

- b) All aircraft shall establish contact with the relevant ATS unit on assigned radio frequencies.
- c) Area of responsibility for the control of flights on control areas and airways and the units providing this service are shown in subsection ENR (2.1)

5.2. *Communications and Navigation Requirements*

5.2.1. *Navigation Equipment*

5.2.1.1. Expect when navigation for flights under the visual flight rules is accomplished by visual reference to landmarks, an aeroplane shall be provided with navigation equipment which will enable it to proceed:

- a) in accordance with its operational flight plan;
- b) in accordance with prescribed RNAV/RNP (PBN) types; or Technical Standard Order (TSO) C129a, C145 / C146 approved Global Navigation Satellite System (GNSS) Equipment or an Inertial Reference System (IRS or INS);
- c) in accordance with the requirements of air traffic services (e.g VOR/DME, NDB);

Note.— Information on PBN and guidance concerning the associated procedures is contained in the Performance Based Navigation (PBN) manual. (Doc 9613).

5.2.1.2. For flights in defined portions of airspace where, based on Regional Air Navigation Agreement, minimum navigation performance specifications (MNPS) are prescribed, an aeroplane shall be provided with navigation equipment which:

- a) continuously provides indications to the flight crew of adherence to or departure from track to the required degree of accuracy at any point along that track; and,
- b) has been authorized by the Director General of CAAN for MNPS operations concerned.

Note.— The prescribed minimum navigation performance specifications and the procedures governing their application are published in the Regional Supplementary Procedures (Doc 7030).

5.2.1.3. For flights in defined portions of airspace where, based on Regional Air Navigation Agreement, a reduced vertical separation minimum (RVSM) of 300 m (1000ft) is applied between FL 290 and FL 410 inclusive an aeroplane shall be provided with equipment which is capable of,

- a) indicating to the flight crew the flight level being flown;
- b) automatically maintaining a selected flight level;
- c) providing an alert to the flight crew when a deviation occurs from the selected flight level. The threshold for the alert shall not exceed $\pm 90\text{m}$ (300ft); and
- d) automatically reporting pressure-altitude; and
- e) shall be authorized by the State of the Operator for operation in the airspace concerned.

Note.—details of RVSM Policy & Procedure in Kathmandu FIR are prescribed in ENR7.