Apt Elev 7333'

Apt elev is 22' below
disp'l thresh rwy 15.

CAUTION: Rapidly rising terrain up to
11000' surrounds the rwy.
Reported surface wind may not be constant
along complete rwy length. Beware of
up/downdrafts, windshear and turbulence
on final approach.

ADDITIONAL RUNWAY INFORMATION

<table>
<thead>
<tr>
<th>RWY</th>
<th>LANDING BEYOND</th>
<th>USABLE LENGTHS</th>
<th>TAKE-OFF</th>
<th>WIDTH</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>Threshold</td>
<td>Glide Slope</td>
<td></td>
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<tr>
<td>15</td>
<td>5922' 1805m</td>
<td></td>
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<td>98'</td>
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<td>30m</td>
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TAKE-OFF

<table>
<thead>
<tr>
<th>AIR CARRIER</th>
<th>All Rwys</th>
<th>400m</th>
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<td>C</td>
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<td>D</td>
<td>NOT APPLICABLE</td>
<td></td>
</tr>
</tbody>
</table>

PARO INTERNATIONAL AIRPORT
BHUTAN

AERODROME INFORMATION

1) LOCATION
   Location indicator: PARO
   Coordinates: 27°24’12”N 89°25’36”E
   Coordinates in WGS-84: 27°24’31.75”N 89°25’14.09”E
   Elevation: 7333ft (2235 M)
   Elevation in WGS-84: 7340.14ft (2237.27 M)

2) OPERATIONAL HOURS
   During Operational Hours Only.

3) PASSENGERS CHECK IN TIME
   Schedule flight: 2½ Hrs PRIOR ETD
   Chartered flight: 1½ Hrs PRIOR ETD

4) AIR TRAFFIC SERVICES
   Type of Services: ADVISORY SERVICE
   Airspace Classification: E & G
   TOWER OPERATIONAL HOURS
   Schedule flight: 1 Hr prior ETD/ETA
   Chartered flight: 1Hr prior ETD/ETA
   Helicopters: ½ Hr prior ETD/ETA

5) TIME DIFFERENCE
   +6 Hrs UTC

6) AERODROME CATEGORY
   C

7) RESCUE & FIRE FIGHTING
   Category: 6
   Amount of Water: 11,800 liters

8) RUNWAY
   RWY Orientation: 15 & 33 (151°/331°)
   RWY Dimension: 1985m X 30m
   RWY strength: PCN 20/F/C/W/T
   RWY Slope: 0.81% TO THE SOUTH EAST

9) THRESHOLD COORDINATES & ELEVATION (*WGS-84)
   RWY15 - *27°24’39.09”N 89°25’11.54” E 2237.58M (7341.14ft)
   RWY33 - *27°23’43.41”N 89°25’47.01” E 2221.85M (7289.52ft)
10) TEMPORARY DECLARED DISTANCE *(Valid until July 2008)*


11) FREQUENCY
    VHF (MAIN)
    TWR
        Call sign: PARO TOWER
        Range Coverage: 150 NM towards Southeast i.e. via BOGOP (R598)
    VHF (EMERGENCY)
        TWR
        Call sign: PARO TOWER
        Range Coverage: within 10 – 12 NM of radius only
    HF
        Frequency: 8921Khz & 13342Khz,
        Call Sign: PARO RADIO

12) NAVIGATION AIDS:-
    VOR/DME
        Frequency: 108.4Mhz “PRO”
        Radial & Distance: 140°7NM from ARP
        Coordinates:
        NDB
        Frequency & Location: 410 Khz “PR” (500M SW of Paro Aerodrome)
        Coordinates (*WGS-84):

13) SECTOR ALTITUDE: -
    16,000ft (090° - 250°) 17,500ft (255° - 150°)
    26,100ft (315° - 090°)

14) ENTRY & EXIT ROUTE: -
    a) R598 BOGOP Radial 161° /37 NM 26°44’N 89°44’E
    b) G348 SUBSU R240° /38 NM 26°58’N 88°52’E
       (Distance from Paro VOR/DME)

15) HOLDING POINTS:-
    Geographical Location: TAKTHI
    Coordinates: 27°03’N 89°29’E
    Distance: 15 DME from PARO AD
               8.5 DME from VOR/DME

16) COMPULSORY REPORTING POINTS
    BOGOP (Southeast sector)
    SUBSU (Southwest sector)
    TAKTI
17) TRANSFER POINT: -
   
a) R598 BOGOP Radial 161°/37 NM 26°44’N  89°44’E  
b) G348 SUBSU R240°/38 NM  26°58’N  88°52’E  
(Distance from Paro VOR/DME) 

18) SIGNIFICANT REFERENCE POINT 
    1. TOWARDS SOUTH OF AIRFIELD  
       V-VICTOR  
       VOR RIDGES  
       ESUNA VALLEY 
    2. TOWARDS NORTH OF AIRFIELD  
       Mr. SMITH’S RIDGES  
       TURNING AREA OF RWY15  
       SANGCHEOKOR MONASTRY 

19) ADDRESSES & Tel No. 
    1. TOWER  
       9758272859 – for Tower observation & Flight Information  
    2. ARO/AIS Office  
       9758272760 – for Flight Plan, NOTAM & Aerodrome condition  
       Email :- aisection@druknet.bt  
    3. MET Office  
       975271404/271233 for Weather update  
    4. AFTN address:-  
       VQPRZTX/VQPRYFYT – for Flight plan, NOTAM and departure information 

20) HANDLING SERVICE & FACILITIES 
*FUEL/OIL:-  
   Aviation Turbine Fuel only – Jet A1  
*(Service available prior intimation only) 

*HANDLING FACILITIES:-  
   Ground Operation Manager,  
   Druk Air Corporation Ltd.  
   Paro Airport.  
   Tel # 975 8272722  
   Fax#9758271259  
   Email Add. 

21) REQUIREMENTS: -
(1) 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  

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REQUEST GUIDE PILOT(NAVIGATOR) FROM DRUK AIR CORPORATION LTD. ON FOLLOWING ADDRESS:-

Capt Karma Dupchu, FOM  
Druk Air Corporation ltd.  
Tele No. 975 8271415/271218  
Fax No.9758272040  
Email Add:- drukops@druknet.bt

(2) ALL NON SCHEDULED CIVIL/MILITARY AIRCRAFT ARE TO OBTAIN RELEVANT CLEARANCE PRIOR OPERATING INTO BHUTAN AIRSPACE FROM THE DIRECTOR OF DEPARTMENT OF CIVIL AVIATION.

TO OBTAIN CLEARANCES ON BEHALF OF PRIVATE AIRLINES AND FOR ADDITIONAL LOGISTICS CONTACT:-

Mr. Dorji Wangdi  
Bhutan Air Service  
Paro Airport.  
Tele # 975 8272063 (o)  
Fax # 975 8272053  
Mobile:- 975 17617383  
Email: bhutanair@yahoo.com/bhutanair@hotmail.com

Note: - Bhutan air services (BAS) is the authorized agent for coordinating and assisting in clearance of private aircraft/helicopter that fly to Bhutan. All fees and charges at Paro Aerodrome will be collected by the Bhutan Air Services.

(3) IN ORDER TO AVOID UNNECESSARY DELAY WHILE DEPARTING FROM PARO, RELEVANT CLEARANCES (YANKEE ALPHA NUMBER) FROM INDIAN DGCA AND OTHER CLEARANCES FROM THE RESPECTIVE AUTHORITY MUST BE OBTAINED TO OVER FLY/TRANSITING THROUGH THE RESPECTIVE AIRSPACES.

(4) SPECIFIC DATE & TIME OF ARRIVAL/ DEPARTURE OR OVER FLYING/TRANSITING SHOULD BE CLEARLY MENTIONED WHILE OBTAINING SUCH CLEARANCES.

(5) LAST MINUTE CHANGE IN FLIGHT PLAN SHALL BE SUBJECT TO DELAY THE FLIGHT TO OBTAIN NEW ADC/FIC, THEREFORE ALL FLIGHTS ARE TO ADHERE WITH PLANNED FLIGHT PLAN OR INFORM TO ARO REGARDING THE CHANGES IN FLIGHT PLAN AT LEAST ONE DAY PRIOR. DCA BHUTAN SHALL NOT BE RESPONSIBLE FOR THE DELAY OF FLIGHT.

(6) FLIGHT WISHING TO DEPART EARLY IN THE MORNING FROM PARO (BTN 0000Z–0400Z), PRIOR FLIGHT PLAN SHOULD BE FILED AT LEAST ONE DAY PRIOR DEPARTURE FROM PARO, IN ORDER TO AVOID DELAY IN OBTAINING ADC/FIC FROM INDIA FIR/FIC.
(7) FLIGHT PLAN CAN BE FILED DURING OPERATIONAL HOURS OR DURING OFFICE HOURS (09:00 – 16:00 Hrs BST) AT THE FOLLOWING ADDRESS.

ARO,
AIS OFFICE,
CONTROL TOWER,
1st FLOOR,
PARO AIRPORT.
Tel No. 975-8-272760/272895
Email: atsection@druknet.bt

22) RESTRICTION:-

(1) ONLY DAY OPERATIONS IN VMC (DAY VFR FLTS ONLY)
(2) NO NIGHT LANDING/BAD WEATHER FACILITIES
(3) ALTITUDES TO BE MAINTAINED AS PER ICAO RULES OF THE AIR.
(4) AVOID FLYING OVER YELLOW ROOFTOP i.e., (Dzongs, Monastery, Temples)
(5) FLIGHT SHALL BE PERMITTED TO FLY ONLY AFTER/BEFORE 15 MINUTES OF SUNRISE/SUNSET.

23) PROCEDURES

(1) WITH THE HIGH TERRAIN AND RAPID PHENOMENON CHANGE OF WEATHER IN AND AROUND THE PARO AERODROME, ALL FLIGHTS ARE OPERATED AS DAY VFR AERODROME, THEREFORE ANY AIRCRAFT OPERATING IN BHUTAN TERRITORY ARE REQUIRED TO OBTAIN WEATHER INFORMATION FROM PARO AERODROME AT LEAST ONE HOUR PRIOR TO DEPARTURE.

(2) 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 VQPRZTZX, VQPRYFYT

(3) 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.

(4) 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) 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 120.5 Mhz or Civil APP 123.9Mhz ) AS APPLICABLE.

(6) ENTRY/EXIT INTO CIRCUIT AREA IS VIA CONFLUENCE (Confluence Of Rivers Paro-Thimphu) AT SAFETY ALTITUDE. DESCEND BELOW SAFETY ALTITUDE.
ONLY IN VMC. ALL ARRIVING AIRCRAFT TO CONTACT PARO TOWER AT LEAST 38 NM BEFORE REACHING CONFLUENCE.

(7) TA-18,000, 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) TO THE NORTH/NORTH EAST OF THE AIRFIELD THE DUPSHARE VALLEY IS UNSAFE AND NOT ALLOWED FOR CIRCUIT.

(8) 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 ETC ON FINAL.

(9) SURFACE WINDS PASSED ON R/T IS THE TOWER OBSERVATION AND MAY NOT BE INDICATIVE OF ACTUAL WIND CONDITIONS AT DIFFERENT POSITIONS ON RUNWAY. SURFACE WINDS INCREASE IN INTENSITY USUALLY IN THE AFTERNOON HOURS.

(10) SEVERE TURBULENCE MAY EXPERIENCE WHEN ENTERING THE VALLEY.

(11) 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.

(12) ONLY ONE AIRCRAFT AT A TIME IS PERMITTED TO DESCEND IN A VALLEY.

(13) HOLDING POINT IS OVER TAKTI 180°/15 NM FROM VOR/DME AT ALTITUDE CLEARED BY PARO ATC. MINIMUM 16 000ft.

(14) HELICOPTERS OPERATING AS A DOMESTIC FLIGHT/MOUNTAIN FLIGHT WITHIN BHUTAN TERRITORY CAN CONTACT PARO TOWER ON FIXED LINE/MOBILE (Numbers provided above on item no. 19). WHILE ON GROUND AT HELIPAD 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

24) DEPARTURE INSTRUCTION

1. NO SIDs (Standard instrument Departure) IS ESTABLISHED FOR PARO AIRPORT. THEREFORE, ALL AIRCRAFT SHALL STRICTLY FOLLOW VISUAL FLIGHT RULES (VFR) AND IN VISUAL METEOROLOGICAL CONDITIONS (VMC).
2. AFTER DEPARTURE CLIMB INITIALLY 18000FT ON QNH MAINTAINING VISUAL TO TERRAIN/OBSTACLE AND REPORT OVER CONFLUANCE/VOR"PRO" WITH THE ESTIMATES TIME OVER DESIGNATED COMPULSORY REPORTING POINTS AND DESTINATION.

3. AS SOON AS REACHING ALTITUDE 18000 FT AND/OR BEFORE CROSSING BHUTAN AIRSPACE, AIRCRAFT SHALL CONTACT THE FOLLOWING ADJACENT ACC/APP FOR HIGHER LEVEL AND POSITION REPORT.

a) AIRCRAFT DEPARTING FOR SOUTHEAST SECTOR i.e. via BOGOP(R598) AIRCRAFT SHALL CONTACT HASHIMARA ON FREQ 130.4Mhz & ALSO WITH GUWHATI ON FREQ 120.5 Mhz (approach) 123.9 Mhz (area)

b) AIRCRAFT DEPARTING FOR SOUTHWEST SECTOR i.e. via SUBSU(G348), AIRCRAFT SHALL CONTACT BAGHDORA ON FREQ 131.2Mhz & ALSO WITH GUWHATI ON FREQ 120.5 Mhz (approach) 123.9 Mhz (area)

4. AFTER ESTABLISHING CONTACT WITH THE ADJACENT ACC, AIRCRAFT SHALL REPORT BACK TO PARO TOWER WITH THEIR ASSIGNED LEVEL AND POSITION UNTIL LEAVING BHUTAN AIRSPACE/CROSSING TRANSFER POINT.

5. AIRCRAFT SHALL ALSO REPORT BACK TO PARO TOWER AFTER VACATING BHUTAN AIR SPACE i.e. OVER BOGOP/SUBSU.

Wish you a very SAFE & Pleasant Flight.
*PARO Tower

118.8 120.3 122.7

VOR PRO
108.4

Final Apch Crs 328°

Minimum Alt D1.0 13500' (6167') 12500' (5167')

MDA (H)

Apt Elev 7333'

MSA PRO VOR

26,100' 090°
17,500' 17,500'
16,000' 90°

CIRCLING OCA(H) 12500' (5167')

PARO, BHUTAN CLOUD BREAK PROCEDURE VOR DME

MISSED APCH: Climb STRAIGHT AHEAD on R-328 to D9.0. Turn RIGHT (MIM 25° bank, MAX IAS 160 KT) and climb to VOR. Continue on R-180 to TAKTI and climb to 16000'.

Alt Set: MB (IN on req) Apt Elev: 241 MB Trans level: By ATC Trans alt: 18000' (10667')

Pilots to confirm with ATC that both turning areas are clear before commencing approach.

Procedure restricted to MAX IAS 160 KT.

RELIEF DATA INCOMPLETE

CIRCLING OCA(H) 12500' (5167')

APR 7333'

TO DISPLACED THRESHOLD

MAP at D5.0

CIRCLE-TO-LAND

Max KIAS

A 100
B 135
C
D

MDA/H

12500' (5167') 3100m

NOT APPLICABLE

CHANGES: New procedure.