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AFTN:- VQPRYNYX
VQPRYAYX

འགྲུ་གཤེན་ལྷན་ཁག་གི་འཕུལ་གཞི་གཞུང་། བཀའ་སྲུང་གི་སྐྱེལ་འདྲེན་ལས་ཁུངས་།
DEPARTMENT OF AIR TRANSPORT
AERONAUTICAL INFORMATION SERVICE
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AIRAC
AIP
SUP 01/18
25 May 2018

AIP SUPPLEMENT

INTRODUCTION OF NEW RNAV AR CLOUD BREAK PROCEDURES AT PARO INTERNATIONAL AIRPORT (With effect from 19 JULY 2018)

1 INTRODUCTION

- 1.1 The purpose of this AIP Supplement is to notify the aviation industry of the introduction of new RNP AR Cloud Break Procedures for Paro International Airport.
- 1.2 The information provided in this AIP Supplement is presented in an ICAO format similar to that applicable to the Aeronautical Information Publication.

2 RNAV (RNP) CLOUD BREAK PROCEDURES

- 2.1 New Cloud Break procedures are introduced and shown as follow:

- AD 2.3-VQPR-1 – INTRODUCTION AND WAYPOINTS
- AD 2.4-VQPR-1 – STAR (RNP)
- AD 2.5-VQPR-1 – RNAV (RNP) X RWY 15/33
- AD 2.6-VQPR-1 – RNAV (RNP) Y RWY 15/33
- AD 2.7-VQPR-1 – RNAV (RNP) Z RWY 15/33

3 NEW IFR HOLDINGS

- 3.1 New Holding areas for IFR aircraft are implemented. The details are as follows:

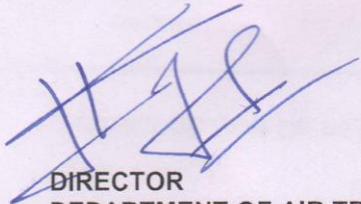
| HLDG ID/FIX/WPT COORDINATES | INBD TR (°MAG) | DIRECTION OF PTN | MAX IAS (KTS) | MNM-MAX HLDG LVL (FL/FT MSL) | TIME (MIN) DIS OUBD | Controlling Unit and Frequency |
|--|-----------------|------------------|---------------|------------------------------|---------------------|--------------------------------|
| PR777 27°06'04.9130"N 089°31'44.3330"E | 354 | Right | 185 | 16000ft | 90 sec | PARO TWR 120.3Mhz |
| PR888 27°08'26.7280"N 089°10'56.1170"E | 061 | Left | 185 | 17000ft | 90 sec | |
| GTSHO 27°22'36.0000"N 089°47'54.000E | 274 | Left | 230 | 17500ft | 90 sec | |

4 IMPLEMENTATION

- 4.1 This AIP Supplement and relevant charts will become effective on 19 July 2018 at 0001 UTC.

5 CANCELLATION

5.1 This AIP Supplement will remain current until the information is published in AIP Bhutan.



**DIRECTOR
DEPARTMENT OF AIR TRANSPORT**

SEP 03 2019
13:24:30

The purpose of this AIP Supplement is to notify the pilot community of the introduction of new RNP AR Cloud Break Procedures to Paro International Airport. The information provided in this AIP Supplement is consistent with ICAO standards and is not applicable to the Aerodrome Reference Publication.

1 RNP (RNP) CLOUD-BREAK PROCEDURES

New Cloud Break procedures are introduced and shown as follows:

- 1.1.1. ANOPR-1 - INTRODUCTION AND WAYPOINTS
- 1.1.2. ANOPR-1 - STAR (RNP)
- 1.1.3. ANOPR-1 - RNAV (RNP) 1 RWY 15/33
- 1.1.4. ANOPR-1 - RNAV (RNP) 1 RWY 15/33
- 1.1.5. ANOPR-1 - RNAV (RNP) 2 RWY 15/33

2 OBSTACLE PROCEDURES

New Obstacle Class of P2 is introduced as follows. The details are as follows:

| MAGD (MAGNETIC) COORDINATES | ASL (ft) | DIRECTION OF PTH | OBST LWS (ft) | OBST HGT (ft) | TYPE OF OBST | Controlling Unit and Frequency |
|---|-------------|---------------------|---------------------|---------------------|--------------------|--------------------------------------|
| P427T 27°06'04.9130"N 85°31'44.3330"E | 354 | Right | 152 | 1600ft | 40 ft | ATIS 125.1000 |
| BRSE 27°06'26.7380"N 85°10'58.1170"E | 351 | Left | 145 | 1700ft | 40 ft | ATIS 125.1000 |
| GTSMO 27°22'36.8310"N 85°47'54.0000" | 374 | Left | 230 | 1700ft | 40 ft | |

4 IMPLEMENTATION

4.1 This AIP Supplement and relevant charts will become effective on 19 July 2019 at 0001 UTC.

RNP AR – CLOUD BREAK PROCEDURE at Paro International Airport (VQPR) Effective 19 July 2018

1. INTRODUCTION

- 1.1 This RNP AR – Cloud break procedure is designed for VQPR in accordance with the criteria as stipulated in the ICAO PANS-OPS (Doc 8168) Vol.II and RNP AR Manual (DoC 9905).
- 1.2 A full arrival, approach and missed approach strategy have been designed for both Runway 33/15 by Navblue, Airbus Company whose logo will appear on the STAR and RNP AR Cloud break procedure Chart.
- 1.3 The RNAV (RNP) Cloud break procedure to VQPR is designed to enhance the overall safety of the operation by facilitating the aircraft energy management and to increase the accessibility of the airport.

2. APPROVED USERS, EQUIPMENT AND OPERATIONS

- 2.1 For the VQPR RNAV (RNP) Cloud break procedure, the operators shall ensure that they hold all necessary operational approvals as a part of the operations Specifications of the AOC from its authority including the Baro VNAV Approval in order to conduct the RNAV (RNP) Cloud break procedure to VQPR. (Ref to ICAO PBN Manual , Doc 9613)
- 2.2 The operator must have a Special Authorization from its authority in order to use the RNP AR – Cloud break procedure to VQPR.
- 2.3 The operator shall seek authorization from Bhutan Civil Aviation Authority to conduct VQPR RNP AR – Cloud break procedure at Paro.
- 2.4 The operator is responsible of conducting a Flight Operational Safety Assessment (FOSA) including Flight Simulation of the procedure.
- 2.5 The RNP AR Approach procedure requires a navigation accuracy of RNP 0.3 and RF-leg capability.

3. NAMING OF RNP AR Cloud break procedure

There are three RNP AR Cloud procedure to RWY 15 and 33. The ICAO naming convention is used as RNAV (RNP) X RWY 15/33

4. RAIM CHECK

During flight planning or before dispatching the aircraft, the pilot shall ensure a RAIM check with a mask angle appropriate to the terrain (Minimum mask angle 5°)

5. LIMITATION OF THE PROCEDURES

The procedure is designed for a temperature down to - 10° C (Temperature correction of the barometric altimeter is not required)

6. RNP CAPABILITY LOST

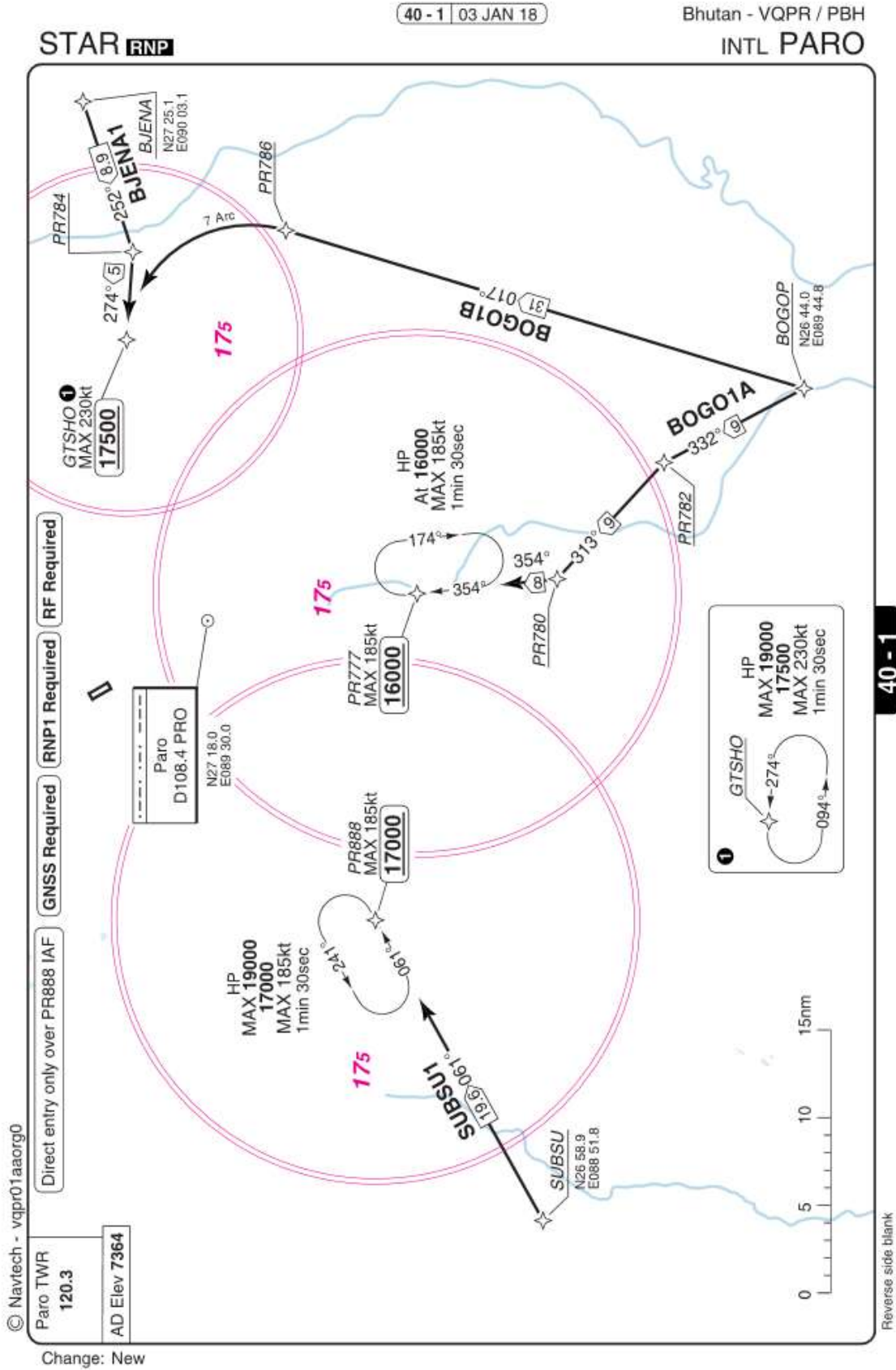
If the RNP capability is lost, ATC shall be informed as soon as possible the alternate course of action from the pilots of the concerned aircraft

7. LIST OF WAYPOINTS

| Waypoint | Latitude | Longitude |
|----------|-----------------|------------------|
| BJENA | 27°25'04.9000"N | 090°03'04.5300"E |
| BOGOP | 26°44'01.5000"N | 089°44'49.5000"E |
| GTSHO | 27°22'36.0000"N | 089°47'54.0000"E |
| PR704 | 27°23'14.2470"N | 089°26'10.5270"E |
| PR706 | 27°21'28.7330"N | 089°26'49.9880"E |
| PR708 | 27°20'01.3390"N | 089°28'15.5050"E |
| PR710 | 27°19'47.7700"N | 089°29'56.1630"E |
| PR712 | 27°16'46.4090"N | 089°32'21.1340"E |
| PR714 | 27°15'40.0700"N | 089°31'41.7620"E |
| PR722 | 27°13'23.8860"N | 089°28'25.9220"E |
| PR724 | 27°13'27.8130"N | 089°25'46.3580"E |
| PR728 | 27°14'37.8510"N | 089°21'27.4780"E |
| PR730 | 27°19'10.0600"N | 089°18'20.1150"E |
| PR732 | 27°14'35.9090"N | 089°31'03.6970"E |
| PR734 | 27°13'45.1210"N | 089°30'27.7270"E |
| PR736 | 27°11'19.0580"N | 089°26'20.8970"E |
| PR738 | 27°11'09.3070"N | 089°25'14.5690"E |
| PR740 | 27°10'59.4240"N | 089°23'06.7380"E |
| PR742 | 27°10'28.1180"N | 089°16'24.5760"E |
| PR744 | 27°09'36.8360"N | 089°13'17.2460"E |
| PR746 | 27°12'25.5210"N | 089°30'59.5930"E |
| PR750 | 27°21'29.4940"N | 089°19'24.5030"E |
| PR752 | 27°23'59.0900"N | 089°25'13.1110"E |
| PR754 | 27°23'05.1580"N | 089°40'03.3250"E |
| PR777 | 27°06'04.9130"N | 089°31'44.3330"E |
| PR780 | 26°58'06.1780"N | 089°32'40.4900"E |
| PR782 | 26°51'59.5000"N | 089°40'05.0560"E |
| PR784 | 27°22'14.9030"N | 089°53'30.1540"E |
| PR786 | 27°13'33.0220"N | 089°54'51.9240"E |
| PR790 | 27°25'04.5560"N | 089°32'35.6400"E |
| PR792 | 27°23'39.5750"N | 089°33'04.9670"E |
| PR794 | 27°01'50.9250"N | 089°35'32.0970"E |
| PR796 | 27°00'49.6000"N | 089°30'01.5090"E |
| PR798 | 27°05'05.0720"N | 089°31'51.3590"E |
| PR799 | 27°22'05.1840"N | 089°17'39.0390"E |
| PR808 | 27°24'20.7330"N | 089°25'45.6500"E |
| PR810 | 27°26'17.8700"N | 089°23'26.1840"E |
| PR812 | 27°27'27.9730"N | 089°21'43.7780"E |

| | | |
|-------|-----------------|------------------|
| PR814 | 27°28'56.8980"N | 089°18'24.3830"E |
| PR816 | 27°28'32.5620"N | 089°17'04.6530"E |
| PR818 | 27°24'17.6560"N | 089°16'00.2150"E |
| PR820 | 27°14'19.3030"N | 089°30'28.5740"E |
| PR826 | 27°14'02.6900"N | 089°23'37.5170"E |
| PR828 | 27°13'38.2240"N | 089°24'42.3820"E |
| PR830 | 27°11'33.2210"N | 089°28'55.6440"E |
| PR842 | 27°14'53.3100"N | 089°17'29.4920"E |
| PR848 | 27°08'04.5940"N | 089°31'30.2730"E |
| PR850 | 27°18'46.5160"N | 089°36'26.1690"E |
| PR852 | 27°20'53.8040"N | 089°39'16.7990"E |
| PR854 | 27°22'44.3760"N | 089°45'39.5280"E |
| PR888 | 27°08'26.7280"N | 089°10'56.1170"E |
| PRC51 | 27°17'44.7540"N | 089°30'17.9720"E |
| PRC52 | 27°22'16.3380"N | 089°29'29.8060"E |
| PRC53 | 27°23'23.5140"N | 089°22'33.8460"E |
| PRC54 | 27°28'43.1610"N | 089°24'09.8340"E |
| PRC55 | 27°25'57.6910"N | 089°18'48.5830"E |
| PRC56 | 27°19'51.7590"N | 089°13'54.7210"E |
| PRC57 | 27°18'28.2210"N | 089°22'45.4530"E |
| PRC58 | 27°17'46.7660"N | 089°27'14.1800"E |
| PRC60 | 27°17'38.9570"N | 089°24'36.9270"E |
| PRC61 | 27°03'28.5270"N | 089°17'05.5780"E |
| PRC62 | 27°13'00.9010"N | 089°37'17.2650"E |
| PRC63 | 27°18'09.0210"N | 089°24'46.9040"E |
| PRC64 | 27°16'11.3310"N | 089°09'12.1410"E |
| PRC65 | 27°09'14.7770"N | 089°21'59.9220"E |
| PRC66 | 27°07'36.1930"N | 089°26'29.3160"E |
| PRC67 | 27°14'44.1970"N | 089°45'01.9700"E |
| PRC68 | 27°24'11.3820"N | 089°29'22.3580"E |
| PRC69 | 27°20'59.8620"N | 089°23'25.3870"E |
| PRC70 | 27°06'36.2470"N | 089°37'18.6820"E |
| PRC71 | 26°57'05.5770"N | 089°33'45.6610"E |
| PRC72 | 27°04'33.5220"N | 089°26'17.1100"E |
| PRC73 | 27°15'35.8410"N | 089°47'21.1800"E |
| SUBSU | 26°58'55.3000"N | 088°51'49.8000"E |

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STAR recommended coding table :

BJENA 1A :

| Seq N° | PT | W/P ID | Overfly | CRS Val °T (°M) | DIST val | ALT ONE | SPD LMT | NAV PERF | RADIUS val | ARC CTR ID |
|--------|----|--------|---------|-----------------|----------|---------------|---------|----------|------------|------------|
| 10 | IF | BJENA | - | - | - | - | - | 1.000 NM | - | - |
| 20 | TF | PR784 | - | 251.7 (251.8) | 8.977 NM | - | - | 1.000 NM | - | - |
| 30 | TF | GTSHO | - | 274.0 (274.2) | 5.000 NM | + 17500.00 FT | 230 KT | 1.000 NM | - | - |

BOGOP1A :

| Seq N° | PT | W/P ID | OverFly | CRS Val °T (°M) | DIST val | ALT ONE | SPD LMT | NAV PERF | RADIUS val | ARC CTR ID |
|--------|----|--------|---------|-----------------|----------|---------------|---------|----------|------------|------------|
| 10 | IF | BOGOP | - | - | - | - | - | 1.000 NM | - | - |
| 20 | TF | PR782 | N | 331.9 (332.0) | 9.005 NM | - | - | 1.000 NM | - | - |
| 30 | TF | PR780 | N | 312.6 (312.8) | 9.000 NM | - | - | 1.000 NM | - | - |
| 40 | TF | PR777 | N | 354.0 (354.1) | 8.000 NM | + 16000.00 FT | 185 KT | 1.000 NM | - | - |

BOGOP1B :

| Seq N° | PT | W/P ID | OverFly | CRS Val °T (°M) | DIST val | ALT ONE | SPD LMT | NAV PERF | RADIUS val | ARC CTR ID |
|--------|----|--------|---------|-----------------|-----------|---------------|---------|----------|------------|------------|
| 10 | IF | BOGOP | - | - | - | - | - | 1.000 NM | - | - |
| 20 | TF | PR786 | N | 16.9 (017.0) | 30.777 NM | - | 250 KT | 1.000 NM | - | - |
| 30 | RF | GTSHO | - | 274.0 (274.1) | 12.576 NM | + 17500.00 FT | 230 KT | 1.000 NM | 7.000 NM | PRC73 |

SUBSU1A :

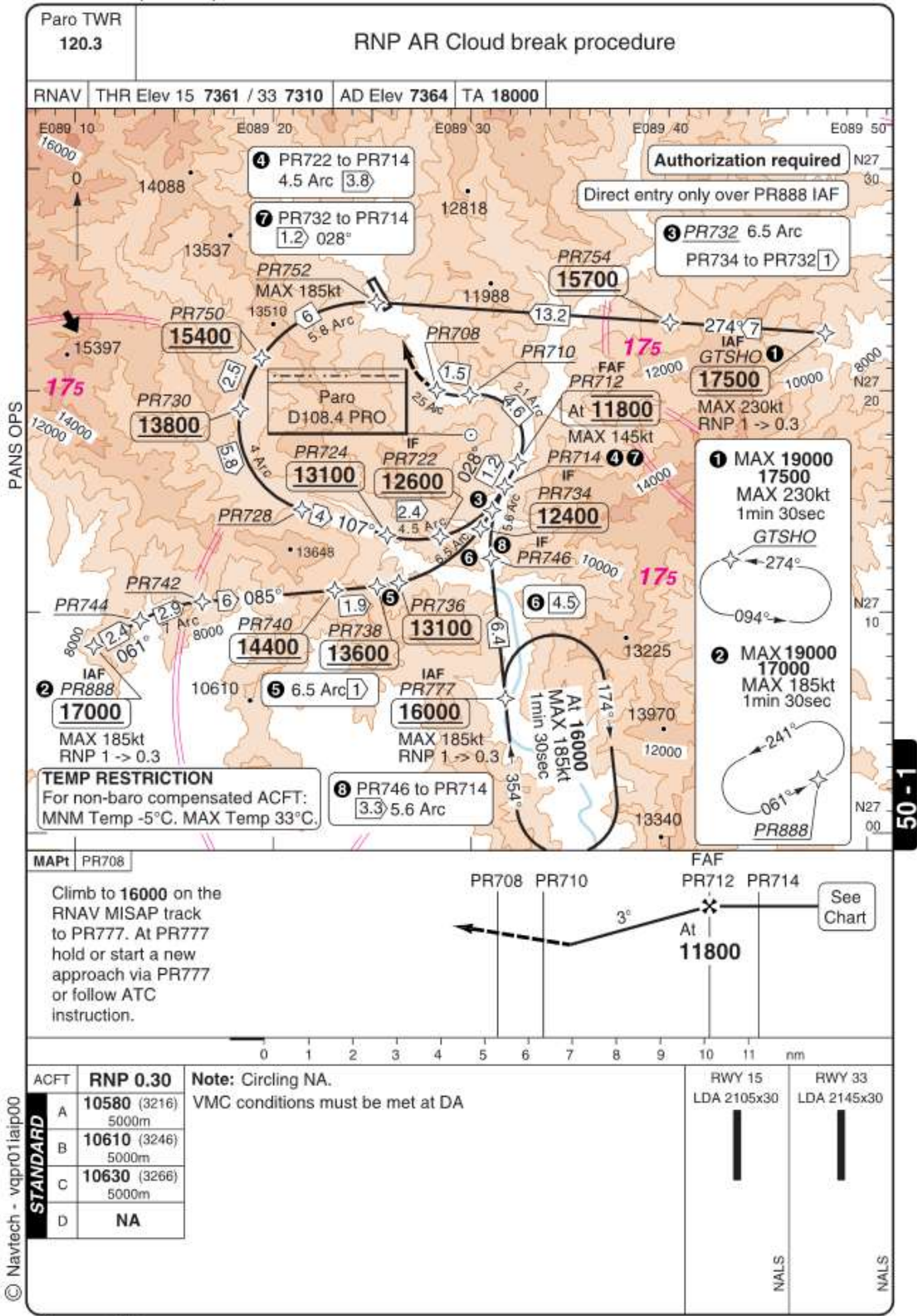
| Seq N° | PT | W/P ID | OverFly | CRS Val °T (°M) | DIST val | ALT ONE | SPD LMT | NAV PERF | RADIUS val | ARC CTR ID |
|--------|----|--------|---------|-----------------|-----------|---------------|---------|----------|------------|------------|
| 10 | IF | SUBSU | - | - | - | - | - | 1.000 NM | - | - |
| 20 | TF | PR888 | N | 060.9 (060.9) | 19.522 NM | + 17000.00 FT | 185 KT | 1.000 NM | - | - |

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Bhutan - VQPR / PBH

RNAV (RNP) X RWY 15/33

INTL PARO



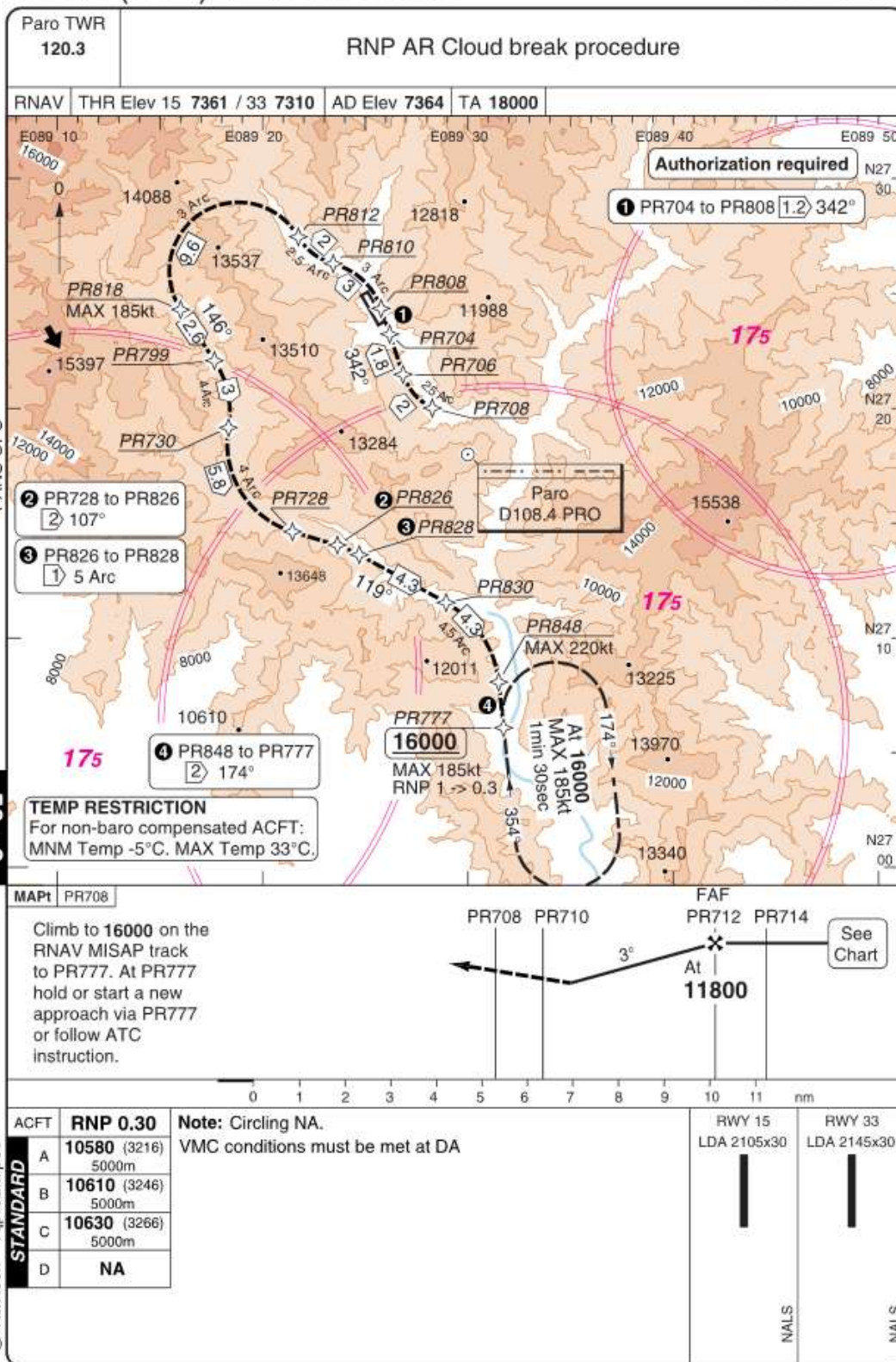
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Change: Minima

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Bhutan - VQPR / PBH
INTL PARO

RNAV (RNP) X RWY 15/33 MISAP



Change: Minima

Recommended coding table RNAV(RNP) X RWY 15/33:

| Seq N° | PT | W/P ID | OverFly | Fix role | TD | CRS Val °T (°M) | DIST val (NM) | ALT ONE | SPD LMT (KT) | VRT ANG | NAV PERF | RADIUS val (NM) | ARC CTR ID |
|--------|----|--------|---------|----------|----|-------------------|---------------|------------|--------------|---------|----------|-----------------|------------|
| 10 | IF | GTSHO | | IAF | | | | + 17500 FT | 230 | | 0.3NM | | |
| 20 | TF | PR754 | N | | | 274.000 (274.1) | 7.000 | + 15700 FT | | | 0.3 NM | | |
| 30 | TF | PR752 | N | | | 273.940 (274.060) | 13.237 | | 185 | | 0.3 NM | | |
| 40 | RF | PR750 | | | L | 214.827 (214.947) | 6.000 | + 15400 FT | | | 0.3 NM | 5.831 | PRC63 |
| 50 | RF | PR730 | | | L | 189.994 (190.114) | 2.526 | + 13800 FT | | | 0.3 NM | 5.831 | PRC63 |
| 60 | RF | PR728 | | | L | 106.823 (106.943) | 5.808 | | | | 0.3 NM | 4.000 | PRC57 |
| 70 | TF | PR724 | N | | | 106.823 (106.943) | 4.018 | + 13100 FT | | | 0.3 NM | | |
| 80 | RF | PR722 | | IF | L | 76.298 (076.418) | 2.400 | + 12600 FT | | | 0.3NM | 4.497 | PRC58 |
| 90 | RF | PR714 | | | L | 028.057 (028.057) | 3.798 | | | | 0.3 NM | 4.497 | PRC58 |
| 100 | TF | PR712 | N | | | 27.936 (028.056) | 1.248 | @ 11800 FT | 145 | | 0.3 NM | | |
| 10 | IF | PR888 | | IAF | | | | + 17000 FT | 185 | | 0.3 NM | | |
| 20 | TF | PR744 | N | | | 60.947 (061.067) | 2.400 | | | | 0.3 NM | | |
| 30 | RF | PR742 | | | R | 85.000 (085.120) | 2.934 | | | | 0.3 NM | 7.000 | PRC61 |
| 40 | TF | PR740 | N | | | 85.000 (085.120) | 6.000 | + 14400 FT | | | 0.3 NM | | |
| 50 | TF | PR738 | N | | | 85.051 (085.171) | 1.907 | + 13600 FT | | | 0.3NM | | |
| 60 | RF | PR736 | | | L | 76.261 (076.381) | 1.000 | + 13100 FT | | | 0.3 NM | 6.500 | PRC60 |
| 70 | RF | PR734 | | IF | L | 36.742 (036.862) | 4.487 | + 12400 FT | | | 0.3 NM | 6.500 | PRC60 |
| 80 | RF | PR732 | | | L | 27.931 (028.051) | 1.000 | | | | 0.3 NM | 6.500 | PRC60 |
| 90 | TF | PR714 | N | | | 27.931 (028.051) | 1.207 | | | | 0.3 NM | | |
| 100 | TF | PR712 | N | | | 27.936 (028.056) | 1.248 | @ 11800 FT | 145 | | 0.3 NM | | |
| 10 | IF | PR777 | | IAF | | | | + 16000 FT | 185 | | 0.3NM | | |
| 20 | TF | PR746 | N | IF | | 354.000 (354.120) | 6.360 | | | | 0.3 NM | | |
| 30 | RF | PR714 | | | R | 27.936 (028.056) | 3.342 | | | | 0.3 NM | 5.643 | PRC62 |
| 40 | TF | PR712 | N | | | 27.936 (028.056) | 1.248 | @ 11800 FT | 145 | | 0.3 NM | | |
| 10 | IF | PR712 | | FAF | | | | @ 11800 FT | 145 | | 0.3 NM | | |
| 20 | RF | PR710 | | | L | 261.000 (261.120) | 4.585 | | | -3 | 0.3 NM | 2.070 | PRC51 |
| 30 | RF | PR708 | | MAPT | R | 296.167 (296.287) | 1.535 | @ 9850 FT | | -3 | 0.3 NM | 2.500 | PRC52 |
| 40 | RF | PR706 | | | R | 341.540 (341.660) | 1.980 | | | | 0.3NM | 2.500 | PRC52 |
| 50 | TF | PR704 | N | | | 341.539 (341.659) | 1.849 | | | | 0.3NM | | |
| 60 | TF | PR808 | N | | | 341.534 (341.654) | 1.165 | | | | 0.3 NM | | |
| 70 | RF | PR810 | | | L | 285.000 (285.120) | 2.959 | | | | 0.3 NM | 3.000 | PRC53 |
| 80 | RF | PR812 | | | R | 330.000 (330.120) | 1.964 | | | | 0.3 NM | 2.500 | PRC54 |
| 90 | RF | PR818 | | | L | 146.334 (146.454) | 9.614 | | 185 | | 0.3 NM | 3.000 | PRC55 |
| 100 | TF | PR799 | N | | | 146.334 (146.454) | 2.645 | | | | 0.3 NM | | |
| 110 | RF | PR730 | | | R | 189.994 (190.114) | 3.047 | | | | 0.3 NM | 4.000 | PRC56 |
| 120 | RF | PR728 | | | L | 106.823 (106.943) | 5.808 | | | | 0.3NM | 4.000 | PRC57 |
| 130 | TF | PR826 | | | | 106.942 (106.942) | 2.018 | | | | 0.3 NM | | |
| 140 | RF | PR828 | | | R | 118.885 (119.005) | 1.048 | | | | 0.3 NM | 5.000 | PRC65 |
| 150 | TF | PR830 | | | | 118.885 (119.005) | 4.299 | | | | 0.3 NM | | |
| 160 | RF | PR848 | | | R | 173.998 (174.118) | 4.325 | | 220 | | 0.3 NM | 4.500 | PRC66 |
| 170 | TF | PR777 | | | | 173.998 (174.118) | 2.000 | + 16000 FT | 185 | | 0.3 NM | | |

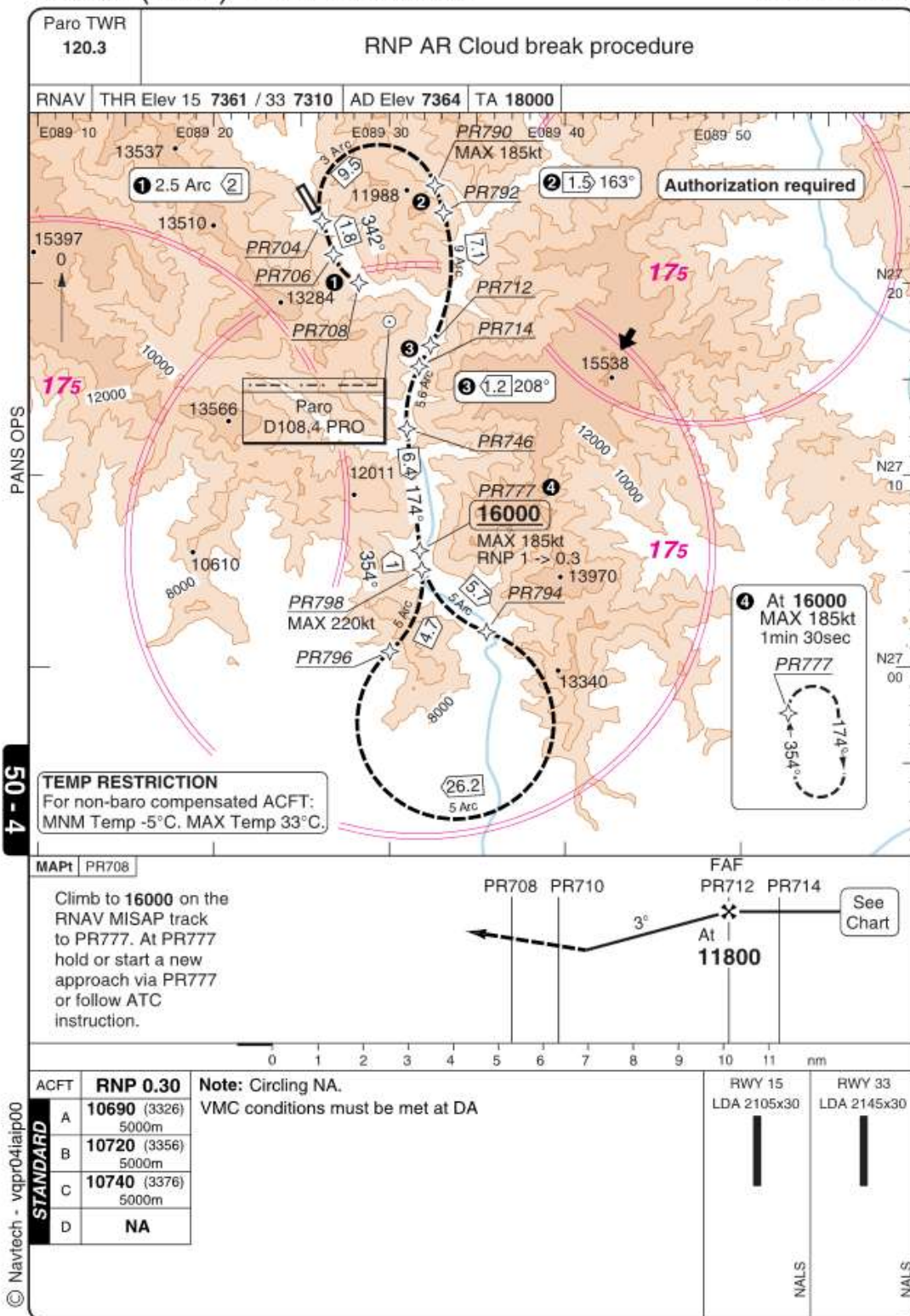
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Bhutan - VQPR / PBH

RNAV (RNP) Y RWY 15/33 MISAP

INTL PARO



50 - 4

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Recommended coding table RNAV(RNP) Y RWY 15/33:

| Seq N° | PT | W/P ID | OverFly | Fix role | TD | CRS Val °T (°M) | DIST val (NM) | ALT ONE | SPD LMT (KT) | VRT ANG | NAV PERF | RADIUS val (NM) | ARC CTR ID |
|--------|----|--------|---------|----------|----|-------------------|---------------|------------|--------------|---------|----------|-----------------|------------|
| 10 | IF | GTSHO | | IAF | | | | + 17500 FT | 230 | | 0.3 NM | | |
| 20 | TF | PR754 | N | | | 274.000 (274.120) | 7.000 | + 15700 FT | | | 0.3 NM | | |
| 30 | TF | PR752 | N | | | 273.940 (274.060) | 13.237 | | 185 | | 0.3 NM | | |
| 40 | RF | PR750 | | | L | 214.827 (214.947) | 6.000 | + 15400 FT | | | 0.3 NM | 5.831 | PRC63 |
| 50 | RF | PR730 | | | L | 189.994 (190.114) | 2.526 | + 13800 FT | | | 0.3 NM | 5.831 | PRC63 |
| 60 | RF | PR728 | | | L | 106.823 (106.943) | 5.808 | | | | 0.3 NM | 4.000 | PRC57 |
| 70 | TF | PR724 | N | | | 106.823 (106.943) | 4.018 | + 13100 FT | | | 0.3 NM | | |
| 80 | RF | PR722 | | IF | L | 76.298 (076.418) | 2.400 | + 12600 FT | | | 0.3 NM | 4.497 | PRC58 |
| 90 | RF | PR714 | | | L | 27.937 (028.057) | 3.798 | | | | 0.3 NM | 4.497 | PRC58 |
| 100 | TF | PR712 | N | | | 27.936 (028.056) | 1.248 | @ 11800 FT | 145 | | 0.3 NM | | |
| 10 | IF | PR888 | | IAF | | | | + 17000 FT | 185 | | 0.3 NM | | |
| 20 | TF | PR744 | N | | | 60.947 (061.067) | 2.400 | | | | 0.3 NM | | |
| 30 | RF | PR742 | | | R | 85.000 (085.120) | 2.934 | | | | 0.3 NM | 7.000 | PRC61 |
| 40 | TF | PR740 | N | | | 85.000 (085.120) | 6.000 | + 14400 FT | | | 0.3 NM | | |
| 50 | TF | PR738 | N | | | 85.051 (085.171) | 1.907 | + 13600 FT | | | 0.3 NM | | |
| 60 | RF | PR736 | | | L | 76.261 (076.381) | 1.000 | + 13100 FT | | | 0.3 NM | 6.500 | PRC60 |
| 70 | RF | PR734 | | IF | L | 36.742 (036.862) | 4.487 | + 12400 FT | | | 0.3 NM | 6.500 | PRC60 |
| 80 | RF | PR732 | | | L | 27.931 (028.051) | 1.000 | | | | 0.3 NM | 6.500 | PRC60 |
| 90 | TF | PR714 | N | | | 27.931 (028.051) | 1.207 | | | | 0.3 NM | | |
| 100 | TF | PR712 | N | | | 27.936 (028.056) | 1.248 | @ 11800 FT | 145 | | 0.3 NM | | |
| 10 | IF | PR777 | | IAF | | | | + 16000 FT | 185 | | 0.3 NM | | |
| 20 | TF | PR746 | N | IF | | 354.000 (354.120) | 6.360 | | | | 0.3 NM | | |
| 30 | RF | PR714 | | | R | 27.936 (028.056) | 3.342 | | | | 0.3 NM | 5.643 | PRC62 |
| 40 | TF | PR712 | N | | | 27.936 (028.056) | 1.248 | @ 11800 FT | 145 | | 0.3 NM | | |
| 10 | IF | PR712 | | FAF | | | | @ 11800 FT | 145 | | 0.3 NM | | |
| 20 | RF | PR710 | | | L | 261.000 (261.120) | 4.585 | | | -3 | 0.3 NM | 2.070 | PRC51 |
| 30 | RF | PR708 | | MAPT | R | 296.167 (296.287) | 1.535 | @ 9850 FT | | -3 | 0.3 NM | 2.500 | PRC52 |
| 40 | RF | PR706 | | | R | 341.540 (341.660) | 1.980 | | | | 0.3 NM | 2.500 | PRC52 |
| 50 | TF | PR704 | N | | | 341.539 (341.659) | 1.849 | | | | 0.3 NM | | |
| 60 | RF | PR790 | | | R | 162.880 (163.000) | 9.493 | | 185 | | 0.3 NM | 3.000 | PRC68 |
| 70 | TF | PR792 | N | | | 162.880 (163.000) | 1.478 | | | | 0.3 NM | | |
| 80 | RF | PR712 | | | R | 207.941 (208.061) | 7.079 | | | | 0.3 NM | 9.000 | PRC69 |
| 90 | TF | PR714 | N | | | 207.941 (208.061) | 1.248 | | | | 0.3 NM | | |
| 100 | RF | PR746 | | | L | 173.994 (174.114) | 3.342 | | | | 0.3 NM | 5.643 | PRC62 |
| 110 | TF | PR777 | N | | | 173.995 (174.115) | 6.360 | | | | 0.3 NM | | |
| 120 | RF | PR794 | | | L | 108.484 (108.604) | 5.720 | | | | 0.3 NM | 5.000 | PRC70 |
| 130 | RF | PR796 | | | R | 48.112 (048.232) | 26.151 | | | | 0.3 NM | 5.000 | PRC71 |
| 140 | RF | PR798 | | | L | 354.002 (354.122) | 4.723 | | 220 | | 0.3 NM | 5.000 | PRC72 |
| 150 | TF | PR777 | N | | | 354.001 (354.121) | 1.000 | + 16000 FT | 185 | | 0.3 NM | | |

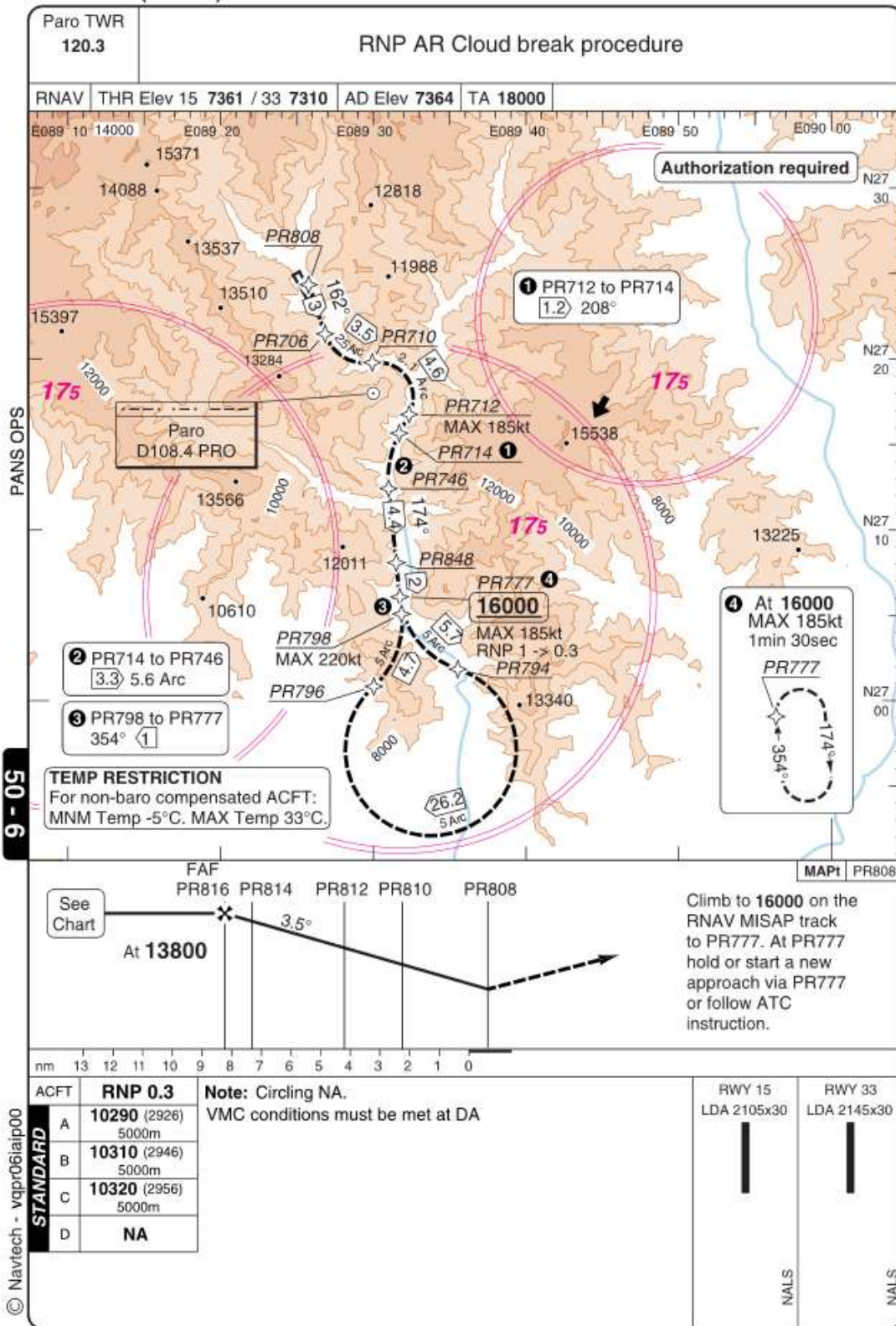
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Bhutan - VQPR / PBH

RNAV (RNP) Z RWY 15/33 MISAP

INTL PARO



Recommended coding table RNAV(RNP) Z RWY 15/33:

| Seq N° | PT | W/P ID | OverFly | Fix role | TD | CRS Val °T (°M) | DIST val (NM) | ALT ONE | SPD LMT (KT) | VRT ANG | NAV PERF | RADIUS val (NM) | ARC CTR ID |
|--------|----|--------|---------|----------|----|-------------------|---------------|------------|--------------|---------|----------|-----------------|------------|
| 10 | IF | PR888 | | IAF | | | | + 17000 FT | 185 | | 0.3 NM | | |
| 20 | TF | PR744 | N | | | 60.947 (061.067) | 2.400 | | | | 0.3 NM | | |
| 30 | RF | PR842 | | | L | 9.988 (010.108) | 6.677 | + 15200 FT | | | 0.3 NM | 7.500 | PRC64 |
| 40 | TF | PR730 | N | | | 9.988 (010.108) | 4.333 | | | | 0.3 NM | | |
| 50 | RF | PR799 | | | L | 326.466 (326.466) | 3.047 | | | | 0.3 NM | 4.000 | PRC56 |
| 60 | TF | PR818 | N | IF | | 326.346 (326.466) | 2.645 | | | | 0.3 NM | | |
| 70 | RF | PR816 | | | R | 59.086 (059.206) | 4.856 | @ 13800 FT | 145 | | 0.3 NM | 3.000 | PRC55 |
| 10 | IF | PR777 | | IAF | | | | + 16000 FT | 185 | | 0.3 NM | | |
| 20 | TF | PR848 | N | | | 354.000 (354.120) | 2.000 | | | | 0.3 NM | | |
| 30 | RF | PR830 | | | L | 298.917 (299.037) | 4.325 | | | | 0.3 NM | 4.500 | PRC66 |
| 40 | TF | PR828 | N | | | 298.917 (299.037) | 4.299 | | | | 0.3 NM | | |
| 50 | RF | PR826 | | | L | 286.869 (286.989) | 1.048 | | | | 0.3 NM | 5.000 | PRC65 |
| 60 | TF | PR728 | N | | | 286.839 (286.959) | 2.018 | | | | 0.3 NM | | |
| 70 | RF | PR730 | | | R | 09.994 (010.114) | 5.808 | | | | 0.3 NM | 4.000 | PRC57 |
| 80 | RF | PR799 | | | L | 326.346 (326.466) | 3.047 | | | | 0.3 NM | 4.000 | PRC56 |
| 90 | TF | PR818 | N | IF | | 326.346 (326.466) | 2.645 | | | | 0.3 NM | | |
| 100 | RF | PR816 | | | R | 59.086 (059.206) | 4.856 | @ 13800 FT | 145 | | 0.3 NM | 3.000 | PRC55 |
| 10 | IF | GTSHO | | IAF | | | | + 17500 FT | 230 | | 0.3 NM | | |
| 20 | TF | PR854 | N | | | 274.000 (274.120) | 2.000 | | | | 0.3 NM | | |
| 30 | RF | PR852 | | | L | 230.139 (230.259) | 6.117 | + 16100 FT | | | 0.3 NM | 8.000 | PRC67 |
| 40 | TF | PR850 | N | | | 230.139 (230.259) | 3.300 | + 15300 FT | | | 0.3 NM | | |
| 50 | TF | PR820 | N | | | 230.118 (230.238) | 6.923 | | 18 | | 0.3 NM | | |
| 60 | RF | PR724 | | | R | 286.855 (286.975) | 4.460 | | | | 0.3 NM | 4.497 | PRC58 |
| 70 | TF | PR826 | N | | | 286.856 (286.976) | 2.000 | | | | 0.3 NM | | |
| 80 | TF | PR728 | N | | | 286.839 (286.959) | 2.018 | | | | 0.3 NM | | |
| 90 | RF | PR730 | | | R | 09.994 (010.114) | 5.808 | | | | 0.3 NM | 4.000 | PRC57 |
| 100 | RF | PR799 | | | L | 326.346 (326.466) | 3.047 | | | | 0.3 NM | 4.000 | PRC56 |
| 110 | TF | PR818 | N | IF | | 326.346 (326.466) | 2.645 | | | | 0.3 NM | | |
| 120 | RF | PR816 | | | R | 59.086 (059.206) | 4.856 | @ 13800 FT | 145 | | 0.3 NM | 3.000 | PRC55 |
| 10 | IF | PR816 | | FAF | | | | @ 13800 FT | 145 | | 0.3 NM | | |
| 20 | RF | PR814 | | | R | 83.130 (083.250) | 1.258 | | | -3.5 | 0.3 NM | 3.000 | PRC55 |
| 30 | RF | PR812 | | | R | 150.000 (150.120) | 3.500 | | | -3.5 | 0.3 NM | 3.000 | PRC55 |
| 40 | RF | PR810 | | | L | 105.000 (105.120) | 1.964 | | | -3.5 | 0.3 NM | 2.500 | PRC54 |
| 50 | RF | PR808 | | MAPT | R | 161.531 (161.651) | 2.959 | @ 10200 FT | | -3.5 | 0.3 NM | 3.000 | PRC53 |
| 60 | TF | PR706 | N | | | 161.531 (161.651) | 3.014 | | | | 0.3 NM | | |
| 70 | RF | PR710 | | | L | 81.000 (081.120) | 3.515 | | | | 0.3 NM | 2.500 | PRC52 |
| 80 | RF | PR712 | | | R | 207.941 (208.061) | 4.585 | | 185 | | 0.3 NM | 2.070 | PRC51 |
| 90 | TF | PR714 | N | | | 207.941 (208.061) | 1.248 | | | | 0.3 NM | | |
| 100 | RF | PR746 | | | L | 173.994 (174.114) | 3.342 | | | | 0.3 NM | 5.643 | PRC62 |
| 110 | TF | PR848 | N | | | 173.995 (174.115) | 4.360 | | | | 0.3 NM | | |

| | | | | | | | | | | | | | |
|-----|----|-------|---|--|---|-------------------|--------|------------|-----|--|--------|-------|-------|
| 120 | TF | PR777 | N | | | 173.998 (174.118) | 2.000 | | | | 0.3 NM | | |
| 130 | RF | PR794 | | | L | 108.484 (108.604) | 5.720 | | | | 0.3 NM | 5.000 | PRC70 |
| 140 | RF | PR796 | | | R | 48.112 (048.232) | 26.151 | | | | 0.3 NM | 5.000 | PRC71 |
| 150 | RF | PR798 | | | L | 354.002 (354.122) | 4.723 | | 220 | | 0.3 NM | 5.000 | PRC72 |
| 160 | TF | PR777 | N | | | 354.001 (354.121) | 1.000 | + 16000 FT | 185 | | 0.3 NM | | |