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FLG ORDER BOOK
103 ATTU BAF

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CONTENTS

- Sec A New Notices, Orders and Instructions issued within last two months**
- Sec B Op Orders**
- Sec C Airframe and Engine Handling Orders**
- Sec D Ac Ancillary Eqpt Handling Orders**
- Sec E Distress and Safety Procedures**
- Sec F Local Flg Orders**
- Sec G General Flg Regulations**

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AIR FORCE ORDER

AIR HEADQUARTERS, DHAKA

NO 60-3

19 Srabon 95

03 Aug 88

FLYING ORDER

Introduction

1. Flying Orders are to be evolved by all flying units whenever situation demands. They are in addition to any established AFM, SOP, Check list etc. Flying Orders are not to be repetitive, but certain complimentary repetition may be made only in illustrating a new or modified item. An item of any AFO, which is related to flying, may be promulgated as a flying order if it is not already repeated in the SOP. These orders are to be obeyed by all personnel flying in that unit.

2. Flying Orders are to be evolved both by the Bases and the flying squadrons. Base are to ensure that appropriate flying orders are issued on subjects that apply to more than one ac type. Flying Orders are also to be issued on the following circumstances:

- a. Temporary operation from other bases.
- b. Operation from temporary bases.
- c. Operating procedures in the firing ranges.
- d. Flypast, display etc.

Method of Promulgation

3. Should it become apparent to any commander at any stage that a new order is necessary on a subject covered by section 'B' to 'E', he may issue a temporary order for insertion in section 'A'. In all cases, copies of the temporary order, together with full details supporting its necessity are to be forwarded to the next higher formation, which, if in agreement, will:

- a. Issue a temporary order to all sub-formations to which the new order applies.
- b. Submit the temporary order with recommendation to the next higher formation or promulgation authority as appropriate.

4. The promulgating authority (Air HQ), will consider it and, if in agreement, will issue a permanent order to be placed in section 'A' for two months, and afterwards it should be placed in appropriate section. With the exception of Section 'A', no order is to be inserted in any section without the approval of the Air HQs.

5. While evolving a flying order, following instructions are to be adhered to:

- a. References, if any, are to be mentioned.
- b. Title, squadron number, ac type and appropriate section numbers are to be mentioned. While being retained in section 'A' for initial 2 months as temporary/new order, the flying order will continue to indicate the section number that it is ultimately destined to be inserted in.

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- c. Flying order number is to be allotted section wise. In case an order is cancelled, that number will remain unused. Only when a new order is issued for that section, that number may be re-allotted to that.
- d. An index is to be maintained at the beginning of the Flying Order Book.
- e. A separate file is to be maintained for matters concerning flying order. Policy letters necessitating a subsequent issue of flying order will not be filed in this file, but its reference is to be mentioned only.

Composition of the Flying Order Book

6. All the flying orders are to be compiled in a book, which will be titled 'Flying Order Book' (FOB). The Flying Order Book is to be divided into the following sections:

- a. Section 'A' - New notices, orders and instructions issued within the last 2 months.
- b. Section 'B' - Operational orders.
- c. Section 'C' - Airframe and engine handling orders.
- d. Section 'D' - Aircraft ancillary equipment handling orders.
- e. Section 'E' - Distress and safety procedures.
- f. Section 'F' - Local flying orders.
- g. Section 'G' - General Flying Regulations.

Treatment of Flying Orders

7. The Sqn FOB is to be signed by all the aircrew of the Sqn every month as having read and understood all the orders. The Base FOB is only to be kept at the Base HQ. The Base FOB should contain flying order on the subject that apply to more than one type of ac, or ones that are evolved subsequent to Air HQ directives. All the contents of the Base FOB are, however, to be repeated in the Sqn FOB. Copies of the Sqn FOB is to be held by:

- a. Director of Air Operations.
- b. Director of Air Training.
- c. OC Flying/Deputy Commandant.
- d. OC Squadron.
- e. ATC Squadron.
- f. Flight Commander (Ops).
- g. Squadron Operation Room.

8. When a new order, either temporary or permanent, is issued by the promulgating authority, Sqns are to send a copy of the approved FOB to all the above agencies holding a Flying Order Book. Receipt of the order is to be acknowledged. One copy of this book is to be kept beside the Flight Authorization Book, and section 'A' is to be examined when signing for each flight to check for any new order.

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Review and disposal of Flying Orders

9. The flying orders are to be reviewed periodically to check for their appropriateness and validity. In case a permanent order is found no more valid, or needs modification, the promulgating authority is to be approached with justification. Once approved, the order may be cancelled/modified giving a copy to all agencies holding a FOB.

10. Temporary orders may remain in section 'A' pending a ruling by higher authority for a period in excess of 2 months if necessary. A temporary order is to be removed from Section 'A' and destroyed on the following occasions:

- a. On receipt of a permanent order.
- b. On instructions from higher authority.
- c. When circumstances/situations, which caused them to be issued no longer, exist.

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Chief of Air Staff
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Sd/-
AKM MOHSIN
Gp Capt
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(Air HQ/7107/Ops)

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SEC 'A'

**“New Notices, Order and Instructions
Issued within the last 2 Months”**

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SEC 'B'

“Operational Order”

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MINIMUM HEIGHT FOR GO-AROUND: L 410 UVP-E20 AC
FLYING ORDER NO-1, SEC-'B'
103 ATTU, BAF

Ref:

A. Flight Manual Section V.

1. With immediate effect, aircrew operating L 410 UVP-E20 ac will observe following restrictions while carrying out low-go or touch & go:

a. **Low Go.** Low go by L 410 UVP-E20 ac is to be completed by 300 ft AGL, if there is any ac, transport or any other obstructions on the runway. Otherwise, with both engines operating, low-go can be carried out from any height subject to the clearance from ATC.

b. **Touch & Go.** For training purposes, touch & go by L 410 UVP-E20 ac can be carried out at International Airfields (Hazrat Shah Jalal, Shah Amanat & Osmany airfields), Jessore airfield or any other airfields of Bangladesh with effective Rwy length of 6000' ft or more.

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Mar 16

CONFIDENTIAL

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FLYING DURING RED MET WARNING: L 410 UVP-E20 AC
FLYING ORDER NO-2, SEC-'B'
103 ATTU, BAF

Ref: Nil

1. With immediate effect, following restrictions are to be followed for L 410 UVP-E20 ac operations:

- a. No L 410 UVP-E20 ac is to take-off for any destination, navigation or route missions when both destination and alternate airfields are having 'Red' met warning.
- b. Local training missions may be carried out by L 410 UVP-E20 ac with the departing airfield state 'Yellow' provided search & rescue by helicopter is available at the local base despite 'Red' met warning at alternate air fields.
- c. When cloud base at Tejgaon airfield is below 500 feet AGL with cloud amount 04 octas or more, another airfield other than Hazrat Shahjalal Intl may be considered as alternate airfield.
- d. In case ac is already in the air, captain of the L 410 UVP-E20 ac may decide to proceed to destination airfield having 'Red' met warning or to divert to an alternate airfield having 'Red' Met Warning considering the weather, and fuel aval on board or other airfield cannot be made.
- e. In case of in-flt emerg, captain of the ac may decide to proceed to destination, alternate or any other airfield having 'Red' met warning considering the nature of emergency, weather, fuel aval on board. However, it is preferred to land at an airfield where maint sp facilities are aval.

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Mar 16

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WEATHER LIMITATIONS FOR OPS MISSIONS: L 410 UVP-E20 AC
FLYING ORDER NO-3, SEC-'B'
103 ATTU, BAF

Ref: Nil

1. The following weather limitations are to be observed for various op missions over land or sea:

a. Aerial Delivery Mission.

- (1) Clouds not more than 3 octas at or below the operating height.
- (2) Visibility min 3 km.
- (3) Wind as per the limitations of paratroopers and the parachutes used.
- (4) No cloud in the final approach path.

b. Search Mission.

- (1) Clouds not more than 2 octas at or below 2000 ft.
- (2) Air to surface visibility must be more than 3 km.

c. Formation Flying (Close Form).

- (1) Cloud not more than 2 octas when penetration through cloud is inevitable.
- (2) Visibility more than 3 km.

Note: In case any national or president parade fly past, cloud amount may be max 4 octas or as decided by Fly Past Leader.

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WIND SPEED LIMITATIONS FOR TAKE-OFF AND LANDING: L 410 UVP-E20 AC
FLYING ORDER NO-4, SECTION-'B'
103 ATTU, BAF

Ref:

A. Flight Manual Section II.

1. With immediate effect the following wind speed limitations are enforced for L 410 UVP-E20 ac:

a. For categorized Pilots :

- (1) Head wind 15 m/s (30 kts).
- (2) Tail wind 05 m/s (10 kts).
- (3) Cross wind 13 m/s (25 kts Beam wind). (15 m/s or 29 kts in case of gusty wind)

b. For Un-categorized Pilots :

- (1) Head wind 10 m/s (20 kts).
- (2) Tail wind 04 m/s (08 kts).
- (3) Cross wind 08 m/s (16 kts Beam wind).

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Mar 16

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OPERATION FROM SHORT AIRFIELD: L 410 UVP-E20 AC
FLYING ORDER NO-5, SEC-'B'
103 ATTU, BAF

Ref:

A. Flight Manual Section V.

1. During operation from airfields with runway length of 4000' or less but more than 3000' the following additional procedures are to be adhered to :

- a. All take-off, low go and missed approaches should be carried out with flaps 18⁰ and full power. Heating system/Air conditioning system should remain off and all air bleed should remain closed during take-off and landing.
- b. No touch and go will be allowed.
- c. The timing for base turn is to be 30 sec \pm wind effect from abeam threshold.
- d. Approaches with zero flaps are to be carried out only with flaps emergency when flaps cannot be lowered and no other alternate airfield is possible to reach.
- e. Effort must be made to touch down within 500-700 ft from threshold with correct speed. If not, pilot must execute a go round.

Note: In order to find out precise take-off and landing data while considering different variables of flying environment, Performance Data (Section V, AFM of L 410 UVP-E20 ac) is to be consulted and followed strictly for each take-off and landing.

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Mar 16

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WET RUNWAY OPERATION: L 410 UVP-E20 AC
FLYING ORDER NO-6, SEC-'B'
103 ATTU, BAF

Ref:

- A. Flight Manual Section IV.
- B. AFM No 61-1 para 0838 (Table 4) dt 15 Dec 1999.

1. The following procedures are to be observed for wet runway operation:

a. During Take-off.

- (1) On brakes open TCL to 85% n_G and check engine parameters.
- (2) Release the brakes smoothly and gradually advance the throttles to the take-off power in the course of the take-off run.

Note:

- 1. Do not take-off if the depth of the water surface on the runway is 02 mm or more thick.
- 2. Avoid advancing the throttles abruptly since this may cause the aircraft to swing and surge.

b. During Landing

- (1) Adopt normal landing (flaps 42°) procedure.
- (2) Main wheel on ground- use ground spoiler.
- (3) Nose wheel on ground- apply positive forward control column pressure.
- (4) Select full reverse thrust in case of high speed.
- (5) Apply light and continuous brakes till ac stops.
- (6) Use full length of the runway (if required).

Note: Aquaplaning speed of L 410 UVP-E20 ac is 71 kts.

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Mar 16

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FLYING THROUGH BAF TRAINING AREA : L 410 UVP-E20 AC
FLYING ORDER NO-7, SEC-'B'
103 ATTU, BAF

Ref: Nil

1. All pilots are to adhere to the following procedures while flying through BAF training areas:

- a. Establish two way positive R/T contact on training frequency 5 (five) minutes prior to entering the training area and get the traffic information for the particular training area.
- b. Continuously monitor R/T and maintain separation from other traffics visually and by TCAS.
- c. If R/T communication on training frequency cannot be established, positive clearance from Dhaka control is to be obtained. Otherwise fly avoiding the training area.
- d. Keep a sharp lookout.

Note:

1. During any medium level training navigation mission within the country other than prescribed ATS routes (Domestic or International), ac is to contact concerned radar station for traffic situation.
2. In case of low level navigation mission, concerned/appropriate ATC tower is also to be notified about the position, height and route of the ac if possible.

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Mar 16

CONFIDENTIAL

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FLYING LIMITATION OVER CAD, RAJENDRAPUR: L 410 UVP-E20 AC
FLYING ORDER NO 8, SEC-B
103 ATTU, BAF

Ref:

- A. Air HQ/7138/Air Ops/Vol-4/43A dt 11 Oct 03.
- B. Air HQ/7138/Air Ops/Vol-4/53A dt 08 Nov 03.
- C. Approved by Air HQ/7138/Air Ops/Vol-5/22A dt 01 Aug 04.

1. With immediate effect all L 410 UVP-E20 ac is to avoid flying over Central Ammunition Depot (CAD), Rajendrapur, located at N 24°05.30' E 090°25.77', due to bulk accumulation of ammo and missiles over the said place. The ammo and missiles available in CAD are very much susceptible to the vibration of the air created by low flying ac. Moreover, often the life expired ammo are destroyed in the depot whose debris may pose a potential hazard to the ac flg at low level. Henceforth, all L 410 UVP-E20 ac are to avoid CAD, Rajendrapur observing the following restrictions:

- a. Radius - 2 km/ 1 nm
- b. Min Ht - 2000 ft AGL

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Mar 16

CONFIDENTIAL

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SEC 'C'

“Airframe and Engine Handling Orders”

CONFIDENTIAL

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MISSION FUEL PLANNING: L 410 UVP-E20 AC
FLYING ORDER NO-1, SEC-'C'
103 ATTU, BAF

Ref:

A. Flight Manual Section V.

1. The fuel required for training, navigation & commitment missions for L 410 UVP-E20 ac is to be calculated as following :

a. **Commitment/ Operational Missions.**

Total fuel = Fuel required to complete the mission
 + Fuel required for farthest alternate
 + Safety fuel of 0:45 min (162 kg)
 + Unusable fuel (12.8 kg).

b. **Training Missions.** For trg missions' full stop ldg is to be made by the time total fuel drops to 300 kg over destination air field.

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Mar 16

CONFIDENTIAL

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OPERATION OF ENTRANCE DOOR & CARGO DOOR: L 410 UVP-E20 AC
FLYING ORDER NO-2, SEC-'C'
103 ATTU, BAF

Ref:

A. Flight Manual Section VII.

1. Entrance Door must be closed by Ground Crew/ Air Steward/ LM 5 min prior to commencing '**Starting Engine Checklist**'.
2. Security personnel, air movement personnel, ground crew and crew members are to stop any person approaching the aircraft for boarding in through entrance door during starting engines.
3. Before entering the cockpit Co-Pilot/ Air Steward/ LM must ensure that ladder is removed and entrance door is closed. He must also ensure that lock pins of all emergency exits are removed and kept into the bag beside co-pilot's seat.
4. During flying if entrance door (shutter type only) is to be kept opened for mission requirement then max ac speed to be maintained is 135 kts.
5. Entrance door will only be opened on ground when no 1 engine propeller comes to complete stop.
6. In case of cargo door operation, following procedures are to be adhered:
 - a. Open partly the entrance door.
 - b. Then open partly the cargo door by releasing the pin.
 - c. Turning the entrance door handle into the closed position, slide the entrance door; locking rod into the cargo door locking rod sleeve.
 - d. Raise the cargo door together with the entrance door into the upper locked position by the lever.

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Mar 16

CONFIDENTIAL

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FALSE START: L 410 UVP-E20 AC
FLYING ORDER NO-3, SEC-'C'
103 ATTU, BAF

Ref:

A. Flight Manual Section IV.

1. In case of a false start, pilots are to adhere to the following procedures:

a. Fuel stop cock/Emergency throttle lever SHUT

b. ENGINE STARTING circuit breaker OFF

2. Following are the cases when false start procedure is to be initiated:

a. If LIMITER ACTIVE cell does not light during starting.

b. If the 'Engine Starting' or 'Limiter Active' cells does not go off by 23 seconds after the 'Engine Starting' button is pressed.

c. No rise of ITT (within 10 seconds after the ENGINE STARTING button is pushed).

d. If the ITT rises fast (this may result in exceeding the maximum temperature limit).

e. If the starting voltage drops below 14 V for more than 4 seconds.

f. If the oil pressure does not rise.

g. If flames coming out of the exhaust pipes.

h. In case of abnormal noises during starting.

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Mar 16

CONFIDENTIAL

OPERATION OF NOSE WHEEL STEERING SELECTOR SWITCH: L 410 UVP-E20 AC
FLYING ORDER NO-4, SEC-'C'
103 ATTU, BAF

Ref:

A. Flight Manual Section IV.

1. With immediate effect, the following procedures are to be followed during operation of nose wheel steering switch:

a. Whenever the Captain changes the mode of operation of nose wheel steering, the co-pilot is to check and callout the followings in intercom :

(1) Nose wheel steering to 'MANUAL STEERING'/ 'PEDAL STEERING'.

(2) 'MANUAL STEERING'/ 'PEDAL STEERING' light on.

b. Before Take-off Roll and Landing run both pilot must ensure that 'PEDAL STEERING' Lt is on CWD. In case of not shining of 'PEDAL STEERING' Lt, captain must select nose wheel steering lever to its neutral position.

c. During landing run Pilot-Non-Flying (without actual control of ac) is to keep an additional watch on the light panel of nose wheel steering system. Anytime the nose wheel gets disengaged, he is to inform the Pilot-Flying immediately and the following actions are to be taken:

(1) Both pilots are to push the control column fully forward to maintain positive contact of nose wheel with the ground.

(2) Depending on the speed of the ac, light and continuous brake is to be applied.

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Mar 16

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USE OF FLAP: L 410 UVP-E20 AC
FLYING ORDER NO-5, SEC-'C'
103 ATTU, BAF

Ref:

A. Flight Manual Section IV.

1. The following procedures are to be followed for the purpose of using the flap in L 410 UVP-E20 ac:

- a. During extension and retraction of flaps both pilot must ensure that flap lever is set in its appropriate slot properly.
- b. All approaches (except flapless approach) are to be made with appropriate flap position ($18^0/42^0$) and it is to be retracted only after retracting the L/G at a height not below 400 feet AGL.
- c. Final flap position is to be selected before MDH. After MDH there should be no change in flap position.
- d. While executing a touch & go, flaps are to be set to 18^0 before opening of TCL to recommended take-off power setting.

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Mar 16

CONFIDENTIAL

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CIRCUIT FLYING LIMITATIONS: L 410 UVP-E20 AC
FLYING ORDER NO-6, SEC-'C'
103 ATTU, BAF

Ref: Nil

1. Continuous circuit and Landing flying causes fatigue and stress on the airframe and engine due to frequent large power changes. Again, L 410 UVP-E20 ac is a non-pressurized ac and its air condition system is not effective during circuit flying, which ultimately causes crew fatigue. As such, interval time between low go, touch & go or landing is required to be increased. Hence, other than for captaincy training, the following limitations are to be adhered to :

- a. The max no of circuits are to be restricted to 6 in one hour mission.
- b. The total touch & go are to be restricted 3 in an 1 hr msn.

2. For mission exceeding one hr the no of CCTs/ Idgs are to be increased proportionately.

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Mar 16

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SEC 'D'

“Ac Ancillary Equipment Handling Orders”

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SEC 'E'

“Distress and Safety Procedure”

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EVACUATION PROCEDURE: L 410 UVP-E20 AC
FLYING ORDER NO-1, SEC-'E'
103 ATTU, BAF

Ref: Nil

1. During emergency evacuation on ground under mentioned procedures are to be followed with the instructions of PIC of ac:

a. On captain's command for evacuation :

- | | | | |
|------|---|---|------------|
| (1) | Immediately inform ATC | - | P, CP |
| (2) | Stop the aircraft | - | P |
| (3) | Parking Brake - Set | - | CP |
| (4) | Power Levers - Idle | - | P, CP |
| (5) | Propeller Blades - Feather | - | P, CP |
| (6) | Fuel Stops & Fire cocks - shut | - | P, CP |
| (7) | Cabin & Pax – Notify | - | P |
| (8) | De-energize the aircraft (At night keep the standby lights ON) | - | P, CP |
| (9) | Evacuation – Initiate | - | Air std/LM |
| (10) | Direct all passengers to a safe place (At least 50 yds away towards rear making an angle of 45 ⁰ from wing) | - | Air std/LM |
| (11) | Battery (Before leaving A/C) – Off | - | P |

- b. Sequence of Evacuation:
- Passengers (if any)
 - Air Steward/LM (if any)
 - Co-Pilot
 - PIC

Note:

1. Seq mentioned in sub-para 'b' above should also be followed in case of any other type of evacuation.
2. Injured personnel, children, ladies and aged personnel shall be evacuated first.
3. When all passengers are out, all crew are to leave ac in the sequence mentioned in sub-para 'b' above.
4. Ensure that emergency ration and first aid kits are carried if off-base ldg is made.

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Mar 16

CONFIDENTIAL

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FASTENING OF SEAT BELT: L 410 UVP-E20 AC
FLYING ORDER NO-2, SEC-'E'
103 ATTU, BAF

Ref: Nil

1. With immediate effect, all personnel are to observe following rules for fastening seat belts in L 410 UVP-E20 ac:

a. **For Aircrew.** All aircrew are to keep their seat belts fastened at all times during entire flight. However, this does not restrict Air Steward/LM (if any) to perform their normal duties in flight. Captain of the aircraft is responsible for ops of corresponding indicator light for fastening seat belts.

b. **For Passengers.**

(1) All passengers are to fasten their seat belts for the entire flight i.e. before starting engine till sw-off at the destination.

(2) Passenger for any valid reason may unfasten seat belt and fasten again after requirements is fulfilled. Air Steward/LM is to obtain clearance from PIC of the aircraft in such cases.

c. Air Steward/LM is to info captain of the aircraft before each take-off and ldg that all passengers have fastened their seat belts.

Note: Air Steward/LM is to ensure the compliance of sub para 'b' & 'c' above. In the absence of an Air Steward/LM, an additional crew (co-pilot/observer/grd crew etc) will perform such duties for which Captain of the ac is to brief the additional crew in this regard.

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Mar 16

CONFIDENTIAL

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BIRD HIT: L 410 UVP-E20 AC
FLYING ORDER NO-3, SEC-'E'
103 ATTU, BAF

Ref: Nil

During Take- Off

1. If bird hit occurs before V_R abort T/O.
2. If it occurs immediately after T/O carry out the followings:
 - a. Continue T/O with same pwr setting.
 - b. Climb to 5000' overhead.
 - c. Determine the extent of damage visually if possible.
 - d. Carry out controllability checks and determine the stalling speed at clean and dirty configurations.
 - e. Make normal approach and maintain 1.3 times new stalling speed.
 - f. During landing get the gears checked by mobile and ATC in case bird hit occurs or suspected to occur in gears.
 - g. LASAP.

During Landing Approach

3. If bird hit occurs during ldg, land on that approach preferably with little higher speed (05-10 kts).

In Flight

4. In flt in any other occasion if bird hit occurs, climb or descend to safe alt (5000 ft) maintaining same or slightly higher speed (05-10 kts) than at the time of hit and carry out actions as para-2.

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Mar 16

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TYRE BURST DURING TAKE-OFF AND LANDING: L 410 UVP-E20 AC
FLYING ORDER NO-4, SEC-'E'
103 ATTU, BAF

Ref:

A. Flight Manual Section III A.

1. **During Take-off.** If one of the tyres of L 410 UVP-E20 ac bursts during take-off, proceed as follows:

a. Below or equal V_1 Speed:

- (1) Abort take off.
- (2) Maintain direction by rudder and TCL and if reqr use brakes.
- (3) Use reverse power mostly to decelerate the ac.
- (4) Relieve the load on the wheel with faulty tyre.
- (5) If aircraft tends to go out of the runway shut down both the engines by Fuel Shut Cock.
- (6) If ac under control and possible to taxi, return to dispersal.
- (7) If taxiing is not possible, shut down the engines on the runway by Fuel Shut Cock.
- (8) Give call and evacuate as quickly as possible.

b. At or After V_R Speed

- (1) Continue take-off.
- (2) Do not retract the gears.
- (3) At height 400 ft, retract flaps.
- (4) Accelerate to airspeed 135 kts max.
- (5) Give call.
- (6) Join CCT to land back.
- (7) Make a normal approach (Flaps 42°).
- (8) Land on wheels which are good. Land with minimum possible speed on the side of the runway opposite to the burst tyre.
- (9) Maintain direction by rudder and brakes.

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- (10) Relieve the load on the wheel with faulty tyre.
- (11) Use reverse power mostly to decelerate the ac.
- (12) If taxing is not possible, shut down the engines on the runway by Fuel Shut Cock and de-energize the aircraft.
- (13) Give call and evacuate as quickly as possible.

2. **During Landing.** Follow the procedures in sub-para 'a' (2) to (8) above.

Note:

- 1. Relief load on wheel with faulty tyre in the following way:
 - a. Nose wheel:
 - (1). Pull the control column back.
 - (2). Brake by reverse power setting largely.
 - b. Main wheel:
 - (1). Bank the airplane 3° to 5° to the side of good tyre.
 - (2). After touch-down and during roll-out roll the aileron to the side of the good tyre.
 - (3). Do not brake the wheel with deflated tyre.
 - (4). Brake by reverse power setting largely.

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Mar 16

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INEVITABLE ABORT TAKE-OFF PROCEDURE AT OR BELOW V_1 AND V_R
FLYING ORDER NO-5 SEC-'E'
103 ATTU, BAF

Ref: Nil

1. With immediate effect following actions are to be taken without waste of time in case of an inevitable abort take-off at or below V_1 (decision speed) and V_R (rotational speed):

- a. TCL (both engines) - IDLE.
- b. Control column- FULLY FORWARD.
- c. Ground spoilers - EXTEND.
- d. Brakes - APPLY.
- e. Use Reverse Thrust (if required).
- f. Control the ac to remain within the runway by applying rudder and brakes, if required.
- g. Once fully under control, depending on the sit, the ac is to clear the runway.
- h. Nec compressed air is to be applied to cool the wheel drums.

2. It is to be noted that after an aborted take-off, brakes (normal/emergency, as reqr) are to be applied judiciously to stop the aircraft using full length of the runway to avoid possible tyre burst/ overheating of the brake assemblies.

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Wg Cdr
OC
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SEC 'F'

“Local Flg Order”

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PROCEDURE FOR USE OF TAXIWAY AT TEJGAON AIRFIELD: L 410 UVP-E20 AC
FLYING ORDER NO-1, SEC 'F'
103 ATTU, BAF

Ref:

A. BSR BFO No-10, Sec-F.

1. With immediate effect all pilots of this unit are to follow procedure regarding use of taxiways Tejgaon Airfield as described below:

a. **Transport Aircraft.** Transport Aircraft will operate from C-130 tarmac and use northern taxiway 'November' for taxiing in/out. If the aircraft is positioned at Air Movement or at MI-17 tarmac, it will use central taxiway "Charlie" for taxiing in /out.

b. **Light Training Aircraft.** Training aircraft will operate from MI-17 tarmac and use central taxiway "Charlie" for taxiing in/out.

2. No fixed wg aircraft will use the taxiway, which connects the C-130 and MI-17 tarmac for taxiing in/out. This taxiway will be used only by hel.

3. The southern taxiway "Sierra" is closed for all types of aircraft operations.

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Mar 16

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FLYING OVER CHITTAGONG UREA FERTILIZER FACTORY: L 410 UVP-E20 AC
FLYING ORDER NO-2, SEC-'F'
103 ATTU, BAF

Ref:

- A. BSR BFO No-1, Sec-F.
- B. Air HQ / 7138 / Air Ops dt 28 Jul 94.

1. It has been reported by Ctg Urea Fertilizer Factory that the ac flg over the factory cause vibration to the machineries of the urea factory which is hazardous and may cause explosion. Moreover, the toxic waste gas of 200⁰ emitted through its chimney could cause breathing problems to the aircrew. At the same time, the huge liquid ammonia storage could cause fire in the event of force landing or crash landing.

2. Hence forth, all pilots of this unit are to avoid low level flg within 1.5 km radius of the Ctg Urea Fertilizer Factory.

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“General Flg Regulation”

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SCT MISSIONS: L 410 UVP-E20 AC
FLYING ORDER NO-1, SEC-'G'
103 ATTU, BAF

Ref: Nil

Instructor Pilots

1. All instructor pilots are to fly at least one mutual SCT (IF & GF & Combined Flg) mission in a month.

Non- Instructor Pilots

2. All non-instructor PICs are to fly at least one GF, one IF and one Combined Flg SCT mission with instructor pilots in a month.

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Mar 16

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MOBILE OFFICER: L 410 UVP-E20 AC
FLYING ORDER NO-2, SEC-'G'
103 ATTU, BAF

Ref: Nil

1. With immediate effect, following regulations are to be followed to man the mobile hut:
 - a. An Instructor pilot is to be in the mobile for the first 04 solo missions (02 x day and 02 x night) for U/T Captains.
 - b. For any other training or commitment missions no mobile officer is required to be in the mobile hut except for landing gears or any other emergencies which need visual inspection of ac.

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Mar 16

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SMOKING IN AIRCRAFT: L 410 UVP-E20 AC
FLYING ORDER NO-3, SEC-'G'
103 ATTU, BAF

Ref:

A. AFM No 60-1 Para 0302 & 0432 dt 25 Nov 2009.

1. With immediate effect, smoking in the vicinity of 100 ft or inside L 410 UVP-E20 ac is strictly prohibited both on ground and in flight.
2. Crew members and passengers are allowed to carry only safety match boxes inside the aircraft.

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Mar 16

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RESTRICTION FOR FLYING DUTIES: L 410 UVP-E20 AC
FLYING ORDER NO-4, SEC-'G'
103 ATTU, BAF

Ref:

- A. AFM N0 60-1 dt 25 Nov 2009.
- B. Air HQ/ 7138/ Air Ops dt 28 Jul 94.

1. In addition to limitations imposed in AFM 60-1, following restrictions are also to be adhered to by all aircrew members of L 410 UVP-E20 ac:

- a. A pilot carrying out Orderly Officer/ Duty Officer/ similar type of duties which involve office activities beyond 2200 hours is not to fly as 1st pilot/captain of any ac on the following day. However, he may fly as 2nd pilot/ co-pilot with a categorized captain on the following day provided he is willing to fly and medically fit. In any case, the officer concerned will report to the office after 04 hours off-duty.
- b. Pilots who are not mentally and physically fully fit are not to fly as captain of any ac. They are to report to Flt Cdr and state their case at any time. Flt Cdrs are not to detail any such cases to fly as captain. Any disposal given by Flt Surgeon is to be intimated to Flt Cdr.

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Mar 16

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BORDER FLYING LIMITATIONS: L 410 UVP-E20 AC
FLYING ORDER NO-5, SEC-'G'
103 ATTU, BAF

Ref:

- A. AFM No 60-1 Para 0624 dt 25 Nov 2009.
- B. AFM No 61-1 Annex 'A' to section 8 dt 15 Dec 1999.

1. Following restrictions are to be observed while flying in close proximity of international border/ Flight Info Region (FIR):

a. L 410 UVP-E20 ac is not to be operated within 15 nm of Bangladesh- India and Bangladesh- Myanmar border and Calcutta FIR except for the following:

(1) Engaged in take-off and landing at airfields in the proximity of the border, when so authorized.

(2) Engaged in commitments or operational missions under radar surveillance.

b. While planning trg missions towards sea areas, avoid flying above FL 50 at Calcutta sub-FIR which is a triangular area bounded by N 21°00'03" E 091°59' 49", N 22°35'03" E 088°55'51", N 21°38'03" and E 089°09'51" and N 21°00'03" E 091°59' 49".

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RESTRICTION OF FLYING OVER BANGA BHABAN/GONO BHABAN/PM'S SECTT
AND PUBLIC MEETING AREAS : L 410 UVP-E20 AC
FLYING ORDER NO-6, SECTION-G
103 ATTU, BAF

Ref:

A. AFM NO 60-1 dt 25 Nov 2009.

1. In addition to the restrictions mentioned in AFM 60-1, no pilot of this unit is to fly over Banga Bhaban/ Gono Bhaban/ PM's Sectt (VGP-36) and Public Meeting Areas. While operating from Tejgaon all pilots are to exercise extra caution not to violate the above mentioned restriction.

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Mar 16

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LOGGING OF FLG HRS: L 410 UVP-E20 AC
FLYING ORDER NO-7, SEC 'G'
103 ATTU, BAF

Ref:

- A. AFM N0 60-1 Para 0119 & 0120 dt 25 Nov 2009.
- B. AFO 76-1 Anx 'A' Para 2 dt 18 May 2009.

1. With immediate effect all aircrew except Air Steward are to observe following regulations in addition to those instructions laid down in AFM 60-1 and AFO 76-1 while logging flying hours:

- a. All crew are to log individual flight time (sitting time only) irrespective of category or status.
- b. Individual entry is to be made for individual crew undergoing training or currency mission in the authorization book.
- c. Co-pilot and Ops room duty personnel will be responsible for compliance of this procedure.

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Mar 16

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OPERATION FROM TEJGAON AIRFIELD: L 410 UVP-E20 AC
FLYING ORDER NO-8, SEC 'G'
103 ATTU, BAF

Ref: Nil

1. Due to multi-storied buildings, high masts, Sangshad Bhaban, Banga Bhaban and Honorable Prime Minister's office, all pilots are to observe following instructions while operating from Tejgaon Airfield:

- a. During taxing, caution is to be exercised for cracks on the tarmac and wing tip clearances from trees and other obstructions.
- b. After take-off or low go, all crosswind turn is to be made at 1000 ft for both Rwy and clear of 'Sangshad Bhaban' only for Rwy-17.
- c. For training purposes, low go is to be carried out from 300 ft AGL. However, low go with 18⁰ flaps may be carried out from flare out ht if no restriction from ATC.
- d. Touch & go with any configuration is not allowed from Tej Rwy.
- e. No bad weather or short circuit is allowed to be carried out from Tej Rwy.
- f. Base turn is to be initiated at 25 sec \pm wind effect after crossing abeam landing threshold with minimum height at base 800 feet and at finals 700 feet for both the Rwy.
- g. Low approach is strictly prohibited for both the Rwy.
- h. Eastern Cct is prohibited for restriction imposed to fly over "Banga Bhaban" and close proximity of Honorable Prime Minister's office. As such, only Western Cct will be used for both the Rwy.
- j. Rwy-17 and Rwy-35 will be used for take-off and Idg depending on wind direction. However, RW-17 is preferred for landing at all times unless winds and other op or admin reasons dictate to do otherwise.
- k. Throughout circuit flying, excessive caution is to be exercised for birds, high rise buildings, masts and turbulence around high rise bldgs.
- l. Min visibility is to be 02 km for trg purpose. However, positioning of ac at Hazrat Shah Jalal for operational mission, min visibility may be 1.5 km.
- m. It is recommended to notify Tej Tower minimum 15 minutes prior to recovery. Tower would activate bird shooters and Rwy patrol to remove birds sitting on the RWY or grd obstructions/vehicles on the RWY.
- n. In case of bad weather or any types of emergency, Hazrat Shah Jalal International Airport is to be used for recovery.

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