

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