

রেজিস্টার্ড নং ডি এ-১

বাংলাদেশ



গেজেট

অতিরিক্ত সংখ্যা
কর্তৃপক্ষ কর্তৃক প্রকাশিত

সোমবার, সেপ্টেম্বর ২৫, ২০১৭

[বেসরকারি ব্যক্তি এবং কর্পোরেশন কর্তৃক অর্থের বিনিময়ে জারীকৃত বিজ্ঞাপন ও নোটিশসমূহ]

Civil Aviation Authority of Bangladesh

Gazette

Dhaka, 09 Aswin, 1424/ 24 September, 2017

No. CAAB/101/1-14/FSR/ANO-14-01/2017-335—In exercise of the power conferred by Section 47, read with Section 14, of the Civil Aviation Act, 2017 (Act No. 18 of 2017), hereinafter referred as the 'Act', the Chairman of the Civil Aviation Authority of Bangladesh is pleased to issue the following Air Navigation Order (ANO).

2. It shall come into force immediately.

Air Vice Marshal M Naim Hassan

BBP, OSP, afwc, psc

Chairman

Civil Aviation Authority of Bangladesh.

(১০১০৯)

মূল্য : টাকা ৮.০০

1. Short Title and Commencement

- 1.1 This Air Navigation Order (ANO) may be called the ANO on Aerodromes (Part-1), 2017, and referred herein as the “ANO-14-01”. This ANO shall be effective immediately upon being published in the official Gazette.

2. Pavements

- 2.1 The surfaces of all movement areas including pavements (runways, taxiways and aprons) and adjacent areas shall be inspected and their conditions monitored regularly as part of an aerodrome preventive and corrective maintenance programme with the objective of avoiding and eliminating any foreign object debris (FOD) that might cause damage to aircraft or impair the operation of aircraft systems.

Note 1.—Procedures on carrying out daily inspections of the movement area and control of FOD are given in the PANS-Aerodromes (ICAO Doc 9981), the Manual of Surface Movement Guidance and Control Systems (SMGCS) (ICAO Doc 9476) and the Advanced Surface Movement Guidance and Control Systems (A-SMGCS) Manual (ICAO Doc 9830).

Note 2.—Additional guidance on sweeping/cleaning of surfaces is contained in the Airport Services Manual (ICAO Doc 9137), Part 9.

Note 3.—Guidance on precautions to be taken in regard to the surface of shoulders is given in Attachment A, Section 9, and the Aerodrome Design Manual (ICAO Doc 9157), Part 2.

- 2.2 The surface of a runway shall be maintained in a condition such as to prevent formation of harmful irregularities.

- 2.3 A paved runway shall be maintained in a condition so as to provide surface friction characteristics at or above the minimum friction level specified by the Chairman.

Note.—The Airport Services Manual (ICAO Doc 9137), Part 2, contains further information on this subject, on improving surface friction characteristics of runways.

- 2.4 Runway surface friction characteristics for maintenance purposes shall be periodically measured with a continuous friction measuring device using self-wetting features and documented. The frequency of these measurements shall be sufficient to determine the trend of the surface friction characteristics of the runway.

Note 1.—The objective of 1.3 to 1.6 is to ensure that the surface friction characteristics for the entire runway remain at or above a minimum friction level specified by the Chairman.

Note 2.—Guidance for the determination of the required frequency is provided in the Airport Services Manual (ICAO Doc 9137), Part 2, Appendix 5.

- 2.5 Corrective maintenance action shall be taken to prevent the runway surface friction characteristics for either the entire runway or a portion thereof from falling below a minimum friction level specified by the Chairman.

Note.—A portion of runway in the order of 100 m long may be considered significant for maintenance or reporting action.

- 2.6 When there is reason to believe that the drainage characteristics of a runway, or portions thereof, are poor due to slopes or depressions, then the runway surface friction characteristics should

be assessed under natural or simulated conditions that are representative of local rain, and corrective maintenance action should be taken as necessary.

- 2.7 When a taxiway is used by turbine-engined aeroplanes, the surface of the taxiway shoulders should be maintained so as to be free of any loose stones or other objects that could be ingested by the aeroplane engines.

Note.—Guidance on this subject is given in the Aerodrome Design Manual (ICAO Doc 9157), Part 2.

- 2.8 The surface of a paved runway should be evaluated when constructed or resurfaced to determine that the surface friction characteristics achieve the design objectives.

Note.—Guidance on surface friction characteristics of a new or resurfaced runway is given in the Airport Services Manual (ICAO Doc 9137), Part 2.

- 2.9 No fixed object, other than visual aids required for air navigation or those required for aircraft safety purposes and which must be sited on the runway strip, and satisfying the relevant frangibility requirement in Chapter 5, of ANO (AD)A.1 shall be permitted on a runway strip:

2.9.1 within 77.5 m of the runway centre line of a precision approach runway category I, II or III where the code number is 4 and the code letter is F; or

2.9.2 within 60 m of the runway centre line of a precision approach runway category I, II or III where the code number is 3 or 4; or

2.9.3 within 45 m of the runway centre line of a precision approach runway category I where the code number is 1 or 2.

- 2.10 No mobile object shall be permitted on this part of the runway strip during the use of the runway for landing or take-off.

3. Wildlife Strike Hazard Reduction

- 3.1 The presence of wildlife (birds and animals) on and in the aerodrome vicinity poses a serious threat to aircraft operational safety.
- 3.2 The wildlife strike hazard on, or in the vicinity of, an aerodrome shall be assessed through:
- 3.2.1 the national procedure for recording and reporting wildlife strikes to aircraft;
- 3.2.2 the collection of information from aircraft operators, aerodrome personnel and other sources on the presence of wildlife on or around the aerodrome constituting a potential hazard to aircraft operations; and
- 3.2.2 an ongoing evaluation of the wildlife hazard by competent personnel.
- 3.3 Wildlife strike reports shall be collected and forwarded to ICAO for inclusion in the ICAO Bird Strike Information System (IBIS) database.

Note.—The IBIS is designed to collect and disseminate information on wildlife strikes to aircraft. Information on the system is included in the Manual on the ICAO Bird Strike Information System (IBIS) (ICAO Doc 9332).

- 3.4 Action shall be taken to decrease the risk to aircraft operations by adopting measures to minimize the likelihood of collisions between wildlife and aircraft.

Note.—Guidance on effective measures for establishing whether or not wildlife, on or near an aerodrome, constitute a potential hazard to aircraft operations, and on methods for discouraging their presence, is given in the Airport Services Manual (ICAO Doc 9137), Part-3.

- 3.5 Action shall be taken to eliminate or to prevent the establishment of garbage disposal dump or any other source which may attract wildlife to the aerodrome, or its vicinity, unless an appropriate wildlife assessment indicates that they are unlikely to create conditions conducive to a wildlife hazard problem. Where the elimination of existing sites is not possible, the appropriate authority shall ensure that any risk to aircraft posed by these sites is assessed and reduced to as low as reasonably practicable.
- 3.6 Due consideration shall be given to aviation safety concerns related to land developments in the vicinity of the aerodrome that may attract wildlife.

4. Particulars to be included in an Aerodrome Manual

4.1 Wildlife Hazard Management

Particulars of the procedures to deal with the danger posed to aircraft operations by the presence of birds or mammals in the aerodrome flight pattern or movement area, including the following:

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- 4.1.1 arrangements for assessing wildlife hazards;
 - 4.1.2 arrangements for implementing wildlife control programmes;
and
 - 4.1.3 the names and roles of the persons responsible for dealing with wildlife hazards, and their telephone numbers during and after working hours.