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ROYAL GOVERNMENT OF BHUTAN
DEPARTMENT OF AIR TRANSPORT
AERONAUTICAL INFORMATION SERVICE
Paro International Airport

AIRAC
AIP
Amendment 01/2023
Publication date
27 Oct 2023

EFFECTIVE DATE: 28 DEC 2023

1. SIGNIFICANT INFORMATION AND CHANGES

1.1 Updated status of VQGP - Gelephu Airport to international airport.

2. HAND AMENDMENTS

3. RECORD ENTRY OF HAND AMENDMENT ON GEN 0.5-1

4. INSERT THE FOLLOWING ATTACHED PAGES. THESE ARE MARKED WITH ASTERISKS IN THE CHECKLIST OF PAGES GEN0.4-1 & 0.4-2

Amended Pages	
GEN 0.2	*replace*
GEN 0.4-1/2	*replace*
AD 1.3-1	*replace*
AD 1.5-1	*replace*
AD 2.1-VQGP-1	*replace*
AD 2.1-VQGP-3	*replace*
AD 2.1-VQGP-6	*replace*
AD 2.2-VQGP-1	*replace*

5. NEW OR REVISED INFORMATION IS INDICATED EITHER BY A HORIZONTAL ARROW OR A VERTICAL LINE.

6. RECORD ENTRY OF AMENDMENT ON GEN 0.2-1

7. THIS AMENDMENT INCORPORATES INFORMATION CONTAINED IN THE FOLLOWING AIP SUPPLEMENTS AND NOTAM WHICH ARE HEREBY SUPRESEDED:

NOTAM: NIL

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GEN 0.2 RECORD OF AIP AMENDMENTS

AIP AMENDMENTS					AIRAC AIP AMENDMENTS			
NR/Year	*Publication date*	*Date inserted*	*Inserted by*		*NR/Year*	*Publication Date*	*Effective Date*	*Inserted by*
					01/2018	*06-Dec-18*	*06-Dec-18*	*AIS Officer*
					01/2020	*27-Feb20*	*23-Apr-20*	*AIS Officer*
					02/2020	*12-Jun-20*	*16-Jul-20*	*AIS Officer*
					01/2021	*02-Dec-21*	*30-Dec-21*	*AIS Officer*
					02/2022	*25-Nov-22*	*29-Dec-22*	*AIS Officer*
					01/2023	*27-Oct-23*	*28-Dec-23*	*AIS Officer*

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GEN 0.4 CHECKLIST OF AIP PAGES

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PART 1 - GENERAL (GEN)	
GEN 0	
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0.1-3	23 Apr 20
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0.3-1	01 Mar 18
0.4-1	**28 Dec 23**
0.4-2	**28 Dec 23**
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GEN 1	
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1.3-2	29 Dec 22
1.3-3	29 Dec 22
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1.4-1	23 Apr 20
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GEN 3	
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1.1-2	29 Dec 22
1.1-3	29 Dec 22
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1.1-8	29 Dec 22
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1.10-1	29 Dec 22
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1.12-3	01 Mar 18
1.13-1	29 Dec 22
1.14-1	01 Mar 18
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AD 2.1-VQGP-3	**28 Dec 23**				
AD 2.1-VQGP-4	30 Dec 21				
AD 2.1-VQGP-5	01 Mar 18				
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AD 2.2-VQGP -1	**28 Dec 23**				
AD 2.3-VQGP -1	01 Mar 18				
AD 2-VQPR					
AD 2.1-VQPR-1	30 Dec 21				
AD 2.1-VQPR-2	30 Dec 21				
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AD 2-VQTY					
AD 2.1-VQTY-1	01 Mar 18				
AD 2.1-VQTY-2	01 Mar 18				
AD 2.1-VQTY-3	01 Mar 18				
AD 2.1-VQTY-4	01 Mar 18				
AD 2.1-VQTY-5	01 Mar 18				
AD 2.1-VQTY-6	01 Mar 18				
AD 2.1-VQTY-7	01 Mar 18				
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GEN 1. NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

The addresses of the designated authorities concerned with facilitation of international air navigation are as follows:

1. **Department of Air Transport**
Director
Department of Air Transport
Ministry of Information and Communication
Paro: Bhutan
Tel: 975-8-271403
Fax: 975-8-271751
Email: doat@doat.gov.bt

2. **Bhutan Civil Aviation Authority**
Director
Bhutan Civil Aviation Authority
Paro: Bhutan
Tel: 975-8- 271910, 271347
Fax:975-8-271909
Email: bcaa@bcaa.gov.bt

3. **Health**
Secretary
Ministry of Health
Thimphu : Bhutan
Tel: 975 – 2-326626
Fax:975 – 2-324649

4. **Foreign Affairs**
Director
Ministry of Foreign affair
Thimphu: Bhutan
Tel: 975-2-322781/322118
Fax:975–2-323240

5. **Customs**
Director,
Department of Revenue & Customs
Ministry of Finance
Thimphu : Bhutan
Tel:975-2-323057
Fax:975-2-323608

5. **Immigration**
Director General
Department of Immigration
Ministry of Home & Cultural Affair
Thimphu: Bhutan
Tel:975-2-327045/ PABX: 323127
Fax: 975-321078

6. **Agricultural quarantine**
Executive Director
Bhutan Food & Agriculture Regulatory Authority,
Ministry of Agriculture,
Royal Government of Bhutan
Post Box No. 1071,
Thimphu : Bhutan
Tel : 975-2-327031/325790
Fax : 975-2-327032/335540
Email:-bafra@druknet.bt

7. **Clearing Agent**
Bhutan Air Services
Paro Branch Office
Tel:- 975-8-272063
Fax:- 975-8-272053

Managing Director,
Bhutan Air Services
Head Office
Thimphu : Bhutan
Tel:- 975-2-333147
Fax- 975-2-326705
Email: bhutanair@yahoo.com/
bhutanair@hotmail.com

8. **Royal Bhutan Helicopter Services Limited**
Chief Executive Officer
Post Box No. 1296
Paro International Airport
Paro : Bhutan
Tel:-975-8-271369
Fax:- 975-8-271397

10. **National Centre for Hydrology and Meteorology**
Director
National Center for Hydrology & Meteorology
Thimphu, Bhutan
Tel. No. : +975-2-328280
Fax No. : +975-2-327202
Email: kdupchu@nchm.gov.bt

11. Accident Investigation Unit
Ministry of Information and Communications
Thimphu: Bhutan
Tel. No. :+975-02-323917
Email: dphuntsho@moic.gov.bt

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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 ***o***n 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

2.1 (to be developed)

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 then 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.

GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW

1. Customs requirements

1.1 Baggage or articles belonging to disembarking passengers and crew are immediately released except for those selected for inspection by the customs authorities.

1.2 Restricted/Prohibited/Dutiable baggage must be declared upon arrival and departure.

1.3 Arrival

1.3.1 Passengers with nothing to declare are permitted to pass through Green Channel whereas passengers proceeding through Red Channel should declare their dutiable good.

1.3.2 Baggage inspections by Customs are also carried out randomly for both green and red Channel. Passengers should note that false declaration shall be liable for fines, penalties and prosecution.

1.3.3 Import of following goods are prohibited:

a) Narcotics and psychotropic drugs and substances;

b) Pornographic Materials;

c) Animals and plants classified as endangered species and their parts and products.

1.3.4 Imports of following goods are restricted:

a) Arms, ammunitions, explosives and military stores;

b) Drugs and pharmaceutical products;

c) Used and second hand goods, machinery and equipment;

d) Gold and silver in excess of free baggage allowance;

e) Live animals and their products or by products;

f) Plants and plant materials;

g) Chemicals and fertilizers.

h) Drones

i) Industrial and toxic wastes and residues

j) Wireless and remote sensing telecommunication and broadcasting equipment

k) Scraps

l) Medicinal products

m) Plastic packing materials

1.3.4.1 Imports of restricted items should be accompanied by import permit issued by the concerned Authorities.

1.3.5 Bhutanese and resident passengers have the privilege of free allowance of personal effects up to the assessed value of US$ 1000 or equivalent in Ngultrum subject to the ceiling prescribed below:

a) Spirits: 2 bottles, each bottle not larger than 2 litres

b) Gold: 50 Grams.

c) Silver: 1 Kilogram.

d) Perfume: 1 bottle not larger than 2 ounces.

e) Clothing items: maximum of 10 pieces each type of clothing whether stitched or unstitched.

1.3.7 A tourist/foreigner shall be allowed to import free of Customs duty and tax, used articles of personal effects and alcoholic beverage of one bottle not larger than one litre.

1.3.8 Import of dutiable goods by tourists for personal use should be declared Customs. During their departure these goods shall be verified and the missing goods shall be subject to duty and taxes at the prevailing market rate in Bhutan.

1.3.9 Import of tobacco is subject to payment of 100% duty.

1.3.10 Import or Export of Indian Rupee is permitted up to Rs.25,000/- only and Bhutanese Ngultrum up to Nu. 5000/- only.

1.4 Departure

1.4.1 All passengers on their departure from the country should declare to Customs

a) Exports of restricted/prohibited goods:
b) Goods imported on Temporary admission

1.4.2 Passengers carrying more than US$ 10,000 or its equivalent should declare to customs at the entry and exit point.

1.4.3 Any imported goods exported out of Bhutan for replacement or repairs shall attract customs duty and taxes on value addition and services charge, provided it was declared to the customs at the time of export.

1.5 Re-import of Goods

Any imported goods exported out of Bhutan shall be allowed to be re-imported free from Customs duty and taxes provided that:

1. At the time of export of such articles, a declaration was made to customs authorities in form as prescribed under export declaration from and the same is presented to the customs for clearance on re-importation.

2. The customs officer is satisfied that the same and have not undergone any alteration and repair.

3. Any alteration and repair of such article however shall be liable to customs duty and taxes on the cost of alteration and material used for repair.

2. Immigration requirements

2.1 Visa

2.1.1 All foreigners must hold valid passport and it should be valid for minimum period of six months beyond the date of intended departure from the Kingdom of Bhutan.

2.1.2 The Visa clearance alone does not guarantee the right to entry or stay in the Kingdom of Bhutan unless the entry/landing permission is granted by the immigration officer in the form of entry/landing seal in the passport.

2.1.3 The information/details furnished in the visa clearance must match with the passport details. If any information is found to be withheld or incorrect, the visa, if granted, may be cancelled at any time.

2.1.4 All foreign national entering Bhutan on visitors or tourist permit are prohibited for employment in Bhutan.

2.1.5 All foreign nationals working or residing in Bhutan holding Non Bhutanese Identity card, Residence permit etc shall not claim these documents (irrespective of its validity) for proof to enter Bhutan without valid Passport or Visa. Such Identification cards issued to foreigners should be surrendered to immigration counters during exit and reclaimed on the arrival.

2.2 Extension of visa

2.2.1 Extension of visa may be granted only on the ground of illness as an exceptional case for a period not exceeding 14 days at a time.

2.2.2 Extension of visa can be obtained on payment of Nu.1000, Nu.2000 or Nu.4000 depending on the duration of extension from Department of Immigration, Thimphu.

2.3 VISA Exemption

2.3.1 National of India are exempted from visa requirement for entry into the Kingdom of Bhutan and shall be issued with entry permit on arrival.

2.3.1.1 Indian National holding Diplomatic, Official or Ordinary passport shall be endorsed with entry permit and entry seal in their passport with validity depending on their duration of stay in Bhutan not exceeding 30 days.

2.3.1.2 Indian national who are not in possession of national passport shall carry voter card issued by State/Central government of India. Such document holders will be issued with entry permit in lieu of visa at the entry point depending on their duration of stay in Bhutan but not exceeding 30 days. Such permit should be surrendered to immigration counter at the exit point. Extension of stay if required will have to be obtained from Department of Immigration, Thimphu.

2.3.1.3 As for Bangladeshi and Maldivian nationality, their passport will be issued with visa on arrival and entry seal with validity maximum up to 30 days from the entry point.

2.3.2 Thai & Swiss national holding Diplomatic/Official Passport will be issued with visa on arrival for 90 days from the date of entry, provided they shall not take up any employment, be it self or otherwise, in Bhutan. Such period of stay shall, upon the request of Thai consulate office in Thimphu, be extended until the end of their assignment.

2.4 All foreign national flight crew members are required the following:

i. Valid passport issued by their respective countries;

ii. Foreigners working as crew or pilot in Bhutan must possess a valid multiple visa and work permit issued by the Department of Immigration after an approval to this effect has been accorded by the Department of Labour, Ministry of Labour & Human Resources, Thimphu; and

iii. Indian nationals working as crew or pilot members are required to obtain valid work permit subject as above.

2.5 National Flight crew member required the following

2.5.1 National carrier flight crew or pilot members are required to sign in at the disembarking airport and sign out at the embarking airport. They should carry valid passports and must be produced on demand, failing to which penalty as per the immigration rule will be imposed.

2.5.2 National carrier flight carrying passenger without valid passport and visa will be responsible for deportation of the same to the port of embarkation with immediate effect and also bear the penalty for carrying such passenger as per the immigration rule.

2.5.3 All departing passengers are required to produce valid passports and documents to the immigration counters.

3. Public health requirements

3.1 COVID-19 Test protocol

3.1.1 There will be NO COVID-19 testing requirements for inbound travellers. However, all individuals (12 years and above) entering Bhutan may be subjected to random RT-PCR testing at the point of entry to maintain Covid-19 surveillance for new variants.

3.1.2 Individuals who tests positive shall follow the isolation protocol.in case of non-Bhutanese who test positive, they must pay for isolation and treatment, if needed.

3.1.3 No fee shall be charged for the RT-PCR Testing for surveillance.

3.1.4 There will be no requirement for a full vaccination certificate.

3.2 Yellow Fever Vaccination

3.2.1 Vaccination against yellow fever may be required of any traveller leaving an area where the Organization (WHO) has determined that a risk of yellow fever transmission is present.

3.2.2 Yellow Fever vaccine must be Vaccinated minimum 10 days prior to travelling.

3.3.3 Children younger than 9 months of age are exempted from vaccination.

GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT, AND FLIGHT DOCUMENTS

1. General

1.1 Commercial air transport aircraft operating in Bhutan must adhere to the provision of ICAO Annex 6 *Operation of Aircraft, Part I – International Commercial Air Transport - Aeroplanes,* Chapter 6 (Aeroplane Instruments, Equipment and Flight Documents) and chapter 7 (Aeroplane Communication and Navigation Equipment).

2. Special equipment and documents to be carried

2.1 An aircraft shall not fly in Bhutan, unless it is equipped with instruments and equipment required for it to comply with the regulations of the state in which it is registered.

2.2 An operator shall not commence a flight unless an aircraft registered in Bhutan are fitted with the instruments and equipment described in BCAR-CAT briefly described below:

(a) Flight and Navigation instruments and associated instruments;

(b) Additional equipment for single pilot operation under IFR or night;

(c) Crew member inter phone system;

(d) Cockpit voice recorders;

(e) Flight data recorders;

(f) First Aid kits;

(g) Emergency Medical kit;

(h) First Aid oxygen;

(i) Supplemental oxygen – pressurised aeroplanes;

(j) Hand fire extinguishers;

(k) Megaphones;

(l) Automatic emergency locator transmitter;

(m) Life jackets;

(n) Life rafts and ELT for extended over water flights;

(o) Survival equipment.

2.3 An operator shall not commence a flight unless an aircraft registered in Bhutan are fitted with the Communication and Navigation equipment described in BCAR-CAT, as shown below:

(a) Radio Equipment;

(b) Audio Selector Panel;

(c) Radio equipment for operations under VFR over routes navigated by reference to visual landmarks;

(d) Microphones;

(e) Communication and Navigation equipment for operations under IFR, or under VFR over routes not navigated by reference to visual landmarks;

(f) Transponder equipment;

(g) Electronic Navigation Data Management;

(h) Additional navigation equipment for operations in MNPS airspace;

(i) Equipment for operation in defined airspace with Reduced Vertical Separation Minima (RVSM)

2.4 An operator shall ensure that the following documents or copies thereof are carried on each flight as described in BCAR -CAT:

(a) The Certificate of Registration;

(b) The Certificate of Airworthiness;

(c) The original or a copy of the Noise Certificate;

(d) The original or certified true copy of the Air Operator Certificate;

(e) The original or certified true copy of the Operations Specifications;

(f) The Aircraft Radio License;

(g) The original or a copy of the Third party liability Insurance Certificate(s); and

(h) Each flight crew member shall carry a valid flight crew license with appropriate rating(s) for the purpose of the flight.

2.5 An operator shall ensure that the following manuals are carried on board the aircraft as described in BCAR-CAT:
(a) The current parts of the Operations Manual relevant to the duties of the crew are carried on each flight;

(b) Those parts of the Operations Manual which are required for the conduct of a flight are easily accessible to the crew on board the aeroplane; and

(c) The current Aeroplane Flight Manual is carried in the aeroplane unless BCAA has accepted otherwise.

2.6 An operator shall ensure that, in addition to the documents and manuals prescribed in BCAR CAT, the following information and forms, relevant to the type and area of operation, are carried on each flight as described in BCAR - CAT:

(a) Operational Flight Plan;

(b) Aeroplane Technical Log;

(c) Details of the filed ATS flight plan;

(d) Appropriate NOTAM/AIS briefing documentation;

(e) Appropriate meteorological information;

(f) Mass and balance documentation;

(g) Notification of special categories of passenger such as security personnel (if not considered as crew), handicapped persons, inadmissible passengers, deportees and persons in custody;

(h) Notification of special loads including dangerous goods including written information to the commander;

(i) Current maps and charts and associated documents;

(j) Any other documentation which may be required by the States concerned with this flight, such as cargo manifest, passenger manifest etc; and

(k) Forms to comply with the reporting requirements of BCAA and the Operator.

GEN 1.6 SUMMARIES OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS.

1. Following is a list of Civil Aviation legislation in force in Bhutan. It is essential that any one engaged in air operations be acquainted with the relevant regulations. Electronic version of legislation may be freely accessed at https:www.bcaa.gov.bt

1.1 Civil Aviation Act of Bhutan 2022

1.2 Bhutan Air Navigation Regulations (BANRs) 2021

1.3 Bhutan Aerodrome Standards 2021

1.4 BCAR-Instrument Flight Procedure Approval 2018

1.5 BCAR-2, Rules of Air 2018

1.6 BCAR-3, Meteorological Service 2017

1.7 BCAR-4, Aeronautical Charts 2021

1.8 BCAR-5, Units of Measurement 2017

1.9 BCAR-11, Air Traffic Services 2017

1.10 BCAR-12, Search and Rescue 2017

1.11 BCAR-15, Aeronautical Information Services 2022

1.12 BCAR-19, Safety Management 2017

1.13 BCAR-10, Aeronautical Telecommunication (Volume- I, II, III, IV, V) 2017

1.14 BCAR– M, Continuing Airworthiness Requirements 2021

1.15 BCAR-Environmental Protection 2010

1.16 BCAR-Airworthiness of Aircraft 2020

1.17 BCAR-145, Approved Maintenance Organisations 2022

1.18 BCAR-Aircraft Nationality and Registration Marks 2010

1.19 BCAR-21, Initial Airworthiness 2010

1.20 Bhutan Aviation Requirements-Airworthiness Procedures 2012

1.21 BCAR-Minimum Equipment List 2017

1.22 BCAR-Facilitation 2010

1.23 BCAR ORO ,Organization Requirements for Air Operations.

1.24 BCAR OPS 3, Commercial Air Transport - Helicopters 2017

1.25 BCAR OPS 18, Dangerous Goods Regulations 2017

1.26 BCAR-66 Aircraft Maintenance License 2022

1.27 Approved Maintenance Training Organization 2022

1.28 BCAR SPA, Specific Approval

1.29 BCR SPO, Specialized Operations

2 In exercise of the powers granted under Section 27,28, 29 and 30 of Civil Aviation Act of Bhutan 2016, the Bhutan Civil Aviation Authority has revised and promulgated the Bhutan Air Navigation Regulations (BANRs) 2021

2.1 The Bhutan Civil Aviation Requirements/Standards (BCARs), The Manuals and Technical Guidance Materials are developed in line with the BANRs 2021 and ICAO SARPs.

These regulations shall apply to fixed wing aircraft, helicopter, personnel engaged in commercial aerial work, and general aviation aircraft registered in Bhutan and engaged in flight operations elsewhere. For the purpose of these regulations, an aircraft registered in another state and operated by the holder of an Air operator certificate issued in Bhutan shall be deemed to be registered in Bhutan and regulations relating to maintenance of airworthiness of aircraft and regulation relating to airworthiness licensing and qualifications shall be as applicable in the state of Registry of the aircraft provided there exists a current agreement between Bhutan and the State of Registry of the aircraft.

2.2 Regulation relating to Aircraft Nationality Registration and Marks (Section 2 of BANRs 2021)

2.3 No person, other than a patient under qualified medical supervision, shall enter an aircraft while under the influence of psychoactive substance or intoxicating liquor. (Clause 3.1.6 under Sec 3 of BANRs 2021)

2.4 Narcotic Drugs mood changing or hallucinogenic drops, depressant or stimulant drugs shall not be carried in an aircraft, except as a medicament prescribed for the individual use of a passenger by a qualified medical practitioner or as part of the approved emergency medical kit or as part of air cargo authorised by HoA for medical purposes. (Clause 3.17 under section 3 of BANRs 2021)

2.5 Regulations relating to aircraft performance and operating limitations shall be in accordance with its airworthiness documentation and all related operating procedures and limitations as expressed in its approved flight manual or equivalent documentation, as the case may be. The flight manual or equivalent documentation must be available to the crew and kept up to date for each aircraft. (Clause 3.4 under section 3 of BANRs 2021)

2.6 Regulation relating to requirement of aircraft instruments and equipment (Clause 3.5 under section 3 of BANRs 2021)

2.7 Regulation regarding Airworthiness of aircraft (Section 10 of BANRs 2021)

2.8 Regulation regarding Crew Members (Clause 3.7 under section 3 of BANRs 2021)

2.9 Regulation regarding Flight Crew and Flight Operation Officers (Clause 3.8 under section 3 of BANRs 2021)

2.10 Transport of Dangerous goods by (Section 5 of BANRs 2021)

2.11 Regulations regarding documents to be carried in aircraft (BCAR OPS 1 – Commercial Air Transport-Aeroplanes))

2.12 Regulations regarding Aerodromes/heliports (Section 14 of BANRs 2021)

2.13 Regulation regarding Investigation of accident, Notification of accident etc. (Section 6 of BANRs 2021)

2.14 Regulation regarding personnel licensing (Section 11 of BANRs 2021)

2.15 Section 66(1) of the Civil Aviation Act of Bhutan 2016 empowers BCAA to develop rules and regulations concerning balloons and Paragliding regulations (Clause 4.9.1 under section 4 of BANRS 2021)

3 International agreements/conventions

Bhutan is party to the following conventions:

a) Convention on International Civil Aviation (The Chicago Convention);

b) Convention on Offences and Certain Other Acts Committed on Board Aircraft (The Tokyo Convention)

c) Convention for the Suppression of Unlawful Seizure of Aircraft (The Hague Convention)

d) International Agreement on the Procedure for the Establishment of Tariffs for the Scheduled Air Services.

e) Convention for the suppression of unlawful acts against the Safety of Civil Aviation (the Montreal Convention)

f) Multilateral Agreement relating to Certificate of Airworthiness for Imported aircraft.

g) Convention on the Marking of Plastic Explosive for the Purpose of Detection.

h) Protocol relating to an amendment to Convention on International Civil Aviation Article 83bis.

i) Protocol on the authentic trilingual test of the Convention on International Civil Aviation

GEN 2. TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, and HOLIDAYS.

1. Unit of measurement

The table of units of measurement shown below will be used by aeronautical station within Bhutan for air and ground operations.

For measurement of	*Unit*
Distance used in navigation, position reporting, etc.- Generally in excess of 4000m.	Kilometres (km) or Nautical miles (NM)
Relatively short distance such as those relating to aerodromes (e.g. runway lengths)	Metres (m)
Altitudes, elevations and heights	Metres (m) or Feet (ft)
Horizontal speed including wind speed	Knots (kt)
Vertical Speed	Feet per minute (ft/min)
Wind direction for landing and taking-off	Degrees Magnetic (°M)
Wind direction except for landing and takeoff	Degrees True (°T)
Visibility including runway visual range	Kilometres (km) or metres (m)
Altimeter setting	Hactopascal (hPa)
Temperature	Degrees Celsius (Centigrade) (°C)
Weight	Metric tonnes (t) or Kilograms (kg) or lbs
Time	Hours and minutes, the day of 24 hours beginning at midnight UTC (hhmm)
* International nautical miles, for which conversion into meters is given by: 1 international NM = 1852 metres	

2. Temporal reference System

2.1 General

Co-ordinated Universal Time (UTC) and Gregorian calendar are used by air navigation services and in publications issued by the Aeronautical Information Service. Reporting of time is expressed to the nearest minutes, e.g. 10:25:35 is reported as 1026.

The Local time in Bhutan is UTC plus 6 hours and Daylight saving hours are not employed

3. Horizontal reference system

3.1 ***Name/designation of system***
All published geographical co-ordinates indicating latitude and longitude are expressed in World Geodetic System – 1984 (WGS-84) geodetic reference datum.

3.2 P***arameters of the projection***
Universal Transverse Mercator (UTM) projection is used.

3.3 ***Ellipsoid***
Ellipsoid is expressed in terms of the World Geodetic system-1940 (WGS-84) ellipsoid.

3.4 D***atum***
International Terrestrial Reference Frame 2008 (ITRF 2008) is used.

3.5 Area of application
The area of application for the published geographical coordinate coincides with the area of responsibility of the Aeronautical Information Service. i.e., the entire territory of Bhutan.

3.6 ***Use of asterisk***

3.6.1 An asterisk (*) will be used to identify those published geographical coordinates which have been transformed into WGS-84 coordinates but whose accuracy of original field work does not meet the requirements in ICAO Annex 11, Chapter 2 and ICAO Annex 14, Volume I, Chapter 2. Specifications for determination and reporting of WGS-84 coordinates are given in ICAO Annex 11, Chapter 2 and ICAO Annex 14, Volume I, Chapter 2.

4. Vertical reference system

4.1 ***Name/designation of system***
The Vertical Reference system corresponds to mean sea level (MSL).

4.2 **Geoid model**
The geoid model used is the Earth Gravitational Model-1996 (EGM-96).

5. Aircraft nationality and registration marks

The nationality mark for aircraft registered in Bhutan is the letter A5. The nationality mark is followed by a hyphen and a registration mark consisting of 3 letters, e.g. A5- RGD

6. Public Holidays

Name/ Occasion	***Date/Month***
1. Birth Anniversary of 5th King of Bhutan.	*21st – 23rd Feb*
2. Birth Anniversary of 3rd King of Bhutan	*2nd May*
3. Coronation day of 5th King of Bhutan	*1st November*
4. Birth Anniversary of 4th King of Bhutan	*11 November*
5. National Day of Bhutan	*17 December*
*7.*Lord Buddha's Parinirvana*	-
*8.*Bhutanese Year (Losar)*	-
*9.*Birth Anniversary of Guru Rimpoche*	-
*10.*The 1st Sermon of Lord Buddha*	-
*11.*Death Anniversary of Zhabdrung (Zhabdrung Kunchoe)*	-
*12.*Blessed Rainy Day*	-
*13.*Winter Solstice (Nyinlog)*	-
*14.*Traditional Day of Offerings*	-
*15.*Descending Day of Lord Buddha for Heaven*	-
*16.*Dasain*	-
17. Local Annual Festivals (Tshechu)*	-

**Note:- The actual Date/Month are not fixed but observed as per the Bhutanese calendar which is announced at the beginning of the each year*

GEN 3 SERVICE
GEN 3.1 AERONAUTICAL INFORMATION SERVICE.

1. Responsible service

1.1 Department of Air Transport is the responsible for provision of Aeronautical Information Services to ensure the flow of information necessary for the safety, regularity and efficiency of international and national air navigation within the area of its responsibility as indicated under GEN 3.1.2. It consists of AIS office and International NOTAM Office (NOF) established at Paro aerodrome.

1.2 ***AIS Officer***
Aeronautical Information Services
Department of Air Transport,
Paro Airport,
Paro : Bhutan,
Tel: 975-8-272760
AFTN: **VQPRYAYX**
Email: bhutanais.doat@gmail.com

1.3 ***International NOTAM office (NOF)***
AIS section
Department of Air Transport,
Paro Airport,
Paro : Bhutan,
Tel: 975-8-272760
AFTN: **VQPRYNYX**
Email: bhutanais.doat@gmail.com

1.4 The service is provided in accordance with the provision contained in Annex 15 – Aeronautical Information Services.

1.5 The service is available during operational hours only.

2. Area of responsibility

The Aeronautical Information Service is responsible for the collection and dissemination of information for the entire territory of Bhutan and for the airspace over Bhutan.

3. Aeronautical publications

The Aeronautical Information is provided in the form of Aeronautical Information Products in standardized presentation consisting of the following elements:

a) Aeronautical Information Publication (AIP):
b) Amendment service to the AIP (AIP AMDT):
c) Supplement to the AIP (AIP SUP)
d) NOTAM and Pre-flight Information Bulletins (PIB):
e) Aeronautical Information Circular (AIC); and
f) Aeronautical Charts.

NOTAM and the related monthly checklist are issued via the Aeronautical Fixed Service (AFS).

3.2 ***Aeronautical Information Publication (AIP)***

3.2.1 The AIP is the basic aviation document intended primarily to satisfy international requirements for the exchange of permanent aeronautical information and long duration temporary changes essential for air navigation.

3.2.2 AIP Bhutan is published in ONE volume in English only.

3.3 ***Amendment service to the AIP (AIP AMDT)***

3.3.1 Regular amendments to the AIP will be issued once a year. The publication date will be on the Last AIRAC cycle of each year.

3.3.2 A brief description of the subject affected by the amendment is given on the AIP Amendments cover sheet. New information included on the reprinted AIP pages in annotated or identified by a vertical line in the left margin (or immediately to the left) of the change/addition.

3.3.3 Each AIP page and each AIP replacement pages introduced by an amendment are dated. The date consists of the day, month (by name) and year of the publication date. AIP amendment cover sheet includes reference to the serial number of those elements, if any, of the integrated Aeronautical Information Package which have been incorporated in the AIP by the amendment and are consequently cancelled.

3.3.4 Each AIP AMDT are allocated separate serial number which are consecutive and based on the calendar year. The year, indicated by two digits, is a part of the serial number of the amendment, e.g. AIP AMDT 01/2022.

3.3.5 A checklist of AIP pages containing page number/chart title and the publication or effective date (day, month by name and year) of the information is reissued with each amendment and is an integral part of AIP.

3.4 ***Supplement to the AIP (AIP SUP)***

3.4.1 Temporary changes of long duration (three months and longer) and information of short duration which consist of extensive text and or/graphics, supplementing the permanent information contained in the AIP, are published as AIP Supplements (AIP SUP). Operationally significant temporary changes to the AIP, are published in accordance with AIRAC system and its established effective dates and identified clearly by the acronym AIRAC.

3.4.2 AIP Supplements are separated by information subject (General - GEN., En-route - ENR and Aerodromes - AD) and are placed accordingly in the beginning of each AIP part. Each AIP supplement (regular or AIRAC) is allocated a serial number which is consecutive and based on the calendar year, i.e. AIP SUP 01/2022 or AIRAC SUP 01/2022

3.4.3 An AIP Supplements is kept in the AIP as long as all or some of its contents remain valid. The period of validity of the information contained in the AIP Supplement will normally be given in the supplement itself. Alternatively, NOTAM may be used to indicate changes to the period of validity or cancellation of the supplement.

3.4.4 The check list of AIP Supplement currently in force is issued in the monthly printed plain-language summery of NOTAM in force.

3.5 ***NOTAM***

3.5.1 NOTAM contains information concerning the establishment, condition or changes in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential for personnel concerned with flight operations. The text of each NOTAM contains the information in the order shown in the ICAO NOTAM Format and is composed of the significant/uniform abbreviated phraseology assigned to the ICAO NOTAM Code complemented by ICAO abbreviations, indicators, identifier, designators, callsigns, frequencies, figures and plain language. NOTAM is originated and issued for Bhutan airspace and are distributed in one series identified by the letter A.

3.5.2 Each NOTAM is assigned a four digit serial number preceded by an appropriate letter indicating the series and followed by stroke and two digits indicating the year of issuance. The serial number starts with 0001 at 0000 UTC on 1st January every year. A checklist of NOTAM currently in force is issued every month over the AFS. Additionally, a printed plain language summery of NOTAM in force is sent by airmail to those who had originally received the NOTAM over the AFS, as well as to other on request.

3.5.3 Series S (SNOWTAM) comprises information concerning the presence or cessation of hazardous conditions due to snow, ice, slush, frost, standing wate or water associates with snow, slush, ice or frost on the movement area. SNOTAM are prepared in accordance with PANS-AIM (Doc 10066), Appendix 4, and are issued by the International NOTAM Office (NOF).

3.6 ***Aeronautical Information Circular (AIC)***

The Aeronautical Information Circulars (AIC) contain information on the long-term forecast of any major change in legislation, regulations, procedures or facilities; information of a purely explanatory or advisory nature liable to affect flight safety; and information or notification of an explanatory or advisory nature concerning technical, legislative or purely administrative matters.

Each AIC is numbered consecutively within each series on a calendar year basis. The year, indicated by two digits, is a part of the serial number of the AIC, e.g. AIC 01/2022. A checklist of AIC currently in force is issued as an AIC once a year.

3.7 Aeronautical Charts

Aeronauticalchartsareavisualrepresentationofaportionoftheearthspecificallydesignatedtomeettheneeds of air navigation.

3.8 Sale of publications

The Aeronautical Information Products can be accessed freely via: https://www.doat.gov.bt/aip/

4. AIRAC System

4.1 In order to control and regulate the operationally significant changes requiring amendments to chart, route manual etc., such changes, whenever possible, will be published as an AIRAC SYSTEM. This type of information will be published as an AIP AIRAC AMDT. If an AIP AIRAC AMDT cannot be produced due to lack of time, NOTAM clearly marked AIRAC will be issued. Such NOTAM will immediately be followed by an AMDT or SUP.

4.2 The table below indicates AIRAC effective dates for the coming years. AIRAC information will be issued so that the information will be received by the user not later then 28 days, and for major changes not later than 56 days, before the effective date.

2023	*2024*	*2025*	*2026*	*2027*
26 January	25 January	23 January	22 January	21 January
23 February	22 February	20 February	19 February	18 February
23 March	21 March	20 March	19 March	18 March
20 April	18 April	17 April	16 April	15 April
18 May	16 May	15 May	14 May	13 May
15 June	13 June	12 June	11 June	10 June
13 July	11 July	10 July	09 July	08 July
10 August	08 August	07 August	06 August	05 August
07 September	05 September	04 September	03 September	02 September
05 October	03 October	02 October	01 October	30 September
02 November	31 October	30 October	29 October	28 October
30 November	28 November	27 November	26 November	25 November
28 December	26 December	25 December	24 December	23 December

4.3 A TRIGGER NOTAM will be issued 10 days before the effective date of the AIRAC AIP Supplement giving a brief description of the contents of the AIP Supplement, the effective date and the reference number of the AIRAC AIP Supplement. This trigger NOTAM will come into force on the same effective date as the AIRAC AIP Supplement and will remain in force until 14 days after the effective date.

4.4 A NIL AIRAC NOTAM will be issued one cycle before the AIRAC effective date if no information is submitted for publication of an AIRAC AIP Supplement for an AIRAC effective date. The NIL AIRAC NOTAM will remain current for a duration of 14 days.

5. Pre-flight information service at aerodrome

5.1 Pre-flight Information Bulletins (PIB), which contains a recapitulation of current NOTAM and other information of urgent character for the operator/flight crews, are available at the aerodrome AIS unit.

6. Digital data sets

TO BE DEVELOPED

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GEN 3.2 AERONAUTICAL CHARTS

1. Responsible service

1.1 The Department of Air Transport of Bhutan provides aeronautical charts for use by all types of civil aviation. The Aeronautical Information Service section produces the charts which are part of AIP. The charts are produced in accordance with the provisions contained in ICAO Annex 4.

2. Maintenance of charts

2.1 The aeronautical charts included in the AIP are kept up to date by amendments to the AIP.

2.2 If incorrect information detected on published charts is of operational significance, it is corrected by NOTAM.

3. Purchase Arrangement

3.1 The charts listed under Para 4 may be obtained from:
Aeronautical Information Service,
Department of Air Transport,
Paro Airport, Paro.
Tel: 975-8-272760,
Email: bhutanais.doat@gmail.com

4. Aeronautical Chart series available

4.1 The following series of aeronautical charts are produced:

a) Aerodrome Chart- ICAO

b) Aerodrome obstacle chart - ICAO - Type A

4.2 ***General Description of each series.***

a) *Aerodrome chart - ICAO*. The chart contains detailed aerodrome data to provide flight crews with information that will facilitate the ground movement of aircraft:
- From the aircraft stand to the runway; and
- From the runway to the aircraft stand

b) *Aerodrome Obstacle chart - ICAO - Type A (operating limitations)* This chart contains detailed information on obstacle in the take-off flight path areas of aerodrome. It is shown in plan and profile view. This obstacle information, in combination with a obstacle Chart - ICAO - Type C, Provides the data necessary to enable an operator to comply with the operating limitations of ICAO Annex 6, Parts I and II, chapter 5.

5. Topographical Charts

To supplement the aeronautical charts, wide range of Topographical charts are available from Department of Survey, Ministry of Agriculture, Thimphu Bhutan, Tel : 975-2-322798.

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GEN 3.3 AIR TRAFFIC SERVICES

1. Responsible service.

1.1 Department of Air Transport is the responsible for the provision of Air traffic services within the area indicated under paragraph 2 below.

1.2 The services are provided in accordance with the provision contained in the following ICAO documents:
a) ICAO Annex 2 - *Rules of the Air;*
b) ICAO Annex 11 - *Air Traffic Service;*
c) ICAO Doc 4444- *Procedure for Air Navigation Services;*
- *Air Traffic Management*
d) ICAO Doc.8168- *Procedures for Air Navigation Services;*
- *Aircraft Operations (PANS-OPS)*
e) ICAO Doc 7030 - *Regional Supplementary Procedures.*

Difference to these provisions are detailed in subsection GEN 1.7

2. Area of responsibility

2.1 Air traffic services are provided for the entire airspace over the territory of Bhutan.

3. Types of services

3.1 The following types of services are provided:
- Aerodrome Control Service
- Aerodrome Flight Information Service (AFIS) and Alerting Service
- Flight Information Service (FIS) outside CTR

4. Co-ordination between the operator and ATS

4.1 Co-ordination between the operator and air traffic services is affected in accordance with 2.17 of ICAO Annex 11 15th Edition.

5. Minimum flight altitude

5.1 The minimum flight altitude on the ATS routes, as presented in section ENR 3, have been determined so as to ensure at least 300 m (1 000 ft) and 600 m (2 000 ft) in mountain areas vertical clearance above the highest obstacle within 4 km on each side of the centre line of the route.

6. ATS unit address list

Unit name	*Telephone NR*	*Telefax NR*	*Telex NR*	*AFS address*
1	*2*	*3*	*4*	*5*
1.Paro Control Tower	975-8-272859 975-8-271945	975-8-272307	-	*VQPRZTZX*
2 Bumthang Control Tower	*975-3-631718*	*975-3-631715*	-	*VQBTZTZX*
3. Gelephu Control tower	*975-6-251355*		-	*VQGPZTZX*
4. Yonphula Control Tower	-	-	-	*VQTYZTZX*

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GEN 3.4 COMMUNICATION SERVICES

1. Responsible service.

1.1 Department of Air Transport is the responsible for the provision of telecommunication and navigation facility services in Bhutan.

Chief of Air Navigation Service Division (ANSD)
Department of Air Transport,
Ministry of Information & Communications,
Paro International Airport,
Paro. Bhutan
Tel : 975-8-271406
Email: sangay@doat.gov.bt

1.2 The services are provided in accordance with the provision contained in the following ICAO documents:

a) Annex 10 - *Aeronautical Telecommunications;*

b) Doc 8400- *Procedures for Air Navigation Services*

ICAO Abbreviations and Codes (PANS-ABC)

c) Doc 8585 - *Designators for the aircraft Operating Agencies,*

Aeronautical Authorities and Services;

d) Doc 7030- *Regional Supplementary Procedures* ;

e) Doc 7910 - *Location Indicators.*

2. Area of responsibility

2.1 A Communication service is provided for the entire airspace over the territory of Bhutan. Arrangements for such services on a continuing basis should be made with the Chief of ANSPD, DoAT. Responsibility for the day to day operation of these services is vested in Dy. Chief Communication Officer located at Paro international aerodrome. Inquiries, suggestion or complaints regarding any telecommunication service should be referred to the Dy. Chief Communication Officer or to the Chief of ANSD as appropriate.

Dy. Chief Com Officer
Communication & Navigation Section,
Department of Air Transport,
Paro Airport,
Paro. Bhutan
Tel : 975-8-272511
Email: dmadhikari@doat.gov.bt

3. Type of services

3.1 **Radio navigation services**

The following types of radio aids to navigation are available:

a) LF/MF non-directional beacon (NDB);

b) Doppler VHF omni directional radio range (DVOR);

c) Distance Measuring Equipment (DME).

3.2 ***Voice/data link service***

Voice Service

The aeronautical station maintains a continuous watch on their stated frequencies during the published hours of service unless otherwise notified.

An aircraft should normally communicate with the air-ground control radio station that exercise control in the area in which the aircraft is flying. Aircraft should maintain continues watch on the appropriate frequency of the control station and should not abandon watch, except in an emergency, without informing the control radio station.

Data link Service

The message to be transmitted over the Aeronautical Fixed Services (AFS) are accepted only if:

a) They satisfy the requirement of ICAO Annex 10, Vol. II, Chapter 3,3.3;

b) they are prepared in the form specified in ICAO Annex 10;

c) the text of an individual message does not exceed 200 groups.

3.3 ***Broadcasting Service***

VOLMET TO BE DEVELOPED

3.4 ***Language used:*** ENGLISH

3.5 ***Where detailed information can be found.***

3.5.1 Details of the various facilities available for the en-route traffic can be found in Part 2.ENR 4. Details of the facilities available at the individual aerodromes can be found in the relevant section of Part 3 (AD). In case where a facility is serving both en-route traffic and the aerodrome, details are given in the relevant sections of Part 2 (ENR) and Part 3 (AD)

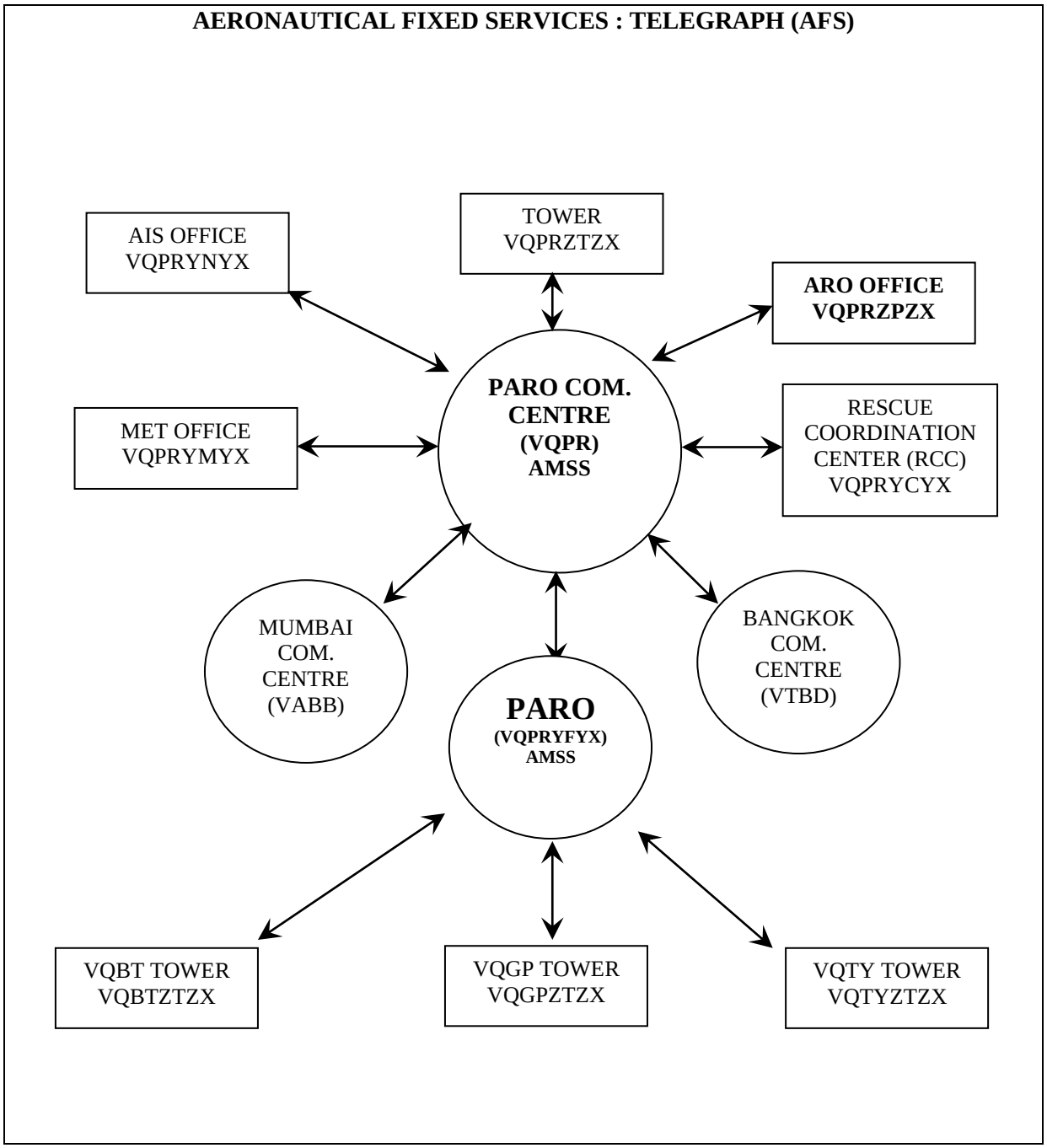
4. Requirements and conditions.

The requirements of the communication service and the general conditions under which the communication service is available for international use, as well as the requirement for the carriage of radio equipment are contained in the BCAR-10, Volume I, II, III,IV and V.

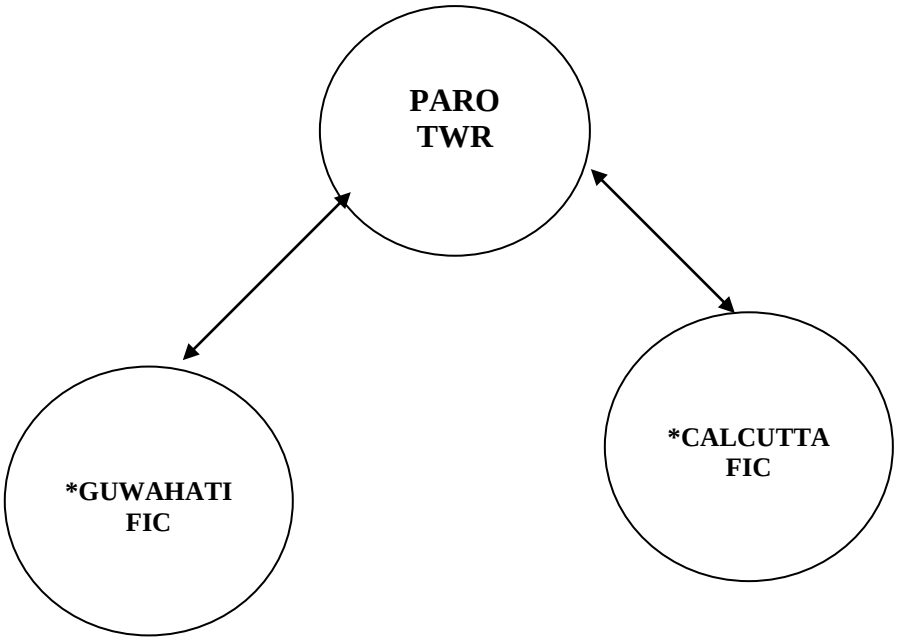
5. Miscellaneous

NIL

AERONAUTICAL FIXED SERVICES : TELEGRAPH (AFS)



AERONAUTICAL FIXED SERVICES : *TELEPHONE



* 1. Provided with a direct telephone on International Subscriber Dialling System(ISD) to contact any adjoining ACC/FIC
*2. Dedicated Hotline between adjoining FIC/ACC to be developed

GEN 3.5 METEOROLOGICAL SERVICE

1. Responsible service.

1.1 The National Centre for Hydrology and Meteorology (NCHM) provides Meteorological Service for civil aviation in Bhutan.

Chief
Weather and Climate Service Division
National Centre for Hydrology and Meteorology,
Thimphu
Tele: 975-2-**325151**
Email: sdorji@nchm.gov.bt
AFTN: **VQPRYMYX**

1.2 The service is provided in accordance with the provisions contained in the following ICAO documents:

a) Annex 3 - *Meteorological Service for International Air Navigation;*
b) Doc 7030- *Regional Supplementary Procedures.*

Difference to these provisions are detailed in subsection GEN 1.7

2. Area of responsibility

2.1 Meteorological Service is provided for the entire airspace over the territory of Bhutan

3. Meteorological observation and reports
Table GEN 3.5.1 Meteorological observation and report

Name of station/ Location indicator	*Type & frequency of observation/ automatic observation equipment*	*Type of MET report & Supplementary Information included*	*Observation System & Site(s)*	*Hours of operation*	*Clamatological*
1	2	3	4	5	6
PARO(VQPR)	Half hourly plus special observation	Plain Language METAR SPECI	Surface Wind sensor Temp. sensor Pressure sensor	HO	NIL

4. Type of services

4.1 Personal briefing and consultation for flight crew members are provided at Paro/International.

4.2 Current Weather and Terminal METAR are provided at the both International and Domestic Airport.

5. Notification required from operators

5.1 Notification from operator in respect of briefing, consultation, flight documentation and other meteorological information needed by them (ref. ICAO Annex 3, 2.3) for which notification should be received at least 24 hours before the expected time of departure.

6. Aircraft reports

6.1 Pursuant to ICAO Annex 3, 5.3.1 the making and transmission of aircraft reports (AIREP) are required at the following ATS reporting points:
PARO

7. SIGMET service
Table GEN 3.5.2 SIGMET service

Name of MWO/ Location Indictor	*Hours*	*FIR or CTA Served*	*Type of SIGMET/validity*	*Specific procedures*	*ATS unit served*	*Additional information*
1	2	3	4	5	6	7
Paro Airport	NIL	Bhutanese airspace TO BE DEVELOPED			PARO	NIL

7.1 *General*
A small Meteorological Unit presently exist to provide current weather and significant weather observation to arriving and departing aircraft, data are derived from the Automated Weather Observation System (AWOS). Information like surface wind direction and speed, temperature, dew point and pressure are derived from the AWOS.

7.2 ***Area meteorological watch service***

TO BE DEVELOPED

7.3 ***Warning service***

7.3.1 Generally the warning is issued with the trend valid for two hours along with the issue of METAR

7.3.2 SIGMET information is disseminated by directed transmission to aircraft through ATC.

7.3.4 The information is provided to the ATC from the MET office.

GEN 3.6 SEARCH AND RESCUE

1. Responsible services

Department of Air Transport is the responsible for provision of SAR services. SAR is provided by DoAT in accordance with BCAR-12 in collaboration with Bhutan Civil Aviation Authority, Royal Bhutan Army, Royal Bhutan Helicopter Services, Department of Disaster Management and with the adjacent Rescue Coordination Centre of India through bilateral agreement.

Rescue Coordination Centre
Department of Air Transport,
Paro Airport,
Paro : Bhutan,
Tel : 975-8-270186/270188/270189/270264
AFTN: **VQPRYCYX**
Email: vqpr.rsc@gmail.com

2. Area of Responsibility

The Search & Rescue service is responsible for the entire territory of the Kingdom of Bhutan.

3. Type of Service

Bhutan does not have a satellite-added Search and Rescue programme participation in the COSPAS/SARSAT system, therefore, the Royal Government of Bhutan has made an arrangement with the Government of India through bilateral agreement to assist in SAR purpose.

4. SAR Agreement

At present Bhutan has SAR Arrangement with Government of India

For the purpose of SAR, the authority of other State who wishes their SAR unit to enter the territory of Bhutan shall transmit a request, giving full details of the projected missions and the need for it to the Director General of Bhutan Civil Aviation Authority. Ref. Gen 1.1 for address.

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ENR 1. GENERAL RULES AND PROCEDURES

ENR 1. 1 GENERAL RULES

The air traffic rules and procedure applicable to air traffic over Bhutan territory confirm to Annex 2 and Annex11 to the Convention on International Civil Aviation and to those portion of the *Procedures for Air Navigation Service – Air Traffic Management (PANS-ATM)* to the aircraft and of the Regional Supplementary Procedures applicable to the South East Asia Region.

1.1 **Application of Rules to Aircraft. These Rules shall apply to :**

a) All aircraft within the boundaries of Bhutan, and

b) All aircraft registered in Bhutan wherever they may be to the extent that they do not conflict with the rules published by the State having jurisdiction over the territory over flown.

1.2 **Compliance with the Rules of the air :** The operation of an aircraft either in flight or on the movement area of an aerodrome shall be in compliance with the general rules and, in addition, when in flight, either with:

a)The visual flight rules; or

b) The instrument flight rules.

2.1 **Responsibility for compliance with the Rules of the Air**

2.1.1 **Responsibility of the pilot- in-command**
The pilot-in-command of an aircraft shall, whether manipulating the controls or not, be responsible for the operation of the aircraft in accordance with the rules of the air, except that the pilot-in-command may depart from these rules in circumstance that render such departure absolutely necessary in the interest of safety.

2.1.2 **Pre-flight action**
Before beginning a flight, the pilot–in-command of an aircraft shall become familiar with all available information appropriate to the intended operation. Pre-flight action for flights away from the vicinity of an aerodrome, and for all IFR flights, shall include a careful study of available current weather reports and forecasts, taking into consideration fuel requirement and an alternative course of action, if the flight cannot be completed as planned.

3. Authority of Pilot-in-command of an Aircraft.
The pilot-in-command of an aircraft shall have final authority as to the disposition of the aircraft while in command

4. Reporting hazardous condition.
The commander of an aircraft shall, on meeting with hazardous condition in the course of a flight, or as soon as possible thereafter, send to the appropriate air traffic control unit by quickest means available, information containing such particulars of hazardous conditions as may be pertinent to the safety of other aircraft.

5. Misuse of signal and markings.

5.1 A signal or marking to which a meaning is given by these Rules, or which is required by these Rules to be used in circumstances, or for a purpose therein specified, shall not be used except with that meaning, or for that purpose.

5.2 A person in an aircraft or on an aerodrome or at any place at which an aircraft is taking off or landing shall not make any signal which may be confused with a signal specified in these Rules.

6. Problematic use of Psychoactive Substance.
No person whose function is critical to the safety of aviation (safety-sensitive personnel) shall undertake that function while under the influence of any psychoactive substance, by reason of which human performance is impaired. No such person shall engage in any kind of problematic use of substance.

7. Protection of Persons and Property

7.1 *Negligent or reckless operation of aircraft*
An aircraft shall not be operated in a negligent or reckless manner so as to endanger life or property of others.

7.2 *Minimum Heights.*
Except when necessary for take-off or landing, or except by permission from the Director General of BCAA, aircraft shall not be flown over the congested areas of cities, towns or settlements or over an open-air assembly of persons unless:

a) At such a height as will permit, in the event of an emergency arising, a landing to be made without undue hazard to persons or property on the surface; or

b) At a height of 1500ft above the highest fixed object within 2000ft of the aircraft, whichever is higher.

7.2.1 An aircraft shall not fly, except with the permission in writing of the HoA, BCAA and in accordance with any conditions therein specified:

a) Over, or within 3000ft of, any assembly in the open air of persons assembled for the purpose of witnessing or participating in any organised event, and with the consent in writing of the organisers of the event; or

b) Below such height as would enable it to alight clear of the assembly in the event of failure of a power unit and if such an aircraft is towing a banner such height shall be calculated on the basis that the banner shall not be dropped within 3000ft of the assembly;

c) Closer than 500ft to any person, vessel, vehicle or structure;

7.2.2 A helicopter shall not fly, except with the permission in writing of the HoA, BCAA and in accordance with any conditions therein specified,:

a) Below such height as would enable it to alight without danger to persons or property on the surface, in the event of failure of a power unit;

b) Over a congested area of a city, town or settlement below a height of 1500ft above the highest fixed object within 2000ft of the helicopter;

7.2.3 Nothing in this Rule shall prohibit an aircraft from flying in such a manner as is necessary for the purpose of saving life.

7.2.4 Nothing in this Rule shall prohibit an aircraft from flying in accordance with normal aviation practice, for the purpose of taking off from, landing at or practising approaches to landing at, or checking the navigational aids or procedures at an aerodrome owned or managed by DoAT or a licensed aerodrome in Bhutan.

7.2.5 Nothing in this Rule shall apply to any captive balloon or kite.

7.3 *Cruising Levels*.
The cruising levels at which a flight or portion of a flight is to be conducted shall be in terms of:

a) Flight levels, for flights at or above the lowest usable flight level or, where applicable, above the transition altitude;

c) Altitudes, for flights below the lowest usable flight level or, where applicable, at or below the transition altitude.

7.4 *Dropping or Spraying*.
Nothing shall be dropped or sprayed from an aircraft in flight except under conditions prescribed by HoA, BCAA and as indicated by relevant information, advice and/or clearance from the appropriate air traffic services unit.

7.5 *Towing*
No aircraft or other object shall be towed by an aircraft, except in accordance with requirements prescribed by the HoA, BCAA and as indicated by relevant information, advice and/or clearance from the appropriate air traffic services unit.

7.6 *Parachute Descents.*
Parachute descents, other than emergency descents, shall not be made except under conditions prescribed by the HoA, BCAA and as indicated by relevant information, advice and/or clearance from the appropriate air traffic services unit.

7.7 *Aerobatic Flight.*
No aircraft shall be flown aerobatically except under conditions prescribed by the HoA, BCAA and as indicated by relevant information, advice, and/or clearance from the appropriate air traffic services unit.

7.8 *Formation Flights.*
Aircraft shall not be flown in formation except under conditions prescribed by the HoA, BCAA and by pre-arrangement among the pilots-in-command of the aircraft taking part in the flight.

7.9 *Prohibited and Restricted Areas*.
Aircraft shall not be flown in a prohibited area, or in a restricted area, the particulars of which have been duly published, except in accordance with the conditions of the restrictions or by permission of the State over whose territory the areas are established.

8. Avoidance of Collisions.
Notwithstanding that the flight is being made with air traffic control clearance it shall remain the duty of the commander for an aircraft to take all possible measures to ensure that this aircraft does not collide with any other aircraft.

8.1 *Proximity.*
An aircraft shall not be flown in such proximity to other aircraft as to create a collision hazard.

8.2 *Right of Way*.
The aircraft that has the right-of-way shall maintain its heading and speed but nothing in these rules shall relieve the pilot-in-command of an aircraft from the responsibility of taking such action, including collision avoidance manoeuvres based on resolution advisories provided by ACAS equipment, as will best avert collision.

8.3 An aircraft that is obliged by these Rules to keep out of the way of another shall avoid passing over, under or in front of the other, unless it passes well clear and takes into account the effect of aircraft wake turbulence.

8.4 *Approaching head-on.*
When two aircraft are approaching head-on or approximately so in air and there is danger of collision, each shall alter its heading to the right.

8.5 *Converging*.
When two aircraft are converging at approximately the same level, the aircraft that has the other on its right shall give way, except as follows:

a) Power-driven heavier-than-air aircraft shall give way to airships, gliders and balloons;

b) Airships shall give way to gliders and balloons;

c) Gliders shall give way to balloons;

d) Power-driven aircraft shall give way to aircraft which are seen to be towing other aircraft or objects.

8.6.1 *Overtaking*.
An overtaking aircraft is an aircraft which approaches another from the rear on a line forming an angle of less than 70 degrees with the plane of symmetry of the latter, i.e. is in such a position with reference to the other aircraft that at night it should be unable to see either of the aircraft's left (port) or right (starboard) navigation lights. An aircraft that is being overtaken has the right-of-way and the overtaking aircraft, whether climbing, descending or in horizontal flight, shall keep out of the way of the other aircraft by altering its heading to the right, and no subsequent change in the relative positions of the two aircraft shall absolve the overtaking aircraft from this obligation until it is entirely past and clear.

8.7 *Landing*.
8.7.1 An aircraft in flight, or operating on the ground or water, shall give way to aircraft landing or in the final stages of an approach to land.

8.7.2 When two or more heavier-than-air aircraft are approaching an aerodrome for the purpose of landing, aircraft at the higher level shall give way to aircraft at the lower level, but the latter shall not take advantage of this rule to cut in in front of another which is in the final stages of an approach to land, or to overtake that aircraft. Nevertheless, power-driven heavier-than-air aircraft shall give way to gliders.

8.8 *Emergency Landing*.
An aircraft that is aware that another is compelled to land shall give way to that aircraft.

8.9 *Taking Off*.
An aircraft taxiing on the manoeuvring area of an aerodrome shall give way to aircraft taking off or about to take off.

8.10 *Right-hand Traffic Rule.*
An aircraft which is flying in sight of the ground and is following a line feature shall keep such line feature on its left.

8.11 *Surface Movement of Aircraft.*

8.11.1 In case of danger of collision between two aircraft taxiing on the movement area of an aerodrome the following shall apply:

a) When two aircraft are approaching head on, or approximately so, each shall stop or, where practicable, alter its course to the right so as to keep well clear;

b) When two aircraft are on a converging course, the one which has the other on its right shall give way;

c) An aircraft which is being overtaken by another aircraft shall have the right-of-way and the overtaking aircraft shall keep well clear of the other aircraft.

8.11.2 An aircraft taxiing on the manoeuvring area shall stop and hold at all taxi-holding positions unless otherwise authorised by the aerodrome control tower.

8.11.3 An aircraft taxiing on the manoeuvring area shall stop and hold at all lighted stop bars and may proceed further only when the lights are switched off.

9. Lights to be displayed by Aircraft

9.1 By day or night an aircraft fitted with an anti-collision light shall display such a light from immediately before engine start to immediately after engine shut-down.

9.2 From sunset to sunrise, or during any other period which may be prescribed by the appropriate authority, all aircraft in flight shall display:

a) Anti-collision lights intended to attract attention to the aircraft; and

b) Navigation lights intended to indicate the relative path of the aircraft to an observer and other lights shall not be displayed if they are likely to be mistaken for these lights;

9.3 Lights fitted for other purposes, such as landing lights and airframe floodlights, may be used in addition to the lights specified above to enhance aircraft conspicuity.

9.4 From sunrise to sunset, or during any other period prescribed by the appropriate authority:

a) All aircraft moving on the movement area of an aerodrome shall display navigation lights intended to indicate the relative path of the aircraft to an observer and other lights shall not be displayed if they are likely to be mistaken for these lights;

b) Unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure;

c) All aircraft operating on the movement area of an aerodrome shall display lights intended to attract attention to the aircraft; and

d) All aircraft on the movement area of an aerodrome whose engines are running shall display lights which indicate that fact

9.5 Notwithstanding the provisions of this section of these Rules the commander of an aircraft may switch off or reduce the intensity of any flashing light fitted to the aircraft if such a light does or is likely to:

a) Adversely affect the satisfactory performance of the duties of any member of the flight crew; or

b) Subject an outside observer to unreasonable dazzle.

9.6 The systems of lights referred to in paragraph 9.1.2 of this Rule are as follows:

a) A steady green light of at least five candela showing to the starboard side through an angle of 110^{o} from the dead ahead in the horizontal plane; and

b) A steady red light of at least five candela showing to the port side through an angle of 110^{o} from dead ahead in the horizontal plane; and

c) A steady white light of at least five candela showing through angles of 70° from dead astern to each side in the horizontal plane.

10. Simulated instrument flight

An aircraft shall not be flown in simulated instrument conditions unless:

a) No passengers are carried; and

b) Fully functioning dual controls are installed in the aircraft; and

c) a qualified pilot occupies a control seat to act as safety pilot for the person who is flying under simulated instrument conditions. The safety pilot shall have adequate vision forward and to each side of the aircraft, or a competent observer in communication with the safety pilot shall occupy a position in the aircraft from which the observer's field of vision adequately supplements that of the safety pilot.

For the purpose of this Rule the expression "simulated instrument conditions" means a flight during which mechanical or optical devices are used in order to reduce the field of vision of the person flying.

11. Practice instrument approaches.

11.1 Within Bhutan an aircraft shall not carry out instrument approach practice when flying in Visual Meteorological Conditions unless:-

a) the appropriate air traffic control unit has previously been informed that the flight is to be made for the purpose of instrument approach practice; and

b) if the flight is being carried out in simulated instrument conditions, a safety pilot and, if required, a competent observer is carried.

12 Time.

12.1 Co-ordinated Universal Time (UTC) shall be used and shall be expressed in hours and minutes and, when required, seconds of the 24-hour day beginning at midnight.

12.2 A time check shall be obtained prior to operating a controlled flight and at such other times during the flight as may be necessary.

12.3 Wherever time is utilised in the application of data link communications, it shall be accurate to within 1 second of UTC.

13. Air Traffic Control Service.

13.1 *Air Traffic Control Clearances.*

An air traffic control clearance shall be obtained prior to operating a controlled flight, or a portion of a flight as a controlled flight. Such clearance shall be requested through the submission of a flight plan to an air traffic control unit.

13.2 Whenever an aircraft has requested a clearance involving priority, a report explaining the necessity for such priority shall be submitted, if requested by the appropriate air traffic control unit.

13.3 *Potential Re-clearance in Flight.*

If prior to departure it is anticipated that, depending on fuel endurance and subject to reclearance in flight, a decision may be taken to proceed to a revised destination aerodrome, the appropriate air traffic control units shall be so notified by the insertion in the flight plan of information concerning the revised route (where known) and the revised destination.

13.4 An aircraft operated on a controlled aerodrome shall not taxi on the manoeuvring area without clearance from the aerodrome control tower and shall comply with any instructions given by that unit.

14. Adherence to Flight Plan

14.1 An aircraft shall adhere to the current flight plan or the applicable portion of a current flight plan submitted for a controlled flight unless a request for a change has been made and clearance obtained from the appropriate air traffic control unit, or unless an emergency situation arises which necessitates immediate action by the aircraft, in which event as soon as circumstances permit, after such emergency authority is exercised, the appropriate air traffic services unit shall be notified of the action taken and that this action has been taken under emergency authority.

14.2 Unless otherwise authorised or directed by the appropriate air traffic control unit, controlled flights shall, in so far as possible:

a) When on an established ATS route, operate along the defined centre line of that route; or

b) When on any other route, operate directly between the navigation facilities and/or points defining the route.

14.3 Subject to the overriding requirement in 14.2, and aircraft operating along an ATS route segment defined by reference to a very high frequency omnidirectional radio ranges (VOR) shall change over for its primary navigation guidance from the facility behind the aircraft to that ahead of it at, or as close as operationally feasible to, the change-over point, where established.

14.4 Deviation from the requirements in 14.2 shall be notified to the appropriate air traffic services unit.

14.5 *Inadvertent Changes.*
In the event that a controlled flight inadvertently deviates from its current flight plan, the following action shall be taken:

a) *Deviation from track.* If the aircraft is off track, action shall be taken forthwith to adjust the heading of the aircraft to regain track as soon as practicable.

b) *Variation in True Airspeed.* If the average true airspeed at cruising level between reporting points varies or is expected to vary by plus or minus 5 per cent of the true airspeed, from that given in the flight plan, the appropriate air traffic services unit shall be so informed.

c) *Change in Time Estimate.* If the time estimate for the next applicable reporting point, flight information region boundary or destination aerodrome, whichever comes first, is found to be in error in excess of three minutes from that notified to air traffic services, or such other period of time as is prescribed by the appropriate ATS authority or on the basis of air navigation regional agreements, a revised estimated time shall be notified as soon as possible to the appropriate air traffic services unit.

14.6 Additionally when an ADS agreement is in place, the air traffic services unit (ATSU) shall be informed automatically via data link whenever changes occur beyond the threshold values stipulated by the ADS event contract.

14.7 *Intended Changes*. Requests for flight plan changes shall include information as indicated hereunder:

a) *Change of Cruising Level:*.
- Aircraft identification;
- Requested new cruising level and cruising speed at this level; and
- Revised time estimates (when applicable) at subsequent flight information region boundaries.

b) *Change of Route:*
1) *Destination Unchanged:*
- Aircraft identification;
- Flight rules;
- Description of new route of flight including related flight plan data beginning with the position from which requested change of route is to commence;
- Revised time estimates; and
- Any other pertinent information.

2) *Destination Changed:*
- Aircraft identification;
- Flight rules;
- Description of revised route of flight to revised destination aerodrome including related flight plan data, beginning with the position from which the requested change of route is to commence;
- Revised time estimates;
- Alternate aerodrome(s); and
- Any other pertinent information.

14.8 *Weather Deterioration Below VMC.* When it becomes evident that flight in VMC in accordance with its current flight plan will not be practicable, a VFR flight operated as a controlled flight shall:

a) Request an amended clearance enabling the aircraft to continue in VMC to destination or to an alternative aerodrome or to leave the airspace within which an ATC clearance is required; or

b) If no clearance in accordance with a) can be obtained, continue to operate in VMC and notify the appropriate ATC unit of the action being taken either to leave the airspace concerned or to land at the nearest suitable aerodrome; or

c) If operated within a control zone, request authorisation to operate as a special VFR flight; or

d) Request clearance to operate in accordance with the instrument flight rules.

15. Position Reports.

15.1 Unless exempted by the appropriate ATS authority or by the appropriate air traffic services unit under conditions specified by that authority, a controlled flight shall report to the appropriate air traffic services unit, as soon as possible, the time and level of passing each designated compulsory reporting point, together with any other required information. Position reports shall similarly be made in relation to additional points when requested by the appropriate air traffic services unit. In the absence of designated reporting points, position reports shall be made at intervals prescribed by the appropriate ATS authority or specified by appropriate air traffic services unit.

15.2 Controlled flights providing position information to the appropriate air traffic services unit via data link communications shall only provide voice position reports when requested.

16. Termination of Control.

A controlled flight shall, except when landing at a controlled aerodrome, advise the appropriate ATC unit as soon as it ceases to be subject to air traffic control service.

17. Communications.

17.1 An aircraft operated as a controlled flight shall maintain continuous air-ground voice communication watch on the appropriate communication channel of, and establish two-way communication as necessary with, the appropriate air traffic control unit, except as may be prescribed by the appropriate ATS authority in respect of aircraft forming part of aerodrome traffic at a controlled aerodrome.

17.2 SELCAL or similar automatic signalling devices satisfy the requirement to maintain an air-ground voice communications watch.

17.3 The requirement for an aircraft to maintain air-ground voice communication watch remains in effect after CPDLC has been established.

17.4 *Communication Failure.*

If a communication failure precludes compliance with 17.1.2, the aircraft shall comply with the communication failure procedures of Volume II of Annex 10 to the Convention on International Civil Aviation, and with such of the following procedures as are appropriate. In addition, the aircraft, when forming part of the aerodrome traffic at a controlled aerodrome, shall keep a watch for such instructions as may be issued by visual signals.

17.5 If in visual meteorological conditions, the aircraft shall:

a) Continue to fly in visual meteorological conditions;

b) Land at the nearest suitable aerodrome; and

c) Report its arrival by the most expeditious means to the appropriate air traffic control unit.

17.6 If in instrument meteorological conditions or when the pilot of an IFR flight considers it inadvisable to complete the flight in accordance with 17.5 the aircraft shall:

a) Unless otherwise prescribed on the basis of regional air navigation agreement, in airspace where radar is not used in the provision of air traffic control, maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 20 minutes following the aircraft's failure to report its position over a compulsory reporting point and thereafter adjust level and speed in accordance with the filed flight plan;

b) proceed according to the current flight plan route to the appropriate designated navigation aid or fix serving the destination aerodrome and, when required to ensure compliance with c) below, hold over this aid or fix until commencement of descent;

c) commence descent from the navigation aid or fix specified in b) at, or as close as possible to, the expected approach time last received and acknowledged; or, if no expected approach time has been received and acknowledged, at, or as close as possible to, the estimated time of arrival resulting from the current flight plan;

d) complete a normal instrument approach procedure as specified for the designated navigation aid or fix; and

e) land, if possible, within 30 minutes after the estimated time of arrival specified in c) or the last acknowledged expected approach time, whichever is later.

18. Visual Signals used to warn an unauthorised aircraft flying in, or about to enter, a Restricted, Prohibited or Danger Area.

18.1 By day and by night, a series of projectiles discharged from the ground at intervals of 10 seconds, each showing, on bursting, red and green lights or stars will indicate to an unauthorised aircraft that it is flying in or about to enter a restricted, prohibited or danger area, and that the aircraft is to take such remedial action as may be necessary.

19. Signals for Aerodrome Traffic.

19.1 *Light and pyrotechnic signals.* The following light and pyrotechnic signals will be used to aircraft in flight or on the ground:

Light	**From Aerodrome Control to:**	
	Aircraft in flight	**Aircraft on the ground**
Steady green	Cleared to land	Cleared for take-off
Steady red	Give way to other aircraft and continue circling.	Stop
Series of green flashes	Return for landing	Cleared to taxi
Series of red flashes	Aerodrome unsafe, do not land.	Taxi clear of landing area in use.
Series of white flashes	Land at this apron and proceed to apron.	Return to starting point on the aerodrome.
Red pyrotechnic	Notwithstanding any previous instructions, do not land for the time being.	

19.2 *Acknowledgement by an aircraft.*

a) When in flight:
   1) During the hours of daylight:
      - By rocking the aircraft's wings;
   2) During the hours of darkness:
      - By flashing on an off twice the aircraft's landing lights or, if not so equipped, by switching on and off twice its navigation lights.

b) When on the ground:
   1) During the hours of daylight:
      - By moving the aircraft's ailerons or rudder;

   2) During the hours of darkness;
      - By flashing on and off twice the aircraft's landing lights or, if not so equipped, by switching on and off

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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ENR 1.10 FLIGHT PLANNING

1. Procedures for the submission of a flight plan

1.1 A flight plan shall be submitted in accordance with ICAO Annex 2, 3.3.1, prior to operating:

a) Any flight or portion thereof to be provided with air traffic control service; or

b) Any IFR flight within advisory airspace; or

c) Any flight within or into designated areas, or along designated routes, when so required by the appropriate ATS authority to facilitate the provision of flight information, alerting and search and rescue services; or

d) Any flight within or into designated areas, or along designated routes, when so required by the appropriate ATS authority to facilitate co-ordination with appropriate military units or with air traffic service units in adjacent States in order to avoid the possible need for interception for the purpose of identification; or

e) Any flight across international borders.

1.2 A flight plan shall be submitted before departure to an air traffic services reporting office or, during flight, transmitted to the appropriate air traffic services unit or air-ground control radio station, unless arrangements have been made for submission of repetitive flight plans.

1.3 ***Time of submission***
Unless otherwise prescribed by the appropriate ATS authority, a flight plan for a flight to be provided with air traffic control service or air traffic advisory service shall be submitted at least sixty minutes before departure, or, if submitted during flight, at a time which will ensure its receipt by the appropriate air traffic services unit at least ten minutes before the aircraft is estimated to reach:

a) The intended point of entry into a control area or advisory area; or

b) The point of crossing an airway or advisory route

1.4 ***Place of submission***
Flight plans shall be submitted at ***ATC Reporting Office (ARO***), at the departure aerodrome.

1.5 ***VFR flight plan for alerting service only***
An alerting service is, in principle, provided to flights for which a flight plan has been submitted.

1.6 ***Contents and form of a flight plan***
a) ICAO flight plan forms are available at ***ATC Reporting Office (ARO***). The instructions for completing those forms shall be followed;

b) Flight plans concerning IFR flights along ATS routes need to include FIR boundary estimates.

1.7 ***Adherence to ATS route structure***
No flight plans shall be filed for routes deviating from the published ATS route structure.

18 ***Authorisation for special flights***
Flights of a specific character, such as survey flights, scientific research flights, etc. may be exempted from the restriction specified above. A request for exemption shall be mailed so as to be received at least one week before the intended day of operation to the HoA, BCAA

2. Repetitive flight plan system

2.1 *General*
The Procedures concerning the use of Repetitive Flight Plans (RPL) conform to ICAO Doc 7030 and the PANS-ATM.

RPL lists relating to flights in and to flights overflying the Bhutan airspace shall be submitted at least two weeks in advance, in duplicate, to the following address:

a) Director General,
Department of Air Transport,
Ministry of Information & Communications,
Paro : Bhutan;

b) ATC Reporting Office (ARO),
Control Tower,

Paro Intl. Airport,
Paro, Bhutan.
Tel: 975-8-272859/272306,
Fax: 975-8-272307
AFS: VQPRZPZX

RPL lists shall be replaced in their entirety by new lists prior to the introduction of the summer and winter schedules.

2.2 *Incidental changes and cancellations of RPL*
Incidental changes to and cancellations of RPL relating to departure shall be notified as early as possible and not later then 30 minutes before departure to the ATC.

2.3 *Delay*
When a specific flight is likely to encounter delay of one hour or more in excess of the departure time stated in the RPL, the ATS unit serving the departure aerodrome shall be notified immediately.

Note. : Failure to comply with this procedure may result in the automatic cancellation of the RPL for that specific flight at one or more of the ATS units concerned.

2.4 *ATS messages*
For a flight operated on an RPL, no flight plan message (FPL) will be transmitted. Departure message (DEP) or delay message (DLA) relating to such flights will be transmitted to ATS unit outside Bhutan.

3. Changes to the submitted flight plan

3.1 All changes to a flight plan submitted for an IFR flight or a controlled VFR flight and significant changes to a flight plan submitted shall be reported as soon as possible to the appropriate ATS unit. In the event of a delay in departure of 30 minutes or more for a flight for which a flight plan has been submitted, the flight plan shall be amended or a new flight plan shall be submitted after the old plan has been cancelled.

3.2 Whenever a flight, for which a flight plan has been submitted, is cancelled, the appropriate ATS unit shall be informed immediately.

3.3 Change to a current flight plan for a controlled flight shall be reported or requested, subject to the provisions in ICAO Annex 2, 3.6.2. (Adherence to flight plan). Significant changes to a flight plan include changes in endurance or in the total number of persons on board and changes in time estimates of 30 minutes or more.

3.4 Arriving report (closing a flight plan).

3.4.1 A report of arrival shall be made in person, by a radiotelephony or via data link at the earliest possible moment after landing, to the appropriate air traffic services unit at the arrival aerodrome, by any flight for which a flight plan has been submitted covering the entire flight or the remaining portion of a flight to the destination aerodrome.

3.4.2 When a flight plan has been submitted only in respect of a portion of a flight, other than the remaining portion of a flight to destination, it shall, when required, be closed by an appropriate report to the relevant air traffic services unit.

3.4.3 When no air traffic services unit exists at the arrival aerodrome, the arrival report, when required, shall be made as soon as practicable after landing and by the quickest means available to the nearest air traffic services unit.

3.4.5 When communication facilities at the arrival aerodrome are known to be inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, the following action shall be taken. Immediately prior to landing the aircraft shall, if practicable, transmit to the appropriate air traffic services unit, a message comparable to an arrival report, where such a report is required. Normally, this transmission shall be made to the aeronautical station serving the air traffic services unit in charge of the flight information region in which the aircraft is operated.

3.4.2 Arrival reports shall contain the following elements of information:
a) Aircraft identification
b) Departure aerodrome
c) Destination aerodrome (only in the case of a diversionary landing);
d) Arrival aerodrome;
e) Time of arrival.

ENR 1.12 INTERCEPTION OF CIVIL AIRCRAFT

1. Interception procedures

1.1 The following procedures and visual signals apply over the territory of Bhutan in the event of interception of an aircraft. An aircraft which is intercepted by another aircraft shall immediately:

a) Follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the specifications in Appendix 1 of ICAO Annex 2;

b) Notify, if possible, the appropriate air traffic services unit;

c) Attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.5 Mhz, giving the identity of the intercepted aircraft and the nature of the flight;

d) If equipped with SSR transponder, select Mode A, Code 7700, unless otherwise instructed by the appropriate air traffic services unit.

1.2 If radio contact is established during interception but communication in a common language is not possible, attempts shall be made to convey instructions, acknowledgement of instructions and essential information by using the phrases and pronunciations in the following table, transmitting each phrase twice;

Phrase	Pronunciation[1]	Meaning
CALL SIGN (call sign)[2]	**KOL** SA-IN (call sign)	My call sign is (call sign)
WILCO	**VILL**-KO	Understood
CAN NOT	**KANN** NOTT	Unable to comply
REPEAT	REE-**PEET**	Repeat your instruction
AM LOST	**AM LOSST**	Position unknown
MAYDAY	MAYDAY	I am in distress
HIJACK[3]	**HI**-**JACK**	I have been hijacked
LAND (place name)	LAAND (place name)	I request to land at (place name)
DESCEND	DEE -**SEND**	I require descent

1. In the second column, syllables to be emphasized are underlined.
2. The call sign required to be given is that used in radiotelephony communications with air traffic services units and corresponding to the aircraft identification in the flight plan.
3. Circumstances may not always permit, nor make desirable, the use of the phrase “HIJACK”.

1.3 The phrases shown in the table below shall be used by the intercepting aircraft and transmitted twice in the circumstances described in the preceding paragraph.

1.4 If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the visual instructions given by the intercepting aircraft.

1.5 If instructions received by radio from any source conflict with those given by the intercepting aircraft by radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the radio instructions given by the intercepting aircraft.

1.6 The visual signals for use in the event of interception are detailed on page ENR 1.12-3.

Phrase	Pronunciation[1]	Meaning
CALL SIGN	**KOL** SA-IN	What is your call sign ?
FOLLOW	**FOL** -LO	Follow me
DESCEND	DEE -**SEND**	Descend for landing
YOU LAND	**YOU LAAND**	land at this aerodrome
PROCEED	PRO-**SEED**	You may proceed

1 In the second column, syllables to be emphasized are underlined.

SIGNALS FOR USE INTHE EVENT OF INTERCEPTION

Signals initiated by Intercepting aircraft and responses by Intercepted aircraft

Sl.	*INTERCEPTING Aircraft Signals*	*Meaning*	*INTERCEPTED Aircraft Responds*	*Meaning*
1	DAY or NIGHT – Rocking aircraft and flashing navigational lights at irregular intervals (and landing lights in the case of a helicopter) normally to the left of, the intercepted aircraft (or to the right if the intercepted aircraft is a helicopter) and, after acknowledgement, a slow level turns, normally to the left, (or to the right in the case of helicopter) on the desired heading. *Note 1.:- Meteorological conditions or terrain may require the intercepting aircraft to reverse the positions and direction of turn given above in sl. 1.* *Note 2. :- If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of race-track patterns and to rock the aircraft each time it passes the intercepted aircraft.*	You have been intercepted. Follow me	DAY or NIGHT - Rocking aircraft, flashing navigation lights at irregular interval and following. *Note . – Additional action required to be taken by intercepted aircraft is prescribed in Annex 2, chapter 3, 3.8.*	Understood. Will comply
2	DAY or NIGHT - An abrupt break-away manoeuvre from the intercepted aircraft consisting of a climbing turn 90 degrees or more without crossing the line of flight of the intercepted aircraft.	You may proceed.	DAY or NIGHT – Rocking the aircraft	Understood. Will comply
3	DAY or NIGHT- Lowering landing gear (if fitted), showing steady landing lights and overflying runway in use or, if the intercepted aircraft is a helicopters, overflying the helicopter landing area. In the case of helicopters, the intercepting helicopter makes a landing approach, coming to hover near to the landing area.	Land at this aerodrome	DAY or NIGHT – Lowering landing gear. (If fitted), showing steady landing lights and following the intercepting aircraft and, if after overflying the runway in use or helicopter landing area, landing is considered safe, proceeding to land.	Understood. Will comply

Signals initiated intercepted by aircraft and responses by intercepting aircraft

Sl.	*INTERCEPTING Aircraft Signals*	*Meaning*	*INTERCEPTED Aircraft Responds*	*Meaning*
1	DAY or NIGHT - Raising landing gear. (If fitted), and flashing light while passing over runway in use or helicopter landing area, at a height exceeding 300 M (1 000 FT) but not exceeding 600 M (2 000 FT) (in the case of helicopter at a height exceeding 50 M (170 FT) but not exceeding 100 M (330 FT)above the aerodrome level, and continuing to circle runway in use or helicopter landing area. If unable to flash landing lights, flash any other lights available.	Aerodrome You have you have designated is inadequate	DAY or NIGHT - If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises it's landing gear (if fitted) and uses the Sl. 1. Signal prescribed for intercepting aircraft. If it is decided to release the intercepted aircraft. The intercepting aircraft uses the Sl. 2 signals prescribed for intercepting aircraft.	Understood. Follow me Understood you may proceed
2	DAY or NIGHT - Regular switching on and off of all available lights but not in such manner as to be distinct from lights.	Cannot comply	DAY or NIGHT - User Sl. 2 signals prescribed for intercepting aircraft.	Understood.
3	DAY or NIGHT- Irregular flashing of all available lights..	In distress	DAY or NIGHT - User Sl. 2 signals prescribed for intercepting aircraft.	Understood.

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ENR 1.13 UNLAWFUL INTERFERENCE

1. General

1.1 The following procedures are intended for use by aircraft when unlawful interference occurs and the aircraft is unable to notify an ATS unit of this fact.

2. Procedures

2.1 Unless considerations aboard the aircraft dictate otherwise, the pilot-in-command should attempt to continue flying on the assigned track and at the assigned cruising level at least until notification to an ATS unit is possible.

2.2 When an aircraft is subjected to an act of unlawful interference must depart from its assigned track or its assigned cruising level without being able to make radiotelephony contact with ATS, the pilot-in-command should, whenever possible:

a) Attempt to broadcast warnings on the VHF channel in use or the VHF emergency frequency and other appropriate channels, unless considerations abroad the aircraft dictate otherwise. Other equipment such as on-board transponders and data links should also be used when it is advantageous to do so and circumstances permit; and

b) proceed in accordance with applicable special procedures for in-flight contingencies, where such procedures have been established and promulgated in the Regional Supplementary Procedures (Doc 7030); or

c) if no applicable regional procedures have been established, proceed at a level which differs from cruising levels normally used for IFR flight by:

1) 150 m (500 ft) in an area where a vertical separation minimum of 300 m (1 000 ft) is applied; or

2) 300 m (1 000 ft) in an area where a vertical separation minimum of 600 m (2 000 ft) is applied.

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ENR 3 ATS ROUTES
ENR 3.1 AREA NAVIGATION (RNAV) ROUTE

Route designator (RNP/RNAV[1 2]) Name of the significant points Co-ordinates (WGS-84)	*Track Mag (GEO) VOR RDL DIST (COP)*	*Upper limits Lower limits Minimum flight altitude Airspace classification*	*Lateral limits KM*	*Direction of Cruising levels*		*Remarks Controlling Unit Frequency*
				odd	*Even*	
1	2	3	4	5		6
G348 PARO VOR (PRO) 271801.93N 0893018.19E SUBSU 265855.30N 0885149.80E	241° 061° 37 NM	FL 460 16 000 Class G	-	↓	↑	For continuation, see AIP India
R598 PARO VOR (PRO) 271801.93N 0893018.19E BOGOP 264401.50N 0894449.50E	162° 342° 38 NM	FL 460 16 000 Class G	-	↓	↑	For continuation, see AIP India
Y1 ▲ PARO (VQPR) VOR (PRO) 271801.93N 0893018.19E ▲ TASHI 272504.90N 0900304.53E ▲ DEBJI (Chendibji) 272807.61N 0901728.19 E ▲ BUMTHANG (VQBT) NDB (BT) 273357.61N 0904442.42E	077° 257° 30.0 NM 077° 257° 13.2 NM 077° 257° 25.0 NM	FL 290 18 000 Class G	12	↓	↑	MAX IAS 240 KT.
Y2 ▲ BUMTHANG (VQBT) NDB (BT) 273357.61N 0904442.42E ▲ TSAMA (Tsamang) 272335.20 N 0911025.50 E ▲ YONPHULA (VQTY) NDB (YP) 271528.31N 0913031.07E	114° 295° 25.0 NM 115° 295 19.6 NM	FL 290 18 000 Class G	12	↓	↑	MAX IAS 240 KT.
Y3 ▲ PARO (VQPR) VOR (PRO) 271801.93N 0893018.19E ▲ JAROG 271841.74N 0900359.12E ▲ LATOK (Black Mountain) 271859.33N 0902212.89E ▲ DADUN 271913.18N 0903842.33E ▲ RADHI 271803.22N 0905518.76E ▲ YONPHULA (VQTY) NDB (YP) 271528.3N 0913031.0E	089° 269° 30.0 NM 089° 269° 16.2 NM 089° 269° 14.7 NM 095° 275° 14.8 NM 095° 275° 31.5 NM	FL 290 18 000 Class G	12	↓	↑	MAX IAS 240 KT.

Route designator (RNAV 5 [1] [2]) *Name of the significant points Co-ordinates (WGS-84)*	*Track MAG (GEO) VOR RDL DIST (COP)*	*Upper limits* *Lower limits* *Minimum flight altitude* *Airspace classification*	*Lateral limits KM*	*Direction of Cruising levels*		*Remarks* *Controlling Unit* *Frequency*
				odd	*Even*	
1	2	3	4	5		6
Y4 ▲ BUMTHANG (VQBT) NDB (BT) 273357.61N 0904442.42E ▲ DADUN 271913.18N 0903842.33E ▲ JIGME 270420.56N 0903231.04E ▲ GELEPHU (VQGP) (ARP) 265304.30N 0902751.10E	021° 201° 15.6 NM 021° 201° 15.8 NM 021° 201° 12.0 NM	FL 290 18 000 Class G	12	↓ ↑		1. MAX IAS 240 KT. 2. Aircraft shall be operated within Bhutanese airspace due to close proximity to Indian airspace.
Y5 ▲ YONPHULA (VQTY) NDB (YP) 271528.31N 0913031.07E ▲ LADOR 270416.52N 0905858.18E ▲ GELEPHU (VQGP)(ARP) 265304.30N 0902751.10E ▲ DAGNA 270205.04N 0900714.77E ▲ TAKTI 270259N 0893056E ▲ PARO (VQPR) VOR (PRO) 271801.93N 0893018.19E	069° 249° 30.3 NM 068° 249° 30.0 NM 116° 296° 20.5 NM 092° 272° 32.4 NM 178° 358° 15.0 NM	FL 290 18 000 Class G	12	↓ ↑		1. MAX IAS 240 KT. 2. Aircraft shall be operated within Bhutanese airspace due to close proximity to Indian airspace
Y6 ▲ PARO (VQPR) VOR (PRO) 271801.93N 0893018.19E ▲ DAGNA 270205.04N 0900714.77E ▲ JIGME 270420.56N 0903231.04E	116° 296° 36.6 NM 085° 265° 22.7 NM	FL 290 18 000 Class G	12	↓ ↑		MAX IAS 240 KT.

1. RNAV = area navigation specification.
2. RNAV 5 represents aircraft and operating requirements, including a 9.26 KM (5 NM) lateral performance.

ENR 4.4 NAME- CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name -code designator	*Coordinates*	*ATS route or other route*
SUBSU	265855.30N 0885149.80E	G348
BOGOP	264401.50N 0894449.50E	R598
TASHI	272504.90N 0900304.53E	Y1
DEBJI	272807.61 N 0901728.19E	Y1
TSAMA	272335.20 N 09110 25.50E	Y2
JAROG	2718 41.74N 0900359.12E	Y3
LATOK	271859.33N 0902212.89E	Y3
DADUN	271913.18N 0903842.33E	Y3
RADHI	271803.22 N 0905518.76E	Y3
JIGME	270420.56N 0903231.04E	Y4
LADOR	270416.52N 0905858.18E	Y5
DAGNA	270205.04N 0900714.77E	Y5
JIGME	270420.56N 0903231.04E	Y6
TAKTI	270259.00N 0893056.00E	HOLDING
GTSHO	272236.00N 0894754.00E	HOLDING

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AD 1.3 INDEX TO AERODROMES

Aerodrome name *Location indicator*	*Type of traffic to use the aerodrome*			*Reference to AD section and remarks*
	International National (INTL-NTL)	*IFR - VFR*	*S= Scheduled* *NS=non schedule* *P = Private*	
Aerodrome				
PARO **VQPR**	International	IFR – VFR	S NS P	AD-2 VQPR
BUMTHANG **VQBT**	Domestic	VFR	S NS	AD-2 VQBT
GELEPHU **VQGP**	International	VFR	S NS	AD-2 VQGP
YONPHULA **VQTY**	Domestic	VFR	S N	AD-2 VQTY

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AD 1.5 STATUS OF CERTIFICATION OF AERODROME

Sl. Nr.	Aerodrome Name	ICAO Location Indicator	Certificate Number	Validity of Certificate		Remarks
				From	to	
1	Paro International Airport, Paro	VQPR	BCAA/AGA/17-18/ 006	15/03/2018	Until Revoked, Suspended or Cancelled	
2	Gelephu International Airport, Sarpang	VQGP	AER 005	16/09/2023	Until Revoked, Suspended or Cancelled	

	Name of Aerodrome	Exemption	Exemption granted up to
1	Paro International Airport (VQPR)	1. RESA at RWY 33 does not comply to the requirement set forth in Subsection 14.3 under Section 14 of BANRs 2021	31/12/2025
		2.The extend of RWY Strip toward east of airfield does not comply to the requirement set forth in Subsection 14.3 under Section 14 of BANRs 2021	31/12/2025

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AD 2.1 AERODROMES

VQGP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VQGP – Sarpang, Gelephu/International

VQGP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP co-ordinates and site at AD*	265304.46N 0902750.98E Centre of RWY
2	*Direction and distance from(city)*	2 Km NW from Gelephu town
3	*Elevation/Reference temperature*	300.9M (987.204 ft) MSL/ 29°C
4	*MAG VAR/Annual changes*	0.18˚ West 2010
5	*AD Administration, address, telephone, telefax, telex. AFS*	Department of Air Transport, Gelephu Airport: Sarpang. Bhutan. Tel No.(975)-6- 535152/53135 Email: sphuntsho@doat.gov.bt AFTN: VQGPZTZX
6	*Type of traffic permitted (IFR/VFR)*	Only VFR is permitted
7	*Remarks*	AD PPR

VQGP 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.

VQGP AD 2.4 HANDLING SERVICES AND FACILITIES

1	*Cargo-handling facilities*	Not available
2	*Fuel/oil types*	Not Available
3	*Fuelling facilities/capacity*	Not Available
4	*De-icing facilities*	Not required
5	*Hanger space for visiting aircraft*	Not Available
6	*Repair facilities for visiting A/C*	Not Available
7	*Remarks*	NIL

VQGP AD 2.5 PASSENGER FACILITIES

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

VQGP 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

VQGP AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	*Type of clearing equipment*	Manually Sweeping
2	*Clearance priorities*	1. RWY 11/29
3	*Remarks*	N/A

VQGP 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

VQGP 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.

VQGP AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			*In Circling area ad at AD*		*Remarks*
RWY/Area affected	*Obstacle type Elevation Markings/LGT*	*Coordinates*	*Obstacle type Elevation Markings/LGT*	*Coordinates*	
a	b	c	a	b	
See AD2.2 –VQGP-1			**TO BE DEVELOPED**		

VQGP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	*Associated MET Office*	Gelephu 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.

VQGP 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
11 29	118° 297°	1 506 X 30 M	(10-12)F/C/Y/T	265315.93N 0902727.04E 265252.99N 0902814.90E	300.944 M AMSL 2 66.434 M AMSL
Slope of RWY-SWY	SWY Dimensions (M)	CWY Dimensions (M)	Strip Dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
-2.29% +2.29%	NIL	NIL	1506 M X 40 M	NIL	

VQGP AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
11 29	1 506 1 506	1 506 1 506	1 506 1 506	1 506 1 506	

VQGP 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									

VQGP 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 : TDZ 11/29
3	*TWY edge and centre line lighting*	NIL
4	*Secondary power supply/switch-over time*	NIL
5	*Remarks*	NIL

VQGP 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*	

VQGP 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 signLanguage(s)*	GELEPHU Tower English
5	*Transition altitude*	
6	*Remarks*	Two ways communication

VQGP AD 2.18 ATS COMMUNICATION FACILITIES

Service Designation	Callsign	Frequency	Hours of operation	Remarks
TWR	Gelephu Tower	122.950 Mhz 121.5 EMER. Freq.	HO	As per sked flight operations
RADIO	Gelephu	8921 Khz 13342 Khz	HO	-do-

VQGP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/MLS (forVOR/ILS/MLS, give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
NOT AVAILABLE						

1. Airport regulations

1.1 At Gelephu Airport a number of local regulations apply, in accordance with ICAO Annex 2,11,14 Doc. 4444. See GEN 1.2.

1.2 Marshaller assistance can be requested.

1.3 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.

TO BE DEVELOPED

3. Parking for small aircraft (General aviation)

TO BE DEVELOPED

4. Parking area for helicopters

No designated parking area for helicopter is available at the Gelephu airport, it will be guided on R/T from TWR .

5. Apron Taxiing during winter conditions

Apron not available

6. Taxiing Limitations

Taxiway not available

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

Subject to permission from DoAT & tower

8 Helicopter traffic

8.1 Request prior approval and inform to Airport Office during the hours of service and, if possible, not later then 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.

VQGP AD 2.21 NOISE ABATEMENT PROCEDURES

TO BE DEVELOPED

VQGP AD 2.22 FLIGHT PROCEDURES

1 **General**

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

a) Prior operating into Gelephu airport the pilot in- command should be briefed and visit the aerodrome as an observer.

b) relevant clearances from Airport authority and other relevant clearances from the respective authority must be obtained .

c) Specific date & time of arrival/ departure 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 Gelephu 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 with in Gelephu 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 Gelephu 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 Gelephu ATC.

b) Position reports shall be submitted in accordance with 3.6.3 of ICAO Annex 2.

c) Deviation from the ATC clearance may only be made when prior permission has been obtained.

d) Two-ways radio communication shall be maintained on the frequency 122.950 MHz.

5.2 Gelephu weather will available on HF Radio on freq. **8921Khz** and **13342Khz**, call sign Gelephu or can be requested on VQGPZTZX or Land line 9756535152/53135

5.4 Arrival Instruction

5.4.1 Flight plan should be filed on AFTN 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 Gelephu. Airborne time & ETA should be informed to Gelephu radio on HF.**

5.4.3 No visual guidance like VASI. PAPI. ILS, Runway lights e.t.c., available on final.

5.4.4 Helicopters operating as a domestic flight/mountain flight within Bhutan territory shall contact Gelephu tower on fixed line/mobile for Gelephu 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 **No SIDS** (Standard Instrument Departure) is established for Gelephu airport. Therefore, all aircraft shall strictly follow in visual meteorological conditions (VMC).

5.5.2 Aircraft shall make left turn after departure from RWY11 and shall remain within Bhutan airspace at all time.

55.3 After departure climb initially 18 000ft on QNH maintaining visual to terrain/obstacle and report over designated compulsory reporting points.

5.5.4 departing aircraft may be contact with the destination aerodrome for their position report after establishing contact, aircraft shall report back to Gelephu tower with their assigned level and position.

5.5.5 Prior permission is required if aircraft is likely to deviate to Indian airspace due to bad weather or unfavourable circumstances.

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.***
f) All aircraft shall land from RWY 29 and depart from RWY 11 due to RWY Slope requirement.

VQGP 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.

VQGP AD 2.24 CHARTS RELATED TO AN AERODROME

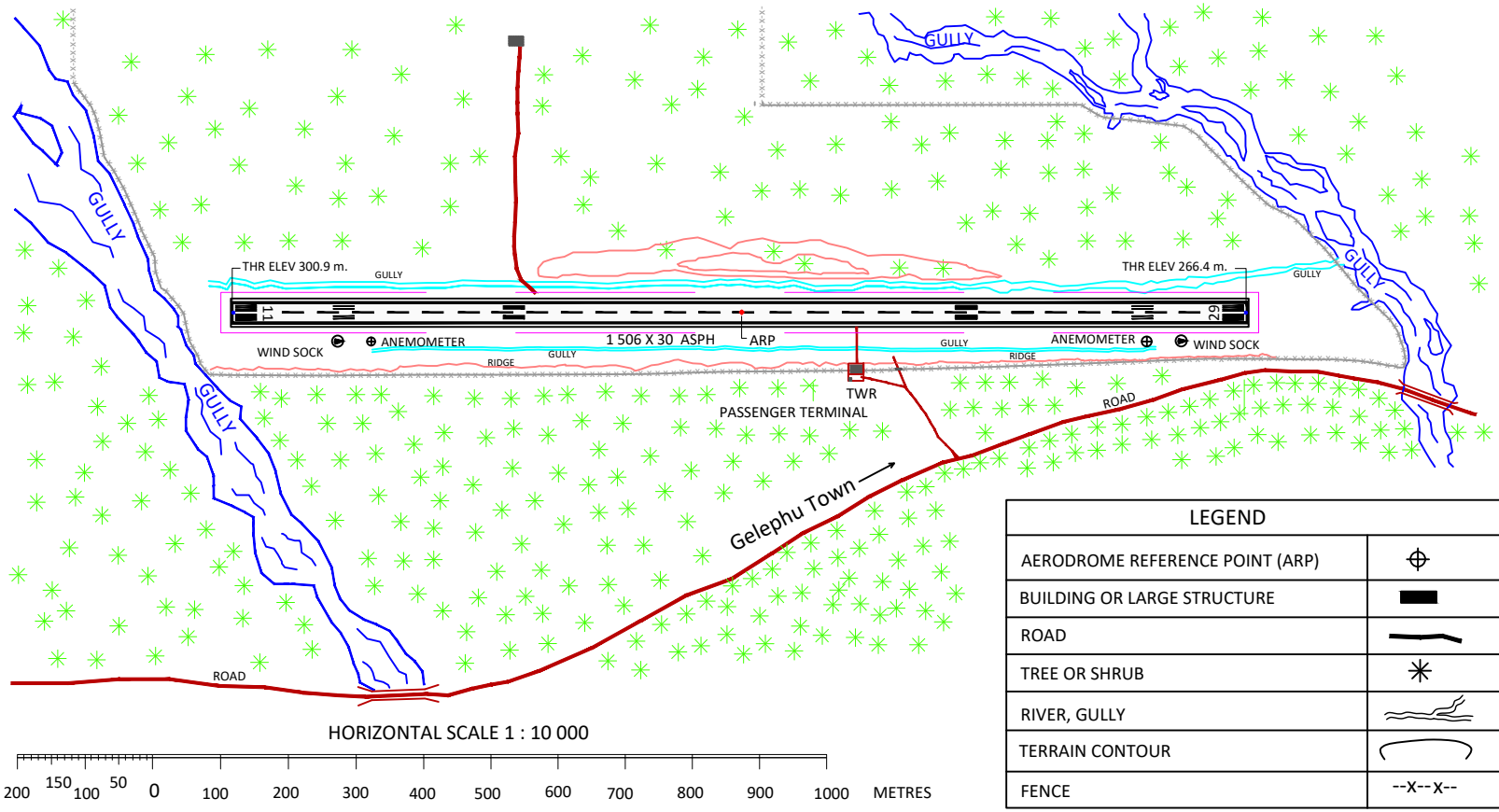
page

AERODROME CHART - ICAO | AERODROME ELEVATION 300.9 m. | ARP 26° 53' 04.46" N 90° 27' 50.98" E | TWR 122.950 Mhz | BHUTAN / Gelephu Airport

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

MAG VAR 0.04° W (2015)
ANNUAL CHANGE 0.03° E

RWY	DIRECTION	THR	BEARING STRENGTH
11	118.12°	26° 53' 15.93" N 90° 27' 27.04" E	PCN 10-12/F/C/Y/T
29	298.13°	26° 52' 52.99" N 90° 28' 14.91" E	
APRON			Not Available



LEGEND	
AERODROME REFERENCE POINT (ARP)	⊕
BUILDING OR LARGE STRUCTURE	▬
ROAD	▬
TREE OR SHRUB	✳
RIVER, GULLY	≈
TERRAIN CONTOUR	⌒
FENCE	--x--x--

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AERODROME OBSTACLE CHART - ICAO

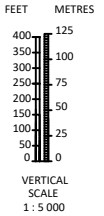
TYPE A (OPERATING LIMITATIONS)

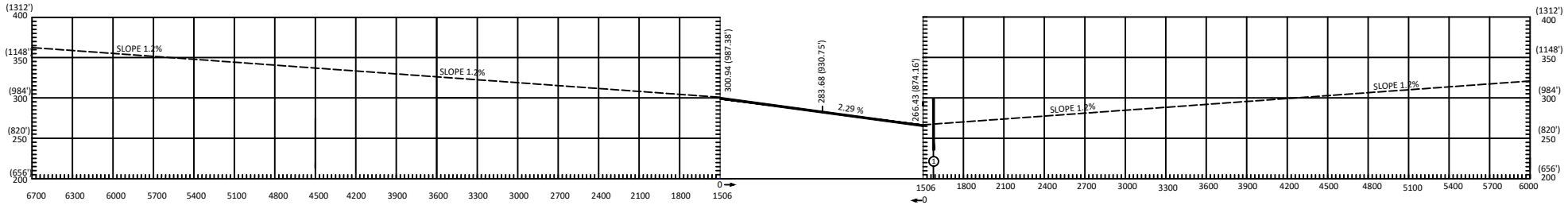
GELEPHU / Gelephu Airport

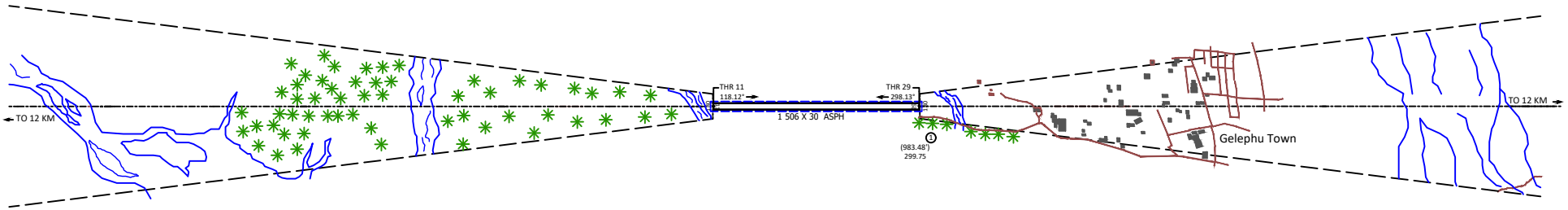
DIMENSIONS AND ELEVATIONS IN METRES ABOVE MEAN SEA LEVEL

MAGNETIC VARIATION 0.04° W (2015)
ANNUAL RATE OF CHANGE 0.03° E

DECLARED DISTANCES		
RWY 11		RWY 29
1506	TAKE-OFF RUN AVAILABLE	1506
1506	TAKE-OFF DISTANCE AVAILABLE	1506
1506	ACCELERATE STOP DISTANCE AVAILABLE	1506
1506	LANDING DISTANCE AVAILABLE	1506

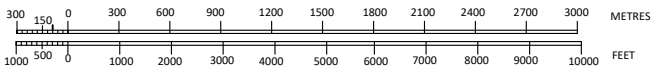






LEGEND	
IDENTIFICATION NUMBER	①
LARGE STRUCTURE	■
POLE, TOWER, SPIRE, ANTENNA, ETC	●
TREE OR SHRUB	✳
ROAD	▬
RIVER, GULLY	≈

HORIZONTAL SCALE 1 : 30 000



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