

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

AIP AMDT

TEL: +88-02-8901904-13/ext:3431,3409 FAX:+88-02-8901411 AFS:VGHQYOYX Email:aiscaab@bracnet.net	AIP AMENDMENT NR. 02/14 16 OCT 2014
---	---

Publication date 18 SEP 2014.

Effective date 160000 OCT 2014.

1. SIGNIFICANT INFORMATION AND CHANGES:

- (a) Some Instrument Approach Charts of VGSY and VGEG have been revised.
- (b) Visibility minima for some airports have been corrected.
- (c) New PCN of VGHS (RWY and TWY).

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 THIS AMENDMENT INCORPORATES INFORMATION CONTAINED IN THE FOLLOWING WHICH ARE HEREBY SUPERSEDED.

5.1 NOTAM: A0260/12,A0280/13.

5.2 AIP Supplements 1-4/14 are hereby superseded.

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						

INTENTIONALLY LEFT BLANK

GEN 0.4 CHECKLISTS OF AIP PAGES

PAGE	DATE	PAGE	DATE	PAGE	DATE
PART 1 GENERAL (GEN)					
GEN 0		GEN 2		3.2-1	03 APR 2 014
0.1-1	03 JUN 2010	2.1-1	03 JUN 2010	3.2-2	03 APR 2 014
0.1-2	03 JUN 2010	2.1-2	03 JUN 2010	3.2-3	30 JUN 2011
0.1-3	03 JUN 2010	*2.1-3	*16 OCT 2014	3.3-1	18 OCT 2012
*0.2-1	*16 OCT 2014	2.2-1	03 JUN 2010	3.3-2	18 OCT 2012
*0.3-1	*16 OCT 2014	2.2-2	03 JUN 2010	3.3-3	03 APR 2 014
*0.4-1	*16 OCT 2014	2.2-3	03 JUN 2010	3.4-1	03 APR 2 014
*0.4-2	*16 OCT 2014	2.2-4	03 JUN 2010	3.4-2	03 APR 2 014
*0.4-3	*16 OCT 2014	2.2-5	03 JUN 2010	3.4-3	03 JUN 2010
*0.4-4	*16 OCT 2014	2.2-6	03 JUN 2010	3.4-4	30 JUN 2011
0.5-1	03 JUN 2010	2.2-7	03 JUN 2010	3.4-5	30 JUN 2011
0.6-1	03 JUN 2010	2.2-8	03 JUN 2010	3.4-6	04 APR 2013
0.6-2	03 JUN 2010	2.2-9	03 JUN 2010	3.4-7/diagram	03 MAR 2014
0.6-3	03 JUN 2010	2.2-10	03 JUN 2010	3.4-8/diagram	30 JUN 2011
GEN 1		2.2-11	03 JUN 2010	3.5-1	30 JUN 2011
1.1-1	18 OCT 2012	2.2-12	03 JUN 2010	3.5-2	03 JUN 2010
1.1-2	18 OCT 2012	2.2-13	03 JUN 2010	3.5-3	03 JUN 2010
1.2-1	17 OCT 2013	2.3-1	03 JUN 2010	3.5-4	30 JUN 2011
1.2-2	17 OCT 2013	2.3-2	03 JUN 2010	3.5-5	04 APR 2013
1.2-3	17 OCT 2013	2.4-1	30 JUN 2011	* 3.6-1	*16 OCT 2014
1.2-4	17 OCT 2013	*2.5-1	*16 OCT 2014	* 3.6-2	*16 OCT 2014
1.2-5	03 JUN 2010	2.5-2	BLANK	3.6-3	03 JUN 2010
1.2-6	03 JUN 2010	2.5-3/chart	03 APR 2 014	3.6-4	
1.3-1	03 JUN 2010	2.6-1	03 JUN 2010	GEN 4	
1.3-2	03 JUN 2010	2.6-2	03 JUN 2010	4.1-1	17 OCT 2013
1.3-3	03 JUN 2010	2.6-3	03 JUN 2010	4.1-2	17 OCT 2013
1.3-4	03 JUN 2010	2.7-1	03 JUN 2010	4.1-3	17 OCT 2013
1.4-1	03 JUN 2010	2.7-2	03 JUN 2010	4.1-4	17 OCT 2013
1.4-2	03 JUN 2010			4.2-1	17 OCT 2013
1.5-1	03 JUN 2010	GEN 3			
1.6-1	03 JUN 2010	3.1-1	18 OCT 2012		
1.7-1	03 JUN 2010	3.1-2	18 OCT 2012		
1.7-2	03 JUN 2010	3.1-3	03 JUN 2010		
1.7-3	03 JUN 2010	3.1-4	03 JUN 2010		
1.7-4	03 JUN 2010	3.1-5	04 APR 2013		
1.7-5	03 JUN 2010	3.1-6	04 APR 2013		

GEN 0.4 CHECKLISTS OF AIP PAGES

PAGE	DATE	PAGE	DATE	PAGE	DATE
PART-2 EN-ROUTE (ENR)					
ENR 0		1.8-11	03 JUN 2010	3.1-7	03 APR 2014
0.6-1	03 JUN 2010	1.8-12	03 JUN 2010	3.1-8	03 APR 2014
0.6-2	03 JUN 2010	1.8-13	03 JUN 2010	3.1-9	03 APR 2014
0.6-3	03 JUN 2010	1.8-14	03 JUN 2010		
ENR 1		1.8-15	03 JUN 2010	ENR 4	
1.1-1	03 JUN 2010	1.8-16	03 JUN 2010	4.1-1	17 OCT 2013
1.1-2	03 JUN 2010	1.8-17	03 JUN 2010	4.2-1	03 JUN 2010
*1.1-3	*16 OCT 2014	1.8-18	03 JUN 2010	4.3-1	30 JUN 2011
*1.1-4	*16 OCT 2014	1.8-19	03 JUN 2010	4.4-1	03 JUN 2010
1.1-5	03 JUN 2010	1.8-20	03 JUN 2010	ENR 5	03 JUN 2010
1.1-6	03 JUN 2010	1.8-21	03 JUN 2010	5.1-1	03 JUN 2010
*1.2-1	*16 OCT 2014	1.9-1	03 JUN 2010	5.1-2	03 JUN 2010
*1.3-1	*16 OCT 2014	1.10-1	04 APR 2013	5.1-3	30 JUN 2011
1.4-1	30 JUN 2011	1.10-2	04 APR 2013	5.1-4	03 JUN 2010
1.4-2	30 JUN 2011	1.11-1	30 JUN 2011	*5.1-5	*16 OCT 2014
1.4-3	30 JUN 2011	1.12-1	03 APR 2014	*5.1-6	*16 OCT 2014
1.4-4	30 JUN 2011	1.12-2	03 APR 2014	5.1-7	03 JUN 2010
*1.5-1	*16 OCT 2014	1.12-3	03 JUN 2010	5.1-8	03 JUN 2010
*1.5-2	*16 OCT 2014	1.12-4	03 JUN 2010	5.1-9	03 JUN 2010
1.5-3	03 JUN 2010	1.13-1	03 JUN 2010	5.1-10	03 JUN 2010
1.5-4	03 JUN 2010	1.14-1	03 JUN 2010	*5.1-11/chart	*16 OCT 2014
1.6-1	03 JUN 2010	1.14-2	03 JUN 2010	5.2-1	03 JUN 2010
1.6-2	03 JUN 2010	1.14-3	03 JUN 2010	5.3-1	03 JUN 2010
1.6-3	04 APR 2013	1.14-4	03 JUN 2010	5.4-1	03 JUN 2010
1.6-4	04 APR 2013	1.14-5	03 JUN 2010	5.5-1	03 JUN 2010
1.6-5	03 JUN 2010	1.14-6	03 JUN 2010	5.6-1	03 JUN 2010
1.7-1	03 JUN 2010	1.14-7	03 JUN 2010		
1.7-2	03 JUN 2010	1.14-8	03 JUN 2010	ENR 6	
1.7-3	03 JUN 2010	1.14-9	03 JUN 2010	*6-1/chart	*16 OCT 2014
1.7-4	30 JUN 2011	1.14-10	03 JUN 2010	*6-3/chart	*16 OCT 2014
1.7-5	30 JUN 2011	ENR 2		6-5/chart	03 APR 2014
1.8-1	03 JUN 2010	2.1-1	03 JUN 2010	6-7/chart	17 OCT 2013
1.8-2	03 JUN 2010	2.1-2	03 JUN 2010		
1.8-3	03 JUN 2010	2.2-1	03 JUN 2010		
1.8-4	03 JUN 2010	ENR 3			
1.8-5	03 JUN 2010	3.1-1	03 JUN 2010		
1.8-6	03 JUN 2010	3.1-2	03 JUN 2010		
1.8-7	03 APR 2014	3.1-3	03 JUN 2010		
1.8-8	03 APR 2014	3.1-4	03 JUN 2010		
1.8-9	03 APR 2014	3.1-5	03 APR 2014		
1.8-10	03 APR 2014	3.1-6	03 APR 2014		

GEN 0.4 CHECKLISTS OF AIP PAGES

PAGE	DATE	PAGE	DATE	PAGE	DATE
PART 3 AERODROMES(AD)					
AD 0		VGHS AD 2-37/Chart	30 JUN 2011	VGCB AD 2-1	03 JUN 2010
0.6-1	03 JUN 2010	VGHS AD 2-39/Chart	30 JUN 2011	VGCB AD 2-2	03 JUN 2010
0.6-2	03 JUN 2010	VGHS AD 2-41/Chart	30 JUN 2011	VGCB AD 2-3	18 OCT 2012
0.6-3	18 OCT 2012			VGCB AD 2-4	18 OCT 2012
0.6-4	18 OCT 2012	VGEG AD 2-1	08 MAR 2012	VGCB AD 2-5	03 APR 2014
0.6-5	18 OCT 2012	VGEG AD 2-2	08 MAR 2012	VGCB AD 2-7/chart	03 JUN 2010
0.6-6	18 OCT 2012	VGEG AD 2-3	08 MAR 2012	*VGCB AD 2-9/chart	*16 OCT 2014
0.6-7	18 OCT 2012	VGEG AD 2-4	08 MAR 2012	*VGCB AD 2-11/chart	*16 OCT 2014
		VGEG AD 2-5	17 OCT 2013		
AD 1		VGEG AD 2-6	17 OCT 2013	VGCM AD 2-1	03 APR 2014
1.1-1	03 JUN 2010	VGEG AD 2-7	08 MAR 2012	VGCM AD 2-2	03 APR 2014
1.1-2	03 JUN 2010	VGEG AD 2-8	08 MAR 2012	VGCM AD 2-3	03 APR 2014
1.1-3	03 JUN 2010	VGEG AD 2-9	18 OCT 2012	VGCM AD 2-4	03 APR 2014
1.1-4	03 JUN 2010	VGEG AD 2-10	18 OCT 2012	*VGCM AD 2-5/Chart	*16 OCT 2014
1.1-5	03 JUN 2010	VGEG AD 2-11/Chart	08 MAR 2012		
1.2-1	03 JUN 2010	VGEG AD 2-13/Chart	08 MAR 2012	VGIS AD 2-1	18 OCT 2012
1.3-1	17 OCT 2013	*VGEG AD 2-14/Chart	*16 OCT 2014	VGIS AD 2-2	18 OCT 2012
1.3-3/Chart	03 APR 2014	*VGEG AD 2-15/Chart	*16 OCT 2014	VGIS AD 2-3	03 JUN 2010
1.4-1	03 APR 2014	*VGEG AD 2-17/Chart	*16 OCT 2014	VGIS AD 2-4	03 JUN 2010
		*VGEG AD 2-19/Chart	*16 OCT 2014	VGIS AD 2-5	03 JUN 2010
AD 2		*VGEG AD 2-21/Chart	*16 OCT 2014	VGIS AD 2-7/chart	03 JUN 2010
VGHS AD 2-1	04 APR 2013	*VGEG AD 2-23/Chart	*16 OCT 2014	VGIS AD 2-9/Chart	03 JUN 2010
VGHS AD 2-2	04 APR 2013	*VGEG AD 2-25/Chart	*16 OCT 2014	VGIS AD 2-11/Chart	03 JUN 2010
*VGHS AD 2-3	*16 OCT 2014	*VGEG AD 2-27/Chart	*16 OCT 2014		
*VGHS AD 2-4	*16 OCT 2014	*VGEG AD 2-29/Chart	*16 OCT 2014	VGJR 2-1	03 JUN 2010
* VGHS AD 2-5	*16 OCT 2014			VGJR 2-2	03 JUN 2010
*VGHS AD 2-6	*16 OCT 2014	VGSY 2-1	03 APR 2014	VGJR 2-3	18 OCT 2012
VGHS AD 2-7	30 JUN 2011	VGSY 2-2	03 APR 2014	VGJR 2-4	18 OCT 2012
VGHS AD 2-8	30 JUN 2011	VGSY 2-3	08 MAR 2 012	VGJR 2-5	03 JUN 2010
VGHS AD 2-9	18 OCT 2012	VGSY 2-4	08 MAR 2 012	VGJR 2-6	03 JUN 2010
VGHS AD 2-10	18 OCT 2012	VGSY 2 -5	17 OCT 2 013	VGJR 2-7/Chart	03 JUN 2010
VGHS AD 2-11	30 JUN 2011	VGSY 2-6	08 MAR 2 012	VGJR 2-9/Chart	03 JUN 2010
VGHS AD 2-12	30 JUN 2011	VGSY 2-9/Chart	08 MAR 2 012	VGJR 2-11/Chart	03 JUN 2010
VGHS AD 2-13	30 JUN 2011	VGSY 2-11/Chart	08 MAR 2 012	*VGJR 2-13/Chart	*16 OCT 2014
VGHS AD 2-15/Chart	08 MAR 2012	*VGSY 2-13/Chart	03 JUN 2010	*VGJR 2-15/Chart	*16 OCT 2014
VGHS AD 2-16/Chart	08 MAR 2012	VGSY 2-15/Chart	*16 OCT 2014		
VGHS AD 2-17/Chart	08 MAR 2012	VGSY 2-17/Chart	03 JUN 2010		
VGHS AD 2-19/Chart	30 JUN 2011	*VGSY 2-19/Chart	*16 OCT 2014		
VGHS AD 2-21/Chart	08 MAR 2012	*VGSY 2-21/Chart	*16 OCT 2014		
VGHS AD 2-23/Chart	30 JUN 2011				
VGHS AD 2-25/Chart	30 JUN 2011	VGBG AD 2-1	08 MAR 2012		
VGHS AD 2-27/Chart	08 MAR 2012	VGBG AD 2-2	08 MAR 2012		
VGHS AD 2-29/Chart	30 JUN 2011	VGBG AD 2-3	08 MAR 2012		
VGHS AD 2-31/Chart	08 MAR 2012	VGBG AD 2-4	08 MAR 2012		
VGHS AD 2-33/Chart	08 MAR 2012	VGBG AD 2-5	08 MAR 2012		
VGHS AD 2-35/Chart	30 JUN 2011	VGBG AD 2-6	08 MAR 2012		
		VGBR AD 2-1	04 APR 2013		
		VGBR AD 2-2	04 APR 2013		
		VGBR AD 2-3	03 JUN 2010		
		VGBR AD 2-4	03 JUN 2010		
		VGBR AD 2-5	03 JUN 2010		
		VGBR AD 2-7/Chart	03 JUN 2010		
		VGBR AD 2-9/Chart	03 JUN 2010		
		VGBRAD2-11/Chart	03 JUN 2010		

GEN 0.4 CHECKLISTS OF AIP PAGES

PAGE	DATE	PAGE	DATE	PAGE	DATE
PART 3 AERODROMES (AD)					
VGRJ 2-1	03 APR 2014				
VGRJ 2-2	03 APR 2014				
VGRJ 2-3	04 APR 2013				
VGRJ 2-4	04 APR 2013				
VGRJ 2-5	03 JUN 2010				
VGRJ 2-7/Chart	03 JUN 2010				
*VGRJ 2-9/Chart	*16 OCT 2014				
*VGRJ 2-11/Chart	*16 OCT 2014				
*VGRJ 2-13/Chart	*16 OCT 2014				
*VGRJ 2-15/Chart	*16 OCT 2014				
VGSD 2-1	03 JUN 2010				
VGSD 2-2	03 JUN 2010				
VGSD 2-3	17 OCT 2013				
VGSD 2-4	03 JUN 2010				
VGSD 2-5	03 JUN 2010				
VGSD 2-7/Chart	03 JUN 2010				
VGSD 2-9/Chart	03 JUN 2010				
VGSD 2-11/Chart	03 JUN 2010				
VGSD 2-13/Chart	03 JUN 2010				
VGSD 2-15/Chart	03 JUN 2010				
VGSH 2-1	03 JUN 2010				
VGSH 2-2	03 JUN 2010				
VGSH 2-3	03 JUN 2010				
VGSH 2-4	03 JUN 2010				
VGSH 2-5/Chart	03 JUN 2010				
VTJ AD 2-1	03 JUN 2010				
VTJ AD 2-2	03 JUN 2010				
VTJ AD 2-3	03 JUN 2010				
VTJ AD 2-4	03 JUN 2010				
VTJ AD 2-5	03 JUN 2010				
VTJ AD 2-6	03 JUN 2010				
VTJ AD 2-7/chart	03 JUN 2010				

→ 5.3 The following is a list of national public holidays for 2014 with dates corresponding with the Gregorian calendar.

Public Holidays (2014)		
Date	Name of Holidays	Duration (Days)
21FEB	International Mother Language Day & Shahid Dibash	1
17 MAR	Birthday of father of the nation	1
26 MAR	Independence & National day	1
14 APR	Bangla New Year day	1
1 MAY	May-day	1
13 MAY	Buddha Purnima +	1
14 JUN	Shab-E-Barat *	1
25 JUL	Shab-E-Qadar *	1
28-30 JUL	Eid-UI-Fitre *	3
15 AUG	National Mourn Day	1
17 AUG	Janmastami	1
04 OCT	Durgapuja(Dashami) +	1
05- 07 OCT	Eid-UI-Azha *	3
04 NOV	Ashura *	1
16 DEC	Victory Day	1
25 DEC	X-MAS Day	1

INTENTIONALLY LEFT BLANK

GEN 2.5 LIST OF RADIO NAVIGATION AIDS

1. Alphabetical list of Navigation aids by Identification.

ID	STATION	FACILITY	PURPOSE
1	2	3	4
BL	Barisal	NDB	A
CB	Cox's Bazar	NDB	AE
CM	Comilla	NDB	AE
CML	Comilla	D-VOR/DME	AE
CTG	Shah Amanat Intl, Chittagong		AE
DA	Hazrat Shahjalal Intl, Dhaka	LO	A
DAC	Hazrat Shahjalal Intl, Dhaka	D-VOR/DME	AE
DCN	Hazrat Shahjalal Intl, Dhaka	NDB	AE
EG	Shah Amanat Intl, Chittagong	NDB	AE
IDA	Hazrat Shahjalal Intl, Dhaka	ILS/LLZ	A
ICG	Shah Amanat Intl, Chittagong	ILS/LLZ/DME	A
IS	Ishurdi	NDB	A
JR	Jessore	NDB	A
JSR	Jessore	VOR	
RAJ	Shah Mokhdum, Rajshahi	D-VOR/DME	AE
RJ	Shah Mokhdum ,Rajshahi	NDB	AE
SD	Saidpur	NDB	AE
SDP	Saidpur	VOR	AE
SY	Osmani Intl, Sylhet	NDB	A
SYL	Osmani Intl, Sylhet	ILS/LLZ/DME	A
SYT	Osmani Intl, Sylhet	D-VOR/DME	A
A= Aerodrome, E= En-route, AE=Both.			

INTENTIONALLY LEFT BLANK

GEN 3.6 SEARCH AND RESCUE

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.

**Area Control Centre,
HSIA International Airport,
Kurmitola, Dhaka-1229.**

Telephone : 880-2-8901462, 8901463
880-2-8914870-74 / Ext: 3465 & 3410.
Telefax : 880-2-8901924 ←
AFS : VGHSYCYX
Email : rcc_dhaka@caab.gov.bd ←

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.

1.2 Difference to these provisions are detailed in subsection GEN 1.7

2. **Area of Responsibility.**

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.

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

3 **Types of Services and Procedures.**

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.

3.1 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.

4. **SAR Agreements.**

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

4.2 Requests for the entry of aircraft, equipment and per 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, 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.

4.3 **Conditions of Availability.**

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.

5.1 ACCIDENT NOTIFICATION AND ACCIDENT INQUIRY

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

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

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.

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

5.6 **SAR Manager(Contact details):**

**Director (ATS and Aerodromes), Room Nr. 301, 2nd Floor,
ATS and Aerodromes Division, CAAB Headquarters,
Kurmitola, Dhaka-1229, Bangladesh.
Ph: + 8802-8901404,
Fax: + 8802-8901411
Email: datsaero@caab.gov.bd**

6 **Procedures and Signals Used.**

6.1 **PROCEDURES**

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

5.1 CONTROLLED AIRSPACE

Standard separation shall be provided in Controlled Airspace. When vertical separation is applied, the vertical separation minimum shall be 1000 feet up to FL280 and FL290 to FL410 for RVSM equipped ACFT and 2000 feet between FL290 and FL410 for non RVSM equipped ACFT and FL410 to UNL for all ACFT..

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

5.2 OUTSIDE CONTROLLED AIRSPACE (EN-ROUTE)

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

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

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

6 Reporting the Location of Birds in the Vicinity of Airports

6.1 INTRODUCTION

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

QUADRANTAL REPORTING PROCEDURES

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

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

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

Special Procedure for Dhaka FIR.

ENTRY IN DHAKA FIR.

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

AFPL/ DEP message shall be addressed to Dhaka ACC/FIC.

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

7.2 FLIGHTS THROUGH AIRSPACE DELEGATED TO KOLKATA ACC.

7.2.1 Within the triangular area bounded by the co-ordinates 2100N 09200E to 2235N 08856E to 2138N 08910E to 2100N 09200E responsibility for the provision of air traffic services between FL280 and FL 460 is delegated to Kolkata ACC/FIC.

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

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

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

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

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

DESCENT OF AIRCRAFT BOUND FOR KOLKATA

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

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

ENR 1.2 VISUAL FLIGHT RULES

1. Visual Flight Rules conform to the rules published in ANO(Rules of the Air) A.1, Chapter 4 Visual Flight Rules. Any Difference are published in GEN 1.7 ←

INTENTIONALLY LEFT BLANK

ENR 1.3 INSTRUMENT FLIGHT RULES

1. Instruments Flight Rules Conform to the rules published in ANO(Rules of the Air) A.1, Chapter 5 Instrument Flight Rules. Any difference is published in GEN 1.7. ←

INTENTIONALLY LEFT BLANK

ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES.

1. **General**

The Holding, Approach and Departure procedures in use are based on those contained in the latest edition of ICAO Doc 8168-OPS (PANS-OPS).

2. **Landing Flights (Arriving Flights)**

2.1 IFR Flight entering and landing within a Terminal control Area/Control zone will be cleared to a specified holding point and instructed to contact Tower at a specified time, level or position. The terms of this clearance shall be adhered to until further instructions are received from Tower. If the clearance limit is reached before further instructions have been received, holding procedure shall be carried out at the level last authorized.

2.2 Due to the limited airspace available, it is of importance that the approaches to the pattern and the holding procedures are carried out as exactly as possible. Pilots are strongly requested to inform ATC if for any reason the approach and / or holding cannot be performed as required.

3. **Departing Flights**

3.1 IFR flights departing from controlled aerodromes will receive initial ATC clearance through Aerodrome control Tower. The clearance will normally be limited to the controlled airspace.

3.2 Detailed instructions will be issued with regard to routes and turns etc., before take-off.

3.3 IFR flights departing from controlled aerodromes located outside controlled airspace shall file flight plan with the ATC Unit unless filed earlier and shall follow ATC instructions.

4 **Air Traffic Services Procedures.**

4.1 GENERAL

4.1.1 ICAO Standards and Recommended practices contained in ANO(Rules of the Air)A.1; ANO(ATS)A.1 and Rules of the Air and Air Traffic Services Procedures contained in Doc 4444(PANS -ATM) and Regional Supplementary Procedures contained in Doc 7030 for MID Asia Region are applicable. Differences are enumerated in GEN 1.7

4.1.2 The Semi Circular system of Cruising levels is followed in Bangladesh (ENR 1.7-4).

4.1.3 Aircraft shall operate along the ATS routes as applicable in accordance with ENR-3 if not otherwise cleared.

4.1.4 The data shown in ENR 1.5 and GEN 3.2.3 charts conform to the following :-

Bearings-degrees magnetic.

Distance (longitudinal), Nautical miles.

Distance (vertical)-feet related to MSL.

Rate of turn- Degrees per second

Turns will be made at rate 1(3 degrees per second) unless otherwise specified.



(e) Rate of descent. – feet per minute
500 FPM (Plus or minus 100 FPM) for standard instrument approach procedures.

4.1.5 Plan & procedure diagrams for holding and approach charts are designed on the basis of the following values.

(a) Tangible values (holding arc).

- (1) Maximum TAS of 240 KTS
- (2) Minimum TAS of 90 KTS
- (3) Still air condition.
- (4) Tolerance for ground and airborne equipment as prescribed in Annex 10.

(b) Intangible values.

- (1) Pilot proficiency.
- (2) Width of ambiguity at heights above beacons.
- (3) Effects of Turbulence.
- (4) Corrections by pilot for wind effect.

Note: Pilots are expected to know the current holding, approach & departure procedures (although ATC will provide this information on request).

4.2 Holding Procedures.

4.2.1 Initial approach tracks and holding patterns associated with Hazrat Shahjalal International Airport, Dhaka; Shah Amanat International Airport, Chittagong and other domestic aerodromes are detailed in AD-2 on specific charts prepared for the purpose along with approach procedures.

4.2.2 Holding patterns are race track and the following procedures apply :-

- (a) Follow the prescribed track inbound to the holding point.
- (b) Execute a 180 deg. turn in the direction specified so as to fly outbound on a track parallel to the inbound track.
- (c) Continue outbound for the time specified, and
- (d) Execute a 180 deg. turn so as to realign on to the inbound track.

4.2.3 Commencement of timing. Outbound timing should start from abeam the fix or on attaining the outbound heading, whichever comes later.

4.2.4 Outbound timing. The outbound timing should be one minute up to and including 4250 m(14000 ft) and one and half minutes above 4250m(14000 ft). However, it may be increased provided the protected airspace is adjusted in accordance with the principles contained herein. With DME available the outbound timing may be expressed in terms of distance. Where this is done care should be taken to ensure that at least thirty seconds should be available on the inbound track after completion of the turn to inbound and that slant range is taken into account.

INTENTIONALLY LEFT BLANK

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
<p>VGD 14 (CHITTAGONG, 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 route G463 below FL 230 on sector DAC-CTG-DAC should be followed the ATS route W14 and (b) Aircraft flying via W5 are to follow the diversion route as given below: CTG-Barisal-CTG: CTG VOR Radial-277-DAKID-296/116 MAG NDB "BL" Upper limit-FL255, Lower limit-ALT 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 (CHITTAGONG)</p> <p>A circle of half NM radius centered at a point</p> <p>222233 N 0914609 E</p> <p>Dist : 7.75 NM Bearing 336 from ARP, Chittagong 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 ←</p> <p>Area Bounded by lines joining successively the following points</p> <p>23 0103N 092 0849E 22 3003N 0921949 E 22 2900N 0921000 E 22 3903N 0914749 E 22 4930N 0914300 E 23 0103N 0920849E</p>	<p><u>FL 300</u> GND</p>	<p>Military Training Flying Active : Permanent</p>
<p>VGR 20</p> <p>Area Bounded by lines joining successively the following points</p> <p>220003 N 0913949 E 220003 N 0920349 E 213303 N 0913950 E 213303 N 0920349 E 220003 N 0913949 E</p>	<p><u>FL 140</u> GND / WATER</p>	<p>Military Training Flying Active : Permanent</p> <p>1) The areas will be active during day light hrs only. Flights via ATS Route W-4, G463 shall be allowed through VGR20 with prior Co-ordination with appropriate Military Unit</p>
<p>VGD 21</p> <p>Area Bounded by lines joining successively the following points</p> <p>212503 N 0913450 E 211703 N 0912250 E 205303 N 0913950 E 210103 N 0915349 E 212503 N 0913450 E</p>	<p><u>FL 400</u> WATER</p>	<p>Firing by Naval Ship Active: Date and period of activity will be notified by NOTAM</p>
<p>VGP 22 (Dhaka)</p> <p>Area Bounded by lines joining successively the following points</p> <p>242032 N 0900250 E 242032 N 0901320 E 241032 N 0901320 E 241032 N 0900250 E 242032 N 0900250 E</p>	<p><u>FL 100</u> GROUND</p>	<p>Prohibited Active : Permanent</p>
<p>VGR 23 (Kushtia)</p> <p>Area Bounded by lines joining successively the following points</p> <p>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> GROUND / WATER</p>	<p>Military Jet Flying Active : H 24</p>

VGHS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Required Category 9, Available Category 9.																		
2.	Rescue equipment Avb1	Adequately provided as recommended by ICAO																		
3.	Disabled Aircraft Removal	<table border="0"> <thead> <tr> <th><u>Description</u></th> <th><u>Number/Set</u></th> </tr> </thead> <tbody> <tr> <td>i) Platform</td> <td>4(four) nos. capacity 50(fifty) tons each</td> </tr> <tr> <td>ii) Malbro Truck</td> <td>2(Two) nos. capacity 3 (three) tons each.</td> </tr> <tr> <td>iii) Engine Air compressor 4 (four) tons (150 P.S.I)</td> <td></td> </tr> <tr> <td>iv) Air distribution</td> <td>8(eight)sets (each Console set contain 12 Units) 8(eight) sets, (each set contain 11bags).</td> </tr> <tr> <td>v) Pneumatic Elevator</td> <td>Capacity 50 (fifty) tons each set.</td> </tr> <tr> <td>vi) Valise (body stamp)</td> <td>4 (four)nos.</td> </tr> <tr> <td>vii) Centrifugal Fan</td> <td>1(one) no.</td> </tr> <tr> <td>viii) Tethering</td> <td>required nos.</td> </tr> </tbody> </table> <p>Note: 1) Serviceability of the items to be checked up before use. 2) Charges for use of salvage equipments will be fixed on the extent of use of the various equipments.</p>	<u>Description</u>	<u>Number/Set</u>	i) Platform	4(four) nos. capacity 50(fifty) tons each	ii) Malbro Truck	2(Two) nos. capacity 3 (three) tons each.	iii) Engine Air compressor 4 (four) tons (150 P.S.I)		iv) Air distribution	8(eight)sets (each Console set contain 12 Units) 8(eight) sets, (each set contain 11bags).	v) Pneumatic Elevator	Capacity 50 (fifty) tons each set.	vi) Valise (body stamp)	4 (four)nos.	vii) Centrifugal Fan	1(one) no.	viii) Tethering	required nos.
<u>Description</u>	<u>Number/Set</u>																			
i) Platform	4(four) nos. capacity 50(fifty) tons each																			
ii) Malbro Truck	2(Two) nos. capacity 3 (three) tons each.																			
iii) Engine Air compressor 4 (four) tons (150 P.S.I)																				
iv) Air distribution	8(eight)sets (each Console set contain 12 Units) 8(eight) sets, (each set contain 11bags).																			
v) Pneumatic Elevator	Capacity 50 (fifty) tons each set.																			
vi) Valise (body stamp)	4 (four)nos.																			
vii) Centrifugal Fan	1(one) no.																			
viii) Tethering	required nos.																			
4.	Remarks	Nil																		

VGHS AD 2.7 SEASONAL AVAILABILITY CLEARING

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

VGHS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface: Concrete Strength: PCN 70/R/B/W/T
2	Taxiway width, surface and strength	Width: 23 M Surface: Bituminus Concrete Strength: PCN 116/F/C/W/T ←
3	ACL location and elevation	Not designated
4.	INS checkpoints	Nil
5.	Remarks	Nil

VGHS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING

1	Use of aircraft stand ID signs, TWY guidelines and visual docking/parking guidance system of aircraft stands; Boarding Bridges: Tow bar:	Taxiing guidance signs at all intersections with TWY and RWY at all holding positions, guidelines at apron, nose-in guidance at aircraft stands. 8(eight) boarding bridges are available at stands nr. X, 1, 2, 3, 4, 5, 6 & 16 for passenger's use and can accommodate acft fm A320 up to B747 in size. Due to parking and manoeuvring problem , all ACFT with wing- span more than 80ft operating to/fm Hazrat Shahjalal International Airport are required to have tow bar for pushback.
2.	RWY and TWY markings and LGT	RWY: 14/32 RWY marking aids: THR, TDZ, Centre line, Fixed distance, Side strip, RWY designator all runways. RWY EDGE LGT: White, omni-directional with intensity 3%, 10%, 30%, 80% and 100%; 60 M apart. THR light: Green lights, supplemented by green wing-bar. END LGT: RED RWY Centre line LGT: AVBL; 30M apart. TWY marking aids: AVBL on TWY holding position, TWY centre line at all taxiways. TWY EDGE LGT: Not AVBL. TWY Centre Line LGT: AVBL at all TWYs.
3	Stop bars	TWY Stop bar LGT: Avbl at all TWY holding position.
4.	Remarks	NIL

VGHS AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas	In circling area and at AD
Consult AOC type-A, Hazrat Shahjalal Intl. Page VGHS AD 2-17	Obstruction in the circling area and aerodrome are shown on the instrument approach chart and page VGHS AD 2-11. Obstructions are provided with day marking and obstruction lights where applicable.

VGHS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated Met office	Main Met Office (MMO), Hazrat Shahjalal Intl. Airport (VGHS)
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	MMO, Hazrat Shahjalal Intl. (VGHS) 6, 12
4	Type of landing forecast Interval of issuance	TREND
5	Briefing/ consultation provide	P.D.T
6	Flight documentation Languages used	C.PL English
7	Charts and other information available for briefing or consultation	S,U
8	Supplementary equipment available for providing information	WXR
9	ATS units provided with information	Dhaka ACC/FIC;APP;TWR
10	Additional information	Tel: 880-2-8914543 (Met office)

VGHS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designator RWY NR	TRUE & MAG BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY & SWY	THR Co-ordinates	THR ELEV and highest ELEV of TDZ (FT)	Slope of RWY - SWY
1	2	3	4	5	6	7
14	144 ⁰ TRUE	3200x45	116/F/C/W/T Asphalt concrete	235118.11N 0902318.62E	27	Nil
32	324 ⁰ TRUE	3200x45	116/F/C/W/T Asphalt concrete	234954.00N 0902425.40E	27	Nil
Designator RWY NR		RESA		STRIP		Remarks
8		9		10		11
14		90 X 90 m		3740 X 300		Nil
32		90 X 90 m		3740 X 300		
Designator RWY NR	SWY Dimensions(m)	CWY Dimensions(m)	OFZ	Remarks		
12	13	14	15	16		
14	240x45	425x150	Within the CWY	25 ft (8M) brick soling with bitumen carpeting shoulder at both site of RWY.		
32	145x45	300x150				

VGHS AD 2.13 DECLARED DISTANCES

1	2	3	4	5	6	Remarks
RWY Designator	TORA(m)	TODA(m)	ASDA(m)	LDA(m)	RESA(m)	Due to Length reduction of SWY
14	3200	3625	3440	3200	90	
32	3200	3500	3345	3200	90	

VGHS AD 2-14 APPROACH AND RUNWAY LIGHTING

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

VGHS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

