

রেজিস্টার্ড নং ডি এ-১

বাংলাদেশ



গেজেট

অতিরিক্ত সংখ্যা  
কর্তৃপক্ষ কর্তৃক প্রকাশিত

শনিবার, সেপ্টেম্বর ২৭, ২০২৫

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

Civil Aviation Authority of Bangladesh

Gazette

Dated: Wednesday, 16 October 2024, Dhaka

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 make Amendment 1 to the Air Navigation Order (ANO), “ANO-10 Vol-2 on Communication Procedures including those with PANS status” in the following manner, namely:—

1. A new definiton shall be inserted under regulation 1.1, namely:—

“*System-wide information management (SWIM)*. SWIM consists of standards, infrastructure and governance enabling the management of ATM related information and its exchange between qualified parties via interoperable information services.”

2. New definitions shall be inserted under regulation 1.9, namely:—

“*eFPL*. The symbol used to designate a filed flight plan exchanged using FF-ICE services.

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**Filed flight plan (FPL or eFPL).** The latest flight plan as submitted by the pilot, an operator or a designated representative for use by ATS units.

*Note.—The FPL denotes a filed flight plan exchanged using aeronautical fixed service while eFPL denotes a filed flight plan exchanged using FF-ICE services. The eFPL allows for the exchange of additional information not contained within the FPL.*

**Flight and flow—information for a collaborative environment (FF-ICE ).** Information necessary for planning, coordination, and notification of flights, exchanged in a standardized format between members of the ATM community, including those involved in flight operations and aerodrome operations.

**Flight and flow—information for a collaborative environment (FF-ICE) services.** A set of services established for the purposes of facilitating the exchange of FF-ICE, accurate assessment of demands, appropriate resource planning, and optimizing flight planning and execution.

**Flight and flow—information for a collaborative environment (FF-ICE) services unit.** A unit designated by the appropriate ATS authority for the provision of FF-ICE services.

*Note.—The appropriate ATS authority may designate an existing unit, such as an air traffic services unit, or a local or regional air traffic flow management unit as an FF-ICE services unit.*

**Flight plan.** Specified information relative to an intended flight or portion of a flight of an aircraft.

*Note 1.—The term flight plan may be prefixed by the words “preliminary”, “filed”, “current” or “operational” to indicate the context and different stages of a flight.*

*Note 2.—When the word “message” is used as a suffix to this term, it denotes the content and format of the flight plan data as transmitted.*

**FPL.** The symbol used to designate a filed flight plan exchanged via aeronautical fixed service (AFS).

**Globally unique flight identifier (GUFI).** An unchangeable data element associated with a flight that allows all eligible members of the ATM community to unambiguously refer to information pertaining to the flight.

**Preliminary flight plan (PFP).** The information related to a flight submitted by an operator or a designated representative to conduct collaborative planning of a flight, prior to filing a flight plan. ”

**3. A new regulation 3.9 shall be inserted after regulation 3.8, namely:—**

**“3.9 GLOBALLY UNIQUE FLIGHT IDENTIFIER (GUFI)**

*Note.—Procedures and guidance concerning FF-ICE services and the use of GUFI are contained in the Procedures for Air Navigation Services—Air Traffic Management (PANS-ATM, Doc 4444) and the Manual on Flight and Flow—Information for a Collaborative Environment (FF-ICE) (Doc 9965).*

3.9.1 The originator of a preliminary flight plan (PFP) or eFPL shall assign a single GUFI to a flight for which the flight plan is to be submitted.

*Note.—In the context of GUFI assignment, a flight refers to a single intended operation of an aircraft with specified aircraft identification that starts at a specified departure aerodrome at a specified date and time and finishes at an arrival aerodrome.*

3.9.2 The originator of a PFP or eFPL shall ensure that all FF-ICE messages submitted for a flight are identified by the same GUFI.

3.9.3 When providing a response to an FF-ICE message, an FF-ICE services unit shall identify the subject flight using the GUFI contained in the message.

3.9.4 An FF-ICE services unit shall reject an FF-ICE message if the message includes a GUFI identical to that of another flight known to the FF-ICE services unit.

3.9.5 The format of a GUFI shall include a unique identification of the entity that generated the GUFI.

3.9.6 The originator of a PFP or eFPL shall ensure that the GUF1 assigned to the flight does not duplicate any other GUF1 submitted by that originator within the past 10 years.”

**4. The existing text of Note 3 of regulation 5.2.1.7.2.1.1 shall be replaced by the following new text, namely:—**

*“Note 3.—Any of the foregoing call signs may be inserted the corresponding item of the filed flight plan concerning aircraft identification, such as Item 7 in FPL. Instructions on the completion of the flight plan form are contained in the PANS-ATM (Doc 4444).”*

**5. Amendment 1 to the Air Navigation Order (ANO), “ANO-10 Vol-2 on Communication Procedures including those with PANS status” shall come into force on the date of publication in the Official Gazette.**

**Air Vice Marshal Md Monjur Kabir Bhuiyan**

OSP, BUP, ndc, nswc, afwc, psc

Chairman

Civil Aviation Authority of Bangladesh.