

REVISED

PEOPPLE'S REPUBLIC OF BANGLADESH

AIP Supplement

TEL: +8802-8901404-13/4173,4172 FAX: +8802-8901411 AFS: VGHQYOYX Email: adaishq@caab.gov.bd	Aeronautical Information Services Civil Aviation Authority, Bangladesh Headquarters, Kurmitola, Dhaka-1229, Bangladesh.	AIP SUPP 03/20 28 JAN 2021
--	--	--------------------------------------

PUBLICATION DATE: 18 NOV 2020.

EFFECTIVE DATE: 0000 UTC, 28 JAN 2021.

SUB: RNP Approach Procedure for RWY 34 and RWY16 at Saidpur Airport, Saidpur.

1. INTRODUCTION:

- 1.1 The following RNP Approach (RNAV GNSS) Procedure is designed for VGSD in accordance with the criteria as stipulated in the ICAO PANS-OPS (DOC 8168) Vol. II and ICAO Manual of PBN (Doc 9613). This procedure can be flown as a Non-Precision Approach (NPA) down to LNAV minima or an Approach with Vertical Guidance (APV) using barometric vertical navigation (Baro VNAV) down to LNAV/VNAV minima.
- 1.2 The RNP Approach Procedure is designed to enhance the VGSD safety and efficiency of the aircraft operations with an alternative approach procedure to access the airport.
- 1.3 This version to the RNP approach procedure for Runway 34 & Runway 16 at Saidpur Airport, Saidpur will be effective from 0000UTC, 28 JAN 2021.
- 1.4 The name of the approach chart is designated in accordance with the ICAO Cir 353 AN/209 and Amendment 7 to Doc8168, Procedures for Air Navigation Services-Aircraft Operations (PANS-OPS), Volumes I and II, where it states that' “ procedures that are currently named RNAV and meet the PBN specification of RNP APCH or RNP AR APCH will be designated RNP. This change will be fully implemented by 1 December 2022”.
- 1.5 Details of the RNP Approach procedure for Runway 34 & Runway 16 at Saidpur Airport, Saidpur are given in the attachment with this cover page. The individual Approach Procedure of both RWY34 and RWY16, including Chart, Coding table and procedure description, are given as below:
 - i) RNP Approach RWY34 : Chart & Coding Table : Attachment A1
Procedure Description of RNP Approach RWY34 : Attachment A2
 - ii) RNP Approach RWY16 : Chart & Coding Table : Attachment B1
Procedure Description of RNP Approach RWY16 : Attachment B2

2. APPROVALS

- 2.1 Aircraft Operators and pilots must possess the necessary operational approvals to conduct RNP APCH (RNAV GNSS) and Baro VNAV operations from their respective State authorities to carry out this procedure.
- 2.2 The on-board performance monitoring and alerting criteria for specific navigation system and functional requirement must be in accordance to Volume II, Part C- Chapter 5 of the ICAO Manual on PBN (Doc 9613).
- 2.3 Before commencing the procedure, pilot in command must ensure that the navigation database is current and the aircraft's capability of conducting the procedure like GNSS availability system performance, etc.

3. CONTINGENCY PROCEDURES

- 3.1 The pilot must notify ATC of any loss of the RNP APCH capability, together with the proposed course of action. If unable to comply with the requirements of an RNP APCH procedure, ATC shall be informed as soon as possible the alternate course of action from the pilots of the concerned aircraft. The loss of RNP APCH capability includes any failure or event causing the aircraft to no longer satisfy the RNP APCH requirements.

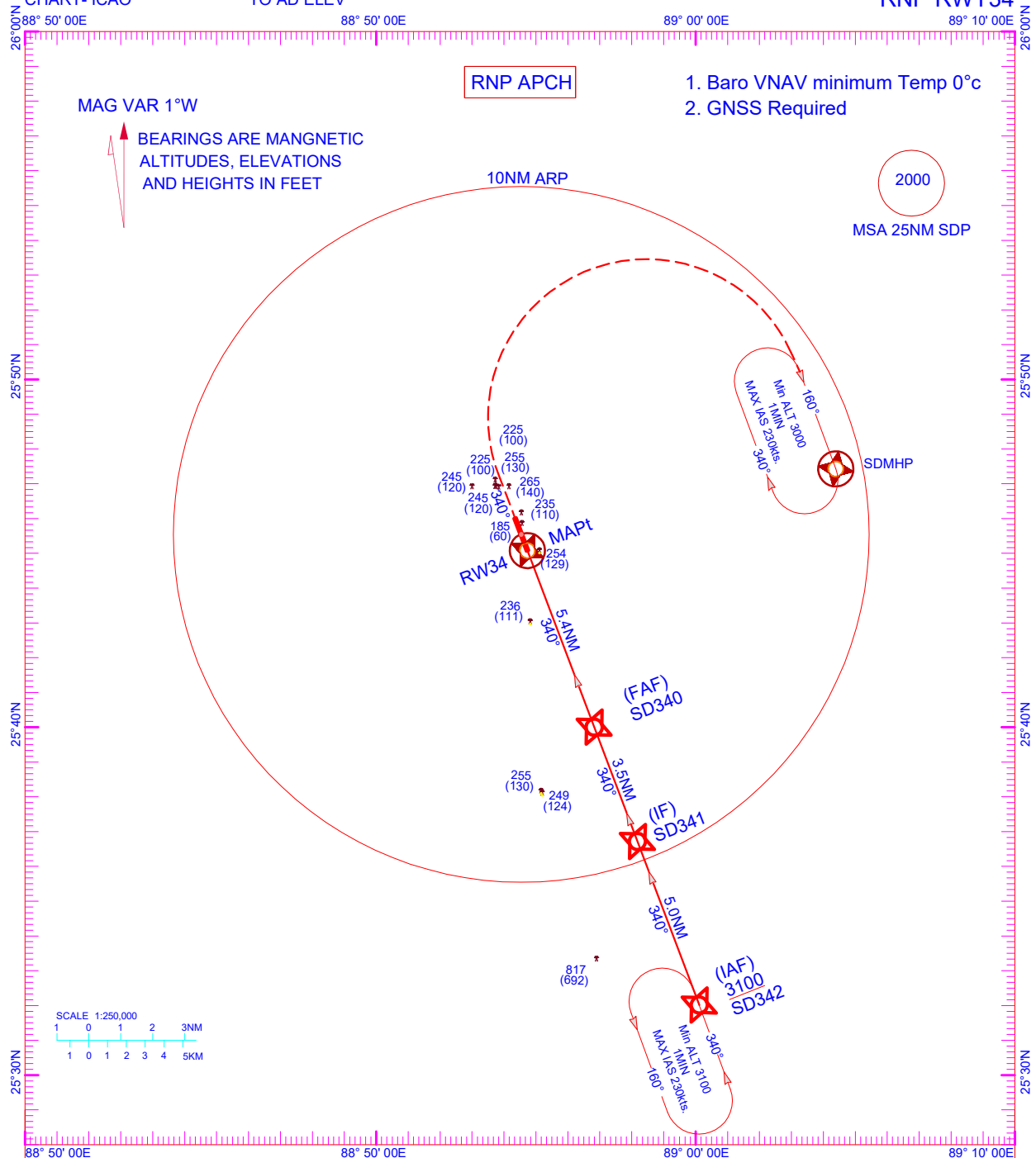
4. CANCELLATION

- 4.1 This AIP Supplement will be cancelled when the contents will be incorporated into AIP Bangladesh.

REVISED

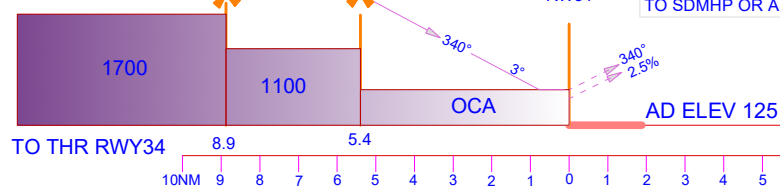
AIP
BANGLADESHVGSD AD 2-xx
28 JAN 2021INSTRUMENT
APPROACH
CHART - ICAOELEV 125 FT
HEIGHTS RELATED
TO AD ELEV

TWR 128.9

SAIDPUR, BANGLADESH
SAIDPUR
RNP RWY34TRL 60
TA 4000IF SD341
1895FAF SD340
1895

MAPt RW34

MISSED APPROACH

CLIMB STRAIGHT TO 1200 ft THEN TURN
RIGHT, CLIMB TO 3000ft PROCEED DIRECT
TO SDMHP OR AS DIRECTED BY ATC.

CATEGORY OF ACFT		A	B	C	D	CATEGORY OF ACFT			A	B	C	D
OCA(OCH)	LNAV/ VNAV	415(290)				SPEED	KNOTS	90	120	150	180	
	LNAV(CDFA)	510(385)				RATE OF DESCENT/GS	FT/MIN	478	637	796	955	
						FAF TO THR 34 (5.4NM)	MIN: SEC	03:36	02:42	02:10	01:48	
DISTANCE	5NM	4NM	3NM	2NM	1NM	TYPE OF Approach	LIGHT	Visibility (m)		RVR (m)		
ALTITUDE	1770	1450	1130	810	495	LNAV/ VNAV	BALS	1500		1200		
							NALS	2000		1400		
HEIGHT	1645	1324	1005	686	370	LNAV (CDEFA)	BALS	1900		1600		
							NAL S	2300		1800		

CIVIL AVIATION AUTHORITY

CODING TABLE

SL No	Path Descriptor	Waypoint Ident	Fly Over	Course M (T)	Turn	DST (NM)	Altitude (FT)	Speed Limit	VPA/TCH	NAV SPEC
10	IF	IAF	-	-	-	-	+3100	-230 kt	-	RNP APCH
20	TF	IF	-	340° (339.56°)	-	5.0	+1895	-200 kt	-	RNP APCH
10	IF	IF	-	-	-	-	+1895	-200 kt	-	RNP APCH
20	TF	FAF	-	340° (339.56°)	-	3.5	@1895	-	-	RNP APCH
30	TF	RW34	Y	340° (339.56°)	-	5.4	@175	-	-3.0/50	RNP APCH
40	CA	-	-	340° (339.56°)	-	-	+1200	-	-	RNP APCH
50	DF	SDMHP	Y	-	R	9.97	-	-230 kt	-	RNP APCH
60	HM	SDMHP	Y	160° (159.56°)	R	-	@3000	-230 kt	-	RNP APCH

WAYPOINT LIST

RNP RWY34 (LNAV/VNAV)	
WAYPOINT IDENTIFIER	COORDINATES
SD342 (IAF)	253200.70N, 0890005.92E
SD341 (IF)	253642.73N, 0885810.24E
SD340 (FAF)	254000.14N, 0885649.16E
RW34 (MAPt)	254504.74N, 0885443.91E
SDMHP	254725.67N, 0890423.12E

Procedure Description (RNP Approach RWY 34) :

- (i) From IAF (Center) : SD342

The aircraft approaching to IAF (Center) will descend at or above 3100ft till reaching the SD342 and join the procedure on track 340^0 (Mag), then descend to 1895ft till reaching FAF(SD340). The intermediate segment length is 3.5NM and the FAF is placed at a distance of 5.4NM from THR34.

For Holding over SD342:

IAS	Inbound track	Turn direction	Timing	Minimum Holding Altitude
230 kts	340^0 (Mag)	Left hand pattern	1 min O/B	3100 ft

- (ii) There is no IAF(Left) and IAF (Right) for this procedure.

(iii) Missed Approach procedure:

In case of missed approach, aircraft will climb on course 340^0 to 1200ft then turn right and follow DF leg to join the holding waypoint SDMHP at 3000ft or as directed by ATC. Maximum holding speed is 230Kts. No turn before MAPt.

Missed Approach Holding:

IAS	Inbound track	Turn direction	Timing	Minimum Holding Altitude
230 kts	160^0 (Mag)	Right hand pattern	1 min O/B	3000 ft

Note i) Remain all the time within DHAKA FIR while holding.

AIP
BANGLADESH

REVISED

VGSD AD-xx

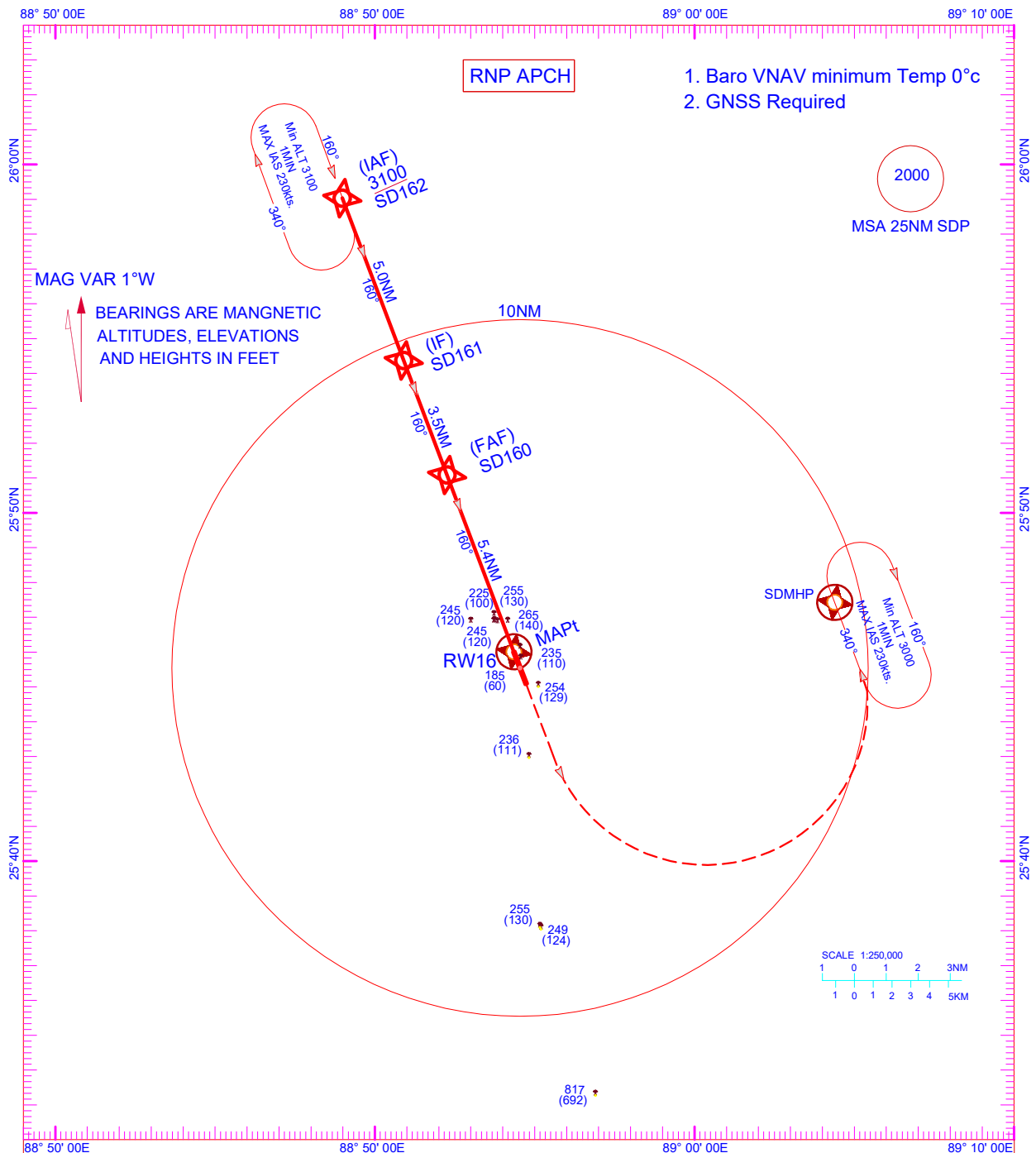
28 JAN 2021

INSTRUMENT
APPROACH CHART

ELEV 125 FT
HEIGHTS RELATED
TO AD ELEV

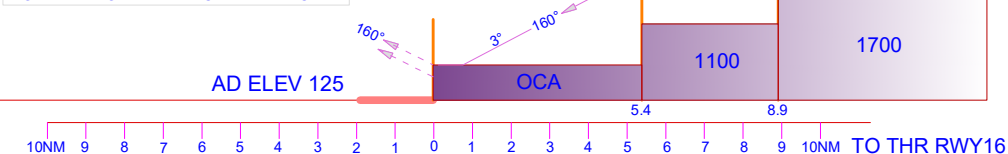
TWR 128.9

SAIDPUR, BANGLADESH
SAIDPUR
RNP RWY16



MISSED APPROACH

CLIMB STRAIGHT TO 1200 ft THEN TURN LEFT, CLIMB TO 3000ft PROCEED DIRECT TO SDMHP OR AS DIRECTED BY ATC.



CATEGORY OF ACFT		A	B	C	D	CATEGORY OF ACFT		A	B	C	D
OCA(OCH)	LNAV/ VNAV	426(301)				SPEED	KNOTS	90	120	150	180
	LNAV	520(395)				RATE OF DESCENT/GS	FT/MIN	478	637	796	955
DISTANCE	5NM	4NM	3NM	2NM	1NM	FAF TO THR 16 (5.4NM)	MIN: SEC	03:36	02:42	02:10	01:48
ALTITUDE	1770	1450	1130	810	495	TYPE OF Approach		Visibility (m)		RVR (m)	
HEIGHT	1645	1324	1005	686	370	LNAV/ VNAV	BALS	1500		1200	
							NALS	2000		1400	
						LNAV (CDFA)	BALS	1900		1600	
							NALS	2300		1800	

CIVIL AVIATION AUTHORITY

CODING TABLE

SL No	Path Descriptor	Waypoint Ident	Fly Over	Course M (T)	Turn	DST (NM)	Altitude (FT)	Speed Limit	VPA/TCH	NAV SPEC
10	IF	IAF	-	-	-	-	+3100	-230 kt	-	RNP APCH
20	TF	IF	-	160° (159.56°)	-	5.0	+1895	-200 kt	-	RNP APCH
10	IF	IF	-	-	-	-	+1895	-200 kt	-	RNP APCH
20	TF	FAF	-	160° (159.56°)	-	3.5	@1895	-	-	RNP APCH
30	TF	RW16	Y	-	-	5.4	@175	-	-3.0/50	RNP APCH
40	CA	-	-	160° (159.56°)	-	-	+1200	-	-	RNP APCH
50	DF	SDMHP	Y	-	L	-	-	-230 kt	-	RNP APCH
60	HM	SDMHP	Y	340° (339.56)	R	-	@3000	-230 kt	-	RNP APCH

WAYPOINT LIST

RNP RWY16 (LNAV/VNAV)	
WAYPOINT IDENTIFIER	COORDINATES
SD162 (IAF)	255904.35N, 0884857.67E
SD161 (IF)	255422.46N, 0885054.08E
SD160 (FAF)	255105.11N, 0885215.48E
RW16 (MAPt)	254600.55N, 0885420.94E
SDMHP	254725.67N, 0890423.12E

Attachment B2 to AIP SUP 03/20**Procedure Description (RNP Approach RWY 16) : (LNAV Only)**

- (i) From IAF (Center) :
The aircraft approaching to IAF (Center) will descend at or above 3100ft till reaching the SD162 and join the procedure on track 160⁰ (Mag). Then descend to 1895ft till reaching FAF (SD160). The intermediate segment length is 3.5NM and the FAF (SD160) is placed at a distance of 5.4NM from THR RWY16.

For Holding over IAF(SD162) :

IAS	Inbound track	Turn direction	Timing	Minimum Holding Altitude
230 kts	160 ⁰ (Mag)	Right hand pattern	1 min O/B	3100ft

- (ii) There is no IAF (Right) and IAF (Left) for this procedure.

(iii) **Missed Approach procedure:**

In case of missed approach, aircraft will climb on course 160⁰ to 1200ft then turn left and follow DF leg to join the holding waypoint SDMHP at 3000ft or as directed by ATC. Maximum holding speed is 230Kts. No turn before MAPt.

IAS	Inbound track	Turn direction	Timing	Minimum Holding Altitude
230 kts	340 ⁰ (Mag)	Right hand pattern	1 min O/B	3000ft

Note i) Remain all the time within DHAKA FIR while holding and commencing approach.