E D I T O R I A L

BAF Contingent was first deployed on 09 July 2003 with an Aviation Unit and an Airfield Support Unit in DR Congo for UN peace keeping operation named MONUC under UN Chapter VII. The units were deployed in the North-Eastern Congo at Bunia. It was for the first time in the history of BAF that such a large contingent was deployed abroad. In 2009 MONUC was renamed as MONUSCO and both these units started operation from Bunia and Dungu in DR Congo.

Mentionable that as communication network is poor throughout DR Congo, Bunia airport is the most important ‘Gateway’ to the Ituri Province. This gateway along with Dungu airport was made functional and still maintained functional by BANAIR.

MONUC was highly contented with the performance of BANAIR for incident free flying. In 2010 Aviation Transport Unit with one C-130 aircraft was also deployed in MONUSCO. At present BANAIR-13 comprises of Utility Aviation Unit (BANUAU-13), Airfield Support Unit (BANASU-13) and Aviation Transport Unit (BANATU-6) started functioning from 21 November 2015. Units have 06xMi-17 and one C-130 aircrafts in their inventory. Since then all units are conducting well with high reputation.

BANAIR-13 stepped into the soil of DR Congo on 13 November 2015 under the command of Air Cdre M Mortuza Kamal, GUP, ndc, psc replacing BANAIR-12 through a month long rotation. By now BANAIR-13 has passed almost 2 months with many activities including operation for stabilization of peace. This first ever newsletter from war starving African nation DR Congo is nothing but the picturesque appearance of important chronicles of happenings surrounded by BANAIR-13. Moreover, it is the platform for the contingent members to jot down their nostalgic perception and emotional drift occupied with feelings of homesickness in the literature style with poems, stories and articles etc.

BANAIR-13 : At a Glance

A MONUSCO cell under the banner of BANAIR-13 was established on 10 September 2015 at Overseas Deployment Cell under the jurisdiction of BAF authority at Old Airport, Tejgaon, Dhaka. A team comprising officers and airmen from BANUAU-13, BANASU-13 and BANATU-6 were tasked to plan pre-deployment and GDOC training, assist in purchasing soldier’s kit items and pre-deployment formalities of all personnel including civilian employees. Every personnel of BANAIR-13 completed pre-requisite training well in time.

Address by the COAS was held on 08 November 2015 and rotation flight started from 13 November 2015. Total 07UN chartered flights (Ethiopian Airlines) were provided to complete the rotation of 358 personnel (BANAIR-13). The rotation was completed on 01 December 2015. Gradually commanders of BANUAU-13, BANATU-6 and BANASU-13 have taken over the command of their respective contingent officially with small ceremonial gatherings.
Handing/Taking Over the Command of BAN AIR

On 21 November 2015, Air Cdre M Mortuza Kamal, GUP, ndc, psc, assumed the command of BAN AIR-13. He took over the command from Air Cdre M Aminul Islam, ndu, afwc, psc on the same day. Unit commanders and other officers were present in the ceremony. Subsequently on the same day, Contingent Commanders of BANATU-6 Gp Capt Rushad Din Asad, BBP, aowc, psc and BANASU-13 Gp Capt Md Readad Hossain, BUP, afwc, also took over the command of their respective contingent from Gp Capt Md Enamul Haque, aowc, psc, and Gp Capt M Moyeenuddin, afwc, psc respectively.

Special Visit of SRSG to BAN AIR-13

Official Visit by SRSG. On 05 December 2015, His Excellency Mr Maman Sambo Sidikou, SRSG of MONUSCO, DR Congo came to the Ituri region for an official tour. A 10 men Guard of Honour was presented by BAN AIR during arrival of the respected SRSG. On 06 December 2015 the guest of honour was briefed on different activities of BAN AIR. A formal lunch was also arranged in honour of the SRSG.
**BANUAU-13**

Bangladesh Utility Aviation Unit (BANUAU) started its journey with 05 Mi-17 helicopters on 09 July 2003 in Democratic Republic of Congo (DRC) for UN peace keeping operation named as MONUC under chapter VII. It was deployed in the most troubled north-eastern Congo at Bunia in Ituri District primarily responsible for providing air support to the troops in the area of responsibility. Since 04 July 2010, the number of helicopter was increased to 06 under MONUSCO and now this unit has a permanent detachment at Dungu in Haut Ule District. This unit has served in most demanding and challenging environment in support of all the army units of Guatemala, Morocco, Bangladesh, Indonesia, Nepal, Uruguay and Pakistan not only in Bunia and Dungu but also in Goma, Kisangani, Kalemì, Uvira, Gemina and Bandaka. Besides, it has supported the civil Air Ops in time of various requirements. Utility Aviation unit has the pride of extending its helping hand outside of Congo to support the UN in South Sudan in two occasions. Since deployment, Aviation Unit has flown total 25,536.98hrs without any major incident. UN is highly contented with the performance of Aviation Unit notably for incident free flying as well as for professional excellence beyond the call of duty displayed which is reflected in Force Commander’s Appreciations, Brigade Commander’s Appreciations and so on in multiple occasions.

From the very first day of deployment, the members showed their utmost professionalism & took over the duties and responsibilities from outgoing BANAIR within very short time. The aircrew of BANUAU-13 started their flying duties quickly & acquainted themselves with unknown terrain of Congo minimizing the transitional lag. Within first one and half month (13 Nov to 31 Dec 15), this unit flew 260 different sorties and generated 373.07hrs. From 07 Dec 15, BANUAU-13 was tasked to participate in Operation Clean Sweep in the rebel prone AVEBA general area in support of Ituri Brigade. Total 1201 troops of Guatemala Special Force were inserted/extracted by BANUAU-13 during operation and helicopters were kept ready as QRF element from dawn to dusk since the operation commenced. Under this operation, this unit flew 42 sorties and generated 65.81hrs. Pilots of BANUAU-13 took optimum risk to accomplish the tasks during insertion/extraction of troops by rappelling in deep forest region with high level of threat. Sometimes they had to perform beyond normal limit considering humanitarian ground. Ultimately the operation ended on 19 December 2015.
During Operation Clean Sweep, BANUAU received various intelligence reports from UAVs (UNO-897 & UNO-899) which had started operating from Bunia since March 2015. Almost real-time information from UAVs made BANUAU-13 pilots aware of the position of the armed rebels hiding inside the deep forest near the insertion/extraction points. Operating with UAV’s assistance added a new dimension in MONUSCO air operation and BANUAU pilots could adopt themselves with this new technology quite professionally.

On 16 Dec 15, an UAV (UNO-897) crashed 1.5 km away from Bunia airfield during takeoff. One of the BANUAU helicopters received the call of crash from the UAV pilot. BANUAU helicopter UNO-871 (Wg Cdr Reza and Sqn Ldr Nafiz) which was scheduled for another operation, quickly responded and changed its role as SAR helicopter spontaneously.

As soon as arrival of all rescue and security personnel to the helipad, SAR helicopter took off, found the anonymous crash site and landed there within 7 minutes after the order was passed. Quick response from BANUAU pilots in SAR mission was praised by all MONUSCO personnel.

On 21 Dec 15, BANUAU was tasked to deploy in Goma with 3 helicopters for 7 days in support of North Kivu Brigade for the re-deployment of South African Battalion to Beni. Being an elevated volcanic region, Goma was always a difficult terrain to operate.

During tour of deployment, BANUAU-13 pilots flew over the unknown terrain and route of Sake to Beni several times, maximum of which was either beside the active-volcanoes or over the large Lake Edward. Despite many operational, technical and logistical limitations, BANUAU-13 successfully completed the task and finally withdrew on 28 Dec 15. During this deployment, the unit flew total 36 sorties, carried 101 troops, 12,1380 kg cargo and generated 59.48 hrs.

Beside this operation, BANUAU-13 was also carried out other flights demanded by both civil Air Ops and Ituri Brigade. UAU carried out total 182 Regular Flights, Mission Closure flights, Rotation flights, Recce flights and generated 247.78 hrs within the last one and half months.

Since the deployment to mission area, BANUAU-13 carried out all the tasks assigned to this unit in a credible manner without any hesitation. As per COAS’s directives and with the supervision of BANAIR Commander, BANUAU-13 is ready to undertake more critical tasks in future to uphold the UN mandate and to brighten the name of Bangladesh in international arena.

**Maintenance Work.** The maintenance personnel of BANUAU have been continually maintaining the helicopters for UN operations. In the last one month the technicians of BANUAU have completed 04 x 25 hours, 01 x 50 hours, 01 x 100 hours and 02 x 200 hours scheduled inspections. Moreover, they have been keeping the helicopters ready for missions by rectifying other defects on a regular basis.
BANATU-6 has started working at Bunia, DR Congo for MONUSCO since 21 November 2015. Before that on 13 November 2015, 6 officers and 9 airmen arrived in Bunia, DR Congo to take over the flying operations of UNO 876 (MONUSCO Call sign for BAF C-130 ac) from BANATU-5.

BAF C-130 ac contingent namely BANATU (Bangladesh Aviation Transport Unit) was first deployed for MONUSCO operations on 25 June 2010. There were a total of 34 members for BANATU-1.

The first BANATU was also by all means the first BAF transport ac contingent for UN. After that a total of 5 contingents provided air support for UN peace operations. Presently the BANATU personnel strength is 40. Their achievements are depicted below:

<table>
<thead>
<tr>
<th>Contingent’s Name</th>
<th>Flying Hours Achieved</th>
<th>Passengers Carried</th>
<th>Cargo Transported (in Tons)</th>
</tr>
</thead>
<tbody>
<tr>
<td>BANATU-1</td>
<td>656.58</td>
<td>9725</td>
<td>1485.3</td>
</tr>
<tr>
<td>BANATU-2</td>
<td>714.20</td>
<td>10292</td>
<td>1487.7</td>
</tr>
<tr>
<td>BANATU-3</td>
<td>571.22</td>
<td>12878</td>
<td>931.8</td>
</tr>
<tr>
<td>BANATU-4</td>
<td>1056.5</td>
<td>14397</td>
<td>1571.4</td>
</tr>
<tr>
<td>BANATU-5</td>
<td>704.27</td>
<td>14120</td>
<td>1240.9</td>
</tr>
</tbody>
</table>

Initially BANATU-6 crews were engaged in acclimatizing the flying complexities and operational challenges of DR Congo and surrounding areas, which was quite different from that of operational environment of Bangladesh, while undertaking MONUSCO tasks.
From 21 November 2015, BANATU-6 achieved a total of 113:03 flying hours while carrying 2402 passengers and 228 tons of cargo till 31 December 15. It may be mentioned here that BANATU-6 crews were first engaged in rotation of Bangladeshi troops. Noteworthy mission was carrying of the ex-rebels from ENTEBBE, Uganda to KAMINA Base, DRC covering a distance of approximately 800 nautical miles. This operation is still on and UN has a plan to transfer such 900 ex-rebels to remote Kamina Base. However, evacuation of UN staffs from Bujumbura was the most important mission conducted by C-130 aircraft.

During this period some major maintenance works were carried out by BANATU-6 maintenance personnel. Two main brakes assembly were changed. Some outstanding maintenance issues like two main wheels which stuck for long time had been removed. More so, one brake assembly was built-up, unserviceable rudder trim tab actuator, nose landing gear manifold and upper strobe-light were made serviceable during this one month period. It may be mentioned here that the BANATU maintenance group consist of only one officer and 18 airmen technicians who keep the UNO 876 almost 100% serviceable round the year which can be stated as an example.

On 29 December at GOMA, while conducting MONUSCO task, the Skin Assembly Ramp Closure and Fairing Assembly Cargo Ramp Pedestal of UNO 876 got deformed and broken. However, the aircraft could return to Bunia safely. After inspection it was observed that a good no of rivets were badly corroded which developed over the yearsof ops. The technicians of Airframe trade repaired the affected panel by patch work and replaced the rivets with the help of technician of General Engineering shop on 30 and 31 December 15.

UNO 876 had a problem of rudder trim indication since long. There was no spare Rudder Trim Tab Actuator available in DR Congo. The maintenance team of electric trade dissembled the only available unserviceable item and repaired the item with local resources. On 31 Dec, the technicians of electric trade installed the repaired item in aircraft and found satisfactory result. This kind of job proved the professionalism and skill of the technician of BANATU-6.
There was an outstanding problem of UNO 876 regarding Fuel Quantity Indicators. None of them were working. The instrument fitter used to measure the fuel by deep stick after every sortie. Again, it was a problem for the pilot to fly without any fuel quantity indicator. Only two technicians of instrument trade did an admirable job calibrating 06 of the indicators. The job is still on progress to calibrate the other indicators utilizing the Fuel Quantity Calibration Tester. This would not only make the pilot comfortable but also ease the hardship of maintenance personnel.

Bangladesh Airfield Services Unit (BANASU) started its operation in Bunia from 15 August 2003. Since then 12 contingents of BANASU provided services in Bunia Airport for all kind of air operations. BANASU Detachment started serving in Dungu since 2010. BANASU-13 started its operation in Bunia and Dungu from 21 Nov 15. At present a total of 127 persons working in BANASU-13 (Bunia 98 and Dungu 29). The unit is tasked to provide all types of airfield services and carry out air operations as no of civil/local services are available at both Bunia and Dungu. BANASU is responsible for providing services to manage an airport & airfield and its associated operations. This includes, all airfield services required to facilitate safe and sound air operations to & from Bunia and Dungu. The services are as follows:

- a. Military MOVCON Services
- b. Ramp Control Services
- c. Aero Meteorological Services
- d. Emergency, Crash & Rescue Services
- e. Air Traffic Services
- f. Flight Following Services
- g. Mechanical Transport Services
- h. Aviation Security Services

Military MOVCON. In accordance with UN Movement and Transport SOP, Military MOVCON Section is assigned with the responsibility to carry out the task of moving personnel and cargo in support of the MONUSCO to facilitate Military operations. In the last one and half month's statistics is shown below:

<table>
<thead>
<tr>
<th>Nomenclature</th>
<th>Incoming</th>
<th>Outgoing</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pax</td>
<td>414</td>
<td>340</td>
<td>754</td>
</tr>
<tr>
<td>Cargo (kg)</td>
<td>8259</td>
<td>3886</td>
<td>12145</td>
</tr>
<tr>
<td>Flight Handled</td>
<td>46</td>
<td>47</td>
<td>93</td>
</tr>
</tbody>
</table>

Calibration of Fuel Quantity Indicator

BANASU-13 members (officers) together

Briefing at Military MOVCON office
**Ramp Control Services.** The BANASU Ramp Services includes Parking, Positioning, Towing, Marshalling, GPU support and Ramp Safety for the MONUSCO aircraft operating at the main apron. The state of services is as follows:

<table>
<thead>
<tr>
<th>Service Category</th>
<th>Bunia</th>
<th>Dungu</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marshaling</td>
<td>243</td>
<td>162</td>
</tr>
<tr>
<td>Towing</td>
<td>6</td>
<td>69</td>
</tr>
<tr>
<td>GPU Total</td>
<td>255</td>
<td>231</td>
</tr>
<tr>
<td>Total</td>
<td>504</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Nomenclature</th>
<th>Bunia</th>
<th>Dungu</th>
</tr>
</thead>
<tbody>
<tr>
<td>METAR Issued</td>
<td>378</td>
<td>360</td>
</tr>
<tr>
<td>SPECI Issued</td>
<td>55</td>
<td>72</td>
</tr>
<tr>
<td>Avn Warning Issued</td>
<td>64</td>
<td>39</td>
</tr>
<tr>
<td>TAF Issued</td>
<td>27</td>
<td>25</td>
</tr>
<tr>
<td>Pilot Briefing</td>
<td>205</td>
<td>43</td>
</tr>
<tr>
<td>Night Flying Briefing</td>
<td>07</td>
<td>Nill</td>
</tr>
</tbody>
</table>

**Aero Met Section.** This section is responsible for the delivery of efficient meteorological services throughout the area of interest (AOR) in MONUSCO mission area. Recent state of Aero Met is flashed left:

**ECR Section.** Aircraft Emergency, Crash, Rescue and Fire fighting (ECR) tactics are considered to be the most important factor for an airfield to conduct safe operation. The principal objective of an ECR service is to save lives. This must assume at all times the possibility of, and need for, extinguishing any fire which may occur either immediately following an aircraft accident or incident, or at any time during rescue operations. Refuelling/Defueling coverage of one & half month is shown at right side:

<table>
<thead>
<tr>
<th>Nomenclature</th>
<th>Bunia</th>
<th>Dungu</th>
</tr>
</thead>
<tbody>
<tr>
<td>METAR Issued</td>
<td>387</td>
<td>384</td>
</tr>
<tr>
<td>SPECI Issued</td>
<td>53</td>
<td>57</td>
</tr>
<tr>
<td>TAF Issued</td>
<td>110</td>
<td></td>
</tr>
<tr>
<td>Night Briefing</td>
<td>92</td>
<td>74</td>
</tr>
</tbody>
</table>

**Air Traffic Services.** The ATC Tower needs to be manned continuously from sunrise to sunset every day to provide air traffic services to all air traffic operating at Bunia Airfield and maintaining orderly flow of air traffic. In last one and half month’s statistics of arrival and departure is given below:

<table>
<thead>
<tr>
<th>Nomenclature</th>
<th>Bunia</th>
<th>Dungu</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arr</td>
<td>255</td>
<td>265</td>
</tr>
<tr>
<td>Dep</td>
<td>131</td>
<td>132</td>
</tr>
<tr>
<td>Total</td>
<td>386</td>
<td>397</td>
</tr>
<tr>
<td>UN</td>
<td>53</td>
<td>54</td>
</tr>
<tr>
<td>Non-UN</td>
<td>57</td>
<td>56</td>
</tr>
<tr>
<td>Total</td>
<td>110</td>
<td>110</td>
</tr>
<tr>
<td>Over Fly</td>
<td>17</td>
<td>15</td>
</tr>
<tr>
<td>Grand Total</td>
<td>537</td>
<td>278</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Nomenclature</th>
<th>Bunia</th>
<th>Dungu</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arr</td>
<td>387</td>
<td>92</td>
</tr>
<tr>
<td>Dep</td>
<td>384</td>
<td>93</td>
</tr>
<tr>
<td>Re-Fueling</td>
<td>393</td>
<td>74</td>
</tr>
</tbody>
</table>
Flight Following. MONUSCO has established Flight Following (FF) network to track and monitor all UN aircraft/helicopter/UAV operating in DR Congo and adjoining areas of Uganda. The Bunia FF is a part of this network and it is responsible to provide flight following services within Bunia Air Region (November 2015).

<table>
<thead>
<tr>
<th>Bunia AOR</th>
<th>Other AOR</th>
<th>Over Fly</th>
<th>UN</th>
<th>Non-UN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arr</td>
<td>Dep</td>
<td>Arr</td>
<td>Dep</td>
<td>Arr</td>
</tr>
<tr>
<td>218</td>
<td>211</td>
<td>45</td>
<td>47</td>
<td>04</td>
</tr>
<tr>
<td>429</td>
<td>92</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total:</td>
<td>521</td>
<td></td>
<td></td>
<td>179</td>
</tr>
</tbody>
</table>

Mechanical Transport (MT) Section. It is an integral part of all three contingents such as BANUAU, BANASU and BANATU. This section successfully rectified the problem of refilling system of existing Re-fueller in Bunia (which was malfunctioning) in addition to their routine maintenance of other transports. This outstanding problem was rectified with the wholehearted support from the members of BANASU-13.

Aviation Security Services. The aviation security officer works under BANASU with other security services of MONUSCO and remain vigilant at the airfield area to ensure the internal security of Bunia Airfield. He coordinates and liaise with different security agencies like MONUSCO security, MONUSCO CIVPOL, PNC, Airfield Security Force, RVA and FARDC for ensuring security of Airfield. Moreover, he monitors and controls the vehicular and pedestrian movements in and around apron and supervises VIP movement through airport in coordination with other security agencies. He also coordinates rescue operations in case of accidents at the airfield area.

“Gender equality is more than a goal in itself. It is a precondition for meeting the challenge of reducing poverty, promoting sustainable development and building good governance.”

-- Kofi Annan
QMG Visited BANAIR

Lt Gen Anwar visited BANAIR on 17 Nov 15

QMG with Incoming and Outgoing BANAIR Commander

Briefing on BANAIR activities to QMG

Signing of Visitor’s Book by the General

Farewell to BANAIR-12 Commander : 20 Nov 15

MONUSCO Staffs during Farewell

Handing over Memento to the Outgoing Commander

Speech by BANAIR-13 Commander to all Members

Farewell Dinner at Airmen’s Mess
Welcome Address by BANAIR - 13

Farewell to IB Commander: 25 December 15

IB Commander Brig Gen Saif during Farewell

A Lady Offr singing during Farewell Cultural Program

Handing over Crest to the IB Comd by BANAIR

IB Comd Signing the Visitor's Book

Activities of BANAIR-13 in Frame

Welcome Address by BANAIR-13 Commander

Formal Dinner at Airmen Mess

Weekly Fire Lecture by ECR Team

Monthly Fire Practice by ECR Team
Monthly Flight Safety Meeting

Prayer on Victory Day 2015

Routine MT Vehicle Inspection

Regular Brief on Rules of Engagement

Carrying of Troops by BANAIR Aviation

Prayer on Eid E Miladunnabi

Friendly Volleyball Match of BANAIR

Friendly Cricket Match with BANBAT

Monthly Flight Safety Meeting
**Literary Passions of BANAIR Members**

**Life in a Moment**  
*Flt Lt Modhurima Goshal*

Higher than the mountain peaks,  
Freer than the gentle breeze,  
Wilder than the deep forest,  
Warmer than the bird’s nest,  
What is that makes you think?  
Is it real or just a magic drink?  

It’s the moment which brings all together,  
In front of you like a river,  
That flows in her own rhythm,  
From the top to the bottom,  
Of the life we live,  
And the dreams that yet to achieve;  

What most precious is the moment?  
That brings all together in a second.  
So live it, feel it and give it a meaning.  
Let the past to be washed away,  
Let the future to sing for us.  
Live the moment of your life.  
This is the moment of your being alive.

**Bondhu Kemon Aso**  
*SWO Mujibur Rahman*

Far away from Bangladesh  
Living in mountainous country,  
Left behind loved one  
With the hope to gain something  
Something for peace  
And something is for own bounty.  

Sorrows are deep inside  
News coming for mother’s sickness  
Elder brother just passed away,  
Even though digesting all  
Already masked with laughter  
With the hope for progressive way.  

Forgetting all behind  
One day just roaming alone  
Thinking to pass a year anyway,  
While darkness coming ahead  
Suddenly a voice alerted me  
‘Bondhu kemon aso?’  
The voice is from the Congolese by the way.

**Apologizing**

_Does not always mean that you are wrong and other person is right._  
_It just means that you value your relationship more than your ego._
I was wondering to speculate the changes of DR Congo and particularly in Bunia city, where I lived more than two years in 2003 and 2010 respectively. I did not expect to witness any more hostility and war like situation that prevailed in 2003. I have already witnessed the gradual development process of the city as the outcome of sustained stability and UN sponsored peace efforts in 2010.

In my first assignment in Africa I was received by a South African peacekeeper who left me unattended at the outskirt of Entebbe Airport in the midst of rubbles and bush like surrounding. I was contended to be received by the Pilot-in-Command of Bangladeshi C-130 aircraft at Entebbe Airport in my second assignment who brought me straight to Dungu Airport, one of two airports run by Bangladesh Air Force (BAF) personnel in DR Congo. The other one is Bunia Airport.

After a reasonably comfortable journey by Ethiopian Airways from Dhaka to Entebbe, I felt delighted to find Wing Commander Saif who went to Entebbe to transport personnel of Bangladesh Air Force contingent to Bunia. It is a matter of pride for the nation to state that the only wide bodied transport aircraft of UN Peace Stabilization Mission in DR Congo (MONUSCO) as a strategic asset belongs to our beloved mother land Bangladesh. Saif and his team brought us to a unique landscape of Bunia in DR Congo. The other one is Bunia Airport.

The landscape of Africa is truly fascinating and elegant. The wide horizon at far distance, the vast vegetation and often scattered water mass with spectacularly drawn sky portraits a wonderful impression in the mind of any ordinary traveler. I did not want to miss any glimpse of this magnificent sketch.

It was indeed a competition between illusions of sky and the artistic view of the rivers drawn in the green background to outcome each other regarding stylishness and splendor. I was glued to grasp every drop of African treasure.

When I reached Bunia, it was late afternoon. The sun was still showing his brilliance by illuminating surroundings. Suddenly I was shocked to discover the aggression of urbanization that gradually seized beautiful landscape surrounding Bunia Airport. Peace and stability in DR Congo allowed people to explore economic opportunities and caused development. As a result buildings and structures often constructed here and there scattered. I wonder is the human civilization interfering serenity of nature and spoiling her tranquil existence.
Bunia Airport is totally run by personnel of Bangladesh Air Force. Anyone coming here for first time will find it difficult to articulate whether he is in Bangladesh or in Africa. The aircraft that has brought Bangladesh air warriors is Bangladeshi C-130. Air Traffic Controller at ATC Tower is another member of BAF; Ramp Controller who received the aircraft all from Bangladesh Airfield Services Unit (BANASU), a group of professionals wearing special fire protected gears waiting at Crash Bay are nothing but members of Bangladeshi contingent, people who had received new peacekeepers to DR Congo are MOVCON staff also from Bangladesh; highly skilled professional who had been tracking the aircraft for keeping accountability of UN assets are none but Flight Following Staff of BANASU. The overall administrator of this one of the most important airport of DR Congo is also a Bangladeshi senior officer. As a Bangladeshi I felt strongly contented and charmed.

The presence of Bangladeshies were everywhere in the blue sky of Bunia and surrounding areas. Six MI-17 helicopter of BAF had been efficiently displaying their unique capability to provide relentless services to all the ground based combat units in Bunia like Guatemala Special Forces and Bangladesh Army. When Chief Air Ops of Bunia needs to take any important decision, he proudly availed the suggestion of senior members of BANASU including commander.

It is mainly Bangladeshis who are having afternoon walk all over the places in the Airport. Even the passersby sometimes found uttering few Bengali words as exchange of greetings while passing each other.

I feel proud as Bangladeshi. The Bangladeshi valiant peace keepers though operate mainly from two important airports ever displaying glorious presence everywhere in DR Congo.