



Govt. Reg. No.: 83288/067/068

Saurya Airlines Pvt. Ltd.

You are in good hands...



Aircraft Weighing Report

A/C Reg. No: 9N-AME

MSN: 7772

A/C Type: CRJ-200 / CL600-2B19

Last Weighing Date: 17.08.2021

Aircraft Basic Empty Weight	13981.5 Kg
Aircraft CG (X-Arm)	13.461 m
Aircraft CG (% MAC)	36.381 % MAC

Authorized Signature:

Name: BN Jha

Position: CA Manager

Date: 17 August 2021

Note: Copy of Aircraft Technical Log & weighing report is enclosed.

Aircraft Weighing Report

AIRCRAFT REGISTRATION	AIRCRAFT MSN	AIRCRAFT TYPE	AIRCRAFT WEIGHING DATE
9N-AME	7772	BOMBARDIER CRJ 200	17-Aug-21
WEIGHING ON	WEIGHING MACHINE P/N	WEIGHING MACHINE S/N	CALIBRATION DUE
JACKS, LOAD CELL	DLI-0000P-6	I4033	27-Jan-22

1st Weighing Readings


IDENTIFICATION OF VALUE	COLOR / CHANNEL	VALUE (in pounds)	Value (in Kgs)
NLG	1	N/A	517
LH MLG	2	N/A	6757
RH MLG	3	N/A	6712

2nd Weighing Readings

IDENTIFICATION OF VALUE	COLOR / CHANNEL	VALUE (in pounds)	Value (in Kgs)
NLG	1	N/A	515
LH MLG	2	N/A	6755
RH MLG	3	N/A	6707

Average Weighing Data

IDENTIFICATION OF VALUE	1st Reading	2nd Reading	Average Value
NLG	517	515	516
LH MLG	6757	6755	6756
RH MLG	6712	6707	6709.5

Name / Signature	Authorization No. / Stamp	Category	Date / Time / Place
BNJHA/ ROR		Br	17082021/07:00/ KTM

Aircraft Weighing Report

AIRCRAFT REGISTRATION	AIRCRAFT MSN	AIRCRAFT TYPE	AIRCRAFT WEIGHING DATE
9N-AME	7772	BOMBARDIER CRJ 200	17-Aug-21
WEIGHING ON	WEIGHING MACHINE P/N	WEIGHING MACHINE S/N	CALIBRATION DUE
JACKS, LOAD CELL	DLI-0000P-6	I4033	27-Jan-22
IDENTIFICATION OF VALUE	HOW VALUE IS FOUND	FORMULA TO USE	RESULT
R1	AVERAGE READING	-	516
R (LEFT)	AVERAGE READING	-	6756
R (RIGHT)	AVERAGE READING	-	6709.5
R2	Calculate	$R (LEFT) + R (RIGHT)$	13465.5
L	Calculate	$R2 / 2$	6732.75
W	Calculate	$R1 + R2$	13981.5
W (CORRECTED)	CORRECTION	0	13981.5
AIRCRAFT CG (XARM) IN METERS	Calculate	$[(3.81 \times R1) + (13.825 \times R2) + 78.3] / W$	13.461
AIRCRAFT CG (%MAC)	Calculate	$[(XARM - 12.542) / 2.526] \times 100$	36.381

ZERO
REFERENCE
DATUM

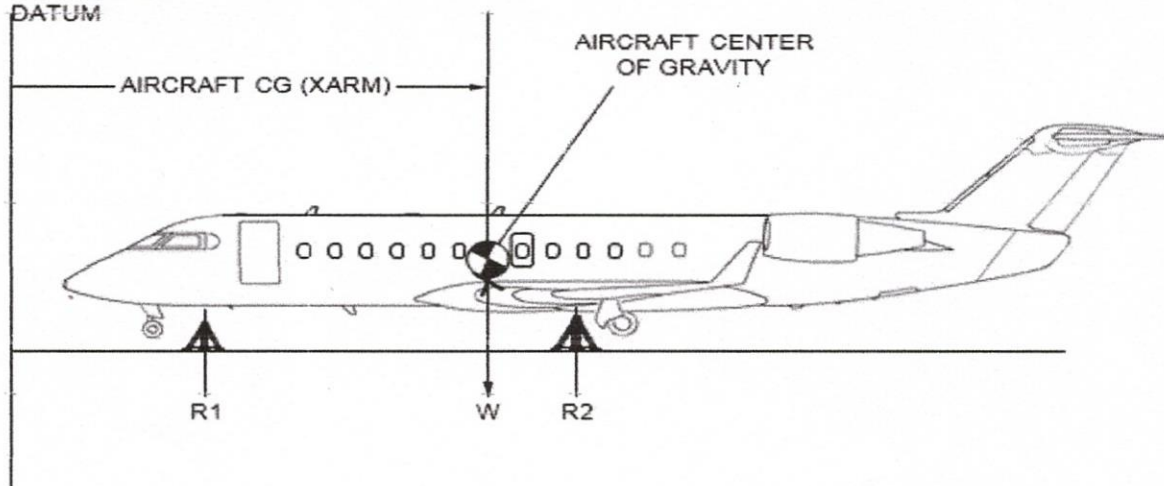



Figure: Aircraft Weighed on Jacks

Name / Signature	Authorization No. / Stamp	Category	Date / Time / Place
BNJA / <i>Qutha</i>		B1	17 08:20Z / 0700 RTM

[illegible]

LOAD & TRIM SHEET CRJ200LR

[illegible]



SAURYA AIRLINES
OPERATIONAL FLIGHT PLAN
OPERATIONS DEPARTMENT

FLT. NO.: SAU- <u>FER</u>	ACFT./REGN.: CRJ2/9N- <u>AME</u>	DATE: <u>24/07/2024</u>
SECTOR: <u>VNKT-VNPR</u>	ALTN 1: <u>VNKT</u>	ALTN 2: <u>VNKT</u>
P1: <u>MA. CHAKRA</u>	CC1: <u>1-1</u>	STD: <u>10:15</u>
P2: <u>S. KATUNAL</u>	CC2: <u>-</u>	SFT/CHK:
ROUTE: KTM-W41-PKR		

AIRPORT	ELEVATION (FT)	RWY DIRECTION	RWY LENGTH (FT)	RWY SURFACE
VNKT	4930	02/20	10000	PAVED
VNPR	2607	12/30	8020	PAVED

RUNWAY	RWY CONDITION	FLAPS	V1/VR/V2	%MAC	ENG ANTI-ICE	BLEEDS
<u>02</u>	DRY <input checked="" type="checkbox"/> / WET	<u>20</u>	<u>141/181/25</u>	<u>20%</u>	ON / OFF	ON / OFF

LEGS	TRACK	MSA (FT)	ALTITUDE (ALT)	DISTANCE (NM)	EET (MIN)	FUEL (KG)	
						SECTOR FUEL:	FUEL ON-BOARD:
VNKT						<u>1810</u>	<u>2000</u>
TOC	<u>293°</u>	<u>10500</u>	<u>12500</u>	<u>18</u>	<u>5.4</u>	<u>171</u>	
MANKA/TOD	<u>293°</u>	<u>10500</u>	<u>12500</u>	<u>32</u>	<u>6.7</u>	<u>143</u>	
VNPR	<u>293°</u>			<u>29</u>	<u>7.0</u>	<u>59</u>	
TOTAL				<u>79</u>	<u>19.1</u>	<u>373</u>	

Note: ROC = 1500 FT/MIN, TAS = 200 KTS, FUEL FLOW = 1900 KGS/HR
CRZ: TAS = 290 KTS, FUEL FLOW = 1280 KGS/HR
ROD = 2000 FT/MIN, TAS = 250 KTS, FUEL FLOW = 500 KGS/HR

MEL/CDL/TECH REMARKS
<u>NIL</u>

WEATHER	
DEPARTURE: KTM	<u>VAB 02KT SMC 61000 SCT030 BKN100 T-25/21 R.1006.</u>
DESTINATION: <u>PR</u>	<u>11004KT SMC 62000 SCT040 BKN100 T-27.</u>
ALTN 1: <u>EWA</u>	<u>10010KT 10KM 61000 SCT030 BKN090 T-21.</u>
ALTN 2:	

NOTAM
<u>518 HARSCEV ON-BOARD</u>

AIRWAY CLEARANCE

PIC
TIME (UTC): 0509

SIC
TIME (UTC): 05:06

SFT/CHK
TIME (UTC):

FOO/FLIGHT DISPATCHER
TIME (UTC): 05:00



Govt. Reg. No.: 83288/067/068

Saurya Airlines Pvt. Ltd.

You are in good hands...

Ref. No.: SA/OPS/FSSD/056/2024



Date: 4th July 2024

To,
The Chief
Flight Safety Standards Department
Civil Aviation Authority of Nepal
Sinamangal, Kathmandu
Nepal

फ्लाइट सेफ्टी स्ट्याण्डर्ड विभाग
दस्ता नं: 6208
मिति: 2079/03/20
समय: 9:90 pm

Subject: **Medical Report – Capt. Manish Ratna Shakya (ATPL-324-A)**

Dear Sir,

We would like to kindly inform you that Capt. Manish Ratna Shakya's medical was valid till 31st July 2024. Hence, we are forwarding herewith his latest medical report for your kind perusal and approval.

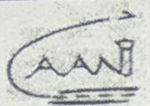
Yours sincerely,

Bivechan Khanal
Operations Manager

श्री AID/FOD/LED
RAS/ADM/ACC

03/21

ACAMA
2.129

	<h1 style="text-align: center;">MEDICAL REQUIREMENTS</h1>	5 TH EDITION
		19 October 2020

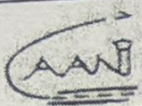
ATTACHMENT: A-1/6

CIVIL AVIATION AUTHORITY OF NEPAL

APPLICATION AND STATEMENT FORM

Complete this page fully using a black ballpoint pen and in block letters. See instruction page for details.

1. Full Name: MANISH RATNA SHAKYA		2. Date of birth: 17 FEB 1989	
3. Gender: Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Others <input type="checkbox"/>	4. Address: NAKHU-4, LALITPUR Tel/Mobile: 9841439663 E-mail: manish.ratna.shakya@gmail.com		5. Nationality: NEPALESE
6. Occupation: PILOT	7. Employer/Airline name and address: SAURYA AIRLINES PVT. LTD. SINAMANGAL-9, KATHMANDU	8. Family physician's or Airline Doctor's Name: Address: Tel/Mobile: E-mail:	
9. Aviation Licence held (type): ATPL Licence number: ATPL 324 'A' Country issue: NEPAL Type of License applied for ATPL (<input checked="" type="checkbox"/>) CPL (<input type="checkbox"/>) PPL (<input type="checkbox"/>) UPL (<input type="checkbox"/>) F/E (<input type="checkbox"/>) ATC (<input type="checkbox"/>) Other (<input type="checkbox"/>)		10. Total flight time: 6149:15 Hours	11. Last Medical examination: Date: JULY 2023 Place: KATHMANDU
12. Any limitations on Licence/ Medical certificate: Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/> If yes, details: SPECTACLES		13. Have you ever had an aviation medical assessment denied, suspended or revoked by any Licensing authority? Yes <input type="checkbox"/> / No <input checked="" type="checkbox"/> If yes: Date: Place: Details:	
14. Any aircraft accident or reported incident: Yes <input type="checkbox"/> / No <input checked="" type="checkbox"/> If yes, Date: Place: Details:		15. Aircraft currently flown (e.g. Piston engine, Turbo prop, Jet): JET (CRJ-200)	
16. Type of application: Initial / Renewal <input checked="" type="checkbox"/> / Others <input type="checkbox"/>	17. Class of medical assessment applied for: <input checked="" type="checkbox"/> I / <input type="checkbox"/> II / <input type="checkbox"/> III / Others <input type="checkbox"/>	18. Type of flying intended: Single-crew / Multi-crew <input checked="" type="checkbox"/> Commercial <input checked="" type="checkbox"/> / Instructor / Private	
19. Do you smoke tobacco products? Never Previously: Date stopped: 2.5 years Currently: State type: Amount: Number of years:	20. Do you drink alcoholic beverages? Yes <input checked="" type="checkbox"/> / No <input type="checkbox"/> If yes, state average weekly intake in units OCCASIONALLY 1 UNIT / WEEK	21. Do you currently use any medication, including non-prescribed medication or psychoactive substances? Yes <input type="checkbox"/> / No <input checked="" type="checkbox"/> If yes, state name of medication, Date commenced: Daily or weekly dose: Cause (Diagnosis):	

	<h1 style="text-align: center;">MEDICAL REQUIREMENTS</h1>	5 TH EDITION
		19 October 2020

ATTACHMENT: A-2/6

CIVIL AVIATION AUTHORITY OF NEPAL

MEDICAL EXAMINATION FORM For use by Designated Medical Examiner

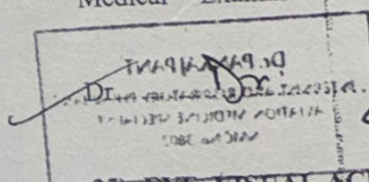
1) Name: MANISH RATNA SHAKYA	2) Date of Birth: 17 FEB 1989	3) Sex: Male <input checked="" type="checkbox"/> Female <input type="checkbox"/>
4) Type of application: Initial / Renewal <input checked="" type="checkbox"/> / Others <input type="checkbox"/> Type of License applied for ATPL (<input checked="" type="checkbox"/>) CPL (<input type="checkbox"/>) PPL (<input type="checkbox"/>) UPL (<input type="checkbox"/>) F/E (<input type="checkbox"/>) ATC (<input type="checkbox"/>) Other (<input type="checkbox"/>)	5) Class of medical assessment applied for: I / II <input checked="" type="checkbox"/> / III <input type="checkbox"/> / Others <input type="checkbox"/>	6) Type of flying intended: Single-crew / Multi-crew <input checked="" type="checkbox"/> Commercial <input checked="" type="checkbox"/> / Instructor / Private

7) Height (in cm)/Weight (in kg): 165cms 65kg	8) BMI: 23.9 kg/m²	9) Eye Color: BROWN	10) Hair Color: BLACK	11) Blood Pressure— seated mm Hg Systolic: 120 Diastolic: 80	12) Pulse— resting: Rate(bpm): 70 Rhythm: <input checked="" type="checkbox"/> Regular / Irregular <input type="checkbox"/>
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CLINICAL EXAMINATION:		Normal	Abnormal
13) Head, face, neck, scalp	<input checked="" type="checkbox"/>	<input type="checkbox"/>	22) Anus, rectum (examine if applicable) <input checked="" type="checkbox"/>
14) Mouth, throat, teeth	<input checked="" type="checkbox"/>	<input type="checkbox"/>	23) Genito- urinary system (examine if applicable) <input checked="" type="checkbox"/>
15) Nose, sinuses	<input checked="" type="checkbox"/>	<input type="checkbox"/>	24) Endocrine system <input checked="" type="checkbox"/>
16) Ears	<input checked="" type="checkbox"/>	<input type="checkbox"/>	25) Upper and lower limbs, joints <input checked="" type="checkbox"/>
17) Eyes	<input checked="" type="checkbox"/>	<input type="checkbox"/>	26) Spine, other musculoskeletal <input checked="" type="checkbox"/>
18) Lungs, chest, breasts (indicate if breasts not examined)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	27) Nervous system <input checked="" type="checkbox"/>
19) Heart	<input checked="" type="checkbox"/>	<input type="checkbox"/>	28) Psychiatric <input checked="" type="checkbox"/>
20) Vascular system	<input checked="" type="checkbox"/>	<input type="checkbox"/>	29) Skin and lymphatic system <input checked="" type="checkbox"/>
21) Abdomen, hernia, liver, spleen	<input checked="" type="checkbox"/>	<input type="checkbox"/>	30) General system <input checked="" type="checkbox"/>
31) Any other relevant observation or findings:			
32) Identifying marks, tattoos, scars, etc.: None			
33) Notes: Describe every abnormal finding. Enter applicable item number before each comment.			

34) EAR, NOSE, THROAT AND HEARING (ATTACHMENT: A - 3/6)

Medical Examination Form (Ear, Nose, Throat and Hearing) filled in by Specialist Medical Examiner



Dr. Sanyam Bajimaya
ENT - MNS

on date **2nd July 2024** is attached.

35) EYE, VISUAL ACUITY AND COLOR PERCEPTION (ATTACHMENT: A - 4/6)

Medical Examination Form (Eye, Visual Acuity and Color Perception) filled in by Specialist Medical Examiner

Dr. **Sanyam Bajimaya**
MBBS, MD, FVRS.
Consultant, Cataract & Vitreo-Retina Surgeon
Nepal Medical Council Reg. 3974

on date **2/07/2024** is attached.

Rev. 00	CIVIL AVIATION AUTHORITY OF NEPAL	Page - ATTCH-A- 3
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MEDICAL REQUIREMENTS

5TH EDITION

19 October 2020

ATTACHMENT: A-3/6

CIVIL AVIATION AUTHORITY OF NEPAL MEDICAL EXAMINATION FORM (Specialist - Ear, Nose, Throat and Hearing)

For use by Specialist Medical Examiner

1) Name: MANISH RATNA SHAKYA	2) Date of Birth: 17 FEB 1989	3) Sex: Male <input checked="" type="checkbox"/> Female <input type="checkbox"/>
4) Type of application: Initial / Renewal <input checked="" type="checkbox"/> / Others <input type="checkbox"/> Type of License applied for ATPL (<input checked="" type="checkbox"/>) CPL (<input type="checkbox"/>) PPL (<input type="checkbox"/>) UPL (<input type="checkbox"/>) F/E (<input type="checkbox"/>) ATC (<input type="checkbox"/>) Other (<input type="checkbox"/>)	5) Class of medical assessment applied for: I / II / III / Others	6) Type of flying intended: Single-crew / Multi-crew <input checked="" type="checkbox"/> Commercial <input checked="" type="checkbox"/> / Instructor / Private

	Normal		Describe abnormality in detail, use additional sheet if necessary & attach to this form
	Yes	No	
14) Mouth, throat, teeth	<input checked="" type="checkbox"/>	<input type="checkbox"/>	- x -
15) Nose, sinuses	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
16) Ears (especially eardrum appearance and mobility)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
36) Any other relevant observation or findings	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

37) Hearing test, back turned to examiner	Whispered voice	Conversational voice	Rinne's Test	Weber Test
Right ear 1m	2m	NORMAL	+u	Not lateral to any ear
Left ear 1m	2m			

38) Audiometry	500	1000	2000	3000	4000	8000
Right ear dB loss	[]	[]	[]	[]	[]	[]
Left ear dB loss	[]	[]	[]	[]	[]	[]

39) Remarks, if any:

Hearing within NORMAL limits

I certify that the applicant **MEETS** / DOES NOT MEET the medical standards prescribed in Medical Requirement, CAAN in

Ear, Nose, Throat and Hearing for **INITIAL/RENEWAL/OTHER** for **CLASS I / II / III** medical certificate.

If not, specify

Name of Specialist Medical Examiner:

Dr. Meera Bista

Signature:

[Signature]

Place of examination:

Kathmandu College

Date:


21 July 2024

Rev. 00

CIVIL AVIATION AUTHORITY OF NEPAL

Page - ATTCH-A-5

Head & Neck
Surgery /
ENT

	<h1 style="text-align: center;">MEDICAL REQUIREMENTS</h1>	5 TH EDITION
		19 October 2020

ATTACHMENT: A-5/6

CIVIL AVIATION AUTHORITY OF NEPAL
MEDICAL ASSESSMENT FORM
 For use by Civil Aviation Medical Assessor

Part A

Full Name: MANISH RATNA SHAKYA	Sex: Male <input checked="" type="checkbox"/> Female	Date of birth: 17 FEB 1989
Address: NAKHU - 4, LALITPUR		
Contact Details	Mobile: 9841439663	E-mail: manish.ratna.shakya@gmail.com
Licence No. (ATPL/CPL/MPL/PPL/UPL/FE/ATC)... 324.....		Expiry Date: 31 JULY 2024
Airline:	Family physician's or Airline Doctor's Name:	
	Address (Clinic/Hospital):	
	Mobile:	E-mail:
Total flight hours: 6149:15	Total flight hours since last medical: 553:00	Last Medical examination: Date/Place JULY 2023, KATHMANDU
Any aircraft accident or reported incident? Yes / No <input checked="" type="checkbox"/>		
If yes, Details, Date & Place:		
Any inflight incapacitation? Yes / No <input checked="" type="checkbox"/>		
If yes, Details, Date & Place:		

Part B

Aviation medical assessment previously denied, suspended or revoked by any Licensing authority? Yes / No <input checked="" type="checkbox"/>
If yes, Details, Date & Place:
Medical events or illness any time: Yes / No <input checked="" type="checkbox"/>
Any abnormal findings in —Application and Statement Form and in —Medical Examination Formsl: Yes / No <input checked="" type="checkbox"/>
Limitations/Restriction on Licence/ Medical Assessment previously prescribed? Yes / No <input checked="" type="checkbox"/>
If yes, Details: SPECTACLES
Assessment, Remarks, Recommendation:
Any communication to the applicant:

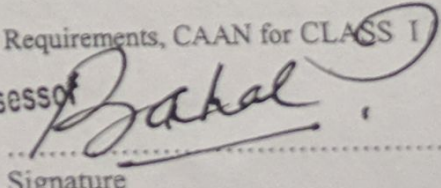
Part C

Limitations: SAME GLASSES

I RECOMMEND / DO NOT RECOMMEND for INITIAL/RENEWAL/OTHER licence as the applicant
MEETS / DOES NOT MEET the medical standards prescribed in Medical Requirements, CAAN for CLASS I / II / III
 Medical Certificate.

Date: **9/7/24**

Civil Aviation Medical Assessor
 CAA Nepal


 Signature
 Civil Aviation Medical Assessor



NEPAL MEDICITI
For a Healthy & Prosperous Nation

DEPARTMENT OF LABORATORY MEDICINE & PATHOLOGY



IT NO : 1800009740
: Mr. MANISH RATNA SHAKYA
ENDER : 35 Y / Male
RED BY : Self

SAMPLE No : 01164975
SAMPLE COLLECTED : 02/07/2024 13:11:23
SAMPLE RECEIVED : 02/07/2024 13:59:26
REPORT COMPLETED : 02/07/2024 15:16:22
REPORT AUTHORISED : 02/07/2024 15:26:59

Page : 1/1

Code	Test	Result	Units	Flag	Biological Reference Interval
BIOCHEMISTRY					
	TSH (ULTRASENSITIVE) Third Generation (Chemiluminescence)	1.86	μIU/ml		0.46-4.68

TSH levels are subject to circadian variation, reaching peak levels between 2 - 4 a.m. and at a minimum between 6-10 pm. The variation is of the order of 50%. Hence time of the day has influence on the measured serum TSH concentrations.

Clinical Use

- Diagnose Hypothyroidism and Hyperthyroidism
- Monitor T4 replacement or T4 suppressive therapy
- Quantify TSH levels in the subnormal range

Increased Levels: Primary hypothyroidism, Subclinical hypothyroidism, TSH dependent Hyperthyroidism Thyroid hormone resistance

Decreased Levels: Graves disease, Autonomous thyroid hormone secretion, TSH deficiency

Performed By

Mukesh Raj Shah

Technologist

NHPC No.A-1405MLT

Approved By

Dil Saru

Section Incharge

NHPC NO:A-374

***** End of Report *****

All investigations have their limitations which are imposed by the limits of sensitivity and specificity of individual assay procedures as well as the specimen received by the laboratory. Isolated laboratory investigations never confirm the final diagnosis of the disease. They only help in arriving at a diagnosis in conjugation with clinical presentation and related investigations.

Printed Date/Time: 7/2/2024 12:00:00 AM

Current Procedural Terminology, 2013(American Medical Association)

**MEDICAL LABORATORY REPORT**

Invoice No. : JAOD0027839
Lab No. : 4260
Patient's Id : 192293
Patient's Name : MANISH RATNA SHAKYA
Address : NAKHU-4 LALITPUR
Age/Gender : 35 Y / Male
Contact No. : 9841439663

Date of Registration : 2081/03/18 Jul 02, 2024
Date of Collection : 2081/03/18 Jul 02, 2024
Date of Reporting : 2081/03/18 Jul 02, 2024
Time of Reporting : 0:00
Referred By : Dr. PANKAJ PANT
Consultant : Dr. PANKAJ PANT

TEST (Method)	RESULT	UNIT	REFERENCE RANGE
---------------	--------	------	-----------------

CLINICAL PARASITOLOGY REPORT

Urine Sugar	NIL		
-------------	-----	--	--

Urine Albumin	NIL		
---------------	-----	--	--

*** End of Report ***

GIRI RAJ HUMAGAIN
MED. LAB TECHNICIAN

DR. SUMAN GURUNG
MD (PATHOLOGIST)
NMC No: 6290

Printed by: PATHO, Date/Time: 2081/03/18 BS 2024/07/02 AD 6:51 PM

All results should be interpreted in the total clinical status of the patient.

Dr. PANKAJ PANT
M.B.B.S, MD
Internal Medicine
Post Grad. Training in Aviation Medicine (Singapore)
NMC Regn. No. 3802

PAN No: 102422685
Contact:
Venus Hospital
Health Heart Multispecialist Clinic
Medhyapur Hospital
depant2015@gmail.com

Date: 2nd July 2024

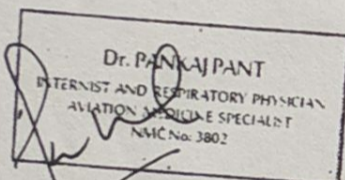
R_x

NAME: Manish Rana Shaleya

AGE/SEX: 35/M

URINE RAPID DRUG TEST

Name of Tests	Results
Cocaine	NEGATIVE
Marijuana	
Opiates/Morphine	
Amphetamines	
Benzodiazepines	
Barbiturates	



Dr. PANKAJ PANT, MD
CONSULTANT
NMC No.: 3802



Saurya Airlines Pvt. Ltd.

You are in good hands...



Date: 22nd November 2023

Ref. No.: SA/OPS/FSSD/137/2023

To,
The Chief
Licensing and Examination Division
Flight Safety Standards Department
Civil Aviation Authority of Nepal
Sinamangal, Kathmandu
Nepal.

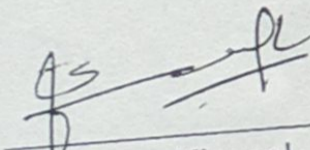
लाइसेंस सेफ्टी स्ट्याण्डर्ड्स विभाग
तारी नं.: २८०८
मिति: २०८०/०८/०९
स्थान: ...

Subject: Medical Report – F/O. Sushant Katuwal (CPL-607)

Dear Madam,

We would like to kindly inform you that F/O. Sushant Katuwal's existing medical test is valid till 30th November 2023. Hence, we are forwarding herewith his medical report, for your kind perusal and approval.

Yours sincerely,


Bivechan Khanal
Operations Manager

for CAA
2080/08/09



MEDICAL REQUIREMENTS

5TH EDITION

19 October 2020

ATTACHMENT: A-1/6

CIVIL AVIATION AUTHORITY OF NEPAL

APPLICATION AND STATEMENT FORM

Complete this page fully using a black ballpoint pen and in block letters. See instruction page for details.

1. Full Name: SUSHANT KATUWAL		2. Date of birth: 1998, March 13th	
3. Gender: Male / Female / Others <input checked="" type="checkbox"/> Male	4. Address: Tel/Mobile: 9840785194 E-mail: Sussant@gmail.com		5. Nationality: Nepali
6. Occupation: First officer	7. Employer/Airline name and address: Saurya Airlines	8. Family physician's or Airline Doctor's Name: Address: Tel/Mobile: E-mail:	
Aviation Licence held (type): CPL (A) Licence number: 607 Country issue: Nepal Type of License applied for ATPL () CPL (<input checked="" type="checkbox"/>) PPL () UPL () F/E () ATC () Other ()		10. Total flight time: 1450.36 Hours	11. Last Medical examination: Date: Nov 2022 Place: Kathmandu
12. Any limitations on Licence/ Medical certificate: Yes / No <input checked="" type="checkbox"/> No If yes, details:		13. Have you ever had an aviation medical assessment denied, suspended or revoked by any Licensing authority? Yes / No <input checked="" type="checkbox"/> No If yes, Date: Place: Details:	
14. Any aircraft accident or reported incident: Yes / No <input checked="" type="checkbox"/> No If yes, Date: Place: Details:		15. Aircraft currently flown (e.g. Piston engine, Turbo prop, Jet): Jet	
16. Type of application: Initial / Renewal <input checked="" type="checkbox"/> / Others	17. Class of medical assessment applied for: <input checked="" type="checkbox"/> I / II / III / Others	18. Type of flying intended: Single-crew / Multi-crew <input checked="" type="checkbox"/> Commercial <input checked="" type="checkbox"/> Instructor / Private	
19. Do you smoke tobacco products? Never <input checked="" type="checkbox"/> Previously: Date stopped: Currently: State type: Amount: Number of years:	20. Do you drink alcoholic beverages? Yes / No <input checked="" type="checkbox"/> No If yes, state average weekly intake in units	21. Do you currently use any medication, including non-prescribed medication or psychoactive substances? Yes / No <input checked="" type="checkbox"/> No If yes, state name of medication. Date commenced: Daily or weekly dose: Cause (Diagnosis):	



MEDICAL REQUIREMENTS

5TH EDITION

19 October 2020

ATTACHMENT: A-2/6



CIVIL AVIATION AUTHORITY OF NEPAL

MEDICAL EXAMINATION FORM For use by Designated Medical Examiner

1) Name: <u>Sushant Katuwal</u>		2) Date of Birth: <u>1998, March 13</u>		3) Sex: <u>Male</u> / Female	
4) Type of application: Initial / <u>Renewal</u> / Others		5) Class of medical assessment applied for: <u>I</u> / II / III / Others		6) Type of flying intended: Single-crew / <u>Multi-crew</u> Commercial / <u>Instructor</u> / Private	
Type of License applied for ATPL () CPL (<u>✓</u>) PPL () UPL () F/E () ATC () Other ()					
7) Height (in cm): <u>164</u> Weight (in kg): <u>62</u>	8) BMI: <u>23.0</u>	9) Eye Color: <u>Brown</u>	10) Hair Color: <u>Black</u>	11) Blood Pressure— seated mm Hg Systolic: <u>130</u> Diastolic: <u>80</u>	
				12) Pulse— resting: Rate (bpm): <u>76</u> Rhythm: <u>Regular</u>	

CLINICAL EXAMINATION:

	Normal	Abnormal		Normal	Abnormal
13) Head, face, neck, scalp	<u>✓</u>		22) Anus, rectum (examine if applicable)	<u>✓</u>	
14) Mouth, throat, teeth	<u>✓</u>		23) Genito-urinary system (examine if applicable)	<u>✓</u>	
15) Nose, sinuses	<u>✓</u>		24) Endocrine system	<u>✓</u>	
16) Ears	<u>✓</u>		25) Upper and lower limbs, joints	<u>✓</u>	
17) Eyes	<u>✓</u>		26) Spine, other musculoskeletal	<u>✓</u>	
18) Lungs, chest, breasts (indicate if breasts not examined)	<u>✓</u>		27) Nervous system	<u>✓</u>	
19) Heart	<u>✓</u>		28) Psychiatric	<u>✓</u>	
20) Vascular system	<u>✓</u>		29) Skin and lymphatic system	<u>✓</u>	
21) Abdomen, hernia, liver, spleen	<u>✓</u>		30) General system	<u>✓</u>	
31) Any other relevant observation or findings: _____					
32) Identifying marks, tattoos, scars, etc.: _____					
33) Notes: Describe every abnormal finding. Enter applicable item number before each comment. _____					

34) EAR, NOSE, THROAT AND HEARING (ATTACHMENT: A - 3/6)

Medical Examination Form (Ear, Nose, Throat and Hearing) filled in by Dr. RANASH KUMAR KARLE on date 04/08/2020 is attached.

Specialist Medical Examiner
DR. RANASH KUMAR KARLE
SENIOR CONSULTANT ENT & HEAD
Neck Surgeon
Head & Neck Surgery
NMC No.: 2293

35) EYE, VISUAL ACUITY AND COLOR PERCEPTION (ATTACHMENT: A - 4/6)

Medical Examination Form (Eye, Visual Acuity and Color Perception) filled in by Specialist Medical Examiner DR. O. K. MALLA, F.R.C.S. on date 29/11/23 is attached.

Dr. _____ Consulting Eye Surgeon

Rev. 00

CIVIL AVIATION AUTHORITY OF NEPAL

Page - ATTCH-A-3



MEDICAL REQUIREMENTS

5TH EDITION

19 October 2020

ATTACHMENT: A-3/6

CIVIL AVIATION AUTHORITY OF NEPAL MEDICAL EXAMINATION FORM (Specialist - Ear, Nose, Throat and Hearing)

For use by Specialist Medical Examiner

1) Name: <u>Sushant Katuwal</u>	2) Date of Birth: <u>1998, mar 13</u>	3) Sex: <input checked="" type="checkbox"/> Male / <input type="checkbox"/> Female
4) Type of application: <u>Initial</u> / <u>Renewal</u> / Others Type of License applied for ATPL () CPL (<input checked="" type="checkbox"/>) PPL () UPL () F/E () ATC () Other ()	5) Class of medical assessment applied for: <u>I</u> / II / III / Others	6) Type of flying intended: Single-crew / Multi-crew Commercial / <u>Instructor</u> / Private

	Normal		Describe abnormality in detail, use additional sheet if necessary & attach to this form
	Yes	No	
14) Mouth, throat, teeth	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
15) Nose, sinuses	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
16) Ears (especially eardrum appearance and mobility)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
36) Any other relevant observation or findings	<input type="checkbox"/>	<input type="checkbox"/>	

37) Hearing test, back turned to examiner	Whispered voice	Conversational voice	Rinne's Test	Weber Test
Right ear	1m	2m		
Left ear	1m	2m		

38) Audiometry	500	1000	2000	3000	4000	8000
Right ear dB loss	[]	[]	[]	[]	[]	[]
Left ear dB loss	[]	[]	[]	[]	[]	[]

39) Remarks, if any:

I certify that the applicant MEETS / DOES NOT MEET the medical standards prescribed in Medical Requirements, CAAN AD
Ear, Nose, Throat and Hearing for INITIAL / RENEWAL / OTHER for CLASS I / II / III

If not, specify

Name of Specialist Medical Examiner: DR. PRAKASH KAFLE Signature: [Signature]

Place of examination: NAMS HOSPITAL Date: 04/08/080

Rev. 00

CIVIL AVIATION AUTHORITY OF NEPAL

Page: 1

DR. PRAKASH KAFLE
Senior Consultant, ENT & HEAD
Neck Surgeon
ENT, Head & Neck Surgery
NMC No.: 2299





MEDICAL REQUIREMENTS

5TH EDITION

19 October 2020

ATTACHMENT: A-5/6



CIVIL AVIATION AUTHORITY OF NEPAL MEDICAL ASSESSMENT FORM For use by Civil Aviation Medical Assessor

Part A

Full Name: <u>Sushant katuwal</u>	Sex: <u>Male</u> / Female	Date of birth: <u>13th March 1998</u>
Address: <u>Bhaktapur, Nepal</u>		
Contact Details	Mobile: <u>9840785194</u>	E-mail: <u>sussant@gmail.com</u>
Licence No. (ATPL/CPL/MPL/PPL/UPL/FE/ATC): <u>607.....</u>	Expiry Date: <u>30th Nov 2025</u>	
Airline:	Family physician's or Airline Doctor's Name:	
	Address (Clinic/Hospital):	
	Mobile:	E-mail:
Total flight hours: <u>1450:36</u>	Total flight hours since last medical: <u>566:20</u>	Last Medical examination: Date/Place <u>Nov 2022, Kathmandu</u>
Any aircraft accident or reported incident? Yes / <u>No</u> If yes, Details, Date & Place:		
Any inflight incapacitation? Yes / <u>No</u> If yes, Details, Date & Place:		

Part B

Aviation medical assessment previously denied, suspended or revoked by any Licensing authority? Yes / <u>No</u> If yes, Details, Date & Place:
Medical events or illness any time: Yes / <u>No</u>
Any abnormal findings in —Application and Statement Form I and in —Medical Examination Formsl: Yes / <u>No</u>
Limitations/Restriction on Licence/ Medical Assessment previously prescribed? Yes / <u>No</u> If yes, Details:
Assessment, Remarks, Recommendation:
Any communication to the applicant:

Part C

Limitations:

I RECOMMEND / DO NOT RECOMMEND for INITIAL/RENEWAL/OTHER licence as the applicant
MEETS / DOES NOT MEET the medical standards prescribed in Medical Requirements, CAAN for CLASS I/II/III
Medical Certificate.

Date: 08/11/23

Signature

Civil Aviation Medical Assessor
CAA Nepal

Rev. 00

CIVIL AVIATION AUTHORITY OF NEPAL

Page - ATTCH-A-7



Central Diagnostic Laboratory & Research Center Pvt. Ltd.

"Category 'A' Pathology Lab"

📍 Kamalpokhari-28, Kathmandu
☎ +977-1-5970135
✉ info@centraldiagnosticlabs.com
🌐 www.centraldiagnosticlabs.com

Diagnostic Report

Patient Name : MR SUSHANT KATWAL

Registration No : 30181

Age & Sex : 25 Years / Male

Address :

Referred By : DR. LOCHAN KARKI

Centre Name : SAAN 2

Registration : 21/11/2023 12:58 PM

Accession : 21/11/2023 12:58 PM

Authorization : 21/11/2023 04:17 PM

P No. : 145,452

CLINICAL PATHOLOGY

INVESTIGATION

RESULTS

UNITS

REFERENCE RANGE

METHOD

URINE ROUTINE

Biochemical/Microscopy

Colour : Light Yellow
Appearance : Clear
Reaction (pH) : 5.0
Proteins : Nil
Sugar : Nil

5-8

Microscopic Exam Of Sediment

Epithelial Cells : 1-3 /Hp
Pus Cells : 0-2 /Hp
Red Blood Cells : Nil /Hp
Casts : Nil /Hp
Crystals : Nil /Hp
Mucus threads : Not Seen
Others : Not seen
Parasite : Not Seen
Bacteria : Not Seen
Yeast : Not Seen

Urine Drug Analysis Maxi

ICT

Tetrahydrocannabinol : Negative
Amphetamine : Negative
Barbiturates : Negative
Benzodiazepines : Negative
Cocaine : Negative
Opiates (including heroin, morphine and codeine) : Negative

--- End Of Report ---



Shrestha

Verified by

Mr. Ram Krishna Shrestha
Clinical Microbiologist
NHPC-66 Med.Micro

CDL

Committed to quality



HAMS HOSPITAL

Evidence Based Medicine
ISO 9001:2015 Certified

"Providing 25 years of quality & affordable health care."



YEARS OF
MEDICAL EXCELLENCE

PRESCRIPTION

Hospital No : 231101928

Date : 20/11/2023

Patient Name SUSHANT KATUWAL

Age : 25 Y Sex : MALE

Ht : 164 cm Wt 62 kg

Pulse/Min 74 BP : 130 / 90 mm Hg Temp : 97

Respiration : 20

SPO2 : 97 %

DOCTOR: PRAKASH KAFLE

Allergies (if Any) :

Came from CAAN for
ENT check up

ENT - (HAI)



Government of Nepal
Ministry of Home Affairs
Crime Investigation Department
Nepal Police Central Forensic Science Laboratory
Samakhushi, Kathmandu
Toxicology Section



Email: forensic@nepalpolice.gov.np
forensicreport@nepalpolice.gov.np
Phone: 01-4980310

FORENSIC EXAMINATION REPORT

Lab. Case/Report No.: 2081/082-NPCFSL-1672(A)-Tox-493

Submitting Agency: Police Circle, Gaushala,
Kathmandu

Registration Date: 2081/07/02

Dispatch No.: 3153

Dated: 2081/07/02

Ref. No: 2081/082

Case/FIR No: 255

Mode of Receipt: AHC Suresh Kunwar

No. of Parcel(s): 01

Seal(s): Intact

Report Date: 2081/07/13

Description of exhibits:

Parcel S.N.	No. of Seals	Submitting Agency Marking	Lab Marking (Exhibit No.)	Description
2	1/1	B	1-2	Two plastic containers, said to contain viscera samples (stomach with its content, kidney and liver), which were said to be of Sushant Katwal.

Q

Methods of Examination:

- Physico-Chemical methods for the detection of Phosphine gas.
- Gas Chromatography – Mass Spectrometry (GC-MS) for the detection of Pesticides.
- Direct Probe Ionization Mass Spectrometer (DPiMS) for the detection of Narcotic Drugs.

Results of Examination/Opinion:

Pesticides, Narcotic Drugs and Phosphine gas **have not been detected** in the exhibits no. 1-2.
(नमुना नं. १-२ मा किटनाशक विषादी, लागुऔषध र Phosphine gas पाईएका छैनन्।)

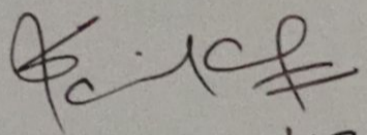
Disposition of Evidence:

१. परीक्षण पश्चात् बाँकी रहेका नमुनाहरू परीक्षण प्रतिवेदन तयार भएको मितिले तीन महिनासम्म प्रयोगशालामा सुरक्षित राखिने छ। आवश्यक भएमा सो समय भित्र यस प्रयोगशालामा सम्पर्क राख्नु हुन अनुरोध गरिन्छ। सो अवधि पश्चात् उक्त नमुनाहरू नष्ट गरिनेछन्।

द्रष्टव्य: १. विश्लेषणको नतिजा परीक्षण गरिएका नमुनाहरूसँग मात्र सम्बन्धित छ र प्राप्त सबुद / प्रमाणहरूमा लागू हुन्छ।
२. रगतको नमुना उपलब्ध नभएकोले ईथाएल अल्कोहल (रक्सी) परीक्षण गर्न सकिएन।

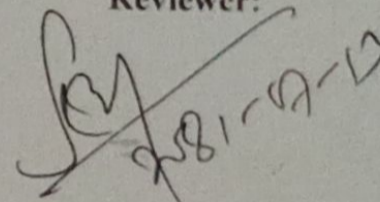
The above examinations have been done by me/under my supervision. To the best of my knowledge the above statement is true and correct

Examiner:


2081/07/13

(Surendra Kuinkel)
Inspector of Police
M.Sc. (Chemistry), TU

**Technical and Administrative
Reviewer:**



(Sudan Kumar Bista)
Deputy Superintendent of Police
B.Sc, M.B.A.
Mass Spectrometry Operations, Analysis and
Interpretations Training
(University of Edinburgh)

Seal of the Office:



Pat ID : 1038074
Patient Name : SUSHANT KATUWAL
Age/Gender : 27 Y/M
Address : Kathmandu, Kathmandu metropolitan
Phone No. : 9851283024
Sample No. : HJ211285
Requisition Date. : 2024-10-21 12:29:39
Collection Date : 2024-10-21 12:27:36
Reported Date : 2024-12-12 12:04:00
Referral : Self



Surgical Pathology Report

Biopsy Site: 1. Heart, 2. Lungs, 3. Liver and 4. Kidney.
Procedure: Autopsy.
Clinical Features/
Diagnosis: Blunt force injuries to the chest, abdomen, limbs with flame burn injuries.
Specimen Submitted: Portion of 1. Heart, 2. Lungs, 3. Liver and 4. Kidney.

Gross:

1. Received specimen labelled as 'Heart', consisting of two pieces of greyish white colored tissue together measuring 4x3x2cm. Grossly cut surfaces are unremarkable. PE: B4.
2. Received specimen labelled as 'Lungs', consisting of three pieces of greyish brown colored soft tissues, altogether measuring 5x5x2.5cm. Grossly cut surfaces are unremarkable. PE: B3.
3. Received specimen labelled as 'Liver', consisting of single piece of greyish white colored tissue measuring 3x3x2.5cm. Grossly cut surfaces are unremarkable. PE: B3.
4. Received specimen labelled as 'Heart', consisting of three pieces of greyish brown colored tissue altogether measuring 3x3x2.5cm. Grossly cut surfaces are unremarkable. PE: B3.
5. Received specimen labelled as 'Kidney', consisting of two pieces of greyish white colored tissues, largest measuring 2.5x3x1.4cm and smaller tissue measuring 2x1.5x1cm. Grossly cut surfaces are unremarkable. PE: B3.

Dr. Ranjan Raj Bhatta
Chief Consultant Pathologist
NMC No. : 7607



Pat ID : 1038074
Patient Name : SUSHANT KATUWAL
Age/Gender : 27 Y/M
Address : Kathmandu, Kathmandu metropolitan
Phone No. : 9851283024
Sample No. : HJ211285
Requisition Date : 2024-10-21 12:29:39
Collection Date : 2024-10-21 12:27:36
Reported Date : 2024-12-12 12:04:00
Referral : Self



Microscopic Findings:

1. Sections from portion of heart show bundles of skeletal muscle arranged in syncytia and lobules separated by thin fibrovascular septa. These muscles are elongated to polygonal in shape having abundant amount of cytoplasm with peripherally placed nuclei. Adipose tissue, few dilated and congested blood vessels are also observed.
2. Sections from lungs show lung parenchyma with mild architectural distortion and are infiltrated by inflammatory cells comprising of lymphocytes and plasma cells. Alveolar macrophages are also noted. Dilated and congested blood vessels are also observed. Normal alveolar ducts and alveolar spaces are seen. Focal areas of
3. Sections from portion of liver show tissue comprising of hepatocytes arranged in sheets and lobules. These hepatocytes are large polygonal cells having abundant amount of granular eosinophilic cytoplasm with round nuclei having dispersed chromatin and prominent nuclei. Mild periportal chronic inflammatory cell infiltration and interface activity are identified.
4. Sections from kidney show tissue comprising of renal parenchyma and interstitium. Numerous glomeruli containing tuft of capillaries along with varying size of tubules are noted. These tubules are lined by cuboidal epithelium with centrally placed nuclei. Few congested blood vessels are also observed.

Diagnosis:

1. Heart: Unremarkable.
2. Lungs: Unremarkable.
3. Liver: Mild interface hepatitis.
4. Kidney: Unremarkable.

Comment:

Dr. Ranjan Raj Bhatta
Chief Consultant Pathologist
NMC No. : 7607



Appendix 7



Figure A.7.1: Baggage and equipment recovered from crash site



Figure A.7.2: Horizontal stabilizer trim screw



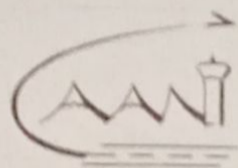
Figure A.7.3: Blocked-off access, as marked in Figure 13



Figure A.7.4: Baggage transported to Saurya Airlines corporate office from crash site



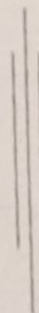
Figure A.7.5: Elevator and rudder deflections as seen at the crash site; top: Elevator in deflected up position, and bottom: rudder in deflected left position



Civil Aviation Authority of Nepal

Aerodrome Safety Standards Department

A Report on



Surveillance Audit/Inspection for Airport Certificate Renewal of Tribhuvan International Airport



[Signature]

October 2022

[Signature]

[Signature]

[Signature]

EXECUTIVE SUMMARY

Aerodrome Safety Standards Department (ASSD) of Civil Aviation Authority of Nepal (CAAN) has a routine annual plan to audit Tribhuvan International Airport (TIA) twice a year. Following the Scheduled Surveillance audit held on March 2022, ASSD carried out its Airport Certificate Renewal Audit Programme from 12 to 14 Oct. 2022.

A surveillance Audit team consisted of aerodrome inspectors including Civil, Electro-Mechanical and ARFF faculty. The audit was designed to assess compliance, the Aerodrome Manual, implementation of status of Safety Management System and other documents related with Civil Aviation Requirements for Aerodromes (CAR-14, Part 1), Airport Certification Regulation 2004, First Amendment 2016 (ACR 2004), and other relevant requirements.

Audit programme officially begun with the entry or opening meeting with GM TIACAO at GM's office in presence of concerned TIA officials. During the programme, the ASSD team reviewed the previous findings and observations, aerodrome manual and its annexed documents, inspected airside, movement area, visual aids for navigation, airport rescue and firefighting facilities. The team also visited Apron and Wildlife Management Section, Civil Engineering Division, Electro-Mechanical Division, Aerodrome Safety Office, NOTAM Office and concluded the audit programme with debriefing exit meeting with GM TIACAO.

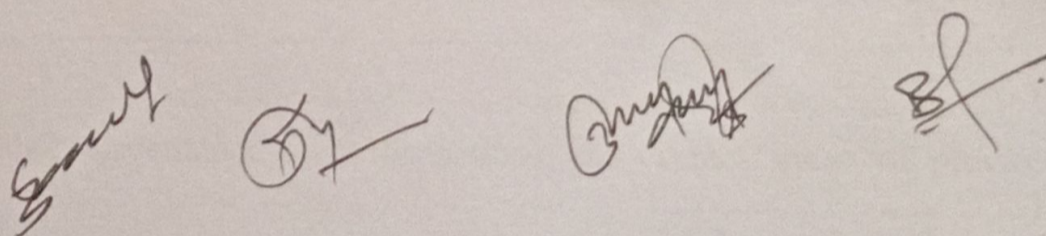


TABLE OF CONTENTS

EXECUTIVE SUMMARY	2
1. Background	4
1.1 Airport/Organization Information	4
1.2 Audit Team	4
1.3 Audit Objectives	5
1.4 Identity and Administrative Information of Audited Organization	5
1.5 Documents Reviewed	6
1.5.1 The following documents were reviewed prior to, and during, the audit;	6
1.6 Person Contacted and Interviewed	6
1.7 Pre-Audit/Entry/Opening Meeting	7
1.8 Entry/Opening Meeting	7
1.9 Audit Activity	7
1.10 Exit/Closing Meeting	7
2. Audit Findings and Observations	7
2.1 As per the scheduled surveillance audit/inspection, the current status of the previous findings	10
2.2 New Findings	11
2.3 As per the scheduled surveillance audit/inspections, the current status of previous observations	13
2.4 New Observations	14
3. Conclusion	

[Handwritten signatures and initials]

1. Background

Aerodrome Certificate with validity till November 01, 2022 was issued to Tribhuvan International Airport Civil Aviation Office (TIACAO) pursuant to the provision of rule 6 of Airport Certification Regulation, 2004 (First Amendment 2016) under the Civil Aviation Authority Act 2053.

As per the provision of rule 29 of Airport Certificate Regulation, 2004 (First Amendment 2016), certified aerodromes are subjected to routine surveillance inspection by aerodrome inspectors of Aerodrome Safety Standards Department (ASSD), CAAN to monitor their safety activities for continuous improvement. For that purpose, ASSD has planned to conduct surveillance inspection audit program of TIA twice a year (every six months). In this endeavor an audit team was formed by involving CAAN officials related to different areas (Civil, Electro-Mechanical and ARFF) which carried out on-site surveillance audit/inspection of TIA from 12-14 October, 2022 for the Renewal of Aerodrome Certificate.

1.1 Airport/Organization Information

Airport Visited: Tribhuvan International Airport

Dates of Audit: 12-14 October 2022

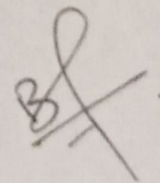
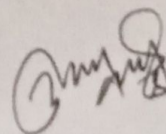
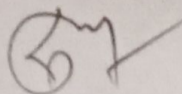
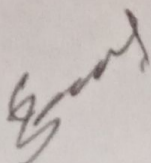
Certificate number: 001

Aerodrome certificate issued since 2003

1.2 Audit Team

A certification audit team was established by DG CAAN for the assessment process. This team consisted of:

- 1) Er. Babu Ram Paudel, Director, ASSD, Team Leader
- 2) Er. Sunil Kumar Kushwaha, Dy. Director AI, Member
- 3) Ar. Ujjwal Kumar Shrestha, Manager, AI, Member
- 4) Ms. Suneeta Shiwakoti Bhardwaj, Manager, AI, Member
- 5) Er. Yogesh Pudasaini, Senior Officer, Observer



1.3 Audit Objectives

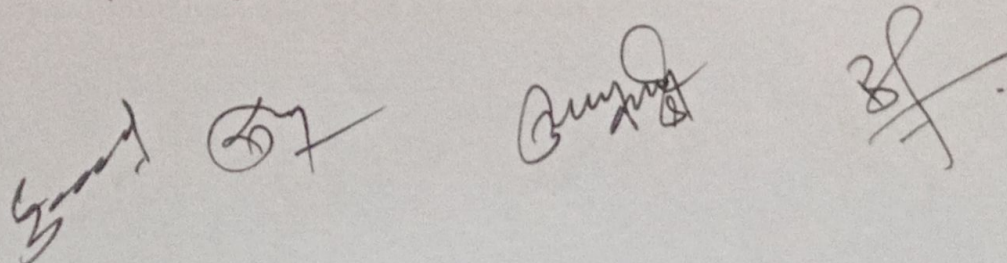
Following are the objectives of the audit which intends;

- To verify the progress of implementation of CAP based on previous audit findings.
- To verify the progress of the implementation or closure of the list of given observations.
- To verify the status of implementation of safety management system.
- To assess compliance with the Aerodrome Manual, and other related documents Tribhuvan International Airport with respect to the regulatory standards.
- To observe other remaining issues as mentioned in the special conditions.

1.4 Identity and Administrative Information of Audited Organization

The management of Tribhuvan International Airport, representing the aerodrome operator was

- 1) Mr. Prem Nath Thakur, General Manager
- 2) Mr. Mr. Tek Nath Sitoula, Director, Aerodrome Operation Department
- 3) Mr. Mr. Shyam Kishor Shah, Director, Flight Operation Department
- 4) Mr. Sanjeev Singh Kathayat, Director, Technical Services Department
- 5) Mr. Dharendra Bahadur Singh, Dy. Director, Aerodrome Safety Office
- 6) Mr. Chhabi Lal Khanal, Dy. Director, Airside Management Division
- 7) Er. Prabha Sharma, Dy. Director, Electro Mechanical Division
- 8) Mr. Narayan Bdr Rawat, Dy. Director, ARFF Division
- 9) Er. Hari Prasad Adhikari, Dy. Director, Civil Engineering Division
- 10) Mr. Bijay Dhungana, Dy. Director, Terminal Management Division
- 11) Er. Ram Bali Mahato, Chief, Mechanical Section
- 12) Er. Salina Bhatta, Dy. Manager, Electro Mechanical Division



1.5 Documents Reviewed

1.5.1 The following documents were reviewed prior to, and during, the audit;

CAAN Airport Certification Regulations, 2004 (First amendment 2016)
CAAN Civil Aviation Requirements for Aerodromes (CAR-14, Part 1)
CAAN Aerodrome Inspector's Handbook
CAAN Manual of Aerodrome Certification Procedures
TIA Aerodrome Manual 9th ed- 2021
TIA Safety Management System Manual- 2022 version 5.0
TIA Emergency Plan-2019
Manual of Removal of Disabled Aircraft (RODA)-2019
TIA Civil Maintenance Manual -2022
TIA Apron Safety Management Manual- 2019
TIA Apron Operation Procedures-2019
TIA Wildlife Hazard Control Manual-2018
TIA wildlife Hazard Control Procedures-2018
Standard Operating Procedures for Aerodrome Rescue and Fire Fighting Service (SOP-RFFS)-2016
TIA Airside Driving Handbook-2018
CAR14 compliance checklist with respect to TIA-2020

1.6 Person Contacted and Interviewed

The following key persons were interviewed and questioned during the audit;

- 1) Mr. Dhirendra Bahadur Singh, Dy. Director, Aerodrome Safety Office
- 2) Mr. Chhabi Lal Khanal, Dy. Director, Airside Management Division
- 3) Er. Prabha Sharma, Dy. Director, Electro Mechanical Division
- 4) Mr. Narayan Bdr Rawat, Dy. Director, ARFF Division
- 5) Er. Hari Prasad Adhikari, Dy. Director, Civil Engineering Division
- 6) Mr. Bijay Dhungana, Dy. Director, Terminal Management Division
- 7) Er. Ram Bali Mahato, Chief, Mechanical Section
- 8) Er. Salina Bhatta, Dy. Manager, Electro Mechanical Division

1.7 Pre-Audit/Entry/Opening Meeting

1.7.1 Pre-Audit Meeting was conducted at Aerodrome Safety Standards Department (ASSD) at 11 October 2022. The audit team leader, Mr. Babu Ram Paudel, Director of ASSD explained the procedure, limitations and scope of the audit program.

1.8 Entry/Opening Meeting

- 1.8.1 An opening meeting was carried out on 12 October 2022 at TIA meeting Hall. The briefing on how the audit was planned to proceed was provided by the audit team leader, to GM of TIACAO in presence of audit team and most of the senior officials of TIA.

1.9 Audit Activity

- 1.9.1 This was conducted over the period 12 to 14 October 2022 and comprised observations, inspections, and measurements of airport facilities, equipment and procedures, as well as interviews with airport staff.

1.10 Exit/Closing Meeting

- 1.10.1 A closing meeting was conducted on 14 October 2022 at the TIA meeting hall in presence of General Manager of TIA, Mr. Prem Nath Thakur and attended by most of the senior officials of CAAN.
- 1.10.2 The exit meeting marked the end of the audit activities at the airport for the team and was the opportunity for the team to brief the staff of the operator on the findings generated through the audit process. Some findings were presented; each being assessed either as non-conformance to CAR - 14, PART – standards and recommended practices, or ACR 2004. In addition, some observations were made which, in the opinion of the team, would contribute to improving the safety, regularity, and efficiency of the airport if adopted.

2. Audit Findings and Observations

2.1 As per the scheduled surveillance audit/inspection, the current status of the previous findings

AD-01: The width of runway strip on each side of the centerline of the runway does not comply with requirements set forth in CAR-14, Part 1.

Status: (Exempted/Not Resolved). Non-Compliance Level 2

AD-02: The PCN value for runway, taxiway and international apron are provided in the Aerodrome Manual, however the document for determination of these values is not submitted to regulatory authority and the PCN of domestic apron is not mentioned in the AM.

Status: (Partial Progress/Not Resolved). Non-Compliance Level 2

AD-03: Adequate number of qualified and skilled technical personnel are not available in TIACAO in order to carry out all critical activities associated with aerodrome operations, regular inspection and maintenance work:

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- 1.1 RFFS to maintain existing category 9.
- 1.2 Civil Engineering Division
- 1.3 Electro-mechanical Division
- 1.4 Aerodrome Safety Office

Status: (Partial Progress/Not Resolved) Non-Compliance Level 2

AD-04: TIACAO should consider building a Mock-up of larger aircraft.

Status: (No Progress/Not Resolved). Non-Compliance Level 2

AD-05: To replenish vehicles in as little as five minutes after an accident, an analysis should be conducted for the provision of strategically located hydrants, static water supplies, and their associated storage and delivery facilities. Static water storages at strategic locations for the expeditious replenishment of rescue and firefighting vehicles are not provided at TIA.

Status: (Partial Progress/Not Resolved) Non-Compliance Level 2

AD-06: Adequate emergency access roads are not provided from runway ends towards approach light area.

Status: (Resolved)

AD-07: Domestic apron aircraft stand markings are not followed by aircraft.

Status: (Resolved)

AD-08: The minimum separation distance between parallel taxiway centre line and runway center line does not meet the standards of CAR14 part I.

Status: (Exempted) Non-Compliance Level 2

AD-09: Aircraft at international parking stands, apron flood light mast, domestic terminal building penetrates the transitional surfaces.

Status: (Partial Progress/Not Resolved). Non-Compliance Level 2

AD-10: Moving vehicle on perimeter roads, east side police barrack sentry post towards RWY 02 end and inner security fences penetrate the transitional surfaces.

Status: (No Progress/Not Resolved) Non-Compliance Level 2

AD-11: The Aerodrome Manual and its Annexed documents are not reviewed and updated. Also, the Aerodrome Manual does not contain separate pages for the records of amendment and records of revision history.

Status: (Resolved)

AD-12: TIA has no records of the qualifications, experiences and training of persons conducting technical inspections.

Status: (Partial progress/ Not Resolved) Non-Compliance Level 2

AD-13: Routine and emergency maintenance of visual aids are not carried out as per the Aerodrome Manual.

Status: (Resolved)

AD-14: Method for instructing and testing drivers operating in airside area is not established as per the Aerodrome Manual.

Status: (Partial Progress/ Not resolved) Non-Compliance Level 2

AD-15: Records of wildlife hazard (especially bird strike) are not provided promptly to ASSD.

Status: (Resolved)

AD-16: The road lights on the airport perimeter road are located on the runway strip. As these lights are very close to the runway, they may cause confusion to the pilots. These lights are obstacle to the runway as well as hazard to the aircrafts.

Status: (Resolved)

AD-17: The isolated aircraft parking position is not designated in the aerodrome.

Status: (No Progress/ Not Resolved) Non-Compliance Level 2

AD-18: The available portion of the strip on either side of the centerline of the runway is not graded for aeroplane.

Status: (No Progress/ Not Resolved) Non-Compliance Level 2

AD-19: Mobile objects in the movement area to be marked are not colored or display flags.

Status: (No Progress/ Not Resolved) Non-Compliance Level 2

AD-20: The Safety Performance Indicators and Safety Performance Targets have not been updated.

Status: (Resolved)

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AD-21: The management of change is not being implemented properly.

Status: (Resolved)

AD-22: The Runway End light at Runway 20 does not meet the requirement of CAR-14 Part 1.

Status: (Resolved)

AD-23: The intersection take-off signs at the runway holding positions do not show correct intersection take-off distance available.

Status: (Partial progress/Not Resolved) Non-Compliance Level 2

AD-24: TIA has no satisfactory progress in SMS implementation.

Status: (Partial progress/Not Resolved) Non-Compliance Level 2

AD-25: The arrangements to return the aerodrome to operational status after an emergency is not mentioned in TIAEP.

Status: (Resolved)

AD-26: The Aerodrome Manual does not contain Obstacle Chart Type A details. Also OLS monitoring is not done in accordance with Aerodrome Manual.

Status: (Partial Progress/ Not Resolved) Non-Compliance Level 2

2.2 New Findings

AD-27: ACR 2004 Rule 21 requires the aerodrome operator to give prior information to DG CAAN whenever the aerodrome operator deems it necessary to amend the aerodrome manual. In such a case, the aerodrome operator must submit an application to the DG CAAN along with the draft of the proposed amendment for approval. However, TIACO did not explicitly include the procedures in the aerodrome manual and hence TIACO did not follow the procedures as stipulated in the regulatory requirements during the previous amendments of the aerodrome manual.

Status: Non-Compliance Level 2

AD-28: TIACAO does not monitor the organizations performing activities such as ground handling agencies, fixed base operators and the bodies carrying out flight or aircraft operations independently at the aerodrome to ensure that they comply with the Aerodrome Safety Requirements. (ACR 2004, Rule 27).

Status: Non-Compliance Level 2

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2.3 As per the scheduled surveillance audit/inspections, the current status of previous observations

1. The SMS manager does not have direct access or reporting to the accountable manager concerning the implementation and operation of the SMS. (Not Resolved)
2. There is no mandatory reporting arrangement about Aerodrome safety concerns to ASSD. (Partial Progress/Not Resolved)
3. Turning radius required for maneuvering ARFF Vehicle at crash gate is not sufficient. (Partial progress/Not Resolved)
4. There are no sufficient operational hydrants available on the Aerodrome and the available hydrants are also not well maintained. (No Progress/Not Resolved)
5. The escape routes in the Terminal building are not clearly demarcated as per TIA DRP. (No progress/Not Resolved)
6. Bird scaring devices in strip are not frangible. (Resolved)
7. Aircraft stand markings are faded in international parking bay. (Resolved)
8. Surface of international parking bay 5 and 7 are uneven and edges of the rigid pavement edge are cracked. Also, there is ponding of rain water at the depressions of bay no. 5 and 7. (Partial progress/Not Resolved)
9. Some of ramp vehicle drivers are unaware of ramp driving. (Resolved)
10. Promotional materials, awareness programming activities related to wild life hazard management are not adequate. (No progress/Not Resolved)
11. Environmental management is not in accordance with the Aerodrome Manual. (No progress/Not Resolved)
12. TIA ARFF Emergency Access Plan does not match with existing Grid Map followed in TIA. (No progress/Not Resolved)
13. Portable fire extinguishers in ramp are not regularly inspected. Inspection date was not found. (No Progress/ Not Resolved)
14. Radio frequency hazard warning signs are not placed in front of Radar Station. (Resolved)
15. TIA Bird control coordination and implementation unit (TIA-BCCIU) meeting is not frequently conducted. (No progress/Not Resolved)
16. Maintenance record of ARFF vehicles is not maintained as per AM. (Resolved)
17. The Runway guard lights at taxiway E, Taxiway C were found unserviceable. (Resolved)
18. Most of the runway, taxiway signs were covered with grass. (Resolved)
19. Aircraft are often parked in the area marked as "Keep Clear" and intended for giving way for other aircraft in the domestic apron. (No Progress/ Not Resolved)
20. Traffic sign and speed limit sign along perimeter road within runway strip towards East side of runway are not frangible. (Resolved)

21. Wind direction indicator at RWY 02 end was not illuminating during inspection. (Resolved)
22. No preventive/scheduled maintenance plan exists for ARFF Vehicles as well as Standby Generators. This is deemed necessary for reduced risk and enhanced reliability of operation. (Resolved)
23. The concrete pavement joint filler and sealants in the international apron are deteriorated. (No Progress /Not Resolved)
24. The manhole covers in between newly constructed bay no. 2 and bay no.3 is not in line and level with respect to the surrounding pavement slabs which may endanger the aircraft tires. (No Resolved/No Progress)
25. Two RCC Hume pipes are left abandoned inside runway strip near RWY 20 end adjacent to drain. (Resolved)
26. The new taxiway center line marking in the RWY 20 does not comply with CAR-14 part 1. (Resolved)
27. The runway designation marking and aiming point marking are faded. The dimension of runway designation marking letter "2" at both RWY ends do not comply with CAR 14 Part I. (Resolved)
28. The drawings and maps of the Aerodrome Manual are not readable (No Progress/Not Resolved)
29. Various dismantled equipment is stored in the corridor of main sub-station which may be hazardous in case of an emergency. (Resolved)
30. Two people without wearing Ramp Jacket were found in domestic ramp area. (Resolved)
31. Fuel spillage was seen in aircraft stand number 1 and 9. (Resolved)
32. Accumulation of rubbish, discarded bottles, masks, gloves, empty Mobil containers were found uncovered in airside area. (Resolved)
33. Foreign Object Debris (FOD) was found in aircraft stand area and service road. (Resolved)
34. There is no inspection carried out by CED regarding 3 months checklist, 6 months check list, every 3-year checklist and special inspection checklist. (Resolved)
35. The runway friction assessment is not conducted following any significant maintenance activities, such as runway resurfacing or rubber removal. (No Progress/Not Resolved)
36. TIACAO does not approve the aircraft refueling process. (No Progress/Not Resolved)
37. Gap Analysis has not been done and also there is no action plan for mitigating the gap. (Resolved)
38. The responsibility for HIRM is not mentioned in SMS manual. (Resolved)
39. There is no SMS internal audit plan and the respective corrective action plan. (No Progress/Not Resolved)
40. The organization structure for SMS in TIA has no link between Aerodrome Safety Office and ATS Safety Office. (Resolved)

2.4 New Observations

1. Live fire drill was not carried out as per ARFF SOP.
2. Every individual fire fighter was not equipped with the protective clothing. Also, there was no any facility to sterilize or decontaminate PPE after the use.
3. ARFF SOP was not updated. Checklist for calculation of response time to reach to the furthest end of runway was not found in SOP.
4. Although grass height was maintained in the Runway Strip, the south portion of airside on the approach area has thick vegetation growth which may attract Wild/Bird activities.
5. Although there was a provision for bird scaring devices like Scare Crow (2 Nos.), and Pest Repeller (1No.) as per aerodrome manual, these devices were not found at their installation site.
6. Most of the portions of the inner security chain link fencing especially on the east side of runway was covered with thick bushes and vegetation growth.
7. A newly built incinerator was located just outside the airport on the North side adjacent to RWY 20 which may cause gaseous effluxes and attract bird activities.
8. Potholes and cracks were seen in TWY B near RWY holding point.
9. Cracks and loose aggregates were seen in TWY G.
10. Bay 5 rehabilitation site was not properly enclosed or fenced which could lead to spill over of FOD from construction site to nearby movement area. Also, the construction site was not properly illuminated at night.
11. Portion of the perimeter road towards north of domestic apron was encroached by piling of construction materials and aggregates that was to be used at construction site for ramp vehicle parking space.
12. The Airside Management Division was carrying out daily inspection of airside using checklist for monitoring bird/wildlife activity, condition of gas canon, bird scaring devices and grass growth. However, this checklist is not included in AM or its annexed documents. The bird harassment activities logged on a Hunter's Activities form were different in format than that given in AM.
13. The Aerodrome Manual Sub Part 4.12 WHM does not have cross reference with annexed documents (TIA Wildlife Hazard Control Manual 2018 and TIA Wildlife Hazard Control Procedure 2018).

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14. Safety Risk Assessment of Hazards was not done and Hazard Registration Sheet was not maintained.
15. Runway Safety Team (RST) meetings were not conducted frequently as per Runway Safety Program 2010.
16. Internal Safety Audit was not carried out by TIACAO as per ACR 2004, Rule 28.
17. Assessment for Hotspots Identification for mitigation of risks related to runway incursions was not carried out.

3. Conclusion

According to the principle of continuous oversight of certified aerodrome, ASSD surveillance audit inspection team performed the inspection of Tribhuvan International Airport (i.e. the aerodrome facilities, equipment, technical staffs and procedures) to identify any shortfall in implementation of or deviation from the requirement for its safe and efficient operation. Based on the observations from the surveillance audit inspection, the audit team proposes the following conclusion and recommendations:

1. Out of twenty-six (26) audit findings as of the previous surveillance audit conducted in March 2022, ten (10) have been resolved, two (2) have been exempted, nine (9) are found partially implemented and the remaining five (5) are in the state of no significant progress in implementation. This audit/ inspection has brought as many as two (2) new findings into notice. So there are altogether eighteen (18) findings which are yet to be resolved. These findings need prompt action to meet the requirement.
2. Out of forty (40) previous observations, twenty-one (21) have been resolved, four (4) partially implemented, and the remaining fifteen (15) observations are in the state of no progress. This audit/ inspection has brought as many as seventeen (17) new observations into notice. So there are altogether thirty-six (36) observations which are yet to be resolved for which action needs to be taken for improvement.
3. All the safety related functions and activities should be performed by only trained and competent personnel.
4. The safety risk assessment should be implemented effectively and the mitigation measures required thereof along with its limitations/restrictions should be taken accordingly.
5. Keeping view of the poor implementation of SMS, it is of major concern that Safety Assurance and Safety Promotion, which are Component-3 and Component-4 of SMS Framework, are not yet effectively implemented. Ineffective data collection, among others, can be primarily attributed to this problem. The required data should be collected, processed and analyzed by the concerned personnel and be made liable to meet the safety objective. Internal Audit should be effectively implemented.

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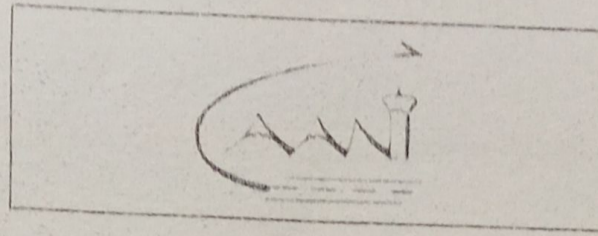
6. TIA shall remain committed for safety of aerodrome operation by improving lapses on operating procedures, existing infrastructures, and human resource management.
7. Most of the infrastructures, facilities and operating procedures of TIA are found to comply with the SARPs of CAR-14 Part 1, Aerodrome Design and Operations. The non-compliance can be minimized or can be brought into the acceptable level of safety through aeronautical studies. The audit team hence recommends issuing Aerodrome Certificate to Tribhuvan International Airport Civil Aviation Office for the period of two years.

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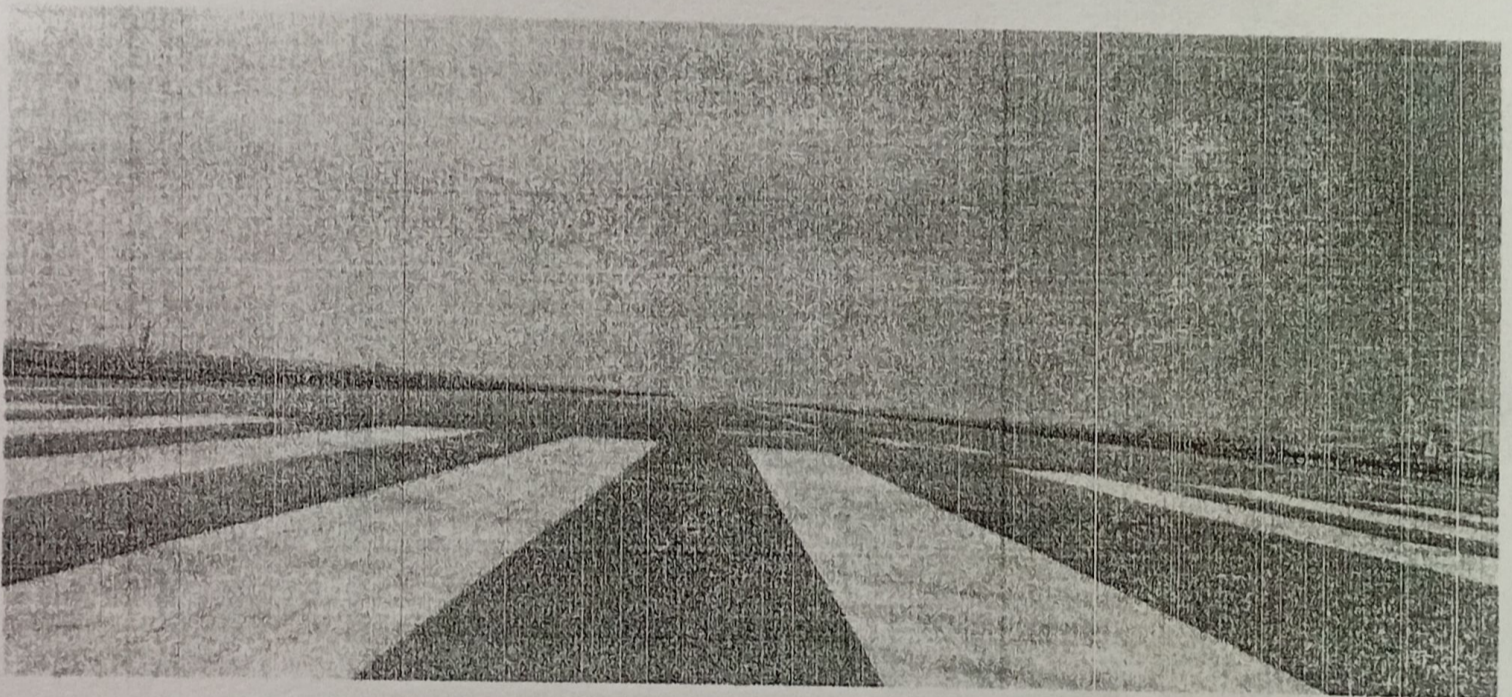


Civil Aviation Authority of Nepal

Aerodrome Safety Standards Department

Draft Report on Surveillance Audit/Inspection of

Tribhuvan International Airport



January 2024

EXECUTIVE SUMMARY

The Airport Certification Regulation, 2004 (first amendment, 2016) of CAAN specifies that the Airport Certificate must be obtained to operate international public air transportation service at any Aerodrome/ airport of Nepal. Based on this, Tribhuvan International airport was certified under Rule 6 from 1st November 2022 for next two years validity.

Aerodrome Safety Standards Department (ASSD) of Civil Aviation Authority of Nepal (CAAN) has a routine annual plan to audit Tribhuvan International Airport (TIA) twice a year as per AC/AD- 15 Guidance Materials on Aerodrome Safety Inspections at Certified and Non-Certified Aerodromes. Based on it, ASSD carried out its Surveillance Audit/Inspection from 29th January to 31st January 2024.

A surveillance Audit team consisted of aerodrome inspectors including Civil, Electro- Mechanical and ARFF faculty. The audit was designed to assess compliance, the Aerodrome Manual, implementation of status of Safety Management System and other documents related with Civil Aviation Requirements for Aerodromes (CAR-14, Part 1), Airport Certification Regulation 2004, First Amendment 2016 (ACR 2004), and other relevant requirements.

Audit programme officially begun with the entry or opening meeting with GM TIACAO at Aerodrome safety office in presence of concerned TIA officials. During the programme, the ASSD team reviewed the previous findings and observations, aerodrome manual and its annexed documents, inspected airside, movement area, visual aids for navigation, airport rescue and firefighting facilities. The team also visited Apron and Wildlife Management Section, Civil Engineering Division, Electro-Mechanical Division, Aerodrome Safety Office and concluded the audit programme with debriefing meeting with GM TIACAO.

TABLE OF CONTENTS

EXECUTIVE SUMMARY	2
1. Background.....	4
1.1 Airport/Organization Information	4
1.2 Audit Team	4
1.3 Audit Scope & Objectives	5
1.5 Documents Reviewed	6
1.5.1 The following documents were reviewed prior to, and during, the audit:.....	6
1.5.2 Aerodrome Manual and SMS Manual Review	6
1.6 Person Contacted and Interviewed	7
1.7 Pre-Audit/Entry/Opening Meeting	7
1.8 Audit Activity.....	8
1.9 Exit/Debrief Meeting	8
2. Audit Findings and Observations	8
2.1 Summary of Audit Findings.....	8
2.2 Audit Findings (Non-Compliance)	9
2.3 As per Scheduled Surveillance Audit/Inspection, the current status of previous general observations.....	13
2.4 New Observations.....	16
2.5 SMS Evaluation.....	17
3. Conclusion.....	17

1. Background

- Aerodrome Certificate with validity from November 01, 2022 for next two years was issued to Tribhuvan International Airport Civil Aviation Office (TIACAO) pursuant to the provision of rule 6 of Airport Certification Regulation, 2004 (First Amendment 2016) under the Civil Aviation Authority Act 2053.
- As per the provision of rule 29 of Airport Certificate Regulation, 2004 (First Amendment 2016), certified aerodromes are subjected to routine surveillance inspection by aerodrome inspectors of Aerodrome Safety Standards Department (ASSD), CAAN to monitor their safety activities for continuous improvement. For that purpose, ASSD has planned to conduct surveillance audit/inspection program of TIA twice a year (every six months) as per AC/AD-15 Guidance Materials on Aerodrome Safety Inspections at Certified and Non-Certified Aerodromes. In this endeavor an audit team was formed by involving CAAN officials related to different areas (Civil, Electro-Mechanical and ARFF) which carried out on-site surveillance audit/inspection of TIA from 29th January -31st January, 2024 for periodic surveillance Audit/Inspection.
- This audit was undertaken in accordance with the requirements of *CAAN ACR 2004*.

1.1 Airport/Organization Information

Airport Visited:	Tribhuvan International Airport
Dates of Inspection/Audit:	29 th January to 31 st January 2024
Certificate number:	001

1.2 Audit Team

A Surveillance audit/Inspection team was established by Aerodrome safety standards department for the assessment process. This team consisted of:

- | | |
|---|---------------|
| 1. Er. Deepak Chand, Director | - Team Leader |
| 2. Mr. Rajeev Giri, Deputy Director | - Observer |
| 3. Ar. Ujjwal Kumar Shrestha, Manager, AI | - Member |

- | | |
|---|-------------------|
| 4. Er. Yogesh Pudasaini, Senior Officer, AI | -Member |
| 5. Er. Ram Bali Mahato, Dy. Manager, AI | -Member Secretary |

1.3 Audit Scope & Objectives

Following are the objectives of the audit which intends:

- To verify the progress of implementation of CAP based on previous audit findings.
- To verify the progress of the implementation or closure of the list of given observations.
- To verify the status of implementation of safety management system.
- To assess compliance with the Aerodrome Manual, and other related documents Tribhuvan International Airport with respect to the regulatory standards.
- To observe other remaining issues as mentioned in the special conditions.

1.4 Identity and Administrative Information of Audited Organization

The management of Tribhuvan International Airport, representing the aerodrome operator was

- 1) Mr. Pratap Babu Tiwari, General Manager
- 2) Mr. Subhash Jha, Director, Airport Operation Department
- 3) Mr. Summat Prasad Chaudhary, Director, Flight Operation Department
- 4) Mr. Upaj Dhakal, Director, Technical Service Department
- 5) Mr. Dharendra Bahadur Singh, Dy. Director, Aerodrome Operations Office
- 6) Mr. Narayan Bahadur Rawat, Dy Director, Rescue and Fire Fighting Division
- 7) Mr. Hari Prasad adhikari, Dy Director, Civil Engineering Division
- 8) Mr. Sanjay Kumar Chaudhary, Dy Director, Electro-Mechanical Division
- 9) Mr. Pravej Alam Siddiki, Dy Director, Airside Management Division
- 10) Mr. Puspa Raj Neupane, Dy Manager, Civil Engineering Division
- 11) Mr. Kumar Sujukhu, Dy Manager, Electrical Section
- 12) Ms. Smarika Bhail, Dy Manager, Mechanical Section
- 13) Mr. Sumit Parajuli, Senior Officer, Aerodrome Safety Officer
- 14) Ms. Anjana Bhatta, Senior Officer, ATCEP

1.5 Documents Reviewed

1.5.1 The following documents were reviewed prior to, and during, the audit:

- CAAN Airport Certification Regulations, 2004 (First amendment 2016)
- CAAN Civil Aviation Requirements for Aerodromes (CAR-14, Part 1)
- CAAN Aerodrome Inspector's Handbook
- CAAN Manual of Aerodrome Certification Procedures
- TIA Aerodrome Manual 10th Edition- 2023
- TIA Safety Management System Manual- 2023 version 6.0
- TIA Emergency Plan-2022
- Manual of Removal of Disabled Aircraft (RODA)-2019
- TIA Civil Maintenance Manual -2022
- TIA Apron Safety Management Manual- 2023
- TIA Apron Operation Procedures-2023
- TIA Wildlife Hazard Control Manual-2023
- TIA wildlife Hazard Control Procedures-2023
- Standard Operating Procedures for Aerodrome Rescue and Fire Fighting Service (SOP-RFFS)-2023
- Electrical Mechanical Maintenance Manual 2023
- TIA Airside Driving Handbook-2023
- CAR14 compliance checklist with respect to TIA-2023

1.5.2 Aerodrome Manual and SMS Manual Review

The team commenced an assessment process with a thorough review of the TIACAO Aerodrome Manual which was approved by Director General of CAAN. The detailed Audit checklist of the assessment is attached to this report.

The SMS manual of TIACAO was also been assessed by Audit Team using "SMS Evaluation Tools" of Procedure Manual for Safety Management Functions published by Safety Management Division, Head Office CAAN. The detailed checklist of the assessment is also attached to this report.

1.6 Person Contacted and Interviewed

The following key persons were interviewed and questioned during the audit:

- 1) Mr. Dhirendra Bahadur Singh, Dy. Director, Aerodrome Safety Office
- 2) Mr. Pravej Alam Siddhiki, Dy. Director, Airside Management Division
- 3) Er. Sanjay Kumar Chaudhary, Dy. Director, Electro Mechanical Division
- 4) Mr. Narayan Bdr Rawat, Dy. Director, ARFF Division
- 5) Er. Hari Prasad Adhikari, Dy. Director, Civil Engineering Division
- 6) Mr. Puspa Raj Neupane, Dy. Manager, Civil Engineering Division
- 7) Mr. Sahadev Nagarkoti, Manager, ARFF Division
- 8) Er. Smarika Bhail, Dy Manager, Mechanical Section
- 9) Er. Kumar Sujukhu, Dy manager, Electrical Section
- 10) Mr. Sumit Parajuli, Senior Officer, Aerodrome Safety Office
- 11) Er. Anjana Bhatta, Senior Officer, ATCEP

1.7 Pre-Audit/Entry/Opening Meeting

1.7.1 Pre-Audit Meeting was conducted at aerodrome safety standard department (ASSD) at 28th January 2024.

1.7.2 An opening meeting was carried out on 29th January 2024 at TIA Aerodrome safety office. This briefing was conducted by the CAAN Audit Team Leader, Mr. Deepak Chand, audit team and attended by the most of the senior officials of TIA Airport.

1.7.3 The entry meeting marked the commencement of the audit process. It was held to allow the team to be introduced to the aerodrome operator's staff and to allow the Team Leader to provide a briefing on how the audit was planned to proceed, the allowance for minor variations of the audit program if necessary to suit individuals and to explain the steps to be taken by the team and TIA both during and after the audit. A copy of the audit program delivered at the entry meeting is attached as Appendix.

1.8 Audit Activity

1.8.1 This was conducted over the period 29th January to 31st January 2024 and comprised observations, inspections, and measurements of airport facilities, equipment and procedures, as well as interviews with airport staff and contractors.

1.9 Exit/Debrief Meeting

1.9.1 A closing meeting was conducted on 31st January 2024 at the TIA aerodrome safety office. This was conducted by the CAAN Audit Team Leader in the presence of General Manager Mr. Pratap Babu Tiwari and attended by most of the senior officials of TIACAO.

1.9.2 The exit meeting marked the end of the audit activities at the airport for the team and was the opportunity for the team to brief the staff of the TIA on the findings generated through the audit process. Some findings were presented; each being assessed either as non-conformance to CAR - 14, PART - I standards and recommended practices, or ACR 2004. In addition, some observations were made which, in the opinion of the team, would contribute to improving the safety, regularity, and efficiency of the airport if adopted.

2. Audit Findings and Observations

2.1 Summary of Audit Findings

From this audit there were:

- Out of Nineteen (19) audit findings as of the previous surveillance audit conducted in May 2023, one (1) has been resolved, two (2) have been exempted, twelve (12) are found partially implemented and the remaining four (4) are in the state of no significant progress in implementation. This audit/ inspection has brought as many as Ten (10) new findings into notice out of which seven (7) are about safety management. One (1) previous finding regarding mock up aircraft is discarded. So, there are altogether Twenty-Seven (27) findings out which Thirteen (13) findings are Non-compliance level 2 and Fourteen (14) findings are fall under observations level category.
- Out of thirty (30) previous observations, eight (8) have been resolved. The remaining twenty-two (22) observations are in the state of no progress. This audit/

inspection has brought as many as nineteen (19) new observations into notice. So, there are altogether forty-one (41) general observations for improvement of airport safety, efficiency or regularity of operations.

2.2 Audit Findings (Non-Compliance)

2.2.1 Finding: Describe the deficiency and the corrective action required by the audited organization together with reference to mandatory requirement and associated evidence of non-conformity.

2.2.2 *ACR 2004* imposes an obligation to ensure the physical characteristics, aeronautical ground lights and surface marking colours, obstruction clearing and marking and visual ground aids and equipment at aerodromes conform to *CAR - 14, PART - 1* & *CAR-19* and that recommended practices shall be implemented as far as possible.

2.2.3 All of the non-conformances and many on the non-adherences could have been classed as non-compliances under the provision of *ACR 2004*, but the team elected to use the less severe finding classifications to demonstrate our intention of encouraging voluntary compliance rather than threatening enforcement.

2.2.4 We were also mindful of the need to develop awareness of some requirements and that *Airport* staff may need to acquire technical documentation for reference.

2.2.5 The following previous findings were reviewed and checked during Surveillance audit/Inspection of TIACAO.

Previous Findings Status

AD-01: The width of runway strip on each side of the centerline of the runway does not comply with requirements set forth in *CAR-14, Part 1*. (Non-conformance with 3.4.2 and 3.4.3 of *CAR 14, Part 1*)

Status: (Exempted/Not Resolved), Non-Compliance Level 2

AD-02: The PCN value for runway, taxiway and international apron are provided in the Aerodrome Manual, however the document for determination of these values is not submitted to regulatory authority and the PCN of domestic apron is not mentioned in the AM. (Non-conformance with 2.6.1 of *CAR - 14, PART 1*)

Status: (Progressive /Not Resolved), Non-Compliance Level 2

AD-03: Adequate number of qualified and skilled technical personnel are not available in **TIACAO** in order to carry out all critical activities associated with aerodrome operations, regular inspection and maintenance work; (Non-Conformance with Rule 25(1), ACR 2004)

1.1 ARFFS to maintain existing category 9

1.2 Civil Engineering Division

1.3 Electro-Mechanical Division

1.4 Airside Management Division

1.5 Aerodrome Safety Office

Status: (Partial Progress/Not Resolved), Non-Compliance Level 2

AD-04: To replenish vehicles in as little as five minutes after an accident, an analysis should be conducted for the provision of strategically located hydrants, static water supplies, and their associated storage and delivery facilities. Static water storages at strategic locations for the expeditious replenishment for rescue and fire fighting vehicles are not provided at TIA. (Non-Conformance with 9.2.16, CAR-14, Part 1)

Status: (Partial Progress/Not Resolved), Non-Compliance Level 2

AD-05: The minimum separation distance between parallel taxiway centerline and runway centerline does not meet the standards of CAR 14 Part 1. (Non-Conformance with 3.9.7 of CAR-14 Part 1)

Status: (Exempted/Not Resolved), Non-Compliance Level 2

AD-06: Aircrafts at international parking stands, apron flood light mast, domestic terminal building penetrates the transitional surfaces. (Non-Conformance with Rule 32, ACR and 4.2.7, 4.2.8, of CAR-14 Part 1)

Status: (Partial Progress/Not Resolved), Non-Compliance Level 2

AD-07: Moving Vehicles on perimeter roads, east side police barrack sentry post towards RWY 02 end and inner security fences penetrate the transitional surfaces. (Non-conformance with Rule 32 of ACR 2004 and 4.2.7, 4.2.8 of CAR - 14, PART - 1)

Status: (Partial Progress/Not Resolved), Non-Compliance Level 2

AD-08: TIA has no records of qualifications, experiences and training of persons conducting technical inspections. (Non- Conformance with Rule 30 ACR 2004 Schedule 1)

Status: (Resolved). Non-Compliance Level 2

AD-09: The method of instructing and testing drivers operating in airside area is not established as per Aerodrome Manual. (Non-conformance with Rule 20, ACR 2004, schedule 1)

Status: (Partial Progress/Not Resolved). Non-Compliance Level 2

AD-10: The isolated parking positions is not designated in the aerodrome. (Non-Conformance with 3.14.1 of CAR-14 Part 1)

Status: (No Progress/Not Resolved). Non-Compliance Level 2

AD-11: The available portion of the strip on either side of centerline of runway is not graded. (Non-conformance with 3.4.8 of CAR-14 Part 1)

Status: (Partial Progress/Not Resolved). Non-Compliance Level 2

AD-12: The manual does not contain Obstacle Chart Type A & B details. Also, OLS monitoring is not done in accordance with Aerodrome Manual. (Non-conformance with ACR 2004, 20 & schedule 1, Part 4, 4.13 of CAR-14 part 1)

Status: (Partial Progress/Not Resolved). Non-Compliance Level 2

AD-13: TIACAO does not monitor the organizations performing activities such as ground handling agencies, fixed base operators and the bodies carrying out flight or aircraft operations independently at the aerodrome to ensure that they comply with the Aerodrome Safety Requirements. (Non-conformance with Rule 27, ACR 2004)

Status: (Partial Progress/Not Resolved). Non-Compliance Level 2

AD-14: Bird control coordination and implementation unit (TIA-BCCU) meeting & Apron Safety Squad Meeting is not being conducted regularly. (Non-conformance with ACR 2004, schedule 1, 4.10 & 4.12)

Status: (Partial Progress/Not Resolved). Observation

AD-15: Written Mutual Aid Agreement shall be executed and periodically reviewed with emergency services department, mutual aid agencies, periodical exercise shall be conducted to test the procedures. TIACAO have not performed Memorandum of Understanding (MOU) with involving agencies as per Aerodrome Emergency Plan 2022. (Non-conformance with 9.1 of CAR-14 Part-1 & ACR 2004, schedule 1, 4.3)

Status: (No Progress/Not Resolved). Observation

AD-16: All fire fighters have not received live fire drill training commensurate with the type of aircraft using the aerodrome including pressure fed fuel fires. (Non-conformance with 9.2 of CAR -14 Part-1 & ACR 2004, schedule 1, 4.4)

Status: (No Progress/Not Resolved). Observation

AD-17: As per TIA AEP 5.13 Alert 13 Chemical, Biological, Radiological, Nuclear and Hazardous Material emergencies, the team of ARFF TIA is made responsible to deal with the probable threat of these materials however there is no any provision of Hazardous Materials related training to the TIA ARFF personnel. Provision of such training shall be made at earliest and record of such training shall be maintained. (Non-conformance with 9.1 of CAR -14 Part-1 & ACR 2004, schedule 1, 4.3 & 4.4)

Status: (No Progress/Not Resolved). Observation

AD-18: ICAO Doc. 9137 Part 1, Table 5-2 states each ARFF department need to have at least 3 units of AED and ORE in their rescue inventory for Category 8-10. As such, all fire fighters have not received training to use the AED and ORE. (Non-conformance with 9.2 of CAR -14 Part-1 & ACR 2004, schedule 1, 4.4)

Status: (Partial Progress/Not Resolved). Observation

New Finding

AD-19: Preparation, approval and dissemination of a method-of-working plan (MOWP) for the construction and maintenance of paved and/or unpaved runways and associated shoulders and safety areas are not properly maintained. (Non-conformance with ACR 2004, 27 & schedule 1, Part 4, 4.8) Observation

AD-20: Wildlife Hazard Management Plan (WHMP) is not developed. (Non-conformance with ACR 2004, 27 & schedule 1, Part 4, 4.12) Non-Compliance Level 2

AD-21: Removal of obstacle as per the Aerodrome Manual part 4.13 is not properly implemented.

(Non-conformance with ACR 2004, 27 & schedule 1, Part 4, 4.13) Observation

- AD-22: Aerodrome Safety Manager should have appropriate training for capacity development to fulfill the roles and responsibilities described in Appendix of TIACAO's SMS manual. (Non-conformance with CAR-19, Appendix 2, Para. 1.3) Observation
- AD-23: TIACAO should maintain the SMS integration with other safety agencies of section/division/department of third parties (Airlines/Nepal Oil Corporation/Flight caterings/Ground handling agency/Contractors). (Non-conformance with CAR-19 Para. 1.5.4) Observation
- AD-24: TIACAO should enhance the safety reporting systems and safety investigations procedures and activities. Also, monitor the safety recommendations of investigations if any. (Non-conformance with CAR-19 Para. 3.3.3) Observation
- AD-25: SPIs and SPTs of TIACAO should be monitored and analyzed for trends. (Non-conformance with CAR-19 Para. 3.3.2.2 Appendix 2, para 3.1) Observation
- AD-26: Internal audit procedures should be developed and implement accordingly to contracted organizations /third parties. (Non-conformance with CAR-19 Para. 3.3.2.2 Appendix 2, para 3.1) Observation
- AD-27: TIACAO should identify any changes that impact on safety and manages it accordance with safety risk management processes under the management of change. (Non-conformance with CAR-19 Appendix 2, para 2.1 and 2.2) Observation
- AD-28: TIACAO should continue the annual SMS training plan and identify the training for the staffs by training need analysis. (Non-conformance with CAR-19 Appendix 2, para 4.1) Observation

2.3 As per Scheduled Surveillance Audit/Inspection, the current status of previous general observations.

1. The SMS manager does not have direct access or reporting to the accountable manager concerning the implementation and operation of the SMS. (No progress/Not Resolved)
2. Turning radius required for maneuvering ARFF Vehicle at crash gate is not sufficient. (Partial progress Not Resolved)
- # 3. There are no sufficient operational hydrants available on the Aerodrome and the available hydrants are also not well maintained. (No Progress/Not Resolved)

4. Promotional materials, awareness programming activities related to wild life hazard management are not adequate. (No progress/Not Resolved)
5. Environmental management is not in accordance with the Aerodrome Manual. (No progress/Not Resolved)
6. The manhole covers in between newly constructed bay no. 2 and bay no.3 is not in line and level with respect to the surrounding pavement slabs which may endanger the aircraft tires. (No Resolved No Progress)
7. The drawings and maps of the Aerodrome Manual are not readable (No Progress/Not Resolved)
8. The runway friction assessment is not conducted following any significant maintenance activities, such as runway resurfacing or rubber removal. (No Progress/Not Resolved)
9. TIACAO does not approve the aircraft refueling process. (No Progress/Not Resolved)
10. Every individual fire fighter was not equipped with the protective clothing. Also, there was no any facility to sterilize or decontaminate PPE after the use. (No Progress/Not Resolved)
11. ARFF SOP was not updated. Checklist for calculation of response time to reach to the furthest end of runway was not found in SOP. (Resolved)
12. Although grass height was maintained in the Runway Strip, the south portion of airside on the approach area has thick vegetation growth which may attract Wild Bird activities. (Resolved)
13. Most of the portions of the inner security chain link fencing especially on the east side of runway was covered with thick bushes and vegetation growth. (No Progress/Not Resolved)
14. A newly built incinerator was located just outside the airport on the North side adjacent to RWY 20 which may cause gaseous effluxes and attract bird activities. (No Progress/Not Resolved)
15. Assessment for Hotspots Identification for mitigation of risks related to runway incursions was not carried out. (Resolved)
16. No preventive scheduled maintenance plan exists for ARFF Vehicles as well as Standby Generators. This is deemed necessary for reduced risk and enhanced reliability of operation. (No Progress/Not Resolved)

17. Aircraft stand marking at international parking bay no. 6 is faded. **(Resolved)**
18. Fuel Spillage is seen at international parking bay no. 2 and 6. (No Progress/Not Resolved)
19. The used airfield lighting and general lighting checklist are not aligned with latest updated Aerodrome Manual 10th Edition, 2023. **(Resolved)**
20. Preventive and breakdown maintenance regarding airfield lighting are not carried out regularly. **(Resolved)**
21. Some of edge lights are not serviceable. (No Progress/Not Resolved)
22. Some mandatory signs and information signs are not properly illuminating. (No Progress/Not Resolved)
23. Wind direction indicator towards RWY 02 is not illuminating. (No Progress/Not Resolved)
24. Bird Activities is seen near RWY 20. **(Resolved)**
25. Aiming point and PAPI are not coincident towards RWY 02. **(Resolved)**
26. No entry signs near fire station is not illuminating. **(Resolved)**
27. Due to improper positioning of watch tower window glass (inclination), it can create optical illusions in day time and during night time nothing is visible beyond the flood light installed in apron area. Also, the binocular kept for better surveillance at watch tower is not properly functioning. (No Progress/Not Resolved)
28. TIA shall develop grid map of 8 kms area which should include surrounding communities and depict appropriate medical facilities, access roads, rendezvous points, etc. within a distance of approximately 8 km from the center of the airport. Thus, developed grid shall be made available in TIAEP, watch tower and all fire vehicles. (No Progress/Not Resolved)
29. The escape routes in the Terminal building are not clearly demarcated as per TIA DRP. Terminal building of TIA has not determined its assembly area, conduction of the risk assessment of the building and the requirement of firefighting equipment for the safety of occupants. (No Progress/Not Resolved)
30. Number of HAZMAT suits are not available as per TIA AM, Table 4.1 Inventory of RFFS Equipment, Extinguishing Agents and Personnel. (No Progress/Not Resolved)

2.4 New Observations

1. Daily inspection checklist and fault report of electrical system is not properly maintained.
2. Preventive maintenance of ARFF vehicles and its implementation is not aligned.
3. Aircraft identification signs bay no 2 is not illuminating.
4. Wind direction indicators is not properly maintained.
5. Taxiway centerline marking at TWY G is not completed after patch up maintenance.
6. Some FOD found on Apron.
7. Rubber Deposits is seen on the Runway 02.
8. Runway holding position marking at Taxiway E is faded.
9. Sample of land certificate is not maintained.
10. Airport facilities layout which is in part 2 of Aerodrome Manual, has not included location of any aerodrome facilities and equipment outside the aerodrome boundary.
11. Fire prevention officer requirements is not established.
12. Fire performance Test and Drill Activities is not properly maintained.
13. Removal of Disabled Aircraft Plan is not updated as per existing capability and contingency plan.
14. Daily inspection checklist conducted by Apron and wildlife hazard management section is not included in Aerodrome Manual.
15. Hunter activities form is not matched with approved aerodrome manual.
16. Bird scaring device towards taxiway E is unserviceable.
17. Bird nest are seen on top of international apron flood lights.
18. AEP is not updated after performing last full-scale emergency exercise conducted at June 2022.
19. Crash gate behind the Runway 02 is obstructed by stockpiling construction materials.

2.5 SMS Evaluation

- a) TIACAO has safety management system (SMS) from 2010 as per para 1.4 of Civil Aviation Requirements (CAR)-14 part 1 and CAR-19 'safety management'. Now, TIACAO has updated 6th version 2023 SMS Manual
- b) Audit team evaluated SMS by using 'SMS Evaluation Checklist' where are several questions regarding P-present, S-suitable, O-operating and E-effective. P & S are under the not implementation and others O & E are under the implementation of SMS.
- c) Based on it, SMS Safety Policy and Objective, Safety Risk Management, Safety Assurance and Safety Promotion has implemented 95.24%, 80%, 66.67 % and 75% respectively.
- d) Overall TIACAO'SMS implementation is 82.98 % because some questions are still in not implementing (P & S). The used SMS evaluation checklist are attached in Appendix.

3. Conclusion

According to the principle of continuous oversight of certified aerodrome, ASSD surveillance audit inspection team performed the inspection of Tribhuvan International Airport (i.e. the aerodrome facilities, equipment, technical staffs and procedures) to identify any shortfall in implementation of or deviation from the requirement for its safe and efficient operation. Based on the observations from the surveillance audit inspection, the audit team proposes the following conclusion and recommendations:

1. Out of Nineteen (19) audit findings as of the previous surveillance audit conducted in May 2023, one (1) has been resolved, two (2) have been exempted, twelve (12) are found partially implemented and the remaining four (4) are in the state of no significant progress in implementation. This audit/ inspection has brought as many as Ten (10) new findings into notice out of which seven (7) are about safety management. One (1) previous finding regarding mock up aircraft is discarded. So, there are altogether Twenty Seven (27) findings out which Thirteen (13) findings are Non-compliance level 2 and Fourteen (14) findings are fall under observations level category.
2. Out of thirty (30) previous observations, eight (8) have been resolved. The remaining

twenty-two (22) observations are in the state of no progress. This audit/inspection has brought as many as nineteen (19) new observations into notice. So, there are altogether forty-one (41) general observations for improvement of airport safety, efficiency or regularity of operations.

3. All the safety related functions and activities should be performed by only trained and competent personnel.
4. The safety risk assessment should be implemented effectively and the mitigation measures required thereof along with its limitations/restrictions should be taken accordingly.
5. TIA shall remain committed for safety of aerodrome operation by improving lapses on operating procedures, existing infrastructures, and human resource management.
6. Commitment of management and continuous monitoring for effective safe operation is important; TIA has to accomplish its corrective action plan submitted against some of the previous audit findings to improve lapses on operating procedures, existing infrastructures, human resource management etc. Similarly, new additional findings and observations are vital to improve TIA's commitments towards aerodrome safety enhancement.

Appendix 13

Appended as per the provision of clause 6.3 of Annex 13 (13th edition).



नेपाल नागरिक उड्डयन प्राधिकरण

प्रधान कार्यालय, बबुमहल, काठमाडौं, नेपाल।
फ्लाईट सेफ्टी स्ट्याण्डर्ड्स विभाग

फोन नं : ४२६२३२६, ४२६२४१६, ४२६२५१८, ४२६२९२३
FSSD : ४१११११९, ४१११०७५, ४१११०४२
फ्याक्स : ९७७-१-४२६२५१९, ४११११९८
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पत्र संख्या:- ५३१७/०८९/८२
२०७० १३०३

मिति:- २०८२/०२/२०

→ श्री Aviation Safety and Accident Investigation Section
संस्कृति, पर्यटन तथा नागरिक उड्डयन मन्त्रालय,
सिंहदरबार, काठमाडौं।

विषय : राय/प्रतिक्रिया उपलब्ध गराएको सम्बन्धमा।

प्रस्तुत विषयमा श्री सौर्य एयरलाइन्स प्रा.लि.को 9N-AME (CRJ 200) को मिति २०८१ साउन ९ गते विभुवन अन्तर्राष्ट्रिय विमानस्थल काठमाडौंमा भएको दुर्घटना छानविन गर्न गठित दुर्घटना जाँच अयोगको मिति 7 May 2025 को संलग्न इमेलबाट उक्त दुर्घटनाको Draft Final Report उपर तपसिल बमोजिमको राय तथा प्रतिक्रिया रहेको व्यहोरा प्राधिकरणको मिति २०८२/०२/२० को निर्णयानुसार अनुरोध गर्दछु।

- उक्त Draft Final Report को बुँदा 1.6 Aircraft Information मा उल्लेख भएको AW/04/77/78; मिति 22 July 2020 को पत्र बमोजिमको Lease Agreement MSN: 8050 (9N-ANM) को रहेको र दुर्घटना भएको MSN: 7772 (9N-AME) सौर्य एयरलाइन्सको स्वामित्वमा रहेकोले Lease Agreement को प्रसंग सान्दर्भिक नरहेको।
- बुँदा नं. ५ Appendix मा उल्लेख Appendix-1 देखि Appendix-9 सम्मको Attachment संलग्न नरहेको।
- बुँदा नं. 4.2 All Operators-1 तथा 4.2 CAAN -1 and 4 मा उल्लेख भए बमोजिम All Operators लाई Flight Data Monitoring Mandatory गर्ने विषयमा ICAO Annex-6 3.3.1 Recommendation ले 1500 kg MTOW भन्दा माथिका वायुयानमा Flight Data Monitoring गर्न सुझाएको र 3.3.4 को Standards मा 27000 kg MTOW भन्दा माथिका वायुयानमा Flight Data Monitoring गर्न अनिवार्य प्रावधान रहेको, साथै नेपालमा Twin Otter; Dornier जस्ता धेरै पुराना वायुयान समेत रहेकोले Flight Data Monitoring Mandatory गर्न सान्दर्भिक नरहन सक्ने भएकोले ICAO Annex-6 मा उल्लेख भएकै कुनै तौल (MTOW) समूह तोकन उपयुक्त रहने।
- बुँदा 4.2 CAAN-1 मा उल्लेख भएबमोजिम CAAN मा आफ्नै FDM/FDA Capability Develop गर्ने विषयमा हाल नेपालमा विभिन्न थरीका वायुयान उडानमा रहेको र ती सबैका FDM/FDA Capability CAAN मा हुनुपर्ने विषय यथार्थपरक नदेखिएको र अन्य देशका CAA मा समेत यस्तो व्यवस्था नरहेको र ती देशका स्वतन्त्र दुर्घटना छानविन आयोगमा सो सुविधा हुने भएकोले सो बुँदामा संशोधन हुन उपयुक्त हुने।

स.स.द.नं.: ४८२६
मिति: २०८२/०२/२०
श्री प्रशासन महाराजा
श्री संस्कृति महाराजा
श्री वा.उ. महाराजा
श्री पर्यटन महाराजा

संस्कृति, पर्यटन तथा नागरिक उड्डयन मन्त्रालय
दर्ता नं.: २२९६
मिति: २०८२/०२/२०

(राजकुमार बजगाईं)
वरिष्ठ अधिकृत
फ्लाईट सेफ्टी स्ट्याण्डर्ड्स विभाग

सादर अवगतार्थ:
श्रीमान् महानिर्देशकज्यू,
नेपाल नागरिक उड्डयन प्राधिकरण।
श्रीमान् उपमहानिर्देशकज्यू, ASSRD

सि.डि.ए. श्री तनुजात्री
२०८२/०२/२०