

ENR 1.4 ATS AIRSPACE CLASSIFICATION

1. Classification of airspace

1.1 ATS airspace in Bhutan is classified and designated in accordance with the following;

1.1.1 Class D: Airspace within controlled airspace is classified as Class D. IFR and VFR flights are permitted and all flights are provided with air traffic control service, IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights, VFR flights receive traffic information in respect of all other flights.

1.1.2 Class G: Airspace outside ATS route segment and outside controlled airspace is classified as Class G. IFR and VFR flights are permitted and receive flight information service if requested.

Class	Type of flight	Separation provided	Service provided	VMC visibility and distance from cloud minima	Speed limitations*	Radio communication requirement	Subject to an ATC clearance
D	IFR	IFR from IFR	Air traffic control service including Traffic information about VFR flights (and traffic avoidance advice on request)	Not applicable	250 KT IAS below 3 050M (10 000 Ft) AMSL	Continuous two-way	Yes
	VFR	Nil	IFR/VFR and VFR/VFR traffic information (and traffic avoidance on request)	8 KM at and above 3 050 M (10 000 FT) AMSL 5 KM below 3 050 M (10 000 FT) AMSL 1 500 M horizontal; 300 M vertical distance from cloud	250 KT IAS below 3050M (10 000 Ft) AMSL	Continuous two-way	Yes
G	IFR	Nil	Flight information service	Not applicable	250 KT IAS below 3 050M (10 000 Ft) AMSL	Continuous two-way	No
	VFR	Nil	Flight information service	8 KM at and above 3 050 M (10 000 FT) AMSL 5 KM below 3 050 M (10 000 FT) AMSL 1 500 M horizontal; 300 M vertical distance from cloud At and below 900 M AMSL or 300 M above terrain whichever is higher – 5 KM**, clear of cloud and in sight of ground or water	250 KT IAS below 3 050M (10 000 Ft) AMSL	No	No

* When the height of the transition altitude is lower than 3 050 M (10 000 FT) AMSL, FL 100 should be used in lieu of 10 000 FT.

** When so prescribed by the appropriate ATS authority:

a) lower flight visibilities to 1 500 M may be permitted for flights operating:

- 1) at speeds that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or
- 2) in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low traffic volume and for aerial work at low-levels;

b) helicopters may be permitted to operate in less than 1 500 M flight visibility, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

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