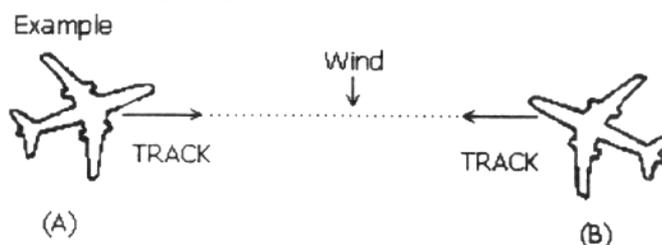


Traffic information will be "TRAFFIC 12 O'CLOCK" to both aircraft, although the actual position of the traffic, as seen by (A), would be "ONE O'CLOCK" or by (B), "ELEVEN O'CLOCK" respectively.

1.8.3. Reply to the Traffic information



1.8.3.1. The pilot should notify to ATC when he/she had the advised traffic in sight, or -not in sight, or looking out.

"TRAFFIC IN SIGHT" or
"NEGATIVE CONTACT" or,
"LOOKING OUT"

Note.— When the pilot notifies "LOOKING OUT" to ATC, he/she should report "TRAFFIC IN SIGHT" or "NEGATIVE CONTACT" as soon as possible.

1.8.3.2. When the pilot could not have the advised traffic in sight, and the traffic moved to a new position where the target was not a factor any more, he may be informed by ATC with phraseology of "CLEAR OF TRAFFIC " or "CLEAR OF [number] O'CLOCK TRAFFIC".

1.9. Speed Adjustment and Speed Limitation

1.9.1. Pilot shall advise ATC when the speed adjustment advised by ATC is considered to be contrary to the aircraft's safe operation.

1.9.2. Pilot should maintain the speed within plus or minus 10 knots of specified speed (indicated air speed).

1.9.3. Approach clearance issued supersedes any prior speed adjustment assignment, unless ATC has restated or requested a new speed adjustment.

1.9.4. If necessary to land as soon as possible due to imminent situation such as sick person on board or unlawful interference, the arriving aircraft should request ATC to fly faster than the assigned speed specified by ATC. ATC may approve the request, specifying the requested speed as the limited speed.

1.9.5. *Phraseology: MAINTAIN [number] KNOTS OR LESS.*

2. Secondary Surveillance Radar. (SSR)

In case of operating in airspace within Kathmandu FIR, the pilot shall operate transponder and select Modes and Codes as Instructed by ATC.