

ADC Numbers in South Asia: What You Need to Know

Kateřina Michalská

21 March, 2025



The ADC number is a security clearance required for flights operating through the Air Defence Identification Zones (ADIZ) of several countries in South Asia: India, Pakistan, Bangladesh, Myanmar, and Nepal. Without one, flights could face delays, or potentially being denied entry into the airspace.

The process for obtaining an ADC is roughly the same in each country. So we'll start with that, then we'll move on to some slight variations to know about for each country.

The Process!

File the Flight Plan

- File the flight plan as usual, including the overflight/landing permit number.
- The ADC number is normally not included in the flight plan.

Obtain the ADC number:

- **For departures** from the country where the ADC is required, the local handling agent should obtain the ADC number from ATC and then inform the crew. In some countries, ATC might provide the ADC number directly to the crew along with the start-up clearance.
- **For overflights** of the country where the ADC is required, ATC will typically confirm the ADC number to the crew when the aircraft approaches the country's ADIZ. However, it's useful if your agent (whoever got your permit number) has also given the crew the ADC number in advance.

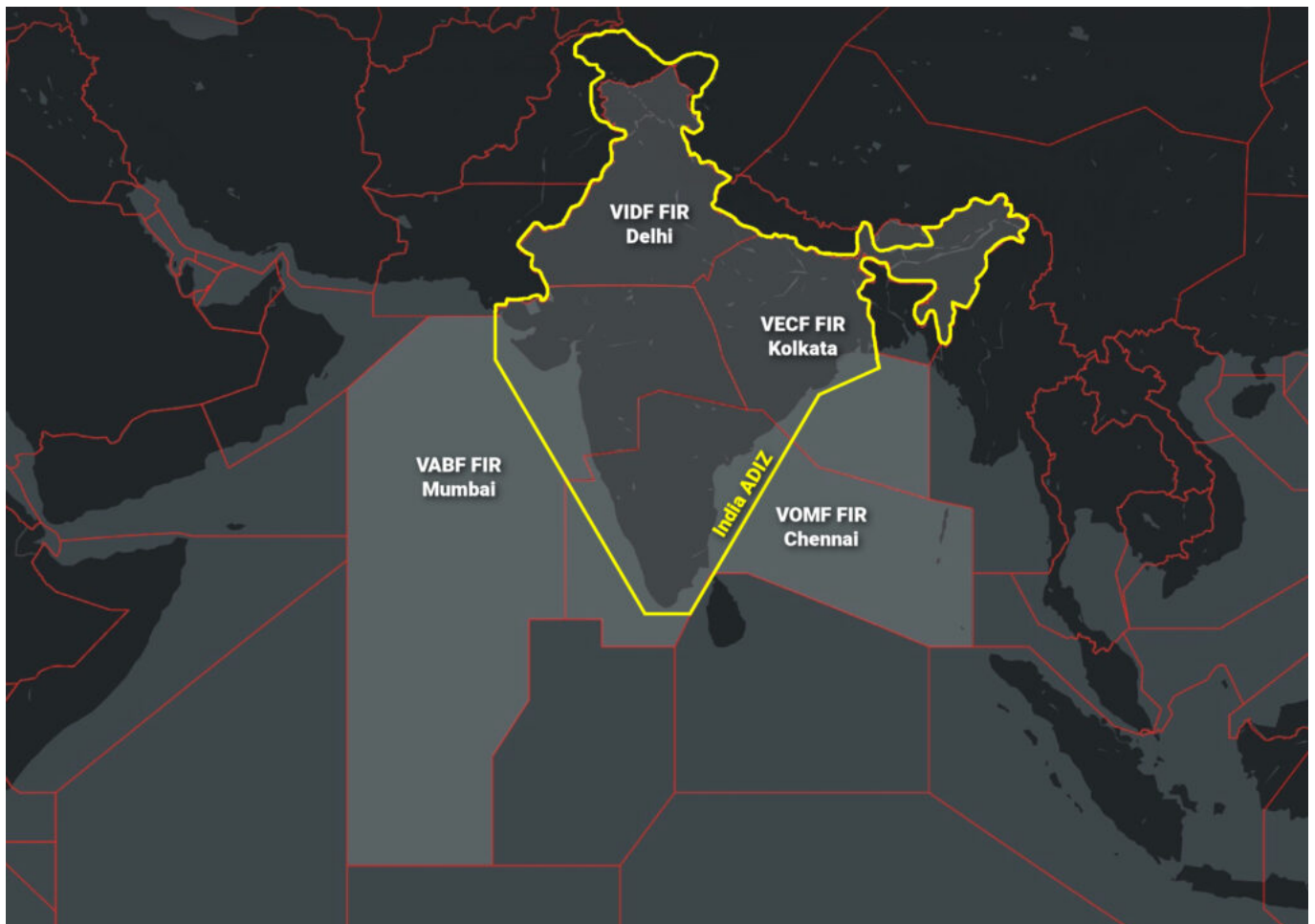
Main gotchas to watch out for:

- **Departures:** When departing from a country where ADC is required, make sure you get the number from ATC before departure! This helps avoid any last-minute issues with routing, fees, or documentation that could delay the flight. A common best practice is for the crew to contact ATC as soon as the APU is running to allow enough time to address any issues.
- **Delays:** If a flight is delayed beyond the allowed window (eg. 30 minutes up to 2 hours, depending on the country), a new ADC number must be obtained.
- **Routing:** Some countries, like Bangladesh, do not require an ADC number for specific routes (more on that below). However, if you have to deviate from those routes, you may be required to obtain an ADC number.

So that's generally how it works.

Now for some **country-specific info, links to AIPs, and badly-drawn maps!**

India

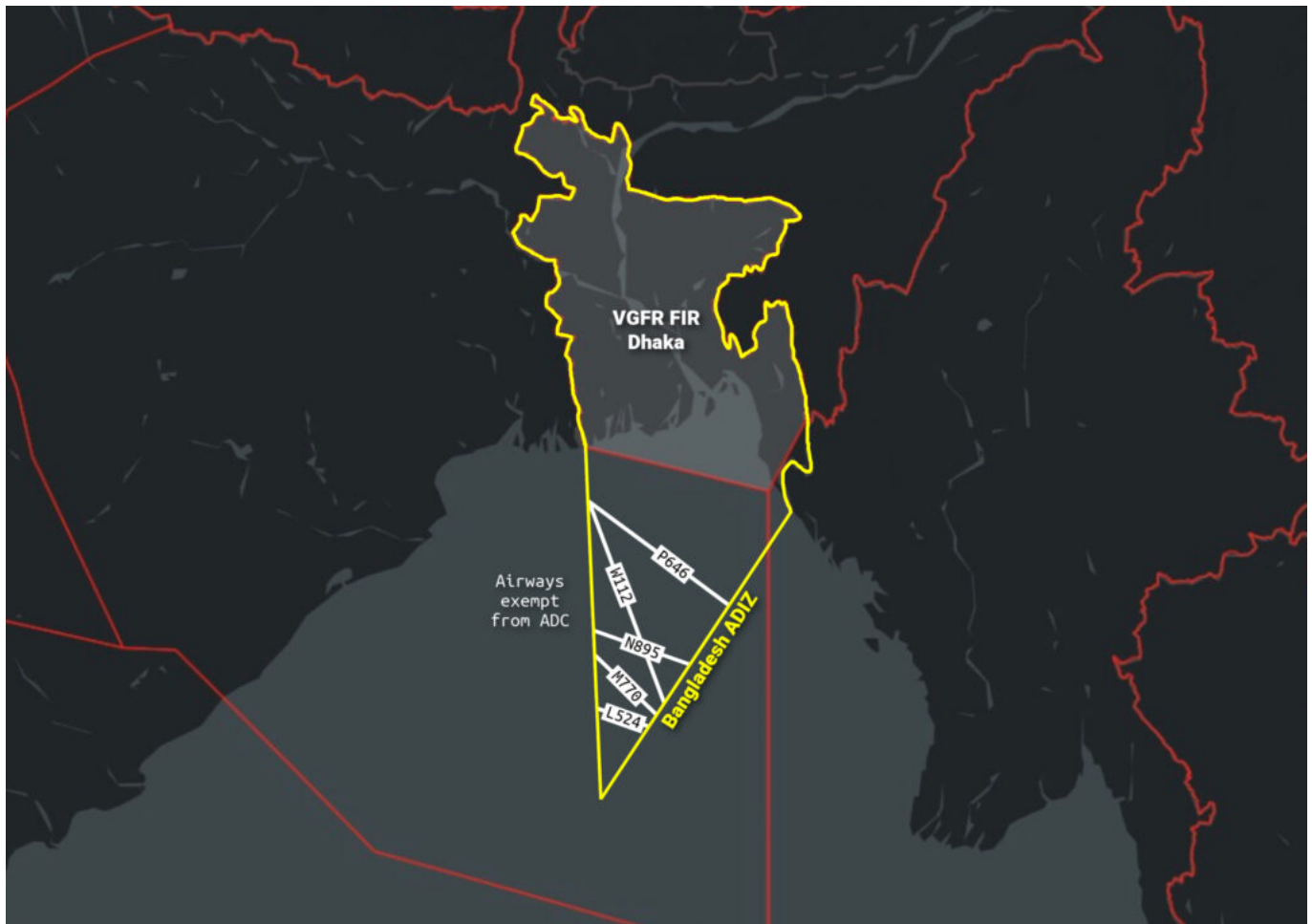


- **The process for getting an ADC number is kinda interesting here.** You basically have to file your flight plan with your overflight/landing permit (YA number) on it, then ATC review it and issue you a FIC number (Flight Information Clearance), then the Indian Air Force reviews it plan and issues an ADC number!
- **The overflight/landing permit is valid for 48 hours.** If the aircraft is returning to the same

airport or operating another leg within that window, a new permit may not be needed, but this depends on how the routing and timings are filed.

- Indian authorities will send the **invoice for nav fees directly to the operator** for payment.
- **Delays:** If the flight is delayed by more than **1 hour**, a new ADC number must be requested.
- **More info:** India AIP ENR section 1.12.

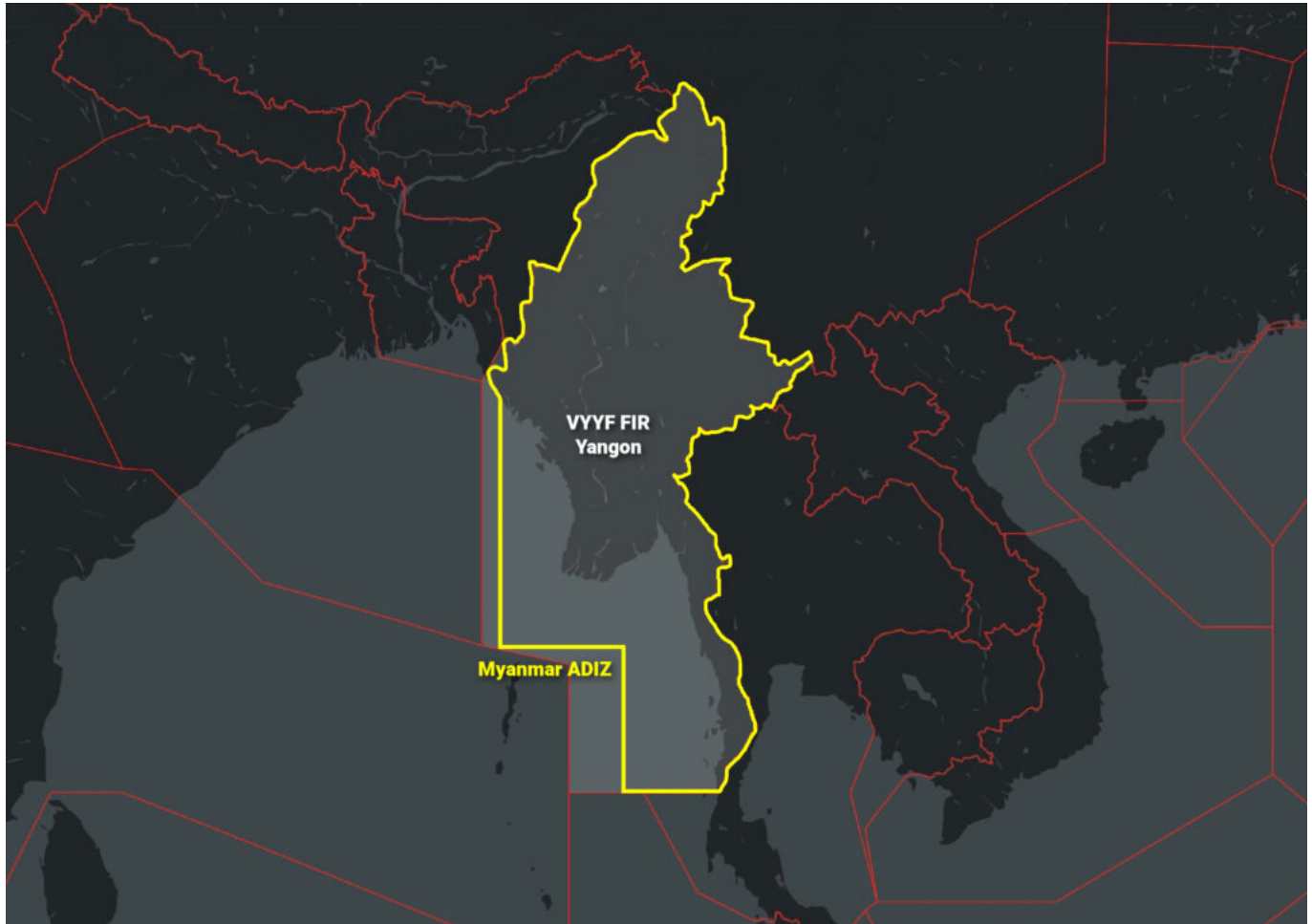
Bangladesh



- **The handling agent is responsible for paying the nav fees** (not the operator).
- The Bangladesh ADIZ actually stretches down beyond Bangladesh airspace into the adjacent Indian VECF/Kolkata FIR. But **overflights through this part of it (airways P646, N895, M770, L524, and W112) do NOT require an ADC number** unless the aircraft deviates toward the landmass of Bangladesh.
- After filing the flight plan, the ADC number is issued via AFTN or you can request it from the Bangladesh Air Force at adnc@baf.mil.bd.
- Domestic flights, state aircraft, and general aviation flights within Bangladesh are now exempt from ADC requirements – a key change reflected in the latest AIP amendment.
- Also, the option to use the same ADC number for a return flight on the same day? Gone. You'll need to request a fresh ADC for that.
- **Delays:** If the flight is delayed by more than **2 hours**, a new ADC number must be requested.

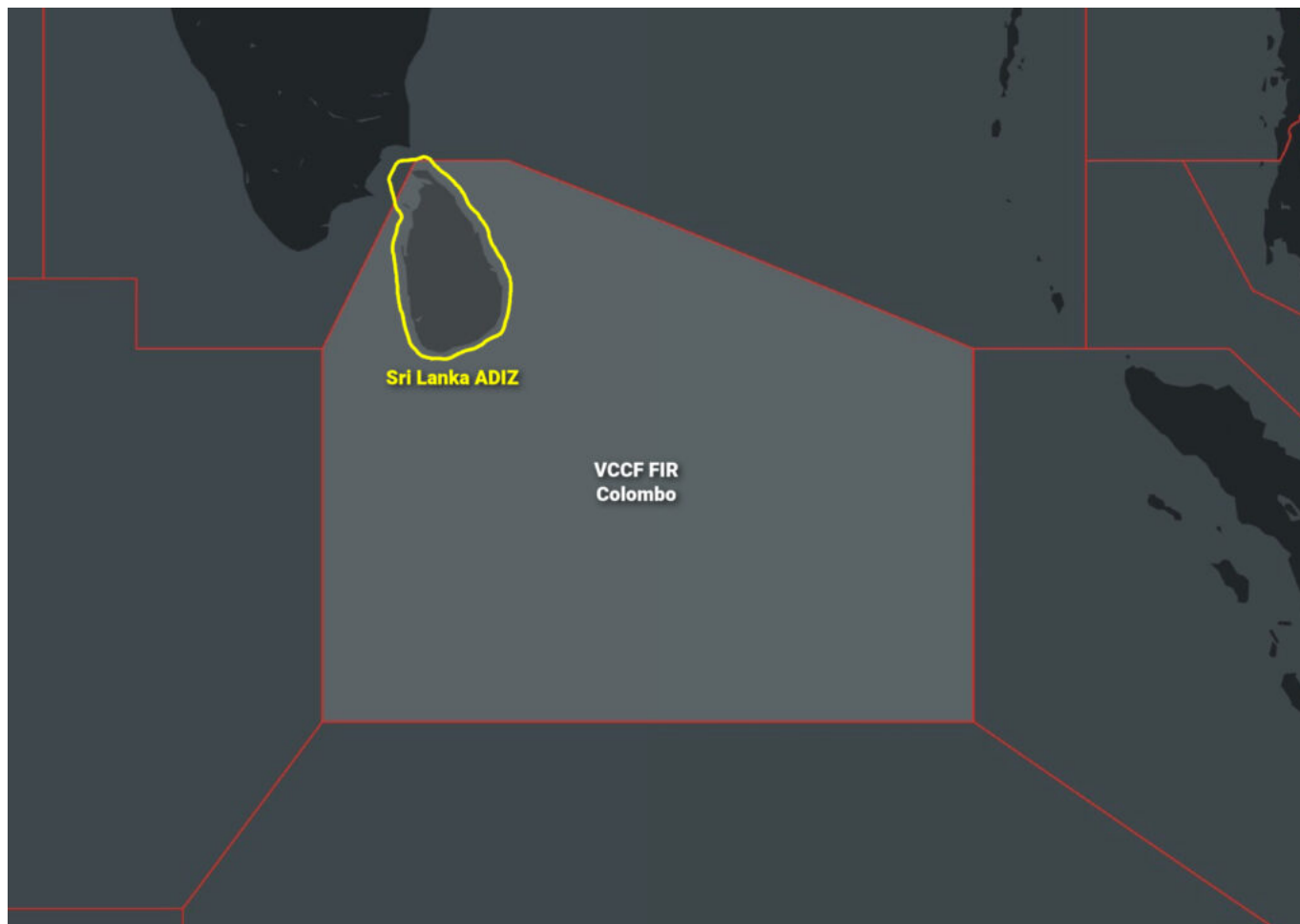
- **More info:** Bangladesh AIP ENR section 5.2.

Myanmar



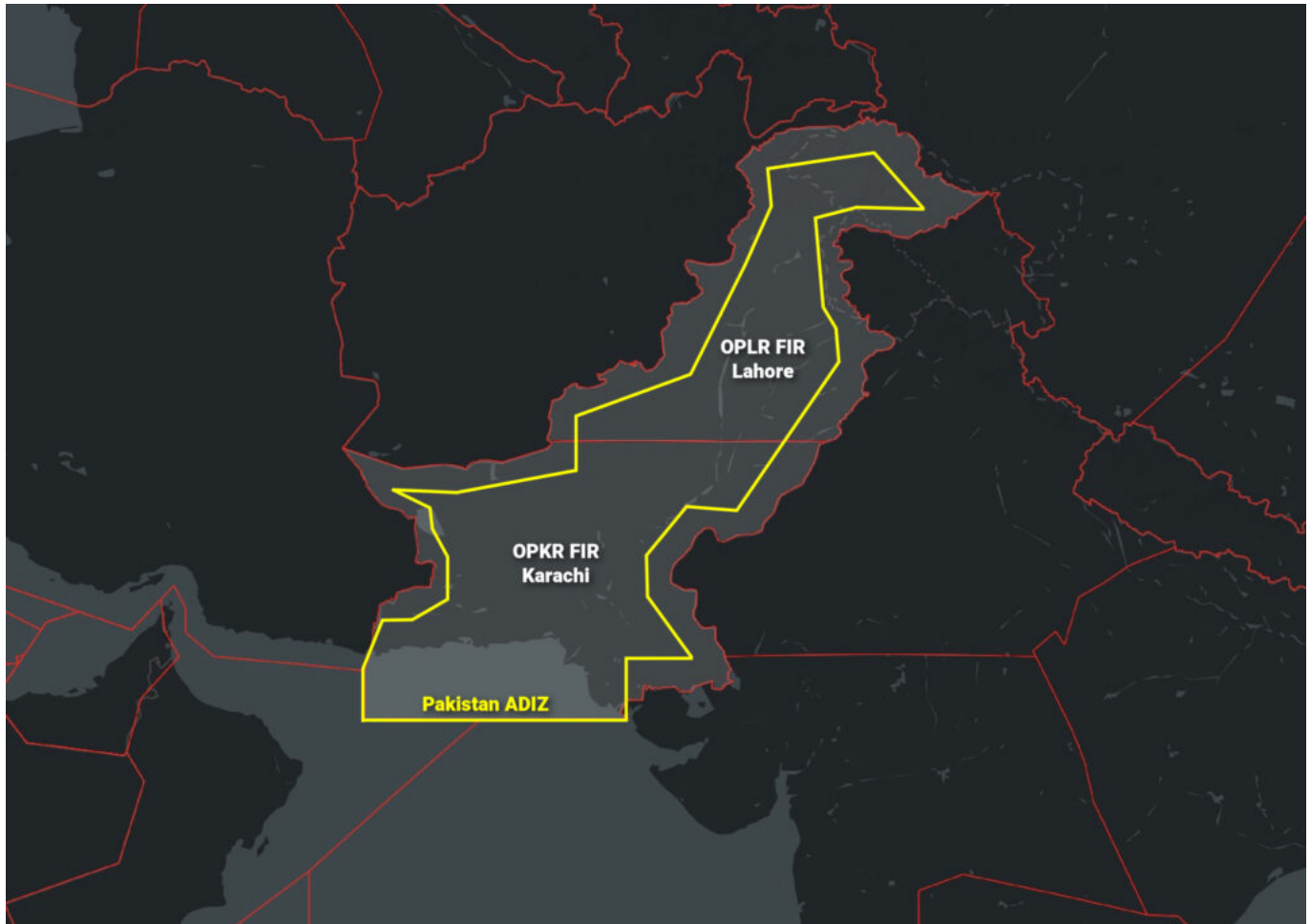
- Some crews report being asked for the **ADC number at the departure airport if entering Myanmar airspace within 30 mins of takeoff**. So if you're heading to/over Myanmar from somewhere nearby (i.e. VGHS/Dhaka, Bangladesh), try to get the ADC Number before you depart, to avoid delays.
- **Delays:** If the flight is delayed by more than **30 minutes**, a new ADC number must be requested.
- **More info:** Myanmar AIP ENR section 1.1.

Sri Lanka



- Unlike the other countries on this list, **the ADIZ only covers the territory of Sri Lanka** including its territorial waters up to 12 NM from the coastline, rather than the entire FIR. So that's kinda nice.
- **Delays:** If the flight is delayed by more than **1 hour**, a new ADC number must be requested.
- **More info:** Sri Lanka AIP ENR 5.2.

Pakistan



- **Delays:** If the flight is delayed by more than **1 hour**, a new ADC number must be requested.
- **More info:** Pakistan AIP ENR section 2.2.

Nepal

- Although Nepal's AIP doesn't mention ADC, local handling agents confirm that an ADC Number is required! **We currently don't have any specifics on the process or any possible exemptions.** If anyone has more information, please reach out to help complete this section! Email us at team@ops.group

Non-refundable Bangladesh permits

OPSGROUP Team
21 March, 2025



CIVIL AVIATION AUTHORITY OF BANGLADESH
HEADQUARTERS, KURMITOLA, DHAKA
No. CAAB/1714/KT/6505, Dated: 7 September 2018
AIR TRANSPORT CIRCULAR NO: 02/2018

Subject: Payment for flight permit for non-schedule flights by foreign registered Aircraft into or in transit across Bangladesh.

In pursuant to paragraph 11.6 of Air Transport Circular no. 01/2018, all Operational Services Provider License (OSPL) holders are requested to pay an amount of USD 195.00 (One hundred and ninety-five) through permit automation system (Permit Operation Database-POD) to process each request for non-schedule flight permit for foreign registered aircraft operated by foreign air operator/ airline/ principal. The payment is non-refundable, irrespective of the approval or rejection to the permit request.

The OSPL holders shall be responsible for the validity, authenticity and correctness of the data/document supplied/uploaded to POD, and for any unlawful activities/ cybercrime/ abuse into POD portal, which may endanger the safety and operation of POD (both software and hardware), will lead to the termination or suspension of the OSPL and punitive actions will be taken for such actions/abuse. To prevent all unlawful activities, abuse and cybercrime against POD, an agreement/undertaken, prepared by CAAB with necessary conditions, shall have to be signed by every OSPL holders to confirm their compliance in this regard.

The circular will come into effect from 08 October 2018, 0000UTC.


Air Vice Marshal M Naim Hassan, MBP CSP, AFM, FRC
Chairman

The Civil Aviation Authority of Bangladesh recently published circular 02/2018 which outlines a \$195 USD overflight permit fee for non-scheduled foreign aircraft transiting the **VGFR/Dhaka** FIR . The fee is certainly on the high side but the disappointing part is :

“The payment is **non-refundable**, irrespective of the approval **or rejection** to the permit request.”

Say what?

There was a similar type of no-refund situation within the **TNCF/Curaco** FIR but we now understand after some noise, operators are getting refunds as per normal industry practice.

We say it's time for the CAA in Bangladesh to stop this non-refundable nonsense.

Have you had a permit denied and not received your money back? Reach out and Let us know!

Bangladesh is now one big ADIZ

David Mumford

21 March, 2025



Bangladesh has decided to establish an ADIZ over the entire country, including a massive chunk of airspace off their south coastline that actually extends over much of the adjoining Indian VECF/Kolkata FIR.

Aircraft intending to fly into, through, or within this new Bangladesh ADIZ must now obtain an ADC (Air Defence Clearance) number beforehand. Just file your flight plan, and they will send this to you by AFTN. Make sure you write it down – as they will ask you for it on HF before you enter their airspace.

If you don't have AFTN access, you can get the number by calling +880-2890-1081 or emailing **adnc@baf.mil.bd**

The authorities in Bangladesh have released a scary sounding AIP SUP on all this, which you can read in full **here**. What they fail to mention there, but **did** publish by Notam at the time, is that there are actually a bunch of airways over the ocean (P646, N895, M770, L524 and W112) where you won't have to get this ADC number, unless you deviate towards the landmass of Bangladesh.



Here's the Notam:

A0032/18 NOTAMN

Q) VGFR/QXXXX/IV/BO/AE/000/999/

A) VGFR B) 1802010001 C) PERM

E) THE FLW AMDT/UPDATES ARE BROUGHT TO THE AIP-SUPP 01/2018:

1. ACFT INTENDING TO OPR INTO, THROUGH OR WI BANGLADESH ADIZ SHALL OBTAIN ADC NR FM THE FLW CONTACT DETAILS.

TELEPHONE: +880 2 8901081

FAX : +880 2 8901081

E- MAIL: ADNC AT THE RATE OF BAF.MIL.BD

AFTN : VGHSZQZX

2. FLT OPR ON ATS RTE P646, N895, M770, L524 AND W112 SHALL NOT BE REQUIRED TO OBTAIN ADC NR UNLESS DEVIATED TOWARDS THE LAND MASS OF BANGLADESH.

3. GUARD FREQ. 121.50 MHZ SHALL NOT BE USED TO CTC THE AIR DEFENCE UNIT.

4. ARTICLE 'L' IN THE PROCEDURES FOR AIR DEFENCE CLEARANCE IN THE AIP-SUPP SHALL BE TREATED AS CNLD.

5. FOR THE TIME BEING DOMESTIC FLT AND FLT OF STATE ACFT AND GENERAL AVIATION ACFT OF BANGLADESH SHALL NOT BE REQUIRED TO OBTAIN ADC NUMBER

So you won't need an ADC number on those airways, but for everywhere else in that big red ice pick-shaped chunk of airspace, you'll need to get authorisation. As the Bangladesh AIS office politely warn in their AIC: "Aircraft flying without a valid ADC number or failing to comply with any restriction or deviating from flight plan will be **liable to interception** by Bangladesh Air Force Interceptor aircraft according to ICAO Standard Interception Procedure."

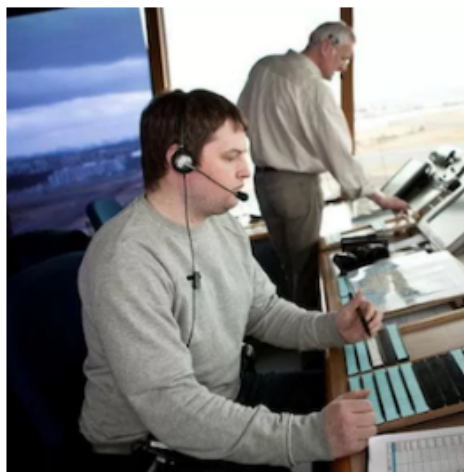
Midweek Briefing 06JUL: Hong Kong capacity problems, Iceland: The fun continues

Cynthia Claros
21 March, 2025

**INTERNATIONAL
BULLETIN**

ISSUED BY FLIGHT SERVICE BUREAU

SITA HNLFSXH AKLFSXH AFTN KMCOXAAL
EMAIL INTL.DESK@FSBUREAU.ORG



Hong Kong capacity problems 06JUL During this year, the Hong Kong CAA has issued a couple of warnings to operators to stick carefully to their allocated slots, but it's not making much of a difference to operations there. Read the article.

Iceland: The fun continues 06JUL Last week there were some really positive indications that the ATC strike in Iceland was coming to an end, but it's now worse than ever, with Westbound, Eastbound, and landing traffic all affected. Read the article.

HECC/Cairo FIR A restriction exists for traffic to and from the Amman FIR, so if overflying Jordan and then Egypt, or vice versa, you can only use the waypoint METSA.

OMAE/Emirates FIR has some updated peak times. Departures need a slot between 0630-0730Z and 1700-0000Z. Arrivals will be spaced 5 mins apart during these times also, as will aircraft entering the OMAE FIR from nearby airports like Muscat, Isa, and Baghdad.

EIDW/Dublin Runway 10/28 is closed overnight until 09JUL.

OERK/Riyadh, Saudi Arabia will be hosting the 'Global Ministerial Aviation Summit' 29AUG-31AUG. 55 different ministers from various countries are expected to be in attendance. Be aware of potential restrictions leading up to and after the event.

CYFB/Iqaluit Another NAT alternate favourite, CYFB has some runway closures throughout July.

EGCC/Manchester is doing some work on 05L/23R overnight until 08JUL and has advised operators to carry some extra gas due possibility of holding.

LOWW/Vienna has published a helpful list of rush hour periods – worth avoiding these times as holding is common at VIE. The times are: 0530-0750, 0920-1030, 1140-1240, 1340-1500, 1615-1800, and 1840-1940Z.

BIZZ/Iceland Despite optimistic reports of a resolution to the ATC dispute in Iceland last week, the situation remains unresolved. Last night BIRD Oceanic was closed to most Eastbound traffic once again, as was BIKF. A new addition to restrictions is a closure to many Westbound flights on Wednesday 06JUL – “DUE TO STAFF SHORTAGE IN REYKJAVIK OACC WESTBOUND TFC PLANNING TO ENTER BIRD FROM ENSV VIA GUNPA, VALDI, IPTON, INGAL, ISVIG AND EGPX VIA LIRKI, GONUT, OLKER, MATIK AND RATSU AND THEN PROCEEDING INTO EGGX OR CZQX SHALL REMAIN SOUTH OF BIRD CTA” Read the article.

EDYY/Maastricht ATC have requested crews operating through the Maastricht UIR to log on to CPDLC EDYY, if you have datalink. While voice remains the primary comms method, you might get an uplink message if the frequency is busy – it's not a test, you should confirm – most of these uplinks are likely to be frequency changes.

EPZZ/Poland has advised operators to check carefully whether permission is required in advance of operations at airports other than EPWW/Warsaw. Many countries including Poland have reinstated Border Controls within the Schengen zone. Best advice is to treat each country as having full Border Controls for the moment (so think Passport, GenDec, etc.)

SPIM/Lima FIR (Note that the airport is now SPJC, distinct from the FIR code) is shutting down airway UG427 after 21JUL.

SUEO/Montevideo ACC (Uruguay) has some comms issues in it's airspace, and has advised of some extreme spacing between aircraft irrespective of FL – 40nm. For now, this ends today (06JUL) but may happen again.

WSZZ/Singapore Qualifying citizens of Singapore are now eligible to apply for US Global Entry membership – and benefit from expedited entry to the United States at designated airports. Similarly, qualified U.S. citizens are eligible for enrolment in Singapore's enhanced-Immigration Automated Clearance System (eIACS).

ZMUB/Ulaanbaatar, Mongolia is downgraded to RFF Cat 7 until 10JUL. Also, from 12-16JUL, you can't file this as an alternate which may limit your options somewhat.

LFPG/Paris due to maintenance on the ILS for Runway 08L/26R from 18JUL to 02OCT. The only approaches that will be available will be RNAV based procedures (LNAV/VNAV, LPV, LNAV) and VOR/DME.

GQNN/Nouakchott, Mauritania has moved to a new international airport this June. Located approximately 10nm north of the city, it has an annual passenger capacity of 2 million. Infrastructure from the capital's old airport was transported to the new one.

SECU/Cuenca Following the landing incident on 28APR of an E190, all inbound flights will be reportedly be held if the runway is wet – until end of August.

LFMH/St Etiennee Fuel outage on 07JUL, 0800-1100 UTC.

Canada/Mexico From 01DEC2016, Mexican nationals will be able to travel to Canada without a visa for business and tourism for up to 90 days.

Turkey/Russia Russia has lifted the travel restrictions on tourists between the two countries. The ban was put in place following the downing of a Russian military aircraft last year.

Bangladesh Germany, Australia and the U.K. have banned direct cargo flights from Bangladesh due to security concerns.

Israel/China The Israeli parliament has ratified a multiple-entry visa agreement with China, under which Chinese business visitors and tourists can enter Israel multiple times with the same ten-year visa and vice versa.

EZZZ/Europe the European Union updated **Air Safety list** (aka the Airline Blacklist) on 17JUN, and lifted a ban on Zambian air carriers.

Uganda Introduction of 'e-visa' system. You must show a valid yellow fever vaccination certificate on arrival.

ZJSA/Sanya FIR, China has an ADS-B trial up and running on L642 and M771. Radar is still the primary separation tool, but ATC ask that you check your Flight ID matches your FPL.

View the full International Bulletin 06JUL2016