



TEL: +975 8272760
FAX: +975 8272307
AFTN: VQPRYNYX
E-mail:
bhutanais.doat@gmail.com

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

AIRAC
AIP

Amendment 01/2020
27 Feb 2020

EFFECTIVE DATE: 23 APRIL 2020

1. SIGNIFICANT INFORMATION AND CHANGES

- 1.1 Replacement of duplicate and non-complaint 5LNC in RNAV DOMESTIC ROUTE
- 1.2 Removal of Asterisks (*) Symbols to denote WGS-84 Coordinate which doesn't confirm with ICAO procedure

2. HAND AMENDMENTS

| AIP Page Nr. | Para/Row/Column/Line Nr. | Hand Amendment |
|---------------|----------------------------|---|
| GEN 3.1-1 | Para 1.1 | Delete word "Authority" to read as responsible for the Provision of Aeronautical Information Service. |
| GEN 3.4-1 | Para 1.1 | Delete word "Authority" to read as responsible for the Provision of Communication Service. |
| GEN 3.5-1 | Para 1.1 | Delete word "Authority" to read as responsible for the Provision of Aviation Meteorology Service. |
| GEN 3.6-1 | Para 1 | Delete word "Authority" to read as responsible for the Provision of SAR. |
| AD 2-1-VQBT-4 | VQBT AD 2.19 | NDB coordinate to read as "273357.61N 0904442.42E" |
| AD 2-2-VQBT-1 | AERODROME CHART | NDB coordinate to read as "273357.61N 0904442.42E" |
| AD 2-1-VQGP-4 | VQGP AD 2.18 | Gelephu TWR Frequency to read as 122.950 Mhz |
| AD 2-1-VQGP-5 | VQGP AD 2.22 para 5.1(d) | Frequency to read as 122.950 Mhz |
| AD 2-2-VQGP-1 | AERODROME CHART | Frequency to read as 122.950 Mhz |
| AD 2.4-VQPR-2 | Way point Table | Replace with TASHI in place of BJENA |
| AD 2.5-VQPR-1 | STAR RNP Chart | Replace with TASHI in place of BJENA |
| AD 2.5-VQPR-2 | STAR Coding Table BJENA 1A | Replace with TASHI in place of BJENA |

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

| Pages to be removed | | Pages to be Inserted | |
|---------------------|-----------|----------------------|-----------|
| Page Number | Date | Page Number | Date |
| GEN 0-1 – 1 to 3 | 01-Mar-18 | GEN 0.1-1 to 3 | 23-Apr-20 |
| GEN 0.4-1 & 2 | 06-Dec-18 | GEN 0.4-1 & 2 | 23-Apr-20 |
| GEN 1.2-1 to 5 | 01-Mar-18 | GEN 1.2-1 to 5 | 23-Apr-20 |

| | | | |
|-------------------------|-----------|----------------------|-----------|
| GEN 1.4-1 to 2 | 01-Mar-18 | GEN 1.4-1 to 2 | 23-Apr-20 |
| GEN 1.5-1 to 2 | 01-Mar-18 | GEN 1.5-1 to 2 | 23-Apr-20 |
| GEN 1.6-1 to 2 | 01-Mar-18 | GEN 1.6-1 to 2 | 23-Apr-20 |
| GEN 1.7-1 to 2 | 01-Mar-18 | GEN 1.7-1 to 3 | 23-Apr-20 |
| GEN 2.7-1 | 01-Mar-18 | GEN 2.7-1 | 23-Apr-20 |
| GEN 3.3-1 | 01-Mar-18 | GEN 3.3-1 | 23-Apr-20 |
| ENR 1.4-1 | 01-Mar-18 | ENR 1.4-1 | 23-Apr-20 |
| ENR 3.1-1 to 3 | 01-Mar-18 | ENR 3.1-1 to 2 | 23-Apr-20 |
| ENR 3.3-1 | 01-Mar-18 | ENR 3.3-1 | 23-Apr-20 |
| ENR 4.4-1 | 01-Mar-18 | ENR 4.4-1 | 23-Apr-20 |
| AD 2.1 – VQPR – 1 to 10 | 06-Dec-18 | AD 2.1 –VQPR–1 to 13 | 23-Apr-20 |

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: A0004/19

GENERAL (GEN)

GEN 0.

GEN 0.1 PREFACE

1. Name of the publishing authority

- 1.1 Department of Air Transport is the designated entity for the provision of Aeronautical Information Service including publishing of Aeronautical Information Publication in Bhutan.

2. Applicable ICAO Document

- 2.1 The AIP is prepared in accordance with the Standards and Recommended Practices (SARP) of Annex 15 to the Convention on International Civil Aviation and the *Aeronautical Information Services Manual* (ICAO Doc. 8126). Charts contained in the AIP are produced in accordance with the Annex 4 to the convention on International Civil Aviation and the *Aeronautical Chart Manual* (ICAO Doc. 8697). Difference from ICAO Standard, Recommended practices and Procedures are given in subsection GEN 1.7.

3. The AIP structure and established regular amendment interval

3.1 *The AIP Structure*

The AIP forms part of the Integrated Aeronautical Information Package, details of which are given in subsection GEN 3.1. The principal AIP structure is shown in graphic form on page GEN 0.1-3.

The AIP is made up of three Parts, General (GEN), En-route (ENR) and Aerodrome (AD), each divided into sections and subsections as applicable, containing various types of information subjects.

3.1.1 *Part 1 - General (GEN)*

Part 1 consists of five sections containing information as briefly described hereafter.

GEN 0.- Preface; Record of AIP Amendments; Record of AIRAC Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the Table of Contents to part 1.

GEN 1.- *National Regulations and requirements* - Designated authorities; Entry and departure of aircraft; Entry and departure of passengers and crew; Entry and departure of cargo; Aircraft instruments, equipment and flight Documents; Summary of national regulations International agreements/conventions; and differences from ICAO Standards, Recommended Practices and Procedures.

GEN 2.- *Tables and codes* - Measuring system, aircraft markings, holidays; Abbreviations used in AIS publications; Chart symbols; Location Indicators; List of radio navigation aids; Conversion tables; and Sunrise/Sunset tables.

GEN 3.- *Services* - Aeronautical information services; Aeronautical charts; Air traffic services; Communication services; Meteorological services; and Search and rescue.

GEN 4.- *Charges for aerodrome/heliports and air navigation services* – Aerodrome/heliport charges; and Air navigation services charges.

3.1.2. *Part 2- En-route (ENR)*

Part 2 consists of seven sections containing information as briefly described hereafter.

ENR 0. - Table of Contents to part 2.

ENR 1. - *General rules and procedures* - General rules; Visual flight rules; Instrument flight rules; ATS airspace classification; Holding, approach and departure procedures; Radar service and procedures; Altimeter setting procedures; Regional supplementary procedures; Air traffic flow management; Flight planning; Addressing of flight plan messages; Interception of civil aircraft; Unlawful interference; and Air traffic incidents.

ENR 2. - *Air traffic services airspace* - Detailed description of Flight information regions (FIR); Upper flight information region (UIR); Terminal control areas (TMA); and other regulated airspace.

ENR 3. - *ATS routes* - Detailed description of Lower ATS routes; Upper ATS routes; Area navigation routes; other routes; and En-route holding.

ENR 4. - *Radio navigation aids/systems* - Radio navigation aids - en-route; Special navigation systems; Name code designators for significant points; and Aeronautical ground lights - en-route.

ENR 5. - *Navigational warnings* - Prohibited, restricted and danger areas; Military exercise and training areas; other activities of a dangerous nature; Air navigation obstacle - en-route; Aerial sporting and recreational activities; and Bird migration and area with sensitive fauna.

ENR 6. - *En-route charts* - En-route chart - ICAO and index charts.

3.1.3 *Part 3 - Aerodromes (AD)*

Part 3 consists of three sections containing information as briefly described hereafter.

AD 0. Table of Contents to part 3.

AD 1.- *Aerodrome - Introduction* - Aerodrome availability; Rescue and fire fighting services and Snow plan; Index to aerodrome and grouping of aerodromes.

AD 2. - *Aerodromes* - Detailed information about aerodromes, including helicopter landing areas, if located at the aerodromes, listed under 24 subsections.

AD 3. - *Heliports* - Detailed information about heliports (not located at aerodromes), listed under 23 subsections.

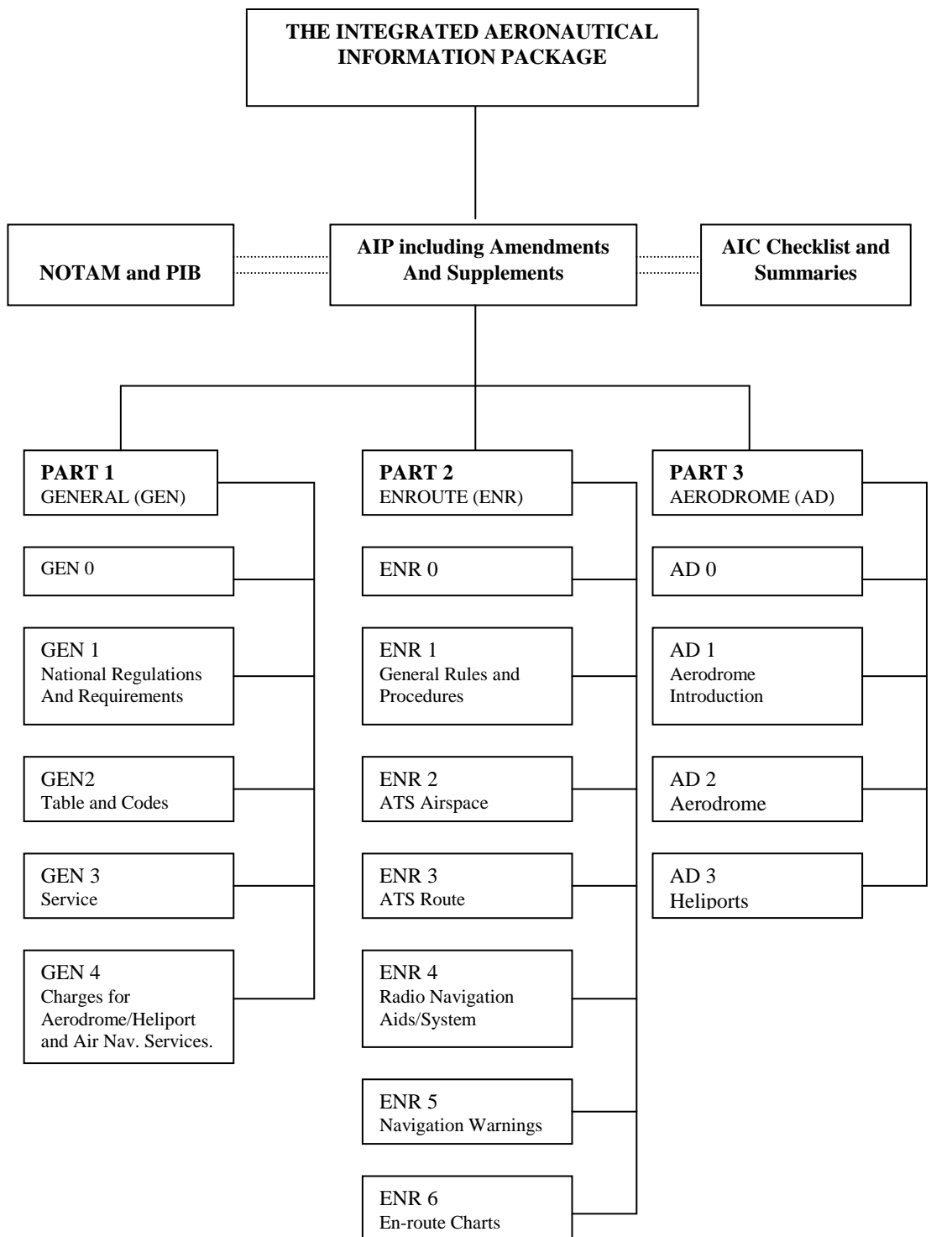
3.2 ***Regular amendment interval***

Regular amendments to the AIP will be issued as and when necessary. The publication date will be on the AIRAC cycle of each month.

4. Service to contact in case of detected AIP error or omission

4.1 In the compilation of the AIP, care has been taken to ensure that the information contained therein is accurate and complete. Any error and omission which may nevertheless be detected, as well as any correspondence concerning the Integrated Aeronautical Information Package, should be referred to:

Aeronautical Information Services,
Department of Air Transport,
Paro International Airport
Paro: Bhutan
BHUTAN.
Tel:- +9758272760
Email: bhutanais.doat@gmail.com
Website: www.doat.gov.bt



INTENTIONALLY LEFT BLANK

GEN 0.4 CHECKLIST OF AIP PAGES

| <i>Page</i> | <i>Date</i> | <i>Page</i> | <i>Date</i> | <i>Page</i> | <i>Date</i> |
|-------------------------------|-------------|------------------------------|-------------|--------------------------------|-------------|
| PART 1 - GENERAL (GEN) | | GEN 3 | | 1.14-1 | 01 Mar 18 |
| GEN 0 | | 3.1-1 | 01 Mar 18 | 1.14-2 | 01 Mar 18 |
| *0.1-1 | 23 Apr 20 | 3.1-2 | 01 Mar 18 | 1.14-3 | 01 Mar 18 |
| *0.1-2 | 23 Apr 20 | 3.1-3 | 01 Mar 18 | 1.14-4 | 01 Mar 18 |
| *0.1-3 | 23 Apr 20 | 3.1-4 | 01 Mar 18 | 1.14-5 | 01 Mar 18 |
| 0.2-1 | 01 Mar 18 | 3.2-1 | 01 Mar 18 | 1.14-6 | 01 Mar 18 |
| 0.3-1 | 01 Mar 18 | * 3.3-1 | 23 Apr 20 | | |
| *0.4-1 | 23 Apr 20 | 3.4-1 | 01 Mar 18 | ENR 2 | |
| * 0.4-2 | 23 Apr 20 | 3.4-2 | 01 Mar 18 | 2.1-1 | 01 Mar 18 |
| 0.5-1 | 01 Mar 18 | 3.4-3 | 01 Mar 18 | 2.2-1 | 01 Mar 18 |
| 0.6-1 | 01 Mar 18 | 3.4-4 | 01 Mar 18 | | |
| 0.6-2 | 01 Mar 18 | 3.5-1 | 01 Mar 18 | ENR 3 | |
| | | 3.5-2 | 01 Mar 18 | *3.1-1 | 23 Apr 20 |
| GEN 1 | | 3.6-1 | 01 Mar 18 | *3.1-2 | 23 Apr 20 |
| 1.1-1 | 01 Mar 18 | | | *3.3-1 | 23 Apr 20 |
| *1.2-1 | 23 Apr 20 | GEN 4 | | | |
| *1.2-2 | 23 Apr 20 | 4.1-1 | 01 Mar 18 | ENR 4 | |
| *1.2-3 | 23 Apr 20 | 4.1-2 | 01 Mar 18 | 4.1-1 | 01 Mar 18 |
| *1.2-4 | 23 Apr 20 | 4.2-1 | 01 Mar 18 | 4.2-1 | 01 Mar 18 |
| *1.2-5 | 23 Apr 20 | | | 4.3-1 | 01 Mar 18 |
| 1.3-1 | 01 Mar 18 | PART 2 - ENROUTE(ENR) | | *4.4-1 | 23 Apr 20 |
| 1.3-2 | 01 Mar 18 | ENR 0 | | | |
| 1.3-3 | 01 Mar 18 | 0.6-1 | 01 Mar 18 | ENR 5 | |
| 1.3-4 | 01 Mar 18 | | | 5.1-1 | 01 Mar 18 |
| *1.4-1 | 23 Apr 20 | ENR 1 | | 5.2-1 | 01 Mar 18 |
| *1.4-2 | 23 Apr 20 | 1.1-1 | 01 Mar 18 | 5.6-1 | 01 Mar 18 |
| *1.5-1 | 23 Apr 20 | 1.1-2 | 01 Mar 18 | | |
| *1.5-2 | 23 Apr 20 | 1.1-3 | 01 Mar 18 | PART 3 - AERODROME (AD) | |
| *1.6-1 | 23 Apr 20 | 1.1-4 | 01 Mar 18 | AD 0 | |
| *1.6-2 | 23 Apr 20 | 1.1-5 | 01 Mar 18 | 0.6-1 | 01 Mar 18 |
| *1.7-1 | 23 Apr 20 | 1.1-6 | 01 Mar 18 | 0.6-2 | 01 Mar 18 |
| *1.7-2 | 23 Apr 20 | 1.1-7 | 01 Mar 18 | | |
| *1.7-3 | 23 Apr 20 | 1.1-8 | 01 Mar 18 | | |
| | | 1.1-9 | 01 Mar 18 | AD 1 | |
| GEN 2 | | 1.2-1 | 01 Mar 18 | 1.1-1 | 01 Mar 18 |
| 2.1-1 | 01 Mar 18 | 1.3-1 | 01 Mar 18 | 1.1-2 | 01 Mar 18 |
| 2.1-2 | 01 Mar 18 | 1.3-2 | 01 Mar 18 | 1.2-1 | 01 Mar 18 |
| 2.2-1 | 01 Mar 18 | *1.4-1 | 23 Apr 20 | 1.3-1 | 01 Mar 18 |
| 2.2-2 | 01 Mar 18 | 1.5-1 | 01 Mar 18 | 1.4-1 | 01 Mar 18 |
| 2.2-3 | 01 Mar 18 | 1.6-1 | 01 Mar 18 | | |
| 2.2-4 | 01 Mar 18 | 1.7-1 | 01 Mar 18 | AD 2-VQBT | |
| 2.2-5 | 01 Mar 18 | 1.7-2 | 01 Mar 18 | AD 2.1-VQBT-1 | 01 Mar 18 |
| 2.2-6 | 01 Mar 18 | 1.8-1 | 01 Mar 18 | AD 2.1-VQBT-2 | 01 Mar 18 |
| 2.2-7 | 23 Apr 20 | 1.9-1 | 01 Mar 18 | AD 2.1-VQBT-3 | 01 Mar 18 |
| 2.2-8 | 01 Mar 18 | 1.10-1 | 01 Mar 18 | AD 2.1-VQBT-4 | 01 Mar 18 |
| 2.2-9 | 01 Mar 18 | 1.10-2 | 01 Mar 18 | AD 2.1-VQBT-5 | 01 Mar 18 |
| 2.3-1 | 01 Mar 18 | 1.11-1 | 01 Mar 18 | AD 2.1-VQBT-6 | 01 Mar 18 |
| 2.3-2 | 01 Mar 18 | 1.12-1 | 01 Mar 18 | AD 2.1-VQBT-7 | 01 Mar 18 |
| 2.4-1 | 01 Mar 18 | 1.12-2 | 01 Mar 18 | AD 2.2-VQBT-1 | 01 Mar 18 |
| 2.5-1 | 01 Mar 18 | 1.12-3 | 01 Mar 18 | AD 2.3-VQBT-1 | 01 Mar 18 |
| 2.6-1 | 01 Mar 18 | 1.13-1 | 01 Mar 18 | AD 2.3-VQBT-2 | 01 Mar 18 |
| 2.6-2 | 01 Mar 18 | | | | |
| *2.7-1 | 23 Apr 20 | | | | |

GEN 0.4 CHECKLIST OF AIP PAGES

| <i>Page</i> | <i>Date</i> | <i>Page</i> | <i>Date</i> | <i>Page</i> | <i>Date</i> |
|------------------|-------------|-------------|-------------|-------------|-------------|
| AD 3 | | | | | |
| AD 2-VQGP | | 3.1-1 | 01 Mar 18 | | |
| AD 2.1-VQGP-1 | 01 Mar 18 | | | | |
| AD 2.1-VQGP-2 | 01 Mar 18 | | | | |
| AD 2.1-VQGP-3 | 01 Mar 18 | | | | |
| AD 2.1-VQGP-4 | 01 Mar 18 | | | | |
| AD 2.1-VQGP-5 | 01 Mar 18 | | | | |
| AD 2.1-VQGP-6 | 01 Mar 18 | | | | |
| AD 2.2-VQGP -1 | 01 Mar 18 | | | | |
| AD 2.3-VQGP -1 | 01 Mar 18 | | | | |
| AD 2-VQPR | | | | | |
| *AD 2.1-VQPR-1 | 23 Apr 20 | | | | |
| *AD 2.1-VQPR-2 | 23 Apr 20 | | | | |
| *AD 2.1-VQPR-3 | 23 Apr 20 | | | | |
| *AD 2.1-VQPR-4 | 23 Apr 20 | | | | |
| *AD 2.1-VQPR-5 | 23 Apr 20 | | | | |
| *AD 2.1-VQPR-6 | 23 Apr 20 | | | | |
| *AD 2.1-VQPR-7 | 23 Apr 20 | | | | |
| *AD 2.1-VQPR-8 | 23 Apr 20 | | | | |
| *AD 2.1-VQPR-9 | 23 Apr 20 | | | | |
| *AD 2.1-VQPR-10 | 23 Apr 20 | | | | |
| *AD 2.1-VQPR-11 | 23 Apr 20 | | | | |
| *AD 2.1-VQPR-12 | 23 Apr 20 | | | | |
| *AD 2.1-VQPR-13 | 23 Apr 20 | | | | |
| AD 2.2-VQPR-1 | 06 Dec 18 | | | | |
| AD 2.3-VQPR-1 | 01 Mar 18 | | | | |
| AD 2.3-VQPR-2 | 01 Mar 18 | | | | |
| AD 2.4-VQPR-1 | 06 Dec 18 | | | | |
| AD 2.4-VQPR-2 | 06 Dec 18 | | | | |
| AD 2.4-VQPR-3 | 06 Dec 18 | | | | |
| AD 2.5-VQPR-1 | 06 Dec 18 | | | | |
| AD 2.5-VQPR-2 | 06 Dec 18 | | | | |
| AD 2.6-VQPR-1 | 06 Dec 18 | | | | |
| AD 2.6-VQPR-2 | 06 Dec 18 | | | | |
| AD 2.6-VQPR-3 | 06 Dec 18 | | | | |
| AD 2.7-VQPR-1 | 06 Dec 18 | | | | |
| AD 2.7-VQPR-2 | 06 Dec 18 | | | | |
| AD 2.7-VQPR-3 | 06 Dec 18 | | | | |
| AD 2.8-VQPR-1 | 06 Dec 18 | | | | |
| AD 2.8-VQPR-2 | 06 Dec 18 | | | | |
| AD 2.8-VQPR-3 | 06 Dec 18 | | | | |
| AD 2.8-VQPR-4 | 06 Dec 18 | | | | |
| 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 | | | | |
| AD 2.2-VQTY-1 | 01 Mar 18 | | | | |
| AD 2.3-VQTY-1 | 01 Mar 18 | | | | |

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 relates to Civil Aviation. These regulations in all essentials correspond to the Standards and Recommended Practices contained in Annex 9 to the Convention on International Civil Aviation.
- 1.2 Aircraft flying into or departing from Territory of Bhutan shall make their first landing at, or final departure from Paro International aerodrome (see AD 1.3 and AD 2)

**2. Scheduled flights
(to be developed)****2.2 Documentary requirements for clearance of aircraft**

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

2.2.2 Aircraft document required (Arrival/Departure)

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

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

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

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

- 3.1.1 If an operator intends to carry out a non-scheduled flight(s) or make a non-traffic stops in the territory of Bhutan, it is necessary for the operator to obtain slot approval from the Slot coordinator.
- 3.1.2 If an operator intends to perform a (series of) non-scheduled flight(s) into Bhutan for the purpose of taking on or discharging passengers, cargo or mail, it is necessary for the operator to apply to the Slot coordinator for slot allocation and permission to carry out such operations not less than 7(seven) days in advance of the intended landing.
- 3.1.3 Since the Entry/Exit to Bhutan is via Indian Airspace, all aircraft prior to operating into/from Bhutan should also hold a valid approval reference number (YA/N.....) issued by the Indian DGCA. The reference number shall be quoted in the field 18 of FPL filed with the Air Traffic Control Centre.
- 3.1.4 Slot allocation shall be valid for a period of 48 hours. If flight gets delayed beyond 48 hours, fresh approval from slot coordinator is required.
- 3.1.5 Prior approval from BCAA shall be obtained for foreign registered aircraft for the operation of non-scheduled flight(s)/private flight(s) into and over the territory of Bhutan in sufficient advance time as prescribed in BCAA CIR 4001. Such an application shall be made through the BCAA approved 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 obtain 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 CIR 4001.

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 Director General of Bhutan Civil Aviation Authority, 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.

Application for the approval of non-scheduled flights**Annexure I**

| | | | |
|---|--|-------------------|--|
| 1 | Purpose of Flight | VIP | |
| | | Tourist | |
| | | Cargo | |
| | | Ambulance | |
| | | Relief | |
| | | Private | |
| | | Chartered | |
| | | Other | |
| 2 | Whether technical landing or landing in Bhutan | Overflying | |
| | | Technical Landing | |
| | | Landing | |
| 3 | ATS Route(s) to be flown including entry & exit point | Route Entry Point | |
| | | Route Exit Point | |
| 4 | Arrival and departure timing at the airport including Date of Flight.(UTC & dd/mm/yy) | ETA & DOF | |
| | | ETD & DOF | |
| 5 | Airport of last departure before entering Bhutan airspace and airport of first landing after leaving Bhutan airspace. | Departure | |
| | | Destination | |
| 6 | Destination Aerodrome after leaving Bhutan airspace & Alternate Aerodrome | Destination | |
| | | Alternate | |
| 7 | Aircraft Details | | |
| | a) Type of Aircraft | | |
| | b) State of registry/nationality | Registry | |
| | | Nationality | |
| | c) Aircraft Registration | | |
| | d) Telephony designator (flight number /callsign) | | |
| | e) Aircraft Maximum Takeoff weight (tones) | | |
| | f) Whether aircraft is capable of air dropping | YES / NO | |
| | g) Whether the maximum payload capacity is more than 3 ton | YES / NO | |
| h) Whether the aircraft is fitted with ACAS-II/TCAS -II | YES /NO | | |
| 8 | Pilot-in-command | | |
| | Name &Nationality | Name | |
| | | Nationality | |
| 9 | On-board details | | |
| | a) Number of Crew | | |
| | b) Number of Passenger(s) | | |
| | c) General description of the goods, if any | | |
| | d) Any arms, ammunition, explosives, radioactive material, war equipment or dangerous goods? If so, attach a copy of BCAA permit. | | |
| | e) Any special equipment like areal photography, remote sensing cameras, night vision cameras on board? If so, attach a copy of BCAA permit. | | |
| 10 | Number of passengers or tonnage of cargo to be uplifted from and set-down in Bhutan | | |
| 11 | Aircraft operator | | |
| | a) Name | | |
| | b) Nationality | | |
| | c) Address | | |

| | | |
|----|---|--|
| | d) Aircraft operator certificate/Permit number, if any | |
| 12 | Charterer details | |
| | Name | |
| | Address | |
| 13 | Travel/Cargo Agent in Bhutan | |
| | a) Name | |
| | b) Address | |
| 14 | Document required to enclosed with this application form | |
| | a) Certificate of Registration | |
| | b) Certificate of Airworthiness | |
| | c) Insurance | |
| | d) AOC and Ops Specs | |
| | e) All pages of the licence of the operating crew | |
| | f) Valid medical of the operating crew | |
| | g) Log book of the pilot in commend | |
| | h) If no guide pilot used, proof of training session under taken by the flight crew for this particular aerodrome | |
| | i) General Declaration | |

I hereby certified that the information given above is correct.

(Seal of Company)

Mailing Address _____

Tele. No. :- _____

Email :- _____

(Signature)

Name: _____

Designation: _____

Company/Agency: _____

Advance time requirement for clearance application

| Nature of Flight | Type of Operation | Minimum notice required |
|--|--------------------------|--------------------------------|
| Non-scheduled commercial (Passenger) | Landing | 07 Days |
| Non-scheduled commercial (cargo) | Landing | 07 Days |
| Helicopter/Airships/Gliders/Balloons | Landing/Over flying | 14 Days |
| Non-scheduled commercial (Pax/Cargo) | Technical stop only | 03 days |
| Non-scheduled (Pax/Cargo) | Overflying only | 03 days |
| Private | Landing | 07 Days |
| Private | Overflying/Tech stop | 03 days |
| Ambulance/Search & Rescue/Relief Flights | Landing/Overflying | At the earliest |
| Any other non-scheduled flights | Overflying/Tech. Stop | 03 days |
| Any other non-scheduled flights | Landing | 07 Days |

INTENTIONALLY LEFT BLANK

GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO

1. Customs requirements concerning cargo and other articles

1.1 *Import Licence*

- 1.1.1 All cargo arriving by air in Bhutan shall be cleared at the designated Customs house. The importer or his agent on receipt of the arrival notices from Airlines, shall submit the import declaration form along with the original import documents such as invoice, packing list, airway bill, certificate of origin and insurance certificate etc. including import licence and import duty exemption certificate, wherever applicable, to the designated Customs office.
- 1.1.2 Customs duty on import of goods shall be levied at the rates prescribed in the Customs Tariff Schedule
- 1.1.3 Except in case of baggage and goods exported by post, no export of any goods shall be permitted unless the exporter has presented an export form along with the commercial and transport documents and export licence, if any, to Customs in the prescribed form mentioning full particulars and value of goods to be exported.
- 1.1.4 No clearance documents are required with respect to goods retained on board an aircraft for on carriage to a destination outside Bhutan.

2. Agricultural quarantine requirements

- 2.1.1 Imports of plant, plant products and livestock products are subject to plant and livestock quarantine regulations respectively.
- 2.1.2 Import permits must be obtained from the Bhutan Agriculture & Food Regulatory Authority, Headquarters, Ministry of Agriculture, Royal Government of Bhutan, prior to importing any livestock products, Agro-based product, plant and plant products including seeds. Upon arrival at the entry points, they must be declared to the Quarantine Inspector.

3. Reporting of dangerous goods accident/incident

- 3.1 Operators are required to submit a written report to the BCAA within 72 hours of the occurrence coming to the knowledge of the person making the report in the event of any dangerous goods accident, dangerous goods incident or the finding of undeclared or mis-declared ammunitions of war or dangerous goods in cargo or passenger's baggage on board of any aircraft operated by that operator
- 3.2 When any dangerous goods accident occurs on board any Bhutan registered aircraft, or any aircraft that lands in or departs from Bhutan, the operator of that aircraft should notify BCAA immediately through the most expeditious means (i.e. Telephone call or SMS etc.) and submit a written notification within 3 hours from immediate notification. The initial report may be made by any means but a written report utilising the form in "Appendix – C" of BCAP 4400, including all relevant documents, should be sent as soon as possible and which shall in any case be within 72 hours, even if all the information is not available. The report should then be updated as soon as more information becomes available.
- 3.3 Where any information referred to in paragraph 3.4 below is not in the possession of the person making a report, that person shall dispatch the information in a form as specified in the relevant manual or as advised by the Chief Executive, and by the quickest available means within 72 hours of the information coming in to his possession.
- 3.4 A report required shall contain the following information as is appropriate to the occurrence:
- a. date of the occurrence;
 - b. State of the operator;
 - c. State of origin;
 - d. State of registry;
 - e. location of the occurrence, flight number and flight date;
 - f. description of the goods and the reference number of the air waybill, pouch, baggage tag and ticket;
 - g. proper shipping name (including the technical name, if applicable);
 - h. UN or ID number, whichever is applicable;
 - i. class or division of the goods in accordance with the Technical Instructions and any subsidiary risk;
 - j. type of packaging and the packaging specification marking;
 - k. quantity of the ammunitions of war or dangerous goods;

-
- l. name and address of the shipper or passenger;
m. suspected cause of the occurrence;
n. action taken upon discovery of the occurrence, including any mitigation measures;
o. any serious injury, death or damage of property caused by the occurrence;
p. any other reporting action taken;
q. name, title, address and contact number of the reporter;
r. any other relevant details.
- 3.5 All formal written notifications shall be made by the air operator through the submission of the form “Appendix – C” of BCAP 4400 through an email to BCAA at www.bcaa@bcaa.gov.bt or in any other manner acceptable to BCAA. All dangerous goods, packaging, documents, etc., relating to the occurrence must be retained by the operator and its agent until BCAA authorises its release.
- 3.6 The prescribed form above is available on the BCAA website from the link www.bcaa.gov.bt
-

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-OPS 1 Subpart K 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-OPS 1 Subpart L, 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 OPS 1.125:
- (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 OPS 1.130:
- (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 OPS 1.125 and BCAR OPS 1.130, the following information and forms, relevant to the type and area of operation, are carried on each flight as described in BCAR OPS 1.135:
- (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 www.bcaa.gov.bt
- 1.1 Civil Aviation Act of Bhutan 2016
- 1.2 Bhutan Air Navigation Regulations (BANRs) 2019
- 1.3 Bhutan Aerodrome Standards 2017
- 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 2017
- 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 2017
- 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 2014
- 1.15 BCAR-Environmental Protection 2010
- 1.16 BCAR-Airworthiness of Aircraft 2010
- 1.17 BCAR-145, Approved Maintenance Organisations 2012
- 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 OPS ,1 Commercial Air Transport - Airplanes 2017
- 1.24 BCAR OPS 3, Commercial Air Transport - Helicopters 2017
- 1.25 BCAR OPS 18, Dangerous Goods Regulations 2017
- 2 Regulations and Decrees pursuant to Bhutan Air Navigation Regulations 2019 as amended.
- 2.1 Air Navigation Regulations in Bhutan are incorporated in both BANRs 2019 and BCARs for compliance. 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 Registration and Marking (BANRs 2019 Sec 2)
- 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. (BANRs 2019 Sec .3 Sub 3.1.6)
- 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 Director for medical purposes. (BANRs 2019 Sec.3 Sub 3.1.7)
- 2.5 Regulations on 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. (BANRs sec 3 sub 3.4)

- 2.6 Regulation regarding requirement of aircraft instruments and equipment (BANRs 2019 Sec 3 Sub 2.10.1)
- 2.7 Regulation regarding Airworthiness of aircraft (BANRs 2019 Sec 10)
- 2.8 Regulation regarding Crew Members (BANRs 2019 Sec 3 Sub 3)
- 2.9 Regulation regarding Flight Crew and Flight Operation Officers (BANRs 2019 Sec 3 Sub 3.8 and Sub 3.9 respectively)
- 2.10 Transport of Dangerous goods by (BANRs 2019 Sec 5)
- 2.11 Regulations regarding documents to be carried in aircraft (BANRs 2019 Sec 5)
- 2.12 Regulations regarding Aerodromes/heliports (BANRs 2019 Sec 14)
- 2.13 Regulation regarding Investigation of accident, Notification of accident etc. (BANRs 2019 Sec 6)
- 2.14 Regulation regarding personnel licensing, foreign licencing (BANRs 2019 Sec 11)
- 2.15 Balloon operations are not allowed in the airspace of Bhutan and BCAA does not register and issue pilot licenses for balloons at present. However, temporary use of foreign balloons for private flying are permitted under certain conditions by Director General of Bhutan Civil Aviation Authority, more details could be seen BANRs 2019 Sec 4 Sub 4.10
- 2.16 Hang Glider and Para gliders are categorized as special category aircraft and they do not have to be registered in Bhutan. However, Director General of Bhutan Civil Aviation Authority may under certain conditions allow temporary use of foreign para gliders by pilots holding valid license from the state of origin for private flying only, more details could be seen from BANRs 2019 Sec 4 Sub 4.10

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.

**GEN 1.7 DIFFERENCES FROM ICAO STANDARDS RECOMMENDED
PRACTICES AND PROCEDURES**

NO DIFFERENCES EXIST FROM ICAO STANDARDS RECOMMENDED PRACTICES AND PROCEDURES CONTAINED IN THE UNDERMENTIONED DOCUMENTS EXCEPT WHERE SPECIALLY MENTIONED.

ANNEX 1 PERSONNEL LICENCING 11th Edition

- NIL Differences

ANNEX 2 RULES OF THE AIR 12th Edition

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 (BANRs 2019 Sec 8 sub 8.9 para. 8.9.10)

3.2.3.1 By day or night an aircraft fitted with an anti –collision light shall display such light from immediately before engine start to immediately after engine shut down. (BANRs 2019 Sec 8 sub 8.12 para 8.12.1)

3.2.4 An aircraft shall not be flown in simulated instrument conditions unless no passengers are carried (BANRs 2019 Sec 8 sub 8.13.1 (a))

3.2.4 Within Bhutan an aircraft shall not carry out instrument approach practice when flying in Visual Meteorological Conditions (VMC) 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 (BANRs 2019 Sec 8 sub 8.14)

4.3 *VFR flights are not permitted between Sunset and Sunrise* (BANRs 2019 Sec. 8.26)

4.4 *VFR flights shall not be operated above Fl 290* (BANRs 2019 Sec 8.27)

ANNEX 3 METEOROLOGY 18th Edition

- NIL Differences

ANNEX 4 AERONAUTICAL CHARTS 11th Edition

- NIL Differences

ANNEX 5 UNIT OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS 5th Edition

- NIL Differences

ANNEX 6 OPERATION OF AIRCRAFT

Part I International Commercial Air Transport - Aeroplanes 9th Edition

- NIL Differences

Part II International General Aviation - Aeroplane 8th Edition

- NIL Differences

Part III International Operations - Helicopter 7th Edition

- NIL Differences

ANNEX 7 AIRCRAFT NATIONALITY AND REGISTRATION MARKS 6th Edition

- NIL Differences

ANNEX 8 AIRWORTHINESS OF AIRCRAFT 11th edition

- NIL Differences

ANNEX 9 FACILITATION 13th edition

- NIL Differences

ANNEX 10 AERONAUTICAL TELECOMMUNICATIONS

Volume I Part I – Radio Navigation Aids 7th edition

- NIL Differences

Volume II Communication Procedures including those with PANS Status 7th edition

- NIL Differences

Volume III Communication System – 2nd Edition

Volume I – Digital Communication System

Volume II – Voice Communication System

Volume IV Surveillance and Collision Avoidance System 5th Edition

- NIL Differences

Volume V Aeronautical Radio Frequency Spectrum Utilization 3rd Edition

- NIL Differences

ANNEX 11 AIR TRAFFIC SERVICES, 15th edition

- NIL Differences

ANNEX 12 SEARCH AND RESCUE 8th edition

TO BE DEVELOPED

ANNEX 13 AIRCRAFT ACCIDENT INVESTIGATION 10th edition

- NIL Differences

ANNEX 14 AERODROMES.

Volume I Aerodrome Designs and Operations 6th Edition

- NIL Differences

Volume II Heliports 4th Edition

- NIL Differences

ANNEX 15 AERONAUTICAL INFORMATION SERVICE 16th edition

- NIL Differences

ANNEX 16 ENVIRONMENT PROTECTION

Volume I Aircraft noise 17th Edition

- NIL Differences

Volume II Aircraft Engine Emissions 3rd Edition

- NIL Differences

**ANNEX 17 SECURITY-SAFEGUARDING INTERNATIONAL CIVIL AVIATION AGAINST ACT
OF UNLAWFUL INTERFERENCE 9th edition**

- NIL Differences

ANNEX 18 THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR, 4th edition

- NIL Differences

ANNEX 19 SAFETY MANAGEMENT SYSTEM

- NIL Differences

ICAO Doc. 7030 Regional supplementary procedures

- NIL Differences

ICAO Doc. 4444 Procedures for air navigation services- rules of the air and air traffic service

- NIL Differences

ICAO Doc. 8400 ABC - ICAO Abbreviation and codes

- NIL Differences

ICAO Doc.8168 OPS- Aircraft Operation

- NIL Differences

INTENTIONALLY LEFT BLANK

GEN 2.7 SUNRISE/SUNSET TABLES

| JAN | | | FEB | | | MAR | | | APR | | | MAY | | | JUN | | |
|------|----------|---------|------|----------|---------|------|----------|---------|------|----------|---------|------|----------|---------|------|----------|---------|
| DATE | SUN RISE | SUN SET | DATE | SUN RISE | SUN SET | DATE | SUN RISE | SUN SET | DATE | SUN RISE | SUN SET | DATE | SUN RISE | SUN SET | DATE | SUN RISE | SUN SET |
| 1 | 0052 | 1117 | 1 | 0049 | 1142 | 1 | 0026 | 1203 | 1 | 2352 | 1219 | 1 | 2323 | 1235 | 1 | 2307 | 1253 |
| 2 | 0052 | 1119 | 2 | 0048 | 1143 | 2 | 0025 | 1203 | 2 | 2351 | 1220 | 2 | 2322 | 1236 | 2 | 2307 | 1253 |
| 3 | 0052 | 1120 | 3 | 0047 | 1144 | 3 | 0024 | 1204 | 3 | 2350 | 1220 | 3 | 2321 | 1237 | 3 | 2307 | 1254 |
| 4 | 0053 | 1120 | 4 | 0047 | 1145 | 4 | 0023 | 1204 | 4 | 2349 | 1221 | 4 | 2320 | 1237 | 4 | 2307 | 1254 |
| 5 | 0053 | 1121 | 5 | 0046 | 1146 | 5 | 0022 | 1205 | 5 | 2348 | 1221 | 5 | 2320 | 1238 | 5 | 2306 | 1255 |
| 6 | 0053 | 1122 | 6 | 0046 | 1146 | 6 | 0021 | 1206 | 6 | 2347 | 1222 | 6 | 2319 | 1238 | 6 | 2306 | 1255 |
| 7 | 0053 | 1123 | 7 | 0045 | 1147 | 7 | 0020 | 1206 | 7 | 2346 | 1222 | 7 | 2318 | 1239 | 7 | 2306 | 1255 |
| 8 | 0053 | 1123 | 8 | 0044 | 1148 | 8 | 0019 | 1207 | 8 | 2345 | 1223 | 8 | 2318 | 1239 | 8 | 2306 | 1256 |
| 9 | 0053 | 1124 | 9 | 0044 | 1149 | 9 | 0018 | 1207 | 9 | 2344 | 1224 | 9 | 2317 | 1240 | 9 | 2306 | 1256 |
| 10 | 0053 | 1125 | 10 | 0043 | 1149 | 10 | 0017 | 1208 | 10 | 2343 | 1224 | 10 | 2316 | 1241 | 10 | 2306 | 1257 |
| 11 | 0053 | 1126 | 11 | 0042 | 1150 | 11 | 0016 | 1208 | 11 | 2342 | 1225 | 11 | 2316 | 1241 | 11 | 2306 | 1257 |
| 12 | 0053 | 1126 | 12 | 0042 | 1151 | 12 | 0015 | 1209 | 12 | 2340 | 1225 | 12 | 2315 | 1242 | 12 | 2306 | 1257 |
| 13 | 0053 | 1127 | 13 | 0041 | 1151 | 13 | 0013 | 1219 | 13 | 2339 | 1226 | 13 | 2314 | 1242 | 13 | 2306 | 1258 |
| 14 | 0053 | 1128 | 14 | 0040 | 1152 | 14 | 0012 | 1210 | 14 | 2338 | 1226 | 14 | 2314 | 1243 | 14 | 2306 | 1258 |
| 15 | 0053 | 1129 | 15 | 0039 | 1153 | 15 | 0011 | 1211 | 15 | 2337 | 1227 | 15 | 2313 | 1244 | 15 | 2306 | 1258 |
| 16 | 0053 | 1130 | 16 | 0039 | 1154 | 16 | 0010 | 1211 | 16 | 2336 | 1227 | 16 | 2313 | 1244 | 16 | 2307 | 1259 |
| 17 | 0053 | 1130 | 17 | 0038 | 1154 | 17 | 0009 | 1212 | 17 | 2335 | 1228 | 17 | 2312 | 1245 | 17 | 2307 | 1259 |
| 18 | 0053 | 1131 | 18 | 0037 | 1155 | 18 | 0008 | 1212 | 18 | 2334 | 1228 | 18 | 2312 | 1245 | 18 | 2307 | 1259 |
| 19 | 0053 | 1132 | 19 | 0036 | 1156 | 19 | 0007 | 1213 | 19 | 2333 | 1229 | 19 | 2311 | 1246 | 19 | 2307 | 1259 |
| 20 | 0053 | 1133 | 20 | 0035 | 1156 | 20 | 0006 | 1214 | 20 | 2332 | 1229 | 20 | 2311 | 1246 | 20 | 2307 | 1100 |
| 21 | 0052 | 1134 | 21 | 0034 | 1157 | 21 | 0005 | 1214 | 21 | 2332 | 1230 | 21 | 2311 | 1247 | 21 | 2307 | 1100 |
| 22 | 0052 | 1134 | 22 | 0034 | 1158 | 22 | 0003 | 1214 | 22 | 2331 | 1230 | 22 | 2310 | 1247 | 22 | 2308 | 1100 |
| 23 | 0052 | 1135 | 23 | 0033 | 1158 | 23 | 0002 | 1215 | 23 | 2330 | 1231 | 23 | 2309 | 1248 | 23 | 2308 | 1100 |
| 24 | 0052 | 1136 | 24 | 0032 | 1159 | 24 | 0002 | 1215 | 24 | 2329 | 1232 | 24 | 2309 | 1249 | 24 | 2308 | 1100 |
| 25 | 0051 | 1137 | 25 | 0031 | 1200 | 25 | 0000 | 1216 | 25 | 2328 | 1232 | 25 | 2309 | 1249 | 25 | 2308 | 1101 |
| 26 | 0051 | 1138 | 26 | 0030 | 1200 | 26 | 2359 | 1216 | 26 | 2327 | 1233 | 26 | 2308 | 1250 | 26 | 2309 | 1101 |
| 27 | 0051 | 1138 | 27 | 0029 | 1201 | 27 | 2358 | 1217 | 27 | 2326 | 1233 | 27 | 2308 | 1250 | 27 | 2309 | 1101 |
| 28 | 0050 | 1139 | 28 | 0028 | 1201 | 28 | 2357 | 1217 | 28 | 2325 | 1234 | 28 | 2308 | 1251 | 28 | 2309 | 1101 |
| 29 | 0050 | 1140 | 29 | 0027 | 1202 | 29 | 2356 | 1218 | 29 | 2324 | 1234 | 29 | 2308 | 1251 | 29 | 2310 | 1101 |
| 30 | 0049 | 1141 | | | | 30 | 2355 | 1218 | 30 | 2324 | 1235 | 30 | 2307 | 1252 | 30 | 2310 | 1101 |
| 31 | 0049 | 1142 | | | | 31 | 2353 | 1219 | | | | 31 | 2307 | 1252 | | | |
| JUL | | | AUG | | | SEP | | | OCT | | | NOV | | | DEC | | |
| DATE | SUN RISE | SUN SET | DATE | SUN RISE | SUN SET | DATE | SUN RISE | SUN SET | DATE | SUN RISE | SUN SET | DATE | SUN RISE | SUN SET | DATE | SUN RISE | SUN SET |
| 1 | 2310 | 1101 | 1 | 2325 | 1251 | 1 | 2341 | 1222 | 1 | 2355 | 1148 | 1 | 0012 | 1118 | 1 | 0035 | 1107 |
| 2 | 2311 | 1101 | 2 | 2326 | 1250 | 2 | 2341 | 1221 | 2 | 2355 | 1147 | 2 | 0013 | 1117 | 2 | 0035 | 1107 |
| 3 | 2311 | 1101 | 3 | 2327 | 1249 | 3 | 2342 | 1220 | 3 | 2356 | 1146 | 3 | 0014 | 1117 | 3 | 0036 | 1107 |
| 4 | 2312 | 1101 | 4 | 2327 | 1248 | 4 | 2342 | 1219 | 4 | 2356 | 1145 | 4 | 0014 | 1116 | 4 | 0037 | 1107 |
| 5 | 2312 | 1101 | 5 | 2328 | 1248 | 5 | 2343 | 1218 | 5 | 2357 | 1143 | 5 | 0015 | 1115 | 5 | 0038 | 1107 |
| 6 | 2312 | 1101 | 6 | 2328 | 1247 | 6 | 2343 | 1217 | 6 | 2357 | 1142 | 6 | 0016 | 1115 | 6 | 0038 | 1107 |
| 7 | 2313 | 1101 | 7 | 2329 | 1246 | 7 | 2344 | 1215 | 7 | 2358 | 1141 | 7 | 0017 | 1114 | 7 | 0039 | 1108 |
| 8 | 2313 | 1101 | 8 | 2329 | 1245 | 8 | 2344 | 1214 | 8 | 2358 | 1140 | 8 | 0017 | 1114 | 8 | 0040 | 1108 |
| 9 | 2314 | 1100 | 9 | 2330 | 1245 | 9 | 2345 | 1213 | 9 | 2359 | 1139 | 9 | 0018 | 1113 | 9 | 0040 | 1108 |
| 10 | 2314 | 1100 | 10 | 2330 | 1244 | 10 | 2345 | 1212 | 10 | 2359 | 1138 | 10 | 0019 | 1112 | 10 | 0041 | 1108 |
| 11 | 2315 | 1100 | 11 | 2331 | 1243 | 11 | 2345 | 1211 | 11 | 0000 | 1137 | 11 | 0020 | 1112 | 11 | 0042 | 1108 |
| 12 | 2315 | 1100 | 12 | 2331 | 1242 | 12 | 2346 | 1210 | 12 | 0000 | 1136 | 12 | 0020 | 1111 | 12 | 0042 | 1109 |
| 13 | 2316 | 1259 | 13 | 2332 | 1241 | 13 | 2346 | 1209 | 13 | 0001 | 1135 | 13 | 0021 | 1111 | 13 | 0043 | 1109 |
| 14 | 2316 | 1259 | 14 | 2332 | 1240 | 14 | 2347 | 1207 | 14 | 0001 | 1134 | 14 | 0022 | 1111 | 14 | 0044 | 1109 |
| 15 | 2317 | 1259 | 15 | 2333 | 1239 | 15 | 2347 | 1206 | 15 | 0002 | 1133 | 15 | 0023 | 1110 | 15 | 0044 | 1110 |
| 16 | 2317 | 1258 | 16 | 2333 | 1238 | 16 | 2348 | 1205 | 16 | 0002 | 1132 | 16 | 0023 | 1110 | 16 | 0045 | 1110 |
| 17 | 2318 | 1258 | 17 | 2334 | 1238 | 17 | 2348 | 1204 | 17 | 0003 | 1131 | 17 | 0024 | 1109 | 17 | 0046 | 1110 |
| 18 | 2318 | 1258 | 18 | 2334 | 1237 | 18 | 2349 | 1203 | 18 | 0004 | 1130 | 18 | 0025 | 1109 | 18 | 0046 | 1111 |
| 19 | 2319 | 1257 | 19 | 2335 | 1236 | 19 | 2349 | 1202 | 19 | 0004 | 1129 | 19 | 0026 | 1109 | 19 | 0047 | 1111 |
| 20 | 2319 | 1257 | 20 | 2335 | 1235 | 20 | 2349 | 1201 | 20 | 0005 | 1128 | 20 | 0027 | 1108 | 20 | 0047 | 1112 |
| 21 | 2320 | 1257 | 21 | 2336 | 1234 | 21 | 2350 | 1159 | 21 | 0005 | 1127 | 21 | 0027 | 1108 | 21 | 0048 | 1112 |
| 22 | 2320 | 1256 | 22 | 2336 | 1233 | 22 | 2350 | 1158 | 22 | 0006 | 1126 | 22 | 0028 | 1108 | 22 | 0048 | 1113 |
| 23 | 2321 | 1255 | 23 | 2337 | 1232 | 23 | 2351 | 1157 | 23 | 0007 | 1125 | 23 | 0029 | 1108 | 23 | 0049 | 1113 |
| 24 | 2322 | 1255 | 24 | 2337 | 1231 | 24 | 2351 | 1156 | 24 | 0007 | 1125 | 24 | 0029 | 1108 | 24 | 0049 | 1114 |
| 25 | 2322 | 1255 | 25 | 2337 | 1230 | 25 | 2352 | 1155 | 25 | 0008 | 1124 | 25 | 0030 | 1107 | 25 | 0050 | 1114 |
| 26 | 2322 | 1254 | 26 | 2338 | 1229 | 26 | 2352 | 1154 | 26 | 0008 | 1123 | 26 | 0031 | 1107 | 26 | 0050 | 1115 |
| 27 | 2323 | 1254 | 27 | 2338 | 1228 | 27 | 2353 | 1152 | 27 | 0009 | 1122 | 27 | 0032 | 1107 | 27 | 0050 | 1116 |
| 28 | 2323 | 1253 | 28 | 2339 | 1227 | 28 | 2353 | 1151 | 28 | 0010 | 1121 | 28 | 0032 | 1107 | 28 | 0051 | 1117 |
| 29 | 2324 | 1252 | 29 | 2339 | 1225 | 29 | 2354 | 1150 | 29 | 0010 | 1120 | 29 | 0033 | 1107 | 29 | 0051 | 1117 |
| 30 | 2324 | 1252 | 30 | 2340 | 1224 | 30 | 2355 | 1149 | 30 | 0011 | 1120 | 30 | 0034 | 1107 | 30 | 0051 | 1118 |
| 31 | 2325 | 1251 | 31 | 2340 | 1223 | | | | 31 | 0012 | 1119 | | | | 31 | 0052 | 1118 |

INTENTIONALLY LEFT BLANK

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 1.2 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 in the entire airspace over Bhutan.

Chief of ANSPD
Department of Air Transport
Ministry of Information & Communications
Paro: Bhutan
Tel: 975-8-271406
Email: kgusay@doat.gov.bt

3. Types of services

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

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

| <i>Unit name</i> | <i>Telephone NR</i> | <i>Telefax NR</i> | <i>Telex NR</i> | <i>AFS address</i> |
|------------------------------|------------------------------|-------------------|-----------------|--------------------|
| <i>1</i> | <i>2</i> | <i>3</i> | <i>4</i> | <i>5</i> |
| 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 | 975-4-535802 | 975-4-535801 | - | VQTYZTZX |

INTENTIONALLY LEFT BLANK

ENR 1.4 ATS AIRSPACE CLASSIFICATION

1. Classification of airspace

ATS airspace are classified and designated in accordance with the following:

- a) *Class A.* IFR flights only are permitted all flights are provided with air traffic control service clearance and are separated from each other;
- b) *Class B.* IFR and VFR flights are permitted. All flights are provided with air traffic control service clearance and are separated from each other;
- c) *Class C.* IFR and VFR flights are permitted; all flights are provided with air traffic control service clearance and are separated from other IFR flight and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights;
- d) *Class D.* IFR and VFR flights are permitted and all flights are provided with air traffic control service clearance. 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;
- e) *Class E.* IFR and VFR flights are permitted IFR flights are provided with air traffic control service clearance and are separated from other IFR flights. All flights receive traffic information as far as practicable;
- f) *Class F.* IFR and VFR flights are permitted, all participating IFR flights receive an air traffic advisory service and all flights receive flight information service if requested;
- g) *Class G.* IFR and VFR flights are permitted and receive flight information service if requested.

INTENTIONALLY LEFT BLANK

ENR 3 ATS ROUTES

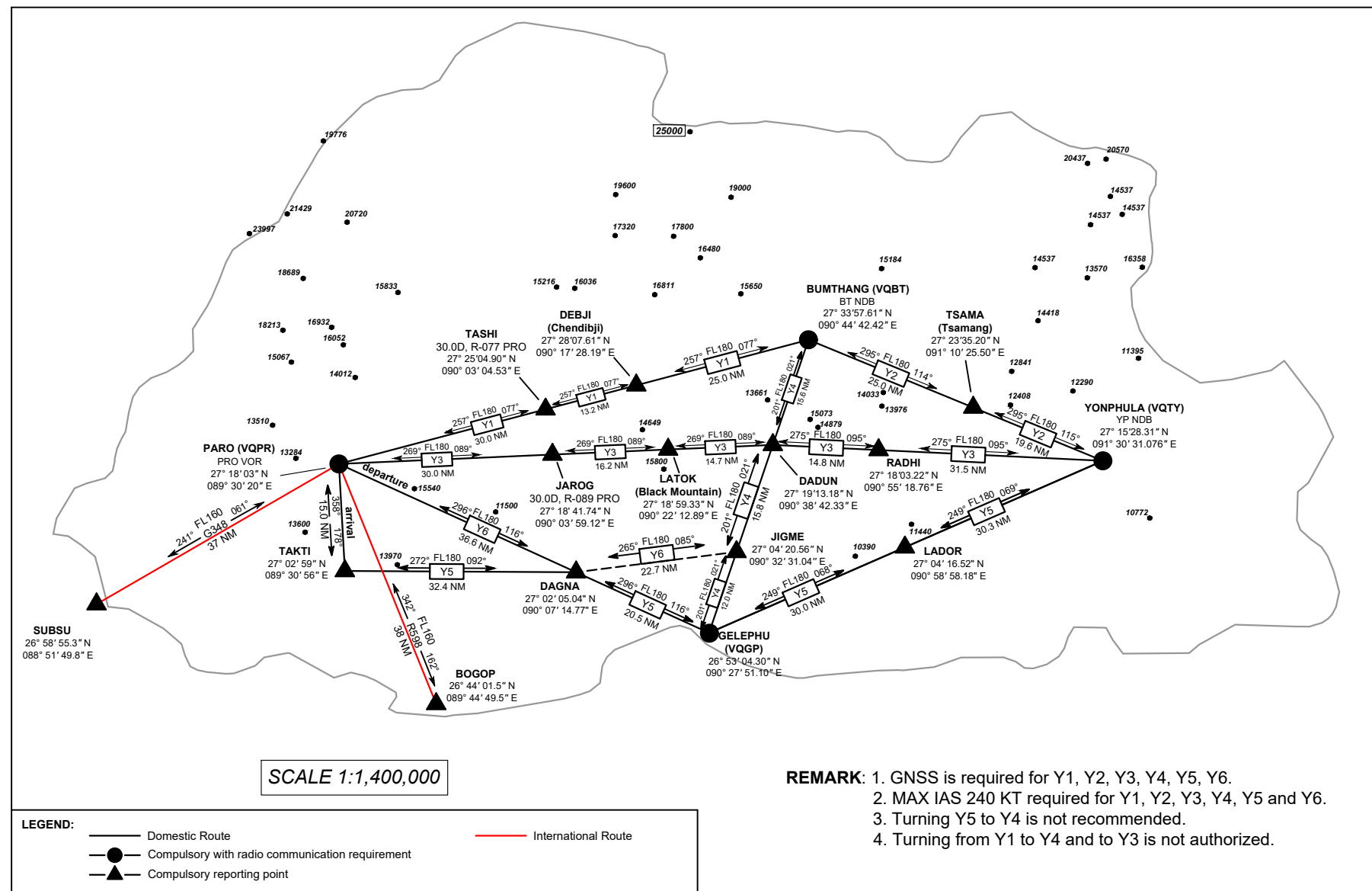
ENR 3.1 AREA NAVIGATION (RNAV) ROUTE

| 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 |
| G348 PARO VOR (PRO) 27°18'03"N 089°30'20"E SUBSU 26°58'55.3"N 088°51'49.8"E | <u>241°</u> 061° 37 NM | <u>FL 460</u> 16 000 Class F | - | ↑ | ↓ | For further information Refer AIP India |
| R598 PARO VOR (PRO) 27°18'03"N 089°30'20"E BOGOP 26°44'01.5"N 089°44'49.5"E | <u>162°</u> 342° 38 NM | <u>FL 460</u> 16 000 Class F | - | ↑ | ↓ | For further information Refer AIP India |
| Y1 ▲ PARO (VQPR) VOR (PRO) 27° 18' 03.00" N 089° 30' 20.00" E ▲ TASHI 27° 25' 04.90" N 090° 03' 04.53" E ▲ DEBJI (Chendibji) 27° 28' 07.61" N 090° 17' 28.19" E ▲ BUMTHANG (VQBT) NDB (BT) 27° 33' 50.06" N 090° 44' 49.08" E | <u>077</u> 257 30.0 NM <u>077</u> 257 13.2 NM <u>077</u> 257 25.0 NM | <u>FL 290</u> 18 000 Class F | 12 | ↓ | ↑ | MAX IAS 240 KT. |
| Y2 ▲ BUMTHANG (VQBT) NDB (BT) 27° 33' 50.06" N 090° 44' 49.08" E ▲ TSAMA (Tsamang) 27° 23' 35.20" N 091° 10' 25.50" E ▲ YONPHULA (VQTY) NDB (YP) 27° 15' 28.31" N 091° 30' 31.076" E | <u>114</u> 295 25.0 NM <u>115</u> 295 19.6 NM | <u>FL 290</u> 18 000 Class F | 12 | ↓ | ↑ | MAX IAS 240 KT. |
| Y3 ▲ PARO (VQPR) VOR (PRO) 27° 18' 03.00" N 089° 30' 20.00" E ▲ JAROG 27° 18' 41.74" N 090° 03' 59.12" E ▲ LATOK (Black Mountain) 27° 18' 59.33" N 090° 22' 12.89" E ▲ DADUN 27° 19' 13.18" N 090° 38' 42.33" E ▲ RADHI 27° 18' 03.22" N 090° 55' 18.76" E ▲ YONPHULA (VQTY) NDB (YP) 27° 15' 28.31" N 091° 30' 31.076" E | <u>089</u> 269 30.0 NM <u>089</u> 269 16.2 NM <u>089</u> 269 14.7 NM <u>095</u> 275 14.8 NM <u>095</u> 275 31.5 NM | <u>FL 290</u> 18 000 Class F | 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) 27° 33' 50.06" N 090° 44' 49.08" E ▲ DADUN 27° 19' 13.18" N 090° 38' 42.33" E ▲ JIGME 27° 04' 20.56" N 090° 32' 31.04" E ▲ GELEPHU (VQGP) (ARP) 26° 53' 04.30" N 090° 27' 51.10" E | <u>021</u> 201 15.6 NM | <u>FL 290</u> 18 000 Class F | 12 | ↓ ↑ | 1. MAXIAS 240 KT. 2. Aircraft shall be operated within Bhutanese airspace due to close proximity to Indian airspace. | |
| | <u>021</u> 201 15.8 NM | | | | | |
| | <u>021</u> 201 12.0 NM | | | | | |
| | | | | | | |
| Y5 ▲ YONPHULA (VQTY) NDB (YP) 27° 15' 28.31" N 091° 30' 31.076" E ▲ LADOR 27° 04' 16.52" N 090° 58' 58.18" E ▲ GELEPHU (VQGP)(ARP) 26° 53' 04.46" N 090° 27' 50.97" E ▲ DAGNA 27° 02' 05.04" N 090° 07' 14.77" E ▲ TAKTI 27° 02' 59.00" N 089° 30' 56.00" E ▲ PARO (VQPR) VOR (PRO) 27° 18' 03.00" N 089° 30' 20.00" E | <u>069</u> 249 30.3 NM | <u>FL 290</u> 18 000 Class F | 12 | ↓ ↑ | 1. MAXIAS 240 KT. 2. Aircraft shall be operated within Bhutanese airspace due to close proximity to Indian airspace | |
| | <u>068</u> 249 30.0 NM | | | | | |
| | <u>116</u> 296 20.5 NM | | | | | |
| | <u>092</u> 272 32.4 NM | | | | | |
| | <u>178</u> 358 15.0 NM | | | | | |
| | | | | | | |
| Y6 ▲ PARO (VQPR) VOR (PRO) 27° 18' 03.00" N 089° 30' 20.00" E ▲ DAGNA 27° 02' 05.04" N 090° 07' 14.77" E ▲ JIGME 27° 04' 20.56" N 090° 32' 31.04" E | <u>116</u> 296 36.6 NM | <u>FL 290</u> 18 000 Class F | 12 | ↓ ↑ | MAX IAS 240 KT. | |
| | <u>085</u> 265 22.7 NM | | | | | |
| | | | | | | |
| 1. RNAV = area navigation specification. 2. RNAV 5 represents aircraft and operating requirements, including a 9.26 KM (5 NM) lateral performance. | | | | | | |

RNAV ROUTE CHART

Bhutan



INTENTIONALLY LEFT BLANK

ENR 4.4 NAME- CODE DESIGNATORS FOR SIGNIFICANT POINTS

| <i>Name -code designator</i> | <i>Coordinates</i> | <i>ATS route or other route</i> |
|------------------------------|-----------------------------|---------------------------------|
| SUBSU | 265855.3N 0885149.8E | G348 |
| BOGOP | 264401.5N 0894449.5E | 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 | 270259N 893056E | HOLDING |
| GTSHO | 272236.00N 0894754.00E | HOLDING |

INTENTIONALLY LEFT BLANK

AD 2.1 AERODROMES**VQPR AD 2.1 AERODROME LOCATION INDICATOR AND NAME**
VQPR - PARO/International**VQPR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

| | | |
|---|--|---|
| 1 | ARP co-ordinates and site at AD | 272411.23N 0892529.30E Centre of RWY |
| 2 | Direction and distance from(city) | 5 Km SE from Paro town |
| 3 | Elevation/Reference temperature | 2 244.479M (7363.776ft) MSL/ 28°C |
| 4 | MAG VAR/Annual changes | 0.10° East changing by 0.04 °E |
| 5 | AD Administration, address, telephone, telefax, telex. AFS | Department of Air Transport, Paro: Bhutan. Tel No.(975)-8- 271403,271751 Email: kwangchuk@doat.gov.bt |
| 6 | Type of traffic permitted (IFR/VFR) | VFR & IFR in VMC |
| 7 | Remarks | AD PPR |

VQPR AD 2.3 OPERATIONAL HOURS

| | | |
|----|-------------------------|---|
| 1 | AD Administration | Available MON - FRI 0300 – 1100 (UTC) |
| 2 | Customs and immigration | Available during sked operations |
| 3 | Health and sanitation | Available during sked operation & as and when required |
| 4 | AIS Briefing Office | Available during operations and MON - FRI 0300 – 1100 (UTC) |
| 5 | ATS Reporting Office | Available during operations and MON - FRI 0300 – 1100 (UTC) |
| 6 | MET Briefing Office | Available during operations and MON - FRI 0300 – 1100 (UTC) |
| 7 | ATS | During Operational Hrs |
| 8 | Fuelling | Available during sked operations |
| 9 | Handling | Available during sked operations |
| 10 | Security | 24 hours |
| 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. |

VQPR AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|------------------------------------|---|
| 1 | Cargo-handling facilities | Available with airline operator, Druk-air |
| 2 | Fuel/oil types | Aviation Turbine Fuel only – Jet A1 |
| 3 | Fuelling facilities/capacity | 1 truck, 9000 litres, 500ltrs/Sec. |
| 4 | De-icing facilities | Manual by sweeping |
| 5 | Hanger space for visiting aircraft | Limited, by prior arrangement with operator, Druk-air. |
| 6 | Repair facilities for visiting A/C | Available by prior arrangement with operator, Druk-air. |
| 7 | Remarks | NIL |

VQPR AD 2.5 PASSENGER FACILITIES

| | | |
|---|----------------------|---|
| 1 | Hotels | Near AD and in the city. |
| 2 | Restaurants | At AD and in city. |
| 3 | Transportation | Taxi from the AD to Thimphu |
| 4 | Medical facilities | First aid at AD. Hospital in the Paro town 8 Km. |
| 5 | Bank and Post Office | Bank & Post office at AD. Open within AD HR |
| 6 | Tourist Office | Office in the city :Tel: 975 – 2- 323251,fax: 975-2- 323695 |
| 7 | Remarks | Nil |

VQPR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|-----------------------|
| 1 | AD category for fire fighting | Within AD HR: CAT 6 |
| 2 | Rescue equipment | Rescue Tools with CFT |
| 3 | Capability for removal of disabled aircraft | NIL |
| 4 | Remarks | NIL |

VQPR AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|----------------------------|--|
| 1 | Type of clearing equipment | Manually Sweeping |
| 2 | Clearance priorities | 1. RWY 33/15 and associated TWY to Apron |
| 3 | Remarks | Information on snow clearance published from November - April through NOTAM . See also snow plan in section AD 1.2.2 |

VQPR AD 2.8 APRON, TAXIWAYS AND CHECK LOCATION DATA

| | | |
|---|-------------------------------------|--|
| 1 | Apron surface and strength | 1. Apron A Surface : Concrete, Strength: PCN 56/R/C/X/T Parking Bay No. 1 - 2 2. Apron B Surface : Concrete, Strength: PCN 60/R/C/X/T Parking Bay No.3 - 5 3. Apron C Surface : Concrete, Strength: PCN 56/R/C/X/T Parking Bay No. 6 - 8 |
| 2 | Taxiway width, surface and strength | 1. Taxiway: A Width:15 M Surface: Concrete Strength: PCN 56/R/C/X/T 2. Taxiway B Width: 18 M Surface: Concrete Strength: PCN 60/R/C/X/T 3. Taxiway N Width: 18 M Surface: Asphalt Strength: PCN 50/F/B/W/T 4. Taxiway S Width: 18 M Surface: Asphalt Strength: PCN 50/F/B/W/T 5. Taxiway T Taxiway running parallel to runway Width: 18 M Surface: Asphalt. Length :1993.6M Strength: PCN 50/F/B/W/T Strip : 1460 X 26 M (till ceremonial lounge) Longitudinal slope 0.65% Transverse slope : 1.5% |
| 3 | ACL location and elevation | Location: At Apron Elevation: 2 243.69M |
| 4 | VOR checkpoints | Point A – Taxiway A Holding Points 272420.97N 0892520.84E DVOR 324.4° DME 7.7NM Point B – Threshold RWY15 272439.00N 0892511.00E DVOR 325.1° DME 8.2NM |
| 5 | INS check points | - |
| 6 | Remarks | NIL |

VQPR 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 | Nose-in guidance at aircraft stand |
| 2 | RWY and TWY markings and LGT | Markings Available |
| 3 | Stop bars | Stop bars where appropriate. |
| 4 | Remarks | NIL. |

VQPR AD 2.10 AERODROME OBSTACLES

| <i>In Approach/TKOF Areas</i> | | | | | | |
|-------------------------------|-------------------------|---------------|---------------|-----------------------------|-------------|---------|
| RWY/Area affected | Obstacle reference name | Obstacle type | altitude (ft) | Coordinates | Marking/LGT | Remarks |
| RWY 33 | PR8000 | Tree | 7401.6 | 272438.31N 0892515.64E | NIL | |
| RWY 33 | PR9044 | Tree | 7406 | 272445.110N 892511.397E | NIL | |
| RWY 33 | PR9095 | Tree | 7409.4 | 272451.427N 0892503.746E | NIL | |
| RWY 33 | PR9103 | Building | 7451.3 | 272508.047N 0892502.480E | NIL | |
| RWY 33 | PR102 | Building | 7455.7 | 272510.165N 0892501.503E | NIL | |
| RWY 33 | PR8001 | Building | 7460.6 | 272521.81N 0892506.34E | NIL | |

| | | | | | | |
|--------|--------|----------|--------|-----------------------------|-----|--|
| RWY 33 | PR8002 | Building | 7473.8 | 272522.72N 0892504.35E | NIL | |
| RWY 33 | PR8004 | Building | 7585.3 | 272547.38N 08924.58.75E | NIL | |
| RWY 33 | PR2022 | Terrain | 7742.8 | 272620.21N 0892426.74E | NIL | |
| RWY 33 | PR2035 | Terrain | 7821.5 | 272621.36N 0892424.73E | NIL | |
| RWY 33 | PR9099 | Pole | 7967.9 | 272506.045N 0892448.620E | NIL | |
| RWY 33 | PR8015 | Terrain | 8146.3 | 272656.26N 892306.24E | NIL | |
| RWY 33 | PR8016 | Terrain | 8251.3 | 272620.71N 0892132.80E | NIL | |
| RWY 33 | PR8017 | Terrain | 8415.4 | 272605.50N 0892143.14E | NIL | |
| RWY 33 | PR8018 | Terrain | 8553.1 | 272558.46N 0892146.48E | NIL | |
| RWY 33 | PR8019 | Terrain | 8694.2 | 272549.21N 0892155.09E | NIL | |
| RWY 15 | PR9014 | Tree | 7343.8 | 272338.533N 0892551.995E | NIL | |
| RWY 15 | PR1001 | Building | 7355.6 | 272338.13N 0892553.13E | NIL | |
| RWY 15 | PR1002 | Building | 7365.5 | 272337.21N 0892554.11E | NIL | |
| RWY 15 | PR1003 | Building | 7381.9 | 272334.19N 0892555.07E | NIL | |
| RWY 15 | PR1004 | Building | 7385.2 | 272333.16N 892557.03E | NIL | |
| RWY 15 | PR9069 | Building | 7403.5 | 272325.408N 0892600.906E | NIL | |
| RWY 15 | PR1007 | Tree | 7598.4 | 272247.23N 0892702.15E | NIL | |
| RWY 15 | PR9002 | Building | 7669.5 | 272323.523N 0892611.891E | NIL | |
| RWY 15 | PR1014 | Tree | 7821.5 | 272212.00N 0892752.94E | NIL | |
| RWY 15 | PR2076 | Tree | 8179.1 | 272052.68N 0892734.13E | NIL | |
| RWY 15 | PR2090 | Terrain | 8353 | 272027.289N 892728.558E | NIL | |

| <i>In Circling Area at AD</i> | | | | | |
|--------------------------------|----------------------|------------------------------|---------------------|--------------------|----------------|
| <i>Obstacle reference name</i> | <i>Obstacle Type</i> | <i>Coordinates</i> | <i>Altitude (m)</i> | <i>Marking/LGT</i> | <i>Remarks</i> |
| PR9000 | Antenna Tower | 272339.740N 0892529.988E | 2306.027 | NIL | |
| PR9001 | Antenna Tower | 272338.499N 0892522.517E | 2352.833 | NIL | |
| PR9002 | Building | 272323.523N 08926'11.891E | 2337.665 | NIL | |
| PR9003 | Tree | 272324.571N 0892613.606E | 2357.651 | NIL | |
| PR9004 | Antenna Tower | 272304.421N 0892554.238E | 2323.565 | NIL | |
| PR9005 | Tree | 272352.404N 0892500.412E | 2573.614 | NIL | |
| PR9006 | Power Pole | 272340.152N 0892513.741E | 2392.788 | NIL | |
| PR9007 | Tree | 272348.156N 0892657.033E | 2839.702 | NIL | |
| PR9009 | Building | 272347.645N 08925'50.551E | 2242.738 | NIL | |

| | | | | | |
|--------|------------|-------------------------------|----------|-----|--|
| PR9010 | Building | 272355.573N 0892555.450E | 2295.709 | NIL | |
| PR9012 | Building | 272350.891N 0892606.842E | 2350.535 | NIL | |
| PR9013 | Building | 272336.314N 0892606.384E | 2283.729 | NIL | |
| PR9014 | Tree | 272338.533N 0892551.995E | 2238.379 | NIL | |
| PR9015 | Building | 272332.871N 0892558.715E | 2257.886 | NIL | |
| PR9016 | Tree | 272315.286N 0892541.677E | 2306.574 | NIL | |
| PR9018 | Tree | 272315.248N 0892520.969E | 2406.614 | NIL | |
| PR9019 | Tree | 272340.639N 0892545.382E | 2239.023 | NIL | |
| PR9020 | Windsock | 272346.761N 0892542.481E | 2238.494 | NIL | |
| PR9022 | Tree | 272412.198N 0892600.884E | 2610.327 | NIL | |
| PR9027 | Building | 272331.979N 0892551.043E | 2238.385 | NIL | |
| PR9031 | Building | 272341.969N 0892554.256E | 2251.653 | NIL | |
| PR9032 | Building | 272431.592N 0892451.245E | 2347.113 | NIL | |
| PR9033 | Building | 272439.853N 0892451.765E | 2321.109 | NIL | |
| PR9034 | Building | 272443.767N 0892501.562E | 2269.468 | NIL | |
| PR9035 | Power Pole | 272426.621N 0892450.899E | 2391.219 | NIL | |
| PR9036 | Power Pole | 272443.266N 0892447.379E | 2349.757 | NIL | |
| PR9040 | Tree | 272452.328N 0892437.317E | 2583.205 | NIL | |
| PR9041 | Tree | 272458.215N 0892442.204E | 2534.400 | NIL | |
| PR9042 | Building | 272459.138N 0892527.157E | 2304.051 | NIL | |
| PR9043 | Building | 272456.802N 0892540.699E | 2409.117 | NIL | |
| PR9044 | Tree | 272445.110N 0892511.397E | 2257.339 | NIL | |
| PR9045 | Building | 272450.648N 0892531.643E | 2333.328 | NIL | |
| PR9046 | Building | 272439.397N 0892515.606E | 2257.777 | NIL | |
| PR9052 | Tree | 272457.412N 0892529.186E | 2368.773 | NIL | |
| PR9055 | Building | 272522.602N 0892507.363E | 2273.714 | NIL | |
| PR9057 | Building | 272527.515N 0892447.237E | 2325.012 | NIL | |
| PR9058 | Building | 2725'35.965N 0892523.185E | 2357.676 | NIL | |
| PR9059 | Building | 2725'43.286N 08925'31.588E | 2447.703 | NIL | |
| PR9060 | Tree | 2725'21.053N 0892539.163E | 2549.848 | NIL | |
| PR9062 | Tree | 272527.865N 0892448.038E | 2342.520 | NIL | |
| PR9063 | Tree | 272319.644N 0892552.726E | 2267.320 | NIL | |
| PR9064 | Building | 272330.461N 0892553.077E | 2239.915 | NIL | |

| | | | | | |
|--------|---------------|-----------------------------|----------|-----|--|
| PR9066 | Tree | 272323.575N 0892611.016E | 2337.339 | NIL | |
| PR9067 | Tree | 272316.258N 0892536.635E | 2339.160 | NIL | |
| PR9068 | Building | 272320.723N 0892559.381E | 2244.324 | NIL | |
| PR9069 | Building | 272325.408N 0892600.906E | 2256.580 | NIL | |
| PR9070 | Building | 272326.510N 0892603.401E | 2260.669 | NIL | |
| PR9072 | Power Pole | 272255.448N 0892625.085E | 2295.882 | NIL | |
| PR9073 | Power Pole | 272251.877N 0892618.323E | 2295.029 | NIL | |
| PR9074 | Power Pole | 272248.811N 0892617.313E | 2321.398 | NIL | |
| PR9075 | Power Pole | 272250.687N 0892607.877E | 2306.296 | NIL | |
| PR9076 | Tree | 272219.588N 0892628.056E | 2564.196 | NIL | |
| PR9077 | Tree | 272248.179N 0892616.034E | 2322.301 | NIL | |
| PR9079 | Power Pole | 272241.260N 0892659.781E | 2348.821 | NIL | |
| PR9080 | Power Pole | 272239.098N 0892700.833E | 2375.411 | NIL | |
| PR9081 | Power Pole | 272242.458N 0892651.445E | 2325.051 | NIL | |
| PR9082 | Power Pole | 272241.026N 0892650.902E | 2344.257 | NIL | |
| PR9083 | Tree | 272238.475N 0892650.341E | 2375.345 | NIL | |
| PR9084 | Tree | 272245.567N 0892701.280E | 2327.537 | NIL | |
| PR9085 | Tree | 272249.834N 0892702.007E | 2283.264 | NIL | |
| PR9086 | Tree | 272309.994N 0892705.347E | 2315.659 | NIL | |
| PR9087 | Building | 272305.524N 0892651.131E | 2239.651 | NIL | |
| PR9088 | Power Pole | 272225.119N 0892711.660E | 2325.449 | NIL | |
| PR9089 | Antenna Tower | 272229.637N 0892718.712E | 2278.901 | NIL | |
| PR9090 | Power Pole | 272230.474N 0892716.083E | 2307.551 | NIL | |
| PR9091 | Power Pole | 272230.715N 0892710.625E | 2356.341 | NIL | |
| PR9092 | Power Pole | 272234.625N 0892712.016E | 2299.188 | NIL | |
| PR9093 | Power Pole | 272240.307N 0892703.393E | 2363.815 | NIL | |
| PR9094 | Antenna Tower | 272219.325N 0892731.526E | 2258.061 | NIL | |
| PR9095 | Tree | 272451.427N 0892503.746E | 2258.375 | NIL | |
| PR9096 | Power Pole | 272459.852N 0892458.272E | 2277.524 | NIL | |
| PR9097 | Tree | 272500.441N 0892457.770E | 2287.295 | NIL | |
| PR9098 | Power Pole | 272452.682N 0892450.572E | 2399.396 | NIL | |
| PR9099 | Power Pole | 272506.045N 0892448.620E | 2428.634 | NIL | |
| PR9100 | Tree | 272457.915N 0892442.789E | 2521.492 | NIL | |

| | | | | | |
|--------|----------|-----------------------------|----------|-----|--|
| PR9101 | Building | 272515.926N 0892454.572E | 2336.178 | NIL | |
| PR9102 | Building | 272510.165N 0892501.503E | 2272.486 | NIL | |
| PR9103 | Building | 272508.047N 0892502.480E | 2271.154 | NIL | |
| PR9104 | Building | 272459.944N 0892521.243E | 2269.219 | NIL | |
| PR9105 | Building | 272455.559N 0892515.465E | 2263.914 | NIL | |

VQPR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|--|---|
| 1 | Associated MET Office | Paro 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/ satellite images/significant WX chart/upper charts are downloaded and provided prior departure. |
| 8 | Supplementary equipment available for providing information | NIL |
| 9 | ATS unit provided with information | Paro 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. |

VQPR 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 |
| 15 | 150.38° | 2265 X 30 M | PCN 56/F/C/X/T | 272439.270N 0892511.442E | | 2 243.759 M AMSL |
| 33 | 331.50° | 2265 X 30 M | | 272343.205N 0892547.149E | | 2 227.812 M AMSL |
| Slope of RYW-SWY | SWY Dimensions (M) | CWY Dimensions (M) | Strip Dimensions (M) | OFZ | Displaced THR Dimensions (M) | Remarks |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 0.81% | NIL | NIL | 2385 M X 30 M | NIL | 160M X 30M 120M X 30M | End of RWY15 272443.785N 0892508.560E (2244.479 M) End of RWY33 272339.802N 0892549.306E (2226.805 M) RWY Turn pad available at the both end of RWY |

VQPR AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks |
|----------------|-------------|-------------|-------------|------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 15 | 2265 | 2265 | 2265 | 2105 | NIL |
| 33 | 2265 | 2265 | 2265 | 2145 | |

VQPR 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 | | | | | | | | | |

VQPR 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 | LDI: 50 M NW and 700 M SW of ARP, unlighted Anemometer : 300 M from THR 15 and THR 33, unlighted |
| 3 | TWY edge and centre line lighting | NIL |
| 4 | Secondary power supply/switch-over time | Secondary power supply to all lighting at AD 500KVA Switch-over time : 60 sec |
| 5 | Remarks | NIL |

VQPR 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 | |

VQPR AD 2.17 ATS AIRSPACE

| | | |
|---|--------------------------------|------------------------|
| 1 | Designation and lateral limits | Paro |
| 2 | Vertical limits | |
| 3 | Airspace classification | Class F |
| 4 | ATS unit call signLanguage(s) | PARO Tower English |
| 5 | Transition altitude | 18 000 ft |
| 6 | Remarks | Two ways communication |

VQPR AD 2.18 ATS COMMUNICATION FACILITIES

| Service Designation | Callsign | Frequency | Hours of operation | Remarks |
|---------------------|------------|---|--------------------|-------------------------------|
| TWR | Paro Tower | 120.3 Mhz (EXTN) 120.3 Mhz (STBY) 121.5 EMER. Freq. | HO | As per sked flight operations |
| RADIO | Paro Radio | 8921 Khz 13342 Khz | HO | -do- |

VQPR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid, CAT of ILS/MLS (for VOR/ILS/MLS, give VAR) | ID | Frequency | Hours of operation | Site of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|-----|-----------|--------------------|--|---------------------------------------|-----------------|
| DVOR/DME | PRO | 108.4 MHz | HO | 7.7 NM south of aerodrome 27°18'03.00"N 089°30'20.00"E | 3 469M | DME Channel 21X |

VQPR 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

- 1.1 At Paro 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.

- 2.1 Arriving aircraft will be allocated a stand number by the TWR
- 2.2 Assistance from the "FOLLOW ME" vehicle can be requested from the TWR.
- 2.3 Departing flights shall contact the TWR to obtain ATC and ADC clearance before commencing Pushback & Start up. Request for ATC clearance may take place at the earliest 5 minutes prior to Pushback & start-up. Frequency 120.3Mhz is to be used. Departing aircraft shall obtain taxi instruction from Paro TWR on 120.3 Mhz.
- 2.4 Aircraft shall perform pushback & start up on Taxiway "T" facing either North or South depending on the runway in use.
- 2.6 In order to maintain Runway Occupancy Time (ROT), aircraft shall not be permitted to pushback & start up on runway.

3. Parking for small aircraft (General aviation)

General aviation small aircraft shall be guided by marshalls to the parking area.

4. Parking area for helicopters

The parking area for helicopters will always be guided by a marshaller on the stand or on R/T from TWR.

5. Apron Taxiing during winter conditions

"Follow me" vehicle can be provided on request.

6. Taxiing Limitations

No limitations

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

Subject to permission from tower

8 Helicopter traffic

- 8.1 Request ARO during the hours of service and, if possible, not later than 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).
- 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.

VQPR AD 2.21 NOISE ABATEMENT PROCEDURES

TO BE DEVELOPED

VQPR AD 2.22 FLIGHT PROCEDURES

1 **General**

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

- a) Prior operating into Paro airport the pilot in- command should be briefed and visit the aerodrome as an observer.
 - or should Undertake instruction in a simulator approved by the authority for that purpose.
 - or Request guide pilot (navigator) from the Authorised Clearing Agent.
 - Clearances on behalf of private airlines and for additional logistics can be arrange by the Local Clearing Agent. For contact see GEN 1.1 para 7

Note:- Bhutan Air Services (BAS) is the authorized Clearing agent on behalf of Department of Air Transport responsible for coordinating and collecting document for onward submission to the DG BCAA for seeking approval of clearances for private aircraft/helicopter that fly to Bhutan. All fees and charges for Private flight operated at Paro Aerodrome are also collected by the Bhutan Air Service on Behalf of DoAT.

- b) In order to avoid unnecessary delay while departing from Paro, relevant clearances (**YANKEE ALPHA NUMBER**) from DGCA India and other relevant clearances from the respective authority must be obtained to over fly/transiting through the respective airspace.
- c) Specific date & time of arrival/departure or over flying/transiting should be clearly mentioned while obtaining such clearances.
- d) Last minute change in flight plan could lead to **DELAY OF FLIGHT TO OBTAIN NEW ADC/FIC**. Therefore, it is recommended that all flights are to adhere with planned flight plan or inform to ARO regarding the changes in flight plan at least one day prior. **DoAT Bhutan shall not be responsible for the delay of flight.**
- e) Flight wishing to depart early morning from Paro (BTN 0000–0400 UTC), is recommended to file the flight plan at least one day prior to departure from Paro to avoid delay in obtaining ADC/FIC from INDIA FIR/FIC.
- f) Flight plan can be filed during operational hours or during office hours (03:00 – 10:00 UTC) at the following address.

**ARO,
CONTROL TOWER,
1st FLOOR,
PARO AIRPORT.
Tel No. 975-8-272306/272895
Fax No. 975272307
Email:- paro.aro@gmail.com
AFTN:- VQPRZPZX**

2 **Radar Procedures**

No Radar facilities are available at Paro 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 Paro 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 Paro 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 Paro ATC.
- b) ATC and ADC/FIC clearance number shall be obtained before the aircraft Taxi out.
- c) Position reports shall be submitted in accordance with 3.6.3 of ICAO Annex 2.
- d) Deviation from the ATC clearance may only be made when prior permission has been obtained.
- e) Two-ways radio communication shall be maintained on the frequency 120.3 MHz.

5.2 With the high terrain and rapid phenomenon change of weather in and around the Paro aerodrome, all flights are operated in VMC, therefore any aircraft operating in Bhutanese territory are required to obtain weather information from Paro aerodrome at least one hour prior to departure.

5.3 Paro weather will available on HF Radio on freq. **8921Khz** and **13342Khz**, call sign Paro radio or can be requested on AFTN i.e. On **VQPRYMYX**, **VQPRZTZX**, **VQPRZPZX**.

5.4 **Arrival Instruction**

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

5.4.3 Entry/Exit from/to Bhutan to Indian airspace is on positive R/T contact with Hasimara (IAF 130.4MHz) Bagdogra (IAF 131.2MHz) and Guwahati (Civil ACC 120.5MHz or Civil APP 123.9MHz) as applicable (See AIP India for latest Frequency).

5.4.4 Entry/Exit into circuit area is via **Chhuzom** (*confluence of rivers Paro Thimphu*) at safety altitude. Descend below safety altitude only in VMC. All arriving aircraft to contact Paro tower atleast 38 NM before reaching confluence.

5.4.5 TA18,000, TL will be passed by ATC

- (a) Circuit area/pattern is generally to the west of airfield. Aircraft on circuit may not be visible to ATC, due to hills, descending circuit.
- (b) Towards North/North East of the airfield the *Dupshare* valley is **unsafe and not Permitted for** circuit.

5.4.6 Final approach track for both runway is curved due to hilly terrain, **“EXERCISE CAUTION”**. Approach on final is above 3°GP. No visual guidance like VASI. PAPI. ILS, Runway lights e.t.c., available on final.

5.4.7 Surface winds conditions at different positions of runway can be requested. Surface winds increase in intensity usually in the afternoon hours.

5.4.8 Severe turbulence may experience when entering the valley.

5.4.9 Strong anabatic wind in the afternoon (Feb – May) may give raise to moderate to severe turbulence; it is recommended to restrict flight movement to the morning.

5.4.10 Holding point is over TAKTI 180°/15 NM from VOR/DME at altitude cleared by Paro ATC. Minimum *altitude* 16 000ft.

5.4.11 Helicopters operating as a domestic flight/mountain flight within Bhutan territory shall contact Paro tower on fixed line/mobile for Paro 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 Paro airport. Therefore, all aircraft shall strictly follow in visual meteorological conditions (VMC).

5.5.2 After departure climb initially 18 000ft on QNH maintaining visual to terrain/obstacle and report over Confluence/VOR"PRO". An estimates time over designated compulsory reporting points and destination shall be passed to TWR.

5.5.3 When reaching altitude 18 000 ft and/or before crossing Bhutan airspace, aircraft shall contact the following adjacent ACC/APP for higher level and position report.

a) **BOGOP (R598)**

Contact Hashimara on freq 130.4mhz & also with Gauhati on freq 120.5 Mhz (Approach) 123.9 Mhz (Area)

b) **SUBSU (G348)**

Contact Baghdora on freq 131.2Mhz & also with Gauhati on freq 120.5 Mhz (Approach) 123.9 Mhz (Area)

c) For further Information and other Frequency see India AIP.

5.5.4 After establishing contact with the adjacent ACC, aircraft shall report back to Paro tower with their assigned level and position before leaving Bhutan airspace/crossing transfer point i.e. Over **BOGOP/SUBSU**

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 Paro 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 Paro 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 Paro ATC.

b) ATC and ADC/FIC clearance number shall be obtained before the aircraft Taxi out.

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

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

e) Two-ways radio communication shall be maintained on the frequency 120.3 MHz.

5.2 With the high terrain and rapid phenomenon change of weather in and around the Paro aerodrome, all flights are operated in VMC, therefore any aircraft operating in Bhutan territory are required to obtain weather information from Paro aerodrome at least one hour prior to departure.

5.3 Paro weather will available on HF Radio on freq. **8921Khz** and **13342Khz**, call sign Paro radio or can be requested on AFTN i.e. On **VQPRMYX**, **VQPRZTX**, **VQPRZPX**.

5.4 Arrival Instruction

- 5.4.1 Flight plan should be filed on AFTN/Fax 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 Paro. Airborne time & ETA should be informed to Paro radio on HF.**
- 5.4.3 Entry/Exit from/to Bhutan to Indian airspace is on positive R/T contact with Hasimara (IAF 130.4MHz) Bagdogra (IAF 131.2MHz) and Guwahati (Civil ACC 120.5MHz or Civil APP 123.9MHz) as applicable (See AIP India for latest Frequency).
- 5.4.4 Entry/Exit into circuit area is via **Chhuzom** (*confluence of rivers Paro Thimphu*) at safety altitude. Descend below safety altitude only in VMC. All arriving aircraft to contact Paro tower atleast 38 NM before reaching confluence.
- 5.4.5 TA18,000, TL will be passed by ATC
- (a) Circuit area/pattern is generally to the west of airfield. Aircraft on circuit may not be visible to ATC, due to hills, descending circuit.
- (b) Towards North/North East of the airfield the *Dupshare* valley is **unsafe and not Permitted for** circuit.
- 5.4.6 Final approach track for both runway is curved due to hilly terrain, “**EXERCISE CAUTION**”. Approach on final is above 3°GP. No visual guidance like VASI. PAPI. ILS, Runway lights e.t.c., available on final.
- 5.4.7 Surface winds conditions at different positions of runway can be requested. Surface winds increase in intensity usually in the afternoon hours.
- 5.4.8 Severe turbulence may experience when entering the valley.
- 5.4.9 Strong anabatic wind in the afternoon (Feb – May) may give raise to moderate to severe turbulence; it is recommended to restrict flight movement to the morning.
- 5.4.10 Holding point is over TAKTI 180°/15 NM from VOR/DME at altitude cleared by Paro ATC. Minimum **altitude** 16 000ft.
- 5.4.11 Helicopters operating as a domestic flight/mountain flight within Bhutan territory shall contact Paro tower on fixed line/mobile for Paro 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 Paro airport. Therefore, all aircraft shall strictly follow in visual meteorological conditions (VMC).
- 5.5.2 After departure climb initially 18 000ft on QNH maintaining visual to terrain/obstacle and report over Confluence/VOR”PRO”. An estimates time over designated compulsory reporting points and destination shall be passed to TWR.
- 5.5.3 When reaching altitude 18 000 ft and/or before crossing Bhutan airspace, aircraft shall contact the following adjacent ACC/APP for higher level and position report.
- a) **BOGOP (R598)**
Contact Hashimara on freq 130.4mhz & also with Guwahati on freq 120.5 Mhz (Approach)
123.9 Mhz (Area)

- b) **SUBSU (G348)**
Contact Baghdora on freq 131.2Mhz & also with Gauwahati on freq 120.5 Mhz (Approach) 123.9 Mhz (Area)
- c) For further Information and other Frequency see India AIP.
- 5.5.4 After establishing contact with the adjacent ACC, aircraft shall report back to Paro tower with their assigned level and position before leaving Bhutan airspace/crossing transfer point i.e. Over **BOGOP/SUBSU**

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 & land between sunrise & sunset for all types of flight operations.*

VQPR 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.

VQPR AD 2.24 CHARTS RELATED TO AN AERODROME

page

| | |
|--|--------------------|
| Aerodrome chart..... | AD 2.2-VQPR-1 |
| Aerodrome Obstacle Chart - ICAO Type- A runway 15..... | AD 2.3-VQPR-1 |
| Aerodrome Obstacle Chart - ICAO Type -A runway 33..... | AD 2.3 -VQPR-2 |
| RNP-AR, Cloud break procedure for VQPR | AD 2.4 –VQPR-1 |
| STAR (RNP) VQPR | AD 2.5-VQPR-1 to 2 |
| RNAV (RNP) X RWY 15/33 | AD 2.6-VQPR-1 to 3 |
| RNAV (RNP) Y RWY 15/33 | AD 2.7-VQPR-1 to 3 |
| RNAV (RNP) Z RWY 15/33..... | AD 2.8-VQPR-1 to 4 |

INTENTIONALLY LEFT BLANK