

DAC-VGHS

1-10

A01

**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**

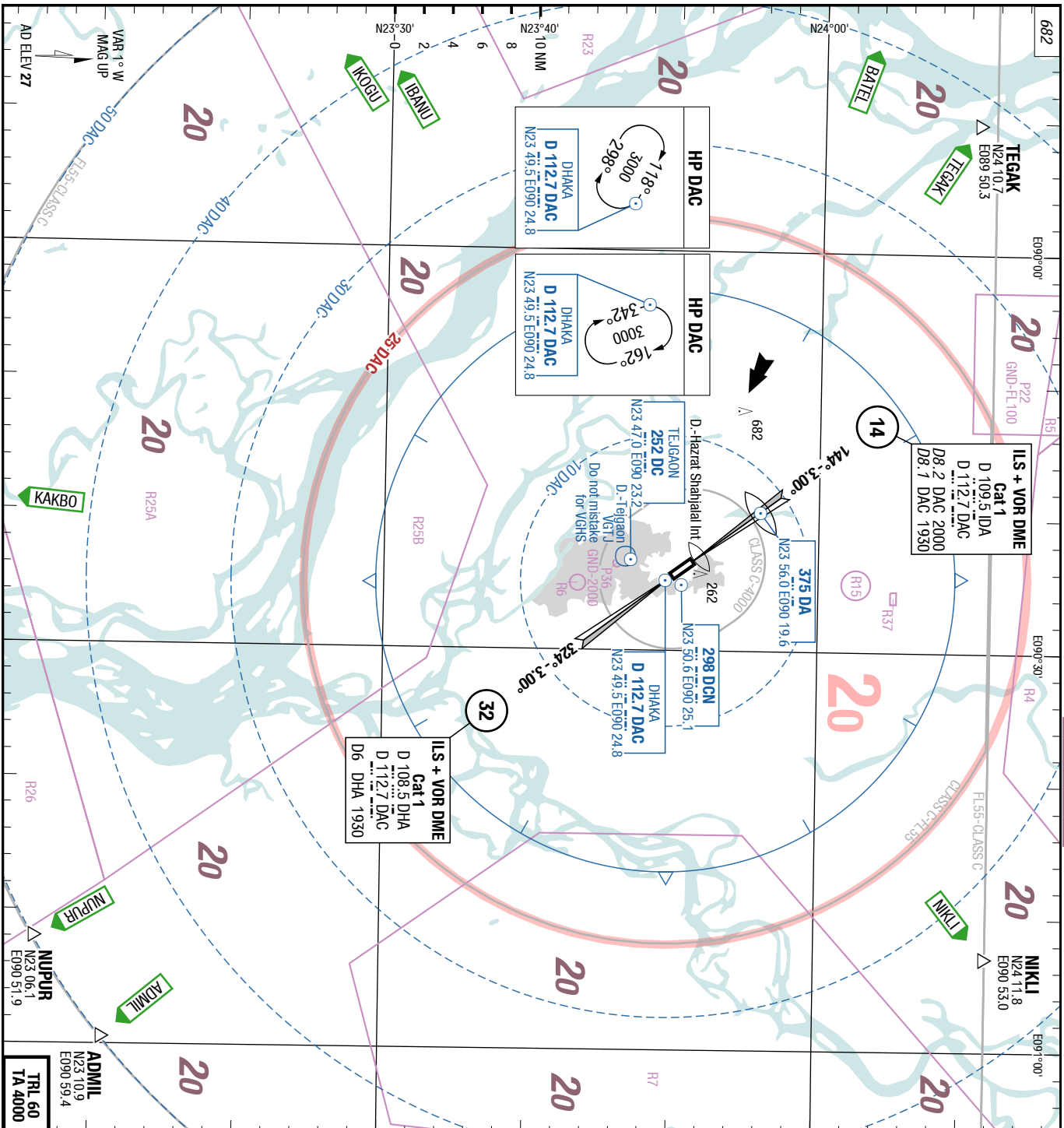
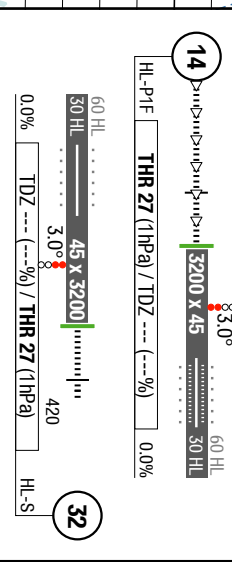
RWY		14/32	
All ACFT	ft - m/km	0 - 400v	-

**Speed**

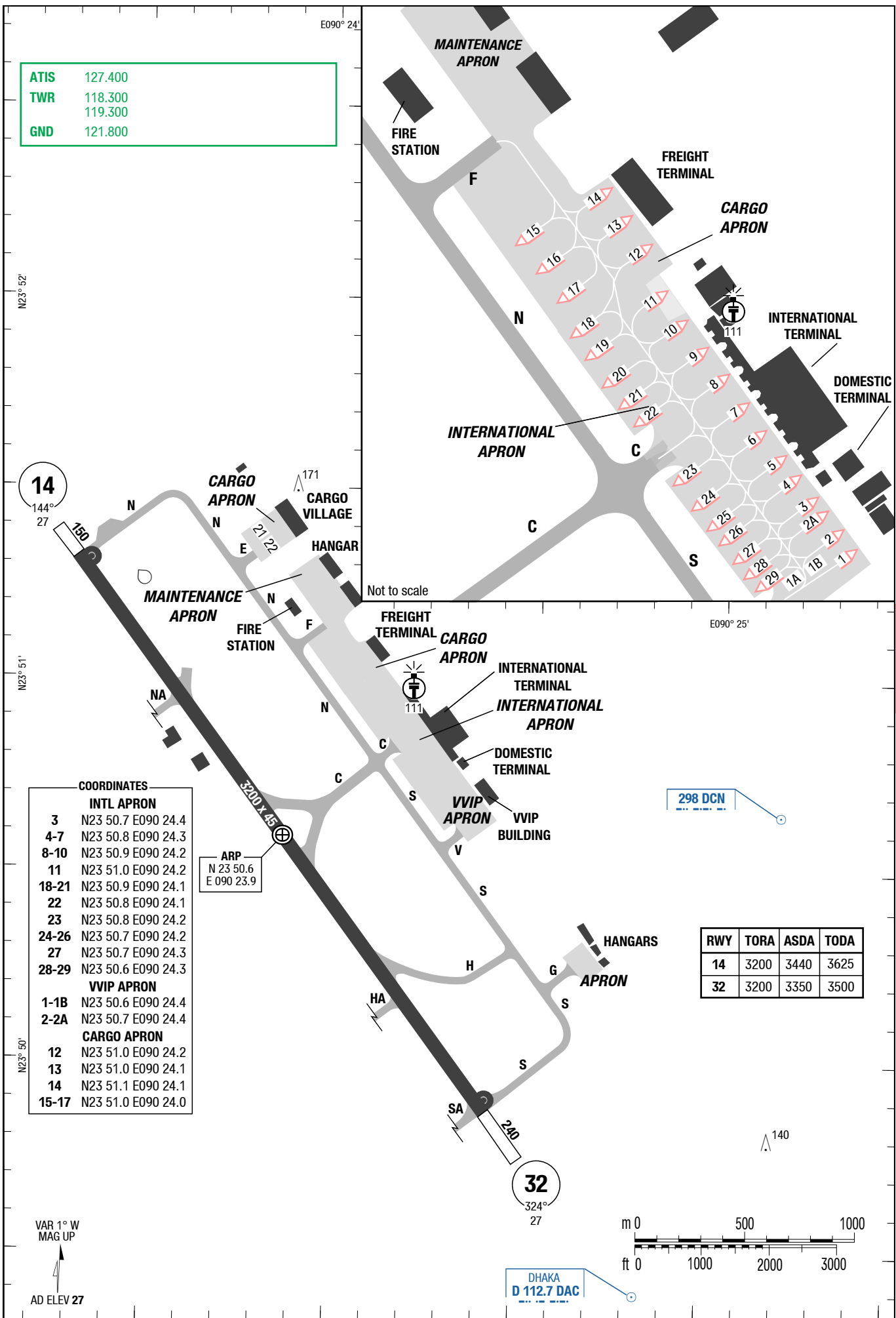
MAX IAS 250KT below 10000ft.

ATIS	127.400		
ACC	125.700	Upper (1400-0200)	129.700
	126.700	Lower (0200-1400)	130.700
APP	121.300	0130-1700, Sat (0130-0630)	120.300
TWR	118.300		
	119.300		
GND	121.800		

Landing RWY system:



Changes: Parkingstand, COORD



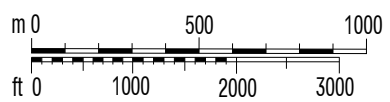
ATIS	127.400
TWR	118.300
	119.300
GND	121.800

**COORDINATES**

INTL APRON	
3	N23 50.7 E090 24.4
4-7	N23 50.8 E090 24.3
8-10	N23 50.9 E090 24.2
11	N23 51.0 E090 24.2
18-21	N23 50.9 E090 24.1
22	N23 50.8 E090 24.1
23	N23 50.8 E090 24.2
24-26	N23 50.7 E090 24.2
27	N23 50.7 E090 24.3
28-29	N23 50.6 E090 24.3
VVIP APRON	
1-1B	N23 50.6 E090 24.4
2-2A	N23 50.7 E090 24.4
CARGO APRON	
12	N23 51.0 E090 24.2
13	N23 51.0 E090 24.1
14	N23 51.1 E090 24.1
15-17	N23 51.0 E090 24.0

RWY	TORA	ASDA	TODA
14	3200	3440	3625
32	3200	3350	3500

VAR 1° W  
MAG UP  
AD ELEV 27



DHAKA  
D 112.7 DAC

13-JUL-2017

DAC-VGHS

Bangladesh Dhaka Hazrat Shahjalal Int

SIDs RWY 32

SID

SID

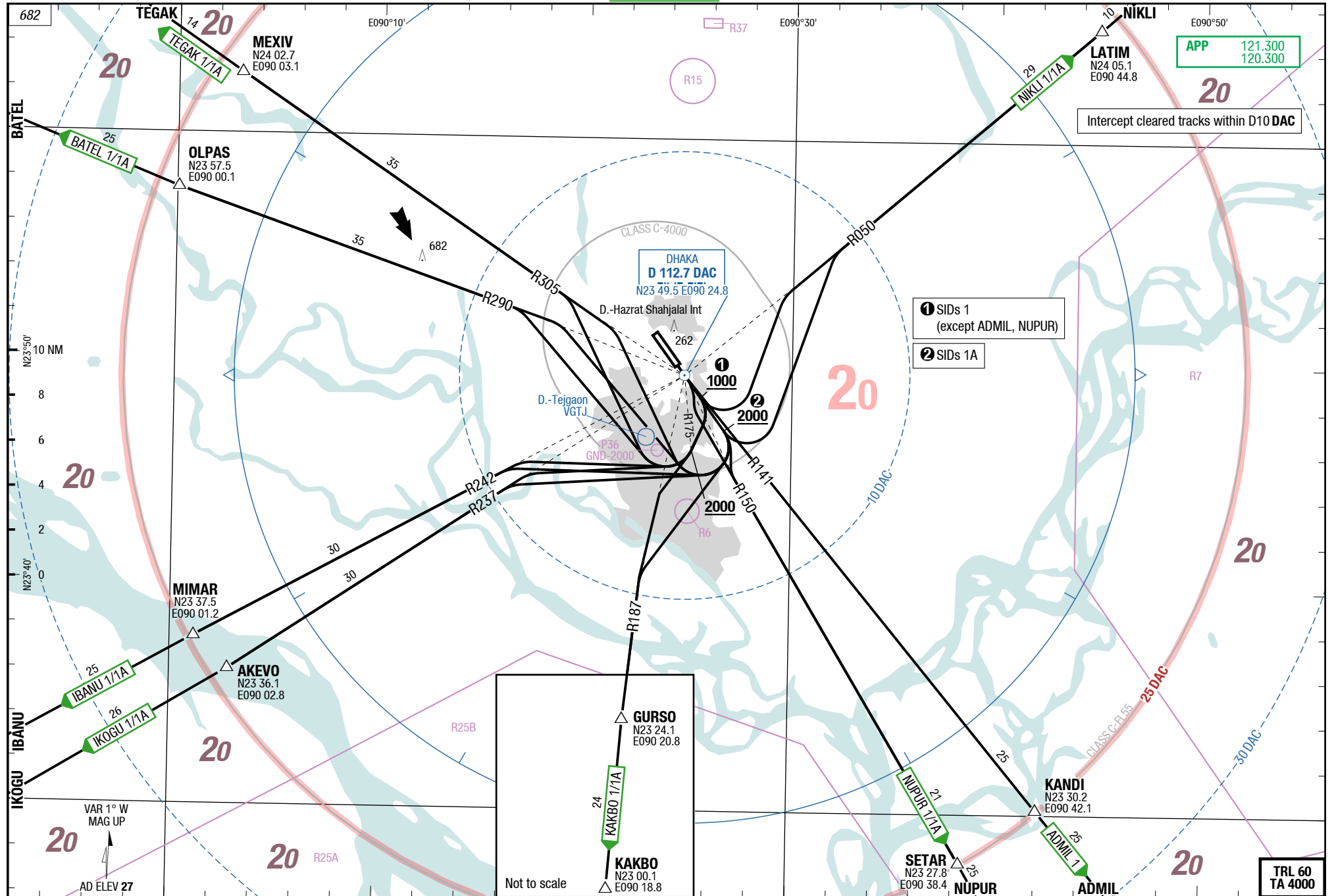
Hazrat Shahjalal Int Dhaka Bangladesh

SIDs RWY 32

SIDs RWY 14

4-10

SIDs RWY 14



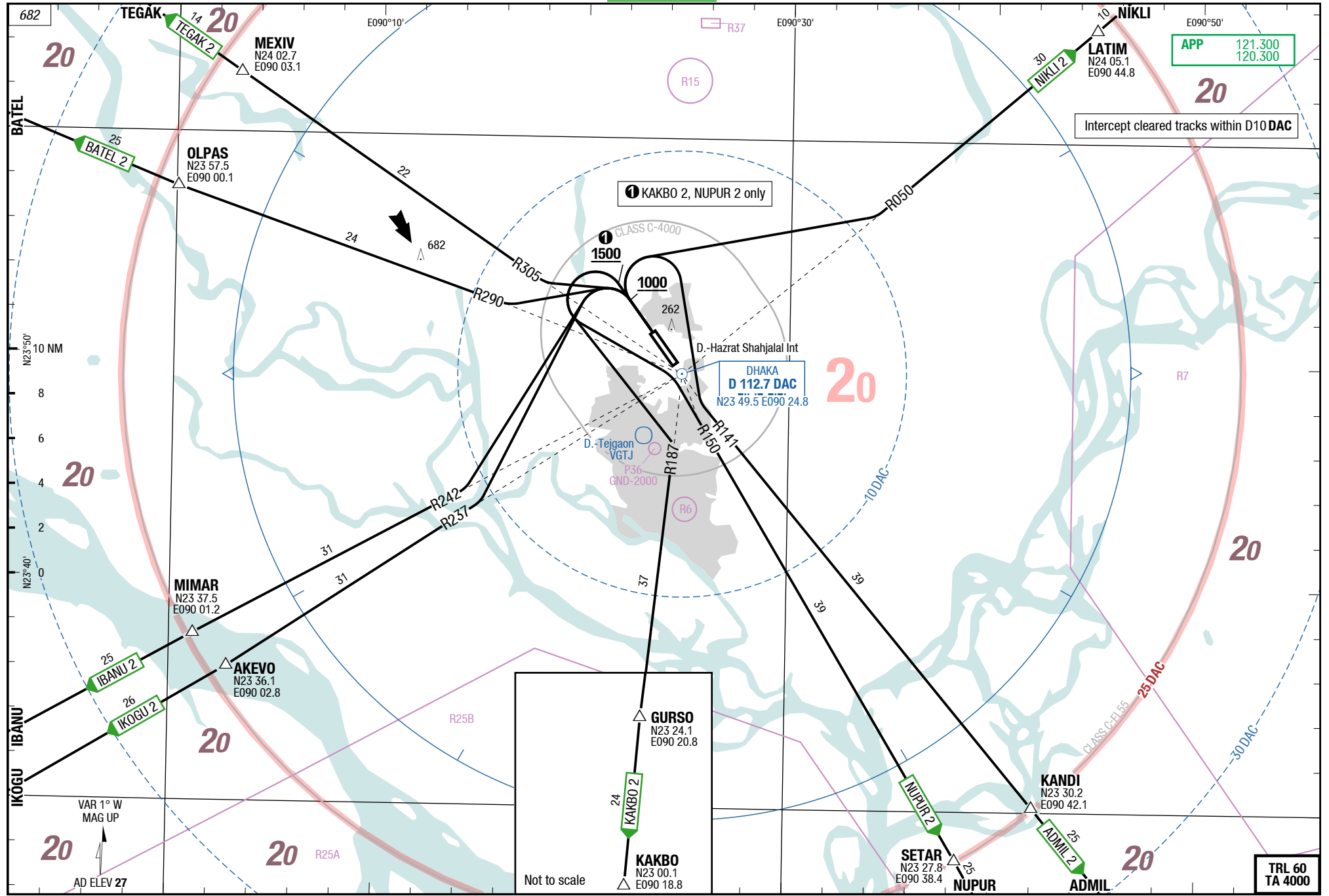
Changes: WPT , PROC, FREQ, SUAs, Note, OBST, TOPO

4-20

SIDs RWY 32

SID  
SID

SIDs RWY 32



Not to scale

APP 121.300  
120.300

Intercept cleared tracks within D10 DAC

1 KAKBO 2, NUPUR 2 only

CLASS C-4000  
1500

DHAKA  
D 112.7 DAC  
N23 49.5 E090 24.8

TRL 60  
TA 4000

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DAC-VGHS

5-10

SIDs RWY 14

SIDPT

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 MNM 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 MNM 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 MNM 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 MNM 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

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**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	RT 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 MNM 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.

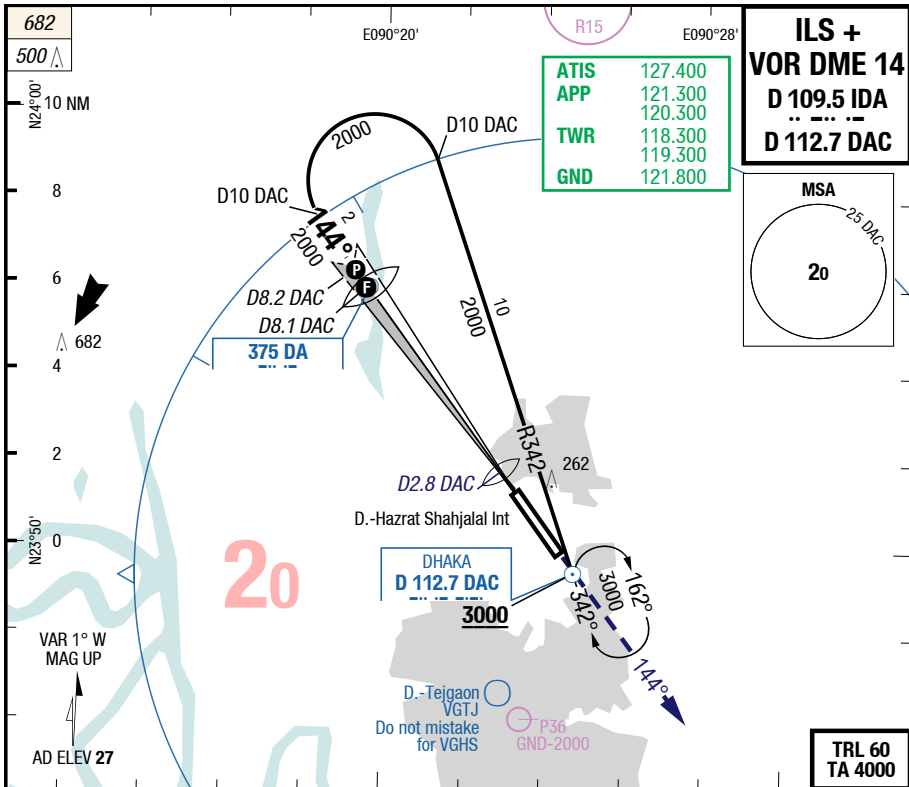
Changes: WPT , FREQ, QFU, Note



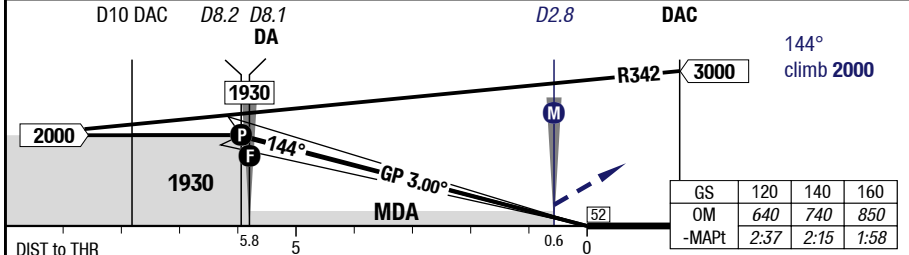
13-JUL-2017  
DAC-VGHS

7-10

ILS + VOR DME 14



LOC 3.00° D DAC	8.2	8	7	6	5	4		83.0° 60 HL 30 HL	
	2000	1900	1580	1270	950	630			
	D10 DAC D8.2 D8.1 DA						D2.8	DAC	



C	ft - m/km ft	Cat 1 1)	Cat 1 APL U/S 2)	LOC	Circling
		230 - 600R/800V <b>250</b>	230 - 1.4V <b>250</b>	330 - 2.8V <b>350</b>	
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

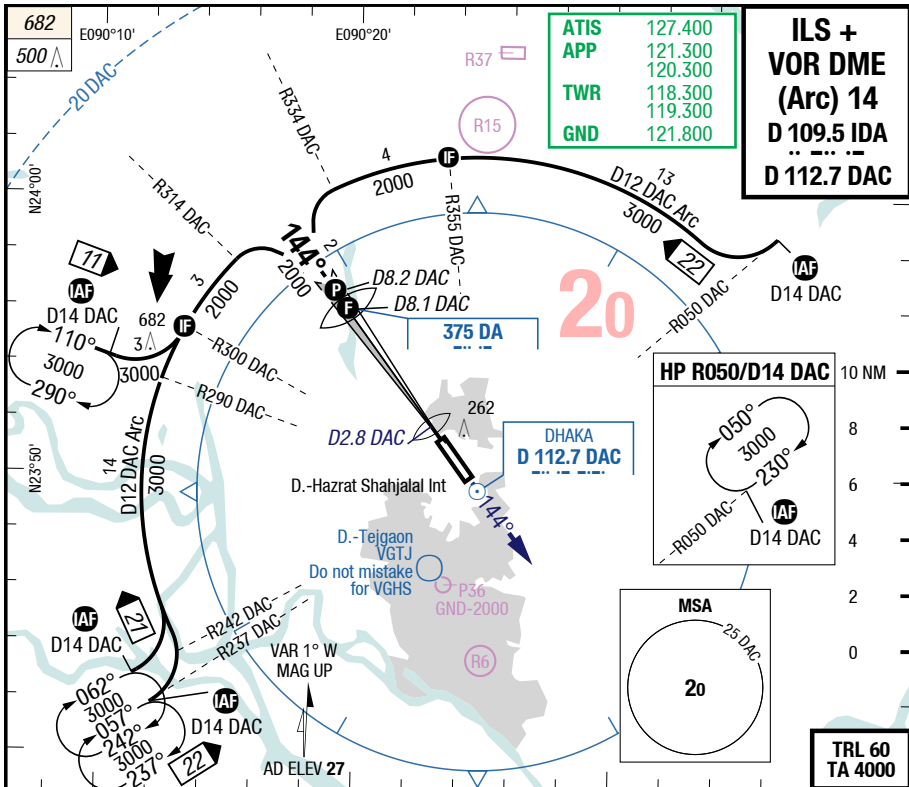
1) With EVS RVR 550m/ VIS 800m  
2) With EVS VIS 900m

Changes: OBST, Note, Editorial

13-JUL-2017  
DAC-VGHS

7-20

ILS + VOR DME (Arc) 14



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

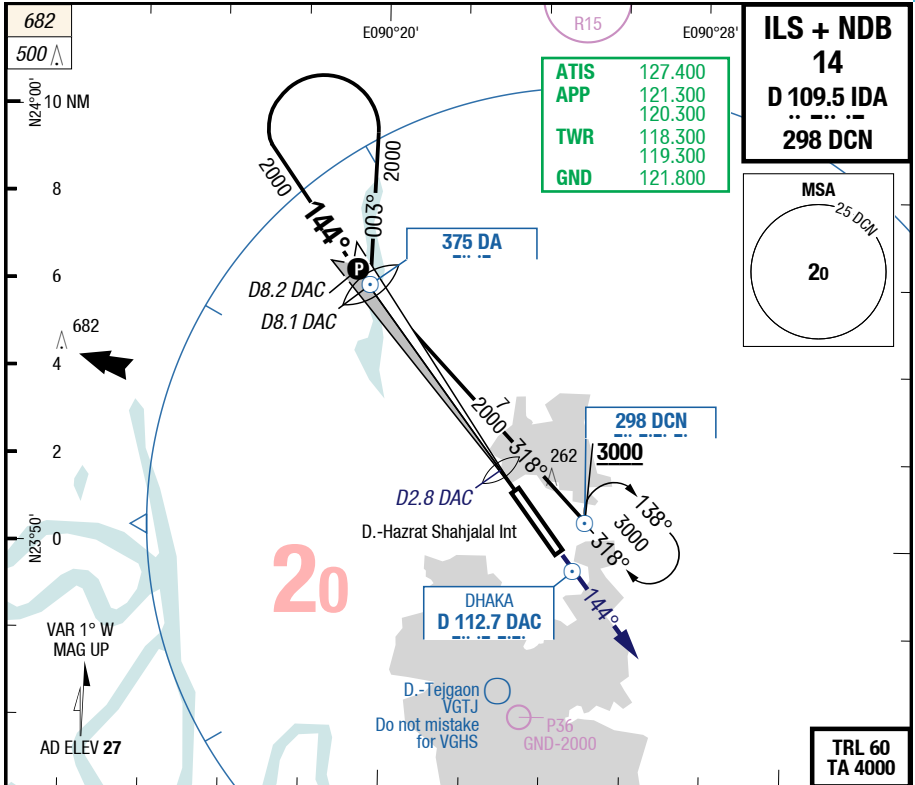
Changes: MSA, chart title, Note, Profile, OBST, Editorial

13-JUL-2017

DAC-VGHS

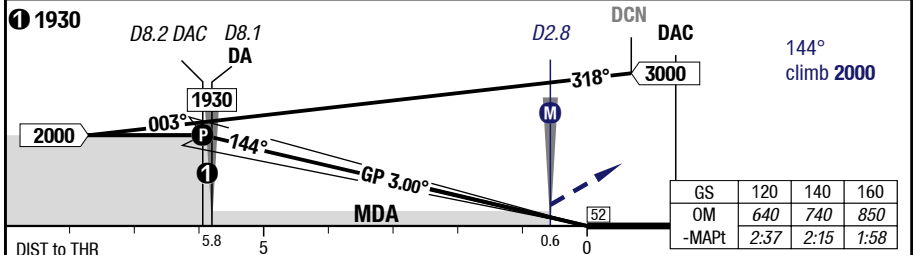
7-30

ILS + NDB 14



<b>LOC 3.00°</b>	8.2	8	7	6	5	4	
<b>D DAC</b>	2000	1900	1580	1270	950	630	

HL-P1F **THR 27 (1hPa) / TDZ --- (---%)** 0.0%



<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

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

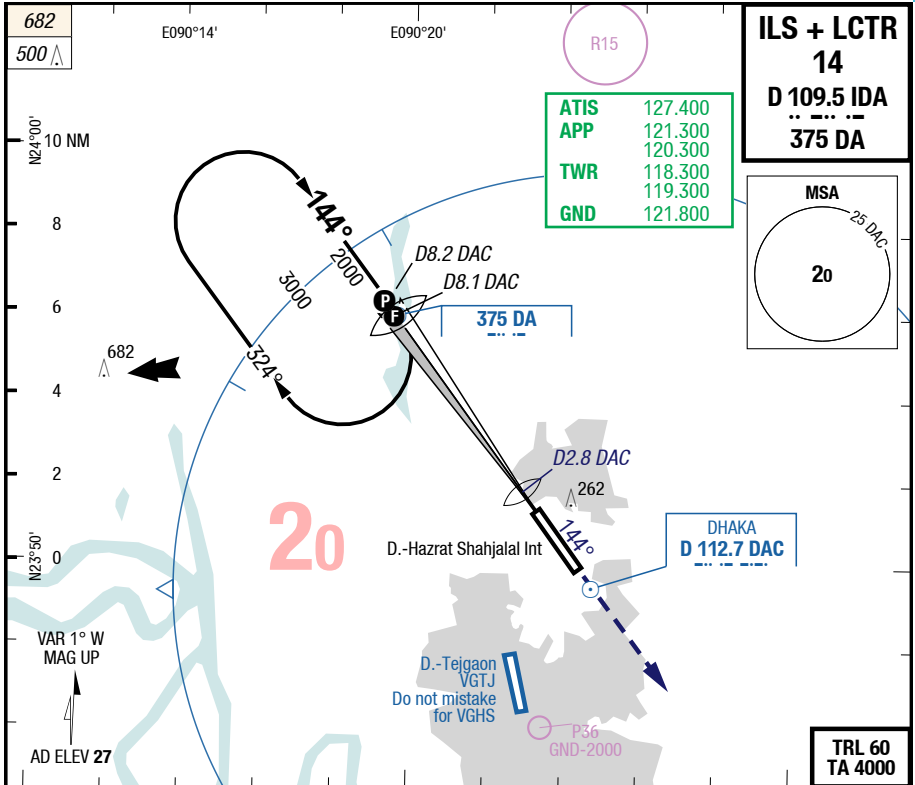
Changes: MSA, Note, OBST, Editorial

13-JUL-2017

DAC-VGHS

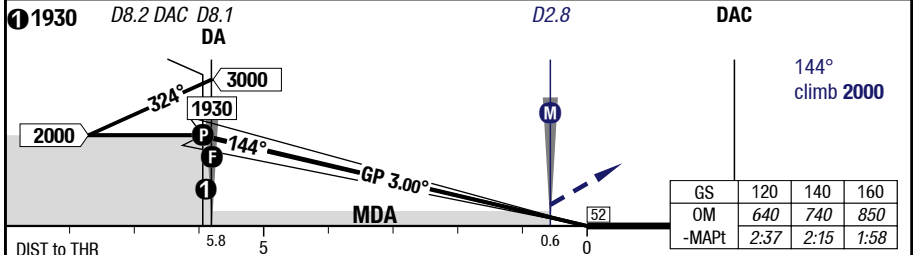
7-40

ILS + LCTR 14



LOC 3.00°	8.2	8	7	6	5	4	
D DAC	2000	1900	1580	1270	950	630	

HL-P1F THR 27 (1hPa) / TDZ --- (---%) 0.0%



14	C	ft - m/km	230 - 600R/800V	230 - 1.4V	330 - 2.8V	Circling
		ft	250	250	350	
14	D	ft - m/km	240 - 600R/800V	240 - 1.4V	330 - 2.8V	Circling
		ft	270	270	350	

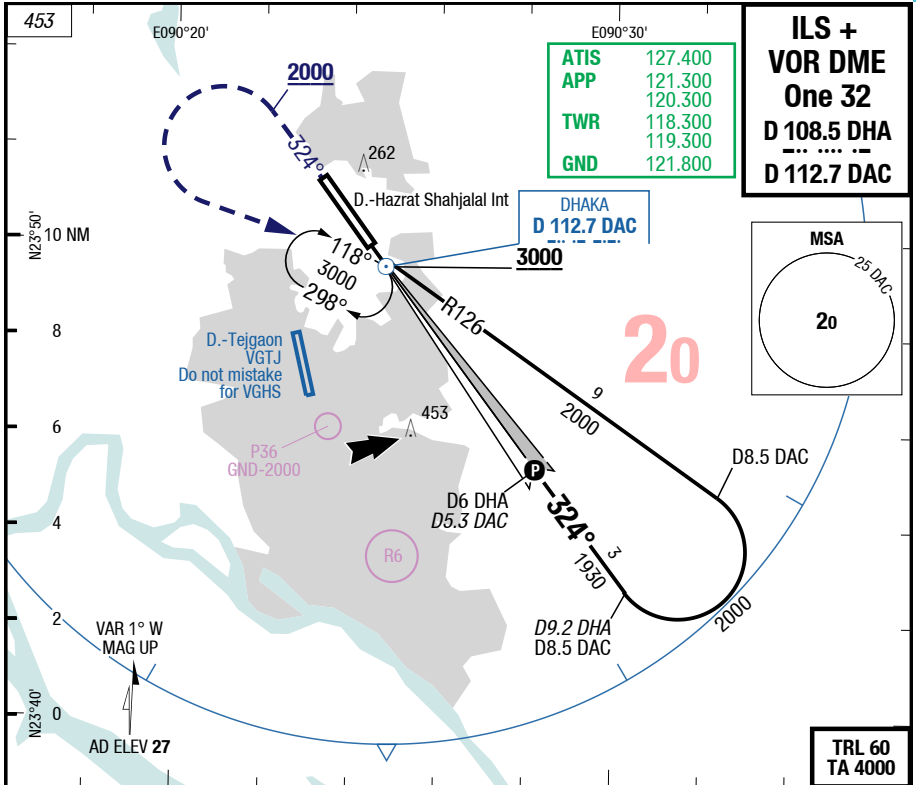
1) With EVS RVR 550m/ VIS 800m  
2) With EVS VIS 900m

Changes: Nil

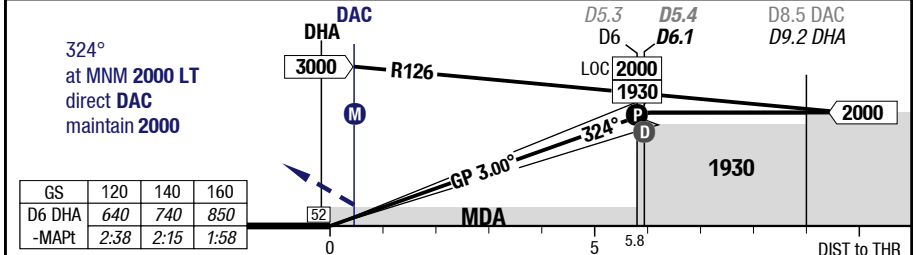
**DAC-VGHS**

7-50

**ILS + VOR DME One 32**



60 HL	30 HL	45 x 3200	3.0°	420	32	1	2	3	4	5	6	LOC 3.12°
0.0%						360	690	1020	1350	1680	2000	D DHA



32	Cat 1 DME	LOC DME				Circling
C	ft - m/km ft	300 - 900R/900V <b>320</b> 1)	330 - 2.8V <b>350</b>			Not published
D	ft - m/km ft	310 - 1.0R/1.0V <b>330</b> 2)	330 - 2.8V <b>350</b>			Not published

1) With EVS RVR 600m/ VIS 800m  
2) With EVS RVR 650m/ VIS 800m

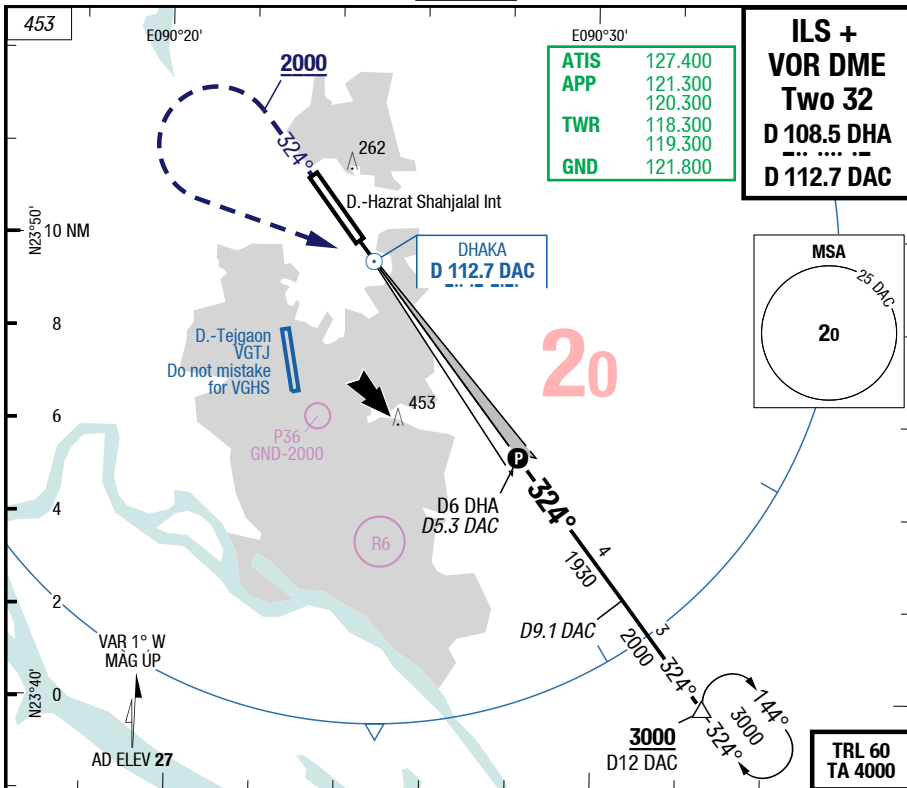
Changes: ALT, MISAP text, Editorial

13-JUL-2017

DAC-VGHS

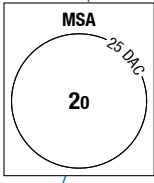
7-60

ILS + VOR DME Two 32

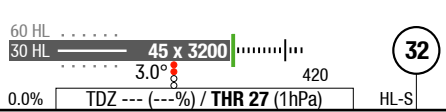


ATIS	127.400
APP	121.300
TWR	118.300
GND	121.800

**ILS + VOR DME Two 32**  
**D 108.5 DHA**  
**D 112.7 DAC**

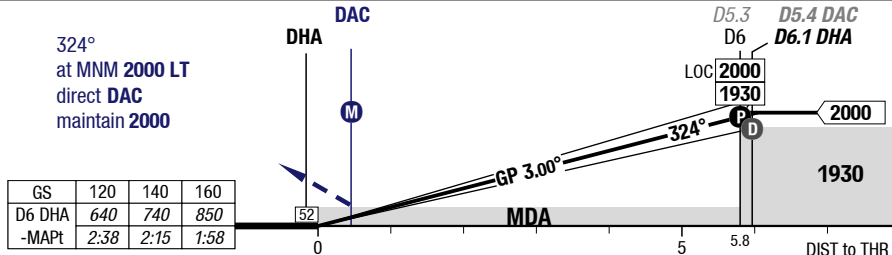


**TRL 60**  
**TA 4000**



1	2	3	4	5	6
360	690	1020	1350	1680	2000

**LOC 3.12°**  
**D DHA**



32	Cat 1 DME	LOC DME				Circling
C	ft - m/km ft	300 - 900R/900V <b>320</b> 1)	330 - 2.8V <b>350</b>			Not published
D	ft - m/km ft	310 - 1.0R/1.0V <b>330</b> 2)	330 - 2.8V <b>350</b>			Not published

1) With EVS RVR 600m/ VIS 800m  
 2) With EVS RVR 650m/ VIS 800m

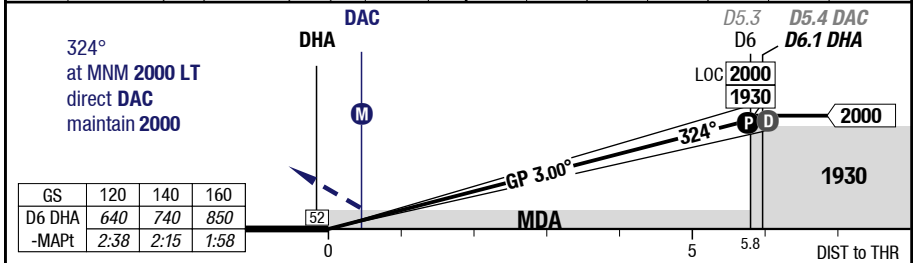
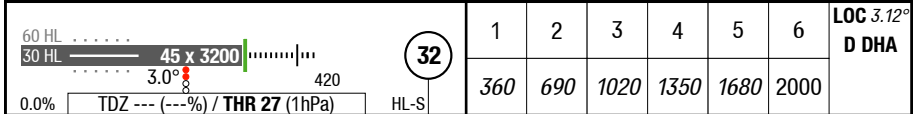
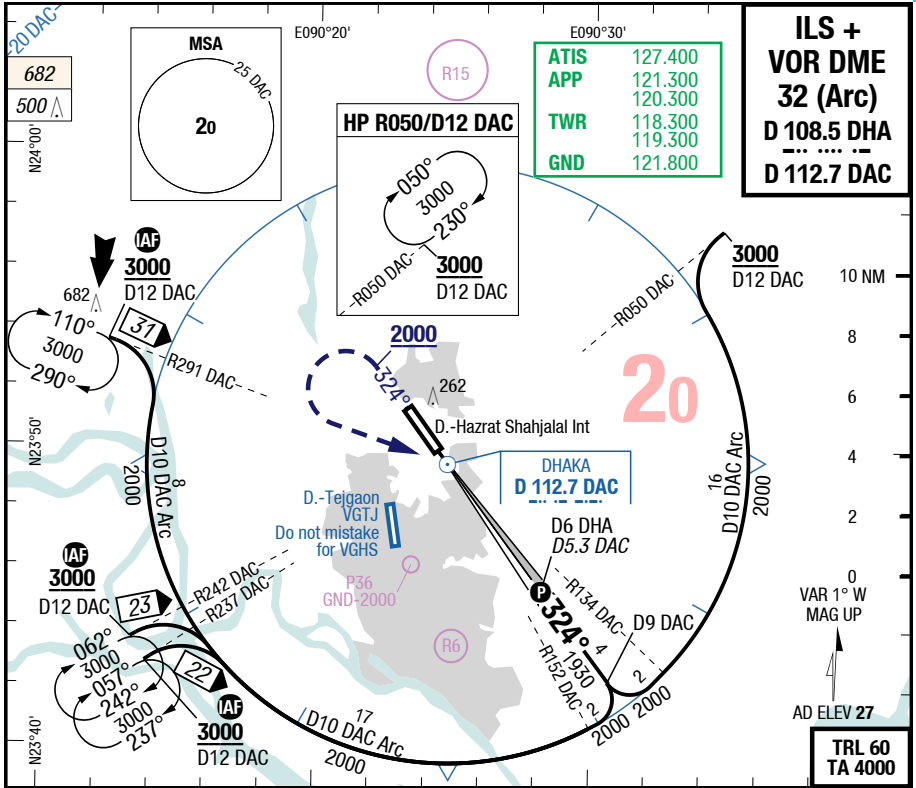
Changes: ALT, MISAP text, Editorial

13-JUL-2017

DAC-VGHS

7-70

ILS + VOR DME 32 Arc



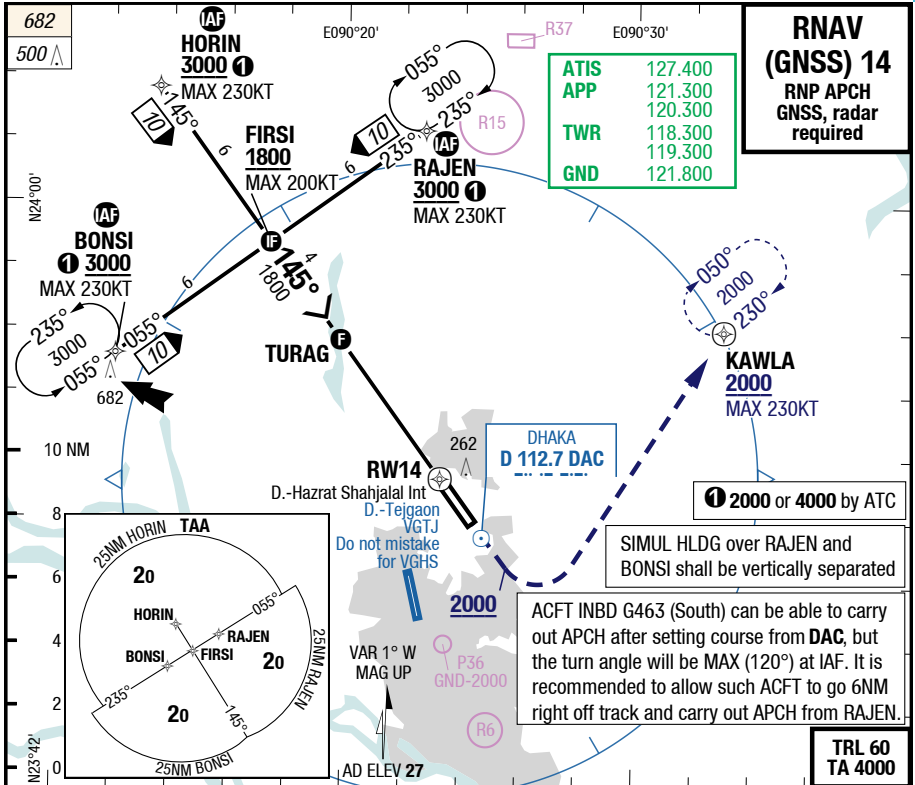
<b>32</b>	Cat 1 DME	LOC DME DAC				Circling
C	ft - m/km ft	300 - 900R/900V <b>320</b> 1)	330 - 2.8V <b>350</b>			Not published
D	ft - m/km ft	310 - 1.0R/1.0V <b>330</b> 2)	330 - 2.8V <b>350</b>			Not published

1) With EVS RVR 600m/ VIS 800m  
2) With EVS RVR 650m/ VIS 800m

Changes: ALT, MISAP text

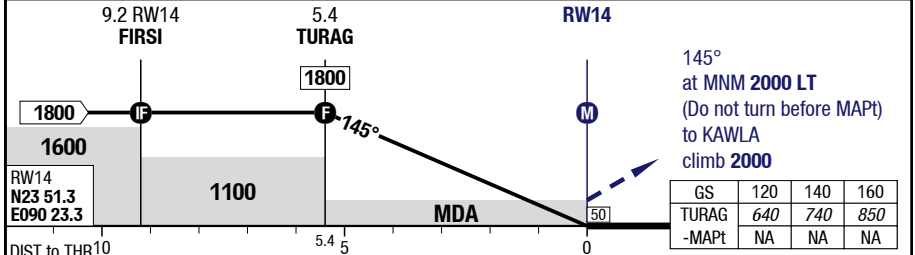
**7-90**

**RNAV (GNSS) 14**



3.00°									83.0°	60 HL	30 HL
RW14		5.4	5	4	3	2					
145°		1800	1680	1360	1040	720			3200 x 45		
RWY 144°											

HL-P1F THR 27 (1hPa) / TDZ --- (---%) 0.0%



		<b>14</b>	RNAV GNSS VNAV <sup>1)</sup>	RNAV GNSS VNAV APL U/S <sup>1) 2)</sup>	RNAV GNSS LNAV	RNAV GNSS LNAV APL U/S	<b>Circling</b>	
C	ft - m/km		310 - 800V	310 - 1.5V	410 - 1.3V	410 - 2.0V	Not published	
	ft		<b>330</b>	<b>330</b>	<b>430</b>	<b>430</b>		
D	ft - m/km		310 - 800V	310 - 1.5V	410 - 1.3V	410 - 2.0V	Not published	
	ft		<b>330</b>	<b>330</b>	<b>430</b>	<b>430</b>		

1) Uncompensated Baro VNAV NA below 0°C (32°F)  
 2) With EVS VIS 1.0km

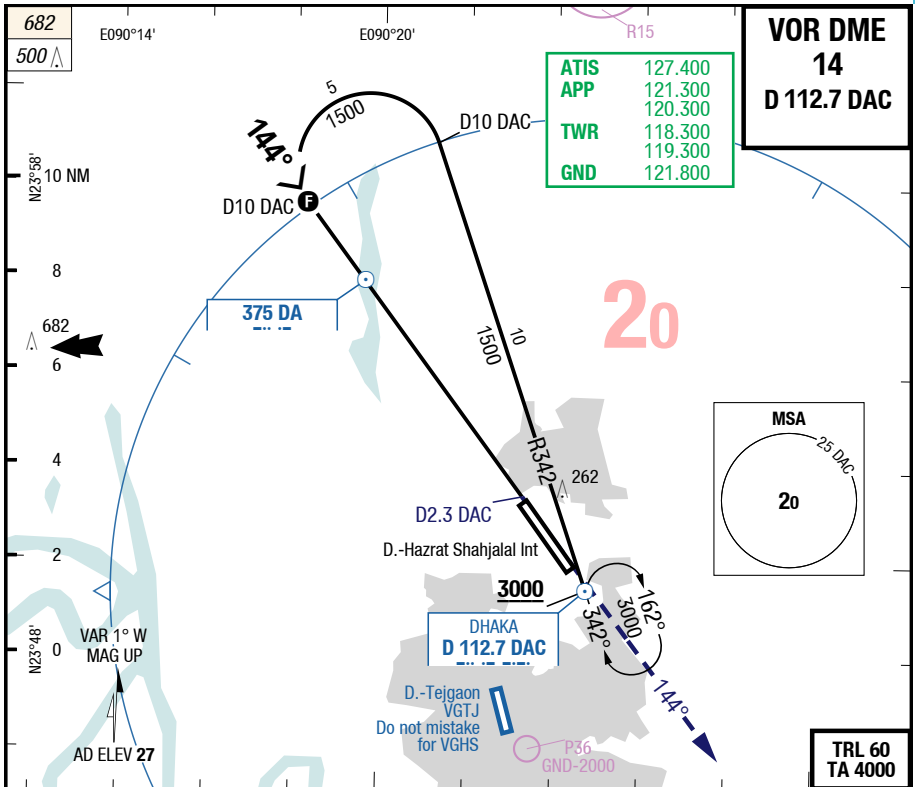
Changes: ALT, DIST ALT table, MISAP text



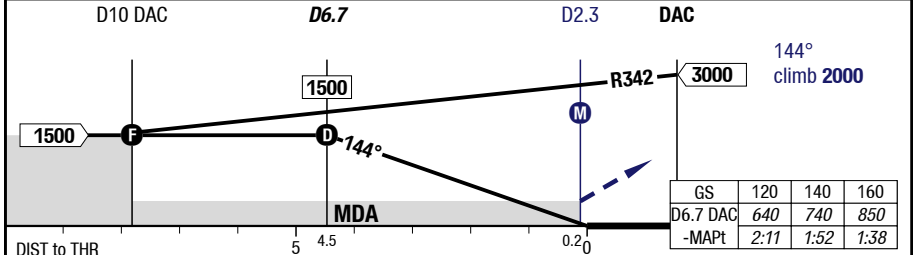
13-JUL-2017  
**DAC-VGHS**

7-110

**VOR DME 14**



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



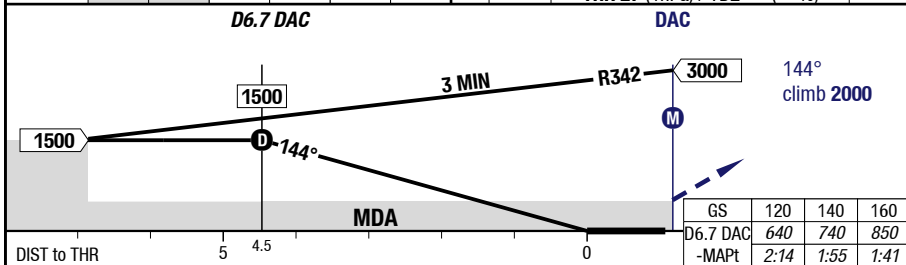
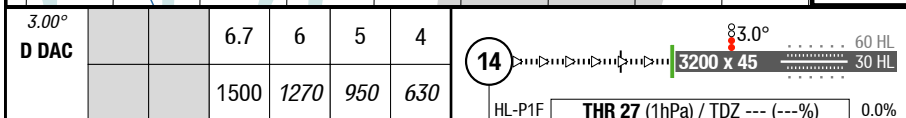
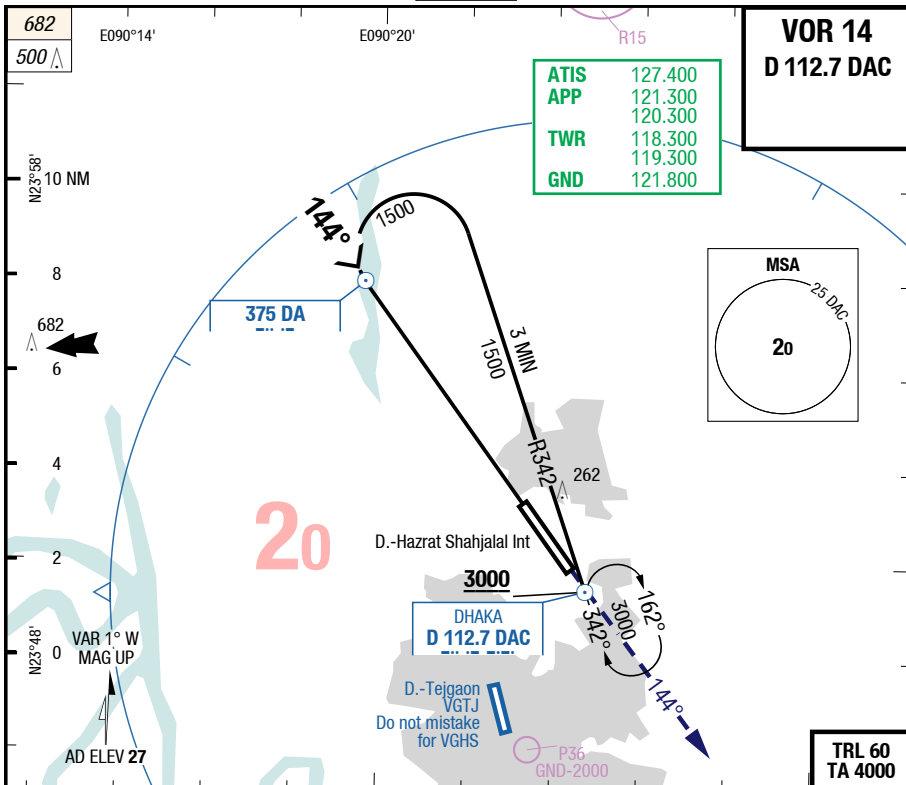
<b>14</b>	<b>VOR DME</b>				<b>Circling</b>
C	ft - m/km ft	410 - 2.8V <b>430</b>			Not published
D	ft - m/km ft	410 - 2.8V <b>430</b>			Not published

Changes: Nil

13-JUL-2017  
DAC-VGHS

7-120

VOR 14



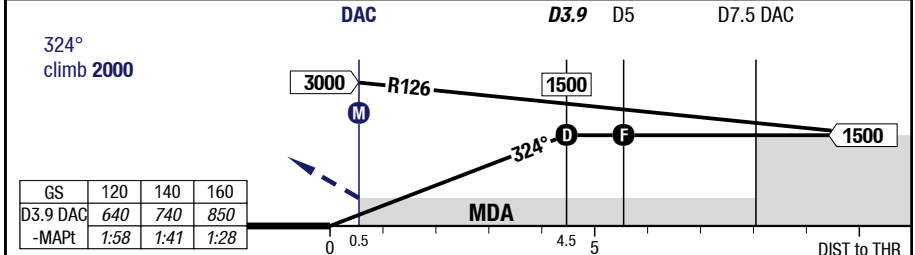
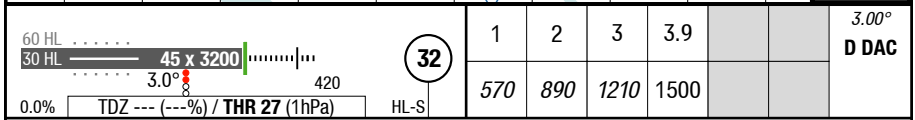
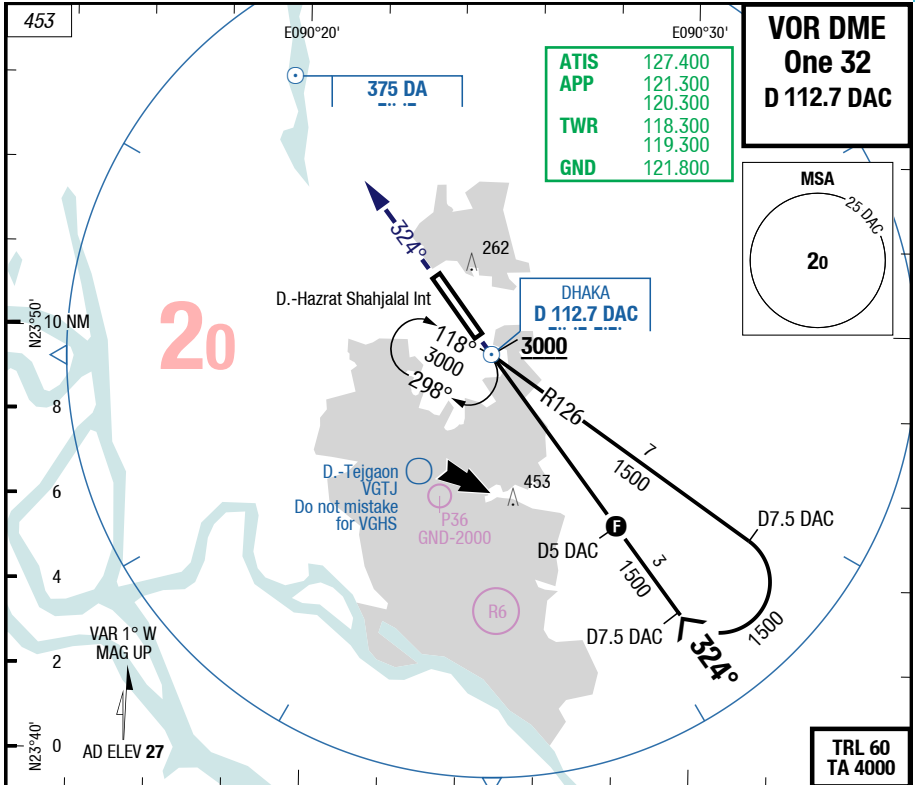
<b>14</b>		<b>VOR</b>				<b>Circling</b>
C	ft - m/km ft	450 - 2.8V <b>470</b>				Not published
D	ft - m/km ft	450 - 2.8V <b>470</b>				Not published

Changes: Profile

13-JUL-2017  
**DAC-VGHS**

7-130

**VOR DME One 32**



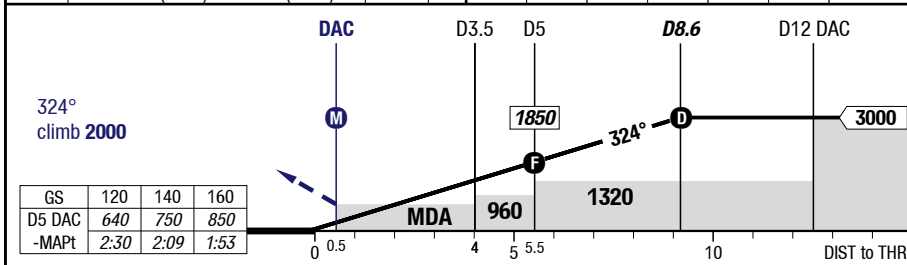
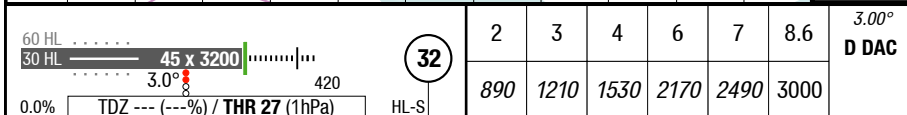
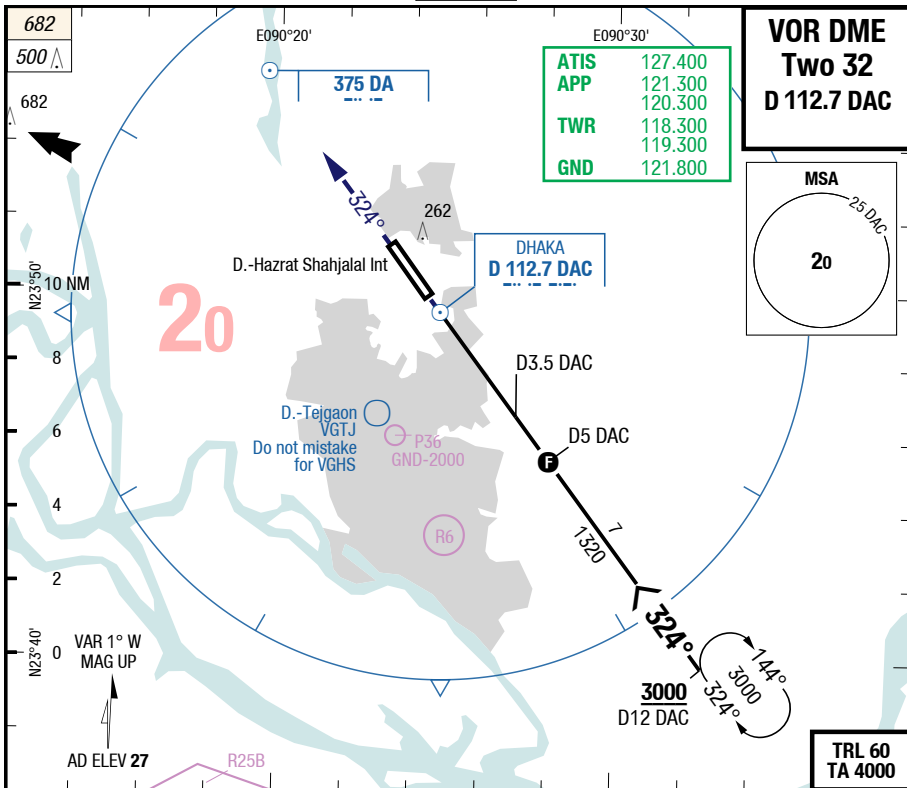
<b>32</b>	<b>VOR DME</b>					<b>Circling</b>
C	ft - m/km ft	460 - 2.8V <b>480</b>				Not published
D	ft - m/km ft	460 - 2.8V <b>480</b>				Not published

Changes: OBST, Note, Profile, Editorial

13-JUL-2017  
DAC-VGHS

7-140

VOR DME Two 32



<b>32</b>	<b>VOR DME</b>				<b>Circling</b>
C	ft - m/km ft	460 - 2.8V <b>480</b>			Not published
D	ft - m/km ft	460 - 2.8V <b>480</b>			Not published

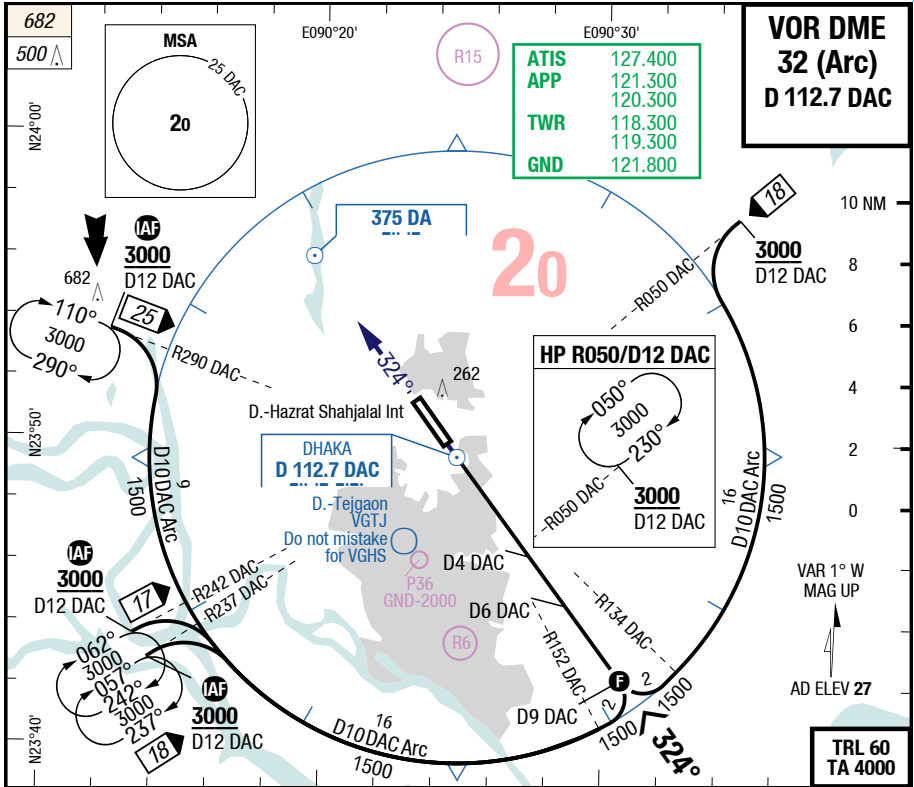
Changes: SUAs, Editorial

13-JUL-2017

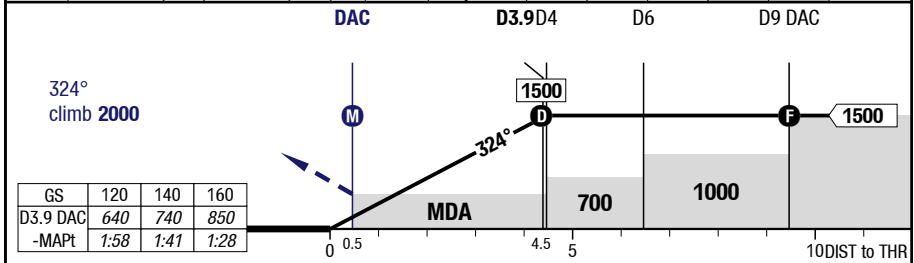
DAC-VGHS

7-150

VOR DME 32 (Arc)



60 HL .....	1	2	3	3.9	3.00°
30 HL ..... 45 x 3200	570	890	1210	1500	D DAC
0.0% TDZ --- (---%) / THR 27 (1hPa)					



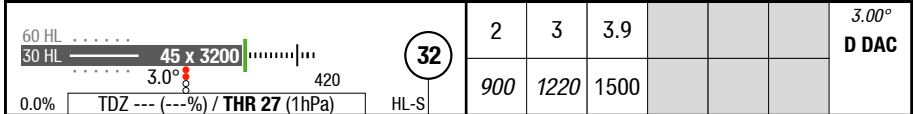
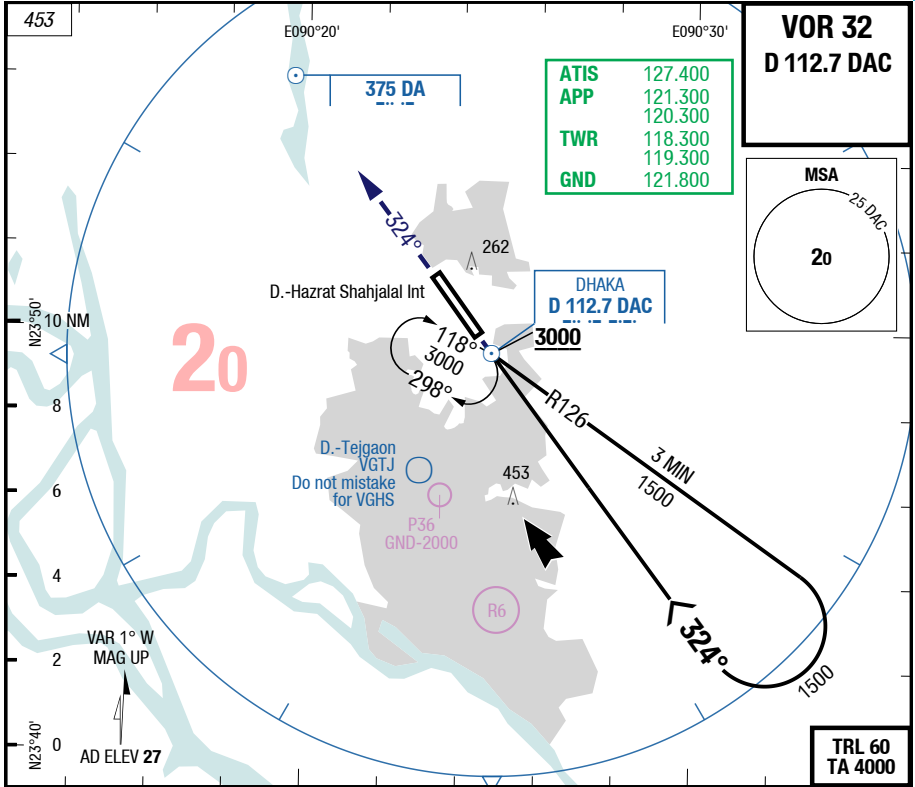
<b>32</b>	VOR DME				<b>Circling</b>
C	ft - m/km ft	460 - 2.8V <b>480</b>			Not published
D	ft - m/km ft	460 - 2.8V <b>480</b>			Not published

Changes: DIST ALT table, Note, OBST, Editorial

13-JUL-2017  
**DAC-VGHS**

7-160

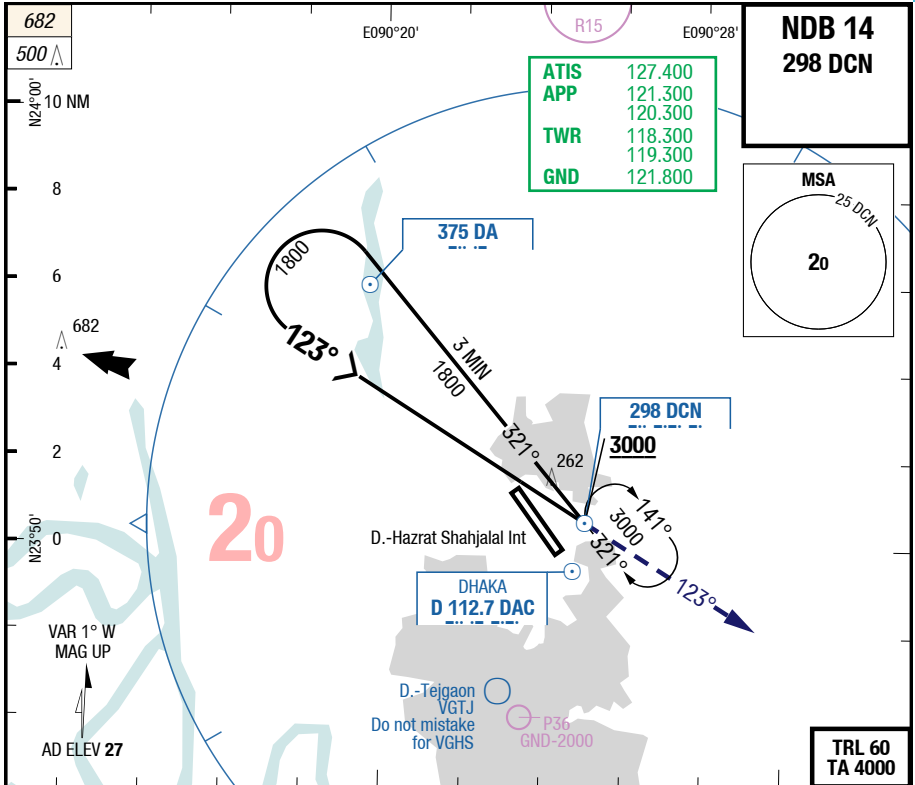
**VOR 32**



<b>DAC</b>			<b>D3.9 DAC</b>		
324° climb 2000	3000	R126	3 MIN	1500	1500
	M			D	
	<b>MDA</b>				
	0	0.5	4.4	5	DIST to THR
GS	120	140	160		
D3.9 DAC	640	740	850		
-MAPt	1:57	1:40	1:28		

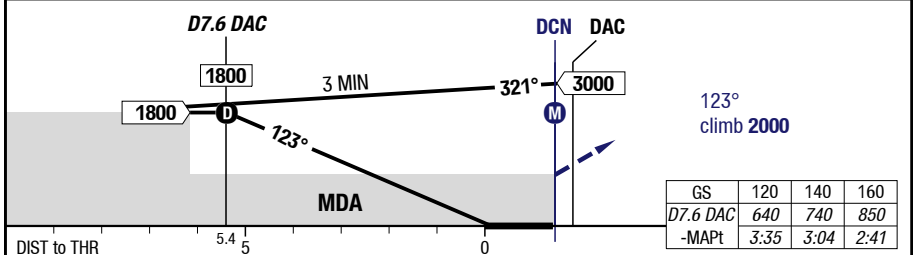
<b>32</b>	<b>VOR</b>			<b>Circling</b>
C	ft - m/km ft	660 - 2.8V <b>680</b>		Not published
D	ft - m/km ft	660 - 2.8V <b>680</b>		Not published

Changes: OBST, Note, MEA, Profile, Editorial



3.00°										83.0°		
<b>D DAC</b>	7.6	7	6	5	4					60 HL		
123°										3200 x 45	30 HL	
RWY 144°	1800	1610	1290	960	640							

HL-P1F **THR 27 (1hPa) / TDZ --- (---%)** 0.0%

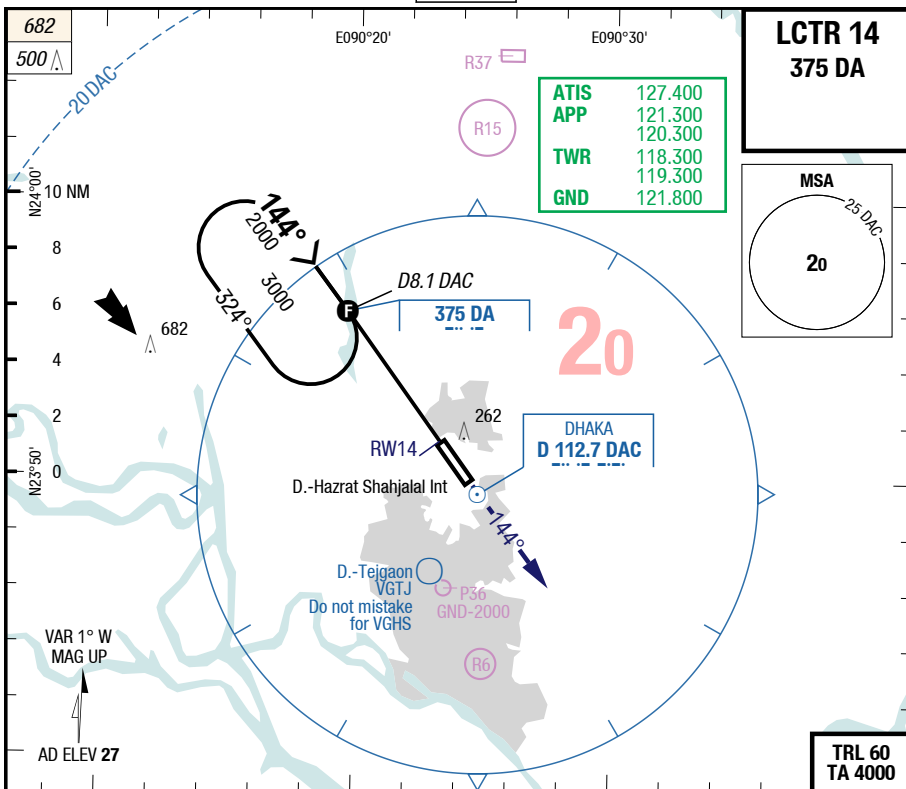


<b>14</b>		<b>NDB</b>				<b>Circling</b>
C	ft - m/km ft	530 - 2.8V <b>550</b>				Not published
D	ft - m/km ft	530 - 2.8V <b>550</b>				Not published

13-JUL-2017  
**DAC-VGHS**

7-180

**LCTR 14**



3.14° D DAC	8.1	7	6	5	4	
	2000	1660	1320	990	660	

HL-P1F **THR 27 (1hPa) / TDZ --- (---%)** 0.0%

<b>D8.1 DAC</b> DA 		<b>DAC</b> RW14 													
DIST to THR 5.8    5    0		<table border="1"> <tr> <td>GS</td> <td>120</td> <td>140</td> <td>160</td> </tr> <tr> <td>DA</td> <td>670</td> <td>780</td> <td>890</td> </tr> <tr> <td>-MAPT</td> <td>2:57</td> <td>2:32</td> <td>2:13</td> </tr> </table>		GS	120	140	160	DA	670	780	890	-MAPT	2:57	2:32	2:13
GS	120	140	160												
DA	670	780	890												
-MAPT	2:57	2:32	2:13												

<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

Changes: MSA, DIST ALT table, OBST, Editorial