

List of pages

Airport Information For VGHS
Terminal Charts For VGHS
Revision Letter For Cycle 22-2020
Change Notices
Notebook

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: 0038 Z
Sunset: 1147 Z

Runway Information

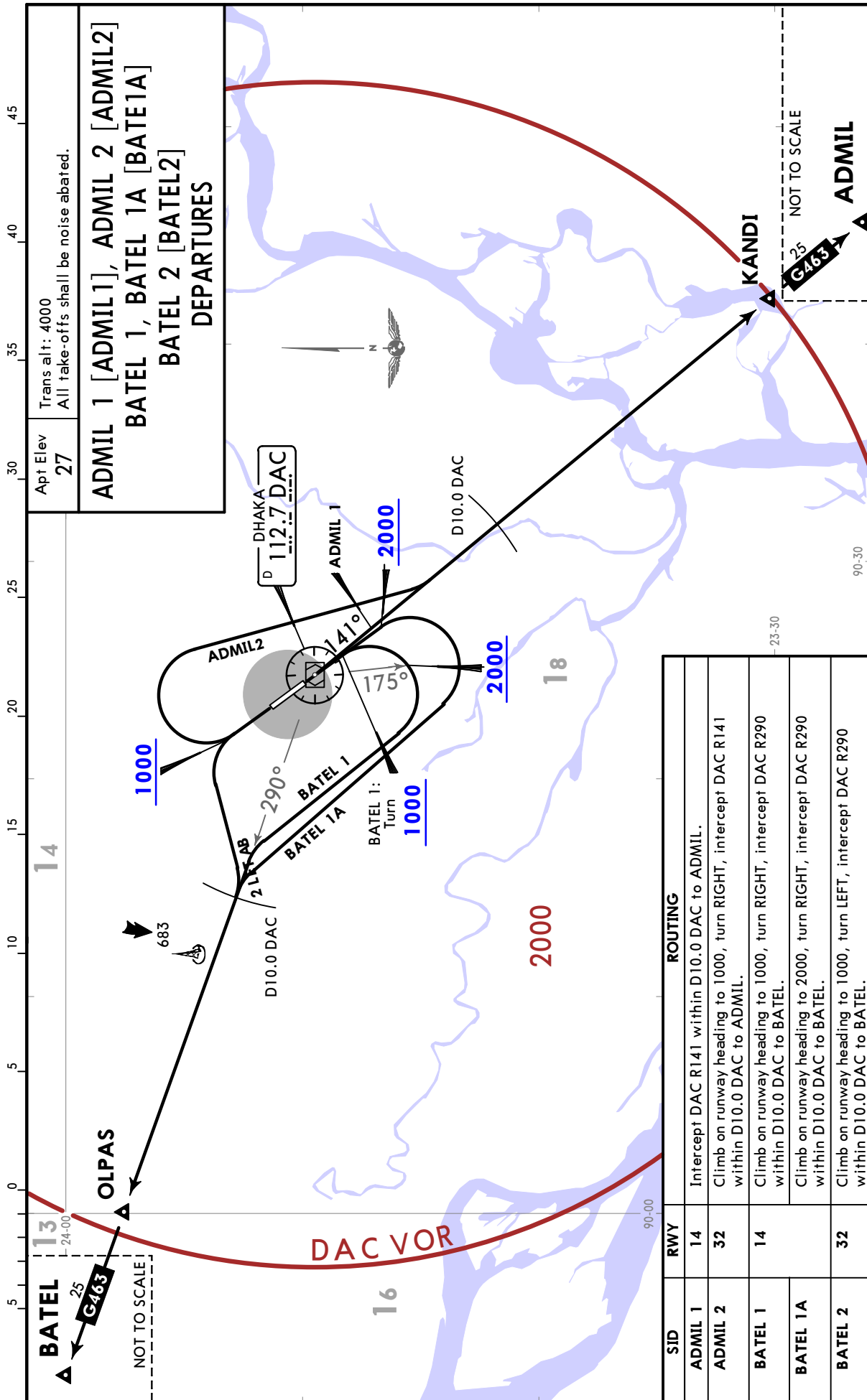
Runway: 14
Length x Width: 10499 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 27 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 787 ft

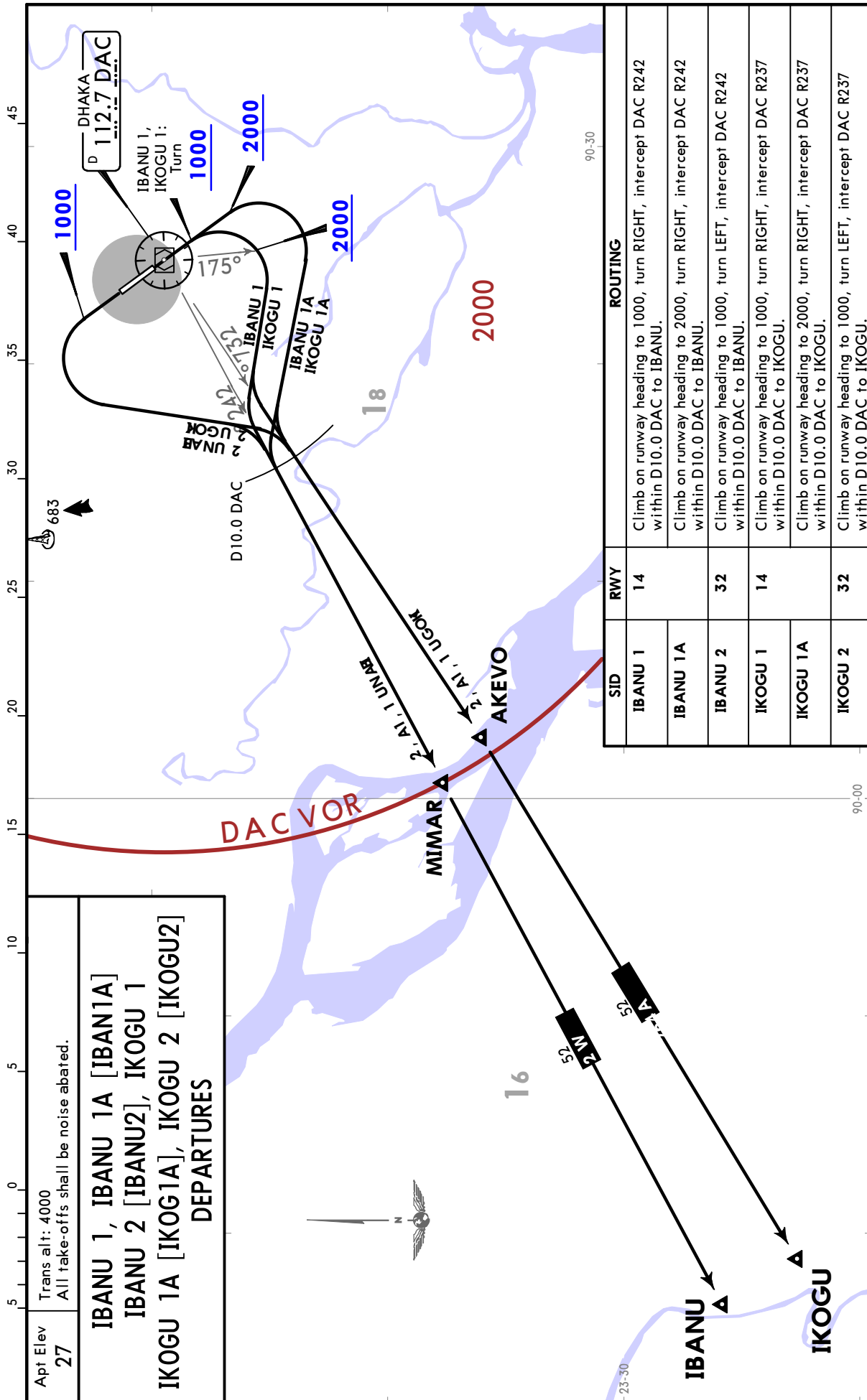
Runway: 32
Length x Width: 10499 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 27 ft
Lighting: Edge, ALS, Centerline
Stopway: 492 ft

Communication Information

ATIS: 127.400
Dhaka Tower: 118.300

Dhaka Tower: 119.300 Secondary
Dhaka Ground: 121.800
Dhaka Approach: 120.300 Secondary
Dhaka Approach: 121.300
Dhaka Radio: 294.700 RCO
Dhaka Radio: 349.100 RCO
Dhaka Control Upper/Dhaka ACC: 125.700 RCO
Dhaka Radio: 655.600 RCO
Dhaka Radio: 1006.600 RCO
Dhaka Control Lower ACC: 130.700 Secondary RCO
Dhaka Control Lower ACC: 126.700 RCO
Dhaka Control Upper/Dhaka ACC: 129.700 Secondary RCO





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

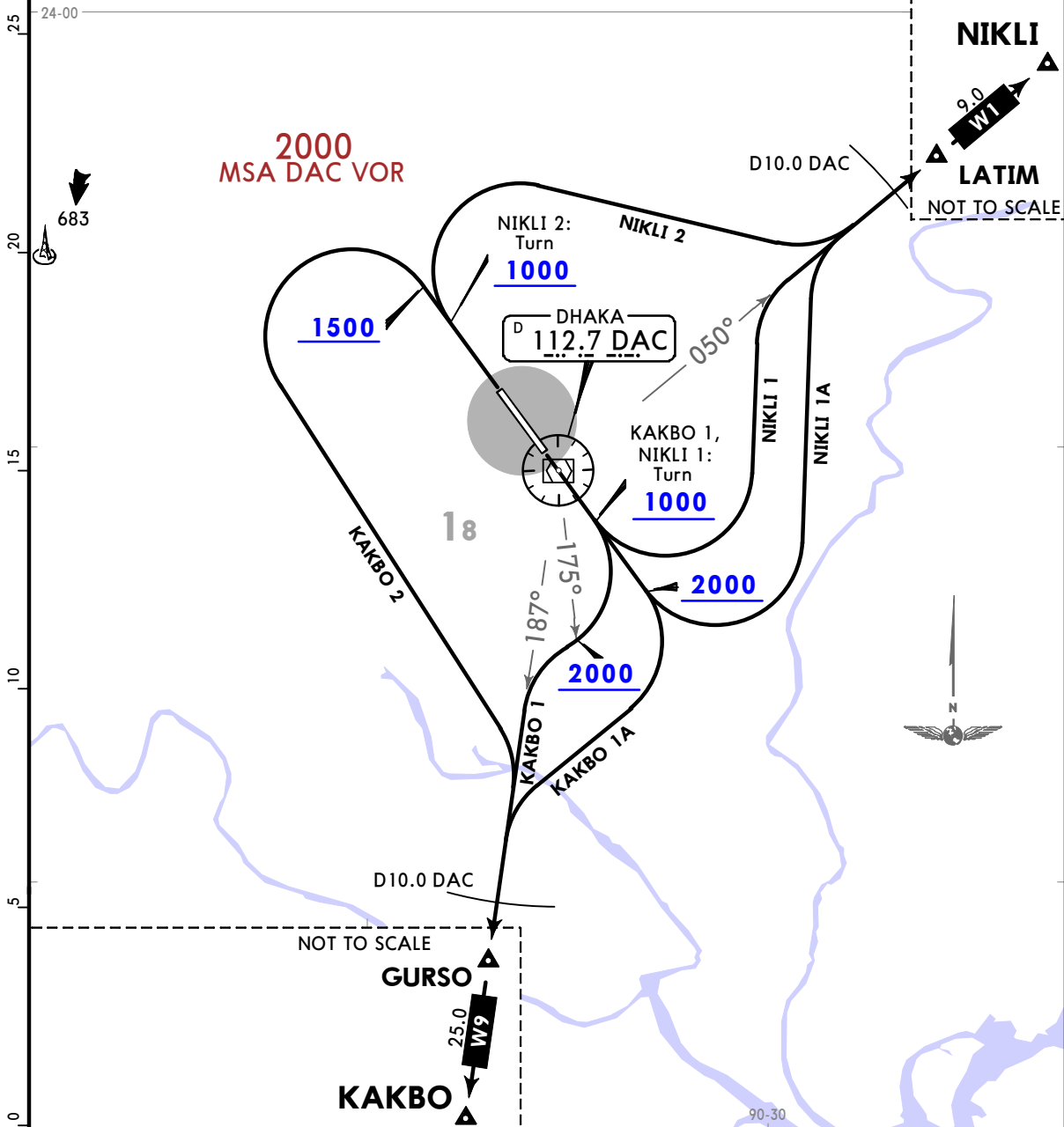
**IBANU 1, IBANU 1A [IBAN1A]
IBANU 2 [IBANU2], IKOGU 1
IKOGU 1A [IKOG1A], IKOGU 2 [IKOGU2]
DEPARTURES**

SID	RWY	ROUTING
IBANU 1	14	Climb on runway heading to 1000, turn RIGHT, intercept DAC R242 within D10.0 DAC to IBANU.
IBANU 1A		Climb on runway heading to 2000, turn RIGHT, intercept DAC R242 within D10.0 DAC to IBANU.
IBANU 2	32	Climb on runway heading to 1000, turn LEFT, intercept DAC R242 within D10.0 DAC to IBANU.
IKOGU 1	14	Climb on runway heading to 1000, turn RIGHT, intercept DAC R237 within D10.0 DAC to IKOGU.
IKOGU 1A		Climb on runway heading to 2000, turn RIGHT, intercept DAC R237 within D10.0 DAC to IKOGU.
IKOGU 2	32	Climb on runway heading to 1000, turn LEFT, intercept DAC R237 within D10.0 DAC to IKOGU.

Apt Elev
27

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

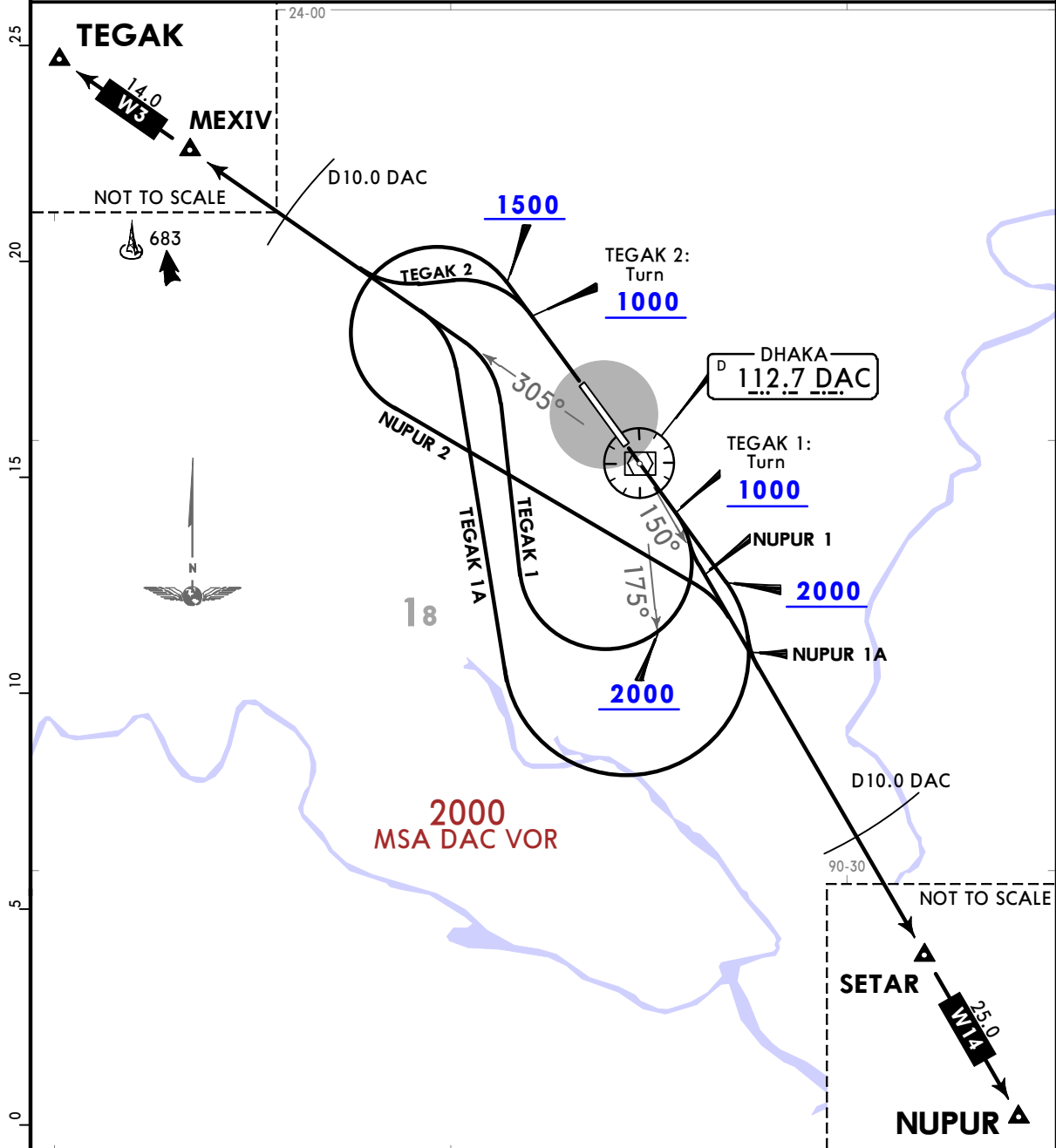
KAKBO 1, KAKBO 1A [KAKB1A]
KAKBO 2 [KAKBO2], NIKLI 1 [NIKLI1]
NIKLI 1A [NIKLI1A], NIKLI 2 [NIKLI2]
DEPARTURES



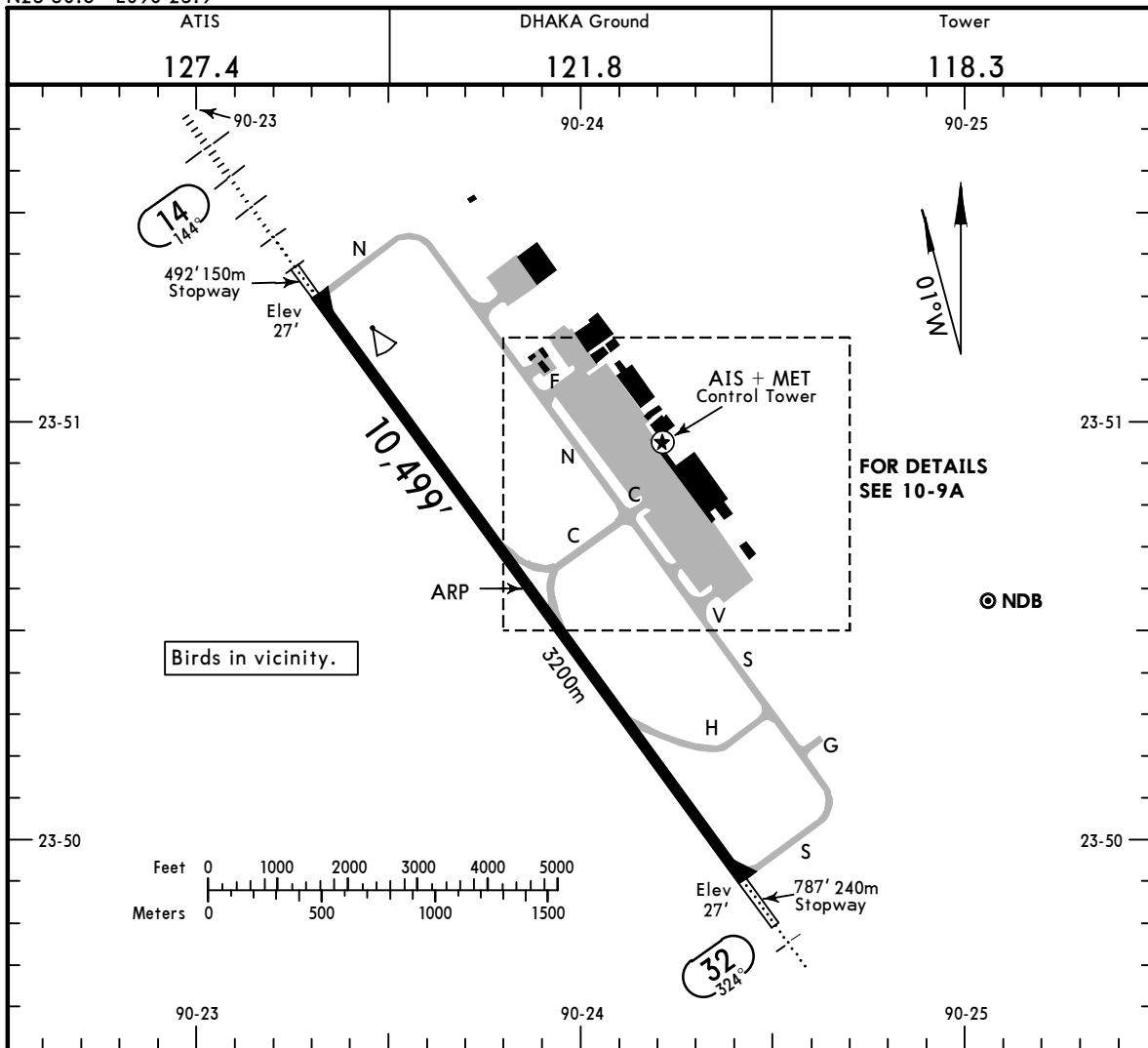
SID	RWY	ROUTING
KAKBO 1	14	Climb on runway heading to 1000, turn RIGHT, intercept DAC R187 within D10.0 DAC to KAKBO.
KAKBO 1A		Climb on runway heading to 2000, turn RIGHT, intercept DAC R187 within D10.0 DAC to KAKBO.
KAKBO 2	32	Climb on runway heading to 1500, turn LEFT, intercept DAC R187 within D10.0 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.
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NUPUR 1 [NUPUR1], NUPUR 1A [NUPU1A]
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.



ADDITIONAL RUNWAY INFORMATION

RWY	HIRL (60m) CL (30m) HIALS SFL TDZ PAPI -L ① RVR	USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
14	HIRL (60m) CL (30m) HIALS SFL TDZ PAPI -L ① RVR		9527' 2904m		148'
32	HIRL (60m) CL (30m) ALS PAPI -L (3.0°) RVR		9466' 2885m		45m

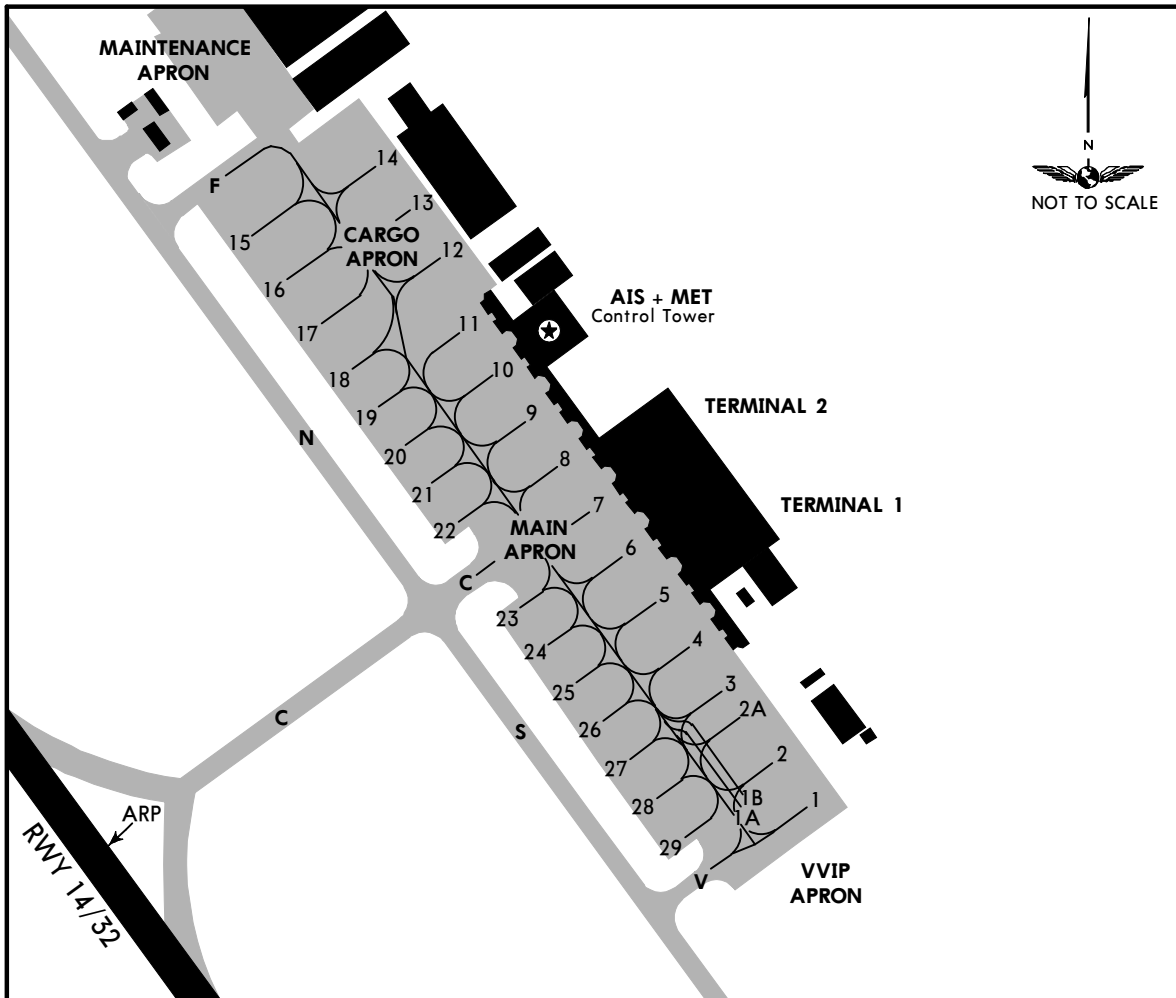
① Angle 3.0°.

TAKE-OFF

AIR CARRIER (JAA)
All Rwy's

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
1 thru 1B	N23 50.6 E090 24.4
2, 2A, 3	N23 50.7 E090 24.4
4 thru 7	N23 50.8 E090 24.3
8 thru 10	N23 50.9 E090 24.2
11, 12	N23 51.0 E090 24.2
13	N23 51.0 E090 24.1
14	N23 51.1 E090 24.1
15 thru 17	N23 51.0 E090 24.0
18 thru 21	N23 50.9 E090 24.1
22	N23 50.8 E090 24.1
23	N23 50.8 E090 24.2
24 thru 26	N23 50.7 E090 24.2
27	N23 50.7 E090 24.3
28, 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	

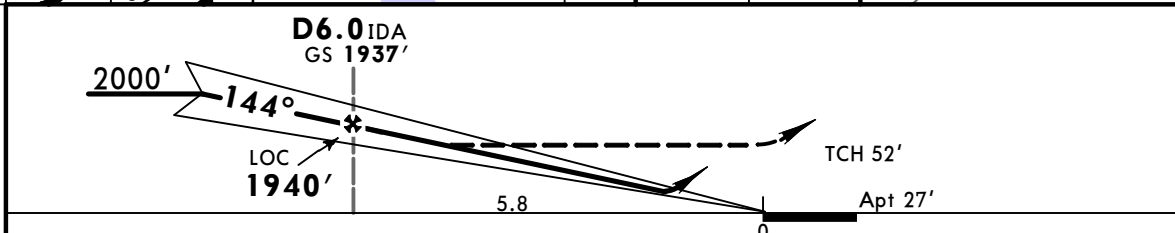
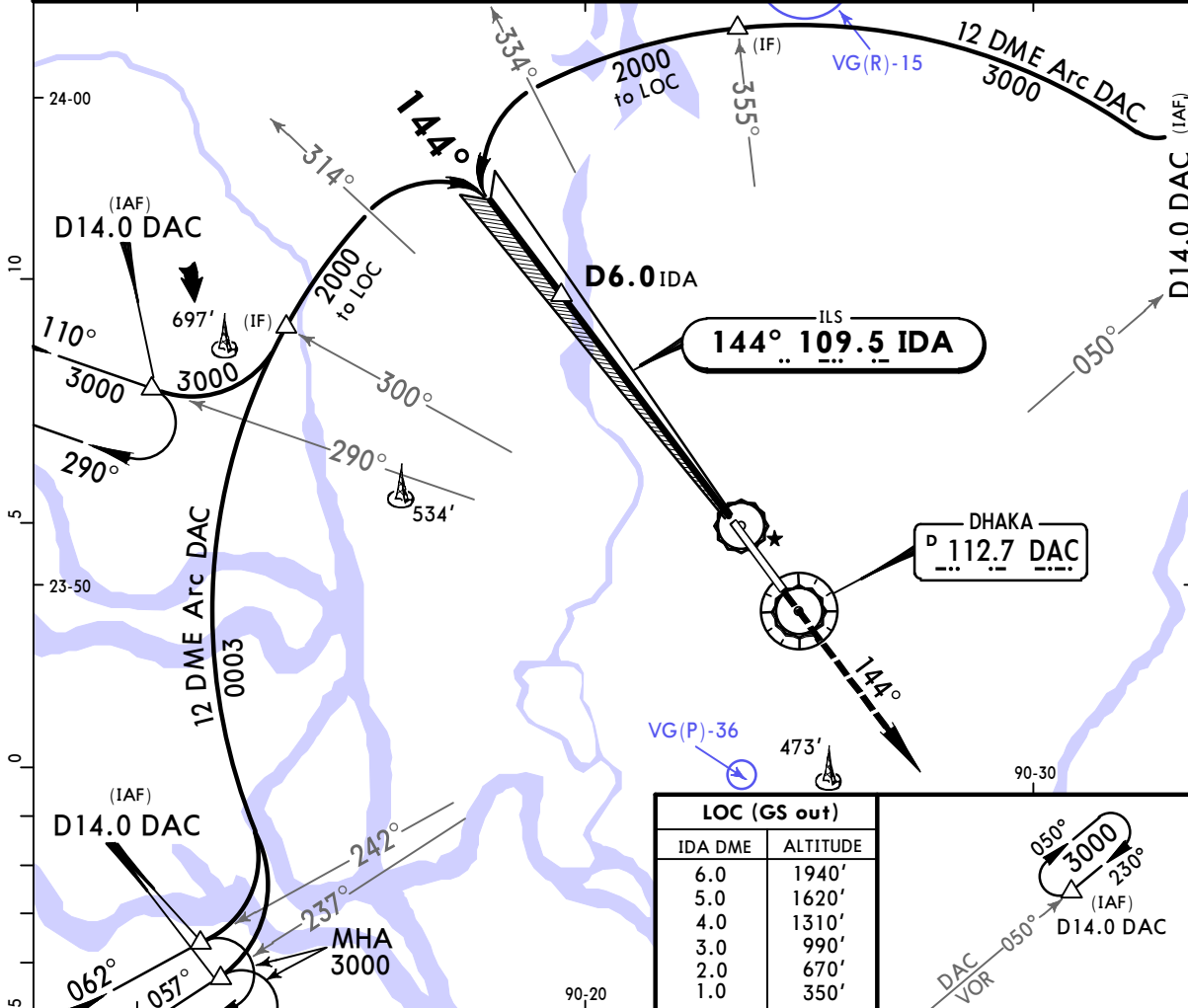
① Continuous Descent Final Approach.

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			
B			
C	R200m	R300m	400m
D			500m

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

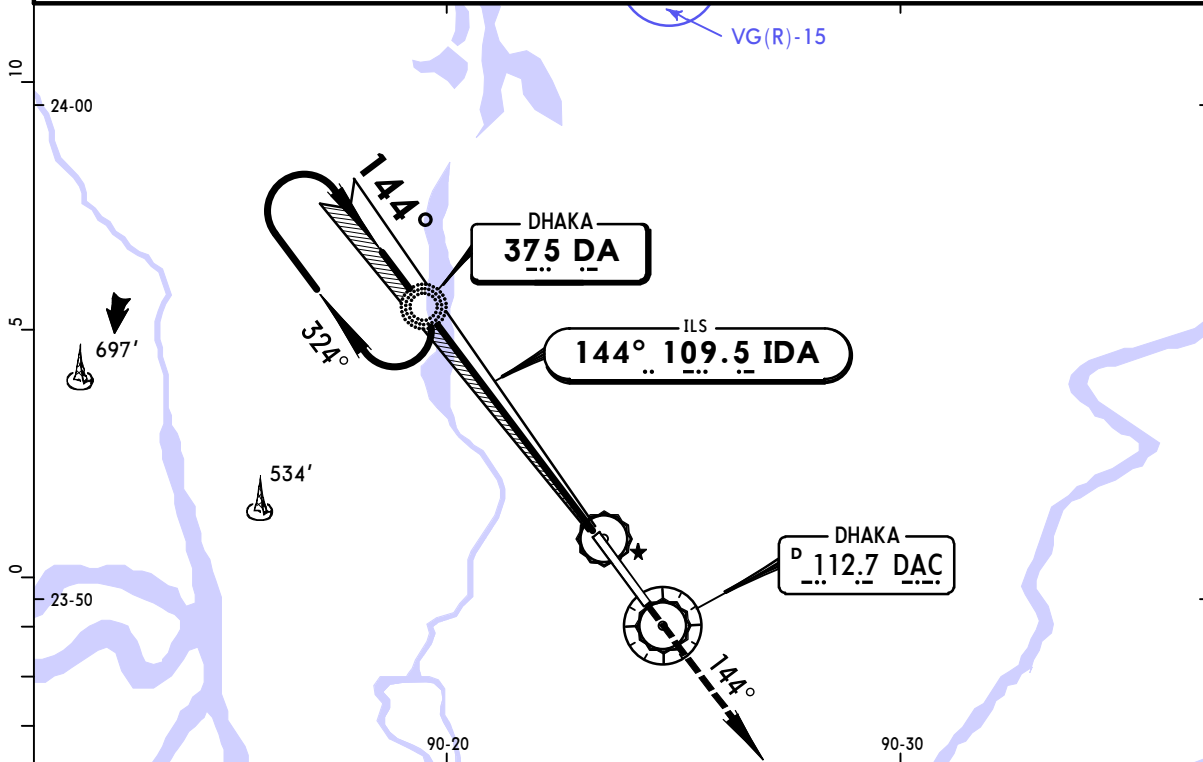


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 2000' on 144°	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		849
D6.0 IDA to MAP	5.8	4:58	3:52	3:29	2:54	2:29		2:10

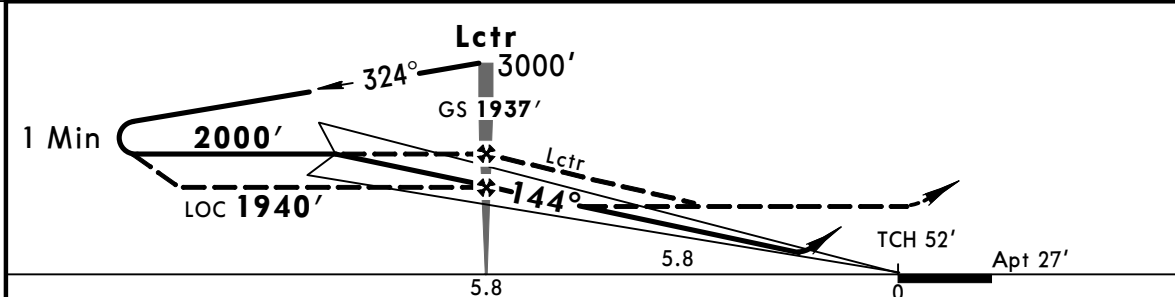
STRAIGHT-IN LANDING RWY 14			
ILS DA(H)		LOC (GS out) MDA(H)	
A: 230' (203')	C: 250' (223')	350' (323')	
B: 242' (215')	D: 261' (234')		
FULL		ALS out	
A	RVR 600m	1400m	2000m
B	VIS 800m		2400m
C/D			2800m

PANS OPS

ATIS 127.4		*DHAKA Approach 121.3		DHAKA Tower 118.3		Ground 121.8	
BRIEFING STRIP™ LOC IDA 109.5	Final Apch Crs 144°	GS Lctr 1937' (1910')		ILS DA(H) Refer to Minimums		Apt Elev 27'	
		Minimum Alt Lctr 2000' (1973')		DA Lctr MDA(H) 350' (323')			
Lctr DA 375		MISSED APCH: Climb to 2000' on track 144° and contact ATC.					
Alt Set: hPa		Apt Elev: 1hPa		Trans level: FL 60		Trans alt: 4000'	



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

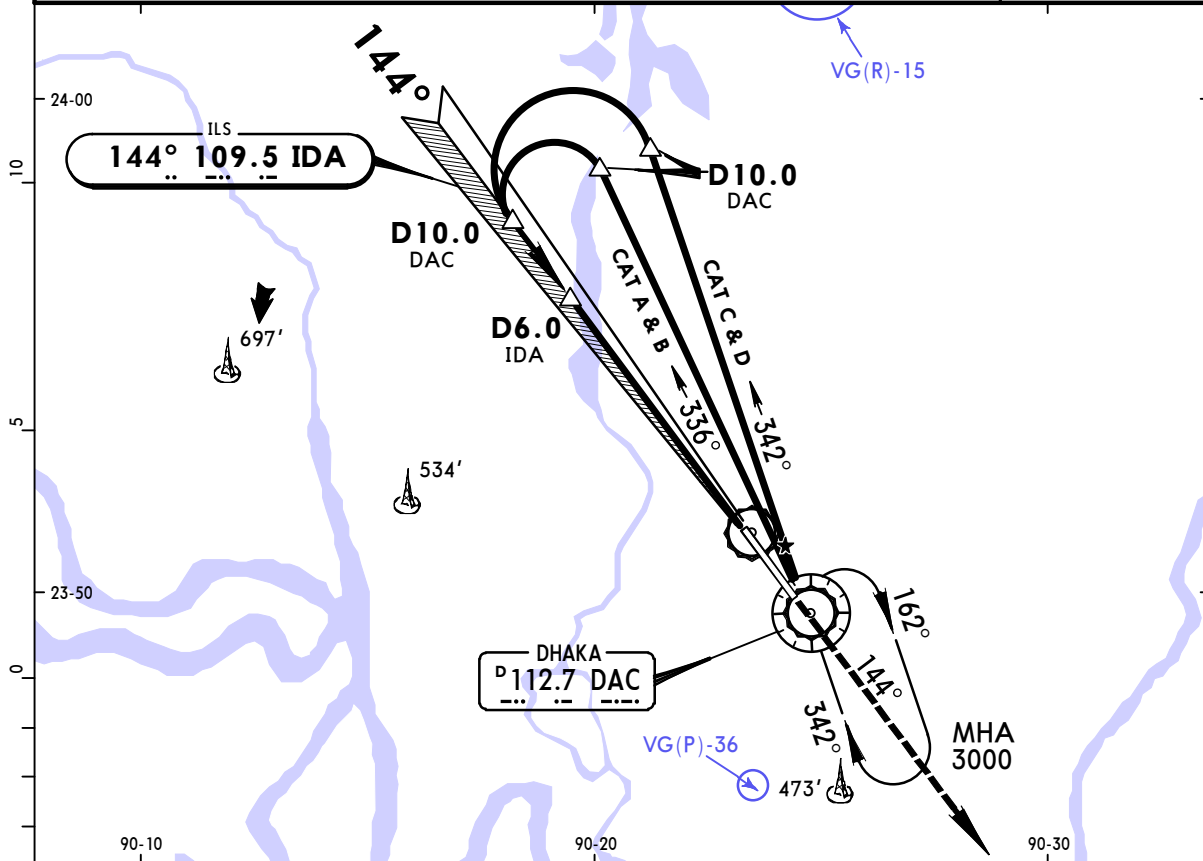


Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
Lctr to MAP	5.8	4:58	3:52	3:29	2:54	2:29	

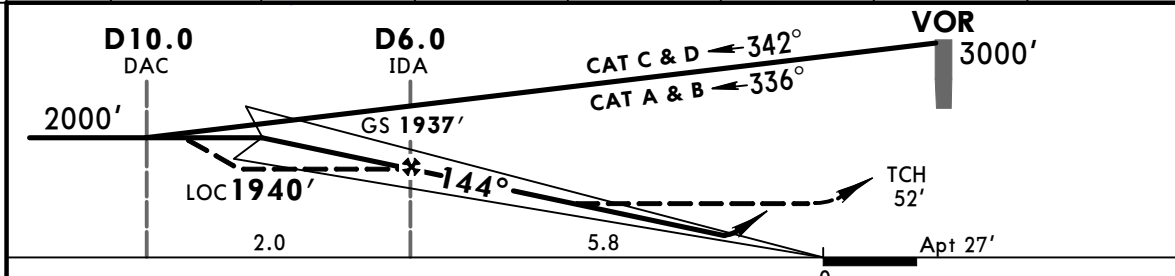
STRAIGHT-IN LANDING RWY 14							
ILS		LOC (GS out)			DA Lctr		
DA(H) A: 230' (203') B: 240' (213')		C: 250' (223') D: 261' (234')			MDA(H) 350' (323')		
FULL		ALS out			ALS out		
A	RVR 600m VIS 800m	1400m			2800m		
B							
C							
D							

PANS OPS

ATIS 127.4		*DHAKA Approach 121.3		DHAKA Tower 118.3		Ground 121.8	
LOC IDA 109.5	Final Apch Crs 144°	GS D6.0 IDA 1937' (1910')	ILS DA(H) Refer to Minimums	Apt Elev 27'		2000'	
MISSED APCH: Climb to 2000' on track 144° 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'

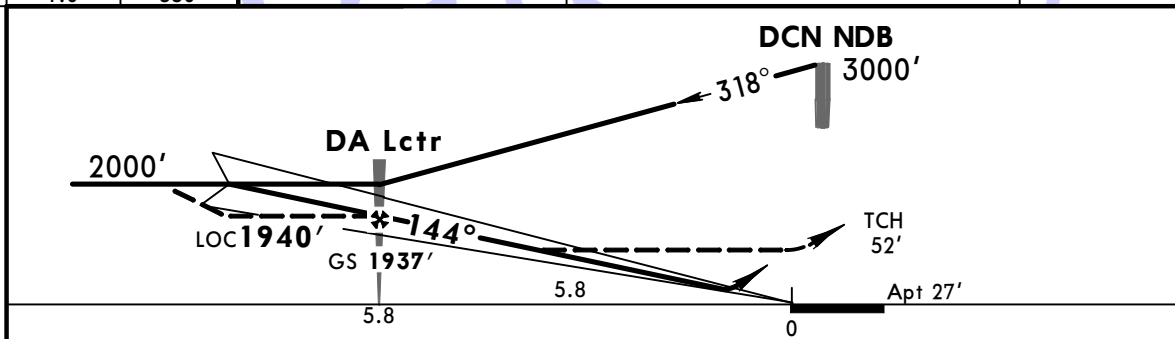
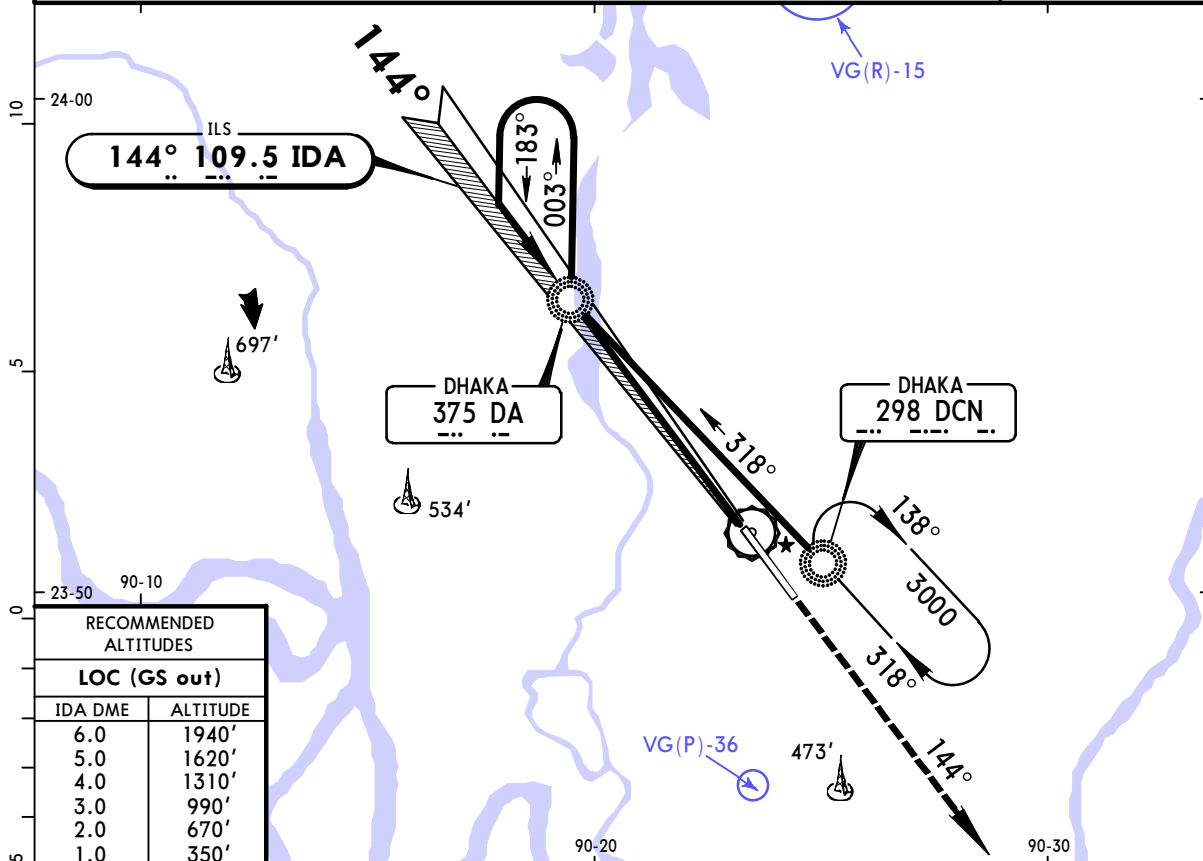


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 2000' on 144°
ILS GS or	3.00°						
LOC Descent Angle	372	478	531	637	743	849	
D6.0 IDA to MAP	5.8	4:58	3:52	3:29	2:54	2:29	

STRAIGHT-IN LANDING RWY 14		ILS		LOC (GS out)	
DA(H)		A: 230' (203')	C: 250' (223')	MDA(H) 350' (323')	
FULL		ALS out		ALS out	
A				2000m	
B				2400m	
C	RVR 600m VIS 800m	1400m		2800m	
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°	GS D6.0 IDA 1937' (1910')	ILS DA(H) Refer to Minimums	Apt Elev 27'		2000'	
MISSED APCH: Climb to 2000' on track 144° and contact ATC.							
Alt Set: hPa		Apt Elev: 1 hPa		Trans level: FL 60		Trans alt: 4000'	
							MSA DCN NDB



Gnd speed-Kts	70	90	100	120	140	160		
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		849
DA 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)	
DA(H)		A: 230' (203')	C: 250' (223')	MDA(H) 350' (323')	
FULL		ALS out		ALS out	
A	RVR 600m VIS 800m	1400m	2000m	2000m	
B				2400m	
C				2800m	
D				2800m	

PANS OPS

VGHS/DAC

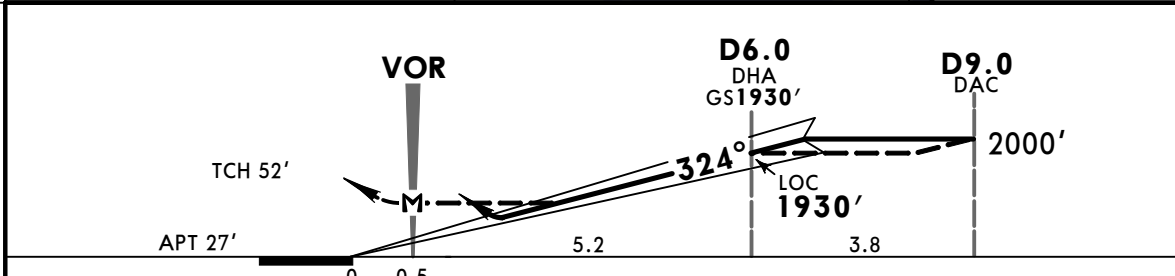
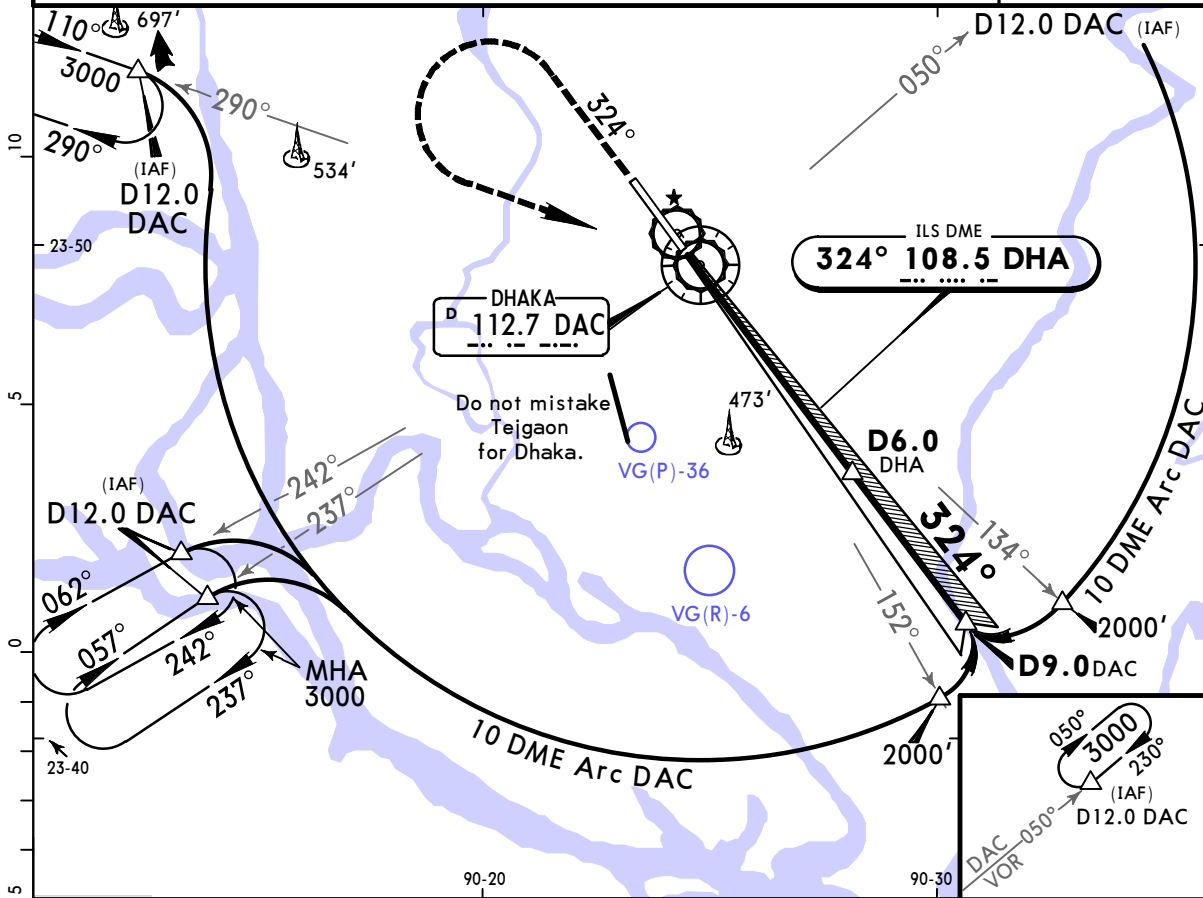
HAZRAT SHAHJALAL INTL

18 MAY 18
Eff 24 May

11-5

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°	GS D6.0 DHA 1930' (1903')	ILS DA(H) Refer to Minimums	Apt Elev 27'		2000'	
MISSED APCH: Climb to 2000' on track 324°. 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°	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		849
MAP at VOR								

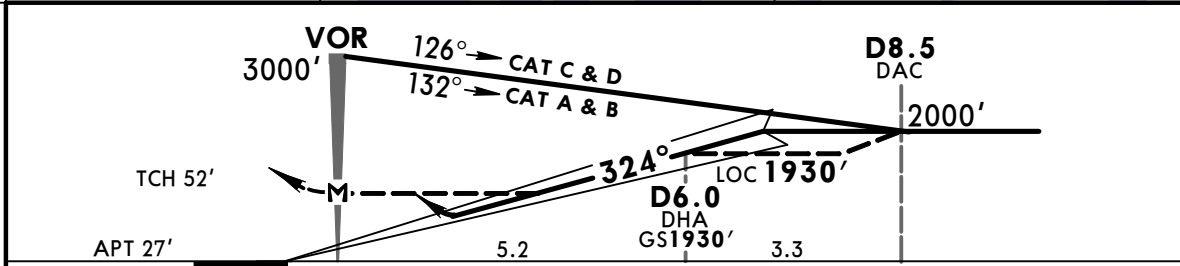
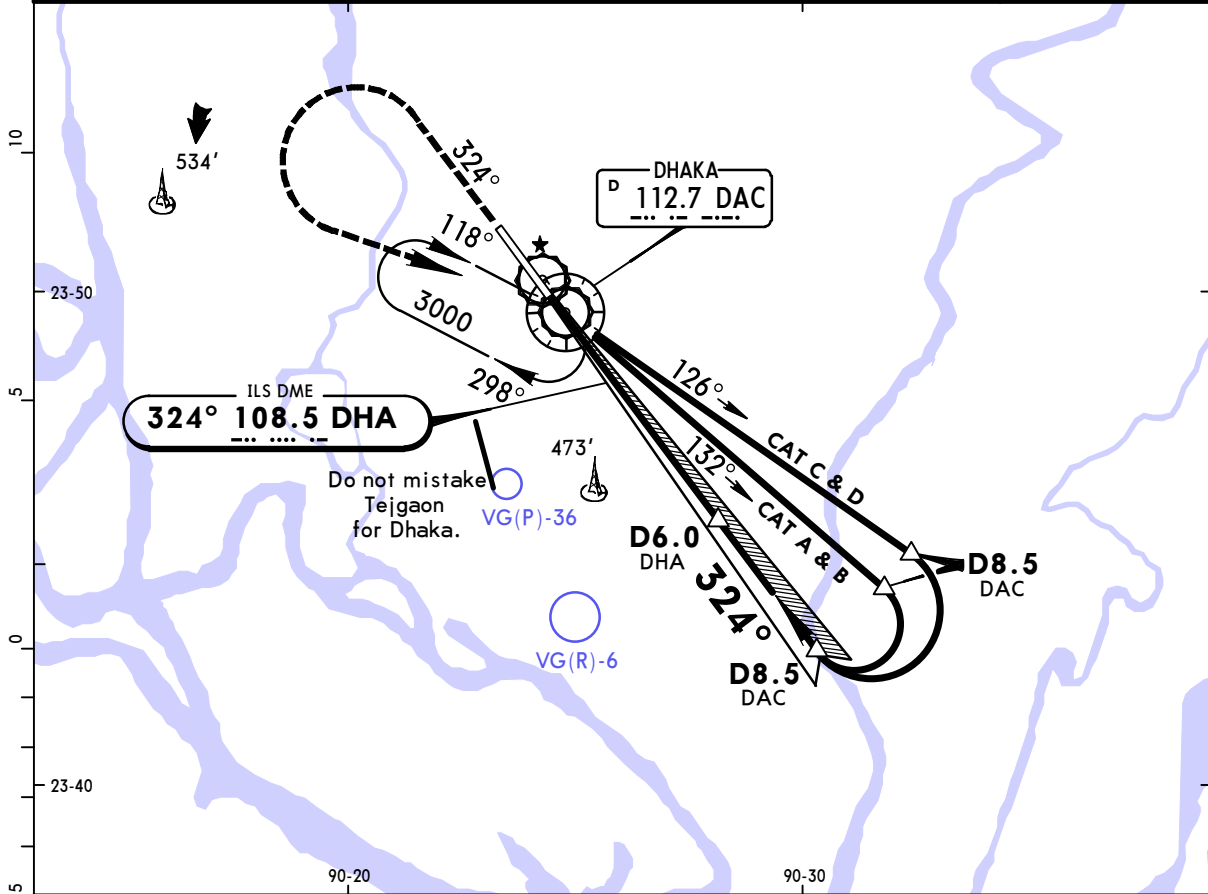
STRAIGHT-IN LANDING RWY 32			
ILS		LOC (GS out)	
DA(H)	A: 300' (273') B: 310' (283')	C: 320' (293') D: 330' (303')	MDA(H) 350' (323')
	FULL	ALS out	ALS out

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

CHANGES: Minimums.

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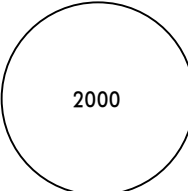
ATIS 127.4		*DHAKA Approach 121.3		DHAKA Tower 118.3		Ground 121.8	
LOC DHA 108.5	Final Apch Crs 324°	GS D6.0 DHA 1930' (1903')	ILS DA(H) Refer to Minimums	Apt Elev 27'		2000'	
MISSED APCH: Climb to 2000' on track 324°. Turn LEFT to VOR and contact ATC.							
Alt Set: hPa		Apt Elev: 1hPa		Trans level: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

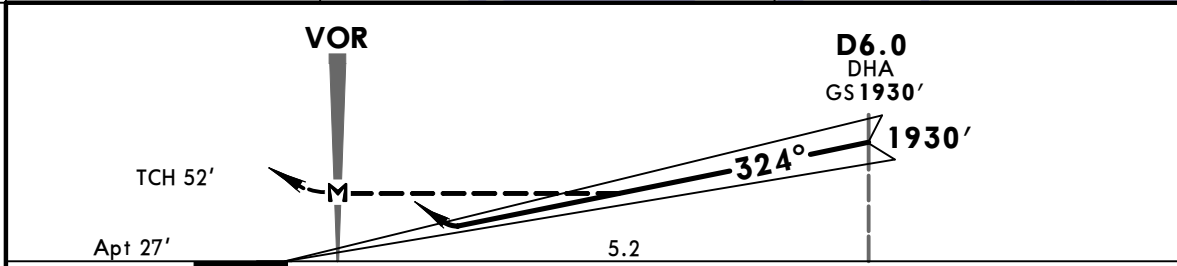
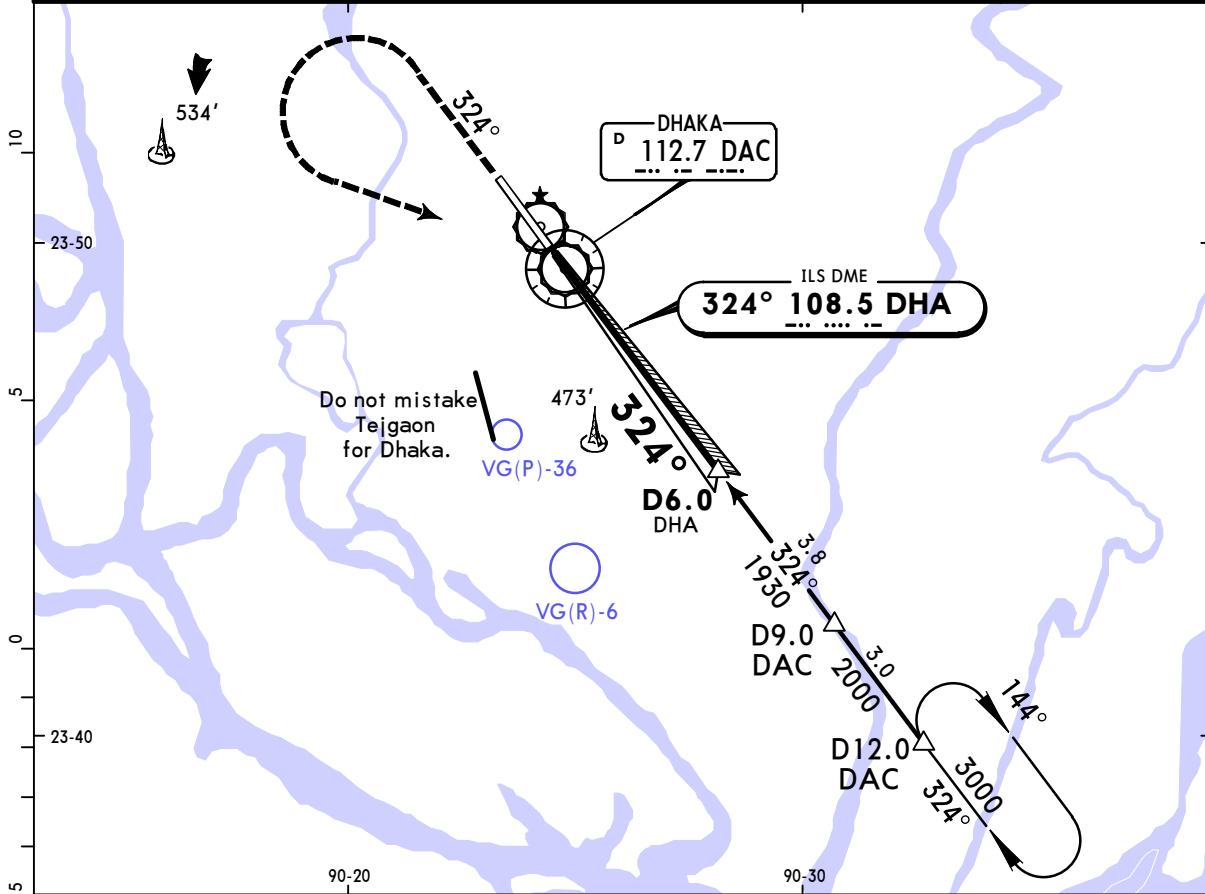


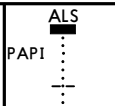
Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI 2000' on 324°	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		849
MAP at VOR								

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

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

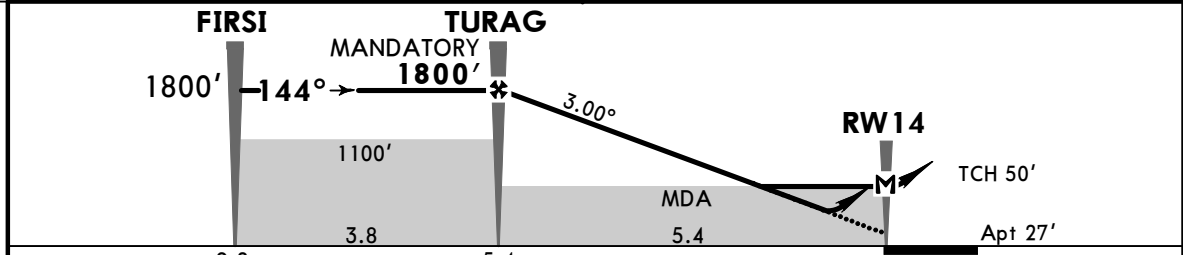
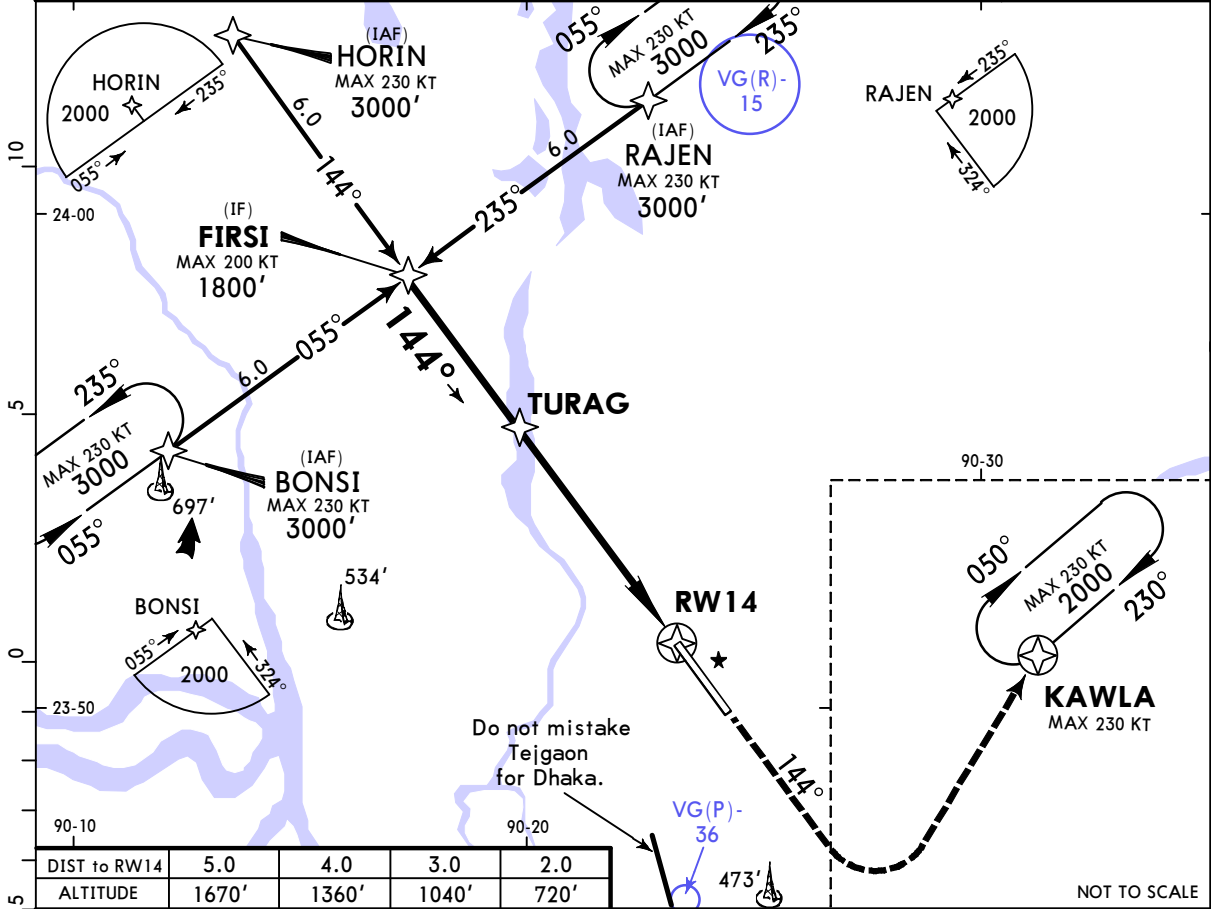


Gnd speed-Kts	70	90	100	120	140	160		2000' ↑ on 324°	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			849
MAP at VOR									

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

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

ATIS 127.4		*DHAKA Approach 121.3		DHAKA Tower 118.3		Ground 121.8	
RNAV	Final Apch Crs 144°	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.							

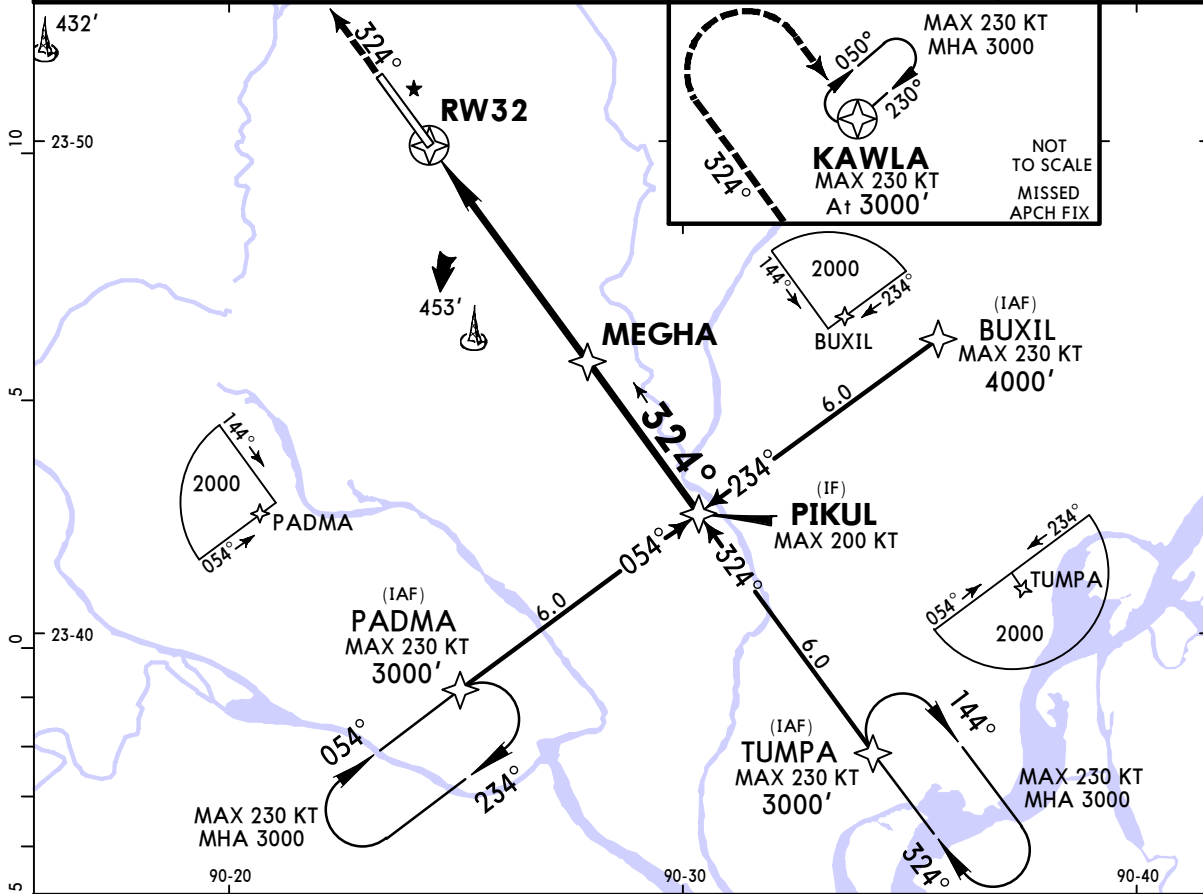


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 2000' ↑
Descent Angle	3.00°	372	478	531	637	743	
MAP at RW14							

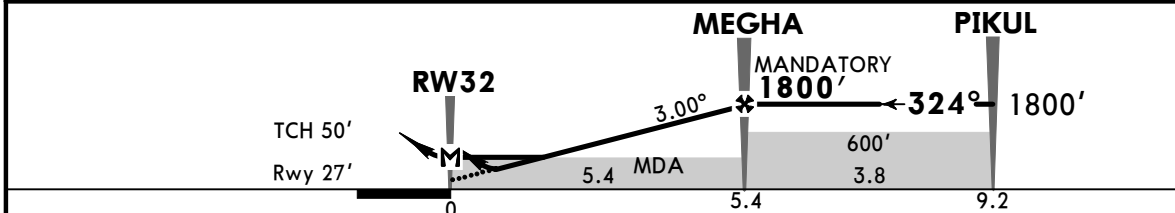
STRAIGHT-IN LANDING RWY 14			
LNAV/VNAV DA(H) 330' (303')		LNAV MDA(H) 430' (403')	
ALS out		ALS out	
A			
B	800m	1600m	1300m
C			2000m
D	1200m		1600m

PANS OPS

ATIS 127.4		*DHAKA Approach 121.3		DHAKA Tower 118.3		Ground 121.8	
RNAV	Final Apch Crs 324°	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° 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'

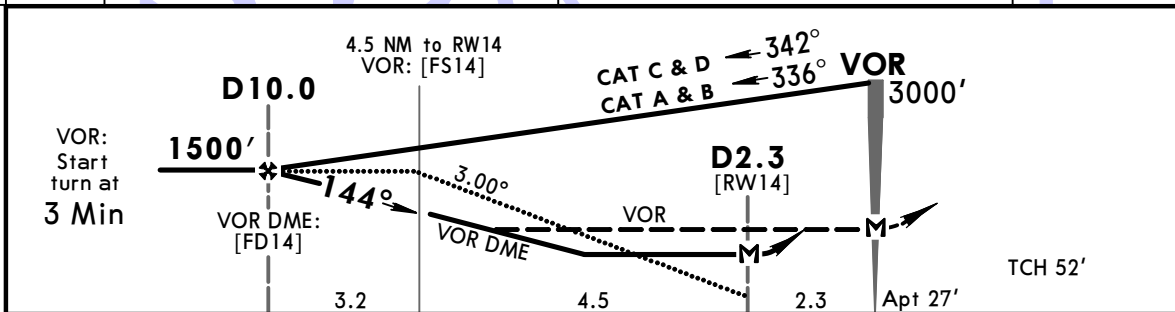
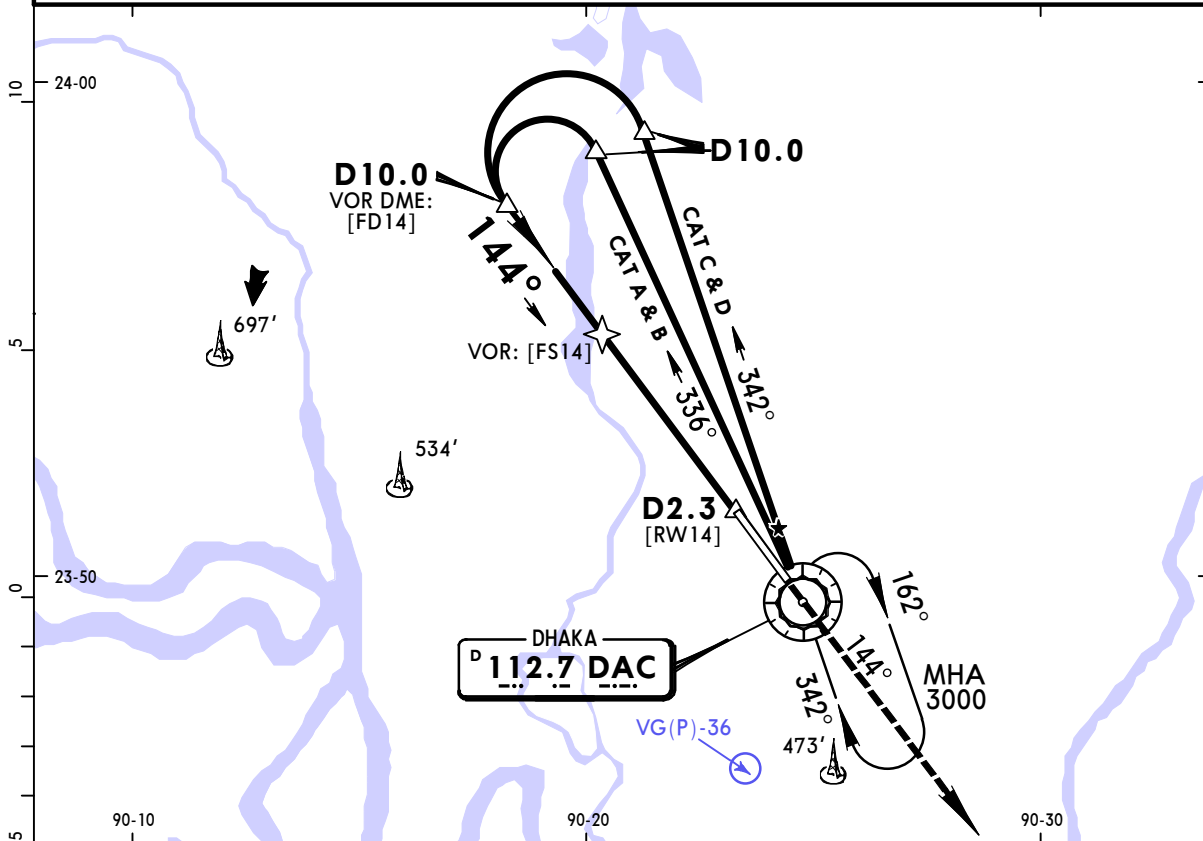


Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI 3000' on 324°	
Descent Angle	3.00°	372	478	531	637	743		849
LNAV/VNAV: MAP at DA. LNAV: MAP at RW32.								
FAF to RW32	5.4	4:38	3:36	3:14	2:42	2:19	2:02	

STRAIGHT-IN LANDING RWY 32			
LNAV/VNAV DA(H) 334' (307')		LNAV MDA(H) 470' (443')	
FULL	ALS out	ALS out	ALS out
A			
B			
C	1400m	1800m	2200m
D			

PANS OPS

ATIS 127.4		*DHAKA Approach 121.3		DHAKA Tower 118.3		Ground 121.8	
BRIEFING STRIP™ VOR DAC 112.7	Final Apch Crs 144°	Minimum Alt D10.0 1500' (1473')	VOR DME MDA(H) 430' (403')	Apt Elev 27'		2000'	
		Minimum Alt No FAF	VOR MDA(H) 470' (443')				
MISSED APCH: Climb to 2000' on track 144° 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	HIALS PAPI 2000' on 144°
Descent Angle 3.00°	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			

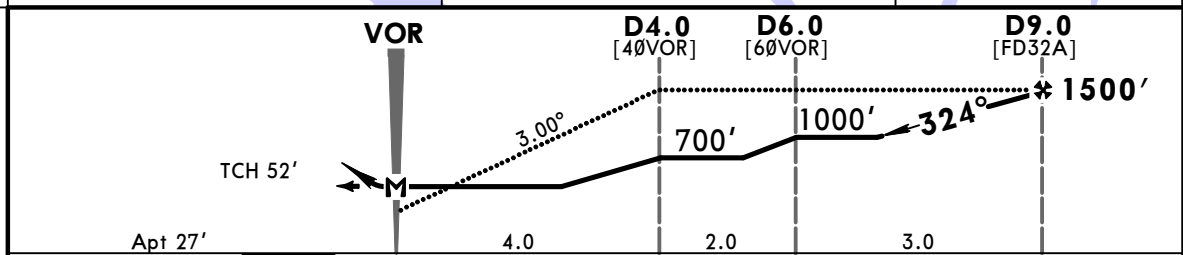
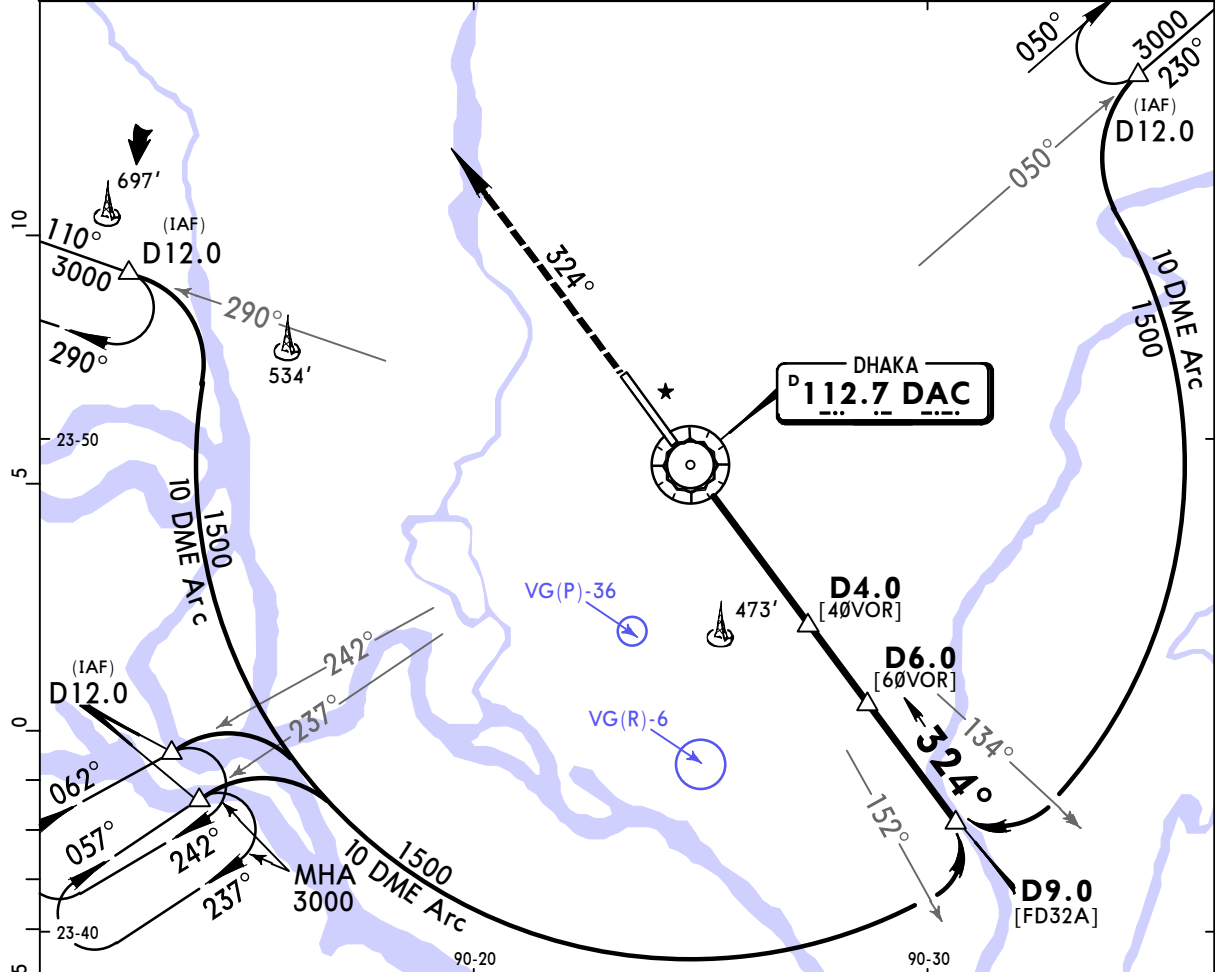
VGHS/DAC
HAZRAT SHAHJALAL INTL

JEPPESEN
1 JUL 16 **(13-2)**

DHAKA, BANGLADESH
VOR DME-ARC Rwy 32

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°	Minimum Alt D9.0 1500' (1473')	MDA(H) 480' (453')		Apt Elev 27'
MISSED APCH: Climb to 2000' on track 324° and contact ATC.					

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

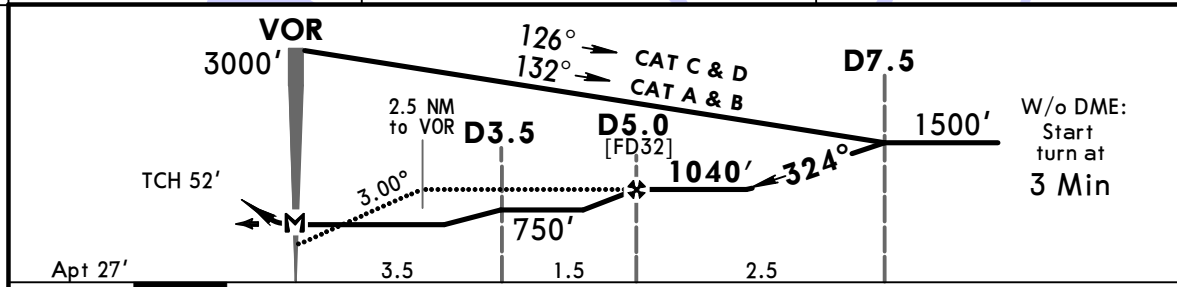
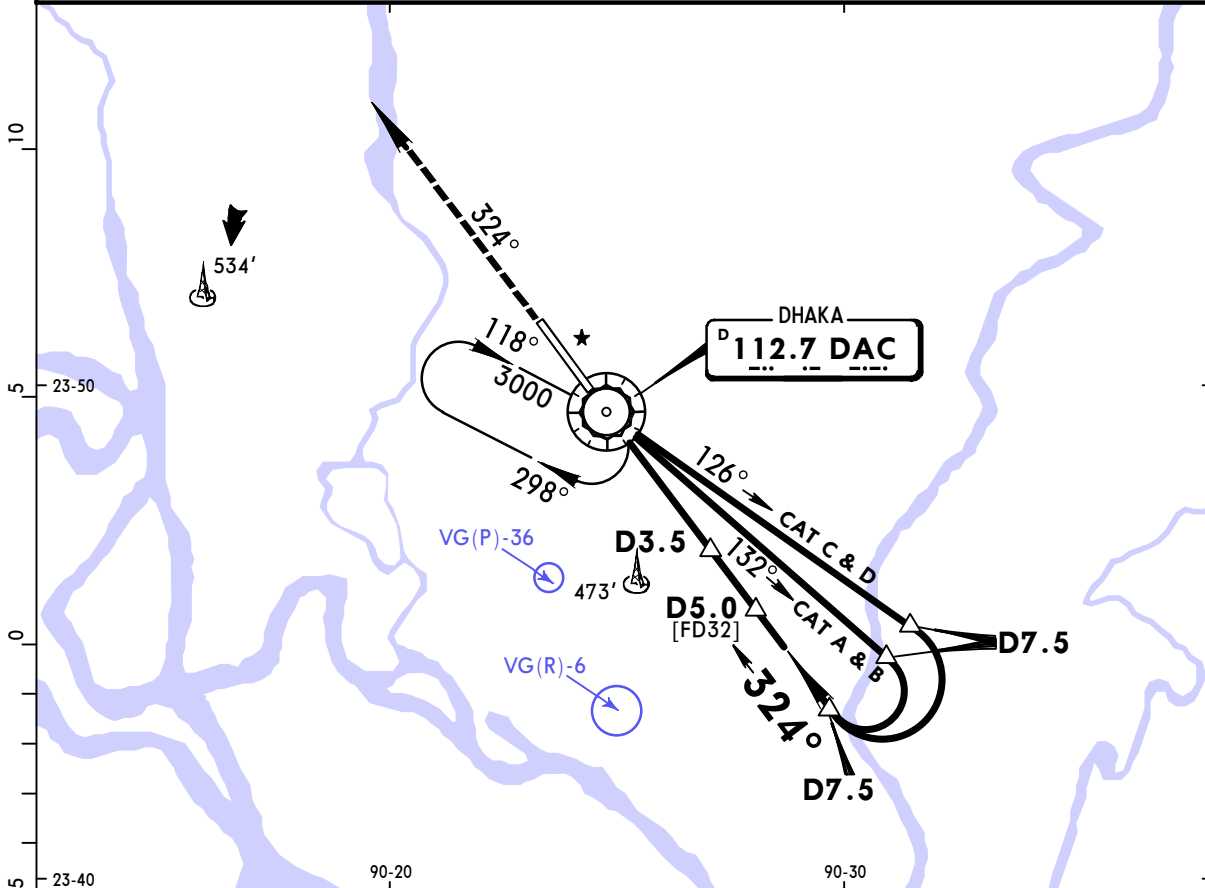


Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI 2000' on 324°
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at VOR							

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

A	2800m
B	
C	
D	

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

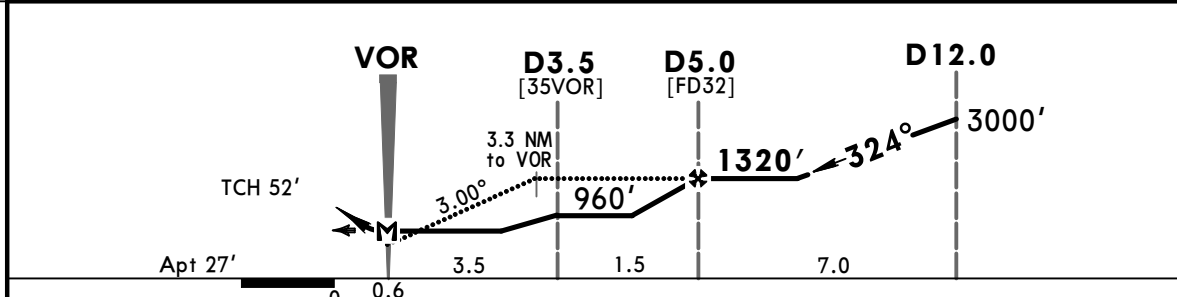
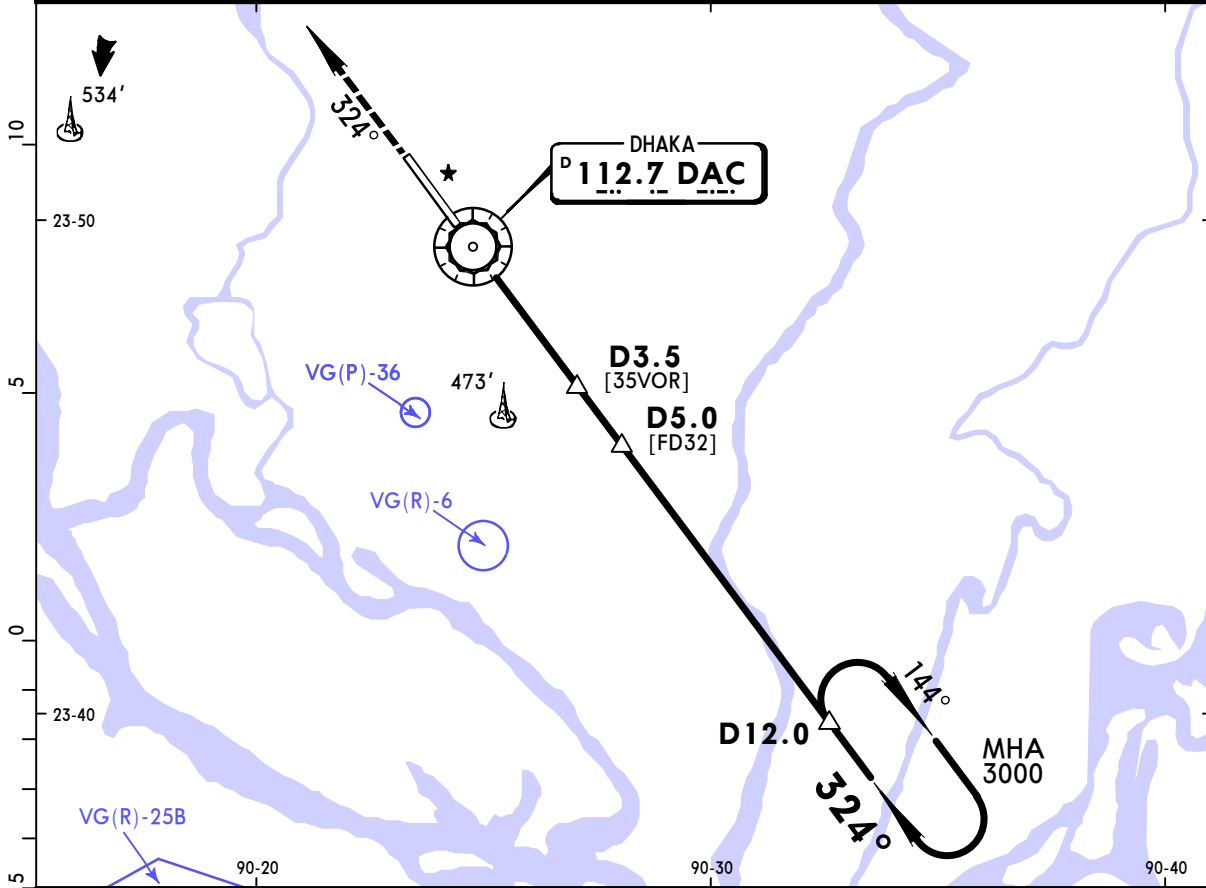


Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	2000' on 324°
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at VOR								

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

PANS OPS	A	2800m
	B	
	C	
	D	

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

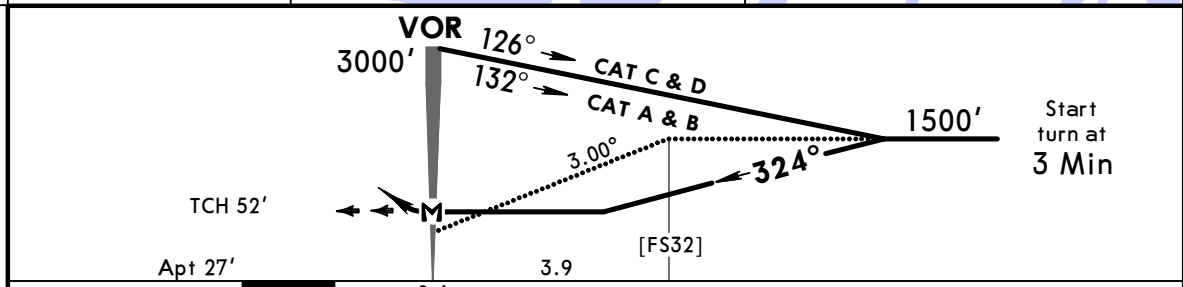
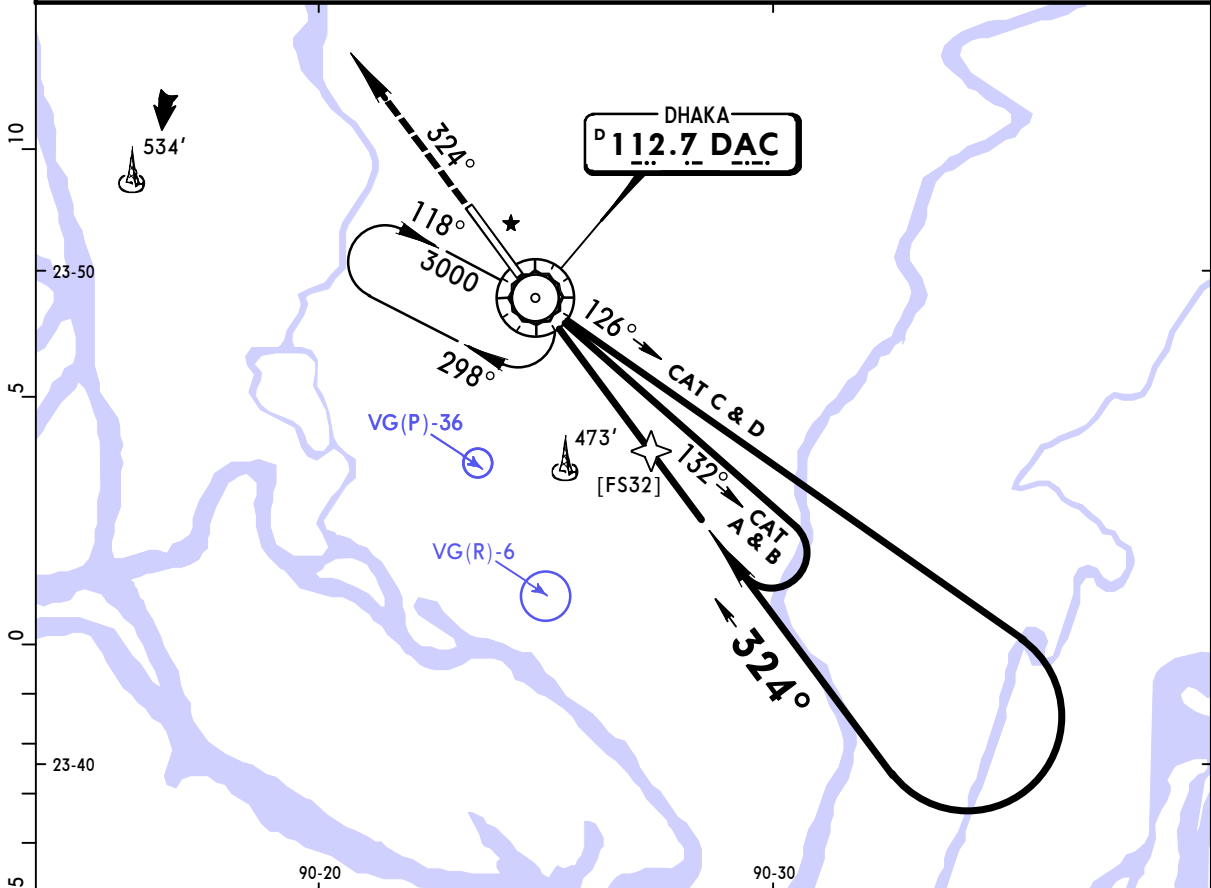


Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	2000' on 324°
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at VOR								

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

PANS OPS	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°		Minimum Alt No FAF		MDA(H) 680' (653')			Apt Elev 27'
MISSED APCH: Climb to 2000' on track 324° and contact ATC.									
Alt Set: hPa		Apt Elev: 1hPa		Trans level: FL 60		Trans alt: 4000'			



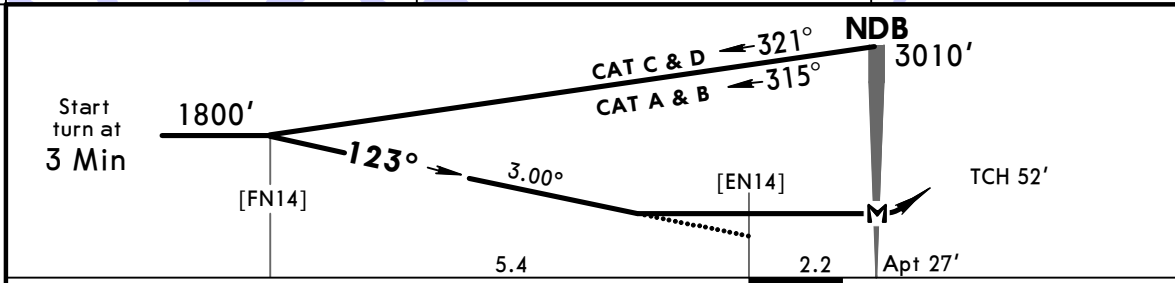
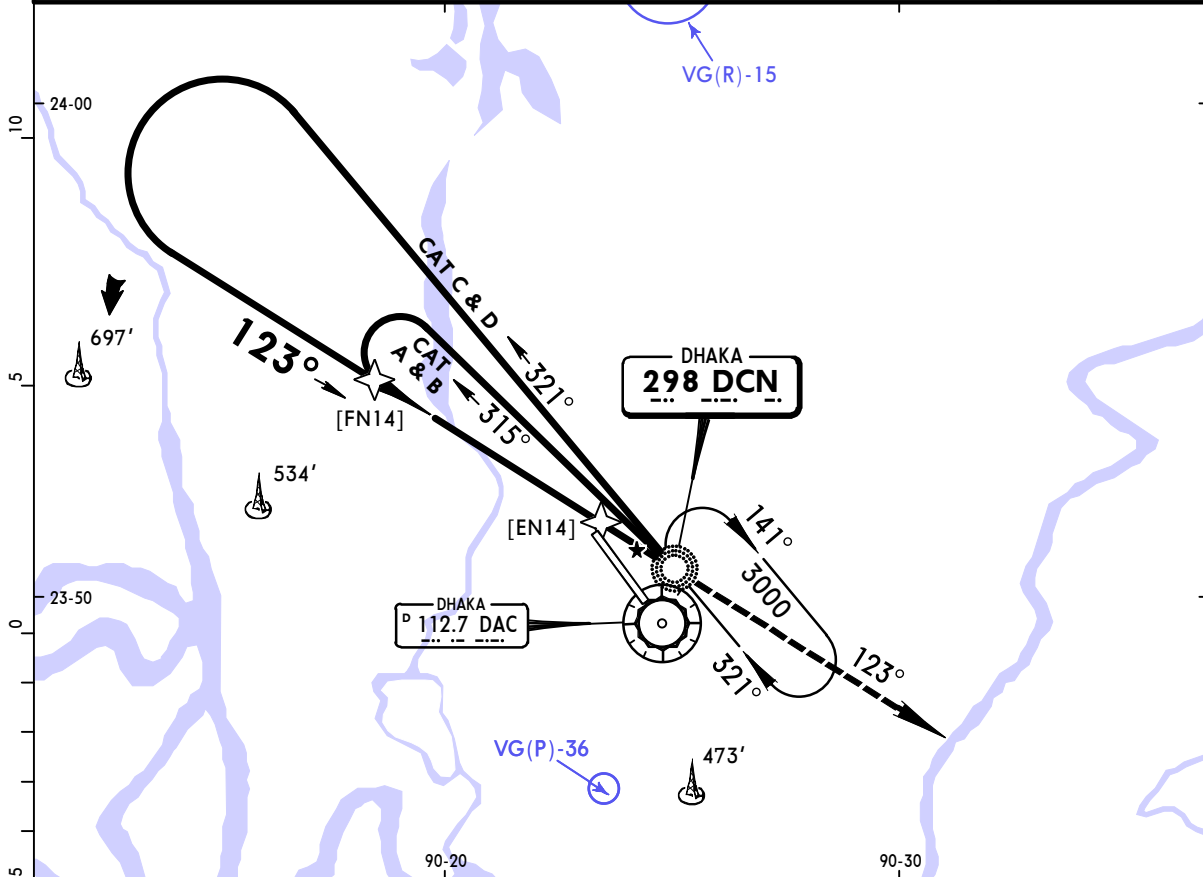
Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	2000' on 324°
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at VOR								

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

A	2800m
B	
C	
D	

PANS OPS

ATIS 127.4		*DHAKA Approach 121.3		DHAKA Tower 118.3		Ground 121.8	
NDB DCN 298	Final Apch Crs 123°	Minimum Alt No FAF		MDA(H) 550' (523')	Apt Elev 27'		2000'
MISSED APCH: Climb to 2000' on track 123° 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	HIALS PAPI 2000' on 123°
Descent Angle 3.00°	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	

Chart changes since cycle 21-2020

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

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

DHAKA, (HAZRAT SHAHJALAL INTL - VGHS)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport VGHS