

রেজিস্টার্ড নং ডি এ-১

বাংলাদেশ



গেজেট

অতিরিক্ত সংখ্যা
কর্তৃপক্ষ কর্তৃক প্রকাশিত

বৃহস্পতিবার, সেপ্টেম্বর ২৫, ২০২৫

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

CIVIL AVIATION AUTHORITY OF BANGLADESH
GAZETTE

Dated: Thursday, 21 November, 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-12 on Search and Rescue" in the following manner, namely:—

1. New regulations 2.3.6 and 2.3.7 shall be inserted after regulation 2.3.5, namely:—

"2.3.6 Each rescue coordination centre and, as appropriate, rescue subcenter shall maintain upto-date contact details in the OPS Control Directory.

2.3.7 Each rescue coordination centre and, as appropriate, rescue subcenter shall subscribe and maintain access to the location of an aircraft in distress repository (LADR).

Note.—Guidance on the use of the OPS Control Directory and the LADR is contained in the Manual on Global Aeronautical Distress and Safety System (GADSS) (Doc 10165)."

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2. **2.6.5 New notes shall be inserted after existing regulation 265, namely:—**

"2.6.5

Note.—Until 25 November 2026, many vessels can communicate with aircraft on 2182 kHz, 4125 kHz and 121.5 MHz. However, these frequencies, and in particular 121.5 MHz, may not be routinely monitored by vessels.

Note.—As of 26 November 2026, many vessels can communicate with aircraft on 2182 kHz, 4125 kHz, 121.5 MHz and 123.1 MHz. However, these frequencies, and in particular 121.5 MHz, and 123.1MHz may not be routinely monitored by vessels. Rather, vessels monitor Channel 16 (156.8 MHz), the international maritime distress, safety and calling frequency."

3. **New note shall be inserted after regulation 2.6.6, namely:—**

"2.6.6

Note.—The International Code of Signals is published in English, French and Spanish by the International Maritime Organization as documents 994E, 995F and 996S."

4. **New regulation 2.6.9 shall be inserted after regulation 2.6.8, namely:—**

"2.6.9 Not Applicable."

5. **The existing text of regulation 3.1.8 shall be replaced by the following new text, namely:—**

"3.1.8 Until 25 November 2026, for strengthening and improving SAR services, the ATM Division shall endeavor to arrange joint training exercises involving SAR units of Bangladesh and SAR units of neighboring States.

3.1.8 As of 26 November 2026, the ATM Division shall endeavor to make arrangements joint training exercises involving their RCCs, RSCs and search and rescue units, those of other States and operators, in order to promote search and rescue efficiency.

6. The existing text of regulation 3.2.5 shall be replaced by the following new text, namely:—

"3.2.5 Until 25 November 2026, a Search and Rescue point of contact shall be designated by the ATM Division for the receipt of COSPAS-SARSAT distress data

3.2.5 As of 26 November 2026, the ATM Division shall designate a 24-hour search and rescue point of contact available for the receipt and acknowledgement of Cospas-Sarsat distress alert data that ensures timely notification to the responsible RCC for initiation of appropriate search and rescue response action."

7. The existing text of regulation 4.1.2 & 4.1.3 shall be replaced by the following new text, namely:—

"4.1.2 Not Applicable.

4.1.3 Not Applicable."

8. The existing text of the clause i) of regulation 4.2.4 shall be replaced by the following new text, namely:—

"4.2.4

i) Until 25 November 2026, the methods for distressed aircraft being compelled to ditch to rendezvous with surface craft;

i) As of 26 November 2026, the methods for obtaining approval to allow search and rescue units from an assisting State to enter the territory of the State of the RCC;"

9. The existing text of regulation 4.4 shall be replaced by the following new text, namely:—

"4.4 Training and Exercises

Until 25 November 2026, to achieve and maintain maximum efficiency in search and rescue, the ATM Division shall provide regular training of their search and rescue personnel and arrange appropriate search and rescue exercises.

As of 26 November 2026, to achieve and maintain maximum efficiency in search and rescue, the ATM Division shall provide regular training and exercises for their search and rescue personnel which include both land and maritime environments as appropriate, containing both search and rescue elements, remote from an aerodrome.

Note.—The need for regular training and exercises may be moderated commensurate with the frequency of real search and rescue responses which demonstrate satisfactory and effective search and rescue performance."

10. New regulations 4.5 shall be replaced by new regulations 4.5, 4.5.1 & 4.5.2, namely:—

"4.5 Wreckage

(Applicable Until 25 November 2026)

SAR service provider shall ensure that wreckage resulting from aircraft accidents within its territory or, in the case of accidents on the high seas or in areas of undetermined sovereignty, within the Dhaka SRR for which it is responsible, is removed, obliterated or charted following completion of the accident investigation, if its presence might constitute a hazard or confuse subsequent SAR operations.

4.5 Accident sites and wreckage

4.5.1 The ATM Division shall ensure that search and rescue personnel that may be required to respond in an aircraft accident site are trained in the management of related occupational health risks.

Note.—Guidance related to effective occupational health practices at aircraft accident sites is contained in the Manual of Aircraft Accident and Incident Investigation, Part I-Organization and Planning (Doc 9756) and Circular 315—Hazards at Aircraft Accident Sites.

4.5.2 SAR service provider shall ensure that wreckage resulting from aircraft accidents within its territory or, in the case of accidents on the high seas or in areas of undetermined sovereignty, within the Dhaka SRR for which it is responsible, is removed, obliterated or charted following completion of the accident investigation, if its presence might constitute a hazard or confuse subsequent SAR operations,"

11. New notes shall be inserted after existing clause f) sub clause 1) of regulation 5.2.3, namely:—

“5.2.3 f) 1)

Note.—Until 25 November 2026, frequencies contained in the specifications for ELTs given in ANO10, Volume III, are 121.5 MHz and 406 MHz”

Note.—As of 26 November 2026, the frequencies contained in the specifications for ELTs given in ANO10, Volume III, are 121.5 MHz and 406.0 to 406.1 MHz. The Cospas-Sarsat 406 MHz channel assignment plan is contained in Cospas-Sarsat Document C/S T.012.”

12. New text shall be inserted and replaced as appropriate, after the existing clause c) of regulation 5.6.2, namely:—

“5.6.2 c)

- as of 26 November 2026, whether any distress signals, including distress beacon transmission have been received or observed;
- until 25 November 2026, apparent best ground access route to the distress site; and
- apparent best ground access route to the distress scene;
- as of 26 November 2026, position and description of any other craft in the area that may assist; and”

13. The existing text of regulation 5.6.2.1 shall be replaced by the following new text, namely:—

“5.6.2.1 Until 25 November 2026, if the first aircraft to reach the scene of an accident is not a SAR aircraft, it shall take charge of on-scene activities of all other aircraft subsequently arriving until the first SAR aircraft reaches the scene of the accident. If , in the meantime, such aircraft is unable to establish communication with the appropriate RCC or air traffic services unit, it shall, by mutual agreement, hand over to an aircraft capable of establishing and maintaining such communications until the arrival of the first search and rescue aircraft.

5.6.2.1 As of 26 November 2026, if the first aircraft to reach the distress scene is not a search and rescue aircraft, it shall take charge of on-scene activities of all other aircraft subsequently arriving until the first search and rescue aircraft reaches the distress scene. If, in the meantime, such aircraft is unable to establish communication with the appropriate rescue coordination centre or air traffic services unit, it shall, by mutual agreement, hand over to an aircraft capable of establishing and maintaining such communications until the arrival of the first SAR aircraft.

*Note.—As of 26 November 2026, regulation 5.6 will be titled:
5.6 Procedures at the distress scene”*

15. New notes shall be inserted after existing regulation 5.6.5, namely:—

“5.6.5

Note.—Until 25 November 2026, air-to-surface and surface-to-air visual signals are published in Volume III of Doc 9731”.

Note.—As of 26 November 2026, air-to-surface and surface-to-air visual signals are published in the Appendix and in the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual, Volume III- Mobile Facilities (Doc 9731).”

16. New regulation 5.6.6 shall be inserted after regulation 5.6.5, namely:—

“5.6.6 Not Applicable.”

17. Existing regulation 5.7 shall be applicable until 25 November 2026.

18. New regulation 5.7.1, which will be applicable as of 26 November 2026, shall be inserted after regulation 5.7, namely:—

“5.7.1 Whenever a distress transmission is intercepted by a pilot-in-command of an aircraft, the pilot shall, if feasible:—

- a) acknowledge the distress transmission;
- b) record the position of the aircraft in distress if given;
- c) take a bearing on the transmission;

- d) inform the appropriate rescue coordination centre or air traffic services unit of the distress transmission, giving all available information;
- e) at the pilot's discretion, while awaiting instructions, proceed to the distress position; and
- f) attempt to establish communications with the persons(s) in distress."

19. New regulation 5.7.2, which will be applicable as of 26 November 2026, shall be inserted after regulation 5.7.1, namely:—

"5.7.2 whenever a pilot monitor 121.5 MHz, and intercepts a transmission from a distress beacon, the pilot shall also :

- a) record, and report as soon as possible, the position where the transmission was first received;
- b) not alter any settings for squelch on the aircraft's radio; and
- c) if feasible, continue a to monitor the frequency until such time as the signal ceases, and inform the appropriate rescue coordination centre or air traffic services unit of such.

Note.— Retaining the existing settings for squelch from the time the transmission is first received until the signal ceases provides rescue coordination centres with the most accurate potential location of the distress beacon"

20. This Amendment 1 to the Air Navigation Order (ANO), "ANO-12 on Search and Rescue" 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.