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AIP Supplement

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.

AIP
BANGLADESH

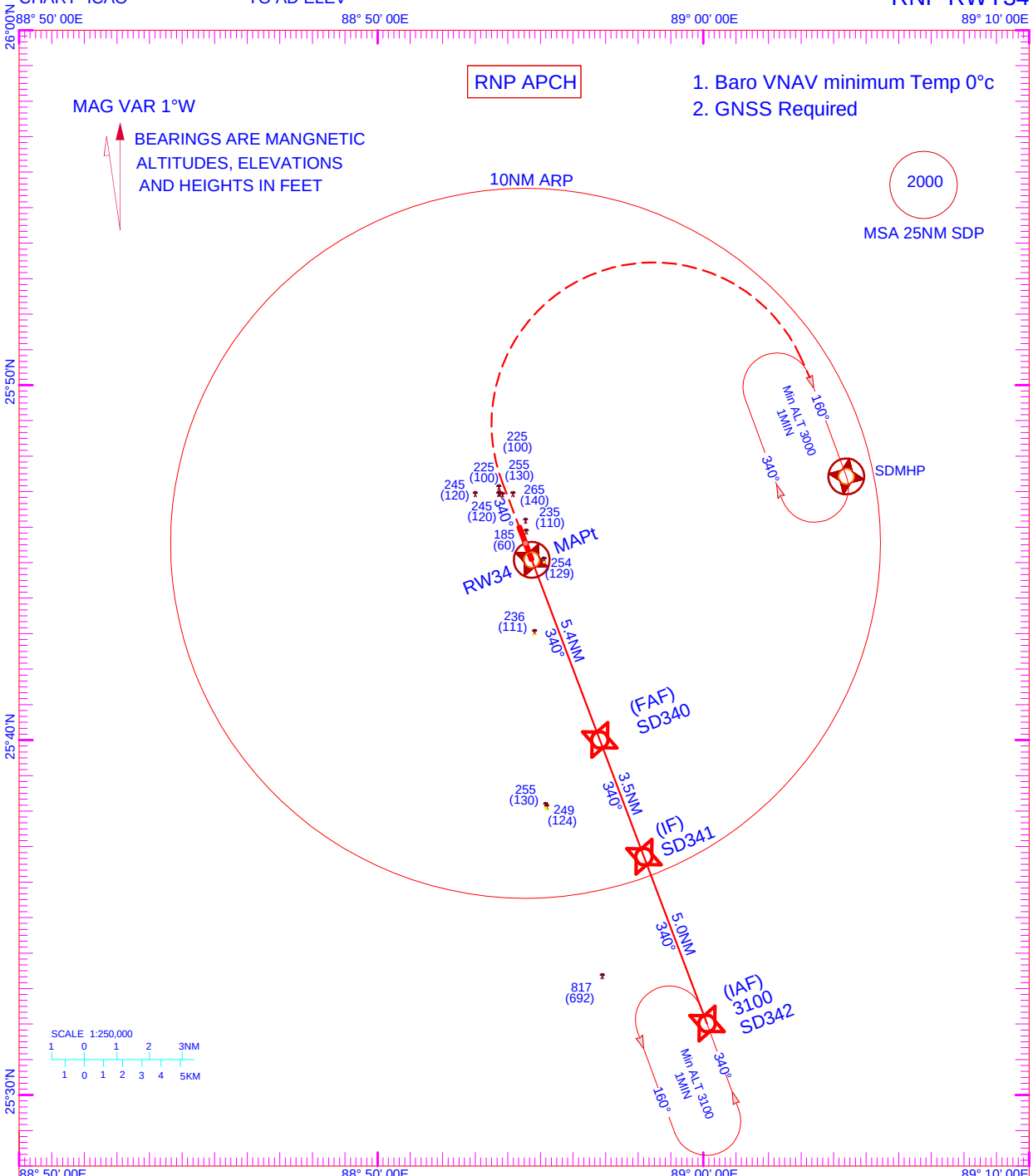
VGSD AD 2-xx
28 JAN 2021

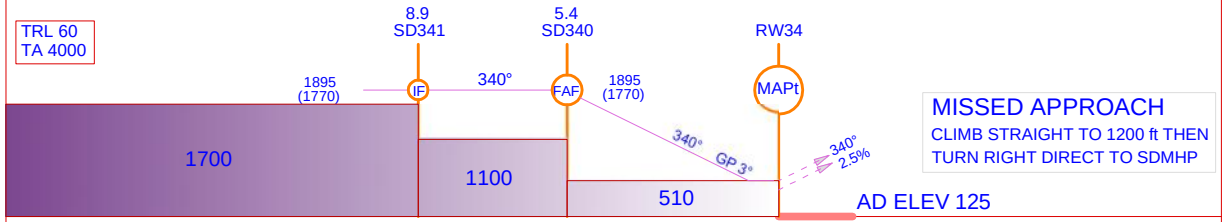
INSTRUMENT
APPROACH
CHART- ICAO

ELEV 125 FT
HEIGHTS RELATED
TO AD ELEV

TWR 128.9

SAIDPUR,BANGLADESH
SAIDPUR
RNP RWY34





MISSED APPROACH
CLIMB STRAIGHT TO 1200 ft THEN
TURN RIGHT DIRECT TO SDMHP

CATEGORY OF ACFT		A	B	C	D
OCA(OCH)	LNAV/ VNAV	415			
	LNAV(CDFA)	510			
DISTANCE	5NM	4NM	3NM	2NM	1NM
ALTITUDE	1770	1450	1130	810	495
HEIGHT	1645	1324	1005	686	370

CATEGORY OF ACFT		A	B	C	D
SPEED	KNOTS	90	120	150	180
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

TYPE OF Approach	Visibility Minima(m)	
	BALS	NALS
LNAV/ VNAV	1500	2000
LNAV(CDFA)	1900	2300

CIVIL AVIATION AUTHORITY

INSTRUMENT
APPROACH
CHART- ICAO

ELEV 125 FT
HEIGHTS RELATED
TO AD ELEV

TWR 128.9

SAIDPUR,BANGLADESH
SAIDPUR
RNP RWY34

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	-	-	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 before reaching IF(SD341). 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)	Right hand pattern	1 min O/B	3000 ft

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

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. No turn before MAPt.

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

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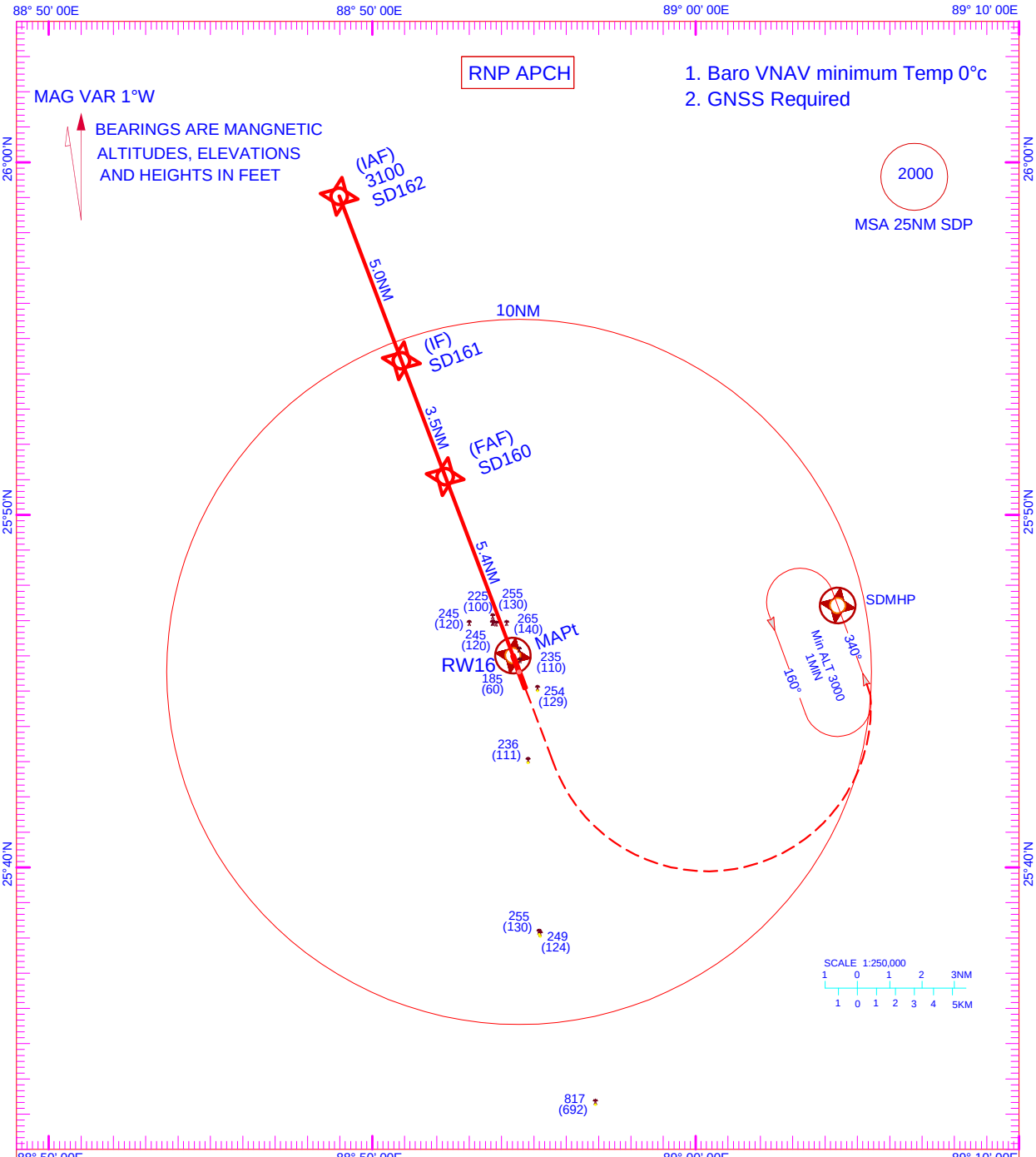
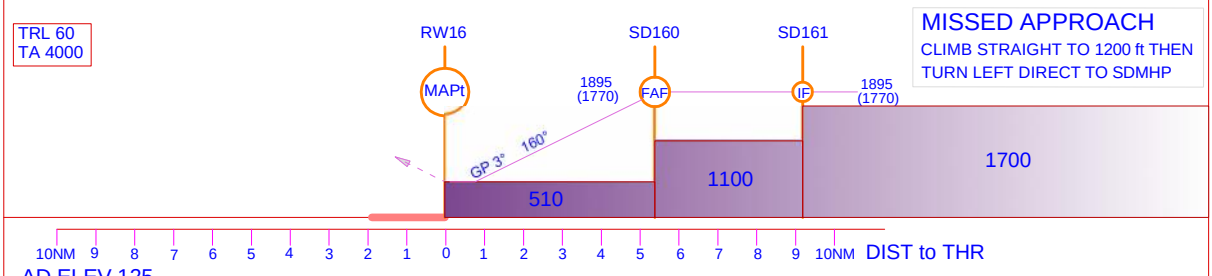
INSTRUMENT
APPROACH CHART

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 DIRECT TO SDMHP

CATEGORY OF ACFT		A	B	C	D
OCA(OCH)	LNAV/ VNAV	426			
	LNAV	520			
DISTANCE	5NM	4NM	3NM	2NM	1NM
ALTITUDE	1770	1450	1130	810	495
HEIGHT	1645	1324	1005	686	370

CATEGORY OF ACFT		A	B	C	D
SPEED	KNOTS	90	120	150	180
RATE OF DESCENT/GS	FT/MIN	478	637	796	955
FAF TO THR 16 (5.4NM)	MIN: SEC	03:36	02:42	02:10	01:48

TYPE OF Approach	Visibility Minima(m)	
	BALS	NALS
LNAV/ VNAV	1500	2000
LNAV	1900	2300

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	-	R	-	-	-230 kt	-	RNP APCH
60	HM	SDMHP	Y	340° (339.56)	R	-	@3000	-	-	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

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 160^0 (Mag). Then descend to 1895ft before reaching IF (SD161)). The intermediate segment length is 3.5NM and the FAF (SD160) is placed at a distance of 5.4NM from THR RWY16.

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

For Holding over IAF(SD162) :

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

Missed Approach procedure:

In case of missed approach, aircraft will climb on course 160^0 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.

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