

**AD.1 AERODROMES/HELIPORTS-INTRODUCTION**  
**AD 1.1 AERODROME/HELIPORT AVAILABILITY**

**1. Introduction**

This section contains information on all aerodromes which are available for use in international and national aircraft operations. Section AD 1 gives a description relating to the use of aerodromes and the clearance formalities involved. AD 2 contains information on physical characteristics of aerodromes international and national operations.

As there are no heliports, sec AD 3 has been omitted.

**1.2 AERODROMES ADMINISTRATION**

The administration of most aerodromes is the responsibility of the Civil Aviation Authority. Private aerodromes are licensed by the Authority to ensure compliance with certain minimum standards. They are not available for public use, unless prior permission has been obtained from the owner or the operator thereof.

**1.3 REGULATIONS CONCERNING AIRPORT USE**

**1.3.1 STANDARD CONDITIONS APPLICABLE TO THE LANDING, PARKING OR STORAGE OF AIRCRAFT ON AERODROMES UNDER THE CONTROL OF THE CIVIL AVIATION AUTHORITY, BANGLADESH.**

**1.3.1.1 Conditions governing the use of all Government-owned Aerodromes in Bangladesh.**

1.3.1.1.1 The conditions under which aircraft may land, be parked housed or otherwise dealt with at any of the Government owned aerodromes in Bangladesh under the control of the Civil Aviation Authority are given hereunder. The expression "Government" used in these conditions refers to the Government of the People's Republic of Bangladesh.

1.3.1.1.2 Liability will not be accepted by Government or by any servant or agent of or serving under Government for any loss, damage, or injury by accident, fire, flood, tempest, explosion, or any other cause to aircraft and its parts or accessories or things therein or for any loss, damage or injury from whatever cause arising to passengers therein or any other person (including pilots, engineers or other personnel of aircraft) landing at or departing from or accommodate at any aerodrome owned by Government or to any person coming to or departing such an aerodrome, even if such loss, damage or injury is caused by or arises from negligence on the part of any servant or agent of Government or any defect in the aerodrome or any part of its equipment.

1.3.1.1.3 The use of any apparatus, such as tractors, cranes, chocks, mechanical starters, etc., belonging to or under the charge of Government, by the personnel of aircraft or any other person making use of the aerodrome shall be entirely at the risk of the person using such apparatus, and no liability will be accepted for any loss, damage or injury caused by, or arising out of the use of any such apparatus (whether under the control of management of any servant or agent of Government or otherwise) which may result in loss, damage or injury to the user thereof, or to any other person or thing. The use of any such apparatus being permitted on the express condition that Government shall be held indemnified by the user and owned of any aircraft concerned (jointly and severally) against all claims, losses and damages resulting from such use.

- 1.3.1.1.4 In the event of damage being done to Government property at a Government aerodrome by any person making use of the aerodrome, such person and the owner of any aircraft concerned will be jointly and severally liable for the damage.
- 1.3.1.1.5 The fees and charges for the landing, parking or housing of aircraft shall be those from time to time published by the Chairman, Civil Aviation Authority of Bangladesh. The fees and charges for any supplies or services which may be furnished to the aircraft at any aerodrome under the control of the Civil Aviation Authority by or on behalf of the Chairman, Civil Aviation Authority shall unless it is otherwise agreed before such fees or charges are incurred, be such reasonable fees and charge as may from time to time be determined by the Airport Manager for the aerodrome. The fees and charges referred to in this paragraph shall accrue from day to day and shall be payable to the Chairman, Civil Aviation Authority on demand.
- 1.3.1.1.6 The Chairman, Civil Aviation Authority shall have a lien on the aircraft, its parts and accessories, for such fees and charges as aforesaid.
- 1.3.1.1.7 If payment of such fees and charges is not made to the Chairman, Civil Aviation Authority within fourteen days after a letter demanding payment thereof, has been sent by post addressed to the registered owner of the aircraft, the Chairman, Civil Aviation Authority shall be entitled to sell, remove, destroy or otherwise dispose of the aircraft and any of its parts and accessories, and to apply the proceeds from so doing to the payment of such fees and charges.
- 1.3.2 LANDING MADE ELSEWHERE THAN AT ALTERNATE AIRPORTS.
- 1.3.2.1 If landing is made elsewhere than at an International Airport of designated alternate airport, the Pilot-in-Command shall report the landing as soon as practicable to the Health, Customs and Immigration authorities at the International Airport at which the landing was scheduled to take Place. This notification may be made through a radio Channel, if this method of communication is available or by telegram.
- 1.3.2.2 The Pilot-in-Command shall be responsible for ensuring that:-
- (a) If pratique has not been granted to the aircraft at the previous landing, contact between other persons on the one hand and the passengers and crew on the other is avoided;
  - (b) that cargo, baggage and mail are not removed from the aircraft except as provided below:
  - (c) Any foodstuffs of overseas origin, or any plant material is not removed from the aircraft except where local food is unobtainable. All food refuse including peelings, cores, stones of fruits, etc., must be collected and returned to the galley refuse container, the contents of which should not be removed from the aircraft except for hygienic reasons, in which case they must be destroyed by burning or deep burial.

1.3.3 TRAFFIC OF PERSONS AND VEHICLES ON AERODROMES

1.3.3.1 Demarcation of Zones.

1.3.3.1.1 The grounds of each aerodrome are divided as follows;

(a) A public zone comprising the part of the aerodrome open to the public,

(b) A restricted areas comprising the rest of the aerodrome excluding particular areas,

(c) Particular Areas comprising ATS Unit, Communication Center, Hangars, Loading Platforms, Custom Area, Runways, Taxiways, Parking Aprons, Passengers Lounges.

1.3.3.2 Movement of Persons

1.3.3.2.1 Access to the Restricted Area is authorized only under condition prescribed by the Chairman, Civil Aviation Authority.

1.3.3.2.2 The Customs, Police and Health Inspection offices and the premises assigned to transit traffic are normally accessible only to passengers, to staff of the public authorities and airline and to authorized persons in pursuit of their duty.

1.3.3.2.3 The movement of persons having access to the restricted area of the aerodrome is subject to the conditions prescribed by the air traffic regulations and by the special rules laid down by the person responsible for the management of the aerodrome.

1.3.3.3 Movement of vehicles

1.3.3.3.1 The movement of vehicles in the restricted/particular areas is strictly limited to specially approved vehicles driven by persons carrying a Apron driving permit issued by the Airport Managers.

1.3.3.3.2 Drivers of vehicles, of whatever type, driving within the confines of the aerodrome must respect the direction of the traffic, the traffic signs and the posted speed limits and generally comply with the provisions of the highway code and instructions given by the competent authorities.

1.3.3.4 Policing and guarding of aircraft.

- 1.3.3.4.1 Care and protection of aircraft, vehicles, equipment and goods for which the aerodrome facilities are used are not the responsibility of the State or any concessionaire, who cannot be responsible for loss or damage which is not incurred through action by them or their agents.
- 1.3.3.4.2 Security Guards (Caretakers) are provided at all Government Civil Aerodromes. If a Pilot requires a Police Guard, he should apply to the local police Authorities and will have to pay all expenses thereof. Police Guards will only be supplied when they can be spared from other duties.

#### 1.4 **PHOTOGRAPHY**

- 1.4.1 No person shall take or cause or permit to be taken from an aircraft owned by the Bangladesh Government, a photograph of any area of the territories of Bangladesh.
- 1.4.2 No person shall be permitted to carry in any aircraft, other than an aircraft owned by the Bangladesh Government a loaded camera.
- 1.4.3 At the time of emplaning a person in possession of a loaded camera shall unload it and deliver the same to the Pilot-in-Command of the aircraft who shall keep it for the duration of the flight in a place inaccessible to such person during the flight and shall return the same to that person on arrival at his destination.

#### 1.5 **CONDITIONS OF AVAILABILITY**

- 1.5.1 Civil aircraft are not permitted to land at any aerodrome not listed in this AIP except in cases of extreme emergency or where special permission has been granted.
- 1.5.2 Request to operate outside the hours of operation at Civil aerodromes in Bangladesh, should be made to respective Airport Manager through F.I.C. Hazrat Shahjalal International Airport, Dhaka at least two hrs before airfields closure time.
- 1.5.3 During the monsoon, the side strips of Runways in Bangladesh become extremely soft, Pilots are therefore warned and advised not to use these strips except in emergency.
- 1.5.4 Limitations on the use of aerodromes.
  - 1.5.4.1 Apron mass is restricted for aerodrome whose ACN is higher than corresponding runway PCN. Airline operators are required to submit trim sheet of the flights to PFIU within shortest possible time of flight departure. Restriction will remain valid till Runway condition is improved by CAAB. In case flight has to be operated at higher ACN value, CAAB shall be approached for prior approval.
  - 1.5.4.2 Restricted to aircraft capable of maintaining two way radio communication with TWR, unless prior permission from the TWR has been obtained. Such permission will only be given in extraordinary cases.

2. **Applicable ICAO documents**

2.1 ICAO standards and Recommended Practices contained in Annex-14 are applied.

2.2 Differences from ICAO standards and recommended practices

Nil

3. **Maintenance of Aerodrome movement areas**

3.1 Responsibility

The relevant airport authority is responsible for maintaining the aerodrome in a satisfactory condition for flight operations and for assessing and reporting on runway conditions.

3.2 Clearance priorities

The following priorities have been established for the clearance of movement areas:

- (a) Runway-in-use, run-up area, aprons and appropriate taxiways
- (b) Dependent on circumstances, other runway and taxiways.

4. **Dissemination of information on runways affected by standing water**

4.1 If a runway is affected by standing at any time during the approach of an aircraft for landing, the depth and location of such standing water is notified by the aerodrome authority direct to ATS for transmission to the aircraft. If the duration of the phenomenon is likely to persist, and the information requires a wider distribution a NOTAM is issued.

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## **AD 1.2 RESCUE AND FIRE FIGHTING SERVICES AND SNOW PLAN**

### **1. Rescue and fire fighting services.**

- 1.1 Adequate rescue and fire-fighting vehicles, equipment and personnel have been provided at all aerodromes available for use by international commercial air transport. The scale of protection has been determined in terms of aerodrome category subject to the availability of equipment at certain aerodromes. The number of trained personnel available is also indicated. Each rescue & fire-fighting service is under the local Airport Manager. The extent of rescue & fire fighting facilities available for use at international and other airports is shown AD 2.6 Section.

### **2. SNOW PLAN**

Bangladesh climate obviates the need for a snow plan.

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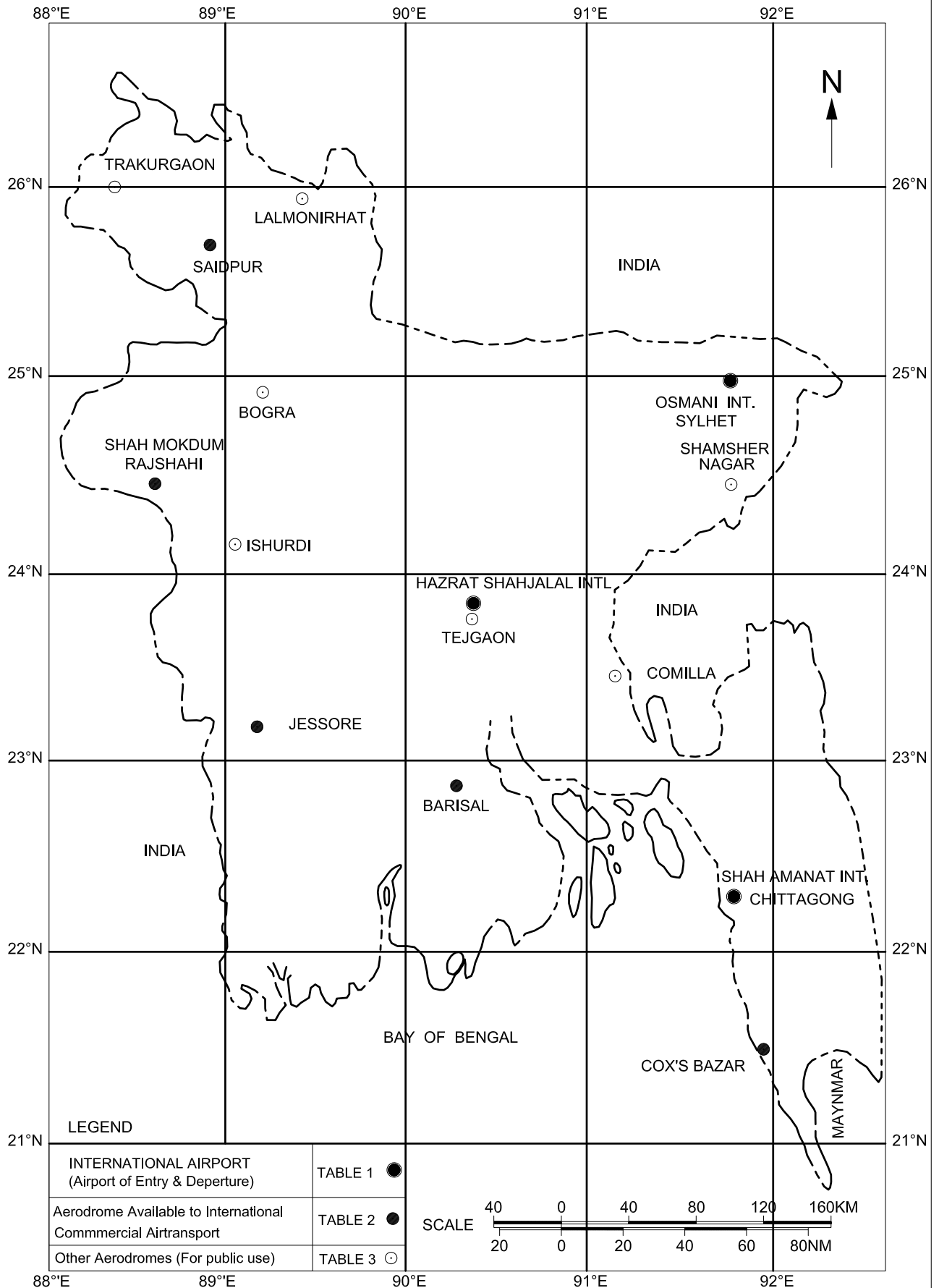
AD 1.3 INDEX TO AERODROMES

AERODROME INDEX				
1	2			3
AERODROME	I=International D=Domestic	IFR/VFR	S=Scheduled NS=Non-Scheduled P=Private	AIP Page (AD-2)
	Hazrat Shahjalal Intl Airport, Dhaka	I,D	IFR/VFR	S, NS, P
Shah Amanat. Intl Airport, Chittagong	I,D	"	"	VGEG
Osmani Intl Airport, Sylhet	I,D	"	"	VGSY
Barisal Airport	D	"	"	VGBR
Bogra Airport	D	"	"	VGBG
Comilla Airport (STOL)	D	"	"	VGCM
Cox's Bazar Airport	D	"	"	VGCB
Ishurdi Airport	D	"	"	VGIS
Jessore Airport	D	"	"	VGJR
Lalmonirhat	D	"	"	VGLM
Shah Mokhdum Airport, Rajshahi	D	"	"	VGRJ
Saidpur Airport	D	"	"	VGSD
Shamshernagar Airport (STOL )	D	"	"	VGSH
Thakurgaon Airport (STOL)	D	"	"	VGSG
Tejgaon Airport, Dhaka	D	"	"	VG TJ



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# AERODROME INDEX



**AD 1.4 GROUPING OF AERODROMES**

1. The criteria applied by Bangladesh in grouping aerodromes for the provision of information in this AIP is as follows:

**1.1 Primary/Major international aerodromes**

- 1.1.1 The aerodrome of entry and departure for international air traffic, where all formalities concerning customs, immigration, health, animal and plant quarantine and similar procedures are carried out and where air traffic services are available on a regular basis.

**1.2 Secondary/Other international aerodrome**

- 1.2.1 Another aerodrome available for the entry of departure of international air traffic, where the formalities concerning customs, immigration, health and similar procedures and air traffic services are made available, on a restricted basis, to flights with prior approval only.

**1.3 National aerodrome**

- 1.3.1 An aerodrome available only for domestic air traffic.

**AD 1.5 Status of certification of aerodromes**

A list of aerodromes in Bangladesh including the status of certification, including

- 1) aerodrome name and ICAO location indicator,
- 2) date if applicable, validity of certificate and remarks if any.

**List of international aerodromes:**

Sl Nr	Name of aerodrome	ICAO Location indicator	Date of certificate issue /renewal date	Certificate validity		Remark
				From	To	
1	Hazrat Shahjalal International Airport, Dhaka	VGHS	27/10/2016	27/10/2016	26/10/2018	Renewal
2	Shah Amanat International Airport, Chittagong	VGEG	30/10/2015	31/10/2015	30/10/2017	Renewal
3	Osmani International Airport, Sylhet	VGSY	Nil	Nil	Nil	

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