

AD 2.1 AERODROMES
VQTY AD 2.1 AERODROME LOCATION INDICATOR AND NAME
VQTY – Trashigang, Yonphula/Domestic

VQTY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP co-ordinates and site at AD	271523.29N 0913052.76E Centre of RWY
2	Direction and distance from(city)	33 Km SE from Trashigang town
3	Elevation/Reference temperature	2 562M (8 405 ft) MSL/ 18°C
4	MAG VAR/Annual changes	0.10° West 2015
5	AD Administration, address, telephone, telefax, telex. AFS	Department of Air Transport, Yonphula Airport: Trashigang Bhutan. Tel No: +975 04535135 AFTN: VQTYZTZX Email: : tdrakpa@doat.gov.bt
6	Type of traffic permitted (IFR/VFR)	Only VFR is permitted due to high terrain
7	Remarks	AD PPR

VQTY AD 2.3 OPERATIONAL HOURS

1	AD Administration	Available MON - FRI 0300 – 1100 (UTC)
2	Customs and immigration	Not Available
3	Health and sanitation	Not Available
4	AIS Briefing Office	Not Available
5	ATS Reporting Office	Not Available
6	MET Briefing Office	Available during operations and MON - FRI 0300 – 1100 (UTC)
7	ATS	During Operational Hrs
8	Fuelling	Not Available
9	Handling	Available during sked operations
10	Security	As and when required
11	De-icing	Not available
12	Remarks	Out side those hours, service available O/R. Request to be submitted to the AD 24hrs before intended operation.

VQTY AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Available with airline operator, Druk-air
2	Fuel/oil types	Not Available
3	Fuelling facilities/capacity	Not Available
4	De-icing facilities	Manual by sweeping
5	Hanger space for visiting aircraft	Not Available
6	Repair facilities for visiting A/C	Not Available
7	Remarks	NIL

VQTY AD 2.5 PASSENGER FACILITIES

1	Hotels	Near AD and in the city.
2	Restaurants	in city.
3	Transportation	On request
4	Medical facilities	First aid at Basic Hospital Unit, 9 Km from Airport.
5	Bank and Post Office	Bank & Post office in satellite Town
6	Tourist Office	Not Available
7	Remarks	Nil

VQTY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Within AD HR: CAT 4
2	Rescue equipment	Rescue Tools with CFT
3	Capability for removal of disabled aircraft	Not Available
4	Remarks	NIL

VQTY AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Manually Sweeping
2	Clearance priorities	1. RWY 30/12
3	Remarks	Information on snow clearance published from December- March Bard cast through HF Radio

VQTY AD 2.8 APRON, TAXIWAYS AND CHECK LOCATION DATA

1	Apron surface and strength	Not Available
2	Taxiway width, surface and strength	Not Available
3	ACL location and elevation	Not Available
4	VOR checkpoints	NOT ESTABLISHED
5	INS check points	-
6	Remarks	NIL

VQTY AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Not Available
2	RWY and TWY markings and LGT	Markings Available
3	Stop bars	Not Available
4	Remarks	NIL.

VQTY AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In Circling area ad at AD		Remarks
Obstacle type	Elevation		Obstacle type	Elevation	
RWY/Area affected	Markings/LGT	Coordinates	Markings/LGT	Coordinates	
a	b	c	a	b	
RWY 12 /30	SEE AD 2.2 – VQTY -1		TO BE DEVELOPED		

VQTY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Yonphula Airport
2	Hours of service MET Office outside hours	During Flight operations only
3	Office responsible for TAF preparation Periods validity	TO BE DEVELOPED
4	Type of landing forecast Interval of issuance	Current Weather half hourly during flight operations (in Plain Language)
5	Briefing/consultation provided	Personal consultation During flight operation(on demand)
6	Flight documentation Language (s) used	TO BE DEVELOPED, English
7	Charts and other information available for briefing or consultation	TO BE DEVELOPED
8	Supplementary equipment available for providing information	NIL
9	ATS unit provided with information	Control Tower
10	Additional information (limitation of service, etc.)	Presently limited to providing METAR and local current valley WX in plain language only during flight operations.

VQTY AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MA BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
12	122.89°	1 200 X 30 M	(10-12)F/C/Y/T	271533.827N	2 541M AMSL
30	302.90°	1 200 X 30 M		0913034.549E	2 562 M AMSL
Slope of RWY-SWY	SWY Dimensions (M)	CWY Dimensions (M)	Strip Dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
2.0%, 1.17%- 2.0%	NIL	NIL	1 340 M X 60 M	NIL	RWY 12 slope 2.0% MID RWY slop 1.17% RWY30 slope 2.0%

VQTY AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
12	NU	NU	NU	1 200	One direction Landing
30	1 200	1 260	1 260	NU	One direction takeoff

VQTY AD 2.14 APPROACH RUNWAY LIGHTNING

RWY Designator	APCH LGT Type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, Colour, INTST	RWY edge LGT LEN, spacing colour INTST	RWY END LGT colour INTST	RWY END LGT Colour WBAR	Remarks
NIL									

VQTY AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	Not established
2	LDI location and LGT Anemometer location and LGT	Anemometer : THR 12
3	TWY edge and centre line lighting	NIL
4	Secondary power supply/switch-over time	NIL
5	Remarks	NIL

VQTY AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF of THR of FATO	TO BE DEVELOPED
2	TLOF and/or FATO elevation M/FT	TO BE DEVELOPED
3	TLOF and FATO are dimensions, surface, strength, marking	TO BE DEVELOPED
4	True and MAG BRG of FATO	TO BE DEVELOPED
5	Declared distance available	TO BE DEVELOPED
6	APP and FATO lightning	TO BE DEVELOPED
7	Remarks	

VQTY AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	NOT ESTABLISHED
2	Vertical limits	NOT ESTABLISHED
3	Airspace classification	NOT ESTABLISHED
4	ATS unit call sign/Language(s)	Yonphula Tower English
5	Transition altitude	
6	Remarks	Two ways communication

VQTY AD 2.18 ATS COMMUNICATION FACILITIES

Service Designation	Callsign	Frequency	Hours of operation	Remarks
TWR	Yonphula Tower	118.20 Mhz (EXTN) 118.20 Mhz (STBY) 121.5 EMER. Freq.	HO	As per sked flight operations
RADIO	Yonphula	8921 Khz 13342 Khz	HO	-do-

VQTY AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/MLS (for VOR/ILS/MLS, give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
NDB	YP	367 Khz		200 M SW of THR12 271528.31N 0913031.076E	8 248.71 M	NIL

VQBT 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

- 1.1 At Yonphula Airport a number of local regulations apply, in accordance with Annex 2,11,14 Doc. 4444. See GEN 1.2.
- 1.2 One direction of landing and takeoff is permitted. All aircraft shall land from RWY12 and takeoff from RWY30 due high obstacle toward RWY30.
- 1.3 Marshaller assistance can be requested.
- 1.4 When a local regulation is of importance for the safe operation of aircraft on the apron, the information will be given to each aircraft by the TWR on VHF R/T.

2. Taxiing to and from stands.

- 2.1 Assistance from the "FOLLOW ME" vehicle can be requested from the TWR.
- 2.3 Departing flights shall contact the TWR to obtain ATC clearance before commencing Pushback & Start up. Request for ATC clearance may take place at the earliest 5 minutes prior to start-up. Frequency 118.20 Mhz is to be used. Departing aircraft shall obtain taxi instruction from Paro TWR on 118.20 Mhz.

3. Parking for small aircraft (General aviation)

General aviation small aircraft shall be guided by marshallers to the parking area.

4. Parking area for helicopters

The parking area for helicopters will always be guided by a marshaller on the stand or on R/T from TWR.

5. Apron Taxiing during winter conditions

"Follow me" vehicle can be provided on request.

6. Taxiing Limitations

One at a time

7. School and Training Technical test flight – use of runways

Subject to permission from DoAT & tower

8 Helicopter traffic

- 8.1 Request prior approval from DoAT and inform to Airport Office during the hours of service and, if possible, not later than 24 hrs before the flight is to be carried out.
- 8.2 Any request for approval of traffic shall contain the following information:
- a) Owner/Operator
 - b) Type of helicopter, registration/call sign
 - c) Date, arrival time/departure time, destination(s)
 - d) Purpose of operation.
- 8.3 Furthermore, other details relevant to the evaluation of the request shall be given as required.

9. Removal of disable aircraft from runways

- 9.1 When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed from the runway as quickly as possible. If a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the DoAT at owner's or user's expense.

VQTY AD 2.21 NOISE ABATEMENT PROCEDURES

TO BE DEVELOPED

VQTY AD 2.22 FLIGHT PROCEDURES

1 General

Flight within Yonphula air traffic circuit shall be in accordance with the Visual Meteorological Conditions (VMC).

- a) Prior operating into Yonphula airport the pilot in- command should be briefed and visit the aerodrome as an observer.
 - or Request guide pilot(navigator) from the Authorised Clearing Agent.
 - Clearances on behalf of private airlines and for additional logistics can arrange by the Local Clearing Agent. For contact see GEN 1.1 para 7

Note:- *Bhutan Air Services (BAS) is the authorized Clearing agent on behalf of Department of Air Transport responsible in coordinating and collecting document for onward submission to the DG BCAA for seeking approval of clearances for private aircraft/helicopter that fly to Bhutan. All fees and charges for Private flight operated at Yonphula Aerodrome are also collected by the Bhutan Air Service on Behalf of DG BCAA..*

- b) Relevant clearances from DG BCAA and other relevant clearances from the respective authority must be obtained .
- c) Specific date & time of arrival/ departure or over flying/transiting should be clearly mentioned while obtaining such clearances.
- d) Flight plan can be filed during operational hours or during office hours (03:00 – 10:00 UTC) at the following address.

2 Radar Procedures

No Radar facilities are available at Yonphula Aerodrome.

3 Communication failure

In the event of a communication failure, the pilot shall act in accordance with the communication failure procedures in ICAO Annex 10 Vol. II and Annex 2 general rules para 3.6.52

- 4 **Procedures for IFR flights within Yonphula air traffic circuit**
Due to high terrain and steep mountains adjacent to the aerodrome, only flight in VMC is permitted.
- 5 **Procedures for flights to/from Yonphula AD**
- 5.1 ATC clearance for flights will be given under the conditions described below:
- a) A flight plan containing items 7 to 18 and indicating the purpose of the flight, shall be submitted to Yonphula ATC.
 - c) Position reports shall be submitted in accordance with 3.6.3 of ICAO Annex 2.
 - d) Deviation from the ATC clearance may only be made when prior permission has been obtained.
 - e) Two-ways radio communication shall be maintained on the frequency 118.20 MHz.
- 5.2 With the high terrain and rapid phenomenon change of weather in and around the Yonphula aerodrome, all flights are operated in VMC, therefore any aircraft operating in to Yonphula are required to obtain weather information from Yonphula aerodrome at least one hour prior to departure.
- 5.3 Yonphula weather will be available on HF Radio on freq. **8921Khz** and **13342Khz**, call sign Yonphula or can be requested on Land line +9754535802 or *VQTYZTZX*.
- 5.4 Arrival Instruction**
- 5.4.1 Flight plan should be filed on AFTN/Fax prior one hour departure followed by status of flight, in the event of any delay or cancellation of flight likely to occur.
- 5.4.2 **Airborne call is must** as soon as the aircraft departs from the departure aerodrome with the **ATD and ETA over Yonphula . Airborne time & ETA should be informed to Yonphula on HF.**
- 5.4.3 Strictly one direction of landing i.e. landing from RWY12 only, due to hilly terrain on opposite side of RWY. No visual guidance like VASI. PAPI. ILS, Runway lights etc., available on final. Runway slope ranges from 2.0% from beginning of RWY at MID of RWY slop is 1.17% and again inclined slop to 2.0%%
- 5.4.4 Pilots to **“EXERCISE CAUTION”**as the Surface winds conditions on final and while landing are expected to be mostly cross wind. Surface winds increase in intensity usually in the afternoon hours.
- 5.4.5 Severe turbulence may experience when entering the valley.
- 5.4.6 Strong anabatic wind in the afternoon may give raise to moderate to severe turbulence; it is recommended to restrict flight movement to the morning.
- 5.4.7 Only one aircraft at a time is permitted to Descend in a valley.
- 5.4.8 After landing, aircraft shall make right hand turn out on turn pad RWY30
- 5.4.9 Helicopters operating as a domestic flight/mountain flight within Bhutan territory shall contact Yonphula tower on fixed line/mobile for Yonphula weather and the departure information (ETA/ETD). This shall be applied only to those helicopter not equipped with **HF radio facilities** on board
- 5.5 Departure Instruction**
- 5.5.1 Strictly one directional take off i.e. takeoff from RWY30 only due high obstacles towards departure RWY12.
- 5.5.2 Aircraft shall make standard turn on turn pad RWY30 while lining up for departure.
- 5.5.3 **No SIDS** (Standard Instrument Departure) is established for Yonphula airport. Therefore, all aircraft shall strictly follow in visual meteorological conditions (VMC).

- 5.5.4 After departure climb initially 18 000ft on QNH maintaining visual to terrain/obstacle and report over designated compulsory reporting points.
- 5.5.5 departing aircraft may be contact with the destination aerodrome for their position report after establishing contact, aircraft shall report back to Yonphula tower with their assigned level and position.

6 RESTRICTION-

- a) Only Day operations in visual meteorological conditions (VMC) is permitted
- b) No night landing/bad weather facilities
- c) Altitudes to be maintained as per ICAO Annex 2 - Rules of the Air.
- d) Avoid flying over yellow rooftop i.e., (*dzongs, monastery, temples*)
- e) Flight shall be permitted *to take-off and land between sunrise and sunset for all types of flight operations.*

VQTY AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of the airport

As far as practicable, Aerodrome Control will inform pilots of the bird activity and the estimated heights AGL, when situation warrants.

VQTY AD 2.24 CHARTS RELATED TO AN AERODROME

page

Aerodrome chart.....	AD 2.2-VQTY-1
Aerodrome Obstacle Chart - ICAO Type- A runway 12/30.....	AD 2.3-VQTY-1

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AERODROME CHART - ICAO

AERODROME ELEVATION 2562 m.

ARP 27° 15' 23.30" N
91° 30' 52.77" E

TWR 118.2 Mhz
EMER 121.5 Mhz

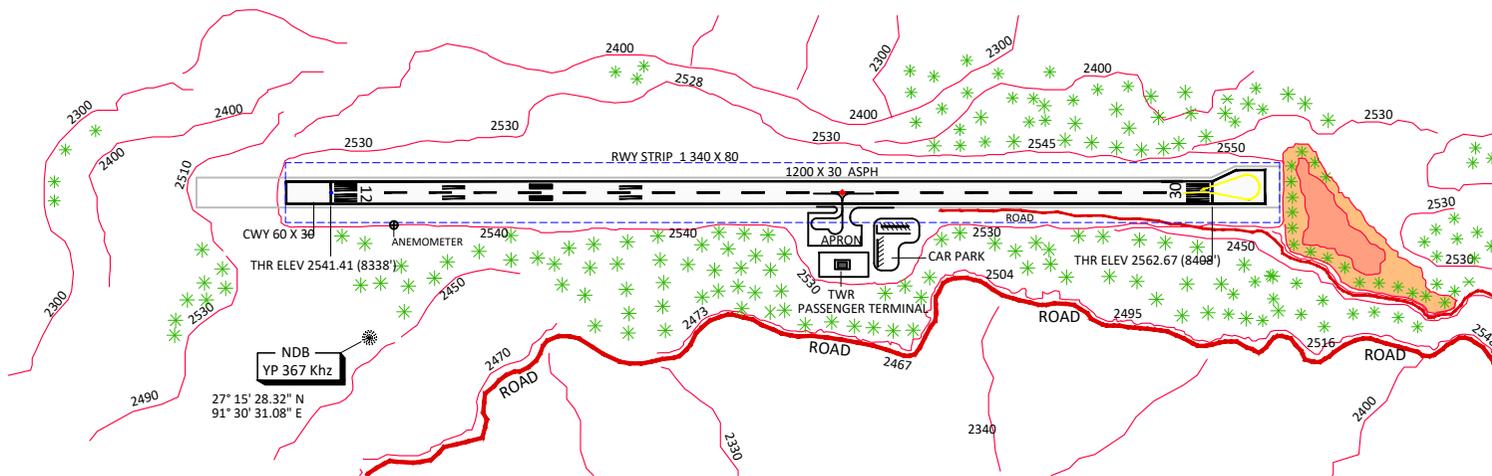
Tashigang / Yongphula Airport

DIMENSIONS AND ELEVATION IN METRES ABOVE MEAN SEA LEVEL
BEARING ARE MAGNETIC



MAG VAR 0.10° W (2015)
ANNUAL CHANGE 0.03° W

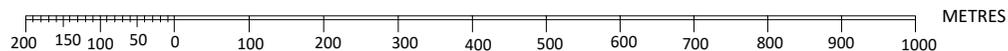
RWY	DIRECTION	THR	BEARING STRENGTH
12	122.89°	27° 15' 33.83" N 91° 30' 34.55" E	PCN 10 F/B/Y/T
30	302.90°	27° 15' 12.76" N 91° 31' 10.98" E	
APRON			PCN 10 F/B/Y/T



LEGEND

AERODROME REFERENCE POINT (ARP)	
BUILDING OR LARGE STRUCTURE	
ROAD	
TREE OR SHRUB	
POLE, TOWER, ANTENNA, ETC	
TERRAIN CONTOUR	
TERRAIN PENETRATING OBSTACLE PLANE	

HORIZONTAL SCALE 1 : 10 000



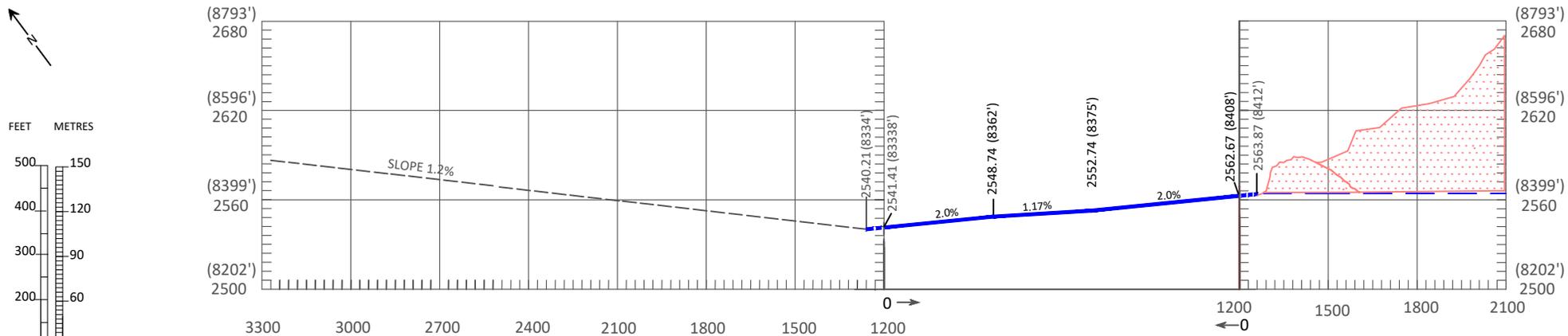
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AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

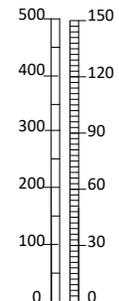
TRASHIGANG / Yonphula Airport

DIMENSIONS AND ELEVATION IN METRES ABOVE MEAN SEA LEVEL

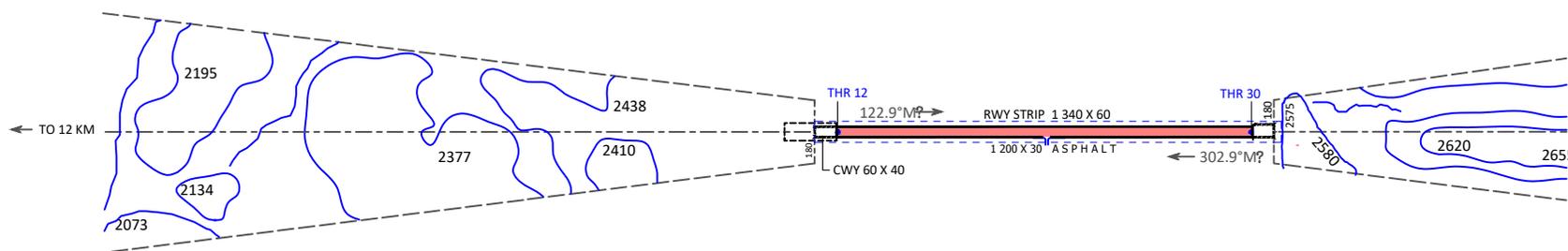
MAGNETIC VARIATION 0.10° W (2015)
ANNUAL RATE OF CHANGE 0.03° E



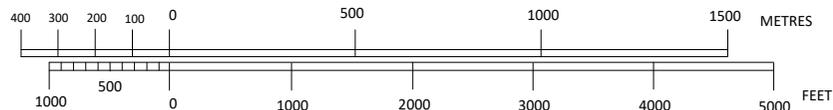
FEET METRES



VERTICAL
SCALE
1 : 3 000



HORIZONTAL SCALE 1 : 15 000



LEGEND	
IDENTIFICATION NUMBER	①
LARGE STRUCTURE	■
POLE, TOWER, SPIRE, ANTENNA, ETC	●
TERRAIN PENETRATING OBSTACLE PLANE (TERRAIN CONTOUR)	

DECLARED DISTANCES		
RWY 12		RWY 30
NU	TAKE-OFF RUN AVAILABLE	1200
NU	TAKE-OFF DISTANCE AVAILABLE	1260
NU	ACCELERATE STOP DISTANCE AVAILABLE	1260
1200	LANDING DISTANCE AVAILABLE	NU

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