

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

TEL: +88-02-8901404	AIP AMDT
FAX: +88-02-8901411	02/22
AFS: VGHQYOYX	19 MAY 2022
Email: adaishq@caab.gov.bd	

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1. SIGNIFICANT INFORMATION AND CHANGES:

- (a) The national public holidays for 2022 have been revised.
- (b) Addresses of Flight Plan Messages and AFTN/AFS addresses have been corrected in ENR & GEN Section in accordance with PANS-ATM
- (c) Airport Development Fee and Passenger Security Fee on air tickets of departing passengers have been included in GEN Section.
- (d) PCN of RWY & SWY and Strip Dimension of VGJR have been revised.
- (e) RESA and Strip Dimension of VGCB has been revised.
- (f) RWY, SWY, CWY, Strip Dimension, Elevation of THR have been revised in Aerodrome Chart of VGCB and information of RESA & ARP have been shown in Aerodrome chart.
- (g) Telephone Nos. of APM and TWR of VGJR have been revised.
- (h) RWY, SWY, CWY, Strip Dimension & ARP have been revised in Aerodrome Chart of VGJR. RESA has been included in the Aerodrome Chart.

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 THIS AMENDMENT INCORPORATES INFORMATION CONTAINED IN THE FOLLOWING WHICH ARE HERE BY SUPERSEDED:

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					
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02/2014	16 OCT 2014	16 OCT 2014					
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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					
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02/2020	03 DEC 2020	03 DEC 2020					
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VGBR AD 2-11/Chart	10 OCT 2019	VGSD AD 2-1	10 OCT 2019
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5.3 The following is a list of national public holidays for 2022 with dates corresponding with the Gregorian calendar.

Public Holidays (2022)		
Date	Name of Holidays	Duration (Days)
21FEB	International Mother Language Day & Shahid Dibash	1
17 MAR	Birthday of father of the nation	1
19 MAR	Shab-e-Barat*	1
26 MAR	Independence & National day	1
14 APR	Bangla New Year day	1
29 APR	Jumatul Bidah & Shab-e-Qadar *	1
1 MAY	May-day	1
02-04 MAY	Eid-UI-Fitre *	3
15 MAY	Buddha Purnima+	1
09-11 JUL	Eid-UI-Azha *	3
09 AUG	Ashura *	1
15 AUG	National Mourn Day	1
18 AUG	Janmastami	1
05 OCT	Durgapuja (Dashami) +	1
09 OCT	Eid-e-Milad-un-Nabi	1
16 DEC	Victory Day	1
25 DEC	Christmas Day	1

* Depends on sighting of moon.

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2 Co-ordination between the operator and ATS

2.1 Co-ordination between the operator and ATS is affected in accordance with 2.15 of ICAO Annex-11, and 2.1.1.4 and 2.1.1.5 of Part VIII of the *Procedures for Air Navigation Services – Rules of the Air and Air Traffic Management* (Doc 4444, PANS-ATM).

3 Minimum flight altitude

3.1 The minimum flight altitude on the ATS routes, as presented in section ENR 3, have been determined so as to ensure at least 300 m (1000 ft) vertical clearance above the highest obstacle within 18 km (10 NM) on each side of the centre line of the route. However, where the angular divergence of the navigational air signal, in combination with the distance between the navigation aids, could result in an aircraft being more than 18km on either side of the centre line, the 18 km protection limit is increased by the extent to which the divergence is more than 18 km from the centre line.

4 ATS units address list

Units name	Postal address	Telephone Nr	Tele-fax Nr	Telex Nr	AFS address
1	2	3	4	5	6
DHAKA ACC	Area Control Centre, Operation Building, HazratShahjalal International Airport, Kurmitola, Dhaka- 1229, Bangladesh	+880-2-8901462 +880-2-8901904-13 Extn. 3465 Fax: +880-2-8901924		Nil	VGFRZQZX
DHAKA APP	Approach Control Office, Operation Building, HazratShahjalal International Airport, Kurmitola, Dhaka-1229 Bangladesh	+880-2-8901463 +880-2-8901904-13 Extn. 3410	Nil	Nil	VGHSZAZX
DHAKA TWR	Dhaka Tower, Operation Building, HazratShahjalal International Airport, Kurmitola, Dhaka-1229 Bangladesh	+880-2-4896 4462 +880-2-8901904-13 Extn. 3513,3494	Nil	Nil	VGHSZTZX
CHATTOGRAM TWR	Chattogram Tower, Shah Amanat Intl. Airport, Chattogram, Bangladesh	+880-02-41350105	Nil	Nil	VGEGZTZX
SYLHET TWR	Sylhet Tower, Osmani Int'l Airport, Sylhet, Bangladesh	+880-821718459	Nil	Nil	VGSYZTZX

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GEN 3.6 SEARCH AND RESCUE

3.6.1 Responsible Service.

The search and rescue service in Bangladesh is organized in accordance with the Standards and Recommended Practices of ICAO Annex 12, by the Civil Aviation Authority in collaboration with Armed forces and other Department/ Organizations. Postal & telegraphic addresses of the Civil Aviation Authority of Bangladesh are given on Page GEN 1.1-1.

Postal Address: Rescue Co-ordination Centre (RCC)
Hazrat Shahjalal International Airport,
Kurmitola, Dhaka-1229.

Telephone : +880-2-8901464
: +880-2-8901462
: +880-2- 8901463
+880-2-8901904-13/ Ext: 3589, 3465 & 3410.

Telefax : +880-2-8901924

→ AFS : VGHSYCYX, VGFRZQZX

Email : rcc_dhaka@caab.gov.bd

3.6.1.1 Applicable ICAO Documents.

Annex 12 – Search and Rescue

Annex 13 – Aircraft Accident Investigation

Doc 7030 – Regional Supplementary Procedures for Alerting, Search and Rescue Services Applicable in the MID/ ASIA Region.

PANS ATM (DOC 4444) Procedure for Air Navigation Services-Air Traffic Management

DOC- 9731- IAMSAR.

3.6.1.2 Difference to these provisions are detailed in subsection GEN 1.7

3.6.2 Area of Responsibility

3.6.2.1 The boundaries of Search and Rescue areas are coincident with the boundaries of Dhaka Flight Information Region (Dhaka FIR) covering the whole territory of Bangladesh and adjacent waters. Area Control Center serves as the central points for collecting information relating to the State of emergency of an aircraft operating within its search and rescue area.

3.6.2.2 Within Bangladesh no land areas have been designated in which search and rescue would be especially difficult.

3.6.3 Types of Services and Procedures

3.6.3.1 Aerial Search and rescue service shall be provided by Bangladesh Air Force when requested. Airlines & private operators may be requested for aerial search if necessary. Marine Search and Rescue Service shall be provided by Bangladesh Navy & other Marine authorities when requested. Ground Search & Rescue service shall be provided by the Police, Army, Border Guard Bangladesh and other Department/ Organization when requested.

Information on distressed aircraft shall be communicated to the rescue co-ordination center and or nearest rescue units. Details of the rescue co-ordination center and related rescue units are given on Page 3.6-3.

3.6.3.2 The effectiveness of the Search and Rescue Organization requires prompt and accurate advice regarding all aircraft movements. Pilots are requested in their own interest to ensure that the ground organization is immediately made aware of the initiation, any variation, and conclusion of the planned flight.

3.6.4 SAR Agreements

3.6.4.1 The Memorandum of Understanding (MOU) between CAAB and Bangladesh Air Force (BAF) has been signed on 9 June 2014.

3.6.4.2 Requests for the entry of aircraft, equipment and personnel from other states to engage in search for aircraft in distress or to rescue survivors of aircraft accidents should be made to the Civil Aviation Authority of Bangladesh. Instructions as to the control which will be exercised on entry of such aircraft and/ or personnel will be given by the Rescue Co-ordination Center in accordance with a standing plan for the conduct of search and rescue operations in Bangladesh.

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

Chairman
Civil Aviation Authority of Bangladesh
Headquarters (New building), Level-6,
Kurmitola, Dhaka-1229, Bangladesh

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

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

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

3.6.5.1 ACCIDENT NOTIFICATION AND ACCIDENT INQUIRY

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

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

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

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

Postal Address of SAR point of contact:

Dhaka Area Control Centre,
Hazrat Shahjalal International Airport,
Kurmitola, Dhaka-1229, Bangladesh.
Telephone : +880-2-8901462, 8901463
+880-2-8901904/ Ext: 3465 & 3410.

Telefax : + 880-2-8901924
→ AFS : VGHSYCYX, VGFRZQZX
Email : rcc_dhaka@caab.gov.bd

3.6.5.6 SAR Manager (Contact details):

Director (Air Traffic Management),
Air Traffic Management Division, CAAB Headquarters (New building), Level-4,
Kurmitola, Dhaka-1229, Bangladesh.

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

3.6.6 Procedures and Signals Used.

3.6.6.1 PROCEDURES

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

- (e) 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.
- (f) 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 flights: -	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.

- 8.2 An aircraft that encounters wake vortex turbulence or experiences distracting aircraft system alerts shall notify ATC and request a flight level, track or speed change to avoid the condition. However, in situations where such a change is not possible or practicable, the pilot may initiate the following temporary lateral offset procedure with the intention of returning to centerline as soon as practicable:
- (a) the pilot should establish contact with other aircraft, if possible, on the appropriate VHF inter-pilot air to air frequency, 123.45 MHz; and
 - (b) one (or both) aircraft may initiate lateral offset(s) up to 2 NM either Left or Right of track, provided that;
 - i) as soon as practicable to do so, the offsetting aircraft notify ATC that temporary lateral offset action has been taken and specify the reason for doing so (ATC will not normally respond); and
 - ii) the offsetting aircraft notify ATC when re-established on assigned route(s) or track(s) (ATC will not normally respond).
9. **Flight Planning Requirement.**
- 9.1 Unless special arrangement is made as detailed below, RVSM approval is required for operators and aircraft to operate within designated RVSM airspace. The operator must determine that the appropriate State authority has granted them RVSM operational approval and they will meet the RVSM requirements for the filed route of flight and any planned alternate routes. The letter “**W**” shall be inserted in item 10 (Equipment) of the ICAO standard flight plan to indicate that both the aircraft and operator are RVSM approved.
- 9.2 Procedures for Operation of Non-RVSM Compliant Civil Aircraft in RVSM airspace.
- 9.2.1 Non-RVSM compliant civil aircraft shall not file flight plan between FL290 and FL410 inclusive within RVSM airspace, except non-RVSM civil aircraft unable to fly to an appropriate destination at or below FL280 and unable to fly at or above FL410 may, after special coordination as detailed in 9.2.2 below, flight plan at RVSM flight levels in the RVSM stratum provided the aircraft:
- (a) is being initially delivered to the state of registry or operator; or
 - (b) was formerly RVSM approved but has experienced an equipment failure and is being flown
 - (c) to a maintenance facility for repair in order to meet RVSM requirements and / or obtain approval; or
 - (d) is transporting a spare engine mounted under the wing; or
 - (e) is being utilized for mercy or humanitarian purposes; or
 - (f) is a State aircraft.
- 9.2.2 Aircraft operators requesting approval as above shall:
- (a) if departing within Dhaka FIR, obtain approval from Dhaka Area Control Center normally not more than 12 hrs and not less than 4 hrs prior to the intended departure time. Dhaka Area Control Center will provide notification of approval via Fax or E-mail or AFTN; or

- (b) if transiting Dhaka FIR notify Dhaka Area Control Center after approval is received from the first affected center and prior to departure. (Note that filing of flight plan is not appropriate notification), and
- (c) include the remarks “APVD non RVSM” in field 18 of the ICAO flight plan.

9.2.3 Contact details for approval request or notification are as follows:

Dhaka Area Control Center

Telephone : +880-2-8901463
→ AFTN : VGFRZQZX
E-mail : acc_dhaka@caab.gov.bd
Fax : +880-2- 8901924

9.2.4 Non RVSM aircraft operation in the RVSM stratum will be separated from all other aircraft by a minimum 2,000 ft vertical separation.

9.2.5 This approval processes is intended exclusively for the purposes indicated above, and not as a means to circumvent the normal RVSM approval process.

10. Procedures for Operation of Non-RVSM Compliant State Aircraft in RVSM airspace.

10.1 Operation of State aircraft (military, customs or police service) that are not RVSM compliant may flight plan within Dhaka FIR RVSM airspace in accordance with the requirement of paragraph 9.2.2(b), 9.2.2(c), 9.2.3 and 9.2.4. Also, Bangladesh requires operators of State aircraft that are not RVSM approved intending to operate in Dhaka FIR to notify Dhaka Area Control Center not more than 72 hrs and not less than 4 hrs prior to the intended departure time. If transiting Dhaka FIR, notify Dhaka Area Control Center of intentions prior to departure. (Note that filing of flight plan is not appropriate notification. Notification constitutes approval).

11. Separation applied to non-RVSM compliant aircraft and Provision for continuous Climb/ Descent of non-compliant aircraft through RVSM airspace.

11.1 VERTICAL SEPARATION APPLIED. It should be noted that RVSM approved aircraft will be given priority for level allocation over non-RVSM approved aircraft. The vertical separation minimum between non- RVSM aircraft operating in the RVSM stratum and all other aircraft is 2000 ft.

11.2 CLIMB AND DESCENT THROUGH RVSM AIRSPACE. Non- RVSM compliant aircraft may be cleared to climb to and operate above FL410 or descend to and operate below FL290 provided that they

- (a) Do not climb or descent at less than the normal rate for the aircraft and
Do not level off at an intermediate level while passing through the RVSM stratum.

12.0 **Delivery Flights for Aircraft that are RVSM Compliant on Delivery**

12.1 An aircraft that is RVSM compliant on delivery may operate in the RVSM airspace of Dhaka FIR provided that the crew is trained on RVSM policies and procedures applicable in the airspace and the responsible State issues the operator a letter of authorization approving the operation. The State notification to the MAAR should be in the form of a letter, e-mail or fax documenting the one-time flight. The planned date of flight, flight identification and registration number and aircraft type/series should be included. **The details of such flights shall also be forwarded to the Dhaka Area Control Center at least 3 days in advance.**

Address is:

Dhaka Area Control Center

Telephone : +880-2-8901463

→ AFTN : VGFRZQZX

E-mail : acc_dhaka@caab.gov.bd

Fax : +880-2-8901924

13. **Procedures for Suspension of RVSM**

13.1 Air Traffic Services will consider suspending RVSM procedures within affected areas of the Dhaka FIR when there are pilot reports of greater than moderate turbulence. Within areas where RVSM procedures are suspended, the vertical separation minimum between all aircraft will be 2,000 ft.

14. **Guidance for Pilots and Controllers for Actions in the Event of Aircraft System Malfunction or Turbulence Greater than Moderate.**

14.1 See Attachment A for Guidance in these circumstances.

15. **Procedures for Air-Ground Communication Failure.**

15.1 An aircraft operated as a controlled flight shall maintain continuous air-ground voice communication watch on the appropriate communication channel of, and establish two-way communication as necessary with the appropriate Air Traffic Control unit. For aircraft forming part of aerodrome traffic at a controlled aerodrome the conditions given in Para 15.2 shall apply.

Note 1: **SELCAL** or similar automatic signaling devices satisfy the requirement to maintain an air-ground voice communication watch.

Note 2: The requirement for an aircraft to maintain air-ground voice communication watch remains in effect after **CPDLC** has been established.

15.2 **Communication failure.**

If a communication failure precludes compliance with para 15.1, the aircraft shall comply with the communication failure procedures of Annex 10, Volume II, and with such of the following procedures as are appropriate. In addition, the aircraft, when forming part of the aerodrome traffic at a controlled aerodrome, shall keep a watch for such instructions as may be issued by visual signals.

15.2.1 Action by pilot-in-command.

15.2.1.1 If in VMC, the aircraft shall:

- a) continue to fly in VMC;
- b) land at the nearest suitable aerodrome; and
- c) report its arrival by the most expeditious means to the appropriate Air Traffic Control unit.

15.2.1.2 If in IMC or when conditions are such that it does not appear feasible to complete the flight in accordance with Para 15.2.1.1 (see Note 1), the aircraft shall:

- a) maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 20 minutes following the aircraft's failure to report its position over a compulsory reporting point and thereafter adjust level and speed in accordance with the filed flight plan;
- b) proceed according to the current flight plan route to the appropriate designated navigation aid serving the destination aerodrome and, when required to ensure compliance with c) below, hold over this aid until commencement of descent;
- c) commence descend from the navigation aid specified in (b) at, or as close as possible to, the EAT last received and acknowledged, at, or as close as possible to, the EAT resulting from the current flight plan;
- d) complete a normal instrument approach procedure as specified for the designated navigation aid; and
- e) land, if possible, within thirty minutes after the ETA specified in (c) or the last acknowledged EAT, whichever is later.

Note1: As evidenced by the meteorological conditions prescribed therein, Para 15.2.1.1 relates to all controlled flights, whereas Para 15.2.1.2 relates to IFR flights only.

Note 2: The provision of air traffic control service to other flights operating in the airspace concerned will be based on the premise that an aircraft experiencing communication failure will comply with the rules in Para 15.2.1.2.

15.2.2 Action by Air Traffic Control Unit

Note1. See also PANS- ATM Doc 4444 Chapter 6, Para 6.3.2.4 concerning departure clearances containing no geographical or time limit for an initial level and procedures to be applied in relation to an aircraft experiencing air-ground communication failure under such circumstances.

15.2.2.1 Action by Air Traffic Control units when unable to maintain two-way communication with an aircraft operating in a control area or control zone shall be as outlined in the following paragraphs.

15.2.2.2 As soon as it is known that two-way communication has failed, action shall be taken to ascertain whether the aircraft is able to receive transmissions from the Air Traffic Control unit by requesting it to execute a specified maneuver which can be observed by Radar or to transmit, if possible, a specified signal in order to indicate acknowledgement.

ENR 1.11 ADDRESS OF FLIGHT PLAN MESSAGES

1. Flight movement messages relating to traffic into or via Dhaka FIR shall be addressed as stated below in order to warrant correct relay and delivering.

Category of flights (IFR, VFR or both)	Route (Into or via FIR and/or TMA)	Message Addresses
All flights	Transiting Dhaka FIR (VGFR)	VGFRZQZX
	Inbound to Hazrat Shahjalal International Airport, Dhaka (VGHS).	VGFRZQZX, VGHSZTZX
	Outbound from Hazrat Shahjalal International Airport, Dhaka (VGHS).	VGFRZQZX
	Inbound to Shah Amanat International Airport, Chattogram (VGEG).	VGFRZQZX, VGEGZTZX
	Outbound from Shah Amanat International Airport, Chattogram (VGEG).	VGFRZQZX
	Inbound to Osmani International Airport, Sylhet (VGSY).	VGFRZQZX, VGSYZTZX
	Outbound from Osmani International Airport, Sylhet (VGSY).	VGFRZQZX

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ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE (ADIZ)

1. General
 - 1.1. Military exercise and training areas are all enclosed within prohibited, restricted or danger areas. These areas including their times of activity are listed in ENR 5.1
2. System and method of activation
 - 2.1. NOTAMs are issued to notify activation of areas which are activated on a non-schedule basis.
 - 2.2. Remarks

Civil aircraft may be allowed to fly within restricted areas established inside TMA & CTR. provided prior co-ordination is affected with military authority.

3. AIR DEFENCE IDENTIFICATION ZONE OVER BANGLADESH

3.1 INTRODUCTION

Bangladesh established an Air Defence Identification Zone (ADIZ) to form the first line of defence against aerial intrusions into Bangladesh airspace as this is vital to the national security. The ADIZ is known as the Bangladesh ADIZ. The ADIZ will cover the airspace over the entire territory of Bangladesh as defined by its international border with India and Myanmar, and will be extended over the adjoining sea to the south as delineated by the following coordinates.

- a) 210744.80N 891356.50E
- b) 181554.12N 892147.56E
- c) 164328.74N 892554.37E
- d) 175234.06N 901504.66E
- e) 200332.00N 915031.80E
- f) 201306.30N 920007.60E

The map shown in ENR 5.2-3 shows the Bangladesh ADIZ boundary.

3.2 PROCEDURE FOR BANGLADESH ADIZ FLIGHTS

All flights of aircraft civil/military, Bangladeshi or foreign originating within the ADIZ and those penetrating the Bangladesh ADIZ shall obtain prior permission and Air Defence Clearance (ADC).

3.2.1 PROCEDURES FOR AIR DEFENCE CLEARANCE

- a) Aircraft intending to operate into, through or within the Bangladesh ADIZ shall obtain ADC number from the appropriate ATS unit before takeoff, except that the local flights conducted at any airport within, Dhaka FIR and within the relevant ATZ at or below 1000 ft AGL shall not be required to get ADC number.
- b) All aircraft intending to overfly Bangladesh ADIZ or land in any airfield within Dhaka Flight Information Region (FIR) shall obtain ADC 10 minutes before entering the Bangladesh ADIZ. In case of departures from adjacent FIRs, where the prerequisites of 10 minutes advance notice are not feasible, ADC number shall be obtained before departure. The local flights at an airport having Control Zone when required/approved by ATC to operate beyond 05 NM but within the Control Zone shall not be required to get ADC number.
- c) ADC number shall be valid for the entire route, irrespective of intermediate halts for flight originating in and transiting through the Bangladesh ADIZ/Dhaka FIR.
- d) When departure is delayed by more than 02 (two) hours at the aerodrome of departure or at intermediate halts, a fresh ADC number shall be obtained.

In the event of communication difficulties at the place of departure, or delay in receipt of ADC number, the aircraft equipped with appropriate radio equipment may be allowed to take off with instructions to obtain ADC number immediately after airborne from the appropriate ATS unit.

- e) General Aviation/Chartered aircraft intending to operate to and from an airfield where no Air Traffic Services are available, shall obtain ADC number from the nearest BAF ATC Unit. The BAF ATC Unit will advise the appropriate ATS unit regarding the movement of that aircraft.
- f) For the time being domestic flights and flights of state aircraft and general aviation aircraft of Bangladesh shall not be required to obtain ADC number.
- g) Flight operating on ATS routes P646, N895, M770, L524 and W112 shall not be required to obtain ADC number unless deviated towards the land mass of Bangladesh.
- h) Aircraft approaching Bangladesh ADIZ off the ATS routes shall provide the estimated time over the ADIZ boundary at least 10 minutes in advance.
- i) If unable to establish and maintain radio communication with appropriate ATS unit, the pilot shall contact the nearest Air Defence Unit on 6826 Hz/500 Hz for positive identification prior to entering Bangladesh ADIZ.
- j) Aircraft flying without a valid ADC number or failing to comply with any restriction or deviating from flight plan will be liable to interception by Bangladesh Air Force Interceptor aircraft according to ICAO Standard Interception Procedure.
- k) Aircraft intending to operate into, through or within Bangladesh ADIZ shall obtain ADC number from the following contact details:

Telephone	: +880 2 8901081
Fax	: +880 2 8901364
Mobile	: +8801769993467
E-mail	: adnc@baf.mil.bd
→ AFTN	: VGFRZQZX
HF	: 6826 Hz/500 Hz

VGCB AD 2.10 AERODROME OBSTACLES

Sl.Nr.	Name of the Critical Points/Obstacles/ Structures	WGS-84 Co-ordinates		Elevation	
		Latitude	Longitude	Feet	Meter
1.	Mobile Tower on the roof of Towrat Tower, MozammelHoque 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	

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 vality	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 ⁰	2743X45	PCN 90/F/C/W/T	212802.79 N 915740.69 E	11	NIL
35	350 ⁰	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	60x150	90x90	3163x250 Width 150m for East & 100m for west from RWY center line	Within the CWY	NIL
35	150X60	270x150	90x90			

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

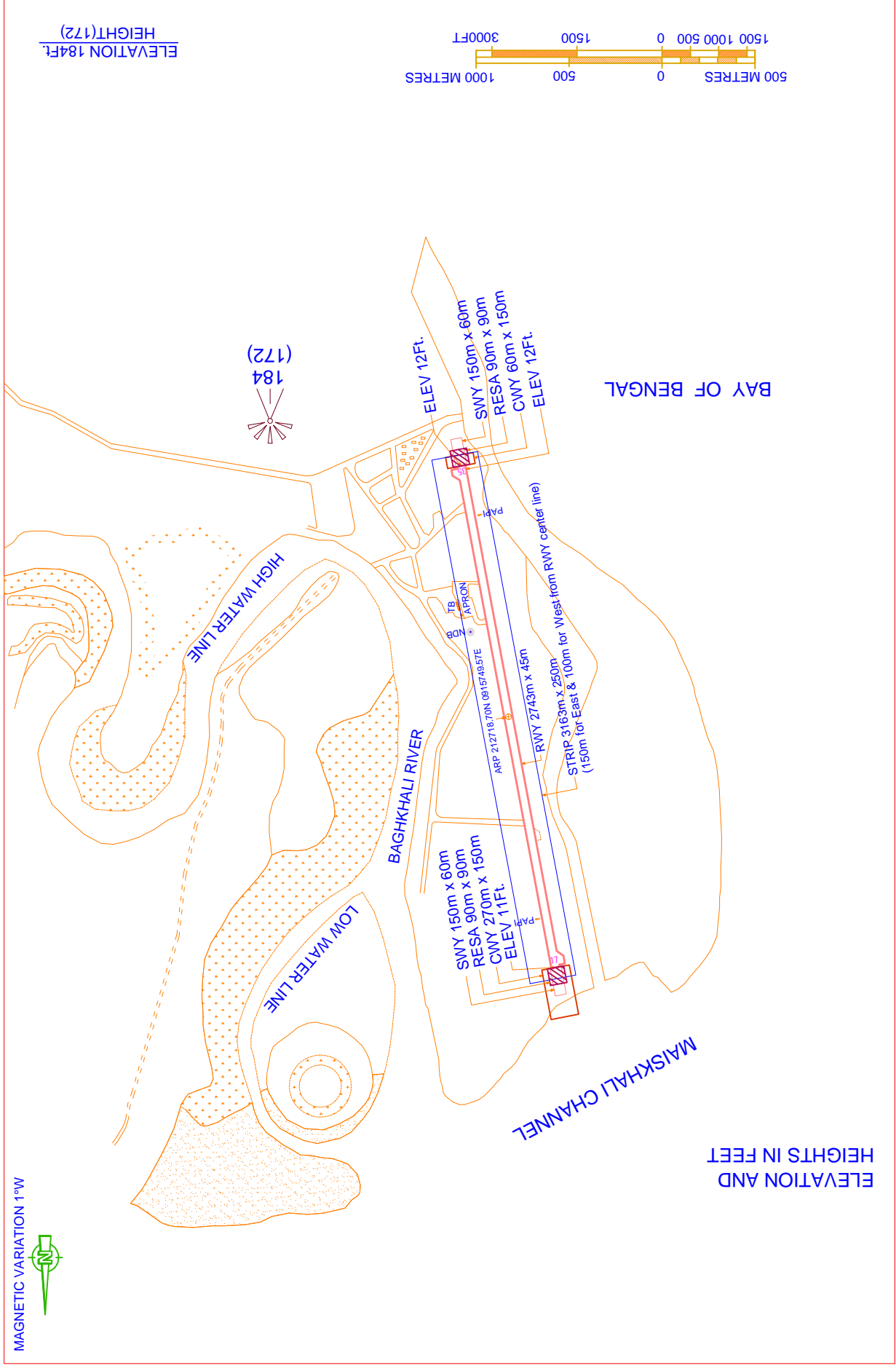
As directed by ATC

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

AERODROME CHAART - ICAO

COX'S BAZAR AIRPORT, COX'S BAZAR



ELEVATION AND
HEIGHTS IN FEET

VGJR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VGJR-JASHORE AIRPORT, JASHORE

VGJR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATION DATA

1	ARP co-ordinates an site at AD	231101.66 N 890939.16 Ein the RWY
2	Distance and direction from city	04 NM North of Town (GPO)
3	AD elevation / reference temperature	20 ft/40.5°C
4	MAG VAR	1° W (Annual Change Negligible)
5	AD administration, address, telephone telefax, telex, AFS	Civil Aviation Authority of Bangladesh Postal address: Airport Manager Jashoreairport, Jashore Bangladesh Telephone: APM: 88-02477765348 TWR: 88-02477764915
6	Types of traffic permitted	IFR/VFR
7	Remarks	Nil

VGJR AD 2.3 OPERATIONAL HOURS

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

VGJR AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Manual handling
2	Fuel/Oil Types	Nil
3	Fuelling facilities/Capacity	Nil
4	De-icing facilities	Nil requirement
5	Hanger space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

VGJR AD 2.5 PASSENGER FACILITIES

1	Hotels	Nil at Airport side but available at city area
2	Restaurant	AVBL, capacity- 20 persons
3	Transportation available	Buses, Rickshaws and Taxies
4	Medical facilities	Only first aids avbl
5	Banks an post Offices	Bank avbl
6	Tourist office	Nil
7	Remarks	Nil

VGJR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	CAT: 5 AVBL:5
2	Rescue Equipment	AVBL
3	Disabled Aircraft Removal	Nil
4	Remarks	Nil

VGJR 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.

VGJR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface: Bituminous Concrete Strength: PCN 18/F/C/Y/T
2	Taxiway width, Surface and Strength	Width: 50 FT, 75 FT and 100 FT. Surface: Bituminous Concrete Strength: PCN 18/F/C/Y/T
3	ACL location and elevation	Not designated
4	Remarks	NIL

VGJR AD 2.9 SURFACE MOVEMENT GUIDENCE AND CONTROL SYSTEM AND MARKINGS

1	Stand identification/taxiway guide lines/visual docking/parking guidance	Taxiing guidance signs at all intersections TWY and RWY at all holding positions.Guidelines at apron. Nose- in guidance at aircraft stands.
2	RWY and TWY markings and LGT	RWY marking aids: THR, Centre line, RWY designator : all runways. TWY marking aids : RWY holding position, TWY centre line : all TWYs. RWY LGT : AVBL, APP. LGT : AVBL for RWY 16 PAPI LGT : AVBL.
3	Stop bars	NIL
4	Distance Marker Board	AVBL, Lighted at night

VGJR AD 2.10 AERODROME OBSTACLES

Sl.Nr	Name of the Critical Points/Obstacles/Structures	WGS-84 Co-ordinates		Elevation	Remarks
		Latitude	Longitude	Feet	
1.	DVOR	23°12'06.37" N	89°09'10.37" E	50	
2.	NDB	23°10'30.57" N	89°09'42.31" E	79	
3.	Control Tower	23°10'38.17" N	89°09'38.85" E	127	
4.	Robi Mobile Tower (On the roof of Ms Orchid Centre), 44 M K Road	23°09'54.35"N	89°12'48.26"E	222	
5.	Civil Apron Mast Light 1	23°10'37.42" N	89°09'39.81" E	103	
6.	Civil Apron Mast Light 2	23°10'34.43" N	89°09'41.26" E	104	
7.	Civil Apron Mast Light 3	23°10'31.30" N	89°09'42.88" E	104	
8.	Police Line Mast	23°10'25.16" N	89°11'42.16" E	227	
9.	DGFI Mast, Jashore Cantonment	23°10'27.47" N	89°11'08.49" E	181	
10.	Wind Socks RWY-34	23°10'35.06" N	89°09'48.12" E	42	
11.	Wind Socks RWY-16	23°11'31.10" N	89°09'29.52" E	46	
12.	Noapara Radio Mast	23°02'55.91" N	89°22'47.00" E	400	
13.	Arresting Barriers	---	---	31	386 ft fm RWY 16, 94 ft fm THR RWY 34
14.	VDF Aerial Mast	---	---	110	173° MAG fm THR RWY 16
15.	GCA Radar	---	---	60	1179 m (SE) fm THR RWY 16 and 132.08 m off set fm RWY centre line
16.	Rajarhat Mast	230830.60N	891432.46E	318	5NM on BRG 111° M fm Control TWR
17.	Garrison Mosque	---	---	115	050° MAG fm Control TWR1.7 km (approx)

VGJR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET office	Jashore Airport (VGJR)
2	Hours of service	HJ
3	Office responsible for TAF preparation Periods of validity (Hours)	Hazrat Shahjalal Intl (VGHS)
4	Type of landing forecast Interval of issuance (Hours)	
5	Briefing/ consultation provided	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	
9	ATS units provided with information	TWR
10	Additional information	Tel: Nil

VGJR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designator RWY NR	TRUE & MAG 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
16	157° TRUE	2420X45	PCN 17F/C/W/T Bituminous concrete	231137.94 N 890922.92 E	20	0%
34	337° TRUE	2420X45		231025.65 N 890955.32 E	20	0%

Designator RWY NR	SWY dimensions (m)	CWY dimensions (m)	RESA	Strip dimensions (m)	OFZ	Remarks
	8	9	10	11	12	13
16	NIL	150 X 150	90X90	2600 X 150	Within the CWY	Nil
34	60 X 45	210 X 150	90X90	2600 X 150	Within the CWY	Nil

VGJR AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	REMARKS
1	2	3	4	5	6
16	2420	2570	2420	2420	Due to introduction of RESA
34	2420	2630	2480	2420	

VGJR AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY designator	APCH	THR	PAPI	TDZ	RWY centre	RWY edge	END & WBAR	STWL	Remarks
1	2	3	4	5	6	7	8	9	10
16	Simple Approach lighting system	Six green LGT	PAPI	NIL	NIL	60 m apart 73 Nr White Omni- directional with fixed intensity	END: Avbl 6 Red LGT Unidirectional	NIL	Kerosene flares avbl
34	NIL	Six green LGT	PAPI	NIL	NIL	60 m apart 73 Nr White Omni- directional with fixed intensity		NIL	

AERODROME CHART-ICAO TYPE-A

JESSORE AIRPORT, JESSORE

MAGNETIC VARIATION 1°W

