AIP

AERONAUTICAL INFORMATION PUBLICATION

PEOPLE'S REPUBLIC OF BANGLADESH

FIFTH EDITION
2010

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CONSULT NOTAM FOR LATEST INFORMATION

AERONAUTICAL INFORMATION SERVICES
CIVIL AVIATION AUTHORITY OF BANGLADESH
HEADQUARTERS, KURMITOLA, DHAKA-1229,
BANGLADESH.

PART 1 – GENERAL (GEN)
GEN 0
GEN 0.1 PREFACES

1. Name of the publishing authority

The AIP Bangladesh is published under the authority of the Civil Aviation Authority of Bangladesh.

2. Applicable ICAO documents

The AIP is prepared in accordance with the Standards and Recommended Practices (SARPs) 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 Annex 4 to the Convention on International Civil Aviation and the Aeronautical Charts Manual (ICAO Doc 8697). Differences from ICAO Standards and Recommended Practices and procedures are given in subsection GEN 1.7.

3. The AIP structure and established regular amendment interval

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 Aerodromes (AD), each divided into sections and sub sections 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 here after.

GEN 0. Preface- Record of AIP 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, transit and departure of aircraft; Entry, transit and departure of passengers and crew; Entry, transit and departure of cargo; aircraft instruments, equipment and flight documents; Summary of national regulation 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/Sunsets tables.

GEN 3. Services–Aeronautical information services; Aeronautical Chart; Air traffic services; Communication services; Meteorological services; and Search and rescue.

GEN 4. Charges for aerodromes and air navigation services–Aerodrome 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 services 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 Region (FIR); Terminal control areas (TMA); and other regulated airspace.

ENR 3. ATS routes – Detailed description of ATS routes; Area Navigation routes; Helicopter routes; other routes; and En-route holding.

ENR 4. Radio Navigation aids / systems–Radio Navigation aids en-route; Special navigation systems; Name Code designator for significant points and Aeronautical ground lights en-route.

ENR 5. Navigation warnings – Prohibited, Restricted and Danger areas ; Military exercise and training areas; other activities of a dangerous nature; Air navigation obstacles en-route; Aerial sporting and recreational activities; and bird migration and areas with sensitive fauna.

ENR 6. En-route Charts - En-route Chart – ICAO.

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. Aerodromes – Introductions; Aerodromes availability; Rescue and firefighting services; Index to Aerodromes and grouping of aerodromes.

AD 2. Aerodromes–Detailed information about aerodromes including helicopter landing areas if located at the aerodromes.

3.2 Regular amendments interval

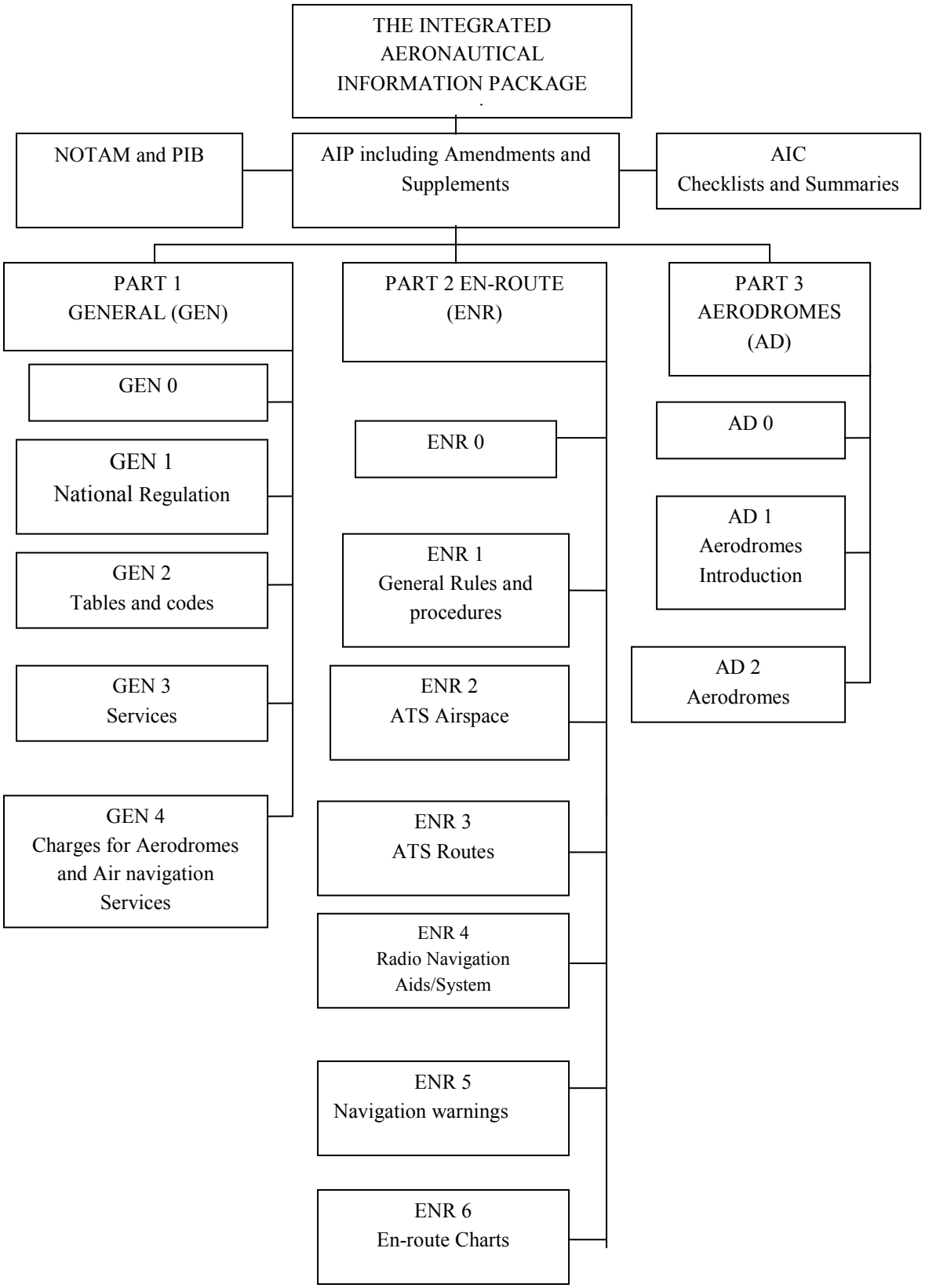
Regular amendments to the AIP will be issued once in every six months.

4. Service to contract in case of detected AIP errors or omissions

In the compilation of the AIP, care has been taken to ensure that the information contained therein is accurate and complete, any errors or omissions which may nevertheless be detected as well as any correspondence concerning the integrated aeronautical information package should be referred to Director (ATM), Aeronautical Information Services, Air Traffic Management Division, Civil Aviation Authority of Bangladesh, Headquarters (New building), Level-4, Kurmitola, Dhaka-1229, Bangladesh.
Tel +880 2 -41091031, Cell: +8801894903151, E-mail: adaishq@caab.gov.bd

5. Miscellaneous information

Enquiries, Suggestions or complaints regarding any aeronautical service should be referred to the Chairman, Civil Aviation Authority of Bangladesh.


THE INTEGRATED AERONAUTICAL INFORMATION PACKAGE
NOTAM and PIB
AIP including Amendments and Supplements
AIC Checklists and Summaries
PART 1 GENERAL (GEN)
PART 2 EN-ROUTE (ENR)
PART 3 AERODROMES (AD)
GEN 0
GEN 1 National Regulation
GEN 2 Tables and codes
GEN 3 Services
GEN 4 Charges for Aerodromes and Air navigation Services
ENR 0
ENR 1 General Rules and procedures
ENR 2 ATS Airspace
ENR 3 ATS Routes
ENR 4 Radio Navigation Aids/System
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ENR 6 En-route Charts
AD 0
AD 1 Aerodromes Introduction
AD 2 Aerodromes

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GEN 0.2 RECORDS OF AIP AMENDMENTS

NR/Year	Effective Date	Date Inserted	Inserted by	NR/Year	Effective Date	Date Inserted	Inserted by
01/2011	30 JUN 2011	30 JUN 2011					
NIL	15 DEC 2011	---					
01/2012	08 MAR 2012	08 MAR 2012					
02/2012	18 OCT 2012	18 OCT 2012					
01/2013	04 APR 2013	04 APR 2013					
02/2013	17 OCT 2013	17 OCT 2013					
01/2014	03 APR 2014	03 APR 2014					
02/2014	16 OCT 2014	16 OCT 2014					
01/2015	02 APR 2015	02 APR 2015					
02/2015	12 NOV 2015	12 NOV 2015					
01/2016	23JUN 2016	23JUN 2016					
02/2016	08 DEC 2016	08 DEC 2016					
01/2017	07 DEC 2017	07 DEC 2017					
01/2018	24 MAY 2018	24 MAY 2018					
01/2019	28 MAR 2019	28 MAR 2019					
02/2019	10 OCT 2019	10 OCT 2019					
01/2020	30 JAN 2020	30 JAN 2020					
02/2020	03 DEC 2020	03 DEC 2020					
01/2021	22 APR 2021	22 APR 2021					
01/2022	24 MAR 2022	24 MAR 2022					
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03/2022	06 OCT 2022	06 OCT 2022					
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02/2023	15 JUN 2023	15 JUN 2023					
03/2023	05 OCT 2023	05 OCT 2023					
01/2024	22 FEB 2024	22 FEB 2024					
02/2024	11 JUL 2024	11 JUL 2024					
03/2024	05 SEP 2024	05 SEP 2024					
04/2024	28 NOV 2024	28 NOV 2024					
01/2025	20 FEB 2025	20 FEB 2025					
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04/2025	02 OCT 2025	02 OCT 2025					
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→ 01/2026	16 APR 2026	16 APR 2026					

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GEN 0.3 RECORD OF CURRENT AIP SUPPLEMENTS

NR/Year	Subject	AIP Section(s) affected	Period of validity (From/To)	Cancellation record
08/25	WGS-84 Coordinates and other Important points of different Airports in Bangladesh.	AD	Permanent	
07/25	Five (05) Aircraft Parking Stands (Bay) and Four (04) connecting TWYs between new Apron and TWY-S at New Terminal-3 Apron area of Hazrat Shahjalal International Airport, Dhaka.	AD	Permanent	
06/25	Declaration of Cox's Bazar Airport (VGCB) as an international Airport.		Permanent	
05/25	VOR Approach Procedure for RWY 17 & RWY 35 at Coxs Bazar Airport, Cox's Bazar.	AD	Permanent	
04/25	Implementation of new Instrument Landing System (ILS) CAT-II at Hazrat Shahjalal International Airport (VGHS)	AD	Permanent	
03/25	RNAV-1 (GNSS) Standard Instrument Departure (SID) and Standard Instrument Arrival (STAR) for RWY 14 of Hazrat Shahjalal International Airport, Dhaka (VGHS)	AD	Permanent	
02/25	Establishment of four restricted areas near Chattogram and Cox's Bazar in Dhaka Fir	ENR	Permanent	
04/24	Conventional SID charts for RWY-14 and RWY-32 of Hazrat Shahjalal International Airport (VGHS).	AD	Permanent	
03/24	Establishment of some aircraft parking stands at cargo apron and north of fire station at Hazrat Shahjalal Internation Airport, Dhaka (VGHS)	AD	Permanent	

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GEN 0.4 CHECKLIST OF PAGES

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0.1-2	23 MAR 2023	2.2-6	03 DEC 2020	3.5-3	02 OCT 2025
0.1-3	03 JUN 2010	2.2-7	03 DEC 2020	3.5-4	02 OCT 2025
*0.2-1	*16 APR 2026	2.2-8	03 DEC 2020	3.5-5	17 APR 2025
*0.3-1	*16 APR 2026	2.2-9	03 DEC 2020	3.5-6	17 APR 2025
*0.4-1	*16 APR 2026	2.2-10	03 DEC 2020	3.6-1	23 MAR 2023
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1.2-6	03 JUN 2010	3.1-2	23 MAR 2023	1.1-2	11 JUL 2024
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VGHS AD 2-6	25 DEC 2025	VGEG AD 2-13.1/Chart	24 MAR 2022
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*VGHS AD 2-8	*16 APR 2026	VGEG AD 2-17/Chart	28 MAR 2019
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VGSH AD 2-5/Chart	14 NOV 2013		
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VGTJ AD 2-4	25 DEC 2025		
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VGTJ AD 2-6	10 OCT 2019		
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GEN 0.5 LIST OF HAND AMENDMENTS TO THE AIP

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GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

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

1. CIVIL AVIATION
Chairman
Civil Aviation Authority of Bangladesh
Headquarters (New Building, level-6)
Kurmitola, Dhaka-1229, Bangladesh
Telephone : +88-02- 41091000
Fax : +88-02-41091111
AFS : VGHQYAYX
E-mail : chairman@caab.gov.bd

The details of other divisions in CAAB HQ are given in the table below:

Name of the sections	Telephone Nr.	Fax Nr.	E-mail
Flight Standard & Regulations	+88-02-41091008	+88-02-8901418	dfsr@caab.gov.bd
Air Traffic Management Division	+88-02-41091031	+88-02 41091111	datm@caab.gov.bd
CNS Division	+88-02-41091032	+88-02-8901428	dcns@caab.gov.bd

2. METEOROLOGY
Director
Bangladesh Meteorological Department
Abhawa Bhaban, E - 24, Agargaon
Dhaka-1207, Bangladesh.
Telephone : +88-02-8144968, +88-02-41025705
Fax : +88-02-41025726-28
AFS : VGHSYMYX
Email : info@bmd.gov.bd, swc@bmd.gov.bd
Website : www.bmd.gov.bd

3. CUSTOMS
Commissioner of Customs
Customs House, Dhaka, Bangladesh.
Telephone : +88-02-8901577
Fax : NIL
AFS : NIL
Email : dhakacustoms@yahoo.com

4. IMMIGRATION
Director General Immigration and
Passports, Agargaon, Dhaka-1207,
Bangladesh.
Telephone : +88-02- 8159878, 9123399
Fax : +88-02-9142210
AFS : NIL

Ministry of Health and Population Control,
Health Division,
Govt. of the People's Republic of Bangladesh
Bangladesh Secretariat
Dhaka-1000.
Telephone : +88-02-7166979
Telefax : +88-02-8619077
AFS : NIL

6. AIRPORT CHARGES
Chairman,
Civil Aviation Authority of Bangladesh
Headquarters (New building), Level-6
Kurmitola, Dhaka-1229.
Telephone : +88-02-41091000
Telefax : +88-02-41091111
AFS : VGHQYAYX
E-mail : chairman@caab.gov.bd

7. PLANT OURANTINE OF BANGLADESH
National Plant Protection Organization (NPPO)
Director,
Plant Quarantine Wing,
Department of Agricultural Extension,
Khamar Bari, Dhaka, Bangladesh.
Telephone : +88-02-55028745
Mobile : +8801700715700
E-mail : dpqw@dae.gov.bd

8. Aircraft Accident Investigation Committee of Bangladesh (AAIC-BD)
CAAB Headquarters (Old Building, 3rd Floor), Kurmitola, Dhaka-1229, Bangladesh.

Contact:
Head of AAIC-BD
Cell : +8801715027508
E-mail : head@aaic.gov.bd
AFTN : VGHQYAYX
Website : www.caab.gov.bd (Menu: AAIC-BD);
http://caab.portal.gov.bd/site/page/fa23248f-d09c-4645-aaec-74c1d246fb07

GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

REGULATIONS CONCERNING ENTRY, TRANSIT AND DEPARTURE OF CIVIL AIRCRAFT OF INTERNATIONAL FLIGHTS.

1. General

1.1.1 All flights into, from or over the territory of Bangladesh and landing in Bangladesh territory shall be carried out in accordance with the permission received from Chairman, Civil Aviation Authority of Bangladesh and in accordance with the national regulations.

1.1.2 Aircraft landing in or departing from the territory of Bangladesh must first land at or finally depart from an International Airport (see AD 1.3).

1.3 The Aircraft, after landing at airport (as referred in 1.2 above) will not depart from a Customs-Airport until a written permission (enclosed with this letter) has been granted by the appropriate officer of Customs. This provision shall not apply to a conveyance which carries only passengers.

1.4 In the event of an aircraft being compelled to land at other than an International Airport, as designated on subsection AD 1.3 of this publication, the Pilot-in-Command shall immediately communicate with the nearest customs official, or the police. In all cases where it is necessary to dispatch a customs officer to the scene of an emergency landing a change for conveyance of such officer shall be made against the owners of the aircraft concerned.

1.5 No aircraft, including aircraft engaged in a scheduled air transport service, shall make flights into or in transit across the territory of Bangladesh except in accordance with the above conditions.

2. Scheduled Flights

2.1 General

2.1.1 For operations of regular international scheduled flights operated by foreign airlines into or in transit across Bangladesh, the following requirements must be met:

a) The state of the airline must be a party either to the International Air Services Transit Agreement, 1944 or a party to bilateral air transport agreement with the Bangladesh Government or must obtained special permission under a bilateral agreement or arrangement.

b) The airline must be eligible to make the flights under the provisions of a bilateral or multilateral agreement to which the state of the airline and Bangladesh are contracting parties and must have a permit to operate into or in transit across Bangladesh airspace. Applications for such permits shall be submitted to the Chairman, Civil Aviation Authority of Bangladesh, Headquarters, Kurmitola, and Dhaka 1229 well in advance.

c) Notwithstanding the provisions contained in Para 2.1.1 (a) and (b) above, aircraft belonging to or operated for or on behalf of the Government of Israel is debarred from flying into or in transit across the territory of Bangladesh.

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 Bangladesh. All documents listed below must follow the ICAO standard format as set forth in the relevant appendices to Annex-9 and are acceptable when furnished in English and completed in legible handwriting.

2.2.2 Aircraft documents required (arrival/departure)

Required by	General Declaration	Passenger Manifest	Cargo Manifest
Customs Officer	1	2	2
Immigration Officer	1	1	..
Airport Health Officer	2	1	..
Plant Quarantine Officer	1*	1*	1*
Animal Quarantine Officer	1*	1*	1*
* For Arriving Aircraft Only			

Notes: (a) One copy of the General Declaration is endorsed and returned by Customs, Signifying clearances.
(b) If no passengers are embarking (disembarking) and no articles are laden (un laden), no aircraft Documents except copies of the General declaration need be submitted to the above authorities.
(c) When disinfection of the aircraft has been carried out as per WHO recommended procedures, the airport health authority (Public Health) shall accept a pertinent certification on the General Declaration, if it is duly signed by the crew member concerned.

2.3 Public health measures applied to aircraft

2.3.1 A proof of yellow fever vaccination is required for all travelers one year of age or above, who within the preceding six days, have been in or have passed through any endemic area of yellow fever. The certificate is valid for lifetime for all existing and new certificates, beginning 10 days after the date of vaccination.

2.3.2 (a) In case any traveler fails to produce such certificate he will not be permitted to enter Bangladesh or will be isolated till he is considered free from infection by local Health Administration.
(b) During Public Health Emergency of International Concern (PHEIC), aircraft carrying a suspected case of communicable disease on board, the close contact persons shall fill up "public health passenger locator form (PLF)" and hand over to Airport health authority (public health) for contact tracing of the suspects.

2.3.3 Disinfection of the contaminated surfaces or equipment of the aircraft shall be carried out expeditiously with suitable germicides and is to be done by cleaners.

2.3.4 Aircraft and aircrew engaged on non-scheduled flights to Bangladesh shall comply with the requirements of the Convention on International Civil Aviation (Chicago, 1944) and the national regulations in force in Bangladesh.

2.3.5 Strict compliance with the pertinent provisions of the International Health Regulations (2005) of the World Health Organization is required.

3 Non-Scheduled Flights

3.1 If an operator intends to perform a (series of) non-scheduled flight(s) into Bangladesh for the purpose of taking on or discharging passenger, cargo or mail he shall apply in writing (through CAAB enlisted Local Agent/Operational Service Provider for non-schedule foreign operators) to the Chairman, Civil Aviation Authority, Government of the People's Republic of Bangladesh, Headquarters (New building), Level-6, Kurmitola, Dhaka-1229 and obtain prior approval to carry out such operations not less than 96 hrs in advance of the intended landing. The application must include the following information in the order shown hereunder:-

(a) Name, address and nationality of the operator of aircraft.
(b) Type of aircraft, Nationality and Registration Marks of the aircraft.
(c) Call sign of aircraft.

(d) Date and time of arrival and departure from Bangladesh.

(e) Place or places of embarkation or disembarkation abroad as the case may be of passengers and / or freight.

(f) Purpose of flight and details of passengers and / or nature and amount of freight.

(g) Name, address and business of chartered, if any.

(h) Route to be flown.

(i) Such other information as may be required by the Chairman, Civil Aviation Authority.

3.1.1 Documentary requirements for clearance of aircraft

Same requirements as for scheduled flights.

3.1.2 Public health measures applied to aircraft.

Same requirement as for scheduled flights

3.2 **Charter Flights**

3.2.1 If an operator intends to perform a (series of) non-scheduled flight(s) for the purpose of taking on or discharging passengers, cargo or mail in Bangladesh to/from a place outside Bangladesh, he shall apply to and obtain prior approval from the Chairman, Civil Aviation Authority for the exercise of such traffic rights. The application must contain the particulars specified in 3.1 above.

3.2.2 No passenger or freight flights originating in Bangladesh for a place outside Bangladesh may be picked up unless the charter or hire of the whole or part of the space on such aircraft, if considered to have been arranged through the agency of the National Operator, and with the prior consent of the Chairman, Civil Aviation Authority of Bangladesh.

3.2.3 Charter flights(s) by Foreign Operators may be permitted provided the Charter along with the application produces a declaration from the National Carrier stating that they (National Carrier) are not in a position to meet the requirement of the Charter.

3.2.4 No advertisement in respect of such flights soliciting booking of traffic or purporting to notify availability of space in aircraft shall be made in any manner whatsoever, either by the person or the operator.

3.2.5 Documentary requirements for clearance of aircraft.

Same requirements as for scheduled flights.

3.2.6 Public health measures applied to aircraft

Same requirements as for scheduled flights.

3.3 Charter flights by foreign operators not exercising traffic rights when transiting through Bangladesh.

3.3.1 Procedures

Subject to the observance of the terms of the Convention on International Civil Aviation 1944, application must be made at least 3 w orking days before the indented flight, and obtain prior permission from the Chairman, Civil Aviation Authority of Bangladesh for all aircraft of the contracting states of the above-mentioned convention desiring to carry out non-scheduled flight into, or in transit non-stop across Bangladesh and to make stops for non-traffic purposes in Bangladesh. The application must contain the following particulars in the order shown hereunder:-

(a) Name, address and nationality of aircraft operator.
(b) Type, Nationality and Registration marks of the aircraft.
(c) Date and time of arrival at and departure from Bangladesh.
(d) Purpose of flight and details of passengers and / or nature and amount of freight.
(e) Name, address and business of chartered, if any.
(f) Route to be flown.

3.3.2 Documentary requirements for clearance of aircraft

Same requirements as for scheduled flights.

3.3.3 Public health measures applied to aircraft

Same requirements as for scheduled flights

3.4 Cabotage Carriage

No passenger or freight originating at a point in Bangladesh and destined for another point in Bangladesh can be picked up by a foreign operator.

3.3.4 Procedures:

If an operator intends to perform a (series of) non-scheduled flight(s) originating at a point in Bangladesh and destined for another point in Bangladesh for the purpose of taking or discharging passengers, cargo or mail, he shall have to provide satisfactory evidence that no Bangladesh registered operator is in a position to carry the passengers of freight available between the two points in Bangladesh. Thereafter, he shall apply to the Chairman, Civil Aviation Authority for permission to carry out such charter flights.

3.5 Other commercial flights.

3.5.1 Procedures.

If an operator intends to perform a (series of) non-scheduled commercial flight(s) e.g., Business flights, survey flights or spraying flights in Bangladesh, he shall apply giving details of the flights(s) to the Chairman Civil Aviation Authority , Kurmitola, Dhaka -1229 for permission to carry out such operations. Grant of permission will be governed by the merits of the individual cases of consultation with any other Department of Government of Bangladesh that may be concerned.

3.6 Flights of state aircraft.

3.6.1 Procedures.

If a State intends to perform a (Series of) non-scheduled flight(s) into Bangladesh to operate military aircraft, it shall apply to the Government of Bangladesh, Ministry of Foreign Affairs, Dhaka , Bangladesh (Telegraphic Address (PARARASTRA DHAKA) for permission to carry out such operation not less than 15(fifteen) working days in advance of the intended landing. The application must include the following information in the order shown hereunder:

(a) Name of operator.
(b) Type of aircraft and registration marks.
(c) Date and time of arrival at and departure from Bangladesh.
(d) Place or places of embarkation or disembarkation of passengers and / or freight etc.
(e) Purpose of flight and number of passengers and / or nature and amount of freight.
(f) Route to be flown.
(g) A certificate to the effect that “No war-like materials, such as arms, ammunition, explosives (except escape/ aid explosives), pyrotechnics (except very pistol signal cartridges) nuclear fissionable materials, ABC gases, photographic equipment and materials (whether installed or not) electronic devices other than required for normal operation of the aircraft, are being carried by the aircraft.

3.6.2 Documentary requirements for clearance of aircraft:

Same as requirements for scheduled flights.

3.6.3 Public health measures applied to aircraft.

Same as requirements for scheduled flights.

3.7 Employment of foreign aircraft for public transport of aerial work in Bangladesh.

3.7.1 An aircraft not registered in Bangladesh is precluded from employment as a public transport aircraft or an aerial work aircraft in Bangladesh territory without special permission from the Government of Bangladesh. An aircraft, owned by a person other than a National of Bangladesh who is resident in or carrying on business in Bangladesh may be registered as Bangladesh aircraft, but is precluded from employment as a public transport aircraft or an aerial work aircraft without special authorization from the Chairman, Civil Aviation Authority of Bangladesh.

GEN 1.3 Entry, Transit And Departure Of Passengers And Crew.

1. Immigration Requirements

1.1 Passport and visa:

1.1.1 Restricted entry: The government of Bangladesh refuses admission and transit to nationals of Israel.

1.1.2 Passport: Passport valid for 3 months after departure required by all.

1.1.3 Visa: Required by all except the following:

(a) Antigua & Barbuda, Bahamas, Bhutan, Dominica, Fiji, Gambia, , Grenada, Guinea-Bissau, Jamaica, Guyana, Honduras, Lesotho, Malawi, Maldives, Montserrat, Papua New Guinea, St Kitts & Nevis, St Lucia, St Vincent & the Grenadines, Seychelles, Solomon Islands, Uruguay, Vatican City and Zambia for stays of up to 90 days.

(b) transit passengers continuing their journey the same for first connecting aircraft provided holding valid onward or return documentation and not leaving the airport.

(c) tourist and business travelers arriving at any international airport in Bangladesh provided holding return air tickets, who may be granted 'landing permission' by the Chief Immigration Officer for stays of up to 15 days.

Note: Visas are not required by Bangladesh nationals nor by former Bangladesh nationals holding British passports provided they have the statement 'no visa required for travel to Bangladesh' stamped in their passport by the Bangladesh high Commission.

1.1.4 Types of Visa: Entry, Visit, Tourist and Entry visas may be issued for short conference or journalistic trips(although not for business trips).

1.1.5 Validity: Single- and Double-entry: 6 months from date of issue. Multiple-entry : 6-12 months from date of issue . Stays are for a maximum of 90 days each.

1.1.6 Valid Passports are required for nationals of all countries to visit Bangladesh. Passports are not required for the holders of identity certificate, Laissez-Passer issued by the United Nations and its affiliated Bodies, Continuous Discharge Certificate/Nullius/Seaman Book (when traveling on duty).

1.1.7 In all cases, foreigners are required to fill up an embarkation/disembarkation-cum-health card available at the entry-point with the following additions:-

(a) i) For arriving passengers-intended address/addresses.
ii) For passengers leaving-last addresses.

(b) Purpose of visit.
(c) Proposed Length of stay in Bangladesh and place visited (with approximate dates).
(d) Passport Number.
(e) Place and date of issue of passport.

1.1.7 No registration and exit permit is required by a foreigner who visits Bangladesh. Foreigners are required to obtain road permit from the Director General, Immigration and Passports, Dhaka, if they intend to take their exit from the country by road.

1.1.8 Where a flight crew member on a scheduled service retains his license in his possession when disembarking, and remains at the airport where the aircraft has stopped or within the confines of the adjacent city, and departs on the same aircraft or on his next regularly scheduled flight out of Bangladesh, his crew member license or crew certificate is accepted in lieu of a passport or visa for temporary admission into Bangladesh, only if the said certificate or license is issued by a country with whom a Bilateral Agreement exists.

2. Customs Requirements.

2.1. On arrival and departure of aircraft, all passengers and crew shall present themselves personally with their baggage to Customs and make a declaration of currency in a prescribed form published by Customs authority at the declaration counter on arrival. The baggage declaration form shall be supplied by the respective airlines among the passengers on board. On departure this foreign exchange declaration form should be re-submitted to Customs showing the balance of foreign and local currency remaining in his/her possession as per the law.

2.2. Restriction on the movement of cash currency in and out of Bangladesh is in force.

2.3. Any unaccompanied baggage following should be notified to the Customs officer in the appropriate form before the passenger departs from the Customs hall as in force. The form should be supplied among the passengers on board by the representative of airlines.

3. Public Health Requirements

3.1. The entry and departure of an aircraft infected or suspected to be infected with infectious diseases is governed by the Aircraft (Public Health) Rules, 1950.

3.2. Aircraft coming from yellow fever endemic countries of west Africa, South & Central America are considered to be suspected of yellow fever infection until they were inspected by the Health Officer and the passengers and crew have been medically examined.

3.3. The Commander of an aircraft coming to Bangladesh is required to send a health report to the authorities at the aerodrome where it intends to land, so as to reach them at least two hours before landing, stating whether there is any person on board the aircraft suffering from any illness and whether during the voyage there has been a case of infectious disease.

3.4. The procedures enforced in regard to aircraft to itself is that the pilot is required to produce the journey log book or any other documents showing the previous months and the date and place of its desensitization. An aircraft will be regarded “CLEAR”, if-

(a) its log shows that it has been disinfected in accordance with Schedule VIII of the Aircraft (Public Health) Rules, 1950, after its last departure from or its landing in a yellow fever infected area;

(b) it has not landed anywhere in a yellow fever infected area during the present journey:

(c) no non-vaccinated person coming from any yellow fever infected area has gone in board the aircraft en-route for Bangladesh during the 9 days following the date on which the aircraft left yellow fever infected area.

3.5 A person is considered to be protected against yellow fever if;

(a) he has been protected against the disease by a previous attack;
or

(b) he has a satisfactory inoculation against the disease performed not less than 10 days before arrival in the yellow fever infected area or not less than 12 days before arrival in Bangladesh. A satisfactory inoculation is performed:

(i) at a center duly empowered and notified through the World Health Organization by the Government concerned as having been authorized to inoculate persons against yellow fever:

(ii) With a yellow fever vaccine manufactured at any one of the following institutes:

(1) Instituted Eatudious Curios Finally, Bogotá, Columbia.
(2) National Institute of Health, United States, Public Health Services, Hamilton, Montana.
(3) Pasteur Institute, Dakar.
(4) Rockefeller Foundation, New York.
(5) Service Nacionale does Febre Amarela, Rio de Janerio.
(6) South African Institute for Medical Research, Johannesburg.
(7) Welcome Institute, London.
(8) Indich Institute, Amsterdam (Netherlands).
(9) Pasteur Institute, Paris (France).
(10) The Commonwealth Serum Laboratory, Melbourne (Australia).
(11) The National Drug Company, Seuftwater, Pa, U.S.A.

3.6 An unprotected person arriving in Bangladesh from a yellow fever infected area within ten days of his having left the area will be detained in quarantine for a period not exceeding ten days and if an aircraft not disinfected as indicated above arrives from an area infected with yellow fever, all protected persons on board the aircraft will be detained in quarantine for a period not exceeding 10 days. To avoid detention in quarantine all crew and passengers should carry International Certificates of satisfactory inoculation against yellow fever. They are also advised in their own interest to be in possession of International Certificates of vaccination against cholera and typhoid while coming to Bangladesh.

3.7 Passengers and members of the crew will not be charged for a vaccination or an inoculation, when the operations are performed at the airport by Health Department officials.

3.8 Passengers and members of the crew will not be charged for accommodation including treatment and drugs, if any, at the isolation Hospital when they are sent there at the discretion of the Health Officer.

3.9 During an epidemic an aircraft that loads passengers from the epidemic ridden area must ensure that no infected person embarks into the aircraft. If any illness develops during the flight the information should by transmitted at once to the Airport Health Authority where the aircraft is supposed to land.

3.10 In case there is an epidemic in the port of embarkation the embarking passengers must possess valid proof of effective Vaccination against the epidemic disease, if available.

4 Plant Quarantine Requirements.

4.1 On arrival of the aircraft all passengers and crew shall declare any plant or plant materials carried by them on the scheduled card to be supplied by the Plant Quarantine Officer for further laboratory test/final disposal/destruction.

4.2 Passengers arriving in Bangladesh after visiting any rubber growing countries of Central America including Mexico, and countries in South America, should immediately report to the Plant Quarantine Officer for a special treatment of all his personal belongings.

GEN 1.4 ENTRY TRANSIT AND DEPARTURE OF CARGO

REGULATIONS CONCERNING: IMPORTATION, TRANSSHIPMENT AND EXPORTATION OF CARGO.

1. Customs requirements concerning cargo and other articles: According to the Customs Act as in force.
2. Carriage of Arms and Explosives.

2.1 The carriage in aircraft of any arms, ammunition, explosives, and military stores of articles of a highly inflammable nature is prohibited under the Bangladesh Aircraft Rules except explosives or other articles required exclusively for the working an aircraft and such arms and ammunition as may reasonably be required for private use.

2.2 No civil registered aircraft, whether national or foreign shall carry ammunition of war or implements of war in or across the territories of Bangladesh.

2.3 Personal and sporting arms ammunition accompanied or unaccompanied may be imported, exported of transited by air into, out of or through Bangladesh subject to the condition that such arms and ammunition are kept in the custody of the Pilot-in-Command and stored in a place not accessible to passengers.

2.4 A license for firearms to be carried on aircraft must be obtained from the appropriate authorities (Deputy Commissioners at Dhaka and Chattogram are the licensing authorities). In all cases the bore of the arms and amount of ammunition which it is intended to carry should be specified. It must be noted that the importation into Bangladesh of arms and ammunition of .303 and .450 bores, of 6.5 MM, 8 MM or 9 MM calibre, or muskets of .410 bore, or rifles of any other bore containing important components of the aforesaid rifles or pistols or revolvers of .411, .455 or any intermediate bore of .38 bore or 9 MM calibre, or parts of , or fittings for, rifles, muskets , pistols or revolvers of such bores, of ammunition which can be fired from such firearms, or of appliances the object of which is the silencing of firearms, is prohibited.

2.5 Sporting arms and ammunition, explosives (other than those which are used for handling and operating an aircraft), poisons, corrosive liquids or irritant gases, as aesthetic gases, liquids and compounds, flammable solids, liquids or gases, oxidizing materials shall not be carried in bulk on any passenger carrying aircraft, whether national or foreign in or across the territory of Bangladesh except in such quantities as may be notified from time to time.

2.6 When any of the articles mentioned in above is carried, the carrier shall ensure that:

(a) The quantity is within the prescribed limits;

(b) It is properly and securely packed and correctly labeled showing the content of the package with appropriate instructions for handling;

(c) It is stored in such a place that if the container is damaged, the crew, passenger and the main structure of the aircraft is not likely to be endangered by its effects.

2.7 (a) Articles mentioned in para 2.5 may be transited in bulk through Bangladesh on a foreign registered aircraft provided the owner of the aircraft has obtained prior permission of its Government for conveyance of the cargo on board and 24 hours advance notice of the arrival of aircraft is given to the Airport of intended landing in Bangladesh.

(b) National Operator in Bangladesh shall not undertake to remove any of the articles mentioned in para 2.5 in bulk unless prior permission of the Government has been obtained.

2.8 A list of articles which are classified as “Prohibited Cargo” or “Dangerous Cargo” is available at all civil Aerodromes.

3. Plant Quarantine Requirements

3.1 Importation of Plants and Seeds

The importation and plants or seeds into Bangladesh is governed by special rules. In every case where it is intended to carry plants or seeds on aircraft entering Bangladesh, enquiries should first be made from the Department of Plant Protection, Ministry of Agriculture, Agricultural Complex, Farmgate, Dhaka, Bangladesh.

3.1.1 All livestock or its products can only be imported into Bangladesh through the seaports or airports located at where the Animal Quarantine Services Stations are located.

3.1.2 The detailed procedure for import of different livestock or livestock products has been laid down by Import-Policy Order 2015-2018 issued by the Ministry of Commerce, Government of the People's Republic of Bangladesh.

3.1.3 According to section 9 of Livestock and Livestock Products Quarantine Act (2005), every importer shall inform the Quarantine officer regarding the imported animal or animal products in the prescribed manner, in the case of import of any animal and animal products, at least 15 (fifteen) days before the said import.

3.1.4 I n case of Importation/Exportation of different livestock or livestock products, ·'No Objection Certificate'· (NOC. which is valid from date of issue to certain period of time) is issued from depal1ment of Livestock Services (DLS), Bangladesh.

3.1.5 Importer has to provide bill of entry with Custom reference.

3.1.6 The name and address of consignor and consignee along with other details in the official health certificate (where applicable) must match with the Import permit (IP) / NOC issued by competent authority of Bangladesh.

4. Customs Duty on Airport: Applied both for baggage and cargo according to the Customs Act and its associated Rule as in force.

4.1 No customs duty is levied on an aircraft which is in transit or is to make a temporary stay in Bangladesh for a period as described in the agreement signed by the both parties (two countries). For special flight aircraft has to declare separately to the Customs about its duration, passengers’ list and goods. However in all the cases declaration must be supplied to the appropriate Customs Officer at the Airport of entry that the aircraft is in transit or that it is intended to re-export the aircraft within this period.

5. **Wireless Apparatus.**

5.1 In conformity with the provisions of the International Telecommunications Convention (Atlantic City, 1947) aircraft entering Bangladesh carrying radio transmitting apparatus are required to have a license for the apparatus and the operator must hold a certificate of competency. If an aircraft equipped with wireless apparatus arrives in Bangladesh and does not carry the required license and certificate issued by the State in which it is registered, a license for the apparatus and a certificate for the operator must be obtained from the General Manager, Telephones (Wireless Branch), Dhaka, before proceeding.

GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

1 Commercial air transport aircraft operating in Bangladesh must adhere to the provisions of ICAO Annex 6 Operation of Aircraft, Part-1, Chapter 6 (Aeroplane instruments, Equipment and Flight Documents) and Chapter 7 (Aeroplane Communication and Navigation Equipment).

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

1. LIST OF CIVIL AVIATION LEGISLATION, AIR NAVIGATION REGULATIONS AND ORDERS

The following is a list of legislation (Acts and subsidiary legislation) affecting Bangladesh together with the International Agreements/Conventions acceded to be the Republic of Bangladesh. It is essential that anyone engaged in air operations be acquainted with the relevant regulations. Copies of the legislation may be obtained as follows:

The electronic versions of the Acts may be freely accessed at
http://www.caab.gov.bd

NR	Legislation	Citation
1	Civil Aviation Ordinance 1960	XXXII 27TH 1960
2	Civil Aviation (Removal of Danger to safety) Ordinance 1965	XII of1965
3	Civil Aviation Rules 1984	Gazette Notification 3rd August 1984, amendment vide S.R.O No Low 2003 /2009
4	Civil Aviation Ordinance 1985	XXXVIII 24th march 1985
5	Air Navigation Order	ANO (Aeronautical Chart) A-1
		ANO(ATS)A-1
		ANO(AT) A-2
		ANO(AIS) A-1
		ANO(Airworthiness) Part-A,B,C,D,E,F,AIG
		ANO(AD)A-1,3,4,5
		ANO(RAC) A-1
		ANO(Communication)A-1,2,3,4,5
		ANO(Operations)A-2,3,4,5,6,10,15, B-1,3,4,7,8, E 6,H-1,2
		ANO (SMS)A-1
		ANO (Units of Measurement) A-1

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GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES.

LIST OF DIFFERENCES

1. **ANNEX 1-** PERSONNEL LICENSING
NIL

2. **ANNEX 2 -**RULES OF THE AIR

2.1 **Flight Plan**

a) Flight Plan Form as prescribed by ICAO in DOC-4444- ATM is used for the preparation and submission of flight plans.

b) The simultaneous mode of addressing ATS messages is used.
The step by step mode will not be followed.

c) Multiple flight plans in lieu of a "THROUGH FLIGHT PLAN" will be accepted only in respect of flights whose first departure point is in Bangladesh. An intermediate stop flight plan for the next individual stage will be accepted only when filed within 2 hours before ETD.

2.2 **Procedures for the submission of a flight plan**

2.2.1 **Requirement to submit a Flight Plan**

Written Flight plan shall be filed with the appropriate ATS units for all flights prior to departure.

Exceptions and special procedures

a) <u>Local flights</u> :

i) Local flights at all uncontrolled aerodromes in control zones and at all controlled aerodromes must file a flight plan prior to departure by any available means with the appropriate ATS unit;

ii) Local flights at all uncontrolled aerodromes outside control zones may be undertaken without a flight plan provided they are operated during day in VMC below 1,000 feet;
Note: A local flight is a flight conducted wholly in the vicinity of an aerodrome i.e. take-off from an aerodrome, remain in the traffic circuit and land back at the same aerodrome.

(b) Flight departing from aerodrome (controlled or uncontrolled) in accordance with the multiple flight plan previously filed at a controlled aerodrome i.e. separate flight plan for each stage of the flight through intermediate stops filed at the aerodrome of first departure need not re-submit a flight plan.

(c) Other flights departing from an uncontrolled aerodrome may file a flight plan prior to departure by any available means of communication with the FIC or a controlled aerodrome.
Note: Flight departing from an uncontrolled aerodrome within a control zone, shall operate in accordance with instructions from the appropriate ATC unit. Such instructions shall be obtained prior to departure by any available means of communication.

(d) Under exceptional circumstances submission of Flight Plan during a flight may be accepted by the appropriate ATS unit at least ten minutes prior to estimated entry to controlled airspace.

2.3 **Submission of Flight Plans before departure:**

Flight Plans will be accepted within two hours prior to departure. Flight Plans should be submitted at least sixty minutes before departure.

In the event of delay of one hour in excess of the proposed departing time of flight for which a Flight has been submitted, the flight plan should be amended or a new flight plan submitted.

2.4 **Meteorological Briefing:**

Requirement for submitting flight plan at Chittagong Airport by Bangladesh registered aircraft originated from HSIA may be waived provided that the aircraft is returning to HSIA within 8 (eight) hours. It will however, be incumbent upon the Pilot-in-Command or his designated representative to obtain meteorological briefing for the return flight also, before departure from Dhaka. It will be imperative, however, for the Pilot-in-Command to obtain and satisfy himself with necessary meteorological information when :

a) The return flight is delayed beyond the stipulated eight hours, irrespective of weather.

b) Bad weather prevails en-route or at destination, irrespective of stipulated eight hours.

2.5 From Para 2 to 2.3 above are the difference from ANNEX 2.

2.6 PROCEDURES FOR AIR NAVIGATION SERVICES, RULES OF THE AIR AND AIR TRAFFIC SERVICES (DOC 4444- ATM/501)

Reference Difference

Part VIII

2.6.1 Flight plans i. e. separate Flight Plans for each stage of the flight through intermediate stops may be filed at the aerodrome of first departure only in respect of flights whose first departure point is in Bangladesh.

2.7. Repetitive Flight Plan System

Not introduced.

3. **ANNEX 3-** METEOROLOGICAL SERVICE FOR INTERNATIONAL AIR NAVIGATION.
NIL

4. **ANNEX 4-** AERONAUTICAL CHARTS, 11th edition
Chapter 2 General Specifications
Rec 2.18 The CAAB's sheet size of the charts is A4 and A3.
Std.2.18.2.2 Geoid undulation is not shown on the charts produced by CAAB.
Chapter 3 Aerodrome Obstacle Chart- ICAO type A (operating limitations)
Std 3.4.2 various optimum scales are utilized.
Std 3.8.1.1 1 per cent slope is used with 1.2 per cent.
Std 3.8.2.1 b)
Std 3.9.1 Order of accuracy attained is not shown.
Chapter 4 Aerodrome Obstacle chart ICAO type B.
Std 4.1 CAAB does not produce an Aerodrome Obstacle Chart- ICAO type B.

Chapter 5 Aerodrome Obstacle chart ICAO type C.

Std 5.1 CAAB does not produce an Aerodrome Obstacle Chart- ICAO type C.

Chapter 9 Standard departure Chart- Instrument (SID)- ICAO

Std 9.7 CAAB does not produce Standard departure Chart- Instrument (SID)- ICAO.

Chapter 10 Standard Arrival Chart- Instrument (STAR)- ICAO

Std 10.1 CAAB does not produce Standard Arrival Chart- Instrument (STAR)-ICAO.

Chapter 11 Instrument Approach Chart-ICAO

Rec 11.4 The sheet size is 210mmX 297 mm (A4) size.

Rec 11. 10.3 Heights may be related to THR elevation or Touchdown zone elevation.

Std 11.10.7.2 Only the minimum descent altitude (MDA) or minimum descent height (MDH) are shown.

Chapter 12 Visual Approach Charts- ICAO

Std 12.1 The Visual Approach Charts- ICAO is not produced by CAAB.

Chapter 13 Aerodrome / Heliport Chart – ICAO

Std 13.1 The separate Heliport not available in Bangladesh. That's why Heliport chart is not produced.

Std 13.6.1 a. Geoid undulations are not shown.

b. Stopways and clearways markings are not shown.

c. Geographical coordinates of geometric centre of touchdown are not shown.

d. The boundaries of the air traffic control service.

Chapter 14 Aerodrome Ground Movement Charts- ICAO.

Std 14.1 Aerodrome Ground Movement Charts- ICAO is not produced by CAAB.

Chapter 15 Aircraft parking / docking Chart-ICAO.

Rec 15.2 CAAB does not produced aircraft parking/ docking chart-ICAO.

Rec 15.5.2 The annual change of magnetic variation is not shown.

Chapter 16 World Aeronautical Charts -ICAO 1: 1000 000.

Std 16.1 The world aeronautical chart- ICAO 1:1000 000 is not produced by CAAB.

Chapter 17 Aeronautical Charts-ICAO 1:500,000.

Std 17.1 The aeronautical chart- ICAO 1:500 000 is not produced by produced by CAAB.

Chapter 18 Aerodrome Navigation Charts- ICAO Small Scale.

Std 18.1 The aeronautical navigation chart- ICAO small scale is not produced by CAAB.

Chapter 19 Plotting Charts – ICAO.

Std 19.1 The plotting charts –ICAO is not produced by CAAB.

Chapter 20 Electronic Chart display - ICAO.

Std 20.1 The electronic aeronautical chart display- ICAO is not produced by CAAB.

Chapter 21 ATC Surveillance Minimum Altitude Chart-ICAO.

Rec 21.2 The ATC Surveillance Minimum Altitude Chart-ICAO is not produced by CAAB.

5. **ANNEX 5-** UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS, 4th edition.

NIL

6. **ANNEX 6-** OPERATION OF AIRCRAFT, Part I, 9th edition.

NIL

ANNEX 6- OPERATION OF AIRCRAFT, Part II, 7th edition.

NIL

ANNEX 6- OPERATION OF AIRCRAFT, Part III, 7th edition.

NIL

7. **ANNEX 7-** AIRCRAFT NATIONALITY AND REGISTRATION MARKS, 6th edition.

NIL

8. **ANNEX 8-** AIRWORTHINESS OF AIRCRAFT, 11th edition.

NIL

9. **ANNEX 9-** FACILITATION, 13th edition.

9.1 The name of flight crew members are required on the general declaration on entry & departure of the aircraft.

9.2 Embarking passenger's manifests are required.

9.3 Five copies of the general declaration, five copies of passenger manifest & three copies of the cargo manifests are required.

9.4 Documents are to be furnished in English.

9.5 Tourist cards are issued temporarily to tourists intending to visit restricted areas.

9.6 At present four types of visas are issued by the Government of Bangladesh.

(a) **Simple Journey Visas**. Simple journey visas are granted for a period of 3 months valid for utilization up to six months from the date of issue.

(b) **Multiple Journey Visas**. Multiple journey visas are issued to bona fide business people valid for six journeys in a calendar year allowing 3 months stay in Bangladesh on each visit.

(c) **Re-entry Visas**. Persons who enter Bangladesh with a valid Visa and wish to leave the country with the intention of coming back may have a Re-entry Visa from Department of Immigration and Passports.

(d) **Transit Visas**. It is issued from Bangladesh missions abroad with fifteen days stay in Bangladesh.

(e) **Direct Transit**. No Visa required.

9.7 It is in the interest of resident aliens to obtain Re-entry Visa from the Department of Immigration and Passports Acceptable subject to these limitations.

9.8 Temporary visitors are required to report their arrival and departure to the immigration authorities, so that the record of their entry and exit is maintained Acceptable subject to these limitations.

9.9 In Embarkation /Disembarkation Card, the following information is required:-

(a) (i) For arriving passengers, address/addresses.
(ii) For Passengers leaving, last address.

(b) Purpose of visit.

(c) Proposed length of stay in Bangladesh and places visited (with approximate dates).

(d) Passport Number.

(e) Place and date of issue of Passport.

9.10 Constantly under review.

9.11 Separate documents are required.

9.12 Documentation is required for all imports.

9.13 In cases of urgency, documentation is dispensed with.

9.14 Written declaration is required for unaccompanied baggage on form "A" supplied by Customs on arrival.

9.15 Acceptable subject to eventual re-export.

9.16 Acceptable subject to reservations filed by Bangladesh on the application of International Sanitary Regulations or any other similar agreements.

10. **ANNEX 10-** AERONAUTICAL TELECOMMUNICATIONSNIL

11. **ANNEX 11-** AIR TRAFFIC SERVICES
NIL

Procedure for AIR NAVIGATION SERVICES - AIR TRAFFIC MANAGEMENT (Doc 4444)

Chapter 5.
Lateral separation by uses of VOR:
5.4.1.2.1.2(a) Bangladesh uses VOR separation of 20 degrees instead of 15 degrees in the DOC.

12. **ANNEX 12-** SEARCH AND RESCUE
NIL

13. **ANNEX 13 -** AIRCRAFT ACCIDENT INVESTIGATION
NIL

14. **ANNEX 14-** AERODROME
NIL

15. **ANNEX 15-** AERONAUTICAL INFFORMATIONS SERVICES
NIL

16. **ANNEX 16-** ENVIRONMETAL PROTECTION
NIL

17. **ANNEX 17-** SECURITIES SAFEGUARDING INTERNATIONAL CIVIL AVIATION
NIL

18. **ANNEX 18-** THE SAFE TRANSPORTATION OF DANGEROUS GOODS BY AIR
NIL

19. ANNEX 19- SAFETY MANAGEMENT SYSTEM
NIL

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GEN 2. TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS

1. **Units of Measurement.**

The table of units of measurement shown below will be used by aeronautical stations within DHAKA FIR for air and ground operations:

For Measurement of	Units used
Distance used in navigation, position reporting, etc. generally in excess of 2 to 3 nautical miles.	Nautical Miles
Relatively short distance such as those relating to aerodromes, (e.g. runway lengths).	Meters
Altitudes elevations and heights	Feet or Meters
Horizontal speed including wind speed	Knots
Vertical Speed	Feet per minute
Wind direction for landing and take-off	Degrees Magnetic
Wind direction except for landing and take-off	Degrees True
Visibility including RVR	Kilometers or Meters
Altimeter setting	Hectopascal
Temperature	Degrees Celsius
Weight	Kilograms.
Time	Hours and Minutes, the day of 24 hours beginning at Midnight UTC
International nautical miles for which conversion into meters is given by : 1 international NM = 1852 meters	

2. **TIMES SYSTEM.**

2.1 Coordinated Universal Time (UTC) is used in the Air Navigation Services and in publications issued by the Aeronautical Information Services.

2.2 In reporting time, the nearest full minute is used e.g. 12 hrs 40 min 40 sec is reported 1241.

2.3 Time checks to aircraft are accurate within plus or minus 30 sec.

2.4 Local time in Bangladesh is UTC plus 6 hours.

3. GEODETIC REFERENCE DATUM

3.1 Name/designation of datum.

All published geographical co-ordinates in the Dhaka FIR indicating latitude and longitude are expressed in terms of the World Geodetic System-1984 (WGS-84) geodetic reference datum.

3.2 Area of application

The area of application for the published geographical co-ordinates coincides with the area of responsibility of the Aeronautical Information Service i.e. the entire territory of Bangladesh as well as the airspace over the high seas encompassed by the Dhaka Flight Information Region.

3.3 Use of an asterisk to identity published geographical co-ordinates.

An asterisk (*) will be used to identity those published geographical co-ordinates which have been transformed into WGS-84 co-ordinates but whose accuracy of original field work does not meet the requirements in ICAO Annex 11, Chapter 2 and ICAO Annex 14, Volumes 1 and II, Chapter 2. Specifications for determination and reporting of WGS-84 Co-ordinates are given in ICAO Annex 11, Chapter 2 and ICAO Annex 14, Volumes I and II, Chapter 2.

4. AIRCRAFT NATIONALITY AND REGISTRATION MARKS.

The nationality mark for aircraft registered in Bangladesh is the letters S2. The nationality mark is followed by a hyphen and registration mark consisting of 3 letters, e.g. S2-ABC.

5. PUBLIC HOLIDAYS

5.1 Public holidays for Muslim religious events are based upon the Hijri Calendar which does not correspond with the Gregorian calendar commonly used in aviation. The start of months in the Hijri year is dependent on moon sightings and cannot be accurately predicated in advance. A Hijri year is approximately 10 days shorter than the Gregorian year. These dates will move forward by approximately 10 days per year for Muslim religious holidays which are marked with an asterisk.

5.2 Public holidays for Hindus and Buddha religious are based on Bengali Calendar which also does not correspond with the Gregorian calendar and will be shifted every year. Holidays relating to these events are marked with plus sign.

1.1 The following is a list of national public holidays for 2025 with dates corresponding with the Gregorian calendar.

1.2

Public Holidays (2026)		
Date	Name of Holidays	Duration (Days)
04 FEB	Shab-e Barat	1
21 FEB	International Mother Language Day & Shahid Dibash	1
17 MAR	Shab-e-Qadar *	1
20 March	Jumah-tul-Bidha	1
19 MAR -23 MAR	Eid-Ul-Fitre *	5
26 MAR	Independence & National day	1
14 APR	Bangla New Year Day	1
01 MAY	MAY DAY, Buddha Purnima *	1
26 MAY- 31 MAY	Eid-Ul–Azha *	6
26 JUN	Ashura*	1
05 AUG	JULY Revolution Day	1
26 AUG	Eid -e- Milad-un-nabi*	
04 SEP	Janmastami	1
20-21 OCT	Durgapuja (Dashami)	2
16 DEC	Victory Day	1
25 DEC	Christmas Day	1

* Depends on sighting of moon.

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GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS.

1. Following are the abbreviations including procedure signals. Abbreviations not listed in Doc 8400 are marked with an asterisk.

	A		
A	Amber	ADR	Advisory route
A/A	Air-to air	ADVS	Advisory Service
AAL	Above aerodrome level	ADZ	Advise
ABM	Abeam	AFIL	Flight plan filed in the air
ABN	Aerodrome beacon	AFIS	Aerodrome flight information service
ABT	About	AFM	Yes or affirm or affirmative or that is correct
ABV	Above	AFS	Aeronautical fixed service
AC	Altocumulus	AFT	After .....(time or place)
ACA	Approach Control Area		
ACAS	Airborne collision avoidance system	AFTN	Aeronautic fixed telecommunication network
ACC	Area Control Centre or area control	A/G	Air-to-ground
ACCID	Notification of an aircraft accident	AGA	Aerodromes, air routes and ground aids
ACFT	Aircraft	AGL	Above ground level
ACK	Acknowledge	AGN	Again
ACL	Altimeter check location	AIC	Aeronautical Information Circular
ACN	Aircraft classification number	AIP	Aeronautical Information Publication
ACP	Acceptance (message type designator)	AIRAC	Aeronautical Information , regulation and control
ACPT	Accept or accepted	AIREP	Air-report
ACT	Active or activated or activity	AIS	Aeronautical Information Services
AD	Aerodrome	ALA	Alighting area
ADA	Advisory area	ALERFA	Alert phase
ADC	Aerodrome Chart	ALR	Alerting (message type designator)
ADDN	Addition or additional	ALRS	Alerting Service
ADF	Automatic direction-finding equipment	ALS	Approach lighting system
ADIZ	Air Defence Identification Zone	ALT	Altitude
		ALTN	Alternate (aerodrome)
ADJ	Adjacent	ALTN	Alternate or alternating (light alternates in colour)

AMA	Area minimum altitude		**B**
AMD	Amend or amended (used to indicate amended meteorological message; type designator)	B	Blue
AMSL	Above mean sea level	BA	Braking action
AMSS	Aeronautical mobile satellite service	BAF	Bangladesh Air Force
ANC	Aeronautical chart	BALS	Basic approach lighting system
ANS	Answer	BASE	Cloud base
AOC	Aerodrome obstacle chart (followed by type and name/title)	BCFG	Fog patches
AP	Airport	BCN	Beacon(aeronautical ground light)
APR	April		
ARP	Aerodrome reference point	BCST	Broadcast.
ARQ	Automatic error correction	BDRY	Boundary
ARR	Arrival (message type designator)	BECMG	Becoming
ARS	Special air-report (message type designator)	BFR	Before
ARST	Arresting [Specify (Part of) aircraft arresting equipment]	BKN	Broken
AS	Altostratus	BLD	Building
ASC	Ascend to or ascending to	BLO	Below clouds
ASDA	Accelerate-stop distance available	BLW	Below.....
ASPH	Asphalt	BOMB	Bombing
ATA	Actual time of arrival	BR	Mist
ATC	Air traffic control (in general)	BRF	Short (used to indicate the type of approach desired or required)
ATD	Actual time of departure	BRG	Bearing
ATFM	Air Traffic Flow Management	BRKG	Braking
ATIS	Automatic terminal information service		
ATM	Air Traffic Management	BS	Commercial broadcasting station
ATN	Aeronautical Telecommunication Network	BTL	Between layers
ATP	At...(time or place)	BTN	Between
ATS	Air traffic services		C
ATTN	Attention		
ATZ	Aerodrome traffic zone	CAA*	Civil Aviation Authority
AUG	August	C	Degrees Celsius (Centigrade)
AUTH	Authorized or authorization	CAT	Category
AUW	All up weight	CAT	Clear air turbulence
AUX	Auxiliary	CAVOK	(to be pronounced" KAV-OH-KAY") Visibility, cloud and present weather better than prescribed values or conditions.
AWTA	Advise at what time available	CB	(to be pronounced "CEE BEE") Cumulonimbus
AWY	Airway		
AZM	Azimuth		

CC	Cirrocumulus	CRZ	Cruise
CCA	(to CCB, CCC... etc, in sequence) Corrected meteorological message (message type designator)	CS	Call sign
CD	Candela	CS	Cirrostratus
CDN	Co-ordination (Message type designator	CTA	Control area
CF	Change frequency to…	CTAM	Climb to and maintain
CFM	Confirm or I Confirm (to be used in AFS as a procedure signal)	CTC	Contact
CGL	Circling guidance light(s)	CTL	Control
CH	Channel	CTN	Caution
CHG	Modification (Message type designator)	CTR	Control Zone
CI	Cirrus	CU	Cumulus
CIDIN	Common ICAO data	CUF	Cumuliform
CIT	Near or over large towns	CUST	Customs
CIV	Civil	CVR	Cockpit Voice Recorder
CK	Check	CW	Continuous wave
CL	Center line	CWY	Clearway
CLA	Clear type of ice formation		**D**
CLBR	Calibration	D	Danger area(followed by identification)
CLD	Cloud	DA	Decision altitude
CLG	Calling	D-ATIS	(to be pronounced "DEE-ATIS" Data link automatic terminal information service
CLR	Clear(s) cleared to... or clearance	DCD	Double Channel Duplex
CLSD	Close or closed or closing	DCKG	Docking
CM	Centimeter	DCS	Double Channel Simplex
CMB	Climb	DCT	Direct (in relation to flight plan clearance)
CMPLC	Completion or completed or complete	DEC	December
CNL	Cancel or cancelled	DEG	Degrees
CNL	Flight plan cancellation (message type designator)	DENEB	Fog dispersal operations.
CNS	Communications, navigation and surveillance	DEP	Depart or departure
COM	Communications	DEP	Departure (message type designator)
COT	At the Coast	DES	Descend to or descending to
COV	Cover or covered or covering	DEST	Destination
CPDLC	Controller Pilot data link communication	DETRESFA	Distress phase
CPL	Current flight Plan (Message type designator)	DEV	Deviation or deviating
CRC	Cyclic redundancy check	DFTI	Distance from touchdown indicator
		DH	Decision height

DIF	Diffuse	EMBD	Embedded in a layer (to indicate cumulonimbus embedded in layers of other clouds)
DIST	Distance	EMERG	Emergency
DIV	Divert or diverting	END	Stop-end(related to RVR)
DLA	Delay(message type designator)	ENE	East north east
DLA	Delay or delayed	ENG	Engine
DLY	Daily	ENR	En-route
DME	Distance measuring equipment	ENRC . . .	Enroute chart (followed by name/title)
DNG	Danger or dangerous	EOBT	Estimated off-block time
DOM	Domestic	EQPT	Equipment
DP	Dew point temperature	ER	Here... or herewith
DPT	Depth	ESE	East south east
DR	Dead reckoning	EST	Estimate or estimated or estimate (as message type designator)
DR	Low drifting (followed by DU-dust SA=Sand or SN=Snow.)	ETA	Estimated time of arrival or estimating arrival
DRG	During	ETD	Estimated time of departure or estimating departure
DS	Dust storm	ETO	Estimated time over significant point
DSB	Double sideband	EV	Every
DTAM	Descend to and maintain	EXC	Except
DTG	Date-time group	EXER	Exercises or exercising or to exercise
DTRT	Deteriorate or deteriorating	EXP	Expect or expected or expecting
DTW	Dual tandem wheels	EXTD	Extend or extending
DU	Dust		
DUC	Dense upper cloud		**F**
DUR	Duration	F*	Degrees Fahrenheit
D-VOLMET	Data Link VOLMET	F	Fixed
DVOR	Doppler VOR	FAC	Facilities
DW	Dual Wheels	FAF	Final approach fix
DZ	Drizzle	FAL	Facilitation of international air transport
	E	FALS	Full approach lighting system
E	East or eastern longitude	FAP	Final approach point
EAT	Expected approach time	FATO	Final Approach Point
EB	Eastbound	FAX	Facsimile transmission.
EET	Estimated elapsed time	FBL	Light (used to qualify icing, turbulence, interference or static reports)
EHF	Extremely high frequency (30,000 to 300 000 MHz)	FC	Funnel cloud
ELBA	Emergency location Beacon- aircraft	FCST	Forecast
ELEV	Elevation	FEB	February
ELR	Extra long range	FG	Fog
EM	Emission	FIC	Flight information center

FIR	Flight information region	G/A/G	Ground-to-air and air-to-ground
FIS	Flight information service	GCA	Ground controlled approach system or ground controlled approach
FISA	Automated flight information service	GEN	General
FL	Flight level	GEO	Geographic or true
		GES	Ground earth station
FLD	Field	GLD	Glider
FLG	Flashing	GND	Ground
FLR	Flares	GNDCK	Ground check
		GNSS‡	Global navigation satellite system
FLT	Flight	GP	Glide path
FLTCK	Flight check	GPO*	General Post Office
FLUC	Fluctuating or fluctuation or fluctuated	GR	Hail
FLW	Follow(s) or following	GRASS	Grass landing area
FLY	Fly or flying	GRIB	Processed meteorological data in the in the form of grid point values (in aeronautical meteorological code.)
FM	From	GRVL	Gravel
FNA	Final approach	GS	Ground speed
FOD	Foreign Object Damage/Debries		
FPL	Filed flight plan (message type designator)		
			H
FPM	Feet per minute	H24	Continuous day and night service
FPR	Flight plan route	HBN	Hazard beacon
FR	Fuel remaining	HDF	High frequency direction-finding station
FREQ	Frequency	HDG	Heading
FRI	Friday	HEL	Helicopter
FRNG	Firing	HF	High frequency [3000 to 30000 KHz]
FRONT	Front (relating to weather)	HGT	Height or height above
FRQ	Frequent	HJ	Sunrise to sunset
FSL	Full stop landing	HLDG	Holding
FSS	Flight Service station	HN	Sunset to sunrise
FST	First	HO	Service available to meet operational requirements
FT	Feet (dimensional unit)	HOL	Holiday
FU	Smoke	HOSP	Hospital aircraft
FZ	Freezing	HPA	Hectopascal
FZDZ	Freezing drizzle	HR	Hours
FZFG	Freezing fog	HS	Service available during hours of scheduled operation
FZRA	Freezing rain	HURCN	Hurricane
	G	HVDF	High and very high frequency Direction-finding station (at the same location)
G	Green	HVY	Heavy
G/A	Ground-to-air	HX	No specific working hours

HYR	Higher	INTSF	Intensify or intensifying
HZ	Haze	INTST	Intensity
HZ	Hertz (Cycle per second)	IR	Ice on runway
	I	ISA	International standard atmosphere
IAC	Instrument approach chart	ISB	Independent sideband
IAF	Initial approach fix	ISOL	Isolated
IAO	In and out of clouds		**J**
IAR	Intersection of air routes	JAN	January
IAS	Indicated air speed	JTST	Jet steam
IBN	Identification beacon	JUL	July
ICE	Icing	JUN	June
ID	Identifier or identify		**K**
IDENT	Identification	KG	Kilograms
IF	Intermediate approach fix	KHZ	Kilohertz
IFF	Identification friend/foe	KM	Kilometers
IFR	Instrument flight rules	KMH	Kilometers per hour
IGA	International general aviation	KPA	Kilopascal
ILS	Instrument landing system	KT	Knots
IM	Inner marker	KW	Kilowatts
IMC	Instrument meteorological conditions		**L**
IMG	Immigration	L	Left (Runway Identification)
IMPR	Improve or improving	L	Locator (See LM,LO)
IMT	Immediate or immediately	LAM	Logical acknowledgement (message type designator)
INA	Initial approach	LAN	Inland
INBD	Inbound	LAT	Latitude
INC	In cloud	LB*	Pounds (weight)
INCERFA	Uncertainty phase	LDA	Landing Distance available
INFO	Information	LDG	Landing
INOP	Inoperative	LDI	Landing direction Indicator.
INP	If not possible	LEN	Length
INPR	In progress	LF	Low frequency (30 to 300 KHz)
INS*	Inches (dimensional unit)	LGT	Light or lighting
INS	Inertial navigation system	LGTD	Lighted
INSTL	Install or installed or Installation.	LIH	Light intensity high
INSTR	Instrument	LIL	Light intensity low
INT	Intersection	LIM	Light intensity medium
INTER*	Intermittent	LLZ	Localizer
INTL	International	LM	Locator middle
INTRG	Interrogator	LMT	Local mean time
INTRP	Interrupt or interruption or interrupted		

LNG	Long (used to indicate the type of approach desired or required locator, outer)	MHDF	Medium, and high frequency direction finding stations (at the same location)
LNAV	Lateral navigation	MHVDF	Medium high and very high frequency direction finding stations (at the same location)
LO	Locator, outer	MHZ	Megahertz
LOC	Local or locally or location or located	MID	Mid-point (related to RVR)
LONG	Longitude	MIFG	Shallow fog
LORAN	Long range air navigation system	MIL	Military
LRG	Long range	MIN	Minutes
LSQ	Line squall	MKR	Marker radio beacon
LTD	Limited	MLS	Microwave landing system
LTT	Landline teletypewriter LV Light and variable (relating to wind)	MM	Middle marker
LVE	Leave or leaving	MNM	Minimum
LVL	Level	MNPS	Minimum navigation performance specifications
→ LYR	Layer or layered	MNT	Monitor or monitoring or monitored
		MNTN	Maintain
	M		
M	Mach number (followed by figures)	MOC	Minimum obstacle clearance (required)
M	Meters (preceded by figures)	MOD	Moderate (used to indicate the intensity of weather phenomena, interference or static reports)
MAA	Maximum authorized altitude	MON	Above mountains
MAG	Magnetic	MON	Monday
MAINT	Maintenance	MOTNE	Meteorological operational Telecommunications Network Europe
MAP	Aeronautical maps and charts	MOV	Move or moving or Movement
MAPT	Missed approach point	MPH*	Statute miles per hour
MAR	At sea	MPS	Meters per second
MAR	March	MRA	Minimum reception altitude
MAS	Manual Al simplex	MRG	Medium range
MAX	Maximum	MRP	ATS/MET reporting point
MAY	May	MS	Minus
MCA	Minimum crossing altitude	MSA	Minimum sector altitude
		MSAW	Minimum safe altitude warning ←
MCW	Modulated continuous wave	MSG	Message
MDA	Minimum descent altitude	MSL	Mean Sea Level
MDF	Medium frequency direction-finding station	MT	Mountain
MDH	Minimum descent height	MTU	Metric units
MEA	Minimum En-route altitude	MTW	Mountain waves
MEHT	Minimum eye height over threshold for visual approach slope indicator systems)	MVDF	Medium and very high frequency direction-finding stations (at the same location)
MET	Meteorological or meteorology	MWARA	Major World Air Route Area
METAR	Aviation routine weather report (in aeronautical meteorological code)	MWO	Meteorological watch Office
MF	Medium frequency 300 to 3000 kHz	MX	Mixed type of ice formation (White and clear)

	N	OCA	Obstacle clearance altitude
N	North or northern latitude	OCA	Oceanic Control area
NALS	No approach lighting system	OCC	Occulting (Light)
NAT	North Atlantic	OCH	Obstacle clearance height
NAV	Navigation	OCL	Obstacle clearance limit
NB	Northbound	OCNL	Occasional or occasionally
NBFR	Not before	OCS	Obstacle clearance surface
NC	No change	OCT	October
NDB	Non-directional radio beacon	OFZ	Obstruction Free Zone
NE	North-east	OHD	Overhead
NEB	North-eastbound	OM	Outer Marker
NEG	No or negative or permission not granted or that is not correct	OPA	Opaque, white type of ice formation
NGT	Night	OPC	The control indicated is operational control
NIL	None or I have nothing to send to you	OPMET	Operational meteorological (information)
NM	Nautical miles	OPN	Open or opening or opened
NML	Normal	OPR OPS	Operator or operate or operative or operating or operational Operational
NNE	North north-east	O/R	On request
NNW	North north-west		
NOF	International NOTAM Office		
NOSIG	No significant change (used in trend-type landing forecasts)	ORD	Indication of an order
NOTAM	A notice containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.	OSV	Ocean station vessel
NOV	November	OTP	On top
NR	Number	OTS	Organized track system
NRH	No reply heard	OUBD	Outbound
NS	Nimbostratus	OVC	Overcast
NSC	Nil significant cloud		
			P
NW	North-west	P.....	Prohibited area (followed by identification)
NWB	North-westbound	PALS	Precision approach lighting system (Specify category)
NEXT	Next	PANS	Procedures for air Navigation services
		PAPI	Precision approach path indicator.
	O		
OAC	Oceanic area control center.	PAR	Precision approach radar
OAS	Obstacle assessment surface	PARL	Parallel
OBS	Observe or observed or observation	PAX	Passenger (s)
OBSC	Obscure or obscured or obscuring	PCD	Proceed or proceeding.
OBST	Obstacle		

PCN	Pavement classification number
PE	Ice pellets
PER	Performance
PERM	Permanent
PFIU*	Pre Flight Information Unit
PJE	Parachute Jumping
PLA	Practice low approach
PLN	Flight plan
PLVL	Present level
PN	Prior notice required
PNR	Point of no return
PO	Dust devils
POB	Persons on board.
PPI	Plan position indicator
PPR	Prior Permission required
PPSN	Present position
PRI	Primary
PRKG	Parking
PROB	Probability
PROC	Procedure.
PROV	Provisional.
PS	Plus
PSG	Passing
PSN	Position
PSP	Pierced steel plank
PTN	Procedure turn
PTS	Polar track structure
PWR	Power
	Q
OBI	Compulsory IFR Flight
QDM	Magnetic Heading (zero wind)
QDR	Magnetic Bearing
QFE	Atmospheric pressure at aerodrome elevation (or at runway threshold)
QFU	Magnetic orientation of runway
QNH	Altimeter sub-scale setting to obtain elevation when on the ground
QTE	True bearing
QUAD	Quadrant
	R
R	Red
R....	Restricted area (followed by identification)
R	Right (runway identification)
RA	Rain
RAC	Rules of the air and traffic services
RAFC	Regional area forecast centre
RAG	Ragged
RAG	Runway arresting gear
RAI	Runway alignment indicator
RB	Rescue boa
RCA	Reach cruising altitude
RCC	Rescue co-ordination centre
RCF	Radio Communication Failure (message type designator)
RCH	Reach or reaching
RCL	Runway centre line
RCLL	Runway centre line Light(s)
RCLR	Re-cleared
RDARA	Regional Domestic Air Route Area
RDH	Reference Datum Height (for ILS)
RDL	Radial
RDO	Radio
RE	Recent (used to qualify weather phenomena, e.g. recent rain= RERA)
REC	Receive or receiver
REDL	Runway edge light(s)
FEF	Reference to..... or refer to .....
REG	Registration
RENL	Runway end light(s)
REP	Report or reporting or reporting point
REQ	Request or requested
RERTE	Re-route
RESA	Runway end safety area
RG	Range (lights)
RIF	Re-clearance in flight
RITE	Right (direction of turn)
RL	Report leaving
RLA	Relay to
RLCE	Request level change en-route
RLLS	Runway lead-in lighting system

RMK	Remark	RV	Rescue vessel
RNAV	(to be pronounced" AR-NAV") Area navigation	RVR	Rescue vessel
RNG	Radio range	RVR	Runway visual range
		RVSM‡	Reduced vertical separation minimum [300 m (1 000 ft) between FL 290 and FL 410]
RNP	Required navigation performance	RWY	Runway
ROBEX	Regional OPMET bulletin exchange (scheme)		**S**
ROC	Rate of climb	S	South or southern latitude
ROD	Rate of decent	SA	Sand
ROFOR	Route forecast (in aeronautical meteorological code)	SALS	Simple approach lighting system
RON	Receiving only	SAN	Sanitary
RPL	Repetitive flight plan	SAP	As soon as possible
RPLC	Replace or replaced	SAR	Search and rescue
RPS	Radar position symbol	SARPS	Standards and recommended practices (ICAO)
RQMNTS	Requirements	SAT	Saturday
		SATCOM	Satellite communication (used only when referring generally to both voice and data satellite communication or only data satellite communication)
RQP	Request flight plan (massage type indicator)	SB	Southbound
RQS	Request supplementary flight plan (message type designator)	SC	Stratocumulus
RR	Report reaching	SCT	Scattered
RRA	(or RRB, RRC..... etc. in sequence)	SDBY	Standby
Delayed	Meteorological message (message type designator)	SE	South-east
RSC	Rescue sub-centre	SEB	South-eastbound
RSCD	Runway surface condition	SEC	Seconds.
RSP	Responder beacon	SECT	Sector
RSR	En-route surveillance radar	SELCAL	Selective calling system
RTD	Delayed (used to indicate delayed meteorological message; message type designator)	SEP	September
RTE	Route	SER	Service or servicing or served severe(used e.g. to qualify icing and turbulence reports)
RTF	Radiotelephone	SFC	Surface
RTG	Radiotelegraph	SG	Snow grains
RTHL	Runway threshold light(s)	SGL	Signal
RTN	Return or returned or returning	SH	Showers
RTS	Return to service	SHF	Super high frequency (3000 to 30000 MHz)
RTT	Radio teletypewriter	SID	Standard Instruments Departure
RTZL	Runway touchdown zone light(s)	SIF	Selective Identification Feature
RUT	Standard Regional Route Transmitting Frequencies	SIGMET	Information concerning en-route weather phenomena which may affect the safety of aircraft operations)

SIGWX	Significant weather	STA	Straight in approach.
SIMUL	Simultaneous or simultaneously	STAR	Standard instrument arrival
SIWL	Single isolated wheel load	STD	Standard
SKC	Sky clear	STF	Stratiform
SKED	Schedule or scheduled	STN	Station
SLP	Speed limiting point	STNR	Stationary
SLW	Slow	STOL	Short take-off and landing
SMC	Surface movement control	STS	Status
SMR	Surface movement radar	STWL	Stop way light(s)
SN	Snow	SUBJ	Subject to
SNOWTAM	A special series NOTAM notifying the presence or removal of hazardous conditions due to now, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of special format.	SUN	Sunday
SNSH	Snow showers	SUP	Supplement (AIP Supplement)
SPECI	Aviation selected special weather report (in aeronautical meteorological code)	SUPPS	Regional supplementary procedures
SPECIAL	Special meteorological report (in abbreviated plain language)	SVC	Service message
SPL	Supplementary flight plan(message type designator)	SVCBL	Serviceable
SPOT	Spot wind	SW	South-east
SQ	Squall	SWB	South-westbound
SR	Sunrise	SWY	Stop way
SRA	Surveillance radar approach	T	
SRE	Surveillance radar elements of precision approach radar system.	T	Temperature
SRG	Short range	TA	Transition altitude
SRR	Search and rescue region	TACAN	tactical air navigation aid
SRY	Secondary	UHF TAF	Aerodrome forecast
SS	Sandstorm	TAIL	Tail wind
SS	Sunset	TAR	Terminal area surveillance radar
SSB	Single Sideband	TAS	True airspeed
SSE	South south-east	TAX	Taxiing or taxi
SSR	Secondary surveillance radar	TC	Tropical Cyclone
SST	Supersonic transport	TCU	Towering cumulus
SSW	South south-west	TDO	Tornado
ST	Stratus.	TDZ	Touchdown zone.
		TECR	Technical reason
		TEL	Telephone

TEMPO	Temporary or temporarily	UHF	Ultra high frequency.[300 to 3000 MHz]
TEND	Trend or tending to	UIC	Upper information center
TFC	Traffic	UIR	Upper flight information region
TGL	Touch-and-go landing	ULR	Ultra long range
TGS	Taxiing guidance system	UNA	Unable
THR	Threshold	UNAP	Unable to approve
THRU	Through	UNL	Unlimited
THU	Thursday	UNREL	Unreliable
TIL	Until	U/S	Unserviceable
TIP	Until past.....(Place)	UTA	Upper control area.
TKOF	Take off	UTC	Coordinated universal time
TMA	Terminal control area		V
TNA	Turn altitude.	VAC	Visual approach chart
TNH	Turn height	VAL	In valleys
TO	To....(place)	VAN	Runway control van
TOC	Top of climb	VAR	Magnetic variation
TODA	Take-off distance available	VASIS	Visual approach slope indicator system
TOP	Cloud top	VCY	Vicinity
TORA	Take-off run available	VDF	Very high frequency direction-finding station
TP	Turning point	VER	Vertical
TR	Track	VFR	Visuals
TRA	Temporary reserved airspace	VHF	Very high frequency [30 to 300 MHz]
TRANS	Transmits or transmitter	VIP	Very important person
TRL	Transition level.	VIS	Visibility
TROP	Tropopause	VLF	Very low frequency [3 to 30 KHz]
TS	Thunderstorm	VLR	Very long range
TT	Teletypewriter	VMC	Visual meteorological conditions.
TUE	Tuesday	VNAV	Vertical Navigation
TURB	Turbulence	VOLMET	Meteorological information for aircraft in flight
T-VASIS†	(to be pronounced “TEE-VASIS”) T visual approach slope indicator system		
TVOR	Terminal VOR	VOR	VHF Omni directional radio range
TWR	Aerodrome control tower or aerodrome control	VORTAC	VOR and TACAN combination
TWY	Taxiway	VOT	VOR Airborne equipment test facility variable
TWYL	Taxiway-link	VSA	By visual reference to the ground
TYP	Type of aircraft	VSP	Vertical speed
TYPH	Typhoon	VTOL	Vertical take-off and landing
	U		**W**
UAB	Until advised by.....	W	West or western longitude
UAC	Upper area control centre	W	White
UAR	Upper air route	WAC	World Aeronautical Chart-ICAO 1: 1000000
UDF	Ultra high frequency direction-finding station	WAFC	World area forecast center
UFN	Until further notice	WB	Westbound

WBAR	Wing bar lights	
WDI	Wind direction indicator	
WDSPR	Widespread	
WED	Wednesday	
WEF	With effect form or effective from	
→ WGS-84	World Geodetic System — 1984	
WI	Within	
WID	Width	
WINTEM	Forecast upper wind and temperature for available	
WIP	Work in progress	
WKN	Weaken or weakening	
WNW	West north west	
WO	Without	
WPT	Way-point	
WRNG	Warning	
WS	Wind shear	
→ WSPD	Wind speed	
WSW	West south west	
WT	Weight	
WTSPT	Waterspout	
WX	Weather	
WIE	With immediate effect or effective immediately	
WILCO	Will comply	
	X	
X	Cross	
XBAR	Crossbar (of approach lighting system)	
XNG	Crossing	
XS	Atmospherics	
XX*	Heavy(used to qualify weather phenomena such as rain, e.g. heavy rain=XXRA)	
	Y	
Y	Yellow	
YCZ	Yellow caution zone (runway lighting)	
YD*	Yards.	
YR	Your	
	Z	
Z	Coordinated Universal Time (in meteorological messages)	

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GEN 2.3 CHART SYMBOLS

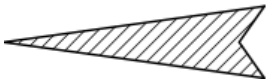
The aeronautical symbols used on charts contained in the AIP and other aeronautical charts listed in GEN 3.2 are shown as follows. They correspond in every respect to the internationally agreed symbols contained in ICAO Annex 4, Aeronautical charts and aeronautical charts manual Doc 8697-AN/889.

1. Aerodromes

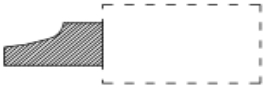
1.1 Charts other than approach charts

Civil (land)	
Joint Civil and Military (land)	
Military (land)	
Emergency Aerodrome or Aerodrome with no facilities	
Heliport	

1.2 Approach Chart

The aerodrome on which the procedure is based		
Aerodrome affecting the traffic pattern on the procedure is based		
Instruments landing system ILS	Plan View	
	Profile	

1.3 Aerodrome charts

Hard Surface	
Stopway	
Clearway	

2. Aerodrome installations and lights

Aerodrome Reference Point (ARP)		
Taxiways and Parking Areas		
Control Tower		
Obstacle light		
Aeronautical Ground Light		
Wind Direction Indicator	Lighted	
	Unlighted	

Obstacles	Lighted	
	Unlighted	
Group obstacles *Note: Numerals in italics indicate elevation of obstruction above sea level. Upright numerals in parentheses indicate height above specified datum.*	Lighted	
	Unlighted	
Restricted Airspace (Prohibited Restricted or Danger Area)		
Common boundary of two areas		
Highest Elevation on Chart		
Telegraph, Telephone and High tension line		

GEN 2.4 LOCATION INDICATORS

`

ENCODE			
Location	**Indicator**	**Location**	**Indicator**
CAAB Head Quarters	VGHQ	Cumilla Airport	VGCM
Dhaka FIR	VGFR	Ishurdi Airport	VGIS
Hazrat Shahjalal Intl. Airport, Dhaka	VGHS	Jashore Airport	VGJR
Shah Amanat International Airport, Chattogram	VGEG	Lalmonirhat STOL-Port	VGLM
Osmani International Airport, Sylhet	VGSY	Shah Makhdum Airport, Rajshahi	VGRJ
Barishal Airport	VGBR	Saidpur Airport	VGSD
Bogura Airport	VGBG	Shamshernagar STOL- Port	VGSH
Cox's Bazar Airport	VGCB	Tejgaon Airport	VGTJ

DECODE			
Indicator	**Location**	**Indicator**	**Location**
VGHQ	CAAB Headquarters	VGCM	Cumilla Airport
VGFR	Dhaka FIR	VGIS	Ishurdi Airport
VGHS	Hazrat Shahjalal Intl. Airport, Dhaka	VGJR	Jashore Airport
VGEG	Shah Amanat Int'l. Airport, Chattogram	VGLM	Lalmonirhat STOL-Port
VGSY	Osmani Int'l. Airport, Sylhet.	VGRJ	Rajshahi Airport
VGBR	Barishal Airport	VGSD	Saidpur Airport
VGBG	Bogura Airport	VGSH	Shamshernagar STOL-Port
VGCB	Cox's Bazar Airport	VGTJ	Tejgaon Airport
Note: Location Indicators except VGHQ, VGHS, VGEG and VGSY cannot be used in the address component of messages transmitted over the AFTN.			

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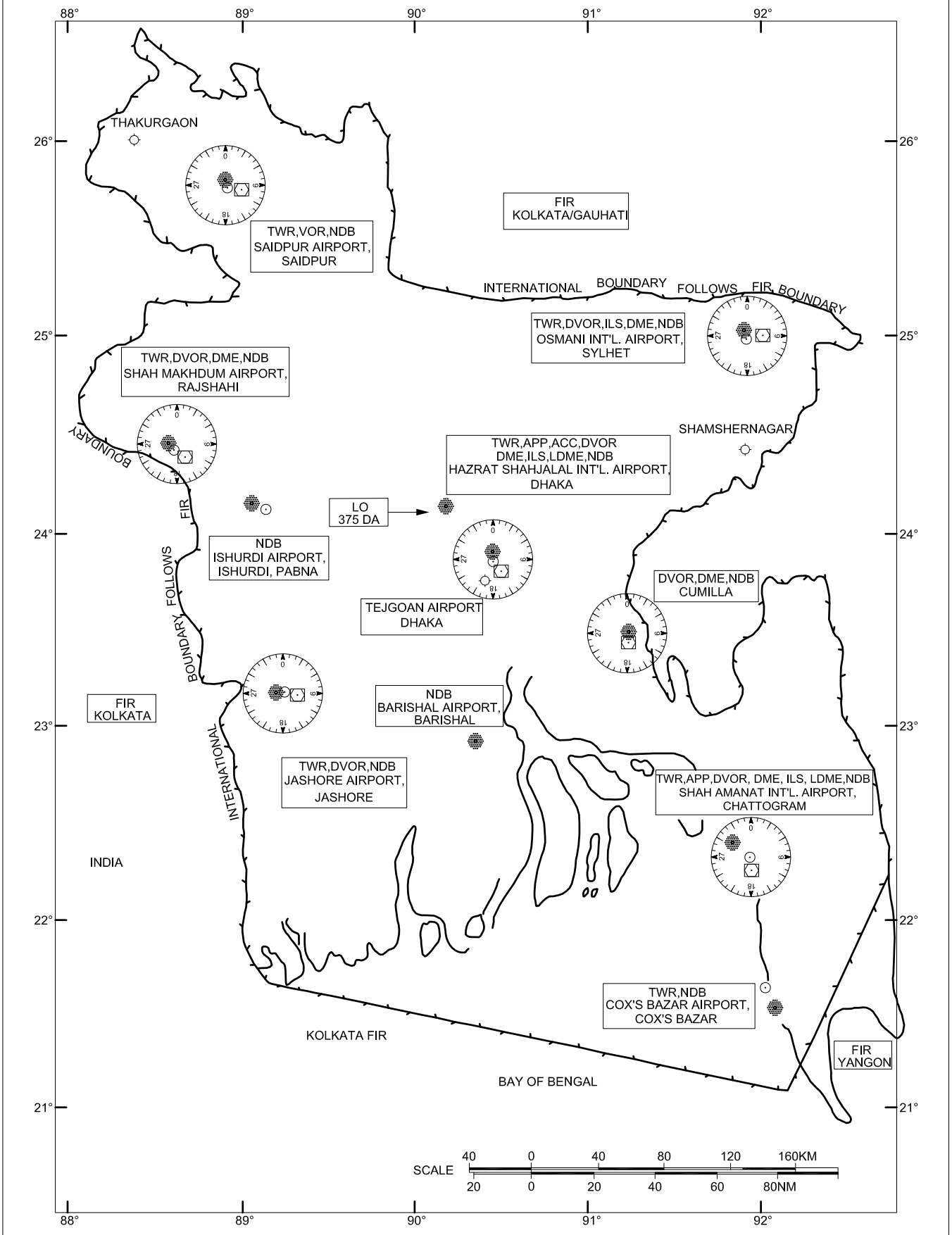
GEN 2.5 LIST OF RADIO NAVIGATION AIDS

1. Alphabetical list of Navigation aids by Identification.

ID	STATION	FACILITY	PURPOSE
1	2	3	4
BL	Barishal	NDB	AE
CXB	Cox's Bazar	DVOR/DME	AE
CML	Cumilla	DVOR/DME	AE
CTG	Shah Amanat Intl, Chattogram	DVOR/DME	AE
DA	Hazrat Shahjalal Intl, Dhaka	LO	A
DAC	Hazrat Shahjalal Intl, Dhaka	DVOR/DME	AE
DHA	Hazrat Shahjalal Intl, Dhaka	ILS/LOC RWY 32	A
IDA	Hazrat Shahjalal Intl, Dhaka	ILS/LOC RWY 14	A
ICG	Shah Amanat Intl, Chattogram	ILS/LOC/DME RWY 23	A
IS	Ishurdi	NDB Not Avbl	-----
JR	Jashore	NDB Not Avbl	-----
JSR	Jashore	DVOR/DME	AE
RAJ	Shah Mokhdum, Rajshahi	DVOR/DME	AE
SDP	Saidpur	DVOR/DME	AE
SYL	Osmani Intl, Sylhet	ILS/LOC/DME RWY 11	A
SYT	Osmani Intl, Sylhet	DVOR/DME	AE
A= Aerodrome, E= En-route, AE=Both.			

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RADIO FACILITY INDEX



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GEN 2.6 CONVERSION TABLES

METERS TO FEET 1M=3.28FT		FEET TO METERS 1FT- 0.3048M		NAUTICAL MILES TO KILOMETERS 1NM-1.852KM		KILOMETERS TO NAUTICAL MILES 1KM-0.54NM	
M	FT	FT	M	NM	KM	KM	NM
1	3.28	1	0.3048	1	1.852	1	0.540
2	6.56	2	0.61	2	3.704	2	1.080
3	9.84	3	0.91	3	5.556	3	1.620
4	13.12	4	1.22	4	7.408	4	2.160
5	16.40	5	1.52	5	9.26	5	2.700
6	19.68	6	1.83	6	11.11	6	3.240
7	22.97	7	2.13	7	12.96	7	3.780
8	26.25	8	2.44	8	14.82	8	4.320
9	29.53	9	2.74	9	16.67	9	4.86
10	32.81	10	3.05	10	18.52	10	5.40
20	65.62	20	6.10	20	37.04	20	10.80
30	98.42	30	9.14	30	55.56	30	16.20
40	131.23	40	12.19	40	74.08	40	21.60
50	164.04	50	15.24	50	92.60	50	27.00
60	196.85	60	18.29	60	111.1	60	32.40
70	229.66	70	21.34	70	129.6	70	37.80
80	262.46	80	24.38	80	148.2	80	43.20
90	295.27	90	27.43	90	166.7	90	48.59
100	328.08	100	30.48	100	185.2	100	54.0
200	656.16	200	60.96	200	370.4	200	108.0
300	984.24	300	91.44	300	555.6	300	162.0
400	1312.3	400	121.92	400	740.8	400	216.0
500	1640.4	500	152.40	500	926.0	500	270.0
600	1968.5	600	182.88	600	1111	600	324.0
700	2296.6	700	213.36	700	1296	700	378.0
800	2624.6	800	243.84	800	1482	800	432.0
900	2952.7	900	274.32	900	1667	900	485.9
1000	3280.8	1000	304.80	1000	1852	1000	540
2000	6561.6	2000	609.60	2000	3704	2000	1080
3000	9842.4	3000	914.40	3000	5556	3000	1620
4000	13123	4000	1219.2	4000	7408	4000	2160
5000	16404	5000	1524.0	5000	9260	5000	2700
6000	19685	6000	1828.8	6000	1112	6000	3240
7000	22966	7000	2133.6	7000	12964	7000	3780
8000	26246	8000	2438.4	8000	14816	8000	4320
9000	29527	9000	2743.2	9000	16668	9000	4859
10000	32807	10000	3048.0	10000	18520	10000	5400
		10500	3200.4				

KILOGRAMS TO POUNDS 1kg = 2.20 Ib		POUNDS TO KILOGRAMS 1 Ib = 0.454k g.	
kg	Ib	Ib	kg
1	2.20	1	0.454
2	4.41	2	0.907
3	6.61	3	1.361
4	8.82	4	1.814
5	11.02	5	2.268
6	13.23	6	2.722
7	15.43	7	3.175
8	17.64	8	3.629
9	19.84	9	4.082
10	22.05	10	4.536
20	44.09	20	9.072
30	66.14	30	13.608
40	88.18	40	18.144
50	110.23	50	22.680
60	132.28	60	27.216
70	154.32	70	31.751
80	176.37	80	36.287
90	198.41	90	40.823
100	220.5	100	45.359
200	440.9	200	90.718
300	661.4	300	136.077
400	881,8	400	181.436
500	1102.3	500	226.795
600	1322.8	600	272.154
700	1543.2	700	317.513
800	1763.7	800	362.872
900	1984.1	900	408.231
1000	2204.6	1000	453.590
2000	4409.2	2000	907.180
3000	6613.8	3000	1360.770
4000	8818.4	4000	1814.360
5000	11023.0	5000	2267.950
6000	13227.6	6000	2721.540
7000	15432.2	7000	3175.130
8000	17636.8	8000	3628.720
9000	19841.4	9000	4082.310
10000	22046.0	10000	4535.900
20000	44092.0	20000	9071.800
30000	66138.0	30000	13607.700
40000	88184.0	40000	18143.600
50000	110230.0	50000	22679.500
60000	132276.0	60000	27215.400
70000	154322.0	70000	31751.300
80000	176368.0	80000	36287.200
90000	198414.0	90000	40823.100
100000	220460.0	100000	45359.000
			90718.000

From decimal minutes of an arc to seconds of an arc

MIN	SEC	MIN	SEC	MIN	SEC MIN		SEC
0.01	0.6	0.26	15.6	0.51	30.6	0.76	45.6
0.02	1.2	0.27	16.2	0.52	31.2	0.77	46.2
0.03	1.8	0.28	16.8	0.53	31.8	0.78	46.8
0.04	2.4	0.29	17.4	0.54	32.4	0.79	47.4
0.05	3.0	0.30	18.0	0.55	33.0	0.80	48.0
0.06	3.6	0.31	18.6	0.56	33.6	0.81	48.6
0.07	4.2	0.32	19.2	0.57	34.2	0.82	49.2
0.08	4.8	0.33	19.8	0.58	34.8	0.83	49.8
0.09	5.4	0.34	20.4	0.59	35.4	0.84	50.4
0.10	6.0	0.35	21.0	0.60	36.0	0.85	51.0
0.11	6.6	0.36	21.6	0.61	36.6	0.86	51.6
0.12	7.2	0.37	22.2	0.62	37.2	0.87	52.2
0.13	7.8	0.38	22.8	0.63	37.8	0.88	52.8
0.14	8.4	0.39	23.4	0.64	38.4	0.89	53.4
0.15	9.0	0.40	24.0	0.65	39.0	0.90	54.0
0.16	9.6	0.41	24.6	0.66	39.6	0.91	54.6
0.17	10.2	0.42	25.2	0.67	40.2	0.92	55.2
0.18	10.8	0.43	25.8	0.68	40.8	0.93	55.8
0.19	11.4	0.44	26.4	0.69	41.4	0.94	56.4
0.20	12.0	0.45	27.0	0.70	42.0	0.95	57.0
0.21	12.6	0.46	27.6	0.71	42.6	0.96	57.6
0.22	13.2	0.47	28.2	0.72	43.2	0.97	58.2
0.23	13.8	0.48	28.8	0.73	43.8	0.98	58.8
0.24	14.4	0.49	29.4	0.74	44.4	0.99	59.4
0.25	15.0	0.50	30.0	0.75	45.0		

From seconds of an arc to decimal minutes of an arc

SEC	MIN	SEC	MIN	SEC	MIN	SEC	MIN
1	0.02	17	0.27	31	0.52	46	0.77
2	0.03	17	0.28	32	0.53	47	0.78
3	0.05	18	0.30	33	0.55	48	0.80
4	0.07	19	0.32	34	0.57	49	0.82
5	0.08	20	0.33	35	0.58	50	0.83
6	0.10	21	0.35	36	0.60	51	0.85
7	0.12	22	0.37	37	0.62	52	0.87
8	0.13	23	0.38	38	0.63	53	0.88
9	0.15	24	0.40	39	0.65	54	0.90
10	0.17	25	0.42	40	0.67	55	0.92
11	0.18	26	0.43	41	0.68	56	0.93
12	0.20	27	0.45	42	0.70	57	0.95
13	0.22	28	0.47	43	0.72	58	0.97
14	0.23	29	0.48	44	0.73	59	0.98
15	0.25	30	0.50	45	0.75		

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GEN 2.7 SUNRISE/ SUNSET TABLES

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GEN 3. SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

1. Responsible Services

1.1 The Aeronautical Information Service, which is the part of Air Traffic Management division of the Civil Aviation Authority of Bangladesh, ensures the flow of information necessary for the safety, regularity and efficiency of international and national air navigation within the area of its responsibility as indicated under paragraph 2 below. It consists of AIS Headquarters, International NOTAM Office (NOF) and Aerodrome AIS units (PFIU).

1.2 ***AIS Headquarters***

Postal Address	:	Aeronautical Information Service, Air Traffic Management Division, Civil Aviation Authority of Bangladesh Headquarters, Kurmitola, Dhaka-1229, Bangladesh.
Telephone	:	+88-02 41091031 Cell +880-1894903151
Telefax	:	+88-02 41091111, +88-02-8901428
AFS	:	VGHQYOYX
Email	:	adaishq@caab.gov.bd

Hours of Operation 0900 LT to 1700 LT, Friday and Saturday closed.

1.3 ***International NOTAM office (NOF)***

The international NOTAM office is an integral part of the AIS Headquarters and is located at the following address: -

Postal address	:	International NOTAM Office Hazrat Shahjalal International Airport, Kurmitola, Dhaka 1229, Bangladesh.
Telephone	:	+88-02- 8901904-9, Ext. 3271
Telefax	:	Nil
AFS	:	VGHSYNYX
TELRGRAMS	:	CIVIL AIR DHAKA
Email	:	notam@caab.gov.bd

The service is provided in accordance with the provisions contained in ICAO Annex 15 – *Aeronautical Information Services*.

2. Area of Responsibilities

The Aeronautical Information Service is responsible for the collection and dissemination of information for the entire territory of Bangladesh and for the airspace over the high seas encompassed by the Dhaka Flight Information Region.

3. Aeronautical Publications

3.1 The aeronautical information is provided in the form of the Integrated Aeronautical Information Package consisting of the following elements:

- Aeronautical Information Publication (AIP);
- Amendment services to the AIP (AIP AMDT);
- Supplement to the AIP (AIP SUP);
- NOTAM and pre-flight Information Bulletins (PIB);
- Aeronautical Information Circulars (AIC); and
- Checklists and summaries.

NOTAM and the related monthly checklists are issued via the Aeronautical Fixed Service (AFS), while PIB are made available at aerodrome AIS units. All other elements of the package are distributed by mail.

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

The AIP, issued in one volume is the basic information document published for Bangladesh and contains information of a lasting character essential to air navigation. It is available in English only and is maintained up to date by an amendment service of reprinted pages and, in case of minor amendments, manuscript corrections.

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

Amendments to the AIP together with checklist are made by means of replacement sheets. Two types of AIP AMDT are produced:

- regular AIP Amendment (AIP AMDT), issued in accordance with the established regular interval (see GEN 0.1-2 para 3.2) and identified by a white cover sheet, incorporates permanent changes into the AIP on the indicated publication date; and

- AIRAC AIP Amendment (AIRAC AIP AMDT), issued in accordance with the AIRAC system and identified by a pink cover sheet and the acronym – AIRAC, incorporates operationally significant permanent changes into the AIP on the indicated AIRAC effective date.

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

Each AIP page and each AIP replacement page introduced by an amendment, including the amendment cover sheet, are dated. The day consists of the day, month (by name) and year of the publication date (regular AIP AMDT) or of the AIRAC effective date (AIRAC AIP AMDT) of the information.

Each AIP amendment cover sheet includes references to the serial number of those elements, if any, of Integrated Aeronautical Information Package which have been incorporated in the AIP by the amendment and are consequently cancelled.

Each AIP AMDT and each AIRAC AIP AMDT are allocated a serial numbers, which is consecutive and based on the calendar year. The year, indicated by two digits, is a part of the serial number of the amendment, e.g. AIP AMDT 1/10; AIRAC AIP AMDT 2/10.

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

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

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

AIP supplements are placed at the beginning of the AIP parts. Supplements are published on yellow paper to be conspicuous and to stand out from the rest of the AIP. Each AIP Supplement (regular or AIRAC) is allocated a serial number which is consecutive and based on the calendar year, (i.e. AIP SUP 1/10; AIRAC AIP SUP 2/10; AIP SUP 3/10...)

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

The checklist of AIP Supplements currently in force is issued in the month printed plain language summary of NOTAM in force.

3.5 ***NOTAM and Pre-flight Information Bulletins (PIB)***

NOTAM contain information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential for personnel concerned with flight operations. The text of each NOTAM contains the information in the order shown in the ICAO NOTAM Format and composed of the significations/uniform abbreviated phraseology assigned to the ICAO NOTAM Code complemented by ICAO abbreviations, indicators, identifiers, designators, call signs, frequencies, figures and plain language. NOTAM are originated and issued for Dhaka FIR and are distributed in three series identified by letters A, B and C.

Series A – NOTAM containing information of concern to long or medium range flights and given selected international distribution;

Series B – NOTAM containing full information on all aerodrome/heliports, facilities and procedures available for use in international civil aviation and given international distribution to adjacent state only;

Series C - NOTAM containing information of all concern to aircraft other than those engaged in international civil aviation and given national distribution only;

NOTE: NOTAM Series A and B are combined as NOTAM Series A for the distribution of NOTAM.

NOTAM are published as and when necessary to disseminate information of direct operational significance which

(a) is of an ephemeral nature;
(b) require advance distribution; or
(c) is appropriate to the AIP but immediate dissemination is required.

Each NOTAM is assigned a four digit serial number preceded by an appropriate letter indicating the series and followed by a stroke and two digits indicating the year of issuance. The serial numbers start with 0001 at 0000 UTC on 1 January every year.

NOTAM are exchange with other international NOTAM offices as follows: -

SERIES 'A'		
NOTAM Office	NOTAM Office	NOTAM Office
Abu Dhabi	Jakarta	Roma (E)
Amman(R)	Jeddah	Singapore
Amsterdam	Karachi	Stockholm
Bahrin	Kathmandu	Seoul(E)
Bangkok	Kolkata	Taipei City (E)
Brunie	Kobenhavan(E)	Tehran
Beijing(E)	Kualalumpur	Tokyo (E)
Cairo	Kuwait	Vientiane
Colombo	London (E)	Warszawa (E)
Chisinau	Lisboa (E)	Washington D.C. (E)
Chernihiv (R)	Macau	Wien
Damascus (R)	Madras	Yangon
Dushanbe (E)	Madrid(E)	Zurich (E)
Frankfurt	Moscova (E)	
Helsinki (E)	Mumbai	
Ho-Chimin city	Muscat	
Hong Kong	New Delhi	
	Paris (E)	

R -NOTAM RECEIVED ONLY.
E -NOTAM SENT ONLY.

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

3.6 **Aeronautical Information Circulars (AIC)**

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

Each AIC is numbered consecutively on a calendar year basis the year, indicated by two digits, is a part of the serial number of the AIC, e.g. AIC 01/10 A checklist of AIC currently in force is issued as an AIC at least once in a year or as required.

3.7 **Checklist and summary of NOTAM**

A checklist of valid NOTAM is issued monthly via AFS. The checklist is followed by a printed summary of NOTAM distributed by mail to all recipient of the Integrated Aeronautical Information Package. It contains a plain language (in English) presentation of the valid NOTAM and information about the number of the latest issued AIP AMDT, AIRAC AIP AMDT, AIP SUP and AIC as well as numbers of the elements issued under the AIRAC that will became effective or, if none, the NIL AIRAC notification.

3.8 Sale of Publications

3.8.1 All **publications** of the Aeronautical Information Services are available from the AIS Headquarters. These documents are available to international aeronautical authorities and ICAO on a reciprocal basis free of charge. For other subscribers these documents are available on advance payment in the following rates (including postage):

Sl Nr	Name of the documents	Local Rate	Overseas Rate
1	AIP BANGLADESH	Taka 4000/- only (each copy)	US $100 (one hundred) only (each copy)
2	AIP Amendments Service including AIP Supplement and AIC (Per annum)	Taka 3000/- only (each copy)	US $70 (seventy) only (each copy)
3	AIP Supplement & AIC (Per annum)	Taka 2500/- only (each copy)	US $50 (fifty) only (each copy)
4	AIP (CD-ROM)	Taka 2000/- only (each copy)	US $50 (fifty) only (each copy)
NOTAM are available free of charge to all subscribers to the AIP Amendment service (if requested)			

4. AIRAC System

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

4.2 The table below indicates **AIRAC** effective dates for the coming years. **AIRAC** information will be issued so that the information will be received by the user not later than 28 days, and for major changes not later than 56 days, before the effective date. At **AIRAC** effective date, a **trigger NOTAM** will be issued giving a brief description of the contents, effective date and reference number of the **AIRAC AIP AMDT** or **AIRAC AIP SUP** that will become effective on that date. Trigger **NOTAM** will remain in force as a reminder in the **PIB** until the new checklist/summary is issued.
If no information was submitted for publication at the AIRAC date, a NIL notification will be issued by NOTAM not later than one AIRAC cycle before the AIRAC effective date concerned.
Schedule of AIRAC effective dates.

2026	2027	2028	2029
22 JAN	21 JAN	20 JAN	18 JAN
19 FEB	18 FEB	17 FEB	15 FEB
19 MAR	18 MAR	16 MAR	15 MAR
16 APR	15 APR	13 APR	12 APR
14 MAY	13 MAY	11 MAY	10 MAY
11 JUN	10 JUN	08 JUN	07 JUN
09 JUL	08 JUL	06 JUL	05 JUL
06 AUG	05 AUG	03 AUG	02 AUG
03 SEP	02 SEP	31 AUG	30 AUG
01 OCT	30 SEP	28 SEP	27 SEP
29 OCT	28 OCT	26 OCT	25 OCT
26 NOV	25 NOV	23 NOV	22 NOV
24 DEC	23 DEC	21 DEC	20 DEC

5. Pre –flight information service at aerodrome/heliports

Pre-flight information is available at aerodromes as detailed below:

Aerodrome	Briefing coverage
Hazrat Shahjalal International Airport, Dhaka (HSIA)	All route segment emanation from Bangladesh.
Shah Amanat International Airport, Chattogram	Limited coverage, local unit providing co-ordination service on the basis of Aeronautical Information received from Dhaka NOF and PFIU at HSIA.

Pre-flight Information Bulletins (PIB) – PIB are available from aerodrome AIS units and NOF at HSIA. The aerodrome AIS unit at HSIA is connected to the central NOTAM data bank. At HSIA, pre-flight information in the form of PIB may be obtained at computer terminals in the aerodrome AIS unit.

Post – flight information forms, for annotation by aircrews of information concerning the state and operation of air navigation facilities, etc., are available at aerodrome AIS units or Control Tower where Pre-flight information unit is not located. A flight crewmember or the designated flight operations officer of the airline is filed and submit post-flight information from within ONE HOUR of the arrival of the flight.

GEN 3.2 AERONAUTICAL CHARTS

1 **Responsible Service(s).**

1.1 The Civil Aviation Authority, Bangladesh has a wide range of Aeronautical charts available for use by all types of Civil Aviation. CAA produces the charts listen on GEN 3.2.3 with the exception of the small scale charts, which are produced on its behalf by the Department of Surveys. Other charts suitable for pre-flight planning and briefing, selected from those listed in the ICAO Aeronautical Chart catalogue (DOC 7101-MAP/562), are available for reference at Aerodrome AIS units (Pre-flight information unit).

Service Name : Aeronautical information Services.

Postal Address : Air Traffic Management Division, Civil Aviation Authority of Bangladesh, Headquarters, Kurmitola, Dhaka-1229, Bangladesh.

Telephone : 880-2-41091031 ←——

Tele-fax : 880-2-41091111 ←——

AFS : VGHQYOYX

1.2 The service are provided in accordance with the provisions contained in the following ICAO documents.
Annex 4 –Aeronautical Charts.

Doc 8168- OPS / 611- Aircraft Operations.

1.3 Difference to these provisions are detailed in subsection GEN 1.7

1.4 Hours of Service: 0900LT to 1700LT daily except Friday & Saturday.

2. **Maintenance of Charts.**

2.1 The aeronautical charts included in the AIP are regularly kept up-to-date or are replaced by the amendments to the AIP. Significant amendments or revisions in aeronautical information to other aeronautical chart series are also included in the AIP supplement if appropriate. Information concerning new maps and charts will be notified by Aeronautical Information Circular or AIP supplement as appropriate.

2.2 Items of information found after publication to have been incorrect at the aeronautical information date, are corrected immediately by NOTAM if they are of operational significance, attention being directed to the particular chart affected.

2.3 Revision of the aeronautical information on all charts is constantly in production resources permit.

3. **Purchase Arrangement.**
The charts listed in GEN 3.2.3, if available, may be obtained from Aeronautical Information Services. Address given in paragraph 1 of this subsection.

4. **Aeronautical Chart Series Available.**

4.1 TYPE OF CHARTS AVAILABLE
The following types of charts are published; a general description and explanation of their intended use given in para 2.4.

(1) Aerodrome Chart-ICAO.
(2) Aerodrome Obstruction Chart-ICAO Type-A
(3) Aircraft Parking & Docking Chart-ICAO
(4) Instrument Approach Chart-ICAO
(5) Terminal Area Chart-ICAO
(6) En-route Chart- ICAO.

4.2 GENERAL DESCRIPTION OF EACH SERIES.

4.2.1 INSTRUMENT APPROACH CHART-ICAO
Instrument Approach charts conforming to the specifications of Annex 4 are available for all aerodromes open to international civil aviation where International Approach procedures have been established. Separate chart are available for each procedure established for the aerodromes.

4.2.2 AERODROME OBSTRUCTION CHART ICAO-TYPE-A

Aerodrome obstruction charts type A (operating limitations) are available for two aerodromes. These are included with VGHS AD-2 & VGEG AD-2.

4.2.3 AERODROME CHART-ICAO

Aerodrome charts-ICAO are available for aerodromes listed in GEN 3.2.3. The flight crews with information that will facilitate the ground movement of aircraft to and from the runways and apron; and to portray the major flight operation facilities at the aerodrome. They are included with AD-2 section of respective aerodrome.

4.2.4 TERMINAL AREA CHART-ICAO
This chart of the Dhaka TMA shows the radio aids associated with the inbound and outbound traffic, holding pattern, limits of controlled Airspace, Reporting points, minimum flight altitudes, departure and arrival routes. This includes with sub section ENR 6-7.

GEN 3.2.5 LIST OF AERONAUTICAL CHARTS AVAILABLE

Title of Series	*Scale*		*Name and/or number*	*Price*	*Date*
Instrument Approach Charts (IAC)	1:250,000		**VGHS**	In AIP	
			NDB 14		Not Avbl
			NDB/ILS 14		Not Avbl
			VOR 14		02 OCT 2025
			VOR/DME 14		02 OCT 2025
			VOR DME ILS 14		02 OCT 2025
			DA LOCATOR 14		02 OCT 2025
			DA/ILS 14		02 OCT 2025
			VOR DME-ARC ILS 14		02 OCT 2025
			RNP 14		02 OCT 2025
			VOR 32		02 OCT 2025
			VOR/DME(1) 32		02 OCT 2025
			VOR/DME(2) 32		02 OCT 2025
			VOR/DME-ARC 32		02 OCT 2025
			VOR/DME/ILS(1) 32		02 OCT 2025
			VOR/DME/ILS(2) 32		02 OCT 2025
			VOR/DME-ARC/ILS 32		02 OCT 2025
			RNP 32		02 OCT 2025
			VGEG		
			VOR 23		28 MAR 2019
			VOR/DME-ARC 23		23 MAR 2023
			VOR ILS DME 23		05 SEP 2024
			VOR ILS DME-ARC 23		05 SEP 2024
			VOR 05		28 MAR 2019
			VOR/DME-ARC 05		28 MAR 2019
			RNP 05		10 JUL 2025
			RNP 23		10 JUL 2025
			VGSY		
			VOR 11		28 MAR 2019
			VOR/ILS/DME 11		05 SEP 2024
			VGSY/VOR/DME/ARC 11		05 SEP 2024
			VOR 29		28 MAR 2019
			RNP 11		10 JUL 2025
			RNP 29		02 OCT 2025 ←
			VGBR		
			NDB 17		10 OCT 2019
			NDB 35		10 OCT 2019
			VGCB		
			NDB 17		Not Avbl
			NDB 35		Not Avbl
			VGIS		
			NDB 15		08 DEC 2016
			NDB 33		08 DEC 2016
	1:300,000		**VGJR**		
			VOR X 16		10 OCT 2019
			VOR X 34		10 OCT 2019
			VOR Y 16		10 OCT 2019
			VOR Y 34		10 OCT 2019
			VOR Z 16		10 OCT 2019
			VOR Z 34		10 OCT 2019
			RNP 16		02 OCT 2025
			RNP 34		02 OCT 2025

Title of Series	*Scale*	*Name and/or number*	*Price*	*Date*	
Instrument Approach Charts (IAC)	1:250,000	**VGRJ**			
		NDB 17		Not Avbl	
		VOR 17		17 APR 2025	
		NDB 35		Not Avbl	
		VOR 35		17 APR 2025	
		VGSD			
	1:350,000	VOR W 16		10 OCT 2019	
		VOR X 34		10 OCT 2019	
		RNP 16		10 JUL 2025	
		RNP 34		10 JUL 2025	
Aerodrome Chart– ICAO (AD)	1:15,000	Hazrat Shahjalal Intl. VGHS AD 2-15	In AIP	02 OCT 2025	←
		Shah Amanat Intl. VGEG AD 2-11		10 OCT 2019	
		Osmani Intl Airport VGSY AD 2-9		02 OCT 2025	←
		All other Aerodrome (see respective Aerodrome's page)			
Aerodrome Obstacle Chart Type A (AOC)	1:15,000	Hazrat Shahjalal Intl. 14/32 VGHS AD 2-17	In AIP	17APR 2025	
		Shah Amanat Intl 23/05 VGEG AD 2-13		10 OCT 2019	
FIR and Terminal Area (TMA) Chart		Prohibited, Restricted & Danger Area ENR 5.1-13	In AIP	02 OCT 2025	←
		DHAKA TERMINAL ENR 6-7		22 FEB 2024	

GEN 3.2.6. Index TO The World Aeronautical Chart (WAC) -1.1000 000

Not Available

GEN 3.2.7. Topographical Chart

The topographic data and information used in production of Air services aeronautical charts is sourced from survey of Bangladesh.

Address: **Survey of Bangladesh, Tejgaon Dhaka 1208**
Fax: +88-2-9117463
Phone No: +8802-223374077
Email: info@sob.gov.bd
Website: https://sob.gov.bd

GEN 3.2.8. Corrections to Charts not contained in the AIP

If required any corrections to charts will be notified through NOTAM or AIP SUP.

GEN 3.3 AIR TRAFFIC SERVICES

1. **Responsible Service.**

1.1 The Member, Air Traffic Management of Civil Aviation Authority of Bangladesh acting under the authority of the Chairman, Civil Aviation Authority of Bangladesh is the responsible authority for the provision of air traffic services within the area indicated under 2 below.

Postal Address : Member, Air Traffic Management
Civil Aviation Authority of Bangladesh
Headquarters, Kurmitola,
Dhaka-1229, Bangladesh.

Telephone : 880-2-41091003 (Office) ←

Fax : 880-2-8901428

AFS : VGHQYAYS

Email : matm@caab.gov.bd

1.2 Air Traffic Services in Bangladesh are provided by the Civil Aviation Authority of Bangladesh administered by the Director, Air Traffic Management at Civil Aviation Authority, Headquarters.

Postal Address: Director (Ari Traffic Management)
Air Traffic Management Division,
Civil Aviation Authority of Bangladesh
Headquarters, Kurmitola,
Dhaka-1229, Bangladesh.

Telephone : 88-02-41091031 (Office) ←

Fax : 88-02-8901428, 88-02-41091111 ←

AFS : VGHQYAYS

Email : datm@caab.gov.bd

1.3 Enquiries, Suggestions or complaints regarding any Air Traffic Services Should be referred to relevant station Air Traffic Officers at each international airport or to the Chairman, Civil Aviation Authority of Bangladesh as appropriate.

1.4 The Services are provided in accordance with the provisions contained in the following ICAO documents.

Annex 2 – Rules of the Air
Annex 11 – Air Traffic Services
Annex 15 – Aeronautical Information Services
Doc 4444 – Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM)
Doc 8168 – Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS)
Doc 7030 – Regional Supplementary Procedures.

1.5 Differences to these provisions are detailed in subsection GEN 1.7

2 Area of responsibility

2.1.1 Air Traffic Services are provided for the entire territory of Bangladesh, including territorial waters of Bangladesh as well as the airspace over the high seas within the Dhaka FIR except that portion which has been delegated to Kolkata for provision of Air Traffic Services.

2.1.2 In some cases, in accordance with the regional air navigation agreement, air traffic services are provided, under the delegated authority, in airspace within another bordering FIR. Details of such services are provided in section ENR 2.

3 Types of services

3.1 The following types of services are provided:
- Air Traffic Control Service (ATCS), Flight Information Service (FIS) and Alerting service (ALRS).

3.2 With the exception of services provided at military air bases, the following types of services are provided at aerodromes:

- Aerodrome Control Service;
- Aerodrome Flight Information Service (AFIS); and
- Automatic Terminal Information Service (ATIS), at certain aerodromes.

3.3 Air Traffic Control is exercised:
a) On airways covering the main ATS routes
b) In Terminal Control Area, Control Zones and at Controlled Aerodromes.

3.4 Except ACA/Dhaka Control Zone as appropriate, Chittagong control zone and other domestic Aerodromes, Flight Information Services and Alerting Services within Dhaka FIR are provided by Dhaka Area Control Center.

3.5 Radar service is an integral part of the ATS system during the notified hours of operation. A description of Radar service and procedures is provided in part ENR 1.6.

3.6 The description of the airspace designated for Air Traffic services is available in several tables, all forming part of ENR 2.1.

3.7 In general, the air traffic rules and procedures in force and the organization of Air Traffic Services are in conformity with ICAO Standard, Recommended Practices and Procedures. Differences between the National and International rules and procedures are given in part GEN 1.7. The regional supplementary procedures and altimeter setting procedures have been reproduced in full with the indication wherein there is a difference in part ENR 1.8

3.8 A few prohibited areas, restricted areas and danger areas are established within the Bangladesh Airspace. These areas shown in subsection ENR 5.1. Activation of areas subject to intermittent activity is notified well in advance by NOTAM, giving reference to the area only by its identification.

2 Co-ordination between the operator and ATS

2.1 Co-ordination between the operator and ATS is affected in accordance with 2.15 of ICAO Annex-11, and 2.1.1.4 and 2.1.1.5 of Part VIII of the *Procedures for Air Navigation Services – Rules of the Air and Air Traffic Management* (Doc 4444, PANS-ATM).

3 Minimum flight altitude

3.1 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 (1000 ft) vertical clearance above the highest obstacle within 18 km (10 NM) on each side of the centre line of the route. However, where the angular divergence of the navigational air signal, in combination with the distance between the navigation aids, could result in an aircraft being more than 18km on either side of the centre line, the 18 km protection limit is increased by the extent to which the divergence is more than 18 km from the centre line.

4 ATS units address list

Units name	Postal address	Telephone Nr	Tele-fax Nr	Telex Nr	AFS address
1	2	3	4	5	6
DHAKA ACC	Area Control Centre, Operation Building, HazratShahjalal International Airport, Kurmitola, Dhaka- 1229, Bangladesh	+880-2-8901462 +880-2-8901904-13 Extn. 3465 Fax: +880-2-8901924		Nil	VGFRZQZX
DHAKA APP	Approach Control Office, Operation Building, HazratShahjalal International Airport, Kurmitola, Dhaka-1229 Bangladesh	+880-2-8901463 +880-2-8901904-13 Extn. 3410	Nil	Nil	VGHSZAZX
DHAKA TWR	Dhaka Tower, Operation Building, HazratShahjalal International Airport, Kurmitola, Dhaka-1229 Bangladesh	+880-2-4896 4462 +880-2-8901904-13 Extn. 3513,3494	Nil	Nil	VGHSZTZX
CHATTOGRAM TWR	Chattogram Tower, Shah Amanat Intl. Airport, Chattogram, Bangladesh	+880-02-41350105	Nil	Nil	VGEGZTZX
SYLHET TWR	Sylhet Tower, Osmani Int'l Airport, Sylhet, Bangladesh	+880-821718459	Nil	Nil	VGSYZTZX

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GEN 3.4 COMMUNICATION SERVICES

1. Responsible service

1.1. The Member Operation & Planning of Civil Aviation Authority of Bangladesh acting under the authority of the Chairman Civil Aviation Authority of Bangladesh is the responsible authority for the provision of communication services within the area indicated in para-2 below.

Postal Address : Member (Operation & Planning)
Civil Aviation Authority of Bangladesh
Headquarters, Kurmitola,
Dhaka-1229, Bangladesh

Telephone : + 880-2-41091002 (Office)

Telefax : +880-2-8901428

E-mail : mops@caab.gov.bd

AFS :VGHQYAYO

Website : www.caab.gov.bd

1.2. Communication services in Bangladesh are provided by the Civil Aviation Authority of Bangladesh administered by the Director, Communication, Navigation, Surveillance (CNS) Services at Civil Aviation Authority, Headquarters.

Postal Address : Director, Communication, Navigation, Surveillance (CNS)
Civil Aviation Authority of Bangladesh
Headquarters, Kurmitola,
Dhaka-1229, Bangladesh

Telephone : + 880-2-41091032 (Office)

Telefax : +880-2-8901428

E-mail : dcnshq@caab.gov.bd

AFS :VGHQYAYO

Website : www.caab.gov.bd

1.3. Enquiries, suggestions or complaints regarding any Telecommunications services should be referred to relevant Station Communications officers at each international airport or to the Chairman, Civil Aviation Authority as appropriate.

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

Annex 10 – Aeronautical Telecommunications.
Doc 8400 – Procedure for Air Navigation Services-ICAO Abbreviations and Codes (PANS-ABC)
Doc 8585 – Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services Doc 7030 – Regional Supplementary Procedures.
Doc 7910 – Location Indicators.

1.5. Differences to these provisions are detailed in subsection GEN 1.7

2. Area of responsibility

2.1 Communication Services as indicated in the following paragraphs are provided for the entire territory including territorial water of Bangladesh as well as in the airspace over the high seas encompassed by Dhaka FIR.

3. Types of services

3.1 Radio Navigation Services

3.1.1 The following types of radio aids to navigation are available:

(1) LF/MF Non-directional Beacon (NDB)
(2) Primary and Secondary Surveillance Radar (PSR/SSR)
(3) VHF Omni-directional Radio Range (VOR)
(4) Distance measuring equipment (DME)
(5) Instrument Landing System (ILS)
(6) ILS DME

3.2 Mobile / fixed Service

3.2.1 Mobile Service

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

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

3.2.2 Fixed Service

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

(a) they satisfy the requirement of ICAO Annex 10, Vol II, Chapter 3, Para 3.3;
(b) they are prepared in the form specified in ICAO Annex–10;
(c) the text of an individual message does not exceed 1800 characters.

3.3 Broadcasting Service

Following Broadcasts are available for the use of aircraft in flight:

(a) VHF Automatic Terminal Information Service (ATIS) Broadcasts.

AUTOMATIC TERMINAL INFORMATION SERVICE (ATIS) BROADCASTS

STATION	CALL SIGN/ IDENTIFICATION	FREQ MHz	HOURS UTC	REMARKS
1	2	3	4	5
Hazrat Shahjalal Intl Airport, Dhaka	Dhaka Information	127.400	H24	**ALPHABETICAL REFERENCE** All ATIS broadcasts will include Alphabetical reference for identification in the ATIS message, beginning each day with the alphabet letter `ALFA' at 0001UTC, then following up with letter `BRAVO' at the next broadcast at 0030UTC until the last alphabet `ZULU' is reached, after which subsequent broadcast will start again with the letter `ALFA'.
Shah Amanat International Airport, Chattogram	Chattogram Information	127.600	HO	ATIS

3.4 Languageused

The language used is English.

3.5 Where detailed information can be obtained

3.5.1 Details of the various facilities available for the en-route traffic can be found in section ENR 4.

3.5.2 Details of the facilities available at the individual aerodromes can be found in the relevant sections of AD. In cases where a facility is serving both the en-route traffic and the aerodromes, details are given in the relevant sections of ENR and AD.

4. Requirements and conditions

The requirements of civil Aviation Authority of Bangladesh and the general conditions under which the communication services are available for international use, as well as the requirement for the carriage of radio equipment, are contained in the Air Navigation (Radio) Regulations of Bangladesh

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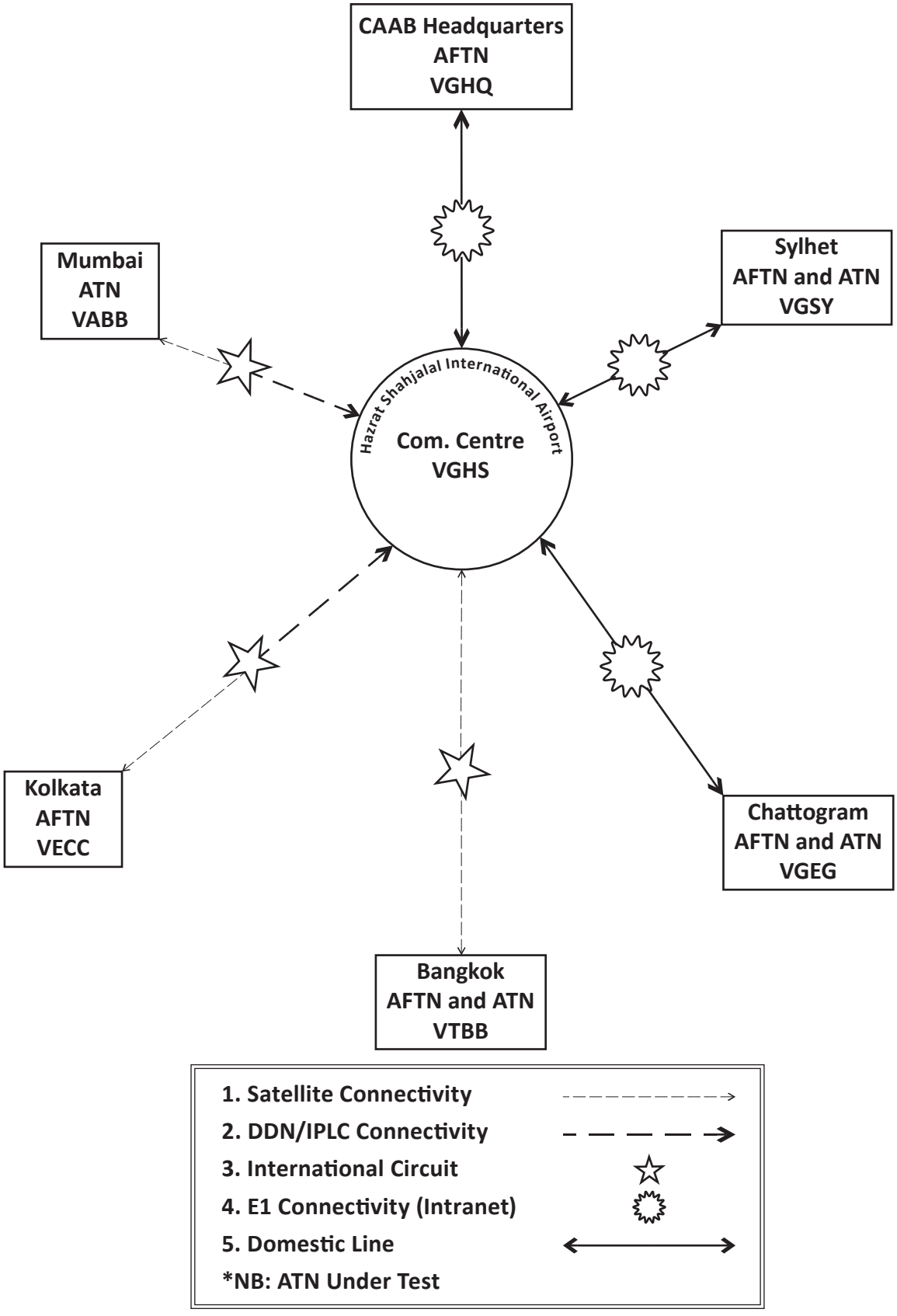
RADIO TIME SIGNAL					
Station	Call Sign	Frequency KHz	Band Width	Time of Transmission (UTC)	Method & Remarks
1	2	3	4	5	6
Dhaka	S2R1	693	20A3	0030-0430 1030-1730	Winter Season
				0000-0430 1030-1730	Summer Season
	S2R2	630	20A3	0030-0230 0000-0230 0430-1730 1800-2100	Winter Season Summer Season All Seasons
	S2R3	1170	20A3	0900-1100	All Seasons
→ Chattogram	S2R3	873	20A3	0030-0400 0030-0430	Winter Season Friday
				0600-0930 1030-1730	All Seasons
				0000-0330 0000-0400	Summer Season Friday.
Rajshahi	S2R7	1080	20A3	0030-0400 0030-0430	Winter Season Friday
				0600-0930 1030-1730	All Seasons
				0000-0330 0000-0400	Summer season Friday
	S2R8	846	20A3	0030-0400 0030-0430	Winter Season Friday
				0600-0930 1030-1730	All Seasons

RADIO TIME SIGNAL					
Station	Call Sign	Frequency KHz	Band Width	Time of Transmission (UTC)	Method & Remarks
1	2	3	4	5	6
Rangpur	S2R25	1053	20A3	0030-0400 0030-0430	Winter Season Friday
				0000-0330 0000-0400 1030-1730	Summer season Friday All seasons
Khulna	S2R27	558	20A3	0030-0400 0030-0430	Winter Season Friday
				0600-0930 1030-1730	All Seasons
				0000-0330 0000-0400	Summer Season Friday
Sylhet	S2R23	063	20A3	0030-0400 0030-0430 1030-1730	Winter season Friday All Seasons
				0000-0330 0000-0400	Summer Season Friday
Rangamati	S2R33	1161	20A3	0030-0400 0030-0430 0000-0330 0000-0400	Winter season Friday Summer Season Friday.
Cumilla	S2R35	1413	20A3	1145-1730	All Seasons
Thakurgaon	S2R32	999	20A3	1145-1730	All Seasons

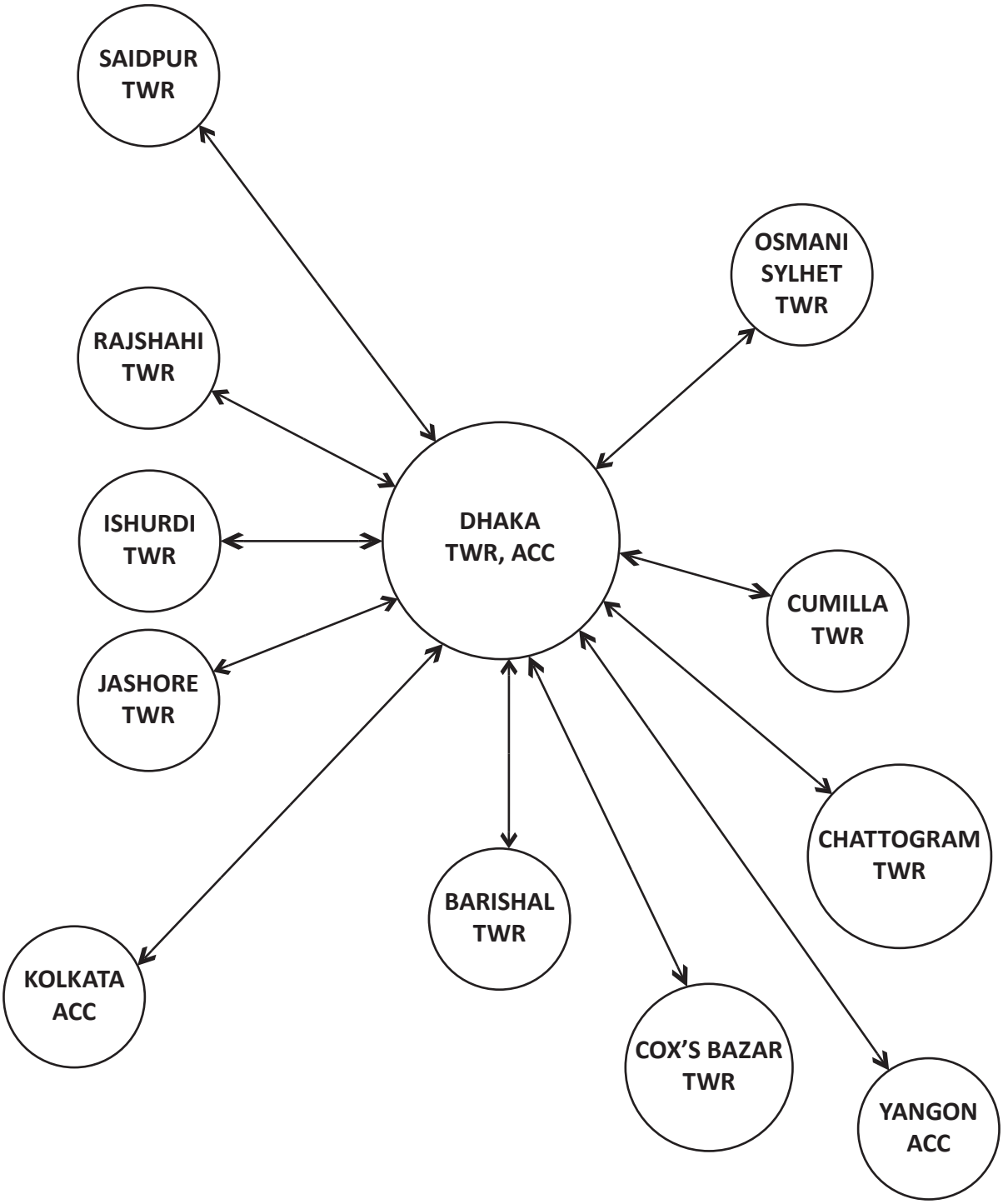
AERONAUTICAL FIXED SERVICES - NATIONAL CIRCUITS										
Station			Correspondent		Number and Type of channels	Radio Frequencies		Type of services	Hours (UTC)	Remarks
Name	Location Indicator	Call Sign	Name	Call Sign		Trans KHz	Rec KHz			
1	2	3	4	5	6	7	8	9	10	11
Dhaka/ Hazrat Shahjalal Intl	VGHS	S2D	Rajshahi		RTF			ATS	HO	
			Jashore		RTF			ATS	HO	
			Saidpur		RTF			ATS	HO	
			Ishurdi		RTF			ATS	HO	
			Cox's Bazar		RTF			ATS	HO	
			Tejgaon		RTF			ATS	HO	
			Barishal		RTF			ATS	HO	
			Cumilla		RTF			ATS	HO	

AERONAUTICAL FIXED SERVICES –INTERNATIONAL CIRCUITS										
Station			Correspondent		Number and Type of channels	Radio Frequencies		Type of Traffic	Hours (UTC)	Remarks
Name	Location Indicator	Call Sign	Name	Call Sign		Trans kHz	Rec kHz			
1	2	3	4	5	6	7	8	9	10	11
Dhaka/ Hazrat Shahjalal Intl	VGHS	S2D	Kolkata	AWC	RTF DDN			ATS Direct Speech AFTN ATN	H24	Via Common carrier Microwave
			Chattogram	S2C	RTF TCPIP			ATS Direct Speech AFTN ATN	HO	Via Common carrier Microwave
			Osmani Intl		RTF TCPIP			ATS Direct Speech AFTN ATN	HO	Via Common carrier Microwave
			Bangkok	HSD	VSAT			AFTN ATN	H24	Via Satellite
			Agartala		RTF			ATS	H24	Via Common carrier Microwave
			Gauhati		RTF			ATS	H24	Via Common carrier Microwave
			CAAB HQ	VGHQ	LTT			AFTN	HO	

AERONAUTICAL FIXED SERVICES: TELEGRAPH



AERONAUTICAL FIXED SERVICES: TELEPHONE



1. Responsible Service

1.1 The Meteorological Services for Civil Aviation is provided by the Bangladesh Meteorological Department, Ministry of Defence.

Postal Address:

Director
Bangladesh Meteorological Department,
Abhawa Bhaban, E-24, Agargaon,
Dhaka-1207, Bangladesh

Telephone	: 880-2-8144968, 880-02-41025705
Telefax	: 880-02-41025726-28
AFS	: VGHSYMYX
Email	: info@bmd.gov.bd, swc@bmd.gov.bd
Website	: www.bmd.gov.bd

1.2 The Service is provided in accordance with the provisions contained in the following ICAO Documents:

Annex-3 (Meteorological Service for international Air Navigation)

DOC 7030-Regional Supplementary Procedures Part-3-Meteorology

1.3 Difference to these provisions are detailed in subsection GEN 1.7.

2. Area of responsibility

2.1 Area meteorological watch is provided for the Dhaka FIR.

3. METEOROLOGICAL OBSERVATIONS AND REPORTS
Table GEN 3.5.3 METEOROLOGICAL OBSERVATION AND REPORTS

Name of Station Location Indicator	Type & frequency of observation/ automatic observing equipment.	Types of MET reports & supplementary information included	Observation system & site(s)	Hours of operation	Climatological information.
1	2	3	4	5	6
Dhaka/HSIA VGHS	Half hourly plus special observation	METAR, TAF, SPECI, SUPPL: TREND Forecast, Aviation warning. Aerodrome forecast SIGMET, ROFOR, Local Forecast	**AWOS Equipment information:** **Sensors:** **i**) Wind Sensors: Installed at a distance of **500 feet** from the center line of the runway at a height of 10 meters. ii) RVR Sensors iii) Ceilometer Sensors iv) Present weather Sensors v)Temperature/ RH Probe Sensor vi) Barometric Pressure Sensor vii) Lighting Sensors viii) D ATIS System. **Other available equipment** a) Digital Barometer, b) KP Barometer c) Android Barometer d) Barograph e) Psychrometer f) Electric Anemometer g) Digital Wind measuring System	H24	CLIMATOLOGICAL SUMMARIES AVBL.
Chattogram/ Shah Amanat Intl. VGEG	Half Hourly plus special observation	METER, TAF, SPECI Warning, Aerodrome forecast	**AWOS Equipment information:** **Sensors:** **i)** Wind sensors: installed at a distance of **500 feet** from the center line of the runway, at a height of 10 meters. ii) **RVR** sensors: iii) Ceilometer Sensors: iv) Present Weather Sensors v) Temperature / RH Probe Sensor vi) Barometric pressure Sensor vii) Lighting Sensors viii) D-ATIS System. **Other available equipment** a) Digital Barometer b) Barograph c) Dry/ Wet bulb thermometer d) Maximum/ Minimum Thermometer e) Thermograph f) Hair Hygrograph g) Rain gauge h) Self Recording Rain gauge i) Sunshine Recorder j) Psychrometer k) Electric Anemometer l) Digital wind measuring system.	HO	Climatological Summaries AVBL.

Name of Station Location Indicator	Type & frequency of observation/ automatic observing equipment.	Types of MET reports & supplementary information included	Observation system & site(s)	Hours of operation	Climatological information.
1	2	3	4	5	6
Cox's Bazar VGCB	Hourly, special observation and if required half-hourly.	METER, SPECI, AVIATION WARNING, SUPPL: NIL	a) Electric Anemometer b) Psychrometer c) Digital Barometer d) Digital wind measuring system e) Cup Anemometer f) Visibility by eye estimation g) Cloud base by eye estimation	HO	NIL
Rajshahi VGRJ	Hourly, Special Observation	METER, SPECI, SUPPL: NIL	a) Digital Barometer b) KP Barometer c) Android Barometer d) Psychrometer e) Electric Anemometer f) Visibility of eye estimation g) Cloud base by eye estimation.	HJ	NIL
Jashore VGJR	Half hourly and special	METER, SPECI, SUPPL. NIL	a) Barometer b) Dry/ Wet bulb thermometer c) Maximum/ minimum thermometer d) Grass thermometer e) thermograph f) Rain gauge g) Self-recording rain gauge h) Sunshine recorder i) Psychrometer j) Electric Anemometer k) Hair Hygrograph l) Barograph m) Cup Counter Anemometer	HJ	NIL
Saidpur VGSD	Hourly, and Special observation	METER SPECI SUPPL: NIL	a) Digital Wind measuring system b) Electric Cup Counter Anemometer c) Cup Counter Anemometer d) Digital Barometer e) KP Barometer f) Android Barometer g) Barograph h) Visibility for eye estimation i) Cloud base by eye estimation j) Dry/ Wet bulb thermometer k) Maximum/ Minimum Thermometer l) Rain gauge m) Self-recording rain gauge	HJ	NIL
Osmani, Sylhet VGSY	Hourly, Special observation and if required half-hourly.	METER, SPECI, SUPPL: NIL. AVIATION WARNING	**AWOS Equipment information sensors:** **i)** Wind sensors: Installed at a distance of **500 feet** for the center line of the runway and at a height of 10 meters. ii) RVR Sensors iii) Ceilometer Sensors iv) Present Weather Sensors v) Temperature/ RH probe Sensor vi) Barometric Pressure Sensor vii) Lighting sensors viii) D-ATIS system. **Other available equipment:** a) Digital Barometer, b) KP Barometer c) Barograph d) Dry/Wet bulb Thermometer e) Maximum/ Minimum Thermometer f) Hair Hydrograph g) Thermograph h) Psychrometer.	HO	NIL

4. Types of services

4.1 Briefing and flight documentation is provided as indicated in respective Aerodrome Section. Whenever possible, the Pilot-in-Command or his designated representative is given personal briefing by meteorological personnel on office.

4.2 Aerodrome reports and forecasts, including trend type forecasts, are provided in Table GEN 3.5.3 and respective Aerodrome.

4.3 For short flights (up to 500 NM) all the en-route information is usually presented in tabular non-pictorial form, while for flights of more than 500 NM a pictorial forecast with significant weather is supplied.

4.4 Runway visibility observations, taken manually, are provided at Hazrat Shahjalal International Airport, Dhaka and Shah Amanat International Airport, Chattogram and Osmani International Airport, Sylhet when visibility is 926 m or less.

4.5 Warning for the protection of parked aircraft is issued for squalls and gales when the mean speed of the surface wind is expected to exceed 40 kts. Warnings are also issued for other hazardous meteorological elements.

4.6 OBSERVING SYSTEMS & OPERATING PROCEDURES.

4.6.1 Surface wind is measured by cup anemometer on top of Control Tower 111 feet above ground at HSIA International Airport, Dhaka. Wind indicator repeaters are located in the Meteorological Office and Control Tower.

4.6.2 Cloud height is measured by ceiling balloon or reported by aircraft as applicable.

4.6.3 Temperature is measured by psychrometer at the observing station on top of the operational building 90 ft above ground at HSIA International Airport, Dhaka.

4.6.4 Climatological Summaries for Chattogram and Dhaka are available.

5. Notification required from operators

5.1 Notification from operators in respect of briefing flight documentation and other meteorological information needed by them is normally required:

(a) for flights up to 500 nautical miles at least three hours before the expected time of departure.
(b) for flight of more than 500 nautical miles at least six hours before the expected time of departure.

6. Aircraft reports (AIREP required from operator)

6.1 Routing aircraft meteorological observations shall be made and the reports transmitted at ATS/MET reporting points listed below and as indicated in subsection ENR 3.1. Arriving flights should with the exceptions detailed in para 6.2 should also record the observation in the AIREP form and handed in to the meteorological office post flight.

Routes	FIR	ATS/MET REPORTING POINTS	COORDINATES
A462	Kolkata/Dhaka	BEMAK	225539 N 0885356 E
G463	Dhaka/Yangon	AVLED	214003 N 0922049 E

3. METEOROLOGICAL OBSERVATIONS AND REPORTS

6.2 Aircraft shall be exempted from making and reporting routine observations when,

(a) the flight duration is 2 hours or less; or

(b) the aircraft is at a distance from the next intended point of landing equivalent to 1 hour flying time or less; or

(c) when the altitude of the flight is below 1500 meters (5000 feet); or

(d) when the aircraft is flying over specified routes or areas where the network of surface observation is considered by regional Air Navigation agreement to be adequate for the provision of meteorological services for air navigation and at an altitude for which the ground based upper air observations are similarly considered to provide adequate information.

6.3 Reporting of low level wind shear

6.3.1 Pilots encountering wind shear shall report to ATC as soon as possible.

6.3.2 When reporting wind shear on radiotelephony, the information should be transmitted in following order:

(a) Aircraft call-sign;

(b) WIND SHEAR reports;

(c) Time (of wind shear occurrence);

(d) Position(of wind shear);

(e) Intensity (moderate, strong or severe);

(f) Average height of wind shear layer.

6.3.2 On receipt of wind shear report from a pilot, ATC will pass it to other aircraft in the vicinity. The following phraseology will be used.

"WIND SHEAR WARNING

ARRIVING (OR DEPARTING) ..... (Type of aircraft)

REPORTED.....(MODERATE, STRONG, SEVERE)

WIND SHEAR IN APPROACH (OR DEPARTURE)

RUNWAY .....(NUMBER) AT.....(TIME)

HEIGHT OF WIND SHEAR LAYER.....(feet)"

7. VOLMET Service

VOLMET Service is not Provided

8 . SIGMET Service

Name of MWO/location indicator	Hours of Service	FIR or CTA served	SIGMET Validity Period	Specific Procedure	ATS unit Served	Additional Information
1	2	3	4	5	6	7
Hazrat Shajalaj International	H24	Dhaka FIR	4 HR	Nil	Dhaka ACC	Ni

9. Other Automated meteorological Services

Nil

GEN 3.6 SEARCH AND RESCUE

3.6.1 **Responsible Service.**

The search and rescue service in Bangladesh is organized in accordance with the Standards and Recommended Practices of ICAO Annex 12, by the Civil Aviation Authority in collaboration with Armed forces and other Department/ Organizations. Postal & telegraphic addresses of the Civil Aviation Authority of Bangladesh are given on Page GEN 1.1-1.

Postal Address: Rescue Co-ordination Centre (RCC)
Hazrat Shahjalal International Airport,
Kurmitola, Dhaka-1229.

Telephone : +880-2-8901464
: +880-2-8901462
: +880-2- 8901463
+880-2-8901904-13/ Ext: 3589, 3465 & 3410.
Telefax : +880-2-8901924
AFS : VGHSYCYX, VGHSZQZX
Email : rcc_dhaka@caab.gov.bd

3.6.1.1 **Applicable ICAO Documents.**

Annex 12 – Search and Rescue
Annex 13 – Aircraft Accident Investigation
Doc 7030 – Regional Supplementary Procedures for Alerting, Search and Rescue Services Applicable in the MID/ ASIA Region.
PANS ATM (DOC 4444) Procedure for Air Navigation Services-Air Traffic Management
DOC- 9731- IAMSAR.

3.6.1.2 Difference to these provisions are detailed in subsection GEN 1.7

3.6.2 **Area of Responsibility**

3.6.2.1 The boundaries of Search and Rescue areas are coincident with the boundaries of Dhaka Flight Information Region (Dhaka FIR) covering the whole territory of Bangladesh and adjacent waters. Area Control Center serves as the central points for collecting information relating to the State of emergency of an aircraft operating within its search and rescue area.

3.6.2.2 Within Bangladesh no land areas have been designated in which search and rescue would be especially difficult.

3.6.3 **Types of Services and Procedures**

3.6.3.1 Aerial Search and rescue service shall be provided by Bangladesh Air Force when requested. Airlines & private operators may be requested for aerial search if necessary. Marine Search and Rescue Service shall be provided by Bangladesh Navy & other Marine authorities when requested. Ground Search & Rescue service shall be provided by the Police, Army, Border Guard Bangladesh and other Department/ Organization when requested.

Information on distressed aircraft shall be communicated to the rescue co-ordination center and or nearest rescue units. Details of the rescue co-ordination center and related rescue units are given on Page 3.6-3.

3.6.3.2 The effectiveness of the Search and Rescue Organization requires prompt and accurate advice regarding all aircraft movements. Pilots are requested in their own interest to ensure that the ground organization is immediately made aware of the initiation, any variation, and conclusion of the planned flight.

3.6.4 **SAR Agreements**

3.6.4.1 The Memorandum of Understanding (MOU) between CAAB and Bangladesh Air Force (BAF) has been signed on 9 **June** 2014.

3.6.4.2 Requests for the entry of aircraft, equipment and personnel from other states to engage in search for aircraft in distress or to rescue survivors of aircraft accidents should be made to the Civil Aviation of Bangladesh. Instructions as to the control which will be exercised on entry of such aircraft and /or personnel will be given by the rescue co-ordination center in accordance with a standing plan for the conduct of search and rescue operations in Bangladesh.

3.6.4.3 For the purpose of SAR, the authorities of the other State who wish their SAR units to enter the territory of Bangladesh shall transmit a request, giving full details of the projected mission and the need for it to:

Chairman
Civil Aviation Authority of Bangladesh
Headquarters (New building), Level-6,
Kurmitola, Dhaka-1229, Bangladesh

Telephone : +880-2-41091000
Fax : +880-2-41091111
AFS : VGHQYAYX
E-mail : chairman@caab.gov.bd
Website : www.caab.gov.bd

RCC shall (a) immediately acknowledge the receipt of such a request,

(b) forward the request, to the concerned authorities, and

(c) as soon as possible, indicate the conditions, if any, under which the projected mission may be undertaken

Instructions as to the control which will be exercised on entry of such aircraft and/or personnel will be given by Rescue-Coordination Center in accordance with the standing plan for the conduct of Search and Rescue operations in Bangladesh.

3.6.5 The SAR Service and Facilities in Bangladesh are available without charge to neighboring states upon request to the Civil Aviation Authority at all times when they are not engaged in search and rescue operations in their own territory.

3.6.5.1 ACCIDENT NOTIFICATION AND ACCIDENT INQUIRY

3.6.5.2 All accidents shall be reported to the nearest Airport, Aerodrome, Police Station or Military Authority.

3.6.5.3 The competent authority to conduct inquiries concerning in incidents or accidents of Civil Aircraft is the Civil Aviation Authority.

3.6.5.4 The issuance of the incident/ accident inquiry reports, their evaluation and publication of the experience derived therefore will be affected by the Civil Aviation Authority.

3.6.5.5 Dhaka ACC/RCC has been designated as the SAR point of contact for the receipt of Cospas-Sarsat distress data.

Postal Address of SAR point of contact:

Dhaka Area Control Centre,
Hazrat Shahjalal International Airport,
Kurmitola, Dhaka-1229, Bangladesh.
Telephone : +880-2-8901462, 8901463
+880-2-8901904/ Ext: 3465 & 3410.
Telefax : +880-2-8901924
AFS : VGHSYCYX, VGHSZQZX
Email : rcc_dhaka@caab.gov.bd

3.6.5.6 **SAR Manager (Contact details):**

Director (Air Traffic Management),
Air Traffic Management Division, CAAB Headquarters (New building), Level-4,
Kurmitola, Dhaka-1229, Bangladesh.
Telephone : + 880-02 41091031
Fax : + 880-02 41091111
Email : datm@caab.gov.bd
Web site : www.caab.gov.bd

3.6.6 Procedures and Signals Used.

3.6.6.1 PROCEDURES

Procedures for Pilot-in-Command observing an accident or intercepting a distress call and /or message are outlined in Annex 12 Chapter 5.

4.1 COMMUNICATIONS

4.1.1 Transmission and reception of distress messages within Dhaka Search and Rescue areas are handled in accordance with Annex-10. Volume 11, Cap.5. Para 5.3.

4.1.2 For Communications during Search and Rescue operations, the codes and abbreviations published in ICAO Abbreviations and Codes (Doc 8400) are used.

4.1.3 Information concerning positions, call signs, frequencies and hours of operations of aeronautical stations is published in AD2 and ENR2.

4.1.4 Rescue aircraft belonging to permanent Search and Rescue Units will use the call sign RESCUE and additional identifications marks (ALFA, BRAVO, CHARLIE etc.) during rescue operations.

5. SEARCH AND RESCUE SIGNALS.

5.1 The Search and Rescue signals to be used are those prescribed in Annex 12, Appendix A.

5.2 **Rescue Sub-Center (RSC) in Bangladesh**

List of Rescue-Sub Centers

Name of Airport	**Rescue Sub-Center (RSC)**	**Location**	**Facilities**		**Remarks**
			Aircraft	**Marine Craft**	
1.	2.	3.	4.	5.	6.
Shah Amanat International Airport, Chattogram.	RSC	221522.28N 0914919.95E 10 NM South of Chattogram City.	*Helicopters & AN-32	Rescue vessels & Rescue Boats	*Will be provided from BAF Base Zahur
Barishal Airport, Barishal	RSC	224756.19N 0901804.45E 8 NM north of Barishal City.	---	---	---
Cumilla Airport, Cumilla	RSC	232615.74N 0911122.26E 3 NM South-East of Cumilla Town	---	---	--
Jessore Airport, Jessore	RSC	231101.50N 089039.21E 4 NM North of Jessore Town.	Helicopters	---	Will be provided from BAF Base Matiur.

List of Rescue Sub-Center (RSC) in Bangladesh					
Name of Airport	Rescue Sub-Center (RSC)	Location	Facilities		Remarks
			Aircraft	Marine Craft	
1	2	3	4	5	6
Osmani International Airport, Sylhet	RSC	245740.83N 0915217.89E 5 NM NNE of Sylhet Town	-	-	-
Cox's Bazar Airport, Cox's Bazar	RSC	212659.13N 0915753.31E 1 NM from Cox's Bazar Town	-	-	-
Shah Mokdhum Airport, Rajshahi	RSC	242619.39N 0883658.56E 7 KM North of Rajshahi Town	-	-	-
Ishurdi Airport, Ishurdi	RSC	240909.48N 0890257.95E 4 NM North of Ishurdi Town	-	-	
Saidpur Airport, Saidpur	RSC	254537.35N 0885430.49E 2 NM South of Saidpur Town	-	-	-
Shamshernagar Airport (STOL)	RSC	242355.82N 0915500.69E 9 NM South-East of Moulovibazar	-	-	-
Tejgaon Airport, Dhaka	RU	234642.24N 0902257.90E	Helicopters	-	Will be provided from BAF Base Bashar, Tejgaon
Remarks: Direct Speech Circuits between RCC and related Rescue units					

List of SAR units and facilities available with different organizations in Bangladesh

5.3 Bangladesh Air Force :

a) Minimum range (MRG) C-130 with a radius of action of 740 km plus two and half hours search remaining;

b) Short range (SRG) AN-32 aircraft with a radius of action of 280km plus one and half hours search remaining;

c) Short range (SRG) L410 aircraft with a radius of action 280km plus one and half hours search remaining;

d) Helicopter Bell-212 and Augusta Westland (AW-139) helicopter with a radius of action for rescue purposes of 185 to 370km and a capability for evacuating 6 to 15 personnel. Mentionable that AW-139 helicopter is additionally equipped with FLIR, DAFCS (Digital Automatic Flight Control System) enhanced with hover mode and SAR mode. Moving MAP Euro avionics, VHF Homer and NVG Compatibility both for cockpit and cabin crews ;

Bangladesh Navy having suitable SAR facilities :

a) Short Range Group (SRG) Two Aircraft with a radius of action of 280 km plus one and half hours search remaining;

b) Helicopter (HeL-L) Two aircraft;

c) Number of Rescue Vessels (RVs) possessing sea-going qualities;

d) Number of Rescue Boats (RBs);

e) Bangladesh Navy having their Maritime Patrol Aircraft (MPA) and Air Search RADAR.

5.4 List of Rescue Units of Bangladesh: ←

a) All Army units in Bangladesh;
b) All Air Force Units in Bangladesh;
c) All Naval and Coast Guard Units in Bangladesh;
d) Bangladesh Fire service and Civil defense Headquarters, Dhaka;
e) All Fire stations in Bangladesh;
f) All police Stations in Bangladesh;
g) All Border Guard Bangladesh Units;
h) ALL BIWTC and BIWTC offices in Bangladesh;
i) Mercantile Marine and Port Authorities;
j) All RAB Units in Bangladesh.

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GEN 4. CHARGES FOR AERODROME AND AIR NAVIGATION SERVICES

GEN 4.1 AERODROME CHARGES

1. **Introduction**

1.1 The charges set out are common to all Civil Aviation Authority administered aerodromes except where it is stated to the contrary.

1.1.1 Unless an alternative arrangement has been made all charges for use of aerodromes are payable by the pilot of the aircraft on demand or before the aircraft departs from the aerodromes.

1.1.2 Fees shall be paid to the Chairman, Civil Aviation Authority and if not so paid shall be a debt due to Government of Bangladesh jointly and severally from the owner and the Commander of the Aircraft in respect of which the fees are payable.

1.1.3 For the purpose of enforcing payment of fees, the Chairman, Civil Aviation Authority may refuse to permit an aircraft to take off from an aerodrome until all fees have been paid.

1.1.4 No abatement of any fees shall be allowed in the event of any aerodrome service, assistance or other facility being not available & except as provided in these Regulations no exemption or remission shall be granted.

1.2 **LANDING CHARGES**

1.2.1 **Basis.** Maximum take-off weight (MTOW) in the Certificate of Airworthiness (C of A).

1.2.2 The Charges for landing of aircraft other than airship at Government Airports/ Aerodromes shall be as follows:

1.2.3 Landing Charges:

Total weight of the Aircraft as provided in the certificate of airworthiness	Single Landing Charges (Calculated nearest 1000kg.)	
	International Flight	Domestic Flights.
Not exceeding 10,000 kg	Such amount of taka as is equivalent to US$ 5.25 per 1000 kg	Taka 53 per 1000 kg
Over 10, 000kg but not exceeding 20 ,000 kg	Such amount of taka as is equivalent to US$ 6.75 per 1000 kg	Taka 68 per 1000 kg
Over 20. 000kg but not exceeding 50 ,000 kg	Such amount of taka as is equivalent to US $ 7.5 per 1000 kg	Taka 83 per 1000 kg
Over 50,000kg. but not exceeding 1,00,000 kg	Such Amount of taka as is equivalent to US $ 9.75 per 1000 kg	Taka 150 per 1000 kg
Over 1, 00,000kg but not exceeding 3,00,000 kg	Such amount of taka as is equivalent to US $ 12 per 1000 kg	Taka 188 per 1000 kg
Over 3,00,000 kg	Such amount of taka as is equivalent to US $ 12.75 per 1000 kg	Taka 315 per 1000 kg

Provided that :-

(a) the charges may also be paid in U.S. Dollars;

(b) 10% of the landing charges shall be payable as surcharge for each landing or take-off after sunset and before sunrise;

(c) in the case of an aircraft engaged in training purpose, 50% of the landing charges shall be payable;

(d) in the case of an aircraft engaged in test flight only, with the approval of the Airport Manager, 25% of the landing charges shall be payable.

Exemption:- The provisions of paragraph 1.2, 1.3, 1.4, 1.6 and GEN 4.2 shall not apply the following cases, namely:

(a) an aircraft belonging to the United nations Organization or any of its agencies or International Red Cross engaged in Medical relief or humanitarian mission;
(b) an aircraft engaged on non-remunerative basis in search and rescue operations or medical relief or humanitarian mission;
(c) any aircraft engaged in air calibration work;
(d) an aircraft belonging to Flying Club approved by CAAB engaged in training purpose;
(e) state aircraft of Bangladesh;
(f) such aircraft as the Government may deem fit to exempt.

1.3 PARKING AND HOUSING CHARGES:

The parking and housing charges of aircraft shall be as follows:

(a) parking charges for each 24 hours period or part thereof shall be 25% of the landing charges when parking period exceeds 6 hours;
(b) hangar charges for each 24 hours period or part there of shall be 50% of the parking charges;
(c) monthly charges for both parking and hangar shall be 20 times and quarterly charges shall be 50 times of the parking or, as the case may be hangar charges for 24 hours.
(d) Without written approval of Chairman, CAAB no aircraft shall be allowed to stay on the apron for more than 3 (three) months.

1.4 Rate for use of Boarding Bridges at all Airports Or Aerodromes of Bangladesh.

1.4.1 Passenger Boarding Bridge Charges.

(a) Hourly rates for using Boarding Bridge at all airports or aerodromes of Bangladesh shall be as follows:

All up weight of the aircraft (kg.)	**Charges (US$)**
Below 100,000	100
From 100,000 to below 200,000	150
From 200,000 to below 300,000	200
300,000 and over	250

(b) Basic Boarding Bridge Charges as mentioned in clause (a) shall apply for the first 2 (two) hours only.

(c) If an aircraft uses Boarding Bridge for more than 2 (two) hours, the rates for each additional half-an-hour, or part thereof, shall be as follows:

All up weight of the aircraft (kg)	Charges (US$)
Below 100,000	60
From 100,000 to below 200,000	75
From 200,000 to below 300,000	90
300,000 and over	125

(d) If the period of additional use of the Boarding Bridge at Hazrat Shahjalal International Airport is not in busy hours of operation, the applicable rates shall be 50% of the rates mentioned in clause (c).

(e) The right for declaration of the hours of operation at Hazrat Shahjalal International Airport as busy or non-busy lies with the Civil Aviation Authority. The timing will be circulated to the operators at the time of approving the schedule and may be amended from time to time.

(f) The period for the use of Boarding Bridge shall be reckoned form the time an aircraft docks in, to the time the aircraft starts push back.

(g) Discount Charges for the frequent users of Boarding Bridges shall be as follows

Hours Used Weekly	**Rate of Discount**
61-90 Hours	5%
91-120 Hours	7.5%
121 Hours and above	10%

The hours mentioned above shall be cumulative.

1.5 PASSENGER SERVICE CHARGES (EMBARKATION FEES):

1.5.1 Every passenger embarking a scheduled or non-scheduled aircraft at an airport or aerodrome shall pay a fee for the use of and for services provided at such airport or aerodrome at the following rates, namely.
(a) Where the destination is outside Bangladesh. Tk. 500.00
(b) Where the destination is within Bangladesh.... Tk. 25.00
Provided the provisions of such rules in para 1.5.1 shall not apply to the following passengers namely:
(a) Heads of states or Governments and their entourage.
(b) Ministers and high dignitaries of foreign countries visiting Bangladesh as state guest.
(c) Transit passengers leaving Bangladesh by the same aircraft boarding which they entered the country or by the next available flight by which they have to reach their destination provided a scheduled night stop is not involved.
(d) Children under two years of age.

1.5.2 No person in charge of an aircraft shall allow any passengers to whom para 1.5.1 applies to board the aircraft unless such passenger has paid the fee payable under that sub-rule.

1.5.3 The fee payable by a passenger under para 1.5.1 shall be collected at the time of ticket purchase.

1.6 Security Charges: - The charges for security checking of embarking passengers and their hand-carried bags, whenever provided, shall be as follows:

(a) for international flights:-	15% of the day time landing charges, subject to a minimum of such amount of taka as is equivalent to US $ 200 per departing aircraft.
(b) for domestic flight:-	15% of the day time landing charges, subject to a minimum of Taka 375 per departing aircraft.
Provided that the charges may also be paid in U.S. Dollars.	

1.7 The following fees/charges shall be imposed on air tickets of departing passenger.

Area	**Airport Development Fee**	**Passenger Security Fee**
SAARC Countries	$ 05.00 USD/Passenger	$ 06.00 USD/Passenger
Outside SAARC Countries	$ 10.00 USD/Passenger	$ 10.00 USD/Passenger
Domestic Passenger	100.00 BDT/Passenger	70.00 BDT/Passenger

All airlines shall collect these two fees along with the air ticket, following the existing system of collecting Embarkation fees and deposit the same to CAAB's concerned Airport's Bank account.

1.8 CHARGES FOR FLIGHTS BEYOND NOTAMISED HOURS OF OPERATION:

(1) The charges for providing airport or aerodrome facilities and air route navigation facilities for flight operating beyond notarized hours of operation shall be as follows:

(a) for use of airport or aerodrome facilities:	
(i) for international flights: -	Such amount of taka as is equivalent to US $ 225 per hour or part thereof.
(ii) for domestic flights	Taka 4500 per hour or part thereof.
(b) for use of air route navigation facilities Such amount of taka as is equivalent to US $ 90 per hour or part thereof.	
Provided that the charges may also be paid in U.S. Dollars.	

(2) The charges specified in sub-paragraph (1) shall be in addition to the charges specified in other paragraph of GEN 4.1 and GEN 4.2

1.9 METHODS OF PAYMENT (PAYMENT ARRANGEMENT): -

All charges shall be payable to the concerned Airport Manager within the time specified below: -

(a) Charges for over flying the territory of Bangladesh by an aircraft.	Within 30 days from the date of submission of the bill.
(b) All other charges	Within 15 days from the date of submission of the bill.
Provided that if the payment is not made within the specified time, an additional charge shall be payable as follows: -	
(i) for delay up to 15 days	1% of the amount in the bill
(ii) for delay of more than 15 days but not exceeding bill 30 days.	5% of the amount in the bill
(iii) for delay of more than 30 days.	6% of the amount in the bill for every 30 days of delay or part thereof.

GEN 4.2 AIR NAVIGATION SERVICES CHARGES

4.2.1 Route Navigation Facility Charges

The charges for providing air route navigation facilities for over flying the territory of Bangladesh, including flights landing in Bangladesh, shall be as follows :-

Total weight of the aircraft as provided in the certificate of airworthiness	International flights	Domestic flights
Not exceeding 2,000 kg.	Such amount of Taka as is equivalent to US$ 12	Taka 75
Over 2,000 kg but not exceeding 5,000 kg.	Such amount of Taka as is equivalent to US $ 24	Taka 150
Over 5,000 kg but not exceeding 10,000 kg.	Such amount of Taka as is equivalent to US $ 30	Taka 225
Over 10,000 kg but not exceeding 20,000 kg.	Such amount of Taka as is equivalent to US $ 75	Taka 450
Over 20,000 kg but not exceeding 50,000 kg.	Such amount to Taka as is equivalent to US $ 150	Taka 900
Over 50,000 kg but not exceeding 100,000 kg.	Such amount of Taka as is equivalent to US $ 300	Taka 1800
Over 100,000 kg but not exceeding 200,000 kg.	Such amount of Taka as is equivalent to US $ 420	Taka 3000
Over 200,000 kg	Such Amount of Taka as is equivalent to US $ 450	Taka 3750
Provided that the charges may be paid in U.S.Dollars.		

4.2.2 Methods of Payment.

See on page GEN 4.1-4

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ENR.1 GENERAL RULES AND PROCEDURES
ENR 1.1 GENERAL RULES

1 General

1.1 The Air Traffic Rules and Procedures applicable to Air Traffic in Bangladesh Territory conform with Annexes 2 and 11 to the Convention on International Civil Aviation and with the portions applicable to aircraft, of the Procedures for Air Navigation Services, Rules of the Air and Air Traffic Services, and the Regional Supplementary procedures applicable to the MID/ASIA Region, except in the cases indicated below. All differences have been registered with the International Civil Aviation Organization (ICAO).

Note:- Special flight operations which cannot be conducted in accordance with the provisions of Annex 2 and 11 to the Convention on International Civil Aviation or the Regional Supplementary Procedures MID/ASIA Region, such as air races, air displays, aerobatic flights, or certain aerial work operations require, prior to the commencement of the operation, a certificate of waiver which may be obtained from the Chairman, Civil Aviation Authority.

2 Radio Communication Failure Procedure

2.1 The procedures to be followed by aircraft required to maintain two-way radio communications experiencing radio equipment failure conform to those specified in ICAO Annex-2 Rules of the Air.

2.2 The Procedures to be followed by aircraft experiencing radio communication equipment failure whilst under radar control are specified in ENR 1.6-4

3 Air Traffic Advisory Service (ATAS).

3.1 Introduction

3.1.1 Provision of service.

3.1.2 Air Traffic Advisory Service is provided to aircraft conducting IFR flights within the advisory areas or advisory routes outside controlled airspace.

3.1.3 Advisory service and advisory routes are specified in ENR 3. Along the routes Air Traffic Advisory Service is provided above level 150. Aircraft operating below this level on such routes to be provided flight information services only.

3.2 Procedure Applicable to Aircraft using the ATAS.

3.2.1 IFR flights when operating along advisory routes, are expected to comply with the same procedures as those which apply to controlled flights except that:

(a) The flight plan and changes thereto are not subjected to a clearance since the ATS furnishing Air Traffic Advisory Service, will only provide ADVICE on the presence of essential traffic or SUGGESTIONS as to a possible course of action.

(b) It is the responsibilities of Pilot-in-Command of the aircraft to decide whether he will comply with the advice or suggestion received and to inform the ATS unit providing Air Traffic Advisory Services without delay of his decision.

(c) Air-ground communication shall be made with the Air Traffic Services Unit designated to provide Air Traffic Advisory Service within the advisory airspace or portion thereof.

3.3 PROCEDURE APPLICABLE TO AIRCRAFT CROSSING ADR'S

3.1.1 Aircraft are expected to comply with the following procedures.-

(a) Cross an advisory route as nearly as possible at an angle of 90 degrees to the direction of the route and at a level appropriate to its track, selected from the table of cruising levels (semi-circular system) for IFR flights.

(b) Appropriate ATS Unit shall be informed before and after crossing in ADR.

4. Flight Information Service

Flight Information Service is provided by the Dhaka "Area Control Centre" within Dhaka FIR excluding the portion of the route L507 between AVPOP and ESDOT where the provision of Air Traffic Services from FL280 to FL460 is delegated to Kolkata ACC/FIC. However control of aircraft at or above FL 130 shall remain with Kolkata ATCC for provision of ATS.

5 Special Air Traffic Services Procedures for VVIP Flight (AIR TRAFFIC RESTRICTIONS)

5.1 The following procedure shall be enforced at all airports in Bangladesh when VVIP Flights are notified.

5.1.1 AERODROME CONTROL

No aircraft shall be allowed to land or depart from the aerodrome or operate in the circuit for the period:

(a) 5 minutes before ETA of VVIP Flight till `Door Open Time'.

(b) 'Door Close Time' till 5 minutes after take-off.

Note-The Airport authorities may adjust the above timings to ensure that there is no disturbance during the period of ceremonies at the Airport and if required they may close the airfield to other operations.

5.1.1 CONTROLLED AIRSPACE

Standard separation shall be provided in Controlled Airspace. When vertical separation is applied, the vertical separation minimum shall be 2000 feet up to FL280 and FL290 to FL410 for RVSM equipped ACFT and 4000 feet between FL290 and FL410 for non RVSM equipped ACFT and FL410 to UNL for all ACFT.

No VFR operations shall be allowed during the period of VVIP Flight is expected to operate in Controlled Airspace.

5.1.2 OUTSIDE CONTROLLED AIRSPACE (EN-ROUTE)

When the VVIP flight is flying in Bangladesh, no other aircraft shall be cleared to operate in the block of uncontrolled airspace defined below:-

"2000 feet below and above cruising level and 25 nautical miles either side of the intended route of the VVIP flight in uncontrolled airspace".

This restriction will not be applicable when it is known that horizontal separation based on current flight plans will exist between the VVIP flight and other aircraft.

5.1.3 RADAR SEPARATION

Minimum 10NM within the Radar coverage.

6 Reporting the Location of Birds in the Vicinity of Airports

6.1 INTRODUCTION

In order to enable the Pilot to locate the position of birds with reference to the airport, 'Bird Reporting' by aerodrome control tower at civil aerodrome will be done as given in the following paragraph.

6.2 QUADRANTAL REPORTING PROCEDURES

For the purpose of giving report of location of birds observed in the vicinity of aerodromes, the airspace within the aerodrome traffic zone will be divided into 4 sectors (Quadrants):

Sector	(Quadrant)	Bearing from Control Tower		
NE	(First)	000 deg	to	089 deg.
SE	(Second)	090 deg	to	179 deg.
SW	(Third)	180 deg	to	269 deg.
NW	(Fourth)	270 deg	to	359 deg.

6.3 Report: Caution Birds in South East Sector between 1500 feet and 2000 feet.

7.1 Special Procedure for Dhaka FIR

ENTRY IN DHAKA FIR

7.1.1 The following co-ordination procedure shall apply for flights entering and/ or transition Dhaka FIR;

(i) FPL/DEP message shall be addressed to Dhaka ACC/FIC.

(ii) Aircraft shall establish radio contact with Dhaka ACC/FIC (with position report and estimates) 10 minutes before entering Dhaka FIR boundary except those flights departing from Indian aerodromes located close to the FIR boundary which shall contact Dhaka ACC/FIC as early as possible but not later than crossing the FIR boundary.

7.2 FLIGHTS THROUGH AIRSPACE WHERE THE PROVISION OF ATS IS DELEGATED TO KOLKATA ACC

7.2.1 The portion of airspace on Route L507 within Dhaka FIR between AVPOP and ESDOT from FL280 to FL460 is delegated to Kolkata ACC/FIC for the provision of Air Traffic Services only. However control of aircraft at or above FL130 shall remain with Kolkata ATCC for provision of ATS.

7.2.2 (i) No aircraft shall operate through that part of Dhaka FIR which has been delegated to Kolkata ACC/FIC without prior approval from the Chairman, Civil Aviation Authority of Bangladesh.

(ii) Flight plans, departure and delay messages pertaining to flights through this airspace shall be addressed to Dhaka ACC/ FIC.

(iii) Prior to entering the aforementioned airspace aircraft shall contact Dhaka Radio on 3491/6556/10066 kHz (MWARA) and 2947kHz (RDARA) or Dhaka ACC on VHF 125.700 MHz and pass the following information:

(a) Aircraft call sign
(b) Place and Time of Departure
(c) Destination/ETA
(d) Estimated time over reporting points AVPOP and ESDOT.

Subsequent reports will only be necessary if the estimates differ by 5 minutes or more.

7.2.3 DESCENT OF AIRCRAFT BOUND FOR KOLKATA

The following procedure shall apply for flights operating through Dhaka FIR intend to start descent before FIR boundary:

The aircraft shall request Dhaka ACC/FIC for descent. Dhaka ACC/FIC shall provide the aircraft with available traffic information and advise the aircraft to co-ordinate with Kolkata directly for descent.

7.2.4 CRUISING LEVELS

All aircraft are required to be at a level (semi-circular system) appropriate to their magnetic tracks, prior to entering or leaving Dhaka FIR otherwise cleared when prior coordination has been effected between Dhaka Kolkata ACC/FIC.

7.2.5 TRANSFER OR COMMUNICATION-AIR/GROUND

The transfer of Air/ Ground communication to adjacent FIC/ACC is normally made at the agreed transfer point or at the common FIR boundary.

8. Reduction of Longitudinal Separation Minima

8.1. The longitudinal separation minima of 15 minutes is reduced to 10 minutes on ATS Routes L507, A599, A201, B465, G463, A462, R344, R472, B593 and R598 within the Dhaka FIR. The application is to be exercised in the following manner:

a) Aircraft on the same track and the same cruising level.
b) Aircraft flying on crossing track and at the same level.
c) Aircraft climbing and descending.

9. Transfer of Control while Dhaka approach is in operation

a) Departing traffic shall be handed over to Dhaka Approach by Dhaka Tower after airborne. Dhaka Approach shall hand over air traffic to Dhaka Control or Dhaka Radar as appropriate while leaving ACA boundary.

b) Arriving traffic shall be handed over by Dhaka Control/ Dhaka Radar to Dhaka Approach Control before entering ACA boundary or while descending through FL160 within TMA boundary. Dhaka Approach shall hand over traffic to Dhaka Tower while field-in-sight on final approach segment.

c) Dhaka Approach may delegate a portion of airspace within Aerodrome Traffic Zone to Dhaka Tower for a particular period, if necessary.

d) Normally operation of Aerodrome Control Tower shall remain confined within the movement area till airborne and from the point while aircraft reports field-in-sight on final approach for landing except as mentioned in c) above.

10. Signals for aerodrome traffic.

LIGHT AND PYROTECHNIC SIGNALS		
LIGHT	FROM AERODROME CONTROL TO	
Direct towards aircraft concerned	Aircraft in flight	Aircraft on ground
Steady green	Cleared to land	Cleared for take-off
Steady red	Give way to other aircraft and continue circling	Stop
Series of green flashes	Return for landing	Cleared to taxi
Series of red flashes	Aerodrome unsafe, do not land	Taxi clear of landing area in use
Series of white flashes	Land at this aerodrome and proceed to apron	Return to starting point on the aerodrome.
Red pyrotechnic	Notwithstanding any previous instructions, do not land for the time being.	---
Clearances to land and to taxi will be given in due course.		

ENR 1.2 VISUAL FLIGHT RULES

1. Visual Flight Rules conform to the rules published in ANO(Rules of the Air) A.1, Chapter 4 Visual Flight Rules. Any Difference are published in GEN 1.7

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ENR 1.3 INSTRUMENT FLIGHT RULES

1. Instruments Flight Rules Conform to the rules published in ANO(Rules of the Air) A.1, Chapter 5 Instrument Flight Rules. Any difference is published in GEN 1.7. ←

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ENR 1.4 ATS AIRSPACE CLASSIFICATION

Following classes of Airspace are used in Bangladesh.

Airspace	Classification of airspace
1. Airways	Class-B
2. Control Zone and Terminal control Area and controlled Aerodrome inside control zone	Class-C
3. Controlled Aerodromes outside control zone.	Class-D
4. ATS Routes	
a) Advisory routes above FL 150 to lower limit of airway or FL 460 or FL 255 where applicable.	Class-F
b) Other ATS routes (Except Advisory routes and Airways)	Class-G
5. Airspace within FIR (Outside controlled Aerodromes, controlled Airspace and Advisory routes.)	Class-G

ATS AIRSPACE CLASSIFICATION USED IN BANGLADESH

Class	Type of Flight	Separation provided	Service Provided	VMC visibility and distance from cloud minima	Speed limitation	Radio Communications required	ATC Clearance
B	IFR	All aircraft	Air traffic control service	Not applicable	Not applicable	Continuous two-way	Yes
	VFR	All aircraft	Air traffic control service	8 km at and above 3050m (10000 ft) AMSL 5km below 3050m (10000 ft) AMSL clear of clouds 1500m horizontal; 300m vertical distance from cloud	Not applicable	Continuous two-way	Yes
C	IFR	IFR from IFR IFR from VFR	Air traffic control service	Not applicable	Not applicable	Continuous two-way	Yes
	VFR	VFR from IFR	(1) Air traffic control service for separation from IFR 2) VFR traffic information (traffic avoidance on request)	8 km at and above 3050m (10000 ft.) AMSL. 5 km below 3050m (10000 ft) AMSL 1500m horizontal; 300m vertical distance from cloud	250 kt IAS below 3050m (10,000ft) AMSL	Continuous two-way	Yes

Class	Type of Flight	Separation provided	Service Provided	VMC visibility and distance from cloud minima	Speed limitation	Radio Communications required	ATC Clearance
D	IFR	IFR from IFR	Air traffic control service about VFR flights (and traffic avoidance advice on request)	Not applicable	250kt IAS below 3050m (10000ft.) AMSL	Continuous two-way	Yes
	VFR	not provided	Traffic information between V FR and I FR flights (and t raffic avoidance adv ice on request)	8km at and above 3050m (10000ft) AMSL 5km below 3050m (10000ft) AMSL 1500m horizontal : 300m vertical distance from cloud	250kt IAS below 3050 (10000ft) AMSL	Continuous two-way	

Class	Type of Flight	Separation provided	Service Provided	VMC visibility and distance from cloud minima	Speed limitation	Radio Communications required	ATC Clearance
F	IFR	IFR from IFR as far as practicable	Air traffic advisory service; flight information service	Not applicable	250kt IAS below 305 0m (10000ft.) AMSL	Continuous two-way	Nil
	VFR Ni	l	Flight information service	8km at and above 3050m (10000ft) AMSL 5km below 3050m (10000ft) AMSL 1500m horizontal : 300m vertical distance from cloud and below 900m AMSL or 300m above terrain whichever is higher-5km, clear of cloud and in sight of ground or water.	250kt IAS Below 3050m (10000ft)	No N	il

Class	Type of Flight	Separation provided	Service Provided	VMC visibility and distance from cloud minima	Speed limitation	Radio Communi cations required	ATC Clearance
G	IFR	Nil	Flight information Service	Not applicable	250 kt IAS below 3050m (10000 f t.) AMSL	Continuous two-way	No
	VFR	Nil	Flight information service	8km at a n a bove 3050m (10000 ft) AMSL 1500m horizontal; 300m ver tical dis tance from cloud and below 900m A MSL or 3 00m above terr ain whichever is higher; 5km, clear of clo ud and in s ight o f ground or water	250kt IAS Below 3050m (10000 ft) AMSL	No No	

ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

1. **General**

The Holding, Approach and Departure procedures in use are based on those contained in the latest edition of ICAO Doc 8168-OPS/611 (PANS-OPS).

2. **Landing Flights (Arriving Flights)**

2.1 IFR Flight entering and landing within a Terminal control Area/Control zone will be cleared to a specified holding point and instructed to contact Tower at a specified time, level or position. The terms of this clearance shall be adhered to until further instructions are received from Tower. If the clearance limit is reached before further instructions have been received, holding procedure shall be carried out at the level last authorized.

2.2 Due to the limited airspace available, it is of importance that the approaches to the pattern and the holding procedures are carried out as exactly a possible. Pilots are strongly requested to inform ATC if for any reason the approach and / or holding cannot be performed as required.

3. **Departing Flights**

3.1 IFR flights departing from controlled aerodromes will receive initial ATC clearance through Aerodrome control Tower. The clearance will normally be limited to the controlled airspace.

3.2 Detailed instructions will be issued with regard to routes and turns etc., before take-off.

3.3 IFR flights departing from outside controlled airspace shall file flight plan with the ATC Unit unless filed earlier and shall follow ATC instructions.

4 Air Traffic Services Procedures

4.1 **GENERAL**

4.1.1 ICAO Standards and Recommended practices contained in ANO (Rules of the Air) A.1; ANO (ATS) A.1 and Rules of the Air and Air Traffic Services Procedures contained in Doc 4444(PANS -ATM) and Regional Supplementary Procedures contained in Doc 7030 for MID Asia Region are applicable. Differences are enumerated in GEN 1.7

4.1.2 The Semi Circular system of Cruising levels is followed in Bangladesh (ENR 1.7-4 and 1.7-5).

4.1.3 Aircraft shall operate along the ATS routes as applicable in accordance with ENR-3 if not otherwise cleared.

4.1.4 The data shown in ENR 1.5 and GEN 3.2.3 charts conform to the following:

a) Bearings - degrees magnetic
b) Distance (longitudinal) - Nautical miles
c) Distance (vertical) - feet related to MSL
d) Rate of turn - Degrees per second
Turns will be made at rate 1 (3 degrees per second) unless otherwise specified.

e) Rate of descent - feet per minute
500 FPM (Plus or minus 100 FPM) for standard instrument approach procedures.

4.1.5 Plan & procedure diagrams for holding and approach charts are designed on the basis of the following values.

(a) Tangible values (holding arc)

(1) Maximum TAS of 240 KTS
(2) Minimum TAS of 90 KTS
(3) Still air condition.
(4) Tolerance for ground and airborne equipment as prescribed in Annex 10.

(b) Intangible values.

(1) Pilot proficiency.
(2) Width of ambiguity at heights above beacons.
(3) Effects of Turbulence.
(4) Corrections by pilot for wind effect.

Note: Pilots are expected to know the current holding, approach & departure procedures (although ATC will provide this information on request).

4.2 **Holding Procedures**

4.2.1 Initial approach tracks and holding patterns associated with Hazrat Shahjalal International Airport, Dhaka; Shah Amanat International Airport, Chattogram; Osmani International Airport, Sylhet and other domestic aerodromes are detailed in AD-2 on specific charts prepared for the purpose along with approach procedures. ←

4.2.2 Holding patterns are race track and the following procedures apply:

(a) Follow the prescribed track inbound to the holding point.
(b) Execute a 180 deg. turn in the direction specified so as to fly outbound on a track parallel to the inbound track.
(c) Continue outbound for the time specified, and
(d) Execute a 180 deg. turn so as to realign on to the inbound track.

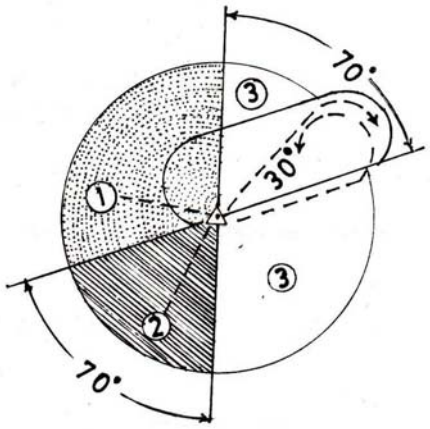
4.2.3 Commencement of timing**.** Outbound timing should start from abeam the fix or on attaining the outbound heading, whichever comes later.

4.2.4 Outbound timing**.** The outbound timing should be one minute up to and including 4250 m (14000 ft) and one and half minutes above 4250 m(14000 ft). However, it may be increased provided the protected airspace is adjusted in accordance with the principles contained herein. With DME available the outbound timing may be expressed in terms of distance. Where this is done care should be taken to ensure that at least thirty seconds should be available on the inbound track after completion of the turn to inbound and that slant range is taken into account.

4.3 HOLDING PATTERN ENTRY PROCEDURES

The three sector holding pattern entry procedures for entry to the basic holding area of the entry procedures are as follows:

In Bangladesh holding over the facilities in different Airports & aerodromes are right hand pattern unless otherwise specified,



Entry Sectors
Right Hand Holding Pattern

4.3.1 Sector (1) Procedure (parallel entry)

(i) Having reached the fix, turn on an outbound heading for the appropriate period of time; then

(ii) Turn left to intercept the inbound track or the fix; then

(iii) On second arrival over the fix turn right and follow the holding pattern

4.3.2 Sector (2) Procedure (offset entry)

(i) Having reached the fix turn into a heading to make good a track making an angle of 30 deg. or less from the inbound track on the holding side; then

(ii) Continue for the appropriate period of time; then

(iii) Turn right to intercept the inbound track and follow the holding pattern.

4.3.3 Sector (3) procedure (direct entry)

Having reached the fix turns right and follow the holding pattern.

4.3.4 Time/Distance outbound

The still air time for flying the outbound entry heading should not exceed one minute if below or at 4250m (14000ft) or one and one half minutes if above 4250m (14000ft). Where DME is available, the length of the outbound leg may be specified in terms of distance instead of time.

4.3.5 Aircraft which enter holding patterns at altitude in excess of the altitude prescribed for the commencement of the instrument approach procedure may lose excess of the altitude by descending in the holding pattern as and when instructed by ATC. Descent may be continued during turns.

4.3.6 At controlled aerodromes (where approach control service is provided) when an expected approach time (EAT) is specified, the pilot may shorten his holding pattern in order to leave the holding point at that time. If the EAT is such that prolonged holding is anticipated, the Pilot-in-Command may request that the length of the holding pattern be increased or may absorb time by other approved means. Where traffic permits such request will be granted subject to such conditions as may be specified due to prevailing conditions.

4.3.7 In uncontrolled airspace the Pilot-in-Command may increase the length of the holding pattern if he informs the FIC of his intention and is able to ensure obstacle clearance to approved standards.

4.3.8 Instrument approach procedures

Unless otherwise specified all aircraft will follow the procedures shown in Instrument Approach Charts of respective aerodrome.

4.3.9 In case of communication failure, pilot shall act in accordance with the communication failure procedures in ICAO Annex-2.

ENR 1.6 RADAR SERVICES AND PROCEDURES

1. General

1.1 Radar Air Traffic Control Service will be provided in accordance with ICAO Doc 4444/PANS--ATM/(Rules of the Air and Air Traffic Service) to determine the position of aircraft with the main purpose of expediting the flow of Air Traffic as well as providing a smoother flight profile to aircraft by employing reduced horizontal separation standards.

2. Principles of Operations

2.1 The radar unit will operate during the notified hours of operation as an integral part of the parent ATS units and will provide radar control service to aircraft subject to volume of traffic, limitations of radar controllers workload, equipment capabilities, communication difficulties, radar coverage and at the discretion of ATC. The radar controller has complete discretion in determining the extent of services to be provided.

2.2 The identification of each aircraft shall be established and maintained wherever radar separation is applied between two or more aircraft.

2.3 When exercising radar control, the radar controller has complete freedom to instruct an aircraft to turn in any direction as dictated by circumstances. A pilot will know when radar services are being provided because the radar controller will use the following call sign(s): -

a) Aircraft within the area of Dhaka ACA – Dhaka Approach
b) Aircraft under Dhaka control – Dhaka Radar (on request)

Radar Range – Primary 80 NM, Secondary – 200 NM.

2.4 A pilot will be advised when radar service is discontinued or whenever radar identification is lost.

2.5 Radar control will be exercised outside controlled airspace only in respect of aircraft which are intending to enter or cross controlled airspace.

2.6 Radar assistance will be provided to aircraft flying outside controlled airspace at the request of the pilot. The extent to which this assistance can be provided will be determined by the radar controller and it should be borne in mind that the sudden appearance of unknown aircraft on the radar display; the inability of the radar controller to predict changes of flight paths of these aircraft may prevent or neutralize avoiding action. This assistance therefore, cannot always guarantee to provide positive separation from unknown aircraft.

2.7 Controlled aircraft should not be vectored into uncontrolled airspace except in case of emergency or in order to circumnavigate severe weather (in which cases the pilot should be so informed) or at the specific request of the pilot.

3. Minimum Radar Separation

3.1 Within the coverage area of primary radar, separation is 5 (five) nautical miles.

3.2 Outside the coverage area of primary radar but within the coverage of SSR, inside Dhaka FIR the separation is 10 (ten) nautical miles.

3.3 Radar separation will not be applied between aircraft holding over the same navigational aid.

4. Transfer of Control Procedures

4.1 Inbound aircraft shall contact Dhaka control on **125.700 MHz/126.700 MHz**. When radar services is provided, the aircraft will be asked to change to Dhaka Approach on **121.300 MHz.**

4.2 When within the area of Dhaka ACA, inbound aircraft will be hand over to Dhaka Approach on **121.300 MHz.**

a) Dhaka Approach will hand over inbound aircraft to Dhaka tower on **118.300 MHz** when on final approach or when field-in-sight for visual approach.
b) Departing aircraft will receive aerodrome information, taxi instruction from Dhaka Ground on **121.800 MHz**, ATC clearance and departure clearance will receive from Dhaka Tower on **118.300 MHz.**
c) Dhaka Tower will advise departing aircraft to contact Dhaka Approach on 121.300 MHz immediately after departure. Dhaka Approach will hand over departing aircraft to Dhaka Control on **125.700 MHz/126.700 MHz** as appropriate when the aircraft is leaving the TMA.
d) Dhaka Tower will issue departure clearance after coordination with Dhaka Approach.

5. Surveillance Radar Approach

5.1 When considered practicable and operationally necessary surveillance radar approach will be provided and will be terminated at 2 nautical miles from touch down.

6. SSR Operating Procedure

6.1 Departing aircraft shall operate transponders in accordance with instructions given by ATC. Pilots who have received specific instructions from ATC concerning the setting of the transponder shall maintain that code setting except in circumstances detailed in paragraphs below. Aircraft bound for Hazrat Shahjalal International Airport or over flying Dhaka FIR shall transponder on the SSR code last assigned to them by the adjacent FIR, or if no such code has been previously assigned advise the ATC unit concerned who will provide the required code.

6.2 IMPLEMENTATION ON SSR CODE ASSIGNMENT SYSTEM

6.2.1 The ICAO SSR code Assignment system for MID/Asia Region and the Asian part of the USSR is implemented. The general procedures relating to the system are contained in ICAO DOC – 7030/4.

6.3 PROCEDURES APPLICABLE IN DHAKA FIR

6.3.1 All SSR transponder equipped aircraft departing from aerodromes within Dhaka FIR operating on IFR flight plan for Destination outside Bangladesh are to be assigned discrete mode. A codes from the block 4700 to 4777. The codes shall be assigned subsequently by inserting in the flight plan by the ATC unit accepting the flight plan to each aircraft and to be included in the FPL, DEP, DLA, EST and TNR messages pertaining to the aircraft.

6.3.2 The code shall cease to be valid when the aircraft lands at the next point of landing or in case of diversion to an aerodrome.

6.3.3 In the event of such a flight diverting to an aerodrome within the Dhaka FIR the assigned code to be retained until the aircraft has landed at its new destination. When it would subsequently depart for a destination outside Dhaka FIR , a new discrete code to be assigned by ATC.

6.3.4 All SSR transponder equipped aircraft departing from any aerodrome within Dhaka FIR operating or IFR flight plan for Destination inside Bangladesh are to assign discrete mode. A codes from the block 4100 to 4177. The codes shall be assigned subsequently by inserting in the flight plan by the ATC unit accepting the flight plan to each aircraft and to be included in the FPL, DEP, DLA messages pertaining to the aircraft. The code shall cease to be valid when the aircraft lands at destination or in case of diversion assigned code to be retained until the aircraft landed at its new destination (whether within Dhaka FIR or not). Subsequently when the aircraft depart for its destination. a new discrete code to be assigned by Dhaka ACC in case the new departure aerodrome is within Dhaka FIR. The code to be obtained by concerned ATC unit on Inter Tower RTF or telephone. In case no communication with Dhaka ACC the aircraft may be allowed to depart with instruction to obtain code on first contact with Dhaka Radar or Dhaka approach as appropriate.

7. Emergency Procedure

7.1 If the Pilot of an aircraft encountering a state of emergency has previously been directed by ATC to operate the transponder on a specific code, this code setting shall be maintained until otherwise advised. In all other circumstances; the transponder shall be set to mode "A" code "7700".

8. Failure of Equipment

8.1 RADAR FAILURE : - In the event of radar failure or loss of radar identification, instructions will be issued to restore non-radar separation and the pilot will be instructed to communicate with the parent ATS unit when applicable.

8.2 RADAR COMMUNICATION FAILURE

a) The radar controller will establish whether the aircraft radio receiver is working by instructing the pilot to carry out a turn or turns. If the turns are observed, the radar controller will continue to provide radar services to the aircraft.

b) Where SSR equipment is on board the aircraft the pilot shall set the transponder to mode "A" code "7600". The radar controller will instruct the Pilot to operate the special position indicator (SPI) or to change mode. Where it is determined that the aircraft receiver is functioning the radar controller will continue to provide radar services to that aircraft.

c) If the aircraft radio is completely unserviceable, the Pilot should carry out the procedures for radio failure in accordance with ICAO Annex-2. If radar identification has already been established, the radar controller will vector other identified aircraft clear of its track until such time as the aircraft leaves radar coverage.

8.3 In the event of complete failure of ground radio transmitting equipment: -

a) The radar controller shall take the necessary action to provide radar services by means of other available communication.

b) If not possible the radar controller shall request the non-radar controller to take over control of the traffic affected. The aircraft shall contact Area control/Approach control/Tower under whose area of jurisdiction it is flying.

9. Unlawful Interference

9.1 The Pilot of an aircraft in flight which is subjected to unlawful interference shall endeavor to set his transponder to mode "A" code "7500".

10. Withdrawal of Radar Services

10.1 Factors such as limitations of the radar, and volume of traffic may preclude the provision of radar services, in such situation Dhaka Control and Dhaka tower will advise in advance the arriving or over flying and departing aircraft respectively the non-availability of radar services.

11. ADVERSE WEATHER OPERATION

11.1 Due to inherent weather suppression characteristics, radar system may not be used at all time for weather avoidance purpose. If the heading instructions given are unacceptable to the pilot due to weather ahead, he shall advise ATC immediately and suggest suitable headings to steer until clear of weather.

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ENR 1.7 ALTIMETER SETTING PROCEDURES

1 Introduction

The following procedures for the Altimeter Setting are in force in Bangladesh:

1.1 Transition altitudes and transition level for all aerodromes are given on page Para 2.1.1

1.2 QNH reports and temperature information for use in determining adequate terrain clearance is available on request from air traffic services unit. QNH values are given in hectopascal rounded down to the whole hectopascal.

1.3. QNH value in inches up to second place of decimal may be made available on request.

1.4 QFE value shall be available on request in tenths of hectopascal and hundredths of inches.

2. Basic procedure

2.1 General

2.1.1 Transition altitude and transition level in all aerodromes in Bangladesh are **6,000 ft** (1828.8 meters) and Flight level **080** respectively. No transition Altitude is less than 3,000 ft (900 meters) above an aerodrome.

2.1.2 Vertical displacement of aircraft when at or below the transition altitude is expressed in terms of altitude whereas such displacement at or above the transition level is expressed in terms of flight level. While passing through the transition layer, vertical displacement is expressed in terms of altitude when descending and in terms of flight level when ascending.

2.1.3 Flight level zero is located at the atmospheric pressure level 1013.2 hPa (29.92 inch) consecutive flight levels are separated by a pressure interval corresponding to 500 feet (152.4 meters) in the Standard Atmosphere.

Note: - Examples of the relationship between flight levels and altimeter indications are given in the following table the metric equivalents being approximate:

Flight Level	**Altimeter Indication**	
Number	Feet	Meters
5	500	150
10	1000	300
15	1500	450
20	2000	600
25	2500	750
30	3000	900
35	3500	1050
40	4000	1200
45	4500	1350
50	5000	1500
100	10000	3050
150	15000	4550
200	20000	6100
500	50000	15250

2.2 Take – off and climb

2.2.1 A QNH altimeter setting is made available to aircraft in taxi-clearance prior to take off.

2.2.2 Vertical displacement of aircraft during climb is expressed in terms of altitudes until reaching the transition altitude above which vertical displacement is expressed in terms of flight level.

2.3 Vertical Separation-En-route

2.3.1 Aircraft shall be flown En-route at flight levels at all times.

2.3.2 It is the Pilot’s responsibility to select a flight level which will give adequate terrain clearance using forecast pressure information.

2.3.3 Aircraft approaching an airfield below the notified transition level shall set the airfield’s QNH value.

2.3.4 Cruising levels shall be flown at flight levels corresponding to the magnetic tracks shown in the table of paragraph 4 of page ENR 1.7-4 and 1.7-5

2.4 Approach and Landing

2.4.1 A QNH altimeter setting is made available in approach clearances and landing instructions.

2.4.2 A QFE altimeter setting shall be made available on request. ←

2.4.3 Vertical displacement of aircraft during approach is controlled by reference to flight levels until reaching the transition level, below which vertical displacement is controlled by reference to altitude.

2.5 Missed Approach

The relevant portions of 2.2 & 2.4 shall be applied to the case of a missed approach.

3. Procedures Applicable to Operators Including Pilots.

3.1 Flight Planning.

3.1.1 The level(s) at which a flight is to be conducted shall be specified in flight plan ;

a) In terms of flight level(s) (due consideration may be given to minimum safe altitude for the route sector) if the flight is to be conducted at or above the transition level, and

b) In terms of altitude if the flight is to be conducted in the vicinity of an aerodrome and at or below the transition altitude.

Note: Flight levels are not specified in terms of feet or meters as is the case with altitudes, but only specified by number.

4. TABLE OF CRUISING LEVELS

The cruising levels to be observed when so required are as follows:

a) in areas where, on the basis of regional air navigation agreements and in accordance with conditions specified therein, a vertical separation minimum (VSM) of 300 m (1 000 ft) is applied between FL 290 and FL 410 inclusive:*

TABLE OF SEMI-CIRCULAR CRUISING LEVEL SYSTEM

MAGNETIC TRACK											
From 000° to 179°						From 180° to 359°					
IFR FLIGHT			VFR FLIGHT			IFR FLIGHT			VFR FLIGHT		
FL	ALTITUDE		FL	ALTITUDE		FL	ALTITUDE		FL	ALTITUDE	
	M	FT		M	FT		M	FT		M	FT
10	300	1000	....	.....	.....	20	600	2000	.....	.....	.....
30	900	3000	35	1050	3500	40	1200	4000	45	1350	4500
50	1500	5000	55	1700	5500	60	1850	6000	65	2000	6500
70	2150	7000	75	2300	7500	80	2450	8000	85	2600	8500
90	2750	9000	95	2900	9500	100	3050	10000	105	3200	10500
110	3350	11000	115	3500	11500	120	3650	12000	125	3800	12500
130	3950	13000	135	4100	13500	140	4250	14000	145	4400	14500
150	4550	15000	etc	etc	etc	160	4900	16000	etc	etc	etc
170	5200	17000				180	5500	18000			
190	5800	19000				200	6100	20000			
210	6400	21000				220	6700	22000			
230	7000	23000				240	7300	24000			
250	7600	25000				260	7900	26000			
270	8250	27000				280	8500	28000			
290	8850	29000				300	9150	30000			
310	9450	31000				320	9750	32000			
330	10050	33000				340	10350	34000			
350	10650	35000				360	10950	36000			
370	11300	37000				380	11600	38000			
390	11900	39000				400	12200	40000			
410	12500	41000				430	13100	43000			
450	13700	45000				470	14350	47000			
490	14950	49000				510	15550	51000			
etc	etc	etc				etc	etc	etc			

b) In other areas:

MAGNETIC TRACK											
From 000° to 179°						From 180° to 359°					
IFR FLIGHT			VFR FLIGHT			IFR FLIGHT			VFR FLIGHT		
FL	ALTITUDE		FL	ALTITUDE		FL	ALTITUDE		FL	ALTITUDE	
	M	FT		M	FT		M	FT		M	FT
10	300	1 000	–	–	–	20	600	2 000	–	–	–
30	900	3 000	35	1 050	3 500	40	1 200	4 000	45	1 350	4 500
50	1 500	5 000	55	1 700	5 500	60	1 850	6 000	65	2 000	6 500
70	2 150	7 000	75	2 300	7 500	80	2 450	8 000	85	2 600	8 500
90	2 750	9 000	95	2 900	9 500	100	3 050	10 000	105	3 200	10 500
110	3 350	11000	115	3 500	11500	120	3 650	12 000	125	3 800	12 500
130	3 950	13 000	135	4 100	13500	140	4 250	14 000	145	4 400	14 500
150	4 550	15 000				160	4 900	16 000	.		16 500
170	5 200	17 000				180	5 500	18 000			18 500
190	5 800	19 000				200	6 100	20 000			20 500
210	6 400	21 000				220	6 700	22 000			22 500
230	7 000	23 000				240	7 300	24 000			24 500
250	7 600	25 000				260	7 900	26 000			26 500
270	8 250	27 000				280	8 550	28 000			28 500
290	8 850	29 000				310	9 450	31 000			32 000
330	10050	33 000				350	10 650	35 000			36 000
370	11 300	37 000				390	11 900	39 000			40 000
410	12 500	41 000				430	13 100	43 000			44 000
450	13 700	45 000				470	14 350	47 000			48 000
490	14 950	49 000				510	15 550	51 000			52 000
etc	etc.	etc.				etc.	etc.	etc.			etc.

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ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES

RVSM Policy and Procedures in the Dhaka FIR

1.0 Introduction

1.1 Reduced Vertical Separation Minimum (RVSM) has been introduced in Dhaka FIR as recommended by The International Civil Aviation Organization (ICAO) Third Asia/Pacific Regional Air Navigation Meeting for the benefits of Aircraft operators and Air Traffic Service (ATS) providers. ICAO Document 9574, Manual on Implementation of a 300 m [1000 ft] Vertical Separation Minimum between FL 290 and FL 410 inclusive contains an explanation of RVSM.

1.2 Benefits to be gained from RVSM include;

(a) adoption of an ICAO endorsed navigation requirement.
(b) improved utilization of airspace for ATC conflict resolution.
(c) fuel savings of 1% for flight closer to optimum cruise altitude, and
(d) reduction in ground delays.

1.3 CONTENT. The ICAO Asia/Pacific RVSM Task Force has harmonized the basic content of this document. The following policies are addressed in the paragraphs of this document.

a) Identification of RVSM Airspace
b) Airworthiness and Operational Approval and Monitoring
c) ACASII and Transponder Equipage
d) In-flight Procedures within RVSM Airspace
e) Special Procedures for in-flight Contingencies
f) In-flight Contingency Procedures for Subsonic Aircraft Requiring Rapid Descent, Turn-back or Diversion in Oceanic Airspace.
g) Weather Deviation Procedures
h) Special Procedures to Mitigate Wake Turbulence Encounters and Distracting Aircraft System Alerts in the Oceanic Airspace.
i) Transition Areas
j) Flight Planning Requirements
k) Procedures for Operation of Non-RVSM Compliant Aircraft in RVSM Airspace.
l) Delivery Flights for Aircraft that are RVSM Compliant on delivery
m) Procedures for Suspension of RVSM
n) Guidance for pilot and Controller for Actions in Event of Aircraft System malfunction of Turbulence Greater than Moderate
o) Procedures for Air-Ground Communication Failure

2.0 **Identification of RVSM Airspace**

2.1 **DHAKA FLIGHT INFORMATION REGION (DHAKA FIR).** Effective 27 November 2003 at 0200 UTC, RVSM is prescribed within the DHAKA FIR within controlled airspace between FL 290 and FL 410 (inclusive) applying Single Alternate Flight Level Orientation Scheme (FLOS) RVSM levels will be progressively assigned on prescribed routes such that by 0230 UTC, the transition will be complete.

2.2 On Special circumstances, aircraft that are not RVSM compliant will be cleared to operate in the Dhaka FIR between FL 290 and FL 410 (inclusive). A vertical separation of 2,000 ft will be applied to such aircraft.

2.3 Flight Level Arrangement within the Dhaka FIR will be as follows:

SN	ATS Routes	East Bound Levels	Wes Bound Levels	Remarks
01 A	201	FL290,310,330,350,370, 390,410	FL300,320,340, 360,380,400	Nil
02 B46	5/A599	FL290,310,330,350,370, 390,410	FL300,320,340, 360,380,400	Nil
03 L5	07	FL290,310,330,350,370, 390,410	FL300,320,340, 360,380,400	Nil
04 G	463	FL290,310,330,350,370, 390,410	FL300,320,340, 360,380,400	Nil
05 R47	2/R598	FL290,310,330,350,370, 390,410	FL300,320,340, 360,380,400	Nil

3.0 **Airworthiness and Operational Approval and Monitoring**

3.1 **APPROVAL PROCESS**. Operators must obtain operational approval from the state of registry or state of operator, as appropriate, to conduct RVSM operation. On behalf of the Pacific Air Traffic Service Providers, the FAA is maintaining a website containing documents and policy for RVSM approval Address is www.ffaa.gov/ats/ato/rvsm1.htm

Bangladesh registered aircraft are requited to follow Para 17 of the **Air Navigation Order E.6** issued by Civil Aviation Authority of Bangladesh on 28th Feb 2002, for approval of RVSM E-mail address is dfsrcaab@bracnet.net

3.2 IF TCAS is installed in RVSM compliant aircraft, the equipment should be upgraded to ACAS II or TCAS II version 7, or a later approved version, for optimum performance in RVSM airspace.

3.3 **AIRCRAFT MONITORING.** Operators are required to participate in the RVSM aircraft monitoring program. This is an essential element of the RVSM implementation program in that it confirms that the aircraft altitude–keeping performance standard is being met. The Monitoring Agency for Asia Region (MAAR) will process the result of monitoring for further information on RVSM monitoring; the MAAR website can be accessed by:

E -mail : maar@aerothai.co.th
F ax: 662-287-8155
Address: Monitoring Agency for Asia Region (MAAR)
ATS Operation Bureau, AEROTHAI
102 Ngamduplee Tungmahamck, Sathorn
Ba ngkok 10120, Thailand.

4.0 In-flight Procedures within RVSM Airspace

4.1 Before entering RVSM airspace, the pilot should review the status of required equipment. The following equipment should be operating normally.

a) two primary altimetry systems;
b) one automatic altitude-keeping device; and
c) one altitude-alerting device
d) One altitude operating transponder (if required for operation in that specific RVSM airspace)

4.2 The pilot must notify ATC whenever the aircraft

(a) is no longer RVSM compliant due to equipment failure; or
(b) experiences loss of redundancy of altimetry systems; or
(c) encounters turbulence that affects the capability to maintain flight level.

4.3 **TRANSITION BETWEEN FL's.** During cleared transition between levels, the aircraft should not overshoot or undershoot the assigned FL by more than 150 ft (45 m)

4.4 PILOT's LEVEL CALL. Except in an ADS or radar environment, pilots shall report reaching any altitude assigned within RVSM airspace

5.0 **Special Procedures for In-flight contingencies in the Dhaka FIR**

General Procedures

5.1 Paragraphs 5.0, 6.0, 7.0 and 8.0 below contain procedure for in-flight contingencies that have been updated for RVSM operations.

5.2 The following general procedures apply to both subsonic and supersonic aircraft and are intended as guidance only. Although all possible contingencies cannot be covered they provide for cases of inability to maintain assigned level due to:

(a) weather;
(b) aircraft performance;
(c) pressurization failure; and
(d) problems associated with high-level supersonic flight

5.3 The procedures are applicable primarily when rapid descent and/or turn-back or diversion to an alternate airport is required. The pilot's judgment shall determine the sequence of actions to be taken, taking into account specific circumstances.

5.4 If an aircraft is unable to continue flight in accordance with its air traffic control clearance, a revised clearance shall, whenever possible, be obtained prior to initiating any action using a distress or urgency signal as appropriate.

5.5 If prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time and, until a revised clearance is received, the pilot shall.

(a) if possible, deviate away from an organized track or route system,

(b) establish communications with and alert nearby aircraft by broadcasting, at suitable intervals; flight identification, flight level, aircraft position, (including the ATS route designator or the track code) and intentions on the frequency in use as well as on frequency 121.5 MHz (or as a back-up, the VHF inter-pilot air-to-air frequency 123.45 MHz);

(c) watch for conflicting traffic both visually and by reference to ACAS; and

(d) turn on all aircraft exterior lights (commensurate with appropriate operating limitations)

6.0 In-flight Contingency Procedures for Subsonic Aircraft Requiring Rapid Descent, Turn-Back or Diversion in the Dhaka FIR.

Initial action

6.1 If unable to comply with the provisions of paragraph 6.3 to obtain a revised ATC clearance, the aircraft should leave its assigned route or track by turning 90 degrees right or left whenever this is possible. The direction of the turn should be determined by the position of the aircraft relative to any organized route or track system (for example, whether the aircraft is outside, at the edge of, or within the system). Other factors to consider are terrain clearance and the levels allocated to adjacent routes or tracks.

Subsequent action

6.2 AIRCRAFT ABLE TO MAINTAIN LEVEL; An aircraft able to maintain its assigned level should acquire and maintain in either direction a track laterally separated by 25 NM from its assigned route or track once established on the offset track, climb or descend 500ft (150m).

6.3 AIRCRAFT UNABLE TO MAINTAIN LEVEL. An aircraft NOT able to maintain its assigned level should, whenever possible, minimize its rate of descend while turning to acquire and maintain in either direction a track laterally separated by 25 NM from its assigned route or track. For subsequent level flight, a level should be selected which differs by 500 ft (150m) from those normally used.

6.4 DEVERSION ACROSS THE FLOW OF ADJACENT TRAFFIC. Before commencing a diversion across the flow of adjacent traffic, the aircraft should, while maintaining the 25 NM offset, expedite climb above or descent below levels where the majority of aircraft operate (e.g., to a level above FL 400 or below FL290) and then maintain a level which differs by 500 ft (150 m) from those normally used. However, if the pilot is unable or unwilling to carry out a major climb or descent, the aircraft should be flown at a level 500 ft above or below levels normally used until a new ATC clearance is obtained.

6.5 ETOPS MASPS AIRCRAFT. If these contingency procedures are employed by a twin-engine aircraft as a result of an engine shutdown or a failure of an ETOPS critical system, the pilot should advise ATC as soon as practicable of the situation, reminding ATC of the type of aircraft involved and requesting expeditious handling.

5.0 **Weather Deviation Procedures in the Dhaka FIR.**

General procedures

7.1 The following procedures are intended to provide guidance. All possible circumstances cannot be covered. The pilot's judgment shall ultimately determine the sequence of actions taken and ATC shall render all possible assistance.

7.2 If the aircraft is required to deviate from track to avoid weather and prior clearance cannot be obtained, an air traffic control clearance shall be obtained at the earliest possible time. In the meantime, the aircraft shall follow the procedures derailed in paragraph 7.9 below.

7.3 The pilot shall advise ATC when weather deviation is no longer required, or when a weather deviation has been completed and the aircraft has returned to the centerline of its cleared route.

7.4 When the pilot initiates communications with ATC, rapid response may be obtained by stating "WEATHER DEVIATION REQUIRED" to indicate that priority is desired on the frequency and for ATC response.

7.5 The pilot still retains the option of initiating the communications using the urgency call "PAN PAN" to alert all listening parties to a special handling condition, which may receive ATC priority for issuance of clearance or assistance.

7.6 When controller-pilot communications are established, the pilot shall notify ATC and request clearance to deviate from track, advising, when possible, the extent of the deviation expected. ATC will take one of the following actions:

(a) if there is no conflicting traffic in the horizontal dimension, ATC will issue clearance to deviate from track; or

(b) if there is conflicting traffic in the horizontal dimension, ATC will separate aircraft by establishing vertical separation or, if unable to establish vertical separation, ATC shall;

i) advise the pilot of inability to issue clearance for requested deviation,

ii) advise pilot of conflicting traffic,

iii) request pilot's intentions.

SAMPLE PHRASEOLOGY:
"Unable (requested deviation), traffic is (call-sign, position, altitude, direction), advise intention."

7.7 The pilot will take the following actions:

(a) Advise ATC of intentions by the most expeditious means available.

(b) Comply with air traffic control clearance issued or....

(c) Execute the procedures detailed in 7.9 below. (ATC will issue essential traffic information to all affected aircraft).

(d) If necessary, establish voice communications with ATC to expedite dialogue on the situation.

Actions to be taken if a revised air traffic control clearance cannot be obtained

7.8 The pilot shall take the actions listed below under the provision that the pilot may deviate from rules of the air (e.g. the requirement to operate on route or track center line unless otherwise directed by ATC), when it is absolutely necessary in the interests of safety to do so.

7.9 If a revised air traffic control clearance cannot be obtained and deviation from track is required to avoid weather, the pilot shall take the following actions:

(a) if possible, deviate away from an organized track or route system;

(b) establish communication with and alert nearby aircraft by broadcasting, at suitable intervals: flight identification, flight level, aircraft position (including the ATS route designator or the track code) and intentions (including the magnitude of the deviation expected) on the frequency in use, as well as on frequency **121.500** MHz (or, as a back-up, the VHF inter-pilot air-to-air frequency **123.450** MHz); ←

(c) watch for conflicting traffic both visually and by reference to ACAS;

(d) turn on all aircraft exterior lights (commensurate with appropriate operating limitations);

(e) for deviation of up to 10 NM, aircraft should remain at the level assigned by ATC;

(f) for deviations of greater than 10 NM, when the aircraft is approximately 10 NM from track, initiate a level change based on the following criteria:

Route center line track	Deviations>10 NM	Level change
EAST 000-179° magnetic	LEFT	DESCEND 300 ft
	RIGHT	CLIMB 300 ft
WEST 180-359° magnetic	LEFT	CLIMB 300 ft
	RIGHT	DESCEND 300 ft

Note: 7.9 (b) and (c) above calls for the pilot to: broadcast aircraft position and pilot's intentions, identify conflicting traffic and communicate air-to-air with nearby aircraft. If the pilot determines that there is another aircraft at or near the same FL with which his aircraft might conflict, then the pilot is expected to adjust the path of the aircraft, as necessary, to avoid conflict.

(g) if contact was not established prior to deviating, continue to attempt to contact ATC to obtain a clearance. If contact was established, continue to keep ATC advised of intentions and obtain essential traffic information.

(h) when returning to track, be at its assigned flight level, when the aircraft is within approximately 10 NM of center line.

(i)

8.0 Special Procedures to Mitigate Wake Turbulence Encounters and Distracting Aircraft System Alerts in the Oceanic Airspace of the Dhaka FIR.

8.1 The following special procedures are applicable to mitigate wake turbulence or distracting aircraft system alert (e.g. ACAS, Ground Proximity Warning System (WGPS) in airspace where RVSM is applied:
Note: in the contingency circumstances below, ATC will not issue clearances for lateral offsets and will not normally respond to actions taken by the pilots.

8.2 An aircraft that encounters wake vortex turbulence or experiences distracting aircraft system alerts shall notify ATC and request a flight level, track or speed change to avoid the condition. However, in situations where such a change is not possible or practicable, the pilot may initiate the following temporary lateral offset procedure with the intention of returning to centerline as soon as practicable:

(a) the pilot should establish contact with other aircraft. if possible, on the appropriate VHF inter-pilot air to air frequency, **123.450 MHz**; and ←

(b) one (or both) aircraft may initiate lateral offset(s) up to 2 NM either Left or Right of track, provided that;

i) as soon as practicable to do so, the offsetting aircraft notify ATC that temporary lateral offset action has been taken and specify the reason for doing so (ATC will not normally respond); and

ii) the offsetting aircraft notify ATC when re-established on assigned route(s) or track(s) (ATC will not normally respond).

9. **Flight Planning Requirement.**

9.1 Unless special arrangement is made as detailed below, RVSM approval is required for operators and aircraft to operate within designated RVSM airspace. The operator must determine that the appropriate State authority has granted them RVSM operational approval and they will meet the RVSM requirements for the filed route of flight and any planned alternate routes. The letter **"W"** shall be inserted in item 10 (Equipment) of the ICAO standard flight plan to indicate that both the aircraft and operator are RVSM approved.

9.2 Procedures for Operation of Non-RVSM Compliant Civil Aircraft in RVSM airspace.

9.2.1 Non-RVSM compliant civil aircraft shall not file flight plan between FL290 and FL410 inclusive within RVSM airspace, except non-RVSM civil aircraft unable to fly to an appropriate destination at or below FL280 and unable to fly at or above FL410 may, after special coordination as detailed in 9.2.2 below, flight plan at RVSM flight levels in the RVSM stratum provided the aircraft:

(a) is being initially delivered to the state of registry or operator; or
(b) was formerly RVSM approved but has experienced an equipment failure and is being flown
(c) to a maintenance facility for repair in order to meet RVSM requirements and / or obtain approval; or
(d) is transporting a spare engine mounted under the wing; or
(e) is being utilized for mercy or humanitarian purposes; or
(f) is a State aircraft.

9.2.2 Aircraft operators requesting approval as above shall:

(a) if departing within Dhaka FIR, obtain approval from Dhaka Area Control Center normally not more than 12 hrs and not less than 4 hrs prior to the intended departure time. Dhaka Area Control Center will provide notification of approval via Fax or E-mail or AFTN; or

(b) if transiting Dhaka FIR notify Dhaka Area Control Center after approval is received from the first affected center and prior to departure. (Note that filing of flight plan is not appropriate notification), and

(c) include the remarks "APVD non RVSM'' in field 18 of the ICAO flight plan.

9.2.3 Contact details for approval request or notification are as follows:
Dhaka Area Control Center

Telephone : +880-2-8901463
AFTN : VGFRZQZX
E-mail : acc_dhaka@caab.gov.bd
Fax : +880-2- 8901924

9.2.4 Non RVSM aircraft operation in the RVSM stratum will be separated from all other aircraft by a minimum 2,000 ft vertical separation.

9.2.5 This approval processes is intended exclusively for the purposes indicated above, and not as a means to circumvent the normal RVSM approval process.

10. Procedures for Operation of Non-RVSM Compliant State Aircraft in RVSM airspace.

10.1 Operation of State aircraft (military, customs or police service) that are not RVSM compliant may flight plan within Dhaka FIR RVSM airspace in accordance with the requirement of paragraph 9.2.2(b), 9.2.2(c), 9.2.3 and 9.2.4. Also, Bangladesh requires operators of State aircraft that are not RVSM approved intending to operate in Dhaka FIR to notify Dhaka Area Control Center not more than 72 hrs and not less than 4 hrs prior to the intended departure time. If transiting Dhaka FIR, notify Dhaka Area Control Center of intentions prior to departure. (Note that filing of flight plan is not appropriate notification. Notification constitutes approval).

11. Separation applied to non-RVSM compliant aircraft and Provision for continuous Climb/ Descent of non-compliant aircraft through RVSM airspace.

11.1 VERTICAL SEPARATION APPLIED. It should be noted that RVSM approved aircraft will be given priority for level allocation over non-RVSM approved aircraft. The vertical separation minimum between non- RVSM aircraft operating in the RVSM stratum and all other aircraft is 2000 ft.

11.2 CLIMB AND DESCENT THROUGH RVSM AIRSPACE. Non- RVSM compliant aircraft may be cleared to climb to and operate above FL410 or descend to and operate below FL290 provided that they

(a) Do not climb or descent at less than the normal rate for the aircraft and

Do not level off at an intermediate level while passing through the RVSM stratum.

12.0 **Delivery Flights for Aircraft that are RVSM Compliant on Delivery**

12.1 An aircraft that is RVSM compliant on delivery may operate in the RVSM airspace of Dhaka FIR provided that the crew is trained on RVSM policies and procedures applicable in the airspace and the responsible State issues the operator a letter of authorization approving the operation. The State notification to the MAAR should be in the form of a letter, e-mail or fax documenting the one-time flight. The planned date of flight, flight identification and registration number and aircraft type/series should be included. **The details of such flights shall also be forwarded to the Dhaka Area Control Center at least 3 days in advance.**

Address is:

Dhaka Area Control Center

Telephone : +880-2-8901463
AFTN : VGFRZQZX
E-mail : acc_dhaka@caab.gov.bd
Fax : +880-2-8901924

13. **Procedures for Suspension of RVSM**

13.1 Air Traffic Services will consider suspending RVSM procedures within affected areas of the Dhaka FIR when there are pilot reports of greater than moderate turbulence. Within areas where RVSM procedures are suspended, the vertical separation minimum between all aircraft will be 2,000 ft.

14. **Guidance for Pilots and Controllers for Actions in the Event of Aircraft System Malfunction or Turbulence Greater than Moderate.**

14.1 See Attachment A for Guidance in these circumstances.

15. Procedures for Air-Ground Communication Failure.

15.1 An aircraft operated as a controlled flight shall maintain continuous air–ground voice communication watch on the appropriate communication channel of, and establish two-way communication as necessary with the appropriate Air Traffic Control unit. For aircraft forming part of aerodrome traffic at a controlled aerodrome the conditions given in Para 15.2 shall apply.

Note 1: **SELCAL** or similar automatic signaling devices satisfy the requirement to maintain an air-ground voice communication watch.

Note 2: The requirement for an aircraft to maintain air-ground voice communication watch remains in effect after **CPDLC** has been established.

15.2 **Communication failure.**

If a communication failure precludes compliance with para 15.1, the aircraft shall comply with the communication failure procedures of Annex 10, Volume II, and with such of the following procedures as are appropriate. In addition, the aircraft, when forming part of the aerodrome traffic at a controlled aerodrome, shall keep a watch for such instructions as may be issued by visual signals.

15.2.1 **Action by pilot-in-command.**

15.2.1.1 If in VMC, the aircraft shall:

a) continue to fly in VMC;
b) land at the nearest suitable aerodrome; and
c) report its arrival by the most expeditious means to the appropriate Air Traffic Control unit.

15.2.1.2 If in IMC or when conditions are such that it does not appear feasible to complete the flight in accordance with Para 15.2.1.1 (see Note 1), the aircraft shall:

a) maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 20 minutes following the aircraft's failure to report its position over a compulsory reporting point and thereafter adjust level and speed in accordance with the filed flight plan;

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

c) commence descend from the navigation aid specified in (b) at, or as close as possible to, the EAT last received and acknowledged, at, or as close as possible to, the EAT resulting from the current flight plan;

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

e) land, if possible, within thirty minutes after the ETA specified in (c) or the last acknowledged EAT, whichever is later.

Note1: As evidenced by the meteorological conditions prescribed therein, Para 15.2.1.1 relates to all controlled flights, whereas Para 15.2.1.2 relates to IFR flights only.

Note 2: The provision of air traffic control service to other flights operating in the airspace concerned will be based on the premise that an aircraft experiencing communication failure will comply with the rules in Para 15.2.1.2.

15.2.2 **Action by Air Traffic Control Unit**

Note1. See also PANS- ATM Doc 4444 Chapter 6, Para 6.3.2.4 concerning departure clearances containing no geographical or time limit for an initial level and procedures to be applied in relation to an aircraft experiencing air-ground communication failure under such circumstances.

15.2.2.1 Action by Air Traffic Control units when unable to maintain two-way communication with an aircraft operating in a control area or control zone shall be as outlined in the following paragraphs.

15.2.2.2 As soon as it is known that two-way communication has failed, action shall be taken to ascertain whether the aircraft is able to receive transmissions from the Air Traffic Control unit by requesting it to execute a specified maneuver which can be observed by Radar or to transmit, if possible, a specified signal in order to indicate acknowledgement.

15.2.2.3 In the continental Airspace of Dhaka FIR the applicable vertical separation minimum between an aircraft experiencing a communication failure in flight and any other aircraft shall be 600 m (2000ft), unless an appropriate horizontal separation minimum exists. If the aircraft fails to indicate that it is able to receive and acknowledge transmissions, the separation shall be maintained between the aircraft having the communication failure and other aircraft, based on the assumption that the aircraft will:

a) if in VMC: comply with the provisions in para 15.2.1.1

b) if in IMC or when conditions are such that it dose not appear feasible to complete the flight in accordance with (a): comply with the provisions in para 15.2.1.2 above.

Note 1: Since ATC is often unable to determine the extent of any equipment failure for an aircraft experiencing a communication failure in flight, ATC shall provide a vertical separation as mentioned in para 15.2.2.3 above. However, no specific procedures are prescribed for the flights experiencing a communication failure in the oceanic airspace of Dhaka FIR where the communication coverage may not be adequate. In such cases, subject to traffic conditions, and with the subsequent FIR/ACC, the ATC may provide additional separation to such flights experiencing a communication failure in the oceanic airspace.

Note 2: Provisions related to minimum level are contained in Annex 2, para 5.1.1

Note 3: As evidenced by the meteorological conditions prescribed therein, para 15.2.2.2 (a) relates to all controlled flights, whereas para 15.2.2.3 (b) relates to IFR flights only.

15.2.2.4 Action taken to ensure suitable separation based on the assumption stated in para 15.2.2.3 shall cease when:

a) it is determined that the aircraft is following a procedure differing from that in para 15.2.2.3; or

b) through the use of electronic or other aids, Air Traffic Control units determine that action differing from that required by para 15.2.2.3 may be taken without impairing safety; or

c) positive information is received that the aircraft has landed.

15.2.2.5 As soon as it is known that two-way communication has failed, appropriate information describing the action taken by the Air Traffic Control unit, or instruction justified by any emergency situation, shall be transmitted blind for the attention of the aircraft concerned, on the frequencies available on which the aircraft is believed to be listening, including the voice frequencies of available radio navigation or approach aides. Information shall also be given concerning:

a) whether conditions favorable to a cloud-breaking procedure in where congested traffic may be avoided; and

b) weather conditions at suitable aerodromes.

15.2.2.6 Pertinent information shall be given to other aircraft in the vicinity of the presumed position of the aircraft experiencing communication failure.

15.2.2.7 As soon as it is known that an aircraft, which is operating in its area of responsibility, is experiencing an apparent radio communication failure, an ATS unit shall forward in formation concerning the radio communication failure to all ATS units concerned along the route of flight. The ACC in whose area the destination aerodrome is located shall take steps to obtain information on the Alternate Aerodrome(s) and other relevant information specified in the filed flight plan, if such information is not available.

15.2.2.8 If circumstances indicate that a controlled flight experiencing a communication failure might proceed to (one of) the alternate aerodrome(s) specified in the filed flight plan, the ATC unit(s) serving the Alternate Aerodrome(s) and any other Air Traffic Control units that might be affected by a possible diversion shall be informed of the circumstances of the failure and requested to attempt to establish communication with the aircraft at a time when the aircraft could possible be within communication range. This shall apply particularly when, by agreement with the operator or a designated representative, a clearance has been transmitted blind to the aircraft concerned to proceed to an alternate aerodrome, or when weather conditions at the at the aerodrome of intended landing are such that a diversion to an alternate is considered likely.

15.2.2.9 When an Air Traffic Control unit receives information that an aircraft, after experiencing a communication failure has re-established communication or has landed, that unit shall inform the Air Traffic Service unit in whose area the aircraft was operating at the time the failure occurred, and other Air Traffic Service units concerned along the route of flight, giving necessary information for the continuation of control if the aircraft is continuing in flight.

15.2.2.10 If the aircraft has reported within 30 minutes after:

a) the Estimated Time of Arrival furnished by the pilot;
b) the Estimated Time Arrival calculated by the ACC; or
c) the last acknowledged Expected Approach Time,
d) whichever is latest, pertinent information concerning the aircraft shall be forwarded to aircraft operators, or their designated representatives, and pilots-in-command of any aircraft concerned and normal control resumed if they so desire. It is the responsibility of the aircraft operators, of their designated representatives, and pilots-in-command of aircraft to determine whether they will resume formal operations or take other action.

15.2.2.11 The Radar Procedures

15.2.2.11.1 Aircraft radio transmitter failure

15.2.2.11.1.1 If two-way communication is lost with an aircraft, the Radar controller should determine whether or not the aircraft's receiver is functioning by instructing the aircraft on the frequency so far used to acknowledge by making a specified manoeuvre and by observing the aircraft's track, or by instructing the aircraft to operate IDENT or to make code changes.

Note: Transponder-equipped aircraft experiencing radio-communication failure will operate the transponder on Mode A Code 7600.

15.2.2.11.1.2 If the action p0rescribed in para 15.2.2.11.1.1 is unsuccessful, it shall be repeated on an other available frequency on which it is believed that the aircraft might be listening.

15.2.2.11.1.3 In b oth the cases co vered by para 1 5.2.2.11.1.1 a nd para 1 5.2.2.21.1.2, a ny ma neuvering instructions s hall be suc h t hat the airc raft w ould regain i ts curre nt cl eared track after having complied with the instructions received.

15.2.2.11.1.4 Where it has b een established by the a ction in para 15.2.2.11.1.1 that the aircraft's radio receiver is func tioning, co ntinued control of transponder e quipped a ircraft where SSR i s ava ilable can be effected using code changes or IDENT transmissions to obtain acknowledgement of clearances issued to the aircraft.

15.2.2.11.2 Complete aircraft communication failure.

When a controlled aircraft experiencing complete communication failure is operating or expected to operate in an area and at flight levels where Radar separation is applied, such separation may continue to the used. Whoever, if the aircraft experiencing the communication failure is not identified, Radar separation shall be applied between aircraft under Radar control and all unidentified aircraft observed along the expected route of the communication failure aircraft, has passed through the airspace concerned, has landed, or has proceeded elsewhere.

15.2.2.11.2.1 Aircraft transponder failure in areas where the carriage of a functioning transponder is mandatory.

15.2.2.11.3.1 When ad aircraft experiencing transponder failure after departure is operating or expected to operate in and area where t he c arriage o f a functioning t ransponder with sp ecified capabilities is mandatory, the A TC u nits concerned sho uld endea vour to prov ide fo r continuation of the flight to t he Aerodrome o f first intended landing in accordance w ith the flight p lan. However, i n c ertain traff ic si tuations, ei ther in terminal are as or en-r oute, continuation o f t he fl ight may n ot be p ossible, part icularly w hen failure i s de tected s hortly after t ake0off. The ai rcraft ma y then be required to return to the Departure Aerodrome or to land at the **nearest suitable aerodrome** acceptable to the operator concerned and to ATC.

15.2.2.11.3.2 In c ase of a tra nsponder fa ilure w hich i s de tected be fore departure from and A erodrome where it is n ot practicable to effec t a rep air, the a ircraft c oncerned should be permitted to proceed, as directly as possible, to the nearest suitable Aerodrome were repair can be made. When granting clearance to such aircraft, ATC should take into consideration the existing or anticipated traffic situation and may have to modify the time of departure, flight level or route of the intended flight. Subsequent adjustments may become necessary during the course of the flight.

CONTINGENCY SCENARIOS. The following paragraphs summarize pilot actions to mitigate the potential for conflict with other aircraft in certain contingency. They should be reviewed in conjunction with the expanded contingency scenarios detailed on pages 13-15, which contain additional technical and operational detail.

***Scenario 1: The pilot is : 1) unsure of the vertical position of the aircraft due to the loss or degradation of all primary altimetry systems, or 2) unsure of the capability to maintain cleared flight level (CFL) due to turbulence or loss of the automatic altitude control systems.**

The Pilot should:	ATC can be expected to:
Maintain CFL while evaluating the situation;	
Watch for conflicting traffic both visually and by reference to ACAS, if equipped;	
If considered necessary, alert nearby aircraft by 1) making maximum use of exterior lights; 2) broadcasting position, FL, and intentions on 121.5 MHz (as a back up, the VHF inter-pilot air-to-air frequency, 123.45 MHz, may be used)	
Notify ATC of the situation and intended course of action. Possible courses of action include.	Obtain the pilot's intentions and pass essential traffic information.
1) maintaining the CFL and route, provided that ATC can provide lateral, longitudinal or conventional vertical separation.	1) If the pilot intends to continue in RVSM airspace, assess traffic situation to determine if the aircraft can be accommodated through the provision of lateral, longitudinal, or conventional vertical separation, and if so apply the appropriate minimum.
2) requesting ATC clearance to climb above or descend below RVSM airspace if the aircraft cannot maintain CFL and ATC cannot establish adequate separation from other aircraft.	2) If the pilot requests clearance to exit RVSM airspace, accommodate expeditiously, if possible.
3) executing the contingency maneuver shown in paragraphs 6.0 and 7.0 of this AIP Supplement to offset from the assigned track and FL, if ATC clearance cannot be obtained and the aircraft cannot maintain CFL.	3) If adequate separation cannot be established and it is not possible to comply with the pilot's request for clearance to exit RVSM airspace, advise the pilot of essential traffic information, notify other aircraft in the vicinity and continue to monitor the situation.
	4) Notify adjoining ATC facilities /sectors of the situation.

Scenario 2: There is a failure of loss of accuracy of one primary altimetry system (e.g., greater than 200 feet difference between primary altimeters)

The Pilot should:
Cross check standby altimeter, confirm the accuracy of a primary altimeter system and notify ATC of the loss of redundancy. If unable to confirm primary altimeter system accuracy, follow pilot actions listed in the preceding scenario.

EXPANDED EQUIPMENT FAILURE AND TURBULENENCE ENCOUNTER SCENARIOS.

Operators may consider this material for use in training programs.

Scenario 1: All automatic altitude control systems fail (e.g., Automatic Altitude Hold).

The Pilot should :	ATC can be expected to:
Initially:	
Maintain CFL	
Evaluate the aircraft's capability to maintain altitude through manual control	
Subsequently:	
Watch for conflicting traffic both visually and by reference to ACAS, if equipped.	
If considered necessary, alert nearby aircraft by 1) making maximum use of exterior lights. 2) broadcasting position, FL, and intentions on 121.5 MHz (as a back up, the VHF inter-pilot air-to-air frequency, 123.45 MHz, may be used).	
Notify ATC of the situation and intended course of action. Possible courses of action include:	
1) maintaining the CFL and route, provided that ATC can provide lateral, longitudinal or conventional vertical separation.	1) If the pilot intends to continue in RVSM airspace, assess traffic situation to determine if the aircraft can be accommodated through the provision of lateral, longitudinal, or conventional vertical separation, and if so, apply the appropriate minimum.
2) requesting ATC clearance to limb above or descend below RVSM airspace if the aircraft cannot maintain CFL and ATC cannot establish adequate separation from other aircraft.	2) If the pilot requests clearance to exit RVSM airspace, accommodate expeditiously, if possible.
3) executing the contingency manoeuvre shown in paragraphs 6.0 and 7.0 above to offset from the assigned track and FL, if ATC clearance cannot be obtained and the aircraft cannot maintain CFL.	3) If adequate separation cannot be established and it is not possible to comply with the pilot's request for clearance to exit RVSM airspace, advise the pilot of essential traffic information, notify other aircraft in the vicinity and continue to monitor the situation.
	4) Notify adjoining ATC units of the situation.

Scenario 2: Loss of redundancy in primary altimetry systems.

The Pilot should:	ATC can be expected:
If the remaining altimetry system is functioning normally, couple that system to the automatic altitude control system, notify ATC of the loss of redundancy and maintain vigilance of altitude keeping.	Acknowledge the situation and continue to monitor progress.

Scenario 3: All primary altimetry systems are considered unreliable or fail.

The Pilot should:	ATC can be expected:
Maintain CFL by reference to the standby altimeter (if the aircraft is so equipped)	
Alert nearby aircraft by 1) making maximum use of exterior lights; 2) broadcasting position, FL, and intentions on 121.5MHz (as a back-up, the VHF inter-pilot air-to-air frequency, 123.45 MHz, may be used).	
Consider declaring an emergency. Notify ATC of the situation and intended course of action. Possible courses of action include.	Obtain the pilot's intentions and pass essential traffic information.
1) maintaining the CFL and route, provided that ATC can provide lateral, longitudinal or conventional vertical separation.	1) If the pilot intends to continue in RVSM airspace, assess traffic situation to determine if the aircraft can be accommodated through the provision of lateral, longitudinal, or conventional vertical separation, and if so, apply the appropriate minimum.
2) requesting ATC clearance to climb above or descend below RVSM airspace if the aircraft cannot maintain CFL and ATC cannot establish adequate separation from other aircraft.	2) If the pilot requests clearance to exit RVSM airspace, accommodate expeditiously. if possible.
3. executing the contingency maneuvers shown in paragraphs 6.0 and 7.0 above to offset from the assigned track and FL, if ATC clearance cannot be obtained and the aircraft cannot maintain CFI	3) If adequate separation cannot be established and it is not possible to comply with the pilot's request for clearance to exit RVSM airspace, advise the pilot of essential traffic information notify other aircraft in the vicinity and continue to monitor the situation.
	4) Notify adjoining ATC units of the situation.

Scenario 4: The primary altimeters diverge by more than 200 ft (60 m).

The Pilot should :
Determine the defective system through the normal airplane integrated comparator warning system or, in the absence of such a system, establish trouble-shooting procedures comparing the primary altimeters to the standby altimeter (corrected using the correction card).
If the defective system can be determined, couple the functioning altimeter to the altitude keeping device in use.
If the defective system cannot be determined, follow the guidance in Scenario 3 for failure or unreliable altimeter indications of all primary altimeters.

Scenario 5: Turbulence (greater than moderate), which the pilot believes, will impact the aircraft's capability to maintain flight level.

The Pilot should :	ATC can be expected to :
Watch for conflicting traffic both visually and by reference to ACAS, if equipped.	
If considered necessary, alert nearby aircraft by 1) making maximum use of exterior lights; 2) broadcasting position, FL , and intentions on 121.5 MHz (as a back-up, the VHF inter-pilot air- to-air frequency, 123.45 MHz, may be used).	
Notify ATC of the situation and intended course of action. Possible courses of action include:	
1) maintaining the CFL and route, provided the ATC can provide lateral, longitudinal or conventional vertical separation.	1) Assess traffic situation to determine if the aircraft can be accommodated through the provision of lateral, longitudinal, or conventional vertical separation, and if so, apply the appropriate minimum.
2) requesting flight level change, if necessary.	2) If unable to provided adequate separation, advise the pilot of essential traffic information and request pilot's intention.
3) executing the contingency maneuver shown in paragraphs 6. 0 and 7.0 above to offset from the assigned track and FL, if ATC clearance cannot be obtained and the aircraft cannot maintain CFL.	3) Notify other aircraft in the vicinity and monitor the situation.
	4) Notify adjoining ATC units of the situation.

Attachment 'B'

Phraseology Related to RVSM Operations

Controller –Pilot phraseology:

Message	Phraseology
For a controller to ascertain the RVSM approval status of an aircraft:	(call sign) **CONFIRM RVSM APPROVED**
For a pilot to report non-RVSM approval status: i. on the initial call on any frequency within the RVSM airspace (controllers shall provide a read back with this same phrase). and ii. in all requests for flight level changes pertaining to flight levels within the RVSM airspace; and iii. in all read-backs to flight level clearance pertaining to flight levels within the RVSM airspace. Additionally, except for state aircraft, pilots shall include this phrase to read back flight level clearances involving the vertical transit through FL 290 or FL 410, See examples that follow.	**NEGATIVE RVSM**
For a pilot to report RVSM approval status.	**AFFIRM RVSM**
For a pilot of a non-RVSM approved State aircraft to report non-RVSM approval status, in response to the phrase (call sign) **CONFIRM RVSM APPROVED.**	**NEGATIVE RVSM STATE AIRCRAFT**
Denial of clearance into the RVSM airspace:	**(call sign) UNANBLE CLEARANCE INTO RVSM AIRSPACE , MAINTAIN [or DESCEND TO, or CLIMB TO] FLIGHT LEVEL (NUMBER)**
For a pilot to report when severe turbulence affects the aircraft's capability to maintain the height-keeping requirements for RVSM.	**UNABLE RVSM DUE TURBULENCE***
For a pilot to report that the aircraft's equipment has degraded en-route below that required for flight within the RVSM airspace. (See Attachment A). This phrase is to be used to convey both the initial indication of the non-MASPS compliance, and henceforth, on initial contact on all frequencies within the lateral limits of the RVSM airspace until such time as the problem ceases to exist or the aircraft has exited the RVSM airspace.	**UNABLE RVSM DUE EQUIPMENT***
For a pilot to report the ability to resume operations within the RVSM airspace after an equipment or weather related contingency.	**READY TO RESUME RVSM**
For a controller to confirm that an aircraft has regained its RVSM approval status, or to confirm that pilot is ready to resume RVSM operations.	**REPORT ABLE TO RESUME RVSM.**

16. IMPLEMENTATION OF STRATEGIC LATERAL OFFSET PROCEDURE.

16.1 Introduction.

16.1 ICAO Separation And Airspace Safety Panel (SASP) has prepared the guidelines and has asked the States in the Asia/Pacific Region to implement the 2 NM lateral offset procedures on 20 JAN 2005. As per guidelines from ICAO the 2 NM lateral offset procedures have been introduced in Dhaka FIR from same date.

16.2 Procedures applicable in Dhaka FIR:

16.2.1 Offsets are only applied in oceanic (or remote continental) airspace in the Dhaka FIR.

16.2.2 Offsets are applied only by aircraft with automatic offset tracking capability.

16.2.3 The decision to apply a strategic lateral offset is the responsibility of the flight crew.

16.2.4 The offset shall be established at a distance of 2 (two) NM to the right of the centerline relative to the direction of the flight.

16.2.5 The strategic lateral offset procedure has been designed to include offsets to mitigate the effects of wake turbulence of preceding aircraft. If wake turbulence needs to be avoided one of the three available options (centerline, 1 NM or 2 NM right offset) shall be used.

16.2.6 In airspace where the use of lateral offsets has been authorized, pilots are not required to inform Air Traffic Control (ATC) that an offset is being applied.

16.2.7 Aircraft transiting areas of Radar coverage in airspace where offset tracking is permitted may initiate or continue an offset.

17. The supplementary procedures in force are given in their entirety; "differences" are printed in capital letters.

17.1 Visual Flight Rules (A2-4.6) – VFR flight is to be operated within a control zone established at an aerodrome serving international flights and in specified portions of the associated terminal control area shall:

a) have two-way radio communication;

b) obtain clearance from the appropriate air traffic control unit; and

c) report positions, as required.

N. B: (i) ONLY CONTROLLED VFR FLIGHTS ARE PERMITTED TO OPERATE VMC WITHIN CONTROL ZONE;

(II) SPECIAL VFR FLIGHTS ARE NOT PERMITTED WITHIN A CONTROL ZONE WHEN GROUND VIS LESS THAN 3KM AND CEILING LESS THAN 1,000 FEET.

17.2 Special application, Instrument Flight Rules (IFR): Flights shall be conducted in accordance with the Instrument Flight Rules (even when not operating in instrument meteorological conditions) when operated above flight level 150.

17.3 Air Traffic Advisory Service (PANS-ATM/DOC4444) – All IFR Flight shall comply with the procedures for air traffic advisory service when operating in advisory airspace.

17.4 Application (PANS-ATM/DOC4444) – All aircraft on VFR Flights and aircraft on IFR flight outside controlled airspace, shall maintain a watch on radio station furnishing communications for the unit providing flight information service in the flight information region and file with that station information as to their position unless otherwise authorized by appropriate ATS unit.

17.5 Addressing of position reports (PANS-ATM/DOC4444) – The last position report before passing from one flight information region/control area to an adjacent flight information region/control area shall also be made to the air traffic services unit serving the airspace about to be entered.

17.6 Where adequate point-to-point communication do not exit, flight information service will be provided as far as practicable by the centre whose flight information region the aircraft is leaving until reliable communication contact has been established with the centre whose flight information region it is entering.

17.7 When an aircraft files a Flight Plan at the first aerodrome of departure for subsequent sectors, the initial clearance will be to the first destination only. A new clearance must be obtained for subsequent sectors.

17.8 Flight Plans filed in the first aerodrome of departure for subsequent sectors of a route will become active for ATS and SAR purposes only when the appropriate ATS Unit has received the departure message from the aerodrome of departure indicated in the Flight Plan.

17.9 Information on runway conditions (PANS-ATM/DOC4444) – Area Control centre and approach control offices shall have available for transmission to aircraft on request immediately prior to descent, information on the prevailing runway conditions at the aerodrome of intended landing.

17.10 Transmission of SIGMET information (PANS-ATM/DOC4444) – Appropriate SIGMET information shall be disseminated to aircraft by one or more of the means mentioned below: -

a) Direct transmission by appropriate ATS unit and ensuring acknowledgement.
b) General call, unacknowledged transmission to all aircraft concerned or
c) Broadcast.

The SIGMET information to be passed to aircraft on ground initiative and cover a portion of the route up to one hours flying time ahead of the aircraft except where another period has been determined on the basis of regional Air Navigation agreement.

17.11 Transmission of selected special reports and amended aerodrome forecast (PANS-ATM/DOC4444) – Selected special reports and amended aerodrome forecast shall be transmitted on request and supplemented by: -

a) Direct transmission from the appropriate Air Traffic Services Unit of selected special reports and amended aerodrome forecast for the departure, destination and its alternate aerodromes, as listed in the flight plan, or
b) A General call on appropriate frequencies un-acknowledged.
c) Continuous or frequent broadcast of current Aerodrome reports and forecast in areas determined on the basis of Air Navigation congestion where traffic conditions dictates.

17.12 Altimeter Setting procedure applicable to Air Traffic Services and minimum levels (PANS-ATM/DOC4444) – THE LOWEST USABLE FLIGHT LEVEL FOR HOLDING AND APPROACH MANOEUVERS ARE GIVEN IN ATS ROUTES AND IN INSTRUMENTS APPROACH CHARTS. THESE ARE CALCULATED AND ESTABLISHED GIVING DUE CONSIDERATION TO ATMOSPHERIC VARIATION.

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ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT

IMPLEMENTATION OF AIR TRAFFIC FLOW MANAGEMENT PROCEDURES OVER BAY OF BENGAL, SOUTH ASIA AND PAKISTAN THROUGH KABUL FIR.

1. Introduction.

1.1 On 24 July 2006, the States of the ICAO Asia/Pacific Region within the Bay of Bengal, South Asia and Pakistan airspace implemented an operational trial of an automated Air Traffic Flow Management (ATFM) service under the auspices of the ICAO Bay of Bengal ATS Co-ordination Group-ATFM Task Force.

1.2 Pursuant to comprehensive reviews of the performance of the operational trial by the ATFM Task Force, ATFM procedures are permanently implemented in accordance with the provisions of this AIP Supplement.

2. Provision of ATFM Services

2.1 ATFM services are provided by Aeronautical Radio of Thailand LTD (AEROTHAI) from the Bangkok Air Traffic Flow Management Unit (ATFMU) at Bangkok ACC. ATFM services will be limited to calculation, promulgation and management of mandatory Allocated Wheels Up Time (AWUT) and Kabul FIR flight level, ATS routes and entry fix time for each affected flight.

2.2 Civil Aviation Authority, Bangladesh (CAAB) retains responsibility for the tactical management of flights that are subject to ATFM. In discharging tactical responsibilities, Civil Aviation Authority, Bangladesh (CAAB) will manage non-ATFM compliant flights using delayed pushback and start clearances, non-preferred routes and/or flight levels, en-route holding and/or diversion around Kabul FIR.

2.3 The ATFMU utilizes the automated, web based Bay Bengal Cooperative ATFM System (BOMCAT) system in meeting its ATFM responsibilities. These responsibilities will be managed in co-ordination with aircraft operators and ANSPs in the FIRs concerned.

2.4 The ATFMU Operates on a 24 hour basis and is responsible for westbound flights entering the Kabul FIR at specified times, flight levels and ATS routes in accordance with paragraph 3 of AIP Supplement. The Objective of these ATFM services are to:

a) Reduce ground and en-route delays;
b) Maximize capacity and optimize the flow of air traffic within the area;
c) Provide an informed choice of routing and flight level selection;
d) Alleviate unplanned in flight re-routing and technical stops; and
e) Assist regional ANSPs in planning for and managing future workload in the light of forecast increased traffic flows within the area.

3. ATFM affected ATS routes, flight levels and applicable hours.

3.1 All westbound flight intending to enter the Kabul FIR between 2000UTC and 2359UTC daily on ATS routes A466, L750, N644 from FL280 to FL390 inclusive and G792/V390 from FL310 to FL390 inclusive shall comply with the ATFM procedures contained in this AIP Supplement. This includes a mandatory requirement for all flights to obtain a specific ATFM slot allocation form the ATFMU (including AWUT) for entry into the Kabul FIR during the period mentioned above.

3.2 Flight who plan to enter Kabul FIR without an AWUT and entry slot (comprising flight level, ATS route and entry fix time) will be accommodate only after flight with slot have been processed. Such flight should expect delayed pushback and start clearance, non-preferred routed and/or flight level, en-route holding and/or diversion around Kabul FIR.

3.3 In order to ensure availability of slot for westbound departure from designated airport in northern India and Pakistan, departure from these airports are give priority for FL280 in the slot allocation. This does not preclude these flights from requesting higher flight level with initial slot request.

4 Flights Exempted from BOBCAT ATFM

4.1 The following flight are exempt from the ATFM procedures in this AIP Supplement

a) Humanitarian or medical flight
b) State aircraft with Head of State onboard

4.2 Flights exempted from ATFM procedure shall indicated the exemption in their flight plan (Field 18-STS-BOB ATFM EXPM)

4.3 Dhaka ACC shall forward the flight plan information to the ATFMU at AFTN address VTBBZDZX.

5. Mandatory AWUT and Kabul FIR slot allocation

5.1 Affected flight shall obtain the mandatory AWUT, Kabul FIR entry time, flight level and ATS route from the BOBCAT system. The AWUT and Kabul slot allocate will enable CAAB to tactically control westbound flight transiting the Kabul FIR at specified times by assigning minimum spacing requirement at established gateway fix point in the vicinity of the eastern boundary of the Kabul FIR.

5.2 The application, calculation and distribution of AWUT and Kabul FIR entry fix slot allocation will be managed via internet access to the BONCAT system in accordance with the ATFM operation procedures in paragraph 6.

6. BO BCAT-Operating Procedures

6.1 All affected flight are required to submit slot requests to the BOBCAT system by logging onto https://www.bobcat.aero between 0001 and 12000UTC on day of flight and completing the electronic template provided.

6.2 Affected operators who do not have dedicated BOBCAT username/password access should complete the attached application form in Appendix A and fax the form the ATFMU as soon as possible.

6.3 Slot Allocation Process.

6.4 Submission of ATS Flight Plan

6.4.1 Once aircraft operators are in receipt of the slot allocation, they shall submit the ATS flight plan using the time, ATS route and flight level parameter of the BOBCAT allocate slot.

6.4.2 In addition to normal AFTN address, operator should also address flight plan (FPL) and related ATS message (e.g. DLA, CNL, CHG) to the ATFMU via AFTN address VTBBZDZX for all flight that have submitted a slot request.

7. Aircraft Operator/Pilot in Command and CAAB Responsibilities.

Aircraft Operator/Pilot in Command

7.1 In accordance with ICAO PANS ATM provision, it is the responsibility of the Pilot in Command (PIC) and the aircraft operator to ensure that the aircraft is ready to taxi in time to meet any required departure time. PIC shall be kept informed by their operator of the AWUT, Kabul FIR entry fix times and flight parameters (route/level) nominated by BOBCAT.

7.2 The PIC, in collaboration with ATC, shall arrange take-off as close as possible to the AWUT in order to meet the Kabul FIR slot time.

CAABs

7.3 In accordance with ATC PANS ATM provisions, light with an ATFM slot allocation should be given priority for take off to facilitate compliance with AWUT.

7.4 AWUT shall be included as part of the initial ATC clearance. In collaboration with PIC, Dhaka ACC shall ensure that every opportunity and assistance is granted to a flight to meet AWUT and allocated entry fix times at Kabul FIR.

8. Coordination between aircraft operator/pilot in command, CAABs and Bangkok ATFMU.

8.1 The PIC shall include the AWUT in the initial ATC clearance request.

8.2 PIC shall adjust cruise flight to comply with slot parameters at the Kabul FIR entry fix, requesting appropriate ATC clearance including speed variation in accordance with published AIP requirement.

8.4 Prior to departure, in circumstance where it become obvious that the Kabul slot time will not be met, a new slot allocation should be obtained as soon as possible and via the most expeditious means (e.g. via coordination between flight dispatcher. PIC, Dhaka ACC and Bangkok ATFMU). Early advice that the Kabul slot time will be missed also enables the slots so vacated to be efficiently reassigned to other flights.

8.5 Prior the departure, in the event that the aircraft is unable to meet the Kabul slot time, when requested by the PIC after the aircraft has left the gate Dhaka ACC shall assist the PIC to coordinate with the ATFMU for a revised slot allocation.

8.6 The ATFMU (VTBBZDZX) shall be included in the list of AFTN address for NOTAMs regarding any planned activities that may affect slot availability (e.g. reservation of airspace/closure of airspace, non-availability of routes etc).

8.7 The ATFMU (VTBBZDZX) shall be included in the list of AFTN address for ATS message (e.g. FPL, DEP, DLA, CHG, CNL) relating to flights subject to ATFM procedure.

8.8 A missed slot results in dramatically increased coordination workload for ATC and PIC and should be avoided. To minimize coordination workload in obtaining a revised slot allocation, the following procedures are recommended.

a) If the flight is still at the gate, coordination should take place via operator/flight dispatcher to ATFMU.
b) If the flight has left gate, coordination to ATFMU may also take place via the ATS unit present communicating with the flight.

9. Basic computer requirement

9.1 Aircraft operators and Dhaka ACC are required to have computer equipment capable of connecting to the BOBCAT website https://www.bobcat.aero via the internet and satisfying the following minimum technical requirements:

a) A personal computer of any operating system with the following characteristics:

i) Processor minimum CPU clock speed of 150 MHz.
ii) Operating System: Any that operates one of the following web browsers (i.e. Windows 2000/XP, Linux, Unix or Mac OS)
iii) Web Browser: Internet Explorer 5.5 or newer, Mozilla, 1.0 or newer, Mozilla Firebox 1.0 or newer, Netscape 7 or newer.
iv) RAM: 64 MB or larger (depending on operating system)
v) Hard Disk Space: minimum of 500 MB or larger (depending on operating system)
vi) Monitor Display Resolution: Minimum of 800 x 600 pixels; and
vii) Internet connection: 56 Kbps Modem or faster.

10. ATFM Users Handbook

10.1 Supporting documentation, including detailed information in respect of the ATFM operations described above and other pertinent information has been included in the Bay of Bengal and South Asia ATFM Handbook (the ATFM users handbook), available at https://www.bobcat.aero

10.2 CAAB and aircraft operators shall ensure that they are conversant with and able to apply the relevant procedures described in the ATFM user handbook.

11. Contingency procedures

11.1 in the event that an aircraft operator or CAAB is unable to access the ATFMU website, the ATFMU shall be contracted via the alternative means (telephone, fax AFTN) described in paragraph 13.

11.2 Contingency procedures for submission of slot request including activation of contingency slot request templates (CSRT) are included in the ATFM users handbook.

11.3 In the event of system failure of BOBCAT, ATFMU shall notify all parties concerned and advise that ATMF slot allocation procedures are suspended, in this event all parties concerned will revert to the existing ATM procedures as applicable outside the daily period of ATMF meeting.

12. ATFM system fault reporting.

12.1 An ATFM system fault is defined as a significant occurrence affecting an ATS unit, an aircraft operator or ATMFU resulting from the application of ATFM procedures.

12.2 Aircraft operators and Dhaka ACC experiencing an ATFM system fault should complete an ATMF system fault report form from the ATFM users handbook (see Appendix B) and forward it to the ATFMU at the address indicated on the form. The ATFMU will analyze all reports, make recommendation/suggestion as appropriate and provide feed back to the parties concerned to enable remedial action.

13. Address of air traffic flow management unit (ATFMU)

13.1 The ATFMU may be contacted as follows:

- Unit Name: Bangkok ATFM
- Telephone : + 66-2-287-8024, +66-2-287-8025
- Fax : + 66-2-287-8027
- Tel/Fax : + 66-2-287-8026
- E-mail : atfmu@bobcat.aero
- ATFN : VTBBZDZX
- Website : https://www.bobcat.aero

14. Implementation

This AIP supplement becomes effective from 0707051200UTC.

APPENDIX - A

BOBCAT USERNAME/CONTACT INFORMATION MODIFICATION FORM
To submitted to Bangkok ATFMU

SECTION I:ADD NEW USERS

Prefix	First Name	Last Name	Proposed Username Up to 20 characters	E-mail address

SECTION II: REMOVE USERS

Prefix	First Name	Last Name	Username	E-mail address

SECTION III:ADD NEW USERS

BOBCAT USE

Prefix	First Name	Last Name	Username E-	mail address

SECTION IV: NOTIFICATION E-MAIL ADDRESS

Change our organization notification e-mail address to .....

SECTION V: CONTACT NOTIFICATION

Organization .....
Full Name: .....
Tel: .....
E-mail: .....
Signature: .....
Date/Time of Request : .....

ATFM SYSTEM FAULT AND EVENT REPORT FORM
To submitted to Bangkok ATFMU

SECTION I: GENERAL INFORMATION

1. Date and Time (UTC) of Occurrence ____/____/____/____/____
yy/ mm/ dd/ hh/ mm

2. Type of Event ☐

2.1 Failure of BOBCAT system ☐

2.2 Communication Link failure ☐

2.3 Non compliance with ATFM procedure by Pilot/Airline Operator/ ANSP ☐

2.4 Error in FPL and associated message ☐

2.5 Failure in ATFM slot monitoring (i.e. TWR at Aerodrome of Departure) ☐

2.6 Non compliance with slot allocation ☐

3. Restrictions applicable to the flight.....

SECTION II: DETAILED NOTIFICATION

1. Organization/ Administration submitting the report: .....

2. Flight Data (if applicable) – Call Sign: .....

Attach copies of flight progress strip indicating DEP, EOBT, WUT, DES or Entry Point & ETO over entry point, FL to ATC Unit/Sector areas of activity as applicable.

3. Other details necessary for analysis of the incident

Attach copies of FPL or RPL, subsequent ATS modifying messages etc. if appropriate

SECTION III: SUPPLEMENTARY NOTIFICATION

1. Actions already initiated: .....

.....

2. Contact information follow-up action: .....

2.1 Name : .....

2.2 Designation: .....

2.3 Tel : .....

2.4 E-mail: .....

3. Signature: .....

4. Date/Time of Report: .....

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ENR 1.10 FLIGHT PLANNING

1. Flight Plan

1.1 Flight Plan Form as prescribed by ICAO in **latest** DOC-4444 (PANS- ATM) is used for the preparation and submission of flight plans.

1.2 Flight Plan Form shall be filled as per the guidance in Amendment-1 to the 15th Edition of ICAO Doc.4444.

1.3 The simultaneous mode of addressing ATS messages is used. The step by step mode will not be followed.

1.4 Multiple flight plans in lieu of a "THROUGH FLIGHT PLAN" will be accepted only in respect of flights whose first departure point is in Bangladesh. An intermediate stop flight plan for the next individual stage will be accepted only when filed within 2 hours before ETD.

2. Procedures for the submission of a flight plan

2.1 Requirement to submit a Flight Plan

Written Flight plan shall be filed with the appropriate ATS units for all flights prior to departure.

Exceptions and special procedures

a) Local flights:

i) Local flights at all uncontrolled aerodromes in control zones and at all controlled aerodromes must file a flight plan prior to departure by any available means with the appropriate ATS unit;

ii) Local flights at all uncontrolled aerodromes outside control zones may be undertaken without a flight plan provided they are operated during day in VMC below 1,000 feet;

Note: A local flight is a flight conducted wholly in the vicinity of an aerodrome i.e. take-off from an aerodrome, remain in the traffic circuit and land back at the same aerodrome.

(b) Flight departing from aerodrome (controlled or uncontrolled) in accordance with the multiple flight plan previously filed at a controlled aerodrome i.e. separate flight plan for each stage of the flight through intermediate stops filed at the aerodrome of first departure need not re-submit a flight plan.

(c) Other flights departing from an uncontrolled aerodrome may file a flight plan prior to departure by any available means of communication with the FIC or a controlled aerodrome.

Note: Flight departing from an uncontrolled aerodrome within a control zone, shall operate in accordance with instructions from the appropriate ATC unit. Such instructions shall be obtained prior to departure by any available means of communication.

(d) Under exceptional circumstances submission of Flight Plan during a flight may be accepted by the appropriate ATS unit at least ten minutes prior to estimated entry to controlled airspace.

2.2 **Submission of Flight Plans before departure:**

Flight Plans will be accepted within two hours prior to departure. Flight Plans should be submitted at least sixty minutes before departure.

In the event of delay of one hour in excess of the proposed departing time of flight for which a Flight has been submitted, the flight plan should be amended or a new flight plan submitted.

2.3 **Meteorological Briefing:**

→ Requirement for submitting flight plan at Chattogram Airport by Bangladesh registered aircraft originated from HSIA may be waived provided that the aircraft is returning to HSIA within 8 (eight) hours. It will however, be incumbent upon the Pilot-in-Command or his designated representative to obtain meteorological briefing for the return flight also, before departure from Dhaka. It will be imperative, however, for the Pilot-in-Command to obtain and satisfy himself with necessary meteorological information when:

a) The return flight is delayed beyond the stipulated eight hours, irrespective of weather.

b) Bad weather prevails en-route or at destination, irrespective of stipulated eight hours.

2.4 From Para 2 to 2.3 above are the difference from ANNEX 2.

2.5 PROCEDURES FOR AIR NAVIGATION SERVICES, RULES OF THE AIR AND AIR TRAFFIC SERVICES (DOC 4444- ATM)

Reference	Difference
Part VIII	

2.5.1 Flight plans i. e. separate Flight Plans for each stage of the flight through intermediate stops may be filed at the aerodrome of first departure only in respect of flights whose first departure point is in Bangladesh.

3. **Repetitive Flight Plan System**

Not introduced.

ENR 1.11 ADDRESS OF FLIGHT PLAN MESSAGES

1. Flight movement messages relating to traffic into or via Dhaka FIR shall be addressed as stated below in order to warrant correct relay and delivering.

Category of flights (IFR, VFR or both)	Route (Into or via FIR and/or TMA	Message Addresses
All flights	Transiting Dhaka FIR (VGFR)	VGFRZQZX
	Inbound to Hazrat Shahjalal International Airport, Dhaka (VGHS).	VGFRZQZX, VGHSZTZX
	Outbound from Hazrat Shahjalal International Airport, Dhaka (VGHS).	VGFRZQZX
	Inbound to Shah Amanat International Airport, Chattogram (VGEG).	VGFRZQZX, VGEGZTZX
	Outbound from Shah Amanat International Airport, Chattogram (VGEG).	VGFRZQZX
	Inbound to Osmani International Airport, Sylhet (VGSY).	VGFRZQZX, VGSYZTZX
	Outbound from Osmani International Airport, Sylhet (VGSY).	VGFRZQZX

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ENR 1.12 INTERCEPTION OF CIVIL AIRCRAFT

1. Interception procedures

The following procedures and visual signals are applicable in the event of interception of an aircraft over the territory and territorial waters of Bangladesh.

(i) Interception of civil aircraft shall be governed by appropriate regulations and administrative directives issued by the Chairman in compliance with the Convention on International Civil Aviation.

(ii) The pilot-in-command of a civil aircraft, when intercepted, shall comply with the instructions as published by the Chairman.

(iii) If a Bangladesh registered aircraft or an aircraft operated by a Bangladeshi operator, while over flying the territory of another contracting state, is intercepted by the authority of that State shall follow the applicable rules of that authority.

1.1 An aircraft which is intercepted by another aircraft shall immediately to:

(a) follow the instructions given by the intercepting aircraft, interpreting and responding to the visual signals listed in ENR 1.12-2, ENR 1.12-3, ENR 1.12-4 and ENR 1.12-5

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

(c) Attempt to establish radio communication with the Intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency **121.500 MHz**, giving the identity and position of the aircraft and the nature of the flight.

2. If radio contact with the intercepting aircraft is established but communication in a common language is not possible, attempts shall be made to convey instructions and acknowledgement of instructions and essential information by using the following phrases and pronunciations, and transmitting each phrase twice:

Phrase	Pronunciation	Meaning
CALL SIGN (Call- sign)	KOL SA-IN	MY call-sign is (call-sign)
WILCO	VILL-KO	Understood will comply
CANNOT	KANN NOTT	Unable to comply
REPEAT	REE-PEET	Repeat your instruction
AMLOST	AM-LOSST	Position unknown
MAYDAY	MAY DAY	I am in distress
HIJAK	HI-JAK	I have been hijacked
LAND (place name)	LAAND (place name)	I request to land at (place name)
DESCEND	DEE-SEND	I require descent

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

(2) The call sign required to be given is that used in radio telephony communications with Air Traffic services units and corresponding to the aircraft identification in the flight plan.

(3) Circumstances may not always permit nor make desirable, the use of the phrase “HIJACK”

Note: The following phrases are expected to be used by the intercepting aircraft in the circumstances described above: -

Phrase	Pronunciation	Meaning
CALL SIGN	KOL SIGN	what is call-sign
FOLLOW	FOL-LO	Follow me
DESCEND	DEE-SEND	Descend for landing
YOU LAND	YOU LAAND	Land at this aerodrome
PROCEED	PRO-SEED	You may proceed

3. If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the visual instructions given by the intercepting aircraft.
4. If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the radio instructions given by the intercepting aircraft.
5. The visual signals are detailed in the following table:

Signals initiated by intercepting aircraft and responses by intercepted aircraft.

Series	Intercepting Aircraft Signals	Meaning	Intercepted Aircraft Responds	Meaning
1.	DAY: Rocking wings from a position slightly above and ahead of normally to the left of the intercepted aircraft and after acknowledgement, a slow level turn, normally to the left,(or to the right in the case of a helicopter) on the desired heading. NIGHT: Same, and in addition, flashing navigational lights at irregular intervals. Note:1. Meteorological conditions or terrain may require the intercepting aircraft to take up a position in front and to right of the intercepted aircraft and to make the subsequent turn to the right.	You have been intercepted. Follow me.	AEROPLANES: At Day: Rocking and following. At Night: Same, and in addition, flashing navigational lights at irregular intervals. HELICOPTERS: DAY or NIGHT – Rocking aircraft, flashing navigational lights at irregular intervals and following.	Under-stood, will comply.

Series	Intercepting Aircraft Signals	Meaning	Intercepted Aircraft Responds	Meaning
	Note 2: If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of race-track patterns and to rock its wings each time it passes the intercepted aircraft. DAY or NIGHT : An abrupt break-away maneuver from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.		Note: Additional action required to be taken by intercepted aircraft is prescribed in para 1 and 2.	
2.	Day-Circling aerodrome lowering landing gear and over flying runway in direction of landing or, if the intercepted aircraft is a helicopter, over flying the helicopter landing areas. NIGHT: Same and, in addition, showing steady landing lights.	You may proceed.	AEROPLANES : DAY or NIGHT : Rocking wings. HELICOPTERS : DAY or NIGHT : Same as the Series 1 Helicopter Signals	
3.		Land at this aerodrome	AEROPLANES : DAY – Lowering landing gear following the intercepting aircraft and if after over flying the runway landing is considered safe, proceeding to land. NIGHT: Same and, in addition, showing steady landing lights (if carried).	Understood, will comply Understood, will comply

Series In	tercepting Aircraft Signals	Meaning	Intercepted Aircraft Responds	Meaning
4.	AEROPLANCES: DAY – Raising landing gear while passing over landing runway at a height exceeding 300m (1000 ft) but not exceeding 600m (2000 ft) above the aerodrome level, and continuing to circle the aerodrome. NIGHT: Flashing landing lights while passing over landing runway at a height exceeding 300 m (1000 ft) but not exceeding 600 m (2000 ft) above the aerodrome level, and continuing to circle the aerodrome. If unable to flash landing lights, flash any other lights available.	Aerodrome you have designated is inadequate	AEROPLANES : DAY or NIGHT : Following the intercepting aircraft and proceeding to land, showing a steady landing light (if carried) DAY or NIGHT : If it is desired that the intercepted aircraft following the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear and uses the Series 1 signals prescribed for intercepting aircraft. If it is decided to release the intercepted aircraft, the intercepting aircraft uses the series 2 signals prescribed for intercepting aircraft.	Understood, follow me Understood, you may proceed
5.	AEROPLANES: DAY or NIGHT : Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights.	Cannot comply	DAY or NIGHT : Use Series 2 Signals prescribed for intercepting aircraft	Understood
6.	AEROPLANES : DAY or NIGHT: Irregular flashing of all available lights. HELICOPTERS : DAY or NIGHT: Irregular flashing of all available lights.	In distress	DAY or NIGHT: Use Series 2 Signals prescribed for intercepting aircraft.	Understood

ENR 1.13 UNLAWFUL INTERFERENCE

1. The pilot of an aircraft in flight which is subjected to unlawful interference shall endeavour to set his transponder to Code 7500.

2 When a pilot has selected Mode A and Code 7500 and is subsequently requested to confirm his Code by ATC he shall either confirm this or not reply at all. The absence of a reply from the pilot will be taken by ATC as an indication that the use of Code 7500 is not due to an inadvertent false code selection.

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ENR 1.14 AIR TRAFFIC INCIDENTS

1. Incident Reporting Procedures

1.1 An incident is an occurrence in which the safety of an aircraft or its operation is or has been involved or jeopardized or which results in such damage to the aircraft as to make it unfit for immediate flight.

1.2 An incident may be caused by any of the followings: -

(a) Ground Organization: -

(i) Abnormal function or operation of radio communication or navigation aids, faulty organization or procedure.

(ii) Personal negligence, incompetence, error or misapplication of procedures or instructions.

(b) Aircrew-negligence, incompetence, error of judgment, misapplication of procedures or failure to comply with procedures or instructions.

(c) Aircraft-Defects in the aircraft or its equipment.

(d) Severe meteorological conditions.

1.3 In order to speed up the process of investigation of the various categories of incidents aircraft occurrence reporting form "Appendix B & C " has been revised. This form is available as mentioned in page ENR 1.14-4 AND ENR 1.14-5.

2. Air Traffic Incident (AIRPROX/PROCEDURAL/FACILITY) Report.

2.1 An Air Traffic Incident Report should be filed by the Pilot-in-command whenever he considers that :

A serious occurrence involving air traffic, such as:
(a) Aircraft proximity (AIRPROX) or
(b) serious difficulty resulting in a hazard to aircraft caused by
(i) faulty procedures
(ii) Non-compliance with procedures PROCEDURAL, or
(c) failure of ground facilities "FACILITY"

2.2 The Pilot-in-Command should whenever possible file the initial report by R/T to the ATS unit with which the aircraft is in communication at the time of the incident, or by telephone to the appropriate controlling authority soon after arrival. The initial report should be made in the following sequence: -

(a) Aircraft identification

(b) Type of incident (Airprox/Procedural/Facility)

(c) Position, heading or route, true airspeed

(d) Flight Level, Altitude (including/climbing, descending or level flight)

(e) Flight weather conditions (e.g. VMC/IMC; above/below cloud/or, flight vis etc)

(f) Time of incident in UTC

(g) Description of other aircraft, if relevant

(h) Brief details of incident, including when appropriate sighting distance and miss distance.

2.3 W RITTEN REPORT:

2.3.1 Where to submit the report:
The written confirmatory report on an incident of major significance initially reported by radio or the initial report on any other means should be submitted to the Pre-Flight Information Unit (PFIU) (or Control Tower where PFIU not located on Air Traffic incident report Form (Appendix-C). A copy of the incident report form should also be forwarded to the Chairman, Civil Aviation Authority of Bangladesh.

2.3.2 When to submit:
The written incident report should be submitted as soon as possible but
(a) In case the initial report was not made on air/ground frequency or any other means, the written report should reach the Chairman. CAAB not later than 7 (Seven) days from the date of incident occurred.
(b) In case the initial report was made on air/ground frequency or any other means, the written report should reach the Chairman. CAAB not later than 10 (Ten) days from the date of incident occurred.

2.4 REPORTING OF AIR TRAFFIC INCIDENT; BY ATS

2.4.1 Following are the procedures to be following by the ATC unit involved in the incident:-

a) Identify and designate the incident in accordance with the procedure detailed in 2.1.

b) If the aircraft is bound for a destination located within the area of responsibility of the ATS unit in whose area the incident occurred, arrangements should be made with the operator to obtain the pilot's report on landing.

c) If the aircraft is bound for a domestic destination, the ATS unit of destination should be requested to obtain the pilot's report on landing.
d) If the aircraft is bound for an international destination, the ATS authority at destination aerodrome should be notified and given full details of the incident (By AFTN) and request to obtain the pilot's report.

e) The civil aviation authority of the state of registry and the state of the operator should be notified of the incident.
f) If the incident involves another aircraft, similar action should be taken in regard to both parties.

g) Complete the air traffic incident form (when necessary).

h) Ensure that the appropriate authority and the national ATS authority are notified of all reportable incidents.

2.5. **HANDLING OF AIR TRAFFIC INCIDENT REPORT.**

2.5.1 On receipt of the incident reports, the SATO or the airport manager or the officer-in- charge concerned should investigate into the case. The degree of the risk involved in an aircraft proximity incident should be determined in the incident investigation and classified as 'risk of collision" Safety not assured " no risk of collision" " risk not determined" . Every effort should be made for these reports to reach Chairman, Civil Aviation Authority of Bangladesh within 48 hours of receipt of the report in case of AIRPROX and for other incident within 7 days of receipt.

2.5.2
The following enclosure shall be attached with report while forwarding to the Chairman, Civil Aviation Authority.

a) Statements by personnel involved.

b) Tape transcription of relevant radio and telephone communications.

c) Copies of the flight progress strips and other relevant data including recorded radar data if available.
d) Copies of the meteorological reports and forecast relevant to the time of the incident.

e) Technical statements concerning the operating status of equipment, if applicable.

f) Unit Findings and recommendations for corrective action, if appropriate.

The copies of the enclosures shall also be attached to the original report retained at the station.

APPENDIX "B"
C. A. 470 (C)

CIVIL AVIATION AUTHORITY
AIRCRAFT OCCURRENCE REPORT

All Special Occurrences as defined in paragraph 13 of C. A. 471 "Reporting and Investigation of aircraft accidents, incidents and Special Occurrences" shall be reported immediately on this form.

A. Name of the officer reporting occurrence:

B. Station making report:

C. Telephone at which further information can be obtained:

D. Aircraft Type & Registration Marks:

E. Name of Owner/Operator:

F. Base of Aircraft:

G. Pilot's Name:

H. Place of occurrence:

I. Date, time and flight conditions:

J. Purpose of Flight:

K. Brief description of occurrence and possible cause:

L. Weather:

M. Occurrence classification and possible cause:

N. Damage to Civilian Property:

O. Details of Casualties:

P. Whether a formal Investigation has been ordered :

Signature of A.T.C.O.

Name in block letters

APPENDIX "C"

AIR TRAFFIC INCIDENT REPORT

For use when submitting and receiving reports on air traffic incidents. In an initial report by radio, shaded times should be included

A. AIRCRAFT IDENTIFICATION	B. TYPE OF INCIDENT AIRPROX/ PROCEDURE/ FACILITY

C. THE INCIDENT

1. General

a) Date/Time of incident _____ UTC

b) Position _____

2. Own aircraft

a) Heading and route

b) True airspeed _____ Measured in ( ) kt _____ ( ) km/h _____

c) Level and altimeter setting _____

d) Aircraft climbing or descending _____

( ) Level flight ( ) Climbing ( ) Descending

e) Aircraft bank angle

( ) Wing level ( ) Slight bank ( ) Moderate bank

( ) Steep bank ( ) Inverted ( ) In know

f) Aircraft direction of bank

( ) Left ( ) Right ( ) Unknown

g) Restrictions to visibility (Select as many as required)

( ) Sun glare ( ) Windscreen pillar ( ) Dirty windscreen

( ) Other cockpit structure ( ) none

h) Use of aircraft lighting (Select as many as required)

( ) Navigation lights ( ) Strobe lights ( ) Cabin lights

( ) Red anti-collision ( ) Landing/taxi lights ( ) Logo (tail fin) Light

( ) Other ( ) None

i) Traffic avoidance advice issued by ATS

( ) Yes, based on radar ( ) Yes based on visual ( ) Yes based on other information

( ) No sighting

j) Traffic information issued

( ) Yes, based on radar ( ) Yes based on visual ( ) Yes based on other information

( ) No sighting

*** Delete as appropriate**

k) Airbo rne Collision avoidance system-ACAS

( ) Not carried ( ) Type ( ) Traffic advisory issued

( ) Resolution advisory issued ( ) Traffic advisory or resolution advisory not issued

l) Rad ar identification

( ) No radar available ( ) radar identification ( ) No radar identification

m) Other aircraft sighted

( ) Yes ( ) No ( ) wrong aircraft sighted

3. Other aircraft

(a) Type and call sign/registration (if known)

(b) if a) above not known, describe below ( ) Mid wing ( ) Low wing

( ) 1 engine ( ) 2 engine ( ) 3 engines

c) Aircraft climbing of descending

( ) Level flight ( ) Climbing ( ) Descending

( ) Unknown issued

d) Aircraft bank angle

( ) Wing level ( ) Slight bank ( ) Moderate bank

( ) Steep bank ( ) Inverted ( ) Unknown

e) Aircraft direction of bank

( ) Left ( ) Right ( ) Unknown

f) Ligh ts displayed

( ) Navigation Lights ( ) Strobe lights ( ) Cabin lights

( ) Red anti-collision ( ) Landing/taxi lights ( ) Logo (tail sign)

( ) Other ( ) None ( )Lights

( ) Unknown

* Delete as appropriate

g) Traffic avoidance advice issued by ATS
( )Yes, based on radar ( ) Yes, based on visual sighting
( ) Yes, based on other information ( ) No ( ) Unknown

h) Aircraft information issued
( ) Yes, based on radar ( ) Yes, based on visual sighting
( ) Yes, based on other information ( ) No ( ) Unknown

i) Avoiding action taken
( ) Yes ( ) No ( ) Unknown

4. D istance
a) Clos est horizontal
b) Closest vertical distance

6. Any other information considered important by the pilot-in-command

* Delete as appropriate

D. M ISCELLANEOUS

1. Information regarding reporting aircraft

a) Aircraft registration _____

b) Aircraft Type _____

c) Operator _____

d) Aerodrome of departure _____

e) Aerodrome of first landing _____destination_____

f) Reported by radio or other means to _____(name of ATS unit) at time _____UTC

g) Date/time/place of completion of form _____

2. Function, address and signature of person submitting report

a) Function _____

b) Address _____

c) Signature _____

d) Telephone Number _____

3. Function and signature of person receiving report

a) Function _____ b) Signature _____

E. SUPPLEMENTARY INFORMATION BY ATS UNIT CONCERNED

1. Receipt of report

a) Report received via AFTN/radio telephone/other (specify)*_____

b) Report received by _____(name of ATS unit) _____

2. Details of ATS action

3.

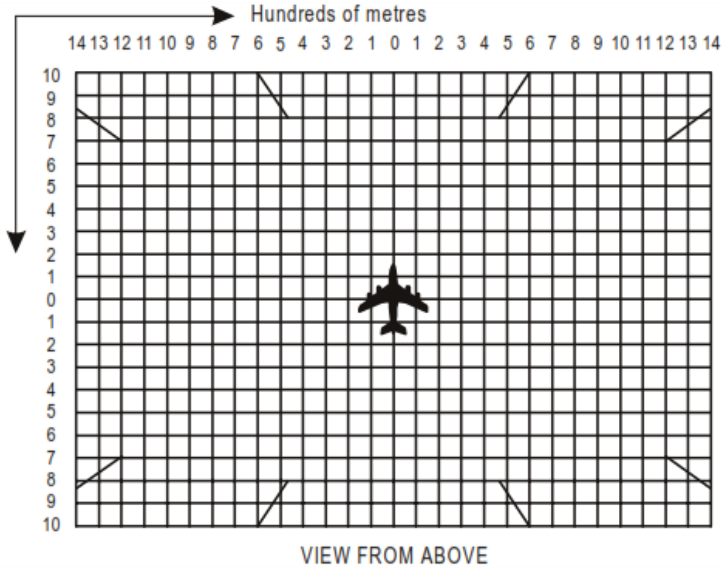
Clearance, incident seen (radar/visually, warning given, result of local enquiry. etc.

_____

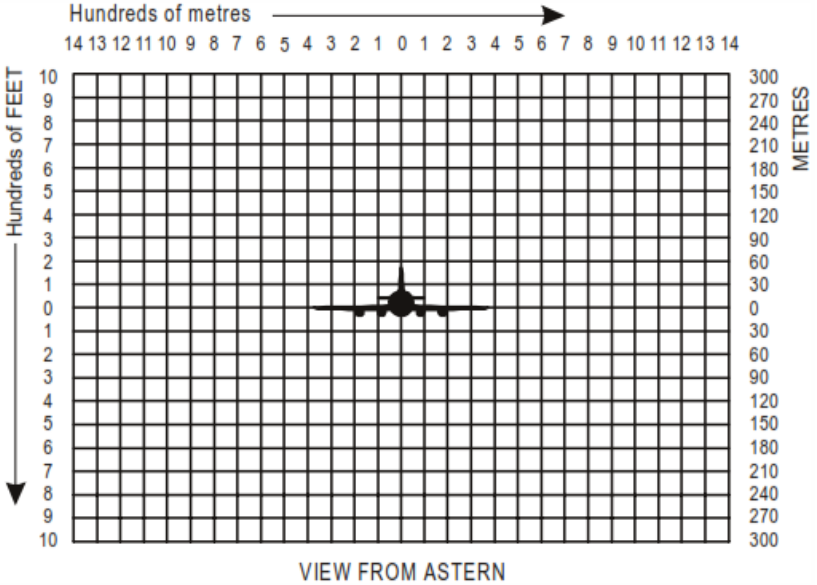
* Delete as appropriate

DIAGRAMS OF AIR PROX

Mark passage of other aircraft relative to you, in plan on the left and in elevation on the right, assuming you are at the centre of each diagram. Include first sighting passing distance.



VIEW FROM ABOVE



VIEW FROM ASTERN

2. Instruction for the completion of the air traffic the incident report form

Item

A Aircraft identification of the air craft filing the report.

B An AIRPROX report should be filed immediately by radio

C 1 Date/time UTC and position in bearing and distance from a navigation aid or in LAT/LONG

C2 Information regarding aircraft filing report, tick as necessary.

C3c E.g. FL350/1 013 hpa or 2500 ft/QNH 1 007 hpa or 1 200 ft/QFE 998 hpa

C3 Information regarding aircraft other air craft involved.

C4 P assing distance state units used.

C5 Attach additional paper as required the diagrams may by used to show aircraft's positions.

D1 f) State name of ATS unit and Date/time in UTC.

D1 g) Date and time in UTC.

E2 Include details of A TS unit such as service provided, radiotelephony frequency, SSR Codes assigned and a ltimeter setting. U se diagr am to show the aircraft's position a nd a ttach a dditional papers as required. \

ENR 2 AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, CTR, ACA, TMA

1. FLIGHT INFORMATION REGION, CONTROL ZONES AND TERMINAL CONTROL AREA

Name Lateral limits Vertical limits Class of Airspace	Unit providing service	Call sign Languages Hours of service	Freq. Purpose	Remarks
1	2	3	4	5
Dhaka Flight Information Region 2100 N 09200 E 2138 N 08910 E then along the national boundary until it meets the Yangon FIR boundary at 2209 N 09237 E 2100 N 09200 E UNL GND/WATER G	Dhaka ACC(Upper): FM FL285 to FL460 and Dhaka ACC (Lower): FM GND to FL285	Dhaka ACC (Upper) &Dhaka ACC (Lower): FM 0200 to 1400. Dhaka Control :1400 to 0200(next day) EN	ACC(upper):125.700 MHz, ACC(lower): 126.700 MHz and Dhaka Control 125.700 MHz	Except Dhaka CTR, CGP CTR and other Aerodrome control's jurisdiction and ATS Route L507 (responsibility for the provision of air traffic services within the Route L507 between FL280 and FL 460 is delegated to Kolkata ACC/FIC. However, control of aircraft at or above FL 130 shall remain with Kolkata ATCC for provision of ATS).
Dhaka Control Zone A circle of 25 NM radius centered on Dhaka VOR (234927.42N0902446.52E) except that portion which falls North of the straight line joining points 241147 N 0903711 E 241147 N 0901221 E FL 055 GND/WATER **C**	Dhaka TWR	Dhaka TWR EN H24	118.300 MHz (PRI), 119.300 MHz (SRY)	
Chattogram control Zone A circle of 25 NM radius centered on Chattogram VOR (221527.90N 0914938.98 E) FL 145 GND /WATER **C**	Chattogram Tower	Chattogram Tower EN HO	118.400 MHz (PRI) 119.400 MHz (SRY)	

Name Lateral limits Vertical limits Class of Airspace	Unit providing service	Call sign Languages Hours of service	Freq. Purpose	Remarks
1	2	3	4	5
Sylhet Control Zone A circle of 20 NM radius Centered on Sylhet VOR (245747.75 N 915142.06 E) Except that portion which Falls within Kolkata /Guwahati FIR FL 075 GND /WATER **C**	Sylhet TWR	Sylhet TWR EN HO	122.900 MHz (PRI) 122.500 MHz (SRY	NIL
Saidpur Control Zone A circle of 20 NM radius centered at Saidpur VOR (254551.96N 0885433.95E) Except that portion which Falls within Kolkata FIR FL 075 GND /WATER **C**	Saidpur TWR	Saidpur TWR EN HO	128.900 MHz (PRI) NIL (SRY)	NIL
Dhaka Terminal Control Area A circle of 50 NM radius centered on Dhaka VOR excluding the area which falls within Indian territory & North of the straight-line joining Points 241147 N 0911340 E 241147 N 0893552 E FL 460 FL 055 **C**	Dhaka ACC (Upper) and Dhaka ACC (Lower)	Dhaka Control EN H24	125.700 MHz and 126.700 MHz	FM 0200-1400 UTC both upper & lower. FM 1400 to 0200(next day) Dhaka Control freq 125.700 MHz

ENR 2.2 OTHER RAGULATED AIRSPACE

NIL

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ENR 3 ATS ROUTES
ENR 3.1 ATS ROUTES (INTERNATIONAL and DOMESTIC)

Route Designator (RNP/RNAV) Name of Significant Points Coordinates	Track (MAG) DIST (GEO) ↓/↑	Upper Limits Lower Limits MEA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels Odd	Direction of Cursing Levels Even	Remarks Controlling Unit Frequency
1	2	3	4	5		6
L507 (RNP 10)						
▲ AVPOP 221809N 0890050E			20	↓		Airway The portion of Route L507 between AVPOP and ESDOT from FL 280 to FL 460 is delegated to Kolkata ACC/FIC for the provision of ATS only. However, control of aircraft at or above FL 130 shall remain with Kolkata ATCC for provision of ATS. Kolkata ACC 120.700/125.900 MHz
	124° 304° 102.9 NM	FL 460 FL 280 4 000 ft Class D				
▲ ESDOT 212045N 0903250E				↑		
A201						
▲ AGARTALA DVOR/DME (AAT) 235325N 0911419E			10	↓		Airway Minimum cruising Level FL 270 Dhaka ACC 126.700/125.700 MHz Military training area (VGR 7) below airway
	285° 105° 46.5 NM	FL 460 FL 265 2 000 ft Class B				
△ BOGEP (ABM DAC VOR) 240408N 0902450E						
	285° 105° 100.8 NM					
▲ RAJSHAHI DVOR/DME (RAJ) 242620.36N 0883654.83E						
	295° 115° 35.3 NM					
▲ TEBID 244102N 0880150E				↑		

Route Designator (RNP/RNAV) Name of Significant Points Coordinates	Track (MAG) DIST (GEO) ↓/↑	Upper Limits Lower Limits MEA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels	Remarks Controlling Unit Frequency
				Odd | Even	
1	2	3	4	5	6
A462					
▲ DHAKA DVOR/DME (DAC) 234927.42N 0902446.52E			10	↓	Airway **When approach (RADAR) service is not in progress:** Dhaka TWR 118.300 MHz within Dhaka CTR and Dhaka ACC 126.700/125.700 MHz outside Dhaka CTR. **When approach (RADAR) service is in progress:** Dhaka Approach 121.300 MHz within Dhaka CTR and part of Dhaka TMA (upto FL 155) and beyond that Dhaka ACC 126.700/125.700 MHz.
	237° 057° 24.1 NM	FL 460 2 000 ft 2 000 ft Class C			
▲ AKEVO 233603N 0900250E					
	237° 057° 25.7 NM	FL 460 FL 55 2 000 ft Class C			
▲ IKOGU 232239N 0893850E					
	237° 057° 49.2 NM	FL 460 FL 75 2 000 ft Class B			
▲ BEMAK 225539N 0885356E				↑	
A599					
▲ CHATTOGRAM DVOR/DME (CTG) 221527.90N 0914938.98E			10	↓	Airway: outside Chattogram CTR Dhaka ACC 126.700/ 125.700 MHz outside Chattogram CTR CTG TWR 122.200 MHz (HO) within Chattogram CTR. Aircraft are to make simultaneous broadcast of Lashio Position to Kolkata and Yangon
	082° 262° 25.0 NM	FL 460 3 500 ft /FL 145 3 000 ft Class C/B			
△ 25DME CTG					
	082° 262° 26.6 NM	FL 460 FL 245 3 000 ft Class B	20		
▲ CHILA 222303N 0924456E				↑	

Route Designator (RNP/RNAV) Name of Significant Points Coordinates	Track (MAG) DIST (GEO) ↓/↑	Upper Limits Lower Limits MEA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels	Remarks Controlling Unit Frequency
				Odd | Even	
1	2	3	4	5	6
B209					
▲ AVNAK 242144N 0882844E			10	↓	Airway Dhaka ACC 126.700/ 125.700 MHz
	059° 239° 8.7 NM	FL 460 FL 115 2 700 ft Class B			
▲ RAJSHAHI DVOR/DME (RAJ) 242620N 0883655E				↑	
B465					
▲ SUMAG 223539N 0885626E			10	↓	Airway BTN FL 460 & FL 115 Dhaka ACC 126.700/ 125.700 MHz outside Chattogram CTR
	097° 277° 136.2 NM	FL 460 FL 115 2 000 ft Class B			
▲ DAKID 221833N 0912250E				↑	
	097° 277° 25.0 NM	FL 460 2 000 ft 2 000 ft Class C/B		↓	CTG TWR 118.400 MHz (HO) within Chattogram CTR Military training area (VGR 26) below airway
▲ CHATTOGRAM DVOR/DME (CTG) 221528N 0914939E					
	094° 274° 24.8 NM				
▲ AVDAX 221333N 0921625E				↑	
	094° 274° 22.0 NM	FL 460 FL 245 3 500 ft Class B	20	↓	Airway BTN FL 460 & FL 245 Dhaka ACC 126.700/ 125.700 MHz
▲ APAGO 221211N 0923858E				↑	

Route Designator (RNP/RNAV) Name of Significant Points Coordinates	Track (MAG) DIST (GEO) ↓/↑	Upper Limits Lower Limits MEA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels Odd	Direction of Cursing Levels Even	Remarks Controlling Unit Frequency
1	2	3	4	5		6
B593						
▲ NOKAT 224727N 0885630E			10	↓		Airway BTN FL 460 & FL 75 Dhaka ACC 126.700/ 125.700 MHz Dhaka Approach 121.300 MHz within Dhaka TMA when approach (RADAR) service is in progress. Military training area (VGR 25) below airway Route segment between CML VOR and AAT VOR within KOLKATA FIR Route segment between VOR (AAT) and IBAPA bidirectional between FL 300 & FL 460. Route at & below FL 290 is available for East bound aircraft only and aircraft to maintain Odd Level (East bound) between VOR (AAT) & VOR (GGT).
	073° 253° 60.0 NM	FL 460 FL 75 2 000 ft Class B				
▲ BAVAN 230528N 0895838E						
	073° 253° 26.8 NM	FL 460 FL 75 2 000 ft Class C				
▲ AGUNO 231315N 0902633E						
	073° 253° 23.5 NM	FL 460 FL 75 2 000 ft Class C				
▲ ONIVU 232015N 0905101E						
	073° 253° 19.6 NM	FL 460 FL 75 2 000 ft Class C				
▲ CUMILLA DVOR/DME (CML) 232600N 0911125E						
	007° 187° 27.4 NM	FL 460 FL 75 2 000 ft Class C				
▲ AGARTALA DVOR/DME (AAT) 235325N 0911419E						
	009° 189° 40.1 NM	FL 460 FL 75 2 000 ft Class B/C				
▲ IKIPI 243322N 0912025E						
	009° 189° 37.8 NM	FL 460 FL 75 2 000 ft Class B/C		↑		
▲ IBAPA 251102N 0912609E						
B594						
▲ CUMILLA DVOR/DME (CML) 232600N 0911125E			10	↓		Airway Dhaka ACC 126.700/125.700 MHz
	160° 340° 54.3 NM	FL 460 FL 245 4 000 ft Class B		↑		

Route Designator (RNP/RNAV) Name of Significant Points Coordinates	Track (MAG) DIST (GEO) ↓/↑	Upper Limits Lower Limits MEA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels Odd	Direction of Cursing Levels Even	Remarks Controlling Unit Frequency
1	2	3	4	5		6
▲ ONEKA 223448.00N 0913214.00E			10	↓		Dhaka ACC 126.700/125.700 MHz
	141° 321° 25.0 NM	FL 460 FL 245 4 000 ft Class B				FPLs shall also be addressed to Kolkata FIC (VECFZQZX)
▲ CHATTOGRAM DVOR/DME (CTG) 221527.90N 0914938.98 E				↑		
G463						
▲ TEBID 244102N 0880150E			10	↓		Airway
	115° 295° 35.1 NM	FL 460 FL 115 2 000 ft Class B				**When approach (RADAR) service is not in progress:** Dhaka TWR 118.300 MHz within Dhaka CTR and Dhaka ACC 126.700/125.700 MHz outside Dhaka CTR.
▲ RAJSHAHI DVOR/DME (RAJ) 242620.36N 0883654.83E						
	110° 290° 55.1 NM	FL 460 FL 75 2 000 ft Class B				
▲ IDLOX 240707N 0893341E						
	110° 290° 25.8 NM	FL 460 FL 55 2 000 ft Class C				**When approach (RADAR) service is in progress:** Dhaka Approach 121.300 MHz within Dhaka CTR and part of Dhaka TMA (upto FL 155) and beyond that Dhaka ACC 126.700/125.700 MHz.
▲ OLPAS 235754N 0895905E						
	110° 290° 24.1 NM	FL 460 FL 55 2 000 ft Class C				
▲ DHAKA DVOR/DME (DAC) 234927.42N 0902446.52E						
	141° 321° 24.8 NM	FL 460 2 000 ft 2 000 ft Class C				
▲ KANDI 233013N 0904205E						
	141° 321° 12.8 NM	FL 460 FL 55 2 000 ft Class C				
▲ ONIVU 232015N 0905101E						
	141° 321° 12.1 NM	FL 460 FL 55 2 000 ft Class C			↑	

Route Designator (RNP/RNAV) Name of Significant Points Coordinates	Track (MAG) DIST (GEO) ↓/↑	Upper Limits Lower Limits MEA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels Odd	Direction of Cursing Levels Even	Remarks Controlling Unit Frequency
1	2	3	4	5		6
▲ ADMIL 231051N 0905926E			10	↓		Airway
	141° 321° 25.2 NM	FL 460 FL 75 2 000 ft Class B				Dhaka ACC 126.700/125.700 MHz outside Chattogram CTR.
△ 75 DME DAC						
225127.75N 0911707.25E	141° 321° 21.6 NM	FL 460 FL 115 3 000 ft Class B				Chattogram TWR 118.400 MHz within Chattogram CTR
▲ ONEKA 223448N 0913214E						
	141° 321° 25.0 NM	FL 460 FL 145 3 500 ft Class C/B				
▲ CHATTOGRAM DVOR/DME (CTG) 221527.90N 0914938.98E						
	141° 321° 24.6 NM					
▲ TANAP 215627N 0920637E						
	141° 321° 20.9 NM	FL 460 FL 245 4 500 ft Class B	20		↑	Airway Dhaka ACC 125.700/126.700 MHz
▲ AVLED 214003N 0922049E						
R344						
▲ REDAP 245400N 0881115E			10	↓		Airway
	140° 36.1 NM	FL 460 FL 115 2 000 ft Class B				Dhaka ACC 125.700 MHz/ 126.700 MHz. Route segment BTN KTM VOR and RAJ VOR is unidirectional.
▲ RAJSHAHI DVOR/DME (RAJ) 242620.36N 0883654.83E						

Route Designator (RNP/RNAV) Name of Significant Points Coordinates	Track (MAG) DIST (GEO) ↓/↑	Upper Limits Lower Limits MEA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels Odd	Direction of Cursing Levels Even	Remarks Controlling Unit Frequency
1	2	3	4	5		6
R472						
▲ AGODA 241920N 0883606E			10	↓		Airway
	005° 185° 7.0 NM	FL 460 FL 115 2 000 ft Class B				Dhaka ACC 126.700/ 125.700 MHz.
▲ RAJSHAHI DVOR/DME (RAJ) 242620N 0883655E						
	057° 237° 48.0 NM					Route segment between ATOGA-VOR (GGT)- BIPUL is within Kolkata FIR and Guwahati SUB FIR.
▲ UDIRO 245232N 0892057E						
	059° 239° 42.9 NM	FL 460 FL 115 2 000 ft Class B				
▲ ATOGA 251602N 0900102E			20			
	059° 239° 100.0 NM	FL 460 FL 245 8 000 ft Class E		↑		Route segment between VOR (GGT) and DOXAG via VOR (SYT) is unidirectional.
▲ GUWAHATI DVOR/DME (GGT) 260803N 0913553E				↓		
	169° 58.8 NM	FL 280 FL 120 9 500 ft Class D				Aircraft to Flight Plan and maintain Even Level from GGT VOR to AAT VOR via R472.
▲ BIPUL 251011N 0914856E						
	169° 12.6 NM	FL 280 FL 75 6 000 ft Class B	10			
▲ SYLHET DVOR/DME (SYT) 245748N 0915142E						Dhaka ACC 125.700 MHz/ 126.700 MHz
	208° 19.9 NM	FL 280 FL 75 2 000 ft Class B		↓		
▲ PORUN 244005N 0914123E						
	208° 19.9 NM	FL 280 FL 75 2 000 ft Class B				
▲ PAPLI 242222N 0913106E						
	208° 26.9 NM	FL 280 FL 75 2 600 ft Class B				

Route Designator (RNP/RNAV) Name of Significant Points Coordinates	Track (MAG) DIST (GEO) ↓/↑	Upper Limits Lower Limits MEA Airspace Classification	Lateral Limits (NM)	Direction of Crusing Levels Odd	Even	Remarks Controlling Unit Frequency
1	2	3	4	5		6
▲ DOXAG 235825N 0911716E			10	↓		Route segment between DOXAG and VOR (AAT) is within KOLKATA FIR.
	208° 5.7 NM	FL 280 FL 75 2 600 ft Class D				
▲ AGARTALA DVOR/DME (AAT) 235325N 0911419E						
R598						
▲ AGODA 241920N 0883606E			10	↓		Airway Dhaka ACC 126.700/ 125.700 MHz
	005° 185° 7.0 NM	FL 460 FL 115 2 000 ft Class B				
▲ RAJSHAHI DVOR/DME (RAJ) 242620N 883655E						Dhaka ACC 126.700/125.700 MHz If no contact with Dhaka ACC, aircraft to contact Saidpur TWR. Saidpur TWR 128.900 MHz within Saidpur CTR.
	012° 192° 46.7 NM	FL 460 FL 95 2 000 ft Class F/G				
▲ MIGOP 251220N 0884708E						
	012° 192° 10.0 NM					
▲ VINAD 252214N 0884920E						
	012° 192° 24.0 NM					
▲ SAIDPUR DVOR/DME (SDP) 254552N 0885434E						
	043° 223° 26.7 NM					
▲ DOSKI 260031N 0890941E						
	043° 223° 20.0 NM	FL 460 FL 75 2 000 ft Class C				
▲ VANTU 260532N 0891440E				↑		

Route Designator (RNP/RNAV) Name of Significant Points Coordinates	Track (MAG) DIST (GEO) ↓/↑	Upper Limits Lower Limits MEA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels Odd / Even	Remarks Controlling Unit Frequency
1	2	3	4	5	6
W1					
▲ DHAKA DVOR/DME (DAC) 234927.42N 0902446.52E			10	↓	**When approach (RADAR) service is not in progress:** Dhaka TWR 118.300 MHz within Dhaka CTR and Dhaka ACC 126.700/125.700 MHz outside Dhaka CTR. **When approach (RADAR) service is in progress:** Dhaka Approach 121.300 MHz within Dhaka CTR and part of Dhaka TMA (upto FL 155) and beyond that Dhaka ACC 126.700/125.700 MHz.
	050° 230° 24.9 NM	FL 460 2 000 ft 2 000 ft Class C			
▲ LATIM 240530N 0904545E					
	050° 230° 9.1 NM	FL 460 FL 55 2 000 ft Class C			
▲ NIKLI 241145N 0905300E					Airway Dhaka ACC 125.700/126.700 MHz outside Sylhet CTR Sylhet TWR 122.900 MHz within Sylhet CTR
	050° 230° 32.9 NM	FL 255 FL 75 4 000 ft Class B			
▲ IKIPI 243321.74N 0912024.69E					
	050° 230° 17.4 NM	FL 255 FL 75 4 000 ft Class B			
▲ TUPLO 244446.44N 0913459.52E					
	050° 230° 19.9 NM	FL 255 FL 75 2000 ft Class C/B			
▲ SYLHET DVOR/DME (SYT) 245747.75N 0915142.06E				↑	

Route Designator (RNP/RNAV) Name of Significant Points Coordinates	Track (MAG) DIST (GEO) ↓/↑	Upper Limits Lower Limits MEA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels Odd	Direction of Cursing Levels Even	Remarks Controlling Unit Frequency
1	2	3	4	5		6
W2						
▲ DHAKA DVOR/DME (DAC) 234927.42N 902446.52E			10	↓		**When approach (RADAR) service is not in progress:** Dhaka TWR 118.300 MHz within Dhaka CTR and Dhaka ACC 126.700/125.700 MHz outside Dhaka CTR. **When approach (RADAR) service is in progress:** Dhaka Approach 121.300 MHz within Dhaka CTR and part of Dhaka TMA (upto FL 155) and beyond that Dhaka ACC 126.700/125.700 MHz.
	243° 063° 24.9 NM	FL 460 2 000 ft 2 000 ft Class C				
▲ OPORA 233741N 0900043E						
	243° 063° 24.9 NM	FL 460 FL 55 2 000 ft Class C				
▲ IBANU 232550N 0893644E						Airway Dhaka ACC 126.700/ 125.700 MHz outside Jashore ATZ.
	243° 063° 28.7 NM	FL 255 FL 75 2 000 ft Class B/D				
▲ JASHORE DVOR/DME (JSR) 231206.37N 0890910.39E				↑		Jashore TWR 123.200 MHz within Jashore ATZ.
W3						
▲ DHAKA DVOR/DME (DAC) 234927.42N 902446.52E			10	↓		**When approach (RADAR) service is not in progress:** Dhaka TWR 118.300 MHz within Dhaka CTR and Dhaka ACC 126.700/125.700 MHz outside Dhaka CTR and Saidpur CTR. **When approach (RADAR) service is in progress:** Dhaka Approach 121.300 MHz within Dhaka CTR and part of Dhaka TMA (up to FL 155) and beyond that Dhaka ACC 126.700/125.700 MHz.
	305° 125° 24.9 NM	FL 460 2 000 ft 2 000 ft Class C				
▲ MEXIV 240347.87N 0900223.17E						
	305° 125° 14.0 NM	FL 460 FL 55 2 000 ft Class C		↑		

Route Designator (RNP/RNAV) Name of Significant Points Coordinates	Track (MAG) DIST (GEO) ↓/↑	Upper Limits Lower Limits MEA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels Odd	Direction of Cursing Levels Even	Remarks Controlling Unit Frequency
1	2	3	4	5		6
▲ TEGAK 241151N 0894945E			10	↓		Airway
	305° 125° 14.3 NM	FL 255 FL 75 2 000 ft Class B				Dhaka ACC 125.700/126.700 MHz outside Saidpur CTR
▲ BELKU 242002N 0893650E						
	336° 156° 35.4 NM	FL 255 FL 125 2 000 ft Class B				
▲ UDIRO 245232N 0892057E						Saidpur TWR 128.900 MHz within Saidpur CTR
	336° 156° 25.6 NM	FL 255 FL 125 2 000 ft Class B				
▲ BASEX 251602N 0890923E						
	336° 156° 12.6 NM	FL 255 FL 125 2 000 ft Class B/D				
▲ NILIT 252735N 08903396E						
	336° 156° 20.6 NM	FL 255 FL 075 2 000 ft Class C				
▲ SAIDPUR DVOR/DME (SDP) 254552N 0885434E				↑		
W4						
▲ CHATTOGRAM DVOR/DME (CTG) 221528N 0914939E			10	↓		Route available when VGR 20 is not active.
	170° 350° 25.5 NM	FL 255 2 000 ft 2 000 ft Class C				CTG TWR 118.400 MHz within Chattogram CTR.
▲ AVNUL 215003N 0915349E						Dhaka ACC 125.700/126.700 MHz outside Chattogram CTR & Cox's ATZ.
	170° 350° 22.7 NM	FL 255 4 000 ft 4 000 ft Class D/F/G				
▲ COX'S BAZAR DVOR/DME (CXB) 212733N 0915753E				↑		Cox's TWR 129.500 MHz within Cox's Bazar ATZ.

Route Designator (RNP/RNAV) Name of Significant Points Coordinates	Track (MAG) DIST (GEO) ↓/↑	Upper Limits Lower Limits MEA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels Odd	Direction of Cursing Levels Even	Remarks Controlling Unit Frequency
1	2	3	4	5		6
W5						
▲ CHATTOGRAM DVOR/DME (CTG) 221528N 0914939E			10	↓		Chattogram TWR 118.400 MHz within Chattogram CTR. Dhaka ACC 126.700/ 125.700 MHz outside Chattogram CTR, Jashore ATZ & Barishal ATZ. Barishal TWR 128.100 MHz within Barishal ATZ. Jashore TWR 123.200 MHz within Jashore ATZ.
	292° 112° 24.9 NM	FL 255 2 000 ft 2 000 ft Class C				
▲ VINET 222428N 0912428E						
	292° 112° 65.7 NM	FL 255 2 000 ft 2 000 ft Class F/G/D				
▲ BARISHAL NDB (BL) 224752N 0901752E						
	291° 111° 67.6 NM					
▲ JASHORE DVOR/DME (JSR) 231206N 0890910E				↑		
W6						
▲ SAIDPUR DVOR/DME (SDP) 254552N 0885434E			10	↓		Airway Saidpur TWR 128.900 MHz within Saidpur CTR. Dhaka ACC 126.700/ 125.700 MHz outside Saidpur CTR and Rajshahi ATZ. Rajshahi TWR 128.300 MHz within Rajshahi ATZ.
	156° 336° 20.0 NM	FL 255 FL 125 2 000 ft Class B/G/D				
▲ NILIT 252735N 08903396E						
	156° 336° 12.6 NM			↑		
▲ BASEX 251602N 0890923E						
	211° 031° 57.5 NM			↓		
▲ RAJSHAHI DVOR/DME (RAJ) 242620N 0883655E				↑		

Route Designator (RNP/RNAV) Name of Significant Points Coordinates	Track (MAG) DIST (GEO) ↓/↑	Upper Limits Lower Limits MEA Airspace Classification	Lateral Limits (NM)	Direction of Crusing Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
W 7						
▲NIKLI 241145N 0905300 E			10	↓		Dhaka ACC 125.7/126.7 MHz. Shamshernagar TWR 122.900 MHz within Shamshernagar AFIZ.
	077° 257° 57 NM	FL 255 3000 ft 3000 ft Class F/G				
▲SHAMSHER NAGAR 242355.82N 0915500.69E				↑		
W 8						
▲KANDI 233013N 0904205E			10	↓		ATCS BTN FL055/ FL255. Dhaka ACC 125.7126.7 MHz. Dhaka Approach 121.300 MHz within Dhaka TMA when approach (RADAR) service is in progress.
	099° 279° 27.2 NM	FL 255 FL 055 2000 ft Class C/G				
▲CUMILLA DVOR/DME (CML) 232600.03N 0911124.93E				↑		
W 9						
▲DHAKA DVOR/DME (DAC) 234927.42N 0902446.52E			10	↓		When approach (RADAR) service is not in progress: Dhaka TWR 118.300 MHz within Dhaka CTR and Dhaka ACC 126.700/125.700 MHz outside Dhaka CTR and Barishal ATZ. **When approach (RADAR) service is in progress:** Dhaka Approach 121.300 MHz within Dhaka CTR and part of Dhaka TMA (upto FL 155) and beyond that Dhaka ACC 126.700/125.700 MHz. Barishal TWR 128.100 MHz within Barishal ATZ.
	187° 007° 25 NM	FL 255 2000 ft 2000 ft Class C				
▲GURSO 232403N 0902050E						
	187° 007° 25 NM	FL 255 FL 055 2000 ft Class C/G				
▲KAKBO 230003N 0901850E						
	187° 007° 11 NM	FL 255 2000 ft 2000 ft Class G/F				
▲BARISHAL NDB (BL) 224752.17N 0901752.23E				↑		

Route Designator (RNP/RNAV) Name of Significant Points Coordinates	Track (MAG) DIST (GEO) ↓/↑	Upper Limits Lower Limits MEA Airspace Classification	Lateral Limits (NM)	Direction of Crusing Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
W 10						
▲IDLOX 240707N 0893341E			10	↓		Dhaka ACC 125.700/ 126.700 MHz outside Ishurdi AFIZ. Ishurdi TWR 129.100 MHz within Ishurdi AFIZ.
	275° 095° 28.3 NM	FL 255 3000 ft 3000 ft Class G/F				
▲ISHURDI NDB IS 24903N 0890156E				↑		
W 11						
▲SAIDPUR DVOR/DME (SDP) 254551.96N 0885433.95E			10	↓		Dhaka ACC 125.700/126.700 MHz.
	299° 119° 20 NM	FL 255 2000 ft 2000 ft Class C				
▲NITAX 255531.08N 0883509.25E						
	299° 119° 11.3 NM	FL 255 3000 ft 3000 ft Class G/F				
▲THAKURGAON 260059.19N 0882406.04E				↑		
W 12						
▲OLPAS 235732N 0900005E			10	↓		Dhaka ACC 125.700/126.700 MHz
	345° 165° 118.9 NM	FL 255 3000 ft 3000 ft Class G/F				
▲LALMONIRHAT 255315N 0892542E				↑		
W 13						
▲RAJSHAHI DVOR/DME (RAJ) 242620.36N 883654.83E						

Route Designator (RNP/RNAV) Name of Significant Points Coordinates	Track (MAG) DIST (GEO) ↓/↑	Upper Limits Lower Limits MEA Airspace Classification	Lateral Limits (NM)	Direction of Crusing Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
	125° 305° 29.2 NM	FL 255 3000 ft 3000 ft Class G/F/D	10	↓	↑	Dhaka ACC 125.700/126.700 MHz outside Ishurdi AFIZ and Rajshahi ATZ. Rajshahi TWR 128.300 MHz within Rajshahi ATZ. Ishurdi TWR 129.100 MHz within Ishurdi AFIZ.
▲ISHURDI NDB IS 240910.25N 0890241.43E						
W 14						
▲ DHAKA DVOR/DME (DAC) 234927.42N 0902446.52E			10	↓		ATCS within Dhaka TMA and Dhaka CTR.
	150° 330° 24.8 NM	FL 460 2000 ft 2000 ft Class C				Dhaka TWR 118.3MHz within Dhaka CTR Dhaka APP 121.3MHz within Dhaka ACA.
▲SETAR 232749N 0903823E						
	150° 330° 24.9 NM	FL 460 FL 055 4000 ft Class C				Dhaka ACC 125.7/126.7 MHz outside Dhaka CTR.
▲NUPUR 230608N 0905156E						Airway
	150° 330° 55.2 NM	FL 460 FL 075 3500 ft Class B				FIS below FL 150. Dhaka ACC 125.7/126.7 MHz.
▲DAKID 221833N 0912250E					↑	
W15						
▲TANAP 215627N 0920637E						
	141° 321° 5.9 NM	FL 255 FL 075 4000 ft Class G/F	10	↓	↑	Dhaka ACC 125.7/126.7MHz outside Cox's Bazar ATZ. CXB TWR 122.9 MHz within Cox's Bazar ATZ.

Route Designator (RNP/RNAV) Name of Significant Points Coordinates	Track (MAG) DIST (GEO) ↓/↑	Upper Limits Lower Limits MEA Airspace Classification	Lateral Limits (NM)	Direction of Crusing Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
▲PABAN 215141N 0921024E			10	↓		Dhaka ACC 125.7/126.7MHz outside Cox's Bazar ATZ. CXB TWR 122.9 MHz within Cox's Bazar ATZ.
	204° 024° 26 NM	FL 255 FL 075 4000 ft Class G/F/D				
▲COX'S BAZAR NDB (CB) 212710.29N 0915756.70E				↑		

Note:

1) All aircraft departing from Tejgaon Airport will turn right after take-off from RWY 17 and will turn left after take-off from RWY 35.

2) The departing aircraft proceeding to Thakurgaon, Lalmonirhat shall intercept outbound track from Dhaka VOR (DAC) when 10 NM north-west of Tejgaon (over Savar) or as instructed by Dhaka Tower. Similarly aircraft coming from Thakurgaon and Lalmonirhat after entering control zone shall report 10 miles North-West of Tejgaon (over Savar) or as instructed by Dhaka Tower/Approach.

3) In-coming / outgoing aircraft to and from Shamshernagar operation within control zone shall operate as instructed by Dhaka Tower so as to avoid traffic to and from Hazrat Shahjalal International Airport.

4) ATAS and FIS will be provided to all aircraft operating outside controlled airspace (F and G airspace) as per ATS airspace classification used in Bangladesh (ENR 1.4 of AIP).

5) All routes shall originate from DAC VOR except W4, W5, W6, W7, W8, W10, W11, W13 & W15.

6) All routes shall originate from DAC VOR except W4, W5 , W6, W7, W8, W10, W11, W13 & W15.

6) All aircraft shall intercept track when clear of traffic from Hazrat Shahjalal International

Airport or as advised by Dhaka Tower/Approach.

7) All aircraft having RTF failure shall follow standard RTF failure procedure in accordance to the provisions in Para 15.2 in ENR 1.8 of AIP.

8) Establishment of Change over points (COP): COP at the mid-point of route segments defined with reference to VOR in the case of straight routes segments or at the intersection of radials in the case of route segments which change direction between the VOR established, except when:

a) Route segment is a part of SIDs or STARs or

b. The COPs are otherwise published for the route segments or

c. Aircraft is not receiving the VOR to which change was intended or

d. Aircraft has been cleared by ATC to maintain a particular radial from a VOR located on the route segments.

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ENR 3.2 UPPER ATS ROUTE

NIL

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ENR 3.3 AREA NAVIGATION (RNAV) ROUTES

NIL

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ENR 3.4 HELICOPTER ROUTES

NIL

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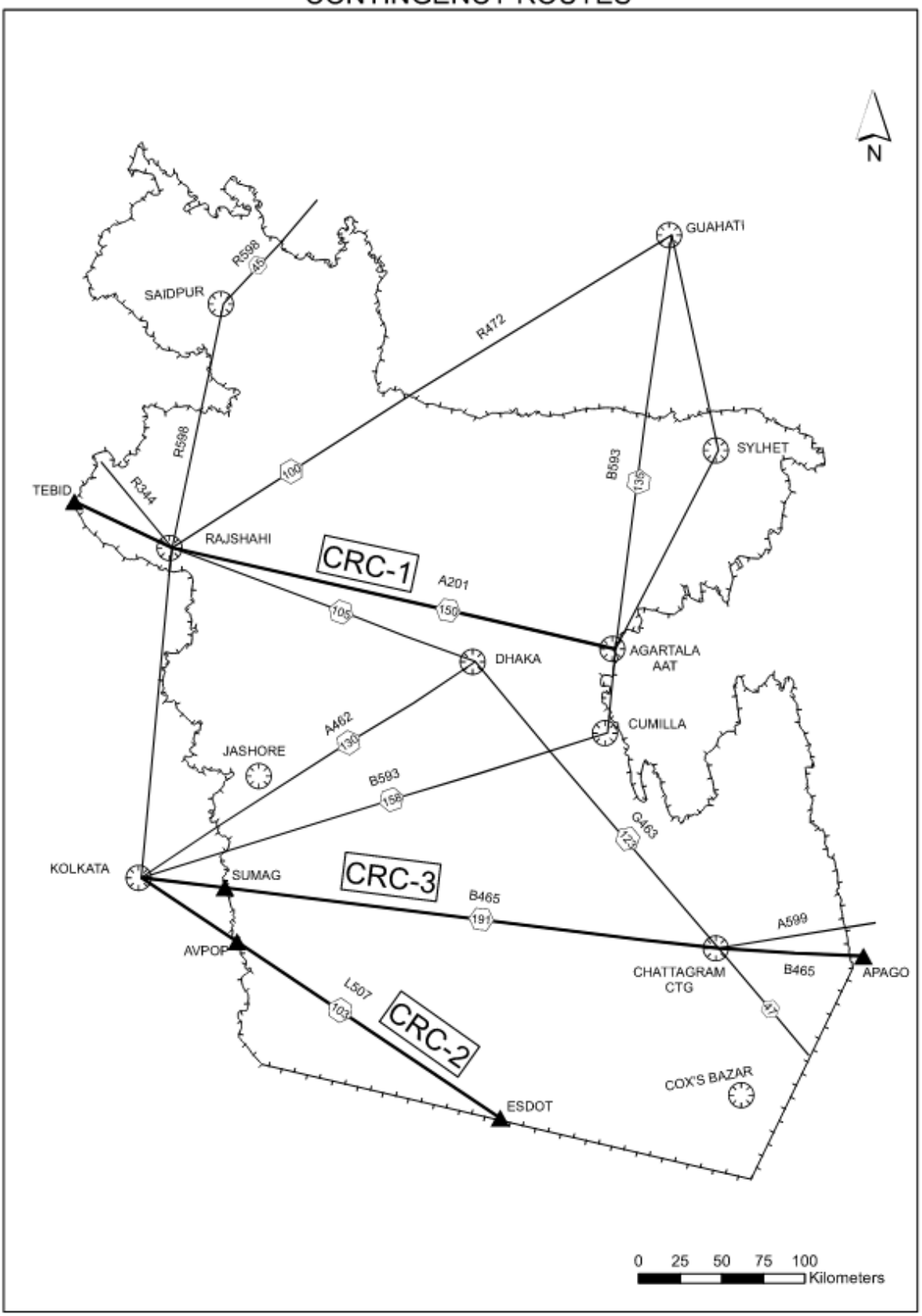
ENR 3.5 OTHER ROUTES

3.5.1. DHAKA FIR CONTINGENCY ATS ROUTES AND FLIGHT LEVEL ALLOCATION SCHEME (FLAS)

International route structure and communications for transit of Dhaka FIR when no ATS available in Bangladesh airspace.

Contin ge ncy Route	**Route**	**Direction**	**Flight Levels**		**ACCs**	**Communications**
			East boun	**West bound**		
CRC-1	A201 TEBID-AAT	Bi-directional	290	320-380	Kolkata	HF: 10066/6556 KHz VHF: 133.75,125.775 MHz ADS-CPDLC VECF
					Yangon	HF: 10066/6556 KHz VHF: 126.75, 128.75 MHz
CRC-2	L507 AVPOP- ESDOT	Bi-directional	350	320-340	Kolkata	HF: 10066/6556 KHz VHF: 133.75,125.775 MHz ADS-CPDLC VECF
					Yangon	HF: 10066/6556KHz VHF: 126.75, 128.75 MHz
CRC-3	B465 SUMAG- CTG	Bi-directional	330- 410	300-380	Kolkata	HF: 10066/6556 KHz VHF: 133.75,125.775 MHz ADS-CPDLC VECF

CONTINGENCY ROUTES



ENR 4 RADIO NAVIGATION AIDS/SYSTEMS
ENR 4.1 RADIO NAVIGATION AIDS EN-ROUTE

Name of station	ID	Frequency	Hours of operation	Coordinates of the transmitting antenna	ELEV DME Antenna	Remarks
DHAKA, DVOR	DAC	112.700 MHz	H24	234927 N 0902447E		
DHAKA, DME	DAC	1161 MHz	H24	234927 N 0902447E	57ft	
CHATTOGRAM, DVOR	CTG	113.400 MHz	H24	221528N 0914939E		
CHATTOGRAM, DME	CTG	1168 MHz	H24	221528N 0914939E	44ft	
SYLHET, DVOR	SYT	116.400 MHz	HO	245748N 0915142E		
SYLHET, DME	SYT	1198 MHz	HO	245748N 0915142E	74.16ft	
BARISHAL, NDB	BL	368 kHz	HO	224752N 0901752E		
COX'S BAZAR, DVOR	CXB	116.800MHz	H24	212734N 0915753E	52ft	
COX'S BAZAR, DME	CXB	1202MHz	H24	212734N 0915753E	52ft	
CUMILLA, DVOR	CML	115.500 MHz	HO	232600N 0911125E		
CUMILLA, DME	CML	1189 MHz	HO	232600N 0911125E	47ft	
ISHURDI, NDB	IS	----	----	----	----	Dismantled
JASHORE, DVOR	JSR	113.000 MHz	HO	231206N 0890910E		
JASHORE, DME	JSR	1164 MHz	HO	231206N 0890910E	48ft	
RAJSHAHI, DVOR	RAJ	114.600 MHz	H24	242620N 0883655E		
RAJSHAHI, DME	RAJ	1180 MHz	H24	242620N 0883655E	85ft	
SAIDPUR, DVOR	SDP	115.800 MHz	HO	254552N 0885434E		
SAIDPUR, DME	SDP	1192 MHz	HO	254552N 0885434E	152ft	

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ENR 4.2 SPECIAL NAVIGATION SYSTEMS

NIL

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ENR 4.3 NAME CODE DESIGNATOR FOR SIGNIFICANT POINTS

Name code designator	Coordinates	ATS Route or Other Route
ADMIL	23 10 51 N 090 59 26 E	G 463
AGODA	24 19 20 N 088 36 06 E	R472 / R598
AGUNO	23 13 15 N 090 26 33 E	B593
AKEVO	23 36 03 N 090 02 50 E	A462
APAGO	22 12 11 N 092 38 58 E	B465
ATOGA	25 16 02 N 090 01 02 E	R472
AVDAX	22 13 33 N 092 16 25 E	B465
AVLED	21 40 03 N 092 20 49 E	G463
AVNAK	24 21 43.54N 088 28 44.35E	B209
AVNUL	21 50 03 N 091 53 49 E	W4
AVPOP	22 18 09 N 089 00 50 E	L507
BASEX	25 16 02 N 089 09 23 E	W3/W6
BAVAN	23 05 28 N 089 58 38 E	B593
BELKU	24 20 02 N 089 36 50 E	W3
BEMAK	22 55 39 N 088 53 56 E	A462
BIPUL	25 10 10.70 N 091 48 55.74 E	R472
BOGEP	24 04 08 N 090 24 50 E	A201
CHILA	22 23 03 N 092 44 56 E	A599
DOSKI	26 00 31.07 N 089 09 40.51 E	R598
DAKID	22 18 33 N 091 22 50 E	B465 / W14
DOXAG	23 58 24.73N 091 17 15.74 E	R472
ESDOT	21 20 45 N 090 32 50 E	L507
GURSO	23 24 30 N 090 21 58 E	W9
IBANU	23 25 50 N 089 36 44 E	W2
IBAPA	25 11 02 N 091 26 09 E	B593
IDLOX	24 07 07 N 089 33 41 E	G463 / W10
IKIPI	24 33 21.74 N 0912024.69 E	W1
IKOGU	23 22 39 N 089 38 50 E	A462
KAKBO	22 59 33 N 090 19 10 E	W9
KANDI	23 30 13 N 090 42 05 E	G463 / W8
LATIM	24 05 30 N 090 45 45 E	W1
MEXIV	24 03 47.87 N 090 02 23.17 E	W3
MIGOP	25 12 20 N 088 47 08 E	R598
NIKLI	24 11 45 N 090 53 00 E	W1 /W7

Name code designator	Coordinates	ATS Route or Other Route
NILIT	25 27 35.13 N 089 03 39.57 E	W3/W6
NITAX	25 55 31.08 N 088 35 09.25 E	W11
NOKAT	22 47 27 N 088 56 30 E	B593
NUPUR	23 06 08 N 090 51 56 E	W14
OLPAS	23 57 54 N 089 59 05 E	G463 / W12
ONEKA	22 34 48 N 091 32 14 E	G463 / B594
ONIVU	23 20 15 N 090 51 01 E	G463
OPORA	23 37 41 N 090 00 43 E	W2
PABAN	21 52 16 N 092 10 14 E	W15
PAPLI	24 22 22.30N 091 31 05.62 E	R472
PORUN	24 40 05.25 N 091 41 23.11E	R472
REDAP	24 54 00 N 088 11 15 E	R344
SETAR	23 27 49 N 090 38 23 E	W14
SUMAG	22 35 39 N 088 56 26 E	B465
TANAP	21 56 27 N 092 06 37 E	G463
TEBID	24 41 02 N 088 01 50 E	A201 / G463
TEGAK	24 11 51 N 089 49 45 E	W3
TUPLO	24 44 46.44 N 091 34 59.52 E	W1
UDIRO	24 52 32 N 089 20 57 E	W3
VANTU	26 05 32 N 089 14 40 E	R598
VINAD	25 22 14 N 088 49 20 E	R598
VINET	22 24 28 N 091 24 28 E	W5

ENR 4.4 AERONAUTICAL GROUND LIGHTS-EN-ROUTE

NAMES OF AIRPORT	TYPE	CHARACTERISTICS / CODE	HOURS	CANDELAS	CO-ORDINATES
1	**2**	**3**	**4**	**5**	**6**
DHAKA/ Hazrat Shahjalal International	ABN	Altn G.W. every 5 seconds	HN & VIS<5 km	W 500 G 75	235057.18N 0902413.24E
CHATTOGRAM/ Shah Amanat International	ABN	Altn G.W. every 5 seconds	HN & VIS< 5 km	W 500 G 73	221446.10N 0914901.64E
JASHORE	ABN	Altn G.W. every 5 seconds	HN & VIS< 5 km	---	231055.28N 0890926.44E

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ENR 5 NAVIGATION WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

1. Introduction

All air space in which a potential hazard to aircraft operations may exist and all areas over which the operation of civil aircraft may, for one reason or another, be restricted either temporarily or permanently, are classified according to the following three types of areas as defined by ICAO.

2. Danger Area

2.1 An airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times. This term is used only when the potential danger to aircraft has not led to the designation of the airspace as restricted or prohibited. The effect of the creation of the danger area is to caution operators or pilots of aircraft that it is necessary for them to assess the dangers in relation to their responsibility for the safety of their aircraft.

3. Prohibited Area

3.1 An airspace of defined dimensions, above the lands areas or territorial waters of a State within which the flight of aircraft is prohibited. This term is used only when the flight of civil aircraft within the designated airspace is not permitted at any circumstances.

4. Restricted Area

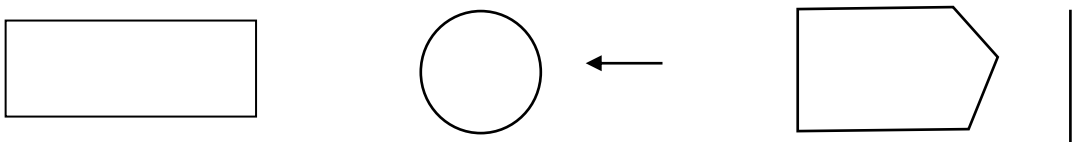
4.1 An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance with certain specified conditions. This term is used whenever the flight of civil aircraft within the designated airspace is not absolutely prohibited but may be made only of specified times leads to the designation of the airspace a “restricted area’ as would prohibition except in certain meteorological conditions. Similarly, prohibition of flight unless special permission has been obtained, leads to the designation of restricted area. However, conditions of flight imposed as a result of application of rules of the air or air traffic services practices or procedures (for example airspace) do not constitute conditions calling for designation as a restricted area.

5. Each area is numbered and a single series of numbers is used for all areas, regardless of type, to ensure that a number is never duplicated.

6. The types of area involved is indicated by the letter “P” for Prohibited, “R” for Restricted and “D” for Danger preceded by the nationality letters VG. For example, areas are assigned numbers and letters in the following manner, VGP1, VGD2, VGD3, VGP4, VGR5, VGD6, ... etc

7. Each area is described in the tabulation found in ENR 5.1-3 to 5.1-10 which indicates its lateral and vertical limits, the type of restriction or hazard involved, the times at which it applies and other pertinent information.

7.1 These areas are also shown on Radio Navigation Charts using the chart symbols shown in the following examples:



VGD1
UNL
GND

VGP22
FL 060
GND

VGR20
FL 220
GND/Water

The upper and lower limits are shown in the manner indicated

Altitudes are given in feet.

DANGER, RESTRICTED AND PROHIBITED AREAS		
Identification, name and lateral limits	UpperLimit Lower Limit	Remarks (Time of activity, Type of restriction, nature of hazard, risk of interception)
1	2	3
VGD 1 **(Rasulpur)** A Circle of 7NM radius centered on 244002N 0900650 E	UNL GND	Air to ground firing Active : HJ
VGD 2 **(Kutubdia)** Area Bounded by lines joining successively the following points 2151 00 N 0914000 E 2125 00 N 0914000 E 2125 00 N 0912300 E 2151 00 N 0912300 E 2151 00 N 0914000 E	FL300 WATER	Air to Air Firing Active : Date and period of activity will be notified by NOTAM
VGD 3 **(Monoharpur)** In the western half of Jashore ATZ	2000ft GND	Practice ground Firing Active : HJ
VGR 4 **(Mymensingh)** Area Bounded by lines joining successively the following points 241302 N 0903850 E 2438 02N 0911149E 250002 N 0911449 E 250002 N 0902150 E 243802 N 0895350 E 241502 N 0901450E 241302 N 0903850 E	UNL GND	Military Jet Flying Active : H24
VGR 5 **(Bogura)** Area Bounded by lines joining successively the following points 242402 N 0885950 E 254102 N 0885950 E 254702 N 0892450 E 250002 N 0895350 E 250002 N 0902150 E 243802 N 0895350 E 241502 N 0901450 E 242402 N 0885950 E	UNL FL 260	Military Jet Flying Active : H24

Identification, name and lateral limits	UpperLimit Lower Limit	Remarks (Time of activity, Type of restriction, nature of hazard, risk of interception)
1	2	3
VGR 6 **(Dhaka)** Area Bounded by a circle of 1KM radius centered the following point : 234324 N 0902500 E	FL050 GND	President's House Active : Permanent
VGR 7 **(Dhaka)** Area Bounded by lines joining successively the following points 241702 N 0911050 E 233103 N 0910550 E 232803 N 0905350 E 234103 N 0904350 E 235502 N 0904350 E 241702 N 0911050 E	FL250 GND/ WATER	Military Jet Flying Active : HJ
VGD 10 **(Hathazari, Chattogram)** Area Bounded by lines joining successively the following points 223327 N 0914143 E 223657 N 0914404 E 223527 N 0914744 E 223223 N 0914749 E 222923 N 0914819 E 222953 N 0914259 E 223327 N 0914143 E	FL350 GROUND	Practice Firing Active: H 24

DANGER, RESTRICTED AND PROHIBITED AREAS		
Identification, name and lateral limits	Upper Limit Lower Limit	Remarks (Time of activity, Type of restriction, nature of hazard, risk of interception)
1	2	3
VGD 14 **(CHATTOGRAM, Halishahar)** Area Bounded by lines joining successively by the following points: 222333 N 0914532 E 222048 N 0914532 E 222213 N 0913730 E 223103 N 0914019 E 222333 N 0914532 E	FL 220 GND /Water	Ground to Air firing Active: Date and period of activity will be notified by NOTAM 1) During the period of activity all aircraft flying below FL230 shall avoid the area. (a) Aircraft flying via routs G463 below FL 230 on sector DAK-CTG-DAK should follow the ATS route W14 and (b) Aircraft flying via W5 are to follow the diversion route as given below: CTG-Barishal-CTG: CTG VOR Radial-277- DAKID-296/116 MAG NDB "BL" Upper limit-FL255, Lower limit-3500ft (AMSL), Width-10NM (Bi-directional)
VGR 15 **(DHAKA)** Area Bounded by a circle of 1 (one) NM radius centered at a point 240237 N 0902455 E	3000 ft GND	Active: Permanent
VGR 16 **(CHATTOGRAM)** A circle of half NM radius centered at a point 222233 N 0914609 E Dist. 7.75 NM Bearing 336 from ARP, Chattogram Airport	1500 ft GND	Cold venting of Gas from Gas Installation Centre Active: Permanent

Identification, name and lateral limits	Upper Limit Lower Limit	Remarks (Time of activity, Type of restriction, nature of hazard, risk of interception)
1	2	3
VGR 19 Area Bounded by lines joining successively the following points: 23 0800 N 0921140 E 22 3040 N 0922500 E 22 2900 N 0921000 E 22 3903 N 0914749 E 22 5300 N 0914120 E 23 0800 N 0921140 E	FL 300 GND	Military Training Flying Active: Permanent
VGR 20 Area Bounded by lines joining successively the following points 220000 N 0915600 E 215730 N 0915800 E 213310 N 0915500 E 220000 N 0913500 E 213310 N 0913500 E 220000 N 0915600 E	FL 220 GND / Water	Military Training Flying Active: Permanent 1) The areas will be active during day light hrs only. 2) Flights via ATS Route W-4 shall be allowed when VGR 20 is not active. 3) South bound flights departing from Shah Amanat Int'l Airport, Chattogram shall establish route G463 by 10 DME from CTG.
VGP 22 (Dhaka) A circle of 6 km radius centered the following point: 241510N 0900800E	FL 060 GND	Active: Permanent
VGR 23 (Kushtia) Area Bounded by lines joining successively the following points: 241102 N 0885750 E 235702 N 0894050 E 233902 N 0894850 E 231503 N 0890051 E 233802 N 0884551 E 241102 N 0885750 E	FL 220 GND/Water	Military Jet Flying Active: H 24

Identification, name and lateral limits	Upper Limit Lower Limit	Remarks (Time of activity, Type of restriction, nature of hazard, risk of interception)
1	2	3
VGR 24 (Jashore) Area Bounded by lines joining successively the following points: 232403 N 0891750 E 233102 N 0893250 E 232503 N 0893650 E 231703 N 0892150 E 232403 N 0891750 E	ALT 3000 ft GROUND /WATER	Military Helicopter Flying Active : H 24
VGR 25 Dhaka/Jashore Area Bounded by lines joining successively the following points: 233703 N 0901750 E 233303 N 0903050 E 231103 N 0904750 E 224103 N 0890151 E 225703 N 0885851 E 233703 N 0901750 E	FL060 GROUND / WATER	Military Jet Flying * Upper limit is 2000 ft (AGL) in the area which falls within Dhaka CTR Active : H 24
VGR 26 (Chattogram/Dhaka) Area Bounded by lines joining successively the following points: 231103 N 0904750 E 223303 N 0911450 E 223303 N 0905950E 220303 N 0905950 E 215303 N 0901950 E 223003 N 0890851 E 224303 N 0890851 E 2301103 N 0904750 E	FL100 GND/ WATER	Military Jet Flying Active : H 24
VGR 27 (Chattogram) Area Bounded by lines joining successively the following points: 223303 N 0911450 E 222003 N 0912350 E 220903 N 0912450 E 220303 N 0905950 E 223303 N 0905950 E 223303 N 0911450 E	FL 60 GROUND/ WATER	Military Jet Flying Active : H 24

Identification, name and lateral limits	Upper Limit Lower Limit	Remarks (Time of activity, Type of restriction, nature of hazard, risk of interception)
1	2	3
VGD 28 (Bandarban) Area Bounded by lines joining successively the following points 221254 N 0920258 E 221317 N 0920324 E 220644 N 0921430 E 220108 N 0921449 E 220136 N 0921223 E 220325 N 0920737 E 220558 N 0920703 E 221254 N 0920258 E	FL 080 GND	Practice firing by Bangladesh Army Active: BTN 0000-1700 daily. In case of any change in height/altitude or operation hour prior NOTAM will be issued.
VGD 29(Cox's Bazar) Area Bounded by lines joining successively the following points: 211500 N 0920300 E 212400 N 0915100 E 210950 N 0914700 E 205830 N 0920000 E 211500 N 0920300 E	FL 530 GND/WATER	Practice firing by Bangladesh Army Active: Date and period of activity will be notified by NOTAM.
VGD 30 Area bounded by lines joining successively by the following points: 21 20 30N 090 34 00E 21 41 00N 091 14 00E 21 20 30 N 091 28 00E 21 00 00N 090 47 30E 21 20 30N 090 34 00E	FL 100 WATER	Firing by Naval Ship Active: From April to September: 03 days in a week (Monday to Wednesday) From October to March: 05 days in a week (Sunday to Thursday) Duration of the operation: BTN 0000-1600 Hours
VGD 32 Area bounded by lines joining successively by the following points: 20 07 00N 090 52 00E 20 22 00N 091 06 00E 20 00 00N 091 36 00E 19 44 00N 091 21 00E 20 07 00N 090 52 00E	FL 400 WATER	Firing by Naval Ship Active: From April to September: 03 days in a week (Monday to Wednesday) From October to March: 05 days in a week (Sunday to Thursday) Duration of the operation: BTN 0000-1600 Hours

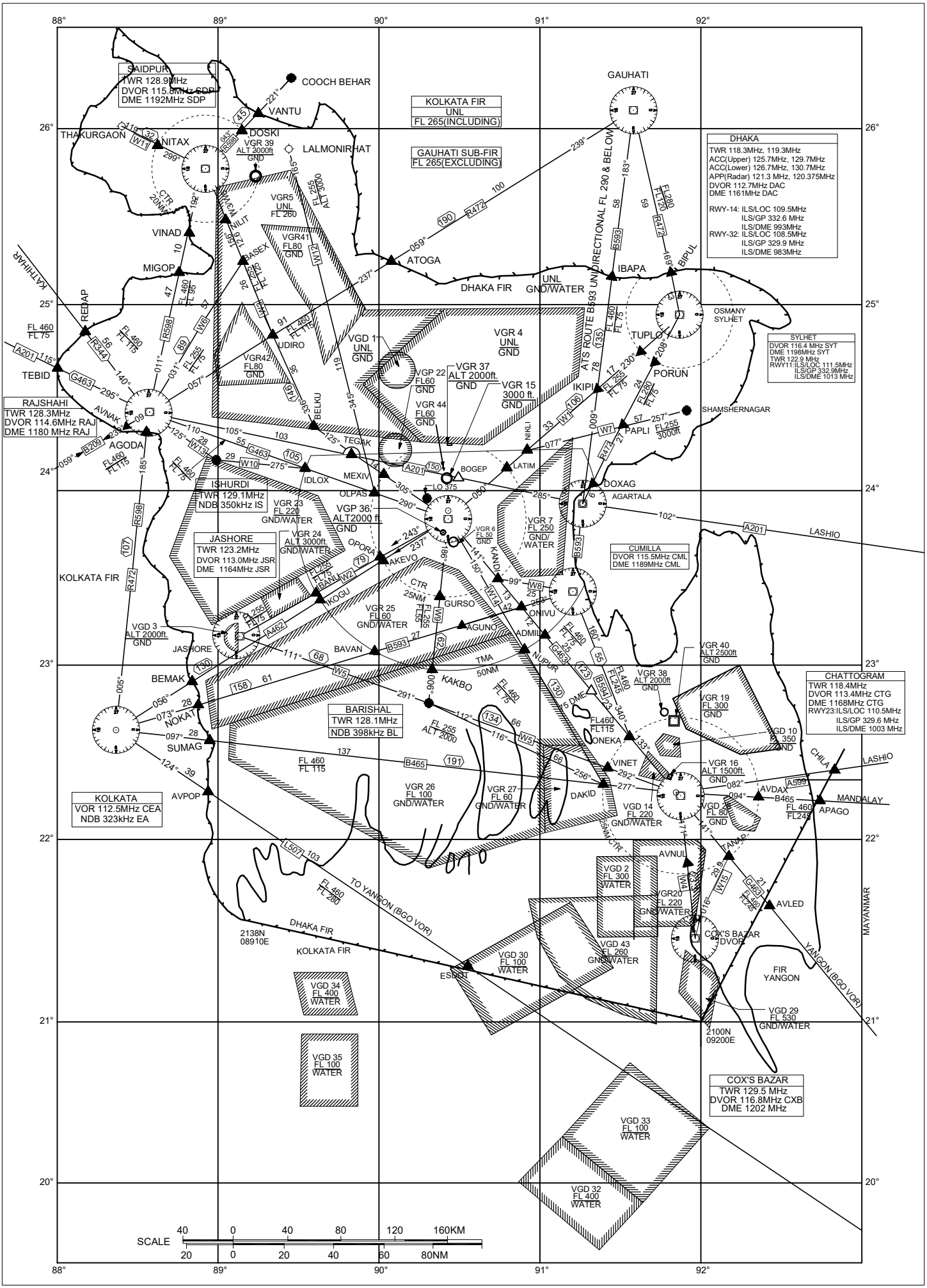
DANGER, RESTRICTED AND PROHIBITED AREAS		
Identification, name and lateral limits	Upper Limit Lower limit	Remarks (Time of activity, type of restriction, nature of hazard, risk of interception)
1	**2**	**3**
VGD 33 Area bounded by lines joining successively by the following points: 20 22 00N 091 06 00E 20 46 30N 091 31 00E 20 24 00N 091 59 00E 20 00 00N 091 36 00E 20 22 00N 091 06 00E	FL 100 WATER	Firing by Naval Ship Active: From April to September: 03 days in a week (Monday to Wednesday) From October to March: 05 days in a week (Sunday to Thursday) Duration of the operation: BTN 0000-1600 Hours
VGD 34 Area bounded by lines joining successively by the following points: 21 18 00N 089 31 00E 21 18 00N 089 50 00E 21 04 00N 089 54 00E 21 04 00N 089 34 00E 21 18 00N 089 31 00E	FL 400 WATER	Firing by Naval Ship Active: From April to September: 03 days in a week (Monday to Wednesday) From October to March: 05 days in a week (Sunday to Thursday) Duration of the operation: BTN 0000-1600 Hours
VGD 35 Area bounded by lines joining successively by the following points: 20 58 00N 089 34 00E 20 58 00N 089 54 00E 20 34 00N 089 54 00E 20 34 00N 089 34 00E 20 58 00N 089 34 00E	FL100 WATER	Firing by Naval Ship Active: From April to September: 03 days in a week (Monday to Wednesday) From October to March: 05 days in a week (Sunday to Thursday) Duration of the operation: BTN 0000-1600 Hours
VGP-36 (Dhaka) Area bounded by a circle of ½ KM radius centred at a point: 234606N 0902330E	ALT 2000ft. GND	Prime Minister's Office Active Permanent VGTJ west circuit shall not come under this non flying zone.
VGR-37 **(Rajendrapur)** Area bounded by lines joining successively by the following points: 240500N 0902526E 240525N 0902525E 240525N 0902620E 240500N 0902620E 240500N 0902526E	ALT 2000ft. GND	Military Installation Active: H 24 Flying may be conducted in coordination with ATCS and Bangladesh Army.
VGR 38 **(Chattogram)** Area bounded by a circle of 1.5KM radius centred at a point 222515N 0914800E	ALT 2000ft. GND	Military Installation Active: H 24 Flying may be conducted in coordination with ATCS and Bangladesh Army.

DANGER, RESTRICTED AND PROHIBITED AREAS		
Identification, name and lateral limits	Upper Limit Lower limit	Remarks (Time of activity, type of restriction, nature of hazard, risk of interception)
1	**2**	**3**
VGR 39 **(Rangpur)** Area bounded by a circle of 1.5 km radius and centered at a point: 254500N 0891400E	ALT2000ft. GND	Military Installation Active: H 24 Flying may be conducted in coordination with ATCS and Bangladesh Army.
VGR –40 **(BHATIARY, CHATTOGRAM).** Area bounded by lines joining successively by the following points 22 24 00N 091 48 00E 22 20 00N 091 48 00E 22 20 00N 091 52 00E 22 24 00N 091 52 00E 22 24 00N 091 48 00E	ALT2500ft GND	Military Installation Active: H 24 Flying may be conducted in coordination with ATCS and Bangladesh Army.
VGR-41 **(Bogura- Jamalpur- Gaibanda)** Area bounded by lines joining successively by the following points: 252700N 0891630E 252530N 0893800E 250845N 0894700E 245530N 0895500E 243430N 0894430E 245400N 0893430E 250400N 0892830E 251600N 0892200E 252700N 0891630E	FL 080 GND	Military Training Flying Area Active: H 24
VGR-42 **(Bogura-Natore-Gaibandha**) Area bounded by lines joining successively by the following points: 245800N 0890900E 245200N 0891200E 244700N 0891600E 244000N 0892000E 242800N 0892700E 242700N 0890000E 243830N 0885830E 245800N 0890900E	FL 080 GND	Military Training Flying Area Active: H24

DANGER, RESTRICTED AND PROHIBITED AREAS		
Identification, name and lateral limits	Upper Limit Lower Limit	Remarks (Time of activity, Type of restriction, nature of hazard, risk of interception)
1	2	3
VGD 43 **(COX'S BAZAR)** Area bounded by lines joining successively by the following points: 214000N 0914000E 210300N 0914000E 210600N 0913056E 211058N 0911855E 211805N 0911005E 213000N 0910258E 214000N 0910000E 214000N 0914000E	FL 260 GND/WATER	Active: Date and Period of activity will be notified by NOTAM. Air to Air Missile Firing.
VGR 44 **(DHAKA)** Area bounded by lines joining successively by the following points: 240729.34N 0902335.45E 240722.15N 0902431.61E 240630.31N 0902413.64E 240629.37N 0902333.30E 240729.34N 0902335.45E	2000 ft GND	Active: H 24

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PROHIBITED RESTRICTED AND DANGER AREA - CHART



CHANGE: COX'S NDB HAS BEEN DELETED & SDP CTR WAY POINTS HAVE BEEN INSERTED

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ENR 5.2 MILITARY EXERCISE AND TRAINING AREASAND AIR DEFENCE IDENTIFICATION ZONE (ADIZ)

1. General

1.1 Military exercise and training areas are all enclosed within prohibited, restricted or danger areas. These areas including their times of activity are listed in ENR 5.1.

2. System and method of activation

2.1 NOTAMs are issued to notify activation of areas which are activated on a non-schedule basis.

2.2 Remarks

Civil aircraft may be allowed to fly within restricted areas established inside TMA & CTR. During emergency and weather deviation purposes only with prior permission from Air Defence Operations Centre (ADOC), Bangladesh Air Force.

3. AIR DEFENCE IDENTIFICATION ZONE OVER BANGLADESH

3.1 INTRODUCTION

Bangladesh established an Air Defence Identification Zone (ADIZ) to form the first line of defence against aerial intrusions into Bangladesh airspace as this is vital to the national security. The ADIZ is known as the Bangladesh ADIZ. The ADIZ will cover the airspace over the entire territory of Bangladesh including territorial waters as defined by its international border with India and Myanmar, and will be extended over the adjoining sea to the south as delineated by the following coordinates.

a) 210744.80N 891356.50E
b) 181554.12N 892147.56E
c) 164328.74N 892554.37E
d) 175234.06N 901504.66E
e) 200332.00N 915031.80E
f) 201306.30N 920007.60E

The map shown in ENR 5.2-3 shows the Bangladesh ADIZ boundary.

3.2 PROCEDURE FOR BANGLADESH ADIZ FLIGHTS

All flights of aircraft civil/military, Bangladeshi or foreign originating within the ADIZ and those penetrating the Bangladesh ADIZ shall obtain prior permission and Air Defence Clearance (ADC).

3.2.1 PROCEDURES FOR AIR DEFENCE CLEARANCE

a) Aircraft intending to operate into, through or within the Bangladesh ADIZ shall obtain ADC number from the appropriate ATS unit before takeoff, except the followings:

(1) Local flights conducted at any airport within, Dhaka FIR and within the relevant ATZ at or below 2000 ft AGL.
(2) The local flights at an airport having Control Zone when required / approved by ATC to operate beyond 05 NM but within the Control Zone.

b) All aircraft intending to overfly Bangladesh ADIZ or land in any airfield within Dhaka Flight Information Region (FIR) shall obtain ADC at least 10 minutes before entering the Bangladesh ADIZ. In case of departures from adjacent FIRs, where the prerequisites of 10 minutes advance notice are not feasible, ADC number shall be obtained before departure.

c) ADC number shall be valid for the entire route, irrespective of intermediate halts for flight originating in and transiting through the Bangladesh ADIZ.

d) When departure is delayed by more than 02 (two) hours at the aerodrome of departure or at intermediate halts, a fresh ADC number shall be obtained.

e) In the event of communication difficulties at the place of departure, or delay in receipt of ADC number, the aircraft equipment with appropriate radio equipment may be allowed to take off with instructions to obtain ADC number immediately after airborne from the appropriate ATS unit.

f) General Aviation/Chartered aircraft intending to operate to and from an airfield where no Air Traffic Services are available, shall obtain ADC number from the nearest BAF ATC Unit. The BAF ATC Unit will advise the appropriate ATS unit regarding the movement of that aircraf

g) For the time being domestic flights, flights of state aircraft and general aviation aircraft of Bangladesh intending to operate within Bangladesh ADIZ shall not be required to obtain ADC number.

h) Flight operating on ATS routes P646, N895, M770, L524 and W112 shall not be required to obtain ADC number unless deviated towards the land mass of Bangladesh.

i) Aircraft approaching Bangladesh ADIZ off the ATS routes shall provide the estimated time over the ADIZ boundary at least 10 minutes in advance.

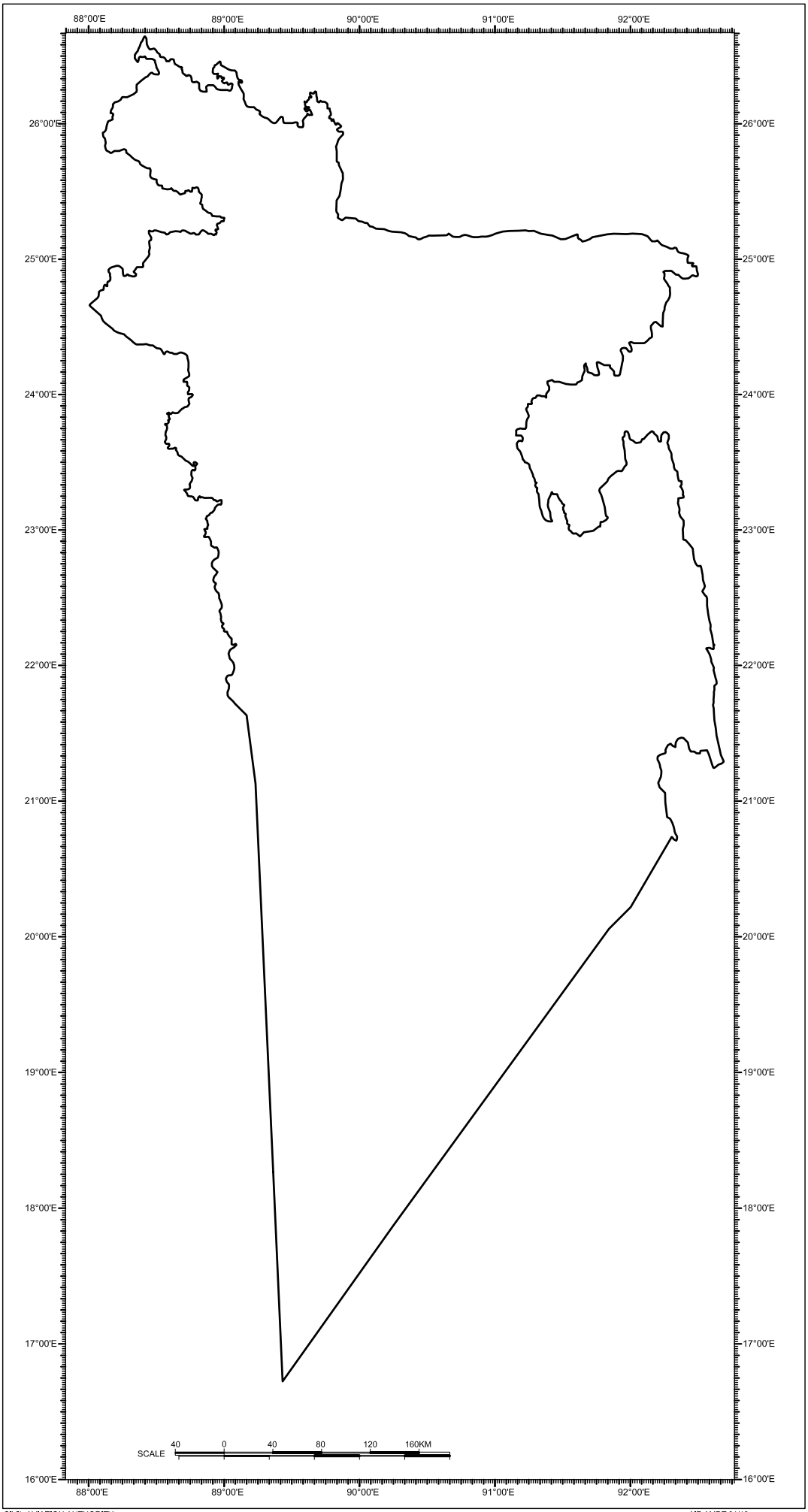
j) If unable to establish and maintain radio communication with appropriate ATS unit, the pilot shall contact the nearest Air Defence Unit on 124.20 MHz/6826 KHz for positive identification prior to entering Bangladesh ADIZ.

k) Aircraft flying without a valid ADC number or failing to comply with any restriction or deviating from light plan will be liable to interception by Bangladesh Air Force Interceptor aircraft according to ICAO Standard Interception Procedure.

l) Aircraft intending to operate into, through or within Bangladesh ADIZ shall obtain ADC number from the following contact details:

Telephone	: +880 2 8901081
Fax	: +880 2 8901364
Mobile	: +8801769993467
E-mail	: adncbaf@baf.mil.bd
ATN	: VGFRZQZX
HF	: 6826 KHz
VHF	: 124.20 MHz

BANGLADESH AIR DEFENCE IDENTIFICATION ZONE



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ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE

1. General

1.1 There are no permanent activities of a dangerous nature taking place outside prohibited, restricted or danger area.

2. System and method of activation.

2.1 Temporary occurring activities of a dangerous nature are notified by NOTAM.

3. Remarks.

Nil

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5.4 AIR NAVIGATION OBSTACLES EN-ROUTE

List of High Mast/Tower/Chimney other than those beyond 10NM of Different airports				
Sl.Nr.	Name/Nature of the Obstacle	Co-ordinates	ELEV (Height) ft	Reference Location of Aerodrome/Stolport
01.	Megna Power Chimney	23^{0}36'26.28"N 90^{0}35'37.13"E	283 (256)	Hazrat Shahjalal International Airport, Dhaka
02.	Patuakhali. Chimney	21^{0}59'49.81"N 90^{0}18'18.50"E	732 (722)	Barishal Airport
03.	Shirazgonj Chimney	24^{0}23'08.79"N 89^{0}44'35.66"E	444 (385)	Bogura Airport
04.	Rampal Chimney	22^{0}35'31.19"N 89^{0}33'35.79"E	918 (902)	Khan zahan Ali Airport (Proposed Airport)
05.	Matarbari Chimney	21^{0}42'02.46"N 91^{0}53'04.80"E	Chimney Structure 842(830) [with the fume when the chimney is operated 1672]	Cox's bazar Airport
06	Power Plant (SS Power Ltd.)	21°58'30.33"N 91°53'28.11"E	916 (902)	Shah Amanat International Airport, Chattogram
07.	Radio transmitting Mast (Jessore) Tower	23^{0}02'03.00"N 89^{0}25'35.00"E	420 (400)	Jashore Airport
08.	Payra Tharmal Power Plant Chimny	21^{0}59'49.81"N 90^{0}18'18.50"E	722(712)	Barishal Airport
09.	Containment Structure of Ruppur Nuclear Power plant	24^{0}03'50.00"N 89^{0}02'36.00"E 24^{0}03'46.00"N 89^{0}02'31.00"E 24^{0}03'55.00"N 89^{0}02'32.00"E 24^{0}03'51.00"N 89^{0}02'27.00"E	637(591)	Ishurdi Airport
10.	Bashkhali Power Plant Chimney	21^{0}58'30.87"N 91^{0}53'27.87"E	982(970)	Cox's Bazar Int'l Airport, Cox's Bazar

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ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITEIS

1. G eneral

1.1 There are no permanent areas of intensive aerial sporting and recreational activity.

2. System and method of activation.

2.1 Temporary events are notified by NOTAM.

3. Rem arks

Nil

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ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA

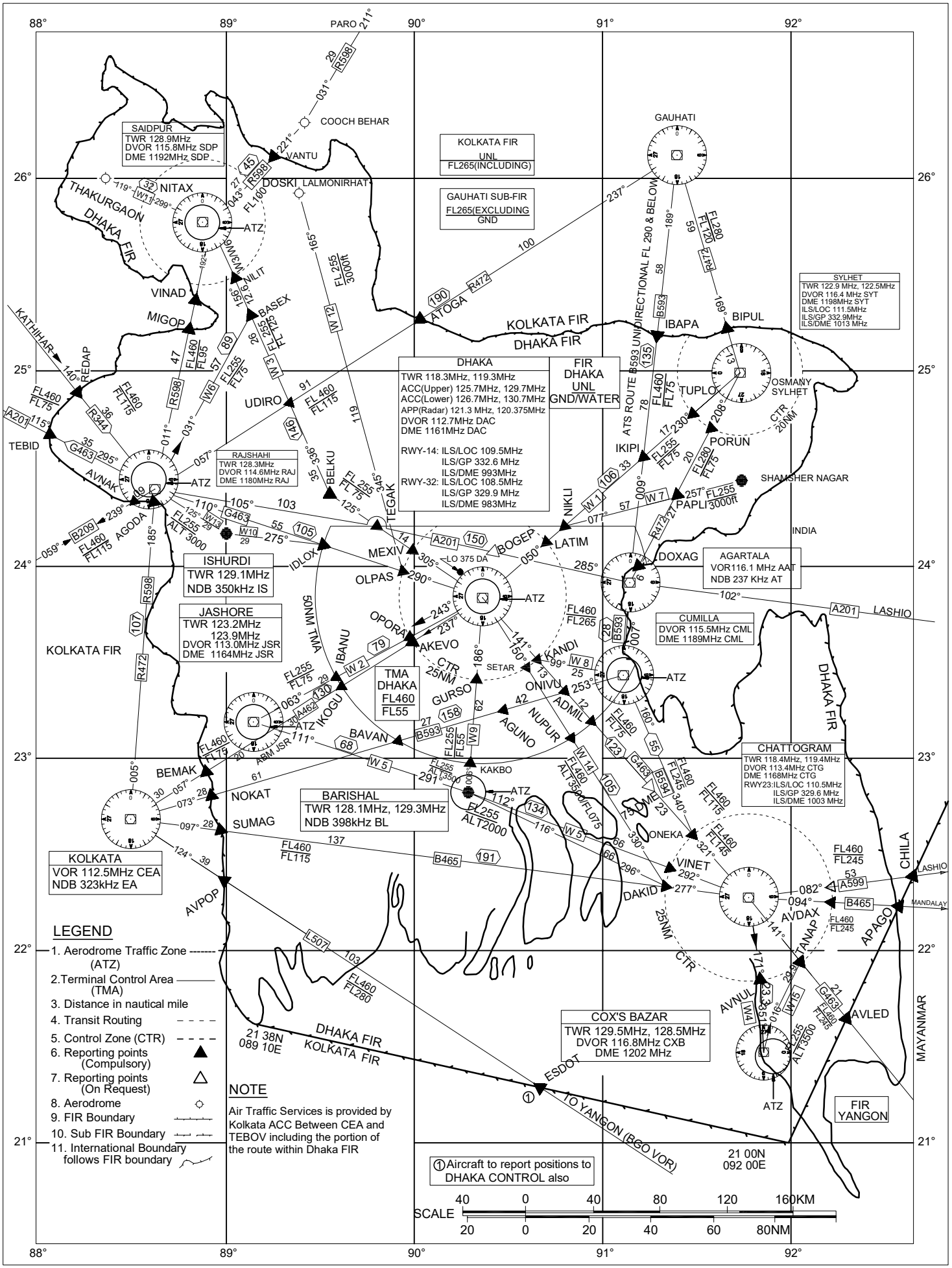
1. There are no migration birds which endangers the safety of air navigation.

2. There are no listed areas of sensitive fauna.

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ENROUTE CHART

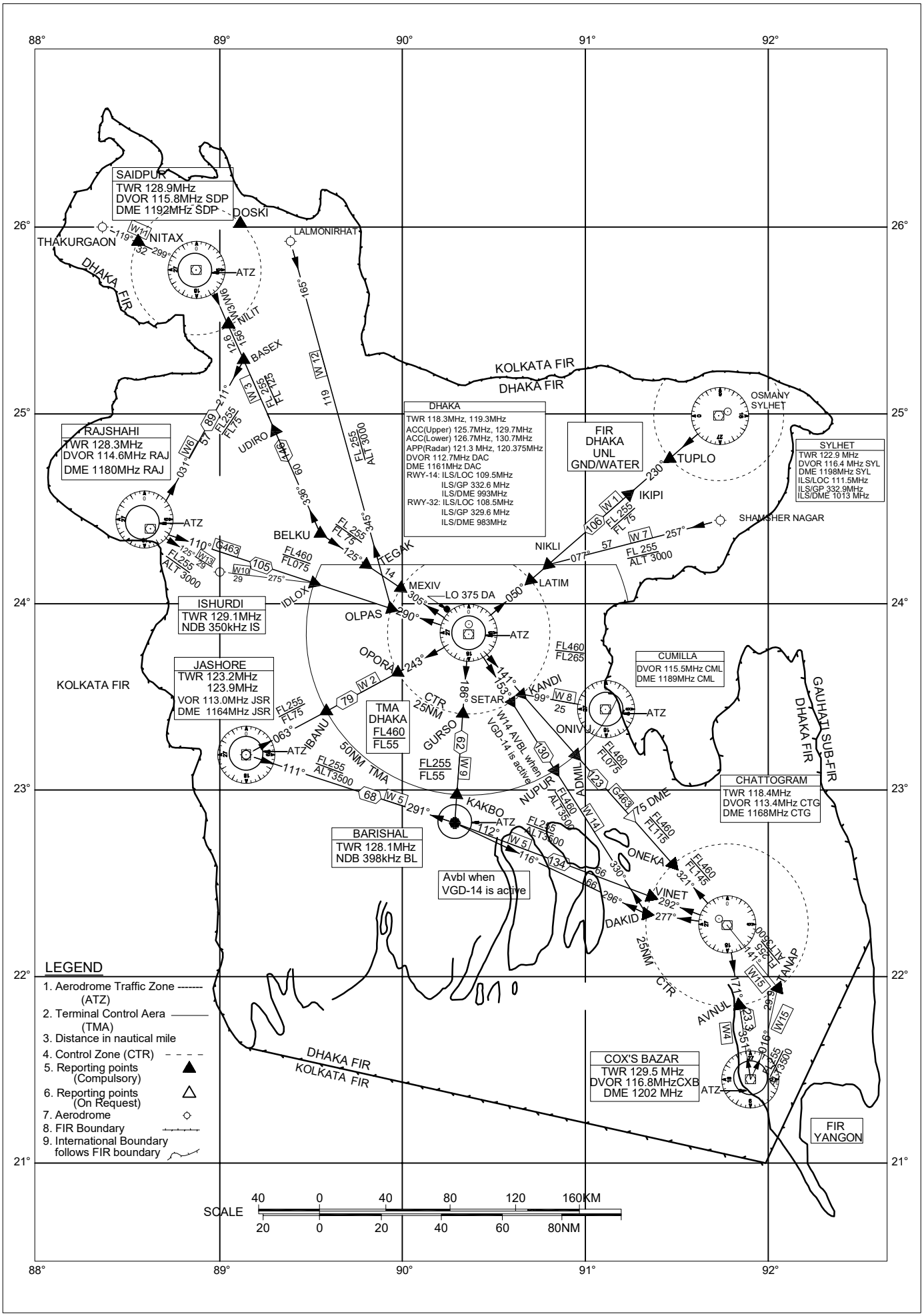
INTERNATIONAL & DOMESTIC ATS ROUTES



CHANGE: COX'S NDB HAS BEEN DELETED & SDP CTR WAY POINTS HAVE BEEN INSERTED

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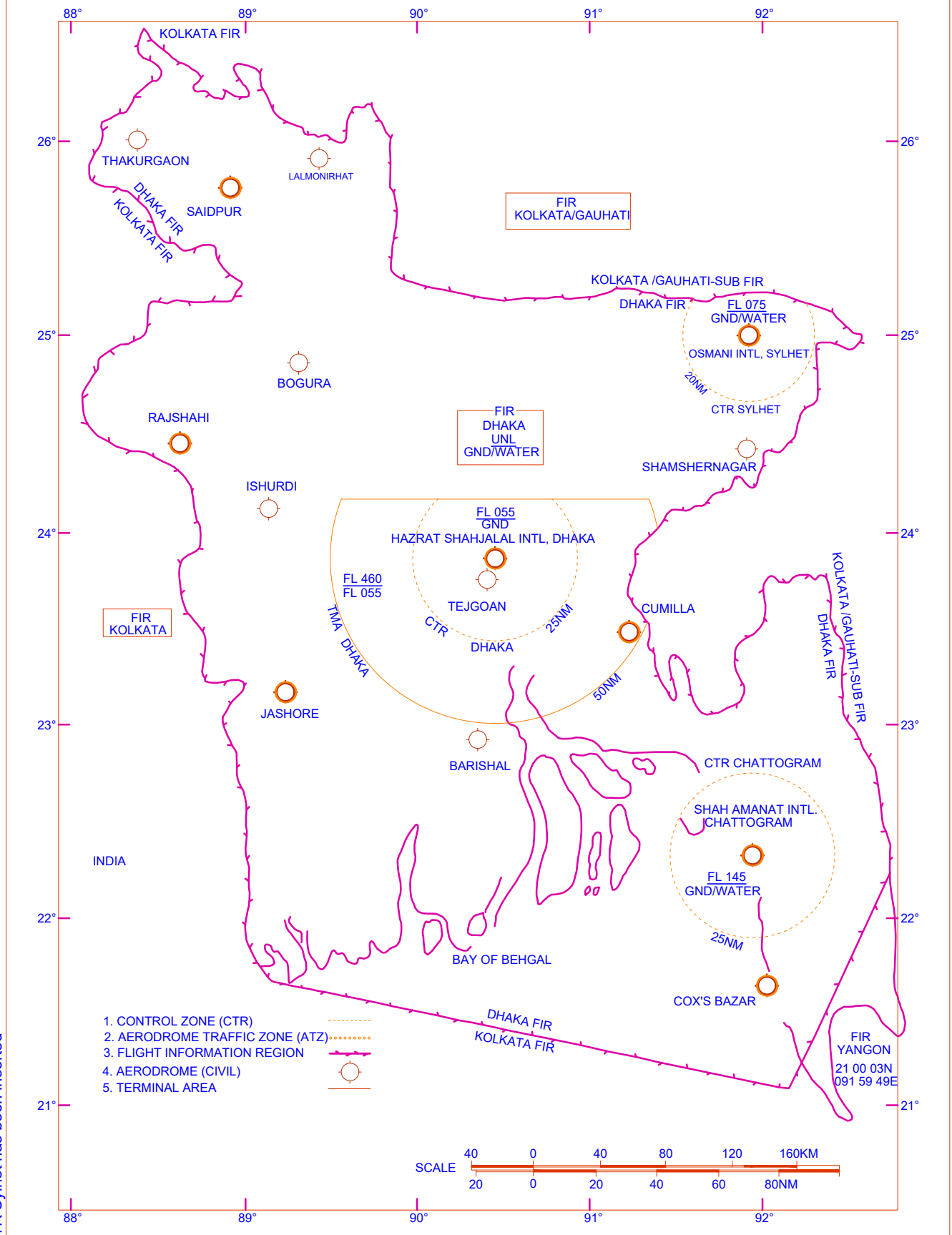
DOMESTIC ATS ROUTES IN BANGLADESH



CHANGE: COX'S NDB HAS BEEN DELETED & SDP CTR WAY POINTS HAVE BEEN INSERTED

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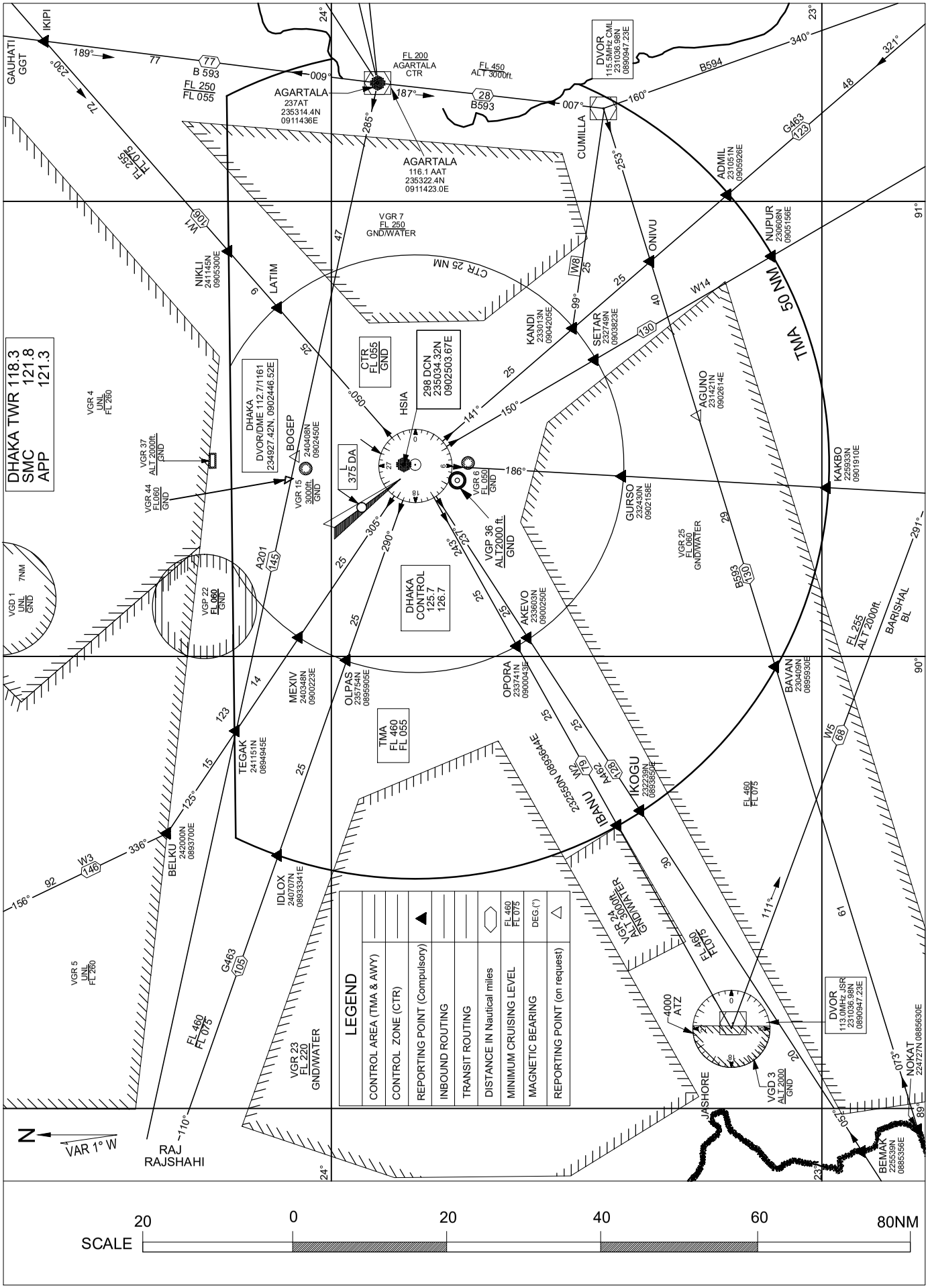
FLIGHT INFORMATION REGION, TMA, CONTROL ZONES AERODROME TRAFFIC ZONES AND AERODROMES



CTR Sylhet has been inserted

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DHAKA TERMINAL CONTROL AREA



Some Track and Distance has been Corrected

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PART 3 – AERODROMES (AD)

AD 0		
AD 0.1	PREFACE	Not applicable
AD 0.2	RECORD OF AIP AMENDMENTS	Not applicable
AD 0.3	RECORD OF AIP SUPPLEMENTS	Not applicable
AD 0.4	CHECKLIST OF AIP PAGES	Not applicable
AD 0.5	LIST OF HAND AMENDMENTS TO THE AIP	Not applicable
AD 0.6	TABLE OF CONTENTS TO PART 3	

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AD.1 AERODROMES/HELIPORTS-INTRODUCTION
AD 1.1 AERODROME/HELIPORT AVAILABILITY

1. **Introduction**

This section contains information on all aerodromes which are available for use in international and national aircraft operations. Section AD 1 gives a description relating to the use of aerodromes and the clearance formalities involved. AD 2 contains information on physical characteristics of aerodromes international and national operations.

As there are no heliports, sec AD 3 has been omitted.

1.2 AERODROMES ADMINISTRATION

The administration of most aerodromes is the responsibility of the Civil Aviation Authority.

Private aerodromes are licensed by the Authority of ensure compliance with certain minimum standards. They are not available for public use, unless prior permission has been obtained from the owner or the operator thereof.

1.3 REGULATIONS CONCERNING AIRPORT USE

1.3.1 STANDARD CONDITIONS APPLICABLE TO THE LANDING, PARKING OR STORAGE OF AIRCRAFT ON AERODROMES UNDER THE CONTROL OF THE CIVIL AVIATION AUTHRITY, BANGLADESH.

1.3.1.1. Conditions governing the use of all Government-owned Aerodromes in Bangladesh.

1.3.1.1.1 The conditions under which aircraft may land, be parked housed or otherwise dealt with at any of the Government owned aerodromes in Bangladesh under the control of the Civil Aviation Authority are given hereunder. The expression “Government” used in these conditions refers to the Government of the People’s Republic of Bangladesh.

1.3.1.1.2 Liability will not be accepted by Government or by any servant or agent of or serving under Government for any loss, damage, or injury by accident, fire, flood, tempest, explosion, or any other cause to aircraft and its parts or accessories or things therein or for any loss, damage or injury from whatever cause arising to passengers therein or any other person (including pilots, engineers or other personnel of aircraft) landing at or departing from or accommodate at any aerodrome owned by Government or to any person coming to or departing such an aerodrome, even if such loss, damage or injury is caused by or arises from negligence on the part of any servant or agent of Government or any defect in the aerodrome or any part of its equipment.

1.3.1.1.3 The use of any apparatus, such as tractors, cranes, chocks, mechanical starters, etc., belonging to or under the charge of Government, by the personnel of aircraft or any other person making use of the aerodrome shall be entirely at the risk of the person using such apparatus, and no liability will be accepted for any loss, damage or injury caused by, or arising out of the use of any such apparatus (whether under the control of management of any servant or agent of Government or otherwise) which may result in loss, damage or injury to the user thereof, or to any other person or thing. The use of any such apparatus being permitted on the express condition that Government shall be held indemnified by the user and owned of any aircraft concerned (jointly and severally) against all claims, losses and damages resulting from such use.

1.3.1.1.4 In the event of damage being done to Government property at a Government aerodrome by any person making use of the aerodrome, such person and the owner of any aircraft concerned will be jointly and severally liable for the damage.

1.3.1.1.5 The fees and charges for the landing, parking or housing of aircraft shall be those from time to time published by the Chairman, Civil Aviation Authority of Bangladesh. The fees and charges for any supplies or services which may be furnished to the aircraft at any aerodrome under the control of the Civil Aviation Authority by or on behalf of the Chairman, Civil Aviation Authority shall unless it is otherwise agreed before such fees or charges are incurred, be such reasonable fees and charge as may from time to time be determined by the Airport Manager for the aerodrome. The fees and charges referred to in this paragraph shall accrue from day to day and shall be payable to the Chairman, Civil Aviation Authority on demand.

1.3.1.1.6 The Chairman, Civil Aviation Authority shall have a lien on the aircraft, its parts and accessories, for such fees and charges as aforesaid.

1.3.1.1.7 If payment of such fees and charges is not made to the Chairman, Civil Aviation Authority within fourteen days after a letter demanding payment thereof, has been sent by post addressed to the registered owner of the aircraft, the Chairman, Civil Aviation Authority shall be entitled to sell, remove, destroy or otherwise dispose of the aircraft and any of its parts and accessories, and to apply the proceeds from so doing to the payment of such fees and charges.

1.3.2 LANDING MADE ELSEWHERE THAN AT ALTERNATE AIRPORTS.

1.3.2.1 If landing is made elsewhere than at an International Airport of designated alternate airport, the Pilot-in-Command shall report the landing as soon as practicable to the Health, Customs and Immigration authorities at the International Airport at which the landing was scheduled to take Place. This notification may be made through a radio Channel, if this method of communication is available or by telegram.

1.3.2.2 The Pilot-in-Command shall be responsible for ensuring that:-

(a) If pratique has not been granted to the aircraft at the previous landing, contact between other persons on the one hand and the passengers and crew on the other is avoided;

(b) that cargo, baggage and mail are not removed from the aircraft except as provided below:

(c) Any foodstuffs of overseas origin, or any plant material is not removed from the aircraft except where local food is unobtainable. All food refuse including peelings, cores, stones of fruits, etc., must be collected and returned to the galley refuse container, the contents of which should not be removed from the aircraft except for hygienic reasons, in which case they must be destroyed by burning or deep burial.

1.3.3 TRAFFIC OF PERSONS AND VEHICLES ON AERODROMES

1.3.3.1 Demarcation of Zones.

1.3.3.1.1 The grounds of each aerodrome are divided as follows;

(a) A public zone comprising the part of the aerodrome open to the public,

(b) A restricted areas comprising the rest of the aerodrome excluding particular areas,
(c) Particular Areas comprising ATS Unit, Communication Center, Hangars, Loading Platforms, Custom Area, Runways, Taxiways, Parking Aprons, Passengers Lounges.

1.3.3.2 Movement of Persons

1.3.3.2.1 Access to the Restricted Area is authorized only under condition prescribed by the Chairman, Civil Aviation Authority.

1.3.3.2.2 The Customs, Police and Health Inspection offices and the premises assigned to transit traffic are normally accessible only to passengers, to staff of the public authorities and airline and to authorized persons in pursuit of their duty.

1.3.3.2.3 The movement of persons having access to the restricted area of the aerodrome is subject to the conditions prescribed by the air traffic regulations and by the special rules laid down by the person responsible for the management of the aerodrome.

1.3.3.3 Movement of vehicles

1.3.3.3.1 The movement of vehicles in the restricted/particular areas is strictly limited to specially approved vehicles driven by persons carrying a Apron driving permit issued by the Airport Managers.

1.3.3.3.2 Drivers of vehicles, of whatever type, driving within the confines of the aerodrome must respect the direction of the traffic, the traffic signs and the posted speed limits and generally comply with the provisions of the highway code and instructions given by the competent authorities.

1.3.3.4 Policing and guarding of aircraft.

1.3.3.4.1 Care and protection of aircraft, vehicles, equipment and goods for which the aerodrome facilities are used are not the responsibility of the State or any concessionaire, who cannot be responsible for loss or damage which is not incurred through action by them or their agents.

1.3.3.4.2 Security Guards (Caretakers) are provided at all Government Civil Aerodromes. If a Pilot requires a Police Guard, he should apply to the local police Authorities and will have to pay all expenses thereof. Police Guards will only be supplied when they can be spared from other duties.

1.4 PHOTOGRAPHY

1.4.1 No person shall take or cause or permit to be taken from an aircraft owned by the Bangladesh Government, a photograph of any area of the territories of Bangladesh.

1.4.2 No person shall be permitted to carry in any aircraft, other than an aircraft owned by the Bangladesh Government a loaded camera.

1.4.3 At the time of emplaning a person in possession of a loaded camera shall unload it and deliver the same to the Pilot-in-Command of the aircraft who shall keep it for the duration of the flight in a place inaccessible to such person during the flight and shall return the same to that person on arrival at his destination.

1.5 CONDITIONS OF AVAILABILITY

1.5.1 Civil aircraft are not permitted to land at any aerodrome not listed in this AIP except in cases of extreme emergency or where special permission has been granted.

1.5.2 Request to operate outside the hours of operation at Civil aerodromes in Bangladesh, should be made to respective Airport Manager through F.I.C. Hazrat Shahjalal International Airport, Dhaka at least two hrs before airfields closure time.

1.5.3 During the monsoon, the side strips of Runways in Bangladesh become extremely soft, Pilots are therefore warned and advised not to use these strips except in emergency.

1.5.4 Limitations on the use of aerodromes.

1.5.4.1 Apron mass is restricted for aerodrome whose ACN is higher than corresponding runway PCN. Airline operators are required to submit trim sheet of the flights to PFIU within shortest possible time of flight departure. Restriction will remain valid till Runway condition is improved by CAAB. In case flight has to be operated at higher ACN value, CAAB shall be approached for prior approval.

1.5.4.2 Restricted to aircraft capable of maintaining two way radio communication with TWR, unless prior permission from the TWR has been obtained. Such permission will only be given in extraordinary cases.

2. **Applicable ICAO documents**

2.1 ICAO standards and Recommended Practices contained in Annex-14 are applied.

2.2 Differences from ICAO standards and recommended practices

Nil

3. **Maintenance of Aerodrome movement areas**

3.1 Responsibility
The relevant airport authority is responsible for maintaining the aerodrome in a satisfactory condition For flight operations and for assessing and reporting on runway conditions.

3.2 Clearance priorities
The following priorities have been established for the clearance of movement areas:
(a) Runway-in-use, run-up area, aprons and appropriate taxiways
(b) Dependent on circumstances, other runway and taxiways.

4. Dissemination of information on runways affected by standing water

4.1 If a runway is affected by standing at any time during the approach of an aircraft for landing, the depth and location of such standing water is notified by the aerodrome authority direct to ATS for transmission to the aircraft. If the duration of the phenomenon is likely to persist, and the information requires a wider distribution a NOTAM is issued.

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AD 1.2 RESCUE AND FIRE FIGHTING SERVICES AND SNOW PLAN

1. **Rescue and fire fighting services.**

1.1 Adequate rescue and fire-fighting vehicles, equipment and personnel have been provided at all aerodromes available for use by international commercial air transport. The scale of protection has been determined in terms of aerodrome category subject to the availability of equipment at certain aerodromes. The number of trained personnel available is also indicated. Each rescue & fire-fighting service is under the local Airport Manager. The extent of rescue & fire fighting acilities available for use at international and other airports is shown AD 2.6 Section.

2. **SNOW PLAN**

Bangladesh climate obviates the need for a snow plan.

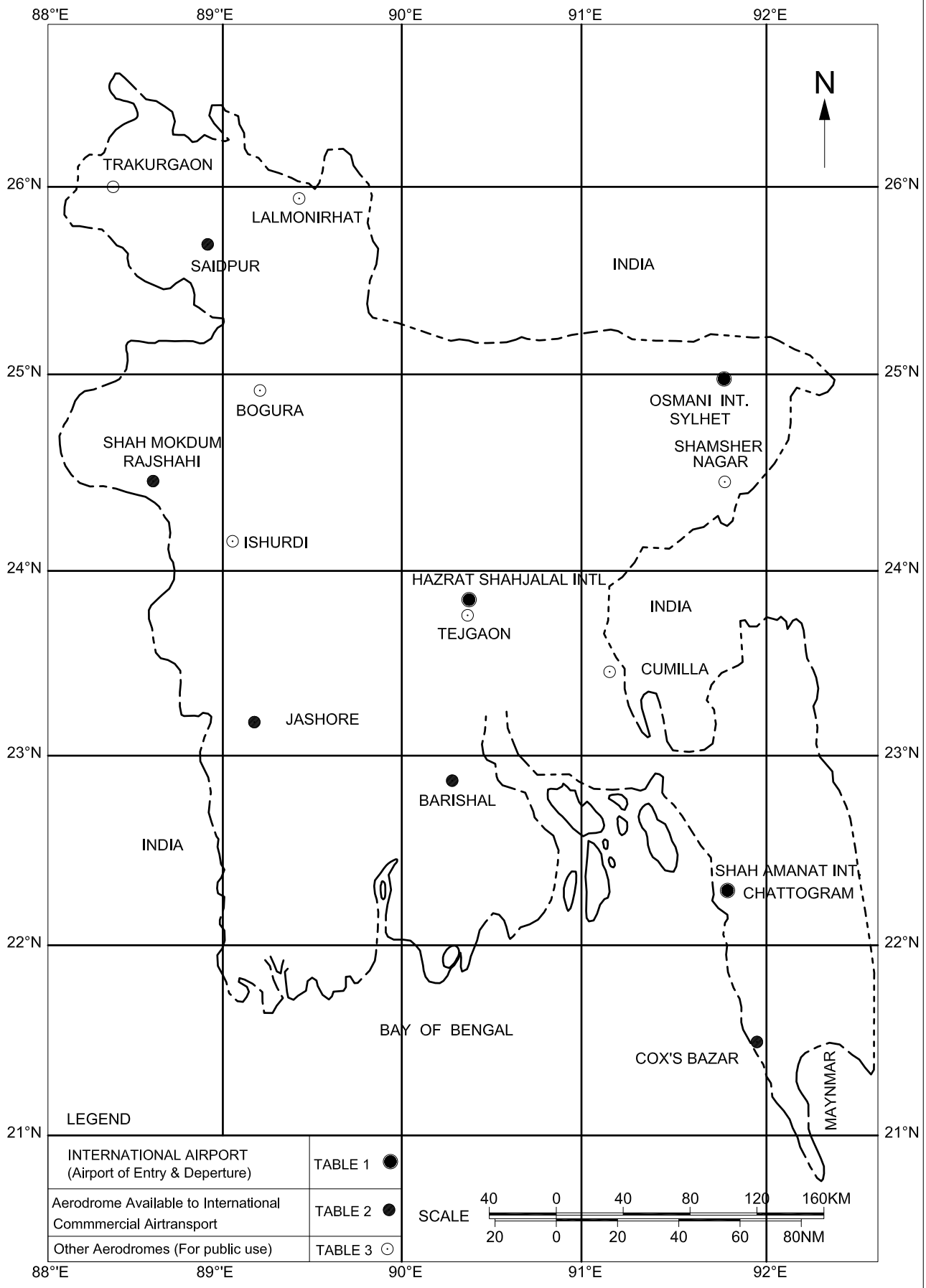
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AD 1.3 INDEX TO AERODROMES

AERODROME INDEX				
1	2			3
AERODROME	I=International D=Domestic	IFR/VFR	S=Scheduled NS=Non-Scheduled P=Private	AIP Page (AD-2)
Hazrat Shahjalal Intl Airport, Dhaka	I, D	IFR/VFR	S, NS, P	VGHS
Shah Amanat. Intl Airport, Chattogram	I, D	"	"	VGEG
Osmani Intl Airport, Sylhet	I, D	"	"	VGSY
Barishal Airport	D	"	"	VGBR
Bogura Airport	D	"	"	VGBG
Cumilla Airport (STOL)	D	"	"	VGCM
Cox's Bazar Airport	D	"	"	VGCB
Ishurdi Airport	D	"	"	VGIS
Jashore Airport	D	"	"	VGJR
Lalmonirhat	D	"	"	VGLM
Shah Mokhdum Airport, Rajshahi	D	"	"	VGRJ
Saidpur Airport	D	"	"	VGSD
Shamshernagar Airport (STOL)	D	"	"	VGSH
Thakurgaon Airport (STOL)	D	"	"	VGSG
Tejgaon Airport, Dhaka	D	"	"	VGTJ

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AERODROME INDEX



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AD 1.4 GROUPING OF AERODROMES

1. The criteria applied by Bangladesh in grouping aerodromes for the provision of information in this AIP is as follows:

1.1 **Primary/Major international aerodromes**

1.1.1 The aerodrome of entry and departure for international air traffic, where all formalities concerning customs, immigration, health, animal and plan quarantine and similar procedures are carried out and where air traffic services are available on a regular basis.

1.2 **Secondary/ Other international aerodrome**

1.2.1 Another aerodrome available for the entry of departure of international air traffic, where the formalities concerning customs, immigration, health and similar procedures and air traffic services are made available, on a restricted basis, to flights with prior approval only.

1.3 **National aerodrome**

1.3.1 An aerodrome available only for domestic air traffic.

AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

A list of aerodromes in Bangladesh including the status of certification, including

1) aerodrome name and ICAO location indicator,
2) date if applicable, validity of certificate and remakes if any.

LIST OF INTERNATIONAL AERODROMES

Sl Nr	Name of aerodrome	ICAO Location indicator	Date of certificate issue /renewal date	Certificate validity		Remark	
				From	To		
1	Hazrat Shahjalal International Airport, Dhaka	VGHS	25/10/2024	27/10/2024	30/09/2026	Renewal	←
2	Shah Amanat International Airport, Chattogram	VGEG	27/10/2023	31/10/2023	30/10/2025	Renewal	
3	Osmani International Airport, Sylhet	VGSY	16/11/2024	18/11/2024	30/06/2026	Renewal	←

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AD 2. AERODROMES

VGHS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VGHS- HAZRAT SHAHJALAL INTERNATIONAL AIRORT, DHAKA.

VGHS AD 2-2 AERODROME GEOGRAPHICAL AND ADMINISTRATION DATA

1	ARP Coordinates and site at AD	235036.05N 0902352.02E (Centre of the runway)
2.	Distance and direction from city	11NM (20km) north of Dhaka City (GPO)
3.	Aerodrome elevation Reference temperature	ELEV 26 ft (8M) T 35 ^{0}c (April)
4.	MAG VAR/ Annual change	1^{0}W (2020) (Annual change 1'W)
5.	Aerodrome administration, address, telephone, Telefax, AFS, E-mail.	Civil Aviation Authority of Bangladesh Postal Address: Executive Director Hazrat Shahjalal International Airport Kurmitola, Dhaka-1229, Bangladesh. Telephone:88-02- 8901449, 01894908010 Fax: 88-02- 8901450 Email : edhsia@caab.gov.bd
6	Types of traffic permitted	IFR/VFR
7	Remarks	Nil

VGHS AD 2-3 OPERATIONAL HOURS

SL. NR.	Services	Hours
1.	Aerodrome Administration	0900 LT to 1700 LT Except Friday & Saturday
2.	Custom and Immigration	H24
3.	Health and Sanitation	H24
4.	AIS briefing office	H24
5.	ATS reporting office (ARO)	H24
6.	MET briefing office	H24
7.	Air traffic service	H24
8.	Fuelling	H24
9.	Handling	H24
10.	Security	H24
11.	De-icing	NIL
12.	Remarks	NIL

VGHS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	01 Mobile cranes 12 Container pallet loaders 09 Container pallet transporters 10 Belt loaders 22 Baggage tow tractors 50 Cargo/Baggage trolleys 145 Container trolleys/dollies 45 Hand trolleys 09 Fork lifters 01 Narrow Aisle stacker 75 Pallet Trolley
2	Fuel/Oil Types	Jet A-1 AVGAS 100LL, Pack drum
3	Fuelling facilities/Capacity	Hydrant dispenser, Bowser refueling for 24 hours.
4.	De-icing facilities	NIL requirement
5.	Hangar space for visiting aircraft	By arrangement with Biman Bangladesh Airlines (BBC)
6.	Repair facilities for visiting aircraft	Limited
7.	Remarks	Nil

VGHS AD 2.5 PASSENGER FACILITIES

1	Hotels	One 5 Star hotel at Nikunja (2 km towards city), Unlimited in Dhaka city.
2.	Restaurant accommodation	Limited at the Airport, Unlimited in Dhaka City
3.	Transportation available	Buses, Taxis and Trains to Dhaka City.
4.	Medical facilities	24 hours doctor avbl from Health Dept. Ambulance avbl 24 H, Hospitals and Clinic avbl within 1 NM.
5.	Banks	Available at Airport
6.	Tourist office	Available at Airport
7.	Post Office	Not available at Airport, but available at Hajj Camp (1KM)
8.	Remarks	International address: http://www.caab.gov.bd for any Information

VGHS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	CAT - 9
2.	Rescue equipment	AVBL to meet the ICAO requirement for CAT9
3.	Disabled Aircraft Removal	VGHS have MOU with Bangladesh Air force for disable aircraft removal and equipment of Biman Bangladesh Airlines ground handler for aircraft removal also used for all type of aircraft which are operating at HSIA, in case of aircraft disable within the airport other than the ditch surface.
4.	Remarks	Nil

VGHS AD 2.7 SEASONAL AVAILABILITY CLEARING2.7.1 The airport is available for all seasons. Side strips become unusable during monsoon. There is no requirement for clearing.

VGHS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1.	Apron Surface and Strength	Apron (Main)	Surface: Rigid pavement, Strength: PCN 70/R/B/W/T
		Apron (North of Fire Station)	Surface: Rigid pavement, Strength: PCN 106/R/B/W/T
		Cargo Apron	Surface: Rigid pavement, Strength: Northern side: PCN106 /R/B/W/T Eastern side: PCN 80/R/B/W/T Western side: PCN 59/R/B/W/T
2.	Taxiway Width, Surface and Strength	C (Charlie) Taxiway	Width: 23m & Shoulder 10.5m both side of TWY Surface: Flexible pavement, Strength: PCN 98/F/C/W/T
		T7 (Tango seven)-Portion of TWY C intersection with Apron	Width: 23m & Shoulder 10.5m both side of TWY Surface: Flexible pavement, Strength: PCN 98/F/C/W/T
		T9 (Tango Nine) (Previous 'F')	Width: 23m & Shoulder 10.5m both side of the TWY. Surface: Flexible pavement, Strength: PCN 107/F/C/W/T
		T10 (Tango ten) (Previous 'E') Taxiway	Width: 32.6m & Shoulder 10.5m both side of TWY Surface: Flexible pavement, Strength: PCN 148/F/B/W/T
		N (November) Taxiway	Width: 23m & Shoulder 10.5m both side of TWY Surface: Flexible pavement, Strength: PCN 192/F/C/W/T
		S (Sierra) Taxiway	Width: 23m & Shoulder 10.5m both side of TWY Surface: Flexible pavement, Strength: PCN 162/F/B/W/T
		N1 (November One) Taxiway	Width: 23m & Shoulder 10.5m both side of TWY Surface: Flexible pavement Strength: PCN 125/F/C/W/T
		N2 (November two) Taxiway	Width: 23m & Shoulder 10.5m both side of TWY Surface: Flexible pavement, Strength: PCN 167/F/C/W/T
		S1 (Sierra One) Taxiway	Width: 23m & Shoulder 10.5m both side of TWY Surface: Asphalt pavement, Strength: PCN 191/F/C/W/T
		S2 (Sierra two) Taxiway	Width: 23m & Shoulder 10.5m both side of TWY Surface: Flexible pavement, Strength: PCN 231/F/C/W/T
		S3 (Sierra Three) Taxiway	Width: 23m & Shoulder 10.5m both side of TWY Surface: Flexible pavement, Strength: PCN 162/F/B/W/T
3.	Altimeter checkpoint location and elev.	Not designated	
4.	VOR checkpoints	330° 2.1NM ('N2'TWY Holding); 331°55′ 1.2NM ('C'TWY Holding); 336° 0.7NM ('S2'TWY Holding) & 345° 0.4NM ('S3'TWY Holding) Freq. 112.7MHz.	
5.	INS checkpoints	Nil	

VGHS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING

1	Use of aircraft stand ID signs, TWY guidelines and visual docking/parking guidance system of aircraft stands; Boarding **Bridges:** Tow bar:	Taxiing guidance signs at all intersections with TWY and RWY at all holding positions, guidelines at apron, nose-in guidance at aircraft stands. **8(eight)** boarding bridges are available at stands nrs. 4, 5, 6, 7, 8, 9, 10 & 11 for passenger's use and can accommodate acft fm A320 up to B747 in size. Due to parking and maneuvering problem, all ACFT with wing-span more than 80ft operating to/fm Hazrat Shahjalal International Airport are required to have tow bar for pushback.
2.	RWY and TWY markings and LGT	RWY: 14/32 RWY marking aids: THR, TDZ, Centre line, Fixed distance, Side strip, RWY designator all runways. RWY LGT: RCLL, REDL, RTHL with Wing- bar, RENL, RTZL. TWY marking aids: AVBL on TWY holding position, TWY centre line at all taxiways. TWY EDGE LGT: AVBL at all curves TWY centre line LGT: AVBL at all TWYs Intermediate Holding Position LGT: AVBL (Yellow)
3	Stop bars	TWY Stop bar LGT: Avbl at all TWY holding position.
4.	Remarks	NIL

VGHS AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas	In circling area and at AD
Consult AOC type-A, Hazrat Shahjalal Intl. Page VGHS AD 2-17	Obstruction in the circling area and aerodrome are shown on the instrument approach chart and page VGHS AD 2-11. Obstructions are provided with day marking and obstruction lights where applicable.

VGHS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated Met office	Main Met Office (MMO), Hazrat Shahjalal Intl. Airport (VGHS)
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	MMO, Hazrat Shahjalal Intl. (VGHS) 6, 12
4	Type of landing forecast Interval of issuance	TREND
5	Briefing/ consultation provide	P.D. T
6	Flight documentation Languages used	C.PL English
7	Charts and other information available for briefing or consultation	S, U
8	Supplementary equipment available for providing information	WXR
9	ATS units provided with information	Dhaka ACC/FIC; APP; TWR
10	Additional information	Tel: 880-2-8901013 (Met office)

VGHS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designator RWY NR	TRUE BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY & SWY	THR Coordinates	THR ELEV and highest ELEV of TDZ (ft)	Slope of RWY – SWY
1	2	3	4	5	6	7
14	143.71^0	3200x45	111/F/C/X/T Asphalt concrete	235118.08N 0902318.67E	**26**	Nil
32	323.71^0	3200x45	111/F/C/X/T Asphalt concrete	234954.05N 0902425.38E	**26**	Nil

Designator RWY NR	RESA	STRIP(m)	Remarks
1	8	9	10
14	90 X 90 m	3710 X 280	Nil
32	90 X 90 m	3710 X 280	

Designator RWY NR	SWY Dimensions(m)	CWY Dimensions(m)	OFZ	Remarks
1	11	12	13	14
14	240x45	425x150	Within the CWY	25 ft (8M) brick soiling with bitumen carpeting shoulder at both sides of RWY.
32	150x45	300x150		

VGHS AD 2.13 DECLARED DISTANCES

1	2	3	4	5	6	Remarks
RWY Designator	TORA(m)	TODA(m)	ASDA(m)	LDA(m)	RESA(m)	Due to Length reduction of SWY
14	3200	3625	3440	3200	90	
32	3200	3500	3350	3200	90	

VGHS AD 2-14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT Type LEN INTST	THR LGT Color WBAR	PAPI (VASIS) Angle MEHT	TDZ LGT LEN	RWY Centre Line LGT Length, Spacing, Color INTST	RWY edge LGT LEN, Spacing, color INTST	RWY END LGT Color	SWY LGT Length Colour	Remarks
1	2	3	4	5	6	7	8	9	10
14	High Intensity approach lighting (900M) distance coded centerline lights showing variable White and crossbars at 150M, 300M, 450M, 600M and 750M. Red Side Row Barrettes.	Green Supplemented by Green Wing-bar	PAPI 3^0 LEFT 67FT	White 900M.	3200M. 30M Inset High Intensity centerline lights as follows: From THR to 900M from RWY end: White, 300M to 900M from RWY end: ALTN Red /White, 300M to RWY end: RED	3200M. 60M. High Intensity White/Amber edge lights as follows: From THR to 600M from RWY end: White 600M to RWY end: Amber	Red	150M Red	Nil
32	Simple approach Lighting system. 420M	Green supplemented by Green Wing-bar	PAPI 3^0 LEFT 65FT	Nil	3200M. **30M**. Inset High Intensity centerline lights as follows: from THR to 900M from RWY end: White, 300M to 900M from RWY end: ALTN Red/ White, 300M to RWY end: Red	3200M. 60M. High Intensity White/ Amber edge lights as follows: from THR to 600M from RWY end White, 600M to RWY end: Amber	Red	240M Red	Nil

VGHS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN Location, Characteristics and hours of operation	ABN:235057.20N 0902413.24E(over control TWR) Altn W/G every 5 sec (hours: HN & VIS< 5 Km) W500 G75
2	LDI location and LGT Anemometer location and LGT	Nil Cup anemometer over control TWR, windsocks end of RWY 14(Lighted)/32 and in the middle of RWY.
3	TWY edge and center line lighting	Blue lights on TWY curved edges and green centerline lights on all TWYs
4	Secondary power supply/switch over time.	CAT-I During main power supply failure, Automatic standby generator power supply available for Precision Approach 14, Simple Approach 32, PAPI RTHL, RENL, REDL, RCLL, RTZL, RETIL, TWY CL, TWY Edge LGT, Intermediate Holding position LGT, Guard LGT, Turn pad Edge LGT, Taxing Guidance sign & Apron Flood lights within 15 seconds.
		CAT-II: During main power supply failure, Switch over time of power supply through online UPS for Precision Approach 14, RCLL, RTZL, RTHL, RENL, all stop bars within 1 second. And other AGL system within 15 seconds through Automatic standby generator.
5	Remarks	Apron lights: High intensity flood lights, Turn pad 32 end: Blue color Edge LGT Available Gurd Light: AVBL at Night.

VGHS AD 2.16 HELICOPTER LANDING AREA
As directed by ATC

VGHS AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	Dhaka Control Zone
	Lateral limits	A circle of 25 NM radius centered at Dhaka VOR (234927.42N 0902446.52E) except that portion which falls north of the straight-line joining points 241147N 0903550E and 241147N 0901350E
2	Vertical limits	GND to FL055
3	Airspace Classification	C
4	ATS Unit call sign Language	Dhaka Tower English
5	Transition altitude	6000 ft AMSL
6	Hours of applicability (or activation)	H24
7	Remarks	Nil

1	Designation	Aerodrome Traffic Zone (ATZ)
	Lateral limits	ATZ is oval shaped area joining outer tangents of 5NM (9 km) radius circles centered at the RWY centre and both ends of RWY
2	Vertical limits	4000ft
3	Airspace Classification	C
4	ATS Unit call sign Language	Dhaka Tower English
5	Transition altitude	6000ft AMSL
6	Hours of applicability (or activation)	H24
7	Remarks	Nil

VGHS AD 2.18 AIR TRAFFIC SERVICES COMMUNICATIONS FACILITIES

Service Designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
ACC	Dhaka Control	125.700 MHz	FM 1400 to 0200 UTC (next day)	EMERG FREQ 121.500MHz
ACC (Upper)	Dhaka Control	PRI 125.700 MHz SRY 129.700 MHz	H24	FL285 TO FL460
ACC (Lower)	Dhaka Control	PRI 126.700 MHz SRY 130.700 MHz	FM 0200 to 1600 UTC	GND TO FL285
TWR (Aerodrome and Approach Control (Non–Radar)	Dhaka Tower	PRI 118.300 MHz SRY 119.300 MHz	H24	EM: A3
APP (Radar)	Dhaka Approach	PRI 121.300 MHz SRY 120.375 MHz	H24	Jurisdiction: Dhaka Control Zone and part of Dhaka TMA upto FL 155
SMC	Dhaka Ground	121.800 MHz	H24	NIL
Air Ground	Dhaka Radio	3491 kHz, 6556 kHz, 10066 kHz, 2947 kHz	H24	MWARA (3491,6556,10066) kHz RDARA (2947) kHz EM: A3 coordinate: 235057.20N 0902413.24E
ATIS	Dhaka Information	127.400 MHz	H24	Nil

VGHS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid	Ident	Freq	Opr hr	Position of transmitting antenna Coordinates	Elev of DME Transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR	DAC	112.700 MHz	H24	234927.4N 0902446.5E		144 ^{0} MAG, 1012 M FM THR RWY 32 EM: A2
DME	DAC	1161 MHz	H24	234927.4N 0902446.5E	57ft AMSL	144^{0} MAG, 1012 M FM THR RWY 32 EM: A9
ILS/LOC RWY 14	IDA	109.500MHz	H24	234940.0N 0902436.5E		145^{0} MAG, 550m FM THR RWY 32 EM: A2
ILS/GP RWY 14	-	332.600 MHz	H24	235112.7N 0902328.6E	50 ft	Glide slope 3^{0}, 130M off set to east of Rwy central line and 300M inward FM Rwy THR 14. RDH 51ft, EM:A3
ILS/DME RWY 14	-	RX-1056 MHz, RPLY-993 MHz	H24	235112.7N 0902328.6E		Co-located With GP-14
LO	DA	375 kHz	H24	235558.4N 0901936.5E		324^{0} MAG, 5.8NM FM THR RWY 14 EM:A2
ILS/LOC RWY 32	DHA	108.500MHz	H24	235126.7N 0902312.0E		324^{0} MAG AND 310m FM THR RWY 14 EM: A2
ILS/GP RWY 32	-	329.900 MHz	H24	235004.6N 0902422.8E	50 ft	Glide slope 3^{0}, 130M off set to east of RWY central line and 305M inward FM THR 32. RDH 52ft, EM:A3
ILS/DME RWY 32	-	RX-1046 MHz, RPLY-983 MHz	H24	235004.6N 0902422.8E		Co-located With GP-32

VGHS AD 2.20 LOCAL TRAFFIC REGULATIONS
Prior approval to be obtained from ATC
VGHS AD 2.21 NOISE ABATEMENT PROCEDURES

1. SIDs are designed to make all take-off noise abated.

VGHS AD 2.22 FLIGHT PROCEDURES

NIL
VGHS AD 2.23 ADDITIONAL INFORMATION

1. Aerodrome Reference Code: 4E
2. Bird Concentrations:
Bird concentrations may exist on or in the vicinity of Hazrat Shahjalal International Airport, Dhaka due to low lying area around the airfield. Bird shooters are deployed on the maneuvering area to reduce the bird hazard. Moreover, necessary information about the location of birds, if visible, is transmitted to the pilots by Aerodrome Control Tower. However, pilots are requested to exercise caution while approaching to land & takeoff.

3. Additional Information:

(a) There is an open-air storm water drain on the western side strip of the runway almost along the full length of the runway at a distance of 105-120m from the center line of the runway. Pilot to exercise caution during landing and take-off especially when runway is wet and strong cross wind from NE. In support, an aeronautical study for the water drain was done.
(b) There are 2(two) arresting barriers located at distance of 57 m and 117 m respectively from ends of runway 14 and runway 32 (within runway strips) and barrier base of height 2(two) ft from the surface, located 31m away on each side of the extended center line of the runway. Pilots have to exercise caution during landing and take-off especially when runway is wet and strong wind from NE. In support, an aeronautical study for the water drain was done.

4. Probable Measure to Reduce RT Communication:
(a) Post Landing Communication: After landing all aircraft will vacate the runway by available taxiway or by ATC instructions and change to Dhaka Ground frequency except the low visibility operation. During the low visibility operation, pilots have to report the runway vacation.

(b) Pre-Departure Communication: All departing aircraft will change to Tower frequency when reaching the runway holding point or in sequence on the runway holding point.

LIST OF HIGH MAST/ TOWER/ BUILDING/ BARRIER/ ANTENNA AROUND HAZRAT SHAHJALAL INTERNATIONAL AIRPORT, DHAKA

SL No	Name of the significant obstacles/obstructions	Co-ordinates Of the Obstacle	True Bearing FM REF point	Dist (m) FM Ref Point	Elevation AMSL (FT)	LGT
1	DVOR Mast	234927.41N 902446.52E	143.86	2611	51.03	Yes
2	Control Tower	235057.18N 0902413,24E	026^0	1376	102	Yes
3	Water Tank, CAAB HQs	235116.08N 0902413.56E	026^0	1376	162	Yes
4	T.V. Tower, Rampura	234555.75N 902523.53E	135.035	9001	443.02	Yes
5	Tower at Army HQ Building, Dhaka Cantonment	234825.79N 902402.38E	175.81	4019	227	Yes
6	Tower at Naval HQ Building, Banani	234808.57N 902415.37E	171.71	4593	216	Yes
7	Tower at BTCL Office, Mogbazar.	234453.27N 902429.14E	174.31	10593	341	Yes
8	Wireless Mast at Mirpur Radio Centre.	234650.01N 902123.52E	211.16	8130	223	Yes
9	Wireless Mast at Savar Radio Centre.	235146.87N 901555.98E	279.21	13649	432	Yes
10	Wireless Mast at Nayarhat Radio Centre.	235422.99N 901156.15E	289.06	21428	683	Yes
11	Tower at Pallabi, Mirpur.	234931.66N 902135.22E	242.91	4352	213	Yes
12	Tower at Auchpara/Khortail, Tongi.	235512.09N 902308.26E	351.71	8575	217	Yes
13	Antenna at RAB-1, Uttara.	235127.83N 902413.53E	020.9	1704	262	Yes
14	Hotel Le Meridian, Nikunja-2	235011.93N 902504.17E	109.97	2167	216	Yes
15	Hotel Westin, Gulshan-2	234735.80 N902453.10 E	162.89	5815	365	Yes
16	Radio Mast, RAB- 4 (Paikpara), Mirpur	234708.99N 902125.55E	213.07	7593	266	Yes
17	Tower on Concord Regency, Panthapath	234508.67N 902256.39E	188.89	10186	264	Yes
18	CRP Hospital, Mirpur	234814.0N 902314.7E	193.59	4496	227	Yes
19	Queen Mary College, KA-90, Kuril	234906.5N 902515.9E	139.25	3637	166	-
20	ABC Heritage, Uttara	235139.5N 902356.0E	003.3	1955	194	Yes
21	Garden Tower, Paribagh	234432.3N 902339.3E	181.84	11197	230	Yes
22	Syed Centre, Rd#35, Sector-7, Uttara	235216.10N 902400.40E	004.41	3087	219	Yes
23	A.H.Tower, House- 35, Sector-3, Uttara, Dhaka	2352 00.6 N 902358.5 E	004.03	2607	232	Yes

SL No	Name of the significant obstacles/obstructions	WGS Co-ordinates		Elevation AMSL		LGT
		Latitude	Longitude	Feet	Meter	
24.	BNS Centre, Rd#35, Sector-7, Uttara	235215.40 N	902400.30 E	255	77.72	Yes
25.	Nitol Niloy, 42/69, Nikunju 2, Khilkhet.	235004.50 N	9025 06.30 E	186	56.69	Yes
26.	Lotas Kamal Tower, Nikunju 2, Khikhet.	234958.70 N	902507.80 E	204	62.18	Yes
27.	Rajuk Trade Centre, Nikunju-2, Khilkhet.	234946.20 N	902509.80 E	203	61.88	Yes
28.	Malovika, Staff Quarter, Zia Colony, Dhaka Cant.	234902.90 N	902412.50 E	214	65.22	Yes
29.	Sarnalata Staff Quarter, Staff Road, Dhaka Cant.	234839.20 N	902415.80 E	184	56.08	Yes
30.	Galf High, Banani	234801.90 N	902410.30 E	197	60.05	Yes
31.	H.B. Tower, Prime Asia University, Banani.	234736.90 N	902411.50 E	207	63.09	Yes
32.	Star Tower, Kamal Ataturk Avenue, Banani.	234738.00 N	902412.40 E	197	60.05	Yes
33.	Bashati TowerH#15, Rd#17, Banani.	234736.50 N	902413.40 E	203	61.88	Yes
34.	Safura Tower, Kamal Ataturk Avenue, Banani.	234735.80 N	902414.60 E	248	75.59	Yes
35.	F. R Tower, Kamal Ataturk Avenue, Banani.Dalta Dahlia, Kamal Ataturk Avenue, Banani.	234737.90 N	902416.40 E	248	75.59	Yes
36.	Dalta Dahlia, Kamal Ataturk Avenue, Banai.	234739.10N	902416.70 E	240	73.15	Yes
37.	BuluOcen Tower, 40 Kamal Ataturk Avenue, Banani.	234738.60 N	902419.60 E	296	90.22	Yes
38.	Abedin Tower, Rd-17, Banani.	234735.70 N	902419.90 E	201	61.27	Yes
39.	Iqbal Centre, Kamal Ataturk Avenue, Banani.	234737.00 N	902420.60 E	217	66.14	Yes
40.	Awal Tower, Kamal Ataturk Avenue, Banani.	234737.50 N	902418.20 E	274	83.51	Yes
41.	Rupsha Tower, Banani.	234736.80 N	902411.00 E	202	61.57	Yes
42.	Sher Tower, H#13/B, Rd#17, Banani.	234736.50 N	902412.70 E	214	65.22	Yes
43.	Hotel Sarina, Banani.	234736.20 N	902416.10 E	258	78.63	Yes
44.	Bashata Horizon, H#21, Rd#17, Banani.	234736.30 N	902414.90 E	225	68.58	Yes
45.	Century Tower, Banani.	234736.30 N	902415.30 E	258	78.64	Yes
46.	BTA Tower, Rd#17, Banani.	234736.00 N	902417.60 E	228	69.50	Yes
47.	Sweet Dream Hotel, 62/1 Kamal Ataturk Avenue, Banani.	234736.40 N	902426.90 E	208	63.40	Yes
48.	Landmark, House#12/14, Gulshan-2	N 234742.60	902449.30 E	211	64.31	Yes
49.	P.B.L Tower, House#39, Gulshan.	N 234740.50	902447.40 E	227	69.19	Yes
50.	Mariam Tower-1, 78/3, Nikunja-2, Khilkhet	234738.60 N	902548.00 E	251	76.51	Yes
51.	Red Crescent Concord Tower, H# 17, Mohakhali.	234651.90 N	904649.20 E	253	77.12	Yes

52.	Mohakhali Tower, H#82, Mohakhali	234651.40 N	902414.00 E	265	80.77	Yes
53.	Medona Tower, H#28, Mohakhali.	234651.80 N	902417.10E	224	68.28	Yes
54.	Rupayon Center, H# 72, Mohakhali	234649.30N	902421.20E	278	84.73	Yes
55.	Nitol Center, H # 71, Mohakhali	234649.30 N	902421.90 E	222	67.67	Yes
56.	IL Engineers Bhaban, H#69, Mohakhali.	234649.10 N	902423.20 E	300	91.44	Yes
57.	Square Center, HH#48, Mohakhali	234650.40 N	902425.70 E	261	79.55	Yes
58.	BRAC University, H#66, Mohakhali	234648.00 N	902425.70 E	265	80.77	Yes
59.	BAY, H#50, Mohakhali.	234649.80 N	902427.30 E	267	81.38	Yes
60.	Kaderia Tower, 28/8-B, Mohakhali	234649.70 N	902436.90 E	208	63.40	Yes
61.	BRAC Center, H# 75, Mohakhali	234647.70 N	902436.70 E	288	87.78	Yes
62.	Rangs Water Front, H#1, Gulshan1	234652.60 N	902442.90 E	234	71.32	Yes
63.	GulshanVill, H#3, Gulshan-1	234653.10 N	902447.50 E	209	63.70	Yes
64.	Navana Tower, H#45, Gulshan-1	234448.90 N	902500.60 E	314	95.71	Yes
65.	Jabbar Tower, H#42, Rd#135, Gulshan-1	234646.80 N	902500.90 E	245	74.68	Yes
66.	F & I Tower, H#220/A/1, West Kafrul.	234715.50 N	902237.90 E	141	42.98	Yes
67.	P.R.Tower, H#924/1, Shewrapara.	234729.50 N	902231.60 E	142	43.28	Yes
68.	Arabian Tower , H#849/3, Shewrapara.	234723.20 N	902234.60 E	138	42.06	Yes
69.	Youth Group, H#822/2, East Kafrul.	234719.20 N	902235.90 E	159	48.46	Yes
70.	MisamiBitopi, H#822/3, East Kafrul.	234718.50 N	902236.50 E	167	50.90	Yes
71.	DGFI Office, Kachukhet, Dhaka Cant.	234725.90 N	902318.10 E	239	72.85	Yes
72.	IDB Bhaban, E/8, Agargaon.	234642.60 N	902245.80 E	320	97.54	Yes
73.	LGED-RDEC BhabanAgargaon.	234641.10 N	902240.30 E	219	66.75	Yes
74.	Asha Tower, 23/3, Shyamoli.	234624.30 N	902200.00 E	205	62.48	Yes
75.	BijoySharoni, Tower, 121/3, Tejkunipara	234550.20 N	902323.00 E	155	47.24	Yes

1. STANDARD INSTRUEMENT DEPARTURES (SIDs)-HSIA. DHAKA

All take-off shall be noise abated.
Factors common to all SIDs are:

i) The radials shall be reference to the Dhaka VOR

ii) Aircraft should intercept their cleared track by 10 DME Dhaka.

iii) All references to altitude shall be QNH.

DEPARTURE RUNWAY 14

ATS route Designator	TMA Boundary Designator	SID Designator	Routing after take- off
W1	NIKLI	NIKLI ONE	Maintain Runway heading to 1000 ft then turn left to intercept the 050 radial.
		NIKLI ONE ALFA	Maintain Runway heading to 2000 ft then turn left to intercept the 050 radial.
G463	ADMIL	ADMIL ONE	Intercept the 141 radial.
A462	IKOGU	IKOGU ONE	Maintain Runway heading to 1000 ft then turn right and cross radial 175 at or above 2000 ft to intercept 237 radial.
		IKOGU ONE ALFA	Maintain Runway heading to 2000 ft then turn right to intercept 237 radial.
W2	IBANU	IBANU ONE	Maintain Runway heading to 1000 ft then turn right and cross radial 175 at or above 2000 ft to intercept 243 radial.
		IBANU ONE ALFA	Maintain Runway heading to 2000 ft then turn right to intercept 243 radial.
G463	IDLOX	IDLOX ONE	Maintain Runway heading to 1000 ft then turn right and cross radial 175 at or above 2000 ft to intercept 290 radial.
		IDLOX ONE ALFA	Maintain Runway heading to 2000 ft then turn right to intercept 290 radial.
W3	TEGAK	TEGAK ONE	Maintain Runway heading to 1000 ft then turn right and cross radial 175 at or above 2000 ft to intercept 305 radial.
		TEGAK ONE ALFA	Maintain Runway heading to 2000 ft then turn right to intercept 305 radial.
W9	KAKBO	KAKBO ONE	Maintain Runway heading to 1000 ft then turn right and cross radial 175 at or above 2000 ft to intercept **186 radial.** ←
		KAKBO ONE ALFA	Maintain Runway heading to 2000 ft then turn right to intercept **186 radial.** ←
W14	NUPUR	NUPUR ONE	Intercept the 150 radial.
		NUPUR ONE ALFA	Maintain Runway heading to 2000 ft then turn right to intercept 150 radial.

DEPARTURE RUNWAY 32

ATS route Designator	TMA Boundary Designator	SID Designator	Routing after take off
W1	NIKLI	NIKLI TWO	Maintain Runway heading to 1000ft then turn right to intercept the 050 radial.
G463	ADMIL	ADMIL TWO	Maintain Runway heading to 1000ft then turn right to intercept the 141 radial.
W3	TEGAK	TEGAK TWO	Maintain Runway heading to 1000ft then turn left to intercept the 305 radial.
A462	IKOGU	IKOGU TWO	Maintain Runway heading to 1000ft then turn left to intercept the 237 radial.
W2	IBANU	IBANU TWO	Maintain Runway heading to 1000ft then turn left to intercept the 243 radial.
G463	IDLOX	IDLOX TWO	Maintain Runway heading to 1000ft then turn left to intercept the 290 radial.
W9	KAKBO	KAKBO TWO	Maintain Runway heading to 1500ft then turn left to intercept the **186** radial.
W14	NUPUR	NUPUR TWO	Maintain Runway heading to 1500ft then turn left to intercept the 150 radial.

2. SPEED LIMITATION FOR ARRIVING AIRCRAFT.

IFR Flight: - N/A

VFR Flight: - 250 KT IAS below 3050m (10,000ft) AMSL.

VGHS 2.24 CHARTS RELATED TO HAZRAT SHAHJALAL INTL AIRPORT

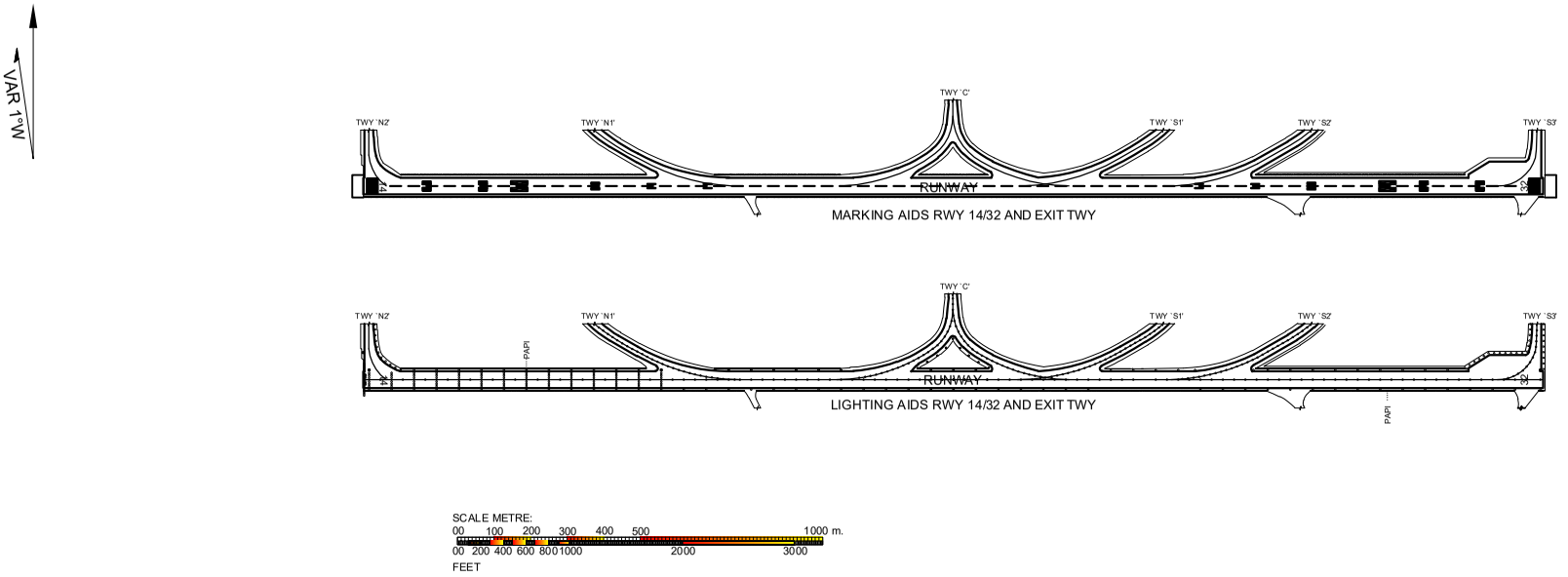
ICAO CHARTS		
NR	Chart Type	Page NR (VGHS)
1.	Aerodrome Chart	AD 2-15
2.	Aerodrome Obstruction Chart	AD 2-17
3.	Parking Chart	AD 2-16
4.	Instrument Approach Chart	AD 2-23 to AD 2 – 49

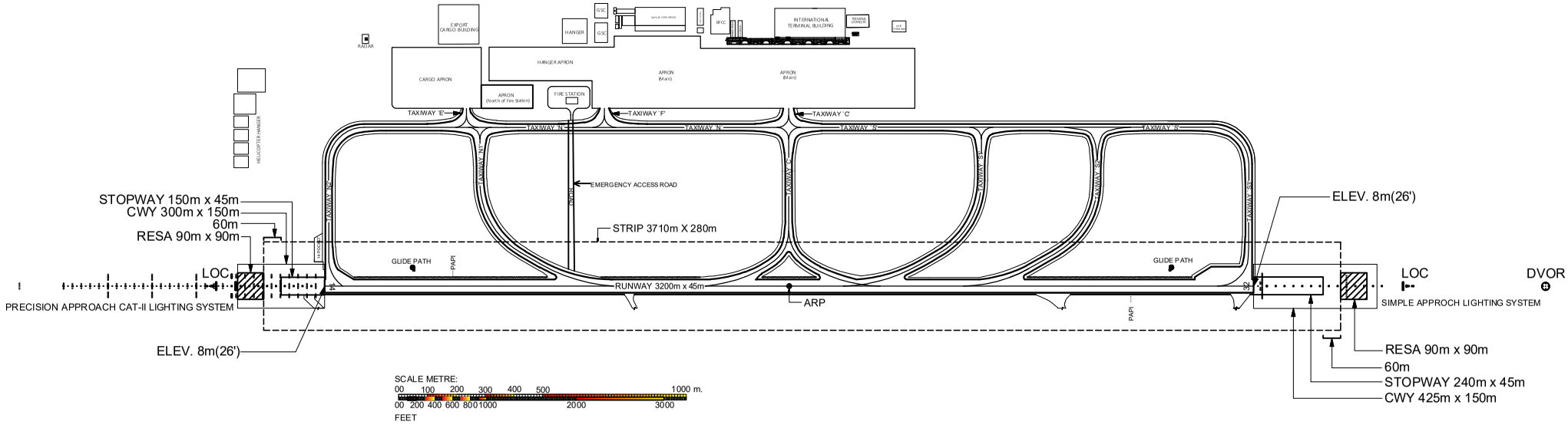
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HAZRAT SHAHJALAL INTERNATIONAL AIRPORT, DHAKA (VGHS)
DHAKA, BANGLADESH

AERODROME CHART-ICAO

MAGNETIC VARIATION 1° W





CHANGE : THR ELEV

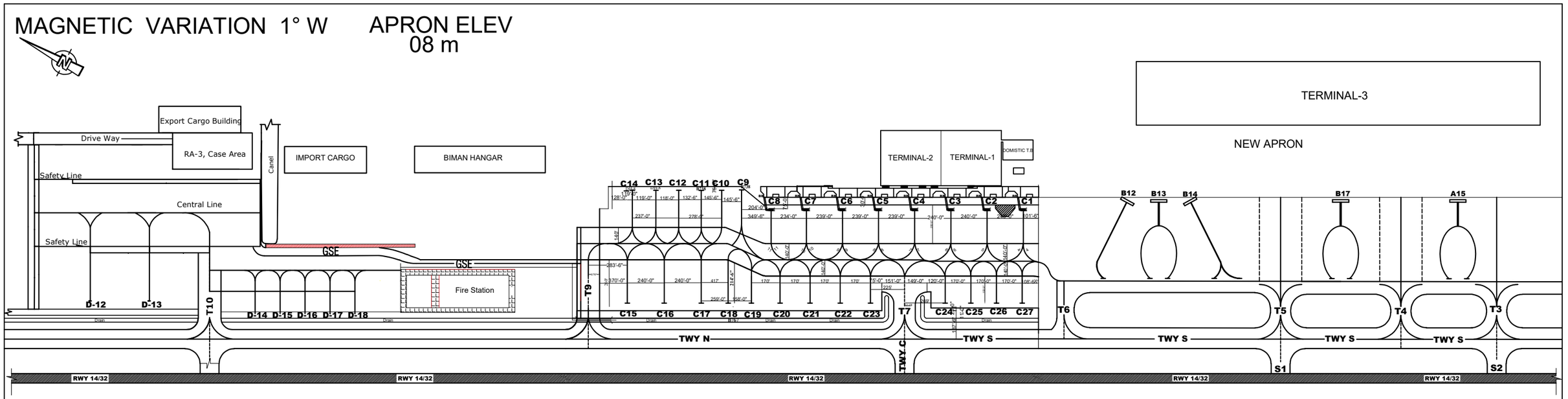
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HAZRAT SHAHJALAL INTERNATIONAL AIRPORT, DHAKA

AIRCRAFT PARKING / DOCKING CHART

MAGNETIC VARIATION 1° W

APRON ELEV
08 m



Bay No.	Latitude	Longitude
D14	23°51'15.60" N	90°23'47.80" E
D15	23°51'14.80" N	90°23'48.40" E
D16	23°51'13.80" N	90°23'49.10" E
D17	23°51'13.20" N	90°23'49.70" E
D18	23°51'12.30" N	90°23'50.40" E
D12	23°51'21.40" N	90°23'43.70" E
D13	23°51'19.50" N	90°23'45.20" E

BAY NO.	Latitude	Longitude
C1	235045.12N	0902420.48E
C2	235048.00N	0902418.00E
C3	235048.95N	0902417.40E
C4	235050.87N	0902415.88E
C5	235052.79N	0902414.35E
C6	235054.71N	0902414.83E
C7	235056.62N	0902411.31E
C8	235058.53N	0902409.79E
C9	235100.86N	0902409.51E
C10	235102.40N	0902408.28E
C11	235104.24N	0902406.18E
C12	235101.42N	0902407.70E
C13	235105.70N	0902454.30E
C14	235105.59N	0902404.43E

BAY NO.	Latitude	Longitude
C15	235102.50N	0902358.50E
C16	235100.70N	0902400.00E
C17	235058.60N	0902401.50E
C18	235056.90N	0902402.90E
C19	235055.40N	0902404.00E
C20	235054.00N	0902405.10E
C21	235052.80N	0902406.30E
C22	235051.40N	0902407.20E
C23	235050.00N	0902408.40E
C24	235045.90N	0902411.40E
C25	235044.70N	0902412.50E
C26	235043.30N	0902413.50E
C27	235041.90N	0902414.70E

Bay No.	Latitude	Longitude
B12	23°50'38.60" N	90°24'23.30" E
B13	23°50'37.40" N	90°24'24.50" E
B14	23°50'36.20" N	90°24'25.60" E
B17	23°50'30.90" N	90°24'29.70" E
A15	23°50'26.10" N	90°24'33.40" E

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AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

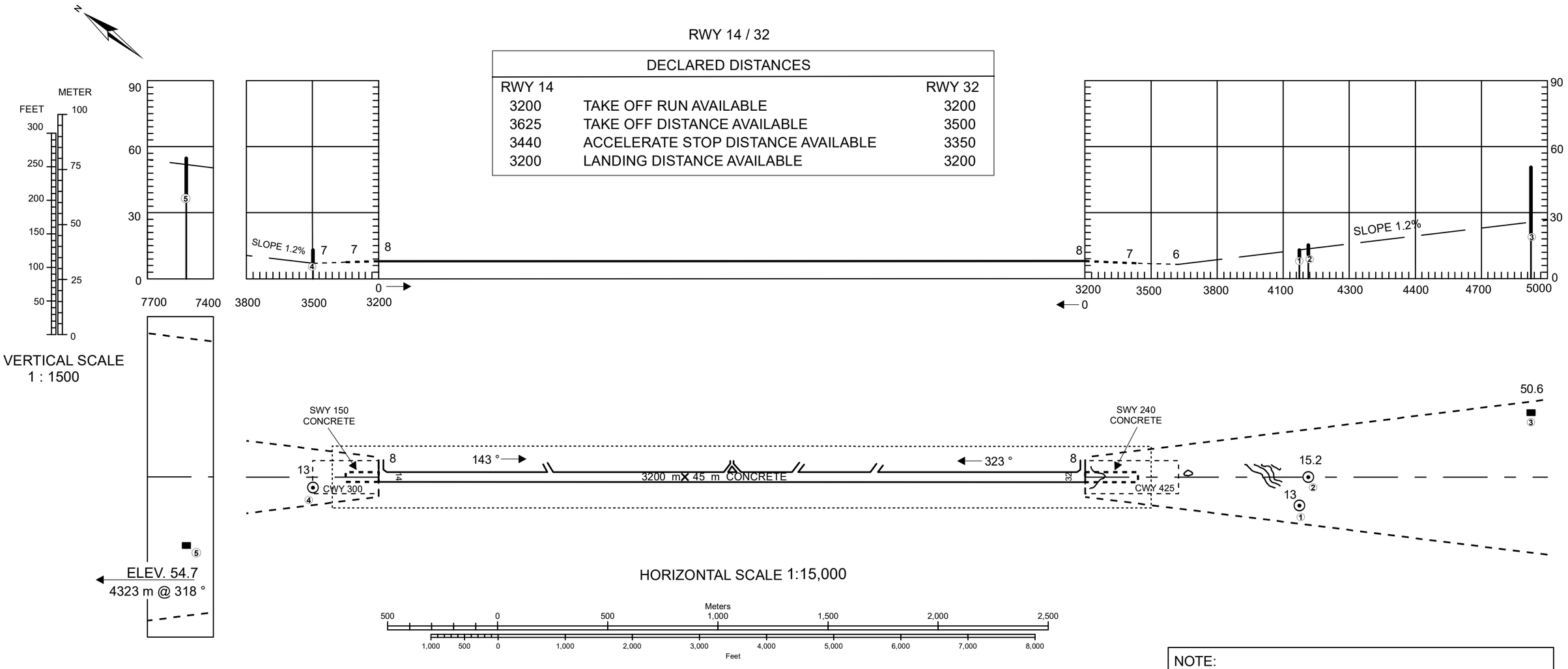
DIMENSIONS AND ELEVATIONS IN METERS

DHAKA / HAZRAT SHAHJALAL INTERNATIONAL AIRPORT

MAGNETIC VARIATION 1 ° W - JAN 2020

RWY 14 / 32

DECLARED DISTANCES		
RWY 14		RWY 32
3200	TAKE OFF RUN AVAILABLE	3200
3625	TAKE OFF DISTANCE AVAILABLE	3500
3440	ACCELERATE STOP DISTANCE AVAILABLE	3350
3200	LANDING DISTANCE AVAILABLE	3200



Legend	
IDENTIFICATION NUMBER	①
POLE, TOWER, SPIRE, ANTENNA, ETC	⊙
BUILDING OR LARGE STRUCTURE	■
TERRAIN CONTOUR	~
STOPWAY	▭
CLEARWAY	▭

ID. NO.	OBJECT NAME	LATITUDE	LONGITUDE	DISTANCE
01	MLAT ANTENNA	23° 49' 25.900" N	90° 24' 42.500" E	973.9
02	DVOR MAST	23° 49' 27.420" N	90° 24' 46.520" E	1014.1
03	PROVIDENCE	23° 49' 6.500" N	90° 25' 15.900" E	2025.4
04	MLAT ANTENNA	23° 51' 24.984" N	90° 23' 11.004" E	298.2
05	BGMEA UNIVERSITY	23° 53' 5.500" N	90° 21' 39.700" E	4323.4

NOTE:

* VERTICAL DATUM USED - MEAN SEA LEVEL

* CONSIDERING APPROACH LIGHTS AND ILS ANTENNA AS FRANGIBLE ARE NOT SHOWN ON THE CHART

ORDER OF ACCURACY
HORIZONTAL 00 m
VERTICAL 00 m

AMENDMENT RECORD		
No.	DATE	ENTERED BY

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Change: NDB chart is deleted

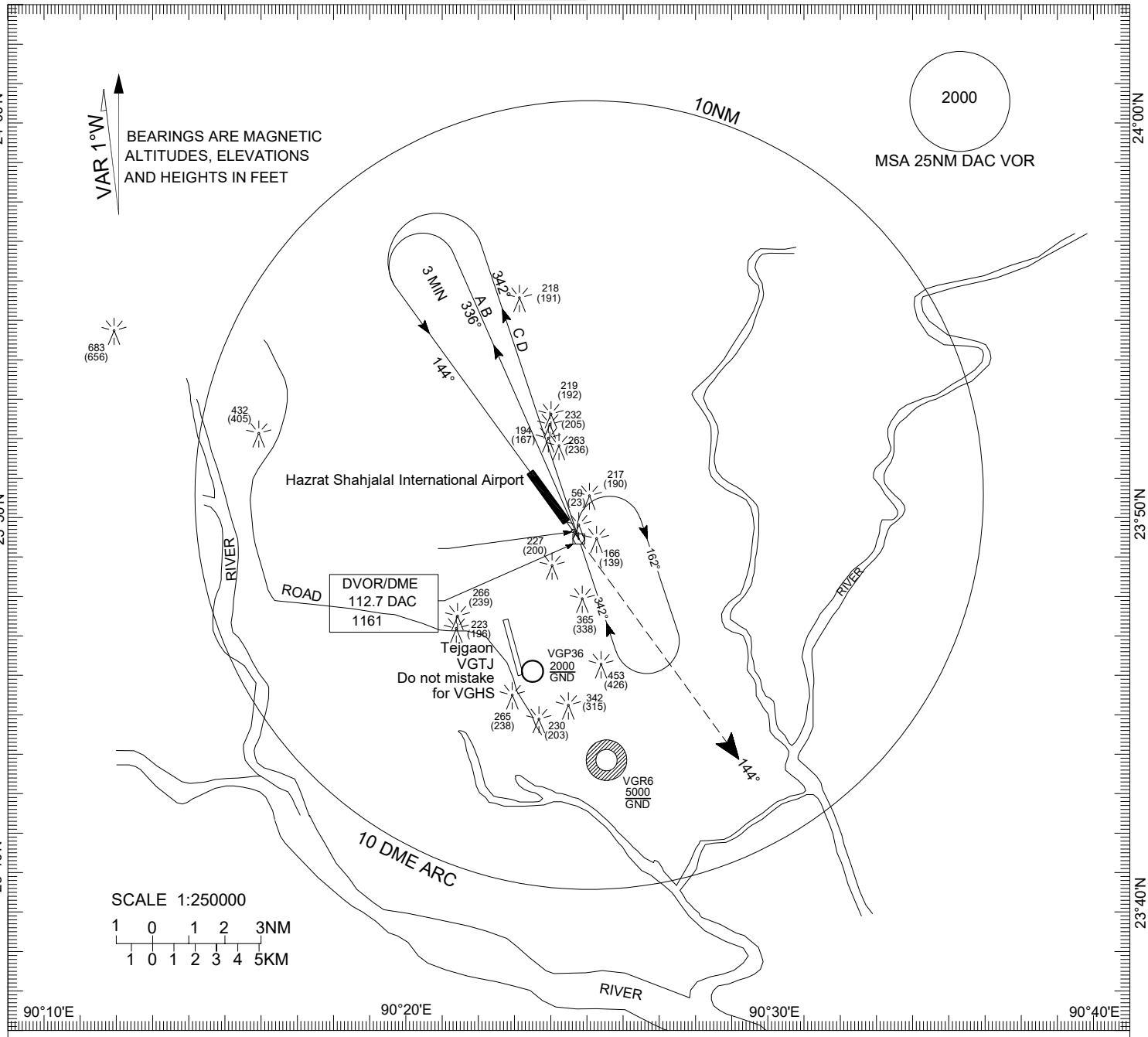
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INSTRUMENT
APPROACH CHART
CHART-ICAO

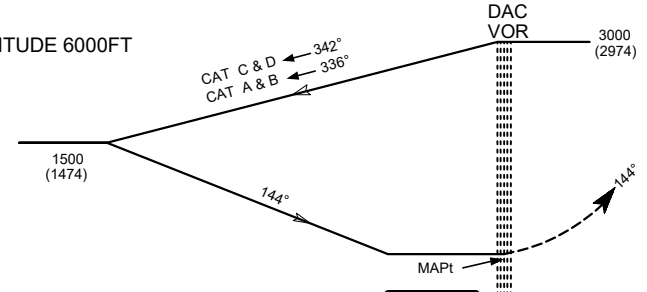
ELEV 26 FT
HEIGHTS RELATED
TO AD ELEV

ATIS	127.4
ACC(U)	125.7
ACC(L)	126.7
APP	121.3
TWR	118.3
GND	121.8

DHAKA, BANGLADESH
HAZRAT SHAHJALAL INTERNATIONAL AIRPORT
VOR RWY 14



TRANSITION ALTITUDE 6000FT



MISSED APPROACH
CLIMB TO 2000FT/610M ON
TRACK 144° CONTACT ATC
FOR FURTHER INSTRUCTION

THR ELEV 26

MET MINIMA VIS 2800m	7 6 5 4 3 2 1 0 1 2 3 4 5 6 7 8 NM				
CATEGORY OF ACFT		A	B	C	D
OCA (H)		470 (444)			

CHANGE : THR ELEV, OCH, TA UPDATED & TL DELETED

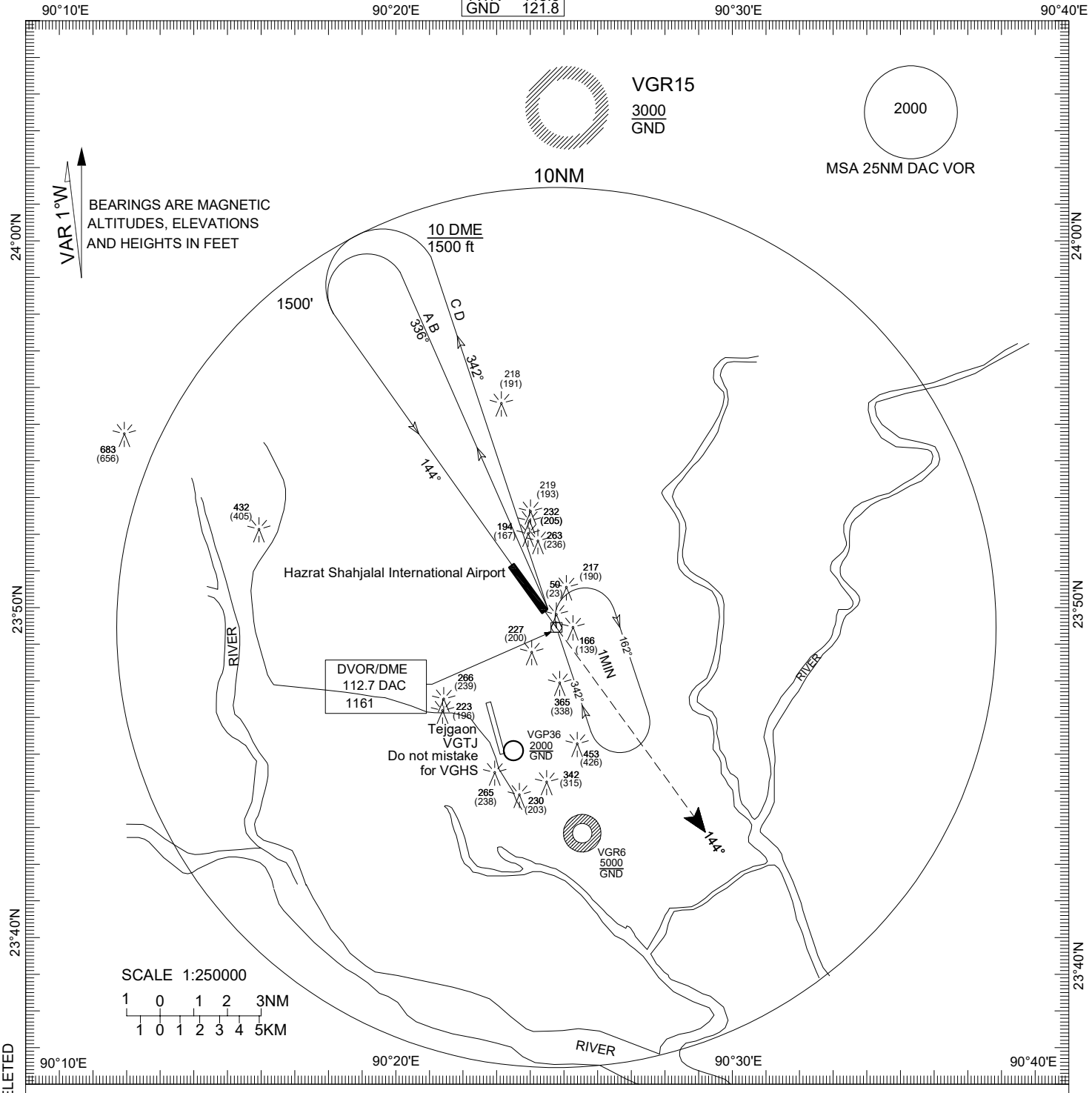
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INSTRUMENT
APPROACH CHART
CHART-ICAO

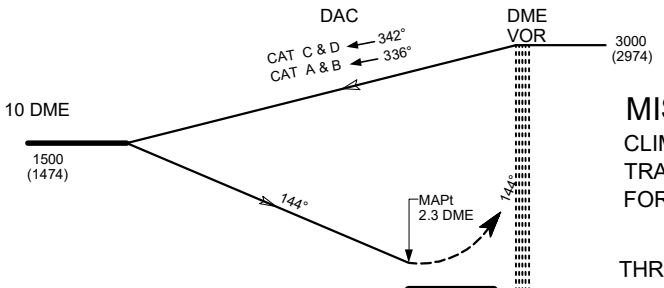
ELEV 26 FT
HEIGHTS RELATED
TO AD ELEV

ATIS	127.4
ACC(U)	125.7
ACC(L)	126.7
APP	121.3
TWR	118.3
GND	121.8

DHAKA, BANGLADESH
HAZRAT SHAHJALAL INTERNATIONAL AIRPORT
VOR/DME Rwy 14



TRANSITION ALTITUDE 6000FT



MISSED APPROACH

CLIMB TO 2000FT/610M ON
TRACK 144°, CONTACT ATC
FOR FURTHER INSTRUCTION

THR ELEV 26

MET MINIMA VIS 2800m	10 9 8 7 6 5 4 3 2 1 0 1 2 3 4 5 6 7 8 NM				
CATEGORY OF ACFT	A	B	C	D	
OCA (H)	430 (404)				

CHANGE : THR ELEV, OCH, TA UPDATED & TL DELETED

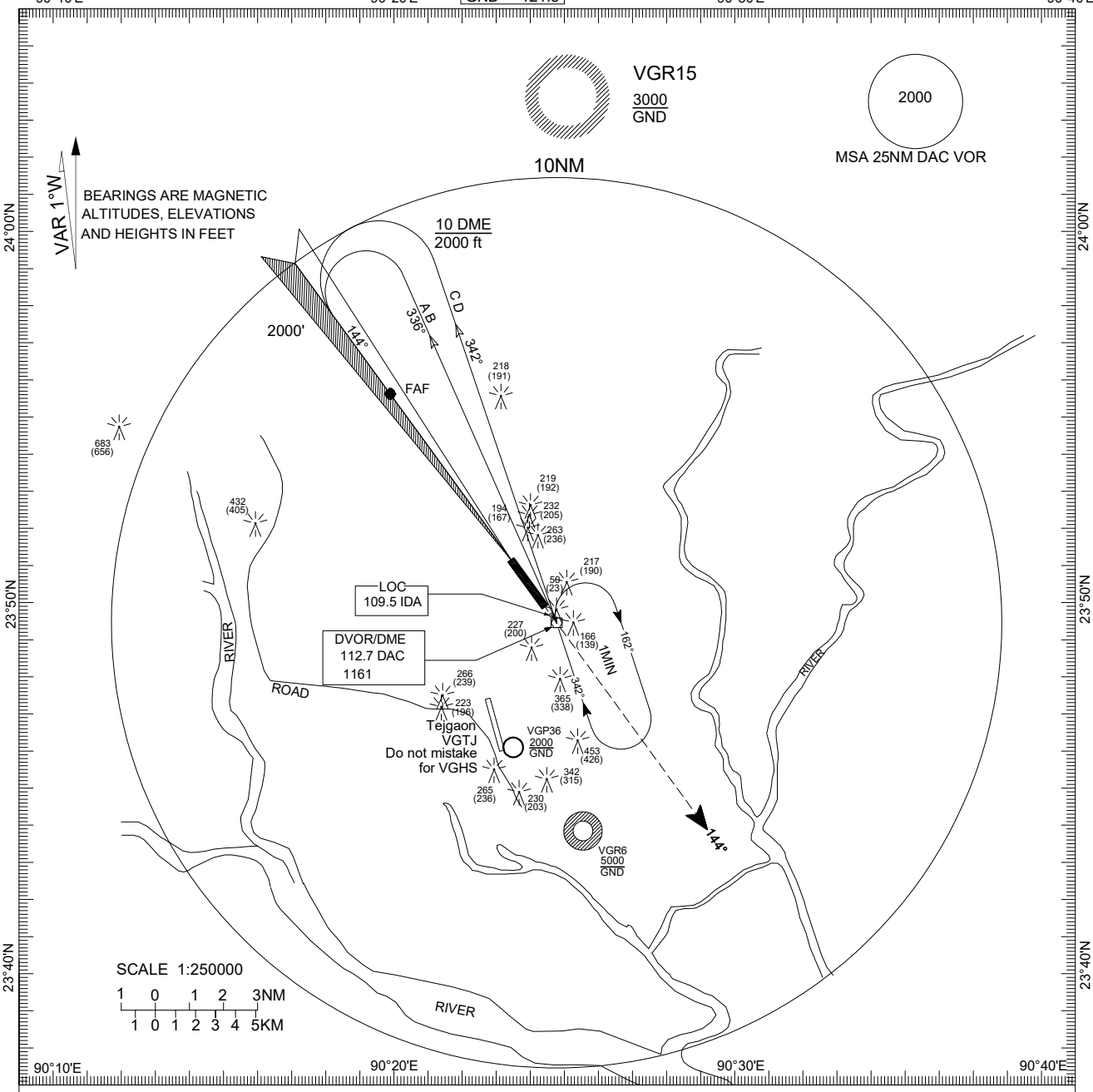
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INSTRUMENT APPROACH CHART-ICAO

ELEV 26 FT
HEIGHTS RELATED TO AD ELEV

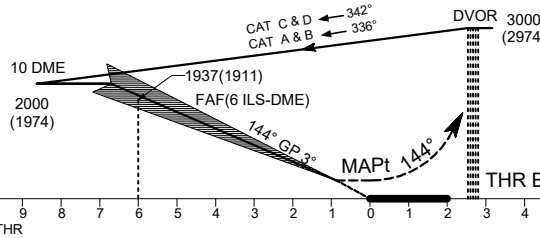
ATIS	127.4
ACC(U)	125.7
ACC(L)	126.7
APP	121.3
TWR	118.3
GND	121.8

DHAKA, BANGLADESH
HAZRAT SHAHJALAL INTERNATIONAL AIRPORT
VOR DME ILS RWY 14



TRANSITION ALTITUDE 6000FT

ILS RDH 51ft



MISSED APPROACH

CLIMB TO 2000FT/610M ON TRACK 144° CONTACT ATC FOR FURTHER INSTRUCTION

MET MINIMA (m)
FALS :Vis 800 or RVR 600
BALS :Vis 1200 or RVR 1100
NALS :Vis 1400 or RVR 1300
GP OUT: 2000 (CAT A,B)
& 2800 (CAT C,D,E)

CATEGORY OF ACFT			A	B	C	D
OCA (H)		Full	230 (204)	240 (214)	250 (224)	261 (235)
		GP out	350(324)			
DISTANCE (ILS-DME)	6DME	5DME	4DME	3DME	2DME	1DME
ALTITUDE	1940	1620	1310	990	670	350
(HEIGHT)	(1913)	(1593)	(1283)	(963)	(643)	(323)

CAT		A	B	C	D
SPEED	Knots	90	120	150	180
Rate of desnt/GP	Ft/min	480	635	795	955
FAF to THR 14	Minits	3.52	2.54	2.19	1.56

CHANGE : THR ELEV, OCH, TA , RDH UPDATED & TL DELETED

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INSTRUMENT APPROACH CHART-ICAO

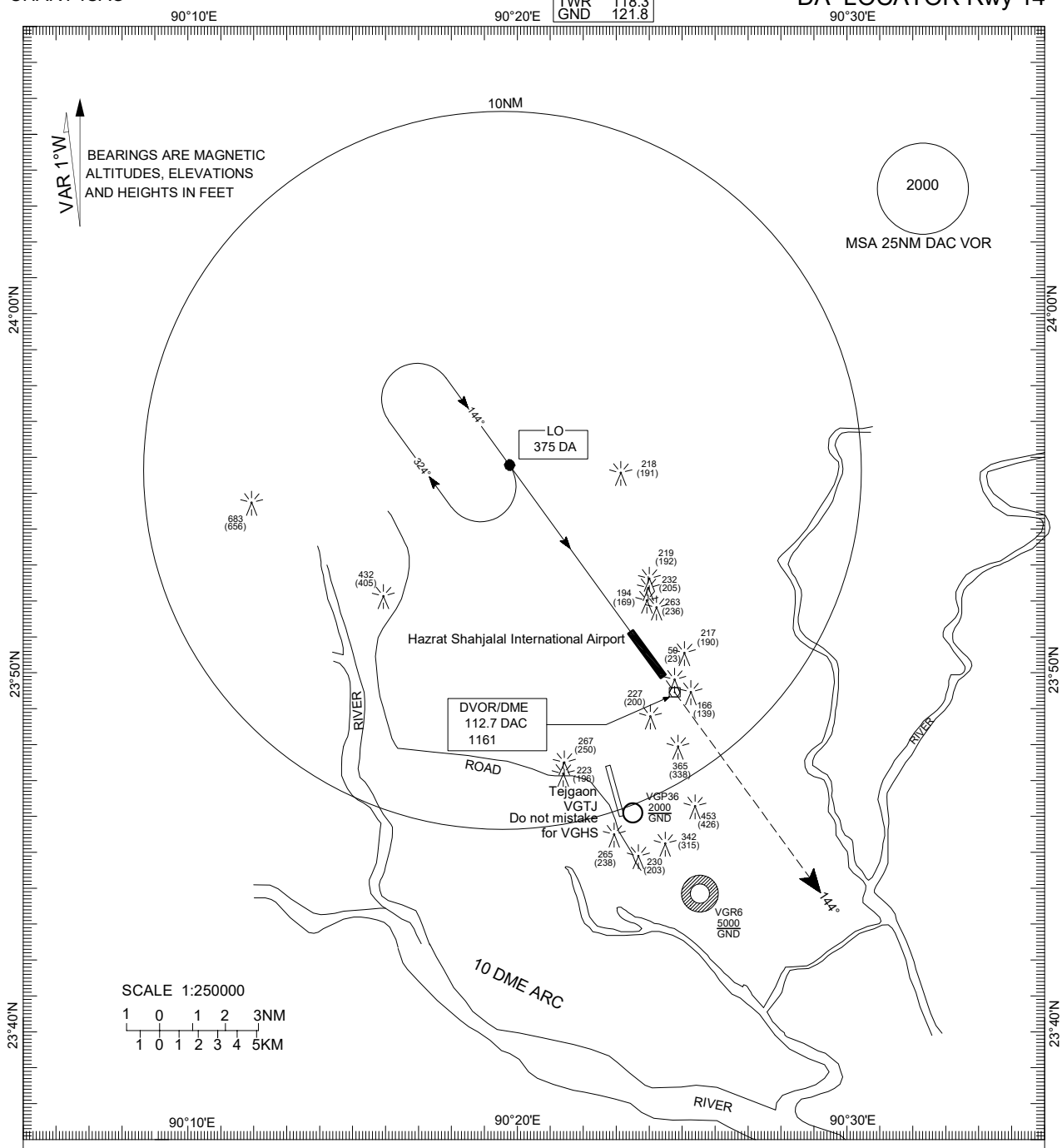
ELEV 26 FT
HEIGHTS RELATED TO AD ELEV

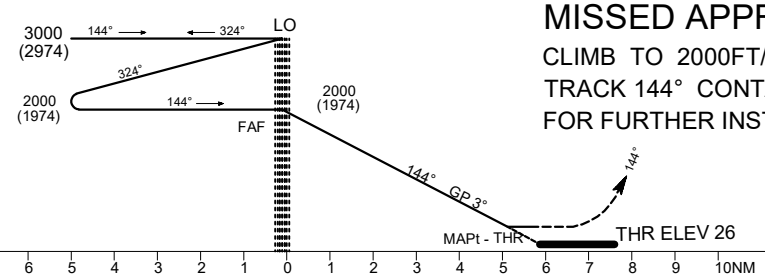
ATIS	127.4
ACC(U)	125.7
ACC(L)	126.7
APP	121.3
TWR	118.3
GND	121.8

DHAKA, BANGLADESH

HAZRAT SHAHJALAL INTERNATIONAL AIRPORT

DA LOCATOR Rwy 14





TRANSITION ALTITUDE 6000FT

MISSED APPROACH

CLIMB TO 2000FT/610M ON TRACK 144° CONTACT ATC FOR FURTHER INSTRUCTION

MET MINIMA
VIS 2800m

7 6 5 4 3 2 1 0 1 2 3 4 5 6 7 8 9 10NM

CATEGORY ACFT	A	B	C	D
OCA (H)	350 (324)			

CAT	A	B	C	D	E
GS(KT)	70	90	120	150	180
RATE OF DES PER MIN	400	513	689	869	1036
LO TO TRR 14 5.8 NM(MIN)	5	3.9	2.9	2.3	1.93

CHANGE : THR ELEV, OCH, TA UPDATED & TL DELETED

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INSTRUMENT APPROACH CHART-ICAO

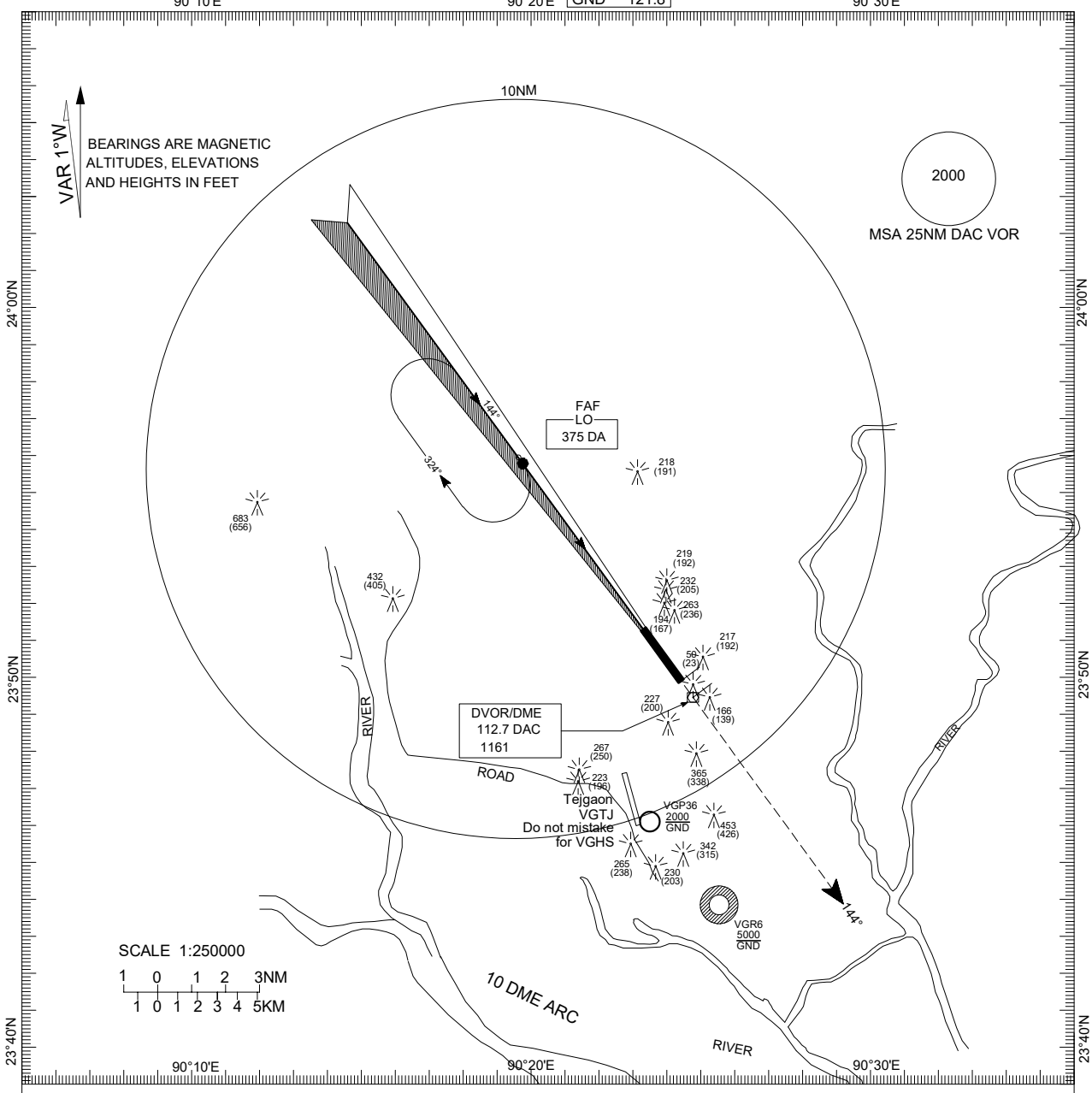
ELEV 26 FT
HEIGHTS RELATED TO AD ELEV

ATIS	127.4
ACC(U)	125.7
ACC(L)	126.7
APP	121.3
TWR	118.3
GND	121.8

DHAKA, BANGLADESH

HAZRAT SHAHJALAL INTERNATIONAL AIRPORT

DA/ILS Rwy 14

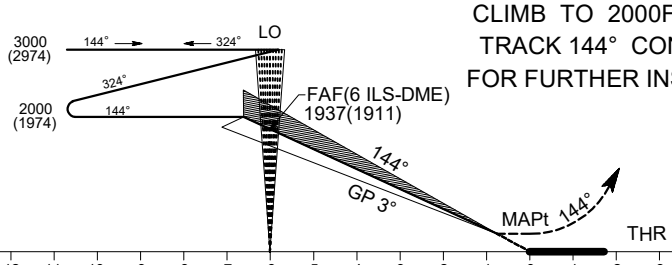


TRANSITION ALTITUDE 6000FT

ILS RDH 51ft

MISSED APPROACH

CLIMB TO 2000FT/610M ON TRACK 144° CONTACT ATC FOR FURTHER INSTRUCTION



MET MINIMA (m)
FALS :Vis 800 or RVR 600
BALS :Vis 1200 or RVR 1100
NALS :Vis 1400 or RVR 1300
GP OUT: 2000 (CAT A,B)
& 2800 (CAT C,D,E)

CATEGORY OF ACFT			A	B	C	D
OCA (H)		Full	230 (204)	240 (214)	250 (224)	261 (235)
		GP out	350(324)			
DISTANCE (ILS-DME)	6DME	5DME	4DME	3DME	2DME	1DME
ALTITUDE	1940	1620	1310	990	670	350
(HEIGHT)	(1913)	(1593)	(1283)	(963)	(643)	(323)

CAT		A	B	C	D
SPEED	Knots	90	120	150	180
Rate of desnt/GP	Ft/min	480	635	795	955
FAF to THR 14	Minits	3:52	2:54	2:19	1:56

CHANGE : THR ELEV, OCH, TA , RDH UPDATED & TL DELETED

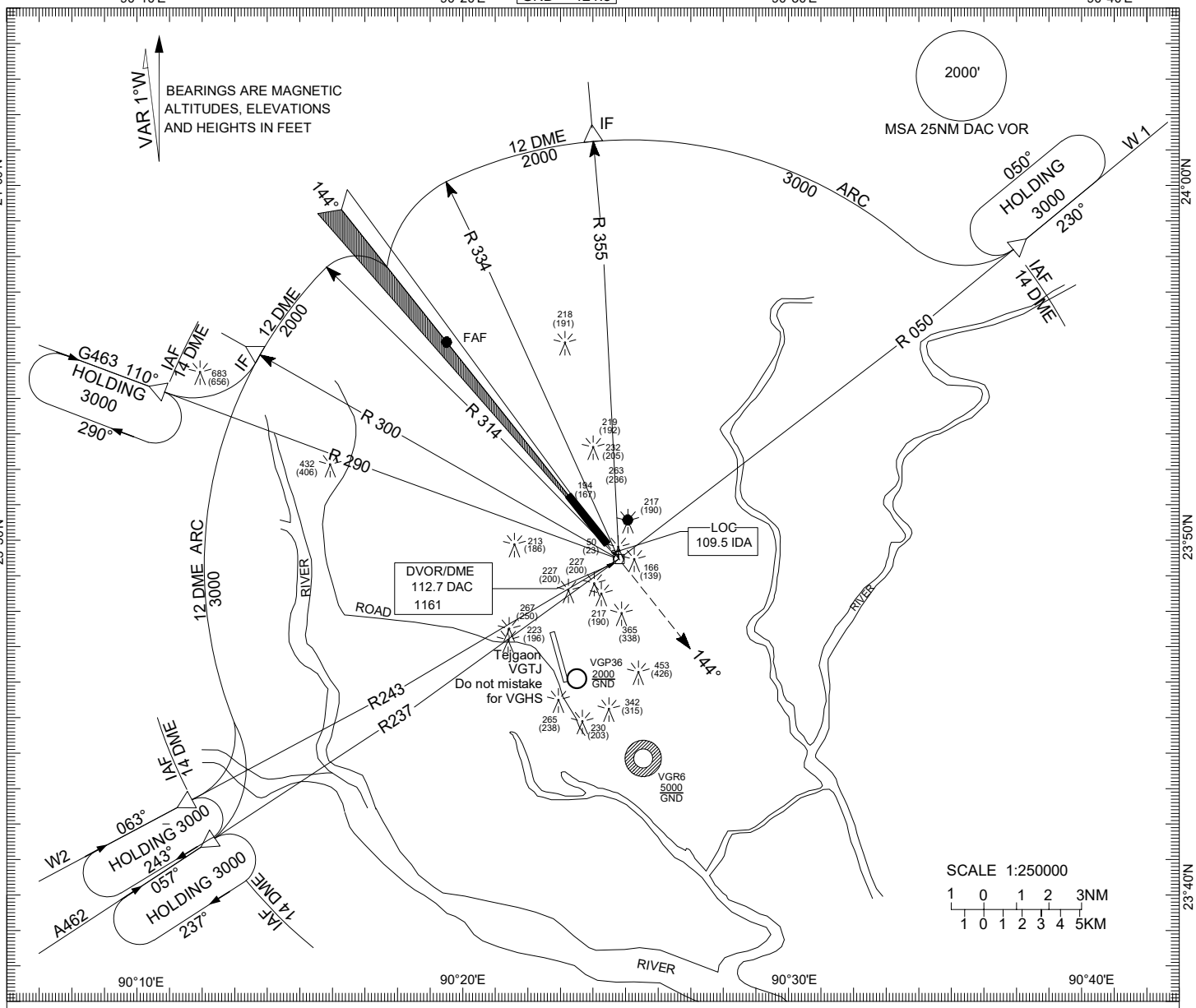
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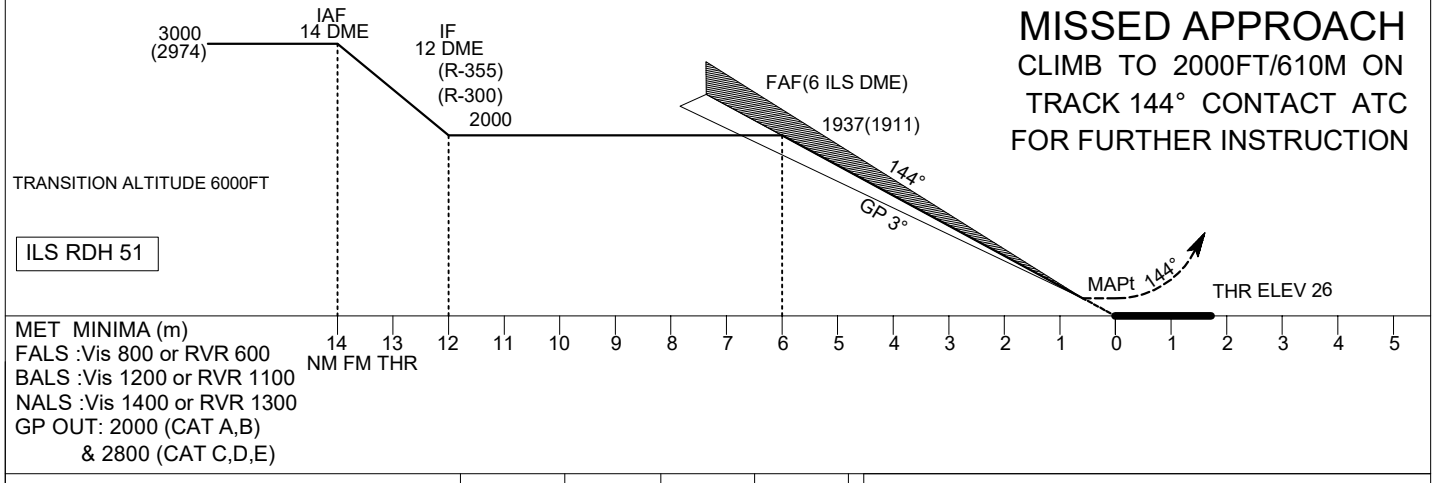
INSTRUMENT APPROACH CHART-ICAO

ELEV 26 FT
HEIGHTS RELATED TO AD ELEV

ATIS	127.4
ACC(U)	125.7
ACC(L)	126.7
APP	121.3
TWR	118.3
GND	121.8

DHAKA, BANGLADESH
HAZRAT SHAHJALAL INTERNATIONAL AIRPORT
VOR DME-ARC ILS Rwy 14





MISSED APPROACH

CLIMB TO 2000FT/610M ON TRACK 144° CONTACT ATC FOR FURTHER INSTRUCTION

TRANSITION ALTITUDE 6000FT

ILS RDH 51

MET MINIMA (m)
FALS :Vis 800 or RVR 600
BALS :Vis 1200 or RVR 1100
NALS :Vis 1400 or RVR 1300
GP OUT: 2000 (CAT A,B)
& 2800 (CAT C,D,E)

CATEGORY OF ACFT			A	B	C	D
OCA (H)	Full		230(204)	240(214)	250(224)	261(235)
	GP out		350(324)			
DISTANCE (ILS-DME)	6DME	5DME	4DME	3DME	2DME	1DME
ALTITUDE	1940	1620	1310	990	670	350
(HEIGHT)	(1913)	(1593)	(1283)	(963)	(643)	(323)

SPEED	Knots	90	120	150	180
Rate of descent/GS	Ft/min	480	635	795	955
FAF TO THR14	Minits	3.52	2.54	2.19	1.56

CHANGE : THR ELEV, OCA(H), TA, RDH UPDATED & TL DELETED

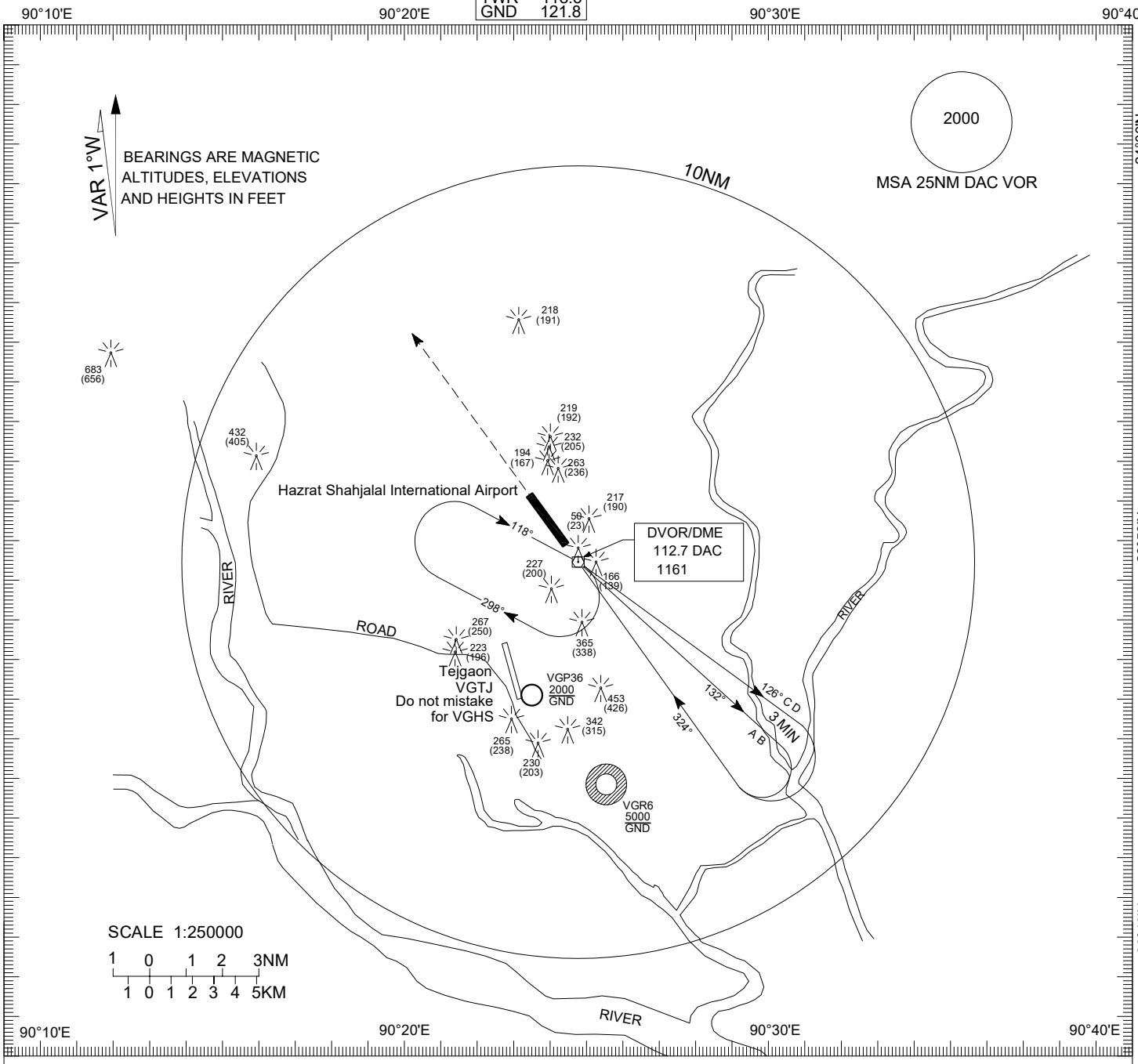
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INSTRUMENT
APPROACH CHART
CHART-ICAO

ELEV 26 FT
HEIGHTS RELATED
TO AD ELEV

ATIS	127.4
ACC(U)	125.7
ACC(L)	126.7
APP	121.3
TWR	118.3
GND	121.8

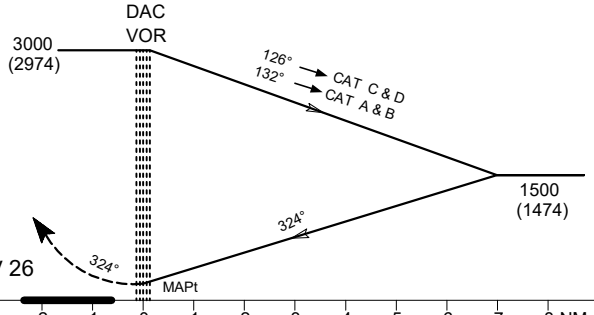
DHAKA, BANGLADESH
HAZRAT SHAHJALAL INTERNATIONAL AIRPORT
VOR RWY 32



TRANSITION ALTITUDE 6000FT

MISSED APPROACH

CLIMB TO 2000FT/610M ON
TRACK 324° CONTACT ATC
FOR FURTHER INSTRUCTION



MET MINIMA VIS 2800m					
CATEGORY OF ACFT	A	B	C	D	
OCA (H)	680 (654)				

CHANGE : THR ELEV, OCH, TA UPDATED & TL DELETED

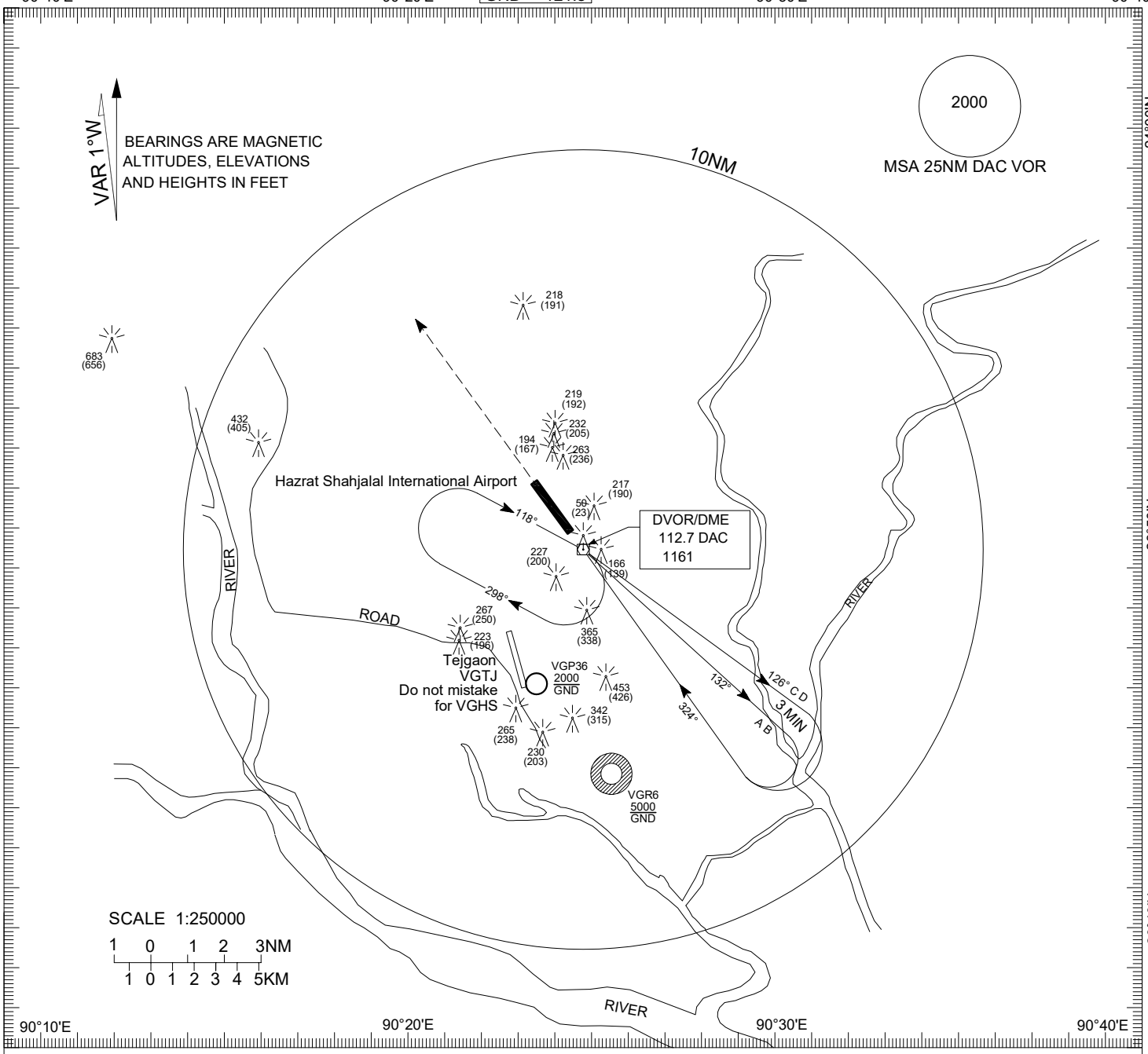
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INSTRUMENT
APPROACH CHART
CHART-ICAO

ELEV 26 FT
HEIGHTS RELATED
TO AD ELEV

ATIS	127.4
ACC(U)	125.7
ACC(L)	126.7
APP	121.3
TWR	118.3
GND	121.8

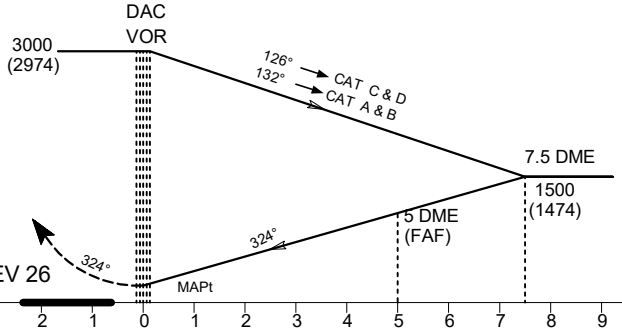
DHAKA, BANGLADESH
HAZRAT SHAHJALAL INTERNATIONAL AIRPORT
VOR/DME (1) RWY 32



TRANSITION ALTITUDE 6000FT

MISSED APPROACH

CLIMB TO 2000FT/610M ON
TRACK 324° CONTACT ATC
FOR FURTHER INSTRUCTION



MET MINIMA
VIS 2800m

CATEGORY OF ACFT	A	B	C	D
OCA (H)	480 (454)			

CAT	A	B	C	D	
GS (KT)	70	90	120	150	180
RD/NM	188	188	188	188	188

CHANGE : THR ELEV, OCH, TA UPDATED & TL DELETED

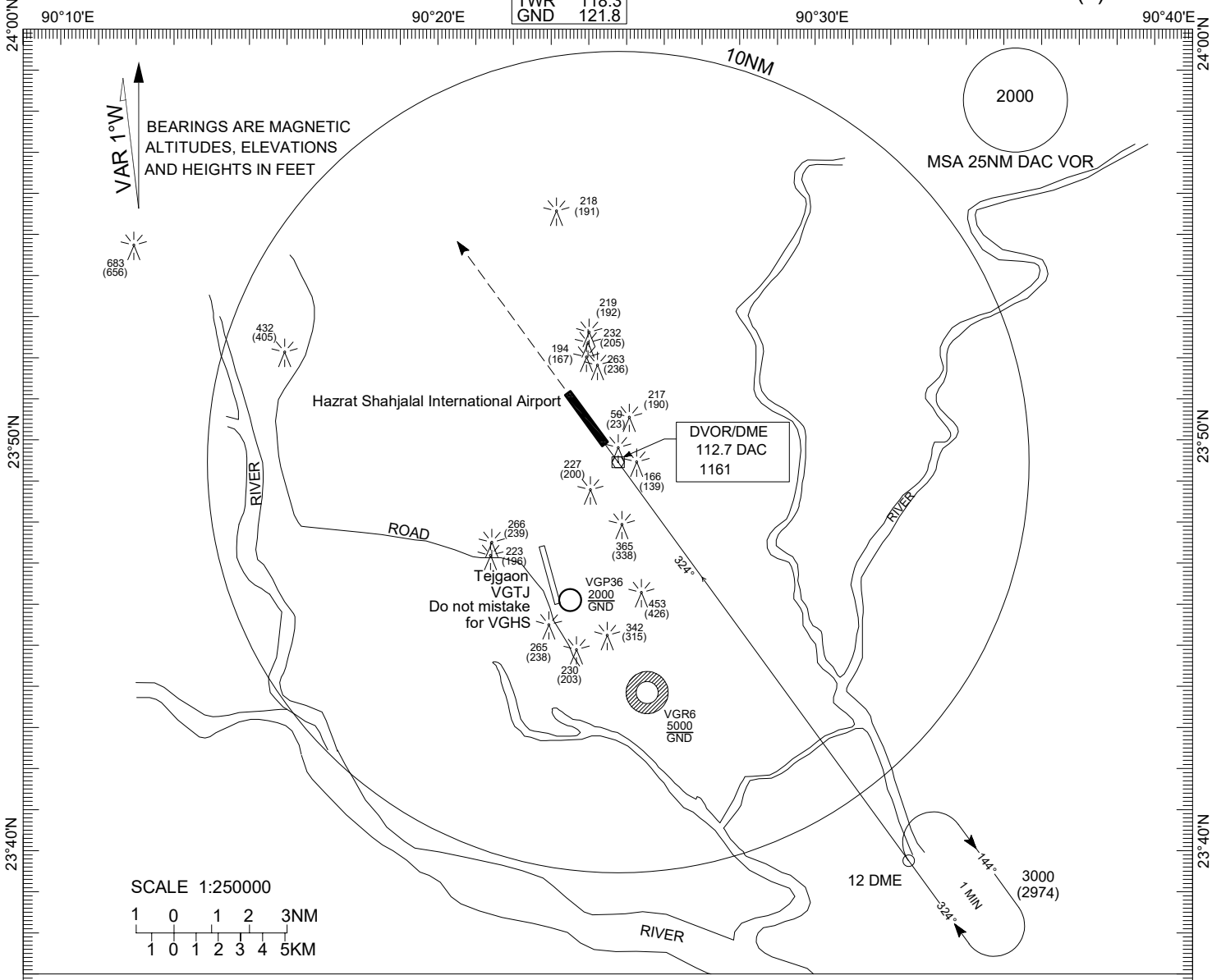
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INSTRUMENT
APPROACH CHART
CHART-ICAO

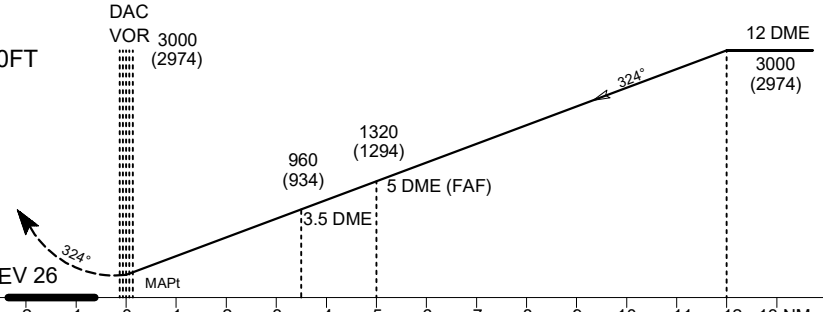
ELEV 26 FT
HEIGHTS RELATED
TO AD ELEV

ATIS	127.4
ACC(U)	125.7
ACC(L)	126.7
APP	121.3
TWR	118.3
GND	121.8

DHAKA, BANGLADESH
HAZRAT SHAHJALAL INTERNATIONAL AIRPORT
VOR/DME (2) RWY 32



TRANSITION ALTITUDE 6000FT



MISSED APPROACH

CLIMB TO 2000FT/610M ON TRACK 324° CONTACT ATC FOR FURTHER INSTRUCTION

MET MINIMA
VIS 2800m

CATEGORY OF ACFT	A	B	C	D
OCA (H)	480 (454)			

CAT	A	B	C	D	
GS (KT)	70	90	120	150	180
RD/NM	240	240	240	240	240

CHANGE : THR ELEV, OCH, TA UPDATED & TL DELETED

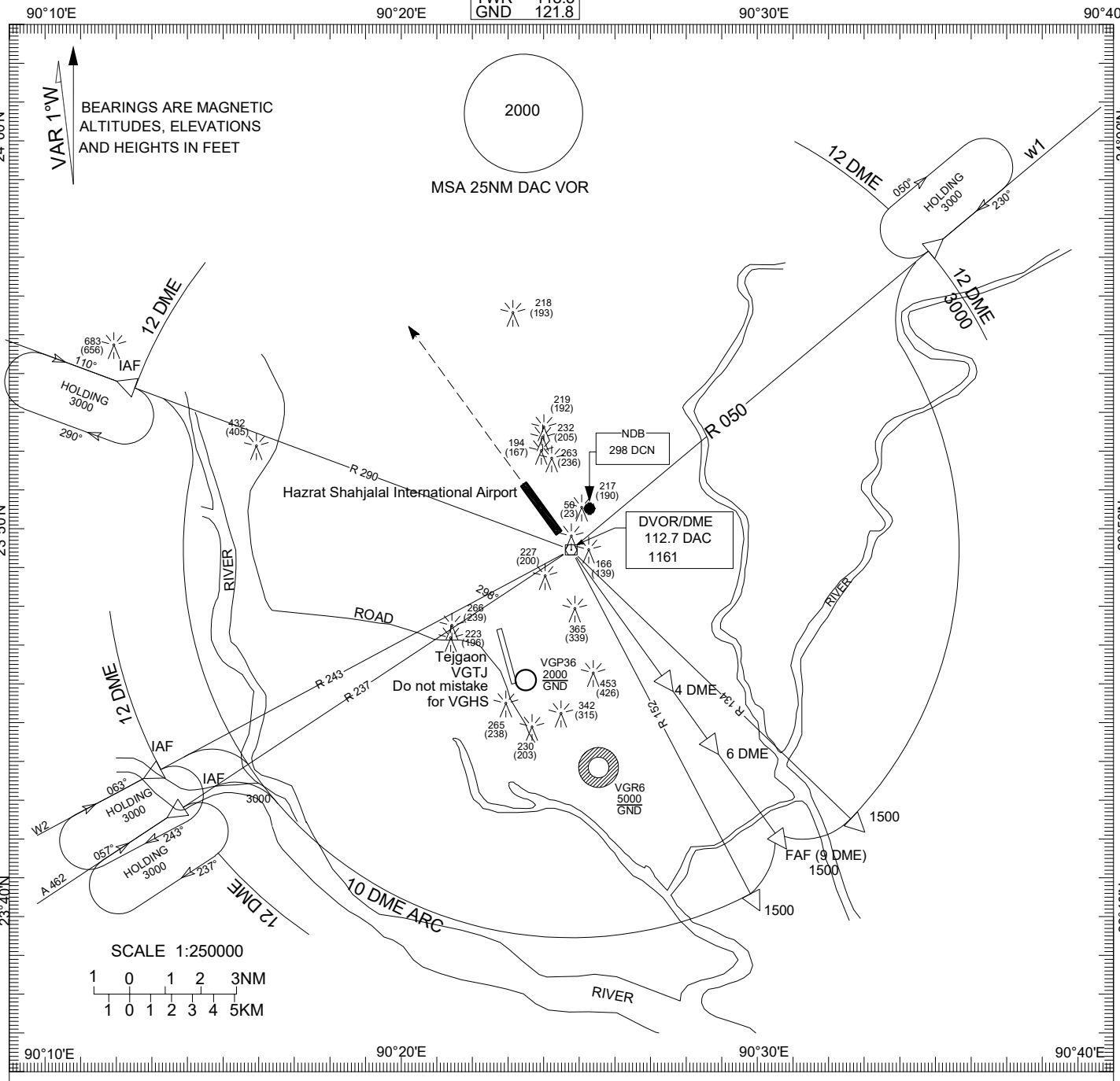
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INSTRUMENT
APPROACH CHART
CHART-ICAO

ELEV 26 FT
HEIGHTS RELATED
TO AD ELEV

ATIS	127.4
ACC(U)	125.7
ACC(L)	126.7
APP	121.3
TWR	118.3
GND	121.8

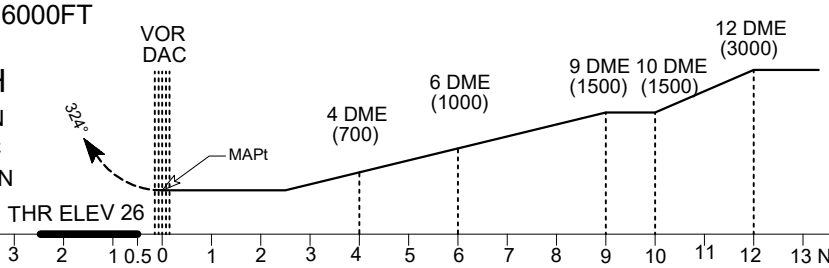
DHAKA, BANGLADESH
HAZRAT SHAHJALAL INTERNATIONAL AIRPORT
VOR/DME-ARC RWY 32



TRANSITION ALTITUDE 6000FT

MISSED APPROACH

CLIMB TO 2000FT/610M ON
TRACK 324° CONTACT ATC
FOR FURTHER INSTRUCTION



MET MINIMA VIS 2800m					
CATEGORY OF ACFT	A	B	C	D	
OCA (H)	480 (454)				

CHANGE : THR ELEV, OCH, TA UPDATED & TL DELETED

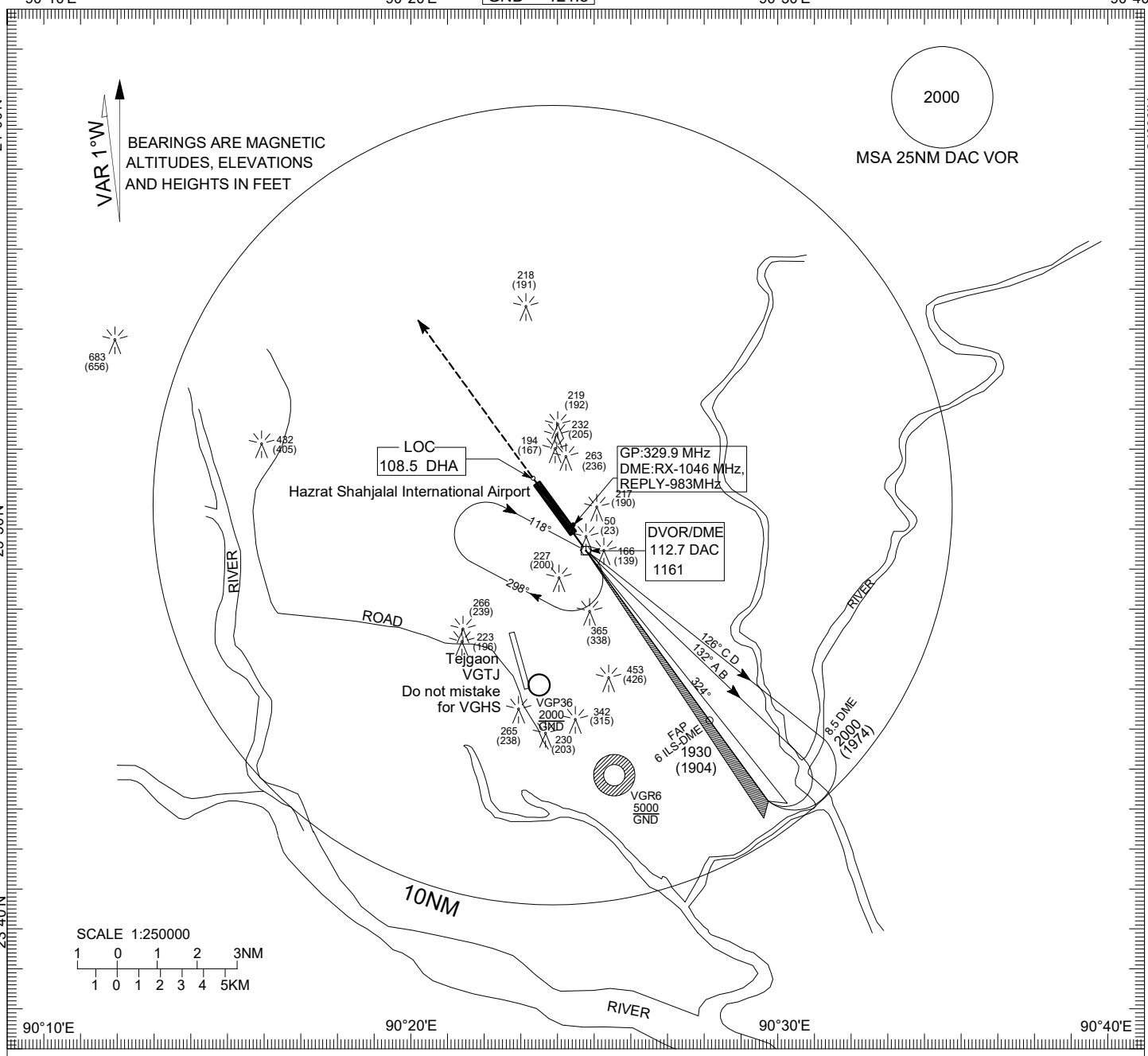
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INSTRUMENT
APPROACH
CHART - ICAO

ELEV 26 FT
HEIGHTS RELATED
TO AD ELEV

ATIS	127.4
ACC(U)	125.7
ACC(L)	126.7
APP	121.3
TWR	118.3
GND	121.8

DHAKA, BANGLADESH
HAZRAT SHAHJALAL INTERNATIONAL AIRPORT
VOR/DME/ILS(1) RWY 32

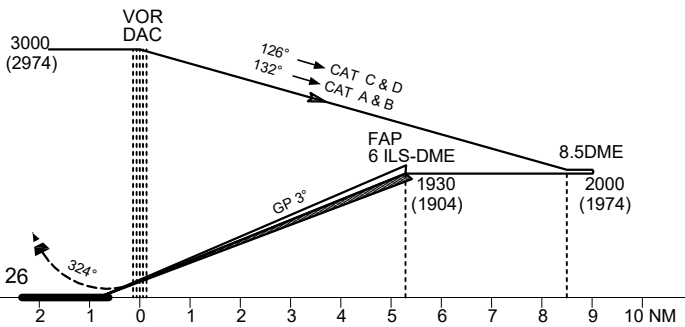


TRANSITION ALTITUDE 6000FT

ILS RDH 52ft

MISSED APPROACH

CLIMB TO 2000FT/610M ON TRACK 324°
TURN LEFT TO `DAC' AND CONTACT ATC
FOR FURTHER INSTRUCTION



CATEGORY OF ACFT		A	B	C	D
OCA (H)	FULL	300 (274)	310 (284)	320 (294)	330 (304)
	GP OUT	350 (324)			

CAT		A	B	C	D
SPEED	KNOTS	90	120	150	180
RATE OF DESCENT	FT/MIN	480	635	795	955
MET MINIMA (m)	BALS	1200m			
	NALS	1400m			
	GP OUT	2000m(CAT A &B) & 2400m (CAT C &D)			

CHANGE : THR ELEV, OCH, TA, RDH UPDATED & TL DELETED

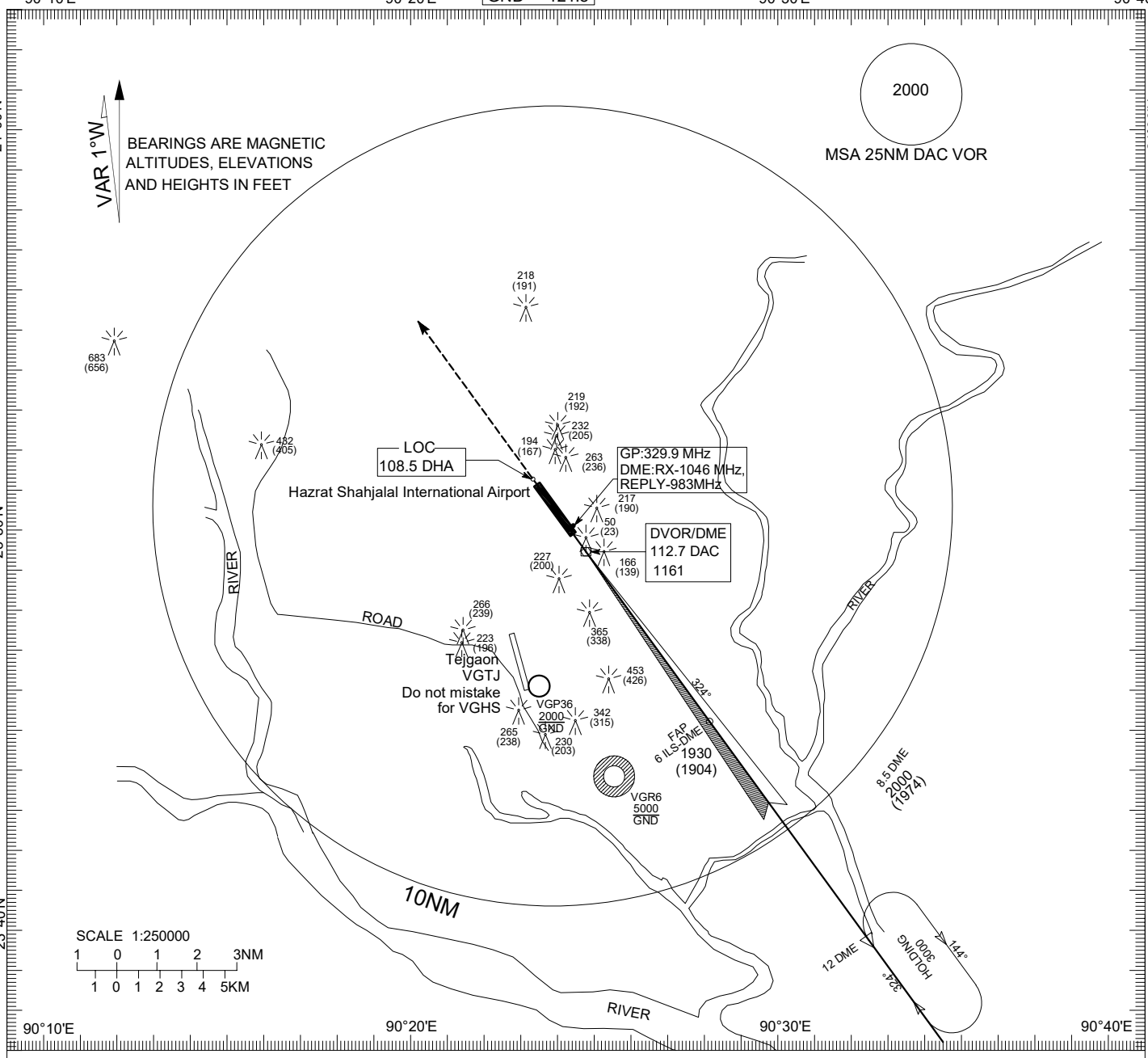
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INSTRUMENT
APPROACH
CHART - ICAO

ELEV 26 FT
HEIGHTS RELATED
TO AD ELEV

ATIS	127.4
ACC(U)	125.7
ACC(L)	126.7
APP	121.3
TWR	118.3
GND	121.8

DHAKA, BANGLADESH
HAZRAT SHAHJALAL INTERNATIONAL AIRPORT
VOR/DME/ILS(2) RWY 32

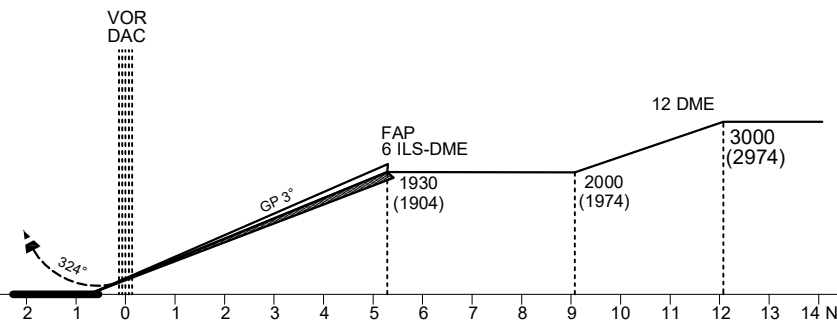


TRANSITION ALTITUDE 6000FT

ILS RDH 52ft

MISSED APPROACH

CLIMB TO 2000FT/610M ON TRACK 324°
TURN LEFT TO `DAC' AND CONTACT ATC
FOR FURTHER INSTRUCTION



CATEGORY OF ACFT		A	B	C	D
OCA (H)	FULL	300 (274)	310 (284)	320 (294)	330 (304)
	GP OUT	350 (324)			

CAT		A	B	C	D
SPEED	KNOTS	90	120	150	180
RATE OF DESCENT	FT/MIN	480	635	795	955
MET MINIMA (m)	BALS	1200m			
	NALS	1400m			
	GP OUT	2000m(CAT A &B) & 2400m (CAT C &D)			

CHANGE : THR ELEV, OCH., TA, RDH UPDATED & TL DELETED

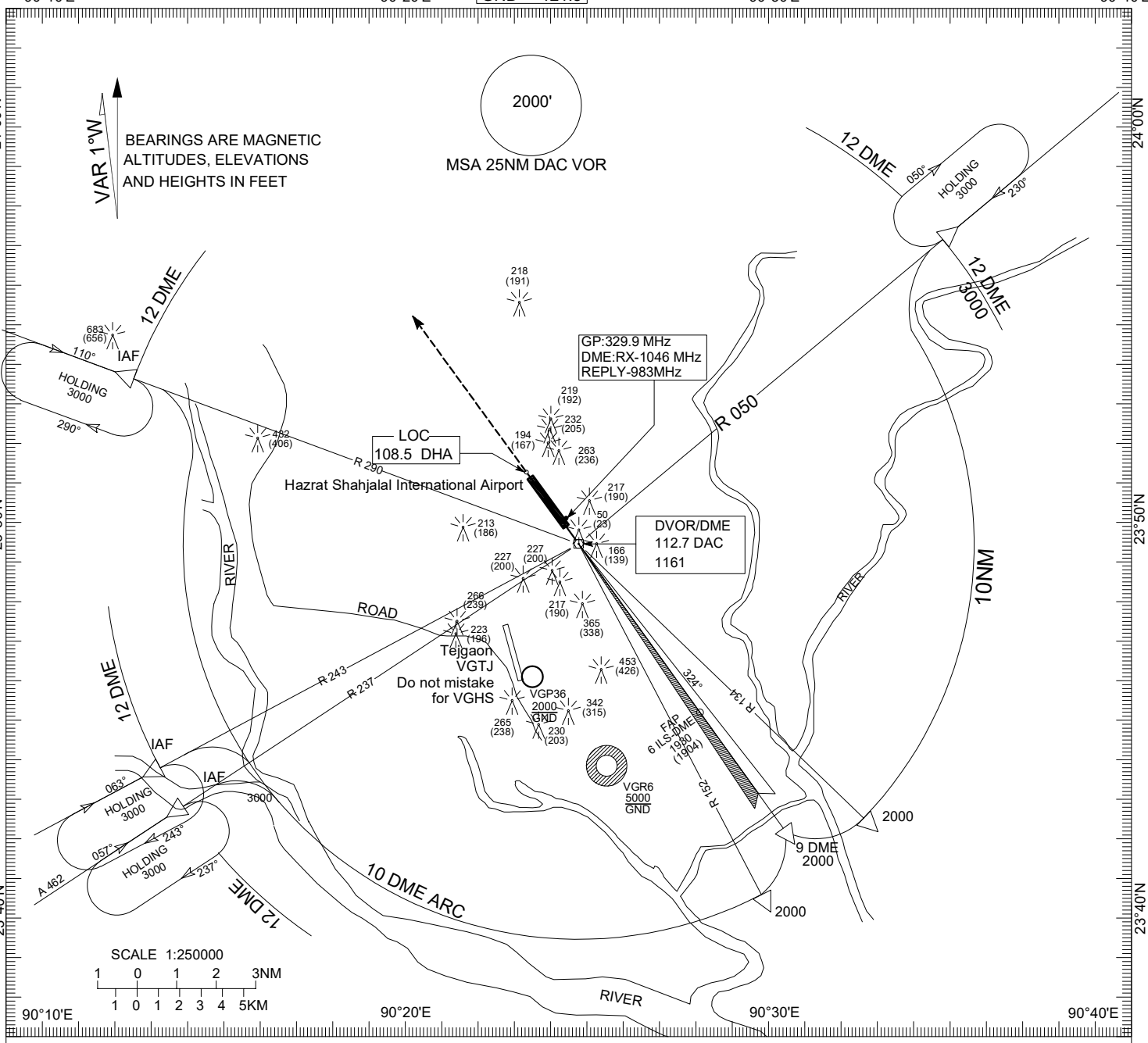
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INSTRUMENT
APPROACH CHART
CHART-ICAO

ELEV 26 FT
HEIGHTS RELATED
TO AD ELEV

ATIS	127.4
ACC(U)	125.7
ACC(L)	126.7
APP	121.3
TWR	118.3
GND	121.8

DHAKA, BANGLADESH
HAZRAT SHAHJALAL INTERNATIONAL AIRPORT
VOR/DME-ARC/ILS RWY 32

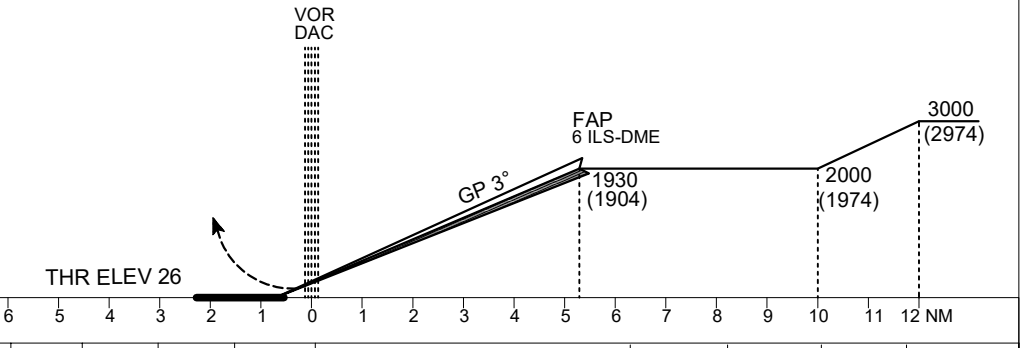


TRANSITION ALTITUDE 6000FT

ILS RDH 52ft

MISSED APPROACH

CLIMB TO 2000FT/610M ON TRACK 324°
TURN LEFT TO `DAC' AND CONTACT ATC
FOR FURTHER INSTRUCTION



CATEGORY OF ACFT		A	B	C	D
OCA (H)	FULL	300 (274)	310 (284)	320 (294)	330 (304)
	GP OUT	350 (324)			

SPEED	KNOTS	90	120	150	180
RATE OF DESCENT	FT/MIN	480	635	795	955
MET MINIMA (m)	BALS	1200m			
	NALS	1400m			
	GP OUT	2000m(CAT A &B) & 2400m (CAT C &D)			

CHANGE : THR ELEV, OCA(H), TA, RDH UPDATED & TL DELETED

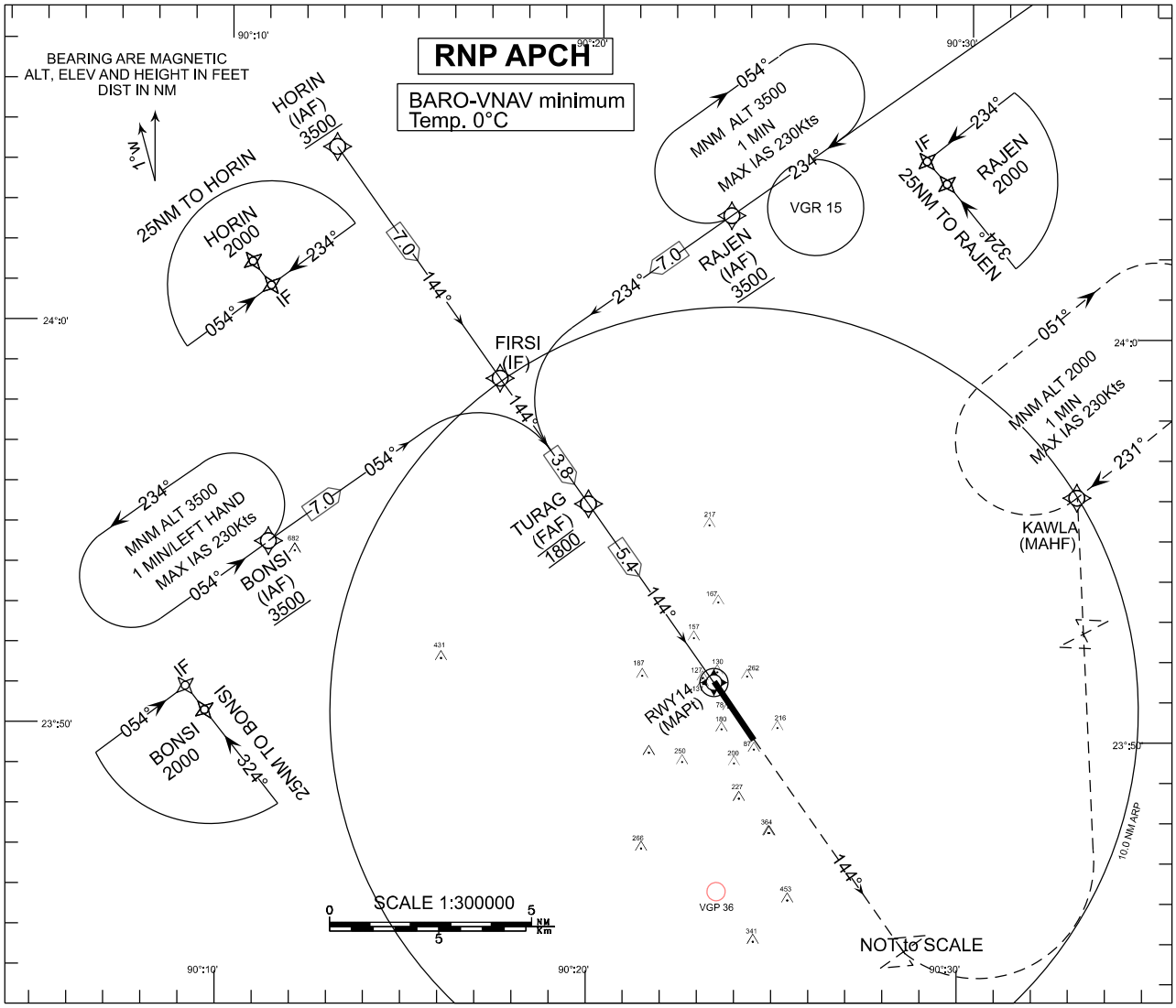
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INSTRUMENT APPROACH CHART - ICAO

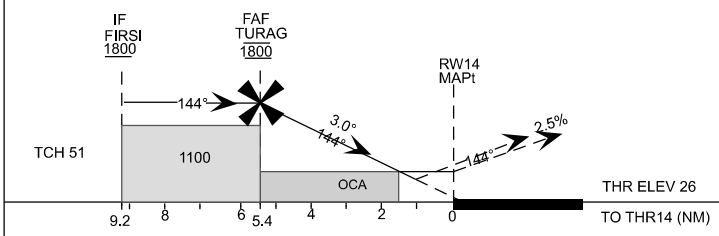
AD ELEV 26 (ft)
OCH RELATED TO THR RWY 14-ELEV 26(ft)

TWR : 118.3 MHz (PRI)
119.3 MHz (SDBY)
SMC : 121.8 MHz

DHAKA, BANGLADESH
HAZRAT SHAHJALAL INT'L AIRPORT
RNP RWY14



TRANSITION ALTITUDE 6000FT



MISSED APPROACH:

CLIMB TO 2000FT ON COURSE 144°
THEN TURN LEFT DIRECT TO KAWLA
TO JOIN HOLDING AT 2000FT
OR AS DIRECTED BY ATC

NO TURN BEFORE MAPt.

OCA(OCH)		A	B	C		D
OCA(OCH)	LNAV/VNAV	372 (346)				
	LNAV (CDFA)	410 (384)				
DISTANCE to RW14	5.4 NM	5 NM	4 NM	3 NM	2 NM	1 NM
ALTITUDE	1800	1670	1350	1040	720	400
(HEIGHT)	(1774)	(1644)	(1324)	(1014)	(694)	(374)

SPEED	KNOTS	90	100	120	140	160	180
RATE OF DESCENT/GS	FT/MIN	480	530	640	740	850	960

Type of Approach	Visibility Minima (m)		
	FALS	BALS	NALS
LNAV/VNAV	900	1400	1600
LNAV (CDFA)	1200	1700	1900

CHANGE : RWY & AD ELEV, OCH, TCH, TA & TL (Deleted)

CODING TABLE

TABULAR DESCRIPTION

SL NO	Path Descriptor	Waypoint Ident	Fly Over	Course M (T)	Turn	DST (NM)	Altitude (FT)	Speed Limit	VPA/TCH	NAV SPEC
10	IF	RAJEN	-	-	-	-	3500	-230	-	RNP APCH
20	TF	FIRSI	-	234° (233.9°)	L	7.0	+1800	-200	-	RNP APCH
10	IF	HORIN	-	-	-	-	3500	-230	-	RNP APCH
20	TF	FIRSI	-	144° (143.8°)	-	7.0	+1800	-200	-	RNP APCH
10	IF	BONSI	-	-	-	-	3500	-230	-	RNP APCH
20	TF	FIRSI	-	054° (053.8°)	R	7.0	+1800	-200	-	RNP APCH
10	IF	FIRSI	-	-	-	-	+1800	-200	-	RNP APCH
20	TF	TURAG	-	144° (143.8°)	-	3.8	@1800	-	-	RNP APCH
30	TF	RW14	Y	144° (143.8°)	-	5.4	@77	-	-3.0/51	RNP APCH
40	CA	RW14	-	144° (143.8°)	-	-	2000	-	-	RNP APCH
50	DF	KAWLA	Y	-	L	-	-	-230	-	RNP APCH
60	HM	KAWLA	Y	231° (230.0°)	R	-	2000	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY14 (LNAV/VNAV)	
WAYPOINT IDENTIFIER	COORDINATES
RAJEN (IAF)	24:02:53.62 N 090:23:33.70 E
HORIN (IAF)	24:04:25.46 N 090:12:52.50 E
BONSI (IAF)	23:54:36.60 N 090:11:13.01 E
FIRSI (IF)	23:58:45.24 N 090:17:23.16 E
TURAG (FAF)	23:55:40.58 N 090:19:50.06 E
RW14 (MAPt)	23:51:18.08 N 090:23:18.67 E
KAWLA (MAHF)	23:56:02.19 N 090:33:00.88 E

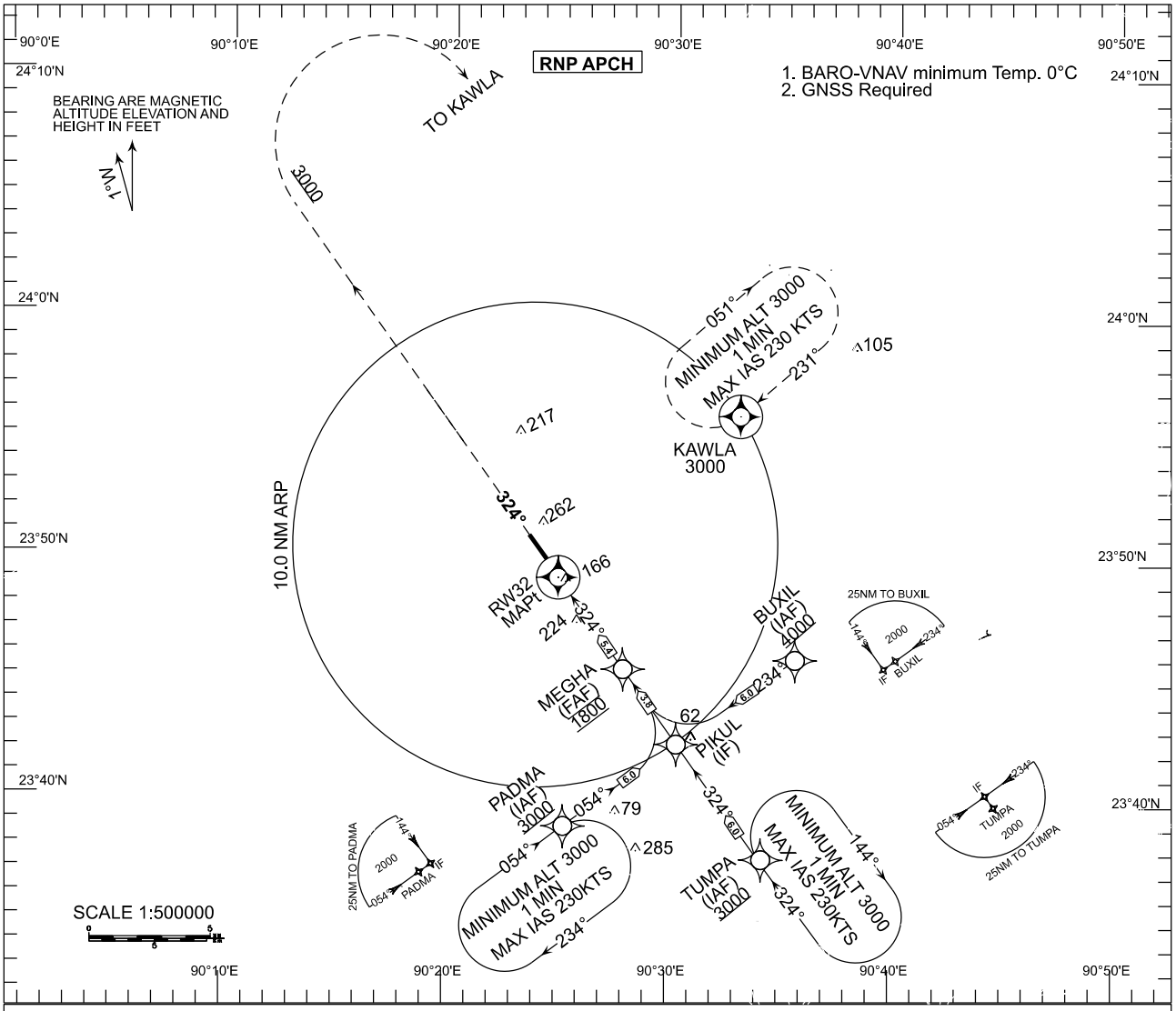
CHANGE : Tabular description (TCH & Course on SL 30 & 60)

INSTRUMENT APPROACH CHART - ICAO

AD ELEV 26 (ft)
OCH RELATED TO
THR RWY 32-ELEV 26(ft)

TWR : 118.3MHZ (PRI)
119.3MHZ(Stand by)
SMC : 121.8MHZ

DHAKA, BANGLADESH
HAZRAT SHAHJALAL INTERANTIONAL AIRPORT
RNP RWY32 (LNAV/VNAV ONLY)

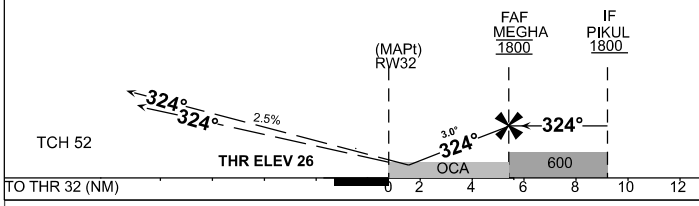


TRANSITION ALTITUDE 6000FT

MISSED APPROACH:

Climb on course 324° at or above 3000ft, then turn right direct to KAWLA for holding at 3000ft or as directed by ATC

NO TURN BEFORE MAPt.



CATEGORY OF ACFT		A	B	C	D
OCA(OCH)	LNAV/VNAV	334 (308)			
	LNAV (CDFA)	470 (444)			
DISTANCE	5 NM	4 NM	3 NM	2 NM	1 NM
ALTITUDE	1670	1350	1040	720	400
(HEIGHT)	(1644)	(1324)	(1014)	(694)	(374)

CATEGORY OF ACFT		A	B	C	D
SPEED	KNOTS	90	120	150	180
RATE OF DESCENT/GS	FT/MIN	478	637	796	955

TYPE of Approach	Visibility Minima (m)	
	BALS	NALS
LNAV/VNAV	1400	1800
LNAV (CDFA)	2200	2600

CHANGE : RWY AD & THR ELV, TCH, OCH, TA & TL (deleted)

CODING TABLE

TABULAR DESCRIPTION

SL NO	Path Descriptor	Waypoint Ident	Fly Over	Course M (T)	Turn	DST (NM)	Altitude (FT)	Speed Limit	VPA/TCH	NAV SPEC
10	IF	TUMPA	-	-	-	-	+3000	-230	-	RNP APCH
20	TF	PIKUL	-	324°(323.90°)	-	6.0	+1800	-200	-	RNP APCH
10	IF	PADMA	-	-	-	-	+3000	-230	-	RNP APCH
20	TF	PIKUL	-	054°(053.48°)	-	6.0	+1800	-200	-	RNP APCH
10	IF	BUXIL	-	-	-	-	+4000	-230	-	RNP APCH
20	TF	PIKUL	-	234°(233.90°)	-	6.0	+1800	-200	-	RNP APCH
10	IF	PIKUL	-	-	-	-	+1800	-200	-	RNP APCH
20	TF	MEGHA	-	324°(323.90°)	-	3.8	@1800	-	-	RNP APCH
30	TF	RW32	Y	324°(323.90°)	-	5.4	@77	-	-3.0/52	RNP APCH
40	CA	RW32	-	324°(323.90°)	-	-	+3000	-	-	RNP APCH
50	DF	KAWLA	Y	-	R	-	-	-230	-	RNP APCH
60	HM	KAWLA	Y	231°(230.0°)	R	-	3000	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY32 (LNAV/VNAV only)	
WAYPOINT (FIX)	COORDINATES
BUXIL(IAF)	23:45:58.81N 090:35:37.06E
PADMA(IAF)	23:38:51.06N 090:25:05.41E
TUMPA(IAF)	23:37:34.19N 090:34:11.47E
PIKUL (IF)	23:42:26.09N 090:30:20.51E
MEGHA (FAF)	23:45:30.91N 090:27:54.09E
RW32 (MAPt)	23:49:54.05N 090:24:25.38E
KAWLA (MAHF)	23:56:02.19N 090:33:00.88E

CHANGE: : Tabular description (TCH & Course on SL 30 & 60)

AD 2 AERODROMES

VGEG AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VGEG –SHAH AMANAT INTERNATIONAL AIRPORT, CHATTOGRAM

VGEG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATION DATA

1	ARP and its site	221525.28N 0914919.95E, on the RWY
2	Direction and distance from city	South of City Railway Station; 10 NM
3	AD elevation and reference temperature	ELEV : 14.108 ft T : 32° C (April)
4	MAG VAR/ Annual change	1^0 W in 2020 (Annual change 2'W)
5	AD Operator, address, telephone, telefax , AFS	Civil Aviation Authority of Bangladesh Postal Address: Shah Amanat International Airport, Chattogram, Bangladesh. Telephone : Director, SAIA : +88 02 41350100 Control Tower : +88 02 41350105 Fax : +88 02 41350101 E-mail : dsaiactg@caab.gov.bd AFS :VGEGYDYX
6	Types of traffic permitted	IFR/VFR
7	Remarks	Nil

VGEG AD 2.3 OPERATIONAL HOURS

OPERATIONAL HOURS		
Sl. Nr	Service	Hours
1	Aerodrome Administration	0900 LT to 1700 LT except FRI, SAT and Government holidays
2	Custom and Immigration	HO
3	Health and sanitation	HO
4	AIS briefing office	HO
5	ATS reporting office (ARO)	HO
6	MET briefing office	H24
7	Air Traffic Service	HO
8	Fueling	HO
9	Handling	HO
10	Security	HO
11	De-icing	NIL
12	Remarks	NIL

VGEG AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Manual handling
2	Fuel and Oil types	SAG 100/130, JET A-1, AVG as 100 LL, Limited Quantity stored in drums.
3	Fueling facilities and capacity	Hydrant dispenser, Bowser refueling,
4	De-icing facilities	NIL requirement
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

VGEG AD 2.5 PASSENGER FACILITIES

1	Hotels at or in the vicinity of the AD	Nil at the Airport, AVBL in Chattogram city.
2	Restaurant at or in the vicinity of the AD	AVBL
3	Transportation Facilities	AVBL
4	Medical facilities	First aid treatment AVBL
5	Bank and Post Office at or in the vicinity of the AD	AVBL
6	Tourist office	AVBL
7	Remarks	Nil

VGEG AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	CAT: 9
2	Rescue equipment	AVBL to meet the ICAO requirement for CAT 9
3	Disabled Aircraft Removal	Nil
4	Remarks	Nil

VGEG AD 2.7 SEASONAL AVAILABILITY CLEARING

1 Airport is available for all seasons. Side strips become unserviceable during monsoon. There is no requirement for clearing.

VGEG AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface : Bituminous Concrete Strength : PCN 90/R/C/W/T
2	Taxiway width, surface and strength	Width : 30m (TWY A and B) Surface : Bituminous Concrete Strength : PCN 90/F/C/W/T
3	Altimeter checkpoint location and elevation	Not designated
4	VOR checkpoint	Nil
5	INS checkpoints	Nil
6	Remarks	Nil

VGEG AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS.

1	Use of aircraft stand ID signs, TWY guidelines and visual docking/parking guidance system of aircraft stands; Boarding Bridges; Tow bar;	Taxiing guidance signs at all intersections with TWY and RWY, at all holding positions. Guidelines at apron: Nose-in guidance at aircraft stands. -Two boarding bridges are available. - - Due to parking and maneuvering problem , all ACFT with wing-span more than 80 ft operating to/fm Shah Amanat International Airport are required to have tow bar for pushback.
2	RWY and TWY markings and LGT	**RWY** : 05/23 White, omni-directional **THR light** : Green **TWY**: Blue edge lights for all taxiways. **RWY marking aids**: THR, TDZ, Centre line, RWY designator-all runways. **TWY marking aids**: TWY holding position, TWY centre line-all TWYs
3	Stop bars	Nil
4	Remarks	Nil

VGEG 2.10 AERODROME OBSTACLES

1					2
In approach/ Take off area					In circling area
RWY affected	Obstacle type elevation	Position	Marking/LGT	Remarks	Obstacles in the circling area at aerodrome are shown on page VGEG AD 2-9. All obstruction are provided with day marking and obstruction lighting where necessary and feasible.
23	Hill 132 ft	064°M, 2100 m, FM THR RWY 23	No	River Karnaphully flows around approach Rwy 23. Masts of ships and boats may constitute mobile obstructions on approach.	

VGEG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET office	Shah Amanat Intl. (VGEG)
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity (Hours)	Shah Amanat Intl. (VGEG) 12
4	Type of landing forecast Interval of issuance	TREND ½ hourly
5	Briefing /consultation provided	P,D,T
6	Flight documentation languages used	C, PL English
7	Charts and other information available for briefing of consultation	S, U
8	Supplementary equipment available for providing information	ATIS
9	ATS units provided with information	TWR
10	Additional information	Tel : 031-2500988, 2500962 :02-4135011-21 Ext: 3138, 3139

VGEG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designator/ RWY Number	TRUE BRG	Dimension of RWY (m)	Strength (PCN) and surface of RWY	THR Coordinates	THR elevation (ft)	Slope of RWY
1	2	3	4	5	6	7
05	047.66°	2940 x 45	PCN 90/F/C/W/T Bituminous concrete	22 14 27.00 N 09148 09.51E	14	Nil
23	227.66°	2940x45	PCN 90/F/C/W/T Bituminous concrete	22 15 30.50 N 09149 26.26E	14	Nil

Designator/ RWY Number	SWY dimensions(m)	CWY dimensions(m)	Strip dimensions(m)	RESA(m)	OFZ	Remarks
1	8	9	10	11	12	13
05	150X45	450X150	3210X 280	90X90	Within CWY	Nil
23	Nil	450X150	3210X 280	90X90	Within CWY	Nil

VGEG AD 2.13 DECLARED DISTANCES

Designator/ RWY Number	TORA (M)	TODA(M)	ASDA(M)	LDA(M)	Remarks
05	2940	3390	3090	2940	Nil
23	2940	3390	2940	2940	Nil

VGEG AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY designator	APCH LGT type, LEN, INTST	THR LGT colour WBAR	VASI (MEHT) PAPI	TDZ LGT LEN	RWY centre Line LGT	RWY edge LGT, LEN, spacing, colour, INTST	RWY END LGT colour WBAR	SWY LGT	Remarks
1	2	3	4	5	6	7	8	9	10
05	Simple approach lighting system 420m	Green Supplemented by Green Wing bar	3^0 PAPI	Nil	Nil	Last 2000ft amber rest white, omni-directional 20%,40%,60%, 80%, 100%	Red unidirectional Green omni-directional	Nil	Nil
23	Precision approach CAT I lighting system 900m	Green Supplemented by Green Wing bar	3^0 PAPI	Nil	Nil	Last 2000ft amber rest white, omni-directional 20%,40%,60%, 80%,100%	Red unidirectional Green omni-directional	Nil	Nil

VGEG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN Location Characteristics and hours of operation	ABN: Atop new water tank. Altn W G every 3 Sec (Hours: HN & IMC)
2	LDI location and LGT Anemometer location and LGGT	Nil Anemometer end of RWY 05/23, Windsocks end of RWY 05/23. LGT
3	TWY edge and centre line lighting	Edge: Blue edge lights for all TWYs Centre line: Nil
4	Secondary power supply/ switch over time	During main power supply failure, Automatic standby generator power supply available within **13** seconds. Kerosene flares abvl.
5	Remarks	Apron Lights: Abvl

VGEG AD 2.16 HELICOPTER LANDING AREA

1. As directed by ATC

VGEG AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	Chattogram Control Zone
	Lateral limits	A circle of 25 NM radius centered at Chattogram VOR (221527.9N 0914939.0E)
2	Vertical limits	GND to ft 145 AGL
3	Airspace Classification	C
4	ATS unit call sign Language (S)	Chattogram Tower English
5	Transition altitude	6000 ft
6	Hours of applicability (or activation)	HO
7	Remarks	Nil

1	Designation	Air Traffic Zone (ATZ)
	Lateral limits	ATZ is oval shaped area joining outer tangents of 5 NM(9km) radius circles centred at the RWY centre and both ends of RWY.
2	Vertical limits	4000 ft ALT
3	Airspace Classification	C
4	ATS unit call sign Language (S)	Chattogram Tower English
5	Transition altitude	6000 ft
6	Hours of applicability (or activation)	HO
7	Remarks	Nil

VGEG AD 2.18 AIR TRAFFIC SERVICES COMMUNICATIONS FACILITIES

Service designation	Call Sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
Aerodrome and Approach Control (Non-radar)	Chattogram Tower	118.400 MHz (PRI) 119.400 MHz (SRY)	HO	EMERG 121.500 MHz E: A3
Surface Movement Control (SMC)	Chattogram Ground	121.800 MHz	HO	EM: A3
ATIS	Chattogram Information	127.600 MHz	HO	

VGEG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid variation	Ident	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elev (ft) of DME Transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR	CTG	113.400 MHz	H24	22°15'27.9" N 091°49'39.0" E	---	373 m FM THR RWY 23, EM: A2
DME (En-route)	CTG	1168 MHz	H24	22°15'27.9" N 091°49'39.0" E	44	Co-located with D/VOR, EM: P9
ILS/LOC RWY 23	ICG	110.500 MHz	HO	22°14'20.9" N 091°48'02.2" E	---	280 m FM THR RWY 05
ILS/GP RWY 23	---	329.600 MHz	HO	22°15'20.5" N 091°49'20.5" E	---	Glide slope 3^0, 120 m off set to east of RWY center line and 355 m inward FM THR 23, RDH 61ft
ILS DME RWY 23	ICG	1003 MHz	HO	22°15'20.5" N 091°49'20.5" E	---	Co-located with GP

VGEG AD 2.20 LOCAL TRAFFIC REGULATIONS

Prior approval to be obtained from ATC

VGEG AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VGEG AD 2.22 FLIGHTPROCEDURES

As directed by ATC

VGEG AD 2.23 ADDITIONAL INFORMATION

1. **Aerodrome Reference Code**: **4E**

2. **Smoke from brick fields on short final runway-23**
   There are few brick fields on the eastern side of karnafuli river which falls on the approach path of RWY-23, occasional smoke from the brick fields might reduce visibility on the approach. All pilots are, therefore, advised to exercise caution during approach on RWY-23

3. **Additional Information:**

   (a) There are 2 (two) arresting barriers located at distance of 61 ft. from ends of runway 05 and runway 23 (within runway strips) and barrier base of height 2(two) ft from the surface, located 122 ft. away on each side of the extended center line of the runway 05 & 23.

   (b) The old terminal building (482 ft. from the center line of the runway) itself is not within the runway strip butt creates OLS violation.

   (c) The flight line hanger (Termac-5) is at a distance of 641 ft. from the Centre line of the runway and height above the aerodrome elevation is 35ft. The hanger is located outside the runway strip but violates OLS by 10ft. Southern edge of the tarmac is about 296ft, from the centre line as such aircraft parked on the southern part comes within the runway strip.

LIST OF HIGH MAST/ TOWER/HILL/CHIMNEY/ BUILDING/ BARRIER/ ANTENNA AROUND SHAH AMANAT INTERNATIONAL AIRPORT, CHATTOGRAM

SL Nr.	Name of the significant obstacles/obstructions	Co-ordinates of the Obstacle	True Bearing FM REF point	Dist (m) FM ref Point	Elevation AMSL (ft)	LGT
1.	Control Tower	22°14'41.74" N 91°48'48.42" E	214°	1611	120.52	YES
2.	Water Tank	22°14'46.10" N 91°49'01.64" E	203°	1315	150.73	YES
3.	Radar Antenna	22°14'33.10" N 91°48'50.13" E	208°	1815	124.37	YES
4.	GP Antenna, RWY-23	22°15'20.49" N 91°49'20.45" E	174°	148	63.36	YES
5.	DVOR Mast	22°15'27.898" N 91°49'38.97" E	081°	556	43.15	YES
6.	GCA Radar	22°15'11.21" N 91°48'54.799" E	239°	833	62.89	NO
7.	Boat Club	22°15'54.95" N 91°49'44.84" E	038°	1167	75.08	YES
8.	C&E Squadron Building	22°15'29.86" N 91°49'01.47" E	285°	557	134.08	YES
9.	Robi Antenna, Laldiarchar	22°15'25.77" N 91°49'47.71" E	089°	796	125.08	YES
10.	Grameen Antenna, Bijoy Nagar	22°14'53.65" N 91°49'27.20" E	168°	1000	150.05	YES
11.	Radar Mast, Naval Academy	22°13'38.22" N 91°48'01.88" E	214°	3982	180.05	YES
12.	High Tension Grid Line, Salt Gola Crossing	22°18'11.82" N 91°47'47.90" E	332°	5760	343.52	YES
13.	High Tension Grid Line, Char Lakkha	22°18'04.96" N 91°48'13.40" E	339°	5260	338.82	YES
14.	BTCL Tower, T&T Head Office	22°19'29.18" N 91°48'41.15" E	351°	7575	393.78	YES
15.	Radisson Blue	22°20'54.18" N 91°49'23.15" E	0.52°	10112	353.65	YES
16.	BTCL Tower, Paradise Hill	22°20'20.33" N 91°50'02.89" E	007°	9167	409.94	YES
17.	Wide Mobile Tower, Crossing, Patia	22°17'34.99" N 91°52'22.51" E	052°	6575	211.63	YES
18.	Prilling Tower, Anwara	22°13'03.21" N 91°49'37.68" E	173°	4389	278.03	YES
19.	High Tension Grid Line, Approach Funnel Area, Fakirnir Hat, Karnafuly	22°16'25.05" N 91°50'52.98" E	049	2759	126.05	YES

Sl.Nr.	Name of the Critical Points/Obstacles/ Structures	WGS-84 Co-ordinates		Elevation	
		Latitude	Longitude	Feet	Meter
20	AWOAS Antenna, SAIA, Patenga, Chattogram.	22°15'20.45" N	91°49'19.24" E	48.25	14.71
21.	Naval Hanger, SAIA, Airport Road, South Patenga, Chattogram.	22°15'15.22" N	91°49'26.08" E	54.72	16.68
22.	Mobile Tower, BAF Shaheen College, Airport Road, Patenga, Chattogram	22°15'56.60" N	91°48'51.58" E	110.07	33.55
23.	Baraka Patenga Power Ltd., Chinees Gate, Patenga, Chattogram.	22°14'19.24" N	91°48'47.26" E	116.08	35.38
24.	Academic Building BangaBondhu Complex, Naval Academy, Patenga, Chattogram.	22°13'46.68" N	91°48'01.44" E	131.75	40.15
25.	PDB Tower, Inside TSP Complex Area, EPZ, Chattogram.	22°16'22.32" N	91°47'50.80" E	146.87	44.76
26.	15 Storied building (Oporajita), 53, GCO Quarter, Nabik Colony-1, Freeport, EPZ, Chattogram.	22°17'32.82" N	91°46'53.52" E	180.16	54.91
27.	Mobile Tower at Steel Mill Bazar, NarikelTala, Patenga, Patenga, Chattogram.	22°16'32.71" N	91°47'09.82" E	144.21	43.95
28.	Tower of Port Authority, Rubi Cement Factory, 7No.Gate, EPZ, Patenga, Chattogram.	22°16'42.35" N	91°47'50.90" E	120.41	36.70
29.	CO_2Stripper, Chattogram Urea Fertilizer Ltd., Anwara, Anwara, Chattogram.	22°12'55.83" N	91°49'36.20" E	249.50	76.04
30.	High Tension Grid Line, ApprochFanel Area, Fakirnir Hat, Karnafuly, Chattogram.	22°16'14.40" N	91°50'53.18" E	102.82	31.34
31.	High Tension Grid Line, ApprochFanel Area, Fakirnir Hat, Karnafuly, Chattogram.	22°16'17.66" N	91°50'46.81" E	115.57	35.23
32.	High Tension Grid Line, ApprochFanel Area, Fakirnir Hat, Karnafuly, Chattogram.	22°16'20.66" N	91°50'39.78" E	99.21	30.24
33.	High Tension Grid Line, ApprochFanel Area, Fakirnir Hat, Karnafuly, Chattogram.	22°16'23.66" N	91°50'33.60" E	107.94	32.90
34.	High Tension Grid Line, ApprochFanel Area, Fakirnir Hat, Karnafuly, Chattogram.	22°16'27.97" N	91°50'24.40" E	106.77	32.54

36.	High Tension Grid Line, Approch Fanel Area, Fakirnir Hat, Karnafuly, Chattogram.	22°16'32.44" N	91°50'14.92" E	100.11	30.51
37.	High Tension Grid Line, Approch Fanel Area, Fakirnir Hat, Karnafuly, Chattogram.	22°16'40.46" N	91°50'09.31" E	104.29	31.79
38.	High Tension Grid Line, Approch Fanel Area, Fakirnir Hat, Karnafuly, Chattogram.	22°16'47.72" N	91°50'04.52" E	85.89	26.18
39.	High Tension Grid Line, Approch Fanel Area, Fakirnir Hat, Karnafuly, Chattogram.	22°16'15.74" N	91°50'54.03" E	122.86	37.45
40.	High Tension Grid Line, Approch FanelArea, Fakirnir Hat, Karnafuly, Chattogram.	22°16'32.33" N	91°50'59.48" E	99.78	30.41
41.	High Tension Grid Line, Approch Fanel Area, Fakirnir Hat, Karnafuly, Chattogram.	22°16'38.55" N	91°51'04.86" E	118.93	36.25
42.	Robi Tower, Kutub Fakir Para, Juldha, Fakirnir Hat, Karnafuly, Chattogram.	22°16'13.15" N	91°50'35.19" E	117.42	35.79
43.	Flare Chimney, Eastern Refinary, Patenga, Patenga, Chattogram.	22°15'45.82" N	91°47'57.18" E	97.57	29.74
44.	White Tower, Eastern Refinary, Patenga, Patenga, Chattogram.	22°15'55.53" N	91°48'00.33" E	158.82	48.41
45.	HTB Brick Field Chimney, Juldha, Fakirnir Hat, Karnafuly, Patia,Chattogram.	22°16'24.55" N	91°50'06.62" E	52.07	15.87
46.	TMB Brick Field Chimney, Juldha, Fakirnir Hat, Karnafuly, Patia, Chattogram.	22°16'26.25" N	91°50'04.22" E	98.82	30.12
47.	JBM Brick Field, Juldha, Fakirnir Hat, Karnafuly, Patia, Chattogram.	22°16'27.66" N	91°49'57.77" E	101.49	30.93
48.	Sitakundo Hill Temple, Sitakundo, Chattogram.	22°38'00.69" N	91°41'02.74" E	1162.40	354.28
49.	Tower (Electric Pole)at Sitakundo Hill Temple, Sitakundo, Chattogram.	22°38'00.06" N	91°41'02.68" E	1155.56	352.20

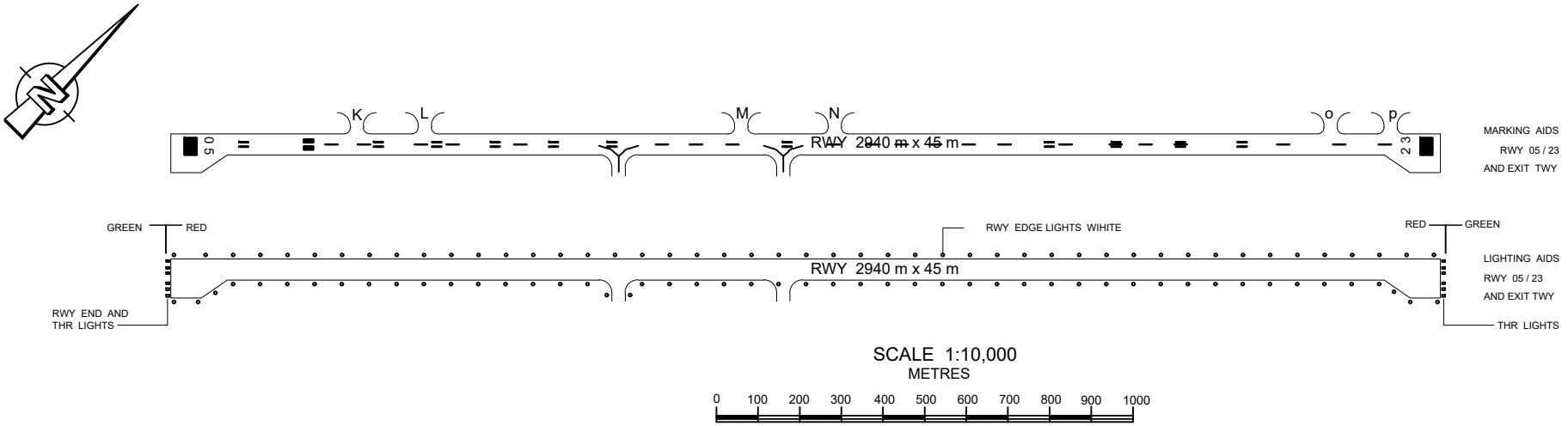
VGEG AD 2.24 CHARTS RELATED TO SHAH AMANAT INTERNATIONAL AIRPORT, CHATTOGRAM

ICAO CHARTS		
NR	**Chart Type**	**Page NR (VGEG)**
1.	Aerodrome Chart	AD 2-11
2.	Parking Chart	AD 2-13
3.	Aerodrome Obstacle Chart–ICAO Type A	AD 2-14
4.	Instrument Approach Chart	AD 2-15 to AD 2 -29

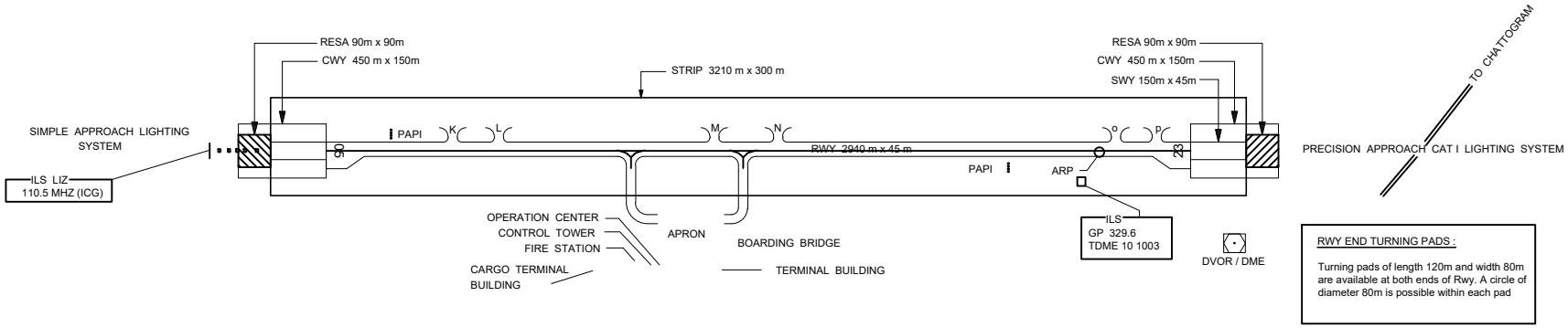
AERODROME CHART-ICAO

SHAH AMANAT INTERNATIONAL AIRPORT, CHATTOGRAM

MAGNETIC VARIATION 1° W



SHAH AMANAT INTERNATIONAL AIRPORT, CHATTOGRAM



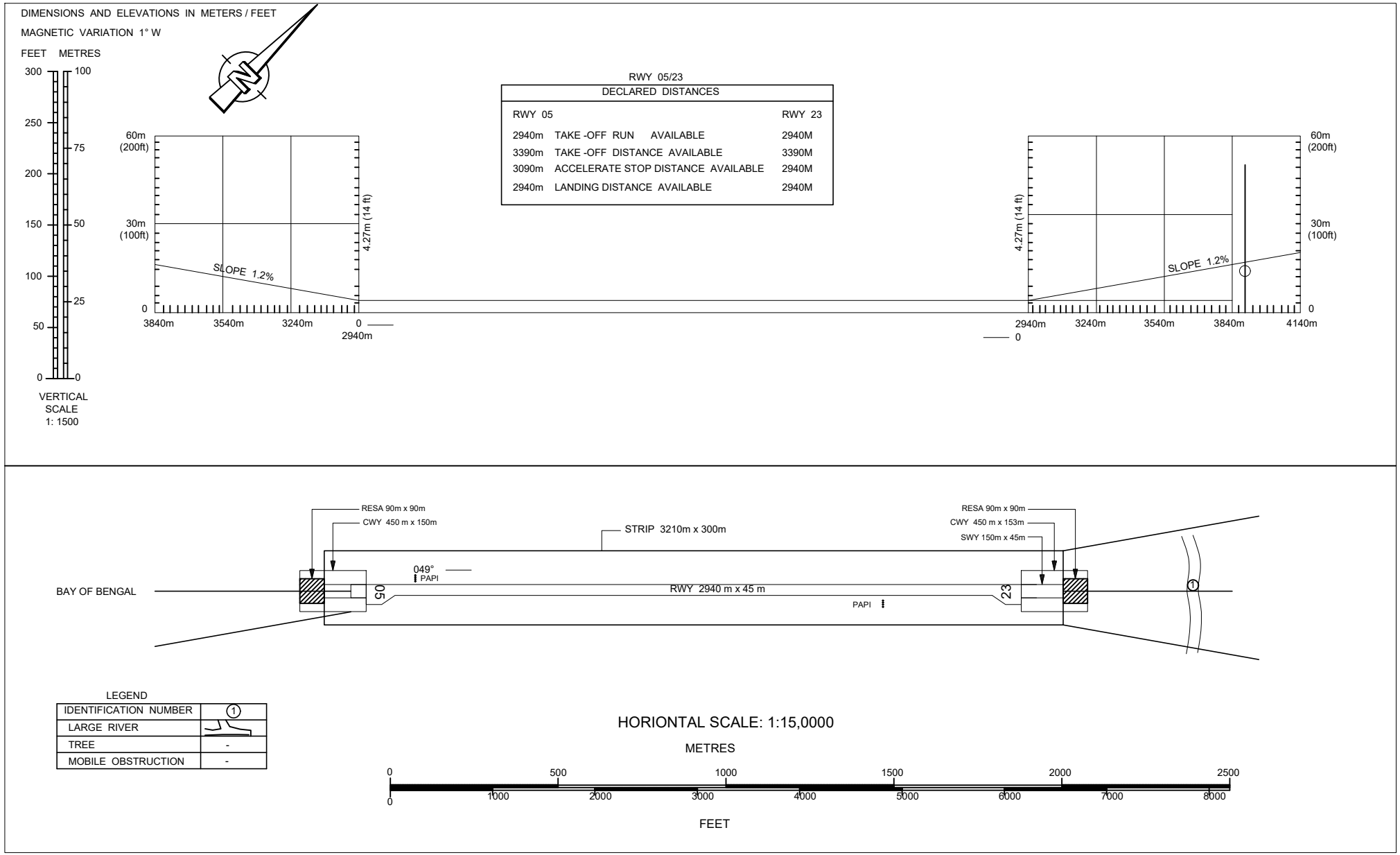
RWY END TURNING PADS :

Turning pads of length 120m and width 80m are available at both ends of Rwy. A circle of diameter 80m is possible within each pad

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AERODROME OBSTACLE CHART - ICAO TYPE A

SHAH AMANAT INTERNATIONAL AIRPORT, CHATTOGRAM

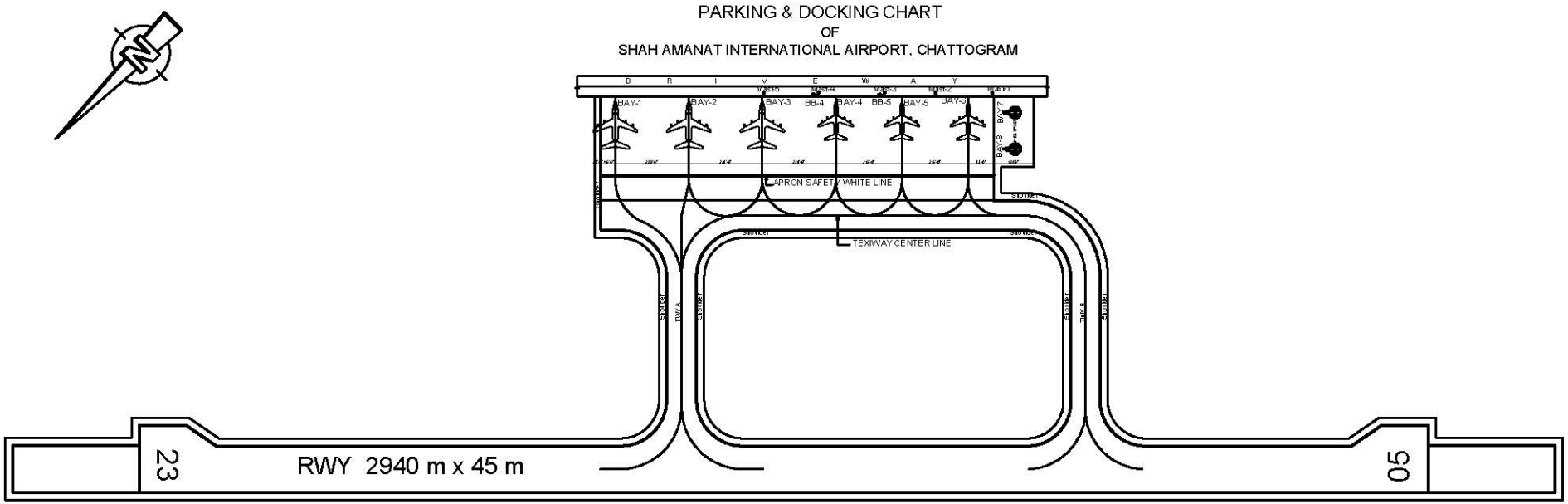


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PARKING AND DOCKING CHART

SHAH AMANAT INTERNATIONAL AIRPORT, CHATTOGRAM

MAGNETIC VARIATION 1° W



BAY 1-22°14'51.16"N, 091°48'58.14"E
BAY 2-22°14'49.60"N, 091°48'56.25"E
BAY 3-22°14'48.03"N, 091°48'54.35"E
BAY 4-22°14'46.46"N, 091°48'52.46"E
BAY 5-22°14'45.05"N, 091°48'50.75"E
BAY 6-22°14'43.64"N, 091°48'49.05"E
BAY 7-22°14'43.21"N, 091°48'47.63"E
BAY 8-22°14'44.08"N, 091°48'46.80"E

Electrical Mast Hight 25m

Mast 1-22°14'43.20"N, 091°48'48.42"E
Mast 2-22°14'44.28"N, 091°48'50.04"E
Mast 3-22°14'45.42"N, 091°48'51.12"E
Mast 4-22°14'46.80"N, 091°48'53.04"E
Mast 5-22°14'47.94"N, 091°48'54.36"E

BB 4-22°14'46.98"N, 091°48'51.72"E
BB 5-22°14'45.60"N, 091°48'51.12"E

Location Spelling Corrected

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INSTRUMENT
APPROACH CHART
CHART-ICAO

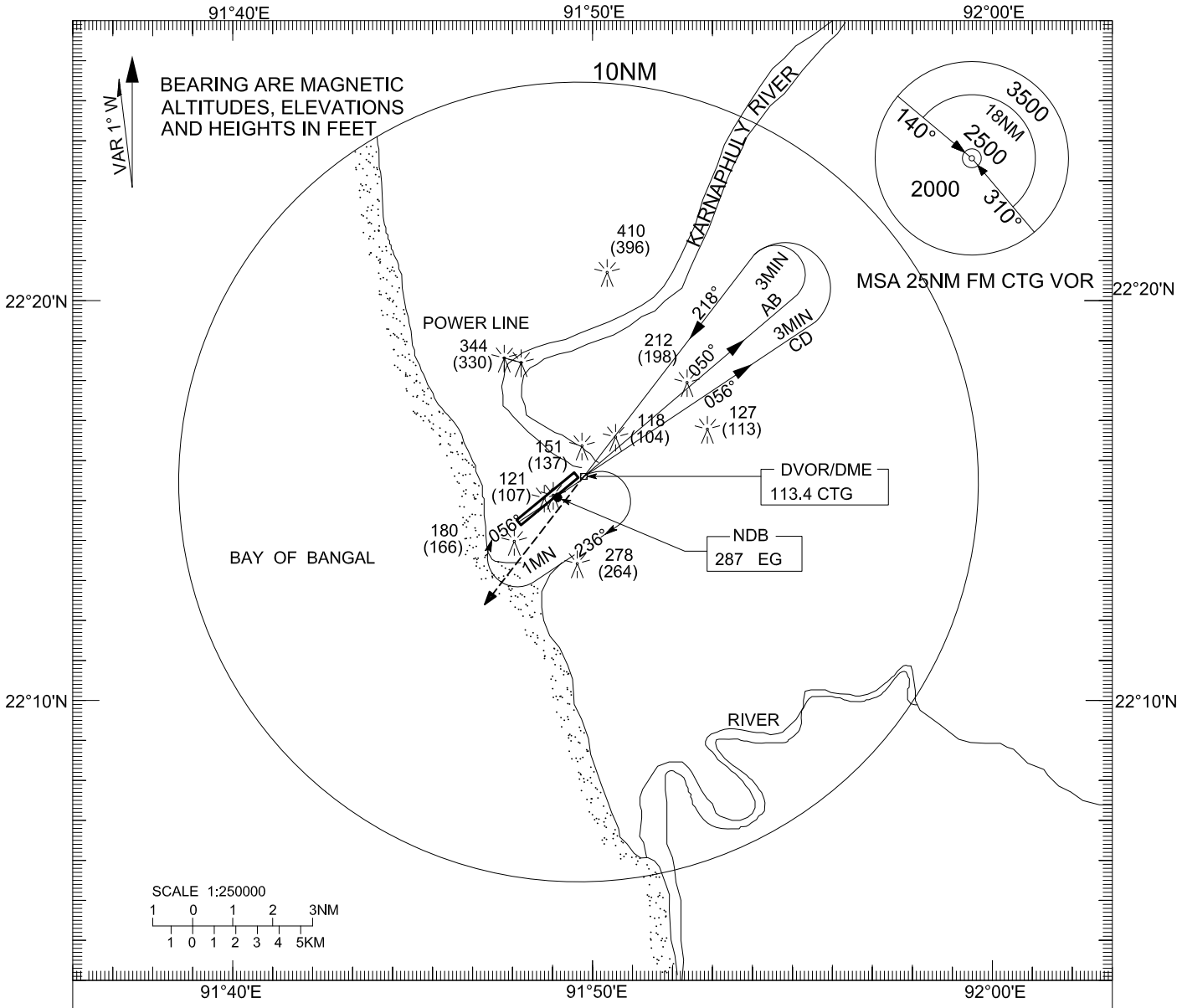
ELEV 14FT
HEIGHTS RELATED
TO AD ELEV

TWR 118.4(PRI)
119.4(SRY)

CHATTOGRAM, BANGLADESH

SHAH AMANAT INT'L. AIRPORT

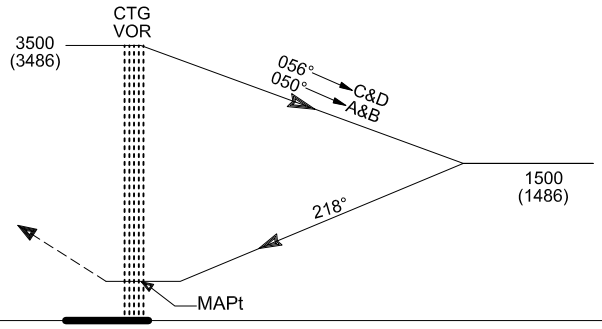
VOR Rwy 23



TRANSITION LEVEL FL060
TRANSITION ALTITUDE 4000FT

MISSED APPROACH

CLIMB TO 1500FT/457m ON
TRACK 220° CONTACT ATC FOR
FURTHER INSTRUCTION



7 6 5 4 3 2 1 0 1 2 3 4 5 6 7 8 9 10 NM

CATEGORY OF ACFT		A	B	C	D
OCA (H)		520(506)			
Speed	KNOTS	91	91-120	121-140	141-165
Met Minima	VIS(m)	1600	2000	2400	2400
(With full Facilities					

NOTE :-
CAUTION FOR PASSING SHIPS AT THE APPROACH AREA RWY 23 MAST HEIGHT 150FT AMSL APRX.

CHANGE: MSA

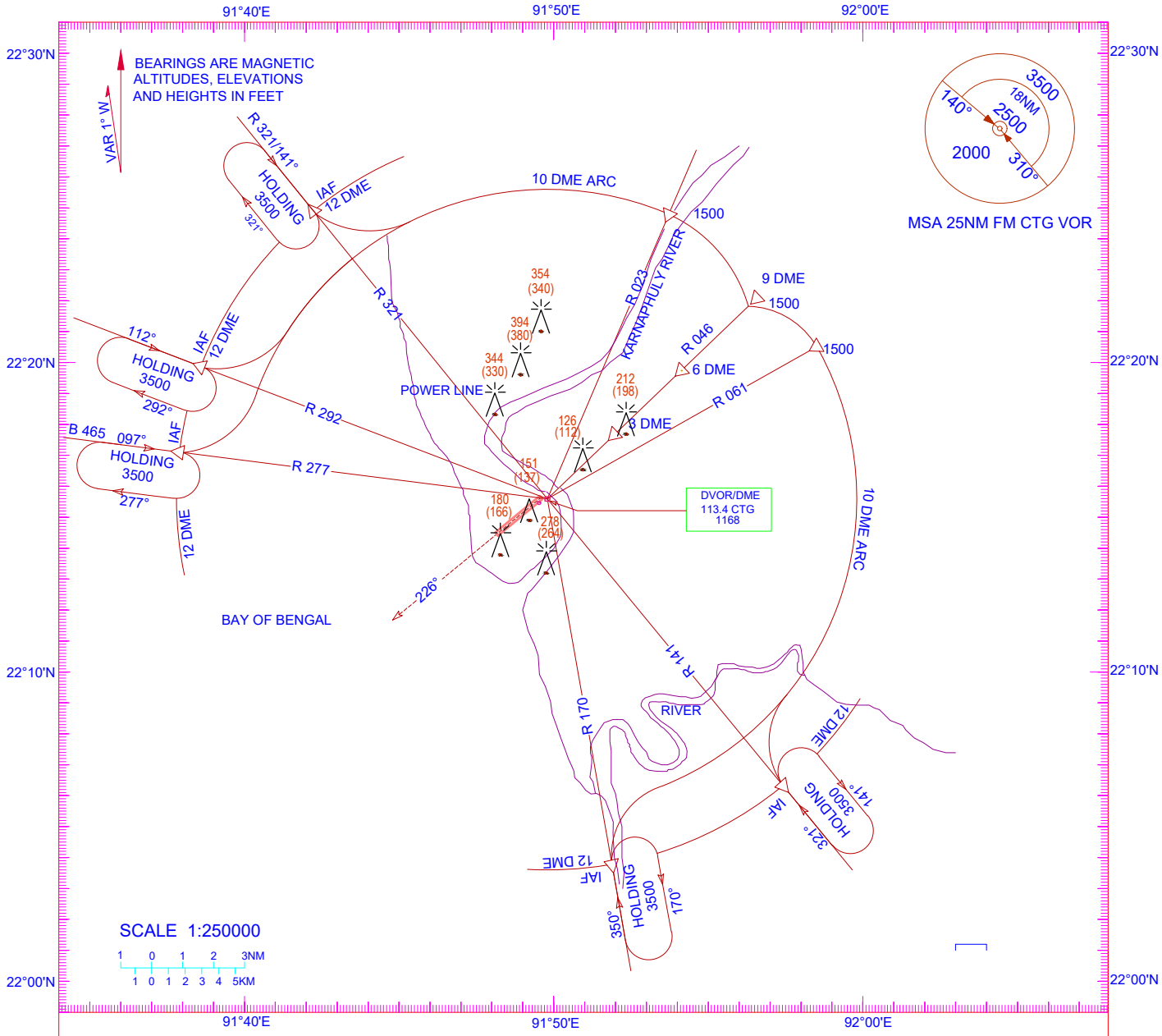
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INSTRUMENT
APPROACH
CHART-ICAO

ELEV 14 FT
HEIGHTS RELATED
TO AD ELEV

TWR 118.4(PRI)
119.4(SRY)

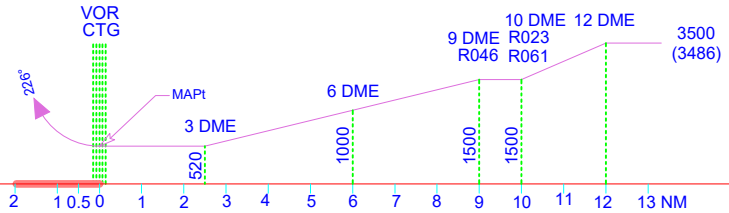
CHATTOGRAM, BANGLADESH
SHAH AMANAT INT'L. AIRPORT
VOR DME-ARC Rwy 23



TRANSITION LEVEL FL 060
TRANSITION ALTITUDE 4000FT

MISSED APPROACH

CLIMB TO 2000FT/610M ON
TRACK 226° CONTACT ATC
FOR FURTHER INSTRUCTION



CATEGORY OF ACFT		A	B	C	D
OCA (H)		520(506)			
SPEED	KNOTS	≤91	91-120	121-140	141-165
MET MINIMA (With full Facilities)	VIS(m)	1600	2000	2400	2800

NOTE :-
CAUTION FOR PASSING SHIPS AT THE APPROACH AREA RWY 23 MAST HEIGHT APRX.150FT AMSL DISTANCE APRX.1000m FROM THR RWY 23

CHANGE: 1. Transition FM IAF on R277 to ARC is added
2. One IAF position is changed FM R291 to R292
3. Missed Approach Track 226 degree

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INSTRUMENT APPROACH CHART-ICAO

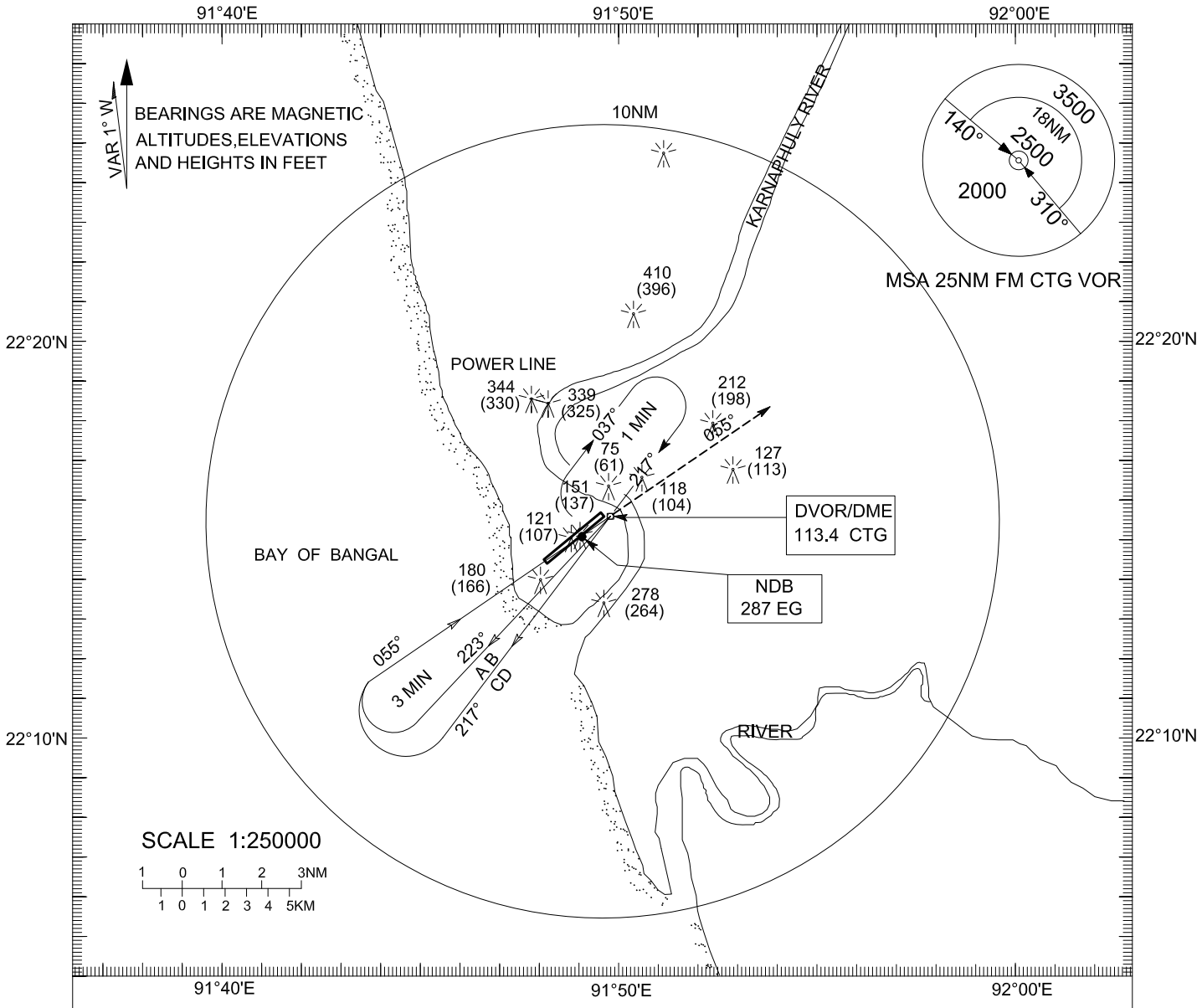
ELEV 14FT
HEIGHTS RELATED TO AD ELEV

TWR 118.4(PRI)
119.4(SRY)

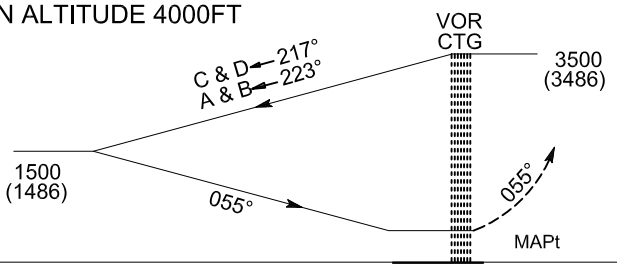
CHATTOGRAM, BANGLADESH

SHAH AMANAT INT'L. AIRPORT

VOR Rwy 05



TRANSITION LEVEL FL060
TRANSITION ALTITUDE 4000FT



MISSED APPROACH

CLIMB TO 2000FT/610M ON TRACK 055° CONTACT ATC FOR FURTHER INSTRUCTION

8 7 6 5 4 3 2 1 0 1 2 3 4 5 6 7 8 9 10 NM

CHANGE: MSA

CATEGORY OF ACFT		A	B	C	D
OCA (H)		520(506)			
Speed	KNOTS	91	91-120	121-140	141-165
Met Minima (Basic facilities)	VIS(m)	1600	2000	2400	2800

NOTE :-
CAUTION FOR PASSING SHIPS AT THE APPROACH AREA RWY 23 MAST HEIGHT 150FT AMSL APRX.

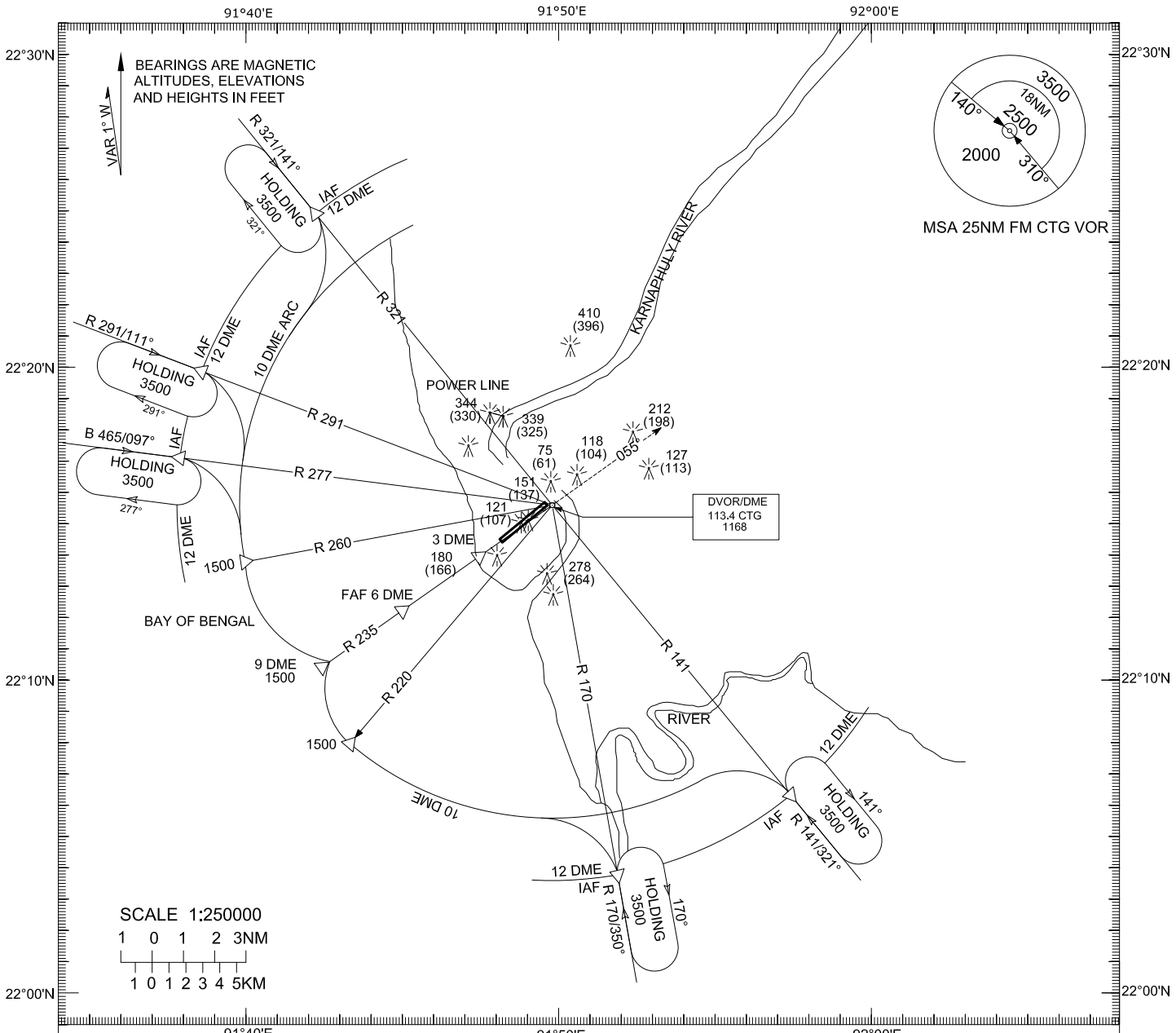
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INSTRUMENT APPROACH CHART-ICAO

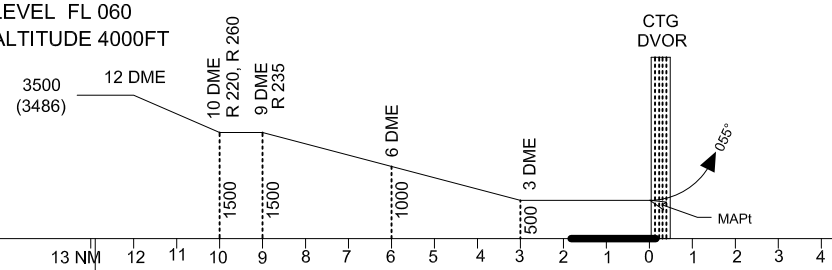
ELEV 14 FT
HEIGHTS RELATED TO AD ELEV

TWR 118.4(PRI)
119.4(SRY)

CHATTOGRAM, BANGLADESH
SHAH AMANAT INT'L. AIRPORT
VOR DME ARC Rwy 05



TRANSITION LEVEL FL 060
TRANSITION ALTITUDE 4000FT



MISSED APPROACH

CLIMB TO 2000FT/610M ON TRACK 055° CONTACT ATC FOR FURTHER INSTRUCTION

CHANGE: MSA

CATEGORY OF ACFT		A	B	C	D
OCA (H)		500(486)			
SPEED	KNOTS	≤91	91-120	121-140	141-165
MET MINIMA (Basic facilities)	VIS(m)	1600	2000	2400	2800

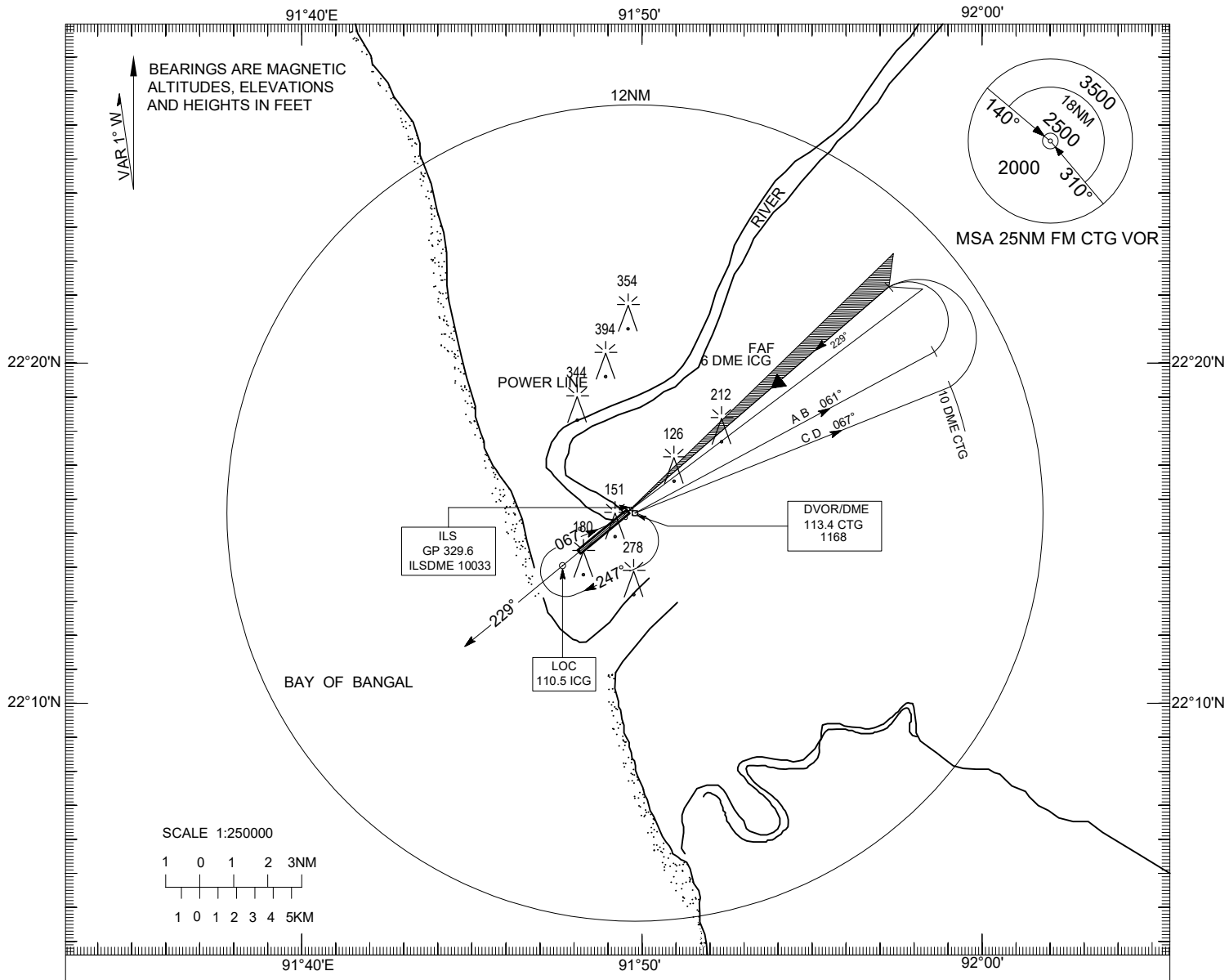
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INSTRUMENT
APPROACH
CHART-ICAO

ELEV 14 FT
HEIGHTS RELATED
TO AD ELEV

TWR 118.4(PRI)
119.4(SRY)

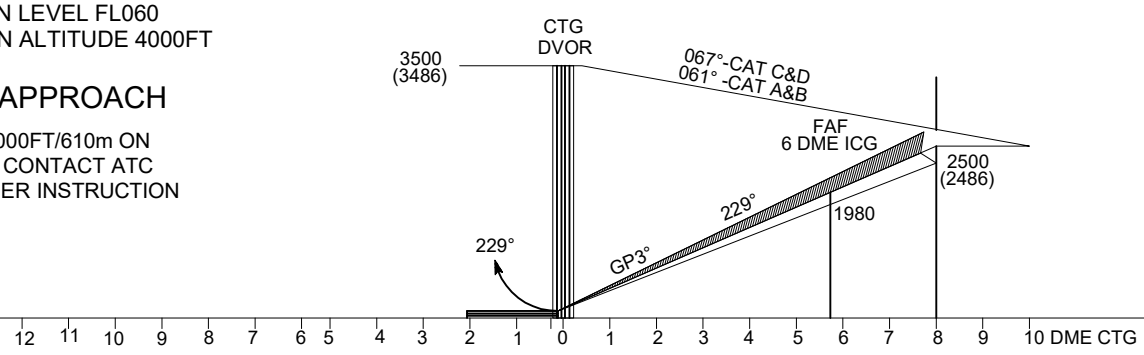
CHATTOGRAM, BANGLADESH
SHAH AMANAT INT'L. AIRPORT
VOR ILS DME RWY 23



TRANSITION LEVEL FL060
TRANSITION ALTITUDE 4000FT

MISSED APPROACH

CLIMB TO 2000FT/610m ON
TRACK 229° CONTACT ATC
FOR FURTHER INSTRUCTION



CATEGORY OF ACFT			A	B	C	D
OCA (H)		FULL	314(300)	326(312)	334(320)	345(331)
		GP OUT	430(416)			
DISTANCE	6 DME	5 DME	4 DME	3 DME	2 DME	1 DME
ALTITUDE	1980	1660	1342	1024	704	384
(HEIGHT)	(1966)	(1646)	(1328)	(1010)	(690)	(370)

CAT		A	B	C	D
SPEED	KNOTS	90	120	150	160
RATE OF DESCENT/GS	FT/MIN	400	635	795	955
FAF TO THR 23 6 NM	MIN:S	4:06	3:04	2:27	2:03
MET MINIMA(M) VIS (RVR)	FULL	1000 (800)			
	ALS OUT	1400			
	GP OUT	2400			

CHANGE: MM deleted and Obstacle information has ben corrected

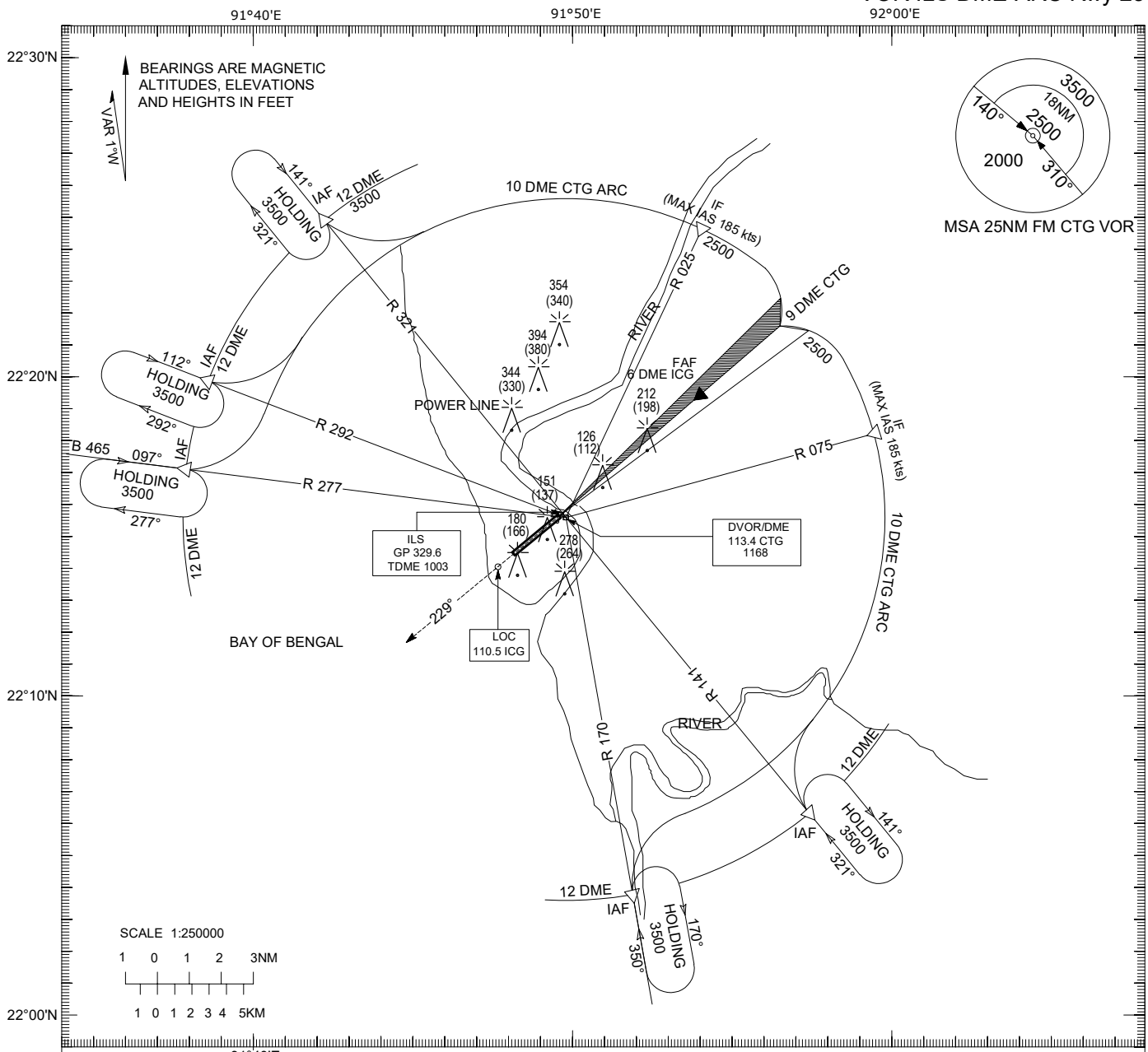
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INSTRUMENT APPROACH CHART-ICAO

ELEV 14 FT
HEIGHTS RELATED TO AD ELEV

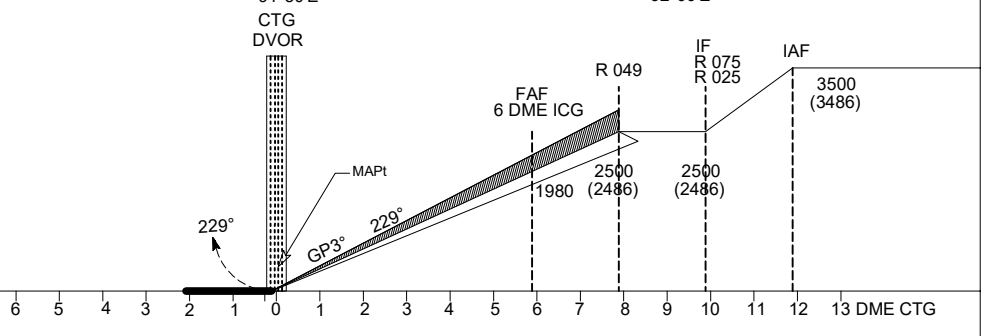
TWR 118.4(PRI)
119.4(SRY)

CHATTOGRAM, BANGLADESH
SHAH AMANAT INT'L. AIRPORT
VOR ILS DME-ARC Rwy 23



TRANSITION LEVEL FL 060
TRANSITION ALTITUDE 4000FT

CLIMB TO 2000FT/610M ON TRACK 229° CONTACT ATC FOR FURTHER INSTRUCTION



CATEGORY OF ACFT			A	B	C	D
OCA (H)		FULL	314(300)	326(312)	334(320)	345(331)
		GP OUT (CDFA)	430(416)			
DISTANCE	6 DME	5 DME	4 DME	3 DME	2 DME	1 DME
ALTITUDE	1980	1660	1342	1024	704	384
(HEIGHT)	(1966)	(1646)	(1328)	(1010)	(690)	(370)

CAT		A	B	C	D
SPEED	KNOTS	90	120	150	160
RATE OF DESCENT/GS	FT/MIN	400	635	795	955
FAF TO THR 23 6 NM	MIN:S	4:06	3:04	2:27	2:03
MET MINIMA(M) VIS (RVR)	BALS	1000 (800)			
	NALS	1400			
	GP OUT	2400			

CHANGE: MM has been deleted

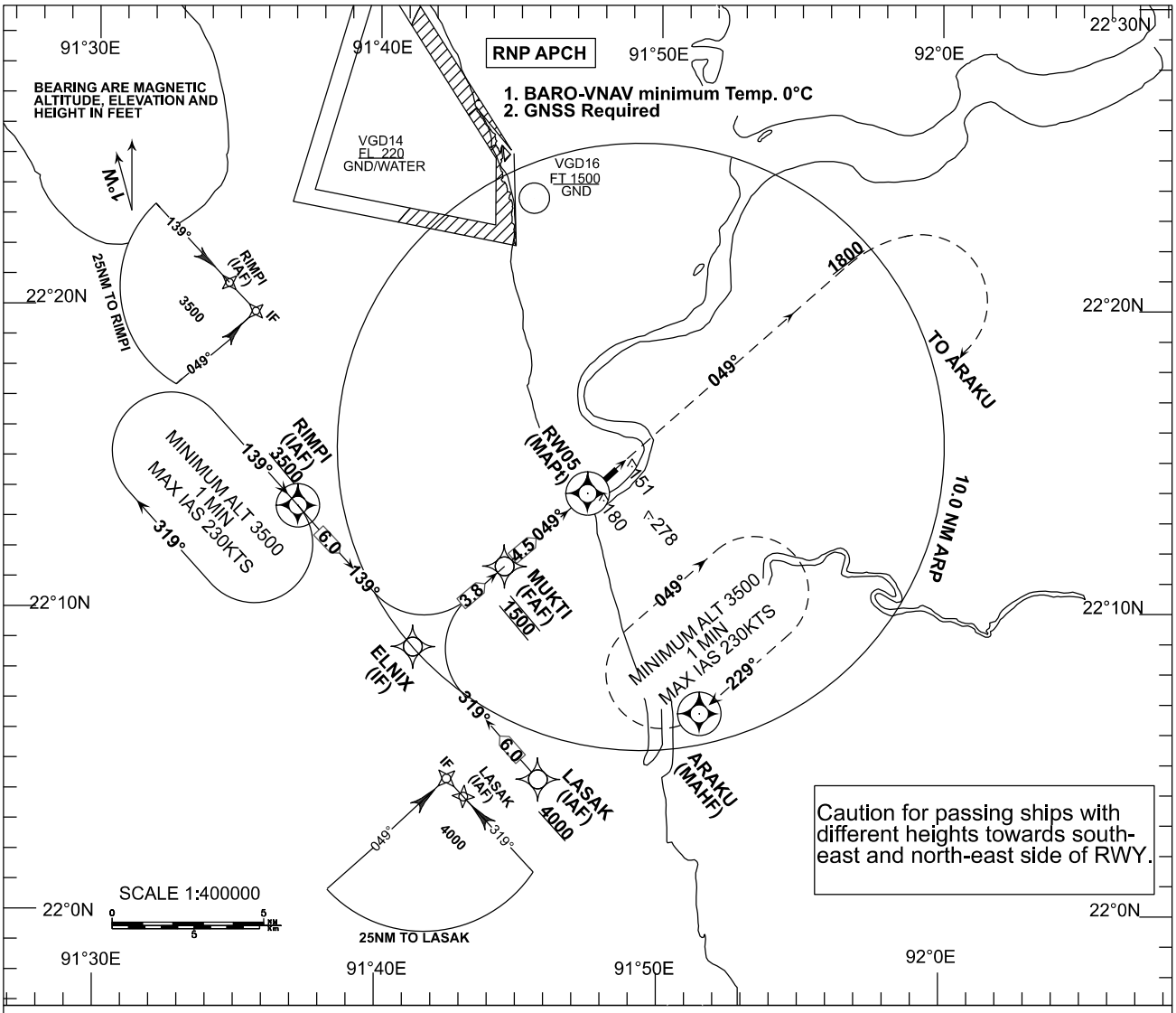
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INSTRUMENT APPROACH CHART - ICAO

AD ELEV 14 (ft)
OCH RELATED TO
THR RWY 05-ELEV 14(ft)

TWR: 118.4 MHZ(PRI)
119.4 MHZ(Stand by)
SMC: 121.8 MHZ

CHITTAGONG, BANGLADESH
SHAH AMANAT INTERNATIONAL AIRPORT (VGEG)
RNP RWY 05 (LNAV/VNAV ONLY)

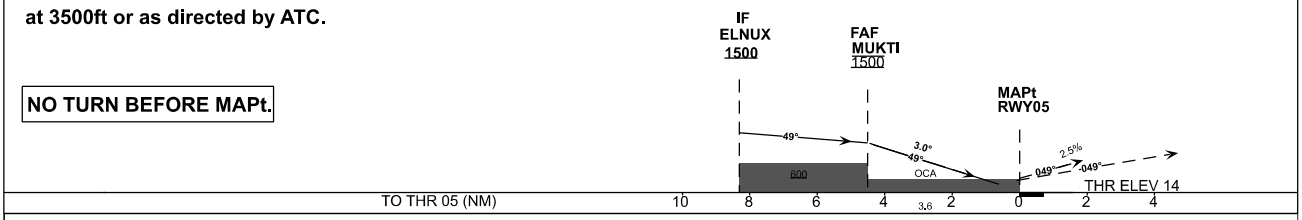


MISSED APPROACH:

Climb on course 049° at or above 1800ft, then turn right direct to ARAKU for holding at 3500ft or as directed by ATC.

NO TURN BEFORE MAPt.

TRANSITION LEVEL FL 060
TRANSITION ALTITUDE 4000FT



CATEGORY OF ACFT		A	B	C	D
OCA(OCH)	LNAV/VNAV	341(327)			
	LNAV (CDFA)	410(396)			
DISTANCE	5 NM	4 NM	3 NM	2 NM	1 NM
ALTITUDE	1660	1340	1020	710	390
(HEIGHT)	(1646)	(1326)	(1006)	(696)	(376)

CATEGORY OF ACFT		A	B	C	D
SPEED	KNOTS	90	120	150	180
RATE OF DESCENT/GS	FT/MIN	478	637	796	955

Type of Approach	Visibility Minima(m)	
	BALS	NALS
LNAV/VNAV	1500	2000
LNAV (CDFA)	1900	2300

CODING TABLE

TABULAR DESCRIPTION

SLNo	Path Descriptor	Waypoint Ident	Fly Over	Course M (T)	Turn	DST (NM)	Altitude (FT)	Speed Limit	VPA/TCH	NAV SPEC
10	IF	RIMPI	-	-	-	-	+3500	-230	-	RNP APCH
20	TF	ELNIX	-	139° (138.33°)	-	6.0	+1500	-200	-	RNP APCH
10	IF	LASAK	-	-	-	-	+4000	-230	-	RNP APCH
20	TF	ELNIX	-	319° (318.33°)	-	6.0	+1500	-200	-	RNP APCH
10	IF	ELNIX	-	049° (048.33°)	-	-	+1500	-200	-	RNP APCH
20	TF	MUKTI	-	049° (048.33°)	-	3.8	@1500	-	-	RNP APCH
30	TF	RW05	Y	049° (048.33°)	-	4.5	@64	-	-3.0/50	RNP APCH
40	CA	RW05	-	049° (048.33°)	-	-	+1800	-	-	RNP APCH
50	DF	ARAKU	Y	-	R	-	-	-230	-	RNP APCH
60	HM	ARAKU	Y	229° (228.33°)	R	-	3500	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY05 (LNAV/VNAV only)	
WAYPOINT IDENTIFIER	**COORDINATES**
RIMPI (IAF)	N 22:13:24.49 E 91:37:10.73
LASAK (IAF)	N 22:04:24.78 E 91:45:46.38
ELNIX (IF)	N 22:08:54.69 E 91:41:28.69
MUKTI (FAF)	N 22:11:26.83 E 91:44:32.15
RW05 (MAPt)	N 22:14:27.00 E 91:48:09.51
ARAKU (MAHF)	N 22:06:35.30 E 91:51:26.51

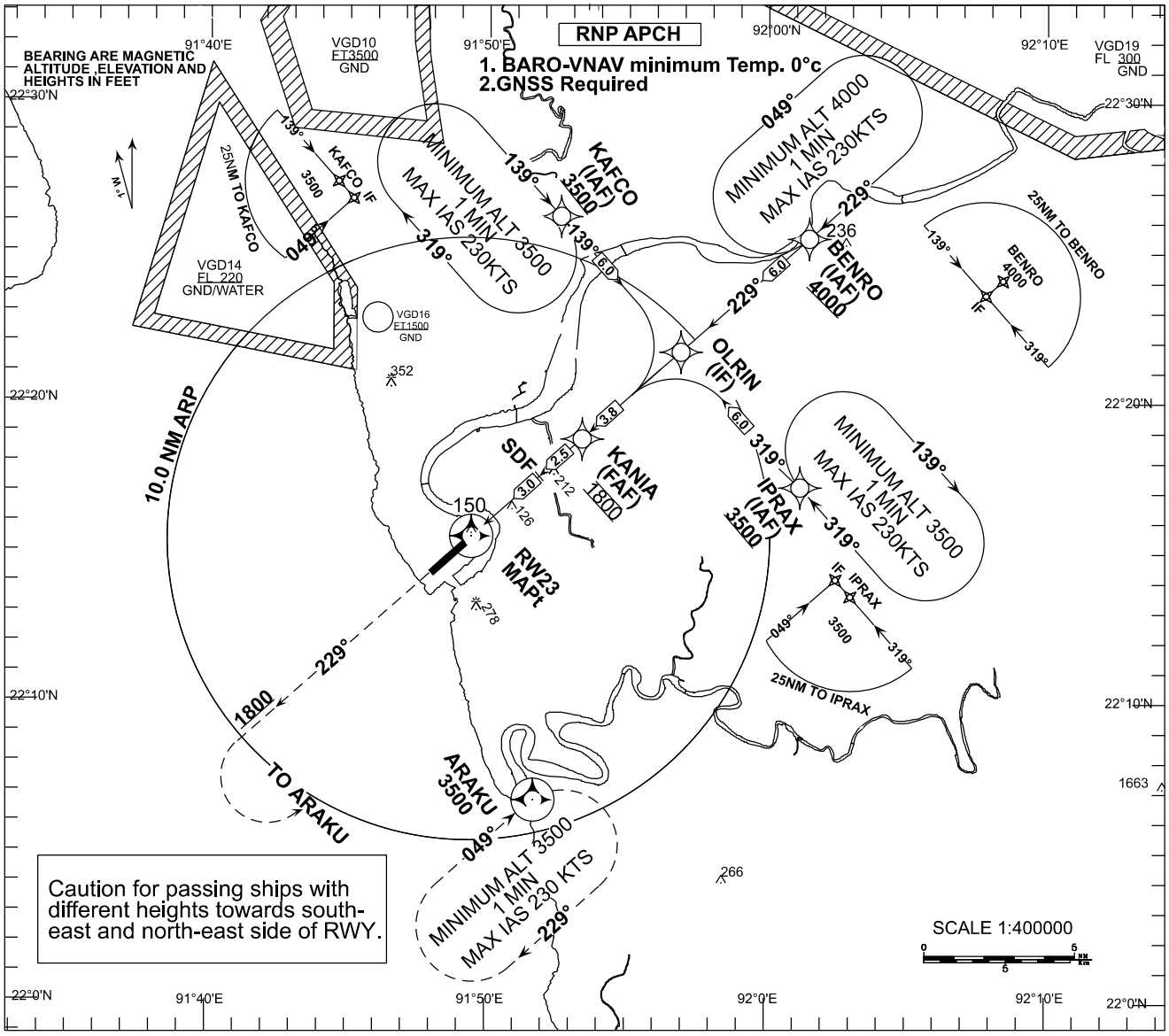
Change: THR05 Coordinates

INSTRUMENT APPROACH CHART - ICAO

AD ELEV 14 (ft)
OCH RELATED TO THR RWY 23-ELEV 14(ft)

TWR : 118.4 MHZ (PRI)
119.4 MHZ (Stand by)
SMC : 121.8 MHZ

CHITTAGONG, BANGLADESH
SHAH AMANAT INTERNATIONAL AIRPORT (VGEG)
RNP RWY 23 (LNAV/VNAV ONLY)



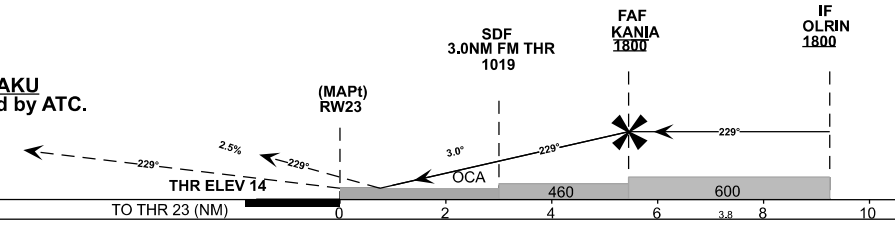
TRANSITION LEVEL FL 060

TRANSITION ALTITUDE 4000FT

MISSED APPROACH

Climb on course 229° at or above 1800ft, then turn Left direct to ARAKU for holding at 3500ft or as directed by ATC.

NO TURN BEFORE MAPt.



CATEGORY OF ACFT		A	B	C	D
OCA(OCH)	LNAV/VNAV	311(297)			
	LNAV (CDFA)	400(386)			
DISTANCE	5 NM	4 NM	3 NM	2 NM	1 NM
ALTITUDE	1660	1340	1020	710	390
(HEIGHT)	(1646)	(1326)	(1006)	(696)	(376)

CATEGORY OF ACFT		A	B	C	D
SPEED	KNOTS	90	120	150	180
RATE OF DESCENT/GS	FT/MIN	478	637	796	955

Type of Approach	Visibility Minima (m)		
	FALS	BALS	NALS
LNAV/VNAV	900	1200	1800
LNAV (CDFA)	1400	2000	2300

CODING TABLE

TABULAR DESCRIPTION

SL NO	Path Descriptor	Waypoint Ident	Fly Over	Course M (T)	Turn	DST (NM)	Altitude (FT)	Speed Limit	VPA/TCH	NAV SPEC
10	IF	IPRAX	-	-	-	-	+3500	-230	-	RNP APCH
20	TF	OLRIN	-	319° (318.38°)	-	6.0	+1800	-200	-	RNP APCH
10	IF	KAFCO	-	-	-	-	+3500	-230	-	RNP APCH
20	TF	OLRIN	-	139° (138.38°)	-	6.0	+1800	-200	-	RNP APCH
10	IF	BENRO	-	-	-	-	+4000	-230	-	RNP APCH
20	TF	OLRIN	-	229° (228.39°)	-	6.0	+1800	-200	-	RNP APCH
10	IF	OLRIN	-	-	-	-	+1800	-200	-	RNP APCH
20	TF	KANIA	-	229° (228.37°)	-	3.8	@1800	-	-	RNP APCH
30	TF	RW23	Y	229° (228.34°)	-	5.4	@64	-	-3.0/50	RNP APCH
40	CA	RW23	-	229° (228.34°)	-	-	+1800	-	-	RNP APCH
50	DF	ARAKU	Y	-	L	-	-	-230	-	RNP APCH
60	HM	ARAKU	Y	049° (048.33°)	R	-	3500	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY23 (LNAV/VNAV only)	
WAYPOINT IDENTIFIER	COORDINATES
KAFCO(IAF)	N 22:26:10.52 E 91:52:35.35
BENRO(IAF)	N 22:25:40.35 E 92:01:43.95
IPRAX(IAF)	N 22:17:10.39 E 92:01:11.25
OLRIN(IF)	N 22:21:40.51 E 91:56:53.44
KANIA(FAF)	N 22:19:08.54 E 91:53:49.59
RW23(MAPt)	N 22:15:30.50 E 91:49:26.26
ARAKU(MAHF)	N 22:06:35.30 E 91:51:26.51

Change: THR23 Coordinates

VGSY AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VGSY – OSMANI INTERNATIONAL AIRPORT, SYLHET

VGSY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATION DATA

1	ARP coordinates and site at AD	245740.83N 0915217.89E in the RWY
2	Distance and direction from city	05 NM N/NE of Town
3	AD elevation/reference temperature	50 ft /35.4^{0}C
4	MAG VAR /Annual change	1^0 W (2020) Annual change 2'W
5	AD administration, address, telephone, fax, AFS	Civil Aviation Authority of Bangladesh Postal address: Director, Osmani International Airport, Sylhet, Postal code 3102, Bangladesh Telephone: Director: 02996631143 Control TWR: 02996634315 AFS: VGSYZTZX
6	Types of traffic permitted	IFR/VFR
7	Remarks	Nil

VGSY AD 2.3 OPERATIONAL HOURS

SL Nr.	Services	Hours
1	Aerodrome Administration	As per government declared office hour. FRI & SAT holiday
2	Custom and Immigration	HO
3	Health and Sanitation	HO
4	AIS briefing office	NIL
5	ATS reporting office (ARO)	HO
6	MET briefing office	HO
7	Air traffic service	HO
8	Fueling	HO
9	Handling	HO
10	Security	HO
11	De-icing	NIL
12	Remarks	NIL

VGSY AD 2.4 HANDLING SERVICES AND FACILITIES

Manual Handling

VGSY AD 2.5 PASSENGER FACILITIES

1	Hotels	AVBL within 2 Km FM airport
2	Restaurant accommodation	Limited at the airport
3	Transportation available	Taxies, Microbus, Car, Auto rickshaws
4	Medical facilities	Only first Aids AVBL.
5	Banks	AVBL
6	Tourist office	AVBL within 2 KM FM airport
7	Remarks	NIL
9	Post Office	NIL

VGSY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fighting	CAT : 8
2	Rescue Equipment	AVBL to meet the ICAO requirement for CAT 8
3	Disabled Aircraft Removal	NIL
4	Remarks	NIL

VGSY AD 2.7 SEASONAL AVAILABILITY CLEARING

1.7.1 The airport is available for all seasons. Side stripes become unusable during monsoon. There is no requirement for clearing.

VGSY AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface: Bituminous Concrete Strength: PCN 40/F/C/Y/T (old apron), 70/R/C/X/T (new apron)
2	Taxiway width, surface and strength	Width : 75 ft Surface: Bituminous Concrete Strength: PCN 40/F/C/Y/T (Taxiway-A), 101/F/C/X/T (Taxiway-B)
3	Altimeter checkpoint location and elevation	Not designated
4	INS Checkpoints check point	NIL
5	INS Checkpoints	NIL
6	Remarks	NIL

VGSY AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM AND MARKINGS

1	Stand identification/taxiway guidelines/ visual docking/parking guidance	Taxiing guidance signs at intersection with TWY and RWY. Guidance at apron: Nose-in guidance at aircraft stands. - Due to parking and maneuvering problem, all ACFT with wing-span more than 80ft operating to/fm Osmani International Airport are required to have tow bar for pushback.
2	RWY and TWY markings and LGT	RWY marking aids: THR, Centre line, RWY designator all runways, Touchdown zone marking. TWY marking aids: TWY centerline, RWY Holding Position
→ 3	Stop bars	Stop bars lights are available in TWY B.
4	Remarks	NIL

VGSY AD 2.10 AERODROME OBSTACLES

SL Nr	Name of the significant obstacles/obstructions	Coordinates of the Obstacle	True Bearing FM REF point	Dist FM REF Point (m)	Elevation AMSL (ft)
	DVOR	245747.75 N 915142.06 E	283.20	1019	74
	AWOS	245801.83 N 915112.79 E	---	---	63
	Control Tower	245731.19 N 915214.92 E	197.39	278	118
	Light Mast-01	245727.10 N 915216.77 E	184.64	407	127
	Light Mast-02	245726.12 N 915219.05 E	175.77	426	127
	Light Mast-03	245725.19 N 915221.04 E	---	---	127
	Light Mast-04	245724.38 N 915223.06 E	---	---	127
	Light Mast-05	245732.65 N 915209.65 E	227.07	315	133
	Light Mast-06	245727.10 N 915213.11 E			130
	Grand Sylhet (building)	245718.46 N 915140.35 E	236.15	1241	195.
	Mobile Antenna Tower	245708.25 N 915151.19 E	216.88	1241	215
	TV Mast	245338.20 N 915245.70 E	180	17594	499
	Chimney-1	245815.08 N 915152.25 E	313.44	1593	123
	Chimney-2	245823.80 N 915133.10 E	---	---	143
	Jalalabad GAS Transmission building	245302.76 N 915253.37 E	174	8619	226
	Kailastila Gas Field	245204.96 N 920124.40 E	124	18521	226
	Hill Side Apartment	245706.47 N 915152.25 E	---	---	173
	App Path-29 Elec. Pole	245726.13 N 915258.89 E	---	---	88
	RAB Mast, Rab-9 Majortila, Islampur	245350.87 N 915433.52 E	---	---	218
	Radio Mast, Majortila, Islampur	245338.20 N 915422.34 E	---	---	416
	Jhanditila, Near Kalagul Tea Garden, Khadimnagar.	245630.58 N 915513.60 E	---	---	243

VGSY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET office	Osmani Int'l Airport Sylhet (VGSY)
2	Hours of service	HO
3	Office responsible for TAF preparation Periods of validity (hours)	Hazrat Shahjalal Int'l (VGHS) 6
4	Type of landing forecast Interval of issuance	--
5	Briefing/consultation provided	Provided at VGHS
6	Flight documentation Languages used	C, PL English
7	Charts and other information available for briefing or consultation	--
8	Supplementary equipment available for providing information	--
9	ATS units provided with information	TWR
10	Additional information	Tel: NIL

VGSY AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designator RWY NR	TRUE BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY & SWY	THR Coordinates	THR elevation (ft)	Slope of RWY-SWY
1	2	3	4	5	6	7
11	112.26^0	3125X45	PCN 101/F/C/X/T (RWY) PCN 89/F/C/X/T (SWY) Bituminous Concrete	245809.25 N 0915104.29 E	50	0.16 %
29	292.26^0	3125X45		245729.65 N 0915246.85 E	50	0.16 %

Designator RWY NR	SWY Dimensions (m)	CWY Dimensions (m)	Strip Dimensions (m)	RESA(m)	OFZ	Remarks
1	8	9	10	11	12	13
11	95 X 45	275 X 150	3312 X 300	90x90	within the clearway	NIL
29	67 X 45	905 X 150	3312 X 300	90x90	within the clearway	

VGSY AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	REMARKS
1	2	3	4	5	6
11	3125	3400	3220	3125	NIL
29	3125	4030	3192	3035	Due displaced threshold (245730.79 N 0915243.89 E)

VGSY AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH	THR	VASIS PAPI	TDZ	RWY Centre line	RWY edge	END & WBAR	STW LGT	Remarks
1	2	3	4	5	6	7	8	9	10
11	Precision approach lighting system (CAT-1)	Six Green LGT	3^0 PAPI	AVBL 30m apart	AVBL 15m apart	AVBL 60m Apart Lights Intensity 1%, 3%. 10%, 30%, 100%	AVBL	NIL	
29	Simple approach lighting system	Six Green LGT	3^0 PAPI	NIL			AVBL	NIL	

VGSY AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPL

1	ABN/ IBN location, characteristics and hours of operation	ABN is atop of the control tower and available for hours of operation. IBN not available.
2	LDI location and LGT Anemometer location and LGT	Nil Atop control TWR, LGT
3	TWY edge and center line lighting	Edge: AVBL Center line: Nil
4	Secondary power supply switch-over time	During main power supply failure, Automatic standby generator power supply available within 15 seconds.
5	Remarks	Apron lights avbl

VGSY AD 2.16 HELICOPTER LANDING AREA

As directed by ATC

VGSY AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	Sylhet Control Zone (CTR)
	Lateral limits	A circle of 20 NM radius centered at Sylhet VOR (245747.75 N 915142.06 E) except that portion which falls within Kolkata/Guwahati FIR
2	Vertical limits	GND to FL 075 AGL
3	Airspace Classification	C
4	ATS unit call sign Language (S)	Sylhet Tower English
5	Transition altitude	6000 ft
6	Hours of applicability (or activation)	HO
7	Remarks	Nil

1	Designation	Aerodrome Traffic Zone (ATZ)
	Lateral limits	ATZ is oval shaped area joining outer tangents of 5 NM (9KM) radius circles centered at the RWY centre and both ends of RWY
2	Vertical limits	4000 ft (ALT)
3	Airspace	C
4	Unit Language	Sylhet Tower English
5	Transition altitude	6000 ft
6	Hours of applicability (or activation)	HO
7	Remarks	Nil

VGSY AD 2.18 AIR TRAFFIC SERVICES COMMUNICATIONS FACILITIES

Service designation	Call Sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
Aerodrome and Approach Control Service (Non-Radar)	Sylhet TWR	122.900 MHz (PRI) 122.500 MHz (SRY)	HO	NIL

VGSY AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid Variation	Ident	Frequency	Operation hours	Position of transmitting antenna Coordinates	Elevation of Nav aids transmitting antenna (ft)	Remarks
D/VOR	SYT	116.400 MHz	HO	245747.75 N 0915142.06E	74.16	-
DME	SYT	1198 MHz	HO	245747.75 N 0915142.06E	74.16	Collocated with DVOR
ILS/LOC-11	SYL	111.500 MHz	HO	245726.52 N 0915254.94E	65	-
ILS/GP-11	-	332.900 MHz	HO	245802.00 N 0915111.86E	84.40	-
ILS/DME-11	-	1013 MHz	HO	245801.86N 0915112.18E	65	Collocated with GP

VGSY AD 2.20 LOCAL TRAFFIC REGULATIONS

Prior approval to be obtained from ATC

VGSY AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VGSY AD 2.22 FLIGHT PROCEDURES

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VGSY AD 2.23 ADDITIONAL INFORMATION

1. Aerodrome Reference Code: 4 E ←
2. Lack of required width (140 m or 460 feet) of northern side strip of the runway measured along the runway 1078 ft from threshold RWY-11 and offset towards the north where the width of the runway strip is 310 ft. Pilots to exercise caution during landing and take-off.

VGSY AD 2.24 CHARTS RELATED TO OSMANI INT'L AIRPORT, SYLHET

ICAO CHARTS			
	CHART TYPE	PAGE NR. (VGSY)	REMARKS
1	AERODROME CHART	AD 2-9	
2	PARKING CHART	AD 2-10	
3	INSTRUMENT APPROACH CHART	AD 2-13, AD 2-17 to AD 2-21	2 (two) IAC has been removed from AD 2-11 and AD 2-15 due to removal of NDB;

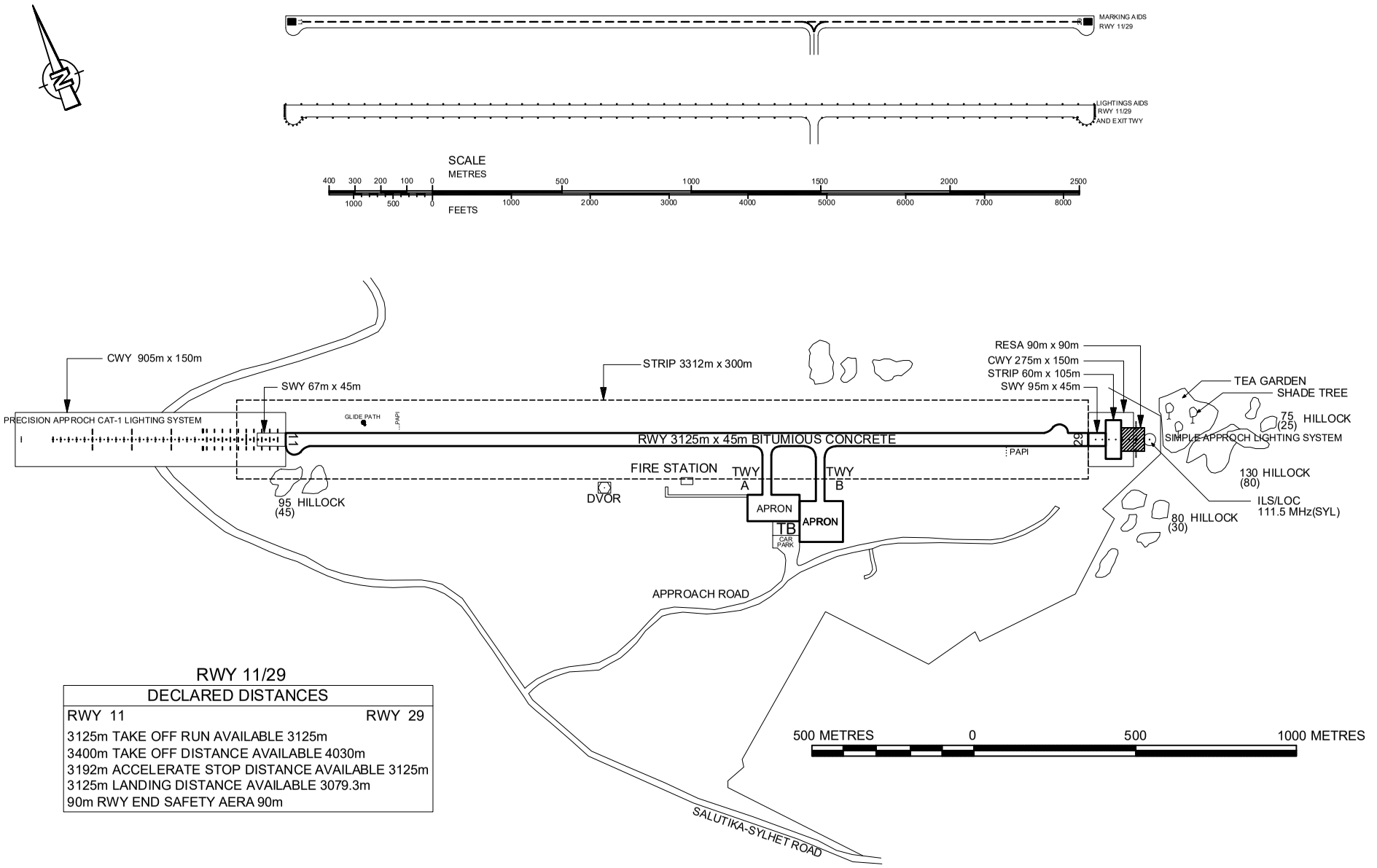
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AERODROME CHART-ICAO

TYPE A

OSMANI INTERNATIONAL AIRPORT, SYLHET

MAGNETIC VARIATION 1° W



RWY 11/29

DECLARED DISTANCES

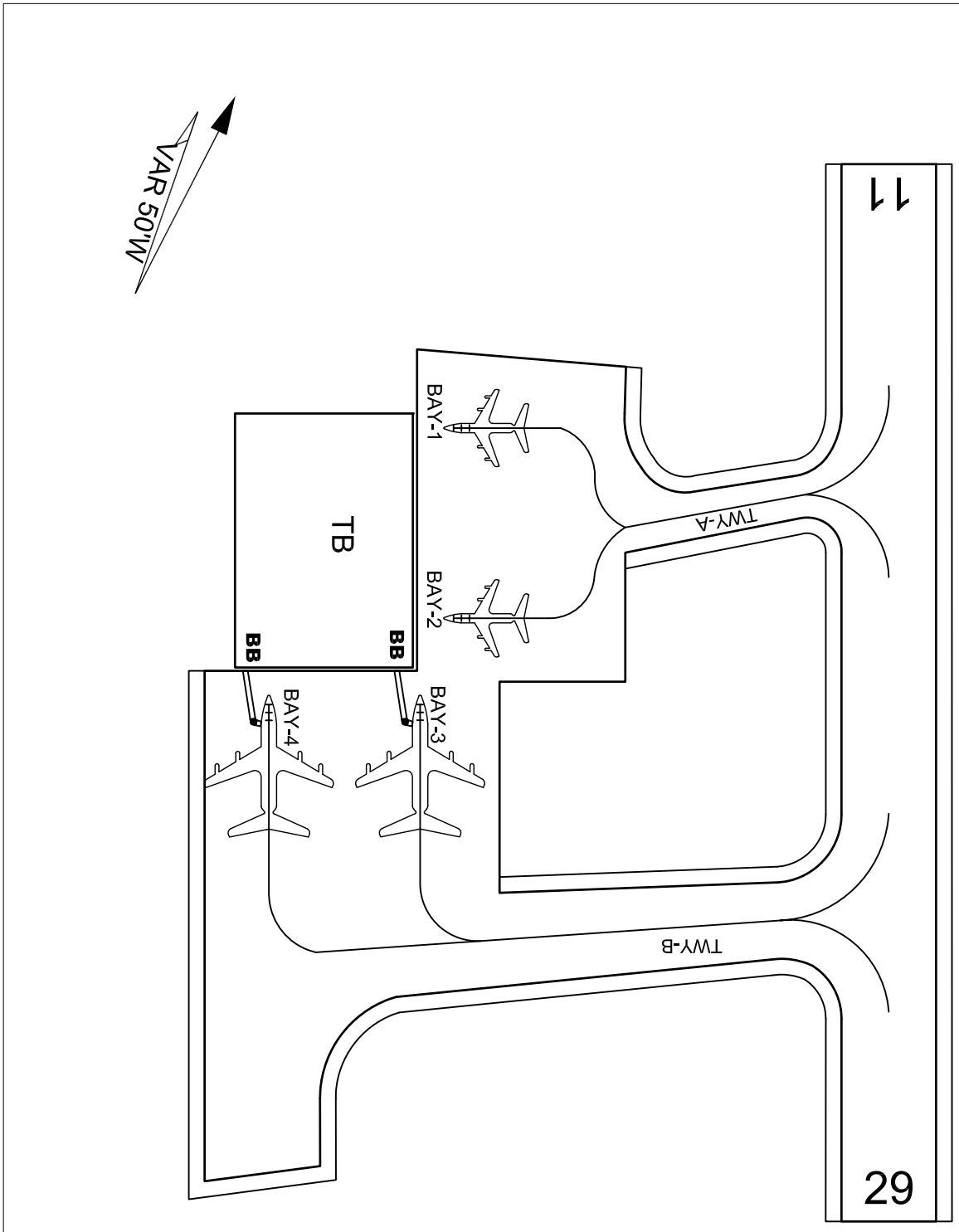
RWY 11	RWY 29
3125m TAKE OFF RUN AVAILABLE	3125m
3400m TAKE OFF DISTANCE AVAILABLE	4030m
3192m ACCELERATE STOP DISTANCE AVAILABLE	3125m
3125m LANDING DISTANCE AVAILABLE	3079.3m
90m RWY END SAFETY AERA	90m

Change: SWY 29 HAS BEEN INCLUDED

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PARKING AND DOCKING CHART

OSMANI INTERNATIONAL AIRPORT, SYLHET



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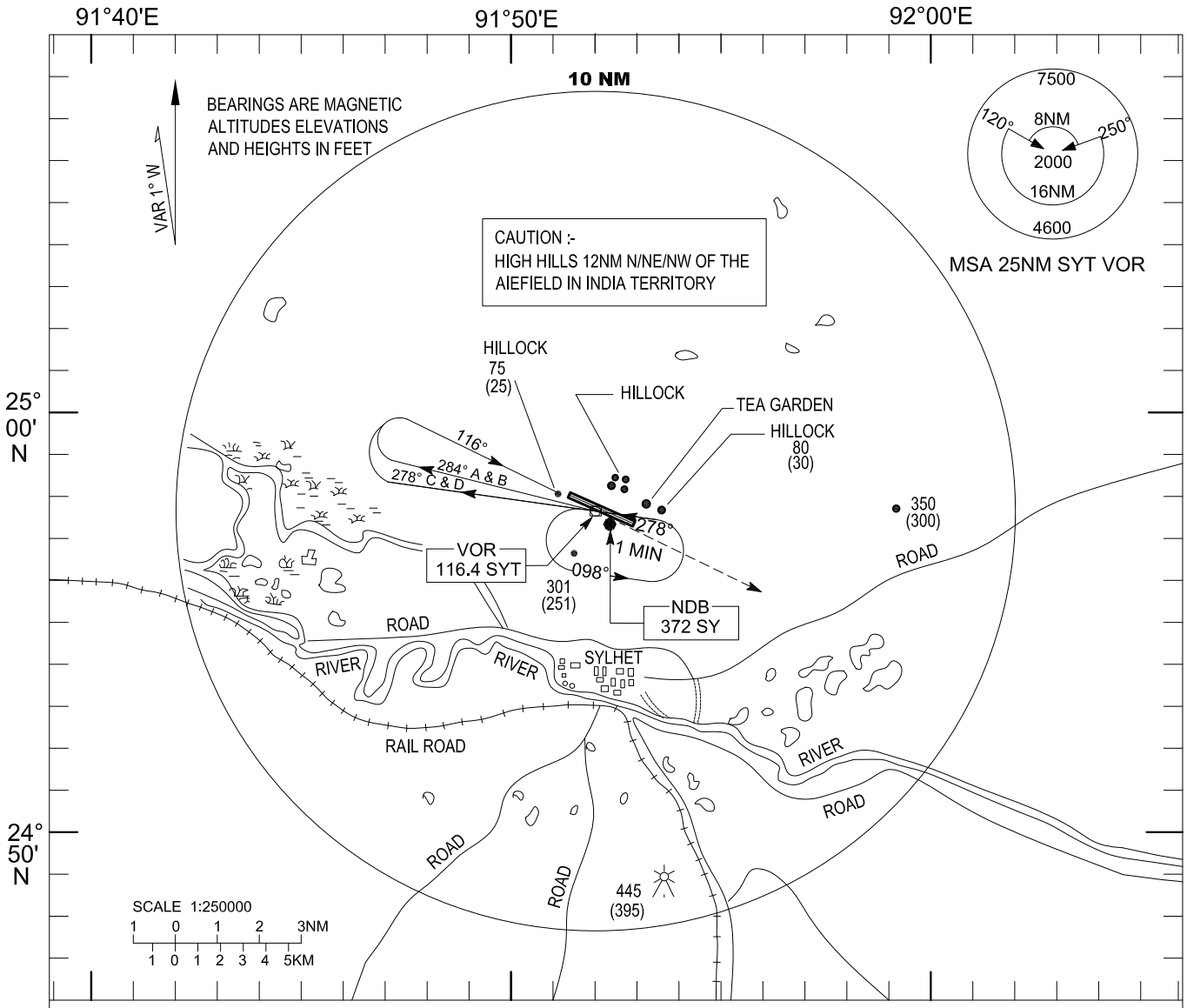
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INSTRUMENT APPROACH CHART- ICAO

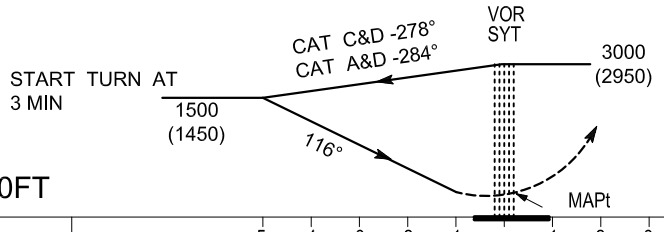
ELEV 50FT
HEIHGTS RELATED TO AD ELEV

TWR 122.9(PRI)
122.5(Stand by)

SYLHET, BANGLADESH
OSMANI INTERNATIONAL
VOR RWY 11



TRANSITION LEVEL FL 060
TRANSITION ALTITUDE 4000FT



MISSED APPROACH

CLIMB TO 2000FT / 610m ON
TRACK 116° CONTACT ATC
FOR FURTHER INSTRUCTION

ELEV 50FT

MET MINIMA
VIS 2800 M

CATEGORY OF ACFT		A	B	C	D
OCA (H)		450(400)		500(450)	
SPEED	KNOTS	90	120	150	180

CHANGE: MSA & HOLDING PATTERN

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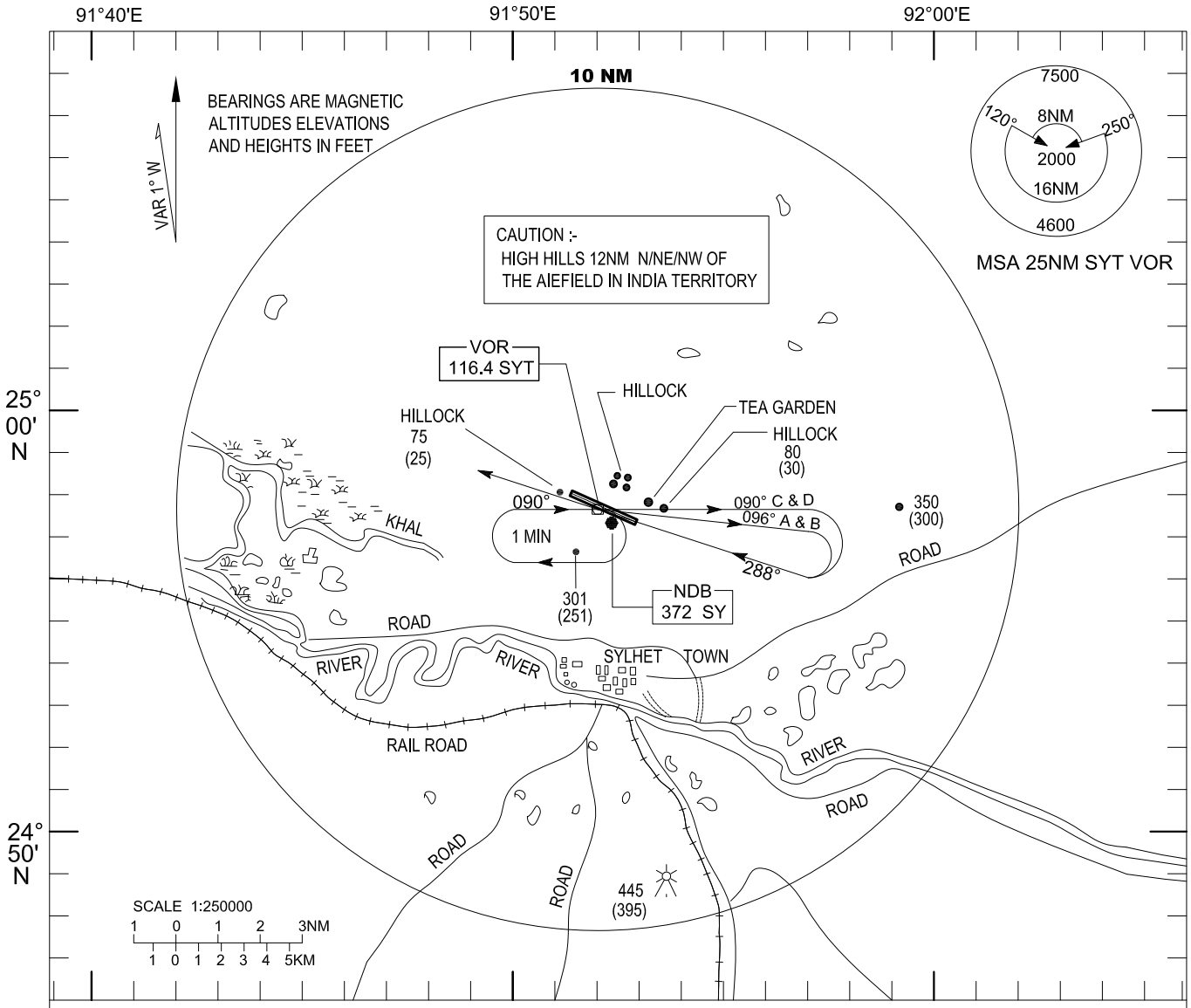
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INSTRUMENT APPROACH CHART- ICAO

ELEV 50FT
HEIHGTS RELATED TO AD ELEV

TWR 122.9(PRI)
122.5(Stand by)

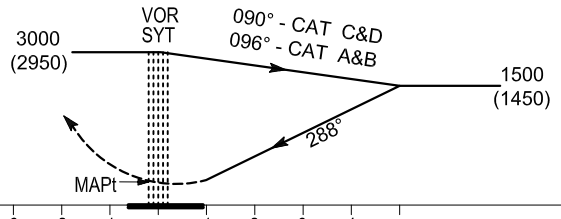
SYLHET, BANGLADESH
OSMANI INTERNATIONAL
VOR RWY 29



TRANSITION LEVEL FL 060
TRANSITION ALTITUDE 4000FT

MISSED APPROACH

CLIMB TO 2000FT / 610m ON
TRACK 288° AND CONTACT ATC
FOR FURTHER INSTRUCTION



START TURN AT
CAT A&B : 3 MIN
CAT C&D : 2 MIN

ELEV 50FT

MET MINIMA
VIS 2800 m

CHANGE: MSA

CATEGORY OF ACFT		A	B	C	D
OCA (H)		450(400)		500(450)	
SPEED	KNOTS	90	120	150	180

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INSTRUMENT APPROACH CHART- ICAO

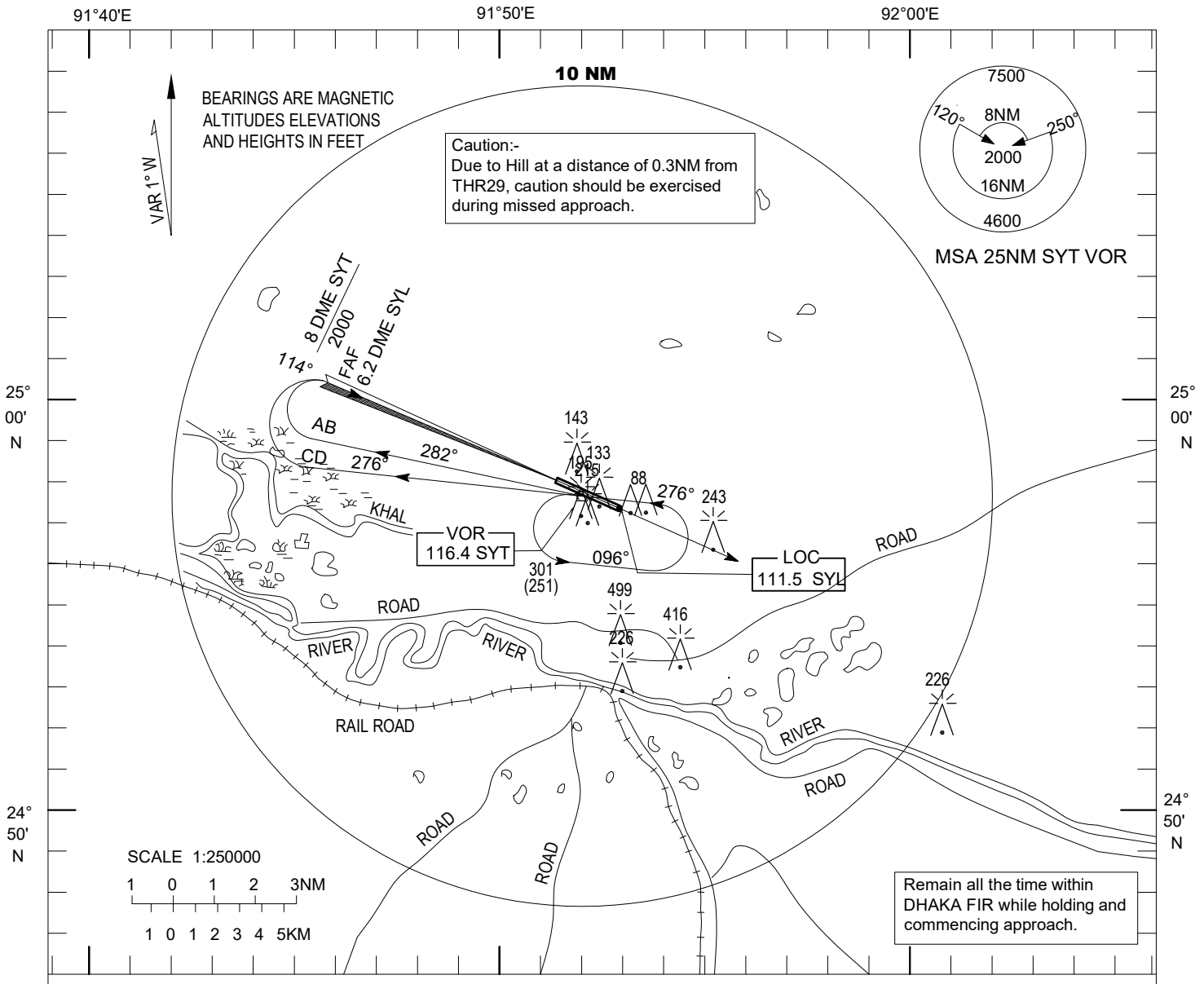
ELEV 50FT
HEIHGTS RELATED TO AD ELEV

TWR 122.9(PRI)
122.5(SRY)

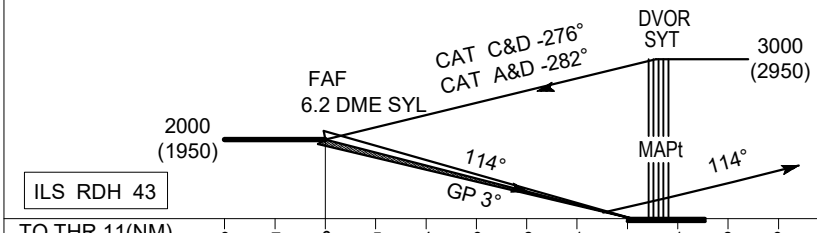
SYLHET, BANGLADESH

OSMANI INTERNATIONAL

VOR/ILS/DME RWY 11



TRANSITION LEVEL FL 060
TRANSITION ALTITUDE 4000FT



MISSED APPROACH

CLIMB TO 2000FT / 610m ON TRACK 114° CONTACT ATC FOR FURTHER INSTRUCTION

CATEGORY OF ACFT		A	B	C	D
OCA	FULL	230	240	250	260
	GP OUT	350	350	350	350
DISTANCE	6 DME 5 DME	4DME	3DME	2 DME	1 DME
ALTITUDE	2000 1685	1366	1048	730	411
(HEIGHT)	(1950) (1635)	(1316)	(998)	(680)	(361)

CAT		A	B	C	D
SPEED	KNOTS	90	120	150	180
RATE OF DESCENT/GS	FT/MIN	480	635	795	955
FAF TO THR11	MIN:S	3:54	2:55	2:20	1:57
MET MINIMA (m)	FULL	VIS: 800m, RVR: 800m			
	ALS OUT	VIS: 1400m			
	GP OUT	2000m(CAT A,B) & 2800m(CAT C,D)			

CHANGE: NDB is deleted and FAF has been inserted in plan view
2. Final approach track in profile view is corrected

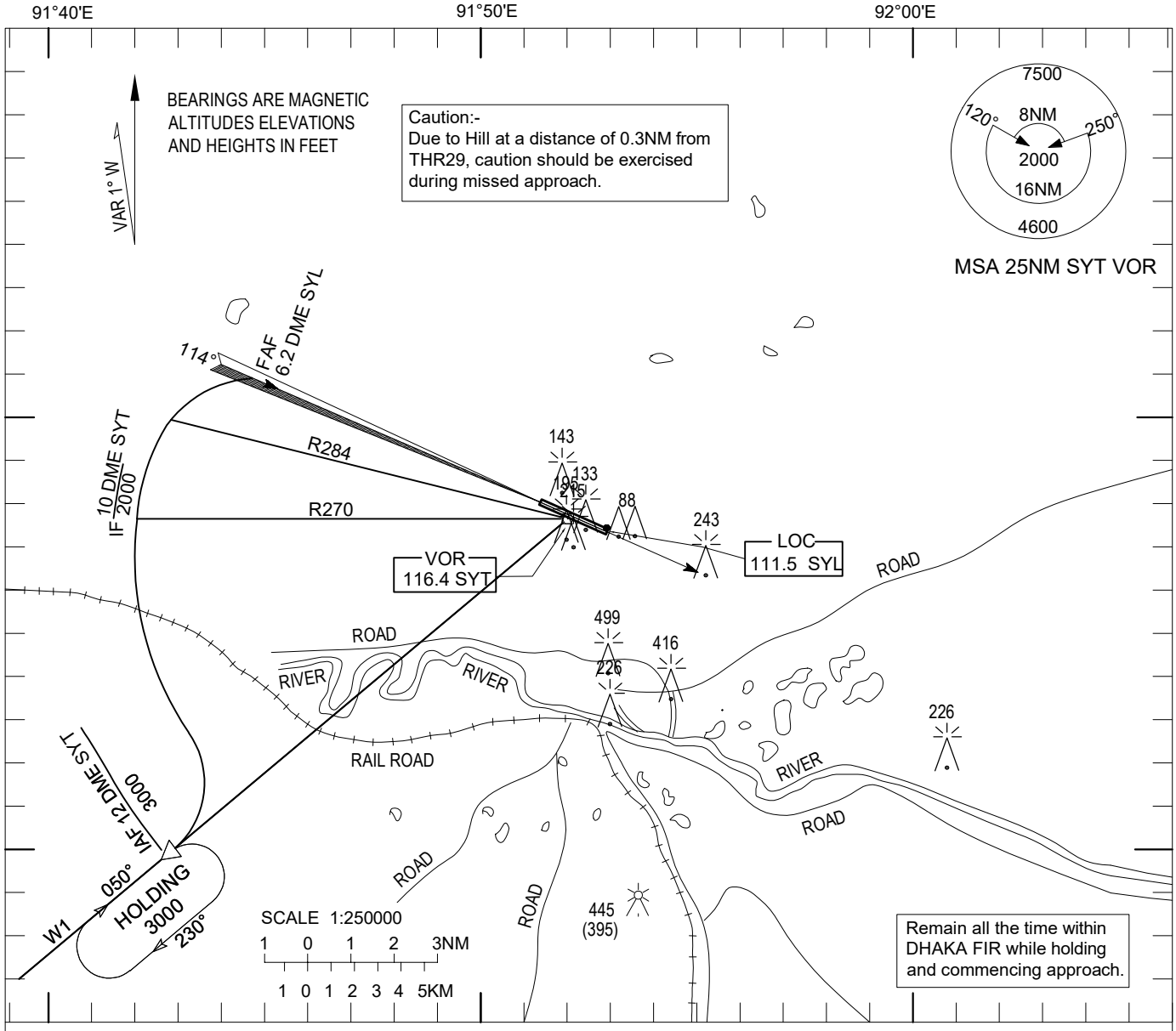
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INSTRUMENT APPROACH CHART- ICAO

ELEV 50FT
HEIHGTS RELATED TO AD ELEV

TWR 122.9(PRI)
122.5(SRY)

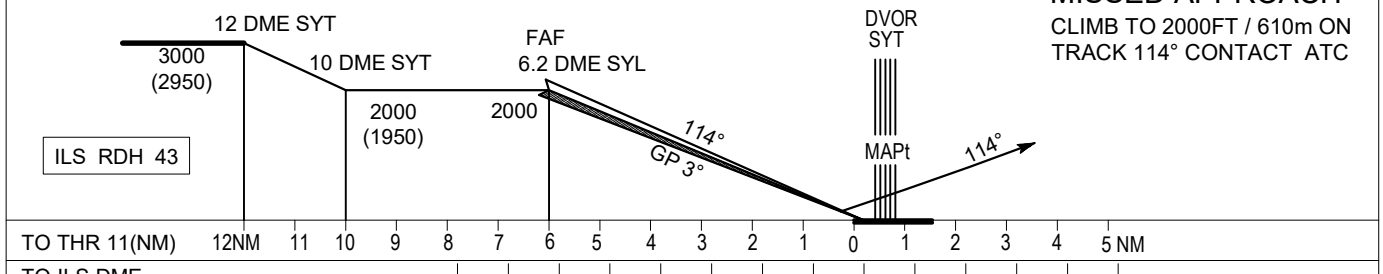
SYLHET, BANGLADESH
OSMANI INTERNATIONAL
VOR/ILS/DME-ARC RWY 11



TRANSITION LEVEL FL 060
TRANSITION ALTITUDE 4000FT

MISSED APPROACH

CLIMB TO 2000FT / 610m ON TRACK 114° CONTACT ATC



CATEGORY OF ACFT			A	B	C	D
OCA		FULL	230	240	250	260
		GP OUT	350	350	350	350
DISTANCE	6 DME	5 DME	4DME	3DME	2 DME	1 DME
ALTITUDE	2000	1685	1366	1048	730	411
(HEIGHT)	(1950)	(1635)	(1316)	(998)	(680)	(361)

CAT		A	B	C	D
SPEED	KNOTS	90	120	150	180
RATE OF DESCENT/GS	FT/MIN	480	635	795	955
FAF TO THR11	MIN:S	3:54	2:55	2:20	1:57
MET MINIMA (m)	FULL	VIS: 800m, RVR: 800m			
	ALS OUT	VIS: 1400m			
	GP OUT	2000m(CAT A,B) & 2800m(CAT C,D)			

Change: NDB is deleted

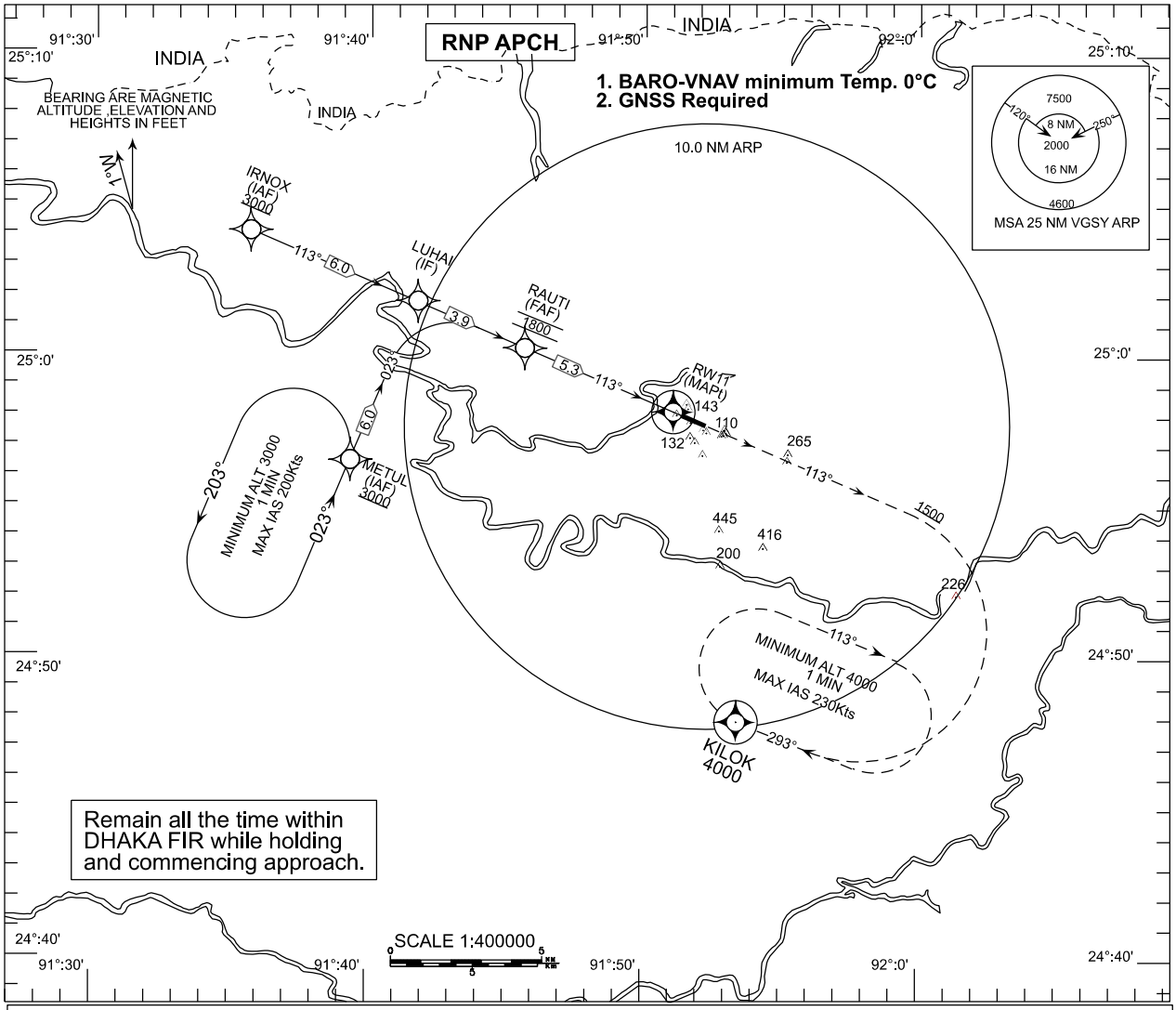
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INSTRUMENT APPROACH CHART - ICAO

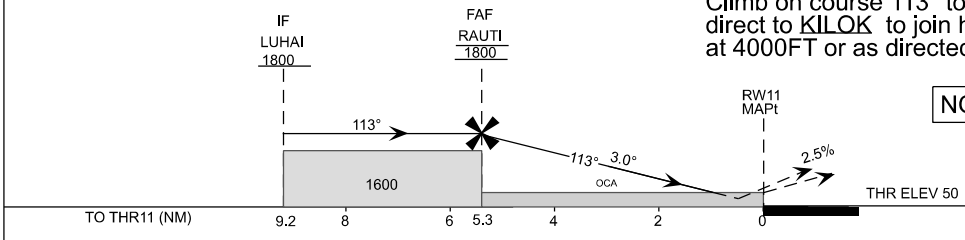
AD ELEV 50 (ft)
OCH RELATED TO THR RWY 11-ELEV 50(ft)

TWR 122.9(PRI)
122.5(Stand by)

SYLHET, BANGLADESH
OSMANI INTERNATIONAL AIRPORT
RNP RWY11 (LNAV/VNAV ONLY)



TRANSITION LEVEL FL 060
TRANSITION ALTITUDE 4000FT



MISSED APPROACH:

Climb on course 113° to1500ft then Turn Right direct to KILOK to join holding at 4000FT or as directed by ATC

NO TURN BEFORE MAPt

OCA(OCH)		A	B	C	D
OCA(OCH)	LNAV/VNAV	304 (254)			
	LNAV (CDFA)	390 (340)			
DISTANCE	5 NM to RW11	4 NM to RW11	3 NM to RW11	2 NM to RW11	1 NM to RW11
ALTITUDE	1700	1380	1060	740	420
(HEIGHT)	(1650)	(1330)	(1010)	(690)	(370)

CATEGORY OF ACFT		A	B	C	D
SPEED	KNOTS	90	120	150	180
RATE OF DESCENT/GS	FT/MIN	478	637	796	955

Type of Approach	Visibility Minima (m)		
	FALS	BALS	NALS
LNAV/VNAV	800	1200	1500
LNAV (CDFA)	1100	1600	2000

CODING TABLE

TABULAR DESCRIPTION

SL NO	Path Descriptor	Waypoint Ident	Fly Over	Course M (T)	Turn	DST (NM)	Altitude (FT)	Speed Limit	VPA/TCH	NAV SPEC
10	IF	IRNOX	-	-	-	-	+3000	-230	-	RNP APCH
20	TF	LUHAI	-	113° (112.92°)	-	6.0	+1800	-200	-	RNP APCH
10	IF	METUL	-	-	-	-	+3000	-200	-	RNP APCH
20	TF	LUHAI	-	023° (022.92°)	-	6.0	+1800	-200	-	RNP APCH
10	IF	LUHAI	-	-	-	-	+1800	-200		RNP APCH
20	TF	RAUTI	-	113° (112.92°)	-	3.9	@1800	-	-	RNP APCH
30	TF	RW11	Y	-	-	5.3	@100	-	-3.0/50	RNP APCH
40	CA	RW11	-	113° (112.92°)	-	-	+1500	-	-	RNP APCH
50	DF	KILOK	Y	-	R	-	-	-230	-	RNP APCH
60	HM	KILOK	Y	293° (292.49°)	R	-	4000	-230	-	RNP APCH

WAYPOINT LIST

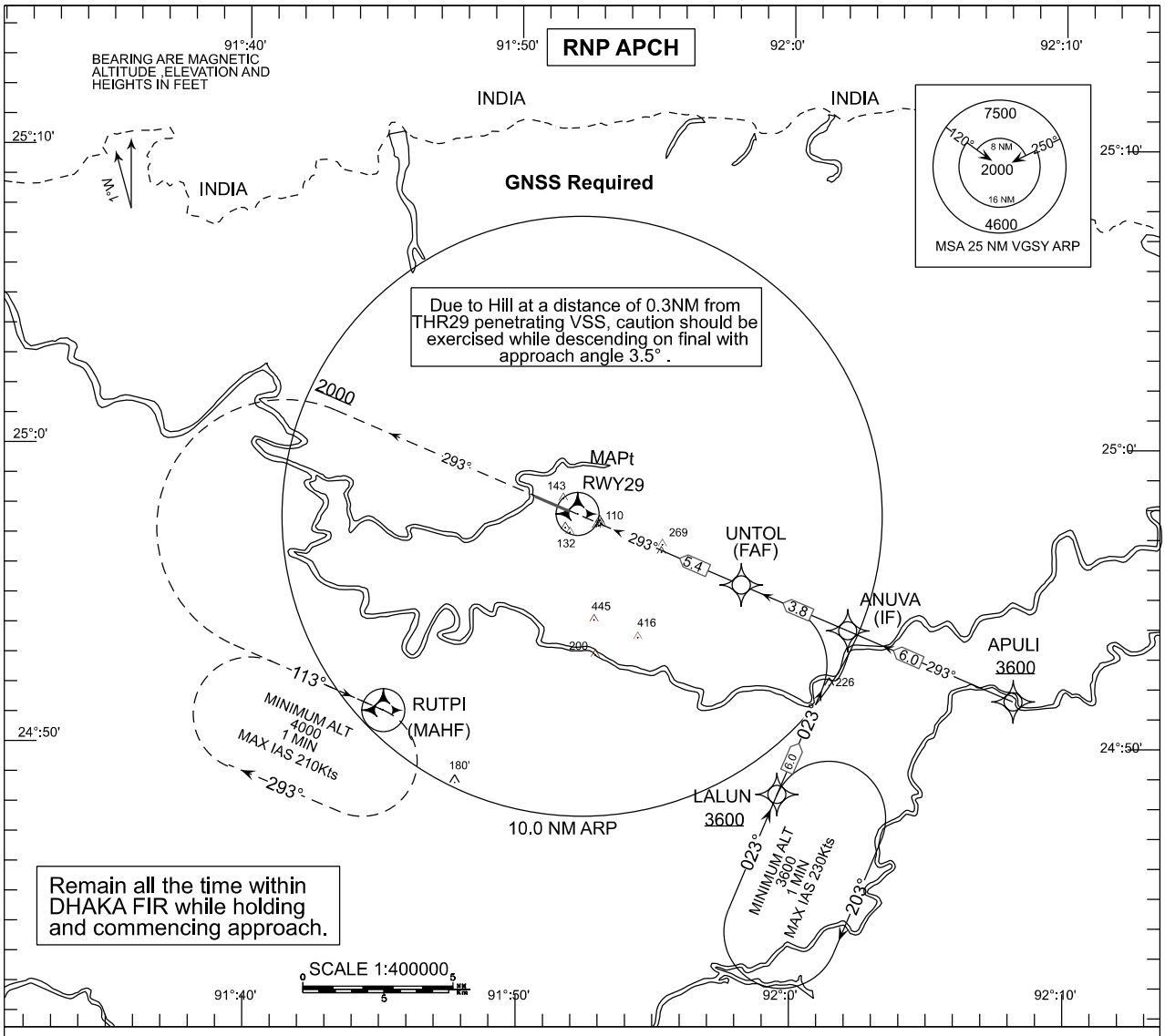
RNP RWY11 (LNAV/VNAV only)	
WAYPOINT IDENTIFIER	COORDINATES
IRNOX (IAF)	N 25:04:05.21 E 91:35:39.41
METUL (IAF)	N 24:56:12.06 E 91:39:10.34
LUHAI (IF)	N 25:01:44.70 E 91:41:44.59
RAUTI (FAF)	N 25:00:14.19 E 91:45:39.53
RW11 (MAPt)	N 24:58:09.20 E 91:51:04.30
KILOK (MAHF)	N 24:47:53.21 E 91:53:25.45

INSTRUMENT
APPROACH
CHART - ICAO

AD ELEV 50 (ft)
OCH RELATED TO
THR RWY 29-ELEV 50(ft)

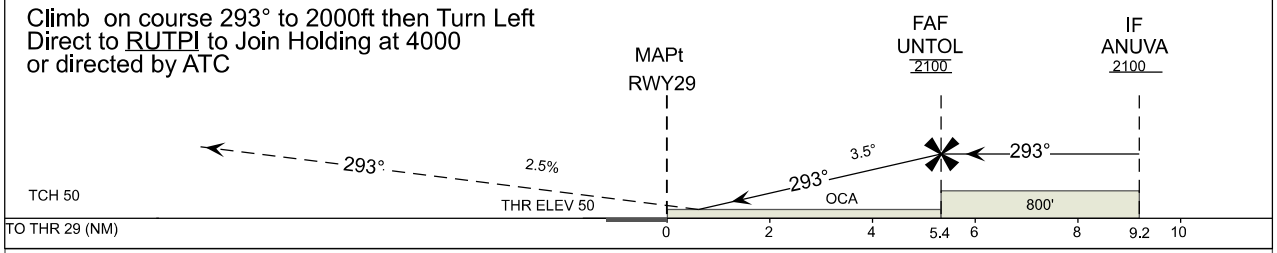
TWR 122.9(PRI)
122.5(Stand by)

SYLHET, BANGLADESH
OSMANI INTERNATIONAL AIRPORT
RNP RWY29 (LNAV ONLY)



MISSED APPROACH:

Climb on course 293° to 2000ft then Turn Left
Direct to RUTPI to Join Holding at 4000
or directed by ATC



OCA(OCH)		A	B	C	D
LNAV		550 (500)			
CIRCLING		590	600	840	840
DISTANCE	5 NM to RW29	4 NM to RW29	3 NM to RW29	2 NM to RW29	1 NM to RW29
ALTITUDE	1960	1590	1220	850	480
(HEIGHT)	(1910)	(1540)	(1170)	(800)	(430)

CATEGORY OF ACFT		A	B	C	D
SPEED	KNOTS	90	120	150	180
RATE OF DESCENT/GS	FT/MIN	557	743	929	1115

Type of Approach	Visibility Minima (m)	
	BALS	NALS
LNAV	3000	3200

Change : TCH & FAF ALT in Profile view

CODING TABLE :

TABULAR DESCRIPTION

SL no.	Path Descriptor	Waypoint Ident	Fly Over	Course M (T)	Turn	DST (NM)	Altitude (ft)	Speed Limit	VPA/TCH	NAV SPEC
10	IF	APULI	-	-	-	-	+3600	-230	-	RNP APCH
20	TF	ANUVA	-	293° (292.92°)	-	6.0	+2100	-200	-	RNP APCH
10	IF	LALUN	-	-	-	-	+3600	-230	-	RNP APCH
20	TF	ANUVA	-	023° (022.92°)	-	6.0	+2100	-200	-	RNP APCH
10	IF	ANUVA	-	-	-	-	+2100	-200		RNP APCH
20	TF	UNTOL	-	293° (292.92°)	-	3.8	@2100	-	-	RNP APCH
30	TF	RW29	Y	-	-	5.4	@100	-	-3.5/50	RNP APCH
40	CA	RW29	-	293° (292.92°)	-	-	+2000	-	-	RNP APCH
50	DF	RUTPI	Y	-	L	-	-	-210	-	RNP APCH
60	HM	RUTPI	Y	113° (112.92°)	R	-	4000	-210	-	RNP APCH

WAYPOINT LIST

RNP RWY29 (LNAV only)

WAYPOINT IDENTIFIER	COORDINATES
APULI (IAF)	N 24:51:34.57 E 92:08:08.23
LALUN (IAF)	N 24:48:22.39 E 91:59:29.69
ANUVA (IF)	N 24:53:55.13 E 92:02:03.55
UNTOL (FAF)	N 24:55:24.14 E 91:58:12.53
RW29 (MAPt)	N 24:57:30.70 E 91:52:44.20
RUTPI (MAHF)	N 24:51:08.21 E 91:45:04.47

VGBG AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VGBG–BOGURA AIRPORT, BOGURA

VGBG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATION DATA

1	ARP coordinates and its site	24 51 59N, 089 19 01E, Intersection Point or Runway with Central Taxiway.
2	Distance and Direction from City.	7 km North West of Town Bogura.
3.	AD Elevation/Reference Temperature.	ELEV: 59 ft T: 40^0C (April)
4.	MAG Variation / Annual Change	0.37^0W (2020) Annual Change 2'W
5.	AD Administration, Address, telephone, telefax, telex, AFS	Bangladesh Air force TWR: +880-2-8753420-25 Ext. 4966
6.	Type of Traffic Permitted	IFR/VFR
7.	Remarks	Operator: Bangladesh Air force. Civil Aircraft can operate prior approval & in co-ordination with CAAB & BAF.

VGBG AD 2.3 OPERATIONAL HOURS

1.	AD Administration	0730 LT to 1400 LT.
2.	Customs and Immigration	Nil
3.	Health and Sanitation	HO
4.	AIS Briefing Office	Nil
5.	ATS Reporting Office (ARO)	HO
6.	Met briefing Office	HO
7.	Air Traffic Services	HO
8.	Fuelling	Nil
9.	Handling	Nil
10	Security	H24
11	De-Icing	Nil Requirement
12.	Remarks	Nil.

VGBG AD 2.4 HANDLING SERVICES AND FACILITIES

1.	Cargo-handling facilities	Nil
2.	Fuel/ Oil Type	JET A-1/LMS
3.	Fueling Facilities/ capacity	AVBL/LIMITED
4.	De-icing Facilities	Nil requirement
5.	Hangar space for visiting aircraft	Nil
6.	Repair facilities for visiting aircraft.	Nil
7.	Remarks	Nil.

VGBG AD 2.5 PASSENGER FACILITIES

1.	Hotel	Nil at airport, available in the Bogura Town
2.	Restaurant	Nil at airport, available in the Bogura Town.
3.	Transportation possibilities	Taxi/Rickshaws
4.	Medical Facilities	Nil at airport, available in the Bogura Town.
5.	Bank and Post Office	Nil at airport, available in the Bogura Town.
6.	Tourist Office	Nil at airport, available in the Bogura Town.
7.	Remarks	Nil.

VGBG AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1	AD Category for firefighting required/Avbl	CAT: 1/1
2	Rescue equipment	Avbl
3.	Disabled aircraft removal	Nil
4.	Remarks	The operators, Local Fire Services & Defense Department and BAF will share responsibility of firefighting & rescue.

VGBG AD 2.7 SEASONAL AVAILABILITY CLEARING

The airfield is available for all seasons. Side strips become unusable during monsoon. There is no requirement for clearing.

VGBG AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and Strength	Surface : Concrete Strength : PCN 13 F/C/Y/T
2	Taxiway Width, Surface and Strength	Width : 50 Feet. Surface : Bituminous Concrete Strength : PCN 13 F/C/Y/T
3.	ACL and elevation	Not designated
4.	VOR Checkpoints	Nil
5.	INS Checkpoints	Nil
6.	Remarks	Nil

VGBG AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Stand Identification signs, Taxiway Guide Lines & Visual Docking/ Parking Guidance.	Taxing Guidance Markings and Apron Guide Lines, Marshalling guidance provided.
2	RWY and TWY Markings and LGT	RWY Marking aids : THR, Center Line, RWY Holding Markings and RWY Designators all runways. TWY Marking Aids: RWY holding position and TWY Centre Line.
3.	Stop bars	Nil
4.	Remarks	Nil

VGBG 2.10 AERODROME OBSTACLES

In approach/ TOKF area					
RWY Affected	Obstacle Type	WGS-84 Co-ordinates	Position Ref to ARP	Elevation (FT)	Markings/ lighting
RWY-30	BT&T Microwave Tower Banani, Bogra	24 49 08N 089 23 00E	128^0 4,6NM (8.5KM)	247	Yes/Yes
RWY-12	Kahalu RF Fadiating Mast	24 51 56N 089 16 11E	269^0 2.6NM (4772m)	466	Yes/Yes

LIST OF HIGH MAST/TOWER/BUILDING/BARRIER/ANTENNA AROUND BOGURA AIRPORT, BOGURA

SI. No	Name of the Obstacles	Geographical Coordinates in WGS-84		Elevation	
		Latitude	Longitude	metre	feet
1	DGFI Tower, Bogura Cantonment, Vill: Majhira, PO: Shajahanpur, Upazila: Shajahanpur, Dist: Bogura	24°45'38.28" N	89°23'49.39" E	96.33	316.06
2	Robi Mobile Tower, Vill: Sajapur, PO: Shajahanpur, Upazila: Shajahanpur Dist: Bogura	24°47'02.18" N	89°23'26.94" E	94.94	311.50
3	Grameen Phone Mobile Tower, Vill: Betgari, PO: Banani, Upazila: Bogura Sadar, Dist: Bogura	24°47'53.66" N	89°23'15.41" E	79.06	259.40
4	BTCL Mobile Tower, Vill: Banani, PO: Police Line, Upazila: Shajahanpur Dist: Bogura	24°48'58.57" N	89°22'49.88" E	132.67	435.29
5	FIS Communication Tower, Bogura Stalport Airport, Upazila: Bogura Sadar, Dist: Bogura	24°51'50.82" N	89°18'59.19" E	48.47	159.05
6	NDB Tower, Bogura Stalport Airport, Upazila: Bogura Sadar, Dist: Bogura	24°51'50.86" N	89°19'02.39" E	38.44	126.12

SI. No	Name of the Obstacles	Geographical Coordinates in WGS-84		Elevation	
		Latitude	Longitude	metre	feet
7	Control Tower, Bogura Stalport Airport, Upazila: Bogura Sadar, Dist: Bogura	24°51'54.35"N	89°18'58.13" E	39.61	129.97
8	Delta Tower, Mohila College Road, Vill: Shibbati, PO: Bogura Sadar, Upazila: Bogura Sadar, Dist: Bogura	24°51'39.70"N	89°22'19.86"E	122.39	401.56
9	Bogura Police Lines Tower, Vill: Latifpur, PO: Police Lines, Upazila: Bogura Sadar, Dist: Bogura	24°49'18.37"N	89°22'44.67"E	97.726	320.64
10	RAB Wireless Tower, Vill: Latifpur, PO: Police Lines, Upazila: Bogura Sadar, Dist: Bogura	24°49'19.47"N	89°22'42.00"E	64.36	211.18
11	Mobile Tower, Jamil Shopping Centre, Vill: Dattabari, PO: Bogura Sadar, Upazila: Bogura Sadar, Dist: Bogura	24°51'15.41"N	89°22'19.72"E	89.60	294.00
12	Banglalink Mobile Tower, Vill: Baropur, PO: Noongola, Upazila: Bogura Sadar, Dist: Bogura	24°53'26.34"N	89°21'37.45"E	69.36	227.60
13	Grameen Phone Mobile Tower, Sheujgari Water Tank Lane, PO: Bogura Sadar, Upazila: Bogura Sadar, Dist: Bogura	24°50'51.37"N	89°22'01.43"E	71.15	233.47
14	TMSS Dental Unit & Rafatullah Hospital, Vill: Gokul, PO: Gokul, Upazila: Bogura Sadar, Dist: Bogura	24°54'26.53"N	89°21'17.79"E	92.23	302.62
15	High Tension Electric Tower-1, Vill: Choto Kumira, PO: Godarpara, Upazila: Bogura Sadar, Dist: Bogura	24°51'43.72"N	89°20'19.85"E	60.90	199.82
16	High Tension Electric Tower-2, Vill: Choto Kumira, PO: Godarpara, Upazila: Bogura Sadar, Dist: Bogura	24°51'55.67"N	89°20'14.40"E	58.40	191.64
17	High Tension Electric Tower-3, Vill: Choto Kumira, PO: Godarpara, Upazila: Bogura Sadar, Dist: Bogura	24°52'08.30"N	89°20'08.84"E	59.78	196.14
18	High Tension Electric Tower-4, Vill: Choto Kumira, PO: Godarpara, Upazila: Bogura Sadar, Dist: Bogura	24°52'20.80"N	89°20'03.03"E	61.23	200.92
19	Robi Mobile Tower, Murail Bazar, PO: Murail, Upazila: Kahaloo, Dist: Bogura	24°51'39.34"N	89°18'03.38"E	59.27	194.48
20	High Tension Electric Tower-5, Shantahar Road, Vill: Murail, Upazila: Kahaloo, Dist: Bogura	24°51'44.42"N	89°17'34.72"E	48.68	159.73
21	High Tension Electric Tower-6, Shantahar Road, Vill: Murail, Upazila: Kahaloo, Dist: Bogura	24°51'44.46"N	89°17'24.50"E	47.63	156.30
22	High Tension Electric Tower-7, Shantahar Road, Vill: Murail, Upazila: Kahaloo, Dist: Bogura	24°51'44.59"N	89°16'52.11"E	47.40	155.55
23	High Tension Electric Tower-8, Shantahar Road, Vill: Murail, Upazila: Kahaloo, Dist: Bogura	24°51'44.63"N	89°16'41.83"E	47.20	154.86
24	Bangladesh Betar Tower, Vill: Narhatta, PO: Narhatta, Upazila: Kahaloo, Dist: Bogura	24°51'33.67"N	89°16'06.72"E	146.23	479.78
25	Robi Mobile Tower, Vill: Ulotto, PO:Kahaloo, Upazila: Kahaloo, Dist: Bogura	24°49'54.91"N	89°16'06.23"E	58.66	192.47

VGBG 2.11 METEOROLOGICAL INFORMATION PROVIDED

Weather information and Met briefing are provided by BAF Met section at the Airfield in co-ordination with Regional Meteorological Office, Bogura and Meteorological Squadron BAF Base Basher, Dhaka.

VGBG 2.12 RUNWAY PHYSICAL CHARACTERSTICES

RWY Designator	True BRG	Dimensions of RWY (Feet)	Strength (PCN) and Surface of RWY & SWY	THR Coordinates	THR Elevation	Slope of RWY & SWY
1	2	3	4	5	6	7
12	119.87^0(T)	4500 X 100	PCN 13/F/C/Y/T Bituminous Concrete	24 52 07N 08 91 846E	59Feet	--
30	299.87^0(T)	4500 X 100	PCN 13 F/C/Y/T Bituminous Concrete	24 51 53N 089 19 13E	59Feet	--

RWY Designator	SWY Dimensions (Feet)	CWY Dimension (Feet)	Strip Dimensions (Feet)	OFZ	Remarks
	8	9	10	11	12
12	500 X 100	1000X300	4900X 920	Within the CWY	At Both the Undershoot Areas there are small Cluster of Villages.
30	500 X 100	1000 X 300	4900 X 920	Within the CWY	

VGBG AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (Feet)	TODA (Feet)	ASDA (Feet)	LDA (Feet)	Remarks
1	2	3	4	5	6
12	4500	5500	5000	4200	Nil
30	4500	5500	5000	4200	Nil

VGBG AD 2.14 APPROACH AND RUNWAY LIGHTING

Nil

VGBG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

Apron lightings are available without secondary power supply.

VGBG AD 2.16 HELICOPTER LANDING AREA

As directed by ATC

VGBG AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

	Designation	Aerodrome Traffic Zone (ATZ)
1	Lateral Limits	ATZ is an oval shaped area joining outer tangents of 5 NM (9.3 km) radius circles centered at the RWY centre and both ends of the RWY
2	Vertical Limits	Altitude 4000 ft
3	Airspace Class	D
4	ATS Unit Language	Bogura Tower English
5	Transition altitude	6000 ft
6	Hours of applicability (or activation)	HO
7	Remarks	Nil

VGBG AD 2.18 AIR TRAFFIC SERVICES COMMUNICATIONS FACILITIES

Service designation	Call Sign	Frequencies	Hours of operation	Remarks
1	2	3	4	5
Aerodrome Control Service	Bogura Tower	128.700 MHz (PRI) 121.800 MHz (Grd)	HO	1) Service provided by Bangladesh Air Force. 2) HF/RT 6826 kHz for Coordination.

VGBG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid & MAG Variation	Identification	Frequency	Ops Hours	Position of transmitting antenna Coordinates	Elevation of DME Transmitting Antenna	Remarks
1	2	3	4	5	6	7
NDB	BG	336 kHz	HO	24 51 50.87N 089 19 02.39E	N/A	Nil

VGBG AD 2.20 LOCAL TRAFFIC REGULATIONS

Prior approval to be obtained from ATC

VGBG AD 2.21 NOISE ABATEMENT PROCEDURES

Not yet established

VGBG AD 2.22 FLIGHT PROCEDURES

1. FLIGHT PLAN

The procedure mentioned in ENR 1:10 (Flight Plan) AIP, Bangladesh is to be followed

.

2. ARRIVAL/DEPARTURE AND COORDINATION PROCEDURE.

2.1 Departure.

Aircraft departing from Bogura will be handed over to Dhaka control while leaving the jurisdiction of Bogura Tower.

2.2 Arrival.

Dhaka control shall hand over all aircraft to Bogura Tower before the aircraft enters the jurisdiction of Bogura Tower.

VGBG AD 2.23 ADDITIONAL INFORMATION

Nil

VGBG AD 2.24 CHARTS RELATED TO BOGURAAIRFIELD

NR	Type of Chart	PAGE NR
1	Aerodrome Chart	NIL
2	Aerodrome obstacle Chart	NIL
3	Instrument Approach Chart.	NIL

AD 2 AERODROMES

VGBR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VGBR – BARISHAL AIRPORT, BARISHAL

VGBR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATION DATA

1	ARP coordinates and site at AD	224756.19N 0901804.45E, In the RWY
2	Distance and direction from city	08 NM North of Barishal Town
3	AD elevation/reference temperature	10 ft/29^{0}C
4	MAG VAR / Annual Change	1^0 W (2020) Annual Change 2' W
5	AD administration, address, telephone, telefax, telex, AFS	Civil Aviation Authority of Bangladesh Postal address: Airport Manager , Barishal Airport, Barishal, Bangladesh. Telephone: APM : +880 2 55061662 +88048869819 Control TWR : +88 0255061673,+8802478869827 Telefax: Nil Telex: Nil AFS: Nil
6	Types of traffic permitted	IFR/VFR
7	Remarks	Nil

VGBR AD 2.3 OPERATIONAL HOURS

SL Nr.	Services	Hours
1	Aerodrome Administration	As per government declared office hour. FRI & SAT holiday.
2	Custom and Immigration	NIL
3	Health and Sanitation	HO
4	AIS briefing office	NIL
5	ATS reporting office (ARO)	HO
6	MET briefing office	HO
7	Air traffic service	HO
8	Fueling	NIL
9	Handling	NIL
10	Security	HO
11	De-icing	NIL
12	Remarks	NIL

VGBR AD 2.4 HANDLING SERVICES AND FACILITIES

Manual Handling

VGBR AD 2.5 PASSENGER FACILITIES

1	Hotels	Nil at the airport, available at town
2	Restaurant	Limited at the airport, unlimited at town
3	Transportation	Buses, Rickshaws, tempo, rent -e- car
4	Medical facilities	Only first Aid avbl.
5	Banks and Post Office	AVBL near airport (Khanpura, Baboons)
6	Tourist office	AVBL at town
7	Remarks	Nil

VGBR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	CAT : 5
2	Rescue Equipment	Limited
3	Disabled Aircraft Removal	Nil
4	Remarks	Nil

VGBR AD 2.7 SEASONAL AVAILABILITY CLEARING

1	Type of clearing equipment	Nil
2	Clearance Priorities	Nil
3	Remarks	Nil

VGBR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface: Bituminous Concrete Strength: PCN 17/F/C/Y/T,
2	Taxiway width, surface and strength	Width: 75 ft Surface : Bituminous Concrete Strength:PCN17/F/C/Y/T,
3	Altimeter checkpoint location and elevation	Not designated
4	VOR checkpoint	Nil
5	INS checkpoint	Nil
6	Remarks	Nil

VGBR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM ANDMARKINGS

1	Stand identification/taxiway guidelines/ visual docking/parking guidance	Taxiing guidance signs at intersection with TWY and RWY, nose-in parking guidance avbl.
2	RWY and TWY markings and LGT	RWYmarking aids: THR, Centre line RWY designator all runways. TWY marking aids: TWY centerline, RWY Holding Position
3	Stop bars	Nil
4	Remarks	Nil

VGBR AD 2.10 AERODROME OBSTACLES

List of high mast/ tower/hill/chimney/ building/ barrier/ antenna around Barishal Airport, Barishal

SL Nr.	Name of the significant obstacles/obstructions	Co-ordinates of the Obstacle	True Bearing FM REF point	Dist (m) FM ref Point	Elevation AMSL (ft)	LGT
1.	GP Tower, Batajor, Gournadi	225436.22N 0901450.16E	336°	13475	175.95	
2.	Banglalink Tower, Sanuhar bus Stand, Uzirpur	225234.05N 0901552.42E	336°	9320	141.71	
3.	Old Electric Pole, Baherchar Hospital, Babuganj	224937.30N 0901827.20E	012°	3155	209.31	
4.	Banglalink Tower, Dhaka-Barishal Road, Sikarpur, Babuganj	224921.53N 0901604.10E	307°	4308	169.52	
5.	Electric pole, Doarika Bridge (North), Babuganj	224836.04N 0901644.34E	307°	4285	195.47	
6.	Electric pole, Doarika Bridge (South), Babuganj	224821.59N 0901652.38E	290°	2192	203.47	
7.	GP Tower, Dhaka-Barishal Road, Rampotti, Babuganj	224804.28N 0901703.12E	277°	1764	147.46	
8.	Robi Tower, Doarika, Rakudia, Babuganj	224911.05N 0901737.24E	341°	2409	145.40	
9.	Brick Field Chimney, Doarika, Babuganj	224935.03N 0901736.20E	345°	3124	86.34	
10.	Banglalink Tower, Bakultola, Babuganj	224901.34N 0901854.08E	035°	2435	141.42	
11.	Citycell/Airtel Tower, Bakultola, Babuganj	224852.93N 0901818.49E	013°	1769	129.76	
12.	DLR Office Tower, Khanpura, Babuganj	224821.49N 0901811.14E	006°	1689	100.88	
13.	Veterinary College, Khanpura, Babuganj	224819.58N 0901832.60E	049°	1063	111.77	
14.	Ali Bricks Chimney-2, Babuganj	224734.90N 0901823.92E	105°	2657	90.16	
15.	Control Tower	224755.39N 0901757.03E	257°	217	69.52	
16.	NDB Mast	224752.17N 0901752.23E	247°	378	63.66	
17.	Parking Area Light Post	224755.30N 0901755.61E	259°	257	99.74	
18.	GP Tower, Above DBBL ATM Booth, Rahmatpur Bazar, Babuganj	224726.08N 0901752.09E	200°	1012	109.68	
19.	Sheba Telcom, Madhobpasha, Ujirpur	224623.71N 0901559.72E	231°	4569	200.04	
20.	High Tension Line Tower, Koladema	224515.26N 0901835.26E	170°	5050	170.57	
21.	Robi Tower, Goriarpar, Kasipur	224501.89N 0901913.92E	160°	5739	145.43	
22.	Robi Main Tower, Gonopara	224405.64N 0902015.37E	152°	8035	250.84	
23.	DGFI Office Tower, Gonopara	224353.06N 0901953.86E	152°	8037	265.24	
24.	Airtel Tower, Isakathi, Kashipur	224334.19N 0901958.98E	158°	8717	168.32	
25.	Radio Bangladesh Tower, Rupatoli	224026.39N 0902013.12E	165°	14336	405.15	
26.	BAF RADAR ANTENNA	224622.55N 0901814.32E	174.45^0	29000	137	

VGBR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

Weather observation is provided by Meteorological observatory office, Barishal.

VGBR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designator RWY NR	True BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY	THR Coordinates	THR elevation (ft)	Slope of RWY-SWY
1	2	3	4	5	6	7
17	173.81^0	1829X 30	PCN 17/F Bituminous concrete	224833.89N 0901800.14E	10	0.0%
35	353.81^0	1829X 30	PCN 17/F Bituminous concrete	224734.83N 0901806.92E	10	0.0%

Designator RWY NR	Stopway Dimensions (m)	CWY Dimensions (m)	RESA (m)	Strip Dimensions (m)	OFZ	Remarks
1	8	9	10	11	12	13
17	61X30	153X150	90X60	2060X150	Within the CWY	
35	50X30	153X150	90X60	2060X150	Within the CWY	

VGBR AD 2.13 DECLARED DISTANCES

RWY	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
17	1829	1982	1890	1829	Nil
35	1829	1982	1879	1829	

VGBR AD 2.14 APPROACH AND RUNWAY LIGHTING

PAPI AVBL FOR BOTH RWY

VGBR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1. During main power supply failure, automatic standby generator power supply available within 10 seconds.

VGBR AD 2.16 HELICOPTER LANDING AREA

As directed by ATC

VGBR AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	Aerodrome Traffic Zone (ATZ)
	Lateral limits	ATZ is oval shaped area joining outer tangents of 5 NM (9 km) radius circles centered at the RWY centre and both ends of RWY.
2	Vertical limits	4000 ft (AMSL)
3	Airspace	D
4	Unit Language	Barishal Tower English
5	Transition altitude	6000 ft
6	Hours of applicability (or activation)	HO
7	Remarks	Nil

VGBR AD 2.18 AIR TRAFFIC SERVICES COMMUNICATIONS FACILITIES

Service designator	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
Aerodrome Control Service	Barishal TWR	Main 128.100 MHz Sdby 129.300 MHz	HO	Nil

VGBR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid	Ident	Frequency	Hours of operation	Coordinates	Elevation of NDB transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	BL	368 kHz	HO	224752.2N 0901752.2E	63.66ft	EM: A2H 1050 ft FM center line and 1800 ft FM THR RWY 35

VGBR AD 2.20 LOCAL TRAFFIC REGULATIONS

Prior information to ATC is needed

VGBR AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

VGBR AD 2.22 FLIGHT PROCEDURES

1. **Coordination Procedure:**

1.1 **Departure:**

Barishal Tower shall co-ordinate level with Dhaka ACC for a departing aircraft prior to its departure and shall release the traffic to Dhaka ACC once clear of all other traffic under its control prior to leaving Barishal ATZ.

1.2 **Arrival:**

Dhaka ACC shall provide estimates of all arrivals to Barishal Airport and release traffic to Barishal Tower clear off all other traffic under its control prior to entering Barishal ATZ.

VGBR AD 2.23 ADDITIONAL INFORMATION

1. Pilots to exercise caution of high-tension power lines and river crossing Towers while approaching to land RWY 17 and take off from RWY 35.

2. Security surveillance is being provided for the aircraft during operation and while in parked position.

VGBR AD 2.24 CHARTS RELATED TO BARISHAL AIRPORT

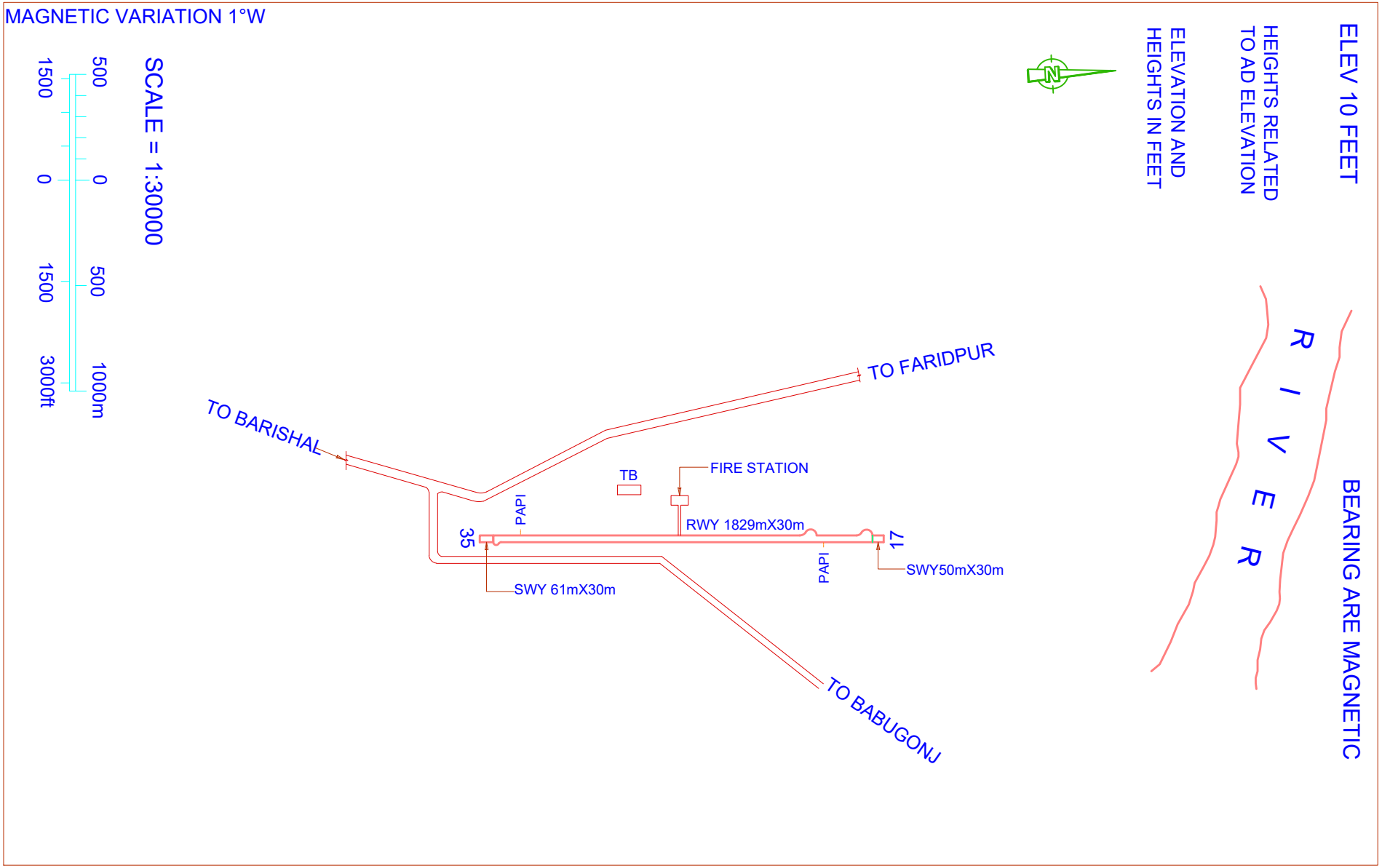
ICAO CHARTS		
NR	TYPE OF CHARTS	PAGE NR
1	AERODROME	VGBR AD 2-7
2	INSTRUMENT APPROACH CHARTS	VGBR AD 2-9 & 2-11

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AERODROME CHAART - ICAO TYPE-A

TYPE-A

MAGNETIC VARIATION 1°W



CHANGE: Fire Station Position

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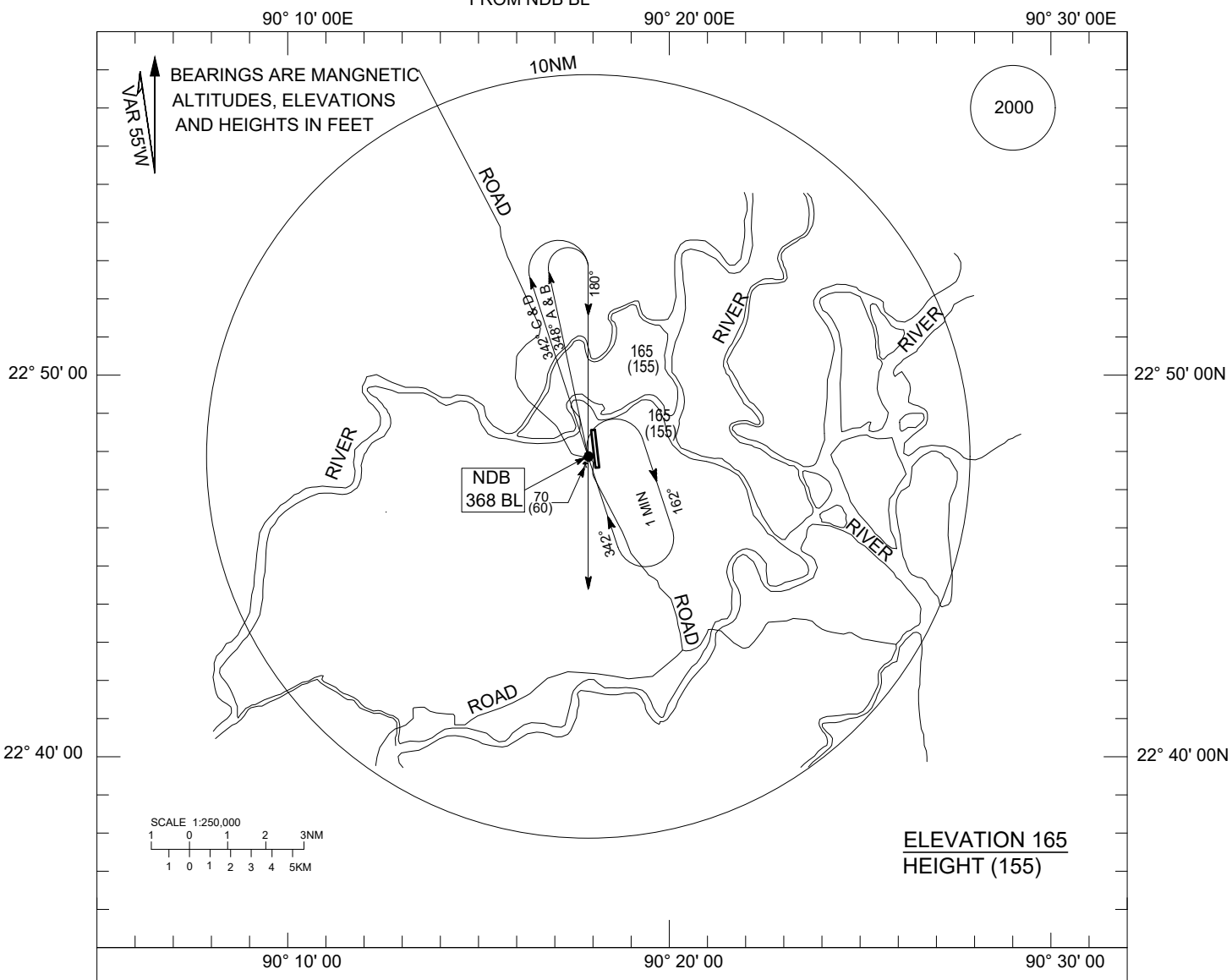
INSTRUMENT APPROACH CHART-ICAO

ELEV 10 FT
HEIGHTS RELATED TO AD ELEV

MSA 25 NM FROM NDB BL

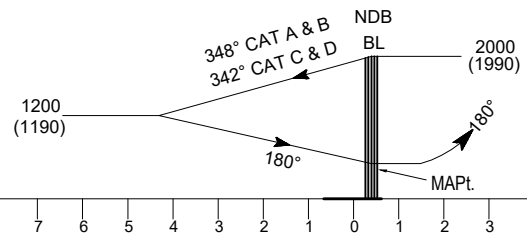
TWR 128.1
Stand by 129.3

BARISHAL, BANGLADESH
BARISHAL
NDB RWY 17



TRANSITION LEVEL FL 060
TRANSITION ALTITUDE 4000FT

START TURN AT
CAT A & B : 3 MIN
CAT C & D : 2 MIN



MISSED APPROACH

CLIMB TO 2000 FT/610 m ON TRACK 180° AND CONTACT ATC FOR FURTHER INSTRUCTION

ELEV 10 FT

CATEGORY OF ACET		A	B	C	D
O C A (O C H)		500(490)	500(490)	500(490)	500(490)
SPEED	KNOTS	<91	91-120	121-140	141-165
MET MINIMA	V I S (m)	2000	2400	2800	2800

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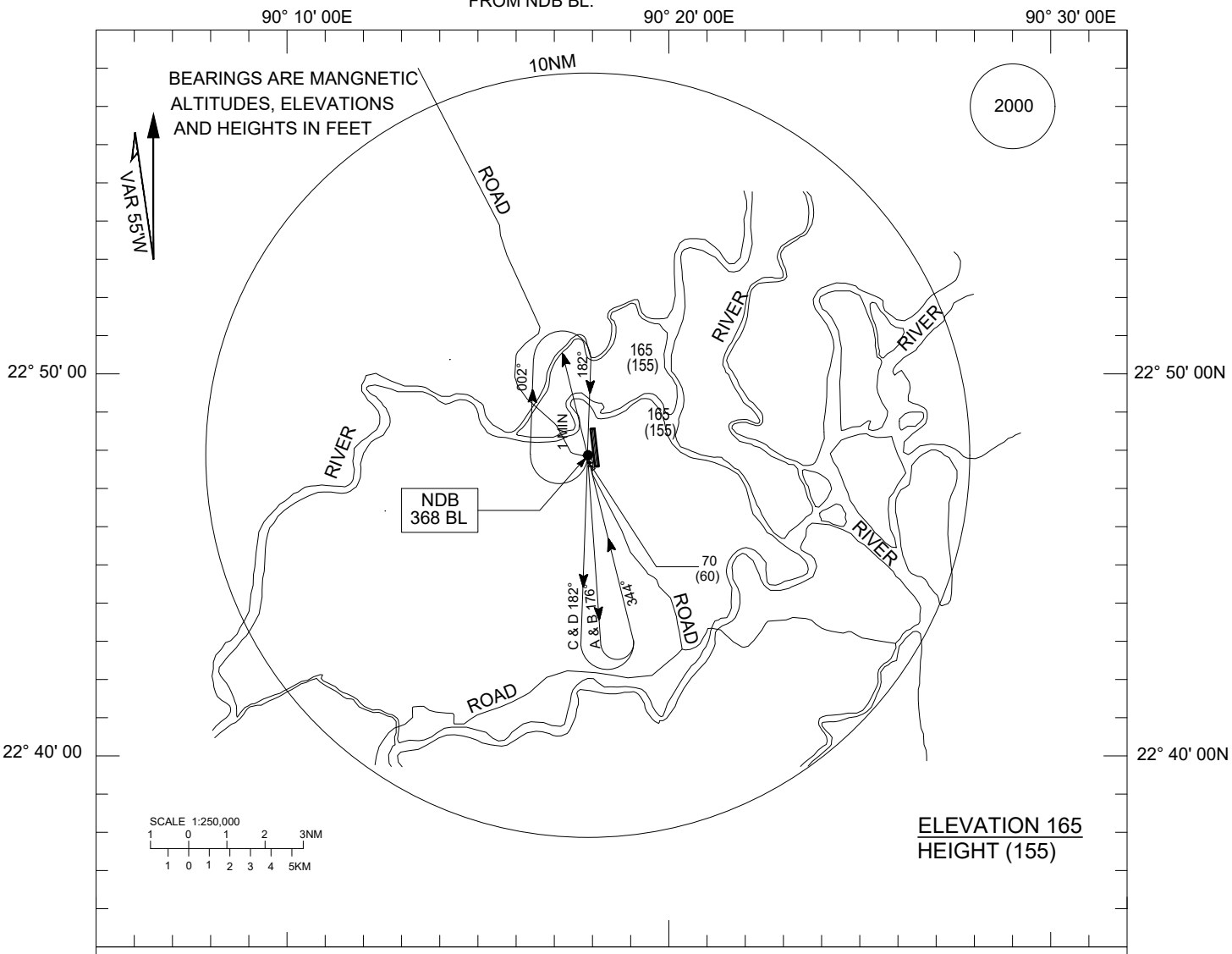
INSTRUMENT APPROACH CHART-ICAO

ELEV 10 FT
HEIGHTS RELATED TO AD ELEV

MSA 25 NM FROM NDB BL.

TWR 128.1
Stand by 129.3

BARISHAL, BANGLADESH
BARISHAL
NDB RWY 35

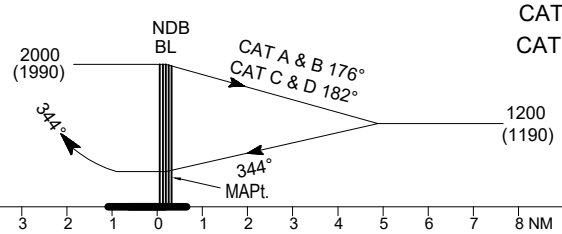


TRANSITION LEVEL FL 060
TRANSITION ALTITUDE 4000FT

START TURN AT
CAT A & B : 3 MIN
CAT C & D : 2 MIN

MISSED APPROACH

CLIMB TO 2000 FT/610 m ON
TRACK 344° AND CONTACT ATC
FOR FURTHER INSTRUCTION



ELEV 10 FT

CATEGORY OF ACET		A	B	C	D
O C A (O C H)		500(490)	500(490)	500(490)	500(490)
SPEED	KNOTS	<91	91-120	121-140	141-165
MET MINIMA	V I S (m)	2000	2400	2800	2800

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VGCB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VGCB –COX'S BAZAR AIRPORT, COX'S BAZAR.

VGCB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATION DATA

1	ARP coordinates and site at AD	212726.99N 915747.79 E, Centre of the RWY.
2	Distance and direction from city	02 km from city center
3	AD elevation/reference temperature	12 ft/ 34^0C
4	MAG VAR/ Annual change	1^0 W (2020) annual change 2'W
5	AD administration, address, telephone, telefax, telex, AFS	Civil Aviation Authority of Bangladesh Postal address: Airport Manager Cox's Bazar Airport, Cox's Bazar Bangladesh Telephone: APM: 88-02333346980 (Off) 88-02333346981(Res) 88-02333346982 (Fax) TWR: 88-02333346987
6	Types of traffic permitted IFR/VFR	IFR/VFR
7	Remarks	Nil

VGCB AD 2.3 OPERATIONAL HOURS

SL Nr.	Services	Hours
1	Aerodrome Administration	0900LT to 1700 LT except FRI, SAT & Government Holidays
2	Custom and Immigration	Nil
3	Health and Sanitation	HO
4	AIS briefing office	Nil
5	ATS reporting office (ARO)	HO
6	MET briefing office	HJ
7	Air traffic services	HO
8	Fuelling	Available
9	Handling	Nil
10	Security	HO
11	De-icing	Nil
12	Remarks	Nil

VGCB AD 2.4 HANDLING SERVICES AND FACILITIES

NIL

VGCB AD 2.5 PASSENGER FACILITIES

1	Hotels	AVBL
2	Restaurant	AVBL
3	Transportation available	Taxi, Microbus, Auto -rickshaws and Rickshaws
4	Medical facilities	Only First aid available
5	Banks and Post Office	AVBL
6	Tourist office	AVBL
7	Remarks	Cox's Bazar is the most important tourist spot in Bangladesh and longest sea beach in the world

VGCB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	CAT: 7
2	Rescue Equipment	AVBL
3	Disabled Aircraft Removal	Nil
4	Remarks	Nil

VGCB AD 2.7 SEASONAL AVAILABILITY CLEANING

2.7.1 The airport is available for all seasons, Side strips become unusable during monsoon. There is no requirement for clearing.

VGCB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface: Bituminous Concrete Strength: PCN 63/R/C/W/T (Old Apron) PCN 90/R/C/W/T (New Apron)
2	Taxiway width, surface and strength	Width:23m Surface: Bituminous Concrete Strength: PCN 63/R/C/W/T (TWY A AND B) PCN 90/R/C/W/T (TWY C AND D)
3	Altimeter checkpoint location and elevation	Not designated
4	VOR checkpoint	Nil
5	INS checkpoint	Nil
4	Remarks	NIL

VGCB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Stand identification/taxiway guide lines/visual docking/parking guidance	Taxiing guidance signs at all intersections TWY and RWY at all holding positions. Guidelines at apron. Nose- in guidance at aircraft stands.
2	RWY and TWY markings and LGT	RWY markings: THR, Centre line RWY designator: Both runways TWY markings: RWY holding position and TWY centre line RWY LGT: Edge LGT, THR LGT and End LGT TWY LGT: Edge LGT
3	Stop bars	NIL
4	Remarks	NIL

VGCB AD 2.10 AERODROME OBSTACLES

SI.Nr.	Name of the Critical Points/Obstacles/ Structures	WGS-84 Co-ordinates		Elevation	
		Latitude	Longitude	ft	Meter
1.	Mobile Tower on the roof of Towrat Tower, Mozammel Hoque road, Jetty no.6	21°26'55.45" N	91°58'08.41" E	109.35	33.33
2.	Flood Light Mast, Airport Compound	21°26'58.47" N	91°58'02.31" E	93.53	28.51
3.	Control Tower	21°27'04.03" N	91°57'58.72" E	57.37	17.486
4.	Radar Mast, Kolatali	21°26'25.80" N	91°58'11.66" E	130.91	39.90
5.	HF Antenna (Control Tower Long Antenna)	21°27'04.52" N	91°57'58.71" E	80.10	24.414
6.	Hotel Sagargaon	21°26'34.28" N	91°58'16.45" E	142.49	43.43
7.	Hotel Alin Park	21°26'30.37" N	91°58'06.22" E	91.31	27.83
8.	Hotel Sea View	21°26'29.10" N	91°58'08.12" E	92.19	28.101
9.	Hotel Sands Beach, Jhowtala	21°26'28.23" N	91°58'04.28" E	54.86	16.721
10.	BTCL Tower (T&T),Beach Road	21°25'04.57" N	91°59'14.51" E	341.19	103.996
11.	Light House	$21^0$25'51.91"N	$91^0$58'44.31"E	263.64	80.357
12.	Wind Turbine	$21^0$29'58.61"N	$91^0$59’58.15"E	572.78	174.586
13.	Wind Turbine	$21^0$30'03.99"N	$92^0$00'22.0997"E	573.10	174.684
14.	Wind Turbine	$21^0$29'48.43"N	$92^0$00’35.58"E	572.53	174.509
15.	Wind Turbine	$21^0$29'46.39"N	$92^0$00'46.80"E	572.72	174.566
16.	GP TOWER	$21^0$28'09.13"N	$91^0$57'43.56"N	54	16.43

VGCB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET office	Cox’s Bazar (VGCB)
2	Hours of service	HJ
3	Office responsible for TAF preparation and periods of validity	Cox’s Bazar (VGCB) 6,12
4	Type of landing forecast Interval of issuance (Hours)	½ & Special
5	Briefing/ consultation provided	P
6	Flight documentation languages used	C, PL English
7	Charts and other information available for briefing or consultation	S, U
8	Supplementary equipment available for providing information	Nil
9	ATS units provided with information	TWR
10	Additional information	Tel: 0341-63618

VGCB AD 2.12 RUNWAYS PHYSICAL CHARACTERISTICS

RWY designations	TRUE BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY & SWY	THR Coordinates	THR elevation (ft)	Slope of RWY-SWY
1	2	3	4	5	6	7
17	168.64^0	2743X45	PCN 90/F/C/W/T	212802.79 N 915740.69 E	12	NIL
35	348.64^0	2743X45		212634.86 N 915758.30 E	13	
Designation RWY NR	SWY dimensions(m)	CWY dimensions(m)	RESA	Strip Dimensions(m)	OFZ	Remarks
1	8	9	10	11	12	13
17	150X60	60×150	90×90	3163×250 Width 150m for East & 100m for west from RWY center line	Within the CWY	NIL
35	150X60	270×150	90×90			

VGCB AD 2.13 DECLARED DISTANCES

RWY	TORA(m)	TODA(m)	ASDA(m)	LDA(m)	REMARKS
1	2	3	4	5	6
17	2743	2803	2893	2743	NIL
35	2743	3013	2893	2743	NIL

VGCB AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designation	APCH LGT Type LEN & INTST	THR LGT color & WBAR	PAPI	TDZ LGT LEN	RWY Centre line LGT	RWY edge LGT, LEN. Spacing colour & INTST	RWY END LGT colour & WBAR	SWY LGT	Remarks
1	2	3	4	5	6	7	8	9	10
17	Simple approach lighting system LEN-total 150m Row to Row-30m	Green	PAPI 3^0 LEFT 15.70M	NIL	NIL	2742M. 60M. High Intensity White/ Amber edge lights as follows: From THR to 600M from RWY end: White. Rest 600M to RWY end Amber. INTST: 1%, 3%, 10%, 30%,100%	Red	NIL	NIL
35	Simple approach lighting system LEN-total 420m Row to Row-30m	Green with THR IDENT LGT	PAPI 3^0 LEFT 15.69M	NIL	NIL	2742M. 60M. High Intensity White/ Amber edge lights as follows: From THR to 600M from RWY end: White, Rest 600M to RWY end. Amber. INTST 1% 3% 10% 30% 100%	Red	NIL	NIL

VGCB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	LDI location and LGT Anemometer location and LGT	NIL Anemometer over Tower & Lighted.
2	Wind Socks and lights	Windsocks both end of RWY 17/35
3	TWY edge and Centre line lighting	Edge: Blue edge lights for all TWYs Centre line: NIL
4	Secondary power supply and switch over time	During main power supply failure, Automatic stand by generator power supply available for Simple Approach 17, Simple Approach 35, PAPI, REDL, RENDL, TWY Edge LGT, Guard LGT, Turn pad Edge LGT, Taxing Guidance sign & Apron Flood lights within 15 seconds.
5	Remarks	Apron lights: High intensity flood lights Turn Pad at 17 &35 end: Blue color Edge LGT Available Guard Light: AVBL at Night.

VGCB AD 2.16 HELICOPTER LANDING AREA

As directed by ATC

VGCB AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	Aerodrome Traffic Zone (ATZ)
	Lateral limits	ATZ is oval shaped area joining outer tangents of 5NM (9KM) radius circles centered at the RWY centre and both ends of RWY.
2	Vertical limits	4000 ft (AMSL)
3	Airspace Classification	D
4	Unit/Language	Cox's Bazar Tower /English
5	Transition altitude	6000 ft
6	Hours of applicability (or activation)	HO
7	Remarks	Nil

VGCB AD 2.18 AIR TRAFFIC SERVICES COMMUNICATIONS FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
Aerodrome Control Service	COX'S BAZAR TWR	Main 129.500 MHz Sdby 128.500 MHz Emergency 121.500MHz Ground 121.800MHz	HO	EM: A3

NAVIGATION VGCB AD 2.19 RADIO AND LANDING AIDS

Type of aid variation	Ident	Frequency	Hours of operation	Position of transmitting antenna Coordinates	Elevation of transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR	CXB	116.800 MHz	H24	21°27'33.7" N 091°57'53.4" E	52ft	944m inward form RWY 17 THR & 194m offset from RWY center line.
DME	CXB	1202 MHz	H24	21°27'33.7" N 091°57'53.4" E	52 ft	Co-located with DVOR

VGCB AD 2.20 LOCAL TRAFFIC REGULATIONS

Prior approval to be obtained from ATC

VGCB AD 2.21 NOISE ABATEMENT PROCEDURES

Nil

VGCB AD 2.22 FLIGHT PROCEDURES

As Directed By ATC

VGCB AD 2.23 ADDITIONAL INFORMATIO

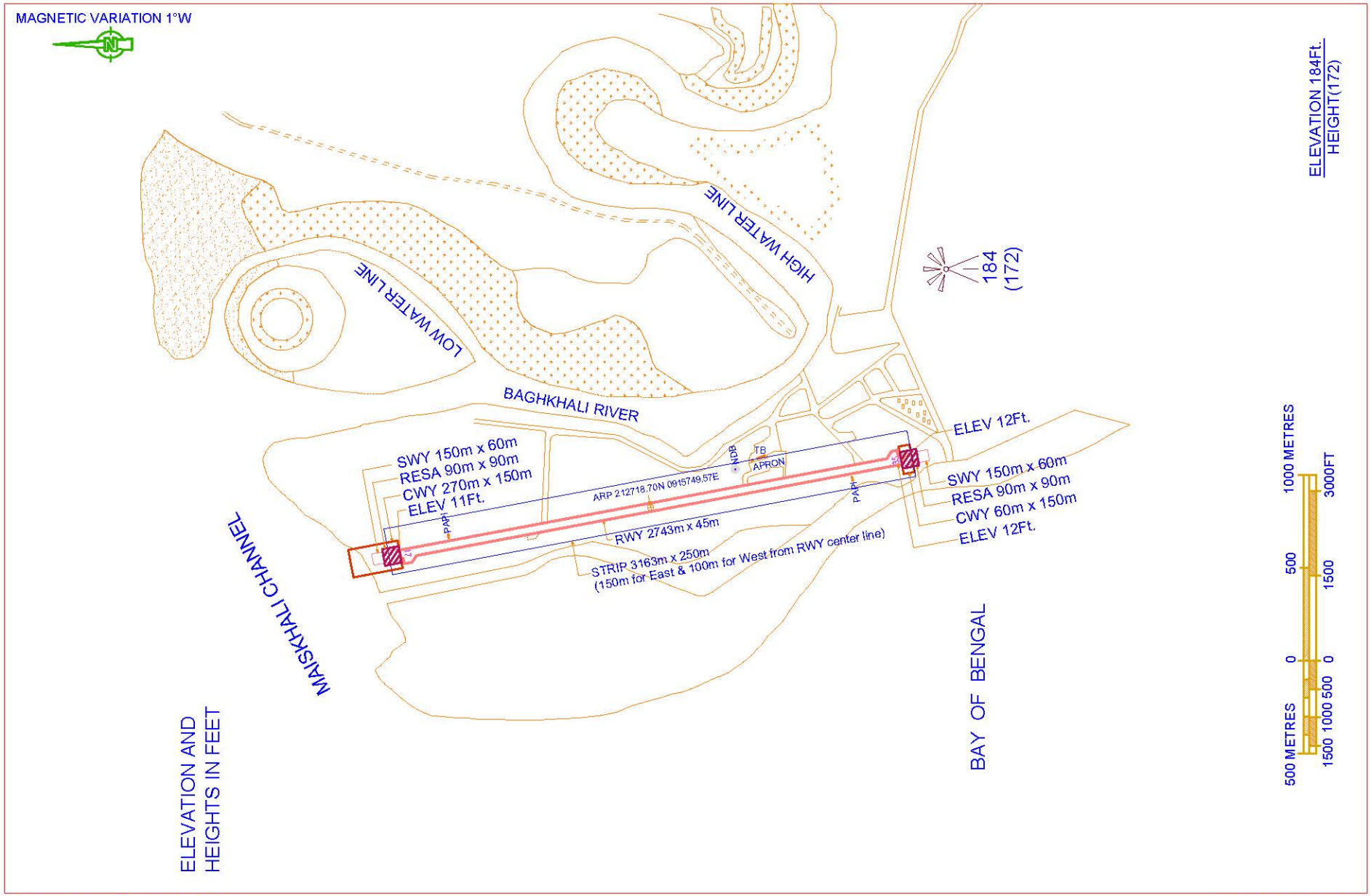
1. Aerodrome Reference code: 4C
2. There is one arresting barrier at distance of 45 m runway 35 (within runway strips) and barrier base of height 2 (two) ft from the surface, location 30m away on each side of the extended center line of the runway. No arresting barrier is available now at RWY-17 end due to RWY extension project work. In support, an aeronautical study was done.

VGCB AD 2.24 CHARTS RELATED TO COX'S BAZAR AIRPORT

ICAO CHARTS		
NR	TYPE OF CHARTS	PAGE NR
1	AERODROME	VGCB AD 2-7
2	INSTRUMENT APPROACH CHARTS	VGCB AD 2-9& 2-11

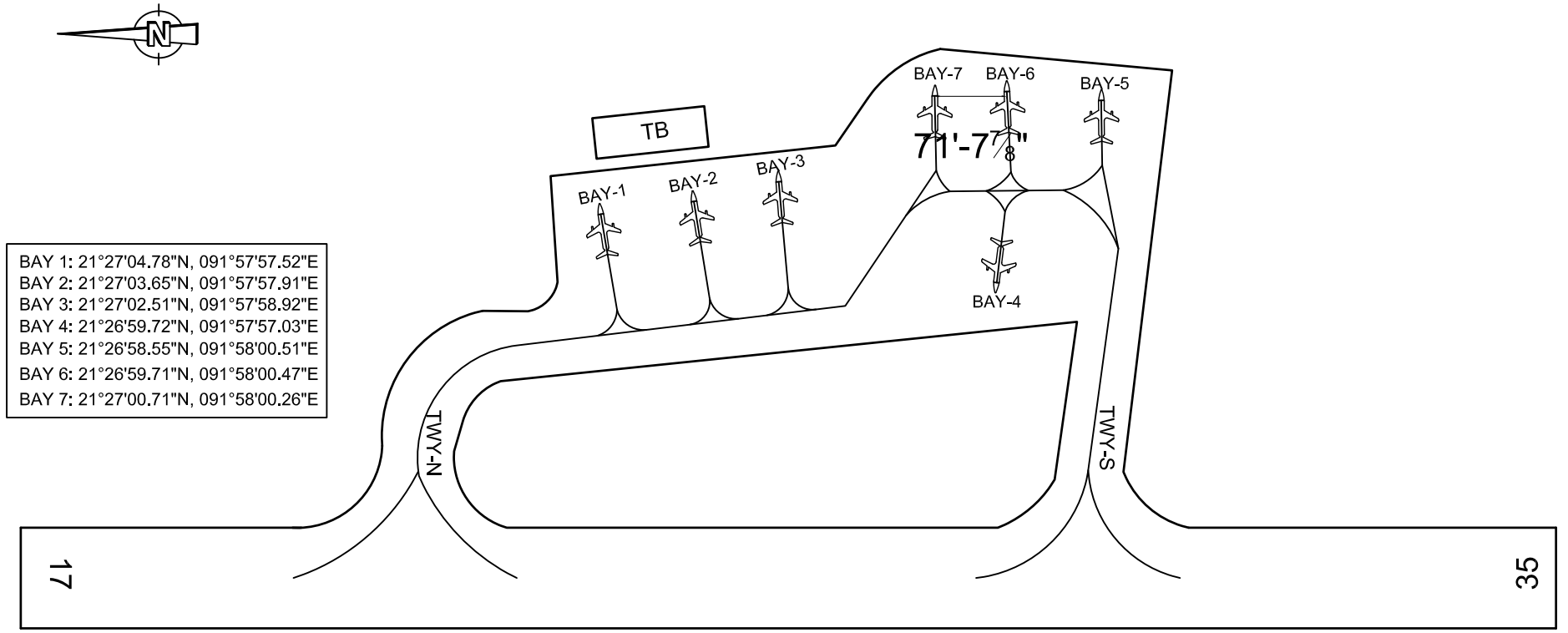
AERODROME CHAART - ICAO

COX'S BAZAR AIRPORT, COX'S BAZAR



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MAGNETIC VARIATION 1°W



BAY 1: 21°27'04.78"N, 091°57'57.52"E
BAY 2: 21°27'03.65"N, 091°57'57.91"E
BAY 3: 21°27'02.51"N, 091°57'58.92"E
BAY 4: 21°26'59.72"N, 091°57'57.03"E
BAY 5: 21°26'58.55"N, 091°58'00.51"E
BAY 6: 21°26'59.71"N, 091°58'00.47"E
BAY 7: 21°27'00.71"N, 091°58'00.26"E

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CHANGE: NBD CHART IS DELETED

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VGCM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VGCM–CUMILLA STOLPORT, CUMILLA

VGCM AD 2.2 AERODROME GEOGRAFICAL AND ADMINISTRATION DATA

1	ARP coordinates and site at AD	232615.71N 911122.28E, centre of the RWY
2	Distance and direction from city	03 NM South east Cumilla town.
3	AD elevation/reference temperature	25 ft/ 36.9^{0}C
4	MAG VAR/ annual changes	1^0 W (2020) Annual changes 2'W
5	AD administration, address, telephone	Civil Aviation Authority of Bangladesh Postal address: Airport Manager Cumilla STOL PORT, Cumilla, Bangladesh. Telephone: APM: 880- 81-76119 (Off)
6	Types of traffic permitted IFR/VFR	IFR/VFR
7	Remarks	Nil

VGCM AD 2.3 OPERATIONAL HOURS

SL. Nr.	Services	Hours
1	Aerodrome Administration	As per government declared office hour. FRI & SAT holiday
2	Custom and Immigration	Nil
3	Health and Sanitation	Nil
4	AIS briefing office	Nil
5	ATS Reporting Office (ARO)	Nil
6	MET briefing office	Nil
7	Air traffic services	Nil
8	Fueling	Nil
9	Handling	Nil
10	Security	Nil
11	De-icing	Nil
12	Remarks	Nil

VGCM AD 2.4 HANDLING SERVICES AND FACILITIES

NIL

VGCM AD 2.5 PASSENGER FACILITIES

NIL

VGCM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

NIL

VGCM AD 2.7 SEASONAL AVAILABILITY CLEANING

NIL

VGCM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface: Bituminous Concrete Strength: Flexible pavement
2	Taxiway width, surface and strength	Width: Surface: Bituminous Concrete Strength:
3	Altimeter checkpoint location and elevation	Not designated
4	INS Checkpoints check point	Nil
5	INS Checkpoints	NIL
6	Remarks	NIL

VGCM AD 2.9 SURFACE MOVEMENT GUIDENCE AND CONTROL SYSTEM AND MARKINGS

RWY **a**nd TWY Markings Are Available

VGCM AD 2.10 AERODROME OBSTACLES

SlNr	**Name of the Critical Points/Obstacles/Structures**	**WGS-84 Coordinates**		**Elevation**	
		Latitude	**Longitude**	**ft**	**Meter**
1.	D-VOR	232600.0N	911124.9E	46.61	14.21
2.	NDB	232610.3N	911115.9E	78.05	23.79
3.	Control Tower	232609.58N	911116.48E	68.55	20.89
4.	Faruk Tower (Mansur Tower), Ashrafpur, Rajapur, Cumilla.	232615.97N	911039.36E	133.87	40.80

VGCM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

NIL

VGCM AD 2.12 RUNWAYS PHYSICAL CHARACTERISTICS

Designator RWY NR	TRUE BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY & SWY		THR Coordinates	THR elevation (ft)	Slope of RWY-SWY
			RWY	SWY			
1	2	3	4		5	6	7
16	162.67^0	914 X 30	Flexible Pavement Bituminous concrete	Brick Soling	232627.95N 911118.13E	25	-
34	342.67^0	914 X 30			232559.10N 911127.62E	25	

Designation RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip Dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
16	60x30	60x75	1034x150	Within the CWY	NIL
34	60x30	300x75	1034x150	Within the CWY	NIL

VGCM AD 2.13 DECLARED DISTANCES

RWY	TORA(m)	TODA (m)	ASDA(m)	LDA(m)	REMARKS
1	2	3	4	5	6
16	914	974	974	914	NIL
34	914	1214	974	914	NIL

VGCM AD 2.14 APPROACH AND RUNWAY LIGHTING

NIL

VGCM AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

NIL

VGCM AD 2.16 HELICOPTER LANDING AREA

NIL

VGCM AD 2.178 AIR TRAFFIC SERVICES AIRSPACE

NIL

VGCM AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

NIL

VGCM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid variation	Ident	Frequency	Operation Hour	Coordinates	Elevation of transmitting antenna	Remarks
1	2	3	4	5	6	7
D-VOR	CML	115.500 MHz	0001 TO 1600	232600.0N 911124.9E	47	To meet the requirement of over flying traffic. EM: A2
DME	CML	1189 MHz		232600.0N 911124.9E	47	

VGCM AD 2.20 LOCAL TRAFFIC REGULATIONS

NILL

VGCM AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VGCM AD 2.22 FLIGHT PROCEDURES

NIL

VGCM AD 2.23 ADDITIONAL INFORMATION

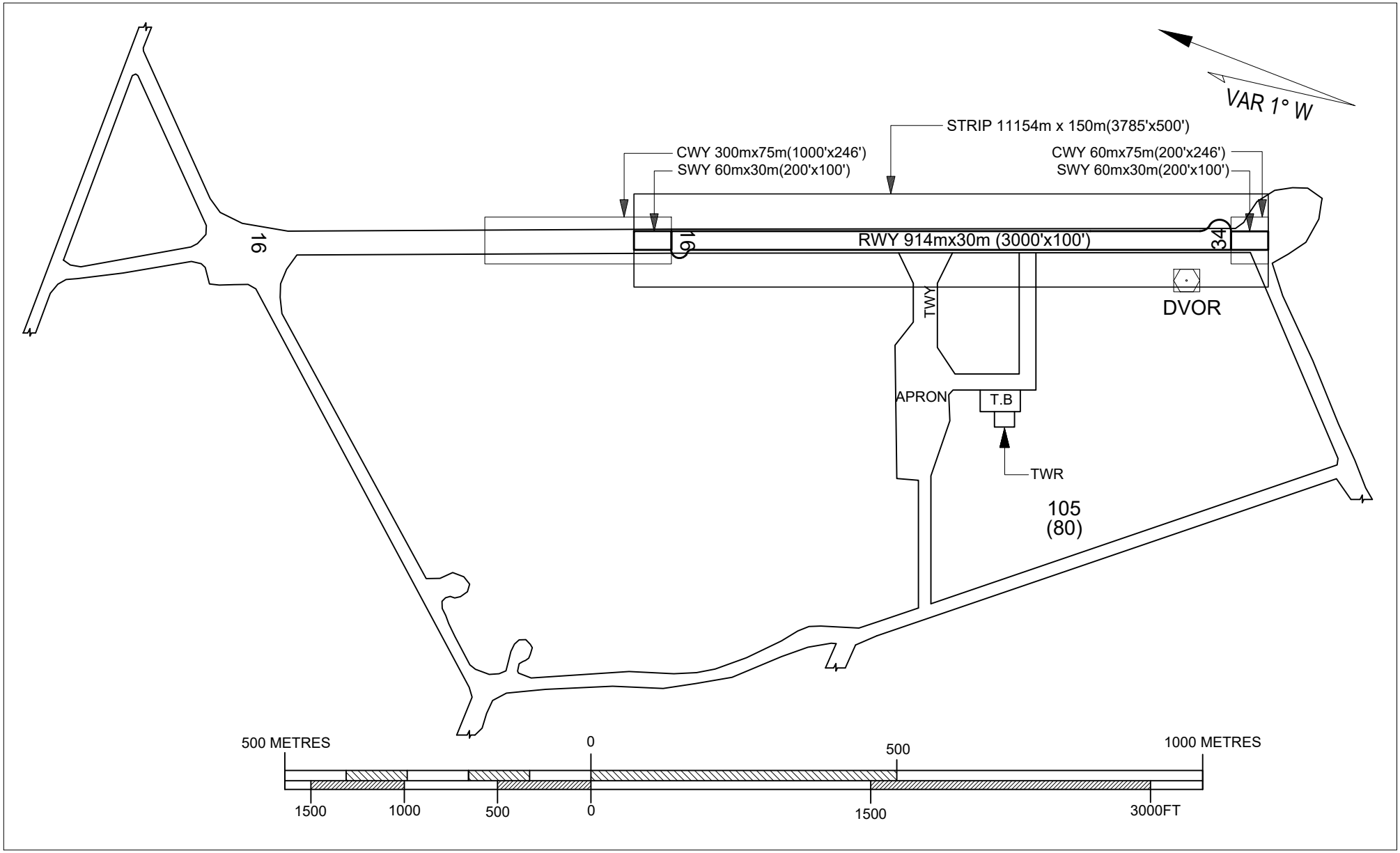
NIL

VGCM AD 2.24 CHARTS RELATED TO CUMILLA STOL PORT

ICAO CHARTS		
NR	TYPE OF CHARTS	PAGE NR
1	AERODROME	VGCM AD 2-5

AERODROME CHART-ICAO
TYPE-A

CUMILLA STOLPORT, CUMILLA



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VGIS AD 2.1 AERODROME LOCATION INDICAATOR AND NAME

VGIS -ISHURDI AIRPORT, ISHURDI.

VGIS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATION DATA

1	ARP co-ordinates and site at AD	240912.57N, 890256.25E
2	Distance and direction from city	03 NM North of Town.
3	AD elevation / reference temperature	46ft/40.4^{0}C
4	MAG VAR / Annual change	0.40^0 W (2020) Annual Change 1' W
5	AD administration, address, telephone telefax, telex, AFS	Civil Aviation Authority of Bangladesh Postal address: Airport Manager Ishurdi Airport, Ishurdi Bangladesh Telephone: APM/TWR 07326-63569
6	Types of traffic permitted IFR/VFR	IFR/VFR
7	Remarks	Nil

VGIS AD 2.3 OPERATIONAL HOURS

SL. No.	Services	Hours
1.	Aerodrome Administration	0900 LT to 1700 LT except FRI, SAT & Government Holidays
2.	Custom and Immigration	NIL
3.	Health and Sanitation	HO
4	AIS briefing Office	NIL
5	ATS reporting Office (ARO)	HO
6	MET briefing Office	HO
7	Air traffic service	HO
8	Fueling	NIL
9	Handling	NIL
10	Security	HO
11	De-icing	NIL
12	Remarks	NIL

VGIS AD 2.4 HANDLING SERVICES AND FACILITIES

NIL

VGIS AD 2.5 PASSENGER FACILITIES

1	Hotels	Nil
2	Restaurant	AVBL, capacity- 20 persons.
3	Transportation available	Buses, Rickshaws and Taxies.
4	Medical facilities	Only first aids available.
5	Banks an post Offices	Bank available.
6	Tourist office	Nil
7	Remarks	Nil

VGIS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for dire fighting	CAT: NIL AVBL: NIL
2	Rescue Equipment	AVBL
3	Disabled Aircraft Removal	Nil
4	Remarks	Nil

VGIS AD 2.7 SEASONAL AVAILABILITY CLEARING

2.7.1 The airport is available for all seasons. Side strips become unusable during monsoon. There is no requirement for clearing.

VGIS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA.

1	Apron surface and strength	Surface: Bituminous Concrete Strength: PCN 12/R/C/Y/T
2	Taxiway width, Surface and Strength	Width: 50 FT, 75 FT and 100 FT. Surface: Bituminous Concrete Strength: PCN 12/R/C/Y/T
3	ACL location and elevation	Not designated
4	Remarks.	NIL

VGIS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING

1	Stand identification/ taxiway guide lines/ visual docking/ Parking guidance	Taxiing guidance signs at all intersections with TWY and RWY at all holding positions. Guidelines at apron. Nose-in guidance at aircraft stands.
2	RWY and TWY markings and LGT	RWY marking aids: THR, Centre line, RWY designator all runways TWY marking aids: TWY center line-all TWYs.
3	Stop bars	Nil
4	Remarks	Nil

VGIS AD 2.10 AERODROME OBSTACLES

1	Obstruction in approach and take-off areas	Obstruction in approach, take-off area and circling area are shown in instrument approach charts and Aerodrome Charts.
2	Obstruction in the circling area and at aerodrome.	

LIST OF HIGH MAST/TOWER/BUILDING/BARRIER/ANTENNA AROUND ISHURDI AIRPORT, ISHURDI

SI. No	Name of the Obstacles/ Structures	Geographical Coordinates in WGS-84		Elevation	
		Latitude	Longitude	metre	feet
1	BAF Repeater Station Tower, Vill: Naldaha, PO: Sripur, Upazila: Pabna Sadar, Dist: Pabna.	23°59'04.31"N	89°18'39.67"E	104.66	343.37
2	Wierless Tower, Police Super Office, Upazila: Pabna Sadar, Dist: Pabna.	23°59'55.16" N	89°13'57.93" E	92.91	304.84
3	BTCL Tower, BTCL Office, Jail Road, Upazila: Pabna Sadar, Dist: Pabna.	24°00'14.58" N	89°13'58.17" E	119.08	390.70
4	Airtel Mobile Tower, Aronkhola Battala More, Village: Baharpur, Union: Muladuli, Upazila: Ishwardi, Dist: Pabna.	24°07'09.29" N	89°05'34.67" E	75.68	248.33
5	West Regional Gas Company Ltd(GTCL) Tower, Aronkhola Battala More, Village: Baharpur, Union: Muladuli, Upazila: Ishwardi, Dist: Pabna.	24°07'09.23" N	89°05'21.28" E	61.74	202.59
6	Control Tower, Ishwardi Airport, Upazila: Ishwardi, Dist: Pabna	24°09'08.69" N	89°02'42.11" E	27.85	91.39
7	NDB Antena, Ishwardi Airport, Upazila: Ishwardi, Dist: Pabna.	24°09'10.24"N	89°02'41.45" E	32.25	105.82
8	Robi Mobile Tower, Arambaria Bazar, Union: Saraghat, Upazila: Ishwardi, Dist: Pabna.	24°09'31.88" N	89°01'31.54" E	57.76	189.54
9	Grameen Phone Tower, Lalpur Bazar More, Upazila: Lalpur, Dist: Natore.	24°10'51.18" N	88°58'01.60" E	59.35	194.75
10	Mobile Tower, Lalpur Bazar More, Upazila: Lalpur, Dist: Natore	24°10'37.64" N	88°57'53.93" E	51.67	169.54
11	Chimney, N,S,K Brick Field, Manzil Pukur, PO: Lalpur, Upazila: Lalpur, Dist: Natore.	24°11'24.43" N	88°55'59.31" E	75.32	247.12
12	Banglalink Tower, Chalk Nazirpur Bottala More, Pouroshova: Gopalpur, Upazila: Lalpur, Dist: Natore.	24°13'57.01" N	89°00'47.63" E	56.63	185.82
13	Banglalink Tower, Awotapara Bazar, Vill: Awotapara, PO: Basherbada, Upazila: Ishwardi, Dist: Pabna.	24°03'09.36" N	89°07'08.27" E	47.95	157.33
14	High Tension Electric Tower-1, Ruppur Mur, Vill: Pakshi, Upazila: Ishwardi, Dist: Pabna.	24°04'18.23" N	89°03'10.46" E	48.38	158.74
15	High Tension Electric Tower-2, Ruppur Mur, Vill: Pakshi, Upazila: Ishwardi, Dist: Pabna.	24°04'17.65" N	89°03'07.95" E	47.98	157.42
16	High Tension Electric Tower-3, Ruppur Mur, Vill: Pakshi, Upazila: Ishwardi, Dist: Pabna	24°04'19.07" N	89°03'06.49" E	46.18	151.55
17	Mobile Tower, Ruppur Mur, Vill: Pakshi, Upazila: Ishwardi, Dist: Pabna.	24°04'19.62" N	89°03'08.96" E	62.76	205.94
18	High Tension Electric Tower-4, (East Side of Padma River) Saraghat, Vill: Sara Gopalpur, Upazila: Ishwardi, Dist: Pabna.	24°06'08.63" N	89°01'43.28" E	164.47	539.64
19	High Tension Electric Tower-5, (West Side of Padma River), Vill: Golapnagar, Upazila: Bheramara, Dist: Kustia.	24°05'27.49" N	89°00'27.76" E	120.85	396.52

VGIS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

2.11.1 Weather information will be provided by meteorological Department at the Airport.

VGIS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designator RWY NR	TRUE & MAG BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY & SWY	THR Coordinates	THR elevation.	Slope of RWY-SWY
1	2	3	4	5	6	7
15	153.31^{0}T	1433 X 23	Flexible Pavement Bituminous Concrete	240929.95N 890246.56E	46ft	--
33	333.31^{0}T	1433 X 23		240848.77N 890309.47E	46 ft	--

Designator RWY NR	SWY Dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
	8	9	10	11	12
15	91X23	305X153	1615X153	Within the CWY	Nil
33	91X23	305X153	1615X153	Within the CWY	Nil

VGIS AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	REMARKS
1	2	3	4	5	6
15	1433	1738	1524	1433	NIL
33	1433	1738	1524	1433	NIL

VGIS AD 2.14 APPROACH AND RUNWAY LIGHTING

NIL

VGIS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1. During Main Power supply failure, Automatic standby generator power supply available within 30 seconds.

VGIS AD 2.16 HELICOPTER LANDING AREA

AS directed by ATC

VGIS AD 2.17 AIR TRAFFIC SERVICES AIRSPACE.

1	Designation	Aerodrome flight information zone (AFIZ)
	Lateral limits	AFIZ is circle of 5 NM radius centered at the RWY centre.
2	Vertical limits	3000 ft (ALT)
3	Airspace	G
4	Unit Language	Ishurdi Information English
5	Transition altitude	6000 ft
6	Remarks	Nil

VGIS AD 2.18 AIR TRAFFIC SERVICES COMMUNICATIONS FACILITIES

Service designator	Call Sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
Flight Information Service	Ishurdi Information	122.900 MHz EM: A3	HO	Nil

VGIS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid variation	Ident	Frequency	Hours of operation	Co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	IS	-----	----	----	----	Dismantled

VGIS AD 2.20 LOCAL TRAFFIC REGULATIONS

Prior information to ATC is needed

VGIS AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VGIS AD 2.22 FLIGHT PROCEDURES

1. **Co-ordination Procedure :**

1.1 **Departure :**

Before passing information required by start-up of engines. Ishurdi information will co-ordinate with Dhaka area control centre regarding flight level and visual meteorological conditions at Tejgaon (When destination is Tejgaon). Aircraft will not climb higher than 3000ft. if co-ordination cannot be made for higher altitude by Ishurdi information or by the aircraft with Dhaka Area Control Centre.

1.2 Dhaka area control centre will not issue clearance to the aircraft to descend below 4000ft. without Co-ordination with Ishurdi information. Dhaka ACC will allow the aircraft to change to Ishurdi information, when aircraft establish contact with Ishurdi and is ready to change over.

VGIS AD 2.23 ADDITIONAL INFORMATION

2.23.1 Security : Operators are responsible for security of the aircraft during operation and while aircraft is in parked position. CAAB also provided security for passengers and aircraft.

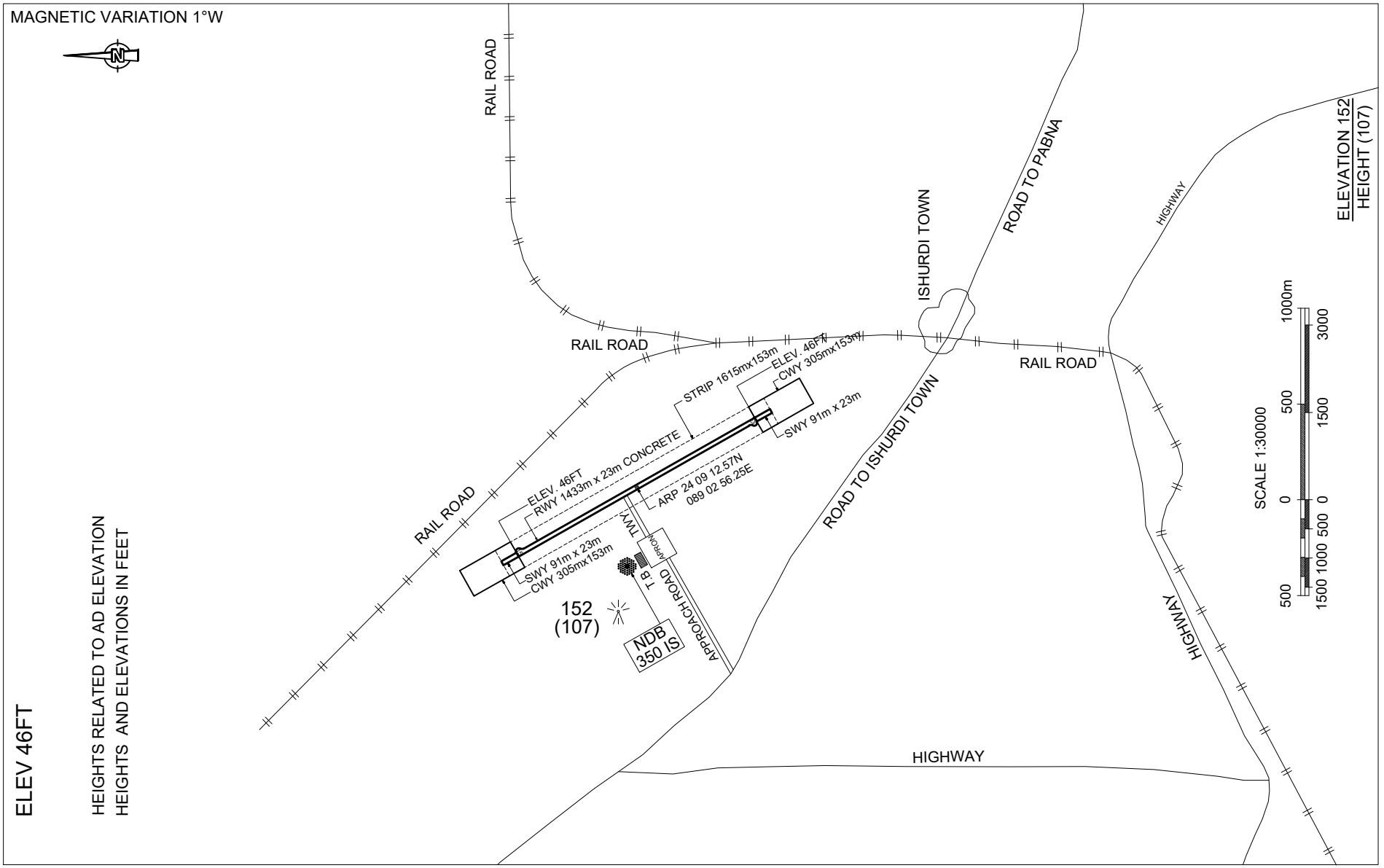
VGIS AD 1.24 CHARTS RELATED TO ISHURDI AIRPORT

ICAO CHARTS		
NR	TYPES OF CHARTS	PAGE NR
1	TYPES OF CHARTS	VGIS PAGE AD2-7
2	INSTRUMENT APPROACH CHARTS	VGIS PAGE AD 2-9 & 2-11

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AERODROME CHART-ICAO
TYPE-A

ISHURDI AIRPORT, ISHURDI, PABNA



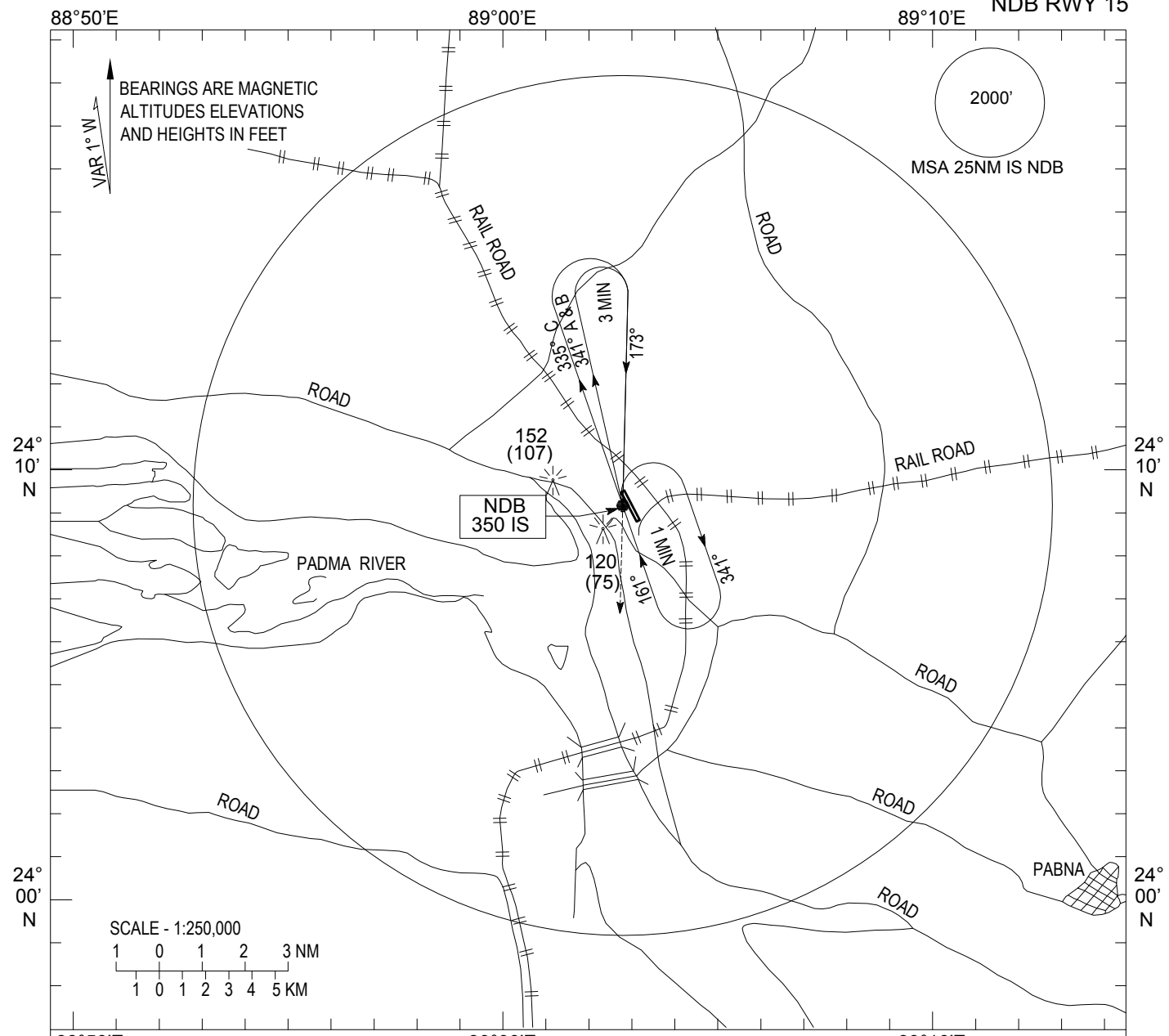
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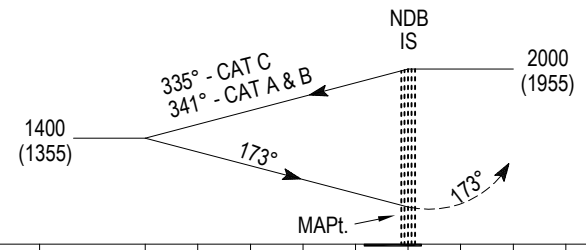
INSTRUMENT APPROACH CHART-ICAO

ELEV 45 FT
HEIGHTS RELATED TO AD ELEV

TWR 129.1

ISHURDI, BANGLADESH
ISHURDI
NDB RWY 15





PROCEDURES BASED ON TAS 120 KT (STILL AIR)

TRANSITION LEVEL FL 060
TRANSITION ALTITUDE 4000FT

MISSED APPROACH
CLIMB TO 2000FT / 610M ON
TRACK 173° CONTACT ATC
FOR FURTHER INSTRUCTION

MET MINIMA VIS 2800m	5 NM	0	5 NM

CATEGORY OF ACFT	A	B	C	D
OCA	450	450	450	

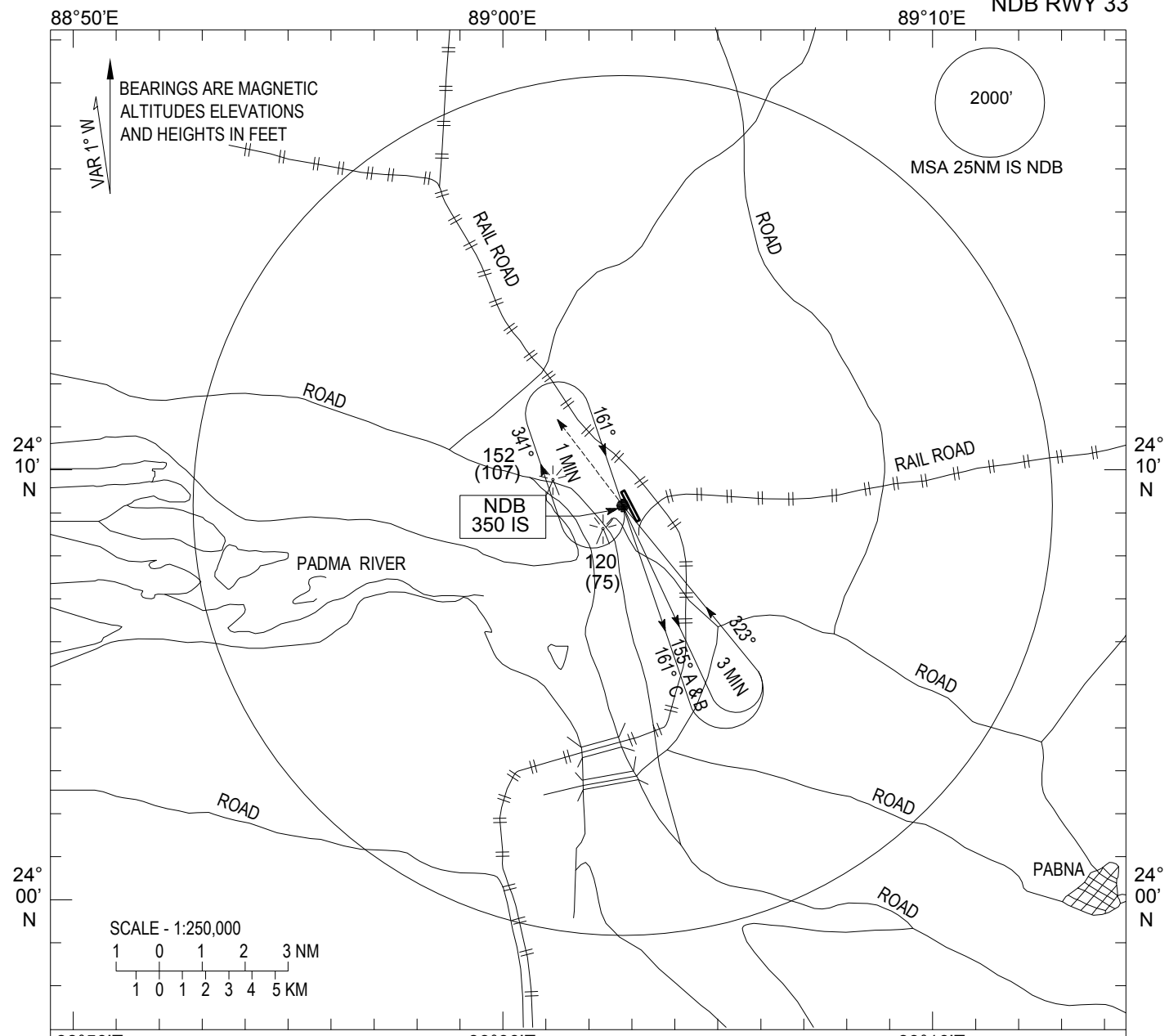
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INSTRUMENT APPROACH CHART-ICAO

ELEV 45 FT
HEIGHTS RELATED TO AD ELEV

TWR 129.1

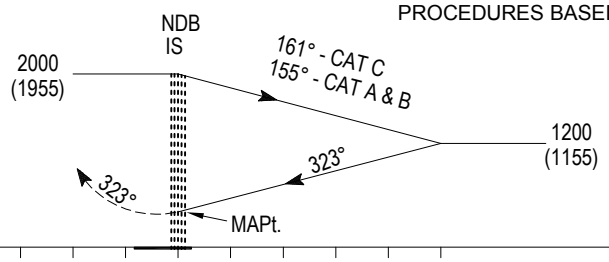
ISHURDI, BANGLADESH
ISHURDI
NDB RWY 33



TRANSITION LEVEL FL 060
TRANSITION ALTITUDE 4000FT

MISSED APPROACH
CLIMB TO 2000FT / 610M ON
TRACK 323° CONTACT ATC
FOR FURTHER INSTRUCTION

ELEV 45FT



PROCEDURES BASED ON TAS 120 KT (STILL AIR)

MET MINIMA VIS 2800m	5 NM	0	5 NM

CATEGORY OF ACFT	A	B	C	D
OCA	450	450	450	

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VGJR AD 2.1 AERODROME LOCATION INDICAATOR AND NAME

VGJR -JASHORE AIRPORT, JASHORE.

VGJR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATION DATA

1	ARP co-ordinates an site at AD	231101.66N 0890939.16E in the RWY
2	Distance and direction from city	04 NM North of Town (GPO).
3	AD elevation / reference temperature	20FT/40.5^{0}C
4	MAG VAR	1^0 W (2020) Annual Change 1'W
5	AD administration, address, telephone telefax, telex, AFS	Civil Aviation Authority of Bangladesh Postal address: Airport Manager Jashore airport, Jashore. Bangladesh Telephone: APM: 02477764915 TWR: 02477765348 Mobile: 01894909622
6	Types of traffic permitted	IFR/VFR
7	Remarks	Nil

VGJR AD 2.3 OPERATIONAL HOURS

SL.Nr.	Services	Hours
1.	Aerodrome Administration	As per government declared office hour. FRI & SAT holiday
2.	Custom and Immigration	NIL
3.	Health and Sanitation	HO
4	AIS briefing Office	NIL
5	ATS reporting Office (ARO)	HO
6	MET briefing Office	HO
7	Air traffic service	HO
8	Fueling	NIL
9	Handing	NIL
10	Security	HO
11	De-icing	NIL
12	Remarks	NIL

VGJR AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Manual handling
2	Fuel/Oil Types	Nil
3	fueling facilities/ Capacity	Nil
4	De-icing facilities	Nil requirement
5	Hanger space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

VGJR AD 2.5 PASSENGER FACILITIES

1	Hotels	Nil at Airport side but available at city area
2	Restaurant	AVBL, capacity- 20 persons.
3	Transportation available	Buses, Rickshaws and Taxies.
4	Medical facilities	Only first aids avbl.
5	Banks an post Offices	Bank avbl.
6	Tourist office	Nil
7	Remarks	Nil

VGJR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	CAT: 5
2	Rescue Equipment	AVBL
3	Disabled Aircraft Removal	Nil
4	Remarks	Nil

VGJR AD 2.7 SEASONAL AVAILABILITY CLEARING

2.7.1 The airport is available for all seasons. Side strips become unusable during monsoon. There is no requirement for clearing.

VGJR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA.

1	Apron surface and strength	Surface: Bituminous Concrete Strength: PCN 18/F/C/Y/T
2	Taxiway width, Surface and Strength	Width: 50 FT, 75 FT and 100 FT. Surface: Bituminous Concrete Strength: PCN 18/F/C/Y/T
3	Altimeter checkpoint location and elevation	Not designated
4	INS Checkpoints check point	NIL
5	INS Checkpoints	NIL
6	Remarks.	NIL

VGJR AD 2.9 SURFACE MOVEMENT GUIDENCE AND CONTROL SYSTEM AND MARKING

1	Stand identification/taxiway guide lines/visual docking/parking guidance	Taxiing guidance signs at all intersections TWY and RWY at all holding positions. Guidelines at apron. Nose- in guidance at aircraft stands.
2	RWY and TWY markings and LGT	RWY marking aids: THR, Centre line, RWY designator : All runways. TWY marking aids : RWY holding position, TWY centre line : All TWYs. RWY LGT : AVBL, APP. LGT : AVBL for RWY 16 PAPI LGT : AVBL.
3	Stop bars	NIL
4	Distance Marker Board	AVBL, Lighted at night

VGJR AD 2.10 AERODROME OBSTACLES

SI. Nr	Name of the Critical Points/Obstacles/Structures	WGS-84 Co-ordinates		Elevation	Remarks
		Latitude	Longitude	ft	
1.	DVOR	23°12'06.3" N	89°09'10.4" E	50	
2.	Control Tower	23°10'38.17" N	89°09'38.85" E	127	
3.	Robi Mobile Tower (On the roof of Ms Orchid Centre), 44 M K Road	23°09'54.35"N	89°12'48.26"E	222	
4.	Civil Apron Mast Light 1	23°10'37.42" N	89°09'39.81" E	103	
5.	Civil Apron Mast Light 2	23°10'34.43" N	89°09'41.26" E	104	
6.	Civil Apron Mast Light 3	23°10'31.30" N	89°09'42.88" E	104	
7.	Police Line Mast	23°10'25.16" N	89°11'42.16" E	227	
8.	DGFI Mast, Jashore Cantonment	23°10'27.47" N	89°11'08.49" E	181	
9.	Wind Socks RWY-34	23°10'35.06" N	89°09'48.12" E	42	
10.	Wind Socks RWY-16	23°11'31.10" N	89°09'29.52" E	46	
11.	Noapara Radio Mast	23°02'55.91" N	89°22'47.00" E	400	
12.	Arresting Barriers	---	---	31	386 ft fm RWY 16, 94 ft fm THR RWY 34
13.	VDF Aerial Mast	---	---	110	173^0 MAG fm THR RWY 16
14.	GCA Radar	---	---	60	1179 m (SE) fm THR RWY 16 and 132.08 m off set fm RWY centre line
15.	Rajarhat Mast	230830.60N	891432.46E	318	5NM on BRG 111^0 M fm Control TWR
16.	Garrison Mosque	---	---	115	050^0 MAG fm Control TWR1.7 km (approx)

VGJR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET office	Jashore Airport (VGJR)
2	Hours of service	HO
3	Office responsible for TAF preparation Periods of validity (Hours)	Hazrat Shahjalal Intl (VGHS)
4	Type of landing forecast Interval of issuance (Hours)	----
5	Briefing/ consultation provided	P, D, T
6	Flight documentation languages used	C, PL English
7	Charts and other information available for briefing or consultation	S, U
8	Supplementary equipment available for providing information	Nil
9	ATS units provided with information	TWR
10	Additional information	Nil

VGJR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designator RWY NR	TRUE BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY & SWY	THR Coordinates	THR elevation (ft)	Slope of RWY-SWY
1	2	3	4	5	6	7
16	157.81^0	2420X45	PCN 17F/C/W/T Bituminous concrete	231137.94 N 890922.92 E	20	0%
34	337.81^0	2420X45		231025.65 N 890955.32 E	20	0%

Designator RWY NR	SWY dimensions (m)	CWY dimensions (m)	RESA	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12	13
16	NIL	150 X 150	90X90	2600 X 150	Within the CWY	Nil
34	60 X 45	210 X 150	90X90	2600 X 150	Within the CWY	Nil

VGJR AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	REMARKS
1	2	3	4	5	6
16	2420	2570	2420	2420	
34	2420	2630	24A80	2420	

VGJR AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH	THR	PAPI	TDZ	RWY Centre	RWY edge	END & WBAR	STWL	Remarks
1	2	3	4	5	6	7	8	9	10
16	Simple Approach lighting system Length: 280 M	Six green LGT	PAPI	NIL	NIL	60 m apart **75** Nr White Omni-directional with fixed intensity	END: Avbl 6 Red LGT Unidirectional	NIL	Kerosene flares avbl
34	Simple Approach lighting system Length: 150 M	Six green LGT	PAPI	NIL	NIL	60 m apart **75** Nr White Omni-directional with fixed intensity		NIL	

VGJR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN Location, characteristics and hours of operation	Altn W/ G every 5 sec Hours: HO, near NDB
2	LDI location and LGT Anemometer location and LGT	Nil Atop control TWR, LGT
3	TWY edge and centre line lighting	Edge: AVBL Centre line: Nil
4	Secondary power supply switch-over time	During main power supply failure, Automatic standby generator power supply available within 30 seconds
5	Remarks	Kerosene flares avbl

VGJR AD 2.16 HELICOPTER LANDING AREA

As directed by ATC

VGJR AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	Aerodrome Traffic Zone (ATZ)
	Lateral limits	ATZ is an oval shaped area joining outer tangents of 5 NM (9 km) radius circle centered at the Runway centre and both ends of the Runway.
2	Vertical limits	4 000 ft (ALT)
3	Airspace	D
4	Unit Language	Jashore Tower English
5	Transition Altitude	6000 ft
6	Hours of applicability (or activation)	HO
7	Remarks	NIL

VGJR AD 2.18 AIR TRAFFIC SERVICES COMMUNICATIONS FACILITIES

Service designation	Call Sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
Aerodrome Control Service	Jashore Tower	123.200 MHz (PRI) 123.900 MHz (SRY)	HO	EM: A3
Surface Movement Control (SMC)	Jashore Ground	121.800 MHz	HO	EM: A3

VGJR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Types of aid variation	Ident	Frequency	Hours of operation	Coordinates	Elevation of DME Transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR	JSR	113.000 MHz	HO	231206.37N 0890910.37E		
DME	JSR	1164 MHz	HO	231206.37N 0890910.37E		

VGJR AD 2.20 LOCAL TRAFFIC REGULATIONS

Prior approval to be obtained from ATC

VGJR AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VGJR AD 2.22 FLIGHT PROCEDURES

NIL

VGJR AD 2.23 ADDITIONAL INFORMATION

1. Coordination with Bangladesh Air Force is required prior to clearing Civil aircraft to carry cut any instrument approach procedure at Jashore Airport due to close proximity of VGR 23, 24 and 25

2. VGD-3 is required to be kept inactive while carrying out any instrument approach procedure by civil aircraft.

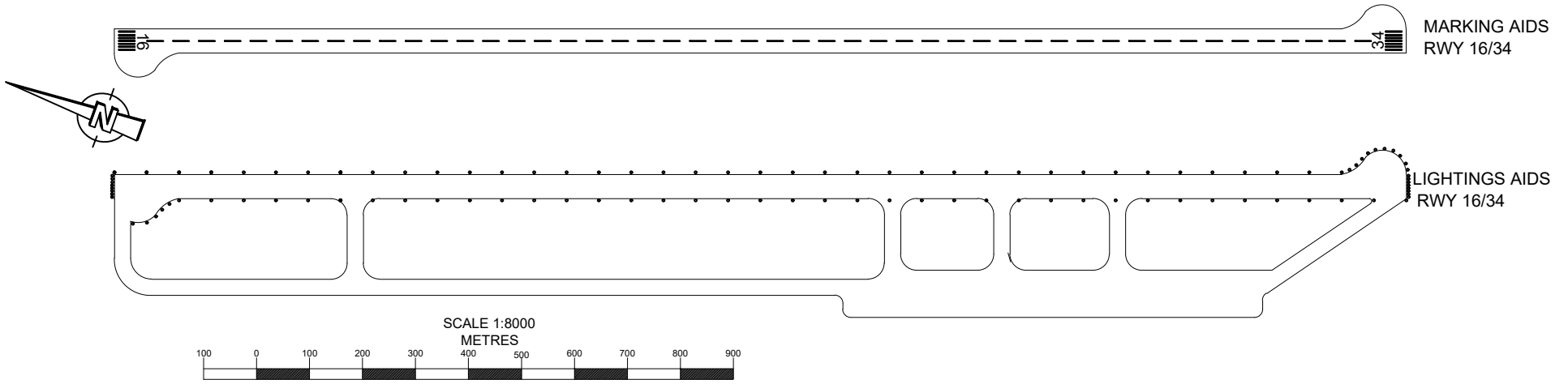
VGJR AD 2.24 CHARTS RELATED TO JASHORE AIRPORT

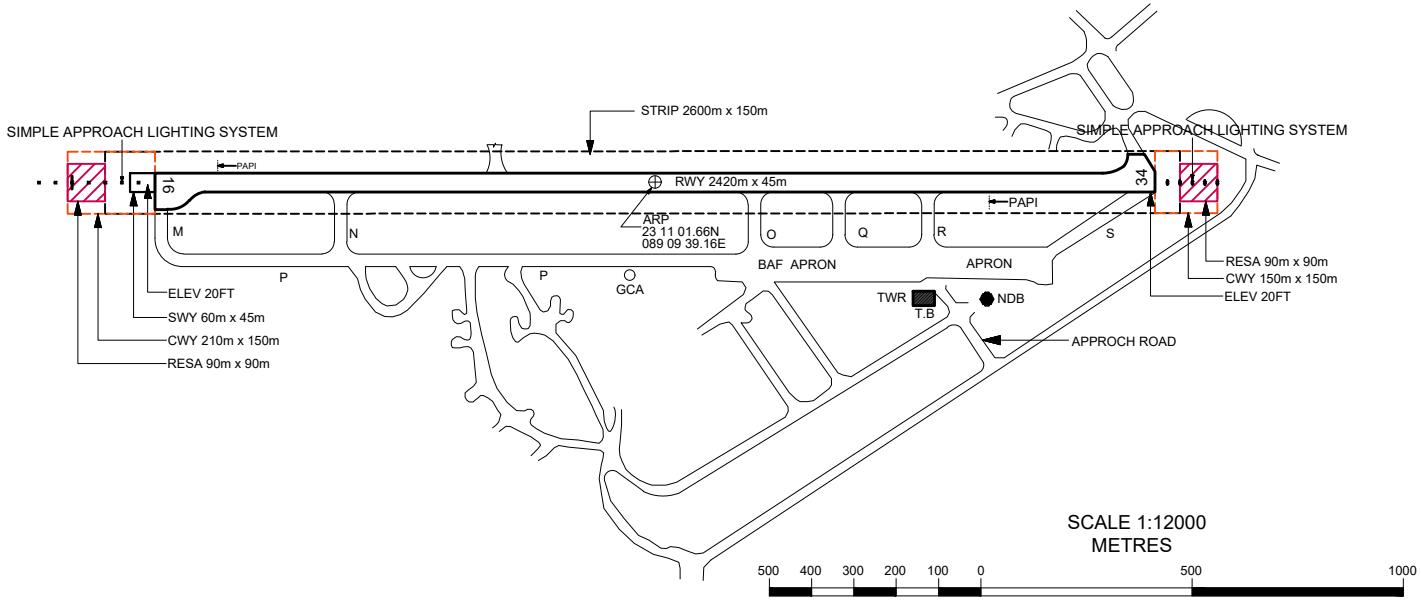
ICAO CHARTS		
Nr	TYPE OF CHART	PAGE NR (VGJR)
1.	AERODROME CHART	AD 2-7
2.	INSTRUMENT APPROACH CHART	AD 2-9 to AD 2-15

AERODROME CHART-ICAO
TYPE-A

JESSORE AIRPORT, JESSORE

MAGNETIC VARIATION 1°W





NEW SIMPLE APPROACH LIGHTING SYSTEM AT RWY 34 HAS BEEN ESTABLISHED

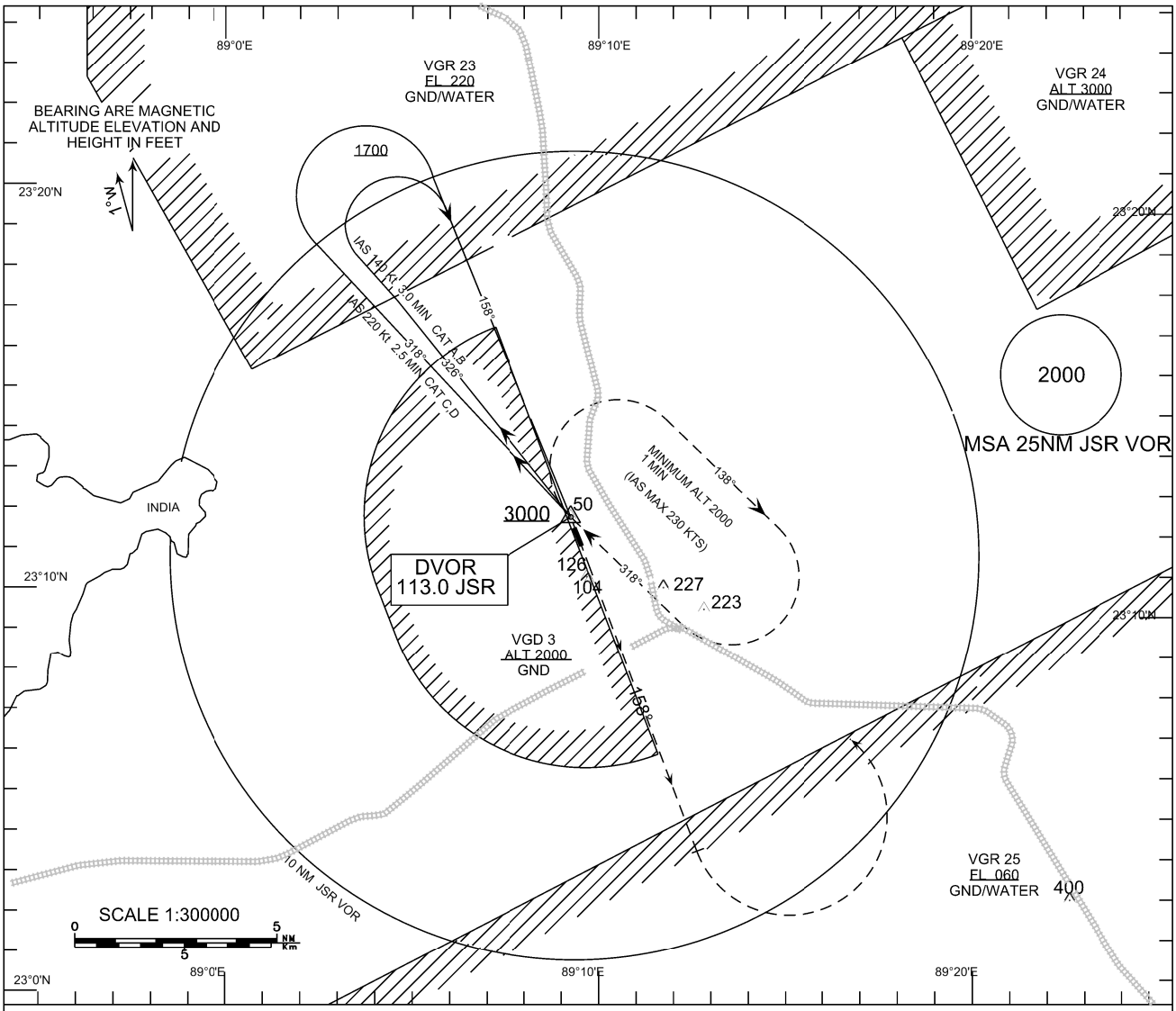
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INSTRUMENT APPROACH CHART - ICAO

AD ELEV 20 (ft)
OCH RELATED TO
THR RWY 16-ELEV 20(ft)

TWR:123.2 MHZ (PRI)
123.9 MHZ (SDBY)
SMC:121.8 MHZ

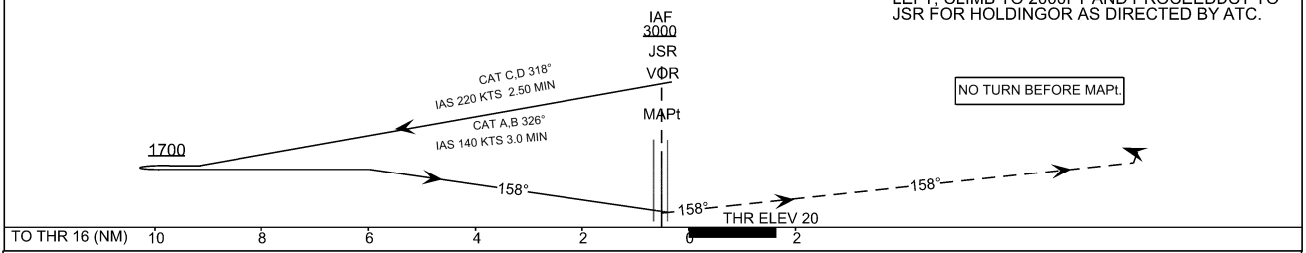
JASHORE, BANGLADESH
JASHORE AIRPORT
VOR X RWY16



TRANSITION LEVEL FL 060
TRANSITION ALTITUDE 4000FT

MISSED APPROACH:

CLIMB TO 1500FT ON TRACK 158° THEN TURN LEFT, CLIMB TO 2000FT AND PROCEEDDCT TO JSR FOR HOLDINGOR AS DIRECTED BY ATC.



NO TURN BEFORE MAPt.

CATEGORY OF ACFT	A	B	C	D
OCA(OCH)	350(330)			

CATEGORY OF ACFT		A	B	C	D
SPEED	KNOTS	90	120	150	180
RATE OF DESCENT/GS	FT/MIN	478	637	796	955

MINIMA	BALS	NALS
VISIBILITY (m)	1700	2000
RVR (m)	1300	1500

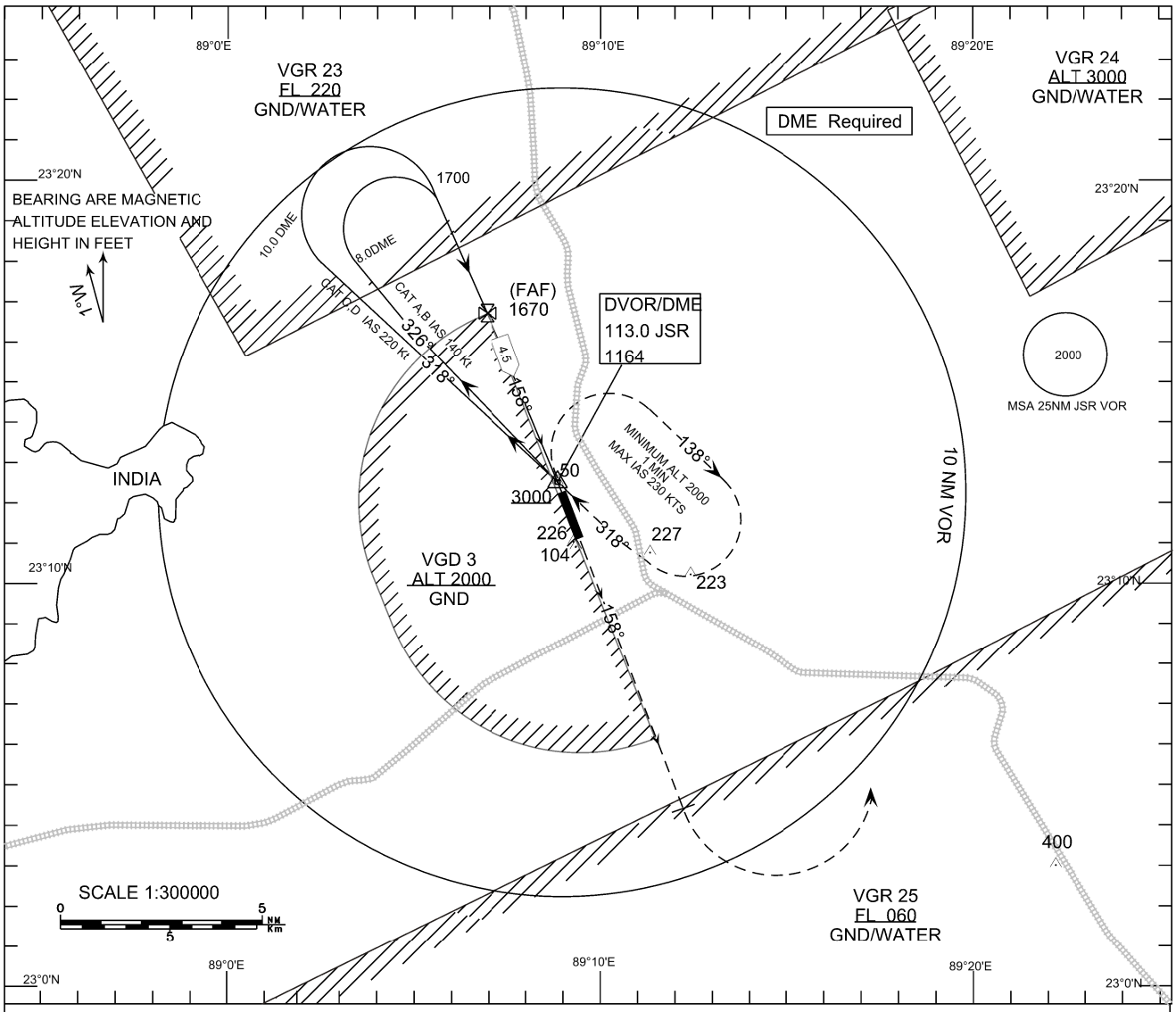
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INSTRUMENT APPROACH CHART - ICAO

AD ELEV 20 (ft)
OCH RELATED TO
THR RWY 16-ELEV 20(ft)

TWR:123.2 MHZ (PRI)
123.9 MHZ (SDBY)
SMC : 121.8 MHZ

JASHORE, BANGLADESH
JASHORE AIRPORT
VOR Y RWY 16

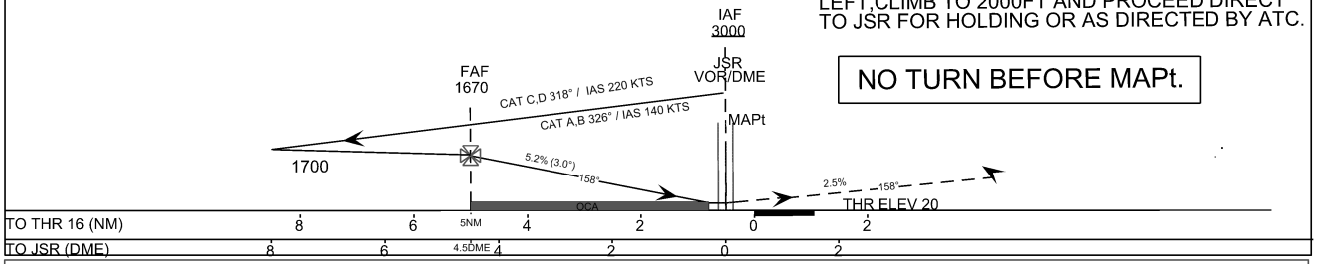


TRANSITION LEVEL FL 060
TRANSITION ALTITUDE 4000FT

MISSED APPROACH:

CLIMB TO 1500FT ON TRACK 158° THEN TURN LEFT,CLIMB TO 2000FT AND PROCEED DIRECT TO JSR FOR HOLDING OR AS DIRECTED BY ATC.

NO TURN BEFORE MAPt.



CATEGORY OF ACFT		A	B	C	D
OCA(OCH)		320(300)			
DISTANCE (FM JSR)	4.5 DME	3.5 DME	2.5 DME	1.5 DME	0.5 DME
ALTITUDE	1670	1350	1030	710	390
(HEIGHT)	(1650)	(1330)	(1010)	(690)	(370)

CATEGORY OF ACFT		A	B	C	D
SPEED	KNOTS	90	120	150	180
RATE OF DESCENT/GS	FT/MIN	478	637	796	955
FAF TO THR16	MIN:S	03:36	02:42	02:09	01:48

MINIMA	BALS	NALS
VISIBILITY	1500	1800
RVR	1200	1400

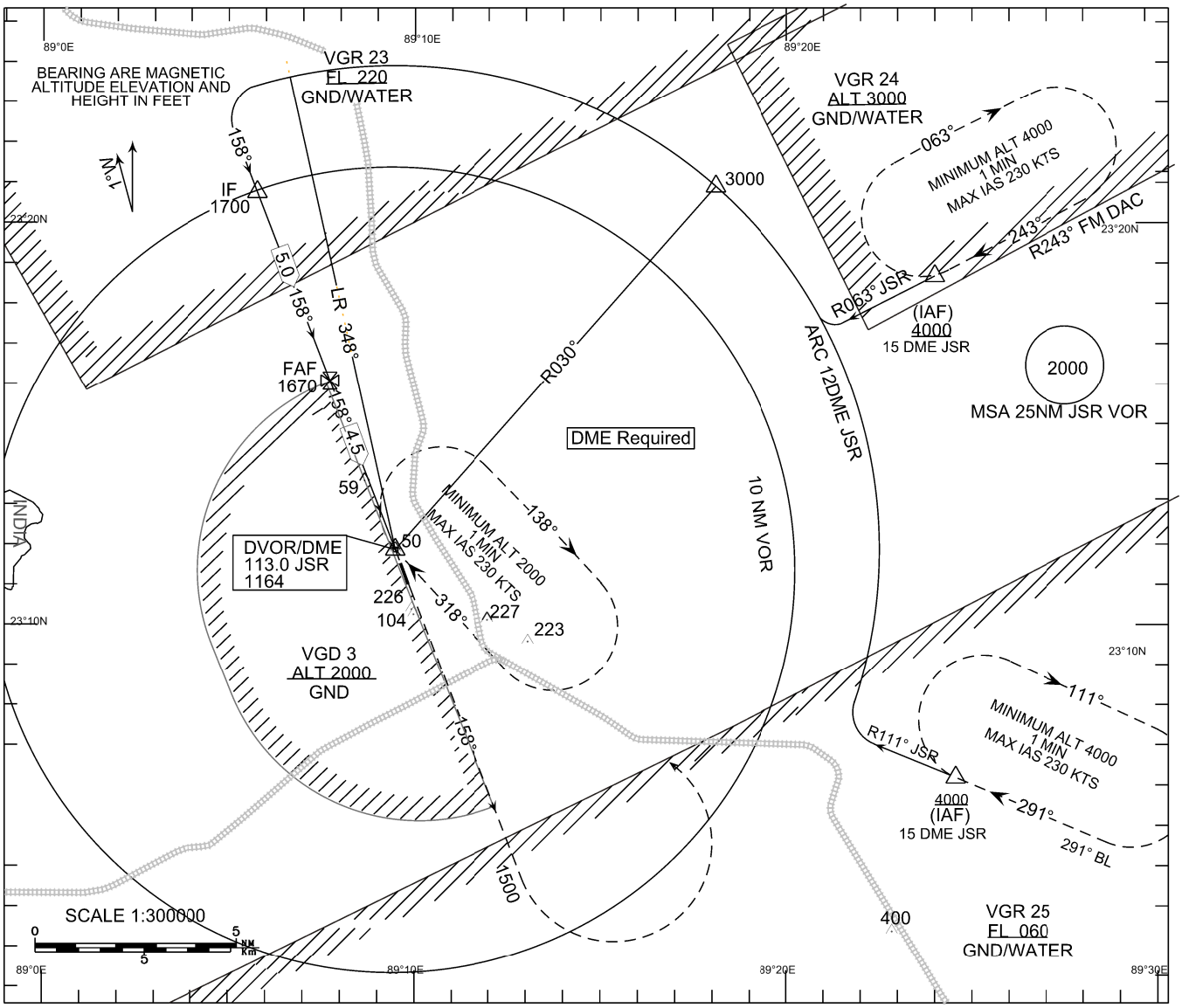
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INSTRUMENT APPROACH CHART - ICAO

AD ELEV 20 (ft)
OCH RELATED TO
THR RWY 16-ELEV 20(ft)

TWR: 123.2 MHZ (PRI)
123.9 MHZ (SDBY)
SMC: 121.8 MHZ

JASHORE, BANGLADESH
JASHORE AIRPORT
VOR Z RWY 16

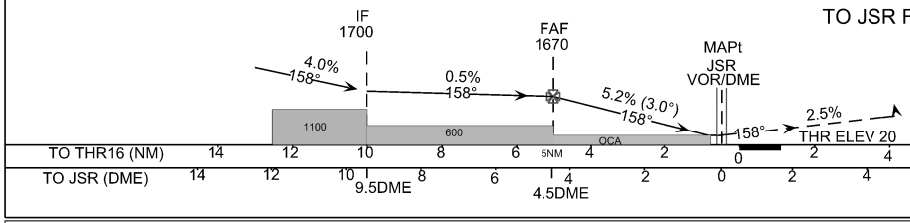


TRANSITION LEVEL FL 060
TRANSITION ALTITUDE 4000FT

MISSED APPROACH:

CLIMB TO 1500FT ON TRACK 158° THEN TURN LEFT, CLIMB TO 2000FT AND PROCEED DIRECT TO JSR FOR HOLDING OR AS DIRECTED BY ATC.

NO TURN BEFORE MAPt.



CATEGORY OF ACFT		A	B	C	D
OCA(OCH)		320(300)			
DISTANCE (FM JSR)	4.5 DME	3.5 DME	2.5 DME	1.5 DME	0.5 DME
ALTITUDE	1670	1350	1030	710	390
(HEIGHT)	(1650)	(1330)	(1010)	(690)	(370)

CATEGORY OF ACFT		A	B	C	D
SPEED	KNOTS	90	120	150	180
RATE OF DESCENT/GS	FT/MIN	478	637	796	955
FAF TO THR16	MIN:S	03:36	02:42	02:09	01:48

MINIMA	BALS	NALS
VISIBILITY	1500	1800
RVR	1200	1400

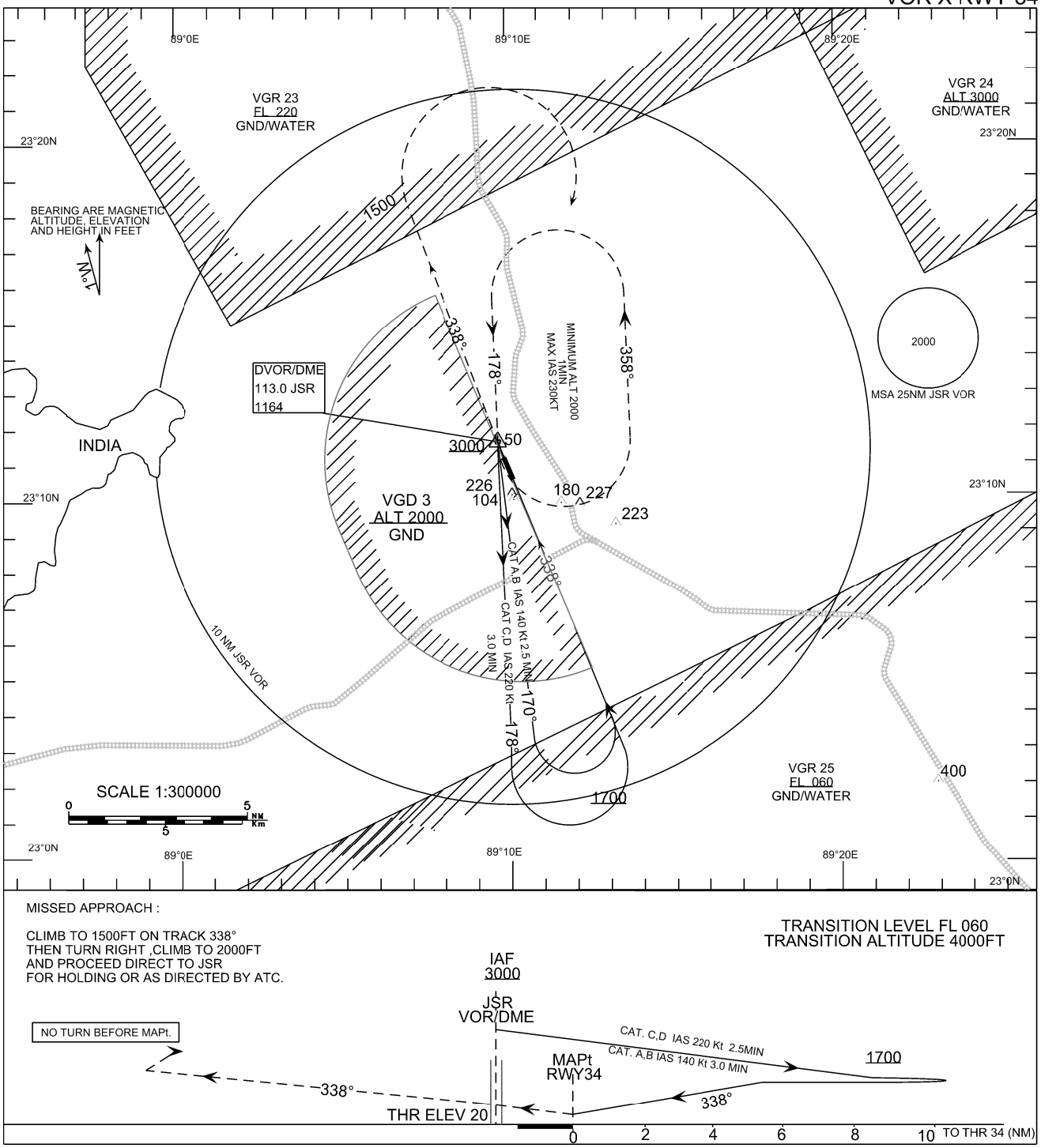
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INSTRUMENT APPROACH CHART - ICAO

AD ELEV 20FT
OCH RELATED TO
THR RWY 34-ELEV 20FT

TWR: 123.2MHz (PRI)
123.9MHz (SDBY)
SMC: 121.8MHz

JASHORE, BANGLADESH
JASHORE AIRPORT
VOR X RWY 34



MISSED APPROACH :

CLIMB TO 1500FT ON TRACK 338°
THEN TURN RIGHT ,CLIMB TO 2000FT
AND PROCEED DIRECT TO JSR
FOR HOLDING OR AS DIRECTED BY ATC.

TRANSITION LEVEL FL 060
TRANSITION ALTITUDE 4000FT

CATEGORY OF ACFT	A	B	C	D
OCA(OCH)	410(390)			

CATEGORY OF ACFT		A	B	C	D
SPEED	KNOTS	90	120	150	180
RATE OF DESCENT/GS	FT/MIN	478	637	796	955

MET MINIMA	NALS
VISIBILITY	2300
RVR	1900

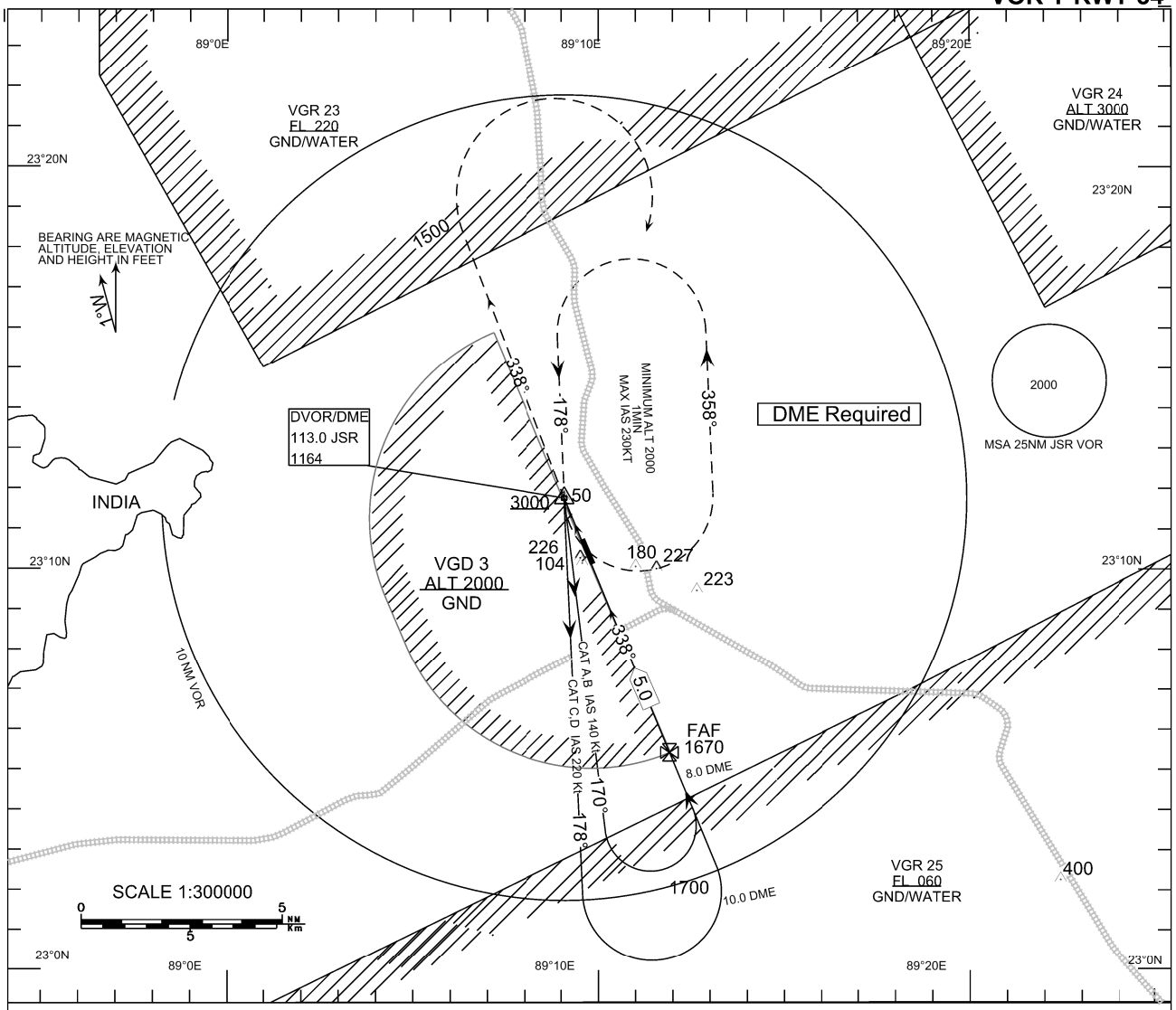
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INSTRUMENT APPROACH CHART - ICAO

AD ELEV 20 (ft)
OCH RELATED TO
THR RWY 34-ELEV 20(ft)

TWR: 123.2 MHZ (PRI)
123.9MHZ (SDBY)
SMC: 121.8MHZ

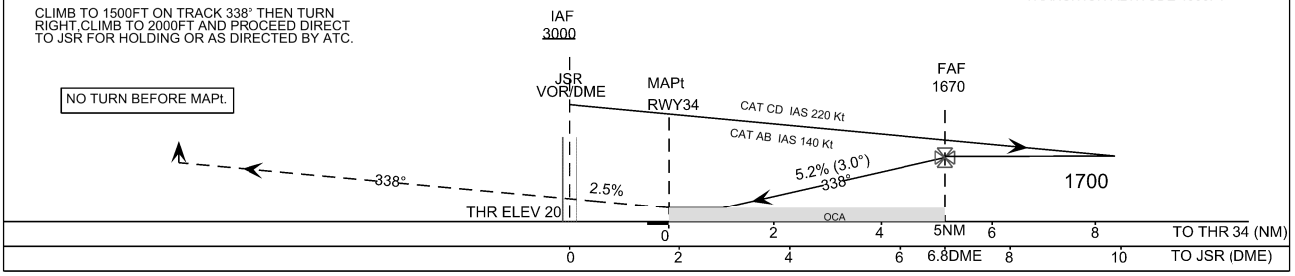
JASHORE, BANGLADESH
JASHORE AIRPORT
VOR Y RWY 34



MISSED APPROACH:

CLIMB TO 1500FT ON TRACK 338° THEN TURN RIGHT,CLIMB TO 2000FT AND PROCEED DIRECT TO JSR FOR HOLDING OR AS DIRECTED BY ATC.

TRANSITION LEVEL FL060
TRANSITION ALTITUDE 4000FT



CATEGORY OF ACFT		A	B	C	D
OCA(OCH)		380(360)			
DISTANCE (FM JSR)	6.8 DME	5.8 DME	4.8 DME	3.8 DME	2.8 DME
ALTITUDE	1670	1350	1030	710	390
(HEIGHT)	(1650)	(1330)	(1010)	(690)	(370)

CATEGORY OF ACFT		A	B	C	D
SPEED	KNOTS	90	120	150	180
RATE OF DESCENT/GS	FT/MIN	478	637	796	955
FAF TO THR 34	MIN:S	03:36	02:42	02:09	01:48

MET MINIMA	NALS
VISIBILITY	2100
RVR	1700

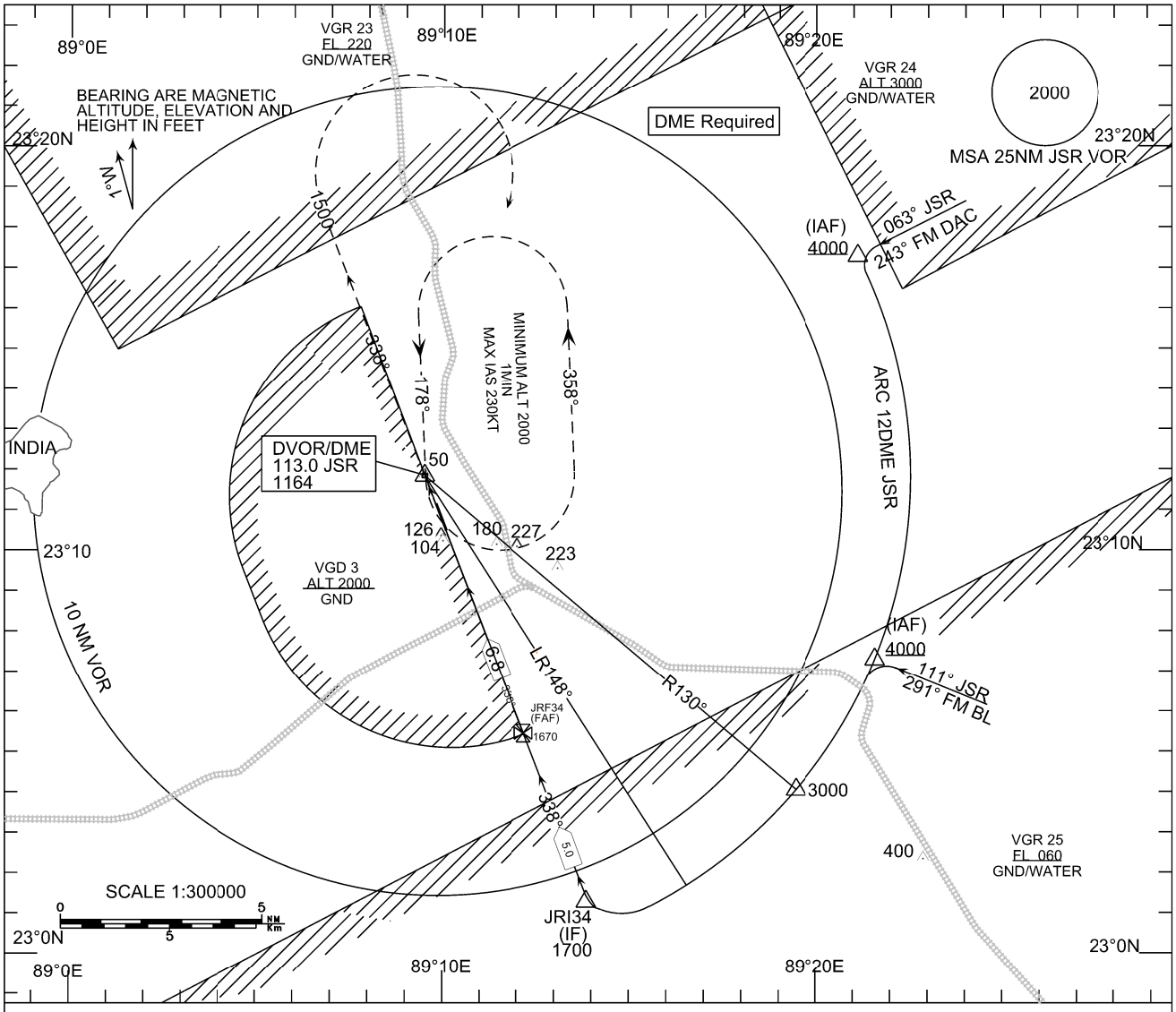
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INSTRUMENT APPROACH CHART - ICAO

AD ELEV 20 (ft)
OCH RELATED TO
THR RWY 34-ELEV 20(ft)

TWR : 123.2 MHZ (PRI)
123.9 MHZ (SDBY)
SMC : 121.8 MHZ

JASHORE, BANGLADESH
JASHORE AIRPORT
VOR Z RWY34

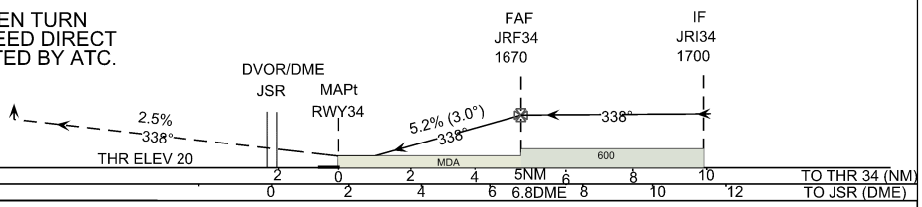


TRANSITION LEVEL FL 060
TRANSITION ALTITUDE 4000FT

NO TURN BEFORE MAPt.

MISSED APPROACH:

CLIMB TO 1500FT ON TRACK 338° THEN TURN RIGHT,CLIMB TO 2000FT AND PROCEED DIRECT TO JSR FOR HOLDING OR AS DIRECTED BY ATC.



CATEGORY OF ACFT		A	B	C	D
OCA(OCH)		380(360)			
DISTANCE (FM JSR)	6.8 DME	5.8 DME	4.8 DME	3.8 DME	2.8 DME
ALTITUDE	1670	1350	1030	710	390
(HEIGHT)	(1650)	(1330)	(1010)	(690)	(370)

CATEGORY OF ACFT		A	B	C	D
SPEED	KNOTS	90	120	150	180
RATE OF DESCENT/GS	FT/MIN	478	637	796	955
FAF TO THR 34	MIN:S	03:36	02:42	02:09	01:48

MINIMA	NALS
VISIBILITY (m)	2100
RVR (m)	1700

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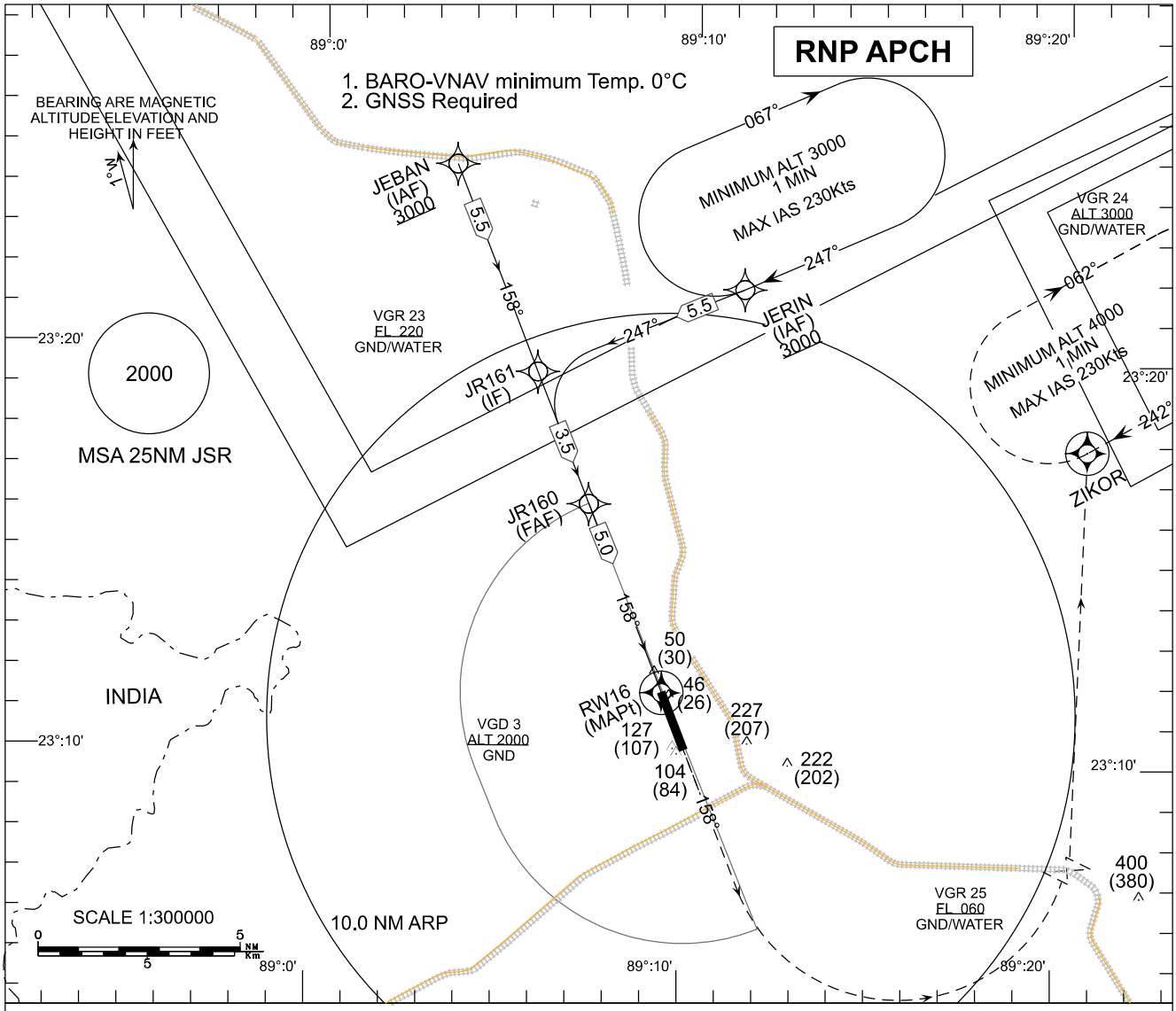
INSTRUMENT
APPROACH
CHART - ICAO

AD ELEV 20 (ft)
OCH RELATED TO
THR RWY 16-ELEV 20(ft)

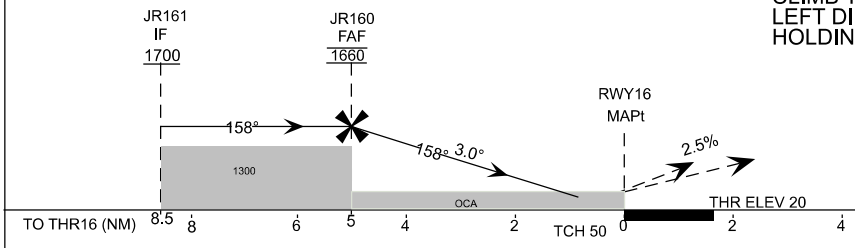
TWR:123.2 MHZ (PRI)
123.9 MHZ (SRY)
SMC:121.8 MHZ

JASHORE, BANGLADESH
JASHORE AIRPORT
RNP RWY16

RNP APCH



TRANSITION ALTITUDE 4000FT



MISSED APPROACH:

CLIMB TO 1200FT ON TRACK 158° THEN TURN LEFT DIRECT TO ZIKOR TO JOIN HOLDING AT 4000FT OR AS DIRECTED BY ATC.

NO TURN BEFORE MAPt.

OCA(OCH)		A	B	C	D
OCA(OCH)	LNAV/VNAV	310 (290)			
	LNAV (CDFA)	320 (300)			
DISTANCE	5 NM to RW16	4 NM to RW16	3 NM to RW16	2 NM to RW16	1 NM to RW16
ALTITUDE	1670	1350	1030	710	390
(HEIGHT)	(1650)	(1330)	(1010)	(690)	(370)

CATEGORY OF ACFT		A	B	C	D
SPEED	KNOTS	90	120	150	180
RATE OF DESCENT/GS	FT/MIN	478	637	796	955
FAF TO THR11	MIN:S	03:20	02:30	02:00	01:40

Type of Approach	LGHT SYSTEM	VISIBILITY (m)	RVR (m)
LNAV/VNAV	BALS	1450	1200
	NALS	1700	1400
LNAV (CDFA)	BALS	1500	1200
	NALS	1800	1400

CHANGE : FAF ALT (in Profile view), TCH, TL (deleted)

CODING TABLE

TABULAR DESCRIPTION

SL NO	Path Descriptor	Waypoint Ident	Fly Over	Course M (T)	Turn	DST (NM)	Altitude (FT)	Speed Limit	VPA/TCH	NAV SPEC
10	IF	JEBAN	-	-	-	-	+3000	-230 kt	-	RNP APCH
20	TF	JR161	-	158° (157.50°)	-	5.5	+1700	-200 kt	-	RNP APCH
10	IF	JERIN	-	-	-	-	+3000	-230 kt	-	RNP APCH
20	TF	JR161	-	247.49° (247°)	-	5.5	+1700	-200 kt	-	RNP APCH
10	IF	JR161	-	-	-	-	+1700	-200 kt		RNP APCH
20	TF	JR160	-	158° (157.50°)	-	3.5	@1660	-	-	RNP APCH
30	TF	RW16 (MAPt)	Y	-	-	5.0	@70	-	-3.0/50	RNP APCH
10	CA	-	-	158° (157.50°)	-	-	+1200	-	-	RNP APCH
20	DF	ZIKOR	Y	-	L	-	-	-230 kt	-	RNP APCH
30	HM	ZIKOR	Y	242° (241.50°)	R	-	@4000	-230 kt	-	RNP APCH

WAYPOINT LIST

RNP RWY16 (LNAV/VNAV only)	
WAYPOINT IDENTIFIER	**COORDINATES**
JEBAN	N 23° 24' 36.68" E 089° 03' 33.36"
JERIN	N 23° 21' 40.12" E 089° 11' 20.90"
JR161	N 23° 19' 30.85" E 089° 05' 50.77"
JR160	N 23° 16' 16.21" E 089° 07' 18.13"
RW16 (MAPt)	N 23° 11' 37.94" E 089° 09' 22.92"
ZIKOR	N 23° 17' 49.88" E 089° 20' 38.15"

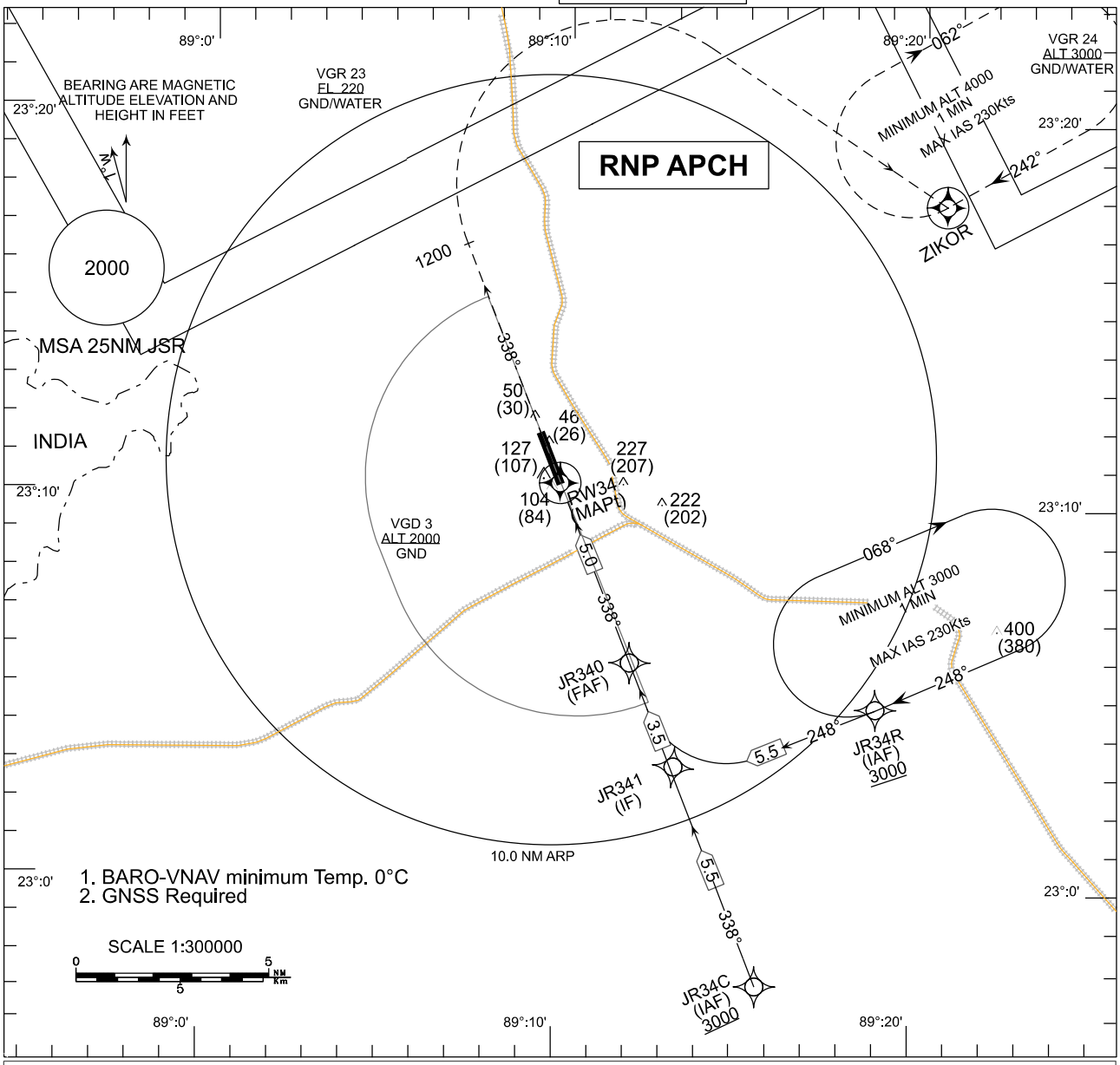
CHANGE : RW16 (MAPt) in Waypoint list

INSTRUMENT
APPROACH
CHART - ICAO

AD ELEV 20 (ft)
OCH RELATED TO
THR RWY 34-ELEV 20(ft)

TWR:123.2 MHZ (PRI)
123.9 MHZ (SRY)
SMC:121.8 MHZ

JASHORE, BANGLADESH
JASHORE AIRPORT
RNP RWY34

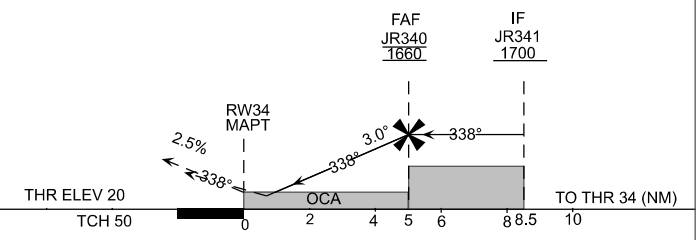


MISSED APPROACH:

CLIMB TO 1200FT ON TRACK 338° THEN TURN
RIGHT DIRECT TO ZIKOR TO JOIN
HOLDING AT 4000FT OR AS DIRECTED BY ATC.

NO TURN BEFORE MAPt.

TRANSITION ALTITUDE 4000FT



OCA(OCH)		A	B	C	D
OCA(OCH)	LNAV/VNAV	310 (290)			
	LNAV (CDFA)	370 (350)			
DISTANCE	5 NM to RW34	4 NM to RW34	3 NM to RW34	2 NM to RW34	1 NM to RW34
ALTITUDE	1670	1350	1030	710	390
(HEIGHT)	(1650)	(1330)	(1010)	(690)	(370)

CATEGORY OF ACFT		A	B	C	D
SPEED	KNOTS	90	120	150	180
RATE OF DESCENT/GS	FT/MIN	478	637	796	955
FAF TO THR11	MIN:S	03:20	02:30	02:00	01:40

Type of Approach	LGHT SYSTEM	VISIBILITY	RVR
LNAV/VNAV	NALS	1700	1400
LNAV (CDFA)	NALS	2050	1600

CHANGE : FAF ALT (in Profile view),
TCH & TL (Deleted)

CODING TABLE

TABULAR DESCRIPTION

SL NO	Path Descriptor	Waypoint Ident	Fly Over	Course M (T)	Turn	DST (NM)	Altitude (FT)	Speed Limit	VPA/TCH	NAV SPEC
10	IF	JR34C	-	-	-	-	+3000	-230 kt	-	RNP APCH
20	TF	JR341	-	338° (337.50°)	-	5.5	+1700	-200 kt	-	RNP APCH
10	IF	JR34R	-	-	-	-	+3000	-230 kt	-	RNP APCH
20	TF	JR341	-	248° (247.52°)	-	5.5	+1700	-200 kt	-	RNP APCH
10	IF	JR341	-	-	-	-	+1700	-200 kt		RNP APCH
20	TF	JR340	-	338° (337.50°)	-	3.5	@1660	-	-	RNP APCH
30	TF	RW34 (MAPt)	Y	-	-	5.0	@70	-	-3.0/50	RNP APCH
10	CA	-	-	338° (337.50°)	-	-	+1200	-	-	RNP APCH
20	DF	ZIKOR	Y	-	R	-	-	-230 kt	-	RNP APCH
30	HM	ZIKOR	Y	242° (241.50°)	R	-	@4000	-230 kt	-	RNP APCH

WAYPOINT LIST

RNP RWY34 (LNAV/VNAV only)	
WAYPOINT IDENTIFIER	**COORDINATES**
JR34C (IAF)	N 22° 57' 26.73" E 89° 15' 43.82"
JR34R (IAF)	N 23° 04' 41.94" E 89° 18' 56.42"
JR341 (IF)	N 23° 02' 32.66" E 89° 13' 26.98"
JR340 (FAF)	N 23° 05' 47.34" E 89° 11' 59.85"
RW34 (MAPt)	N 23° 10' 25.65" E 89° 09' 55.32"
ZIKOR	N 23° 17' 49.88" E 089° 20' 38.15"

CHANGE : RW34 (MAPt) in Waypoint list

VGRJ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VGRJ –SHAH MOKHDUM AIRPORT, RAJSHAHI

VGRJ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATION DATA

1	ARP co-ordinates an site at AD	242614.47N 0883659.52E
2	Distance and direction from city	07 km North of Town
3	AD elevation / reference temperature	55ft/40^{0}C
4	MAG VAR	0.34^0 W (2020) Annual change 1' W
5	AD administration, address, telephone	Civil Aviation Authority of Bangladesh Postal address: Airport Manager Shah Mokhdum Airport, Rajshahi. Bangladesh Telephone: APM: +880-2-47800053 TWR: +800-2-47800157
6	Types of traffic permitted IFR/VFR	IFR/VFR
7	Remarks	Nil

VGRJ AD 2.3 OPERATIONAL HOURS

SL. Nr.	Services	Hours
1.	Aerodrome Administration	0900 LT to 1700 LT, FRI closed.
2.	Custom and Immigration	HO
3.	Health and Sanitation	HO
4	AIS briefing Office	NIL
5	ATS reporting Office (ARO)	HO
6	MET briefing Office	HO
7	Air Traffic Service	HO
8	Fuelling	NIL
9	Handing	NIL
10	Security	HO
11	De-icing	NIL
12	Remarks	NIL

VGRJ AD 2.4 HANDLING SERVICES AND FACILITIES

Manual cargo handling services

VGRJ AD 2.5 PASSENGER FACILITIES

1	Hotels	Nil
2	Restaurant	Nil at airport avbl within 1 km
3	Transportation available	Buses, Rickshaws and Taxies.
4	Medical facilities	Only first aids avbl.
5	Banks an post Offices	Nil at airport avbl at town
6	Tourist office	Nil at airport avbl at town
7	Remarks	Nil

VGRJ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for Fire Fighting	CAT: 5
2	Rescue Equipment	AVBL
3	Disabled Aircraft Removal	Nil
4	Remarks	Nil

VGRJ AD 2.7 SEASONAL AVAILABILITY CLEARING

2.7.1 The airport is available for all seasons. Side strips become unusable during monsoon. There is no requirement for clearing.

VGRJ AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA.

1	Apron surface and strength	Surface: Bituminous Concrete Strength: PCN 12/R/C/Y/T
2	Taxiway width, Surface and Strength	
3	ACL location and elevation	Not designated
4	Remarks.	NIL

VGRJ AD 2.9 SURFACE MOVEMENT GUIDENCE AND CONTROL SYSTEM AND MARKINGS

1	Stand identification/taxiway guide lines/visual docking/parking guidance	Guidance at apron: Nose- in guidance at aircraft stands.
2	RWY and TWY markings and LGT	RWY marking aids: THR, Centre line, RWY designator-all runways.
3	Stop bars	NIL
4	Remarks	NIL

VGRJ AD 2.10 AERODROME OBSTACLES

List of high mast/ tower/hill/chimney/ building/ barrier/ antenna around Shah Mokhdum Airport, Rajshahi

SL Nr.	Name of the significant obstacles/obstructions	Co-ordinates of the Obstacle	True Bearing FM REF point	Dist (m) FM ref Point	Elevation AMSL (ft)	LGT
1.	D/VOR	242620.4N 0883654.8E	286°	109	79.81	YES
2.	Control Tower	242641.30N 0883650.07E	341°	716	111.44	
3.	Flood Light Mast, Shah Makhdum Airport	242641.27N 0883648.46E	337°	731	134.57	
4.	Baghata Mobile Tower, Nawhata	242651.16N 0883644.40E	338°	1056	129.06	
5.	GP Mobile Tower, Duari, Nawhata	242708.43N 0883605.17E	315°	2131	186.43	
6.	Banglalink Mobile Tower, Duari, Nawhata	242658.88N 0883557.96E	306°	2096	191.65	
7.	Bayabazar Mobile Tower, Nawhata	242542.08N 0883631.07E	214°	1385	155.62	
8.	Bhogroil Mobile Tower, Nawhata,	242507.82N 0883636.16E	196°	2290	217.22	
9.	BTCL Tower, Natore	242446.69N 0885953.24E	094°	38830	403.06	
10.	BTV Tower, Natore	242525.12N 0890004.18E	092°	39068	534.08	
11.	Radio Tower, Binodpur, Boalia	242154.38N 0883823.95E	192°	7320	456.05	
12.	Nagar Bhaban Tower, Boalia	242226.77N 0883604.17E	192°	7319	264.05	
13.	Wireless Tower, Rajshahi Police Line, Rajpara	242148.72N 0883405.46E	210°	9651	319.82	
14.	Sachha Tower, ShekherChak, Ghoramara, Boalia	242145.33N 0883619.14E	187°	8506	250.90	
15.	GP Tower, Railway Station, Boalia	242233.15N 0883619.30E	192°	7320	227.61	
16.	Paba Model Police Station, Nawhata	242729.44N 0883645.13E	350°	2189	125.92	
17.	Mobile Tower, Nawhata	242542.07N 0883631.07E	214°	1385	188.27	
18.	Hotel Star, BoroBangram, Sopura, Boalia	242425.91N 0883651.30E	183°	3497	188.28	

VGRJ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET office	Rajshahi Airport VGRJ
2	Hours of service	HO
3	Office responsible for TAF preparation Periods of validity (hours)	Hazrat Shahjalal Int'l Airport (VGHS) 6
4	Type of landing forecast Interval of issuance	--
5	Briefing/consultation provided	Provided at VGHS
6	Flight documentation Languages used	C, PL English
7	Charts and other information available for briefing or consultation	--
8	Supplementary equipment available for providing information	--
9	ATS units provided with information	TWR
10	Additional information	Tel: NIL

VGRJ AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Design-ator RWY NR	TRUE & MAG BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY & SWY	THR Coordinates	THR elevation (FT)	Slope of RWY-SWY
1	2	3	4	5	6	7
17	170.58^0	1829X30	PCN 17/R/C/Y/T Bituminous concrete	242643.78N 0883653.91E	55	0%
35	350.58^0	1829X30		242545.16N 0883705.13E	55	0%

Designator RWY NR	SWY dimensions m)	CWY dimensions (m)	Strip dimensions(m)	RESA	OFZ	Remarks
	8	9	10	11	12	13
17	---	150X150	1981X150	90x60	Within the CWY	Nil
35	60X30	210X150	1981X150	90x60	Within the CWY	Nil

VGRJ AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	RESA(m)	REMARKS
1	2	3	4	5	6	7
17	1829	1979	1829	1829	90	-
35	1829	2039	1889	1829	90	

VGRJ AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY designator	APCH	THR	PAPI	TDZ	RWY centre	RWY edge	END & WBAR	SWY	Remarks
1	2	3	4	5	6	7	8	9	10
17	Nil	Six green LGT	PAPI AVBL	Nil	NIL	56 Nr 60 M apart white omni directional with fixed intensity	END: Avbl 6 Red LGT Unidirectional WBAR: Nil	NIL	Kerosene flares avbl
35	NIL	Six green LGT	PAPI AVBL	Nil	NIL	56 Nr 60 M apart white omni directional with fixed intensity		NIL	

VGRJ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN Location, characteristics and hours of operation	Nil
2	LDI location and LGT Anemometer location and LGT	Nil Atop control TWR,
3	TWY edge and center line lighting	Edge: AVBL Centre line: Nil
4	Secondary power supply switch-over time	During main power supply failure, Automatic standby generator power supply available within 15 seconds
5	Remarks	Kerosene flares avbl

VGRJ AD 2.16 HELICOPTER LANDING AREA

As directed by ATC

VGRJ AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	Aerodrome Traffic Zone (ATZ)
	Lateral limits	ATZ is an oval shaped area joining outer tangents of 5 NM (9 km) radius of circle, centered at the Runway center and both ends of the Runway.
2	Vertical limits	4000 ft (ALT)
3	Airspace	D
4	Unit Language	Rajshahi Tower English
5	Transition Altitude	6000 ft
6	Hours OF applicability (or activation)	HO
6	Remarks	NIL

VGRJ AD 2.18 AIR TRAFFIC SERVICES COMMUNICATIONS FACILITIES

Service designation	Call Sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
Aerodrome Control Service	Rajshahi Tower	128.300 MHz EM: A3	HO	Nil

VGRJ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Types of aid variation	Ident	Frequency	Hours of operation	Position of transmitting antenna Coordinates	Elevation of DME Transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR	RAJ	114.600 MHz	H24	242620.4N 0883654.8E		EM: A2
DME	RAJ	1180 MHz	H24	242620.4N 0883654.8E		Co-located with VOR

VGRJ AD 2.20 LOCAL TRAFFIC REGULATIONS

Prior approval to be obtained from ATC

VGRJ AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VGRJ AD 2.22 FLIGHT PROCEDURES

NIL

VGRJ AD 2.23 ADDITIONAL INFORMATION

NIL

VGRJ AD 2.24 CHARTS RELATED TO RAJSHAHI AIRPORT

ICAO CHARTS		
NR	TYPE OF CHART	PAGE NR. (VGRJ)
1	AERODROME CHART	AD 2-7
2	INSTRUMENT APPROACH CHART	AD 2-9 TO AD 2-15

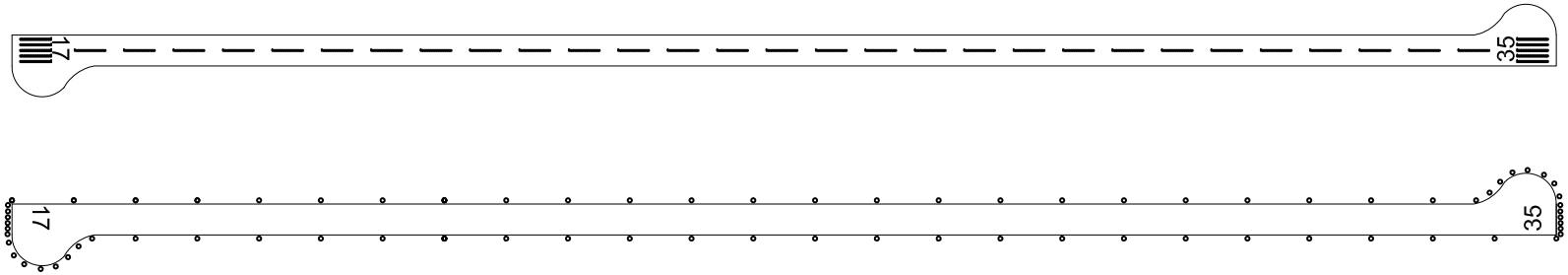
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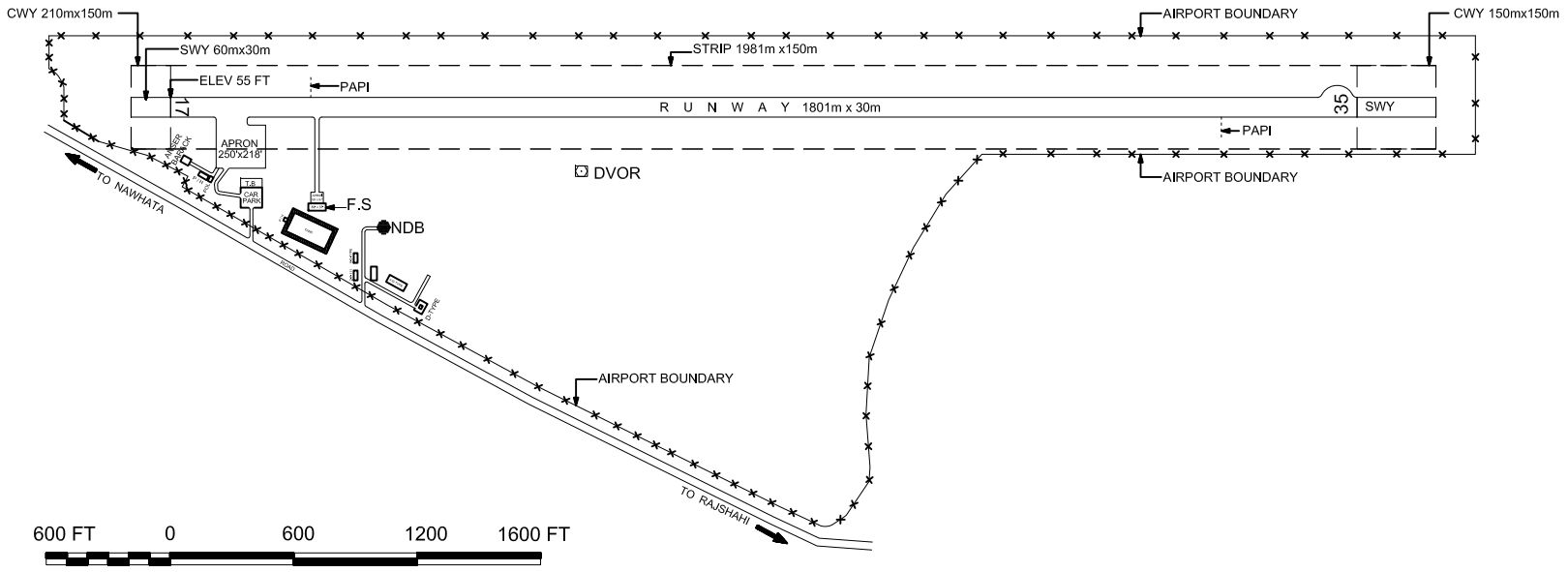
AERODROME CHART-ICAO
TYPE-A

SHAH MOKHDUM AIRPORT, RAJSHAHI

MAGNETIC VARIATION 1°W







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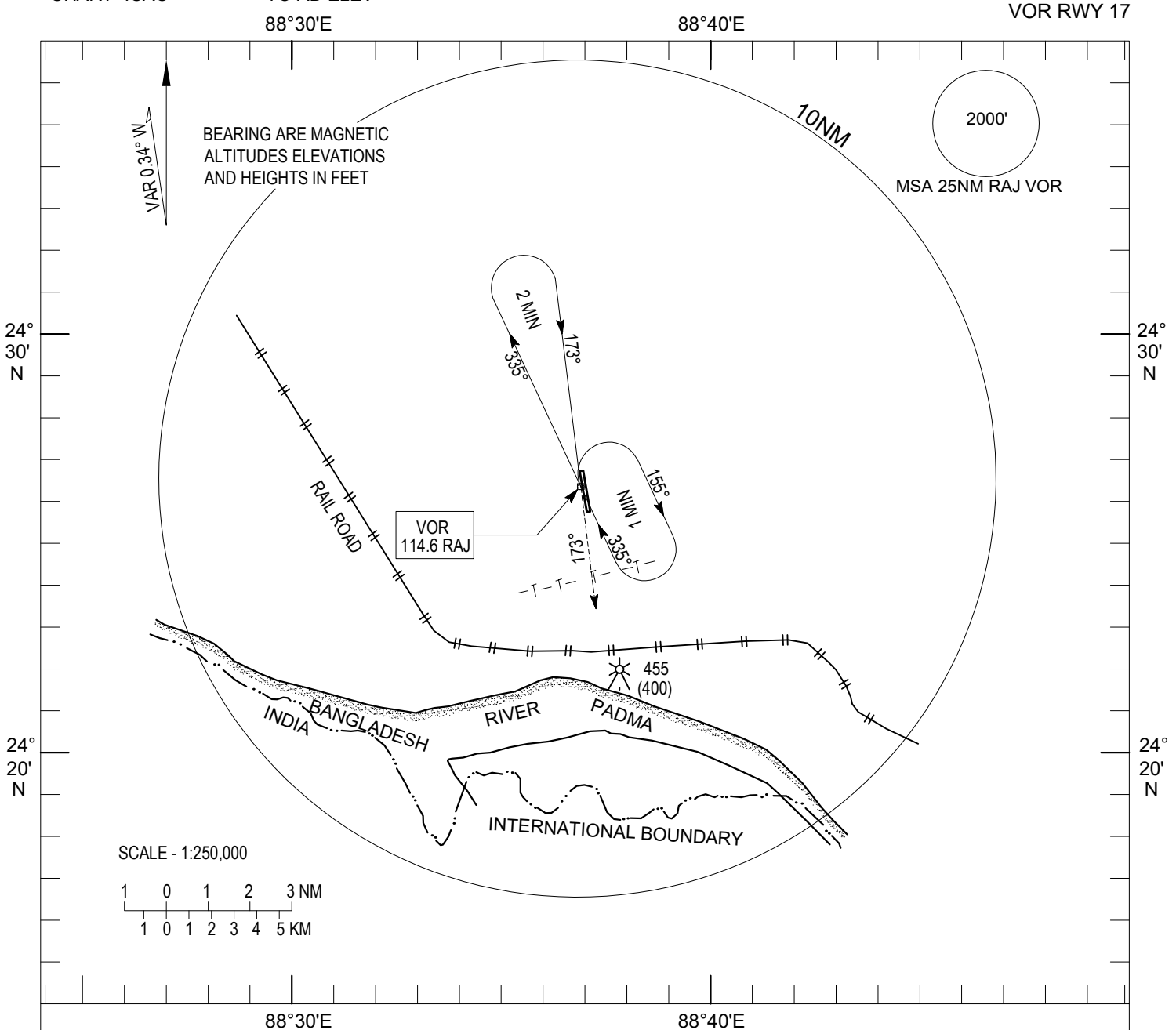
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INSTRUMENT APPROACH CHART- ICAO

ELEV 55FT
HEIHGTS RELATED TO AD ELEV

TWR 128.3

RAJSHAHI, BANGLADESH
SHAH MOKHDUM
VOR RWY 17

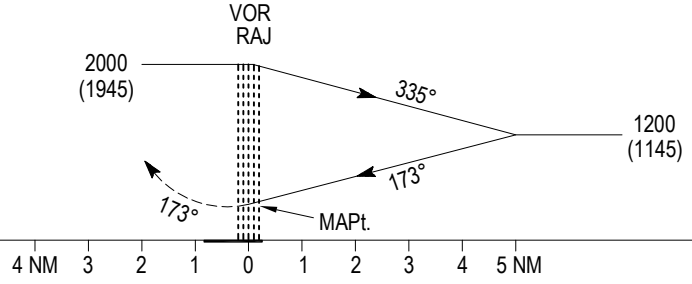


TRANSITION LEVEL FL 060
TRANSITION ALTITUDE 4000FT

PROCEDUERS BASED ON TAS 150 KT (STILL AIR)

MISSED APPROACH
CLIMB TO 2000FT / 610M ON
TURNING LEFT AND CONTACT
RAJSHAHI TOWER

ELEV 55FT



NDB HAS BEEN REMOVED

CATEGORY OF ACFT	A	B	C	D
OCA	450			
	2000		2800	

NOTE : INTERNATIONAL BOUNDARY APPROXIMATELY 7 NM SOUTH OF THE AIRFIELD AIRCRAFT TO REMAIN WITHIN BANGLADESH TERRITORY

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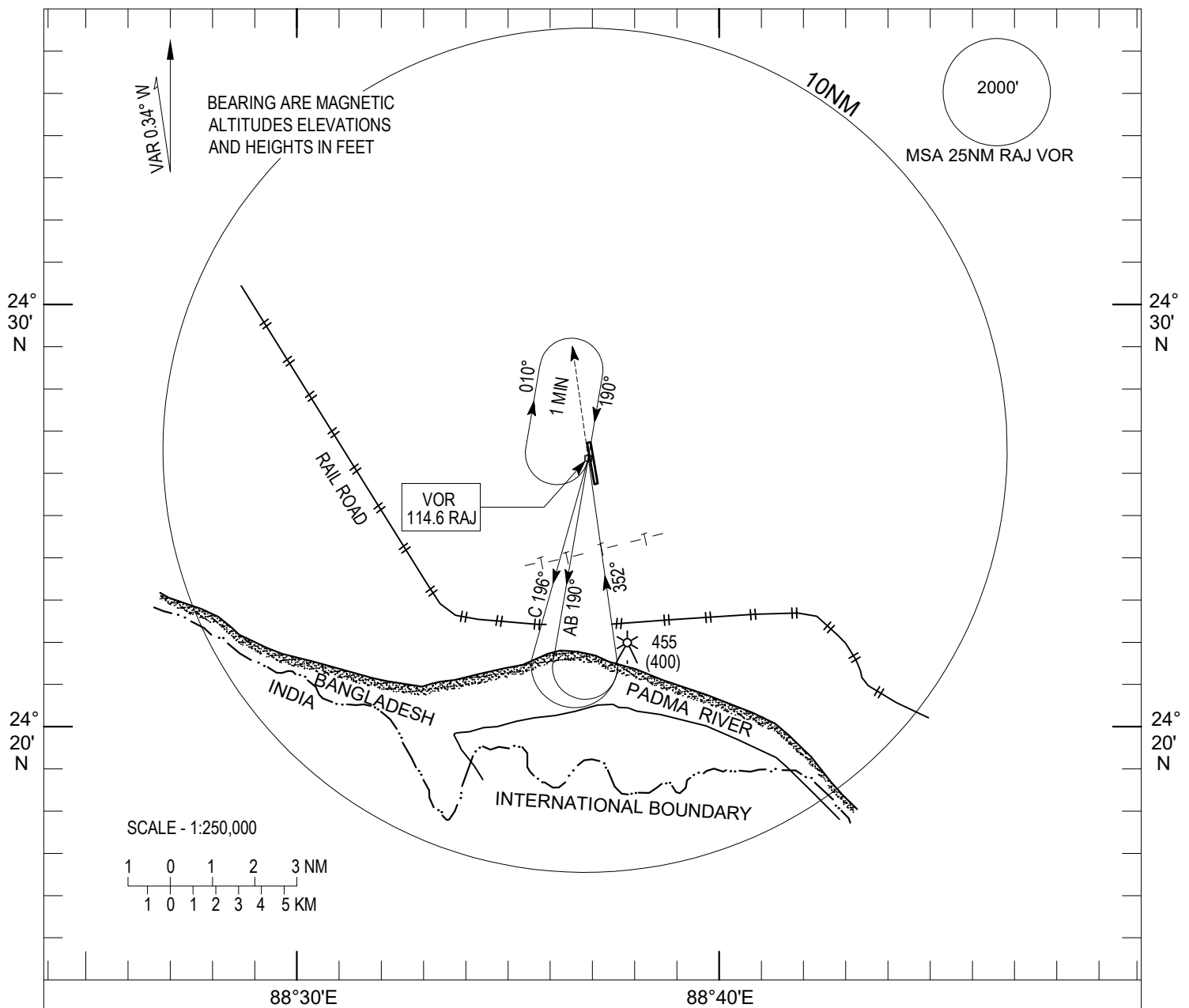
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INSTRUMENT APPROACH CHART- ICAO

ELEV 55FT
HEIHGTS RELATED TO AD ELEV

TWR 128.3

RAJSHAHI, BANGLADESH
SHAH MOKHDUM
VOR RWY 35

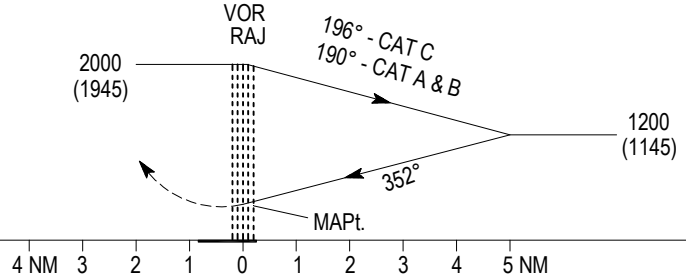


TRANSITION LEVEL FL 060
TRANSITION ALTITUDE 4000FT

PROCEDUERS BASED ON TAS 150 KT (STILL AIR)

MISSED APPROACH
CLIMB TO 2000FT / 610M ON TRACK 352° AND CONTACT FOR RAJSHAHI TOWER

ELEV 55FT



START TURN AT
CAT A & B : 2 MIN
CAT C : 1.5 MIN

NDB HAS BEEN REMOVED

CATEGORY OF ACFT		A	B	C	D
OCA		550			
MET MINIMA	VIS (m)	2000		2800	

CAUTION FOR :
1. INTL. BOUNDARY APPX. 7 NM SOUTH OF THE AIRFIELD A/C TO REMAIN WITHIN BANGLADESH TERRITORY
2. A RADIO MAST PSN 24 21 54.43 N 088 38 23.88 E HIGHT 400 FT
3. POWER LINE MAST HEIGHT 100 FT (EACH) 11000 FT FM THR RWY 35

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VGSD AD 2.1 AERODROME LOCATION INDICATOR AND NAME
VGSD-SAIDPURAIRPORT
VGSD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATION DATA.

1	ARP co-ordinates an site at AD	254545.037N 885427.34E
2	Distance and direction from city	02 NM South of Town
3	AD elevation / reference temperature	125 ft/41^{0}C
4	MAG VAR/Annual changes	0.26^{0}W (2020) annual changes 1'W
5	AD administration, address, telephone telefax, telex, AFS	Civil Aviation Authority of Bangladesh Postal address: Airport Manager, Saidpur Airport, Saidpur Bangladesh Telephone: APM: 02589956949 TWR: 02589956952
6	Types of traffic permitted IFR/VFR	IFR/VFR
7	Remarks	Nil

VGSD AD 2.3 OPERATIONAL HOURS.

Sl. Nr	Service	Hours
1	Aerodrome administration	0900LT to 1700LT
2	Custom & Immigration	HO
3	Health & Sanitation	HO
4	AIS briefing office	NIL
5	ATS reporting Office (ARO)	HO
6	MET briefing Office	HO
7	Air traffic service	HO
8	Fuelling	NIL
9	Handling	NIL
10	Security	HO
11	De-icing	NIL
12	Remarks	NIL

VGSD AD 2-4 HANDLING SERVICES AND FACILITIES.
NIL
VGSD AD 2.5 PASSENGER FACILITIES

1	Hotels	Avbl at 1 KM
2	Restaurant accommodation	Avbl
3	Transportation available	Auto Rickshaws,Car,Taxi Car,Microbus etc
4	Medical facilities	Only fast aid avbl
5	Bank & Post office	Avbl within 1 KM
6	Tourist office	Nil
7	Remarks	Nil

VGSD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT: 6
2	Rescue equipment	Avbl
3	Disabled aircraft removal	Nil
4	Remarks	Nil

VGSD AD 2.7 SEASONAL AVAILABILITY CLEARING

2.7.1 The airport is available for all seasons. Side strips become unusable during monsoon. There is no requirement for clearing.

VGSD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface: Concrete Strength: PCN/17/F/Y/T
2	Taxiway width, surface and strength	Width: 75 ft Surface: Bituminous Concrete Strength: PCN 17/F/C/Y/T
3	Altimeter checkpoint location and elevation	Not designated
4	VOR Checkpoints	Nil
	INS Checkpoints	Nil
5	Remarks	Nil

VGSD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Stand identification/taxiway guide lines/Visual docking/parking guidance	Taxiing guidance signs at intersection with TWY and RWY holding positions. Guidelines at apron: Nose-in guidance at aircraft stands.
2	RWY and TWY marking and LGT	RWY marking aids: THR, Centre line, RWY designator All runways TWY marking aids: TWY holding position, TWY centre line.
3	Stop bars	NIL
4	Remarks	NIL

VGSD AD 2.10 AERODROME OBSTACLES

List of high mast/ tower/hill/chimney/ building/ barrier/ antenna around Saidpur Airport, Saidpur

SL Nr.	Name of the significant obstacles/obstructions	Co-ordinates of the Obstacle	True Bearing FM REF point	Dist (m) FM ref Point	Elevation AMSL (ft)	LGT
1.	D/VOR	254552.0N 0885434.0E	012°	460	162.69	YES
2.	NDB mast	……..	…….	…….	……	…..
3.	Control Tower	254547.60N 0885433.80E	016°	328	190.43	YES
4.	Mobile Mast (1200 ft East of Th-16), Nichu Colony	254605.94N 0885432.89E	004°	882	258.69	YES
5.	Mobile Mast, Munsipara	254650.46N 0885409.24E	345°	2326	260.90	YES
6.	Mobile Mast, Royal Tower, Sonapotti	254649.93N 0885350.11E	333°	2501	227.76	YES
7.	Mobile Mast, New Babupara	254650.56N 0885336.48E	326°	2709	229.98	YES
8.	Mobile Mast, Hotel Arafat International, ZikrulHaque road	254650.99N 0885343.22E	330°	2621	249.91	YES
9.	Mobile Mast, AB Bank	254651.66N 0885344.69E	331°	2619	254.48	YES

VGSD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET office	Saidpur (VGSD)
2	Hours of Service	HO
3	Office responsible for TAF preparation Periods of validity	HAZRAT SHAHJALAL INTL (VGHS) 6
4	Type of landing forecast Interval of issuance	--
5	Briefing/consultation provided	Provided at VGHS
6	Flight documentation Languages used	C PL English
7	Charts and other information avbl for briefing or consultation	-
8	Supplementary equipment avbl for providing information	-
9	ATS units provided with information	TWR
10	Additional information	Nil

VGSD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Desig-nator RWY NR	TRUE BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY & SWY	THR Coordinates	THR elevation (ft)	Slope of RWY-SWY
1	2	3	4	5	6	7
16	159.95°	1829 X 30	PCN17/F/C/Y/T Bituminous Concrete	254600.55N 0885420.94E	125	NIL
34	339.65°			254504.74N 0885443.91E	125	NIL

Designator/ RWY NR	SWY Dimensions (M)	CWY Dimensions (m)	Strip Dimensions (m)	RESA	Remarks
1	8	9	10	11	12
16	30X30	180X150	2039X150	90X60	RWY transverse Slope is 1%
34	60X30	210X150	2039X150	90X60	

VGSD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA(m)	LDA (m)	RESA(m)	Remarks
1	2	3	4	5	6	7
16	1829	2009	1859	1829	90	Due to introduction of RESA
34	1829	2039	1889	1829	90	

VGSD AD 2-14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH	THR	PAPI	TDZ	RWY Centre	RWY edge	END & WBAR	STWY	Remarks
1	2	3	4	5	6	7	8	9	10
16	Nil	Six Green LGT	2 BAR PAPI	NIL	NIL	60M apart While omni-directional with fixed intensity	6 Nr Red mom-directional WBAR NIL	NIL	NIL
34	NIL	Six Green LGT	2 BAR PAPI	NIL	NIL	60M apart While omni directional With fixed intensity	6 Nr Red mom-directional WBAR NIL	NIL	NIL

VGSD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	AB/IBN location, characteristics and hours of operations	NIL
2	LDI location and LGT Anemometer location and LGT	NIL Atop Control TWR
3	TWY edge and centre line lighting	Edge: Avbl Centre line: Nil
4	Secondary power supply switch-over time	During main power supply failure, automatic standby generator power supply available within 15 seconds
5	Remarks	Apron lights: avbl

VGSD AD 2.16 HELICOPTER LANDING AREA

As directed by ATC

VGSD AD 2.17 AIRTRAFFIC SERVICES AIRSPACE

1	Designation	Saidpur Control Zone (CTR)
	Lateral limits	CTR is a circle of 20 NM (37KM) radius circle centered at SDP VOR (254551.96N 0885433.95E)
2	Vertical limits	GND to FL 075 AMSL
3	Airspace	C
4	Unit Language	Saidpur Tower English
5	Transition Altitude	6000ft
6	Hours of applicability (or activation)	HO
7	Remarks	NIL

VGSD AD 2.18 AIR TRAFFIC SERVICES COMMUNICATIONS FACILITIES

Service designation	Call Sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
Aerodrome Control Service &Approach Control (NON-RADAR) Services	Saidpur Tower	128.900 MHz EM: A3	HO	Nil

VGSD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid variation	Ident	Frequency	Hours of operation	Position of transmitting antenna Coordinates	Elevation of DME transmit-ting antenna	Remarks
1	2	3	4	5	6	7
D/VOR	SDP	115.800 MHz	HO	254552.0N 0885434.0E	-	EM-A2
DME	SDP	1192 MHz		254552.0N 0885434.0E	-	EM-A2

VGSD AD 2-20 LOCAL TRAFFIC REGULATIONS

Prior approval to be obtained from ATC

VGSD AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VGSD AD 2.22 FLIGHT PROCEDURES

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VGSD AD 2.23 ADDITIONAL INFORMATION

NIL

VGSD 2.24 CHART RELATED TO SAIDPURAIRPORT

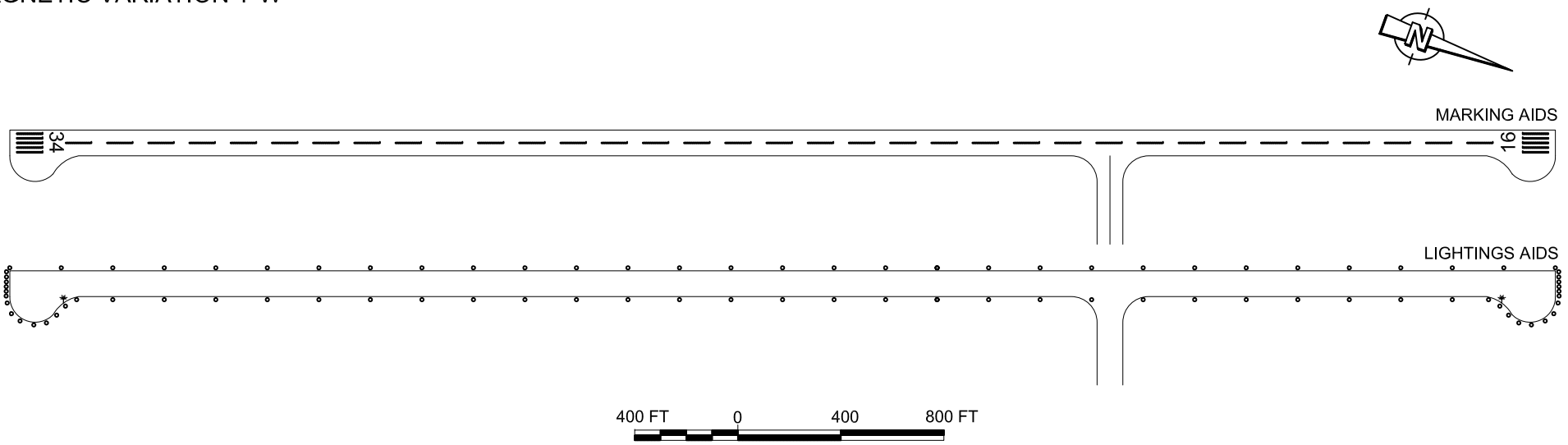
ICAO CHART		
NR	TYPE OF CHART	PAGE NR
1	AERODROME	VGSD AD 2-7
2	INSTRUMENT APPROACH	VGSD AD 2-9 to AD 2-15

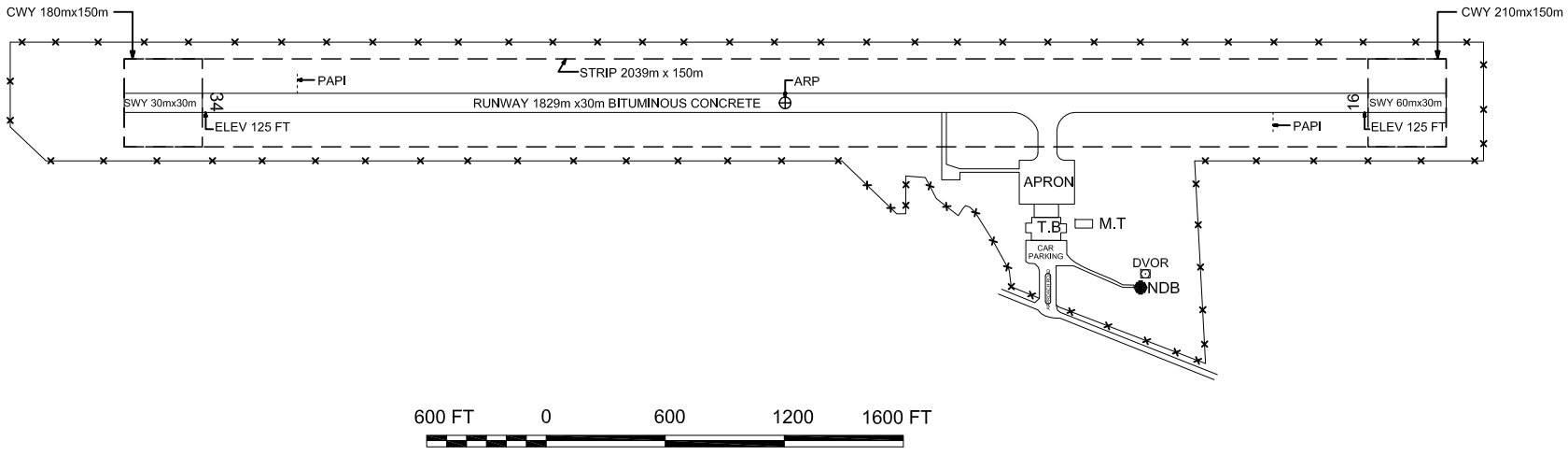
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AERODROME CHART-ICAO
TYPE-A

SAIDPUR AIRPORT, SAIDPUR

MAGNETIC VARIATION 1°W





CHANGE: DVOR Position

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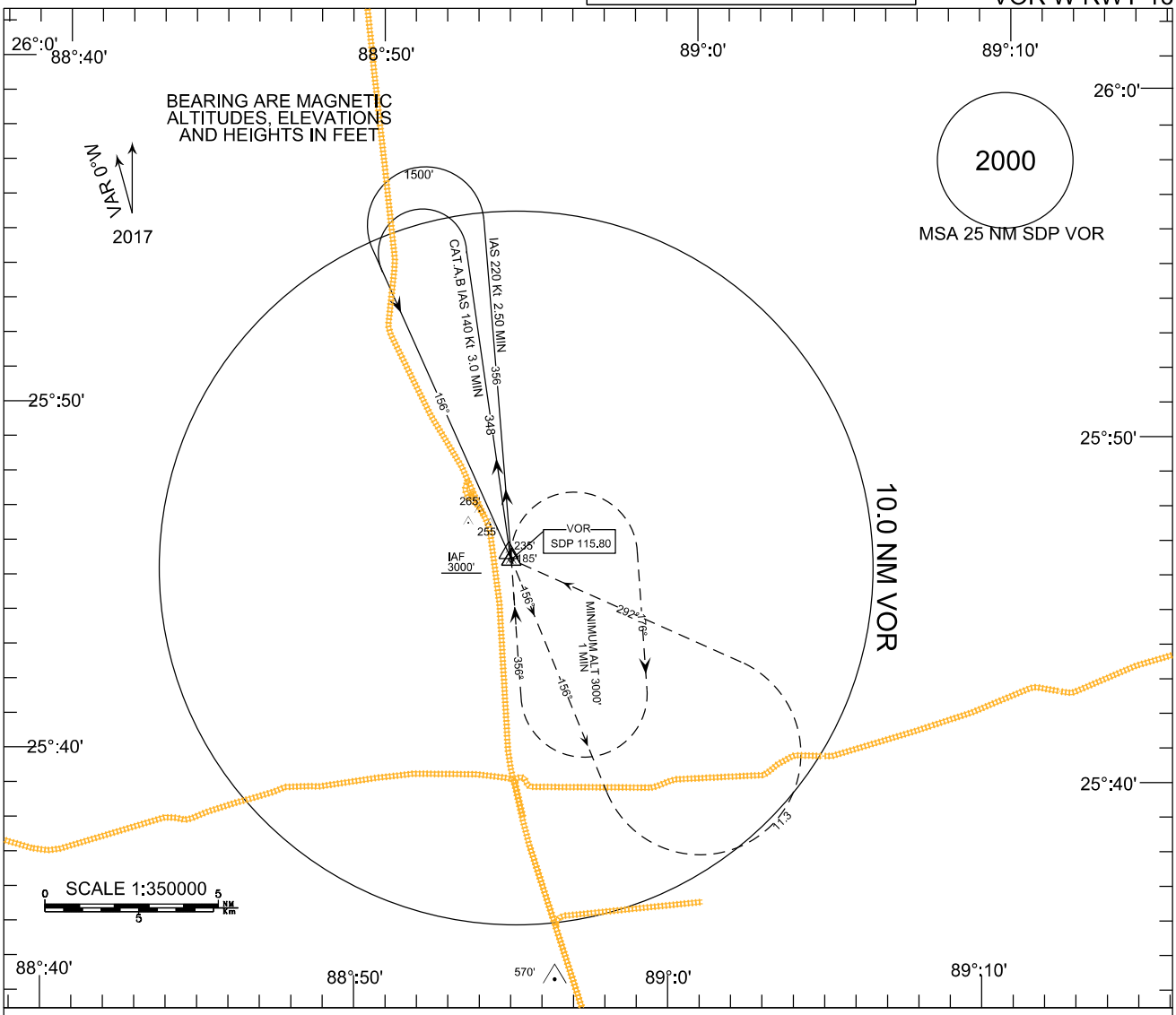
INSTRUMENT
APPROACH
CHART - ICAO

AD ELEV 125 (ft)
OCH RELATED TO
THR RWY 16-ELEV 125(ft)

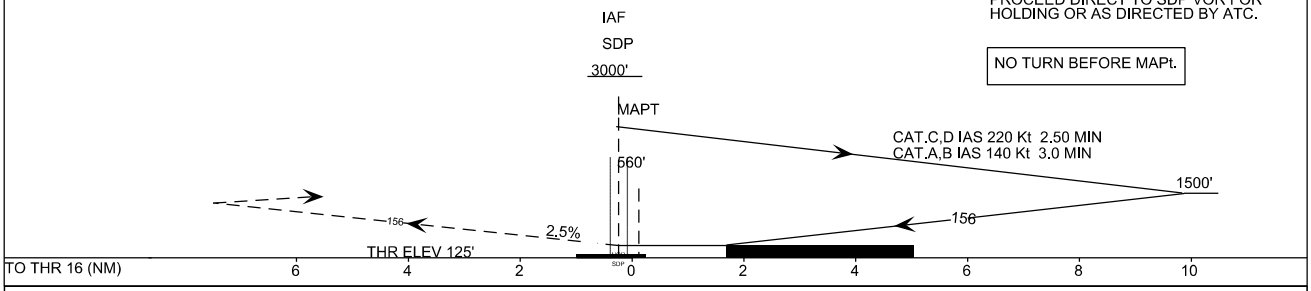
SAIDPUR TWR
128.9MHz

SAIDPUR, BANGLADESH
SAIDPUR AIRPORT

VOR W RWY 16



TRANSITION LEVEL FL060
TRANSITION ALTITUDE 4000 FT



MISSED APPROACH:
CLIMB TO 1500FT ON TRACK156 THEN TURN LEFT,CLIMB TO 3000FT AND PROCEED DIRECT TO SDP VOR FOR HOLDING OR AS DIRECTED BY ATC.

NO TURN BEFORE MAPt.

CATEGORY OF ACFT	A	B	C	D
OCA(OCH)	560(435)			
VISIBILITY MINIMA (m)	NALS			
	2600			

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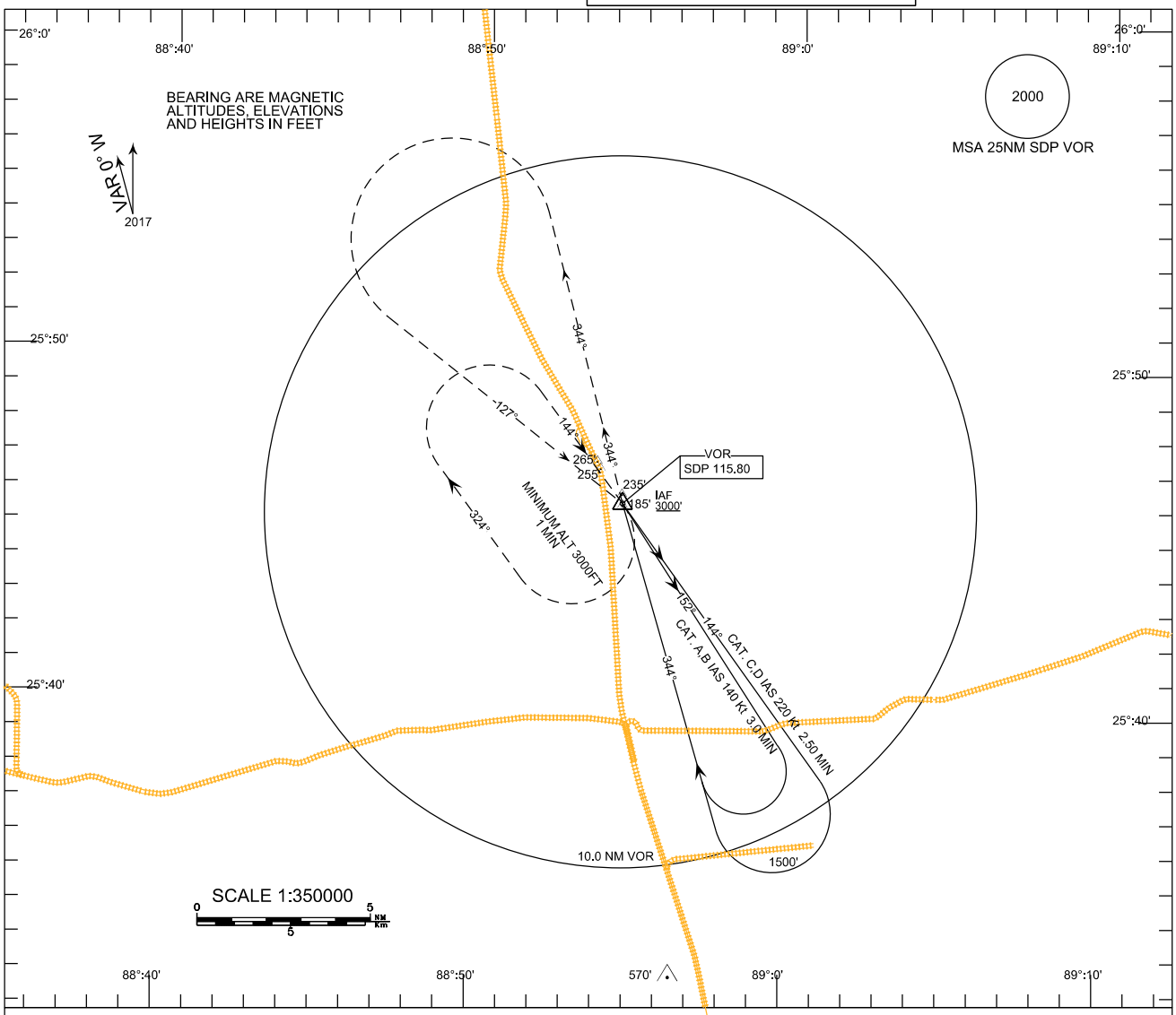
INSTRUMENT
APPROACH
CHART - ICAO

AD ELEV 125 (ft)
OCH RELATED TO
THR RWY 34-ELEV 125(ft)

SAIDPUR TWR
128.9 MHz

SAIDPUR, BANGLADESH
SAIDPUR AIRPORT

VOR X RWY 34

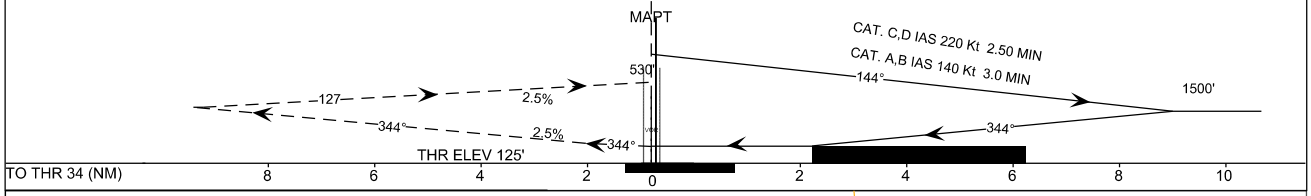


TRANSITION LEVEL FL060
TRANSITION ALTITUDE 4000FT

NO TURN BEFORE MAPt.

MISSED APPROACH:

CLIMB TO 1500FT ON TRACK 344
THEN TURN LEFT, CLIMB 3000FT AND
PROCEED DIRECT TO ' SDP' VOR FOR
HOLDING OR AS DIRECTED BY ATC.



CATEGORY OF ACFT	A	B	C	D
OCA(OCH)	530(405)			
VISIBILITY MINIMA (m)	BALS		NALS	
	2200		2400	

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Change: NDB Chart has been Removed

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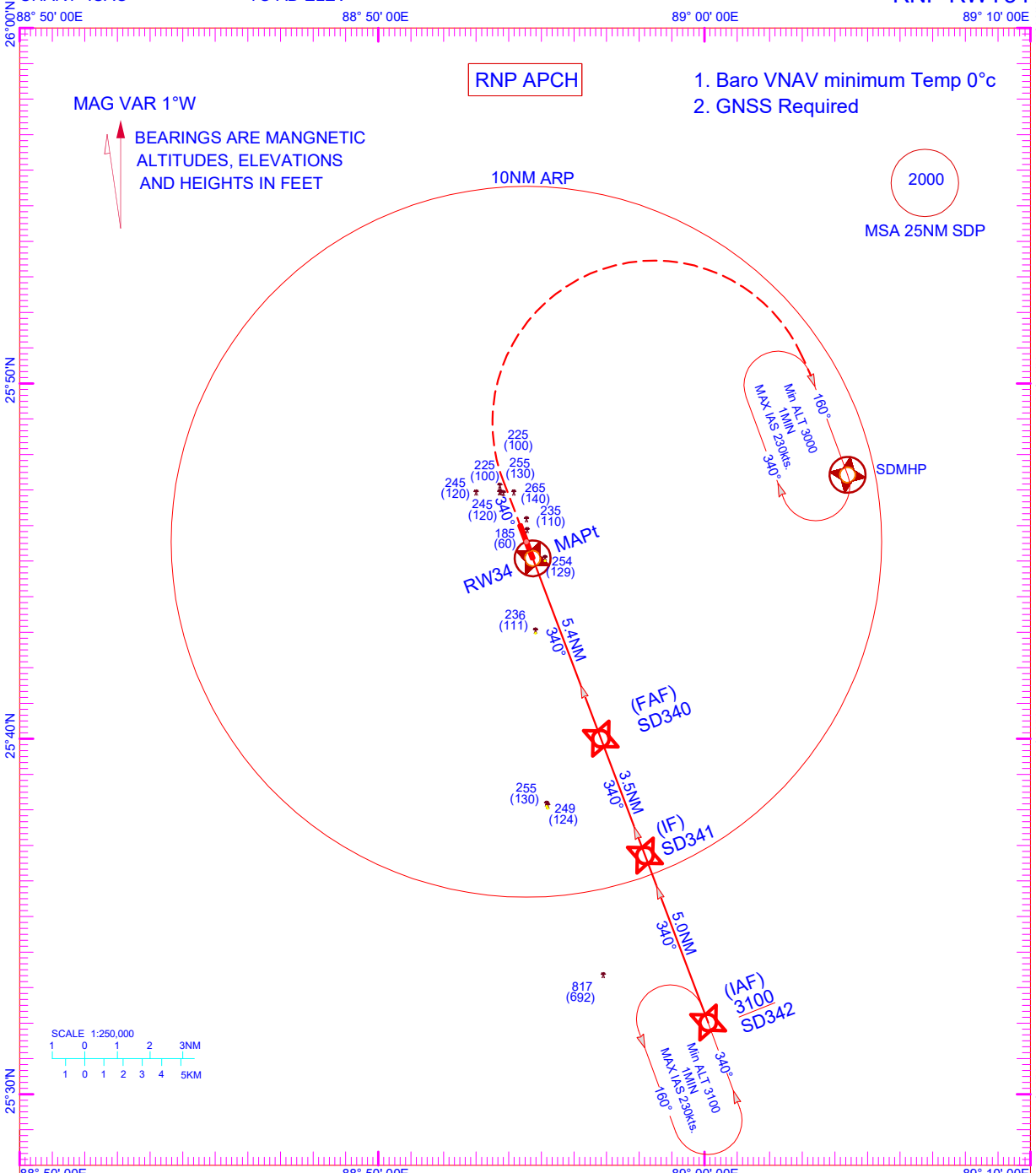
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INSTRUMENT
APPROACH
CHART- ICAO

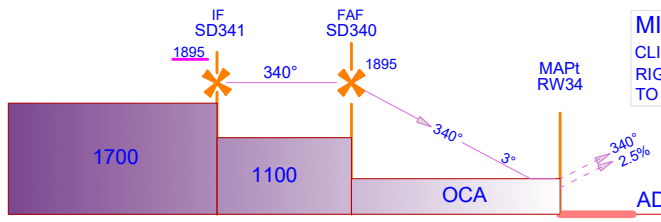
ELEV 125 FT
HEIGHTS RELATED
TO AD ELEV

TWR 128.9

SAIDPUR,BANGLADESH
SAIDPUR
RNP RWY34



TRL 60
TA 4000



MISSED APPROACH

CLIMB STRAIGHT TO 1200 ft THEN TURN RIGHT, CLIMB TO 3000ft PROCEED DIRECT TO SDMHP OR AS DIRECTED BY ATC.

CATEGORY OF ACFT		A	B	C	D
OCA(OCH)	LNAV/ VNAV	415(290)			
	LNAV(CDFA)	510(385)			
DISTANCE	5NM	4NM	3NM	2NM	1NM
ALTITUDE	1770	1450	1130	810	495
HEIGHT	1645	1324	1005	686	370

CATEGORY OF ACFT		A	B	C	D
SPEED	KNOTS	90	120	150	180
RATE OF DESCENT/GS	FT/MIN	478	637	796	955
FAF TO THR 34 (5.4NM)	MIN: SEC	03:36	02:42	02:10	01:48

TYPE OF Approach	LIGHT	Visibility (m)	RVR (m)
LNAV/ VNAV	BALS	1500	1200
	NALS	2000	1400
LNAV (CDFA)	BALS	1900	1600
	NALS	2300	1800

INSTRUMENT
APPROACH
CHART- ICAO

ELEV 125 FT
HEIGHTS RELATED
TO AD ELEV

TWR 128.9

SAIDPUR,BANGLADESH
SAIDPUR
RNP RWY34

CODING TABLE

SL No	Path Descriptor	Waypoint Ident	Fly Over	Course M (T)	Turn	DST (NM)	Altitude (FT)	Speed Limit	VPA/TCH	NAV SPEC
10	IF	IAF	-	-	-	-	+3100	-230 kt	-	RNP APCH
20	TF	IF	-	340° (339.56°)	-	5.0	+1895	-200 kt	-	RNP APCH
10	IF	IF	-	-	-	-	+1895	-200 kt	-	RNP APCH
20	TF	FAF	-	340° (339.56°)	-	3.5	@1895	-	-	RNP APCH
30	TF	RW34	Y	340° (339.56°)	-	5.4	@175	-	-3.0/50	RNP APCH
40	CA	-	-	340° (339.56°)	-	-	+1200	-	-	RNP APCH
50	DF	SDMHP	Y	-	R	9.97	-	-230 kt	-	RNP APCH
60	HM	SDMHP	Y	160° (159.56°)	R	-	@3000	-230 kt	-	RNP APCH

WAYPOINT LIST

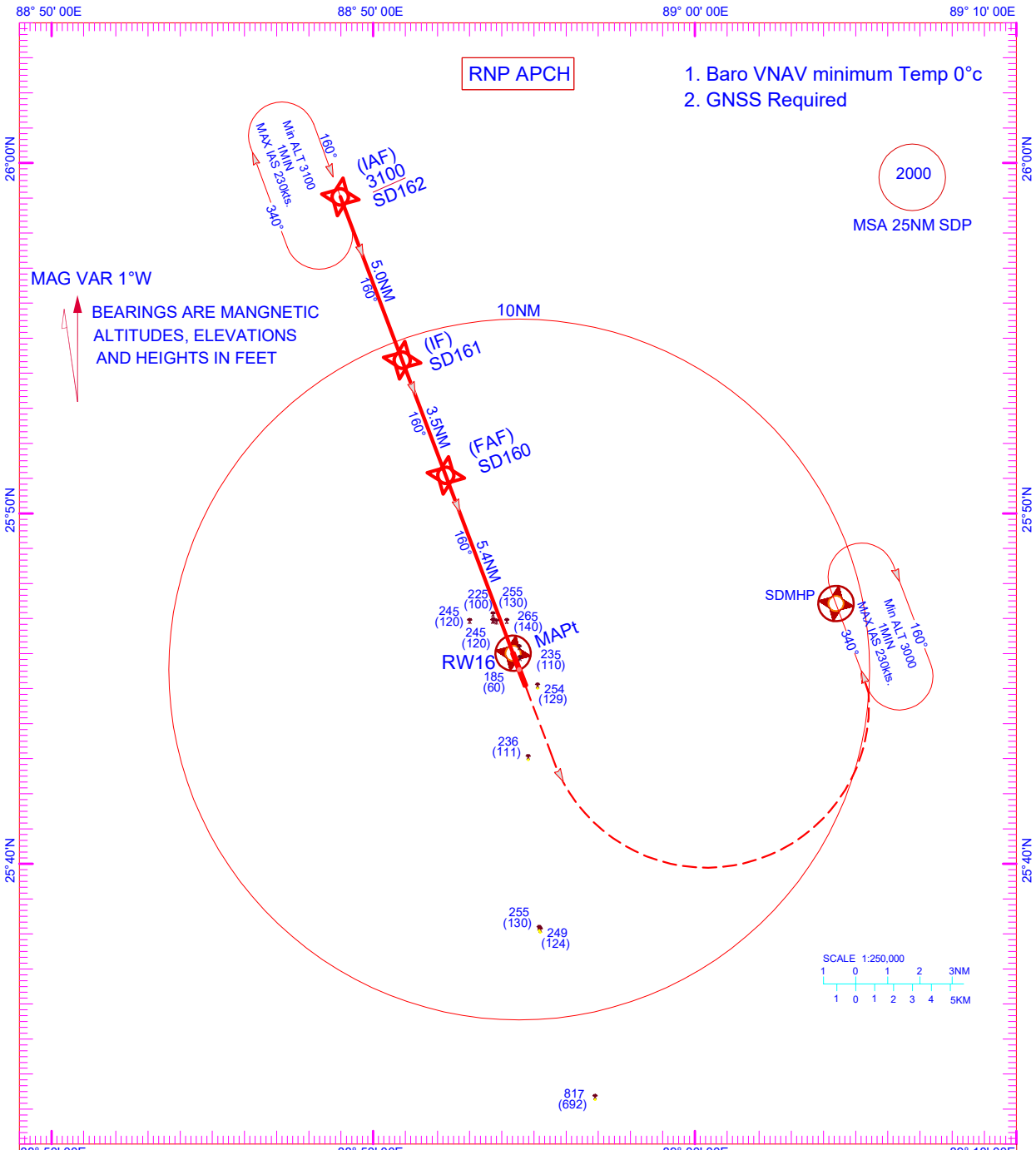
RNP RWY34 (LNAV/VNAV	
WAYPOINT IDENTIFIER	COORDINATES
SD342 (IAF)	253200.70N, 0890005.92E
SD341 (IF)	253642.73N, 0885810.24E
SD340 (FAF)	254000.14N, 0885649.16E
RW34 (MAPt)	254504.74N, 0885443.91E
SDMHP	254725.67N, 0890423.12E

INSTRUMENT
APPROACH CHART

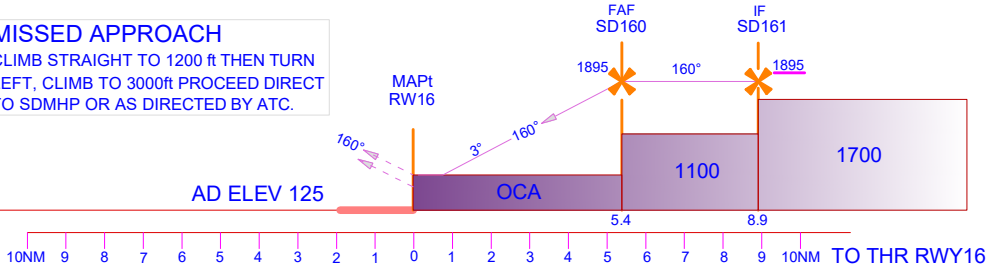
ELEV 125 FT
HEIGHTS RELATED
TO AD ELEV

TWR 128.9

SAIDPUR,BANGLADESH
SAIDPUR
RNP RWY16



MISSED APPROACH
CLIMB STRAIGHT TO 1200 ft THEN TURN LEFT, CLIMB TO 3000ft PROCEED DIRECT TO SDMHP OR AS DIRECTED BY ATC.



TRL 60
TA 4000

CATEGORY OF ACFT		A	B	C	D
OCA(OCH)	LNAV/ VNAV	426(301)			
	LNAV	520(395)			
DISTANCE	5NM	4NM	3NM	2NM	1NM
ALTITUDE	1770	1450	1130	810	495
HEIGHT	1645	1324	1005	686	370

CATEGORY OF ACFT		A	B	C	D
SPEED	KNOTS	90	120	150	180
RATE OF DESCENT/GS	FT/MIN	478	637	796	955
FAF TO THR 16 (5.4NM)	MIN: SEC	03:36	02:42	02:10	01:48

TYPE OF Approach	LIGHT	Visibility (m)	RVR (m)
LNAV/ VNAV	BALS	1500	1200
	NALS	2000	1400
LNAV (CDFA)	BALS	1900	1600
	NALS	2300	1800

INSTRUMENT
APPROACH
CHART- ICAO

ELEV 125 FT
HEIGHTS RELATED
TO AD ELEV

TWR 128.9

SAIDPUR,BANGLADESH
SAIDPUR
RNP RWY16

CODING TABLE

SL No	Path Descriptor	Waypoint Ident	Fly Over	Course M (T)	Turn	DST (NM)	Altitude (FT)	Speed Limit	VPA/TCH	NAV SPEC
10	IF	IAF	-	-	-	-	+3100	-230 kt	-	RNP APCH
20	TF	IF	-	160° (159.56°)	-	5.0	+1895	-200 kt	-	RNP APCH
10	IF	IF	-	-	-	-	+1895	-200 kt	-	RNP APCH
20	TF	FAF	-	160° (159.56°)	-	3.5	@1895	-	-	RNP APCH
30	TF	RW16	Y	-	-	5.4	@175	-	-3.0/50	RNP APCH
40	CA	-	-	160° (159.56°)	-	-	+1200	-	-	RNP APCH
50	DF	SDMHP	Y	-	L	-	-	-230 kt	-	RNP APCH
60	HM	SDMHP	Y	340° (339.56)	R	-	@3000	-230 kt	-	RNP APCH

WAYPOINT LIST

RNP RWY16 (LNAV/VNAV	
WAYPOINT IDENTIFIER	COORDINATES
SD162 (IAF)	255904.35N, 0884857.67E
SD161 (IF)	255422.46N, 0885054.08E
SD160 (FAF)	255105.11N, 0885215.48E
RW16 (MAPt)	254600.55N, 0885420.94E
SDMHP	254725.67N, 0890423.12E

VGSH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VGSH-SHAMSERNAGAR STOL PORT

VGSH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATION DATA.

1	ARP coordinates and site ad AD	242355.84N 0915500.70E
2	Distance and direction from city	9NM South East of Moulavi Bazar
3	AD elevation/reference temperature	56 ft
4	MAG VAR/annual change	1^0 W (2020) annual changes 2'W
5	AD administration, address, telephone, telefax, telex, AFS	Bangladesh Air Force Station Shamshernagar Officer Commanding Telephone: +88 02 55060000-10 Ext 4993-7 Telefax: Nil Telex: Nil AFS:Nil
6	Types of traffic permitted IFR/VFR	IFR/VFR
7	Remarks	Nil

VGSH AD 2.3 OPERATIONAL HOURS

Prior approval is required to use the aerodrome.

VGSH AD 2.4 HANDLING SERVICES AND FACILITIES

NIL

VGSH AD 2.5 PASSENGER FACILITIES

NIL

VGSH AD 2-6 RESCUE AND FIRE FIGHTING SERVICES

Rescue and firefighting services is available, provided by Bangladesh Air Force.

VGSH AD 2.7 SEASONAL AVAILABILITY CLEARING

1	Type of clearing equipment	Nil
2	Clearance Priorities	Nil
3	Remarks	Nil

VGSH AD 2.8 APRONS, TAXIWAYS AND CHECKLOCATIONS DATA

1	Apron surface and strength	Surface: Bituminous concrete Strength: PCN12/F
2	Taxiway width, surface and strength	Width: 23M Surface: Bituminous concrete Strength: PCN 12/F
3	Altimeter checkpoint location and elevation	Not designated
4	VOR Checkpoint	Nil
5	INS Checkpoint	Nil
6	Remarks	Nil

VGSH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING

1	Stand identification/taxiway guide lines/ Visual docking/parking guidance	Taxiing guidance signs at all intersection with TWY and RWY at all holding positions. Guidelines at apron: Nose-in guidance at aircraft stands
2	RWY and TWY marking and LGT	TWY marking aids: THR, center line, RWY designator all runways TWY marking aids: TWY holding position, TWY Centre line.
3	Stop bars	Nil
4	Remarks	Nil

VGSH AD 2.10 AERODROME OBSTACLES

1	2			
In approach/TOFF area	In circling area			
	RWY effected	Obstacle type	Position	Marking LGT
	17/35	Tower 40ft	300ft West of RWY Centre line	Nil
	17/35	Trees 50ft	350ft West of RWY Centre line	Nil

SI. No	Name of the Obstacles	Geographical Coordinates in WGS-84		Elevation	
		Latitude	Longitude	metre	feet
1	Robi Mobile Tower,Vill: Keramotnagar, PO: Keramotnagar, Upazila: Kamalganj, Dist: Moulvibazar.	24°21'02.68"N	91°50'37.76"E	69.81	229.06
2	Teletalk Mobile Tower, Shamshernagar Bazar, PO: Shamshernagar, Upazila: Kamalganj, Dist: Moulvibazar.	24°22'51.88"N	91°54'05.98"E	58.71	192.66
3	Grameen Phone Mobile Tower, Vill: Bhadaideour, PO: Shamshernagar, Upazila: Kamalganj, Dist: Moulvibazar.	24°22'58.75"N	91°54'03.37"E	72.51	237.93
4	Control Tower, Shamshernagar Stalport Airport, Upazila: Kamalganj, Dist: Moulvibazar	24°23'53.31"N	91°54'57.98"E	34.71	113.89
5	Grameen Phone Mobile Tower, Recruits Hostel of BAF, Shamshernagar Stalport Airport, Upazila: Kamalganj, Dist: Moulvibazar.	24°24'14.02"N	91°54'33.26"E	47.27	155.10
6	Grameen Phone Mobile Tower, Vill: Salon, PO: Tilagaon, Upazila: Kulaura, Dist: Moulvibazar.	24°26'00.33"N	91°56'23.64"E	61.47	201.71
7	Banglalink Mobile Tower, Vill: Hingjajia, PO: Kajal Dhara, Upazila: Kulaura, Dist: Moulvibazar.	24°30'53.84"N	91°58'36.51"E	62.56	205.27
8	Grameen Phone Mobile Tower, Vill: Holichhora, PO: Kajal Dhara, Upazila: Kulaura, Dist: Moulvibazar.	24°31'56.29"N	91°56'25.40"E	84.60	277.59
9	Chimney, Surma Briks, Rosulpur Bazar, Vill: Kawla, PO: Prittim Pasha, Upazila: Kulaura, Dist: Moulvibazar.	24°30'23.81"N	92°00'07.04"E	48.27	158.38
10	Robi Mobile Tower, Vill: Rampur, PO: Robir Bazar, Upazila: Kulaura, Dist: Moulvibazar.	24°26'47.81"N	91°59'27.91"E	50.88	166.96
11	Grameen Phone Mobile Tower, Vill: Rampur, PO: Robir Bazar, Upazila: Kulaura, Dist: Moulvibazar.	24°26'35.27"N	91°59'30.48"E	60.17	197.44
12	Robi Mobile Tower, Vill: Rampur, PO: Munshi Bazar, Upazila: Kamalganj, Dist: Moulvibazar.	24°24'03.86"N	91°52'19.97"E	46.60	152.91
13	Banglalink Mobile Tower, Vill: Horisharang, PO: Munshi Bazar, Upazila: Kamalganj, Dist: Moulvibazar.	24°25'03.90"N	91°50'44.00"E	68.95	226.23
14	Robi Mobile Tower, Shamshernagar Bazar, PO: Shamshernagar, Upazila: Komolgonj, Dist: Moulvibazar.	24°22'55.10"N	91°54'06.67"E	51.11	167.7

VGSH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

Shamsernagar Information will collect from the nearest aerodrome (VGSY), to be passed to aircraft when available.

VGSH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Desig-nator RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY & SWY		THR Coordi-nates	THR elevation (ft)	Slope of RWY-SWY
			RWY	SWY			
1	2	3	4		5	6	7
17	173.30°	1524X23	Bituminous Concrete PCN12/F	Concrete	242417.15N 0915458.26E		
35	353.30°	1524X23			242328.11N 0915503.87E		

Designator RWY NR	SWY Dimensions (M)	CWY Dimensions (M)	Strip Dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
17	76X30	305X153	1644X153	Within the CWY	NIL
35	76X30	305X153	1644X153		

VGSH AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA(m)	LDA (m)	Remarks
1	2	3	4	5	6
17	656	961	732	656	NIL
35	656	961	732	656	NIL

VGSH AD 2.14 APPROACH AND RUNWAY LIGHTING

NIL

VGSH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY.

NIL

VGSH AD 2.16 HELICOPTER LANDING AREA

As directed by ATC

VGSH AD 2.17 AIRTRAFFIC SERVICES AIRSPACE

1	Designation Lateral limits	Aerodrome flight information Zone (AFIZ) AFIZ is a circle of 5 NM radius centered on RWY centre.
2	Vertical limits	3000FT (AMSL)
3	Airspace	G
4	Unit Language	Shamsernagar Information English
5	Transition Altitude	4000FT
6	Remarks	HF/RT 6826 kHz for Coordination.

VGSH AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

1	Service designator	Flight Information Service
2	Call sign	Shamsernagar information
3	Frequency	122.900 MHz
4	Hours of operation	HO
5	Remarks	NIL

VGSH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

NOT AVBL

VGSH AD 2.20 LOCAL TRAFFIC REGULATIONS

Prior information to ATC is needed

VGSH AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VGSH AD 2.22 FLIGHT PROCEDURES

1**. COORDINATION PROCEDURE:**

1.1. **Departure:** Before passing information required by startup of engines, Shamshernagar information will coordinate with Dhaka Area Control Centre regarding flight level and visual Meteorological condition at Tejgon. Aircraft will not climb higher than 3000ft if coordination cannot be made for higher altitude by Shamshernagar Information or by the aircraft with Dhaka Area Control Centre.

1.2 **Arrival**: Dhaka Area Control Centre will not issue clearance to the aircraft to descend below 3000ft without prior coordination with Shamshernagar information. Dhaka ACC will allow the aircraft to change to Shamshernagar information, when aircraft established contact with Shamshernagar and is ready to change over.

VGSH AD 2.23 ADDITIONAL INFORMATION

2. **Security**: Operators are responsible for security of aircraft during operation and while aircraft is in parked position.

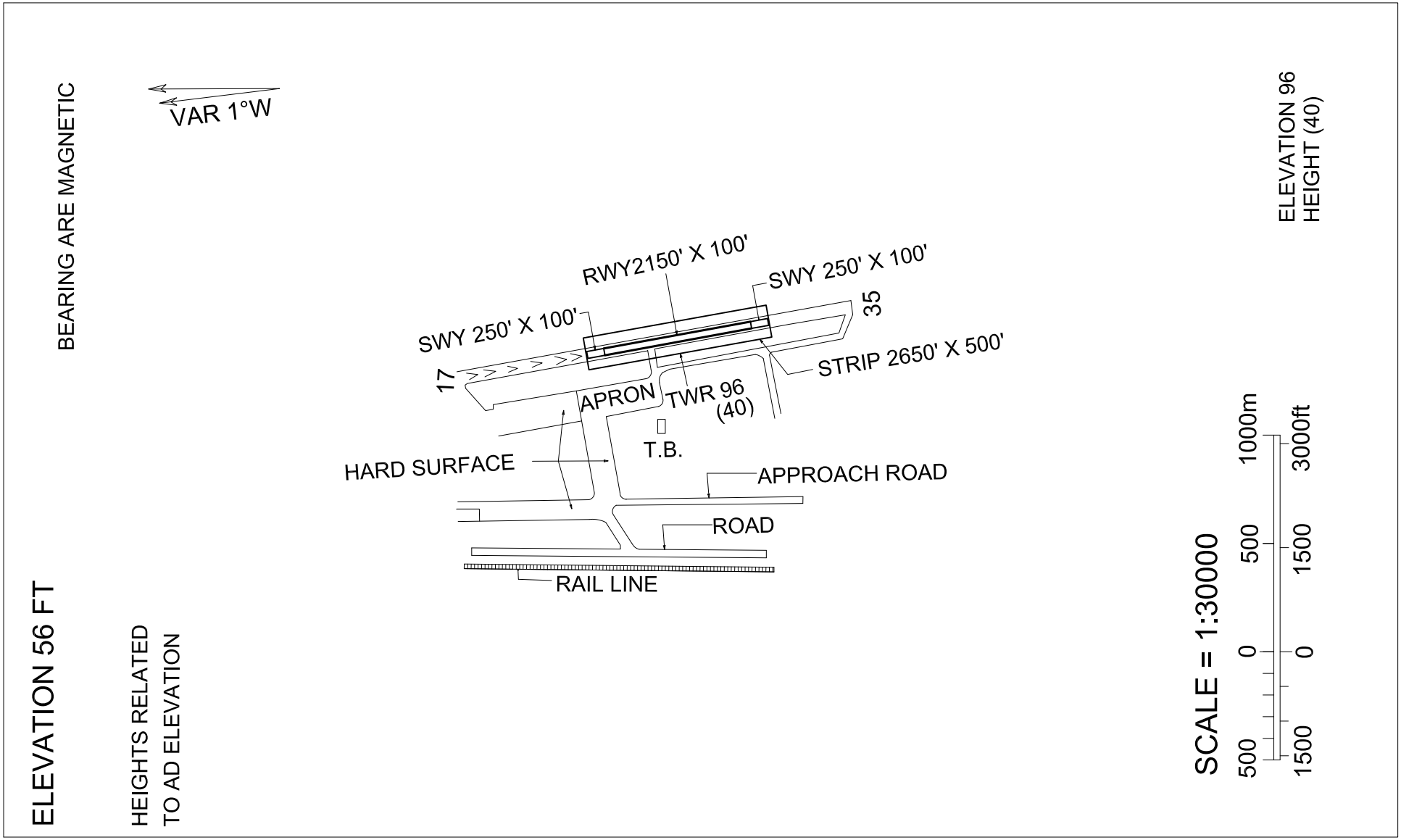
VGSH AD 2.24 CHART RELATED TO SHAMSERNAGAR STOL PORT.

ICAO CHART		
NR	TYPE OF CHART	PAGE NR
1	AERODROME	VGSH AD 2-5

AERODROME CHAART - ICAO

242355.82 N
915500.69 E

SHAMSHERNAGAR STOL PORT
MOULAVI-BAZAR



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VGTJ AD 2.1 AERODROME LOCATION INDICATION AND NAME

VGTJ-TEJGAON AIRPORT, DHAKA

VGTJ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATION DATA.

1	ARP coordinates and site at AD	2346.69N 09022.96E (Centre of the RWY)
2	Distance and direction from city	3.38 NM of city centre (GPO)
3	AD elevation/reference temperature	ELEV: 24 FT T: 34^0C (April)
4	MAG VAR	1º W (2020) Annual Change 2' W
5	AD administration, address, telephone, telefax, telex, AFS	Bangladesh Air Force BASE Bashar SATCO & OIC ATC Squadron Dhaka Cantonment, Dhaka-1206 Telephone: 8802-55060000-10, Ext 5023 Telefax : Nil, Telex: Nil, AFS: Nil.
6	Types of traffic permitted IFR/VFR	IFR/VFR
7	Remarks	NIL

VGTJ AD 2.3 OPERATIONAL HOURS.

Sl. Nr	Service	Hours
1	Aerodrome administration	0800LT to 1430 LT
2	Custom & Immigration	NIL
3	Health & Sanitation	NIL
4	AIS briefing office	NIL
5	ATS reporting Office (ARO)	HO
6	MET briefing Office	-
7	Air traffic service	HO
8	Fuelling	HO
9	Handling	NIL
10	Security	HO
11	De-icing	NIL
12	Remarks	NIL

VGTJ AD 2.4 HANDLING SERVICES AND FACILITIES.

1	Cargo handling facilities	NIL
2	Fuel/Oil grades	JET A-1
3	Fuelling facilities/Capacity	Avbl/Limited
4	De-icing facilities	Nil requirement
5	Hanger space avbl for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Provided by the operator
7	Remarks	Nil

VGTJ AD 2.5 PASSENGER FACILITIES

1	Hotels	Nil at airport avbl in Dhaka City
2	Restaurant accommodation	Nil at airport avbl in Dhaka City
3	Transportation available	Buses, Rickshaws and Taxies
4	Medical facilities	Nil at airport avbl in Dhaka City
5	Bank & Post office	Nil at airport avbl in Dhaka City
6	Tourist office	Nil at airport but Avbl in city.
7	Remarks	Tejgaon airport is inside Dhaka City

VGTJ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting required/avbl	CAT : 6 Avbl: 6
2	Rescue equipment	Avbl
3	Disabled aircraft removal	Nil
4	Remarks	Responsibility of Fire fighting and Rescue is shared by Bangladesh Air-force and Bangladesh Army.

VGTJ AD 2.7 SEASONAL AVAILABILITY CLEARING

2.7.1 The airport is available for all seasons. Side strips become unusable during monsoon. There is no requirement for clearing.

VGTJ AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface : Bituminous Concrete Strength: PCN 40/F/C/Y/T
2	Taxiway width, surface and strength	Novembar : 450M X 15M – Bituminous Concrete Charlee : 293M x 23M - Bituminous Concrete Papa : 202M x 21M – Concrete Sierra : 37M x 30M – Concrete Tango : 49M x 14M - Bituminous Concrete Strength: To be determined
3	ACL location and elevation	Not designated
4	INS Checkpoints	Nil
5	Remarks	Nil

VGTJ AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING

1	Stand identification/taxiway guide lines/Visual docking/parking guidance	Taxing guidance signs at intersection with TWY and RWY at all holding position Guidelines at apron:. Nose-in guidance at aircraft stands.
2	RWY and TWY marking and LGT	RWY marking aids: THR, Fixed distance, Centre line, Aiming Points, RWY Holding Position, RWY Designator-all runways TWY Marking Aids: TWY Centre line, RWY Holding Position, Intermediate Holding Position.
3	Stop bars	NIL
4	Remarks	NIL

VGTJ AD 2.10 AERODROME OBSTACLE

In approach/TOFF area			
Rwy effected	Obstacle type elevation	Position	LGT
35	Apartment Building 144 ft	East of extended centre line 1244 M FM THR RWY 35	Yes
35	Bashundhara Building 159 ft	1.7 KM on brg 166^0 FM THR RWY-35	Yes
17	Old LOS Mast 372 ft	1 KM on brg 125^0 FM THR RWY-17	Yes

In circling area				
RWY affected	Obstacle type	Position	Marking/ LGT	Remarks
17/35	Bricks structure (Dimension 1650X75ft) 6ft	220 ft offset to the West side of RWY centre line	No	Tejgaon is adjacent to Hazrat Shahjalal International Airport (VGHS). All the Obstructions at/around VGHS will be considered as obstacles for Tejgaon (VGTJ).
17/35	Bricks structure (Spectrum Gallery) (Dimension 1000X60ft) 4ft	220 ft offset to the West side of RWY centre line	No	
17/35	Bricks structure (Spectrum Gallery) (Dimension 900X60ft) 4ft	220 ft offset to the West side of RWY centre line	No	
17/35	IDB Bhavan Antenna 325 ft	1200 ft offset to the West side of RWY centre line	Yes	

VGTJ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

2.11.1 Crews may receive weather briefing at Met office located at BAF Base Bashar.

VGTJ AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designations	True BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY & SWY RWY SWY	THR Coordinates	THR Elevation (ft)	Slope of RWY-SWY
1	2	3	4	5	6	7
17	164.24° T	2622X30	PCN40F/C/Y/T Bituminous Concrete	234724.94N 0902244.87E	24 ft	0.06%
35	344.24° T	2622X30	PCN40F/C/Y/T Bituminous Concrete	234602.74N 0902309.83E	24 ft	0.06%
RWY Designations	SWY Dimensions (M)	CWY Dimensions (m)	Strip Dimensions (m)	OFZ	Remarks	
1	8	9	10	11	12	
17	74X30	140X150	2859X280	Within the CWY	Nil	
35	275X30	275X57	2859X280	Within the CWY	Nil	

VGTJ AD 2.13 DECLARED DISTANCES

RWY	TORA (M)	TODA (M)	ASDA(M)	LDA (M)	Remarks
1	2	3	4	5	6
17	2744	2844	2818	2744	NIL
35	2744	3019	3019	3019	NIL

VGTJ AD 2.14 APPROACH AND RUNWAY LIGHTING

NIL

VGTJ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY.

NIL

VGTJ AD 2.16 HELICOPTER LANDING AREA

As directed by ATC

VGTJ AD 2.17 AIRTRAFFIC SERVICES, AIRSPACE

1	Designation	Tejgaon Tower
	Lateral limits	A portion of the Dhaka CTR laterally bounded by a closed line obtained by joining A(234116.57N, 0902427.57E) to B(232428.23N, 0902223.48E) then along an arc of radius 25NM from Dhaka VOR upto C(235552.71N), 0895824.17E) then to D(234920.99N), 0902209.78E) there fter along the center line of the RWY to A(234116.57N, 0902427.57E).
2	Vertical limits	1000ft (AMSL)
3	Airspace Classification	C
4	Call Sign of ATC Unit	Tejgaon Tower
	Language	English
5	Transition Altitude	6000 ft
6	Hours of Applicability	Sunrise to Sunset
7	Remarks	Nil.

1	Designation	ATZ
	Lateral limits	2 NM-To the North from threshold RWY17, 5 NM-To the South &West (semicircular from center of runway)
2	Vertical limits	1000ft (AMSL)
3	Airspace Classification	C
4	Call Sign of ATC Unit	Tejgaon Tower
	Language	English
5	Transition Altitude	6000 ft
6	Hours of Applicability	Sunrise to Sunset
7	Remarks	Nil.

VGTJ AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

1	Service designator	Air Traffic control service
2	Call sign	Tejgaon Tower
3	Frequency	123.000MHz (PRY) 122.900 MHz (SRY)
4	Hours of applicability (or activation)	Sunrise to Sunset
5	Remarks	1) Service provided by Bangladesh Air force 2) HF/RT 6826 kHz for coordination.

VGTJ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Types of aid variation	Ident	Frequency	Hours of operation	Coordinates	Elevation of DME Transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	DC	252 kHz	HO	234702.94N 0902313.38E	N/A	NIL

LANDING AIDS -NIL

VGTJ AD 2.20 LOCAL TRAFFIC REGULATIONS

Prior approval to be obtained from ATC.

VGTJ AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VGTJ AD 2.22 FLIGHT PROCEDURES

1. FLIGHT PLAN:

All operators will submit their flight plans at least one hour before ETD from Tejgaon for both proceeding to destination and arriving from that place to Tejgaon. Tejgaon PFIU unit will pass the flight plans to P.F.I.U. at Hazrat Shahjalal Intl. Airport HAZRAT SHAHJALAL(P.F.I.U) will check the flight plans and will inform Tejgaon whether those flight plans are established procedures followed at Hazrat Shahjalal International Airport. Only those flights will be allowed to operate whose flight plans have been cleared.

2. ARRIVAL/DEPARTURE AND COORDINATED PROCEDURE.

2.1 DEPARTURE

Before permitting to start engines of any aircraft Tejgaon will coordinate Dhaka Tower. Tejgaon Tower will clear flight as per the clearance prescribed by Dhaka Tower. Departure aircraft while passing through 1000 feet or leaving Tejgaon circuit whichever is earlier will be released for take-off if confirmed by Tejgaon Tower that required visibility exists at the place of destination. All operation to/from Barishal will be subject ← to prior coordination between Tejgaon & Dhaka Tower due to presence of Training Area VGR 25 & VGR 26. Army Aviation aircraft proceeding to training area south. Dhaka tower shall coordinate with Tejgaon Tower before clearing any flight. Tejgaon Tower will ensure separation between Military aircraft and civil traffic in the training area VGR 25/VGR26 in coordination with appropriate Military Authority.

If aircraft encounters IMC in control zone, it will proceed to Hazrat Shahjalal International Airport for landing (following existing Instrument procedures). While in contact with HSIA the aircraft has Tejgaon airfield in sight and if weather condition permits, the aircraft may be handed over to Tejgaon for visual landing subject to traffic condition.

2.2 Arrival:

Once ETA of any flight from airport outside Dhaka is received, the same will be passed by Dhaka Tower to Tejgaon Tower and vice versa without delay, once Tejgaon Tower and vice versa without delay, once Tejgaon Tower receives ETA of flights arriving from Barishal, it will ensure that adequate separation exist between such flights and other military aircraft in the training VGR25/VGR26 in coordination with appropriate Military authority. Coordination regarding any STOPL aircraft arriving Tejgaon will be effected by Dhaka Tower at five miles west of Tejgaon/passing through 2000 feet while descending or at a place/time/level as agreed by both controllers. Tejgaon Tower will pass all the arrival message to the port of departure.

3 AIRCRAFT RECOVERY WHEN IMC

If aircraft encounts IMC in control zone, it will proceed to Hazrat Shahjalal International Airport for landing (following existing instrument procedures). While in contact with HSIA the aircraft has Tejgaon airfield in shight and if weather condition permits, the aircraft may be handed over to Tejgaon for visual landing subjet to traffic condition.

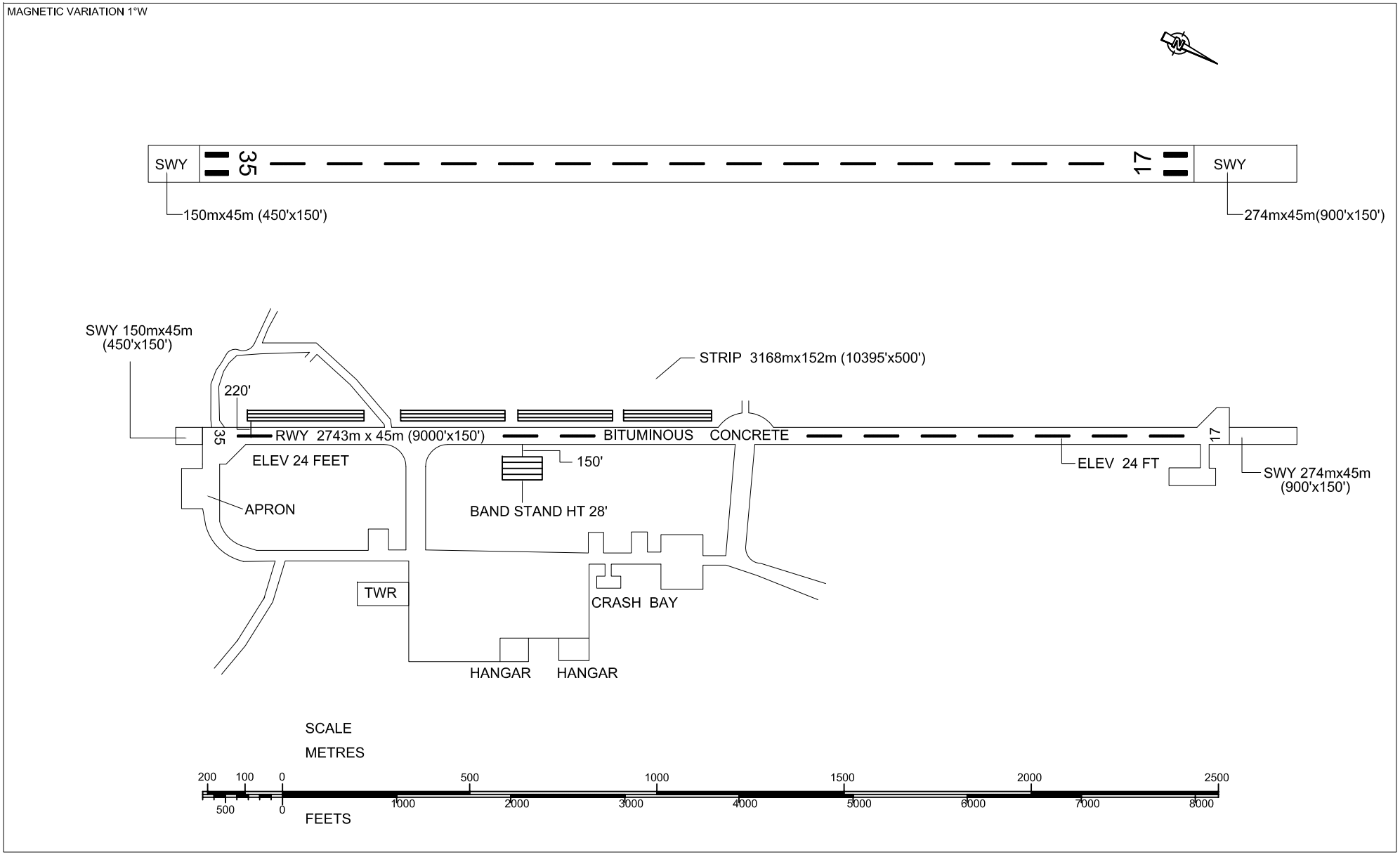
VGTJ AD 2.23 ADDITIONAL INFORMATION

Security: Operators are responsible for ensuring safe operation of flights and also ensure safety of their aircraft when the aircraft are at parked position. Civil Aviation Authority will assist the operators regarding security.

VGTJ AD 2.24 CHART RELATED TO AN AERODROME

ICAO CHART		
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1	AERODROME	VGTJ AD 2-7

AERODROME CHART-ICAO TEJGAON AIRPORT, DHAKA



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