

### 3. Low Level Holding Areas (Tribhuvan International Airport)

3.1. The holding areas for procedural traffic landing at Tribhuvan International Airport depend on the runway in use at Tribhuvan International Airport and are as follows:

- a) RWY 02/20 --- GURAS holding area – lower / upper limits 11500/13500 ft.
- b) RWY 02/20 --- IGRIS holding area-- lower / upper limits 10500/13500 ft.
- c) RWY 02/20 --- DARKE holding area-- lower / upper limits 10500/13500 ft.

3.2. Details of these holding areas are given in sub-section ENR 3.6. They are also shown in charts VNKT AD 2 – 49.

### 4. High Level Holding Areas (Tribhuvan International Airport)

4.1. High Level Holding Areas are also established at GURAS and Kathmandu VOR (KTM). The lower/upper limits are FL150/FL190 respectively. Details of these areas are given in sub section ENR 3.6. They are also shown in charts VNKT AD 2 – 49. The GURAS and KTM holding shall not be used simultaneously at same level.

### 5. Holding Speeds

5.1. The maximum holding speed for all holding areas at Kathmandu is 230 Kts.

5.2. During condition of turbulence, pilots may request clearance to hold at higher speeds for both high and low level holding areas.

### 6. Standard Instrument Departure (SID) and Standard Instrument Arrival (STAR)

Pilots departing from and landing at Tribhuvan International Airport should refer to the procedures in charts VNKT AD 2-27 to VNKT AD 2-35.

### 7. Arriving flights

7.1. IFR flights entering and landing within a terminal control area/ CTR will be cleared to a specified holding point and instructed to contact approach/ aerodrome control at a specified time, level or position. The terms of this clearance shall be adhered to until further instructions received from approach/ aerodrome control. If the clearance limit is reached before further instructions have been received, holding procedure shall be carried out at the level last authorized.

7.2. Entry to the holding patterns and procedures shall be carried out as precisely as possible. Pilots are advised to inform ATC for any deviation.

7.3. Pilots making instrument approaches at controlled aerodromes shall refer to the procedures in the instrument approach charts. (Reference VNKT AD 2-36 to VNKT AD 2-38)

7.4. In TIA, arriving VFR aircraft shall be required either to enter and remain within TMA at appropriate level till control zone boundary for further descent below 7500' AMSL or to fly well clear of TMA and enter control zone at a level below 7500' AMSL. Aircraft making VOR/DME Approach must include level while reporting position (Radial/DME). In case the