

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

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Publication Date : 24 AUG 2023

Effective Date : 05 OCT 2023

1. SIGNIFICANT INFORMATION AND CHANGES:

- a) Telephone number of Bangladesh Meteorological Department has been changed in page GEN 3.5-1
- b) Serial number has been replaced by 5.4. in page GEN 3.6-5.
- c) Passenger boarding bridges Charges information at page GEN 4.1-3 serial number has been corrected.
- d) ENR 3.1 section (from page ENR 3.1-1 to page ENR 3.1-16) has been fully revised. All new reporting points have been inserted and some coordinates, distance have been revised.
- e) ENR 4.3 section has been rearranged. All new reporting points have been inserted and some coordinates have been revised.
- f) In VGHS AD 2-3, section 2.8 some taxiways of VGHS have been renamed.
- g) In VGBR AD 2-3, section 2.10 new obstacle has been included at SL NO.26
- h) In VGCB AD 2-3, section 2.10 new obstacle has been included at SL NO.11

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 THIS AMENDMENT INCORPORATES INFORMATION CONTAINED IN THE FOLLOWING WHICH ARE HERE BY SUPERSEDED: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 : A0144/23; A0169/23; A0225/23; C0052/23; C0053/23

5.2. AIP SUPPs: 01/23

GEN 0.2 RECORDS OF AIP AMENDMENTS

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

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GEN 0.3 RECORD OF CURRENT AIP SUPPLEMENTS

NR/Year	Subject	AIP Section(s) affected	Period of validity (From/To)	Cancellation record
01/22	WGS-84 Coordinates of obstacles of different Airports in Bangladesh	AD	Permanent	
04/20	RNP Approach Procedure for RWY16 and RWY34 at Jashore Airport, Jashore.	AD	Permanent	
03/20	RNP Approach Procedure for RWY 34 and RWY16 at Saidpur Airport, Saidpur.	AD	Permanent	
09/18	RNP Approach Procedure for RWY11and RWY29 at Osmani International Airport, Sylhet, Bangladesh	AD	Permanent	
08/18	RNP Approach Procedure for RWY23 and RWY05 at Shah Amanat International Airport, Chattogram, Bangladesh.	AD	Permanent	
07/18	RNP Approach Procedure for RWY32 at Hazrat Shahjalal International Airport, Dhaka, Bangladesh	AD	Permanent	

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GEN 0.4 CHECKLIST OF PAGES

PAGE	DATE	PAGE	DATE	PAGE	DATE
PART-1 GENERAL (GEN)		2.2-3	03 DEC 2020	3.4-8/diagram	30 JAN 2020
GEN 0		2.2-4	03 DEC 2020	*3.5-1	*05 OCT 2023
0.1-1	23 MAR 2023	2.2-5	03 DEC 2020	*3.5-2	*05 OCT 2023
0.1-2	23 MAR 2023	2.2-6	03 DEC 2020	3.5-3	03 DEC 2020
0.1-3	03 JUN 2010	2.2-7	03 DEC 2020	3.5-4	03 DEC 2020
*0.2-1	*05 OCT 2023	2.2-8	03 DEC 2020	3.5-5	24 MAY 2018
*0.3-1	*05 OCT 2023	2.2-9	03 DEC 2020	3.6-1	23 MAR 2023
*0.4-1	*05 OCT 2023	2.2-10	03 DEC 2020	3.6-2	23 MAR 2023
*0.4-2	*05 OCT 2023	2.2-11	03 DEC 2020	3.6-3	06 OCT 2022
*0.4-3	*05 OCT 2023	2.2-12	03 DEC 2020	3.6-4	06 OCT 2022
*0.4-4	*05 OCT 2023	2.2-13	03 DEC 2020	*3.6-5	*05 OCT 2023
0.5-1	03 JUN 2010	2.3-1	14 NOV 2013	GEN 4	
0.6-1	03 JUN 2010	2.3-2	14 NOV 2013	4.1-1	23 JUN 2016
0.6-2	03 JUN 2010	2.4-1	30 JAN 2020	4.1-2	23 JUN 2016
0.6-3	03 JUN 2010	2.5-1	10 OCT 2019	*4.1-3	*05 OCT 2023
GEN 1		2.5-3/Chart	28 MAR 2019	*4.1-4	*05 OCT 2023
		2.6-1	03 JUN 2010	4.2-1	17 OCT 2013
1.1-1	23 MAR 2023	2.6-2	03 JUN 2010	PART-2 EN-ROUTE (ENR)	
1.1-2	23 MAR 2023	2.6-3	03 JUN 2010	ENR 0	
		2.7-1	10 OCT 2019	0.6-1	03 JUN 2010
1.2-1	02 DEC 2021	2.7-2	10 OCT 2019	0.6-2	03 JUN 2010
1.2-2	02 DEC 2021	GEN 3		0.6-3	24 MAR 2022
1.2-4	17 OCT 2013			ENR 1	
1.2-5	03 JUN 2010	3.1-1	23 MAR 2023	1.1-1	23 JUN 2016
1.2-6	03 JUN 2010	3.1-2	23 MAR 2023	1.1-2	23 JUN 2016
1.3-1	02 DEC 2021	3.1-3	03 JUN 2010	1.1-3	22 APR 2021
1.3-2	02 DEC 2021	3.1-4	03 JUN 2010	1.1-4	22 APR 2021
1.3-3	03 JUN 2010	3.1-5	23 MAR 2023	1.1-5	24 MAY 2018
1.3-4	03 JUN 2010	3.1-6	23 MAR 2023	1.1-6	24 MAY 2018
1.4-1	02 DEC 2021	3.2-1	23 MAR 2023	1.2-1	16 OCT 2014
1.4-2	02 DEC 2021	3.2-2	23 MAR 2023	1.3-1	16 OCT 2014
1.5-1	03 JUN 2010	3.2-3	30 JAN 2020	1.4-1	30 JUN 2011
1.6-1	03 JUN 2010	3.2-4	30 JAN 2020	1.4-2	30 JUN 2011
1.7-1	23 JUN 2016	3.3-1	23 MAR 2023	1.4-3	30 JUN 2011
1.7-2	23 JUN 2016	3.3-2	23 MAR 2023	1.4-4	30 JUN 2011
1.7-3	23 JUN 2016	3.3-3	19 MAY 2022	1.5-1	10 OCT 2019
1.7-4	23 JUN 2016	3.4-1	23 MAR 2023	1.5-2	10 OCT 2019
1.7-5	23 JUN 2016	3.4-2	23 MAR 2023	1.5-3	14 NOV 2013
GEN 2		3.4-2-1	10 OCT 2019	1.5-4	14 NOV 2013
2.1-1	23 JUN 2016	3.4-3	24 MAR 2022	1.6-1	23 JUN 2016
2.1-2	23 JUN 2016	3.4-4	24 MAR 2022	1.6-2	23 JUN 2016
2.1-3	23 MAR 2023	3.4-5	30 JAN 2020	1.6-3	04 APR 2013
2.2-1	03 DEC 2020	3.4-6	30 JAN 2020	1.6-4	04 APR 2013
2.2-2	03 DEC 2020	3.4-7/diagram	30 JAN 2020	1.6-5	03 JUN 2010

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1.7-1	23 JUN 2016	1.14-5	03 JUN 2010	5.1-12	24 MAR 2022
1.7-2	23 JUN 2016	1.14-6	03 JUN 2010	*5.1-13/Chart	*05 OCT 2023
1.7-3	23 JUN 2016	1.14-7	03 JUN 2010	5.2-1	15 JUN 2023
1.7-4	23 JUN 2016	1.14-8	03 JUN 2010	5.2-2	15 JUN 2023
1.7-5	30 JUN 2011	1.14-9	03 JUN 2010	5.2-3/Chart	28 MAR 2019
1.8-1	03 JUN 2010	1.14-10	03 JUN 2010	5.3-1	03 JUN 2010
1.8-2	03 JUN 2010	ENR 2		5.4-1	02 DEC 2021
1.8-3	03 JUN 2010	2.1-1	23 MAR 2023	5.5-1	03 JUN 2010
1.8-4	03 JUN 2010	2.1-2	23 MAR 2023	5.6-1	03 JUN 2010
1.8-5	23 JUN 2016	2.2-1	03 JUN 2010	ENR 6	
1.8-6	23 JUN 2016	ENR 3		*6-1/Chart	*05 OCT 2023
1.8-7	19 MAY 2022	*3.1-1	*05 OCT 2023	*6-3/ Chart	*05 OCT 2023
1.8-8	19 MAY 2022	*3.1-2	*05 OCT 2023	6-5/ Chart	23 MAR 2023
1.8-9	19 MAY 2022	*3.1-3	*05 OCT 2023	6-7/ Chart	15 JUN 2023
1.8-10	19 MAY 2022	*3.1-4	*05 OCT 2023		
1.8-11	23 JUN 2016	*3.1-5	*05 OCT 2023		
1.8-12	23 JUN 2016	*3.1-6	*05 OCT 2023		
1.8-13	03 JUN 2010	*3.1-7	*05 OCT 2023		
1.8-14	03 JUN 2010	*3.1-8	*05 OCT 2023		
1.8-15	03 JUN 2010	*3.1-9	*05 OCT 2023		
1.8-16	03 JUN 2010	*3.1-10	*05 OCT 2023		
1.8-17	03 JUN 2010	*3.1-11	*05 OCT 2023		
1.8-18	03 JUN 2010	*3.1-12	*05 OCT 2023		
1.8-19	03 JUN 2010	*3.1-13	*05 OCT 2023		
1.8-20	03 JUN 2010	*3.1-14	*05 OCT 2023		
1.8-21	03 JUN 2010	*3.1-15	*05 OCT 2023		
1.9-1	03 JUN 2010	*3.1-16	*05 OCT 2023		
1.9-2	03 JUN 2010	ENR 4			
1.9-3	03 JUN 2010	4.1-1	15 JUN 2023		
1.9-4	03 JUN 2010	4.2-1	03 JUN 2010		
1.9-5	03 JUN 2010	*4.3-1	*05 OCT 2023		
1.9-6	03 JUN 2010	*4.3-2	*05 OCT 2023		
1.9-7	03 JUN 2010	4.4-1	10 OCT 2019		
1.10-1	10 OCT 2019	ENR 5			
1.10-2	10 OCT 2019	5.1-1	03 DEC 2020		
1.11-1	19 MAY 2022	5.1-2	03 DEC 2020		
1.12-1	23 JUN 2016	5.1-3	10 OCT 2020		
1.12-2	23 JUN 2016	5.1-4	10 OCT 2019		
1.12-3	03 JUN 2010	5.1-5	15 JUN 2023		
1.12-4	03 JUN 2010	5.1-6	15 JUN 2023		
1.13-1	03 JUN 2010	5.1-7	15 JUN 2023		
1.14-1	03 JUN 2010	5.1-8	15 JUN 2023		
1.14-2	03 JUN 2010	5.1-9	15 JUN 2023		
1.14-3	03 JUN 2010	5.1-10	15 JUN 2023		
1.14-4	03 JUN 2010	5.1-11	24 MAR 2022		

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PART 3 AERODROMES (AD)		*VGHS AD 2-33/Chart	*05 OCT 2023
AD 0		VGHS AD 2-35/Chart	23 JUN 2016
0.6-1	10 OCT 2019	VGHS AD 2-37/Chart	23 JUN 2016
0.6-2	10 OCT 2019	VGHS AD 2-39/Chart	23 JUN 2016
0.6-3	18 OCT 2012	VGHS AD 2-41/Chart	08 DEC 2016
0.6-4	18 OCT 2012	VGHS AD 2-43/Chart	10 OCT 2019
0.6-5	18 OCT 2012	VGHS AD 2-45/Chart	10 OCT 2019
0.6-6	18 OCT 2012	VGHS AD 2-47/Chart	10 OCT 2019
0.6-7	18 OCT 2012	VGHS AD 2-49/Chart	10 OCT 2019
AD 1		VGHS AD 2-50	10 OCT 2019
AD 1.1-1	03 JUN 2010	VGEG AD 2-1	24 MAR 2022
AD 1.1-2	03 JUN 2010	VGEG AD 2-2	24 MAR 2022
AD 1.1-3	03 JUN 2010	VGEG AD 2-3	10 OCT 2019
AD 1.1-4	03 JUN 2010	VGEG AD 2-4	10 OCT 2019
AD 1.1-5	03 JUN 2010	VGEG AD 2-5	23 JUN 2016
AD 1.2-1	03 JUN 2010	VGEG AD 2-6	23 JUN 2016
AD 1.3-1	10 OCT 2019	VGEG AD 2-7	10 OCT 2019
AD 1.3-3/Chart	28 MAR 2019	VGEG AD 2-8	10 OCT 2019
AD 1.4-1	23 MAR 2023	VGEG AD 2-9.1	10 OCT 2019
AD 2		VGEG AD 2-9.2	10 OCT 2019
VGHS AD 2-1	24 MAR 2022	VGEG AD 2-9.3	28 MAR 2019
VGHS AD 2-2	24 MAR 2022	VGEG AD 2-10	28 MAR 2019
*VGHS AD 2-3	*05 OCT 2023	VGEG AD 2-11/Chart	10 OCT 2019
*VGHS AD 2-4	*05 OCT 2023	VGEG AD 2-13/Chart	10 OCT 2019
VGHS AD 2-5	08 DEC 2016	VGEG AD 2-13.1/Chart	24 MAR 2022
VGHS AD 2-6	08 DEC 2016	VGEG AD 2-15/(Blank)	10 OCT 2019
VGHS AD 2-7	06 OCT 2022	VGEG AD 2-17/Chart	28 MAR 2019
VGHS AD 2-8	06 OCT 2022	VGEG AD 2-19/Chart	23 MAR 2023
VGHS AD 2-9	15 JUN 2023	VGEG AD 2-21/(Blank)	10 OCT 2019
VGHS AD 2-10	15 JUN 2023	VGEG AD 2-23/Chart	28 MAR 2019
VGHS AD 2-11.1	28 MAR 2019	VGEG AD 2-25/Chart	28 MAR 2019
VGHS AD 2-11.2	28 MAR 2019	VGEG AD 2-27/Chart	10 OCT 2019
VGHS AD 2-11.3	15 JUN 2023	VGEG AD 2-29/Chart	23 MAR 2023
VGHS AD 2-12	15 JUN 2023	VGSY AD 2-1	15 JUN 2023
VGHS AD 2-13	15 JUN 2023	VGSY AD 2-2	15 JUN 2023
*VGHS AD 2-15/Chart	*05 OCT 2023	VGSY AD 2-3	06 OCT 2022
VGHS AD 2-16/Chart	28 MAR 2019	VGSY AD 2-4	06 OCT 2022
VGHS AD 2-17/Chart	28 MAR 2019	VGSY AD 2-5	15 JUN 2023
VGHS AD 2-19/Chart	23 JUN 2016	VGSY AD 2-6	15 JUN 2023
VGHS AD 2-21/Chart	28 MAR 2019	VGSY AD 2-7	15 JUN 2023
VGHS AD 2-23/Chart	23 JUN 2016	VGSY AD 2-9/Chart	06 OCT 2022
VGHS AD 2-25/Chart	07 DEC 2017	VGSY AD 2-10/Chart	12 NOV 2015
VGHS AD 2-27/Chart	28 MAR 2019	VGSY AD 2-11/Chart	15 JUN 2023
VGHS AD 2-29/Chart	23 JUN 2016	VGSY AD 2-13/Chart	28 MAR 2019
VGHS AD 2-31/Chart	28 MAR 2019	VGSY AD 2-15/Chart	15 JUN 2023

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VGSY AD 2-17/Chart	28 MAR 2019	VGJR AD 2-9/Chart	10 OCT 2019
VGSY AD 2-19/Chart	10 OCT 2019	VGJR AD 2-11/Chart	10 OCT 2019
VGSY AD 2-21/Chart	10 OCT 2019	VGJR AD 2-13/Chart	10 OCT 2019
VGBG AD 2-1	10 OCT 2019	VGJR AD 2-15/Chart	10 OCT 2019
VGBG AD 2-2	10 OCT 2019	VGJR AD 2-17/Chart	10 OCT 2019
VGBG AD 2-3	10 OCT 2019	VGJR AD 2-19/Chart	10 OCT 2019
VGBG AD 2-4	10 OCT 2019	VGRJ AD 2-1	10 OCT 2019
VGBG AD 2-5	10 OCT 2019	VGRJ AD 2-2	10 OCT 2019
VGBG AD 2-6	10 OCT 2019	VGRJ AD 2-3	15 JUN 2023
VGBR AD 2-1	23 MAR 2023	VGRJ AD 2-4	15 JUN 2023
VGBR AD 2-2	23 MAR 2023	VGRJ AD 2-5	10 OCT 2019
*VGBR AD 2-3	*05 OCT 2023	VGRJ AD 2-7/Chart	23 JUN 2016
*VGBR AD 2-4	*05 OCT 2023	VGRJ AD 2-9/Chart	07 DEC 2017
VGBR AD 2-5	23 MAR 2023	VGRJ AD 2-11/Chart	08 DEC 2016
VGBR AD 2-7/Chart	23 MAR 2023	VGRJ AD 2-13/Chart	08 DEC 2016
VGBR AD 2-9/Chart	10 OCT 2019	VGRJ AD 2-15/Chart	08 DEC 2016
VGBR AD 2-11/Chart	10 OCT 2019	VGSD AD 2-1	10 OCT 2019
VGCB AD 2-1	06 OCT 2022	VGSD AD 2-2	10 OCT 2019
VGCB AD 2-2	06 OCT 2022	VGSD AD 2-3	10 OCT 2019
*VGCB AD 2-3	*05 OCT 2023	VGSD AD 2-4	10 OCT 2019
*VGCB AD 2-4	*05 OCT 2023	VGSD AD 2-5	10 OCT 2019
VGCB AD 2-5	28 MAR 2019	VGSD AD 2-7/Chart	28 MAR 2019
VGCB AD 2-7/ Chart	19 MAY 2022	VGSD AD 2-9/Chart	10 OCT 2019
VGCB AD 2-9/ Chart	28 MAR 2019	VGSD AD 2-11/Chart	10 OCT 2019
VGCB AD 2-11/ Chart	28 MAR 2019	VGSD AD 2-13/Chart	30 JAN 2020
VGCB AD 2-13/ Chart	28 MAR 2019	VGSD AD 2-15/Chart	30 JAN 2020
VGCM AD 2-1	15 JUN 2023	VGSH AD 2-1	23MAR 2023
VGCM AD 2-2	15 JUN 2023	VGSH AD 2-2	23 MAR 2023
VGCM AD 2-3	10 OCT 2019	VGSH AD 2-3	30 JAN 2020
VGCM AD 2-4	10 OCT 2019	VGSH AD 2-4	30 JAN 2020
VGCM AD 2-5/Chart	10 OCT 2019	VGSH AD 2-5/Chart	14 NOV 2013
VGIS AD 2-1	06 OCT 2022	*VGTJ AD 2-1	*05 OCT 2023
VGIS AD 2-2	06 OCT 2022	*VGTJ AD 2-2	*05 OCT 2023
VGIS AD 2-3	24 MAR 2022	VGTJ AD 2-3	06 OCT 2022
VGIS AD 2-4	24 MAR 2022	VGTJ AD 2-4	06 OCT 2022
VGIS AD 2-5	03 JUN 2010	VGTJ AD 2-5	10 OCT 2019
VGIS AD 2-7/Chart	06 OCT 2022	VGTJ AD 2-6	10 OCT 2019
VGIS AD 2-9/Chart	08 DEC 2016	VGTJ AD 2-7 /Chart	23 JUN 2016
VGIS AD 2-11/Chart	08 DEC 2016		
VGJR AD 2-1	15 JUN 2023		
VGJR AD 2-2	15 JUN 2023		
VGJR AD 2-3	15 JUN 2023		
VGJR AD 2-4	15 JUN 2023		
VGJR AD 2-5	15 JUN 2023		
VGJR AD 2-6	15 JUN 2023		
VGJR AD 2-7	06 OCT 2022		

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

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

Annex-3 (Meteorological Service for international Air Navigation)

DOC 7030-Regional Supplementary Procedures Part-3-Meteorology

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

2. Area of responsibility

- 2.1 Area meteorological watch is provided for the Dhaka FIR.

3. METEOROLOGICAL OBSERVATIONS AND REPORTS

Table GEN 3.5.3 METEOROLOGICAL OBSERVATION AND REPORTS

Name of Station Location Indicator	Type & 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.

5.4 List of Rescue Units of Bangladesh:



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

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

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

<u>Hours Used Weekly</u>	<u>Rate of Discount</u>
61-90 Hours	5%
91-120 Hours	7.5%
121 Hours and above	10%

The hours mentioned above shall be cumulative.

1.5 PASSENGER SERVICE CHARGES (EMBARKATION FEES):

1.5.1 Every passenger embarking a scheduled or non-scheduled aircraft at an airport or aerodrome shall pay a fee for the use of and for services provided at such airport or aerodrome at the following rates, namely.

(a) Where the destination is outside Bangladesh. Tk. 500.00

(b) Where the destination is within Bangladesh.... Tk. 25.00

Provided the provisions of such rules in para 1.5.1 shall not apply to the following passengers namely:

(a) Heads of states or Governments and their entourage.

(b) Ministers and high dignitaries of foreign countries visiting Bangladesh as state guest.

(c) Transit passengers leaving Bangladesh by the same aircraft boarding which they entered the country or by the next available flight by which they have to reach their destination provided a scheduled night stop is not involved.

(d) Children under two years of age.

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

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

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

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

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

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

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

1.8 CHARGES FOR FLIGHTS BEYOND NOTAMISED HOURS OF OPERATION:

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

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

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

1.9 METHODS OF PAYMENT (PAYMENT ARRANGEMENT): -

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

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

ENR 3 ATS ROUTES
ENR 3.1 ATS ROUTES (INTERNATIONAL and DOMESTIC)

Route Designator (RNP/RNAV) Name of Significant Points Co-ordinates	Track (MAG) DIST (GEO) ↓↑	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
L507 (RNP 10)						
▲ AVPOP 221809N 0890050E			20	↓	↑	Airway The portion of Route L507 between AVPOP and ESDOT from FL 280 to FL 460 is delegated to Kolkata ACC/FIC for the provision of ATS only. However, control of aircraft at or above FL 130 shall remain with Kolkata ATCC for provision of ATS. Kolkata ACC 120.7/125.9 MHz
	<u>124°</u> 304° 103 NM	<u>FL 460</u> FL 280 4 000 ft Class D				
▲ ESDOT 212045N 0903250E						
A201						
▲ AGARTALA DVOR/DME (AAT) 235322.4N 0911423E			10	↓	↑	Airway Minimum cruising Level FL 270 Dhaka ACC 126.7/125.7 MHz Military training area (VGR 7) below airway
	<u>285°</u> 105° 47 NM	<u>FL 460</u> FL 265 2 000 ft Class B				
△ BOGEP (ABM DAC VOR) 240408N 0902450E						
	<u>285°</u> 105° 103 NM					
▲ RAJSHAHI DVOR/DME (RAJ) 242620.36N 0883654.83E						
	<u>295°</u> 115° 35 NM					
▲ TEBID 244102N 0880150E				↑		

Route Designator (RNP/RNAV) Name of Significant Points Co-ordinates	Track (MAG) DIST (GEO) ↓/↑	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
A462					
▲ DHAKA DVOR/DME (DAC) 234927.42N 0902446.52E			10	↓	Airway
	237° 057° 25 NM	FL 460 2 000 ft 2 000 ft Class C			When approach (RADAR) service is not in progress: Dhaka TWR 118.3 MHz within Dhaka CTR and Dhaka ACC 126.7/125.7 MHz outside Dhaka CTR.
▲ AKEVO 233603N 0900250E					
	237° 057° 25 NM	FL 460 FL 55 2 000 ft Class C			
▲ IKOGU 232239N 0893850E					When approach (RADAR) service is in progress:
	237° 057° 30 NM	FL 460 FL 75 2 000 ft Class B			Dhaka Approach 121.3 MHz within Dhaka CTR and part of Dhaka TMA (upto FL 155) and beyond that Dhaka ACC 126.7/125.7 MHz.
Δ ABM DVOR JSR 231206.37N 0890910.37E					
	237° 057° 20 NM			↑	
▲ BEMAK 225539N 0885356E					
A599					
▲ CHATTOGRAM DVOR/DME (CTG) 221527.90N 0914938.98E			10	↓	Airway: outside Chattogram CTR
	082° 262° 25 NM	FL 460 3 500 ft /FL 145 3 000 ft Class C/B			Dhaka ACC 126.7/ 125.7 MHz outside Chattogram CTR CTG TWR 122.2 MHz (HO) within Chattogram CTR.
Δ 25DME CTG					
	082° 262° 28 NM	FL 460 FL 245 3 000 ft Class B	20		Aircraft are to make simultaneous broadcast of Lashio Position to Kolkata and Yangon
▲ CHILA 222303N 0924456E				↑	

Route Designator (RNP/RNAV) Name of Significant Points Co-ordinates	Track (MAG) DIST (GEO) ↓/↑	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
B209						
▲ AVNAK 242143.54N 0882844.35E			10	↓	↑	Airway Dhaka ACC 126.7/ 125.7 MHz
	059° 239° 9 NM	FL 460 FL 115 2 700 ft Class B				
▲ RAJSHAHI DVOR/DME (RAJ) 242620.36N 0883654.83E						
B465						
▲ SUMAG 223539N 0885626E			10	↓	↑	Airway BTN FL 460 & FL 115 Dhaka ACC 126.7/ 125.7 MHz outside Chattogram CTR
	097° 277° 139 NM	FL 460 FL 115 2 000 ft Class B				
▲ DAKID 221833N 0912250E						
	097° 277° 25NM	FL 460 2 000 ft 2 000 ft Class C/B		↓	↑	CTG TWR 118.4 MHz (HO) within Chattogram CTR Military training area (VGR 26) below airway
▲ CHATTOGRAM DVOR/DME (CTG) 221527.90N 0914938.98E						
	094° 274° 25 NM					
▲ AVDAX 221333N 0921625E				20	↓	↑
	094° 274° 22 NM	FL 460 FL 245 3 500 ft Class B				
▲ APAGO 221211N 0924013E					↑	

Route Designator (RNP/RNAV) Name of Significant Points Co-ordinates	Track (MAG) DIST (GEO) ↓/↑	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
B593						
▲ NOKAT 224727N 0885630E			10			Airway BTN FL 460 & FL 75
	<u>073°</u> 253° 61 NM	<u>FL 460</u> FL 75 2 000 ft Class B				Dhaka ACC 126.7/ 125.7 MHz
▲ BAVAN 230528N 0895838E						Dhaka Approach 121.3 MHz within Dhaka TMA when approach (RADAR) service is in progress.
	<u>073°</u> 253° 27 NM	<u>FL 460</u> FL 75 2 000 ft Class C				Military training area (VGR 25) below airway
▲ AGUNO 231315N 0902633E						Route segment between CML VOR and AAT VOR within KOLKATA FIR
	<u>073°</u> 253° 42 NM	<u>FL 460</u> FL 75 2 000 ft Class C				Route segment between VOR (AAT) and IBAPA bidirectional between FL 300 & FL 460.
▲ CUMILLA DVOR/DME (CML) 232600.03N 0911124.93E						Route at & below FL 290 is available for East bound aircraft only and aircraft to maintain Odd Level (East bound) between VOR (AAT) & VOR (GGT).
	<u>007°</u> 187° 28 NM	<u>FL 460</u> FL 75 2 000 ft Class C				
▲ AGARTALA DVOR/DME (AAT) 235322.4N 0911423.0E						
	<u>009°</u> 189° 78 NM	<u>FL 460</u> FL 75 2 000 ft Class B/C				
▲ IBAPA 251102N 0912609E						
B594						
▲ CUMILLA DVOR/DME (CML) 232600.03N 0911124.93E			10			Airway
	<u>160°</u> 340° 55 NM	<u>FL 460</u> FL 245 4 000 ft Class B				

Route Designator (RNP/RNAV) Name of Significant Points Co-ordinates	Track (MAG) DIST (GEO) ↓↑	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
▲ ONEKA 223448.00N 0913214.00E			10	↓	↑	Dhaka ACC 126.7/125.7 MHz
	141° 321° 25 NM	FL 460 FL 245 4 000 ft Class B				FPLs shall also be addressed to Kolkata FIC (VECFZQZX)
▲ CHATTOGRAM DVOR/DME (CTG) 221527.90N 0914938.98 E						
G463						
▲ TEBID 244102N 0880150E			10	↓	↑	Airway
	115° 295° 35 NM	FL 460 FL 115 2 000 ft Class B				When approach (RADAR) service is not in progress: Dhaka TWR 118.3 MHz within Dhaka CTR and Dhaka ACC 126.7/125.7 MHz outside Dhaka CTR.
▲ RAJSHAHI DVOR/DME (RAJ) 242620.36N 0883654.83E						
	110° 290° 55 NM	FL 460 FL 75 2 000 ft Class B				When approach (RADAR) service is in progress: Dhaka Approach 121.3 MHz within Dhaka CTR and part of Dhaka TMA (upto FL 155) and beyond that Dhaka ACC 126.7/125.7 MHz.
▲ IDLOX 240707N 0893341E						
	110° 290° 25 NM	FL 460 FL 55 2 000 ft Class C				
▲ OLPAS 235754N 0900005E						
	110° 290° 25 NM	FL 460 FL 55 2 000 ft Class C				
▲ DHAKA DVOR/DME (DAC) 234927.42N 0902446.52E						
	141° 321° 25 NM	FL 460 2 000 ft 2 000 ft Class C				
▲ KANDI 233013N 0904205E						
	141° 321° 13 NM	FL 460 FL 55 2 000 ft Class C				
▲ ONIVU 232015N 0905101E						
	141° 321° 12 NM	FL 460 FL 55 2 000 ft Class C				

Route Designator (RNP/RNAV) Name of Significant Points Co-ordinates	Track (MAG) DIST (GEO) ↓/↑	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
▲ ADMIL 231051N 0905926E			10	↓		Airway
	<u>141°</u> 321° 25 NM	<u>FL 460</u> FL 75 2 000 ft Class B				Dhaka ACC 126.7/125.7 MHz outside Chattogram CTR.
△ 75 DME DAC						
234927.42N 0902446.25E	<u>141°</u> 321° 23 NM	<u>FL 460</u> FL 115 3 000 ft Class B				Chattogram TWR 118.4 MHz within Chattogram CTR
▲ ONEKA 223448N 0913214E						
	<u>141°</u> 321° 25 NM	<u>FL 460</u> FL 145 3 500 ft Class C/B				
▲ CHATTOGRAM DVOR/DME (CTG) 221527.90N 0914938.98E						
	<u>141°</u> 321° 25 NM					
▲ TANAP 215627N 0920637E			20	↑		Airway
	<u>141°</u> 321° 21 NM	<u>FL 460</u> FL 245 4 500 ft Class B				Dhaka ACC 125.7/126.7 MHz
▲ AVLED 214003N 0922049E						
R344						
▲ REDAP 245400N 0881115E			10	↓		Airway
	140° 36 NM	<u>FL 460</u> FL 115 2 000 ft Class B				Dhaka ACC 125.7 MHz/ 126.7 MHz. Route segment BTN KTM VOR and RAJ VOR is unidirectional.
▲ RAJSHAHI DVOR/DME (RAJ) 242620.36N 0883654.83E						

Route Designator (RNP/RNAV) Name of Significant Points Co-ordinates	Track (MAG) DIST (GEO) ↓/↑	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
R472						
▲ AGODA 241920N 0883606E			10	↓		Airway
	005° 185° 7 NM	FL 460 FL 115 2 000 ft Class B				Dhaka ACC 126.7/ 125.7 MHz.
▲ RAJSHAHI DVOR/DME (RAJ) 242620.36N 0883654.83E						
	057° 237° 91 NM					Route segment between ATOGA-VOR (GGT)- BIPUL is within Kolkata FIR and Guwahati SUB FIR.
▲ ATOGA 251602N 0900102E			20	↑		Route segment between VOR (GGT) and DOXAG via VOR (SYT) is unidirectional.
	059° 239° 100 NM	FL 460 FL 245 8 000 ft Class E				
▲ GUWAHATI DVOR/DME (GGT) 260802.85N 0913552.50E						
	169° 59 NM	FL 280 FL 120 9 500 ft Class D		↓		Aircraft to Flight Plan and maintain Even Level from GGT VOR to AAT VOR via R472.
▲ BIPUL 251010.70N 0914855.74E						
	169° 13 NM	FL 280 FL 75 6 000 ft Class B	10			
▲ SYLHET DVOR/DME (SYT) 245747.75N 0915142.06E				↓		Dhaka ACC 125.7 MHz/ 126.7 MHz
	208° 20 NM	FL 280 FL 75 2 000 ft Class B				
▲ PORUN 244005.25N 0914123.11E						
	208° 20NM	FL 280 FL 75 2 600 ft Class B				
▲ PAPLI 242222.30N 0913105.62E						
	208° 27N	FL 280 FL 75 2 000 ft Class B				

Route Designator (RNP/RNAV) Name of Significant Points Co-ordinates	Track (MAG) DIST (GEO) ↓/↑	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
▲ DOXAG 235824.73N 0911715.74E				↓		Route segment between DOXAG and VOR (AAT) is within KOLKATA FIR.
	208° 6 NM	<u>FL 280</u> FL 75 2 600 ft Class B				
▲ AGARTALA DVOR/DME (AAT) 235322.4N 0911423E						
R598						
▲ AGODA 241920N 0883606E			10	↓ 		

Route Designator (RNP/RNAV) Name of Significant Points Co-ordinates	Track (MAG) DIST (GEO) ↓↑	Upper Limits Lower Limits MFA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels OddEven		Remarks Controlling Unit Frequency
1	2	3	4	5		6
W1						
▲ DHAKA DVOR/DME (DAC) 234927.42N 0902446.52E			10	↓		When approach (RADAR) service is not in progress: Dhaka TWR 118.3 MHz within Dhaka CTR and Dhaka ACC 126.7/125.7 MHz outside Dhaka CTR.
	050° 230° 25 NM	FL 460 2 000 ft 2 000 ft Class C				
▲ LATIM 240530N 0904545E						
	050° 230° 9 NM	FL 460 FL 55 2 000 ft Class C				
▲ NIKLI 241145N 0905300E						When approach (RADAR) service is in progress: Dhaka Approach 121.3 MHz within Dhaka CTR and part of Dhaka TMA (upto FL 155) and beyond that Dhaka ACC 126.7/125.7 MHz.
	050° 230° 33 NM	FL 255 FL 75 4 000 ft Class B				
▲ IKIPI 243321.74N 0912024.69E						
	050° 230° 17 NM	FL 255 FL 75 4 000 ft Class B				
▲ TUPLO 244446.44N 0913459.52E						
	050° 230° 20 NM	FL 255 FL 75 2000 ft Class C/B				
▲ SYLHET DVOR/DME (SYT) 245747.75N 0915142.06E			↑		Sylhet TWR 122.9 MHz within Sylhet CTR	

Route Designator (RNP/RNAV) Name of Significant Points Co-ordinates	Track (MAG) DIST (GEO) ↓↑	Upper Limits Lower Limits MFA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels OddEven		Remarks Controlling Unit Frequency
1	2	3	4	5		6
W2						
▲ DHAKA DVOR/DME (DAC) 234927.42N 902446.52E			10	↓ 		

Route Designator (RNP/RNAV) Name of Significant Points Co-ordinates	Track (MAG) DIST (GEO) ↓↑	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
▲ TEGAK 241151N 0894945E			10	↓		Airway Dhaka ACC 125.7/126.7 MHz outside Saidpur ATZ
	305° 125° 15 NM	FL 255 FL 75 2 000 ft Class B				
▲ BELKU 242002N 0893650E						
	336° 156° 35 NM	FL 255 FL 125 2 000 ft Class B		↑		Saidpur TWR 128.9 MHz within Saidpur ATZ
▲ UDIRO 245232N 0892057E						
	336° 156° 26 NM	FL 255 FL 125 2 000 ft Class B				
▲ BASEX 251602N 0890923E						
	336° 156° 32 NM	FL 255 FL 125 2 000 ft Class B/D				
▲ SAIDPUR DVOR/DME (SDP) 254551.96N 0885433.95E						
W4						
▲ CHATTOGRAM DVOR/DME (CTG) 221527.90N 0914938.98E			10	↓		Route available when VGR 20 is not active. CTG TWR 118.4 MHz within Chattogram CTR.
	170° 350° 25 NM	FL 255 2 000 ft 2 000 ft Class C				
▲ AVNUL 215003N 0915349E						
	170° 350° 24 NM	FL 255 4 000 ft 4 000 ft Class D/F/G		↑		Dhaka ACC 125.7/126.7 MHz outside Chattogram CTR & Cox's ATZ. Cox's TWR 129.5 MHz within Cox's Bazar ATZ.
▲ COX'S BAZAR NDB (CB) 212710.29N 0915756.70E						

Route Designator (RNP/RNAV) Name of Significant Points Co-ordinates	Track (MAG) DIST (GEO) ↓/↑	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
W5						
▲ CHATTOGRAM DVOR/DME (CTG) 221527.90N 0914938.98E			10	↓	↑	Chattogram TWR 118.4 MHz within Chattogram CTR.
	<u>292°</u> 112° 25 NM	<u>FL 255</u> 2 000 ft 2 000 ft Class C				Dhaka ACC 126.7/ 125.7 MHz outside Chattogram CTR, Jashore ATZ & Barishal ATZ.
▲ VINET 222428N 0912428E						Barishal TWR 128.1 MHz within Barishal ATZ.
	<u>292°</u> 112° 65.9 NM	<u>FL 255</u> 2 000 ft 2 000 ft Class F/G/D				Jashore TWR 123.2 MHz within Jashore ATZ.
▲ BARISHAL NDB (BL) 224752.17N 0901752.23E						
	<u>291°</u> 111° 67.8 NM					
▲ JASHORE DVOR/DME (JSR) 231206.37N 0890910.37E						
W6						
▲ SAIDPUR DVOR/DME (SDP) 254551.96N 0885433.95E			10	↓	↑	Airway
	<u>156°</u> 336° 32 NM	<u>FL 255</u> FL 125 2 000 ft Class B/G/D				Saidpur TWR 128.9 MHz within Saidpur ATZ.
▲ BASEX 251602N 0890923E						Dhaka ACC 126.7/ 125.7 MHz outside Saidpur ATZ and Rajshahi ATZ.
	<u>211°</u> 031° 57 NM			↓	↑	Rajshahi TWR 128.3 MHz within Rajshahi ATZ.
▲ RAJSHAHI DVOR/DME (RAJ) 242620.36N 0883654.83E						

Route Designator (RNP/RNAV) Name of Significant Points Co-ordinates	Track (MAG) DIST (GEO) ↓↑	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
W7						
▲ NIKLI 241145N 0905300 E			10	↓	↑	Dhaka ACC 125.7/126.7 MHz.
	<u>077°</u> 257° 57 NM	<u>FL 255</u> 3 000 ft 3 000 ft Class F/G				Shamshernagar TWR 122.9 MHz within Shamshernagar AFIZ.
▲ SHAMSHERNAGAR 242355.82N 0915500.69E						
W8						
▲ KANDI 233013N 0904205E			10	↓	↑	ATCS: BTN FL 55/ FL 255.
	<u>097°</u> 277° 25 NM	<u>FL 255</u> FL 55 2 000 ft Class C/G				Dhaka ACC 125.7126.7 MHz.
▲ CUMILLA DVOR/DME (CML) 232600.03N 0911124.93E						Dhaka Approach 121.3 MHz within Dhaka TMA when approach (RADAR) service is in progress.
W9						
▲ DHAKA DVOR/DME (DAC) 234927.42N 0902446.52E			10	↓	↑	When approach (RADAR) service is not in progress: Dhaka TWR 118.3 MHz within Dhaka CTR and Dhaka ACC 126.7/125.7 MHz outside Dhaka CTR and Barishal ATZ.
	<u>187°</u> 007° 25 NM	<u>FL 255</u> 2 000 ft 2 000 ft Class C				
▲ GURSO 232403N 0902050E						
	<u>187°</u> 007° 25 NM	<u>FL 255</u> FL 55 2 000 ft Class C/G				
▲ KAKBO 230003N 0901850E						
	<u>187°</u> 007° 11 NM	<u>FL 255</u> 2 000 ft 2 000 ft Class G/F/D				
▲ BARISHAL NDB (BL) 224752.17N 0901752.23E						

Route Designator (RNP/RNAV) Name of Significant Points Co-ordinates	Track (MAG) DIST (GEO) ↓↑	Upper Limits	Lateral Limits (NM)	Direction of Cursing Levels		Remarks Controlling Unit Frequency
		Lower Limits		Odd	Even	
		MFA Airspace Classification				
1	2	3	4	5		6
W10						
▲ IDLOX 240707N 0893341E			10	↓ <		

Route Designator (RNP/RNAV) Name of Significant Points Co-ordinates	Track (MAG) DIST (GEO) ↓/↑	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	
W14							
▲ DHAKA DVOR/DME (DAC) 234927.42N 0902446.52E			10			When approach (RADAR) service is not in progress: Dhaka TWR 118.3 MHz within Dhaka CTR and Dhaka ACC 126.7/125.7 MHz outside Dhaka CTR.	
	<u>150°</u> 330° 25 NM	<u>FL 460</u> 2 000 ft 2 000 ft Class C					
▲ SETAR 232749N 0903823E							
	<u>150°</u> 330° 25 NM	<u>FL 460</u> FL 55 4 000 ft Class C					
▲ NUPUR 230608N 0905156E							
	<u>150°</u> 330° 55 NM	<u>FL 460</u> FL 75 3 500 ft Class B					
▲ DAKID 221833N 0912250E						When approach (RADAR) service is in progress: Dhaka Approach 121.3 MHz within Dhaka CTR and part of Dhaka TMA (upto FL 155) and beyond that Dhaka ACC 126.7/125.7 MHz.	
Airway							
Dhaka ACC 125.7/126.7 MHz. CTG TWR 118.4 MHz within Chattogram CTR.							
W15							
▲ TANAP 215627N 0920637E			10			Dhaka ACC 125.7/126.7MHz outside Cox's Bazar ATZ.	
	<u>141°</u> 321° 6 NM	<u>FL 255</u> FL 75 4 000 ft Class G/F					
▲ PABAN 215141N 0921024E							CXB TWR 122.9 MHz within Cox's Bazar ATZ.
	<u>204°</u> 024° 27 NM	<u>FL 255</u> FL 75 4 000 ft Class G/F/D					
▲ COX'S BAZAR NDB (CB) 212710.29N 0915756.70E							

Note:

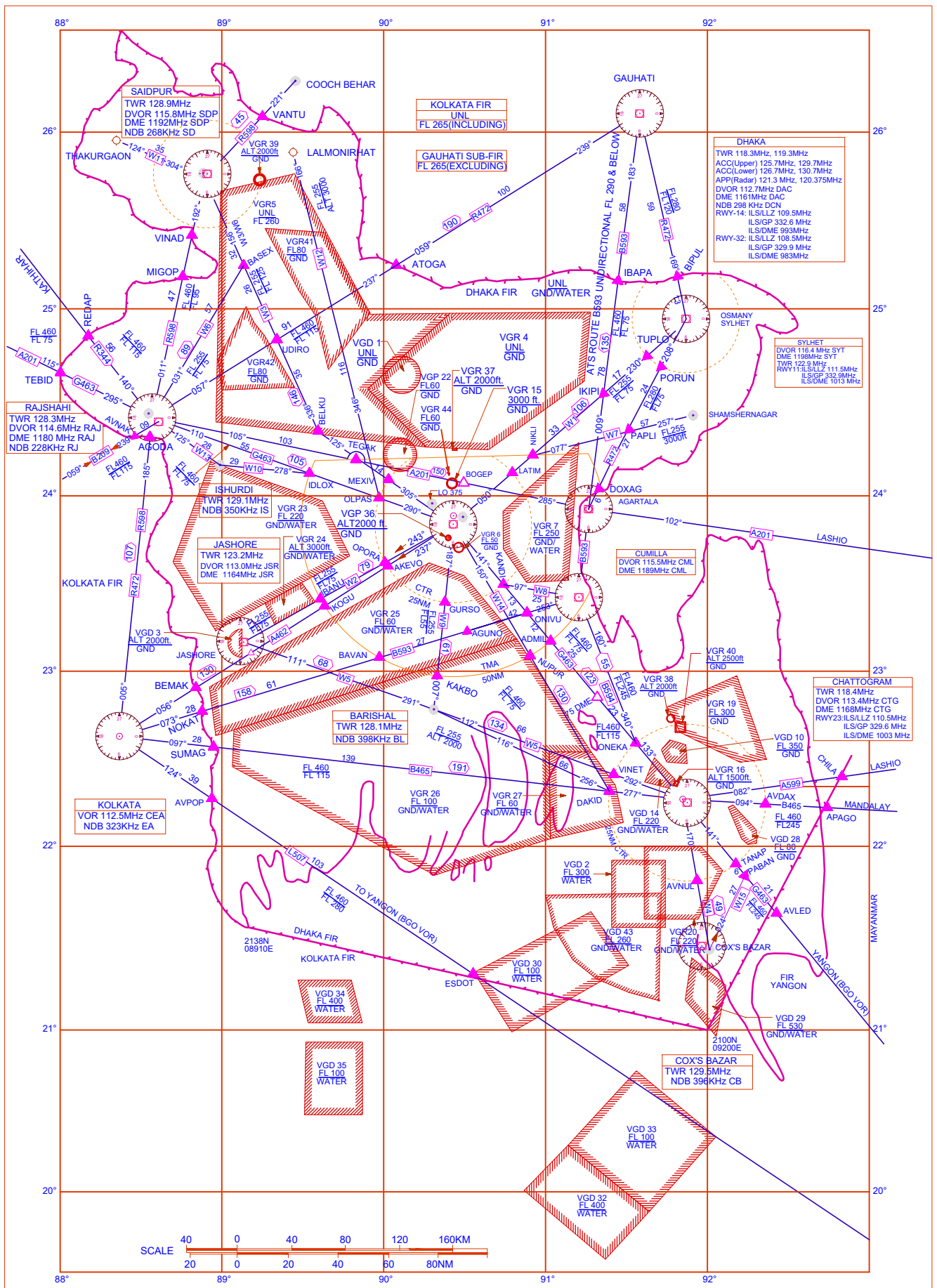
- 1) All aircraft departing from Tejgaon Airport will turn right after take-off from RWY 17 and will turn left after take-off from RWY 35.
- 2) All departing aircraft proceeding to Thakurgaon and Lalmonirhat shall intercept outbound track from Dhaka DVOR when 10 NM North-West of Tejgaon (over Savar) or as instructed by Dhaka Tower/Approach. Similarly aircraft coming from Thakurgaon and Lalmonirhat after entering control zone shall report 10 miles North-West of Tejgaon (over Savar) or as instructed by Dhaka Tower/Approach.
- 3) In-coming / outgoing aircraft to and from Shamshearnagar when within Dhaka control zone shall operate as instructed by Dhaka Tower/Approach so as to avoid traffic to and from Hazrat Shahjalal International Airport.
- 4) ATAS and FIS will be provided to all aircraft operating outside controlled airspace (F and G airspace) as per ATS airspace classification used in Bangladesh (ENR 1.4 of AIP).
- 5) All routes shall originate from DAC VOR except W4, W5, W6, W7, W8, W10, W11, W13 & W15.
- 6) All aircraft shall intercept track when clear of traffic from Hazrat Shahjalal International Airport or as advised by Dhaka Tower/Approach.
- 7) All aircraft having RTF failure shall follow standard RTF failure procedure in accordance to the provisions in Para 15.2 in ENR 1.8 of AIP.
- 8) Establishment of Change over points (COP): COP at the mid-point of route segments defined with reference to VOR in the case of straight routes segments or at the intersection of radials in the case of route segments which change direction between the VOR established, except when:
 - a. Route segment is a part of SIDs or STARs or
 - b. The COPs are otherwise published for the route segments or
 - c. Aircraft is not receiving the VOR to which change was intended or
 - d. Aircraft has been cleared by ATC to maintain a particular radial from a VOR located on the route segments.

ENR 4.3 NAME CODE DESIGNATOR FOR SIGNIFICANT POINTS

Name code designator	Coordinates	ATS Route or Other Route
ADMIL	23 10 51 N 090 59 26 E	G 463
AGODA	24 19 20 N 088 36 06 E	R472
AGUNO	23 13 15 N 090 26 33 E	B593
AKEVO	23 36 03 N 090 02 50 E	A462
APAGO	22 12 11 N 092 40 13 E	B465
ATOGA	25 16 02 N 090 01 02 E	R472
AVDAX	22 13 33 N 092 16 25 E	B465
AVLED	21 40 03 N 092 20 49 E	G463
AVNAK	24 21 43.54N 088 28 44.35E	B209
AVNUL	21 50 03 N 091 53 49 E	W4
AVPOP	22 18 09 N 089 00 50 E	L507
BASEX	25 16 02N 089 09 23 E	W3/W6
BAVAN	23 05 28 N 089 58 38 E	B593
BELKU	24 20 02 N 089 36 50 E	W3
BEMAK	22 55 39 N 088 53 56 E	A462
BIPUL	25 10 10.70 N 091 48 55.74 E	R472
BOGEP	24 04 08 N 090 24 50 E	A201
CHILA	22 23 03 N 092 44 56 E	A599
DAKID	22 18 33 N 091 22 50 E	W14
DOXAG	23 58 24.73N 091 17 15.74 E	R472
ESDOT	21 20 45 N 090 32 50 E	L507
GURSO	23 24 03 N 090 20 50 E	W9
IBANU	23 25 50.26N 089 36 44.44 E	W2
IBAPA	25 11 02 N 091 26 09 E	B593
IDLOX	24 07 07 N 089 33 41 E	G463
IKIPI	24 33 21.74 N 0912024.69 E	W1
IKOGU	23 22 39 N 089 38 50 E	A462
KAKBO	23 00 03 N 090 18 50 E	W9
KANDI	23 30 13 N 090 42 05 E	G463
LATIM	24 05 30 N 090 45 45 E	W1
MEXIV	24 03 47.87 N 090 02 23.17 E	W3
MIGOP	25 12 20 N 088 47 08 E	R598
NIKLI	24 11 45 N 090 53 00 E	W1

Name code designator	Coordinates	ATS Route or Other Route
NOKAT	22 47 27 N 088 56 30 E	B593
NUPUR	23 06 08 N 090 51 56 E	W14
OLPAS	23 57 54 N 089 59 05 E	G463
ONEKA	22 34 48 N 091 32 14 E	G463
ONIVU	23 20 15 N 090 51 01 E	G463
OPORA	23 37 41 N 090 00 43 E	W2
PABAN	21 51 41 N 092 10 24 E	W15
PAPLI	24 22 22.30N 091 31 05.62 E	R472
PORUN	24 40 05.25 N 091 31 05.62 E	R472
REDAP	24 54 00 N 088 11 15 E	R344
SETAR	23 27 49 N 090 38 23 E	W14
SUMAG	22 35 39 N 088 56 26 E	B465
TANAP	21 56 27 N 092 06 37 E	G463
TEBID	24 41 02 N 088 01 50 E	A201
TEGAK	24 11 51 N 089 49 45 E	W3
TUPLO	24 44 46.44 N 091 34 59.52 E	W1
UDIRO	24 52 32 N 089 20 57 E	W3
VANTU	26 05 32 N 089 14 40 E	R598
VINAD	25 22 14 N 088 49 20 E	R598
VINET	22 24 27.81N 0912428.67 E	W5

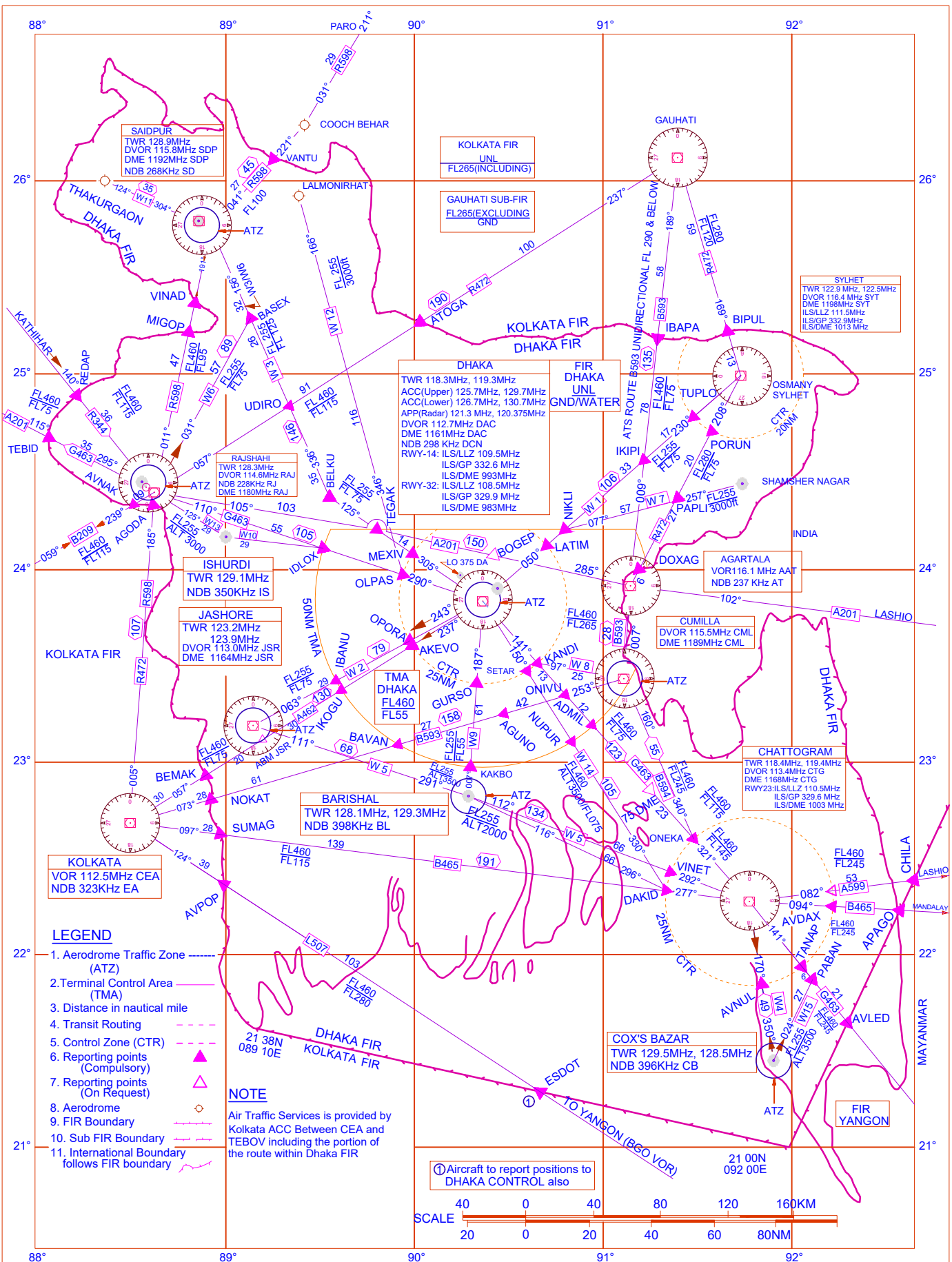
PROHIBITED RESTRICTED AND DANGER AREA - CHART



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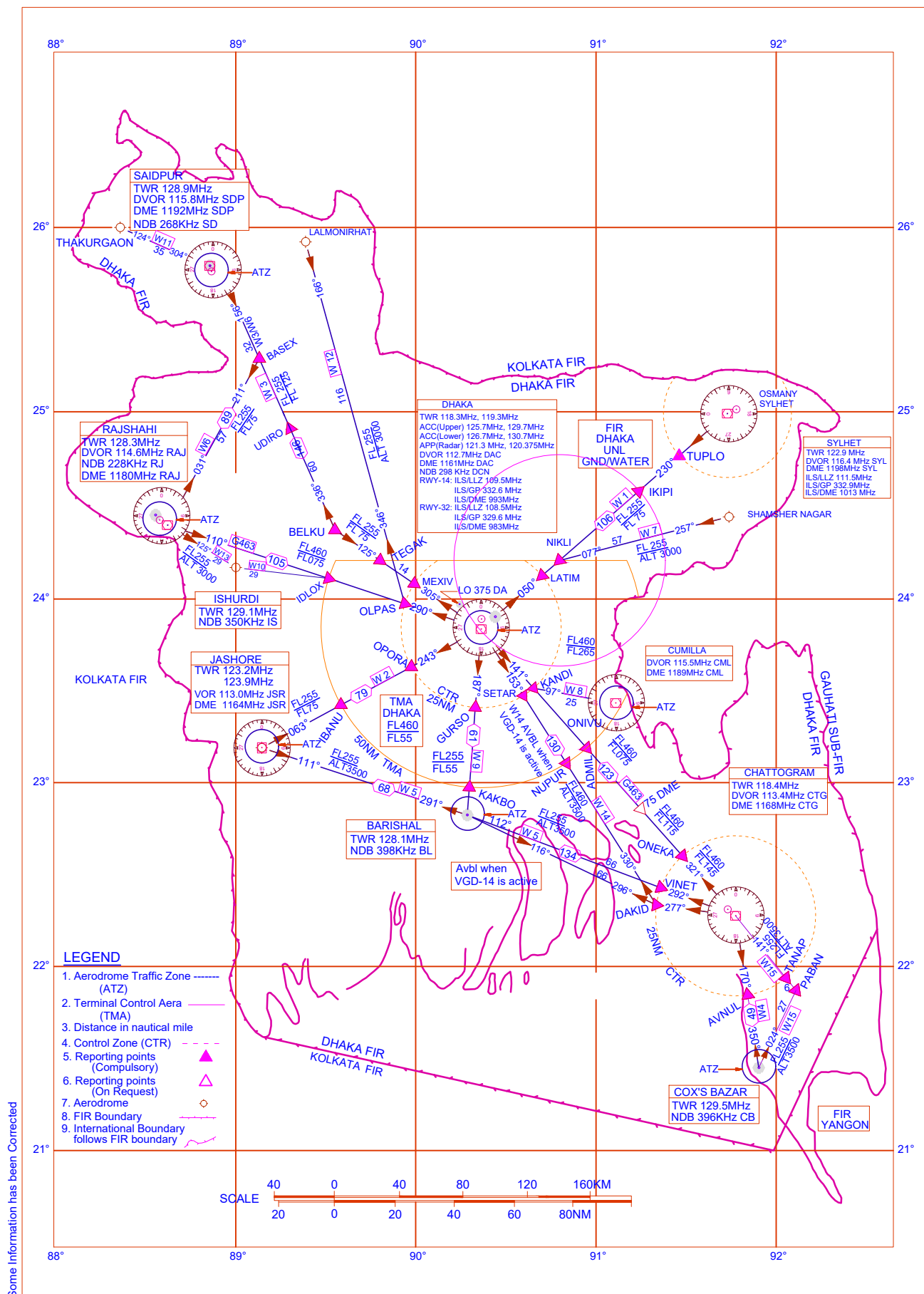
ENROUTE CHART

INTERNATIONAL & DOMESTIC ATS ROUTES



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DOMESTIC ATS ROUTES IN BANGLADESH



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VGHS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1.	AD Category for fire fighting	CAT - 9	
2.	Rescue equipment Avb1	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	N1 (November One) Taxiway	Width: 23m & Shoulder 10.5m both side of TWY Surface: Asphalt pavement Strength: PCN 125/F/C/W/T
		N2 (November two) Taxiway	Width: 23m & Shoulder 10.5m both side of TWY Surface: Flexible pavement Strength: PCN 192/F/C/W/T
		S1 (Sierra One) Taxiway	Width: 23m & Shoulder 10.5m both side of TWY Surface: Asphalt pavement Strength: PCN 123/F/C/W/T
		S2 (Sierra two) Taxiway	Width: 23m & Shoulder 10.5m both side of TWY Surface: Flexible pavement Strength: PCN 209/F/C/W/T
		S3 (Sierra Tree) Taxiway	Width: 23m & Shoulder 10.5m both side of TWY Surface: Flexible pavement Strength: PCN 162/F/B/W/T
3.	Altimeter checkpoint location and elevation	Not designated	
4.	VOR checkpoints	Nil	
5.	INS checkpoints	Nil	
6.	Remarks	Nil	

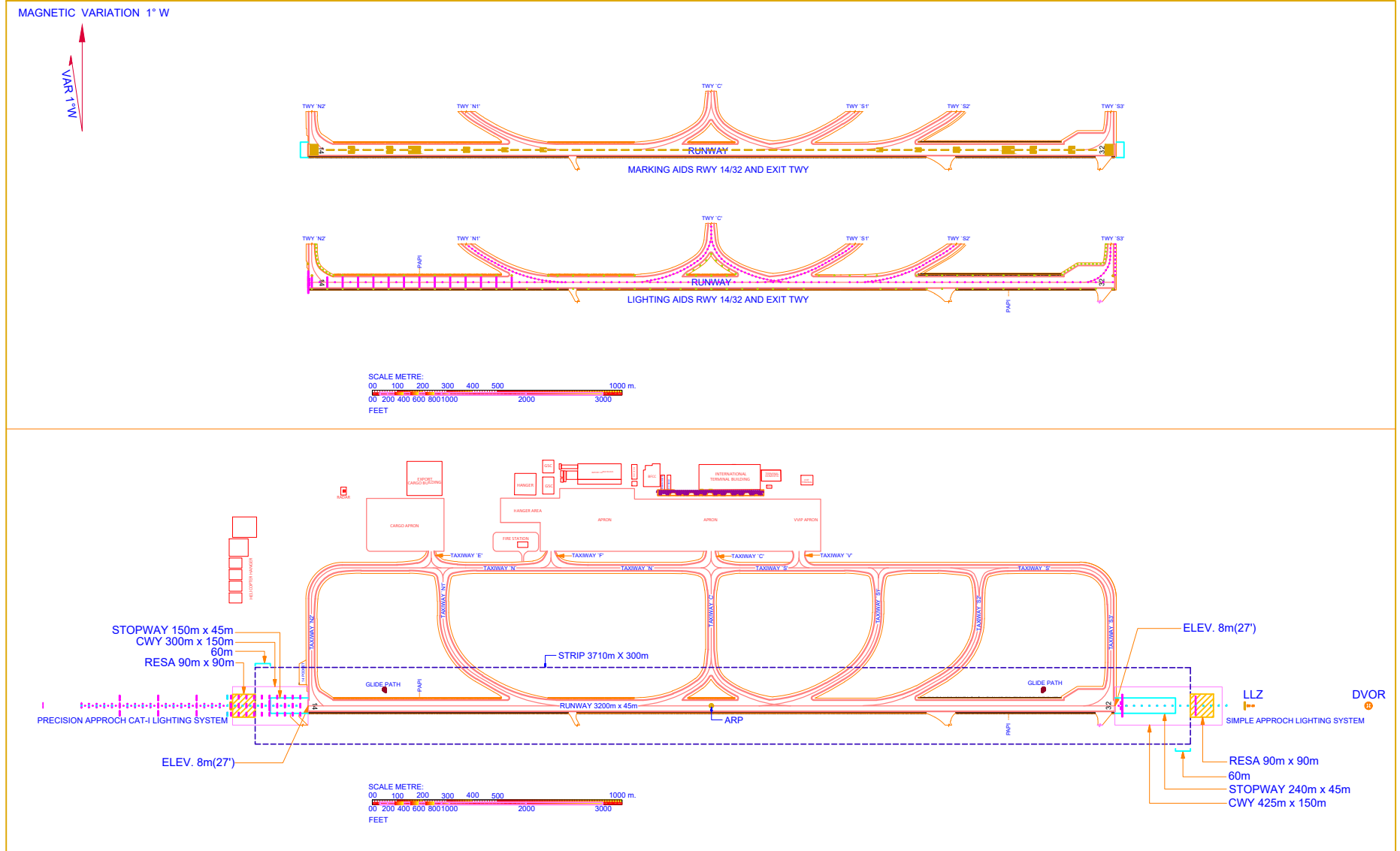
VGHS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING

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 maneuvering 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

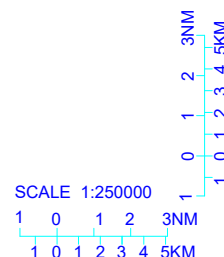
VGHS AD 2.10 AERODROME OBSTACLES

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.

AERODROME CHART-ICAO



DHAKA, BANGLADESH
HAZRAT SHAHJALAL INTERNATIONAL AIRPORT
VOR DME-ARC ILS Rwy 14



MISSED APPROACH
CLIMB TO 2000FT/610M ON
TRACK 144° CONTACT ATC
FOR FURTHER INSTRUCTION

ILS RDH 52'

MET MINIMA (m)
FALS :Vis 800, RVR 600
BALS :Vis 1200, RVR 1100
NALS :Vis 1400, RVR 1300
GP OUT: 2000 (CAT A,B)
& 2800 (CAT C,D,E)

CATEGORY OF ACFT			A	B	C	D						
OCA (H)	Full		230(203)	240(213)	250(223)	261(234)	CAT		A	B	C	D
	GP out		350(323)									
DISTANCE (ILS-DME)	6DME	5DME	4DME	3DME	2DME	1DME	SPEED	Knots	90	120	150	180
ALTITUDE	1940	1620	1310	990	670	350	Rate of descent/GS	Ft/min	480	635	795	955
(HEIGHT)	(1913)	(1593)	(1283)	(963)	(643)	(323)	FAF TO THR14	Minitis	3:52	2:54	2:19	1:56

VGBR AD 2.10 AERODROME OBSTACLES

List of high mast/ tower/hill/chimney/ building/ barrier/ antenna around Barishal Airport, Barishal

SL Nr.	Name of the significant obstacles/obstructions	Co-ordinates of the Obstacle	True Bearing FM REF point	Dist (m) FM ref Point	Elevation AMSL (ft)	LGT
1.	GP Tower, Batajor, Gournadi	225436.22N 0901450.16E	336°	13475	175.95	
2.	Banglalink Tower, Sanuhar bus Stand, Uzirpur	225234.05N 0901552.42E	336°	9320	141.71	
3.	Old Electric Pole, Baherchar Hospital, Babuganj	224937.30N 0901827.20E	012°	3155	209.31	
4.	Banglalink Tower, Dhaka-Barishal Road, Sikarpur, Babuganj	224921.53N 0901604.10E	307°	4308	169.52	
5.	Electric pole, Doarika Bridge (North), Babuganj	224836.04N 0901644.34E	307°	4285	195.47	
6.	Electric pole, Doarika Bridge (South), Babuganj	224821.59N 0901652.38E	290°	2192	203.47	
7.	GP Tower, Dhaka-Barishal Road, Rampotti, Babuganj	224804.28N 0901703.12E	277°	1764	147.46	
8.	Robi Tower, Doarika, Rakudia, Babuganj	224911.05N 0901737.24E	341°	2409	145.40	
9.	Brick Field Chimney, Doarika, Babuganj	224935.03N 0901736.20E	345°	3124	86.34	
10.	Banglalink Tower, Bakultola, Babuganj	224901.34N 0901854.08E	035°	2435	141.42	
11.	Citycell/Airtel Tower, Bakultola, Babuganj	224852.93N 0901818.49E	013°	1769	129.76	
12.	DLR Office Tower, Khanpura, Babuganj	224821.49N 0901811.14E	006°	1689	100.88	
13.	Veterinary College, Khanpura, Babuganj	224819.58N 0901832.60E	049°	1063	111.77	
14.	Ali Bricks Chimney-2, Babuganj	224734.90N 0901823.92E	105°	2657	90.16	
15.	Control Tower	224755.39N 0901757.03E	257°	217	69.52	
16.	NDB Mast	224752.17N 0901752.23E	247°	378	63.66	
17.	Parking Area Light Post	224755.30N 0901755.61E	259°	257	99.74	
18.	GP Tower, Above DBBL ATM Booth, Rahmatpur Bazar, Babuganj	224726.08N 0901752.09E	200°	1012	109.68	
19.	Sheba Telcom, Madhobpasha, Ujirpur	224623.71N 0901559.72E	231°	4569	200.04	
20.	High Tension Line Tower, Koladema	224515.26N 0901835.26E	170°	5050	170.57	
21.	Robi Tower, Goriarpar, Kasipur	224501.89N 0901913.92E	160°	5739	145.43	
22.	Robi Main Tower, Gonopara	224405.64N 0902015.37E	152°	8035	250.84	
23.	DGFI Office Tower, Gonopara	224353.06N 0901953.86E	152°	8037	265.24	
24.	Airtel Tower, Isakathi, Kashipur	224334.19N 0901958.98E	158°	8717	168.32	
25.	Radio Bangladesh Tower, Rupatoli	224026.39N 0902013.12E	165°	14336	405.15	
26.	BAF RADAR ANTENNA	224622.55N 0901814.32E	174.45°	29000	137	

VGBR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

Weather observation is provided by Meteorological observatory office, Barishal .

VGBR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designator RWY NR	True & MAG BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY	THR Coordinates	THR elevation (ft)	Slope of RWY-SWY
1	2	3	4	5	6	7
17	174 ⁰	1829X 30	PCN 17/F Bituminus concrete	224833.89N0901800.14E	10	0.0%
35	354 ⁰	1829X 30	PCN 17/F Bituminus concrete	224734.83N0901806.92E	10	0.0%

Designator RWY NR	Stopway Dimensions (m)	CWY Dimensions (m)	RESA (m)	Strip Dimensions (m)	OFZ	Remarks
8	9	10	11	12	13	14
17	61X30	153X150	90X60	2060X150	Within the CWY	
35	50X30	153X150	90X60	2060X150	Within the CWY	

VGBR AD 2.13 DECLARED DISTANCES

RWY	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
17	1829	1982	1890	1829	Nil
35	1829	1982	1879	1829	

VGBR AD 2.14 APPROACH AND RUNWAY LIGHTING

PAPI AVBL FOR BOTH RWY

VGBR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

- During main power supply failure, automatic standby generator power supply available within 10 seconds.

VGBR AD 2.16 HELICOPTER LANDING AREA

As directed by ATC

VGBR AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	Aerodrome Traffic Zone (ATZ)
	Lateral limits	ATZ is oval shaped area joining outer tangents of 5 NM (9 km) radius circles centered at the RWY centre and both ends of RWY.
2	Vertical limits	4000 ft (AMSL)
3	Airspace	D
4	Unit Language	Barishal Tower English
5	Transition altitude	4000 ft
6	Remarks	Nil

VGCB AD 2.10 AERODROME OBSTACLES

SI.Nr.	Name of the Critical Points/Obstacles/ Structures	WGS-84 Co-ordinates		Elevation	
				Feet	Meter
		Latitude	Longitude		
1.	Mobile Tower on the roof of Towrat Tower, Mozammel Hoque road, Jetty no.6	21°26'55.45" N	91°58'08.41" E	109.35	33.33
2.	Flood Light Mast, Airport Compound	21°26'58.47" N	91°58'02.31" E	93.53	28.51
3.	Control Tower	21°27'04.22" N	91°57'58.82" E	57.09	17.40
4.	BTCL Tower (T&T), Beach Road	21°26'25.80" N	91°58'11.66" E	130.91	39.90
5.	HF Antenna (Control Tower Long Antenna)	21°27'04.22" N	91°57'58.82" E	70.79	21.58
6.	Hotel Sagargaon	21°26'34.28" N	91°58'16.45" E	142.49	43.43
7.	Hotel Alin Park	21°26'30.37" N	91°58'06.22" E	91.31	27.83
8.	Hotel Sea View	21°26'29.53" N	91°58'04.92" E	64.64	19.70
9.	Hotel Sands Beach, Jhowtala	21°26'28.57" N	91°58'04.47" E	56.65	17.27
10.	Radar Mast, Kolatali	21°25'04.51" N	91°59'14.52" E	338.24	103.10
11.	Light House	21°25'52.14"N	91°58'44.55"E	243	74

VGCB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET office	Cox's Bazar (VGCB)
2	Hours of service	HJ
3	Office responsible for TAF preparation and periods of validity	Cox's Bazar (VGCB) 6,12
4	Type of landing forecast Interval of issuance (Hours)	½ & Special
5	Briefing/ consultation provided	P
6	Flight documentation languages used	C,PL English
7	Charts and other information available for briefing or consultation	S,U
8	Supplementary equipment available for providing information	
9	ATS units provided with information	TWR
10	Additional information	Tel: 0341-63618

VGCB AD 2.12 RUNWAYS PHYSICAL CHARACTERISTICS

RWY designations	TRUE BRG	Dimensions 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
17	170°	2743X45	PCN 90/F/C/W/T	212802.79 N 915740.69 E	11	NIL
35	350°	2743X45		212634.99 N 915758.28 E	12	
8	9	10	11	12	13	14
Designation RWY NR	SWY dimensions(m)	CWY dimensions(m)	RESA	Strip Dimensions(m)	OFZ	Remarks
17	150X60	60×150	90×90	3163×250 Width 150m for East & 100m for west from RWY center line	Within the CWY	NIL
35	150X60	270×150	90×90			

VGCB AD 2.13 DECLARED DISTANCES

RWY	TORA(m)	TODA(m)	ASDA(m)	LDA(m)	REMARKS
1	2	3	4	5	6
17	2743	2803	2893	2743	NIL
35	2743	3013	2893	2743	NIL

VGCB AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Edge LGT, THR LGT and PAPI LGT AVB but Approach LGT not AVBL

VGCB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	Nil
2	LDI location and LGT Anemometer location and LGT	NIL Atop control TWR, No.
3	TWY edge and center line lighting	NIL
4	Secondary power supply switch-over time	During main power supply failure, automatic standby generator power supply available within 30 seconds.
5	Remarks	Nil

VGCB AD 2.16 HELICOPTER LANDING AREA

As directed by ATC

VGCB AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	Aerodrome Traffic Zone (ATZ)
	Lateral limits	ATZ is oval shaped area joining outer tangents of 5 NM (9KM) radius circles centered at the RWY centre and both ends of RWY.
2	Vertical limits	4000 ft (AMSL)
3	Airspace Classification	D
4	Unit/Language	Cox's Bazar Tower /English
5	Transition altitude	4000 ft
6	Remarks	Nil

VG TJ AD 2.1 AERODROME LOCATION INDICATION AND NAME

VG TJ-TEJGAON AIRPORT, DHAKA

VG TJ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATION DATA.

1	ARP coordinates and site at AD	2346.69N 09022.96E (Centre of the RWY)
2	Distance and direction from city	5NM N/NW of city centre (GPO)
3	AD elevation/reference temperature	ELEV: 24 FT T: 34°C (April)
4	MAG VAR	55" W in 1967 (Annual Change negligible)
5	AD administration, address, telephone, telefax, telex, AFS	Bangladesh Air Force BASE Bashar SATCO & OIC ATC Squadron Dhaka Cantonment, Dhaka-1206 Telephone: +8802 55060000-10, Ext 5023 Telefax: Nil Telex: Nil AFS: Nil
6	Types of traffic permitted IFR/VFR	IFR/VFR
7	Remarks	NIL

VG TJ AD 2.3 OPERATIONAL HOURS

Sl. Nr	Service	Hours
1	Aerodrome administration	0800LT to 1430 LT
2	Custom & Immigration	NIL
3	Health & Sanitation	NIL
4	AIS briefing office	NIL
5	ATS reporting Office (ARO)	HO
6	MET briefing Office	-
7	Air traffic service	HO
8	Fuelling	HO
9	Handling	NIL
10	Security	HO
11	De-icing	NIL
12	Remarks	NIL

VG TJ AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	NIL
2	Fuel/Oil grades	JET A-1
3	Fuelling facilities/Capacity	Avbl/Limited
4	De-icing facilities	Nil requirement
5	Hanger space avbl for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Provided by the operator
7	Remarks	Nil

VG TJ AD 2.5 PASSENGER FACILITIES

1	Hotels	Nil at airport avbl in Dhaka City
2	Restaurant accommodation	Nil at airport avbl in Dhaka City
3	Transportation available	Buses, Rickshaws and Taxies
4	Medical facilities	Nil at airport avbl in Dhaka City
5	Bank & Post office	Nil at airport avbl in Dhaka City
6	Tourist office	Nil at airport but Avbl in city.
7	Remarks	Tejgaon airport is inside Dhaka City

VG TJ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting required/avbl	CAT : 6
2	Rescue equipment	Avbl
3	Disabled aircraft removal	Nil
4	Remarks	Responsibility of Fire fighting and Rescue is shared by Bangladesh Air-force and Bangladesh Army.

VG TJ AD 2.7 SEASONAL AVAILABILITY CLEARING

1	Type of clearing equipment	Nil
2	Clearance Priorities	Nil
3	Remarks	Nil

VG TJ AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface : Bituminous Concrete Strength: PCN 40/F/C/Y/T
2	Taxiway width, surface and strength	Width : 30M Surface: Bituminous Concrete Strength: PCN 40/F/C/Y/T
3	Altimeter checkpoint location and elevation	Not designated
4	VOR Check points	Nil
5	INS Checkpoints	Nil
6	Remarks	Nil

VG TJ AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING

1	Stand identification/taxiway guide lines/ Visual docking/parking guidance	Taxing guidance signs at intersection with TWY and RWY at all holding position Guidelines at apron:. Nose-in guidance at aircraft stands.
2	RWY and TWY marking and LGT	RWY marking aids: THR, Fixed distance, Centre line, RWY designator-all runways TWY marking aids: TWY centre line, RWY holding position.
3	Stop bars	NIL
4	Remarks	NIL