

**ENR 1.7 ALTIMETER SETTING PROCEDURES****1. Introduction**

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

**2. Basic altimeter setting procedures****2.1 General**

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

*Note: Example of the relationship between flight level and altimeter indications are given in the following table, the metric equivalent being approximate:*

<i>Flight Level Number</i>	<i>Altimeter Indication</i>	
	<i>Feet</i>	<i>Metres</i>
100	10 000	3 050
150	15 000	4 550
200	20 000	6 100

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

**2.2 Take-off and climb**

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

**2.3 Vertical separation - en-route**

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

**2.4 Approach and landing**

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

**2.5 Missed approach**

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

