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CIVIL AVIATION AUTHORITY OF BANGLADESH

**CIVIL AVIATION CIRCULAR ON
LOW VISIBILITY PROCEDURES FOR DOMESTIC
HELICOPTER OPERATIONS**

Version 1.0

May 2017

**CAAB HQ, Kurmitola, Dhaka-1229
Bangladesh**

PREFACE

The Low Visibility Procedures for Domestic Helicopter Operations has been prepared for use of and necessary guidance to the ATM Services Provider of CAAB and to provide a safe and better management of growing needs of the helicopter operations in the domestic sectors. Helicopter Operations in Bangladesh has increased manifold during the recent years. To accommodate a large number of helicopter operations the demand for reduction of visibility and ceiling minima has simultaneously increased. The VFR minima as prescribed in CAR '84 are equally applicable to fixed wing aircraft as well as helicopters. The Authority has considered the necessity for reducing the minima for VFR Operations for helicopters taking into consideration the versatility of helicopter operation.

Considering the versatility of Helicopters, flat terrain almost all over Bangladesh and taking into account of the procedures followed by the major helicopter operating countries all over the world, it has been decided that ceiling and visibility minima for the helicopters be reduced as enumerated in this circular. Due care has also been taken care on the growing aviation infrastructure, the complexity of aircraft operation, and overall the combination of fixed wing and rotary wing aircraft in the Dhaka FIR.

This Procedure Document will be updated from time to time based on suggestions received or to accommodate any changes in the procedures that may be needed in the future. I wish the endeavor a great success.



(Air Vice Marshal Ehsanul Gani Choudhury)
GUP, ndu, psc
Chairman
Civil Aviation Authority of Bangladesh

- 1 **General Conditions:** Considering the versatility of helicopters, flat terrain almost all over Bangladesh and taking into account the procedures followed by the major helicopter operating countries all over the world, VFR flights for helicopters may be authorised to operate in all areas including within Control Zone under the following general conditions. However, Air Traffic Control Unit shall use their best judgment while authorizing such operations depending on the traffic load, prevailing weather conditions etc. No night operations shall be allowed over stretch of water.

- 2 **Equipment to be carried on board:** Helicopters intending to undertake VFR operations in reduced visibility must have onboard the following serviceable and reliable minimum instruments:
 - a) Artificial Horizon (AH), one additional artificial horizon required for night operations.
 - b) Air Speed Indicator (ASI)
 - c) Altimeter, additional one Radio Altimeter for night operations
 - d) Transponder with Mode C for night operations
 - e) Directional Indicator (DI)
 - f) Standby Magnetic Compass
 - g) Vertical Velocity Indicator (VVI)
 - h) GPS
 - i) ELT

- 3 **Pilot proficiency:**
 - a) PIC holds a valid ATPL(H)/CPL(H).
 - b) For operation in visibility range 1500 to 2000 meters- PIC shall have a minimum of 1000 hours of helicopter flight hours.
 - c) Two qualified pilots shall be required for night operations.
 - d) Pilot(s) shall have appeared and passed Proficiency Test every 6 months by a designated/check pilot.

- 4 **Visibility and Ceiling Conditions/minima:**
 - a) Cloud base not below 800 feet.
 - b) Visibility not less than 2000 meters.
 - c) Visibility more than 1500 but less than 2000 meters- operate at a speed of 100 kts IAS or less to have adequate opportunity to observe other traffic and any obstacles in time to avoid a collision.

- 5 **Air Traffic Control Separation:**
 - a) Standard separation shall be provided between IFR and VFR flights in Control Zone.
 - b) The number of VFR flights within control zone during day times should not be more than one (1) in any sector.
 - c) While allowing more than one helicopter VFR flight, the duty tower controller shall take account of the sectors to and/ or from which the helicopters are operating in order to avoid possible confliction.

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