

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 personal 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 ATIS 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 ATIS