

GEN 1. 2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT**1. General**

1.1 International flights into, from or over Territory of Bhutan shall be subject to the current regulations of Bhutan relating to Civil Aviation. These regulations in all essentials correspond to the Standards and Recommended Practices contained in Annex 9 to the Convention on International Civil Aviation.

1.2 Aircraft flying into or departing from Territory of Bhutan shall make their first landing at, or final departure from Paro International aerodrome (see AD 1.3 and AD 2)

**2. Scheduled flights
(to be developed)**

2.1

2.2 Documentary requirements for clearance of aircraft

2.2.1 It is necessary that the under mentioned aircraft documents be submitted by airline operators for clearance on entry and departure of their aircraft to and from Paro (Bhutan). All documents listed below must follow the ICAO standard format as set forth in relevant appendices to ICAO Annex 9 and are acceptable when furnished in English, and completed in legible handwriting.

2.2.2 *Aircraft document required (Arrival/Departure)*

Required by	General Declaration	Passenger Manifest	Cargo Manifest
Customs	1	1	1
Immigration	1	2	-
Airport Office	1	1	1
Plants & Quarantine	1	-	-

Notes: a) *One copy of the General Declaration is endorsed and returned by Customs, signifying clearance*

b) *If no passengers are embarking (disembarking) and no articles are laden (unladen), no aircraft documents except copies of the General Declaration need to be submitted to the above authorities.*

3. Non-scheduled flights**3.1 Procedures**

3.1.1 If an operator intends to carry out a non-scheduled flight(s) or make a non-traffic stops in the territory of Bhutan, it is necessary for the operator to obtain slot approval from the Slot coordinator.

3.1.2 If an operator intends to perform a (series of) non-scheduled flight(s) into Bhutan for the purpose of taking on or discharging passengers, cargo or mail, it is necessary for the operator to apply to the Slot coordinator for slot allocation and permission to carry out such operations not less than 7(seven) days in advance of the intended landing.

3.1.3 Since the Entry/Exit to Bhutan is via Indian Airspace, all aircraft prior to operating into/from Bhutan should also hold a valid approval reference number (YA/N.....) issued by the Indian DGCA. The reference number shall be quoted in the field 18 of FPL filed with the Air Traffic Control Centre.

3.1.4 Slot allocation shall be valid for a period of 48 hours. If flight gets delayed beyond 48 hours, fresh approval from slot coordinator is required.

3.1.5 Prior approval from BCAA shall be obtained for foreign registered aircraft for the operation of non-scheduled flight(s)/private flight(s) into and over the territory of Bhutan in sufficient advance time as prescribed in BCAA Circular BCAA/OPS/1.03/2020-2022/652. Such an application shall be made through the BCAA approved Ground handling agent, Bhutan Air Services (BAS).

3.1.6 BCAA Clearance once granted remains valid for a period of 72 Hours from the date of intended operations. If the actual operation is delayed beyond 72 hours, re-clearance should be obtained afresh.

3.1.7 Specific Category – C Requirement of Paro International Airport has to be fulfilled by the applicant in respect of the operating crew members as specified in BCAA/OPS/1.03/2020-2022/652.

3.2 Documentary requirements for clearance of aircraft

3.2.1 Required as 3.1.2 and Same requirements as for schedule flight

4. Private flights

4.1 Advance notification of arrival

4.1.1 If an operator intends to perform a (series of) private flight(s) into BHUTAN for the purpose of taking on or discharging passengers, cargo or mail, it is necessary for any operators to obtain prior clearance permission from the HoA, BCAA, to carry out intended operations in not less than 7 (seven) days in advance of the intended landing. The ANSP/ Local ATS providers shall be responsible for allocation of slot, for which advance arrangement is recommended. The application form (annexure I) duly filled by the operator must be submitted to the concern authorised clearing agent for slot allocation and for onward submission to BCCA for Approval.

Note: Minimum time required for clearance approval is given in the table under annexure II.

4.1.2 Slot Allocation shall be valid for a period of 48 hours. If flight gets delayed beyond 48 hours, fresh slot approval and clearance is required.

4.1.3 BCAA Clearance once granted remains valid for a period of 72 Hours from the date of intended operations. If the actual operation is delayed beyond 72 hours, re clearance should be obtain afresh.

4.1.4 To obtain clearances on behalf of Chartered/Private flights and for additional logistics that can be arranged by the Authorised Clearing Agent, see GEN 1.1-1 para 7 and AD 2.1-6 VQPR AD 2.22 in Flight Procedure.

4.2 Documentary requirements for clearance of aircraft

4.2.1 Required as 3.1.2 and same requirements as for schedule flight.

5. Public health measures applied to aircraft.

5.1 "Disinsectization certificate" in respect of the aircraft from the place of origin would suffice, if the aircraft is coming from or transit through yellow fever infected areas shall be in possession of valid International certificates of vaccination against yellow fever.