

PEOPLE'S REPUBLIC OF BANGLADESH  
AERONAUTICAL INFORMATION SERVICES  
CIVIL AVIATION AUTHORITY, BANGLADESH  
HEADQUARTERS, KURMITOLA, DHAKA-1229, BANGLADESH

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AIP AMDT

AIP AMENDMENT  
NR 01/14  
03 APR 2014

Publication date 27 FEB 2014

Effective date 030000 APR 2014.

1. SIGNIFICANT INFORMATION AND CHANGES:

- (a) New Domestic ATS Route W15.
- (b) The new declared distances of Comilla STOL port, Comilla.
- (c) New telephone and exchange numbers at different units of Hazrat Shahjalal International Airport, Dhaka.

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

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

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

5. THIS AMENDMENT INCORPORATES INFORMATION CONTAINED IN THE FOLLOWING WHICH ARE HEREBY SUPERSEDED.

5.1 NOTAM: A0260/12, A0280/13.

5.2 AIP Supplements 1-3/13 and 4/13 are hereby superseded.



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0.6-6	18 OCT 2012	VGEG AD 2-3	08 MAR 2012	VGCB AD 2-9/chart	03 JUN 2010
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AD 1		VGEG AD 2-6	17 OCT 2013		
1.1-1	03 JUN 2010	VGEG AD 2-7	08 MAR 2012	*VGCM AD 2-1	*03 APR 2014
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1.1-3	03 JUN 2010	VGEG AD 2-9	18 OCT 2012	*VGCM AD 2-3	*03 APR 2014
1.1-4	03 JUN 2010	VGEG AD 2-10	18 OCT 2012	*VGCM AD 2-4	* 03 APR 2014
1.1-5	03 JUN 2010	VGEG AD 2-11/Chart	08 MAR 2012	VGCM AD 2-5/Chart	03 JUN 2010
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VGHS AD 2-9	18 OCT 2012	VGSY 2-3	08 MAR 2 012	VGJR 2-4	03 JUN 2010
VGHS AD 2-10	18 OCT 2012	VGSY 2-4	08 MAR 2 012	VGJR 2-5	03 JUN 2010
VGHS AD 2-11	30 JUN 2011	VGSY 2 -5	17 OCT 2 013	VGJR 2-6	03 JUN 2010
VGHS AD 2-12	30 JUN 2011	VGSY 2-6	17 OCT 2 013	VGJR 2-7/Chart	03 JUN 2010
VGHS AD 2-13	30 JUN 2011	VGSY 2-9/Chart	08 MAR 2 012	VGJR 2-9/Chart	03 JUN 2010
VGHS AD 2-15/Chart	08 MAR 2012	VGSY 2-11/Chart	08 MAR 2 012	VGJR 2-11/Chart	03 JUN 2010
VGHS AD 2-16/Chart	08 MAR 2012	VGSY 2-13/Chart	03 JUN 2010	VGJR 2-13/Chart	03 JUN 2010
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VGHS AD 2-35/Chart	30 JUN 2011	VGBG AD 2-4	08 MAR 2012		
		VGBG AD 2-5	08 MAR 2012		
		VGBG AD 2-6	08 MAR 2012		
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		VGBR AD 2-2	04 APR 2013		
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		VGBR AD 2-4	03 JUN 2010		
		VGBR AD 2-5	03 JUN 2010		
		VGBR AD 2-7/Chart	03 JUN 2010		
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		VGBRAD2-11/Chart	03 JUN 2010		

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VGRJ 2-7/Chart	03 JUN 2010				
VGRJ 2-9/Chart	03 JUN 2010				
VGRJ 2-11/Chart	03 JUN 2010				
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VGRJ 2-15/Chart	03 JUN 2010				
VGSD 2-1	03 JUN 2010				
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VGSD 2-5	03 JUN 2010				
VGSD 2-7/Chart	03 JUN 2010				
VGSD 2-9/Chart	03 JUN 2010				
VGSD 2-11/Chart	03 JUN 2010				
VGSD 2-13/Chart	03 JUN 2010				
VGSD 2-15/Chart	03 JUN 2010				
VGSH 2-1	03 JUN 2010				
VGSH 2-2	03 JUN 2010				
VGSH 2-3	03 JUN 2010				
VGSH 2-4	03 JUN 2010				
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VTJ AD 2-4	03 JUN 2010				
VTJ AD 2-5	03 JUN 2010				
VTJ AD 2-6	03 JUN 2010				
VTJ AD 2-7/chart	03 JUN 2010				

5.3 The following is a list of national public holidays for 2013 with dates corresponding with the Gregorian calendar.

Public Holidays (2014)		
Date	Name of Holidays	Duration (Days)
21FEB	International Mother Language Day & Shahid Dibash	1
17 MAR	Birthday of father of the nation	1
26 MAR	Independence & National day	1
14 APR	Bangla New Year day	1
1 MAY	May-day	1
13 MAY	Buddha Purnima +	1
14 JUN	Shab-E-Barat *	1
25 JUL	Shab-E-Qadar *	1
28-30 JUL	Eid-UI-Fitre *	3
15 AUG	National Mourn Day	1
17 AUG	Janmastami	1
04 OCT	Durgapuja(Dashami) +	1
05- 07 OCT	Eid-UI-Azha *	3
04 NOV	Ashura *	1
16 DEC	Victory Day	1
25 DEC	X-MAS Day	1

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**GEN 2.5 LIST OF RADIO NAVIGATION AIDS**

**1. Alphabetical list of Navigation aids by Identification.**

<b>ID</b>	<b>STATION</b>	<b>FACILITY</b>	<b>PURPOSE</b>
1	2	3	4
BL	Barisal	NDB	A
CB	Cox's Bazar	NDB	AE
CM	Comilla	NDB	AE
CML	Comilla	D-VOR/DME	AE
CTG	Shah Amanat Intl, Chittagong		AE
DA	Hazrat Shahjalal Intl, Dhaka	LO	A
DAC	Hazrat Shahjalal Intl, Dhaka	D-VOR/DME	AE
DCN	Hazrat Shahjalal Intl, Dhaka	NDB	AE
EG	Shah Amanat Intl, Chittagong	NDB	AE
IDA	Hazrat Shahjalal Intl, Dhaka	ILS/LLZ	A
ICG	Shah Amanat Intl, Chittagong	ILS/LLZ/DME	A
IS	Ishurdi	NDB	A
JR	Jessore	NDB	A
JSR	Jessore	VOR	
RAJ	Shah Mokhdum, Rajshahi	VOR	AE
RJ	Shah Mokhdum ,Rajshahi	NDB	AE
SD	Saidpur	NDB	AE
SDP	Saidpur	VOR	AE
SY	Osmani Intl, Sylhet	NDB	A
SYL	Osmani Intl, Sylhet	ILS/LLZ/DME	A
SYT	Osmani Intl, Sylhet	VOR	A
A= Aerodrome, E= En-route, AE=Both.			

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### GEN 3.2 AERONAUTICAL CHARTS

#### 1 **Responsible Service(s).**

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

Service Name : Aeronautical information Services.

Postal Address : Civil Aviation Authority,  
Headquarters, Kurmitola, Dhaka-1229, Bangladesh.

→ Telephone : 880-2-8901904-13, 7912738-39,8901881-83/ Ext 3431,3409

Tele-fax : 880-2-8901411

AFS : VGHQYOYX

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

Doc 8168- OPS / 611- Aircraft Operations.

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

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

#### 2. **Maintenance of Charts.**

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

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

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

**2 Purchase Arrangement.**

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

**4. Aeronautical Chart Series Available.**

**4.1 TYPE OF CHARTS AVAILABLE**

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

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

**4.2 GENERAL DESCRIPTION OF EACH SERIES.**

**4.2.1 INSTRUMENT APPROACH CHART-ICAO**

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

**4.2.2 AERODROME OBSTRUCTION CHART ICAO-TYPE-A**

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

**4.2.3 AERODROME CHART-ICAO**

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

**4.2.4 TERMINAL AREA CHART-ICAO**

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

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 (1000ft) 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 8 km on either side of the centre line, the 18 km protection limit is increased by the extent to which the divergence is more than 8 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 880-2-8901463 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	880-2-8901462 880-2-8901904-13 Extn. 3410	Nil	Nil	VGHSZAZX
DHAKA TWR	Dhaka Tower Operation Building, Hazrat Shahjalal International Airport, Kurmitola, Dhaka-1229 Bangladesh	880-2-7914462 880-2-8901904-13 Extn. 3513,3494	Nil	Nil	VGHSZTZX
CHITTAGONG TWR	Chittagong Tower, Shah Amanat Intl. Airport, Chittagong, Bangladesh	880-31-2500982	Nil	Nil	VGEGZTZX

### GEN 3.4 COMMUNICATION SERVICES

#### 1. Responsible service

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

Postal Address : Member Operation & Planning  
Civil Aviation Authority of Bangladesh  
Headquarters, Kurmitola,  
Dhaka-1229, Bangladesh.  
Telephone : 880-2-8901405(Office), 880-2-8114580(Res.)  
Telefax : 880-2-8901428,  
AFS : VGHQYAYO  
Telegram : Civilair, Dhaka.

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

Postal Address : Director (Communication)  
Civil Aviation Authority of Bangladesh  
Headquarters, Kurmitola,  
Dhaka-1229, Bangladesh  
Telephone : 880-2-8901403(Office)  
Telefax : 880-2- 8901428  
AFS : VGHQYAYC  
Telegram : Civilair, Dhaka

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

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

Annex 10 – *Aeronautical Telecommunications.*

Doc 8400 – *Procedure for Air Navigation Services-ICAO Abbreviations and codes (PANS-ABC)*

Doc 8585 – *Designators for Aircraft Operating Agencies, Aeronautical Authorities and services*

Doc 7030 – *Regional Supplementary Procedures.*

Doc 7910 – *Location Indicators.*

1.5 Differences to these provisions are detailed in subsection GEN 1.7

## **2 Area of responsibility**

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

## **3 Types of services**

### **3.1 Radio Navigation Services**

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

- (1) LF/MF Non-directional beacon (NDB)
- (2) Primary and Secondary Surveillance Radar
- (3) VHF Omni-directional Radio Range (D/VOR, C/VOR)
- (4) Distance measuring equipment (DME)
- (5) Instrument Landing System (ILS)
- (6) Terminal or Landing DME ←

### **3.2 Mobile/fixed Service**

#### **3.2.1 Mobile Service**

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

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

#### **3.2.2 Fixed Service**

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

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

### **3.3 Broadcasting Service**

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

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

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

- (a) the pilot should establish contact with other aircraft, if possible, on the appropriate VHF inter-pilot air to air frequency, 123.45 MHz; and
- (b) one (or both ) aircraft may initiate lateral offset(s) up to 2 NM either Left or Right of track, provided that;
  - i) as soon as practicable to do so, the off-setting aircraft notify ATC that temporary lateral offset action has been taken and specify the reason for doing so (ATC will not normally respond); and
  - ii) the offsetting aircraft notify ATC when re-established on assigned route(s) or track(s) (ATC will not normally respond).

## 9. **Flight Planning Requirement.**

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

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

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

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

9.2.2 Aircraft operators requesting approval as above shall:

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

- (b) if transiting Dhaka FIR notify Dhaka Area Control Center after approval is received from the first affected center and prior to departure. (Note that filing of flight plan is not appropriate notification), and
- (c) include the remarks “ APVD non RVSM” in field 18 of the ICAO flight plan.

9.2.3 Contact details for approval request or notification are as follows:

Dhaka Area Control Center	
Telephone	: 8802-8901463
AFTN	: VGHSZQZX
E-mail	: wrahmanatc@yahoo.com
Fax	:8802- 8901924

9.2.4 Non RVSM aircraft operation in the RVSM stratum will be separated from all other aircraft by a minimum 2,000 ft vertical separation. This approval process is intended exclusively for the purposes indicated above, and not as a means to circumvent the normal RVSM approval process.

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

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

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

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

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

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

- (a) Do not climb or descent at less than the normal rate for the aircraft and
- (b) Do not level off at an intermediate level while passing through the RVSM stratum.

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

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

Address is :

Dhaka Area Control Center  
Telephone : 8802-8901463  
AFTN : VGHSZQZX  
E-mail : wrahmanatc@yahoo.com  
Fax : 880-2-8901924

13. **Procedures for Suspension of RVSM**

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

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

- 14.1 See Attachment A for Guidance in these circumstances.

15. **Procedures for Air-Ground Communication Failure.**

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

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

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

15.2 **Communication failure.**

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

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

15. 2.1.1 If in VMC, the aircraft shall:
- a) continue to fly in VMC;
  - b) land at the nearest suitable aerodrome; and
  - c) report its arrival by the most expeditious means to the appropriate Air Traffic Control unit.
15. 2.1.2 If in IMC or when conditions are such that it does not appear feasible to complete the flight in accordance with Para 15.2.1.1 (see Note 1), the aircraft shall:
- a) maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 20 minutes following the aircraft's failure to report its position over a compulsory reporting point and thereafter adjust level and speed in accordance with the filed flight plan;
  - b) proceed according to the current flight plan route to the appropriate designated navigation aid serving the destination aerodrome and, when required to ensure compliance with (c) below, hold over this aid until commencement of descend;
  - c) commence descend from the navigation aid specified in (b) at, or as close as possible to, the EAT last received and acknowledged, at, or as close as possible to, the EAT resulting from the current flight plan;
  - d) complete a normal instrument approach procedure as specified for the designated navigation aid; and
  - e) land, if possible, within thirty minutes after the ETA specified in (c) or the last acknowledged EAT, whichever is later.

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

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

**15.2.2 Action by Air Traffic Control Unit.**

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

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

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

**ENR 1.12 INTERCEPTION OF CIVIL AIRCRAFT**

**1. Interception procedures**

The following procedures and visual signals are applicable in the event of interception of an aircraft over the territory and territorial waters of Bangladesh.

- (i) Interception of civil aircraft shall be governed by appropriate regulations and administrative directives issued by the Chairman in compliance with the Convention on International Civil Aviation.
- (ii) The pilot-in-command of a civil aircraft, when intercepted, shall comply with the instructions as published by the Chairman.
- (iii) If a Bangladesh registered aircraft or an aircraft operated by a Bangladeshi operator, while over flying the territory of another contracting state, is intercepted by the authority of that State shall follow the applicable rules of that authority.

1.1 An aircraft which is intercepted by another aircraft shall immediately to :-

- (a) follow the instructions given by the intercepting aircraft, interpreting and responding to the visual signals listed in ENR 1.12-2, ENR 1.12-3, ENR 1.12-4 and ENR 1.12-5
- (b) notify, if possible, the appropriate air traffic services unit;
- (c) attempt to establish radio communication with the Intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.5 MHz, giving the identity and position of the aircraft and the nature of the flight.

2. If radio contact with the intercepting aircraft is established but communication in a common language is not possible, attempts shall be made to convey instructions and acknowledgement of instructions and essential information by using the following phrases and pronunciations, and transmitting each phrase twice.

<u>Phrase</u>	<u>Pronunciation</u>	<u>Meaning</u>
CALL SIGN (call- sign)	KOL SA-IN	MY call-sign is (call-sign)
WILCO	VILL-KO	Understood will comply
CANNOT	KANN NOTT	Unable to comply
REPEAT	REE-PEET	Repeat your instruction
AMLOST	AMLOSST	Position unknown
MAYDAY	MAYDAY	I am in distress
HIJAK	HI-JAK	I have been hijacked
LAND (place name)	LAAND (place name)	I request to land at (place name)
DESCEND	DEE-SEND	I require descent

- (1) In the second column, syllables to be emphasized are underlined.
- (2) The call sign required to be given is that used in radio telephony communications with Air Traffic services units and corresponding to the aircraft identification in the flight plan.
- (3) Circumstances may not always permit nor make desirable, the use of the phrase "HIJACK".

Note: The following phrases are expected to be used by the intercepting aircraft in the circumstances described above:-

<u>Phrase</u>	<u>Pronunciation</u>	<u>Meaning</u>
CALL SIGN	KOL SIGN	What is call-sign
FOLLOW	FOL-LO	Follow me
DESCEND	DEE-SEND	Descend for landing
YOU LAND	YOU LAAND	Land at this aerodrome
PROCEED	PRO-SEED	You may proceed

3. If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the visual instructions given by the intercepting aircraft.
4. If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the radio instructions given by the intercepting aircraft.
5. The visual signals are detailed in the following table:  
Signals initiated by intercepting aircraft and responses by intercepted aircraft.

Series	Intercepting Aircraft Signals	Meaning	Intercepted Aircraft Responds	Meaning
1.	<p>DAY: Rocking wings from a position slightly above and ahead of, normally to the left of the intercepted aircraft and after acknowledgement, a slow level turn, normally to the left,(or to the right in the case of a helicopter) on the desired heading.</p> <p>NIGHT: Same, and in addition, flashing navigational lights at irregular intervals.</p> <p>Note:1. Meteorological conditions or terrain may require the intercepting aircraft to take up a position in front and to right of the intercepted aircraft and to make the subsequent turn to the right.</p>	You have been intercepted follow me.	<p>AEROPLANES :</p> <p>At Day : Rocking and following.</p> <p>At Night: Same, and in addition, flashing navigational lights at irregular intervals.</p> <p>HELICOPTERS : DAY or NIGHT – Rocking aircraft, flashing navigational lights at irregular intervals and following.</p>	Understood, will comply.

Route Designator Name of Significant Points Co-ordinates	Track MAG GEO) VOR RDL DIST (COP)	Upper Limits Lower Limits Mnm Flight Alt. 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) 234935.12N 0902447.58E ▲ NIKLY 241145 N 0905300E ▲ VOR (SYL) 245738.97N 0915201 E	050° 230° 34 NM	TMA/CTR Class C	10	↓	↑	Air way between FL 075 & FL 255  FIS below Air way  Dhaka ACC 125.7 MHz.
	050° 230° 72 NM	FL 255 ALT 4000 FT/ FL 075 4000 FT Class B				
W 2						
▲ VOR (DAC) 234935.12N 0902447.58E ▲ MIMAR 233730N0900110E ▲ IBANU 23251 N 0893724E ▲ NDB JR 231031N 0890943E	242° 062° 25 NM	FL255 GND/WATER DHAKA CTR Class C	10	↓	↑	FIS below Airway  Air way between FL 075 & FL 255  FIS below Air way Dhaka ACC 125.7 MHz.
	242° 062° 25 NM	FL 255 ALT 4000FT/ FL 075 4000 FT Class B				
	242° 062° 28 NM	FL 255 ALT 4000FT/ FL 075 4000 FT Class B	10	↓	↑	FIS below Air way Dhaka ACC 125.7 MHz and below 6000ft JSR TWR 123.0 MHz.
W 3						
▲ VOR (DAC) 234935.12N 0902447.58E ▲ MEXIV 240240N 0900315E ▲ TEGAK 241040N 0895015 E ▲ BELKU 242002N0893650E ▲ VOR SDP 254545N 0885445 E	305° 125° 25 NM	FL255 GND/WATER Dhaka CTR Class C	10	↓	↑	Air way  Air way between FL 075 & FL 255  FIS below Airway  Air way between FL 255/ FL 125  FIS below Airway Dhaka ACC 125.7 MHz.
	305° 125° 14 NM	FL255 FL055 4000 FT Class C				
	305° 155° 15 NM	FL 255 ALT 4000 FT/ FL 075 4000 FT Class B				
	335° 155° 92 NM	FL 255 ALT 4000 FT /FL 125 4000 FT Class B				

Route Designator Name of Significant Points o-ordinates	Track MAG (GEO) VOR RDL DIST (COP)	Upper Limits Lower Limits Minimum Flight Altitude Airspace Classification	Lateral Limits (NM)	Direction of Cruising Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
W 4						
▲ VOR (CTG) 221527.85N 0914938.93 E  ▲ UBLIN 215003 N 0915349E  ▲ NDB CB 212704.93N 0915757.03E	170° 350° 25 NM  170° 350° 24 NM	FL 255 GND/WATER CTR Class C  FL 255 GND/WATER FL 075 4000 FT Class F	10	↓	↑	<b>Flights via W4 are allowed only when VGR-20 is not active.</b> FIS: At & below FL 150 ATAS: Above FL 150 CTG TWR 118.4MHz and Dhaka ACC 125.7MHz
W 5						
▲ VOR (CTG) 221527.85N 0914938.93 E ▲ VINET 222528N 0912435E ▲ NDB BL 224752.16N 0901752.21E ▲ VOR (JSR) 231036.98N 0890947.23E	291° 111° 25 NM  291° 111° 65 NM  288° 108° 69 NM	FL 255 GND/WATER CTR CTG Class C / F  FL 255 ALT 3500 FT 4000 FT Class F	10	↓	↑	FIS At & below FL 150 ATAS Above FL 150  Dhaka ACC 125.7MHz
W 6						
▲ VOR SDP 254545N 0885445 E ▲ SAR AR 251602N 0890923E ▲ VOR RAJ 242621.18N088365 4.10E	155° 335° 32 NM  211° 031° 55 NM	FL 255 ALT 4000 FT/ FL 075 4000 FT Class B	10	↓	↑	Air way BTN FL 075 & FL 255 FIS Below Airway  Dhaka ACC 125.7MHz
W 7						
▲ VOR(DAC) 234935.12N 0902447.58E  ▲ NIKLI 241145N 0905300 E  ▲ SHAMSHER NAGAR	050° 230° 34 NM  077° 257° 57 NM	FL 255 ALT 3000 FT 3000 FT Class G	10	↓	↑	Dhaka ACC 125.7MHz

Route Designator Name of Significant Points Co-ordinates	Track MAG (GEO) VOR RDL DIST (COP)	Upper Limits Lower Limits Minimum Flight Altitude Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
W 8						
▲ VOR (DAC) 234935.12N 0902447.58E ▲ KANDI 233013N 0904205 E ▲ VOR CML 232601.60N 0911124.33E	141° 321° 25NM  097°*** 277° 25 NM	<u>FL 255</u> 3000 FT 3000FT Class C/G	10	↓	↑	** D. R. Position  ATCS BTN FL 055/FL255 FIS: Below FL 055  Dhaka ACC 125.7MHz
W 9						
▲ VOR DAC 234935.12N 0902447.58E ▲ GURSO 232403N 0902050E  ▲ KAKBO 230003N 0901850E  ▲ NDB BL 224752.16N 0901752.21E	187° 007° 25 NM  187° 007° 25 NM  187° 007° 11 NM	<u>FL 255</u> GND/WATER Dhaka CTR Class C  <u>FL 255</u> ALT3000 FT / F055 ALT3000FT Class C/G  <u>FL 255</u> ALT3000 FT 3000FT Class G/F	10	↓	↑	ATCS BTN FL055/ FL 255 FIS: Below FL 155  ATAS: Above FL 150 FIS: At and below FL 150 Dhaka ACC 125.7MHz
W 10						
▲ BATEL 240640N 0893506E  ▲ NDB IS 24903N 0890156 E	278° 098° 29 NM	<u>FL 255</u> ALT 3000 FT 3000FT Class G/F	10	↓	↑	ATAS: Above FL 150 FIS: At and below FL 150 Dhaka ACC 125.7MHz
W 11						
▲ VOR SDP 254545N 0885445E  ▲ THAKURGAON	304° 124° 35 NM	<u>FL 255</u> ALT 3000 FT 3000FT Class G/F	10	↓	↑	ATAS: Above FL 150 FIS: At and below FL 150 Dhaka ACC 125.7MHz
W 12						
▲ OLPAS 235732N 0900005E	346°*** 166° 124 NM	<u>FL 255</u> ALT3000 FT 3000FT Class G/F	10	↓	↑	** D. R. Position ATAS: Above FL 150 FIS: At and below FL 150, Dhaka ACC 125.7MHz

Route Designator Name of Significant Points Co-ordinates	Track MAG (GEO) VOR RDL DIST (COP)	Upper Limits Lower Limits Minimum Flight Altitude Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
W 13						
▲ VOR RAJ 242621.18N0883654 .10E ▲ NDB IS 240903N 0890456E	<u>125°</u> 305° 29 NM	<u>FL 255</u> 3000 FT / 3000FT Class G/F	10	↓	↑	ATAS Above FL 150 FIS: At and below FL 150 Dhaka ACC 125.7MHz
W 14						
▲ VOR DAC 234935.12N 0902447.58E ▲ SETAR 232749N 0903823E ▲ NUPUR 230608N 0905156E ▲ DAKID 221833N 0912250E ▲ VOR (CTG) 221527.85N 0914938.93 E	<u>150°</u> 330° 25NM <u>150°</u> 330° 25NM <u>150°</u> 330° 55NM	<u>FL460</u> GND/WATER Dhaka CTR Class C <u>FL460</u> ALT 3500FT/FL055 4000FT Class C <u>FL460</u> ALT3500FT/FL075 4000FT Class B	10	↓	↑	Domestic ATS Route:  FIS: Below FL 055 and FL 075 Note: This route in conjunction with B465 shall be used as an alternate route of G463 between DAC and CTG VORs, when Danger area VGD14 will be active. Dhaka ACC 125.7MHz
W15						
▲ VOR (CTG) 221527.85N 0914938.93E ▲ TANAP 215627N 0920637E	<u>141°</u> 321° 25 NM	<u>FL255</u> GND/WATER 4000FT CTR Class C	10	↓	↑	CTG TWR 118.4 MHz and Dhaka ACC 126.7MHz above FL150.
▲ PABAN 215141N 0921024E	<u>141°</u> 321° 5 NM	<u>FL255</u> FL075 4000FT Class G/F	10			FIS: At & below FL150 ATAS: Above FL150  Dhaka ACC 126.7MHz & CXB TWR 122.9MHz
▲ PABAN 215141N 0921024E ▲ NDB CB 212704.93N 0915757.03E	<u>204°</u> 024° 26 NM	<u>FL255</u> FL075 4000FT Class G/F			↑	

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 Shamshearnagar 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

- 1) All routes shall originate from DAC VOR except W4, W5 , W6,W11,W13 & W15.
- 2) All aircraft shall intercept track when clear of traffic from Hazrat Shahjalal International Airport or as advised Dhaka ATC
- 3) All aircraft having R/T failure shall follow standard R/T failure procedure for VFR aircraft

#### ENR 3.2 UPPER ATS ROUTES

- 3.2.1 There are no routes specially designed as a Lower and Upper ATS routes. All routes are described in ENR 3.1

#### ENR 3.3 AREA NAVIGATION ROUTES

NIL

#### ENR 3.4 HELICOPTER ROUTES

NIL

#### ENR 3.5 OTHER ROUTES

NIL

#### ENR 3.6 EN-ROUTE HOLDING

1. There are no designed en-route holding procedures.
2. Traffic required to hold en-route will be passed holding instructions by ATC. Holding aircraft will be radar monitored (when available) to ensure separation from other aircraft.

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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 plant 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 remarks if any.

#### List of international aerodromes.

Sl. No	Name of aerodrome	ICAO Location indicator	Date of certificate issue /renewal date	Certificate validity		Remark
				From	To	
1	Hazrat Shahjalal International Airport, Dhaka	VGHS	27/10/2012	27/10/2012	26/10/2014	renewal
2	Shah Amanat International Airport, Chittagong	VGEG	31/10/2013	31/10/2013	30/10/2015	
3	Osmani International Airport, Sylhet	VGSY	Nil	Nil	Nil	

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**AD 2 AERODROMES**

**VGSY AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

**VGSY – OSMANI INTERNATIONAL AIRPORT, SYLHET**

**VGSY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATION DATA**

1	ARP coordinates and site at AD	245740.83N 0915217.89E in the RWY
2	Distance and direction from city	05 NM N/NE of Town
3	AD elevation/reference temperature	50 FT/35.4 <sup>0</sup> C
4	MAG VAR	50' W
5	AD administration, address, telephone, fax, AFS	Civil Aviation Authority of Bangladesh Postal address: Airport Manager , Osmani International Airport, Sylhet, Postal code 3102, Bangladesh Telephone :APM – 0821-714243 Control TWR – 0821-718459, VGSYZTZX
6	Types of traffic permitted IFR/VFR	IFR/VFR
7	Remarks	Nil

**VGSY 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	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	Handling	NIL
10	Security	HO
11	DE-icing	NIL
12	Remarks	NIL

VGSY AD 2.4 HANDLING SERVICES AND FACILITIES

Manual Handling

VGSY AD 2.5 PASSENGER FACILITIES

1	Hotels	AVBL within 2 Km FM airport
2	Restaurant accommodation	Limited at the airport
3	Transportation available	Taxies, Microbus, Car, Auto rickshaws
4	Medical facilities	Only first Aids AVBL.
5	Banks and Post Office	AVBL
6	Tourist office	AVBL within 2 KM FM airport
7	Remarks	NIL

VGSY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fighting	CAT : 7 AVBL : 7
2	Rescue Equipment	Limited
3	Disabled Aircraft Removal	NIL
4	Remarks	NIL

VGSY 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.

VGSY AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface : Bituminous Concrete Strength: PCN 40/F/C/Y/T(old apron), 70/R/C/X/T(new apron)
2	Taxiway width, surface and strength	Width : 75 FT Surface : Bituminous Concrete Strength: PCN 40/F/C/Y/T (Taxiway-A), 70/F/C/X/T(Taxiway-B )
3	ACL location and elevation	Not designated
4	Remarks	Nil

VGSY AD 2.16 HELICOPTER LANDING AREA

As directed by ATC

VGSY 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 (9KM) radius circles centred at the RWY centre and both ends of RWY .
2	Vertical limits	4000 ft (AMSL)
3	Airspace	D
4	Unit	Sylhet Tower
	Language	English
5	Transition altitude	4000 ft
6	Remarks	Nil

VGSY 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	Sylhet TWR	122.9 MHz	HO	NIL

VGSY AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid Variation	Ident	Frequency	Operation hours	Coordinates	Height (Elevation) of Nav aids transmitting antenna (m)	Remarks
D/VOR	SYT	116.4 MHz	HO	245747.70 N 0915143.23E	40 (90) ft	
DME	SYT	1198 MHz	HO	245747.70 N 0915143.23E	40 (90)ft	Collocated with D-VOR
NDB	SY	372 KHz	HO	245719.74 N 0915220.64E	60 (110)ft	
ILS/LLZ-11	SYL	111.5 MHz	HO	245726.82 N 0915254.96E	15 (65)ft	
ILS/GP-11	-	332.9 MHz	HO	245802.16N 0915111.82 E	50 (100) ft	
ILS/DME-11	-	1013 MHz	HO	245801.86N 0915112.18E	15 (65) ft	Collocated with GP

## VGSY AD 2.20 LOCAL TRAFFIC REGULATIONS

Prior approval to be obtained from ATC.

## VGSY AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

## VGSY AD 2.22 FLIGHT PROCEDURES

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## VGSY AD 2.23 ADDITIONAL INFORMATION

NIL

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

ICAO AD 2.24 CHARTS		
	TYPE OF CHART	PAGE NR.
1	AERODROME	VGSY AD 2-9
2	INSTRUMENT APPROACH	VGSY AD 2-11 to AD 2-21

**VGCB 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	COX'S BAZAR TWR	122.9 MHz EM:A3	HO	Nil

**VGCB AD 2.19 RADIO NAVIGATION AND LANDING AIDS**

Type of aid variation	Ident	Frequency	Hours of operation	Coordinates	Elevation of NDB transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	CB	396 KHZ	HO	212710.32 N 0915756.82 E	50 ft	EM: A0/A2 Location : 161 <sup>0</sup> Mag and 997 M FM THR RWY 17

**VGCB AD 2.20 LOCAL TRAFFIC REGULATIONS**

Prior approval to be obtained from ATC.

**VGCB AD 2.21 NOISE ABATEMENT PROCEDURES**

Nil

**VGCB AD 2.22 FLIGHT PROCEDURES**

As Directed By ATC

**VGCB AD 2.23 ADDITIONAL INFORMATION**

Nil

**VGCB AD 2.24 CHARTS RELATED TO COX'S BAZAR AIRPORT**

ICAO CHARTS		
NR	TYPE OF CHARTS	PAGE NR
1	AERODROME	VGCB AD 2-7
2	INSTRUMENT APPROACH CHARTS	VGCB AD 2-9 & 2-11

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**VGCM AD 2.1 AERODROME LOCATION INDICATOR AND NAME****VGCM COMILLA STOLPORT, COMILLA.****VGCM AD 2.2 AERODROME GEOGRAFICAL AND ADMINISTRATION DATA**

1	ARP coordinates and site at AD	232615.74N 0911122.26E, RWY centre.
2	Distance and direction from city	03 NM South east Comilla town.
3	AD elevation/reference temperature	25 FT/ 36.9 <sup>0</sup> C
4	MAG VAR	1 <sup>0</sup> W
5	AD administration, address, telephone	Civil Aviation Authority of Bangladesh Postal address: Airport Manager Comilla STOL PORT, Comilla, Bangladesh. Telephone :APM: 880- 81-76119 (Off)
6	Types of traffic permitted IFR/VFR	IFR/VFR
7	Remarks	Nil

**VGCM AD 2.3 OPERATIONAL HOURS**

SL. Nr.	Services	Hours
1	Aerodrome Administration	0900 LT to 1700 LT except FRI & SAT
2	Custom and Immigration	Nil
3	Health and Sanitation	Nil
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

**VGCM AD 2.4 HANDLING SERVICES AND FACILITIES****NIL****VGCM AD 2.5 PASSENGER FACILITIES****NIL**

**VGCM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES**

2.6.1 The operators, Fire services & civil defense department & CAAB will share responsibility of fire fighting & rescue.

**VGCM 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.

**VGCM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA**

1	Apron surface and strength	Surface: Bituminous Concrete Strength: Flexible pavement
2	Taxiway width, surface and strength	Width: Surface: Bituminous Concrete Strength:
3	ACL location and elevation	Not designated
4	Remarks	NIL

**VGCM AD 2.9 SURFACE MOVEMENT GUIDENCE AND CONTROL SYSTEM AND MARKINGS**

RWY and TWY Markings Are Available

**VGCM AD 2.10 AERODROME OBSTACLES**

1. NDB Mast height 75 ft behind terminal building.

**VGCM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

1. Weather information will be provided by the meteorological department at the STOL PORT.

**VGCM AD 2.12 RUNWAYS 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
			RWY	SWY			
1	2	3	4		5	6	7
16	160 <sup>0</sup>	914 X 30	Flexible Pavement Bituminous concrete	Brick Soling	-	25	-
34	340 <sup>0</sup>	914 X 30			-	25	

Designation RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip Dimensions (m)	OFZ	Remarks
8	9	10	11	12	13
16	60x30	60x75	1034x150	Within the CWY	NIL
34	60x30	300x75	1034x150	Within the CWY	NIL

**VGCM AD 2.13 DECLARED DISTANCES**

RWY	TORA(m)	TODA(m)	ASDA(m)	LDA(m)	REMARKS
1	2	3	4	5	6
16	914	974	974	914	NIL
34	914	1214	974	914	NIL

**VGCM AD 2.14 APPROACH AND RUNWAY LIGHTING**

NIL

**VGCM AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

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**VGCM AD 2.16 HELICOPTER LANDING AREA**

As directed by ATC

**VGCM AD 2.17 AIR TRAFFIC SERVICES AIRSPACE**

1	Designation	Aerodrome flight information zone (ATZ)
	Lateral limits	AFIZ is a circle of 5 NM radius centred at RWY centre .
2	Vertical limits	3000 ft (AMSL)
3	Airspace	D
4	Unit/Language	Comilla information
5	Transition altitude	4000 ft
6	Remarks	Nil

**VGCM AD 2.18 AIR TRAFFIC SERVICES COMMUNICATIONS FACILITIES**

Service designator	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
Flight Information Service	Comilla Information	122.9 MHz EM:A3	HO	Nil

**VGCM AD 2.19 RADIO NAVIGATION AND LANDING AIDS**

Type of aid variation	Ident	Frequency	Opr hr	Coordinates	Elevation of transmitting antenna	Remarks
1	2	3	4	5	6	7
D-VOR	CML	115.5 MHz	0001 TO 1600	232601.60 N 0911124.33 E		to meet the requirement of over flying traffic. EM : A2
DME	CML	1189 MHz		232601.60 N 0911124.33 E		
NDB	CM	330 KHz		232610.31 N 0911115.81 E		

**VGCM AD 2.20 LOCAL TRAFFIC REGULATIONS**

Prior information to ATC is needed.

**VGCM AD 2.21 NOISE ABATEMENT PROCEDURES**

Nil

**VGCM AD 2.22 FLIGHT PROCEDURES**

**1. Coordination Procedure:**

**1.1 Departure**

Before passing information required by start-up of engines. Comilla information will be coordinated with Dhaka area control centre regarding flight level and visual meteorological conditions at Tejgaon (When destination is Tejgaon). Aircraft will not climb higher than 3000 ft if co-ordination cannot be higher altitude by Comilla information or by the aircraft with Dhaka Area Control Centre.

**1.2 Arrival :**

Dhaka area control centre will not issue clearance to the aircraft to descend below 4000 ft without co-ordination with Comilla Information. Dhaka ACC will allow the aircraft to change to Comilla information, when aircraft establish contact with Comilla and is ready to change over.

**VGCM AD 2.23 ADDITIONAL INFORMATION**

**1. Security:** Operators are responsible for security of the aircraft during operation and while aircraft is in parked position.

**VGCM AD 2.24 CHARTS RELATED TO COMILLA STOL PORT**

ICAO CHARTS		
NR	TYPE OF CHARTS	PAGE NR
1	AERODROME	VGCM AD 2-5

**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	242619.39N 0883658.56E
2	Distance and direction from city	07 KM North of Town
3	AD elevation / reference temperature	55FT/40 <sup>0</sup> C
4	MAG VAR	40' W
5	AD administration, address, telephone	Civil Aviation Authority of Bangladesh Postal address: Airport Manager Shah Mokhdum Airport, Rajshahi . ← Bangladesh Telephone : APM: 0721 800153 TWR: 0721 800157
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 : 4 AVBL: 4
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 GUIDANCE 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**

1	2			
In approach/ TOKF area	In circling area			
Obstacles in approach/TOKF area are shown in instrument approach charts	RWY affected	Obstacle type elevation	Position	Marking LGT
	35	5 (Five) power line masts 1555 FT (each)	11000 ft East –West FM THR RWY 35 distance btn masts is 600ft	-
	35	Radio mast 400ft (AGL)	242154.43N 0883823.88E 165 <sup>0</sup> (M) 8.5KM FM THR RWY35	LGT