

PRELIMINARY

1. Short title and application

(1) These rules may be called the Civil Aviation Rules, 1984.

(2) These rules shall apply, unless a contrary intention appears, to all aircraft for the time being in or over Bangladesh:

Provided that, in the case of aircraft registered elsewhere than in Bangladesh, the provisions of Parts I, VII, VIII and IX of these rules relating to Personnel Licensing, Registration and Marking of Aircraft, Airworthiness of Aircraft and Facilitation shall not apply but the laws applicable to them in their respective countries shall apply;

Provided further that these Rules shall apply to aircrafts registered elsewhere than in Bangladesh where responsibilities have been transferred under a written agreement between the State of Registry and Bangladesh made under article 83*bis* of the Convention.

(3) These rules shall not apply to, or in relation to, military aircraft and military aerodromes of Bangladesh.

(4) Notwithstanding the provisions of sub-rule (3), the provisions of these rules relating to manoeuvre of aircraft and air traffic control shall apply to, and in relation to, a flight by the military aircraft and State aircraft when they operate at military aerodromes exclusively used for military used for military purposes.

2. Definitions

In these rules, unless there is anything repugnant in the subject or context, -

"acrobatic flight" means manoeuvres intentionally performed by an aircraft involving as abrupt change in its attitude, an abnormal attitude of an abnormal variation in speed;

"advisory area" means a designated area within a flight information region where air traffic advisory service is available;

"advisory route" means a route within a flight information region along which air traffic advisory service is available;

"aerial work aircraft" means an aircraft, not being a public transport aircraft, which is being flown for payment to be made to the operator of the aircraft, being payment for the flight or in respect of the purpose for which the flight is carried out, and any reference to an aerial work aircraft by any class shall be construed accordingly;

"aerodrome control service" means air traffic control service for aerodrome traffic;

"aerodrome meteorological minima" means limiting meteorological conditions laid down for the purpose of determining the usability of an aerodrome either for take-off or landing;

"aerodrome traffic" means all traffic on the manoeuvring area of an aerodrome and all aircraft flying in the vicinity of an aerodrome;

"Aeronautical Information Publication" or "AIP" means the publications issued by or with the authority of, a State containing aeronautical information of a lasting character essential to air navigation;

"aeronautical mobile radio service" means a radio communication service between aircraft radio stations and land stations and between two or more aircraft radio stations;

"aeroplane" means a power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces remaining fixed under given conditions of flight;

"aeroplane flight manual" means manual, associated with the certificate of airworthiness, containing limitations within which the aeroplane is to be considered airworthy, and instructions and information necessary to the flight crew members for the safe operation of the aeroplane;

"aerodrome control tower" means a unit established to provide air traffic control service to aerodrome traffic;

"aerodrome elevation" means the elevation of the highest point of the landing area;

"aerodrome taxi circuit" means the specified path of the aircraft on the manoeuvring area during specific wind conditions;

"agricultural operations" means the broadcasting of chemicals, seeds, fertilizers and other substances from aircraft for agricultural purposes including purposes of pest disease control;

"Air Navigation Order" means the orders published by the Chairman under rule 4;

"air-report" means a report prepared by the pilot-in-command during the course of a flight in conformity with requirements for position and operational meteorological reporting;

"airtraffic control clearance" means authorization for an aircraft to proceed under conditions specified by an air traffic control unit;

"air traffic advisory service" means a service provided within the advisory area or advisory route to ensure separation, insofar as possible, among aircraft which are

operating on an IFR flight plan;

"air traffic control service" means a service provided for the purposes of -

- (a) preventing collisions_
 - (i) between aircraft and
 - (ii) on the manoeuvring area, between aircraft and obstructions;
- and
- (b) expediting and maintaining an orderly flow of air traffic;

"air traffic control unit" means an area control centre, approach control office or as the case may be, aerodrome control tower;

"air traffic service" means flight information service, alerting service, air traffic advisory service, air traffic control service area control service, approach control service or aerodrome control service;

"air traffic service reporting office" means a unit established for the purpose of receiving reports concerning air traffic services and flight plans submitted before departure of an aircraft;

"airway" means a control area or a portion thereof established in the form of a corridor equipped with radio navigational aids;

"air route facilities" means any facilities provided to permit safe navigation of an aircraft within the airspace of an air route; and includes visual and non-visual aids to approach and landing at aerodromes, communication services, meteorological and air traffic services and facilities;

"airship" means a power driven lighter-than-air aircraft;

"air traffic" means all aircraft in flight or operating on the manoeuvring area of an aerodrome;

"air traffic control instructions" mean directions issued by an air traffic service unit for an aircraft to conduct its flight in the manner specified by that air traffic service;

"air traffic controller's licence" means a licence granted to a person in accordance with the provisions of these rules;

"alternate aerodrome" means an aerodrome specified in the flight plan to which a flight may proceed when it becomes inadvisable to land at the aerodrome of intended landing;

"altitude" means the vertical distance of a level or point, or an object considered as a point, measured from mean sea level;

"alerting service" means service provided to notify appropriate organisations regarding aircraft in need of search and rescue air, and assist such organisations as required;

"approach control office" means a unit established to provide air traffic control service to controlled flights arriving at or departing from, one or more aerodromes;

"approach control service" means air traffic control service for arriving or departing controlled flights;

"approach sequence" means the order in which two or more aircraft are cleared to approach to land at an aerodrome;

"approved" means approved by the Chairman of the Civil Aviation Authority;

"apron" means a defined area, on a land aerodrome, intended to accommodate aircraft for purposes of loading or unloading of passengers, mail, cargo, refuelling, parking, or maintenance of aircraft;

"area control centre" means a unit established to provide air traffic control service to controlled flights in control area;

"area control service" means an air traffic control service for controlled flights in control areas;

"air traffic services route" or "ATS route" means specified route designed for channeling the flow of air traffic as necessary for the provision of air traffic services;

"authorised" means authorised by the Chairman or by a person appointed by the Chairman to give the authority concerned;

"base turn" means a turn by the aircraft during the intermediate approach between the end of the outbound track and the beginning of the final approach track. These tracks are not reciprocal;

"cargo means any property carried on an aircraft other than mail, stores and personal accompanied baggage of passengers;

"ceiling" means the height above the ground or water of the base of the lowest layer of cloud below six thousand metres (twenty thousand feet) covering more than half of the sky;

"Chairman" means the Chairman of the Civil Aviation Authority or any person performing the duties of the Chairman for the time being in force;

"charter aircraft" means an aircraft employed in charter operations;

"commercial operations" means an air operation for hire and reward;

"compulsory reporting point" means specified geographical location in relation to which

the position of an aircraft must be reported;

"control area" means controlled airspace extending upwards from a specified limit above the surface of the earth;

"controlled flight" means any flight which is provided with air traffic control service;

"controlled VFR flight" means controlled flight conducted in accordance with the visual flight rules;

"control tower" means a unit established to provide air traffic control service to aerodrome traffic;

"control zone" means controlled airspace extending upward from the surface of the earth to a specified upper limit;

"controlled aerodrome" means an aerodrome at which air traffic control service is provided to aerodrome traffic;

"controlled airspace" means and airspace of defined dimensions within which air traffic control service is provided to controlled flight;

"co-pilot" means a licensed pilot serving in any piloting capacity other than as pilot-in-command but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction;

"convention" means the convention on International Civil Aviation signed in Chicago on the seventh day of December, 1944, and any amendments of the Convention or Annex thereto made in accordance with the provisions of Article 94 of the Convention;

"crew member" means a person assigned by an operator to duty on an aircraft during flight time;

"cruising level" means a person assigned by an operator to duty on an aircraft during flight time;

"cruising level" means a level maintained during a significant portion of a flight;

"current flight plan" means the flight plan, including changes, if any, brought about by subsequent clearances;

"danger area" means an airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times;

"dangerous lights" mean any lights which may endanger the safety of aircraft, whether by reason of glare, or by causing confusion with or preventing clear visual reception of aeronautical lights or signals;

"elevation" means the vertical distance of a point or a level on or affixed to the surface of the earth, measured from mean sea level;

"expected approach time" means the time at which ATC expects that an arriving aircraft will be cleared to commence its approach for a landing;

"field flight plan" or "FPL" means the plan as filed with an air traffic service unit by the pilot or his designated representative without any subsequent changes;

"final approach" means that part of an instrument approach procedure from the time the aircraft has-

- (a) completed the last procedure turn or base turn where one is specified; or
- (b) crossed a specified fix; or
- (c) intercepted the last track specified for the procedure, until it has crossed a point in the vicinity of an aerodrome from which -
 - i) a landing can be made; or
 - ii) a missed approach procedure is initiated;

"flight crew member" means a licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period;

"flight time" means the total time from the moment an aircraft first moves under its own power for the purpose of taking off until the moment at which it comes to rest at the end of the flight;

"flight visibility" means the visibility forward from the cockpit of an aircraft in flight;

"forecast" means a statement of expected meteorological conditions for a specified period and for a specified area or portion of airspace;

"flight information centre" means a unit established to provide flight information service and alerting service;

"flight information region" means an airspace of defined dimensions within which flight information service and alerting service are provided;

"flight information service" means a service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flight;

*"flight level" means surface of constant atmospheric pressure which are related to a specific pressure datum, 1013.2mbs (29.92 inches) and are separated by specific pressure intervals.

**Notes: 1. a pressure type altimeter calibrated in accordance with the standard atmosphere-*

- (a) *when set to QNH altimeter setting, will indicate altitude;*
- (b) *when set to QFE altimeter setting, will indicate height above the QFE reference datum;*
- (c) *when set to a pressure of 1013.2 mvs (29.92 inches) any be used to indicate flight levels;*

2. The terms height and altitude used in Note 1 indicate altimetric rather than geometric heights and altitudes;

"flight plan" means specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft;

"flight status" means an indication of whether a given aircraft requires special handling by air traffic services unit or not;

"glider" means a non-power-driven heavier-than-air aircraft deriving its lift in flight chiefly from aero-dynamic reactions on surfaces remaining fixed under given conditions of flight;

"ground visibility" means visibility at an aerodrome as reported by an authorised observer;

"heading" means the direction in which the longitudinal axis of an aircraft is pointed, usually expressed in degrees from North (true, magnetic, compass or grid);

"holding point" means a specified location, identified by visual or other means, in the vicinity of which the position of an aircraft in flight is maintained in accordance with air traffic control clearances;

"holding procedure" means a predetermined manoeuvre which keeps an aircraft within a specified airspace whilst awaiting further clearance;

"helicopter" means a heavier-than-air aircraft supported in flight by reaction of the air on one or more power-driven rotors on substantially vertical axis;

"horizontal plane" in relation to an aircraft, means the plane containing the longitudinal axis perpendicular to the plane of symmetry of the aircraft;

"instrument meteorological conditions" or "LMC" means meteorological conditions of such a nature that flight in compliance with the visual flight rules laid down in these rules is precluded;

"instrument approach procedure" means a series of predetermined manoeuvres for the orderly transfer of an aircraft from the beginning of the initial approach to a landing or to a point from which a landing may be made visually;

"international air service" means an air service which passes through the airspace over the territory of more than one state;

"instrument flight rules flight" or "IFR flight" means a flight conducted in accordance with the Instrument Flight Rules;

"licence" includes any certificate of competency required to be held in connection with the licence by the law of the country in which the licence is granted;

"missed approach procedure" means the procedure to be followed if, after an instrument approach, a landing is not effected and occurring normally:-

(a) when the aircraft has descended to the decision height and has not established visual contact; or

(b) when directed by the air traffic control to pull up or to go around again;

"meteorological minima" means the minimum values of meteorological elements as determined by the chairman in respect of specified type of flight operation;

"meteorological observation" means the qualitative evaluation by instrument or visual means of one or more meteorological elements at a place at a given time;

"meteorological report" means a statement of observed meteorological conditions related to a specified time and location;

"mile" means a nautical mile (6,080 feet);

"military aircraft" means an aircraft of the Defence Force of Bangladesh (including any aircraft that is being constructed for the Defence Force) and any aircraft commanded by a member of that Force who is detailed for the purpose other than any aircraft that is registered under those rules as a Bangladesh aircraft;

"movement area" means the part of an aerodrome intended for the surface movement of aircraft;

"night" means the hours between the end of evening civil twilight and the beginning of morning civil twilight;

Note: *"civil twilight" ends in the evening when the centre of the sun's disc is 6 degrees below the horizon and begins in the morning when the centre of the sun's disc is 6 degrees below the horizon;*

"night flight" means flight during night when any unlighted aircraft or other unlighted prominent objects cannot be clearly seen at a distance of three miles;

"NOTAM" means notices containing information concerning the establishment,

condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations;

"operating crew" means any person having duties on board in connection with the flying or safety of the flight of an aircraft;

"operator" means a person, organisation or enterprise engaged in or offering to engage in, an aircraft operation;

"pilot-in-command" means the pilot designated by the operator, or in the case of general aviation by the owner, as being in command and charged with the safe conduct of a flight;

"procedure turn" means a manoeuvre in which a turn is made away from a designated track followed by turn in the opposite direction, both turns being executed so as to permit the aircraft to intercept and proceed along the reciprocal designated track;

"position report" means a message in a specified manner containing information on the position and progress of an aircraft;

"private aircraft" means an aircraft employed in private operations as specified in these rules;

"prohibited area" means an area of defined dimensions within the land areas of Bangladesh or territorial waters adjacent thereto within which the flight of aircraft is prohibited;

"public transport service" means a service for the carriage of persons or cargo for hire or reward;

"radio apparatus" means apparatus for the transmission or reception of sign signal, writing, facsimiles or sound of any kind by Hertzian waves;

"rating" means an authorisation entered on a licence and forming part thereof, stating special conditions, privileges or limitation pertaining to such licence;

"registered" means registered under these rules;

"reporting point" means specified geographical location in relation to which the position of an aircraft can be reported;

"reserve time" means a period during which a flight crew member is required by an operator to hold himself available for a tour of duty;

"rest period" means any period of time on the ground during which a flight crew member is relieved by an operator of all duties associated with his employment;

"restricted area" means a specified area within the land areas of Bangladesh or its territorial waters adjacent thereto, declared by the Chairman under these rules within which the flight of aircraft and all other movements are restricted;

"route segment" means a route, or portion of a route, usually flown without an intermediate stop;

"scheduled public transport aircraft" means an aircraft employed in scheduled public transport operations as specified in these rules;

"signal area" means an area on an aerodrome used for the display of ground signals so that they will be visible to aircraft in the air;

"state aircraft" means military aircraft and aircraft used in the military, customs or police services;

"State of Registry" means the State on whose register the aircraft is entered;

"threshold" means the beginning of that portion of the runway usable for landing;

"track" means the projection on the earth's surface of the path of an aircraft, the direction of which path at any point is usually expressed in degrees from North (true, magnetic or grid);

"transition altitude" means the altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes:

"transition layer" means the airspace between the transition altitude and the transition level;

"transition level" means the lowest flight level available for use above the transition altitude;

"visual flight rules flight" or "VFR flight" means a flight conducted in accordance with the Visual Flight Rules;

"Visibility" means the ability, as determined by atmospheric condition and expressed in units of distance, to see and identify prominent unlighted objects by day and prominent lighted objects by night;

"visual approach" means an approach by an IFR flight when either part of all of an instrument approach procedure is not completed and the approach is executed in visual reference to the terrain.

"aerodrome" means a defined area on land or water (including any buildings, installations and equipment) intended to be used, either wholly or in part, for the arrival, departure and surface movement of aircraft;

"aircraft" means any machine which can derive support in the atmosphere from reactions of the air other than reactions of the air against the earth's surface and includes balloons whether fixed or free, airships, kites, gliders and flying machines;

"cargo aircraft" means any aircraft, other than a passenger aircraft, which is carrying goods or property;

"dangerous goods" means articles or substances which are capable of posing a risk to health, safety, property or the environment and which are listed as such in the Technical Instructions or which are classified according to the Technical Instructions;

"dangerous goods accident" means an occurrence associated with and related to the transport of dangerous goods by air which results in fatal or serious injury to a person or major property damage;

"dangerous goods incident" means an occurrence, other than a dangerous goods accident, associated with and related to the transport of dangerous goods by air, not necessarily occurring on board an aircraft, which results in injury to a person, damage to property, fire, breakage, spillage, leakage of fluid or radiation or other evidence that the integrity of the packaging has not been maintained and also includes any occurrence relating to the transport of dangerous goods which seriously jeopardizes the aircraft or its occupants;

"overpack" means an enclosure used by a single shipper to contain one or more packages and to form one handling unit for convenience of handling and stowage;

"package" means the complete product of the packing operation consisting of the packaging and its contents prepared for transport;

"packaging" means receptacles and any other components or materials necessary for the receptacle to perform its containment function;

"passenger aircraft" means an aircraft that carries any person other than a crew member, an operator's employee in an official capacity, an authorized representative of an appropriate national authority or a person accompanying a consignment or other cargo;

"serious injury" means an injury which is sustained by a person in an accident and which:

- (i) Requires hospitalization for more than 48 hours, commencing within seven days from the date the injury was received; or
- (ii) Results in a fracture of any bone (except simple fractures of fingers, toes or nose); or
- (iii) Involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage; or

(iv) Involves injury to any internal organ; or

(v) Involves second or third degree burns, or any burns affecting more than five per cent of the body surface; or

(vi) Involves verified exposure to infectious substances or injurious radiation;

“state of origin” means the State in the territory of which the dangerous goods were first loaded on an aircraft;

"state of the operator" means the State in which the operator's principal place of business is located or, if there is no such place of business, the operator's permanent place of residence;

"technical Instructions" means the Technical Instructions for the Safe Transport of Dangerous Goods by Air issued by the International Civil Aviation Organisation as amended from time to time;

"UN number" means the four-digit number assigned by the United Nations Committee of Experts on the Transport of Dangerous Goods to identify a substance or a particular group of substances;

"unit load device" means any type of freight container, aircraft container or aircraft pallet with a net, but excluding an over pack, designed for loading on an aircraft.";

3. Responsibility of the Chairman.-

(1) The Chairman shall be responsible with the administration of these rules, and shall exercise such powers and perform such functions conferred on him by these rules.

(2) The Chairman may by order in writing delegate and direct that any power and/or functions conferred or imposed by these rules on him, as the case may be, be exercised or performed on behalf of the Chairman by:

(a) any officer or authority subordinate to him, or

(b) any other person.

(3) The Chairman shall make arrangements to identify the differences of contents of these rules from those of ICAO SARP's and to notify the differences, if any, to ICAO.

(4) The Chairman shall maintain close liaison with Bangladesh Meteorological Department and Bangladesh Air Force in the matters of common interest.

4. Air Navigation Orders.-

For the purpose of giving effect to these rules and any requirements which are not inconsistent with these rules, the Chairman may publish orders to be known as Air Navigation Orders.

5. Prohibited areas.-

(1) No person shall fly, or assist in flying, an aircraft over any of the areas specified by the Chairman in Air Navigation Orders as prohibited.

(2) Every pilot who, when flying an aircraft, finds himself above a prohibited area in contravention of sub-rule (1), shall, as soon as is aware of the fact, report the fact to the air traffic control units and if instructions so required shall land his aircraft as soon as possible at one of the nearer aerodromes.

(3) The Chairman shall, from time to time, publish in the Air Navigation Orders, dimensions of airspace as restricted or danger areas within which the flight or aircraft is restricted with specified conditions.

6. Photographs from aircraft in flight

No person shall take, or cause or permit to be taken from an aircraft in flight, any photograph except in accordance with and subject to the terms and conditions of a permission granted by the Chairman.

7. Prohibition of carriage of persons without valid travel documents

(1) No person-in-charge of any aircraft shall allow such aircraft to enter into Bangladesh from a place outside Bangladesh unless all persons on board the aircraft are in

possession of valid travel documents as required by the immigration and other authorities.

(2) Where an aircraft is brought into Bangladesh in contravention of sub-rule (1), any authority empowered by the Government generally or specially in this behalf may direct the owner or the person-in-charge of the aircraft to take on board and remove from Bangladesh or otherwise arrange for the immediate removal from Bangladesh of the person or persons without valid travel documents and the owner or, as the case may be, the person-in-charge of the aircraft shall comply with such directions.

8. Carriage of arms

No aircraft, whether national or foreign, shall carry munitions of war or implements of war in or across the territory of Bangladesh, except by permission of the Government.

9. Radio equipment

(1) No person shall operate radio-equipment in any aircraft registered in Bangladesh unless he holds a license of the type in accordance with the radio-communication rules.

(2) All public transport aircraft registered in Bangladesh and all other aircraft registered in Bangladesh when carrying out a flight under Visual Flight Rules over routes on which navigation is possible by visual reference to land marks shall carry such radio-equipment as is necessary to accomplish the following:-

(a) maintain two-way communications with the appropriate air traffic service unit for the purpose of aerodrome control service, using the frequencies and the type of emission notified for this purpose;

(b) maintain two-way communication on designated frequencies and using the approved type of emission, with at least one air traffic control unit from any point on the route for the purpose of exchanging of air traffic control service, meteorological and other information required by procedures in force.

10. Cancellation, suspension or endorsement of licensees

(1) Where any person is convicted of a contravention of or failure to comply with these rules in respect of any aircraft, the Chairman may cancel or suspend the registration of that aircraft under these rules.

(2) The Chairman may, for reason recorded in writing, cancel, suspend or endorse any licences granted under these rules if he is satisfied that there is sufficient grounds for so doing and may suspend any such license temporarily during the investigation of any matter forming a ground for action under this sub-rule.

(3) The Chairman may cancel or vary any particulars entered in any license granted, or in any journey log book issued under these rules.

(4) The Chairman may require the holder of any license or other document granted or issued under these rules or any person having possession of or custody of such license or document to surrender the same to him for cancellation, suspension, endorsement or variation and any person failing to comply with any such requirement within a reasonable time shall be deemed to have acted in contravention of this rules.

(5) The Chairman may cancel or suspend any certificate relating to the airworthiness of an aircraft granted under these rules if he is satisfied that reasonable doubt exists as to the safety of the aircraft in question of the type to which the aircraft in question belongs and may vary the conditions attached to any such certificates if he is satisfied that those conditions could be relaxed of that reasonable doubt exists whether those conditions afford a sufficient margin of safety.

11. Construction of building, planting of trees, etc

No building or structure shall be constructed or erected or tree shall be planted in those areas which, in the opinion of the Chairman may affect aircraft operation or jeopardise the safety of aircraft operations.

12. Aeronautical fees and charges

(1) The Chairman may, by notification in the official Gazette, specify the fees in respect of the following:-

- (a) aircraft registration;
- (b) any other matter as may be required.

(2) The Chairman may, on such terms and conditions as he may deem fit to impose, authorise a company or agency to collect fees or to undertake any work on an aerodrome.

13. Inspection

(1) Any person authorised by the Chairman by special or general order in writing in this behalf may -

- (a) at all reasonable times enter any place to which access is necessary for the purpose of exercising his powers or carrying out his duties under this rule;
- (b) at all times during working hours enter that portion of any place in which aircraft or parts of aircraft or aero-engines or parts of aero-engines are overhauled, repaired or assembled and inspect any such place, aircraft, aero-engines or parts and any drawings relating to such aircraft, aero-engines or parts;
- (c) at any time inspect any flying machine which is required under these rules to be

certified as airworthy or in respect of which a certificate of airworthiness is in force;

(d) examine all documents associated with the work; and

(e) conduct and direct in person such tests of the efficiency of the pilot or any other crew member of any aircraft registered in Bangladesh and recommend measures that may be considered necessary for the purpose of ensuring safety.

(2) No person shall voluntarily or otherwise obstruct any person acting in the exercise of his power or in the discharge of his duties under this rule.

14. False statement

A person shall not make, either orally or in writing, a statement that is false or misleading in a material particular or in connection with--

(a) an application for the grant, issue, renewal or endorsement of a licence, rating, certificate, permit, permission, authority or approval under these rules; or

(b) a return report, notice, form or other document furnished in accordance with these rules.

15. Foreign military aircraft

No person shall fly or land, or assist in flying or landing, any foreign military aircraft over or in Bangladesh except on or with the invitation or permission in writing of the Government and on such conditions as may be specified in the invitation or permission.

16. International airport

(1) The Government may, by notification in the official Gazette, declare any aerodrome in Bangladesh to be an international airport.

(2) No person-in-charge of an aircraft entering Bangladesh shall cause it to be landed in Bangladesh for the first time in any journey except at an international airport unless the aircraft is compelled to land before arriving at an international airport by accident, stress of weather or other unavoidable cause.

(3) No person-in-charge of an aircraft shall fly the aircraft or allow it to be flown to a place outside Bangladesh save from an international airport.

(4) No person in any aircraft entering or departing from Bangladesh shall carry, or allow, to be carried in the aircraft any cargo the import or export of which prohibited by or under any law for the time being in force.

(5) No person shall, except an officer of customs, break or alter any seal placed by an officer of customs at the aerodrome at which an aircraft departed for Bangladesh upon any

part of that aircraft or any cargo therein.

(6) The person in of an aircraft at an international airport from a place outside Bangladesh shall, on landing, forthwith, cause the aircraft to be taken to the examination station at such airport or, if, owing to circumstances over which he has no control, he is unable so to do shall deliver the documents to the Collector of Customs as required by these rules and thereafter remove all cargo carried in the aircraft to the examination station in the presence of an officer of customs.

(7) The person-in-charge of an aircraft shall, if required so to do, after the landing at an international airport, coming from a place outside Bangladesh--

(a) disembark at such aerodrome for examination of all passengers and their baggage carried in such aircraft and produce, and, if required to do so unload, all cargo in such aircraft for examination;

(b) deliver to the Collector of Customs his journey log book and declaration of cargo and stores on board the aircraft signed by an officer of customs of the aerodrome from which he departed for Bangladesh.

(8) The person-in-charge of an aircraft proceeding to any place outside Bangladesh shall deliver to the Collector of Customs at the airport of departure his journey log book, and, if the aircraft carries any cargo, a manifest and declaration on duplicate in such form as may be approved by the Collector of Customs declaring the cargo and stores on such aircraft.

(9) No Customs duty shall be levied on an aircraft not registered in Bangladesh which is brought into Bangladesh for the purpose of a flight to or across Bangladesh and which it is not intended to register in Bangladesh and which it is intended to remove from Bangladesh within six months from the date of entry, provided that the person-in-charge makes a written declaration to that effect to the Collector of Customs on arrival.

(10) In the case of an aircraft in respect of which a declaration under sub-rule (9) has been made and which is not removed from Bangladesh within six months, the duty leviable in respect of it shall be paid to the Collector of Customs before the aircraft is again flown.

17. Forced landing.- If any aircraft arriving from a place outside Bangladesh is forced to land at any place other than that of an international airport, or if any aircraft is so forced after departure from such airport for a foreign destination, the person-in-charge of the aircraft shall, if the place of landing is not an aerodrome, forthwith report to the nearest collector of Customs or a police officer and to the nearest Air Traffic Service unit and shall depart from such place only after being inspected by the appropriate authorities.

18. Customs examination.- (1) The person-in-charge of an aircraft shall permit any officer of Customs authorised in this behalf by the Collector of Customs to board and examine the aircraft at any time and any cargo loaded therein.

(2) The person-in-charge of such cargo shall produce such documents relating to such cargo to an officer of Customs at the airport departure or arrival, and permit him to examine such cargo.

19. Designation of air-routes and airways. The Chairman may designate air route and airways and may determine the conditions of use thereof and shall publish the same in the Aeronautical Information Publication or by NOTAM.

20. Noise and vibration caused by aircraft at Aerodromes.- The Chairman may specify the limit of noise and vibration that may be caused by an aircraft (including a military aircraft) at a Government aerodrome, licensed aerodrome or at aerodromes at which the manufacture, repair or maintenance of aircraft is carried out.