

Note.— As traffic information may be based on data of doubtful accuracy and completeness and as it may be subject to communication delay, this does not relieve the pilot-in-command of an aircraft of his responsibilities of avoiding collision hazards.

12. Essential Traffic Information

12.1. Essential traffic is that controlled traffic to which the provision of separation by ATC is applicable but, which in relation to a particular controlled traffic, does not have the required minimum separation.

12.2. Essential traffic information shall be issued to controlled flights concerned whenever they constitute essential traffic to each other.

Note.— This information will inevitably relate to controlled flights which are cleared subject to maintaining own separation and remaining in VMC.

12.3. Traffic information to all radio equipped aircraft operating within Kathmandu FIR will be provided when possible if conflict exists with any other known aircraft in the following situations or on request:

- a) The planned tracks of two aircraft with less than 1000 ft vertical separation will cross.
- b) Opposite and same direction aircraft overtaking or passing on the same or reciprocal planned track with less than 1000 ft. vertical separation.
- c) Climbing or descending aircraft passing through the level of other aircraft.
- d) More than one aircraft arriving at, departing from or circling the aerodrome.

12.4. *Essential traffic information shall include:*

- a) Direction of flight of the aircraft concerned;
- b) Type of aircraft concerned;
- c) Levels of aircraft concerned, estimated time of passing or if this is not available, the estimated time of arrival for the reporting point, nearest to where the level will be crossed.

13. Aerodrome/Approach Control Service

13.1. Aerodrome/Approach control service shall be provided by aerodrome control tower except TIA where approach control service is provided by Kathmandu Approach/Kathmandu Radar. The above units issue required ATC clearances, instructions and information to aircraft to ensure safe, orderly and expedition flow of air traffic.

13.2. When making the first contact with Approach/Aerodrome Control Tower, the pilot shall report position, level and flight conditions.

13.3. CTR dimensions and controlling authorities are specified in section ENR 3.

13.4. *General procedures*

13.4.1. Holding, Instrument Approach, Arrival and Departure Procedures are specified in subsection ENR 1.5