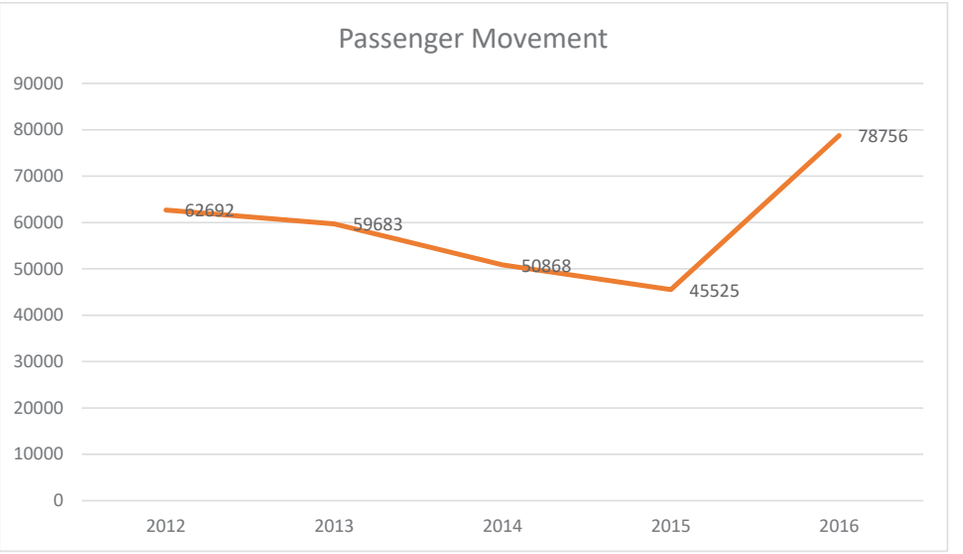


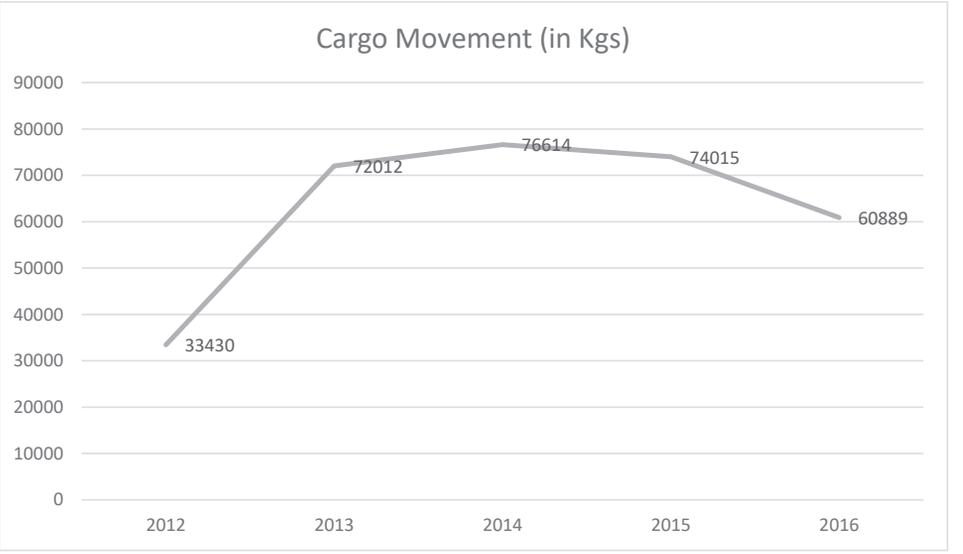




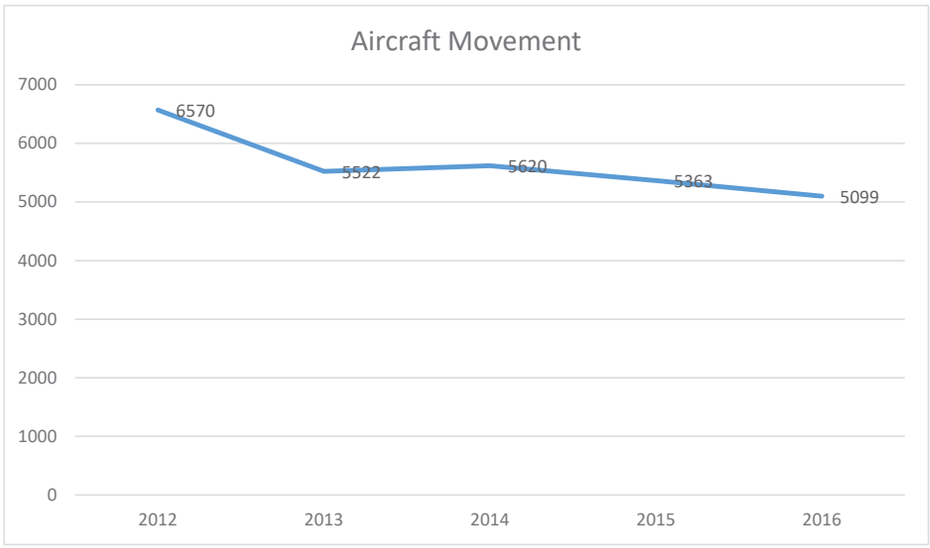
Simara Airport

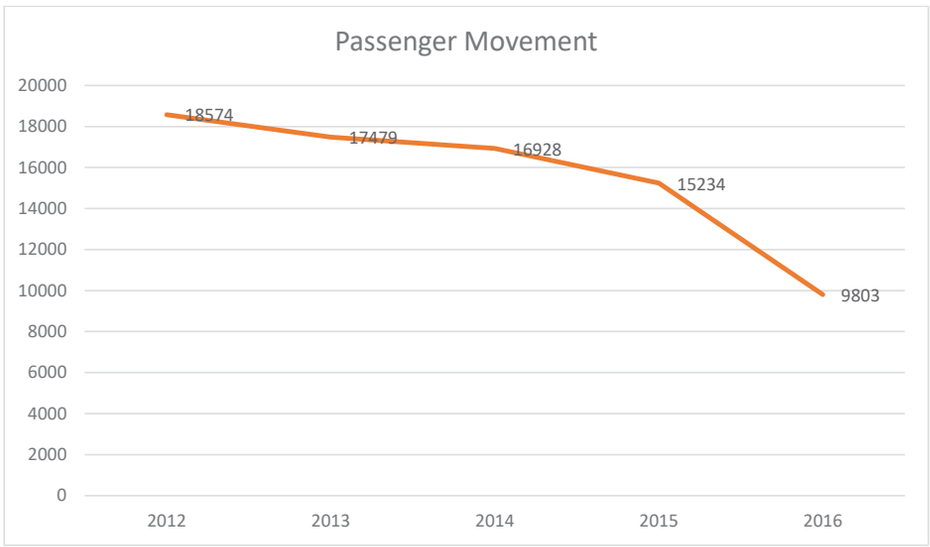


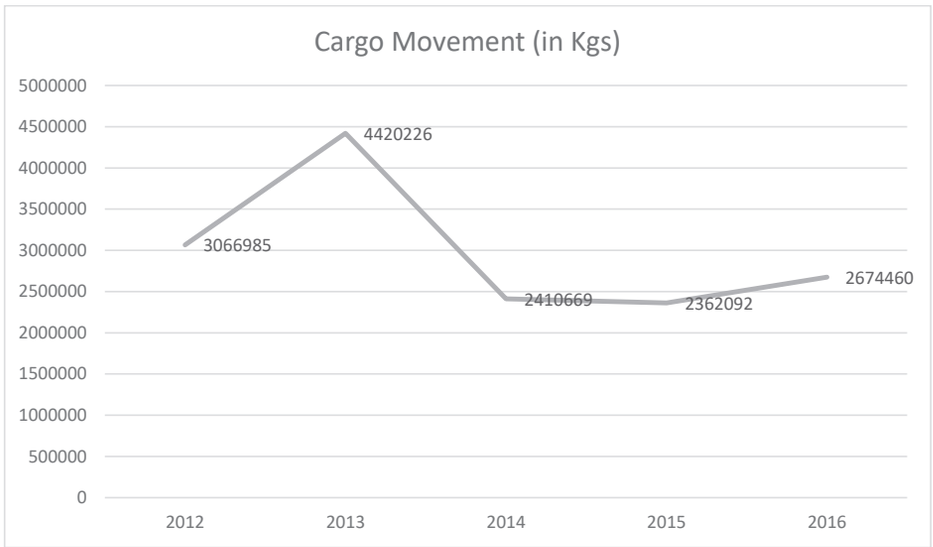




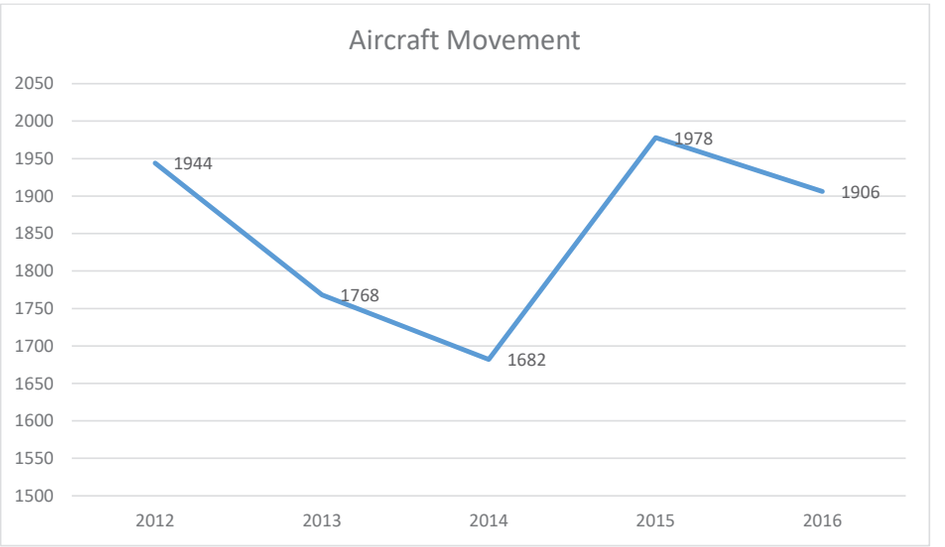
Surkhet Airport

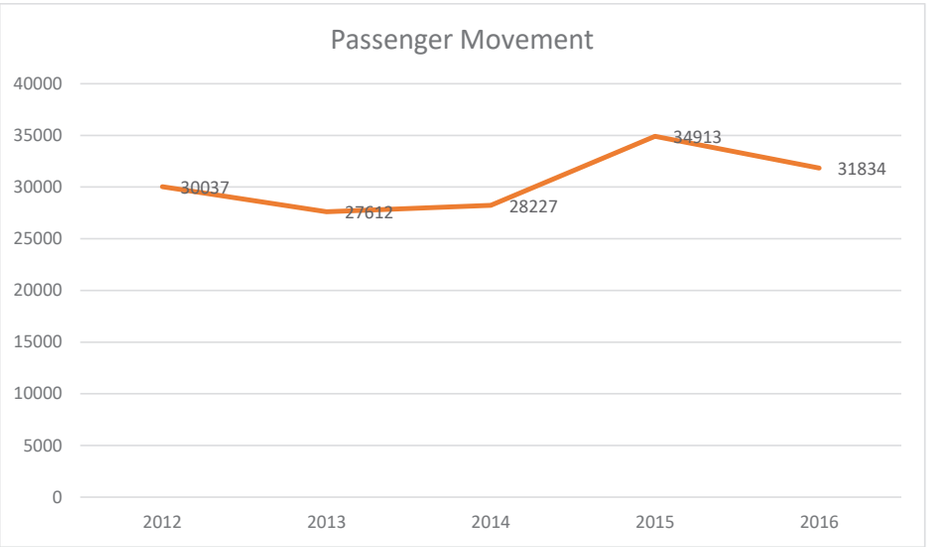


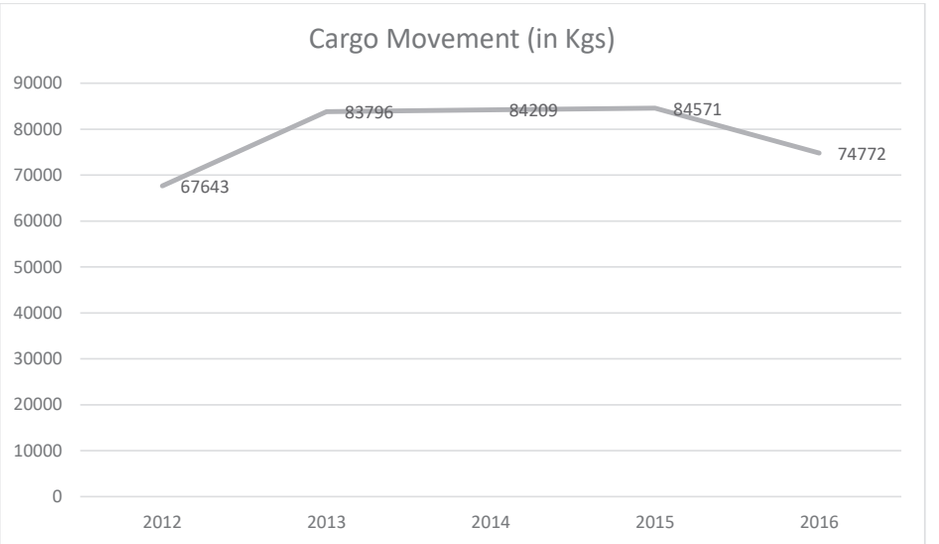




Tumlingtar Airport

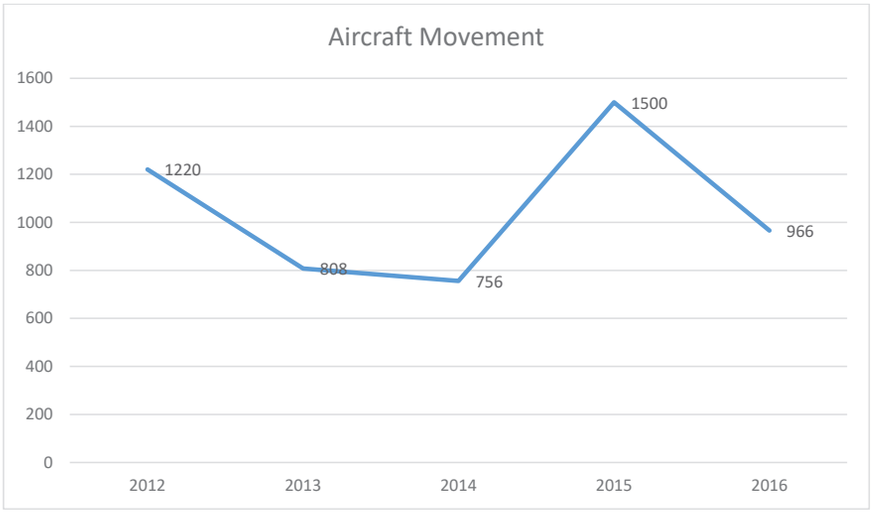


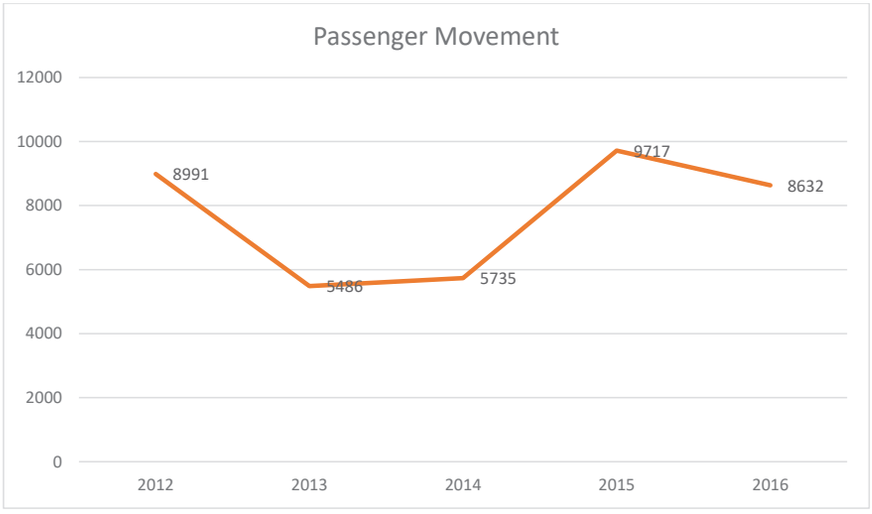


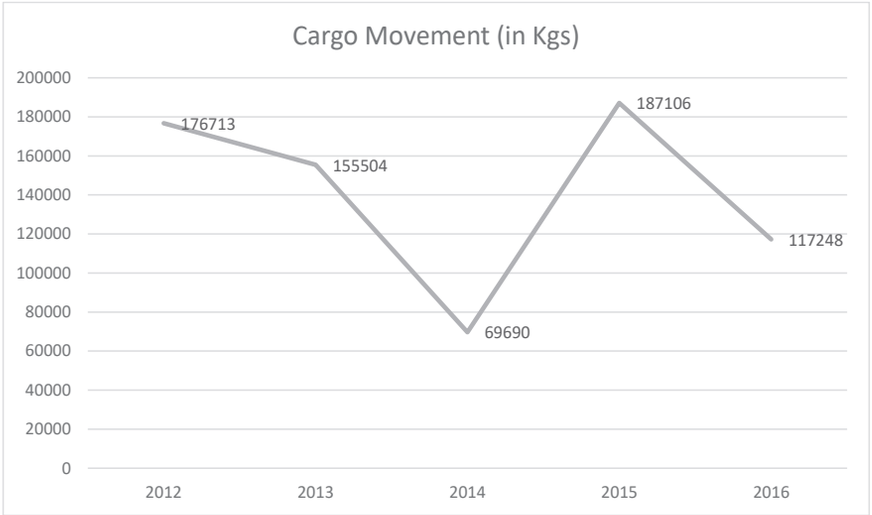


Regular Domestic Airports

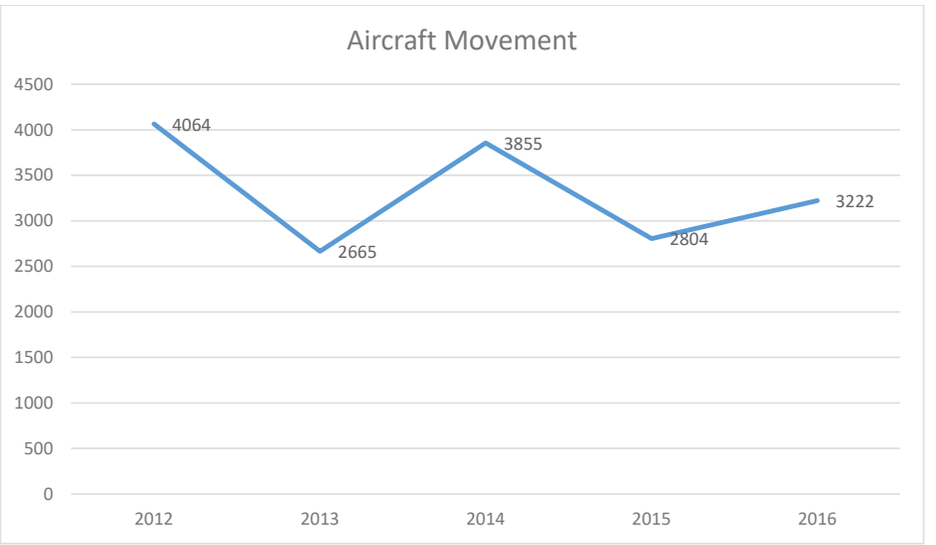
Bajura Airport

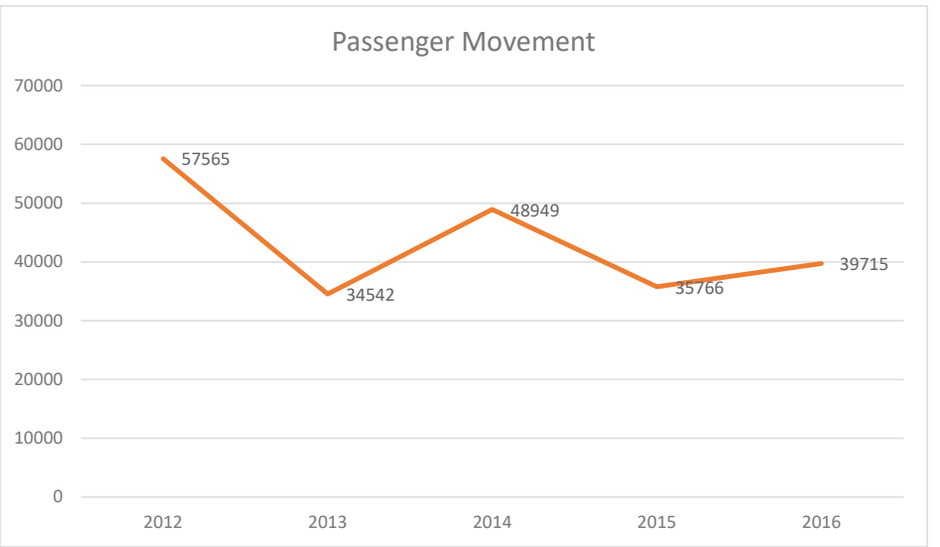


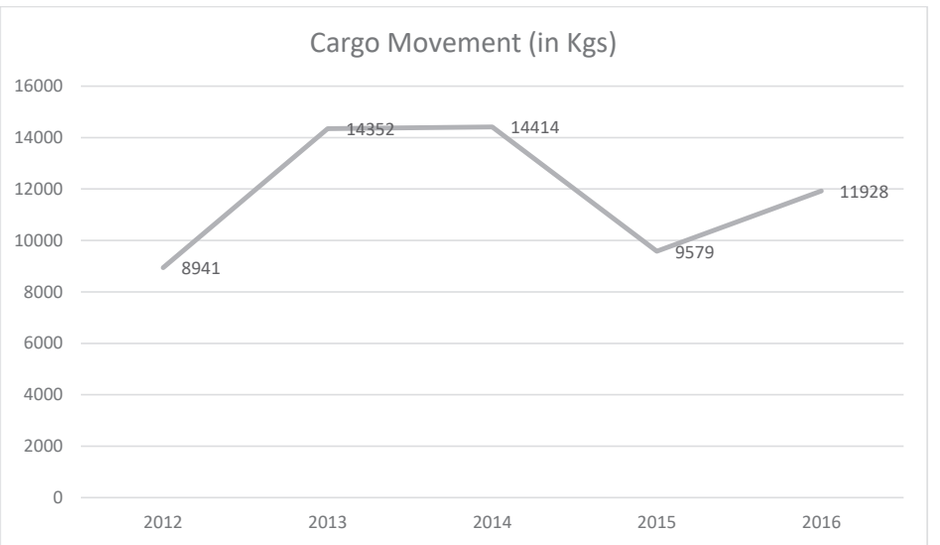




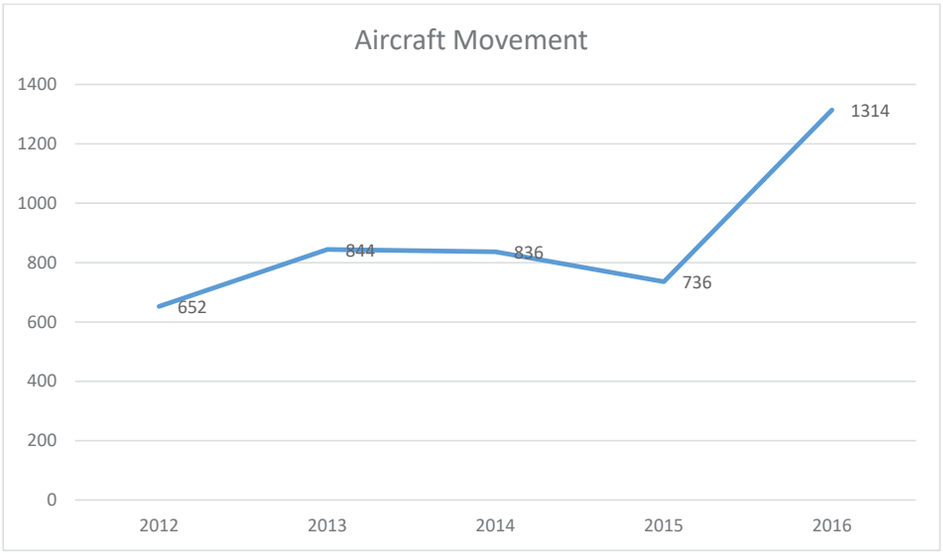
Jomsom Airport

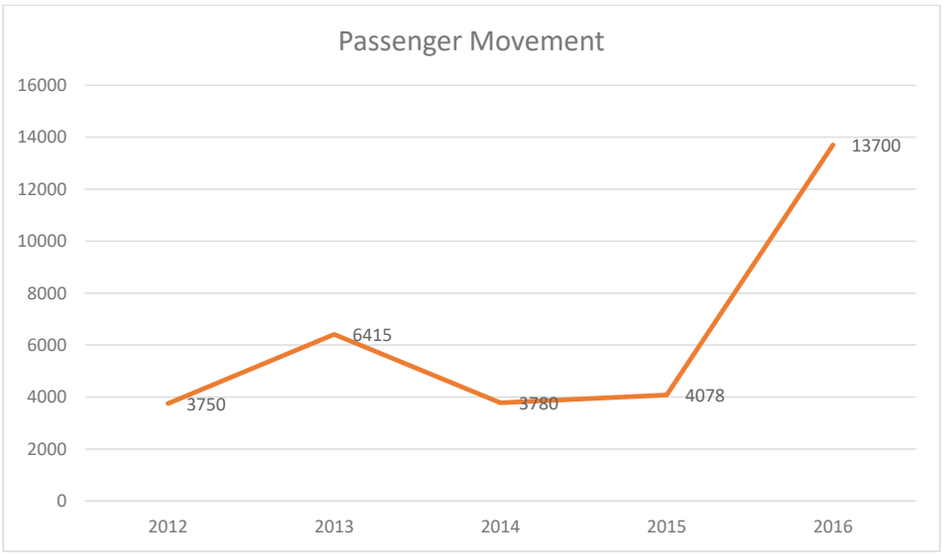


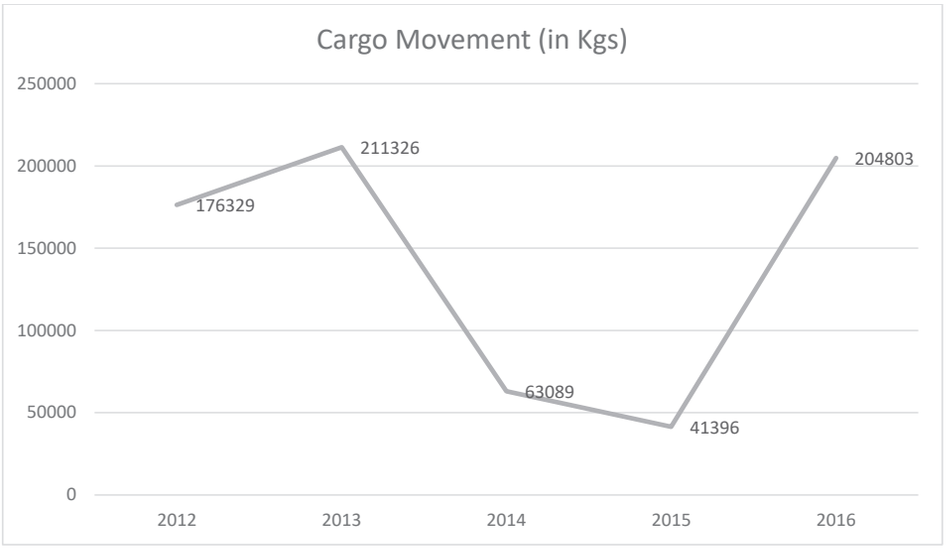




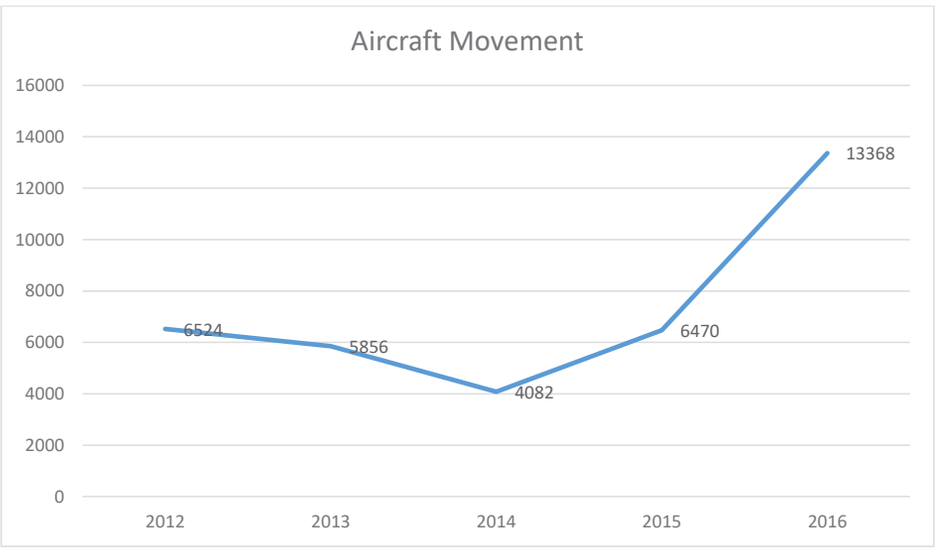
Rara Airport

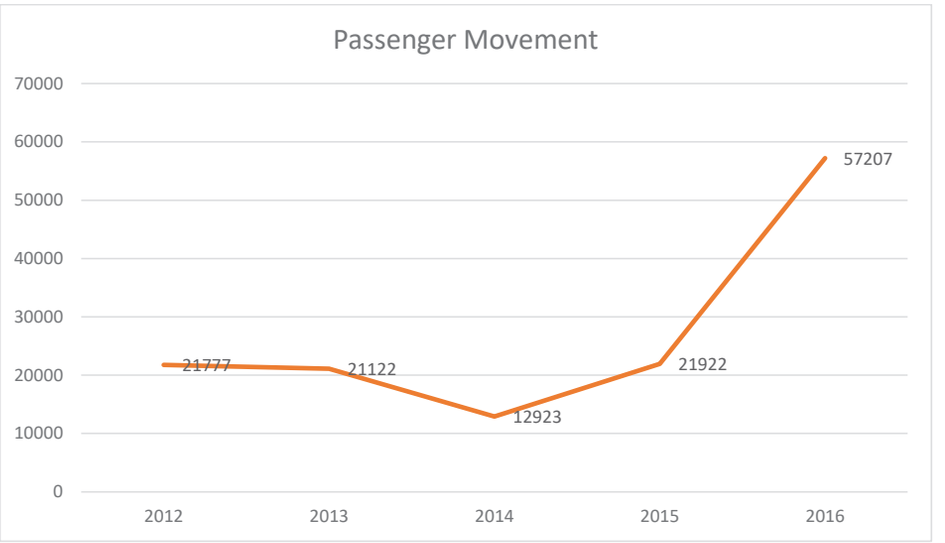


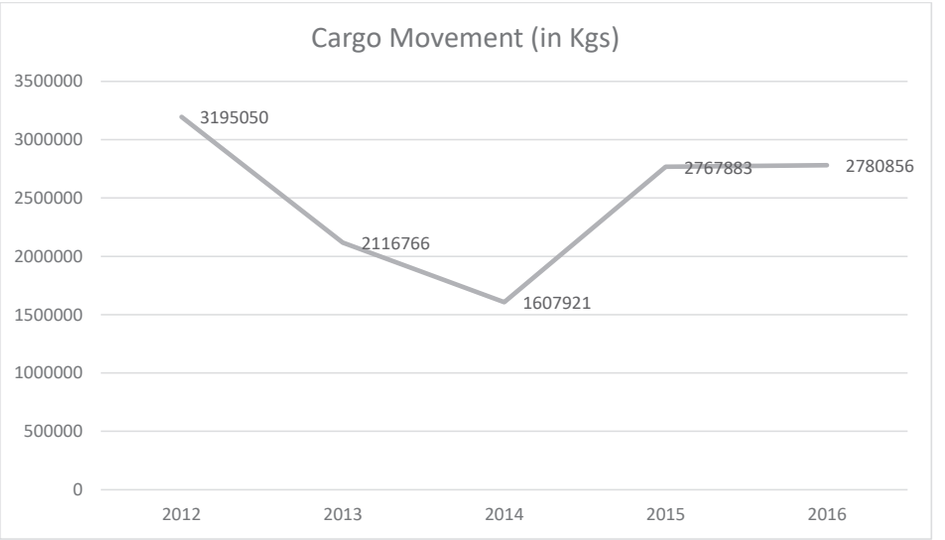




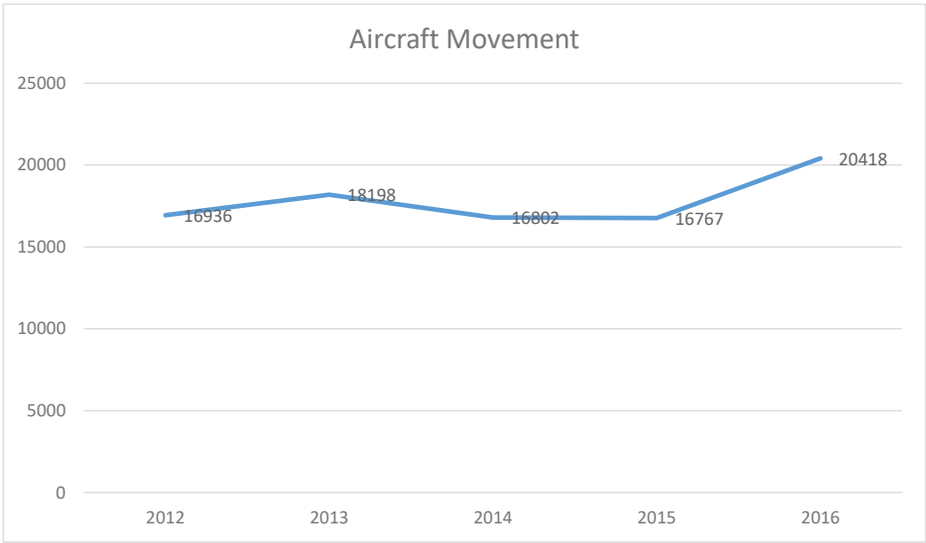
Simikot Airport

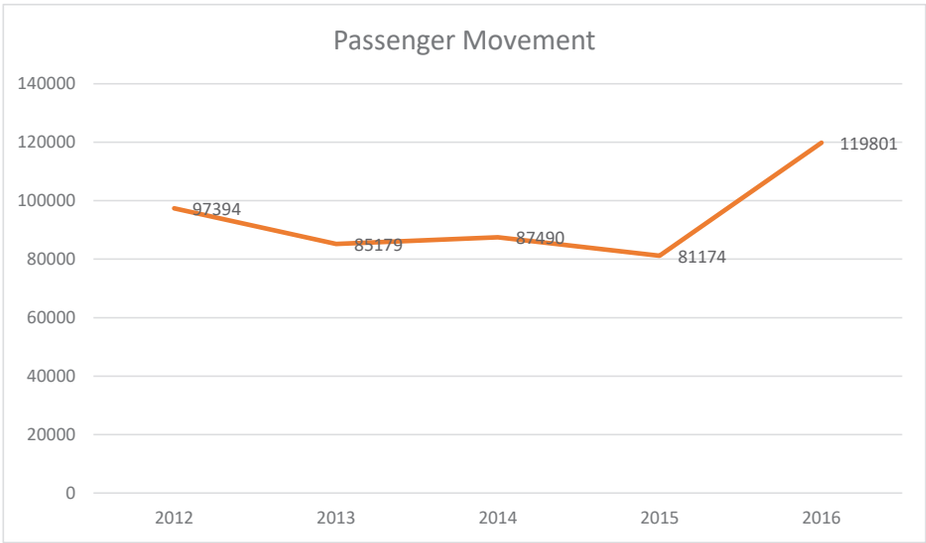


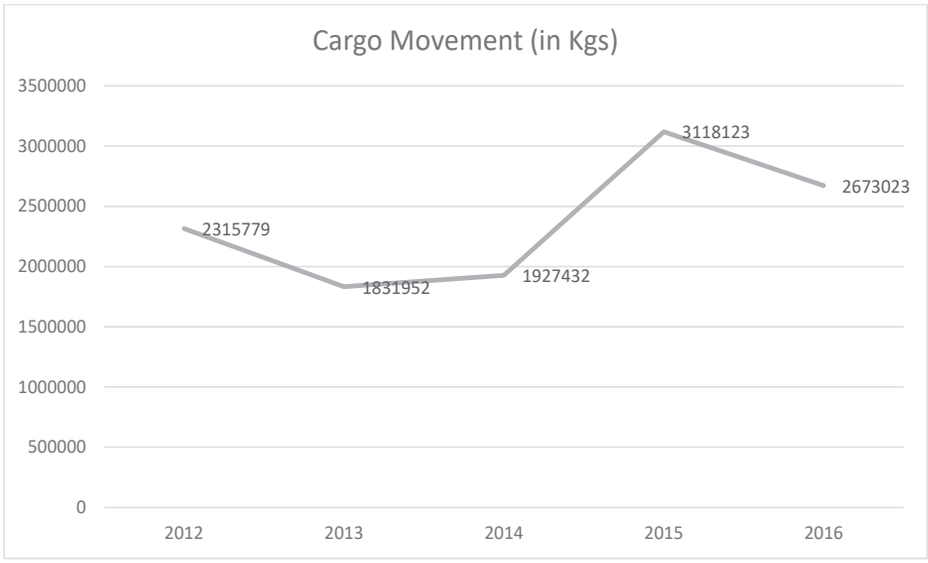




Tenzing Hillary (Lukla) Airport

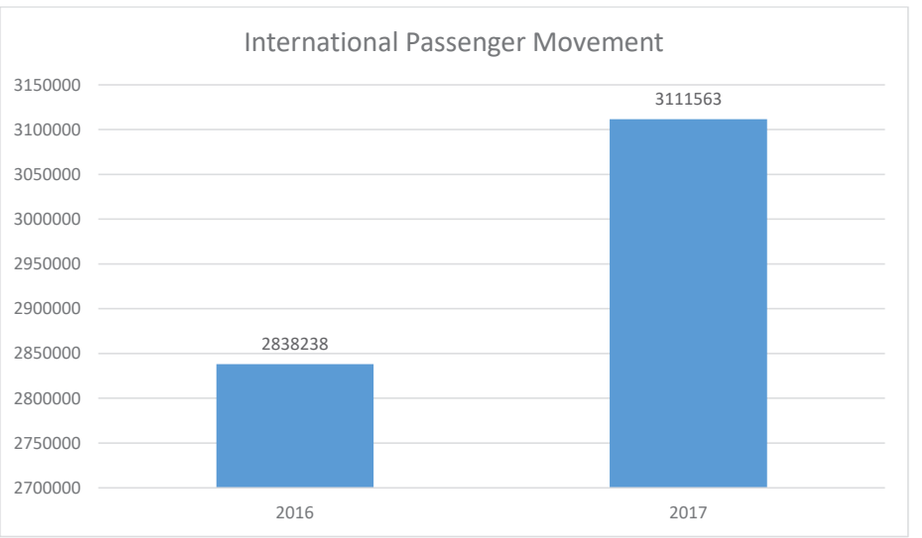


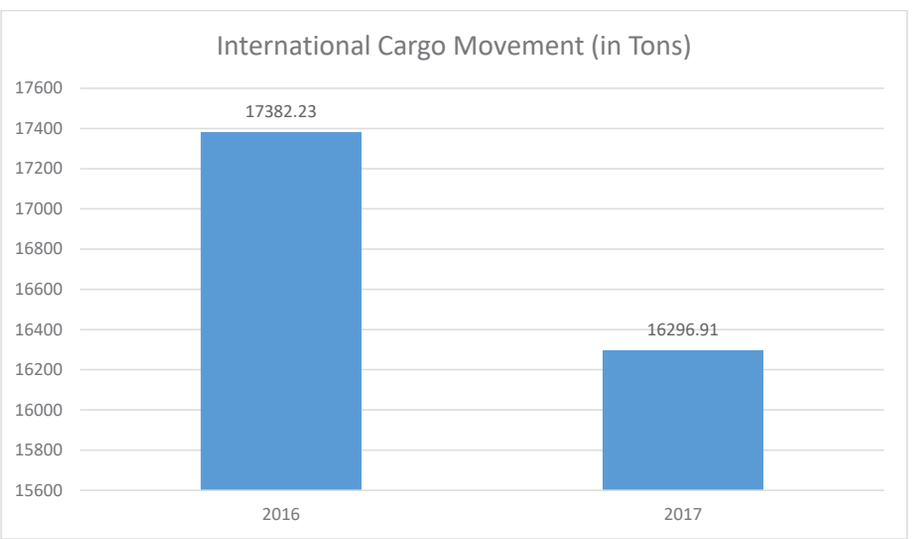




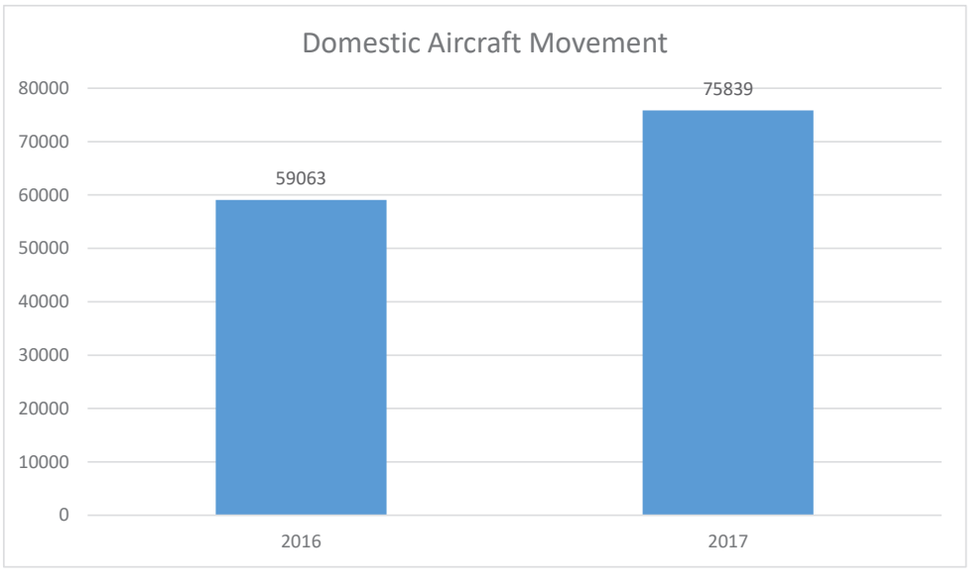
Flight Movement Comparison 2016-17 (Jan - Oct)

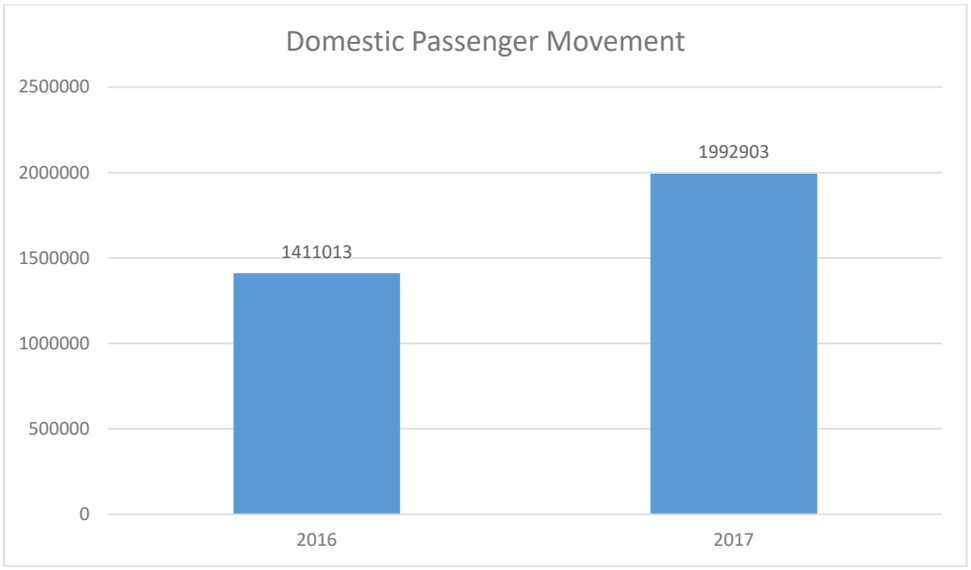
Tribhuvan International Airport

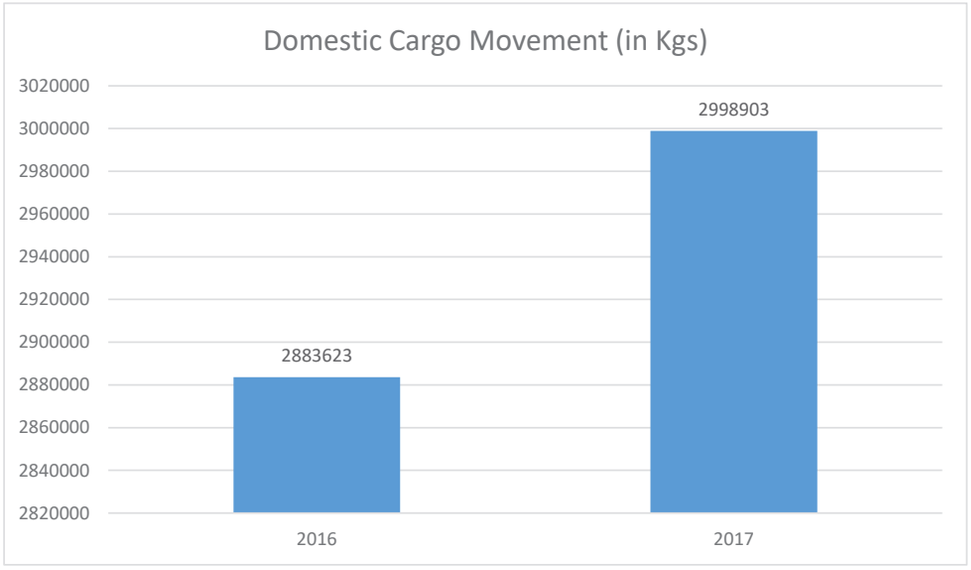




Tribhuvan International Airport

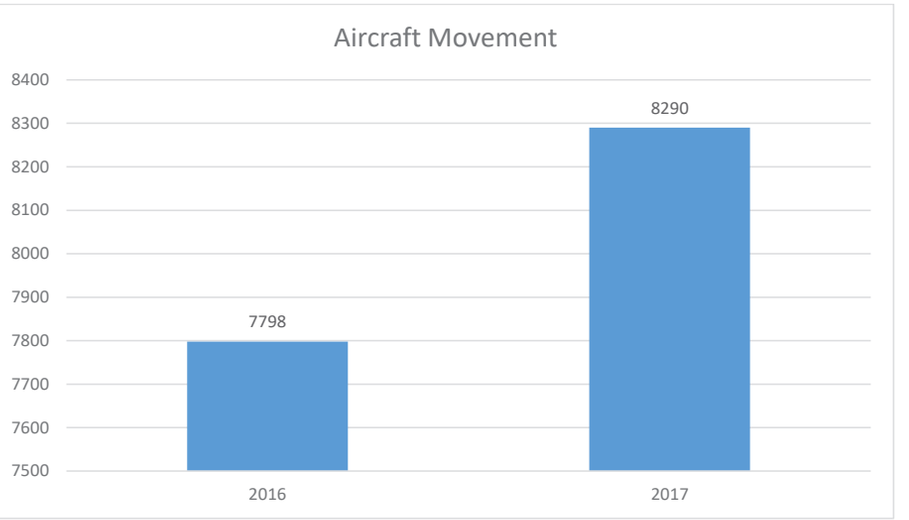


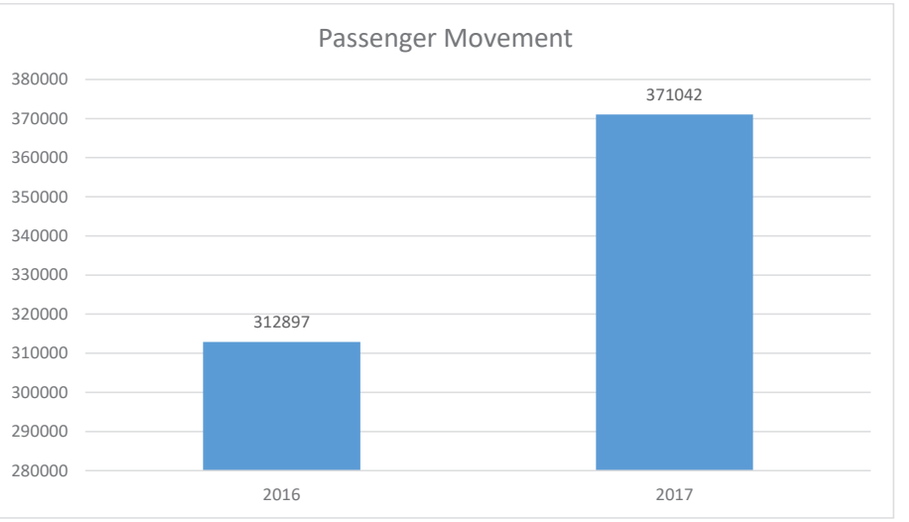


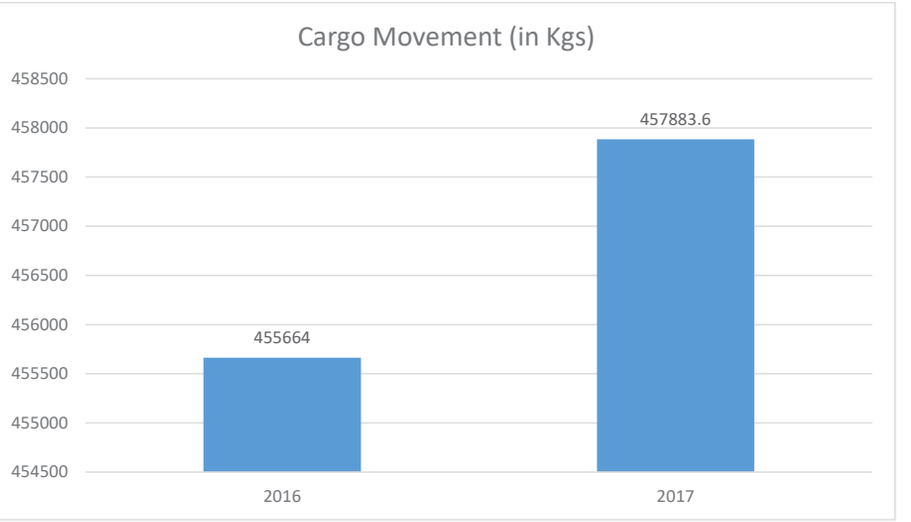


Hub Airports

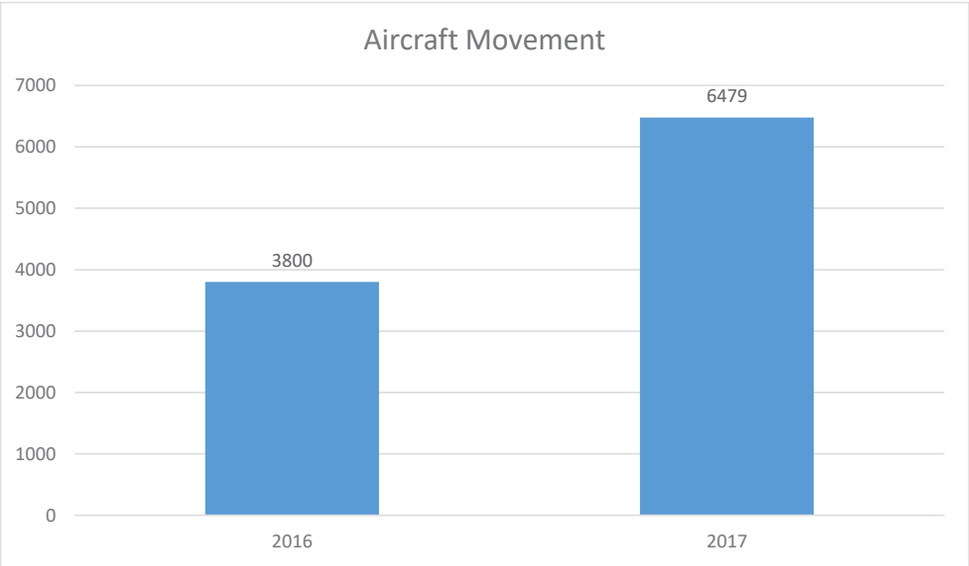
Biratnagar Airport

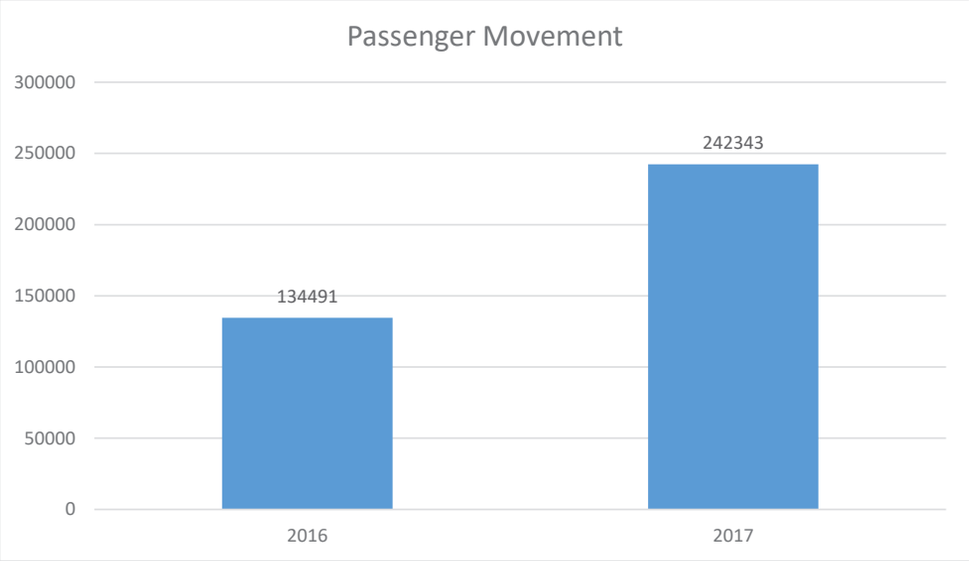


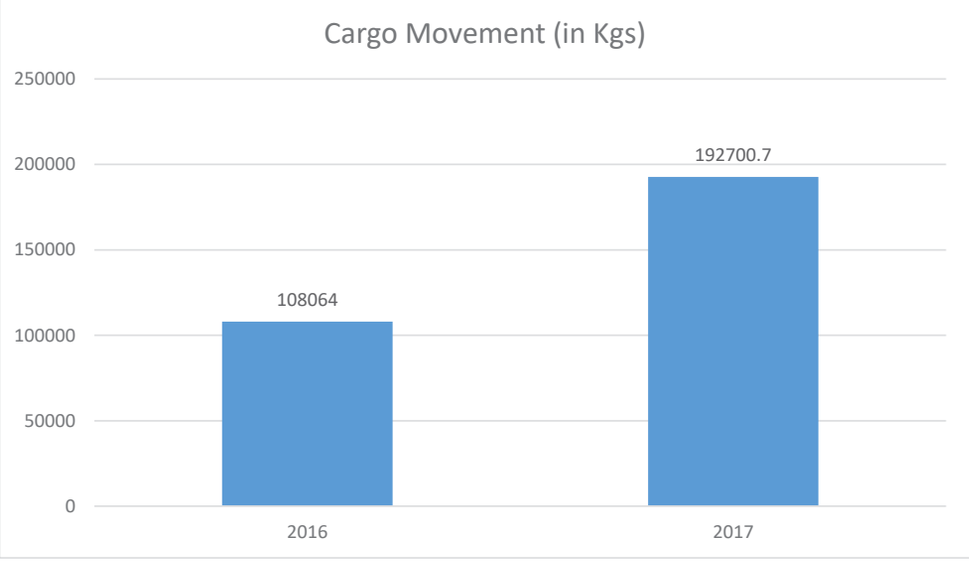




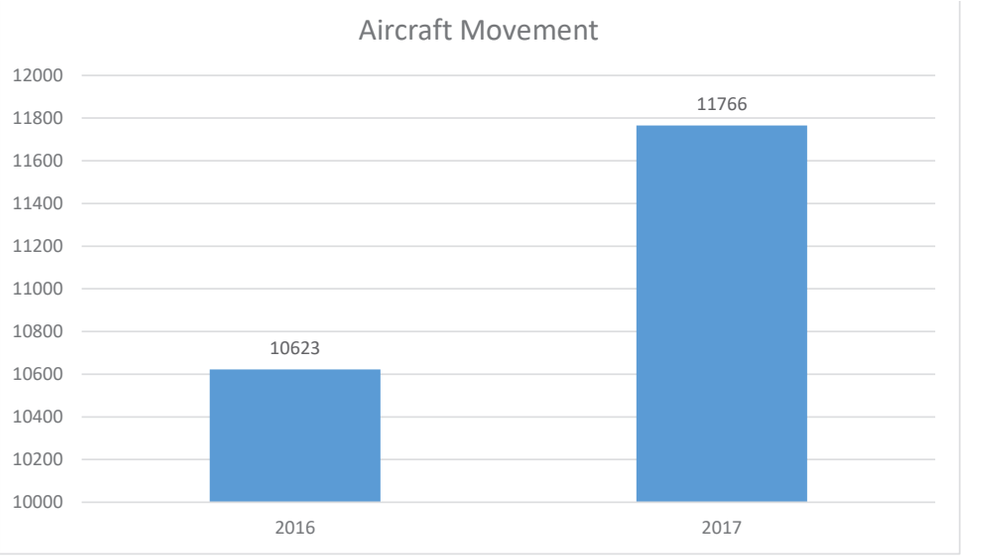
Gautam Buddha Airport

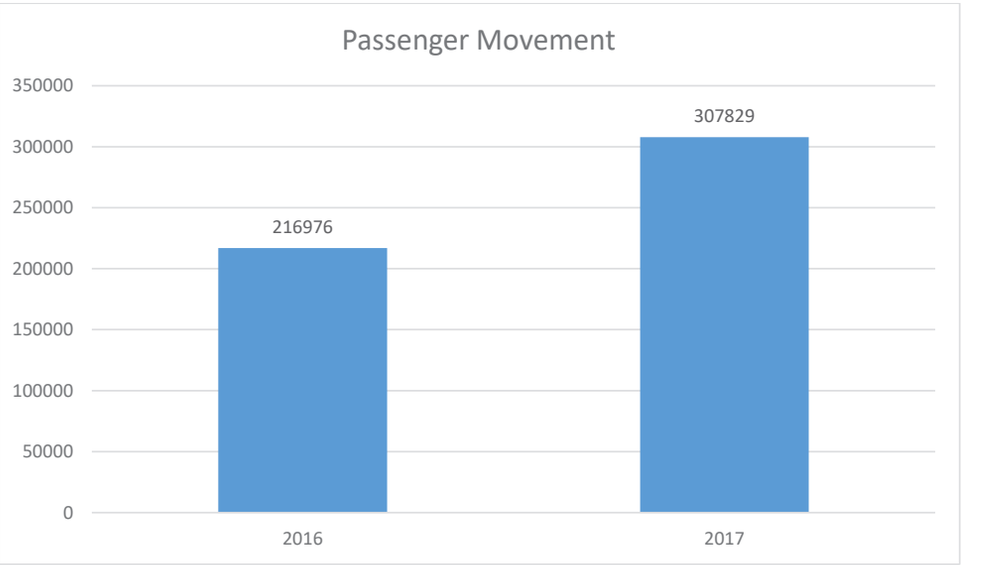


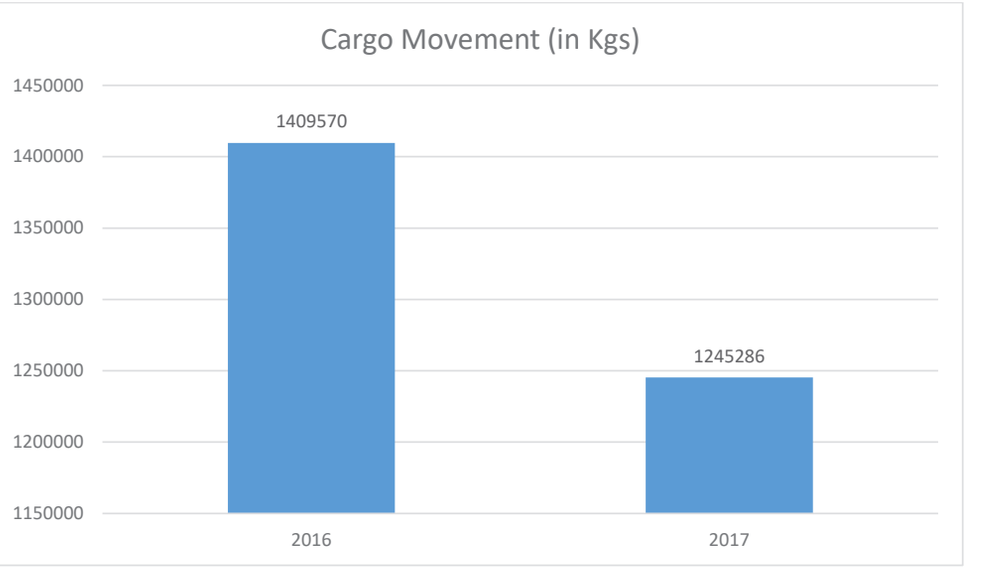




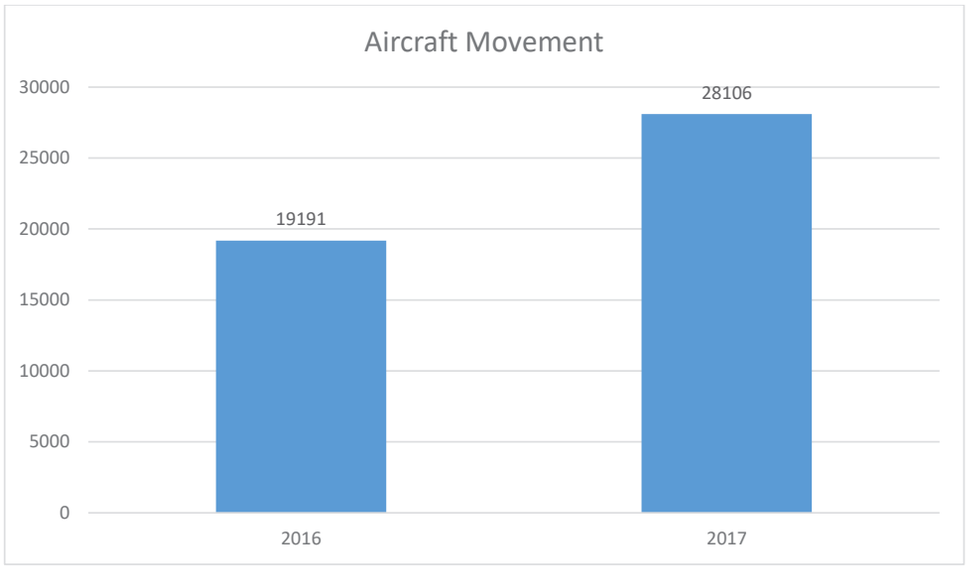
Nepalgunj Airport

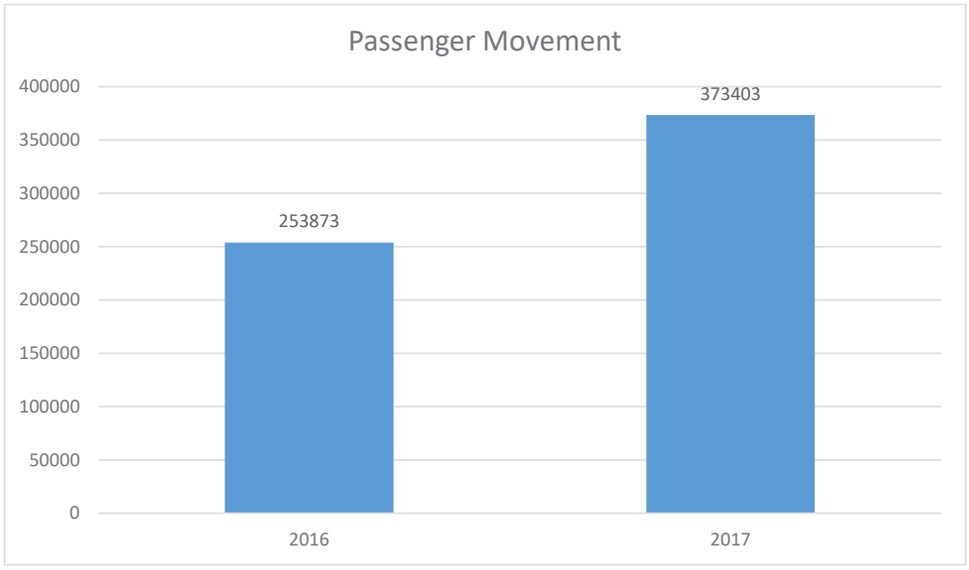


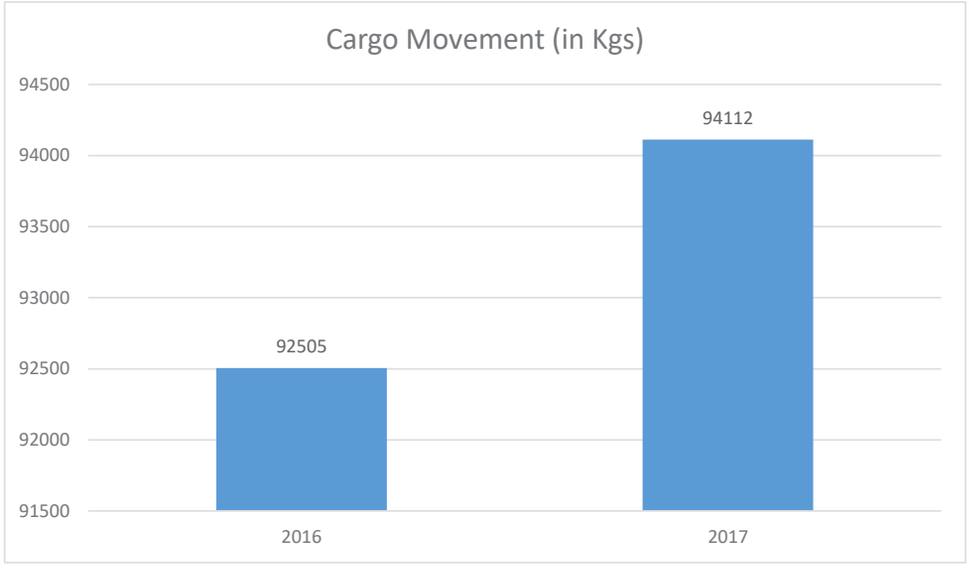




Pokhara Airport

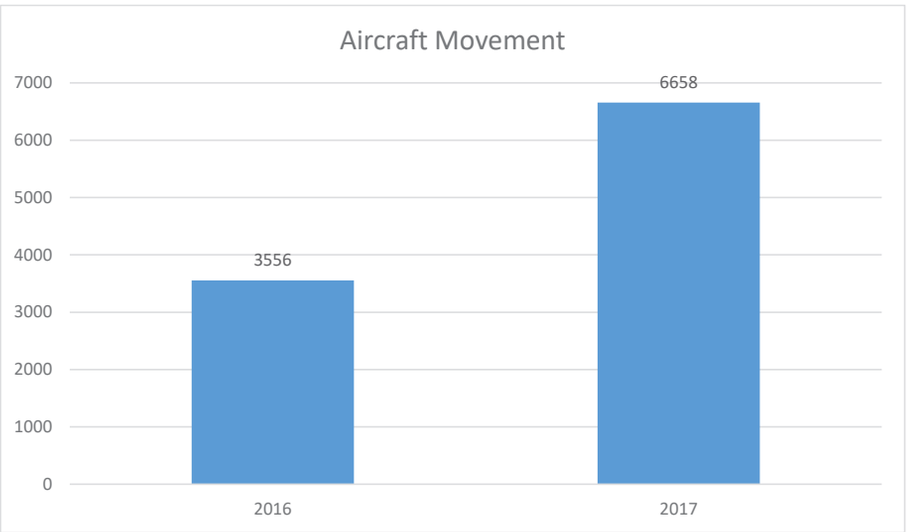


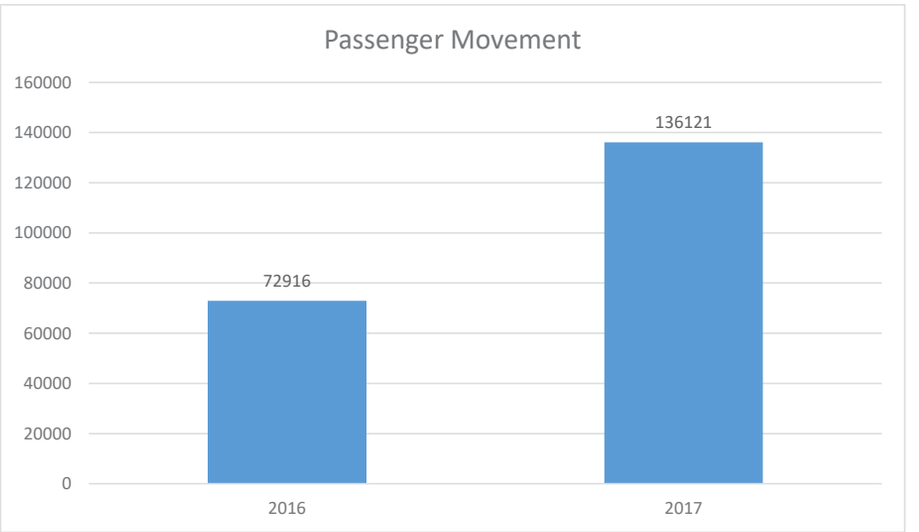


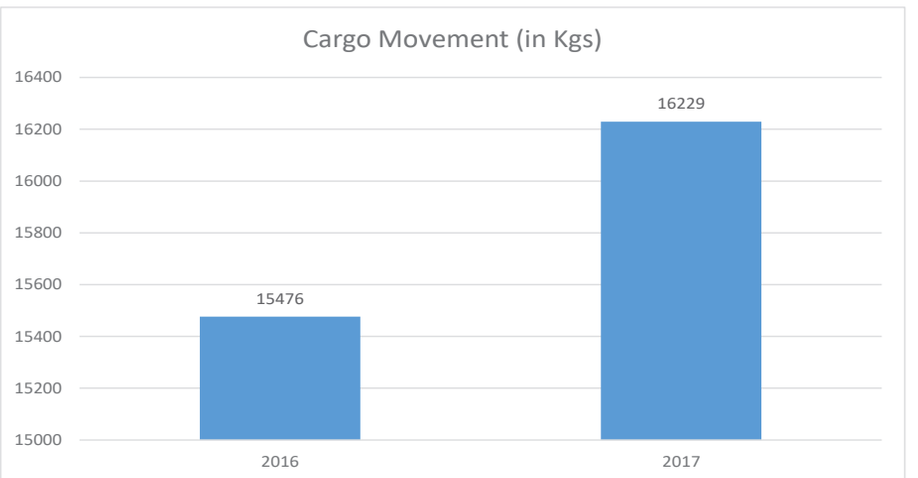


High Traffic Regular Domestic Airports

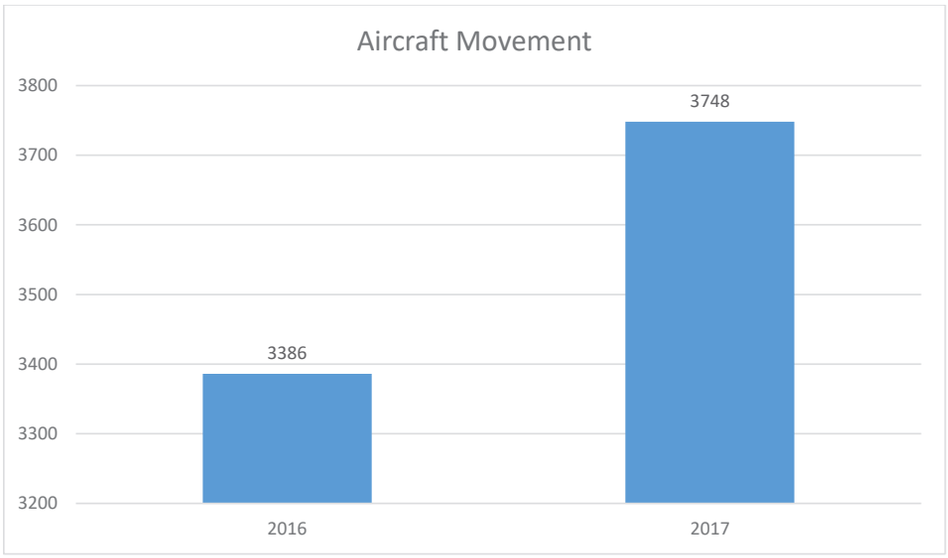
Bharatpur Airport

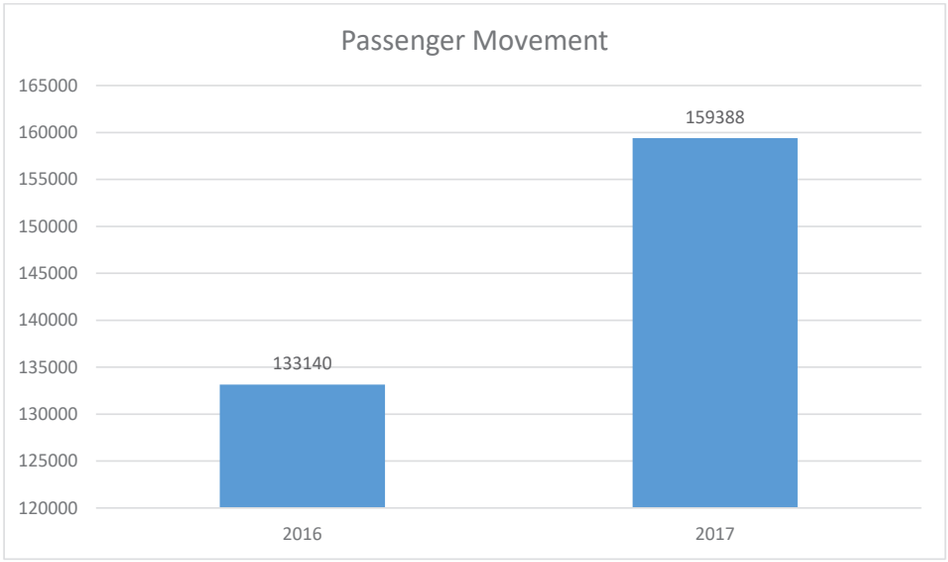


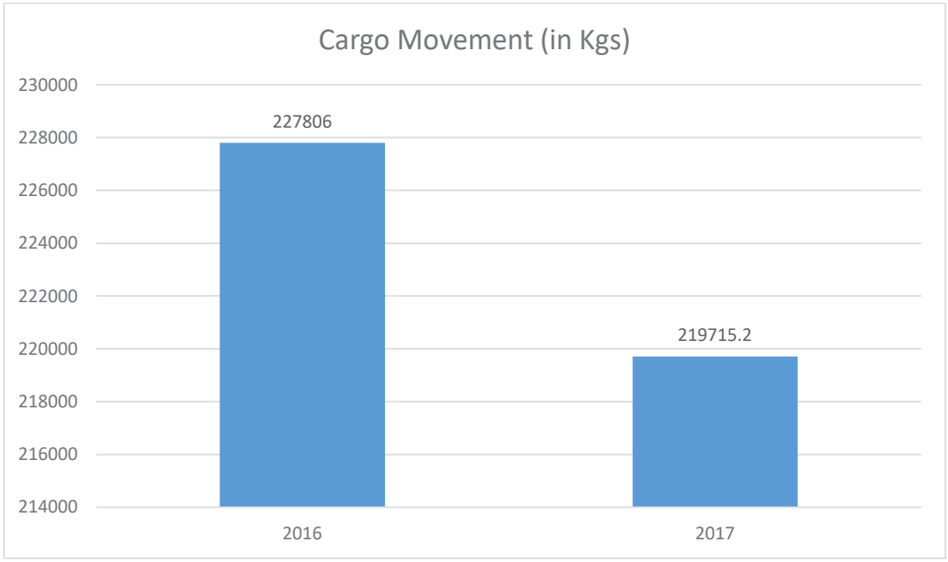




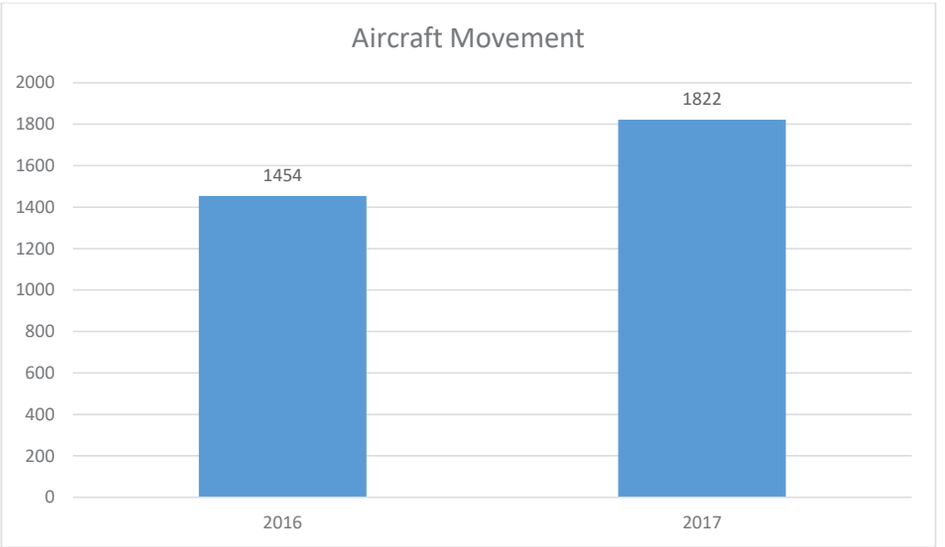
Chandragadhi Airport

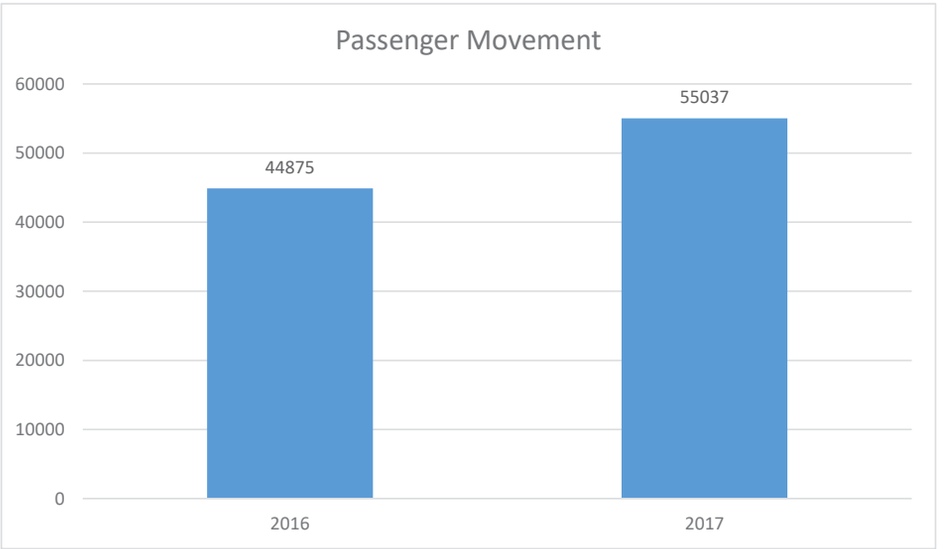


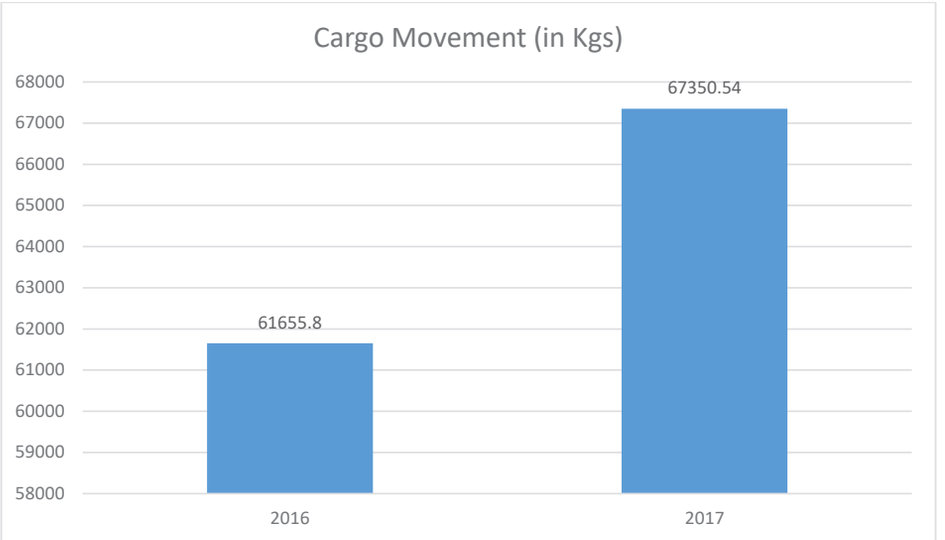




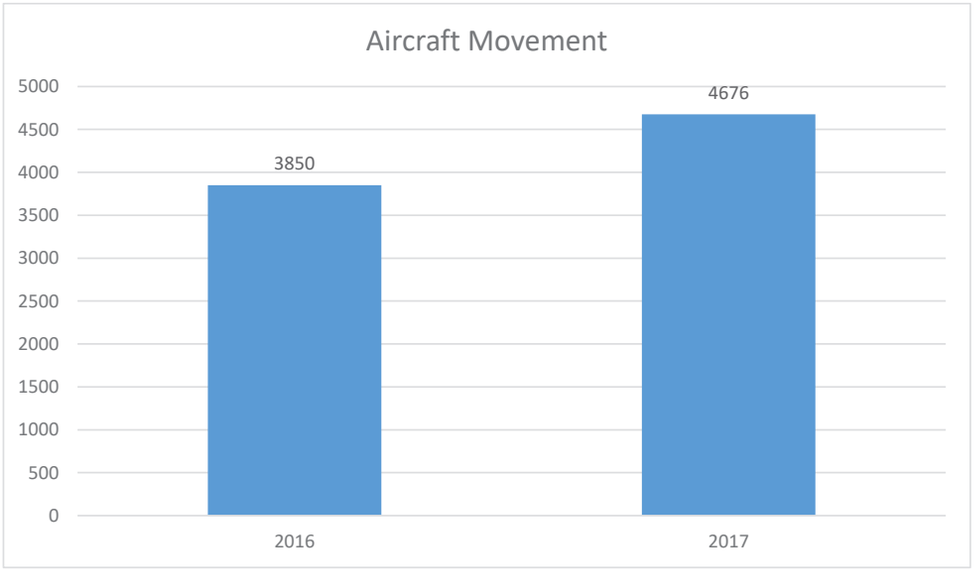
Janakpur Airport

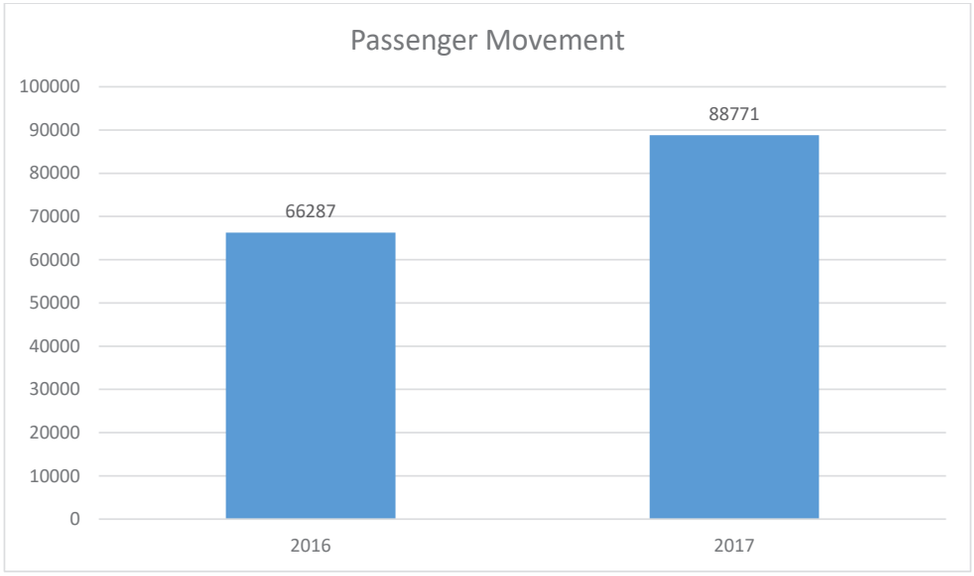


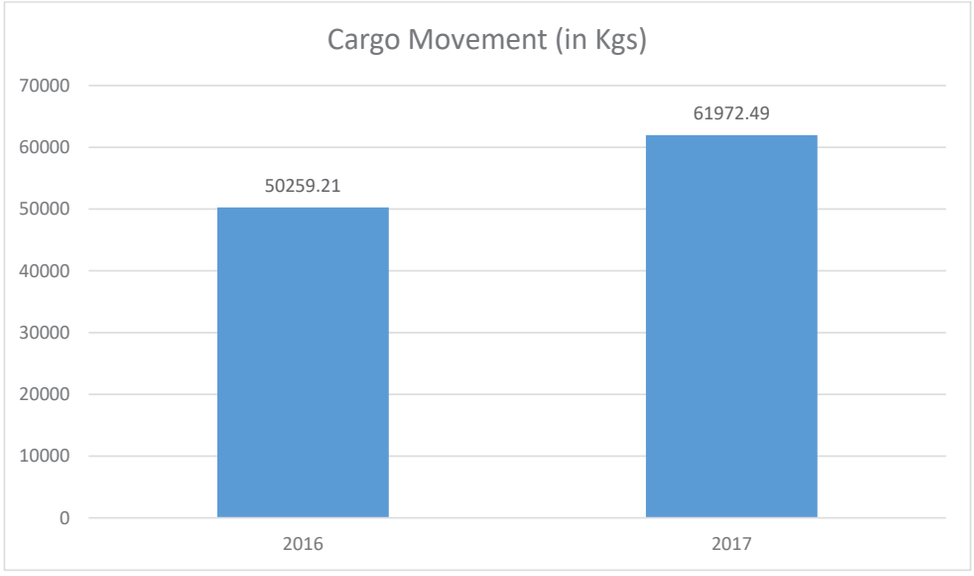




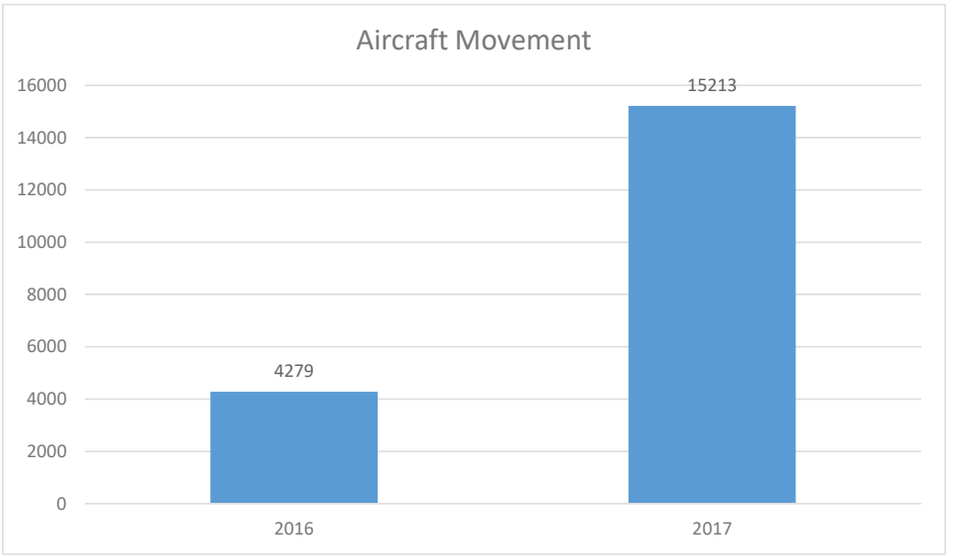
Simara Airport

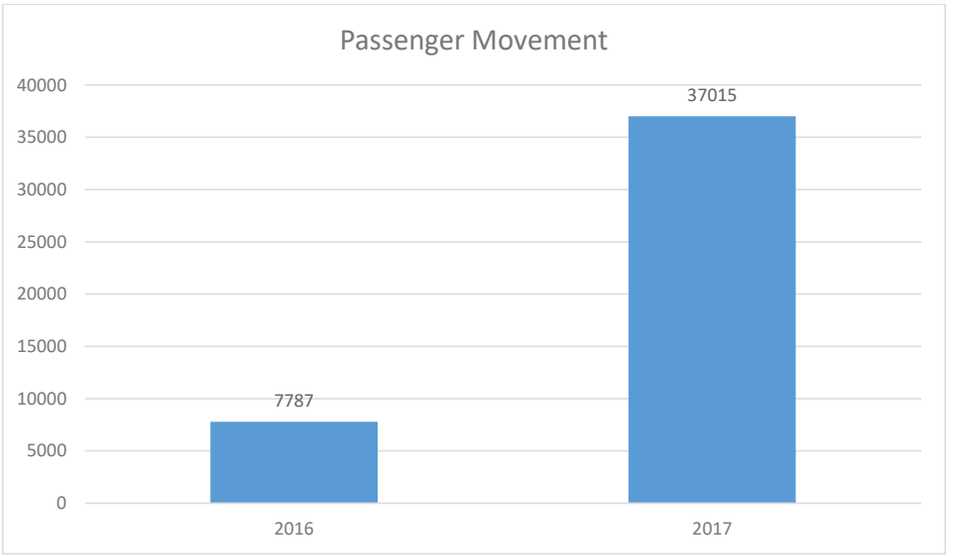


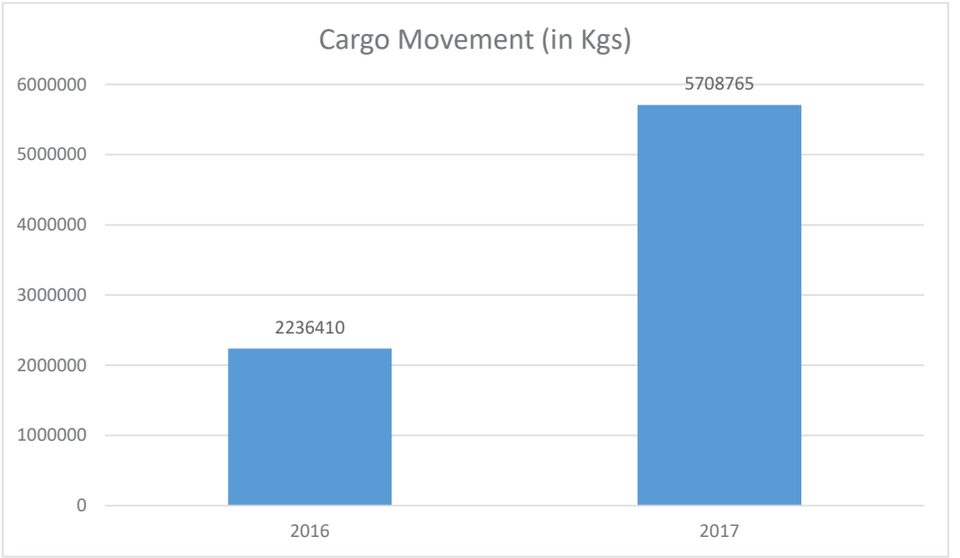




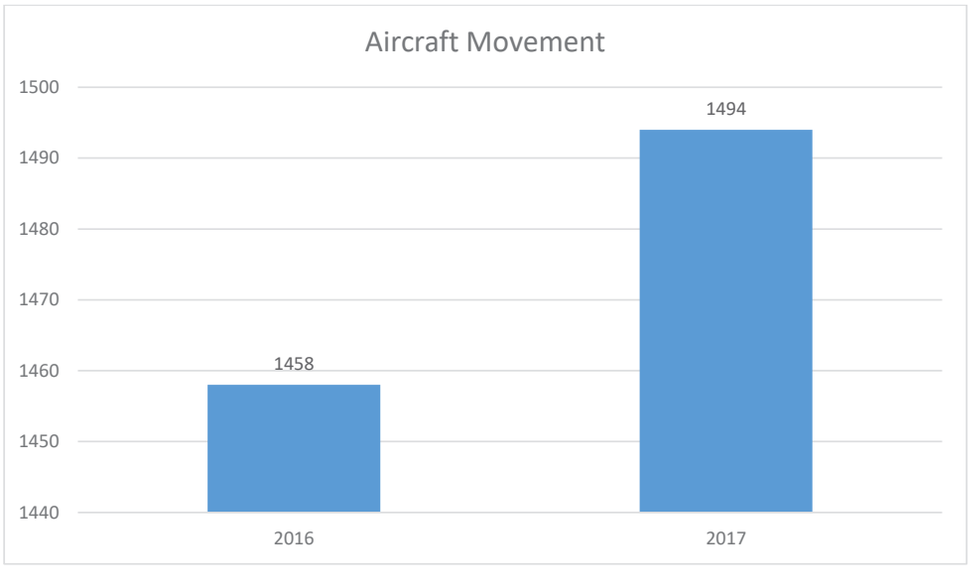
Surkhet Airport

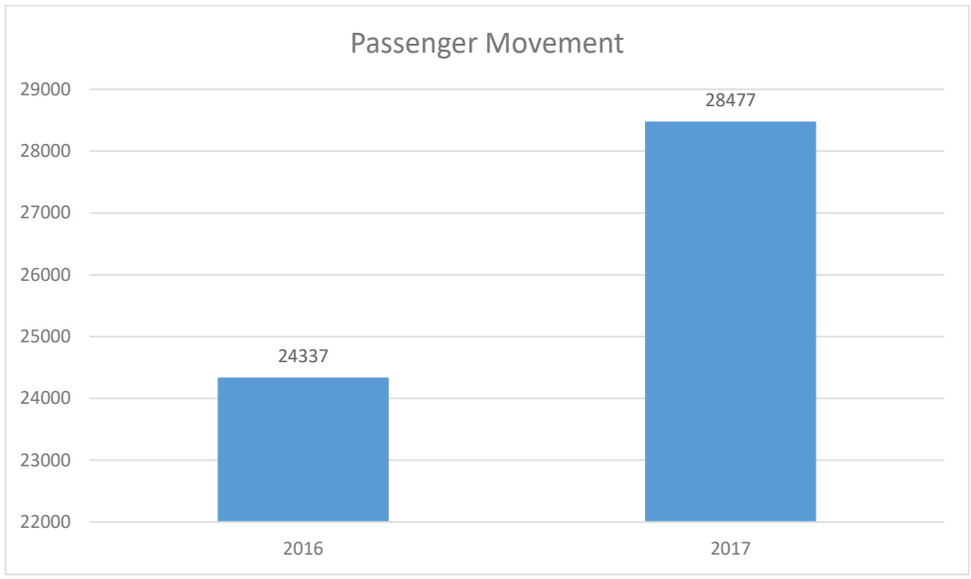


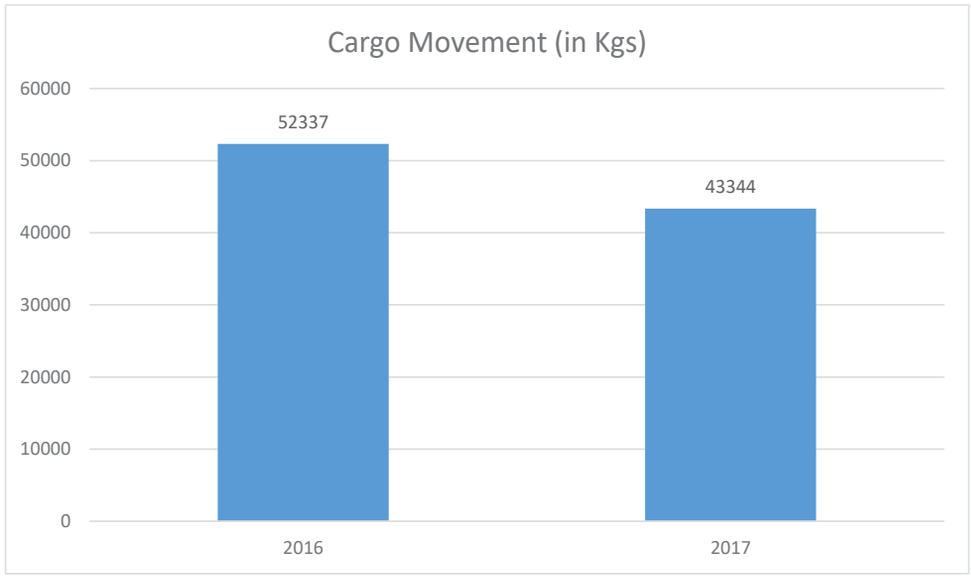




Tumlingtar Airport

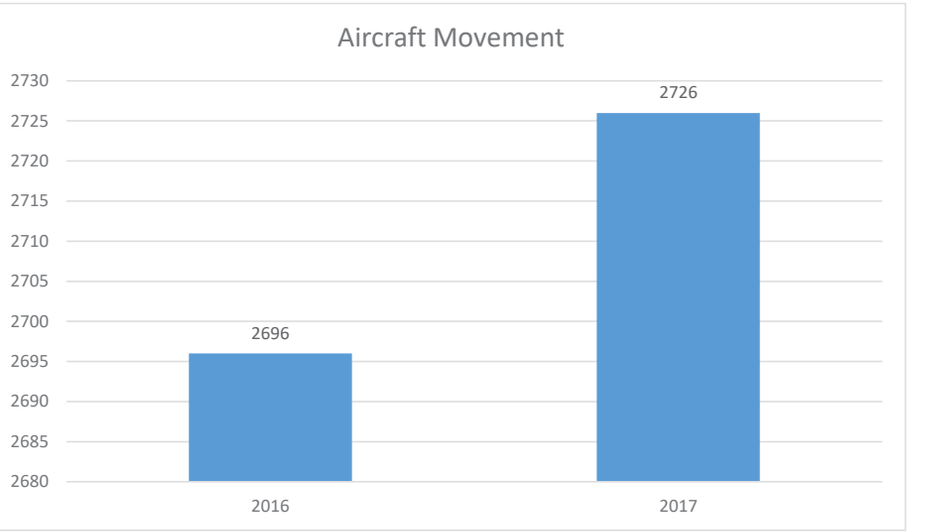


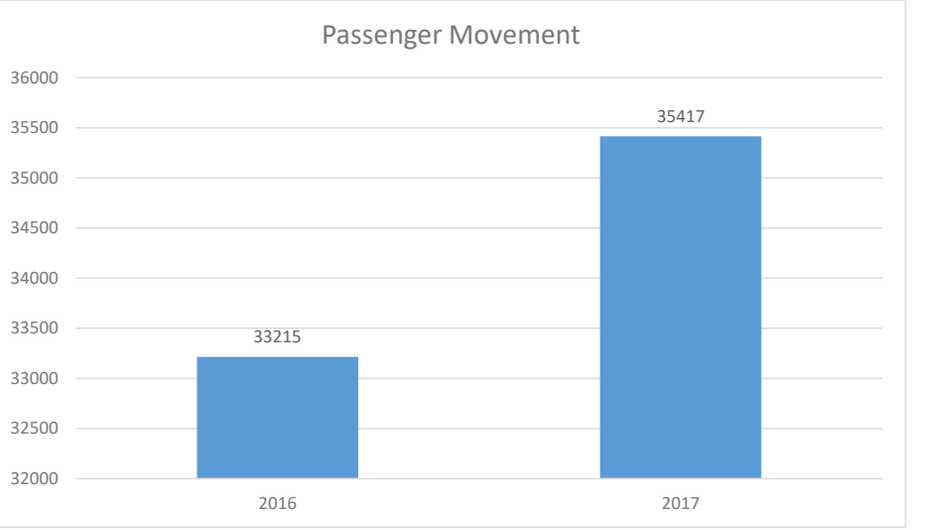


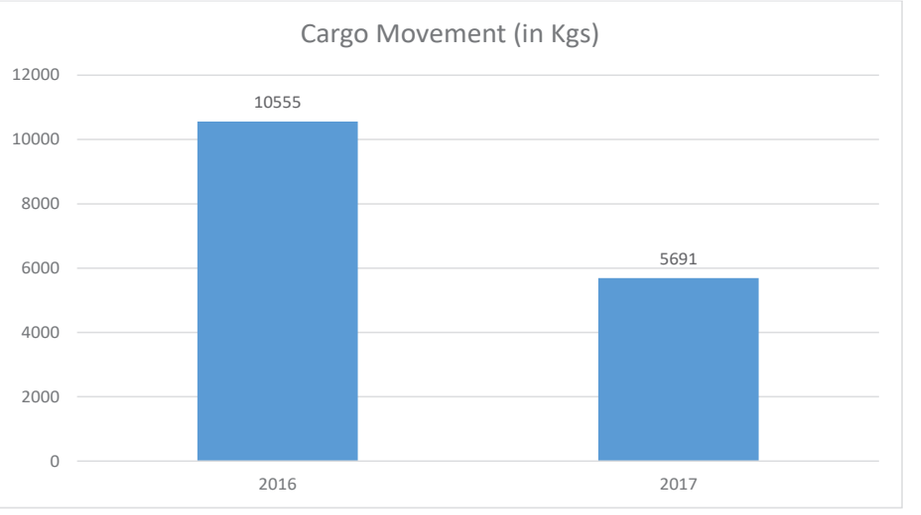


Regular Domestic Airports

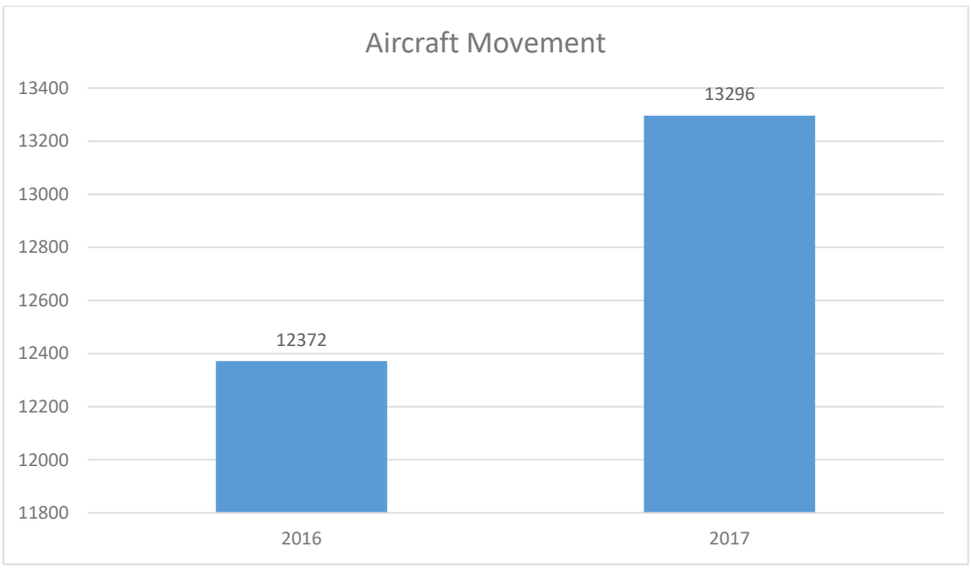
Jomsom Airport

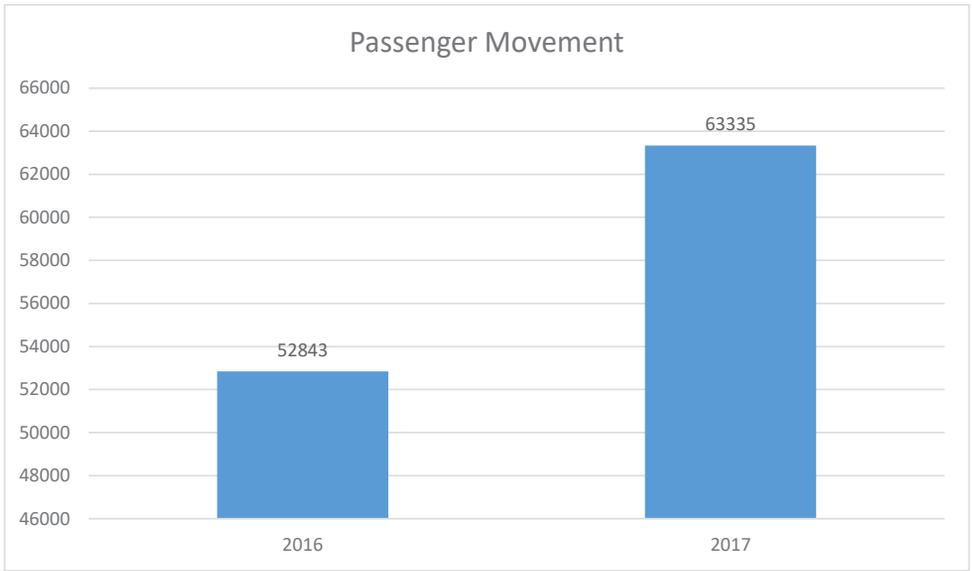


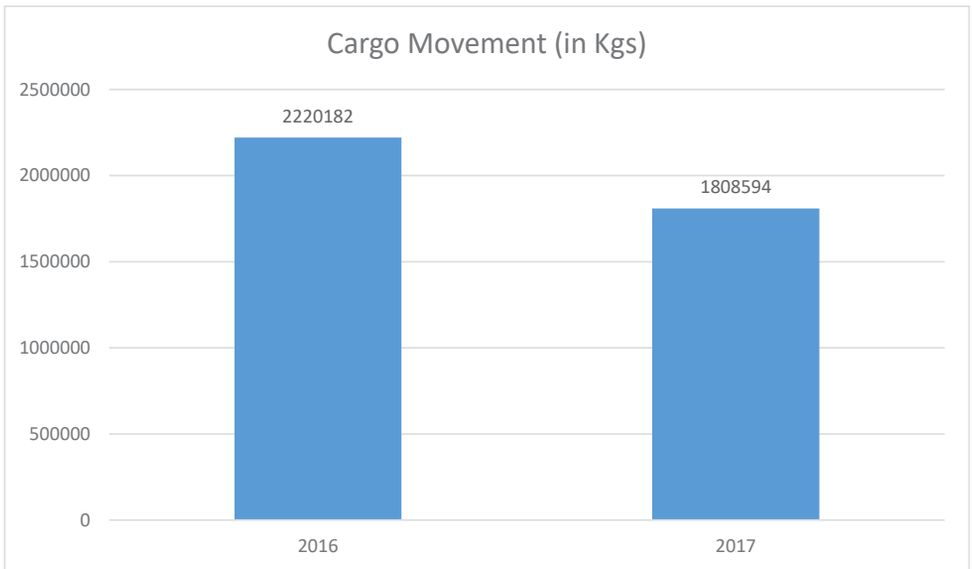




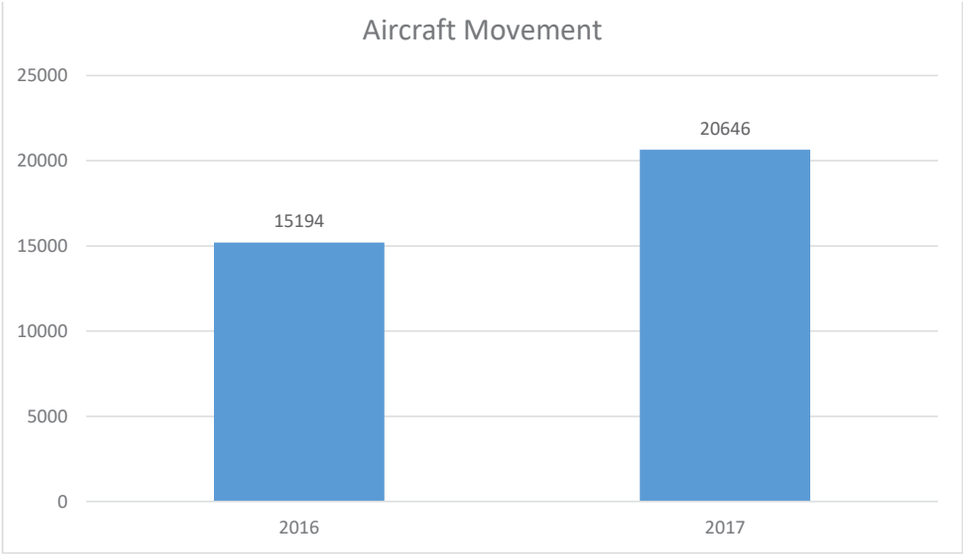
Simikot Airport

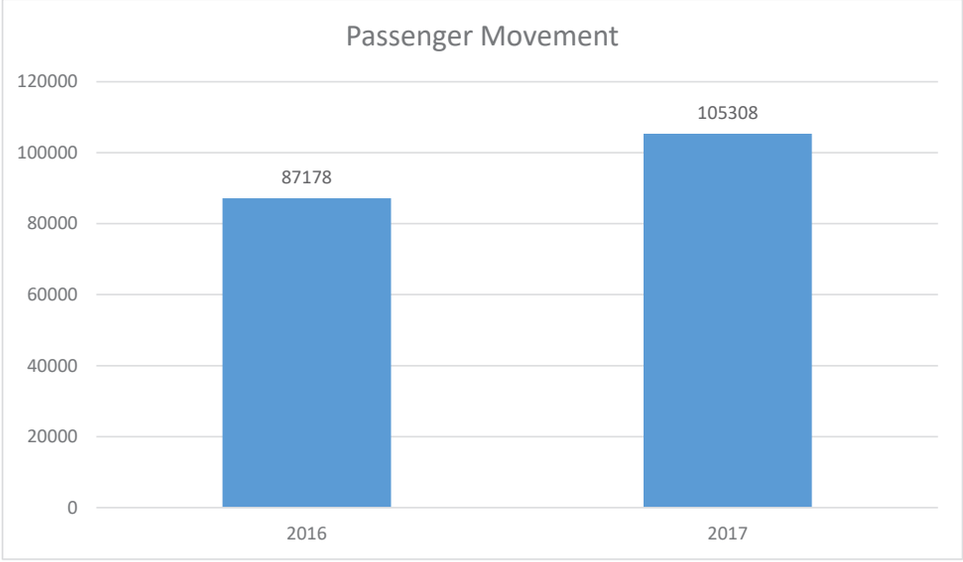


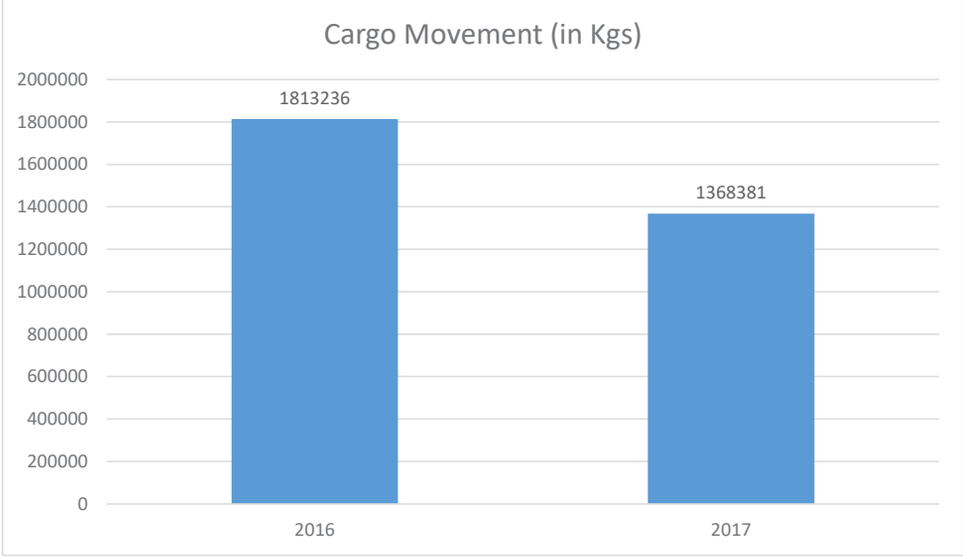




Tenzing Hillary (Lukla) Airport







Airport Development Projects

Air Transport Capacity Enhancement Project
ADB Loan No. 2581 NEP [SF] & Grant No. 0181 NEP [SF]

After the termination of the Contract ICB-01: Airside Infrastructure and Landside Terminal Improvement at TIA, Simikot and Rara Airports, the remaining works are prioritized and different packages are made. The following three prioritized National Competitive Bidding (NCB) packages are contracted out and work is started recently.

1. NCB-01: Runway Extension & Associated Works at TIA. Contract Agreement completed and contractor is in the phase of site mobilization.
2. Contractor: China Shanxi Construction Engineering (Group) Corp., CHINA

Major Scope of works:

- Runway extension towards south by 300 m
- Perimeter road towards extension area
- Access road to ITB
- Airfield lighting, drainage works

3. NCB-02: International Terminal Building Expansion, Reconfiguration and Associated Works at TIA. Contractor is mobilized to the site. Contractor: Sharma-Prera-Ashish JV

Major scope of works:

- Expansion of existing International Terminal Building (ITB) to include new gate lounge (departure gates), additional baggage claim area, arrival bus station and connection to the existing arrival immigration area.
- Construction of new substation P-2 and expansion of substation P-1
- Construction of new generator house and installation of 900 KVA Generator
- Construction of new ramp area and departure ramp road

4. NC**B-03: Utility Works at TIA.**

Contract Agreement completed and the contractor is preparing for the site mobilization.
Contractor: Ashish-Prera JV

Major Scope of works:

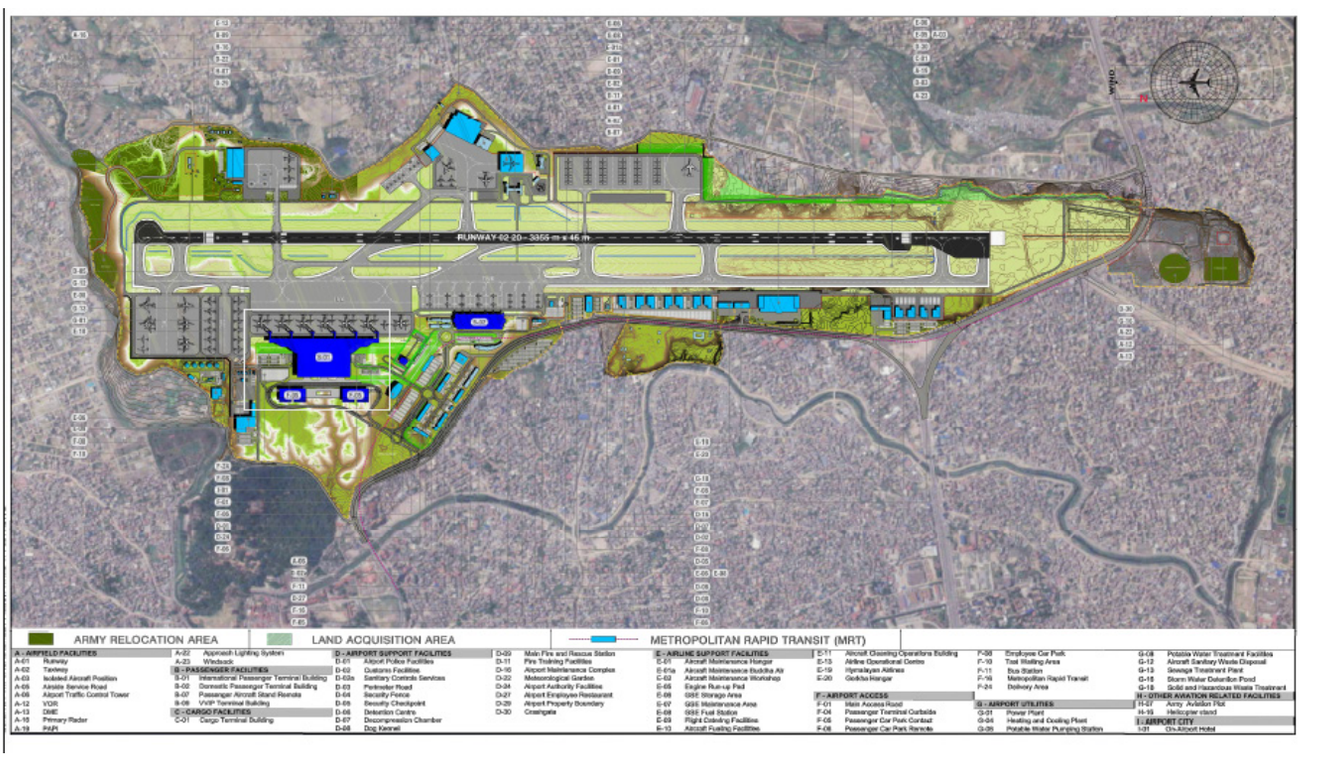
- New sewage treatment system and turnout of existing sewage lines from ITB to new sewage line
- New deep wells, water purification system and piping network
- Incinerator facilities with storage, landscaping.

Transport Project Preparatory Facility (TPPF-Air)
ADB Grant No. 0227 NEP [SF]

Major Works:

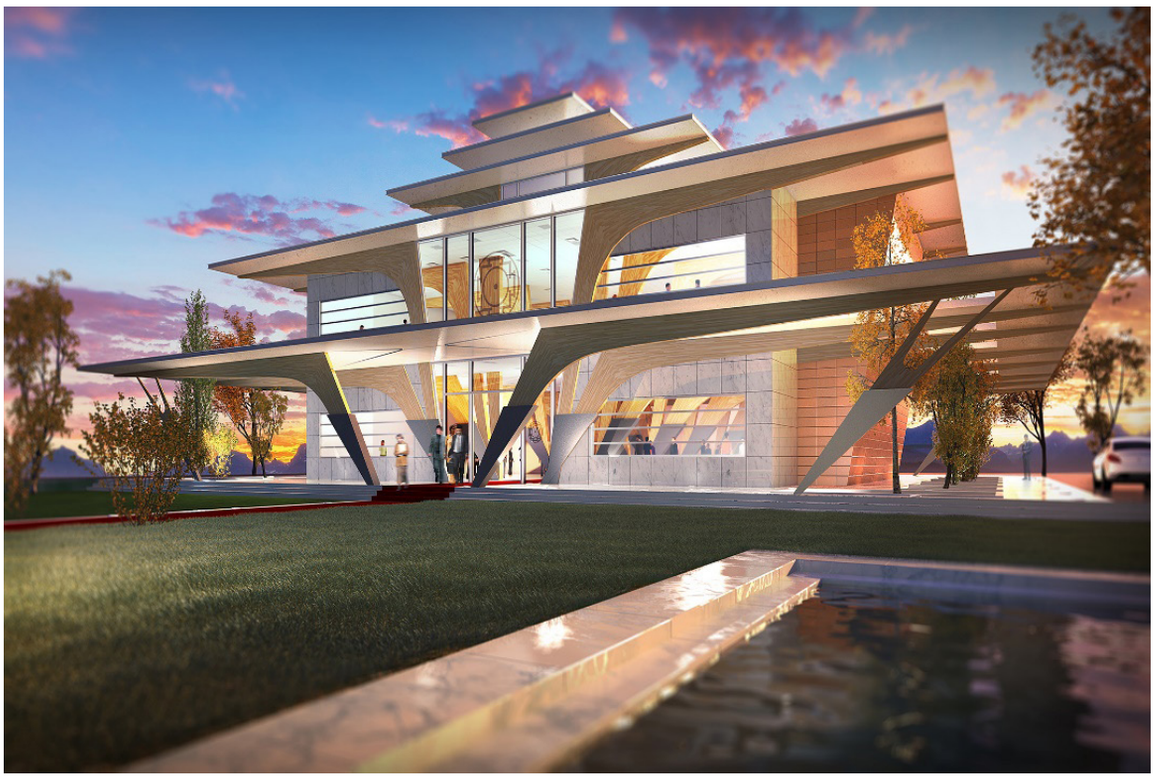
1. TIA Master Plan 2010-2028 Reviewed and preparation of ultimate Master Plan of TIA of completed.
2. According to the Ultimate Master Plan of TIA, the Detail Engineering Design of following infrastructure (future development) of TIA is completed.

- Parallel Taxiways System and side strip,
- New International Terminal Building (ITB),
- Reconfiguration of Existing ITB to Domestic Terminal Building (DTB)
- International Apron,
- Re-location of NAC Hangar,
- Re-Location of Nepal Army Infrastructure, Hangar and other Associated work,
- New VVIP Lounge,
- PPP study for the New ITB



Ultimate Master Plan of TIA

New International Terminal Building View



New VVIP Lounge

Gautam Buddha Regional International Airport

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

Contract Data:

- Contract No. CAAN/GAUC ICB-01/2013
- Contractor: Northwest Civil Aviation Airport Construction Group Ltd, PR China
- Original Contract Value: NRs. 6,225,120,227.91 (including VAT)
- Original Contract Period: 36 Months
- Commencement Date: January 1, 2015
- Completion Date: December 31, 2017, estimated and extension date 30th June, 2018

  Additional approximately 500 bighas of land acquisition process is ongoing and almost 400 billion has been compensated till date.

TIA Modernization Project

1. Installation and Testing of En route Mono-pulse Secondary Surveillance Radar (MSSR) System at Bhattedanda, Terminal MSSR System at TIA including Multi-sensor Surveillance Data Processor (MSDPS), Flight Data Processor (FDP) and Controller Working Position Equipment under the Grant Assistance of the Government of Japan have been completed.
2. A bi-lateral agreement has been done between the Government of Nepal and the Government of Japan for Improvement of Air Traffic Safety Facilities in Nepal (Under the assistance of JICA).

Project Components:

a. Localizer/ T-DME System at TIA
b. Localizer Maintenance Training Equipment
c. VOR/ DME System at Chandragadhi and Dhangadhi Airports
d. Emergency Power Generator
e. VOR/DME Test Rack
f. Radar Maintenance Training Equipment
g. Radar Controller Training Simulator
h. Runway Lighting System at Jumla, Jomsom, Simikot, Rara, Lukla
i. Flight Procedure Design System
j. Solar Electric Power Supply System at Jumla, Jomsom, Simikot, Rara and Lukla.

Pokhara Regional International Airport Project

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

a) The commercial contract agreement between CAAN and China CAMC Engineering Co. Ltd has been made to construct ICAO Category 4D airport in Pokhara in EPC (Engineering Procurement Construction) model. The total Project Cost is 215.965 Million USD.
b) Additional 521 ropanies of land acquisition including 35 houses have been compensated.
c) Environmental Impact Assessment report was approved by Ministry of Science, Technology and Environment.
d) Loan agreement between Government of Nepal and Government of China has been officially completed.
e) Subsidiary Loan Agreement between the Ministry of Finance and CAAN has been done.
f) Compensation for 58 ropanies of land required for Outer Peripheral Road have been started.
g) RFP (Technical + Financial) for EPC Design Review has been invited.
h) The physical construction work has been started in project site from 11th July 2017 and the project completion date is 10th July 2018.

Second International Airport Project

The site for SIAP is located at Gadhimai Municipality, Bara. The SIAP has two development proposals. The first is the ICAO standard international airport with runway, taxiway, terminal and apron including all the required transportation and communication facilities. The second proposal is airport city development with all the facilities of modern transportation, communication, water supply, drainage and provisions of hotel and residential facilities adjacent to international airport.

Project Status:

a) Co-ordinate Points established with reference to DGPS.
b) Border of Land established by Concrete Demarcation.
c) Land Acquisition work is ongoing. MOU has been signed between Nepal Army and CAAN to clear the forest, construct the perimeter road, access road and fencing in proposed site.
d) Correspondence has been done through Ministry of Culture, Tourism and Civil Aviation to Ministry of Forest for the permission of clearing land in order to proceed for Perimeter Road and Chain Link Fence.
e) The EIA is substantially completed and preparing to send it for final approval.
f) EOI for selection of Consultant is in process.
g) Bid Invitation has been published to commence work for the Prevention of Erosion by River and Construction of Temporary Site Office.

For additional information visit our website
https://www.caanepal.org.np

54th Conference of Directors General of Civil Aviation Asia and Pacific Regions

The 54th Conference of Directors General of Civil Aviation (DGCAs), Asia and Pacific Regions was hosted by Civil Aviation Authority of Mongolia organized at the capital city Ulaanbaatar from 5 to 11 August 2017. It was attended by 321 Delegates from 38 States/Administrations, and 12 International Organizations. ICAO Council Chairman Dr. Olumuyiwa Benard Aliu, Secretary General Dr. Fang Liu along with other high ranking officials of ICAO also participated in this Conference.

Nepal presented a discussion paper DP/3/40 'Provisions of Exemption in ICAO Documents Need to be Reviewed' regarding which the ICAO Secretariat informed the Conference that "ICAO Doc 9734 – Safety Oversight Manual, Part A" contained guidance on the provision of exemptions/exceptions. The Secretariat welcomed Nepal to provide feedback to the Secretariat on specific aspects which might require additional guidance.

Nepal, Australia and Papua New Guinea supported DP/1/4 'Performance-Based Regulation (PBR) in the Asia Pacific Region' presented by New Zealand. Nepal opined that there was still lack of sufficient guidance materials on PBR.

Nepal acknowledged and appreciated DP/6/18 'Sustaining Technical Assistance Efforts in APAC through ICAO APAC Combined Action Team (CAT) Programme ICAO' presented by ICAO APAC Office. Nepal expressed its sincere gratitude to TCB, ICAO APAC, ICAO ANB, COSCAP-SA for their continuous support in her efforts for resolving Significant Safety Concern identified by ICAO ICVM in July 2013 that also helped her reach an EI level above global average.

In her opening remarks, Secretary General of ICAO Dr. Fang Lieu expressed her pleasure to see Nepal successfully resolve their Significant Safety Concern. She added that this has been possible due to close coordination between Nepal CAA, the Regional Office, the COSCAP South Asia and the Safe funding for technical assistance from ICAO Headquarters".

In his keynote address, President of ICAO Council Dr. Olumuyiwa Benard Aliu reaffirmed ICAO commitment, in line with its 'No Country Left Behind' initiative, to continue to assist Member States in optimizing the incredible benefits of aviation by assuring that they have the tools and capacities they need to assure effective compliance with international standards. He appreciated the initiative of ICAO APAC Office for supporting this programme through the APAC Combined Action Team (CAT), which has been getting exemplary reviews thus far from many local States.

Nepal offered to host the 56th DGCA Conference in Kathmandu, Nepal in 2019 and it was accepted by the Conference.

54th Conference of Directors General of Civil Aviation Asia and Pacific Regions Action Items

LIST OF ACTION ITEMS ARISING FROM THE 54th CONFERENCE

Discussion Paper No.	Action Item	Description
Agenda Item 1 - Theme Topic		
DP/1/1, DP/1/4, DP/1/7 & DP/1/8	Action Item 54/1	**The Challenge of Managing Outcome Focused and Risk Based Regulations for Asia Pacific States.** Recognizing the need to adopt performance-based regulation and a risk-based approach in safety management to better address the safety challenges in the APAC Region, and the instrumental role ICAO plays in supporting States to effectively implement this approach, the Conference: a) Recommended ICAO to organise a regional workshop to promote the sharing of knowledge and best practices among States, so as to support implementation of Performance-based Regulations (PBR) to further enhance safety; b) Requested ICAO where appropriate to develop guidance material and tools to support a risk-based approach in safety management; c) Encouraged States/Administrations to put more resources and efforts to achieve the objectives outlined in the GASP, in particular the implementation of a State Safety Programme (SSP) and Safety Management System (SMS); d) Encouraged ICAO to prioritise the adoption of performance-based SARPs, where appropriate, such as in Annex 14; e) Encouraged ICAO to adopt a differentiated Effective Implementation (EI) target commensurate with States' level and complexity of aviation activities in the GASP 2020-2022; and f) Encouraged States/Administrations, as appropriate, to implement performance-based regulation to further enhance safety.

Agenda Item 3: Aviation Safety and Air Navigation		
DP/3/2	Action Item 54/2	**Quality and Timeliness of Aeronautical Information** Noting the ongoing issues of poor quality and timeliness of aeronautical information published in the AIP and AIP Supplements, the Conference urged States/Administrations to: a) implement the necessary legislative, regulatory, organizational and resource support for the critical safety and efficiency requirement for quality management and timeliness of aeronautical information; b) take stronger actions on the APANPIRG Conclusions relating to Aeronautical Information Services, as agreed by State representatives at APANPIRG meetings; and c) review their AIM transition plan and ensure that they have fully implemented AIRAC and quality management-related AIM transition steps.
DP/3/5	Action Item 54/3	**Proposed Global Strategy and Action Plan for the Improvement of Regional Safety Oversight Organizations (RSOOS) and the Establishment of a Global System for the Provision of Safety Oversight** Noting that insufficient safety oversight resources to meet the projected growth in aviation is a common problem for States/Administrations, the ICAO presented their proposed global strategy and action plan for the improvement of RSOOs and the establishment of a global system for the provision of safety oversight, the Conference urged States/Administrations to support the proposed global strategy to improve and strengthen existing RSOOs; and, States endorse the objectives for a global system for the provision of safety oversight, and are encouraged to participate in the study of a proposed Global Aviation Safety Oversight System (GASOS).
DP/3/7	Action Item 54/4	**Automation Interface between Flight Information Regions** Noting a number of impediments to the safety and efficiency of flights crossing of Flight Information Region (FIR) boundaries and that AIDC has been identified as one of the top ten priorities in the ICAO APAC Seamless ATM Plan, the Conference encouraged States/Administrations to expedite the implementation of AIDC between neighbouring FIRs and in doing so, may also take into consideration the information available in the CANSO publication on "*Automation Interface Between Flight Information Regions: Best Practice Guide for ANSPs"*.

DP/3/8	Action Item 54/5	**Managing Interference to Global Navigation Satellite System (GNSS)** Recognizing the continued growing importance of GNSS to current and advanced aviation applications and the safety of flight, and the impact of GNSS interference on the safety and efficiency of aircraft operations the Conference urged States/Administrations to: a) work proactively with their National Telecommunications Authorities to ensure robust detection, management and mitigation processes are in place to address GNSS interference; and b) ensure that ICAO guidance material is made available and well understood by relevant stakeholders.
DP/3/9	Action Item 54/6	**Initiatives to Promote Safe and Efficient Ground Handling Operations** Acknowledging IATA's efforts in developing industry standards and systems to promote and enhance the safety and efficiency of ground handling operations, the Conference requested States/Administrations and industry to take into account the recent work by ICAO on developing relevant guidance as well as IATA safety audits, or relevant industry standards and guidance.
DP/3/11	Action Item 54/7	**Implementation of Performance Based Communication and Surveillance (PBCS) in Asia Pacific** Noting the applicability date of ICAO SARPs and procedures for PBCS regional implementation date of not later than 29 March 2018, the Conference urged States/Administrations to: a) Respond to the ICAO APAC survey on PBCS (if they have not already done so); and b) Ensure they have an operational approval process for aircraft on their registry that will operate in PBCS airspace areas.
DP/3/12	Action Item 54/8	**Civil Aviation Regulatory Framework and Performance Based Regulations in Air Navigation** Noting the need for a standardized approach to the performance based safety oversight of the air navigation service providers in the APAC Region through the development of an ANS Safety Oversight Manual, the Conference: a) recommended that the RASG APAC to consider developing guidance material for an ANS oversight; and b) encouraged the APAC States/Administrations to participate in the development of the guidance material.

DP/3/24 & DP/3/44	Action Item 54/9	**Safety Oversight and Management of Unmanned aircraft operations** Noting the rapid changes in the Unmanned Aircraft System (UAS) industry as well as the need to meet the development of UAS and to coordinate safety oversight / management strategies and practices amongst States/Administrations, the Conference requested States/Administrations to: a) Actively participate in the ICAO Asia/Pacific Unmanned Aircraft Systems Task Force; and b) Participate in Remotely Piloted Aircraft Systems (RPAS) and Drone Enable Symposiums to be organized by ICAO in September 2017.
DP/3/23	Action Item 54/10	Recognizing the progress made by several States/Administrations in implementing cross border ATFM using the Distributed Multi-Nodal ATFM Network concept along with recent operational trials to regulate air traffic flow to balance demand and capacity and harmonized approach to implement cross-border ATFM in the region is in line with the vision of the Asia Pacific Seamless ATM Plan, the Conference encouraged States/Administrations: a) to participate in the Distributed Multi-Nodal ATFM Network project and commit the necessary resources to support cross-border ATFM operations; b) to participate actively in the ICAO Asia Pacific ATFM Steering Group with a view to contribute towards the harmonization of ATFM information exchange requirements and interface control document to support ATFM system-to-system communication; and c) developing ATFM implementation plans, to harmonize the processes in line with the ICAO Asia Pacific Regional Framework for Collaborative ATFM.
DP/3/25 & DP/3/37	Action Item 54/11	**Safety Management Measures** Noting the ongoing effort of States in respect of the implementation and effective oversight of Safety Management System (SMS), including the development of Safety Oversight Toolkit, the Conference requested: a) ICAO to organize training sessions and experience exchanges, and learn from the practical experiences and best practices adopted by other States/Administrations; and b) States to share experience and lessons in safety performance management, to enable ICAO to update the Safety Management website with the relevant information.

DP/3/42	Action Item 54/12	**Harmonization of Airport Collaborative Decision Making (A-CDM) Practices** Noting the experience of States/Administrations gained from the implementation of A-CDM and recognizing a collaborative approach in the implementation of A-CDM would lead to the optimization of airport operations which contributes towards achieving seamless ATM in the APAC Region, the Conference encouraged States/ Administrations to: a) work towards harmonization of A-CDM practices in APAC Region and to participate in the ICAO Asia/Pacific A-CDM/TF; and b) implement A-CDM taking into account the cross-border ATFM operations.
DP/3/49	Action Item 54/13	**Paving way for Interoperability of Air Traffic Management System (ATMS)** Noting the need for a risk-based approach throughout system development, testing/acceptance, system and operations transition, handling of teething issues of its safety-critical ATMS with good lessons learned, the Conference supported the initiative of States towards formation of an international Users' Group for ATMS to share operational and technical experience, and map out the future system development roadmap, which could be beneficial for the APAC Region in respect of development of the global roadmap and performance-based requirements of the ATMS.
Agenda Item 4: Economic Development of Air Transport		
DP/4/1	Action Item 54/14	**ICAO's work for Economic Development of Air Transport** The Conference acknowledged ICAO's work for economic development of air transport and encouraged States/ Administrations to: a) Apply and follow ICAO's policies and guidance in the air transport field in their regulatory practices, including the long-term vision for liberalization and core principles on consumer protection; b) Coordinate with ICAO in meeting States' needs of data, analysis and tools to promote air transport development in the region; and c) Contribute to the voluntary Air Transport Fund.
DP/4/7	Action Item 54/15	**Economic Benefits of Code-share, Co-Terminal and own –stopover rights.** Recognising the benefits of liberalising third party code-share, domestic code-share, co-terminal and own-stopover rights to all aviation stakeholders and to the States' economies, the Conference encouraged States to liberalise these rights as part of the wider liberalisation of market access.

Agenda Item 5: Aviation and Environment		
DP/5/1	Action Item 54/16	**International Civil Aviation and Environment** Acknowledging the recent developments within ICAO in the field of aviation and the environment, including the results of the 39th Session of the ICAO Assembly held from 27 September to 6 October 2016, the Conference encouraged States/Administrations to: a) develop, update and submit their action plans as soon as possible; b) promote the use of regional events as valuable opportunities to connect Member States in order to establish a regional dialogue on CORSIA and its implementation, as well as encourage States to voluntarily participate in CORSIA from its outset; and c) continue to inform the UNFCCC process of the work being undertaken by ICAO to address emissions from international civil aviation.
DP/5/3, DP/5/7 & DP/5/9	Action Item 54/17	**Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)** Recognizing the importance of Monitoring, Reporting and Verification (MRV) of CO_2 emissions from international aviation in order to ensure the steady implementation of CORSIA in line with the timeline as adopted at the 39th ICAO Assembly, the Conference encouraged States/ Administrations to: a) consider the steps and challenges in implementing the CORSIA; and b) conduct early engagement with key Government and aviation industry stakeholders.
DP/5/12	Action Item 54/18	**Use of Sustainable Alternative Fuels for International Aviation** Noting some of the considerations taken in the use of Sustainable Alternative Fuels for Aviation (SAF) in the CAAS-SIA [Civil Aviation Authority of Singapore (CAAS), in partnership with Singapore Airlines (SIA)] Green Package Flights, the Conference: a) Urged ICAO to consider including the key elements identified relating to regulatory requirements and procedures, dropped-in fuel certification, and life cycle emissions factor in ICAO's guidelines for SAF; and b) Encouraged States/Administrations to share their concerns and experiences in the development and deployment of SAF particularly at the ICAO Conference on Aviation and Alternative Fuels in October 2017.

Agenda Item 6: Technical and Regional Cooperation		
DP/6/9	Action Item 54/19	Recognising the collaboration among States as a successful tool in implementing Aeronautical Information Management (AIM) in order to achieve harmonized, safe, secure and green Asia Pacific Sky, the Conference: a) Urged States to ensure that the necessary organizational direction, support and resources are applied to the necessary strengthening States' AIS capability and the transition to AIM; and b) Noted the need for collaboration among APAC States in terms of AIM implementation.
DP/6/17	Action Item 54/20	Noting that the CRV, a cross-border cost-effective telecommunications network for APAC States, enables the Global Air Navigation Plan and Seamless ATM objectives and would mitigate a number of current deficiencies in ANS communications, the Conference urged APAC States/Administrations to: a) Note that common arrangements on cybersecurity and safety issues have been taken that will help ICAO Member States to meet their obligations while implementing CRV; and b) Set and monitor 2020 as the target for CRV implementation for all ASNP, to optimize each individual cost benefit analysis, and note that failing this, pessimistic assumptions might threaten the roll-out of CRV initiative.
DP/6/18	Action Item 54/21	Recognising a very successful methodology and assistance concept through the ongoing ICAO APAC CAT missions, there is a strong justification for the sustainment of the ICAO APAC CAT Mission programme to continue assistance to APAC States as part of the NCLB initiative, the Conference: a) Urged States to write directly to the ICAO APAC Regional Office to provide in-kind contributions by releasing SMEs for future planned CAT missions; b) Encouraged States who have received APAC CAT Mission assistance to consistently work on the guidance provided and implementation of the recommendations contained in the comprehensive mission reports and report the progress to the APAC Regional Office; c) Urged States, Organizations and Industry to make voluntary contributions to the ICAO SAFE Fund earmarked for the ICAO APAC Combined Action Team (CAT) programme to support its continued assistance activities to States; and d) Urged ICAO to continue APAC CAT assistance missions through 2019.

Agenda Item 7.1: Session on Air Navigation (AN) Safety and Efficiency issues		
	Action Item 54/22	**<u>Issue No. 1:</u> Civil/Military Cooperation: a key enabler for both civil and military entities in the development of a safe and efficient air transport system that effectively serves the nation** Given the urgent need for greater safety, efficiency and environmental performance in the busiest aviation region, the Conference urged States/Administrations to enhance civil/military cooperation efforts with: a) a whole-of government approach that recognises that supporting civil aviation was consistent with the military mission to defend the nation; b) an appropriate consultation with airspace users and neighbouring States as required; and c) support for civil/military seminars/workshops.
Agenda Item 7.2: Session on Aviation Safety issue		
	Action Item 54/23	**<u>Issue No. 2</u>: Runway Safety – Meeting the Challenges of Increasing Runway Excursions** Recognizing runway safety occurrences were the most frequent accident category in the APAC and noting that in the 2016 APAC Annual Safety Report, Runway Safety Category (RS), specifically, Runway Excursion (RE), was identified as one of the top accident categories from 2006 – 2016, the Conference urged States/Administrations to: a) establish runway safety programme; b) ensure the establishment and effectiveness of a Runway Safety Team (RST) at every International Airport in the region; and c) report the progress of constitution of RST and its functioning at all their International airports to the 55th DGCA Conference.
Agenda Item 7.3: Session on Aviation Security & Facilitation (AS&FL) issues		
	Action Item 54/24	**Issue No. 3: Resolution of Aviation Security Deficiencies** Noting that CE 8 – Resolution of Security Concerns of States' Aviation Security Oversight System is often the Critical Element with the lowest level of effective implementation as demonstrated through the results of ICAO USAP audits, the Conference recommended States/Administrations to : a) recognise the importance of comprehensive legislative foundation to ensure effectiveness of the appropriate authority for aviation security and adequate graded enforcement mechanisms to ensure compliance with

		national policies; b) ensure the establishment of the designated national appropriate authority for aviation security with sufficient resources and legal authority to enforce compliance with national requirements and implement enforcement mechanisms as required; and c) ensure that aviation security deficiencies identified through quality control activities are actively managed and tracked through the regulatory oversight system through development of software or database to record and monitor quality control activities and deficiencies identified together with corrective action plans.
Agenda Item 9: Other Business		
DP/9c/3	Action Item 54/25	**Asia Pacific Civil Aviation Commission (APCAC) Feasibility Study – Progress Report** Noting that APCAC Taskforce has determined that there was insufficient basis to establish an Asia Pacific Civil Aviation Commission (APCAC), the Conference: a) Agreed to conclude the APCAC feasibility study and establish a new Taskforce to focus exclusively on strengthening and evolving existing regional mechanism for regional cooperation, towards capability and capacity building and technical assistance; and b) Encourage States/Administrations to participate in the new Taskforce.
	Action Item 54/26	**Draft Declaration of Civil Aviation Ministers' Conference** The Conference agreed to presenting the draft Ministerial declaration for consideration at the Ministerial Conference to be held in early 2018.
DP/9c/2	Action Item 54/27	Acknowledging the benefit of participation by the President of ICAO Council, ICAO Secretary General, ICAO Council Representatives from the Region and Directors of ICAO Bureaus at the 54th DGCA Conference, the Conference urged for the participation in future Conferences by ICAO Air Navigation Commissioners and Council Members from APAC Region in addition to Senior Officials from ICAO.

ICAO and Nepal drive Multilateral Assistance effort to resolve Aviation Safety Concerns

Tribhuvan International Airport in Kathmandu. The country's beautiful but rugged terrain makes the safety of air operations more challenging than in other areas of the world, a situation which was further exacerbated by the recent earthquakes which had impacts on local infrastructure. The aircraft operations SSC which was rectified through the latest ICAO assistance project in cooperation with Nepal, was originally identified during a 2013 ICAO Universal Safety Oversight Audit Programme (USOAP) mission.

Montréal, 25 August 2017 – ICAO and Nepal have successfully partnered on resolving a Significant Safety Concern (SSC) in the Asia-Pacific State last month, following a comprehensive multilateral assistance effort coordinated under the UN agency's No Country Left Behind initiative.

The aircraft operations SSC rectified through this cooperation was originally identified during a 2013 ICAO Universal Safety Oversight Audit Programme (USOAP) mission. Nepal was prioritized for technical assistance by the ICAO Aviation Safety Implementation Assistance Partnership in 2015.

"By resolving this matter through coordinated capacity building, and with support from donor States and international organizations, ICAO and Nepal have helped to further improve the safety of Nepal's operations," remarked ICAO Council President Dr. Olumuyiwa Benard Aliu. "Our work under No Country Left Behind is specifically carried out so that States get the assistance and capacity building they need to achieve and benefit from ICAO-compliant global connectivity."

The ICAO technical assistance project, launched in 2016, was implemented through a pre-agreed plan developed in conjunction with Nepal. Funding for the assistance programme was also collaborative, with local contributions being augmented by the ICAO Safety Fund (SAFE).

Nepal was also continuously supported throughout these recent efforts by the ICAO Cooperative Development of Operational Safety and Continuing Airworthiness Programme – South Asia (COSCAP-SA). The efforts of Nepal were further boosted by several visits by concerned technical experts from ICAO's Regional Office in Bangkok, in addition to assistance provided by a team of experts under an ICAO Combined Action Team (CAT) mission to Nepal in 2016.

"We recognize and greatly appreciate the States and organizations which contribute resources to these efforts, whether directly or through their contributions to SAFE, and which collaborate so helpfully with us on improving civil aviation safety and other goals," stressed ICAO Secretary General Dr. Fang Liu. "By driving progress on ICAO's Strategic Objectives through cost-effective collaboration, we are helping States to benefit from safe, secure and efficient air transport services, which in turn provides important support for the United Nations' Agenda 2030 and its ambitious Sustainable Development Goals," she added.

ICAO's No Country Left Behind initiative was launched in 2014 in aid of more effectively implemented ICAO civil aviation standards in the agency's 191 Member States. It is presently driving a range of collaborative assistance and capacity-building initiatives in all ICAO Regions.

6th International Cooperation Forum of EASA

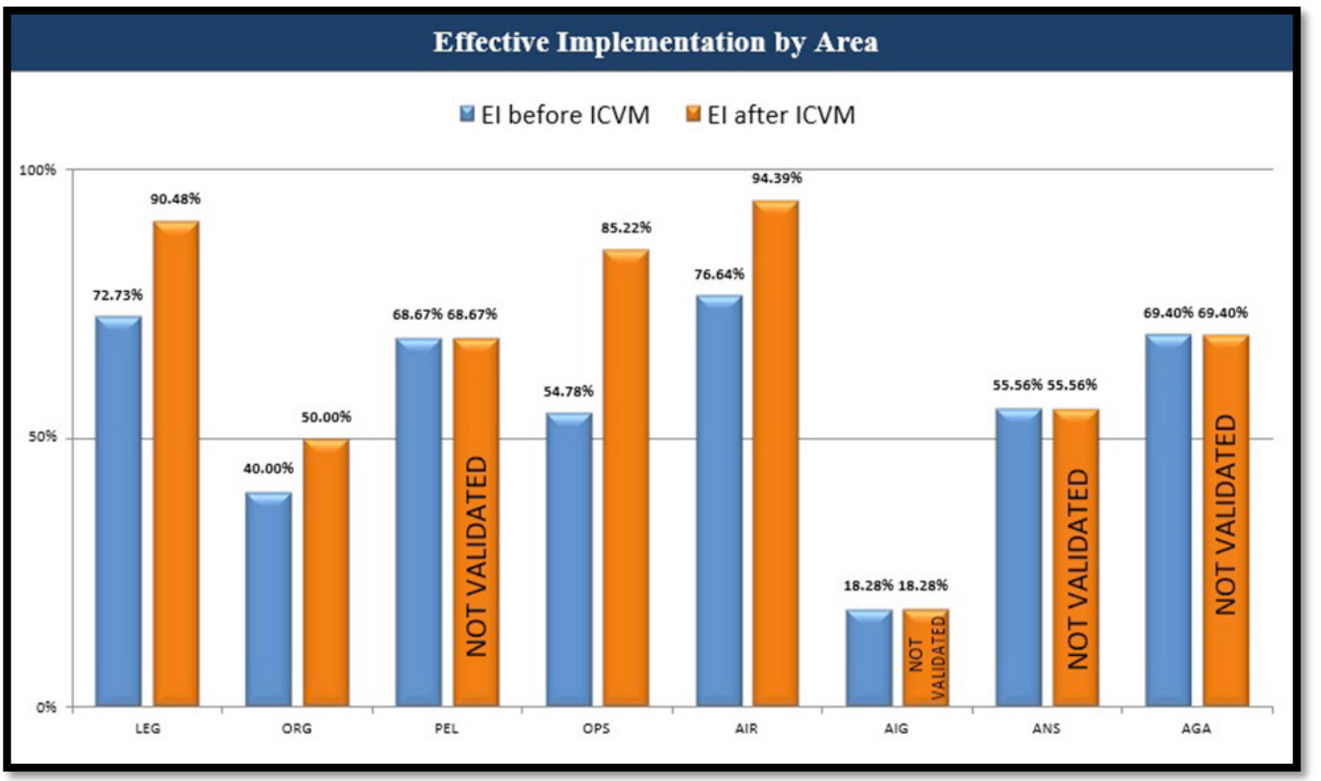
A two Membered Nepalese Delegation led by Director General of CAAN Participated in 6th International Cooperation Forum (ICF6) of European Aviation Safety Agency (EASA) organized at Cologne, Germany in 19-20 October 2017. The Director General of CAAN was also invited to participate in the panel and to make presentation on the ' Efficient use of Technical Cooperation'.

Nepal made a presentation stating the need of technical cooperation among the States due to resource constraints in developing nations. Nepal outlined some of the driving forces behind technical and regional cooperation, namely the common goal of aviation safety in the face of air traffic growth and resource constraints. Capacity development activities experienced by Nepal include the harmonisation of regulations and training of personnel to enhance their safety oversight. Effective technical assistance should follow a needs assessment looking at the state's capabilities and gaps, actual requirements, stakeholders implicated and schedule expected. He highlighted the need of efficient use of technical cooperation among States for strengthening safety oversight capability. He also shared the experience of Nepal regarding the ICVM conducted in July 2017 in which Nepal was able to alleviate the SSC identified in July 2013. He expressed that after the efficient use of technical assistance Nepal achieved from ICAO and EASA, Nepal's EI level is now above the global average. During the 'side meeting with EASA and the representatives of EU Member States, the latest update of Nepal on safety issues was presented.

EU, through its Technical Cooperation Project, is supporting South Asian States in harmonizing airworthiness regulation under SARI Project of EASA. EASA has also supported to train technical personnel of CAAs and airline industry of South Asian States through various courses, workshops and seminars. EASA has launched a four-year EU South Asia Aviation Partnership Project (APP) to help South Asian nations enhance their safety oversight capability.

Resolution of Significant Safety Concerns

International Civil Aviation Organization (ICAO) has resolved the Significant Safety Concerns (SSC) issued to Nepal in the area of aircraft certification process during ICAO Coordinated Validation Mission (ICVM) carried out in July 2013. A two-member auditor team of ICAO had conducted its ICVM audit of Civil Aviation Authority of Nepal (CAAN) from 4 to 11 July 2017. The team had audited Nepal's compliances in four audit areas out of eight i.e. Legislation (LEG), Organization (ORG), Operations (OPS) and Airworthiness (AIG) to evaluate the progress to address the safety deficiencies, including SSC identified in aircraft certification process. The mission also visited two international operators i.e. Nepal Airlines and Himalaya Airlines to verify the aviation safety oversight capability of CAAN. ICAO has also identified Nepal's overall Effective Implementation (EI) of ICAO safety standards and associated guidance as 66.08 percent against the global safety benchmark of 60 percent. ICAO identified an SSC in July 2013 pertaining to the certification process for the issuance of air operator certificates.



Nepal and France signed MoU on Technical Cooperation Programme

Nepal and France signed a Memorandum of Understanding (MoU) on bilateral Technical Cooperation Programme. Director General of Civil Aviation Authority of Nepal (CAAN) Sanjiv Gautam and Director of International Cooperation of Direction Générale de l'aviation Civile (DGAC) of France Betrand De-Lacombe signed the MoU on behalf of their respective organization. The MoU was signed at a ceremony organized at the CAAN Head Office on 14th September 2017. This Cooperation Programme is aimed at boosting bilateral cooperation in the emerging fields of civil aviation. The MoU has been signed following the approvals from the governments of both the countries, and would be active for a term of four years.

As per the MoU, both the sides will cooperate through manifold actions such as exchanging information concerning the techniques used to reach the objectives; sending French experts or instructors to Nepal for training missions; and receiving experts, or instructors of Nepal, in France for the same.

Nepal had also signed an agreement on technical cooperation with International Civil Aviation Organization (ICAO) in April 2015. Continuation of the same kind of technical cooperation with France for providing experts support in the field of flight operations and airworthiness will help Nepal to improve its aviation sector.

Installation and Flight Inspection of Two New Radars

The Civil Aviation Authority of Nepal (CAAN) under the TIA modernization Project (TIAMP) has recently completed the Flight Inspection of two newly installed MSSR Mode-S (Monopulse Secondary Surveillance) Radar systems. One of these Radar has been installed in Tribhuvan International Airport for Terminal Surveillance upto 200NM and another one on top of Bhattedada in Lalitpur District for En-route Surveillance which covers up to 250 NM.

A Minutes of Agreement (MOU) was signed between Civil Aviation Authority of Nepal (CAAN) and the US Federal Aviation Administration (FAA) to check these radar systems. The FAA Flight Inspection Aircraft came to Nepal on November17 and flew more than 20 hours for the calibration of these Radars and departed on 21 November 2017 after the completion of their mission.

The installation of this radar system was started in 2013 and despite of major earth quake in Nepal it was completed in July 2016 after four years of intensive work.

The one- billion rupees project was mainly funded by Japan International Cooperation Agency (JICA) and was co-funded by Civil Aviation Authority of Nepal.

Search and Rescue Exercise (SAREX) 2017

Search and Rescue Exercise (SAREX) 2017 was conducted to ensure an effective, efficient and reliable search and rescue services within Nepal. The program was organized by TIA CAO from 25 June to 14 July 2017 that involved different government and non-government agencies and officials from army, police, airlines, civil aviation and ministries. SAREX was based on a fictitious aircraft crash which required the activation of Kathmandu Rescue Coordination Center (RCC) and all other organizations associated with Search And Rescue (SAR) operation and management to search, locate, and rescue the 'survivors from the distress aircraft'. The main objective of the exercise was to text the RCC and Search and Rescue Unit (SRU) management team's ability to manage search of missing aircraft and its occupants and to discuss and resolve issues, problems, challenges of SAR services in the light of Nepal's topographical constraints. SAREX 2017 was organized for the first time in Nepal since the inception of Civil Aviation in 1951. 96 personnel from different background have been trained in SAREX.

Aircraft Search and Rescue Regulation 2074 (endorsed by Ministry of Culture Tourism and Civil Aviation (MoCTCA) and published in Nepal Gazette) has stand the legal foundation to conduct Aircraft Search and Rescue Operation within Kathmandu Flight Information Region (FIR).

Get Airports Ready for Disaster (GARD) Workshop Organized

A four-day Get Airports Ready for Disaster (GARD) workshop was organized jointly by Nepal Government, Civil Aviation Authority of Nepal (CAAN), United Nations Development Programme and Deutsche Post DHL Group from 20th to 23rd February 2017. Ministry of Foreign Affairs, CAAN, Nepal Army, Armed Police Force, Nepal Police, Airlines, World Food Programme, TIA Custom and Immigration staff had participated in the programme. Participants presented the details of their on-site assessments conducted at the Tribhuvan International Airport and Nepalgunj Airport, corresponding to four components: Air & Ground Operations, Passengers, Cargo and Facilities.

The final presentations touched upon critical issues that had been observed during the airport evaluations, issues that were bound to become even more critical in case of a crisis like the 2015 earthquake, when the airports would experience a massive surge in incoming/ outgoing flights, as well

as increased flow of passengers, humanitarian responders and relief materials. The groups were able to put forth a range of solutions on these issues, and discussed ways to implement what they had learned over the course of the workshop so as to bring about more clarity and effectiveness in airports' disaster response plans.

CAA On Site Re-assessment

CAA On Site Re-assessment program completed by ICAO expert team from 11 to 14 December, 2017. The main focus of onsite re-assessment was to further improvise examination process, separate Training Procedure Manual (TPM) for all faculties/Division, upgrading of recourses such as Equipments, simulators and training materials for produce skilled manpower. CAA has to be made a corrective action planned to enhance the capacities of Instructors/staffs who direct involved in various training program. An opportunity has to also be provided especially ICAO training program for instructors to make standardize training.

CAA On Site Re-assessment by ICAO Expert Team

Emergency Plan Exercises Conducted at TIA

Airport emergency plan exercises are standard practices and are sanctioned by the International Civil Aviation Organization (ICAO) and TIA, Airport Emergency Plan. Their main purpose is to train involved agencies to save human lives in the event of an aircraft incident/accident occurs on or in the vicinity of the airport.

The Management of TIA Civil Aviation office conducted Alert-1 (Aircraft Accident on Airport) & Alert-3 Full scale Emergency exercise (on Airborne Aircraft) on Jun 23rd, 2017 at 16:00 P.M (local time). A full scale emergency exercise was done cooperating with the numerous agencies like Nepal Army, Nepal Police, City Fire, Medical agencies and other mutual aid agencies. The purpose of the exercise is to assess the level of participation and strengthening command, control and coordination among the various agencies and professionals participating during different airport emergencies.

Nepal's Participation in ICAO Symposiums

International Civil Aviation Organization (ICAO) had recently organizedtwo important events i.e. ***Safety and Air Navigation Implementation Symposium (SANIS/1)***,and ***Second Global Air Navigation Industry Symposium (GANIS/2)*** in Montreal, Canada, on 11-15 December 2017. A delegation led by the Director General of Civil Aviation Authority of Nepal had participated in both of the Symposiums.

Mr. SanjivGautam, Director General of Civil Aviation Authority of Nepal was invited specially by ICAO to participate in the SANIS/1 as a Speaker and Moderator of the Symposium, in a Panel Global Aviation Safety Plan Implementation Regional and States Level.

The primary objectives of the SANIS/1 Symposium were :

1. to showcase the Safety and Air Navigation implementation strategies with GASP and GANP as a driver for performance improvements and promote collaboration amongst all stakeholders through a decision-making method; and

2. to support implementation of meaningful operational improvements by exchanging information for the improvement of safety, capacity and efficiency through a Global PIRG/RASG Forum.

During his presentation in Symposium Mr. Gautamhad described how Nepal was able to achieve the Global Aviation Safety Plan near term objectives i.e. 60% of Effective Implementation of safety-relevant ICAO Standards and Recommended Practices (SARPs),and resolutionof safety concerns through the cooperation of ICAO, EU and collaborating regional cooperation. He expressed his views and experienceto the participants of the Symposium thatthe cooperation must be result oriented with state capability to utilize the assistance along with commitment from the States. Mr. Gautam

further stressed that the most important part is to sustain the objective achieved till now,withmutual cooperation and sustainable development of aviation in global as well as regional level.

Similarly, the primary objectives of the GANIS/2 were:

1. to address together future challenges by synchronizing views and refining concepts to attend the expectations of the aviation community; and

2. to facilitate exchanges amongst stakeholders.

The President of the ICAO Council and the Secretary General of ICAO had delivered opening remarks in the GANIS/2 and the SANIS/1 Symposiumsrespectively. All together 735 delegates from the Contracting States of ICAO and different Organizationsrelating to the international civil aviation had participated in the Symposiums.Both of the events were very fruitful for aviation industries and regulating authorities.