

BANGLADESH vACC Pilot Briefing

Version 1.3

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Prepared by: Bangladesh vACC staff team

Approved by: Tanveer Yasser (1009883), Bangladesh vACC Director.

Welcome!

Thank you for choosing to fly in VATSIM Bangladesh Airspace. This document will help you familiarize with airspace and airports of Bangladesh and get the most out of your time here.

Bangladesh

Officially the People's Republic of Bangladesh, Bangladesh is located in South Asia. It is the eighth-most populous country in the world, and one of the most densely populated countries in the world. Bangladesh shares land borders with India to the west, north, and east, Myanmar to the southeast, and the Bay of Bengal to the south. It is narrowly separated from Nepal and Bhutan by the Siliguri Corridor, and from China by the Indian state of Sikkim in the north, respectively. Dhaka, the capital and largest city, is the nation's economic, political, and cultural hub. Chittagong, the largest seaport is the second-largest city.

Bangladesh is the World's largest delta, the plain of the Ganges (Padma), Brahmaputra (Jamuna), and Meghna Rivers and their tributaries occupy 79 percent of the country. The reminder is small hilly region to the east with the country's highest peak not above 3700 feet MSL.

Airspace and Air Traffic Management

When ATC is available, operations in Bangladesh airspace may be conducted under IFR, SVFR, or VFR. All aircraft are subject to ATC clearance. All IFR flights are separated from each other by ATC. For VFR traffic separation, refer to 'Flight Operations>VFR flights' section in this document.

ATS communication facilities

Bangladesh airspace has one Center ATC position ("Dhaka Control") stationed at VGHS. This CTR position covers entire Bangladesh airspace. TWR ATC positions are available at most airports, GND is available at VGHS and VEGE and APP is available at VGHS. There is no airport in Bangladesh vACC that has procedural tower.

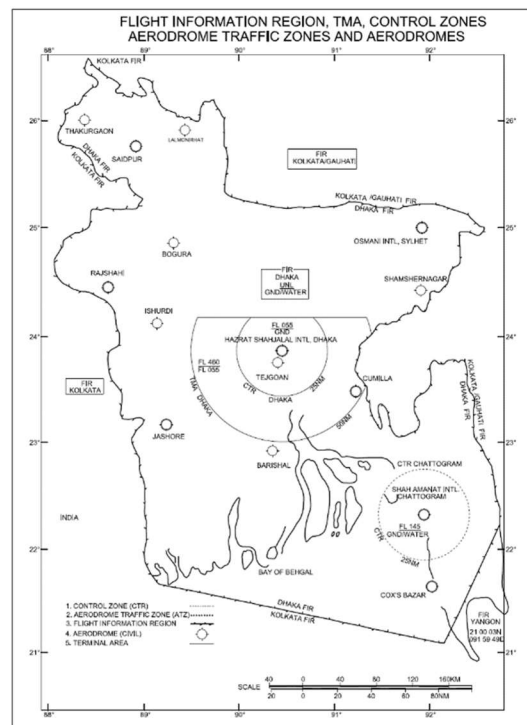
Please refer to ATS communication facilities document (<https://bdvacc.net/ats-policy>) for ATC positions and frequencies.

Flight levels:

Flight level (FL) is expressed in hundreds of feet. If you are using Metric flight levels, you will need to switch to hundreds of feet while operating in Bangladesh airspace. See appendix 3 for conversion from metric FL.

Cruise altitude and Transition Altitude:

Bangladesh uses the semi-circular cruising level system. See appendix 3 for magnetic track and appropriate VFR and IFR cruise altitudes. Transition altitude is 4000 ft. Refer to appendix 4 for QNH vs transition level.



Flight Operations

Airways, Charts and AIRAC

- See appendix 1 for airways map
- Please visit <https://bdvacc.net/charts> for available aerodrome charts
- Bangladesh vACC normally uses the latest available AIRAC. Please inform ATC via private message if your AIRAC is not current and you need assistance

Transit flights

On initial contact, report your callsign, position and FL. When entering from UNICOM, you may contact ATC preemptively before entering Bangladesh airspace. Traffic permitting, you will typically be given a shortcut.

Dhaka approach controls sector up to FL140, so do not be confused if you are flying low and asked to contact Dhaka Approach – it handles transits as well as arrivals and departures.

Inbound flights

Instrument approach

Typically, you can expect an approach from Center. Approved approach may be different depending on traffic situation, ATC preferences, or pilot request. It is also quite common practice for Approach to give shortcut directly to IAF, be ready for that. When you approach IAF via APP or DCT, you will normally be given vectors to intercept ILS, but sometimes you can also just be cleared for ILS without vectors, which means “as published”, so keep that instrument approach chart handy. For RNP approaches, you are expected to fly the approach by yourself without any radar vectors. Most often, the ATC-assigned final altitude for ILS approach will be 2000 ft.

Visual approach

Aircraft is considered to request ATC Clearance for a visual approach if reporting field/lights/runway/airport in sight” or “Visual”.

Preferred Approach

At all airports in Bangladesh, feel free to request your preferred approach to the Controller at the earliest – it will be accommodated if traffic situation permits.

Outbound flights

IFR clearances are issued by lowest available ATC unit. Always check for ATIS availability before requesting clearance and indicate you have ATIS information with your clearance request. If ATIS is present, IFR clearance may be short, like “Bangladesh 503, cleared to Bengaluru via IKOG1A departure, squawk 4260”. If ATIS is not present, runway in use and initial altitude will also be included in the clearance.

Most often, initial climb altitude will be FL080. Takeoff clearance may not include wind information for technical reasons or if unavailable – clearance is valid without wind information. After takeoff, report airborne only if advised by ATC in takeoff clearance; else, contact Approach or Center after aircraft is in stabilized climb.

All other information can be found in SID charts. <https://bdvacc.net/charts>

VFR flights

Bangladesh vACC Controllers always welcome VFR traffic. Request VFR clearance with aircraft type, clearance requested (VFR), requested altitude and intention (e.g., for traffic pattern, direction of flight or when able the destination airport). The following applies:

- Aircraft within any Approach Control Area and Tower Control Area shall obtain clearance from Approach Control and Tower Control before conducting Visual Flight Rules (VFR) operations.
- VFR aircraft shall not takeoff from a towered airport until a clearance described above is obtained.
- VFR Aircraft shall maintain a certain vertical and horizontal distances from the clouds as assigned/approved by ATC.
- When operating under VFR, pilots are responsible for maintaining correct separations between aircrafts as well as the safe altitude of the aircraft from ground obstacles.
- Air traffic control units reserve the right to terminate VFR operations at any time and issue an appropriate IFR clearance. Normally this is due to traffic volume in the airspace.
- IFR traffic has priority over VFR traffic.

PDC and CPDLC

You may request PDC via private message. When requesting push and start, include the squawk assigned in the PDC. The vACC does not currently use CPDLC based on hoppie: It just isn't worth it to have hoppie for the rare chance a Controller may have someone flying the singular aircraft that is capable of using it.

Training flights

Training flights should be planned and carried out during low traffic periods and outside of event timing. Notify controller if your aircraft is not equipped with a transponder.

Most often, pattern altitude assigned by ATC will be 1500 ft. Circuits are to be flown LEFT hand unless instructed otherwise by ATC.

Missed Approach

Pilots may execute missed approaches at their discretion. Contact ATC for coordination when able. It is helpful if you inform ATC of the reason for go-around so that necessary assistance and guidance can be provided.

Emergency

A pilot may declare urgency (pan-pan) or emergency in Bangladesh airspace. Controller reserves the right to deny the urgency/emergency via the main frequency or private message. The Pilot shall disconnect upon such denial. Prioritization of aircraft with urgency/emergency shall be at the discretion of the Controller. In case of off-airport landing, Pilot shall disconnect as and when appropriate.

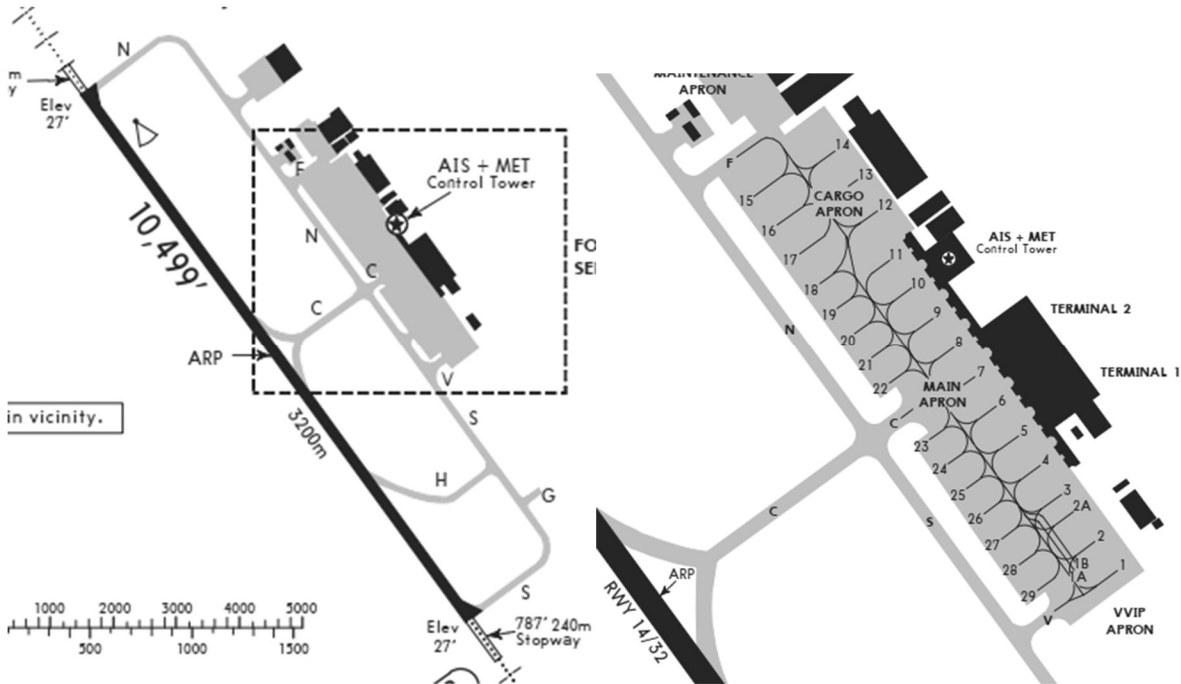
[Next page: Key airport summary]

Key Airport Summary

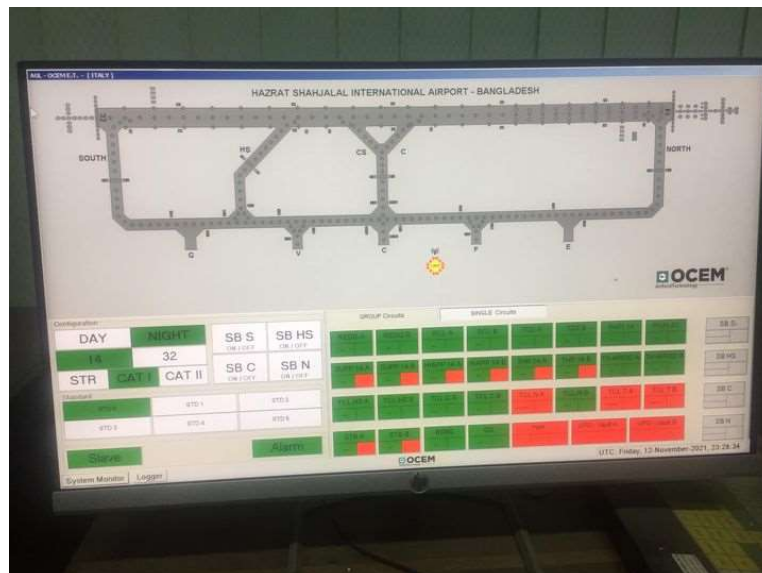
There are three international airports in Bangladesh that routinely sees typical widebody passenger and cargo services (B777, A330, MD11 etc.). A complete list of airports and airfield nav aids are in appendix 2.

VGHS/DAC - DHAKA

Dhaka is the main international and largest airport in Bangladesh located 14km away from the city center. Dhaka has a single 3200m runway (14/32) with ILS at both ends. The runway handles up to the An-225 Mriya. The airside infrastructure can handle the A380 although gates are not usable due to wingspan limits.

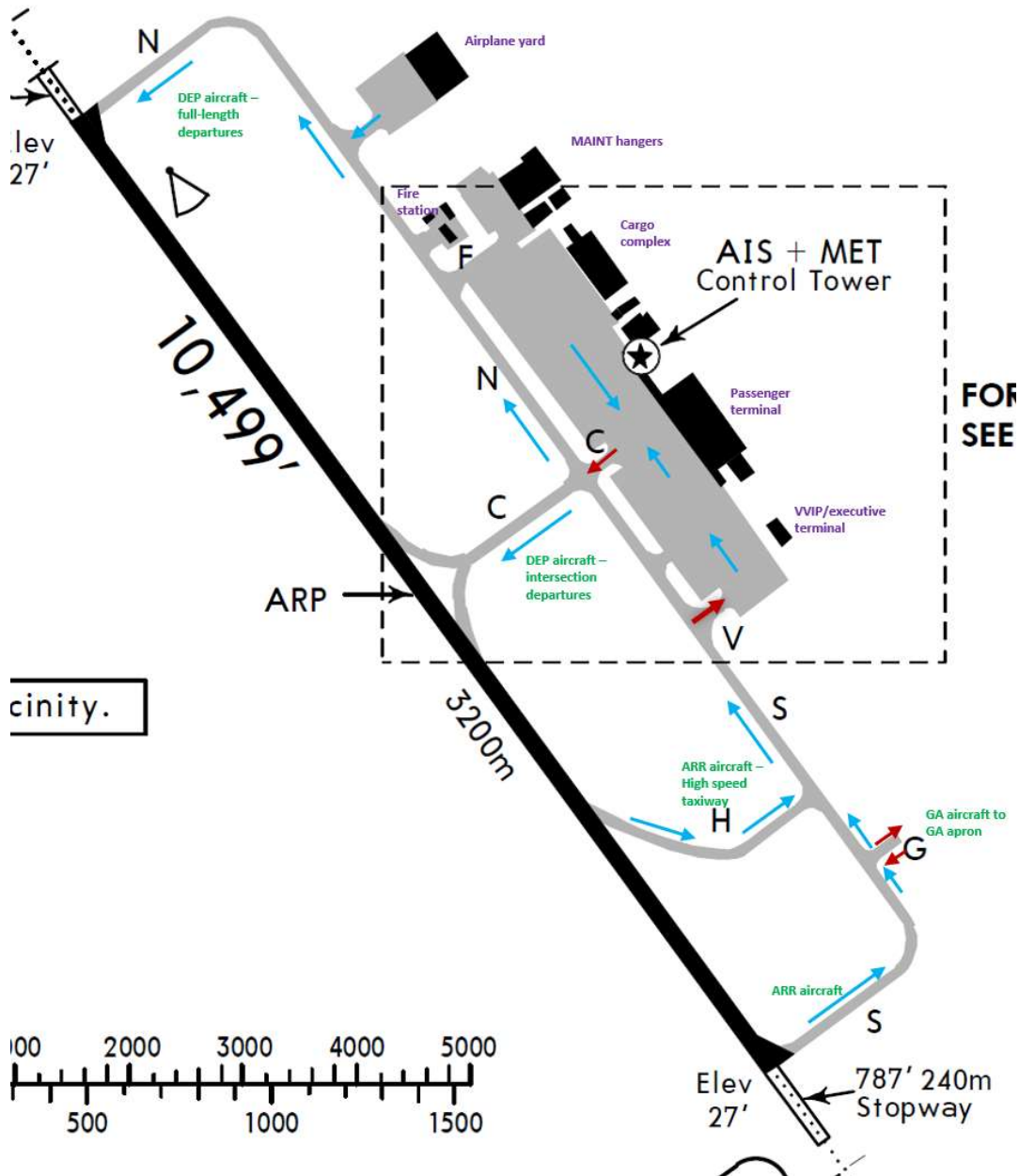


The real-world ground display is very similar, with the southern end of taxiway C indicated as CS and taxiway H indicated has HS.



If you have a close look on taxiway G, that is the way to the GA ramp which is not present in the charts. Both ends of runway 14/32 is ILS equipped. On the southwest side of the RW14/32, there is a military airbase which is not showing in the charts.

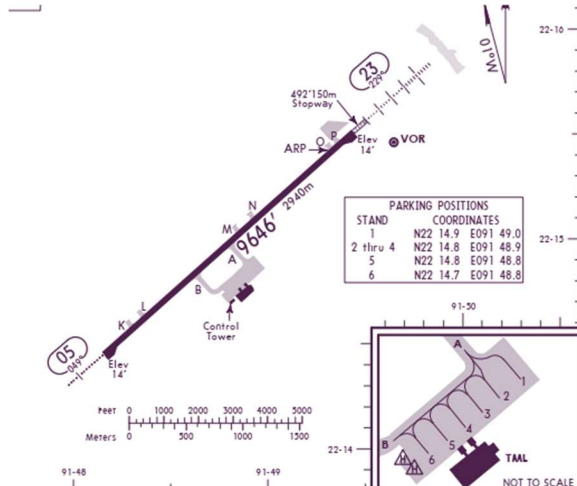
During RW14 operation, taxiway V (dark red arrow) is used to enter aircraft into the main apron where the passenger terminal, VVIP/executive terminal, cargo complex and maintenance apron are located. Taxiway C (dark red arrow) is used to exit the same area. Taxiway G (dark red arrows) is used to enter and exit the GA apron. For RW 32 operation, taxiway V is used to exit the main apron and taxiway C is used to enter the main apron.



The airport has published approaches and SIDs, it does not have any published STAR. In fact, all Bangladesh airports only have published approaches only – none have any STAR. Please refer to Bangladesh vACC website for necessary charts.

VGEG/CTG – CHITTAGONG (a.k.a. CHATTOGRAM)

Chattogram is the southern port city of Bangladesh and the second busiest airport in Bangladesh. It is used by the Bangladesh Air Force as a part of 'BAF Zahurul Haq Base'. It also serves as a base for the Arirang Flying School. This airport is located at the edge of Bay of Bengal in the Patenga area of the city on the north bank of the Karnaphuli River where the river enters the bay.

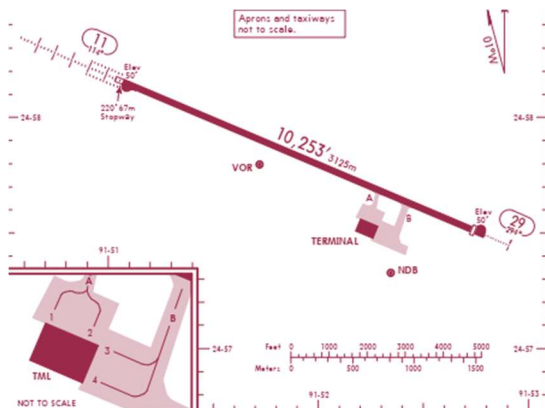


Only 6 stands are available for civil aircraft which can only use taxiway A and B for entering/exiting the runway. Taxiways on the other side (northwest) are for air-force use only.

Runway 23 has ILS. Expect VOR-ILS-DME arc approach to RW23 and RNP approach for RW05. RNP approach is also available for RW23.

VGSY/SYT – SYLHET

Osmani International is in Sylhet, Bangladesh. It is the third largest airport in Bangladesh after Dhaka and Chittagong. The airport was built during British rule of the Indian Subcontinent, partly to check Japanese aggression from Burma.

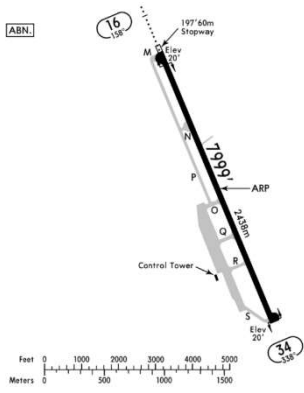


Sylhet airport has four stands with spot 3 and 4 having aerobridges. GA aircrafts are parked in any suitable spot following marshaller direction.

ILS is present on RWY11, VOR-ILS and RNP approach available for RW29. If you are departing from RW11, turn right or left after departure by SYT DME 22 otherwise you will enter Guwahati FIR (India) airspace.

VGJR/JSR – JESHORE

Jeshore airport is a key domestic airport on the western part of Bangladesh providing access to the port city of Khulna (32NM). It is also used by the Bangladesh Air Force as part of BAF Matiur Rahman Base and training airfield for Bangladesh Air Force Academy.



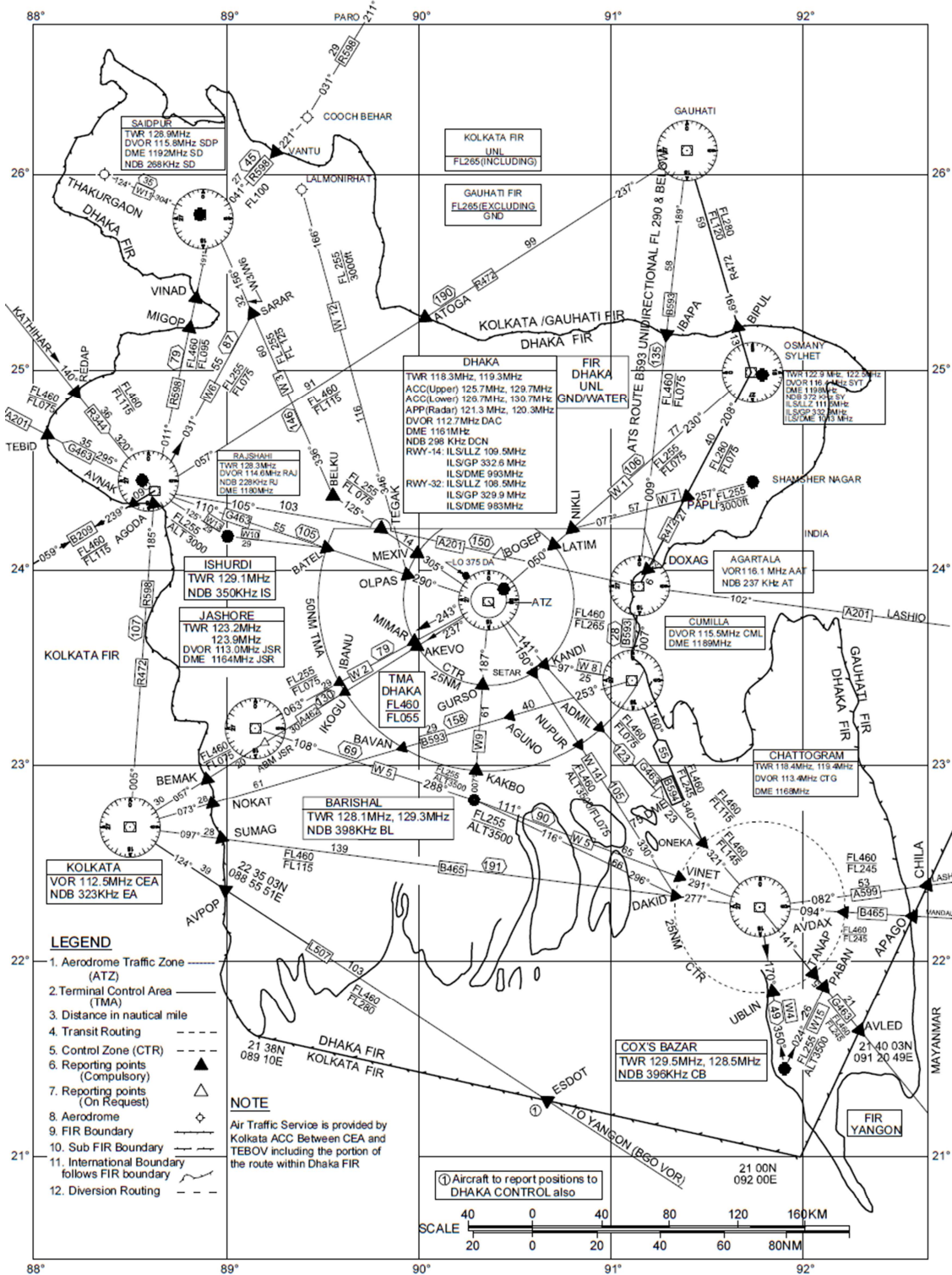
Do not use taxiway P, N, M as they are used by the airbase. Civil air traffic should access apron via taxiway O, Q, R and S and park in the ramp in front of the control tower.

Questions/Feedback

Our Controllers love feedback! Your word of appreciation motivates us to put in more hours in Controlling and your constructive feedback helps us improve our services for you to experience in your next visit. Please visit <https://bdvacc.net/controller-feedback> to send your feedback. You may report any issues to vACC director via email director@bdvacc.net.

Appendix

Appendix 1: Airways



Appendix 2: Airports of Bangladesh

Name	ICAO	Role	NAVAID	Note
Hazrat Shahjalal International Airport	VGHS	International, dual use (commercial/military)	ILS, VOR, DME, NDB	Commonly called "Dhaka Airport". RNP approaches available.
Shah Amanat International Airport	VGEG	International, dual use (commercial/military)	ILS, VOR, DME	Commonly called "Chittagong Airport"/"Chattogram Airport"
Osmani International Airport	VGSY	International commercial	ILS, VOR, DME, NDB	Commonly called "Sylhet Airport"
Barisal Airport	VGBR	Domestic commercial	NDB	
Cox's Bazar Airport	VGCB	Domestic commercial	NDB	Soon to be international airport
Ishwardi Airport	VGIS	Domestic	NDB	No scheduled flights currently
Jessore Airport	VGJR	Domestic, dual use (commercial/military)	VOR, DME	Base for primary flight training of Bangladesh Air Force
Shah Makhdum Airport	VGRJ	Domestic commercial	VOD, DME, NDB	Most local civilian flight training schools are based here
Saidpur Airport	VGSD	Domestic commercial	VOD, DME, NDB	Soon to be international airport. Close to VQPR.
Thakurgaon Airport	VGSG	Domestic	-	Asphalt rwy. Visual approach only, no charts available.
Lalmonirhat Airport	VGLM	Domestic	-	Asphalt rwy. Visual approach only, no charts available.
Nalchiti Airport	VGNA	Domestic	-	Asphalt rwy. Visual approach only, no charts available. Also known as "Patuakhali Airport".
Comilla Airport	VGCM	Domestic	-	Dirt strip. Visual approach only, no charts available.
Phultala Airport	VGPH	Domestic	-	Grass strip. Visual approach only, no charts available.

Appendix 3: Semi-circular cruising level system

MAGNETIC TRACK											
From 000° to 179°						From 180° to 359°					
IFR FLIGHT			VFR FLIGHT			IFR FLIGHT			VFR FLIGHT		
FL	ALTITUDE		FL	ALTITUDE		FL	ALTITUDE		FL	ALTITUDE	
	M	FT		M	FT		M	FT		M	FT
10	300	1000	20	600	2000
30	900	3000	35	1050	3500	40	1200	4000	45	1350	4500
50	1500	5000	55	1700	5500	60	1850	6000	65	2000	6500
70	2150	7000	75	2300	7500	80	2450	8000	85	2600	8500
90	2750	9000	95	2900	9500	100	3050	10000	105	3200	10500
110	3350	11000	115	3500	11500	120	3650	12000	125	3800	12500
130	3950	13000	135	4100	13500	140	4250	14000	145	4400	14500
150	4550	15000	etc	etc	etc	160	4900	16000	etc	etc	etc
170	5200	17000				180	5500	18000			
190	5800	19000				200	6100	20000			
210	6400	21000				220	6700	22000			
230	7000	23000				240	7300	24000			
250	7600	25000				260	7900	26000			
270	8250	27000				280	8500	28000			
290	8850	29000				300	9150	30000			
310	9450	31000				320	9750	32000			
330	10050	33000				340	10350	34000			
350	10650	35000				360	10950	36000			
370	11300	37000				380	11600	38000			
390	11900	39000				400	12200	40000			
410	12500	41000				430	13100	43000			
450	13700	45000				470	14350	47000			
490	14950	49000				510	15550	51000			
etc	etc	etc				etc	etc	etc			

Appendix 4: QNH and Transition Altitude

QNH (in hectopascals)	Transition altitude (in feet)				
	3,000	4,000	5,000	6,000	18,000
1032–1050	FL025	FL035	FL045	FL055	FL175
1014–1031	FL030	FL040	FL050	FL060	FL180
996–1013	FL035	FL045	FL055	FL065	FL185
978–995	FL040	FL050	FL060	FL070	FL190
960–977	FL045	FL055	FL065	FL075	FL195
943–959	FL050	FL060	FL070	FL080	FL200

