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## General Information

Location: DHAKA BGD  
ICAO/IATA: VGHS / DAC  
Lat/Long: N23° 50.6', E090° 23.9'  
Elevation: 27 ft

Airport Use: Public  
Daylight Savings: Not Observed  
UTC Conversion: -6:00 = UTC  
Magnetic Variation: 1.0° W

Fuel Types: 100 Octane (LL), Jet A-1  
Repair Types: Minor Airframe, Minor Engine  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: Yes

Sunrise: 2311 Z  
Sunset: 1247 Z

## Runway Information

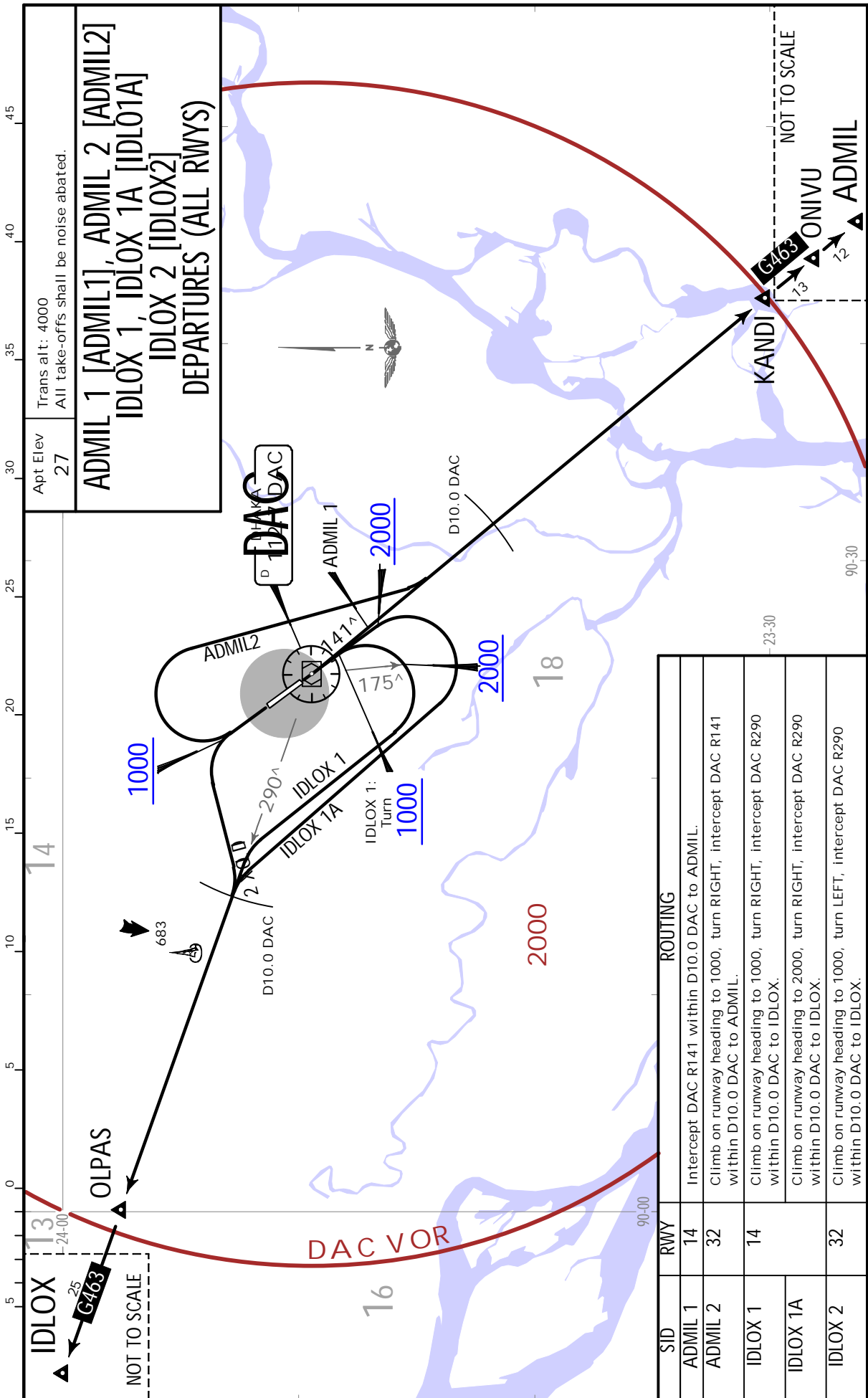
Runway: 14  
Length x Width: 10499 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 27 ft  
Lighting: Edge, ALS, Centerline, TDZ  
Stopway: 787 ft

Runway: 32  
Length x Width: 10499 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 27 ft  
Lighting: Edge, ALS, Centerline  
Stopway: 492 ft

## Communication Information

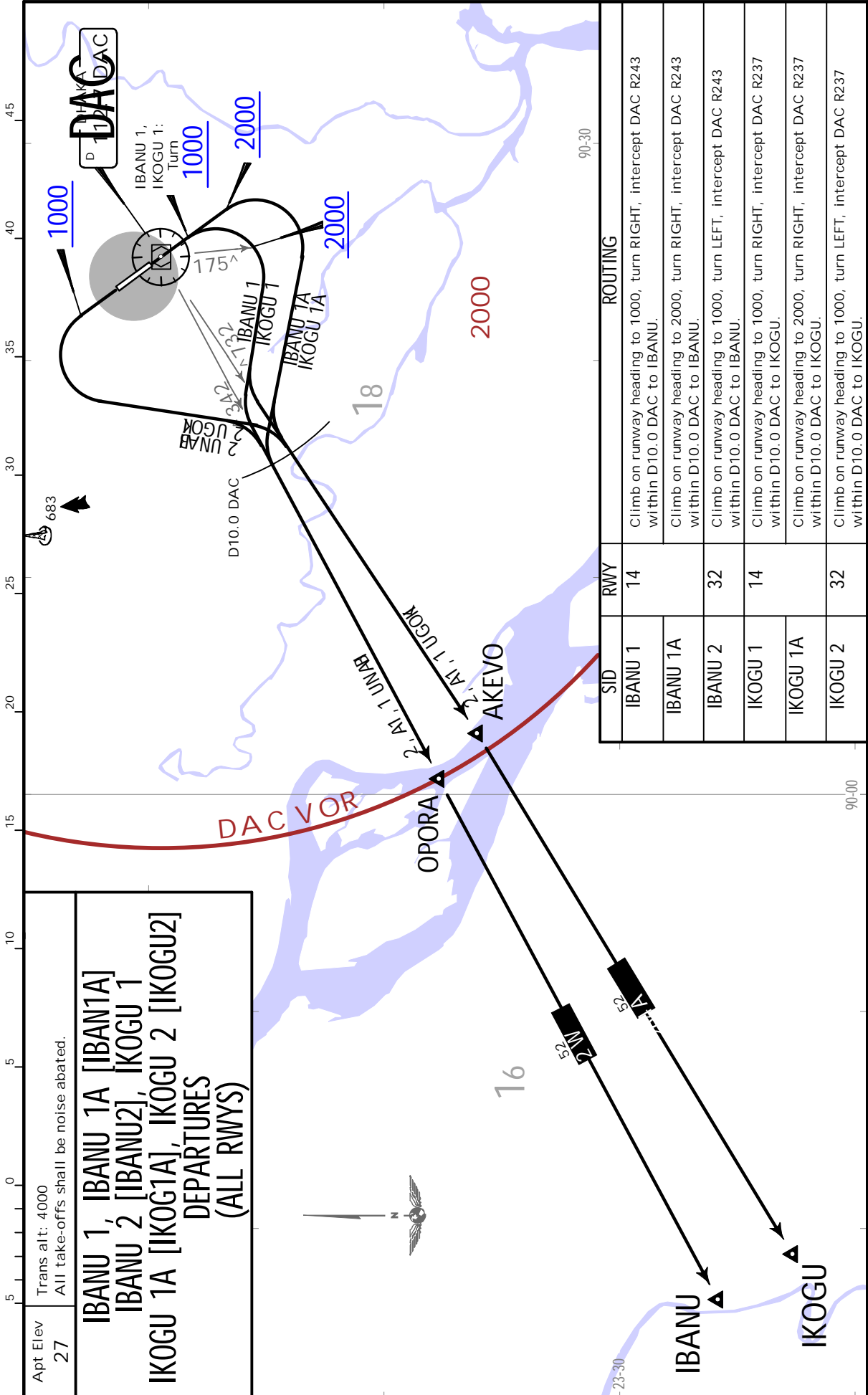
ATIS: 127.400  
Dhaka Tower: 119.300 Secondary

Dhaka Tower: 118.300  
Dhaka Ground: 121.800  
Dhaka Approach: 121.300  
Dhaka Approach: 120.375 Secondary  
Dhaka Radio: 655.600 RCO  
Dhaka Radio: 1006.600 RCO  
Dhaka Control Upper/Dhaka ACC: 129.700 Secondary RCO  
Dhaka Control Lower ACC: 130.700 Secondary RCO  
Dhaka Radio: 294.700 RCO  
Dhaka Radio: 349.100 RCO  
Dhaka Control Upper/Dhaka ACC: 125.700 RCO  
Dhaka Control Lower ACC: 126.700 RCO



CHANGES: BATEL SIDs renamed IDLOX, CRP ONIVU estbld for ADMIL SIDs.

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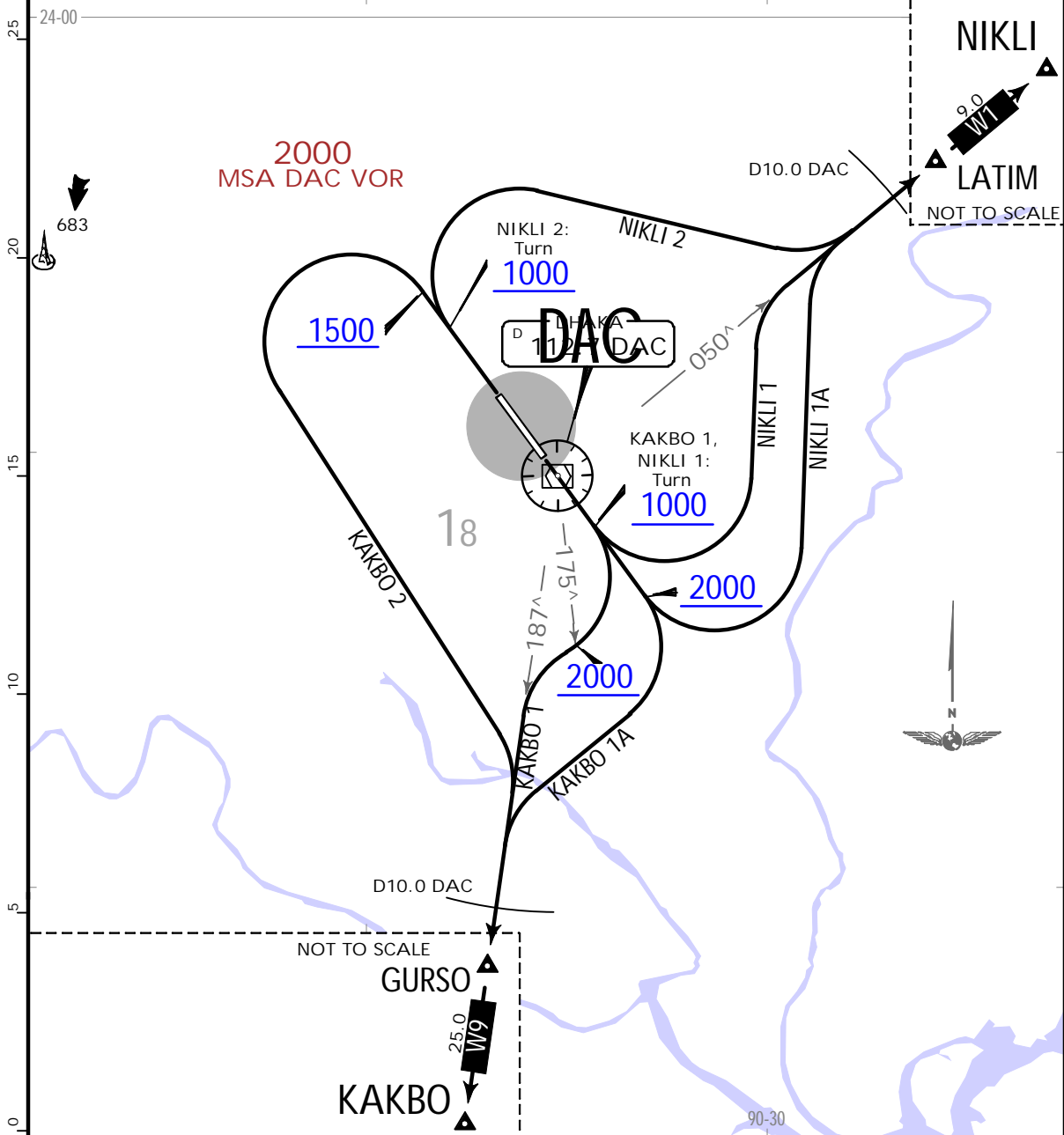
Apt Elev  
27

Trans alt: 4000  
All take-offs shall be noise abated.

**IBANU 1, IBANU 1A [IBAN1A]  
IBANU 2 [IBANU2], IKOGU 1  
IKOGU 1A [IKOG1A], IKOGU 2 [IKOGU2]**  
DEPARTURES  
(ALL RWYS)

Apt Elev 27	Trans alt: 4000 All take-offs shall be noise abated.
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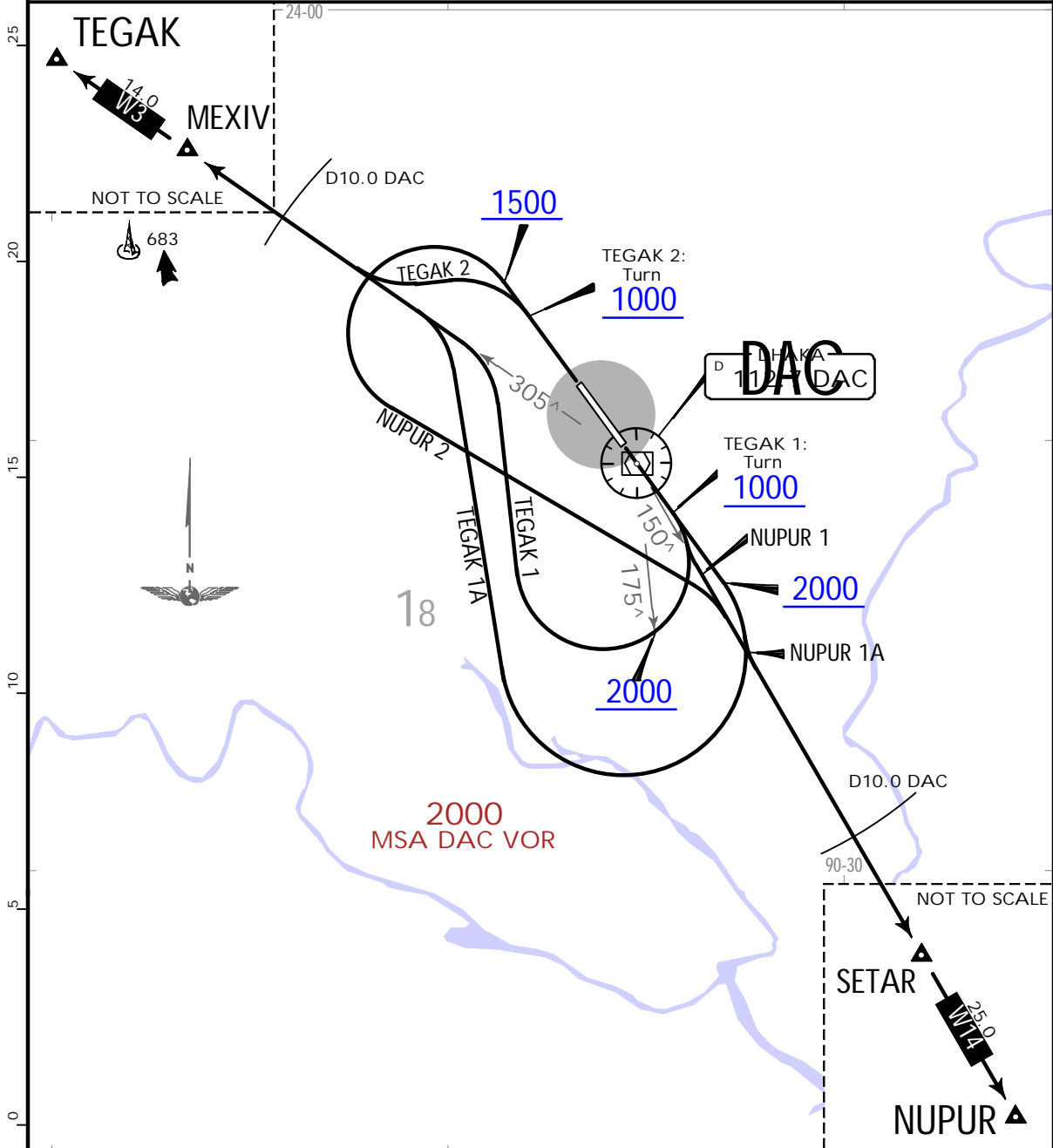
**KAKBO 1, KAKBO 1A [KAKB1A]  
KAKBO 2 [KAKBO2], NIKLI 1 [NIKLI1]  
NIKLI 1A [NIKLI1A], NIKLI 2 [NIKLI2]  
DEPARTURES**



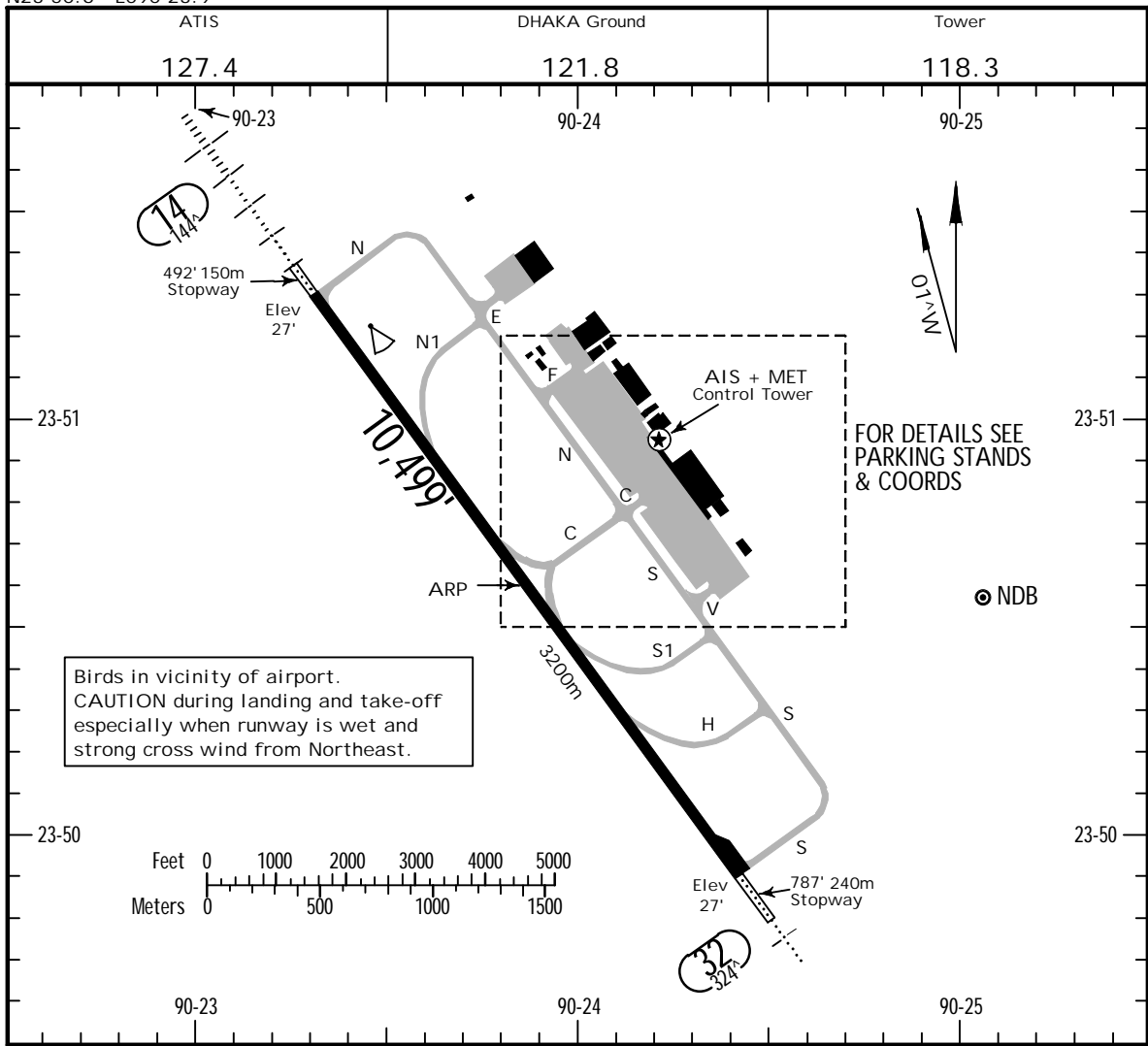
SID	RWY	ROUTING
KAKBO 1	14	Climb on runway heading to 1000, turn RIGHT, intercept DAC R187 within D10.0 DAC to KAKBO.
KAKBO 1A		Climb on runway heading to 2000, turn RIGHT, intercept DAC R187 within D10.0 DAC to KAKBO.
KAKBO 2	32	Climb on runway heading to 1500, turn LEFT, intercept DAC R187 within D10.0 DAC to KAKBO.
NIKLI 1	14	Climb on runway heading to 1000, turn LEFT, intercept DAC R050 within D10.0 DAC to NIKLI.
NIKLI 1A		Climb on runway heading to 2000, turn LEFT, intercept DAC R050 within D10.0 DAC to NIKLI.
NIKLI 2	32	Climb on runway heading to 1000, turn RIGHT, intercept DAC R050 within D10.0 DAC to NIKLI.

Apt Elev 27	Trans alt: 4000 All take-offs shall be noise abated.
----------------	---------------------------------------------------------

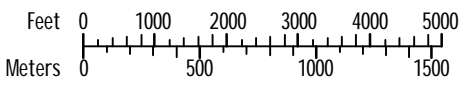
NUPUR 1 [NUPUR1], NUPUR 1A [NUPUR1A]  
NUPUR 2 [NUPUR2], TEGAK 1  
TEGAK 1A [TEGA1A], TEGAK 2 [TEGAK2]  
DEPARTURES



SID	RWY	ROUTING
NUPUR 1	14	Intercept DAC R150 within D10.0 DAC to NUPUR.
NUPUR 1A		Climb on runway heading to 2000, turn RIGHT, intercept DAC R150 within D10.0 DAC to NUPUR.
NUPUR 2	32	Climb on runway heading to 1500, turn LEFT, intercept DAC R150 within D10.0 DAC to NUPUR.
TEGAK 1	14	Climb on runway heading to 1000, turn RIGHT, intercept DAC R305 within D10.0 DAC to TEGAK.
TEGAK 1A		Climb on runway heading to 2000, turn RIGHT, intercept DAC R305 within D10.0 DAC to TEGAK.
TEGAK 2	32	Climb on runway heading to 1000, turn LEFT, intercept DAC R305 within D10.0 DAC to TEGAK.



Birds in vicinity of airport.  
CAUTION during landing and take-off especially when runway is wet and strong cross wind from Northeast.



ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS			
	LANDING BEYOND		TAKE-OFF	WIDTH
	Threshold	Glide Slope		
14	HIRL (60m) CL (30m) HIALS SFL TDZ PAPI-L 12 RVR	9527'	2904m	148'
32	HIRL (60m) CL (30m) ALS PAPI-L (3.0^ <sup>1</sup> ) 3 RVR	9466'	2885m	45m

- 1 Angle 3.0^
- 2 HST-S1
- 3 HST-N1

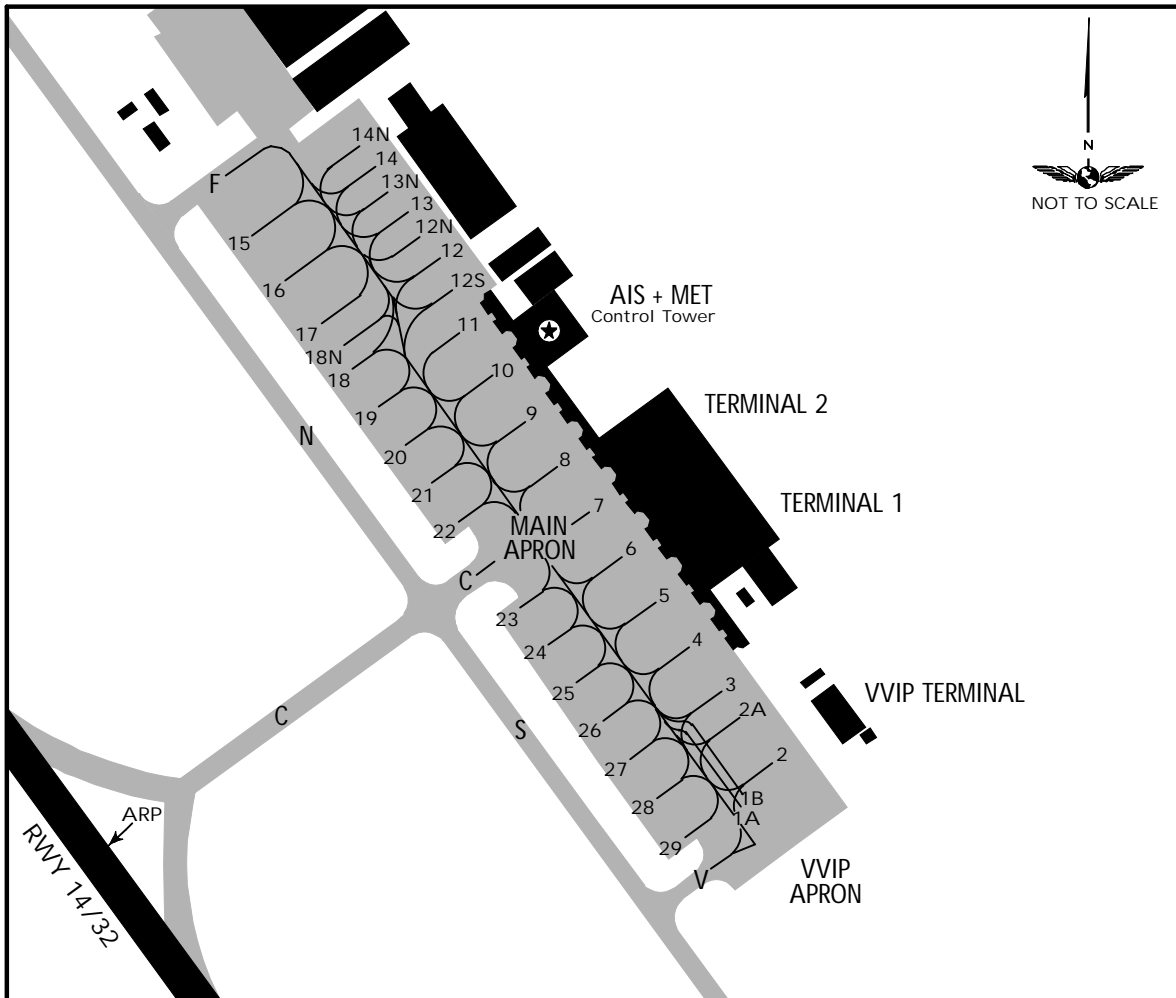
TAKE-OFF

AIR CARRIER (JAA)  
All Rwys

LVP must be in force

	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A			
B	200m	250m	400m
C			
D	250m	300m	





**INS COORDINATES**

Advance Visual Docking System at bay 4 thru 11 are fully operational and available for Acft parking.

STAND No.	COORDINATES
1A, 1B	N23 50.6 E090 24.4
2, 2A	N23 50.7 E090 24.4
3, 4	N23 50.7 E090 24.3
5, 6	N23 50.8 E090 24.3
7	N23 50.8 E090 24.2
8 thru 10	N23 50.9 E090 24.2
11 thru 12S	N23 51.0 E090 24.1
13 thru 14N	N23 51.1 E090 24.1
15	N23 51.1 E090 24.0
16, 17	N23 51.0 E090 24.0
18	N23 50.9 E090 24.1
18N	N23 51.0 E090 24.1
19 thru 21	N23 50.9 E090 24.1
22	N23 50.8 E090 24.1
23	N23 50.8 E090 24.2
24, 25	N23 50.7 E090 24.2
26 thru 28	N23 50.7 E090 24.3
29	N23 50.6 E090 24.3

STRAIGHT-IN RWY		A	B	C	D
14	ILS	230' (203')	242' (215')	250' (223')	261' (234')
	FULL	R600m/V800m	R600m/V800m	R600m/V800m	R600m/V800m
	TDZ or CL out	2 R600m/V800m	2 R600m/V800m	2 R600m/V800m	2 R600m/V800m
	ALS out	1400m	1400m	1400m	1400m
	1 LOC	350' (323')	350' (323')	350' (323')	350' (323')
		2000m	2000m	2800m	2800m
	ALS out	2000m	2400m	2800m	2800m
	RNP (LNAV/VNAV)	330' (303')	330' (303')	330' (303')	330' (303')
		800m	800m	800m	800m
	ALS out	1500m	1500m	1500m	1500m
	1 RNP (LNAV)	430' (403')	430' (403')	430' (403')	430' (403')
		1300m	1300m	1300m	1300m
	ALS out	2000m	2000m	2000m	2000m
	1 VOR DME	430' (403')	430' (403')	430' (403')	430' (403')
	2800m	2800m	2800m	2800m	
VOR	470' (443')	470' (443')	470' (443')	470' (443')	
	2800m	2800m	2800m	2800m	
NDB	550' (523')	550' (523')	550' (523')	550' (523')	
	2800m	2800m	2800m	2800m	
Lctr	380' (353')	380' (353')	380' (353')	380' (353')	
	2800m	2800m	2800m	2800m	
32	ILS	300' (273')	310' (283')	320' (293')	330' (303')
		1200m	1200m	1200m	1200m
	ALS out	1400m	1400m	1400m	1400m
	1 LOC	350' (323')	350' (323')	350' (323')	350' (323')
		2000m	2000m	2400m	2400m
	RNP (LNAV/VNAV)	334' (307')	334' (307')	334' (307')	334' (307')
		1400m	1400m	1400m	1400m
	ALS out	1800m	1800m	1800m	1800m
	1 RNP (LNAV)	470' (443')	470' (443')	470' (443')	470' (443')
		2200m	2200m	2200m	2200m
	ALS out	2600m	2600m	2600m	2600m
1 VOR DME	480' (453')	480' (453')	480' (453')	480' (453')	
	2800m	2800m	2800m	2800m	
1 VOR	680' (653')	680' (653')	680' (653')	680' (653')	
	2800m	2800m	2800m	2800m	
VOR	680' (653')	680' (653')	680' (653')	680' (653')	
	3000m	3000m	3200m	3200m	
ALS out	3200m	3200m	3400m	3400m	

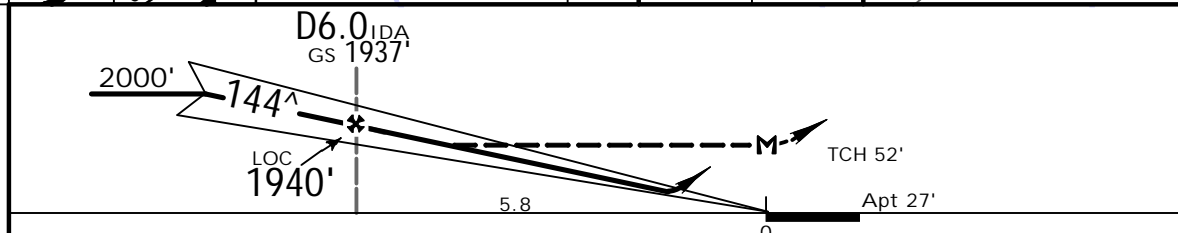
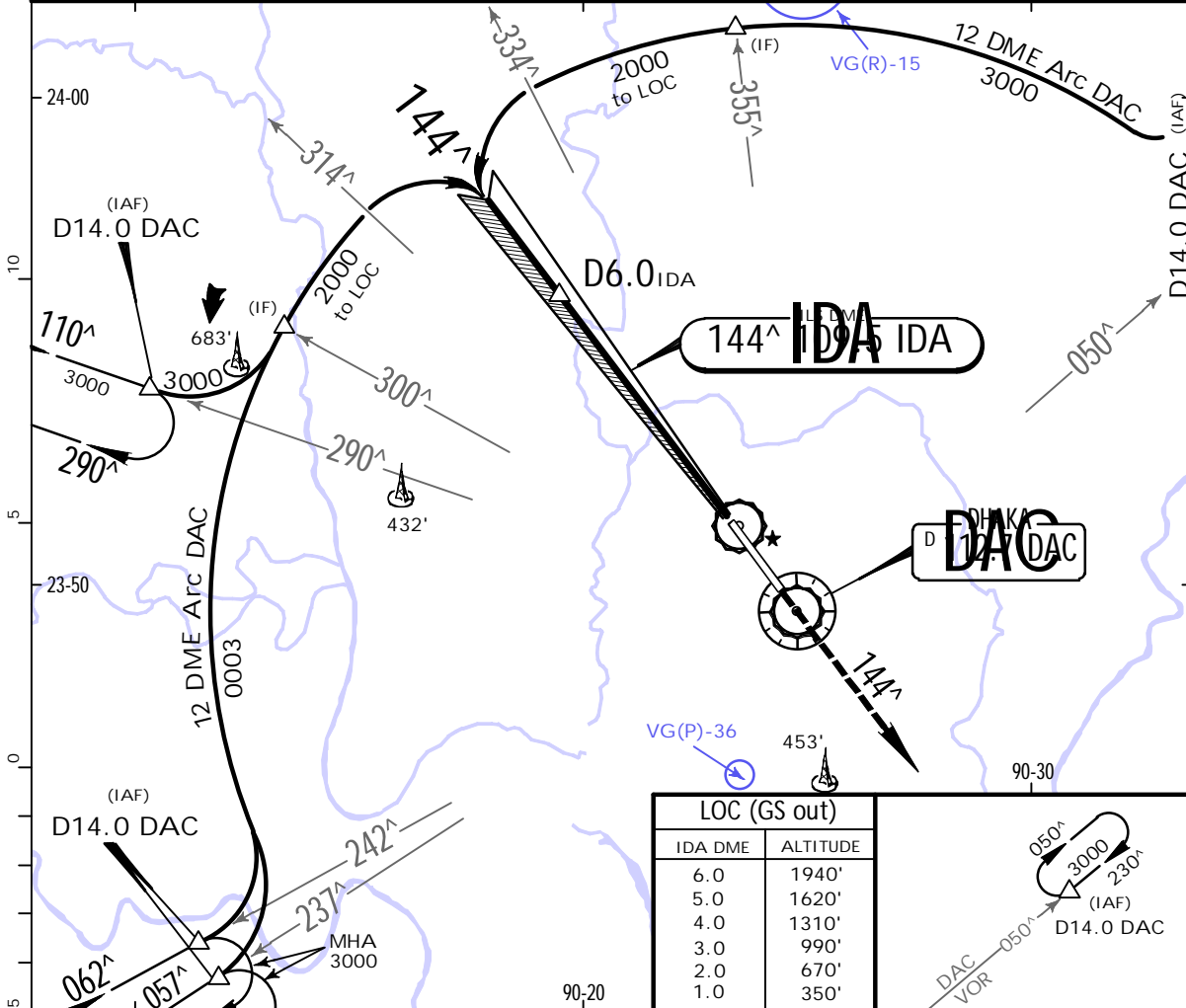
1 Continuous Descent Final Approach.

2 RVR 750m/VIS 800m when a Flight Director or Autopilot or HUD to DA is not used.

**TAKE-OFF RWY 14, 32**

Low Visibility Take-off			
RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A	R200m	R300m	400m
B			
C			
D			

ATIS 127.4		*DHAKA Approach 121.3		DHAKA Tower 118.3		Ground 121.8	
LOC IDA 109.5	Final Apch Crs 144 <sup>^</sup>	D6.0 IDA 1937' (1910')		ILS DA(H) Refer to Minimums	Apt Elev 27'	2000	
MISSED APCH: Climb to 2000' on track 144 <sup>^</sup> and contact ATC.							
Alt Set: hPa		Apt Elev: 1hPa		Trans level: FL 60		Trans alt: 4000'	
							MSA DAC VOR

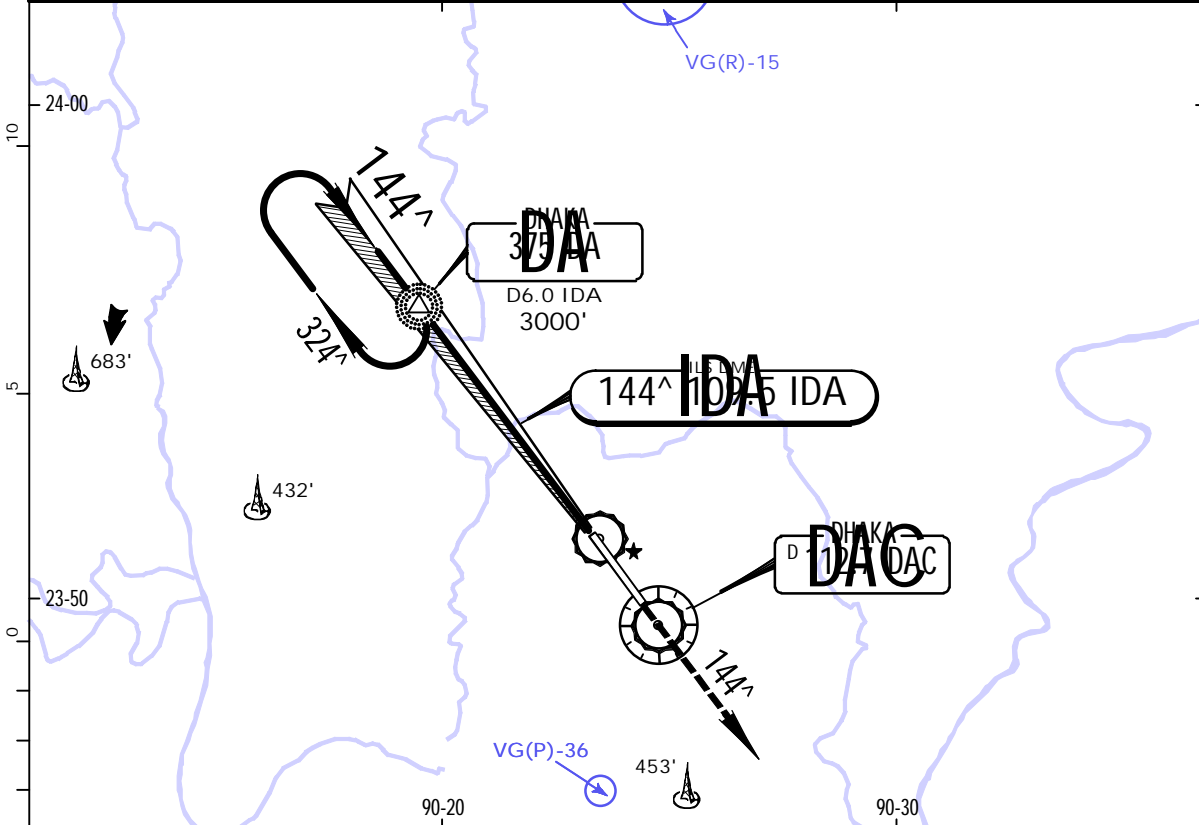


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 2000' on 144 <sup>^</sup>	
ILS GS or LOC Descent Angle	3.00 <sup>^</sup>	372	478	531	637	743		849
D6.0 IDA to MAP	5.8	4:58	3:52	3:29	2:54	2:29		2:10

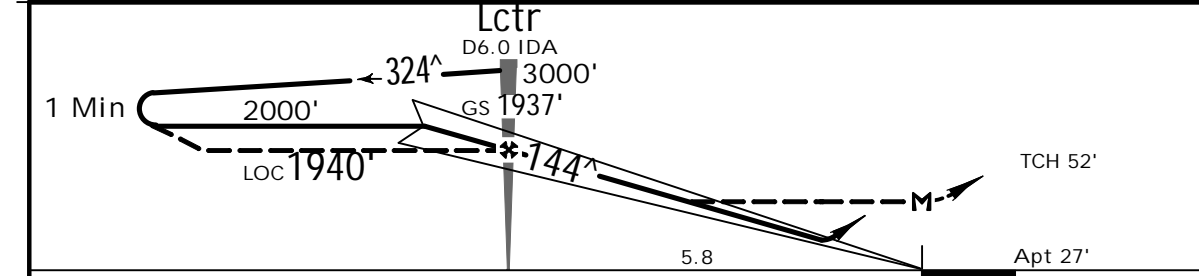
ILS STRAIGHT-IN LANDING RWY 14		LOC (GS out)	
DA(H) A: 230' (203')	C: 250' (223')	MDA(H) 350' (323')	
B: 242' (215')	D: 261' (234')		
FULL		ALS out	
A	RVR 600m VIS 800m	1400m	2000m
B			2400m
C/D			2800m

PANS OPS

ATIS 127.4		*DHAKA Approach 121.3		DHAKA Tower 118.3		Ground 121.8	
LOC IDA 109.5	Final Apch Crs 144 <sup>^</sup>	Lctr 1937' (1910')		ILS DA(H) Refer to Minimums	Apt Elev 27'	2000	
MISSED APCH: Climb to 2000' on track 144 <sup>^</sup> and contact ATC.							
Alt Set: hPa		Apt Elev: 1hPa		Trans level: FL 60		Trans alt: 4000'	
							MSA DAC VOR



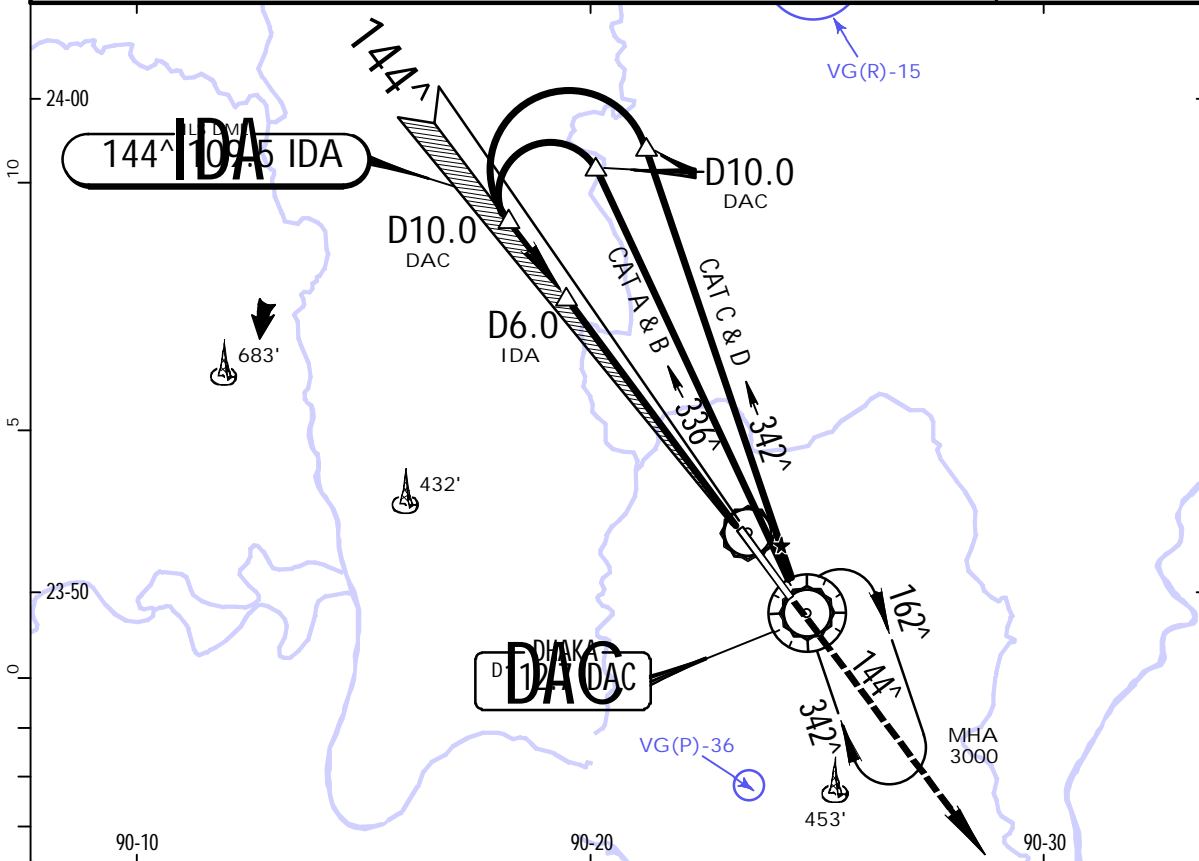
LOC (GS out)	IDA DME	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1940'	1620'	1310'	990'	670'	350'



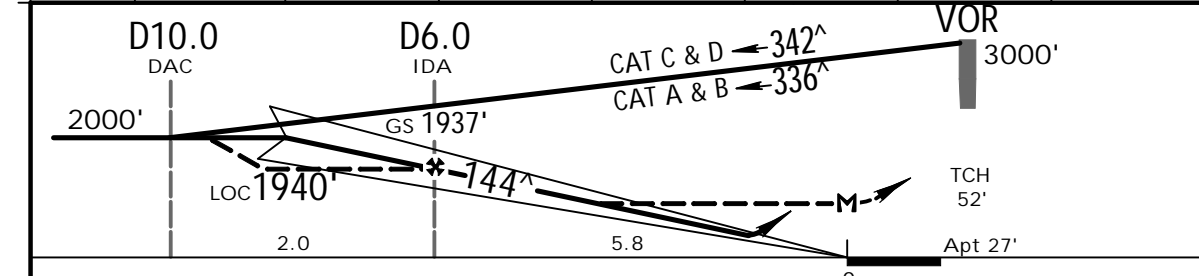
Gnd speed-Kts	70	90	100	120	140	160		2000' on 144 <sup>^</sup>	
ILS GS or	3.00 <sup>^</sup>	372	478	531	637	743			849
LOC Descent Angle									
Lctr to MAP	5.8	4:58	3:52	3:29	2:54	2:29			2:10

STRAIGHT-IN LANDING RWY 14			
ILS		LOC (GS out)	
A: 230' (203') C: 250' (223')		MDA(H) 350' (323')	
B: 240' (213') D: 261' (234')			
FULL		ALS out	
A		2000m	2000m
B	RVR 600m		2400m
C	vis 800m		
D		2800m	

ATIS 127.4		*DHAKA Approach 121.3		DHAKA Tower 118.3		Ground 121.8	
LOC IDA 109.5	Final Apch Crs 144 <sup>^</sup>	D6.0 IDA 1937' (1910')		ILS DA(H) Refer to Minimums	Apt Elev 27'	2000	
MISSED APCH: Climb to 2000' on track 144 <sup>^</sup> and contact ATC.							
Alt Set: hPa		Apt Elev: 1 hPa		Trans level: FL 60		Trans alt: 4000'	
							MSA DAC VOR



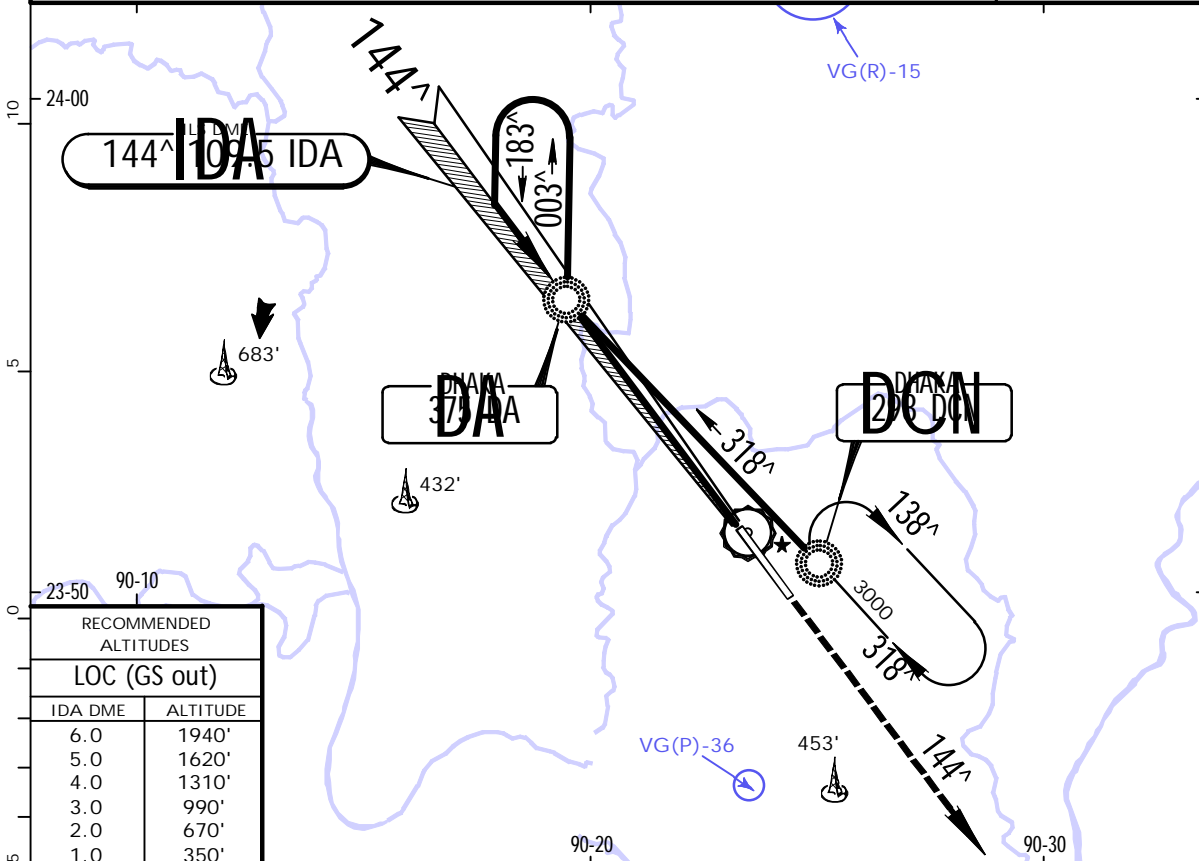
LOC (GS out)	IDA DME	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1940'	1620'	1310'	990'	670'	350'



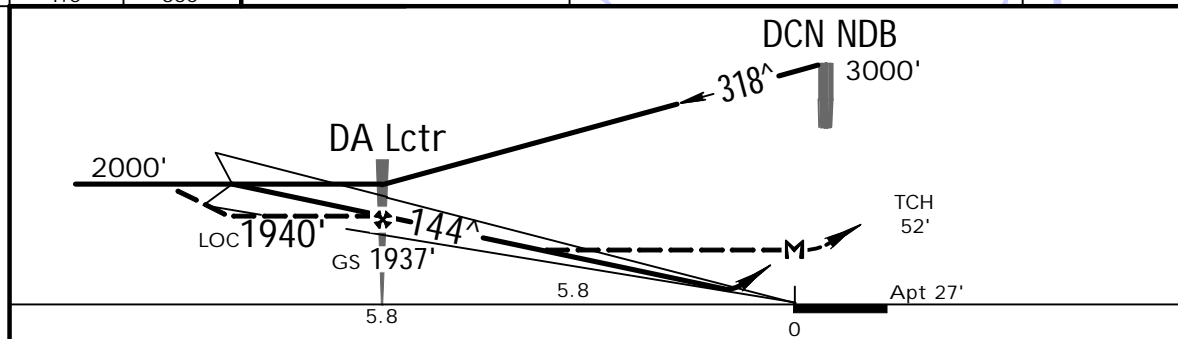
Gnd speed-Kts	70	90	100	120	140	160		
ILS GS or	3.00 <sup>^</sup>	372	478	531	637	743		2000' on 144 <sup>^</sup>
LOC Descent Angle								
D6.0 IDA to MAP	5.8	4:58	3:52	3:29	2:54	2:29		

ILS STRAIGHT-IN LANDING RWY 14		LOC (GS out)	
DA(H) A: 230' (203')	C: 250' (223')	MDA(H) 350' (323')	
B: 240' (213')	D: 261' (234')		
FULL		ALS out	
A			2000m
B		2000m	2400m
C	RVR 600m VIS 800m	1400m	
D		2800m	

ATIS 127.4		*DHAKA Approach 121.3		DHAKA Tower 118.3		Ground 121.8	
LOC IDA 109.5	Final Apch Crs 144 <sup>^</sup>	DA Lctr 1937' (1910')		ILS DA(H) Refer to Minimums	Apt Elev 27'	2000	
MISSED APCH: Climb to 2000' on track 144 <sup>^</sup> and contact ATC.							
Alt Set: hPa		Apt Elev: 1 hPa		Trans level: FL 60		Trans alt: 4000'	
							MSA DCN NDB



RECOMMENDED ALTITUDES	
LOC (GS out)	
IDA DME	ALTITUDE
6.0	1940'
5.0	1620'
4.0	1310'
3.0	990'
2.0	670'
1.0	350'



Gnd speed-Kts	70	90	100	120	140	160		
ILS GS or LOC Descent Angle	3.00 <sup>^</sup>	372	478	531	637	743		849
DA Lctr to MAP	5.8	4:58	3:52	3:29	2:54	2:29		2:10

ILS STRAIGHT-IN LANDING RWY 14		LOC (GS out)	
DA(H) A: 230' (203')	C: 250' (223')	MDA(H) 350' (323')	
B: 242' (215')	D: 261' (234')		
FULL		ALS out	
A			2000m
B		2000m	2400m
C	RVR 600m vis 800m	2800m	
D	1400m		

PANS OPS

VGHS/DAC

HAZRAT SHAHJALAL INTL .Eff.24.May.

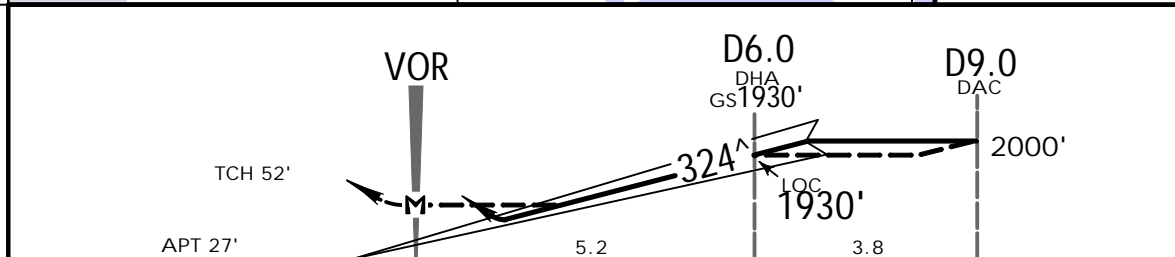
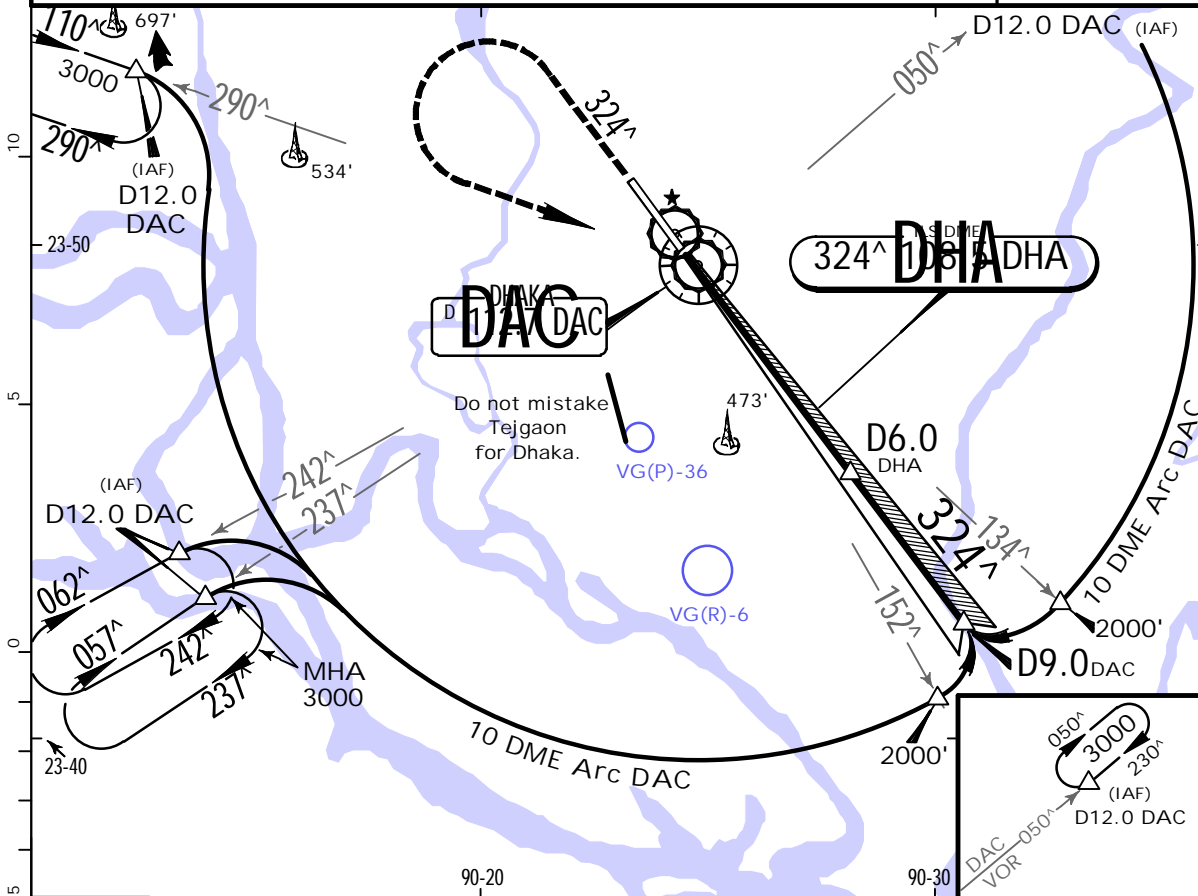
18 MAY 18

(11-5)

JEPPESEN

DHAKA, BANGLADESH  
VOR DME-Arc ILS Rwy 32

ATIS 127.4		*DHAKA Approach 121.3		DHAKA Tower 118.3		Ground 121.8	
LOC DHA 108.5	Final Apch Crs 324 <sup>^</sup>	GS D6.0 DHA 1930' (1903')	ILS DA(H) Refer to Minimums	Apt Elev 27'		2000'	
MISSED APCH: Climb to 2000' on track 324 <sup>^</sup> . Turn LEFT to VOR and contact ATC.							
Alt Set: hPa		Apt Elev: 1hPa		Trans level: FL 60		Trans alt: 4000'	
						MSA DAC VOR	



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI 2000' on 324 <sup>^</sup>
ILS GS or	3.00 <sup>^</sup>	372	478	531	637	743	
LOC Descent Angle							

STRAIGHT-IN LANDING RWY 32			
ILS		LOC (GS out)	
DA(H)	A: 300' (273') B: 310' (283')	C: 320' (293') D: 330' (303')	MDA(H) 350' (323')
	FULL	ALS out	ALS out

PANS OPS	A			
	B			2000m
	C	1200m	1400m	
	D			2400m

CHANGES: Minimums.

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VGHS/DAC

HAZRAT SHAHJALAL INTL .Eff.24.May.

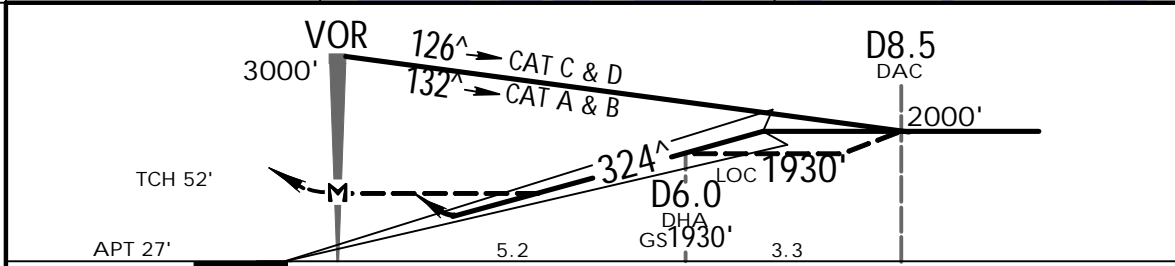
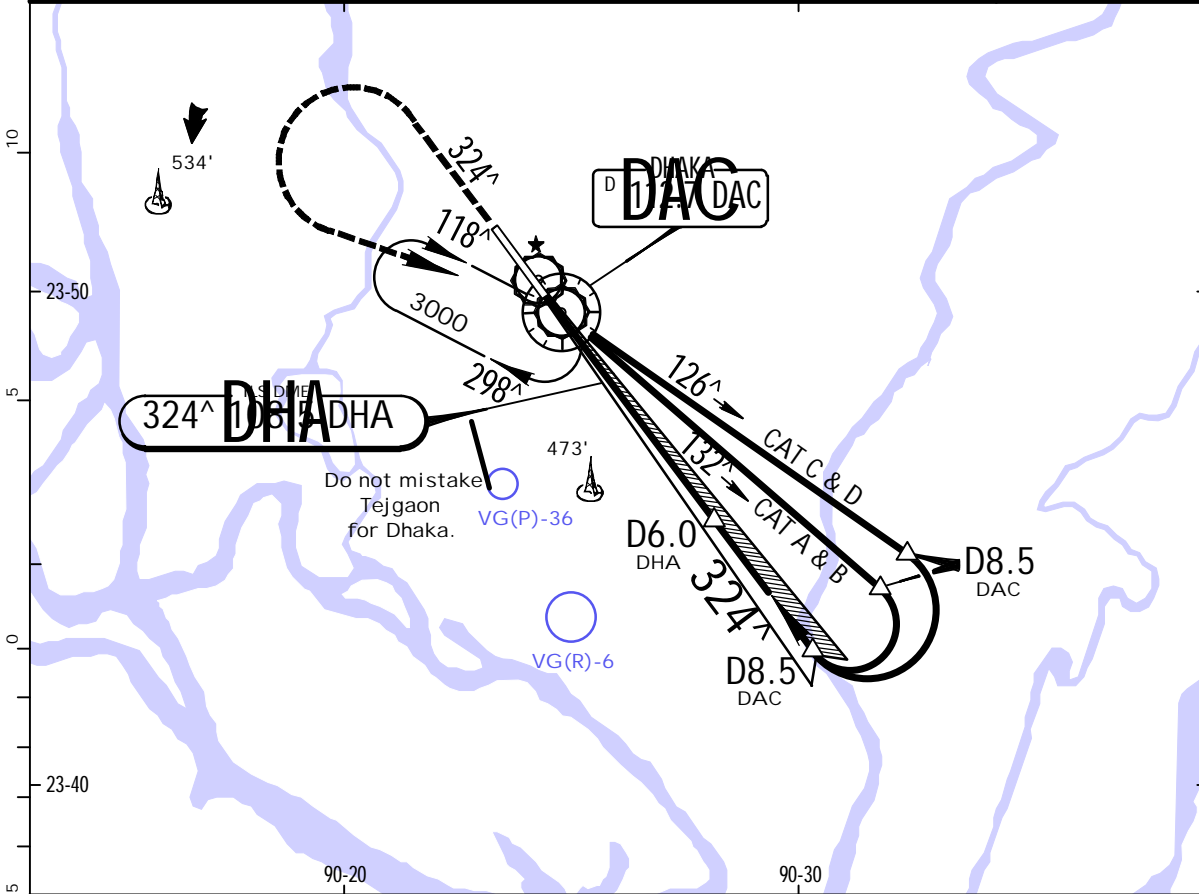
18 MAY 18

JEPPESEN

11-6

DHAKA, BANGLADESH  
VOR DME ILS 1 Rwy 32

ATIS 127.4		*DHAKA Approach 121.3		DHAKA Tower 118.3		Ground 121.8	
LOC DHA 108.5	Final Apch Crs 324 <sup>^</sup>	GS D6.0 DHA 1930' (1903')	ILS DA(H) Refer to Minimums	Apt Elev 27'		2000'	
MISSED APCH: Climb to 2000' on track 324 <sup>^</sup> . Turn LEFT to VOR and contact ATC.							
Alt Set: hPa		Apt Elev: 1hPa		Trans level: FL 60		Trans alt: 4000'	
						MSA DAC VOR	



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI 2000' on 324 <sup>^</sup>
ILS GS or LOC Descent Angle	3.00 <sup>^</sup>	372	478	531	637	743	
MAP at VOR							

ILS		STRAIGHT-IN LANDING RWY 32		LOC (GS out)	
DA(H) A: 300' (273')	C: 320' (293')	B: 310' (283')	D: 330' (303')	MDA(H) 350' (323')	
FULL		ALS out		ALS out	

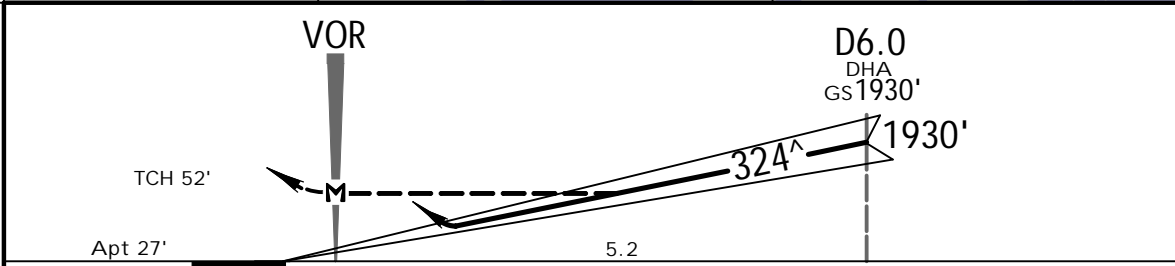
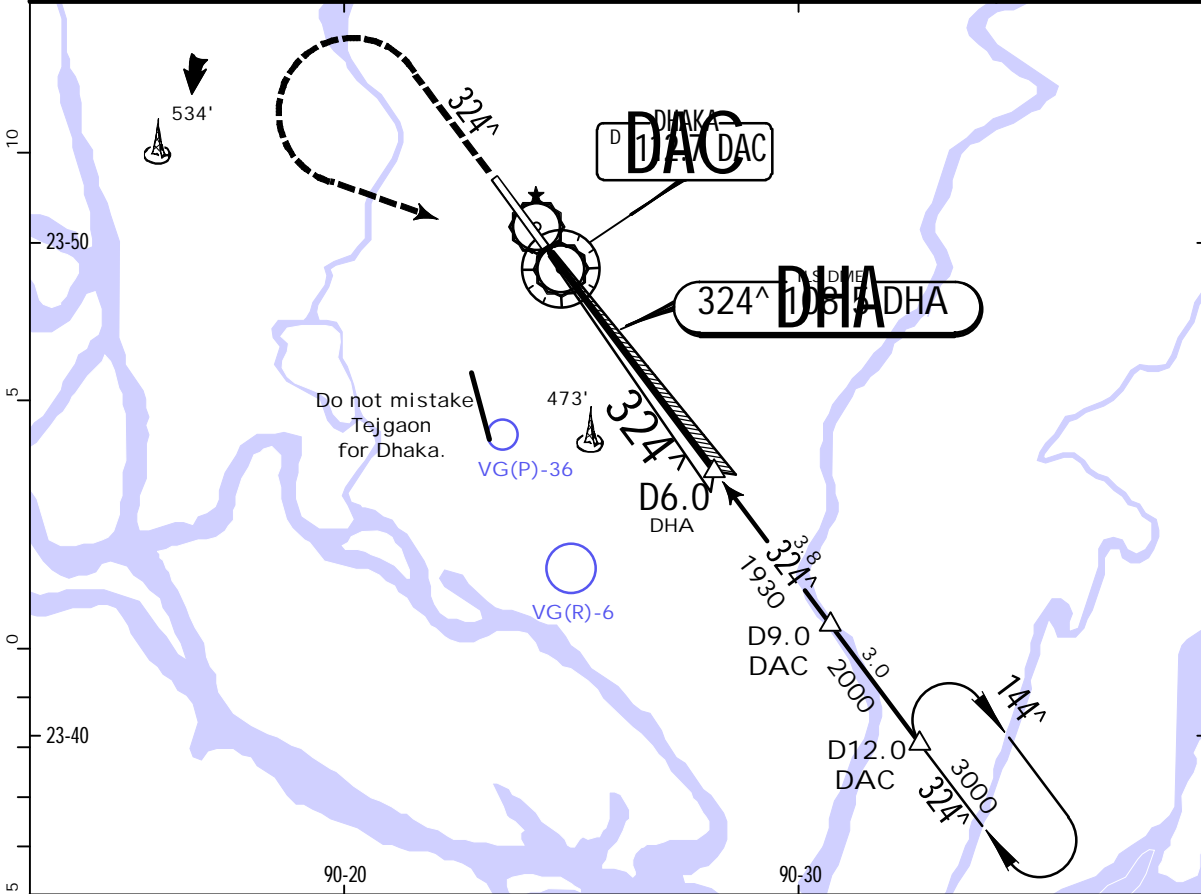
PANS OPS	A			2000m	
	B				
	C	1200m	1400m		
	D			2400m	

CHANGES: Minimums.

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ATIS 127.4		*DHAKA Approach 121.3		DHAKA Tower 118.3		Ground 121.8	
LOC DHA 108.5	Final Apch Crs 324 <sup>^</sup>	D6.0 DHA 1930' (1903')		ILS DA(H) Refer to Minimums	Apt Elev 27'		2000
MISSED APCH: Climb to 2000' on track 324 <sup>^</sup> . Turn LEFT to VOR and contact ATC.							
Alt Set: hPa		Apt Elev: 1hPa		Trans level: FL 60		Trans alt: 4000'	
							MSA DAC VOR

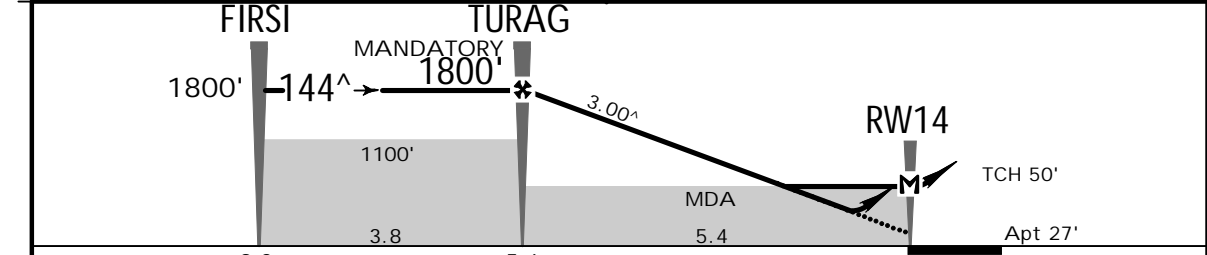
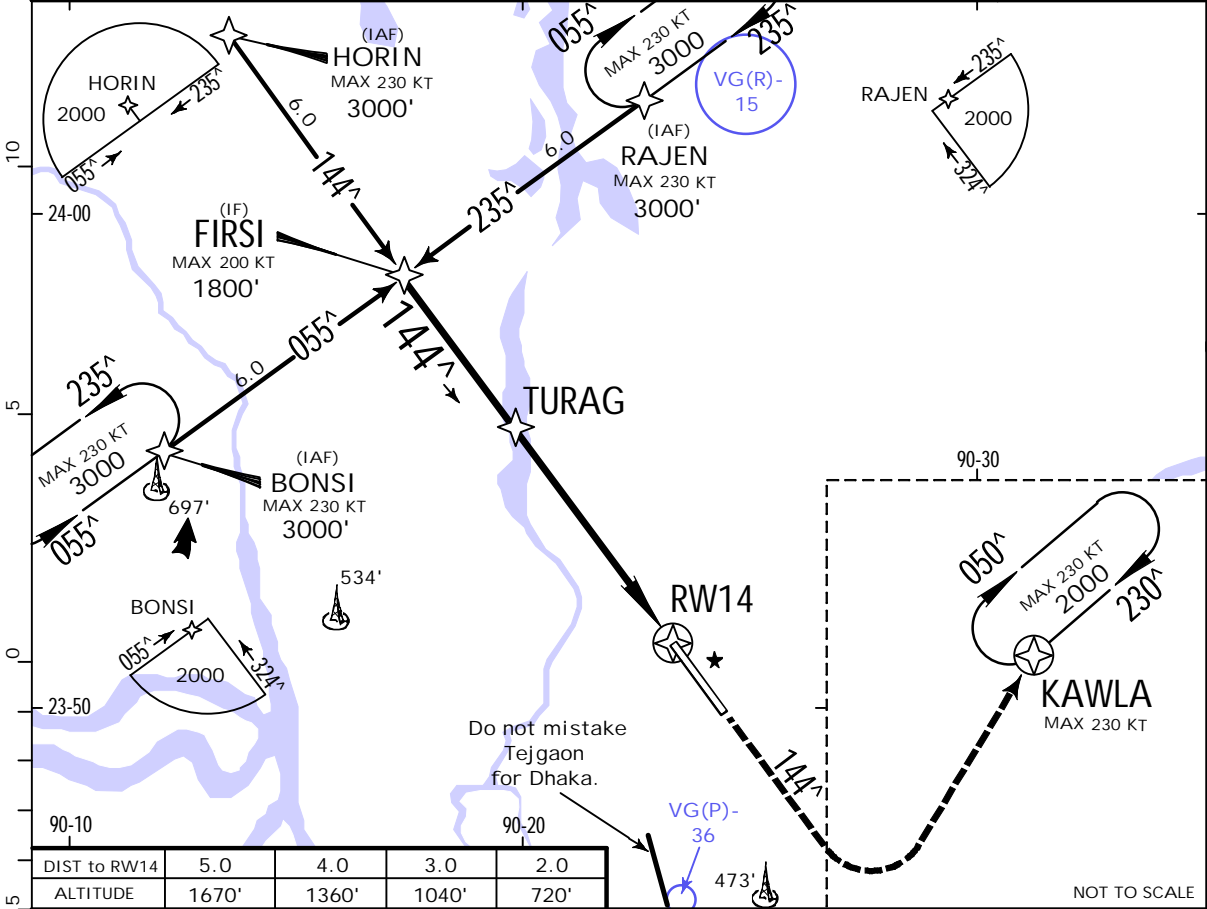


Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI 2000' on 324 <sup>^</sup>	
ILS GS or LOC Descent Angle	3.00 <sup>^</sup>	372	478	531	637	743		849
MAP at VOR								

STRAIGHT-IN LANDING RWY 32		LOC (GS out)	
ILS		MDA(H) 350' (323')	
DA(H) A: 300' (273') B: 310' (283')	C: 320' (293') D: 330' (303')		
FULL	ALS out	ALS out	

PANS OPS	A			2000m
	B			
	C	1200m	1400m	
	D			2400m

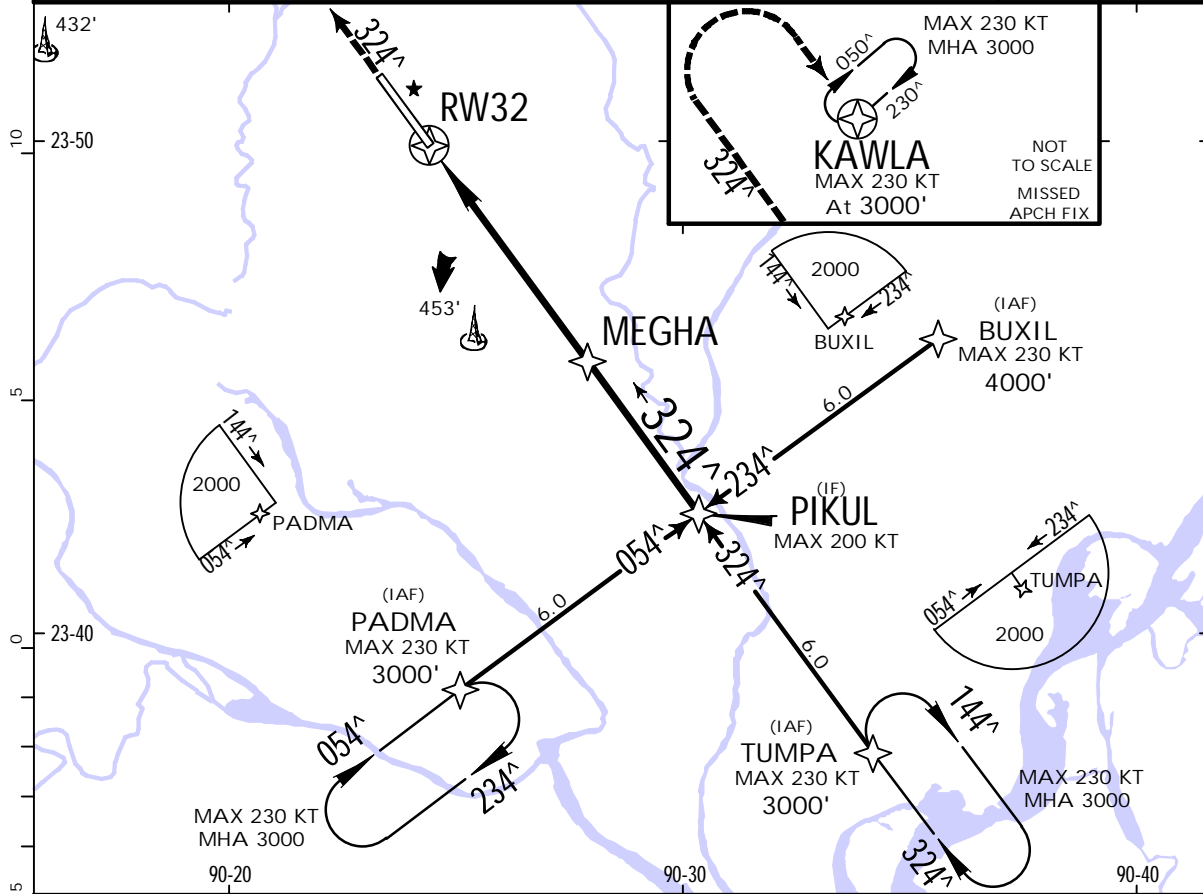
ATIS 127.4		*DHAKA Approach 121.3		DHAKA Tower 118.3		Ground 121.8	
RNAV	Final Apch Crs 144 <sup>^</sup>	TURAG 1800' (1773')		LNAV/VNAV DA(H) 330' (303')	Apt Elev 27'		TAA 25 NM IAF
MISSED APCH: Climb STRAIGHT AHEAD to 2000', then turn LEFT to KAWLA to join holding at 2000', or as directed. Do not turn before MAP.							
Alt Set: hPa		Apt Elev: 1 hPa		Trans level: FL 60		Trans alt: 4000'	
Baro-VNAV not authorized below 0°C.							



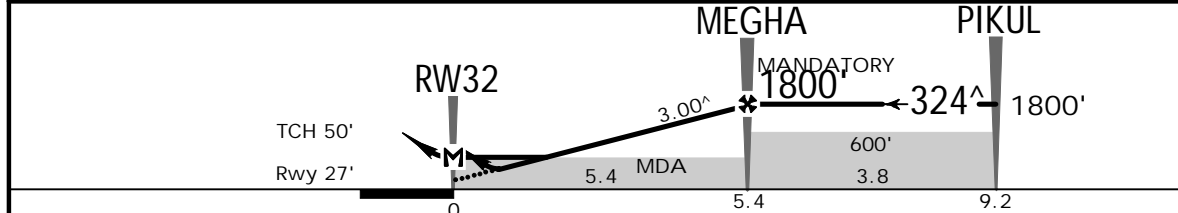
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 2000'
Descent Angle	3.00 <sup>^</sup>	372	478	531	637	743	
MAP at RW14							

LNAV/VNAV DA(H) 330' (303')		STRAIGHT-IN LANDING RWY 14		LNAV MDA(H) 430' (403')	
ALS out		ALS out		ALS out	
A					
B	800m			1300m	
C		1600m			2000m
D	1200m			1600m	

ATIS 127.4		*DHAKA Approach 121.3		DHAKA Tower 118.3		Ground 121.8	
RNAV	Final Apch Crs 324 <sup>^</sup>	Mandatory Alt MEGHA 1800' (1773')	LNAV/VNAV DA(H) 334' (307')	Apt Elev 27' Rwy 27'		TAA 25 NM IAF	
MISSED APCH: Climb on course 324 <sup>^</sup> at or above 3000', then turn RIGHT direct to KAWLA and hold at 3000' or as directed. No turn before MAP.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 60		Trans alt: 4000'	
RNP Apch	GNSS required. 1. BARO-VNAV not authorized below 0°C.						



DIST to RW32	1.0	2.0	3.0	4.0	5.0
ALTITUDE	400'	720'	1040'	1360'	1670'

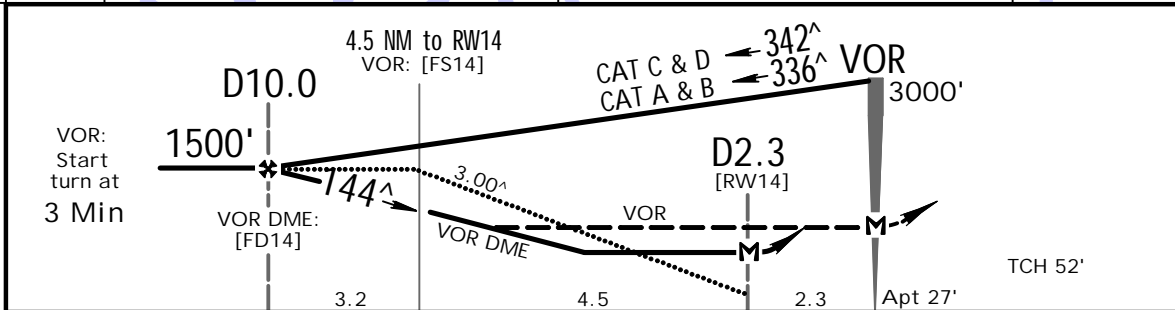
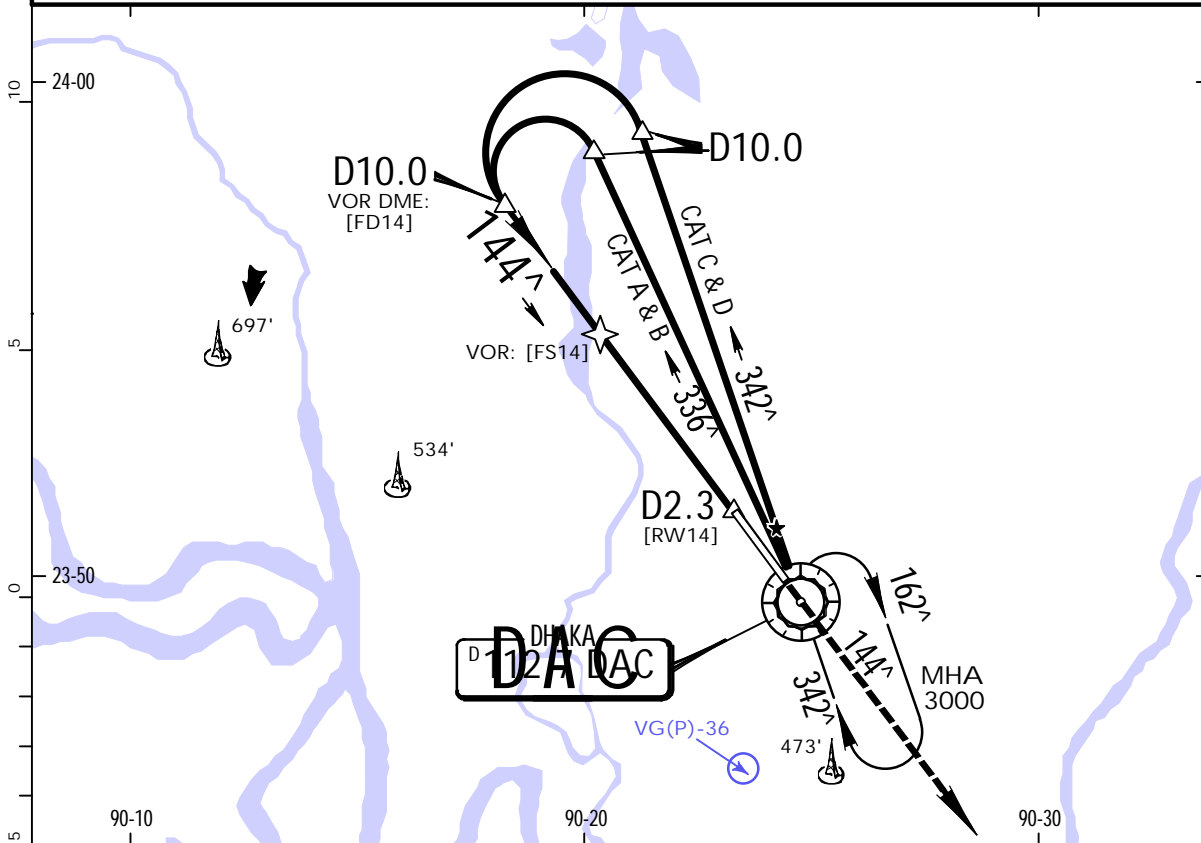


Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI 3000' on 324 <sup>^</sup>
Descent Angle 3.00 <sup>^</sup>	372	478	531	637	743	849	
LNAV/VNAV: MAP at DA. LNAV: MAP at RW32.							
FAF to RW32	5.4	4:38	3:36	3:14	2:42	2:19	2:02

STRAIGHT-IN LANDING RWY 32			
LNAV/VNAV DA(H) 334' (307')		LNAV MDA(H) 470' (443')	
FULL	ALS out	ALS out	ALS out

PANS OPS	A				
	B				
	C	1400m	1800m	2200m	2600m
	D				

ATIS 127.4		*DHAKA Approach 121.3		DHAKA Tower 118.3		Ground 121.8	
BRIEFING STRIP™ VOR DAC 112.7	Final Apch Crs 144 <sup>^</sup>	Minimum Alt D10.0 1500' (1473')	VOR DME MDA(H) 430' (403')	Apt Elev 27'	2000'	MISSED APCH: Climb to 2000' on track 144 <sup>^</sup> and contact ATC. MSA DAC VOR	
		Minimum Alt No FAF	VOR MDA(H) 470' (443')				
Alt Set: hPa		Apt Elev: 1hPa		Trans level: FL 60		Trans alt: 4000'	



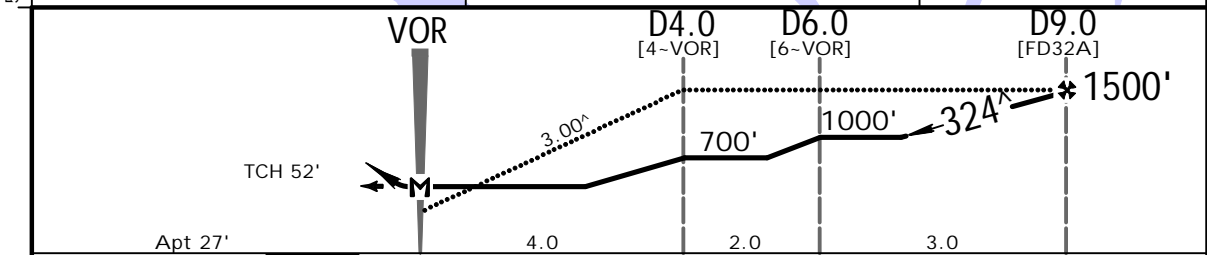
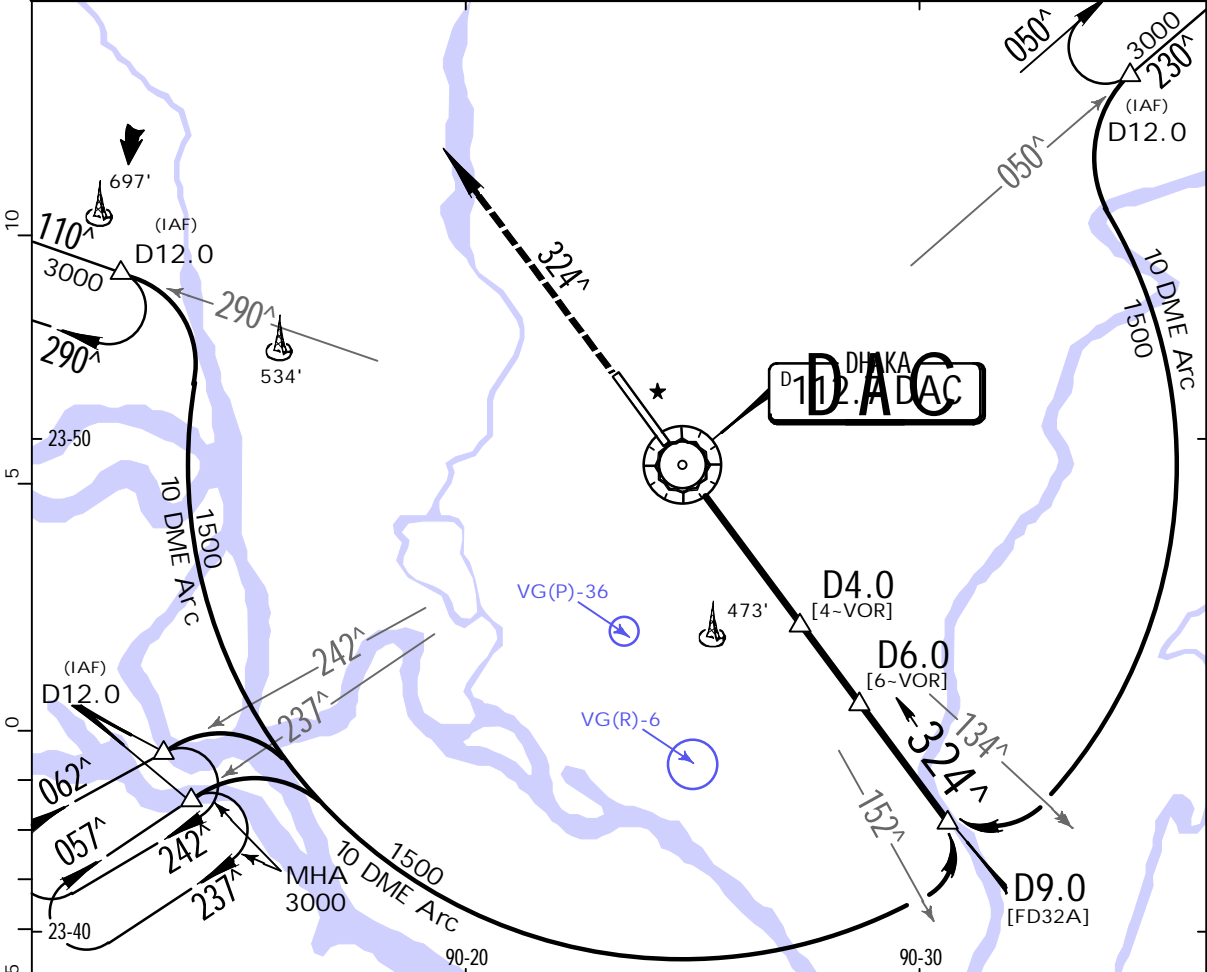
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 2000' on 144 <sup>^</sup>
Descent Angle 3.00 <sup>^</sup>	372	478	531	637	743	849	
VOR DME: MAP at D2.3							
VOR: MAP at VOR							

STRAIGHT-IN LANDING RWY 14			
VOR DME MDA(H) 430' (403')	VOR MDA(H) 470' (443')		
ALS out	ALS out		
A			
B			
C	2800m	2800m	
D			

PANS OPS

ATIS 127.4	*DHAKA Approach 121.3	DHAKA Tower 118.3	Ground 121.8	2000' MSA DAC VOR	
VOR DAC 112.7	Final Apch Crs 324 <sup>^</sup>	Minimum Alt D9.0 1500' (1473')	MDA(H) 480' (453')		Apt Elev 27'
MISSED APCH: Climb to 2000' on track 324 <sup>^</sup> and contact ATC.					

Alt Set: hPa      Apt Elev: 1hPa      Trans level: FL 60      Trans alt: 4000'

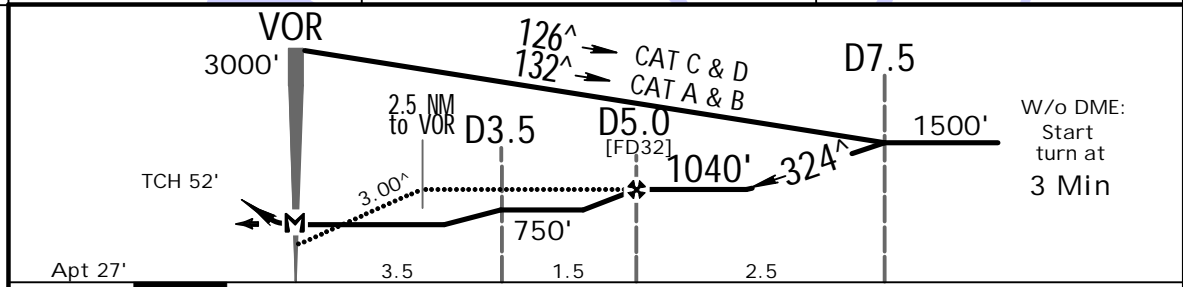
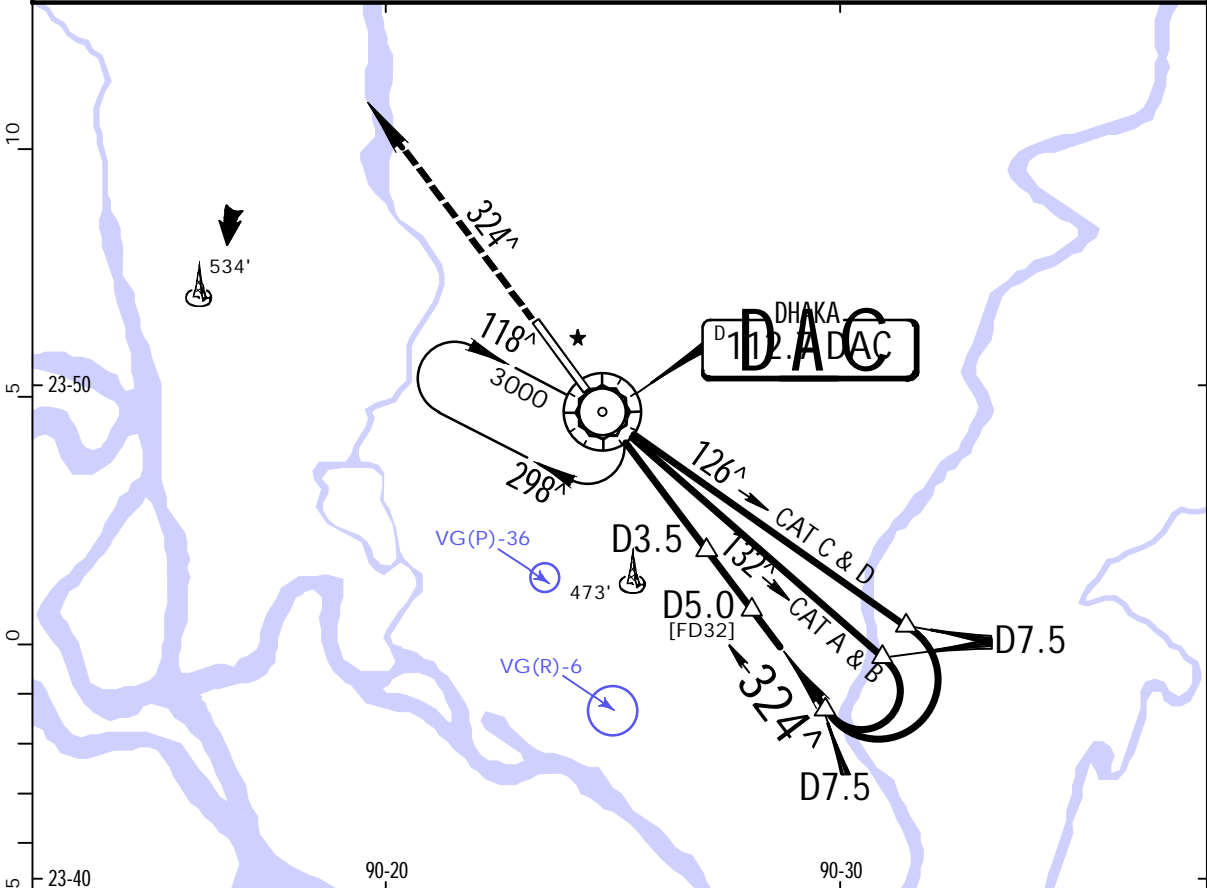


Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	2000' ↑ on 324 <sup>^</sup>
Descent Angle 3.00 <sup>^</sup>	372	478	531	637	743	849		
MAP at VOR								

STRAIGHT-IN LANDING RWY 32  
MDA(H) 480' (453')  
ALS out

A	2800m
B	
C	
D	

ATIS 127.4	*DHAKA Approach 121.3	DHAKA Tower 118.3	Ground 121.8	2000'  MSA DAC VOR			
VOR DAC 112.7	Final Apch Crs 324 <sup>^</sup>	Minimum Alt D5.0 1040' (1013')	MDA(H) 480' (453')		Apt Elev 27'		
MISSED APCH: Climb to 2000' on track 324 <sup>^</sup> and contact ATC.							
Alt Set: hPa		Apt Elev: 1hPa		Trans level: FL 60		Trans alt: 4000'	

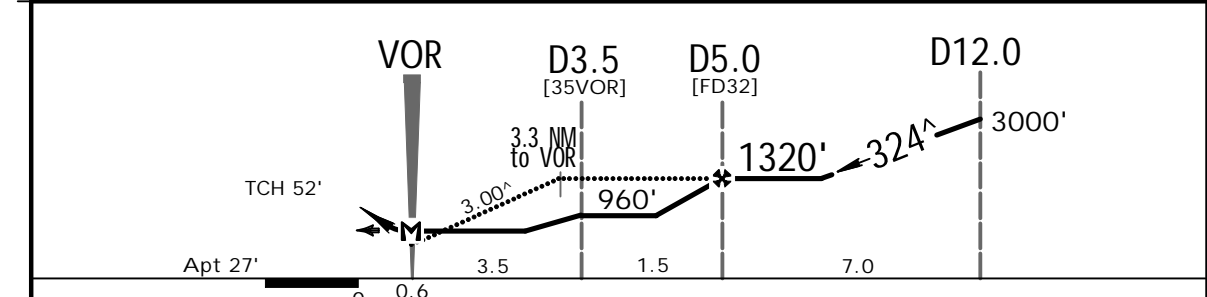
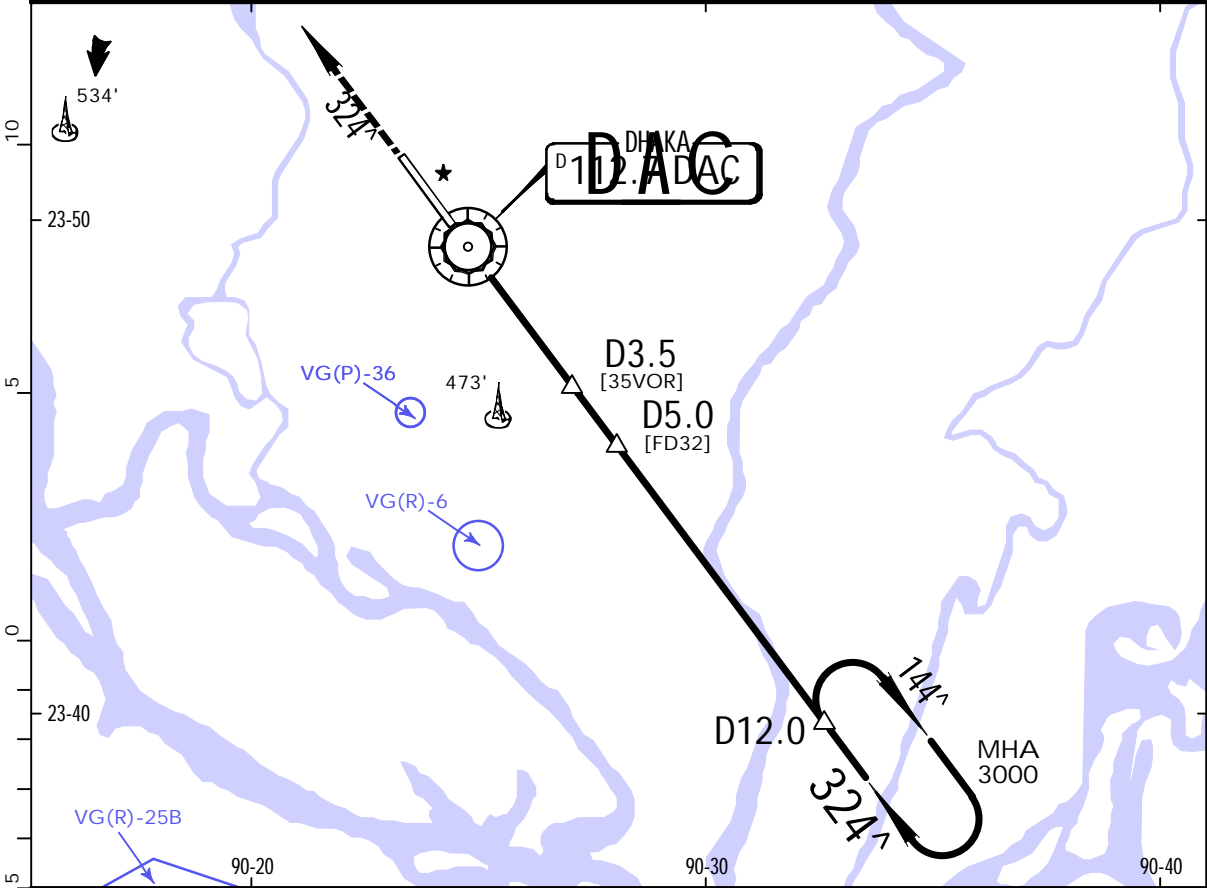


Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI 2000' on 324 <sup>^</sup>
Descent Angle 3.00 <sup>^</sup>	372	478	531	637	743	849	
MAP at VOR							

STRAIGHT-IN LANDING RWY 32  
MDA(H) 480' (453')  
ALS out

A	2800m
B	
C	
D	

ATIS 127.4		*DHAKA Approach 121.3		DHAKA Tower 118.3		Ground 121.8		2000'  MSA DAC VOR	
VOR DAC 112.7		Final Apch Crs 324 <sup>^</sup>		Minimum Alt D5.0 1320' (1293')		MDA(H) 480' (453')			Apt Elev 27'
MISSED APCH: Climb to 2000' on track 324 <sup>^</sup> and contact ATC.									
Alt Set: hPa		Apt Elev: 1hPa		Trans level: FL 60			Trans alt: 4000'		

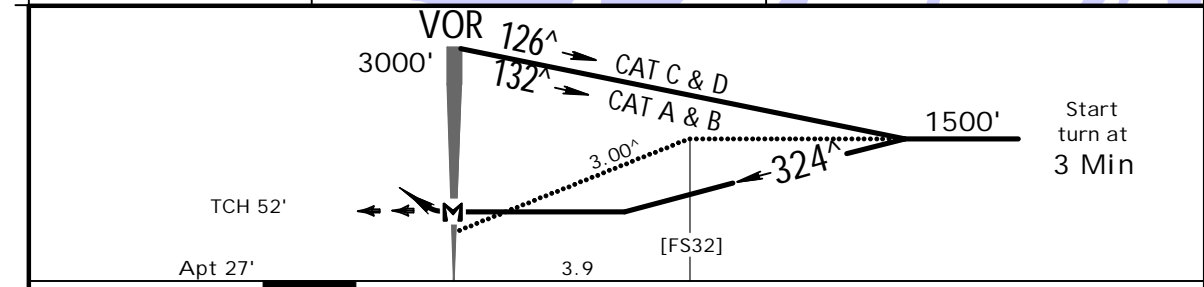
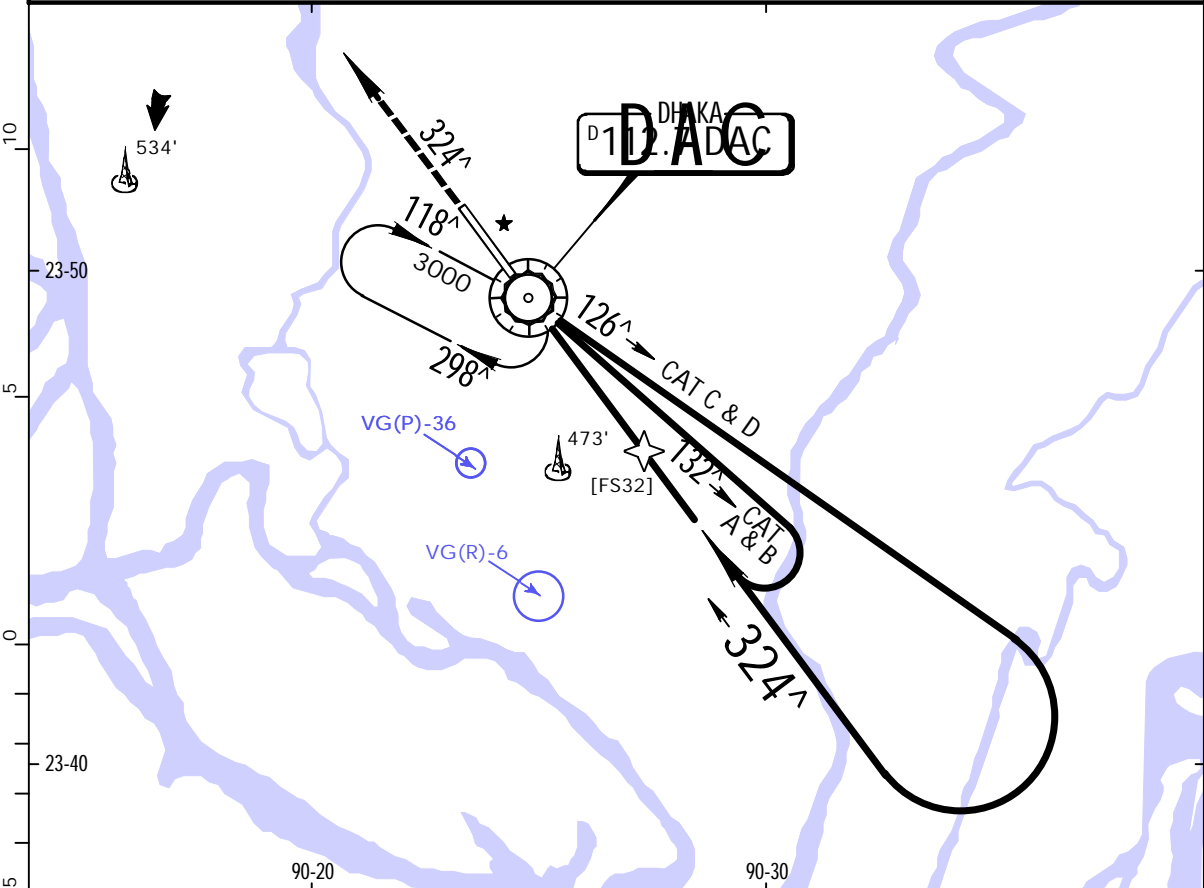


Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI 2000' on 324 <sup>^</sup>
Descent Angle 3.00 <sup>^</sup>	372	478	531	637	743	849	
MAP at VOR							

STRAIGHT-IN LANDING RWY 32  
MDA(H) 480' (453')  
ALS out

A	2800m
B	
C	
D	

ATIS 127.4		*DHAKA Approach 121.3		DHAKA Tower 118.3		Ground 121.8		2000'  MSA DAC VOR	
VOR DAC 112.7		Final Apch Crs 324 <sup>^</sup>		Minimum Alt No FAF		MDA(H) 680' (653')			Apt Elev 27'
MISSED APCH: Climb to 2000' on track 324 <sup>^</sup> and contact ATC.									
Alt Set: hPa			Apt Elev: 1hPa			Trans level: FL 60		Trans alt: 4000'	



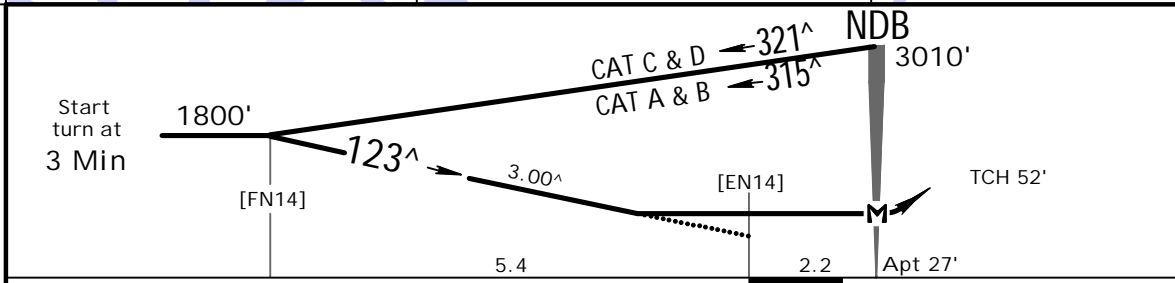
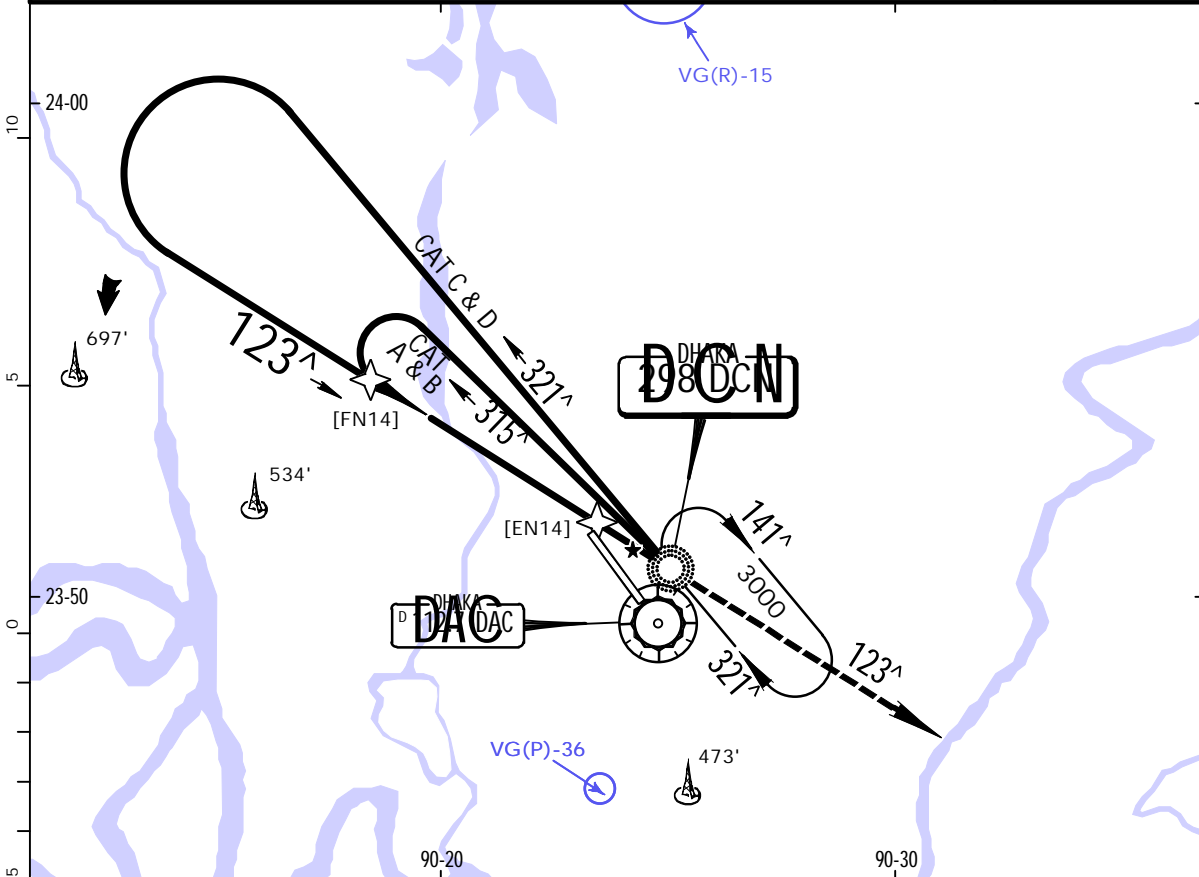
Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	2000' ↑ on 324 <sup>^</sup>
Descent Angle	3.00 <sup>^</sup>	372	478	531	637	743		
MAP at VOR								

STRAIGHT-IN LANDING RWY 32  
MDA(H) 680' (653')  
ALS out

A	2800m
B	
C	
D	



ATIS 127.4		*DHAKA Approach 121.3		DHAKA Tower 118.3		Ground 121.8	
NDB DCN 298	Final Apch Crs 123 <sup>^</sup>	Minimum Alt No FAF		MDA(H) 550' (523')	Apt Elev 27'	2000'	
MISSED APCH: Climb to 2000' on track 123 <sup>^</sup> and contact ATC.							
Alt Set: hPa		Apt Elev: 1hPa		Trans level: FL 60		Trans alt: 4000'	
							MSA DCN NDB

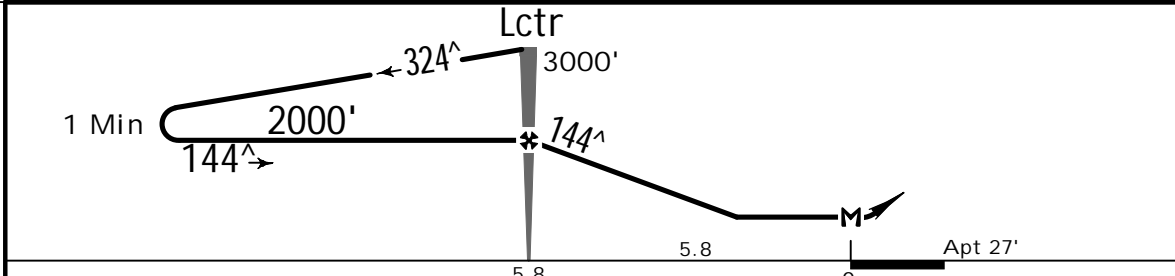
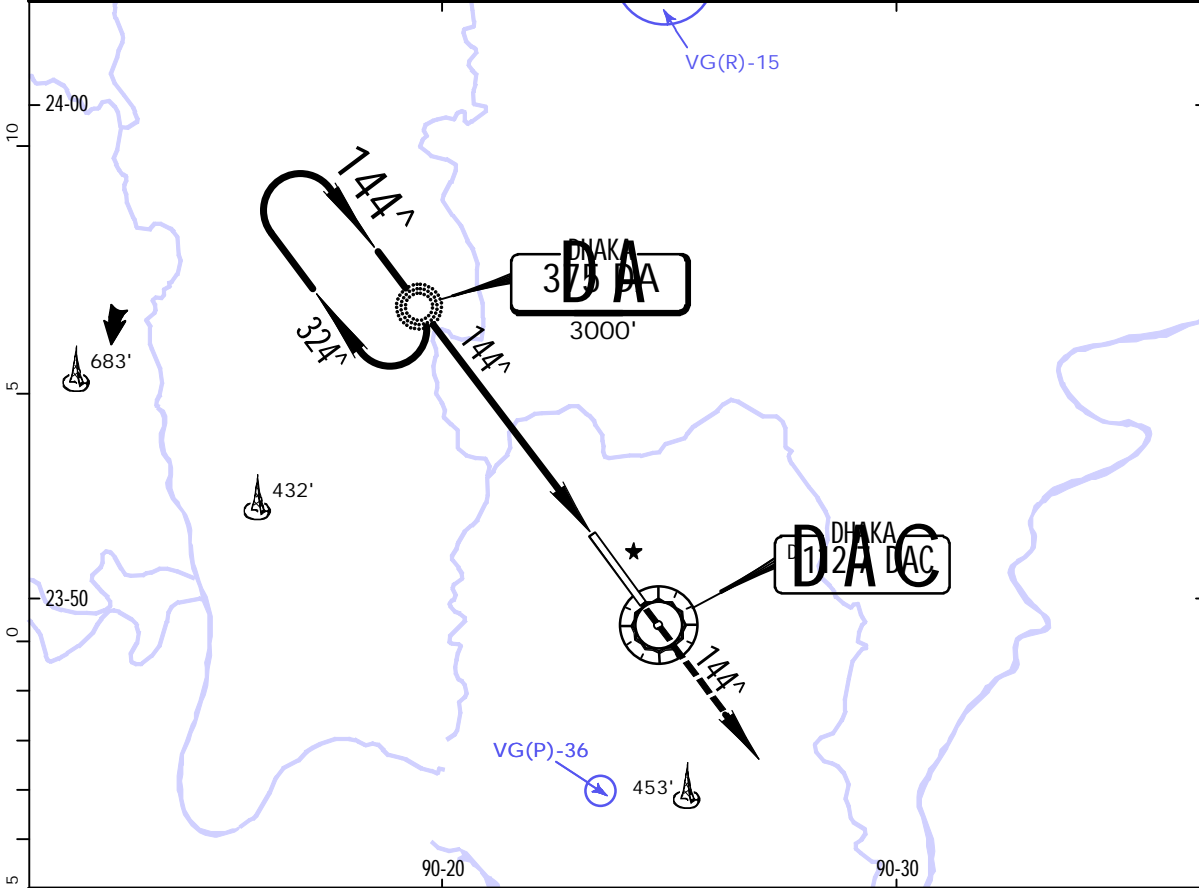


Gnd speed-Kts	70	90	100	120	140	160		2000' on 123 <sup>^</sup>
Descent Angle 3.00 <sup>^</sup>	372	478	531	637	743	849		
MAP at NDB								

STRAIGHT-IN LANDING RWY 14  
MDA(H) 550' (523')  
ALS out

PANS OPS	A	2800m	
	B		
	C		
	D		

ATIS 127.4		*DHAKA Approach 121.3		DHAKA Tower 118.3		Ground 121.8	
Lctr DA 375	Final Apch Crs 144 <sup>^</sup>	Lctr 2000' (1973')	MDA(H) 350' (323')	Apt Elev 27'		2000	
MISSED APCH: Climb to 2000' on track 144 <sup>^</sup> and contact ATC.							
Alt Set: hPa		Apt Elev: 1hPa		Trans level: FL 60		Trans alt: 4000'	
						MSA DAC VOR	



Gnd speed-Kts	70	90	100	120	140	160		
Descent Angle	3.00 <sup>^</sup>	372	478	531	637	743		849
Lctr to MAP	5.8	4:58	3:52	3:29	2:54	2:29		2:10

STRAIGHT-IN LANDING RWY 14

MDA(H) 350' (323')

ALS out

A	2800m	
B		
C		
D		

## Chart changes since cycle 11-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
<b>DHAKA, (HAZRAT SHAHJALAL INTL - VGHS)</b>				
DEL	ADMIL 1 & 2, BATEL 1, 1A ...	10-3	09 Jun 2023	15 Jun 2023
ADD	ADMIL 1 & 2, IDLOX 1, 1A ...	10-3	09 Jun 2023	15 Jun 2023
REV	IBANU & IKOGU 1, 1A & 2 D...	10-3A	09 Jun 2023	15 Jun 2023

## TERMINAL CHART CHANGE NOTICES

### No Chart Change Notices for Airport VGHS