

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

AIP AMDT

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Publication date : 02 NOV 2020

Effective date : 03 DEC 2020

1. SIGNIFICANT INFORMATION AND CHANGES:

- a) Enroute Charts in ENR section have been revised.
- b) ATS routes in ENR 3.1 have been revised.
- c) PCN and Aerodrome fire fighting category of VGSY have been revised.
- d) Public health measures applied to aircraft have been revised.
- e) Plant Quarantine Requirements have been revised.

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

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

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

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 THIS AMENDMENT INCORPORATES INFORMATION CONTAINED IN THE FOLLOWING WHICH ARE HERE BY SUPERSEDED:

5.1 AIP SUPP 02/19

5.2 NOTAMs: A0278/20, A0279, A0280/20

GEN 0.2 RECORDS OF AIP AMENDMENTS

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01/2011	30 JUN 2011	30 JUN 2011					
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01/2018	24 MAY 2018	24 MAY 2018					
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02/2019	10 OCT 2019	10 OCT 2019					
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GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS**GEN 1.1 DESIGNATED AUTHORITIES**

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

1. CIVIL AVIATION

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

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

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

Name of the sections	Telephone Nr.	Fax Nr.	E-mail
Flight Safety & Regulations	+88-02-8901406	+88-02-8901418	dfsr@caab.gov.bd
Air Traffic Services	+88-02-8901404	+88-02-8901428	datsaero@caab.gov.bd
Communications	+88-02-8901403	+88-02-8901428	dcom@caab.gov.bd

2. METEOROLOGY

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

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

3. CUSTOMS

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

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

4. IMMIGRATION

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

5. HEALTH

Secretary
Ministry of Health and Population Control,
Health Division,
Govt, of the People's Republic of Bangladesh,
Bangladesh Secretariat
Dhaka-1000.

Telephone : +88-02-7166979
Telefax : +88-02-8619077
AFS : NIL

6. AIRPORT CHARGES

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

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

7. PLANT QUARANTINE

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

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

8. AIRCRAFT ACCIDENTS INVESTIGATION

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

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

GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

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

1. General

- 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.
- 1.2 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) shall not proceed further unless the pilot in command has obtained necessary customs and the other clearances in writing from officer of such organization as duly authorized by the Government.
- 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, 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.

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 on the same day 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).

1.1.4.1 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.

1.1.5 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).

1.1.6 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 on a prescribed form supplied by customs at the declaration counter on arrival. The form must be retained. On departure this form should be re-submitted to Customs showing the balance of foreign and local currency remaining in his possession.

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 on the appropriate form before the passenger departs from the Customs hall.

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 on board the aircraft en-route for Bangladesh during the 9 days following the date on which the aircraft left yellow fever infected area.

GEN 1.4 ENTRY TRANSIT AND DEPARTURE OF CARGO

REGULATIONS CONCERNING: IMPORTATION, TRANSSHIPMENT AND EXPORTATION OF CARGO.

- 1 Customs requirements concerning cargo and other articles.**
- 2 Carriage of Arms and Explosives.**
 - 2.1 The carriage in aircraft of any arms, ammunition, explosives, and military stores of articles of a highly inflammable nature is prohibited under the Bangladesh Aircraft Rules except explosives or other articles required exclusively for the working an aircraft and such arms and ammunition as may reasonably be required for private use.
 - 2.2 No civil registered aircraft, whether national or foreign shall carry ammunition of war or implements of war in or across the territories of Bangladesh.
 - 2.3 Personal and sporting arms ammunition accompanied or unaccompanied may be imported, exported or 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 In 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 depalment 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**

- 4.1 No customs duty is levied on an aircraft which is in transit or is to make a temporary stay in Bangladesh for a period of less than six months. However, declaration must be supplied to the Customs Officer at the Airport of entry that the aircraft is in transit or that it is intended to re-export the aircraft within this period.

5. **Wireless Apparatus.**

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

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	Alto cumulus	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
ADJ	Adjacent	ALTN	Alternate (aerodrome)
		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
FLD	Field	GES	Ground earth station
FLG	Flashing	GLD	Glider
FLR	Flares	GND	Ground
FLT	Flight	GNDCK	Ground check
FLTCK	Flight check	GNSS‡	Global navigation satellite system
FLUC	Fluctuating or fluctuation or fluctuated	GP	Glide path
FLW	Follow(s) or following	GPO*	General Post Office
FLY	Fly or flying	GR	Hail
FM	From	GRASS	Grass landing area
FNA	Final approach	GRIB	Processed meteorological data in the in the form of grid point values (in aeronautical meteorological code.)
FOD	Foreign Object Damage/Debris	GRVL	Gravel
FPL	Filed flight plan (message type designator)	GS	Ground speed
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	Green	HVDF	High and very high frequency Direction-finding station (at the same location)
G/A	Ground-to-air	HVY	Heavy
		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
	M	MNTN	Maintain
M	Mach number (followed by figures)	MOC	Minimum obstacle clearance (required)
M	Meters (preceded by figures)	MOD	Moderate (used to indicate the intensity of weather phenomena, interference or static reports)
MAA	Maximum authorized altitude	MON	Above mountains
MAG	Magnetic	MON	Monday
MAINT	Maintenance	MOTNE	Meteorological operational Telecommunications Network Europe
MAP	Aeronautical maps and charts	MOV	Move or moving or Movement
MAPT	Missed approach point	MPH*	Statute miles per hour
MAR	At sea	MPS	Meters per second
MAR	March	MRA	Minimum reception altitude
MAS	Manual A1 simplex	MRG	Medium range
MAX	Maximum	MRP	ATS/MET reporting point
MAY	May	MS	Minus
MCA	Minimum crossing altitude	MSA	Minimum sector altitude
MCW	Modulated continuous wave	MSAW	Minimum safe altitude warning
MDA	Minimum descent altitude	MSG	Message
MDF	Medium frequency direction-finding station	MSL	Mean Sea Level
MDH	Minimum descent height	MT	Mountain
MEA	Minimum En-route altitude	MTU	Metric units
MEHT	Minimum eye height over threshold for visual approach slope indicator systems)	MTW	Mountain waves
MET	Meteorological or meteorology	MVDF	Medium and very high frequency direction-finding stations (at the same location)
METAR	Aviation routine weather report (in aeronautical meteorological code)	MWARA	Major World Air Route Area
MF	Medium frequency 300 to 3000 kHz	MWO	Meteorological watch Office
		MX	Mixed type of ice formation (White and clear)

	N	OCA	Obstacle clearance altitude
N	North or northern latitude	OCA	Oceanic Control area
NALS	No approach lighting system	OCC	Occulting (Light)
NAT	North Atlantic	OCH	Obstacle clearance height
NAV	Navigation	OCL	Obstacle clearance limit
NB	Northbound	OCNL	Occasional or occasionally
NBFR	Not before	OCS	Obstacle clearance surface
NC	No change	OCT	October
NDB	Non-directional radio beacon	OFZ	Obstruction Free Zone
NE	North-east	OHD	Overhead
NEB	North-eastbound	OM	Outer Marker
NEG	No or negative or permission not granted or that is not correct	OPA	Opaque, white type of ice formation
NGT	Night	OPC	The control indicated is operational control
NIL	None or I have nothing to send to you	OPMET	Operational meteorological (information)
NM	Nautical miles	OPN	Open or opening or opened
NML	Normal	OPR	Operator or operate or operative or operating or operational
		OPS	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
	O	PAPI	Precision approach path indicator.
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			R
PE	Ice pellets	R	Red	
PER	Performance	R....	Restricted area (followed by identification)	
PERM	Permanent	R	Right (runway identification)	
PFIU*	Pre Flight Information Unit	RA	Rain	
PJE	Parachute Jumping	RAC	Rules of the air and traffic services	
PLA	Practice low approach	RAFC	Regional area forecast centre	
PLN	Flight plan	RAG	Ragged	
PLVL	Present level	RAG	Runway arresting gear	
PN	Prior notice required	RAI	Runway alignment indicator	
PNR	Point of no return	RB	Rescue boa	
PO	Dust devils	RCA	Reach cruising altitude	
POB	Persons on board.	RCC	Rescue co-ordination centre	
PPI	Plan position indicator	RCC	Radio Communication Failure (message type designator)	
PPR	Prior Permission required	RCH	Reach or reaching	
PPSN	Present position	RCL	Runway centre line	
PRI	Primary	RCLL	Runway centre line Light(s)	
PRKG	Parking	RCLR	Re-cleared	
PROB	Probability	RDARA	Regional Domestic Air Route Area	
PROC	Procedure.	RDH	Reference Datum Height (for ILS)	
PROV	Provisional.	RDL	Radial	
PS	Plus	RDO	Radio	
PSG	Passing	RE	Recent (used to qualify weather phenomena, e.g. recent rain= RERA)	
PSN	Position	REC	Receive or receiver	
PSP	Pierced steel plank	REDL	Runway edge light(s)	
PTN	Procedure turn	FEF	Reference to..... or refer to	
PTS	Polar track structure	REG	Registration	
PWR	Power	RENL	Runway end light(s)	
	Q	REP	Report or reporting or reporting point	
OBI	Compulsory IFR Flight	REQ	Request or requested	
QDM	Magnetic Heading (zero wind)	RETE	Re-route	
QDR	Magnetic Bearing	RESA	Runway end safety area	
QFE	Atmospheric pressure at aerodrome elevation (or at runway threshold)	RG	Range (lights)	
QFU	Magnetic orientation of runway	RIF	Re-clearance in flight	
QNH	Altimeter sub-scale setting to obtain elevation when on the ground	RITE	Right (direction of turn)	
QTE	True bearing	RL	Report leaving	
QUAD	Quadrant	RLA	Relay to	
		RLCE	Request level change en-route	
		RLLS	Runway lead-in lighting system	

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

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

TEMPO	Temporary or temporarily	UHF	Ultra high frequency.[300 to 3000 MHz]
TEND	Trend or tending to	UIC	Upper information center
TFC	Traffic	UIR	Upper flight information region
TGL	Touch-and-go landing	ULR	Ultra long range
TGS	Taxiing guidance system	UNA	Unable
THR	Threshold	UNAP	Unable to approve
THRU	Through	UNL	Unlimited
THU	Thursday	UNREL	Unreliable
TIL	Until	U/S	Unserviceable
TIP	Until past.....(Place)	UTA	Upper control area.
TKOF	Take off	UTC	Coordinated universal time
TMA	Terminal control area		V
→ 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 3.5 METEOROLOGICAL SERVICES

1. Responsible Service

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

Postal Address:

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

Telephone : 880-2-8144968, 880-2-9123838.
Telefax : 880-2-8118230, 88-02-9119230, 88-02-9103908
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 & freq 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 SPECI SUPPL: TREND	Surface wind by Electrical Anemograph/Anemometer. Visibility by eye estimation. RVR by eye estimation. Cloud base by eye estimation (ceilometer). Temperature and dew-point by psychrometer.	H24	CLIMATOLOGICAL SUMMARIES AVBL.
Chattogram/ Shah Amanat Intl. VGEG	Half Hourly plus special observation	METER SPECI SUPPL: TREND	Same as HSIA Intl. Exc transmissometer and ceilometer.	H24	Climatological Summaries AVBL
Cox's Bazar VGCB	Half hourly plus special observation	METER SPECI SUPPL : NIL	Same as VGEG	HJ	NIL
Rajshahi VGRJ	Hourly, Special Observation and if required half-hourly.	METER SPECI SUPPL: NIL	Same as VGEG	HJ	NIL
Jashore VGJR	Half hourly plus special	METER SPECI SUPPL. NIL	Same as VGEG	HJ	NIL
Saidpur VGSD	Hourly, and Special observation	METER SPECI SUPPL: NIL	Same as VGEG	HJ	NIL
Osmani, Sylhet VGSY	Hourly, Special observation and if required half-hourly.	METER SPECI SUPPL: NIL	Same as VGEG	HJ	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

- 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.

6.3.3 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)”

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 Authority, Bangladesh. Instructions as to the control which will be exercised on entry of such aircraft and/ or personnel will be given by the Rescue Co-ordination Center in accordance with a standing plan for the conduct of search and rescue operations in Bangladesh.

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

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

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

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

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

3.6.5.1 ACCIDENT NOTIFICATION AND ACCIDENT INQUIRY

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

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

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

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

Postal Address of SAR point of contact:

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

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

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

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

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

3.6.6 Procedures and Signals Used.

3.6.6.1 PROCEDURES

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

Route Designator Name of Significant Points Co-ordinates	Track MAG (GEO) VOR RDL DIST (COP)	Upper Limits Lower Limits MFA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels		Remarks Controlling Unit Frequency	
				Odd	Even		
1	2	3	4	5		6	
W 10							
▲BATEL 240640N 0893506E			10	↓	↑	ATAS above FL 150 FIS at or below FL 150 Dhaka ACC 125.7/ 126.7 MH outside Ishurdi ATZ	
	<u>278°</u> 098° 29 NM	<u>FL 255</u> 3000 ft 3000 ft Class G/F					
▲NDB IS 24903N 0890156E							Ishurdi TWR 129.1 MHz within Ishurdi ATZ
W 11							
▲VOR SDP 254551.96N 0885433.95E			10	↓	↑	ATAS above FL 150. FIS at or below FL 150. Dhaka ACC 125.7/126.7 MHz.	
	<u>304°</u> 124° 35 NM	<u>FL 255</u> 3000 ft 3000 ft Class G/F					
▲THAKURGAON							
W 12							
▲OLPAS 235732N 0900005E			10	↓	↑	ATCS within Dhaka TMA. ATAS above FL 150. FIS at or below FL 150. Dhaka ACC 125.7/126.7 MHz	
	<u>346°</u> 166° 116 NM	<u>FL 255</u> 3000 ft 3000 ft Class G/F					
▲LALMONIRHAT							
W 13							
▲VOR RAJ 242621.18N 0883654.10E			10	↓	↑	ATCS within Ishurdi ATZ and Rajshahi ATZ. ATAS above FL 150. FIS at or below FL150. Dhaka ACC 125.7/126.7 MHz outside Ishurdi ATZ and Rajshahi ATZ. Rajshahi TWR 128.3 MHz within Rajshahi ATZ. Ishurdi TWR 129.1 MHz within Ishurdi ATZ.	
	<u>125°</u> 305° 29 NM	<u>FL 255</u> 3000 ft 3000 ft Class G/F					
▲NDB IS 240910.25N 0890241.43E							

Route Designator Name of Significant Points Co-ordinates	Track MAG (GEO) VOR RDL DIST (COP)	Upper Limits Lower Limits MFA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
W 14						
▲VOR DAC 234927.42N 0902446.52E			10	↓		ATCS within Dhaka TMA and Dhaka CTR. Dhaka TWR 118.3MHz within Dhaka CTR Dhaka APP 121.3MHz within Dhaka ACA. Dhaka ACC 125.7/126.7 MHz outside Dhaka CTR.
	<u>150°</u> 330° 25 NM	<u>FL 460</u> 2000 ft 2000 ft Class C				
▲SETAR 232749N 0903823E						
	<u>150°</u> 330° 25 NM	<u>FL 460</u> FL 055 4000 ft Class C				
▲NUPUR 230608N 0905156E						
	<u>150°</u> 330° 55 NM	<u>FL 460</u> FL 075 3500 ft Class B				
▲DAKID 221833N 0912250E				↑		Airway FIS below FL 150. Dhaka ACC 125.7/126.7 MHz.
W15						
▲TANAP 215627N 0920637E			10	↓		ATCS within Cox's Bazar ATZ. ATAS above FL150. FIS at or below FL 150. Dhaka ACC 125.7/126.7MHz outside Cox's Bazar ATZ.
	<u>141°</u> 321° 25 NM	<u>FL 255</u> FL 075 4000 ft Class G/F				
▲PABAN 215141N 0921024E						
	<u>204°</u> 024° 26 NM					
▲NDB CB 212710.29N 0915756.70E				↑		CXB TWR 122.9 MHz within Cox's Bazar ATZ.

ENR 5 NAVIGATION WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

1. Introduction

All air space in which a potential hazard to aircraft operations may exist and all areas over which the operation of civil aircraft may, for one reason or another, be restricted either temporarily or permanently, are classified according to the following three types of areas as defined by ICAO.

2. Danger Area

- 2.1 An airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times. This term is used only when the potential danger to aircraft has not led to the designation of the airspace as restricted or prohibited. The effect of the creation of the danger area is to caution operators or pilots of aircraft that it is necessary for them to assess the dangers in relation to their responsibility for the safety of their aircraft.

3. Prohibited Area

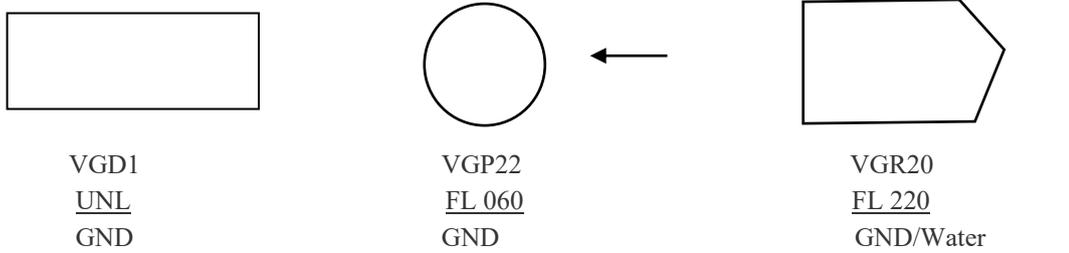
- 3.1 An airspace of defined dimensions, above the lands areas or territorial waters of a State within which the flight of aircraft is prohibited. This term is used only when the flight of civil aircraft within the designated airspace is not permitted at any circumstances.

4. Restricted Area

- 4.1 An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance with certain specified conditions. This term is used whenever the flight of civil aircraft within the designated airspace is not absolutely prohibited but may be made only of specified times leads to the designation of the airspace a 'restricted area' as would prohibition except in certain meteorological conditions. Similarly, prohibition of flight unless special permission has been obtained, leads to the designation of restricted area. However, conditions of flight imposed as a result of application of rules of the air or air traffic services practices or procedures (for example airspace) do not constitute conditions calling for designation as a restricted area.

5. Each area is numbered and a single series of numbers is used for all areas, regardless of type, to ensure that a number is never duplicated.

- 6. The types of area involved is indicated by the letter “P” for Prohibited, “R” for Restricted and “D” for Danger preceded by the nationality letters VG. For example, areas are assigned numbers and letters in the following manner, VGP1, VGD2, VGD3, VGP4, VGR5, VGD6, ... etc
- 7. Each area is described in the tabulation found in ENR 5.1-3 to 5.1-10 which indicates its lateral and vertical limits, the type of restriction or hazard involved, the times at which it applies and other pertinent information.
- 7.1 These areas are also shown on Radio Navigation Charts using the chart symbols shown in the following examples:



The upper and lower limits are shown in the manner indicated

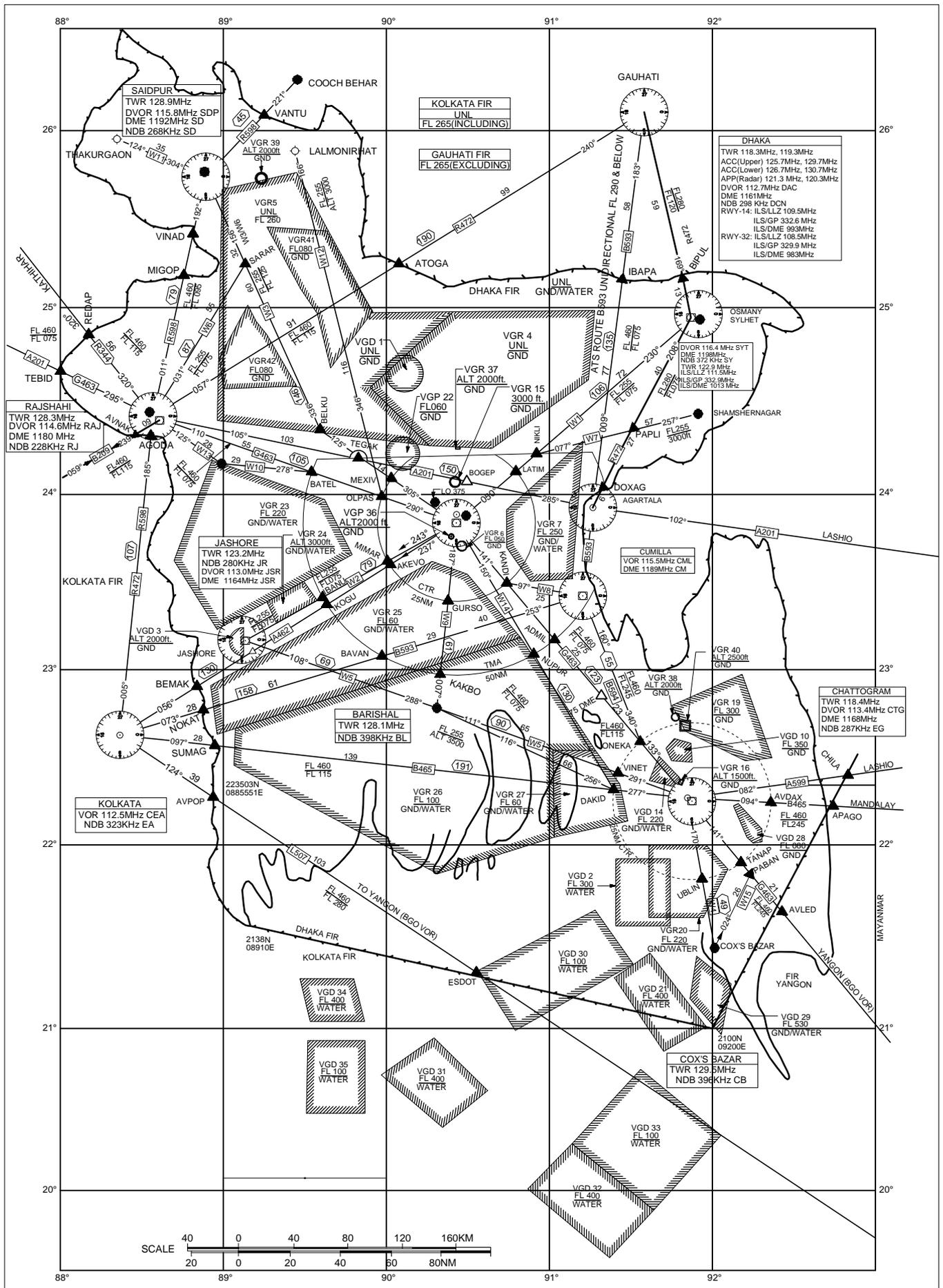
Altitudes are given in feet.

DANGER, RESTRICTED AND PROHIBITED AREAS		
Identification, name and lateral limits	<u>Upper Limit</u> <u>Lower Limit</u>	Remarks (Time of activity, Type of restriction, nature of hazard, risk of interception)
1	2	3
<p>VGD 14 (CHATTOGRAM, Halishahar)</p> <p>Area Bounded by lines joining successively by the following points:</p> <p>222333 N 0914532 E 222048 N 0914532 E 222213 N 0913730 E 223103 N 0914019 E 222333 N 0914532 E</p>	<p><u>FL 220</u> GND /Water</p>	<p>Ground to Air firing Active: Date and period of activity will be notified by NOTAM 1) During the period of activity all aircraft flying below FL230 shall avoid the area. (a) Aircraft flying via routs G463 below FL 230 on sector DAK-CTG-DAK should follow the ATS route W14 and (b) Aircraft flying via W5 are to follow the diversion route as given below: CTG-Barishal-CTG: CTG VOR Radial-277-DAKID-296/116 MAG NDB "BL" Upper limit-FL255, Lower limit-3500ft (AMSL), Width-10NM (Bi-directional)</p>
<p>VGR 15 (DHAKA)</p> <p>Area Bounded by a circle of 1 (one) NM radius centered at a point</p> <p>240237 N 0902455 E</p>	<p><u>3000 ft</u> GND</p>	<p>Active : Permanent</p>
<p>VGR 16 (CHATTOGRAM)</p> <p>A circle of half NM radius centered at a point 222233 N 0914609 E</p> <p>Dist. 7.75 NM Bearing 336 from ARP, Chattogram Airport</p>	<p><u>1500 ft</u> GND</p>	<p>Cold venting of Gas from Gas Installation Centre Active : Permanent</p>

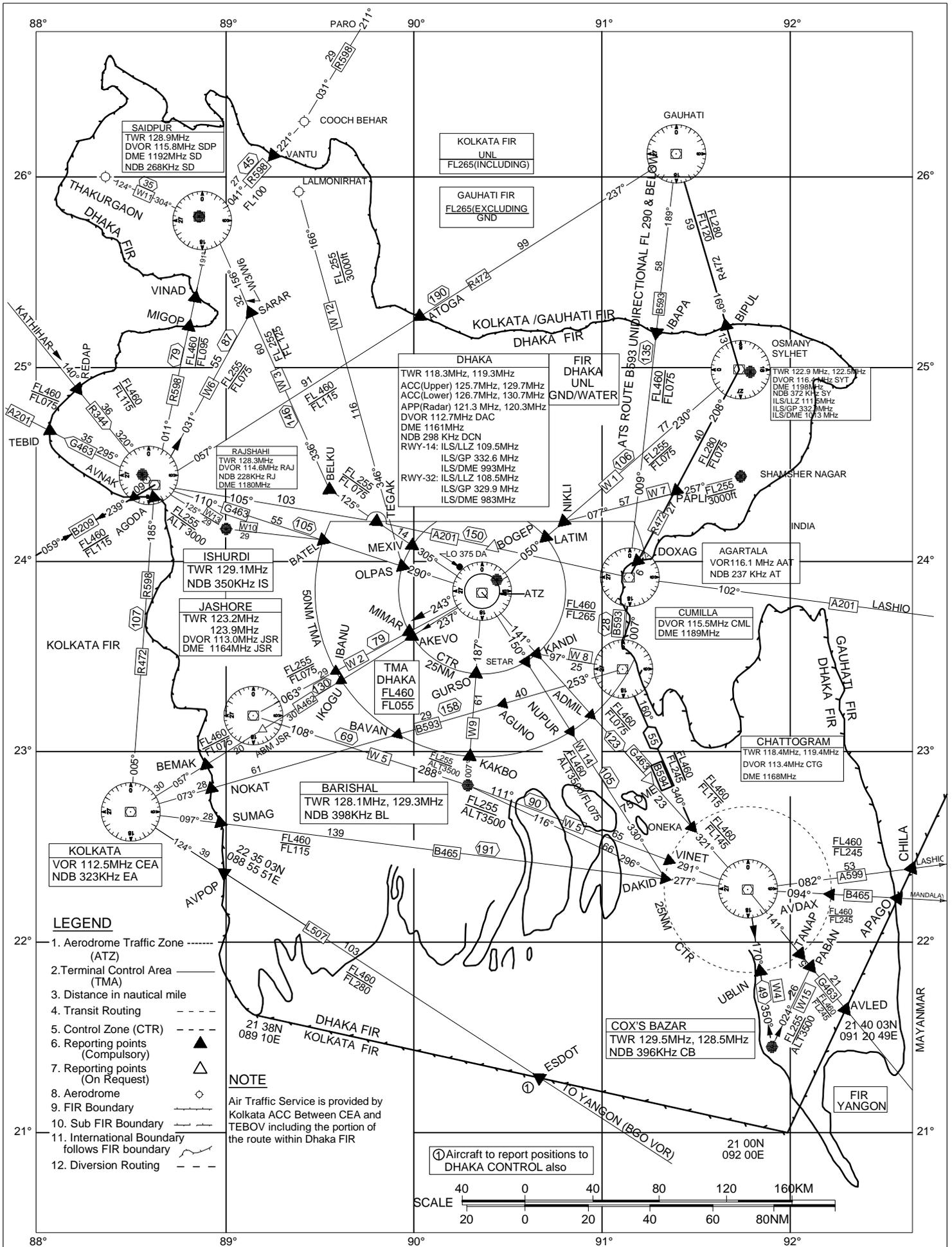
Identification, name and lateral limits	<u>Upper Limit</u> <u>Lower Limit</u>	Remarks (Time of activity, Type of restriction, nature of hazard, risk of interception)
1	2	3
VGR 19 Area Bounded by lines joining successively the following points : 23 0103N 0920849 E 22 3003N 0921949 E 22 2900N 0921000 E 22 3903N 0914749 E 22 4930N 0914300 E 23 0103N 0920849 E	<u>FL 300</u> GND	Military Training Flying Active : Permanent
VGR 20 Area Bounded by lines joining successively the following points 220000 N 0915600 E 215110 N 0920404 E 213310 N 0915500 E 213310 N 0913500 E 220000 N 0913500 E 220000 N 0915600 E	<u>FL 220</u> GND / Water	Military Training Flying Active : Permanent 1)The areas will be active during day light hrs only. 2) Flights via ATS Route W-4 shall be allowed when VGR 20 is not active. 3)South bound flights departing from Shah Amanat Int'l Airport, Chattogram shall establish route G463 by 10 DME from CTG.
VGD 21 Area Bounded by lines joining successively the following points : 212503 N 0913450 E 211703 N 0912250 E 205303 N 0913950 E 210103 N 0915349 E 212503 N 0913450 E	<u>FL 400</u> Water	No more in operation.
VGP 22 (Dhaka) A circle of 6 km radius centered the following point: 241510N 0900800E	<u>FL 060</u> GND	Active : Permanent
VGR 23 (Kushtia) Area Bounded by lines joining successively the following points : 241102 N 0885750 E 235702 N 0894050 E 233902 N 0894850 E 231503 N 0890051 E 233802 N 0884551 E 241102 N 0885750 E	<u>FL 220</u> GND/Water	Military Jet Flying Active : H 24



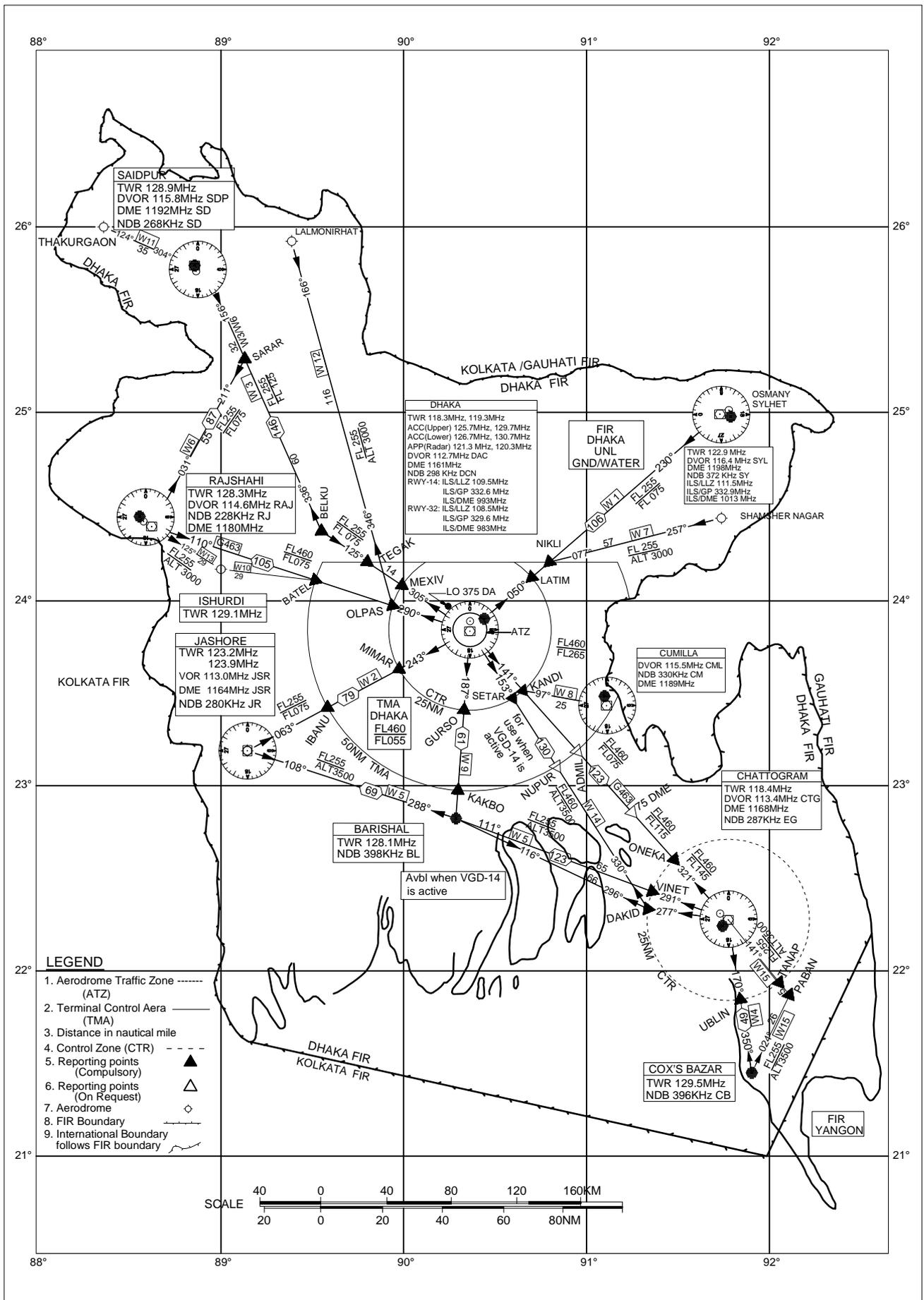
PROHIBITED RESTRICTED AND DANGER AREA - CHART



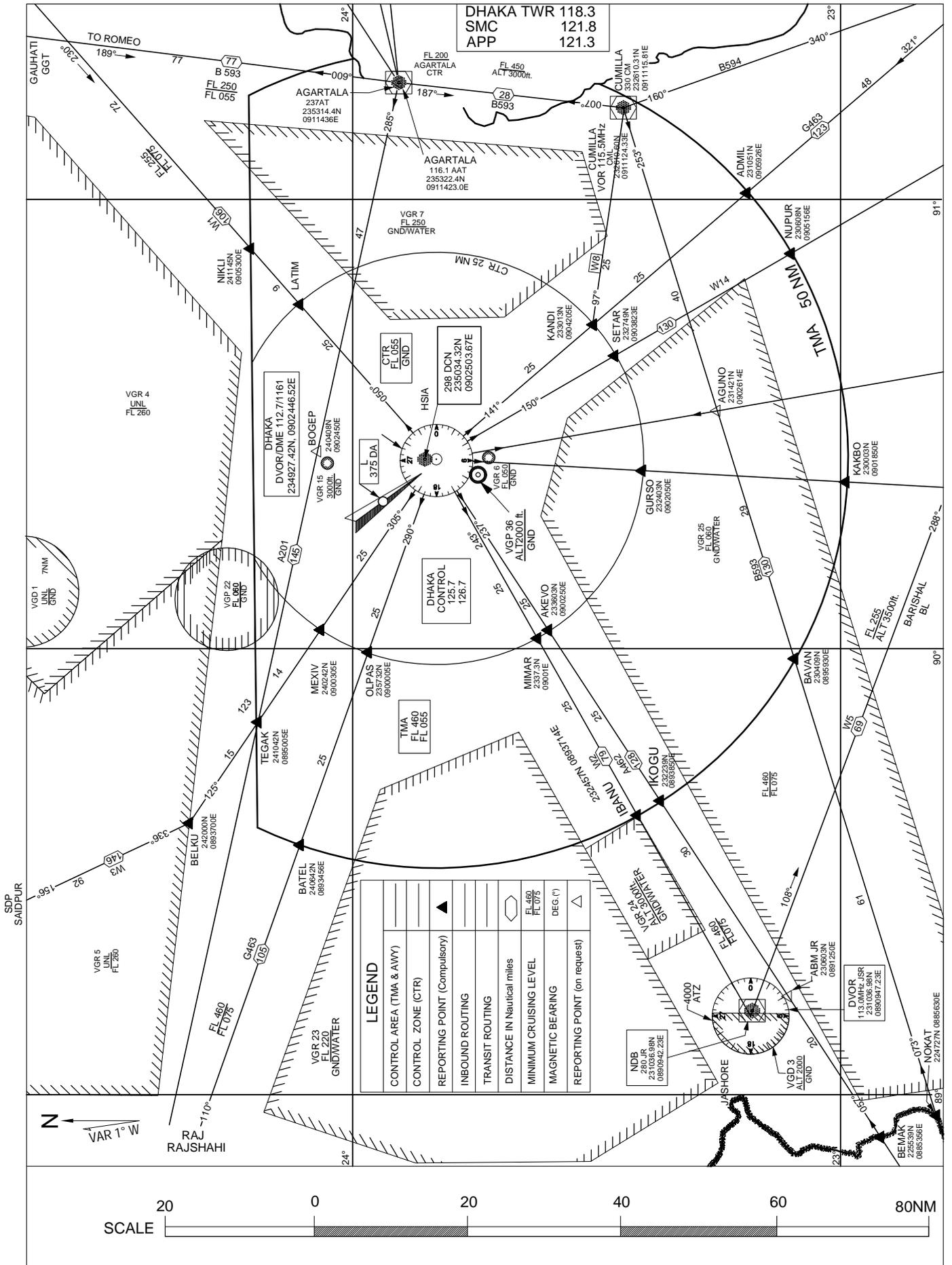
INTERNATIONAL & DOMESTIC ATS ROUTES



DOMESTIC ATS ROUTES IN BANGLADESH



DHAKA TERMINAL CONTROL AREA



LEGEND	
CONTROL AREA (TMA & AWY)	▲
CONTROL ZONE (CTR)	◀
REPORTING POINT (Compulsory)	◻
INBOUND ROUTING	◻
TRANSIT ROUTING	◻
DISTANCE IN Nautical miles	◻
MINIMUM CRUISING LEVEL	◻
MAGNETIC BEARING	◻
REPORTING POINT (on request)	◻

VGHS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Required Category 9, Available Category 9.	
2.	Rescue equipment Avbl	Adequately provided as recommended by ICAO	
3.	Disabled Aircraft Removal	Description	Number/Set
		i) Platform	4 (four) nos. capacity 50(fifty) tons each
		ii) Malbro Truck	2 (Two) nos. capacity 3 (three) tons each.
		iii) Engine Air compressor	4 (four) tons; (150 P.S.I)
		iv) Air distribution	8 (eight)sets (each Console set contain 12 Units) 8 (eight) sets, (each set contain 11bags).
		v) Pneumatic Elevator	Capacity 50 (fifty) tons each set.
		vi) Valise (body stamp)	4 (four)nos.
		vii) Centrifugal Fan	1(one) no.
		viii) Tethering	required nos.
Note: 1) Serviceability of the items to be checked up before use. 2) Charges for use of salvage equipment will be fixed on the extent of use of the various equipment.			
4.	Remarks	Nil	

VGHS AD 2.7 SEASONAL AVAILABILITY CLEARING

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

VGHS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1.	Apron Surface and Strength	Main Apron	Surface: Rigid pavement Strength: PCN 70/R/B/W/T
		Cargo Apron	Surface: Rigid pavement Strength: PCN 70/R/B/W/T
		VVIP Apron	Surface: Rigid pavement Strength: PCN 70/R/B/W/T
		Cargo Village Apron	Surface: Rigid pavement Strength: PCN 59/R/B/W/U
2.	Taxiway Width, Surface and Strength	North Taxiway	Width: 23m & Shoulder 10.5m both side of TWY Surface: Flexible pavement Strength: PCN 192/F/C/W/T
		South Taxiway	Width: 23m & Shoulder 10.5m both side of TWY Surface: Flexible pavement Strength: PCN 162/F/B/W/T
		High speed Taxiway	Width: 23m & Shoulder 10.5m both side of TWY Surface: Flexible pavement Strength: PCN 209/F/C/W/T
3.	ACL location and elevation	Not designated	
4.	INS checkpoints	Nil	
5.	Remarks	Nil	

VGHS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING

1	Use of aircraft stand ID signs, TWY guidelines and visual docking/parking guidance system of aircraft stands; Boarding Bridges: Tow bar:	Taxiing guidance signs at all intersections with TWY and RWY at all holding positions, guidelines at apron, nose-in guidance at aircraft stands. 8(eight) boarding bridges are available at stands nrs. 4, 5, 6, 7, 8, 9, 10 & 11 for passenger's use and can accommodate acft fm A320 up to B747 in size. Due to parking and manoeuvring problem , all ACFT with wing-span more than 80ft operating to/fm Hazrat Shahjalal International Airport are required to have tow bar for pushback.
2.	RWY and TWY markings and LGT	RWY: 14/32 RWY marking aids: THR, TDZ, Centre line, Fixed distance, Side strip, RWY designator all runways. RWY EDGE LGT: White, omni-directional with intensity 3%, 10%, 30%, 80% and 100%; 60 M apart. THR light: Green lights, supplemented by green wing-bar. END LGT: RED RWY Centre line LGT: AVBL; 30M apart. TWY marking aids: AVBL on TWY holding position, TWY centre line at all taxiways. TWY EDGE LGT: Not AVBL. TWY Centre Line LGT: AVBL at all TWYs.
3	Stop bars	TWY Stop bar LGT: Avbl at all TWY holding position.
4.	Remarks	NIL

VGHS AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas	In circling area and at AD
Consult AOC type-A, Hazrat Shahjalal Intl. Page VGHS AD 2-17	Obstruction in the circling area and aerodrome are shown on the instrument approach chart and page VGHS AD 2-11. Obstructions are provided with day marking and obstruction lights where applicable.

AD 2 AERODROMES**VGSY AD 2.1 AERODROME LOCATION INDICATOR AND NAME****VGSY – OSMANI INTERNATIONAL AIRPORT, SYLHET****VGSY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATION DATA**

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

VGSY AD 2.3 OPERATIONAL HOURS

SL Nr.	Services	Hours
1	Aerodrome Administration	0900 L T to 1700 LT, FRI & SAT closed
2	Custom and Immigration	HO
3	Health and Sanitation	HO
4	AIS briefing office	NIL
5	ATS reporting office (ARO)	HO
6	MET briefing office	HO
7	Air traffic service	HO
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	NIL
12	Remarks	NIL

VGSY AD 2.4 HANDLING SERVICES AND FACILITIES

Manual Handling

VGSY AD 2.5 PASSENGER FACILITIES

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

VGSY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fighting	CAT : 8 AVBL : 8
2	Rescue Equipment	AVBL to meet the ICAO requirement for CAT 8
3	Disabled Aircraft Removal	NIL
4	Remarks	NIL

VGSY AD 2.7 SEASONAL AVAILABILITY CLEARING

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

VGSY AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

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

VGSY AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM AND MARKINGS

1	Stand identification/taxiway guidelines/ visual docking/parking guidance	Taxiing guidance signs at intersection with TWY and RWY. Guidance at apron: Nose-in guidance at aircraft stands. - Due to parking and maneuvering problem, all ACFT with wing-span more than 80ft operating to/fm Osmani International Airport are required to have tow bar for pushback.
2	RWY and TWY markings and LGT	RWY marking aids: THR, Centre line, RWY designator all runways, Touchdown zone marking. TWY marking aids: TWY centerline, RWY Holding Position
3	Stop bars	NIL
4	Remarks	NIL

VGSY AD 2.10 AERODROME OBSTACLES

SL Nr	Name of the significant obstacles/obstructions	Co-ordinates of the Obstacle	True Bearing FM REF point	Dist FM REF Point (m)	Elevation AMSL (FT)
1.	DVOR	245747.75 N 915142.06 E	283.20	1019	74
2.	AWOS	245801.83 N 915112.79 E	---	---	63
3.	Control Tower	245731.19 N 915214.92 E	197.39	278	118
4.	Light Mast-01	245727.10 N 915216.77 E	184.64	407	127
5.	Light Mast-02	245726.12 N 915219.05 E	175.77	426	127
6.	Light Mast-03	245725.19 N 915221.04 E	---	---	127
7.	Light Mast-04	245724.38 N 915223.06 E	---	---	127
8.	Light Mast-05	245732.65 N 915209.65 E	227.07	315	133
9.	Light Mast-06	245727.10 N 915213.11 E			130
10.	Grand Sylhet (building)	245718.46 N 915140.35 E	236.15	1241	195.
11.	Mobile Antenna Tower	245708.25 N 915151.19 E	216.88	1241	215
12.	TV Mast	245338.20 N 915245.70 E	180	17594	499
13.	Chimney-1	245815.08 N 915152.25 E	313.44	1593	123
14.	Chimney-2	245823.80 N 915133.10 E	---	---	143
15.	Jalalabad GAS Transmission building	245302.76 N 915253.37 E	174	8619	226
16.	Kailastila Gas Field	245204.96 N 920124.40 E	124	18521	226
17.	Hill Side Apartment	245706.47 N 915152.25 E	---	---	173
18.	App Path-29 Elec. Pole	245726.13 N 915258.89 E	---	---	88
19.	RAB Mast, Rab-9 Majortila, Islampur	245350.87 N 915433.52 E	---	---	218
20.	Radio Mast, Majortila, Islampur	245338.20 N 915422.34 E	---	---	416
21.	Jhanditila, Near Kalagul Tea Garden, Khadimnagar.	245630.58 N 915513.60 E	---	---	243

VGSY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET office	Osmani Int'l Airport Sylhet (VGSY)
2	Hours of service	HO
3	Office responsible for TAF preparation Periods of validity (hours)	Hazrat Shahjalal Int'l (VGHS) 6
4	Type of landing forecast Interval of issuance	--
5	Briefing/consultation provided	Provided at VGHS
6	Flight documentation Languages used	C, PL English
7	Charts and other information available for briefing or consultation	--
8	Supplementary equipment available for providing information	--
9	ATS units provided with information	TWR
10	Additional information	Tel: NIL

VGSY AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designator RWY NR	TRUE & MAG BRG	Dimension s of RWY (m)	Strength (PCN) and surface of RWY & SWY	THR Coordinates	THR elevation (FT)	Slope of RWY- SWY
1	2	3	4	5	6	7
11	114 ⁰ True	3125X45	PCN 89/F/C/X/T Bituminous Concrete	245809.25 N 0915104.29 E	50	0.16 %
29	294 ⁰ True	3125X45		245729.65 N 0915246.85 E	50	0.16 %

Designator RWY NR	SWY Dimension s (m)	CWY Dimensions (m)	Strip Dimensions (m)	RESA(m)	OFZ	Remarks
8	9	10	11	12	13	14
11	Nil	275 X 150	3312 X 300	90x90	within the clearway	NIL
29	67 X 45	905 X 150	3312 X 300	90x90	within the clearway	

VGSY AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	REMARKS
1	2	3	4	5	6
11	3125	3400	3192	3125	NIL
29	3125	4030	3220	3035	Due displaced threshold (245730.79 N 0915243.89 E)

VGSY AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH	THR	VASIS PAPI	TDZ	RWY centre line	RWY edge	END & WBAR	STW LGT	Remarks
1	2	3	4	5	6	7	8	9	10
11	Precision approach lighting system (CAT- 1)	Six Green LGT	3 ⁰ PAPI	NIL	NIL	60 m apart lights intensity 100%, 80 %, 60 %.	AVBL	NIL	
29	Simple approach lighting system	Six Green LGT	3 ⁰ PAPI	NIL	NIL		AVBL	NIL	