PEOPLE'S REPUBLIC OF BANGLADESH

AERONAUTICAL INFORMATION SERVICES

CIVIL AVIATION AUTHORITY, BANGLADESH

HEADQUATERS, KURMITOLA, DHAKA-1229, BANGLADESH

AIP AMDT

TEL: +88-02-8901904-13 ext: 4065, 4172 FAX:+88-02-8901411 AFS:VGHQYOYX Email: adaishq@caab.gov.bd	AIP AMENDMENT NR. 02/19 10 OCT 2019

Publication date : 28 AUG 2019

Effective date : 10 OCT 2019

1. SIGNIFICANT INFORMATION AND CHANGES:

   a) Approach Charts for some airports in AD section have been reviewed.

   b) Few Charts of ENR section have been reviewed.

   c) Spellings of five locations have been corrected for concerned pages.

   d) ENR 3 has been fully revised.

   e) Due to installation of New DVOR-DME at Saidpur Airport, Saidpur and Jashore Airport, Jashore new procedures were published by AIP SUPP 04/18 and SUPP 05/18. All IACs have been now incorporated to concern AD sections.

   f) The page number for IAC of VGJR has been revised.

2. The existing chart of RNAV (GNSS) RWY14 for VGHS has been changed to RNP RWY14 in accordance to the *Procedures for Air Navigation Services–Aircraft Operations* (Doc 8168, PANS-OPS) and the ICAO Circular 353.

3. INSERT THE ATTACHED REPLACEMENT PAGES, WHICH ARE MARKED WITH ASTERISKS IN THE CHECKLIST OF PAGES-GEN 0.4-1 TO GEN 0.4-4

4. NEW OR REVISED INFORMATION IS INDICATED EITHER BY HORIZONTAL ARROW OR A VERTICAL LINE.

5. RECORD ENTRY OF AMENDMENT ON PAGE GEN 0.2-1.

6. THIS AMENDMENT INCORPORATES INFORMATION CONTAINED IN THE FOLLOWING WHICH ARE HERE BY SUPERSEDED:

   6.1 NOTAMs: A0210/19, A0211/19, A0212/19, A0213/19, A0238/19, A0239/19, A0253/19, A0260/19, A0261/19.

   6.2 AIP SUPPs: 02/18, 03/18, 04/18, 05/18, 06/18.

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	23 JUN 2016	23 JUN 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						

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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
02/2015 Effect: 15 Oct 2015	Procedure for activation of BAF Firing Range at Shah Amanat International Airport, Chattogram.	AD	Temporary	Nil

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GEN 0.4 CHECKLISTS OF PAGES

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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, Kurmitola, Dhaka-1229, Bangladesh

Telephone : +88-02- 8901400
Fax : +88-02-8901411
AFS : VGHQYAYX
E-mail : chairmain@caab.gov.bd ←

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

Name of the sections	Telephone Nr.	Fax Nr.	E-mail
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Air Traffic Services	+88-02-8901404	+88-02-8901428	datsaero@caab.gov.bd
Communications	+88-02-8901403	+88-02-8901428	dcom@caab.gov.bd

2. METEOROLOGY

Director
Bangladesh Meteorological Department,
Abhawa Bhaban, Agargaon,
Dhaka-1207, Bangladesh.

Telephone : +88-02-8144968, +88-02-9123838
Fax : +88-02-8118230, +88-02-9119230, +88-02-9103908
AFS : VGHSYMYX
E-mail : info@bmd.gov.bd, swc@bmd.gov.bd

3. CUSTOMS

Commissioner of Customs
Customs Excise & Vat
Dhaka South, 160/A IDEB Bhaban, Kakrail, Dhaka-1000.
Bangladesh.

Telephone : +88-02-8355964
Fax : +88-02-8315459
AFS : NIL

4. IMMIGRATION

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

5. HEALTH

Secretary
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, Kurmitola, Dhaka-1229.

Telephone : +88-02-8901400
Telefax : +88-02-8901411
AFS : VGHQYAYX
E-mail : chairman@caab.gov.bd

7. PLANT QUARANTINE

Director, Plant Protection Wing,
Department of Agricultural
Extension, Khamar Bari,
Dhaka, Bangladesh.

Telephone : +88-02-9131295
Telefax : +88-02-9111554
E-mail : dppw@dac.gov.bd
AFS : NIL

8. AIRCRAFT ACCIDENTS INVESTIGATION

Chairman,
Civil Aviation Authority of Bangladesh
Headquarters, Kurmitola, Dhaka-1229,
Bangladesh.

Telephone : +88-02-8901400
Telefax : +88-02-8901411
AFS : VGHQYAYX
E-mail : chairman@caab.gov.bd ←

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.

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.

4. Customs Duty on Airport

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 of less than six months. However, declaration must be supplied to the 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.

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 (AIP part)
DME	Distance measuring equipment	ENRT	En-route
DNG	Danger or dangerous	EOBT	Estimated off-block time
DOM	Domestic	EQBT	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	F	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

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
LVR	Layer or layered	MNT	Monitor or monitoring or monitored
	M	MNTN	Maintain
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
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	Operator or operate or operative or
		OPS	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		

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	Temperature
SRE	Surveillance radar elements of precision approach radar system.	TA	Transition altitude
SRG	Short range	TACAN	tactical air navigation aid
SRR	Search and rescue region	UHF	
SRY	Secondary	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
THA	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
TVOR	Terminal VOR	VOR	VHF Omni directional radio range
TWR	Aerodrome control tower or aerodrome control	VORTAC	ROR 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

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
CB	Cox's Bazar	NDB	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
DCN	Hazrat Shahjalal Intl, Dhaka	NDB	AE
DHA	Hazrat Shahjalal Intl, Dhaka	ILS/LLZ RWY 32	A
IDA	Hazrat Shahjalal Intl, Dhaka	ILS/LLZ RWY 14	A
ICG	Shah Amanat Intl, Chattogram	ILS/LLZ/DME RWY 23	A
IS	Ishurdi	NDB	AE
JR	Jashore	NDB	AE
JSR	Jashore	DVOR/DME	AE
RAJ	Shah Mokhdum, Rajshahi	DVOR/DME	AE
RJ	Shah Mokhdum ,Rajshahi	NDB	AE
SD	Saidpur	NDB	AE
SDP	Saidpur	DVOR/DME	AE
SY	Osmani Intl, Sylhet	NDB	AE
SYL	Osmani Intl, Sylhet	ILS/LLZ/DME RWY 11	A
SYT	Osmani Intl, Sylhet	DVOR/DME	AE
A= Aerodrome, E= En-route, AE=Both.			

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GEN 2.7 SUNRISE/ SUNSET TABLES

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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 f 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:

2017	2018	2019	2020
05 JAN	04 JAN	03 JAN	02 JAN
02 FEB	01 FEB	31 JAN	30 JAN
02 MAR	01 MAR	28 FEB	27 FEB
30 MAR	29 MAR	28 MAR	26 MAR
27 APR	26 APR	25 APR	23 APR
25 MAY	24 MAY	23 MAY	21 MAY
22 JUN	21 JUN	20 JUN	18 JUN
20 JUL	19 JUL	18 JUL	16 JUL
17 AUG	16 AUG	15 AUG	13 AUG
14 SEP	13 SEP	12 SEP	10 SEP
12 OCT	11 OCT	10 OCT	08 OCT
09 NOV	08 NOV	07 NOV	05 NOV
07 DEC	06 DEC	05 DEC	03 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 form within ONE HOUR of the arrival of the flight.

GEN 3.2.5 LIST OF AERONAUTICAL CHART AVAILABLE

Title of Series	*Scale*	*Name and/or number*	*Price*	*Date*
Instrument Approach Charts (IAC)	1:250,000	**VGHS**	In AIP	
		NDB 14		23 JUN 2016
		NDB/ILS 14		28 MAR 2019
		VOR 14		23 JUN 2016
		VOR/DME 14		07 DEC 2017
		VOR DME ILS 14		28 MAR 2019
		DA LOCATOR 14		23 JUN 2016
		DA/ILS 14		28 MAR 2019
		VOR DME-ARC ILS 14		28 MAR 2019
		RNP 14		10 OCT 2019
		VOR 32		23 JUN 2016
		VOR/DME(1) 32		23 JUN 2016
		VOR/DME-ARC 32		08 OCT 2016
		VOR/DME/ILS(1) 32		10 OCT 2019
		VOR/DME/ILS(2) 32		10 OCT 2019
		VOR/DME-ARC/ILS 32		10 OCT 2019
		VGEG		
		VOR 23		28 MAR 2019
		VOR/DME-ARC 23		28 MAR 2019
		VOR ILS DME 23		10 OCT 2019
		VOR ILS DME-ARC 23		10 OCT 2019
		VOR 05		28 MAR 2019
		VOR/DME-ARC 05		28 MAR 2019
		VGSY		
		NDB 11		28 MAR 2019
		VOR 11		28 MAR 2019
		VOR/ILS/DME 11		10 OCT 2019
		VGSY/VOR/DME/ARC 11		10 OCT 2019
		NDB 29		28 MAR 2019
		VOR 29		28 MAR 2019
		VGBR		
		NDB 17		10 OCT 2019
		NDB 35		10 OCT 2019
		VGCB		
		NDB 17		28 MAR 2019
		NDB 35		28 MAR 2019
		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

Title of Series	*Scale*	*Name and/or number*	*Price*	*Date*
Instrument Approach Charts (IAC)	1:250,000	**VGRJ**		
		NDB 17		07 DEC 2017
		VOR 17		08 DEC 2018
		NDB 35		08 DEC 2016
		VOR 35		08 DEC 2016
		VGSD		
		NDB 16		08 DEC 2016
		NDB 34		08 DEC 2016
	1:350,000	VOR W 16		10 OCT 2019
		VOR X 34		10 OCT 2019
Aerodrome Chart–ICAO (AD)	1:15,000	Hazrat Shahjalal Intl. VGHS AD 2-15	In AIP	24 MAY 2018
		Shah Amanat Intl. VGEG AD 2-11		24 MAY 2018
		Osmani Intl Airport VGSY AD 2-9		07 DEC 2017
		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	28 MAR 2019
		Shah Amanat Intl 23/05 VGEG AD 2-13		10 OCT 2019 ←
FIR and Terminal Area (TMA) Chart		Prohibited, Restricted & Danger Area ENR 5.1-11	In AIP	28 MAR 2019
		DHAKA TERMINAL ENR 6-7		28 MAR 2019

GEN 3.3 AIR TRAFFIC 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 air traffic services within the area indicated under 2 below.

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

Telephone : +880-2-8901405 (Office)
Fax : +880-2-8901428
AFS : VGHQYAYO
Telegram : Civilair, Dhaka.

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

Postal Address : Director (ATS/Aero)
Civil Aviation Authority of Bangladesh
Headquarters, Kurmitola, Dhaka-1229, Bangladesh.

Telephone : +880-2-8901404 (Office),
Fax : +880-2-8901428, +880-2- 8901411
AFS : VGHQYAYS
Telegram : Civil air, Dhaka.

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 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.

2.2 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, Chattogram 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.

4 Co-ordination between the operator and ATS

4.1 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).

5 Minimum flight altitude

5.1 The minimum flight altitude on the ATS routes, as presented in section ENR 3, have been determined so as to ensure at least 300 m (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.

6 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, Hazrat Shahjalal International Airport, Kurmitola, Dhaka- 1229, Bangladesh	+880-2-8901462 +880-2-8901904-13 Extn. 3465 Fax: +880-2-8901924		Nil	VGHSZQZX
DHAKA APP	Approach Control Office, Operation Building, Hazrat Shahjalal International Airport, Kurmitola, Dhaka-1229 Bangladesh	+880-2-8901463 +880-2-8901904-13 Extn. 3410	Nil	Nil	VGHSZAZX
→ DHAKA TWR	Dhaka Tower, Operation Building, Hazrat Shahjalal 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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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	127.4	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	127.6	HO	ATIS

3.4 Language used

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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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 (SAR point of contact).
Area Control Centre,
Hazrat Shahjalal International Airport, ←
Kurmitola, Dhaka-1229.

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

3.6.1.1 **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 Authority, 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, Kurmitola, Dhaka-1229, Bangladesh

Telephone	: +880-2-8901400
Fax	: +880-2-8901411
AFS	: VGHQYAYX
E-mail	: chairman@caab.gov.bd
Website	: www.caab.gov.bd

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,
HSIA 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 (ATS and Aerodromes), Room Nr. 301, 2nd Floor,
ATS and Aerodromes Division, CAAB Headquarters,
Kurmitola, Dhaka-1229, Bangladesh.

Telephone	: + 880-2-8901404
Fax	: + 880-2-8901411
Email	: datsaero@caab.gov.bd
Web site	: www.caab.gov.bd

3.6.6 Procedures and Signals Used.

3.6.6.1 PROCEDURES

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

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.

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

2. 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 flight (IFR, VFR or both)	Route (into or via FIR and/or TMA	Message Address
All flights	Transiting Dhaka FIR (VGFR)	VGFRZQZX, VGHSZAZX
	Inbound to Hazrat Shahjalal International Airport, Dhaka (VGHS).	VGFRZQZX, VGHSZQZX, VGHSZAZX
	Outbound from Hazrat Shahjalal International Airport, Dhaka (VGHS).	VGFRZQZX, VGHSZQZX, VGHSZAZX
	Inbound to Shah Amanat International Airport, Chattogram (VGEG).	VGFRZQZX, VGEGZTZX, VGHSZAZX
	Outbound from Shah Amanat International Airport, Chattogram (VGEG).	VGFRZQZX, VGEGZTZX, VGHSZAZX
	Inbound to Osmani International Airport, Sylhet (VGSY).	VGFRZQZX, VGSYZTZX, VGHSZAZX
	Outbound from Osmani International Airport, Sylhet (VGSY).	VGFRZQZX, VGSYZTZX, VGHSZAZX

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Route Designator Name of Significant Points Co-ordinates	Track MAG (GEO) VOR RDL DIST (COP)	Upper Limits Lower Limits MFA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
L507 [RNP 10]						
▲AVPOP 221809N 0890050E			20	↓		Airway The portion of Route L507 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. Kolkata ACC 120.7/125.9 MHz
	124° 304° 103 NM	FL 460 FL 280 4000 ft Class D				
▲ESDOT 212045N 0903250E				↑		
A201						
▲VOR AAT 235322.4N 0911423E			10	↓		Airway Minimum cruising Level FL 270 Dhaka ACC 126.7/125.7 MHz Military training area (VGR7) below airway
	285° 105° 47 NM	FL 460 FL 265 2000 ft Class B				
△BOGEP (ABM DAC VOR) 240408N 0902450 E						
	285° 105° 103 NM					
▲VOR RAJ 242620.36N 0883654.83E						
	295° 115° 35 NM					
▲TEBID 244102N 0880150 E				↑		

Route Designator Name of Significant Points Co-ordinates	Track MAG (GEO) VOR RDL DIST (COP)	Upper Limits Lower Limits MFA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
A462						
▲VOR DAC 234927.42N 0902446.52E			10	↓		Airway FIS below Airway Dhaka TWR 118.3 MHz within Dhaka CTR Dhaka Approach 121.3 MHz within ACA Dhaka ACC 126.7/125.7 MHz outside Dhaka CTR
	237° 057° 25 NM	FL 460 2000 FT Class C				
▲AKEVO 233603N 0900250E						
	237° 057° 25 NM	FL 460 FL 055 2000 FT Class C				
▲IKOGU 232239N 0893850 E						
	237° 057° 30 NM	FL 460 FL 075 2000 FT Class B				
△ABM DVOR JSR 231206.37N 0890910.37E						
	237° 057° 20 NM					
▲BEMAK 225539N 0885356 E				↑		
A599						
▲VOR CTG 221527.90N 0914938.98E			10	↓		Airway outside Chattogram CTR ATAS: below FL 245 and above FL 150 FIS at or below FL150 Dhaka ACC 126.7/ 125.7 MHz outside Chattogram CTR CTG TWR 122.2MHz (HO) within Chattogram CTR Aircraft are to make simultaneous board-cast of LASHIO Position to Kolkata and Yangon
	082° 262° 25 NM	FL 460 3500FT/FL145 3000 FT Class C/B				
△25 DME CTG						
	082° 262° 28 NM	FL 460 FL 245 3000 FT Class B	20			
▲CHILA 222303N 0924456E				↑		

Route Designator Name of Significant Points Co-ordinates	Track MAG (GEO) VOR RDL DIST (COP)	Upper Limits Lower Limits MFA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
B209						
▲AVNAK 242143.54N 0882844.35E			10	↓		Airway FIS below Airway Dhaka ACC 126.7/ 125.7 MHz
	059° 239° 9 NM	FL 460 FL 115 2700 ft Class B				
▲VOR RAJ 242620.36N 0883654.83E					↑	
B 465						
▲SUMAG 223539N 088526E			10	↓		Airway BTN FL 460 & FL 115 Dhaka ACC 126.7/ 125.7 M Hz outside Chattogram CTR
	277° 097° 139 NM	FL 460 FL 115 2000 ft Class B				
▲DAKID 221833N 0912250E					↑	CTG TWR 118.4MHz (HO) within Chattogram CTR Military training area (VGR26) below airway
	277° 097° 25 NM	FL 460 2000 ft 2000 ft Class C/B		↓		
▲VOR CTG 221527.90N0914938.98 E						
	094° 274° 25 NM					
▲AVDAX 221333N 0921625E					↑	
	094° 274° 22 NM	FL 460 FL 245 3500 ft Class B	20	↓		Airway BTN FL 460 & FL 245 ATAS: below FL 245 and above FL 150 FIS at or below FL150 Dhaka ACC 126.7/ 125.7 M Hz
▲APAGO 221211N 0924013E					↑	

Route Designator Name of Significant Points Co-ordinates	Track MAG (GEO) VOR RDL DIST (COP)	Upper Limits Lower Limits MFA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
B 593						
▲NOKAT 224727N 0885630E			10	↓		Airway BTN FL 460 & FL 075
	073° 253° 61 NM	FL 460 FL 075 2000 FT Class B				Dhaka ACC 126.7/ 125.7 M Hz
▲BAVAN 230528.72N 0895838.36E						Dhaka Approach 121.3 MHz within ACA
	073° 253° 27 NM	FL 460 FL 075 2000 FT Class C				Military training area (VGR25) below airway
▲AGUNU 231315.37N 0902633.48E						
	073° 253° 42 NM	FL 460 FL 075 2000 FT Class C				
▲VOR CML 232600.03N 0911124.93E						Route segment between CML VOR to AAT VOR under KOLKATA FIR
	007° 187° 28 NM	FL 460 FL 075 2000 FT Class C				
▲VOR AAT 235322.4N 0911423.0E						
	009° 189° 77 NM	FL 460 FL 075 2000 FT Class B/C				Route segment between VOR (AAT) and IBAPA bidirectional between FL 300 & FL460. FL290 & below route available for North bound aircraft only and aircraft to maintain Odd Level (East bound) between VOR (AAT) & VOR (GGT).
▲IBAPA 251102N 0912609E				↑		

Route Designator Name of Significant Points Co-ordinates	Track MAG (GEO) VOR RDL DIST (COP)	Upper Limits Lower Limits MFA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
G 463						
▲TEBID 244102N 0880150E			10	↓		Airway
	115° 295° 35 NM	FL 460 FL 115 2000 ft Class B				FIS below Airway Dhaka ACC 125.7 MHz/ 126.7 MHz
▲VOR RAJ 242621.18N 0883654.10E						
	110° 290° 55 NM	FL 460 FL 075 2000 ft Class B				
▲BATEL 240642N 0893456E						
	110° 290° 25 NM	FL 460 FL 055 2000 ft Class C				Airway ATCS Within Dhaka TMA & Dhaka CTR. Dhaka ACC 125.7 MHz/ 126.7 MHz outside Dhaka CTR.
▲OLPAS 235732N 0900005E						
	110° 290° 25 NM	FL 460 FL 055 2000 ft Class C				
▲VOR (DAC) 234927.42N 0902446.52E						Dhaka Approach 121.3 MHz within ACA. Dhaka TWR 118.3 MHz within Dhaka CTR.
	141° 321° 25 NM	FL 460 2000 ft 2000 ft Class C				
▲KANDI 233013N 0904205E						
	141° 321° 25 NM	FL 460 FL 055 2000 ft Class C				
▲ADMIL 231051N 0905926E						Airway Dhaka ACC 125.7 MHz/ 126.7 MHz outside Chattogram CTR
	141° 321° 25 NM	FL 460 FL 075 2000 ft Class B		↑		

Route Designator Name of Significant Points Co-ordinates	Track MAG (GEO) VOR RDL DIST (COP)	Upper Limits Lower Limits MFA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
△75 DME DAC			10	↓		Airway Dhaka ACC 125.7 MHz/ 126.7 MHz outside Chattogram CTR.
	141° 321° 23 NM	FL 460 FL 115 3000 ft Class B				
▲ONEKA 223448N 0913214E						
	141° 321° 25 NM	FL 460 FL 145 3500 ft Class C				ATCS within Chattogram CTR. Chattogram TWR 118.4 MHz within Chattogram CTR.
▲VOR CTG 221527.90N 0914938.98E						
	141° 321° 25 NM					
▲TANAP 215627N 0920637E						
	141° 321° 21 NM	FL 460 FL 245 4500 ft Class B	20			Airway Dhaka ACC 125.7 MHz/ 126.7 MHz. ATAS below FL 245 and above FL 150. FIS at or below FL150.
▲AVLED 214003N 0922049E				↑		
R344						
▲REDAP 245400N 0881115E			10	↓		Airway Dhaka ACC 125.7 MHz/ 126.7 MHz. Route segment between KTM VOR to RAJ VOR is unidirectional.
	140° 320° 36 NM	FL 460 FL 115 2000 ft Class B				
▲VOR RAJ 242621.18N 0883654.10E						

Route Designator Name of Significant Points Co-ordinates	Track MAG (GEO) VOR RDL DIST (COP)	Upper Limits Lower Limits MFA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
R472						
▲AGODA 241920N 0883606E			10	↓		Airway FIS below Airway. Dhaka ACC 126.7/ 125.7 MHz.
	005° 185° 6 NM	FL 460 FL 115 2000 ft Class B				
▲VOR RAJ 242620.36N 0883654.83E						
	057° 237° 91 NM					
▲ATOGA 251600N 0900112E			20			
	059° 239° 100 NM	FL 460 FL 245 8000 ft Class E		↑		Route segment between ATOGA-VOR (GGT)- BIPUL is within KOLKATA FIR.
▲VOR (GGT) 260802.75N 0913552.52E				↓		
	169° 59 NM	FL 280 FL 120 9500 ft Class D				Guwahati ACC.
▲BIPUL 251010.70N 0914855.74E						Route segment between VOR (GGT) to DOXAG via VOR (SYT) is unidirectional.
	169° 13 NM	FL 280 FL 075 6000 ft Class B	10			
▲VOR (SYT) 245747.75N 915142.06E						Aircraft to Flight Plan and maintain Even Level from GGT VOR to AAT VOR via R472.
	208° 40 NM	FL 280 FL075 2000 ft Class B				
▲PAPLI 242222.30N 0913105.62E						Dhaka ACC 125.7 MHz/ 126.7 MHz
	208° 27 NM	FL 280 FL075 2600 ft Class B				

Route Designator Name of Significant Points Co-ordinates	Track MAG (GEO) VOR RDL DIST (COP)	Upper Limits Lower Limits MFA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
▲DOXAG 235824.73N 0911715.74E				↓		Route segment between DOXAG to VOR (AAT) is within KOLKATA FIR.
	208° 06 NM	FL 280 FL075 2600 ft Class B				
▲VOR (AAT) 235322.4N 0911423E						
R598						
▲AGODA 241920N 0883606E			10	↓		Airway
	005° 185° 6 NM	FL 460 FL 115 2000 ft Class B				FIS below Airway Dhaka ACC 126.7/ 125.7 MHz
▲VOR RAJ 242621.18N 0883654.10E						ATAS below FL 245 and above FL 150. FIS at or below FL150 Dhaka ACC 126.7/ 125.7 MHz If no contact with Dhaka ACC aircraft to contact Saidpur TWR. Saidpur TWR 128.9 MHz.
	012° 192° 46.7 NM	FL 460 FL 095 2000 ft Class F/G				
▲MIGOP 251220N 0884708E						
	012° 192° 10 NM					
▲VINAD 252214N 0884920E						
	012° 192° 24 NM					
▲VOR SDP 254551.96N 0885433.95E						
	043° 223° 26.7 NM					
▲VANTU 260530N 0891450E				↑		

Route Designator Name of Significant Points Co-ordinates	Track MAG (GEO) VOR RDL DIST (COP)	Upper Limits Lower Limits MFA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
W 1						
▲VOR (DAC) 234927.42N 902446.52E			10	↓		ATCS within Dhaka TMA and Dhaka CTR. Dhaka TWR 118.3MHz within Dhaka CTR. Dhaka APP 121.3MHz within Dhaka ACA. Dhaka ACC 125.7/126.7 MHz outside Dhaka CTR.
	050° 230° 34 NM	FL 460 2000 ft 2000 ft Class C				
▲LATIM 240530N 0904545E						
	050° 230° 9 NM	FL 460 FL 055 2000 ft Class C				
▲NIKLI 241145N 0905300E						Air way FIS below Air way Dhaka ACC 125.7/126.7 MHz outside Sylhet ATZ Sylhet TWR 122.9 MHz within Sylhet ATZ
	050° 230° 72 NM	FL 255 FL 075 4000 ft Class B				
▲VOR (SYL) 245747.7N 0915143.23E				↑		
W 2						
▲VOR (DAC) 234927.42N 902446.52E			10	↓		ATCS within Dhaka TMA and Dhaka CTR. Dhaka TWR 118.3MHz within Dhaka CTR Dhaka APP 121.3MHz within Dhaka ACA. Dhaka ACC 126.7/ 125.7 MHz outside Dhaka CTR
	243° 063° 25 NM	FL 460 2000 ft 2000 ft Class C				
▲MIMAR 233730N 0900110E						
	243° 063° 25 NM	FL 460 FL 055 2000 ft Class C				
▲IBANU 23251N 0893724E						Airway Dhaka ACC 126.7/ 125.7 MHz outside Jashore ATZ. Jashore TWR 123.2 MHz within Jashore ATZ.
	243° 063° 28.8 NM	FL 255 FL 075 2000 ft Class B				
▲VOR JSR 231206.37N 0890910.37E				↑		

Route Designator Name of Significant Points Co-ordinates	Track MAG (GEO) VOR RDL DIST (COP)	Upper Limits Lower Limits MFA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
W 3						
▲VOR (DAC) 234927.42N 902446.52E			10	↓		ATCS within Dhaka TMA and Dhaka CTR. Dhaka TWR 118.3MHz within Dhaka CTR Dhaka APP 121.3MHz within Dhaka ACA. Dhaka ACC 126.7/ 125.7 MHz outside Dhaka CTR
	305° 125° 25 NM	FL 460 2000ft 2000ft Class C				
▲MEXIV 240240N 0900315E						
	305° 125° 14 NM	FL 460 FL 055 2000 FT Class C				
▲TEGAK 241040N 0895015E						Airway FIS below Airway Dhaka ACC 125.7/126.7 MHz outside Saidpur ATZ. Saidpur TWR 128.9 MHz within Saidpur ATZ
	305° 155° 14.3 NM	FL 255 FL 075 2000 ft Class B				
▲BELKU 242002N 0893650E						
	336° 156° 93.7 NM	FL 255 FL 125 2000 ft Class B				
▲VOR SDP 254551.96N 0885433.95E				↑		
W 4						
▲VOR (CTG) 221527.90N 0914938.98E			10	↓		ATCS within Chattogram CTR & Cox's Bazar ATZ. Route available when VGR20 is not active. ATAS Above FL150. FIS at or below FL150. CTG TWR 118.4MHz within Chattogram CTR. Dhaka ACC 125.7/126.7MHz outside Chattogram CTR & Cox's ATZ. Cox's TWR 129.5 MHz within Cox's Bazar ATZ.
	170° 350° 25 NM	FL 255 2000 ft 2000 ft Class C				
▲UBLIN 215003N 0915349E						
	170° 350° 24 NM	FL 255 4000 ft 4000 ft Class F/G				
▲NDB CB 212710.29N 0915756.70E				↑		

Route Designator Name of Significant Points Co-ordinates	Track MAG (GEO) VOR RDL DIST (COP)	Upper Limits Lower Limits MFA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
W 5						
▲VOR (CTG) 221527.90N 0914938.98E			10	↓		ATCS within Chattogram CTR, Jashore ATZ & Barishal ATZ. ATAS above FL 150. FIS at or below FL150. Chattogram TWR 118.4 MHz within Chattogram CTR. Dhaka ACC 126.7/ 125.7 MHz outside Chattogram CTR, Jashore ATZ & Barishal ATZ. Barishal TWR 128.1 MHz within Barishal ATZ. Jashore TWR 123.2 MHz within Jashore ATZ.
	292° 112° 25 NM	FL 255 2000ft 2000ft Class C				
▲VINET 222528N 0912435E						
	292° 112° 65.9 NM	FL 255 2000 ft 2000 ft Class F/G/D				
▲NDB BL 224752.17N 0901752.23E						
	291° 111° 67.8 NM					
▲VOR (JSR) 231206.37N 0890910.37E				↑		
W 6						
▲VOR SDP 254551.96N 0885433.95E			10	↓		Airway FIS below Air way. Saidpur TWR 128.9 MHz within Saidpur ATZ Dhaka ACC 126.7/ 125.7MHz outside Saidpur ATZ and Rajshahi ATZ Rajshahi 128.3 MHz within Rajshahi ATZ
	156° 336° 32.6 NM	FL 255 FL 125 2000 ft Class B/G/D				
▲SARAR 251602N 0890923E						
	211° 031° 57.6 NM					
▲VOR RAJ 242620.36N 0883654.83E				↑		

Route Designator Name of Significant Points Co-ordinates	Track MAG (GEO) VOR RDL DIST (COP)	Upper Limits Lower Limits MFA Airspace Classification	Lateral Limits (NM)	Direction of Cursing 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.
	077° 257° 57 NM	FL 255 3000 ft 3000 ft Class G				
▲SHAMSHER NAGAR NDB (SN)				↑		
W 8						
▲KANDI 233013N 0904205E			10	↓		ATCS BTN FL055/ FL255.
	097° 277° 25 NM	FL 255 FL 055 2000 ft Class C/G				FIS Below FL 055. Dhaka ACC 125.7126.7 MHz.
▲VOR CML 232600.03N 0911124.93E				↑		Dhaka APP 121.3MHz within Dhaka ACA.
W 9						
▲VOR DAC 234927.42N 0902446.52E			10	↓		ATCS within Dhaka TMA and Dhaka CTR.
	187° 007° 25 NM	FL 255 2000 ft 2000 ft Class C				Dhaka ACC 125.7/126.7 MHz outside Dhaka CTR and Barishal ATZ.
▲GURSO 232403N 0902050E						Dhaka TWR 118.3MHz within Dhaka CTR.
	187° 007° 25 NM	FL 255 FL 055 2000 ft Class C/G				Dhaka APP 121.3MHz within Dhaka ACA.
▲KAKBO 230003N 0901850E						ATAS above FL 150.
	187° 007° 11 NM	FL 255 2000 ft 2000 ft Class G/F				FIS at or below FL 150. Barishal TWR 128.1 MHz within Barishal ATZ.
▲NDB BL 224752.17N 0901752.23E				↑		

Route Designator Name of Significant Points Co-ordinates	Track MAG (GEO) VOR RDL DIST (COP)	Upper Limits Lower Limits MFA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
W 10						
▲BATEL 240640N 0893506E			10	↓		ATAS above FL 150 FIS at or below FL 150 Dhaka ACC 125.7/ 126.7 MH outside Ishurdi ATZ
	278° 098° 29 NM	FL 255 3000 ft 3000 ft Class G/F				
▲NDB IS 24903N 0890156E				↑		Ishurdi TWR 129.1 MHz within Ishurdi ATZ
W 11						
▲VOR SDP 254551.96N 0885433.95E			10	↓		ATAS above FL 150. FIS at or below FL 150. Dhaka ACC 125.7/126.7 MHz.
	304° 124° 35 NM	FL 255 3000 ft 3000 ft Class G/F				
▲THAKURGAON				↑		
W 12						
▲OLPAS 235732N 0900005E			10	↓		ATCS within Dhaka TMA. ATAS above FL 150. FIS at or below FL 150. Dhaka ACC 125.7/126.7 MHz
		FL 255 3000 ft 3000 ft Class G/F				
▲LALMONIRHAT				↑		
W 13						
▲VOR RAJ 242621.18N 0883654.10E			10	↓		ATCS within Ishurdi ATZ and Rajshahi ATZ. ATAS above FL 150. FIS at or below FL150. Dhaka ACC 125.7/126.7 MHz outside Ishurdi ATZ and Rajshahi ATZ. Rajshahi TWR 128.3 MHz within Rajshahi ATZ. Ishurdi TWR 129.1 MHz within Ishurdi ATZ.
	125° 305° 29 NM	FL 255 3000 ft 3000 ft Class G/F				
▲NDB IS 240910.25N 0890241.43E				↑		

Route Designator Name of Significant Points Co-ordinates	Track MAG (GEO) VOR RDL DIST (COP)	Upper Limits Lower Limits MFA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
W 14						
▲VOR DAC 234927.42N 0902446.52E			10	↓		ATCS within Dhaka TMA and Dhaka CTR. Dhaka TWR 118.3MHz within Dhaka CTR Dhaka APP 121.3MHz within Dhaka ACA. Dhaka ACC 125.7/126.7 MHz outside Dhaka CTR.
	150° 330° 25 NM	FL 460 2000 ft 2000 ft Class C				
▲SETAR 232749N 0903823E						
	150° 330° 25 NM	FL 460 FL 055 4000 ft Class C				
▲NUPUR 230608N 0905156E						Airway FIS below FL 150. Dhaka ACC 125.7/126.7 MHz.
	150° 330° 55 NM	FL 460 FL 075 3500 ft Class B				
▲DAKID 221833N 0912250E				↑		
W15						
▲TANAP 215627N 0920637E			10	↓		ATCS within Cox's Bazar ATZ. ATAS above FL150. FIS at or below FL 150. Dhaka ACC 125.7/126.7MHz outside Cox's Bazar ATZ. CXB TWR 122.9 MHz within Cox's Bazar ATZ.
	141° 321° 25 NM	FL 255 FL 075 4000 ft Class G/F				
▲PABAN 215141N 0921024E						
	204° 024° 26 NM					
▲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.

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) FIS will be provided to all aircraft operating outside controlled airspace.

5) 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 ATC.

7) All aircraft having R/T failure shall follow standard R/T failure procedure for VFR aircraft.

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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 Antenna	Remarks
DHAKA, DVOR	DAC	112.7 MHz	H24	234927.42N 0902446.52E		
DHAKA, DME	DAC	1161 MHz	H24	234927.42N 0902446.52E		
DHAKA, NDB	DCN	298 KHz	H24	235034.32N 0902503.67E		
CHATTOGRAM, DVOR	CTG	113.4 MHz	H24	221527.90N 0914938.98E		
CHATTOGRAM, DME	CTG	1168 MHz	H24	221527.90N 0914938.98E		
SYLHET, DVOR	SYT	116.4 MHz	HO	245747.75N 0915142.06E		
SYLHET, DME	SYT	1198 MHz	HO	245747.75N 0915142.06E		
SYLHET, NDB	SY	372 KHz	HO	245719.58N 0915220.76E		
SYLHET ILS DME		1013 MHz	HO			
BARISHAL, NDB	BL	368 KHz	HO	224752.17N 0901752.23E		
COX'S BAZAR, NDB	CB	396 KHz	HO	212710.29N 0915756.70E		
CUMILLA, DVOR	CML	115.5 MHz	HO	232600.03N 0911124.93E		
CUMILLA, DME	CML	1189 MHz	HO	232600.03N 0911124.93E		
ISHURDI, NDB	IS	350 kHz	HO	240910.25N 0890241.43E		
JASHORE, DVOR	JSR	113.0 MHz	HO	231206.37N 0890910.37E		
JASHORE, DME	JSR	1164 MHz	HO	231206.37N 0890910.37E		
RAJSHAHI, DVOR	RAJ	114.6 MHz	H24	242620.36N 0883654.83N		
RAJSHAHI, DME	RAJ	1180 MHz	H24	242620.36N 0883654.83N		
RAJSHAHI, NDB	RJ	228 kHz	H24	242632.88E 0883649.37E		
SAIDPUR, DVOR	SDP	115.8 MHz	HO	254551.96N 0885433.95E		
SAIDPUR, DME	SDP	1192 MHz	HO	254551.96N 0885433.95E		
SAIDPUR, NDB	SD	268 KHz	HO	254552.27N 0885434.86E		

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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
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 40 13 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	242143.54N 0882844.35E	B209
AVPOP	22 18 09 N 089 00 50 E	L507
BATEL	24 06 42 N 089 34 56 E	G463
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	251010.70N 0914855.74E	R472
BOGEP	24 04 08 N 090 24 50 E	A201
CHILA	22 23 03 N 092 44 56 E	A599
DAKID	22 18 33 N 091 22 50 E	W14
DOXAG	235824.73N 0911715.74E	R472
ESDOT	21 20 45 N 090 32 50 E	L507
GURSO	23 24 03 N 090 20 50 E	W9
IBANU	232550.26N 0893644.44E	W2
IBAPA	25 11 02 N 091 26 09 E	B593
IKOGU	23 22 39 N 089 38 50 E	A462
KAKBO	23 00 03 N 090 18 50 E	W9
KANDI	23 30 13 N 090 42 05 E	G463
LATIM	24 05 30 N 090 45 45 E	W1
MEXIV	240347.87N 0900223.17E	W3
MIGOP	25 12 20 N 088 47 08 E	R598
MIMAR	233740.72N 0 900043.34E	W2
NIKLI	24 11 45 N 090 53 00 E	W1
NOKAT	22 47 27 N 088 56 30 E	B593
NUPUR	23 06 08 N 090 51 56 E	W14
OLPAS	23 57 32 N 090 00 05 E	G463
ONEKA	22 34 48 N 091 32 14 E	G463
PABAN	21 51 41 N 092 10 24 E	W15
PAPLI	242222.30N 0913105.62E	R472
REDAP	24 54 00 N 088 11 15 E	R344
SARAR	251601.94N 0890922.84E	W6
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
TEGAK	241150.820N 0894944.71E	W3
UBLIN	21 50 03 N 091 53 49 E	W4
VANTU	26 05 32 N 089 14 40 E	R598
VINAD	25 22 14 N 088 49 20 E	R598
VINET	222427.81N 0912428.67E	W5

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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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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 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 2155 00 N 0914249 E 2130 03 N 0914249 E 2130 03 N 0912250 E 2155 00 N 0912250 E 2155 00 N 0914249 E	FL 300 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	2000 ft 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	Upper Limit 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	FL 050 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	FL 250 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	FL 350 GROUND	Practice Firing Active : H 24

ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND 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. provided prior co-ordination is effected with military authority.

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 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 that the local flights conducted at any airport within, Dhaka FIR and within the relevant ATZ at or below 1000 ft AGL shall not be required to get ADC number.

b) All aircraft intending to overfly Bangladesh ADIZ or land in any airfield within Dhaka Flight Information Region (FIR) shall obtain ADC 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. The local flights at an airport having Control Zone when required/approved by ATC to operate beyond 05 NM but within the Control Zone shall not be required to get ADC number.

c) ADC number shall be valid for the entire route, irrespective of intermediate halts for flight originating in and transiting through the Bangladesh ADIZ/Dhaka FIR.

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 equipped 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 aircraft.

g) For the time being domestic flights and flights of state aircraft and general aviation aircraft of Bangladesh 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.

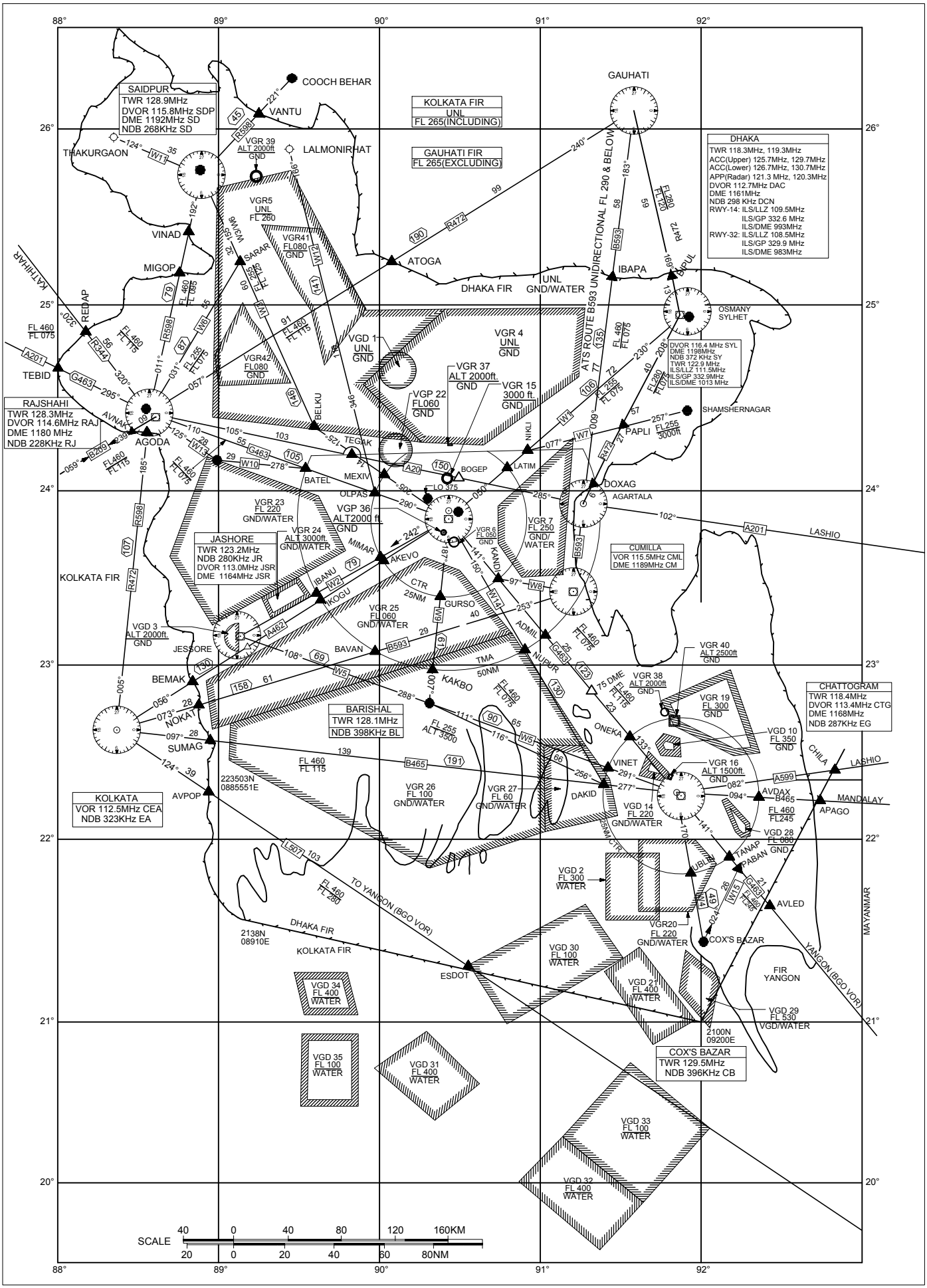
j) If unable to establish and maintain radio communication with appropriate ATS unit, the pilot shall contact the nearest Air Defence Unit on 6826 Hz/500 Hz for positive identification prior to entering Bangladesh ADIZ.

k) Aircraft flying without a valid ADC number or failing to comply with any restriction or deviating from flight plan will be liable to interception by Bangladesh Air Force Interceptor aircraft according to ICAO Standard Interception Procedure.

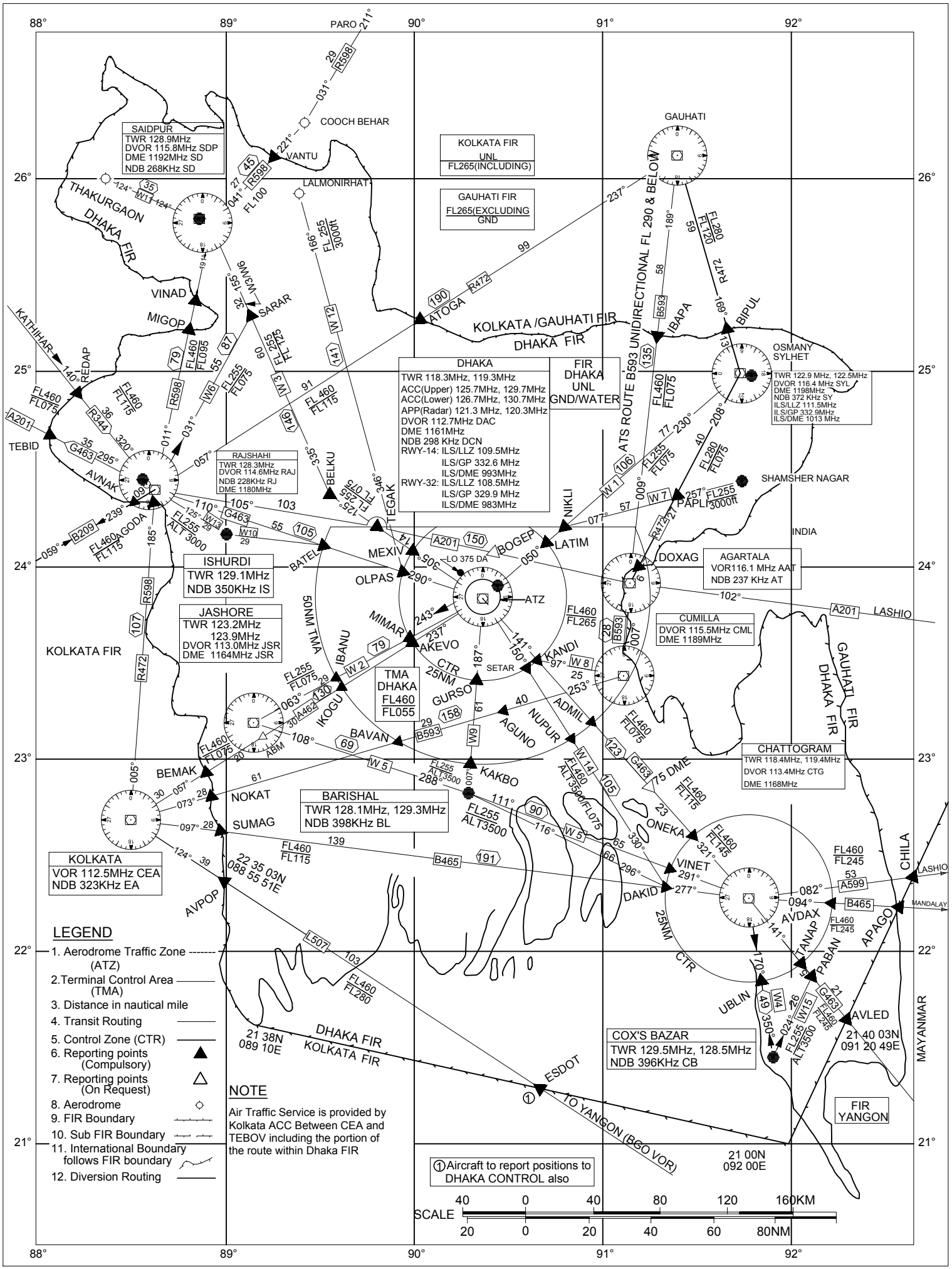
l) Aircraft intending to operate into, through or within Bangladesh ADIZ shall obtain ADC number from the following contact details:

Telephone	: +880 2 8901081
Fax	: +880 2 8901364
Mobile	: +8801769993467
E-mail	: adnc@baf.mil.bd
AFTN	: VGHSZQZX
HF	: 6826 Hz/500 Hz

PROHIBITED RESTRICTED AND DANGER AREA - CHART



INTERNATIONAL & DOMESTIC ATS ROUTES



PART 3 – AERODROMES (AD)

VGEG AD 2.1	Aerodrome location indicator and name	VGEG AD 2-1
VGEG AD 2.2	Aerodrome geographical and administrative data	VGEG AD 2-1
VGEG AD 2.3	Operational hours	VGEG AD 2-1
VGEG AD 2.4	Handling services and facilities	VGEG AD 2-2
VGEG AD 2.5	Passenger facilities	VGEG AD 2-2
VGEG AD 2.6	Rescue and fire fighting services	VGEG AD 2-2
VGEG AD 2.7	Seasonal availability clearing	VGEG AD 2-3
VGEG AD 2.8	Aprons, taxiways and check locations data	VGEG AD 2-3
VGEG AD 2.9	Surface movement guidance & control system & markings	VGEG AD 2-3
VGEG AD 2-10	Aerodrome obstacles	VGEG AD 2-4
VGEG AD 2-11	Meteorological information provided	VGEG AD 2-4
VGEG AD 2-12	Runway physical characteristics	VGEG AD 2-5
VGEG AD 2-13	Declared distances	VGEG AD 2-5
VGEG AD 2-14	Approach and runway lighting	VGEG AD 2-6
VGEG AD 2-15	Other lighting, secondary power supply	VGEG AD 2-6
VGEG AD 2-16	Helicopter landing area	VGEG AD 2-6
VGEG AD 2-17	Air traffic services airspace	VGEG AD 2-7
VGEG AD 2-18	Air traffic services communications facilities	VGEG AD 2-7
VGEG AD 2-19	Radio navigation and landing aids	VGEG AD 2-8
VGEG AD 2-20	Local traffic regulations	VGEG AD 2-8
VGEG AD 2-21	Noise abatement procedures	VGEG AD 2-8
VGEG AD 2-22	Flight procedures	VGEG AD 2-8
VGEG AD 2-23	Additional information List of high obstacle around Chattogram Int'l Airport	VGEG AD 2-8 VGEG AD 2-9 ←
VGEG AD 2-24	Charts related to an Aerodrome	VGEG AD 2-10/Chart
VGSY AD 2.1	Aerodrome location indicator and name	VGSY AD 2-1
VGSY AD 2.2	Aerodrome geographical and administrative data	VGSY AD 2-1
VGSY AD 2.3	Operational hours	VGSY AD 2-1
VGSY AD 2.4	Handling services and facilities	VGSY AD 2-2
VGSY AD 2.5	Passenger facilities	VGSY AD 2-2
VGSY AD 2.6	Rescue and fire fighting services	VGSY AD 2-2
VGSY AD 2.7	Seasonal availability clearing	VGSY AD 2-2
VGSY AD 2.8	Aprons, taxiways and check locations data	VGSY AD 2-2
VGSY AD 2.9	Surface movement guidance & control system & markings	VGSY AD 2-3
VGSY AD 2.10	Aerodrome obstacles	VGSY AD 2-3
VGSY AD 2.11	Meteorological information provided	VGSY AD 2-4
VGSY AD 2.12	Runway physical characteristics	VGSY AD 2-4
VGSY AD 2.13	Declared distances	VGSY AD 2-5
VGSY AD 2.14	Approach and runway lighting	VGSY AD 2-5
VGSY AD 2.15	Other lighting, secondary power supply	VGSY AD 2-5
VGSY AD 2.16	Helicopter landing area	VGSY AD 2-5
VGSY AD 2.17	ATS airspace	VGSY AD 2-6
VGSY AD 2.18	ATS communication facilities	VGSY AD 2-6
VGSY AD 2.19	Radio navigation and landing aids	VGSY AD 2-6
VGSY AD 2.20	Local traffic regulations	VGSY AD 2-7
VGSY AD 2.21	Noise abatement procedures	VGSY AD 2-7
VGSY AD 2.22	Flight procedures	VGSY AD 2-7
VGSY AD 2.23	Additional information	VGSY AD 2-7
VGSY AD 2.24	Charts related to an Aerodrome	VGSY AD 2-7

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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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	27/10/2018	27/10/2018	26/10/2020	Renewal
2	Shah Amanat International Airport, Chattogram	VGEG	31/10/2017	31/10/2017	30/10/19	Renewal
3	Osmani International Airport, Sylhet	VGSY	Nil	Nil	Nil	

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VGHS AD 2.19 RADIO NAVIATION AND LANDING AIDS

Type of aid	Ident	Freq	Opr hr	Coordinates	Elev of DME Transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR	DAC	112.7 MHz	H24	234927.42N 0902446.52E	50 ft AMSL	144^0 MAG, 1012 m FM THR RWY 32 EM: A2
DME	DAC	1161 MHz	H24	234927.42N 0902446.52E	50 ft AMSL	144^0 MAG, 1012 m FM THR RWY 32 EM: A9
NDB	DCN	298 kHz	H24	235034.32N 0902503.67E	100 ft AMSL	046^0 MAG, 1795 FM THR RWY 32 EM: A2
ILS/LLZ RWY 14	IDA	109.5 MHz	H24	234940.04N 0902436.49E		145^0 MAG, 550 m FM THR RWY 32 EM: A2
ILS/GP RWY 14	-	332.6 MHz	H24	235112.67N 0902328.62E	50 ft	Glide slope 3^0, 130 m off set to east of Rwy central line and 300 m inward FM Rwy THR 14. RDH 52 ft, EM:A3
ILS/DME RWY 14	-	RX-1056 MHz, RPLY-993 MHz	H24	235112.67N 0902328.62E		Co-located With GP-14
LO	DA	375 kHz	H24	235558.39N 0901936.52E		324^0 MAG, 5.8 NM FM THR RWY 14 EM:A2
ILS/LLZ RWY 32	DHA	108.5 MHz	H24	235126.7N 0902312.0E		324^0 MAG AND 310 m FM THR RWY 14 EM: A2
ILS/GP RWY 32	-	329.9 MHz	H24	235004.59N 0902422.75E	50 ft	Glide slope 3^0, 130 m off set to east of RWY central line and 305 m inward FM THR 32. RDH 52 ft, EM:A3
ILS/DME RWY 32	-	RX-1046 MHz, RPLY-983 MHz	H24	235004.59N 0902422.75E		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. Bird Concentrations:

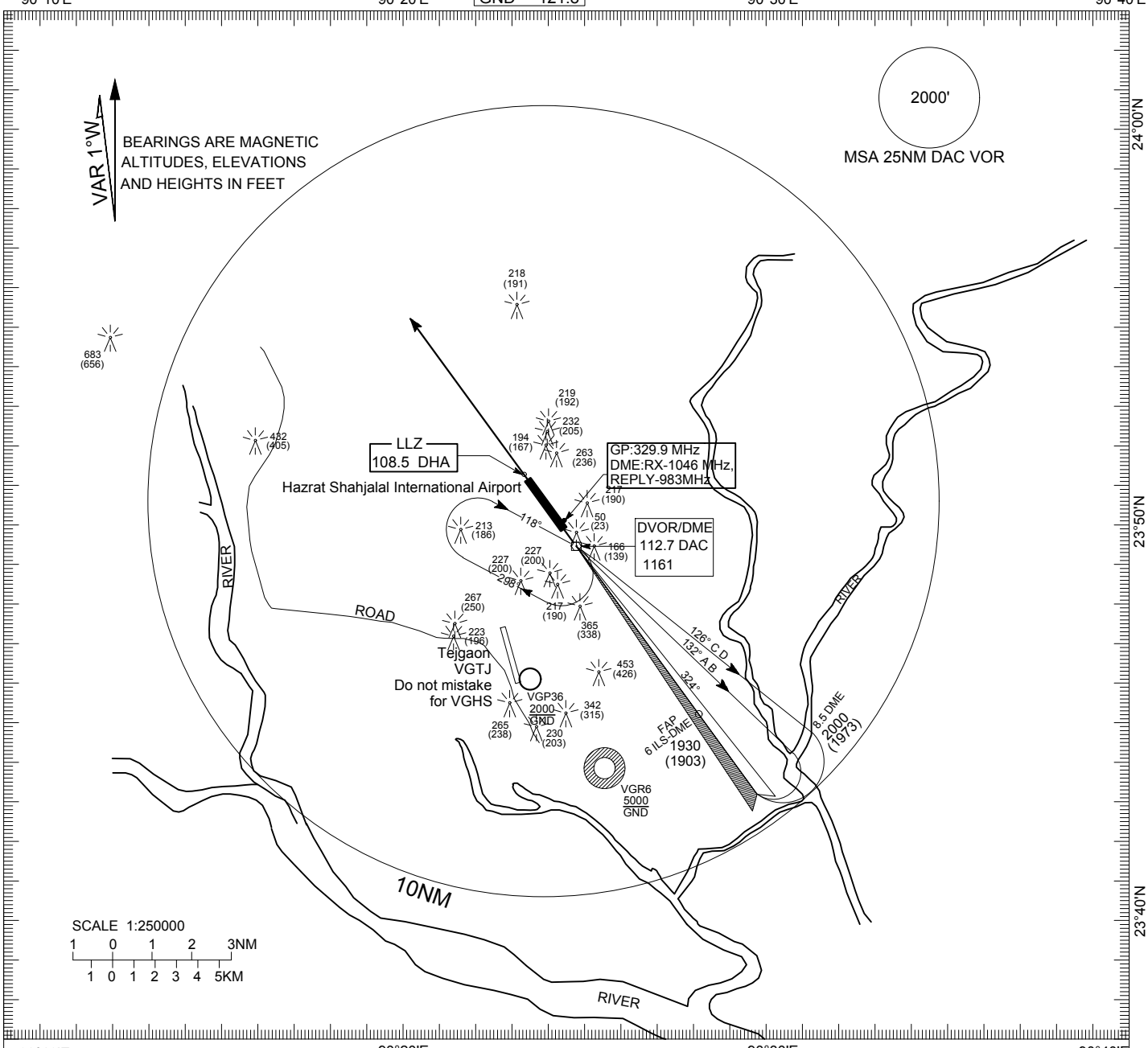
Bird concentrations may exist on or in the vicinity of Hazrat Shahjalal International Airport, Dhaka due to low lying area around the airfield, during the period from December to May of the year. Bird shooters are posted on the maneuvering area to reduce the bird hazard. Moreover, necessary information 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.

INSTRUMENT
APPROACH
CHART - ICAO

ELEV 27 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

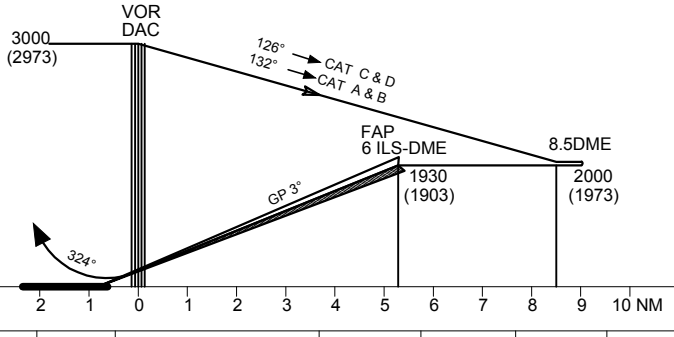


TRANSITION LEVEL FL 060

TRANSITION ALTITUDE 4000FT

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(OCH)	FULL	300 (270)	310 (280)	320 (290)	330 (300)
	GP OUT	350	350	350	350

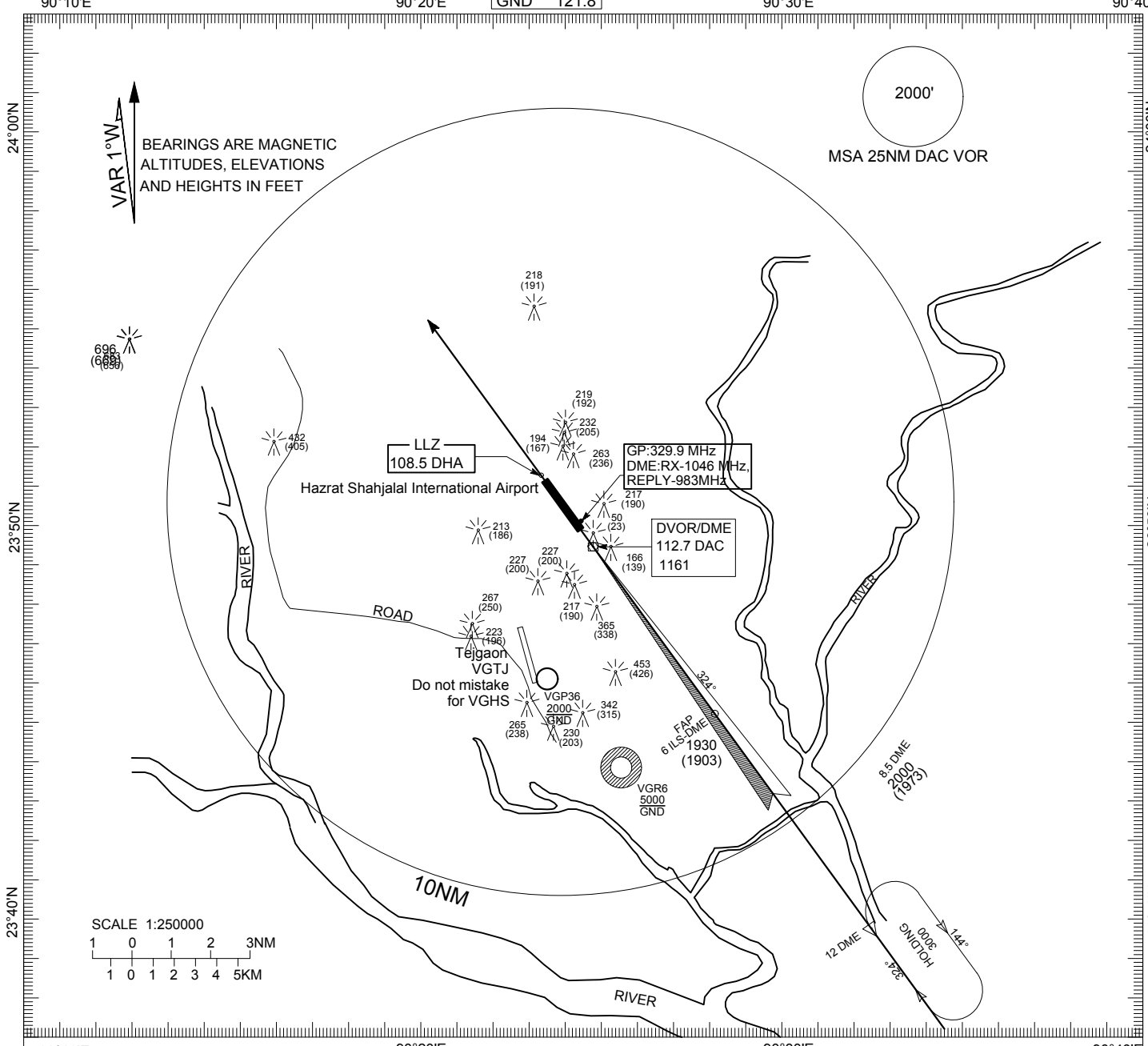
CAT		A	B	C	D
SPEED	KNOTS	90	120	150	180
RATE OF DESCENT	FT/MIN	480	635	795	955
MET MINIMA (m)	BALS	1200m			
	NALS	1400m			
	GP OUT	2000m(CAT A &B) & 2400m (CAT C &D)			

INSTRUMENT
APPROACH
CHART - ICAO

ELEV 27 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

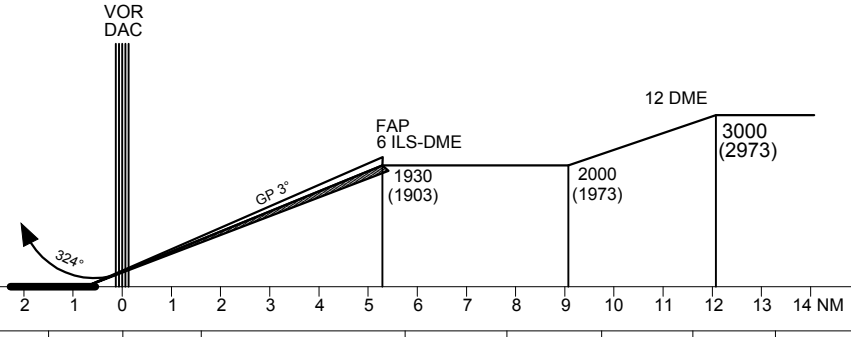


TRANSITION LEVEL FL 060

TRANSITION ALTITUDE 4000FT

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(OCH)	FULL	300 (270)	310 (280)	320 (290)	330 (300)
	GP OUT	350	350	350	350

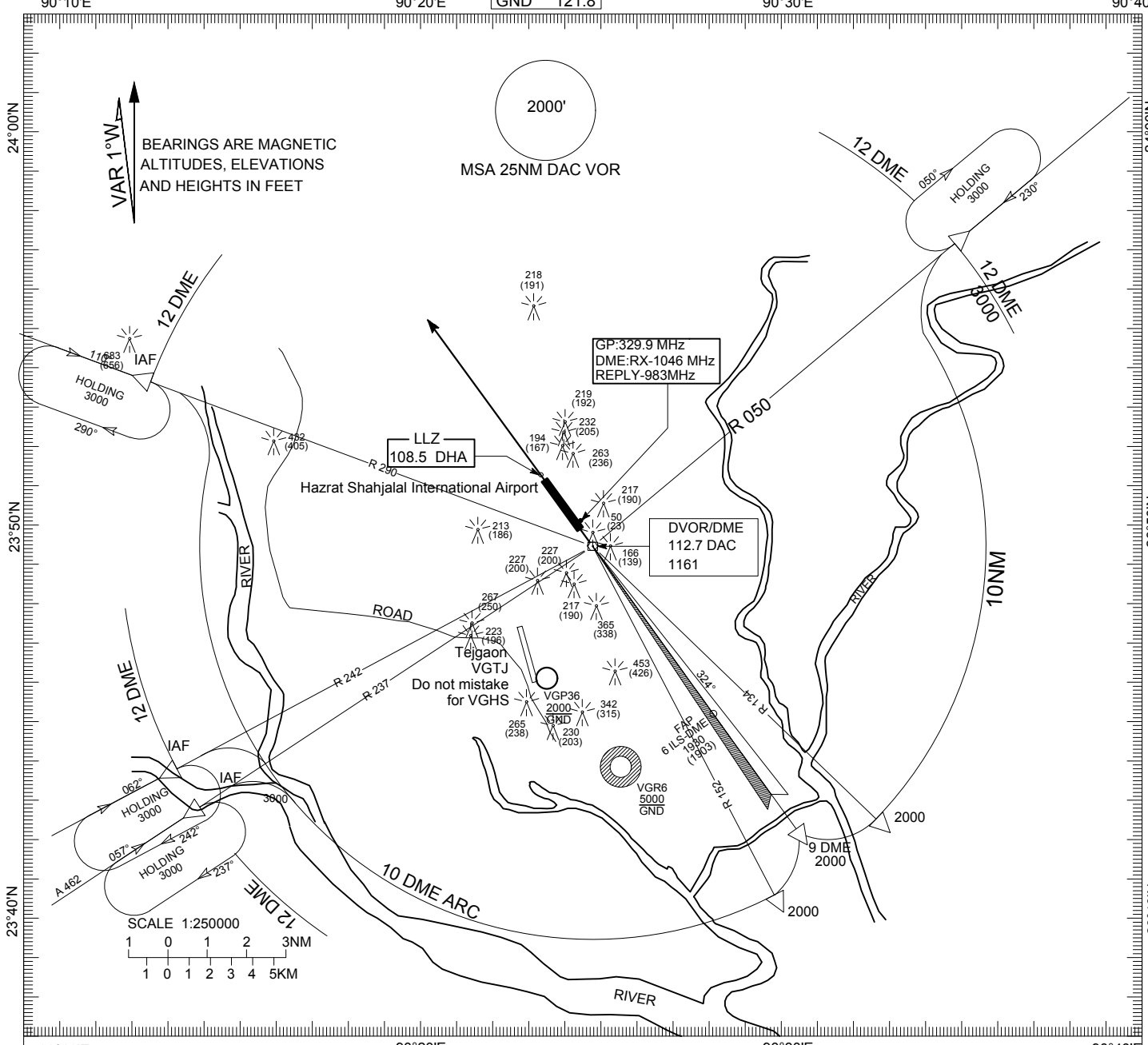
CAT		A	B	C	D
SPEED	KNOTS	90	120	150	180
RATE OF DESCENT	FT/MIN	480	635	795	955
MET MINIMA (m)	BALS	1200m			
	NALS	1400m			
	GP OUT	2000m(CAT A &B) & 2400m (CAT C &D)			

INSTRUMENT
APPROACH CHART
CHART-ICAO

ELEV 27 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

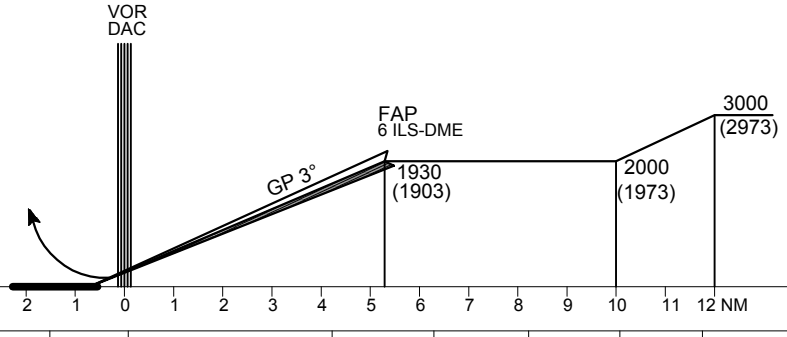


TRANSITION LEVEL FL 060

TRANSITION ALTITUDE 4000FT

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(OCH)	FULL	300 (270)	310 (280)	320 (290)	330 (300)
	GP OUT	350	350	350	350

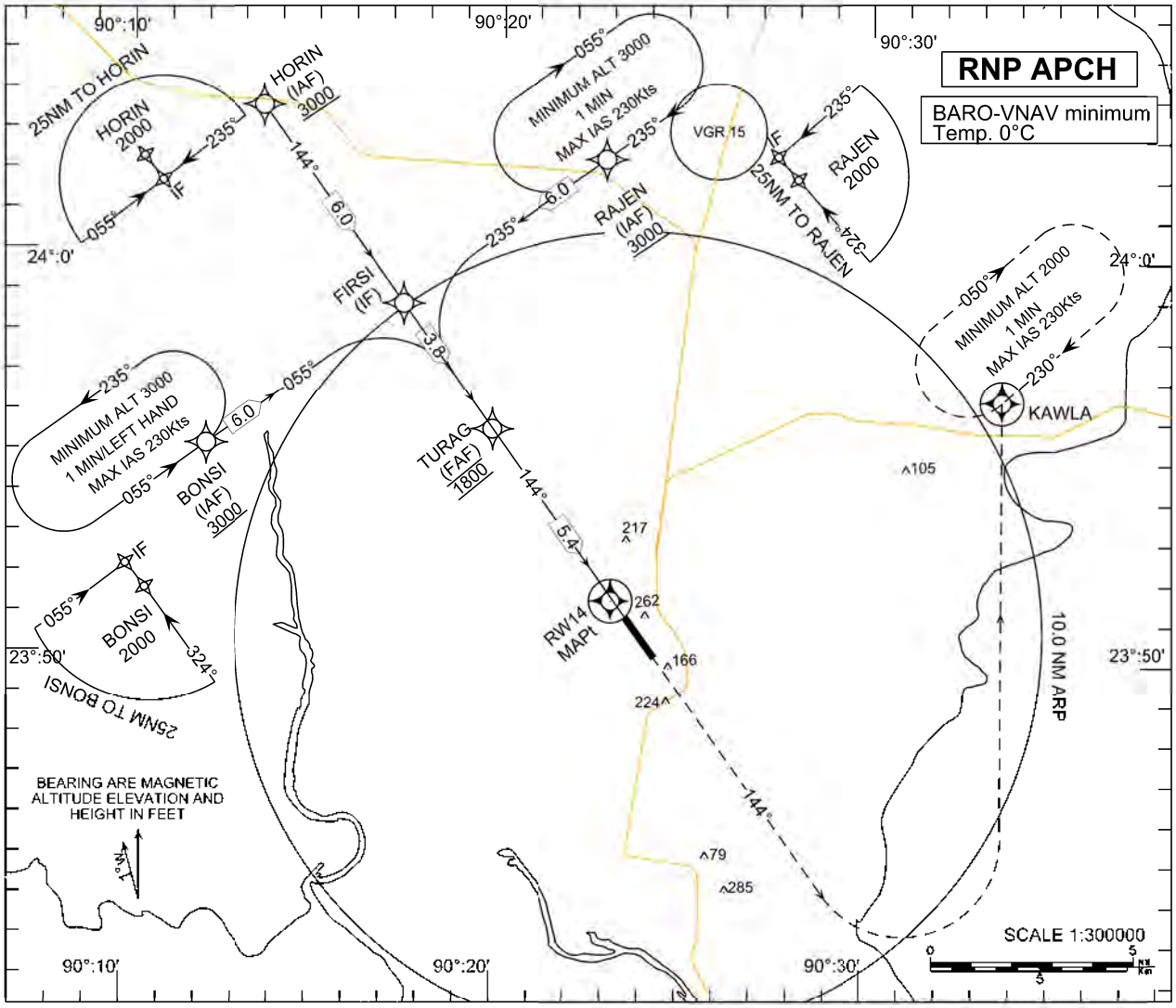
CAT		A	B	C	D
SPEED	KNOTS	90	120	150	180
RATE OF DESCENT	FT/MIN	480	635	795	955
MET MINIMA (m)	BALS	1200m			
	NALS	1400m			
	GP OUT	2000m(CAT A &B) & 2400m (CAT C &D)			

INSTRUMENT APPROACH CHART - ICAO

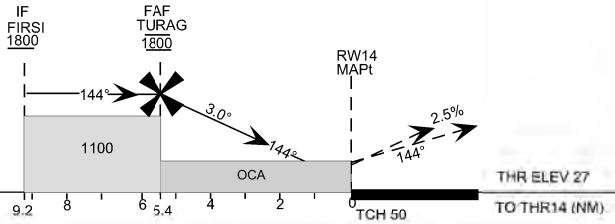
AERODROME ELEV 27FT
HEIGHTS RELATED TO
THR RWY14 - ELEV 27FT

TWR : 118.3 MHz (PRI)
119.3 MHz (SDBY)
SMC : 121.8 MHz

DHAKA, BANGLADESH
HAZRAT SHAHJALAL INT'L AIRPORT
RNP RWY14



TRANSITION LEVEL FL 060
TRANSITION ALTITUDE 4000FT



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	330 (303)			
	LNAV	430 (403)			
DISTANCE	5 NM to RW14	4 NM to RW14	3 NM to RW14	2 NM to RW14	1 NM to RW14
ALTITUDE	1670	1360	1040	720	400
(HEIGHT)	(1643)	(1333)	(1013)	(693)	(373)

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 THR14	MIN:S	03:36	02:42	02:09	01:48

Type of Approach	Visibility Minima (m)		
	FALS	BALS	NALS
LNAV/VNAV	800	1300	1500
LNAV	1300	1800	2000

CHANGE : CHART IDENTIFICATION CHANGED FROM RNAV TO RNP

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	-	-	-	-	+3000	-230	-	RNP APCH
20	TF	FIRSI	-	235° (234.5°)	L	6.0	+1800	-200	-	RNP APCH
10	IF	HORIN	-	-	-	-	+3000	-230	-	RNP APCH
20	TF	FIRSI	-	144° (143.8°)	-	6.0	+1800	-200	-	RNP APCH
10	IF	BONSI	-	-	-	-	+3000	-230	-	RNP APCH
20	TF	FIRSI	-	055° (053.8°)	R	6.0	+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	-	-3.0/50	RNP APCH
40	CA	RW14	-	144° (143.8°)	-	-	2000	-	-	RNP APCH
50	DF	KAWLA	Y	-	L	-	-	-230	-	RNP APCH
60	HM	KAWLA	Y	230° (229.5°)	R	-	2000	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY14 (LNAV/VNAV)	
WAYPOINT IDENTIFIER	COORDINATES
RAJEN (IAF)	24:02:18.16N 090:22:40.75 E
HORIN (IAF)	24:03:36.87 N 090:13:31.19 E
BONSI (IAF)	23:55:12.14 N 090:12:05.86 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)	23:51:18.11 N 090:23:18.62 E
KAWLA (MAHF)	23:56:02.19 N 090:33:00.88 E

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 ft T : 32° C (April)
4	MAG VAR	1^0 W in 1985 (Annual change negligible)
5	AD Operator, address, telephone, telefax , AFS	Civil Aviation Authority of Bangladesh Postal Address: Shah Amanat International Airport, Chattogram, Bangladesh. Telephone : APM : +88 02 41350100 Control Tower : +88 02 41350105 Fax : +88 02 41350101 E-mail : apmctg@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 Operator	0900 LT to 1700 LT except FRI, SAT and public 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	Fuelling	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, AVGas 100 LL, Limited Quantity stored in drums.
3	Fuelling facilities and capacity	Hydrant dispenser, Bowser refuelling,
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 possibilities	Yes
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: 7 AVBL: 7
2	Rescue equipment	AVBL to meet the ICAO requirement for CAT 7 and CAT 8
3	Disabled Aircraft Removal	Nil
4	Remarks	AD CAT 8 for firefighting is maintained as and when required.

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 66/R/C/X/T
2	Taxiway width, surface and strength	Width : 30 m (TWY A and B) Surface : Bituminous Concrete Strength : PCN 66/F/C/X/T
3	ACL location and elevation	Not designated
4	INS checkpoints	Not designated
5	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 manoeuvring 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 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	Chattogram Control Zone
	Lateral limits	A circle of 25 NM radius centered at Chattogram VOR (221527.90N 0914938.98E)
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	4000 ft
6	Remarks	Nil

1	Designation	Air Traffic Zone (ATZ)
	Lateral limits	ATZ is oval shaped area joining outer tangents of 5 NM (9 km) 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	4000 ft
6	Remarks	Nil

VGEG AD 2.18 AIR TRAFFIC SERVICES COMMUNICATIONS FACILITIES

Service designator	Call Sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
Aerodrome and Approach Control (Non-radar)	Chattogram Tower	118.4 MHz (PRI) 119.4 MHz (SRY)	HO	EMERG 121.5 MHz EM:A3
Surface Movement Control (SMC)	Chattogram Ground	121.8 MHz	HO	EM : A3
ATIS	Chattogram Information	127.6 MHz	HO	

VGEG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid variation	Ident	Frequency	Opr hr	Coordinates	Elev (FT) of DME Transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR	CTG	113.4 MHz	H24	22°15'27.90" N 91°49'38.98" E	---	373 m FM THR RWY 23, EM: A2
DME (En-route)	CTG	1168 MHz	H24	22°15'27.90" N 91°49'38.98" E	44	Co-located with D/VOR, EM : P9
NDB	---	---	---	---	---	Dismantled
ILS/LLZ RWY 23	ICG	110.5 MHz	HO	22°14'20.94" N 91°48'02.18" E	---	280 m FM THR RWY 05
ILS/GP RWY 23	---	329.6 MHz	HO	22°15'20.49" N 91°49'20.45" 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	---	---	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 FLIGHT PROCEDURES

As directed by ATC

VGEG AD 2.23 ADDITIONAL INFORMATION

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.

LIST OF HIGH MAST/ TOWER/HILL/CHIMNEY/ BUILDING/ BARRIER/ ANTENNA AROUND SHAH AMANAT INTERNATIONAL AIRPORT, CHATTOGRAM

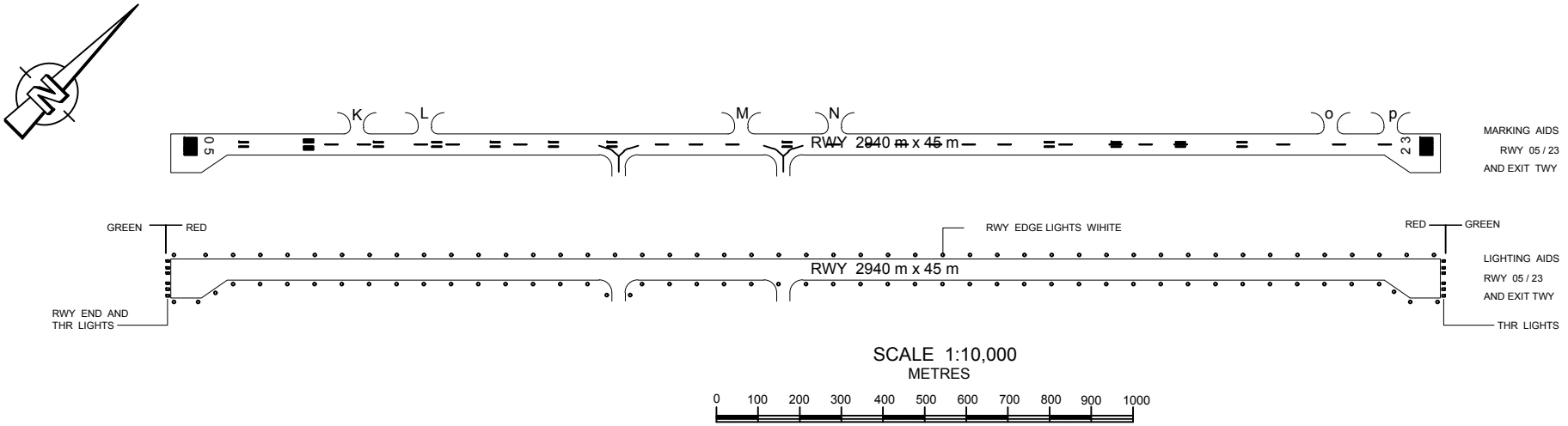
SL Nr.	Name of the significant obstacles/obstructions	Co-ordinates of the Obstacle	True Bearing FM REF point	Dist (m) FM ref Point	Elevation AMSL (ft)	LGT
1.	Control Tower	22°14'41.74" N 91°48'48.42" E	214°	1611	120.52	YES
2.	Water Tank	22°14'46.10" N 91°49'01.64" E	203°	1315	150.73	YES
3.	Radar Antenna	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.	NDB Mast	Dismantled				
6.	DVOR Mast	22°15'27.90" N 91°49'38.98" E	081°	556	43.77	YES
7.	GCA Radar	22°15'11.21" N 91°48'54.80" E	239°	833	61.67	NO
8.	Boat Club	22°15'54.95" N 91°49'44.84" E	038°	1167	75.08	YES
9.	C&E Squadron Building	22°15'29.86" N 91°49'01.47" E	285°	557	134.08	YES
10.	Robi Antenna, Laldiarchar	22°15'25.77" N 91°49'47.71" E	089°	796	125.08	YES
11.	Grameen Antenna, Bijoy Nagar	22°14'53.65" N 91°49'27.20" E	168°	1000	150.05	YES
12.	Radar Mast, Naval Academy	22°13'38.22" N 91°48'01.88" E	214°	3982	180.05	YES
13.	High Tension Grid Line, Salt Gola Crossing	22°18'11.82" N 91°47'47.90" E	332°	5760	343.52	YES
14.	High Tension Grid Line, Char Lakkha	22°18'04.96" N 91°48'13.40" E	339°	5260	338.82	YES
15.	BTCL Tower, T&T Head Office	22°19'29.18" N 91°48'41.15" E	351°	7575	393.78	YES
16.	Radisson Blue	22°20'54.18" N 91°49'23.15" E	0.52°	10112	353.65	YES
17.	BTCL Tower, Paradise Hill	22°20'20.33" N 91°50'02.89" E	007°	9167	409.94	YES
18.	Wide Mobile Tower, Crossing, Patia	22°17'34.99" N 91°52'22.51" E	052°	6575	211.63	YES
19.	Prilling Tower, Anwara	22°13'03.21" N 91°49'37.68" E	173°	4389	278.03	YES
20.	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
21.	AWOAS Antenna, SAIA, Patenga, Chattogram.	22°15'20.45" N	91°49'19.24" E	48.25	14.71
22.	Naval Hanger, SAIA, Airport road, South Patenga, Chattogram.	22°15'15.22" N	91°49'26.08" E	54.72	16.68
23.	Mobile Tower, BAF Shaheen College, Airport road, Patenga, Chattogram	22°15'56.60" N	91°48'51.58" E	110.07	33.55
24.	Baraka Patenga Power Ltd., Chinees Gate, Patenga, Chattogram.	22°14'19.24" N	91°48'47.26" E	116.08	35.38
25.	Academic Building BangaBondhu Complex, Naval Academy, Patenga, Chattogram.	22°13'46.68" N	91°48'01.44" E	131.75	40.15
26.	PDB Tower, Inside TSP Complex Area, EPZ, Chattogram.	22°16'22.32" N	91°47'50.80" E	146.87	44.76
27.	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
28.	Mobile Tower at Steel Mill Bazar, Narikel Tala, Patenga, Patenga, Chattogram.	22°16'32.71" N	91°47'09.82" E	144.21	43.95
29.	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
30.	CO_2Stripper, ChattogramUreaFertilizerLtd., Anwara, Anwara, Chattogram.	22°12'55.83" N	91°49'36.20" E	249.50	76.04
31.	High Tension Grid Line, Approch Fanel Area, Fakirnir Hat, Karnafuly, Chattogram.	22°16'14.40" N	91°50'53.18" E	102.82	31.34
32.	High Tension Grid Line, Approch Fanel Area, Fakirnir Hat, Karnafuly, Chattogram.	22°16'17.66" N	91°50'46.81" E	115.57	35.23
33.	High Tension Grid Line, Approch Fanel Area, Fakirnir Hat, Karnafuly, Chattogram.	22°16'20.66" N	91°50'39.78" E	99.21	30.24
34.	High Tension Grid Line, Approch Fanel Area, Fakirnir Hat, Karnafuly, Chattogram.	22°16'23.66" N	91°50'33.60" E	107.94	32.90
35.	High Tension Grid Line, Approch Fanel Area, Fakirnir Hat, Karnafuly, Chattogram.	22°16'27.97" N	91°50'24.40" E	106.77	32.54

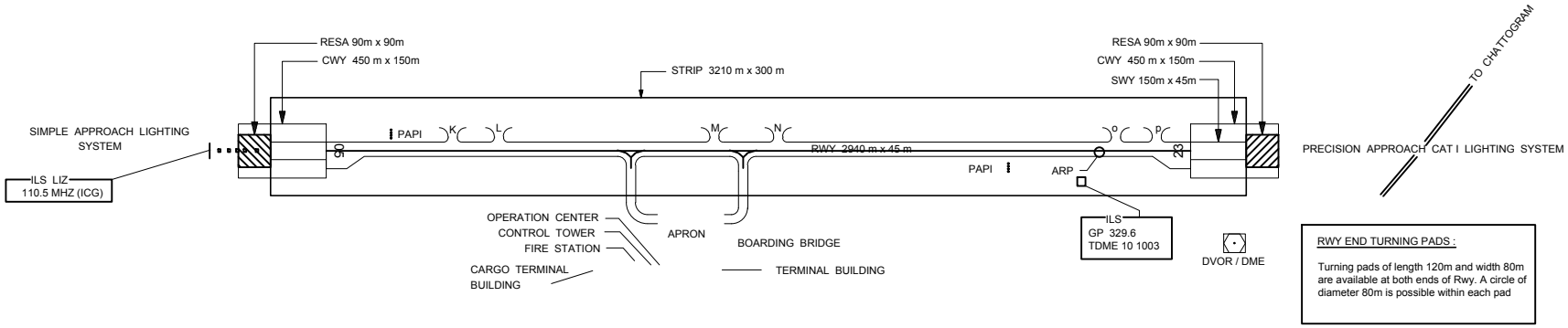
AERODROME CHART-ICAO

SHAH AMANAT INTERNATIONAL AIRPORT, CHATTOGRAM

MAGNETIC VARIATION 1° W



SHAH AMANAT INTERNATIONAL AIRPORT, CHATTOGRAM

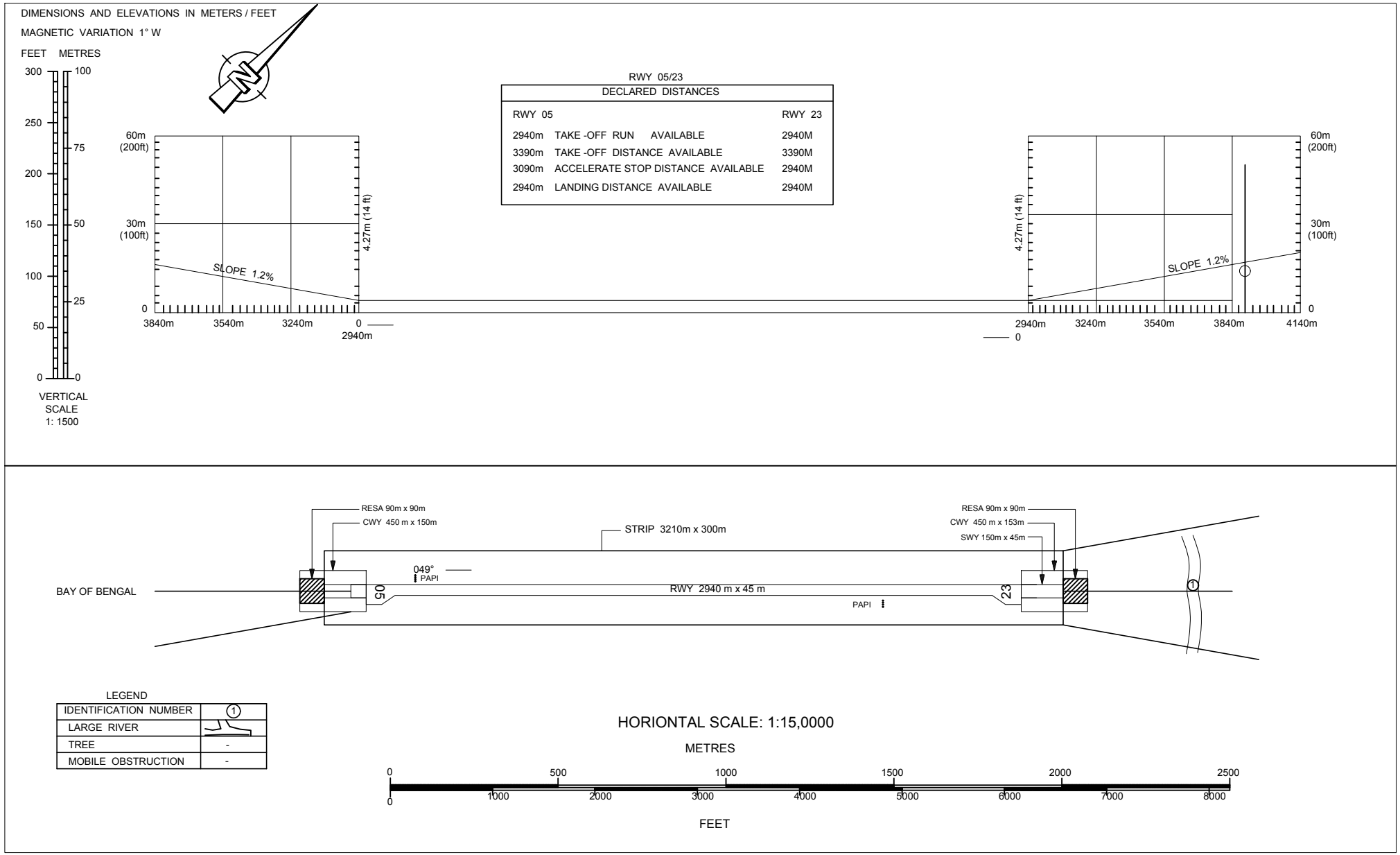


RWY END TURNING PADS :

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

AERODROME OBSTACLE CHART - ICAO TYPE A

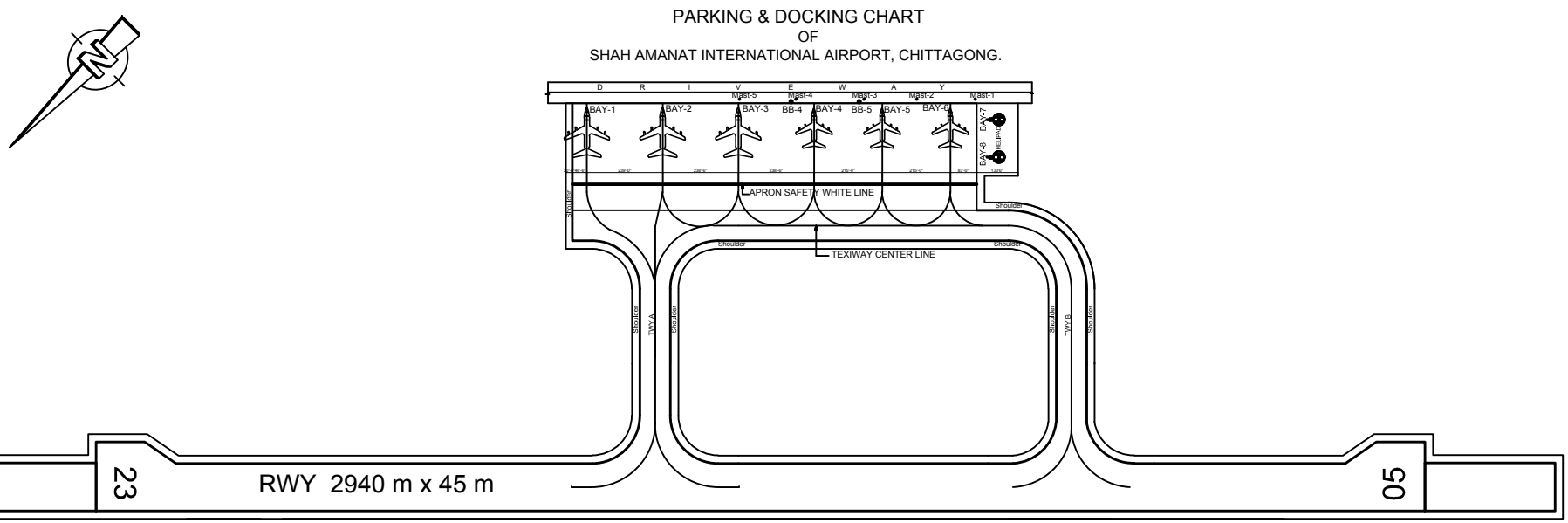
SHAH AMANAT INTERNATIONAL AIRPORT, CHATTOGRAM



PARKING AND DOCKING CHART

SHAH AMANAT INTERNATIONAL AIRPORT, CHATTOGRAM

MAGNETIC VARIATION 1° W



Electrical Mast Hight 25m

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

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

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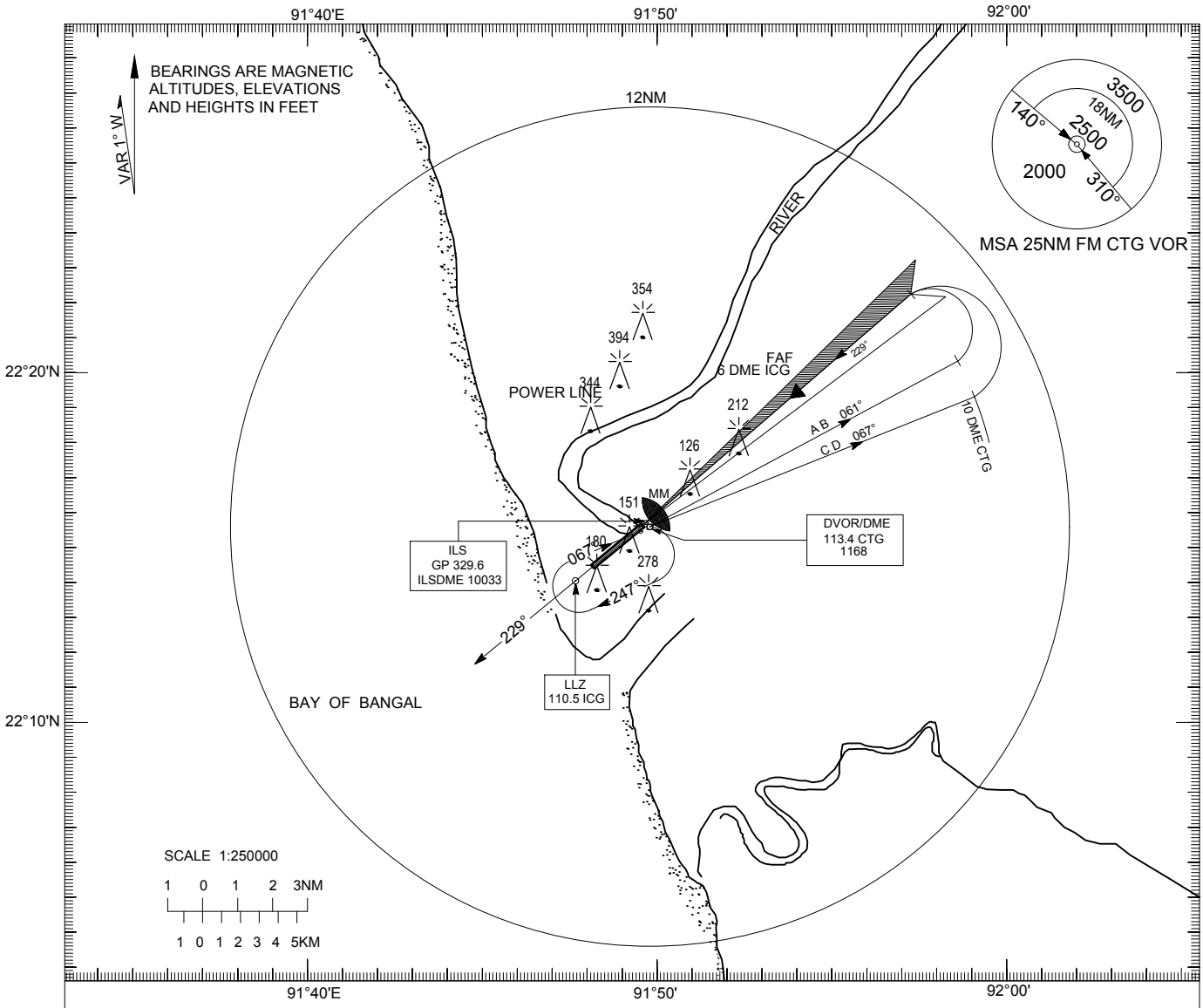
INSTRUMENT
APPROACH
CHART-ICAO

ELEV 14 FT
HEIGHTS RELATED
TO AD ELEV

TWR 118.4(PRI)
119.4(SRY)

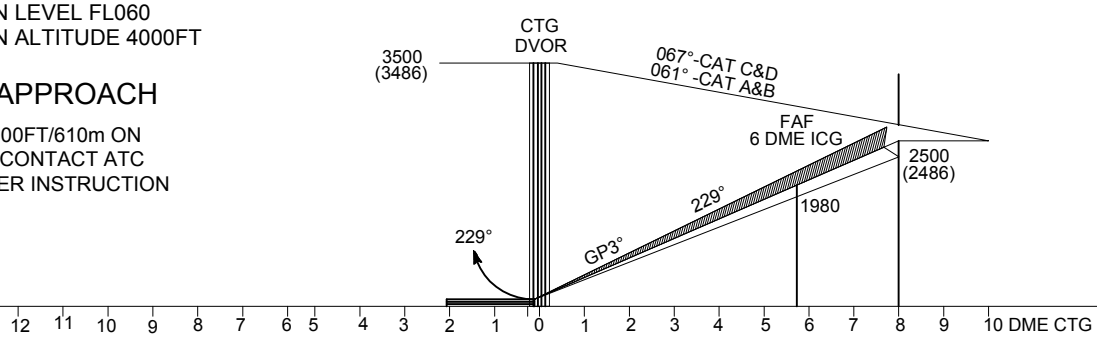
CHATTOGRAM, BANGLADESH
SHAH AMANAT INT'L. AIRPORT
VOR ILS DME RWY 23



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)

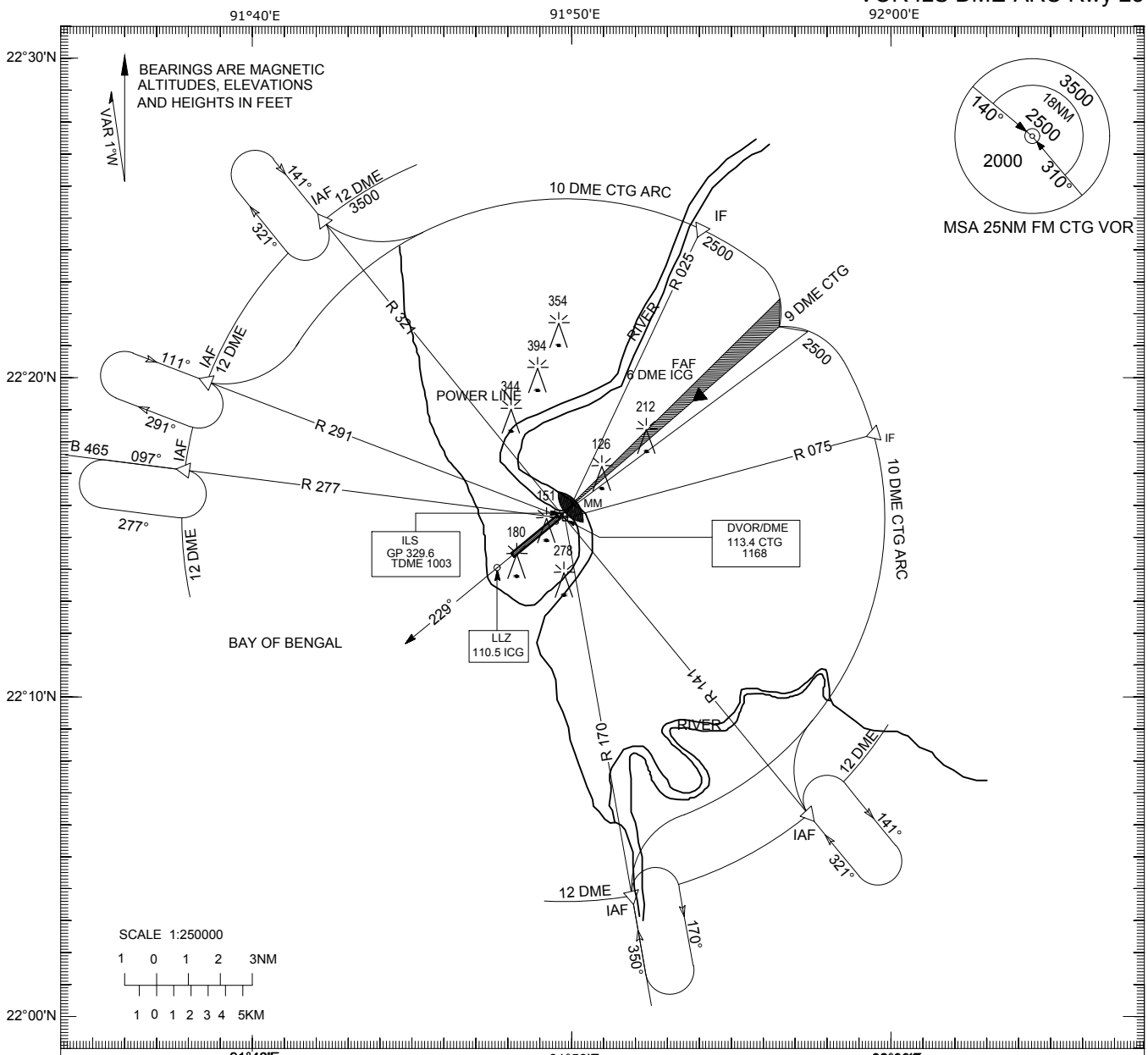
CAT		A	B	C	D
SPEED	KNOTS	90	120	150	160
RATE OF DESCENT/GS	FT/MIN	400	635	795	955
FAF TO THR 23 6 NM	MIN:S	4:06	3:04	2:27	2103
MET MINIMA(M) VIS (RVR)	FULL	1000 (800)			
	ALS OUT	1400			
	GP OUT	2400			

INSTRUMENT APPROACH CHART-ICAO

ELEV 14 FT
HEIGHTS RELATED TO AD ELEV

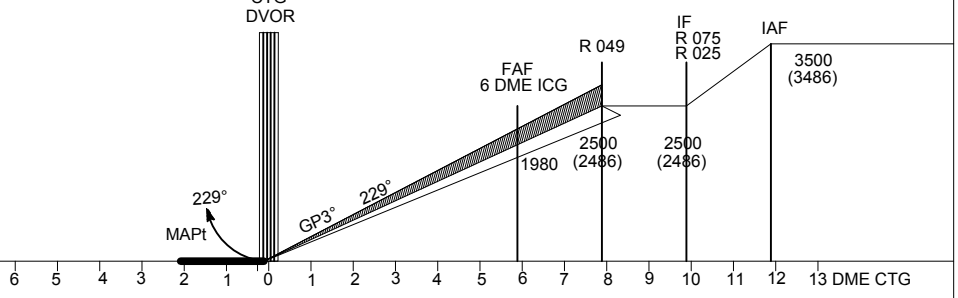
TWR 118.4(PRI)
119.4(SRY)

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		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	2103
MET MINIMA(M) VIS (RVR)	BALS	1000 (800)			
	NALS	1400			
	GP OUT	2400			

VGSY AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VGSY AD 2.22 FLIGHT PROCEDURES

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VGSY AD 2.23 ADDITIONAL INFORMATION

→ There is an overhead electrical distribution line (Electric poles) of approximate height 50 ft across the approach path of RWY 29, approximate distance from the THR 29 is 550 m.

VGSY AD 2.24 CHARTS RELATED TO OSMANI INT'L AIRPORT, SYLHET

ICAO CHARTS			
	CHART TYPE	PAGE NR. (VGSY)	
1	AERODROME CHART	AD 2-9	
2	PARKING CHART	AD 2-10	
3	INSTRUMENT APPROACH CHART	AD 2-11 to AD 2-21	

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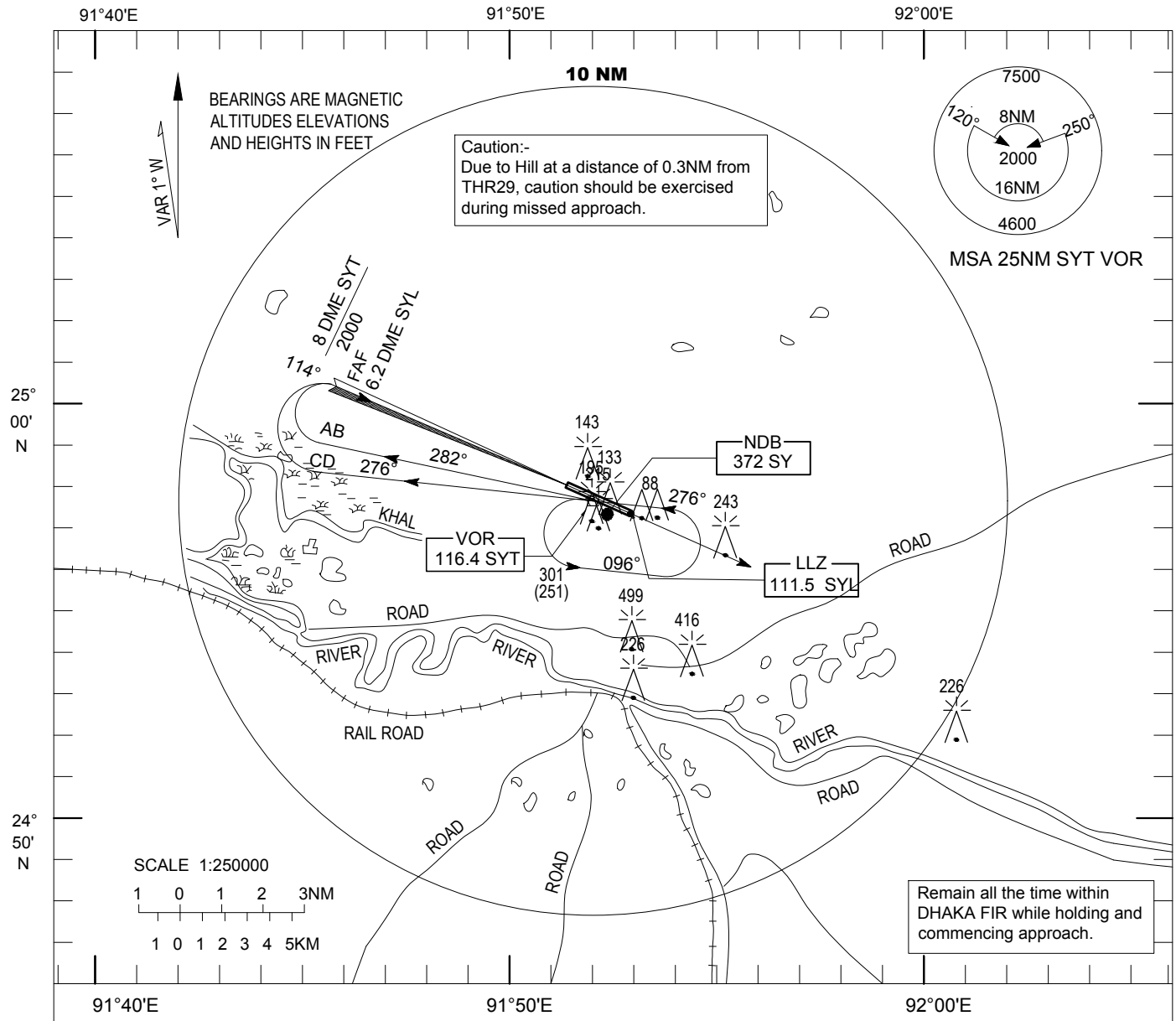
INSTRUMENT APPROACH CHART- ICAO

ELEV 50FT
HEIHGTS RELATED TO AD ELEV

TWR 122.9(PRI)
122.5(Stand by)

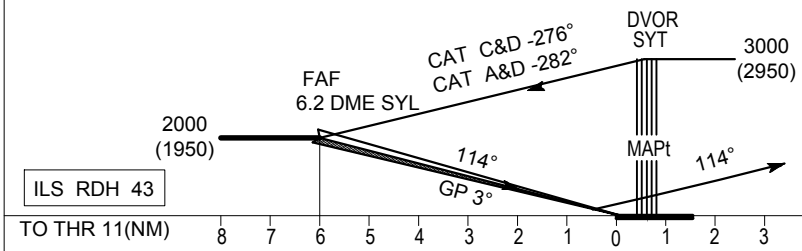
SYLHET, BANGLADESH
OSMANI INTERNATIONAL
VOR/ILS/DME RWY 11



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)

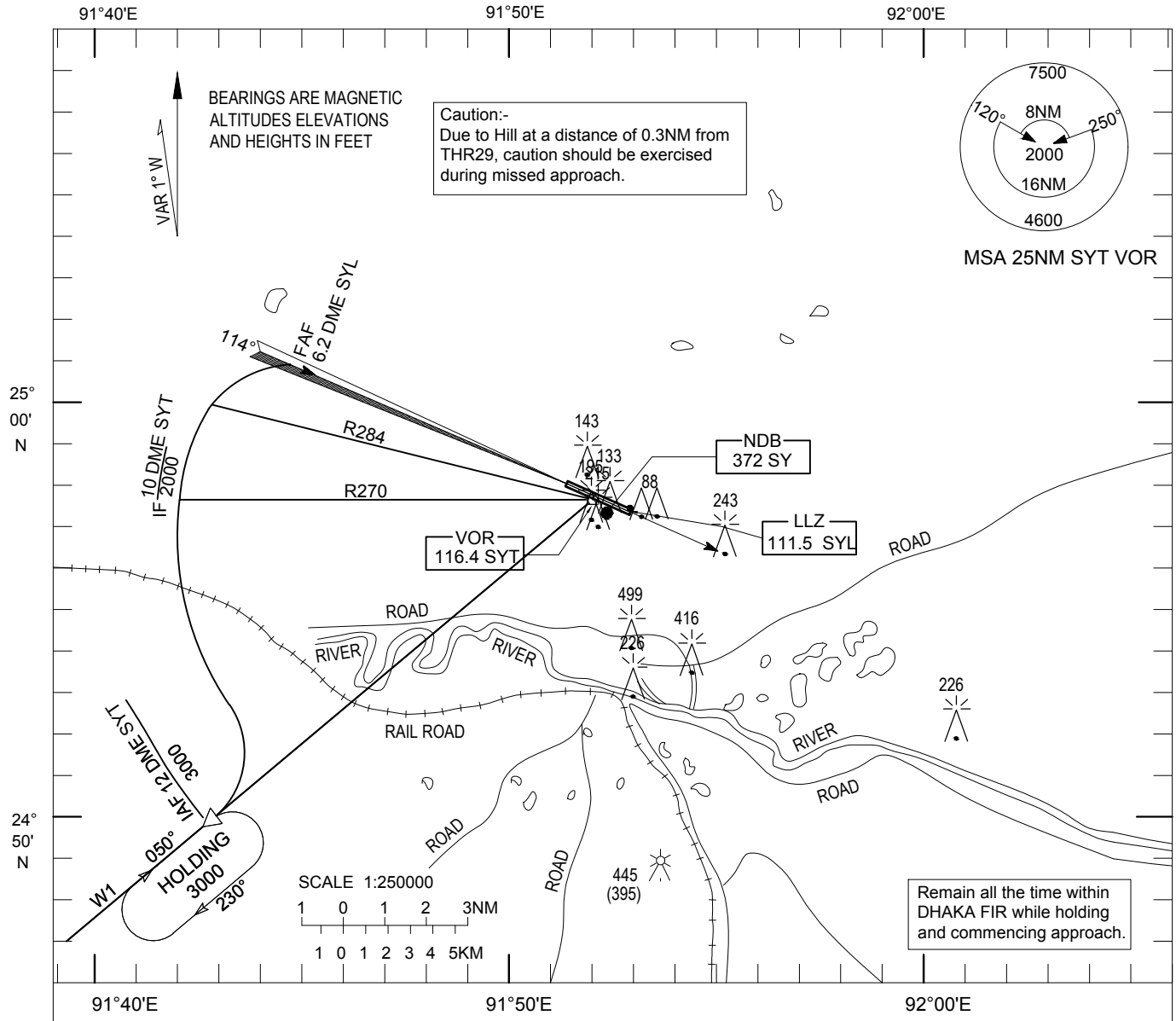
CAT		A	B	C	D
SPEED	KNOTS	90	120	150	180
RATE OF DESCENT/GS	FT/MIN	480	635	795	956
FAF TO THR11	MIN:S	3:54	2:55	2:20	1:57
MET MINIMA (m)	FULL	VIS: 800m, RVR: 800m			
	ALS OUT	VIS: 1400m			
	GP OUT	2000m(CAT A,B) & 2800m(CAT C,D)			

INSTRUMENT APPROACH CHART- ICAO

ELEV 50FT
HEIHGTS RELATED TO AD ELEV

TWR 122.9(PRI)
122.5(Stand by)

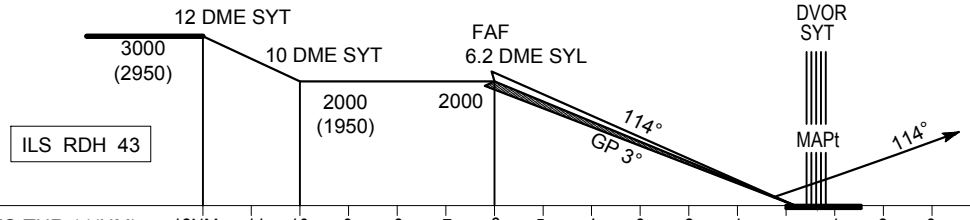
SYLHET, BANGLADESH
OSMANI INTERNATIONAL
VOR/ILS/DME-ARC RWY 11

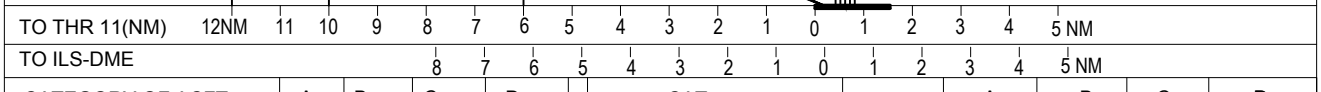


TRANSITION LEVEL FL 060
TRANSITION ALTITUDE 4000FT

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	956
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)			

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	45′ W in 1967 (Annual Change Negligible)
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 & Defence 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 ft. 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, Bogura	24 49 08N 089 23 00E	128° 4.6 NM (8.5 km)	247	Yes/Yes
RWY 12	Kahalu RF Fadiating Mast	24 51 56N 089 16 11E	269° 2.6 NM (4772 m)	466	Yes/Yes
In Circling Area					
RWY-30/12	BRU LOS Tower	24 53 05N 089 20 49E	056° 1.97 NM (3648 m)	374	Yes/Yes

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	119.61^0(T)	3000 X 100	PCN 13/F/C/Y/T Bituminous Concrete	24 52 07N 08 91 846E	59 ft	--
30	299.61^0(T)	3000 X 100	PCN 13 F/C/Y/T Bituminous Concrete	24 51 53N 089 19 13E	59 ft	--

RWY Designator	SWY Dimensions (Feet)	CWY Dimension (Feet)	Strip Dimensions (Feet)	OFZ	Remarks
	8	9	10	11	12
12	500 X 100	1000X300	5000X300	Within the CWY	At Both the Undershoot Areas there are small Cluster of Villages.
30	500 X 100	1000 X 300	5000 X 300	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	3000	4000	3500	3000	Nil
30	3000	4000	3500	3000	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 feet
3	Airspace Class	D
4	ATS Unit Language	Bogura Tower English
5	Transition altitude	4000 feet
6	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	128.7 MHz (PRI) 121.8 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	Coordination	Elevation of DME Transmitting Antenna	Remarks
1	2	3	4	5	6	7
NDB	BG	336 KHz	HO	--	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 BOGURA AIRFIELD ←

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	1^0 W (Annual change negligible)
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 Control TWR : +880 2 55061673
6	Types of traffic permitted	IFR/VFR
7	Remarks	Nil

VGBR AD 2.3 OPERATIONAL HOURS

SL Nr.	Services	Hours
1	Aerodrome Administration	0900 L T to 1700 L T; FRI & SAT closed
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	Fuelling	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 airport available at town
2	Restaurant accommodation	Limited at the airport, unlimited at town
3	Transportation available	Buses, Rickshaws, tempo
4	Medical facilities	Only first Aid avbl.
5	Banks and Post Office	AVBL near airport (Khanpura, Babugonj)
6	Tourist office	AVBL at town
7	Remarks	NIL

VGBR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fighting	CAT : 5 AVBL : 5
2	Rescue Equipment	Limited
3	Disabled Aircraft Removal	NIL
4	Remarks	NIL

VGBR AD 2.7 SEASONAL AVAILABILITY CLEARING

2.7.1 The airport is available for all seasons. Side stripes become unusable during monsoon. There is no requirement for clearing.

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	ACL location and elevation	Not designated
4	Remarks	Nil

VGBR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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	RWY marking 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	

VGBR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

2.11.1 Weather observation will be collected from Meteorological observatory on phone 0431-62811, Barishal (Location 15 km from the airport).

VGBR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designator RWY NR	True & MAG 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	174^0	1829X 30	PCN 17/F Bituminus concrete	224833.89N 0901800.14E	10	0.0%
35	354^0	1829X 30	PCN 17/F Bituminus concrete	224734.83N 0901806.92E	10	0.0%

Designator RWY NR	Stop way Dimensions (m)	CWY Dimensions (m)	RESA (m)	Strip Dimensions (m)	OFZ	Remarks
8	9	10	11	12	13	14
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	RESA introduced
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 centred 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	4000 ft
6	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 128.1 MHz Sdby 129.3 MHz	HO	Nil

VGBR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid variation	Ident	Frequency	Opr hr	Coordinates	Elevation of NDB transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	BL	368 kHz	HO	224752.17N 0901752.23E	63.66 ft	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:**

Before passing information required by start-up of engines, Barishal information will co-ordinate with Dhaka area control center regarding flight level. Aircraft will not climb higher than 300 ft if co-ordination cannot be made for higher altitude by Barishal information or by the aircraft with Dhaka Area Control Center.

1.2 **Arrival:**

Dhaka area control center will not issue clearance to the aircraft to descend below 400 ft without coordination with Barishal Tower (through HF or through aircraft). Dhaka ACC will allow the aircraft to change to Barishal Tower when aircraft establish contact with Barishal and is ready to change over.

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 Operators are responsible for security of 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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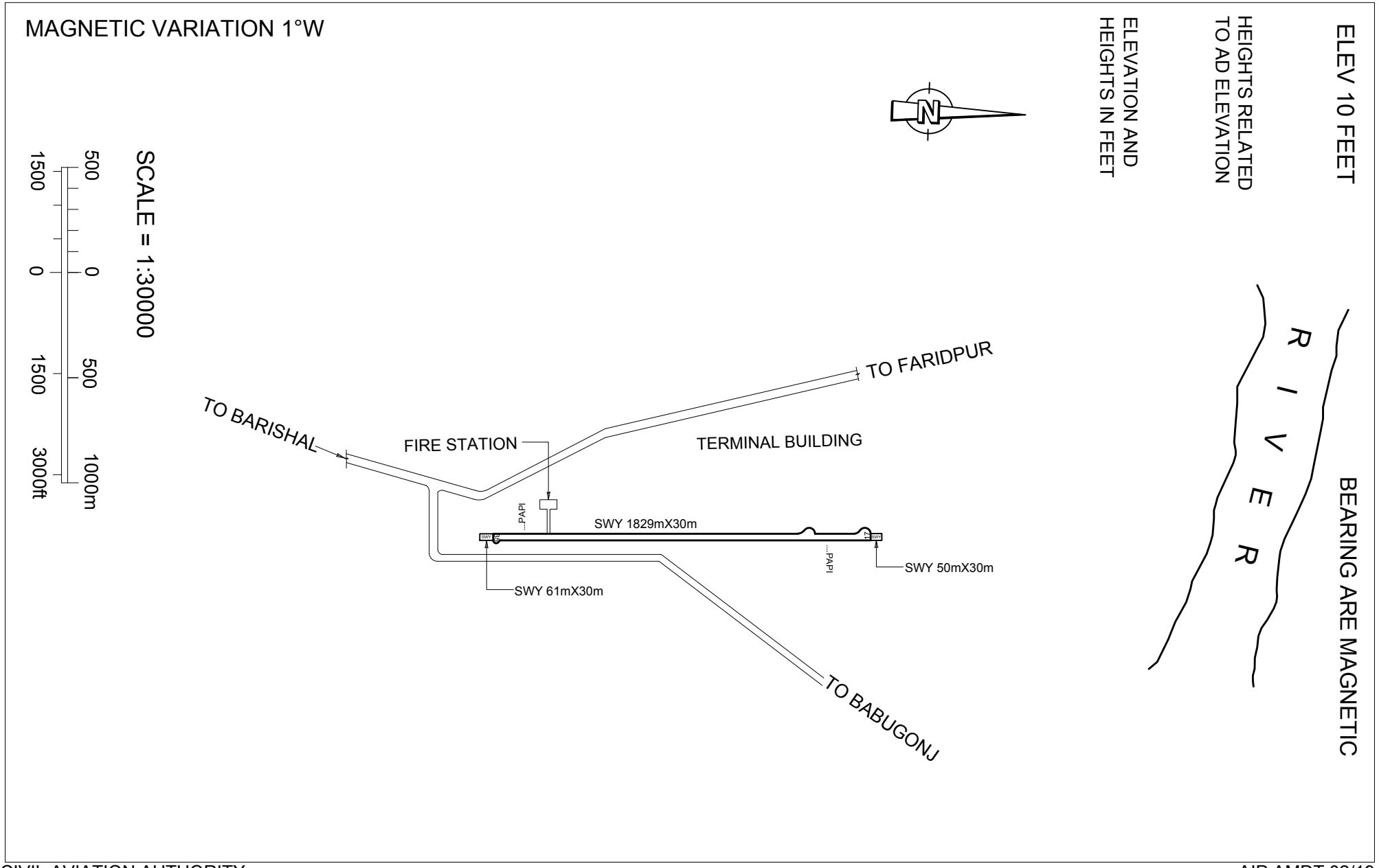
AERODROME CHAART - ICAO TYPE-A

TYPE-A



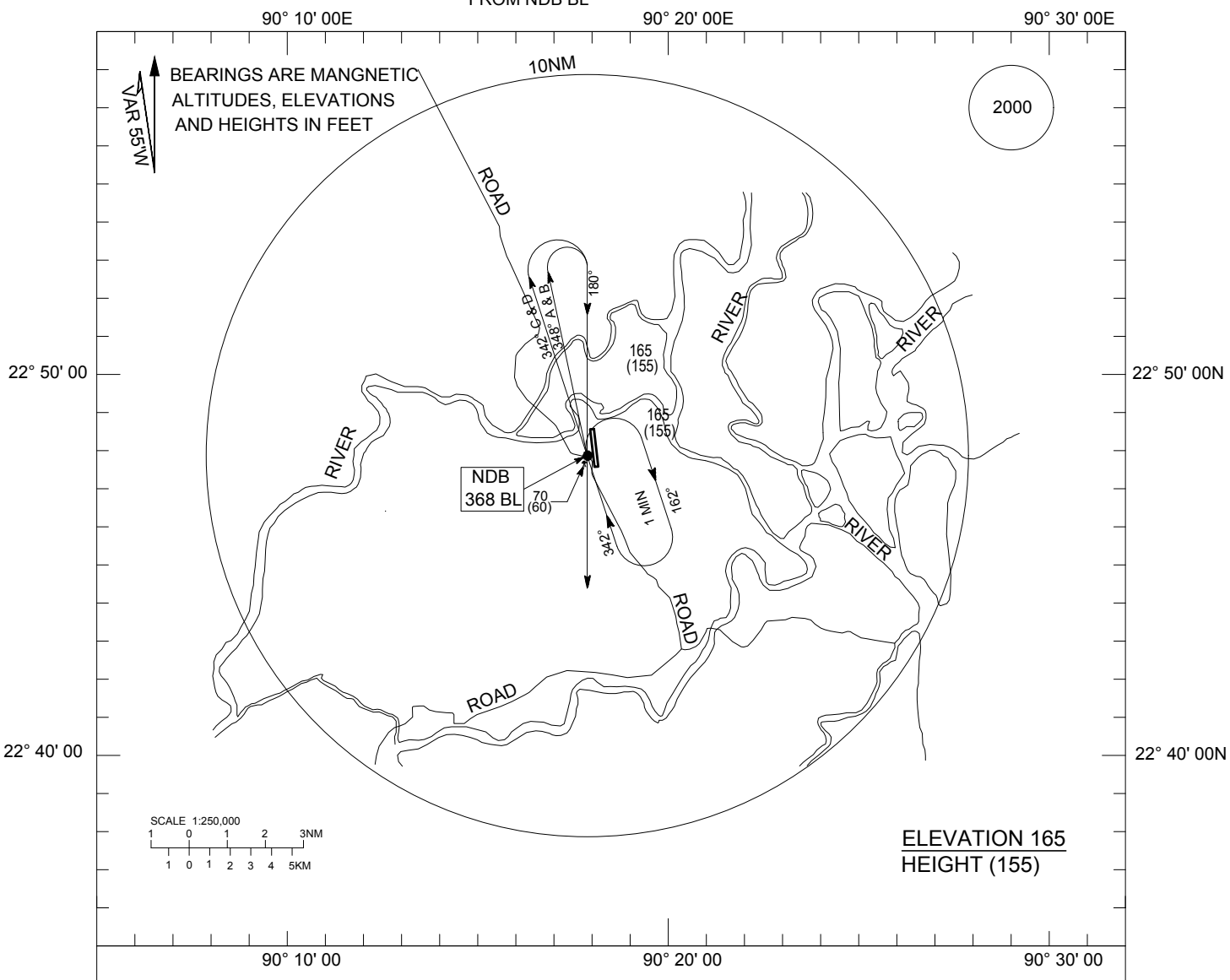
INSTRUMENT APPROACH CHART-ICAO

ELEV 10 FT
HEIGHTS RELATED TO AD ELEV

MSA 25 NM FROM NDB BL

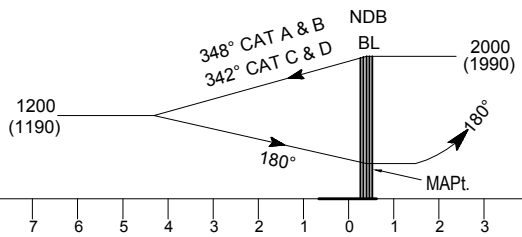
TWR 128.1
Stand by 129.3

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

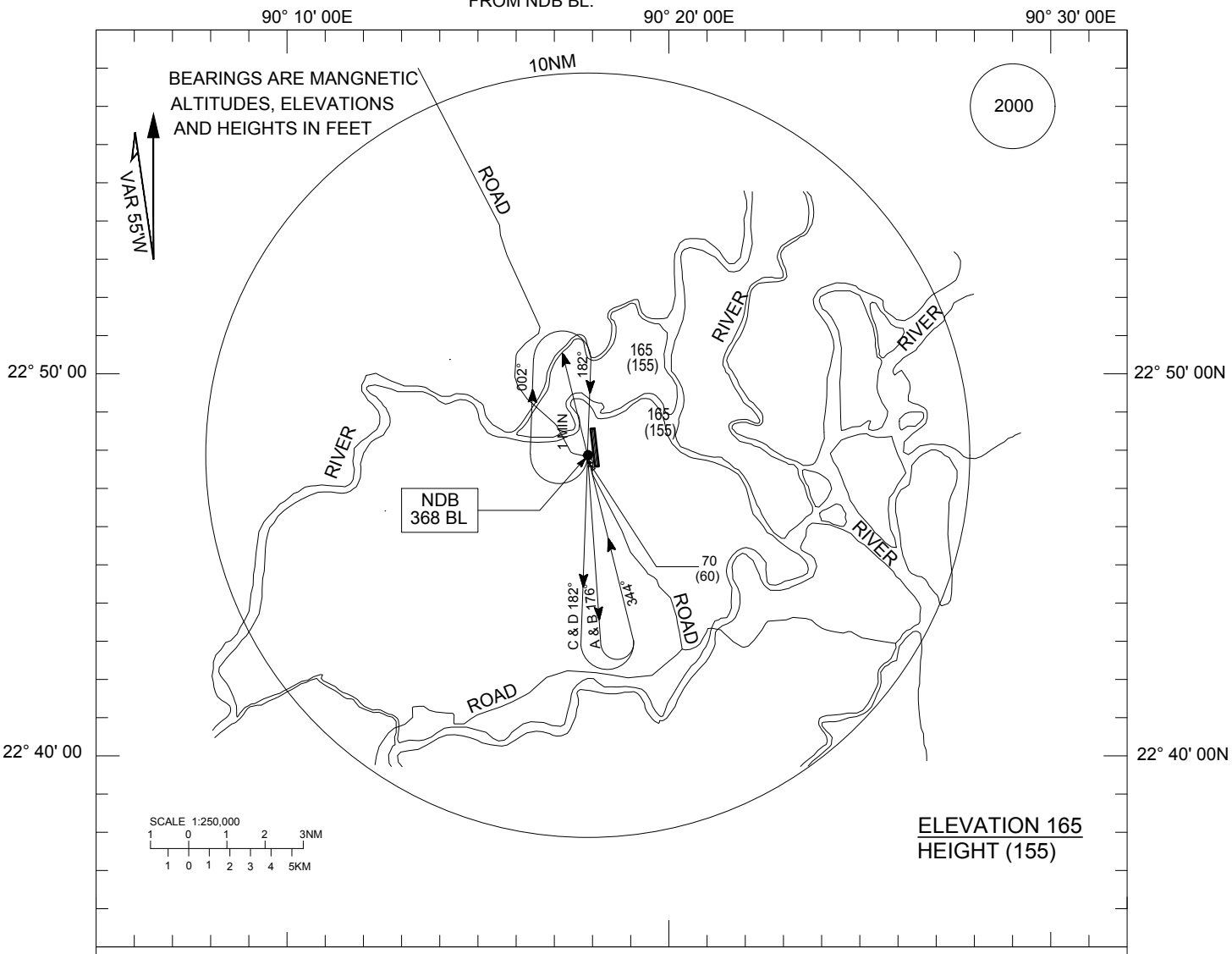
INSTRUMENT APPROACH CHART-ICAO

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

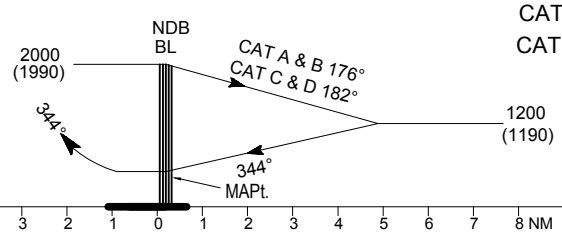


TRANSITION LEVEL FL 060
TRANSITION ALTITUDE 4000FT

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

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	212658.28 N 915753.58 E , Centre of the RWY.
2	Distance and direction from city	02 km from city centre
3	AD elevation/reference temperature	12 ft/ 34^{0}C
4	MAG VAR	50'' 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- 0341-64479 (Off), 0341-64075 (Res) TWR : +88-0341-62010
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	0900 LT to 1700 LT except FRI & SAT
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	Nil
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	AVBL
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 AVBL: 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
2	Taxiway width, surface and strength	Width:15 M Surface: Bituminous Concrete Strength: PCN 63/R/C/W/T
3	ACL location and elevation	Not designated
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

VGJR AD 2.10 AERODROME OBSTACLES

SI.Nr	Name of the Critical Points/Obstacles/Structures	WGS-84 Co-ordinates		Elevation	Remarks
		Latitude	Longitude	Feet	
1.	DVOR	23°12'06.37" N	89°09'10.37" E	50	
2.	NDB	23°10'30.57" N	89°09'42.31" E	79	
3.	Control Tower	23°10'38.17" N	89°09'38.85" E	127	
4.	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	
5.	Civil Apron Mast Light 1	23°10'37.42" N	89°09'39.81" E	103	
6.	Civil Apron Mast Light 2	23°10'34.43" N	89°09'41.26" E	104	
7.	Civil Apron Mast Light 3	23°10'31.30" N	89°09'42.88" E	104	
8.	Police Line Mast	23°10'25.16" N	89°11'42.16" E	227	
9.	DGFI Mast, Jashore Cantonment	23°10'27.47" N	89°11'08.49" E	181	
10.	Wind Socks RWY-34	23°10'35.06" N	89°09'48.12" E	42	
11.	Wind Socks RWY-16	23°11'31.10" N	89°09'29.52" E	46	
12.	Noapara Radio Mast	23°02'55.91" N	89°22'47.00" E	400	
13.	Arresting Barriers	---	---	31	386 ft fm RWY 16, 94 ft fm THR RWY 34
14.	VDF Aerial Mast	---	---	110	173^0 MAG fm THR RWY 16
15.	GCA Radar	---	---	60	1179 m (SE) fm THR RWY 16 and 132.08 m off set fm RWY centre line
16.	Rajarhat Mast	230830.60N	891432.46E	318	5NM on BRG 111^0 M fm Control TWR
17.	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	HJ
3	Office responsible for TAF preparation Periods of validity (Hours)	Hazrat ShahjalalIntl (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	
9	ATS units provided with information	TWR
10	Additional information	Tel: Nil

VGJR 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 (FT)	Slope of RWY-SWY
1	2	3	4	5	6	7
16	157^0 TRUE	2438X45	PCN 18F/C/Y/T Bituminous concrete	231137.94 N 890922.92 E	20	0%
34	337^0 TRUE	2438X45		231025.65 N 890955.32 E	20	0%

Designator RWY NR	SWY dimensions (m)	CWY dimensions (m)	RESA	Strip dimensions (m)	OFZ	Remarks
	8	9	10	11	12	13
16	NIL	150 X 150	90X90	2618 X 150	Within the CWY	Nil
34	60 X 45	210 X 150	90X90	2618 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	2438	2588	2438	2438	Due to introduction of RESA
34	2438	2648	2498	2438	

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	Six green LGT	PAPI	NIL	NIL	60 m apart 73 Nr White Omni-directional with fixed intensity	END: Avbl 6 Red LGT Unidirectional	NIL	Kerosene flares avbl
34	NIL	Six green LGT	PAPI	NIL	NIL	60 m apart 73 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	4000 ft
6	Remarks	NIL

VGJR 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	Jashore Tower	123.2 MHz (PRI) 123.9 MHz (SRY)	HO	EM: A3
Surface Movement Control (SMC)	Jashore Ground	121.8 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
NDB	--	--	--	--		Dismantled
D/VOR	JSR	113.0 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

NIL

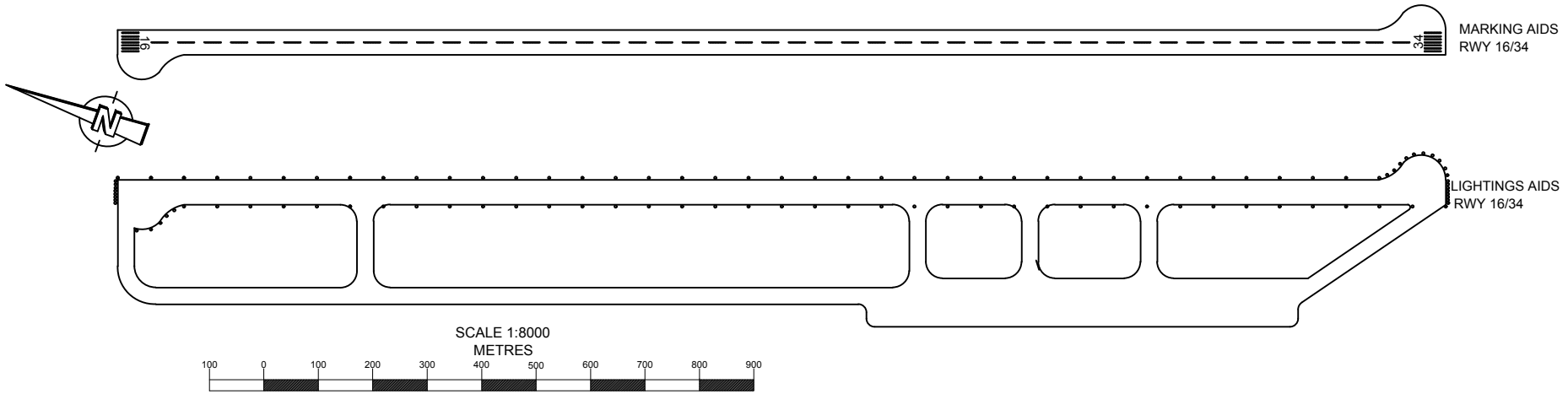
VGJR AD 2.24 CHARTS RELATED TO JASHORE AIRPORT

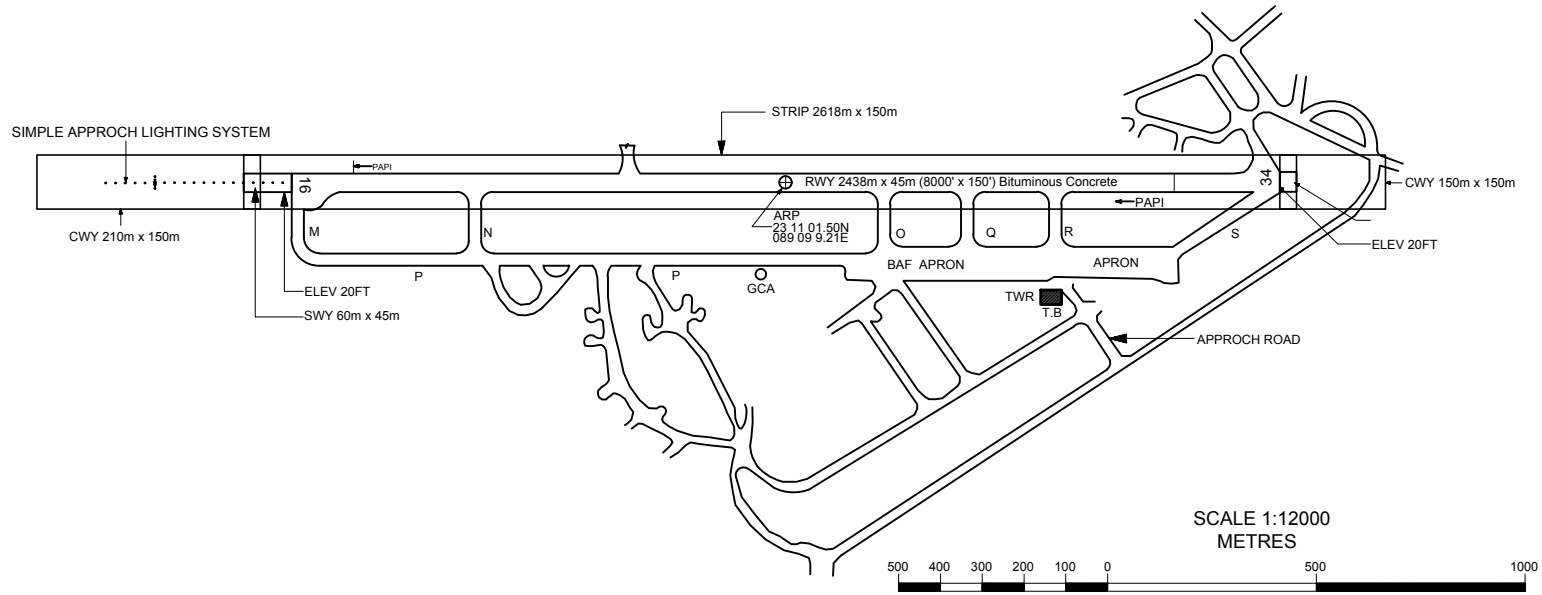
ICAO CHARTS		
Nr	TYPE OF CHART	PAGE NR (VGJR)
1.	AERODROME CHART	AD 2-7
2.	INSTRUMENT APPROACH CHART	AD 2-9 to AD 2-15

AERODROME CHART-ICAO
TYPE-A

JASHORE AIRPORT, JASHORE

MAGNETIC VARIATION 1°W



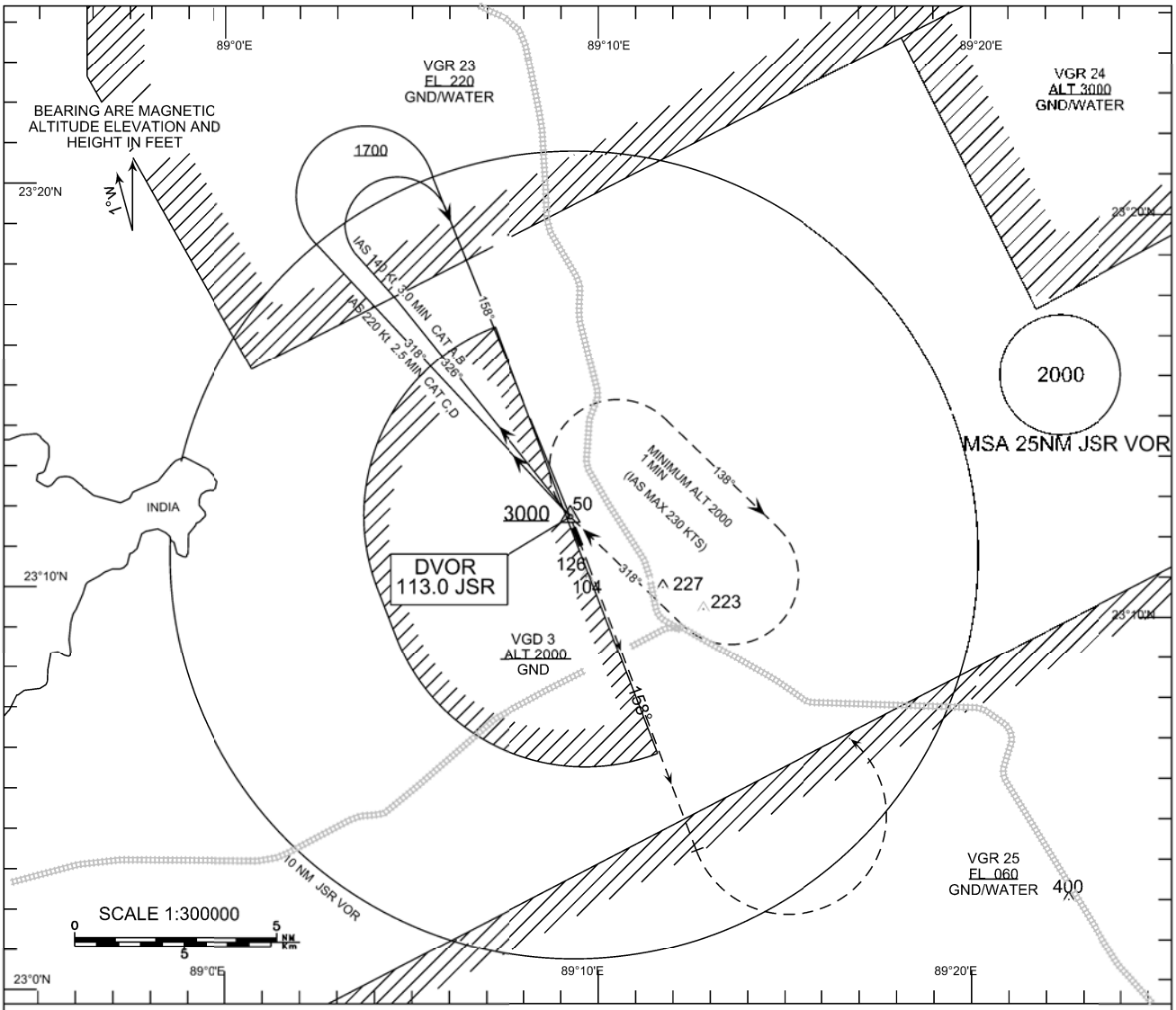


INSTRUMENT APPROACH CHART - ICAO

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

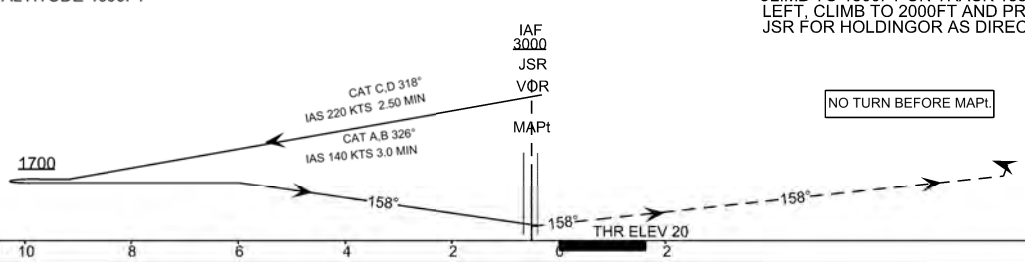
JASHORE, BANGLADESH
JASHORE AIRPORT
VOR X RWY16



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

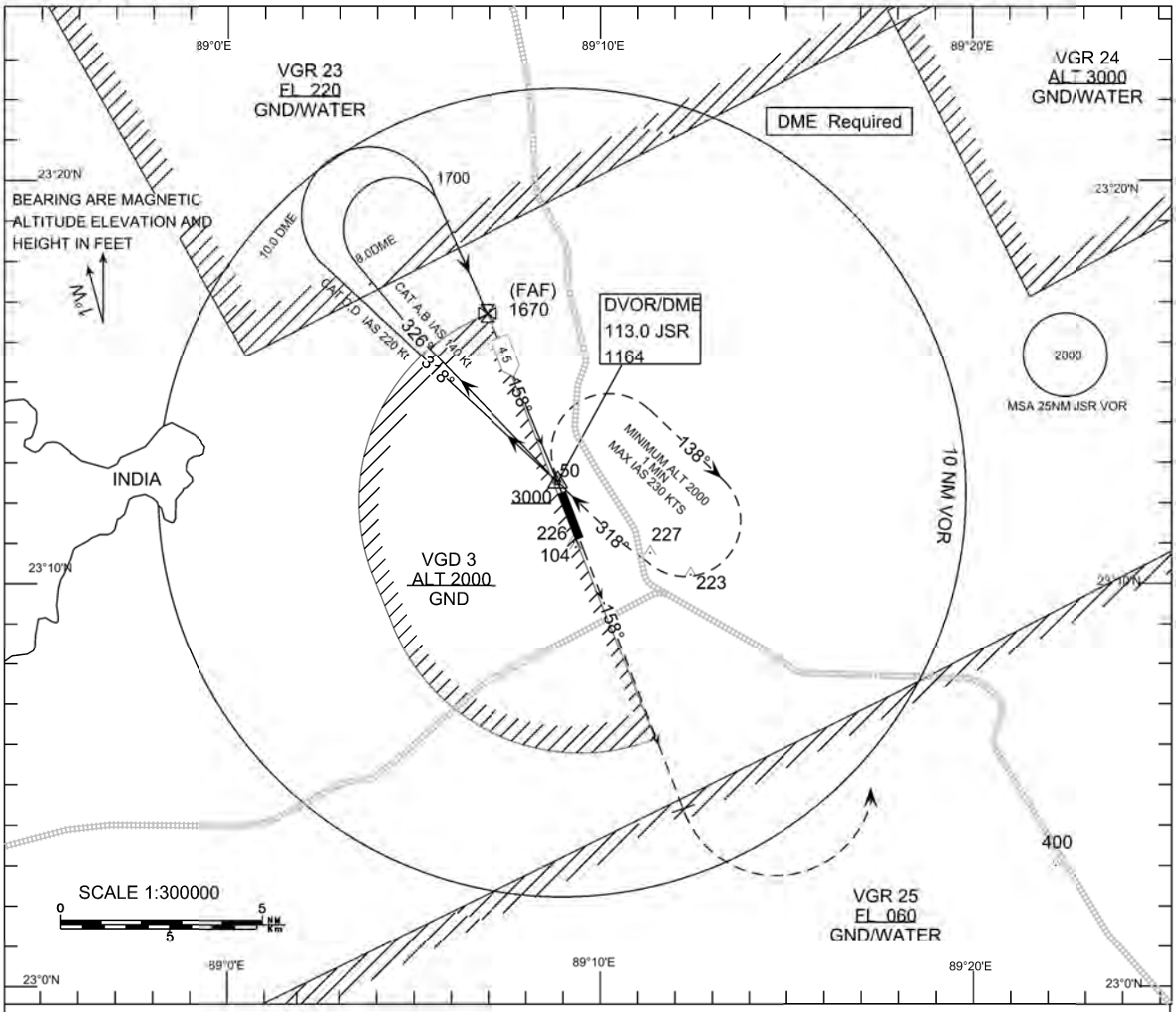
MINIMA	BALS	NALS
VISIBILITY (m)	1700	2000
RVR (m)	1300	1500

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

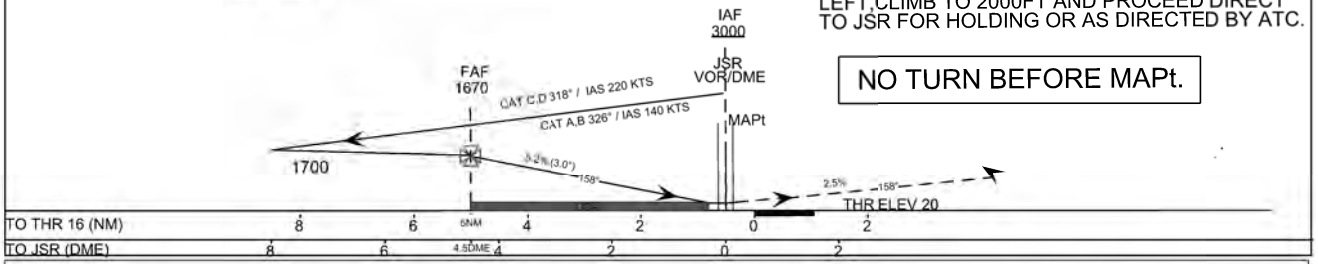


TRANSITION LEVEL FL 060
TRANSITION ALTITUDE 4000FT

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

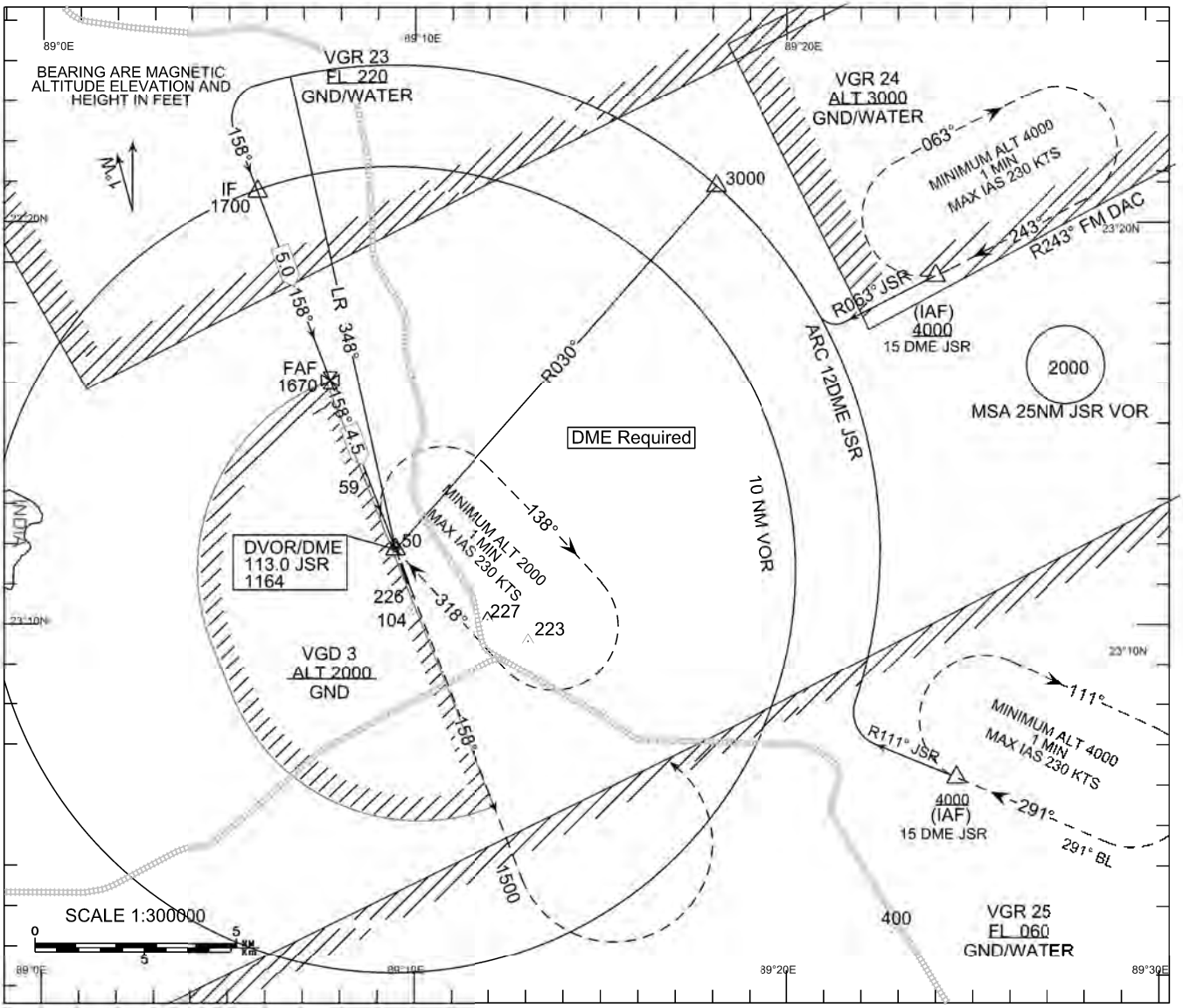
MINIMA	BALS	NALS
VISIBILITY	1500	1800
RVR	1200	1400

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

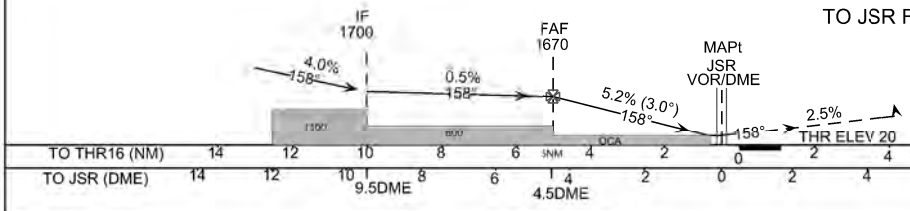


TRANSITION LEVEL FL 060
TRANSITION ALTITUDE 4000FT

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

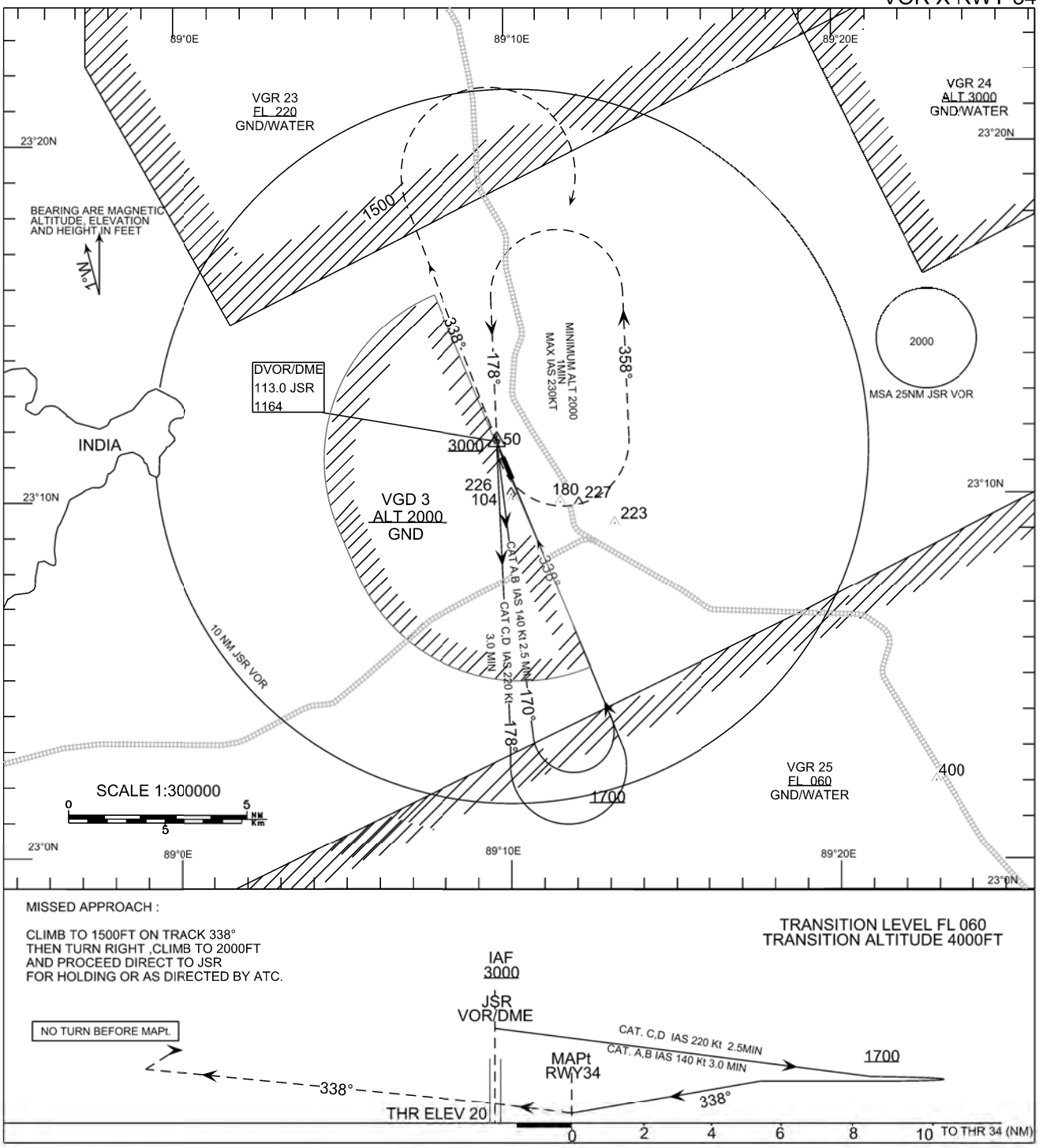
MINIMA	BALS	NALS
VISIBILITY	1500	1800
RVR	1200	1400

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

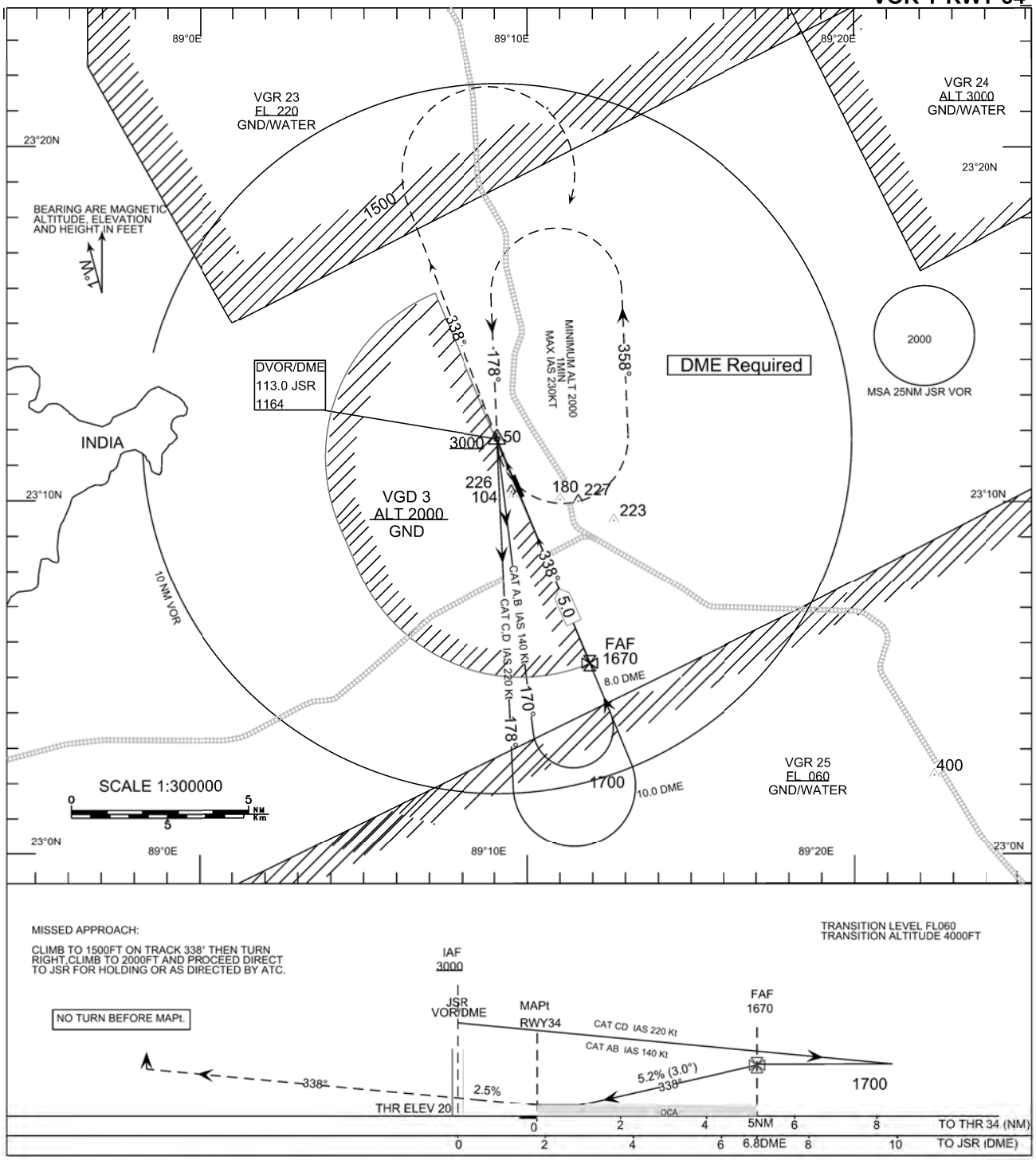
MET MINIMA	NALS
VISIBILITY	2300
RVR	1900

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



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

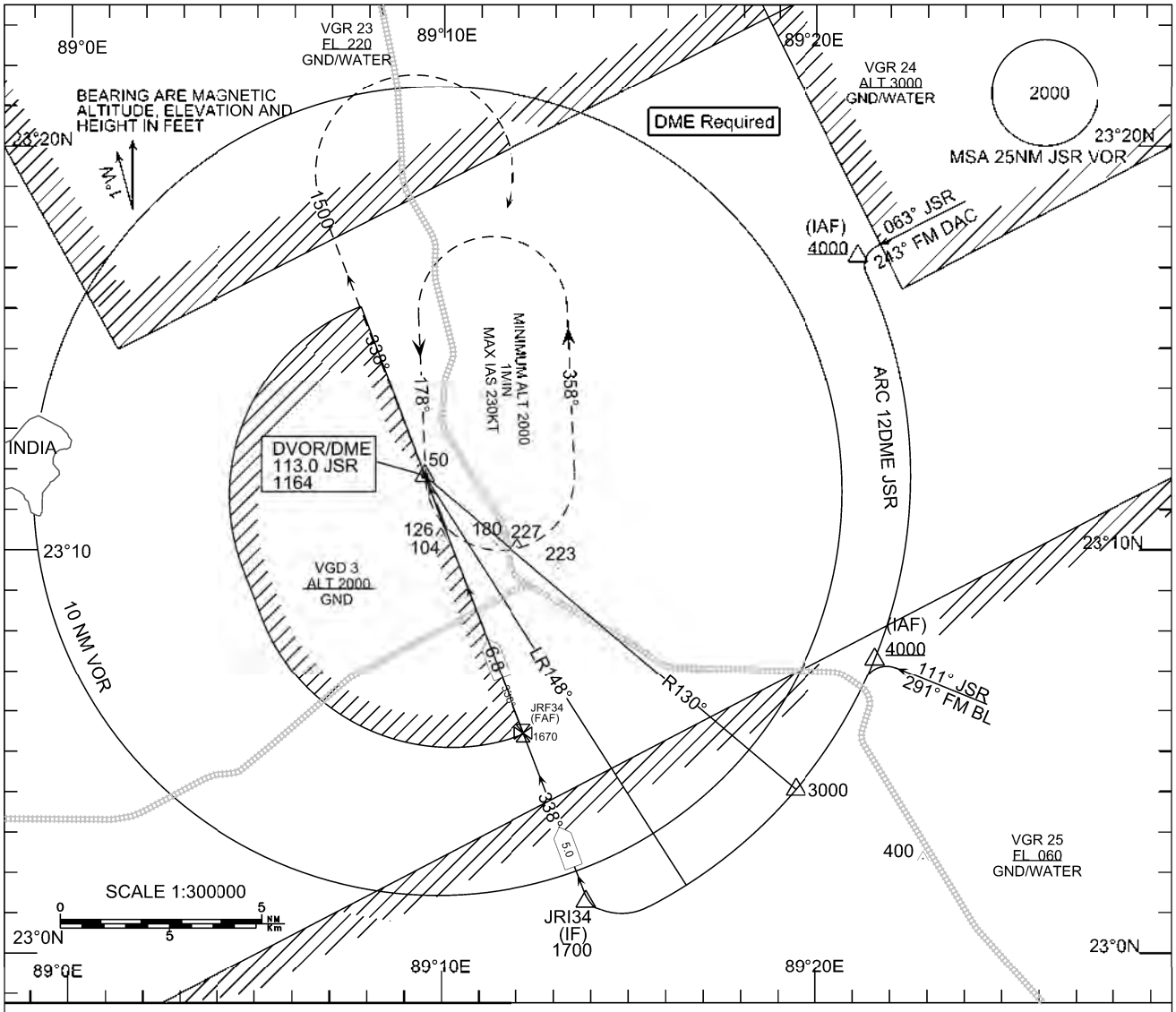
MET MINIMA	NALS
VISIBILITY	2100
RVR	1700

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

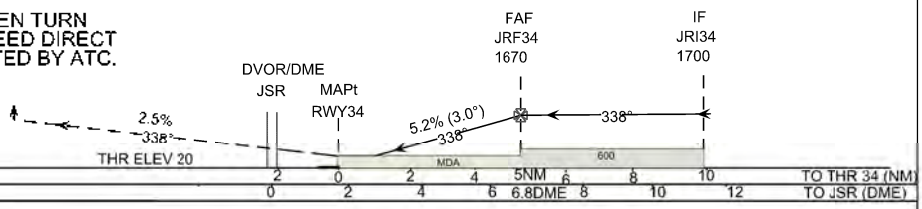


TRANSITION LEVEL FL 060
TRANSITION ALTITUDE 4000FT

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

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	50' 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 AVBL: 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	242620.36N 0883654.83E	286°	109	79.81	YES
2.	NDB Mast	242632.87N 0883649.37E	003°	415	104.40	
3.	Control Tower	242641.30N 0883650.07E	341°	716	111.44	
4.	Flood Light Mast, Shah Makhdum Airport	242641.27N 0883648.46E	337°	731	134.57	
5.	Baghata Mobile Tower, Nawhata	242651.16N 0883644.40E	338°	1056	129.06	
6.	GP Mobile Tower, Duari, Nawhata	242708.43N 0883605.17E	315°	2131	186.43	
7.	Banglalink Mobile Tower, Duari, Nawhata	242658.88N 0883557.96E	306°	2096	191.65	
8.	Bayabazar Mobile Tower, Nawhata	242542.08N 0883631.07E	214°	1385	155.62	
9.	Bhogroil Mobile Tower, Nawhata,	242507.82N 0883636.16E	196°	2290	217.22	
10.	BTCL Tower, Natore	242446.69N 0885953.24E	094°	38830	403.06	
11.	BTV Tower, Natore	242525.12N 0890004.18E	092°	39068	534.08	
12.	Radio Tower, Binodpur, Boalia	242154.38N 0883823.95E	192°	7320	456.05	
13.	Nagar Bhaban Tower, Boalia	242226.77N 0883604.17E	192°	7319	264.05	
14.	Wireless Tower, Rajshahi Police Line, Rajpara	242148.72N 0883405.46E	210°	9651	319.82	
15.	Sachha Tower, Shekher Chak, Ghoramara, Boalia	242145.33N 0883619.14E	187°	8506	250.90	
16.	GP Tower, Railway Station, Boalia	242233.15N 0883619.30E	192°	7320	227.61	
17.	Paba Model Police Station, Nawhata	242729.44N 0883645.13E	350°	2189	125.92	
18.	Mobile Tower, Nawhata	242542.07N 0883631.07E	214°	1385	188.27	
19.	Hotel Star, Boro Bangram, 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 (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	173^0 TRUE	1829X30	PCN 17/R/C/Y/T Bituminous concrete	242643.78N 0883653.91E	55	0%
35	353^0 TRUE	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	Due to introduction of RESA
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 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	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 centre and both ends of the Runway.
2	Vertical limits	4000 ft (ALT)
3	Airspace	D
4	Unit Language	Rajshahi Tower English
5	Transition Altitude	4000 ft
6	Remarks	NIL

VGRJ 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	Rajshahi Tower	128.3 MHz EM: A3	HO	Nil

VGRJ 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	RJ	228 kHz	H24	242632.88E 0883649.37E		EM : A0/A2
DVOR	RAJ	114.6 MHz	H24	242620.36N 0883654.83E		EM: A2
DME	RAJ	1180 MHz	H24	242620.36N 0883654.83E		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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VGSD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VGSD-SAIDPUR AIRPORT

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	52' W
5	AD administration, address, telephone telefax, telex, AFS	Civil Aviation Authority of Bangladesh Postal address: Airport Manager, Saidpur Airport, Saidpur Bangladesh Telephone: APM: 05526-72384 TWR: 05526-72044
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	Nil at airport avbl at town
2	Restaurant accommodation	Avbl
3	Transportation available	Rickshaws
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 Avbl: 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	ACL location and elevation	Not designated
4	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	254551.96N 0885433.95E	012°	460	162.69	YES
2.	NDB mast	254552.27N 0885434.86E	015°	474	185.65	YES
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, Zikrul Haque 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	Tel: Nil

VGSD 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 (ft)	Slope of RWY-SWY
1	2	3	4	5	6	7
16	156°	1829 X 30	PCN17/F/C/Y/T Bituminous Concrete	254600.57N 0885420.93E	125	NIL
34	336°			254504.74N 0885443.93E	125	NIL

Designator/ RWY NR	SWY Dimensions (M)	CWY Dimensions (m)	Strip Dimensions (m)	RESA	Remarks
	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	60 m apart White omni-directional with fixed intensity	6 Nr Red non-directional WBAR NIL	NIL	NIL
34	Simple approach Lighting system 240 m	Six Green LGT	2 BAR PAPI	NIL	NIL	60M apart White 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 Lateral limits	Aerodrome Traffic Zone (ATZ) 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	4000 ft (AMSL)
3	Airspace	D
4	Unit Language	Saidpur Tower English
5	Transition Altitude	4000 ft
6	Remarks	Nil

VGSD 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	Saidpur Tower	128.9 MHz EM: A3	HO	Nil

VGSD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid variation	Ident	Frequency	Hours of operation	Coordinates	Elevation of DME transmit-ting antenna	Remarks
1	2	3	4	5	6	7
D/VOR	SDP	115.8 MHz	HO	254551.96N 0885433.95E	-	EM-A2
DME	SDP	1192 MHz		254551.96N 0885433.95E	-	EM-A2
NDB	SD	268 kHz		254552.27N 0885434.86E	-	EM-AG/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 SAIDPUR AIRPORT

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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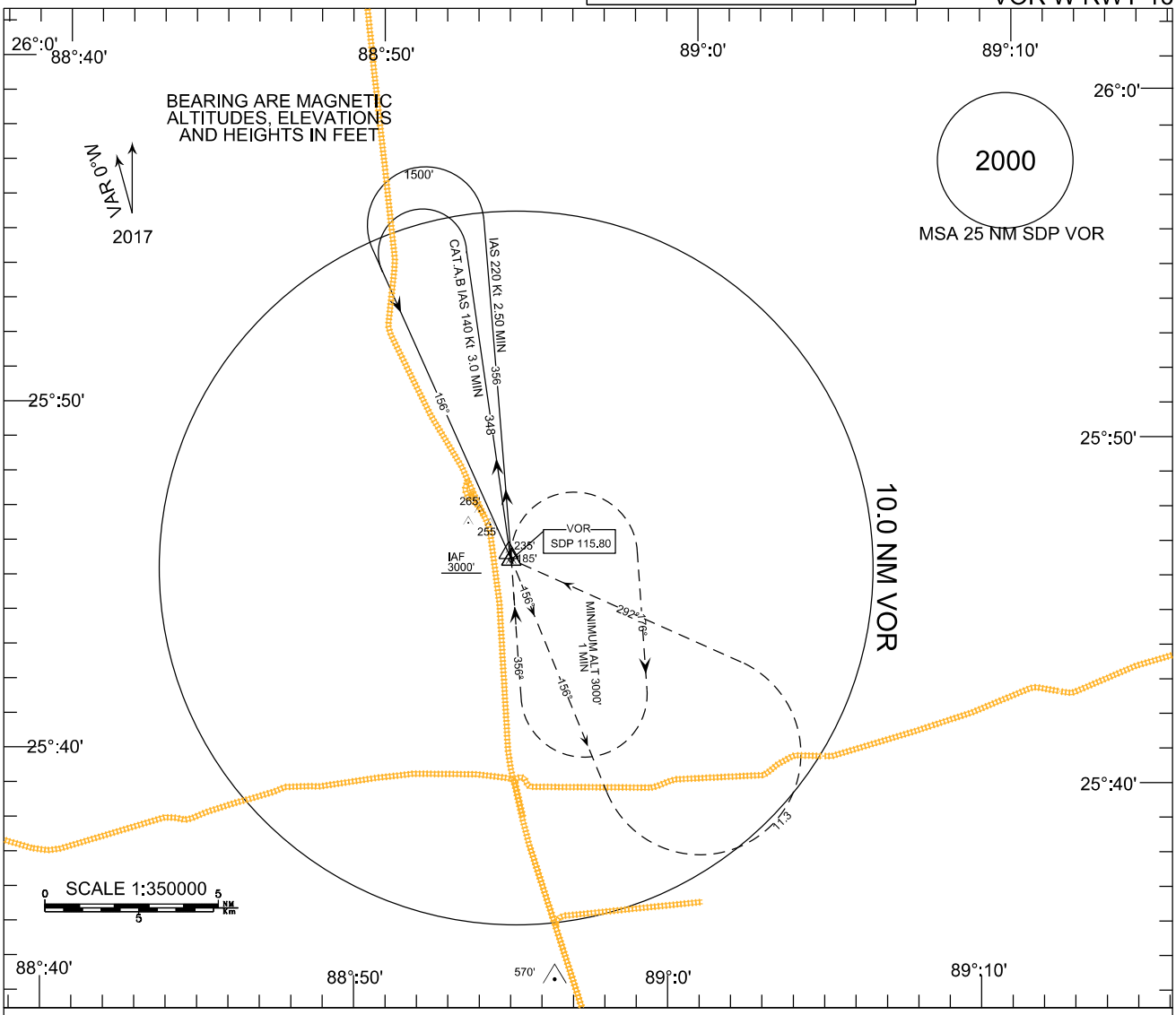
INSTRUMENT
APPROACH
CHART - ICAO

AD ELEV 125 (ft)
OCH RELATED TO
THR RWY 16-ELEV 125(ft)

SAIDPUR TWR
128.9MHz

SAIDPUR, BANGLADESH
SAIDPUR AIRPORT

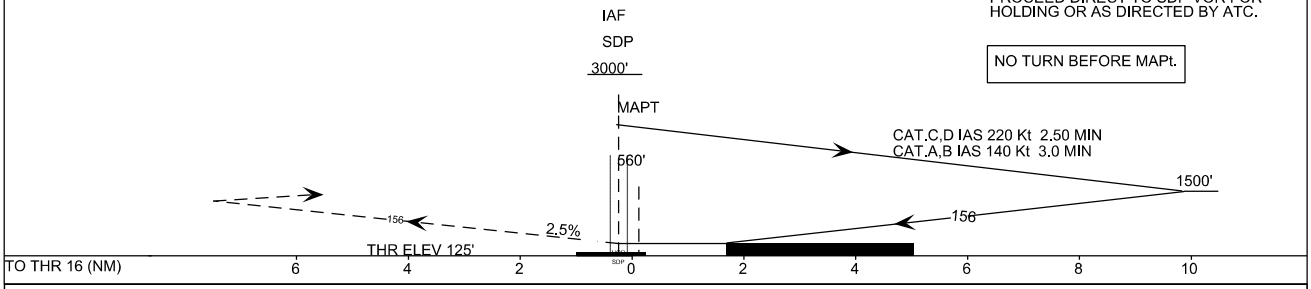
VOR W RWY 16



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			

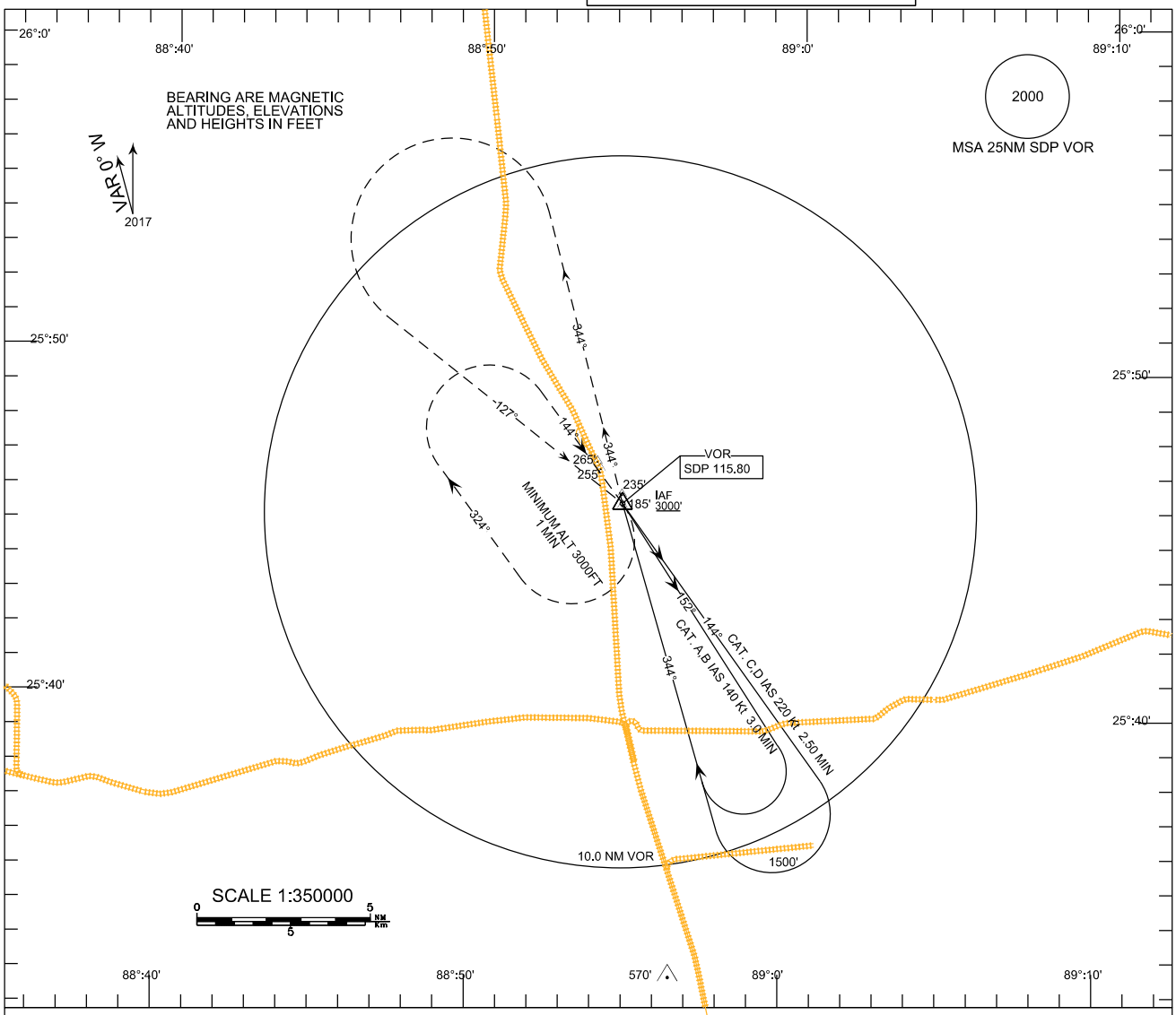
INSTRUMENT
APPROACH
CHART - ICAO

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

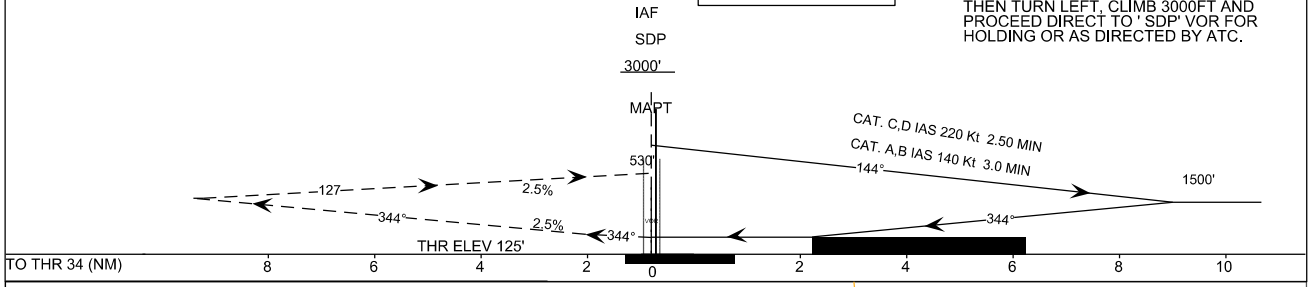


TRANSITION LEVEL FL060
TRANSITION ALTITUDE 4000FT

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	

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 2.17 AIR TRAFFIC SERVICES AIRSPACE

NIL

VGCM AD 2.18 AIR TRAFFIC SERVICES COMMUNICATIONS 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	115.5 MHz	0001 TO 1600	232600.03N 911124.93E	47	to meet the requirement of over flying traffic. EM : A2
DME	CML	1189 MHz		232600.03N 911124.93E	47	
NDB	--	---		--	--	Not available

VGCM AD 2.20 LOCAL TRAFFIC REGULATIONS

NIL

VGCM AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VGCM AD 2.22 FLIGHT PROCEDURES

NIL

VGCM AD 2.23 ADDITIONAL INFORMATION

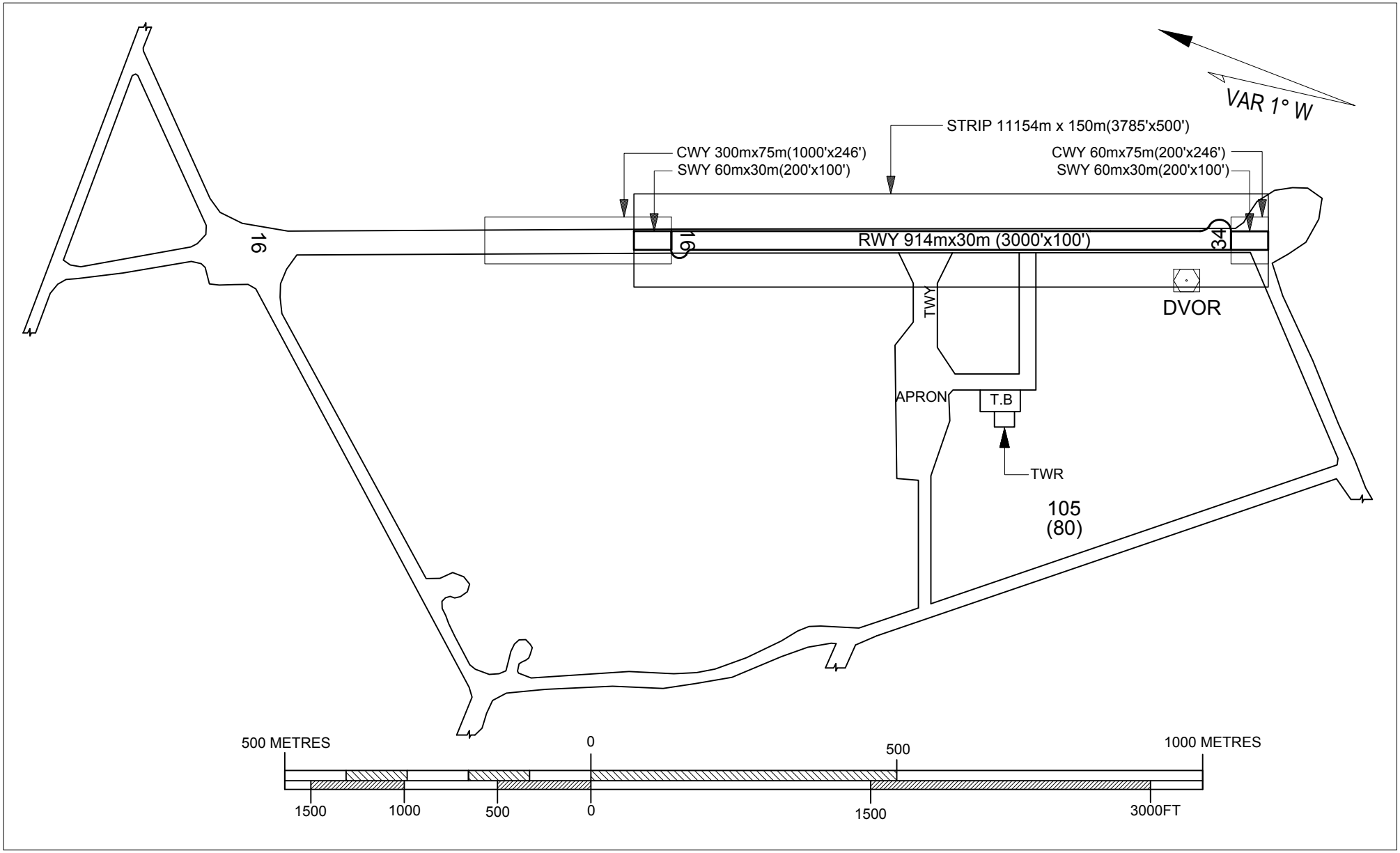
NIL

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



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		
NR	TYPE OF CHART	PAGE NR
1	AERODROME	VGTJ AD 2-7