RANDOM NOISE ABATEMENT DEPARTURE TRACKS (RNADTS): Following this procedure minimizes deviation from the idealized track. Anticipate RNADT omnidirectional no wind heading assigned by ATC. ATC will issue a wind corrected heading prior to take-off. If no heading is assigned, fly runway heading. Maintain V2+10 until reaching 3000', then fly best rate of climb until reaching 12000' (Turbojets) / 8000' (Turboprops). Maintain 12000' (Turbojets) / 8000' (Turboprops) initially or requested levels, if lower. Expect further clearance to filed FL 10 min after departure. Maintain heading as assigned by ATC until cleared to appropriate transitional waypoint, thence via preferential route as published. Radar required.

Cross DER at or above 520'.

RWY 33L: Antenna 2.1 NM from DER, 3181' RIGHT of centerline, 150' AGL/264' MSL.

RWY 33R: Pylon 2.5 NM from DER, 5063' RIGHT of centerline, 115' AGL/237' MSL.

Standard take-off minimums.


CHANGES:

New chart.

CHANGES: None. © JEPPESEN, 2008, 2010. ALL RIGHTS RESERVED.

1. Rubber build up on rwy 15L/33R obscure the centerline and may cause reduced braking capability in wet conditions.
2. Solar airfield light system, nonstandard light. Use caution during low visibility/night operations.
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

Continuous Descent Final Approach.

NOT AUTHORIZED East of rwy 15L/33R. After RNAV: NOT AUTHORIZED.
**BAGHDAD, IRAQ**

**VOR DME Rwy 33R**

### ATIS
- **Baghdad Int'l**
- **Baghdad Tower**
- **Baghdad Approach**
- **Baghdad Tower**

### Final Approach Fix
- **Vinnu**
- **Hibut**
- **Sebie**

### Minimum Altitude
- **Vinnu**: 2100' (1986')
- **Hibut**: 3.06°
- **Sebie**: 6.3°

### MDA (H)
- **Vinnu**: 540' (426')
- **Hibut**: 539'
- **Sebie**: 541'

### APT Elev
- **Vinnu**: 114'
- **Hibut**: 3.5
- **Sebie**: D3.5

### Minimum Alt
- **Vinnu**: 2100'
- **Hibut**: D8.7
- **Sebie**: D22.0

### MSA
- **Baghdad Int'l**

### Not Authorized
- East of Rwy 15L/33R

### Map
- **Baghdad Int'l**: 112.9
- **Baghdad Tower**: 118.7
- **Baghdad Approach**: 128.2
- **Baghdad Approach**: 122.9

### Ground Speed
- 70 90 100 120 140 160
- 700' 740' 840' 860'

### Descent Gradient
- 5.35%
- 5.6°

### Ceiling for Straight-In Landing Rwy 33R
- **Vinnu**: 326°
- **Sebie**: D3.5

### Final Approach Course
- **Vinnu**: 326°
- **Hibut**: 2100'
- **Sebie**: D3.5

### Climb Required
- **Vinnu**: 5300'
- **Hibut**: 539'
- **Sebie**: 541'

### MDA (H)
- **Vinnu**: 540' (426')
- **Hibut**: 539'
- **Sebie**: 541'

### Contact ATC for Further Info

**NOT TO SCALE**

**Changes**: Procedure, Minimums.

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