

## ENR 1. GENERAL RULES AND PROCEDURES

### ENR 1.1 GENERAL RULES

#### 1. Introduction

1.1. The air traffic rules and procedures applicable to air traffic in Nepalese territory conform to Annex 2 and Annex 11 to the convention on International Civil Aviation and Civil Aviation Requirement (CAR) 2 and Civil Aviation Requirement (CAR) 11 of Civil Aviation Authority of Nepal to those portions of the Procedures for Air Navigation Services - Air Traffic Management (Doc. 4444) applicable to aircraft and of the Regional Supplementary Procedures applicable to the Asia Pacific Region except for the differences listed in GEN 1.7

1.2. All aircraft operating within Kathmandu FIR shall abide by Civil Aviation Laws/Regulations (Civil Aviation Act, Civil Aviation Authority Act, Civil Aviation Regulations and civil aviation requirements) of Nepal and the general flight rules governing the air traffic management in Nepal.

1.3. All aircraft shall be subject to approval in accordance with the relevant provision of Nepal for entry into or exit from Kathmandu FIR.

1.4. The Civil Aviation Authority of Nepal has the right to take necessary action against any aircraft if it flies into or out of the territorial airspace of Nepal without authorization and order it to land at a designated aerodrome.

#### 2. General Flight Rules

2.1. Aircraft in flight shall comply with the instrument flight rules (IFR) or the Visual Flight Rules (VFR). Any aircraft operating between the hours of sunset and sunrise shall comply with IFR requirements. Aircraft operating in controlled airspace shall comply with any instruction, clearance or advice issued by ATC, or shall immediately advise ATC if unable to comply.

##### 2.2. *Flight shall be categorized IFR or VFR for the purpose of*

- a) Indicating flight notification requirement;
- b) Specifying separation responsibilities in controlled airspace; and
- c) Indicating traffic information requirement within controlled airspace and outside controlled airspace.

##### 2.3. *Special VFR flight*

A Special VFR flight is a VFR flight cleared by air traffic controller to operate within a control zone in meteorological conditions below VMC. Following conditions are applied to operate Special VFR flights,

- a) By day when VMC does not exist, at the request of the pilot,
- b) When traffic condition permits.

- d) Ground visibility is not less than:
  - i) 1000m for rotor wing aircraft;
  - ii) 2500m for fixed wing aircraft in Kathmandu, Pokhara, Bharatpur and Simara airports;
  - iii) 2000m for fixed wing aircraft in Biratnagar, Janakpur, Nepalganj, and Bhairahawa, Dhangadi, Chandragadi airports.
- e) Pilot shall not enter into cloud while operating SPECIAL VFR flight.

2.3.1. SPECIAL VFR flight shall not be authorized if there is any doubt to the ATC that an aircraft may not be able to fly clear of clouds and insight of ground or water.

2.3.2. Separation shall be provided between SPECIAL VFR flights and between all IFR flights and SVFR flight.

2.3.3. Except category A and Rotor wings aircraft SPECIAL VFR operation will not be permitted in those control zones of Nepal where IFP (Instrument Flight Procedure) are established.

#### 2.4. **Sector Visibility**

- a) Because of the prescribed ground visibility of 5 km, most of the VFR flights are likely to be delayed or cancelled due fog in winter season. To minimize this situation the concept of sector visibility has been introduced.
- b) The term SECTOR VISIBILITY is understood by a controller on duty, to be the slant visibility within the limits of the airspace above the ground encompassing the climb-out/approach path of an aircraft.
- c) Aircraft shall be cleared for take off or to land if the duty controller feels that the climb out/approach path along the relevant sector is clear although the prevailing visibility is less than 5 km.
- d) Determination of sector visibility will be based primarily on remark section of METAR if available or personnel observation of the duty controller.

2.5. When any meteorological condition at a controlled aerodrome is observed to be less than the minima prescribed for the particular operation, an IFR flight shall not be cleared for take-off or to descend below the lowest holding altitude prescribed or shall not be cleared to land even after final approach has been commenced.

### 3. **Assessment of Priorities of Flight**

3.1. ATC will regulate operations, provided the safety is in no way jeopardized by applying priorities in the following order;

- a) an aircraft in emergency, including being subjected to unlawful interference shall be given priority in all circumstances.
- b) an aircraft which has suffered radio communications failure shall be granted priority for landing.
- c) an aircraft which has declared a Mercy flight.
- d) an aircraft which is participating in search and rescue operation.
- e) an aircraft classified as a VVIP flight.
- f) a landing aircraft will have priority over a departing aircraft if the later cannot take off with prescribed separation standards.
- g) an aircraft landing or taking off will be given priority over taxiing aircraft;

## **6. Separation**

6.1. Separation standards is based on,

- a) Standard vertical & horizontal separation minima as prescribed in ICAO PANS-ATM Doc 4444.
- b) Estimated and actual time over reporting points and
- c) Reports of visual sighting of the prominent geographical location.

6.2. To preserve standard vertical separation from uncontrolled traffic all aircraft operating in the controlled airspaces,

- a) shall be flown 1000 ft above the lower limits. Similarly an encroachment on the horizontal limits of those airspace should be avoided.
- b) shall arrange descend rates on approach and climb rates on departure to operate as (a) above.

6.3. Wake turbulence separation minima for take off and landing:-

The relevant wake turbulence separation minima contained in ICAO PANS-ATM Doc 4444 is applied.

## **7. Air Traffic Control Clearance**

7.1. An air traffic control clearance is an authorization for an aircraft to proceed under conditions specified by ATC within controlled airspaces. If for any reason an air traffic control clearance is not acceptable to the pilot in command, he/she may request an alternative clearance.

- a) The pilot in command, in other than an emergency, shall obtain an air traffic control clearance prior to operate in a controlled airspace. In an emergency, a pilot in command may act without a clearance and immediately advise ATC.
- b) The clearance and its amendments during the progress of the flight will apply only to the first point at which the flight leaves controlled airspaces or if completely in controlled airspace, to the first landing place, another clearance must be obtained for any subsequent parts of the flight in controlled airspace.
- c) An air traffic control clearance does not relieve the pilot in command from complying with any statutory requirements nor from the responsibility for the ultimate safety of aircraft.

7.2. An air traffic control clearance will contain the following items:

- a) Aircraft Identification;
- b) Clearance limit and route instruction;
- c) Level assignment;
- d) Departure instruction when necessary;
- e) Approach instruction when necessary;
- f) Clearance expiry time when necessary; and
- g) Any special instructions and information.

7.2.1. Read-back of clearances and safety-related information

adjacent area control centers exist, pilots on such routes must endeavor, when airborne, to contact the area control centre of the next FIR which the aircraft is entering and obtain clearance to enter its control area before reaching the transfer of control point of the two ACCs.

7.10. When a flight operates successively in a control area and subsequently along the uncontrolled route or area, the clearance issued for the flight or any revisions thereto will only apply to those portions of the flight conducted within controlled airspaces.

## 8. Route and Level Assignment

- a) The Pilot-in-command shall fly in accordance with the route specified by ATC. Deviation from the specified route may be permitted by ATC, if traffic conditions permit
- b) Throughout Kathmandu FIR, semi-circular cruising levels prescribed in table 1, of ENR 1.7-4 Para 5.1 shall be used at and above FL 150. The quadrantal cruising levels prescribed in Table 2 shall be used at and below 13500 ft. A layer between FL 150 and 13500 ft shall be kept vacant to allow for buffer airspace. Cruising levels below the minimum specified in sub-section ENR 3.1 shall not be assigned.

## 9. Change of Levels a)

When a pilot-in-command encounters any condition which prevents him/her from complying with the requirement of cruising level prescribed in table 1 and 2 of ENR 1.7-4 Para 5.1 shall notify the concerned ATS unit the non-standard level/altitude of flying and any subsequent changes to be made along with present position.

- b) As soon as flight is resumed at normal level/altitude, Pilot-in-command shall inform the concerned ATS unit accordingly and climb or descend to a standard level.
- c) An IFR flight at non standard level/altitude shall either give way to other aircraft complying with semi-circular/quadrantal level or shall comply itself at a standard level/altitude prescribed until the other aircraft is passed and clear.
- d) Pilot-in-command, on receipt of advice that they are subject to a "Step Climb" shall adopt the following procedure;
  - i. The lower level aircraft shall report approaching each assigned level in sequence.
  - ii. The higher level aircraft on hearing the lower aircraft report approaching each assigned level shall report its last vacated level.

*Note.—In case of step descent the procedures will be reversed*

- e) An aircraft cleared to make VISUAL APPROACH shall not be assigned any further level, since it has been cleared for unrestricted descent.
- f) An aircraft shall be assigned, the level previously occupied by another aircraft after the later reported at another level separated by the required minimum. However the level previously occupied by another aircraft may be assigned after the later reported vacating it, provided the rate of climb/descent of both aircraft is the same.
- g) In controlled airspace, a pilot-in-command shall commence a change of level as soon as possible but not later than 1 minute after receiving instruction from ATC, unless that instruction specifies a later time or place.
- h) Outside controlled airspace, the pilot-in-command shall report his intention prior to making any change of level. The notification of intention to change level should be

#### **19.6. Arrival**

Pilot shall report departure point, position, altitude and ETA on first contact. AFIS unit shall provide traffic information, weather condition and significant field condition. Pilot shall report his positions such as circuit area, overhead, aerodrome in sight etc. and choose landing direction and report his intentions.

#### **19.7. AFIS personnel on duty may declare runway closure in the following cases,**

- a) runway condition is not suitable for the aircraft operation due to rain, mud, snow, and or slush or
- b) when the ground visibility is less than 5000 m for the fixed wing aircraft and 1500 m for rotorcraft.
- c) when tail wind exceeds 10 kts at STOL aerodromes.

### **20. Flight Operations at Unattended Aerodromes**

#### **20.1. An aircraft approaching an unattended aerodrome for the purpose of landing;**

- a) Should join the traffic circuit for the landing direction in use in the up-wind, cross-wind or down-wind leg.
- b) May execute a right turn to enter the left down wind leg or
- c) Where terrain dictates that a right circuit must be used, may execute a left turn to enter the down-wind leg.

20.2. Left hand circuits shall be made except at those aerodromes where, because of terrain, a right hand circuit or a straight in landing is compulsory.

20.3. When an aircraft is holding over an aerodrome where weather conditions are less than the prescribed landing minima, Kathmandu Radio will nominate a scheduled reporting time. This will normally be not exceeding 15 minutes of interval.

20.4. Before departing from an unattended aerodrome or helipad within Kathmandu FIR, all aircraft shall report on appropriate HF frequency for taxi, specifying its destination and the Runway to be used. After departure, pilot shall report departure time, out-bound track, intended cruising altitude or flight level and next landing point or intention.

20.5. When arriving at an unattended aerodrome within Kathmandu FIR, all aircraft are required to report its arrival specifying at least the place and time of arrival to Kathmandu Radio, when:

- a) Commencing descent; and
- b) Joining Circuit area.

*Note.— In the event of no contact with the appropriate ATS unit, pilots should broadcast the required information, not excluding both the arrival and the departure information.*

20.6. The pilot-in-command of an aircraft is fully responsible in case the diversion to any other aerodrome is to be made, based on the information provided by the concerned ATS

## **ENR 1.2 VISUAL FLIGHT RULES**

1. Except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in condition of visibility and distance from clouds equal to or greater than those specified in Table 1.

*Note.— When operating under VFR, the pilot shall be responsible for the separation with other VFR traffic and to maintain safe altitude of the aircraft from obstacles.*

2. Except when a clearance is obtained from an air traffic control unit, VFR flight shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern:

- | a) when the ceiling is less than 450 m (1500 ft.) or
- | b) when the ground visibility is less than 5 km.

3. VFR flight between sunset and sunrise shall be operated strictly within Civil Twilight period and under the conditions as prescribed below:

- Prior authorization has been taken for the operation between sunset and sunrise from the concerned ATS unit.
- Such authorization for extension of VFR operations after sunset or before sunrise does not exceed 10 minutes in the hilly areas and 20 minutes in Terai plain areas.\*
- Visual Meteorological Conditions VMC including no significant weather prevail during the extended VFR operation time.

*\*VFR extension time, maximum of 20 minutes is based on difference of angles of sun's disc from the horizon between Sunset/Sunrise and Civil Twilight which is 5°. Terai areas airports are Mahendranagar, Dhangadhi, Tikapur, Nepalganj, Bhairahawa, Meghauli, Bharatpur, Simara, Janakpur, Rajbiraj, Biratnagar and Chandragadhi airports. Rest airports are in hilly area.*

- i Unless authorized by the DGCA, VFR flights shall not be operated:
  - a above FL 200.
  - b) at transonic and supersonic speeds.
- ii Authorization for VFR flights to operate above FL 290 shall not be granted in areas where a vertical separation minimum of 300 m (1000 ft.) is applied above FL 290.

4. Except when necessary for take-off, landing, or by the permission from DGCA, a VFR flight shall not be flown:

- | a) Over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 m (1000 ft.) above the highest obstacle within a radius of 600 m from the aircraft;
- | b) Elsewhere than as specified in 4a, at a height not less than 150 m (500 ft.) above the ground or water.

5. Except otherwise indicated in ATC clearances or specified by the appropriate ATS authority, VFR flights in level cruising flight when operated above 900 m (3000 ft.) from the ground or water or a higher datum shall be conducted at a level appropriate to the track as specified in the tables of cruising levels. Ref. ENR 1.7 - Section 5 Table 1 & 2.

## ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

### 1. General

1.1. The holding, approach and departure procedures in use through out the Kathmandu FIR (VNSM) are based in accordance with the criteria contained in ICAO Doc 8168- Procedure for Air Navigation Services-Operation (PANS-OPS).

1.2. The holding and approach procedures in use have been based on the values and factors contained in parts III and IV of Vol.I of the PANS-OPS. The holding patterns shall be entered and flown as indicated in VNKT AD 2 – 49.

1.3. An aircraft approaching an aerodrome under IFR for the purpose of making a landing shall conform to the holding and instrument approach procedures for the radio navigation aid employed as prescribed in the appropriate instrument approach charts.

1.4. Pilots will be expected to know the correct holding, approach and departure procedures.

### 2. Holding Procedures

2.1. An aircraft shall hold in flight as required for the purpose of establishing separation and for absorbing delays caused by traffic peaks or weather. Holding shall be accomplished in accordance with approved procedures. If aircraft are required to hold at a point for which there is no approved procedure, they shall do so in a manner specified by ATC. If a delay of 30 minutes or more is anticipated the pilot-in-command will be notified as early as possible along with the operating agency.

2.2. A request by a pilot-in-command to deviate from an approved holding procedure may be approved, if known conditions permit.

2.3. When an aircraft is holding over an aerodrome which is closed for landing or where weather conditions are less than the prescribed minima; ATC will nominate a schedule of reporting time normally at 15 minutes interval.

2.4. During an instrument approach sequence the aircraft estimated to arrive first over a holding point will be assigned the lowest level available. The succeeding aircraft will be given priority in the order of their estimated time of arrival over such point.

2.5. Holding patterns for all controlled aerodromes are indicated on the applicable approach charts.

2.6. VFR Holding points in Kathmandu are detailed in sub-section VNKT AD 2-51 and VNKT AD 2- 52.

2.7. Initial approach tracks and holding patterns associated with Tribhuvan International Airport is detailed in charts VNKT AD 2 –48/49 prepared for the purpose. Holding patterns for other airfields are indicated on the applicable approach charts.

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

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

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

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

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

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

### **5. Holding Speeds**

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

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

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

Pilots departing from and landing at Tribhuvan International Airport should refer to the procedures in charts VNKT AD 2-27 to VNKT AD 2-38 and VNKT 2-45 to VNKT AD 2-49.

### **7. Arriving flights**

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

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

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

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

- 5.4.4 When so informed, the pilot may omit position reports at compulsory reporting points or report only over those reporting points specified by the air traffic services unit concerned. Pilots will resume voice position reporting:
- When so instructed;
  - When advised that the Radar surveillance service has been terminated; or
  - When advised that identification is lost.

## **5.5 VECTORING**

### **5.5.1 APPLICATION**

#### **5.5.1.1 Vector aircraft:**

- In controlled airspace for separation, safety and operational advantage.
- At or above MVA
- In airspace wherein you have control jurisdiction

5.5.1.2 Vector only transponder-equipped IFR aircraft. Regardless of flight rules, do not provide any radar service for an aircraft not equipped with a transponder. For a VFR aircraft equipped with a transponder, provide only radar monitoring and radar separation except radar assistance to VFR aircraft in weather difficulty and equipment outage.

5.5.1.3 When vectoring, ensure aircraft to establish on a non-radar route to be flown within the radar coverage.

5.5.1.4 Vector the aircraft in compliance with the “MVA Chart”.

#### **5.5.2 POSITION INFORMATION**

If necessary, inform an aircraft of its position with respect to a fix or airway.

- \*OVER/PASSING (fix)**
- \* (Number) MILES FROM (fix)**
- \*(Number) MILES (direction) OF (fix, airway, or location)**
- \*CROSSING/JONING/LEAVING (airway or route)**
- \*CROSING/INTRCEPTING (name of VOR) (specified) RADIAL**

#### **5.5.3 METHODS**

##### **5.5.3.1 Vector aircraft by one of the following methods:**

1. Specify direction of turn and magnetic heading to be flown

**\*TURN RIGHT/LEFT HEADING (number)**

*NOTE: ASK the heading by the following phraseology.*

**\*REPORT HEADING**

2. When the heading is unsure and you need imminent heading change,

**\* TURN (number) DEGREES RIGHT/LEFT**

Ex. TURN THIRTY DEGREES RIGHT

3. Specify heading
  - \* **FLY HEADING (number)**
4. Instruct to maintain present heading.
  - \* **FLY PRESENT HEADING**
5. Specify departing heading from NAVAID/fix
  - \* **LEAVE (name of fix) HEADING (number)**

#### 5.5.3.2 When initiating a vector, issue the following items to the pilots;

1. Vector purpose or vector target.
  - \* **VECTORING FOR (NAVAID/fix/airway)**
  - \* **VECTORING FOR INTERCEPT (name of VOR) (specified) RADIAL, AIRWAY**
  - \* **VECTORING FOR INTERCEPT (specified) BEARING FROM/COURSE TO (name of NDB)**
  - \* **VECTORING FOR FINAL APPROACH COURSE**
  - \* **VECTORING FOR (approach name) FINAL APPROACH COURSE**
  - \* **FOR TRAFFIC**
  - \* **FOR SPACING**
  - \* **FOR SEQUENCING**
  - \* **FOR DELAYING ACTION**

*Note: Except when vectoring for the final approach course, the vector target should be on an approved non-radar route.*

2. An altitude to maintain and all appropriate altitude restrictions when;
  - (i) The vector will take the aircraft off an assigned procedure which contains altitude restrictions, i.e., instrument approach, non-radar SID, etc.
  - (ii) The previously issued clearance includes crossing restrictions.

*Note: When an aircraft is maintaining the final assigned altitude or is descending / climbing without restrictions to the final assigned altitude, this may be omitted.*

- (iii) Advance information when a vector will take the aircraft across a previously assigned non-radar route.
- \*EXPECT VECTOR ACROSS (NAVAID radial/ course, airway, route)**

#### 5.5.3.3 TERMINATION OF VECTOR

##### 5.5.3.3.1 Provide radar navigational guidance until the aircraft is:

- 1) Established within the airspace to be protected for the non-radar route to be flown and will intercept the non-radar route within a reasonable distance.
- 2) Able to proceed to NAVAID on its own navigation.

##### 5.5.3.3.2 When terminating vector, ensure that;

- 1) The pilot is able to intercept non-radar route achieving the MEA, an altitude restriction over fix, MCA, MRA, etc.
- 2) The aircraft satisfies MVA until intercepting the previously assigned non-radar route.

5.5.3.3.3 When terminating vector, inform the aircraft of its position and instruct the aircraft to resume its own navigation. When 5.6.1 applies, instruct the aircraft to proceed direct to NAVAID. Omit position information if the aircraft is DME equipped and proceeds to VORDME.

**\*RESUME OWN NAVIGATION (position with respect to route or fix along route)**

**\*RESUME OWN NAVIGATION, DIRECT (name of VORDME)**

**\*RESUME OWN NAVIGATION, DIRECT (name of NAVAID), TRACK (three digits) DISTANCE (number)**

**\*FLY/TURN LEFT (or RIGHT) HEADING (number) TO INTERCEPT (specified) BEARING**

**FROM/CURSETO (name of NDB), THEN RESUME OWN NAVIGATION, (position with respect to route or fix alongroute)**

5.5.3.3.4 Aircraft instructed to resume a procedure which contains restrictions will be advised to comply with those restrictions.

**\*COMPLY WITH RESTRICTIONS**

#### **5.5.4 GENERAL**

5.5.4.1 Vectoring will be achieved by issuing to the pilot specific headings which will enable the aircraft to maintain the desired track. When vectoring an aircraft, a controller will comply with the following:

- a) whenever practicable, the aircraft will be vectored along tracks on which the pilot can monitor

the aircraft position with reference to pilot-interpreted navigation aids (this will minimize the amount of navigational assistance required and alleviate the consequences resulting from an Radar surveillance system failure);

- b) When an aircraft is given its initial vector diverting it from a previously assigned route, the pilot will be informed what the vector is to accomplish, and the limit of the vector will be specified;

**\*VECTOR TO RATAN FOR VOR/DME APPROACH**

- c) except when transfer of control is to be effected, aircraft will not be vectored closer than 3 NM or, where the minimum permissible separation is 5NM from the limit of the airspace for which the controller is responsible.

- d) controlled flights will not be vectored into uncontrolled airspace except in the case of emergency or in order to circumnavigate adverse meteorological conditions (in which case the pilot should be so informed), or at the specific request of the pilot; and

5.5.4.2 When vectoring an IFR flight and when giving an IFR flight a direct routing which takes the aircraft off an ATS route, the controller will issue clearances such that the prescribed obstacle clearance will exist at all times until the aircraft reaches the point where the pilot will resume own navigation. When necessary, the relevant minimum vectoring altitude shall include a correction for low temperature effect.

*Note.— Depending on the capabilities of the Radar surveillance system, areas of adverse weather may not be presented on the situation display. An aircraft's weather radar will normally provide better detection and definition of adverse weather than radar sensors in use by ATS.*

- 5.9.2 In vectoring an aircraft for circumnavigating any area of adverse weather, the controller should ascertain that the aircraft can be returned to its intended or assigned flight path within the coverage of the Radar surveillance system and, if this does not appear possible, inform the pilot of the circumstances.

*Note.— Attention must be given to the fact that under certain circumstances the most active area of adverse weather may not be displayed.*

- 5.9.3 Issue pertinent information about weather areas in sufficient time to permit pilot to decide on an appropriate course of action. Provide radar navigational guidance and/or approve deviations around weather areas when requested by the pilot. Do not use word “turbulence” in describing radar-derived weather.

**\*DEVIATION APPROVED ADVISE WHEN ABLE TO RESUME  
NORMAL NAVIGATION**

- 5.9.4 Issue weather information by defining the area of coverage in terms of azimuth (by referring to the 12-hour clock) and distance from the aircraft or by indicating the general width of the area and the area of coverage in terms of fixes or distance and direction from fixes.

**\*WEATHER AREA BETWEEN (number) O'CLOCK AND (number) O'CLOCK  
(number) MILES**

**\*(Nautical mile) MILE BAND OF WEATHER FROM (fix or number of nautical miles and direction from fix) TO (fix or number of nautical miles and direction from fix)**

## **5.10 REPORTING OF SIGNIFICANT METEOROLOGICAL INFORMATION TO METEOROLOGICAL OFFICES**

Although a controller is not required to keep a special watch for heavy precipitation, etc. information on the position, intensity, extent and movement of significant meteorological conditions (i.e. heavy showers or well-defined frontal surfaces) as observed on situation displays should, when practicable, be reported to the associated meteorological office.

## **6 SEPARATION APPLICATION**

- 6.1 Except as provided for in 6.6, 6.7 and 9.2.2, the separation minima specified in 5.3 will only be applied between identified aircraft when there is reasonable assurance that identification will be maintained.

9.1.2 The progress of an aircraft in emergency will be monitored and (whenever possible) plotted on the situation display until the aircraft passes out of coverage of the Radar surveillance system, and position information will be provided to all air traffic services units which may be able to give assistance to the aircraft. Transfer to adjacent sectors will also be effected when appropriate.

*Note.— If the pilot of an aircraft encountering a state of emergency has previously been directed by ATC to select a specific transponder code, that code will normally be maintained unless, in special circumstances, the pilot has decided or has been advised otherwise. Where ATC has not requested a code to be set, the pilot will set the transponder to Mode A Code 7700.*

## **9.2 COLLISION HAZARD INFORMATION**

9.2.1 When an identified controlled flight is observed to be on a conflicting path with an unknown aircraft deemed to constitute a collision hazard, the pilot of the controlled flight will, whenever practicable:

- a) be informed of the unknown aircraft, and if so requested by the controlled flight or if, in the opinion of the controller, the situation warrants, a course of avoiding action should be suggested; and
- b) be notified when the conflict no longer exists.

9.2.2 When an identified IFR flight operating outside controlled airspace is observed to be on a conflicting path with another aircraft, the pilot should:

- a) be informed as to the need for collision avoidance action to be initiated, and if so requested by the pilot or if, in the opinion of the controller, the situation warrants, a course of avoiding action should be suggested; and
- b) be notified when the conflict no longer exists.

9.2.3 Information regarding traffic on a conflicting path should be given, whenever practicable, in the following form: 1. To radar identified aircraft or identified aircraft:

- a) relative bearing of the conflicting traffic in terms of the 12-hour clock;
- b) distance from the conflicting traffic in nautical miles;
- c) direction in which the conflicting traffic appears to be proceeding;
- d) level and type of aircraft or, if unknown, relative speed of the conflicting traffic, e.g. slow or fast.

Example:

**\*TRAFFIC ONE O'CLOCK FIVE MILES WEST-BOUND ATR72 8,500**

**\*TRAFFIC NUMEROUS.**

*Note: For altitude information which has not been verified by ATC, the word “altitude readout” will be added.*

**\*TRAFFIC ELEVEN O'CLOCK 6 MILES EAST-BOUND TYPE UNKNOWN  
ALTITUDE READOUT 4,500.**

2. To radar identified aircraft or un-identified aircraft:

- a) Distance and direction with respect to a fix or an airport
- b) Direction in which the target is proceeding
- c) Type of aircraft and altitude, if known:

Example:

\*TRAFFIC EIGHT MILES EAST OF THE AIRPORT NORTHEAST-BOUND.

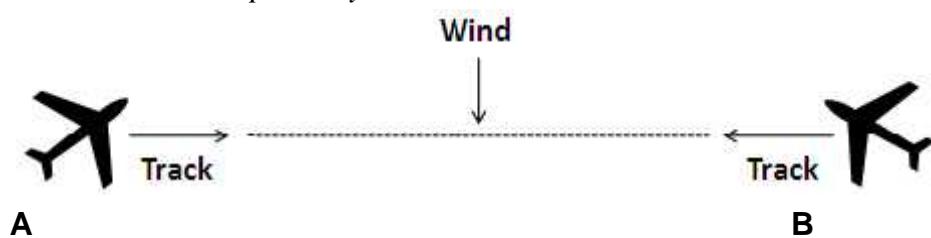
\*TRAFFIC NUMEROUS TARGETS VICINITY SIMRA.

9.2.4 Pressure-altitude-derived level information, even when unverified, should be used in the provision of collision hazard information because such information, particularly if available from another unknown aircraft (e.g. a VFR flight) and given to the pilot of a known aircraft, could facilitate the location of a collision hazard.

9.2.5 When the pressure-altitude-derived level information has been verified, the information will be passed to pilots in a clear and unambiguous manner. If the level information has not been verified, the accuracy of the information should be considered uncertain and the pilot will be informed accordingly.

*Note1: Traffic information is issued to the extent possible the workload of ATC permits. The issuance of the traffic information is, in the job priority, next to the provision of the required separation. Therefore the radar traffic information will not be issued always on all the relevant targets.*

*Note2: Target's azimuth is expressed to the pilot with his/her proceeding direction on the radarscope as 12 o'clock. While an aircraft is flying applying drift correction to maintain his/her track, or is making a turn, informed azimuth of the target may be different from the real azimuth as seen from the cockpit. Traffic information will be "TRAFFIC 12 O'CLOCK" respectively to both aircraft, although the actual position of the traffic, as seen by (A), would be "ONE O'CLOCK" or by (B), "ELEVEN O'CLOCK" respectively.*



#### 9.2.6 Reply to the Traffic Information

1. The pilot should notify to ATC when he/she had the advised traffic in sight, or not in sight, or looking out.

**\*TRAFFIC IN SIGHT or  
\*NEGATIVE CONTACT or  
\*LOOKING OUT**

*Note: when the pilot notifies "LOOKING OUT" to ATC, he/she should report "TRAFFIC IN SIGHT" or "NEGATIVE CONTACT" as soon as possible.*

2. When the pilot could not have the advised traffic in sight, and the traffic moved to a new position where the target was not a factor any more, he may be informed by ATC with phraseology of “CLEAR OF TRAFFIC or “CLEAR OF [number] O’CLOCK TRAFFIC”.

### **9.3 FAILURE OF EQUIPMENT**

#### **9.3.1 AIRCRAFT RADIO TRANSMITTER FAILURE**

9.3.1.1 If two-way communication is lost with an aircraft, the controller should determine whether or not the aircraft’s receiver is functioning by instructing the aircraft on the channel so far used to acknowledge by making a specified manoeuvre and by observing the aircraft’s track, or by instructing the aircraft to operate IDENT or to make SSR code changes.

**\* REPLY NOT RECEIVED. IF YOU READ ME (appropriate instructions)**

*Note 1.— Transponder-equipped aircraft experiencing radio communication failure will operate the transponder on Mode A Code 7600.*

9.3.1.2 If the action prescribed in 9.3.1.1 is unsuccessful, it will be repeated on any other available channel on which it is believed that the aircraft might be listening.

9.3.1.3 In both the cases covered by 9.3.1.1 and 9.3.1.2, any manoeuvring instructions will be such that the aircraft would regain its current cleared track after having complied with the instructions received.

9.3.1.4 Where it has been established by the action in 9.3.1.1 that the aircraft’s radio receiver is functioning, continued control can be effected using SSR code or IDENT transmissions to obtain acknowledgement of clearances issued to the aircraft.

**\**(action) OBSERVED, WILL CONTINUE RADAR CONTROL SERVICE.***

#### **9.3.2 COMPLETE AIRCRAFT COMMUNICATION FAILURE**

When a controlled aircraft experiencing complete communication failure is operating or expected to operate in an area and at flight levels where an Radar surveillance service is applied, separation specified in 6.9 may continue to be used. However, if the aircraft experiencing the communication failure is not identified, separation will be applied between identified aircraft and all unidentified aircraft observed along the expected route of the aircraft with the communication failure, until such time as it is known, or can safely be assumed, that the aircraft with radio communication failure has passed through the airspace concerned, has landed, or has proceeded elsewhere.

## ENR 1.7 ALTIMETER SETTING PROCEDURES

### 1. Introduction

The altimeter setting procedures in use generally conform to those contained in ICAO Doc 8168, Vol I, part 6 and are given in full below. Differences are shown in quotation marks.

Transition altitudes are given on the instrument approach charts.

QNH reports and temperature information for use in determining adequate terrain clearance are provided in MET broadcasts and are available on request from the air traffic services units. QNH values are given in hectopascals.

### 2. Basic Altimeter Setting Procedures

#### 2.1. General

2.1.1. The system of altimetry in Kathmandu FIR (VNSM) makes use of a transition layer to separate aircraft using QNH from those using 1013.2 hPa. The transition layer for Kathmandu FIR is between a transition altitude of 13500 ft. and a transition level of FL 150. Cruising within the transition layer is not permitted.

2.1.2. Vertical positioning of aircraft when at or below the transition altitude is expressed in terms of altitude, whereas such positioning at or above the transition level is expressed in terms of flight levels. While passing through the transition layer, vertical positioning is expressed in terms of altitude when descending and in terms of flight levels while ascending.

2.1.3. All air traffic at or below the transition altitude will use Katmandu QNH supplied by ATC units. At controlled aerodromes other than Katmandu, in-bound traffic will set local QNH on entering control zone boundary and out-bound traffic will change form local QNH to Katmandu QNH on leaving the control zone boundary.

2.1.4. The change from QNH to 1013.2 hPa will be made on climbing through the transition altitude. During descent the change from 1013.2 hPa to QNH will be made at the transition level.

2.1.5. Flight level zero is located at the atmospheric pressure level of 1013.2 hPa (29.92in). Consecutive flight levels are separated by a pressure interval corresponding to 500 ft (152.5m) in the standard atmosphere.

*Note.— Examples of the relationship between flight levels and altimeter indications are given in the following table, the metric equivalents being approximate:*

Flight Level Number	Altimeter indication	
	Feet	Meters
150	15000	4550
200	20000	6100
250	25000	7620

**5. The cruising levels to be observed when so required are as follows,**

**TABLE OF CRUISING LEVELS**

5.1. The pilot-in-command of an IFR or VFR flight at or above FL150, shall select a level corresponding to the appropriate magnetic track as indicated in the following semi-circular cruising levels.

5.2. Between FL290 and FL410 (inclusive), RVSM separation of 1000' is applied.

**Table 1 : Semi - Circular cruising levels within Kathmandu FIR (VNSM)**

<b>TRACK</b>							
From 000 degrees to 179 degrees				From 180 degrees to 359 degrees			
IFR Flight		VFR Flight		IFR Flight		VFR Flight	
Flight Level	Altitude (Ft)	Flight Level	Altitude (Ft)	Flight Level	Altitude I (Ft)	Flight Level	Altitude (Ft)
150	15000	155	15500	160	16000	165	16500
170	17000	175	17500	180	18000	185	18500
190	19000	195	19500	200	20000		
210	21000			220	22000		
230	23000			240	24000		
250	25000			260	26000		
270	27000			280	28000		
290	29000			300	30000		
310	31000			320	32000		
330	33000			340	34000		
350	35000			360	36000		
370	37000			380	38000		
390	39000			400	40000		
410	41000			430	43000		
450	45000						

5.3. The pilot-in-command of a VFR or IFR flight at or above 3000 ft AMSL and below altitude 13500 ft AMSL shall select a level corresponding to the appropriate magnetic track as indicated in the following quadrant cruising levels

**Table 2: Quadrantal Cruising Levels**

000° 089°	090° 179°	180° 269°	270° 359°
ODD Thousand	ODD +500 ft	EVEN Thousand	EVEN +500 ft
3000 ft	3500 ft	4000 ft	4500 ft
5000 ft	5500 ft	6000 ft	6500 ft
7000 ft	7500 ft	8000 ft	8500 ft
9000 ft	9500 ft	10000 ft	10500 ft
11000 ft	11500 ft	12000 ft	12500 ft
13000 ft	13500 ft		

## ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

1. Flight movement Message relating to traffic into or via Kathmandu FIR shall be addressed as stated below in order to warrant correct relay and delivery.

*Note.— Flight movement messages in this context comprise flight plan messages, amendment messages relating thereto and flight plan cancellation messages (PANS –ATM refers).*

Category of flights (IFR VFR or both)	Route ( into or via FIR and/or TMA)	Message address
1	2	3
All flights	into or via Kathmandu FIR and, in addition, for flights into Kathmandu ACC into Kathmandu APP/ RADAR into Kathmandu Tower into TIA Kathmandu (ARO) into Pokhara into Nepalganj into Biratnagar into Janakpur into Simara into Bharatpur into Bhairahawa into Dhangadhi into Chandragadhi into Surkhet	VNSMZQZX VNKTZRZX VNKTZAZX VNKTZTZX VNKTZPZX VNPKZTZX VNNGZTZX VNVTZTZX VNJPZTZX VNSIZTZX VNBPZTZX VNBWZTZX VNDHZTZX VNCGZTZX VNSKZTZX

## ENR 2. AIR TRAFFIC SERVICES AIRSPACE

### ENR 2.1 FIR, TMA, CTR

Name Lateral limits Vertical limits Clash of airspace	Unit Providing Service	Call sign/ Languages Area and Conditions of use hours of service	Frequency/ Purpose	Remarks
1	2	3	4	5
<b>Kathmandu FIR (VNSM):-</b> All the airspace above an area bounded by the national boundary of Nepal is divided into two sectors, (a) Kathmandu Sector: - All Kathmandu FIR airspace to the East of 083° E longitude <u>UNL</u> <u>GND</u>	KATHMANDU ACC	Kathmandu Control/ENG 0025-2115**	Primary 126.5 MHZ Secondary 124.7 MHZ	<i>Primary 126.5 MHZ (Operating on offset-carrier mode)</i> <i>Secondary 124.7 MHZ (Operating on offset-carrier mode)</i>
(b) Nepalgunj Sector: -All Kathmandu FIR airspace to the west of 083° E Longitude, <u>UNL</u> <u>GND</u>  Class of Airspace: C - Within controlled Airspace (CTA) TMA, CTR, and Airways G - Outside controlled Airspace	Above F150 KATHMANDU ACC  At or below 13500 ft. Nepalgunj Tower/ ENG 0015-1300***  KATHMANDU RADIO	Kathmandu Control/ENG 0025-2115**  Nepalgunj Tower/ ENG 0015-1300***  KATHMANDU RADIO 0025-2115**	Primary 126.5 MHZ Secondary 124.7 MHZ  Primary 118.3 MHZ  Primary 6607 KHZ Secondary 2923 KHZ	1. -All A/C flying on L626 route and operating above FL150 shall establish two way communication with Kathmandu ACC. 2. All aircrafts at or below 13500 ft. in Nepalgunj sector shall establish two way communication with Nepalgunj Tower. .

\*\* From Nov 16 - Feb 15 (0025-2115) UTC : From Feb 16 - Nov 15 (2355 -2115) UTC

\*\*\* From Nov 16 - Feb 15 (0045-1215) UTC : From Feb 16 - Nov 15 (0015 -1300) UTC

### ENR 2.1.1 FIR, UIR, TMA

Name/ Lateral limits/ Vertical limits/ class of airspace	Unit Providing Service	Call Sign/ Languages / Area and conditions of use/ Hours of service	Frequency/purpose	Remarks
1	2	3	4	5
<b>Katmandu TMA</b> Lateral Limits: A circle, with a radius of 50 NM centered at Kathmandu VOR/DME (274025 N 0852055 E) and to the South along Kathmandu FIR boundary and to the North line joining coordinates 280819 N 0843402 E, 275017 N 0852253 E and 275454 N 0861454 E  FL 460 FL 210	Kathmandu ACC	Kathmandu Control/ENG 0025-2115**	Primary 126.5 MHZ (Operating in offset-carrier mode)  Secondary 124.7 MHZ (Operating in offset-carrier mode)	
<b>Kathmandu TMA</b> Lateral Limits: as above  <u>FL 200</u> 7500ft AMSL	Kathmandu	Kathmandu Approach /ENG 0025-2115**	Primary 120.6 MHZ Secondary 125.1 MHZ	
<b>Nepalgunj TMA</b> Lateral Limits: FIR Boundary to the South and arc of a circle of 20 NM radius plus an area enclosed by R050 to FIR Boundary to the South up to 30 NM.  <u>13500ft AMSL</u> 3000ft AMSL	Nepalgunj Tower	Nepalgunj Tower/ ENG 0015-1300***	Primary 118.3 MHZ	
Class of airspace : C				

\*\* From Nov 16 - Feb 15 (0025-2115) UTC : From Feb 16 - Nov 15 (2355 -2115) UTC

\*\*\* From Nov 16 - Feb 15 (0045-1215) UTC : From Feb 16 - Nov 15 (0015 -1300) UTC

## **ENR 3.2 UPPER ATS ROUTES**

Not Applicable

## **ENR 3.6 ENROUTE HOLDING**

HLDG ID/FIX/WPT Coordinates	INBD TR (°MAG)	Direction of PTN	MAX IAS (KT)	MNM-MAX HLDG LVL FL/FT (MSL)	TIME (MIN) or DIST OUBD	Controlling unit and Frequency
1	2	3	4	5	6	7
GURAS	022	Left	230	FL 150 - FL 190	1½	Kathmandu APP 120.6 MHZ 125.1 MHZ
				11500 ft-13500 ft	1	
IGRIS	285	Right	230	10500 ft-13500 ft	1	Kathmandu APP 120.6 MHZ 125.1 MHZ
DARKE	108	Left	230	10500 ft-13500 ft	1	Kathmandu APP 120.6 MHZ 125.1 MHZ
KTM VOR	022	Right	230	FL 150 - FL 250	1 ½	Kathmandu APP 120.6, 125.1 MHZ Kathmandu ACC 126.5 MHZ

*Note: GURAS and KTM VOR holding shall not be used simultaneously at the same level.*

**ENR 4. RADIO NAVIGATION AIDS/ SYSTEM****ENR 4.1 Radio Navigation Aids-En-Route**

Name of Station	ID	Frequency	Hrs of Ops <sup>1</sup>	Coordinates ANTENNA	ELEV DME	Remarks
1	2	3	4	5	6	7
BHARATPUR NDB	BHP	295 KHZ	HJ	274046 N * 0842547 E	Antenna Hgt 70' AGL	
BIRATNAGAR DVOR/DME	BRT	114.10 MHZ (CH 88 X)	H24	262858 N * 0871458 E		VOR Range 100 NM, DME range 100 NM at 12500' AMSL on R344
BHAIRAHAWA DVOR/DME	BWA	114.70 MHZ (CH 94 X)	H24	273012 N * 0832558 E		VOR range 78 NM DME Range 81 NM at 11000' AMSL
JANAKPUR NDB	JKP	287 KHZ	HJ	264244 N* 0855518 E	Antenna Hgt 100' AGL	
KATHMANDU DVOR/DME	KTM	113.2 MHZ (CH-79 X)	H24	274025 N* 0852055 E		
KATHMANDU NDB	KAM	318 KHZ	H24	274138 N* 0852113 E		
NEPALGUNJ DVOR/DME	NGJ	115.10 MHZ (CH-98 X)	HJ	280605 N* 0813903 E		
NEPALGUNJ NDB	NPJ	330 KHZ	HJ	280559.4 N* 0814003.1E	Antenna Hgt 50' AGL	
POKHARA DME	PKR	(CH 75 X)	HJ	281203 N* 0835905 E		
SIMARA DVOR/DME	SMR	112.90 MHZ (CH-76 X)	H24	270951 N* 0845856 E		

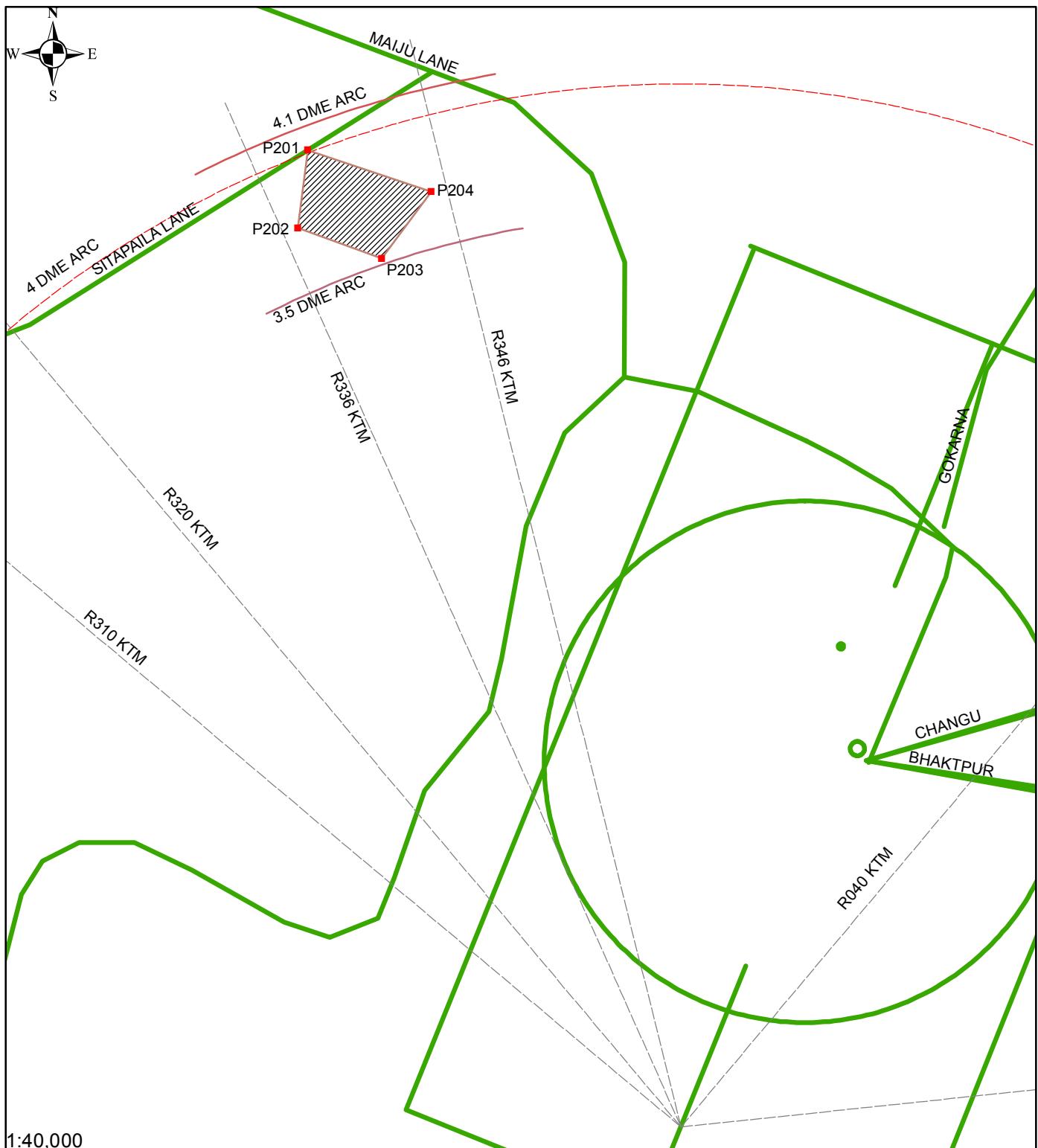
1 Refer AD-2 for Hours of Operation

## ENR 5. NAVIGATION WARNINGS

### ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

IDENTIFICATION, NAME AND LATERAL	<u>UPPER LIMITS</u> LOWER LIMITS	REMARKS (Type of activity, type of restriction, Nature of Hazard, risk of interception)
LIMITS 1	2	3
RESTRICTED AREAS		
THIMI GATTHAGHAR 274113 N; 0852239 E 274113 N; 0852316 E 274036 N; 0852316 E 274036 N; 0852239 E	<u>1650 ft (500mt) AGL</u> GND	Helicopters are strictly forbidden irrespective of any vertical limit.
Presidential Residence (Sital Niwas) 274411.21N 0851921.03E 274353.35N 0851918.21E 274346.16N 08519 39.84E 274401.37N 08519 52.94E	<u>1000 ft.</u> for fixed wing aircraft GND <u>UNL</u> for rotary wing GND	Between R336 – R346 and Between 3.5 – 4.1 DME Reference to KTM VOR/DME  <b>See ENR 5.1-2 for details</b>

## Restricted Area - Presidential Residence



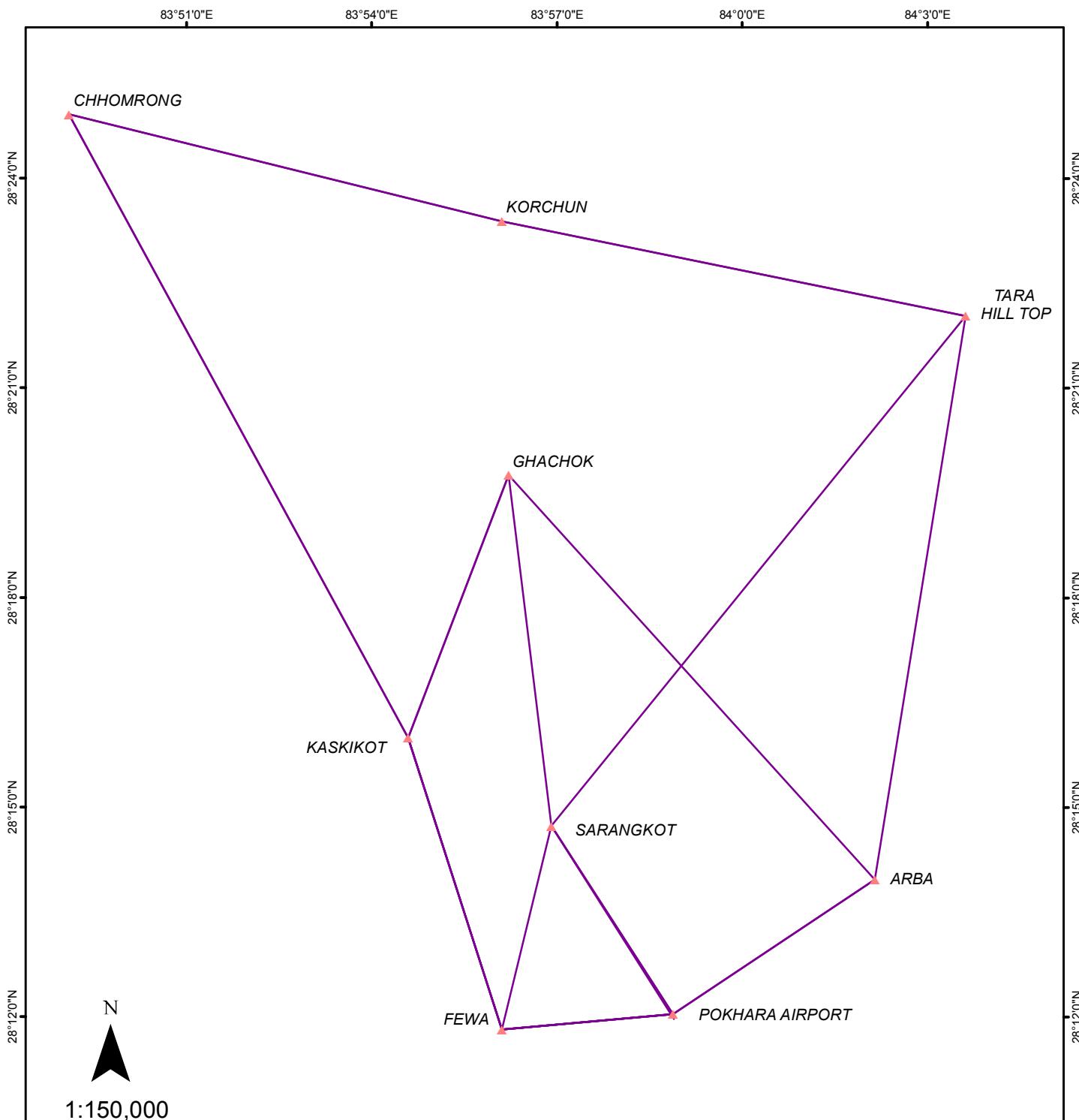
Lateral Dimension			Vertical Dimension	Remarks
Point	Latitude	Longitude		
P201	27° 44' 11.21" N	085° 19' 21.03" E	GND - 1000 ft AGL for fixed wing and GND - UNL for rotary wing	Between R336 - R346 and
P202	27° 43' 53.35" N	085° 19' 18.21" E		Between 3.5 - 4.1 DME reference to KTM VOR/DME
P203	27° 43' 46.16" N	085° 19' 39.84" E		
P204	27° 44' 01.37" N	085° 19' 52.94" E		

SURKHETGADHI PARAGLIDING ZONE Surkhet A 28° 38' 17.52" N; 081° 34' 47.69" E B 28° 38' 17.22" N; 081° 35' 55.89" E C 28° 36' 45.77" N; 081° 35' 55.37" E D 28° 36' 46.07" N; 081° 34' 47.19"	4000 ft. AMSL GND	BTN 0415 - 0915 UTC Daily. Take off elev. 4987ft. LDG Site: Tripureswor, Elev. 2427ft. BRG 299-328 and 2.5 to 4.3 NM FM VNSK Surkhet Airport																																
PARAGLIDING ZONE-A Dharan, Sunsari A 26° 52' 29.94" N; 087° 18' 15.37" E B 26° 51' 29.25" N; 087° 20' 11.69" E C 26° 48' 54.57" N; 087° 17' 36.71" E D 26° 49' 18.73" N; 087° 16' 49.61" E	4500 ft. AMSL GND	BTN Sunrise to sunset Daily, See the Paragliding Zone Chart for details ENR 5.5-10 <b>Take-off point:</b> 26° 51' 06.94" N; 087° 18' 40.26" E, Altitude 4002ft. <b>Landing point:</b> 26° 49' 30.79" N; 087° 17' 38.96" E, Altitude 787ft.																																
PARAGLIDING ZONE-B Dharan, Sunsari A 26° 51' 00.63" N; 087° 16' 23.00" E B 26° 50' 23.12" N; 087° 17' 13.34" E C 26° 49' 05.45" N; 087° 16' 22.94" E D 26° 49' 06.93" N; 087° 14' 29.52" E	4000 ft. AMSL GND	BTN Sunrise to sunset Daily, See the Paragliding Zone Chart for details ENR 5.5-10 <b>Take-off point:</b> 26° 50' 16.36" N; 087° 16' 25.73" E, Altitude 2591ft. <b>Landing point:</b> 26° 49' 12.53" N; 087° 14' 46.50" E, Altitude 1345ft.																																
ULTRA-LIGHT ROUTES Pokhara, Kaski		<p><b>Coordinates</b></p> <table> <tbody> <tr><td>FEWA</td><td>28 11 49.40N 083 56 07.13E</td></tr> <tr><td>SARANGKOT</td><td>28 14 44.22N 083 56 54.71E</td></tr> <tr><td>ARBA</td><td>28 13 58.10N 084 02 08.50E</td></tr> <tr><td>KASKIKOT</td><td>28 15 59.81N 083 54 35.89E</td></tr> <tr><td>GHACHOK</td><td>28 19 45.45N 083 56 12.98E</td></tr> <tr><td>TARA HILL T OP</td><td>28 22 02.29N 084 03 36.87E</td></tr> <tr><td>KORCHUN</td><td>28 23 23.54N 083 56 06.42E</td></tr> <tr><td>CHHOMRONG</td><td>28 24 54.78N 083 49 06.16E</td></tr> </tbody> </table> <p><b>Bearing/Distance from ARP Pokhara</b></p> <table> <tbody> <tr><td>FEWA</td><td>265°/2.5 NM</td></tr> <tr><td>SARANGKOT</td><td>327°/3.2 NM</td></tr> <tr><td>ARBA</td><td>056°/3.5 NM</td></tr> <tr><td>KASKIKOT</td><td>316°/5.5 NM</td></tr> <tr><td>GHACHOK</td><td>343°/8.0 NM</td></tr> <tr><td>TARA HILL T OP</td><td>023°/10.8 NM</td></tr> <tr><td>KORCHUN</td><td>348°/11.7 NM</td></tr> <tr><td>CHHOMRONG</td><td>326°/15.5 NM</td></tr> </tbody> </table> <p><b>For Ultra-light Details see ENR 5.5-11</b></p>	FEWA	28 11 49.40N 083 56 07.13E	SARANGKOT	28 14 44.22N 083 56 54.71E	ARBA	28 13 58.10N 084 02 08.50E	KASKIKOT	28 15 59.81N 083 54 35.89E	GHACHOK	28 19 45.45N 083 56 12.98E	TARA HILL T OP	28 22 02.29N 084 03 36.87E	KORCHUN	28 23 23.54N 083 56 06.42E	CHHOMRONG	28 24 54.78N 083 49 06.16E	FEWA	265°/2.5 NM	SARANGKOT	327°/3.2 NM	ARBA	056°/3.5 NM	KASKIKOT	316°/5.5 NM	GHACHOK	343°/8.0 NM	TARA HILL T OP	023°/10.8 NM	KORCHUN	348°/11.7 NM	CHHOMRONG	326°/15.5 NM
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FEWA            VNPK-SARANGKOT-FEWA-VNPK	FEWA 4000 ft. AMSL GND																																	
FISHTAIL-1      VNPK-SARANGKOT-GHACHOK-KASKIKOT-FEWA-VNPK	FISTAIL-1 8000 ft. AMSL GND																																	
FISHTAIL-2      VNPK-ARBA-GHACHOK-KASKIKOT-FEWA-VNPK	FISTAIL-2 8000 ft. AMSL GND																																	
ANNAPURNA-1    VNPK-SARANGKOT-TARA HILL TOP- KORCHUN-CHHOMRONG-KASKIKOT-FEWA-VNPK	ANNAUPRNA – 1 10500 ft. AMSL GND																																	
ANNAPURNA-2    VNPK-ARBA-TARA HILL TOP- KORCHUN-CHHOMRONG-KASKIKOT-FEWA-VNPK	ANNAUPRNA – 2 10500 ft. AMSL GND																																	

**Note :-**

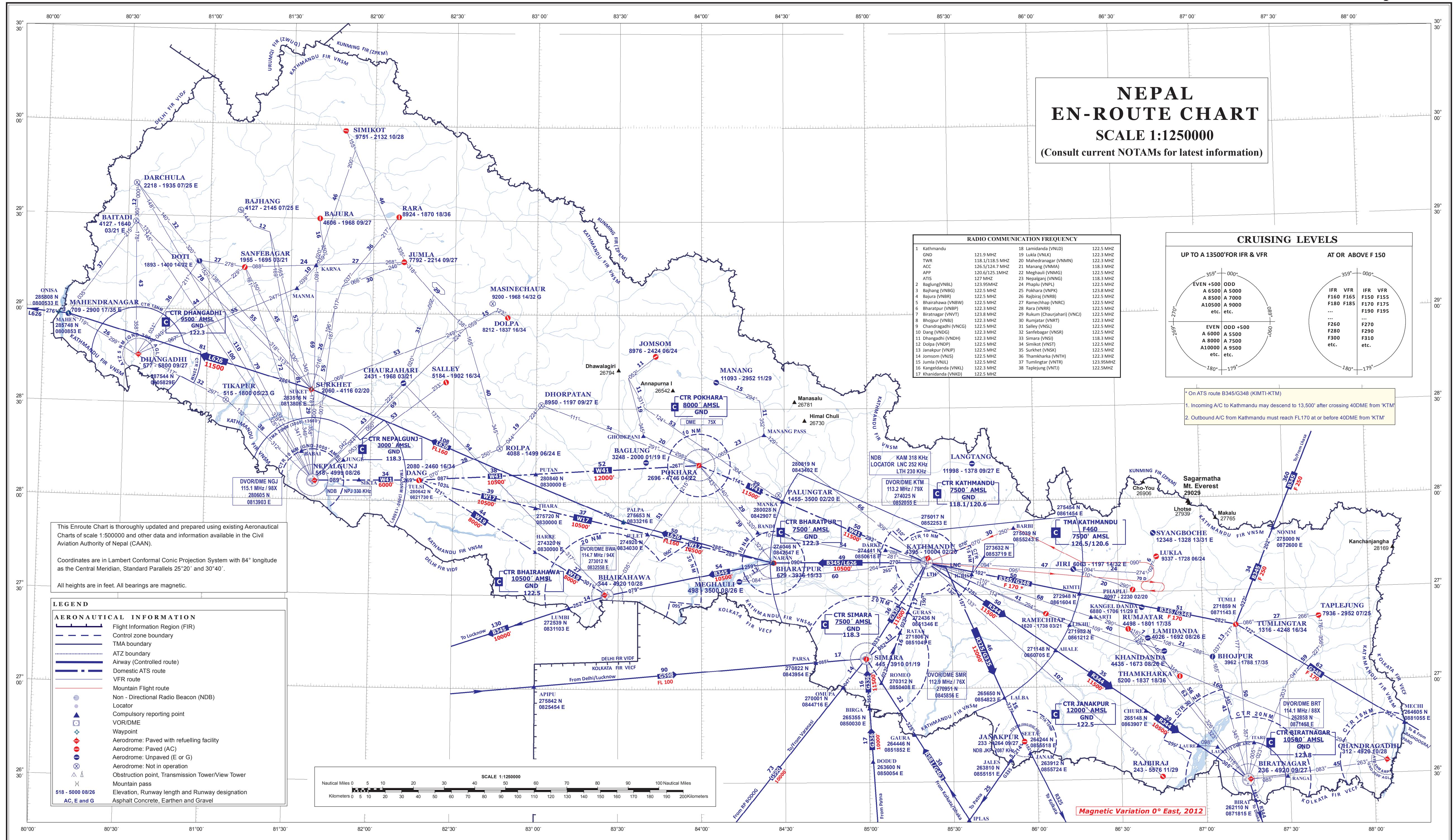
1. A prior permission from Tribhuvan International Airport Civil Aviation Office is required for each flight before starting the operation at Lalitpur.
2. Paragliding company must coordinate with Pokhara Tower before starting the operation at Pokhara, Bandipur and Sirkot.
3. Pilots to exercise caution while flying over that area.
4. Paragliding company should acquire prior permission from Surkhet Civil Aviation Office before conducting the Paragliding Operation at Surkhet.
5. Paragliding activities shall be conducted strictly during the VMC conditions.
6. It is advised to operate with full coordination with Biratnagar ATS Operation before starting each operation of Paragliding at Dharn, Sunsari.
7. **Ultra-Light Routes at Pokhara Airport**
  - a. These routes are applicable in VFR operation ONLY. Above stated maximum altitude is just for guideline. Terrain clearance is Pilot's sole responsibility.
  - b. Deviation subject to weather and traffic avoidance in these routes is prior coordination with Pokhara tower

## ULTRA-LIGHT ROUTES Pokhara Airport



**Note:** a. These routes are applicable in VFR operation ONLY. Terrain clearance is Pilot's sole responsibility.

b Deviation subject to weather and traffic avoidance in these routes is prior coordination with Pokhara tower.



## ATS AIRSPACE-INDEX CHART

