



EFFECTIVE DATE: 23 June 2016

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 A01/2016.
- 1.3 AIRAC AIP SUP 01/2016 incorporates the following NOTAM: A0207/15, A0403/15, A0414/15, A0430/15, A0431/15, A0432/15, A0433/15, A0434/15, A0435/15, A0441/15, A0442/15, A0443/15, A0444/15, and A0445/15.
- 1.4 AIRAC AIP SUP 02/2016 incorporates two further NOTAM: A0085/16 and A0086/16.

2. GEN 3.4 COMMUNICATION SERVICES

- 2.1 Radio coverage in the western part of ORBB FIR affecting ATS Routes G202 and L200
 - 2.1.1 There is limited radio coverage on G202 and L200 west of a North-South line, 30NM west of GIBUX. Aircraft within ORBB and west of this line should monitor 129.1 MHZ and try to establish radio communication every 5 minutes.

3. ENR 3.3 AREA NAVIGATION (RNAV) ROUTES – ATS Route UP975.

- 3.1 For flight planning purposes, ATS Route UP975 is not available between SIDNA and MUTAG.

4. ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS.

- 4.1 Restricted Areas have been established for military operations at the following locations:

Area	Lateral Limits	<u>Lower Limits</u> <u>Upper Limits</u>	Remarks
OR/R 504 Tikrit	20NM radius centred on 3510N 04344E	<u>14 000 FT AMSL</u> GND	Active H24
OR/R 601 Mosul	15NM radius centred on 3618N 04309E	<u>14 000 FT AMSL</u> GND	Active H24

4.2 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 04717E - 3046N 04725E - 3026N 04725E - 3006N 04729E - 3006N 04720E - 3024N 04713E - 3046N 04714E	<u>2 000FT AMSL</u> 500FT AMSL	Active H24

5. AD 2.1 AERODROMES

5.1 ORBM

5.1.1 For security reasons Mosul International Airport is closed.

5.2 ORBI

5.2.1 ORBI Approach and Runway Lighting

5.2.1.1 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.

5.2.2 ORBI Aerodrome Obstacles

5.2.2.1 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.

5.2.2.2 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.

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

5.2.2.4 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.

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

5.2.3 ORBI Missed Approach Procedures RWY15R/L and RWY33R/L

5.2.3.1 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.

5.2.3.2 New alternate missed approach procedures are established as follows:

- a. RWY 15 R/L - proceed direct SEBIE climbing to 5000 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. VALIDITY AND CHANGES

6.1 This AIP Supplement is valid from 0000 UTC on 23 JUN 2016 until 2359 UTC on 07 DEC 2016. Any changes to this AIP Supplement shall be published by NOTAM.