

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

TEL: +88-02-41091121-40/ Ext: 3151 FAX: +88-02 41091111 AFS: VGHQYOYX Email: adaishq@caab.gov.bd	AIRAC AIP AMDT 02/23 15 JUN 2023
--	---

Publication Date : 02 MAY 2023

Effective Date : 150000 JUN 2023

1. SIGNIFICANT INFORMATION AND CHANGES:

- a) 4 (four) Reporting points (BATEL, UBLIN, MIMAR and SARAR) have been replaced by new Reporting points (IDLOX, AVNUL, OPORA and BASEX) in concerned AIP pages and charts for the resolution of 5LNC Duplication;
- b) List of Rescue Units of Bangladesh has been included in a new page (GEN 3.6-5) by adding a new paragraph 5.4;
- c) Sylhet NDB information has been updated in ENR 4.1-1;
- d) VGD-21 & VGD-31 has been permanently removed from AIP pages ENR 5.1-6 & ENR 5.1-8 and chart 5.1-13;
- e) Activation time has been revised for VGD 30, VGD 32, VGD 33, VGD 34 and VGD 35;
- f) Some amendment has been made for ADIZ information in pages ENR 5.2-1 and 5.2-2;
- g) In VGHS AD Section – BATEL DEPARTURE for RWY 14 and RWY 32 have been replaced by IDLOX DEPARTURE;
- h) In VGSY AD Section – administration status, telephone number changed in sub-section 2.2, NDB information has been updated in sub section AD 2.19;
- i) IAC has been removed from AIP pages VGSY AD 2-11 and VGSY AD 2-15 due to removal of NDB;
- j) In VGCM AD : RWY TRUE Bearing has been corrected in sub section AD 2.12;
- k) Telephone number and NDB information of VGJR has been revised in sub-section AD 2.2 and AD 2.10;
- l) In VGRJ AD : RWY TRUE Bearing has been corrected in sub section AD 2.12;

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 THIS AMENDMENT INCORPORATES INFORMATION CONTAINED IN THE FOLLOWING WHICH ARE HERE BY SUPERSEDED: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 : A0089/23;

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						

INTENTIONALLY LEFT BLANK

GEN 0.3 RECORD OF CURRENT AIP SUPPLEMENTS

NR/Year	Subject	AIP Section(s) affected	Period of validity (From/To)	Cancellation record
01/23	Establishment of two new rapid exit taxiway at Hazrat Shahjalal International Airport, Dhaka. (VGHS)	AD	Permanent	
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	

INTENTIONALLY LEFT BLANK

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	03 DEC 2020
0.1-1	23 MAR 2023	2.2-5	03 DEC 2020	3.5-2	03 DEC 2020
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	*15 JUN 2023	2.2-8	03 DEC 2020	3.5-5	24 MAY 2018
*0.3-1	*15 JUN 2023	2.2-9	03 DEC 2020	3.6-1	23 MAR 2023
*0.4-1	*15 JUN 2023	2.2-10	03 DEC 2020	3.6-2	23 MAR 2023
*0.4-2	*15 JUN 2023	2.2-11	03 DEC 2020	3.6-3	06 OCT 2022
*0.4-3	*15 JUN 2023	2.2-12	03 DEC 2020	3.6-4	06 OCT 2022
*0.4-4	*15 JUN 2023	2.2-13	03 DEC 2020	*3.6-5	*15 JUN 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	19 MAY 2022
GEN 1		2.5-3/Chart	28 MAR 2019	4.1-4	19 MAY 2022
		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

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

PAGE	DATE	PAGE	DATE
PART 3 AERODROMES (AD)		VGHS AD 2-33/Chart	28 MAR 2019
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	03 DEC 2020	VGEG AD 2-11/Chart	10 OCT 2019
VGHS AD 2-4	03 DEC 2020	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	24 MAY 2018	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

PAGE	DATE	PAGE	DATE
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	23 MAR 2023	VGRJ AD 2-7/Chart	23 JUN 2016
VGBR AD 2-4	23MAR 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	19 MAY 2022	VGSD AD 2-4	10 OCT 2019
VGCB AD 2-4	19 MAY 2022	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	23 MAR 2023
VGIS AD 2-2	06 OCT 2022	VG TJ AD 2-2	23 MAR 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		

2.4 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.

INTENTIONALLY LEFT BLANK

Route Designator Name of Significant Points Co-ordinates	Track MAG (GEO) VOR RDL DIST (COP)	Upper Limits Lower Limits MFA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
▲ONEKA 223448.00N 0913214.00E			10	↓	↑	Dhaka ACC 126.7/125.7 MHz FIS below Airway. FPLs shall also be addressed to Kolkata ATC on VECFZQZX
	141°/321° 25 NM	FL 460 FL 245 4000 FT Class B				
▲VOR CTG 221527.85N 0914938.93 E						
G 463						
▲TEBID 244102N 0880150E			10	↓	↑	Airway FIS below Airway Dhaka ACC 125.7 MHz/ 126.7 MHz ATCS Within Dhaka TMA & Dhaka CTR. Dhaka ACC 125.7 MHz/ 126.7 MHz outside Dhaka CTR. Dhaka Approach 121.3 MHz within ACA. Dhaka TWR 118.3 MHz within Dhaka CTR.
	115° 295° 35 NM	FL 460 FL 115 2000 ft Class B				
▲VOR RAJ 242620.36N 0883654.83E						
	110° 290° 55 NM	FL 460 FL 075 2000 ft Class B				
▲IDLOX 240707N 0893341E						
	110° 290° 25 NM	FL 460 FL 055 2000 ft Class C				
▲OLPAS 235820N 0895916E						
	110° 290° 25 NM	FL 460 FL 055 2000 ft Class C				
▲VOR (DAC) 234927.42N 0902446.52E						
	141° 321° 25 NM	FL 460 2000 ft 2000 ft Class C				
▲KANDI 233013N 0904205E						
	141° 321° 25 NM	FL 460 FL 055 2000 ft Class C				

Route Designator Name of Significant Points Co-ordinates	Track MAG (GEO) VOR RDL DIST (COP)	Upper Limits Lower Limits MFA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
▲ADMIL 231051N 0905926E			10	↓		Airway Dhaka ACC 125.7 MHz/ 126.7 MHz outside Chattogram CTR
	141° 321° 25 NM	FL 460 FL 075 2000 ft Class B				
△75 DME DAC						
	141° 321° 23 NM	FL 460 FL 115 3000 ft Class B				
▲ONEKA 223448N 0913214E						
	141° 321° 25 NM	FL 460 FL 145 3500 ft Class C				
▲VOR CTG 221527.90N 0914938.98E						
	141° 321° 25 NM					
▲TANAP 215627N 0920637E				↑		
	141° 321° 21 NM	FL 460 FL 245 4500 ft Class B	20			
▲AVLED 214003N 0922049E						
R344						
▲REDAP 245400N 0881115E			10	↓		Airway Dhaka ACC 125.7 MHz/ 126.7 MHz. Route segment between KTM VOR to RAJ VOR is unidirectional.
	140° 320° 36 NM	FL 460 FL 115 2000 ft Class B				
▲VOR RAJ 242620.36N 0883654.83E						

Route Designator Name of Significant Points Co-ordinates	Track MAG (GEO) VOR RDL DIST (COP)	Upper Limits Lower Limits MFA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
W 1						
▲ VOR (DAC) 234927.42N 902446.52E			10	↓		ATCS within Dhaka TMA and Dhaka CTR. Dhaka TWR 118.3MHz within Dhaka CTR. Dhaka APP 121.3MHz within Dhaka ACA. Dhaka ACC 125.7/126.7 MHz outside Dhaka CTR.
	050° 230° 34 NM	FL 460 2000 ft 2000 ft Class C				
▲ LATIM 240530N 0904545E						
	050° 230° 9 NM	FL 460 FL 055 2000 ft Class C				
▲ NIKLI 241145N 0905300E						
	050° 230° 72 NM	FL 255 FL 075 4000 ft Class B				
▲ VOR (SYT) 245747.7N 0915143.23E				↑		Air way FIS below Air way Dhaka ACC 125.7/126.7 MHz outside Sylhet CTR Sylhet TWR 122.9 MHz within Sylhet CTR and ATZ
W 2						
▲ VOR (DAC) 234927.42N 902446.52E			10	↓		ATCS within Dhaka TMA and Dhaka CTR. Dhaka TWR 118.3MHz within Dhaka CTR Dhaka APP 121.3MHz within Dhaka ACA. Dhaka ACC 126.7/ 125.7 MHz outside Dhaka CTR
	243° 063° 25 NM	FL 460 2000 ft 2000 ft Class C				
▲ OPORA 233741N 0900043E						
	243° 063° 25 NM	FL 460 FL 055 2000 ft Class C				
▲ IBANU 232550N 0893644E						
	243° 063° 29 NM	FL 255 FL 075 2000 ft Class B				
▲ VOR JSR 231206.37N 0890910.39E				↑		Airway Dhaka ACC 126.7/ 125.7 MHz outside Jashore ATZ. Jashore TWR 123.2 MHz within Jashore ATZ.

Route Designator Name of Significant Points Co-ordinates	Track MAG (GEO) VOR RDL DIST (COP)	Upper Limits Lower Limits MFA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
W 5						
▲VOR (CTG) 221527.90N 0914938.98E			10	↓		ATCS within Chattogram CTR, Jashore ATZ & Barishal ATZ. ATAS above FL 150. FIS at or below FL150. Chattogram TWR 118.4 MHz within Chattogram CTR. Dhaka ACC 126.7/ 125.7 MHz outside Chattogram CTR, Jashore ATZ & Barishal ATZ. Barishal TWR 128.1 MHz within Barishal ATZ. Jashore TWR 123.2 MHz within Jashore ATZ.
	292° 112° 25 NM	FL 255 2000ft 2000ft Class C				
▲VINET 222428N 0912428E						
	292° 112° 65.9 NM	FL 255 2000 ft 2000 ft Class F/G/D				
▲NDB BL 224752.17N 0901752.23E						
	291° 111° 67.8 NM					
▲VOR (JSR) 231206.37N 0890910.37E				↑		
W 6						
▲VOR SDP 254551.96N 0885433.95E			10	↓		Airway FIS below Air way. Saidpur TWR 128.9 MHz within Saidpur ATZ Dhaka ACC 126.7/ 125.7MHz outside Saidpur ATZ and Rajshahi ATZ Rajshahi 128.3 MHz within Rajshahi ATZ
	156° 336° 32.6 NM	FL 255 FL 125 2000 ft Class B/G/D				
▲BASEX 251602N 0890923E						
	211° 031° 57.6 NM					
▲VOR RAJ 242620.36N 0883654.83E				↑		



Route Designator Name of Significant Points Co-ordinates	Track MAG (GEO) VOR RDL DIST (COP)	Upper Limits Lower Limits MFA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
W 7						
▲NIKLI 241145N 0905300 E			10	↓		Dhaka ACC 125.7/126.7 MHz.
	<u>077°</u> 257° 57 NM	<u>FL 255</u> 3000 ft 3000 ft Class G				
▲SHAMSHER NAGAR 242355.82N 0915500.69E					↑	
W 8						
▲KANDI 233013N 0904205E			10	↓		ATCS BTN FL055/ FL255. FIS Below FL 055. Dhaka ACC 125.7/126.7 MHz.
	<u>097°</u> 277° 25 NM	<u>FL 255</u> FL 055 2000 ft Class C/G				
▲VOR CML 232600.03N 0911124.93E					↑	Dhaka APP 121.3MHz within Dhaka ACA.
W 9						
▲VOR DAC 234927.42N 0902446.52E			10	↓		ATCS within Dhaka TMA and Dhaka CTR. Dhaka ACC 125.7/126.7 MHz outside Dhaka CTR and Barishal ATZ.
	<u>187°</u> 007° 25 NM	<u>FL 255</u> 2000 ft 2000 ft Class C				
▲GURSO 232403N 0902050E						Dhaka TWR 118.3MHz within Dhaka CTR. Dhaka APP 121.3MHz within Dhaka ACA.
	<u>187°</u> 007° 25 NM	<u>FL 255</u> FL 055 2000 ft Class C/G				
▲KAKBO 230003N 0901850E						ATAS above FL 150. FIS at or below FL 150. Barishal TWR 128.1 MHz within Barishal ATZ.
	<u>187°</u> 007° 11 NM	<u>FL 255</u> 2000 ft 2000 ft Class G/F				
▲NDB BL 224752.17N 0901752.23E					↑	

Route Designator Name of Significant Points Co-ordinates	Track MAG (GEO) VOR RDL DIST (COP)	Upper Limits Lower Limits MFA Airspace Classification	Lateral Limits (NM)	Direction of Cursing Levels		Remarks Controlling Unit Frequency
				Odd	Even	
1	2	3	4	5		6
W 10						
→ ▲IDLOX 240707N 0893341E			10	↓		ATAS above FL 150 FIS at or below FL 150 Dhaka ACC 125.7/ 126.7 MH outside Ishurdi ATZ
	$\frac{278^\circ}{098^\circ}$ 29 NM	<u>FL 255</u> 3000 ft 3000 ft Class G/F				
→ ▲NDB IS 240910.24N 0890241.45E						
W 11						
▲VOR SDP 254551.96N 0885433.95E			10	↓		ATAS above FL 150. FIS at or below FL 150. Dhaka ACC 125.7/126.7 MHz.
	$\frac{304^\circ}{124^\circ}$ 35 NM	<u>FL 255</u> 3000 ft 3000 ft Class G/F				
▲THAKURGAON						
W 12						
▲OLPAS 235732N 0900005E			10	↓		ATCS within Dhaka TMA. ATAS above FL 150. FIS at or below FL 150. Dhaka ACC 125.7/126.7 MHz
		<u>FL 255</u> 3000 ft 3000 ft Class G/F				
▲LALMONIRHAT						
W 13						
▲VOR RAJ 242620.36N 0883654.83E			10	↓		ATCS within Ishurdi ATZ and Rajshahi ATZ. ATAS above FL 150. FIS at or below FL150. Dhaka ACC 125.7/126.7 MHz outside Ishurdi ATZ and Rajshahi ATZ. Rajshahi TWR 128.3 MHz within Rajshahi ATZ. Ishurdi TWR 129.1 MHz within Ishurdi ATZ.
	$\frac{125^\circ}{305^\circ}$ 29 NM	<u>FL 255</u> 3000 ft 3000 ft Class G/F				
▲NDB IS 240910.25N 0890241.45E						



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

ENR 4 RADIO NAVIGATION AIDS/SYSTEMS
ENR 4.1 RADIO NAVIGATION AIDS EN-ROUTE

Name of station	ID	Frequency	Hours of operation	Coordinates of the transmitting antenna	ELEV Antenna	Remarks
DHAKA, DVOR	DAC	112.7 MHz	H24	234927.42N 0902446.52E		
DHAKA, DME	DAC	1161 MHz	H24	234927.42N 0902446.52E		
DHAKA, NDB	DCN	298 KHz	H24	235034.32N 0902503.67E		
CHATTOGRAM, DVOR	CTG	113.4 MHz	H24	221527.90N 0914938.98E		
CHATTOGRAM, DME	CTG	1168 MHz	H24	221527.90N 0914938.98E		
SYLHET, DVOR	SYT	116.4 MHz	HO	245747.75N 0915142.06E		
SYLHET, DME	SYT	1198 MHz	HO	245747.75N 0915142.06E		
SYLHET, NDB	--	--	--	--		Dismantled
SYLHET ILS DME		1013 MHz	HO			
BARISHAL, NDB	BL	368 KHz	HO	224752.17N 0901752.23E		
COX'S BAZAR, NDB	CB	396 KHz	HO	212710.29N 0915756.70E		
CUMILLA, DVOR	CML	115.5 MHz	HO	232600.03N 0911124.93E		
CUMILLA, DME	CML	1189 MHz	HO	232600.03N 0911124.93E		
ISHURDI, NDB	IS	350 kHz	HO	240910.25N 0890241.45E		
JASHORE, DVOR	JSR	113.0 MHz	HO	231206.37N 0890910.37E		
JASHORE, DME	JSR	1164 MHz	HO	231206.37N 0890910.37E		
RAJSHAHI, DVOR	RAJ	114.6 MHz	H24	242620.36N 0883654.83N		
RAJSHAHI, DME	RAJ	1180 MHz	H24	242620.36N 0883654.83N		
RAJSHAHI, NDB	RJ	228 kHz	H24	242632.88E 0883649.37E		
SAIDPUR, DVOR	SDP	115.8 MHz	HO	254551.96N 0885433.95E		
SAIDPUR, DME	SDP	1192 MHz	HO	254551.96N 0885433.95E		
SAIDPUR, NDB	SD	268 KHz	HO	254552.27N 0885434.86E		

INTENTIONALLY LEFT BLANK

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	242143.54N 0882844.35E	B209
AVPOP	22 18 09 N 089 00 50 E	L507
→ IDLOX	24 07 07 N 089 33 41 E	G463
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	251010.70N 0914855.74E	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	235824.73N 0911715.74E	R472
ESDOT	21 20 45 N 090 32 50 E	L507
GURSO	23 24 03 N 090 20 50 E	W9
IBANU	232550.26N 0893644.44E	W2
IBAPA	25 11 02 N 091 26 09 E	B593
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	240347.87N 0900223.17E	W3
MIGOP	25 12 20 N 088 47 08 E	R598
→ OPORA	23 37 41 N 090 00 43E	W2
NIKLI	24 11 45 N 090 53 00 E	W1
NOKAT	22 47 27 N 088 56 30 E	B593
NUPUR	23 06 08 N 090 51 56 E	W14
OLPAS	23 57 32 N 090 00 05 E	G463
ONEKA	22 34 48 N 091 32 14 E	G463
PABAN	21 51 41 N 092 10 24 E	W15
PAPLI	242222.30N 0913105.62E	R472
REDAP	24 54 00 N 088 11 15 E	R344
→ BASEX	25 16 02N 089 09 23 E	W6
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 51N 089 49 45E	W3
→ AVNUL	21 50 03 N 091 53 49 E	W4
VANTU	26 05 32 N 089 14 40 E	R598
VINAD	25 22 14 N 088 49 20 E	R598
VINET	222427.81N 0912428.67E	W5

INTENTIONALLY LEFT BLANK

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

Identification, name and lateral limits	Upper Limit Lower Limit	Remarks (Time of activity, Type of restriction, nature of hazard, risk of interception)
1	2	3
<p>VGR 19 Area Bounded by lines joining successively the following points : 23 0103N 0920849 E 22 3003N 0921949 E 22 2900N 0921000 E 22 3903N 0914749 E 22 4930N 0914300 E 23 0103N 0920849 E</p>	<p><u>FL 300</u> GND</p>	<p>Military Training Flying Active : Permanent</p>
<p>VGR 20 Area Bounded by lines joining successively the following points 220000 N 0915600 E 215110 N 0920404 E 213310 N 0915500 E 213310 N 0913500 E 220000 N 0913500 E 220000 N 0915600 E</p>	<p><u>FL 220</u> GND / Water</p>	<p>Military Training Flying Active : Permanent 1)The areas will be active during day light hrs only. 2) Flights via ATS Route W-4 shall be allowed when VGR 20 is not active. 3)South bound flights departing from Shah Amanat Int'l Airport, Chattogram shall establish route G463 by 10 DME from CTG.</p>
<p>VGP 22 (Dhaka) A circle of 6 km radius centered the following point: 241510N 0900800E</p>	<p><u>FL 060</u> GND</p>	<p>Active : Permanent</p>
<p>VGR 23 (Kushtia) Area Bounded by lines joining successively the following points : 241102 N 0885750 E 235702 N 0894050 E 233902 N 0894850 E 231503 N 0890051 E 233802 N 0884551 E 241102 N 0885750 E</p>	<p><u>FL 220</u> GND/Water</p>	<p>Military Jet Flying Active : H 24</p>

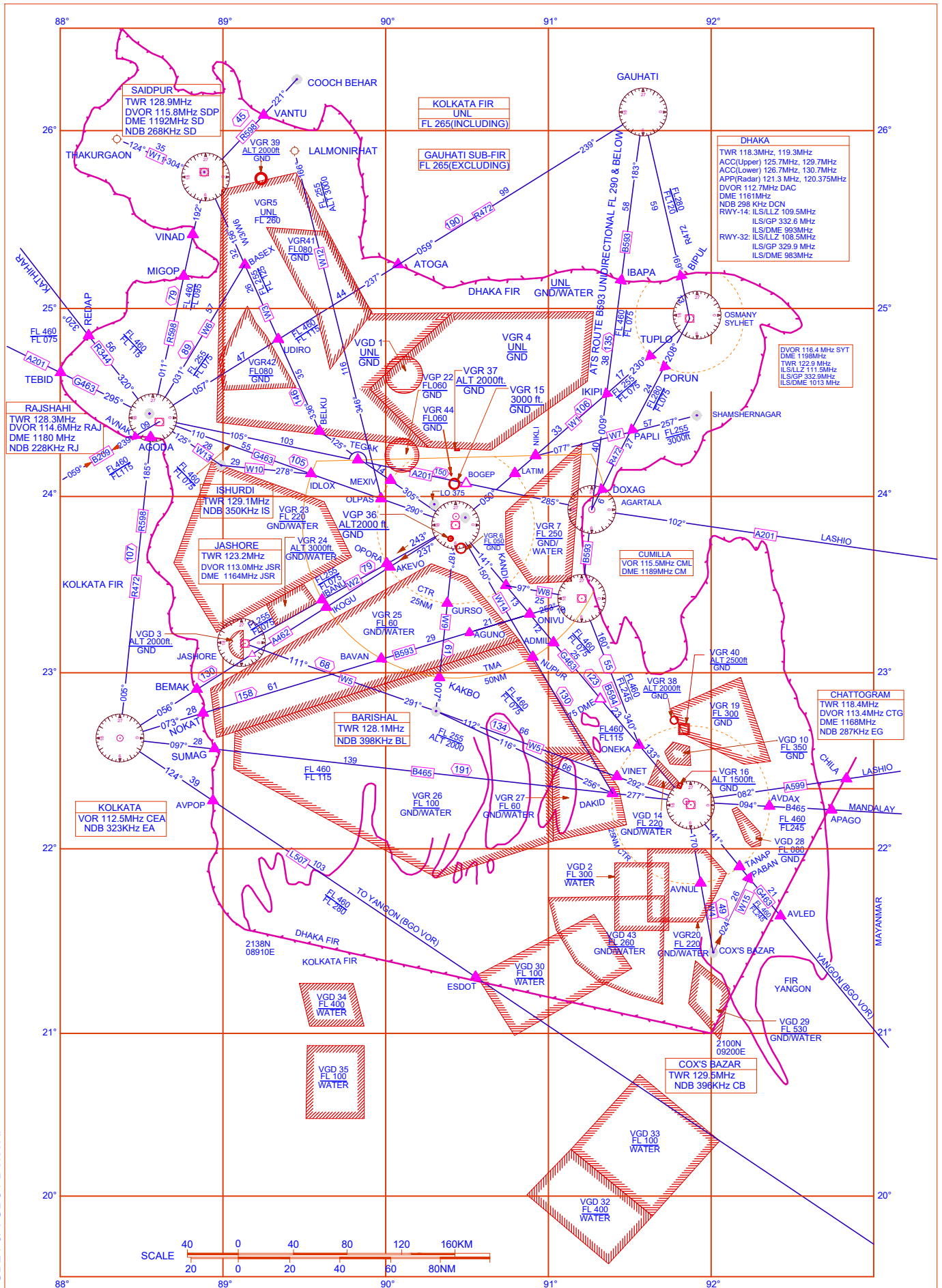
Identification, name and lateral limits	<u>Upper Limit</u> <u>Lower Limit</u>	Remarks (Time of activity, Type of restriction, nature of hazard, risk of interception)
1	2	3
<p>VGR 24 (Jashore) Area Bounded by lines joining successively the following points:</p> <p>232403 N 0891750 E 233102 N 0893250 E 232503 N 0893650 E 231703 N 0892150 E 232403 N 0891750 E</p>	<p><u>ALT 3000 ft</u> GROUND /WATER</p>	<p>Military Helicopter Flying Active : H 24</p>
<p>VGR 25 Dhaka/Jashore Area Bounded by lines joining successively the following points:</p> <p>233703 N 0901750 E 233303 N 0903050 E 231103 N 0904750 E 224103 N 0890151 E 225703 N 0885851 E 233703 N 0901750 E</p>	<p><u>FL060</u> GROUND / WATER</p>	<p>Military Jet Flying * Upper limit is 2000 ft (AGL) in the area which falls within Dhaka CTR Active : H 24</p>
<p>VGR 26 (Chattogram/Dhaka) Area Bounded by lines joining successively the following points:</p> <p>231103 N 0904750 E 223303 N 0911450 E 223303 N 0905950E 220303 N 0905950 E 215303 N 0901950 E 223003 N 0890851 E 224303 N 0890851 E 2301103 N 0904750 E</p>	<p><u>FL100</u> GND/ WATER</p>	<p>Military Jet Flying Active : H 24</p>
<p>VGR 27 (Chattogram) Area Bounded by lines joining successively the following points:</p> <p>223303 N 0911450 E 222003 N 0912350 E 220903 N 0912450 E 220303 N 0905950 E 223303 N 0905950 E 223303 N 0911450 E</p>	<p><u>FL 60</u> GROUND/ WATER</p>	<p>Military Jet Flying Active : H 24</p>

Identification, name and lateral limits	<u>Upper Limit</u> <u>Lower Limit</u>	Remarks (Time of activity, Type of restriction, nature of hazard, risk of interception)
1	2	3
<p>VGD 28 (Bandarban) Area Bounded by lines joining successively the following points 221254 N 0920258 E 221317 N 0920324 E 220644 N 0921430 E 220108 N 0921449 E 220136 N 0921223 E 220325 N 0920737 E 220558 N 0920703 E 221254 N 0920258 E</p>	<p><u>FL 080</u> GND</p>	<p>Practice firing by Bangladesh Army Active: BTN 0000-1700 daily. In case of any change in height/altitude or operation hour prior NOTAM will be issued.</p>
<p>VGD 29(Cox's Bazar) Area Bounded by lines joining successively the following points: 211500 N 0920300 E 212400 N 0915100 E 210950 N 0914700 E 205830 N 0920000 E 211500 N 0920300 E</p>	<p><u>FL 530</u> GND/WATER</p>	<p>Practice firing by Bangladesh Army Active: Date and period of activity will be notified by NOTAM.</p>
<p>VGD 30 Area bounded by lines joining successively by the following points: 21 20 30N 090 34 00E 21 41 00N 091 14 00E 21 20 30 N 091 28 00E 21 00 00N 090 47 30E 21 20 30N 090 34 00E</p>	<p><u>FL 100</u> WATER</p>	<p>Firing by Naval Ship Active: From April to September: 03 days in a week (Monday to Wednesday) From October to March: 05 days in a week (Sunday to Thursday) Duration of the operation: BTN 0000-1600 Hours</p>
<p>VGD 32 Area bounded by lines joining successively by the following points: 20 07 00N 090 52 00E 20 22 00N 091 06 00E 20 00 00N 091 36 00E 19 44 00N 091 21 00E 20 07 00N 090 52 00E</p>	<p><u>FL 400</u> WATER</p>	<p>Firing by Naval Ship Active: From April to September: 03 days in a week (Monday to Wednesday) From October to March: 05 days in a week (Sunday to Thursday) Duration of the operation: BTN 0000-1600 Hours</p>

DANGER, RESTRICTED AND PROHIBITED AREAS		
Identification, name and lateral limits	<u>Upper Limit</u> <u>Lower limit</u>	Remarks (Time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
VGD 33 Area bounded by lines joining successively by the following points: 20 22 00N 091 06 00E 20 46 30N 091 31 00E 20 24 00N 091 59 00E 20 00 00N 091 36 00E 20 22 00N 091 06 00E	<u>FL 100</u> WATER	Firing by Naval Ship Active: From April to September: 03 days in a week (Monday to Wednesday) From October to March: 05 days in a week (Sunday to Thursday) Duration of the operation: BTN 0000-1600 Hours
VGD 34 Area bounded by lines joining successively by the following points: 21 18 00N 089 31 00E 21 18 00N 089 50 00E 21 04 00N 089 54 00E 21 04 00N 089 34 00E 21 18 00N 089 31 00E	<u>FL 400</u> WATER	Firing by Naval Ship Active: From April to September: 03 days in a week (Monday to Wednesday) From October to March: 05 days in a week (Sunday to Thursday) Duration of the operation: BTN 0000-1600 Hours
VGD 35 Area bounded by lines joining successively by the following points: 20 58 00N 089 34 00E 20 58 00N 089 54 00E 20 34 00N 089 54 00E 20 34 00N 089 34 00E 20 58 00N 089 34 00E	<u>FL100</u> WATER	Firing by Naval Ship Active: From April to September: 03 days in a week (Monday to Wednesday) From October to March: 05 days in a week (Sunday to Thursday) Duration of the operation: BTN 0000-1600 Hours
VGP-36 (Dhaka) Area bounded by a circle of ½ KM radius centred at a point: 234606N 0902330E	<u>ALT 2000ft.</u> GND	Prime Minister's Office Active Permanent VGTJ west circuit shall not come under this non flying zone.
VGR-37 (Rajendrapur) Area bounded by lines joining successively by the following points: 240500N 0902526E 240525N 0902525E 240525N 0902620E 240500N 0902620E 240500N 0902526E	<u>ALT 2000ft.</u> GND	Military Installation Active: H 24 Flying may be conducted in coordination with ATCS and Bangladesh Army.
VGR 38 (Chattogram) Area bounded by a circle of 1.5KM radius centred at a point 222515N 0914800E	<u>ALT 2000ft.</u> GND	Military Installation Active: H 24 Flying may be conducted in coordination with ATCS and Bangladesh Army.

DANGER, RESTRICTED AND PROHIBITED AREAS		
Identification, name and lateral limits	Upper Limit Lower limit	Remarks (Time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
VGR 39 (Rangpur) Area bounded by a circle of 1.5 km radius and centered at a point: 254500N 0891400E	<u>ALT2000ft.</u> GND	Military Installation Active: H 24 Flying may be conducted in coordination with ATCS and Bangladesh Army.
VGR -40 (BHATIARY, CHATTOGRAM). Area bounded by lines joining successively by the following points 22 24 00N 091 48 00E 22 20 00N 091 48 00E 22 20 00N 091 52 00E 22 24 00N 091 52 00E 22 24 00N 091 48 00E	<u>ALT2500ft</u> GND	Military Installation Active: H 24 Flying may be conducted in coordination with ATCS and Bangladesh Army.
VGR-41 (Bogura- Jamalpur- Gaibanda) Area bounded by lines joining successively by the following points: 252700N 0891630E 252530N 0893800E 250845N 0894700E 245530N 0895500E 243430N 0894430E 245400N 0893430E 250400N 0892830E 251600N 0892200E 252700N 0891630E	<u>FL 080</u> GND	Military Training Flying Area Active: H 24
VGR-42 (Bogura-Natore-Gaibandha) Area bounded by lines joining successively by the following points: 245800N 0890900E 245200N 0891200E 244700N 0891600E 244000N 0892000E 242800N 0892700E 242700N 0890000E 243830N 0885830E 245800N 0890900E	<u>FL 080</u> GND	Military Training Flying Area Active: H24

PROHIBITED RESTRICTED AND DANGER AREA - CHART



Replacement of 4 Reporting Points (BATEL, SARAR, MIMAR & UBLIN)
VGD21 & VGD31 Deleted

INTENTIONALLY LEFT BLANK

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 made 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 including territorial waters 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).

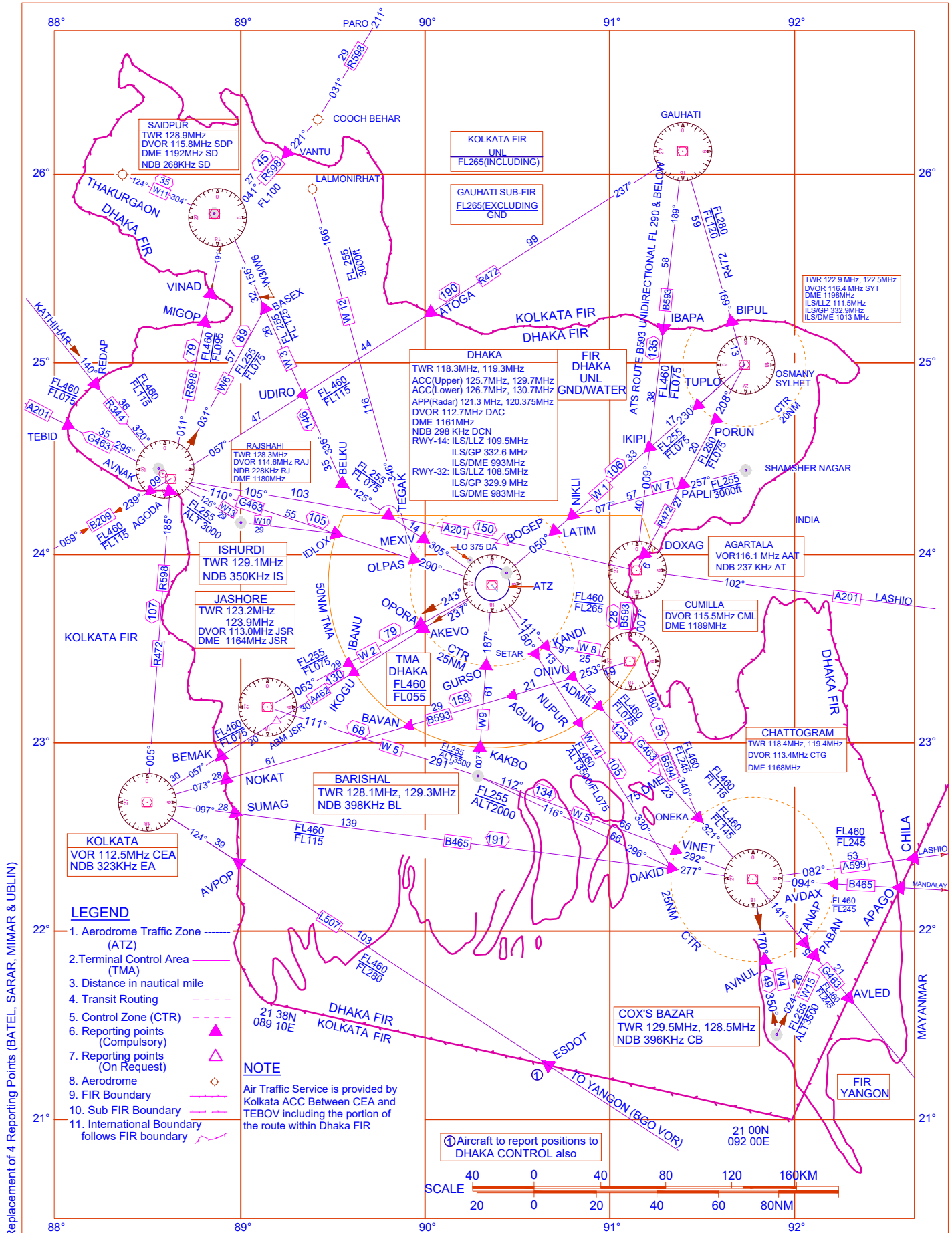
3.2.1 PROCEDURES FOR AIR DEFENCE CLEARANCE

- a) Aircraft intending to operate into, through or within the Bangladesh ADIZ shall obtain ADC number from the appropriate ATS unit before takeoff, except the followings:
 - (1) Local flights conducted at any airport within, Dhaka FIR and within the relevant ATZ at or below 2000 ft AGL.
 - (2) The local flights at an airport having Control Zone when required / approved by ATC to operate beyond 05 NM but within the Control Zone.
- b) All aircraft intending to overfly Bangladesh ADIZ or land in any airfield within Dhaka Flight Information Region (FIR) shall obtain ADC at least 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.
- c) ADC number shall be valid for the entire route, irrespective of intermediate halts for flight originating in and transiting through the Bangladesh ADIZ. →
- 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.
- e) In the event of communication difficulties at the place of departure, or delay in receipt of ADC number, the aircraft equipment with appropriate radio equipment may be allowed to take off with instructions to obtain ADC number immediately after airborne from the appropriate ATS unit.

- f) 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.
- g) For the time being domestic flights, flights of state aircraft and general aviation aircraft of Bangladesh intending to operate within Bangladesh ADIZ shall not be required to obtain ADC number.
- h) 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.
- i) Aircraft approaching Bangladesh ADIZ off the ATS routes shall provide the estimated time over the ADIZ boundary at least 10 minutes in advance.
- j) If unable to establish and maintain radio communication with appropriate ATS unit, the pilot shall contact the nearest Air Defence Unit on 124.20 MHz/6826 KHz for positive identification prior to entering Bangladesh ADIZ.
- k) Aircraft flying without a valid ADC number or failing to comply with any restriction or deviating from light plan will be liable to interception by Bangladesh Air Force Interceptor aircraft according to ICAO Standard Interception Procedure.
- l) 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	: adncbaf@baf.mil.bd ←
ATN	: VGFRZQZX
HF	: 6826 KHz
VHF	: 124.20 MHz

ENROUTE CHART INTERNATIONAL & DOMESTIC ATS ROUTES



- LEGEND**
1. Aerodrome Traffic Zone (ATZ) ———
 2. Terminal Control Area (TMA) ———
 3. Distance in nautical mile ———
 4. Transit Routing ———
 5. Control Zone (CTR) ———
 6. Reporting points (Compulsory) ▲
 7. Reporting points (On Request) △
 8. Aerodrome ○
 9. FIR Boundary ———
 10. Sub FIR Boundary - - - - -
 11. International Boundary follows FIR boundary ———
- NOTE**
Air Traffic Service is provided by Kolkata ACC Between CEA and TEBOV including the portion of the route within Dhaka FIR

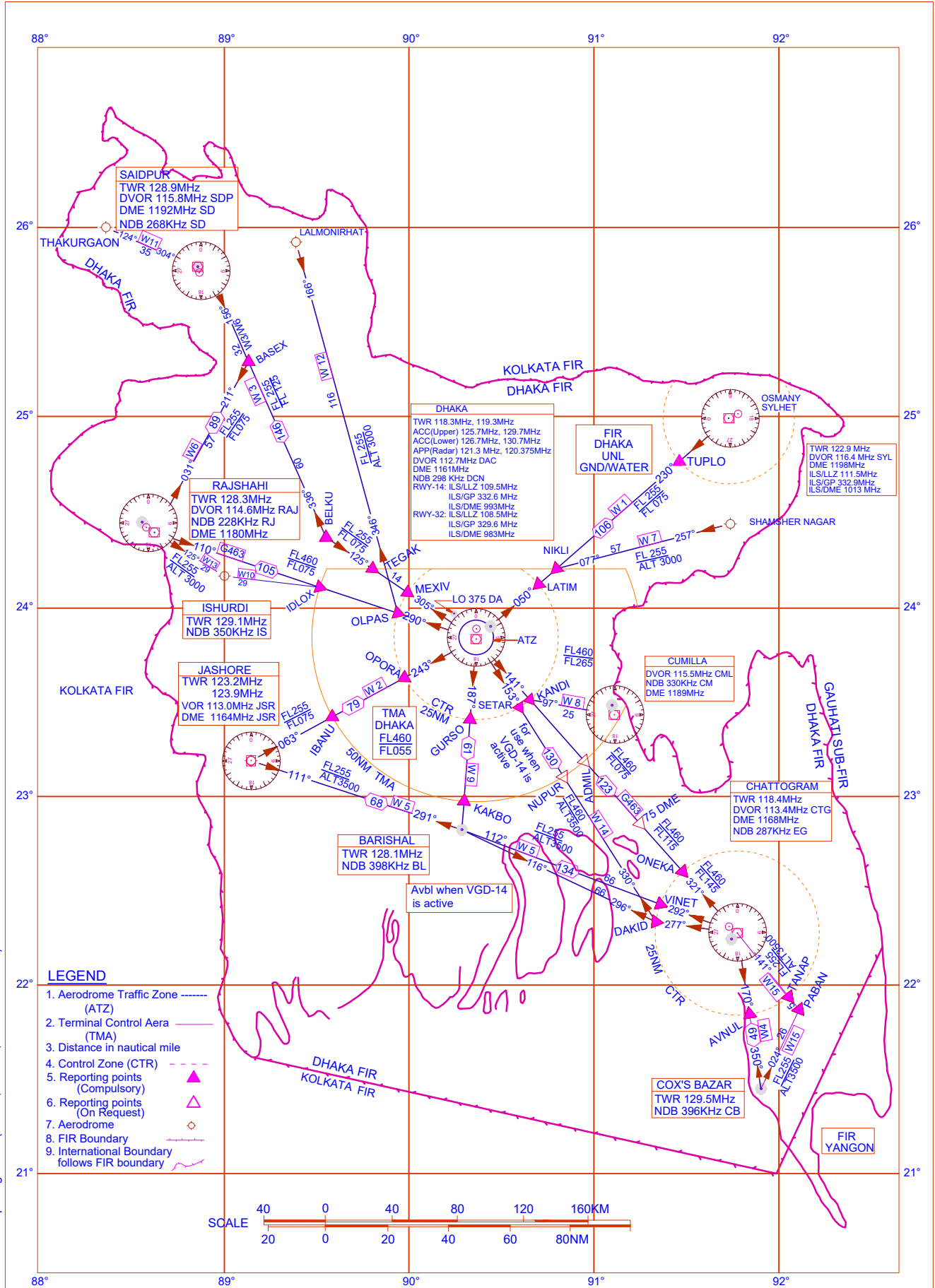
① Aircraft to report positions to DHAKA CONTROL also



Replacement of 4 Reporting Points (BATEL, SARAR, MIMAR & UBLIN)

INTENTIONALLY LEFT BLANK

DOMESTIC ATS ROUTES IN BANGLADESH



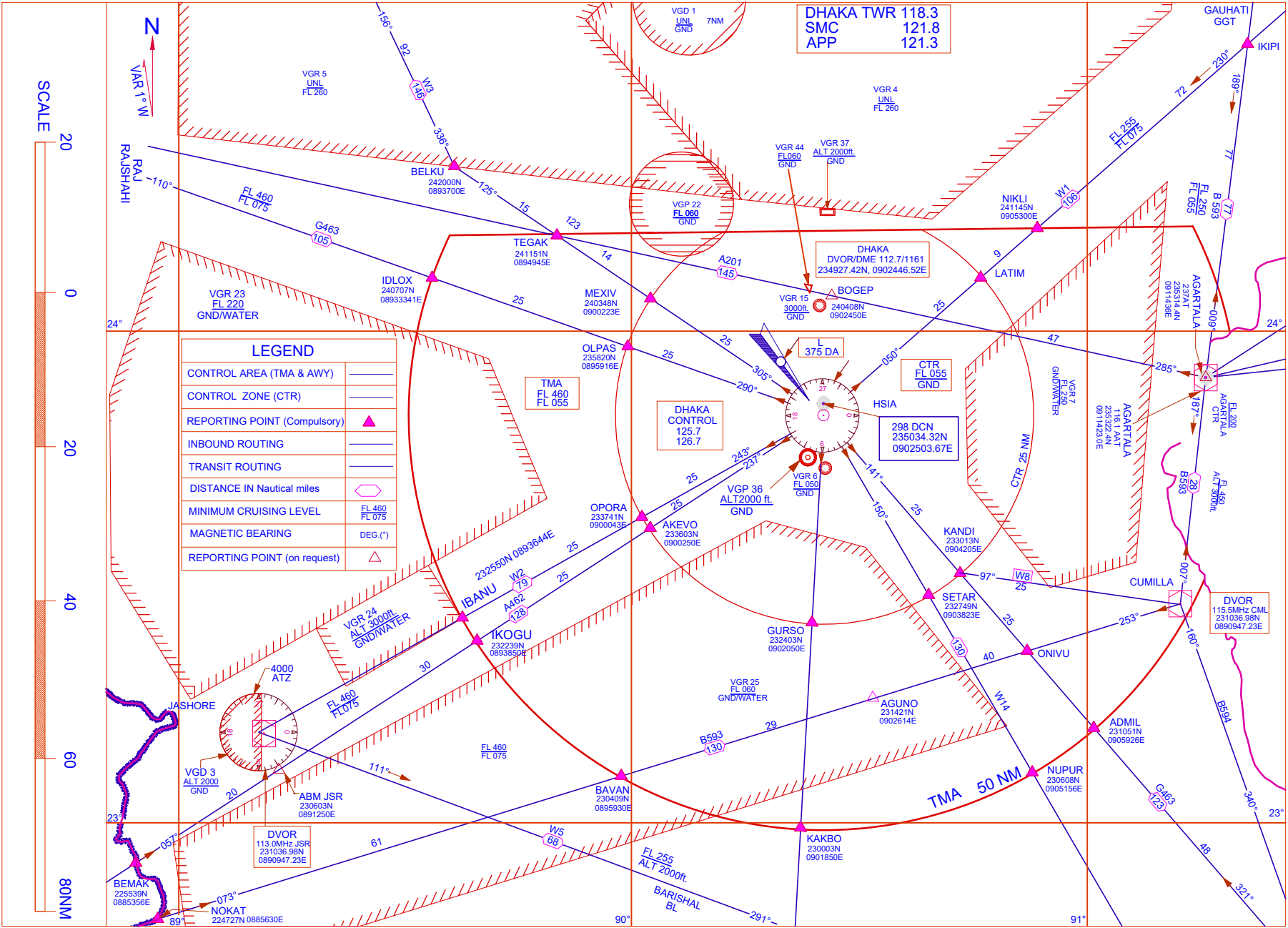
Replacement of 4 Reporting Points (BATEL, SARAR, MIMAR & UBLIN)

INTENTIONALLY LEFT BLANK

Replacement of 2 Reporting Points (BATEL & MIMAR)

CIVIL AVIATION AUTHORITY

AIP AMDT 02/23



INTENTIONALLY LEFT BLANK

VGHS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

VGHS AD 2.20 LOCAL TRAFFIC REGULATIONS

Prior approval to be obtained from ATC

VGHS AD 2.21 NOISE ABATEMENT PROCEDURES

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

VGHS AD 2.22 FLIGHT PROCEDURES

NIL

VGHS AD 2.23 ADDITIONAL INFORMATION

1. Bird Concentrations:

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

2. Additional Information:

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

(b) There are 2(two) arresting barriers located at distance of 57 m and 117 m respectively from ends of runway 14 and runway 32 (within runway strips) and barrier base of height 2(two) feet from the surface, located 31m away on each side of the extended center line of the runway. Pilots have to exercise caution during landing and take-off especially when runway is wet and strong wind from NE.

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, Gulshan I	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 187 radial.
		KAKBO ONE ALFA	Maintain Runway heading to 2000 ft then turn right to intercept 187 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.

DEPARTURE RUNWAY 32

ATS route Designator	TMA Boundary Designator	SID Designator	Routing after take off
W1	NIKLI	NIKLI TWO	Maintain Runway heading to 1000ft then turn right to intercept the 050 radial.
G463	ADMIL	ADMIL TWO	Maintain Runway heading to 1000ft then turn right to intercept the 141 radial.
W3	TEGAK	TEGAK TWO	Maintain Runway heading to 1000ft then turn left to intercept the 305 radial.
A462	IKOGU	IKOGU TWO	Maintain Runway heading to 1000ft then turn left to intercept the 237 radial.
W2	IBANU	IBANU TWO	Maintain Runway heading to 1000ft then turn left to intercept the 243 radial.
G463	IDLOX	IDLOX TWO	Maintain Runway heading to 1000ft then turn left to intercept the 290 radial.
W9	KAKBO	KAKBO TWO	Maintain Runway heading to 1500ft then turn left to intercept the 187 radial.
W14	NUPUR	NUPUR TWO	Maintain Runway heading to 1500ft then turn left to intercept the 150 radial.
<p>2. SPEED LIMITATION FOR ARRIVING AIRCRAFT.</p> <p>IFR Flight: -N/A</p> <p>VFR Flight: -250 KT IAS below 3050m (10,000ft) AMSL.</p>			

VGHS 2.24 CHARTS RELATED TO HAZRAT SHAHJALAL INTL AIRPORT

ICAO CHARTS		
NR	Chart Type	Page NR (VGHS)
1.	Aerodrome Chart	AD 2-15
2.	Aerodrome Obstruction Chart	AD 2-17
3.	Parking Chart	AD 2-16
4.	Instrument Approach Chart	AD 2-19 to AD 2 – 49

INTENTIONALLY LEFT BLANK

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

1	ARP coordinates and site at AD	245740.83N 0915217.89E in the RWY
2	Distance and direction from city	05 NM N/NE of Town
3	AD elevation/reference temperature	50 FT/35.4 ⁰ C
4	MAG VAR	1 ⁰ W
5	AD administration, address, telephone, fax, AFS	Civil Aviation Authority of Bangladesh Postal address: Director, Osmani International Airport, Sylhet, Postal code 3102, Bangladesh Telephone : Director : 02996631143 Control TWR : 02996634315 VGSYZTZX
6	Types of traffic permitted	IFR/VFR
7	Remarks	Nil

VGSY AD 2.3 OPERATIONAL HOURS

SL Nr.	Services	Hours
1	Aerodrome Administration	As per government declared office hour. FRI & SAT holiday
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	Fueling	HO
9	Handling	HO
10	Security	HO
11	De-icing	NIL
12	Remarks	NIL

VGSY AD 2.4 HANDLING SERVICES AND FACILITIES

Manual Handling

VGSY AD 2.5 PASSENGER FACILITIES

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

VGSY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

VGSY AD 2.7 SEASONAL AVAILABILITY CLEARING

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

VGSY AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface : Bituminous Concrete Strength: PCN 40/F/C/Y/T(old apron), 70/R/C/X/T(new apron)
2	Taxiway width, surface and strength	Width : 75 ft Surface : Bituminous Concrete Strength: PCN 40/F/C/Y/T (Taxiway-A), 101/F/C/X/T (Taxiway-B)
3	Altimeter checkpoint location and elevation	Not designated
4	INS Checkpoints check point	NIL
5	INS Checkpoints	NIL
6	Remarks	NIL

VGSY AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM AND MARKINGS

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

VGSY AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPL

1	ABN/ IBN location, characteristics and hours of operation	Nil
2	LDI location and LGT Anemometer location and LGT	Nil Atop control TWR,LGT
3	TWY edge and center line lighting	Edge: AVBL Center line: Nil
4	Secondary power supply switch-over time	During main power supply failure, Automatic standby generator power supply available within 15 seconds.
5	Remarks	Apron lights avbl

VGSY AD 2.16 HELICOPTER LANDING AREA

As directed by ATC

VGSY AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	Sylhet Control Zone (CTR)
	Lateral limits	A circle of 20 NM radius centered at Sylhet VOR (245747.75 N 915142.06 E) except that portion which falls within Kolkata/Guwahati FIR
2	Vertical limits	GND to FL 075 AGL
3	Airspace Classification	C
4	ATS unit call sign Language (S)	Sylhet Tower English
5	Transition altitude	4000 ft
6	Remarks	Nil

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 (ALT)
3	Airspace	C
4	Unit Language	Sylhet Tower English
5	Transition altitude	4000 ft
6	Remarks	Nil

VGSY AD 2.18 AIR TRAFFIC SERVICES COMMUNICATIONS FACILITIES

Service designator	Call Sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
→ Aerodrome and Approach Control Service (Non-Radar)	Sylhet TWR	122.9 MHz (main) 122.5 MHz (sdby)	HO	NIL

VGSY AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid Variation	Ident	Frequency	Operation hours	Coordinates	Elevation of Nav aids transmitting antenna (ft)	Remarks
D/VOR	SYT	116.4 MHz	HO	245747.75 N 0915142.06E	74.16	-
DME	SYT	1198 MHz	HO	245747.75 N 0915142.06E	74.16	Collocated with DVOR
→ NDB	-	-	-	-	-	Dismantled
ILS/LLZ-11	SYL	111.5 MHz	HO	245726.52 N 0915254.94E	65	-
ILS/GP-11	-	332.9 MHz	HO	245802.00 N 0915111.86E	84.40	-
ILS/DME-11	-	1013 MHz	HO	245801.86N 0915112.18E	65	Collocated with GP

VGSY AD 2.20 LOCAL TRAFFIC REGULATIONS

Prior approval to be obtained from ATC

VGSY AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VGSY AD 2.22 FLIGHT PROCEDURES

INTENTIONALLY BLANK

VGSY AD 2.23 ADDITIONAL INFORMATION

1. There is an overhead electrical distribution line (Electric poles) of approximate height 50 ft across the approach path of RWY 29, approximate distance from the THR 29 is 500 ft.
2. Lack of required width (140 m or 460 feet) of northern side strip of the runway measured along the runway 1078 ft from threshold RWY-11 and offset towards the north where the width of the runway strip is 310 ft. Pilots to exercise caution during landing and take-off.

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

ICAO CHARTS			
	CHART TYPE	PAGE NR. (VGSY)	REMARKS
1	AERODROME CHART	AD 2-9	
2	PARKING CHART	AD 2-10	
3	INSTRUMENT APPROACH CHART	AD 2-13, AD 2-17 to AD 2-21	2 (two) IAC has been removed from AD 2-11 and AD 2-15 due to removal of NDB;

INTENTIONALLY LEFT BLANK

INTENTIONALLY LEFT BLANK

INTENTIONALLY LEFT BLANK

VGCM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VGCM-CUMILLA STOLPORT, CUMILLA

VGCM AD 2.2 AERODROME GEOGRAFICAL AND ADMINISTRATION DATA

1	ARP coordinates and site at AD	232615.71N 911122.28E,centreof the RWY
2	Distance and direction from city	03 NM South east Cumilla town.
3	AD elevation/reference temperature	25 ft/ 36.9 ⁰ C
4	MAG VAR	1 ⁰ W
5	AD administration, address, telephone	Civil Aviation Authority of Bangladesh Postal address: Airport Manager Cumilla STOL PORT, Cumilla, Bangladesh. Telephone :APM: 880- 81-76119 (Off)
6	Types of traffic permitted IFR/VFR	IFR/VFR
7	Remarks	Nil

VGCM AD 2.3 OPERATIONAL HOURS

SL. Nr.	Services	Hours
1	Aerodrome Administration	As per government declared office hour. FRI & SAT holiday
2	Custom and Immigration	Nil
3	Health and Sanitation	Nil
4	AIS briefing office	Nil
5	ATS Reporting Office (ARO)	Nil
6	MET briefing office	Nil
7	Air traffic services	Nil
8	Fueling	Nil
9	Handling	Nil
10	Security	Nil
11	De-icing	Nil
12	Remarks	Nil

VGCM AD 2.4 HANDLING SERVICES AND FACILITIES

NIL

VGCM AD 2.5 PASSENGER FACILITIES

NIL

VGCM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES
NIL

VGCM AD 2.7 SEASONAL AVAILABILITY CLEANING
NIL

VGCM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface: Bituminous Concrete Strength: Flexible pavement
2	Taxiway width, surface and strength	Width: Surface: Bituminous Concrete Strength:
3	Altimeter checkpoint location and elevation	Not designated
4	INS Checkpoints check point	Nil
5	INS Checkpoints	NIL
6	Remarks	NIL

VGCM AD 2.9 SURFACE MOVEMENT GUIDENCE AND CONTROL SYSTEM AND MARKINGS

RWY and TWY Markings Are Available

VGCM AD 2.10 AERODROME OBSTACLES

SINr	Name of the Critical Points/Obstacles/Structures	WGS-84 Co-ordinates		Elevation	
		Latitude	Longitude	Feet	Meter
1.	D-VOR	232600.03N	911124.93E	46.61	14.21
2.	NDB	232610.33N	911115.86E	78.05	23.79
3.	Control Tower	232609.58N	911116.48E	68.55	20.89
4.	Faruk Tower (Mansur Tower), Ashrafpur, Rajapur, Cumilla.	232615.97N	911039.36E	133.87	40.80

VGCM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

NIL

VGCM AD 2.12 RUNWAYS 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
			RWY	SWY			
1	2	3	4		5	6	7
16	163 ⁰	914 X 30	Flexible Pavement Bituminous concrete	Brick Soling	232627.95N 911118.13E	25	-
34	343 ⁰	914 X 30			232559.10N 911127.62E	25	

Designation RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip Dimensions (m)	OFZ	Remarks
8	9	10	11	12	13
16	60x30	60x75	1034x150	Within the CWY	NIL
34	60x30	300x75	1034x150	Within the CWY	NIL

VGJR AD 2.1 AERODROME LOCATION INDICAATOR AND NAME

VGJR -JASHORE AIRPORT, JASHORE.

VGJR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATION DATA

1	ARP co-ordinates an site at AD	231101.66N 0890939.16E in the RWY
2	Distance and direction from city	04 NM North of Town (GPO).
3	AD elevation / reference temperature	20FT/40.5 ⁰ C
4	MAG VAR	1 ⁰ W (Annual Change Negligible)
5	AD administration, address, telephone telefax, telex, AFS	Civil Aviation Authority of Bangladesh Postal address: Airport Manager Jashore airport, Jashore. Bangladesh Telephone: APM: 02477764915 TWR: 02477765348 Mobile: 01894909622
6	Types of traffic permitted	IFR/VFR
7	Remarks	Nil

VGJR AD 2.3 OPERATIONAL HOURS

SL.Nr.	Services	Hours
1.	Aerodrome Administration	As per government declared office hour. FRI & SAT holiday
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	Fueling	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	fueling 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
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	Altimeter checkpoint location and elevation	Not designated
4	INS Checkpoints check point	NIL
5	INS Checkpoints	NIL
6	Remarks.	NIL

VGJR AD 2.9 SURFACE MOVEMENT GUIDENCE AND CONTROL SYSTEM AND MARKING

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	-	-	-	Dismantled
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 ⁰ 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 ⁰ M fm Control TWR
17.	Garrison Mosque	---	---	115	050 ⁰ 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 ⁰ TRUE	2420X45	PCN 17F/C/W/T Bituminous concrete	231137.94 N 890922.92 E	20	0%
34	337 ⁰ 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	
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 Length: 280 M	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	Simple Approach lighting system Length : 150 M	Six green LGT	PAPI	NIL	NIL	60 m apart 73 Nr White Omni- directional with fixed intensity		NIL	

VGJR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN Location, characteristics and hours of operation	Altn W/ G every 5 sec Hours: HO
2	LDI location and LGT Anemometer location and LGT	Nil Atop control TWR, LGT
3	TWY edge and centre line lighting	Edge: AVBL Centre line: 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

VGJR AD 2.16 HELICOPTER LANDING AREA

As directed by ATC

VGJR AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	Aerodrome Traffic Zone (ATZ)
	Lateral limits	ATZ is an oval shaped area joining outer tangents of 5 NM (9 km) radius circle centered at the Runway centre and both ends of the Runway.
2	Vertical limits	4 000 ft (ALT)
3	Airspace	D
4	Unit Language	Jashore Tower English
5	Transition Altitude	4000 ft
6	Remarks	NIL

VGJR AD 2.18 AIR TRAFFIC SERVICES COMMUNICATIONS FACILITIES

Service designator	Call Sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
Aerodrome Control Service	Jashore Tower	123.2 MHz (PRI) 123.9 MHz (SRY)	HO	EM: A3
Surface Movement Control (SMC)	Jashore Ground	121.8 MHz	HO	EM : A3

VGJR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Types of aid variation	Ident	Frequency	Hours of operation	Coordinates	Elevation of DME Transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	--	--	--	--		Dismantled
D/VOR	JSR	113.0 MHz	HO	231206.37N 0890910.37E		
DME	JSR	1164 MHz	HO	231206.37N 0890910.37E		

VGJR AD 2.20 LOCAL TRAFFIC REGULATIONS

Prior approval to be obtained from ATC

VGJR AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VGJR AD 2.22 FLIGHT PROCEDURES

NIL

VGJR AD 2.23 ADDITIONAL INFORMATION

NIL

VGJR AD 2.24 CHARTS RELATED TO JASHORE AIRPORT

ICAO CHARTS		
Nr	TYPE OF CHART	PAGE NR (VGJR)
1.	AERODROME CHART	AD 2-7
2.	INSTRUMENT APPROACH CHART	AD 2-9 to AD 2-15

VGRJ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

VGRJ 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
17	170 ⁰ TRUE	1829X30	PCN 17/R/C/Y/T Bituminous concrete	242643.78N 0883653.91E	55	0%
35	350 ⁰ TRUE	1829X30		242545.16N 0883705.13E	55	0%
Designator RWY NR	SWY dimensions m)	CWY dimensions (m)	Strip dimensions(m)	RESA	OFZ	Remarks
	8	9	10	11	12	13
17	---	150X150	1981X150	90x60	Within the CWY	Nil
35	60X30	210X150	1981X150	90x60	Within the CWY	Nil

VGRJ AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	RESA(m)	REMARKS
1	2	3	4	5	6	7
17	1829	1979	1829	1829	90	-
35	1829	2039	1889	1829	90	

VGRJ AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY designator	APCH	THR	PAPI	TDZ	RWY centre	RWY edge	END & WBAR	SWY	Remarks
1	2	3	4	5	6	7	8	9	10
17	Nil	Six green LGT	PAPI AVBL	Nil	NIL	56 Nr 60 M apart white omni directional with fixed intensity	END: Avbl 6 Red LGT Unidirectional WBAR :Nil	NIL	Kerosene flares avbl
35	NIL	Six green LGT	PAPI AVBL	Nil	NIL	56 Nr 60 M apart white omni directional with fixed intensity		NIL	

VGRJ 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,
3	TWY edge and center line lighting	Edge: AVBL Centre line: Nil
4	Secondary power supply switch-over time	During main power supply failure, Automatic standby generator power supply available within 15 seconds
5	Remarks	Kerosene flares avbl

VGRJ AD 2.16 HELICOPTER LANDING AREA

As directed by ATC

VGRJ AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	Aerodrome Traffic Zone (ATZ)
	Lateral limits	ATZ is an oval shaped area joining outer tangents of 5 NM (9 km) radius of circle, centered at the Runway center and both ends of the Runway.
2	Vertical limits	4000 ft (ALT)
3	Airspace	D
4	Unit	Rajshahi Tower
	Language	English
5	Transition Altitude	4000 ft
6	Remarks	NIL