
GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES.

LIST OF DIFFERENCES

1. **ANNEX 1- PERSONNEL LICENSING**
NIL

2. **ANNEX 2 -RULES OF THE AIR**

2.1 **Flight Plan**

- a) Flight Plan Form as prescribed by ICAO in DOC-4444- ATM is used for the preparation and submission of flight plans.
- b) The simultaneous mode of addressing ATS messages is used.
The step by step mode will not be followed.
- c) Multiple flight plans in lieu of a “THROUGH FLIGHT PLAN” will be accepted only in respect of flights whose first departure point is in Bangladesh. An intermediate stop flight plan for the next individual stage will be accepted only when filed within 2 hours before ETD.

2.2 **Procedures for the submission of a flight plan**

2.2.1 **Requirement to submit a Flight Plan**

Written Flight plan shall be filed with the appropriate ATS units for all flights prior to departure.

Exceptions and special procedures

a) **Local flights :**

- i) Local flights at all uncontrolled aerodromes in control zones and at all controlled aerodromes must file a flight plan prior to departure by any available means with the appropriate ATS unit;
 - ii) Local flights at all uncontrolled aerodromes outside control zones may be undertaken without a flight plan provided they are operated during day in VMC below 1,000 feet;
Note: A local flight is a flight conducted wholly in the vicinity of an aerodrome i.e. take-off from an aerodrome, remain in the traffic circuit and land back at the same aerodrome.
- (b) Flight departing from aerodrome (controlled or uncontrolled) in accordance with the multiple flight plan previously filed at a controlled aerodrome i.e. separate flight plan for each stage of the flight through intermediate stops filed at the aerodrome of first departure need not re-submit a flight plan.
 - (c) Other flights departing from an uncontrolled aerodrome may file a flight plan prior to departure by any available means of communication with the FIC or a controlled aerodrome.
Note: Flight departing from an uncontrolled aerodrome within a control zone, shall operate in accordance with instructions from the appropriate ATC unit. Such instructions shall be obtained prior to departure by any available means of communication.
 - (d) Under exceptional circumstances submission of Flight Plan during a flight may be accepted by the appropriate ATS unit at least ten minutes prior to estimated entry to controlled airspace.

2.3 **Submission of Flight Plans before departure:**

Flight Plans will be accepted within two hours prior to departure. Flight Plans should be submitted at least sixty minutes before departure.

In the event of delay of one hour in excess of the proposed departing time of flight for which a Flight has been submitted, the flight plan should be amended or a new flight plan submitted.

2.4 **Meteorological Briefing:**

Requirement for submitting flight plan at Chittagong Airport by Bangladesh registered aircraft originated from HSIA may be waived provided that the aircraft is returning to HSIA within 8 (eight) hours. It will however, be incumbent upon the Pilot-in-Command or his designated representative to obtain meteorological briefing for the return flight also, before departure from Dhaka. It will be imperative, however, for the Pilot-in-Command to obtain and satisfy himself with necessary meteorological information when :

- a) The return flight is delayed beyond the stipulated eight hours, irrespective of weather.
- b) Bad weather prevails en-route or at destination, irrespective of stipulated eight hours.

2.5 From Para 2 to 2.3 above are the difference from ANNEX 2.

2.6 PROCEDURES FOR AIR NAVIGATION SERVICES, RULES OF THE AIR AND AIR TRAFFIC SERVICES (DOC 4444- ATM/501)

<u>Reference</u>	<u>Difference</u>
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Part VIII

2.6.1 Flight plans i. e. separate Flight Plans for each stage of the flight through intermediate stops may be filed at the aerodrome of first departure only in respect of flights whose first departure point is in Bangladesh.

2.7. Repetitive Flight Plan System

Not introduced.

3. **ANNEX 3- METEOROLOGICAL SERVICE FOR INTERNATIONAL AIR NAVIGATION.**
NIL

→ 4. **ANNEX 4- AERONAUTICAL CHARTS, 11th edition**

Chapter 2 General Specifications

Rec 2.18 The CAAB's sheet size of the charts is A4 and A3.

Std.2.18.2.2 Geoid undulation is not shown on the charts produced by CAAB.

Chapter 3 Aerodrome Obstacle Chart- ICAO type A (operating limitations)

Std 3.4.2 various optimum scales are utilized.

Std 3.8.1.1 1 per cent slope is used with 1.2 per cent.

Std 3.8.2.1 b)

Std 3.9.1 Order of accuracy attained is not shown.

Chapter 4 Aerodrome Obstacle chart ICAO type B.

Std 4.1 CAAB does not produce an Aerodrome Obstacle Chart- ICAO type B.

Chapter 5 Aerodrome Obstacle chart ICAO type C.

Std 5.1 CAAB does not produce an Aerodrome Obstacle Chart- ICAO type C.

Chapter 9 Standard departure Chart- Instrument (SID)- ICAO

Std 9.7 CAAB does not produce Standard departure Chart- Instrument (SID)- ICAO.

Chapter 10 Standard Arrival Chart- Instrument (STAR)- ICAO

Std 10.1 CAAB does not produce Standard Arrival Chart- Instrument (STAR)-ICAO.

Chapter 11 Instrument Approach Chart-ICAO

Rec 11.4 The sheet size is 210mmX 297 mm (A4) size.

Rec 11.10.3 Heights may be related to THR elevation or Touchdown zone elevation.

Std 11.10.7.2 Only the minimum descent altitude (MDA) or minimum descent height (MDH) are shown.

Chapter 12 Visual Approach Charts- ICAO

Std 12.1 The Visual Approach Charts- ICAO is not produced by CAAB.

Chapter 13 Aerodrome / Heliport Chart – ICAO

Std 13.1 The separate Heliport not available in Bangladesh. That's why Heliport chart is not produced.

Std 13.6.1 a. Geoid undulations are not shown.

b. Stopways and clearways markings are not shown.

c. Geographical coordinates of geometric centre of touchdown are not shown.

d. The boundaries of the air traffic control service.

Chapter 14 Aerodrome Ground Movement Charts- ICAO.

Std 14.1 Aerodrome Ground Movement Charts- ICAO is not produced by CAAB.

Chapter 15 Aircraft parking / docking Chart-ICAO.

Rec 15.2 CAAB does not produced aircraft parking/ docking chart-ICAO.

Rec 15.5.2 The annual change of magnetic variation is not shown.

Chapter 16 World Aeronautical Charts -ICAO 1: 1000 000.

Std 16.1 The world aeronautical chart- ICAO 1:1000 000 is not produced by CAAB.

Chapter 17 Aeronautical Charts-ICAO 1:500,000.

Std 17.1 The aeronautical chart- ICAO 1:500 000 is not produced by produced by CAAB.

Chapter 18 Aerodrome Navigation Charts- ICAO Small Scale.

Std 18.1 The aeronautical navigation chart- ICAO small scale is not produced by CAAB.

Chapter 19 Plotting Charts – ICAO.

Std 19.1 The plotting charts –ICAO is not produced by CAAB.

Chapter 20 Electronic Chart display - ICAO.

Std 20.1 The electronic aeronautical chart display- ICAO is not produced by CAAB.

Chapter 21 ATC Surveillance Minimum Altitude Chart-ICAO.

Rec 21.2 The ATC Surveillance Minimum Altitude Chart-ICAO is not produced by CAAB.

5. **ANNEX 5-** UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS, 4th edition.

NIL

6. **ANNEX 6-** OPERATION OF AIRCRAFT, Part I, 9th edition.

NIL

ANNEX 6- OPERATION OF AIRCRAFT, Part II, 7th edition.

NIL

ANNEX 6- OPERATION OF AIRCRAFT, Part III, 7th edition.

NIL

7. **ANNEX 7-** AIRCRAFT NATIONALITY AND REGISTRATION MARKS, 6th edition.

NIL

8. **ANNEX 8-** AIRWORTHINESS OF AIRCRAFT, 11th edition.

NIL

- **9. ANNEX 9- FACILITATION, 13th edition.**
- 9.1 The name of flight crew members are required on the general declaration on entry & departure of the aircraft.
- 9.2 Embarking passenger's manifests are required.
- 9.3 Five copies of the general declaration, five copies of passenger manifest & three copies of the cargo manifests are required.
- 9.4 Documents are to be furnished in English.
- 9.5 Tourist cards are issued temporarily to tourists intending to visit restricted areas.
- 9.6 At present four types of visas are issued by the Government of Bangladesh.
- (a) **Simple Journey Visas.** Simple journey visas are granted for a period of 3 months valid for utilization up to six months from the date of issue.
- (b) **Multiple Journey Visas.** Multiple journey visas are issued to bona fide business people valid for six journeys in a calendar year allowing 3 months stay in Bangladesh on each visit.
- (c) **Re-entry Visas.** Persons who enter Bangladesh with a valid Visa and wish to leave the country with the intention of coming back may have a Re-entry Visa from Department of Immigration and Passports.
- (d) **Transit Visas.** It is issued from Bangladesh missions abroad with fifteen days stay in Bangladesh.
- (e) **Direct Transit.** No Visa required.
- 9.7 It is in the interest of resident aliens to obtain Re-entry Visa from the Department of Immigration and Passports Acceptable subject to these limitations.
- 9.8 Temporary visitors are required to report their arrival and departure to the immigration authorities, so that the record of their entry and exit is maintained Acceptable subject to these limitations.
- 9.9 In Embarkation /Disembarkation Card, the following information is required:-
- (a) (i) For arriving passengers, address/addresses.
(ii) For Passengers leaving, last address.
- (b) Purpose of visit.
- (c) Proposed length of stay in Bangladesh and places visited (with approximate dates).
- (d) Passport Number.
- (e) Place and date of issue of Passport.
- 9.10 Constantly under review.
- 9.11 Separate documents are required.
- 9.12 Documentation is required for all imports.
- 9.13 In cases of urgency, documentation is dispensed with.
- 9.14 Written declaration is required for unaccompanied baggage on form "A" supplied by Customs on arrival.
- 9.15 Acceptable subject to eventual re-export.
- 9.16 Acceptable subject to reservations filed by Bangladesh on the application of International Sanitary Regulations or any other similar agreements.
10. **ANNEX 10- AERONAUTICAL TELECOMMUNICATIONSNIL**

- 11. **ANNEX 11- AIR TRAFFIC SERVICES**
NIL
- 12. **ANNEX 12- SEARCH AND RESCUE**
NIL
- 13. **ANNEX 13 - AIRCRAFT ACCIDENT INVESTIGATION**
NIL
- 14. **ANNEX 14- AERODROME**
NIL
- 15. **ANNEX 15- AERONAUTICAL INFORMATION SERVICES**
NIL
- 16. **ANNEX 16- ENVIRONMENTAL PROTECTION**
NIL
- 17. **ANNEX 17- SECURITY SAFEGUARDING INTERNATIONAL CIVIL AVIATION**
NIL
- 18. **ANNEX 18- THE SAFE TRANSPORTATION OF DANGEROUS GOODS BY AIR**
NIL
- 19. **ANNEX 19- SAFETY MANAGEMENT SYSTEM**
NIL

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