

## GENERAL

## Operational Hours

**ATS Hours:** H24.

**AD ADMIN Hours:** SUN-THU 0800-1500.

See NOTAM.

## Airport Information

**RFF:** CAT 9

**Fuel:** HJ from Iraqi Airways

**PCN:** RWY 15L/33R: 56/R/C/W/T, RWY 15R/33L: 54/R/C/W/T

**Customs:** HJ, H24 O/R.

## Operation

## Traffic Notes

Display covert lighting within Baghdad airspace. Display overt lighting whilst over RWYs, on TWYs and the ramp area.

## Low Visibility Procedure

ARR and DEP are not permitted when VIS is below 800m or RVR 550m.

## RWY Restriction

Lighting for RWY 15R/33L is not operating at full intensity. During night or IMC, RWY 15R/33L is AVBL for MIL OPS only.

RWY 15R/33L CLSD for MAINT every TUE 0600-0900.

RWY 15L/33R CLSD for MAINT every FRI 0300-0600.

## TWY Restriction

South on TWY P beyond P4 CLSD to CIV ACFT.

South on TWY P beyond P2 CLSD to MIL ACFT.

TWY light not AVBL on TWYs A, G, N, R, T, V, S, S1-S6.

4 ENG ACFT shall use inboard engines only when taxiing on/off RWY 15R/33L/TWY due to FOD hazards.

## Taxi/Parking

ACFT must coordinate parking with TWR.

Due to light ramp lighting turn on position LGT and/or formation LGT upon exit of active RWY to show other ACFT on ground the position and maintain safe CLR. Light required for taxiing online and may be turned off upon entering RWY for DEP.

Limited radio coverage with Baghdad APCH below 3000ft in vicinity of ORBI AD.

Marshaller and follow-me assistance is compulsory.

Use extreme caution during taxiing with unmarked and unlighted OBSTs within APN lateral CLR zone and with deteriorating AD surfaces.

EXP to provide towing arm.

Use caution on TWY M, AMC ramp, JMMT ramp and Al Muthana ramp, due to moderate and severe spalling and deteriorated joints.

Aerobridges not AVBL.

## BGW-ORBI

1-20

A01

## GENERAL

## Warnings

North of CIV terminal between THR 15L and RWY 15R no OBST LGTs.

Restricted areas located 1.3NM E of THR 33R and 2NM NE of THR 15L 0.3NM from SFC up to 1500ft.

Restricted area 1NM NW of THR 15R 0.4NM from SFC up to 3000ft.

Debris field located 1000ft before THR 15R and 1000ft after RWY 33L DEP end.

Numerous unlit obstructions within 300ft of RWY 15L/33R and 15R/33L.

Standard detonation site located 0.5NM from DEP end of RWY 33L. TWR will announce detonation with broadcast and close RWY 33L, until detonations are complete.

COM masts (height approximately 1180ft) approximately 3NM north of AD, no obstruction LGT.

Two impact spalls near shoulder of TWY P6 hammerhead, max depth 1ft, marked with cones lit. Unmarked 0.5ft concrete slabs with 6ft deep manholes along east and west shoulder edges for RWY 15L/33R.

Numerous impact spalls on mid ramp in vicinity of JMMT hangar, max depth 0.25ft.

Non standard overrun lengths. Overrun lengths for RWY 15R/33L are only 60m / 200ft.

Circling E of RWY 15L/33R prohibited.

No manoeuvres involving flight to the E of the circuit of the AD should be made unless cleared by ATC.

**BGD D-VOR MAINT:** MON and THU 0400-0600.

## ARRIVAL

## Communication

**COM Failure:** See CRAR.

## Arrival Procedure

**Non-Standard GP Intercept Position on  
RWY 15L**

GP intercept RWY 15L at *314m / 1030ft* after landing threshold.

Remaining LDG DIST beyond GP is *3686m / 12093ft*.

**Non-Standard GP Intercept Position on  
RWY 33R**

GP intercept RWY 33R at *343m / 1126ft* after landing threshold.

Remaining LDG DIST beyond GP is *3657m / 11997ft*.

## DEPARTURE

## Take-off Minima

RWY		15L/33R	
All ACFT	ft - m/km	0 - 800V	-
RWY		15R/33L	
All ACFT	ft - m/km	0 - 800V	HJ only

## Communication

**COM Failure:** See CRAR.

**BGW-ORBI**

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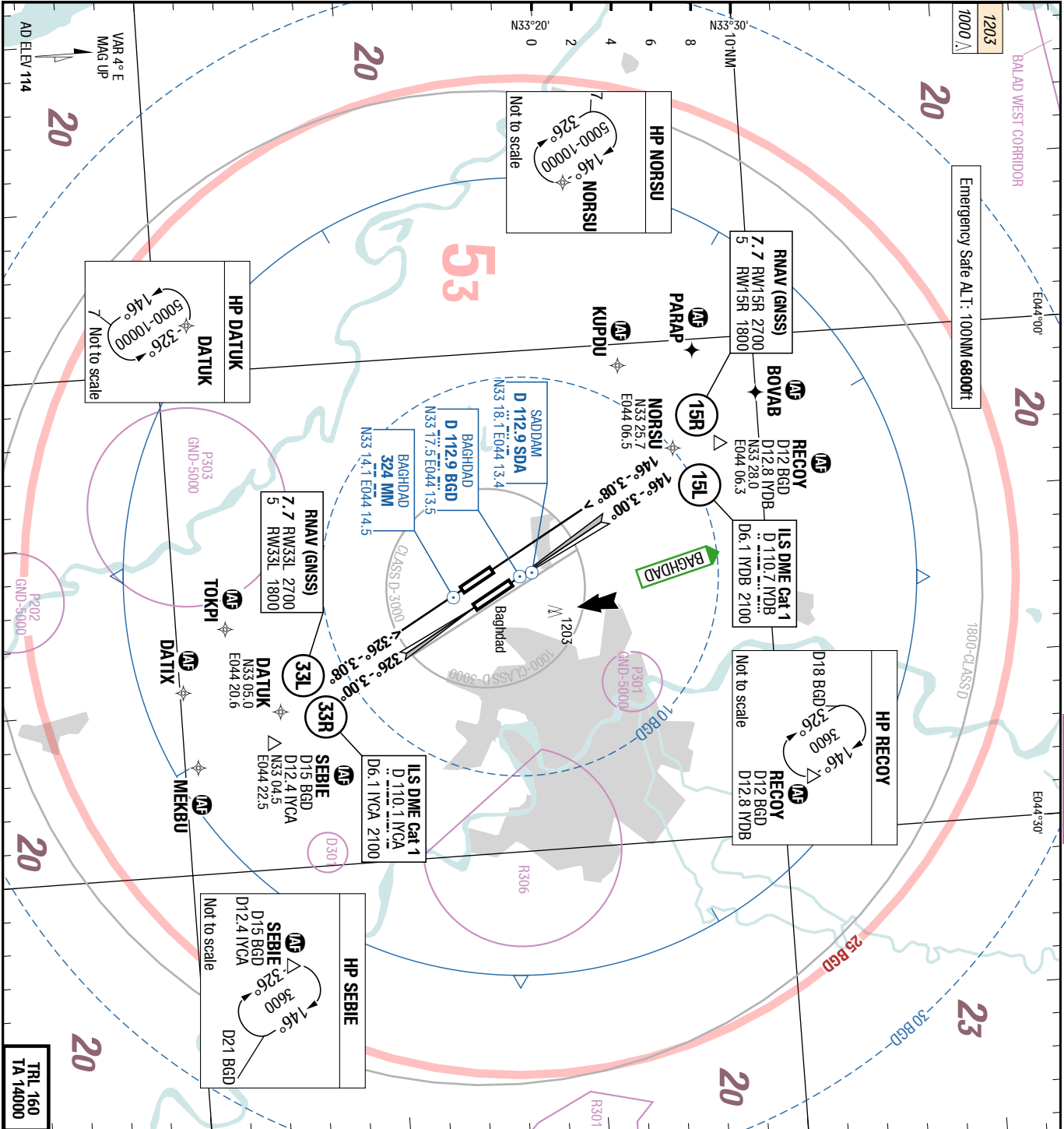
**A0I****A0I****DEPARTURE****Departure Procedure****Departure Procedure**

Ommnidirectional DEP:

Climb to MNM 1000ft AGL as soon as possible.

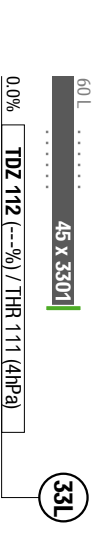
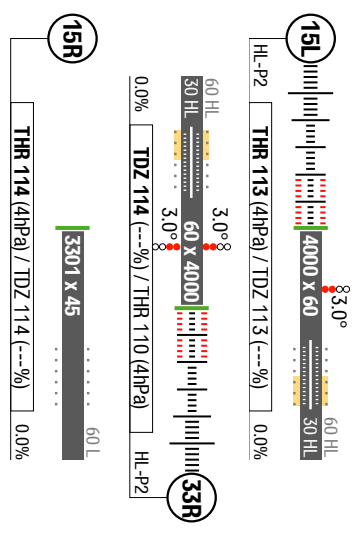
**De-Icing**

Not AVBL.

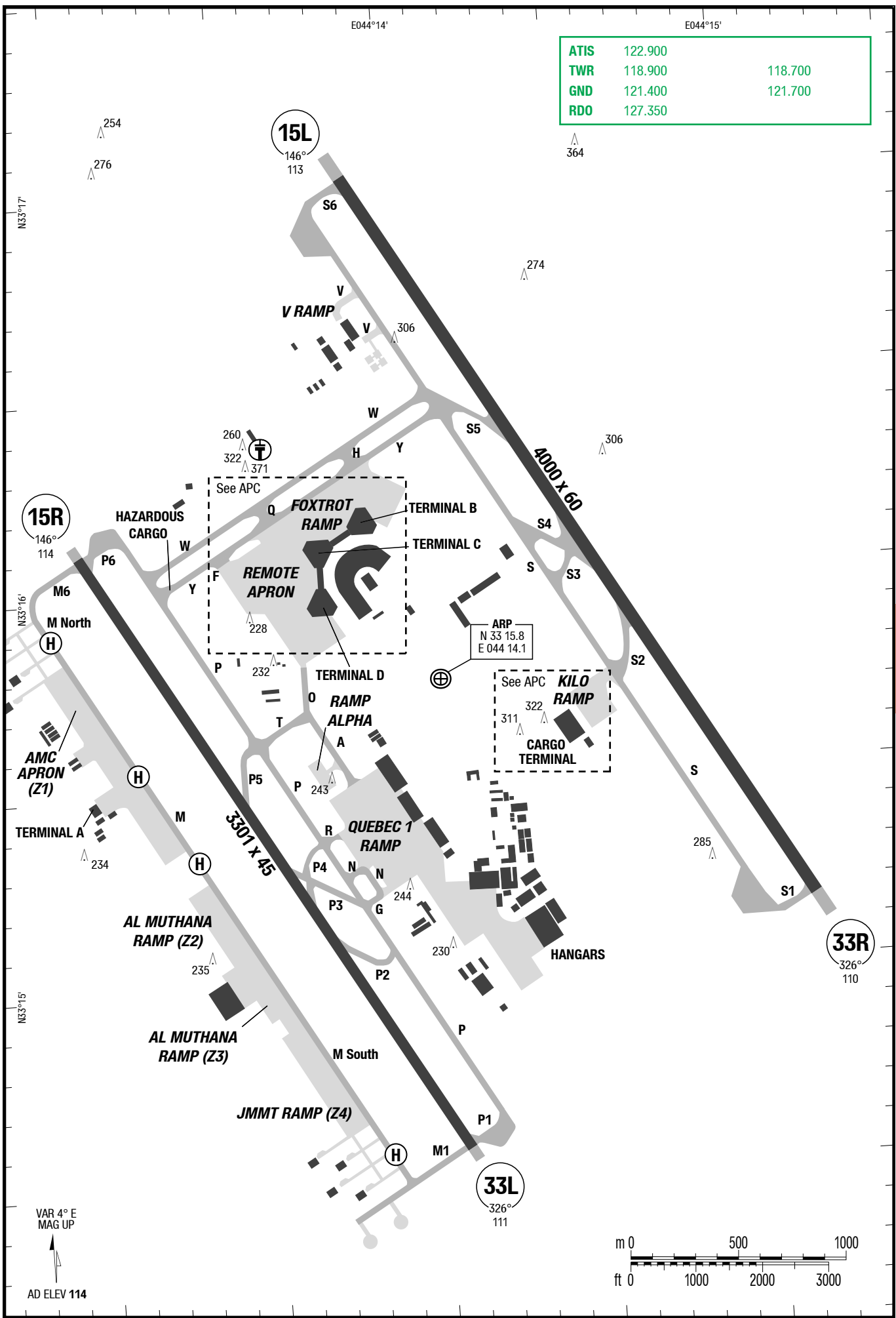


ATIS	122.900
APP	122.400
DEP	128.200
TWR	128.200
GND	118.900
	118.700
	121.400
	121.700
RDO	127.350

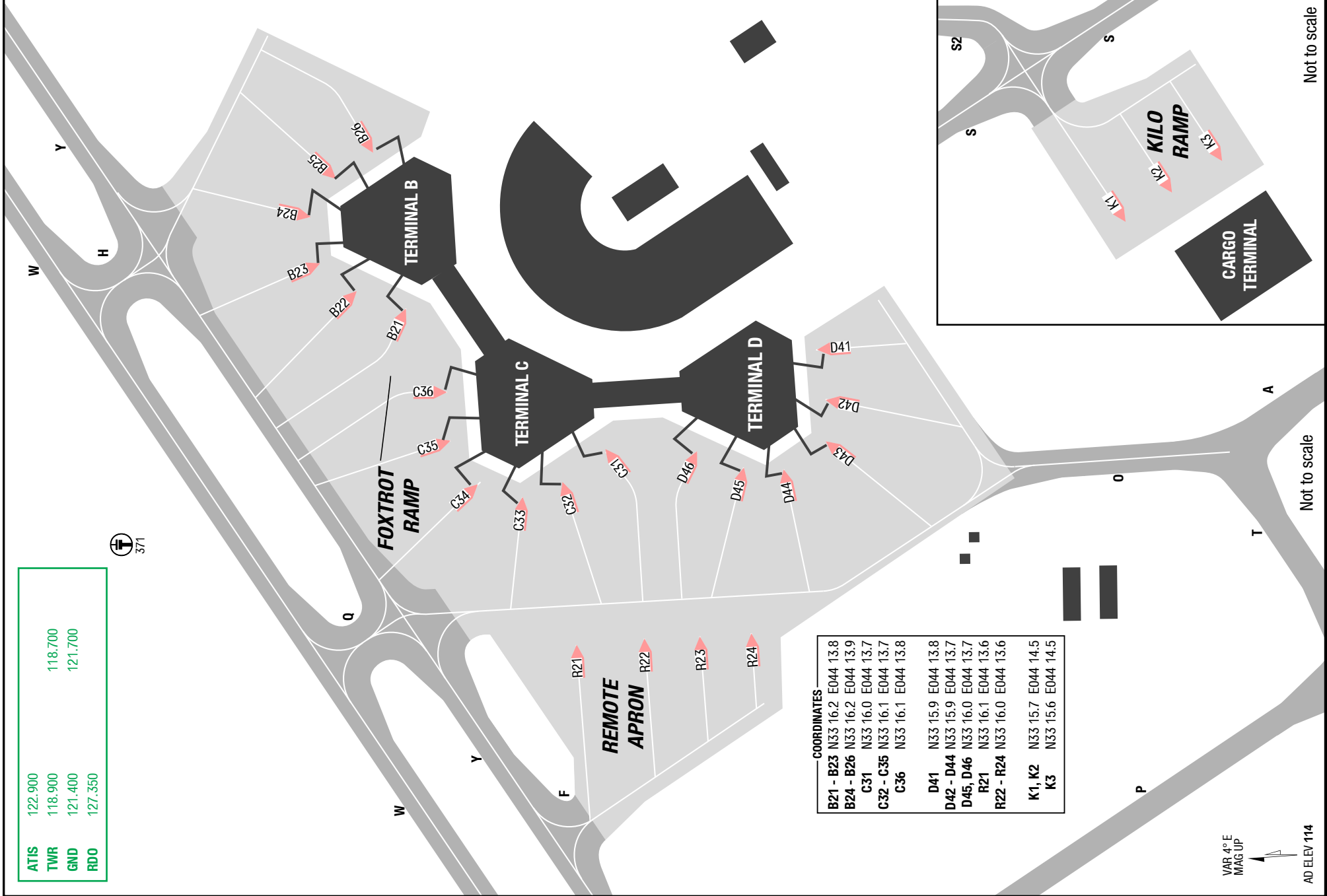
Landing RWY system:



ATIS	122.900	
TWR	118.900	118.700
GND	121.400	121.700
RDO	127.350	



Changes: Nil



**BGW-ORBI**

## SIDs

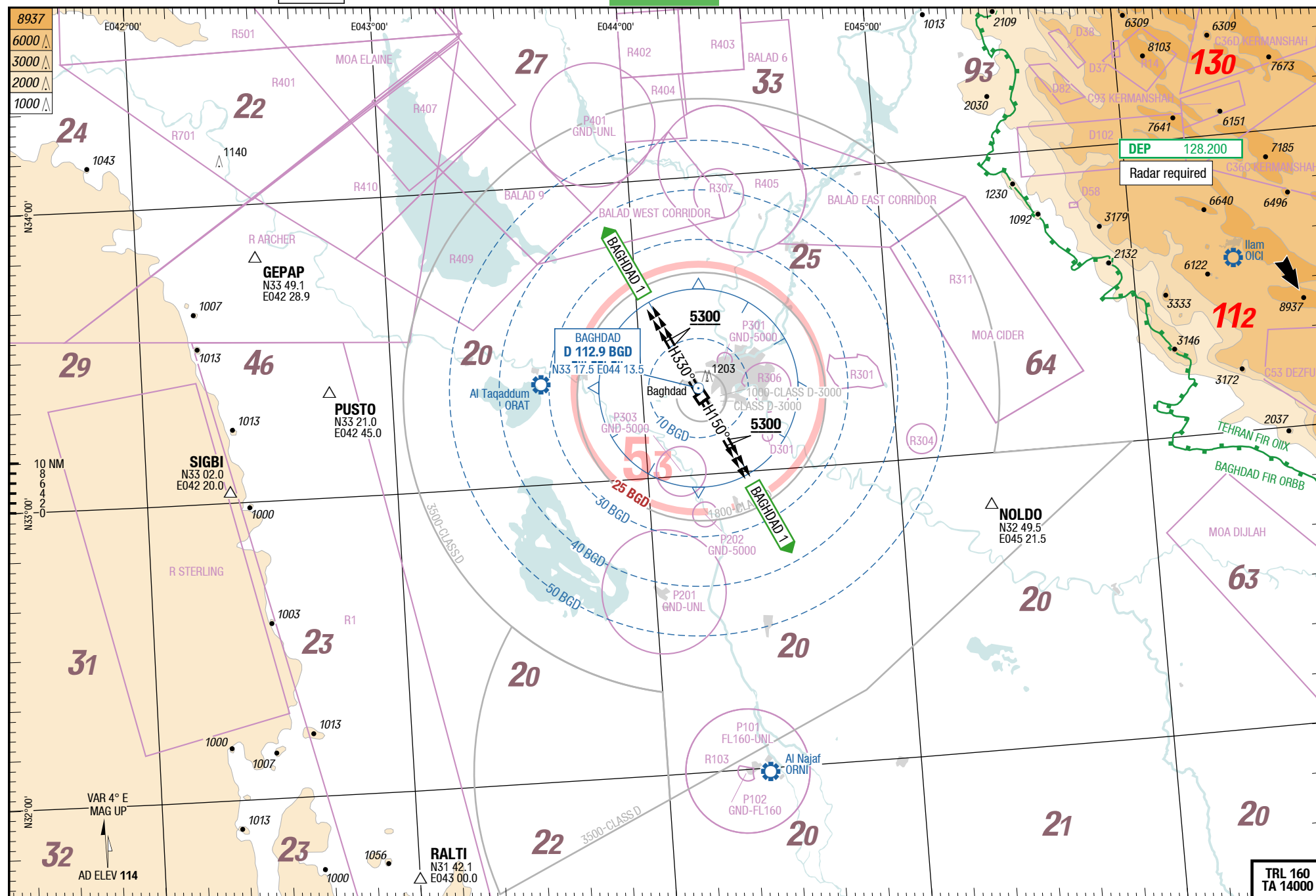
SID

SID

NIL

## SIDs

4-10



Changes: ASP, MGA, SUAs, OBST

TRL 160  
TA 14000

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SIDs

SIDPT

**BAGHDAD 1**

RWYs 15L/R (146°) / 33L/R (326°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 15L</b>	
<b>BAGHDAD 1</b> <b>128.200</b> ①②③	HDG 150° to MNM 5300 - expect radar vectors	<b>initial climb 8000</b> (Prop) <b>initial climb 12000</b> (Jet)
	<b>Runway 15R</b>	
<b>BAGHDAD 1</b> <b>128.200</b> ①②③	HDG 150° to MNM 5300 - expect radar vectors	<b>initial climb 8000</b> (Prop) <b>initial climb 12000</b> (Jet)
	<b>Runway 33L</b>	
<b>BAGHDAD 1</b> <b>128.200</b> ①②③	HDG 330° to MNM 5300 - expect radar vectors	<b>initial climb 8000</b> (Prop) <b>initial climb 12000</b> (Jet)
	<b>Runway 33R</b>	
<b>BAGHDAD 1</b> <b>128.200</b> ①②③	HDG 330° to MNM 5300 - expect radar vectors	<b>initial climb 8000</b> (Prop) <b>initial climb 12000</b> (Jet)

- ① Prop: maintain v2+10 until leaving 3000, then fly best climb rate until reaching 8000.  
 ② Jet: maintain v2+10 until leaving 3000, then fly best climb rate until reaching 12000.  
 ③ Expect further clearance to filed flight level 10 minutes after departure.



<b>Obstacle Departure</b>	
<b>RWY</b>	<b>Routing</b>
<b>15L</b>	Climb on track 146° to <b>600</b> before proceeding on course. Avoid sector 015° CW to 095°.
<b>15R</b>	Climb on track 146° to <b>700</b> before proceeding on course. Avoid sector 015° CW to 090°.
<b>33L</b>	Climb on track 326° to <b>1000</b> before proceeding on course. Avoid sector 018° CW to 083°.
<b>33R</b>	Climb on track 326° to <b>1200</b> before proceeding on course. Avoid sector 009° CW to 085°.
<b>RWY</b>	<b>Notes</b>
<b>15L</b>	When the aerostat is in operation, unless able to maintain own obstacle clearance, amend departure procedure as follow: Climb on track 146° to 1300ft AGL before proceeding on course.
<b>15R</b>	When the aerostat is in operation, unless able to maintain own obstacle clearance, amend departure procedure as follow: Climb on track 146° to 1300ft AGL before proceeding on course.
<b>33L</b>	-When the aerostat is in operation, unless able to maintain own obstacle clearance, amend departure procedure as follow: Climb on track 326° to 1300ft AGL before proceeding on course. -Antenna 2.1NM from DER, 3181ft right of centerline, 150ft AGL/264ft MSL.
<b>33R</b>	-When the aerostat is in operation, unless able to maintain own obstacle clearance, amend departure procedure as follow: Climb on track 326° to 1300ft AGL before proceeding on course. -Pylon 2.5NM from DER, 5063ft right of centerline, 115ft AGL/237ft MSL.

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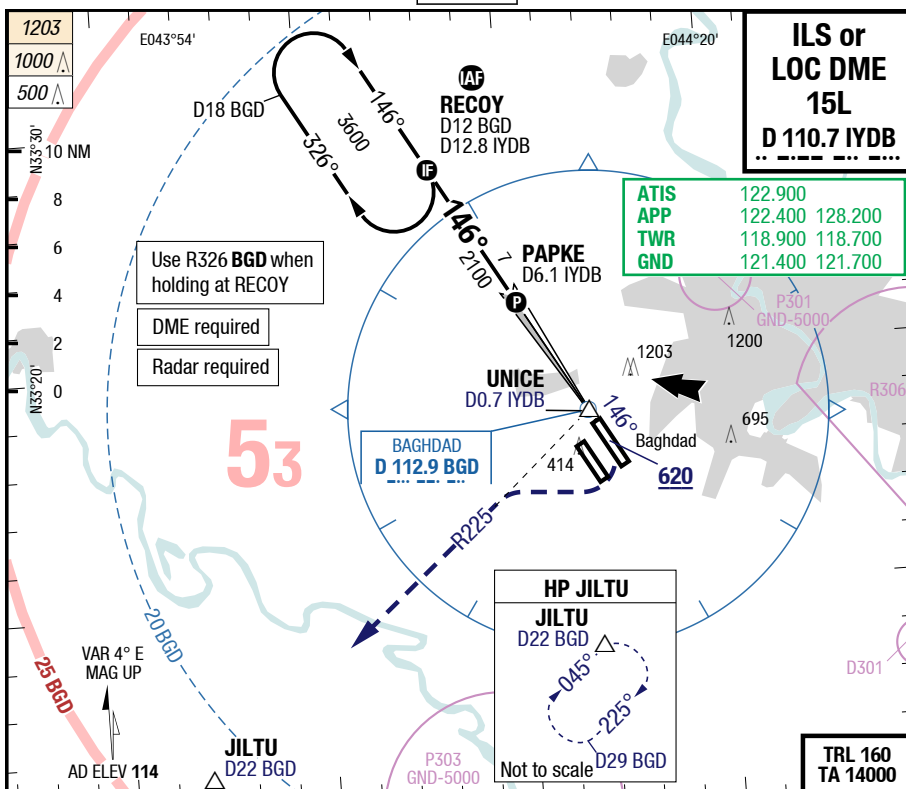
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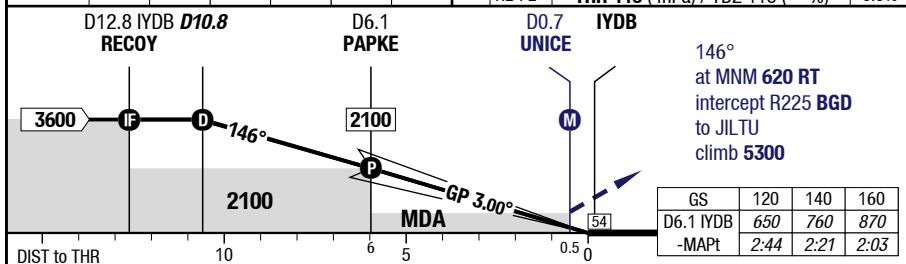
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7-10

ILS or LOC DME 15L



10.8	9	7	5	3	2	15L	83.0°	60 HL	30 HL
3600	3030	2380	1730	1080	760	HL-P2	THR 113 (4hPa) / TDZ 113 (---%)	0.0%	



15L	Cat 1 DME 1)	Cat 1 DME APL U/S 2)	LOC DME	LOC DME APL U/S	Circling 3) 4)
C	ft - m/km ft 300 - 1.2V 410	300 - 1.6V 410	500 - 1.2V 610		730 - 3.7V 840
D	ft - m/km ft 300 - 1.2V 410	300 - 1.6V 410	500 - 1.6V 610	500 - 2.4V 610	750 - 4.6V 860

1) With EVS VIS 800m

2) With EVS VIS 1.1km

3) To RWY 15R/33L HJ only

4) W of RWY 15L/33R only

Changes: MISAP

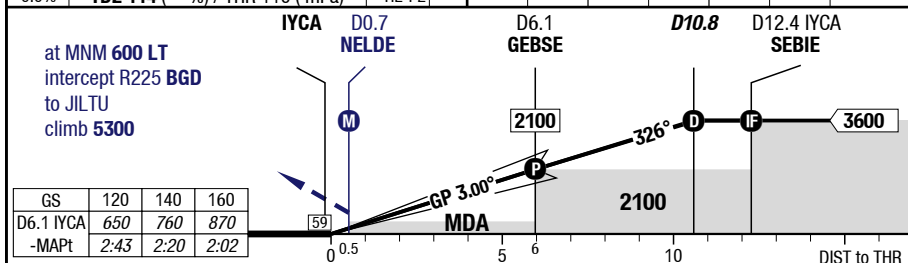
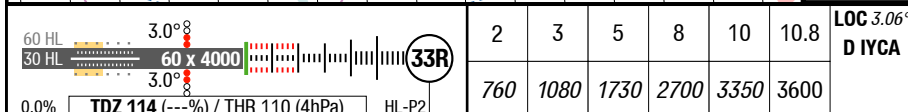
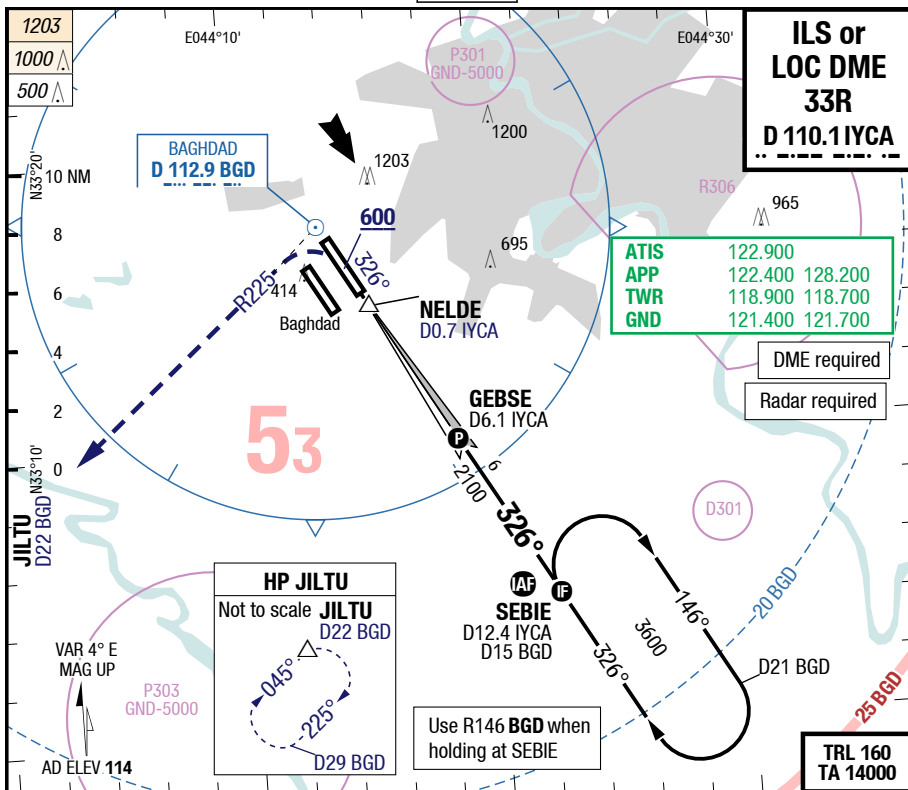
13-SEP-2018  
BGW-ORBI

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ILS or LOC DME 33R



33R		Cat 1 DME	LOC DME	LOC DME APL U/S	Circling 1) 2)
C	ft - m/km ft	200 - 800V 320	410 - 1.2V 520	410 - 2.0V 520	730 - 3.7V 840
D	ft - m/km ft	200 - 800V 320	410 - 1.2V 520	410 - 2.0V 520	750 - 4.6V 860

1) To RWY 15R/33L HJ only  
2) W of RWY 15L/33R only

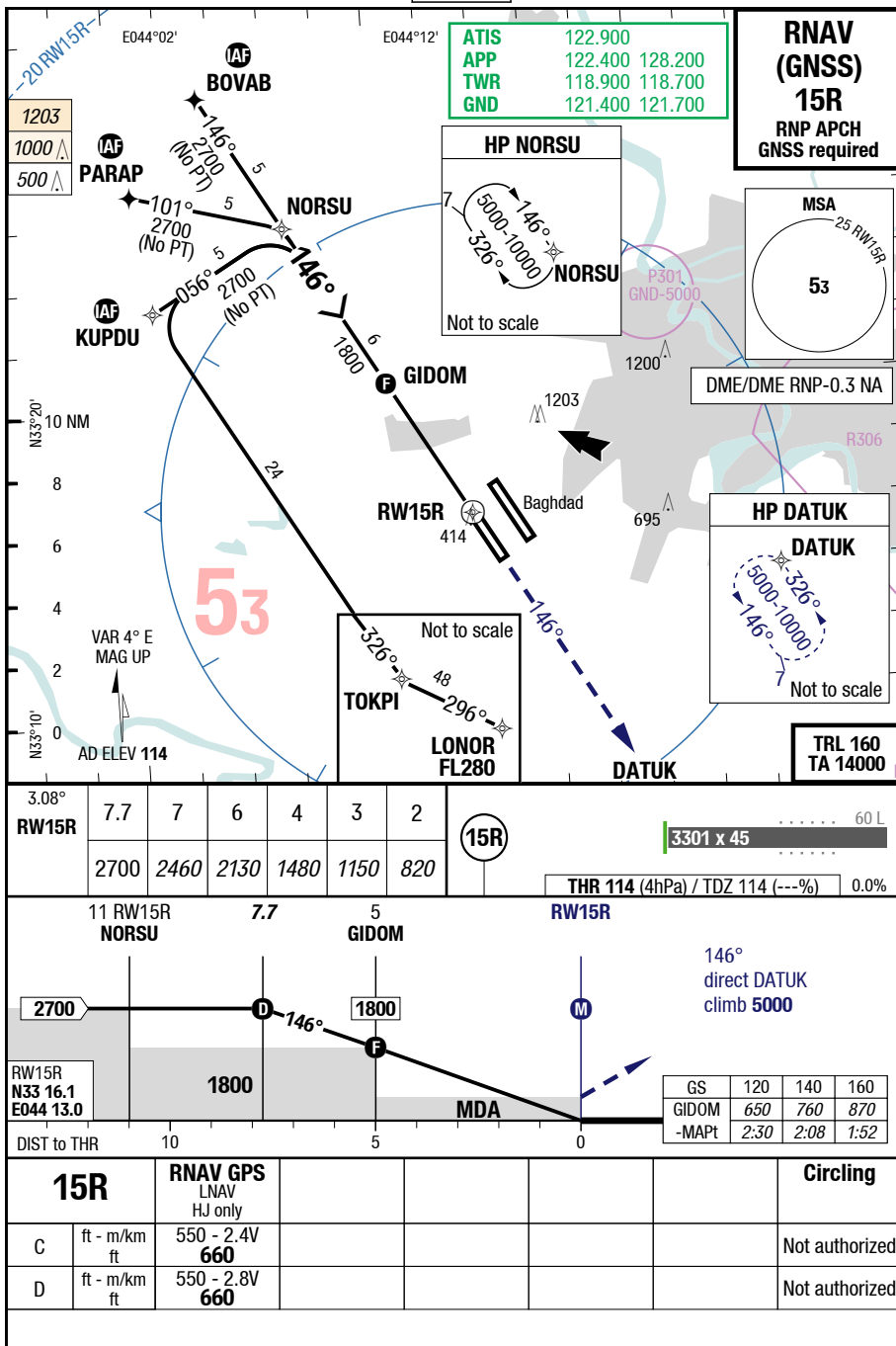
Changes: MISAP

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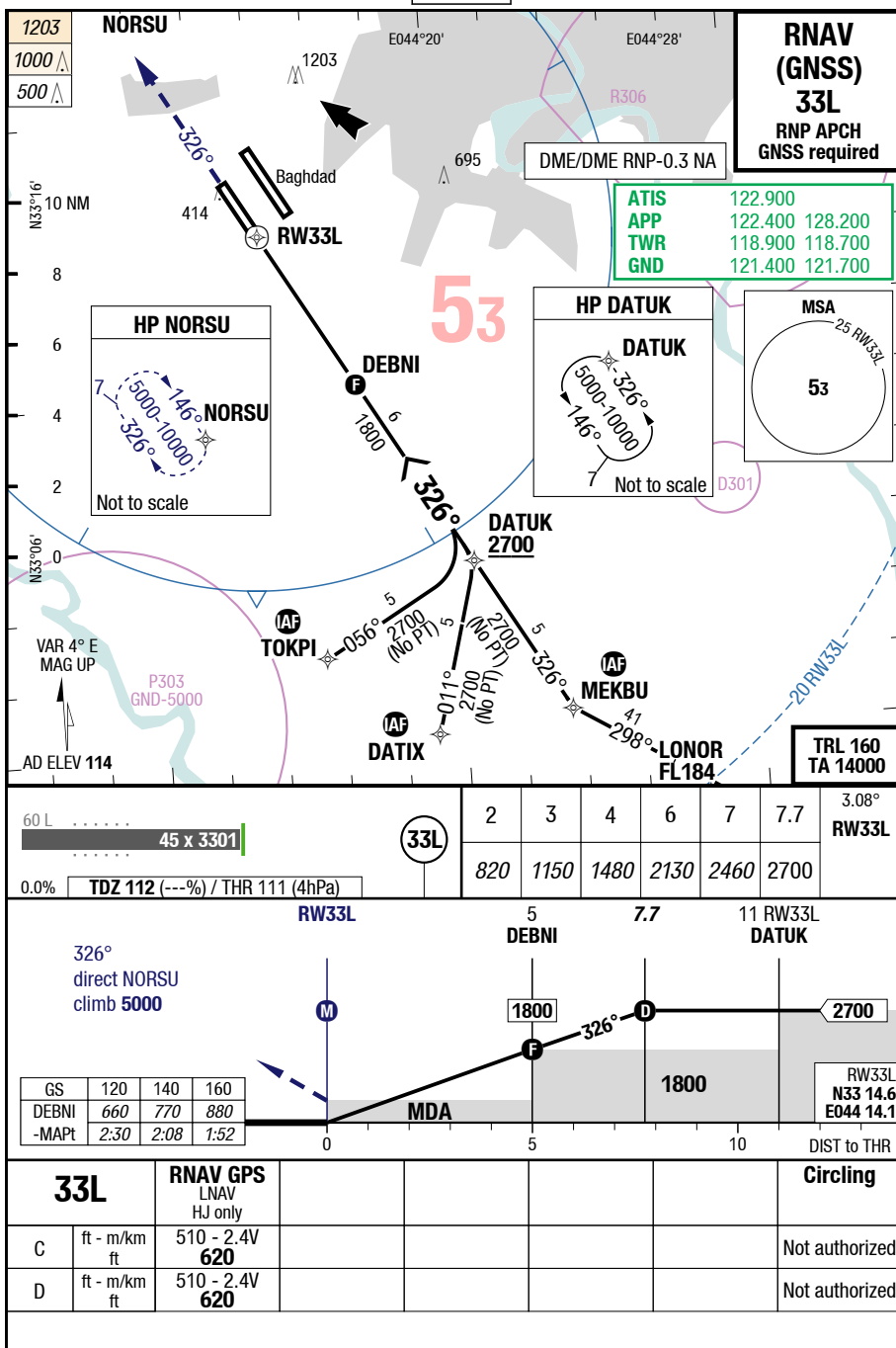
BGW-ORBI

7-30

RNAV (GNSS) 15R



Changes: MISAP



## VOR DME 15L



<b>15L</b>		<b>VOR DME</b>	<b>VOR DME</b> APL U/S				<b>Circling</b> 1) 2)
C	ft - m/km ft	500 - 1.2V <b>610</b>					730 - 3.7V <b>840</b>
D	ft - m/km ft	500 - 1.6V <b>610</b>	500 - 2.4V <b>610</b>				750 - 4.6V <b>860</b>

Changes: MISAP

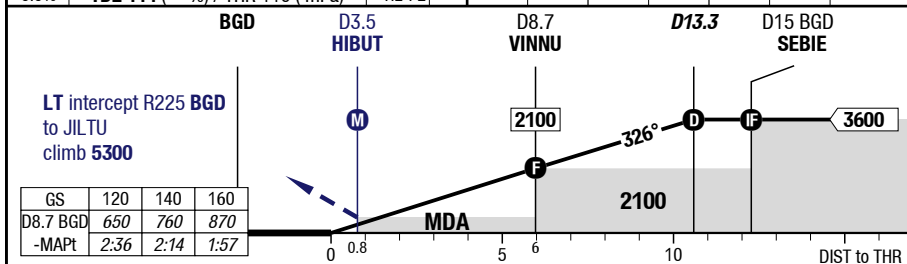
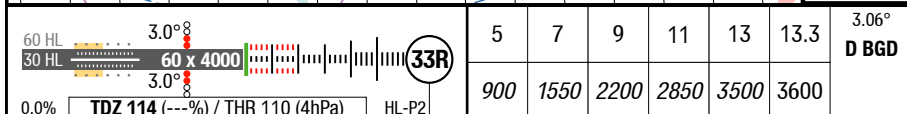
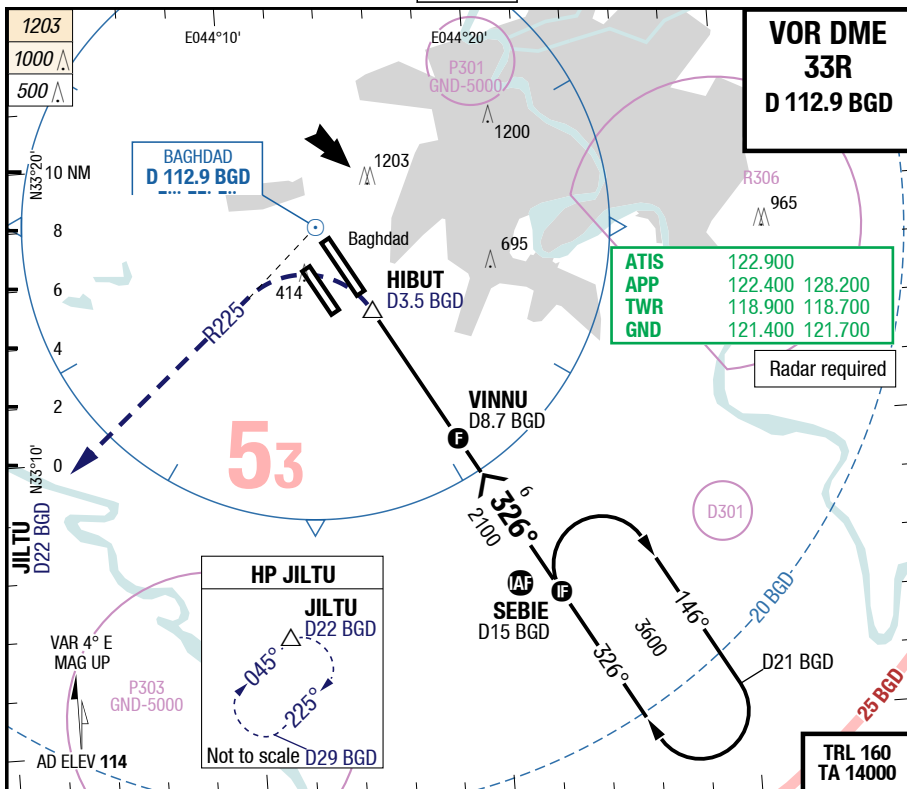
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VOR DME 33R



33R	VOR DME	VOR DME APL U/S	Circling 1) 2)
C	ft - m/km ft	480 - 1.2V 590	730 - 3.7V 840
D	ft - m/km ft	480 - 1.6V 590	750 - 4.6V 860

1) To RWY 15R/33L HJ only  
2) W of RWY 15L/33R only

Changes: MISAP