Standard Operating Procedures (SOPs) for BAGHDAD (ORBI)

Index

1. FOREWORD

Baghdad International Airport (IATA: **BGW**, ICAO: **ORBI**), previously *Saddam International Airport* (IATA: **SDA**, ICAO: **ORBS**) (Arabic: مطار بغداد الدولي), is Iraq's largest international airport, located in a suburb about 16 km (9.9 mi) west of downtown Baghdad in the Baghdad Governorate. It is the home base for Iraq's national airline, Iraqi Airways.

2. ATC UNITS

The following positions are available for use at Baghdad International ORBI:

Position	IvAc Callsign	Radio Callsign	Frequency	Vertical limits
CTR	ORBB_CTR	Baghdad Centre	129.100	From FL235 up until FL460
APP	ORBI_APP	Baghdad Approch	128.200	From 1500Ft up until FL235
TWR	ORBI_TWR	Baghdad Tower	118.700	From SFC to 5000 ft
GND	ORBI_GND	Baghdad Ground	121.400	N/A

3. RECOMMENDATIONS

3.1. TRANSITION ALTITUDE/LEVEL

The transition altitude is always 14000 ft.
The transition level is always FL150.

3.2. SEMI-CIRCULAR FLIGHT LEVEL RULE

The IQ semi-circular flight level rule is conform to ICAO Doc 8168 - OPS, Volume 1, Part III, Section 1, Chapter 4, so the controller could check if the pilot send a flight plan conform with following table:

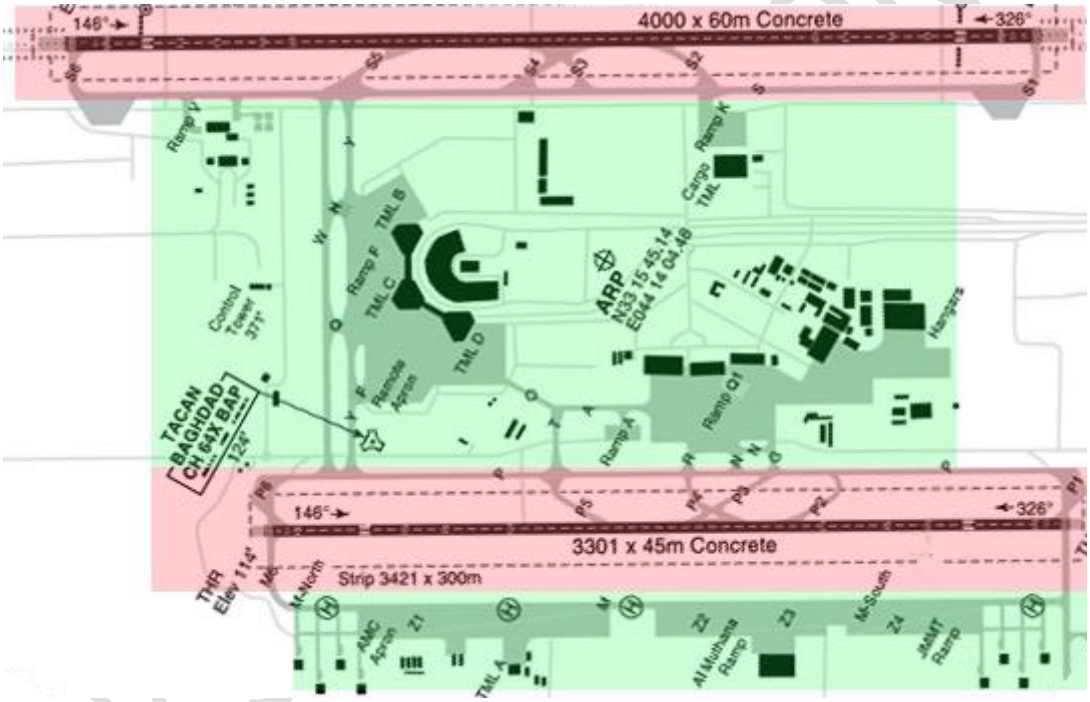
RVSM (East-West)			
180°-359° (West)		**000°- 179° (East)**	
IFR	**VFR**	**IFR**	**VFR**
			1500 ft
	2500 ft		3500 ft
4000 ft	4500 ft	5000 ft	5500 ft
6000 ft	6500 ft	7000 ft	7500 ft

8000 ft	8500 ft	9000 ft	9500 ft
10000 ft	10500 ft	11000 ft	11500 ft
12000 ft	12500 ft	13000 ft	
FL 160 FL 180 FL 200 FL 220 FL 240 FL 260 FL 280 **RVSM** FL 290 FL 410 **CVSM** FL 430 FL 470	**AVAILABLE FOR VFR TRAFFIC** **NOT**	FL 150 FL 170 FL 190 FL 210 FL 230 FL 250 FL 270 FL 290 **RVSM** FL 310 FL 330 FL 350 FL 370 FL 390 FL 410 **CVSM** FL 450 FL 490	**NOT AVAILABLE FOR VFR TRAFFIC**

4. AREA OF RESPONSIBILITY ATC

5.1. AREA OF RESPONSIBILITY OF TOWER CONTROLLER.

ORBI_TWR is responsible for movements on all runways, including crossing instructions, and the movements on taxiways P and S.



TWR RED

GND GREEN

5.2. AREA OF RESPONSIBILITY OF GROUND CONTROLLER.

ORBI_GND is responsible for all ground movements on taxiways (except taxiway P and S for Departure) and aircrafts at the gate. GND should transfer traffic to TWR when Approaching Taxiway P or S for Departure.

6.1. *System of SSR Code assignment* SSR codes for BAGHDAD

International flights	1072 -
Domestic flights	1374 -
Overflying	1072 -

8. TOWER OPERATIONS

8.1. CROSSING OF RUNWAYS, HANDOFF BETWEEN GND AND TWR

Before reaching the holding point, the pilot should contact tower controller in order to request crossing instructions or departure clearance. Therefore, the tower controller, in according with other traffic operations, will give instructions to cross the runways and to continue taxiway until holding point of runway in use for departure.

8.2. WAKE TURBULENCE SEPARATION MINIMA - DEPARTURES

Leading Aircraft	Following Aircraft	Minimum Wake Turbulence Separation at the Time Aircraft are Airborne	
A380-800	Heavy (including A380-800)	Departing from the same position or from a parallel runway separated by less than 760 m (2500 ft)	2 minutes
	Medium (Upper and Lower) Small Light		3 minutes
Heavy	Medium (Upper and Lower) Small Light		2 minutes
Medium (Upper and Lower) or Small	Light		2 minutes
A380-800	Heavy (including A380-800)	Departing from an intermediate point on the same runway or from an intermediate point of a parallel runway separated by less than 760 m (2500 ft)	3 minutes
A380-800	Medium (Upper and Lower) Small Light		4 minutes
Heavy (Full length take-off)	Medium Small Light		3 minutes
Medium or Small (Full length take-off)	Light		3 minutes

NOTE: The Upper and Lower Medium are considered as a medium category group and is not split for departure wake turbulence separation

8.3. TAKEOFF AND LANDING CLEARANCE

a) Landing Clearance Phraseology

- "(Call sign) (traffic information e.g. aircraft type & vacating point), wind (direction (.) / speed (knots)) Runway (number) cleared to land"
- "(Call sign) (traffic information e.g. aircraft type departing ahead), wind (direction (.) / speed (knots)), Runway (number) cleared to land"

b) Departing Clearance Phraseology

- "(Call sign) (traffic information e.g. aircraft type departing ahead), wind (direction (.) /speed (knots)), Runway (number) cleared for take-off"

8.4. TRAFFIC PATTERN

All traffic patterns should be done at East of field for all runways.

9. APPROACH OPERATIONS

9.1. OUTBOUND PROCEDURES

During 33L/R and 15L/R configuration, all ORBI departures contact Approach once passing 1500 ft MSL or when released by tower.

FROM 02 MAY 17 10:15 TO PERM
ALL INTL TRAFFIC SHOULD FPL AS FOLLOWS.

DEPARTURES:
NORTH: BGD NAMDI UM860 NINVA then flightplan route .
SOUTH: BGD NOLDO UP975 SIDAD then flightplan route .
WEST: BGD SILBO L200 PASIP then flightplan route .
BGD DELMI G202 MODIK then flightplan route .
SW: BGD LOVEK B411 MURIB then flightplan route .
EAST: BGD NOLDO B411 PAXAT then flightplan route .

ARRIVALS:
NORTH: RATVO UM688 VAXEN BGD then flightplan route .
SOUTH: TASMI UL602 LOVEK BGD then flightplan route .
WEST: MODIK G202 DELMI BGD then flightplan route .
PASIP L200 SILBO BGD then flightplan route .
SW: MURIB B411 LOVEK BGD then flightplan route .
EAST: RAGET G202 ITOVA BGD then flightplan route .

Departures will normally be instructed to climb to 5000ft until they have established a positive contact with APP, once in contact with Approach (APP) they will remain with him until FL235 then handed over to Baghdad centre (CTR).
need of coordination between TWR and APP if both agree to make good use of the data tag
Aircraft must also be instructed to report their passing altitude (if omitted from the first call) to verify the Mode C/S readout. (Readout has to be +/- 200ft from the reported altitude).

NOTE: Any direct routing requested by the pilots subject to prior coordination between CTR and APP and traffic permitting might be accepted.

Speed restrictions:
In according to AIP publication a pilot inbound should maintain the following speed restrictions:

- 210 – 250 KTS: from CTA entry to downwind;
- 180 – 230 KTS: from downwind to base leg;
- 160 – 210 KTS: on base leg and closing heading to final approach;
- 180 KTS: 10 NM from touchdown;
- 160 KTS: 4 NM from touchdown

9.2.2. Final approach

33L/R
Once on final and fully established **TWR** will clear the traffic to land.

15L/R
Once on final and fully established **TWR** will clear the traffic to land.

NOTE: During normal operation, all traffic will be vectored to the final approach fix for the active RWY,
Good use of data tag is recommended.

Radar Separation Requirements
1000' vertical and 5nm horizontal is the standard in the Kuwait airspace, with the exception**:**
The minimum radar separation between aircraft on final to land is 3nm however 2.5nm radar separation may also be used under certain circumstances. These are:

- The trailing aircraft is within 20nm of the touchdown
- Appropriate vortex spacing is not required
- Speed control is used to avoid separation eroding below 2.5nm.

Caution: 2.5nm radar separation can be used only by the APP and only in accordance with the TWR controller. Otherwise, min radar separation is 3nm when established on final.
It is paramount that the preceding aircraft is advised of the following aircraft and it is required to exit the RWY expeditiously via the first HST (High Speed Taxiway). When landing on 33L this will be P5 and when 33R it is S5. RWY15R is S2 and 15L will be P2. The Tower on first contact should give request of HST exit.

Spacing Requirements
The minimum spacing between aircraft is 3nm unless vortex separation is higher. Wake turbulence caution shall ALWAYS be given.

Wake Turbulence Separation Minima – Final Approach

Leading Aircraft	Following Aircraft	Wake Turbulence Separation Minima Distance (NM)
A380-800	A380-800	*
A380-800	Heavy	6
A380-800	Medium	7
A380-800	Light	8
Heavy	A380-800	*
Heavy	Heavy	4
Heavy	Medium	5
Heavy	Light	6
Medium	A380-800	*
Medium	Heavy	*
Medium	Medium	3
Medium	Light	5
Light	A380-800	*
Light	Heavy	*
Light	Medium	*
Light	Light	*

NOTE: * Signifies that separation for wake turbulence reasons alone is not necessary. The minima specified in the above table are to be applied when:

- The aircraft is operating directly behind another aircraft at the same altitude or less than 1000 ft below; or
- An aircraft is crossing behind another aircraft at the same altitude or less than 1000 ft below; or
- Both aircraft are using the same runway or parallel runways separated by less than 760m (2500 ft).

Missed Approach Procedures

ALTERNATE MISSED APPROACH PROCEDURE FOR RWY 33R/L CHANGED TO: CLIMB ON MAGNETIC TRACK 326 DEG TO 2200FT AMSL THEN TURN RIGHT AND ESTABLISH RDL 360 BGD VOR/DME OUTBOUND, CLIMBING TO 5000FT AMSL. CROSS 7.0 DME BGD ABOVE 2200FT AMSL. EXPECT RADAR VECTORS

11.2. CHARTS

The charts needed to control in BAGHDAD are available on IVAO Middle East Region (http://xm.ivao.aero/).