2.2.6. *Assignment of SSR Code*

2.2.6.1. One of discrete codes from within Code blocks allocated to Nepal in accordance with Table ATS-3 of ICAO MID/ASIA Air Navigation Plan (Doc 8700) will be assigned.

- ✈ International Flight : 2501-2577
- ✈ Domestic Flights : 0101-0177

Note.– Discrete Code …….. 4 digit SSR Code whose last 2 digits are not zero zero.

2.2.6.2. Code 2500 and 0100 are reserved for aircraft, which does not have discrete Code capability.

2.3. ***Type of Transponder***

When asked by ATC type of transponder, pilots should reply by stating the exact type of transponder on board as below.

Type of transponder	Capability of transponder
November	NIL
Alpha	Transponder mode A (4digits 4096 codes).
Charlie	Transponder mode A (4digits 4096 codes and Mode C).
X-ray	Transponder Mode S without both aircraft identification and pressure-altitude transmission.
Papa	Transponder Mode S, including pressure-altitude transmission, but no aircraft identification transmission.
India	Transponder Mode S, including aircraft identification transmission, but no pressure-altitude transmission.
Sierra	Transponder Mode S, including both pressure-altitude and Aircraft identification transmission.

2.4. Altitude reporting

2.4.1. Altitude reporting capability of Mode C equipped transponder should be activated in flight together with Mode 3/A. If instructed by ATC to "Stop squawk Charlie" due to the excessive difference between readout altitude and assigned/report altitude or other reasons, the altitude reporting switch should be turned off. If no altitude reporting switch is equipped, Mode C reply should be discontinued.

2.4.2. When ATC requests, pilot should accurately report his/her altitude because if there is a difference of 300 feet or more between the readout altitude on the radar scope and the assigned/reported altitude, Mode C altitude information is not usable for separation purpose.

2.5. When selecting or changing SSR Code, pilots should set transponder standby mode to avoid inadvertent selection of Code assigned to other aircraft and Code 7500,7600 or 7700, then squawk normal again.

3. Radar and Communication Failure

3.1. In the event of a radar failure, the radar controller, in conjunction with the non-radar controller, shall provide non-radar separation as soon as possible and instruct aircraft to communicate with the appropriate non-radar controller for further instructions. Reduced