

- d) Ground visibility is not less than:
  - i) 1000m for rotor wing aircraft;
  - ii) 2500m for fixed wing aircraft in Kathmandu, Pokhara, Bharatpur and Simara airports;
  - iii) 2000m for fixed wing aircraft in Biratnagar, Janakpur, Nepalgunj, and Bhairahawa airports.
- e) Pilot shall not enter into cloud while operating SPECIAL VFR flight.

2.3.1. SPECIAL VFR flight shall not be authorized if there is any doubt to the ATC that an aircraft may not be able to fly clear of clouds and insight of ground or water.

2.3.2. Separation shall be provided between SPECIAL VFR flights and between all IFR flights and SVFR flight.

#### 2.4. **Sector Visibility**

- a) Because of the prescribed ground visibility of 5 km, most of the VFR flights are likely to be delayed or cancelled due fog in winter season. To minimize this situation the concept of sector visibility has been introduced.
- b) The term SECTOR VISIBILITY is understood by a controller on duty, to be the slant visibility within the limits of the airspace above the ground encompassing the climb-out/approach path of an aircraft.
- c) Aircraft shall be cleared for take off or to land if the duty controller feels that the climb out/approach path along the relevant sector is clear although the prevailing visibility is less than 5 km.
- d) Determination of sector visibility will be based primarily on remark section of METAR if available or personnel observation of the duty controller.

2.5. When any meteorological condition at a controlled aerodrome is observed to be less than the minima prescribed for the particular operation, an IFR flight shall not be cleared for take-off or to descend below the lowest holding altitude prescribed or shall not be cleared to land even after final approach has been commenced.

### 3. **Assessment of Priorities of Flight**

3.1. ATC will regulate operations, provided the safety is in no way jeopardized by applying priorities in the following order;

- a) an aircraft in emergency, including being subjected to unlawful interference shall be given priority in all circumstances.
- b) an aircraft which has suffered radio communications failure shall be granted priority for landing.
- c) an aircraft which has declared a Mercy flight.
- d) an aircraft which is participating in search and rescue operation.
- e) an aircraft classified as a VVIP flight.
- f) a landing aircraft will have priority over a departing aircraft if the later cannot take off with prescribed separation standards.
- g) an aircraft landing or taking off will be given priority over taxiing aircraft;