# ENR 1.7 ALTIMETER SETTING PROCEDURES

## 1. Introduction

- 1.1 The altimeter setting procedures in use generally conform to those contained in ICAO Doc. 8126, Vol. I, Part 6 and are given in full below.
- 1.2 QNH reports and temperature information for use in determining adequate terrain clearance are provided in MET reports available with the air traffic services units. QNH values are given in hectopascals.

### 2. Basic altimeter setting procedures

- 2.1 General
- 2.1.1 The transition altitude is established at 18 000 ft and the transition level is at FL. 200 for Paro Aerodrome.
- 2.1.2 Vertical positioning of aircraft when at or below the transition altitude is expressed in term of altitude, whereas such positioning at or above the transition level is expressed in term of flight levels. While passing through the transition layer, vertical positioning is expressed in term of altitude when descending and in term of flight levels when ascending.
- 2.1.3 Flight level zero is located at the atmospheric pressure level 1013.2 hPa (29.92 in). Consecutive flight levels are separated by pressure interval corresponding to 500 ft (152.4 m) in the standard atmosphere.
  - Note: Example of the relationship between flight level and altimeter indications are given in the following table, the metric equivalent being approximate:

Flight Level	Altimeter 1	Indication
Number	Feet	Metres
100	10 000	3 050
150	15 000	4 550
200	20 000	6 100

Due to high terrain flights above 11 000 ft are only used

### 2.2 Take-off and climb

- 2.2.1 A QNH altimeter setting is made available to aircraft in taxi clearance prior to take-off.
- 2.2.2 Vertical positioning of aircraft during climb is expressed in term of altitude until reaching the transition altitude above which vertical positioning is expressed in term of flight levels

#### 2.3 *Vertical separation - en-route*

Vertical separation during en-route flight shall be above 11 000 ft, when in level cruising flight, shall be flown at such flight level, corresponding to the magnetic tracks shown in the following table, so as to provide required terrain clearance:

## 2.4 Approach and landing

- 2.4.1 A QNH altimeter setting is made available in approach clearance and in clearance to enter the traffic circuit.
- 2.4.2 QFE altimeter setting can be made available on request.
- 2.4.3 Vertical positioning of aircraft during approach is controlled by reference to flight level until reaching the transition level below which vertical positioning is controlled by reference to altitude.

# 2.5 Missed approach

Climb visually on QNH to 18 000 ft and report over DVOR PRO

			Magne	etic Track				
From 000 degrees to 179 degrees				From 180 degrees to 359 degrees				
IFR Flights		VFR	VFR Flights		IFR Flights		VFR Flights	
FL	Feet	FL	Feet	FL	Feet	FL	Feet	
N/A *	N/A *	N/A *	N/A **	N/A *	N/A **	N/A *	N/A **	
	11 000		11 500		12 000		12 500	
	13 000		13 500		14 000		14 500	
	15 000		15 500		16 000		16 500	
	17 000		17 500		18 000		-	
190	N/A (3)	195	N/A (3)	200	N/A (3)	205	N/A (3)	
210		215		220		225		
230		235		240		245		
250		255		260		265		
270		275		280		285		
290		N/A (4)		310		N/A (4)		
330				350				
370				390				
410				430				
etc				etc				
etc				etc				

Notes:

Transition Altitude in Bhutan is 18 000 ft. Flight levels not authorised below this height. Terrain in Bhutan precludes allocation of cruising levels below 11 000 ft. Transition Altitude in Bhutan is 18 000 ft. Altitudes not authorised above this height. \* \*\*

(3)

(4) VFR flights in Bhutan not authorised above FL 290.