



BAGHDAD FIR
AERONAUTICAL INFORMATION SERVICE
BAGHDAD INTERNATIONAL AIRPORT
AERONAUTICAL INFORMATION CIRCULAR

P.O.BOX 55103

Iraq (AIC)

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ICAO CONFLICT ZONE INFORMATION REPOSITORY

IRAQ – BAGHDAD (ORBB) FIR

1. Introduction

The State of Iraq recognizes the actions of ICAO in establishing a repository to disseminate information on potential risks to civil aviation arising from conflict zones. The Iraqi Civil Aviation Authority (ICAA), in close cooperation with military authorities continue to take proactive measures to safeguard the continued operation of civilian aircraft from military activities associated with areas of armed conflicts within certain parts of Iraq.

This AIC should be read in conjunction with Iraq AIC 03/14 published 8 October 2014.

2. Airspace associated with Conflict Zones

Proactive measures have been implemented by the ICAA-ATS, to establish fully segregated airspace with applicable buffer zones around areas that may be potentially hazardous to civilian aviation. The level of military activity that occurs within each of these segregated areas determines the classification of the area as described in AIC 03/14. Within the ORBB FIR restricted areas associated with known Conflict Zones are published in the Iraqi AIP, or via AIP Supplement and NOTAM. After close liaison with the military, segregated airspace may be established that encompasses the restricted areas, relevant buffer zones as well as airspace for military flying operations associated with the areas around conflict zones. This segregated airspace is published by AIP Supplement or NOTAM and amended tactically as required.

The segregated airspace is designed to allow for maximum use of airspace by military aircraft with minimal impact on ATC operations and therefore usually larger than the conflict zone itself. Where possible, military holding and transition areas are included within the segregated airspace.

3. ATS Routes

Where a segment of an ATS Route is not available due to the close proximity of the route to segregated airspace, operators will be notified of such closure and any alternate routing requirements by NOTAM or AIP Supplement.

4. Civilian Flights

Civilian flights continue to operate safely within the ORBB FIR utilising normal ATS Procedures. Processes have been implemented within Baghdad ATS to ensure that civilian flights are kept clear of the segregated airspace and to ensure that civilian aircraft do not overfly areas where high density or potentially hazardous military operations could occur (ROZ).

5. Contingencies Relating to Airborne Emergencies

In the event that an airborne emergency requires an aircraft to deviate from its assigned routing or level, crews would be expected to comply with normal emergency procedures, however as far as practical, crews should avoid entering published prohibited, restricted or segregated areas. In the event that, due to the safe operation of the aircraft, it is inevitable that such airspaces will be inadvertently penetrated, the controller shall advise the crew on the nature of the operations, as well as other relevant information of the airspace being penetrated.

6. Special Handling

Requests for special handling procedures for aircraft arriving or departing from aerodromes within Iraq may be authorised by the ICAA-ATS. Operators requiring special handling procedures are requested to contact the ICAA ATS department on atc.iraqcaa@yahoo.com for authorisation. Special authorisations may be approved subject to safety and operational considerations. To allow for adequate ATC training requests for special handling should, as far as possible, be made in advance to commencing operations.

7. Conclusion

The provision of a safe, orderly and expeditious Air Traffic System continues to be maintained within the State of Iraq. Proactive measures have been established by ICAA-ATS in close coordination with military authorities to fully segregate airspace that may be associated with areas of armed conflict.

Civilian aircraft continue to operate safely within Iraq and established ATS procedures ensure that such flights remain clear of segregated airspace. To further safeguard civilian flights close coordination exists between military authorities and Air Traffic Services allowing direct liaison between these entities with the capability to rapidly assess airspace requirements.

The state of Iraq therefore objects to information deposited in the ICAO Conflict Zone Repository by other states, stating that operations within the ORBB FIR are unsafe.

Civilian aircraft may continue to operate safely within the Baghdad FIR provided their operations remain clear of segregated airspace.

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