



EFFECTIVE DATE: 02 February 2017

TEMPORARY CHANGES AND RESTRICTIONS WITHIN BAGHDAD FIR

1. INTRODUCTION

- 1.1 The purpose of this AIP Supplement is to provide details on temporary changes and restrictions within Baghdad FIR due to ongoing military operations.
- 1.2 This supplement replaces AIRAC AIP SUP 03/2016.
- 1.3 In addition to the NOTAM incorporated in AIRAC AIP SUP 03/2016, this supplement incorporates the following NOTAM: A0251/16, A0263/16, A0264/16, A0266/16, A0269/16, A0283/16, A0284/16, A0302/16, A0303/16, A0304/16, A0344/16 and A0366/16.

2. GEN 3.4 COMMUNICATION SERVICES

- 2.1 There is limited radio coverage on G202 and L200 west of a North-South line, 30NM west of GIBUX. Aircraft within Baghdad FIR and west of this line should monitor 129.1 MHZ and try to establish radio communication every 5 minutes.

3. ENR 1.10 FLIGHT PLANNING

- 3.1 Aircraft leaving BAGHDAD FIR to ANKARA FIR via NINVA may expect to cross NINVA at or above FL320. If unable, pilots should advise ATC.
- 3.2 Aircraft entering BAGHDAD FIR via NINVA shall FPL as follows:
 - 3.2.1 Overflights: NINVA DCT SUL DCT UKMUG UM688 SIDAD FPR
 - 3.2.2 ORER arrivals: NINVA DCT ROXOP DCT
 - 3.2.3 ORSU arrivals: NINVA DCT SUL DCT
 - 3.2.4 ORBI arrivals: NINVA DCT SUL DCT UKMUG VAXEN DCT
 - 3.2.5 ORNI arrivals: NINVA DCT SUL DCT UKMUG VAXEN Z431 LOVEK DCT
 - 3.2.6 ORMM arrivals: NINVA DCT SUL DCT UKMUG UM688 PEBAD DCT.
- 3.3 All IFR departures from ORER exiting BAGHDAD FIR via NINVA shall FPL to route via ROXOP DCT NINVA.
- 3.4 All IFR departures from ORER routing southbound shall FPL to route DCT SUL DCT UKMUG FPR, or DCT SUL DCT DAVAS FPR.

4. ENR 3.3 AREA NAVIGATION (RNAV) ROUTES

- 4.1 Due to the establishment of restricted airspace, the ATS route UM860 between SEPTU and FIR BDRY (KABAN) is temporarily suspended. New route for flight planning: SEPTU DCT RIDIP DCT RER DCT NINVA.
- 4.2 Due to the establishment of restricted airspace, the ATS route UM688 between NINVA and UKMUG is temporarily suspended.
- 4.3 For flight planning purposes, ATS route UP975 is not available between SIDNA and MUTAG.
- 4.4 Lower limit of Class E levels on G202, segment MODIK – LAGLO, raised from FL160 to FL210, as shown below:

Route designator (RNP/RNAV) Name of significant points Coordinates	Way-point IDENT of VOR/DME BRG & DIST ELEV DME Antenna	Geodesic DIST NM	Upper limit Lower limit Airspace classification	Direction of cruising levels		Remarks Controlling unit channel Logon address			
				Odd	Even				
1	2	3	4	5		6			
G202 (RNAV 5) ▲FIR BDRY (MODIK) N332806 E0390100 △RAPLU N332300 E0414530 △PUSTO N332100E0424500 △DELMI N331918 E0431328 ▲LAGLO N331539 E0441457 △ITOVA N331951 E0444129 △SINKA N332137 E0444753 ▲ FIR BDRY (RAGET) N333048 E0455348	NIL	137.8	FL 460 FL 235 Class A	↓		For continuation see AIP Syria			
	NIL	49.9							
	NIL	23.9	FL 235 FL 210 Class E						
	NIL	51.7							
	NIL	22.6	FL 460 FL 235 Class A						
	NIL	5.6							
	NIL	55.9	FL 235 FL 160 Class E						
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									For continuation see AIP Iran

4.5 Lower limit of Class E levels on L200 raised from FL160 to FL210, as shown below:

Route designator (RNP/RNAV) Name of significant points Coordinates	Way-point IDENT of VOR/DME BRG & DIST ELEV DME Antenna	Geodesic DIST NM	Upper limit Lower limit Airspace classification	Direction of cruising levels		Remarks Controlling unit channel Logon address
				Odd	Even	
1	2	3	4	5		6
L200 (RNAV 5) ▲FIR BDRY (PASIP) N330600 E0385600 △GIBUX N330500 E0411100 △SIGBI N330200 E0422000 ▲SILBO N325900 E0432900						For continuation see AIP Syria
	NIL	113.4	FL 460 FL 235	↓		Baghdad ACC South channel: 123.000 126.200
	NIL	58.1	Class A			
	NIL	58.1	FL 235 FL 210			Baghdad APP Baghdad Sector channel: 122.400 128.200
	NIL		Class E		↑	

5. ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS.

5.1 Several restricted areas are established at the following locations:

Area	Lateral Limits	Lower Limits Upper Limits	Remarks
OR/R 504	3554N 04346E – 3500N 04416E – 3435N 04327E – 3515N 04331E – 3554N 04346E	<u>FL320</u> SFC	Active H24
OR/R 601	3653N 04237E – 3639N 04316E – 3634N 04323E – 3554N 04346E – 3515N 04331E – 3653N 04237E	<u>FL320</u> SFC	Active H24
OR/R 602	3653N 04237E – 3653N 04317E – 3637N 04332E – 3614N 04344E – 3554N 04346E – 3634N 04323E – 3639N 04316E – 3653N 04237E	<u>FL270</u> SFC	Active H24
OR/R 701	3708N 04228E – 3515N 04331E – 3435N 04327E – 3334N 04142E – 3338N 03920E then along the border with DAMASCUS FIR to a point	<u>FL460</u> SFC	Active H24

	of coordinates 3708N 04228E		
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5.2 A danger area containing UAV activity is established at the following location:

Area	Lateral Limits	<u>Lower Limits</u> <u>Upper Limits</u>	Remarks
OR/D 001 Rumaila	3046N 04714E – 3046N 04725E – 3026N 04725E – 3006N 04729E – 3006N 04720E – 3024N 04713E – 3046N 04714E	<u>2 000FT AMSL</u> <u>500FT AMSL</u>	Active H24

6. AD 2.1 AERODROMES

6.1 Baghdad International Airport (ORBI)

6.1.1 Aerodrome Obstacles

6.1.1.1 A tethered aerostat is in operation on the western side of RWY33L/15R at 33°15'22.26"N 044°12'54.77"E, with a height of 1 000 FT. The aerostat is lit at night but the cables are not marked.

6.1.1.2 When the aerostat is in operation VOR/DME APP RWY 33R, VOR/DME APP RWY 15L, RNAV 15R, RNAV 33L, and CIRCLING APP are not authorized. Approaches are available with 20 minutes prior notification, the time required to lower the aerostat.

6.1.1.3 When the aerostat is in operation, ILS or LOC DME APP RWY33R minima is increased to 600 FT.

6.1.1.4 When the aerostat is in operation, unless able to maintain own obstacle clearance, amend departure procedures as follows:

- a) RWY15 – Climb on track 146° to 1 300FT AGL before proceeding on course.
- b) RWY33 – Climb on track 326° to 1 300FT AGL before proceeding on course.

6.1.1.5 The aerostat is in operation H24, unless notified by ATIS.

6.1.2 Approach and Runway Lighting

6.1.2.1 Lighting for RWY33L/15R is not operating at full intensity. During night or IMC, RWY33L/15R is available for military operations only. Military pilots shall inform ATC if able to use RWY33L/15R at night or in IMC and such operations shall be conducted at pilot's discretion.

6.1.3 Missed Approach Procedures RWY15R/L and RWY33R/L

6.1.3.1 Due to operational restrictions, the published missed approaches for Baghdad RWY 15 R/L (JILTU and DATUK) and RWY 33 R/L (JILTU and NORSU) are withdrawn.

6.1.3.2 New alternate missed approach procedures are established as follows:

- a) RWY 15 R/L - proceed direct SEBIE climbing to 5 000 FT. Expect radar vectors.
- b) RWY 33 R/L - climb on track 326° to 1 800 FT then turn right and establish RDL 360 BGD VOR/DME outbound, climbing to 5 000 FT. Cross 7.0 DME BGD above 1 800 FT. Expect radar vectors.

6.2 Erbil International Airport (ORER)

6.2.1 Flight Procedures

6.2.1.1 Initial approach fix LAVEN suspended.

6.3 Mosul International Airport (ORBM)

6.3.1 For security reasons Mosul International Airport is closed.

7. VALIDITY AND CHANGES

7.1 This AIP Supplement is valid from 0000 UTC on 02 FEB 2017 until 2359 UTC on 19 JUL 2017.