



**REPUBLIC OF IRAQ**  
IRAQ CIVIL AVIATION AUTHORITY  
DIRECTORATE OF AIR TRAFFIC SERVICES  
AERONAUTICAL INFORMATION SERVICES  
P.O. BOX 55103 – BAGHDAD  
Application Form No. 03

**AIRAC**  
**AIP AMENDMENT**  
Amendment 01/16  
Date: 04 February 2016

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**EFFECTIVE DATE: 31 MAR 2016**

1. Contents

HOLDING, APPROACH AND DEPARTURE PROCEDURES, VISUAL FLIGHT RULES, ORMM handling services and facilities.

2. On 31 February 2016 remove and insert the following pages:

ENR 1.2-1, ENR 1.2-2, ENR 1.5-1, ENR 1.5-2, GEN 0.4-1, GEN 0.4-2, AD 2.3-1, AD 2.3-2,

3. Record entry of Amendment on page GEN 0.2.

4. This amendment incorporates information contained in the following AIP Supplements and NOTAM. NOTAM incorporated to this AMDT will be cancelled by NOTAMC on 31 MAR 2016:

AIP Supplement: Nil.

NOTAM A Series: Nil.

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## GEN 0.4 CHECKLIST OF AIP PAGES

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**ENR 1.2 VISUAL FLIGHT RULES**

1. Limitations of weather service preclude civil VFR flight plans or flights conducted entirely in VMC. Pilots must be qualified and capable of conducting flight under IFR.

2. Except when operating as a special VFR flight in Class D airspace, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from cloud equal to or greater than those specified in table 1:

Table 1		
Airspace class	D, E	G
		ABOVE 900 M (3 000 FT) AMSL or above 300 M (1 000 FT) above terrain, whichever is the higher
Distance from cloud	1 500 M horizontally 300 M (1 000 FT) vertically	Clear of cloud and in sight of the surface
Flight visibility	8 KM at and above 3 050 M (10 000 FT) AMSL 5 KM below 3 050 M (10 000 FT) AMSL	5 KM

3. Except when a clearance for Special VFR flight is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern:

- a) When the cloud ceiling is less than 1 500 FT (450 m); and/or
- b) When the ground visibility is less than 5 km.

4. Unless authorized by the appropriate ATS authority, VFR flights shall not be operated:

- a) Within Class A airspace;
- b) At transonic and supersonic speeds.

5. Except when necessary for take-off or landing, or by permission from the appropriate authority, a VFR flight shall not be flown:

- a) Over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 1 000 FT (300 m) above the highest obstacle within a radius of 600 m of the aircraft;
- b) Elsewhere, at a height less than 500 FT (150 m) above the ground or water.

6. Except when otherwise instructed in air traffic control clearances, VFR flights in level cruising flight when operated above 3 000 FT (900 m) from the ground or water shall be conducted at a flight level appropriate to the track as specified in the Tables of Cruising Levels in Appendix 3 to Annex 2 to the Convention on International Civil Aviation.

7. VFR flights shall comply with the provisions of 3.6 of Annex 2:

- a) When operating within D airspace;
- b) When forming part of aerodrome traffic at controlled aerodromes; or
- c) When operated as Special VFR flights.

8. A VFR flight operating within or into designated controlled airspace, shall maintain continuous air-ground voice communication watch on the appropriate communication channel of, and report its position as necessary, to the air traffic services unit providing air traffic services.

9. VFR flights at night are permitted in the Baghdad FIR below 14000 FT. Authorised military flights are exempt and may operate VFR below FL235 at night. All aircraft shall comply with civil aviation regulation 23-Aircraft Instrument and Equipment.

10. At pilot request, when visual meteorological conditions do not exist, ATC may issue a clearance for special VFR flights to enter a control zone for the purpose of landing, take off and departure from a control zone, to cross a control zone, or to operate locally within a control zone, provided:

- a) The special VFR flight will not unduly delay an IFR flight;
- b) Special VFR flight remains clear of cloud;
- c) In-flight visibility is not less than 1 500 m; Military Rotary Wing aircraft may however operate with a flight and ground visibility less than 1 500 m with strict adherence to para 12, below.

11. When operating Special VFR, it is the responsibility of the aircraft captain to ensure the safety of the aircraft and its occupants are not jeopardized under any circumstances. If any doubt exists, the Special VFR flight will not be undertaken.

12. An aircraft operated in accordance with the visual flight rules that wishes to change to compliance with the instrument flight rules shall:

- a) If a flight plan was submitted, communicate the necessary changes to be effected to its current flight plan, or
- b) When so required by 3.3 of Annex 2, Submit a flight plan to the appropriate air traffic services unit and obtain a clearance prior to proceeding IFR when in controlled airspace.

## ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

### 1. General

1.1. The holding, approach and departure procedures published in this AIP are based on ICAO PANS-OPS.

1.2. The holding, approach and departure procedures in the Baghdad FIR are based on Part III and IV of Vol.1 of the PANS-OPS. The holding patterns shall be entered and flown as indicated below.

1.3. If necessary, such as, in case of congestion, inbound aircraft may be instructed to hold at one of the designated En-route reporting points. Additional holding points may be specified by ATC depending on traffic density and conditions. The holding procedures shall be a standard 180 degree right turn to fly outbound on the reciprocal track for one minute then conduct a standard 180 degree right turn to intercept the inbound track to overhead the holding point. ICAO Doc 8168-PAN-OPS refers.

1.4. Due to limited airspace available, it is imperative that the approaches to the holding patterns and procedures are carried out as exactly as possible. Pilots should inform ATC if the approach and/or holding procedures cannot be performed as required.

### 2. Arriving Flights

2.1. IFR flights entering and landing within a terminal control area shall be cleared to a reporting point and instructed to contact approach control at a specified time, level or position. The terms of this clearance shall be adhered to until further instructions are received from approach control. If the clearance limit is reached before further instructions have been received, holding procedures shall be carried out at the level last authorized. Holding is unnecessary provided the aircraft is in receipt of onwards clearance.

2.2. Civil aircraft are to expect instructions from ATC for approaches into airfields within the Baghdad FIR.

2.3. No manoeuvres involving flight to the east of the circuit of Baghdad International Airport should be made unless specifically cleared by ATC units.

2.4. Except when complying with the requirements for a visual approach, when conforming to a published RNAV arrival procedure, or when in receipt of an ATC surveillance service, an IFR aircraft approaching an aerodrome must not descend below the lowest safe altitude (LSALT) or the MSA for the route segment being flown until it has arrived over the IAF or facility. In the absence of a published instrument approach or departure procedure, the aircraft must continue in VMC.

2.5. 25 NM and 10 NM MSA provide at least 1 000 FT obstacle clearance. In instances where the 25 NM MSA has been divided into sectors, and the appropriate Sector MSA is lower than the 10 NM MSA, the Sector MSA may be used for tracking to the aid provided aircraft tracking can be maintained within the sector.

#### 2.6. Visual Approach

2.6.1. An arriving flight may be cleared by ATC to execute a visual approach provided:

- a) The pilot has established, and can continue flight to the aerodrome with, continuous visual reference to the ground or water; and
- b) At night, the pilot reports the aerodrome in sight; and
- c) Visual meteorological conditions exist at the destination aerodrome, or the pilot reports at the initial approach level or at any time during the instrument approach procedure that the meteorological conditions are such that a visual approach and landing can be completed.

*Note.—Local weather phenomena sometimes cause surface visibility to appear greater from the air than it is at the airfield. In these conditions ATC may deny clearance for Visual Approach.*

2.6.2. An aircraft executing a visual approach may descend when ready from its previously assigned level and must remain at least 500 FT above the base of the control area and, by day, shall comply with ENR 1.2 regarding altitude restrictions above terrain and built up areas. An aircraft executing a visual approach at night shall comply with these instructions and maintain the last assigned altitude or minimum safe altitude if lower,

until established within the circling area, then remain within the circling area and manoeuvre via the shortest route to base or final for the assigned RWY.

2.6.3. Separation shall be provided between IFR aircraft cleared to execute a visual approach and other IFR aircraft.

2.6.4. For successive visual approaches by IFR aircraft, ATC Surveillance System or Procedural (non- ATC surveillance system) separation shall be maintained until the pilot of a succeeding aircraft reports having the preceding aircraft in sight. The aircraft shall then be instructed to follow and maintain own separation from the preceding aircraft. When the preceding aircraft is a heavier wake turbulence category than the following, and the distance between the aircraft is less than the appropriate wake turbulence minimum, the controller shall issue a caution of possible wake turbulence. The pilot-in-command of the aircraft concerned shall be responsible for ensuring that the spacing from a preceding aircraft of a heavier wake turbulence category is acceptable. If it is determined that additional spacing is required, the flight crew shall inform the ATC unit accordingly, stating their requirements.

### 3. Departing Flights

3.1 IFR flights shall receive an ATC clearance from the control tower. The clearance limit will normally be the aerodrome of destination. IFR flights departing from non-controlled aerodromes must make arrangements with the appropriate ATC facility prior to take-off.

3.2 Detailed instructions with regard to routes, turns, etc. will be issued after take-off as required.

#### 3.3 *Standard Instrument Departure (SID) Routes*

3.3.1. When it is necessary to issue clearances that do not conform to SID routes, the clearances will be prefixed by the phrase "CANCEL SID". ATC shall not cancel a SID whilst the aircraft is below minimum safe altitude except, by day in visual meteorological conditions, when the aircraft is instructed to maintain visual terrain clearance by ATC appending "WHEN CLEAR OF TERRAIN" to the track/level instruction.

3.3.2. When considered necessary by ATC or when requested by the pilot-in-command the SID will be described in full.

3.3.3. Each SID indicates by its name the waypoint via which the aircraft will exit the terminal area.

3.3.4. Each SID route will be supplemented by an altitude or flight level instruction. Such altitude instructions should not restrict an aircraft to a level below the minimum safe altitude. In such case, the SID should be cancelled and the aircraft shall be instructed to "MAINTAIN OWN TERRAIN CLEARANCE UNTIL ABOVE MSA".

3.3.5. No manoeuvres involving flight to the east of the circuit of Baghdad International Airport should be made unless specifically cleared by ATC units.



**ORMM AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

ORMM – Basrah International Airport

**ORMM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	<i>ARP coordinates and site at AD</i>	303256N 0473943E Located at the centre of the RWY
2	<i>Direction and distance from (city)</i>	280°, 8 NM from Basrah
3	<i>Elevation/Reference temperature</i>	11 FT/44° C
4	<i>Geoid undulation at AD ELEV PSN</i>	To be determined
5	<i>MAG VAR/Annual change</i>	3° E (2010) / 0.97 increasing
6	<i>AD Administration, address, telephone, telefax, telex, AFS</i>	Basrah International Airport Tel: +964 (0) 782 701 0120 +964 (0) 770 733 3523 E-mail: <a href="mailto:bsairpot@yahoo.com">bsairpot@yahoo.com</a> AFTN:ORMMYFYX
7	<i>Types of traffic permitted (IFR/VFR)</i>	IFR/VFR
8	<i>Remarks</i>	NIL

**ORMM AD 2.3 OPERATIONAL HOURS**

1	<i>Aerodrome Administration</i>	H24
2	<i>Customs and Immigration</i>	H24
3	<i>Health and Sanitization</i>	H24
4	<i>AIS Briefing Office</i>	H24
5	<i>ATS Reporting Office (ARO)</i>	NIL
6	<i>MET Briefing Office</i>	To be developed
7	<i>ATS</i>	H24
8	<i>Fuelling</i>	H24
9	<i>Handling</i>	H24
10	<i>Security</i>	H24
11	<i>De-icing</i>	NIL
12	<i>Remarks</i>	NIL

**ORMM AD 2.4 HANDLING SERVICES AND FACILITIES**

1	<i>Cargo handling facilities</i>	To be developed
2	<i>Fuel and oil types</i>	Jet A1 available, controlled and managed by fuel farm/Ministry of Oil. Civil users are to make advance bookings with Al-Basra company
3	<i>Fuelling facilities and capacity</i>	H24
4	<i>De-icing facilities</i>	NIL
5	<i>Hanger space for visiting aircraft</i>	Apron only available.
6	<i>Repair facilities for visiting aircraft</i>	NIL
7	<i>Remarks</i>	NIL

**ORMM AD 2.5 PASSENGER FACILITIES**

1	<i>Hotels at/near aerodrome</i>	In the city
2	<i>Restaurants</i>	Available, In the city
3	<i>Transportation</i>	H24
4	<i>Medical facilities</i>	H24
5	<i>Bank and Post Office</i>	At AD and In the city
6	<i>Tourist Office</i>	NIL
7	<i>Remarks</i>	NIL

**ORMM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES**

1	<i>Aerodrome category for fire fighting</i>	Cat 8
2	<i>Rescue Equipment</i>	3 Major Foam Vehicles, 2 Rapid Intervention Vehicles
3	<i>Capability for removal of disabled aircraft</i>	Limited assistance using military assets and Al-Basra company for civilian flight
4	<i>Remarks</i>	When an aircraft is disabled on a RWY, the A/C to be removed immediately by Al-Basra company according to authority of the airport director and the expenses of the owner's or users.

**ORMM AD 2.7 SEASONAL AVAILABILITY – CLEARING**

NIL

**ORMM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA**

1	<i>Apron surface and strength</i>	Surface:	Main Apron Concrete	Hangar Apron Concrete	General Aviation Apron To be determined
		Strength:	PCN 72/R/B/W/T		PCN 23/R/B/W/T
2	<i>Taxiway width, surface and strength</i>	Width:	23 M		
		Surface:	Concrete		
		Strenght	PCN 100/R/B/W/T		
3	<i>Altimeter checkpoint location and Elevation</i>	Location:	Apron, at 303247N 0473955E		
		Elevation:	10 FT		
4	<i>VOR checkpoints</i>	NIL			
5	<i>INS checkpoints</i>	NIL			
6	<i>Remarks</i>	NIL			

**ORMM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS**

1	<i>Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands</i>	To be determined
2	<i>RWY and TWY markings and LGT</i>	Blue edge-lights at fast turn-offs (TWY B and C) only.
3	<i>Stop bars</i>	Stop bars where appropriate
4	<i>Remarks</i>	NIL