

AD 1. AERODROMES - INTRODUCTION

AD 1.1 AERODROME AVAILABILITY

1. General conditions under which aerodrome and associated facilities are available for use

- 1.1 Commercial flights are not permitted to take off from or land at any aerodrome not listed in this AIP except in cases of real emergency or when special permission has been obtained from the Director General, of BCAA, Paro.
- 1.2 ***Landings made at other than an international aerodrome.***
- If a landing is made at other than an international aerodrome or a designated alternate aerodrome, the pilot-in-command shall report the landing as soon as practicable to the health, customs and immigration authorities at the international aerodrome at which the landing was scheduled to take place. This notification may be made through any available communication link.
- 1.3 The pilot-in-command shall be responsible for ensuring that:
- If pratique has not been granted to the aircraft at the previous landing, contact between other persons on the one hand and passengers and crew on the other is avoided;
 - cargo, baggage and mail are not removed from the aircraft except as provided below;
 - any foodstuff of overseas origin or any plant material is not removed from the aircraft except where local food is unobtainable. All food refuse including peelings, cores, stones of fruit, etc. must be collected and returned to the galley refuse container, the contents of which should not be removed from the aircraft except for hygiene reasons; in that circumstance the contents must be destroyed either by burning or by deep burial.
- 1.4 ***Traffic of persons and vehicles on aerodromes***
- 1.4.1 ***Demarcation of zones***
The grounds of Paro aerodrome are divided into two zones:
- a public zone comprising the part of the aerodrome open to the public; and
 - a restricted zone comprising the rest of the aerodrome.
- 1.4.1 ***Movement of persons***
Access to the restricted zone is authorised only under the conditions prescribed by the special rules governing the aerodrome through colour coded Identity cards. The customs, police, and health inspection offices and the premises assigned to transit traffic are normally accessible only to passengers, to staff of the public authorities and airlines and to authorised persons in pursuit of their duty. The movement of persons having access to the restricted zone of the aerodrome is subject to the special rules laid down by the aerodrome administration, through colour coded Identification Cards.
- 1.4.3 ***Movement of vehicles***
The movement of vehicles in the restricted zone is strictly limited to vehicles driven or used by persons carrying a traffic permit or an official card of admittance. Drivers of vehicles, of whatever type, operating within the confines of the aerodrome must respect the direction of the traffic, the traffic signs, the posted speed limits, generally comply with the provisions of the Highway road Code and with the instructions given by the competent authorities.
- 1.5 ***Policing***
- Care and protection of aircraft, vehicles, equipment and goods used at the aerodrome are not the responsibility of the State or any concessionaire; they cannot be held responsible for loss or damage which is not incurred through action by them or their agents.
- 1.6 ***Landing, parking and storage of aircraft on aerodromes/heliports under the control of the Department of Air Transport***
- The conditions under which aircraft may land and be parked, housed or otherwise dealt with at any of the aerodromes under the control of the Department of Air Transport are as follows:
- The fees and charges for the landing, parking or housing of aircraft shall be those published from time to time by the Department of Air Transport.

The fees or charges for any supplies or services which may be furnished to aircraft by or on behalf of the Department of Air Transport at an aerodrome under the control of the Department of Air Transport shall, unless otherwise agreed before such fees or charges are incurred, be such reasonable fees and charges as may from time to time be determined by the Department of Air Transport for that aerodrome. The fees and charges referred to shall accrue from day to day and shall be payable to the Department of Air Transport on demand.

- b) The Department of Air Transport shall have a lien on the aircraft, its parts and accessories, for such fees and charges as aforesaid.
- c) If payment of such fees and charges are not made to the Department of Air Transport within 15 days after a letter demanding payment thereof has been sent by post addressed to the registered owner of the aircraft, the Department of Air Transport shall be entitled to sell, destroy or otherwise dispose off the aircraft and any of its parts and accessories and to apply the proceeds from so doing to the payment of such fees and charges.
- d) Neither Department of Air Transport nor any servant or agent of the government shall be liable for loss or damage to the aircraft, its parts or accessories or any property contained in the aircraft, howsoever such loss and damage may arise, occurring while the aircraft is on any aerodrome under the control of the Department of Air Transport or is in the course of landing at or taking off from any such aerodrome.

2. Applicable ICAO documents

- 2.1 The Standards and Recommended Practices of ICAO Annex 14, Volumes I and II, are applied without differences.

3. Civil use of military air bases

TO BE DEVELOPED

4. CAT II/III operations at aerodromes

TO BE DEVELOPED

5. Other information

NIL