



CIVIL AVIATION AUTHORITY OF BANGLADESH
AIR NAVIGATION ORDERS
AIRWORTHINESS REQUIREMENTS`

PART A – AIRWORTHINESS CERTIFICATION

CHAPTER A.1	DESIGN STANDARDS AND ISSUE OF CERTIFICATE OF TYPE APPROVAL OF AIRCRAFT
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Section No.	Title
1.	GENERAL
2.	DEFINITIONS
3.	PRIMARY DESIGN STANDARDS-AIRCRAFT, ENGINES AND PROPELLERS
4.	PRIMARY DESIGN STANDARDS– AERONAUTICAL PRODUCTS
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1. GENERAL

1.1 This Order prescribes airworthiness design standards for aircraft, engines and propellers and the design standard acceptable for aircraft materials, parts, processes and appliances, and the requirements for issue of a Certificate of Type Approval to be issued by the Chairman in respect of a complete aircraft.

2. DEFINITIONS

2.1 For the purpose of this Order, the definitions as mentioned under the Rule 2, 183 and 234 of the Civil Aviation Rules, 1984 shall apply. Where a particular definition is not given under the rules, the under mentioned definitions shall apply:

(a) "Aircraft appliances/components" means a major assembly of a complete aircraft, engine or propeller and includes for example wings, flight control surfaces, landing gears, generators, fuel pumps, actuators, avionic components etc.

(b) "Aircraft parts" means, a sub-assembly of an aircraft component and standard items including fasteners, rivets, nuts, bolts, rigging cable and electrical wire.

(c) "Certification compliance book (check list)" means the book compiled by the respective manufacturer(s) to show means of compliance with the applicable Design Standard of the aircraft.

- (d) "Certificate of type approval" in respect of an aircraft means, the action taken by the Chairman, as an alternative to issuing CAAB's own Type Certificate (TC), in accepting a Type Certificate including the Type Certificate Data Sheet (TCDS) issued by any other contracting State which meets the design standard of the CAAB as specified in this Order.
- (e) "Country of origin" means, the country having airworthiness responsibility for the design approval; usually this is the country in which the aeronautical product is manufactured or assembled.
- (f) "EASA CS" means European Aviation Safety Agency Certification Specification as determined by the aviation safety agency formed by the member states of European Union.
- (g) "FARs" means aviation regulations issued by Federal Aviation Administration (FAA) of USA.
- (h) "Large aero plane" means an aero plane of a maximum certified take-off mass of over 5700 kg.
- (i) "Model of aircraft" means, a particular version of an aircraft type, such as would be distinguished from another version of the same type by a change of sufficient effect on the weight and balance, structural strength, operational characteristics, or other characteristics as would require a separate entry on the type certificate identifying and approving the particular version as distinct from the identification and approval of other version, (e.g. Boeing 747-400 model of aircraft).
- (j) "Small aero plane" means an aero plane of a maximum certified take-off mass of 5700 kg or less.
- (k) "Type of aircraft" means, a design and make of aircraft and refers to group of essentially similar aircraft, which although possibly existing in different models, stem from a common basic design (e.g. Boeing 747 aircraft).
- (l) "Very light aero plane (VLA)" means aero planes with a single engine (spark or compression-ignition) having not more than 2 (two) seats, with a maximum certified take-off mass of not more than 750 kg and certified as per EASA CS VLA design standard..
- (m) "Very light rotorcraft (VLR)" means rotorcrafts (helicopters) with maximum certified take-off mass not exceeding 600 kg which are:
- (i) of a simple design.;
 - (ii) designed to carry not more than two occupants;
 - (iii) not powered by turbine and/or rocket engines; and
 - (iv) restricted to VFR day operations.

2.2 A term or abbreviation used in a design standard shall, unless otherwise specified by the Chairman, CAAB be interpreted as having the meaning defined or applied therein.

3. PRIMARY DESIGN STANDARDS- AIRCRAF, ENGINES AND PROPELLERS:

3.1 The primary Airworthiness design standards of CAAB in respect of aircraft, engines and propellers are:

3.1.1	Normal, Utility, Acrobatic and Commuter (Small or Light Aero plane)	:	FAR part 23 or EASA CS –23 or CS-VLA as applicable
3.1.2	Transport category aero planes (Large Aero plane)	:	FAR part 25 or EASA CS - 25
3.1.3	Small rotorcraft (Normal or Light category):	:	FAR part 27 or EASA CS -27 or CS-VLR as applicable
3.1.4	Large rotorcraft (transport category)	:	FAR part 29 or EASA CS –29
3.1.5	Engines	:	FAR part 33 or EASA CS- E
3.1.6	Propellers	:	FAR part 35 or EASA CS - P
3.1.7	Auxiliary power unit	:	EASA CS –APU
3.1.8	Sailplanes or Powered sailplanes	:	FAR part 23 or EASA CS - 22
3.1.9	Manned free balloons	:	FAR part 31
3.1.10	Hot Air Balloons	:	EASA CS -31 HB

3.2 The design standard used as the basis of certification for the importation of a complete aircraft or for assembly of a complete aircraft or complete engine or propeller shall be recorded with the respective airworthiness or engineering documents and notified to the CAAB, and that standard shall thereafter be used as the basis of approval for all modifications and repairs to that aircraft or engine or propeller.

3.3 For aircraft or engine or propellers having more than one basis of certification, the standard adopted by the country of Manufacture shall apply, provided it conforms to the requirements of the section 3.1 of this Order.

3.4 At the time of issue of Certificate of Airworthiness by the CAAB, applicable design standard of an aircraft as mentioned in the paragraph 3.1 of this Order shall also be mentioned in the “Category” block of the Certificate of Airworthiness of the individual aircraft.

4. PRIMARY DESIGN STANDARDS – AERONAUTICAL PRODUCTS

4.1 the primary airworthiness design standard for aeronautical products i.e. aircraft materials, part, processes and appliances are:

- (a) Technical standard order (TSO) issued by FAA (FAR part 21, sub-part- 0) of the USA; or
- (b) European Technical Standard Orders (CS- ETSO) issued by EASA;

Note: For list of TSOs, reference should be made to the TSOs published by FAA and the TSOs published by EASA.

4.2 Aircraft parts and appliances are acceptable for installation on aircraft registered in Bangladesh if produced and approved under:

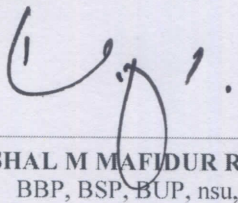
- (a) Parts manufacturing approval (PMA) issued under the FAR 21, sub-part K or approval of parts and appliances issued under EASA Part-21, Subpart-K; or
- (b) Production certificate (PC) issued under the FAR 21, sub-part G or Production Organization Approval issued under EASA Part-21, Subpart-G.

5. CERTIFICATE OF TYPE APPROVAL

- 5.1 Either the holder of the original Type Certificate (TC) or the prospective operator for the aircraft type may apply to the Chairman for issue of a Certificate of Type Approval (CTA) in respect of a type certificated aircraft, which meets the design standard mentioned in the paragraph 3.1 provided Certificate of Type Approval has not been issued earlier by the Chairman in respect of that type of Aircraft or model of the aircraft. The Certificate of Type Approval shall be issued in respect of the aircraft type itself and not the applicant.
- 5.2 The Chairman may issue a Certificate of Type Approval in respect of a Type Certificate on acceptance of original Type Certificate issued by the National Aviation Authority (NAA) of the country of manufacture, provided the TC conforms with the requirements of the section 3.1 of this Order. Certificate of Type Approval shall not be issued on the basis of Certificate of Validation of a TC issued by a contracting State.
- 5.3 The applicant shall submit an application on AWS- 17, as shown in Appendix-2 of this order and shall submit the preliminary technical data as mentioned in the Appendix-1 of this order.
- 5.4 If accepted, the applicant will be asked to submit further technical data (as identified by an asterisk (*)) in the Appendix-1 to this order for examination by the Airworthiness and Engineering Licensing Division of the CAAB. The examination will normally include:
- (a) An assessment of the adequacy of the code of design standards applied and their amendment status to ensure that no hazardous characteristics exist in the design and construction of the aircraft;
 - (b) An assessment of acceptability of any waivers or variations granted by the State of Design;
 - (c) An assessment of suitability of any special conditions specified and Certified by the State of Design; and
 - (d) An assessment of adequacy of type design in regard to specified requirements, operating conditions and airworthiness requirements of the CAAB.
- 5.5 The remaining further technical data/documents may be supplied later on, but invariably be submitted by the operator along with application for issue of Certificate of Airworthiness for the first aircraft.

- 5.6 As part of the issue of Certificate of Type Approval particularly for transport category aircraft, helicopters and for aircraft having a certification basis that is not familiar to the CAAB, it may require a number of visits or a single visit to the facility of the manufacturer of the product by the CAA B's airworthiness officials and discussion with the NAA responsible for issue of the TC. All costs of such visits shall be borne by the applicant or the TC holder (if applicant) as per rule 213 of the CARs, 1984.
- 5.7 The applicant (if not holder of TC for the product) shall also submit to the Chairman an undertaking from the TC holder and must arrange for continued supply of revisions/amendments to the Chairman of the continuing airworthiness data listed in the appendix-I to this order.
- 5.8 If accepted, the Chairman will issue Certificate of Type Approval through a letter stating the followings;
- (a) Name of the regulatory authority responsible for issue of Type Certificate (TC) and Type Certificate Data Sheet (TCDS) of the aircraft;
 - (b) Name of the Type Certificate holder
 - (c) Aircraft Type & Model;
 - (d) TCDS Number, TCDS Revision Number and Date;
- 5.9 The Chairman may refuse to issue Certificate of Type Approval if there are reasonable grounds not to do so or may issue a Certificate of type Approval with such conditions as are necessary on safety grounds.
- 5.10 Certificate of Type Approval process for an Aircraft shall be considered complete when Engine and /or Propeller as product, embedded in the aircraft is also Type Approved by CAAB in accordance with the design standards mentioned in sub-section 3.1 of this order.
- 5.11 Either the holder of the original Type Certificate (TC) or the prospective operator for the aircraft type for 'Certificate of Type Approval' shall arrange familiarization program of adequate duration for CAAB Airworthiness Officials, depending on the complexity, type of aeronautical product.
- 5.12 The Authority may suspend or cancel a Certificate of Type Approval if considered necessary to do so in the interest of aviation safety and in case of inability on the part of the holder of the Original TC to provide ongoing technical support or inability to provide continuing airworthiness data.

This Order is issued in pursuance of the Rules 4, 184 and 185 of the Civil Aviation Rules 1984 and is a complete re-issue and supersedes the Issue 4, dated 17 September, 2009.


AIR VICE MARSHAL M MAFIDUR RAHMAN
BBP, BSP, BUP, nsu, afwc, psc
Chairman
Civil Aviation Authority, Bangladesh

TECHNICAL AND AIRWORTHINESS DATA

Preliminary Technical Data (Para 5.3 of the Order)

1. Type Certificate and Type Certificate Data Sheet.
2. Certification Compliance Book or Certification Basis Book

Further Technical Data (Para 5.4 of the Order)

1. (*) Master equipment list.
2. (*) Maintenance Review Board (MRB) Report or equivalent document.
3. (*) Aircraft Flight Manual (AFM).
4. Flight Crew Operating Manual (FCOM).
5. Master Minimum Equipment List (MMEL).
6. MMEL Procedures Manual or equivalent document.
7. Configuration Deviation List (CDL).
8. Aircraft Maintenance Planning Document (MPD).
9. List of Certification Maintenance Requirements (CMR) items published in applicable document, as may be stated or referred in the TCDS.
10. Manufacturers' (Aircraft/Engine/Propeller) Maintenance Manual, Weight and Balance Manual, Overhaul Manual, Structural Repair Manual and Illustrated Parts Catalog.
11. Electrical Load Analysis covering all services of the aircraft.
12. Life Limited Critical Parts (Airworthiness Limitations) having retirement/scrapped life and which are subject to fatigue. (if this information is not provided elsewhere in the above mentioned data).
13. Additional data and descriptive information that may be needed by the Authority to issue Acceptance Type Certificate in respect of the product.

Supply Of Continuing Airworthiness Data (Para 5.7 of the Order)

1. Amendments to the documents/manuals listed above and other documents/manuals necessary for airworthiness support of the aircraft.
2. Airworthiness Directives.
3. Service Bulletins (SBs)

Note (*): Please refer the paragraph 5.4 of the ANO (AW), A.1.

AWS-17



CIVIL AVIATION AUTHORITY OF BANGLADESH
Airworthiness & Engineering Licensing Division
APPLICATION FOR CERTIFICATE OF TYPE APPROVAL

1.	Name of the organization	:	
2.	Name of the applicant	:	
3.	Address	:	
4.	Contact person of the organization	: :	
5.	Telephone	:	
6.	Fax	:	
7.	E-mail	:	
8 (a)	Fixed wing aircraft		
Large Aeroplanes (CS-25/FAR-25) <input type="checkbox"/> Over 5,700 kgs		Small/Light Aeroplanes (CS-23/FAR-23, CS-22, CS-VLA) <input type="checkbox"/> Below 5,700 kg <input type="checkbox"/> VLA, powered sailplanes, sailplanes	
8(b) Rotorcraft	<input type="checkbox"/> Transport category (CS-29/FAR-29)	<input type="checkbox"/> Normal category (CS-27/FAR-27)	<input type="checkbox"/> Light category (CS-VLR)
8(c) Engines (CS-E/FAR-33) (Mention Type of Engine)		8(d) Propeller (CS-P/FAR-35)	

9. Type and Model of the Aircraft			
10.			
(a) TC No.			
(b) TCDS No.			
11. Restriction (if applicable)			
12. List of documents enclosed			
(a) Type Certificate			
(b) Type Certificate Data Sheet			
(c) Certification Compliance Book or Certification of Basis Books			
(d) Others (to be specified)			
13.	Applicant's declaration		
I do hereby state that the information contained herein is correct and complete. Moreover, I agree to pay the fees levied by the Chairman in respect of Acceptance of a Type Certificate/ Restricted Type Certificate or approval of a derivative			
14.	Signature		
Date	Name	Signature	
This application should be submitted to: CHAIRMAN, CIVIL AVIATION AUTHORITY OF BANGLADESH HEADQUARTERS, KURMITOLA, DHAKA-1229, ATTENTION: AELD			



**CIVIL AVIATION AUTHORITY OF BANGLADESH
AIR NAVIGATION ORDERS**

AIRWORTHINESS REQUIREMENTS

PART A - AIRWORTHINESS CERTIFICATION

CHAPTER A.3	EXPORT CERTIFICATE OF AIRWORTHINESS
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Section No.	Title
1.	GENERAL
2.	DEFINITION
3.	ELIGIBILITY
4.	APPLICATION
APPENDIX-1	FORM AWS-15

1. GENERAL

- 1.1 This Order prescribes conditions for the issue of Export Certificate of Airworthiness for aircraft, aircraft engines and propellers being exported from Bangladesh.

2. DEFINITION

- 2.1 For the purpose of this Order, the definitions as mentioned under the Rules 2, 183 and 234 of the Civil Aviation Rules, 1984 shall apply. Where a particular definition is not given under the Rule, the under mentioned definition shall apply:

- (a) **"Export Certificate of Airworthiness of aircraft"** means a document issued by the Civil Aviation Authority, Bangladesh in respect of a complete aircraft including engine(s) and propeller(s) as applicable for the aircraft, being exported from Bangladesh, which attests that the aircraft, with exceptions (if any stated on the certificate), meets on the date of issue of the Certificate, the airworthiness and design standards established by the CAAB, but which is neither a Certificate of Airworthiness nor an authorisation for flight.

3. ELIGIBILITY

- 3.1 An Export Certificate of Airworthiness shall be issued only in respect of a product of the following types when such a product is to be exported from Bangladesh:
- (a) A complete aircraft, including engine(s) and propeller(s);

- (b) A single complete engine; and
 - (c) A single complete propeller.
- 3.2 An Export Certificate of Airworthiness shall not be issued unless the Chairman is satisfied that at the time of issue, with any stated exceptions, the aircraft, engine, or propeller:
- (a) Conforms to the Certificate of Type Approval or Type Certificate for the product as accepted by the CAAB under the ANO (AW) A.1;
 - (b) Complies with all pertinent Civil Aviation Rules, Air Navigation Orders and Airworthiness Directives;
 - (c) Complies with additional requirements as specified by the importing State (if notified to the CAAB); and
 - (d) Is airworthy and in a condition for safe operation.
- 3.3 In respect of a complete aircraft, to be eligible for issue of an Export Certificate of Airworthiness, the aircraft shall:
- (a) Have in force a valid Bangladesh Certificate of Airworthiness, or satisfy the requirements for issue of a Bangladesh Certificate of Airworthiness.
 - (b) Have been submitted for survey to an approved maintenance organisation in accordance with the ANO (AW) A.2 of these Orders within the preceding 30 (thirty) days, except that if the aircraft has been maintained in accordance with an approved continuous airworthiness programme, the Chairman may waive the inspection and survey requirements following assessment of the aircraft maintenance records.

4. APPLICATION

- 4.1 An application for issue of an Export Certificate of Airworthiness shall be made on the Form AWS – 15 (refer Appendix 1 of this Order) at least 30 (thirty) days before the required date.
- 4.2 The applicant shall provide the following documents, as applicable, to the purchaser of each product for which an Export Certificate of Airworthiness is issued:
- (a) The aircraft must have been maintained under CAAB approved Continuing Airworthiness Maintenance Programme (CAMP) or should have undergone an annual type inspection and be approved for return to service. The annual type inspection should have been performed and properly documented within 30 (thirty) days before the application is made for an Export Certificate of Airworthiness;

- (b) A mass and balance report, etc., with a loading schedule when applicable, for all transport aircraft. This report should be based on an actual weighing of the aircraft within the preceding 12 (twelve) months, after any major repairs or alterations to the aircraft. Changes in equipment not classified as major changes that are made after the actual weighing may be accounted for on a "computed" basis and the report be revised accordingly;
- (c) Evidence of compliance with the applicable airworthiness directives. A suitable notation should be made when such directives are not complied with;
- (d) When temporary installations are incorporated in an aircraft for the purpose of export delivery, the application form should include a general description of the installations together with a statement that the installation will be removed and the aircraft be restored to the approved configuration upon completion of the delivery flight;
- (e) Complete historical records of the aircraft such as:
 - (i) Aircraft, engine and propeller log books;
 - (ii) Components and parts maintenance records;
 - (iii) Repair and alteration records and forms, etc.
- (f) The aircraft flight manual, when such material is required by the applicable airworthiness regulations for the particular aircraft;
- (g) A statement as to the date when title passed or is expected to pass to a foreign purchaser;
- (h) The data required by the special requirements of the importing country; and
- (i) Any other data considered necessary by the Chairman.

Issued in pursuance of the Rules 4 and 188 of the Civil Aviation Rules 1984, is a complete re-issue and supersedes issue 2, dated 1 August 1990.



Air Cdre Sakeb Iqbal Khan Majlis, ndu, psc
Chairman
Civil Aviation Authority, Bangladesh



CIVIL AVIATION AUTHORITY OF BANGLADESH
Airworthiness & Engineering Licensing Division

APPLICATION FOR ISSUE OF EXPORT CERTIFICATE OF AIRWORTHINESS

1. Instructions:						
<p>a. This application is to be submitted to the AELD (one copy) when the product(s) to be exported is (are) presented for inspection.</p> <p>b. Application is made for an Export Certificate of Airworthiness to cover the aircraft described below, which is a used aircraft.</p> <p>c. For complete aircraft, execute items 2 through 11 as applicable.</p>						
2. Name and address of exporter			3. Name and address of foreign purchaser		4. Country of destination	
5. Description of the product (if necessary mention on the reverse side)						
Type	Make and model	FSN / MSN	Serial numbers	TCDS No.	Operating time (hours)	
					Time Since New (TSN)	Cycles Since New (CSN)
a) Aircraft						
b) Engine(s)						
c) Propeller(s)						
6. The aircraft was given a satisfactory flight test on (date):						
<p>7. Does the product comply with all applicable CAAB regulations, Airworthiness Directives and other requirements of AELD?</p> <p>Yes No (explain in "Remarks")</p>						
<p>8. Have applicable special requirements of the importing country been complied with?</p> <p>Yes No (explain in "Remarks")</p>						
<p>9. Has proper preventive treatments been applied to products susceptible to rapid corrosion?</p> <p>Yes No (explain in "Remarks")</p>						
10Remarks:						
<p>11Special requirements (if any) of the importing country.</p> <p>Note: Additional pages may be enclosed</p>						
<p>12Exporter's certification:</p> <p>I do hereby certify that the above statements are true and that the product(s) described here is (are) airworthy and in condition for safe operation except as may be noted under item 10 "Remarks", above.</p> <p>_____ Date:</p> <p>_____ Signature of the authorized person, name & designation</p>						



CIVIL AVIATION AUTHORITY OF BANGLADESH AIR NAVIGATION ORDERS

AIRWORTHINESS REQUIREMENTS

PART A- AIRWORTHINESS CERTIFICATION	
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CHAPTER A.4	CLASSIFICATION OF AIRCRAFT AND AIRCRAFT OPERATION
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Sections	Title
1	GENERAL
2	CATEGORIES OF AIRCRAFT
3	CLASSIFICATION OF AIRCRAFT OPERATION

1. GENERAL

- 1.1 This Order prescribes the categories of aircraft which maybe entered on Bangladesh Certificate of Airworthiness, and the type of operation for which each category qualifies.

2. CATEGORIES OF AIRCRAFT

- 2.1 Every aircraft in respect of which a Certificate of Airworthiness is in force will be classified on that Certificate for operation in one of the following categories.

- (a) Private.
- (b) Aerial work.
- (c) Charter.
- (d) Scheduled public transport.

3. CLASSIFICATION OF AIRCRAFT OPERATION

- 3.1 Unless otherwise stated on Its Certificate of Airworthiness, aircraft classified in the following categories may be obliged respectively for:

- (a) Private category - operations prescribed In Rule 105(1) of the Civil Aviation Rules 1984, where the aircraft is flown other than for hire or reward.
- (b) Aerial work category - operations prescribed in Rule 105(2) of the CAR 1984, but excluding carriage of cargo or passengers In charter or public transport operations.

- (c) Charter category - operations prescribed in Rule 105(3) of the CAR.
- (d) 1984, and for any other purpose authorised by the Chairman.
- (e) Scheduled public transport category - operations prescribed in Rule 105(4) of the CAR 1984 and for any other purpose authorised by the Chairman.

Issued in pursuance of the Civil Aviation Rules 1984, Rule 4, Rule 105, Rule 106 and Rule 107.

(Sd/-)
Air Cdre (Retd) Moinul Islam
Chairman
Civil Aviation Authority of Bangladesh



CIVIL AVIATION AUTHORITY OF BANGLADESH AIR NAVIGATION ORDERS

AIRWORTHINESS REQUIREMENTS

PART A - AIRWORTHINESS CERTIFICATION

CHAPTER A.5	REGISTRATION OF AIRCRAFT
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Sections	Title
1	GENERAL
2	REGISTRATION PROCEDURE
3	REGISTRATION OUTSIDE OF BANGLADESH
4	AIRCRAFT IMPORTED OTHER THAN BY AIR
5	CHANGE OF OWNERSHIP
6	DEREGISTRATION OF AIRCRAFT

1. GENERAL

1.1 This Order prescribes the requirements and procedures for registration, deregistration and change of ownership of aircraft.

- (a) Proof of foreign registration cancellation.
- (b) Bill of sale or conditional sales contract.
- (c) Insurance Certificate.
- (d) Import permit.
- (e) A Bangladesh customs clearance certificate.
- (f) Any other documentation as may be required by the Chairman.

2. REGISTRATION PROCEDURE

2.1 Application for aircraft registration shall be made on Form CA -27C not later than 30 days before the desired date of registration.

2.2 The application shall be submitted to the CAAB along with a receipt for the appropriate fee, and with a copy of each of the following documents, as applicable

2.3 The requirements of insurance certificate for aircraft owned and operated by the Bangladesh Government, shall be as per the current policy of the Ministry of Finance.

- 2.4 When all requirements have been satisfied, the Chairman may issue a Certificate of Registration to the owner and, except as provided in the CAR 1984, Rule 120, that Certificate shall be carded in the aircraft at all times.

3. REGISTRATION OUTSIDE BANGLADESN

- 3.1 An aircraft being imported into Bangladesh by air shall only be flown into the country provided the aircraft is:

(a) On the register of, and with a Certificate of Airworthiness of, another country.

(b) On the Bangladesh register and with a Bangladesh Certificate of airworthiness.

- 3.2 Where an imported aircraft is flown to Bangladesh on the civil register of another country, on the regulations of that country concerning the Certificate of Airworthiness, maintenance and flight crew licensing shall apply, and in such cases the Bangladesh Certificate of Registration will be processed and issued in accordance with the procedures prescribed in section2 of this Order upon arrival of the aircraft in Bangladesh.

- 3.3 Application for the issue of a Certificate of Registration for an aircraft outside Bangladesh shall be made on Form C.A.-27C and submitted with a receipt for the appropriate fee not later than 30 days prior to the desired date of Issue.

- 3.4 If acceptable, a temporary Certificate of Registration endorsed with the restriction "Issued for ferry flight and valid only until the first landing at a Customs Airport in Bangladesh" will be provided by the CAAB.

- 3.5 In accordance with the CAR 1984, Rule 213, airworthiness representatives of CAAB shall be present in the country from where the aircraft is to be exported to issue the Certificate of Registration.

- 3.6 A permanent Certificate of Registration will be issued by the Chairman when he is satisfied that all conditions affecting the registration of the aircraft have been compiled with, and when a customs clearance has been obtained.

4. AIRCRAFT IMPORTED OTHER THAN BY AIR

- 4.1 For aircraft imported by means other than air, issue of a Certificate of Registration will be effected in Bangladesh in accordance with normal procedures specified in section 2 of this Order.

5. CHANGE OF OWNERSHIP

- 5.1 Where there is a change of ownership of an aircraft registered in Bangladesh, through sale or otherwise, the registered owner of the aircraft shall immediately provide written notice of the change and surrender the Certificate of Registration to Chairman after completing the relevant portion on the back of the Certificate,

- 5.2 The new owner shall submit a new application aircraft on Form C.A. -27C and the following:
- (a) An affidavit from the previous owner which has been authenticated by a notary, together with a statement that the aircraft has been sold or transferred to a new owner.
 - (b) The existing Certificate of Registration, discharged in favor of the new owner by completing the relevant portion, if not already provided by the registered owner.
 - (c) A receipt for the appropriate fee.

6. DEREGISTRATION OF AIRCRAFT

- 6.1 When the aircraft has been destroyed or permanently withdrawn from service, the registered owner of the aircraft shall, within 15 days, request the Chairman in writing and return the Certificate of Registration after completing the relevant portion of the Certificate.
- 6.2 An aircraft for which a Certificate of Airworthiness has not been renewed for two successive years shall be removed from the Bangladesh register of civil aircraft.
- 6.3 Reinstatement to the register may be effected when the owner or operator applies for renewal of the Certificate of Airworthiness, complies with any requirements specified by the Chairman for renewal of the Certificate, and when the aircraft has been inspected in accordance with Chapter A.2 of these Orders and found to be satisfactory.

Issued in pursuance of the Civil Aviation Rules 1984, Rules 4, 120, 171 and 174.

(Sd/-)
Air Cdre (Retd) Moinul Islam
Chairman
Civil Aviation Authority of Bangladesh



CIVIL AVIATION AUTHORITY OF BANGLADESH AIR NAVIGATION ORDERS

AIRWORTHINESS REQUIREMENTS

PART A - AIRWORTHINESS CERTIFICATION

CHAPTER A.6	FLIGHT MANUALS
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Sections	Title
1	GENERAL
2	DEFINITION
3	REQUIREMENT
4	APPROVAL OF FLIGHT MANUALS
5	CONTENTS OF FLIGHT MANUALS
6	AMENDMENT OF FLIGHT MANUALS

1. GENERAL

- 1.1 This Order prescribes the requirements for the carriage, approval, amendment and contents of aircraft flight manuals.

2. DEFINITION

- 2.1 For the purpose of this Order, "flight manual" is defined as a manual approved by the Chairman which is associated with the Certificate of Airworthiness for an aircraft, and which provides aircraft limitations, and information and procedures as required by ICAO Annex 8 for the safe operation of the aircraft by the flight crew.

2. REQUIREMENT

- 3.1 No Bangladesh aircraft shall be flown unless:
- (a) There is an approved flight manual or equivalent carried on board,
 - (b) The pilot-in-command complies with all operation requirements, procedures and limitations set out in the flight manual for that aircraft.

4. APPROVAL OF FLIGHT MANUALS

- 4.1 The Chairman may approve a flight manual, and any subsequent amendments to that manual, which has been:
- (a) Previously approved by the civil aviation authority of the country of origin.
 - (b) Prepared by or on behalf of the manufacturer, owner or operator of the aircraft, in accordance with the prescribed standards.
- 4.2 For an imported aircraft, evidence that the data contain in the flight manual has been approved by the civil aviation authority of a contracting state shall be provided.
- 4.3 Where performance data for an aircraft is not available, the Chairman may require flight tests.
- 4.4 Approval of a flight manual shall be indicated on the document by the signature of an authorised representative of the CAAB, or by a Certificate of Validation issued by an authorised representative of the CAAB.
- 4.5 The flight manual may be incorporated into the same document as the Certificate of Airworthiness.
5. CONTENTS OF FLIGHT MANUAL
- 5.1 A Flight Manual shall contain all the related data specified by airworthiness requirements and such other data as may be specified by the Chairman.
- 5.2 Except where not applicable to a particular aircraft, a Flight Manual shall contain at least the following information:
- (a) General
 - Engine - Manufacturer, type and number
 - Propeller - Manufacturer, type, diameter, pitch settings
 - Fuel - Grade, capacity, total, usable
 - Oil - Specification, capacity
 - (b) Operating limitations:
 - Operational restriction relating to IFR and night
 - Operation and flight in icing conditions
 - Airspeed
 - limitations
 - Maneuvers
 - permitted
 - Weight and centre of gravity limitations
 - Flight load factors
 - Power plant limitations
 - Total occupants/minimum crew
 - Smoking restrictions
 - An explanation of instrument markings and
 - Placards.

(c) Emergency procedures

(d) Normal procedures - Fuel system :management
 - Stalls
 - Spinning

(e) Performance: - Information necessary to meet CAAB aircraft
 - Performance requirements
 - Stalling speeds
 - Maximum demonstrated cross wind component.

5.3 The Chairman may require supplements to be added to the flight manual of a particular aircraft to amend the data contained therein when a modification is incorporated.

5.4 Except as provided in paragraph 5.5 of this Order, all flight data shall be given in the following units:

Weight	-	Kilograms and Pounds
Temperature	-	Degrees Celsius
Short distance	-	Meters and Feet
Long distance	-	International Nautical Miles
Height	-	Feet
Pressure	-	Kilopascals and Pounds per Square Inch
Liquid Quantity	-	Litters and Imperial Gallons or Pints
Speed	-	Knots

5.5 Where a flight manual adopted in accordance with paragraph 4.1 of this Order does not provide data in the above units, conversion tables shall be incorporated.

6. AMENDMENT OF FLIGHT MANUALS

6.1 An amendment shall not be incorporated into the flight manual unless it has been approved by the Chairman.

6.2 Upon obtaining approval for an amendment, the Owner/Operator of the aircraft shall ensure that it is incorporated In accordance with the Instructions provided unless otherwise directed by the Chairman.

6.3 Approved amendments shall be incorporated within the period stated by the Chairman, or in the absence of, such a statement, prior to the next flight.

NOTE: The amendment process in Bangladesh normally following approval of the amendment by the regulatory authority of the country of origin of the aircraft, which originally approved the flight manual.

Issued in pursuance of the Civil Aviation Rules 1984, Rule 4 and Rule 119.

(Sd/-)
Air Cdre (Retd) Moinul Islam
Chairman
Civil Aviation Authority of Bangladesh



**CIVIL AVIATION AUTHORITY OF BANGLADESH
AIR NAVIGATION ORDERS**

AIRWORTHINESS REQUIREMENTS

PART A- AIRWORTHINESS CERTIFICATION
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CHAPTER A.8	ASSIGNMENT OF MODES ADDRESS AND GROUND TESTING OF ACAS TRANSPONDERS
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Sections	Title
1	GENERAL
2	DEFINITIONS
3	ALLOCATION OF ADDRESS
4	APPLICATION PROCEDURES FOR ALLOCATION OF
5	ACAS TRANSPONDER GROUND TESTING COSI DERATION
6	RELATED AIRWORTHINESS

1. GENERAL

- 1.1 Aircraft are required to be equipped with, and operate, Mode S transponder equipment in certain segments of airspace within the USA, European Airspace and Indian Airspace. ICAO has also notified (Annex 6, Part I) that in future specific performance classes of aeroplanes are required to be equipped with ACAS II and shall operate in accordance with relevant provisions of Annex 10. Therefore, prior to operating in the designated airspace, where aeroplanes are required to be equipped with Mode S transponder, the aircraft must have a unique address code assigned by the aircraft's State of Registry.

2. DEFINITIONS

- 2.1 For the purpose of this Order, the definitions as mentioned under the Rule 2 and 183 of the Civil Aviation Rules, 1984 shall apply. Where a particular definition under the rule, the under mentioned definitions shall apply:
- (a) "ACAS" means an Airborne Collision Avoidance System (ACAS) based on secondary surveillance radar (SSR) transponder signals which operate independently of ground-based equipment to provide advice to the pilot on potential conflicting aircraft that are equipped with SSR transponders.

- (b) "ACAS I" means an Airborne Collision Avoidance System which provide information as an aid to "see and avoid" action but does not include the capability for" generating resolution advisories (RAs).
- (c) "ACAS II" means an Airborne Collision Avoidance System that utilizes interrogations of, and replies from airborne radar beacon transponders and provides traffic advisories and resolution advisories in the vertical plane.
- (d) "ACAS III" means an Airborne Collision Avoidance System, which provides vertical and horizontal resolution advisories (RAs) in addition to traffic advisories (TAs)
- (e) "Aircraft Address" means a unique combination of twenty-four bits available for Assignment to an aircraft for the purpose of air-ground communications, navigation and surveillance.
- (f) "Mode A" transponder equipment means, a transponder capable to elicit transponder replies for identity and surveillance.
- (g) "Mode C" transponder equipment means, a transponder capable to elicit transponder replies for automatic pressure-altitude transmission and surveillance
- (h) "Inter mode A/C/S all-call" transponder equipment means, a transponder capable to elicit replies for surveillance of Mode A/C transponders and for the acquisition of Mode S transponders.
- (i) "Inter mode A/C- all-call" transponder means, a transponder capable to elicit replies for surveillance of Mode A/C transponders. Mode S transponders do not reply.
- (j) "Mode S" transponder equipment means a transponder, which meets the requirements of FAA TSO-C88 or equivalent standard acceptable to the Chairman and be capable replying to:
 - (i) Mode A/C interrogations with the code specified by ATC
 - (ii) Inter mode
 - (iii) Mode S interrogations
- (k) "Resolution advisory (RA)" means an indication given to the flight crew recommending:
 - (i) a manoeuvre intended to provide separation from all threats; or
 - (ii) a manoeuvre restriction intended to maintain existing separation
- (l) "Traffic advisory (TA)" means an indication given to the flight crew that a certain intruder is a potential threat.

Note: (1) Mode A/C transponders are suppressed by Mode S interrogations and do not reply.

(2) The SSR Mode S address consisting of twenty-four bit aircraft address allocated by ICAO to the State of Registry and assigned as prescribed in the Chapter 9, Part I, Volume III, Annex-10.

3. ALLOCATION OF ADDRESS CODE

3.1 In accordance with the fundamental concept of SSR Mode S operations, each Bangladesh registered aircraft required to operate in the transponder Mode S-mandatory airspace, is assigned a unique 24 bit SSR Mode S address codes by the Chairman.

3.2 Aircraft addresses are assigned in accordance with the following principles-

- (a) at the one time, no address shall be assigned to more than one aircraft;
- (b) only one address shall be assigned to an aircraft, irrespective of the number of transponders on board;
- (c) the address shall be not changed, except under an exceptional circumstance, and shall not be changed in flight;
- (d) when an aircraft changes State of Registry, the previously assigned address shall be relinquished and a new address shall be assigned by the new State of Registry or registering authority;
- (e) the address serves only a technical role for addressing and identification of aircraft and shall not be used to convey any specific information such; and
- (0) the address composed of 24(twenty four) ZEROS and 24(twenty four) ONES shall not be assigned to aircraft;

3.3 Under Annex 10 Volume 1, ICAO allocates blocks of SSR Mode S addresses to each State of Registry. The first 12 bits of the address as allocated by the ICAO comprise the national identification code. For Bangladesh, the state code is be 0111 00 000 010.

3.4 The remaining (second) 12 bits provide the individual aircraft address codes, which for each Bangladesh registered aircraft, comprise the binary form of the aircraft identification number assigned from CAAB data base or record maintained by the Airworthiness and Engineering Licencing Division. On application, the CAAB will allocate the remaining (second) 12 bits on the basis of binary value, which matches the order of assignment in ascending sequential order. Example of a complete address of the first aircraft allocated mode S code (registered as S2- ACO) is 0111 00 000 010 00 00 0000 0001. Similarly the mode S code allocated for the next aircraft (registered as S2- ACP) is 0111 00 000 010 00 00 0000 0010.

4. APPLICATION PROCEDURES FOR ALLOCATION OF MODE S CODE

- 4.1 An application for allocation of a Mode S transponder code to a civil aircraft registered in Bangladesh shall be submitted to the Chairman by the Owner/Operator through letter. The following aircraft information must be supplied by the applicant-

- (a) make;
- (b) model;
- (c) Serial number; and
- (d) for an aircraft already on the Bangladesh Register of Aircraft, the aircraft registration marks.

- 4.2.1 Aircraft that are not currently registered in Bangladesh, but intended to be registered in future in Bangladesh, cannot be allocated a Mode S code. Owner/Operator of such aircraft must forward their application to the appropriate authority in the aircraft's State of Registry.

5. ACAS TRANSPONDER GROUND TESTING CONSIDERATION

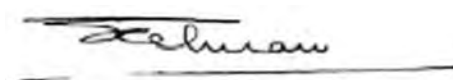
- 5.1 Recognizing that ACAS aircraft operate by interrogating operational transponders, it is apparent that they will elicit replies from transponder equipped aircraft on the ground if they are in range and the equipment switched on.
- 5.2 This, therefore, presents the possibility that a ground operated transponder may trigger a nuisance advisory on an ACAS equipped aircraft operating in the close vicinity. If the ground target is providing altitude data the ACAS logic should declare the aircraft to be on the ground and ought not to generate an advisory. If no altitude data is provided the ACAS will generate a TA if the threat criteria are met. If the ground is providing altitude data other than surface altitude, as may happen with a defective altitude encoder, or if a test pressure is being applied to the altitude encoder, the ACAS may generate both a TA and RA if the threat criteria met.
- 5.3 It is considered that nuisance advisories may be cause to any ACAS equipped aircraft flying in the vicinity of transponders, which are being tested, this may also include aircraft passing overhead at medium altitudes. The problem may be more noticeable where ground testing of transponders takes place at airfields located beneath Terminal Control Areas or in the vicinity of Control Areas and Zones where are traffic movements are likely to be numerous.
- 5.4 Maintenance organization and personnel who are involved in the ground testing of transponders and ACAS equipment are required to follow specific procedures given by the manufacturer of the equipment and take precautions to ensure that the risks of causing nuisance advisories are recognized and kept to a minimum.
- 5.5 Where no specific procedures are given by the manufacturer of the equipment, the following procedures be followed by the maintenance personnel to minimize the possibility of causing nuisance advisories to ACAS equipped aircraft when ground testing transponders and/or ACAS:

- (a) when not required ensure that transponders are selected to 'OFF' or 'Standby'.
- (b) for transponders under test, when equipped for altitude reporting, set the control to 'Mode A/C and select Altitude Reporting 'ON'.
- (c) where possible, carry out testing inside a hangar to take advantage of any shielding properties it may provide.
- (d) always use the antenna transmission absorption covers when these are provided with the test set.
- (e) when testing Mode C operation that requires the altitude to be increased, radiate directly into the ramp test via the prescribed attenuator.
- (f) in between test parameters, select the transponder to the standby mode.
- (g) the simulation of ACAS operation by the radiation from an antenna located on, or remotely based from a workshop, is not permitted.

6. RELATED AIRWORTHINESS REQUIREMENT

- 6.1 The operators' attention is also drawn to the ANO (airworthiness) E.6 on aircraft equipment, system and instruments regarding the requirements of installation of an ACAS II (minimum performance level) on aircraft registered in Bangladesh.

This order is issued in pursuance of the Rules 4, 89 and 107 of the Civil Aviation Rules, 1984.



Air Cdre Lutfur Rahman ndu, psc
Chairman
Civil Aviation Authority of Bangladesh



**CIVIL AVIATION AUTHORITY, BANGLADESH
AIR NAVIGATION ORDERS
AIRWORTHINESS REQUIREMENTS**

PART A – AIRWORTHINESS CERTIFICATION

CHAPTER A.10 - FEES/CHARGES FOR AIRWORTHINESS SERVICES

This order specifies fees/charges for services related to airworthiness provided by Civil Aviation Authority, Bangladesh.


The followings are fees/charges for the type of services rendered by Airworthiness & Engineering Licensing Division of CAAB:

Sl No.	Type of Services	Fees/Charges (Taka)
01	Certificate of Registration (Restricted).	20,000/=
02.	Issue of Certificate of Registration.	a) Glider: 25,000/= b) Small A/C: 1,00,000/= c) Large A/C: 2,00,000/=
03.	Allocation of Provisional Registration Marks (for each extension).	10,000/=
04.	Certificate of Airworthiness (Restricted).	20,000/=
05.	Issue / Renewal of Certificate of Airworthiness.	a) Glider: 3,000/= for each 1,000 Kg or part thereof for aircraft MTOW. b) Small Aeroplane & Helicopter: 15,000/=. c) Aeroplane MTOW between 5,700Kg to 1,00,000 Kg: 1,500/= for each 1,000 Kg or part thereof. d) Aeroplane MTOW above 1,00,000 Kg: 1,000/= for each 1,000 Kg or part thereof.
06.	Re-issue / Duplicate of Certificate of Registration (change).	20,000/=
07.	Change of Ownership	50% of the initial issue of C of R
08.	Noise Certificate	10,000/=
09.	De-registration of aircraft on operators / owners request	a) Glider: 5,000/= b) Aeroplane below 5,700Kg or Helicopter below 3,175 kg: 25,000/= c) Aeroplane above 5,700Kg or Helicopter above 3,175 kg: 50,000/=

Sl No.	Type of Services	Fees/Charges (Taka)
10.	Re-issue / Duplicate Certificate of Airworthiness (change).	20,000/=
11.	Permit to fly (Special Ferry flight permission) with / without Certificate of Airworthiness.	30,000/=
12.	Export Certificate of Airworthiness.	<u>Having Valid C of A</u> Small A/C: 30,000/= Large A/C: 1,00,000/= <u>Without Valid C of A</u> Small A/C: 50,000/= Large A/C: 2,00,000/=
13.	Initial / re-issue approval of Aircraft Maintenance Schedule / Programme.	Small aircraft: 25,000/= Large aircraft: 50,000/=
14.	Approval of amendments to the approved Aircraft Maintenance Schedule / Programme.	25% of the initial approval.
15.	Initial / Re-issue Approval of Maintenance Control Manual / MOE / CAME.	1,00,000/=
16.	Approval of amendments to the Maintenance Control Manual / MOE / CAME.	25% of the initial approval.
17.	Issuance / change of Instructor approval.	5,000/=
18.	Basic / type examination for each Module or type.	4,000/=
19.	Type Course approval for each course	20,000/=
20.	Issue / renewal / change/Duplicate of Aircraft Maintenance Engineer Licence.	5,000/=
21.	Application for Technical clearance	Small aircraft: 25,000/= Large aircraft: 50,000/=
22.	Issuance of NOC (Each Case)	10,000/=
23.	Approval of Major Modification / Repair	20,000/=
24.	Approval of Modification / Repair other than Major	5,000/=
25.	Application fee for Validation of foreign AME licence.	10,000/=
26.	Certificate of Approval for design organization.	Small A/C: 5,00,000/= Large A/C: 10,00,000/=
27.	Certificate of Approval for manufacturing organization.	Small A/C: 5,00,000/= Large A/C: 10,00,000/=
28.	Issue of Certificate of Approval as Aircraft Maintenance Organization (AMO) for the AOC holder.	Small A/C: 1,00,000/= Large A/C: 2,00,000/=
29.	Renewal of Certificate of Approval as Aircraft Maintenance Organization (AMO) for the AOC holder.	50% of the initial approval
30.	Issue of Certificate of Approval for Foreign AMO / MRO.	1,00,000/=
31.	Renewal of Certificate of Approval for Foreign AMO / MRO.	50% of the initial approval

Sl No.	Type of Services	Fees/Charges (Taka)
32.	Change of the AMO scope for additional rating (Airframe & Engine)	20,000/= for each item
33.	Change of the AMO scope additional component rating	10,000/= for each item
34.	Issue of Aircraft Maintenance Training Institute approval.	1,00,000/=
35.	Renewal / change of Aircraft Maintenance Training Institute approval.	50% of the initial approval
36.	Issue of Aircraft Maintenance Training Institute approval (Foreign).	75,000/=
37.	Renewal / change of Aircraft Maintenance Training Institute approval (Foreign).	50% of the initial approval
38.	Grant of approval / renewal for technical certification of Bangladesh registered aircraft by foreign agency for each location.	20,000/=

This order is issued in pursuance of the Rules 4, 56, 171, 186 and 190 of Civil Aviation Rules, 1984. This ANO supersedes Issue 1, dated 10 January 2005.


Air Vice Marshal Ehsanul Gani Choudhury
 GUP, ndc, psc
 Chairman
Civil Aviation Authority, Bangladesh



CIVIL AVIATION AUTHORITY, BANGLADESH
AIR NAVIGATION ORDERS AIRWORTHINESS
REQUIREMENTS

PART A – AIRWORTHINESS CERTIFICATION

CHAPTER A.1 1	PROCEDURE FOR AMENDMENTS OF AIR NAVIGATION ORDERS – AME LICENSE & AIRWORTHINESS RELATED
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SECTIONS

1.	GENERAL	4.	PROCEDURE FOR ISSUE AND SUBSEQUENT REVISIONS
2.	DEFINITIONS	5.	CAAB WEB SITE
3.	RESPONSIBILITY FOR ISSUE AND REVISION OF ANOs - AIRWORTHINESS		

1. GENERAL

- 1.1 The Air Navigation Orders (ANOs) are issued under the authority of the rule of the Civil Aviation Rules 1984 Aircraft Rules, which specify various requirements and standards for civil aircraft registered in Bangladesh.
- 1.2 This Order describes the procedure of issue of ANO (Airworthiness Requirements), its amendments / revisions and its circulation to the various operators.

2. DEFINITIONS

- 2.1 For the purpose of this Order, the definitions as mentioned under the Rules 2, 183 and 234 of the Civil Aviation Rules (CARs), 1984 shall apply.

3. RESPONSIBILITY FOR ISSUE AND REVISION OF ANOs – AIRWORTHINESS

- 3.1. The Air Navigation Orders are promulgated under the authority of CARs 1984 for the purpose of giving effect to the Rules stated therein and specify the detailed requirements for compliance.
- 3.2 The promulgation and implementation of ANOs are to meet the duties and obligations of Bangladesh as a Contracting State under the Chicago Convention including the International Standards contained in the Annexes.

- 3.3 Head of the Airworthiness and Engineering Licensing is responsible for:
- 3.3.1 Processing amendment of existing ANOs or Issue of New ANOs (Airworthiness Requirements), under the following circumstances:
- (i) Whenever a new Rule is incorporated in the CARs 1984 **or**
 - (ii) Whenever an existing rule is amended / revised **and**
 - (iii) Whenever an amendment to ICAO annexes are issued which necessitates revision of any ANOs or Issue of an ANO.
- 3.3.2 Maintain up-to-date compliance Check List in respect of the under mentioned Annexes and Chapters thereof for which the AELD responsible:
- (a) Annex 1 (Aircraft maintenance – Technicians/Engineers/Mechanics);
 - (b) Annex 6, following Chapters:
 - (i) Chapter 5 – Aeroplane performance operating limitations;
 - (ii) Chapter 6 – Aeroplane instruments, equipment and flight documents;
 - (iii) Chapter 7 – Aeroplane communication and navigation equipment;
 - (iv) Chapter 8 – Aeroplane maintenance; and
 - (v) Chapter 11 – Manuals, logs and records.
 - (c) Annex 7, 8, 13 and 16.
 - (d) Identify differences with ICAO Annexes and notify difference, if any to Director F.S. & R for informing ICAO through AT Division.
- 3.4 Required issue and/or revision of the applicable ANO(s) shall be issued within a period not exceeding 30 (thirty) days of effective date of the specific Rule of the CARs 1984 or effective date of the specific amendment number of the Annex.

4. PROCEDURE FOR ISSUE AND SUBSEQUENT REVISIONS

- 4.1. When an ANO is issued, the first page indicates the Issue number and the date of issue on the date of issue on the bottom left hand corner and the bottom right hand corner of each page respectively. The initial issue is numbered as Issue 1, and the subsequent **Revision** as Issue 2 and so on.
- 4.2. Pages which are not affected by the revision will contain initial date of issue only. All revisions to the ANO will be indicated by a sideline on the left side of the affected pages indicating the change/ revision to the ANO.

- 4.3. Major changes to any ANO will result in the ANO being complete re-issued and all the pages will have same Issue number in higher order. The superseded page(s) or ANO should be discarded and removed from the ANO folder / binder.
- 4.4. Every revision will be accompanied by a Transmittal Letter (TL) which would indicate the pages affected, and the reason for the revision. Reference number and date of the TL shall be recorded on the Records of Revisions page of the ANOs folder/ binder.
- 4.5. The holder of the ANO shall ensure that all pages of the ANOs are current as per the List of Effective Pages (LEP) provided with each copy of the ANO. It shall be the responsibility of the Owner / Operator / Organisation / AMEs / Authorised Inspectors Personnel to procure a copy of the current ANOs and their revision from the Office Superintendent of AELD and ensure compliance with the requirements contained therein.

5. CAAB WEB SITE

- 5.1 The ANOs are also accessible through the CAAB web site <http://www.caab.gov.bd/>

Issued in pursuance of the Rules 3 and 4 of the Civil Aviation Rules 1984.



Air Cdre Sakeb Iqbal Khan Majlis, ndu, psc

Chairman

Civil Aviation Authority, Bangladesh