

ORBI/BGW
BAGHDAD INTL

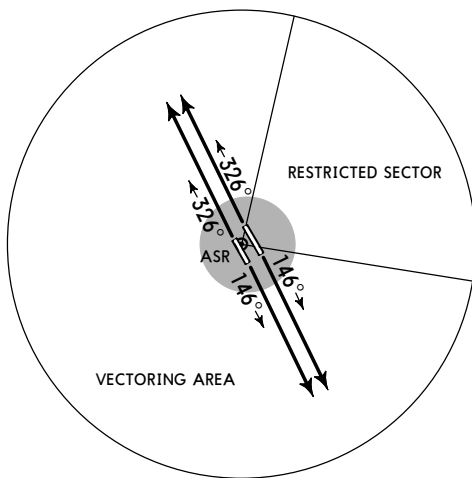
JEPPESEN
 30 NOV 18 **(10-3)** **Eff 6 Dec**

BAGHDAD, IRAQ
DEPARTURE

Apt Elev
 114'

Trans level: FL160
 FL170 if QNH is below 980 hPA
 Trans alt: 14000'

OMNIDIRECTIONAL DEPARTURE OVERVIEW



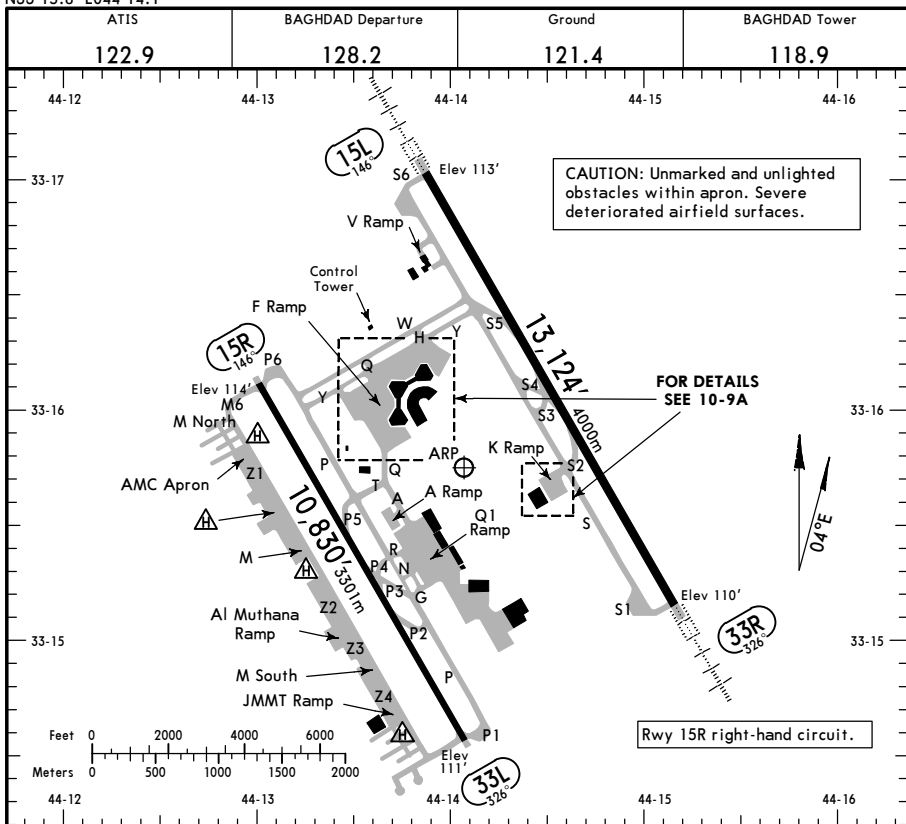
| RWY | ROUTING |
|-----|--|
| 15L | Climb on 146° track to 600' before proceeding on course. Avoid sector 015° to 095° clockwise. |
| 15R | Climb on 146° track to 700' before proceeding on course. Avoid sector 015° to 090° clockwise. |
| 33L | Climb on 326° track to 1000' before proceeding on course. Avoid sector 019° to 083° clockwise. |
| 33R | Climb on 326° track to 1200' before proceeding on course. Avoid sector 009° to 085° clockwise. |

FOR FLIGHT SIMULATION USE ONLY!

ORBI/BGW
 Apt Elev **114'**
 N33 15.8 E044 14.1

JEPPesen
 3 APR 20 **(10-9)**

BAGHDAD, IRAQ
BAGHDAD INTL



ADDITIONAL RUNWAY INFORMATION

| RWY | HIRL (60m) CL (30m) HIALS-II TDZ PAPI-L (3.00°) | USABLE LENGTHS | | | WIDTH |
|--------------|---|----------------|-------------------------------|----------|----------|
| | | Threshold | Landing Beyond Glide Slope | TAKE-OFF | |
| 15L | HIRL (60m) CL (30m) HIALS-II TDZ PAPI-L (3.00°) | | 12,029' 3666m | | 197' 60m |
| 33R | HIRL (60m) CL (30m) HIALS-II TDZ PAPI (3.00°) | | | | |
| 15R ① 33L | | | | | 148' 45m |

① Solar airfield light system, nonstandard light.
 Lighting for RWY 15R/33L is not operating at full intensity. During NIGHT or IMC, RWY 15R/33L is available for military operations only. Military pilots shall inform ATC if able to use RWY 15R/33L at NIGHT or IMC and such operations shall be conducted at pilot's discretion.

TAKE-OFF

| RWYS 15L, 33R | | AIR CARRIER (JAA) All Rws | |
|---------------|--------------------------|------------------------------|--|
| RL & CL | RCLM (DAY only) or RL | NIL (DAY only) | |
| A | RVR 550m | | |
| B | VIS 800m | | |
| C | | | |
| D | | | |

IFR DEPARTURE

- All IFR departures shall observe the following clearance delivery procedure:
- 1) Aircrew must contact Ground Control at least 10 minutes prior to pushback and start-up to activate flight plan and communicate requested cruising level.
 - 2) Ground Control will issue the route clearance to aircrew.

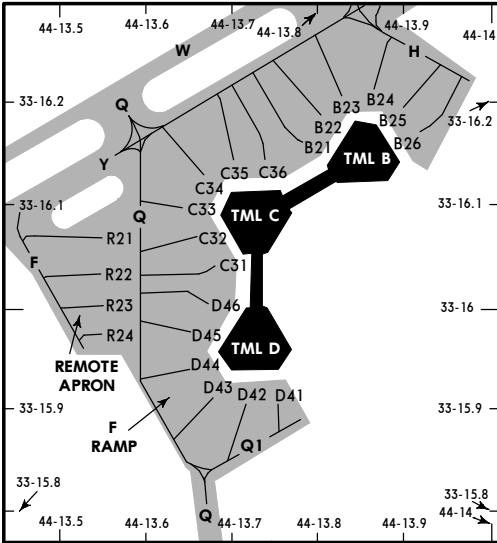
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ORBI/BGW

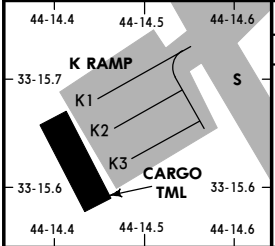
JEPPESEN
3 APR 20 (10-9A)

BAGHDAD, IRAQ
BAGHDAD INTL

FOR FLIGHT SIMULATION USE ONLY!



| INS COORDINATES | |
|---------------------|--------------------|
| STAND No. | COORDINATES |
| TML B | |
| B21 thru B23 | N33 16.2 E044 13.8 |
| B24 thru B26 | N33 16.2 E044 13.9 |
| TML C | |
| C31 | N33 16.0 E044 13.7 |
| C32 thru C36 | N33 16.1 E044 13.7 |
| TML D | |
| D41 | N33 15.9 E044 13.8 |
| D42 thru D44 | N33 15.9 E044 13.7 |
| D45, D46 | N33 16.0 E044 13.7 |
| REMOTE APRON | |
| R21 | N33 16.1 E044 13.6 |
| R22 thru R24 | N33 16.0 E044 13.6 |

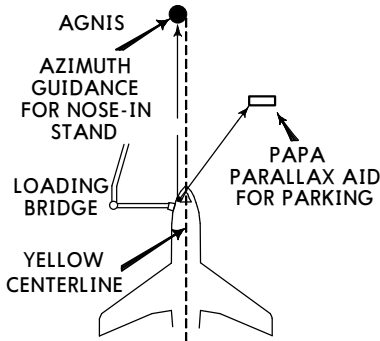


| INS COORDINATES | |
|-----------------|--------------------|
| STAND No. | COORDINATES |
| K RAMP | |
| K1, K2 | N33 15.7 E044 14.4 |
| K3 | N33 15.6 E044 14.5 |

| | |
|--|--|
| | |
|--|--|

FOR FLIGHT SIMULATION USE ONLY!

NOSE-IN PARKING PROCEDURES



GENERAL

The visual guidance system for nose-in parking positions consists of the following elements:

1. AZIMUTH GUIDANCE FOR NOSE-IN STANDS (AGNIS)
2. PARALLAX AID FOR PARKING OF ACFT (PAPA)
3. YELLOW STAND CENTERLINE

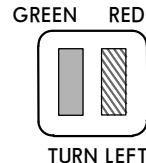
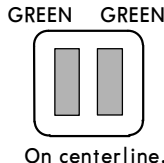
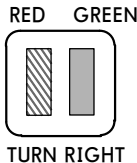
CAUTION

The system is aligned with the LEFT hand pilot seat only. In case of AGNIS failure, nose-in positioning will be guided by marshaller.

NOTE: Nose-in parking aircraft (on push-back position) have to use towing truck when leaving parking position.

AZIMUTH GUIDANCE FOR NOSE-IN STANDS (AGNIS)

Approach the parking position along the yellow centerline so that both vertical slots in the AGNIS show GREEN. Adjustments to left or right shall always be made towards the GREEN.



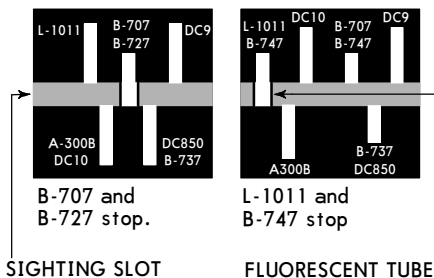
PARALLAX AID FOR PARKING OF ACFT (PAPA)

The aircraft is stopped at the correct position by means of the PAPA. When the fluorescent tube, visible through the horizontal slot in the PAPA board, registers in line with the appropriate vertical reference marker strips, the aircraft has reached the correct stopping position.

CAUTION

Be sure to select the correct vertical reference mark corresponding to your type of aircraft. PAPA board layouts are different for the various nose-in parking positions.

AGNIS CENTRE LINE GUIDANCE STOP ELEMENT - MARKER BOARD



ORBI/BGW

JEPESEN

Standard

28 MAR 14

10-9S

Eff 3 Apr

BAGHDAD, IRAQ
BAGHDAD INTL

| STRAIGHT-IN RWY | | A | B | C | D |
|--------------------|----------------|----------------------------|----------------------------|----------------------------|----------------------------|
| 15L | ILS | 410' (297') | 410' (297') | 410' (297') | 410' (297') |
| | | ceiling 300'- 1200m | ceiling 300'- 1200m | ceiling 300'- 1200m | ceiling 300'- 1200m |
| | <i>ALS out</i> | ceiling 300'- 1600m | ceiling 300'- 1600m | ceiling 300'- 1600m | ceiling 300'- 1600m |
| | LOC DME ① | 610' (497') | 610' (497') | 610' (497') | 610' (497') |
| | | ceiling 500'- 1500m | ceiling 500'- 1500m | ceiling 500'- 1500m | ceiling 500'- 1600m |
| | <i>ALS out</i> | ceiling 500'- 1600m | ceiling 500'- 1600m | ceiling 500'- 2300m | ceiling 500'- 2400m |
| VOR DME ① | | 610' (496') | 610' (496') | 610' (496') | 610' (496') |
| | | ceiling 500'- 1500m | ceiling 500'- 1500m | ceiling 500'- 1500m | ceiling 500'- 1600m |
| | <i>ALS out</i> | ceiling 500'- 1600m | ceiling 500'- 1600m | ceiling 500'- 2300m | ceiling 500'- 2400m |
| 15R RNAV (GNSS) ①② | | NOT APPLICABLE | NOT APPLICABLE | 660' (546') | 660' (546') |
| | | | | ceiling 550'- 2400m | ceiling 550'- 2800m |
| 33L RNAV (GNSS) ①② | | NOT APPLICABLE | NOT APPLICABLE | 620' (509') | 620' (509') |
| | | | | ceiling 510'- 2400m | ceiling 510'- 2400m |
| 33R | ILS | 310' (200') | 310' (200') | 310' (200') | 310' (200') |
| | | ceiling 200'- 800m | ceiling 200'- 800m | ceiling 200'- 800m | ceiling 200'- 800m |
| | <i>ALS out</i> | ceiling 200'- 1200m | ceiling 200'- 1200m | ceiling 200'- 1200m | ceiling 200'- 1200m |
| | LOC DME ① | 520' (410') | 520' (410') | 520' (410') | 520' (410') |
| | | ceiling 500'- 1200m | ceiling 500'- 1200m | ceiling 500'- 1200m | ceiling 500'- 1200m |
| | <i>ALS out</i> | ceiling 500'- 1600m | ceiling 500'- 1600m | ceiling 500'- 2000m | ceiling 500'- 2000m |
| VOR DME ① | | 590' (476') | 590' (476') | 590' (476') | 590' (476') |
| | | ceiling 500'- 1500m | ceiling 500'- 1500m | ceiling 500'- 1500m | ceiling 500'- 1600m |
| | <i>ALS out</i> | ceiling 500'- 1600m | ceiling 500'- 1600m | ceiling 500'- 2200m | ceiling 500'- 2400m |

① Continuous Descent Final Approach.

② DAY only.

| CIRCLE-TO-LAND ③④ | 90 KT | 120 KT | 140 KT | 165 KT |
|-------------------|----------------------|----------------------|----------------------|----------------------|
| | 700' (586') | 740' (626') | 840' (726') | 860' (746') |
| | ceiling 600'- V1900m | ceiling 700'- V2800m | ceiling 800'- V3700m | ceiling 800'- V4600m |

③ Not authorized East of runway 15L/33R.

④ After RNAV (GNSS): NOT AUTHORIZED.

TAKE-OFF RWY 15L/R, 33L/R

| RL & CL | RCLM (DAY only) or RL | NIL (DAY only) |
|---------|--------------------------|-------------------|
| A | R550m V800m | |
| B | | |
| C | | |
| D | | |

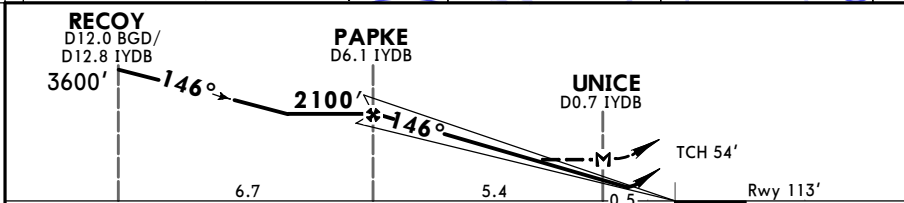
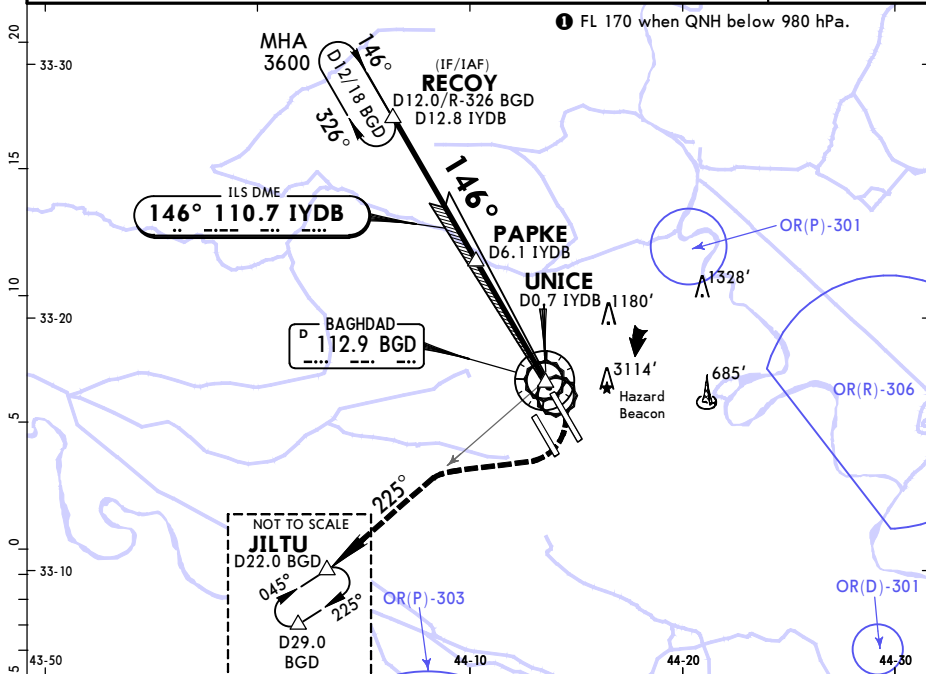
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ORBI/BGW
BAGHDAD INTL

JEPPESEN
14 SEP 18 (11-1)

BAGHDAD, IRAQ
ILS or LOC DME Rwy 15L

| | | | | | | | | |
|---|-----------------------------------|----------------------------------|------------------------------------|-------------------------------|--|------------------------|--|--|
| ATIS 122.9 | | BAGHDAD Approach 122.4 | | BAGHDAD Tower 118.9 | | Ground 121.4 | | |
| LOC IYDB 110.7 | Final Appch Crs 146° | GS No Alt published | ILS DA(H) 410' (297') | Apt Elev 114' Rwy 113' | | | | |
| MISSED APCH: Climb to 620', then climbing turn RIGHT to 5300' via R-225 BGD to JILTU/D22.0 BGD and hold. | | | | | | | | |
| Alt Set: hPa Rwy Elev: 4 hPa Trans level: FL 160 1 Trans alt: 14000' RADAR and DME required. | | | | | | | | |



| | | | | | | | | | | |
|-----------------------------|-------|-----|-----|-----|-----|-----|----------------------|------|-------|-----------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | HIALS-II PAPI | 620' | 5300' | BGD |
| ILS GS or LOC Desc Angle | 3.00° | 372 | 478 | 531 | 637 | 849 | | ↑ | RT | via 112.9 |
| MAP at UNICE/D0.7 IYDB | | | | | | | | | | |

| | | | | | | | | |
|-----------------------------|---|---------------------------|--------------|-----------------------------------|--------------|----------------|-------------|--------------|
| STRAIGHT-IN LANDING RWY 15L | | | | CEILING REQUIRED | | CIRCLE-TO-LAND | | |
| ILS | | LOC (GS out) | | Not authorized East of Rwy15L/33R | | | | |
| DA(H) 410' (297') | | MDA(H) 610' (497') | | | | | | |
| FULL | | ALS out | | ALS out | | | | |
| TERPS | A | 300' - 1200m | 300' - 1600m | 500' - 800m | 500' - 1600m | 90 | 700' (586') | 600' - 1900m |
| | B | | | 500' - 1200m | 500' - 2000m | 120 | 740' (626') | 700' - 2800m |
| | C | | | 500' - 1600m | 500' - 2400m | 140 | 840' (726') | 800' - 3700m |
| | D | | | 500' - 1600m | 500' - 2400m | 165 | 860' (746') | 800' - 4600m |

CHANGES: Missed approach procedure.

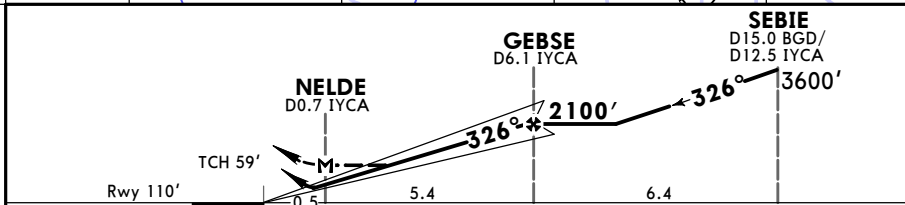
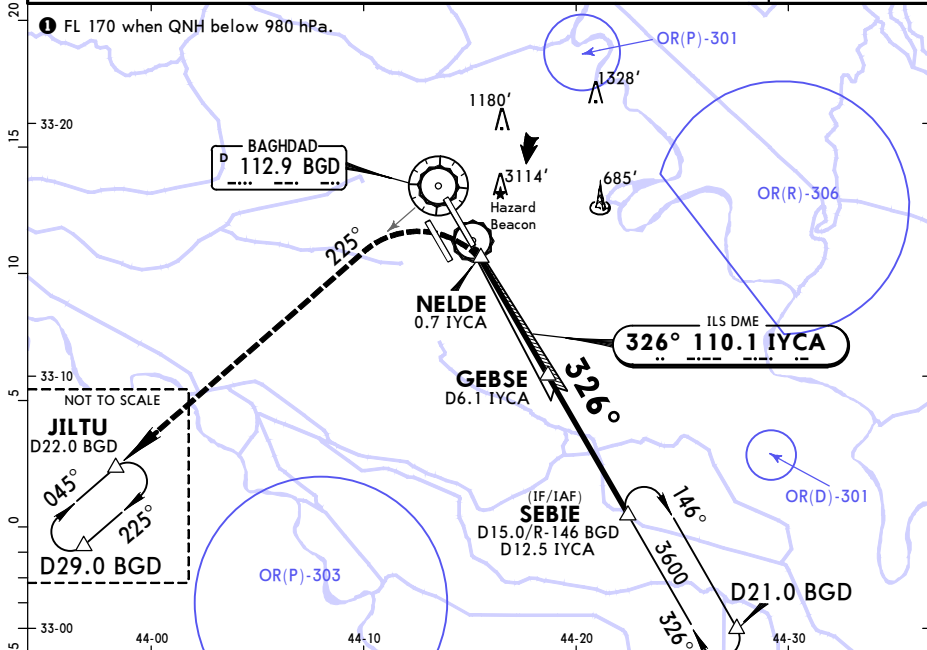
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ORBI/BGW
BAGHDAD INTL

JEPPESEN
14 SEP 18 **(11-2)**

BAGHDAD, IRAQ
ILS or LOC DME Rwy 33R

| | | | | | | |
|---|----------------------------------|----------------------------------|------------------------------------|-------------------------------|--|----------------------------|
| ATIS 122.9 | | BAGHDAD Approach 122.4 | | BAGHDAD Tower 118.9 | | Ground 121.4 |
| LOC IYCA 110.1 | Final Apch Crs 326° | GS No Alt published | ILS DA(H) 310' (200') | Apt Elev 114' Rwy 110' | | 5300 MSA BGD VOR |
| MISSED APCH: Climb to 600', then climbing turn LEFT to 5300' via R-225 BGD to JILTU/D22.0 BGD and hold. | | | | | | |
| Alt Set: hPa | | Rwy Elev: 4 hPa | | Trans level: FL 160 1 | | Trans alt: 14000' |
| RADAR and DME required. | | | | | | |



| | | | | | | | | | | | | |
|-----------------------------|-------|----|-----|-----|-----|-----|-----------------------|---------------------------|---------------------------|-----|-----|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | HIALS-II PAPI PAPI | 600' ↑ 5300' ↓ LT ← | BGD via 112.9 R-225 | | | |
| ILS GS or LOC Desc Angle | 3.00° | | | | | | | | | 372 | 478 | 531 |
| MAP at NELDE/D0.7 IYCA | | | | | | | | | | | | |

| | | | | | | | | | |
|---------------------------------|-------------|---|--------------|-----------------------------------|-----|----------------|--|--------------|--|
| STRAIGHT-IN LANDING RWY 33R | | | | CEILING REQUIRED | | CIRCLE-TO-LAND | | | |
| ILS DA(H) 310' (200') | | LOC (GS out) MDA(H) 520' (410') | | Not authorized East of Rwy15L/33R | | | | | |
| FULL | | ALS out | | Max Kts | | MDA(H) | | CEIL-VIS | |
| A | | | | | 90 | 700' (586') | | 600' - 1900m | |
| B | | | | | 120 | 740' (626') | | 700' - 2800m | |
| C | 200' - 800m | | 200' - 1200m | | 140 | 840' (726') | | 800' - 3700m | |
| D | | | | | 165 | 860' (746') | | 800' - 4600m | |

TERPS

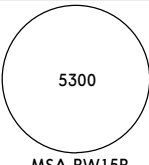
CHANGES: Missed approach procedure.

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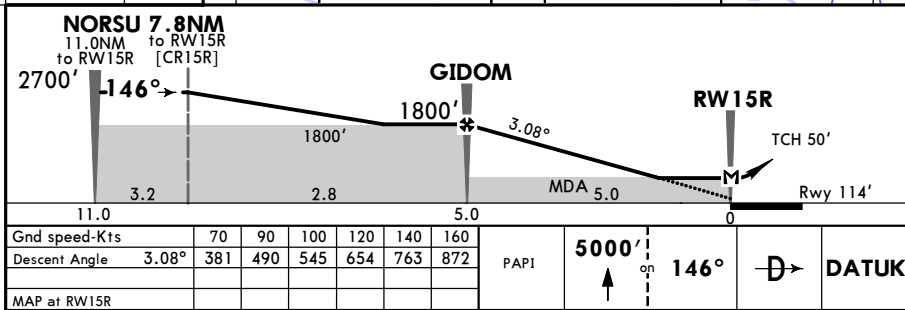
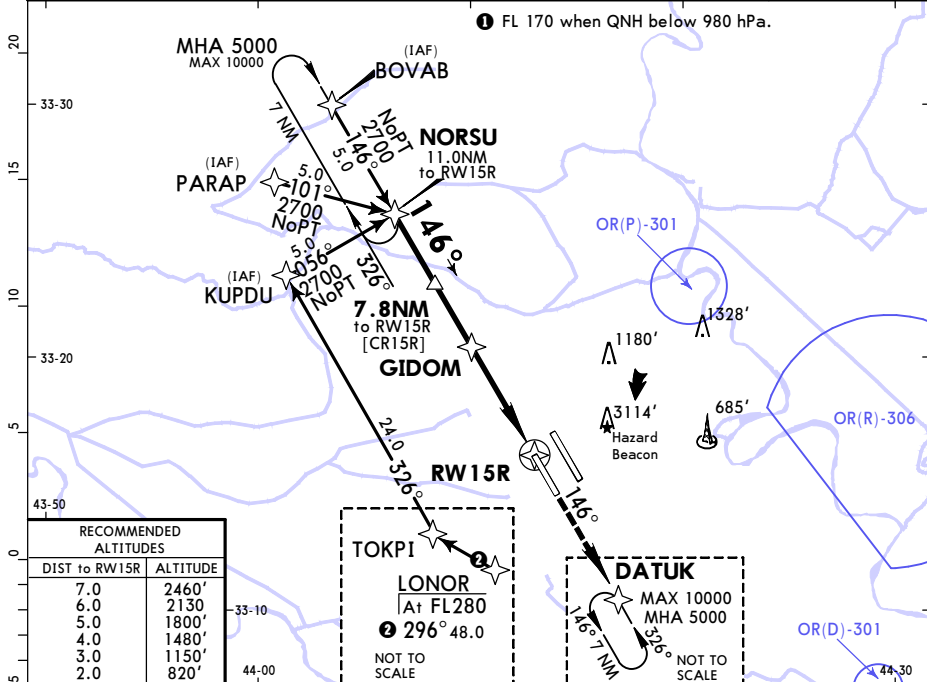
ORBI/BGW
BAGHDAD INTL

JEPPesen
14 SEP 18 (12-1) **CAT C & D**

BAGHDAD, IRAQ
RNAV (GNSS) Rwy 15R

| | | | | | | | |
|---|---------------------------------|---|--------------------------------------|-------------------------------|--|--|--|
| ATIS 122.9 | | BAGHDAD Approach 122.4 | | BAGHDAD Tower 118.9 | | Ground 121.4 | |
| RNAV | Final Aph Crs 146° | Procedure Alt GIDOM 1800' (1686') | LNAV MDA(H) 660' (546') | Apt Elev 114' Rwy 114' | |  | |
| MISSED APCH: Climb on 146° direct to DATUK to 5000'. Expect radar vectors. | | | | | | | |
| Alt Set: hPa | | Rwy Elev: 4 hPa | Trans level: FL 160 1 | Trans alt: 14000' | | MSA RW15R | |

FOR FLIGHT SIMULATION USE ONLY!



| | | | | | | | | | | | | |
|-----------------------------|----------------|-------|-----|-----|-----|-------------------------|-----|------|----------------|------|-----------|-----|
| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 | PAPI | 5000' | 146° | D → DATUK | |
| Descent Angle | | 3.08° | 381 | 490 | 545 | 654 | 763 | | | | | 872 |
| MAP at RW15R | | | | | | | | | | | | |
| STRAIGHT-IN LANDING RWY 15R | | | | | | CEILING REQUIRED | | | CIRCLE-TO-LAND | | | |
| LNAV 1 | | | | | | | | | | | | |
| MDA(H) 660' (546') | | | | | | | | | | | | |
| A | NOT APPLICABLE | | | | | | A | | | | | |
| B | | | | | | | B | | | | | |
| C | 550' - 2400m | | | | | | C | | | | | |
| D | 550' - 2800m | | | | | | D | | | | | |

TERPS

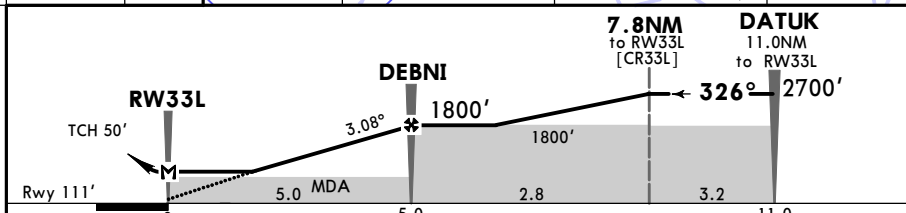
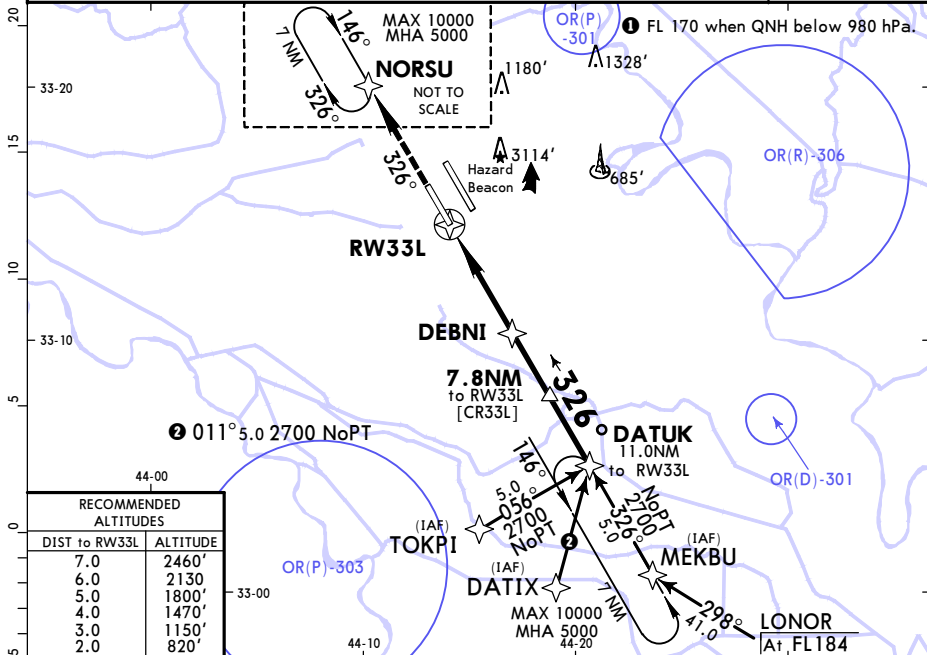
1 DAY only.

ORBI/BGW
BAGHDAD INTL

JEPPESSEN
14 SEP 18 **(12-2)** CAT C & D

BAGHDAD, IRAQ
RNAV (GNSS) Rwy 33L

| | | | | | | | |
|--|-----------------------------------|---|--------------------------------------|-------------------------------|---------------------------|------------------------|-----------------------|
| ATIS 122.9 | | BAGHDAD Approach 122.4 | | BAGHDAD Tower 118.9 | | Ground 121.4 | |
| RNAV | Final Aptch Crs 326° | Procedure Alt DEBNI 1800' (1689') | LNAV MDA(H) 620' (509') | | Apt Elev 114' Rwy 111' | | 5300 MSA RW33L |
| MISSED APCH: Climb on 326° direct NORSU to 5000'. Expect radar vectors. | | | | | | | |
| Alt Set: hPa | | Rwy Elev: 4 hPa | Trans level: FL 160 1 | | Trans alt: 14000' | | |
| 1. GNSS or RNP-0.3 required. 2. DME/DME RNP-0.3 NA. | | | | | | | |



| | | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|------|-------|---------|-----------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | PAPI | 5000' | on 326° | D → NORSU |
| Descent Angle | 3.08° | 381 | 490 | 531 | 654 | 763 | | | | |
| MAP at RW33L | | | | | | | | | | |

| | | | | | | | | | | |
|-----------------------------|----------------|--|--|--|--|-------------------------|---|----------------|--|--|
| STRAIGHT-IN LANDING RWY 33L | | | | | | CEILING REQUIRED | | CIRCLE-TO-LAND | | |
| LNAV 1 | | | | | | | | | | |
| MDA(H) 620' (509') | | | | | | | | | | |
| A | NOT APPLICABLE | | | | | | A | NOT AUTHORIZED | | |
| B | | | | | | | B | | | |
| C | | | | | | | C | | | |
| D | 510' - 2400m | | | | | | D | | | |

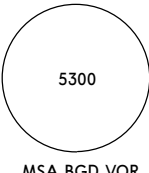
1 DAY only.

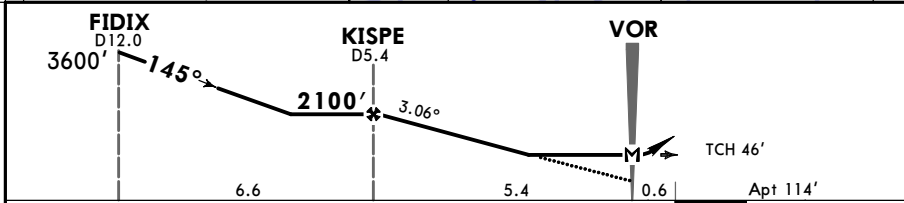
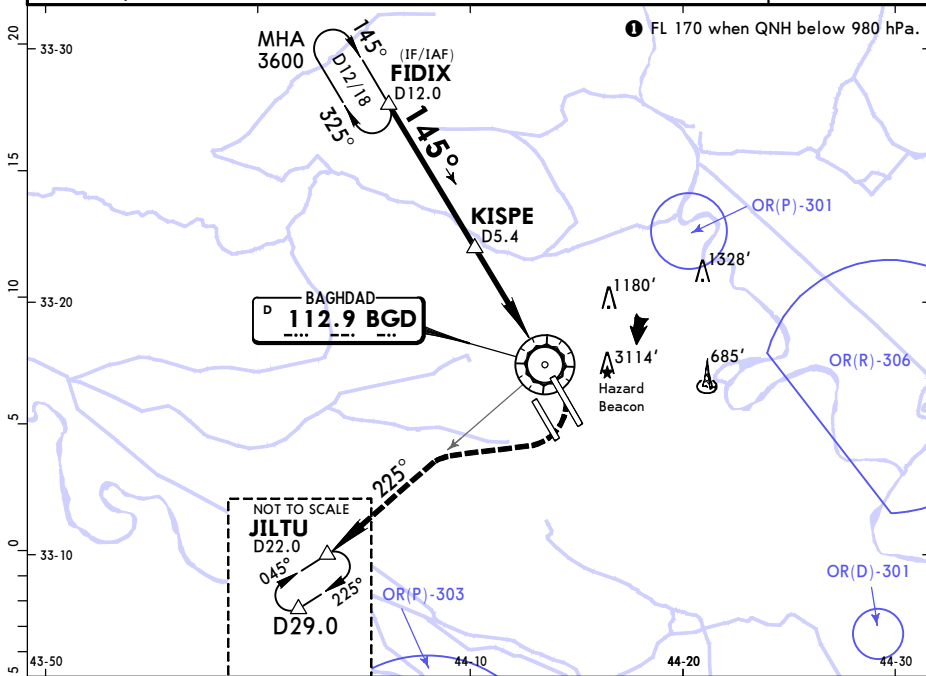
FOR FLIGHT SIMULATION USE ONLY!


ORBI/BGW
BAGHDAD INTL

JEPPESEN
14 SEP 18 (13-1)

BAGHDAD, IRAQ
VOR DME Rwy 15L

| | | | | | | | | |
|---|-------------------------------|--|------------------------------|-------------------------------|--|---|--|-------------------|
| ATIS 122.9 | | BAGHDAD Approach 122.4 | | BAGHDAD Tower 118.9 | | Ground 121.4 | | |
| VOR BGD 112.9 | Final Apch Crs 145° | Minimum Alt KISPE 2100' (1986') | MDA(H) 610' (496') | Apt Elev 114' | |  5300 MSA BGD VOR | | |
| MISSED APCH: Climbing turn RIGHT to 5300' via R-225 to JILTU/D22.0 and hold. | | | | | | | | |
| Alt Set: hPa | | Apt Elev: 4 hPa | | Trans level: FL 160 ① | | | | Trans alt: 14000' |



| | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|---|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |  5300' BGD via 112.9 RT R-225 JILTU D22.0 |
| Descent Angle | 3.06° | 379 | 487 | 541 | 650 | 866 | |
| MAP at VOR | | | | | | | |

| | | | | | | |
|-----------------------------|---|--------------|-------------------------|---------|-----------------------------------|--------------|
| STRAIGHT-IN LANDING RWY 15L | | | CEILING REQUIRED | | CIRCLE-TO-LAND | |
| MDA(H) 610' (496') | | | ALS out | | Not authorized East of Rwy15L/33R | |
| TERPS | A | | | Max Kts | MDA(H) | CEIL-VIS |
| | B | 500' - 800m | 500' - 1600m | 90 | 700' (586') | 600' - 1900m |
| | C | 500' - 1200m | 500' - 2000m | 120 | 740' (626') | 700' - 2800m |
| | D | 500' - 1600m | 500' - 2400m | 140 | 840' (726') | 800' - 3700m |
| | | | | 165 | 860' (746') | 800' - 4600m |

CHANGES: Missed approach procedure.

FOR FLIGHT SIMULATION USE ONLY!

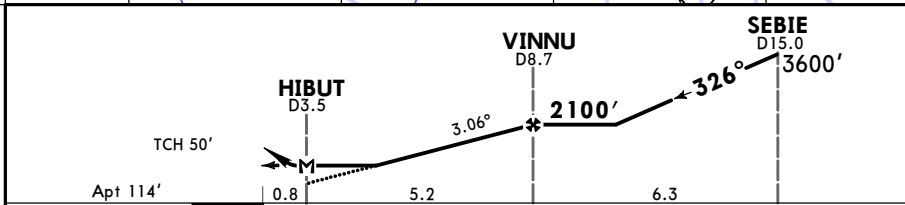
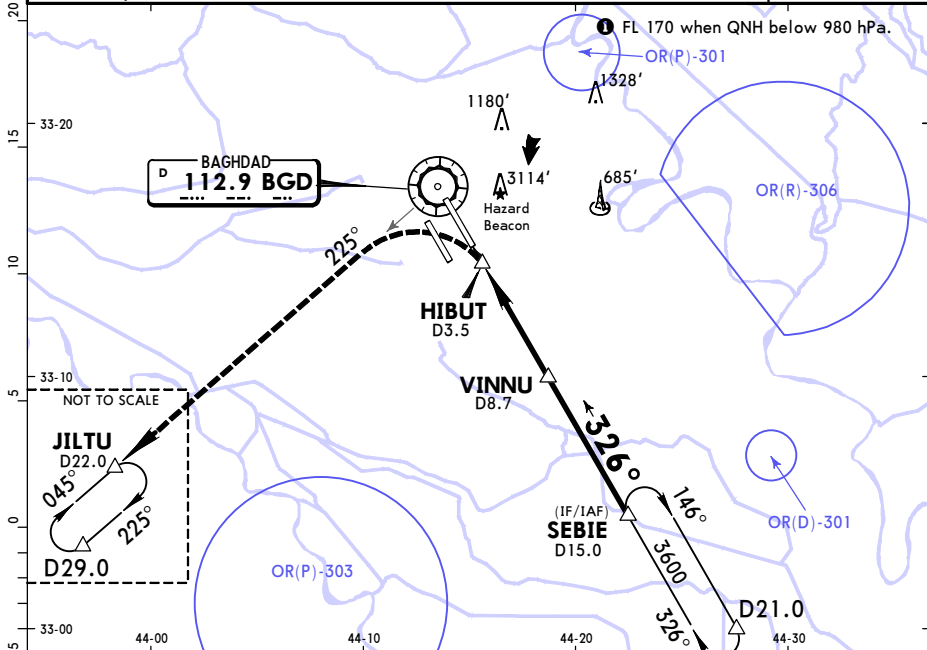
ORBI/BGW
BAGHDAD INTL

JEPPesen
14 SEP 18 **(13-2)**

BAGHDAD, IRAQ
VOR DME Rwy 33R

| | | | | | | |
|--|-------------------------------|---|------------------------------|-------------------------------|--|-------------------------|
| ATIS 122.9 | | BAGHDAD Approach 122.4 | | BAGHDAD Tower 118.9 | | Ground 121.4 |
| VOR BGD 112.9 | Final Apch Crs 326° | Minimum Alt VINNU 2100' (1986') | MDA(H) 590' (476') | Apt Elev 114' | | 5300 MSA BGD VOR |
| MISSED APCH: Climbing turn LEFT to 5300' via R-225 to JITLU/D22.0 and hold. | | | | | | |
| Alt Set: hPa RADAR required. | | Apt Elev: 4 hPa | Trans level: FL 160 1 | Trans alt: 14000' | | |

FOR FLIGHT SIMULATION USE ONLY!



| | | | | | | | |
|-------------------|-------|-----|-----|-----|-----|-----|--|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | HIALS-II PAPI PAPI 5300' BGD via 112.9 LT R-225 JILTU D22.0 |
| Descent Angle | 3.06° | 379 | 487 | 541 | 650 | 866 | |
| MAP at HIBUT/D3.5 | | | | | | | |

| | | | | | | |
|-----------------------------|--------------|--------------|-----------------------------------|--------------------|----------------|--|
| STRAIGHT-IN LANDING RWY 33R | | | CEILING REQUIRED | | CIRCLE-TO-LAND | |
| MDA(H) 590' (476') | | | Not authorized East of Rwy15L/33R | | | |
| | | ALS out | Max Kts | MDA(H) | CEIL-VIS | |
| A | 500' - 800m | 500' - 1600m | 90 | 700' (586') | 600' - 1900m | |
| B | 500' - 800m | 500' - 1600m | 120 | 740' (626') | 700' - 2800m | |
| C | 500' - 1200m | 500' - 2000m | 140 | 840' (726') | 800' - 3700m | |
| D | 500' - 1600m | 500' - 2400m | 165 | 860' (746') | 800' - 4600m | |