

CORRIGENDUM OF AIP SUPP 03/25
PEOPLE’S REPUBLIC OF BANGLADESH
AERONAUTICAL INFORMATION SERVICES
CIVIL AVIATION AUTHORITY OF BANGLADESH
HEADQUARTERS, KURMITOLA, DHAKA-1229, BANGLADESH

TEL: +88-02-41091121-40/ Ext: 3151 FAX: +88-02 41091111 AFS: VGHQYOYX Email: adaishq@caab.gov.bd	AIRAC AIP SUPP 03/25 (CORRIGENDUM) 10 JUL 2025
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List of corrections in the corrigendum of AIP SUPP 03/25:

- (a) All RNAV Arrivals STAR with “A” has been replaced by “E”.
- (b) Attachment- A 3.1:
For SID IKOGU 1D at the WP HS009 FL144, was an editing mistake, has been removed.
- (c) Attachment- B 1.1:
Change of the holding pattern at ORUMI in the STAR NIKLI 1A (newly rename NIKLI 1E) chart.
- (d) Attachment- B 5.1:
VGD4 has been corrected as VGR4.
- (e) Transition level and Transition altitude amended.

Subject: RNAV-1 (GNSS) STANDARD INSTRUMENT DEPARTURE (SID) AND STANDARD INSTRUMENT ARRIVAL (STAR) FOR RWY 14 OF HAZRAT SHAHJALAL INTERNATIONAL AIRPORT, DHAKA (VGHS).

1. INTRODUCTION

- 1.1. The following RNAV-1 (GNSS) SIDs and STARs Procedure is designed for RWY14 of Hazrat Shahjalal International Airport, Dhaka in accordance with the criteria as stipulated in the ICAO PANS-OPS (Doc 8168) Vol. II and ICAO Manual of PBN (Doc 9613).
- 1.2. For RNAV-1 (GNSS) operations, aircraft shall be GNSS equipped and the navigation systems shall meet ICAO RNAV-1 standard of accuracy or equivalent and should have received suitable approvals for RNAV-1 operations.
- 1.3. Operators/pilots who are not approved to fly shall inform ATC and expect conventional route structure where applicable or expect radar vectors.

- 1.4. Pilots shall comply with an ATC assigned level and adhere to the vertical and speed restrictions depicted on the SIDs and STARs, except when alternate instructions are received from ATC.
- 1.5. ATC clearance will take precedence when the ATC clearance does not allow the pilots to adhere to the vertical and speed restrictions depicted on the SIDs and STARs.

2. STANDARAND INSTRUMENT ARRIVAL (STAR) - RWY14:

- 2.1 Arriving aircraft from the different ATS routes shall plan for the respective RNAV-1 STARs with the associated flight planning requirements as shown below:

ATS Route	RNAV-1 STAR Name	Remarks and Flight Planning Requirement
A462	IKOGU 1E/ IKOGU 1B	Default STAR shall be IKOGU 1E. When traffic permits, ATC will offer IKOGU 1B.
G463 (via IDLOX)	IDLOX 1E	Default STAR shall be IDLOX 1E.
G463 (via ADMIL)	ADMIL 1E	Default STAR shall be ADMIL 1E.
W2	IBANU 1E/ IBANU 1B	Default STAR shall be IBANU 1B. When traffic permits, ATC will offer IBANU 1E.
W3	BELKU 1E	Default STAR shall be BELKU 1E.
W1	NLKLI 1E	Default STAR shall be NLKLI 1E.
W14	NUPUR 1E	Default STAR shall be NUPUR 1E.
W9	KAKBO 1E	Default STAR shall be KAKBO 1E.

- 2.2 All RNAV-1 (GNSS) STARs terminate at the initial approach fix (IAF) HORIN.
- 2.3 ATC will clear arrivals via initial approach fix HORIN for RNP APPROACH RWY 14.
- 2.4 ATC may clear arrivals via initial approach fix (IAF) BONSI or RAJEN for RNP APPROACH RWY14, when air traffic permits.
- 2.5 Arrivals can expect radar vectors to intercept the localizer for an ILS to the respective runways.

3. RNAV Holding Procedures:

For the purpose of holding, the following RNAV holding waypoints and their associated RNAV holding procedures are listed below:

ROUTEs	NAME & CO-ORDINATE	I/B TRACK & LEVEL	PATTERN & SPEED
A462	OBLUX 23:31:07.1N 089:46:29.1E	060°M MAX FL 200; MNM FL 120	LEFT Max 250 KTS
W2	OBLUX 23:31:07.1N 089:46:29.1E	060°M MAX FL 110; MNM FL 090	LEFT Max 230 KTS
A462 W2 W9	RIDMO 24:00:16.4N 090:06:41.9E	324°M MAX FL 140; MNM ALT 4500 FT	LEFT Max 230 KTS
G463 W3	AVKAS 24:09:41.3N 090:08:40.8E	144°M MAX FL 140; MNM ALT 7000 FT	RIGHT Max 230 KTS
G463 W1	ORUMI 24:08:34.3N 090:19:02.9E	324°M MAX FL 140; MNM ALT 4500 FT	RIGHT Max 230 KTS

4. STANDARD INSTRUMENT DEPARTURE (SID)-RWY14:

- 4.1 All departing aircraft will be cleared on the appropriate RNAV-1 (GNSS) SIDs and shall climb initially to 4000 ft.
- 4.2 Departing aircraft for the different ATS routes shall expect for the respective RNAV-1 SIDs with the associated flight planning requirements as shown below:

ATS Route	RNAV-1 SID Name	Remarks and Flight Planning Requirement
A462	IKOGU 1D / IKOGU 1C	Default SID shall be IKOGU 1D. When traffic permits, ATC will offer IKOGU 1C. Expect radar vectors or further clearance from ATC.
G463 (via IDLOX)	IDLOX 1D / IDLOX 1C	Default SID shall be IDLOX 1D. When traffic permits, ATC will offer IDLOX 1C. Expect radar vectors or further clearance from ATC.
G463 (via ADMIL)	ADMIL 1D / ADMIL 1C	Default SID shall be ADMIL 1D. When traffic permits, ATC will offer ADMIL 1C. Expect radar vectors or further clearance from ATC.
W2	IBANU 1C	Default SID shall be IBANU 1C. Expect radar vectors or further clearance from ATC.
W3	BELKU 1C / BELKU 1D	Default SID shall be BELKU 1C. When traffic permits, ATC will offer BELKU 1D. Expect radar vectors or further clearance from ATC.
W1	NLCLI 1C	Default SID shall be NLCLI 1C.
W14	NUPUR 1C / NUPUR 1D	Default SID shall be NUPUR 1C. When traffic permits, ATC will offer NUPUR 1D. Expect radar vectors or further clearance from ATC.
W9	KAKBO 1C	Default SID shall be KAKBO 1C. Expect radar vectors or further clearance from ATC.

5. Radio Communication Failure Procedure:

In the event of a radio communication failure during RNAV-1 GNSS STARs/ SIDs, the pilots are expected to follow the respective radio communication failure procedure mentioned just after appropriate coding tables.

6. CONTINGENCY PROCEDURE:

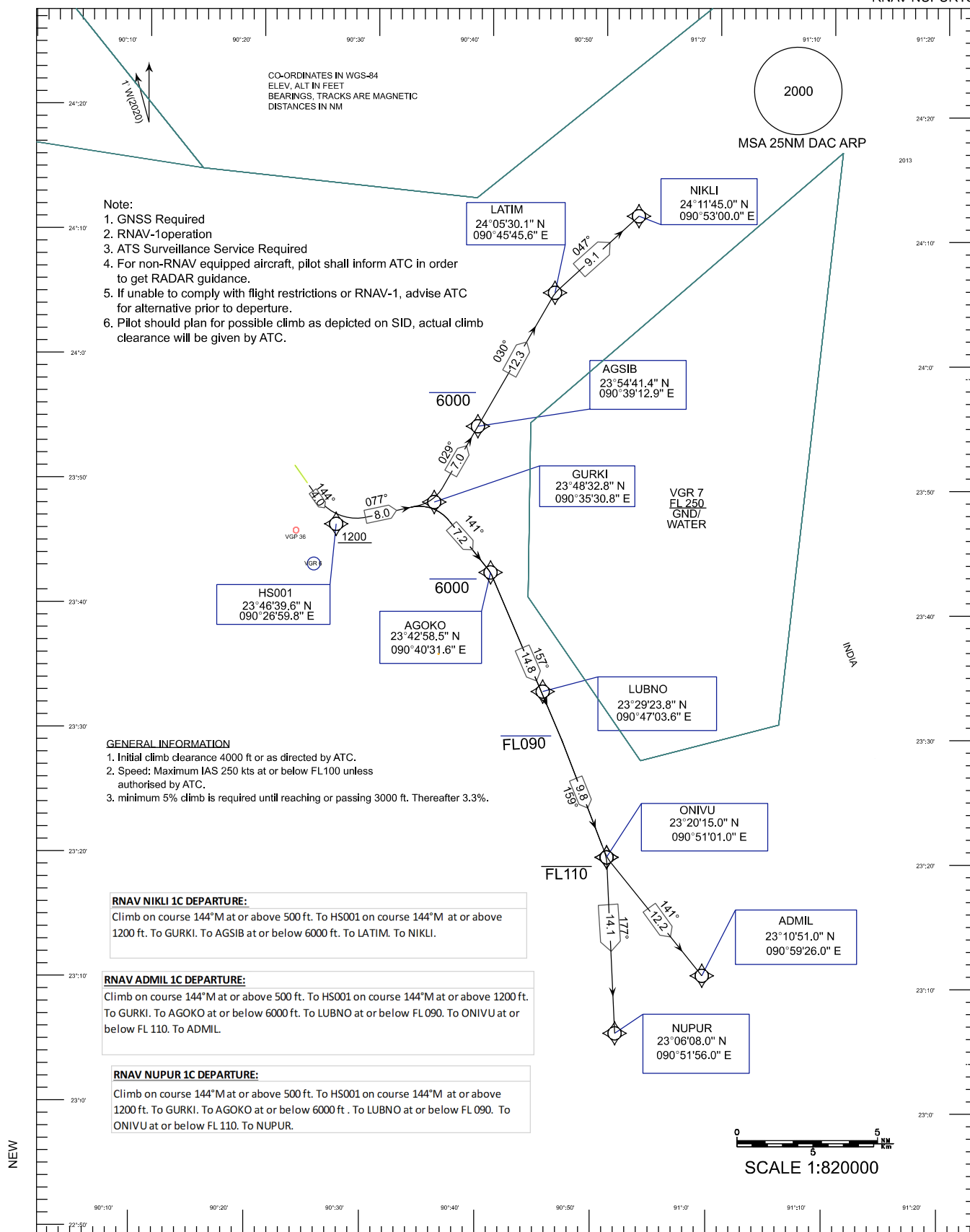
6.1 In the event of an aircraft experiencing degradation or failure of RNAV-1 System or GNSS signal, the pilot will notify the ATC of same and request a revised clearance.

6.2 Aircraft experiencing adverse weather and is likely to impact the aircraft's adherence to the cleared procedure, pilot will notify the ATC of same and request a revised clearance.

7. Insert charts and related coding tables as attached as per the list below:

- (i) RNAV-1 SID chart and coding table RWY14 - NIKLI 1C, ADMIL 1C, NUPUR 1C:
Attachment - A1.1, A1.2, A1.3.
- (ii) RNAV-1 SID chart and coding table RWY14 - ADMIL 1D, NUPUR 1D:
Attachment-A2.1, A2.2.
- (iii) RNAV-1 SID chart and coding table RWY14 - IKOGU 1D:
Attachment - A3.1, A3.2.
- (iv) RNAV-1 SID chart and coding table RWY14 - IKOGU 1C and IBANU 1C, KAKBO 1C:
Attachment - A4.1, A4.2, A4.3.
- (v) RNAV-1 SID chart and coding table RWY14 - IDLOX 1C, BELKU 1C:
Attachment – A5.1, A.5.2.
- (vi) RNAV-1 SID chart and coding table RWY14 - IDLOX 1D, BELKU 1D:
Attachment-A6.1, A6.2.
- (vii) RNAV-1 STAR chart and coding table RWY14 - NLKLI 1E:
Attachment - B1.1, B1.2.
- (viii) RNAV-1 STAR chart and coding table RWY14 - ADMIL 1E, NUPUR 1E:
Attachment - B2.1, B2.2.
- (ix) RNAV-1 STAR chart and coding table RWY14 - KAKBO 1E:
Attachment - B3.1, B3.2.
- (x) RNAV-1 STAR chart and coding table RWY14 - IKOGU 1E, IBANU 1E:
Attachment - B4.1, B4.2.
- (xi) RNAV-1 STAR chart and coding table RWY14 - IKOGU 1B, IBANU 1B:
Attachment - B5.1, B5.2.
- (xii) RNAV-1 STAR chart and coding table RWY14 - IDLOX 1E, BELKU 1E:
Attachment - B6.1, B6.2.

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STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAOAERODROME ELEV 27FT
TRANSITION ALTITUDE 6000 FT
TRANSITION LEVEL FL 080Dhaka ACC : 125.7 (Upper)
Dhaka ACC : 126.7 (lower)
Dhaka APP : 121.3
Dhaka TWR : 118.3 MHz (PRI)
Dhaka ATIS : 127.4DHAKA, BANGLADESH
HAZRAT SHAHJALAL INT'L AIRPORT (VGHS)RWY 14
RNAV NIKLI 1C
RNAV ADMIL 1C
RNAV NUPUR 1C

STANDARD INSTRUMENT DEPARTURE PROCEDURE CODING TABLES

AIP BANGLADESH

Attachment - A 1.2

TABULAR DESCRIPTION

RWY 14
RNAV NIKLI 1C

SL NO	Path Descriptor	Waypoint Identifier	Fly Over	Course M°(T°)	Turn	DST(NM)	Altitude (ft /FL)	Speed Limit (kt)	NAV SPEC	Coordinate
01	CA	–	–	144 (143.9)	–	–	+500	–	RNAV1	–
02	CF	HS001	–	144 (143.8)	–	–	+1200	–	RNAV1	23°46'39.6"N 090°26'59.8"E
03	TF	GURKI	–	077 (076.4)	–	8.0	–	–	RNAV1	23°48'32.8"N 090°35'30.8"E
04	TF	AGSIB	–	029 (028.9)	–	7.0	-6000	–	RNAV1	23°54'41.4"N 090°39'12.9"E
05	TF	LATIM	–	030 (029.1)	–	12.3	–	–	RNAV1	24°05'30.1"N 090°45'45.6"E
06	TF	NIKLI	–	047 (046.7)	–	9.1	–	–	RNAV1	24°11'45.0"N 090°53'00.0"E

Radio Communication Failure Procedure

A. Set Transponder to Mode A/C Code 7600.

B. Departure Intending to Continue to Destination.

Comply with the last acknowledged clearance up to the next reporting point in the SID, then climb to the flight planned cruising level in accordance with the published all speed and altitude restrictions of the relevant SID procedure. Thereafter comply with the flight planned routing and level.

C. Departure Intending to Land Back at Dhaka.

i) For the case of position before passing GURKI - turn left to join ADMIL 1A to ORUMI climb and maintain 6000 ft.

ii) For the case of position after passing GURKI- Climb to FL090 or as cleared and acknowledged level, whichever is higher thereafter turn left to join NIKLI 1A to ORUMI.

iii) From ORUMI commence descent and carry out appropriate landing procedure via HORIN or descend to 2000ft take a suitable turn to intercept localizer.

iv) If holding- hold over ORUMI, thereafter follow procedure as mentioned in Para (iii) above.

TABULAR DESCRIPTION

RWY 14
RNAV ADMIL 1C

SL NO	Path Descriptor	Waypoint Identifier	Fly Over	Course M°(T°)	Turn	DST(NM)	Altitude (ft /FL)	Speed Limit (kt)	NAV SPEC	Coordinate
01	CA	—	—	144 (143.9)	—	—	+500	—	RNAV1	—
02	CF	HS001	—	144 (143.8)	—	—	+1200	—	RNAV1	23°46'39.6"N 090°26'59.8"E
03	TF	GURKI	—	077 (076.4)	—	8.0	—	—	RNAV1	23°48'32.8"N 090°35'30.8"E
04	TF	AGOKO	—	141 (140.4)	—	7.2	-6000	—	RNAV1	23°42'58.5"N 090°40'31.6"E
05	TF	LUBNO	—	157 (156.1)	—	14.8	-FL090	—	RNAV1	23°29'23.8"N 090°47'03.6"E
06	TF	ONIVU	—	159 (158.2)	—	9.8	-FL110	—	RNAV1	23°20'15.0"N 090°51'01.0"E
07	TF	ADMIL	—	141 (140.4)	—	12.2	—	—	RNAV1	23°10'51.0"N 090°59'26.0"E

RNAV NUPUR 1C

SL NO	Path Descriptor	Waypoint Identifier	Fly Over	Course M°(T°)	Turn	DST(NM)	Altitude (ft /FL)	Speed Limit (kt)	NAV SPEC	Coordinate
01	CA	—	—	144 (143.9)	—	—	+500	—	RNAV1	—
02	CF	HS001	—	144 (143.8)	—	—	+1200	—	RNAV1	23°46'39.6"N 090°26'59.8"E
03	TF	GURKI	—	077 (076.4)	—	8.0	—	—	RNAV1	23°48'32.8"N 090°35'30.8"E
04	TF	AGOKO	—	141 (140.4)	—	7.2	-6000	—	RNAV1	23°42'58.5"N 090°40'31.6"E
05	TF	LUBNO	—	157 (156.1)	—	14.8	-FL090	—	RNAV1	23°29'23.8"N 090°47'03.6"E
06	TF	ONIVU	—	159 (158.2)	—	9.8	-FL110	—	RNAV1	23°20'15.0"N 090°51'01.0"E
07	TF	NUPUR	—	177 (176.6)	—	14.1	—	—	RNAV1	23°06'08.0"N 090°51'56.0"E

Radio Communication Failure Procedure

A. Set Transponder to Mode A/C Code 7600.

B. Departure Intending to Continue to Destination.

Comply with the last acknowledged clearance up to the next reporting point in the SID, then climb to the flight planned cruising level in accordance with the published all speed and altitude restrictions of the relevant SID procedure. Thereafter comply with the flight planned routing and level.

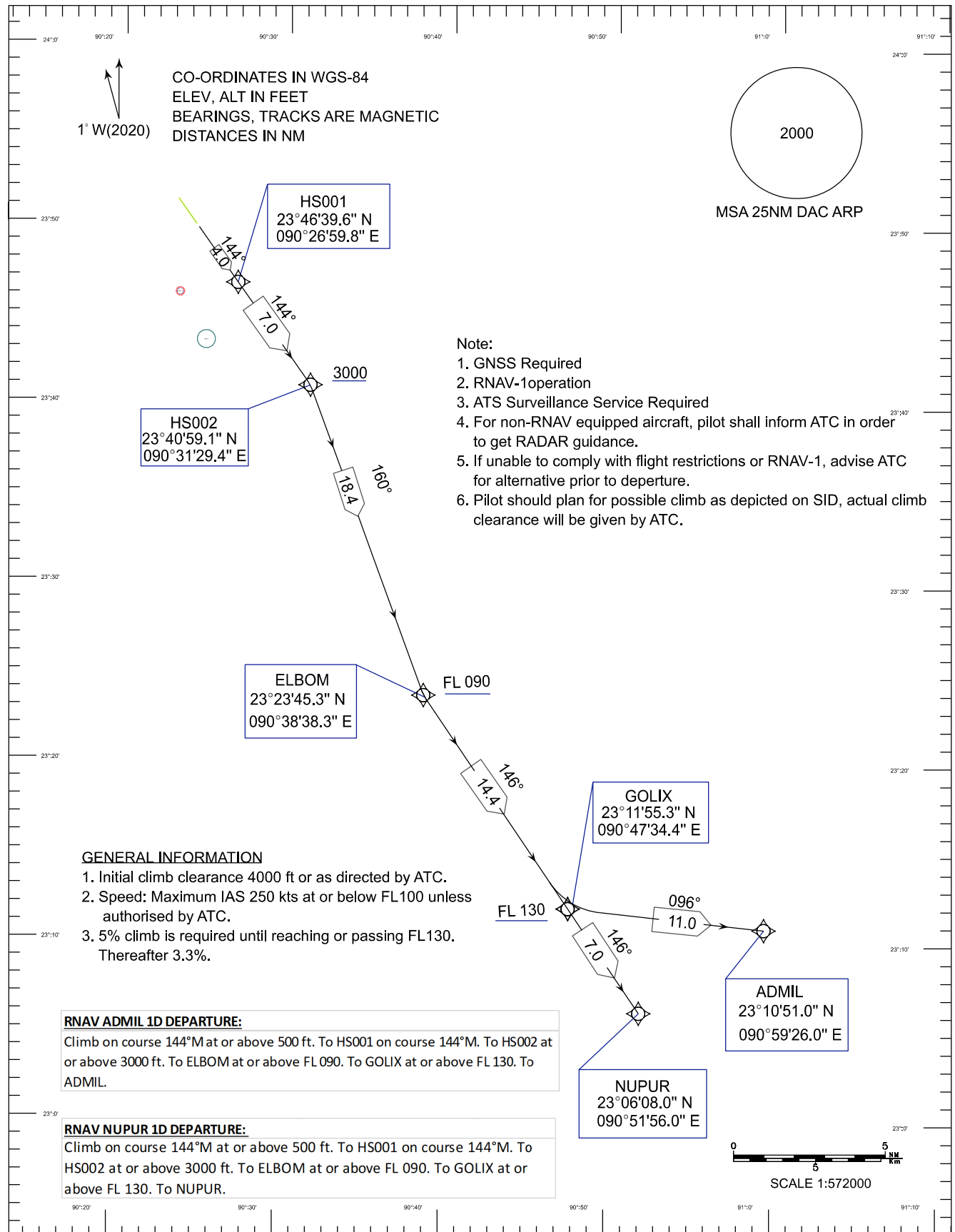
C. Departure Intending to Land Back at Dhaka.

i.) For the case of position before passing GURKI - turn left to join ADMIL 1A to ORUMI climb and maintain 6000 ft.

ii.) For the case of position after passing GURKI- Climb to FL110 or as cleared and acknowledged level, whichever is higher thereafter turn left to join ADMIL 1A to ORUMI.

iii.) From ORUMI commence descent and carry out appropriate landing procedure via HORIN or descend to 2000 ft take a suitable turn to intercept localizer.

iv.) If holding- hold over ORUMI, thereafter follow procedure as mentioned in Para (iii) above.

STANDARD DEPARTURE CHART
INSTRUMENT (SID)-ICAOAERODROME ELEV 27FT
TRANSITION ALTITUDE 6000 FT
TRANSITION LEVEL FL 080Dhaka ACC : 125.7 (Upper)
Dhaka ACC : 126.7 (lower)
Dhaka APP : 121.3
Dhaka TWR : 118.3 MHz (PRI)
Dhaka ATIS : 127.4DHAKA, BANGLADESH
HAZRAT SHAHJALAL INT'L AIRPORT (VGHS)
RWY 14
RNAV ADMIL1D
RNAV NUPUR 1D

STANDARD INSTRUMENT DEPARTURE PROCEDURE CODING TABLES

AIP BANGLADESH

Attachment - A 2.2

RWY 14
RNAV ADMIL 1D

TABULAR DESCRIPTION

SL NO	Path Descriptor	Waypoint Identifier	Fly Over	Course M°(T°)	Turn	DST(NM)	Altitude (ft /FL)	Speed Limit (kt)	NAV SPEC	Coordinate
01	CA	–	–	144 (143.9)	–	–	+500	–	RNAV1	–
02	CF	HS001	–	144 (143.8)	–	–	–	–	RNAV1	23°46'39.6"N 090°26'59.8"E
03	TF	HS002	–	144 (143.9)	–	07.0	+3000	–	RNAV1	23°40'59.1"N 090°31'29.4"E
04	TF	ELBOM	–	160 (159.0)	–	18.4	+FL090	–	RNAV1	23°23'45.3"N 090°38'38.3"E
05	TF	GOLIX	–	146 (145.1)	–	14.4	+FL130	–	RNAV1	23°11'55.3"N 090°47'34.4"E
06	TF	ADMIL	–	096 (095.6)	–	11.0	–	–	RNAV1	23°10'51.0"N 090°59'26.0"E

RNAV NUPUR 1D

SL NO	Path Descriptor	Waypoint Identifier	Fly Over	Course M°(T°)	Turn	DST(NM)	Altitude (ft /FL)	Speed Limit (kt)	NAV SPEC	Coordinate
01	CA	–	–	144 (143.9)	–	–	+500	–	RNAV1	–
02	CF	HS001	–	144 (143.8)	–	–	–	–	RNAV1	23°46'39.6"N 090°26'59.8"E
03	TF	HS002	–	144 (143.9)	–	07.0	+3000	–	RNAV1	23°40'59.1"N 090°31'29.4"E
04	TF	ELBOM	–	160 (159.0)	–	18.4	+FL090	–	RNAV1	23°23'45.3"N 090°38'38.3"E
05	TF	GOLIX	–	146 (145.1)	–	14.4	+FL130	–	RNAV1	23°11'55.3"N 090°47'34.4"E
06	TF	NUPUR	–	146(145.1)	–	07.0	–	–	RNAV1	23°06'08.0"N 090°51'56.0"E

Radio Communication Failure Procedure

A. Set Transponder to Mode A/C Code 7600.

B. Departure Intending to Continue to Destination.

Comply with the last acknowledged clearance up to the next reporting point in the SID, then climb to the flight planned cruising level in accordance with the published all speed and altitude restrictions of the relevant SID procedure. Thereafter comply with the flight planned routing and level.

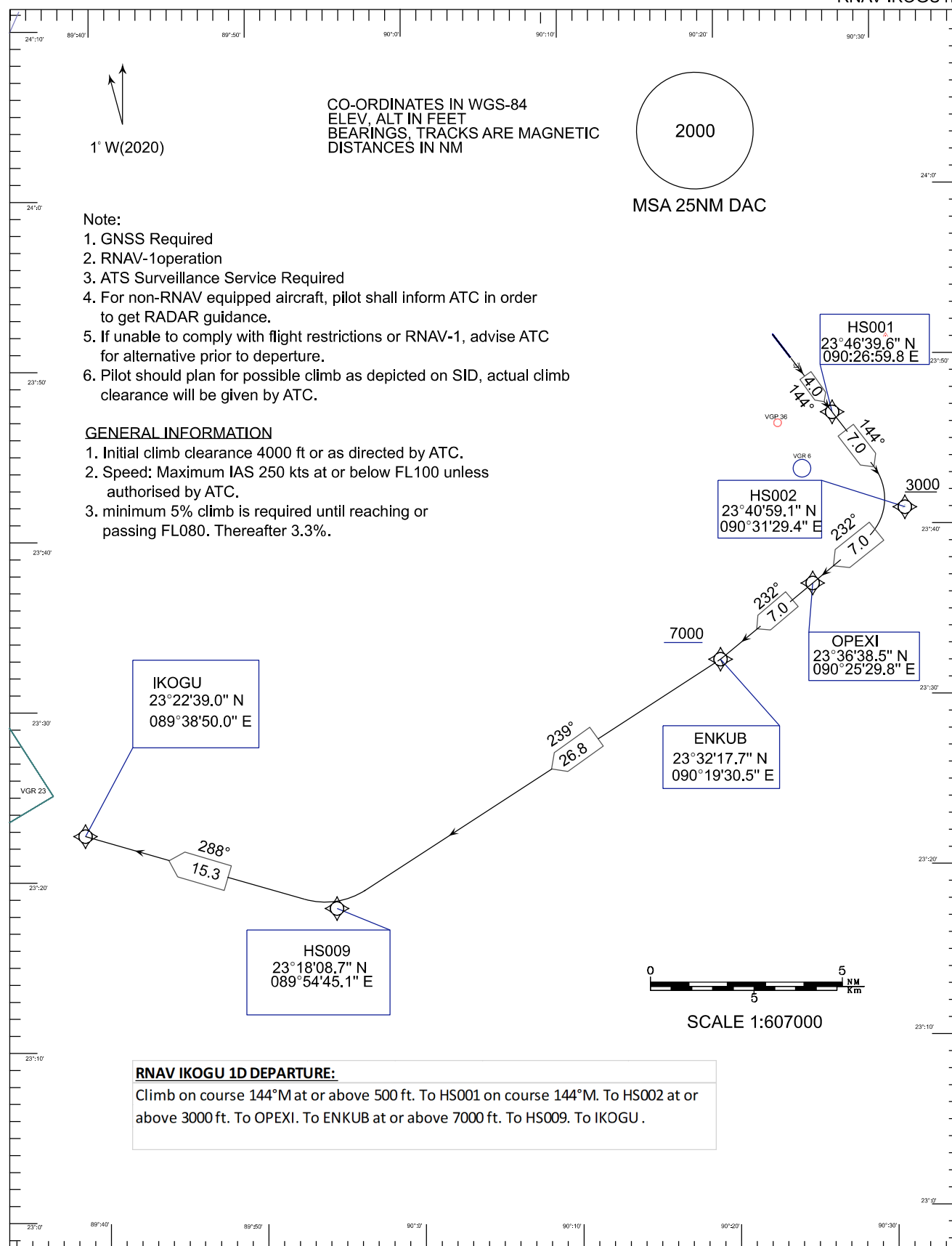
C. Departure Intending to Land Back at Dhaka.

i) For the case of position before passing ELBOM -Climb and maintain FL090 thereafter turn right to join STAR KAKBO 1A to RIDMO.

ii) For the case of position after passing ELBOM- Climb to FL130 or as cleared and acknowledged level, whichever is higher thereafter turn left to join ADMIL 1A to ORUMI.

iii) From RIDMO/ORUMI commence descent and carry out appropriate landing procedure via HORIN or descend to 2000ft take a suitable turn to intercept localizer.

iv) If holding- hold over RIDMO/ORUMI, thereafter follow procedure as mentioned in Para (iii) above.

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAOAERODROME ELEV 27FT
TRANSITION ALTITUDE 6000 FT
TRANSITION LEVEL FL 080Dhaka ACC : 125.7 (Upper)
Dhaka ACC : 126.7 (Lower)
Dhaka APP : 121.3
Dhaka TWR : 118.3 MHz (PRI)
Dhaka ATIS : 127.4DHAKA, BANGLADESH
HAZRAT SHAHJALAL INT'L AIRPORT (VGHS)RWY 14
RNAV IKOGU1D

STANDARD INSTRUMENT DEPARTURE PROCEDURE CODING TABLES

AIP BANGLADESH

Attachment - A 3.2

RWY 14
RNAV IKOGU 1D**TABLULAR DESCRIPTION**

SL NO	Path Descriptor	Waypoint Identifier	Fly Over	Course M°(T°)	Turn	DST(NM)	Altitude (ft /FL)	Speed Limit (kt)	NAV SPEC	Coordinate
01	CA	—	—	144 (143.9)	—	—	+500	—	RNAV1	—
02	CF	HS001	—	144 (143.8)	—	—	—	—	RNAV1	23°46'39.6"N 090°26'59.8"E
03	TF	HS002	—	144 (143.9)	—	7.0	+3000	—	RNAV1	23°40'59.1"N 090°31'29.4"E
04	TF	OPEXI	—	232 (231.8)	—	7.0	—	—	RNAV1	23°36'38.5"N 090°25'29.8"E
05	TF	ENKUB	—	232 (231.8)	—	7.0	+7000	—	RNAV1	23°32'17.7"N 090°19'30.5"E
06	TF	HS009	—	239 (238.3)	—	26.8	—	—	RNAV1	23°18'08.7"N 089°54'45.1"E
07	TF	IKOGU	—	288 (287.1)	—	15.3	—	—	RNAV1	23°22'39.0"N 089°38'50.0"E

Radio Communication Failure Procedure

A. Set Transponder to Mode A/C Code 7600.

B. Departure Intending to Continue to Destination:

Comply with the last acknowledged clearance up to the next reporting point in the SID, then climb to the flight planned cruising level in accordance with the published all speed and altitude restrictions of the relevant SID procedure. Thereafter comply with the flight planned routing and level.

C. Departure Intending to Land Back at Dhaka.

i) For the case of position before passing ENKUB-Climb and maintain 7000 ft thereafter turn right to join STAR IKOGU 1A to RIDMO.

ii) For the case of position after passing ENKUB- Climb to FL110 or as cleared and acknowledged level, whichever is higher thereafter turn right to join IKOGU 1A to RIDMO.

iii) From RIDMO commence descend and carry out appropriate landing procedure via HORIN or descend to 2000ft take a suitable turn to intercept localizer.

iv) If holding- hold over RIDMO, thereafter follow procedure as mentioned in Para (iii) above.

DHAKA, BANGLADESH

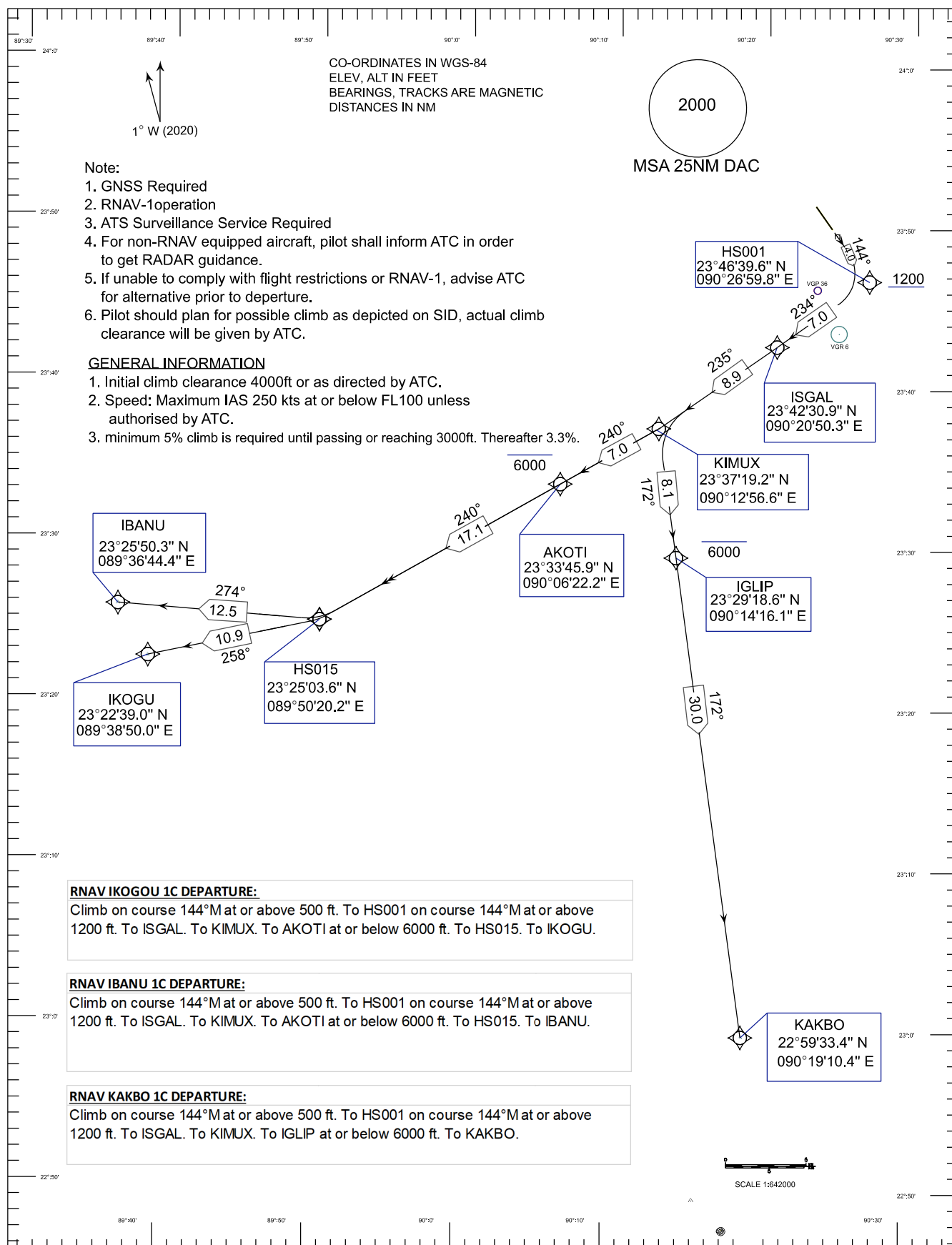
HAZRAT SHAHJALAL INT'L AIRPORT (VGHS)

RWY 14

RNAV IKOGU1C

RNAV IBANU1C

RNAV KAKBO1C

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAOAERODROME ELEV 27FT
TRANSITION ALTITUDE 6000 FT
TRANSITION LEVEL FL 080Dhaka ACC : 125.7 (Upper)
Dhaka ACC : 126.7 (lower)
Dhaka APP : 121.3
Dhaka TWR : 118.3 MHz (PRI)
Dhaka ATIS : 127.4

RWY 14
RNAV IKOGU 1C**TABLULAR DESCRIPTION**

SL NO	Path Descriptor	Waypoint Identifier	Fly Over	Course M°(T°)	Turn	DST(NM)	Altitude (ft /FL)	Speed Limit (kt)	NAV SPEC	Coordinate
01	CA	—	—	144 (143.9)	—	—	+500	—	RNAV1	—
02	CF	HS001	—	144 (143.8)	—	—	+1200	—	RNAV1	23°46'39.6"N 090°26'59.8"E
03	TF	ISGAL	—	234 (233.8)	—	7.0	—	—	RNAV1	23°42'30.9"N 090°20'50.3"E
04	TF	KIMUX	—	235 (234.5)	—	8.9	—	—	RNAV1	23°37'19.2"N 090°12'56.6"E
05	TF	AKOTI	—	240 (239.6)	—	7.0	- 6000	—	RNAV1	23°33'45.9"N 090°06'22.2"E
06	TF	HS015	—	240 (239.6)	—	17.1	—	—	RNAV1	23°25'03.6"N 089°50'20.2"E
07	TF	IKOGU	—	258 (257.3)	—	10.9	—	—	RNAV1	23°22'39.0"N 089°38'50.0"E

RNAV IBANU 1C

SL NO	Path Descriptor	Waypoint Identifier	Fly Over	Course M°(T°)	Turn	DST(NM)	Altitude (ft /FL)	Speed Limit (kt)	NAV SPEC	Coordinate
01	CA	—	—	144 (143.9)	—	—	+500	-230	RNAV1	—
02	CF	HS001	—	144 (143.8)	—	—	+1200	-230	RNAV1	23°46'39.6"N 090°26'59.8"E
03	TF	ISGAL	—	234 (233.8)	—	7.0	—	—	RNAV1	23°42'30.9"N 090°20'50.3"E
04	TF	KIMUX	—	235 (234.5)	—	8.9	—	—	RNAV1	23°37'19.2"N 090°12'56.6"E
05	TF	AKOTI	—	240 (239.6)	—	7.0	- 6000	—	RNAV1	23°33'45.9"N 090°06'22.2"E
06	TF	HS015	—	240 (239.6)	—	17.1	—	—	RNAV1	23°25'03.6"N 089°50'20.2"E
07	TF	IBANU	—	274 (273.6)	—	12.5	—	—	RNAV1	23°25'50.3"N 089°36'44.4"E

Radio Communication Failure Procedure

A. Set Transponder to Mode A/C Code 7600.

B. Departure Intending to Continue to Destination.

Comply with the last acknowledged clearance up to the next reporting point in the SID, then climb to the flight planned cruising level in accordance with the published all speed and altitude restrictions of the relevant SID procedure. Thereafter comply with the flight planned routing and level.

C. Departure Intending to Land Back at Dhaka.

i) For the case of position before passing AKOTI-Climb and maintain 6000 ft thereafter turn right to join STAR IKOGU 1A to RIDMO.

ii) For the case of position after passing AKOTI- Climb to FL110 or as cleared and acknowledged level, whichever is higher, thereafter turn right to join IKOGU 1A to RIDMO.

iii) From RIDMO commence descend and carry out appropriate landing procedure via HORIN or descend to 2000ft take a suitable turn to intercept localizer.

iv) If holding- hold over RIDMO, thereafter follow procedure as mentioned in Para (iii) above.

STANDARD INSTRUMENT DEPARTURE PROCEDURE CODING TABLES

AIP BANGLADESH

Attachment - A 4.3

RWY 14
RNAV KAKBO 1C**TABLULAR DESCRIPTION**

SL NO	Path Descriptor	Waypoint Ident	Fly Over	Course M°(T°)	Turn	DST(NM)	Altitude (ft /FL)	Speed Limit (kt)	NAV SPEC	Coordinate
01	CA	—	—	144 (143.9)	—	—	+500	—	RNAV1	—
02	CF	HS001	—	144 (143.8)	—	—	+1200	—	RNAV1	23°46'39.6"N 090°26'59.8"E
03	TF	ISGAL	—	234(233.8)	—	7.0	—	—	RNAV1	23°42'30.9"N 090°20'50.3"E
04	TF	KIMUX	—	235 (234.5)	—	8.9	—	—	RNAV1	23°37'19.2"N 090°12'56.6"E
05	TF	IGLIP	—	172 (171.3)	—	8.1	- 6000	—	RNAV1	23°29'18.6"N 090°14'16.1"E
06	TF	KAKBO	—	172 (171.3)	—	30.0	—	—	RNAV1	22°59'33.4"N 090°19'10.4"E

Radio Communication Failure Procedure

A. Set Transponder to Mode A/C Code 7600.

B. Departure Intending to Continue to Destination.

Comply with the last acknowledged clearance up to the next reporting point in the SID, then climb to the flight planned cruising level in accordance with the published all speed and altitude restrictions of the relevant SID procedure. Thereafter comply with the flight planned routing and level.

C. Departure Intending to Land Back at Dhaka.

i) For the case of position before passing KIMUX-Climb and maintain 6000 ft thereafter turn right to join STAR IKOGU 1A to RIDMO.

ii) For the case of position after passing KIMUX- Climb and maintain 6000 ft until IGLIP, then Climb to FL090 or as cleared and acknowledged level, whichever is higher thereafter turn left to join KAKBO 1A via LOTMI to RIDMO.

iii) From RIDMO commence descend and carry out appropriate landing procedure via HORIN or descend to 2000ft take a suitable turn to intercept localizer.

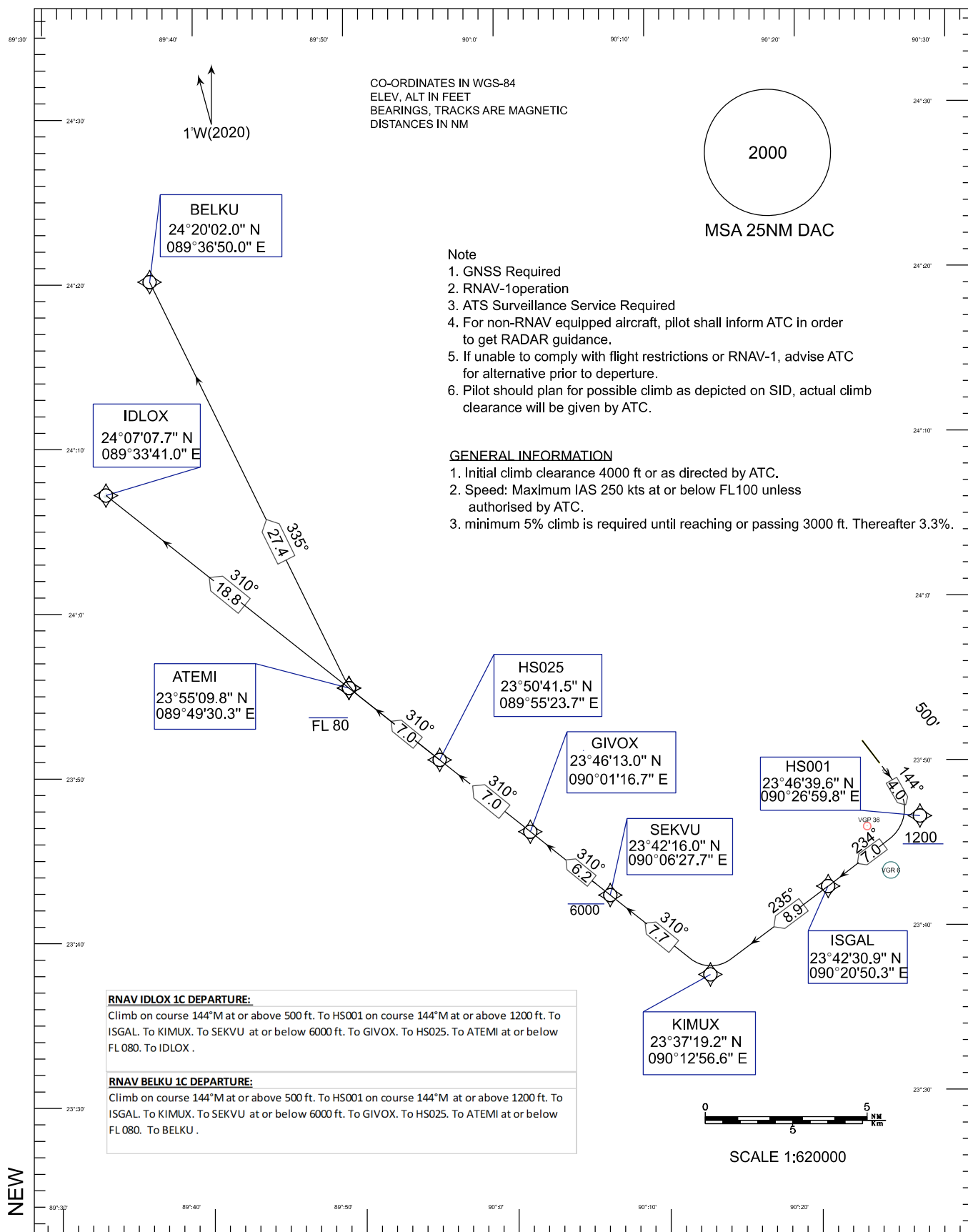
iv) If holding- hold over RIDMO, thereafter follow procedure as mentioned in Para (ii) above.

**STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO**

AERODROME ELEV 27FT
TRANSITION ALTITUDE 6000 FT
TRANSITION LEVEL FL 080

Dhaka ACC : 125.7 (Upper)
Dhaka ACC : 126.7 (lower)
Dhaka APP : 121.3
Dhaka TWR : 118.3 MHz (PRI)
Dhaka ATIS : 127.4

DHAKA, BANGLADESH
HAZRAT SHAHJALAL INT'L AIRPORT (VGHS)
RWY 14
RNAV IDLOX1C
RNAV BELKU1C



STANDARD INSTRUMENT DEPARTURE PROCEDURE CODING TABLES

AIP BANGLADESH

Attachment - A 5.2

RWY 14
RNAV IDLOX 1C**TABLULAR DESCRIPTION**

SL NO	Path Descriptor	Waypoint Identifier	Fly Over	Course °M(°T)	Turn	DST(NM)	Altitude (ft/FL)	Speed Limit (kt)	NAV SPEC	Coordinate
01	CA	-	-	144 (143.9)	-	-	+500	-	-	-
02	CF	HS001	-	144 (143.8)	-	-	+1200	-	RNAV1	23°46'39.6"N 090°26'59.8"E
03	TF	ISGAL	-	234 (233.8)	-	7.0	-	-	RNAV1	23°42'30.9"N 090°20'50.3"E
04	TF	KIMUX	-	235 (234.5)	-	8.9	-	-	RNAV1	23°37'19.2"N 090°12'56.6"E
05	TF	SEKVU	-	310 (309.7)	-	7.7	- 6000	-	RNAV1	23°42'16.0"N 090°06'27.7"E
06	TF	GIVOX	-	310 (309.6)	-	6.2	-	-	RNAV1	23°46'13.0"N 090°01'16.7"E
07	TF	HS025	-	310 (309.6)	-	7.0	-	-	RNAV1	23°50'41.5"N 089°55'23.7"E
08	TF	ATEMI	-	310 (309.6)	-	7.0	- FL080	-	RNAV1	23°55'09.8"N 089°49'30.3"E
09	TF	IDLOX	-	310 (309.5)	-	18.8	-	-	RNAV1	24°07'07.7"N 089°33'41.0"E

RNAV BELKU 1C

SL NO	Path Descriptor	Waypoint Identifier	Fly Over	Course M°(T°)	Turn	DST(NM)	Altitude(ft /FL)	Speed Limit (kt)	NAV SPEC	Coordinate
01	CA	-	-	144 (143.9)	-	-	+500	-		-
02	CF	HS001	-	144 (143.8)	-	-	+1200	-	RNAV1	23°46'39.6"N 090°26'59.8"E
03	TF	ISGAL	-	234 (233.8)	-	7.0	-	-	RNAV1	23°42'30.9"N 090°20'50.3"E
04	TF	KIMUX	-	235 (234.5)	-	8.9	-	-	RNAV1	23°37'19.2"N 090°12'56.6"E
05	TF	SEKVU	-	310 (309.7)	-	7.7	- 6000	-	RNAV1	23°42'16.0"N 090°06'27.7"E
06	TF	GIVOX	-	310 (309.6)	-	6.2	-	-	RNAV1	23°46'13.0"N 090°01'16.7"E
07	TF	HS025	-	310 (309.6)	-	7.0	-	-	RNAV1	23°50'41.5"N 089°55'23.7"E
08	TF	ATEMI	-	310 (309.6)	-	7.0	- FL080	-	RNAV1	23°55'09.8"N 089°49'30.3"E
09	TF	BELKU	-	335 (334.9)	-	27.4	-	-	RNAV1	24°20'02.0"N 089°36'50.0"E

Radio Communication Failure Procedure

A. Set Transponder to Mode A/C Code 7600.

B. Departure Intending to Continue to Destination.

Comply with the last acknowledged clearance up to the next reporting point in the SID, then climb to the flight planned cruising level in accordance with the published all speed and altitude restrictions of the relevant SID procedure. Thereafter comply with the flight planned routing and level.

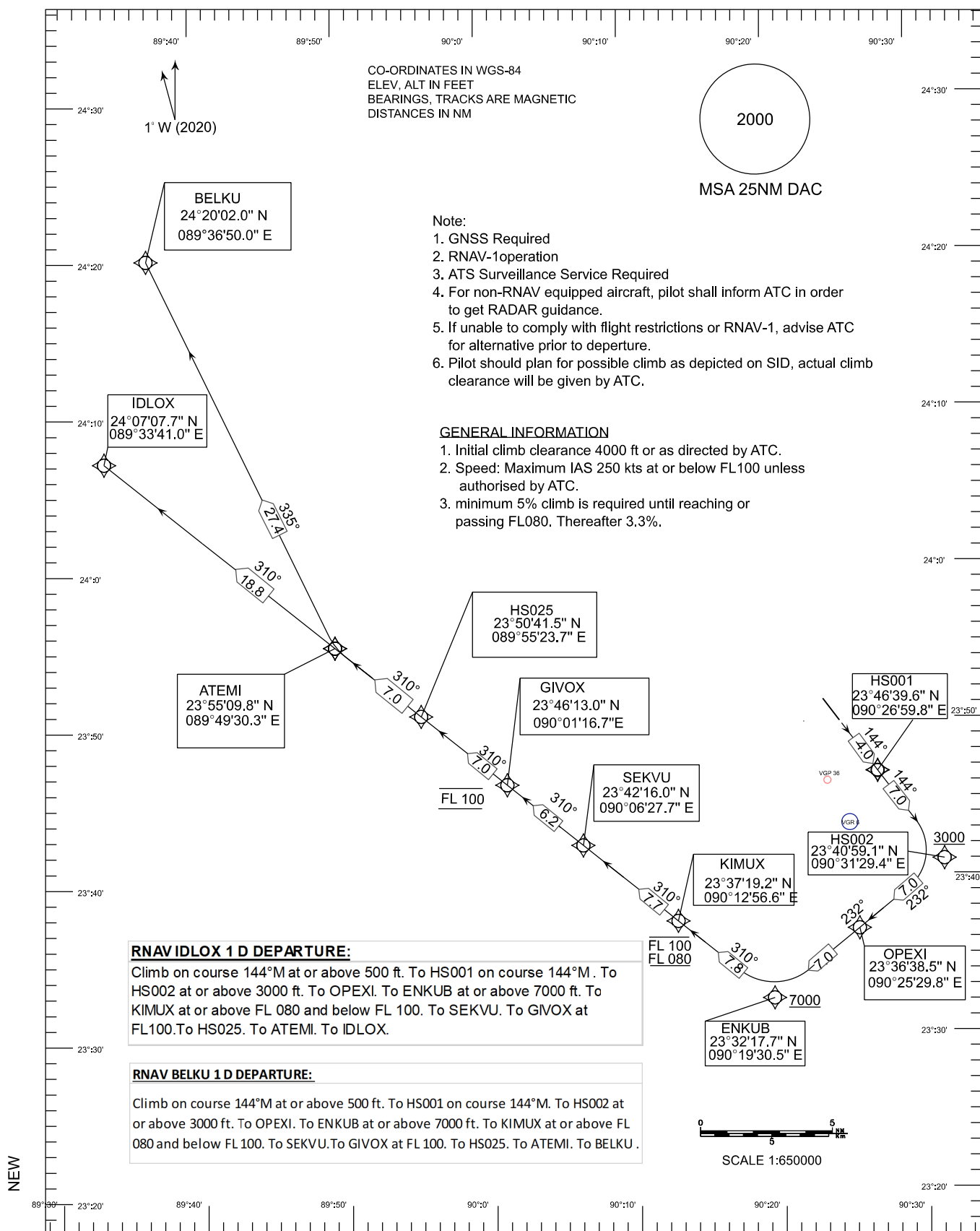
C. Departure Intending to Land Back at Dhaka.

i.) For the case of position before passing KIMUX-climb and maintain 6000 ft thereafter turn right to join STAR IKOGU 1A to RIDMO.

ii.) For the case of position after passing KIMUX Climb and maintain FL080 or as cleared and acknowledged level, whichever is higher thereafter turn right to join IIDLOX 1A via EKVIN to AVKAS.

iii.) From RIDMO / AVKAS commence descent and carry out appropriate landing procedure via HORIN or descend to 2000ft take a suitable turn to intercept localizer.

iv.) If holding- hold over RIDMO / AVKAS, thereafter follow procedure as mentioned in Para (iii) above.

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAOAERODROME ELEV 27FT
TRANSITION ALTITUDE 6000 FT
TRANSITION LEVEL FL 080Dhaka ACC : 125.7 (Upper)
Dhaka ACC : 126.7 (lower)
Dhaka APP : 121.3
Dhaka TWR : 118.3 MHz (PRI)
Dhaka ATIS : 127.4DHAKA, BANGLADESH
HAZRAT SHAHJALAL INT'L AIRPORT (VGHS)
RWY 14
RNAV IDLOX1D
RNAV BELKU1D

RWY 14
RNAV IDLOX 1D**TABLULAR DESCRIPTION**

SL NO	Path Descriptor	Waypoint Identifier	Fly Over	Course M°(T°)	Turn	DST(NM)	Altitude (ft/FL)	Speed Limit (kt)	NAV SPEC	Coordinate
01	CA	–	–	144 (143.9)	–	–	+500	–	RNAV1	–
02	CF	HS001	–	144 (143.8)	–	–	–	–	RNAV1	23°46'39.6"N 090°26'59.8"E
03	TF	HS002	–	144 (143.9)	–	7.0	+3000	–	RNAV1	23°40'59.1"N 090°31'29.4"E
04	TF	OPEXI	–	232 (231.8)	–	7.0	–	–	RNAV1	23°36'38.5"N 090°25'29.8"E
05	TF	ENKUB	–	232(231.8)	–	7.0	+7000	–	RNAV1	23°32'17.7"N 090°19'30.5"E
06	TF	KIMUX	–	310 (309.7)	–	7.8	-FL100 +FL080	–	RNAV1	23°37'19.2"N 090°12'56.6"E
07	TF	SEKVU	–	310 (309.7)	–	7.7	–	–	RNAV1	23°42'16.0"N 090°06'27.7"E
08	TF	GVOX	–	310 (309.6)	–	6.2	@FL100	–	RNAV1	23°46'13.0"N 090°01'16.7"E
09	TF	HS025	–	310 (309.6)	–	7.0	–	–	RNAV1	23°50'41.5"N 089°55'23.7"E
10	TF	ATEMI	–	310 (309.6)	–	7.0	–	–	RNAV1	23°55'09.8"N 089°49'30.3"E
11	TF	IDLOX	–	310 (309.5)	–	18.8	–	–	RNAV1	24°07'07.7"N 089°33'41.0"E

RNAV BELKU 1D

SL NO	Path Descriptor	Waypoint Identifier	Fly Over	Course M°(T°)	Turn	DST(NM)	Altitude (ft /FL)	Speed Limit (kt)	NAV SPEC	Coordinate
01	CA	–	–	144 (143.9)	–	–	+500	–	RNAV1	–
02	CF	HS001	–	144 (143.8)	–	–	–	–	RNAV1	23°46'39.6"N 090°26'59.8"E
03	TF	HS002	–	144 (143.9)	–	7.0	+3000	–	RNAV1	23°40'59.1"N 090°31'29.4"E
04	TF	OPEXI	–	232 (231.8)	–	7.0	–	–	RNAV1	23°36'38.5"N 090°25'29.8"E
05	TF	ENKUB	–	232(231.8)	–	7.0	+7000	–	RNAV1	23°32'17.7"N 090°19'30.5"E
06	TF	KIMUX	–	310 (309.7)	–	7.8	-FL100 +FL080	–	RNAV1	23°37'19.2"N 090°12'56.6"E
07	TF	SEKVU	–	310 (309.7)	–	7.7	-	–	RNAV1	23°42'16.0"N 090°06'27.7"E
08	TF	GVOX	–	310 (309.6)	–	6.2	@FL100	–	RNAV1	23°46'13.0"N 090°01'16.7"E
09	TF	HS025	–	310 (309.6)	–	7.0	–	–	RNAV1	23°50'41.5"N 089°55'23.7"E
10	TF	ATEMI	–	310 (309.6)	–	7.0	–	–	RNAV1	23°55'09.8"N 089°49'30.3"E
11	TF	BELKU	–	335 (334.9)	–	27.4	–	–	RNAV1	24°20'02.0"N 089°36'50.0"E

Radio Communication Failure Procedure

A. Set Transponder to Mode A/C Code 7600.

B. Departure Intending to Continue to Destination.

Comply with the last acknowledged clearance up to the next reporting point in the SID, then climb to the flight planned cruising level in accordance with the published all speed and altitude restrictions of the relevant SID procedure. Thereafter comply with the flight planned routing and level.

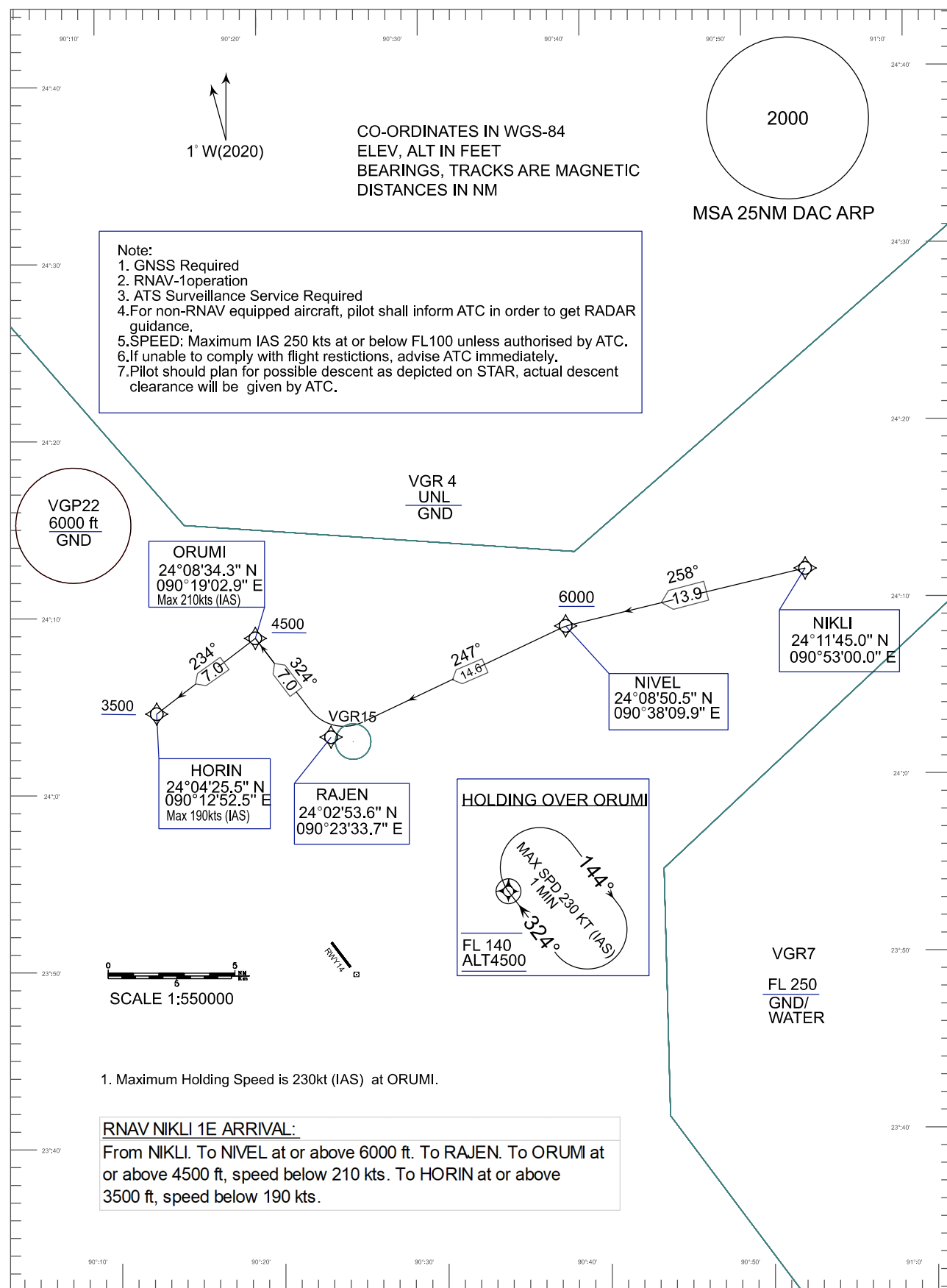
C. Departure Intending to Land Back at Dhaka.

i) For the case of position before passing ENKUB-climb and maintain 7000 ft thereafter turn right to join STAR IKOGU 1A to RIDMO.

ii) For the case of position after passing ENKUB Climb and maintain FL 100 or as cleared and acknowledged level, whichever is higher thereafter turn right to join IIDLOX 1A via EKVIN to AVKAS.

iii) From RIDMO/AVKAS commence descent and carry out appropriate landing procedure via HORIN or descend to 2000ft take a suitable turn to intercept localizer.

iv) If holding- hold over RIDMO/AVKAS, thereafter follow procedure as mentioned in Para (iii) above.

STANDARD ARRIVAL CHART
INSTRUMENT (STAR)-ICAOAERODROME ELEV 27FT
TRANSITION ALTITUDE 6000 FT
TRANSITION LEVEL FL 080Dhaka ACC : 125.7 (Upper)
Dhaka ACC : 126.7 (lower)
Dhaka APP : 121.3
Dhaka TWR : 118.3 MHz (PRI)
Dhaka ATIS : 127.4DHAKA, BANGLADESH
Hazrat Shahjalal Int'l Airport (VGHS)RWY 14
RNAV NIKLI1E

STANDARD INSTRUMENT ARRIVAL PROCEDURE CODING TABLES

AIP BANGLADESH

Attachment - B 1.2

RWY 14
RNAV NIKLI 1E

TABULAR DESCRIPTION

SL NO	Path Descriptor	Waypoint Identifier	Fly Over	Course M°(T°)	Turn	DST(NM)	Altitude (ft /FL)	Speed Limit (kt)	NAV SPEC	Coordinate
01	IF	NIKLI	—	—	—	—	—	—	RNAV1	24°11'45.0"N 090°53'00.0"E
02	TF	NIVEL	—	258 (258.0)	—	13.9	+6000	—	RNAV1	24°08'50.5"N 090°38'09.9"E
03	TF	RAJEN	—	247 (246.1)	—	14.6	—	—	RNAV1	24°02'53.6"N 090°23'33.7"
04	TF	ORUMI	—	324 (323.9)	—	7.0	+4500	-210	RNAV1	24°08'34.3"N 090°19'02.9"E
05	TF	HORIN	—	234 (233.8)	—	7.0	+3500	-190	RNAV1	24°04'25.5"N 090°12'52.5"E

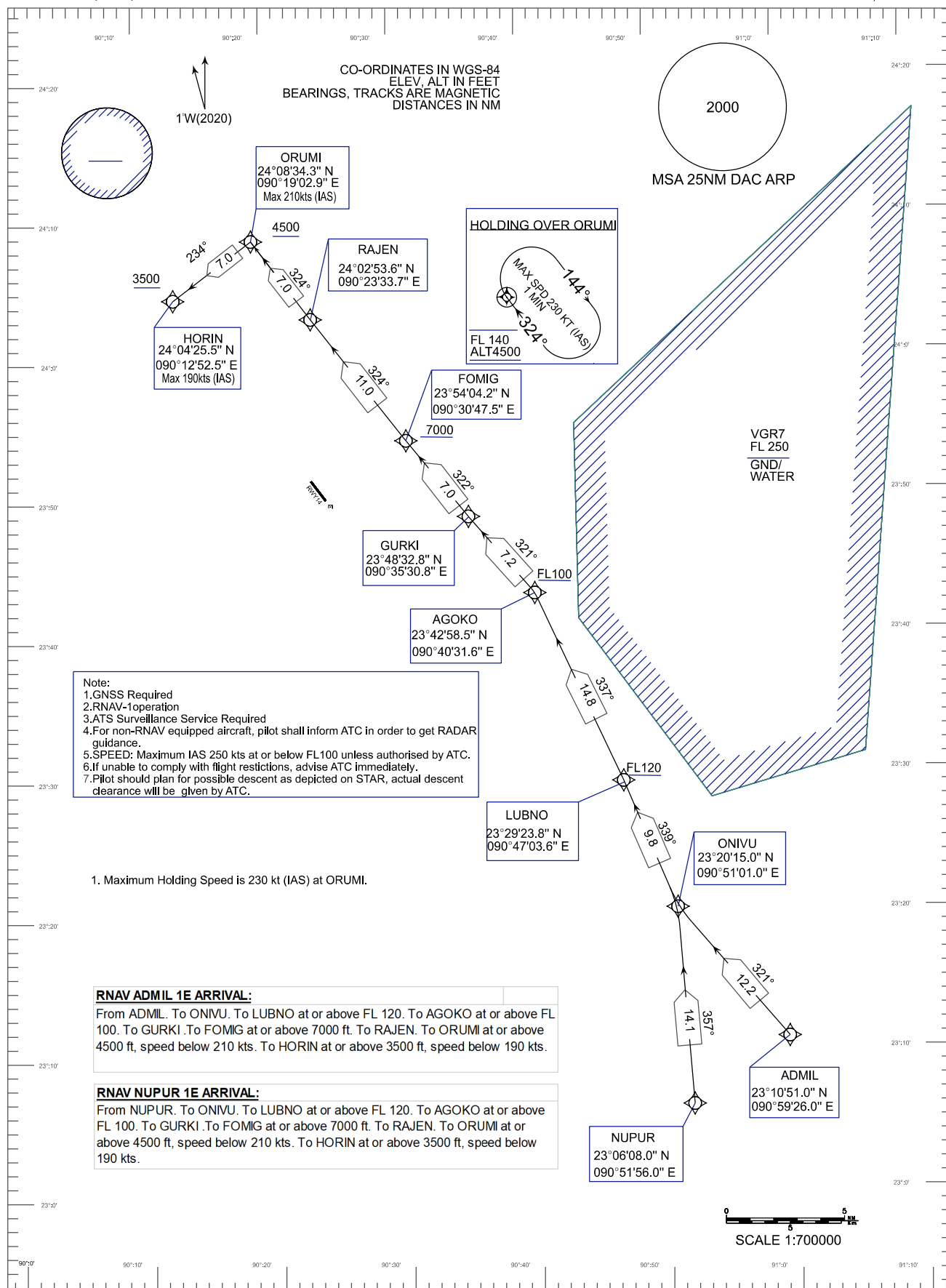
HOLDING PROCEDURE											
Holding Identification	Path Descriptor	Waypoint Identifier	Fly Over	Course M°(T°)	Time (min)	Turn	Altitude (ft) /FL	Speed Limit(kt)	NAV SPEC	Coordinate	
NIKLI 1E	HM	ORUMI	Y	324 (323.9)	1	R	-FL140 +4500	-230	RNAV1	24°08'34.3"N 090°19'02.9"E	

Radio Communication Failure Procedure

Set Transponder to Mode A/C Code 7600.

When cleared via NIKLI 1E by Dhaka ATC

- (a) Maintain last assigned flight level or altitude and proceed on NIKLI 1E to ORUMI.
- (b) From ORUMI commence descent and carry out appropriate landing procedure via HORIN or descend to 2000ft take a suitable turn to intercept localizer as close as possible to EAT or ETA.
- (c) If under RADAR VECTORING- maintain vector for one minute; track to intercept cleared or previously assigned STAR and land.
- (d) If unable to affect a landing, refer to Bangladesh AIP for missed approach procedure.

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAOAERODROME ELEV 27FT
TRANSITION ALTITUDE 6000 FT
TRANSITION LEVEL FL080Dhaka ACC : 125.7 (Upper)
Dhaka ACC : 126.7 (Lower)
Dhaka APP : 121.3
Dhaka TWR : 118.3 MHz (PRI)
Dhaka ATIS : 127.4DHAKA, BANGLADESH
HAZRAT SHAHJALAL INT'L AIRPORT (VGHS)
RWY 14
RNAV ADMIL 1E, NUPUR 1E

STANDARD INSTRUMENT ARRIVAL PROCEDURE CODING TABLES

AIP BANGLADESH

Attachment - B 2.2

RWY 14
RNAV ADMIL 1E

TABULAR DESCRIPTION

SL NO	Path Descriptor	Waypoint Identifier	Fly Over	Course M°(T°)	Turn	DST(NM)	Altitude (ft /FL)	Speed Limit (kt)	NAV SPEC	Coordinate
01	IF	ADMIL	–	–	–	–	–	–	RNAV1	23°10'51.0"N 090°59'26.0"E
02	TF	ONIVU	–	321 (320.4)	–	12.2	–	–	RNAV1	23°20'15.0"N 090°51'01.0"E
03	TF	LUBNO	–	339 (338.3)	–	9.8	+FL120	–	RNAV1	23°29'23.8"N 090°47'03.6"E
04	TF	AGOKO	–	337 (336.1)	–	14.8	+FL100	–	RNAV1	23°42'58.5"N 090°40'31.6"E
05	TF	GURKI	–	321 (320.4)	–	7.2	–	–	RNAV1	23°48'32.8"N 090°35'30.8"E
06	TF	FOMIG	–	322 (321.8)	–	7.0	+7000	–	RNAV1	23°54'04.2"N 090°30'47.5"E
07	TF	RAJEN	–	324 (323.1)	–	11.0	–	–	RNAV1	24°02'53.6"N 090°23'33.7"E
08	TF	ORUMI	–	324 (323.9)	–	7.0	+4500	-210	RNAV1	24°08'34.3"N 090°19'02.9"E
09	TF	HORIN	–	234 (233.8)	–	7.0	+3500	-190	RNAV1	24°04'25.5"N 090°12'52.5"E

RNAV NUPUR 1E

SL NO	Path Descriptor	Waypoint Identifier	Fly Over	Course M°(T°)	Turn	DST(NM)	Altitude (ft /FL)	Speed Limit (kt)	NAV SPEC	Coordinate
01	IF	NUPUR	–	–	–	–	–	–	RNAV1	23°06'08.0"N 090°51'56.0"E
02	TF	ONIVU	–	357 (356.6)	–	14.1	–	–	RNAV1	23°20'15.0"N 090°51'01.0"E
03	TF	LUBNO	–	339 (338.3)	–	9.8	+FL120	–	RNAV1	23°29'23.8"N 090°47'03.6"E
04	TF	AGOKO	–	337 (336.1)	–	14.8	+FL100	–	RNAV1	23°42'58.5"N 090°40'31.6"E
05	TF	GURKI	–	321 (320.4)	–	7.2	–	–	RNAV1	23°48'32.8"N 090°35'30.8"E
06	TF	FOMIG	–	322 (321.8)	–	7.0	+7000	–	RNAV1	23°54'04.2"N 090°30'47.5"E
07	TF	RAJEN	–	324 (323.1)	–	11.0	–	–	RNAV1	24°02'53.6"N 090°23'33.7"E
08	TF	ORUMI	–	324 (323.9)	–	7.0	+4500	-210	RNAV1	24°08'34.3"N 090°19'02.9"E
09	TF	HORIN	–	234 (233.8)	–	7.0	+3500	-190	RNAV1	24°04'25.5"N 090°12'52.5"E

HOLDING PROCEDURE

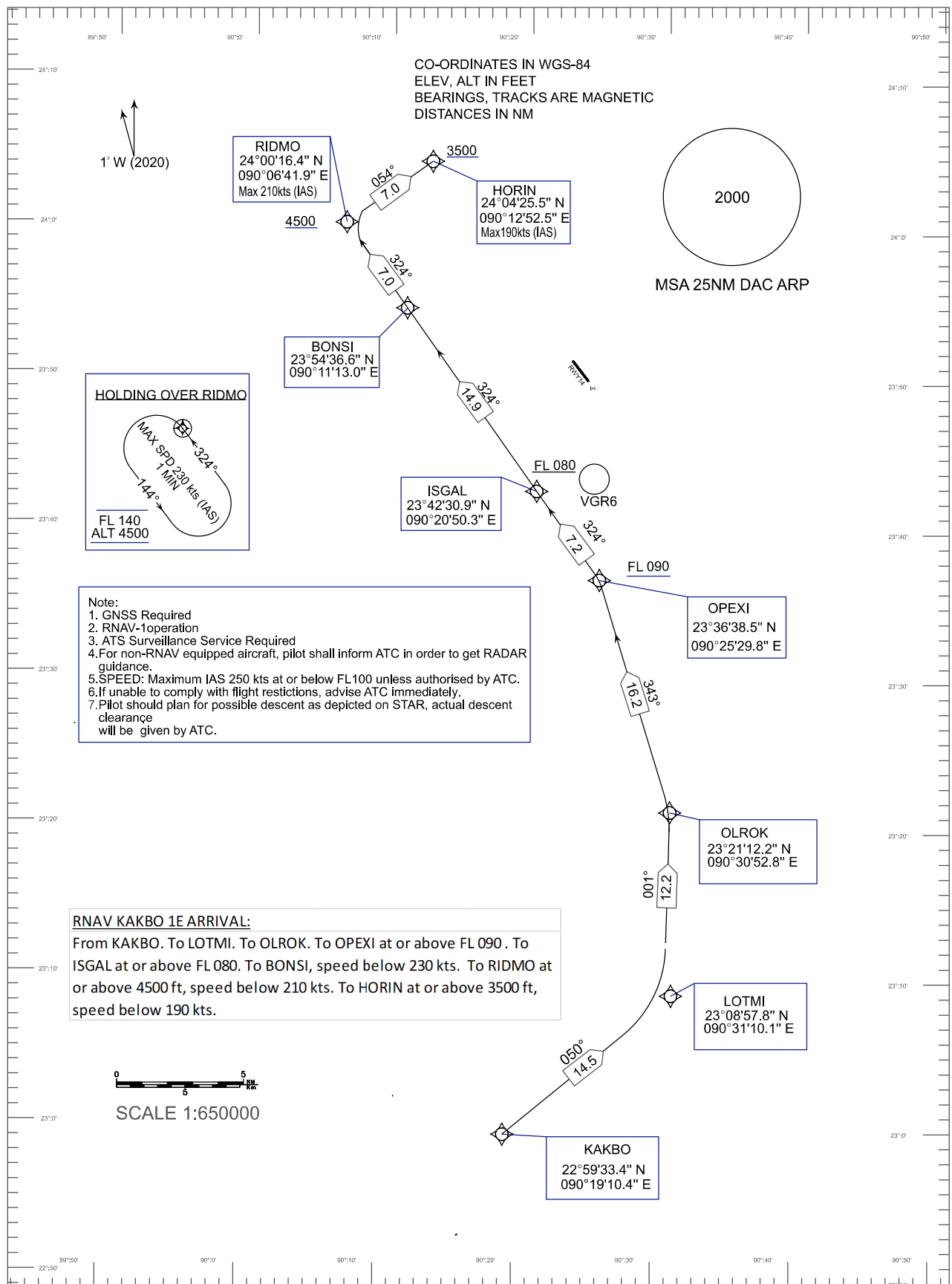
Holding Identification	Path Descriptor	Waypoint Identifier	Fly Over	Course M°(T°)	Time (min)	Turn	Altitude (ft /FL)	Speed Limit (kt)	NAV SPEC	Coordinate
ADMIL 1E	HM	ORUMI	Y	324 (323.9)	1	R	-FL140 +4500	-230	RNAV1	24°08'34.3"N 090°19'02.9"E
NUPUR 1E	HM	ORUMI	Y	324 (323.9)	1	R	-FL140 +4500	-230	RNAV1	24°08'34.3"N 090°19'02.9"E

Radio Communication Failure Procedure

Set Transponder to Mode A/C Code 7600.

When cleared via ADMIL 1E / NUPUR 1E by Dhaka ATC

- Maintain last assigned flight level or altitude and proceed on ADMIL 1E / NUPUR 1E to ORUMI.
- From ORUMI commence descent and carry out appropriate landing procedure via HORIN or descend to 2000ft take a suitable turn to intercept localizer as close as possible to EAT or ETA.
- If under RADAR VECTORING- maintain vector for one minute; track to intercept cleared or previously assigned STAR and land.
- If unable to affect a landing, refer to Bangladesh AIP for missed approach procedure.

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAOAERODROME ELEV 27FT
TRANSITION ALTITUDE 6000 FT
TRANSITION LEVEL FL 080Dhaka ACC : 125.7 (Upper)
Dhaka ACC : 126.7 (lower)
Dhaka APP : 121.3
Dhaka TWR : 118.3 MHz (PRI)
Dhaka ATIS : 127.4DHAKA, BANGLADESH
Hazrat Shahjalal Int'l Airport (VGHS)RWY 14
RNAV KAKBO 1E

Changes

STANDARD INSTRUMENT ARRIVAL PROCEDURE CODING TABLE

AIP BANGLADESH

Attachment - B 3.2

RWY 14
RNAV KAKBO 1E

TABULAR DESCRIPTION

SL NO	Path Descriptor	Waypoint Identifier	Fly Over	Course M°(T°)	Turn	DST (NM)	Altitude (ft /FL)	Speed Limit (kt)	NAV SPEC	Coordinate
01	IF	KAKBO	—	—	—	—	—	—	RNAV1	22°59'33.4"N 090°19'10.4"E
02	TF	LOTMI	—	050 (049.7)	—	14.5	—	—	RNAV1	23°08'57.8"N 090°31'10.1"E
03	TF	OLROK	—	001 (000.8)	—	12.2	—	—	RNAV1	23°21'12.2"N 090°30'52.8"
04	TF	OPEXI	—	343 (342.2)	—	16.2	+090	—	RNAV1	23°36'38.5"N 090°25'29.8"E
05	TF	ISGAL	—	324 (323.9)	—	7.2	+080	—	RNAV1	23°42'30.9"N 090°20'50.3"E
06	TF	BONSI	—	324 (323.8)	—	14.9	—	- 230	RNAV1	23°54'36.6"N 090°11'13.0"E
07	TF	RIDMO	—	324 (323.8)	—	7.0	+4500	- 210	RNAV1	24°00'16.4"N 090°06'41.9"E
08	TF	HORIN	—	054 (053.8)	—	7.0	+3500	-190	RNAV1	24°04'25.5"N 090°12'52.5"E

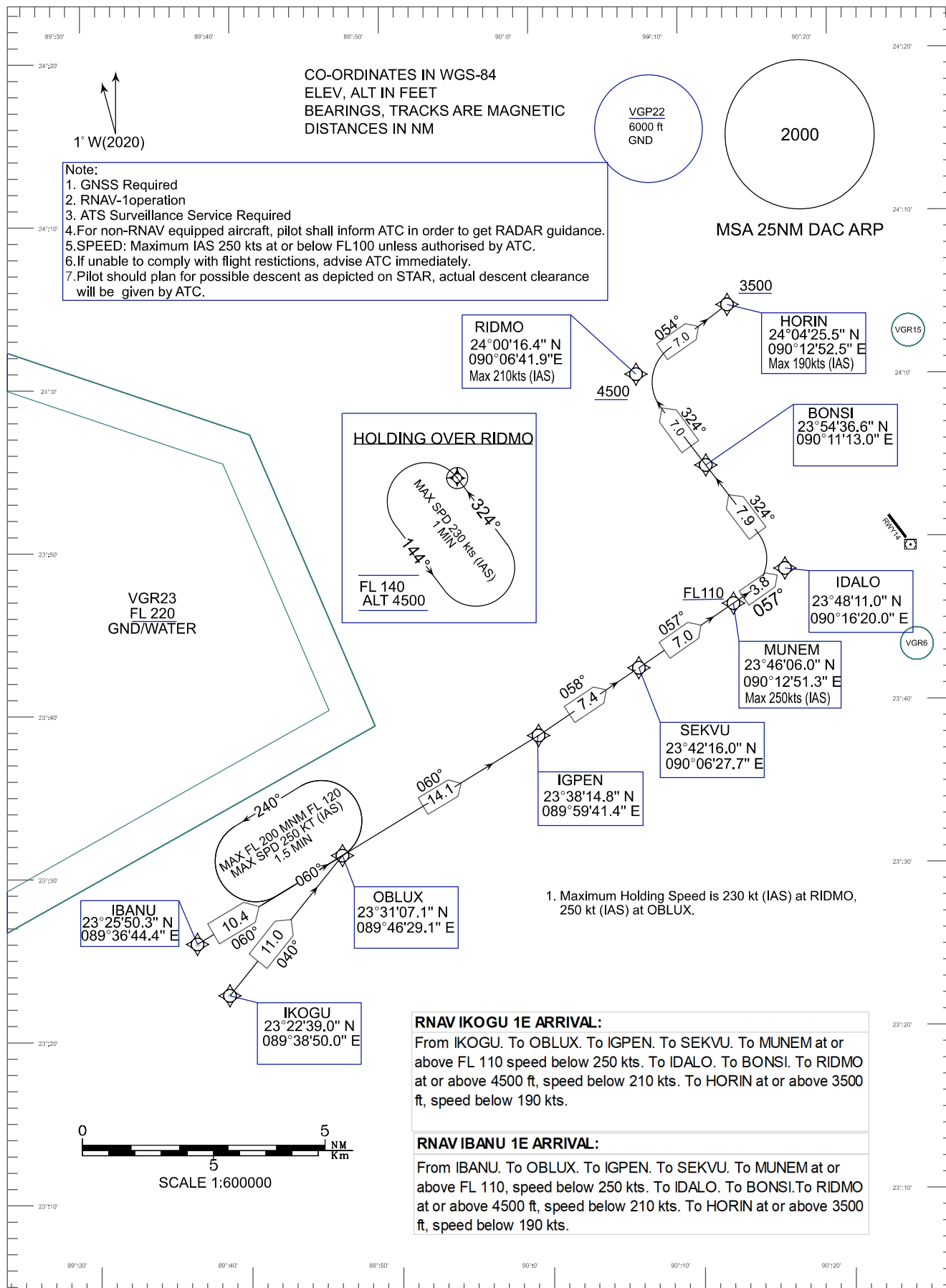
HOLDING PROCEDURE											
Holding Identification	Path Descriptor	Waypoint Identifier	Fly Over	Course M°(T°)	Time (min)	Turn	Altitude (ft /FL)	Speed Limit (kt)	NAV SPEC	Coordinate	
KAKBO 1E	HM	RIDMO	Y	324 (323.8)	1	L	-FL 140 +4500	-230	RNAV1	24°00'16.4"N 090°06'41.9"E	

Radio Communication Failure Procedure

Set Transponder to Mode A/C Code 7600.

When cleared via KAKBO 1E by Dhaka ATC

- (a) Maintain last assigned flight level or altitude and proceed on KAKBO 1E to RIDMO.
- (b) From RIDMO commence descent and carry out appropriate landing procedure via HORIN or descend to 2000ft take a suitable turn to intercept localizer as close as possible to EAT or ETA.
- (c) If under RADAR VECTORING- maintain vector for one minute; track to intercept cleared or previously assigned STAR and land.
- (d) If unable to affect a landing, refer to Bangladesh AIP for missed approach procedure.

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAOAERODROME ELEV 27FT
TRANSITION ALTITUDE 6000 FT
TRANSITION LEVEL FL 080Dhaka ACC : 125.7 (Upper)
Dhaka ACC : 126.7 (lower)
Dhaka APP : 121.3
Dhaka TWR : 118.3 MHz (PRI)
Dhaka ATIS : 127.4DHAKA, BANGLADESH
Hazrat Shahjalal Int'l Airport (VGHS)RWY 14
RNAV IKOGU 1E, IBANU 1E

RWY 14
RNAV IKOGU 1E

TABULAR DESCRIPTION

SL NO	Path Descriptor	Waypoint Identifier	Fly Over	Course M°(T°)	Turn	DST(NM)	Altitude (ft /FL)	Speed Limit (kt)	NAV SPEC	Coordinate
01	IF	IKOGU	–	–	–	–	–	–	RNAV1	23°22'39.0"N 089°38'50.0"E
02	TF	OBLUX	–	040 (039.8)	–	11.0	–	–	RNAV1	23°31'07.1"N 089°46'29.1"E
03	TF	IGPEN	–	060 (059.6)	–	14.1	–	–	RNAV1	23°38'14.8"N 089°59'41.4"E
04	TF	SEKVU	–	058 (057.2)	–	7.4	–	–	RNAV1	23°42'16.0"N 090°06'27.7"E
05	TF	MUNEM	–	057 (056.9)	–	7.0	+FL110	-250	RNAV1	23°46'06.0"N 090°12'51.3"E
06	TF	IDALO	–	057 (056.9)	–	3.8	–	–	RNAV1	23°48'11.0"N 090°16'20.0"E
07	TF	BONSI	–	324 (323.8)	–	7.9	–	–	RNAV1	23°54'36.6"N 090°11'13.0"E
08	TF	RIDMO	–	324 (323.8)	–	7.0	+4500	-210	RNAV1	24°00'16.4"N 090°06'41.9"E
09	TF	HORIN	–	054 (53.8)	–	7.0	+3500	-190	RNAV1	24°04'25.5"N 090°12'52.5"E

RNAV IBANU 1E

SL NO	Path Descriptor	Waypoint Identifier	Fly Over	Course M°(T°)	Turn	DST(NM)	Altitude (ft /FL)	Speed Limit (kt)	NAV SPEC	Coordinate
01	IF	IBANU	–	–	–	–	–	–	RNAV1	23°25'50.3"N 089°36'44.4"E
02	TF	OBLUX	–	060 (059.5)	–	10.4	–	–	RNAV1	23°31'07.1"N 089°46'29.1"E
03	TF	IGPEN	–	060 (059.6)	–	14.1	–	–	RNAV1	23°38'14.8"N 089°59'41.4"E
04	TF	SEKVU	–	058 (057.2)	–	7.4	–	–	RNAV1	23°42'16.0"N 090°06'27.7"E
05	TF	MUNEM	–	057 (056.9)	–	7.0	+FL110	-250	RNAV1	23°46'06.0"N 090°12'51.3"E
06	TF	IDALO	–	057 (056.9)	–	3.8	–	–	RNAV1	23°48'11.0"N 090°16'20.0"E
07	TF	BONSI	–	324 (323.8)	–	7.9	–	–	RNAV1	23°54'36.6"N 090°11'13.0"E
08	TF	RIDMO	–	324 (323.8)	–	7.0	+4500	-210	RNAV1	24°00'16.4"N 090°06'41.9"E
09	TF	HORIN	–	054 (53.8)	–	7.0	+3500	-190	RNAV1	24°04'25.5"N 090°12'52.5"E

Holding Procedure

Holding Identification	Path Descriptor	Waypoint Identifier	Fly Over	Course M°(T°)	Time (min)	Turn	Altitude (ft /FL)	Speed Limit (kt)	NAV SPEC	Coordinate
IKOGU 1E	HM	OBLUX	Y	060 (059.5)	1.5	L	-FL 200 +FL 120	-250	RNAV1	23°31'07.1"N 089°46'29.1"E
	HM	RIDMO	Y	324 (323.8)	1	L	-FL 140 +4500	-230	RNAV1	24°00'16.4"N 090°06'41.9"E
IBANU 1E	HM	OBLUX	Y	060 (059.5)	1.5	L	-FL 200 +FL 120	-250	RNAV1	23°31'07.1"N 089°46'29.1"E
	HM	RIDMO	Y	324 (323.8)	1	L	-FL 140 +4500	-230	RNAV1	24°00'16.4"N 090°06'41.9"E

Radio Communication Failure Procedure

Set Transponder to Mode A/C Code 7600.

When cleared via IKOGU 1E / IBANU 1E by Dhaka ATC

(a) Maintain last assigned flight level or altitude and proceed on IKOGU 1E / IBANU 1E to RIDMO.

(b) From RIDMO commence descend and carry out appropriate landing procedure via HORIN or descend to 2000ft take a suitable turn to intercept localizer as close as possible to EAT or ETA.

(c) If under RADAR VECTORING- maintain vector for one minute; track to intercept cleared or previously assigned STAR and land.

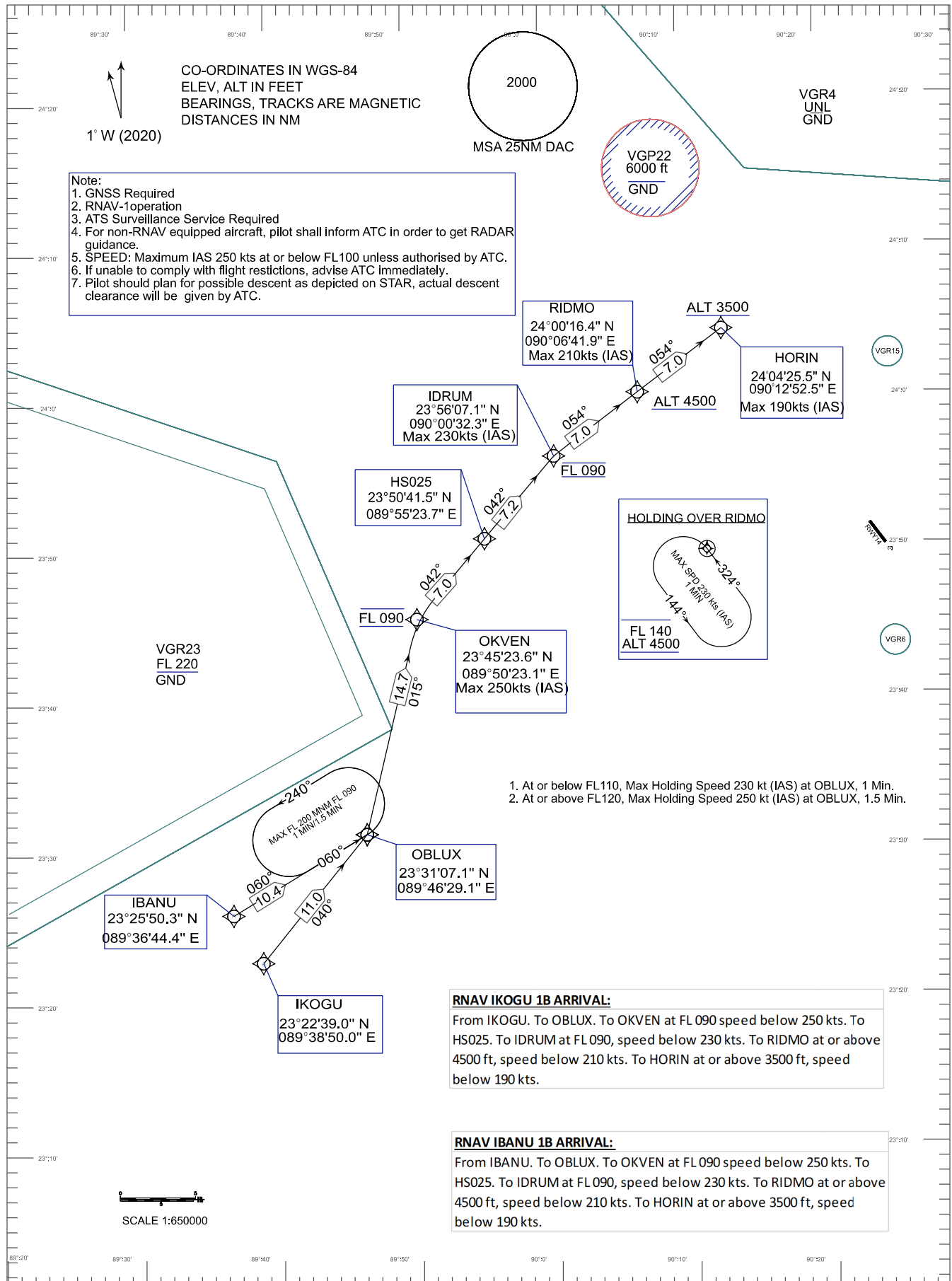
(d) If unable to affect a landing, refer to Bangladesh AIP for missed approach procedure.

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

AERODROME ELEV 27FT
TRANSITION ALTITUDE 6000 ft
TRANSITION LEVEL FL080

Dhaka ACC : 125.7 (Upper)
Dhaka ACC : 126.7 (lower)
Dhaka APP : 121.3
Dhaka TWR : 118.3 MHz (PRI)
Dhaka ATIS : 127.4

DHAKA, BANGLADESH
Hazrat Shahjalal Int'l Airport (VGHS)
RWY 14
RNAV IKOGU 1B, IBANU 1B



STANDARD INSTRUMENT ARRIVAL PROCEDURE CODING TABLES

AIP BANGLADESH

Attachment - B 5.2

RWY 14
RNAV IKOGU 1B

TABULAR DESCRIPTION

SL NO	Path Descriptor	Waypoint Identifier	Fly Over	Course M°(T°)	Turn	DST(NM)	Altitude (ft /FL)	Speed Limit (kt)	NAV SPEC	Coordinate
01	IF	IKOGU	—	—	—	—	—	—	RNAV1	23°22'39.0"N 089°38'50.0"E
02	TF	OBLUX	—	040 (039.8)	—	11	—	—	RNAV1	23°31'07.1"N 089°46'29.1"E
03	TF	OKVEN	—	015 (014.1)	—	14.7	@FL090	—	RNAV1	23°45'23.6"N 089°50'23.1"E
04	TF	HS025	—	042 (041.0)	—	07.0	—	—	RNAV1	23°50'41.5"N 089°55'23.7"E
05	TF	IDRUM	—	042 (041.1)	—	07.2	@FL090	- 230	RNAV1	23°56'07.1"N 090°00'32.3"E
06	TF	RIDMO	—	054 (053.7)	—	07.0	+4500	- 210	RNAV1	24°00'16.4"N 090°06'41.9"E
07	TF	HORIN	—	054 (053.8)	—	07.0	+3500	-190	RNAV1	24°04'25.5"N 090°12'52.5"E

RNAV IBANU 1B

SL NO	Path Descriptor	Waypoint Identifier	Fly Over	Course M°(T°)	Turn	DST(NM)	Altitude (ft /FL)	Speed Limit (kt)	NAV SPEC	Coordinate
01	IF	IBANU	—	—	—	—	—	—	RNAV1	23°25'50.3"N 089°36'44.4"E
02	TF	OBLUX	—	060 (059.5)	—	10.4	—	—	RNAV1	23°31'07.1"N 089°46'29.1"E
03	TF	OKVEN	—	015 (014.1)	—	14.7	@FL090	—	RNAV1	23°45'23.6"N 089°50'23.1"E
04	TF	HS025	—	042 (041.0)	—	07.0	—	—	RNAV1	23°50'41.5"N 089°55'23.7"E
05	TF	IDRUM	—	042 (041.1)	—	07.2	@FL090	-230	RNAV1	23°56'07.1"N 090°00'32.3"E
06	TF	RIDMO	—	054 (053.7)	—	07.0	+4500	- 210	RNAV1	24°00'16.4"N 090°06'41.9"E
07	TF	HORIN	—	054 (053.8)	—	07.0	+3500	-190	RNAV1	24°04'25.5"N 090°12'52.5"E

HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly Over	Course M°(T°)	Time (min)	Turn	Altitude (ft /FL)	Speed Limit (kt)	NAV SPEC	Coordinate
IKOGU 1B	HM	OBLUX	Y	060 (059.5)	1.5	L	-FL 200 +FL 120	-250	RNAV1	23°31'07.1"N 089°46'29.1"E
	HM	RIDMO	Y	324 (323.8)	1	L	-FL 140 +4500	-230	RNAV1	24°00'16.4"N 090°06'41.9"E
IBANU 1B	HM	OBLUX	Y	060 (059.5)	1	L	-FL 110 +FL 090	-230	RNAV1	23°31'07.1"N 089°46'29.1"E
	HM	RIDMO	Y	324 (323.8)	1	L	-FL 140 +4500	-230	RNAV1	24°00'16.4"N 090°06'41.9"E

Radio Communication Failure Procedure

Set Transponder to Mode A/C Code 7600.

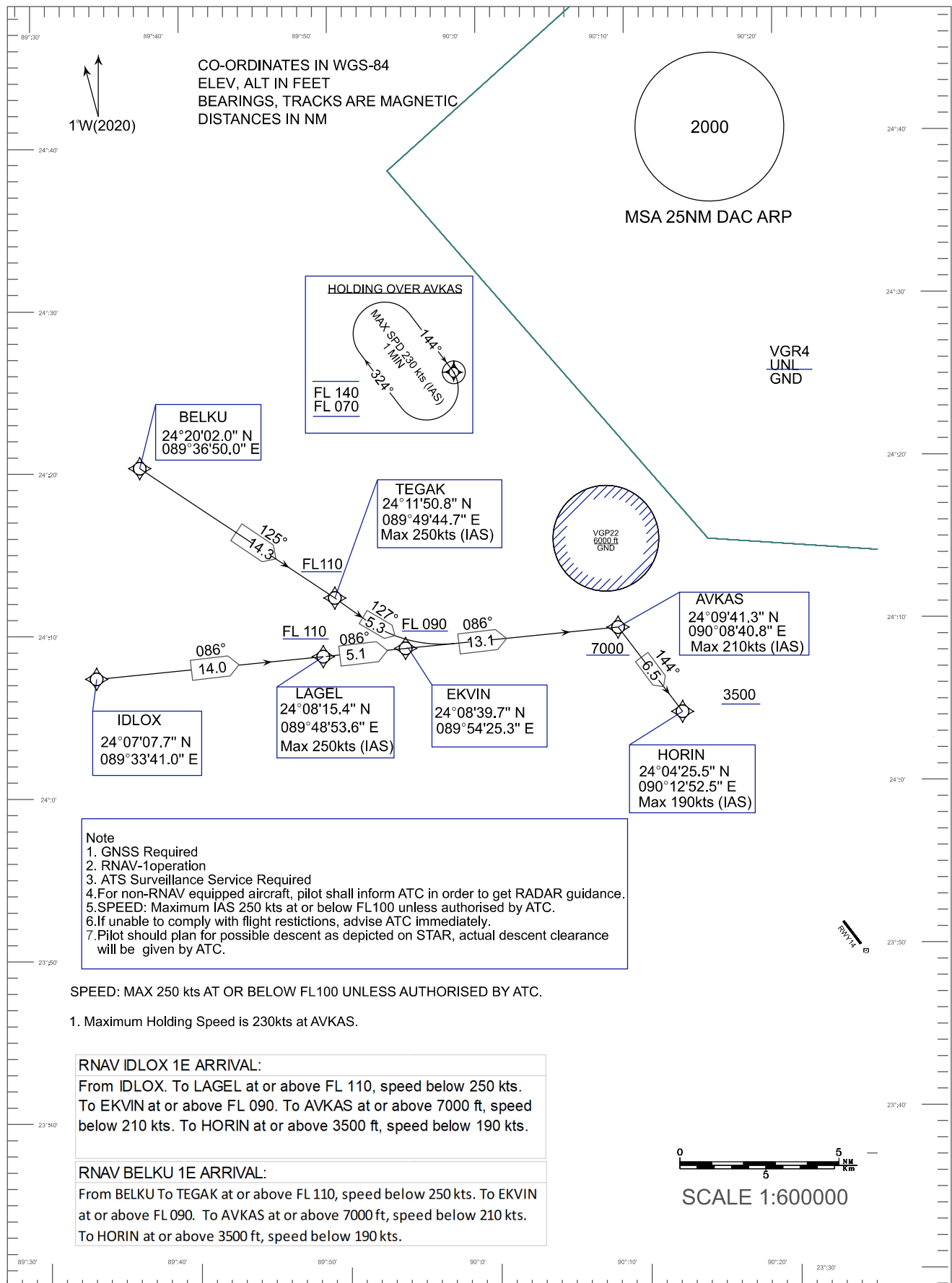
When cleared via IKOGU 1B/ IBANU 1B by Dhaka ATC

(a) Maintain last assigned flight level or altitude and proceed on IKOGU 1B/ IBANU 1B to RIDMO.

(b) From RIDMO commence descend and carry out appropriate landing procedure via HORIN or descend to 2000ft take a suitable turn to intercept localizer as close as possible to EAT or ETA.

(c) If under RADAR VECTORING- maintain vector for one minute; track to intercept cleared or previously assigned STAR and land.

(d) If unable to affect a landing, refer to Bangladesh AIP for missed approach procedure.

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAOAERODROME ELEV 27FT
TRANSITION ALTITUDE 6000 FT
TRANSITION LEVEL FL 080Dhaka ACC : 125.7 (Upper)
Dhaka ACC : 126.7 (lower)
Dhaka APP : 121.3
Dhaka TWR : 118.3 MHz (PRI)
Dhaka ATIS : 127.4DHAKA, BANGLADESH
Hazrat Shahjalal Int'l Airport (VGHS)
RWY 14
RNAV IDLOX 1E, BELKU 1E

STANDARD INSTRUMENT ARRIVAL PROCEDURE CODING TABLES

AIP
BANGLADESH

Attachment - B 6.2

TABULAR DESCRIPTION

RWY 14
RNAV IDLOX 1E

SL NO	Path Descriptor	Waypoint Identifier	Fly Over	Course M°(T°)	Turn	DST(NM)	Altitude (ft /FL)	Speed Limit (kt)	NAV SPEC	Coordinate
01	IF	IDLOX	–	–	–	–	–	–	RNAV1	24°07'07.7"N 089°33'41.0"E
02	TF	LAGEL	–	086 (085.3)	–	14.0	+FL110	- 250	RNAV1	24°08'15.4"N 089°48'53.6"E
03	TF	EKVIN	–	086 (085.4)	–	5.1	+FL090	–	RNAV1	24°08'39.7"N 089°54'25.3"E
04	TF	AVKAS	–	086 (085.5)	–	13.1	+7000	-210	RNAV1	24°09'41.3"N 090°08'40.8"E
05	TF	HORIN	–	144 (143.8)	–	6.5	+3500	-190	RNAV1	24°04'25.5"N 090°12'52.5"E

RNAV BELKU 1E

SL NO	Path Descriptor	Waypoint Identifier	Fly Over	Course M°(T°)	Turn	DST(NM)	Altitude (ft /FL)	Speed Limit	NAV SPEC	Coordinate
01	IF	BELKU	–	–	–	–	–	–	RNAV1	24°20'02.0"N 089°36'50.0"E
02	TF	TEGAK	–	125 (124.6)	–	14.0	+FL110	–	RNAV1	24°11'50.8"N 089°49'44.7"E
03	TF	EKVIN	–	127 (126.6)	–	5.3	+FL090	–	RNAV1	24°08'39.7"N 089°54'25.3"E
04	TF	AVKAS	–	086 (085.5)	–	13.1	+7000	- 210	RNAV1	24°09'41.3"N 090°08'40.8"E
05	TF	HORIN	–	144 (143.8)	–	6.5	+3500	- 190	RNAV1	24°04'25.5"N 090°12'52.5"E

HOLDING PROCEDURE

Holding Identification	Path Descriptor	Waypoint Identifier	Fly Over	Course M°(T°)	Time (min)	Turn	Altitude (ft /FL)	Speed Limit (kt)	NAV SPEC	Coordinate
IDLOX 1E	HM	AVKAS	Y	144 (143.8)	1	R	-FL140 +7000	-230	RNAV1	24°09'41.3"N 090°08'40.8"E
BELKU 1E	HM	AVKAS	Y	144 (143.8)	1	R	-FL140 +7000	-230	RNAV1	24°09'41.3"N 090°08'40.8"E

Radio Communication Failure Procedure

Set Transponder to Mode A/C Code 7600.

When cleared via IDLOX 1E / BELKU 1E by Dhaka ATC

(a) Maintain last assigned flight level or altitude and proceed on IDLOX 1E / BELKU 1E to AVKAS.

(b) From AVKAS commence descent and carry out appropriate landing procedure via HORIN or descend to 2000ft take a suitable turn to intercept localizer as close as possible to EAT or ETA.

(c) If under RADAR VECTORING- maintain vector for one minute; track to intercept cleared or previously assigned STAR and land.

(d) If unable to affect a landing, refer to Bangladesh AIP for missed approach procedure.