

REVISED

PEOPLE'S REPUBLIC OF BANGLADESH

TEL: [+88028901904-13/4173](tel:+88028901904-13/4173), 4172  
FAX: +88 02 8901411  
AFS: VGHQYOYX  
E-mail: [adaishq@caab.gov.bd](mailto:adaishq@caab.gov.bd)

Aeronautical Information Services  
Civil Aviation Authority, Bangladesh  
Headquarters, Kurmitola,  
Dhaka-1229, Bangladesh

AIP Supplement

AIP SUPP  
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SUB: RNP Approach Procedure for RWY16 and RWY34 at Jashore Airport, Jashore, Bangladesh.

1. INTRODUCTION:

- 1.1 The following RNP Approach Procedure is designed for VGJR 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 (BaroVNAV) down to LNAV/VNAV minima.
- 1.2 The RNP Approach Procedure is designed to enhance the VGJR 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 16 & Runway 34 at Jashore Airport, Jashore 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 16 & Runway 34 at Jashore Airport, Jashore are given in the attachment with this cover page. The individual Approach Procedure for both RWY16 and RWY34, including Chart, Coding table and procedure description, are given as below:
  - i) RNP Approach RWY16 : Chart & Coding Table : Attachment A1  
Procedure Description of RNP Approach RWY16 : Attachment A2
  - ii) RNP Approach RWY34 : Chart & Coding Table : Attachment B1  
Procedure Description of RNP Approach RWY34 : Attachment B2

## 2. APPROVALS

- 2.1 Aircraft Operators and pilots must possess the necessary operational approvals to conduct RNP APCH and BaroVNAV 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

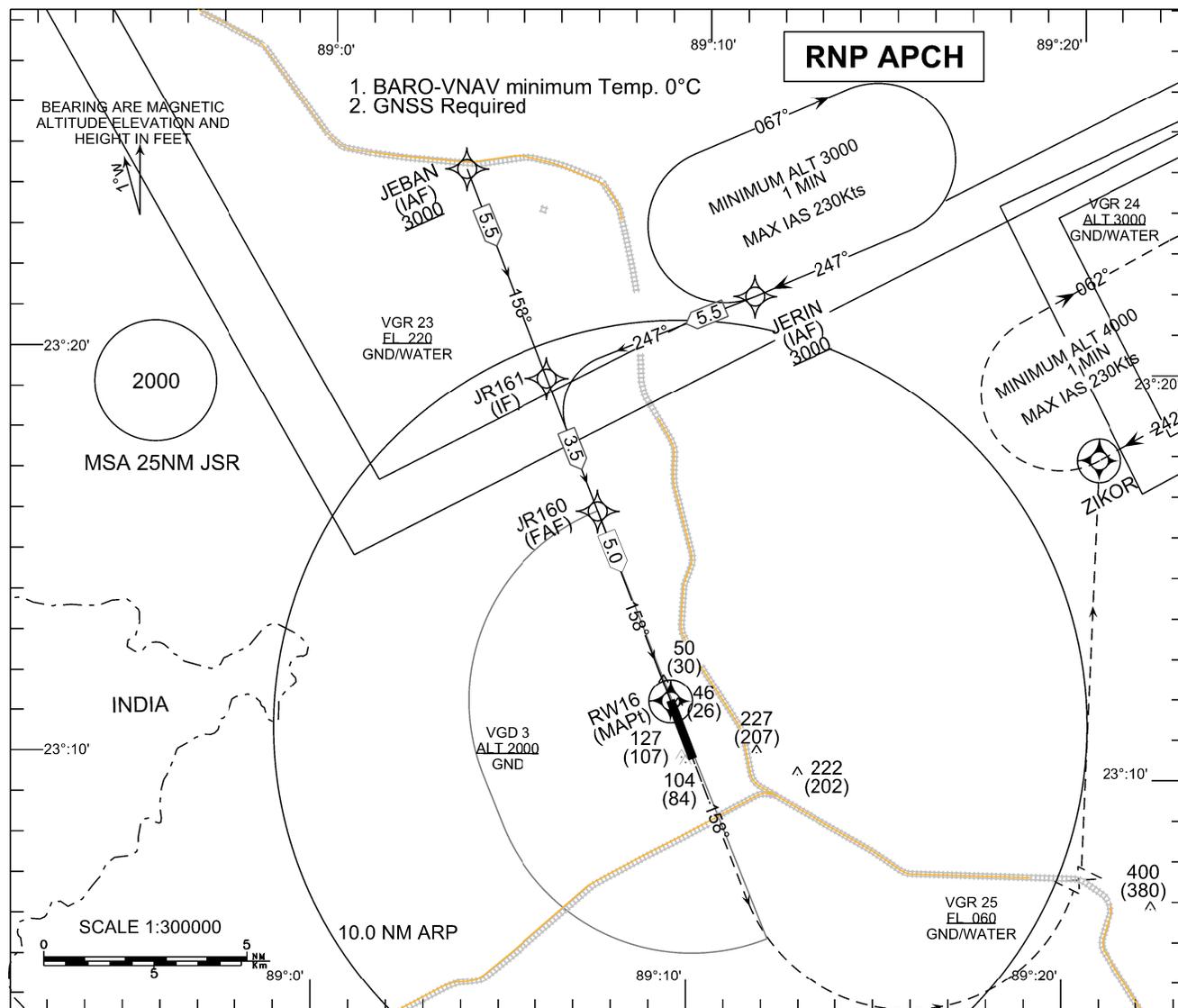
- 4.1 This AIP Supplement will be cancelled when the contents will be incorporated into AIP Bangladesh.

INSTRUMENT  
APPROACH  
CHART - ICAO

AD ELEV 20 (ft)  
OCH RELATED TO  
THR RWY 16-ELEV 20(ft)

TWR:123.2 MHZ (PRI)  
123.9 MHZ (SRY)  
SMC:121.8 MHZ

JASHORE, BANGLADESH  
JASHORE AIRPORT  
RNP RWY16

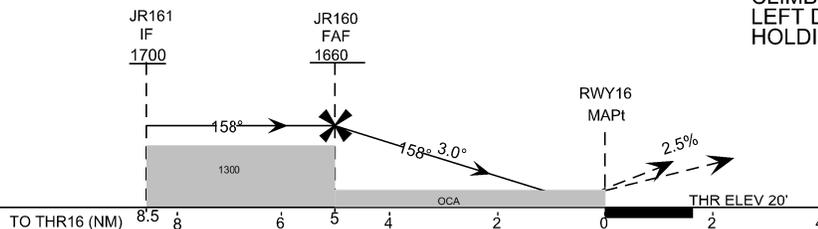


TRANSITION LEVEL FL 060  
TRANSITION ALTITUDE 4000FT

MISSED APPROACH:

CLIMB TO 1200FT ON TRACK 158° THEN TURN  
LEFT DIRECT TO ZIKOR TO JOIN  
HOLDING AT 4000FT OR AS DIRECTED BY ATC.

NO TURN BEFORE MAPt.



OCA(OCH)		A	B	C	D
OCA(OCH)	LNAV/VNAV	310 (290)			
	LNAV (CDFA)	320 (300)			
DISTANCE	5 NM to RW16	4 NM to RW16	3 NM to RW16	2 NM to RW16	1 NM to RW16
ALTITUDE	1670	1350	1030	710	390
(HEIGHT)	(1650)	(1330)	(1010)	(690)	(370)

CATEGORY OF ACFT	A	B	C	D
SPEED	90	120	150	180
RATE OF DESCENT/GS	478	637	796	955
FAF TO THR11	03:20	02:30	02:00	01:40

Type of Approach	LGHT SYSTEM	VISIBILITY (m)	RVR (m)
LNAV/VNAV	BALS	1450	1200
	NALS	1700	1400
LNAV (CDFA)	BALS	1500	1200
	NALS	1800	1400

Change : RVR Included

## CODING TABLE

### TABULAR DESCRIPTION

SL NO	Path Descriptor	Waypoint Ident	Fly Over	Course M (T)	Turn	DST (NM)	Altitude (FT)	Speed Limit	VPA/TCH	NAV SPEC
10	IF	JEBAN	-	-	-	-	+3000	-230 kt	-	RNP APCH
20	TF	JR161	-	158° (157.50°)	-	5.5	+1700	-200 kt	-	RNP APCH
10	IF	JERIN	-	-	-	-	+3000	-230 kt	-	RNP APCH
20	TF	JR161	-	247.49° (247°)	-	5.5	+1700	-200 kt	-	RNP APCH
10	IF	JR161	-	-	-	-	+1700	-200 kt	-	RNP APCH
20	TF	JR160	-	158° (157.50°)	-	3.5	@1660	-	-	RNP APCH
30	TF	RW16 (MAPt)	Y	-	-	5.0	@70	-	-3.0/50	RNP APCH
10	CA	-	-	158° (157.50°)	-	-	+1200	-	-	RNP APCH
20	DF	ZIKOR	Y	-	L	-	-	-230 kt	-	RNP APCH
30	HM	ZIKOR	Y	242° (241.50°)	R	-	@4000	-230 kt	-	RNP APCH

Change : ( Speed limit inserted for SL No 30)

### WAYPOINT LIST

RNP RWY16 (LNAV/VNAV only)	
WAYPOINT IDENTIFIER	COORDINATES
JEBAN	N 23° 24' 36.68" E 089° 03' 33.36"
JERIN	N 23° 21' 40.12" E 089° 11' 20.90"
JR161	N 23° 19' 30.85" E 089° 05' 50.77"
JR160	N 23° 16' 16.21" E 089° 07' 18.13"
RW16 (MAPt)	N 23° 11' 38.12" E 089° 09' 22.81"
ZIKOR	N 23° 17' 49.88" E 089° 20' 38.15"

**Procedure Description (RNP Approach RWY 16) :**

(i) From IAF (Left) : JERIN

The aircraft approaching to IAF (Left) will descend at or above 3000ft till reaching the JERIN and join the procedure on track 247<sup>0</sup> (Mag). Then descend to 1700ft and execute a Fly-by turn at IF (JR161), it will join the intermediate track of 158<sup>0</sup> (Mag). Aircraft will reach 1660ft before reaching FAF (JR160). The intermediate segment length is 3.5NM and the FAF (JR160) is placed at a distance of 5.0NM from THR16.

For Holding over JERIN:

IAS	Inbound track	Turn direction	Timing	Minimum Holding Altitude
230 kts	247 <sup>0</sup> (Mag)	Right hand pattern	1 min O/B	3000 ft

(ii) From IAF (Center) : JEBAN

The aircraft approaching to IAF (Center) will descend at or above 3000ft till reaching the JEBAN and join the procedure on track 158<sup>0</sup> (Mag), Then continue descend to 1700ft and aircraft will reach 1660ft before reaching FAF (JR160). The intermediate segment length is 3.5NM and the FAF (JR160) is placed at a distance of 5.0NM from THR16.

No Holding over JEBAN :

(iii) There is no IAF(Right) for this procedure.

**Missed Approach procedure:**

In case of missed approach, aircraft will climb to 1200ft on track 158<sup>0</sup> then turn left and follow DF leg to join the holding waypoint ZIKOR at 4000ft 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.*

*Note ii) For commencing approach aircraft will join IAF as directed by ATC.*

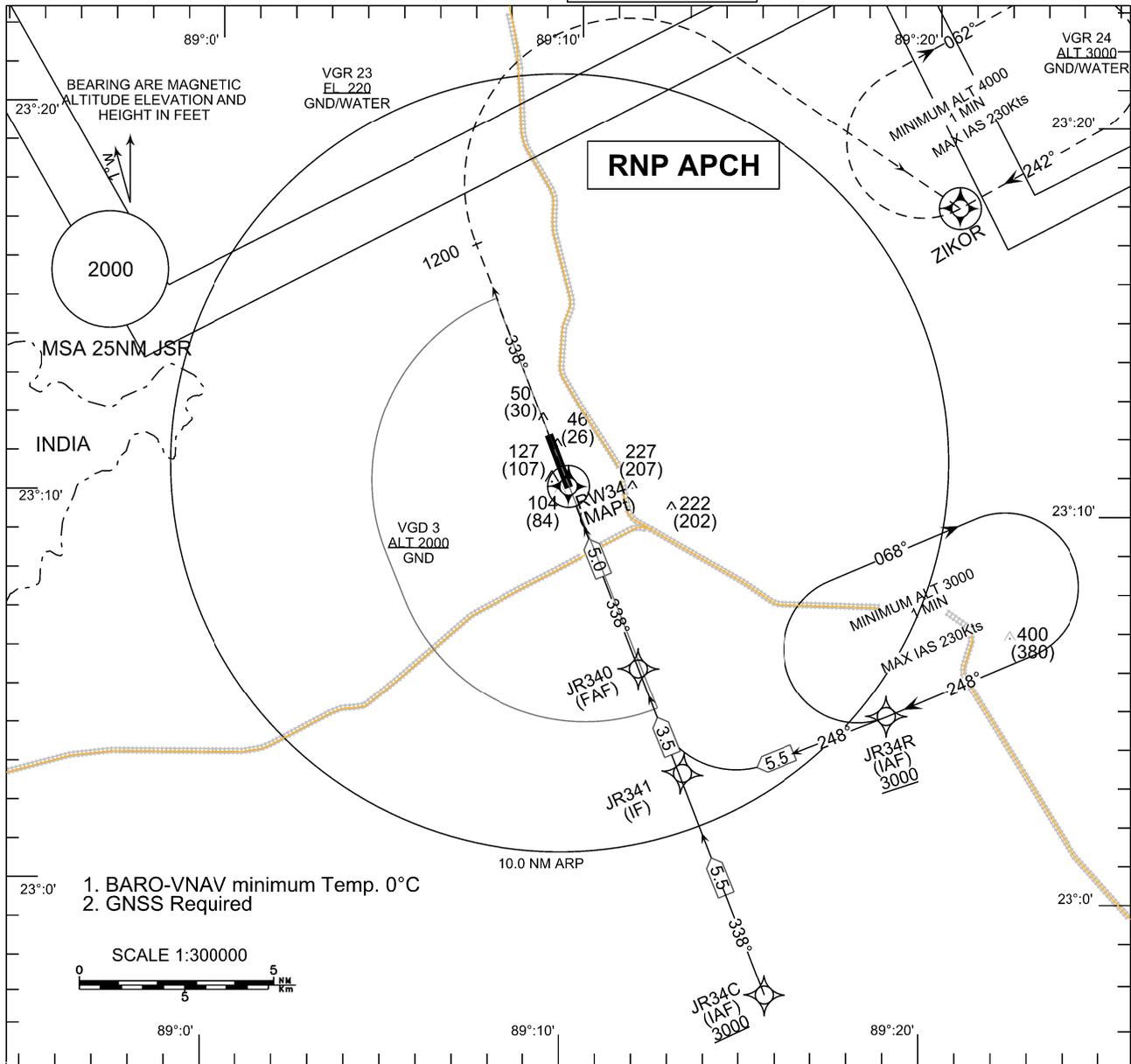
*Note iii) Caution should be exercised for the Danger Area VGD3 and Restricted Area VGR23, VGR24 & VGR25.*

INSTRUMENT  
APPROACH  
CHART - ICAO

AD ELEV 20 (ft)  
OCH RELATED TO  
THR RWY 34-ELEV 20(ft)

TWR:123.2 MHZ (PRI)  
123.9 MHZ (SRY)  
SMC:121.8 MHZ

JASHORE, BANGLADESH  
JASHORE AIRPORT  
RNP RWY34



1. BARO-VNAV minimum Temp. 0°C
2. GNSS Required

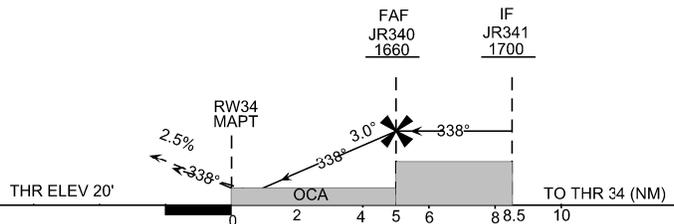


**MISSED APPROACH:**

TRANSITION LEVEL FL 060  
TRANSITION ALTITUDE 4000FT

CLIMB TO 1200FT ON TRACK 338° THEN TURN  
RIGHT DIRECT TO ZIKOR TO JOIN  
HOLDING AT 4000FT OR AS DIRECTED BY ATC.

**NO TURN BEFORE MAPt.**



Change : RVR Included

OCA(OCH)		A	B	C	D	CATEGORY OF ACFT					
OCA(OCH)	LNAV/VNAV	310 (290)				SPEED	KNOTS	A	B	C	D
	LNAV (CDFA)	370 (350)				RATE OF DESCENT/GS	FT/MIN	478	637	796	955
		FAF TO THR11				MIN:S	03:20	02:30	02:00	01:40	
DISTANCE	5 NM to RW34	4 NM to RW34	3 NM to RW34	2 NM to RW34	1 NM to RW34	Type of Approach	LGHT SYSTEM	VISIBILITY	RVR		
ALTITUDE (HEIGHT)	1670 (1650)	1350 (1330)	1030 (1010)	710 (690)	390 (370)	LNAV/VNAV	NALS	1700	1400		
						LNAV (CDFA)	NALS	2050	1600		

## CODING TABLE

### TABULAR DESCRIPTION

SL NO	Path Descriptor	Waypoint Ident	Fly Over	Course M (T)	Turn	DST (NM)	Altitude (FT)	Speed Limit	VPATCH	NAV SPEC
10	IF	JR34C	-	-	-	-	+3000	-230 kt	-	RNP APCH
20	TF	JR341	-	338° (337.50°)	-	5.5	+1700	-200 kt	-	RNP APCH
10	IF	JR34R	-	-	-	-	+3000	-230 kt	-	RNP APCH
20	TF	JR341	-	248° (247.52°)	-	5.5	+1700	-200 kt	-	RNP APCH
10	IF	JR341	-	-	-	-	+1700	-200 kt		RNP APCH
20	TF	JR340	-	338° (337.50°)	-	3.5	@1660	-	-	RNP APCH
30	TF	RW34 (MAPt)	Y	-	-	5.0	@70	-	-3.0/50	RNP APCH
10	CA	-	-	338° (337.50°)	-	-	+1200	-	-	RNP APCH
20	DF	ZIKOR	Y	-	R	-	-	-230 kt	-	RNP APCH
30	HM	ZIKOR	Y	242° (241.50°)	R	-	@4000	-230 kt	-	RNP APCH

Change : ( Speed limit inserted for SL No 30)

### WAYPOINT LIST

RNP RWY34 (LNAV/VNAV only)	
WAYPOINT IDENTIFIER	COORDINATES
JR34C (IAF)	N 22° 57' 26.73" E 89° 15' 43.82"
JR34R (IAF)	N 23° 04' 41.94" E 89° 18' 56.42"
JR341 (IF)	N 23° 02' 32.66" E 89° 13' 26.98"
JR340 (FAF)	N 23° 05' 47.34" E 89° 11' 59.85"
RW34 (MAPt)	N 23° 10' 25.46" E 89° 09' 55.36"
ZIKOR	N 23° 17' 49.88" E 089° 20' 38.15"

**Procedure Description (RNP Approach RWY 34) :**

(i) From IAF (Right) : JR34R

The aircraft approaching to IAF (Right) will descend at or above 3000ft till reaching the JR34R and join the procedure on track 248<sup>0</sup> (Mag). Then descend to 1700ft and execute a Fly-by turn at IF (JR341), it will join the intermediate track of 338<sup>0</sup> (Mag). Aircraft will reach 1600ft before reaching FAF (JR340). The intermediate segment length is 3.5NM and the FAF (JR340) is placed at a distance of 5.0NM from RWY34.

IAS	Inbound track	Turn direction	Timing	Minimum Holding Altitude
230 kts	248 <sup>0</sup> (Mag)	Right hand pattern	1 min O/B	3000ft

(ii) From IAF (Center) : JR34C

The aircraft approaching to IAF (Center) will descend at or above 3000ft till reaching the JR34C and join the procedure on track 338<sup>0</sup> (Mag), Then continue descend to 1700ft and aircraft will reach 1660ft before reaching FAF (JR340). The intermediate segment length is 3.5NM and the FAF (JR340) is placed at a distance of 5.0NM from THR34.

No Holding over JR34C.

(iii) There is no IAF (LEFT) for this procedure.

**Missed Approach procedure:**

In case of missed approach, aircraft will climb to 1200ft on track 338<sup>0</sup> then turn right and follow DF leg to join the holding waypoint ZIKOR at 4000ft 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.*

*Note ii) For commencing approach aircraft will join IAF as directed by ATC.*

*Note iii) Caution should be exercised for the Danger Area VGD3 and Restricted Area VGR23, VGR24 & VGR25.*