



**REPUBLIC OF IRAQ**  
IRAQ CIVIL AVIATION AUTHORITY  
DIRECTORATE OF AIR TRAFFIC SERVICES  
AERONAUTICAL INFORMATION SERVICES  
P.O. BOX 23003 – BAGHDAD  
Form No. 03

**AIRAC  
AIP**

Amendment 02/18  
01 MAR 2018

AFTN: ORBIYNYX PHONE: +964 (1) 813-2122 E-mail: [ais\\_hq@iraqcaa.com](mailto:ais_hq@iraqcaa.com) Website: [www.iraqcaa.com](http://www.iraqcaa.com)

**EFFECTIVE DATE: 29 March 2018**

1. Contents

List of aeronautical charts available updated, correction to telephone numbers, updated reference to regulation on landing fees, changes to flight rules in class A airspace, updated requirements for class G airspace, update to general requirements on holding procedures, military operating areas Dijlah and Furat established and ORBI RWY 15L/33R maintenance schedule deleted.

Editorial changes to GEN 3.5, ENR 1.1, ENR 1.2, ENR 1.5 and ENR 1.10.

2. On 29 MAR 2018 remove and insert the following pages: GEN 0.4-1, GEN 0.4-2, GEN 3.2-3, GEN 3.2-4, GEN 3.5-1, GEN 4.1-2, ENR 1.1-1, ENR 1.2-1, ENR 1.4-1, ENR 1.5-1, ENR 1.10-1, ENR 5.2-1, ENR 6-4, AD 2.2-5, AD 2.2-6, AD 2.5-4.

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 in this AMDT will be cancelled by NOTAMC on 29 MAR 2018:

AIP Supplements: NIL.

NOTAM: A0058/18, A0067/18 and A0068/18.

PAGE INTENTIONALLY LEFT BLANK

## GEN 0.4 CHECKLIST OF AIP PAGES

<i>Page</i>	<i>Date</i>	<i>Page</i>	<i>Date</i>	<i>Page</i>	<i>Date</i>
<b>PART 1 – GENERAL (GEN)</b>					
		3.2-5	22 JUN 2017	2.1-7	01 FEB 2018
		3.3-1	12 OCT 2017	2.1-8	01 FEB 2018
<b>GEN 0</b>		3.3-2	17 AUG 2017	2.2-1	18 SEP 2014
0.1-1	10 NOV 2016	3.4-1	01 FEB 2018		
0.1-2	27 APR 2017	3.4-2	01 FEB 2018	<b>ENR 3</b>	
0.1-3	18 SEP 2014	3.4-3	18 SEP 2014	3.1-1	18 SEP 2014
0.2-1	18 SEP 2014	3.4-4	18 SEP 2014	3.2-1	18 SEP 2014
0.3-1	18 SEP 2014	3.5-1	29 MAR 2018	3.3-1	01 FEB 2018
0.4-1	29 MAR 2018	3.6-1	10 NOV 2016	3.3-2	01 FEB 2018
0.4-2	29 MAR 2018	3.6-2	10 NOV 2016	3.3-3	01 FEB 2018
0.5-1	18 SEP 2014			3.3-4	01 FEB 2018
0.6-1	10 NOV 2016	<b>GEN 4</b>		3.3-5	01 FEB 2018
0.6-2	10 NOV 2016	4.1-1	12 OCT 2017	3.3-6	01 FEB 2018
		4.1-2	29 MAR 2018	3.3-7	01 FEB 2018
		4.2-1	18 SEP 2014	3.3-8	01 FEB 2018
<b>GEN 1</b>				3.3-9	01 FEB 2018
1.1-1	08 JAN 2015	<b>PART 2 – ENROUTE (ENR)</b>			
1.2-1	27 APR 2017			3.3-10	01 FEB 2018
1.2-2	27 APR 2017	<b>ENR 0</b>		3.4-1	18 SEP 2014
1.2-3	27 APR 2017	0.6-1	04 FEB 2016	3.5-1	18 SEP 2014
1.2-4	27 APR 2017	0.6-2	04 FEB 2016	3.6-1	18 SEP 2014
1.2-5	27 APR 2017				
1.3-1	18 SEP 2014	<b>ENR 1</b>		<b>ENR 4</b>	
1.4-1	18 SEP 2014	1.1-1	29 MAR 2018	4.1-1	18 SEP 2014
1.5-1	27 APR 2017	1.2-1	29 MAR 2018	4.2-1	18 SEP 2014
1.6-1	18 SEP 2014	1.2-2	12 OCT 2017	4.3-1	18 SEP 2014
1.7-1	27 APR 2017	1.3-1	10 NOV 2016	4.4-1	22 JUN 2017
		1.3-2	10 NOV 2016	4.4-2	22 JUN 2017
<b>GEN 2</b>		1.4-1	29 MAR 2018	4.4-3	22 JUN 2017
2.1-1	17 AUG 2017	1.4-2	04 FEB 2016	4.4-4	22 JUN 2017
2.1-2	01 FEB 2018	1.4-3	04 FEB 2016	4.5-1	18 SEP 2014
2.2-1	10 NOV 2016	1.5-1	29 MAR 2018		
2.2-2	10 NOV 2016	1.5-2	29 MAR 2018	<b>ENR 5</b>	
2.2-3	10 NOV 2016	1.6-1	10 NOV 2016	5.1-1	01 FEB 2018
2.2-4	10 NOV 2016	1.6-2	10 NOV 2016	5.1-2	01 FEB 2018
2.2-5	10 NOV 2016	1.6-3	10 NOV 2016	5.1-3	01 FEB 2018
2.2-6	10 NOV 2016	1.7-1	18 SEP 2014	5.2-1	29 MAR 2018
2.2-7	10 NOV 2016	1.7-2	10 NOV 2016	5.3-1	18 SEP 2014
2.2-8	10 NOV 2016	1.7-3	10 NOV 2016	5.4-1	18 SEP 2014
2.2-9	10 NOV 2016	1.8-1	10 NOV 2016	5.5-1	18 SEP 2014
2.2-10	10 NOV 2016	1.8-2	10 NOV 2016	5.6-1	18 SEP 2014
2.2-11	10 NOV 2016	1.8-3	10 NOV 2016		
2.2-12	10 NOV 2016	1.8-4	10 NOV 2016	<b>ENR 6</b>	
2.2-13	10 NOV 2016	1.9-1	18 SEP 2014	6-1	01 FEB 2018
2.3-1	18 SEP 2014	1.10-1	29 MAR 2018	6-2	01 FEB 2018
2.3-2	18 SEP 2014	1.10-2	22 JUN 2017	6-3	01 FEB 2018
2.3-3	18 SEP 2014	1.10-3	22 JUN 2017	6-4	29 MAR 2018
2.4-1	18 SEP 2014	1.11-1	17 AUG 2017	<b>PART 3 – AERODROMES (AD)</b>	
2.5-1	17 AUG 2017	1.12-1	18 SEP 2014		
2.6-1	18 SEP 2014	1.12-2	18 SEP 2014	<b>AD 0</b>	
2.6-2	18 SEP 2014	1.13-1	18 SEP 2014	0.6-1	04 FEB 2016
2.7-1	01 FEB 2018	1.14-1	10 NOV 2016	0.6-2	04 FEB 2016
2.7-2	01 FEB 2018	1.14-2	10 NOV 2016	0.6-3	10 NOV 2016
2.7-3	01 FEB 2018	1.14-3	21 JUL 2016	0.6-4	04 FEB 2016
2.7-4	01 FEB 2018	1.14-4	18 SEP 2014		
<b>GEN 3</b>				<b>AD 1</b>	
3.1-1	10 NOV 2016	<b>ENR 2</b>		1.1-1	18 SEP 2014
3.1-2	10 NOV 2016	2.1-1	01 FEB 2018	1.1-2	18 SEP 2014
3.1-3	02 MAR 2017	2.1-2	01 FEB 2018	1.2-1	10 NOV 2016
3.2-1	12 OCT 2017	2.1-3	01 FEB 2018	1.2-2	10 NOV 2016
3.2-2	10 NOV 2016	2.1-4	01 FEB 2018	1.2-3	10 NOV 2016
3.2-3	29 MAR 2018	2.1-5	01 FEB 2018	1.2-4	10 NOV 2016
3.2-4	29 MAR 2018	2.1-6	27 APR 2017	1.3-1	18 SEP 2014

1.4-1	18 SEP 2014	2.3-11	17 AUG 2017	2.7-27	01 FEB 2018
1.5-1	18 SEP 2014	2.3-13	17 AUG 2017	2.7-29	01 FEB 2018
		2.3-15	17 AUG 2017	2.7-31	01 FEB 2018
<b>AD 2</b>		2.3-17	17 AUG 2017	2.7-33	18 SEP 2014
2.1-1	18 SEP 2014	2.4-1	10 DEC 2015	2.7-35	01 FEB 2018
2.1-2	05 JAN 2017	2.4-2	18 SEP 2014	2.7-37	01 FEB 2018
2.1-3	05 JAN 2017	2.4-3	30 APR 2015		
2.1-4	02 MAR 2017	2.4-4	15 OCT 2015	<b>AD 3</b>	
2.1-5	02 MAR 2017	2.4-5	15 OCT 2015	3.1-1	18 SEP 2014
2.1-6	17 AUG 2017	2.4-6	18 SEP 2014	3.1-2	18 SEP 2014
2.1-7	05 JAN 2017	2.4-7	01 FEB 2018	3.1-3	18 SEP 2014
2.1-9	17 AUG 2017	2.4-8	27 APR 2017	3.1-4	18 SEP 2014
2.1-11	17 AUG 2017	2.4-9	27 APR 2017		
2.1-12	17 AUG 2017	2.4-10	27 APR 2017		
2.1-13	17 AUG 2017	2.4-11	27 APR 2017		
2.1-14	17 AUG 2017	2.4-13	10 NOV 2016		
2.1-15	17 AUG 2017	2.4-15	01 FEB 2018		
2.1-16	17 AUG 2017	2.4-16	01 FEB 2018		
2.1-17	17 AUG 2017	2.4-17	01 FEB 2018		
2.1-18	17 AUG 2017	2.4-18	01 FEB 2018		
2.1-19	17 AUG 2017	2.4-19	01 FEB 2018		
2.1-20	17 AUG 2017	2.4-21	01 FEB 2018		
2.1-21	17 AUG 2017	2.4-23	01 FEB 2018		
2.1-22	17 AUG 2017	2.4-25	01 FEB 2018		
2.1-23	17 AUG 2017	2.4-27	01 FEB 2018		
2.1-24	17 AUG 2017	2.4-29	01 FEB 2018		
2.1-25	17 AUG 2017	2.4-31	01 FEB 2018		
2.1-26	17 AUG 2017	2.4-33	01 FEB 2018		
2.1-27	17 AUG 2017	2.4-35	01 FEB 2018		
2.1-28	17 AUG 2017	2.4-37	01 FEB 2018		
2.1-29	17 AUG 2017	2.4-39	01 FEB 2018		
2.1-30	17 AUG 2017	2.4-41	01 FEB 2018		
2.2-1	04 FEB 2016	2.4-43	01 FEB 2018		
2.2-2	18 SEP 2014	2.5-1	27 APR 2017		
2.2-3	27 APR 2017	2.5-2	27 APR 2017		
2.2-4	27 APR 2017	2.5-3	27 APR 2017		
2.2-5	29 MAR 2018	2.5-4	29 MAR 2018		
2.2-6	29 MAR 2018	2.5-5	27 APR 2017		
2.2-7	01 FEB 2018	2.5-6	01 FEB 2018		
2.2-8	10 NOV 2016	2.5-7	27 APR 2017		
2.2-9	17 AUG 2017	2.5-9	18 SEP 2014		
2.2-10	01 FEB 2018	2.6-1	01 FEB 2018		
2.2-11	17 AUG 2017	2.6-2	18 SEP 2014		
2.2-13	17 AUG 2017	2.6-3	01 FEB 2018		
2.2-15	17 AUG 2017	2.6-4	18 SEP 2014		
2.2-17	17 AUG 2017	2.6-5	01 FEB 2018		
2.2-19	01 FEB 2018	2.6-6	18 SEP 2014		
2.2-21	01 FEB 2018	2.6-7	18 SEP 2014		
2.2-23	01 FEB 2018	2.7-1	07 DEC 2017		
2.2-25	01 FEB 2018	2.7-2	02 MAR 2017		
2.2-27	01 FEB 2018	2.7-3	02 MAR 2017		
2.2-29	01 FEB 2018	2.7-4	07 DEC 2017		
2.2-31	17 AUG 2017	2.7-5	02 MAR 2017		
2.2-32	10 DEC 2015	2.7-6	01 FEB 2018		
2.2-33	10 NOV 2016	2.7-7	27 APR 2017		
2.2-35	10 NOV 2016	2.7-8	27 APR 2017		
2.2-37	10 NOV 2016	2.7-9	27 APR 2017		
2.2-39	17 AUG 2017	2.7-10	27 APR 2017		
2.3-1	31 MAR 2016	2.7-11	15 OCT 2015		
2.3-2	27 APR 2017	2.7-13	15 OCT 2015		
2.3-3	27 APR 2017	2.7-15	15 OCT 2015		
2.3-4	27 APR 2017	2.7-17	01 FEB 2018		
2.3-5	27 APR 2017	2.7-19	01 FEB 2018		
2.3-6	17 AUG 2017	2.7-21	01 FEB 2018		
2.3-7	25 JUN 2015	2.7-23	01 FEB 2018		
2.3-9	17 AUG 2017	2.7-25	01 FEB 2018		

## 5. List of aeronautical charts available

The following Aeronautical charts are available and part of the AIP.

<i>Title of series</i>	<i>Scale</i>	<i>Name and/or number</i>	<i>Price (\$)</i>	<i>Date</i>
En-Route Charts – ICAO (ERC)	—	En-Route Chart – ICAO		01 FEB 2018
	—	Air Traffic Services Airspace GND – FL 235	NIL	01 FEB 2018
	—	Air Traffic Services Airspace FL 235 – FL 460		01 FEB 2018
	—	Military Operating Areas		29 MAR 2018
Aerodrome Chart – ICAO (AHC)	—	<b>Al-Najaf</b>		05 JAN 2017
	—	<b>Baghdad</b>		17 AUG 2017
	—	<b>Basrah</b>	NIL	25 JUN 2015
	—	<b>Erbil</b>		01 FEB 2018
	—	<b>Mosul</b>		18 SEP 2014
	—	<b>Sulaimaniyah</b>		15 OCT 2015
Aerodrome Ground Movement Chart – ICAO (AGMC)	—	<b>Baghdad</b>		17 AUG 2017
	—	<b>Basrah</b>		17 AUG 2017
	—	<b>Erbil</b>	NIL	01 FEB 2018
	—	<b>Sulaimaniyah</b>		15 OCT 2015
	—	<b>Kirkuk</b>		18 SEP 2014
Aircraft Parking Docking Chart – ICAO (APDC)	—	<b>Baghdad</b>		17 AUG 2017
	—	Ramp F, Remote Apron		17 AUG 2017
	—	Ramp, Ramp A, Ramp K, Ramp Q1	NIL	17 AUG 2017
	1: 10 000	<b>Basrah</b>		17 AUG 2017
—	<b>Erbil</b>		01 FEB 2018	
Heliport Chart – ICAO	—	<b>Baghdad</b>		10 NOV 2016
		South Mike Heliport	NIL	10 NOV 2016
		Mid Mike Heliport		10 NOV 2016
		CSH Heliport		17 AUG 2017
Aerodrome Obstacle Chart – ICAO TYPE A (AOC-A)	—	<b>Al-Najaf</b>		17 AUG 2017
	1:20 000	<b>Erbil</b>	NIL	01 FEB 2018
	1:20 000	ORER RWY 18		01 FEB 2018
Aerodrome Obstacle Chart – ICAO Type B (AOC-B)	1:40 000	<b>Erbil</b>		01 FEB 2018
	—	<b>Sulaimaniyah</b>	NIL	15 OCT 2015
Instrument Approach Chart – ICAO (IAC)	1: 400 000	<b>Al-Najaf</b>		17 AUG 2017
	1: 400 000	ORNI ILS or LOC RWY 10		17 AUG 2017
	1: 400 000	ORNI ILS or LOC RWY 28		17 AUG 2017
	1: 400 000	ORNI VOR RWY 10		17 AUG 2017
	1: 400 000	ORNI VOR RWY 28		17 AUG 2017
	1: 400 000	ORNI RNP APCH RWY 10		17 AUG 2017
	1: 400 000	ORNI RNP APCH RWY 28		17 AUG 2017
	1:250 000	<b>Baghdad</b>	NIL	01 FEB 2018
	1:250 000	ORBI ILS or LOC/DME 15L		01 FEB 2018
	1:250 000	ORBI ILS or LOC/DME 33R		01 FEB 2018
	1:250 000	ORBI VOR/DME 33R		01 FEB 2018
	1:250 000	ORBI VOR/DME 15L		01 FEB 2018
—	ORBI RNAV (GNSS) 33L		01 FEB 2018	
—	ORBI RNAV (GNSS) 15R		01 FEB 2018	

		<b>Basrah</b>		
	1:300 000	ORMM ILS or LOC/DME 32		17 AUG 2017
	1:300 000	ORMM VOR/DME 32		17 AUG 2017
	1:250 000	ORMM VOR/DME 14		17 AUG 2017
		<b>Erbil</b>		
	1:625 000	ORER ILS/DME Z RWY 18		01 FEB 2018
	1:625 000	ORER ILS/DME Z RWY 36		01 FEB 2018
	1:500 000	ORER ILS/DME Y RWY 18		01 FEB 2018
	1:500 000	ORER ILS/DME Y RWY 36		01 FEB 2018
	—	ORER RNAV GNSS RWY 18		01 FEB 2018
	—	ORER RNAV GNSS RWY 36		01 FEB 2018
		<b>Sulaimaniyah</b>		
	—	ORSU ILS/DME RWY 13		01 FEB 2018
	—	ORSU ILS/DME RWY 31		01 FEB 2018
	—	ORSU VOR RWY 13		01 FEB 2018
	—	ORSU VOR RWY 31		01 FEB 2018
	—	ORSU RNAV (GNSS) RWY 13		01 FEB 2018
	—	ORSU RNAV (GNSS) RWY 31		01 FEB 2018
Visual Approach Chart – ICAO (VAC)	—	<b>Sulaimaniyah</b>	NIL	18 SEP 2014
Precision Approach Terrain Chart – ICAO (PATC)	1:500 (V) 1:2 500 (H)	<b>Erbil</b>	NIL	01 FEB 2018
Standard Departure Chart Instrument – ICAO (SID)	1:1000 000 1:1000 000	<b>Al-Najaf</b> ORNI RWY 10 ORNI RWY 28		17 AUG 2017 17 AUG 2017
	1:2 000 000	<b>Baghdad</b>	NIL	17 AUG 2017
	—	<b>Sulaimaniyah</b> ORSU RWY 13		01 FEB 2018
	—	ORSU RWY 31		01 FEB 2018
Standard Arrival Chart Instrument – ICAO (STAR)	1:500 000 1:500 000	<b>Al-Najaf</b> ORNI RWY 10 ORNI RWY 28		17 AUG 2017 17 AUG 2017
	—	<b>Sulaimaniyah</b> ORSU RWY13	NIL	01 FEB 2018
	—	ORSU RWY31		01 FEB 2018
Low Visibility procedure (LVP)	— —	<b>Erbil</b> Arrival Taxi route Departure Taxi route	NIL	10 NOV 2016 27 APR 2016

---

## GEN 3.5 METEOROLOGICAL SERVICES

### 1. Responsible Service

The meteorological services for civil aviation are provided by the Meteorological Organization of the Ministry of Transport.

Meteorological and Seismology Organization  
Meteorological Office Section  
Baghdad International Airport  
P.O Box 6078  
Baghdad – Republic of IRAQ  
Mail: [baghdadmet@yahoo.com](mailto:baghdadmet@yahoo.com)  
Mobile: +964 (1) 813 2347  
+964 (1) 813 3221

The service is provided in accordance with the provisions contained in the following ICAO documents:

Annex 3 - Meteorological Service for International Air Navigation

Doc 7030 - Regional Supplementary Procedures

Differences to these provisions are detailed in subsection GEN 1.7.

### 2. Area of responsibility

Meteorological service is provided within Baghdad FIR.

Aircraft operators are responsible for obtaining meteorological information from airport authorities, where available, or via commercial services. Site specific weather information is available to civil operators from the following website: <http://www.baseops.net/metro.html>.

### 3. Meteorological observations and reports

To be developed

### 4. Types of services

To be developed

### 5. Notification required from operators

To be developed

### 6. Aircraft reports

To be developed

### 7. VOLMET service

To be developed

### 8. SIGMET and AIRMET service

To be developed

### 9. Other automated meteorological services

To be developed

PAGE INTENTIONALLY LEFT BLANK



**GEN 4 CHARGES FOR AERODROMES/HELIPORTS  
AND AIR NAVIGATION SERVICES**

**GEN 4.1 AERODROME/HELIPORT CHARGES**

**1. Landing of aircraft**

Landing fees and charges are based on aircraft types grouped according to the table below. Fees shall be paid to the Department of Accountancy through the ICAA. Landing fees for fixed wing aircraft will not be less than \$350.

Fees are structured per aircraft type, as follows:

<i>Aircraft type</i>	<i>Charge (US \$)</i>
C560, Learjet, Jetstream and DH6	350
CL60, C750, F50, F27, AN24, ATR42, HS748, HS125, DA90 and YAK40	450
G2, G3, G4, G5, BE2, TU124, TU134, F28, CRJ, EM4, CV580, ATR72 and BAC111	500
AN8, AN12, B717, B737 (series 100, 200, 500, 600), DC9, IL18, MD82, F70, F100 and YAK42	900
A320, A321, B727, B737 (series 300, 400, 700, 800), C130, MD83/87/88/90, TU104 and TU154	1150
B757 and TU204	1500
B707 and C160	1900
A310, B767, IL62, IL76 and DC8	2200
A300, A330, A340, B777, DC10, IL86, IL96, MD11 and L1011	2500
AN124 and B747	3150
Aircraft larger than those listed above	3350
Helicopters	175

**2. Parking charges**

Parking/housing fees apply upon shutdown of aircraft engines, amounting to:

<u>Length of parking/housing [hours]</u>	<u>% of landing charges</u>
Less than 2	Nil
2 to 4	15
4h01m to 6	25
6h01m to 8	35
8h01m to 24	50

**3. Fees for Additional Ground Handling**

Additional fees for services will be levied as follows:

- Ground power (100 KVA) service will be levied at \$155 per hour of part thereof;
- Air starter unit service will be levied at \$190 per start cycle per unit;
- Pushback service will be levied at \$200 per service;
- Towing service will be levied at \$310 per hour;
- Air-conditioning unit (106 cooling tons) service will be levied at \$150 per hour or part thereof
- A \$200 surcharge will be levied in those cases in which towing services are required from the runway to the parking area.

**4. Lighting charge**

This charge amounts to \$200 and is levied for each landing and each take-off performed by means of using the lighting system and/or the lighting devices of the airport.

## 5. Passenger service

Each passenger arriving from a foreign country is charged 15000 IQD.

Each passenger arriving on a domestic flight is charged 1000 IQD.

- Wheelchair service will be levied at \$35 per wheelchair passenger;
- Meet and assist service will be levied \$28 per passenger per hour or part thereof;

## 6. Security

Departing aircrafts are charged 10 % of the landing charge for the baggage screening.

A guarding charge will be levied for each parked aircraft, amounting to \$100 for the first three hours or less and \$10 for each additional hour.

## 7. Evening Operations

Evening operations are those hours that fall within the hours of legal sunset and sunrise.

Evening landing fee premium. In addition to Landing Fees in section 4.1.2., an additional surcharge of \$200 will apply.

Additional evening parking surcharge of 30 % of applicable landing fee in accordance with section 4.1.2.

## 8. Exemptions/ Reductions

According to Regulation No. 05 of 2008, the following aircraft are exempt from the levy of the fees and charges:

- Aircraft belonging to the United Nations and its specialized agencies and the aircraft belonging to the Red Crescent and Red Cross societies;
- Non-commercial Iraqi government aircraft including aircraft belonging to the Youth Training Organizations;
- Aircraft belonging to the Arab League and its specialized agencies;
- Aircraft on official delegations to Iraq provided that the exemption is made either on a reciprocal basis, or by prior approval/recommendation of the Ministry of Foreign Affairs or concerned Iraqi Minister;
- Aircraft engaged in search and rescue operations free of charge;
- Aircraft on test flights will be exempted, provided that the relevant air traffic control agency is informed in advance;
- Aircraft conducting an emergency landing at the aerodrome of departure provided that it will not land thereafter at an aerodrome other than the planned destination aerodrome;
- Aircraft transporting, free of charge, catering materials for disaster relief and/or humanitarian aid.

## 9. Methods of payment

Landing fees and charges will be levied directly to the pilot in command of the aircraft or whoever represents him/her (in the case of airlines with offices in Iraq). Operators without representatives in Iraq must pay all fees and charges prior to departure of each flight. Where operators are invoiced, the payment for charges, services and landing fees should be made within 30 days of the date the fees and charges were incurred. Otherwise, an additional fee for 'delay interest' shall be charged at the rate of 7 % of the total invoice per day until the entire debt is paid.

---

## ENR 1. GENERAL RULES AND PROCEDURES

### ENR 1.1 GENERAL RULES

The air traffic rules and procedures applicable to air traffic control in Baghdad FIR conform to Annexes 2 and 11 to the Convention on International Civil Aviation and to those portions of the ICAO Doc 4444 Procedures for Air Navigation Services – Air Traffic Management and of the Letters of Agreement applicable to the operation of aircraft.

#### 1. Minimum Safe Height

Civilian aircraft shall not be flown below the minimum safe height except when necessary for take-off and landing. The minimum safe height is the height at which neither an unnecessary noise disturbance nor unnecessary hazards to persons and property in the event of an emergency landing are to be feared. However, over cities, other densely populated areas and assemblies of persons, this height shall be at least 1 000 FT (300 M) above the highest obstacle within a radius of 600 M of the aircraft. Elsewhere, this height shall be at least 500 FT (150 M) above ground or water.

Gliders and balloons may be operated below a height of 500 FT (150 M) if necessary for the kind of operation and if danger to persons and property is not to be feared. Aircraft shall not be flown below bridges and similar constructions or below overhead lines and antennas. For flights conducted for special purposes, the local aeronautical authority may grant exemptions.

#### 2. Radio communication requirements.

All aircraft flying in Iraqi airspace are required to maintain continuous two-way radio communication with ATC, except VFR flights in airspace of class F and G and unless authorized under a letter of agreement with the ICAA.

Radio contact with ATC on the designated frequency is mandatory within terminal airspace. If unable to maintain contact with Approach Control, or in case of communications failure, arrivals shall attempt to contact Tower prior to entering Class D airspace. Departing aircraft shall squawk the appropriate Mode 3A/C prior to departure. For airports without an approach control service, contact relevant ATC facility as soon as possible.

#### 3. Flight Rules

Within Class A airspace all civil aircraft must operate in accordance with Instrument Flight Rules (IFR) and be in two-way communication with the appropriate air traffic service unit at all times.

In airspace where VFR operations are approved, flights should be carried out in accordance with Visual Flight Rules (VFR) as specified in ICAO Annexes 2 and 11. Compliance with these procedures does not relieve pilots of their responsibility to see and avoid other aircraft, or to maintain safe terrain/obstacle clearance at all times when operating VFR.

PAGE INTENTIONALLY LEFT BLANK

**ENR 1.2 VISUAL FLIGHT RULES**

1. 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 appropriate air traffic services unit.
9. VFR flights at night are permitted in the Baghdad FIR below 14 000 FT AMSL. Authorised military flights are exempt and may operate VFR below FL 235 at night.
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 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION

### 1. Classification of airspaces

ATS airspaces are classified and designated in accordance with the following:

*Class A.* IFR flights only are permitted; all flights are subject to air traffic control service and are separated from each other. This class of airspace is established from FL 235 – FL 460 throughout the whole Baghdad FIR.

*Class B.* IFR and VFR flights are permitted; all flights are subject to air traffic control service and are separated from each other.

*Class C.* IFR and VFR flights are permitted, all flights are subject to air traffic control service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights.

*Class D.* IFR and VFR flights are permitted and all flights are subject to air traffic control service, IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights, VFR flights receive traffic information in respect of all other flights. This class of airspace is established in conjunction with airports that have operating control towers.

*Class E.* IFR and VFR flights are permitted; IFR flights are subject to air traffic control service and are separated from other IFR flights, with the exception mentioned in the table below. All flights receive traffic information as far as is practical. This class of airspace is established within Kirkuk, Baghdad and Ali TMAs and along ATS Routes.

*Class F.* IFR and VFR flights are permitted, all participating IFR flights receive an air traffic advisory service and all flights receive flight information service if requested.

*Class G.* IFR and VFR flights are permitted and receive flight information service if requested. This class of airspace is established for all areas that are not classified as A, D or E. This airspace is primarily used by military VFR aircraft. A Common Traffic Advisory Frequency (CTAF) is established for aircraft self deconfliction. Aircraft operating in Class G airspace should broadcast intentions on CTAF VHF 122.0 to deconflict. If assistance is required, two-way communication may be established with the closest ATC unit. Pilots need to remain clear of controlled airspace until two-way communication has been established with ATC to obtain clearance into controlled airspace. Pilots are advised that due to equipment limitations in remote areas, continuous two-way radio communications are not always possible throughout the Baghdad FIR, especially at lower altitude.

The requirements for the flights within each class of airspace are as shown in the following table.

Class	Type of flight	Separation provided	Service provided	VMC visibility and distance from cloud minima	Speed limitation	Radio communication requirement	Subject to an ATC clearance
A	IFR only	All aircraft	Air traffic control service	Not applicable	Not applicable	Continuous two-way	Yes
B*	IFR	All aircraft	Air traffic control service	Not applicable	Not applicable	Continuous two-way	Yes
	VFR	All aircraft	Air traffic control service	8 KM at and above 3 050 M (10 000 FT) AMSL 5 KM below 3 050 M (10 000 FT) AMSL Clear of clouds	Not applicable	Continuous two-way	Yes
C*	IFR	IFR from IFR IFR from VFR	Air traffic control service	Not applicable	Not applicable	Continuous two-way	Yes
	VFR	VFR from IFR	1) Air traffic control service for separation from IFR; 2) VFR/VFR traffic information (and traffic avoidance advice on request)	8 KM at and above 3 050 M (10 000 FT) AMSL 5 KM below 3 050 M (10 000 FT) AMSL 1 500 M horizontal; 300 M vertical distance from cloud	250 kt IAS below 3 050 M (10 000 FT) AMSL	Continuous two-way	Yes
D	IFR	IFR/IFR IFR/Special VFR	Air traffic Control service including traffic information about VFR flights (and traffic avoidance advice on request)	Not applicable	250 kt IAS below 3 050 M (10 000 FT) AMSL	Continuous two-way	Yes
	VFR	Nil	Traffic information between VFR and IFR flights; VFR and VFR flights (and traffic avoidance advice on request for all situations).	8 KM at and above 3 050 M (10 000 FT) AMSL 5 KM below 3 050 M (10 000 FT) AMSL 1 500 M horizontal; 300 M vertical distance from cloud	250 kt IAS below 3 050 M (10 000 FT) AMSL	Continuous two-way	Yes
E	IFR	IFR from IFR	Air traffic control service and traffic information about VFR flights as far as practical	Not applicable	250 kt IAS below 3 050 m (10 000 ft) AMSL	Continuous two-way	Yes
	VFR	Nil	Traffic information as far as practical	8 KM at and above 3 050 M (10 000 FT) AMSL 5 KM below 3 050 M (10 000 FT) AMSL 1 500 M horizontal; 300 M vertical distance from cloud	250 kt IAS below 3 050 M (10 000 FT) AMSL	Continuous two-way	No
F*	IFR	IFR from IFR as far as practical	Air traffic advisory service; flight information service	Not applicable	250 kt IAS below 3 050 m (10 000 ft) AMSL	Continuous two-way	No
	VFR	Nil	Flight information service	8 KM at and above 3 050 M (10 000 FT) AMSL 5 KM below 3 050 M (10 000 FT) AMSL 1 500 M horizontal; 300 M vertical distance from cloud  At and below 900 M AMSL or 300 M above terrain whichever is higher – 5 KM***, clear of cloud and in sight of ground or water	250 kt IAS below 3 050 M (10 000 FT) AMSL	No	No



---

**ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES****1. General**

1.1. The holding, approach and departure procedures in use are based on those contained in the latest edition of ICAO Doc 8168 — Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS).

1.2. The holding and approach procedures in use have been based on the values and factors contained in Parts III and IV of Vol. I of the PANS-OPS.

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 flown as published. If no published procedures exist, the holding shall be flown as per ATC instructions.

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.

1.5. The following convention applies for naming waypoints used in RNAV SIDs, STARs and instrument approach procedures and designated by alpha-numeric name-codes:

1. For missed approach points (MAPt) co-located with the RWY THR:
  - a. First two characters shall be “RW”,
  - b. Last two or three characters shall be the RWY designator.  
E.g. “RW10”, “RW28”, “RW15R” or “RW33L”.
2. For all other waypoints:
  - a. First two characters shall be the third and fourth letters of the ICAO location indicator of the aerodrome
  - b. Last three characters can be any number from 100 to 999, ensuring that the combination is unique within the terminal area in which it is used, e.g. “NI204” for Al Najaf Al-Ashraf (ORNI).

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

2.3. 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.

2.4. 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.

**2.5. 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 Where an SID has been assigned, ATC shall not issue an amended clearance while the aircraft is below the MSA/MVA unless such a clearance has been requested by the pilot. If requested by the pilot, they shall be advised that they are below the MSA/MVA and any amended clearance shall be appended with "maintain own terrain clearance to .... altitude".

**ENR 1.10 FLIGHT PLANNING****1. General**

The air traffic rules and procedures applicable to air traffic in the Baghdad FIR conform with Annexes 2 and 11 to the Convention on International Civil Aviation and to those portions applicable to aircraft of ICAO Doc 4444 Procedures for Air Navigation Services - Air Traffic Management, and Regional Supplementary Procedures applicable to the EUR/MID/ASIA region.

**2. Mandatory Timings for Flight Plans**

2.1 The Baghdad Air Traffic Services Reporting Office is open. However, as a backup operators are advised to submit flight plan details through other means. Operators of flights originating outside, but landing at an aerodrome within, the Baghdad FIR are to submit flight plans for the round trip. Flight plans shall be submitted sufficiently early to ensure it is received by the relevant Air Traffic Control agencies at least 60 minutes prior to estimated off block time (EOBT) for departures from within Iraq, or at least 60 minutes prior to the aircraft reaching the Baghdad FIR boundary for inbound or over flight aircraft.

**3. Flight Plan Messages**

3.1. Aircraft operating within the Iraq FIR shall use the ICAO model flight plan contained in PANS ATM DOC 4444/ATM501. Complete all entries including registration/type of aircraft, boundary estimates to/from the Baghdad FIR, and airport of intended landing.

**4. Procedures Applicable to Operators (Including Pilots)**

4.1 The levels at which a flight is to be conducted shall be specified in a flight plan as follows:

4.1.1 In terms of flight levels if the flight is to be conducted at or above the transition level, and

4.1.2 In terms of altitudes if the flight is to be conducted at or below the transition altitude.

4.2 Flight levels and altitudes selected for a flight shall ensure adequate terrain clearance along the route to be flown. Flight levels are specified in a flight plan by number and not in terms of feet or meters as in the case of altitudes. Selected flight levels shall be compatible with Appendix 3 of Annex 2 to the Convention on International Civil Aviation, Table of Cruising Levels.

4.3 Aircraft may enter and exit the Baghdad FIR, only via the following points, and must flight plan accordingly:

<b>COUNTRY</b>	<b>FIX</b>	<b>LAT/LONG</b>
Kuwait (entry)	TASMI	300120N 0475505E
Kuwait (exit)	SIDAD	295231N 0482944E
Turkey (entry)	RATVO	371426N 0435604E
Turkey (exit)	NINVA	372100N 0431300E
Syria	MODIK	332806N 0390100E
Syria (entry)	SIDNA	363358N 0414059E
Jordan	PASIP	330600N 0385600E
Saudi Arabia	MURIB	311237N 0415036E
Saudi Arabia (entry)	DAXAN	320512N 0393719E
Iran (exit)	PAXAT	332056N 0460519E
Iran (entry)	RAGET	333048N 0455348E
Iran	BOXIX	351724N 0460921E

Notes:

1. All Northbound aircraft crossing TASMI at same level shall be separated 20 NM in trail constant or increasing.
2. All aircraft entering Baghdad FIR on R652 shall cross DAXAN (via Jeddah FIR) at FL 270 or below.

3. The following Baghdad FIR entry/exit point is not currently in effect:

COUNTRY	FIX	LAT / LONG
Syria (exit)	ELEXI	344130N 0410900E

- 4.4 All flight plans are required to include the FIR entry/exit report point as part of the flight planned route in the route section of item 15 of the flight plan.

- 4.5 All overflights through Baghdad FIR shall flight plan as follows:

**4.5.1 Northbound:**

TASMI UL602 ALPET UM860 NINVA, or  
MODIK G202 RAPLU R652 MUTAG DCT TOTAM UM860 NINVA, or  
PASIP L200GIBUX R652 MUTAG DCT TOTAM UM860 NINVA, or  
MURIB B411 LOVEK DCT SEPTU UM860 NINVA

**4.5.2 Southbound:**

RATVO UM688 SIDAD  
MODIK G202 PUSTO M203 ILMAP UP975 SIDAD, or  
PASIP L200 SILBO M203 ILMAP UP975 SIDAD, or  
RATVO UM688 VAXEN Z431 LOVEK B411 MURIB, or  
RAGET Z431 LOVEK B411 MURIB

**4.5.3 Eastbound:**

MODIK G202 PUSTO M203 LOVEK B411 PAXAT, or  
PASIP L200 SILBO M203 LOVEK B411 PAXAT

**4.5.3 Westbound:**

RAGET G202 MODIK, or  
RAGET G202 RAPLU R652 GIBUX L200 PASIP, or  
TASMI UL602 DELMI G202 MODIK, or  
TASMI UL602 DELMI G202 RAPLU R652 GIBUX L200 PASIP

- 4.6 All international traffic operating at Iraq International Airports should flight plan as follows:

**4.6.1 Al Najaf Al-Ashraf International Airport (ORNI)**

**Arrivals:** North: RATVO UM688 VAXEN Z431 LOVEK DCT ALI  
South: TASMI UL602 ALPET DCT ALI  
West: MODIK G202 PUSTO M203 LOVEK DCT ALI, or  
PASIP L200 SILBO M203 LOVEK DCT ALI  
Southwest: MURIB B411 RALTI DCT ALI  
East: RAGET Z431 LOVEK DCT ALI

**Departures:** North: ALI DCT LOVEK DCT SEPTU UM860 NINVA  
South: ALI DCT SETSA M203 ILMAP UP975 SIDAD  
West: ALI DCT LOVEK UL602 DELMI G202 MODIK, or  
ALI DCT LOVEK UL602 DELMI G202 RAPLU R652 GIBUX  
L200 PASIP  
Southwest: ALI DCT RALTI B411 MURIB  
East: ALI DCT LOVEK B411 PAXAT

**4.6.2 Baghdad International Airport (ORBI)**

**Arrivals:** North: RATVO UM688 VAXEN DCT BGD  
South: TASMI UL602 LOVEK DCT BGD  
West: MODIK G202 DELMI DCT BGD, or  
PASIP L200 SILBO DCT BGD  
Southwest: MURIB B411 LOVEK DCT BGD  
East: RAGET G202 ITOVA DCT BGD

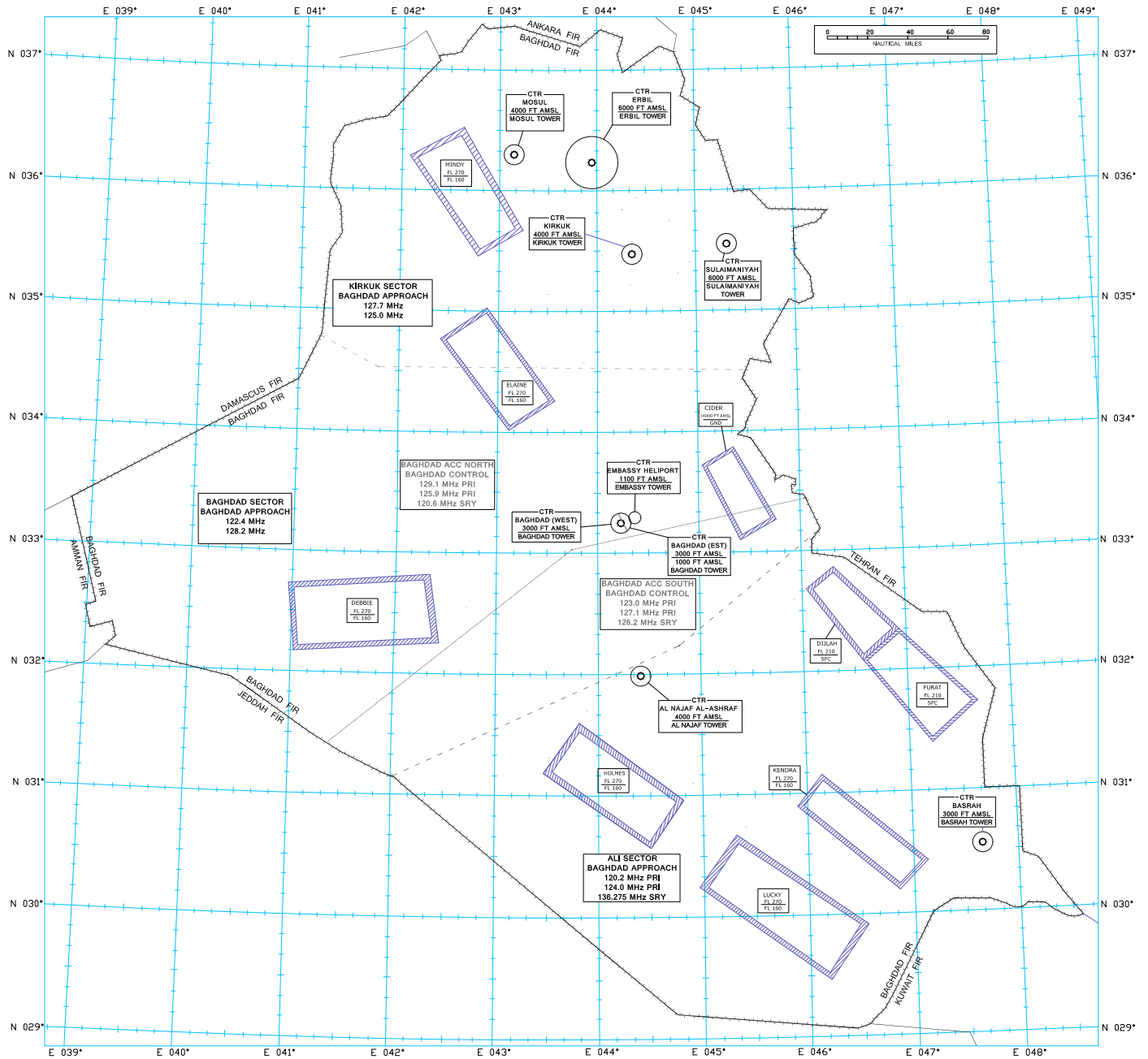
**Departures:** North: BGD DCT NAMDI UM860 NINVA  
South: BGD DCT NOLDO UP975 SIDAD  
West: BGD DCT SILBO L200 PASIP, or  
BGD DCT DELMI G202 MODIK  
Southwest: BGD DCT LOVEK B411 MURIB  
East: BGD DCT NOLDO B411 PAXAT

**ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE**

Name Lateral limits	Upper/lower limits and system/means of activation announcement INFO for CIV FLT		Remarks Time of ACT Risk of interception (ADIZ)
	1	2	3
<b>Military Operating Areas (MOA)</b>			
<b>CIDER</b> 3352N 04521E - 3315N 04546E - 3306N 04524E - 3343N 04502E - 3352N 04521E		<u>14 000 FT AMSL</u> GND	Contact Baghdad Control prior to entry
<b>DEBBIE</b> 3249N 04221E - 3216N 04226E - 3210N 04102E - 3243N 04058E - 3249N 04221E		<u>FL 270</u> FL 160	Contact Baghdad Control prior to entry
<b>DIJLAH</b> 325159N 0461808E - 322028N 0465552E - 320519N 0463421E - 324058N 0460230E - 325159N 0461808E		<u>FL 210</u> SFC	Contact Baghdad Approach prior to entry
<b>ELAINE</b> 3502N 04253E - 3417N 04334E - 3401N 04307E - 3447N 04225E - 3502N 04253E		<u>FL 270</u> FL 160	Contact Baghdad Control prior to entry
<b>FURAT</b> 322028N 0465552E - 314302N 0473948E - 312257N 0471317E - 320519N 0463421E - 322028N 0465552E		<u>FL 210</u> SFC	Contact Baghdad Approach prior to entry
<b>HOLMES</b> 313601N 0434906E - 305857N 0444936E - 303432N 0443049E - 311139N 0432808E - 313601N 0434906E		<u>FL 270</u> FL 160	Contact Baghdad Control prior to entry
<b>KENDRASOUTH</b> 3109N 04609E - 3026N 04709E - 3012N 04652E - 3053N 04554E - 3109N 04609E		<u>FL 270</u> FL 160	Contact Baghdad Control prior to entry
<b>LUCKY</b> 304032N 0451935E - 295500N 0463337E - 292820N 0461212E - 301440N 0445819E - 304032N 0451935E		<u>FL 270</u> FL 160	Contact Baghdad Control prior to entry
<b>MINDY</b> 3528N 04247E - 3541N 04314E - 3632N 04238E - 3618N 04206E - 3528N04247E		<u>FL 270</u> FL 160	Contact Baghdad Control prior to entry

PAGE INTENTIONALLY LEFT BLANK

# MILITARY OPERATING AREAS (MOA)



## LEGEND

○ AERODROME  
 --- FIR BDRY  
 AREA MINIMUM ALTITUDE (AMA)

### CONTROL ZONE (CTR)

CTR	NAME OF CTR
BAGHDAD(EST)	UPPER LIMIT
3000 FT AMSL	LOWER LIMIT (IF DIFFERENT FROM SFC)
1000 FT AMSL	UNIT PROVIDING SERVICE
BAGHDAD TOWER	

### MOA AIRSPACES

LUCKY	NAME OF AREA
FL270	VERTICAL LIMITS
FL160	

CHANGES: Military operating areas DJULAH and FURAT added.

PAGE INTENTIONALLY LEFT BLANK



LT6	LIGHT POLE	N33°15'33.88"	E044°13'02.14"	54.98/180.38
LT7	LIGHT POLE	N33°16'39.50"	E044°13'54.48"	71.32/234
LT8	LIGHT POLE	N33°15'24.21"	E044°13'56.89"	78.94/259
LT9	LIGHT POLE	N33°15'15.18"	E044°14'03.85"	68.58/225
LT10	LIGHT POLE	N33°15'09.08"	E044°14'13.69"	73.15/240
LT11	LIGHT POLE	N33°16'38.79"	E044°13'48.59"	91.14/299
LT12-21	10 light poles lined up on west side of the RWY 15R/33L taxiway. Approximately 50 FT AGL and spaced 100 FT apart.			
MOS1	MOSQUE 1	N33°14'18.49"	E044°15'42.01"	61.63/202.2
MOS2	MOSQUE 2	N33°14'18.46"	E044°14'58.74"	64.27/210.86
RDT1	RADIOTOWER	N33°15'37.64"	E044°14'20.91"	94.9/311.34
RDT2	RADIOTOWER	N33°16'44.80"	E044°14'24.54"	83.61/274.32
RDT3	RADIOTOWER	N33°17'04.54"	E044°13'07.95"	84.034/275.7
RDT4	RADIOTOWER	N33°15'40.67"	E044°14'16.92"	101.5/333
RDT5	RADIOTOWER	N33°15'38.67"	E044°14'19.67"	103.02/338
WAT1	WATER TOWER	N33°16'31.30"	E044°11'50.55"	71.32/234

### ORBI AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	<i>Associated MET office</i>	Baghdad
2	<i>Hours of service</i> <i>MET office outside hours</i>	H24 NIL
3	<i>Office responsible for TAF preparation</i> <i>Periods of validity</i>	Baghdad H24
4	<i>Trend forecast</i> <i>Interval of issuance</i>	H24 To be developed
5	<i>Briefing/consultation provided</i>	To be developed
6	<i>Flight documentation</i> <i>Language(s) used</i>	To be developed English
7	<i>Charts and other information available for briefing or consultation</i>	To be developed
8	<i>Supplementary equipment available for providing information</i>	E-mail: <a href="mailto:baghdadmet@yahoo.com">baghdadmet@yahoo.com</a> Tel.: +964 (1) 813 2347 +964 (1) 813 3221
9	<i>ATS units provided with information</i>	Baghdad TWR: Baghdad APP
10	<i>Additional information (limitation of service, etc.)</i>	NIL

**ORBI AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY
				RWY end coordinates THR geoid Undulation	
1	2	3	4	5	6
15L	150°	4 000 x 60	56 R/C/W/T Concrete	331701.76N 0441352.23E — —	THR 34.5 M/113 FT —
33R	330°	4 000 x 60	56 R/C/W/T Concrete	331509.27N 0441509.41E — —	THR 33.5 M/110 FT —
15R	150°	3 301 x 45	54 R/C/W/T Concrete	331606.86N 0441300.70E — —	THR 34.5 M/114 FT
33L	330°	3 301 x 45	54 R/C/W/T Concrete	331434.04N 0441404.41E — —	THR 34.0 M/111 FT
Slope of RWY-SWY	SWY dimensions(M)	CWY Dimensions(M)	Strip dimensions (M)	OFZ	
7	8	9	10	11	
-0.025%	NIL	NIL	4120 x 300	NIL	
0.025%	NIL	NIL	4120 x 300	NIL	
-0.009%	NIL	NIL	3421 x 300	NIL	
+0.009%	NIL	NIL	3421 x 300	NIL	
Remarks					
15L/33R - Unmarked 6 inch concrete slabs with 6 FT deep manholes along E and W shoulder edges.					
15R/33L - 6in dip in surface, due crater repair settling on, abeam TWY P-5. - RWY is closed every Tuesday between 0600 – 0900 UTC for routine maintenance - Non-standard over run lengths for RWY 15R/33L of 200 FT					

**ORBI AD 2.13 DECLARED DISTANCES**

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
15L	4000	4000	4000	4000	NIL
33R	4000	4000	4000	4000	NIL
15R	3301	3301	3301	3301	NIL
33L	3301	3301	3301	3301	NIL

		Condition: Fair (A, B East, B West, C, E, F, G, H, K) Good (D, J, L)
3	<i>Altimeter checkpoint location and elevation</i>	NIL
4	<i>VOR checkpoints</i>	NIL
5	<i>INS checkpoints</i>	NIL
6	<i>Remarks</i>	All aircraft will be guided by follow me car and marshaller.

**ORKK 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>	See ORKK AD 2-24 chart
2	<i>RWY and TWY markings and LGT</i>	RWY 13/31 and 14/32 have Precision Approach Type 1 Lighting, a nonstandard ALSF-1 system, and PAPI. Runway markings are standard Precision Runway Markings with thresholds, centerlines, side stripes, fixed distance markers and touchdown zone markings. Taxiway markings are depicted as yellow 6 inch centerline markings and double yellow 6 inch edge stripes. Illuminated guidance signs and distance markers on runways and taxiways.
3	<i>Stop bars</i>	To be determined
4	<i>Remarks</i>	Use caution when taxiing from RWY 13 to TWY ALPHA. Raised threshold lights on approach end RWY 32 approximately 33 FT from RWY 13/31 extended centreline. Category I airfield lighting system installed. Mobile Aircraft Arresting System (MAAS) located at following distances: <ul style="list-style-type: none"> <li>- RWY 13 cable: 1918 FT from APP end.</li> <li>- RWY 31 cable: 2036 FT from APP end.</li> </ul> MAAS is unlit. Normal operating position is for all cables unstrung. They can be raised within 30 minutes for aircraft divers Contact tower at least 30 minutes prior to arrival for cable configuration.

**ORKK AD 2.10 AERODROME OBSTACLES**

1	RWY 13	NIL
2	RWY 31	NIL
3	RWY 14	NIL
4	RWY 32	NIL
5	Remarks: numerous obstructions are unlit. The following additional obstructions have been identified:	
CTWR	Control Tower	352802.89N 442127.961 E 147.1 FT / 349.64 M
WT1	Water Tower	352710.47N 442218.021 E 175.7 FT / 358.36 M

**ORKK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

1	Associated MET office	Baghdad
2	Hours of service MET office outside hours	H24 NIL
3	Office responsible for TAF preparation Periods of validity	Baghdad H24
4	Trend forecast Interval of issuance	H24 To be developed
5	Briefing/consultation provided	Weather warnings, watches and advisories, Pilot to Metro Service, observations and Terminal Area Forecasts
6	Flight documentation Language(s) used	To be developed English
7	Charts and other information available for briefing or consultation	To be developed
8	Supplementary equipment available for providing information	E-mail: baghdadmet@yahoo.com Tel.: +964 (1) 813 2347 +964 (1) 813 3221
9	ATS units provided with information	Kirkuk TWR; Baghdad APP
10	Additional information (limitation of service, etc.)	NIL

**ORKK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY
				RWY end coordinates THR geoid undulation	
1	2	3	4	5	6
13	133.26°	2 990 x 45	37/R/B/W/T	352844.12N 0442004.07E	1 033 FT
31	313.27°	2 990 x 45	37/R/B/W/T	352737.63N 0442130.43E	1 059 FT
14	145.31°	2 601 x 49	85/F/C/W/T	352843.97N 0442037.03 E	1 050 FT
32	313.27°	2 601 x 49	85/R/C/W/T	352734.55N 0442135.75E	1 061 FT
Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip Dimensions(M)	OFZ	Remarks
7	8	9	10	11	12
0.26%	NIL	NIL	NIL	3 000 x 1 000 FT	NIL
0.12%	NIL	NIL	NIL	3 000 x 1 000 FT	NIL
0.26%	NIL	NIL	NIL	3 000 x 1 000 FT	NIL
0.12%	NIL	NIL	NIL	3 000 x 1 000 FT	NIL

**ORKK AD 2.13 DECLARED DISTANCES**

RWY	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
13	2 990	2 990	2 990	2 990	NIL
31	2 990	2 990	2 990	2 990	NIL
14	2 601	2 601	2 601	2 601	NIL
32	2 601	2 601	2 601	2 601	NIL