

**GENERAL****ATS Hours**

H24

**Airport Information****RFF:** CAT 9**PCN:** RWY 14/32: 116/F/C/W/T**Operation****Taxi/Parking**

Nose-in guidance at stands.

Due to parking/manoeuvring problems all ACFT with wingspan above 24m / 80ft are required to have tow bar for push-back.

**Warnings**

Side strips become unusable during monsoon.

Birds in vicinity of AD.

**ARRIVAL****Speed**

MAX IAS 250KT below 10000ft.

MAX IAS 220KT below 10000ft within 15NM **DAC VOR/DME**.**DEPARTURE****Take-off Minima**

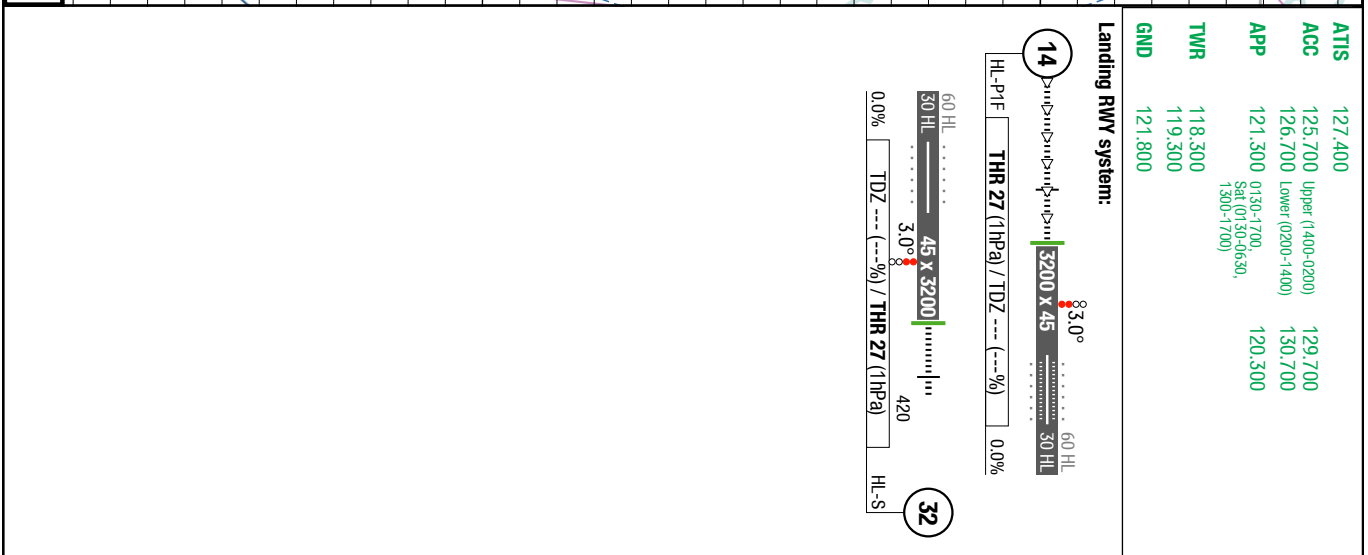
RWY		14/32	
All ACFT	ft - m/km	0 - 400v	-

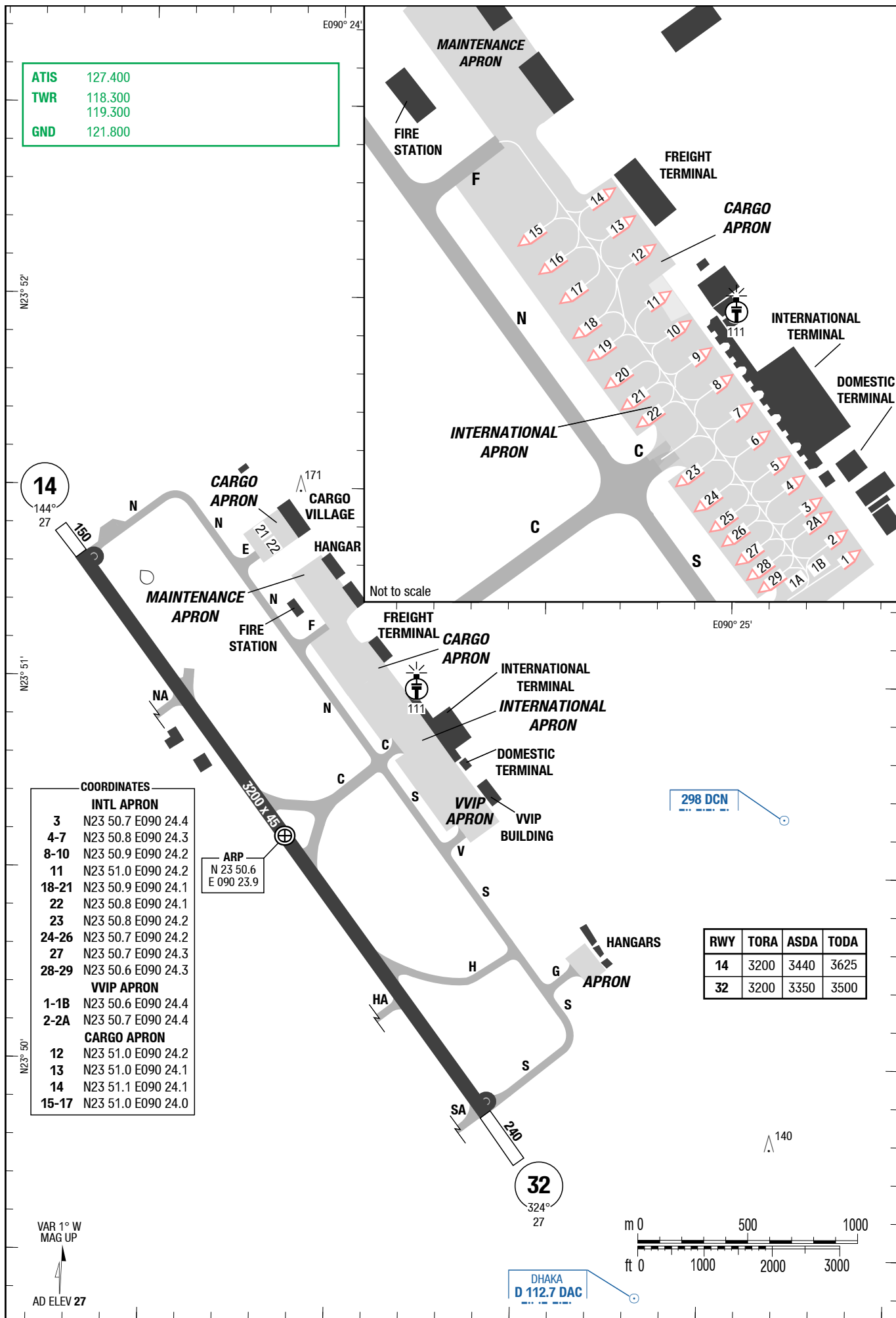
**Speed**

MAX IAS 250KT below 10000ft.

**Hazrat Shahjalal Int Dhaka Bangladesh**

**AGC**  
**AFC**





## DAC-VGHS

SIDs RWY 32

## SIDs RWY 14

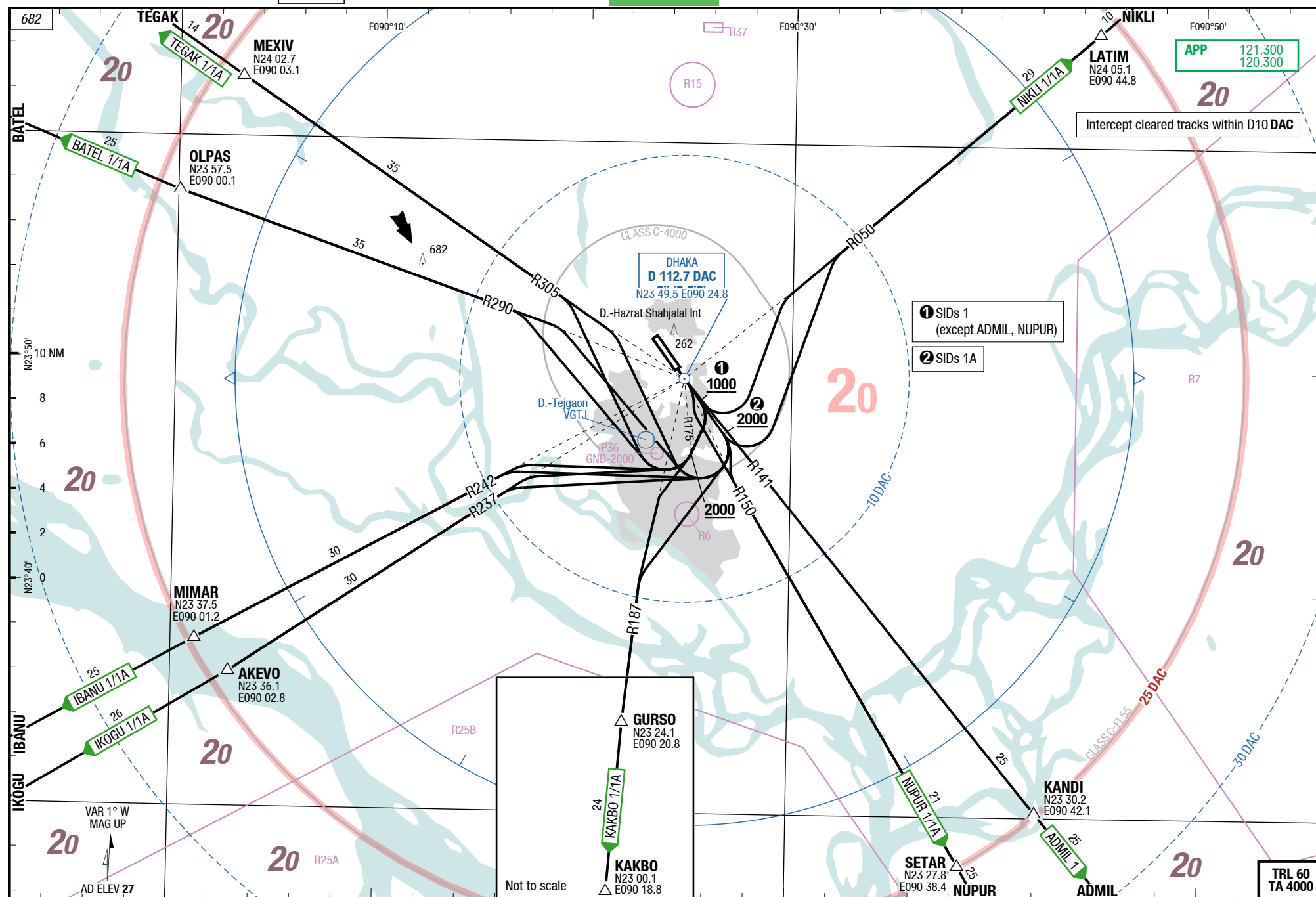
SID

SID

SIDs RWY 32

## SIDs RWY 14

4-10



Changes: WPT , PROC, FREQ, SUAs, Note, OBST, TOPO

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DAC-VGHS

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4-20

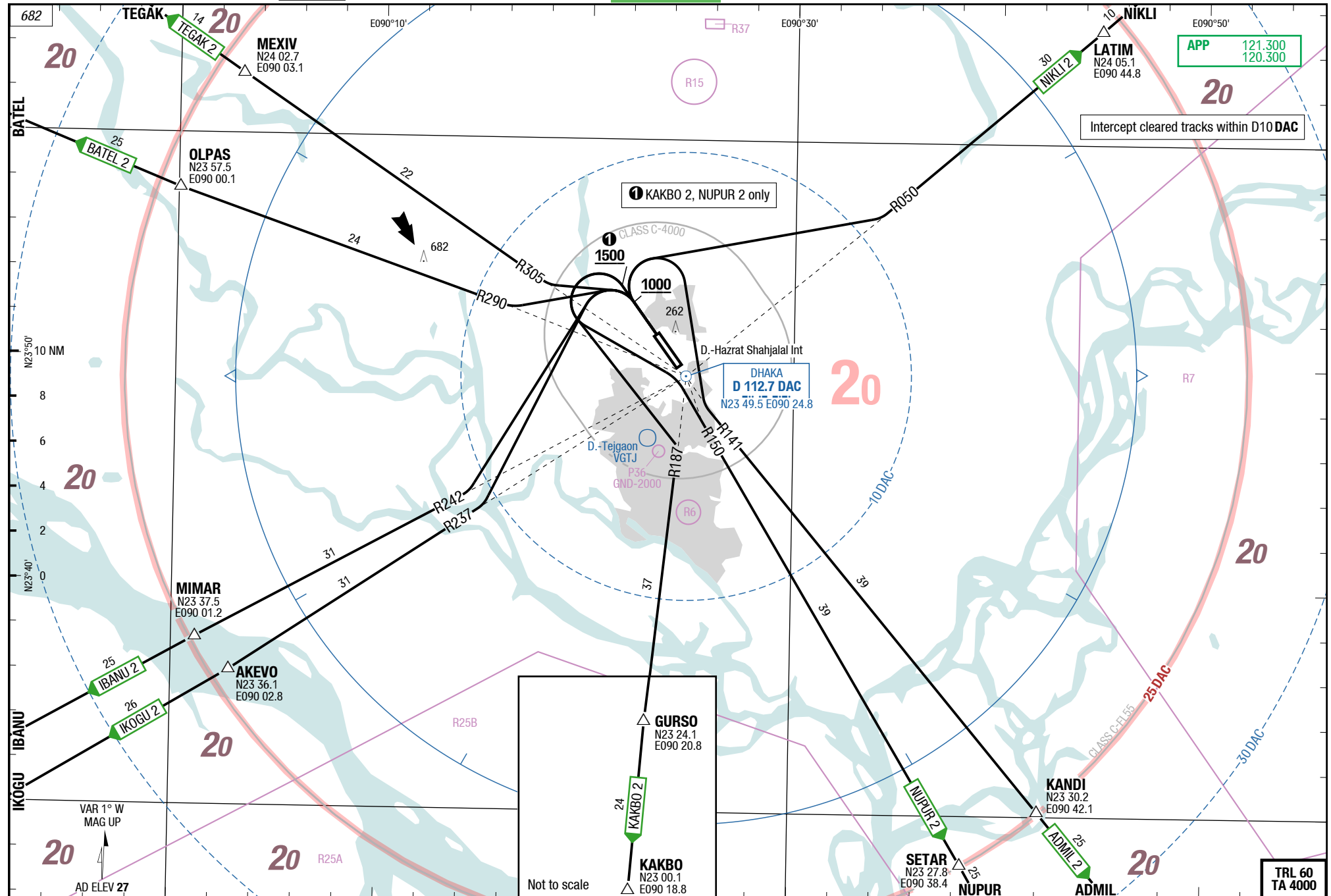
SIDs RWY 32

SID

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SIDs RWY 32



13-JUL-2017

**DAC-VGHS****5-10****SIDs RWY 14****ADMIL 1 / BATEL 1 / BATEL 1A / IBANU 1 / IBANU 1A / IKOGU 1 / IKOGU 1A / KAKBO 1 / KAKBO 1A / NIKLI 1 / NIKLI 1A**

RWY 14 (144°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 14</b>	
<b>ADMIL 1</b> <b>121.300</b> ①②③	intercept R141 <b>DAC</b> to KANDI - ADMIL	
<b>BATEL 1</b> <b>121.300</b> ①②③	at MNM <b>1000 RT</b> intercept R290 <b>DAC</b> to OLPAS - BATEL	R175 <b>DAC</b> MNM <b>2000</b>
<b>BATEL 1A</b> <b>121.300</b> ①②③	at MNM <b>2000 RT</b> intercept R290 <b>DAC</b> to OLPAS - BATEL	
<b>IBANU 1</b> <b>121.300</b> ①②③	at MNM <b>1000 RT</b> intercept R242 <b>DAC</b> to MIMAR - IBANU	R175 <b>DAC</b> MNM <b>2000</b>
<b>IBANU 1A</b> <b>121.300</b> ①②③	at MNM <b>2000 RT</b> intercept R242 <b>DAC</b> to MIMAR - IBANU	
<b>IKOGU 1</b> <b>121.300</b> ①②③	at MNM <b>1000 RT</b> intercept R237 <b>DAC</b> to AKEVO - IKOGU	R175 <b>DAC</b> MNM <b>2000</b>
<b>IKOGU 1A</b> <b>121.300</b> ①②③	at MNM <b>2000 RT</b> intercept R237 <b>DAC</b> to AKEVO - IKOGU	
<b>KAKBO 1</b> <b>121.300</b> ①②③	at MNM <b>1000 RT</b> intercept R187 <b>DAC</b> to GURSO - KAKBO	R175 <b>DAC</b> MNM <b>2000</b>
<b>KAKBO 1A</b> <b>121.300</b> ①②③	at MNM <b>2000 RT</b> intercept R187 <b>DAC</b> to GURSO - KAKBO	
<b>NIKLI 1</b> <b>121.300</b> ①②③	at MNM <b>1000 LT</b> intercept R050 <b>DAC</b> to LATIM - NIKLI	
<b>NIKLI 1A</b> <b>121.300</b> ①②③	at MNM <b>2000 LT</b> intercept R050 <b>DAC</b> to LATIM - NIKLI	

① All take-offs shall be noise abated.

② Intercept cleared tracks within D10 DAC.

③ Departing ACFT shall contact Dhaka CTL when passing FL150 or leaving APP CTL Area.

Changes: WPT , PROC, Altitudes, FREQ, Note, QFU

13-JUL-2017

**DAC-VGHS**

5-20

**SIDs RWY 14****SIDPT****NUPUR 1 / NUPUR 1A / TEGAK 1 / TEGAK 1A**

RWY 14 (144°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 14</b>	
<b>NUPUR 1</b> <b>121.300</b> ①②③	<b>RT</b> intercept R150 <b>DAC</b> to SETAR - NUPUR	
<b>NUPUR 1A</b> <b>121.300</b> ①②③	at MNM <b>2000 RT</b> intercept R150 <b>DAC</b> to SETAR - NUPUR	
<b>TEGAK 1</b> <b>121.300</b> ①②③	at MNM <b>1000 RT</b> intercept R305 <b>DAC</b> to MEXIV - TEGAK	R175 <b>DAC</b> MNM <b>2000</b>
<b>TEGAK 1A</b> <b>121.300</b> ①②③	at MNM <b>2000 RT</b> intercept R305 <b>DAC</b> to MEXIV - TEGAK	

① All take-offs shall be noise abated.

② Intercept cleared tracks within D10 DAC.

③ Departing ACFT shall contact Dhaka CTL when passing FL150 or leaving APP CTL Area.

Changes: WPT , PROC, Altitudes, FREQ, Note, QFU

13-JUL-2017

**DAC-VGHS**

5-30

**SIDs RWY 32****SIDPT**

**ADMIL 2 / BATEL 2 / IBANU 2 / IKOGU 2 / KAKBO 2 / NIKLI 2 / NUPUR 2 / TEGAK 2**  
RWY 32 (324°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 32</b>	
<b>ADMIL 2</b> <b>121.300</b> ①②③	at MNM <b>1000 RT</b> intercept R141 <b>DAC</b> to KANDI - ADMIL	
<b>BATEL 2</b> <b>121.300</b> ①②③	at MNM <b>1000 LT</b> intercept R290 <b>DAC</b> to OLPAS - BATEL	
<b>IBANU 2</b> <b>121.300</b> ①②③	at MNM <b>1000 LT</b> intercept R242 <b>DAC</b> to MIMAR - IBANU	
<b>IKOGU 2</b> <b>121.300</b> ①②③	at MNM <b>1000 LT</b> intercept R237 <b>DAC</b> to AKEVO - IKOGU	
<b>KAKBO 2</b> <b>121.300</b> ①②③	at MNM <b>1500 LT</b> intercept R187 <b>DAC</b> to GURSO - KAKBO	
<b>NIKLI 2</b> <b>121.300</b> ①②③	at MNM <b>1000 RT</b> intercept R050 <b>DAC</b> to LATIM - NIKLI	
<b>NUPUR 2</b> <b>121.300</b> ①②③	at MNM <b>1500 LT</b> intercept R150 <b>DAC</b> to SETAR - NUPUR	
<b>TEGAK 2</b> <b>121.300</b> ①②③	at MNM <b>1000 LT</b> intercept R305 <b>DAC</b> to MEXIV - TEGAK	

① All take-offs shall be noise abated.

② Intercept cleared tracks within D10 DAC.

③ Departing ACFT shall contact Dhaka CTL passing FL150 or leaving APP CTL Area.

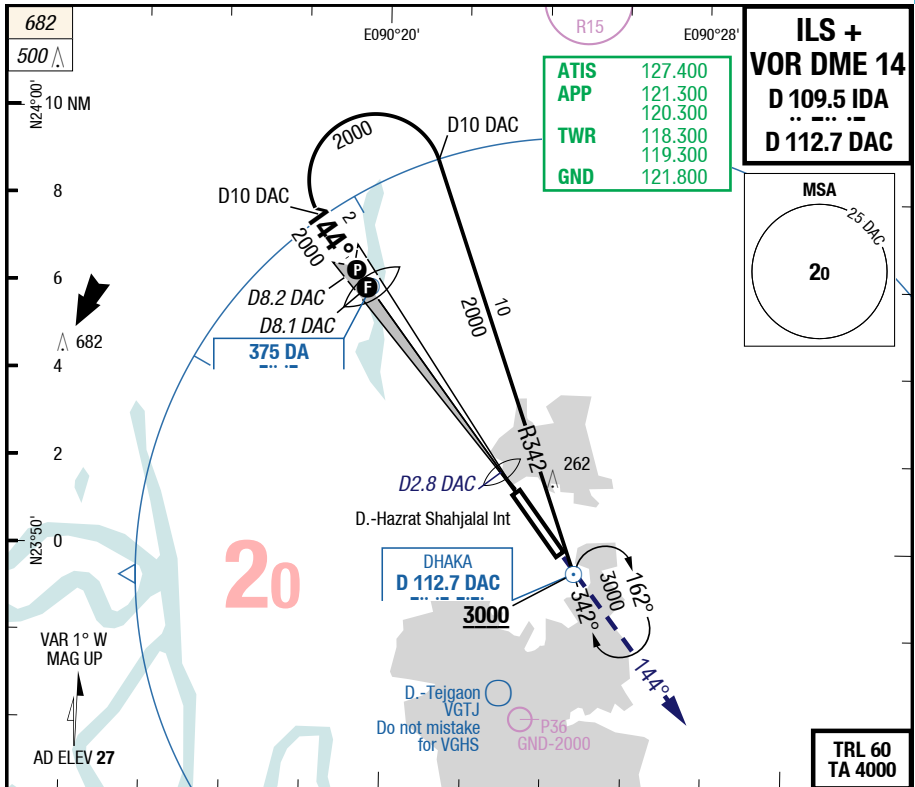
Changes: WPT , FREQ, QFU, Note

13-JUL-2017

DAC-VGHS

7-10

ILS + VOR DME 14



14		Cat 1 <sup>1)</sup>	Cat 1 <sup>1)</sup> APL U/S <sup>2)</sup>	LOC	Circling	
C	ft - m/km ft	230 - 600R/800V 250	230 - 1.4V 250	330 - 2.8V 350	Not published	
D	ft - m/km ft	240 - 600R/800V 270	240 - 1.4V 270	330 - 2.8V 350	Not published	

1) With EVS RVR 550m/ VIS 800m  
 2) With EVS VIS 900m

Changes: OBST, Note, Editorial

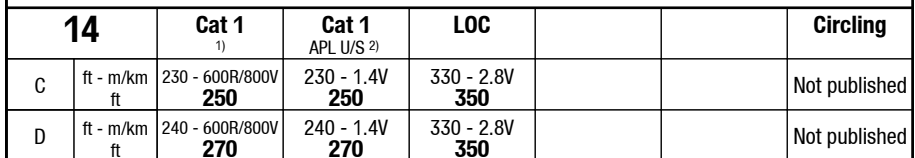
## ILS + VOR DME (Arc) 14



<b>14</b>		<b>Cat 1</b> 1)	<b>Cat 1</b> APL U/S 2)	<b>LOC</b>		<b>Circling</b>
C	ft - m/km ft	230 - 600R/800V <b>250</b>	230 - 1.4V <b>250</b>	330 - 2.8V <b>350</b>		Not published
D	ft - m/km ft	240 - 600R/800V <b>270</b>	240 - 1.4V <b>270</b>	330 - 2.8V <b>350</b>		Not published

Changes: MSA, chart title, Note, Profile, OBST, Editorial

## ILS + NDB 14



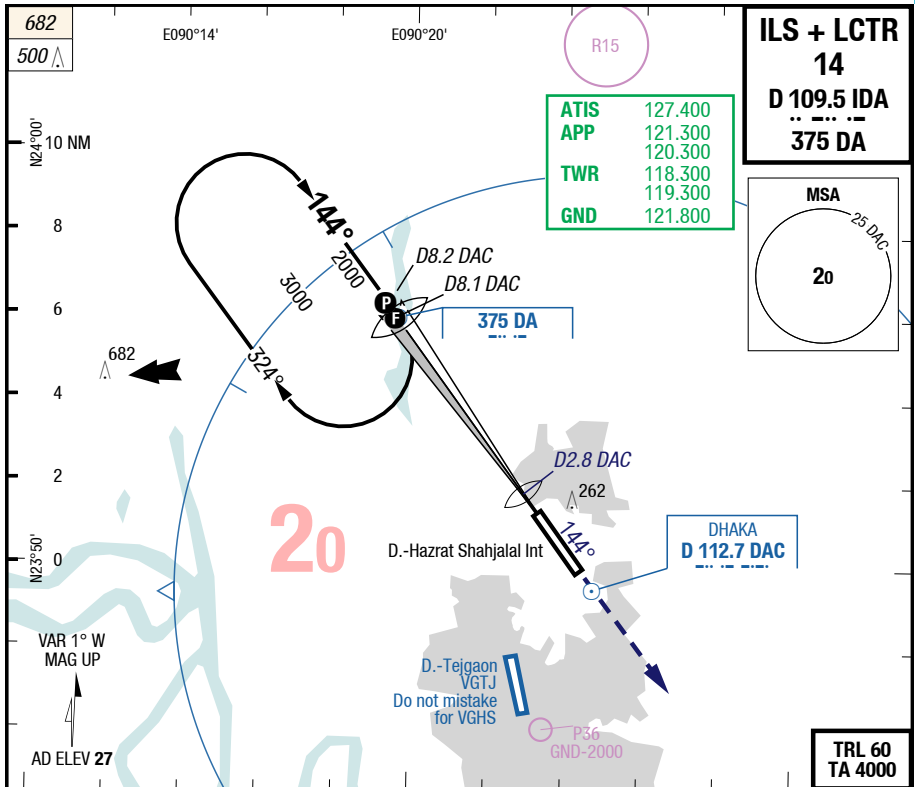
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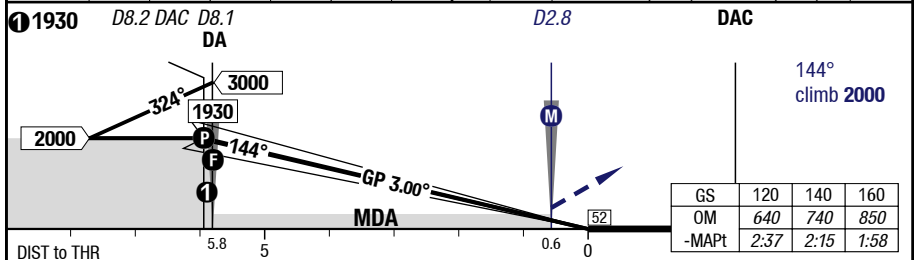
DAC-VGHS

7-40

ILS + LCTR 14



LOC 3.00° D DAC	8.2	8	7	6	5	4	14	83.0°	60 HL	30 HL
	2000	1900	1580	1270	950	630		3200 x 45		
	HL-P1F						THR 27 (1hPa) / TDZ --- (---%) 0.0%			



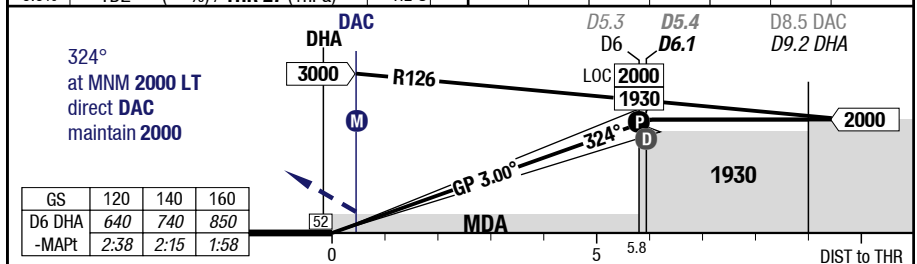
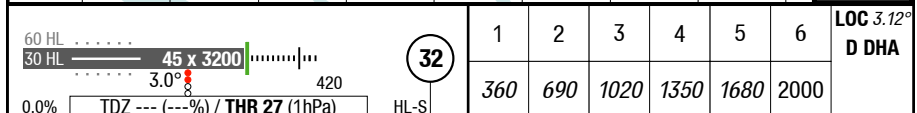
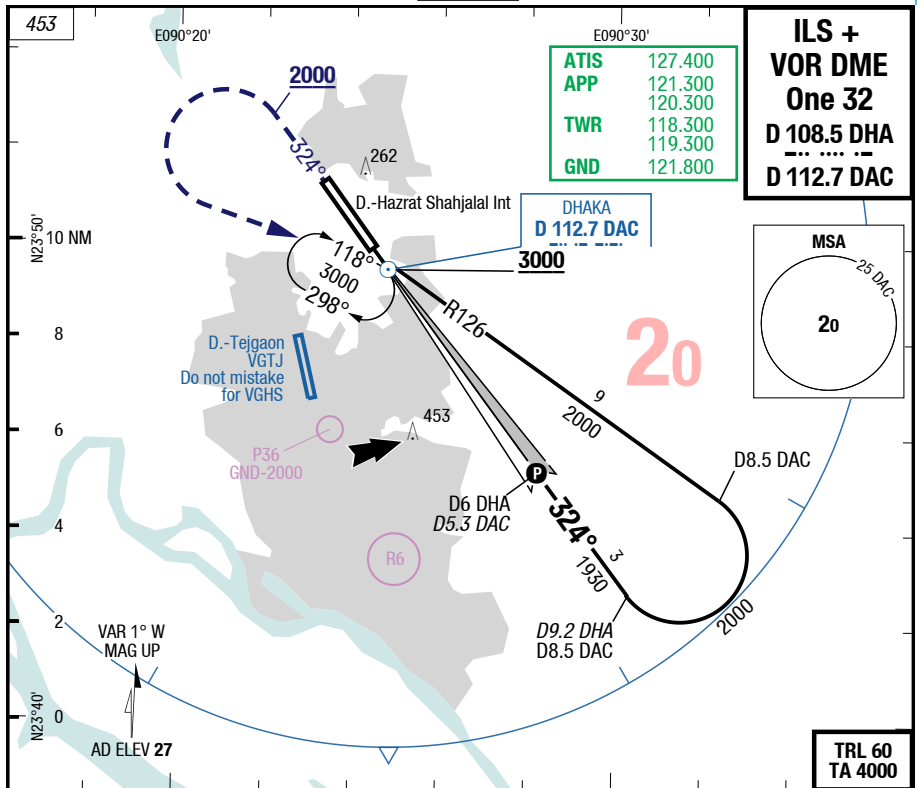
14	Cat 1 <sup>1)</sup>	Cat 1 APL U/S <sup>2)</sup>	LOC		Circling
C	ft - m/km 230 - 600R/800V 250	230 - 1.4V 250	330 - 2.8V 350		Not published
D	ft - m/km 240 - 600R/800V 270	240 - 1.4V 270	330 - 2.8V 350		Not published

1) With EVS RVR 550m/ VIS 800m  
 2) With EVS VIS 900m

## DAC-VGHS

**7-50**

## ILS + VOR DME One 32



<b>32</b>		<b>Cat 1 DME</b> 1)	<b>LOC DME</b>				<b>Circling</b>
C	ft - m/km ft	300 - 1.2V <b>320</b>	330 - 2.4V <b>350</b>				Not published
D	ft - m/km ft	310 - 1.2V <b>330</b>	330 - 2.4V <b>350</b>				Not published

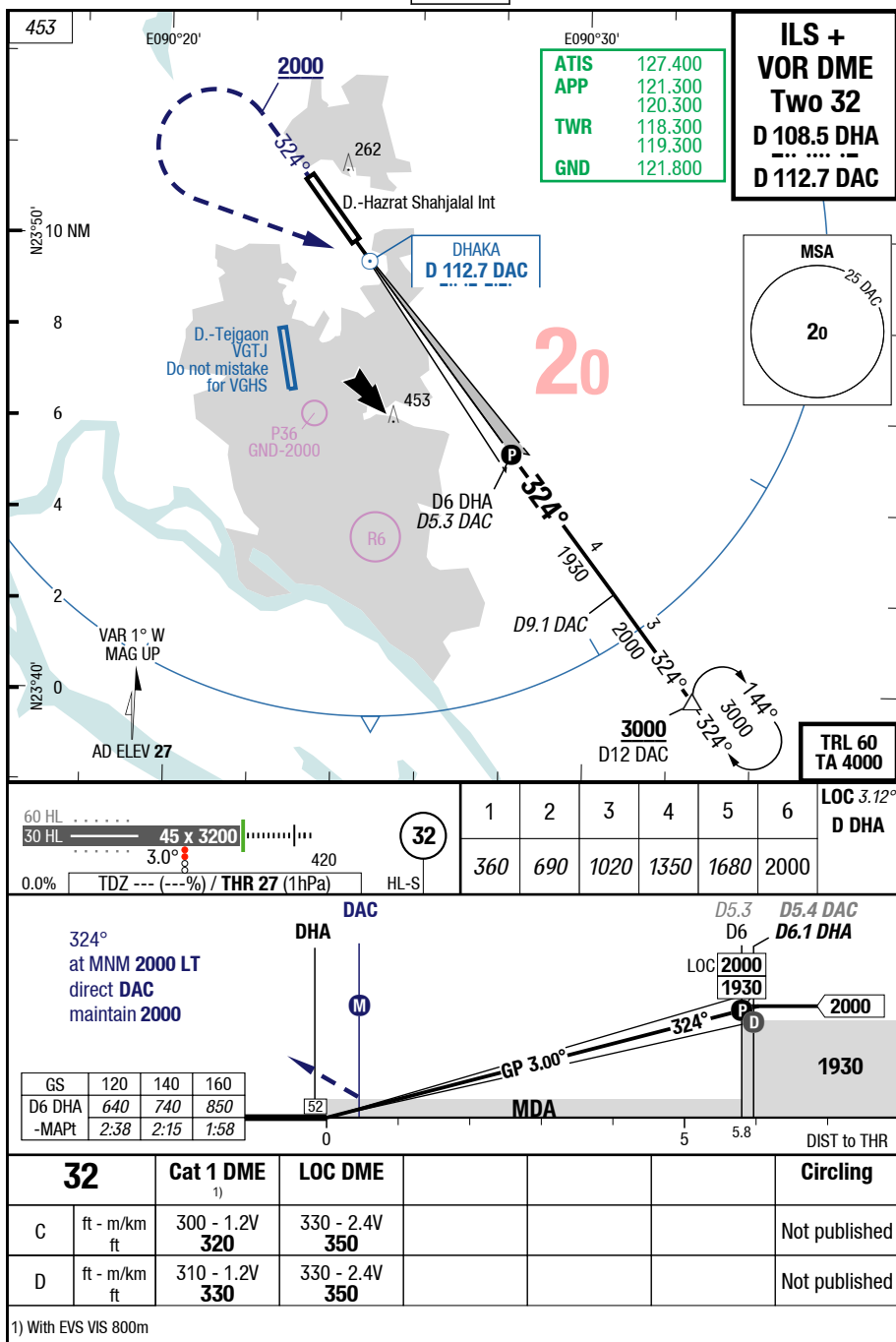
1) With EVS VIS 800m

Changes: MIN

## DAC-VGHS

7-60

## ILS + VOR DME Two 32

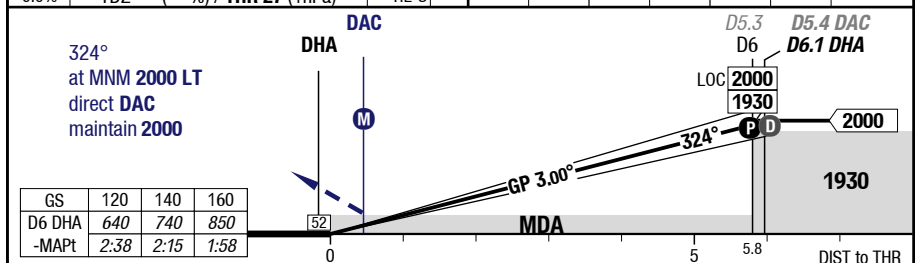
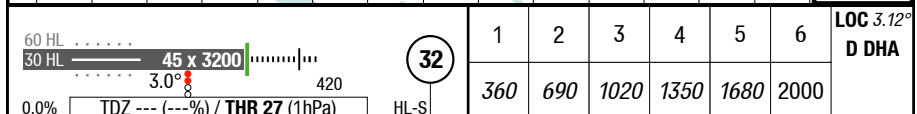
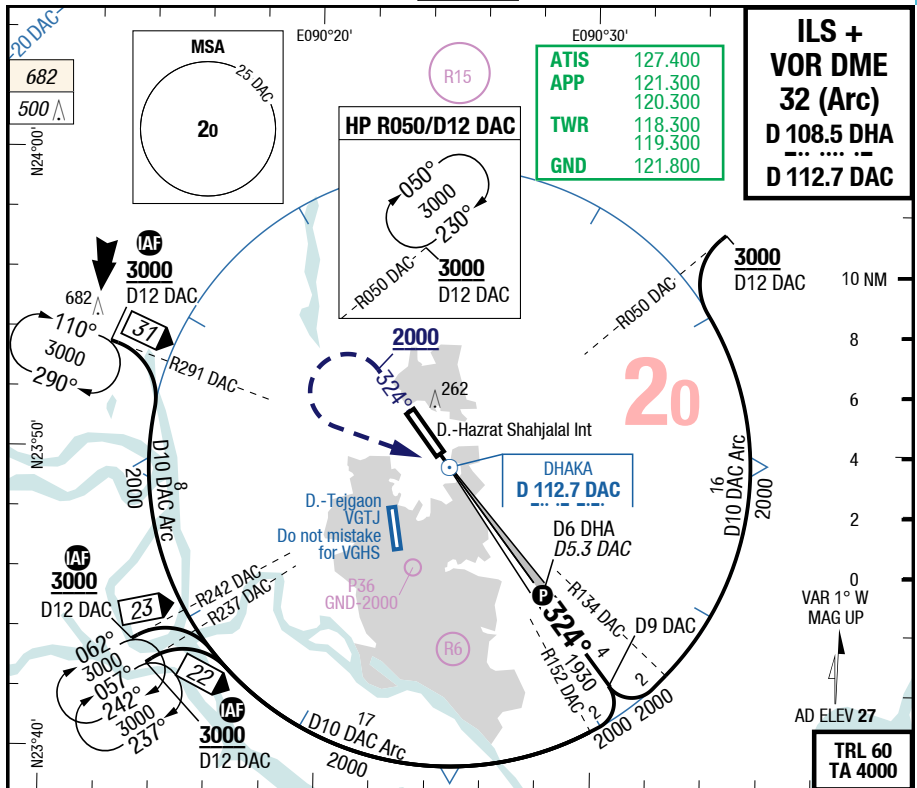


Changes: MIN

# DAC-VGHS

**7-70**

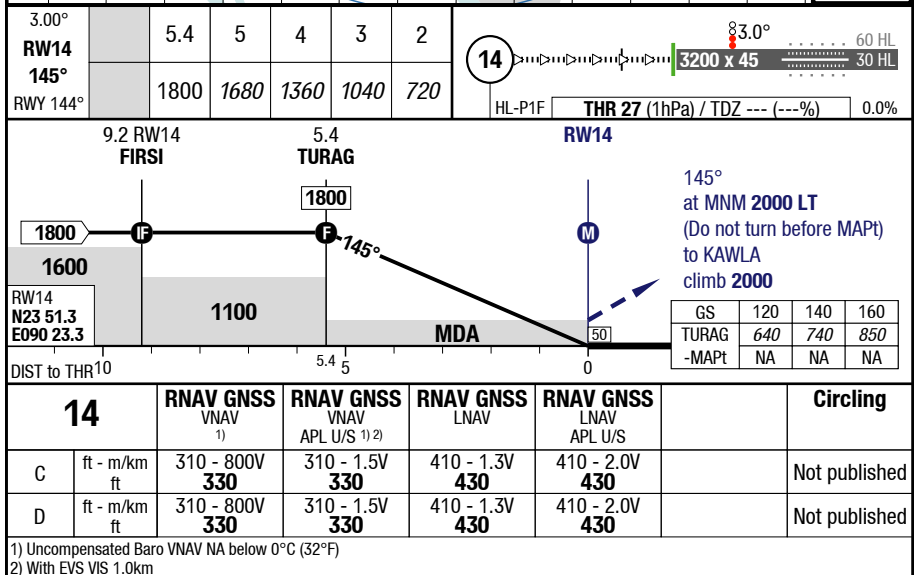
## ILS + VOR DME 32 Arc

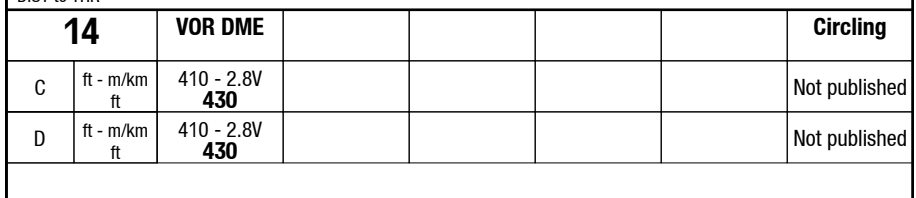


<b>32</b>		<b>Cat 1 DME</b> 1)	<b>LOC DME</b> DAC				<b>Circling</b>
C	ft - m/km ft	300 - 1.2V <b>320</b>	330 - 2.4V <b>350</b>				Not published
D	ft - m/km ft	310 - 1.2V <b>330</b>	330 - 2.4V <b>350</b>				Not published

1) With EVS VIS 800m

## RNAV (GNSS) 14



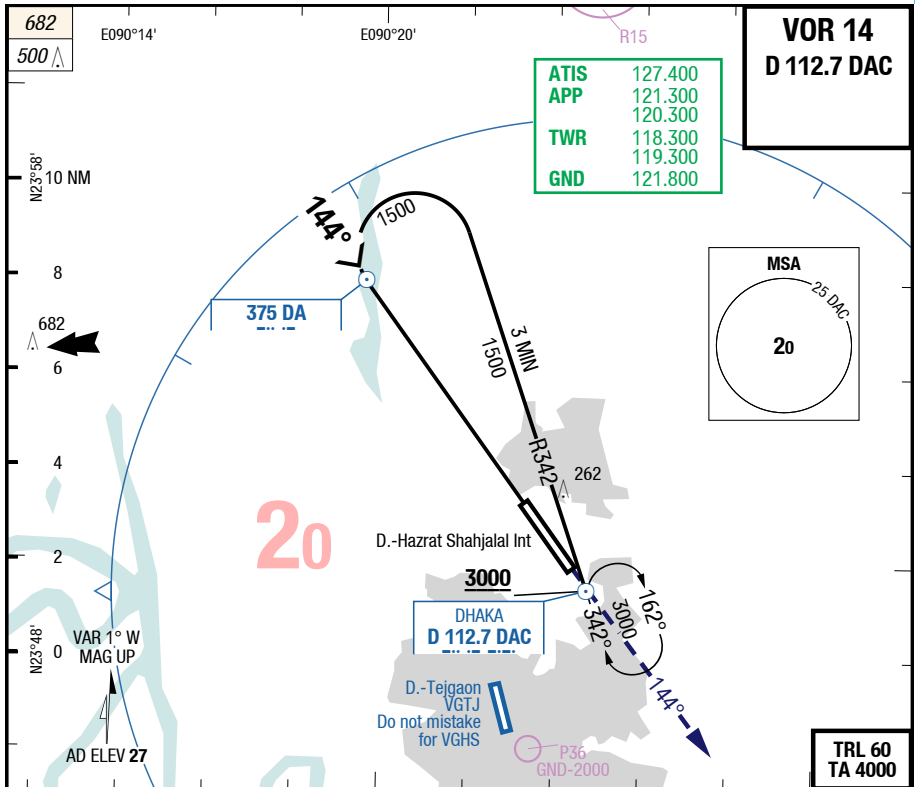


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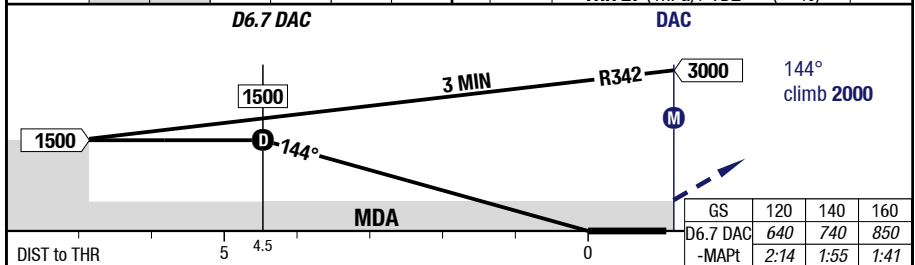
**DAC-VGHS**

7-120

**VOR 14**



3.00°			6.7	6	5	4		83.0°	60 HL	30 HL
<b>D DAC</b>			1500	1270	950	630		<b>3200 x 45</b>		
								<b>THR 27 (1hPa) / TDZ --- (---%)</b>	0.0%	



<b>14</b>	<b>VOR</b>					<b>Circling</b>
<b>C</b>	ft - m/km ft	450 - 2.8V <b>470</b>				Not published
<b>D</b>	ft - m/km ft	450 - 2.8V <b>470</b>				Not published

## VOR DME One 32



## VOR DME Two 32



## VOR DME 32 (Arc)



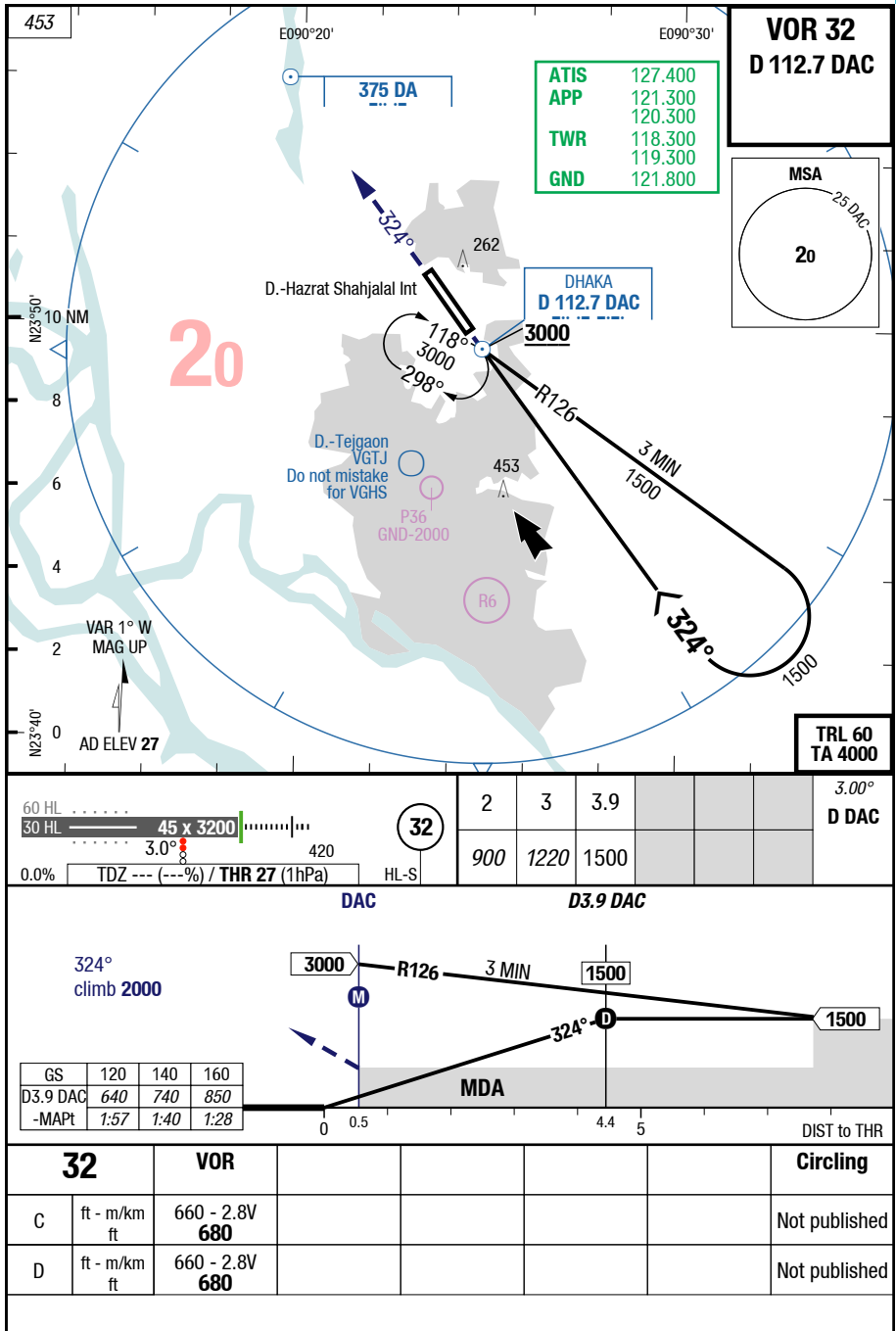
13-JUL-2017  
DAC-VGHS

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IAC

7-160

VOR 32



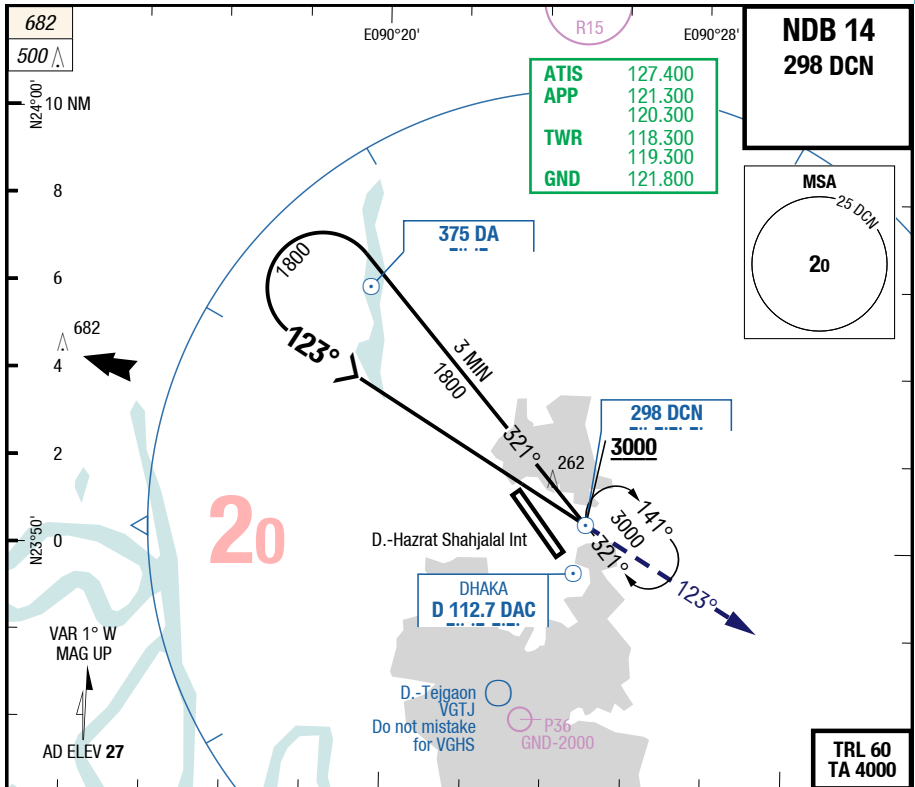
Changes: OBST, Note, MEA, Profile, Editorial

13-JUL-2017

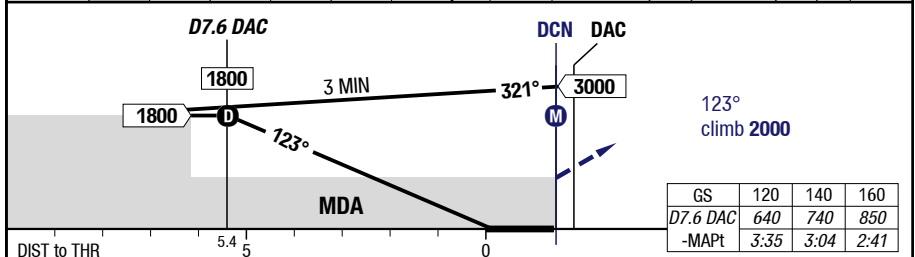
**DAC-VGHS**

**7-170**

**NDB 14**



3.00°		7.6	7	6	5	4		83.0°	60 HL
<b>D DAC</b>								3200 x 45	30 HL
<b>123°</b>									
RWY 144°		1800	1610	1290	960	640			
								HL-P1F	THR 27 (1hPa) / TDZ --- (---%) 0.0%



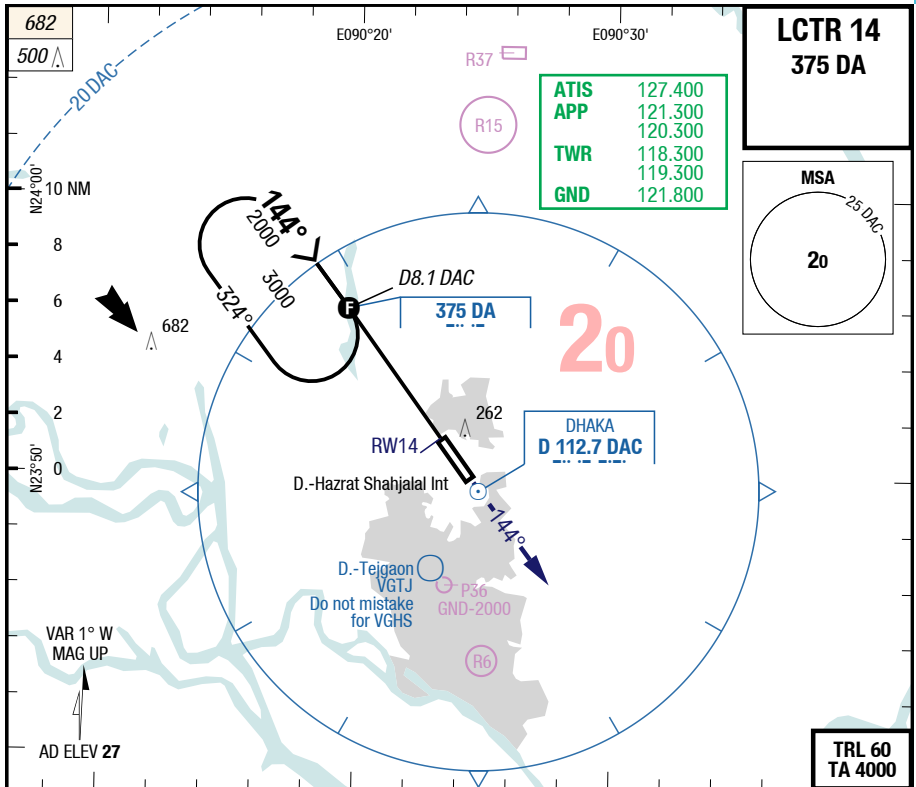
<b>14</b>	<b>NDB</b>				<b>Circling</b>
C	ft - m/km ft	530 - 2.8V <b>550</b>			Not published
D	ft - m/km ft	530 - 2.8V <b>550</b>			Not published

13-JUL-2017

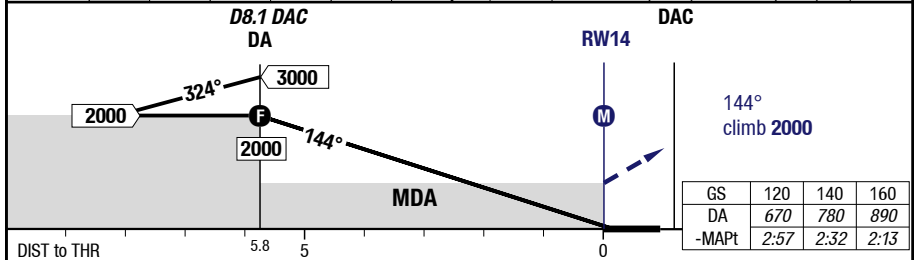
**DAC-VGHS**

**7-180**

**LCTR 14**



3.14° D DAC	8.1	7	6	5	4	14	83.0°	60 HL	30 HL
	2000	1660	1320	990	660		3200 x 45		
						HL-P1F	THR 27 (1hPa) / TDZ --- (---%)	0.0%	



<b>14</b>	<b>LCTR</b>				<b>Circling</b>
C	ft - m/km ft	350 - 2.8V <b>380</b>			Not published
D	ft - m/km ft	350 - 2.8V <b>380</b>			Not published