



BAGHDAD FIR
AERONAUTICAL INFORMATION SERVICE
BAGHDAD INTERNATIONAL AIRPORT
AERONAUTICAL INFORMATION CIRCULAR

Iraq (AIC)
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**IRAQ AIR TRAFFIC MANAGEMENT (ATM) PROCEDURES PERTAINING TO
MILITARY OPERATIONS**

1. Introduction

To safeguard the continued operation of civilian aircraft within the Baghdad (ORBB) FIR from the impact of military activities associated with areas of armed conflict within parts of Iraq, proactive ATM procedures have been instituted by the ICAA.

2. Airspace for Military Use

2.1 Airspace Segregation

Airspaces associated with the military operation, or those airspaces that have been identified as hazardous due to armed conflict, are fully segregated from the normal Air Traffic Service (ATS) airspace system. Air traffic controllers ensure that all commercial and general aviation aircraft do not enter the segregated areas.

There are four types of segregated airspace used for military operations:

2.1.1 Military Operational Areas (MOA)

Airspaces for non-hazardous military activity are defined as MOAs. These airspaces are activated either tactically by military airspace command during the day and/or via notification by NOTAM. Active MOAs are segregated from the normal ATS airspace system and non-participating military, commercial and general aviation flights are kept clear of the active airspace. As the MOA contains non-hazardous activities such as aerial refueling, minimal buffer areas are required. In most cases MOAs in Iraq have an upper limit of FL270 and commercial and general aviation traffic can be accommodated at levels above this without affecting routings.

MOAs and their associated dimensions are published in the Iraqi AIP or via NOTAM.

2.1.2 Restricted areas

Any areas identified by the Iraqi Security Forces (ISF) as posing a risk to commercial or general aviation due to potential armed conflict are promulgated in the Iraqi IAIP as restricted areas. These areas are constantly evaluated and revised via NOTAM action if required. In addition, air traffic controllers continuously liaise with military liaison officers and receive real time information of areas of concern. Restricted areas associated with armed conflict are fully segregated from normal ATS airspace for commercial and general aviation operations. Air traffic controllers will advise crews of any short notice changes and shall ensure that civilian aircraft are provided with instructions to avoid these areas.

2.1.3 Restricted Operational Areas (ROZ)

ROZ are high density military areas where potentially hazardous military operations may occur. All ROZ airspaces are fully segregated from the general ATS airspace classification scheme and all non-participating, commercial and general aviation aircraft are routed clear of the airspace. A ROZ is requested by the military authorities depending on the tactical need of the mission and considering the maximum height and lateral dimensions required for the operation. Buffer areas are included to ensure increased safety for non-participating flights. The buffers applied are larger than those applicable to MOAs.

Due to the critical nature and confidentiality of the mission, ROZ areas are not necessarily published in the IAIP, however all air traffic controllers are fully briefed on the active areas and ensure that all non-participating, commercial and general aviation flights are provided with instructions to avoid the area and their associated buffer zones.

2.1.4 Military Airspace Reservation Areas

Military Airspace Reservation Areas are large portions of airspace that are segregated from the normal ATS airspace system. Military Airspace Reservation Areas are designed with close cooperation with the military authorities for the purpose of connecting applicable Restricted Areas, MOA, ROZ and their associated buffer areas together. A Military Airspace Reservation Area may be established around two or more active airspaces to facilitate the movement of military traffic between such areas thereby minimizing the impact on ATM. Establishing Military Airspace Reservation Areas also increases the buffer areas associated with segregated airspaces.

Military Airspace Reservation Areas are established using principles of Flexible use of Airspace, minimizing the coordination required between military and civilian authorities and providing seamless transition for military flights via established routes or corridors between the different

areas. In some instances additional corridors may be established to accommodate civilian or general aviation operations through non-hazardous portions of the Military Airspace Reservation Areas, minimizing the impact on civilian operations.

2.2 Buffer Areas

Segregated Airspaces are designed after coordination with military authorities and the applicable buffer areas are incorporated into the segregated airspace dimensions. Air traffic controllers also apply a minimum of an additional 2.5NM lateral or 1000ft vertical buffer to the airspace boundary to ensure increased levels of safety.

3. Military Coordination

Close and continuous cooperation exists between the ICAA-ATS, the Iraqi Special Forces and the Coalition Forces operating within Iraq. Liaison officers are located within the Baghdad Air Traffic Control Complex to ensure accurate, real-time coordination is completed and that controllers are aware of the current status of airspaces.

Military traffic transitioning through general use airspace will comply with standard ATC procedures and Rules of the Air.

4. Impact on Commercial and General Aviation

4.1 Cruising Flight Level Allocation

All Commercial and General Aviation jet traffic can expect to be issued cruising levels of FL300 and above whilst transiting the ORBB FIR.

Turboprop and jet traffic requesting cruising levels below FL300 will continue to be safely accommodated at lower levels however may expect re-routing if operating in the vicinity of segregated areas.

4.2 Routes and fuel planning

Pilots may expect re-routing instructions at short notice due to military airspace requirements. Alternative non-standard departure/arrival instructions and radar vectors around military areas can be expected. Pilots should plan sufficient fuel for such re-routings which may require additional tracks of up to 50nm in exceptional circumstances.

Crews should expect to comply with the published ATS route structure unless otherwise advised by ATC.

5. Conclusion

Commercial and General Aviation operations continue to be safely accommodated within ORBB FIR with minimal impact due to the armed conflict. Military operations are integrated into the ATM system and civilian operations are taken into account when preparing military missions. High-density and hazardous military operations are fully confined to segregated airspace. Close coordination between military and civilian authorities ensures the seamless and safe provision of Air Traffic Services within Baghdad FIR. Pilots will be provided with information regarding any relevant military airspace restrictions and applicable instructions are issued to ensure that such airspace is avoided by all civilian and general aviation operations.

For queries contact

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