

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

AIP AMDT

TEL: +88-02-8901904-13, Ext: 4173 FAX: +88-02-8901411 AFS: VGHQYOYX Email: <a href="mailto:adaishq@caab.gov.bd">adaishq@caab.gov.bd</a>	AIP AMENDMENT  NR. 01/21  22 APR 2021
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Publication date : 22 MAR 2021

Effective date : 22 APR 2021

1. SIGNIFICANT INFORMATION AND CHANGES:

- a) The Schedule of AIRAC effective dates has been revised.
- b) The contact details of SAR Manager have been revised.
- c) Heading of para 7.2 in ENR 1.1-4 has been revised.
- d) Status of Certification of International Aerodromes and Additional information of VGHS and VGSY in AD section 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 THIS AMENDMENT INCORPORATES INFORMATION CONTAINED IN THE FOLLOWING WHICH ARE HERE BY SUPERSEDED: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 NOTAMs: A0049/21, A0050/21, A0051/21 and A0052/21.



**GEN 0.2 RECORDS OF AIP AMENDMENTS**

NR/Year	Effective Date	Date Inserted	Inserted by	NR/Year	Effective Date	Date Inserted	Inserted by
01/2011	30 JUN 2011	30 JUN 2011					
NIL	15 DEC 2011	---					
01/2012	08 MAR 2012	08 MAR 2012					
02/2012	18 OCT 2012	18 OCT 2012					
01/2013	04 APR 2013	04 APR 2013					
02/2013	17 OCT 2013	17 OCT 2013					
01/2014	03 APR 2014	03 APR 2014					
02/2014	16 OCT 2014	16 OCT 2014					
01/2015	02 APR 2015	02 APR 2015					
02/2015	12 NOV 2015	12 NOV 2015					
01/2016	23 JUN 2016	23 JUN 2016					
02/2016	08 DEC 2016	08 DEC 2016					
01/2017	07 DEC 2017	07 DEC 2017					
01/2018	24 MAY 2018	24 MAY 2018					
01/2019	28 MAR 2019	28 MAR 2019					
02/2019	10 OCT 2019	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					

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### GEN 0.3 RECORD OF CURRENT AIP SUPPLEMENTS

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**GEN 0.4 CHECKLISTS OF PAGES**

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*0.3-1	*22 APR 2021
*0.4-1	*22 APR 2021
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3.1-8	10 OCT 2019
3.1-9	03 DEC 2020
3.1-10	03 DEC 2020
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VGCM AD 2-5/Chart	10 OCT 2019
VGIS AD 2-1	18 OCT 2012
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VGSD AD 2-11/Chart	10 OCT 2019
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VGSH AD 2-4	30 JAN 2020
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Pre-flight Information Bulletins (PIB), which contains a recapitulation of current NOTAM and other information of urgent character for the operator/flight crews, are available at the aerodrome AIS units.

### 3.6 Aeronautical Information Circulars (AIC)

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

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

### 3.7 Checklist and summary of NOTAM

A checklist of valid NOTAM is issued monthly via AFS. The checklist is followed by a printed summary 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 become 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:

2020	2021	2022	2023
02 JAN	28 JAN	27 JAN	26 JAN
30 JAN	25 FEB	24 FEB	23 FEB
27 FEB	25 MAR	24 MAR	23 MAR
26 MAR	22 APR	21 APR	20 APR
23 APR	20 MAY	19 MAY	18 MAY
21 MAY	17 JUN	16 JUN	15 JUN
18 JUN	15 JUL	14 JUL	13 JUL
16 JUL	12 AUG	11 AUG	10 AUG
13 AUG	09 SEP	08 SEP	07 SEP
10 SEP	07 OCT	06 OCT	05 OCT
08 OCT	04 NOV	03 NOV	02 NOV
05 NOV	02 DEC	01 DEC	30 NOV
03 DEC	30 DEC	29 DEC	28 DEC

## 5. Pre –flight information service at aerodrome/heliports

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

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

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

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

## GEN 3.6 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 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 : +880-2-8901400

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 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 : + 880-2-8901404

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.

### 5.1.1 CONTROLLED AIRSPACE

Standard separation shall be provided in Controlled Airspace. When vertical separation is applied, the vertical separation minimum shall be 2000 feet up to FL280 and FL290 to FL410 for RVSM equipped ACFT and 4000 feet between FL290 and FL410 for non RVSM equipped ACFT and FL410 to UNL for all ACFT.

No VFR operations shall be allowed during the period of VVIP Flight is expected to operate in Controlled Airspace.

### 5.1.2 OUTSIDE CONTROLLED AIRSPACE (EN-ROUTE)

When the VVIP flight is flying in Bangladesh, no other aircraft shall be cleared to operate in the block of uncontrolled airspace defined below:-

“2000 feet below and above cruising level and 25 nautical miles either side of the intended route of the VVIP flight in uncontrolled airspace”.

This restriction will not be applicable when it is known that horizontal separation based on current flight plans will exist between the VVIP flight and other aircraft.

### 5.1.3 RADAR SEPARATION

Minimum 10 NM within the Radar coverage.

## 6 Reporting the Location of Birds in the Vicinity of Airports

### 6.1 INTRODUCTION

In order to enable the Pilot to locate the position of birds with reference to the airport, ‘Bird Reporting’ by aerodrome control tower at civil aerodrome will be done as given in the following paragraph.

### 6.2 QUADRANTAL REPORTING PROCEDURES

For the purpose of giving report of location of birds observed in the vicinity of aerodromes, the airspace within the aerodrome traffic zone will be divided into 4 sectors (Quadrants):

Sector	(Quadrant)	Bearing from Control Tower		
NE	(First)	000 deg	to	089 deg.
SE	(Second)	090 deg	to	179 deg.
SW	(Third)	180 deg	to	269 deg.
NW	(Fourth)	270 deg	to	359 deg.

### 6.3 Report: Caution Birds in South East Sector between 1500 feet and 2000 feet.

## **7.1 Special Procedure for Dhaka FIR**

### **ENTRY IN DHAKA FIR**

7.1.1 The following co-ordination procedure shall apply for flights entering and/ or transition Dhaka FIR;

(i) FPL/DEP message shall be addressed to Dhaka ACC/FIC.

(ii) Aircraft shall establish radio contact with Dhaka ACC/FIC (with position report and estimates) 10 minutes before entering Dhaka FIR boundary except those flights departing from Indian aerodromes located close to the FIR boundary which shall contact Dhaka ACC/FIC as early as possible but not later than crossing the FIR boundary.

## **→ 7.2 FLIGHTS THROUGH AIRSPACE WHERE THE PROVISION OF ATS IS DELEGATED TO KOLKATA ACC**

7.2.1 The portion of airspace on Route L507 within Dhaka FIR between AVPOP and ESDOT from FL280 to FL460 is delegated to Kolkata ACC/FIC for the provision of Air Traffic Services only. However control of aircraft at or above FL130 shall remain with Kolkata ATCC for provision of ATS.

7.2.2 (i) No aircraft shall operate through that part of Dhaka FIR which has been delegated to Kolkata ACC/FIC without prior approval from the Chairman, Civil Aviation Authority of Bangladesh.

(ii) Flight plans, departure and delay messages pertaining to flights through this airspace shall be addressed to Dhaka ACC/ FIC.

**→** (iii) Prior to entering the aforementioned airspace aircraft shall contact Dhaka Radio on 3491/6556/10066 KHz (MWARA) and 2947KHz (RDARA) or Dhaka ACC on VHF 125.7 MHz and pass the following information:

- (a) Aircraft call sign
- (b) Place and Time of Departure
- (c) Destination/ETA
- (d) Estimated time over reporting points AVPOP and ESDOT.

Subsequent reports will only be necessary if the estimates differ by 5 minutes or more.

### **7.2.3 DESCENT OF AIRCRAFT BOUND FOR KOLKATA**

The following procedure shall apply for flights operating through Dhaka FIR intend to start descent before FIR boundary:

The aircraft shall request Dhaka ACC/FIC for descent. Dhaka ACC/FIC shall provide the aircraft with available traffic information and advise the aircraft to co-ordinate with Kolkata directly for descent.



**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	27/10/2020	27/10/2020	26/10/2022	Renewal
2	Shah Amanat International Airport, Chattogram	VGEG	31/10/2019	31/10/2019	30/10/21	Renewal
3	Osmani International Airport, Sylhet	VGSY	18/11/2020	18/11/2020	17/11/2022	Initial Issue

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

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

## **VGHS AD 2.20 LOCAL TRAFFIC REGULATIONS**

Prior approval to be obtained from ATC

## **VGHS AD 2.21 NOISE ABATEMENT PROCEDURES**

1. SIDs are designed to make all take-off noise abated.

## **VGHS AD 2.22 FLIGHT PROCEDURES**

NIL

## **VGHS AD 2.23 ADDITIONAL INFORMATION**

### **1. Bird Concentrations:**

Bird concentrations may exist on or in the vicinity of Hazrat Shahjalal International Airport, Dhaka due to low lying area around the airfield, during the period from December to May of the year. Bird shooters are posted on the maneuvering area to reduce the bird hazard. Moreover, necessary information about the location of birds, if visible, is transmitted to the pilots by Aerodrome Control Tower. However, pilots are requested to exercise caution while approaching to land & takeoff.

2. Open air storm water drain on the western side strip of the runway almost along the full length of the runway at a distance of 105-120 m from the center line of the runway. Pilots to exercise caution during landing and take-off especially when runway is wet and strong cross wind from NE.

**VGSY AD 2.21 NOISE ABATEMENT PROCEDURES**

NIL

**VGSY AD 2.22 FLIGHT PROCEDURES**

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**VGSY AD 2.23 ADDITIONAL INFORMATION**

1. There is an overhead electrical distribution line (Electric poles) of approximate height 50 ft across the approach path of RWY 29, approximate distance from the THR 29 is 500 ft.
2. Lack of required width (140 m) of northern side strip of the runway measured along the runway 1078 ft from threshold RWY-11 and offset towards the north where the width of the runway strip is 310 ft. Pilots to exercise caution during landing and take-off.

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

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

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