

aircraft reports incorrectly against the prescribed procedure, the controller shall alert the aircraft accordingly.

#### **7.5. IFR Flights Entering Control Zones.**

- 7.5.1. a) Aircraft shall establish communication with the aerodrome control tower before entering the control zone and report position, level and flight conditions at the first contact.
- b) In case of Tribhuvan International Airport, aircraft shall establish communication with Kathmandu Approach Control before entering control area or control zone.

7.5.2. A clearance up to the aerodrome or to an appropriate holding point shall be issued along with the following instructions by the control tower/ Kathmandu approach,

- a) The type of instrument approach to be expected;
- b) Expected Approach Time (EAT), if delay exceeds 5 minutes
- c) Expected time for onward clearance, if instructions are issued to hold for an indefinite period at a holding point from which instrument approach is not intended,

7.5.3. Control TWR/Approach control will also specify the following information:

- a) runway to be used
- b) landing information

#### **7.6. VFR Flight Entering Control Zone**

- 7.6.1. a) Aircraft shall establish communication with the aerodrome control tower before entering the control zone and report position, level and flight conditions at the first contact.
- b) In case of Tribhuvan International Airport aircraft shall establish communication with approach control unit before entering control area or control zone.

7.6.2. Approach control /Aerodrome control will provide instructions for progressive descents, changes in route, clearance limits and holding instruction. It will also advise and update necessary details of the runway to be used and other landing information;

#### **7.7. Visual Approach**

7.7.1. An IFR flight may be cleared to execute a visual approach provided that the pilot can maintain visual reference to the terrain and;

- a) The reported ceiling is at or above the approved initial approach level for the aircraft so cleared; or
- b) The pilot reports at the initial approach level or at any time during the instrument approach procedure that the meteorological condition are such that with reasonable assurance a visual approach and landing can be completed.
- c) The visibility at the aerodrome is 5 km or more.

7.7.2. Notwithstanding Para 7.7.1(b) and (c), if the pilot reports that he has the aerodrome in sight and conduct his approach with visual reference to terrain, the flight may be