



REPUBLIC OF IRAQ
IRAQ CIVIL AVIATION AUTHORITY
DIRECTORATE OF AIR TRAFFIC SERVICES
AERONAUTICAL INFORMATION SERVICES
P.O. BOX 23003 – BAGHDAD
Form No. 04

**AIRAC
AIP**

Amendment 06/17
31 AUG 2017

AFTN: ORBIYNYX PHONE: +964 (1) 813-2122 E-mail: ais_hq@iraqcaa.com Website: www.iraqcaa.com

EFFECTIVE DATE: 12 October 2017

1. Contents

Information on purchase arrangements of aeronautical charts updated, list of aeronautical charts available updated, information on types of ATS services updated, reference to ICAO Annex 11 on coordination between the operator and ATS corrected, information on general ATC rules and procedures corrected, radio communication requirements updated and upper limit of CIDER MOA changed.

Editorial changes to GEN 4.1 and ENR 1.2.

2. On 12 OCT 2017 remove and insert the following pages:

GEN 0.4-1, GEN 3.2-1, GEN 3.2-3, GEN 3.3-1, GEN 4.1-1, GEN 4.1-2, ENR 1.1-1, ENR 1.2-1, ENR 1.2-2, ENR 5.2-1 and ENR 6-4.

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 12 OCT 2017:

AIP Supplements: Nil.

NOTAM: A0337/17.

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GEN 0.4 CHECKLIST OF AIP PAGES

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GEN 3.2 AERONAUTICAL CHARTS

1. RESPONSIBLE SERVICES

1.1 The civil aviation authority in Iraq provides a range of Aeronautical charts for use by all types of civil aviation. The charts are produced in accordance with the provisions contained in Annex 4 – Aeronautical Charts.

2. MAINTENANCE OF CHARTS

2.1 The Aeronautical charts included in the AIP are kept up to date by amendments to the AIP. Information concerning the planning for or issuance of new maps and charts are notified by Aeronautical Information Circular.

2.2 Incorrect information detected on published charts are corrected by NOTAM if they are of operational significance.

3. PURCHASE ARRANGEMENTS

All elements of the IAIP produced by the AIS HQ Office, including Aeronautical Charts, are made available for free via the ICAA website www.iraqcaa.com and distributed by e-mail. To be added to the distribution list of AIS products please contact the AIS Office at ais_hq@iraqcaa.com and ais_hq@geca.gov.iq.

4. AERONAUTICAL CHART SERIES AVAILABLE

4.1 The following series of aeronautical charts are produced:

- a) Aerodrome Chart – ICAO
- b) Aerodrome Ground Movement Chart – ICAO
- c) Aircraft Parking Docking Chart – ICAO
- d) Aerodrome Obstacle Chart – ICAO type (A)
- e) Aerodrome Obstacle Chart – ICAO Type (B)
- f) Instrument Approach Chart – ICAO
- g) Visual Approach Chart – ICAO
- h) Precision Approach Terrain Chart – ICAO
- i) Standard Departure Chart Instrument (SID) – ICAO
- j) Standard Arrival Chart Instrument (STAR) – ICAO
- k) En-Route Chart – ICAO
- l) RNAV (GNSS) Chart – ICAO

4.2 General Description of each series

- a) *Aerodrome Chart – ICAO*. This chart contains detailed aerodrome/heliport data to provide flight crews with information that will facilitate the ground movement of aircraft:
 - From the aircraft stand to the runway; and
 - From the runway to the aircraft stand; and helicopter movement:
 - From the helicopter stand to the touchdown and lift-off area and to the final approach and takeoff area;
 - From the final approach and take-off area to the touchdown and lift-off area and to the helicopter stand
 - Along helicopter ground and air taxiways; and
 - Along air transit routes.
- b) *Aerodrome Ground Movement Chart – ICAO*. This chart is produced for those aerodromes where, due to congestion of information, details necessary for the ground movement of aircraft along the taxiways to and from the aircraft stands and for the parking/docking of aircraft cannot be shown with sufficient clarity on the Aerodrome/Heliport Chart – ICAO.
- c) *Aircraft Parking/Docking Chart – ICAO*. This chart is produced for those aerodromes where, due to congestion of information, details necessary for the ground movement of aircraft along the taxiways to and from the aircraft stands and for the parking/docking of aircraft cannot be shown with sufficient clarity on the Aerodrome/Heliport Chart – ICAO or on the Aerodrome Ground Movement Chart – ICAO.

- d) *Aerodrome obstacle Chart – ICAO – Type A (operating limitations)*. This chart contains detailed information on obstacles in the take-off flight path areas of aerodromes. It is shown in plan and profile view. This obstacle information, in combination with an Obstacle Chart – ICAO – Type C, provides the data necessary to enable an operator to comply with the operating limitations of Annex 6, Parts I and II, Chapter 5.
- e) *Aerodrome obstacle Chart – ICAO – Type B*. This chart provides information to satisfy the following functions:
- The determination of minimum safe altitudes/heights including those for circling procedures;
 - The determination of procedures for use in the event of an emergency during take-off or landing;
 - The application of obstacle clearing and marking criteria; and
 - The provision of source material for aeronautical charts.
- f) *Instrument Approach Chart – ICAO*. This chart is produced for all aerodromes used by civil aviation where instrument approach procedures have been established. A separate Instrument Approach Chart – ICAO has been provided for each approach procedure. The aeronautical data shown include information on aerodromes, prohibited, restricted and danger areas, radio communication facilities and navigation aids, minimum sector altitude, procedure track portrayed in plan and profile view, aerodrome operating minima, etc. This chart provides the flight crew with information that will enable them to perform an approved instrument approach procedure to the runway of intended landing including the missed approach procedure and where applicable, associated holding.
- g) *Visual Approach Chart – ICAO*. This chart is produced for aerodromes used by civil aviation where:
- Only limited navigation facilities are available;
 - Radio communication facilities are not available; or
 - No adequate aeronautical charts of the aerodrome and its surroundings at 1:500 000 or greater scale are available; or
 - Visual approach procedures have been established. The aeronautical data shown include information on aerodromes, obstacles, designated airspace, visual approach information, radio navigation aids and
 - Communication facilities, as appropriate
- h) *Precision Approach Terrain Chart – ICAO*. This chart provides detailed terrain profile information within a defined portion of the final approach so as to enable aircraft operating agencies to assess the effect of the terrain on decision height determination by the use of radio altimeters. This chart is produced for all precision approach Cat II and III runways.
- i) *Standard Departure Chart – Instrument (SID) – ICAO*. This chart is produced whenever a standard departure route – instrument has been established and cannot be shown with sufficient clarity on the aeronautical data shown include the aerodrome of departure, aerodrome(s) which affect the designated standard departure route – instrument, prohibited, restricted and danger areas and the air traffic system. This chart provides the flight crew with information that will enable them to comply with the designated standard departure route – instrument from the take-off phase to the en-route phase.
- j) *Standard Arrival Chart – Instrument (STAR) – ICAO*. This chart is produced whenever a standard arrival route – instrument has been established and cannot be shown with sufficient clarity on the Area Chart – ICAO.
- k) *En-route Chart – ICAO*. This chart is produced for the entire Baghdad FIR. The aeronautical data include all aerodromes, prohibited, restricted and danger areas and the air traffic services system in detail. The chart provides the flight crew with information that will facilitate navigation along ATS routes in compliance with air traffic services.

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		17 AUG 2017
	—	Air Traffic Services Airspace GND – FL 235	NIL	17 AUG 2017
	—	Air Traffic Services Airspace FL 235 – FL 460		22 JUN 2017
	—	Military Operating Areas		12 OCT 2017
Aerodrome Chart – ICAO (AHC)	—	Al-Najaf	NIL	05 JAN 2017
	—	Baghdad		17 AUG 2017
	—	Basrah		25 JUN 2015
	—	Erbil		10 NOV 2016
	—	Mosul		18 SEP 2014
	—	Sulaimaniyah		15 OCT 2015
Aerodrome Ground Movement Chart – ICAO (AGMC)	—	Baghdad	NIL	17 AUG 2017
	—	Basrah		17 AUG 2017
	—	Erbil		10 NOV 2016
	—	Sulaimaniyah		15 OCT 2015
	—	Kirkuk		18 SEP 2014
Aircraft Parking Docking Chart – ICAO (APDC)	—	Baghdad	NIL	17 AUG 2017
	—	Ramp F, Remote Apron		17 AUG 2017
	—	Ramp, Ramp A, Ramp K, Ramp Q1		
	1: 10 000	Basrah		17 AUG 2017
—	Erbil		10 NOV 2016	
Helicopter Chart – ICAO	—	Baghdad	NIL	10 NOV 2016
	—	South Mike Helicopter		10 NOV 2016
	—	Mid Mike Helicopter		10 NOV 2016
	—	CSH Helicopter		17 AUG 2017
Aerodrome Obstacle Chart – ICAO TYPE A (AOC-A)	—	Al-Najaf		18 SEP 2014
	1:20 000	Erbil	NIL	10 NOV 2016
	1:20 000	ORER RWY 18		10 NOV 2016
Aerodrome Obstacle Chart – ICAO Type B (AOC-B)	1:40 000	Erbil	NIL	10 NOV 2016
	—	Sulaimaniyah		15 OCT 2015
Instrument Approach Chart – ICAO (IAC)	1: 400 000	Al-Najaf	NIL	05 JAN 2017
	1: 400 000	ORNI ILS or LOC RWY 10		05 JAN 2017
	1: 400 000	ORNI ILS or LOC RWY 28		05 JAN 2017
	1: 400 000	ORNI VOR RWY 10		05 JAN 2017
	1: 400 000	ORNI VOR RWY 28		05 JAN 2017
	1: 400 000	ORNI RNP APCH RWY 10		05 JAN 2017
	1: 400 000	ORNI RNP APCH RWY 28	05 JAN 2017	
	1:250 000	Baghdad	NIL	27 APR 2017
	1:250 000	ORBI ILS or LOC/DME 15L		27 APR 2017
	1:250 000	ORBI ILS or LOC/DME 33R		27 APR 2017
	1:250 000	ORBI VOR/DME 33R		27 APR 2017
	1:250 000	ORBI VOR/DME 15L		27 APR 2017
	—	ORBI RNAV (GNSS) 33L		27 APR 2017
—	ORBI RNAV (GNSS) 15R	27 APR 2017		

		Basrah		
	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
		Erbil		
	1:625 000	ORER ILS/DME Z RWY 18		27 APR 2017
	1:625 000	ORER ILS/DME Z RWY 36		27 APR 2017
	1:500 000	ORER ILS/DME Y RWY 18		27 APR 2017
	1:500 000	ORER ILS/DME Y RWY 36		27 APR 2017
	—	ORER RNAV GNSS RWY 18		27 APR 2017
	—	ORER RNAV GNSS RWY 36		27 APR 2017
		Sulaimaniyah		
	—	ORSU ILS/DME RWY 13		27 APR 2017
	—	ORSU ILS/DME RWY 31		27 APR 2017
	—	ORSU VOR RWY 13		27 APR 2017
	—	ORSU VOR RWY 31		27 APR 2017
	—	ORSU RNAV (GNSS) RWY 13		27 APR 2017
	—	ORSU RNAV (GNSS) RWY 31		27 APR 2017
Visual Approach Chart – ICAO (VAC)	—	Sulaimaniyah	NIL	18 SEP 2014
Precision Approach Terrain Chart – ICAO (PATC)	1:500 (V) 1:2 500 (H)	Erbil	NIL	10 NOV 2016
Standard Departure Chart Instrument – ICAO (SID)		Al-Najaf		
	1:1000 000	ORNI RWY 10		05 JAN 2017
	1:1000 000	ORNI RWY 28		05 JAN 2017
		Baghdad		17 AUG 2017
		Erbil		
	1:400 000	ORER RWY 18 UMESA 1A		27 APR 2017
	1:400 000	ORER RWY 36 UMESA 2B	NIL	27 APR 2017
	1:500 000	ORER RWY 18 SEVKU 1A		27 APR 2017
	1:400 000	ORER RWY 18 OTALO 1A		27 APR 2017
	1:400 000	ORER RWY 36 OTALO 2B		27 APR 2017
	1:500 000	ORER RWY 36 EMIDO 1A		27 APR 2017
		Sulaimaniyah		
	—	ORSU RWY13		27APR 2017
	—	ORSU RWY 31		27APR 2017
Standard Arrival Chart Instrument – ICAO (STAR)		Al-Najaf		
	1:500 000	ORNI RWY 10		05 JAN 2017
	1:500 000	ORNI RWY 28		05 JAN 2017
		Erbil		
	1:500 000	ORER RWY 18 LAVEN 2B		27 APR 2017
	1:500 000	ORER RWY 36 LAVEN 3C		27 APR 2017
	1:500 000	ORER RWY 36 GAWAN 1A		27 APR 2017
	1:400 000	ORER RWY 18 GAZNA 1A	NIL	27 APR 2017
	1:400 000	ORER RWY 18 GAZNA 2B		27 APR 2017
	1:400 000	ORER RWY 36 LAVEN 1A		27 APR 2017
	—	ORER RNAV GNSS RWY 18		27 APR 2017
	—	ORER RNAV GNSS RWY 36		27 APR 2017
		Sulaimaniyah		
	—	ORSU RWY13		22 JUN 2017
	—	ORSU RWY31		22 JUN 2017
Low Visibility procedure (LVP)		Erbil		
	—	Arrival Taxi route	NIL	10 NOV 2016
	—	Departure Taxi route		27 APR 2017

GEN 3.3 AIR TRAFFIC SERVICES

1. Responsible Service

The Department of Air Traffic Services with the ICAA is the responsible authority for the provision of air traffic services within the area indicated under 2. below:

Director of Air Traffic Services Department
Iraq Civil Aviation Authority
Baghdad - Iraq
TEL: 00964 01 813 3370
Telefax: Nil
Telex: Nil
AFS: Nil

Air traffic services are provided in accordance with the provision contained in the following ICAO documents:

Annex 2 Rules of the Air
Annex 11 Air Traffic Services
Doc 4444 Procedures for Air Navigation Services – Air Traffic Management
Doc 8168 Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS)
Doc 7030 Regional Supplementary Procedures

Differences to these provisions are detailed at GEN 1.7.

2. Area of responsibility

Air traffic services are provided for the entire territory of Iraq, including its territorial waters.

3. Types of services

The following types of services are provided:

- Alerting Service (ALRS),
- Area Control (ACC);
- Approach (APP); and
- Radar.

With the exception of services provided at military air bases, the following types of services are provided at aerodromes:

- Aerodrome Control (TWR);
- Ground Control (GND);
- Automatic Terminal Information Service (ATIS), at certain aerodromes.

4. Coordination between the Operator and ATS

Coordination between the operator and traffic services is effected in accordance with 2.16 of ICAO Annex 11.

5. Minimum Flight Altitude

The minimum flight altitudes on the ATS routes published for the Baghdad FIR have been determined so as to ensure at least 1 000 FT (300 M) vertical clearance above the highest obstacle within 5 NM either side of the centreline of the route.

6. ATS Units Address List

<i>Unit name</i>	<i>Postal address</i>	<i>Telephone NR</i>	<i>Telefax NR</i>	<i>Telex NR</i>	<i>AFS Address</i>
1	2	3	4	5	6
BAGHDAD ACC	Air Traffic Services, Baghdad Intl. Airport, Baghdad	+964 (1) 813 3344	Nil	212500 YIA IK	ORBIZQZK
BAGHDAD APP	As ACC	+964 (1) 813 3353	Nil	Nil	ORBIZQZK
BAGHDAD TWR	As ACC	+964 (1) 813 2366	Nil	212500 YIA IK	ORBIZQZT
BASRAH TWR	Air Traffic Services, Basrah Intl. Airport, Basrah.	+964 780 127 7511 +964 780 996 6715	Nil	207023 BIA IK	ORMMZQZX
ERBIL TWR	Erbil Intl. Airport, Erbil	Nil	Nil	Nil	Nil
MOSUL TWR	Mosul Intl. Airport, Mosul	Nil	Nil	Nil	Nil
NAJAF OPS	Air Traffic Services, Al Najaf Al-Ashraf Intl. Airport, Al Najaf Al-Ashraf	Nil	Nil	Nil	ORNIYNYX
NAJAF TWR	Air Traffic Services, Al Najaf Al-Ashraf Intl. Airport, Al Najaf Al-Ashraf	Nil	Nil	Nil	ORNIZTZX
SULAIMANIYAH TWR	Sulaimaniyah Intl. Airport, Sulaimaniyah	+964 (0) 53 317 4201 +964 770 220 4568	+964 (0) 53 321 0222	Nil	ORSUZZZX

**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. 26 of 1987, 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 or if authorized under a letter of agreement with the ICAA.

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.

Civil aircraft are advised that military aircraft may cross and/or temporarily enter Class A airspace, with an ATC clearance to do so, but shall monitor the appropriate frequencies.

4. Terminal Areas and Non-Controlled Aerodromes

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.

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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	At and below 900 M (3 000 FT) AMSL or 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. Authorised military flights are exempt and may operate VFR below FL 235 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 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
Military Operating Areas (MOA)			
BUZZARD 3252N 04618E - 3219N 04653E - 3203N 04631E - 3236N 04555E - 3252N 04618E	<u>FL 270</u> FL 160		Contact Baghdad Control prior to entry
CIDER 3352N 04521E - 3315N 04546E - 3306N 04524E - 3343N 04502E - 3352N 04521E	<u>14 000 FT AMSL</u> GND		Contact Baghdad Control prior to entry
DEBBIE 3249N 04221E - 3216N 04226E - 3210N 04102E - 3243N 04058E - 3249N 04221E	<u>FL 270</u> FL 160		Contact Baghdad Control prior to entry
ELAINE 3502N 04253E - 3417N 04334E - 3401N 04307E - 3447N 04225E - 3502N 04253E	<u>FL 270</u> FL 160		Contact Baghdad Control prior to entry
HOLMES 313601N 0434906E - 305857N 0444936E - 303432N 0443049E - 311139N 0432808E - 313601N 0434906E	<u>FL 270</u> FL 160		Contact Baghdad Control prior to entry
KENDRASOUTH 3109N 04609E - 3026N 04709E - 3012N 04652E - 3053N 04554E - 3109N 04609E	<u>FL 270</u> FL 160		Contact Baghdad Control prior to entry
LUCKY 304032N 0451935E - 295500N 0463337E - 292820N 0461212E - 301440N 0445819E - 304032N 0451935E	<u>FL 270</u> FL 160		Contact Baghdad Control prior to entry
MINDY 3528N 04247E - 3541N 04314E - 3632N 04238E - 3618N 04206E - 3528N04247E	<u>FL 270</u> FL 160		Contact Baghdad Control prior to entry
SAMANTHA 3222N 04658E - 3143N 04740E - 3123N 04713E - 3203N 04631E - 3222N04658E	<u>FL 270</u> FL 160		Contact Baghdad Control prior to entry

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