



EFFECTIVE DATE: 04 February 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 AIP Supplement replaces information contained in 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.

2 ENR 1.8 Regional Supplementary Procedures

- 2.1 **Radio Coverage in the western half of ORBB FIR affecting ATS Routes G202 and L200**
- 2.2 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 plan 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	Upper Limits	Remarks
		Lower Limits	
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>Upper Limit</u> Lower Limit	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

5.2.2 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.

5.2.3 ORBI Aerodrome Obstacles

5.2.4 A tethered aerostat in operation on the western side of RWY33L/15R at 3315.371N 04412.9129E (33°15'22.26"N 044°12'54.77"E) from GND to 1 000 FT. The aerostat is lit at night but the cables are not marked.

5.2.5 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 the lower aerostat.

5.2.6 When the aerostat is in operation ORBI STA ILS or LOC DME 33R minima increased to 600FT.

5.2.7 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.

5.2.8 The aerostat is H24 operation unless notified by ATIS.

5.2.9 **ORBI Missed Approach Procedures RWY15R/L and RWY33R/L**

5.2.10 JILTU not available due military operations. Amend Missed Approach Procedures for all published instrument approaches as follows:

- a. RWY15R/L –After MAPt proceed direct SEBIE, climb 5 000FT and expect radar vectors.
- b. RWY33R/L - After MAPt proceed on R345 BGD, climb 5000FT and on passing 2300FT turn right direct PUTSI. Expect radar vectors.

6 CANCELLATION

6.1 This AIP SUP is valid from 0001 UTC on 04 FEB 2016 until 2359 UTC on 07 DEC 2016. Any changes to this AIP Supplement shall be published by NOTAM.