

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

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Publication Date : 11 JAN 2024

Effective Date : 22 FEB 2024

1. SIGNIFICANT INFORMATION AND CHANGES:

- a) GEN – 1.7-5, ANNEX 11 has been revised.
- b) The status of certification of VGEG Aerodrome.
- c) RWY and TWY markings and LGT information of VGHS has been revised
- d) RUNWAY PHYSICAL CHARACTERISTICS on RWY-STRIP information at page VGHS AD 2-5 has been changed.
- e) Some pages of ENR 3.1 has been corrected.
- f) Some coordinates has been corrected in page ENR 4.3-1 and ENR 4.3-2.
- g) Air navigation obstacle (enroute) has been revised in page ENR 5.4-1
- h) Chart VGHS AD 2-27, VGHS AD 2-31, VGHS AD 2-33 & VGHS AD - 41 has 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 THIS AMENDMENT INCORPORATES INFORMATION CONTAINED IN THE FOLLOWING WHICH ARE HERE BY SUPERSEDED: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 : A0331/23, A0391/23, A0392/23, A 0410/23, A0416/23

5.2. AIP SUPPs: Nil

GEN 0.2 RECORDS OF AIP AMENDMENTS

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

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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	*22 FEB 2024	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	*22 FEB 2024	2.2-10	03 DEC 2020	3.6-2	23 MAR 2023
*0.4-2	*22 FEB 2024	2.2-11	03 DEC 2020	3.6-3	06 OCT 2022
*0.4-3	*22 FEB 2024	2.2-12	03 DEC 2020	3.6-4	06 OCT 2022
*0.4-4	*22 FEB 2024	2.2-13	03 DEC 2020	3.6-5	05 OCT 2023
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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	
1.2-1	02 DEC 2021	2.7-1	10 OCT 2019	0.6-1	03 JUN 2010
1.2-2	02 DEC 2021	2.7-2	10 OCT 2019	0.6-2	03 JUN 2010
1.2-3	17 OCT 2013	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
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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	*22 FEB 2024	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
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2.1-2	23 JUN 2016	3.4-4	24 MAR 2022	1.6-2	23 JUN 2016
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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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1.7-2	23 JUN 2016	1.14-6	03 JUN 2010	*5.1-13/Chart	*22 FEB 2024
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	*22 FEB 2024
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	*22 FEB 2024
1.8-7	19 MAY 2022	*3.1-1	*22 FEB 2024	*6-3/ Chart	*22 FEB 2024
1.8-8	19 MAY 2022	*3.1-2	*22 FEB 2024	6-5/ Chart	23 MAR 2023
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1.8-11	23 JUN 2016	*3.1-5	*22 FEB 2024		
1.8-12	23 JUN 2016	*3.1-6	*22 FEB 2024		
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1.8-15	03 JUN 2010	3.1-9	05 OCT 2023		
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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	*22 FEB 2024		
1.8-20	03 JUN 2010	*3.1-14	*22 FEB 2024		
1.8-21	03 JUN 2010	*3.1-15	*22 FEB 2024		
1.9-1	03 JUN 2010	*3.1-16	*22 FEB 2024		
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	*22 FEB 2024		
1.9-6	03 JUN 2010	*4.3-2	*22 FEB 2024		
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 2020		
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	*22 FEB 2024
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	*22 FEB 2024
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	*22 FEB 2024	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	*22 FEB 2024	VGEG AD 2-11/Chart	10 OCT 2019
*VGHS AD 2-4	*22 FEB 2024	VGEG AD 2-13/Chart	10 OCT 2019
*VGHS AD 2-5	*22 FEB 2024	VGEG AD 2-13.1/Chart	24 MAR 2022
*VGHS AD 2-6	*22 FEB 2024	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	*22 FEB 2024	VGEG AD 2-29/Chart	23 MAR 2023
*VGHS AD 2-12	*22 FEB 2024	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	*22 FEB 2024	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	*22 FEB 2024	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	*22 FEB 2024	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	VG TJ AD 2-1	05 OCT 2023
VGIS AD 2-2	06 OCT 2022	VG TJ AD 2-2	05 OCT 2023
VGIS AD 2-3	24 MAR 2022	VG TJ AD 2-3	06 OCT 2022
VGIS AD 2-4	24 MAR 2022	VG TJ AD 2-4	06 OCT 2022
VGIS AD 2-5	03 JUN 2010	VG TJ AD 2-5	10 OCT 2019
VGIS AD 2-7/Chart	06 OCT 2022	VG TJ AD 2-6	10 OCT 2019
VGIS AD 2-9/Chart	08 DEC 2016	VG TJ 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		

11. **ANNEX 11- AIR TRAFFIC SERVICES**
In Bangladesh we are using 20 degrees instead of 15 degrees for VOR separation (DOC 4444). ←
12. **ANNEX 12- SEARCH AND RESCUE**
NIL
13. **ANNEX 13 - AIRCRAFT ACCIDENT INVESTIGATION**
NIL
14. **ANNEX 14- AERODROME**
NIL
15. **ANNEX 15- AERONAUTICAL INFORMATION SERVICES**
NIL
16. **ANNEX 16- ENVIRONMENTAL PROTECTION**
NIL
17. **ANNEX 17- SECURITY SAFEGUARDING INTERNATIONAL CIVIL AVIATION**
NIL
18. **ANNEX 18- THE SAFE TRANSPORTATION OF DANGEROUS GOODS BY AIR**
NIL
19. **ANNEX 19- SAFETY MANAGEMENT SYSTEM**
NIL

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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 OddEven		Remarks Controlling Unit Frequency
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
	124° 304° 103 NM	FL 460 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
	285° 105° 47 NM	FL 460 FL 265 2 000 ft Class B				
Δ BOGEP (ABM DAC VOR) 240408N 0902450E						
	285° 105° 103 NM					
▲ RAJSHAHI DVOR/DME (RAJ) 242620.36N 0883654.83E						
	295° 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: 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.
	237° 057° 50 NM	FL 460 FL 75 2 000 ft Class B		↑	
▲ 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° 137 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 0923858E						

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
	073° 253° 61 NM	FL 460 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.	
	073° 253° 27 NM	FL 460 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	
	073° 253° 42 NM	FL 460 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).	
	007° 187° 28 NM	FL 460 FL 75 2 000 ft Class C				
▲ AGARTALA DVOR/DME (AAT) 235322.4N 0911423.0E						
	009° 189° 78 NM	FL 460 FL 75 2 000 ft Class B/C				
▲ IBAPA 251102N 0912609E				↑		
B594						
▲ CUMILLA DVOR/DME (CML) 232600.03N 0911124.93E			10	↓		Airway
	160° 340° 55 NM	FL 460 FL 245 4 000 ft Class B			↑	Dhaka ACC 126.7/125.7 MHz

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 FPLs shall also be addressed to Kolkata FIC (VECFZQZX)
	141° 321° 25 NM	FL 460 FL 245 4 000 ft Class B				
▲ CHATTOGRAM DVOR/DME (CTG) 221527.90N 0914938.98 E						
G463						
▲ TEBID 244102N 0880150E			10	↓	↑	Airway 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. 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.
	115° 295° 35 NM	FL 460 FL 115 2 000 ft Class B				
▲ RAJSHAHI DVOR/DME (RAJ) 242620.36N 0883654.83E						
	110° 290° 55 NM	FL 460 FL 75 2 000 ft Class B				
▲ IDLOX 240707N 0893341E						
	110° 290° 25 NM	FL 460 FL 55 2 000 ft Class C				
▲ OLPAS 235754N 0895905E						
	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						Chattogram TWR 118.4 MHz within Chattogram CTR
234927.42N 0902446.25E	<u>141°</u> 321° 23 NM	<u>FL 460</u> FL 115 3 000 ft Class B				
▲ 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 Dhaka ACC 125.7/126.7 MHz	
	<u>141°</u> 321° 21 NM	<u>FL 460</u> FL 245 4 500 ft Class B				
▲ 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
	<u>005°</u> 185° 7 NM	<u>FL 460</u> FL 115 2 000 ft Class B				Dhaka ACC 126.7/ 125.7 MHz.
▲ RAJSHAHI DVOR/DME (RAJ) 242620.36N 0883654.83E						
	<u>057°</u> 237° 91 NM					Route segment between ATOGA-VOR (GGT)- BIPUL is within Kolkata FIR and Guwahati SUB FIR.
▲ ATOGA 251602N 0900102E			20	↑		
	<u>059°</u> 239° 100 NM	<u>FL 460</u> FL 245 8 000 ft Class E				
▲ GUWAHATI DVOR/DME (GGT) 260802.85N 0913552.50E						Route segment between VOR (GGT) and DOXAG via VOR (SYT) is unidirectional.
	169° 59 NM	<u>FL 280</u> FL 120 9 500 ft Class D		↓		
▲ BIPUL 251010.70N 0914855.74E						Aircraft to Flight Plan and maintain Even Level from GGT VOR to AAT VOR via R472.
	169° 13 NM	<u>FL 280</u> FL 75 6 000 ft Class B	10			
▲ SYLHET DVOR/DME (SYT) 245747.75N 0915142.06E				↓		
	208° 20 NM	<u>FL 280</u> FL 75 2 000 ft Class B				Dhaka ACC 125.7 MHz/ 126.7 MHz
▲ PORUN 244005.25N 0914123.11E						
	208° 20NM	<u>FL 280</u> FL 75 2 600 ft Class B				
▲ PAPLI 242222.30N 0913105.62E						
	208° 27N	<u>FL 280</u> 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	↓		Airway Dhaka ACC 126.7/ 125.7 MHz
	<u>005°</u> 185° 7 NM	<u>FL 460</u> FL 115 2 000 ft Class B				
▲ RAJSHAHI DVOR/DME (RAJ) 242620.36N 883654.83E						
	<u>012°</u> 192° 47 NM	<u>FL 460</u> FL 95 2 000 ft Class F/G				
▲ MIGOP 251220N 0884708E						
	<u>012°</u> 192° 10 NM					
▲ VINAD 252214N 0884920E						
	<u>012°</u> 192° 24 NM					
▲ SAIDPUR DVOR/DME (SDP) 254551.96N 0885433.95E						
	<u>043°</u> 223° 26.7 NM					
▲ VANTU 260532N 0891440E				↑		

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.
	077° 257° 57 NM	FL 255 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.
	099° 279° 27 NM	FL 255 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.
	186° 006° 25 NM	FL 255 2 000 ft 2 000 ft Class C				
▲ GURSO 232430N 0902158E						
	186° 006° 25 NM	FL 255 FL 55 2 000 ft Class C/G				
▲ KAKBO 225933N 0901910E						
	186° 006° 12 NM	FL 255 2 000 ft 2 000 ft Class G/F/D				
▲ BARISHAL NDB (BL) 224752.17N 0901752.23E				↑		Barishal TWR 128.1 MHz within Barishal ATZ.

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
W10						
▲ IDLOX 240707N 0893341E			10	↓ ↑	↓ ↑	Dhaka ACC 125.7/ 126.7 MHz outside Ishurdi AFIZ. Ishurdi TWR 129.1 MHz within Ishurdi AFIZ.
	<u>275°</u> 095° 29 NM	<u>FL 255</u> 3 000 ft 3 000 ft Class G/F				
▲ ISHURDI NDB (IS) 240910.24N 0890241.45E						
W11						
▲ SAIDPUR DVOR/DME (SDP) 254551.96N 0885433.95E			10	↓ ↑	↓ ↑	Dhaka ACC 125.7/126.7 MHz.
	<u>299°</u> 119° 32 NM	<u>FL 255</u> 3 000 ft 3 000 ft Class G/F				
▲ THAKURGAON 260059.19N 0882406.04E						
W12						
▲ OLPAS 235754N 0895905E			10	↓ ↑	↓ ↑	Dhaka ACC 125.7/126.7 MHz
	<u>345°</u> 165° 119 NM	<u>FL 255</u> 3 000 ft 3 000 ft Class G/F				
▲ LALMONIRHAT 255315N 0892542E						
W13						
▲ RAJSHAHI DVOR/DME (RAJ) 242620.36N 883654.83E			10	↓ ↑	↓ ↑	Dhaka ACC 125.7/126.7 MHz outside Ishurdi AFIZ and Rajshahi ATZ. Rajshahi TWR 128.3 MHz within Rajshahi ATZ. Ishurdi TWR 129.1 MHz within Ishurdi AFIZ.
	<u>125°</u> 305° 29 NM	<u>FL 255</u> 3 000 ft 3 000 ft Class G/F/D				
▲ ISHURDI NDB (IS) 240910.24N 0890241.45E						

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. 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.	
	<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							
W15							
▲ TANAP 215627N 0920637E			10			Dhaka ACC 125.7/126.7MHz outside Cox's Bazar ATZ.	
	<u>141°</u> 321° 5 NM	<u>FL 255</u> FL 75 4 000 ft Class G/F					
▲ PABAN 215216N 0921014E							CXB TWR 122.9 MHz within Cox's Bazar ATZ.
	<u>205°</u> 025° 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:

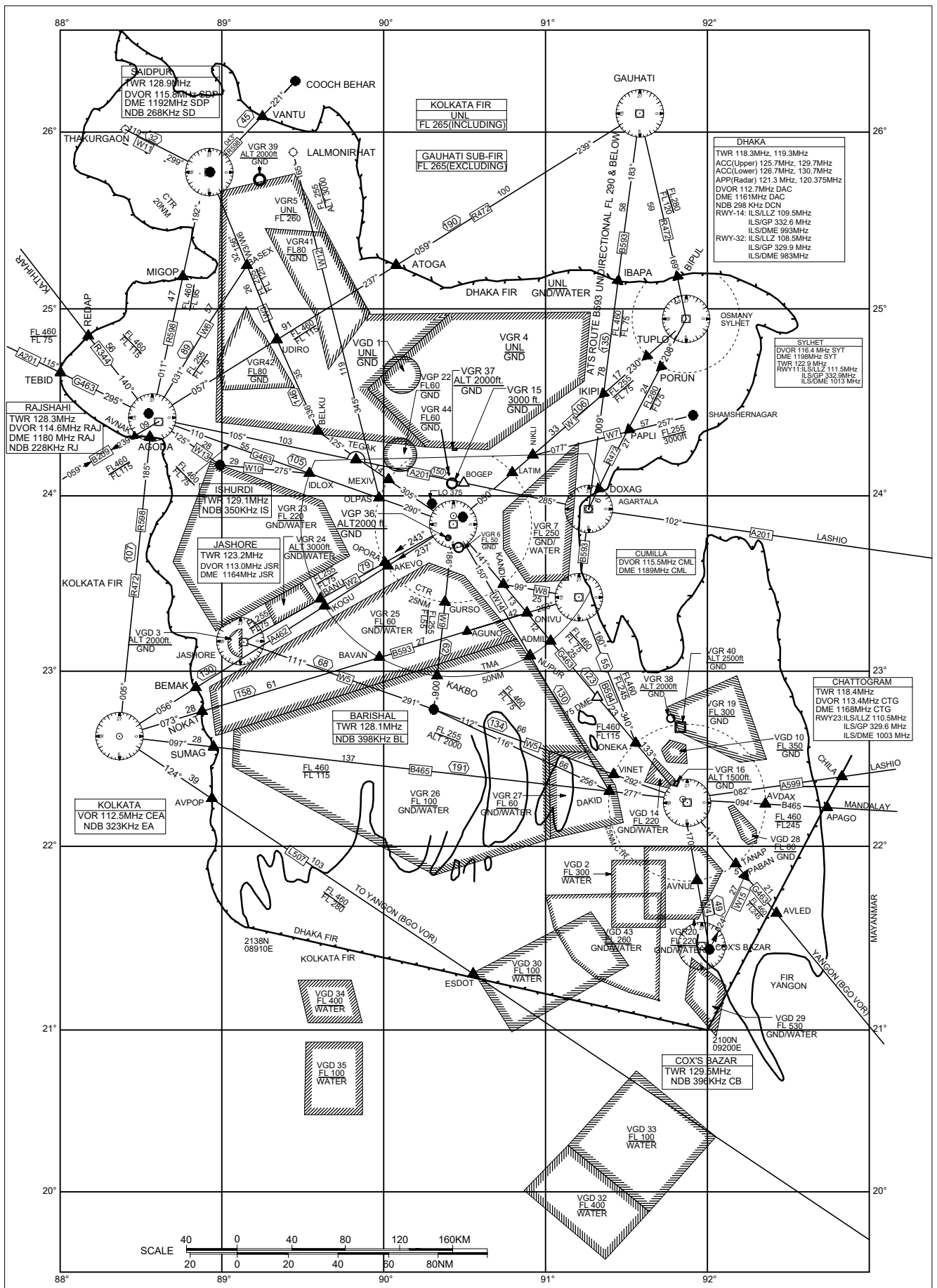
- 1) All aircraft departing from Tejgaon Airport will turn right after take-off from RWY 17 and will turn left after take-off from RWY 35.
- 2) All departing aircraft proceeding to Thakurgaon and Lalmonirhat shall intercept outbound track from Dhaka DVOR when 10 NM North-West of Tejgaon (over Savar) 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 Shamsheernagar 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 / R598	←
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 38 58 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	B465 / 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 30 N 090 21 58 E	W9	←
IBANU	23 25 50 N 089 36 44 E	W2	←
IBAPA	25 11 02 N 091 26 09 E	B593	
IDLOX	24 07 07 N 089 33 41 E	G463 / W10	←
IKIPI	24 33 21.74 N 0912024.69 E	W1	
IKOGU	23 22 39 N 089 38 50 E	A462	
KAKBO	22 59 33 N 090 19 10 E	W9	←
KANDI	23 30 13 N 090 42 05 E	G463 / W8	←
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 /W7	←

	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 / W12
→	ONEKA	22 34 48 N 091 32 14 E	G463 / B594
	ONIVU	23 20 15 N 090 51 01 E	G463
	OPORA	23 37 41 N 090 00 43 E	W2
→	PABAN	21 52 16 N 092 10 14 E	W15
	PAPLI	24 22 22.30N 091 31 05.62 E	R472
→	PORUN	24 40 05.25 N 091 41 23.11E	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 / G463
	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 28 N 091 24 28 E	W5

Some Track and Distance has been Corrected



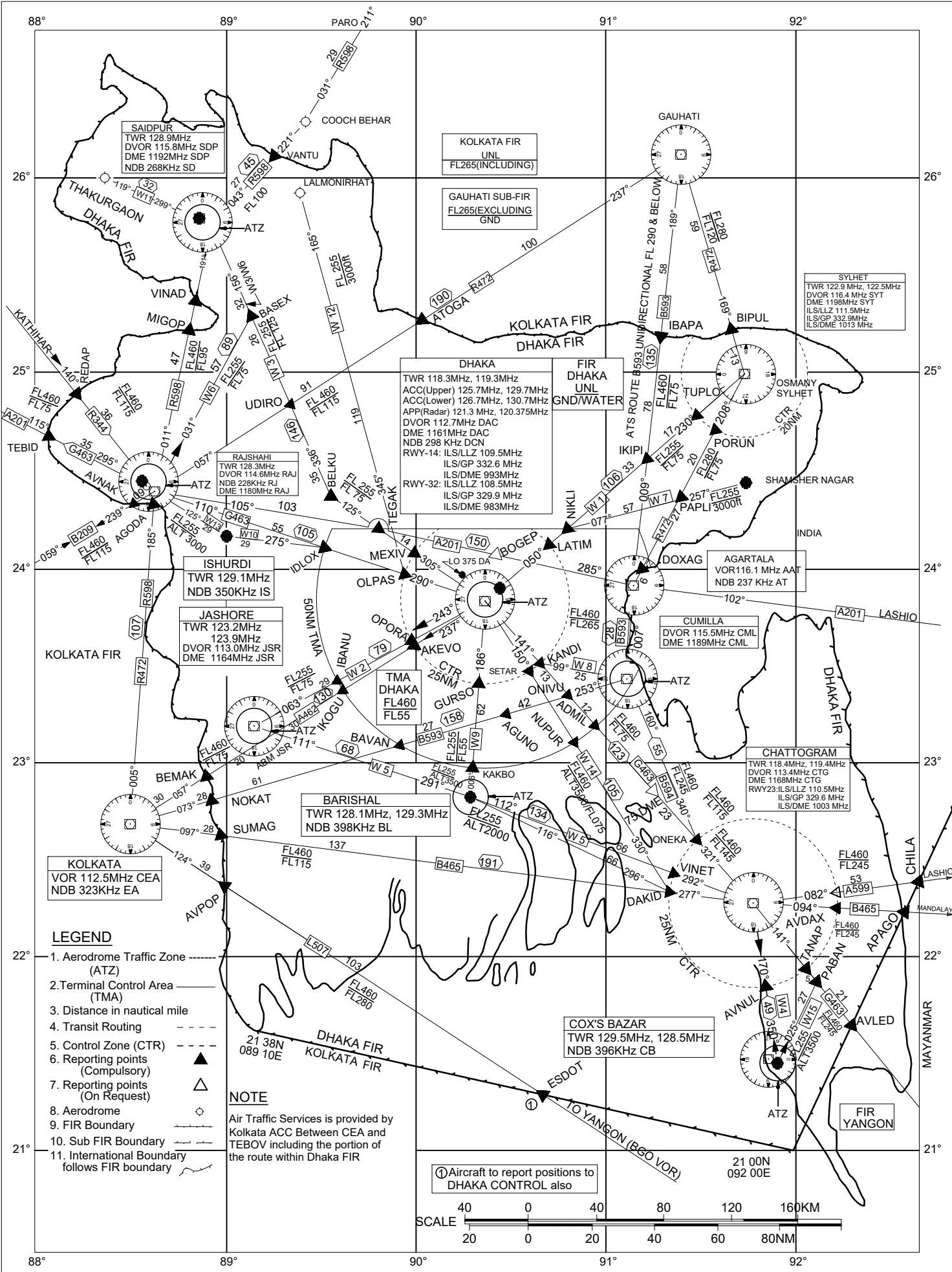
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5.4 AIR NAVIGATION OBSTACLES EN-ROUTE

List of High Mast/Tower/Chimney other than those beyond 10NM of Different airports				
Sl.Nr.	Name/Nature of the Obstacle	Co-ordinates	ELV (Height) Ft	Reference Location of Aerodrome/Stolport
01.	Megna Power Chimney	23°36'26.28"N 90°35'37.13"E	283 (256)	Hazrat shahjalal International Airport, Dhaka
02.	Potuakhali. Chimney	21°59'49.81"N 90°18'18.50"E	732 (722)	Barishal Airport
03.	Shirazgaoj Chimney	24°23'08.79"N 89°44'35.66"E	444 (385)	Bogura Airport
04.	Rampal Chimney	22°35'31.19"N 89°33'35.79"E	918 (902)	Khan zahan Ali Airport (Proposed Airport)
05.	Matarbari Chimney	21°42'02.39"N 91°53'04.89"E	1672 (1660)	Cox's bazar Airport
06	Power Plant (SS Power Ltd.)	21°58'30.33"N 91°53'28.11"E	916 (902)	Shah Amanat International Airport, Chattogram
07.	Radio transmitting Mast (Jashore) Tower	23°02'03.00"N 89°25'35.00"E	420 (400)	Jashore Airport

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ENROUTE CHART
INTERNATIONAL & DOMESTIC ATS ROUTES



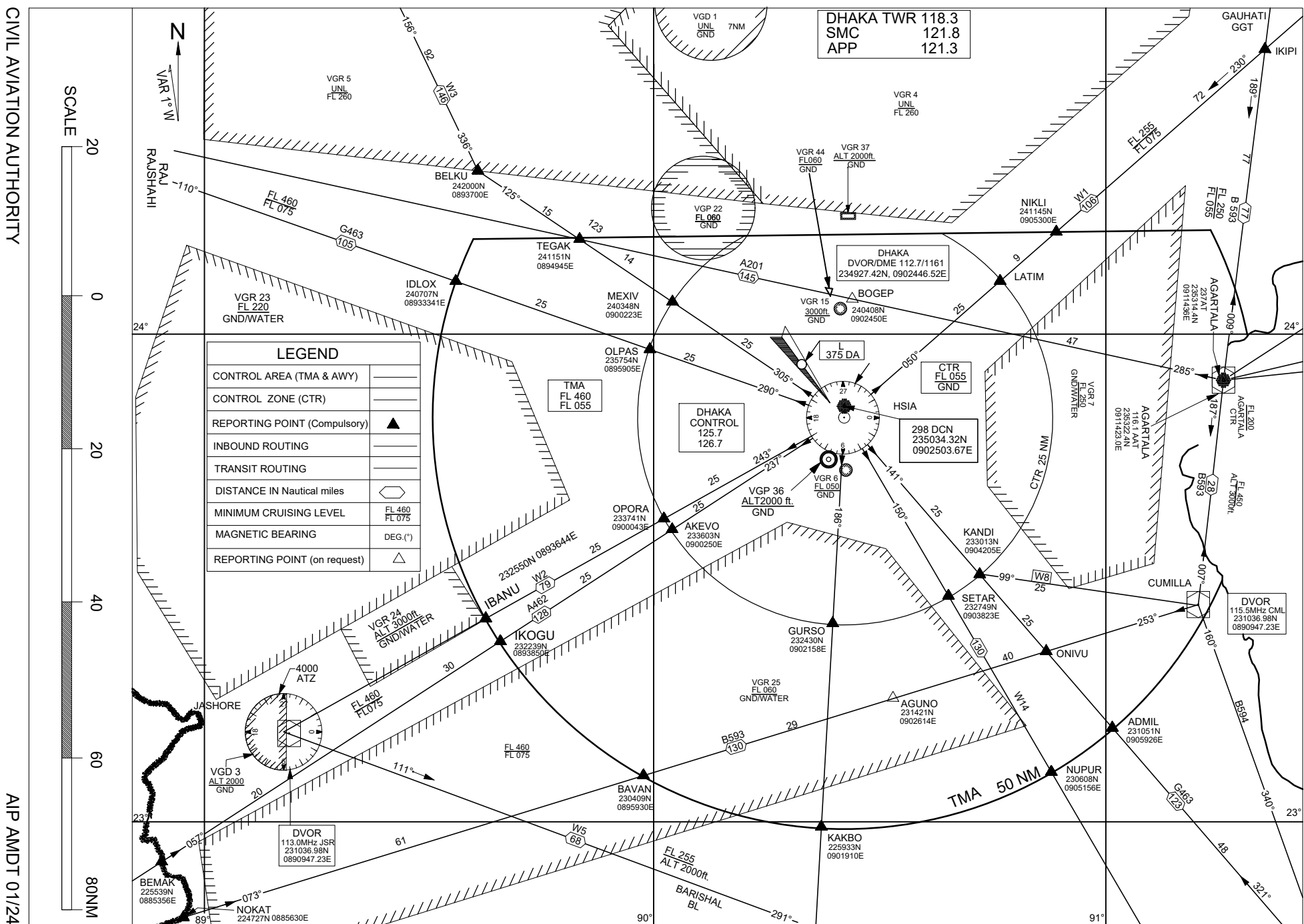
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DOMESTIC ATS ROUTES IN BANGLADESH



AIP
BANGLADESH

ENR 6-7
22 FEB 2024



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	20/10/2022	27/10/2022	26/10/2024	Renewal
2	Shah Amanat International Airport, Chattogram	VGEG	27/10/2023	31/10/2023	30/10/25	Renewal
3	Osmani International Airport, Sylhet	VGSY	10/11/2022	18/11/2022	17/11/2024	Renewal



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VGHS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	CAT - 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	E (Echo) Taxiway	Width: 43.64m & Shoulder 11.14m both side of TWY Surface: Asphalt pavement
		N (November) Taxiway	Width: 23m & Shoulder 10.5m both side of TWY Surface: Flexible pavement Strength: PCN 192/F/C/W/T
		S (Sierra) Taxiway	Width: 23m & Shoulder 10.5m both side of TWY Surface: Flexible pavement Strength: PCN 162/F/B/W/T
		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 Three) 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 1%, 3%, 10%, 30% 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.

VGHS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated Met office	Main Met Office (MMO), Hazrat Shahjalal Intl. Airport (VGHS)
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	MMO, Hazrat Shahjalal Intl. (VGHS) 6, 12
4	Type of landing forecast Interval of issuance	TREND
5	Briefing/ consultation provide	P.D. T
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	WXR
9	ATS units provided with information	Dhaka ACC/FIC; APP; TWR
10	Additional information	Tel: 880-2-8901013 (Met office)

VGHS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designat or RWY NR	TRUE & MAG BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY & SWY	THR Co-ordinates	THR ELEV and highest ELEV of TDZ (FT)	Slope of RWY – SWY
1	2	3	4	5	6	7
14	144 ⁰ TRUE	3200x45	116/F/C/W/T Asphalt concrete	235118.11N 0902318.62E	27	Nil
32	324 ⁰ TRUE	3200x45	116/F/C/W/T Asphalt concrete	234954.00N 0902425.40E	27	Nil
Designator RWY NR		RESA		STRIP(m)		Remarks
8		9		10		11
14		90 X 90 m		3710 X 280		Nil
32		90 X 90 m		3710 X 280		
Designator RWY NR	SWY Dimensions(m)	CWY Dimensions(m)	OFZ		Remarks	
12	13	14	15		16	
14	240x45	425x150	Within the CWY		25 ft (8M) brick soiling with bitumen carpeting shoulder at both sides of RWY.	
32	150x45	300x150				

**VGHS AD 2.13 DECLARED DISTANCES**

1	2	3	4	5	6	Remarks
RWY Designator	TORA(m)	TODA(m)	ASDA(m)	LDA(m)	RESA(m)	Due to Length reduction of SWY
14	3200	3625	3440	3200	90	
32	3200	3500	3350	3200	90	

VGHS AD 2-14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT Type INTSTY	THR LGT Colour WBAR	PAPI (MEHT)	TDZ LGT LEN	RWY Centre Line LGT	RWY edge LGT LEN, Spacing, colour INTSTY	RWY END LGT Colour WBAR	SW Y LGT	Remarks
1	2	3	4	5	6	7	8	9	10
14	Precision approach CAT-I Lighting system, Simple approach lighting system and sequenced flashing lights Supplementary Approach light	Green Supplement ed by Green Wing bar	PAPI 3 ⁰ MEHT on slope (67FT)	Avbl	Avbl	60m apart While omni-directional with intensity 1%, 3%, 10%, 30%, 100%	Red: uni-direction al Green : omni-direction al	avbl	Nil
32	Simple approach Lighting system	Green supplemente d by Green Wing bar	PAPI 3 ⁰ MEHT on slope (65FT)	Nil	Avbl	60m apart While omni-directional with intensity 1%,3%, 10%, 30%, 100%	Red: uni-direction al Green: omni-direction al	avbl	Nil

VGHS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN Location, Characteristics and hours of operation	ABN:235057.20N 0902413.24E(over control TWR) Altn W/G every 5 sec (hours: HN & VIS< 5 Km) W500 G75
2	LDI location and LGT Anemometer location and LGT	Nil Cup anemometer over control TWR, windsocks end of RWY 14/32 and in the middle of RWY.
3	TWY edge and centre line lighting	Edge: Nil Centre Line: AVBL for all TWYs
4	Secondary power supply/switch over time.	During main power supply failure, Automatic standby generator power supply available for Approach, RWY, TWY & apron lighting within 15 seconds.
5	Remarks	Apron lights: High intensity flood lights, blue edge lights.

52.	Mohakhali Tower, H#82, Mohakhali	234651.40 N	902414.00 E	265	80.77	Yes
53.	Medona Tower, H#28, Mohakhali.	234651.80 N	902417.10E	224	68.28	Yes
54.	Rupayon Center, H# 72, Mohakhali	234649.30N	902421.20E	278	84.73	Yes
55.	Nitol Center, H # 71, Mohakhali	234649.30 N	902421.90 E	222	67.67	Yes
56.	IL Engineers Bhaban, H#69, Mohakhali.	234649.10 N	902423.20 E	300	91.44	Yes
57.	Square Center, HH#48, Mohakhali	234650.40 N	902425.70 E	261	79.55	Yes
58.	BRAC University, H#66, Mohakhali	234648.00 N	902425.70 E	265	80.77	Yes
59.	BAY, H#50, Mohakhali.	234649.80 N	902427.30 E	267	81.38	Yes
60.	Kaderia Tower, 28/8-B, Mohakhali	234649.70 N	902436.90 E	208	63.40	Yes
61.	BRAC Center, H# 75, Mohakhali	234647.70 N	902436.70 E	288	87.78	Yes
62.	Rangs Water Front, H#1, Gulshan1	234652.60 N	902442.90 E	234	71.32	Yes
63.	GulshanVill, H#3, Gulshan-1	234653.10 N	902447.50 E	209	63.70	Yes
64.	Navana Tower, H#45, Gulshan-1	234448.90 N	902500.60 E	314	95.71	Yes
65.	Jabbar Tower, H#42, Rd#135, Gulshan-1	234646.80 N	902500.90 E	245	74.68	Yes
66.	F & I Tower, H#220/A/1, West Kafrul.	234715.50 N	902237.90 E	141	42.98	Yes
67.	P.R.Tower, H#924/1, Shewrapara.	234729.50 N	902231.60 E	142	43.28	Yes
68.	Arabian Tower , H#849/3, Shewrapara.	234723.20 N	902234.60 E	138	42.06	Yes
69.	Youth Group, H#822/2, East Kafrul.	234719.20 N	902235.90 E	159	48.46	Yes
70.	MisamiBitopi, H#822/3, East Kafrul.	234718.50 N	902236.50 E	167	50.90	Yes
71.	DGFI Office, Kachukhet, Dhaka Cant.	234725.90 N	902318.10 E	239	72.85	Yes
72.	IDB Bhaban, E/8, Agargaon.	234642.60 N	902245.80 E	320	97.54	Yes
73.	LGED-RDEC BhabanAgargaon.	234641.10 N	902240.30 E	219	66.75	Yes
74.	Asha Tower, 23/3, Shyamoli.	234624.30 N	902200.00 E	205	62.48	Yes
75.	BijoySharoni, Tower, 121/3, Tejkunipara	234550.20 N	902323.00 E	155	47.24	Yes

1. STANDARD INSTRUMENT DEPARTURES (SIDs)-HSIA, DHAKA

All take-off shall be noise abated.
Factors common to all SIDs are:

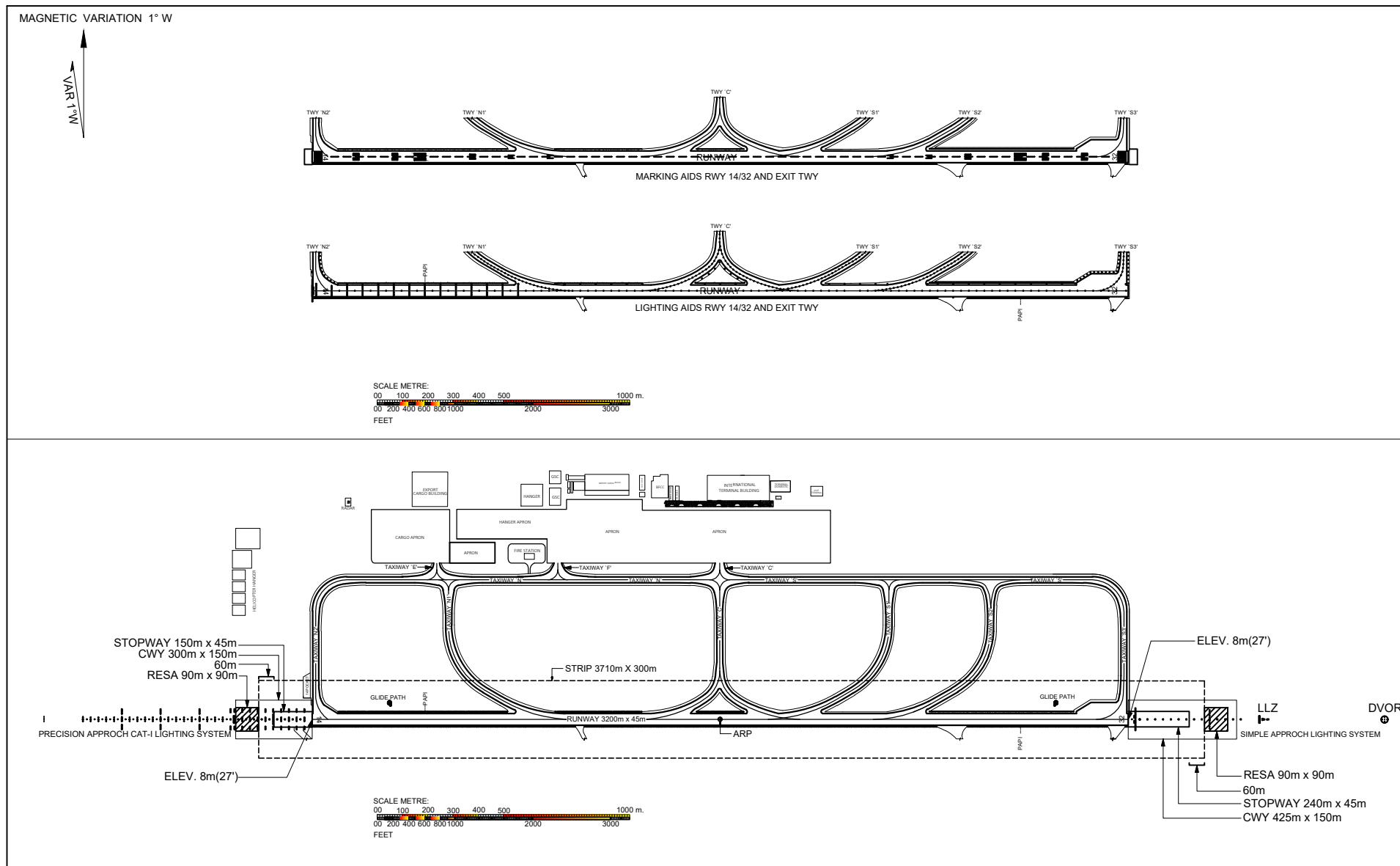
- i) The radials shall be reference to the Dhaka VOR
- ii) Aircraft should intercept their cleared track by 10 DME Dhaka.
- iii) All references to altitude shall be QNH.

DEPARTURE RUNWAY 14

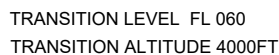
ATS route Designator	TMA Boundary Designator	SID Designator	Routing after take- off
W1	NIKLI	NIKLI ONE	Maintain Runway heading to 1000 ft then turn left to intercept the 050 radial.
		NIKLI ONE ALFA	Maintain Runway heading to 2000 ft then turn left to intercept the 050 radial.
G463	ADMIL	ADMIL ONE	Intercept the 141 radial.
A462	IKOGU	IKOGU ONE	Maintain Runway heading to 1000 ft then turn right and cross radial 175 at or above 2000 ft to intercept 237 radial.
		IKOGU ONE ALFA	Maintain Runway heading to 2000 ft then turn right to intercept 237 radial.
W2	IBANU	IBANU ONE	Maintain Runway heading to 1000 ft then turn right and cross radial 175 at or above 2000 ft to intercept 243 radial.
		IBANU ONE ALFA	Maintain Runway heading to 2000 ft then turn right to intercept 243 radial.
G463	IDLOX	IDLOX ONE	Maintain Runway heading to 1000 ft then turn right and cross radial 175 at or above 2000 ft to intercept 290 radial.
		IDLOX ONE ALFA	Maintain Runway heading to 2000 ft then turn right to intercept 290 radial.
W3	TEGAK	TEGAK ONE	Maintain Runway heading to 1000 ft then turn right and cross radial 175 at or above 2000 ft to intercept 305 radial.
		TEGAK ONE ALFA	Maintain Runway heading to 2000 ft then turn right to intercept 305 radial.
W9	KAKBO	KAKBO ONE	Maintain Runway heading to 1000 ft then turn right and cross radial 175 at or above 2000 ft to intercept 186 radial.
		KAKBO ONE ALFA	Maintain Runway heading to 2000 ft then turn right to intercept 186 radial.
W14	NUPUR	NUPUR ONE	Intercept the 150 radial.
		NUPUR ONE ALFA	Maintain Runway heading to 2000 ft then turn right to intercept 150 radial.



AERODROME CHART-ICAO



HAZRAT SHAHJALAL INTERNATIONAL AIRPORT
Dhaka, Bangladesh
VOR DME ILS RWY 14



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



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

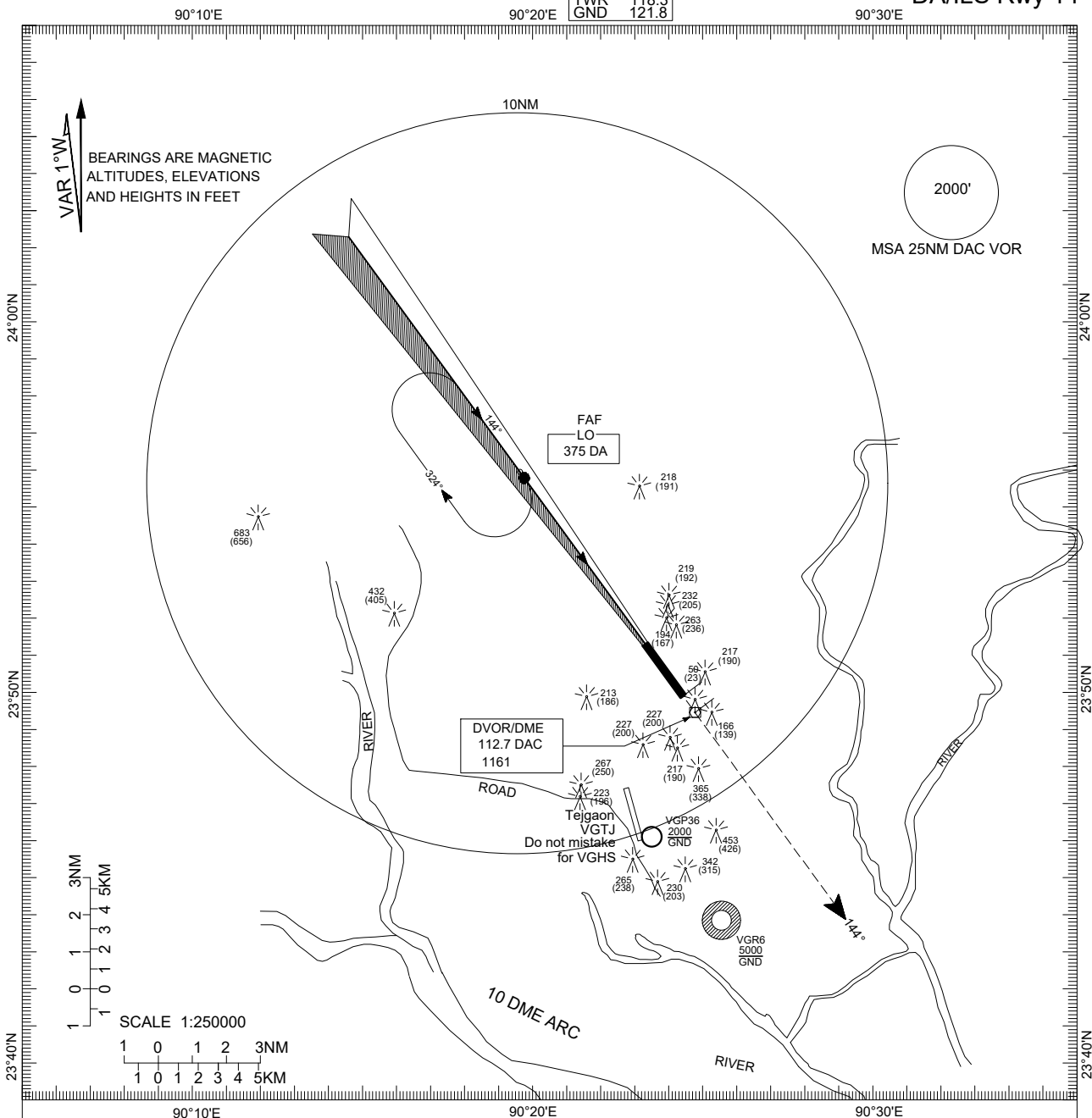
CATEGORY OF ACFT			A	B	C	D
OCA (H)		Full	230 (203)	240 (213)	250 (223)	261 (234)
		GP out	350(323)			
DISTANCE (ILS-DME)	6DME	5DME	4DME	3DME	2DME	1DME
ALTITUDE	1940	1620	1310	990	670	350
(HEIGHT)	(1913)	(1593)	(1283)	(963)	(643)	(323)

INSTRUMENT
APPROACH
CHART-ICAO

ELEV 27 FT
HEIGHTS RELATED
TO AD ELEV

ATIS 127.4
ACC(U) 125.7
ACC(L) 126.7
APP 121.3
TWR 118.3
GND 121.8

DHAKA, BANGLADESH
HAZRAT SHAHJALAL INTERNATIONAL AIRPORT
DA/ILS Rwy 14



TRANSITION LEVEL FL 060
TRANSITION ALTITUDE 4000FT

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

ILS RDH 52ft

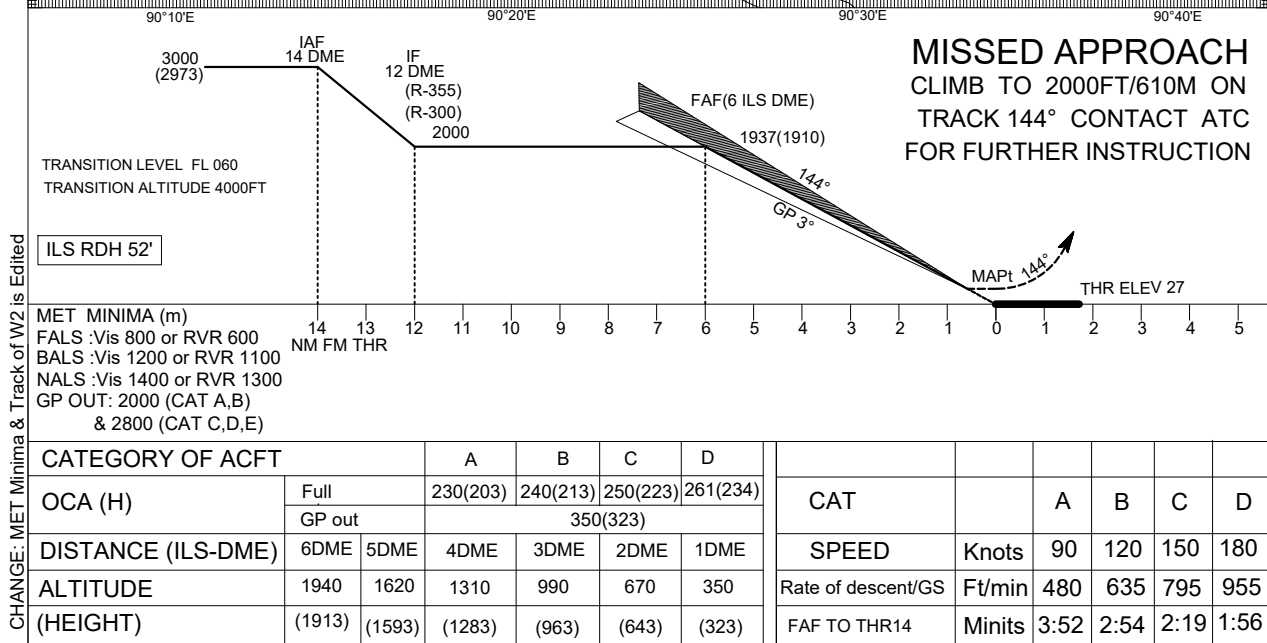
MET MINIMA (m)
FALS :Vis 800 or RVR 600
BALS :Vis 1200 or RVR 1100
NALS :Vis 1400 or RVR 1300
GP OUT: 2000 (CAT A,B)
& 2800 (CAT C,D,E)

NM FM THR 12 11 10 9 8 7 6 5 4 3 2 1 0 1 2 3

CATEGORY OF ACFT			A	B	C	D							
OCA (H)		Full	230 (203)	240 (213)	250 (223)	261 (234)							
		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 desnt/GP	Ft/min	480	635	795	955
(HEIGHT)	(1913)	(1593)	(1283)	(963)	(643)	(323)		FAF to THR 14	Minit	3:52	2:54	2:19	1:56

VGHS AD 2-33
22 FEB 2024

ATIS	127.4
ACC(U)	125.7
ACC(L)	126.7
APP	121.3
TWR	118.3
GND	121.8

[illegible]

AIP AMDT 01/24

AIP
BANGLADESH

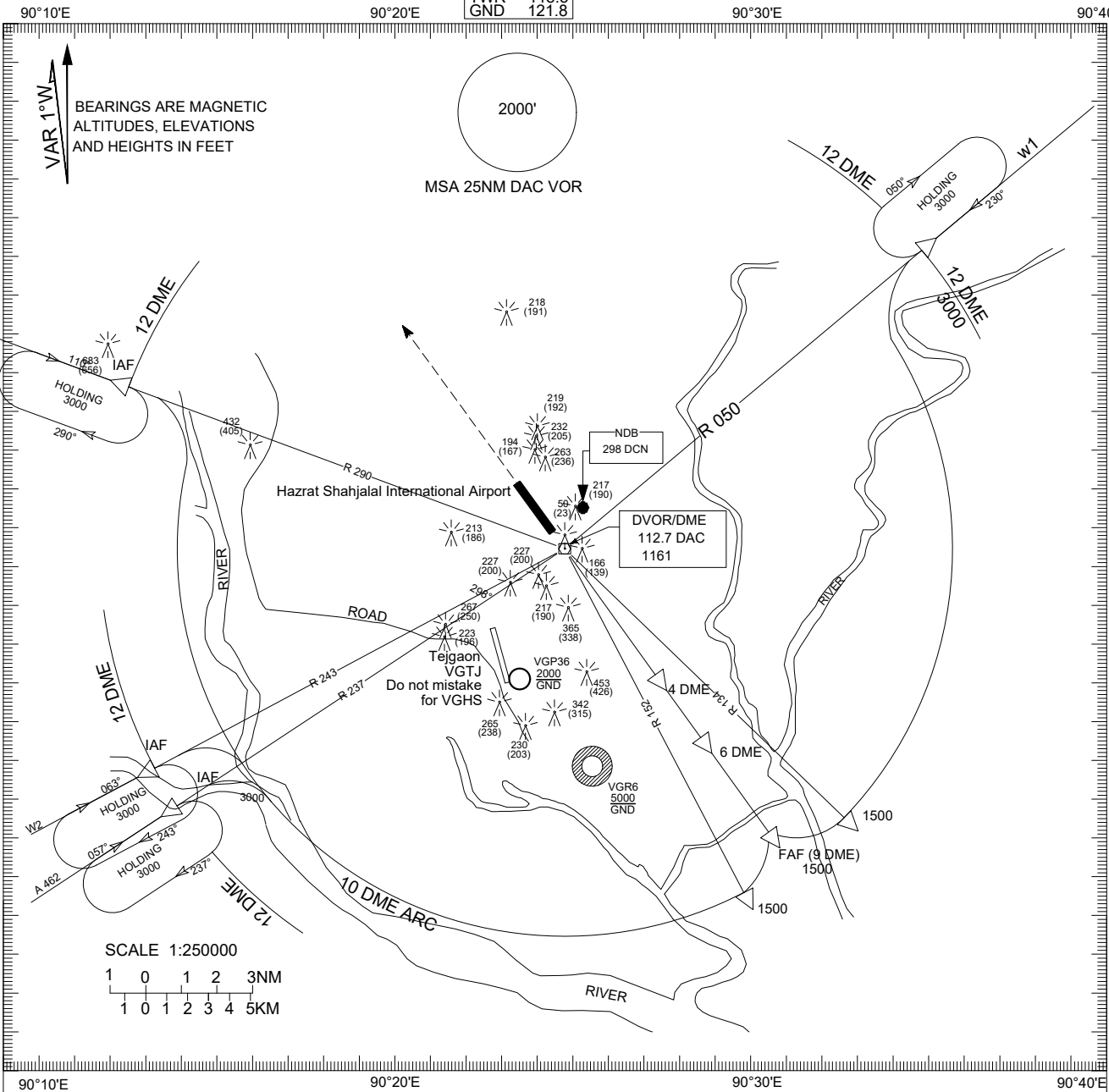
VGHS AD 2-41
22 FEB 2024

INSTRUMENT
APPROACH CHART
CHART-ICAO

ELEV 27 FT
HEIGHTS RELATED
TO AD ELEV

ATIS 127.4
ACC(U) 125.7
ACC(L) 126.7
APP 121.3
TWR 118.3
GND 121.8

DHAKA, BANGLADESH
HAZRAT SHAHJALAL INTERNATIONAL AIRPORT
VOR/DME-ARC RWY 32



TRANSITION LEVEL FL 060
TRANSITION ALTITUDE 4000FT

MISSED APPROACH
CLIMB TO 2000FT/610M ON
TRACK 324° CONTACT ATC
FOR FURTHER INSTRUCTION

MET MINIMA VIS 2800m	4	3	2	1	0.5	0	1	2	3	4	5	6	7	8	9	10	11	12	13	NM
CATEGORY OF ACFT	A				B				C				D							
OCA	480				480				480				480							

