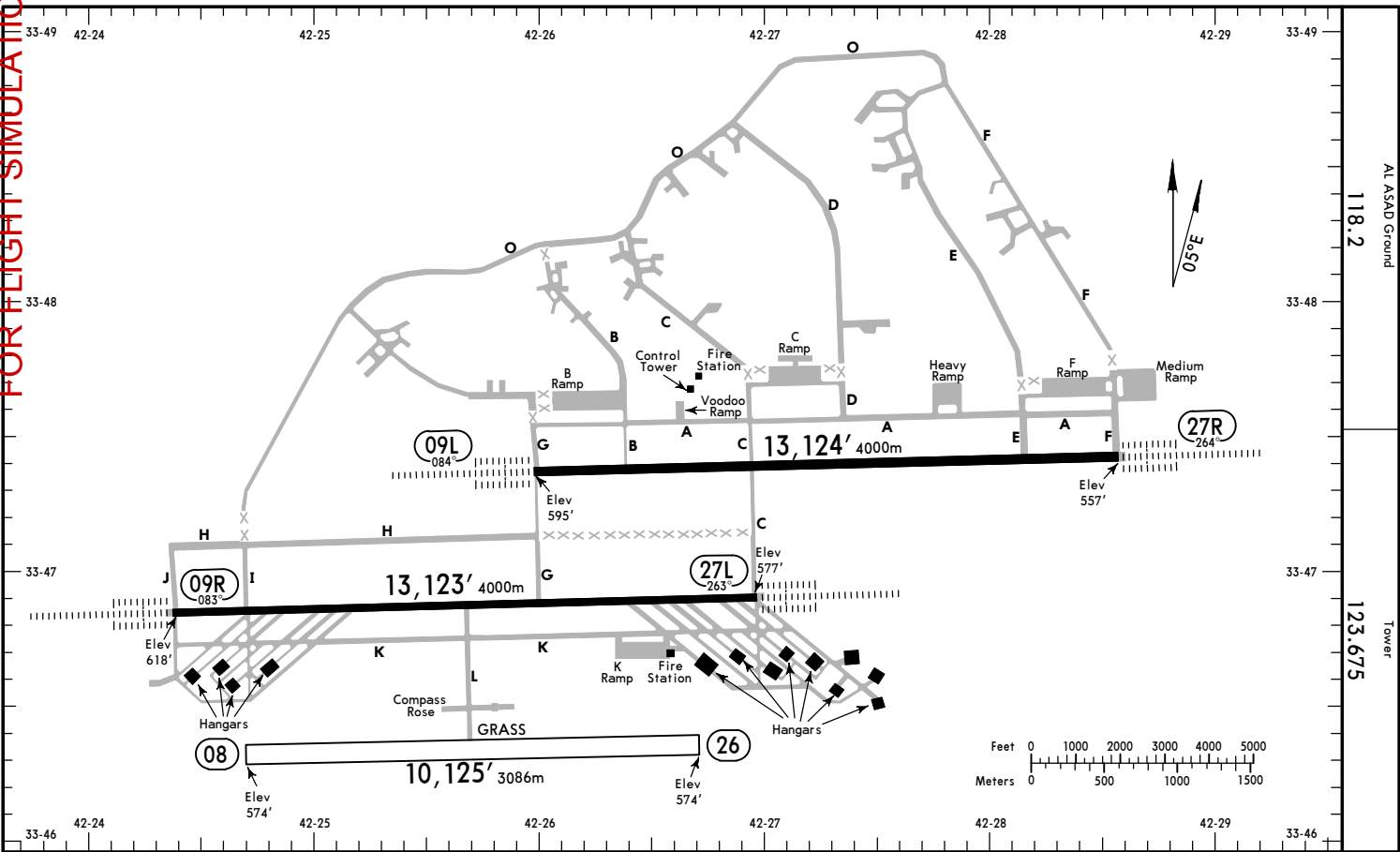


FOR FLIGHT SIMULATION

CHANGES: None.

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ORAA/IQA  
Apt Elev 618'  
N35 47.2 E042 26.5

AL ASAD Ground

19 APR 19  
JEPPESEN  
(30-9)

Tower

AL ASAD AB  
AL ANBAR, IRAQ

118.2

123.675

ORAA/IQA



19 APR 19

30-9A

AL ASAD AB  
AL ANBAR, IRAQ

GENERAL

Refer to DOD/NGA supplementary publications for additional information.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING BEYOND Threshold	Glide Slope		
09L 27R	HIRL CL REIL ALSF-II PAPI-L (angle 3.0°)		12049' 3673m 12171' 3710m		197' 60m
09R 27L	HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°)				148' 45m
08 26					338' 103m

TAKE-OFF

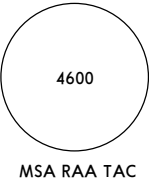
		All Rwys	
		Adequate Vis Ref	STD
1 & 2 Eng	1/4		1
3 & 4 Eng			1/2

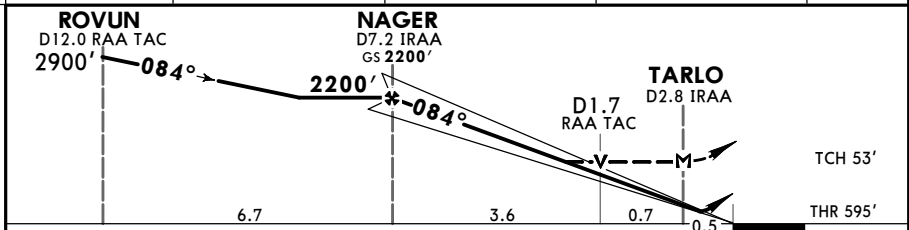
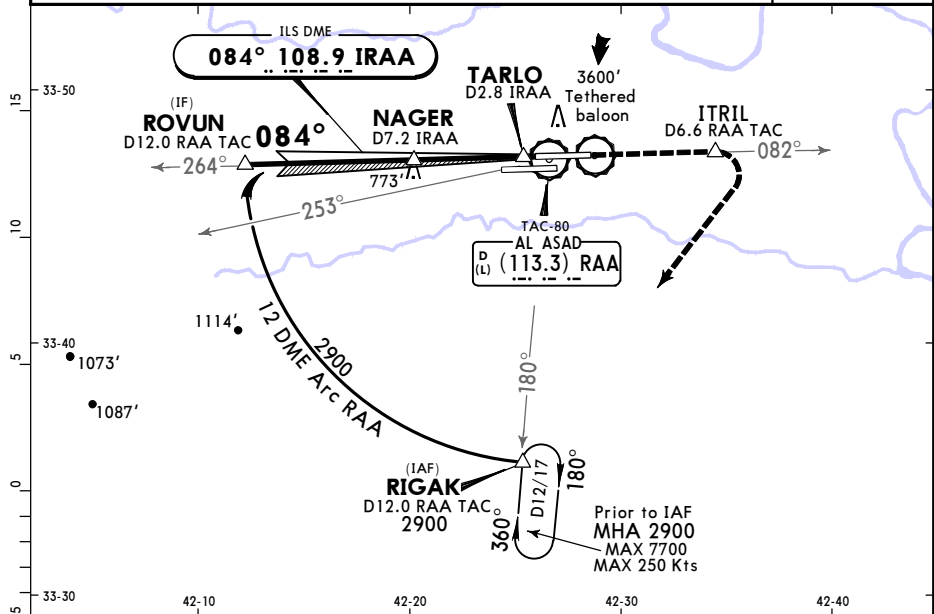
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
**ORAA/IQA**  
AL ANBAR, IRAQ

**JEPPESEN**  
5 APR 19 **(31-1)**

**AL ASAD AB**  
ILS or LOC Rwy 09L

AL ASAD Approach		AL ASAD Tower			Ground
121.8		123.675			118.2
LOC IRAA <b>108.9</b>	Final Appch Crs <b>084°</b>	GS <b>NAGER</b> D7.2 (1605')	ILS DA(H) <b>795'</b> (200')	Apt Elev 618'	
MISSED APCH: Climbing to 2900', proceed direct ITRIL then turn RIGHT direct RIGAK and hold.					
Alt Set: hPa    Thr Elev: 22 hPa    Trans level: FL 140    Trans alt: 14000'					MSA RAA TAC
1. DME required (for LOC only approach). 2. EMERG SAFE ALT 100 NM 4600'.					
3. Procedure not authorized when aerostats 1 or 2 are aloft. 4. Timing not authorized for defining the missed approach point.					



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI 	2900' ↑		ITRIL
GS	3.00°	372	478	531	637	743				
MAP at TARLO										

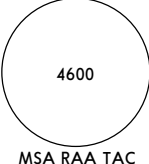
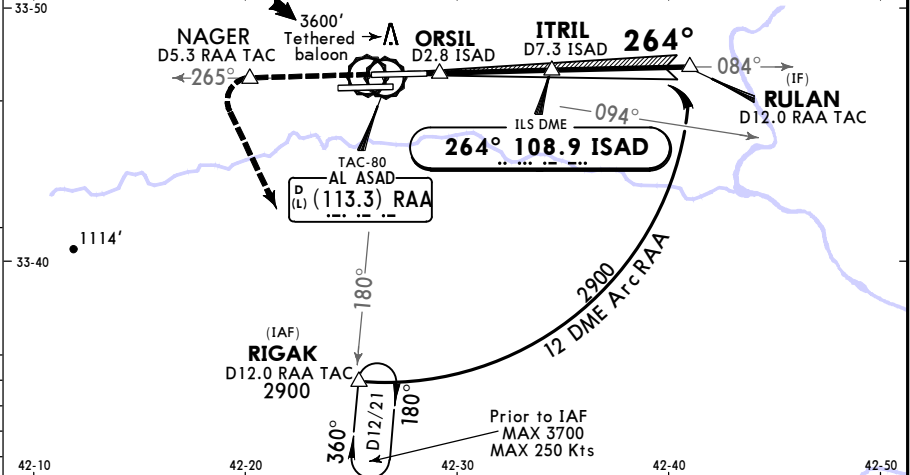
<b>Military</b>					STRAIGHT-IN LANDING RWY 09L				CIRCLE-TO-LAND		
ILS DA(H) <b>795'</b> (200')					LOC (GS out) MDA(H) <b>1010'</b> (415')				Not Authorized North of Rwy 09L/27R.		
FULL		ALS out			FULL		ALS out		Max Kts	MDA(H)	
A	800m				800m	1600m		100		1060' (442') - 1600m	
B		1200m						135	1120' (502') - 1600m		
C								180	1210' (592') - 2400m		
D	1200m				1200m	2000m		205	1310' (692') - 3600m		

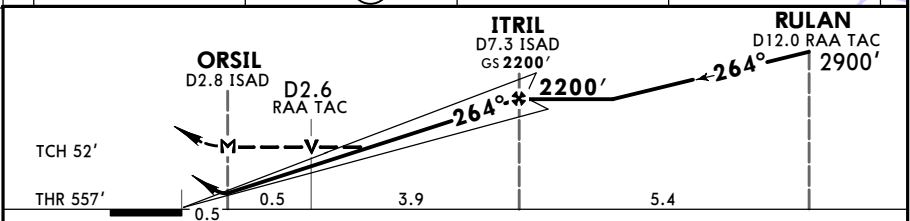
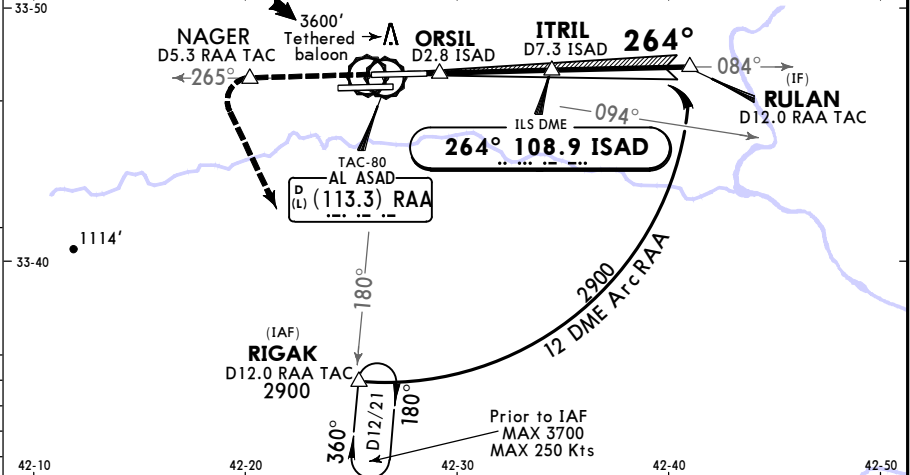
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**ORAA/IQA**  
**AL ANBAR, IRAQ**

**JEPPesen**  
5 APR 19 **(31-2)**

**AL ASAD AB**  
**ILS or LOC Rwy 27R**

AL ASAD Approach <b>121.8</b>		AL ASAD Tower <b>123.675</b>		Ground <b>118.2</b>	
LOC ISAD <b>108.9</b>	Final Apch Crs <b>264°</b>	GS ITRIL <b>2200'</b> (1643')	ILS DA(H) Refer to Minimums	Apt Elev 618' <b>THR 557'</b>	
<b>MISSED APCH:</b> Climbing to 2900', proceed direct NAGER then turn LEFT direct RIGAK and hold. USAF requires minimum climb rate 3.3%. Alt Set: hPa Thr Elev: 20 hPa Trans level: FL 140 Trans alt: 14000' 1. DME required (for LOC only approach). 2. EMERG SAFE ALT 100 NM 4600'. 3. Procedure not authorized when aerostats 1 or 2 are aloft.					
					MSA RAA TAC



Gnd speed-Kts	70	90	100	120	140	160			ALSF-II	<b>2900'</b>	<b>NAGER</b>
GS	3.00°	372	478	531	637	743	849		REIL PAPI		
MAP at ORSIL											

STRAIGHT-IN LANDING RWY 27R										CIRCLE-TO-LAND		
Missed apch climb gradient mim 3.0%										Not Authorized North of Rwy 09L/27R.		
ILS					LOC (GS out)					MDA(H)		
DA(H) A: <b>760'</b> (203')					DA(H) C: <b>770'</b> (213')					MDA(H) <b>940'</b> (383')		
A, B: <b>770'</b> (200')					D: <b>770'</b> (213')							
FULL		ALS out			ALS out		ALS out			Max Kts	MDA(H)	
A										100	<b>1060'</b> (442') - 1600m	
B	800m	1200m			800m		1600m			135	<b>1120'</b> (502') - 1600m	
C	1200m		1600m			1200m		2000m		180	<b>1210'</b> (592') - 2400m	
D										205	<b>1310'</b> (692') - 3600m	
Missed apch climb gradient mim 2.5%										Not Authorized North of Rwy 09L/27R.		
ILS					LOC (GS out)					MDA(H)		
DA(H) A: <b>757'</b> (200')					DA(H) B: <b>758'</b> (201')					MDA(H) <b>940'</b> (383')		
B: <b>776'</b> (219')					D: <b>786'</b> (229')							
FULL		ALS out			ALS out		ALS out			Max Kts	MDA(H)	
A	800m	1200m			800m		1600m			100	<b>1060'</b> (442') - 1600m	
B									135	<b>1120'</b> (502') - 1600m		
C	1200m		1600m			1200m		2000m		180	<b>1210'</b> (592') - 2400m	
D										205	<b>1310'</b> (692') - 3600m	

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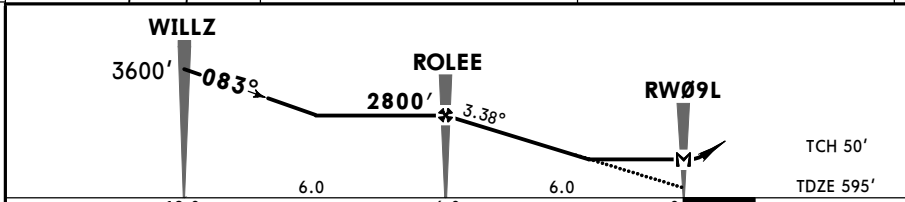
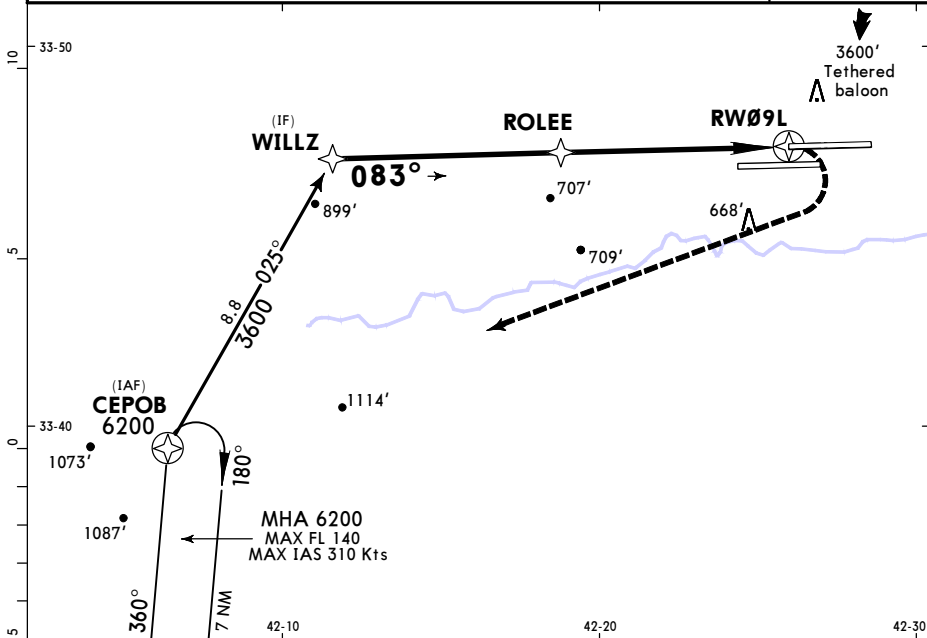
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**ORAA/IQA**  
AL ANBAR, IRAQ

**JEPPESSEN**  
5 APR 19 **(32-1)**

**AL ASAD AB**  
**RNAV (GPS) Rwy 09L**

AL ASAD Approach <b>121.8</b>		AL ASAD Tower <b>123.675</b>		Ground <b>118.2</b>	
RNAV	Final Apch Crs <b>083°</b>	Minimum Alt <b>ROLEE</b> <b>2800'</b> (2205')	LNAV MDA(H) <b>1060'</b> (465')	Apt Elev 618' TDZE 595'	
<b>MISSED APCH: Climbing RIGHT turn to 6200' direct CEPOB and hold,</b> <b>continue climb-in-hold to 6200'.</b>					
Alt Set: hPa    TDZE Elev: 22 hPa    Trans level: FL 140    Trans alt: 14000' 1. EMERG SAFE ALT 100 NM 4600'. 2. VGSI and descent angle not coincident (VGSI angle 3.00°/TCH 50'). 3. Procedure is not authorized when aerostat 1 or 2 is aloft. 4. DME/DME RNP-0.30 not authorized.					
					4600  MSA RW09L



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	6200'	D →	CEPOB
Descent Angle	3.38°	419	538	598	718	837				
MAP at RW09L										

<b>Military</b>				STRAIGHT-IN LANDING RWY 09L				CIRCLE-TO-LAND			
LNAV								Not Authorized North of Rwy 09L/27R.			
MDA(H) <b>1060'</b> (465')								ALS out			
A	1200m				1600m		Max Kts	MDA(H)			
B							90	1060' (442') - 1600m			
C							120	1100' (482') - 1600m			
D	1500m				2200m		140	1100' (482') - 2400m			
							165	1180' (562') - 3200m			

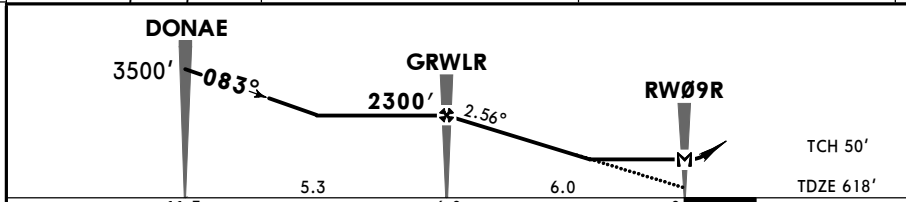
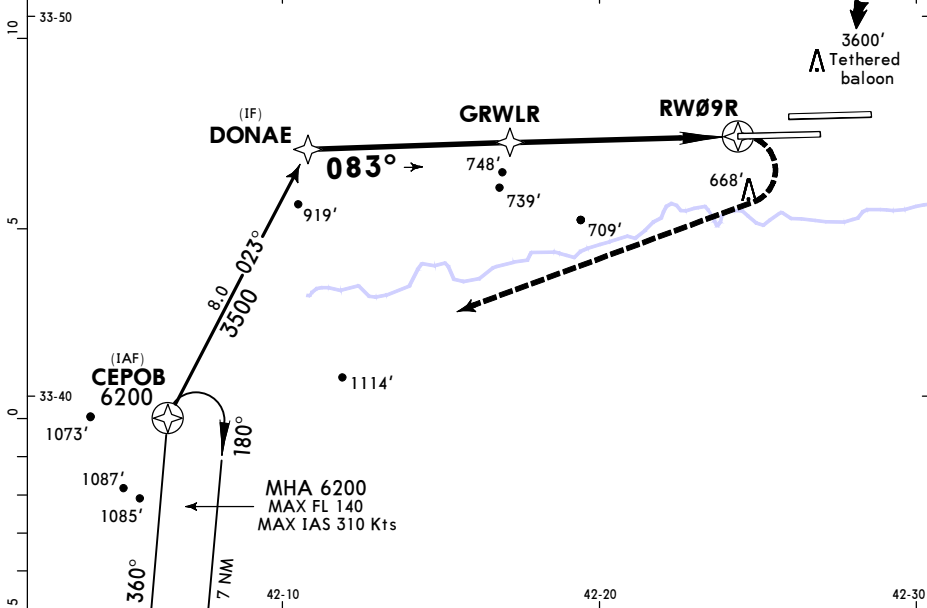
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**ORAA/IQA**  
AL ANBAR, IRAQ

**JEPPesen**  
5 APR 19 **(32-2)**

**AL ASAD AB**  
**RNAV (GPS) Rwy 09R**

AL ASAD Approach <b>121.8</b>		AL ASAD Tower <b>123.675</b>		Ground <b>118.2</b>
RNAV	Final Apch Crs <b>083°</b>	Minimum Alt <b>GRWLR</b> <b>2300'</b> (1682')	LNAV MDA(H) <b>1100'</b> (482')	Apt Elev 618' TDZE 618'
<b>MISSED APCH: Climbing RIGHT turn to 6200' direct CEPOB and hold,</b> <b>continue climb-in-hold to 6200'.</b>				
Alt Set: hPa TDZE Elev: 22 hPa Trans level: FL 140 Trans alt: 14000' 1. EMERG SAFE ALT 100 NM 4600'. 2. VGSI and descent angle not coincident (VGSI angle 3.00°/TCH 50'). 3. Procedure is not authorized when aerostat 1 or 2 is aloft. When aerostat 1 is lowered, procedure may be flown by CAT ABC aircraft only. 4. DME/DME RNP-0.30 not authorized.				



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	<b>6200'</b>	D →	<b>CEPOB</b>
Descent Angle	2.56°	317	407	453	543	634				
MAP at RW09R										

<b>Military</b>				<b>STRAIGHT-IN LANDING RWY 09R</b>				<b>CIRCLE-TO-LAND</b>			
				<b>LNAV</b>				Not Authorized North of Rwy 09L/27R.			
				MDA(H) <b>1100'</b> (482')				Max Kts. _____ MDA(H) _____			
				ALS out				90			
A	1200m			1600m			1100' (482') - 1600m				
B							120				
C	1500m			2300m			140				
D							165				
								1100' (482') - 2400m			
								1180' (562') - 3200m			

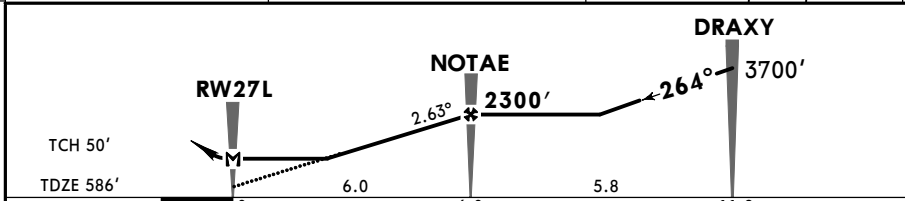
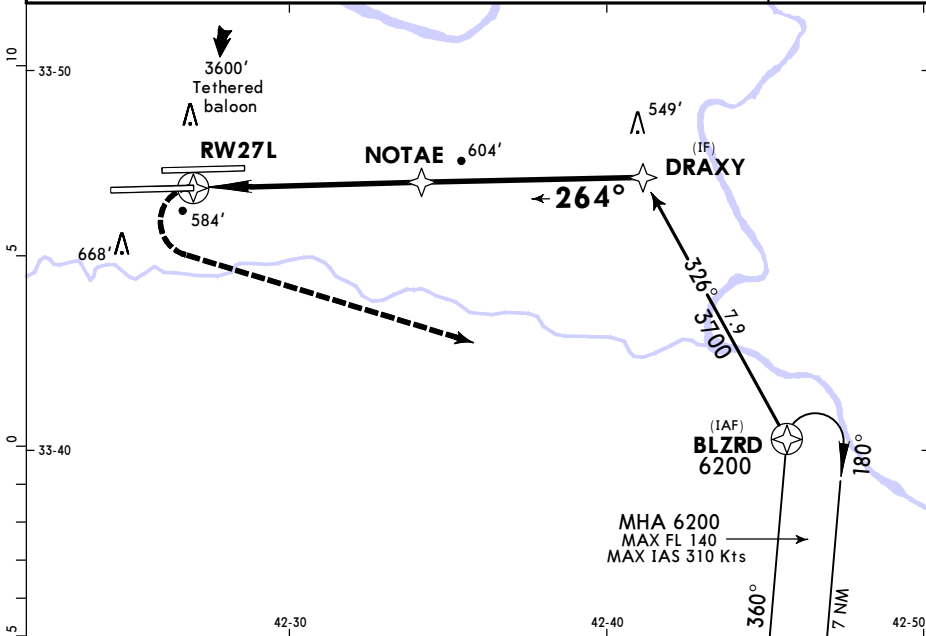
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**ORAA/IQA**  
AL ANBAR, IRAQ

**JEPPESSEN**  
5 APR 19 (32-3)

**AL ASAD AB**  
**RNAV (GPS) Rwy 27L**

AL ASAD Approach <b>121.8</b>		AL ASAD Tower <b>123.675</b>		Ground <b>118.2</b>	
RNAV	Final Apch Crs <b>264°</b>	Minimum Alt <b>NOTAE</b> <b>2300'</b> (1714')	LNAV MDA(H) <b>940'</b> (354')	Apt Elev 618' TDZE 586'	
<b>MISSED APCH: Climbing LEFT turn to 6200' direct BLZR and hold,</b> <b>continue climb-in-hold to 6200'.</b>					
Alt Set: hPa TDZE Elev: 21 hPa Trans level: FL 140 Trans alt: 14000' 1. EMERG SAFE ALT 100 NM 4600'. 2. Procedure is not authorized when aerostat 1 is aloft. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 50'). 4. DME/DME RNP-0.30 not authorized.					
					4600  MSA RW27L



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	6200'	LT	D	BLZR
Descent Angle	2.63°	326	419	465	558	651					
MAP at RW27L											

<b>Military</b>		STRAIGHT-IN LANDING RWY 27L		CIRCLE-TO-LAND		
LNAV		MDA(H) <b>940'</b> (354')		Not Authorized North of Rwy 09L/27R.		
ALS out				Max Kts MDA(H)		
A					90	1060' (442') - 1600m
B					120	1100' (482') - 1600m
C	1200m		1600m		140	1100' (482') - 2400m
D					165	1180' (562') - 3200m

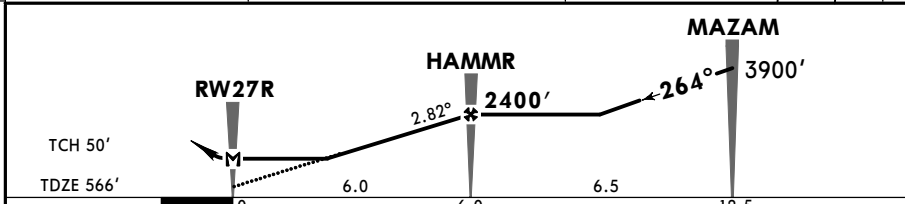
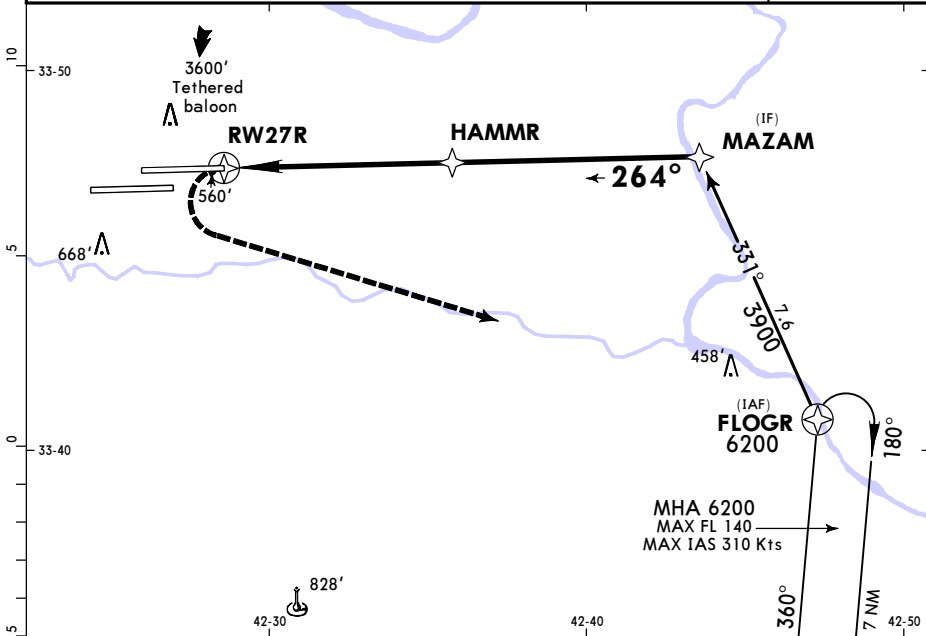
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**ORAA/IQA**  
AL ANBAR, IRAQ

**JEPPESSEN**  
5 APR 19 **(32-4)**

**AL ASAD AB**  
**RNAV (GPS) Rwy 27R**

AL ASAD Approach <b>121.8</b>		AL ASAD Tower <b>123.675</b>			Ground <b>118.2</b>	
RNAV	Final Apch Crs <b>264°</b>	Minimum Alt <b>HAMMR</b> <b>2400'</b> (1834')	LNAV MDA(H) <b>920'</b> (354')	Apt Elev 618' TDZE 566'		<p>4600 MSA RW27R</p>
<b>MISSED APCH:</b> Climbing LEFT turn to 6200' direct FLOGR and hold, continue climb-in-hold to 6200'. Alt Set: hPa TDZE Elev: 21 hPa Trans level: FL 140 Trans alt: 14000' 1. EMERG SAFE ALT 100 NM 4600'. 2. Procedure is not authorized when aerostat 1 or 2 is aloft. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 50'). 4. DME/DME RNP-0.30 not authorized.						



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI 	<b>6200'</b> LT 		<b>FLOGR</b>
Descent Angle	2.82°	349	449	499	599	698				
MAP at RW27R										

<b>Military</b>		STRAIGHT-IN LANDING RWY 27R		CIRCLE-TO-LAND		
LNAV		MDA(H) <b>920'</b> (354')		Not Authorized North of Rwy 09L/27R.		
ALS out		ALS out		Max Kts MDA(H)		
A					90	<b>1060'</b> (442') - 1600m
B					120	<b>1100'</b> (482') - 1600m
C	1200m		1600m		140	<b>1100'</b> (482') - 2400m
D				165	<b>1180'</b> (562') - 3200m	

CHANGES: New procedure.

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