AIP

AERONAUTICAL INFORMATION PUBLICATION

PEOPLE'S REPUBLIC OF BANGLADESH

FIFTH EDITION
2010

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CONSULT NOTAM FOR LATEST INFORMATION

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

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

1. Name of the publishing authority

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

2. Applicable ICAO documents

The AIP is prepared in accordance with the Standards and Recommended Practices (SARPs) of Annex 15 to the Convention on International Civil Aviation and the Aeronautical Information Services Manual (ICAO Doc 8126). Charts contained in the AIP are produced in accordance with Annex 4 to the Convention on International Civil Aviation and the Aeronautical Charts Manual (ICAO Doc 8697). Differences from ICAO Standards and Recommended Practices and procedures are given in subsection GEN 1.7.

3. The AIP structure and established regular amendment interval

AIP structure

The AIP forms part of the Integrated Aeronautical Information Package, details of which are given in subsection GEN 3.1. The principal AIP structure is shown in graphic form on page GEN 0.1-3. The AIP is made up of three parts, General (GEN), En-route (ENR) and Aerodromes (AD), each divided into sections and sub sections as applicable, containing various types of information subjects.

3.1.1 Part 1 General (GEN)

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

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

GEN 1. National regulations and requirements- Designated authorities; Entry, transit and departure of aircraft; Entry, transit and departure of passengers and crew; Entry, transit and departure of cargo; aircraft instruments, equipment and flight documents; Summary of national regulation agreements/conventions; and Differences from ICAO Standards, Recommended Practices and Procedures.

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

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

GEN 4. Charges for aerodromes and air navigation services–Aerodrome charges; and Air navigation services charges.

3.1.2 Part 2 – En-route (ENR)

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

ENR 0. Table of contents to Part 2

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

ENR 2. Air traffic services airspace – Detailed description of Flight Information Region (FIR); Terminal control areas (TMA); and other regulated airspace.

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

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

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

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

3.1.3 Part 3–Aerodromes (AD)

Part 3 consists of three sections containing information as briefly described

hereafter. AD 0. Table of contents to Part 3.

AD 1. Aerodromes – Introductions; Aerodromes availability; Rescue and firefighting services; Index to Aerodromes and grouping of aerodromes.

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

3.2 Regular amendments interval

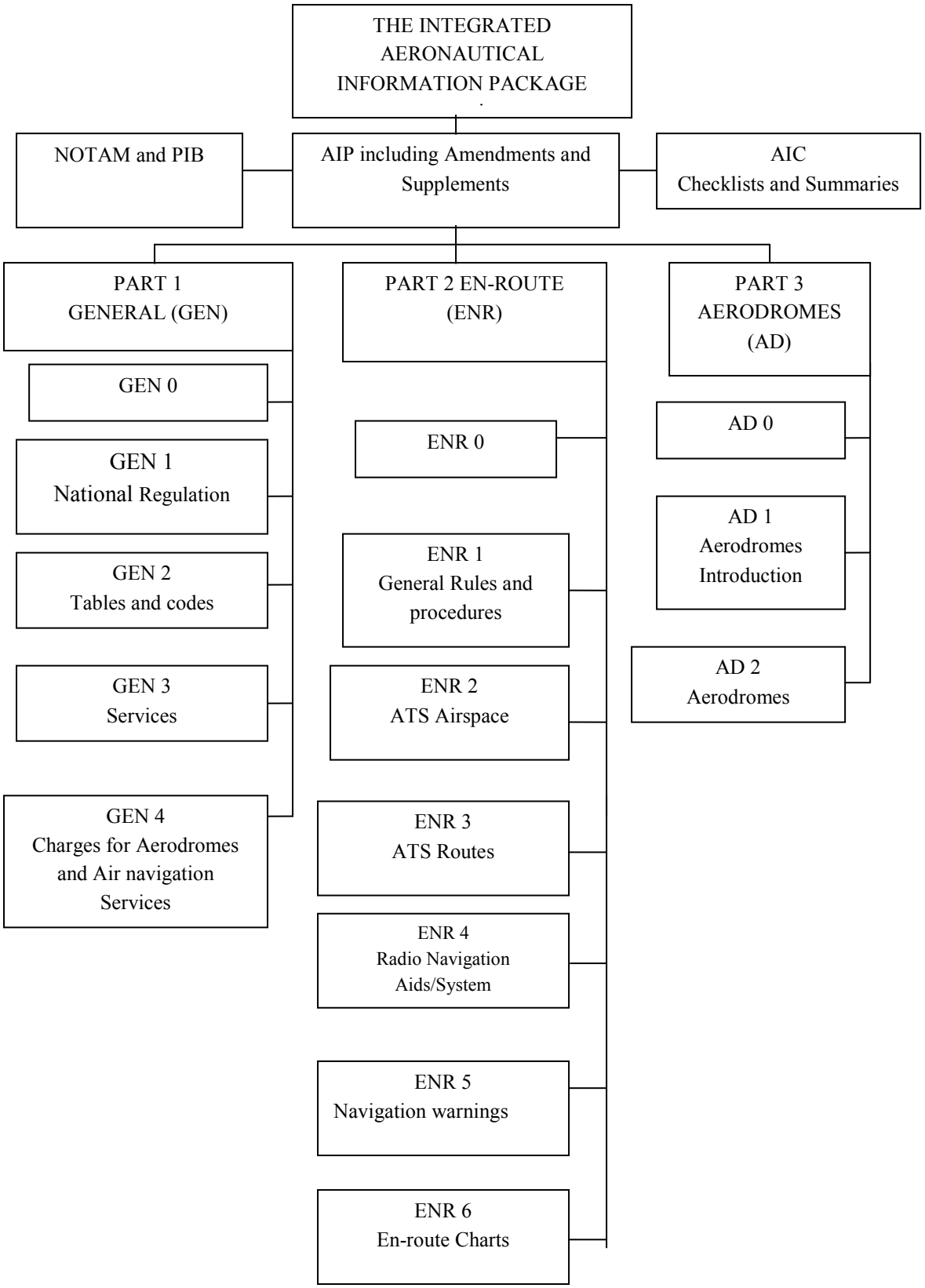
Regular amendments to the AIP will be issued once in every six months.

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

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

5. Miscellaneous information

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


THE INTEGRATED AERONAUTICAL INFORMATION PACKAGE
NOTAM and PIB
AIP including Amendments and Supplements
AIC Checklists and Summaries
PART 1 GENERAL (GEN)
PART 2 EN-ROUTE (ENR)
PART 3 AERODROMES (AD)
GEN 0
GEN 1 National Regulation
GEN 2 Tables and codes
GEN 3 Services
GEN 4 Charges for Aerodromes and Air navigation Services
ENR 0
ENR 1 General Rules and procedures
ENR 2 ATS Airspace
ENR 3 ATS Routes
ENR 4 Radio Navigation Aids/System
ENR 5 Navigation warnings
ENR 6 En-route Charts
AD 0
AD 1 Aerodromes Introduction
AD 2 Aerodromes

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GEN 0.2 RECORDS OF AIP AMENDMENTS

NR/Year	Effective Date	Date Inserted	Inserted by	NR/Year	Effective Date	Date Inserted	Inserted by
01/2011	30 JUN 2011	30 JUN 2011					
NIL	15 DEC 2011	---					
01/2012	08 MAR 2012	08 MAR 2012					
02/2012	18 OCT 2012	18 OCT 2012					
01/2013	04 APR 2013	04 APR 2013					
02/2013	17 OCT 2013	17 OCT 2013					
01/2014	03 APR 2014	03 APR 2014					
02/2014	16 OCT 2014	16 OCT 2014					
01/2015	02 APR 2015	02 APR 2015					
02/2015	12 NOV 2015	12 NOV 2015					
01/2016	23JUN 2016	23JUN 2016					
02/2016	08 DEC 2016	08 DEC 2016					
01/2017	07 DEC 2017	07 DEC 2017					
01/2018	24 MAY 2018	24 MAY 2018					
01/2019	28 MAR 2019	28 MAR 2019					
02/2019	10 OCT 2019	10 OCT 2019					
01/2020	30 JAN 2020	30 JAN 2020					
02/2020	03 DEC 2020	03 DEC 2020					
01/2021	22 APR 2021	22 APR 2021					
01/2022	24 MAR 2022	24 MAR 2022					
02/2022	19 MAY 2022	19 MAY 2022					
03/2022	06 OCT 2022	06 OCT 2022					
01/2023	23 MAR 2023	23 MAR 2023					
02/2023	15 JUN 2023	15 JUN 2023					
03/2023	05 OCT 2023	05 OCT 2023					
01/2024	22 FEB 2024	22 FEB 2024					
02/2024	11 JUL 2024	11 JUL 2024					
03/2024	05 SEP 2024	05 SEP 2024					
04/2024	28 NOV 2024	28 NOV 2024					
01/2025	20 FEB 2025	20 FEB 2025					
02/2025	17 APR 2025	17 APR 2025					
03/2025	10 JUL 2025	10 JUL 2025					
04/2025	02 OCT 2025	02 OCT 2025					
05/2025	25 DEC 2025	25 DEC 2025					
→ 01/2026	16 APR 2026	16 APR 2026					

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GEN 0.3 RECORD OF CURRENT AIP SUPPLEMENTS

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

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GEN 0.4 CHECKLIST OF PAGES

PAGE	DATE	PAGE	DATE	PAGE	DATE
PART-1 GENERAL (GEN)		2.2-3	03 DEC 2020	3.4-8/diagram	30 JAN 2020
GEN 0		2.2-4	03 DEC 2020	3.5-1	02 OCT 2025
0.1-1	23 MAR 2023	2.2-5	03 DEC 2020	3.5-2	02 OCT 2025
0.1-2	23 MAR 2023	2.2-6	03 DEC 2020	3.5-3	02 OCT 2025
0.1-3	03 JUN 2010	2.2-7	03 DEC 2020	3.5-4	02 OCT 2025
*0.2-1	*16 APR 2026	2.2-8	03 DEC 2020	3.5-5	17 APR 2025
*0.3-1	*16 APR 2026	2.2-9	03 DEC 2020	3.5-6	17 APR 2025
*0.4-1	*16 APR 2026	2.2-10	03 DEC 2020	3.6-1	23 MAR 2023
*0.4-2	*16 APR 2026	2.2-11	03 DEC 2020	3.6-2	23 MAR 2023
*0.4-3	*16 APR 2026	2.2-12	03 DEC 2020	3.6-3	06 OCT 2022
*0.4-4	*16 APR 2026	2.2-13	03 DEC 2020	3.6-4	06 OCT 2022
*0.4-5	*16 APR 2026	2.3-1	14 NOV 2013	3.6-5	05 OCT 2023
0.5-1	03 JUN 2010	2.3-2	14 NOV 2013	**GEN 4**	
0.6-1	03 JUN 2010	2.4-1	30 JAN 2020	4.1-1	25 DEC 2025
0.6-2	03 JUN 2010	2.5-1	25 DEC 2025	4.1-2	23 JUN 2016
0.6-3	03 JUN 2010	2.5-3/Chart	28 MAR 2019	4.1-4	05 OCT 2023
GEN 1		2.6-1	03 JUN 2010	4.2-1	17 OCT 2013
1.1-1	10 JUL 2025	2.6-2	03 JUN 2010	**PART-2 EN-ROUTE (ENR)**	
1.1-2	10 JUL 2025	2.6-3	03 JUN 2010	**ENR 0**	
1.2-1	02 DEC 2021	2.7-1	10 OCT 2019	0.6-1	03 JUN 2010
1.2-3	17 OCT 2013	2.7-2	10 OCT 2019	0.6-3	24 MAR 2022
1.2-4	17 OCT 2013	**GEN 3**		**ENR 1**	
1.2-5	03 JUN 2010	3.1-1	23 MAR 2023	1.1-1	11 JUL 2024
1.2-6	03 JUN 2010	3.1-2	23 MAR 2023	1.1-2	11 JUL 2024
1.3-1	02 DEC 2021	3.1-3	03 JUN 2010	1.1-3	28 NOV 2024
1.3-2	02 DEC 2021	3.1-4	03 JUN 2010	1.1-4	28 NOV 2024
1.3-3	03 JUN 2010	*3.1-5	*16 APR 2026	1.1-5	24 MAY 2018
1.3-4	03 JUN 2010	*3.1-6	*16 APR 2026	1.1-6	24 MAY 2018
1.4-1	02 DEC 2021	3.2-1	23 MAR 2023	1.2-1	16 OCT 2014
1.4-2	02 DEC 2021	3.2-2	23 MAR 2023	1.3-1	16 OCT 2014
1.5-1	03 JUN 2010	3.2-3	25 DEC 2025	1.4-1	30 JUN 2011
1.6-1	03 JUN 2010	3.2-4	25 DEC 2025	1.4-2	30 JUN 2011
1.7-1	23 JUN 2016	3.3-1	23 MAR 2023	1.4-3	30 JUN 2011
1.7-2	23 JUN 2016	3.3-2	23 MAR 2023	1.4-4	30 JUN 2011
1.7-3	23 JUN 2016	3.3-3	19 MAY 2022	1.5-1	10 OCT 2019
1.7-4	23 JUN 2016	3.4-1	23 MAR 2023	1.5-2	10 OCT 2019
1.7-5	10 JUL 2025	3.4-2	23 MAR 2023	1.5-3	14 NOV 2013
GEN 2		3.4-2-1	11 JUL 2024	1.5-4	14 NOV 2013
2.1-1	23 JUN 2016	3.4-3	24 MAR 2022	1.6-1	11 JUL 2024
2.1-2	23 JUN 2016	3.4-4	24 MAR 2022	1.6-2	11 JUL 2024
*2.1-3	*16 APR 2026	3.4-5	30 JAN 2020	1.6-3	04 APR 2013
2.2-1	03 DEC 2020	3.4-6	30 JAN 2020	1.6-4	04 APR 2013
2.2-2	03 DEC 2020	3.4-7/diagram	30 JAN 2020	1.6-5	03 JUN 2010

PAGE	DATE	PAGE	DATE	PAGE	DATE
*1.7-1	*16 APR 2026	1.14-5	03 JUN 2010	5.1-5	17 APR 2025
*1.7-2	*16 APR 2026	1.14-6	03 JUN 2010	5.1-6	17 APR 2025
1.7-3	23 JUN 2016	1.14-7	03 JUN 2010	5.1-7	15 JUN 2023
1.7-4	23 JUN 2016	1.14-8	03 JUN 2010	5.1-8	15 JUN 2023
1.7-5	30 JUN 2011	1.14-9	03 JUN 2010	5.1-9	15 JUN 2023
1.8-1	03 JUN 2010	1.14-10	03 JUN 2010	5.1-10	15 JUN 2023
1.8-2	03 JUN 2010	**ENR 2**		5.1-11	17 APR 2025
1.8-3	03 JUN 2010	2.1-1	02 OCT 2025	5.1-12	17 APR 2025
1.8-4	03 JUN 2010	2.1-2	02 OCT 2025	5.1-13/Chart	02 OCT 2025
1.8-5	11 JUL 2024	2.2-1	03 JUN 2010	5.2-1	25 DEC 2025
1.8-6	11 JUL 2024	**ENR 3**		5.2-2	25 DEC 2025
1.8-7	11 JUL 2024	3.1-1	11 JUL 2024	5.2-3/Chart	28 MAR 2019
1.8-8	11 JUL 2024	3.1-2	11 JUL 2024	5.3-1	03 JUN 2010
1.8-9	19 MAY 2022	3.1-3	28 NOV 2024	5.4-1	25 DEC 2025
1.8-10	19 MAY 2022	3.1-4	28 NOV 2024	5.5-1	03 JUN 2010
1.8-11	23 JUN 2016	3.1-5	11 JUL 2024	5.6-1	03 JUN 2010
1.8-12	23 JUN 2016	3.1-6	11 JUL 2024	**ENR 6**	
1.8-13	03 JUN 2010	3.1-7	02 OCT 2025	6-1/Chart	02 OCT 2025
1.8-14	03 JUN 2010	3.1-8	02 OCT 2025	6-3/ Chart	02 OCT 2025
1.8-15	03 JUN 2010	3.1-9	11 JUL 2024	6-5/ Chart	23 MAR 2023
1.8-16	03 JUN 2010	3.1-10	11 JUL 2024	6-7/ Chart	22 FEB 2024
1.8-17	03 JUN 2010	3.1-11	02 OCT 2025		
1.8-18	03 JUN 2010	3.1-12	02 OCT 2025		
1.8-19	03 JUN 2010	*3.1-13	*16 APR 2026		
1.8-20	03 JUN 2010	*3.1-14	*16 APR 2026		
1.8-21	03 JUN 2010	*3.1-15	*16 APR 2026		
1.9-1	03 JUN 2010	*3.1-16	*16 APR 2026		
1.9-2	03 JUN 2010	*3.1-17	*16 APR 2026		
1.9-3	03 JUN 2010	*3.1-18	*16 APR 2026		
1.9-4	03 JUN 2010	3.2-1	02 OCT 2025		
1.9-5	03 JUN 2010	3.3-1	02 OCT 2025		
1.9-6	03 JUN 2010	3.4-1	02 OCT 2025		
1.9-7	03 JUN 2010	3.5-1	02 OCT 2025		
1.10-1	10 OCT 2019	3.5-2	02 OCT 2025		
1.10-2	10 OCT 2019	**ENR 4**			
1.11-1	19 MAY 2022	4.1-1	02 OCT 2025		
1.12-1	11 JUL 2024	4.2-1	03 JUN 2010		
1.12-2	11 JUL 2024	*4.3-1	*16 APR 2026		
1.12-3	03 JUN 2010	*4.3-2	*16 APR 2026		
1.12-4	03 JUN 2010	4.4-1	10 OCT 2019		
1.13-1	03 JUN 2010	**ENR 5**			
1.14-1	03 JUN 2010	5.1-1	03 DEC 2020		
1.14-2	03 JUN 2010	5.1-2	03 DEC 2020		
1.14-3	03 JUN 2010	5.1-3	17 APR 2025		
1.14-4	03 JUN 2010	5.1-4	17 APR 2025		

PAGE	DATE	PAGE	DATE
PART 3 AERODROMES (AD)		VGHS AD 2-35/Chart	02 OCT 2025
AD 0		VGHS AD 2-37/Chart	02 OCT 2025
0.6-1	10 OCT 2019	VGHS AD 2-39/Chart	02 OCT 2025
0.6-2	10 OCT 2019	VGHS AD 2-41/Chart	02 OCT 2025
0.6-3	20 FEB 2025	VGHS AD 2-43/Chart	02 OCT 2025
0.6-4	20 FEB 2025	VGHS AD 2-45/Chart	02 OCT 2025
0.6-5	18 OCT 2012	VGHS AD 2-47/Chart	02 OCT 2025
0.6-6	18 OCT 2012	VGHS AD 2-49/Chart	02 OCT 2025
0.6-7	18 OCT 2012	VGHS AD 2-50	02 OCT 2025
AD 1		VGHS AD 2-51\Chart	02 OCT 2025
AD 1.1-1	03 JUN 2010	VGHS AD 2-52	02 OCT 2025
AD 1.1-2	03 JUN 2010	VGEG AD 2-1	11 JUL 2024
AD 1.1-3	03 JUN 2010	VGEG AD 2-2	11 JUL 2024
AD 1.1-4	03 JUN 2010	VGEG AD 2-3	11 JUL 2024
AD 1.1-5	03 JUN 2010	VGEG AD 2-4	11 JUL 2024
AD 1.2-1	03 JUN 2010	*VGEG AD 2-5	*16 APR 2026
AD 1.3-1	10 OCT 2019	*VGEG AD 2-6	*16 APR 2026
AD 1.3-3/Chart	28 MAR 2019	VGEG AD 2-7	25 DEC 2025
AD 1.4-1	17 APR 2025	VGEG AD 2-8	25 DEC 2025
AD 2		VGEG AD 2-9.1	02 OCT 2025
VGHS AD 2-1	25 DEC 2025	VGEG AD 2-9.2	02 OCT 2025
VGHS AD 2-2	25 DEC 2025	VGEG AD 2-9.3	28 MAR 2019
VGHS AD 2-3	25 DEC 2025	VGEG AD 2-10	28 MAR 2019
VGHS AD 2-4	25 DEC 2025	VGEG AD 2-11/Chart	10 OCT 2019
VGHS AD 2-5	25 DEC 2025	VGEG AD 2-13/Chart	10 OCT 2019
VGHS AD 2-6	25 DEC 2025	VGEG AD 2-13.1/Chart	24 MAR 2022
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VGHS AD 2-9	25 DEC 2025	VGEG AD 2-19/Chart	23 MAR 2023
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VGHS AD 2-11.2	02 OCT 2025	VGEG AD 2-25/Chart	28 MAR 2019
VGHS AD 2-11.3	22 FEB 2024	VGEG AD 2-27/Chart	05 SEP 2024
VGHS AD 2-12	22 FEB 2024	VGEG AD 2-29/Chart	05 SEP 2024
VGHS AD 2-13	05 SEP 2024	VGEG AD 2-31/Chart	10 JUL 2025
VGHS AD 2-15/Chart	02 OCT 2025	VGEG AD 2-32	10 JUL 2025
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VGHS AD 2-17/Chart	17 APR 2025	VGEG AD 2-34	10 JUL 2025
VGHS AD 2-19/Chart	05 SEP 2024	VGSY AD 2-1	02 OCT 2025
VGHS AD 2-21/Chart	05 SEP 2024	VGSY AD 2-2	02 OCT 2025
VGHS AD 2-23/Chart	02 OCT 2025	VGSY AD 2-3	25 DEC 2025
VGHS AD 2-25/Chart	02 OCT 2025	VGSY AD 2-4	25 DEC 2025
VGHS AD 2-27/Chart	02 OCT 2025	VGSY AD 2-5	25 DEC 2025
VGHS AD 2-29/Chart	02 OCT 2025	VGSY AD 2-6	25 DEC 2025
VGHS AD 2-31/Chart	02 OCT 2025	VGSY AD 2-7	10 JUL 2025
VGHS AD 2-33/Chart	02 OCT 2025	VGSY AD 2-9/Chart	02 OCT 2025

PAGE	DATE	PAGE	DATE
PART 3 AERODROMES (AD)		VGIS AD 2-9/Chart	08 DEC 2016
VGSY AD 2-10/Chart	12 NOV 2015	VGIS AD 2-11/Chart	08 DEC 2016
VGSY AD 2-11/Chart	15 JUN 2023	VGJR AD 2-1	10 JUL 2025
VGSY AD 2-13/Chart	28 MAR 2019	VGJR AD 2-2	10 JUL 2025
VGSY AD 2-15/Chart	15 JUN 2023	VGJR AD 2-3	10 JUL 2025
VGSY AD 2-17/Chart	28 MAR 2019	VGJR AD 2-4	10 JUL 2025
VGSY AD 2-19/Chart	05 SEP 2024	VGJR AD 2-5	25 DEC 2025
VGSY AD 2-21/Chart	05 SEP 2024	VGJR AD 2-6	25 DEC 2025
VGSY AD 2-23/Chart	10 JUL 2025	VGJR AD 2-7	06 OCT 2022
VGSY AD 2-24	10 JUL 2025	VGJR AD 2-9/Chart	10 OCT 2019
VGSY AD 2-25/Chart	02 OCT 2025	VGJR AD 2-11/Chart	10 OCT 2019
VGSY AD 2-26	02 OCT 2025	VGJR AD 2-13/Chart	10 OCT 2019
VGBG AD 2-1	28 NOV 2024	VGJR AD 2-15/Chart	10 OCT 2019
VGBG AD 2-2	28 NOV 2024	VGJR AD 2-17/Chart	10 OCT 2019
*VGBG AD 2-3	*16 APR 2026	VGJR AD 2-19/Chart	10 OCT 2019
*VGBG AD 2-4	*16 APR 2026	VGJR AD 2-21/Chart	02 OCT 2025
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VGBR AD 2-1	05 SEP 2024	VGJR AD 2-24	02 OCT 2025
VGBR AD 2-2	05 SEP 2024	VGRJ AD 2-1	20 FEB 2025
VGBR AD 2-3	25 DEC 2025	VGRJ AD 2-2	20 FEB 2025
VGBR AD 2-4	25 DEC 2025	*VGRJ AD 2-3	*16 APR 2026
VGBR AD 2-5	20 FEB 2025	*VGRJ AD 2-4	*16 APR 2026
VGBR AD 2-7/Chart	23 MAR 2023	VGRJ AD 2-5	28 NOV 2024
VGBR AD 2-11/Chart	10 OCT 2019	VGRJ AD 2-7/Chart	23 JUN 2016
*VGCB AD 2-1	*16 APR 2026	VGRJ AD 2-9/Chart	05 SEP 2024
*VGCB AD 2-2	*16 APR 2026	VGRJ AD 2-11/Chart	17 APR 2025
VGCB AD 2-3	25 DEC 2025	VGRJ AD 2-13/Chart	05 SEP 2024
VGCB AD 2-4	25 DEC 2025	VGRJ AD 2-15/Chart	17 APR 2025
VGCB AD 2-5	25 DEC 2025	VGSD AD 2-1	20 FEB 2025
VGCB AD 2-6	25 DEC 2025	VGSD AD 2-2	20 FEB 2025
VGCB AD 2-7/ Chart	19 MAY 2022	VGSD AD 2-3	25 DEC 2025
VGCB AD 2-9/ Chart	28 MAR 2019	VGSD AD 2-4	25 DEC 2025
VGCB AD 2-11/ Chart	02 OCT 2025	VGSD AD 2-5	20 FEB 2025
VGCB AD 2-13/ Chart	02 OCT 2025	VGSD AD 2-7/Chart	28 MAR 2019
VGCM AD 2-1	20 FEB 2025	VGSD AD 2-9/Chart	10 OCT 2019
VGCM AD 2-2	20 FEB 2025	VGSD AD 2-11/Chart	10 OCT 2019
VGCM AD 2-3	28 NOV 2024	VGSD AD 2-13/Chart	05 SEP 2024
VGCM AD 2-4	28 NOV 2024	VGSD AD 2-15/Chart	05 SEP 2024
VGCM AD 2-5/Chart	10 OCT 2019	VGSD AD 2-17/ Chart	10 JUL 2025
VGIS AD 2-1	28 NOV 2024	VGSD AD 2.18	10 JUL 2025
VGIS AD 2-2	28 NOV 2024	VGSD AD 2-19/ Chart	10 JUL 2025
*VGIS AD 2-3	*16 APR 2026	VGSD AD 2-20	10 JUL 2025
*VGIS AD 2-4	*16 APR 2026	*VGSH AD 2-1	*16 APR 2026
VGIS AD 2-5	03 JUN 2010	*VGSH AD 2-2	*16 APR 2026
VGIS AD 2-7/Chart	06 OCT 2022	*VGSH AD 2-3	*16 APR 2026

PAGE	DATE	PAGE	DATE
*VGSH AD 2-4	*16 APR 2026		
VGSH AD 2-5/Chart	14 NOV 2013		
VGTJ AD 2-1	25 DEC 2025		
VGTJ AD 2-2	25 DEC 2025		
VGTJ AD 2-3	25 DEC 2025		
VGTJ AD 2-4	25 DEC 2025		
VGTJ AD 2-5	10 OCT 2019		
VGTJ AD 2-6	10 OCT 2019		
VGTJ AD 2-7 /Chart	23 JUN 2016		

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GEN 0.5 LIST OF HAND AMENDMENTS TO THE AIP

AIP page(s) affected	Amendment text	Introduced by AIP Amendment NR

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PART 1- GENERAL (GEN)
GEN 0.6 TABLE OF CONTENTS TO PART 1

GEN 2 TABLES AND CODES

GEN 3 SERVICES

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GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

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

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

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

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

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

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

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

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

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

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

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

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

GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

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

1. General

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

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

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

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

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

2. Scheduled Flights

2.1 General

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

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

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

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

2.2 Documentary requirements for clearance of aircraft.

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

2.2.2 Aircraft documents required (arrival/departure)

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

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

2.3 Public health measures applied to aircraft

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

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

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

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

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

3 Non-Scheduled Flights

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

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

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

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

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

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

(h) Route to be flown.

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

3.1.1 Documentary requirements for clearance of aircraft

Same requirements as for scheduled flights.

3.1.2 Public health measures applied to aircraft.

Same requirement as for scheduled flights

3.2 **Charter Flights**

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

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

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

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

3.2.5 Documentary requirements for clearance of aircraft.

Same requirements as for scheduled flights.

3.2.6 Public health measures applied to aircraft

Same requirements as for scheduled flights.

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

3.3.1 Procedures

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

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

3.3.2 Documentary requirements for clearance of aircraft

Same requirements as for scheduled flights.

3.3.3 Public health measures applied to aircraft

Same requirements as for scheduled flights

3.4 Cabotage Carriage

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

3.3.4 Procedures:

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

3.5 Other commercial flights.

3.5.1 Procedures.

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

3.6 Flights of state aircraft.

3.6.1 Procedures.

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

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

3.6.2 Documentary requirements for clearance of aircraft:

Same as requirements for scheduled flights.

3.6.3 Public health measures applied to aircraft.

Same as requirements for scheduled flights.

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

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

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

1. Immigration Requirements

1.1 Passport and visa:

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

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

1.1.3 Visa: Required by all except the following:

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

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

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

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

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

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

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

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

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

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

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

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

2. Customs Requirements.

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

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

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

3. Public Health Requirements

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4 Plant Quarantine Requirements.

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

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

GEN 1.4 ENTRY TRANSIT AND DEPARTURE OF CARGO

REGULATIONS CONCERNING: IMPORTATION, TRANSSHIPMENT AND EXPORTATION OF CARGO.

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

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

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

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

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

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

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

(a) The quantity is within the prescribed limits;

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

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

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

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

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

3. Plant Quarantine Requirements

3.1 Importation of Plants and Seeds

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

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

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

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

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

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

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

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

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

5. **Wireless Apparatus.**

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

GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

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

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

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

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

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

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

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

LIST OF DIFFERENCES

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

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

2.1 **Flight Plan**

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

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

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

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

2.2.1 **Requirement to submit a Flight Plan**

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

Exceptions and special procedures

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

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

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

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

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

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

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

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

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

2.4 **Meteorological Briefing:**

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

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

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

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

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

Reference Difference

Part VIII

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

2.7. Repetitive Flight Plan System

Not introduced.

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

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

Chapter 5 Aerodrome Obstacle chart ICAO type C.

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

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

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

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

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

Chapter 11 Instrument Approach Chart-ICAO

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

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

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

Chapter 12 Visual Approach Charts- ICAO

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

Chapter 13 Aerodrome / Heliport Chart – ICAO

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

Std 13.6.1 a. Geoid undulations are not shown.

b. Stopways and clearways markings are not shown.

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

d. The boundaries of the air traffic control service.

Chapter 14 Aerodrome Ground Movement Charts- ICAO.

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

Chapter 15 Aircraft parking / docking Chart-ICAO.

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

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

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

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

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

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

Chapter 18 Aerodrome Navigation Charts- ICAO Small Scale.

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

Chapter 19 Plotting Charts – ICAO.

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

Chapter 20 Electronic Chart display - ICAO.

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

Chapter 21 ATC Surveillance Minimum Altitude Chart-ICAO.

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

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

NIL

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

NIL

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

NIL

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

NIL

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

NIL

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

NIL

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

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

9.2 Embarking passenger's manifests are required.

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

9.4 Documents are to be furnished in English.

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

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

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

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

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

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

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

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

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

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

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

(b) Purpose of visit.

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

(d) Passport Number.

(e) Place and date of issue of Passport.

9.10 Constantly under review.

9.11 Separate documents are required.

9.12 Documentation is required for all imports.

9.13 In cases of urgency, documentation is dispensed with.

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

9.15 Acceptable subject to eventual re-export.

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

10. **ANNEX 10-** AERONAUTICAL TELECOMMUNICATIONSNIL

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

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

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

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

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

14. **ANNEX 14-** AERODROME
NIL

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

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

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

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

19. ANNEX 19- SAFETY MANAGEMENT SYSTEM
NIL

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GEN 2. TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS

1. **Units of Measurement.**

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

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

2. **TIMES SYSTEM.**

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

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

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

2.4 Local time in Bangladesh is UTC plus 6 hours.

3. GEODETIC REFERENCE DATUM

3.1 Name/designation of datum.

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

3.2 Area of application

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

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

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

4. AIRCRAFT NATIONALITY AND REGISTRATION MARKS.

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

5. PUBLIC HOLIDAYS

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

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

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

1.2

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

* Depends on sighting of moon.

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GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS.

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

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

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

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

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

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

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

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

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

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

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

SIGWX	Significant weather	STA	Straight in approach.
SIMUL	Simultaneous or simultaneously	STAR	Standard instrument arrival
SIWL	Single isolated wheel load	STD	Standard
SKC	Sky clear	STF	Stratiform
SKED	Schedule or scheduled	STN	Station
SLP	Speed limiting point	STNR	Stationary
SLW	Slow	STOL	Short take-off and landing
SMC	Surface movement control	STS	Status
SMR	Surface movement radar	STWL	Stop way light(s)
SN	Snow	SUBJ	Subject to
SNOWTAM	A special series NOTAM notifying the presence or removal of hazardous conditions due to now, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of special format.	SUN	Sunday
SNSH	Snow showers	SUP	Supplement (AIP Supplement)
SPECI	Aviation selected special weather report (in aeronautical meteorological code)	SUPPS	Regional supplementary procedures
SPECIAL	Special meteorological report (in abbreviated plain language)	SVC	Service message
SPL	Supplementary flight plan(message type designator)	SVCBL	Serviceable
SPOT	Spot wind	SW	South-east
SQ	Squall	SWB	South-westbound
SR	Sunrise	SWY	Stop way
SRA	Surveillance radar approach	T	
SRE	Surveillance radar elements of precision approach radar system.	T	Temperature
SRG	Short range	TA	Transition altitude
SRR	Search and rescue region	TACAN UHF	tactical air navigation aid
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
TNA	Turn altitude.	VAC	Visual approach chart
TNH	Turn height	VAL	In valleys
TO	To....(place)	VAN	Runway control van
TOC	Top of climb	VAR	Magnetic variation
TODA	Take-off distance available	VASIS	Visual approach slope indicator system
TOP	Cloud top	VCY	Vicinity
TORA	Take-off run available	VDF	Very high frequency direction-finding station
TP	Turning point	VER	Vertical
TR	Track	VFR	Visuals
TRA	Temporary reserved airspace	VHF	Very high frequency [30 to 300 MHz]
TRANS	Transmits or transmitter	VIP	Very important person
TRL	Transition level.	VIS	Visibility
TROP	Tropopause	VLF	Very low frequency [3 to 30 KHz]
TS	Thunderstorm	VLR	Very long range
TT	Teletypewriter	VMC	Visual meteorological conditions.
TUE	Tuesday	VNAV	Vertical Navigation
TURB	Turbulence	VOLMET	Meteorological information for aircraft in flight
T-VASIS†	(to be pronounced “TEE-VASIS”) T visual approach slope indicator system		
TVOR	Terminal VOR	VOR	VHF Omni directional radio range
TWR	Aerodrome control tower or aerodrome control	VORTAC	VOR and TACAN combination
TWY	Taxiway	VOT	VOR Airborne equipment test facility variable
TWYL	Taxiway-link	VSA	By visual reference to the ground
TYP	Type of aircraft	VSP	Vertical speed
TYPH	Typhoon	VTOL	Vertical take-off and landing
	U		**W**
UAB	Until advised by.....	W	West or western longitude
UAC	Upper area control centre	W	White
UAR	Upper air route	WAC	World Aeronautical Chart-ICAO 1: 1000000
UDF	Ultra high frequency direction-finding station	WAFC	World area forecast center
UFN	Until further notice	WB	Westbound

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

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GEN 2.3 CHART SYMBOLS

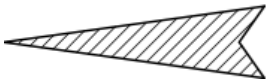
The aeronautical symbols used on charts contained in the AIP and other aeronautical charts listed in GEN 3.2 are shown as follows. They correspond in every respect to the internationally agreed symbols contained in ICAO Annex 4, Aeronautical charts and aeronautical charts manual Doc 8697-AN/889.

1. Aerodromes

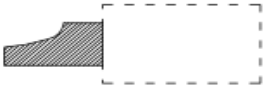
1.1 Charts other than approach charts

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

1.2 Approach Chart

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

1.3 Aerodrome charts

Hard Surface	
Stopway	
Clearway	

2. Aerodrome installations and lights

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

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

GEN 2.4 LOCATION INDICATORS

`

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

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

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GEN 2.5 LIST OF RADIO NAVIGATION AIDS

1. Alphabetical list of Navigation aids by Identification.

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

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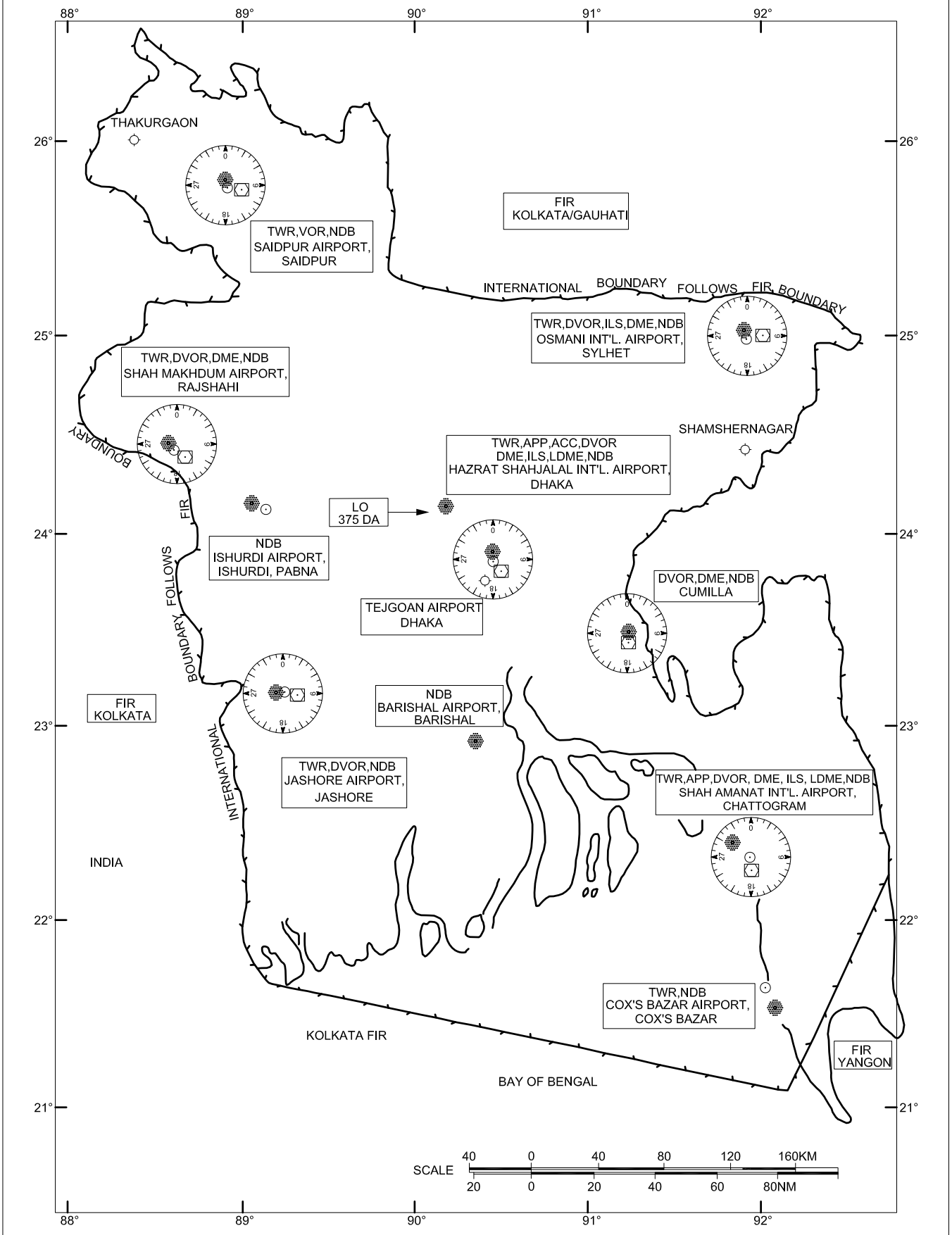
RADIO FACILITY INDEX



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GEN 2.6 CONVERSION TABLES

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

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

From decimal minutes of an arc to seconds of an arc

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

From seconds of an arc to decimal minutes of an arc

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

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GEN 2.7 SUNRISE/ SUNSET TABLES

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GEN 3. SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

1. Responsible Services

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

1.2 ***AIS Headquarters***

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

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

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

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

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

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

2. Area of Responsibilities

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

3. Aeronautical Publications

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3.6 **Aeronautical Information Circulars (AIC)**

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

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

3.7 **Checklist and summary of NOTAM**

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

3.8 Sale of Publications

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

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

4. AIRAC System

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

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

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

5. Pre –flight information service at aerodrome/heliports

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

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

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

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

GEN 3.2 AERONAUTICAL CHARTS

1 **Responsible Service(s).**

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

Service Name : Aeronautical information Services.

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

Telephone : 880-2-41091031 ←——

Tele-fax : 880-2-41091111 ←——

AFS : VGHQYOYX

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

Doc 8168- OPS / 611- Aircraft Operations.

1.3 Difference to these provisions are detailed in subsection GEN 1.7

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

2. **Maintenance of Charts.**

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

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

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

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

4. **Aeronautical Chart Series Available.**

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

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

4.2 GENERAL DESCRIPTION OF EACH SERIES.

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

4.2.2 AERODROME OBSTRUCTION CHART ICAO-TYPE-A

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

4.2.3 AERODROME CHART-ICAO

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

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

GEN 3.2.5 LIST OF AERONAUTICAL CHARTS AVAILABLE

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

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

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

Not Available

GEN 3.2.7. Topographical Chart

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

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

GEN 3.2.8. Corrections to Charts not contained in the AIP

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

GEN 3.3 AIR TRAFFIC SERVICES

1. **Responsible Service.**

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

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

Telephone : 880-2-41091003 (Office) ←

Fax : 880-2-8901428

AFS : VGHQYAYS

Email : matm@caab.gov.bd

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

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

Telephone : 88-02-41091031 (Office) ←

Fax : 88-02-8901428, 88-02-41091111 ←

AFS : VGHQYAYS

Email : datm@caab.gov.bd

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

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

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

1.5 Differences to these provisions are detailed in subsection GEN 1.7

2 Area of responsibility

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

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

3 Types of services

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

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

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

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

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

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

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

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

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

2 Co-ordination between the operator and ATS

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

3 Minimum flight altitude

3.1 The minimum flight altitude on the ATS routes, as presented in section ENR 3, have been determined so as to ensure at least 300 m (1000 ft) vertical clearance above the highest obstacle within 18 km (10 NM) on each side of the centre line of the route. However, where the angular divergence of the navigational air signal, in combination with the distance between the navigation aids, could result in an aircraft being more than 18km on either side of the centre line, the 18 km protection limit is increased by the extent to which the divergence is more than 18 km from the centre line.

4 ATS units address list

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

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GEN 3.4 COMMUNICATION SERVICES

1. Responsible service

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

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

Telephone : + 880-2-41091002 (Office)

Telefax : +880-2-8901428

E-mail : mops@caab.gov.bd

AFS :VGHQYAYO

Website : www.caab.gov.bd

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

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

Telephone : + 880-2-41091032 (Office)

Telefax : +880-2-8901428

E-mail : dcnshq@caab.gov.bd

AFS :VGHQYAYO

Website : www.caab.gov.bd

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

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

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

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

2. Area of responsibility

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

3. Types of services

3.1 Radio Navigation Services

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

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

3.2 Mobile / fixed Service

3.2.1 Mobile Service

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

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

3.2.2 Fixed Service

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

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

3.3 Broadcasting Service

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

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

AUTOMATIC TERMINAL INFORMATION SERVICE (ATIS) BROADCASTS

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

3.4 Languageused

The language used is English.

3.5 Where detailed information can be obtained

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

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

4. Requirements and conditions

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

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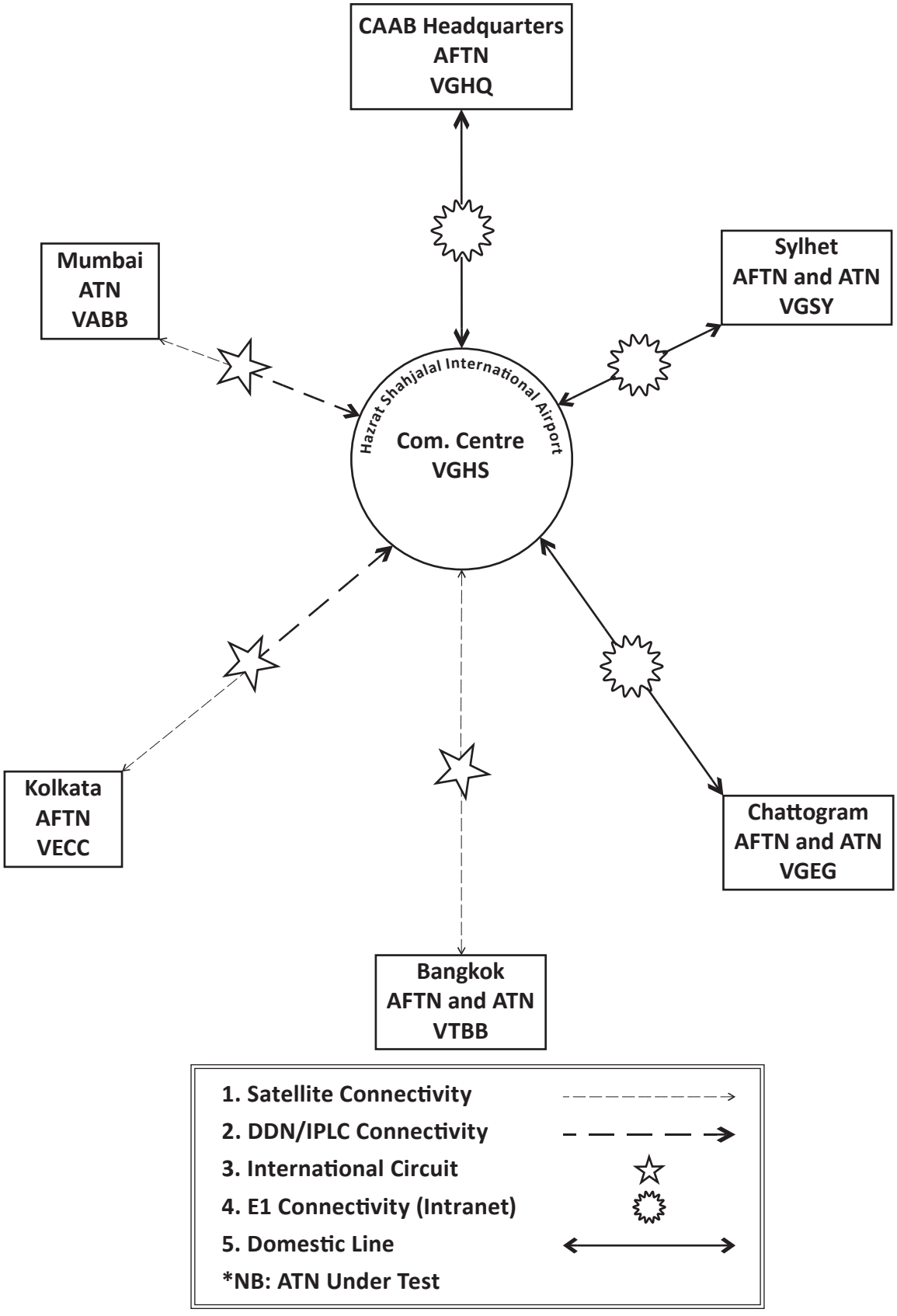
RADIO TIME SIGNAL					
Station	Call Sign	Frequency KHz	Band Width	Time of Transmission (UTC)	Method & Remarks
1	2	3	4	5	6
Dhaka	S2R1	693	20A3	0030-0430 1030-1730	Winter Season
				0000-0430 1030-1730	Summer Season
	S2R2	630	20A3	0030-0230 0000-0230 0430-1730 1800-2100	Winter Season Summer Season All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

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

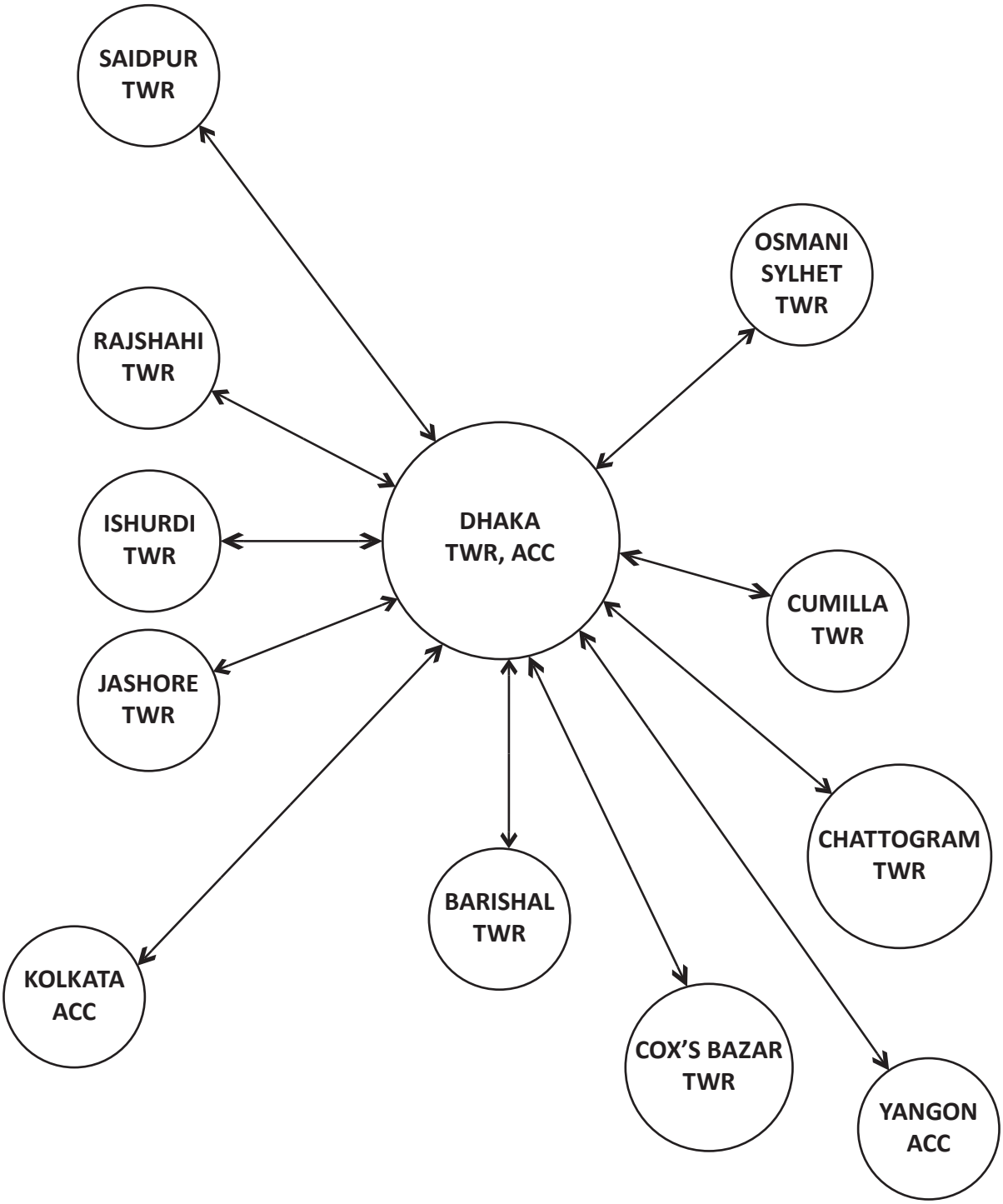
AERONAUTICAL FIXED SERVICES - NATIONAL CIRCUITS										
Station			Correspondent		Number and Type of channels	Radio Frequencies		Type of services	Hours (UTC)	Remarks
Name	Location Indicator	Call Sign	Name	Call Sign		Trans KHz	Rec KHz			
1	2	3	4	5	6	7	8	9	10	11
Dhaka/ Hazrat Shahjalal Intl	VGHS	S2D	Rajshahi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

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

AERONAUTICAL FIXED SERVICES: TELEGRAPH



AERONAUTICAL FIXED SERVICES: TELEPHONE



1. Responsible Service

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

Postal Address:

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

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

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

Annex-3 (Meteorological Service for international Air Navigation)

DOC 7030-Regional Supplementary Procedures Part-3-Meteorology

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

2. Area of responsibility

2.1 Area meteorological watch is provided for the Dhaka FIR.

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

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

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

4. Types of services

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

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

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

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

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

4.6 OBSERVING SYSTEMS & OPERATING PROCEDURES.

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

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

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

4.6.4 Climatological Summaries for Chattogram and Dhaka are available.

5. Notification required from operators

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

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

6. Aircraft reports (AIREP required from operator)

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

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

3. METEOROLOGICAL OBSERVATIONS AND REPORTS

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

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

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

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

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

6.3 Reporting of low level wind shear

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

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

(a) Aircraft call-sign;

(b) WIND SHEAR reports;

(c) Time (of wind shear occurrence);

(d) Position(of wind shear);

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

(f) Average height of wind shear layer.

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

"WIND SHEAR WARNING

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

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

WIND SHEAR IN APPROACH (OR DEPARTURE)

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

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

7. VOLMET Service

VOLMET Service is not Provided

8 . SIGMET Service

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

9. Other Automated meteorological Services

Nil

GEN 3.6 SEARCH AND RESCUE

3.6.1 **Responsible Service.**

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

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

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

3.6.1.1 **Applicable ICAO Documents.**

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

3.6.1.2 Difference to these provisions are detailed in subsection GEN 1.7

3.6.2 **Area of Responsibility**

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

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

3.6.3 **Types of Services and Procedures**

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

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

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

3.6.4 **SAR Agreements**

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

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

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

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

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

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

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

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

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

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

3.6.5.1 ACCIDENT NOTIFICATION AND ACCIDENT INQUIRY

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

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

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

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

Postal Address of SAR point of contact:

Dhaka Area Control Centre,
Hazrat Shahjalal International Airport,
Kurmitola, Dhaka-1229, Bangladesh.

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

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

Director (Air Traffic Management),
Air Traffic Management Division, CAAB Headquarters (New building), Level-4,
Kurmitola, Dhaka-1229, Bangladesh.

Telephone	: + 880-02 41091031
Fax	: + 880-02 41091111
Email	: datm@caab.gov.bd
Web site	: www.caab.gov.bd

3.6.6 Procedures and Signals Used.

3.6.6.1 PROCEDURES

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

4.1 COMMUNICATIONS

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

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

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

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

5. SEARCH AND RESCUE SIGNALS.

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

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

List of Rescue-Sub Centers

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

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

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

5.3 Bangladesh Air Force :

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

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

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

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

Bangladesh Navy having suitable SAR facilities :

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

b) Helicopter (HeL-L) Two aircraft;

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

d) Number of Rescue Boats (RBs);

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

5.4 List of Rescue Units of Bangladesh: ←

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

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GEN 4. CHARGES FOR AERODROME AND AIR NAVIGATION SERVICES

GEN 4.1 AERODROME CHARGES

1. **Introduction**

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

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

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

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

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

1.2 **LANDING CHARGES**

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

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

1.2.3 Landing Charges:

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

Provided that :-

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

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

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

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

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

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

1.3 PARKING AND HOUSING CHARGES:

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

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

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

1.4.1 Passenger Boarding Bridge Charges.

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

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

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

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

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

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

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

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

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

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

The hours mentioned above shall be cumulative.

1.5 PASSENGER SERVICE CHARGES (EMBARKATION FEES):

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

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

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

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

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

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

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

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

1.8 CHARGES FOR FLIGHTS BEYOND NOTAMISED HOURS OF OPERATION:

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

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

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

1.9 METHODS OF PAYMENT (PAYMENT ARRANGEMENT): -

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

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

GEN 4.2 AIR NAVIGATION SERVICES CHARGES

4.2.1 Route Navigation Facility Charges

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

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

4.2.2 Methods of Payment.

See on page GEN 4.1-4

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