IRAQ AERONAUTICAL INFORMATION PUBLICATION (AIP)

ARRANGEMENTS AND PROCEDURES FOR FLIGHT OPERATIONS IN IRAQ AIRSPACE

1. The Combined Forces Air Component Commander (CFACC) is the Airspace Control Authority (ACA) for Iraq and the Baghdad FIR. Although the transition to transferring the approval process to the Iraq Civil Aviation Authority (ICAA) is underway, all aircraft require ACA approval to land at or depart from an aerodrome within, or to overfly, the Baghdad FIR. Such approval is to be obtained by contacting the Regional Air Movement Control Center (RAMCC) Iraq via the procedures described in AIP GEN 1.2.

2. The Iraq AIP is formatted in accordance with Annex 14 to the Convention on International Civil Aviation. The procedures contained in this AIP are designed for the safety of all aircraft flying in the Baghdad FIR, particularly humanitarian aid (HA) flights carried out by the United Nations, Non-Governmental Organizations (NGOs), other International Organizations (IOs), military flights and authorized civilian and State flights. Operators must review Notice to Airmen (NOTAMs) regularly for changes affecting the information in this document.

3. Operators organizing and/or conducting flights in the Baghdad FIR must comply with all regulations specified in Iraq AIP. Particular attention should be paid to the following AIP entries:

Baghdad Flight Information Region (FIR) Control Authority	GEN 1.2
Risks to Flight and Compliance with These Procedure	GEN 1.2.2.1
Transponder Codes	GEN 1.2.2.2
Prior Permission Required (PPR) Procedures	GEN1.2.5
Required Navigation Performance Criteria	GEN 1.5.2
NOTAM Information	GEN 3.1.3.5.1
Meteorological Information	GEN 3.5.3
Emergencies and Search and Rescue (SAR)	GEN 3.6
Flight Rules	ENR 1.1.4.1
Restrictions to Civil Aircraft Operations	ENR 1.1.4.5
Terminal Air Traffic Control	ENR 1.1.5
Airspace Classification	ENR 1.4
Radio and Radar Failure procedures	ENR 1.6.3
Altimeter Setting Procedures	ENR 1.7
Separation	ENR 1.8.2
International Agreements	ENR 1.8.3
Flight Planning	ENR 1.10
Intercept Procedures	ENR 1.12.1
Air Traffic Incidents	ENR 1.14.1
Route Descriptions	ENR 3.3
Mandatory Routing	ENR 3.5.1
Enroute Holding Procedures	ENR 3.6
Activities of a Dangerous Nature and Other Potential Hazards	ENR 5.3
Airport Information	AD 2.1

IRAQ AERONAUTICAL INFORMATION PUBLICATION (AIP)

SUMMARY OF CHANGES

1. The following table provides a summary of notable or significant changes. Changes correcting spelling mistakes, syntax errors and formatting errors are not listed.

2. This Summary of Changes is made with all due care but should not be used exclusively or without reference to the AIP. Moreover, this Summary of Changes is provided only to assist with the effective use and maintenance of the Iraq AIP and is not an authoritative document in its own right.

Paragraph / Page	Description of Change
ENR Section 2.1.3	Control zones placed in alphabetical order. Content unchanged.
GEN 2.5	Corrected latitude and longitude format and fixed typographical error.
ENR para 1.7.1.6	Added QNH settings for transition level (NOTAM A1130/07)
ENR 5.1-2	R303 and R304 Restricted Areas updated.
AD 2.1-137	ORUB contact details updated.
AD 2.1-36	ORDB MAAS distances updated.
AD 2.1-17	ORBI entry multiple updates.
ENR 1.8-2	L200 Jordanian altitude requirements updated.
ENR 1.8-3	Reference to Airway UB402 deleted.

LIST OF NOTAMS INCORPORATED INTO THIS EDITION

ORAA A0076/07	AD 2.1-7
ORBI A2383/06	AD 2.1-17
ORBI A2820/06	AD 2.1-27
ORBI A0329/07	AD 2.1-28
ORBI A0509/07	AD 2.1-29
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ORBI A0796/07	AD 2.1-29
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ORSH A0431/07	AD 2.1-104
ORSH A0694/07	AD 2.1-103
ORSU A2343/05	AD 2.1-105
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ORTL A0822/07	AD 2.1-126
ORUB A0452/07	AD 2.1-138
ORBB A1074/07	AD 2.1-65
ORBB A1078/07	ENR 2.1-11
ORBB A1106/07	AD 2.1-64
ORBB A1107/07	ENR 2.1-6
ORBB A1108/07	ENR 1.1-2
ORBB A1109/07	AD 2.1-95
ORBB A1110/07	AD 2.1-117
ORBB A1113/07	AD 2.1-139

جمهوريـــة العـــراق

دليـــل الطيـــران العراقـــي

REPUBLIC OF IRAQ
AERONAUTICAL INFORMATION PUBLICATION
(AIP)

TWENTY SIXTH EDITION

Effective 02 AUG 2007

CONSULT NOTAMs FOR LATEST INFORMATION

Changes and Amendments in red and side barred.

Deletions denoted by bolded D in side bar; e.g.

D

IRAQ CIVIL AVIATION AUTHORITY

PART 1
GENERAL (GEN)

PART 1 – GENERAL (GEN)

GEN 0.1 PREFACE

0.1.1 Name of publishing authority. The Iraq AIP is published by the Combined Airspace Planning Group (CAPG) on behalf of the Airspace Controlling Authority (ACA) and the Iraq Civil Aviation Authority (ICAA)

0.1.2 Applicable ICAO documents. The AIP is prepared in accordance with the Standards and Recommended Practices (SARPS) of Annex 15 to the Convention on International Civil Aviation and the Aeronautical Information Services Manual (ICAO Doc 8126) and Annex 14 to the Convention on International Civil Aviation. Charts contained in the AIP are produced in accordance with Annex 4 to the Convention on International Civil Aviation and the Aeronautical Chart Manual (ICAO Doc 8697). Differences from ICAO Standards, Recommended Practices and Procedures are detailed in subsection GEN 1.7.

0.1.3 The AIP structure and established regular amendment interval

0.1.3.1 The AIP forms part of the Integrated Aeronautical Information Package, details of which are given in Subsection GEN 3.1. The principal AIP structure is shown in graphic form on page GEN 0.1-4. The AIP consists of three parts; General (GEN), En-route (ENR) and Aerodromes (AD). Each part is divided into sections and subsections, as applicable.

Part 1 – General (GEN)

Part 1 consists of five sections containing information as briefly described below.

GEN 0 Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP Pages; List of Hand Amendments to the AIP; and Table of Contents to Part 1.

GEN 1 National Regulations and Requirements - Designated authorities; Entry; Transit and Departure of Aircraft; Transit and Departure of Passengers and Crew; Entry, Transit and Departure of Cargo; Aircraft Instruments, Equipment and Flight Documents; Summary of National Regulations and International Agreements/Conventions; and Differences from ICAO Standards, Recommended Practices and Procedures.

GEN 2 Tables and Codes - Measuring System, Aircraft Markings and Holidays; Abbreviations used in AIP; Chart Symbols; Location Indicators; List of Radio Navigation Aids; Conversion Tables; and Sunrise/Sunset Tables.

GEN 3 Services – Aeronautical Information Services; Aeronautical Charts; Air Traffic Services; Communication Services; Meteorological Services; and Search and Rescue.

GEN 4 Fees and Charges.

Part 2 – En-route (ENR)

Part 2 consists of seven sections containing information as briefly describe below.

ENR 0 Preface; Record of AIP Amendment; Record of AIP Supplements; Checklist of AIP Pages; List of Hand Amendments to the AIP; and the Table of Contents to Part 2.

ENR 1 General Rules and Procedures - General Rules; Instrument Flight Rules; ATS Airspace Classification; Holding; Approach and Departure Procedures; Radar Services and Procedures; Altimeter Setting Procedure; Regional Supplementary Procedures; Air Traffic Flow Management; Flight Planning; Addressing Of Flight Plan Message; Interception Of Civil Aircraft; Unlawful Interference and Air Traffic Incidents.

ENR 2 Air Traffic Services (ATS) Airspace - Detailed Description of Flight Information Regions (FIR) and Terminal Control Areas (TMA).

ENR 3 ATS Routes.

ENR 4 Radio Navigation Routes Aids/Systems - Radio Navigation Aids - En-Route; Name-Code Designators for Significant Points; and Aeronautical Ground Lights - En-Route.

ENR 5 Navigation Warnings - Prohibited, Restricted and Danger Areas.

ENR 6 En-Route Charts - En-route Chart – ICAO and Index Charts.

Part 3 – Aerodromes (AD)

Part 3 consists of three sections containing information as briefly described below.

AD 0 Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP Pages; List of Hand Amendments to the AIP; and the Table of Contents to Part 3.

AD 1 Introduction - Aerodrome Availability; Rescue and Fire Fighting Services; and Index to Aerodromes.

AD 2 Detailed Information about Aerodromes.

0.1.3.2 Regular Amendment Interval. Amendments to the AIP will be promulgated each 56 days by way of a complete AIP amendment, i.e. a full edition issue. Immediate advice of errors and their correction will be made by way of a Baghdad FIR NOTAM.

0.1.3.3 **Advice of AIP errors or omissions.** In the compilation of the AIP, care has been taken to ensure that the information contained therein is accurate and complete. Any errors and omissions, which may nevertheless be detected, as well as any correspondence concerning the publications mentioned in this preface, should be referred to the responsible authority annotated below;

a. **Airspace**, Iraq AIP Development on e-mail **iraq.aip.dev@auab.centaf.af.mil**.

b. **Military Aerodromes**, Iraq AIP Development on e-mail **iraq.aip.dev@auab.centaf.af.mil.**

c. **Civil Aerodromes,** Iraq Civil Aviation Authority (ICAA), telephone + 964 7905 319779, e-mail icaaops_fltops**@yahoo.com**

d. **Combined Military/Civil Aerodromes**, Iraq AIP Development on e-mail **iraq.aip.dev@auab.centaf.af.mil** and Iraq Civil Aviation Authority (ICAA)

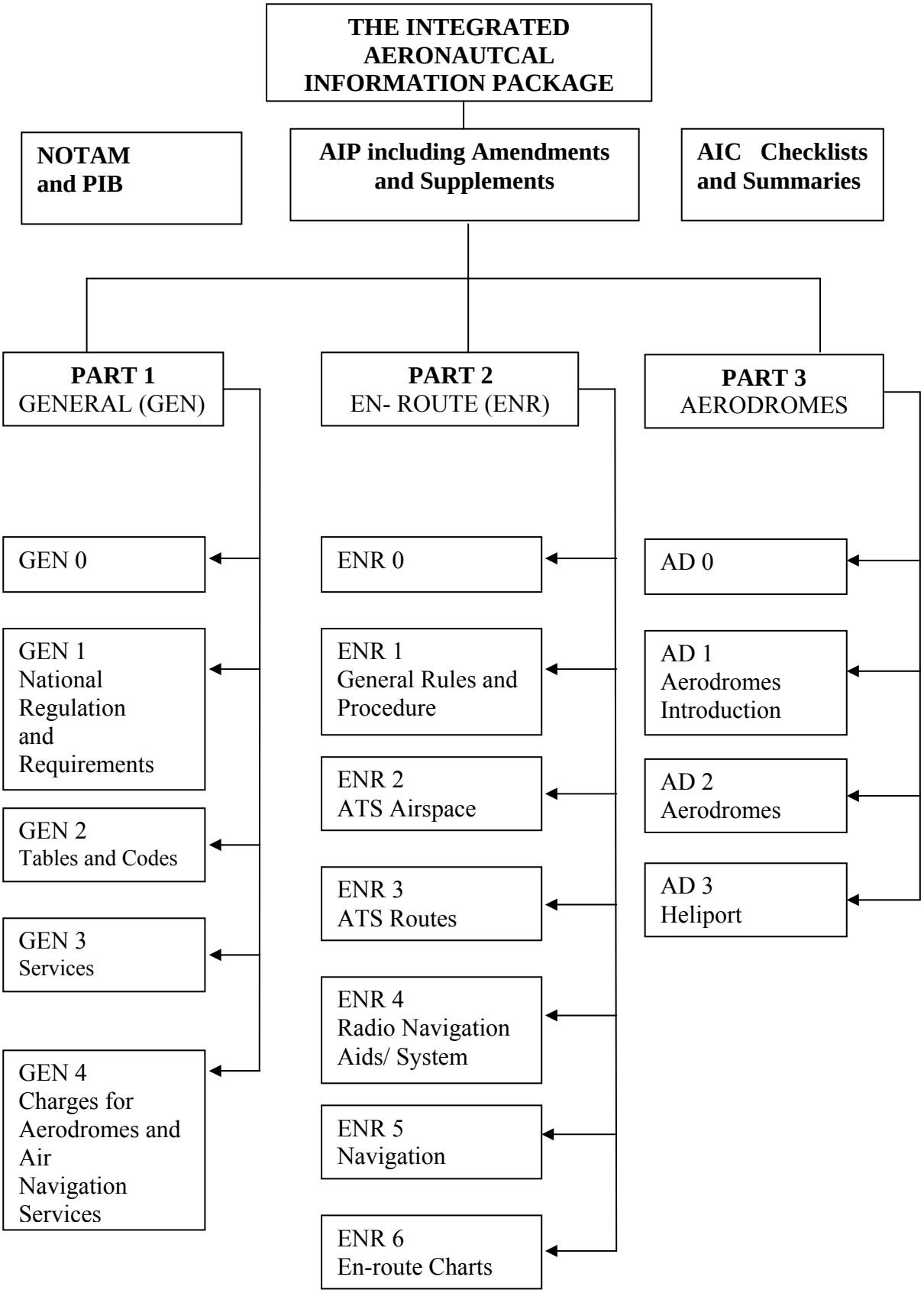
The nominated authorities above are responsible for the accuracy of the information supplied to Civil Airspace Planning Cell (CAP), the publication custodian.

0.1.3.4 **Requests for additions or variations.** In order to ensure that the information contained in the AIP is as accurate as possible, and that all procedures, facilities and services are duly certified and/or authorized, requests for amendments to the AIP will not be accepted directly from service providers or airport representatives. Requests for additions or variations should be forwarded to the appropriate address/es as per advice of errors and omissions. Service providers should make all requests through the relevant airport management.

0.1.3.5 The CAP has responsibility for maintaining the AIP on behalf of the ACA, but is not itself a regulatory body. It has no power to decide policy, regulation or practice. It merely reflects in the AIP the decisions and policies of the ACA, who consults with ICAA. Therefore any requests for inclusion from military agencies will need to be processed through the normal military aviation approval processes. Requests from civil agencies need to be firsly approved by ICAA, and then need concurrence by the ACA. It is in the interest of civil agencies to ensure that the Iraq AIP Development cell is kept informed of all approvals from ICAA to ensure that the ACA consideration process runs smoothly.

0.1.3.6 **Calling DSN phone numbers listed in the AIP.** To call a military airfield that has a DSN number listed in the AD section call commercial +974-458-9555. You will hear “You have reached Al Udeid Airbase, at the tone, please enter the 7 digit extension of the party you wish to reach or 0.” You will hear a dial tone. At the dial tone, enter the seven digit number as listed in the AIP.

0.1.3.7 **Calling Synergie Red numbers listed in AIP.** To call a military airfield that has a Synergie Red number listed in the AD section call commercial +44 (0)207 218 9000. You will be connected with the British Minsitry of Defence operator. Ask them to connect you to the number listed in the AIP.


THE INTEGRATED AERONAUTCAL INFORMATION PACKAGE
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AIC Checklists and Summaries
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PART 2 EN- ROUTE (ENR)
PART 3 AERODROMES
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GEN 1 National Regulation and Requirements
GEN 2 Tables and Codes
GEN 3 Services
GEN 4 Charges for Aerodromes and Air Navigation Services
ENR 0
ENR 1 General Rules and Procedure
ENR 2 ATS Airspace
ENR 3 ATS Routes
ENR 4 Radio Navigation Aids/ System
ENR 5 Navigation
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GEN 0.2 RECORD OF AIP AMENDMENTS

FULL EDITION AIP				AIP AMENDMENT			
Edition No.	Effective date	Date inserted	Inserted by	Serial No.	Effective date	Date inserted	Inserted by
ED18	11 MAY 06						
ED19	6 JUL 06						
ED20	31AUG 06						
ED21	26 OCT 06						
ED22	28 DEC 06						
ED23	15 FEB 07						
ED24	12 APR 07						
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GEN 0.3 RECORD OF AIP SUPPLEMENTS

Serial No.	Subject	Section(s) affected	Period of validity	Cancellation record

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GEN 0.5 LIST OF HAND AMENDMENTS TO THE AIP

Section or page affected	Amendment Text	Introduced by AIP AMDT Serial No.

GEN 0.6 TABLE OF CONTENTS TO PART 1

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GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

1.1.1 Introduction

1.1.1.1 The requirement, for entry, transit and departure of aircraft engaged in international flights and the procedures for clearance of these aircraft at designated airports in Iraq is given for the information and guidance of operators conducting international flights.

1.1.1.2 The Iraq Civil Aviation Authority (ICAA) is the agency responsible for Iraq's obligations under the provisions of Annex 9 (Facilitation) of the Chicago Convention. The ICAA is responsible for coordinating with other Iraq agencies for the development and implementation of policy and coordination of ICAO matters.

1.1.1.3 The addresses of the designated authorities concerned with facilitation of international air navigation are as follows:

a. **Iraq Civil Aviation Authority:**

Director General
Iraq Civil Aviation Authority
Baghdad International Airport
Baghdad – Republic of IRAQ

AFTN address: ORBIYAYX or ORBIZGZX
Telephone: +964 790 531 9779
E-Mail: icaaops_fltops@yahoo.com

Telex and P.O. Box will be advised by NOTAM once available

b. **Meteorology:**

The Iraqi Meteorological Organization
Meteorological Office Section
Baghdad International Airport
Baghdad - Republic of IRAQ

Telephone, Telex and P.O. Box will be advised by NOTAM once available

c. **Agricultural and Quarantine:**

Ministry of Agriculture
ANDULUS Square
Near ALSADER HOTEL
Baghdad – Republic of IRAQ

Telephone, Telex and P.O. Box will be advised by NOTAM once available

Note: Addresses, phone numbers, and contact information of related authorities within AIP are yet to be determined. All aviation related enquiries should be addressed to ICAA staff at Baghdad International Airport until further notice.

GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

1.2.1 General

1.2.1.1 On behalf of the Republic of Iraq the Combined Forces Air Component Commander (CFACC) is the Airspace Control Authority (ACA) for Iraq and the Baghdad FIR, effective from 19 March 2003 until further notice. The procedures for flight operations detailed here are mandatory for all aircraft operators authorized to fly in the Baghdad FIR.

1.2.1.2 The ICAA, through the ACA, has responsibility for all operational and safety matters relating to civil aviation into, within and from Iraqi territory. International flights into, from or over Iraqi territory shall be subject to the current Iraqi regulations relating to civil aviation. These regulations correspond in all essentials to the Standards and Recommended Practices (SARP) contained in Annex 9 to the Convention on International Civil Aviation. Under no circumstances should an aircraft attempt to overfly or enter Iraq without first having obtained the necessary permission.

1.2.1.3 The approving authority for flights intending to overfly, land, or depart from an aerodrome within the Baghdad FIR, is the ICAA. All aircraft require ICAA approval as well as deconfliction by the ACA to land, depart, and overfly Iraq. To accomplish this, all carriers will contact the ICAA directly before coordination with the RAMCC for overflight, takeoff and landing contact information. The carrier will then provide any documentation required by the ICAA to obtain approval. All company information shall be submitted to the ICAA at least seven days prior to the commencement of the first intended flight, or at least 15 days when such a request is submitted through diplomatic channels. Once carriers are approved by the ICAA, RAMCC is responsible for processing overflights as well as takeoff and landings at ICAA approved aerodromes. Requests for civil flights operating in the Baghdad FIR shall be submitted to RAMCC giving details of the proposed flight, and if required will provide written proof of ICAA approval when submitting Overflight or Landing Request Forms. RAMCC operating hours are 0300 - 2100 Z daily. Request forms and after hours contact information may be found on the RAMCC website at http://ramcc.dtic.mil Once requests for overflights, takeoffs and landings are approved, RAMCC will assign a Mode 3/A transponder code (valid for the 24 hour period 0000-2359 Z) to aircraft operators and/or aircraft dispatchers. Changes in flight itinerary that will deviate from the assigned UTC date must be coordinated with the RAMCC. RAMCC Iraq can be contacted via:

RAMCC Iraq Mobile Phone:	+974 589 2695
RAMCC Iraq Landing Commercial Phone:	+974 (QATAR) 458 9555 ext 436-5184/7
DSN Phone:	436 5184 or 5187
E-Mail:	ramcc.iraq@auab.centaf.af.mil
RAMCC Iraq Overflights Commercial Phone:	+974 (QATAR) 458 9555 ext 436-2671
DSN Phone:	436 2671
E-Mail:	ramcc.overfly.iraq@auab.centaf.af.mil
RAMCC Iraq Commercial Fax:	+974 (QATAR) 432 7382
RAMCC Web address: http://ramcc.dtic.mil	

1.2.1.4 The ICAA will resolve all questions that may arise as to whether or not an operator is approved to operate in the Baghdad FIR. The contact numbers for ICAA representatives are:

ICAA Aviation Adviser Work Phone	+964 790 531 9779
Mobile Phone	0 + 1 + 914 360 7755
E-mail	icaaops_fltops@yahoo.com

1.2.2 Risks to Flight and Compliance with These Procedures.

1.2.2.1 All operators are advised that non-military operations could be at significant risk because of terrorist and criminal activities and ongoing military operations countering those activities in Iraq. Operators that undertake flights within the Baghdad FIR shall do so at their own risk. Reference AIP section ENR 5.3-1 for more specific threat information. Compliance with AIP procedures is mandatory; safety of aircraft operating in the Baghdad FIR requires strict adherence to AIP procedures. Operators should review NOTAMs regularly for any changes that may affect the information contained within this document.

1.2.2.2 All aircraft operators shall comply strictly with the provisions of the permission granted for their aircraft and shall adhere to the international designated air routes. Failure to comply with the procedures in this AIP may result in interception by armed coalition fighter aircraft. Aircraft operators must be familiar with, and follow, international intercept procedures contained in Annex 2, Rules of the Air, to the Chicago Convention, paragraph 3.8 and Appendix 2, Sections 2 and 3. Pilots are to continuously monitor the VHF emergency FREQ (121.5 MHz) and operate their transponder at all times during flight, ensuring that the transponder is set on the correct code assigned by RAMCC. ACA reserves the right to deny aircraft with inoperable transponders access to the Baghdad FIR. Aircraft operating within the Baghdad FIR may also be instructed to deviate from their flight planned route due to temporary flight restrictions imposed by ACA.

1.2.3 General Civil Flight Procedures.

1.2.3.1 Overflights

1.2.3.1.1 Only civil operators and state flights approved by the ICAA are authorized to overfly Iraqi airspace. Coalition military flights are authorized by the CFACC via the Air Tasking Order (ATO). A RAMCC assigned Mode 3/A transponder code indicates ICAA and RAMCC approval for flight operations. A RAMCC assigned Mode 3/A transponder code indicates ICAA approval for flight operations.

1.2.3.1.2 All companies must have ICAA approval to operate within Iraqi airspace prior to submitting an overflight request. Carriers operating under the scheduled flight procedures detailed in Iraq AIP GEN 1.2.6.-1.2.9 are to submit summer/winter schedules no later than 7 days prior to the first month of scheduled operation. The overflight request form can be found on the RAMCC website at http://ramcc.dtic.mil/. All overflight requests must be submitted by 0800Z the day prior to the planned flight. Earlier submission is encouraged; however requests should not be submitted any earlier than 30 days prior to the planned overflight.

1.2.3.1.3 Overflights of Baghdad FIR must be conducted above FL200; excepting that flights departing from adjacent countries, the climb performance of which will not permit operation above FL200 prior to entering the Baghdad FIR. RAMCC will assign a Mode 3/A transponder

code valid for the 24 hour period from 0000 - 2359 Z of the approved date of entry to the Baghdad FIR boundary. Mode 3/A transponder code allocation is done at 1700z the day prior to the projected operations.

1.2.3.1.4 If an approved overflight will deviate from the assigned UTC date of entry, the operator must contact RAMCC as soon as possible by e-mail, phone, or fax with the new FIR entry time/date. At that time, RAMCC will either advise that the original Mode 3/A transponder code remains valid or assign a new code. If an approved overflight is cancelled or no longer needs to enter the Baghdad FIR, operators are to notify RAMCC of the overflight cancellation as soon as possible. To make changes after hours contact information may be found on the RAMCC website at http://ramcc.dtic.mil.

1.2.3.1.5 **Changes to overflight requests.** Changes to an overflight request may be made at any time up to 1500z the day prior to the planned flight, by submitting an updated request form. To make changes after a Mode 3/A transponder code has been issued by RAMCC, coordinate significant changes by submitting an updated request form and contacting RAMCC by any means available. A significant change is defined as any changes to the following:

a. UTC date of flight,
b. Aircraft type,
c. Call sign,
d. Aircraft Registration, and
e. Departure and/or Arrival locations.

1.2.3.1.6 **Overflight Fee Generation.** At 2000Z each evening, the RAMCC is to generate a list of the approved overflights of Iraq for the next UTC day. This list will be emailed to the Balad ACC each evening. Balad ACC will use this list to document actual overflights of Iraqi airspace and will forward the annotated list to the ICAA at ibiap1@yahoo.com and suzan_alljaf@yahoo.com by 1700Z the next day.

1.2.3.2 Landings and Departures

1.2.3.2.1 Civil aircraft must receive a RAMCC approved Mode 3/A transponder code to arrive and depart from each airfield in Iraq (See Iraq AIP GEN 1.2.1.3). All takeoff and landing requests must be submitted by 0800 Z the day prior to the planned flight. Changes to requests must be submitted by 1500 Z the day prior. Late requests may not be accepted. The Landing Request Form may be found on the RAMCC website at http://ramcc.dtic.mil. At 1700Z on the day prior to the landing request, RAMCC will process the landing request forms and assign a Mode 3/A transponder code. This code is valid only for the 24 hour period from 0000-2359 Z of the approved date of entry to the Baghdad FIR boundary.

1.2.3.2.2 ICAA guidelines currently limit flight operations in Iraq to the following categories:

1. Non-military humanitarian assistance flights,
2. Flights contracted by the military (e.g., DHL and FedEx),
3. International Committee for the Red Cross (ICRC),
4. Humanitarian passenger flights (e.g., UNHAS, Air Serv, etc),
5. Medical evacuation flights,
6. ICAA charter flights, and
7. Iraq Reconstruction Flights.

Operators requesting landings in Iraq *must* specify a category on the request form. ICAA will not approve requests submitted without specifying a category.

1.2.3.2.3 **Changes to takeoff/landing slot time requests.** To make changes before a Mode 3/A transponder code has been issued by RAMCC, coordinate all changes by submitting an updated request form. To make changes after a Mode 3/A transponder code has been issued by RAMCC, coordinate significant changes by submitting an updated request form and contacting RAMCC by any means available. A significant change is defined as any changes to the following:

a. UTC date of flight,
b. Aircraft type,
c. Call sign,
d. Aircraft Registration, and
e. Departure and/or Arrival locations.

1.2.3.2.4 The RAMCC approved Mode 3/A transponder code is authorization to enter the Baghdad FIR and to fly to the requested airfield only. Civil aircraft will need to coordinate any and all ground servicing, handling, other aircrew requirements, weather avoidance, air traffic control separation, or enroute and landing threat assessment. All civil aircrew must review all NOTAMS for respective airfields prior to flight. Aircrews should also consider adequate fuel for potential ground or air delays due to unforeseen events.

1.2.4 Reserved

1.2.5 Prior Permission Required (PPR) Procedures

1.2.5.1 In general, PPRs are required for transient military and civil aircraft including those on ATO's operating at designated airfields. It is the responsibility of the operating agency to ensure PPR requirements are met prior to landing at the intended airfield. Aircraft that land without an approved PPR may be turned away or met by security forces.

1.2.5.2 PPR times must be met +/- 30 (+/- 15 for ORMM) minutes from the approved time. Any changes to an arrival or departure time at an airfield that requires a PPR must be coordinated with the Senior Airfield Authority. Operators that do not coordinate changes to their PPR times may face delays and/or be prohibited from downloading their cargo or passengers. PPR's issued with less than 6 hours notification will not be guaranteed priority handling and may be delayed. The Senior Airfield Authority is the arbiter for final approval of PPR's.

1.2.5.3. All civil aircraft requiring flights to PPR designated airfields must contact the Senior Airfield Authority and receive a PPR prior to landing at that airfield. Requirements for PPRs are defined with the respective airfield entry in PART 3: AERODROMES (AD). Civil carriers are also reminded to check current NOTAMS for changes/updates in PPR requirements

1.2.5.4 Civilian aircraft flying into or departing from Iraqi territory shall:

a. Only be permitted to make their first landing and final departure from an approved International Airport in order to complete required Customs and Immigration clearance. The current ICAA approved International Airports are Baghdad International, Erbil International, Sulaymaniyah International, and

Basrah International. Note: Cargo flights and military coalition passengers may be exempt from "international aerodrome" requirements subject to ICAA approval.

b. Restrict landings to Baghdad International or Basrah International Airports between 0300–1500 Z during the Summer period and 0400–1600 Z during the Winter period, if ferrying passengers. Note this restriction applies to ground services availability, such as Customs and Immigration, and does not negate nor vary the restrictions specified in ENR 1.1.4.5.

c. Conduct flights to aerodromes specified in ENR 3.5, subject to further approval by ICAA, if an approved humanitarian aid or United Nations flight.

d. Fly mandatory routings and altitudes as described in sections ENR 1.8 and ENR 3.5. If authorization has been obtained to land at airfields where no mandatory routing has been specified, aircraft are to comply with the mandatory routing of the nearest airport (where the routing is provided) and then indicate the airport of intended landing. In such cases, expect air traffic control to amend routings as required.

1.2.5.5 Fuel and other services may not be available at most airports. If fuel, ground handling or other services are required it must be coordinated through the prime contractor. The military accepts no responsibility to provide aid in cargo handling in any manner unless it is coordinated prior to arrival and specifically agreed upon. To obtain fuel from the US government, you must have a pre-existing contract.

1.2.5.6 SkyLink Arabia is the "sole" supplier of jet fuel at Baghdad and Basrah International Airports, and is an authorized supplier at Erbil International Airport. Current rates and payment methods can be found at the following web and e-mail addresses:

(ORBI) http://www.ramcc.dtic.mil/iraq.htm, scroll down to "Other Useful Information", select appropriate link for ground handling agencies including fuel.
Or email:
Fuel: biap-fuel@skylinkarabia.com.
Tel: + (964) 7901-909516
Handling: airops@skylinkarabia.com
MCI (914) 360-4986
Tel: + (964) 7901-909449

(ORMM) http:// www.ramcc.dtic.mil/iraq.htm, scroll down to "Other Useful Information", select appropriate link for ground handling agencies including fuel.
Or email:
Fuel skylink-basrah@skylinkarabia.com.
Tel: + (964) 7901-909871
Handling basrahhandling@skylinkarabia.com
Tel: + (964) 7801-000628

(ORER) http:// www.ramcc.dtic.mil/iraq.htm, scroll down to "Other Useful Information", select appropriate link for ground handling agencies including fuel.
Or email: skylink-erbil@skylinkarabia.com.

1.2.5.7 All operators are to consult PART 3 AERODROMES (AD), for the specific airfield, and NOTAMS for updated information and contact numbers.

Contact information:

AL ASAD (ORAA)
Email: alasadppr@acemnf-wiraq.usmc.mil
DSN # for Airfield Manager is 318-341-2700

ALI (ORTL)
Email: 407AEG/EOSS/AMOP2@tlab.aorcentaf.af.mil
DSN# for Airfield Manager is 318-459-0058 or 318-459-0482

AL SAHRA (ORSH)
Email: alsahra.operations@us.army.mil
DSN # for Airfield Manager is 302-242-1120

AL TAQADDUM (ORAT)
Email: tqfc@acemnf-wiraq.usmc.mil
DSN # for Airfield Manager is 318-342-2344 or 318-342-2341

BAGHDAD Military (ORBI)
Email: 447aeg/osaa@bdab.aorcentaf.af.mil
DSN# for Airfield Manager is 318-446-2900

BALAD (ORBD)
Email: eoss.osam@blab.centaf.af.mil
DSN # for Airfield Manager is 318-443-6065/6675

BASRAH (ORMM)
Email: basrahairops@hotmail.com
Contact # for Airfield Manager is 011-965-911-4553

ERBIL (ORER)
Email: arbilgc@yahoo.com
Phone# 003248459767 or 008821667700111

KIRKUK (ORKK)
Email: 506eossamops@krab.centaf.af.mil
DSN # for Airfield Manager is 318–444–2456/2457

MOSUL (ORBM)
Email: orbmppr@yahoo.com
Airfield Manager DSN # 318-821-6093
VOIP # 243-0029

QAYYARAH WEST (ORQW)
Email: am.ops@iraq.centcom.mil (Airfield Manager)

Airfield Management	S-VOIP – 302-243-5158
	DSN – 318 – 827-6060
Airfield Safety Officer	S-VOIP – 302-243-5059
ATS Manager MCFI	S-VOIP – 302-243-5157/5156

SULAYMANIYAH (ORSU)
E-mail: tahirjul55@yahoo.com
Phone # + (964) 077 0153 0273 or + (964) 077 0150 5186

TALL AFAR (ORTF)
Email: john.parker1@usarmy.smil.mil
DNVT# for Airfield Manager is 302-539-5406

UBAYDAH BIN AL JARRAH (ORUB)
E-mail: tocbct@wp.pl
DSN # 318-250-1052
THURAYA # 0087 17 6363 0620

1.2.5.8 HA/NGO flights are allowed to land/depart from the following airports with proper approval authority:

1.2.5.8.1 Baghdad International Airport – ORBI

1.2.5.8.2 Basrah International Airport – ORMM (PPR from Basrah Air Operations prior to contacting RAMCC for a slot time. See ORMM AD 2.1 Airport Information for contact number).

1.2.5.8.3 Al Asaad – ORAA

1.2.5.8.4 Al Kut – ORUB

1.2.5.8.5 Ali Base – ORTL

1.2.5.8.6 Al Sahra – ORSH

1.2.5.8.7 Al Taqaddum – ORAT

1.2.5.8.8 Balad SE airport – ORBD

1.2.5.8.9 Erbil International Airport – ORER

1.2.5.8.10 Kirkuk – ORKK

1.2.5.8.11 Mosul – ORBM

1.2.5.8.12 Qayyarah West – ORQW

1.2.5.8.13 Sulaymaniyah – ORSU

1.2.5.8.14 Tall Afar – ORTF

1.2.5.9 Aircraft operations at other airports may be permitted with ICAA approval and RAMCC coordination. If approval is granted, operators shall comply with the mandatory routings and procedures contained in ENR 3. Changes to an airport's status will be disseminated by NOTAM, as will the notification of any additional airports cleared by ACA for slot time operations.

1.2.6 Scheduled Flights

1.2.6.1 Regular international scheduled flights, operated by foreign airlines, into or transiting the Baghdad FIR, must comply with the following:

a. The State of the airline must be a party to the International Air Services Transit Agreement and/or the International Air Transport Agreement to which both the State of the airline and Iraq are contracting parties.
b. The airline must be eligible to make the flights under the provisions of a bilateral or multilateral agreement, provided that the State of the airline and Iraq are contracting parties, and must have a permit to operate into or in transit across Iraq. Applications for such permits shall be submitted to ICAA until further notice.

1.2.6.2 Applications for permission for aircraft engaged in scheduled International Air Services requesting to overfly Iraqi territory or land for non-traffic purposes shall be submitted with full details to ICAA at least seven days prior to the commencement of the flight.

1.2.6.3 Applications for timetable approval of scheduled International Air Services to operate into Iraq for commercial purposes, shall be submitted at least two months prior to the proposed date of the commencement of operation. For additional and non-scheduled flights, see GEN 1.2.7

1.2.6.4 Documentary Requirements for Clearance of Aircraft.

1.2.6.4.1 It is necessary that the under mentioned aircraft documents be submitted by airline operators for clearance on entry and departure of their aircraft to and from Iraq. All documents listed below must follow the ICAO standard format as set in the relevant appendices to ICAO Annex 9, completed in English and completed in legible handwriting. Visas are not required to accompany these documents.

1.2.6.4.2 Aircraft documents required (arrival/departure)

Required By	General Declaration	Passenger Manifest	Cargo Manifest
Airport Authority	1	1	1
Customs	1	1	1
Immigration	1	1	1
Public Health	1	1	1

1.2.7 Non-Scheduled Flights

1.2.7.1 Aircraft registered in States that are parties to Chicago International Civil Aviation Convention (1944) and not engaged in scheduled International Air Services are permitted to overfly Iraqi territory or make stops for non-traffic purposes, provided that applications for clearance are forwarded at least 48 hours prior to the commencement of the flight, incorporating the following details:

a. Name and address of aircraft operator;
b. Type of aircraft and registration mark;
c. Date of overflying or date and estimated time of arrival at and departure from Iraqi territory;
d. Route of flight; and
e. Purpose of flight and nature of freight on-board.

1.2.7.2 The ICAA will not consider any request without the above information.

1.2.7.3 Aircraft registered in other foreign countries require special permission to exercise the above rights after submitting applications to ICAA at least 72 hours prior to the commencement of flights incorporating the details mentioned in 1.2.7.1.

1.2.7.4 Applications for permission to transport passengers and cargo to and from Iraq for commercial purposes shall be submitted directly to ICAA seven days before the commencement of the first intended flight, or at least 15 days when such a request is submitted through diplomatic channels, incorporating the following:

1.2.7.4.1 Cargo flights:

a. Name and address of the carrier and operator;
b. Type of aircraft and registration marks;
c. Name and address of the consigner and consignee;
d. Type and amount of cargo, with specific indication of any material subject to special restrictions or authorization such as explosives, arms, and munitions, nuclear objects and radioactive materials and any other objects related thereto, poisonous gases, germs and dangerous objects and any other objects the carriage of which is prohibited by the competent authority;
e. Name and address of the designated agent in Iraq through whom landing and air navigation facilities charges are to be paid in respect of airlines which do not have offices or accredited agents in Iraq.
f. Place of embarkation or disembarkation abroad, with date and estimated time of arrival at and departure from Iraqi aerodromes.

1.2.7.4.2 Passenger flights:

a. As mentioned in 1.2.7.4.1 sub-paragraphs a, b, e and f above; and
b. Purpose of the flight.

1.2.7.5 Application for permission for aircraft equipped with air photographic apparatus to fly over or land within Iraqi territory should be submitted with full details at least 10 days before the intended day of operation.

1.2.7.6 Application for permission for foreign military aircraft to operate over or into Iraqi territory should be submitted through diplomatic channels at least 15 days prior to the commencement of flight. The application must include the items mentioned in paragraph GEN 1.2.7.1.

1.2.7.7 Non-scheduled flights delaying into the next UTC day must coordinate with the ICAA and RAMCC to confirm permission for flight.

1.2.7.8 Documentary Requirements for Clearance of Aircraft.

1.2.7.8.1 Those requirements defined at GEN 1.2.6.4 also apply to Non-scheduled flights.

1.2.8 Private Flights

1.2.8.1 Advance Notification of Arrival or Entry

1.2.8.1.1 Prior permission shall be obtained for private aircraft overflying or landing at Iraqi aerodromes. The request must be submitted to ICAA at least 48 hours prior to the departure of the aircraft, or far enough in advance to ensure that the request can be approved by the ICAA, processed and authorized by RAMCC, and a reply sent and received prior to scheduled departure. The application must contain information as stated in paragraph GEN1.2.7.1.

1.2.8.1.2 Private flights must submit a flight plan sufficiently early to ensure that the information will be received at least two hours in advance of the aircraft entering the Baghdad FIR. If landing in Iraq, the landing must be carried out at a designated international aerodrome as defined in GEN 1.2.5.4.

1.2.8.1.3 Private flights delaying into the next UTC day must recoordinate with the ICAA and RAMCC to confirm permission for flight.

1.2.8.2 **Documentary Requirements for Clearance of Aircraft**. Those requirements defined at GEN 1.2.6.6.1 and 1.2.6.6.3 apply to Private flights.

1.2.9 Public Health Measures Applied to all Aircraft

1.2.9.1 Evidence of protection against cholera, yellow fever or smallpox is required from crew and passengers coming from infected countries.

1.2.9.2 Airline operators, or the pilot for Non-scheduled and Private flights, must ascertain whether the point of departure of any flight to Iraq is contained in an area that has been declared an epidemic area for the purpose of the Iraqi Health Regulation and Orders. The airline or pilot, as applicable, should similarly acquaint themselves as to the status of any area through which the aircraft may transit prior to entering Iraq.

1.2.9.3 No health formalities are required on departure.

GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW

1.3.1 Customs Requirements

1.3.1.1 Baggage or articles belonging to disembarking passengers and crew are immediately released except for those selected by the customs authorities for inspection. Such baggage will be cleared on the basis of oral declaration.

1.3.1.2 For customs inspection, presentation of baggage is required from passengers departing Iraq.

1.3.2 Immigration Requirements

1.3.2.1 All foreign passengers must be in possession of a valid passport.

1.3.2.2 All foreign passengers entering Iraq must possess an entry visa, except the nationals of Arab countries.

1.3.2.3 All passengers remaining in Iraq for longer than 30 days and embarking to any point outside Iraq must be in possession of an exit visa.

1.3.2.4 All foreign transit passengers embarking in Iraq for 30 days or less, other than those proceeding on the same flight, must be in possession of a transit visa. No foreign passenger will be permitted to leave the confines of the airport without such a visa.

1.3.2.5 Entry visa is valid for three months from the date of issue, with the understanding that the duration of stay in Iraq is for a maximum of 30 days only.

1.3.2.6 A crew member traveling by service route must be in possession of a valid passport and obtain the necessary authorization.

1.3.3 Public Health Requirements

1.3.3.1 Disembarking passengers are not required to present vaccination certificates unless arriving from an area infected with cholera, yellow fever or smallpox.

1.3.3.2 For crew and passengers intending to enter Iraq or in transit, see GEN 1.2.5. to 1.2.9.

GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO

1.4.1 Customs requirements concerning cargo and other articles

1.4.1.1 Application for permission to transport cargo to and from Iraq for commercial purposes shall be submitted directly to ICAA at least 7 days before commencement of the first intended flight, or at least 15 days when such request is submitted through diplomatic channels. Requests shall incorporate the following:

a. Name and address of the carrier and operator;
b. Type of aircraft and registration marks;
c. Name and address of consigner and consignee;
d. Type and amount of cargo, with specific indication of any material subject to special restrictions or authorization, such as explosives, arms and munitions, nuclear objects and radioactive materials, poisonous gases, germs and dangerous goods;
e. Name and address of the designated agent in Iraq through which landing and air navigation facilities charges are to be paid in respect of airlines which do not have offices or accredited agents in Iraq;
f. Place of embarkation or disembarkation abroad with date and estimated time of arrival at, and departure from, Iraqi aerodromes.

1.4.2 Agricultural Quarantine Requirements

1.4.2.1 Agricultural quarantine requirements are comprised of the following:

1.4.2.1.1 **Passenger Inspection**

1.4.2.1.1.1 Certain plants and plant materials are prohibited by law from entering Iraq such as:

a. Fruits: Mangoes, citrus, etc.
b. Plants: Palm, all green plants, plant cuttings, etc.
c. Others: Culture of bacteria and fungi.
d. Seeds: A permit must be obtained in advance from the Ministry of Agriculture in Iraq. A photo-sanitary certificate from the country of origin is also required. Seeds must pass laboratory inspection before they are released.

1.4.2.2 **Imports**

1.4.2.2.1 All regulations mentioned above must be observed. All airlines or representatives must present the required documentations and prepare the shipment for inspection.

1.4.2.3 **Exports**

1.4.2.3.1 The shipment must be examined by an official from the Agricultural Quarantine Administration. A certificate will be granted if the shipment passes inspection. The certificate must accompany the shipment. Detailed information and the required forms are available from the Ministry of Agriculture at the address below.

MINISTRY OF AGRICULTURE
ANDULUS Square
Near ALSADER HOTEL
Baghdad – Republic of IRAQ

Fax and telephone numbers will be advised by NOTAM when available.

GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

1.5.1 General:

1.5.1.1 Commercial air transport aircraft operating in Iraq must adhere to the provisions of ICAO Annex 6 – Operation of Aircraft, Part 1 – International Commercial Air Transport – Aeroplanes, Chapter 6 (Aeroplanes Instruments, Equipment and Flight Documents) and Chapter 7 (Aeroplane Communication and Navigation Equipment).

1.5.2 Special Equipment to be Carried

1.5.2.1 All civil and State overflight aircraft operating within the Baghdad FIR must be approved by the State of the operator or the State of Registry for Basic Area Navigation (B-RNAV) or Required Navigation Performance 5 (RNP5). B-RNAV/RNP5 approved aircraft shall have the capability to maintain enroute lateral navigation accuracy along track position fixing of +/- 5NM or better, for 95% of the flight time in Iraqi airspace. Any aircraft unable to meet the navigation criteria will not be authorized to fly within Iraqi airspace.

1.5.2.2 Pilots of aircraft meeting B-RNAV/RNP5 standards must indicate R in field 10 of the ICAO flight plan. Operators are to ensure that all relevant procedures, publications and training are in accordance with B-RNAV/RNP 5 standards. Pilots must advise ATC of any deterioration or failure of their navigation system by stating “Unable RNAV due to equipment”. ATC will then attempt to provide alternative separation standards and/or routings.

1.5.2.3 There may be insufficient ground-based navigation aids (NAVAIDs) suitable for RNAV or Inertial Navigation System updating along the Iraqi air routes. Therefore, operators whose aircraft navigation systems depend upon ground-based NAVAID updating to meet RNP5 criteria shall conduct an analysis of the routes to be flown to ensure suitable NAVAID reception.

1.5.2.4 All aircraft operating in the Baghdad FIR shall be equipped with an operable Mode 3/A transponder.

1.5.3 Miscellaneous Information

1.5.3.1 Subject to the observance of the applicable rules, conditions and limitations set forth in this document and in legislation listed in GEN 1.6 and GEN 1.7, foreign civil aircraft registered in any foreign country that is a member of the ICAO may be navigated over Iraq.

1.5.3.2 Aircraft registered under the laws of foreign countries, that are not members of the ICAO, and which grant reciprocal treatment to Iraqi aircraft and airmen, may be navigated over Iraq subject to the observance of the same rules, conditions and limitations applicable as in the case of aircraft of ICAO member States.

1.5.3.3 Radiotelephony procedures and phraseology shall be in accordance with the ICAO Manual of Radiotelephony, Doc 9432 AN/925 and supporting sections of the current ICAO Doc 4444 ATM /501 Procedures for Air Navigation Services – Air Traffic Management.

GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS

1.6.1 It is essential that personnel engaged in air operations comply with the relevant laws and regulations. Copies of the relevant documents may be obtained from the Ministry of Justice, the address of which is stated below. The following is a list of civil aviation legislation and air navigation regulations, etc. in force in Iraq:

1.6.1.1 Civil Aviation Law No.148 of 1974 (modified issue), (attention is drawn to section 15 of the law, concerning the executive actions taken against persons and airline companies deviating from the articles of the law and incorporated instructions).

1.6.1.2 Regulation No.4 of 1975 concerning the Rules of the Air.

1.6.1.3 Regulation No.27 of 1940 for the control of aerial navigation.

1.6.1.4 Regulation No.26 of 1987 governing the fees and charges for using Iraqi Airports.

1.6.1.5 Laws of Agricultural Quarantine and Instructions 1973/1974.

MINISTRY OF JUSTICE
Salihiya
Baghdad – Republic of IRAQ

Telephone numbers and P.O. Box to be advised by NOTAM once available

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS RECOMMENDED PRACTICES AND PROCEDURES

ANNEX 1	-	PERSONNEL LICENSING, 8th edition:	Nil
ANNEX 2	-	RULES OF THE AIR, 9th edition:	Nil
ANNEX 3	-	METEOROLOGY, 13th edition: The Iraq AIP is at variance with Chapter 8, Section 8.3., airport climatological summaries for Iraq are not available	
ANNEX 4	-	AERONAUTICAL CHARTS, 9th edition: The Iraq AIP is at variance with Chapter 4 Section 4.2. Aerodrome Obstacle Chart – ICAO Type B is not available for airports in Iraq.	
ANNEX 5	-	UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS, 4th edition:	Nil
ANNEX 6	-	OPERATION OF AIRCRAFT, 7th edition:	Nil
ANNEX 7	-	AIRCRAFT NATIONALITY AND REGISTRATION MARKS, 4th edition:	Nil
ANNEX 8	-	AIRWORTHINESS OF AIRCRAFT, 8th edition:	Nil
ANNEX 9	-	FACILITATION, 10th edition:	Nil
ANNEX 10	-	AERONAUTICAL TELECOMMUNICATIONS, 5th edition:	Nil
ANNEX 11	-	AIR TRAFFIC SERVICES, 12th edition: Air traffic services within Iraq are being primarily provided by coalition air traffic controllers. Whilst services are in accordance with ICAO classifications of airspace, certain phraseology or procedures may vary at different locations. A non-standard airspace sub-class of class G airspace has been established.	
ANNEX 12	-	SEARCH AND RESCUE, 6th edition:	Nil
ANNEX 13	-	AIRCRAFT ACCIDENT INVESTIGATION, 8th edition:	Nil
ANNEX 14	-	AERODROMES, 3rd edition: Some of the facilities and procedures described in AD 2 may not comply with Annex 14.	
ANNEX 15	-	AERONAUTICAL INFORMATION SERVICES, 10th edition: The Iraq AIP is at variance with Chapter 4, paragraph 4.1.3. Precision Approach Terrain Charts are not produced yet. Additionally, Iraq AIP is at a variance with Chapter 6 in that a mature Aeronautical Information Regulation and Control system has not been implemented in Iraq.	
ANNEX 16	-	ENVIRONMENTAL PROTECTION, 3rd edition:	Nil

ANNEX 17	-	SECURITY – SAFEGUARDING INTERNATIONAL CIVIL AVIATION AGAINST ACTS OF UNLAWFUL INTERFERENCE, 6th edition:	Nil
ANNEX 18	-	THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR, 2nd edition:	Nil

GEN 2 TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS

2.1.1 Units of Measurement. Aeronautical stations within Baghdad FIR shall use the following table of units of measurement.

For Measurement of	Units Used
Distance used in navigation, position reporting, etc. generally in excess of 2 nautical miles	Nautical Miles and tenths
Relatively short distances such as those relating to aerodromes (e.g. RWY lengths)	Meters
Altitudes, Elevations and Heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per minute
Wind direction for landing and take off	Degrees Magnetic
Wind direction except for landing and take off	Degrees True
Visibility including RWY visual range	Kilometers or Meters
Altimeter setting (barometric pressure)	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tonnes or Kilograms
Time	Hours and Minutes beginning at midnight UTC

2.1.2 Time system

2.1.2.1 Coordinated Universal Time (UTC) is used by air navigation services and in publications issued by the Aeronautical Information Service. Reporting of time is expressed to the nearest minute, e.g. 12:40:35: is reported as 1241.

2.1.2.2 The expression 'Summer Period' indicates that part of the year in which daylight savings time is in force (UTC +4). The other part of the year is the 'Winter Period' (UTC+3). The Summer Period will begin every year on 31st March at 2300 Z and will cease on the 30th September at 2300 Z.

2.1.3 Geodetic Reference Datum. All published geographical coordinates indicating latitude and longitude are expressed in World Geodetic System 1984 (WGS84). WGS84 is applicable within the area of responsibility of the Aeronautical Information Service; i.e. the entire territory of Iraq as well as the airspace over the high seas encompassed by the Baghdad Flight Information Region in accordance with the regional agreement.

2.1.4 Aircraft Nationality and Registration Marks. The nationality mark for aircraft registered in Iraq is the letters 'YI'. The nationality mark is followed by a hyphen and a registration mark consisting of three letters, e.g. YI-ABC.

2.1.5 Public Holidays

2.1.5.1 The following is a list of the national public holidays for 2005 (1426) with dates corresponding to the Gregorian Calendar. Public holidays for Islamic events, which are

marked with as asterisk, are based upon the Hijra Calendar which does not correspond or coincide with the Gregorian Calendar commonly used in aviation.

Name	Gregorian Date	Hajji Date	Duration Days
New Year's Day	1 January		1
Eid Al-Adh'ha Al-Mubarak (Greater Bairam)*	21 January	10 Thw Al-Hajji	1
Spring Day	21 March	1 Muharram	1
Hajji New Year's Day*	10 February	10 Muharram	1
Ashuraa' Day	19 February	1 Rabie Awwal	1
Prophet Mohammed's Birthday *	10 April		1
14th July Revolution Anniversary Day	14 July	1 Shawwal	1
Eid Al-Fitr Al-Mubarak (Lesser Bairam)*	3 November		1

2.1.5.2 The Hijra Year is approximately 10 days shorter than the Gregorian Year; therefore, the dates marked by asterisk will be moved forward by approximately 10 days per year. Additionally, the start of each month depends on moon sightings and cannot be accurately predicted.

2.1.5.3 Iraq applies a five working day week, with Fridays and Saturdays as official days off. Working hours commence at 0800 (local) and end at 1400, except on Thursdays, which end at 1300.

GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

Abbreviations marked by an asterisk (*) are either different from or not contained in ICAO Doc 8400.

(A)

A(A0-A5)*	Amplitude modulation (AM)
A/A	Air – to – Air
AAL	Above aerodrome level
ABM	Abeam
ABN	Aerodrome beacon
ACC	Area control center or area control
ACFT	Aircraft
ACL	Altimeter check location
I	Aircraft classification number
ACT	Active (activated, activity)
ADF	Automatic direction-finding equipment
AFIS	Aerodrome flight information service
AFS	Aeronautical fixed service
AFTN	Aeronautical fixed telecommunication network
A/G	A–r - –o - ground
AGA	Aerodrome, air routes and ground aids
AGL	Above ground level
AIC	Aeronautical information circular
AIP	Aeronautical information publication
AIRAC	Aeronautical information regulation and control
AIS	Aeronautical information service
ALT	Altitude
ALTN	Alternate (aerodrome)
AMD	Amendment (amend, amended)
AMDT	Amendment (AIP AMDT)
AMSL	Above mean sea level
ANC*	Aeronautical chart 1:500, 000
AOC	Aerodrome obstacle chart
ANP	Air navigation plan
APCH	Approach
APP	Approach control office or Approach control or approach control services
APR	April
APRX	Approximate
APU	Auxiliary power unit
APV	Approve (approved)
ARO	Air traffic services reporting office
ARP	Aerodrome reference point
ARR	Arrive or arrival
ASDA	Accelerate-stop distance
ASPH	Asphalt
ASR	Air Surveillance Radar
ATA	Actual time of arrival
ATC	Air traffic control (in general)
ATD	Actual time of departure
ATIS	Automatic terminal information service
ATS	Air traffic services
ATTN	Attention
ATZ	Aerodrome traffic zone
AUG	August
AUW	All up weight
AVASIS	Abbreviated VASIS
AVBL	Available
AVGAS	Aviation gasoline

(B)

BA	Braking action
BCN	Beacon (Aeronautical ground light)
BCST	Broadcast
BDRY	Boundary
BLDG	Building
BLW	Below
BRG	Bearing
BTN	Between

(C)

C	Degrees Celsius (Centigrade)
CAT	Category
CH	Channel
CHG*	Change or changed
CIV	Civil
CLSD	Closed

CM	Centimeter
CNL	Cancel or cancelled
COM	Communication
CONC	Concrete
COP	Change/over point
COR	Correct, corrected or correction
CS*	Callsign
CTA	Control area
CTR	Control zone
CUST	Customs
CWY	Clearway

(D)

D…	Danger area (followed by
DB*	Decibel (noise level)
DCA*	Director or Department of Civil Aviation
DCT	Direct
DEC	December
DEG	Degrees
DEP	Depart or departure
DEST	Destination
DIST	Distance
DME	Distance measuring equipment
DOC*	Document (ICAO)
DP	Due point
DST*	Day light saving time (Summer time)
DTG	Date - time group
DUR	Duration
DVOR	Doppler VOR
DX	Duplex operation

(E)

E	East or eastern longitude
EAT	Expected approach time
EET	Estimated elapsed time
ELBA	Emergency location beacon aircraft
ELEV	Elevation
EM	Emission
EMERG	Emergency
EOBT	Estimated o–f - block time
EQPT	Equipment
EST	Estimate or estimated or estimate (message type designator)
ETA	Estimated time of arrival or Estimating arrival
ETD	Estimated time of departure identification or estimating departure
ETO	Estimated time over significant point
EXC	Except

(F)

F	Fix/fixed
FAC	Facilities
FAF	Final approach fix
FAL	Facilitation of international air transport
FAX	Facsimile transmission
FCST	Forecast
FG	Fog
FIC	Flight information center
FIR	Flight information region
FIS	Flight information service
FL	Flight level
FLD	Field
FLG	Flashing
FLR	Flares
FLT	Flight
FLTCK	Flight check
FLW	Follow(s) or following
FM	From
FMU	Flow management unit
FNA	Final approach
FPL	Filed flight plan (message type designator)
FREQ	Frequency
FRI	Friday
FRNG	Firing
FRONT	Front (relating to weather)
FT	Feet (dimensional unit)

(G)

G	Green
GEN	General
GND	Ground
GNDCK	Ground check
GP	Glide path

(H)

H24	Continuous day and night service
HA	Humanitarian Assistance
HDG	Heading
HEL	Helicopter
HJ	Sunrise to sunset
HLDG	Holding
HN	Sunset to sunrise
HPA	Hectopascal
HR	Hours
HVY	Heavy

(I)

IAC	Instrument approach chart
IAF	Initial approach fix
IAS	Indicated air speed
ICAA*	Iraq Civil Aviation Authority
ICE	Icing
IDENT	Identification
IF	Intermediate approach fix
IFR	Instrument flight rules
ILS	Instrument landing system
INBD	Inbound
INCERFA	Uncertainty phase
INFO	Information
INOP	Inoperative
INS	Inches (dimensional unit)
INSTL	Install or installed
INSTR	Instrument
INT	Intersection
INTL	International
I/V	Instrument/visual
IWI	Illuminated wind indicator

(J)

JAN	January
JUL	July
JUN	June

(K)

KG	Kilograms
KHZ	Kilohertz
KM	Kilometers
KT	Knots

(L)

LAT	Latitude
LDA	Landing distance available
LDG	Landing
LGT	Light or lighting or lighted
LLZ	Localizer
LON	Longitude
LTD	Limited
LTT	Landline teletypewriter
LVL	Level

(M)

MAG	Magnetic
MAINT	Maintenance
MAP	Aeronautical maps and charts
MAR	March
MAX	Maximum
MAY	May
MCFI*	Multinational Coalition Forces Iraq
MET	Meteorological or meteorology
METAR	Aviation routine weather report (in aeronautical meteorological code)
MF	Medium frequency (300-3000KHz)
MHZ	Megahertz
MIN	Minutes
MNTN	Maintain
MON	Monday
MOTNE	Meteorological operational telecommunications network Europe
MOV	Move or moving or movement
MRP	ATS/MET reporting point
MRU	Mountain rescue unit landing forecasts)
MSA	Minimum Safe Altitude
MSG	Message
MSL	Mean sea level
MT	Mountain

(N)

N	North or northern latitude
N/A	Not applicable
NAV	Navigation
NB	Northbound
NDB	Non-directional radio beacon
NE	Northeast
NEG	No or negative or permission not Granted or that is not correct
NGO	Non-governmental organizations
NGT	Night
NIL	None or I have nothing to send to you
NM	Nautical miles
NML	Normal
NNE	North northeast
NNW	North northwest
NOF	International NOTAM office
NOSIG	No significant change (used in trend-type)
NOTAM	A notice containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations
NOV	November
NR	Number
NW	North-west
NWB	North-westbound
NXT	Next

(O)

OBS	Observe or observation
OBSC	Obscure
OBST	Obstacle
OCA	Obstacle clearance altitude
OCA	Oceanic control area
OCH	Obstacle clearance height
OCL	Obstacle clearance limit
OCNL	Occasional or occasionally
OCT	October
OPMET	Operational meteorological (information)
OPN	Open or opening or opened
OPR	Operator or operate or operative or operating or operational
OBS	Operations
O/R	On request
OUBD	Outbound

(P)

P	Prohibited area (followed by identification)
PANS	Procedure for air navigation services
PAPI	Precision approach path indicator
PAR	Precision approach radar
PARL	Parallel
PAX	Passenger(s)
PCN	Pavement classification number
PERM	Permanent
PJE	Parachute jumping exercises
PMI	Preventive Maintenance Interval
PN	Prior notice required
POB	Persons on board
PPR	Prior permission required
PRI	Primary
PRKG	Parking
PROB	Probability
PS	Plus
PSN	Position
PWR	Power

(Q)

QFE	Atmospheric pressure at aerodrome elevation (or at RWY threshold)
QNH	Altimeter sub-scale setting to obtain elevation when on the ground

(R)

R	Red
R	Restricted area (followed by identification)
RA	Rain
RAC	Rules of the air and air traffic services
RCC	Rescue co-ordination center
RCL	Runway center line
RCLL	Runway center line light(s)
RDH	Reference datum height (for ILS)
RDL	Radial
RDO	Radio
REC	Receive or receiver identification)
REF	Reference to or refer to
REG	Registration
REP	Report or reporting or reporting point
REQ	Request or requested
RLCE	Request level change enroute
RMK	Remark
RNAV	Area navigation (pronounced AR NAV)
RNG	Radio range
RNP	Required Navigation Performance
RPL	Representative flight plan
RPT	Regular Public Transport
RTE	Route
RTF	Radio telephone
RTT	Radio teletypewriter
RVR	Runway visual range
RWY	Runway

(S)

S	South or southern latitude
SAA	Senior Airfield Authority
SAR	Search and rescue
SARPS	Standards and recommended practices (ICAO)
SAT	Saturday
SC	Stratocumulus
SCT	Scattered
SDBY	Standby
SEC	Seconds
SECT	Sector
SEP	September
SER	Service or servicing or served
SFC	Surface
SGL	Signal
SID	Standard instrument departure
SIGMET	Information concerning en-route weather phenomena which may effect the safety of aircraft operations
SITA	Societe International
SKC	Sky clear
SKED	Schedule or scheduled
SNOWTAM	A special series NOTAM notifying the presence or removal or hazardous conditions due to snow, ice, or slush on the movement area, by means of a specific format
SPL	Supplementary flight plan (message type designator)
SR	Sunrise
SRA	Surveillance Radar Approach
SRY	Secondary
SS	Sunset
SSB	Single side band
SSR	Secondary surveillance radar
STD	Standard
STAR	Standard instrument arrival
STN	Station
SUB	Subject to
SUN	Sunday
SUP	Supplement (AIP Supplement)
SUPPS	Regional supplementary procedures
SVC	Service message
SVCBL	Serviceable
SWY	Stop way
SX*	Simplex operations

(T)

T	Temperature
TAF	Terminal area forecast
TAS	True airspeed
TBD	To be determined
TEL	Telephone
TEM	Temporary or temporarily
TFC	Traffic
THR	Through
THU	Thursday
TIL	Until
TKOF	Take-off
TMA	Terminal control area
TODA	Take-off distance available
TOP	Cloud top
TORA	Take-off run available
TT	Teletypewriter
TTF	Trend type forecast
TUE	Tuesday
TUR	Turbulence
TWR	Aerodrome control tower or aerodrome control
TWY	Taxiway

(U)

UFN	Until further notice
UHF	Ultra high frequency (300-3000 MHz)
UIR	Upper flight information region
UNL	Unlimited
U/S	Unserviceable
UTC	Universal coordinated time

(V)

VAR	Magnetic variation
VASIS	Visual approach slope indicator system
VCY	Vicinity
VDF	Very high frequency direction-finding station
VFR	Visual flight rules
VHF	Very high frequency (30-300 MHz)
VIS	Visibility
VOLMET	Meteorological information for aircraft in flight
VOR	VHF Omni-directional radio range

(W)

W	West
W	White
WAFC	World area forecast center
WDI	Wind direction indicator
WED	Wednesday
WEF	With effect from or effective from
WI	Within
WIE	With immediate effect or effective immediately
WILCO	I understand and will comply
WPT	Waypoint
WRNG	Warning
WT*	Wireless telegraphy
WX	Weather

(X)

XBAR	Crossbar (or approach lighting system)

(Y)

Y	Yellow
YR	Your

(Z)

Z	Zulu (universal coordinated time)

GEN 2.3 CHART SYMBOLS

See ICAO Annex 4 Appendix 2 for full list of symbols.

2.3.1 Aerodromes

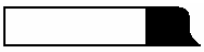
2.3.1.1 Charts other than approach charts

Civil (land)	
Civil (water)	
Joint civil and military (land)	
Joint civil and military (water)	
Military (land)	
Military (water)	
Emergency aerodrome or aerodrome with no facilities	
Sheltered anchorage	
Heliport	

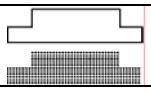
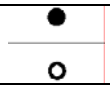
2.3.2 Approach Charts

The aerodrome on which the procedure is based	
Aerodrome affecting the traffic pattern on the aerodrome on which the procedure is based	

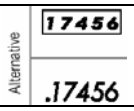
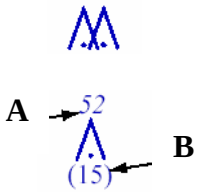
2.3.3 Aerodrome Charts

Hard surface runway	
Unpaved runway	
Stop way	

2.3.4 Aerodrome Installations and Lights

Aerodrome reference point (ARP)	
Taxiways and parking areas	
Control Tower	TBD
Point light	
Barrette	TBD
Marine light Alt Alternating B Blue F Fixed Fl Flashing G Green Gp Group Occ Occulting R Red SEC Sector sec Second (U) Unwatched W White	
Obstacle light	
Aeronautical ground light	
Wind direction indicator (lighted)	TBD
Wind direction indicator (unlighted)	TBD
Landing direction indicator (lighted)	
Landing direction indicator (unlighted)	

2.3.5 Miscellaneous

Highest elevation on chart	
Obstacle	
Group obstacles Note A: *Numerals in italics indicate elevation of top obstacle above sea level.* Note B: *Upright numerals in parentheses indicate height above specified datum.*	
Restricted airspace (prohibited, restricted or danger areas)	
Common boundary of two areas	
Transmission line or overhead cable	
Isogonal	

GEN 2.4 LOCATION INDICATORS

2.4.1 Code Allocation. Iraq follows international conventions in the allocation of codes. The first letter is an 'O' to designate Middle East region. The second letter is 'R' designating locations in Iraq. The remaining two letters designate the landing area/location, and may not necessarily correlate with the English name of the location. Locations other than those given the 'OR' prefix are designated by three, four or five letter codes. To avoid confusion with location indicators, waypoints do not begin with the letters 'OR'. The following table summarizes code allocation:

Type	Code	Example
Licensed aerodrome, aircraft landing area, helicopter landing site	Four letters (OR??)	Kirkuk – (ORKK)
Navigation Aid	Two or three letters	Basrah VOR (BSR)
Visual Waypoint	Four letters	*Not yet allocated*
IFR Waypoint	Five letters	MODIK

2.4.2 List of Location Codes

2.4.2.1 Encode

Location	ICAO Indicator	Weather Code
Al Asad	ORAA	KQAJ
Al Iskandarariyah	ORAI	
Al Kut/ Ubaydah Bin Al Jarrah	ORUB	
Al Qaim	ORAQ	KQVO
Al Sahra	ORSH	KQSL
Al Taji	ORTI	KQAQ
Al Taqaddum	ORAT	KQEZ
Ali Base/Talil	ORTL	KQXJ
An Numaniyah	ORAN	
Baghdad/Baghdad FIR	ORBB	
Baghdad INTL Airport	ORBI	KQTZ
Balad Southeast	ORBD	KQTO
Bashur	ORBR	
Basrah INTL Airport	ORMM	
Erbil INTL Airport	ORER	
Jalibah Southeast	ORJA	
Kirkuk	ORKK	KQTX
Korean Village	ORRW	
Mosul	ORBM	KQTU
Qasr Tall Mihl	ORQT	
Qayyarah West	ORQW	KQCO
Sulaymaniyah INTL Airport	ORSU	
Tall Afar	ORTF	KQTI
Talil/Ali Base	ORTL	KQXJ
Tikrit East	ORTK	
Tikrit South	ORTS	
Ubaydah Bin Al Jarrah/Al Kut	ORUB	
Umm Qasr	ORUQ	

2.4.2.2 Decode

ICAO Indicator	Location	Weather Code
ORAA	Al Asad	KQAJ
ORAI	Al Iskandarariyah	
ORAN	An Numaniyah	
ORAQ	Al Qaim	KQVO
ORAT	Al Taqaddum	KQEZ
ORBB	Baghdad/Baghdad FIR	
ORBD	Balad Southeast	KQTO
ORBI	Baghdad INTL Airport	KQTZ
ORBM	Mosul	KQTU
ORBR	Bashur	
ORER	Erbil INTL Airport	
ORJA	Jalibah Southeast	
ORKK	Kirkuk	KQTX
ORMM	Basrah INTL Airport	
ORQT	Qasr Tall Mihl	
ORQW	Qayyarah West	KQCO
ORRW	Korean Village	
ORSH	Al Sahra	KQSL
ORSU	Sulaymaniyah INTL Airport	
ORTF	Tall Afar	KQTI
ORTI	Al Taji	KQAQ
ORTK	Tikrit East	
ORTL	Ali Base/Talil	KQXJ
ORTS	Tikrit South	
ORUB	Al Kut/ Ubaydah Bin Al Jarrah	
ORUQ	Umm Qasr	

GEN 2.5 LIST OF RADIO NAVIGATION AIDS

2.5.1 The security situation is such that the only radio navigational aid in Iraq that has been flight inspected for civil use is the Baghdad VOR. All current radio navigational aids are temporary military assets. Apart from the VOR DME to RWY 33R at BIAP, all other instrument procedures built utilizing these navigational aids are restricted for military use only.

Aid	Ident	FREQ	Lat/Long	Remarks
Al Asad TACAN	MAA	CH 57X	N33°47’14.37” E042°26’36.13”	VAR 4ºE
Al Taqaddum TACAN	MAT	CH70X	N33°20’19.39” E043°35’36.68”	VAR 4ºE
Baghdad TACAN	BAP	CH43X	N33°15’36 60” E044°14’58.10”	VAR 4ºE
Baghdad RNAV	N/A	N/A	N33°15’38.60” E044°14’57.29”	
Balad VORTAC	BLD	CH93X/114.6	N33°56’09.28” E044°22’05.01”	VAR 4ºE
Basrah TACAN	BAR	CH20X/108.3	N30°31’32.40” E047°41’12.00”	VAR 3º02.9’E
Basrah VORW-DME	BSR	112.300MHz	N30°31’32.4” E047°41’12”	VAR 3º0.0’E
Kirkuk TACAN	KRK	CH86X	N35º28’16.42” E044º20’52.45”	VAR 4º01.4’E
Ali Base TACAN	TAL	CH84X	N30°56’06.94” E046°05’26.15”	VAR 3ºE
Qayyarah West TACAN	QYW	CH72X	N35°46’16.8” E043°07’04.2”	

GEN 2.6 CONVERSION TABLES

NM to KM **1 NM = 1.852KM**		**KM to NM** **1 KM = 0.54 NM**		**FT to M** **1 FT = 0.3048 M**		**M to FT** **1 M = 3.281FT**	
NM	KM	KM	NM	FT	M	M	FT
0.1	0.185	0.1	0.05	1	0.305	1	3.28
0.2	0.370	0.2	0.11	2	0.610	2	6.56
0.3	0.556	0.3	0.16	3	0.914	3	9.84
0.4	0.741	0.4	0.22	4	1.219	4	13.12
0.5	0.926	0.5	0.27	5	1.524	5	16.40
0.6	1.111	0.6	0.32	6	1.829	6	19.69
0.7	1.296	0.7	0.38	7	2.134	7	22.97
0.8	1.482	0.8	0.43	8	2.438	8	26.25
0.9	1.667	0.9	0.49	9	2.743	9	29.53
1	1.852	1	0.54	10	3.048	10	32.81
2	3.704	2	1.08	20	6.096	20	65.62
3	5.556	3	1.62	30	9.144	30	98.43
4	7.408	4	2.16	40	12.192	40	131.23
5	9.260	5	2.70	50	15.240	50	164.04
6	11.112	6	3.24	60	18.288	60	196.85
7	12.964	7	3.78	70	21.336	70	229.66
8	14.816	8	4.32	80	24.384	80	262.47
9	16.668	9	4.86	90	27.432	90	295.28
10	18.520	10	5.40	100	30.480	100	328.08
20	37.040	20	10.80	200	60.960	200	656.17
30	55.560	30	16.20	300	91.440	300	984.25
40	74.080	40	21.60	400	121.920	400	1312.34
50	92.600	50	27.00	500	152.400	500	1640.48
60	111.120	60	32.40	600	182.880	600	1968.50
70	129.640	70	37.80	700	213.360	700	2296.59
80	148.160	80	43.20	800	243.840	800	2624.67
90	166.680	90	48.60	900	274.320	900	2952.76
100	185.200	100	54.00	1000	304.800	1000	3280.84
200	370.400	200	107.99	2000	609.600	2000	6561.68
300	555.600	300	161.99	3000	914.400	3000	9842.52
400	740.800	400	215.98	4000	1219.200	4000	13123.36
500	926.000	500	269.98	5000	1524.000	5000	16404.20
				6000	1828.800		
				7000	2133.600		
				8000	2438.400		
				9000	2743.200		
				10000	3048.000		

GEN 2.7 SUNRISE/SUNSET TABLES

2.7.1. General

2.7.1.1. The tables on the following pages have been prepared using data from the United States Naval Observatory website. The tables provide data for selected airports. Data on other locations, or accurate times for dates falling between those listed below, may be obtained from: http://aa.usno.navy.mil/

Select 'Data Services' and enter appropriate year, latitude and longitude.

2.7.2.1. The times in the tables below are given in UTC for the beginning of the civil morning twilight (TWIL FM), sunrise (SR), sunset (SS), and the end of the civil evening twilight (TWIL TO).

2.7.2 2007 Sunrise-Sunset Table for Baghdad International Airport (ORBI). Based on approximation of ARP (N33° 15' E044° 14') the official times are as follows:

MTH	Day	TWIL FM	SR	SS	TWIL TO	MTH	Day	TWIL FM	SR	SS	TWIL TO
Jan	**5**	0340	0407	1409	1437	**Jul**	**5**	0130	0159	1616	1645
	10	0340	0407	1414	1441		**10**	0133	0202	1615	1643
	15	0340	0407	1418	1445		**15**	0136	0204	1613	1642
	20	0339	0405	1423	1450		**20**	0140	0207	1611	1639
	25	0337	0403	1428	1454		**25**	0143	0211	1608	1636
	30	0334	0401	1432	1459		**30**	0147	0214	1604	1632
Feb	**5**	0330	0356	1438	1504	**Aug**	**5**	0151	0218	1559	1626
	10	0327	0352	1443	1508		**10**	0155	0222	1555	1621
	15	0322	0347	1447	1513		**15**	0159	0225	1549	1616
	20	0317	0342	1452	1517		**20**	0203	0229	1544	1610
	25	0312	0337	1456	1521		**25**	0207	0232	1538	1603
							30	0210	0236	1532	1557
Mar	**1**	0307	0332	1459	1524						
	5	0302	0327	1503	1528	**Sep**	**5**	0214	0240	1524	1549
	10	0256	0321	1507	1531		**10**	0218	0243	1517	1542
	15	0250	0314	1510	1535		**15**	0221	0246	1510	1535
	20	0243	0308	1514	1539		**20**	0225	0249	1503	1528
	25	0236	0301	1518	1543		**25**	0228	0253	1457	1521
	30	0230	0254	1522	1546		**30**	0231	0256	1450	1514
Apr	**5**	0221	0246	1526	1551	**Oct**	**5**	0235	0300	1443	1508
	10	0215	0240	1530	1555		**10**	0238	0303	1437	1501
	15	0208	0234	1533	1559		**15**	0242	0307	1430	1455
	20	0202	0228	1537	1603		**20**	0246	0311	1425	1450
	25	0156	0222	1541	1607		**25**	0250	0315	1419	1444
	30	0150	0217	1544	1611		**30**	0254	0319	1414	1439
May	**5**	0145	0212	1548	1615	**Nov**	**5**	0259	0324	1408	1434
	10	0141	0208	1552	1619		**10**	0303	0329	1405	1431
	15	0136	0204	1556	1623		**15**	0307	0334	1401	1428
	20	0133	0200	1559	1627		**20**	0312	0338	1359	1425
	25	0130	0158	1603	1631		**25**	0316	0343	1357	1424
	30	0127	0156	1606	1634		**30**	0320	0347	1356	1423
Jun	**5**	0125	0154	1609	1638	**Dec**	**5**	0324	0351	1355	1423
	10	0125	0153	1612	1640		**10**	0328	0355	1356	1423
	15	0124	0153	1614	1643		**15**	0331	0359	1357	1425
	20	0125	0154	1615	1644		**20**	0334	0402	1359	1427
	25	0126	0155	1616	1645		**25**	0337	0404	1402	1429
	30	0128	0157	1616	1645		**30**	0339	0406	1405	1432

2.7.3 2007 Sunrise – Sunset Table for Basrah International Airport (ORMM). Based on approximation of ARP (N30° 33’ E047° 40’) the official times are as follows:

MTH	Day	TWIL FM	SR	SS	TWIL TO	MTH	Day	TWIL FM	SR	SS	TWIL TO
Jan	**5**	0321	0347	1402	1428	**Jul**	**5**	0124	0152	1556	1623
	10	0321	0348	1406	1432		**10**	0127	0154	1555	1622
	15	0321	0347	1410	1436		**15**	0130	0157	1553	1620
	20	0320	0346	1415	1440		**20**	0133	0200	1551	1618
	25	0319	0344	1419	1445		**25**	0136	0203	1549	1615
	30	0317	0342	1423	1449		**30**	0139	0206	1545	1612
Feb	**5**	0313	0338	1429	1454	**Aug**	**5**	0143	0209	1541	1607
	10	0310	0335	1433	1458		**10**	0147	0213	1537	1602
	15	0306	0330	1437	1502		**15**	0150	0216	1532	1557
	20	0301	0326	1441	1505		**20**	0153	0219	1527	1552
	25	0256	0321	1445	1509		**25**	0157	0221	1521	1546
							30	0200	0224	1515	1540
Mar	**1**	0252	0316	1448	1512						
	5	0248	0312	1450	1515	**Sep**	**5**	0203	0228	1508	1532
	10	0242	0306	1454	1518		**10**	0206	0231	1502	1526
	15	0236	0300	1457	1521		**15**	0209	0233	1456	1520
	20	0230	0254	1500	1524		**20**	0212	0236	1449	1513
	25	0224	0248	1504	1528		**25**	0215	0239	1443	1507
	30	0218	0242	1507	1531		**30**	0218	0242	1437	1501
Apr	**5**	0210	0234	1510	1535	**Oct**	**5**	0221	0245	1430	1455
	10	0204	0228	1514	1538		**10**	0224	0248	1425	1449
	15	0158	0223	1517	1541		**15**	0227	0251	1419	1443
	20	0152	0217	1520	1545		**20**	0230	0255	1413	1438
	25	0147	0212	1523	1548		**25**	0234	0258	1408	1433
	30	0142	0207	1526	1552		**30**	0237	0302	1404	1428
May	**5**	0137	0203	1530	1556	**Nov**	**5**	0242	0307	1359	1424
	10	0133	0159	1533	1559		**10**	0245	0311	1355	1421
	15	0129	0155	1536	1603		**15**	0249	0315	1353	1418
	20	0126	0152	1540	1606		**20**	0253	0319	1350	1416
	25	0123	0150	1543	1610		**25**	0257	0323	1349	1415
	30	0121	0148	1546	1613		**30**	0301	0327	1348	1414
Jun	**5**	0119	0147	1549	1616	**Dec**	**5**	0305	0331	1348	1414
	10	0119	0146	1551	1619		**10**	0309	0335	1349	1415
	15	0119	0146	1553	1621		**15**	0312	0339	1350	1416
	20	0119	0147	1555	1622		**20**	0315	0341	1352	1418
	25	0121	0148	1555	1623		**25**	0317	0344	1354	1421
	30	0122	0150	1556	1623		**30**	0319	0346	1358	1424

2.7.4 2007 Sunrise – Sunset Table for Kirkuk Airport (ORKK). Based on approximation of ARP (N35° 28’ E044° 21’) the official times are as follows:

MTH	Day	TWIL FM	SR	SS	TWIL TO	MTH	Day	TWIL FM	SR	SS	TWIL TO
Jan	**5**	0344	0412	1403	1432	**Jul**	**5**	0123	0153	1621	1651
	10	0344	0412	1408	1436		**10**	0126	0155	1620	1650
	15	0344	0411	1413	1440		**15**	0129	0158	1618	1648
	20	0342	0410	1418	1445		**20**	0133	0202	1616	1645
	25	0340	0407	1423	1450		**25**	0137	0205	1612	1641
	30	0337	0404	1428	1455		**30**	0141	0209	1609	1637
Feb	**5**	0333	0400	1434	1501	**Aug**	**5**	0146	0214	1603	1631
	10	0329	0355	1439	1505		**10**	0150	0218	1558	1625
	15	0324	0350	1444	1510		**15**	0154	0221	1552	1619
	20	0318	0344	1449	1515		**20**	0159	0225	1546	1613
	25	0313	0338	1454	1519		**25**	0203	0229	1540	1606
							30	0207	0233	1533	1559
Mar	**1**	0308	0333	1457	1523						
	5	0303	0328	1501	1526	**Sep**	**5**	0211	0237	1525	1551
	10	0256	0321	1505	1531		**10**	0215	0241	1518	1543
	15	0249	0314	1510	1535		**15**	0219	0245	1511	1536
	20	0242	0307	1514	1539		**20**	0223	0249	1503	1529
	25	0235	0300	1518	1543		**25**	0227	0252	1456	1521
	30	0227	0253	1522	1548		**30**	0231	0256	1449	1514
Apr	**5**	0219	0245	1527	1553	**Oct**	**5**	0235	0300	1442	1507
	10	0212	0238	1531	1557		**10**	0239	0304	1435	1500
	15	0205	0231	1535	1601		**15**	0243	0308	1428	1454
	20	0158	0225	1539	1606		**20**	0247	0313	1422	1448
	25	0152	0218	1543	1610		**25**	0251	0317	1416	1442
	30	0146	0213	1548	1615		**30**	0256	0322	1410	1437
May	**5**	0140	0208	1552	1619	**Nov**	**5**	0301	0328	1404	1431
	10	0135	0203	1556	1624		**10**	0306	0332	1400	1427
	15	0130	0159	1600	1628		**15**	0310	0337	1357	1424
	20	0126	0155	1604	1632		**20**	0315	0342	1354	1421
	25	0123	0152	1607	1636		**25**	0320	0347	1351	1419
	30	0120	0150	1611	1640		**30**	0324	0352	1350	1418
Jun	**5**	0118	0148	1615	1644	**Dec**	**5**	0328	0356	1350	1418
	10	0117	0147	1617	1647		**10**	0332	0400	1350	1418
	15	0117	0147	1619	1649		**15**	0336	0404	1351	1419
	20	0117	0147	1621	1651		**20**	0339	0407	1353	1421
	25	0119	0149	1622	1652		**25**	0341	0410	1355	1424
	30	0120	0150	1622	1652		**30**	0343	0411	1359	1427

GEN 3 SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

3.1.1 Responsible Service

3.1.1.1 The Aeronautical Information Service (AIS), which forms part of the ICAA, ensures the flow of information necessary for the safety and regularity of international and domestic air navigation within the area of its responsibility as indicated under GEN 3.1.2 below. It consists of AIS Headquarters, International NOTAM Office (NOF) and AIS units established at the aerodromes as listed under GEN 3.1.5 below. The service is provided in accordance with the provisions contained in ICAO Annex 15 – Aeronautical Information Services.

3.1.1.2 Due to a lack of technical infrastructure, ICAA does not currently have the capability to maintain efficient AIS. All FIR and airfield NOTAMs are currently being promulgated though the ACA.

3.1.1.3 Addresses and contact details for the ICAA AIS Headquarters and International NOTAM Office will be confirmed by NOTAM once established.

3.1.2 Area of Responsibility. The Aeronautical Information Service is responsible for the collection and dissemination of information for Iraq and for the airspace over the high seas encompassed by the Baghdad FIR.

3.1.3 Aeronautical Publications

3.1.3.1 The aeronautical information is provided in the form of the Integrated Information Package consisting of the following elements:

3.1.3.1.1 Aeronautical Information Publication (AIP)

3.1.3.1.2 Supplement to the AIP (AIP SUP);

3.1.3.1.3 Aeronautical Information Circular (AIC):

3.1.3.1.4 NOTAM and Pre-flight Information Bulletin (PIB); and

3.1.3.1.5 Checklists and summaries.

3.1.3.2 **Aeronautical Information Publication (AIP)**

3.1.3.2.1 The AIP is the overarching aviation document intended primarily to satisfy international requirements for the exchange of permanent aeronautical information and long duration temporary changes essential for safe and efficient air navigation. The Iraq AIP is published in one volume. The AIP is published in an electronic format as a portable document format (.pdf) file, in English only, for use in international and domestic operation, whether the flight is a commercial or private one.

3.1.3.2.2 The AIP is amended by the publication of a full edition AIP in accordance with a 56 day AIRAC cycle. A brief description of the references affected by the publication of a full edition AIP will be provided in the form of a Summary of Changes. Changes of note or

significance are included; correction of editorial errors will not be included. A checklist of AIP pages containing page number/chart title and the publication or effective date (day, month by name, and year) of the information is reissued with each edition.

3.1.3.3 Supplement to the AIP (AIP SUP)

3.1.3.3.1 Temporary changes of long duration and information of short duration that consists of extensive text and/or text supplementing the permanent information contained in the AIP are published as AIP Supplements (AIP SUP). Due to the newly established AIP and AIP AMDT cycle it is unlikely that the use of AIP SUP will be common. However, the following paragraph describes their use.

3.1.3.3.2 AIP SUP is separated by information subject (General – GEN, En-route – ENR and Aerodromes – AD) and, when issued, are to be placed at the beginning of each relevant AIP part. Each AIP Supplement is allocated a consecutive serial number, based on the calendar year, e.g. AIP SUP 01/06. Each AIP SUP is to remain in the AIP as long as all or some of its contents remain valid. The period of validity of the information contained in the AIP SUP will normally be given in the supplement itself. Alternatively, a NOTAM may be used to indicate changes to the period of validity or cancellation of the AIP SUP. Any AIP SUP will, for the short term, be published on the RAMCC Iraq webpage co-located with the full edition AIP. Notification of AIP SUP release will be via a Baghdad FIR NOTAM.

3.1.3.4 Aeronautical Information Circular (AIC)

3.1.3.4.1 Aeronautical Information Circulars (AIC) contain information on the long-term forecast of any major change in legislation, regulation, procedures or facilities. The information contained within the AIC is to be considered advance notice. While unlikely to change significantly information within the AIC is provided as advisory only until formally promulgated within the AIP, AIP AMDT, and AIP SUP or via NOTAM. Information likely to be contained in an AIC may include:

3.1.3.4.1.1 Information of a purely explanatory or advisory nature liable to affect flight safety; and,

3.1.3.4.1.2 Information or notification of an explanatory or advisory nature concerning technical, legislative or purely administrative matters.

3.1.3.4.2 Each AIC is allocated a consecutive serial number, based on the calendar year, e.g. AIC 01/06. Any AIC released will be published on the RAMCC Iraq webpage co-located with the full edition AIP. Notification of AIC release will be via a Baghdad FIR NOTAM. Notification of AIC cancellation will be via NOTAM.

3.1.3.5 NOTAM and Pre-flight Information Bulletins (PIB)

3 1.3.5.1 NOTAMs contain information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential for personnel concerned with flight operations. The text of each NOTAM contains the information in the order shown in the ICAO NOTAM Format and is composed of the significations/uniform abbreviated phraseology assigned to the ICAO NOTAM Code. This is complemented by ICAO abbreviations, indicators, identifiers, designators, callsigns, frequencies, figures and plain language. NOTAMs are issued and published via several

means. Each pilot in command, Civil Air Carrier/Operator is responsible for ensuring current NOTAMs are reviewed.

3.1.3.6 **Sale of Publications.** Publications may be obtained from the Aeronautical Information Service (see GEN 0.1.4 for AIS address). Purchase prices are as follows:

Publication	Price for a complete copy	
	In Iraq	Outside Iraq
AIP – IRAQ	*No charge*	*No charge*
ANNUAL subscription including NOTAM/AIC services	*No charge*	*No charge*
AIP ring binder	*Not currently available*	

3.1.4 Aeronautical Information Regulation and Control (AIRAC) system. A complete AIRAC system is partially implemented in Iraq. However, in order to publish the operationally significant changes requiring amendments to charts, routes manuals, etc. such changes, whenever possible, will be issued as a NOTAM to allow early delivered to recipients before the date(s) of applicability. If possible the effective date of operationally significant changes will be set such to allow timely advice.

3.1.4.1 The following table describes the full edition AIP effective dates:

Publication Name & Edition / Serial Number	Effective date	AIP submission close date
AIP Edition 27	27 Sep 07	17 Sep 07
AIP Edition 28	22 Nov 07	12 Nov 07
AIP Edition 29	17 Jan 08	07 Jan 08
AIP Edition 30	13 Mar 08	03 Mar 08
AIP Edition 31	08 May 08	28 Apr 08
AIP Edition 32	03 Jul 08	23 Jun 08
AIP Edition 33	28 Aug 08	14 Aug 08

3.1.5 Pre-flight Information Service at Aerodromes. Pre-flight Information Service is provided at both Baghdad and Basrah International aerodromes through self-briefing at the AIS units (Briefing Office) which is located at the terminal building and connected to the AIS Headquarters.

GEN 3.2 AERONAUTICAL CHARTS

Temporarily Suspended

3.2.1 Responsible Services. The ICAA Aeronautical Information Service, provides aeronautical charts which as part of the AIP. Charts suitable for pre-flight planning and briefing, selected from those listed in the ICAO aeronautical chart catalogue (Doc 7101), are available for reference at aerodrome AIS units, or purchase from AIS Headquarters. The AIS Headquarters address is listed at GEN 3.1. The charts are produced in accordance with the provisions contained in ICAO Annex 4 - Aeronautical Charts. Differences to these provisions are detailed in subsection GEN 1.7.

3.2.2 Maintenance of Charts

3.2.2.1 The aeronautical charts included in the AIP are kept up to date by amendments to the AIP. Information concerning the planning for or issuance of new maps and charts is notified by Aeronautical Information Circular.

3.2.2.2 If incorrect information detected on published charts is of operational significance, it is corrected by NOTAM.

3.2.3 Purchase Arrangements

3.2.3.1 The charts as listed under GEN 3.2.5 may be obtained from AIS Headquarters, the address of which is at GEN 3.1. During the reconstruction of Iraq's air navigation system, charts are available from the following website:

http://164.214.2.62/products/digitalaero/index.html

Follow links for Enroute or Terminal charts as applicable.

3.2.3.2 The Civil Aviation Authority and the Aeronautical Information Service have copies of the ICAO Aeronautical Charts Catalogue (Doc 7101) where all aeronautical charts or chart series produced by this and other countries are listed and known to be available to civil aviation.

3.2.4 Aeronautical Chart Series Available

3.2.4.1 The following aeronautical charts are produced:

3.2.4.1.1 Aerodrome Chart – ICAO. This chart contains detailed aerodrome data to provide flight crew with information that will facilitate the ground movement of aircraft between the aircraft stand(s) to, and from, the RWY(s).

3.2.4.1.2 Aerodrome Ground Movement Chart – ICAO. This chart is produced for both Baghdad and Basrah International aerodromes where, due to the congestion of information, details necessary for the ground movement of aircraft along the TWYs to and from the aircraft stands and for the parking/docking of aircraft cannot be shown with sufficient clarity on the Aerodrome Chart – ICAO.

3.2.4.1.3 Aircraft Parking/Docking Chart – ICAO. This chart is produced for both Baghdad and Basrah international aerodromes where, due to the complexity of the terminal facilities, the information to facilitate the ground movement of aircraft between the TWYs and the aircraft stands and the parking/docking of aircraft cannot be shown with sufficient clarity on the Aerodrome Chart – ICAO or on the Aerodrome Ground Movement Chart- ICAO.

3.2.4.1.4 Aerodrome Obstacle Chart – ICAO – Type A (Operating Limitations). This chart contains detailed information on obstacles in take-off flight path areas of aerodromes. It is shown in plan and profile view. This obstacle information provides the data necessary to enable an operator to comply with the operating limitations of ICAO Annex 6, Part I and II, Chapter 5.

3.2.4.1.5 Instrument Approach Chart – ICAO. This chart is produced for all aerodromes used by civil aviation where instrument approach procedures are established. A separate Instrument Approach Chart ICAO is provided for each procedure. The aeronautical data shown includes information on aerodromes, prohibited, restricted, and danger areas, radio communication facilities and navigation aids, minimum sector altitudes, procedure track portrayed in plan and profile view, aerodrome operating minima, etc. This chart provides the flight crew with information that will enable them to perform an approved instrument approach procedure to the RWY of intended landing including the missed approach procedure and when applicable, associated holding patterns.

3.2.4.1.6 En-route Chart – ICAO. This chart is produced for the entire Baghdad FIR. The aeronautical data includes aerodromes, prohibited, restricted, and danger areas and the air traffic services system in detail. This chart provides the flight crew with information that will facilitate navigation along ATS routes in compliance with air traffic service procedures.

3.2.4.1.7 Standard Departure Chart – Instrument (SID) – ICAO. This chart is produced whenever a standard departure route – instrument is established and cannot be shown with sufficient clarity on the terminal area chart. The aeronautical data shown includes the aerodrome of departure, aerodrome(s) which affect the designated standard departure route-instrument, prohibited, restricted and danger areas and the air traffic services system. This chart provides the flight crew with information that will enable them to comply with the designated standard departure route – instrument from the take-off phase to the en-route phase.

3.2.4.1.8 Standard Arrival Chart – Instrument (STAR) – ICAO. This chart is produced whenever a standard arrival route –instrument has been established and cannot be shown with sufficient clarity on the terminal area chart. The aeronautical data shown includes the aerodrome of landing, aerodrome(s) which affect the designated standard arrival route – instrument, prohibited, restricted and danger areas and the air traffic service system. This chart provides the flight crew with information that will enable them to comply with the designated standard arrival route –instrument from the en-route phase to the approach phase.

Temporarily Suspended

3.2.5 List of Aeronautical Charts Available

Those chart series marked by an asterisk form part of the AIP.

Title of series	Scale	Name/number	Price
Aerodrome Chart-ICAO* (AC)	1:10 000	Baghdad/Basrah Intl	*No Charge*
Aerodrome Ground Movement Chart - ICAO (AGMC)	not to scale	Baghdad/Basrah Intl	*No Charge*
Aircraft Parking/ Docking Chart-ICAO (APDC)	not to scale	Baghdad/Basrah Intl	*No Charge*
Aerodrome Obstacle Chart ICAO-Type A (AOC)	1:20 000	Baghdad/Basrah Intl	*No Charge*
Instrument Approach Chart-ICAO (IAC)	not to scale	Baghdad/Basrah Intl	*No Charge*
En-route Chart-ICAO		Baghdad/Basrah Intl	*No Charge*

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Temporarily Suspended

3.2.6 Index to the World Aeronautical Chart (WAC) – ICAO. The production of World Aeronautical Chart 1 000 000 is suspended at the present time.

3.2.7 **Topographical Charts.** Topographical charts may be available, on request, from AIS Headquarters (see GEN 0.1.4).

GEN 3.3 AIR TRAFFIC SERVICES

3.3.1 Responsible Service

3.3.1.1 The Department of Air Traffic Services with the ICAA is the responsible authority for the provision of air traffic services within the area indicated under GEN 3.3.2. Contact details are at GEN 0.1.4.

3.3.1.2 Air traffic services are provided in accordance with the provision contained in the following ICAO documents:

Annex 2	Rules of the Air
Annex 11	Air Traffic Services
Doc 4444	Procedures for Air Navigation Services – Air Traffic Management
Doc 8168	Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS)
Doc 7030	Regional Supplementary Procedures

3.3.1.3 Differences to these provisions are detailed at GEN 1.7.

3.3.1.4 Air Traffic Services are provided H24 at Baghdad and Basrah International Airports and for enroute traffic overflying the Baghdad FIR.

3.3.2 Area of Responsibility. Air traffic services are provided for the entire Baghdad FIR. This includes the territory of Iraq and its territorial waters.

3.3.3 Types of Air Traffic Services

3.3.3.1 A combined military and civilian air traffic service workforce provides the following types of air traffic services in Iraq:

3.3.3.1.1 **Aerodrome Control Service** is provided to aerodrome traffic within 5NM below approximately 3000FT AGL at aerodromes at which a control tower is operating, unless otherwise specified. The control function in respect of aerodrome and other traffic operating on the surface outside the landing area in use may be provided separately and is termed Surface Movement Control.

3.3.3.1.2 **Apron Service** is provided to aircraft (under tow or power) operating on the apron area of an airport by air traffic control or another agency.

3.3.3.1.3 **Approach/Departure Control Service** is provided to flights within 55NM of Balad South East and Basrah and within 30NM of Mosul, while within class D and E airspace. Services to flights operating to or from Baghdad International are currently provided from Balad within the Balad Class E airspace. Approach/departure control service is provided within 55NM of Ali Base and Kirkuk, while within controlled airspace. Approach/Departure control service is provided until the arriving flights become aerodrome traffic and to departing flights from the time they cease to be aerodrome traffic until they climb independently of approaching flights or aircraft departing on other routes. The control function concerned with departing traffic when separately established is termed Departure Control, the remaining function then being termed Approach Control. Approach/Departure control service will be

provided jointly with aerodrome control service, unless specified otherwise in AIP Part 3 - Aerodromes.

3.3.3.1.4 **Area Control Service** is provided to flights operating in control area when not provided with aerodrome or approach control service.

3.3.3.1.5 **Air Traffic Control Radar Service** is the predominant means of control at Baghdad, Basrah and, when activated by military authorities, Balad, Kirkuk, Mosul and Ali Base. Radar service may include the following:

3.3.3.1.5.1 **Radar Control Service** provides positive traffic separation (except between VFR flights in VMC in Class D and E airspace) and the monitoring of aircraft navigation, to radar identified traffic in controlled airspace.

3.3.3.1.5.2 **Radar Information Service** (RIS) is a service provided by ATC within radar coverage. It provides traffic, position and navigation information to flights not receiving a separation service and is available to improve situational awareness and assist pilots in avoiding collisions with other aircraft. At pilot request, and, if possible, a controller providing radar services will suggest a course of action to avoid other aircraft. Ultimate responsibility for aircraft and terrain avoidance rests with the pilot in command. This service may be provided in Class G airspace to IFR flights in relation to other IFR flights and, unless impracticable, in relation to observed VFR flights. It may also be provided to VFR flights in Class E and G airspace.

3.3.3.1.5.3 **Final Approach Service** provides a precision or surveillance radar service for final approach.

3.3.3.1.5.4 **Emergency Service** provides navigation assistance to aircraft in distress or experiencing navigational difficulties.

3.3.3.1.6 **Flight Information and SAR Alerting Services** are provided concurrently with the services shown above. In areas where air traffic control services are not provided, flight information and SAR alerting services are not provided by ATS units.

3.3.3.2 In some circumstances a number of services may operate under a common callsign and can be on a common or separate frequency:

3.3.3.2.1 **Clearance Delivery:** used by the Airways Clearance Delivery (ACD) service when established on a discrete frequency.

3.3.3.2.2 **Ground**: used by Surface Movement Control and Apron Service (if provided by ATC) when established on a discrete frequency. At some locations, this service also provides the Airways Clearance Delivery service on the same frequency.

3.3.3.2.3 **Tower:** used by Aerodrome Control and occasionally Aerodrome/Approach Control when these services are combined and provided by one agency.

3.3.3.2.4 **Approach:** used by Approach Control (APP) service when established on a discrete frequency and Approach/Departure Control when combined on the same frequency.

3.3.3.2.5 **Departure:** used by Departure Control (DEP) service when established on a discrete frequency.
3.3.3.2.6 **Center:** used for Area Control (ACC) service.

3.3.4 Coordination Between the Operator and Air Traffic Services. Coordination between the operator and traffic services is affected in accordance with 2.15 of ICAO Annex 11 and 11.2.1.1.4 and 11.2.1.1.5 of Chapter 11 of the Procedures for Air Navigation Services - Air Traffic Management (Doc 4444 ATM/501).

3.3.5 Minimum Flight Altitude. The minimum flight altitudes on the ATS routes published for the Baghdad FIR have been determined so as to ensure at least 1000 FT (300 M) vertical clearance above the highest obstacle within 5 NM either side of the centerline of the route.

3.3.6 ATS Units Address List

Unit name	Postal address	Telephone NR	Telefax NR	Telex NR	AFS/AFTN Address
BASRAH APP (or TWR)	Department of Air Traffic Services, Basrah Int'l Airport, Basrah, Iraq	TBD	TBD	207023 BIA IK	ORMMZQZX
BAGHDAD ACC (or APP, TWR or RADIO)	Department of Air Traffic Services, BAGHDAD Int'l Airport, Baghdad, Iraq	TBD	TBD	212500 YIA IK	ORBIZGZX

GEN 3.4 COMMUNICATION SERVICES

3.4.1 Responsible Service

3.4.1.1 The responsible service for the provision of telecommunication and navigation facility services in Iraq is The ICAA The address and contact details are listed at GEN 0.1.4.

3.4.1.2 The service is provided in accordance with provisions contained in the following ICAO documents:

Annex 10 -	Aeronautical Telecommunications
Doc 8400-	Procedures for Air Navigation Services-ICAO Abbreviations and Codes (PANS-ABC)
Doc8585-	Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services
Doc7030-	Regional Supplementary Procedures
Doc7910-	Location Indicators

3.4.2 Area of Responsibility. Communication services are provided for the entire Baghdad FIR. Arrangements for such services on a continuing basis should be made with the Director of Communication Services. Responsibility for the day-to-day operation of these services is vested in Station Communication Officers located at Basrah and Baghdad International Aerodromes. Inquiries, suggestions or complaints regarding any telecommunication service should be referred to the relevant communication officer or to the Director of Communication Services, as appropriate.

3.4.3 Types of Services

3.4.3.1 Radio Navigation Services.

The following types of radio aids to navigation are available:

VHF Omni-directional Radio Range	(VOR)
Distance Measuring Equipment	(DME)
Tactical Air Navigation	(TACAN)

3.4.3.2 **Mobile Service**. The aeronautical stations maintain a continuous watch on their stated frequencies during the published hours of service unless otherwise notified. An aircraft should normally communicate with the air-ground agency that exercises control in the area in which the aircraft is flying. Aircraft should maintain a continuous watch on the appropriate frequency of the control station and should not abandon watch, except in an emergency, without informing the control station.

3.4.3.3 **Fixed Service.** The messages to be transmitted over the Aeronautical Fixed Service/Aeronautical Fixed Telecommunication Network (AFS/AFTN) are accepted only if they satisfy the requirements of ICAO Annex 10, Vol. II Chapter 3.3; they are prepared in the form specified in ICAO Annex 10; and the text on an individual message does not exceed 200 groups. General aircraft operating agency messages are only accepted for transmission to countries that have agreed to a accept Class B traffic.

3.4.3.4 Broadcasting Services

3.4.3.4.1 Sub-area meteorological broadcasts (VOLMET radio telegraphy broadcasts) are available for the use by aircraft in flight. Full details are given at GEN 3.5.

3.4.3.4.2 **Automatic Broadcast Services** in the form of Automatic Terminal Information Service (ATIS) is established at Baghdad and Basrah International Aerodromes. The normal operational information required by aircraft prior to take-off or landing is broadcast automatically and continuously either on a discrete frequency or on the voice channel of one or more radio-navigation aids. The broadcast may be pre-recorded or computerized.

3.4.3.4.3 The following information is transmitted on the ATIS:

(aerodrome) TERMINAL INFORMATION (code letter ALPHA, BRAVO, etc., as assigned to each separately prepared transmission. "ZULU" is not used)
TIME (hh mm Z) time of observations, if appropriate
"EXPECT … [e.g.TACAN, SRA or VISUAL] APPROACH"

One RWY in Use:

RWY (number), [DAMP] [WET] [WATER PATCHES] [FLOODED] (if applicable)
or

More Than One RWY in Use:

RWY/S (number/s) AND (number/s) FOR ARRIVALS,
RWY/S (number/s) AND (number/s) FOR DEPARTURES, [DAMP] [WET] [WATER PATCHES] [FLOODED] (if applicable)

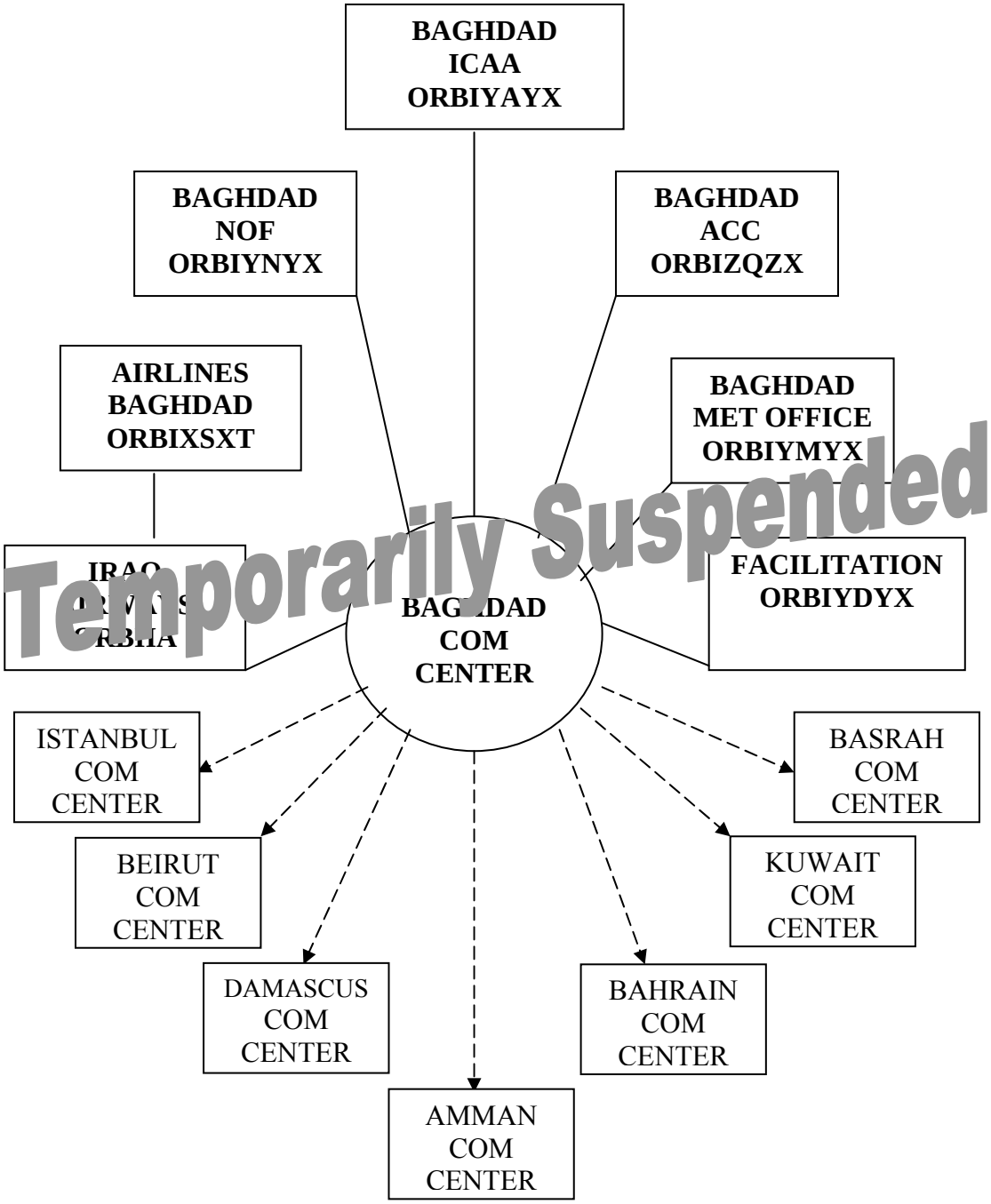
Significant RWY surface conditions and, if appropriate, braking action
… MINUTES HOLDING MAY BE EXPECTED (if appropriate)
WIND … DEGREES … KNOTS (include significant variations)
VISIBILITY … KILOMETRES or METERS as applicable or RVR, when applicable
CLOUD [FEW] [SCATTERED] [BROKEN] or [OVERCAST] below 1 500 m (5 000 ft) or below the highest minimum sector altitude, whichever is greater and any Cumulonimbus;
TEMPERATURE …
DEW POINT …
QNH …
Any available information on significant meteorological phenomena in the approach and climb-out areas including wind shear, and information on recent weather of operational significance;
ON FIRST CONTACT WITH [Baghdad or Basrah] [GROUND, TOWER OR APPROACH], NOTIFY RECEIPT OF …

3.4.3.5 Language used is **English**.

3.4.3.6 Communication facilities are under reconstruction. Details of the various communication agencies available for enroute traffic can be found at ENR 2.1 and ENR 3.3.1. Details of the facilities available at individual aerodromes can be found in the relevant sections of Part 3 (AD). In the case where a facility is serving both the enroute traffic and the aerodromes, details are given in the relevant sections of Part 2 (ENR) and Part 3 (AD).

3.4.4 Requirements and Conditions. No specific requirements or conditions exist.

AERONAUTICAL FIXED SERVICES: TELEGRAPH/AFTN



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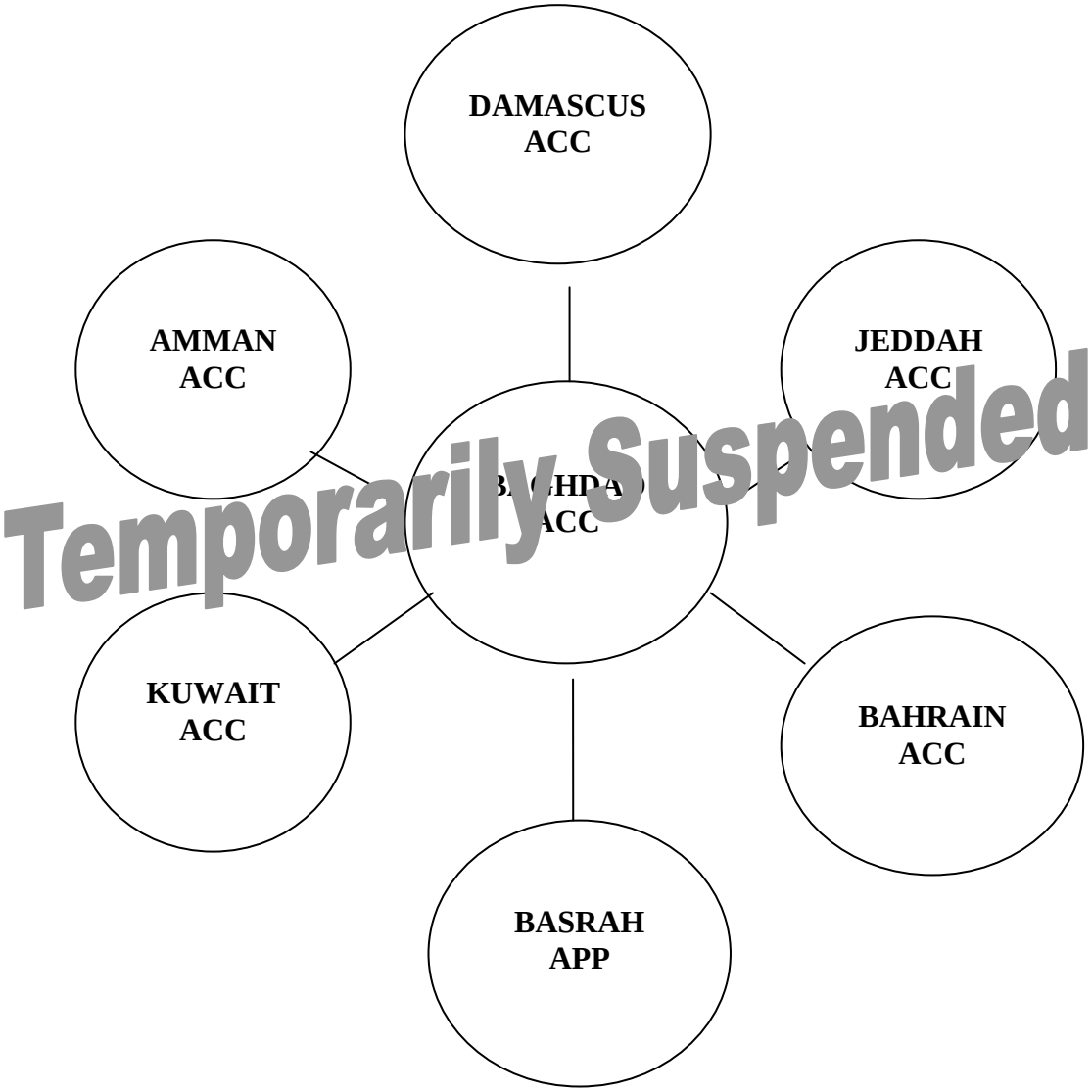
LEGEND	
LANDLINE TELETYPEWRITER CIRCUIT (LTT)	———
RADIO TELETYPEWRITER CIRCUIT (RTT)	– – – – –
DUPLEX CIRCUIT	I I
INTERNATIONAL CIRCUIT	✳

AERONAUTICAL FIXED SERVICES: TELEPHONE



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GEN 3.5 METEOROLOGICAL SERVICES

3.5.1 Responsible Service. The meteorological services for civil aviation are temporarily suspended. Civil aircraft are responsible for obtaining limited meteorological information from available commercial services as specified by the operating company or individual. Site specific weather information is available to civil operators from the following websites: http://adds.aviationweather.noaa.gov/ or http://www.baseops.net/metro.html. Military organizations may derive information from the following websites: https://afwin.afwa.af.mil/ or https://28ows.shaw.af.mil/. The appropriate weather station identifier/designator is listed in the relevant AERODROME entry at AD 2.1. Once established, the meteorological service will be provided by the meteorological office section of Baghdad International Airport.

3.5.2 Area of Responsibility. Meteorological Service obtained from United States military sources is provided for the entire Baghdad FIR and may be obtained by those organizations authorized military access to electronic media, those operators with access to the World Wide Web or at airports where limited meteorological services are provided.

3.5.3 Meteorological Observations and Reports. Terminal Area Forecasts will be available to aircraft operators at selected airports, see the relevant AERODROME entry at AD 2.1 for details.

Name of station/ Location indicator	Type / frequency observations / Automatic Observing equipment	Type of reports & supplementary information	Observation system site(s)	Hours of operation	Climatological information
Baghdad Int'l Airport ORBI	Hourly observation	Metar, Speci, TAFS	Complete surface observation equipment	24 Hrs	Climatological Tables AVBL.
Basrah Int'l Airport ORMM	Hourly observation	Metar, Speci, TAFS	Complete surface observation equipment	24 Hrs	Climatological Tables AVBL.

3.5.4 **Types of Services:** Personal briefing and consultation for flight crews are provided at Baghdad International Airport, Meteorological Briefing Office. Consultation is also available at these offices for flights to other aerodromes. Limited flight documentation is provided for domestic flights. For international flights, the flight documentation comprises a significant weather chart and the latest available aerodrome forecast for the destination and its alternate aerodromes.

3.5.5 **Notification Required from Operators**. Notification from operators in respect of briefing, consultation, flight documentation and other meteorological information needed (ref. ICAO Annex 3, 2.3) is normally required for intercontinental flights of more than 1900NM. Such consultation should be received at least 6 hours before the estimated time of departure.

3.5.6 **Aircraft Reports.** Pursuant to ICAO Annex 3, 5.3.1 the making and transmission of aircraft reports (AIREP) are required at the following ATS reporting points:

RAMPI
MURIB
TASMI

Wind sheer within 200 meters above ground is required.

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Temporarily Suspended
Temporarily Suspended

3.5.7 VOLMET Service

Name of station	Callsign or IDENT and emission	FREQ	Broadcast Period	Hours of service	Aerodromes included	Contents and format of report and forecast and remarks
Baghdad Int'l Airport	Baghdad Int'l Airport Volmet Report	126.8MHz	0500 1500	H24	Baghdad Int'l Airport	METAR, TREND

3.5.8 SIGMET service

Name of MWO /location indicators	Hours	FIR or CTA Served	Type of SIGMET/validity	Specific procedures	ATS unit Served	Additional Information
Baghdad Int'l Airport Met Office, ORBI	H24	Baghdad FIR	SIGMET/ 4 HRS	NIL	Baghdad Int'l Airport ATS/ACC	NIL

3.5.9 Other Automated Meteorological Services

Service Name	Information available	Area, route and aerodrome coverage	Telephone, telex and Telefax numbers remarks
Aeronautical Meteorological Division Baghdad Int'l Airport	The prognostic General Aviation Weather Chart (GWC) The European Significant Weather Chart	All of Europe including British Isles, Asia	Tel: TBD
Meteorological Information Self-briefing Terminal (MIST) Obtainable for any flight by the crew	TAF; METAR; Satellite Imagery	Europe; Asia, etc.	Aeronautical Meteorological Division ORBI Int'l Tel:8863999-24368

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Temporarily Suspended
Temporarily Suspended

GEN 3.6 SEARCH AND RESCUE (SAR)

3.6.1 Responsible Authority. The Search and Rescue service in Iraq is, with the exception of the difference given below, organized in accordance with the standards and recommended practices of ICAO Annex 12 by the ICAA, in collaboration with Defense authorities, which has responsibility for making the necessary facilities available. Postal and Telegraphic addresses of Search and Rescue coordinator are as follows:

Temporarily Suspended

Search and Rescue Coordinator
Air Traffic Services
Baghdad International Airport
P.O. Box:
Baghdad, Iraq
Tel:
Telegraphic address: ORBIZQZX
Telex:
Telefax:

3.6.2 Area of Responsibility. The Search and Rescue service is responsible for SAR operations for the entire Baghdad FIR.

3.6.3 Types of Service

3.6.3.1 Details of the rescue coordination center and related rescue units are to be advised.

Temporarily Suspended

3.6.3.2. Various additional elements of the state police organization, State Civil Service and Armed Forces are available for search and rescue missions when required. The aeronautical, military and public telecommunication services are available to the search and rescue organization. All aircraft carry survival equipment, capable of begin air-dropped, consisting of medical supplies, blankets, and emergency rations. Aircraft are equipped for communication on 121.5 MHz.

3.6.4 SAR Agreements

3.6.4.1 An agreement is established between the Search and Rescue service of Iraq and the search and rescue services of neighboring Arabian States regarding the provision of assistance upon receipt by the former of letter requesting aid. This agreement provides for facilitation of the overflight and landing of search and rescue aircraft on prior permission and after dispatch of a flight plan (with the exception of the prohibited areas), for similar facilitation of the entry of SAR surface vessels and their operation in border areas, for notification of entry to the authorities controlling entry, for defraying the costs of stop-over's, accommodation and transportation of crew members, and for direct communication between the various SAR services on all common search and rescue matters.

3.6.4.2 Requests for the entry of aircraft, equipment and personnel from other States to engage in search for aircraft in distress or to rescue survivors of aircraft accidents should be transmitted to the Rescue Coordination Center. Instructions as to the control which will be exercised on entry of such aircraft and/or personnel will be given by the Rescue Coordination Center in accordance with a standing plan for the conduct of search and rescue in its area.

3.6.5 Search and Rescue Facilities and Units

RESCUE COORDINATION CENTER(S)

1. NAME Rescue Coordination Center, Air Traffic Service

a) Postal Address Rescue Coordination Center,
Directorate of Air Traffic Services,
Baghdad International Airport
P.O. Box: 23006
Baghdad, Iraq

b) Telegraphic address Aeronautical: AFTN ORBIYCYX
Commercial: Baghdad International Airport – Baghdad

c) Telephone number: 8134775 – 8134723

2. SEARCH AND RESCUE AREA: Baghdad FIR

3. RESPONSIBLE AGENCY: Iraq Civil Aviation Authority in collaboration with Defense Authorities

4 NAME AND LOCATION OF RESCUE SUB-CENTER
Remarks: Direct telephone circuits between RCC, RSC and related ATS units.

5 RESCUE UNITS

NAME	LOCATION	FACILITIES	REMARKS
Baghdad Int'l Airport	At all of the Iraqi Governorates *What?*	MRG, SRG-HEL	Other military units
Basrah Int'l Airport			In conjunction with the main Search and Rescue Coordination Center at Baghdad Int'l Airport.

Temporarily Suspended

3.6.5.1 **Conditions of Availability.** The SAR service and facilities in Iraq are available without charge to neighboring States upon request to Iraq Civil Aviation Authority at all times when they are not engaged in search and rescue operations in Iraq.

3.6.6 Procedures and/or Signals Employed by Rescue Aircraft

3.6.6.1 **Procedures.** Procedures for pilots-in-command observing an accident or intercepting a distress call/and or message are outlined in Annex 12, chapter 5 to the Convention on International Civil Aviation.

3.6.6.2 **Communications**

3.6.6.2.1 Transmission and reception of distress message within the Baghdad FIR are handled in accordance with 5.3 Chapter 5, volume II of Annex 10 to the Convention on International Civil Aviation.

3.6.6.2.2 For communication during search and rescue operation, use the codes and abbreviations in ICAO codes and abbreviation (Doc 8400).

3.6.6.2.3 Information concerning positions, callsigns, frequencies and hours of operation of Iraqi aeronautical stations and navigation aids is published in GEN 3.4.

3.6.6.2.4 Aeronautical stations will, on request, guard the international emergency frequency 121.5 MHz. All coast stations will guard the international distress frequencies.

3.6.6.2.5 Rescue aircraft belonging to permanent Search and Rescue units use the callsign RESCUE and additional identification marks (ALFA, BRAVO, CHARLE, etc.).

3.6.6.3 Search and Rescue Signals

3.6.6.3.1 The search and rescue signals to be used are those prescribed in ICAO Annex 12, chapter 6, paragraph 5.10. The following table provides common examples:

GROUND–TO–AIR EMERGENCY SIGNALLING CODES

GROUND–TO–AIR VISUAL SIGNAL CODE FOR USE BY SURVIVORS

Nr	Message	Code Symbol	Nr	Message	Code Symbol
1	Require doctor-serious injuries	X	10	Will attempt take-off	N/A
2	Require medical supplies	N/A	11	Aircraft seriously damaged	N/A
3	Unable to proceed	N/A	12	Probably safe to land here	N/A
4	Require food and water	N/A	13	Require fuel and oil	N/A
5	Require firearms and ammunition	N/A	14	All well	N/A
6	Require map and compass	N/A	15	No	N
7	Require signal lamp with battery and radio	N/A	16	Yes	Y
8	Indicate direction to proceed	N/A	17	Not understood	N/A
9	Proceeding in this direction	↑	18	Require engineer	N/A

Note: *Symbols shall be at least 2.5 meters (8 FT) long and shall be made as conspicuous as possible. Any of these code symbols may be used in combination.*

GROUND–TO–AIR VISUAL SIGNAL CODE FOR USE BY GROUND SEARCH PARTIES

Nr	Message	Code Symbol	Nr	Message	Code Symbol
1	Operation completed	LLL	5	Have divided into two groups each proceeding in direction indicated	⇄
2	We have found all Personnel	LL			
3	We have found only some Personnel	++	6	Information received that aircraft is in this direction	→ →
4	We are not able to continue, returning to base	XX	7	Nothing found, will continue to search	NN

Note: *Symbols shall be at least 2.5 meters (8 FT) long and shall be made as conspicuous as possible. Any of these code symbols may be used in combination.*

GEN 4 FEES AND CHARGES

4.1 AERODROME CHARGES

4.1.1 General The charges set out hereunder apply to all government aerodromes administrated by the Iraq Civil Aviation Authority. Unless an alternative arrangement has been made, all charges for use of the aerodrome are payable by the pilot of the aircraft before the aircraft departs from the aerodrome. Currently, there are no commercial cargo handling services available at the airports.

4.1.2 Landing Fees and Charges

4.1.2.1 Landing fees and charges are based on aircraft types grouped according to GEN 4.1.2.2 below. Fees shall be paid to the Department of Accountancy through the ICAA.

4.1.2.2 Fees are structured as follows (all fees are expressed in US dollars):

4.1.2.2.1 C560, Learjet, Jetstream, DH6 will be levied $350;

4.1.2.2.2 CL60, C750, F50, F27, AN24, ATR42, HS748, HS125, DA90, and YAK40 will be levied $450;

4.1.2.2.3 G2, G3, G4, G5, BE2, TU124, TU134, F28, CRJ, EM4, CV580, ATR72, and BAC111 will be levied $500;

4.1.2.2.4 AN8, AN12, B717, B737 (series 100, 200, 500, 600), DC9, IL18, MD82, F70, F100, YAK42 will be levied $900;

4.1.2.2.5 A320, A321, B727, B737 (series 300, 400, 700, 800), C130, MD83/87/88/90, TU104, TU154 will be levied $1150;

4.1.2.2.6 B757, TU204 will be levied $1500;

4.1.2.2.7 B707, C160 will be levied $1900;

4.1.2.2.8 A310, B767, IL62, IL76, DC8 will be levied $2200;

4.1.2.2.9 A300, A330, A340, B777, DC10, IL86, IL96, MD11, and L1011 will be levied $2500;

4.1.2.2.10 AN124, B747 will be levied $3150.

4.1.3 Fees for Additional Ground Handling. Additional fees for services will be levied as follows:
4.1.3.1 Wheelchair service will be levied at $35 per wheelchair passenger;

4.1.3.2 Meet and assist service will be levied $28 per passenger per hour or part thereof;

4.1.3.3 Ground power (100KVA) service will be levied at $155 per hour of part thereof;

4.1.3.4 Air starter unit service will be levied at $190 per start cycle per unit;

4.1.3.5 Pushback service will be levied at $160 per service;

4.1.3.6 Towing service will be levied at $310 per hour;

4.1.3.7 Air-conditioning unit (106 cooling tons) service will be levied at $150 per hour or part thereof.

4.1.4 Miscellaneous Charges. Charges for security checks, guarding, use of boarding bridges, use of air navigation facilities, electrical lighting and housing have been temporarily suspended until otherwise notified by NOTAM or an amendment to this AIP.

4.1.5 Exemptions/Reductions. According to Regulation No. 26 of 1987, the following aircraft are exempt from the levy of the fees and charges:

a. Aircraft belonging to the United Nations and its specialized agencies and the aircraft belonging to the Red Crescent and Red Cross societies.
b. Non-commercial Iraqi government aircraft including aircraft belonging to the Youth Training Organizations.
c. Aircraft belonging to the Arab League and its specialized agencies.
d. Aircraft on official delegations to Iraq provided that the exemption is made either on a reciprocal basis, or by prior approval/recommendation of the Ministry of Foreign Affairs or concerned Iraqi Minster.
e. Aircraft engaged in search and rescue operations free of charge.
f. Aircraft on test flights will be exempted, provided that the relevant air traffic control agency is informed in advance.
g. Aircraft conducting an emergency landing at the aerodrome of departure provided that it will not land thereafter at an aerodrome other than the planned destination aerodrome.
h. Aircraft transporting, free of charge, catering materials for disaster relief and/or humanitarian aid.

4.1.6 Payment of Fees and Charges. Landing fees and charges will be levied directly to the pilot in command of the aircraft or whoever represents him/her (in the case of airlines with offices in Iraq). Operators without representatives in Iraq must pay all fees and charges prior to departure of each flight. Where operators are invoiced, the payment for charges, services and landing fees should be made within 30 days of the date the fees and charges were incurred. Otherwise, an additional fee for ‘delay interest’ shall be charged at the rate of 7% of the total invoice per day until the entire debt is paid.

4.2 AIR NAVIGATION SERVICES CHARGES

4.2.1. General. Aircraft that transit the Baghdad FIR without landing will be levied $375. All air navigation charges of Iraq will be billed and collected by the International Air Transport Association (IATA) on behalf of the State of Iraq as represented by the MOT. IATA can be contacted via:

International Air Transport Association
Route De L'Aeroport 33
P.O. Box 416
CH-1215 Geneva 15 Airport
Switzerland

AFTN address: LSGGIATA
SITA address: GVALDXB

Commercial Fax:	+41 (22) 770 2654
Commercial Phone (Mr. Bo Bleeg)	+41 (22) 770 2644

Overflight requests must be obtained by contacting the Regional Air Movement Control Center (RAMCC). RAMCC overflight section can be contacted via:

RAMCC Iraq Mobile Phone:	+974 589 2695
Commercial Phone:	+974 (QATAR) 458 9555 Ext 436 2671
Commercial Fax:	+974 (QATAR) 432 7382 Ext 436 2669
DSN Phone:	(318) 436 2671
E-mail:	ramcc.overfly.iraq@auab.centaf.af.mil
Web address:	http://ramcc.dtic.mil

Approvals are managed by the MoT on behalf of ICAA.

PART 2
EN- ROUTE (ENR)

PART 2 – EN-ROUTE (ENR)

ENR 0
ENR 0.1 PREFACE - Not applicable
ENR 0.2 RECORD OF AIP AMENDMENT – Not applicable
ENR 0.3 RECORD OF AIP SUPPLEMENTS – Not applicable
ENR 0.4 CHECKLIST OF AIP – Not applicable
ENR 0.5 LIST OF HAND AMENDMENT TO THE AIP – Not applicable

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ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES

The rules and procedures applicable to air traffic control in the Baghdad FIR conform to Annexes 2 and 11 to the Convention on International Civil Aviation and to those portions of the ICAO Doc 4444 Procedures for Air Navigation Services – Rules of the Air and Air Traffic Services applicable to aircraft and of the Letters of Agreement.

1.1.1 Minimum Safe Height

1.1.1.1 Civilian aircraft shall not be flown below the minimum safe height except when necessary for take-off and landing. The minimum safe height is the height at which neither an unnecessary noise disturbance nor unnecessary hazards to persons and property in the event of an emergency landing are to be feared. However, over cities, other densely populated areas and assemblies of persons, this height shall be at least 1000FT (300 M) above the highest obstacle within a radius of 600 m of the aircraft. Elsewhere, this height shall be at least 500 FT (150 M) above ground or water.

1.1.1.2 Gliders and balloons may be operated below a height of 500FT (150 M) if necessary for the kind of operation and if danger to persons and property is not to be feared. Aircraft shall not be flown below bridges and similar constructions nor below overhead lines and antennas. For flights conducted for special purposes, the local aeronautical authority may grant exemptions.

1.1.2 Flight Restrictions. All Iraqi airspace (except ATS routes and Terminal Control Areas) is prohibited for civilian aircraft use, except under the direction of ATC. Aircraft are advised to strictly adhere to the route centerline, unless under the direction of ATC. Failure to comply with the procedures in this AIP may result in interception by armed coalition fighter aircraft.

1.1.3 Take-offs and Landings at Other Airfields. HA/NGO flights may land at and depart from the airfields listed at GEN 1.2.1.16, subject to approval by MoT. Flights other than HA/NGO require additional approval from the Iraq Civil Aviation Authority (ICAA) for all aircraft operations to and from aerodromes other than Baghdad, Erbil, Sulaymaniyah and Basrah.

1.1.4 Flight Rules - General

1.1.4.1 Within Class A airspace all civil aircraft must operate in accordance with Instrument Flight Rules (IFR) and be in two-way communication with the appropriate air traffic service unit at all times.

1.1.4.2 Within Class E airspace all civil aircraft must plan to and operate IFR within the Baghdad FIR, including the requirement to carry IFR fuel reserves. However, civil aircraft are required to operate VFR below 12,000FT AMSL whenever possible. Civil aircraft must notify ATC if unable to operate VFR, i.e. VMC does not exist, when below 12,000FT using the phrase “UNABLE VFR”. Civil aircraft are to adopt VFR operations as soon as they do obtain VMC using the phrase “*callsign* LEFT (ALTITUDE) VISUAL, CANCEL IFR”.

1.1.4.3 Except as specified above, in airspace where VFR operations are approved, flights should be carried out in accordance with VFR as specified in ICAO Annexes 2 and 11.

Compliance with these procedures does not relieve pilots of their responsibility to see and avoid other aircraft, or to maintain safe terrain/obstacle clearance at all times when operating VFR.

1.1.4.4 Civil aircraft are advised that military aircraft may cross and/or temporarily enter Class A airspace air routes, with an ATC clearance to do so, but may not monitor the appropriate ACC frequencies.

1.1.4.5 **Restrictions to Civil Aircraft Operations.**

1.1.4.5.1 Civil aircraft are approved to operate 24 hours a day at both Erbil and Sulaymaniyah International Airports.

1.1.4.5.2 **Baghdad International Airport.** With the Senior Airfield Authority's approval, civil aircraft may operate at Baghdad International Airport between morning civil twilight and evening civil twilight. With the Senior Airfield Authority's approval and subject to local conditions, civil aircraft departures may be authorized between evening civil twilight and morning civil twilight. Requests for such approval must be made at least 1 hour in advance. Official civil twilight times are listed at GEN 2.7.

1.1.4.5.3 **Balad Air Base.** Provided the appropriate military permissions have been obtained for arrival and subject to local conditions, civil aircraft may arrive or depart Balad Air Base between evening civil twilight and morning civil twilight. Requests for such approval must be made at least 1 hour in advance for departures, and prior to departure from originating airfield for arrivals. Official civil twilight times are listed at GEN 2.7.

1.1.4.5.4 Civil flights are not authorized to depart from or land at any airfield (with the exception of those stated in ENR 1.1.4.5.1, 2 and 3) in Iraq during the period from sunset to sunrise. Requests for planned exceptions are to be submitted to the ICAA for approval. Coordination with RAMCC is only required if the flight will delay into the next Zulu day.

1.1.5 Terminal Areas and Non-Controlled Aerodromes

1.1.5.1 Radio contact with ATC on the designated frequency is mandatory within terminal airspace. If unable to maintain contact with Approach Control, or in case of communications failure, arrivals shall attempt to contact Tower prior to entering Class D airspace. For departures, ATC should be contacted on start-up, but no later than 10 minutes before ETD. Departing aircraft shall squawk the appropriate Mode 3/A prior to departure. For airports without an approach control service, contact relevant ACC as soon as possible.

1.1.5.2 **Erbil International Airport (ORER)** is a controlled aerodrome. 24 hour civil aircraft operations are authorized. Customs and Immigration are now available for approved operators only. All operators are to check current NOTAMs for updated procedures and/or contact the Airfield Manager listed at AIP ORER AD 2.3 OPERATIONAL HOURS.

1.1.5.3 **Sulaymaniyah International Airport (ORSU)** is a controlled aerodrome. 24 hour civil aircraft operations are authorized. Customs and Immigration are now available for approved operators only. All operators are to check current NOTAMs for updated procedures and/or contact the Airfield Manager listed at AIP ORSU AD 2.3 OPERATIONAL HOURS.

1.1.6 Clearances to Operate in Class D. For communications brevity and security, aircraft operating in the Class D control zones need not be issued an Air Traffic Control Clearance containing an airborne clearance limit or route of flight. Instead, aircraft shall advise the applicable tower of their preferred tracking details. Tower shall issue amended tracking and/or level instructions if required for sequencing and/or separation within Class D. The absence of amended tracking or level instructions will be an implied clearance to operate in Class D as requested. Aircraft shall advise the tower prior to deviating from the tracking details advised to, or assigned by, the tower.

ENR 1.2 VISUAL FLIGHT RULES

1.2.1 Visual Meteorological Conditions

1.2.1.1 Limitations of weather service preclude civil VFR flight plans or flights conducted entirely in VMC. Pilots must be qualified and capable of conducting flight under IFR. Except when operating as a special VFR flight in Class D airspace, VFR flights within Terminal Control Areas shall be conducted so that the aircraft is flown in conditions of visibility and distance from cloud equal to or greater than those specified in the following table:

Airspace Classification			
	A*, D, E	G	
		Above 3000 FT AMSL or 1000FT AGL whichever is higher	At and below 3 000 FT or 1000FT AGL whichever is higher
Distance from cloud	1500M horizontal 500FT vertical		Clear of cloud and in sight of ground or water
Visibility	8 km above 10000FT AMSL 5 km at and below 10000FT AMSL		5 km

** VFR flight not permitted in Class A airspace.*

1.2.1.2 Except when a clearance for Special VFR flight is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern:

a. When the cloud ceiling is less than 3000 FT (900 M); or
b. When the ground visibility is less than 5 KM.
c. At night, if a civil aircraft.

1.2.2 Altitude and Airspace Restrictions

1.2.2.1 Unless authorized by the appropriate ATS authority, VFR flights shall not be operated:

a. Within Class A airspace;
b. At transonic and supersonic speeds.

1.2.2.2 Except when necessary for take-off or landing, or by permission from the appropriate authority, a VFR flight shall not be flown:

a. Over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 1,000FT (300 M) above the highest obstacle with in a radius of 600 M of the aircraft;
b. Elsewhere, at a height less than 500FT (150 M) above the ground or water.

1.2.2.3 Except when otherwise instructed in air traffic control clearances VFR flights in level cruising flight when operated above 3,000FT (900 M) from the ground or water shall be conducted at a flight level appropriate to the track as specified in the Tables of Cruising Levels in Appendix 3 to Annex 2 to the Convention on International Civil Aviation.

1.2.3 Air Traffic Services

1.2.3.1 VFR flights shall comply with the provisions of air traffic control instructions:

a. When operating within Class D airspace;
b. When forming part of aerodrome traffic at controlled aerodromes; or
c. When operated as Special VFR flights.

1.2.3.2 A VFR flight operating within or into designated controlled airspace, shall maintain continuous air-ground voice communication watch on the appropriate communication channel of, and report its position as necessary to, the air traffic services unit providing air traffic services.

1.2.3.3 In accordance with Annex 11 to the Convention on International Civil Aviation, VFR flights transiting Class E or G airspace are not compelled to maintain continuous communications with the air traffic services unit.

1.2.3.4 Instrument flight rules flights arriving at Baghdad, Erbil and Basrah International Airports that have notified the air traffic services unit "*callsign* VISUAL, CANCEL IFR" in accordance with ENR 1.3.5 (ENR 1.1.4.2), shall maintain continuous air-ground voice communication watch on the appropriate channels, throughout the flight.

1.2.4 VFR Flights at Night. In addition to previously stated rules for VFR, VFR flights at night must be conducted at or above an altitude that ensures at least 1,000FT (300 M) vertical clearance above the highest obstacle with 10 NM either side of the aircraft's track, except:

a. During takeoff and landing;
b. When operating in the immediate vicinity of the departure or destination aerodrome while climbing to or descending from the minimum safe altitude; and
c. For military operations requiring low level VFR flight at night

1.2.5 Special VFR. At pilot request, when visual meteorological conditions do not exist, ATC may issue a clearance for special VFR flights to enter a control zone for the purpose of landing, take off and departure from a control zone, to cross a control zone, or to operate locally within a control zone, provided:

1.2.5.1 The special VFR flight will not unduly delay an IFR flight;

1.2.5.2 Special VFR flight remains clear of cloud;

1.2.5.3 In-flight visibility:

a. For all aircraft is not less than 1,500 M, and
b. Military Rotary Wing aircraft may operate with a flight and ground visibility less than 1,500 M with strict adherence to para 1.2.5.4 and 1.2.5.5.

1.2.5.4 The Special VFR flight is operated at speeds that, in the prevailing visibility, will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

1.2.5.5 When operating Special VFR, it is the responsibility of the aircraft captain to ensure the safety of the aircraft and its occupants are not jeopardized under any circumstances. If any doubt exists, the Special VFR flight will not be undertaken.

1.2.5.6 In accordance with ICAO Doc 4444 PANS ATM Chapter 5 paragraph 5.2.1, IFR aircraft shall be separated from Special VFR aircraft, using the separation standards prescribed in Chapters 5 and 6. Radar separation may be applied between IFR and Special VFR aircraft, however, Special VFR flights shall not be radar vectored unless special circumstances, such as emergencies, dictate otherwise. Special VFR aircraft shall receive traffic information on other Special VFR aircraft in Class D airspace and, unless it is impracticable, a suggested course of avoiding action. If practicable and requested by the pilot, Special VFR may be separated from other Special VFR aircraft by the application of the standards described in ICAO Doc 4444 PANS ATM Chapter 5 and 6.

Note: *Special VFR at night should only be requested by aircraft on operationally critical flights.*

1.2.6 Change to Instrument Flight Rules

1.2.6.1 An aircraft operated in accordance with the visual flight rules that wishes to change to compliance with the instrument flight rules shall:

a. If a flight plan was submitted, communicate the necessary changes to be effected to its current flight plan, or
b. Submit a flight plan to the appropriate air traffic services unit and obtain a clearance prior to proceeding IFR when in controlled airspace.

1.2.6.2 Aircraft departing satellite airports are VFR and will remain VFR until air traffic control assigns an altitude. If air traffic control is unable to issue an altitude immediately, the controller will advise the pilot when or where to expect altitude assignment.

ENR 1.3 INSTRUMENT FLIGHT RULES (IFR)

1.3.1 IFR Departure: Traffic departing Baghdad and Basrah aerodromes for air route flights shall follow the normal Standard Instrument Departure (SID) procedure or, otherwise, follow ATC instructions.

1.3.2 Rules Applicable to all IFR flights

1.3.2.1 All civil aircraft operating in the Baghdad FIR shall operate IFR in Class A airspace. Aircraft shall be equipped with suitable instruments and navigation equipment appropriate to the route to be flown. Aircraft intending to operate on Iraq's air routes shall be suitably equipped to comply with RNP5 as detailed at GEN 1.5.2.

1.3.2.2 Except when necessary for take-off or landing, or when specifically authorized by the appropriate authority, an IFR flight shall be flown at or above the minimum flight altitude established by the state whose territory is overflown, or, where no such minimum flight altitude is established:

a. Over high terrain or in mountainous areas, at a level which is at least 2,000FT (600 M) above the highest obstacle located within 5NM of the estimated position of the aircraft; otherwise,
b. At a level which is at least 1,000FT (300 M) above the highest obstacle located within 5NM of the estimated position of the aircraft.

1.3.2.3 An IFR flight operating in cruising flight shall be flown at a cruising level, or, if authorized to employ cruise climb techniques, between two levels or above a level, selected from the Table of Cruising Levels in Appendix C to Annex 2 to the Convention on International Civil Aviation. However, IFR flights may cruise at a level other than that described in the table of cruising levels, when otherwise instructed by air traffic control or when operating outside controlled airspace and cruising at or below 3,000FT (900 M) AMSL.

1.3.2.4 An IFR flight shall report, to the appropriate air traffic services unit, as soon as possible, the time and level of passing each designated compulsory reporting point. Position reports shall similarly be made in relation to additional points when requested by the appropriate air traffic services unit.

1.3.3 Rules Applicable to IFR Flights in Controlled Airspace. IFR flights shall comply with the provision of sub-section 3.6 of Annex 2 to the Convention of International Civil Aviation when operated in controlled airspace. This refers to the requirements for flights to submit and adhere to a flight plan, to comply with air traffic control instructions, and to maintain listening watch on the appropriate radio frequency.

1.3.4 Rules Applicable to IFR Flights Outside Controlled Airspace. IFR flights operating outside controlled airspace within the Baghdad FIR shall maintain a listening watch on the appropriate radio frequency and establish two-way communication, as necessary, with the air traffic services unit providing flight information service.

1.3.5 Change From IFR Flight to VFR Flight

1.3.5.1 Civil aircraft may request VFR operations above 12,000FT AMSL and below F290 provided it is anticipated, and intended, that the remainder of the flight to the destination aerodrome will be conducted in uninterrupted visual meteorological conditions. In this case, the pilot shall report to the appropriate air traffic service agency "*callsign* VISUAL, CANCEL IFR".

1.3.5.2 Military aircraft that are IFR and established on the airway or established within Class E airspace and are requesting to land at airports that are outside of these areas shall, if applicable, advise air traffic control when able to proceed tactical. Air traffic control shall acknowledge and terminate radar services. Aircraft that are tactical shall cancel IFR and comply with applicable military directives. Aircraft that cannot proceed tactical will not be descended below the airway's minimum enroute altitude or be permitted to exit the ATS route or Class E airspace.

ENR 1.4 ATS AIRSPACE CLASSIFICATION

1.4.1 Description of airspace in Baghdad FIR

1.4.1.1 The Baghdad FIR is classified into Class A, D, E and G airspace. Class B, C and F airspace is not used in the Baghdad FIR. A diagram of the airspace structure is at ENR 1.4-3. Air traffic services are provided in all controlled airspace, by the controlling ATC facility, or MRU where authorized, based on non-radar procedures supplemented by radar where possible. A diagram of the divisions of responsibility between ATC facilities is at ENR 1.4-3.

1.4.1.2 **Class A** airspace in the Baghdad FIR is established from FL290 – FL460 over the established air route structure in Iraq. Refer to ENR 3.3 and current ORBB NOTAMs for updated airspace information.

1.4.1.3 **Class D** airspace is established in conjunction with airports that have operating control towers. Class D airspace is a normally a 5NM radius (13 NM for ORER) from the aerodrome reference point (ARP), from SFC to 3,000FT AMSL (4,000FT AMSL at Kirkuk and Mosul, 6,000FT AMSL at Sulaymaniyah). The Class D airspace surrounding Baghdad International has been tailored to meet current military security requirements. For a full description refer AIP ENR 2.1.3

1.4.1.4 **Class E** airspace is established at Al Asad, Al Taqaddum, Baghdad International, Balad SE, Basrah International, Kirkuk, Mosul, and Ali Base TMA's. Refer to ENR 2.1.2. Class E airspace is also established along the air route structure. Refer to ENR 3.3 for full details.

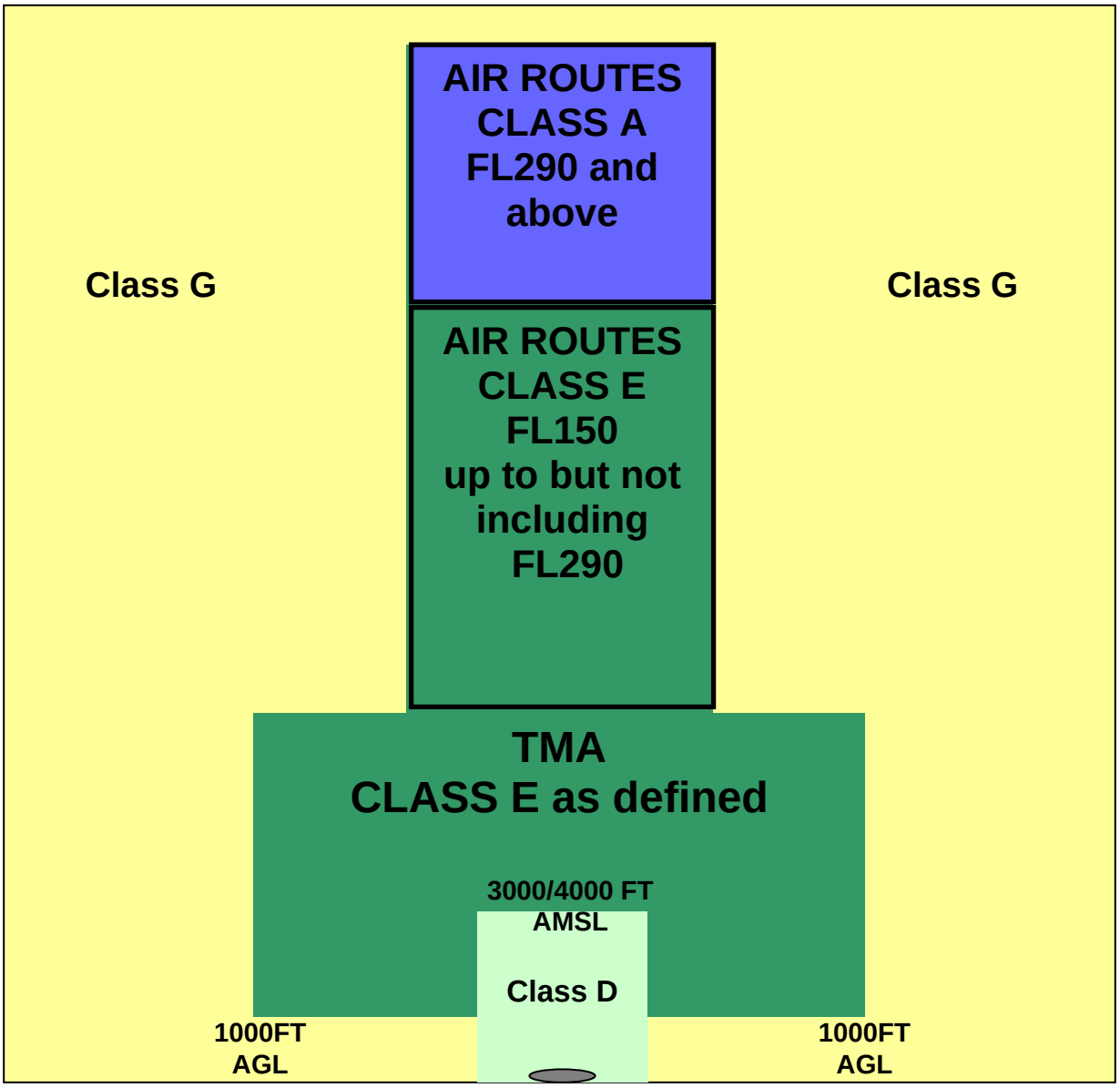
1.4.1.5 **Class G** airspace is established for all areas that are not classified as A, D or E. This airspace is primarily used by military VFR aircraft. A Common Traffic Advisory Frequency (CTAF) is established for aircraft self deconfliction. Aircraft operating in Class G airspace should broadcast intentions on CTAF VHF 122.0.

1.4.2 ATS Airspace Classes, Services Provided and Flight Requirements

Class	Type Of Flight	Separation Provided	Service Provided	Radio Comm Requirement	Subject to ATC Clearance
A	CIV IFR only & MIL aircraft using ATS air routes	Between all aircraft	ATC	Continuous two-way	Yes
B	Not applicable in Baghdad FIR				
C	Not applicable in Baghdad FIR				
D	IFR VFR	IFR/IFR IFR/Special VFR Nil	ATC service, traffic information about VFR flights (and traffic avoidance advice on request) IFR/VFR, VFR/VFR and Special VFR/Special VFR traffic information (traffic avoidance advice on request)	Continuous two-way Continuous two-way	Yes Yes
E AIR WAY	IFR VFR	IFR/IFR Nil	ATC service and, as far as practicable traffic information about VFR flights. Nil	Continuous two-way Continuous two-way	Yes YES
E TMA	IFR VFR	IFR/IFR Nil	ATC service and, as far as practicable traffic information about VFR flights.	Continuous two-way No*	Yes No
F	Not applicable in Baghdad FIR				
G	IFR VFR	Nil Nil	Flight information service Flight information service	No No	No No

** VFR arrivals and departures must remain in two-way communications with ATC whilst in Class E.*

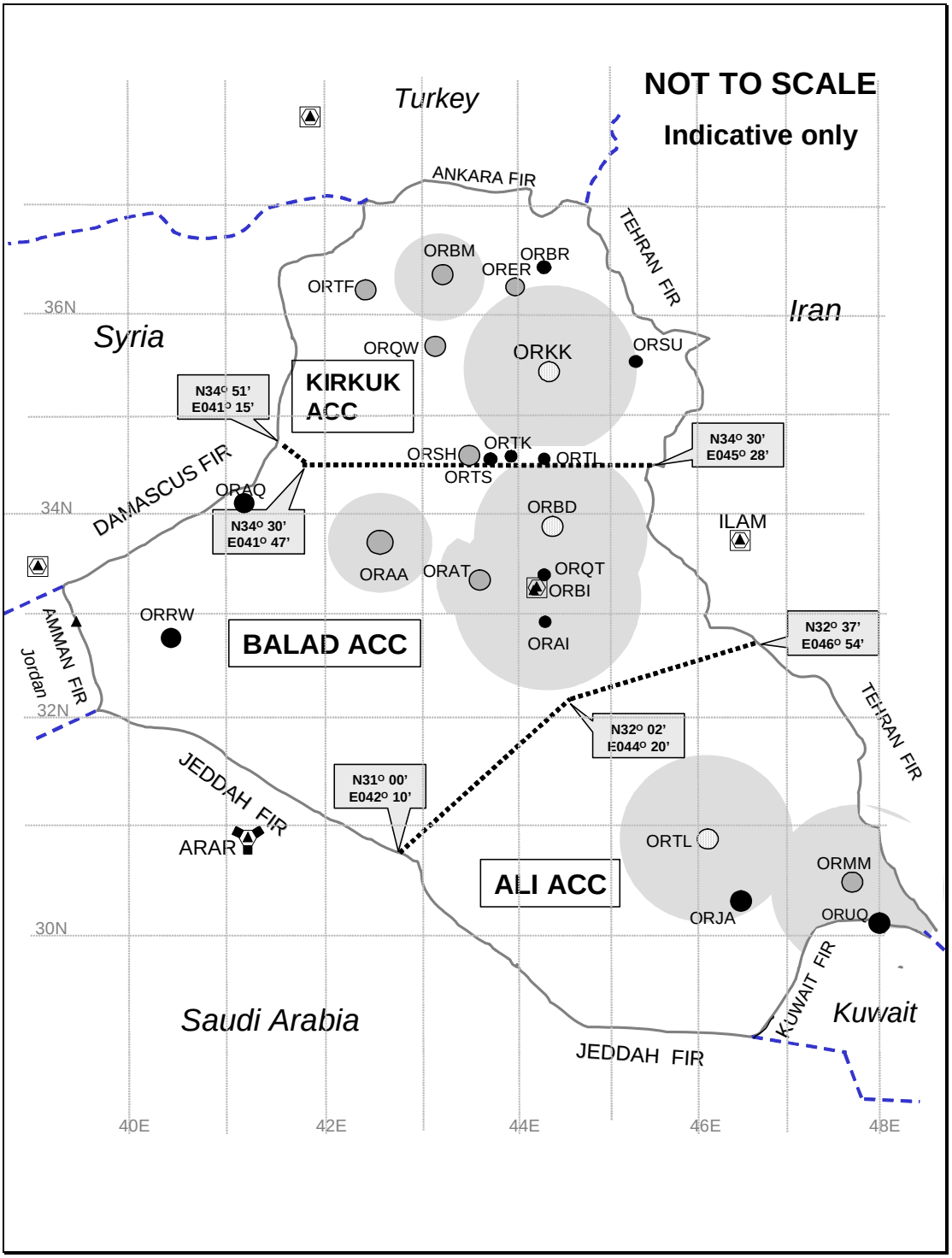
DEPICTION OF AIRSPACE STRUCTURE WITHIN BAGHDAD FIR



Refer to AIP ENR 1.4.1, and current Baghdad FIR NOTAMs for actual airspace descriptions.

Note: *Due to equipment limitations, two-way communications may not be available in western Iraq. In the event of an emergency requiring descent in an area of poor radio coverage, pilots are to attempt to contact any air traffic agency via emergency frequencies.*

DIVISION OF RESPONSIBILITY BETWEEN ATS UNITS AND CLASS E TMA



ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

1.5.1 General

1.5.1.1 The holding, approach and departure procedures at Baghdad are based on those contained in United States Terminal Instrument Procedures (TERPS). The holding, approach and departure procedures at Basrah are based on those contained in NATO – APATC-1.

1.5.1.2 The holding and approach procedures at other aerodromes in the Baghdad FIR have been based on Part III and IV of Vol. 1 of the PANS-OPS. The holding patterns shall be entered and flown as indicated below.

1.5.1.3 If necessary, such as, in case of congestion, inbound aircraft may be instructed to hold at one of the designated enroute reporting points. Additional holding points may be specified by ATC depending on traffic density and conditions. The holding procedures shall be a standard 180 degree right turn to fly outbound on the reciprocal track for one minute then conduct a standard 180 degree right turn to intercept the inbound track to overhead the holding point. ICAO Doc 8168-PAN-OPS refers.

1.5.1.4 Due to limited airspace available, it is imperative that the approaches to the holding patterns and procedures are carried out as exactly as possible. Pilots should inform ATC if the approach and/or holding procedures cannot be performed as required.

1.5.2 Arriving Flights

1.5.2.1 IFR flights entering and landing within a terminal control area shall be cleared to the specified holding point and instructed to contact approach control at a specified time, level or position. The terms of this clearance shall be adhered to until further instructions are received from approach control. If the clearance limit is reached before further instructions have been received, holding procedures shall be carried out at the level last authorized. Holding is unnecessary provided the aircraft is in receipt of onwards clearance.

1.5.2.2 Standard Instrument Arrival Routes (STAR) are established to link the significant enroute waypoints with a point from which a published instrument approach procedure can be commenced. STAR are established for Baghdad and Basrah. Arriving aircraft should normally be cleared via the appropriate STAR. Each STAR indicates by its name, the entry waypoint from the terminal area and, by its number, the RWY in use. The STAR will normally be passed to aircraft in the form of code as specified on the instrument approach/departure plate. On occasion when ATC finds it necessary to issue clearances that do not conform with the STAR, the amended clearance/instruction shall be prefixed by the phrase "CANCEL STAR". When considered necessary by ATC or when requested by the pilot-in-command, the STAR will be decoded and described in full.

Temporarily Suspended. Civil aircraft are to Expect Instructions from ATC for Approaches into Airfields in the Baghdad FIR.

1.5.2.3 To avoid confliction with military air traffic, no maneuvers involving flight to the east of the circuit of Baghdad International Aerodrome, should be made unless specifically cleared by ATC units.

1.5.2.4 Except when complying with the requirements for a visual approach, when conforming to a published GPS arrival procedure, or when under radar control, an IFR aircraft approaching an aerodrome must not descend below the LSALT or the MSA for the route segment being flown until it has arrived over the IAF or facility.

1.5.2.5 **25 NM and 10 NM** MSA provide at least 1,000FT obstacle clearance. In instances where the 25 NM MSA has been divided into sectors, and the appropriate Sector MSA is lower than the 10 NM MSA, the Sector MSA may be used for tracking to the aid provided aircraft tracking can be maintained within the sector.

1.5.2.6 **Visual Approach**

1.5.2.6.1 An arriving flight may be cleared by ATC to execute a visual approach provided:

a. The aircraft is within 30 NM of the destination aerodrome; and
b. The pilot has established, and can continue flight to the aerodrome with, continuous visual reference to the ground or water; and
c. At night, the pilot reports the aerodrome in sight; and
d. Visual meteorological conditions exist at the destination aerodrome; or
   (i) The pilot reports at the initial approach level or at any time during the instrument approach procedure that the meteorological conditions are such that a visual approach and landing can be completed.

1.5.2.6.2 Unless otherwise instructed by ATC, aircraft cleared to execute a visual approach shall maintain the assigned track until within five nautical miles of the destination aerodrome, or by night within the prescribed circling area, and then maneuver via the shortest route to base or final for the assigned RWY.

1.5.2.6.3 An aircraft executing a visual approach may descend when ready from its previously assigned level and must remain at least 500FT above the base of the control area and, by day, shall comply with ENR 1.2.2 regarding altitude restrictions above terrain and built up areas. An aircraft executing a visual approach at night shall comply with these instructions and maintain the last assigned altitude or minimum safe altitude if lower, until established within the circling area, then remain within the circling area and maneuver via the shortest route to base or final for the assigned RWY.

1.5.2.6.4 At night, international HEAVY wake turbulence category aircraft shall be processed via a straight-in instrument approach, such as ILS or VOR/DME approach. When a straight-in instrument approach is not available or is unsuitable in prevailing conditions, international HEAVY aircraft are to conduct a straight-in visual approach via 10 NM final.

1.5.2.6.5 Separation shall be provided between IFR aircraft cleared to execute a visual approach and other IFR aircraft.

1.5.2.6.6 For successive visual approaches by IFR aircraft, radar or non-radar separation shall be maintained until the pilot of a succeeding aircraft reports having the preceding aircraft in sight. The aircraft shall then be instructed to follow and maintain own separation from the preceding aircraft. When both aircraft are of a heavy wake turbulence category, or the preceding aircraft is of a heavier wake turbulence category than the following, and the distance between the aircraft is less than the appropriate wake turbulence minimum, the controller shall issue a caution of possible wake turbulence. The pilot-in-command of the aircraft concerned shall be responsible for ensuring that the spacing from a preceding aircraft of a heavier wake turbulence category is acceptable. If it is determined that additional spacing is required, the flight crew shall inform the ATC unit accordingly, stating their requirements.

1.5.3 Departing Flights

1.5.3.1 IFR flights departing from controlled aerodromes shall receive initial ATC clearance from the local aerodrome control tower. The clearance limit will normally be the aerodrome of destination. IFR flights departing from non-controlled aerodromes must make arrangements with the area control center concerned prior to take-off.

1.5.3.2 Detailed instructions with regard to routes, turns, etc. will be issued after take-off as required.

1.5.3.3 Standard Instrument Departure (SID) Routes

1.5.3.3.1 SID routes will normally be issued in the form of a code, as detailed on the instrument departure plates, for aircraft departing from Baghdad and/or Basrah International Airports. When it is necessary to issue clearances that do not conform to these standard routes, the clearances will be prefixed by the phrase “CANCEL SID”. ATC shall not cancel a SID whilst the aircraft is below minimum safe altitude except, by day in visual meteorological conditions, when the aircraft is instructed to maintain visual terrain clearance by ATC appending “VISUAL” to the track/level instruction.

1.5.3.3.2 When considered necessary by ATC or when requested by the pilot-in-command the SID will be decoded and described in full.

1.5.3.3.3 Each SID indicates by its name the waypoint via which the aircraft will exit the terminal area.

1.5.3.3.4 Each SID route will be supplemented by an altitude or flight level instruction. Such altitude instructions shall not restrict an aircraft to a level below the minimum safe altitude. In that case, the SID should be cancelled and the aircraft shall be instructed to “REMAIN VISUAL UNTIL ABOVE MSA”.

1.5.3.3.5 To avoid confliction with military air traffic, no maneuvers involving flight to the east of the circuit of Baghdad International Aerodrome should be made unless specifically cleared by ATC units.

1.5.4 Signals to Aircraft. ATC light signals to aircraft have the following meaning and pilots of aircraft observing such light signals shall take action accordingly:

SIGNALS	MEANING	
	To Aircraft in Flight	**To Aircraft on the Ground**
Steady Green	Cleared to land	Cleared for take-off
Steady Red	Give way to other aircraft continue circling	Stop
Series of Green Flashes	Return for landing	Cleared to Taxi
Series of Red Flashes	Aerodrome unsafe do not land	Taxi clear of landing area in use
Series of White Flashes	Land at this aerodrome and proceed to apron	Return to starting point on aerodrome
Red Pyrotechnic	Notwithstanding any previous instructions DO NOT LAND for the time being	*Nil meaning*

ENR 1.6 RADAR SERVICES AND PROCEDURES

1.6.1 Services and Coverage. Air traffic control radar units operate as integral part of the system and provide Radar Control Services for the Baghdad FIR using combined primary and secondary surveillance radar. However, due to gaps in radar coverage, particularly near the boundaries of the Baghdad FIR, air traffic control applies non-radar separation standards, supplemented by radar, to enroute aircraft. The diagram on page ENR 1.6-3 depicts approximate radar coverage and the division of responsibility between air traffic control units in Iraq. Pilots are to continuously monitor the VHF emergency frequency (121.5 MHz) and operate their transponder at all times during flight, ensuring that the transponder is set on the correct discrete code assigned by Regional Air Movement Control Center. Failure to operate transponder correctly may result in interception by armed coalition fighter aircraft.

1.6.2 Application of Radar Control Service

1.6.2.1 Radar is used for the provision of Air Traffic Services in accordance with ICAO Doc 4444 – Procedures for Air Navigation Services- Air Traffic Management, Chapter 8.

1.6.2.2 An aircraft may consider that ATC is providing a radar control service from the time ATC advises the aircraft that radar identification is established until the time when ATC advises the aircraft that identification is lost and or that radar service is terminated. Unless otherwise requested by ATC, aircraft position reporting may be omitted when receiving a radar control service.

1.6.2.3 Radar services provided by Area Control Center (ACC) or Radar Control are limited to traffic advisories, safety alerts and assisting controllers maintain the prescribed procedural horizontal and vertical separation minimums.

1.6.2.4 The minimum horizontal radar separation standard within the Baghdad FIR, prescribed for use at locations where radar services are provided is 5 NM.

1.6.2.5 Levels assigned by the radar controller shall ensure terrain clearance in accordance with minimum vector altitude, minimum safe altitude or lowest safe altitude, as appropriate to the phase of flight.

1.6.2.6 By day, in visual meteorological conditions, aircraft may be instructed to maintain terrain clearance visually, by appending the word “VISUAL” to heading or level instructions that are applicable for that portion of flight below Minimum Vector Altitude, Minimum Safe Altitude or Lowest Safe Altitude, as applicable.

1.6.3 Radar and Radio Failure Procedures

1.6.3.1 In the event of radar failure, the radar controller shall take all steps necessary to ensure terrain clearance and establish non-radar separation standards as soon as possible. Aircraft subject to radar control services shall be advised of a radar failure as soon as possible.

1.6.3.2 If two-way communication is lost with an aircraft, the radar controller shall attempt to determine whether or not the aircraft’s receiver is functioning by:

1.6.3.2.1 Instructing the aircraft to “SQUAWK IDENT” or change transponder mode/code; or

1.6.3.2.2 Instructing the aircraft to acknowledge by executing a turn or series of turns and by observing the movements of the aircraft's radar track.

1.6.3.3 If the action prescribed in paragraph ENR 1.6.3.2.1/2 is unsuccessful, air traffic control shall attempt to contact the aircraft in the same manner on alternative frequencies and, when available, on voice monitored navigation aids.

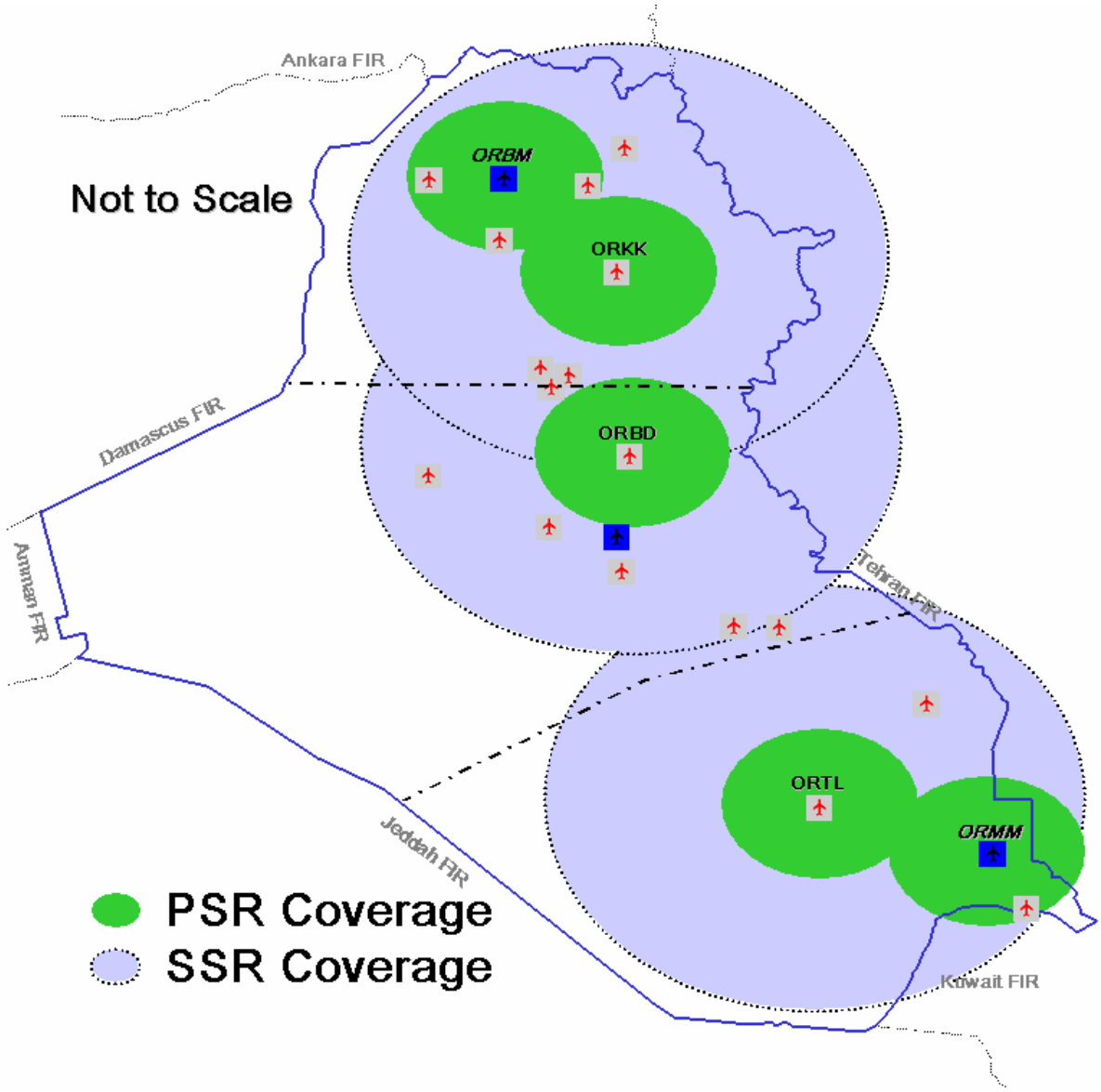
1.6.3.4 Air traffic control shall ensure such instructions maintain terrain clearance, do not inadvertently carry the aircraft beyond radar coverage and are such that the aircraft can regain its cleared track after having complied with the instructions. Radar separation may continue to be applied provided radar identification is maintained.

1.6.3.5 Pilots shall continue to attempt to acknowledge instructions and broadcast intentions on normal air-ground radio frequencies.

1.6.3.6 **Complete Aircraft Communication Failure**. Aircraft experiencing radio failure in the departure phase within the terminal area will climb to the level specified in the clearance, or to the minimum safe altitude, whichever is higher. If no time or geographical limit was included in the clearance, maintain assigned level for three minutes then continue climb to the flight level specified in the current flight plan. If assigned a radar heading, maintain the vector for two minutes, and then proceed in accordance with the latest ATC route clearance received and acknowledged. Continue to make routine reports.

1.6.3.7 When a controlled aircraft experiencing complete communication failure is operating or expected to operate in an area and at flight levels where radar separation is applied, such separation may continue to be used. However, if the aircraft experiencing radio failure is not identified, radar separation shall be applied between aircraft under radar control and the non-radar navigation tolerances of the unidentified radio fail aircraft.

1.6.4 Diagram of Radar Coverage. Aircraft will be advised "RADAR CONTACT" when operating in areas where sufficient radar capabilities are available. The level of services shall be in accordance with the AIP. Radar coverage in Iraq is presently provided using deployable United States military and Royal Air Force radars. These facilities exceed typical Iraqi radar coverage, but may be relocated/removed on short notice. Consequently, pilots-in-command are responsible for reviewing applicable NOTAM information on the availability of radar.



ENR 1.7 ALTIMETER SETTING PROCEDURES

1.7.1 General

1.7.1.1 The altimeter setting procedures in use generally conform to those contained in ICAO Doc 8168-OPS/611 and are given in full below. Transition altitude for all aerodromes in the Baghdad FIR is described below and detailed in the tabulation in AD 2. In addition, transition altitudes are given on instrument approach charts.

1.7.1.2 QNH reports for use in determining adequate terrain clearance is provided in meteorological broadcasts and is available on request from air traffic service units. QNH values are given in whole Hectopascals (fractions are rounded down) or, on request, in inches of mercury.

1.7.1.3 The following standard definitions shall apply in the Baghdad FIR:

1.7.1.3.1 **Transition Altitude.** The altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes. The transition altitude for Baghdad FIR is 14,000 FT AMSL.

1.7.1.3.2 **Transition Layer.** The airspace between the transition altitude and the transition level. **Aircraft shall not cruise within the transition layer.**

1.7.1.3.3 **Transition Level**. The lowest flight level available for use above the transition altitude. The transition level for Baghdad FIR is established at FL150.

1.7.1.4 The altimeter pressure setting at and above the transition level is the international standard altimeter pressure setting of 1013 Hectopascals or 29.92 inches. The altimeter setting at and below the transition altitude shall be the relevant QNH.

1.7.1.5 Vertical positioning of aircraft at or below the transition altitude is expressed in terms of altitude, whereas levels at or above the transition level are expressed in terns of flight levels. Aircraft shall set standard pressure when passing through the transition altitude on climb, and regional QNH when passing through the transition level on descent. While passing through the transition layer, vertical position shall be expressed in terms of flight levels when climbing and in terms of altitudes when descending.

1.7.1.6 To retain a minimum buffer of 1,000FT above the transition altitude, FL150 must not be used for cruising when the QNH is less than 1013 Hectopascals (29.92 inches). With a progressive decrease in the value of the QNH, FL155 must not be used when the QNH is below 997 Hectopascals (29.44 inches) and FL160 must not be used when the Area QNH is below 980 Hectopascals (28.94 inches).

1.7.2 Provision of Altimeter Setting Information

1.7.2.1 ATC units shall have current QNH available for transmission to aircraft on request, both for their own and adjacent areas of responsibility. For arriving and enroute aircraft, the QNH altimeter setting shall be included in the first assignment of an altitude below the transition level. Unless the aircraft notifies receipt of the ATIS or the QNH is passed as part of a previous transmission, QNH shall be appended to the airways clearance for aircraft intending to cruise below the transition level, approach clearances or clearances to enter the

traffic pattern, and with the taxi clearance for departing aircraft. ATC shall advise aircraft of subsequent QNH changes.

1.7.2.2 Pressure settings for military aircraft can be obtained from the following website: https://weather.afwa.af.mil/

1.7.3 Cruising Levels Within the Baghdad FIR. Selected flight levels shall be compatible with Appendix 3 Annex 2 to the Convention on International Civil Aviation, Table of Cruising Levels and comply with the cruising levels specified in ENR 1.8.

ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES

1.8.1 Overflights. Only civil operators and state flights formally approved by the MoT are authorized to overfly Iraqi airspace. The Overflight Request Form can be found on the RAMCC web site at http://ramcc.dtic.mil. Overflights of Iraq must be conducted above FL200, except for flights departing from adjacent countries whose climb performance will not permit operation above FL200 prior to entering the Baghdad FIR, subject to the approval of and in accordance with the conditions established in this AIP. Iraq's airway structure is described in ENR 3.3.

1.8.2 Separation. Minimum non-radar longitudinal separation between overflight aircraft operating on the same route and at the same altitude is 15 minutes. If simultaneous aircraft wish to enter the Baghdad FIR at the same flight level, ATC shall assign each aircraft a time to cross the appropriate boundary point, based on the 15 minute separation standard. At the discretion of the air traffic controller, minimum non-radar longitudinal separation between overflight aircraft may be reduced to no closer than 10 minutes if applying the Mach Number Technique. ATC retains the right to increase spacing, on an individual or temporary basis, should circumstances warrant.

1.8.3 International Agreements. There are five Letters of Agreement (LOAs) finalized between Iraq and adjacent countries – Turkey, Jordan, Syria, Kuwait, and Saudi Arabia. These LOAs authorize Regional Air Movement Control Center or Iraq Civil Aviation Authority approved aircraft to travel between said countries (through the Baghdad FIR) in accordance with agreed procedures. The pertinent points from each LOA are detailed in ENR 1.8.3.1 to ENR 1.8.3.5.

Note: *Baghdad FIR is not approved for RVSM. All LOA flight levels stipulated below will be assigned by ATC to provide a minimum of 2,000FT vertical separation between aircraft operating above FL290 unless horizontal separation is established.*

1.8.3.1 Agreement with Turkey

1.8.3.1.1 The only entry/exit point for aircraft between the Ankara and Baghdad FIRs is KABAN on R784/R21/UR21/T37/UT37

1.8.3.1.2 All aircraft transitioning on routes that cross the Ankara/Baghdad FIR boundary shall be in level flight, at the assigned flight level, prior to KABAN for northbound flights and SIIRT for southbound flights.

1.8.3.1.3 Aircraft entering the Baghdad FIR southbound shall be in level flight at the assigned flight level prior to SIIRT at one of the following levels:

FL170, FL190, FL210, FL230, FL250, FL270, FL290, FL330, FL370, FL410, FL450.

1.8.3.1.4 Aircraft entering the Ankara FIR shall be in level flight prior to KABAN at one of the following assigned levels:

FL160, FL180, FL200, FL220, FL240, FL260, FL280, FL310, FL350, FL390, FL430.

1.8.3.1.5 Aircraft operating at the same altitude on the same route shall anticipate a minimum of 10 minutes spacing from other aircraft.

1.8.3.1.6 All aircraft should be prepared to provide their estimated time (in minutes) to KABAN upon ATC request, in either direction of flight.

1.8.3.2 Agreement with Jordan

1.8.3.2.1 L200 is the only entry/exit route for aircraft between the Amman and Baghdad FIRs.

1.8.3.2.2 All aircraft that cross the Amman/Baghdad FIR boundary on L200 shall be in level flight, at the assigned flight level, at least 10 minutes prior to PASIP unless verbally coordinated otherwise. Altitude changes should not be anticipated within this 10 minute buffer from PASIP.

1.8.3.2.3 Aircraft entering the Baghdad FIR shall be in level flight at one of the following levels:

FL170, FL190, FL210, FL230,

1.8.3.2.4 Aircraft entering the Amman FIR shall be in level flight at one of the following levels, unless a higher level has been coordinated and clearance issued:

FL160, FL180, FL200, FL220,

1.8.3.2.5 Radio communications in the vicinity of PASIP are known to be poor, aircraft transiting westbound via PASIP are to establish communications with Amman ACC on 128.5 at least 10 (ten) minutes flying time east of PASIP. Once contact with Amman ACC established aircraft is to advise previous controlling authority and continue with Amman ACC.

1.8.3.2.6 Aircraft operating at the same altitude on the same route shall anticipate a minimum of 10 minutes spacing from other aircraft.

1.8.3.2.7 All aircraft should be prepared to provide their estimated time (in minutes) to PASIP upon ATC request, in either direction of flight.

1.8.3.3 Agreement with Syria

1.8.3.3.1 ATS routes UP975, UL602/UM861 and G202 shall be the only ingress/egress routes between the Baghdad and Damascus FIRs. The air traffic between the FIRs shall be established within the confines of these air routes prior to KANOK, ELEXI, or MODIK as appropriate for the route being flown. **ATS routes UP975 and UL602 are temporarily not available, check NOTAMs for current status.**

1.8.3.3.2 All aircraft that cross the Damascus/Baghdad FIR boundary on ATS route UP975, UL602/UM861, and G202 shall be in level flight, at an appropriate assigned altitude for direction of flight, at least 10 minutes prior to KANOK, ELEXI, or MODIK unless verbally coordinated otherwise.

1.8.3.3.3 Aircraft entering the Damascus FIR shall be in level flight at the assigned level at least 10 minutes prior to ELEXI, or MODIK intersection, at one of the following levels:

G202	
Flight Level Allocations	**Special Instructions**
FL160, FL180, FL220, FL240, FL260	Landing Damascus International Airport
FL240, FL260, FL280, FL360, FL380, F400, FL430	Aircraft overflying the Damascus FIR
UL602/UM861	
Flight Level Allocations	**Special Instructions**
FL310, FL350, FL390, FL430	Aircraft overflying the Damascus FIR

1.8.3.3.4 Aircraft entering the Baghdad FIR shall be in level flight at the assigned level at least 10 minutes prior to KANOK, or MODIK intersection, at one of the following levels:

G202	
Flight Level Allocations	**Special Instructions**
FL170, FL190, FL210, FL230, FL250, FL270	Landing at airports within Baghdad FIR
FL250, FL270, FL290, FL310	Aircraft overflying the Baghdad FIR
UP975	
Flight Level Allocations	**Special Instructions**
FL290, FL310, FL330, FL370, FL390, FL410, FL450	Aircraft overflying the Baghdad FIR

1.8.3.3.5 **Longitudinal**. During the transfer of control, the minimum longitudinal separation to be used between aircraft flying at the same altitude on the same ATS route shall be 10 minutes. Speed control will be applied between aircraft that are at or near the minimum longitudinal separation standards to prevent loss of the prescribed separation minima. Speed control assignment information shall be passed to the receiving ACC.

1.8.3.3.6 **Transfer of Control Point (TCP).** ACCs shall assume total control of aircraft once it has been positively established that the aircraft has passed the following intersection and is inside their respective FIR lateral limits, unless verbally coordinated otherwise.

Transfer of Control Points	
ATS Route UP975	KANOK (FIR Boundary)
ATS Route UL602/UM861	ELEXI (FIR Boundary)
ATS Route G202	MODIK (FIR Boundary)

1.8.3.4 Agreement with Kuwait

1.8.3.4.1 L/UL602 and G795 are the only ingress routes for aircraft between the Baghdad and Kuwait FIRs. Aircraft shall be established on L/UL602 prior to TASMI.

1.8.3.4.2 P/UP975 and G975 are the only egress routes for aircraft between the Baghdad and Kuwait FIRs. Aircraft shall be established on P/UP975 prior to SIDAD.

1.8.3.4.3 All aircraft that cross the Kuwait/Baghdad FIR boundary on L/UL602 shall be in level flight, at the assigned altitude, at least 10 minutes prior to TASMI unless verbally coordinated or flying in accordance with paragraphs 1.8.3.4.5, 1.8.3.4.6 & 1.8.3.4.7. below. Altitude changes should not be anticipated within this 10 minute buffer from TASMI.
1.8.3.4.4 All aircraft that cross the Kuwait/Baghdad FIR boundary on P/UP975 shall be in level flight, at the assigned altitude, at least 10 minutes prior to SIDAD unless verbally coordinated. Altitude changes should not be anticipated within this 10 minute buffer from SIDAD.

1.8.3.4.5 Aircraft departing the Basrah CTA shall enter the Kuwait FIR at 11,000FT AMSL.

1.8.3.4.6 Aircraft landing in the Basrah CTA shall enter the Baghdad FIR at 12,000FT AMSL.

1.8.3.4.7 Aircraft departing/operating from the Kuwait FIR that will over fly the Basrah CTA shall cross TASMI at or above 13 000' AMSL climbing to FL160.

Note: *Kuwait ACC will coordinate with Ali ACC for aircraft requiring other altitudes.*

1.8.3.4.8 Aircraft landing within the Kuwait FIR that are over flying the Basrah CTA shall enter the Kuwait FIR at SIDAD at FL170 unless previously coordinated between Kuwait ACC and Ali ACC.

1.8.3.4.9 All other aircraft entering the Kuwait FIR shall be in level flight at one of the following levels:

FL190, FL210, FL230, FL250, FL270, FL290, FL310, FL330, FL350, FL370, FL390, FL410 FL450.

1.8.3.4.10 All other aircraft entering the Baghdad FIR shall be in level flight at one of the following levels:

FL160, FL180, FL200, FL220, FL240, FL260, FL280, FL360, FL380, FL400, FL430

1.8.3.5 Agreement with Saudi Arabia

1.8.3.5.1 B411 is the only ingress/egress route for aircraft between the Baghdad and Jeddah FIRs. Aircraft shall be established within the confines of B411 prior to MURIB.

1.8.3.5.2 All aircraft that cross the Jeddah/Baghdad FIR boundary on B411 shall be in level flight, at the assigned altitude, at least 10 minutes prior to MURIB unless verbally coordinated. Altitude changes should not be anticipated within this 10 minute buffer from MURIB.

1.8.3.5.3 Aircraft entering the Jeddah FIR shall be in level flight at one of the following levels:

FL160, FL180, FL200, FL220, FL240, FL260 FL280

1.8.3.5.4 Aircraft entering the Baghdad FIR shall be in level flight at one of the following levels:

FL170, FL190, FL210, FL230, FL250, FL270, FL290, FL330,

1.8.3.5.5 Aircraft flying at the same altitude on the same route shall anticipate a minimum of 10 minutes spacing from other aircraft.

1.8.3.5.6 All aircraft should be prepared to provide their estimated time (in minutes) to RALTI, LOVEK, MURIB, or ARAR VOR/DME upon ATC request, in either direction of flight.

ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT (ATFM)

1.9.1 Slot time allocation procedures for civil overflight and landing aircraft. Aircraft overflights and landings at designated airports in the Baghdad FIR are controlled by a slot time allocation scheme. Refer to section GEN 1.2 for civil aircraft slot procedures.

ENR 1.10 FLIGHT PLANNING

1.10.1 General. The air traffic rules and procedures applicable to air traffic in the Baghdad FIR conform with Annexes 2 and 11 to the Convention on International Civil Aviation and to those portions applicable to aircraft of ICAO Doc 4444 Procedures for Air Navigation Services – Air Traffic Management, and Regional Supplementary Procedures applicable to the EUR/MID/ASIA region.

1.10.2 Mandatory Timings for Flight Plans

1.10.2.1 The Baghdad Air Traffic Services Reporting Office is temporarily closed, therefore operators must submit flight plan details through other means. Operators of flights originating outside, but landing at an aerodrome within, the Baghdad FIR are to submit flight plans for the round trip. Flight plans shall be submitted sufficiently early to ensure it is received by the relevant Air Traffic Control agencies at least 30 minutes prior to estimated off block time (EOBT) for departures from within Iraq, or at least 60 minutes prior to the aircraft reaching the Baghdad FIR boundary for inbound or over flight aircraft.

1.10.3 Flight Plan Messages.

1.10.3.1. Aircraft operating within the Iraq FIR shall use the ICAO model flight plan contained in PANS ATM DOC 444/ATM501 Appendix 2, Page A2-11. Complete entries up to and including item 19, and include registration/type of aircraft, boundary estimates to/from the Baghdad FIR, and airport of intended landing.

1.10.4 Procedures Applicable to Operators (Including Pilots)

1.10.4.1 The levels at which a flight is to be conducted shall be specified in a flight plan as follows:

1.10.4.1.1 In terms of flight levels if the flight is to be conducted at or above the transition level, and

1.10.4.1.2 In terms of altitudes if the flight is to be conducted in the vicinity of an aerodrome and at or below the transition altitude.

1.10.4.2 Flight levels and altitudes selected for a flight shall ensure adequate terrain clearance along the route to be flown. Flight levels are specified in a flight plan by number and not in terms of feet or meters as in the case with altitudes. Selected flight levels shall be compatible with Appendix 3 Annex 2 to the Convention on International Civil Aviation, Table of Cruising Levels and comply with the cruising levels specified in ENR 1.8.3.

1.10.4.3 Aircraft may enter and exit the Baghdad FIR, only via the following points, and must flight plan accordingly:

COUNTRY	FIX	LAT / LONG	
Kuwait (entry)	TASMI (602)	N30°01’ 20.00”	E047°55’ 05.00”
Kuwait (exit)	SIDAD (975)	N29°52’ 31.00”	E048°29’ 44.20”
Turkey	KABAN	N37°14’ 56.00”	E042°38’ 59.00”
Syria	MODIK	N33°28’ 06.00”	E039°01’ 00.00”
Jordan	PASIP	N33°00’ 00.00”	E038°55’ 12.00”
Saudi Arabia	MURIB	N31°12’ 36.00”	E041°50’ 36.00”

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

1.11.1. General. Flights intending to land in Iraq should file a roundtrip flight plan using the address ORBBZQZX. In addition, it is mandatory for all aircraft, whether landing, departing or overflying Iraq, to enter ETARYXYX as an addressee on their flight plan.

1.11.2 AFS addressee indicators for messages within Baghdad FIR. The ATS messages within Baghdad FIR should be addressed as follows:

Landing/Departing Aerodrome	Message Addressee
Traffic overflying Baghdad	ORBIZQZX
Traffic landing or departing from Baghdad Int'l Aerodrome	ORBIZQZX
Traffic landing or departing from Basrah Int'l Aerodrome	ORBIZQZX ORMMZQZX

The following AFTN addresses indicators are used in the AFTN messages as follows:

Message Addressee	Addressee Indicators/Locations
ORBIZQZX	Air traffic control center-Baghdad Int. Airport
ORMMZQZX	Air traffic control center-Basrah Int. Airport

ENR 1.12 INTERCEPTION OF CIVIL AICRAFT

1.12.1 **Interception Procedures** The following procedures and visual signals apply throughout the Baghdad FIR in the event of interception of an aircraft. An aircraft that is intercepted by another aircraft shall immediately:

1.12.1.1 Follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the specifications in Appendix 1 of ICAO Annex 2;

1.12.1.2 Notify, if possible the appropriate air traffic services unit;

1.12.1.3 Attempt to establish radio-communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.5 MHZ, giving the identity of the intercepted aircraft and the nature of the flight; if no contact has been established and if practicable, repeat this call on the emergency frequency 243 MHZ;

1.12.1.4 If equipped with SSR transponder, select Mode A Code 7700, unless otherwise instructed by the appropriate air traffic services unit.

1.12.2 Phraseology During Interception

1.12.2.1 If radio contact is established during interception but communication in a common language is not possible, attempts shall be made to convey instructions, acknowledgement of instructions and essential information by using the phrases and pronunciation in the following table, transmitting each phrase twice.

Phrase	Pronunciation	Meaning
CALL SIGN	KOL SA-IN	My call sign is (call sign)
WILCO	VILL-KO	Understood. Will comply
CAN NOT	KANN NOTT	Unable to comply
REPEAT	REE-PEET	Repeat your instruction
AM LOST	AM LOSST	Position unknown
MAYDAY	MAYDAY	I am in distress
HIJACK	HI-JACK	I have been hijacked
LAND	LAAND	I request to land at (Place name)
DESCEND	DEE-SEND	I require descent

1.12.2.2 The phrases shown in the table below shall be used by the intercepting aircraft and transmitted twice in the circumstances described in the preceding paragraph.

1.12.2.3 If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signals and/or by radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the visual and/or radio instructions given by the intercepting aircraft.

1.12.2.4 The visual signals for use while intercepting are detailed on page ENR 1.12-3 to ENR 1.12-5.

Phrase	Pronunciation	Meaning
CALL SIGN	KOL SA-IN	What is your call sign?
FOLLOW	FOL-LO	Follow me
DESCEND	DEE-SEND	Descend for landing
YOU LAND	YOU LAAND	Land at this aerodrome
PROCEED	PRO-SEED	You may proceed

1.12.3 Signals for use in the Event of Interception

1.12.3.1 Signals initiated by intercepting aircraft and responses by intercepted aircraft:

Series	INTERCEPTING Aircraft Signals	Meaning	INTERCEPTED Aircraft Responds	Meaning
1	DAY or NIGHT - Rocking aircraft and flashing navigational lights at irregular intervals (and landing lights in case of a helicopter) from a position slightly above and ahead of, and normally to the left of, the intercepted aircraft (or to the right if the intercepted aircraft is a helicopter) and, after acknowledgement, a slow level turn, normally to the left, (or to the right in the case of a helicopter) on the desired heading. *Note 1 Meteorological conditions or terrain may required the intercepting aircraft to reverse the positions and direction of turn given above in Series 1.*	You have been intercepted. Follow me.	DAY or NIGHT - Rocking aircraft, flashing navigational lights at irregular intervals and following. *Note.-Additional action required to be taken by intercepted aircraft is prescribed in Annex 2. Chapter 3, 3.8.*	Understood, will comply.

	Note 2.-If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of race-track patterns and to rock the aircraft each time it passes the intercepted aircraft.			
2	DAY or NIGHT – An abrupt break away maneuver from the intercepted aircraft consisting of a climbing turn of 90 degrees or more with out crossing the line of flight of the intercepted aircraft.	You may proceed.	DAY or NIGHT- Rocking the aircraft.	Understood will comply.
3	DAY or NIGHT- Lowering landing gear (if fitted), showing steady landing lights and over flying RWY in use or, if the intercepted aircraft is a helicopter, overflying the helicopter landing area. In the case of helicopters, the intercepting helicopter makes a landing approach, coming to hover near to the landing area.	Land at this aerodrome.	DAY or NIGHT- Lowering landing gear. (if fitted). showing steady landing lights and following the intercepting aircraft and if, after overflying the RWY in use or helicopter landing area, landing is considered safe. Proceeding to land.	Understood will comply.

1.12.3.2 Signals initiated by intercepted aircraft and responses by intercepting aircraft

Series	INTERCEPTED Aircraft Signals	Meaning	INTERCEPTING Aircraft Responds	Meaning
4	DAY or NIGHT-Raising landing gear (if fitted) and flashing landing lights while passing over RWY in use or helicopter landing area at a height exceeding 1000FT (300M) but not exceeding 2000FT (600M) (in the case of a helicopter, at a height exceeding 170FT (50M) but not exceeding 330FT (100M) above the aerodrome level, and continuing to circle RWY in use or helicopter landing area. If unable to flash landing lights, flash any other lights available.	Aerodrome you have designated is inadequate.	DAY or NIGHT- If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear (if fitted) and use the Series 1 signals prescribed for intercepting aircraft. If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.	Understood follow me. Understood you may proceed.
5	DAY or NIGHT – Regular switching on and off all available lights but in such a manner as to be distinct from flashing lights.	Cannot Comply.	DAY or NIGHT – Use Series 2 signals prescribed for intercepting aircraft.	Understood.
6	DAY or NIGHT – Irregular flashing of all available lights.	In distress.	DAY or NIGHT- Use Series 2 signals prescribed for intercepting aircraft.	Understood..

ENR 1.13 UNLAWFUL INTERFERENCE

1.13.1 General

1.13.1.1 An aircraft which is being subjected to unlawful interference shall endeavor to notify the appropriate ATS unit of this fact, any significant circumstances associated therewith and any deviation from the current flight plan necessitated by the circumstances, in order to enable the ATS unit to give priority to the aircraft and to minimize conflict with other aircraft.

1.13.1.2 The following procedures are intended for use by aircraft when unlawful interference occurs and the aircraft is unable to notify an ATS unit of this fact via normal air-ground voice communications.

1.13.2 Procedures

1.13.2.1 Unless considerations aboard the aircraft dictate otherwise, the pilot-in-command should attempt to continue flying on the assigned track and at the assigned cruising level at least until notification to an ATS unit is possible or the aircraft is within radar coverage.

1.13.2.2 When an aircraft subjected to an act of unlawful interference must depart from its assigned track or its assigned cruising level without being able to make radiotelephony contact with ATS, the pilot-in-command should, whenever possible:

1.13.2.2.1 Attempt to broadcast warnings on the VHF emergency frequency and other appropriate frequencies, unless considerations aboard the aircraft dictate otherwise. Other equipment such as onboard transponders, data links, etc. should also be used when it is advantageous to do so and circumstances permit; and

1.13.2.2.2 Proceed in accordance with applicable special procedures for in-flight contingencies, where such procedures have been established and promulgated in Doc 7030 – Regional Supplementary Procedures; or

1.13.2.2.3 If no applicable regional procedures have been established, proceed at a level which differs from the cruising levels normally used for IFR flight in the area by 2,000FT (600 M) if above FL290 or by 1,000FT (300 M) if below FL290.

1.13.2.3 An aircraft equipped with an SSR transponder is expected to operate the transponder on Mode A Code 7500 to indicate specifically that it is the subject of unlawful interference. The aircraft may operate the transponder on Mode A Code 7700, to indicate that it is threatened by grave and imminent danger, and requires immediate assistance.

1.13.2.4 Action to be taken by SSR-equipped aircraft which are being subjected to unlawful interference is contained in Annex 11, the PANS-ATM (Doc 4444) and the PANS-OPS (Doc 8168). Action to be taken by CPDLC-equipped aircraft which are being subjected to unlawful interference is contained in Annex 11, the PANS-ATM (Doc 4444), and guidance material on the subject is contained in the Manual of Air Traffic Services Data Link Applications (Doc 9694).

ENR 1.14 AIR TRAFFIC INCIDENTS

The Air Traffic Incident procedures described below are derived from Appendix 4 to ICAO Doc 4444 Procedures for Air Navigation Services – Air Traffic Management.

1.14.1 Definitions for Aircraft Proximity (AIRPROX).

1.14.1.1 **Aircraft proximity**. A situation in which, in the opinion of the pilot or the air traffic services personnel, the distance between aircraft, as well as relative positions and speed, has been such that the safety of the aircraft involved may have been compromised. Aircraft proximity is classified as follows:

a. **Risk of collision.** The risk classification of aircraft proximity in which serious risk of collision has existed.
b. **Safety not assured.** The risk classification of aircraft proximity in which serious of the aircraft may have been compromised.
c. **No risk of collision.** The risk classification of aircraft proximity in which no risk of collision has existed.
d. **Risk not determined.** The risk classification of aircraft proximity in which insufficient information was available to determine the risk involved, or inconclusive or conflicting evidence precluded such determination.

1.14.1.2 **AIRPROX**. The code word used in an air traffic incident report to designate aircraft proximity.

1.14.2 Definition of Air Traffic Incidents

1.14.2.1 'Air traffic incident' is used to mean a serious occurrence related to the provision of air traffic services, such as:

a. Aircraft proximity (AIRPROX),
b. Serious difficulty resulting in a hazard to aircraft caused, for example, by:
   i. Faulty procedures,
   ii. Non-compliance with procedures, or
   iii. Failure of ground facilities.

1.14.3 Designation of Air Traffic Incidents: Air traffic incidents are designated and identified in reports as follows:

Type	Designation
Air traffic incident	Incident
as 1.14.1.1 a above	AIRPROX(aircraft proximity)
as 1.14.2.1.b i & ii above	Procedure
as 1.14.1.1 b iii above	Facility

1.14.4 Use of the Air Traffic Incident Report Form (See page 1.14-3 to 1.14-4)

1.14.4.1 The Air Traffic Incident Report Form is intended for use:

a. By a pilot for filing a report on an air traffic incident after arrival or for confirming a report made initially by radio during flight.

Note: *The form, if available on board, may also be of use in providing a template for making the initial report in flight.*

b. By an ATS unit for recording an air traffic incident report received by radio, telephone or teleprinter.

Note: *The form may be used as a template for the text of a message to be transmitted over the AFS network.*

1.14.5 Reporting Procedures (Including In-Flight Procedures)

1.14.5.1 The following are the procedures to be followed by a pilot who is or has been involved in an incident:

1.14.5.1.1 During flight, use the appropriate air/ground frequency for reporting an incident of major significance, particularly if it involves other aircraft, so as to permit the facts to be ascertained immediately. Inform air traffic control immediately of intentions to file a report to facilitate a timely investigation.

1.14.5.1.2 As promptly as possible after landing, submit a completed Air Traffic Incident Report Form:

1.14.5.1.2.1 For confirming a report of an incident made initially as in 1.14.5.1.1 above, or for making the initial report on such an incident if it had not been possible to report it by radio; or

1.14.5.1.2.2 For reporting an incident which did not require immediate notification at the time of occurrence.

1.14.5.2 An initial report made by radio should contain the following information;

1.14.5.2.1 Aircraft identification;

1.14.5.2.2 Type of incident, e.g. aircraft proximity; and

1.14.5.2.3 The incident details of A, F, I. J, K, L, M, N and O.

1.14.5.3 The confirmatory report on an incident of major significance initially reported by radio or the initial report on any other incident should be submitted to:

a. Director, Flight Safety, ICAA, E-mail: iraqfltsafety@yahoo.com
b. Director, Air Traffic Services, ICAA, E-mail: al_nueimi@yahoo.com
c. Director General, ICAA, E-mail: ibiap1@yahoo.com
d. CFACC Safety, E-mail: mu_affora3fliaison@auab.centaf.af.mil

1.14.6 Purpose of Reporting and Handling of the Form

1.14.6.1 The purpose of the reporting of aircraft proximity incidents and their investigation is to promote the safety of aircraft. The degree of risk involved in an aircraft proximity incident should be determined in the incident investigation and classified as ‘risk of collision’, ‘safety not assured’, ‘no risk of collision’ or ‘risk not determined’.

1.14.6.2 The purpose of the form is to provide investigation authorities with as complete information on an air traffic incident as soon as possible and to enable them to report back, with the least possible delay to the pilot or operator concerned, the result of the investigation of the incident and, if appropriate, the remedial action taken.

1.14.7 Air Traffic Incident Report Form.

1.14.7.1 The Air Traffic Incident Report form (ATIRF) is to be used when submitting or receiving a report on an incident involving a civilian aircraft. Shaded boxes contain items to be included in an initial report. The ATIRF number will be assigned by the ICAA Flight Safety agency. Incidents involving military ATC procedures and separation, airfield operations or facilities will be internally reported, investigated and resolved using established Coalition Forces reporting programs.

1.14.7.2 The ATIRF is available as a stand alone document on the RAMCC website (http://ramcc.dtic.mil).

Section 1 – GENERAL INFORMATION

TYPE OF INCIDENT	A	INCIDENT/AIRPROX/PROCEDURE/ FACILITY*
Name of pilot in command	B	
Operator	C	
Identification marking of aircraft	D	
Aircraft Type	E	
Radio call sign - In communication with frequency at time of incident	F	
Aerodrome of departure	G	
Aerodrome of first intended landing and destination, if different	H	
Type of flight plan	I	IFR/VFR NONE*
Position at time of incident heading or route-true speed	J	
Flight Level. Altitude or Height-Altimeter setting-Attitude	K	Level flight/Climbing/descending/Turning*
Flight weather conditions at time of incident	L	IMC/VMC Above/below cloud/ Fog / Haze Horizontally from cloud between cloud layers In cloud /rain/ snow/ sleet/ Fog/ Haze/ Flying onto/ out of sun Flight visibility
Date and time of incident in UTC Reported by radio to:	M	AFIS/TWR/ACC/FIC* At……(date/time)

** Delete that which is not applicable.*

Section 2 – DETAILED INFORMATION

Description of other aircraft if relevant (type, high/low wing, number of engines, radio call sign registration marking, color, lighting, other available details)	N	
Description of incident (if desired add comment or suggestion including your opinion on the probable cause of the incident. In case of near/collision, give information on respective flight paths, estimated vertical and horizontal sighting and miss distances between aircraft and avoiding action taken by either aircraft)	O	

Date of completion of form: Time: Place…….	Function and signature of person receiving report ……	Function and signature submitting report ……..

Section 3 - SUPPLEMENTARY INFORMATION BY ATS UNIT CONCERED

How report received	P	Radio/telephone/teleprinter* at ARO/AFIS/TWR/APP/ACC/FIC*
Details of ATS action: clearance, incident observed on Radar, warning giving result of local inquiry, etc.	Q	

* Tick out as appropriate	Signature of ATS officer……. Date/time UTC……

ENR 2. AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FLIGHT INFORMATION REGIONS AND TERMINAL CONTROL AREAS

The following tables detail dimensions of the Baghdad FIR. Aircraft operating within the Baghdad FIR must maintain continuous air-ground communications with the relevant Air Traffic Services unit and continuously monitor the international distress frequency 121.5 MHz or 243.0 MHz.

2.1.1. Area Control Centers:

2.1.1.1 Class A airspace air routes only. Remain on airway unless approved by ATC or Military Radar Unit

Name and Lateral Limits Note: *Baghdad FIR is divided into three ACCs as follows:*	**Upper limit** **Lower limit** **Class**	**Unit providing ATS**	**Radio callsign, FREQ, language**
Kirkuk ACC: From N34°51' E041°15' to N34°30' E041°47'then to N34°30' E045°28', then along the national border between Iraq and Iran to N37°10' E044°47', then along the national border between Iraq and Turkey to N37°07' E042°22', then along the national border between Iraq and Syria to N34°51' E041°15'	UNL FL290 **Class A** UNL ENR 1.4 **TMA Class E** UNL Surface **Class G**	Kirkuk ACC	Kirkuk Center 125.30 MHz 237.325 MHz English
Balad ACC: From N31°00' E042°10' to N32°02' E044°20' to N32°37' E046°54' then along the national border between Iraq and Iran to N34°30' E045°28', then to N34°30' E041°47' then to N34°51' E041°15', then via the national border between Iraq and Syria to N33°22' E038°48', then via the national border between Iraq and Jordan to N32°09' E039°13', then along the national border between Iraq and Saudi Arabia to N31°00' E042°10'	UNL FL290 **Class A** UNL ENR 1.4 **TMA Class E** UNL Surface **Class G**	Balad ACC	Balad Center 123.525 MHz 274.575 MHz English

Ali ACC: From N31°00’ E042°10’, along the national border between Iraq and Saudi Arabia to N29°06’ E046°33’, then along the national border between Iraq and Kuwait to N29°52’ E048°23’, then to N29°57’ E048°35’, then along the national border between Iraq and Iran to N32°37’ E046°54’, then to N32°02’ E044°20’, then to N31°00’ E042°10’.	UNL FL290 **Class A** UNL ENR 1.4 **TMA Class E** UNL Surface **Class G**	Ali ACC	Ali Center 136.275MHz MHz 230.875 MHz English

2.1.2. Terminal Control Areas (TMA):

All TMA’s listed exclude Class D Control Zones associated with the airfield.

Name and Lateral Limits	Upper limit Lower limit and Class	Unit providing ATS	Radio callsign, FREQ, language
Al Asad TMA: **Lateral Limits:** D CTA A: 5NM radius centered on ORAA ARP. CTA B: 5NM–15NM radius centered on ORAA ARP. CTA C: N34°22’11.21” E042°27’23.34” to N34°22’00.00” E043°10’00.00” to N33°50’00.00” E043°10’00.00” to N33°50’00.00” E043°30’00.00” to N33°43’00.00” E043°29’55.51” to N33°14’00.00” E042°46’00.00” to N33°13’48.59” E042°39’29.69” Then along the major arc of a circle 35NM radius centered on the ARP N33°47’08.19” E042°26’28.32”to N34°22’11.21” E042°27’23.34”	CTA A A140 3,000FT AMSL Class E CTA B A140 1000FT AMSL Class E CTA C A140 3000FT AMSL Class E	Al Asad APP	Al Asad Approach 127.875 MHZ OR 128.8 MHZ UHF 298.025 MHz OR 239.85 MHZ English

Al Taqaddum TMA: **Lateral Limits:** From N33°38’42.00” E043°45’07.00” to N33°18’44.00” E044°00’00.00” to N33°00’00.00” E044°00’00.00” to N32°59’45.00” E043°11’30.60” to N33°14’00.00” E042°46’00.00” to N33°43’00.00” E043°29’55.51” to N33°38’42.00” E043°45’07.00”	CTA A140 Surface Class E	Al Taqaddum APP	Al Taqaddum Approach 147.3 MHz 125.25 MHz 295.85 MHz English

Baghdad TMA: **Lateral Limits:** **CTA A**: From N33°30’00” E044°08’34” to N33°30’00” E044°19’30” then along the major arc of a circle of 15NM radius centred on N33°15’45.14” E044°14’04.48” (ORBI ARP) to N33°30’00” E044°08’34”. Excluding that portion of airspace that overlies the Al Taqaddum TMA. **CTA B:** From N33°50’00” E043°44’00” to N33°50’00” E043°50’00” to N33°40’00” E043°50’00” to N33°40’00” E044°00’00” to N33°30’00” E044°00’00” to N33°30’00” E044°40’00” to N33°20’00” E044°40’00” to N33°20’00” E044°51’00” to N33°07’52” E044°48’44” then along the major arc of a circle of 30NM radius centred on N33°15’45.14” E044°14’04.48” (ORBI ARP) to N33°20’52” E043°38’45” to N33°50’00” E043°44’00”. Excluding that portion of airspace that overlies the Al Taqaddum TMA. **CTA C:** From N33°50’00” E043°15’00” to N33°50’00” E043°50’00” to N33°40’00” E043°50’00” to N33°40’00” E044°00’00” to N33°30’00” E044°00’00” to N33°30’00” E044°40’00” to N33°20’00” E044°40’00” to N33°20’00” E044°51’00” to N33°20’00” E045°25’042” then along the major arc of a circle of 60NM radius centred on N33°15’45.14” E044°14’04.48” (ORBI ARP) to N33°50’00” E043°15’00”. Excluding that portion of airspace that overlies the Al Taqaddum TMA.	CTA A 5,000FT AMSL 3,000FT AMSL Class E CTA B 10,000FT AMSL 5,000FT AMSL Class E CTA C FL180 10,000FT AMSL Class E	Baghdad APP	Baghdad Approach 128.2 MHz 242.5MHz English

Balad TMA: **Lateral Limits:** **CTA A:** A circle of 15NM radius centered on N33°56’24.70” E044°21’41.70” (ORBD ARP). **CTA B:** From. N34°01’30” E043°46’03” along the major arc of a circle of 30NM radius centered on N33°56’24.70” E044°21’41.70” (ORBD ARP) to N33°51’04” E044°57’17” then a line to N33°20’00” E044°51’00” to N33°20’00” E044°40’00” to N33°30’00” E044°40’00” to N33°30’00” E044°00’00” to N33°40’00” E044°00’00” to N33°40’00” E043°50’00” to N33°50’00” E043°50’00” to N33°50’00” E043°44’00” to N34°01’30” E043°46’03”. **CTA C**: From N33°50’00” E043°09’44” along the major arc of a circle of radius 60NM centered upon N33°56’24.70” E044°21’41.70” (ORBD ARP) to N33°20’00” E045°19’00” then a line to N33°20’00” E044°51’00” to N33°20’00” E044°40’00” to N33°30’00” E044°40’00” to N33°30’00” E044°00’00” to N33°40’00” E044°00’00” to N33°40’00” E043°50’00” to N33°50’00” E043°50’00” to N33°50’00” E043°44’00” to N33°50’00” E043°09’44”.	CTA A 5,000FT AMSL 3,000FT AMSL Class E CTA B 10,000FT AMSL 5,000FT AMSL Class E **CTA C** FL180 10,000FT AMSL Class E	Balad APP	Balad Approach 131.9 MHz 255.8 MHz English

Basrah TMA: **Lateral Limits:** Sector A: 15NM radius centered on N30°32’56.4” E047°39’43.8” (ORMM ARP). Sector B: From N31°27’57” E047°43’6.6” then along the minor arc of a circle of 55NM radius centered on N30°32’56.4” E047°39’43.8” (ORMM ARP) to N31°18’33.6” E047°03’51.6” to N30°10’50.4” E046°41’ 14.4”, then along the minor arc of a circle of 55NM radius centered on N30°32’56.4” E047°39’43.8” (ORMM ARP) to N29°47’54.6” E047°04’17.4”, then along the national border between Iraq and Kuwait to N29°52' E048°23' to, N29°57' E048°35', then along the national border between Iraq and Iran to N31°27’57” E047°43’6.6” excluding sector A	**CTA A** 12,000FT AMSL 1,000FT AMSL Class E **CTA B** 12,000FT AMSL 3,000FT AMSL Class E	Basrah APP	Basrah Approach Primary 119.4 MHz 233.225 MHz English
Kirkuk TMA: **Lateral Limits:** CTA A: 15NM radius centered on N35°28’10.2” E044°20’56.4” (ORKK ARP). CTA B: N36°17'00.83" E043°49'41.10" - N36°34'45.69" E043°40'17.25" - N36°38'24.60" E043°51'03.00" - N36°20'39.42" E044°00'24.58" then along the major arc of a circle 55NM radius centered on N35°28’10.2” E044°20’56.4” (ORKK ARP).to N36°17'00.83" E043°49'41.10" excluding that airspace in ORSU CTR. CTA C: 55NM radius centered on N35°28’10.2” E044°20’56.4” (ORKK ARP).	**CTA A** 4,000FT AMSL 2,000FT AMSL Class E **CTA B** FL180 4,000FT AMSL Class E **CTA C** UNL FL180 Class E	CTA A CTA B Kirkuk APP CTA C Kirkuk ACC	CTA A CTA B Kirkuk Approach 129.75 MHz 264.2 MHz CTA C Kirkuk ACC 125.3 MHZ 237.325 MHZ English

Mosul TMA: **Lateral Limits:** CTA A: 15NM radius of ORBM ARP CTA B: From N36°15’10.8” E043°45’51.6” then along the minor arc of a circle of 55NM radius centered on N35°28’10.2” E044°20’56.4” (ORKK ARP) to N35°49’15.6” E043°18’39.6” then along the major arc of a circle of 30NM radius centered on N36°18’20.74” E043°08’50.63” (ORBM ARP) to N36°15’10.8” E043°45’51.6”.	**CTA A** A120 2,000FT AMSL Class E **CTA B** 12,000FT AMSL 4,000FT AMSL Class E	Mosul APP	Mosul Approach 119.45 MHz 259.125 MHz English
Ali Base TMA: **Lateral Limits:** CTA A: 15NM radius centered on N30°56’9.0” E046°05’24.6” (ORTL ARP) CTA B: From N31°18’33.6” E047°03’51.6” then along the major arc of a circle 55NM radius centered on N30°56’9.0” E046°05’24.6” (ORTL ARP) to N30°10’50.4” E046°41’14.4”, to N31°18’33.6” E047°03’51.6”. CTA C: From N31°18’33.6” E047°03’51.6” then along the major arc of a circle 55NM radius centered on N30°56’9.0” E046°05’24.6” (ORTL ARP) to N30°10’50.4” E046°41’14.4”, to N31°18’33.6” E047°03’51.6”.	**CTA A** 3,000FT AMSL 1,000FT AMSL Class E **CTA B** FL180 3,000FT AMSL Class E **CTA C** UNL FL180 Class E	**CTA A** **CTA B** Ali APP **CTA C** Ali ACC	**CTA A** **CTA B** Ali Approach 120.2 MHz 378.65 MHz **CTA C** Ali Center 136.275 MHz 230.875 MHz English

2.1.3.Control Zones:

Name and Lateral Limits	Upper limit Lower limit Class	Unit providing ATS	Radio callsign, FREQ, language
Al Asad Control Zone: Established within 5NM radius of the Al Asad Airport Reference Point (ARP) (N33°47'08.19" E042°26'28.32")	3,000FT AMSL Surface Class D	Al Asad TWR	Al Asad Tower 363.675 MHz 131.225 MHZ English
Al Qaim Control Zone: Established within 5NM radius of position N34°15'58.57" E041°09'44.05"	3,000FT AMSL Surface Class D	Qaim TWR	Old School Tower 255.8 MHz 139.55 MHz* *(on Request) English
Al Sahra Control Zone: Established within 5NM radius of the Al Sahra ARP (N34°40.39' E043°32.58")	3,000FT AMSL Surface Class D	Al Sahra TWR	Spiecher Tower 335.3 MHz 141.55 MHz English
Al Taji Control Zone: Established within a 5NM radius of the Taji ARP. (N33°31.7' E044°15.7')	3,000FT AMSL Surface Class D	Taji TWR	Taji Tower 40.85 HF 126.0 MHz 265.0 MHz English
Al Taqaddum Control Zone: Established within 5NM radius of the Al Taqaddum ARP (N33°20'16.99" E043°35'49.46")	3,000FT AMSL Surface Class D	Al Taqaddum TWR	Taqaddum Tower 135.775 MHz 275.275MHz English
Ali Control Zone: Established within 5NM radius of position N30°56.15' E046°05.41' (Ali ARP)	3,000FT AMSL Surface Class D	Ali TWR	Ali Tower 122.125 MHz or 396.45 MHz English

Baghdad Control Zone: Established from N33°20’27.6” E044°12’10.2” to N33°11’51” E044°17’46.2” thence via the minor arc of a circle 5NM centered on N33°15’45.140” E044°14’04.476” (BIAP ARP) to N33°10’48” E44°14’45.6”to N33°18’50.4” E044°09’24.0” thence via the minor arc of a circle 5NM radius centered on N33°15’45.140” E044°14’04.476” (BIAP ARP)to N33°20’27.6” E044°12’10.2”. SFC to 3000 ft AMSL. Additionally, the portion N33°18’50.4” E044°09’24.0” to N33°10’48” E44°14’45.6” thence via the minor arc of a circle 5NM radius centered on N33°15’45.140” E044°14’04.476” (BIAP ARP) to N33°18’50.4” E044°09’24” 1000 ft to 3,000 ft AMSL.	3,000FT AMSL Surface Class D 3,000FT AMSL 1,000FT AMSL Class D	Baghdad TWR	Baghdad Tower 118.7 MHz or 275.8 MHz English
Balad SE Control Zone: Established within 5NM radius of the Balad ARP (N33°56’24.70” E044°21’41.70”)	3,000FT AMSL Surface Class D	Balad TWR	Balad Tower 119.875 MHz or 368.4 MHz English
Basrah Control Zone: Established within 5NM radius of the Basrah ARP (N30°32’56.4” E047°39’43.8”)	3,000FT AMSL Surface Class D	Basrah TWR	Basrah Tower 118.7MHz or 241.175MHz English
Erbil Control Zone: Established within 13NM radius of ORER Erbil Reference Point (N36°14’15.6” E043°57’17.4”)	4,000FT AMSL Surface Class D	Erbil Tower	Erbil Tower 128.8 MHz (P) 127.1 MHZ (S) English
Kirkuk Control Zone: Established within 5NM radius of the Kirkuk ARP (N35°28’10.2” E044°20’56.4”)	4,000FT AMSL Surface Class D	Kirkuk TWR	Kirkuk Tower 125.55MHz or 327.8MHz English
Korean Village Control Zone: Established within 5NM radius of position N33°01’05.02” E039°56’15.62”	3,000FT AMSL Surface Class D	Korean Village TWR	KAY VEE Tower 339.35 MHz 141.3 MHz English

Mosul Control Zone: Established within 5NM radius of position N36°18’20.74” E043°08’50.63” (Mosul ARP)	4,000FT AMSL Surface Class D	Mosul TWR	Mosul Tower 120.2 MHz or 250.025 MHz English
Qayyarah West Control Zone: Established within 5NM radius of position N35°46’12” E043°07’25”. (Qayyarah West ARP)	3,000FT AMSL Surface Class D	Qarraya h TWR	Qarrayah Tower 122.2 MHz 236.725 MHz English
Sulaymaniyah Control Zone: Established within 5NM radius of ORSU Sulaymaniyah Reference Point (N35°33’38.88” E045°18’52.98”)	6,000FT AMSL Surface Class D	Sulayma niyah Tower	Sulaymaniyah Tower 118.3 MHz (P) 121.7 MHz (S) English
Tall Afar Control Zone: Established within 5NM radius of position N36°16’59”, E042°24’11” (Tall Afar ARP)	4,000FT AMSL Surface Class D	Tall Afar TWR	Tall Afar Tower 118.7 MHz (P) 380.05 MHz (S) English
Washington Army Heliport Control Zone: Established within 3NM radius of position N33°18’19” E044°24’10”	1,000FT AMSL Surface Class D	Washing ton TWR	Washington Tower 125.100 MHz or 330.750MHz English

ENR 3 ATS ROUTES

ENR 3.1 LOWER ATS ROUTES

Baghdad FIR does not have a separate lower ATS route structure. See ENR 3.3.

ENR 3.2 UPPER ATS ROUTES

Baghdad FIR does not have a separate upper ATS route structure. See ENR 3.3.

ENR 3.3 AREA NAVIGATION ROUTES

3.3.1 Rules Applicable to Air Routes in Baghdad FIR

3.3.1.1 A diagram of the ATS routes within the Baghdad FIR is at ENR 3.3-6. All ATS routes in the Baghdad FIR are area navigation routes (RNAV) designated for aircraft approved for Required Navigation Performance 5 (RNP5) operations. Aircraft must be capable of maintaining RNP5 without reliance on ground based navigation aid updates in the Baghdad FIR.

3.3.1.2 The communications procedures for entering Baghdad FIR are as follows:

3.3.1.2.1 **Entering from Turkey**. Prior to entering the Baghdad FIR contact Kirkuk Center on 125.30 VHF or 237.325 UHF. If no response, proceed on last assigned routing and altitude while attempting contact every 10NM.

3.3.1.2.2 **Entering from Jordan, Syria or Iran.** Prior to entering the Baghdad FIR contact Balad Center 123.525 VHF 274.575 UHF. If no response, proceed on last assigned routing and altitude while attempting contact every 10NM.

3.3.1.2.3 **Entering from Kuwait at or above 13,000 FT AMSL**. Prior to entering the Baghdad FIR contact Ali Center on 136.275 VHF or 322.05 UHF. If no response, proceed on last assigned routing and altitude while attempting contact every 10NM.

3.3.1.2.4 **Entering from Kuwait at or below 12,000FT AMSL**. Prior to entering the Baghdad FIR contact Basrah Approach on 119.4 VHF or 233.225 UHF. If no response, proceed on last assigned routing and altitude while attempting contact every 10NM.

Note: *Radio coverage in Iraq is limited at the extremities of all air routes. In particular, eastbound flights should not expect radio contact with Baghdad ACC until passing RAPLU or RALTI unless above FL180. In the event of an emergency requiring descent in an area of poor radio coverage, pilots are to attempt to contact any air traffic unit on a published frequency and/or the emergency frequencies.*

3.3.1.3 Area Navigation Route descriptions.

Reporting/ Waypoint ID/ Coordinates. ▲ *Compulsory* △ *As Requested*	**Magnetic Track.** (↑/↓)	**Distance.** *(NM)*	**Levels.** *MAA* *MEA* *MOCA's**	**Airspace Class.**	**Route Width.** *(NM)*	**Remarks.**
ATS Route G795 ▲TASMI (N30°01'20.00" E047°55'05.00") ▲BSR (N30°31'32.40" E047°41'12.00")	155/335	32.4	FL460 FL150 14,000 FT 8,000 FT 1,600 FT	Class E	12	Two way Ali Center 136.275 MHz 322.050 MHz Basrah Approach 119.400 MHz 233.225 MHz
ATS Route M203 △PUSTO (N33°21'00.00" E042°45'00.00" △LOVEK (N32°22'08.40" E044°40'01.20") △UNTUN (N31°47'41.99" E045°57'54.02") △ILMAP (N31°21'33.00" E046°57'02.00")	298/118 293/113 294/114	113.3 75 57	FL460 FL150 1,700 FT 1,500 FT 1,500 FT	Class E: FL150 to FL280 Class A: FL290 to FL460	12	One way Southbound only Balad Center 123.525 MHz 274.575 MHz
ATS Route B411 ▲MURIB N31°12'37.00" E041°50'36.00" △RALTI N31°42'08.40" E043°00'00.60" △LOVEK N32°22'08.40" E044°40'01.20" △NOLDO N32°49'32.40" E045°21'29.40" **TEMPORARILY SUSPENDED** ▲PAXAT N33°20'52.34" E046°05'18.00"	240/060 241/061 228/048 226/046	66.3 93.9 44.4 48.3	FL460 FL150 2,500 FT 2,100 FT 2,300 FT 4,300 FT	Class A: FL290 to FL460 Class E: FL150 to FL280	12	Two way Balad Center 123.525 MHz 274.575 MHz NOLDO to PAXAT NOT AVBL. Refer to NOTAMs for current status.
ATS Route L126 ▲ILM (N33°34'42.30" E046°24'55.40) ▲MIGMI (N33°45'54.00" E045°27'24.00") **TEMPORARILY SUSPENDED** △SIGNI (N34°00'07.80" E044°42'01.20") △SOGUM(N34°12'12.00" E043°54'54.00") △PUSTO (N33°21'00.00" E042°45'00.00")	100/280 107/287 103/283 045/225	49.3 40.3 40.9 77.5	FL460 FL150 9,900 FT 2,300 FT 1,600 FT 1,700 FT	Class E: FL150 to FL280 Class A: FL290 to FL460	12	Two way Balad Center 123.525 MHz 274.575 MHz SIGNI to MIGMI NOT AVBL. Refer to NOTAMs for current status.

Reporting/ Waypoint ID/ Coordinates. ▲ *Compulsory* △ *As Requested*	**MagneticTrack (↑/↓)**	**Distance** *(NM)*	**Levels.** *MAA MEA MOCA's**	**Airspace Class**	**Route Width.** *(NM)*	**Remarks.**
ATS Route R784 ▲KABAN (N37°14'56.00" E042°38'59.00") △KATOT (N36°00'00.00" E043°27'00.00") △RAMPI (N35°16'39.60" E043°56'15.00") ▲DASUR (N34°30'05.62" E044°24'17.35") △SIGNI (N34°00'07.80" E044°42'01.20") △PARUN (N33°24'12.00" E045°02'01.20") △NOLDO (N32°49'32.40" E045°21'29.40") △UNTUN (N31°47'41.99" E045°57'54.02") △ALPET (N31°12'19.00" E046°18'44.00")	328/148 327/147 329/149 329/149 331/151 331/151 330/150 330/150	84.2 49.4 52 33 39.6 38.3 69 40	FL460 FL150 8,000 FT 3,900 FT 2,200 FT 2,300 FT 1,500 FT 1,500 FT 1,500 FT	Class E: FL150 to FL280 Class A: FL290 to FL460	16.5	Two way KABAN - NOLDO One way ALPET – NOLDO Kirkuk Center 125.30 MHz 237.325 MHz Balad Center 123.525 MHz 274.575 MHz Waypoint DASUR not flight checked for position confirmation
ATS Route L417 △RAMPI N35°16'39.60" E043°56'15.00" ▲ALVIS N34°30'04.04." E043°55'17.64" △SOGUM N34°12'12.00" E043°54'54.00" **TEMPORARILY SUSPENDED** ▲BGD N33°15'38.60" E044°14'57.29" **TEMPORARILY SUSPENDED** △LOVEK N32°22'08.40" E044°40'01.20"	357/177 357/177 340/160 335/155	47 18 58.9 57.4	FL460 FL150 2,800 FT 2,200 FT 2,200 FT	Class A: FL290 to FL460 Class E: FL150 to FL280	12	Kirkuk Center 125.30 MHz 237.325 MHz Balad Center 123.525 MHz 274.575 MHz SOGUM to LOVEK NOT AVBL to civil aircraft at or below FL280. Waypoint ALVIS not flight checked for position confirmation.

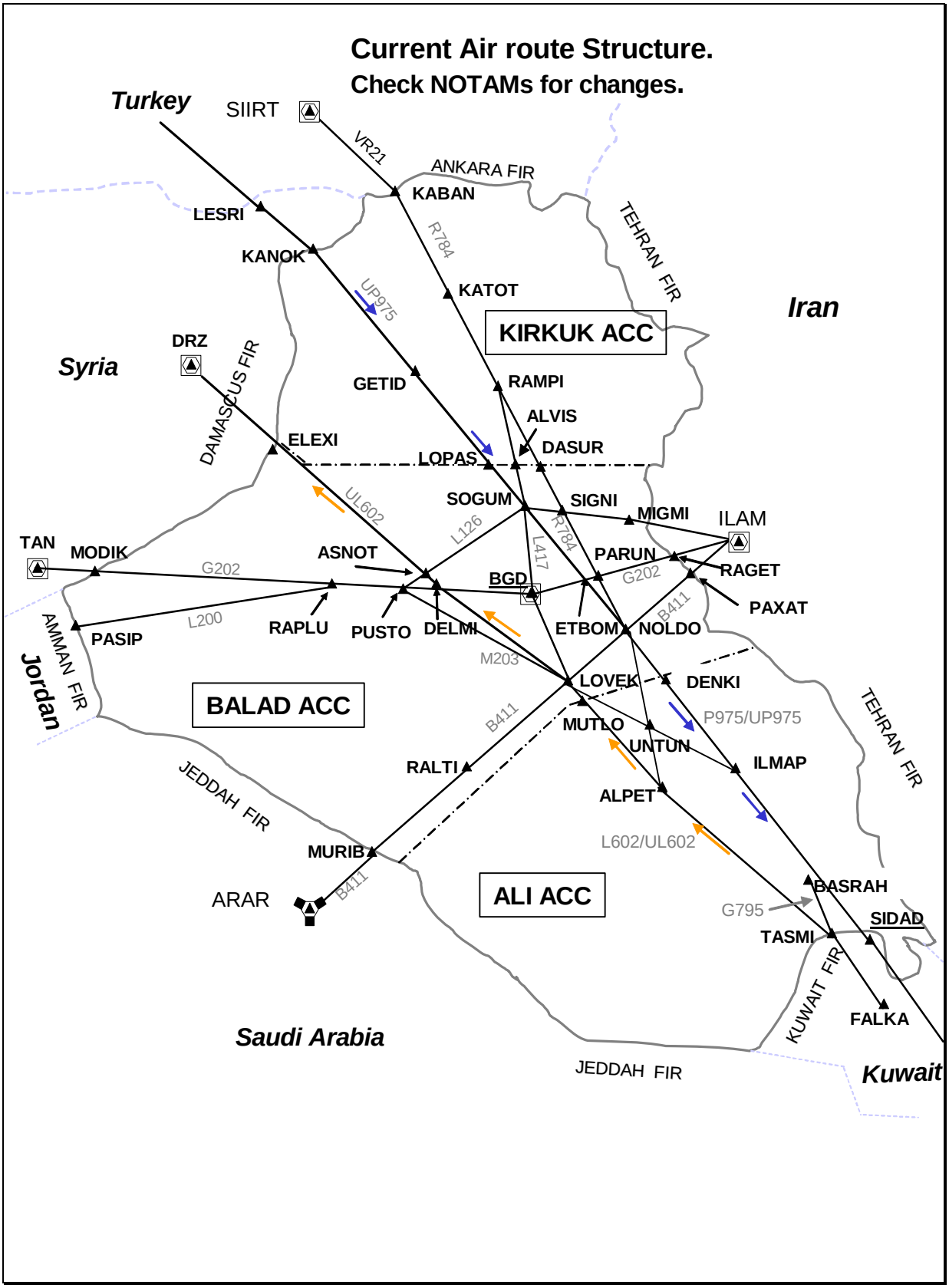
Reporting/ Waypoint ID/ Coordinates. ▲ *Compulsory* △ *As Requested*	**MagneticTrack.** (↑/↓)	**Distance** *(NM)*	**Levels.** *MAA* *MEA* *MOCA's**	**Airspace Class** .	**Route Width.** *(NM)*	**Remarks.**
ATS Route G202 ▲MODIK N33°28'06.00" E039°01'00.00" △RAPLU N33°23'00.00" E041°45'30.00" △PUSTO N33°21'00.00" E042°45'00.00" TEMPORARILY SUSPENDED ▲BGD N33°15'38.60" E044°14'57.29" TEMPORARILY SUSPENDED △PARUN N33°24'12.00" E045°02'01.20" TEMPORARILY SUSPENDED ▲RAGET N33°30'48.00" E045°53'48.00" ▲ILM N33°34'42.30" E046°24'55.40"	267/087 268/088 270/090 254/074 257/077 258/078	137.8 49.9 75.6 40.4 43.8 26.3	FL460 FL150 3,500 FT 2,600 FT 2,200 FT 2,200 FT 4,400 FT 9,900 FT	Class A: FL290 to FL460 Class E: FL150 to FL280	12	Balad Center 123.525 MHz 274.575 MHz PUSTO to PARUN NOT AVBL to civil aircraft at or below FL280 RAGET to PARUN NOT AVBL. Refer to NOTAMs for current status.
ATS Route L200 ▲PASIP N33°00'00.00" E038°55'12.00" △RAPLU N33°23'00.00" E041°45'30.00"	256/076	144.7	FL460 FL150 4,300 FT	Class E: FL150 to FL280 Class A: FL290 to FL460	12	Balad Center 123.525 MHz 274.575 MHz Refer to ENR 1.8-2 for altitude requirements at the Jordanian border.
ATS Route L602 ▲TASMI (N30°01'20.00" E047°55'05.00") △ALPET (N31°12'19.00" E046°18'44.00") ▲MUTLO (N32°10'18.98" E044°57'02.83") △LOVEK (N32°22'08.40" E044°40'01.20")	128/308 127/307 126/306	109.2 91 19	FL280 FL150 1.800 FT 2,300 FT	Class E	16.5	Ali Center 136.275 MHz 322.050 MHz Balad Center 123.525 MHz 274.575 MHz One-way route. WEST bound traffic only.

Reporting/ Waypoint ID/ Coordinates. ▲ *Compulsory* △ *As Requested*	**Magnetic Track.** **(↑/↓)**	**Distance** *(NM)*	**Levels.** *MAA* *MEA* *MOCA's**	**Airspace Class.**	**Route Width.** *(NM)*	**Remarks.**
ATS Route UL602 ▲TASMI (N30°01'20.00" E047°55'05.00") △ALPET (N31°12'19.00" E046°18'44.00") ▲MUTLO (N32°10'18.98" E044°57'02.83" △LOVEK (N32°22'08.40" E044°40'01.20") **TEMPORARILY SUSPENDED** △DELMI (N33°19'18.31" E043°13'27.59") **TEMPORARILY SUSPENDED** △ASNOT(N33°29'59.55" E042°57'16.62") **TEMPORARILY SUSPENDED** ▲ELEXI (N34°41'30.00" E041°09'00.00") △DRZ (N35°17'21.16" E040°11'14.71")	128/308 127/307 127/307 125/305 124/304 125/305 123/303	109.2 91 19 92.6 17.2 114.8 59.4	FL460 FL290 1,800 FT 2,300 FT 1,700 FT 1,800 FT 2,300 FT 2,400 FT	Class A	16.5	One-way. WEST only. Ali Center 136.275 MHz 322.050 MHz Balad Center 123.525 MHz 274.575 MHz LOVEK to ELEXI NOT AVBL. Refer to NOTAMs for current status. Waypoint MUTLO not flight checked for position confirmation
ATS Route P975 △NOLDO N32°49'32.40" E045°21'29.40" ▲DENKI (N32°22'28.46" E045°51'21.58") △ILMAP N31°21'33.00" E046°57'02.00" ▲SIDAD N29°52'31.00" E048°29'44.00"	313/133 313/133 313/133	37 83 119	FL280 FL150 1,800 FT 1,500 FT	Class E	16.5	One-way EAST bound only. Balad Center 123.525 MHz 274.575 MHz Ali Center **136.275** MHz 322.050 MHz

Reporting/ Waypoint ID/ Coordinates. ▲ *Compulsory* △ *As Requested*	**Magnetic Track.** **(↑/↓)**	**Distance** *(NM)*	**Levels.** *MAA* *MEA* *MOCA's**	**Airspace Class.**	**Route Width.** *(NM)*	**Remarks.**
ATS Route UP975						One-way route. EAST bound traffic only.
▲LESRI (N37°04'20.00" E041°13'49.00")			FL460 FL290			
▲KANOK (N36°33'58.00" E041°40'59.38") TEMPORARILY SUSPENDED	320/140	37.4	4,800 FT			Kirkuk Center 125.30 MHz 237.325 MHz
△GETID (N35°15'50.61" E042°55'58.91") TEMPORARILY SUSPENDED	319/139	99				
▲LOPAS (N34°30'03.45" E043°38'34.38") TEMPORARILY SUSPENDED	319/139	58				Balad Center 123.525 MHz 274.575 MHz
△SOGUM(N34°12'12.00" E043°54'54.00") TEMPORARILY SUSPENDED	319/139	22	5,700 FT			
△ETBOM (N33°21'37.31" E044°47'52.55") TEMPORARILY SUSPENDED	316/136	67.1	2,300 FT	Class A	16.5	Ali Center 136.275 MHz 322.050 MHz
△NOLDO (N32°49'32.40" E045°21'29.40")	316/136	42.7	1,500 FT			
▲DENKI (N32°22'28.46" E045°51'21.58")	313/133	37				KANKOK to NOLDO NOT AVBL. Refer to NOTAMs for current status.
△ILMAP (N31°21'33.00" E046°57'02.00")	313/133	83	1,800 FT			
▲SIDAD(N29°52'31.00" E048°29'44.00")	313/133	119.5	1,500 FT			Waypoints GETID, LOPAS and DENKI not flight checked for position confirmation

***MOCA is only used for VFR charts**

3.3.2 Approved ATS routes and Entry/Exit Points for Baghdad FIR



ENR 3.4 HELICOPTER ROUTES

There are no designated helicopter routes in the Baghdad FIR.

ENR 3.5 OTHER ROUTES

3.5.1 **Mandatory Routing:** Flights originating and landing within the Baghdad FIR will plan their routing based on the current ATS route structure advising ATC of their intended clearance. ATC will approve or amend these clearances as required. Aircraft operators intending to land in Iraq are to flight plan to and from the airports via the mandatory routes listed below. All aircraft shall navigate on the route centerline. No offset tracking is allowed. Deviations shall not be made without the prior approval of the controlling ATC facility. Levels shall be as instructed by ATC

3.5.1.2. For IFR Baghdad International Airport (BIAP) departures Southbound, flight plans are to be submitted to join P/UP975 at NOLDO.

3.5.1.3 Bordering countries have commenced using RVSM procedures however RVSM is not approved in Iraq. The Iraq ACCs will continue to provide 2,000FT vertical separation for all aircraft above FL290. In some instances even levels, i.e. FL320 FL340 etc, may be used in Iraq however this is to ensure that aircraft are not transferred between RVSM and non-RVSM altitudes when entering and exiting the Baghdad FIR. At all times ATC is required to ensure that 2000FT vertical separation exists if a lateral, radar or longitudinal standard can not be guaranteed. The mandatory routings to approved airports are as detailed below:

3.5.2 From KUWAIT to:

Bashur Airport: From TASMI (N30°01.3’ E47°55.1’) via L602 to ALPET (N31°12.3’ E46°18.7’) then direct to NOLDO (N32°49.5’ E45°21.5’) then via R784 to KATOT (N36° 00.0 E43°27.0) then direct to ORBR.

Mosul Airport: From TASMI (N30°01.3’ E47°55.1’) via L602 to ALPET (N31°12.3’ E46°18.7’) then direct to NOLDO (N32°49.5’ E45°21.5’) then via R784 to KATOT (N36°00.0 E43°27.0) then direct to ORBM.

Kirkuk Airport: From TASMI (N30°01.3’ E47°55.1’) via L602 to ALPET (N31°12.3’ E46° 18.7’) then direct to NOLDO (N32°49.5’ E45°21.5’) then via R784 to RAMPI (N35°16.7’ E43°56.3’) then direct to ORKK.

Sulaymaniyah International Airport: From TASMI (N30°01.3’ E47°55.1’) via L602 to ALPET (N31°12.3’ E46° 18.7’) then direct to NOLDO (N32°49.5’ E45°21.5’) then via R784 to RAMPI (N35°16.7’ E43°56.3’) then direct to ORSU.

Erbil International Airport: From TASMI (N30°01.3’ E47°55.1’) via L602 to ALPET (N31°12.3’ E46°18.7’) then direct to NOLDO (N32°49.5’ E45°21.5’) then via R784 to KATOT (N36°00.0 E43°27.0) then direct to ORER.

Baghdad International Airport: From TASMI (N30°01.3’ E47°55.1’) via L602 to LOVEK (N32°22.1’ E44°40.0’) then via L417 direct to ORBI.

Basrah International Airport: From TASMI (N30°01.3’ E47°55.1’) via G795 direct to ORMM.

Ali Base Airport: From TASMI (N30°01.3’ E47°55.1’) via L602 to ALPET (N31°12.3’ E46°18.7’) then direct to ORTL.

Al Asad Airport: From TASMI (N30°01.3’ E47°55.1’) then via L602 to LOVEK (N32° 22.1’ E44°40.0’) then via M203 to PUSTO (N33°21.0’ E42°45.0’) then direct to ORAA.

Al Taqaddum Airport: From TASMI (N30°01.3’ E47°55.1’) then via L602 to LOVEK (N32°22.1’ E44°40.0’) then via M203 to PUSTO (N33°21.0’ E42°45.0’) then direct to ORAT.

Balad Airport: From TASMI (N30°01.3’ E47°55.1’) via L602 to ALPET (N31°12.3’ E46° 18.7’) then direct to NOLDO (N32°49.5’ E45°21.5’) then via R784 to SIGNI (N34°00.0’ E44°42.0’) then direct to ORBD.

3.5.3 From TURKEY to:

Bashur Airport: From KABAN (N37°14.9’ E42°39.0’) via R784 to KATOT (N36°00.0’ E43°27.0’) then direct to ORBR.

Mosul Airport: From KABAN (N37°14.9’ E42°39.0’) via R784 direct to ORBM.

Kirkuk Airport: From KABAN (N37°14.9’ E42°39.0’) via R784 to KATOT (N36°00.0’ E43°27.0’) then direct to ORKK.

Sulaymaniyah International Airport: From KABAN (N37°14.9’ E42°39.0’) via R784 to RAMPI (N35°16.7’ E43°56.3’) then direct to ORSU.

Erbil International Airport: From KABAN (N37°14.9’ E42°39.0’) via R784 to KATOT (N36°00.0’ E43°27.0’) then direct to ORER.

Baghdad International Airport: From KABAN (N37°14.9’ E42°39.0’) via R784 to RAMPI (N35°16.7’ E43°56.3’) then via L417 direct to ORBI.

Basrah International Airport: From KABAN (N37°14.9’ E42°39.0’) via R784 to NOLDO (N32°49.5’ E45°21.5’) then via P975 to ILMAP (N31°21.5’ E46°57.0’) then direct to ORMM.

Ali Base Airport: From KABAN (N37°14.9’ E42°39.0’) via R784 to NOLDO (N32°49.5’ E45°21.5’) then via P975 to ILMAP (N31°21.5’ E46°57.0’) then direct to ORTL.

Al Asad Airport: From KABAN (N37°14.9’ E42°39.0’) via R784 to RAMPI (N35°16.7’ E43°56.3’) then via L417 to SOGUM (N34°12.2’ E43°54.9’) then via L126 to PUSTO (N33°21.0’ E42°45.0’) then direct to ORAA.

Al Taqaddum Airport: From KABAN (N37°14.9’ E42°39.0’) via R784 to RAMPI (N35°16.7’ E43°56.3’) then via L417 to SOGUM (N34°12.2’ E43°54.9’) then via L126 to PUSTO (N33°21.0’ E42°45.0’) then direct to ORAT.

Balad Airport: From KABAN (N37°14.9’ E42°39.0’) via R784 to RAMPI (N35°16.7’ E43°56.3’) then via L417 to SOGUM (N34°12.2’ E43°54.9’) then direct to ORBD.

3.5.4 From JORDAN to:

Bashur Airport: From PASIP (N33°00.0’ E38°55.2’) via L200 to RAPLU (N33°23.0’ E41°45.5’) then via G202 to PUSTO (N33°21.0’ E42°45.0’) then via L126 to SOGUM (N34°12.2’ E43°54.9) then via L417 to RAMPI (N35°16.7’ E43°56.3’) then via R784 to KATOT (N36°00.0’ E43°27.0’) then direct to ORBR.

Mosul Airport: From PASIP (N33°00.0’ E38°55.2’) via L200 to RAPLU (N33°23.0’ E41°45.5’) then via G202 to PUSTO (N33°21.0’ E42°45.0’) then via L126 to SOGUM (N34°12.2’ E43°54.9) then via L417 to RAMPI (N35°16.7’ E43°56.3’) then via R784 to KATOT (N36° 00.0’ E43° 27.0’) then direct to ORBM.

Kirkuk Airport: From PASIP (N33°00.0’ E38°55.2’) via L200 to RAPLU (N33°23.0’ E41°45.5’) then via G202 to PUSTO (N33°21.0’ E42°45.0’) then via L126 to SOGUM (N34°12.2’ E43°54.9) then via L417 to RAMPI (N35°16.7’ E43°56.3’) then direct to ORKK.

Sulaymaniyah International Airport: From PASIP (N33°00.0’ E38°55.2’) via L200 to RAPLU (N33°23.0’ E41°45.5’) then via G202 to PUSTO (N33°21.0’ E42°45.0’) then via L126 to SOGUM (N34°12.2’ E43°54.9) then via L417 to RAMPI (N35°16.7’ E43°56.3’) then direct to ORSU.

Erbil International Airport: From PASIP (N33°00.0’ E38°55.2’) via L200 to RAPLU (N33°23.0’ E41°45.5’) then via G202 to PUSTO (N33°21.0’ E42°45.0’) then via L126 to SOGUM (N34°12.2’ E43°54.9) then via L417 to RAMPI (N35°16.7’ E43°56.3’) then via R784 to KATOT (N36° 00.0’ E43° 27.0’) then direct to ORER.

Baghdad International Airport: From PASIP (N33°00.0’ E38°55.2’) via L200 to RAPLU (N33°23.0’ E41°45.5’) then via G202 to ORBI.

Basrah International Airport: From PASIP (N33°00.0’ E38°55.2’) via L200 to RAPLU (N33°23.0’ E41°45.5’) then via G202 to PUSTO (N33°21.0’ E42°45.0’) then via M203 to LOVEK then direct to ILMAP (N31°21.5’ E46°57.0’) then direct to ORMM.

Ali Base Airport: From PASIP (N33°00.0’ E38°55.2’) via L200 to RAPLU (N33°23.0’ E41°45.5’) then via G202 to PUSTO (N33°21.0’ E42°45.0’) then via M203 to LOVEK (N32°22.1’ E44°40.0’) then direct to ILMAP (N31°21.5’ E46°57.0’) then direct to Ali Base Airport.

Al Asad Airport: From PASIP (N33°00.0’ E38°55.2’) via L200 to RAPLU (N33°23.0’ E41°45.5’) then direct to ORAA.

Al Taqaddum Airport: the From PASIP (N33°00.0’ E38°55.2’) via L200 to RAPLU (N33°23.0’ E41°45.5’) then direct to ORAA.

Balad Airport: From PASIP (N33°00.0’ E38°55.2’) via L200 to RAPLU (N33°23.0’ E41°45.5’) then via G202 to PUSTO (N33°21.0’ E42°45.0’) then via L126 to SOGUM (N34°12.2’ E43°54.9) then direct to ORBD.

3.5.5 From SYRIA to:

Bashur Airport: From MODIK (N33°28.1’ E39°01.0’) via G202 to RAPLU (N33°23.0’ E41°45.5’) then via G202 to PUSTO (N33°21.0 E42°45.0) then via L126 to SOGUM (N34°12.2’ E43°54.9) then via L417 to RAMPI (N35°16.7’ E43°56.3’) then via R784 to KATOT (N36° 00.0’ E43° 27.0’) then direct to ORBR.

Mosul Airport: From MODIK (N33°28.1’ E39°01.0’) via G202 to RAPLU (N33°23.0’ E41°45.5’) then via G202 to PUSTO (N33°21.0 E42°45.0) then via L126 to SOGUM (N34°12.2’ E43°54.9) then via L417 to RAMPI (N35°16.7’ E43°56.3’) then via R784 to KATOT (N36°00.0’ E43°27.0’) then direct to ORBM.

Kirkuk Airport: From MODIK (N33°28.1’ E39°01.0’) via G202 to RAPLU (N33°23.0’ E41°45.5’) then via G202 to PUSTO (N33°21.0 E42°45.0) then via L126 to SOGUM (N34°12.2’ E43°54.9) then via L417 to RAMPI (N35°16.7’ E43°56.3’) then direct to ORKK.

Sulaymaniyah International Airport: From MODIK (N33°28.1’ E39°01.0’) via G202 to RAPLU (N33°23.0’ E41°45.5’) then via G202 to PUSTO (N33°21.0 E42°45.0) then via L126 to SOGUM (N34°12.2’ E43°54.9) then via L417 to RAMPI (N35°16.7’ E43°56.3’) then direct to ORSU.

Erbil International Airport: From MODIK (N33°28.1’ E39°01.0’) via G202 to RAPLU (N33°23.0’ E41°45.5’) then via G202 to PUSTO (N33°21.0 E42°45.0) then via L126 to SOGUM (N34°12.2’ E43°54.9) then via L417 to RAMPI (N35°16.7’ E43°56.3’) then via R784 to KATOT (N36° 00.0’ E43° 27.0’) then direct to ORER.

Baghdad International Airport: From MODIK (N33°28.1’ E39°01.0’) via G202 to PUSTO (N33°21.0 E42°45.0) then as directed by ATC to ORBI.

Basrah International Airport: From MODIK (N33°28.1’ E39°01.0’) via G202 to RAPLU (N33°23.0’ E41°45.5’) then via G202 to PUSTO (N33°21.0 E42°45.0) then via L126 to SIGNI (N34°00.0’ E44°42.0’) then via R784 to NOLDO (N32°49.5’ E45°21.5’) then via P975 to ILMAP (N31°21.5’ E46°57.0’) then direct to ORMM.

Ali Base Airport: From MODIK (N33°28.1’ E39°01.0’) via G202 to RAPLU (N33°23.0’ E41°45.5’) then via G202 to PUSTO (N33°21.0 E42°45.0) then via L126 to SIGNI (N34°00.0’ E44°42.0’) then via R784 to NOLDO (N32°49.5’ E45°21.5’) then via P975 to ILMAP (N31°21.5’ E46°57.0’) then direct to ORTL.

Al Asad Airport: From MODIK (N33°28.1’ E39°01.0’) via G202 to RAPLU (N33°23.0’ E41°45.5’) then direct to ORAA.

Al Taqaddum Airport: From MODIK (N33°28.1’ E39°01.0’) via G202 to RAPLU (N33°23.0’ E41°45.5’) then direct to ORAT.

Balad Airport: From MODIK (N33°28.1’ E39°01.0’) via G202 to RAPLU (N33°23.0’ E41°45.5’) then via G202 to PUSTO (N33°21.0 E42°45.0) then via L126 to SOGUM (N34°12.2’ E43°54.9) then direct to ORBD.

3.5.6 From IRAN to: These routes are tempoaraly suspended as there is no existing agreement on air traffic control coordination between Iraq and Iran; as such direct flights between Iraq and Iran are not authorized.

Bashur Airport: From MIGMI (N33°45.9’ E45°27.4’) via L126 to SIGNI (N34°00.0’ E44°42.0’) then via R784 to KATOT (N36° 00.0’ E43° 27.0’) then direct to ORBR.

Mosul Airport: From MIGMI (N33°45.9’ E45°27.4’) via L126 to SIGNI (N34°00.0’ E44°42.0’) then via R784 to KATOT (N36°00.0’ E43°27.0’) then direct to ORBM.

Kirkuk Airport: From MIGMI (N33°45.9’ E45°27.4’) via L126 to SIGNI (N34°00.0’ E44°42.0’) then via R784 to RAMPI (N35°16.7’ E43°56.3’) then direct to ORKK.

Sulaymaniyah International Airport: From MIGMI (N33°45.9’ E45°27.4’) via L126 to SIGNI (N34°00.0’ E44°42.0’) then via R784 to RAMPI (N35°16.7’ E43°56.3’) then direct to ORSU.

Erbil International Airport: From MIGMI (N33°45.9’ E45°27.4’) via L126 to SIGNI (N34°00.0’ E44°42.0’) then via R784 to KATOT (N36°00.0’ E43°27.0’) then direct to ORER.

Baghdad International Airport: From RAGET (N33°30.8’ E45°53.8’) via G202 to ORBI.

Basrah International Airport: From RAGET (N33°30.8’ E45°53.8’) via G202 to PARUN (N33°24.2’ E45°02.0’) then via R784 to NOLDO (N32°49.5’ E45°21.5’) then via P975 to ILMAP (N31°21.5’ E46°57.0’) then direct to ORMM.

3.5.7 From SAUDI ARABIA to:

Bashur Airport: From MURIB (N31°12.6’ E41°50.6’) via B411 to NOLDO (N32°49.5’ E45°21.5’) then via R784 to KATOT (N36°00.0’ E43°27.0’) then direct to ORBR.

Mosul Airport: From MURIB (N31°12.6’ E41°50.6’) via B411 to NOLDO (N32°49.5’ E45° 21.5’) then via R784 to KATOT (N36°00.0’ E43°27.0’) then direct to ORBM.

Kirkuk Airport: From MURIB (N31°12.6’ E41°50.6’) via B411 to NOLDO (N32°49.5’ E45°21.5’) then via R784 to RAMPI (N35°16.7’ E43°56.3’E) then direct to ORKK.

Sulaymaniyah International Airport: From MURIB (N31°12.6’ E41°50.6’) via B411 to NOLDO (N32°49.5’ E45°21.5’) then via R784 to RAMPI (N35°16.7’ E43°56.3’E) then direct to ORSU.

Erbil International Airport: From MURIB (N31°12.6’ E41°50.6’) via B411 to NOLDO (N32°49.5’ E45°21.5’) then via R784 to KATOT (N36°00.0’ E43°27.0’) then direct to ORER.

Baghdad International Airport: From MURIB (N31°12.6’ E41°50.6’) via B411 to LOVEK (N32°22.1’ E44°40.0’) then via L417 direct to ORBI.

Al Asad Airport: From MURIB (N31°12.6’ E41°50.6’) via B411 to LOVEK (N32°22.1’ E44°40.0’) then via M203 to PUSTO (N33°21.0’ E42°45.0’) then direct to ORAA.

Temporarily Suspended

Al Taqaddum Airport: From MURIB (N31°12.6’ E41°50.6’) via B411 to LOVEK (N32°22.1’ E44°40.0’) then via M203 to PUSTO (N33°21.0’ E42°45.0’) then direct to ORAT.

Temporarily Suspended

Balad Airport: From MURIB (N31°12.6’ E41°50.6’) via B411 to LOVEK (N32°22.1’ E44°40.0’) then via L417 to SOGUM (N34°12.2’ E43°54.0’) then direct to ORBD.

ENR 3.6 ENROUTE HOLDING

There are no enroute holding patterns published in the Baghdad FIR. However, if necessary, such as to establish the required longitudinal separation standard, enroute aircraft may be instructed to hold at one of the designated enroute reporting points. The holding procedures shall be a standard 180 degree right turn to fly outbound on the reciprocal track for one minute then conduct a standard 180 degree right turn to intercept the inbound track to overhead the holding point. ICAO Doc 8168-PAN-OPS refers.

ENR 4 RADIO NAVIGATION AIDS/ SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE

Name of station	ID	FREQ and Channel	Hours of operation	Coordinates	Remarks
Al Asad TACAN	MAA	CH57X	H24	N33°47.24’ E42°26.6’	VAR 4ºE
Al Taqaddum TACAN	MAT	CH70X	H24	N33°20’19.39” E43°35’36.68”	VAR 4ºE
Baghdad TACAN				WITHDRAWN	
Baghdad VOR				WITHDRAWN	
Balad SE VORTAC	BLD	CH93X/114.6	H24	N33°56.15’ E44°22.08'	VAR 4ºE
Basrah TACAN	BAR	CH20	H24	N30°32.93’ E47°39.59’	VAR 3ºE
Basrah VOR	BSR	CH70X/112.3	H24	N30°31.54’ E47°41.20’	VAR 3ºE
Kirkuk TACAN	KRK	CH 86X	H24	N35º2827’ E44°20.87’	VAR 4ºE
Ali Base TACAN	TAL	CH 84X	H24	N30°56.12’ E46°05.44’	VAR 3ºE

ENR 4.2 SPECIAL NAVIGATION SYSTEM

There are no special navigation system facilities established in the Baghdad FIR. Note the RNP5 requirements described at GEN 1.5.2.

ENR 4.3 NAME – CODE DESIGNATORS FOR SIGNIFICANT POINTS

Significant points for the Baghdad FIR are listed at ENR 3.3 in the table describing Air Navigation Routes.

ENR 4.4 AERONAUTICAL GROUND LIGHTS—ENROUTE

There are no aeronautical ground lights - enroute in the Baghdad FIR.

ENR 5 NAVIGATION WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

5.1.1 Introduction

5.1.1 All airspace in which a potential hazard to aircraft operations may exist and all areas over which the operation of civil aircraft may, for one reason or another, be restricted either temporarily or permanently, are classified according to the following three types of areas as defined by ICAO.

5.1.2. Definitions

5.1.2.1 **Prohibited Area.** An airspace of defined dimensions, above the land areas or territorial waters of the State of Iraq, within which the flight of aircraft is prohibited. This term is used only when the flight of civil aircraft within the designated airspace is not permitted at any time under any circumstances.

5.1.2.2 **Restricted Area.** An airspace of defined dimensions, above the land areas or territorial waters of the State of Iraq, within which the flight of aircraft is restricted in accordance with certain specified conditions. This term is used whenever the flight of civil aircraft within the designated airspace is not absolutely prohibited but may be made only if specified conditions are complied with. Thus, prohibition of flight, except at certain specified times, leads to the designation of the airspace as a restricted area as would prohibition except in certain meteorological conditions. Similarly, prohibition of flight, unless special permission had been obtained, leads to the designation of a restricted area. However, conditions of flight imposed as a result of application of rules of the air or air traffic service practices or procedures (for example, compliance with minimum safe heights or with rules stemming from the establishment of controlled airspace) do not constitute conditions calling for designation as a restricted area.

5.1.2.3 **Danger Area.** An airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times. This term is used only when the potential danger to aircraft has not led to the designation of the airspace as restricted or prohibited. The effect of the creation of the danger area is to caution operators or pilots of aircraft that it is necessary for them to assess the dangers in relation to their responsibility for the safety of their aircraft.

5.1.3 Designations

5.1.3.1 The type of area involved is indicated by the nationality letters OR, then a slash (/), followed by the letter -P- for Prohibited, -R- for Restricted and -D- for Danger. Each area is numbered and a single series of numbers is used for all areas, regardless to type, to ensure that a number is never duplicated. Each number has three digits, the first digit indicates the last digit of the area's latitude, from 29° N to 38° N , the remaining two being a sequence number. For example, areas are assigned letter and numbers in the following manner – OR/P 401, OR/R 402, OR/D 403, OR/D 404, OR/R 405, OR/D 406, etc are all in the band of 34° N. OR/R 912 would be the 12th area established in the band of 29° N.

5.1.3.2 **General.** All airspace outside the air routes and terminal areas described in this AIP are to be regarded as restricted areas. Failure to comply with the procedures in this AIP may result in interception by armed coalition fighter aircraft.

5.1.4 Prohibited Areas.

Nil.

5.1.5. Restricted Areas.

5.1.5.1 OR/R 301 BESMAYA RANGE is established as follows:

a. N33°21’59” E044°52’12”, to
b. N33°21’23” E044°54’31”, to
c. N33°19’13” E044°56’43”, to
d. N33°15’23” E044°57’52”, to
e. N33°14’57” E044°54’55”, to
f. N33°15’29” E044°51’45”, to
g. N33°15’19” E044°47’42”, to
h. N33°16’27” E044°46’17”, to
i. N33°19’12” E044°44’39”, to
j. N33°22’17” E044°45’33”, to
k. N33°21’26” E044°46’39”, to
l. N33°21’23” E044°52’04”, to
m. N33°21’59” E044°52’12”.

SFC – 14,000ft AMSL. Active H24.

5.1.5.2 OR/R 302 MARKAB RANGE is established as follows:

a. N33°17’35” E 043°39’26”, to
b. N33°17’07” E 043°39’08”, to
c. N33°16’21” E 043°39’41”, to
d. N33°15’05” E 043°38’11”, to
e. N33°14’45” E 043°37’18”, to
f. N33°15’03” E 043°35’45”, to
g. N33°16’28” E 043°35’25”, to
h. N33°18’03” E 043°37’30”, to
i. N33°17’35” E 043°39’26”.

SFC – 3,000ft AMSL. Contact Taqaddum TWR on 135.775 MHz or 275.275 MHz for status.

5.1.5.3 OR/R 303 BAGHDAD is established bounded by a circle radius 0.5 NM centered on N33°15’26” E044°16’29” NE of BIAP RWY 33R threshold; SFC to 3500 ft AMSL. Active during VMC conditions. Check with Baghdad Tower for status.

5.1.5.4 OR/R 304 BAGHDAD is established bounded by a circle radius 0.5 NM centered on N33°17’57” E044°15’57” NNE of BIAP RWY 33R threshold, SFC to 2500 ft AMSL. Active during VMC conditions. Check with Baghdad Tower for status.

5.1.6 Danger Areas.

5.1.6.1 OR/D 001 BASRAH is established bounded by a circle radius 0.5 NM centered on N30°32’24” E047°41’09”; SFC to 2000 ft AMSL, for tethered balloon. H24. The balloon is lit

(white flashing lights), but the tether is neither flagged nor lit. The balloon does not remain aloft in IMC.

5.1.6.2 OR/D 101 BASRAH is established bounded by a circle radius 0.5 NM centered on N31°46’17” E047°06’08”; SFC to 500 ft AMSL, for tethered balloon. H24.

5.1.6.3 OR/D 501 Qayyarah West is established bounded by a circle radius 0.2 NM centered on N35°46’03” E043°06’12”; SFC to 3000 ft AMSL, for tethered balloon. Balloon is lit at night. H24.

5.1.6.4 OR/D 601 Mosul is established bounded by a circle radius 0.2 NM centered on N36°17’51” E043°07’51”; SFC to 3000 ft AMSL, for tethered balloon. Balloon is lit at night. H24.

ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE

5.2.1 Military Operating areas (MOA). The following MOAs have been established.

5.2.1.1 Iraq AF MOA ERIN: Position

a. N36°00’00.00” E043°36’59.99”, to
b. N36°00’00.00” E044°06’59.99”, to
c. N35°30’00.00” E044°06’59.99”, to
d. N35°30’ 00.00” E043°36’59.99”, to
e. N36°00’00.00” E043°36’59.99”

Sfc – 10,000 AMSL

5.2.1.2 Iraq AF MOA LAUREN Position

a. N35°30’00.00” E044°00’00.00”
b. N35°20’00.00” E044°00’00.00”
c. N35°05’00.00” E043°30’00.00”
d. N35°00’00.00” E043°10’00.00”

Sfc – 10,000 AMSL

5.2.1.3 Iraq AF MOA LAUREN 2 Position

a. N35°18’15.00” E044°38’47.00”
b. N32°22’20.00” E044°50’20.00”
c. N34°39’46.00” E045°16’06.00”
d. N34°36’35.06” E045°05’22.50”

Sfc – 10,000 AMSL

5.2.1.4 Iraq AF MOA TIGER Position

a. N35°30’11.00” E044°25’39.00”
b. N35°42’16.00” E044°07’17.00”
c. N35°44’12.00” E044°44’04.00”
d. N35°30’15.00” E044°44’07.00”

Sfc – 5,000 AMSL

ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS

5.3.1 All operators are advised that non-military operations could be at significant risk because of ongoing military operations in Iraq. There are continuing reports of indiscriminate small arms and missile attacks on aircraft operating in Iraq, primarily at low altitudes (except at Erbil (ORER) International Airport and Sulaymaniyah (ORSU) International Airport, including the approach and departure lanes). Therefore, operators that undertake flights within the Baghdad FIR shall do so at their own risk. Compliance with AIP procedures is mandatory; safety of aircraft operating in the Baghdad FIR requires strict adherence to AIP procedures. Failure to comply with the procedures in this AIP may result in interception by armed coalition fighter aircraft.

ENR 5.4 AIR NAVIGATION OBSTACLES - ENROUTE

Air navigational obstacles - enroute have not yet been surveyed in the Baghdad FIR.

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES

There are no known aerial sporting or recreational activities affecting the Baghdad FIR.

ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA

5.6.1 Historical bird/wildlife activity and migration data is not available. However, an increase in bird and wildlife activity has been observed near RWYs at Baghdad (ORBI), Kirkuk (ORKK), Mosul (ORBM) and Sulaymaniyah (ORSU) within +/- one hour of sunrise and sunset. Exercise caution when arriving and departing during these periods.

ENR 6 ENROUTE CHART - ICAO

6.1. Enroute Chart – ICAO is not yet established for the Baghdad FIR. Operators should refer to the airspace dimensions described at ENR 2.1 and the routes described at ENR 3.3 and ENR 3.5 for guidance.

PART 3
AERODROMES (AD)

Civil airfield information contained in this AIP is reviewed and certified by the ICAA. Please direct any questions or updates directly to ICA AAIS at telephone + 964 7901 418903, e-mail iBiap@yahoo.com

PART 3 AERODROMES (AD)

AD 0

AD 0.1 PREFACE – Not applicable
AD 0.2 RECORD OF AIP AMENDMENT - Not applicable
AD 0.3 RECORD OF SUPPLEMENTS - Not applicable
AD 0.4 CHECKLIST OF AIP PAGES - Not applicable
AD 0.5 LIST OF HAND AMENDMENT TO THE AIP - Not applicable

AD 0.6 TABLE OF CONTENTS TO PART 3

AD 1 AERODROMES – INTRODUCTION

		Page
AD 1.1	Aerodrome/Heliport availability	AD 1.1-1
AD 1.2	Rescue and Fire Fighting Services	AD 1.2-1
AD 1.3	Index to Aerodromes and Heliports.....	AD 1.3-1

AD 2 AERODROMES

ORAA – Al Asad Airport AD 2.1-1

ORAI – Al Iskandarariyah New Airport AD 2.1-8

ORAT – Al Taqaddum Airport AD 2.1-9

ORAN – An Numaniyah Airport AD 2.1-16

ORBI – Baghdad International Airport AD 2.1-17

ORBD – Balad Southeast Airport AD 2.1-31

ORBR - Bashur Airport AD 2.1-46

ORMM - Basrah International Airport AD 2.1-47

ORER – Erbil International Airport. AD 2.1-56

ORJA – Jalibah Southeast Airport AD 2.1-67

ORKK - Kirkuk Airport AD 2.1-68

ORBM – Mosul Airport AD 2.1-81

ORQT – Qasr Tall Mihl Airport AD 2.1-90

ORQW – Qayyarah West Airport AD 2.1-91

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ORSU – Sulaymaniyah International Airport AD 2.1-105

ORTF – Tall Afar Airport AD 2.1-112

ORTL – Ali Base Airport AD 2.1-120

ORTI – Taji Airport AD 2.1-130

ORTS – Tikrit South Airport AD 2.1-137

ORUB – Ubaydah Bin Al Jarrah Airport AD 2.1-138

ORUQ – Umm Qasr Airport AD 2.1-140

AD 3 HELIPORTS

ORAQ – Al Qaim Landing Zone AD 3.1-1

ORRW – Korean Village Landing Zone AD 3.1-3

ORWH – Washington Army Heliport AD 3.1-5

AD 1 AERODROMES - INTRODUCTION

AD 1.1 AERODROME/HELIPORT AVAILABILITY

1.1.1 The Iraq Ministry of Transportation is responsible for the administration of civil aerodromes within Iraq. Except in an emergency, civil aircraft are only permitted to use those aerodromes, which are available for use, by international commercial air transport as designated International Airports within this section. Other aerodromes may be used only after prior permission has been obtained from the Director General of ICAA and coordinated through the Regional Air Movement Control Center (RAMCC)

1.1.2 The services described herein are based on Annex 14 to the Convention on International Civil Aviation.

AD 1.2 RESCUE AND FIRE FIGHTING SERVICES

AD 1.2.1 Rescue and fire fighting services are provided for civil flights operating at Baghdad and Basrah International Airports. Services are provided to the level of RFF Category 8 unless otherwise advised by NOTAM.

AD 1.2.2 Availability of rescue and fire fighting services at other airports are listed within the relevant Aerodrome entry.

AD 1.3 INDEX TO AERODROMES AND HELIPORTS

1.3.1 Index to aerodromes

Aerodrome Name and Location Indicator	Type of traffic permitted to use the aerodrome			Reference to Aerodrome Section and Remarks
Al Asad (ORAA)	NTL	VFR-IFR	NS-M	ORAA AD 2.1 lists airfield data. ICAA permission required for civil aircraft
Al Iskandarariyah (ORAI)	NTL	VFR-IFR	NS-M	ORAI AD 2.1 lists airfield data. ICAA permission required for civil aircraft
Al Sahra (ORSH)	NTL	VFR-IFR	NS-M	ORSH AD 2.1 lists airfield data. ICAA permission required for civil aircraft
Ali Base (ORTL)	NTL	VFR-IFR	NS-M	ORTL AD 2.1 lists airfield data. ICAA permission required for civil aircraft
An Numaniyah (ORAN)	NTL	VFR-IFR	NS-M	ORAN AD 2.1 lists airfield data. ICAA permission required for civil aircraft
Baghdad International Airport (ORBI)	INTL-NTL	VFR-IFR	NS-M	ORBI AD 2.1 lists airfield data. ORMM to be used as alternate.

Aerodrome Name and Location Indicator	Type of traffic permitted to use the aerodrome			Reference to Aerodrome Section and Remarks
Balad Southeast (ORBD)	NTL	VFR-IFR	NS-M	ORBD AD 2.1 lists airfield data. ICAA permission required for civil aircraft
Bashur (ORBR)	NTL	VFR-IFR	NS-M	ORBR AD 2.1 lists airfield data. ICAA permission required for civil aircraft
Basrah International Airport (ORMM)	INTL-NTL	VFR-IFR	NS-M	ORMM AD 2.1 lists airfield data. ORBI to be used as alternate.
Erbil International Airport (ORER)	INTL-NTL	VFR-IFR*	NS-M	ORER AD 2.1 lists airfield data. Can be used as night diversion destination if required.
Jalibah Southeast (ORJA)	NTL	VFR-IFR	NS-M	ORJA AD 2.1 lists airfield data. ICAA permission required for civil aircraft
Kirkuk (ORKK)	NTL	VFR-IFR	NS-M	ORKK AD 2.1 lists airfield data. ICAA permission required for civil aircraft
Mosul (ORBM)	NTL	VFR-IFR	NS-M	ORBM AD 2.1 lists airfield data. ICAA permission required for civil aircraft

Aerodrome Name and Location Indicator	Type of traffic permitted to use the aerodrome			Reference to Aerodrome Section and Remarks
Qasr Tall Mihl (ORQT)	NTL	VFR-IFR	NS-M	ORQT AD 2.1 lists airfield data. ICAA permission required for civil aircraft
Qayyarah West (ORQW)	NTL	VFR-IFR	NS-M	ORQW AD 2.1 lists airfield data. ICAA permission required for civil aircraft
Sulaymaniyah International Airport (ORSU)	INTL-NTL	VFR-IFR	NS-M	ORSU AD 2.1 lists airfield data. Can be used as night diversion destination if required.
Taji (ORTI)	NTL	VFR-IFR	NS-M	ORTI AD 2.1 lists airfield data. ICAA permission required for civil aircraft
Talil (see Ali Base)				
Tall Afar (ORTF)	NTL	VFR-IFR	NS-M	ORTF AD 2.1 lists airfield data. ICAA permission required for civil aircraft
Tikrit South (ORTS)	NTL	VFR-IFR	NS-M	ORTS AD 2.1 lists airfield data. ICAA permission required for civil aircraft
Ubaydah Bin Al Jarrah (ORUB)	NTL	VFR-IFR	NS-M	ORUB AD 2.1 lists airfield data. ICAA permission required for civil aircraft

Aerodrome Name and Location Indicator	Type of traffic permitted to use the aerodrome			Reference to Aerodrome Section and Remarks
Umm Qasr (ORUQ)	NTL	VFR-IFR	NS-M	ORUQ AD 2.1 lists airfield data. ICAA permission required for civil aircraft
	Legend: INTL International NTL National/Domestic S Scheduled NS Non-scheduled M Military P Private – temporarily suspended			

* Only aircraft operators approved by Letter of Agreement with ICAA may use Instrument Approach Procedures into ORER.

1.3.2 Index to Heliports

Heliport Name and Location Indicator	Type of traffic permitted to use the heliport			Reference to Aerodrome Section and Remarks
Al Qaim (ORAQ)	NTL	VFR-IFR	NS-M	ORAQ AD 2.1 lists airfield data. ICAA permission required for civil aircraft
Korean Village (ORRW)	NTL	VFR-IFR	NS-M	ORRW AD 2.1 lists airfield data. ICAA permission required for civil aircraft
Washington Army (ORWH)	NTL	VFR-IFR	NS-M	ORWH AD 2.1 lists airfield data. ICAA permission required for civil aircraft
	Legend: INTL International NTL National/Domestic S Scheduled NS Non-scheduled M Military P Private – temporarily suspended			

AD 2 AERODROMES

ORAA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

ORAA - Al Asad

ORAA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	Aerodrome Reference Point coordinates and site	N33°47'08.19" E042°26'28.32" The geographic center of the airfield
2	Direction and distance from city	Bearing 360° at 1.5NM
3	Elevation and Reference Temperature	618FT (188.4 M) and 43.1°C
4	Geoid undulation	Not determined
5	Magnetic variation/Annual change	4°E as of Jan 2004, annual change E000º01'22.16"
6	Aerodrome Administration Address Telephone Telefax E-mail AFS Address	Al Asad Air Base is under the control of Coalition Forces. The approval Authority is Airfield Operations DSN 318 341 3347 alasadppr@acemnf-wiraq.usmc.mil
7	Types of traffic permitted	IFR and VFR
8	Transition altitude and level	TA 14 000 FT AMSL, TL FL150
9	Remarks	All administrative matters are to be referred to the airport director.

ORAA AD 2.3 OPERATIONAL HOURS

1	Aerodrome Administration	TBD
2	Customs and Immigration	HJ (H24 on request to ICAA)
3	Health and Sanitation	HJ (H24 on request to ICAA)
4	AIS Briefing Office	H24
5	ATS Reporting Office	H24
6	Met Office	H24
7	Air Traffic Services	H24
8	Fueling	Civilian aircraft fuel requests will not be supported. Aircrew are to pre-plan flight without refuel at ORAA. Transient AMC aircraft must request fuel 24 hours in advance. Priority based on mission essentiality. Maximum delivery 7,920 litres / 30,000 LBS. Expect delays due limited dispensing equipment. Requests to be made to Base OPS on DSN 318-3412-700.
9	Handling	HJ (H24 on request to ICAA)
10	Security	H24
11	De-icing	Not available
12	Remarks	

ORAA 2.3.1 Limited facilities for non-military freight. Approval for HA flights; except for ICRC, UN sponsored and military flights, is required from CJTF-7.

ORAA 2.3.2 Prior Permission Required (PPRs): Al Asad ORAA, is a PPR only airfield. PPRs are required for ***ALL*** military and civil Fixed Wing aircraft (including aircraft on ATO's) operating at this airfield. Fixed Wing aircraft not issued a PPR may be turned away or met by security forces. All Rotary and Fixed Wing aircraft with a DV code 7 or higher will also require a PPR. Refer GEN 1.2 for current procedures, requirements and contact information.

ORAA 2.3.3 Military PPR's are valid for +/- 30min from ETA/ETD. If unable to meet the coordinated PPR/Slot time, aircraft must update their PPR's ASAP through the Airfield Operations. PPR's issued with less than 6 hours notice will not be guaranteed priority for handling and may be delayed.

ORAA AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Military coordinated through Al Asad Command Post. No storage for freight or passengers. Civil aircraft must pre-arrange with MoT and coord with ground personnel upon arrival.
2	Fuel and oil types	Limited supply of JP8. Nil oil
3	Fueling facilities and capacity	Aircraft using hot fuel pits must follow instructions from ATC and hot fuel pit taxi directors. Aircrew should be familiar with Fueling procedures found in Al Asad Air Base Operations Manual, USMC NAVAIR 00-80T-109 and NATOPS Manual prior to hot fuel pit usage. Failure to comply with published procedures may result in aircraft cold fueling.
4	De-icing facilities	Nil
5	Hanger space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Limited capacity for passenger operations

ORAA AD 2.5 PASSENGER FACILITIES

1	Hotels at/near aerodrome	Nil
2	Restaurants	Nil
3	Transportation	Nil.
4	Medical facilities	Nil
5	Bank and Post Office	Nil
6	Tourist Office	Nil
7	Remarks	Nil

ORAA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	Aerodrome category for fire fighting	RFF Category 2
2	Rescue Equipment	P-19 Rescue vehicle
3	Capability for removal of disabled aircraft	Limited assistance using military assets
4	Remarks	Nil

ORAA AD 2.7 SEASONAL AVAILABILITY

1	Type(s) of clearing equipment	Nil
2	Clearance priorities	Nil
3	Remarks	Nil

ORAA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Surface and strength of aprons	Two aprons available for Military and fixed-wing aircraft: Bravo Ramp - 1 150FT X 394 FT LCN39 Charlie Ramp - 1 150FT X 393 FT LCN39
2	Width, surface and strength of TWYs	TWY A 99 FT, ASP, PCN57 FA TWY B, C1, C2 50 FT, ASP, PCN102 TWY C, 83 FT, ASP, PCN 54 TWY E, F, G 83 FT, ASP, PCN94 TWY E1, G2 North, F1 50 FT, ASP, PCN94 TWY I1, J5, L5 50 FT, ASP, PCN94 TWY K1-13 49 FT, ASP, PCN46
3	Location and elevation of altimeter checkpoints	TBD
4	VOR and INS checkpoints	Not available
5	Remarks	Aircraft will be directed to parking by marshaller.

ORAA AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	TBD
2	RWY and TWY markings and lights	Standard markings, lights under reconstruction.
3	Stop bars	Nil
4	Remarks	Nil

ORAA AD 2.10 AERODROME OBSTACLES

ORAA 2.10.1 Tower 150FT AGL erected 2.5NM northeast of airfield marked by infrared light on upper extremity.

ORAA 2.10.2 Antenna 70FT AGL erected 1 NM northwest of airfield marked by infrared light.

ORAA 2.10.3 Tower 150FT AGL east of intersection of TWYs Delta and Oscar.

ORAA 2.10.4 Tower 200FT AGL at N33^{0}49’06.88” E042^{0}31’52.94” marked with red flashing beacon.

ORAA 2.10.5 Antenna 125FT AGL erected 2.5NM north of airfield marked by infrared strobe light.

ORAA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

ORAA 2.11 Limited weather information, using the location designator of KQAJ vice the ICAO airfield designator, is available from the following websites:

Open access website:	http://adds.aviationweather.noaa.gov/ or http://www.baseops.net/metro.html
Military only websites:	https://afwin.afwa.af.mil/ or https://28ows.shaw.af.mil/

ORAA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

1	**RWY**	**09L**	**27R**
2	**BRG True and Mag**	088.5°T, 084.5°M	268.53°T, 264.53°M
3	**RWY Dimensions**	13124 x 197FT (3999M x 60M)	13124 x 197FT (3999M x 60M)
4	**PCN**	56 R/B/W/T	56 R/B/W/T
5	**THR Coordinates**	33°47’22.16”N 042°25’58.71”E	33°47’25.53”N 042°28’34.15”E
6	**THR Elevation**	595 FT	557FT
7	**Remarks**	Caution centerline joint erosion. Offset nose wheel slightly.	Caution centerline joint erosion. Offset nose wheel slightly..

1	**RWY**	**09R**	**27L**
2	**BRG True and Mag**	88.48°T, 84.48°M	268.51°T, 264.51°M
3	**RWY Dimensions**	13123 x 148FT (3999M x 45M)	13123 x 148FT (3999M x 45M)
4	**PCN**	56/R/B/W/T	56/R/B/W/T
5	**THR Coordinates**	33°46’50.82”N 042°24’22.49”E	33°46’54.23”N 042°26’57.91”E
6	**THR Elevation**	618FT	577FT
7	**Remarks**	M-31 arresting gear approach end. Assemblies 5 FT 10 IN high located 110 FT from RWY centerline on both sides of RWY. All aircraft C130 and larger approaching 09R shall land 400 FT beyond the arresting gear.	M-31 arresting gear approach end. Assemblies 5 FT 10 IN high located 110 FT from RWY centerline on both sides of RWY. All aircraft C130 and larger approaching 27L shall land 400 FT beyond the arresting gear.

ORAA AD 2.13 APPROACH AND RUNWAY LIGHTING

ORAA 2.13.1 Further information on Al Asad's approach and RWY lighting is available at the following military website:

https://www.notams.jcs.mil

1	RWY	08	26	09L	27R	09R	27L
2	Type, length and intensity of approach lighting					EALS 5 rows x 5 lights 100 ft apart	EALS 5 rows x 5 lights 100 ft apart
3	Threshold lights, colors and wing bars			GREEN NO/WB	GREEN NO/WB	GREEN NO/WB	GREEN NO/WB
4	Type of visual approach slope indicator system					TAC PAPI LEFT SIDE 2000FT FROM APP END	TAC PAPI LEFT SIDE 2000FT FROM APP END
5	Length of RWY touchdown zone indicator lights						
6	Length spacing color and intensity of RWY centerline lights						
7	Length spacing color and intensity of RWY edge lights			WHITE 200FT	WHITE 200FT	WHITE 200FT	WHITE 200FT
8	Color of RWY end lights and wingbars			RED NO/WB	RED NO/WB	RED NO/WB	RED NO/WB
9	Length and color of stopway lights						
10	Remarks				Nil		Nil

ORAA AD 2.14 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service designation	Call sign	FREQ	Hours of operation	Remarks
APP	Al Asad Approach	127.875 MHz 128.8 MHz 298.025 MHz 239.85 MHz	H24	Primary Secondary Primary Secondary
TWR	Al Asad Tower	131.225 MHz 363.675 MHz	H24	Primary Secondary
GROUND	Al Asad Ground	232.625 MHz 146.375 MHz	H24	Primary Secondary
GCA	Al Asad Final	298.025 MHz 147.850 MHz	H24	Primary Secondary

ORAA AD 2.15 LOCAL TRAFFIC REGULATIONS

ORAA 2.15.1 Due to the extensive combination of non-military aircraft and military aircraft operating within Al Asad Class D airspace, the following lighting configurations are effective to improve de-confliction and positive control of aircraft:

ORAA 2.15.1.1 By day, aircraft operating as a single ship or the trail aircraft in a formation will have anti-collision lights on.

ORAA 2.15.1.2 By night, aircraft operating as a single ship or the lead of a formation will have IR position lights operating and anti-collision lights on. The trail aircraft will have overt (visible to the unaided eye) navigation lights on. Aircraft not equipped with IR position lights will turn on IR LDG lights prior to entering Al Asad Class D. Aircraft not equipped with an IR lighting capability will turn overt position lights on prior to entering Class D. Aircraft LDG in the vicinity of the Oscar TWY will turn on their IR spotlight at 200FT and below when inside the Oscar reporting points (palm grove and ripper).

ORAA.2.15.1.3 Aircraft taxiing on the airfield during the hours of darkness will have position/formation lights on.

ORAA 2.15.2 Carrier breaks are authorized with prior approval from ATC. Carrier break altitude is 800FT.

ORAA 2.15.3 Overhead procedures. The initial point is located 5 NM from the approach end of the runway. Aircraft are to cross the initial point at or above 4000FT feet, cross the approach end numbers at or above 2700FT, break south, then once wings level on downwind descend to 1,600FT pattern altitude. All aircraft are to remain south of ALPHA TWY unless otherwise directed by ATC.

ORAI AD 2.1 AERODROME LOCATION INDICATOR AND NAME

ORAI – Al Iskandarariyah New Airport

ORAI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	Aerodrome Reference Point coordinates and site	N32°58’12.00” E044°16’12.00” The geographic center of the airfield
2	Elevation and Reference Temperature	135FT (41.1M) and 43.1°C

ORAI AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

1	**RWY**	**14**	**32**
2	**BRG True and Mag**	TBD	TBD
3	**RWY Dimensions**	10249 x 98FT (3124M x 30M)	10249 x 98FT (3124M x 30M)
4	**PCN**	LCN 39	LCN 39
5	**THR Coordinates**	TBD	TBD
6	**THR Elevation**	TBD	TBD

ORAT AD 2.1 AERODROME LOCATION INDICATOR AND NAME

ORAT – Al Taqaddum Airport

ORAT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	Aerodrome Reference Point coordinates and site	N33°20'16.99" E043°35'49.46" The geographic center of the airfield
2	Direction and distance from city	TBD
3	Elevation and Reference Temperature	275FT (83.8M) and 43.1°C
4	Geoid undulation	Not determined
5	Magnetic variation/Annual change	TBD
6	Aerodrome Administration Address Telephone Telefax E-mail Telephone	Al Taqaddum Air Base is under the control of Coalition Forces. The approval Authority is Al Taqaddum Flight Clearance DSN 318-342-2335 tqfc@acemnf-wiraq.usmc.mil Airfield Manager. DSN 318-342-2344
7	Types of traffic permitted	IFR and VFR
8	Transition altitude and level	TA 14 000 FT AMSL, TL FL150
9	Remarks	All administrative matters are to be referred to the airport director.

ORAT AD 2.3 OPERATIONAL HOURS

1	Aerodrome Administration	Airfield Manager H24 PPR requests 0500 -1500Z
2	Customs and Immigration	HJ (H24 on request to ICAA) Limited
3	Health and Sanitation	HJ (H24 on request to ICAA)
4	AIS Briefing Office	TBD
5	ATS Reporting Office	TBD
6	Met Office	H24 DSN 318-342-2312 244.325UHF
7	Air Traffic Services	H24 DSN 318-342-2217
8	Fueling	H24
9	Handling	HJ (H24 on request to ICAA)
10	Security	H24
11	De-icing	Not available
12	Remarks	

ORAT 2.3.1 Facilities for non-military freight is limited. Approval for HA flights; except for ICRC, UN sponsored and military flights, is required from MNC-I C3 Avn.

ORAT 2.3.2 Prior Permission Required (PPRs): Al Taqaddum is a PPR only airfield. PPRs are required for all civil and military fixed wing aircraft, except military aircraft detailed on the ATO. Aircraft not issued a PPR may be turned away or met by security forces. Refer GEN 1.2 for current procedures, requirements and contact information.

ORAT 2.3.3 Military PPRs will serve as slot times +/- 30 minutes from PPR ETA/ETD. For ARR/DEP outside of this window contact Al Taqaddum Flight Clearance to update PPR ETA/ETD slot ASAP. PPR numbers remain in effect provided Al Taqaddum Flight Clearance receives updated ETA/ETD. PPRs issued with 6 hours or less notice not guaranteed priority handling and may be delayed. Al Taqaddum Flight Clearance is final approval authority for PPR issue or revocation

ORAT AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	All aircraft for JACOT shall contact KINGFISH KILO on primary frequency 230.000 MHz for information prior to landing. If unable to contact airborne contact KINGFISH KILO when on D TWY Military coordinated through Al Taqaddum Command Post. No storage for freight or passengers. Civil acft must pre-arrange with MOT and coord with ground personnel upon arrival.
2	Fuel and oil types	Limited supply of JP8. Nil oil
3	Fueling facilities and capacity	Fuel available for essential military aircraft only. No hot fuel to fixed wing aircraft.
4	De-icing facilities	Nil
5	Hanger space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Limited capacity for passenger operations.

ORAT AD 2.5 PASSENGER FACILITIES

1	Hotels at/near aerodrome	Nil
2	Restaurants	Nil
3	Transportation	Nil.
4	Medical facilities	Nil
5	Bank and Post Office	Nil
6	Tourist Office	Nil
7	Remarks	Nil

ORAT AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	Aerodrome category for fire fighting	Cat II
2	Rescue Equipment	Yes
3	Capability for removal of disabled aircraft	Limited assistance using military assets
4	Remarks	Nil

ORAT AD 2.7 SEASONAL AVAILABILITY

1	Type(s) of clearing equipment	Nil
2	Clearance priorities	Nil
3	Remarks	Nil

ORAT AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Surface and strength of aprons	Four aprons available for Military and fixed-wing aircraft: OPS - 930 FT X 340 FT LCN48 OPS2 - 1 150 FT X 295 FT LCN48 OPS3 - 1 365 FT X 435 FT LCN48 OPS 4 - 930 FT X 680 FT LCN48
2	Width, surface and strength of TWYs	TWY A, B, C, K, N, O, P are 50FT wide ASP LCN 48 TWY D, F, J are 65FT wide CON LCN 48 TWY E, I, L, M are 70FT wide CON LCN 48 TWY G, H, R are 100FT wide CON LCN 48 TWY Q is unusable and not available TWY S is 50FT wide CON LCN 45 TWY T is 49FT wide CON LCN 45
3	Location and elevation of altimeter checkpoints	TBD
4	VOR and INS checkpoints	Not available
5	Remarks	TWY K between TWYs F and A is a designated non-movement area. TWY R between TWYs A and H is a designated non-movement area. TWY R between TWYs A and D is a designated non-movement area. TWY R between TWYs H and Q closed to all air and ground traffic. Hot Pits are located on K TWY between D and B TWYs. Hot cargo offload area is located on TWY M between the parallel runways. There is no hot cargo offload on TWY D. Note: *All aircraft are to be directed by a marshaller to parking.*

ORAT AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	Yellow TWY centerline stripe
2	RWY and TWY markings and lights	Standard markings.
3	Stop bars	Nil
4	Remarks	Nil

ORAT AD 2.10 AERODROME OBSTACLES

Nil identified

ORAT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

ORAT 2.11.1 Local meteorological services available from METRO on DSN 318 342 2312 or UHF 244.325MHz.

ORAT 2.11.2 Limited weather information, using the location designator of KQEZ vice the ICAO airfield designator, is available from the following websites:

Open access website: http://adds.aviationweather.noaa.gov/ or http://www.baseops.net/metro.html
Military only websites: https://afwin.afwa.af.mil/ or https://28ows.shaw.af.mil/

ORAT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

1	RWY	12L	30R	12R	30L
2	BRG True and Mag	119.0°T 115.3°M	299.0°T 295.3°M	119.0°T 115.6°M	299.0°T 295.6°M
3	RWY Dimensions	12087 x 150FT (3684M x 46M)	12087 x 150FT (3684M x 46M)	13186 x 190FT (4019M x 58M)	13186 x 190FT (4019M x 58M)
4	PCN	40/R/B/W/T	40/R/B/W/T	40/R/B/W/T	40/R/B/W/T
5	THR Coordinates	33°20’49.92”N 043°34’53.56”E	33°19’51.41”N 043°36’57.82”E	33°20’45.29”N 043°34’35.59”E	33°19’41.18”N 043°36’50.94”E
6	THR Elevation	270 FT	262 FT	275 FT	258 FT
7	Slope of RWY	Unknown	Unknown	Unknown	Unknown
8	SWY Dimensions	TBD	TBD	TBD	TBD
9	CWY Dimensions	TBD	TBD	TBD	TBD
10	Strip Dimensions	TBD	TBD	TBD	TBD
11	Obstacle Free Zone	TBD	TBD	TBD	TBD
12	Remarks	Significant dip on RWY centerline in vicinity of TWY MIKE intersection			

ORAT AD 2.13 DECLARED DISTANCES

1	**RWY**	**12L**	**30R**	**12R**	**30L**
2	**TORA**				
3	**TODA**				

ORAT AD 2.14 APPROACH AND RUNWAY LIGHTING

Nil.

ORAT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

Nil.

ORAT AD 2.16 HELICOPTER LANDING AREA

1	Coordinates of touchdown and lift-off point (TLOF) threshold of final approach and take-off (FATO)	To be determined
2	TLOF and/or FATO area elevation	To be determined
3	TLOF and FATO area dimensions, surface, strength, marking	To be determined
4	True and MAG BRG of FATO	To be determined
5	Declared distance available	To be determined
6	Approach and FATO lighting	To be determined
7	Remarks	Nil

ORAT AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Airspace designation and lateral limits	Circle 5 NM radius centered on ARP (N33°20’16.99” E043°35’49.46”)
2	Vertical limits	SFC to 3000’ AMSL
3	Airspace classification	Class D
4	Callsign and Languages	Taqaddum Tower (English)
5	Transition altitude	14 000 FT
6	Remarks	ATS provided by military controllers operating IAW US Marine Corps Standards.

ORAT AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service designation	Callsign	FREQ	Hours of operation	Remarks
APP	Taqaddum Approach	147.300 MHz 125.250 MHz 295.850 MHz	H24	
TWR	Taqaddum Tower	275.275 MHz 135.775 MHz	H24	Primary Secondary
Clearance Delivery	Taqaddum Clearance	290.85 MHz	H24	Secure
ATIS		226.275 MHz	H24	Secure

ORAT AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid	Ident	FREQ	Hours of operation	Position of antenna	Elevation of DME	Remarks

ORAT AD 2.20 LOCAL TRAFFIC REGULATIONS

ORAT 2.20.1 The Joint Air Cargo Operations Team (JACOT) is located on TWY ROMEO between TWY ALPHA and TWY DELTA. All traffic landing RWY 30R will enter the JACOT via left turn on TWY HOTEL then left turn on TWY ROMEO or right turn on TWY DELTA or ALPHA. Fixed wing will park on TWYS ALPHA, OSCAR, NOVEMBER, or ECHO. DC-8 and Airbus aircraft will park on TWY ROMEO. Rotory wing aircraft will park on TWY ROMEO between TWY DELTA and PAPA.

ORAT 2.20.2 Overt lighting is mandatory while taxiing during all ground operation between sunset and sunrise.

ORAT 2.20.3 All aircraft are required to operate infrared lighting at a minimum between sunset and sunrise within 5 NM of the airfield. Overt/visible lighting is recommended.

ORAT AD 2.21 NOISE ABATEMENT PROCEDURES

None.

ORAT AD 2.22 FLIGHT PROCEDURES

ORAT 2.22.1 RWY 12R/30L is the primary RWY for fixed wing operations.

ORAT AD 2.23 ADDITIONAL INFORMATION

None.

ORAN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

ORAN – An Numaniyah Airport

ORAN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	Aerodrome Reference Point coordinates and site	N32°30'12.00" E045°19'54.00" The geographic center of the airfield
2	Elevation and Reference Temperature	43FT and 43.1°C
3	Remarks	Airfield not operational

ORAN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

1	**RWY**	**12**	**30**
2	**BRG True and Mag**	TDB	TBD
3	**RWY Dimensions**	9843 x 148FT (3000M x 45M)	9843 x 148FT (3000M x 45M)
4	**PCN**	TBD	TBD
5	**THR Coordinates**	TBD	TBD
6	**THR Elevation**	TBD	TBD

ORBI AD 2.1 AERODROME LOCATION INDICATOR AND NAME

ORBI – Baghdad International Airport

ORBI 2.1.1 All operators are cautioned about the **high risk** to aircraft in the vicinity of ORBI from **small arms fire** and **man portable surface-to-air missiles**. Civilian carriers must comply with Baghdad minimum power setting approach procedures. Aircraft requiring extended distance stabilized final approaches are prohibited due to their flight profile increasing vulnerability. Expect SVFR operations during ORBI IMC conditions.

ORBI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	Aerodrome Reference Point coordinates and site	N33°15'45.140" E044°14'04.476" The geographic center of the airfield
2	Direction and distance from city	Bearing 235° at 8NM
3	Elevation and Reference Temperature	114FT (34.6 M) and 43.1°C
4	Geoid undulation	Not determined
5	Magnetic variation/Annual change	4°E as of Jan 2004, annual change E000º01'16.24"
6	Civil Aerodrome Administration Senior Airfield Authority Military (Sather AB) Administration	Iraq Civil Aviation Authority Baghdad International Airport Baghdad, Iraq +964 0790 140 3537 E-mail: IBIAP1@yahoo.com Commander 447 Air Expeditionary Group Airfield Manager: 447 OSS DSN 318-446-2900 E-mail: 447aeg.osaa@bdab.centaf.af.mil
7	Types of traffic permitted	IFR and VFR
8	Transition altitude and level	TA 14,000 FT AMSL, TL FL150
9	Remarks	Civil aircraft, with the approval of the Senior Airfield Authority, may be authorized to operate between that period civil morning twilight to SR and SS to civil evening twilight. Civil aircraft departures, with the approval of the Senior Airfield Authority (1 hr prior notice required) and when conditions allow, may be authorized to depart between civil evening twilight and SR. All administrative matters are to be referred to the airport director. LDG, and parking charges will be IAW published rates at GEN 4.1 and GEN 4.2. Charges MUST be paid in full in cash ($US) prior to departure.

ORBI AD 2.3 OPERATIONAL HOURS

1	Aerodrome Administration	Sat-Wed 0800 – 1400, Thu 0800 – 1300, Fri - Closed
2	Customs and Immigration	HJ (H24 on request to ICAA)
3	Health and Sanitation	HJ (H24 on request to ICAA)
4	AIS Briefing Office	TBD
5	ATS Reporting Office	TBD
6	Met Office	TBD
7	Air Traffic Services	H24
8	Fueling	HJ (H24 on request to **Skylink Arabia**). Contact Skylink Arabia (see GEN 1.2.5.6) Military Crews advised to carry sufficient fuel for subsequent leg of flight if possible.
9	Handling	HJ (H24 on request to ICAA) HJ (H24 on request to Skylink Arabia) Civil Aviation must pre-arrange. See GEN 1.2.5.6
10	Security	H24
11	De-icing	Not available
12	Remarks	Civilian Terminal of Baghdad International Airport is closed to civilian air traffic nightly – see NOTAMs for specific times. Limited instrument approaches and departures for civil aircraft. SkyLink Arabia Cargo Warehouse and substantial Storage Capacity is available for non-military freight. Limited facilities for non-military freight. Except for military, ICRC and UN sponsored flights, approval for HA flights is required from MNC-I.

ORBI 2.3.1 (PPRs): For Civilian aircraft, ORBI requires a PPR for all military ramps (Sather AB). No PPR is required for the civil passenger terminal and Kilo ramp. Carriers desiring to use the Kilo ramp must coordinate parking with local civilian ground handling agents. Refer to GEN 1.2 for current procedures, requirements and contact information. Operators must check the latest ORBI NOTAMS for the most current PPR requirements.

ORBI 2.3.2 For Military aircraft, Sather AB requires a PPR for all military portions of aerodrome. Fixed wing ATO assigned aircraft requesting military PPRs should contact airfield management as far in advance as possible. Due to working MOG/flight schedules, PPRs will not be issued until 48 HRS prior to arrival time. PPRs issued within six HRS of arrival will not be guaranteed priority handling and may be delayed. Unauthorized aircraft will be denied landing or detained. PPRs are valid +/- 30 Min from ETA.

ORBI AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Military Hazardous Cargo DSN 318-446- 3064 ATOC DSN 318 446 3056 minimum 48 hrs PPR or Commercial contact +914 360 4793 Military coordinated through Baghdad Command Post. Capability for main deck wide-body freighter. No storage for freight or passengers Civil aircraft must pre-arrange with MoT and coordinate with ground personnel upon arrival. Civil/Commercial: Coordinate with Iraqi Ministry of Transportation or pre-arrange with a local ground/freight handler handler. See RAMCC Iraq website, under the section "OTHER USEFUL INFORMATION" http://ramcc.dtic.mil/Baghdad_ground.htm
2	Fuel and oil types	JET A-1 available. Limited JP-8 avaialble. Limited supply of AVTUR. Nil oil.
3	Fueling facilities and capacity	Limited. Plan flight without fuel from ORBI
4	De-icing facilities	Nil
5	Hanger space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Limited capacity for passenger operations. Handling services during daylight hours only or by arrangement with MoT and ICAA Military aircraft contact command post 'Kingfish Hotel' on 133.5MHz, 229.425MHz or 229.625MHz 10 minutes prior to ETA. DSN 318-446-2442 Civil aircraft - Phone + 964 0790 380 6974 Military FARP operates H24, available on 33.775MHz. No catering, potable water or toilet conditioning fleet service available. Aircraft operators should expect to provide towing arm. Liquid Oxygen not available on the military side.

ORBI AD 2.5 PASSENGER FACILITIES

1	Hotels at/near aerodrome	Nil. Limited in the city
2	Restaurants	5 star in administration building adjoining terminal, one café in departure lounge
3	Transportation	Nil.
4	Medical facilities	Nil
5	Bank and Post Office	In administration building adjoining terminal, open AD administration hours
6	Tourist Office	Nil
7	Remarks	Nil

ORBI AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	Aerodrome category for fire fighting	RFF Cat 8
2	Rescue Equipment	TBC
3	Capability for removal of disabled aircraft	Limited assistance using military assets
4	Remarks	Nil

ORBI 2.6.1 Removal of disabled aircraft from RWY. When an aircraft is disabled on a RWY, it is the duty of owner or user of such aircraft to have it removed as soon as possible. If a disabled aircraft is not removed from the RWY as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

ORBI AD 2.7 SEASONAL AVAILABILITY

1	Type(s) of clearing equipment	Nil
2	Clearance priorities	Nil
3	Remarks	Nil

ORBI AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Surface and strength of aprons	Military Side: Three concrete surfaced aprons for military and civil aircraft: AMC Ramp (Z-1), PCN-61/R/B/W/T; Mid Ramp (Z-2), PCN-59/R/B/W/T; & South Ramp (Z-3), PCN-59/R/B/W/T. Civil Side: Nine concrete surfaced aprons for civil aircraft: Hangar 1 Apron, PCN-63/R/B/W/T; Trim Pad, PCN-64/R/B/W/T; Hangar 2 Apron, PCN-61/R/B/W/T; Echo Ramp, PCN-63/R/B/W/T; Alpha Ramp, PCN-61/R/B/W/T; Delta Ramp & Terminal B & C Apron, PCN-66/R/C/W/T, six gates each for B747 or smaller aircraft; Humanitarian Aid (HA) Apron (Kilo), PCN-63/R/C/W/T, one parking spot for An-124, two parking spots for Il-76/A-300, three parking spots for smaller aircraft; Victor Ramp (VVIP), PCN-66/R/C/W/T.
2	Width, surface and strength of TWYs	Military Side: Ten concrete surfaced TWYs for military/civil aircraft. Width: 23m (75ft) M-North, PCN-46/R/B/W/T; M-South, PCN-50/R/C/W/T; P2 (G), PCN-72/R/B/W/T; P3 (H), PCN-72/R/B/W/T; P4 (J), PCN: 72/R/B/W/T; P5 (T), PCN-81/R/B/W/T. Width: 30m (98ft) M (Apron Strip), PCN-54/R/B/W/T. Width: 90m (295ft) P1 South Hammerhead (F), PCN-63/R/B/W/T; P6 North Hammerhead (L), PCN-52/R/B/W/T. Civil Side: Twenty concrete surfaced TWYs for civil aircraft. Width: 23m (75ft) G, PCN-72/R/B/W/T; N, PCN-79/R/B/W/T; O, PCN-68/R/C/W/T; P, PCN-63/R/B/W/T; R, PCN-79/R/B/W/T; S5, PCN-85/R/C/W/T; S6:, PCN-64/R/C/W/T. Width 30m (98ft) A, PCN-68/R/C/W/T; S, PCN-58/R/C/W/T;

		S1, PCN-58/R/C/W/T; S2, PCN-81/R/C/W/T; S3, PCN-81/R/C/W/T; S4, PCN-81/R/C/W/T; T, PCN-68/R/C/W/T; W, PCN-58/R/C/W/T; X, PCN-62/R/C/W/T. Width: 40m (131ft) S5, PCN-81/R/C/W/T. Width: 55m (180ft) Apron Access B, PCN-58/R/C/W/T; Apron Access C, PCN-58/R/C/W/T. Width: 60 m (197ft) Apron Access D, PCN-58/R/C/W/T. Width: 90 m (295 ft) Sierra Hammerhead North, PCN-66/R/C/W/T; Sierra Hammerhead South, PCN-64/R/C/W/T.
3	Location and elevation of altimeter checkpoints	On apron at 33°15’50”N 44°12’20”E 113FT
4	VOR and INS checkpoints	Not available
5	Remarks	Use caution on TWY M, AMC Ramp and Mid Ramp, due to moderate and severe spalding and deteriorated joints. Aircraft must coordinate parking with tower/ Command Post/ Airfield Management. Aerobridges not AVBL. Note: *All aircraft are to be directed by a marshaller to parking.* *Caution: All aircraft use extreme caution due to deteriorating airfield surfaces.*

ORBI AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	See ORBI AD 2-24 charts
2	RWY and TWY markings and lights	Standard markings, lights under reconstruction. Military aircraft refer to DINS NOTAMs at https://www.notams.jcs.mil. RWY 15R/33L Emergency Airfield Lighting System (EALS) in use operating at reduced intensity, non-standard lighting
3	Stop bars	Stop bars where appropriate
4	Remarks	Civilian fixed wing aircraft prohibited from taxiing on TWY PAPA beyond PAPA4. Military fixed wing aircraft prohibited from taxiing south on TWY PAPA beyond PAPA2

ORBI AD 2.10 AERODROME OBSTACLES

1	RWY33R	ORBI Obstacle Chart not published		
2	RWY15L	ORBI Obstacle Chart not published		
3	RWY33L	ORBI Obstacle Chart not published		
4	RWY15R	ORBI Obstacle Chart not published		
5	**Remarks:** Control TWR 321FT (98m) location N331621.654/ E0441335.150. North of civil terminal between threshold RWY15L and RWY15R (no obst ltg). Communication masts approximately 1180FT loc 3NM NNE of airfield (no obst ltg). The following additional obstructions have been identified:			
		LAT	**LONG**	**HGT AMSL (M/FT)**
ANT	ANTENNA 15L SIDE	33 17 10.330N	44 13 46.345E	33.816/110.94
ANT1	ANTENNA	33 15 04.871N	44 13 19.989E	71.733/235.34
ANT2	ANTENNA	33 16 43.560N	44 14 22.384E	54.894/180.10
ANT3	ANTENNA	33 16 43.586N	44 14 20.955E	58.622/192.33
ANT4	ANTENNA 33R SIDE	33 15 00.657N	44 15 15.325E	33.029/108.36
ANT5	ANTENNA UNLIT	33 17 05.00N	44 14 35.00 E	110.947/364
ASRA	SURV RADAR	33 15 49.197N	44 13 34.643E	70.679/231.89
COM1	COMMS TWR	33 16 22.110N	44 13 31.798E	79.231/259.94
COM2	COMMS TWR	33 15 21.800N	44 12 58.200E	71.320/234.00
COM3	COMMS TWR	33 13 29.520N	44 13 39.540E	71.320/234.00
COM4	COMMS TWR	33 13 08.300N	44 13 01.090E	93.260/306.00
COM5	COMMS TWR	33 15 63.200N	44 14 34.800E	93.260/306.00
COM6	COMMS TWR	33 16 36.300N	44 13 59.400E	93.260/306.00
COM7	COMMS TWR	33 14 11.300N	44 14 34.200E	56.080/184.00
COM8	COMMS TWR	33 17 10.700N	44 13 10.200E	77.420/254.00
GSA1A	GLD SLP 33R END	33 15 20.585N	44 15 07.765E	46.946/154.02
GSA2A	GLD SLP 15L END	33 16 54.842N	44 14 03.088E	47.804/156.84
GSA3A	GLD SLP 15R END	33 15 55.856N	44 13 02.895E	40.976/134.43

GSA4A	GLD SLP 33L END	33 14 39.683N	44 13 53.847E	46.445/152.38
GSA5A	GLD SLP 33L END	33 14 41.295N	44 13 54.101E	47.875/157.07
LT1	LIGHT POLE	33 14 43.356N	44 13 36.711E	55.660/182.61
LT2	LIGHT POLE	33 14 49.951N	44 13 32.187E	54.401/178.48
LT3	LIGHT POLE	33 15 30.433N	44 13 45.076E	74.131/243.21
LT4	LIGHT POLE	33 15 14.035N	44 13 56.420E	74.425/244.17
LT5	LIGHT POLE	33 15 04.782N	44 14 03.436E	70.037/229.78
LT6	LIGHT POLE	33 15 33.882N	44 13 02.142E	54.980/180.38
LT7	LIGHT POLE	33 16 39.496N	44 13 54.478E	59.809/196.22
MIDM	PA ALARM SYSTEM	33 14 06.656N	44 14 20.608E	55.982/183.67
MOS1	MOSQUE 1	33 14 18.492N	44 15 42.012E	61.630/202.20
MOS2	MOSQUE 2	33 14 18.465N	44 14 58.745E	64.270/210.86
RDT1	RADIO TOWER	33 15 37.643N	44 14 20.910E	94.895/311.34
RDT2	RADIO TOWER	33 16 44.804N	44 14 24.536E	83.614/274.32
RDT3	RADIO TOWER	33 17 04.542N	44 13 07.955E	84.034/275.70
WAT1	WATER TOWER	33 16 31 300N	44 11 50.550E	71.320/234.00

ORBI AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

ORB1 2.11.1 Weather forecasting available – forecaster available H24 on DSN (318) 453-0254, SUN to SAT. Weather radar data is not available.

ORBI 2.11.2 Remote weather brief for military operators available H24 through CENTAF Operational Weather Squadron (OWS) on DSN (312) 965-0907; Comm +1 (803) 895-0907. METRO/PMSV through Command Post, callsign Kingfish Hotel, UHF 229.425MHz.

ORBI 2.11.3 Limited weather information, using the location designator of KQTZ vice the ICAO airfield designator, is available from the following websites:

Open access website: http://adds.aviationweather.noaa.gov/ or http://www.baseops.net/metro.html
Military only websites: https://afwin.afwa.af.mil/ or https://28ows.shaw.af.mil/

ORBI AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

1	**RWY**	**15L**	**33R**	**15R**	**33L**
2	**BRG True and Mag**	150°T, 147°M	330°T, 327°M	150°T, 147°M	330°T, 327°M
3	**RWY Dimensions**	13124FT x 197FT (4000M x 60M)	13124FT x 197FT (4000M x 60M)	10830FT x 148FT (3301M x 45M)	10830FT x 148FT (3301M x 45M)
4	**PCN**	56 R/C/W/T	56 R/C/W/T	51 R/B/W/T	51 R/B/W/T
5	**THR Coordinates**	N33°17'01.761" E044°13'52.225"	33°15'09.273"N 044°15'09.412"E	33°16'06.860"N 044°13'00.701"E	33°14'34.037"N 044°14'04.410"E
6	**THR Elevation**	113 FT	110FT	114FT	113FT
7	**Slope of RWY/SWY**	Unknown	Unknown	Unknown	Unknown
8	**SWY Dimensions**	393FT (120M)	400FT (122M)	197FT (60M)	197FT (60M)
9	**CWY Dimensions**	Not calculated	Not calculated	Not calculated	Not calculated
10	**Strip Dimensions**	Not calculated	Not calculated	Not calculated	Not calculated
11	**Obstacle free zone**	Not calculated	Not calculated	Not calculated	Not calculated
12	**Remarks**	6in concrete slabs with 6ft deep manholes along East and West shoulder edges. Closed for maintenance each Tuesday 0700-0900Z.		Civil use in emergency only 6in dip in surface, due crater repair settling, abeam TWY P-5.	

ORBI AD 2.12.1 Excessive rubber build up on RWY 33R/15L has obscured the centerline and may cause reduced braking capability during runway surface condition wet.

ORBI AD 2.12.2 RWY 33R/15L is closed every Tuesday between 0600-0800Z for routine maintenance. RWY 33L/15R will remain open for traffic.

ORBI AD 2.13 DECLARED DISTANCES

1	**RWY**	**15L**	**33R**	**15R**	**33L**
2	**TORA**	13124FT (4000M)	13124FT (4000M)	10830FT (3301M)	10830FT (3301M)
3	**TODA**	13124FT (4000M)	13124FT (4000M)	11027FT (3360M)	11027FT (3360M)

ORBI AD 2.14 APPROACH AND RUNWAY LIGHTING

ORBI 2.14.1 Advice on Baghdad's approach and RWY lighting is available at the following military website:

https://www.notams.jcs.mil

ORBI AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	Aerodrome Beacon	Aerodrome beacon - OTS
2	Location and lighting of anemometer and LDG direction indicator	Not fitted
3	TWY edge and centerline lighting	Lighting under reconstruction. Check NOTAM for latest information. Portable edge lights in use.
4	Secondary power supply including switch-over time	Secondary power to all airfield lighting, switch-over time:1 minute
5	Remarks	Portable THLD/RWY END lights in use.

ORBI AD 2.16 HELICOPTER LANDING AREA

1	Coordinates of touchdown and lift-off point (TLOF) threshold of final approach and take-off (FATO)	South Mike Helipad: N33'14.550' E044'13.838' North Mike Helipad: N33'15.910' E044'12.920' Rifle Stock Helipad: N33'14.848' E044'13.848' Bottle Neck Helipad: N33'15.322' E044'13.310'
2	TLOF and/or FATO area elevation	South Mike Helipad: 84FT AGL North Mike Helipad: 89FT AGL Rifle Stock Helipad: 76FT AGL Bottle Neck Helipad: 95FT AGL
3	TLOF and FATO area dimensions, surface, strength, marking	All landing surfaces are 100FT x100FT and marked with a white "H"
4	True and MAG BRG of FATO	To be determined
5	Declared distance available	To be determined
6	Approach and FATO lighting	To be determined
7	Remarks	Except Rifle Stock landing area, all other landing areas are within the CMA.

ORBI AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Airspace designation and lateral limits	Detailed in ENR 1.4
2	Vertical limits	
3	Airspace classification	
4	Callsign and Languages	Baghdad …(*Tower*) English
5	Transition altitude	14 000 FT
6	Remarks	ATS provided by Iraq controllers HJ operating IAW ICAO Standards and Recommended Practices. USAF provides ATS HN.

ORBI AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service designation	Callsign	FREQ	Hours of operation	Remarks
ACC	Balad Center	123.525 MHz 274.575 MHz	H24	Primary Secondary
APP	Baghdad Approach	128.2 MHz 242.5 MHz	H24	Primary Secondary
TWR	Baghdad Tower	118.700 MHz 275.800 MHz	H24	Primary
GROUND	Baghdad Ground	121.700 MHz 264.600 MHz	H24 (UHF not monitored)	Primary Secondary
MILITARY GROUND	Baghdad Ground	131.700 MHz	H24	131.700Mhz monitored H24
REMARKS	Due to radio coverage limitations there is no low level coverage with Baghdad Approach below 3000FT AMSL in vicinity of ORBI. TWR UHF available only to aircraft for use as a last resort to VHF communication failure. Baghdad Helo frequency is now combined on TWR 118.7. Clearance Delivery 327.5 no longer monitored. Clearance will be issued on GROUND frequency.			

ORBI AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid	Ident	FREQ	Hours of operation	Position of antenna	Elevation of DME	Remarks
D-VOR 4E	BGD	110.6 MHz	H24	N33°17’31” E044°13’31”	N/A	Military Use Only
TACAN 4E	BAP	CH 64X	H24	N33°16’00” E044°13’ 21.6”	110 FT	Military Use Only
Remarks	Military Approach, Departure and Aerodrome information available from: https://164.214.2.62/products/digitalaero/index.cfm#flip Then under Terminal Instrument Procedure select Europe/North Africa/Middle East, then select Baghdad Intl ORBI D-VOR maintenance MON and THU 0400-0600Z					

ORBI AD 2.20 LOCAL TRAFFIC REGULATIONS

ORBI 2.20.1 Fixed wing aircraft conducting spiral approach or departure must remain within 3.5DME and shall use the following patterns:

ORBI 2.20.1.1 RWY 33L traffic with left spiral (counter clockwise) climb and descent, and

ORBI 2.20.1.2 RWY 15R traffic with right spiral (clockwise) climb and descent.

ORBI 2.20.1.3 Fixed wing departures from RWY 15 will make no right turns prior to departure end of runway. After departure end of runway, aircraft may initiate a right turn after reaching 800FT AGL unless cleared sooner by Baghdad Tower. Aircraft shall climb to be above 450FT AGL by 1.25NM south of departure end of runway due helicopter operations not above 300FT AGL.

ORBI 2.20.1.4 Fixed wing departures from RWY 33 via left downwind departure will initiate crosswind turn no earlier departure end of runway and at or above 400FT AGL, unless cleared sooner by Baghdad Tower. All aircraft shall climb to be above 800FT AGL by mid-field downwind or 450FT AGL by 1.25NM north of departure end of runway due helicopter operations not above 300FT AGL.

ORBI 2.20.1.5 Circling east of RWY 33R/15L is prohibited. Restricted areas located 1.3NM east of RWY 33R threshold 0.3NM radius centered at N33°15’26” E044°16’528” and 2.0NM east-northeast of RWY15L threshold 0.3NM radius centered at N33°20’42” E044°20’50” SFC to 1,500 FT AMSL.

ORBI 2.20.1.6 Restricted area 1NM northwest of RWY 15R threshold 0.4 NM radius centered at N33°16’49.2” E044°12’07.8” SFC to 3,000FT AMSL.

ORBI 2.20.1.7 RWY 15R is not authorized for night civil arrivals.

ORBI 2.20.2 Rotary wing operations are prohibited from over flight of tent city area, fuel storage and hardened aircraft shelter areas below 1000FT AGL (West side of Mil RWY).

ORBI 2.20.2.1 Rotary wing aircraft must use extreme caution landing and transitioning South Mike taxiway due to unlit obstructions.

ORBI 2.20.2.2 Rotary wing aircraft must land North helipad or South helipad unless otherwise directed by ATC.

ORBI 2.20.2.3 Rotary wing aircraft intending to shut down at BIAP must report landing assured to Baghdad Radio or home unit.

ORBI 2.20.3 Marshaller assistance is required and further information can be obtained from the TWR or SMC. When a local regulation is of importance for the safe operation of aircraft on the apron, the information shall be given to each aircraft by the TWR or SMC or broadcast on the ATIS.

ORBI 2.20.4 Local Traffic Regulations may be requested, in writing, from the Iraq Civil Aviation Authority at the address detailed in GEN 0.1.

ORBI 2.20.5 Aerodrome not available for fighter aircraft use.

ORBI 2.20.6 Use caution when advised of weather balloon launch. Balloon has transmitter attached.

ORBI 2.20.7 All fixed wing aircraft shall display covert lighting within Baghdad airspace. All aircraft shall display overt lighting whilst over runways, on taxiways and the ramp area.

ORBI 2.20.8 All rotary wing aircraft shall display overt lighting whilst traveling to and from ORBI from BRONCO, TUSK, SANDY and WARTHOG fixes.

ORBI 2.20.9 Civilian Night Operations: All aircraft requiring arrival/departure after sunset are required to have a signed Hold-Harmless agreement on file with BIAP. The following stipulations apply:

1) 1 hour prior request must be made to the tower or airfield management.

2) After sunset aircraft departures are restricted to ICAO VFR.

3) All rwy lighting systems must be operational.

4) Approval may be withheld due to military operations in the airport traffic area.

Departures must confirm slot with tower prior to taxi. The Hold-Harmless agreement is available on the ramcc website: http://ramcc.dtic.mil/iraq.htm.

ORBI AD 2.21 NOISE ABATEMENT PROCEDURES

ORBI 2.21.1 Departures

To be determined

ORBI 2.21.2 Arrivals

To be determined

ORBI AD 2.22 FLIGHT PROCEDURES

ORBI 2.22.1 General

ORBI 2.22.1.1 All aircraft arriving and departing ORBI shall operate VFR unless IMC exists. Practice instrument approaches and departures not available. Civilian aircraft must notify ATC if unable to operate VFR when below 12,000FT using the phrase “UNABLE VFR”. The use of VFR does not negate the requirement for aircraft to carry IFR fuel reserves.

ORBI 2.22.1.2 Where VFR operations are mandated, flights should be carried out in accordance with VFR as specified in ENR 1.2 and ICAO Annexes 2 and 11 (particularly regarding visibility and clearance from cloud). Compliance with these procedures does not relieve pilots of their responsibility to see and avoid other aircraft, or to maintain safe terrain/obstacle clearance at all times when operating VFR.

ORBI 2.22.2 Procedures within Baghdad TMA

ORBI 2.22.2.1 The inbound, transit and out bound routes on charts may be varied at the direction of ATS. If necessary, in case of congestion, inbound aircraft may also be instructed to hold at one of the designated airways reporting points.

ORBI 2.22.3 Radar procedures within Baghdad TMA:

ORBI 2.22.3.1 **Radar vectoring and sequencing**. Normally, aircraft will be vectored and sequenced from SOGUM and LOVEK reporting points to the appropriate final approach track (ILS,VOR/DME/TACAN), so as to ensure an expeditious flow of traffic. Radar vectors and flight levels/altitudes will be provided for spacing and separating the aircraft so that correct LDG intervals are maintained, taking into account aircraft characteristics. Radar vectoring charts are not published since the instrument approach procedures exists at all times until the point where the pilot will resume navigation on final approach or in the circuit.

Temporarily Suspended

ORBI 2.22.3.2 **Primary radar approaches.** Primary radar approaches will be carried out for RWYs 15L and 33R as step down commencing descent from 10 NM at an altitude of 900m. Primary radar final approaches will be terminated when aircraft established ILS or when aircraft report "Visual". Missed approach procedure to be followed in the absence of other ATS instructions are as detailed on the Instrument Approach Charts.

Temporarily Suspended

ORBI AD 2.23 ADDITIONAL INFORMATION

ORBI 2.23.1 All aircraft requiring use of the civil and military sides of the airfield must report to the **military** side first. Any aircraft reporting to the civil side first will not be allowed to reposition to the military side.

ORBI AD 2.24 CHARTS RELATED TO AN AERODROME

ICAO Charts for Baghdad International Airport		
Charts are under development for Baghdad. See http://164.214.2.62/products/digitalaero/index.html for the latest charts.		
1	Aerodrome Chart – ICAO	Not produced
2	Aircraft Parking/Docking Chart – ICAO	Not produced
3	Aerodrome Ground Movement Chart – ICAO	Not produced
4	Precision Approach Terrain Chart – ICAO	Not produced
5	Aerodrome Obstacle Chart – ICAO Type A	Not produced
6	Area Chart – ICAO (arrival and transit routes)	Not produced
7	Standard Departure Chart – Instrument – ICAO	Not produced
8	Area Chart – ICAO (arrival and transit routes)	Not produced
9	Standard Arrival Chart – Instrument - ICAO	Not produced
10	Instrument Approach Chart – ICAO	Not produced
11	Visual Approach Chart	Not produced
12	Bird concentration in the vicinity of the aerodrome	Not produced

ORBD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

ORBD – Balad Southeast Airfield

ORBD 2.1.1 All operators are cautioned about the high risk to aircraft in the vicinity of ORBD from small arms fire and man portable surface-to-air missiles. Also, use caution; increased aircraft activity within the class Delta consisting of fixed wing, rotary and unmanned aerial vehicles.

ORBD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	Aerodrome Reference Point coordinates and site	N33°56'24.70" E044°21'41.70" The geographic center of the airfield
2	Direction and distance from city	Bearing 112° at 11NM
3	Elevation and Reference Temperature	161FT (49.07M) and 43.1°C
4	Geoid undulation	Not determined
5	Magnetic variation/Annual change	4°E as of Jan 2004, annual change E000º01'17.15"
6	Aerodrome Administration Address Telephone Telefax E-mail AFS Address	This airfield is under the control of Coalition Forces. Balad Southeast Air Base Airfield Manager DSN 318-443-6065 eoss.osam@blab.centaf.af.mil
7	Types of traffic permitted	IFR and VFR
8	Transition altitude and level	TA 14 000 FT AMSL, TL FL150
9	Remarks	All administrative matters are to be referred to the airport manager. LDG, parking and fuel charges will be IAW published rates at GEN 4.1 and GEN 4.2. Fuel service is not available to transient aircraft without valid T-DODACC account. No cash sales for fuel.

ORBD AD 2.3 OPERATIONAL HOURS

1	Aerodrome Administration	TBD
2	Customs and Immigration	HJ (H24 on request to ICAA)
3	Health and Sanitation	HJ (H24 on request to ICAA)
4	AIS Briefing Office	TBD
5	ATS Reporting Office	TBD
6	Met Office	DSN 318 458 1087
7	Air Traffic Services	H24
8	Fueling	H24
9	Handling	HJ (H24 on request to ICAA)
10	Security	H24
11	De-icing	Not available
12	Remarks	Limited facilities for non-military freight. Except for military, ICRC and UN sponsored flights, approval for HA flights is required from MNC-I.

ORBD 2.3.1 **Prior Permission Required (PPRs):** Balad ORBD is a PPR only airfield. PPRs are required for military and civil aircraft operating at Balad. To receive a PPR from Balad, a valid local Point of Contact (POC) must be provided by the requestor. Airfield Management will validate the mission request (i.e. nature, carrier, time, and any special requests and/or requirements) through the local POC before a PPR is issued. If the carrier is not on the approved ICAA list, Airfield Management will contact the ICAA through the RAMCC to determine if the carrier has requested permission to land at Balad. If permission has not been granted, PPR requests will be denied until permission has been granted from ICAA and provided to RAMCC. Aircraft not issued a PPR may be turned away or met by security forces. PPRs are good for +/- 30 minutes from PPR approval time.

ORBD AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Military coordinated through Balad SE Command Post. Capability for main deck wide-body freighter. No storage for freight or passengers. Civil acft must pre-arrange with MOT and coord with ground personnel upon arrival.
2	Fuel and oil types	Limited supply of JP4 & GP8. Fuel services not AVBL for transient aircraft without a valid T-DODACC account. Cash sales not AVBL. If requesting 100K pounds or more expect 1 hour turn around. Nil oil
3	Fueling facilities and capacity	Limited. Plan flight without fuel from ORBD
4	De-icing facilities	One truck and deicing fluid available with limited service.
5	Hanger space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Limited capacity for passenger operations. Handling services during daylight hours only or by arrangement with MoT and ICAA No catering, potable water or toilet conditioning available. Aircraft operators should expect to provide towing arm. Military aircraft contact command post 'Kingfish Romeo' on 331.9MHz at least 30 minutes prior to landing at ORBD.

ORBD AD 2.5 PASSENGER FACILITIES

1	Hotels at/near aerodrome	Nil. Limited in the city
2	Restaurants	Nil
3	Transportation	Nil.
4	Medical facilities	Nil
5	Bank and Post Office	Nil

6	Tourist Office	Nil
7	Remarks	Nil

ORBD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	Aerodrome category for fire fighting	RFF Cat 10
2	Rescue Equipment	TBC
3	Capability for removal of disabled aircraft	Limited assistance using military assets
4	Remarks	Nil

ORBD 2.6.1 Removal **of disabled aircraft from RWY.** When an aircraft is disabled on a RWY, it is the duty of owner or user of such aircraft to have it removed as soon as possible. If a disabled aircraft is not removed from the RWY, by the owner or user, as quickly as possible, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

ORBD AD 2.7 SEASONAL AVAILABILITY

1	Type(s) of clearing equipment	Nil
2	Clearance priorities	Nil
3	Remarks	Nil

ORBD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Surface and strength of aprons	North Ramp: Concrete, no shoulders. –Spots 1 and 5: PCN 46/R/B/W/T. -Spots 2, 3 and 4: PCN 119/R/B/W/T. -South entrance: PCN 47/R/B/W/T, 100' wide concrete, no shoulders. -Center entrance: PCN Not Evaluated, 208' 4" wide concrete, no shoulders. Taxi line painted 38' 6" from north edge of pavement. -North entrance: PCN 47/R/B/W/T, 100' wide concrete, no shoulders. Only parking for transient/heavy aircraft. Aircraft shall not enter north ramp without Follow-Me. Parking spots numbered from west to east and south to north. Spot 5 limited to aircraft wing span 170 feet (C-17) or smaller. Aircraft conducting engine running off loads/on loads shall shut down inboard engines. Turbo prop aircraft may park facing north on spots 1 and 5 when temperatures exceed 95 degrees Fahrenheit and winds from the north exceed 10 knots to prevent engines from overheating. Turbo-prop aircraft requesting to park facing north shall contact tower to relay to transient alert. Aircraft require ground marshaller and shall not self-block when exiting parking.

2	Width, surface and strength of TWYs	(a) Alpha: 65’ 6” wide, no shoulders. Prohibited to fixed wing aircraft without prior approval. Primarily used for helicopter landing, takeoff, and hover maintenance checks. -Alpha 1 to Foxtrot: 44/R/B/W/T, concrete -Foxtrot to Alpha 7: 105/F/A/W/T, asphalt -Alpha 7 to Alpha 13: 44/R/B/W/T, concrete. Prohibited to non-unit assigned aircraft. (b) Alpha 1: PCN 34/R/B/W/T, 49’ 2” wide concrete, no shoulders. Located in Runway 12/30 Clear Zone. Helicopter use only. (c) Alpha 2: PCN 34/R/B/W/T, 49’ 2”wide concrete, no shoulders. Located in Runway 12/30 Clear Zone. Helicopter use only. (d) Alpha 3 through Alpha 6: PCN 34/R/B/W/T, 49’ 2” wide concrete, no shoulders. Helicopter use only. (e) Alpha 7: PCN 36/R/B/W/T, 49’ 4” wide concrete, no shoulders. Limited to C-23 aircraft (wing span 75’) or smaller, and rotor wing aircraft 58’ or smaller due to Mobile Aircraft Arresting System (MAAS) housing located 54’ north of centerline. (f) Alpha 8 through Alpha 12: PCN 36/R/B/W/T, 49’ 4” wide concrete, no shoulders. Prohibited to non-unit assigned aircraft. (g) Alpha 13: PCN 36/R/B/W/T, 49’ 4” wide concrete, no shoulders. Located in Runway 12/30 Clear Zone. Prohibited to non-unit assigned aircraft. (h) Bravo: 46/R/B/W/T, 98’ 8” wide concrete, no shoulders. -Charlie (east) to Golf: Limited to C-23 aircraft (wing span 75’) or less due to heavy FOD potential. C-130 aircraft are exempt from this restriction. -Hotel to Bravo 7: No restrictions. -Bravo 7 to Echo (east): Limited to C-23 aircraft (wing span 75’) or less due to heavy FOD potential. C-130 aircraft are exempt from this restriction. (i) Bravo 1-Bravo 2: PCN 39/R/B/W/T, 49 3” wide concrete, no shoulders. Located in Runway 14/32 Clear Zone. Fighter use only. -Arm/Dearm: 322’ 6” long and 116’ 3” wide concrete, no shoulders. Located in Runway 14/32 Clear Zone. Fighter use only. (j) Bravo 3-Bravo 6: PCN 39/R/B/W/T, 49’ 3” wide concrete, no shoulders.

		(k) Bravo 7-Bravo 10: PCN 36/R/B/W/T, 49’ 3” wide concrete, no shoulders. (l) Bravo 11-Bravo 12: PCN 36/R/B/W/T, 49’ 3” wide concrete, no shoulders. Located in Runway 14/32 Clear Zone. Fighter use only. -Arm/De-arm: 322’ 6” long and 116’ 3” wide concrete, no shoulders. Located in Runway 14/32 Clear Zone. Fighter use only. (m) Charlie (east): PCN 39/R/B/W/T, 588’ 7” long and 100’ 6” wide concrete, no shoulders. Limited to C-23 aircraft (wing span 75’) or less due to heavy FOD potential. C-130 aircraft are exempt from this restriction. (n) Charlie (center): PCN 47/R/B/W/T, 1795’ long and 98’ 6” wide concrete, no shoulders. (o) Charlie (west): PCN 34/R/B/W/T, 439’ 4” long and 49’ 3” wide concrete, no shoulders. (p) Delta (east) (between Taxiway B and Runway 32): PCN 52/R/B/W/T, 579’ long and 49’ 3” wide concrete, no shoulders. Limited to C-23 aircraft (wing span 75’) or less due to heavy FOD potential. (q) Delta (east) (east of Taxiway B): PCN Not Evaluated, 49’ 3” wide concrete, no shoulders. Closed to all aircraft. (r) Delta (center): PCN 40/F/B/W/T, 4013’ 7” long and 66’ 2” wide asphalt, no shoulders. Limited to C-17 aircraft (wing span 170’) or smaller due to heavy FOD potential. (s) Delta (west): PCN Not Evaluated, 431’ 5” long and 66’ 4” wide asphalt, 114’ wide asphalt shoulders. Helipad located on taxiway. (t) Delta 1: PCN Not Evaluated, 49’ 3” wide concrete, no shoulders. Limited to C-21, C 23, RC-12, UC-35, and UAVs only due to PCN. Prohibited to non unit assigned aircraft. Only entrance/exit to Thunderdome. Intermediate hold line (1’ wide dashed yellow line) located 113’ from east edge of Taxiway Bravo. All aircraft hold short of this line when aircraft taxiing on Taxiway Bravo. No taxiway edge lights. (u) Echo (east): PCN 36/R/B/W/T, 560’ 11” long and 100’ wide concrete, no shoulders.

		Taxi line located 32’ 11” from north edge of taxiway. (v) Echo (center): PCN 59/F/B/W/T, 5690’ 4” long and 85’ wide asphalt, no shoulders. Southern most 20’ of taxiway (22’ south of centerline) is not load bearing in extreme heat (approximately 95 degrees F). Do not deviate south of centerline. Intermediate hold lines (1’ wide dashed yellow line) painted 162’ from Hot Cargo Pad entrance centerline. Aircraft hold short of these lines when other aircraft entering/exiting Hot Cargo Pad. Army FARPs located 200’ north of taxiway centerline. Helicopters landing at FARPs make approach from south to north across taxiway. (w) Echo (west): PCN 36/R/B/W/T, 439’ 4” long and 65’ 9” wide concrete, no shoulders. Prohibited to non-unit assigned aircraft. (x) Foxtrot: PCN 42/R/B/W/T, 428’ long and 49’ 5” wide concrete, 100’ wide asphalt shoulders. (y) Golf: PCN 51/R/B/W/T, 578’ 10” long and 99’ 8” wide concrete, no shoulders. Primary entrance/exit taxiway to/from Taxiway Bravo for aircraft larger than C-23 (wing span 75’). (z) Hotel: PCN 54/R/B/W/T, 579’ 6” long and 100’ 2” wide concrete, no shoulders. Primary use entrance/exit taxiway to/from Taxiway Bravo for aircraft larger than C-23 (wing span 75’). - North ramp entrance: PCN 62/R/B/W/T, 100’ 7” wide concrete, no shoulders. (aa) Juliet PCN not evaluated. 75’ wide concrete, 50’ wide concrete shoulders. Primary entrance/exit taxiway to/from Taxiway Bravo and Ramp.
3	Location and elevation of altimeter checkpoints	33°57’00E 044°22’00N 180 FT AMSL 15 AGL
4	VOR and INS checkpoints	Not available
5	Remarks	Acft must coordinate parking with tower/Command post/airfield management Aerobridges not AVBL. Fixed Wing parking is North Bravo Ramp, Transient Rotary Wing is Alpha Pad. Compass rose on TWY C is not certified. Note: *All aircraft are to be directed by a marshaller to parking.*

ORBD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	Balad airfield has standard FAA type III signage depicting location of aircraft parking ramps and major taxiways. All aircraft movement and parking areas are properly lighted with standard FAA lighting and signage. See FAA AC 150/5340-18, *Standards for Airport Sign Systems.*
2	RWY and TWY markings and lights	Rwy 12/30 & 14/32 have high intensity runway lights (HIRL), precision approach path indicators (PAPI), lighted distance remaining markers and a standard 3000' ALSF-1 system. Runway markings are standard Precision Runway Markings with thresholds, centerlines, side stripes, fixed distance markers and touchdown zone markings. Taxiways have standard signage and lighting systems. Taxiways markings are depicted as yellow 6 inch centerline markings and double yellow 6 inch edge stripes.
3	Stop bars	Located on TWY's C, D and E.
4	Remarks	Mobile Aircraft Arresting System (MAAS) located at following distances: - Runway 12 approach end cable is located 2000 feet from the threshold. - Runway 30 approach end cable is located 2100 feet from the threshold. - Runway 14 approach end cable is located 2120 feet from the threshold. - Runway 32 approach end cable is located 2140 feet from the threshold. Normal operating position is for all cables in the raised position. Aircraft are prohibited from landing on raised cables. Landing restrictions are broadcasted on the ATIS. Aircraft that land on raised cables are subject to denial of subsequent operations at Balad. MAAS cables are lit with internally lit signs at each location.

ORBD AD 2.10 AERODROME OBSTACLES

1	RWY12	ORBD Obstacle Chart not published		
2	RWY14	ORBD Obstacle Chart not published		
3	RWY30	ORBD Obstacle Chart not published		
4	RWY32	ORBD Obstacle Chart not published		
5	**Remarks:** The following additional obstructions have been identified:			
		LAT	**LONG**	**HGT AMSL (M/FT)**
WTR1	Water tower	N33º56’50.84”	E44º22’35.11”	91.63/300.6
TWR1	Tower (Building)	N33º56’44.43”	E44º22’15.70”	66.28/217.5
CTWR	Control Tower	N33º56’52.41”	E44º21’59.12”	79.29/260.1

ORBD 2.10.1 Unlit obstacle erected (30 ft dirt stockpile) approximately 500 ft west of extended centerline and 1000 ft north of approach end of RWY12 (in clear zone).

ORBD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

ORBD 2.11.1 METRO Frequency is 131.85 MHz. Limited weather information, using the location designator of KQTO vice the ICAO airfield designator, is available from the following websites:

Open access website: http://adds.aviationweather.noaa.gov/ or http://www.baseops.net/metro.html
Military only websites: https://afwin.afwa.af.mil/ or https://28ows.shaw.af.mil/

ORBD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

1	RWY	12	14	30	32
2	BRG True and Mag	125.66°T, 121.66°M	145.66°T, 141.66°M	305.67°T, 301.67°M	325.67°T, 321.67°M
3	RWY Dimensions	11459FT x 149FT (3493M x 45.4M)	11490FT x 197FT (3502M x 60M)	11459FT x 149FT (3493M x 45.4M)	11490FT x 197FT (3502M x 60M)
4	PCN	43 F/B/W/T	57RB	43 F/B/W/T	57RB
5	THR Coordinates	33°56'44.25"N 044°20'29.54" E	33°57'25.18"N 044°21'19.68" E	33°55'37.95"N 044°22'20.38" E	33°55'51.32"N 044°22'36.60" E
6	THR Elevation	155FT	159FT	158FT	160FT
7	Slope of RWY/SWY	Unknown	Unknown	Unknown	Unknown
8	SWY Dimensions	Unknown	Unknown	Unknown	Unknown
9	CWY Dimensions	Not calculated	Not calculated	Not calculated	Not calculated
10	Strip Dimensions	Not calculated	Not calculated	Not calculated	Not calculated
11	Obstacle free zone	Not calculated	Not calculated	Not calculated	Not calculated
12	Remarks	Cable raised at all times.	Cable raised at all times.	Cable raised at all times.	Cable raised at all times.
		Aircraft executing a 180 degree turn on the RWY will turn nose through East so as to point jet/prop blast towards the infield to decrease blowing FOD on TWY Bravo and aircraft parking areas. Use caution during wet RWY conditions. Increased potential for hydroplaning due rubber build up on RWY surface. Elevated approach lights (18 inch tall) start 100 feet from threshold for all runways. An additional landing strip located 550 east of runway 12/30, 1500 feet south of the runway 12 threshold. Landing Strip dimensions are 1,200 feet long and 50 feet wide. This landing strip is designed for mini **UAV operations only**. It is constructed of a gravel base and a surface layer of AM-2 matting not stressed for normal aircraft operations.			

ORBD 2.12.1 UAV landing pad located 550ft east of RWY 12/30 south of ECHO center TWY. This area is not stressed for aircraft operations.

ORBD AD 2.13 DECLARED DISTANCES

1	RWY	12	14	30	32
2	TORA	11495FT (3493M)	11490FT (3502M)	11495FT (3493M)	11490FT (3502M)
3	TODA	11495FT (3493M)	11490FT (3502M)	11495FT (3493M)	11490FT (3502M)
4	ASDA	11495FT (3493M)	11490FT (3502M)	11495FT (3493M)	11490FT (3502M)
5	LDA	11495FT (3493M)	11490FT (3502M)	11495FT (3493M)	11490FT (3502M)
6	Remarks	Nil	Nil	Nil	Nil

ORBD AD 2.14 APPROACH AND RUNWAY LIGHTING

Rwy 12/30 & 14/32 have high intensity runway lights (HIRL), precision approach path indicators (PAPI), lighted distance remaining markers and a standard 3000' ALSF-1 system. Rwy 14 and Rwy 30 PAPI installed on right side. Rwy 12/30 and Rwy 14/32 PAPIs certified for military use only. Civil aircraft approved for LDG at Balad must review NOTAMs through their appropriate procedures. Advice on Balad SE approach and RWY lighting is available at the following military website: https://www.notams.jcs.mil

ORBD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	Aerodrome Beacon	Nil
2	Location and lighting of anemometer and LDG direction indicator	Not fitted
3	TWY edge and centerline lighting	Taxiways have standard signage and lighting systems. No centerline lighting is available.
4	Secondary power supply including switch-over time	Operated on generator and backup generator. Switchover 20 minutes.
5	Remarks	Mobile Aircraft Arresting System (MAAS) are internally lit non-standard signs.

ORBD AD 2.16 HELICOPTER LANDING AREA

1	Coordinates of touchdown and lift-off point (TLOF) threshold of final approach and take-off (FATO)	Approach End RWY 32: 33º56’00”N 44º22’29”E
2	TLOF and/or FATO area elevation	160FT
3	TLOF and FATO area dimensions, surface, strength, marking	RWY 12/30 surface 11495FT RWY 14/32 surface 11490FT
4	True and MAG BRG of FATO	145.66°T, 141.66°M
5	Declared distance available	RWY 12/30 11495FT, RWY 14/32 11490FT
6	Approach and FATO lighting	High intensity runway lights (HIRL), precision approach path indicators (PAPI), lighted distance remaining markers and a standard 3000’ ALSF-1 system.
7	Remarks	All rotary wing LDG will be to the ground with ground taxiing to parking. Pads 1, 2 & 4 are open and marked with an H. Pads 1 & 2 are located between RWY 12/30 and TWY A. Pad 4 is located at the northern end of RWY 12/30 no loading or unloading Pax or cargo on pads. Do not shut down on pads. TWY D between RWY12/30 and RWY14/32 is available for TKOF & LDG.

ORBD AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Airspace designation and lateral limits	Detailed in ENR 1.4
2	Vertical limits	
3	Airspace classification	
4	Callsign and Languages	Balad …(*Tower or Approach)* English
5	Transition altitude	14 000 FT
6	Remarks	ATS provided by military controllers operating IAW ICAO SARPs and USAF mil standards.

ORBD AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service designation	Callsign	FREQ	Hours of operation	Remarks
ACC	Balad Center	123.525 MHz 274.575 MHz	H24	
APP	Balad Approach	131.9 MHz 255.8 MHz 128.200 MHz	H24	 Alternate
TWR	Balad Tower	119.875 MHz 368.4 MHz	H24	
GROUND	Balad Ground	128.75 MHz 301.125 MHz	H24	
FINAL	Balad Final	126.425 MHz 246.425 MHz 128.200 MHz 242.500 MHz	H24	 Alternate Alternate
ATIS	N/A	247.200 MHz	H24	Nil

ORBD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid	Ident	Frequency	Hours of operation	Position of antenna	Elevation of DME	Remarks
VORTAC 4E	BLD	114.6MHz CH93X	H24	N33°56’09.28" E044°22'05.01	157 FT	RWY 14/32 For Military Use Only
TACAN 4E	BLD	CH93X	H24	N33°56’09.28" E044°22'05.01	157 FT	RWY 14/32 For Military Use Only
PAR 3º	N/A	As directed by APP	H24 (subject to staffing)	N33°56’34.26” E044°21’52.02”	N/A	RWY 32
SRA	N/A	As directed by APP	H24 (subject to staffing)	N33°56’34.26” E044°21’52.02”	N/A	RWY 14/32
Remarks	Military Approach, Departure and Aerodrome information available from: https://164.214.2.62/products/digitalaero/index.cfm#flip Then under Terminal Instrument Procedure select Europe/North Africa/Middle East, then select Balad Southeast ORBD. Radar out of service for preventative maintenance inspection 0200Z-0400Z daily.					

ORBD AD 2.20 LOCAL TRAFFIC REGULATIONS

ORBD 2.20.1 Local Traffic Regulations may be requested, in writing, from ICAA at the address detailed in GEN 0.1.

ORBD 2.20.2 Marshaller assistance may be requested and further information can be obtained from the TWR or SMC. When a local regulation is of importance for the safe

operation of aircraft on the apron, the information shall be given to each aircraft by the TWR or SMC or broadcast on the ATIS.

ORBD 2.20.3 All aircraft use caution during approach and departure phases of flight due UAV activity.

ORBD 2.20.4 Aircraft must contact Balad Tower prior to 5NM.

ORBD 2.20.5 Fixed wing and UAV pattern, right traffic RWY 32, left traffic RWY 14, at 1200 FT AMSL.

ORBD 2.20.6 Fixed wing aircraft requesting the spiraling approach/departure procedure must comply with the direction assigned by ATC. If unable to comply, advise ATC immediately.

ORBD 2.20.7 Fixed wing aircraft departing RWY32 must fly RWY HDG until one-half mile past DEP end of RWY before executing DEP instructions.

ORBD 2.20.8 All aircraft are to have position and anti-collision lights on while operating on the ground. Aircraft are to turn off the anti-collision light while in parking.

ORBD 2.20.9 Rotary wing aircraft will avoid prolonged hover on areas between TWY's and RWYs

ORBD 2.20.10 Rotary wing aircraft are to avoid overflying living areas, fuel storage and hazardous areas below 600FT AGL while approaching or LDG Westside of Pad 1-4 or the FARP. Remain west of the airfield at 300FT AGL outside perimeter.

ORBD 2.20.11 Rotary wing aircraft will operate on the ground with anti-collision and position lights on low intensity (if avail), taxi/ LDG lights as required and no strobes. Aircraft must turn position indicator lights on steady, bright intensity, once established in the FARP's for visual identification by ATC.

ORBD 2.20.12 Taxiway Alpha is used primarily by rotary wing aircraft and is not controlled by the ATC tower. Fixed winged aircraft are prohibited to use taxiway Alpha unless prior approval has been given.

ORBD 2.20.13 Aircraft will not over-fly buildings, bunkers, tents, vehicles, or unit areas in and around the Balad cantonment area below 600ft AGL.

ORBD 2.20.14 No SVFR operations unless prior approval received from SAA.

ORBD 2.20.15 Expect to execute intersection departures at Balad AB to expedite aircraft movement and minimize FOD.

ORBD 2.20.16 All aircraft departing ORBD during VMC conditions are considered VFR departures. Civil air carriers will normally execute a spiral up departure. Spiral up departures will remain within the confines of the Class D airspace. Turns will be as directed by the tower.

ORBD AD 2.21 NOISE ABATEMENT PROCEDURES

ORBD 2.21.1 Departures

To be determined

ORBD 2.21.2 Arrivals

To be determined

ORBD AD 2.22 FLIGHT PROCEDURES

ORBD 2.22.1.General

ORBD 2.22.1.1 Civilian aircraft must VFR when flying in VMC in Class D, E and G airspace (flying below 12 000 FT AMSL). Civilian aircraft must notify ATC if unable to operate VFR when below 12 000 FT using the phrase "UNABLE VFR". The use of VFR does not negate the requirement for aircraft to carry IFR fuel reserves.

ORBD 2.22.1. Fixed-wing SVFR arrivals not authorized in Balad class D airspace when reported ceiling is less than 1000 feet and visibility is less than 5000 meters. IFR operations and procedures are available, ILS available (military aircraft only) but not published in Iraq AIP, Balad section.

ORBD.2.22.2 Procedures within Balad Southeast TMA

The inbound, transit and out bound routes on the charts may be varied at the direction of ATS. If necessary, in case of congestion, inbound aircraft may also be instructed to hold at one of the designated airways reporting points.

ORBD.2.22.3 Radar procedures within Balad Southeast TMA (Update)

ORBD 2.22.3.1 Radar vectoring and sequencing. Normally, aircraft will be vectored and sequenced from SOGUM and SIGNI reporting points to the appropriate final approach track (RNAV(GPS), TACAN), so as to ensure an expeditious flow of traffic. Radar vectors and flight levels/altitudes will be provided for spacing and separating the aircraft so that correct LDG intervals are maintained, taking into account aircraft characteristics. Radar vectoring charts are not published since the instrument approach procedures exists at all times until the point where the pilot will resume navigation on final approach or in the circuit.

ORBD 2.22.3.2 Primary radar approaches. Primary radar approaches will be carried out for RWYs 14 and 32 as step down commencing descent from 10 NM at an altitude of 900m. Primary radar final approaches will be terminated when aircraft established ILS or when aircraft established visual contact. Missed approach procedure to be followed in the absence of other ATS instructions are as detailed on the Instrument Approach Charts.

ORBD 2.22.3.3 Communication failure. In the event of communication failure, pilots shall act in accordance with communication failure procedures in ICAO Annex 2.

Temporarily Suspended

ORBD AD 2.23 ADDITIONAL INFORMATION

ORBD 2.23.1 All aircraft arriving and departing ORBD shall operate VFR unless IMC exists. Practice instrument approaches and departures not available.

ORBD AD 2.24 CHARTS RELATED TO AN AERODROME

ICAO Charts for Balad Southeast		
Charts are under development for Balad Southeast. See http://164.214.2.62/products/digitalaero/index.html for the latest charts.		
1	Aerodrome Chart – ICAO	Not produced
2	Aircraft Parking/Docking Chart – ICAO	Not produced
3	Aerodrome Ground Movement Chart – ICAO	Not produced
4	Precision Approach Terrain Chart – ICAO	Not produced
5	Aerodrome Obstacle Chart – ICAO Type A	Not produced
6	Area Chart – ICAO (arrival and transit routes)	Not produced
7	Standard Departure Chart – Instrument – ICAO	Not produced
8	Area Chart – ICAO (arrival and transit routes)	Not produced
9	Standard Arrival Chart – Instrument - ICAO	Not produced
10	Instrument Approach Chart – ICAO	Not produced
11	Visual Approach Chart	Not produced
12	Bird concentration in the vicinity of the aerodrome	Not produced

ORBR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

Note: *Information on Bashur is limited. Therefore the facilities and procedures listed below do not comply with the requirements of ICAO Annex 14.*

ORBR – Bashur Airport

Facility	**Detail**	**Comment**
RWY Direction	RWY 13/31	RWY damage
RWY (LDA)	RWY 13 - 7333 x 150FT (2235 x 46M) RWY 31 - 4500 X 150FT (1372 x 46M)	
RWY (TODA)	RWY 13 – 4500 x 150FT (1372 x 46M) RWY 31 – 7333 x 150FT (2235 x 46M)	
Airport Elevation	2079 ft AMSL	
Obstruction Information	Nil information	
Frequency	Primary – 131.27 MHz	No secondary notified
Restrictions	Day VFR only	Inadequate lighting
Parking Details	In accordance with ATC instructions (when AVBL)	

ORMM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

ORMM – Basrah International Airport

ORMM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

The facilities and procedures listed below do not necessarily comply with, or adhere to, the requirements of ICAO Annex 14.

1	Aerodrome Reference Point coordinates and site	N30°32'56.646" E047°39'43.712" Located at the center of the RWY
2	Direction and distance from city	BRG 280° at 8NM
3	Elevation and Reference Temperature	11 FT, 44°C
4	Geoid undulation	Not determined
5	Magnetic variation/Annual change	3°E as of Jan 2004, Annual change E000º00'58.36"
6	Aerodrome Administration Address Telephone E-mail Address	Basrah International Airport Flight Operations Manager Synergie Red 963 4109/4110. Mobile: +(964) (0)7801095874 e-mail: Basrahairops@hotmail.com
7	Types of traffic permitted	IFR and VFR
8	Transition altitude and level	TA 14 000 FT AMSL, TL FL150

ORMM AD 2.3 OPERATIONAL HOURS

1	Aerodrome Administration	H24
2	Customs and Immigration	HJ (H24 on request to ICAA)
3	Health and Sanitization	HJ (H24 on request to ICAA)
4	AIS Briefing Office	TBD
5	ATS Reporting Office	TBD
6	Met Office	TBD
7	Air Traffic Services	H24
8	Fueling	HJ (must be pre-organized; military moves via Basrah Air OPS, civil moves via Skylink see GEN 1.2.5.6)
9	Handling	HJ (must be pre-organized; military moves via Basrah Air OPS, civil moves via Skylink see GEN 1.2.5.6)
10	Security	H24
11	De-icing	Not available
12	Remarks	

ORMM 2.3.**1** All non RAF aircraft are to apply for PPR number from Basrah Air OPS at least 48 hours in advance of any intended movement. Slot times (+/- 15 min) are to be strictly adhered to. Aircraft arriving outside their allocated slot time may be subject to parking delays or refusal of permission to land. Civil aircraft operators are to be aware that they operate entirely at their own risk as security measures may not be provided. Permission to operate in

the Baghdad FIR is coordinated through Regional Air Movements Coordination Center (RAMCC). Refer GEN 1.2 for current procedures, requirements and contact information.

ORMM 2.3.2 Limited operations by civil registered aircraft are permitted into Basrah International Airport provided the proposed operations have been approved by the Iraq Ministry of Transport IAW the Memorandum of Understanding between the Government of Iraq and the Government of the United Kingdom of Great Britain and Northern Ireland.

ORMM 2.3.3 All visiting helicopter movements into Basrah International Airport are to book into 'Helo OPS' either via the e-mail address listed in ORMM AD 2.2 (6) or Synergie Red telephone 963 4503.

ORMM AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Skylink-Arabia (see GEN 1.2.5.6)
2	Fuel and oil types	Small quantities JP8 and Jet A1 available by PPR only. Nil Oil. Crews encouraged carrying round-trip fuel or, if possible, uplifting from Kuwait International Airport. Civil users are to make advance bookings with Skylink-Arabia (see GEN 1.2.5.6)
3	Fueling facilities and capacity	See Cargo above
4	De-icing facilities	Nil
5	Hanger space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Handling services during daylight hours only or by arrangement with Skylink. Basrah Airfield is strictly PPR. Aircraft arriving outside of PPR slot can expect to hold until Ramp space is available.

ORMM AD 2.5 PASSENGER FACILITIES

1	Hotels at/near aerodrome	Nil. High-rise hotels in the city
2	Restaurants	Nil. Unlimited in the city
3	Transportation	Nil
4	Medical facilities	Emergency cover for military only
5	Bank and Post Office	Nil.
6	Tourist Office	Nil
7	Remarks	Nil

ORMM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	Aerodrome category for fire fighting	RFF Cat 8, RAF Cat4A (5A by PPR) USAF Equivalent 2, FAA equivalent C/D
2	Rescue Equipment	4 Carmichael Major Foam Vehicles and 1 Alvis/Unipower Rapid Intervention vehicle
3	Capability for removal of disabled aircraft	Limited assistance using military assets
4	Remarks	NIL

ORMM 2.6.1 Removal of disabled aircraft from RWY. When an aircraft is disabled on a RWY, it is the duty of owner or user of such aircraft to have it removed as soon as possible. If a disabled aircraft is not removed from the RWY, by the owner or user, as quickly as possible, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

ORMM AD 2.7 SEASONAL AVAILABILITY

1	Type(s) of clearing equipment	Nil
2	Clearance priorities	Nil
3	Remarks	Nil

ORMM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Surface and strength of aprons	Main Apron: Concrete - PCN - 100/R/B/W/T Hotel Apron: Concrete–PCN– 100/R/C/W/T.
2	Width, surface and strength of TWYs	Width: 23M Surface: Concrete Strength: PCN - 100/R/B/W/T
3	Location and elevation of altimeter checkpoints	On apron at 30°32'47"N 47°39'55"E 10 FT
4	VOR and INS checkpoints	Not available
5	Remarks	8 TWYs, 3 Aprons

ORMM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	See ORMM AD 2-24
2	RWY and TWY markings and lights	Blue edge-lights at fast turn-offs (TWY B and C) only.
3	Stop bars	Stop bars where appropriate
4	Remarks	Nil

ORMM AD 2.10 AERODROME OBSTACLES

1	RWY14	ORMM Obstacle Chart not available
2	RWY32	ORMM Obstacle Chart not available
3	Tethered Balloon	Position N31°46'17" E047°06'08";. SFC to 500FT AMSL. Reflective tape on wires
4	Tethered Balloon	Position N30°32'24" E047°41'09"; SFC to 2000 ft AMSL. White flashing lights on balloon. Balloon will be kept clear of cloud

ORMM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

ORMM 2.11.1 Limited weather information, using the ICAO airfield designator, is available from the following websites:

Open access website: http://adds.aviationweather.noaa.gov/ or http://www.baseops.net/metro.html
Military only websites: https://afwin.afwa.af.mil/ or https://28ows.shaw.af.mil/

ORMM AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

1	**RWY**	**14**	**32**
2	**BRG True and Mag**	138T, 135°M	318°T, 315°M
3	**RWY Dimensions**	13123FT x 148FT (4000M x 45M)	13123FT x 148FT (4000M x 45M)
4	**PCN**	105	105
5	**THR Coordinates**	30°33.73'N 047°38.91'E	30°32.13'N 047°40.58E
6	**THR Elevation**	**10FT**	**10FT**
7	**Slope of RWY/SWY**	Unknown	Unknown
8	**SWY Dimensions**	300FT	300FT
9	**CWY Dimensions**	Not calculated	Not calculated
10	**Strip Dimensions**	Not calculated	Not calculated
11	**Obstacle free zone**	Not calculated	Not calculated
12	**Remarks**	Nil	Nil

ORMM AD 2.13 DECLARED DISTANCES

1	**RWY**	**14**	**32**
2	**TORA**	13123FT (4000M)	13123FT (4000M)
3	**TODA**	13123FT (4000M)	13123FT (4000M)
4	**ASDA**	13123FT (4000M)	13123FT (4000M)
5	**LDA**	13123FT (4000M)	13123FT (4000M)
6	**Remarks**	Nil	Nil

ORMM AD 2.14 APPROACH AND RUNWAY LIGHTING

Further information on Basrah's approach and RWY lighting is available at the following military website: https://www.notams.jcs.mil

1	**RWY**	**14**	**32**
2	Type, length and intensity of approach lighting	Low intensity uni-directional centerline with single crossbar	Low intensity uni-directional centerline with single crossbar
3	Threshold lights, colors and wing bars	2-light green wing bars adjacent to operating surface.	2-light green wing bars adjacent to operating surface.
4	Type of visual approach slope indicator system	Abbreviated PAPI display on left-hand side of RWY, set to 3 degrees	Abbreviated PAPI display on left-hand side of RWY, set to 3 degrees
5	Length of RWY touchdown zone indicator lights	Not available	Not available
6	Length spacing color and intensity of RWY centerline lights	Not available	Not available
7	Length spacing color and intensity of RWY edge lights	Single white low-intensity Omni-directional lights every 330FT (100M) on both sides.	Single white low-intensity Omni-directional lights every 330FT (100M) on both sides.
8	Color of RWY end lights and wingbars	2-light wing bars adjacent to operating surfaces	2-light wing bars adjacent to operating surfaces
9	Length and color of stopway lights	Not available	Not available
10	Remarks	Nil	Nil

ORMM AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	Aerodrome Beacon	Not available
2	Location and lighting of anemometer and LDG direction indicator	Not available
3	TWY edge and centerline lighting	Nil TWY centerline lighting Blue edge-lights at fast turn-offs (TWY B and C) only. Other TWYs marked by retro-reflectors.
4	Secondary power supply including switch-over time	Secondary power to all airfield lighting, switch-over time:1 minute
5	Remarks	No obstruction lights No serviceable RWY holding point lights Main Apron floodlight available No signal lamps in Tower Aerodrome signs not lit

ORMM AD 2.16 HELICOPTER LANDING AREA

1	Coordinates of touchdown and lift-off point (TLOF) threshold of final approach and take-off (FATO)	To be determined
2	TLOF and/or FATO area elevation	To be determined
3	TLOF and FATO area dimensions, surface, strength, marking	To be determined
4	True and MAG BRG of FATO	To be determined
5	Declared distance available	To be determined
6	Approach and FATO lighting	To be determined
7	Remarks	Nil

ORMM AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Airspace designation and lateral limits	Detailed ENR 1.4
2	Vertical limits	
3	Airspace classification	
4	Callsign and Languages	Basrah …(*Tower or Approach)* Ali *(Control*). English
5	Transition altitude	14 000 FT
6	Remarks	Aircraft inbound LDG Basrah from Kuwait FIR are to call Basrah approach 119.4MHz or 233.225MHz by TASMI

ORMM AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service designation	Callsign	FREQ	Hours of operation	Remarks
APP	Basrah Approach	119.4 MHz 233.225 MHz	H24	Primary Secondary
TWR	Basrah Tower	118.7 MHz 241.175 MHz	H24	Primary Secondary
GND	Basrah Ground	121.7MHz 303.275MHz	H24	Primary Secondary
INFORMATION	Basrah Information	125.9 MHz 241.175 MHz	H24	Primary Secondary
FINAL	Basrah Final	123.1 MHz 233.225 MHz	H24	Primary Secondary
Remarks	All Basrah ATS provided by military controllers operating IAW UK Mil AIP however, QNH will be used throughout.			

ORMM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid	Ident	Freq	Hours of operation	Position of antenna	Elevation of DME	Remarks
TACAN 3º	BAR	CH 20X 108.3	H24	N30°32’55.8” E047°39’35.4”		RWY 14/32
SRA	Basrah Final		H24	N/A		RWY 14/32
VOR DME	BSR	112.3 CH 70X	H24	N30 31.54 E 047 41.20		RWY 14/32

ORMM AD 2.20 LOCAL TRAFFIC REGULATIONS

ORMM 2.20.1 For operational reasons ATC may require approach to RWY 14 for LDG RWY 32.

ORMM 2.20.2 VFR approaches available on request, irregular, randomized approach points are encouraged. At night below 15000FT AMSL, all internal and external lights to be switched off, if possible, until short finals. Civilian operators are to avoid making a 40min/Time Of Departure call unless requesting a revised slot time. SIDs are available, however aircraft are encouraged to make non-standard VFR departures onto random initial departures tracks. Unless on a SID, aircraft MUST depart VFR. IFR available when above safety altitude of 1500FT AMSL.

ORMM 2.20.3 Circuit Heights:

Light Aircraft circuit height – 1,000FT
Normal circuit height – 1,500FT

ORMM AD 2.21 NOISE ABATEMENT PROCEDURES

ORMM 2.21.1 Departures

To be determined

ORMM 2.21.2 Arrivals

To be determined

ORMM AD 2.22 FLIGHT PROCEDURES

ORMM 2.22.1 Traffic Information. Contrary to ICAO procedures, aircraft types will not be transmitted by Basrah ATC when passing traffic information.

ORMM 2.22.2 Spiral climbs and descents not permitted.

ORMM AD 2.23 ADDITIONAL INFORMATION

ORMM 2.23.1 Radiosonde balloons released for met observation purposes at four hour intervals through out the day. There are no set times, however Basrah Tower will broadcast a traffic warning prior to release. Balloons ascend to 30,000 ft AMSL

ORMM AD 2.24 CHARTS RELATED TO AN AERODROME

Approach, Aerodrome and Taxi Charts for Basrah are under construction. Refer to AIDU website or via the address below for latest information.
http://www.aidu.mod.uk

No 1 AIDU (RAF)
RAF Northolt
West End Road
Ruislip
Middlesex HA4 6NG
UK

ICAO Charts for Basrah International Airport		
1	Aerodrome Chart – ICAO	
2	Aircraft Parking/Docking Chart – ICAO	
3	Aerodrome Ground Movement Chart – ICAO	
4	Precision Approach Terrain Chart – ICAO	
5	Aerodrome Obstacle Chart – ICAO Type A	
6	Area Chart – ICAO (arrival and transit routes)	
7	Standard Departure Chart – Instrument – ICAO	
8	Area Chart – ICAO (arrival and transit routes)	
9	Standard Arrival Chart – Instrument - ICAO	
10	Instrument Approach Chart – ICAO	
11	Visual Approach Chart	Not produced
12	Bird concentration in the vicinity of the aerodrome	

Temporarily Suspended

ORER AD 2.1 AERODROME LOCATION INDICATOR AND NAME

ORER – Erbil International Airport (EIA)

ORER AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

The facilities and procedures listed in ORER's entry do not necessarily comply with, or adhere to, the requirements of ICAO Annex 3, 9, 11, 14, 15, 17 and 18.

1	Aerodrome Reference Point coordinates and site	N36°14’ 15.6” E043°57’ 47.4”
2	Direction and distance from city	318°MAG, 3.7 NM
3	Elevation and Reference Temperature	1306 FT AMSL
4	Aerodrome Administration Address Telephone E-mail AFS Address	Kurdistan Regional Government (KRG) Erbil International Airport B.O. Box No 8 Ph: 0032484459767 or 008821667700111 airporterbil@yahoo.com Erbil International Airport Airport Manager (APM): Point of Contact (POC) for all administrative, operational, PPR and emergency requests and communications. Email airporterbil@yahoo.com Mobile: + 964-750-402-6479 Phone: + 964-66-252-1005 Fax: + 964-66-253-2388
5	Magnetic variation	004.4°E
6	Types of traffic permitted	VFR/IFR
7	Transition altitude and level	TA 14 000 FT AMSL, TL FL150
8	Remarks	All landing and parking charges will be IAW published rates at GEN 4.1 and GEN 4.2. Charges MUST be paid, in full, IN CASH ($US) prior to departure.

ORER AD 2.3 OPERATIONAL HOURS

1	Aerodrome Administration	HJ (Sunrise–Sunset) Except Fridays.
2	Customs and Immigration	H24
3	Health and Sanitation	HJ, Health Centre, Passenger Terminal Mobile: 964-750-446-9942
4	AIS Briefing Office	Nil
5	ATS Reporting Office	Nil
6	Met Office	Nil
7	Air Traffic Services	H24 Air Traffic Control Tower
8	Fueling	H24, with prior approval, for airlines, operating to/from ORER, under ground handling contract agreements with an approved ground handler located at ORER. Fueling services are available upon prior arrangement with the ground handler.
9	Handling	H24 with prior approval – contact APM (AD2.2 Sect 4) H24, with prior approval, for airlines, operating to/from ORER, under ground handling contract agreements with an approved ground handler located at EIA. Limitations at aprons can result in relocation movements between passenger and cargo apron. Limited access for night stops. Request and approval according to PPR from airport APM IAW AD 2.2. Sect 4.
10	Security	H24
11	De-icing	HJ, H24 with prior approval: De-icing available
12	Remarks	Civil aircraft, not requiring compliance with ICAO Annexes 14, 15 or 17, may be authorized to operate 24 hours a day. **Prior Permission Required (PPRs)** Erbil ORER, is a PPR only airfield. PPRs are required for military and civil aircraft operating at this airfield. Civil operators must contact the airfield management for a PPR before submitting a landing request to the RAMCC. PPRs are valid +/- 30 MIN from ETA. Permission to operate in the Baghdad FIR is coordinated through Regional Air Movements Coordination Center (RAMCC). Refer GEN 1.2 for current procedures, requirements and contact information.

ORER AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	H24 with prior approval – contact APM (AD2.2 Sect 4) H24, with prior approval, for airlines, operating to/from EIA, under ground handling contract agreements with an approved ground handler located at EIA
2	Fuel and oil types	Jet A1 and AVGAS 100LL H24 with prior approval – contact APM (AD2.2 Sect 4) H24, with prior approval, for airlines, operating to/from EIA, under ground handling contract agreements with an approved ground handler located at EIA. Fueling services are available upon arrangement with the ground handler.
3	Fueling facilities and capacity	H24 with prior approval – contact APM (AD2.2 Sect 4) H24, with prior approval, for airlines, operating to/from EIA, under ground handling contract agreements with an approved ground handler located at EIA. Fueling services are available upon arrangement with the ground handler.
4	De-icing facilities	HJ, H24 with prior approval: De-icing available
5	Hanger space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Air Carrier arrangements
7	Remarks	Nil

ORER AD 2.5 PASSENGER FACILITIES

1	Hotels at/near aerodrome	Hotels less than 15 minutes from airport, at Erbil International Hotel, Chwarchra Hotel, Hawraman Hotel.
2	Restaurants	Two restaurants are available: one is located at the first Security gate, which permits only confirmed and ticketed passengers to enter the airport area. The second restaurant is located within 50 meters of the passenger terminal. A separate snack bar is open and available in the Terminal building during the daily flight operations.
3	Transportation	EIA has two separate Security Gates. Taxis available at the Second Security gate, just prior to entry to the Airport property. Entry to the airport area is restricted to confirmed and ticketed passengers, using shuttle buses from the entry gate to/from the Terminal. Non-passengers must wait in a holding area/restaurant area outside the gate, at the second airport security gate.
4	Medical facilities	Medical Center available
5	Bank and Post Office	H24 Kurdistan Bank Emerald Bank-open daily, during flight operations. Post Office-Nil
6	Tourist Office	Tourism Office is available in the Arrivals Terminal.
7	Remarks	EIA is in the process of rapid expansion, to include construction of new runways, cargo buildings, offices, future separation of Arrival and Departure Passenger processing areas, a new Terminal Building (after clearing Security procedures), and an Airport Information and Tourism desk inside the Terminal, for arriving passenger information concerning EIA, the city of Erbil and Kurdistan in general. As these items are completed and available the AIP will be updated accordingly to provide notification of the increased level of service and the availability of these services to the airlines and traveling public.

ORER AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	Aerodrome category for fire fighting	RFF Cat 7
2	Rescue Equipment	Limited facilities
3	Capability for removal of disabled aircraft	When an aircraft is disabled on a RWY, it is the duty of owner or user of such aircraft to have it removed as soon as possible. If a disabled aircraft is not removed from the RWY by the owner or user, as quickly as possible, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.
4	Remarks	Nil

ORER AD 2.7 SEASONAL AVAILABILITY

1	Type(s) of clearing equipment	TBD
2	Clearance priorities	TBD
3	Remarks	Nil

ORER AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Surface and strength of aprons	Cargo Apron: Courete, PCN 81. Passenger Apron: Asphalt, PCN 65. Both aprons have capacity for four medium sized aircraft.
2	Width, surface and strength of TWYs	No main TWY available, aircraft required to back track on RWY. Four exit TWYs available. T1: Width 21M, Asphalt PCN TBD T2: Width 21M, Asphalt PCN TBD T3: Width 23M, Concrete PCN 76 T4: Width 23M, Asphalt PCN TBD
3	Location and elevation of altimeter checkpoints	TBA
4	VOR and INS checkpoints	TBA
5	INS Checkpoints	TBA
6	Remarks	Nil

ORER AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	TWY guide lines are available. Parking guidance system to aircraft stands by Tower Instructions and marshalling services.
2	RWY and TWY markings and lights	RWY markings threshold, centerline, touchdown RWY lighting approach, threshold, centerline and edge. TWYs marked to ICAO standard.
3	Stop bars	Nil.
4	Remarks	Nil

ORER AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	TBA
2	RWY and TWY markings and lights	TBA
3	Stop bars	TBA
4	Remarks	Nil

ORER AD 2.10 AERODROME OBSTACLES

1	RWY14	ORER Obstacle Chart provided.
2	RWY32	ORER Obstacle Chart provided.

ORER AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

1	**RWY**	**15**	**33**
2	**BRG True and Mag**	152.0°T, 148.0° M	332.0°T, 328.0° M
3	**RWY Dimensions**	9195 x 98FT (2800M x 30M)	9195 x 98FT (2800M x 30M)
4	**PCN**	65/F/A/W/T	65/F/A/W/T
5	**THR Coordinates**	N36°14'55.54" E043°57'20.53"	N36°13'35.53" E043°58'13.78"
6	**THR Elevation**	395.8 M – 1299 F	398 M – 1306 F
7	**Slope of RWY**	0.085%	0.085%
8	**Remarks**		ORER is in the process of rapid expansion. All pilots should be aware that a **new runway is under construction**, with direction 360-180. Pilots should ensure that they are oriented on the correct RWY when operating into ORER.

ORER AD 2.13 DECLARED DISTANCES

1	**RWY**	**15**	**33**
2	**TORA**	2800	2800
3	**TODA**	2800	2800
4	**ASDA**	2800	2800
5	**LDA**	2800	2800
6	**Remarks**	Nil	Nil

ORER AD 2.14 APPROACH AND RUNWAY LIGHTING

1	**RWY**	**15**	**33**
2	Type, length and intensity of approach lighting	CAT II, 900 M, 200W	CAT I, 420 M, 200W
3	Threshold lights, colors and wing bars	GREEN-200W- Wing Bars 2 M	GREEN-200W- Wing Bars 2 M
4	Type of visual approach slope indicator system	PAPI 3°	PAPI 3°
5	Length of RWY touchdown zone indicator lights	900 M	NIL
6	Length spacing color and intensity of RWY centerline lights	15 M – WHITE	15 M – WHITE
7	Length spacing color and intensity of RWY edge lights	60 M, WHITE, 150W	60 M, WHITE, 150W
8	Color of RWY end lights and wingbars	RED Wing Bars 4M	RED Wing Bars 4M
9	Length and color of stopway lights	TBA	TBA
10	Remarks	TBA	TBA

ORER AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	Aerodrome Beacon	Yes
2	Location and lighting of anemometer and LDG direction indicator	IWI
3	TWY edge and centerline lighting	Edge lights – BLUE TWY Centerline Lighting – Not available
4	Secondary power supply including switch-over time	UPS, Generators – SOT 8 Seconds
5	Remarks	Nil

ORER AD 2.16 HELICOPTER LANDING AREA

1	Coordinates of touchdown and lift-off point (TLOF) threshold of final approach and take-off (FATO)	Nil
2	TLOF and/or FATO area elevation	Nil
3	TLOF and FATO area dimensions, surface, strength, marking	Nil
4	True and MAG BRG of FATO	Nil
5	Declared distance available	Nil
6	Approach and FATO lighting	Nil
7	Remarks	No helicopter landing area. Rwy 15/33 to be used, hover/taxi according to ATC instructions.

ORER AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Airspace designation and lateral limits	Class D 13 nm radius
2	Vertical limits	SFC - 4,000FT AMSL
3	Airspace classification	Class D
4	Callsign and Languages	English
5	Transition altitude	14 000 FT
6	Remarks	

ORER AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service designation	Callsign	FREQ	Hours of operation	Remarks
ACC	Kirkuk Center	125.30 MHz (P) 237.325 MHz (S)	H24	
ERBIL TWR	Erbil Tower	128.8 MHz (P) 127.1 MHz (S)	H24	
REMARKS	Kirkuk Center will provide an enroute service to the base of Class D airspace, (4,000FT AMSL).			

ORER AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid	Ident	FREQ	Hours of operation	Position of antenna	Elevation of DME	Remarks
DVOR	RER	116,3 MHz	24H	N361435.315 E435758.894	1330 FT	
LLZ	IRER	109,3 MHz	24H	N361327.180 E435819.272	1115 FT	
GP		332,0 MHz	24H	N361444.675 E435720.880	1347 FT	Range 15 NM
DME	IRER	CH 30X	24H	N361444.087 E435720.447	1317 FT	
NDB	RER	480 KHz	24H	N361526.015 E435701.616	1327 FT	
OM		75 MHz	24H	N361839.323 E435450.382	1180 FT	
MM		75 MHz	24H	N361526.015 E435701.616	1327 FT	

Notes: DME collocated with GP.
NDB and MM co-located.

ORER AD 2.20 LOCAL TRAFFIC REGULATIONS

ORER 2.20.1 Local Traffic Regulations may be requested, in writing, from the Erbil International Airport Authority at the address detailed in ORER AD 2.2.

ORER 2.20.2 D

ORER 2.20.3 Follow guidance from tower advisory service and/or :"follow me" truck.

ORER 2.20.4 Marshaller assistance may be requested and further information can be obtained from Erbil Advisory.

ORER 2.20.5 All aircraft use caution during approach and departure phases of flight due military flight activity, including small UAVs.

ORER 2.20.6 Aircraft must contact Erbil Tower prior to departure, or prior to entering Erbil Class D airspace.

ORER 2.20.7 Fixed wing aircraft using the spiraling approach/departure procedure shall request traffic information on possible UAV and military activity from Erbil Advisory.

ORER 2.20.8 Rotary wing aircraft shall avoid prolonged hover on areas between TWY's and RWYs.

ORER 2.20.9 All aircraft will use full intensity strobe lights if so equipped.

ORER 2.20.10 All aircraft will use normal night light configuration. Blacked out operations are not permitted within the Erbil CTR.

ORER AD 2.21 NOISE ABATEMENT PROCEDURES

ORER 2.21.1 Aircraft are to avoid over flying the airport buildings, construction sites, other aircraft, or fuel point/trucks below 1000 ft AGL whenever possible.

ORER AD 2.22 FLIGHT PROCEDURES

Nil.

ORER AD 2.23 ADDITIONAL INFORMATION

Nil

ORER AD 2.24 CHARTS RELATED TO AN AERODROME

ICAO Charts for Erbil Charts are under development for Erbil.		
1	Aerodrome Chart – ICAO	Not produced
2	Aircraft Parking/Docking Chart – ICAO	Not produced
3	Aerodrome Ground Movement Chart – ICAO	Not produced
4	Precision Approach Terrain Chart – ICAO	Not produced
5	Aerodrome Obstacle Chart – ICAO Type A	Charts Available
6	Area Chart – ICAO (arrival and transit routes)	Not produced
7	Standard Departure Chart – Instrument – ICAO	Not produced
8	Area Chart – ICAO (arrival and transit routes)	Not produced
9	Standard Arrival Chart – Instrument - ICAO	Not produced
10	Instrument Approach Chart – ICAO	Charts Available
11	Visual Approach Chart	Not produced
12	Bird concentration in the vicinity of the aerodrome	Not produced

ORJA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

ORJA – Jalibah Southeast Airport

ORJA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	Aerodrome Reference Point coordinates and site	N30°32’42.00” E046°36’12.00” The geographic center of the airfield
2	Elevation and Reference Temperature	105FT (32M) and 43.1°C

ORJA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

1	**RWY**	**12L/30R**	**12R/30L**	**12C/30C**
2	**BRG True and Mag**	TBD	TBD	TBD
3	**RWY Dimensions**	11309 x 98FT (1065M x 32M)	11340 x 98FT (2609M x 29M)	9990 x 148FT (2609M x 29M)
4	**PCN**	TBD	TBD	TBD
5	**THR Coordinates**	TBD	TBD	TBD
6	**THR Elevation**	TBD	TBD	TBD

ORKK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

ORKK – Kirkuk Airport

ORKK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	Aerodrome Reference Point coordinates and site	N35°28'10.12" E044°20'56.16" The geographic center of the airfield
2	Direction and distance from city	Bearing 277° at 2NM
3	Elevation and Reference Temperature	1061FT (323.4 M) and 43.1°C
4	Geoid undulation	Not determined
5	Magnetic variation/Annual change	4°E as of Jan 2004, annual change E000º01'22.16"
6	Aerodrome Administration Address Telephone E-mail Address	Iraq Civil Aviation Authority Baghdad International Airport Baghdad Airfield Management DSN 318 444 2456/2457 506eoss.amops@krab.centaf.af.mil
7	Types of traffic permitted	IFR, VFR and SVFR (civil and RW only)
8	Transition altitude and level	TA 14 000 FT AMSL, TL FL150
9	Remarks	Abandoned airfield (K-1) at KRK R307/004 (N35 45.44 E044 17 03.97) located in close proximity to ORKK. All administrative matters are to be referred to the airport director. LDG, parking and fuel charges will be IAW published rates at GEN 4.1 and GEN 4.2. Charges MUST be paid in full in cash ($US) prior to departure.

ORKK AD 2.3 OPERATIONAL HOURS

1	Aerodrome Administration	H24
2	Customs and Immigration	Nil
3	Health and Sanitation	Nil
4	AIS Briefing Office	H24
5	ATS Reporting Office	H24
6	Met Office	DSN 318 444 2460
7	Air Traffic Services	H24
8	Fueling	H24
9	Handling	H24
10	Security	H24
11	De-icing	Nil
12	Remarks	

ORKK 2.3.1 Aircraft must have Prior Permission Required (PPR) for Kirkuk except for military rotary wing aircraft landing at the FARP. Civil operators must receive a PPR before submitting a landing request to the RAMCC. Permission to operate in the Baghdad FIR is coordinated through Regional Air Movements Coordination Center (RAMCC). Refer GEN 1.2 for current procedures, requirements and contact information.

ORKK 2.3.2 Approval is required from MNC-I for all Humanitarian Aid flights, except for military, ICRC and UN sponsored flights

ORKK AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Military coordinated through Kirkuk Command Post. Capability for main deck wide-body freighter. No storage for freight or passengers Civil acft must pre-arrange with MOT and coord with ground personnel upon arrival.
2	Fuel and oil types	JP8
3	Fueling facilities and capacity	Limited. Plan flight without fuel from ORKK Use of position lights are mandatory for all helicopters using the North ramp FARP from sunrise to sunset.
4	De-icing facilities	Nil
5	Hanger space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Limited capacity for passenger operations. Handling services during daylight hours only or by arrangement with MOT and ICAA Military aircraft contact command post 'Stone Krab' on 128.1MHz, 245.6MHz 10 minutes prior to ETA Civil aircraft - Phone DSN 318 444 2456, 318 444 0085. No catering, potable water or toilet conditioning available. Aircraft operators should expect to provide towing arm.

ORKK AD 2.5 PASSENGER FACILITIES

1	Hotels at/near aerodrome	Military billeting AVBL on limited basis.
2	Restaurants	AVBL
3	Transportation	AVBL
4	Medical facilities	AVBL
5	Bank and Post Office	Postal Services AVBL
6	Tourist Office	Nil
7	Remarks	Nil

ORKK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	Aerodrome category for fire fighting	Airport Category 7
2	Rescue Equipment	T-3000 X 2 P-19 X 3 P-18 X 1
3	Capability for removal of disabled aircraft	Limited assistance using military assets
4	Remarks	Nil

ORKK 2.6.1 Removal of disabled aircraft from RWY. When an aircraft is disabled on a RWY, it is the duty of owner or user of such aircraft to have it removed as soon as possible. If a disabled aircraft is not removed from the RWY, by the owner or user, as quickly as possible, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

ORKK AD 2.7 SEASONAL AVAILABILITY

1	Type(s) of clearing equipment	Nil
2	Clearance priorities	Nil
3	Remarks	Nil

ORKK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Surface and strength of aprons	All parking aprons are rated PCI "GOOD", however a potential FOD hazard exists for all due to weathered joint seals. All heavy acft (C5 and heavier) are restricted to LDG and parking on RWY 13/31
2	Width, surface and strength of TWYs	All TWYs are asphalt. Widths are as follows: TWY A – 65FT TWY B – 60FT; 50FT wide between RWY 13/31 and RWY 14/32 TWY C – 50FT TWY D – 50FT TWY E – 50FT TWY F – 50FT immediately west of RWY 14/32; increasing to 66FT intersecting RWY 13/31 TWY G – 50FT TWY H – 50FT TWY J – 50FT TWY K – 50FT TWY L – 50FT TWY M – 50FT (mil use only) TWY N – 50FT (mil use only) TWY O – 50FT (mil use only) TWY P – 50FT (mil use only) TWY Q – 50FT (mil use only) TWY R – 50FT (mil use only) TWY S – 50FT (mil use only) TWY T – 50FT (mil use only) TWY U – 50FT (mil use only) TWY V – 50FT (mil use only) TWY Z – 50FT
3	Location and elevation of altimeter checkpoints	Not available at this time.
4	VOR and INS checkpoints	Not available
5	Remarks	Acft must coordinate parking with tower/Command post/airfield management Aerobridges not AVBL. A TWY north of Control Tower limited to aircraft with 135FT wingspan or less due obstructions. Follow me van will be provided. Note: *All aircraft are to be directed by a marshaller to parking.*

ORKK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	See ORKK AD 2-24 charts
2	RWY and TWY markings and lights	No approach lights. Emergency Airfield Lighting System (EALS) in use operating at reduced intensity, non-standard lighting.
3	Stop bars	Stop bars where appropriate (VFR hold lines)
4	Remarks	Use caution when taxiing from RWY 13 to TWY ALPHA. Raised threshold lights on approach end RWY 32 approximately 33 FT from RWY 13/31 extended centerline.

ORKK AD 2.10 AERODROME OBSTACLES

1	RWY 13	ORKK Obstacle Chart not published
2	RWY 14	ORKK Obstacle Chart not published
3	RWY 31	ORKK Obstacle Chart not published
4	RWY 32	ORKK Obstacle Chart not published
5	**Remarks:** All obstructions are unlit. The following additional obstructions have been identified:	
CTWR	Control Tower	N35º28’02.89” E44º21’27.96” 1147.1FT/349.64M
WT1	Water Tower	N35º27’10.47” E44º22’18.02” 1175.7FT/358.36M

ORKK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

ORKK 2.11.1 Weather warnings, watches and advisories, Pilot to Metro Service, observations and Terminal Area Forecasts and other services are available. For more information contact the Met Office on DSN (318) 444 2690.

ORKK 2.11.2 Limited weather information, using the location designator of KQTX vice the ICAO airfield designator, is available from the following websites:

Open access website: http://adds.aviationweather.noaa.gov/ or http://www.baseops.net/metro.html
Military only websites: https://afwin.afwa.af.mil/ or https://28ows.shaw.af.mil/

ORKK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

1	**RWY**	**13**	**14**	**31**	**32**
2	**BRG True and Mag**	133.26°T, 129.26°M	145.31°T, 141.31°M	313.27°T, 309.27°M	325.32°T, 321.32°M
3	**RWY Dimensions**	9809FT x 148FT (2990M x 45M)	8535FT x 160FT (2601M x 49M)	9809FT x 148FT (2990M x 45M)	8535FT x 160FT (2601M x 49M)
4	**PCN**	46/R/B/W/T	79/F/B/W/T	46/R/B/W/T	79/R/B/W/T
5	**THR Coordinates**	N35°28’44.12” E044°20’04.07”	N35°28’43.97” E044°20’37.03”	N35°27’37.63” E044°21’30.43”	N35°27’34.55” E044°21’35.75”
6	**THR Elevation**	1033 FT	1050FT	1059FT	1061FT
7	**Slope of RWY/SWY**	Unknown	Unknown	Unknown	Unknown
8	**SWY Dimensions**	Unknown	Unknown	Unknown	Unknown
9	**CWY Dimensions**	Not calculated	Not calculated	Not calculated	Not calculated
10	**Strip Dimensions**	Not calculated	Not calculated	Not calculated	Not calculated
11	**Obstacle free zone**	Not calculated	Not calculated	Not calculated	Not calculated
12	**Remarks**	Mobile arresting gear 1910ft fm approach end	Nil	Mobile arresting gear 2036ft fm approach end	Nil
		For MAAS cable removal please contact Kirkuk Tower NLT 45 minutes prior to arrival on FREQ 125.55MHz. or 327.8MHz. Potential FOD hazard exists. Unless in EMERGENCY situations, fighter aircraft should not use reverse thrust. Men and Equipment located 200FT from the edge of RWY 13/31			

ORKK AD 2.13 DECLARED DISTANCES

1	**RWY**	**13**	**14**	**31**	**32**
2	**TORA**	9809FT (2990M)	8535FT (2601M)	9809FT (2990M)	8535FT (2601M)
3	**TODA**	9809FT (2990M)	8535FT (2601M)	9809FT (2990M)	8535FT (2601M)
4	**ASDA**	9809FT (2990M)	8535FT (2601M)	9809FT (2990M)	8535FT (2601M)
5	**LDA**	9809FT (2990M)	8535FT (2601M)	9809FT (2990M)	8535FT (2601M)
6	**Remarks**	Nil	Nil	Nil	Nil

ORKK AD 2.14 APPROACH AND RUNWAY LIGHTING

1	**RWY**	**13**	**14**	**31**	**32**
2	Type, length and intensity of approach lighting	SFL	SFL	NONE	SFL
3	Threshold lights, colors and wing bars	EALS raised	EALS raised	EALS raised	EALS raised
4	Type of visual approach slope indicator system	PAPI	PAPI	PAPI	PAPI
5	Length of RWY touchdown zone indicator lights	NONE	NONE	NONE	NONE
6	Length spacing color and intensity of RWY centerline lights	NONE	NONE	NONE	NONE
7	Length spacing color and intensity of RWY edge lights	200FT	200FT	200FT	200FT
8	Color of RWY end lights and wingbars	NONE	NONE	NONE	NONE
9	Length and color of stopway lights	NONE	NONE	NONE	NONE
10	Remarks	PAPI only available when emergency airfield lighting system is turned on. Airfield blackout operations in effect daily from sunset to sunrise. All airfield lighting is EALS			

ORKK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	Aerodrome Beacon	Nil
2	Location and lighting of anemometer and LDG direction indicator	Not fitted
3	TWY edge and centerline lighting	EALS/solar powered lights installed.
4	Secondary power supply including switch-over time	No secondary power supply for solar TWY lights. Lights are replaced as needed.
5	Remarks	Nil

ORKK AD 2.16 HELICOPTER LANDING AREA

1	Coordinates of touchdown and lift-off point (TLOF) threshold of final approach and take-off (FATO)	To be determined
2	TLOF and/or FATO area elevation	To be determined
3	TLOF and FATO area dimensions, surface, strength, marking	To be determined
4	True and MAG BRG of FATO	To be determined
5	Declared distance available	To be determined
6	Approach and FATO lighting	To be determined
7	Remarks	Nil

ORKK AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Airspace designation and lateral limits	Detailed in ENR 1.4
2	Vertical limits	
3	Airspace classification	
4	Callsign and Languages	Kirkuk …(*Tower, Approach*), Kirkuk *(Center)*. – English
5	Transition altitude	14 000 FT
6	Remarks	ATS provided by military controllers operating IAW USAF/FAA Standards. All aircraft (fixed wind and rotary) approaching Kirkuk should contact ATC as soon as possible for airfield update and threat status.

ORKK AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service designation	Callsign	FREQ	Hours of operation	Remarks
ACC	Kirkuk Control	125.30MHz 237.325MHz 125.050MHz 264.200MHz	H24	Primary Secondary
APP	Kirkuk Approach	129.750 MHz 264.2 MHz	H24	Primary Secondary
TWR	Kirkuk Tower	125.550 MHz 327.800 MHz	H24	Primary Secondary
GROUND	Kirkuk Ground	127.375 MHz 256.45 MHz	H24	Primary Secondary
ATIS	N/A	N/A	H24	Nil

ORKK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid	Ident	FREQ	Hours of operation	Position of antenna	Elevation of DME	Remarks
TACAN 4E	KRK	CH86X	H24	N35º28'16.42" E044º20'52.45"	1049 FT	Military Use Only. PMI WED 0400Z-0600Z
PAR 3º	N/A	As directed by APP	H24 (subject to staffing)	N35º28'10.12" E044º20'56.98"	N/A	RWY 13. Military Use Only. PMI SAT – TUE & THU 0400Z – 0600Z WED 0600Z FRI 0400Z – 0800Z
ASR 4E	N/A	As directed by APP	H24 (subject to staffing)	N35º28'11.69" E044º20'58.03"	N/A	PMI SAT – TUE & THU 1900Z – 2059Z
Remarks	Approach, Departure and Aerodrome information available from: https://164.214.2.62/products/digitalaero/index.cfm#flip Then under Terminal Instrument Procedure select Europe/North Africa/Middle East, then select Kirkuk and add ORKK					

ORKK AD 2.20 LOCAL TRAFFIC REGULATIONS

ORKK 2.20.1 Local Traffic Regulations may be requested, in writing, from the Iraq Civil Aviation Authority at the address detailed in GEN 0.1.

ORKK 2.20.2 Marshaller assistance may be requested and further information can be obtained from the TWR or SMC. When a local regulation is of importance for the safe operation of aircraft on the apron, the information shall be given to each aircraft by the TWR or SMC or broadcast on the ATIS.

ORKK 2.20.3 Rotary wing aircraft repositioning from the FARP to AMC or DV ramp must coordinate with ATS on 125.55 MHz or 327.8 MHz before departing the FARP.

ORKK 2.20.4 No instrument approaches and departures for civil aircraft.

ORKK AD 2.21 NOISE ABATEMENT PROCEDURES

ORKK 2.21.1 Departures Do not over fly the AMC ramp. South ramp, North ramp, FARP, RAPCON, TACAN, or tent city below 1000 ft AGL.

ORKK 2.21.2 Arrivals Do not over fly the AMC ramp. Hawg (A-10) ramp, Apache ramp, fuel bladder, RAPCON, TACAN, or tent city below 1000 ft AGL.

ORKK AD 2.22 FLIGHT PROCEDURES

ORKK 2.22.1.General

ORKK 2.22.1.1 Civil aircraft must notify ATC if unable to operate VFR when below 12000FT using the phrase "UNABLE VFR". The use of VFR does not negate the requirement for aircraft to carry IFR fuel reserves.

ORKK 2.22.1.2 In airspace where VFR operations are approved, flights should be carried out in accordance with VFR as specified in ENR 1.2 and ICAO Annexes 2 and 11. Compliance with these procedures does not relieve pilots of their responsibility to see and avoid other aircraft, or to maintain safe terrain/obstacle clearance at all times when operating VFR.

ORKK 2.22.2 Procedures within Kirkuk TMA

The inbound, transit and out bound routes on the charts may be varied at the direction of ATS. If necessary, in case of congestion, inbound aircraft may also be instructed to hold at one of the designated airways, reporting points.

ORKK 2.22.3 Radar procedures within Kirkuk TMA

ORKK 2.22.3.1 Radar vectoring and sequencing. Normally, aircraft will be vectored and sequenced from SOGUM and KATOT reporting points to the appropriate final approach track (RNAV(GPS), TACAN), so as to ensure an expeditious flow of traffic. Radar vectors and flight levels/altitudes will be provided for spacing and separating the aircraft so that correct LDG intervals are maintained, taking into account aircraft characteristics. Radar vectoring charts are not published since the instrument approach procedures exists at all times until the point where the pilot will resume navigation on final approach or in the circuit.

Temporarily Suspended

ORKK 2.22.3.2 Primary radar approaches. Primary radar approaches will be carried out for RWYs 13 and 31 as step down commencing descent from 10 NM at an altitude of 900m. Primary radar final approaches will be terminated when aircraft established ILS or when aircraft established visual contact. Missed approach procedure to be followed in the absence of other ATS instructions are as detailed on the Instrument Approach Charts.

Temporarily Suspended

ORKK AD 2.23 ADDITIONAL INFORMATION

ORKK 2.23.1 All aircraft arriving and departing ORKK shall operate VFR unless IMC exists. Practice instrument approaches and departures not available.

ORKK AD 2.24 CHARTS RELATED TO AN AERODROME

ICAO Charts for Kirkuk Charts are under development for Kirkuk.		
1	Aerodrome Chart – ICAO	Not produced
2	Aircraft Parking/Docking Chart – ICAO	Not produced
3	Aerodrome Ground Movement Chart – ICAO	Not produced
4	Precision Approach Terrain Chart – ICAO	Not produced
5	Aerodrome Obstacle Chart – ICAO Type A	Not produced
6	Area Chart – ICAO (arrival and transit routes)	Not produced
7	Standard Departure Chart – Instrument – ICAO	Not produced
8	Area Chart – ICAO (arrival and transit routes)	Not produced
9	Standard Arrival Chart – Instrument - ICAO	Not produced
10	Instrument Approach Chart – ICAO	Not produced
11	Visual Approach Chart	Not produced
12	Bird concentration in the vicinity of the aerodrome	Not produced

ORBM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

ORBM – Mosul Airport

ORBM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	Aerodrome Reference Point coordinates and site	N36°18.35' E43°08.84''' The geographic center of the airfield
2	Direction and distance from city	Bearing 142° at 2NM
3	Elevation and Reference Temperature	709FT (216.1 M) and 43.1°C
4	Geoid undulation	Not determined
5	Magnetic variation/Annual change	4°E as at Sep 2003, annual change not determined
6	Aerodrome Administration Address Telephone Email	Iraq Civil Aviation Authority Baghdad International Airport Baghdad Airfield Management DSN 318-821-6093 david.kean@iraq.centcom.mil
7	Types of traffic permitted	VFR/Limited IFR capability
8	Transition altitude and level	TA 14 000 FT AMSL, TL FL150
9	Remarks	All administrative matters are to be referred to the airport director. LDG, parking and fuel charges will be IAW published rates at GEN 4.1 and GEN 4.2. Charges MUST be paid in full in cash ($US) prior to departure.

ORBM AD 2.3 OPERATIONAL HOURS

1	Aerodrome Administration	TBD
2	Customs and Immigration	HJ (H24 on request to ICAA)
3	Health and Sanitation	HJ (H24 on request to ICAA)
4	AIS Briefing Office	TBD
5	ATS Reporting Office	TBD
6	Met Office	TBD
7	Air Traffic Services	H24
8	Fueling	TBD
9	Handling	HJ (H24 on request to ICAA)
10	Security	H24
11	De-icing	Not available

ORBM AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Military coordinated through Mosul Command Post. Capability for main deck wide-body freighter. No storage for freight or passengers Civil acft must pre-arrange with MoT and coord with ground personnel upon arrival.
2	Fuel and oil types	Limited supply of JP8. Nil oil
3	Fueling facilities and capacity	TBD
4	De-icing facilities	Nil
5	Hanger space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	JP8 available for military and approved contractor aircraft only. Only emergency fuel available to fixed wing aircraft larger than C-23. All aircraft will be invoiced for fuel. Limited capacity for passenger operations. Limited facilities for non-military freight. Handling services during daylight hours only or by arrangement with MoT and ICAA. No catering, potable water or toilet conditioning available. Aircraft operators should expect to provide towing arm.

ORBM AD 2.5 PASSENGER FACILITIES

1	Hotels at/near aerodrome	Nil. Limited in the city
2	Restaurants	Nil
3	Transportation	Nil
4	Medical facilities	Nil
5	Bank and Post Office	Nil
6	Tourist Office	Nil
7	Remarks	Nil

ORBM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	Aerodrome category for fire fighting	TBD
2	Rescue Equipment	TBC
3	Capability for removal of disabled aircraft	Limited assistance using military assets. When an aircraft is disabled on a RWY, it is the duty of owner or user of such aircraft to have it removed as soon as possible. If a disabled aircraft is not removed from the RWY, by the owner or user, as quickly as possible, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.
4	Remarks	Nil

ORBM AD 2.7 SEASONAL AVAILABILITY

1	Type(s) of clearing equipment	Nil
2	Clearance priorities	Nil
3	Remarks	Nil

ORBM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Surface and strength of aprons	TBD
2	Width, surface and strength of TWYs	TBD
3	Location and elevation of altimeter checkpoints	TBD
4	VOR and INS checkpoints	Not available
5	Remarks	Parallel taxiway closed for fixed wing aircraft operations. Transient helicopter parking is on the north ramp near the RWY. Hover OPS not permitted on the north ramp, ground taxi only. Exercise caution for fixed wing aircraft. FOD hazard, no ground taxi via TWY Alpha between TWY Delta and TWY Echo. Acft must coordinate parking with tower/Command post/airfield management Aerobridges not AVBL. Note: *All aircraft are to be directed by a marshaller to parking.*

ORBM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	See ORBM AD 2-24 charts
2	RWY and TWY markings and lights	Mosul's markings and lights under reconstruction. Refer to NOTAMs at https://www.notams.jcs.mil.
3	Stop bars	Stop bars where appropriate
4	Remarks	Nil

ORBM AD 2.10 AERODROME OBSTACLES

1	RWY15	ORBM Obstacle Chart not published
2	RWY33	ORBM Obstacle Chart not published
3	**Remarks:** The following additional obstructions have been identified:	
COMTW	Control Tower	N36º18’33.87” E043º08’56.20” 769.8FT/234.63M
BLDG	Building	N36º17’05.37” E043º09’11.99” 800.8FT/244.08M
BLUET2	Tower	N36º17’38.91” E043º08’45.65” 841.3FT/256.43M
HNGR	Hanger	N36º18’59.11” E043º08’48.59” 760.4FT/231.77M
WT4	Water Tower	N36º18’59.71” E043º08’08.23” 832.9FT/253.86M
BLN	Tethered Balloon	N36º17’51.00” E043º07’51.00” 2,000FT/609.6 M

ORBM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

ORBM 2.11.1 METRO available on primary 131.050 MHz or alternate 124.150 MHz. Limited weather information, using the location designator of KQTU vice the ICAO airfield designator, is available from the following websites:

Open access website: http://adds.aviationweather.noaa.gov/ or http://www.baseops.net/metro.html
Military only websites: https://afwin.afwa.af.mil/ or https://28ows.shaw.af.mil/

ORBM AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

1	**RWY**	**15**	**33**
2	**BRG True and Mag**	157.59T 153.59M	337.60T 333.60M
3	**RWY Dimensions**	8695 x 148 (2650M x 45M)	8695 x 148 (2650M x 45M)
4	**PCN**	47/R/B/W/T	47/R/B/W/T
5	**THR Coordinates**	36°19’00.48”N 043°08’30.39”E	36°17’41.00”N 043°09’10.88”E
6	**THR Elevation**	709 FT	705FT
7	**Slope of RWY/SWY**	Unknown	Unknown
8	**SWY Dimensions**	292FT	260FT
9	**CWY Dimensions**	Not calculated	Not calculated
10	**Strip Dimensions**	Not calculated	Not calculated
11	**Obstacle free zone**	Not calculated	Not calculated
12	**Remarks**	RWY widens at end to 350 FT	RWY widens at end to 350 FT

ORBM AD 2.13 DECLARED DISTANCES

1	**RWY**	**15**	**33**
2	**TORA**	8695FT	8695FT
3	**TODA**	8695FT	8695FT
4	**ASDA**	8987FT	8955FT
5	**LDA**	8987FT	8955FT
6	**Remarks**	Nil	Nil

ORBM AD 2.14 APPROACH AND RUNWAY LIGHTING

ORBM 2.14.1 Advice on Mosul's approach and RWY lighting is available via NOTAM.

1	**RWY**	**15**	**33**
2	Type, length and intensity of approach lighting		
3	Threshold lights, colors and wing bars	Threshold lights installed 10FT prior to RWY surface.	Threshold lights installed 10FT prior to RWY surface.
4	Type of visual approach slope indicator system		
5	Length of RWY touchdown zone indicator lights		
6	Length spacing color and intensity of RWY centerline lights		
7	Length spacing color and intensity of RWY edge lights	Last 2000FT of RWY edge lighting is amber.	Last 2000FT of RWY edge lighting is amber.
8	Color of RWY end lights and wingbars		
9	Length and color of stopway lights		
10	Remarks	Airfield has solar RWY edge, threshold, RWY end and TWY lights, unable to change intensity. Airfield lighting not available sunrise to sunset. Daytime IFR operations not permitted due to lighting deficiencies.	

ORBM AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	Aerodrome Beacon	Nil
2	Location and lighting of anemometer and LDG direction indicator	Not fitted
3	TWY edge and centerline lighting	Mosul's lighting under reconstruction. Check NOTAM for latest information. https://www.notams.jcs.mil
4	Secondary power supply including switch-over time	TBD
5	Remarks	Nil

ORBM AD 2.16 HELICOPTER LANDING AREA

1	Coordinates of touchdown and lift-off point (TLOF) threshold of final approach and take-off (FATO)	To be determined
2	TLOF and/or FATO area elevation	To be determined
3	TLOF and FATO area dimensions, surface, strength, marking	To be determined
4	True and MAG BRG of FATO	To be determined
5	Declared distance available	To be determined
6	Approach and FATO lighting	To be determined
7	Remarks	Nil

ORBM AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Airspace designation and lateral limits	Detailed in ENR 1.4
2	Vertical limits	
3	Airspace classification	
4	Callsign and Languages	Mosul …(*Tower or Approach*)
5	Transition altitude	14 000 FT
6	Remarks	ATS provided by military controllers operating IAW US Army Standards.

ORBM AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service designation	Callsign	FREQ	Hours of operation	Remarks
APP	Mosul Approach	119.45 MHz 259.125 MHz	H24	
TWR	Mosul Tower	120.20MHz 250.025 MHz	H24	Primary Secondary
GROUND	Mosul Ground	132.825 MHz 260.125 MHz	H24	Primary Secondary
ATIS	N/A	127.25 MHz	H24	Nil

ORBM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid	Ident	FREQ	Hours of operation	Position of antenna	Elevation of DME	Remarks
PAR 3º	N/A	As directed by APP	Not AVBL		N/A	
Remarks	No radio navigation and LDG aids available.					

ORBM AD 2.20 LOCAL TRAFFIC REGULATIONS

ORBM 2.20.1 Local Traffic Regulations may be requested, in writing, from ICAA at the address detailed in GEN 0.1.

ORBM 2.20.2 Marshaller assistance may be requested and further information can be obtained from the TWR or SMC. When a local regulation is of importance for the safe operation of aircraft on the apron, the information shall be given to each aircraft by the TWR or SMC or broadcast on the ATIS.

ORBM 2.20.3 Caution uncontrolled vehicles/personnel operating in close proximity to the RWY.

ORBM 2.20.4 No instrument approaches or departures for civil aircraft.

ORBM AD 2.21 NOISE ABATEMENT PROCEDURES

ORBM 2.21.1 Departures

To be determined

ORBM 2.21.2 Arrivals

To be determined

ORBM AD 2.22 FLIGHT PROCEDURES

ORBM 2.22.1.General

ORBM 2.22.1.1 Civil aircraft must notify ATC if unable to operate VFR when below 12,000FT using the phrase "UNABLE VFR". The use of VFR does not negate the requirement for aircraft to carry IFR fuel reserves.

ORBM 2.22.1.2 In airspace where VFR operations are approved, flights should be carried out in accordance with VFR as specified in ENR 1.2 and ICAO Annexes 2 and 11 (particularly regarding visibility and clearance from cloud). Compliance with these procedures does not relieve pilots of their responsibility to see and avoid other aircraft, or to maintain safe terrain/obstacle clearance at all times when operating VFR.

ORBM 2.22.2 Procedures within Mosul TMA

ORBM 2.22.2.1 The inbound, transit and out bound routes on the charts may be varied at the direction of ATS. If necessary, in case of congestion, inbound aircraft may also be instructed to hold at one of the designated airways reporting points.

ORBM AD 2.23 ADDITIONAL INFORMATION

ORBM 2.23.1 All aircraft arriving and departing ORBM shall operate VFR unless IMC exists. Practice instrument approaches and departures not available.

ORBM AD 2.24 CHARTS RELATED TO AN AERODROME

ICAO Charts for Mosul International Airport		
Charts are under development for Mosul. See http://164.214.2.62/products/digitalaero/index.html for the latest charts.		
1	Aerodrome Chart - ICAO	Not produced
2	Aircraft Parking/Docking Chart – ICAO	Not produced
3	Aerodrome Ground Movement Chart – ICAO	Not produced
4	Precision Approach Terrain Chart – ICAO	Not produced
5	Aerodrome Obstacle Chart – ICAO Type A	Not produced
6	Area Chart – ICAO (arrival and transit routes)	Not produced
7	Standard Departure Chart – Instrument – ICAO	Not produced
8	Area Chart – ICAO (arrival and transit routes)	Not produced
9	Standard Arrival Chart – Instrument - ICAO	Not produced
10	Instrument Approach Chart – ICAO	Not produced
11	Visual Approach Chart	Not produced
12	Bird concentration in the vicinity of the aerodrome	Not produced

Temporarily Suspended

ORQT AD 2.1 AERODROME LOCATION INDICATOR AND NAME

ORQT – Qasr Tall Mihl Airport

ORQT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	Aerodrome Reference Point coordinates and site	N33°18’24.00” E044°14’30.00” The geographic center of the airfield
2	Elevation and Reference Temperature	114FT (34.7M) and 43.1°C

ORQW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

ORQW – Qayyarah West Airport

ORQW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	Aerodrome Reference Point coordinates and site	N35°46.03' E43°07.51' The geographic center of the airfield
2	Direction and distance from city	Not Applicable.
3	Elevation and Reference Temperature	749FT (228.3M) and 43.1°C
4	Geoid Undulation	Not determined
5	Magnetic variation/ Annual change	4° 19.1' E as of Nov 2006, annual change not determined
6	Aerodrome Administration Address E-mail Telephone	MND-N Combat Aviation Bde, Q-West Detachment Q-West Base Complex Iraq Airfield Management Office APO AE 09351 am.ops@iraq.centcom.mil MNC-I S-VOIP phone: 302-243-5158 / 5059
7	Types of traffic permitted	IFR/VFR
8	Transition altitude and level	TA 14 000 AMSL, TL FL150
9	Remarks	RWY 15/33 available only. RWY 16/34 closed.

ORQW AD 2.3 OPERATIONAL HOURS

1	Aerodrome Administration	H24
2	Customs and Immigration	Nil.
3	Health and Sanitation	Nil.
4	AIS Briefing Office	Nil.
5	ATS Reporting Office	H24
6	Met Office	Nil
7	Air Traffic Services	H24
8	Fueling	TBD
9	Handling	H24
10	Security	H24
11	De-icing	Nil.
12	Remarks	Prior Permission Required (PPR) from Aerodrome Administration or Airfield Manager for all civil fixed wing and rotary wing aircraft. MCFI military aircraft do not require PPR.

ORQW AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	ELRS ADAG MNC-I S-VOIP phone: 302-243-5439
2	Fuel and oil types	Limited supply of JP8. Nil oil
3	Fueling facilities and capacity	Emergency fuel only available to transient aircraft.
4	De-icing facilities	Nil
5	Hanger space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	KBR Logistics Supervisor (gary.gallup@kbr.com) + 1 713-445-1440. Limited capacity for passenger operations. No catering, potable water or toilet conditioning available. Aircraft operators should expect to provide towing arm.

ORQW AD 2.5 PASSENGER FACILITIES

1	Hotels at/near aerodrome	TBD
2	Restaurants	TBD
3	Transportation	TBD
4	Medical facilities	TBD
5	Bank and Post Office	TBD
6	Tourist Office	Nil
7	Remarks	Nil

ORQW AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	Aerodrome category for fire fighting	TBD
2	Rescue Equipment	TBD
3	Capability for removal of disabled aircraft	Limited assistance using military assets. When an aircraft is disabled on a RWY, it is the duty of owner or user of such aircraft to have it removed as soon as possible. If a disabled aircraft is not removed from the RWY, by the owner or user, as quickly as possible, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.
4	Remarks	Nil

ORQW AD 2.7 SEASONAL AVAILABILITY

1	Type(s) of clearing equipment	Nil
2	Clearance priorities	Nil
3	Remarks	Nil

ORQW AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Surface and strength of aprons	TBD
2	Width, surface and strength of TWYs	TBD
3	Location and elevation of altimeter checkpoints	TBD
4	VOR and INS checkpoints	Not available
5	Remarks	Nil

ORQW AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	TBD
2	RWY and TWY markings and lights	TBD
3	Stop bars	TBD
4	Remarks	CAUTION: New TWY markings have been applied but the old markings have not been fully removed

ORQW AD 2.10 AERODROME OBSTACLES

1	RWY15/33	ORQW Obstacle Chart not published
2	RWY16/34	Closed to air traffic
	Remarks: The following additional obstructions have been identified:	
1	Tethered Balloon	Position N35°46’03” E043°06’12”; SFC to 3000 ft AMSL. Balloon is lit at night. Balloon will be kept clear of cloud

ORQW AD 2.11 METEOROLGICAL INFORMATION PROVIDED

ORQW 2.11.1 METRO forecasts and observations available H24. Pilot to METRO service on primary 126.10 MHz or alternate 33.60 MHz. Limited weather information, using the location designator of KQCO vice the ICAO airfield designator, is available from the following websites:

Open access website: http://adds.aviationweather.noaa.gov/ or http://www.baseops.net/metro.html
Military only websites: https://afwin.afwa.af.mil/ or https://28ows.shaw.af.mil/

ORQW AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

1	**RWY**	**15**	**33**
2	**BRG True and Mag**	TBD	TBD
3	**RWY Dimensions**	11486FT x 197FT (3500Mx60M)	11486FT x 197FT (3500Mx60M)
4	**PCN**	36 R/B/W/T	36 R/B/W/T
5	**THR Coordinates**	TBD	TBD
6	**THR Elevation**	TBD	TBD
7	**Slope of RWY/SWY**	TBD	TBD
8	**SWY Dimensions**	TBD	TBD
9	**CWY Dimensions**	TBD	TBD
10	**Strip Dimensions**	TBD	TBD
11	**Obstacle free zone**	TBD	TBD

ORQW AD 2.13 DECLARED DISTANCES

1	**RWY**	**15**	**33**
2	**TORA**	TBP	TPB
3	**TODA**	TBP	TPB
4	**ASDA**	TBP	TPB
5	**LDA**	TBP	TPB
6	**Remarks**	Nil	Nil

ORQW AD 2.14 APPROACH AND RUNWAY LIGHTING

ORQW 2.14.1 Airfield has solar RWY edge, threshold, RWY end and TWY lights, unable to change intensity. Airfield lighting not available sunrise to sunset. Daytime IFR operations not recommended due to lighting deficiencies.

ORQW AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	Aerodrome Beacon	Nil
2	Location and lighting of anemometer and LDG direction indicator	TBP
3	TWY edge and centerline lighting	Nil
4	Secondary power supply including switch-over time	TBD
5	Remarks	Nil

ORQW AD 2.16 HELICOPTER LANDING AREA

1	Coordinates of touchdown and lift-off point (TLOF) threshold of final approach and take-off (FATO)	To be determined
2	TLOF and/or FATO area elevation	To be determined
3	TLOF and FATO area dimensions, surface, strength, marking	To be determined
4	True and MAG BRG of FATO	To be determined
5	Declared distance available	To be determined
6	Approach and FATO lighting	To be determined
7	Remarks	Nil

ORQW AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Airspace designation and lateral limits	Class D, SFC – 3,000 AMSL, 5NM Radius
2	Vertical limits	
3	Airspace classification	
4	Callsign and Languages	Q-West …(*Tower*) English
5	Transition altitude	14 000 FT
6	Remarks	ATS provided by military controllers operating IAW US Army Standards.

ORQW AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service designation	Callsign	FREQ	Hours of operation	Remarks
TWR	Q-West Tower	122.200 MHz 236.725 MHz	H24	Primary Secondary

ORQW AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid	Ident	FREQ	Hours of operation	Position of antenna	Elevation of DME	Remarks
TACAN	QYW	72	H24	N35°46.28' E43°07.29'	749ftAMSL	
Remarks	MP 1600-1800Z++Wed.					

ORQW AD 2.20 LOCAL TRAFFIC REGULATIONS

ORQW 2.20.1 Caution uncontrolled vehicles/personnel operating in close proximity to the RWY.

ORQW 2.20.2 Marshaller assistance may be requested and further information can be obtained from the TWR.

ORQW 2.20.3 **Removal of disabled aircraft from RWY.** When an aircraft is disabled on a RWY, it is the duty of owner or user of such aircraft to have it removed as soon as possible. If a disabled aircraft is not removed from the RWY, by the owner or user, as quickly as possible, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

ORQW AD 2.21 NOISE ABATEMENT PROCEDURES

ORQW 2.21.1 Departures

To be determined.

ORQW 2.21.2 Arrivals

To be determined.

ORQW AD 2.22 FLIGHT PROCEDURES

ORQW 2.22.1.General

ORQW 2.22.1.1 Civil aircraft must notify ATC if unable to operate VFR when below 12,000FT using the phrase "UNABLE VFR". The use of VFR does not negate the requirement for aircraft to carry IFR fuel reserves.

ORQW 2.22.1.2 In airspace where VFR operations are approved, flights should be carried out in accordance with VFR as specified in ENR 1.2 and ICAO Annexes 2 and 11 (particularly regarding visibility and clearance from cloud). Compliance with these procedures does not relieve pilots of their responsibility to see and avoid other aircraft, or to maintain safe terrain/obstacle clearance at all times when operating VFR.

ORQW 2.22.2 Procedures within Mosul TMA

ORQW 2.22.2.1 The inbound, transit and out bound routes on the charts may be varied at the direction of ATS. If necessary, in case of congestion, inbound aircraft may also be instructed to hold at one of the designated airways reporting points.

ORQW AD 2.23 ADDITIONAL INFORMATION

ORQW 2.23.1 All aircraft arriving and departing ORQW shall operate VFR unless IMC exists.

ORQW AD 2.24 CHARTS RELATED TO AN AERODROME

ICAO Charts for Qayyarah Airport		
Charts are under development for ORQW. See http://164.214.2.62/products/digitalaero/index.html for the latest charts.		
1	Aerodrome Chart - ICAO	TBD
2	Aircraft Parking/Docking Chart – ICAO	TBD
3	Aerodrome Ground Movement Chart – ICAO	TBD
4	Precision Approach Terrain Chart – ICAO	TBD
5	Aerodrome Obstacle Chart – ICAO Type A	TBD
6	Area Chart – ICAO (arrival and transit routes)	TBD
7	Standard Departure Chart – Instrument – ICAO	TBD
8	Area Chart – ICAO (arrival and transit routes)	TBD
9	Standard Arrival Chart – Instrument - ICAO	TBD
10	Instrument Approach Chart – ICAO	TBD
11	Visual Approach Chart	TBD
12	Bird concentration in the vicinity of the aerodrome	TBD

ORSH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

ORSH – Al Sahra (Spiecher AAF)

ORSH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

The facilities and procedures listed below do not necessarily comply with, or adhere to, the requirements of ICAO Annex 14.

1	Aerodrome Reference Point coordinates and site	N34° 40’ 23.63” E043° 32’ 34.78” 38S LD 66514 37772 Located at the center of the runway
2	Direction and distance from city	300 BRG 8NM
3	Elevation and Reference Temperature	451 FT (137.5M), 44°C
4	Geoid undulation	Not determined
5	Magnetic variation/Annual change	3°E as of Jan 2004, Annual change E000º00’58.36”
6	Aerodrome Administration Address Telephone Telephone E-mail	Al Sahra Airfield Tikrit-IRAQ Airfield Manager/Standards/Safety; DSN: 302-536-6520 Al Sahra Operations DSN 302-536-3170 Alsahra.Operations@Us.Army.Mil
7	Types of traffic permitted	VFR and SVFR
8	Transition altitude and level	14 000FT

ORSH AD 2.3 OPERATIONAL HOURS

1	Aerodrome Administration	H24
2	Customs and Immigration	None
3	Health and Sanitization	None
4	AIS Briefing Office	TBD
5	ATS Reporting Office	TBD
6	Met Office	TBD
7	Air Traffic Services	H24
8	Fueling	Limited to Army Aircraft
9	Handling	HJ
10	Security	H24
11	De-icing	Not available
12	Remarks	

ORSH 2.3.1 Aerodrome Prior Permission Required for all civilian aircraft and military fixed wing aircraft that are not in the ATO. Aircraft not issued a PPR may be turned away or met by Security Forces PPRs are requested from Al Sahra Operations. Permission to operate in the Baghdad FIR is coordinated through Regional Air Movements Coordination Center (RAMCC). Refer GEN 1.2 for current procedures, requirements and contact information.

ORSH AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	USAF ADAG
2	Fuel and oil types	Limited to Army Aircraft
3	Fueling facilities and capacity	Limited to Army Aircraft
4	De-icing facilities	Nil
5	Hanger space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil

ORSH AD 2.5 PASSENGER FACILITIES

1	Hotels at/near aerodrome	Nil.
2	Restaurants	Nil.
3	Transportation	Nil
4	Medical facilities	Emergency cover for military only
5	Bank and Post Office	Nil.
6	Tourist Office	Nil
7	Remarks	Nil

ORSH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	Aerodrome category for fire fighting	Unknown
2	Rescue Equipment	Commercial type fire trucks and equipment
3	Capability for removal of disabled aircraft	Limited assistance using military assets
4	Remarks	Nil

ORSH AD 2.7 SEASONAL AVAILABILITY

1	Type(s) of clearing equipment	Nil
2	Clearance priorities	Nil
3	Remarks	Nil

ORSH AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Surface and strength of aprons	Unknown/Untested
2	Width, surface and strength of taxiways	Width: 23M Surface: Concrete Strength: PCN - 100/R/B/W/T
3	Location and elevation of altimeter checkpoints	None
4	VOR and INS checkpoints	Not available
5	Remarks	

ORSH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	Nil
2	Runway and Taxiway markings and lights	RWY 32R / 14L no runway lights RWY 32L/14R solar runway lights and green/red runway end lights. Various Helipads have amber solar lights. FARP area and some taxiways have blue solar lights. Operational FARP points lighted individually with amber solar light.
3	Stop bars	Nil
4	Remarks	Nil

ORSH AD 2.10 AERODROME OBSTACLES

1	RWY14	ORSH Obstacle Chart not available
2	RWY32	ORSH Obstacle Chart not available
3	Remarks	Nil

ORSH 2.10.1 A tethered aerostat balloon is located at N 34°41’56.91” E 043°33’48.36” up to 1000 ft AGLl/1430 ft AMSL.

ORSH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

ORSH 2.11.1 METRO Frequency 33.60ct. Limited weather information, using the location designator of KQSL vice the ICAO airfield designator, is available from the following websites:

Open access website: http://adds.aviationweather.noaa.gov/ or http://www.baseops.net/metro.html
Military only websites: https://afwin.afwa.af.mil/ or https://28ows.shaw.af.mil/

ORSH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RUNWAY 32R/14L Closed to fixed wing traffic

1	**RWY**	**32L**	**14R**
2	**BRG True and Mag**	318°T, 315°M	138T, 135°M
3	**RWY Dimensions**	10255FT x 150FT (3126M x 46M)	10255FT x 150FT (3126M x 46M)
4	**PCN**	105	105
5	**THR Coordinates**	N34° 39’ 25.22” E043 ° 32’ 47.68”	N34° 40’ 45.41” E043 ° 31’ 33.09”
6	**THR Elevation**	**451FT**	**451FT**
7	**Slope of RWY/SWY**	**Unknown**	**Unknown**
8	**SWY Dimensions**	**Unknown**	**Unknown**
9	**CWY Dimensions**	**Not calculated**	**Not calculated**
10	**Strip Dimensions**	**Not calculated**	**Not calculated**
11	**Obstacle free zone**	**Not calculated**	**Not calculated**
12	**Remarks**	**Nil**	**Nil**

ORSH AD 2.13 DECLARED DISTANCES

1	**RWY**	**32L**	**14R**
2	**TORA**	10237FT (3120M)	10237FT (3120M)
3	**TODA**	10237FT (3120M)	10237FT (3120M)
4	**ASDA**	TBD	TBD
5	**LDA**	TBD	TBD
6	**Remarks**	Nil	Nil

ORSH AD 2.14 APPROACH AND RUNWAY LIGHTING

See ORSH AD 2.9

ORSH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	Aerodrome Beacon	Not available
2	Location and lighting of anemometer and LDG direction indicator	Not available
3	Taxiway edge and centerline lighting	Refer ORSH AD 2.9(2)
4	Secondary power supply including switch-over time	Nil
5	Remarks	No obstruction lights No serviceable runway holding point lights

ORSH AD 2.16 HELICOPTER LANDING AREA

1	Coordinates of touchdown and lift-off point (TLOF) threshold of final approach and take-off (FATO)	To be determined
2	TLOF and/or FATO area elevation	To be determined
3	TLOF and FATO area dimensions, surface, strength, marking	To be determined
4	True and MAG BRG of FATO	To be determined
5	Declared distance available	To be determined
6	Approach and FATO lighting	To be determined
7	Remarks	Nil

ORSH AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Airspace designation and lateral limits	Al Sahra CTR 5 NM radius
2	Vertical limits	SFC to 3000’ AMSL
3	Airspace classification	Class D
4	Callsign and Languages	Spiecher …(*Tower)*
5	Transition altitude	14 000 FT
6	Remarks	ATS provided by military controllers operating IAW US Army Standards.

ORSH AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service designation	Callsign	FREQ	Hours of operation	Remarks
TWR	Spiecher Tower	118.50 MHz 121.975 MHz 335.300 MHz	H24	Primary Secondary
GCA	Spiecher GCA	126.1 MHz 292.925 MHz	1500Z to 0400Z Avbl other times with 30mins prior notice	Primary Secondary (Military Only)

ORSH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid	Ident	FREQ	Hours of operation	Position of antenna	Elevation of DME	Remarks
NDB	TKT	285.00kHz	H24			

ORSH AD 2.20 LOCAL TRAFFIC REGULATIONS

ORSH 2.20.1 Inbound/Outbound Instructions: Flight altitudes:

By day, 200FT AGL or below.

By night, Inbound 400FT AGL, Outbound 200' AGL

Traffic Pattern 200FT AGL for all rotary wing aircraft.

ORSH 2.20.2 All aircraft will contact Spiecher Tower prior to entering the Al Sahra Class D airspace.

ORSH 2.20.3 Rotary wing aircraft. All rotary wing aircraft inbound from or outbound to the West will use RWY 14R/32L. All RW aircraft inbound from or outbound to the East will use RWY 14L/32R.

ORSH 2.20.4 Fixed wing aircraft. All fixed wing aircraft will use RWY 14R/32L. RWY 14L/32R is not available to FW aircraft.

ORSH 2.20.5 Taxiway ALPHA between taxiways FOXTROT and GOLF is for locally based rotary wing aircraft only. All others will hover taxi via the western grass of RWY 32L between RWY 32L and taxiway ALPHA.

ORSH 2.20.6 Taxiway KILO is available for daytime VFR operations only.

ORSH AD 2.21 NOISE ABATEMENT PROCEDURES

None.

ORSH AD 2.22 FLIGHT PROCEDURES

ORSH 2.22.1 Laser bore sight operations conducted daily, SFC-8000 AMSL, one-half NM NW of RWY 32L/14R; a distance of 7 NM SE, on a heading of 318 degrees. Position N 34° 40’ 34.94” E 043° 30’ 36.21”, GRID 38S LD 63502 38165. Aircraft are to avoid this area when active. Contact TWR for use times.

ORSH AD 2.23 ADDITIONAL INFORMATION

None.

ORSU AD 2.1 AERODROME LOCATION INDICATOR AND NAME

ORSU – Sulaymaniyah International Airport

ORSU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

The facilities and procedures listed in ORSU's entry do not necessarily comply with, or adhere to, the requirements of ICAO Annex 3, 9, 11, 14, 15, 17 and 18.

1	Aerodrome Reference Point coordinates and site	N35°33'38.88" E045°18'52.98"
2	Direction and distance from city	272°MAG, 6.48NM
3	Elevation and Reference Temperature	2492FT AMSL 43.3° Celsius
4	Aerodrome Administration Address Telephone E-mail AFS Address	Kurdistan Regional Government (KRG) Sulaymaniyah International Airport + 964 (0) 7701530273 or + 964 (0) 7701505186. sulairport@yahoo.com Website: www.sulairport.net/index
5	Magnetic variation	4°E as of Jan 2004. Annual change 000° 01' 22.16"
6	Types of traffic permitted	VFR & IFR
7	Transition altitude and level	TA 14,000 FT AMSL, TL FL150
8	Remarks	All administrative matters are to be referred to the Airport Administrator. LDG and parking charges will be IAW published rates at GEN 4.1 and GEN 4.2.

ORSU AD 2.3 OPERATIONAL HOURS

1	Aerodrome Administration	H24
2	Customs and Immigration	H24
3	Health and Sanitation	Medical Centre Available
4	AIS Briefing Office	H24
5	ATS Reporting Office	H24
6	Met Office	H24
7	Air Traffic Services	H24 - Air Traffic Control.
8	Fueling	H24
9	Handling	H24 through Iraqi Airways
10	Security	H24
11	De-icing	Available
12	Remarks	Civil aircraft, not requiring compliance with ICAO Annexes 14, 15 or 17, may be authorized to operate 24 hours a day.

ORSU 2.3.1 Prior Permission Required (PPRs): Sulaymaniyah International Airport is a PPR only airfield. PPRs are required for all aircraft operating at this airfield. Operators must contact the Airfield Administration for a PPR before submitting a landing request to the

RAMCC. PPRs are valid +/- 30 MIN from ETA. Permission to operate in the Baghdad FIR is coordinated through Regional Air Movements Coordination Center (RAMCC). Refer GEN 1.2 for current procedures, requirements and contact information.

ORSU AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Available
2	Fuel and oil types	JET A1 avbl. Oil – TBD
3	Fueling facilities and capacity	H24
4	De-icing facilities	Available
5	Hanger space for visiting aircraft	TBD
6	Repair facilities for visiting aircraft	TBD
7	Remarks	Nil

ORSU AD 2.5 PASSENGER FACILITIES

1	Hotels at/near aerodrome	In Sulaymaniyah City
2	Restaurants	Avbl at terminal
3	Transportation	Buses and taxis
4	Medical facilities	Medical Center available
5	Bank and Post Office	TBD
6	Tourist Office	Available
7	Remarks	Nil

ORSU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	Aerodrome category for fire fighting	RFF Cat 9
2	Rescue Equipment	TBD
3	Capability for removal of disabled aircraft	TBD
4	Remarks	One Ziegler 8000L CAP Two Rosen Bauer 9000L CAP One Panther (Rosen Bauer) 12000L CAP One Water Tanker 20000L CAP Two Ambulances One Rescue Vehicle, type Sprinter Rousen Bauer One mobile command post, type Srinter Rousen Bauer

ORSU AD 2.7 SEASONAL AVAILABILITY

1	Type(s) of clearing equipment	Nil
2	Clearance priorities	Nil
3	Remarks	Nil

ORSU AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Surface and strength of aprons	Surface: Concrete PCN: 85/R/C/Y/T Dimensions: 304M x 165M
2	Width, surface and strength of TWYs	(Main Taxiway – parallel to RWY) Surface: Concrete PCN: 85/R/C/Y/T Dimensions: 3500M x 30M plus 3M shoulders on each side (Rapid Exit TWYs) Surface: Concrete PCN: 85/R/C/Y/T Dimensions: 27M wide
3	Location and elevation of altimeter checkpoints	Not available
4	VOR and INS checkpoints	Not available
5	INS Checkpoints	North Apron: N35˚33’29.69624″ E045˚19′33.67531″ ELEV 747.7819M (2452.7 FT) Center Apron: N35˚33′31.79018″ E045˚19′30.94025″ ELEV 747.9652M (2453.3 FT) South Apron: N35˚33′33.88570″ E045˚19′28.20590″ ELEV 748.1366M (2453.9 FT)
6	Remarks	Nil

ORSU AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	Day and Night: TWY sign boards Day: Finger sign boards
2	RWY and TWY markings and lights	RWY markings: Threshold, centerline, touchdown, edge. RWY lighting: threshold and edges TWY markings: Centerline TWY lighting: edge
3	Stop bars	TBD
4	Remarks	NIL

ORSU AD 2.10 AERODROME OBSTACLES

1	RWY13	ORSU Obstacle Chart available
2	RWY31	ORSU Obstacle Chart available
3	Remarks	Nil

ORSU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

ORSU 2.11.1 Limited weather information, using the ICAO airfield designator, is available from the following websites:

Open access website: http://adds.aviationweather.noaa.gov/ or http://www.baseops.net/metro.html
Military only websites: https://afwin.afwa.af.mil/ or https://28ows.shaw.af.mil/

ORSU AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

1	RWY	13	31
2	BRG True and Mag	133.35°T, 130°M	313.35°T, 310°M
3	RWY Dimensions	11483 x 148FT (3500M x 45M)	11483 x 148FT (3500M x 45M)
4	PCN	85/R/C/Y/T	85/R/C/Y/T
5	THR Coordinates	N35º34´17.73145″ E045º18´01.89884″	N35º33´00.43258″ E045º19´43.68297″
6	THR Elevation	2492FT (759.7578M)	2440FT (743.7395M)
7	Slope of RWY	0.6%	0.6%

ORSU AD 2.13 DECLARED DISTANCES

1	RWY	13	31
2	TORA	3500M	3500M
3	TODA	3800M	3800M
4	ASDA	3560M	3560M
5	LDA	3500M	3500M

ORSU AD 2.14 APPROACH AND RUNWAY LIGHTING

1	RWY	13	31
2	Type, length and intensity of approach lighting	CAT 1 Barrette Length 900M Variable intensity	CAT 1 Barrette Length 900M Variable intensity
3	Threshold lights, colors and wing bars	Green Wing Bars	Green Wing Bars
4	Type of visual approach slope indicator system	PAPI 4 units on each side 3º approach slope 400M from THR	PAPI 4 units on each side 3º approach slope 400M from THR
5	Length of RWY touchdown zone indicator lights	600 metres	600 metres
6	Length spacing color and intensity of RWY centerline lights	TBD	TBD
7	Length spacing color and intensity of RWY edge lights	60M White	60M White
8	Color of RWY end lights and wing bars	Red Wing Bar REIL avbl	Red Wing Bar REIL avbl
9	Length and color of stopway lights	TBD	TBD
10	Remarks	Nil	Nil

ORSU AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	Aerodrome Beacon	Avbl
2	Location and lighting of anemometer and LDG direction indicator	WDI
3	TWY edge and centerline lighting	Blue edge lights only
4	Secondary power supply including switch-over time	Avbl with 16 second switch-over time
5	Remarks	Nil

ORSU AD 2.16 HELICOPTER LANDING AREA

1	Coordinates of touchdown and lift-off point (TLOF) threshold of final approach and take-off (FATO)	To be determined
2	TLOF and/or FATO area elevation	To be determined
3	TLOF and FATO area dimensions, surface, strength, marking	To be determined
4	True and MAG BRG of FATO	To be determined
5	Declared distance available	To be determined
6	Approach and FATO lighting	To be determined
7	Remarks	Nil

ORSU AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Airspace designation and lateral limits	Class D 5 nm radius
2	Vertical limits	SFC – 6,000FT AMSL
3	Airspace classification	Class D
4	Callsign and Languages	Sulaymaniyah Tower/English
5	Transition altitude	14,000 FT
6	Remarks	See ORSU 2.18.

ORSU AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service designation	Callsign	FREQ	Hours of operation	Remarks
ACC	Kirkuk Center	125.30 MHz (P) 237.325 MHz (S)	H24	
Tower	Sulaymaniyah Tower	118.3 MHz (P) 121.7 MHz (S)	H24	
REMARKS	Kirkuk Center will provide an enroute service to the top of Sulaymaniyah Tower Class D (6,000FT AMSL).			

ORSU AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid	Ident	FREQ	OP Hours	Position of antenna	Elevation
D/VOR	SUL	117.0 MHz	H24	N35˚34′46.48824″ E045˚17′ 24.24197″	767.2494M
DME/P		111.7Mhz CH54X	H24	N 35 33 02. 92436 E 045 19 30.46155	743.8151M
ILS	RNJ		H24		
GP		333.5 MHz		N 35 33 03.23378 E 045 19 31.26357	743.8149M
LLZ		111.7 MHz		N 35 34 26.47670 E 045 17 50.37166	763.6537M
Remarks	ILS and DME are collocated.				

ORSU AD 2.20 LOCAL TRAFFIC REGULATIONS

ORSU 2.20.1 Local Traffic Regulations may be requested, in writing, from the Sulimaniyah International Airport Authority at the address detailed in ORSU AD 2.2.

ORSU 2.20.2 All arriving and transiting aircraft are to contact Sulaymaniyah Tower on 118.3 prior to entry and announce position and intentions. All departures, contact Sulaymaniyah Tower on 121.7 prior to movement on the airfield.

ORSU 2.20.3 All aircraft use caution during approach and departure phases of flight due helicopter, small UAV and commercial jet activity.

ORSU AD 2.21 NOISE ABATEMENT PROCEDURES

None

ORSU AD 2.22 FLIGHT PROCEDURES

None.

ORSU AD 2.23 ADDITIONAL INFORMATION

None.

ORTF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

ORTF – Tall Afar Airfield

ORTF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

The facilities and procedures listed below do not necessarily comply with, or adhere to, the requirements of ICAO Annex 14.

1	Aerodrome Reference Point coordinates and site	N36°16.99' E42°24.18' Located at the center of the runway
2	Direction and distance from city	015 deg at 6NM
3	Elevation and Reference Temperature	996FT
4	Geoid undulation	Not determined
5	Magnetic variation/Annual change	3°E as of Jan 2004, Annual change E000º00'58.36"
6	Aerodrome Administration Address Telephone Telephone	US ARMY All administrative matters to Air Operations. Airport Manager DSN 318-250-8094/8065 Airport Safety DSN 318-250-8087 Thuraya 88-2166-722-5434
7	Types of traffic permitted	VFR
8	Transition altitude and level	TA 14,000 FT AMSL, TL FL150

ORTF AD 2.3 OPERATIONAL HOURS

1	Aerodrome Administration	H24
2	Customs and Immigration	NA
3	Health and Sanitization	NA
4	AIS Briefing Office	TBD
5	ATS Reporting Office	H24
6	Met Office	H24
7	Air Traffic Services	H24
8	Fueling	H24 (not avbl to fixed wing aircraft)
9	Handling	H24 limited MHE
10	Security	H24
11	De-icing	Not available
12	Remarks	PPR required 24HRS in advance for all transient aircraft, except C130 and C-17. Contact Airport Manager . Permission to operate in the Baghdad FIR is coordinated through Regional Air Movements Coordination Center (RAMCC). Refer GEN 1.2 for current procedures, requirements and contact information. Civil aircraft in VMC by day only.

ORTF AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Limited MHE on site.
2	Fuel and oil types	JP8 Limited Mil oil
3	Fueling facilities and capacity	Four point FARP for Rotary Wing aircraft Fuel, maintenance and AGE not available for fixed wing aircraft, except C-23 Sherpa. Fixed wing aircraft must carry round-trip fuel.
4	De-icing facilities	Nil
5	Hanger space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Handling services only for Rotary Wing.

ORTF AD 2.5 PASSENGER FACILITIES

1	Hotels at/near aerodrome	Nil.
2	Restaurants	Nil.
3	Transportation	Nil
4	Medical facilities	Emergency cover for military only
5	Bank and Post Office	Limited
6	Tourist Office	Nil
7	Remarks	Nil

ORTF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	Aerodrome category for fire fighting	USAF Equivalent 2, FAA equivalent C/D
2	Rescue Equipment	Listed at Airfield Safety
3	Capability for removal of disabled aircraft	Limited assistance using military and contractor assets
4	Remarks	Contractor services. In extreme circumstances or dictated by military necessity, disabled aircraft may be pushed to clear maneuvering areas.

ORTF 2.6.1 Removal of disabled aircraft from RWY. When an aircraft is disabled on a RWY, it is the duty of owner or user of such aircraft to have it removed as soon as possible. If a disabled aircraft is not removed from the RWY, by the owner or user, as quickly as possible, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

ORTF AD 2.7 SEASONAL AVAILABILITY

1	Type(s) of clearing equipment	Nil
2	Clearance priorities	Nil
3	Remarks	Nil

ORTF AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Surface and strength of aprons	N/A
2	Width, surface and strength of taxiways	Width: 100 FT Surface: Asphalt Strength: G 80F/A/W/T, E 119F/A/W/T, F 169F/A/W/T
3	Location and elevation of altimeter checkpoints	N/A
4	VOR and INS checkpoints	N/A
5	Remarks	7Taxiways, 3 Useable, 0 Aprons H TWY closed to all fixed and rotary wing aircraft. E, F and G TWYs used for cargo and passenger operations as directed by ATC. Drainage ditched located along edges of E and F TWYs. 6FT drop exceeding recommended slope.

ORTF AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	TWY guide lines	Incomplete at this time
2	Runway and Taxiway markings and lights	Paint Markings Solar Lighting mark RWY edge and taxiways. No fixed distance markings on RWY 13/31 No RWY Holding point line marked on F TWY No centerline markings on E, F and G TWYs
3	Stop bars	Stop bars to be installed
4	Remarks	Wind Indicator, unlit, located 246 FT east of RWY 31 centerline

ORTF AD 2.10 AERODROME OBSTACLES

1	RWY13	ORTF Obstacle Chart not available
2	RWY31	ORTF Obstacle Chart not available 12FT Unlit obstruction located 295FT from the RWY centerline, SE end of RWY 31. Violates transitional surface. 4FT unlit obstruction located within 150 FT of Helipad One.
3	Remarks	

ORTF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

ORTF 2.11.1 Limited weather information, using the location designator of KQTI vice the ICAO airfield designator, is available from the following websites:

Open access website: http://adds.aviationweather.noaa.gov/ or http://www.baseops.net/metro.html
Military only websites: https://afwin.afwa.af.mil/ or https://28ows.shaw.af.mil/

ORTF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

1	**RWY**	**13**	**31**
2	**BRG**	130	310
3	**RWY Dimensions**	9842 FT X 147 FT	9842 FT X 147 FT
4	**PCN**	105	105
5	**THR Coordinates**	UNK	UNK
6	**THR Elevation**	996 FT	996 FT
7	**Slope of RWY/SWY**	UNK	UNK
8	**SWY Dimensions**	233FT	233FT
9	**CWY Dimensions**	Not calculated	Not calculated
10	**Strip Dimensions**	Not calculated	Not calculated
11	**Obstacle free zone**	Standard ICAO	Standard ICAO
12	**Remarks**	Nil	Nil

ORTF AD 2.13 DECLARED DISTANCES

1	**RWY**	**13**	**31**
2	**TORA**	9842 FT	9842 FT
3	**TODA**	9842 FT	9842 FT
4	**ASDA**	9842 FT	9842 FT
5	**LDA**	9842 FT	9842 FT
6	**Remarks**	Nil	Nil

ORTF AD 2.14 APPROACH AND RUNWAY LIGHTING

1	RWY	13	31
2	Type, length and intensity of approach lighting	NA	NA
3	Threshold lights, colors and wing bars	NA	NA
4	Type of visual approach slope indicator system	NA	NA
5	Length of RWY touchdown zone indicator lights	NA	NA
6	Length spacing color and intensity of RWY centerline lights	NA	NA
7	Length spacing color and intensity of RWY edge lights	NA	.NA
8	Color of RWY end lights and wingbars	NA	NA
9	Length and color of stop way lights	NA	NA
10	Remarks	Nil	Nil

ORTF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	Aerodrome Beacon	NA
2	Location and lighting of anemometer and LDG direction indicator	NA
3	Taxiway edge and centerline lighting	NA
4	Secondary power supply including switch-over time	NA
5	Remarks	Obstruction lights No serviceable runway lights No serviceable taxiway lights Signal lamps in Tower Aerodrome signs not lit

ORTF AD 2.16 HELICOPTER LANDING AREA

1	Coordinates of South Helipad (TENANT)	38S-KF-6795-1744
2	Coordinates of North Helipad (PAX TERM)	38S-KF-6755-1792
3	Coordinates of Rifles Pad (VIP PAD)	38S-KF-6750-1856
4	Coordinates of Transient parking	38S-KF-6685-1875
5	Lighting	Solar Lighting
6	NA	NA
7	Remarks	All rotary wing passenger aircraft will use pax terminal pad as directed by ATC. No engine shutdown on pax pad.

ORTF AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Airspace designation and lateral limits	Class D, SFC – 4,000 AMSL, 5NM Radius
2	Vertical limits	
3	Airspace classification	
4	Call sign and Languages	Tall Afar…(*Tower*) . English
5	Transition altitude	14,000 FT
6	Remarks	**D**

ORTF AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service designation	Callsign	FREQ	Hours of operation	Remarks
TWR	Tall Afar Tower	118.700MHz 380.050MHz	H24	Primary
Remarks	All Tall Afar ATS provided by military controllers operating IAW US Mil AIP.			

ORTF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid	Ident	FREQ	Hours of operation	Position of antenna	Elevation of DME	Remarks
NDB	ORTF	1735KHz	H24	N36°17'05.89" E042°24"21.80"		

ORTF AD 2.20 LOCAL TRAFFIC REGULATIONS

ORTF 2.20.1 For operational reasons ATC may require approach to RWY 31 for LDG and RWY 13 for departures.

ORTF 2.20.2 Arriving aircraft shall call Tall Afar tower prior to 5 NM.

ORTF 2.20.3 VFR approaches from irregular, randomised approach points are encouraged utilizing available approach/departure procedures. Aircraft operators are to avoid over flight of the city of Tall Afar. Aircraft are encouraged to make non-standard VFR departures onto random initial departures tracks utilizing available arrival/departure procedures. Aircraft MUST depart VFR.

ORTF 2.20.4 All C17 aircraft limited to MTOW 345,000 LBS. Use full length of RWY on landing and no hard braking.

ORTF 2.20.5 For C17 and IL76 aircraft, taxi inboard engines only on E, F and G TWYs.

ORTF 2.20.6 Use rolling reduced take-offs only, No TRT take-offs without Airfield Manager approval.

ORTF AD 2.22 FLIGHT PROCEDURES

ORTF 2.22.1 Flight procedures for Tall Afar are under construction.

ORTF AD 2.23 ADDITIONAL INFORMATION

ORTF 2.23.1 Additional information is available at https://www.afd.scott.af.mil

ORTF AD 2.24 CHARTS RELATED TO AN AERODROME

ORTF 2.24.1 Approach, Aerodrome and Taxi Charts for Tall Afar are under construction.

ICAO Charts for Tall Afar Airfield		
1	Aerodrome Chart – ICAO	MIL
2	Aircraft Parking/Docking Chart – ICAO	NA
3	Aerodrome Ground Movement Chart – ICAO	NA
4	Precision Approach Terrain Chart – ICAO	NA
5	Aerodrome Obstacle Chart – ICAO Type A	NA
6	Area Chart – ICAO (arrival and transit routes)	NA
7	Standard Departure Chart – Instrument – ICAO	NA
8	Area Chart – ICAO (arrival and transit routes)	NA
9	Standard Arrival Chart – Instrument - ICAO	NA
10	Instrument Approach Chart – ICAO	NA
11	Visual Approach Chart	MIL
12	Bird concentration in the vicinity of the aerodrome	NA

ORTL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

ORTL – Ali Base Airfield

ORTL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	Aerodrome Reference Point coordinates and site	N30°56.15' E046°05.41''' The geographic center of the airfield
2	Direction and distance from city	Bearing 230° at 10NM
3	Elevation and Reference Temperature	20FT (6.1 M) and 43.1°C
4	Geoid undulation	Not determined
5	Magnetic variation/Annual change	3°E as of Jan 2004, annual change E000º01'05.09"
6	Aerodrome Administration Address Telephone E-mail	US AIR FORCE DSN 318-445-2067 (Airfield Manager), DSN 318-445-2572 (Airfield Operations) DSN 318-445-2448 or 2449 (PPR) 407AEG/EOSS/AMOP2@tlab.aorcentaf.af.mil
7	Types of traffic permitted	IFR and VFR
8	Transition altitude and level	TA 14 000 FT AMSL, TL FL150
9	Remarks	All administrative matters are to be referred to the Airfield Manager. LDG, parking and fuel charges will be IAW published rates at GEN 4.1 and GEN 4.2. Charges MUST be paid in full in cash ($US) prior to departure. Limited Flight Planning Facilities available.

ORTL AD 2.3 OPERATIONAL HOURS

1	Aerodrome Administration	H12
2	Customs and Immigration	Not Available
3	Health and Sanitation	Not Available
4	AIS Briefing Office	H24
5	ATS Reporting Office	H16
6	Met Office	H24 – DSN 318-445-2482
7	Air Traffic Services	H24
8	Fueling	H24
9	Handling	HJ (H24 on request to ICAA)
10	Security	H24
11	De-icing	Not available
12	Remarks	

ORTL 2.3.1 Ali Base is Prior Permission Required (PPR) 48 hours prior for all transient aircraft. Refer GEN 1.2 for current procedures, requirements and contact information. PPR numbers for ORTL are good only for the calendar day issued. Noncompliant aircraft will be denied landing rights.

ORTL 2.3.2 Approval is required from CJTF-7 for Humanitarian Aid flights, except for military, ICRC and UN sponsored flights.

ORTL AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	1-60k Loader, 2-25k Loaders NGSL, 1-10k Fork Lift. Adjustable aircraft steps available for all large aircraft. Marshalling, ground power, LOX available. Aircraft operators should expect to provide towing arm. Capability for main deck wide-body freighter. Military acft specialist available for off-load.No storage for freight. Limited facilities for non-military freight.Civil acft must pre-arrange with ATOC and coord with ground personnel upon arrival.
2	Fuel and oil types	Limited supply of JP8. Nil oil
3	Fueling facilities and capacity	Limited. Plan flight without fuel from ORTL
4	De-icing facilities	Nil
5	Hanger space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Military coordinated through Ali Base Command Post 'Kingfish Foxtrot' on 230.3MHz. 30 minutes prior to LDG.

ORTL AD 2.5 PASSENGER FACILITIES

1	Hotels at/near aerodrome	Nil
2	Restaurants	Nil
3	Transportation	Nil.
4	Medical facilities	Nil
5	Bank and Post Office	Nil
6	Tourist Office	Nil
7	Remarks	Nil

ORTL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	Aerodrome category for fire fighting	ARFF Crash Category 7
2	Rescue Equipment	Level III Medical Facility
3	Capability for removal of disabled aircraft	Limited assistance using military assets
4	Remarks	Nil

ORTL 2.6.1 Removal of disabled aircraft from RWY. When an aircraft is disabled on a RWY, it is the duty of owner or user of such aircraft to have it removed as soon as possible. If a disabled aircraft is not removed from the RWY, by the owner or user, as quickly as possible, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

ORTL AD 2.7 SEASONAL AVAILABILITY

1	Type(s) of clearing equipment	Nil
2	Clearance priorities	Nil
3	Remarks	Nil

ORTL AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Surface and strength of aprons	Concrete, Alpha ramp 38RBWT, Bravo ramp 48RBWT
2	Width, surface and strength of TWYs	FW TWYs are B, D, E G, H RW TWYs are B, D, E, G, H, B7-B12 TWY A is 100FT wide, TWY B is 70FT wide, TWY C, D, E, F, G, and H are 66FT wide. TWY B7-B12 are 50FT wide
3	Location and elevation of altimeter checkpoints	Not available
4	TACAN and INS checkpoints	Not available
5	Remarks	TWY E closed between RWY 30R/12L and RWY 30L/12R. Acft must coordinate parking with tower/Command post/airfield management Aerobridges not AVBL. Note: *All aircraft are to be directed by a marshaller to parking.*

ORTL AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	Reflective distance remaining markings. TWY and RWY signage.
2	RWY and TWY markings and lights	No approach lights. RWY Edge Lights every 200FT. RWY 12L/R and 30 L/R Emergency Airfield Lighting System (EALS) in use operating at reduced intensity, non-standard lighting. REILS, HIRLS, TWY (supplemented by solar reflectors). TWY lighting limited, exercise extreme caution.
3	Stop bars	NIL
4	Remarks	TWY ALPHA limited to rotary wing acft between TWYs KILO and CHARLIE. Rotary wing traffic parking on CHARLIE RAMP will ground taxi to the ramp using TWY KILO or JULIET.

ORTL AD 2.10 AERODROME OBSTACLES

1	RWY12L	ORTL Obstacle Chart not published
2	RWY12R	ORTL Obstacle Chart not published
3	RWY30L	ORTL Obstacle Chart not published
4	RWY30R	ORTL Obstacle Chart not published
5	**Remarks:** Antenna Tower 30º56’26.7”N 46º05’41.9”E 98’AGL (121’ AMSL)	

ORTL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

ORTL 2.11.1 Meteorological services are available from Ali Base weather. Limited weather information, using the location designator of KQXJ vice the ICAO airfield designator, is available from the following websites:

Open access website:	http://adds.aviationweather.noaa.gov/ or http://www.baseops.net/metro.html
Military only websites:	https://afwin.afwa.af.mil/ or https://28ows.shaw.af.mil/

ORTL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

1	**RWY**	**12L**	**12R**	**30L**	**30R**
2	**BRG True and Mag**	118.45°T, 115.45°M	118.45°T, 115.45°M	298.47°T, 295.47°M	298.46°T, 295.46°M
3	**RWY Dimensions**	10935FT x 148FT (3333M x 45M)	9991FT x 148FT (3045M x 45M)	9991FT x 148FT (3045M x 45M)	10935FT x 148FT (3333M x 45M)
4	**PCN**	41 R/W/B/T	45 R/B/W/T	45 R/B/W/T	41 R/W/B/T
5	**THR Coordinates**	30°56’40.83”N 046°04’33.37”E	30°56’24.54”N 046°04’29.11”E	30°55’37.42”N 046°06’09.96”E	30°55’49.26”N 046°06’23.76”E
6	**THR Elevation**	19FT	19FT	19FT	20FT
7	**Slope of RWY/SWY**	Unknown	Unknown	Unknown	Unknown
8	**SWY Dimensions**	Unknown	Unknown	Unknown	Unknown
9	**CWY Dimensions**	Not calculated	Not calculated	Not calculated	Not calculated
10	**Strip Dimensions**	Not calculated	Not calculated	Not calculated	Not calculated
11	**Obstacle free zone**	Not calculated	Not calculated	Not calculated	Not calculated
12	**Remarks**	Nil	Arresting gear 1460ft fm approach end	Nil	Arresting gear 1450ft fm approach end

ORTL AD 2.13 DECLARED DISTANCES

1	**RWY**	**12L**	**12R**	**30L**	**30R**
2	**TORA**	10935FT (3333M)	9991FT (3045M)	9991FT (3045M)	10935FT (3333M)
3	**TODA**	10935FT (3333M)	9991FT (3045M)	9991FT (3045M)	10935FT (3333M)
4	**ASDA**	10935FT (3333M)	9991FT (3045M)	9991FT (3045M)	10935FT (3333M)
5	**LDA**	10935FT (3333M)	9991FT (3045M)	9991FT (3045M)	10935FT (3333M)
6	**Remarks**	Nil	Nil	Nil	Nil

ORTL AD 2.14 APPROACH AND RUNWAY LIGHTING

1	RWY	12L	12R	30L	30R
2	Type, length and intensity of approach lighting	TBD	TBD	TBD	TBD
3	Threshold lights, colors and wing bars	TBD	TBD	TBD	TBD
4	Type of visual approach slope indicator system	TBD	TBD	TBD	TBD
5	Length of RWY touchdown zone indicator lights	TBD	TBD	TBD	TBD
6	Length spacing color and intensity of RWY centerline lights	TBD	TBD	TBD	TBD
7	Length spacing color and intensity of RWY edge lights	TBD	TBD	TBD	TBD
8	Color of RWY end lights and wingbars	TBD	TBD	TBD	TBD
9	Length and color of stop way lights	TBD	TBD	TBD	TBD
10	Remarks	Nil	Nil	Nil	Nil

ORTL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	Aerodrome Beacon	Nil
2	Location and lighting of anemometer and LDG direction indicator	Not fitted
3	TWY edge and centerline lighting	Centerline lighting not available, solar powered edge lighting on all taxiways except for TWY A
4	Secondary power supply including switch-over time	Nil
5	Remarks	Nil

ORTL AD 2.16 HELICOPTER LANDING AREA

1	Coordinates of touchdown and lift-off point (TLOF) threshold of final approach and take-off (FATO)	To be determined
2	TLOF and/or FATO area elevation	To be determined
3	TLOF and FATO area dimensions, surface, strength, marking	To be determined
4	True and MAG BRG of FATO	To be determined
5	Declared distance available	To be determined
6	Approach and FATO lighting	To be determined
7	Remarks	Nil

ORTL AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Airspace designation and lateral limits	Detailed in ENR 1.4
2	Vertical limits	
3	Airspace classification	
4	Callsign and Languages	Ali…(*Tower, Approach or Control*), English
5	Transition altitude	14 000 FT
6	Remarks	ATS provided by military controllers operating IAW ICAO and USAF Military Standards. Radar traffic advisories available on transponder equipped aircraft only.

ORTL AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service designation	Callsign	FREQ	Hours of operation	Remarks
ACC	Ali Center	136.275 MHz 230.875 MHz	H24	Primary Secondary
APP	Ali Approach	132.77 MHz 378.65 MHz	H24	Primary Secondary
TWR	Ali Tower	122.125 MHz 396.45 MHz	H24	Primary Secondary
GROUND	Ali Ground	118.875 MHz 247.20 MHz	H24	Primary Secondary
ATIS	N/A	N/A	N/A	Nil

ORTL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid	Ident	FREQ	Hours of operation	Position of antenna	Elevation of DME	Remarks
TACAN 3E	TAL	CH84X	H24	N30°56'06.94" E046°05'26.15"	19 FT	For Military Use Only
PAR 3º	N/A	As directed by APP	H24 (subject to staffing)	N30º56'07.00" E046º05'19.30"	N/A	RWY 12R/30L For Military Use Only
SRA 3E	N/A	As directed by APP	H24 (subject to staffing)	N30º56'17.72" E046º05'37.69"	N/A	For Military Use Only
Remarks	Military Approach, Departure and Aerodrome information available from: https://164.214.2.62/products/digitalaero/index.cfm#flip Then under Terminal Instrument Procedure select Europe/North Africa/Middle East, then select Ali Base ORTL					

ORTL AD 2.20 LOCAL TRAFFIC REGULATIONS

ORTL 2.20.1 Local Traffic Regulations may be requested, in writing, from the Iraq Civil Aviation Authority at the address detailed in GEN 0.1-4.

ORTL 2.20.2 Marshaller assistance may be requested and further information can be obtained from the TWR or SMC. When a local regulation is of importance for the safe operation of aircraft on the apron, the information shall be given to each aircraft by the TWR or SMC.

ORTL 2.20.3 No 180 degree turns on runway for large frame aircraft unless no other option is available.

ORTL 2.20.5 All large frame aircraft are to start takeoff roll one thousand feet from the threshold of RWY 30L/12R.

ORTL 2.20.6 Heavy aircraft should avoid using reverse thrusters. If reverse thrusters are required, use the in-boards only to the maximum extent possible to avoid FOD damage. All C-130 or larger aircraft must use minimum power settings during taxi operations, i.e. in-board engines only.

ORTL AD 2.21 NOISE ABATEMENT PROCEDURES

ORTL 2.21.1 Departures

To be determined

ORTL 2.21.2 Arrivals

To be determined

ORTL AD 2.22 FLIGHT PROCEDURES

ORTL 2.22.1.General

ORTL 2.22.1.1 Civilian Aircraft are to operate VFR when flying in VMC in Class D, E and G airspace (flying below 12 000 FT AMSL). Civilian aircraft must notify ATC if unable to operate VFR when below 12 000 FT using the phrase "UNABLE VFR". The use of VFR does not negate the requirement for aircraft to carry IFR fuel reserves.

ORTL 2.22.2 Procedures within Ali Base TMA

ORTL 2.22.2.1 The inbound, transit and out bound routes on the charts may be varied at the direction of ATS. If necessary, in case of congestion, inbound aircraft may also be instructed to hold at one of the designated airway reporting points.

ORTL 2.22.3 Radar procedures within Ali Base TMA

ORTL 2.22.3.1 **Radar vectoring and sequencing**. Normally, aircraft will be vectored and sequenced from DISAR and BSR reporting points to the appropriate final approach track (SRA, PAR, TACAN), so as to ensure an expeditious flow of traffic. Radar vectors and flight levels/altitudes will be provided for spacing and separating the aircraft so that correct LDG intervals are maintained, taking into account aircraft characteristics. Radar vectoring charts are not published since the instrument approach procedures exist at all times until the point where the pilot will resume navigation on final approach or in the circuit.

Temporarily Suspended

ORTL 2.23.3.2 **Primary radar approaches.** Primary radar approaches will be carried out for RWYs 12R and 30L as step down commencing descent from 10 NM at an altitude of 900m. Primary radar final approaches will be terminated when aircraft established ILS or when aircraft established visual contact. Missed approach procedure to be followed in the absence of other ATS instructions are as detailed on the Instrument Approach Charts.

ORTL 2.23.3.3 **Communication failure**. In the event of communication failure, pilots shall act in accordance with communication failure procedures in ICAO Annex 2.

ORTL AD 2.23 ADDITIONAL INFORMATION

ORTL 2.23.1 All aircraft arriving and departing ORTL shall operate VFR unless IMC exists. Practice instrument approaches and departures not available.

ORTL AD 2.24 CHARTS RELATED TO AN AERODROME

ICAO Charts for Ali Base International Airport		
Charts are under development for Ali Base. See http://164.214.2.62/products/digitalaero/index.html for the latest charts.		
1	Aerodrome Chart - ICAO	Not produced
2	Aircraft Parking/Docking Chart – ICAO	Not produced
3	Aerodrome Ground Movement Chart – ICAO	Not produced
4	Precision Approach Terrain Chart – ICAO	Not produced
5	Aerodrome Obstacle Chart – ICAO Type A	Not produced
6	Area Chart – ICAO (arrival and transit routes)	Not produced
7	Standard Departure Chart – Instrument – ICAO	Not produced
8	Area Chart – ICAO (arrival and transit routes)	Not produced
9	Standard Arrival Chart – Instrument - ICAO	Not produced
10	Instrument Approach Chart – ICAO	Not produced
11	Visual Approach Chart	Not produced
12	Bird concentration in the vicinity of the aerodrome	Not produced

ORTI AD 2.1 AERODROME LOCATION INDICATOR AND NAME

ORTI – Al Taji Airfield

ORTI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

ORTI 2.2.1 The facilities and procedures listed below do not necessarily comply with, or adhere to, the requirements of ICAO Annex 14.

1	Aerodrome Reference Point coordinates and site	N33°31'22.1" E044°15'25.9" Located at center of RWY
2	Direction and distance from city	Generally N/NW, approx. 14 NM
3	Elevation and Reference Temperature	121 FT, 44°C
4	Geoid undulation	Not determined
5	Magnetic variation/Annual change	UNK
6	Aerodrome Administration Address Telephone Telefax Telex AFS Address	1st Air Cavalry Brigade. HQ 1ACB 1CD Unit 5009-0009 APO AE 09378 DSN:318-834-3801 Nil Nil Nil
7	Types of traffic permitted	IFR and VFR
8	Transition altitude and level	14 000 FT

ORTI AD 2.3 OPERATIONAL HOURS

1	Aerodrome Administration	24 hours
2	Customs and Immigration	Nil
3	Health and Sanitization	Nil
4	AIS Briefing Office	Nil
5	ATS Reporting Office	Nil
6	Met Office	24 hrs
7	Air Traffic Services	TWR (24 hours); GCA (1900-0500 7 days/wk; any time Wx is less than 1000' ceiling or 3 SM visibility)
8	Fueling	H24 (PPR required) Taji FARP H24
9	Handling	Nil
10	Security	24 hours
11	De-icing	Nil
12	Remarks	

ORTI 2.3.1 Al Taji is Prior Permission Required (PPR) 48 hours prior for all transient aircraft. Refer GEN 1.2 for current procedures, requirements and contact information.

ORTI AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Nil
2	Fuel and oil types	Nil
3	Fueling facilities and capacity	24 hour cold refuel PPR required for transient aircraft. Taji FARP located 38S MC 3195 1117. Taji FARP FREQ 40.85. See remarks under operational hours
4	De-icing facilities	Nil
5	Hanger space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Contact ASB S3 OPS for assistance, VOIP:242-6160, DSN:318-834-3348

ORTI AD 2.5 PASSENGER FACILITIES

1	Hotels at/near aerodrome	Nil
2	Restaurants	Nil
3	Transportation	Taji passenger terminal VOIP:242-6995.
4	Medical facilities	Nil
5	Bank and Post Office	Nil
6	Tourist Office	Nil
7	Remarks	Nil

ORTI AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	Aerodrome category for fire fighting	CAT 5
2	Rescue Equipment	Heavy rescue extraction tools
3	Capability for removal of disabled aircraft	Nil
4	Remarks	2xT3000 (11,300 litre) crash trucks, water/foam. DSN;318-834-1000, radio contact through Taji tower.

ORTI AD 2.7 SEASONAL AVAILABILITY

1	Type(s) of clearing equipment	FOD sweeper
2	Clearance priorities	Runway then parking ramps.
3	Remarks	Nil

ORTI AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Surface and strength of aprons	N/A
2	Width, surface and strength of TWYs	Width: TBD Surface: Concrete Strength: TBD
3	Location and elevation of altimeter checkpoints	N/A
4	VOR and INS checkpoints	N/A
5	Remarks	5 TWYs

ORTI AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	See ORTI AD 2-24
2	RWY and TWY markings and lights	RWY lights are in place for the approach to RWY 34/16 and the length of the RWY. Amber parking lights for Taji FARP are in place. TWY lighting exists for TWYs Alpha, Bravo, Charlie and Delta. Pilot-controlled intensity lighting is not available.
3	Stop bars	Nil
4	Remarks	Nil

ORTI AD 2.10 AERODROME OBSTACLES

1	RWY16	ORTI Obstacle Chart N/A
2	RWY34	ORTI Obstacle Chart N/A
3	Remarks	Nil

ORTI AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

ORTI 2.11.1 Limited weather information, using the location designator of KQAQ vice the ICAO airfield designator, is available from the following websites:

Open access website: http://adds.aviationweather.noaa.gov/ or http://www.baseops.net/metro.html
Military only websites: https://afwin.afwa.af.mil/ or https://28ows.shaw.af.mil/

ORTI AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

1	**RWY**	**16**	**34**
2	**BRG True and Mag**	160 Magnetic	340 Magnetic
3	**RWY Dimensions**	5790FT x 164FT (1764M x 50M)	5790FT x 164FT (1754M x 50M)
4	**PCN**	TBD	TBD
5	**THR Coordinates**	MGRS 38SMC3072010485 N33°31’52.96” E044°15’13.14”	MGRS 38SMC3126008810 N33°30’58.86” E044°15’35.45”
6	**THR Elevation**	**121FT**	**121FT**
7	**Slope of RWY/SWY**	TBD	TBD
8	**SWY Dimensions**	TBD	TBD
9	**CWY Dimensions**	Not calculated	Not calculated
10	**Strip Dimensions**	Not calculated	Not calculated
11	**Obstacle free zone**	Not calculated	Not calculated
12	**Remarks**	Nil	Nil

ORTI AD 2.13 DECLARED DISTANCES

1	**RWY**	**16**	**34**
2	**TORA**	5755FT (1755M)	5755FT (1755M)
3	**TODA**	5755FT (1755M)	5755FT (1755M)
4	**ASDA**	5755FT (1755M)	5755FT (1755M)
5	**LDA**	5755FT (1755M)	5755FT (1755M)
6	**Remarks**	Nil	Nil

ORTI AD 2.14 APPROACH AND RUNWAY LIGHTING

1	**RWY**	**16**	**34**
2	Type, length and intensity of approach lighting	N/A	N/A
3	Threshold lights, colors and wing bars	Red lights on final approach end, red at departure end	Red lights on final approach end, red at departure end
4	Type of visual approach slope indicator system	N/A	N/A
5	Length of RWY touchdown zone indicator lights	N/A	N/A
6	Length spacing color and intensity of RWY centerline lights	N/A	N/A
7	Length spacing color and intensity of RWY edge lights	Amber, solar powered lights. Spacing distance unknown	Amber, solar powered lights. Spacing distance unknown.
8	Color of RWY end lights and wingbars	Red lights at approach/departure end	Red lights at approach/departure end
9	Length and color of stopway lights	N/A	N/A
10	Remarks	Nil	Nil

ORTI AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	Aerodrome Beacon	Nil
2	Location and lighting of anemometer and LDG direction indicator	Nil
3	TWY edge and centerline lighting	Nil
4	Secondary power supply including switch-over time	N/A; RWY lights are solar-powered
5	Remarks	Nil

ORTI AD 2.16 HELICOPTER LANDING AREA

1	Coordinates of touchdown and lift-off point (TLOF) threshold of final approach and take-off (FATO)	To be determined
2	TLOF and/or FATO area elevation	To be determined
3	TLOF and FATO area dimensions, surface, strength, marking	To be determined
4	True and MAG BRG of FATO	To be determined
5	Declared distance available	To be determined
6	Approach and FATO lighting	To be determined
7	Remarks	Nil

ORTI AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Airspace designation and lateral limits	5 NM Class D airspace
2	Vertical limits	
3	Airspace classification	
4	Callsign and Languages	Taji Tower (English)
5	Transition altitude	As directed by tower
6	Remarks	Nil

ORTI AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service designation	Callsign	FREQ	Hours of operation	Remarks
TWR	Taji Tower	126.0 MHz 40.850 MHz 265.0 MHz	24 hours	Primary Secondary
GCA Feeder	Taji GCA	138.600 MHz 43.7(A) MHz 312.800 MHz	1900-0500 or weather < 1000’/3sm	Primary Secondary
GCA Final	Taji GCA	143.125 MHz 311.000 MHz	1900-0500 or weather < 1000’/3sm	Primary Secondary

ORTI AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid	Ident	FREQ	Hours of operation	Position of antenna	Elevation of DME	Remarks
NDB	TAJI	1650 KHz	24 hrs.	TBD	TBD	Nil

ORTI AD 2.20 LOCAL TRAFFIC REGULATIONS

ORTI 2.20.1 Inbound altitude day and night is at or above 500FT AGL inside 5NM.

ORTI 2.20.2 Outbound altitude day and night is at or below 300FT AGL until 5NM.

ORTI 2.20.3 Maximum speed 100 Knots inside 5NM.

ORTI AD 2.21 NOISE ABATEMENT PROCEDURES

ORTA 2.21.1 Departures. Avoid overflight of Life Support Area (LSA) west of the airfield on departure.

ORTA 2.21.2 Arrivals. Avoid overflight of Life Support Area (LSA) west of airfield.

ORTI AD 2.24 CHARTS RELATED TO AN AERODROME

ICAO Charts for Al Taji Airfield		
1	Aerodrome Chart - ICAO	Not produced
2	Aircraft Parking/Docking Chart – ICAO	Not produced
3	Aerodrome Ground Movement Chart – ICAO	Not produced
4	Precision Approach Terrain Chart – ICAO	Not produced
5	Aerodrome Obstacle Chart – ICAO Type A	Not produced
6	Area Chart – ICAO (arrival and transit routes)	Not produced
7	Standard Departure Chart – Instrument – ICAO	Not produced
8	Area Chart – ICAO (arrival and transit routes)	Not produced
9	Standard Arrival Chart – Instrument - ICAO	Not produced
10	Instrument Approach Chart – ICAO	Not produced
11	Visual Approach Chart	Not produced
12	Bird concentration in the vicinity of the aerodrome	Not produced

ORTS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

ORTS – Tikrit South Airport

ORTS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	Aerodrome Reference Point coordinates and site	N34°32’06.00” E043°40’42.00” The geographic center of the airfield
2	Elevation and Reference Temperature	330FT (100.6M) and 43.1°C

ORUB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

ORUB – Ubaydah Bin Al Jarrah Airfield

ORUB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	Aerodrome Reference Point coordinates and site	N32°28'54.00" E045°45.24.00 "The geographic center of the airfield
2	Direction and distance from city	TBD
3	Elevation and Reference Temperature	68FT
4	Geoid undulation	Not determined
5	Magnetic variation/Annual change	UNK
6	Aerodrome Administration Address Telephone E-mail	 DSN:318-250-1089 THURAYA 0087 17 6363 0620 alkt@op.pl
7	Types of traffic permitted	IFR and VFR
8	Transition altitude and level	14 000 FT

ORUB AD 2.3 OPERATIONAL HOURS

1	Aerodrome Administration	TBD
2	Customs and Immigration	Nil
3	Health and Sanitization	Nil
4	AIS Briefing Office	Nil
5	ATS Reporting Office	Nil
6	Met Office	TBD
7	Air Traffic Services	TBD
8	Fueling	TBD
9	Handling	TBD
10	Security	24 hours
11	De-icing	Nil
12	Remarks	Ubaydah Bin Al Jarrah ORUB is a prior permission required airfield: 24 hour ppr. Contact airfield management (see AD ORUB 2.2) with aircraft type, callsign, ETA/ETD, cargo, refuel required, radar/NDB required, requestor name and phone number. Refer GEN 1.2 for current procedures and requirements

ORUB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

1	RWY	11L	29R	11R	29L
2	BRG	TBD	TBD	TBD	TBD
3	RWY Dimensions	10180FT X 150 FT (3102M x 45M)	10180FT X 150 FT (3103M x 45M)	11680FT X 150 FT (3560M x 45M)	11680FT X 150 FT (3560M x 45M)
12	Remarks	Nil	Nil	Nil	Nil

ORUB AD 2.13 DECLARED DISTANCES

1	RWY	11L	29R	11R	29L
2	TORA	10180FT 3102M	10180FT 3102M	11680FT 3560M	11680FT 3560M
3	TODA	10180FT 3102M	10180FT 3102M	11680FT 3560M	11680FT 3560M
6	Remarks	Nil	Nil	Nil	Nil

ORUB AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service designation	Callsign	FREQ	Hours of operation	Remarks
TWR	Blair Tower	135.50MHz 244.05MHz	TBD	Primary Secondary
Remarks	Nil			

ORUB AD 2.23 ADDITIONAL INFORMATION

ORUB 2.23.1 Additional information is available at https://www.afd.scott.af.mil.

ORUQ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

ORUQ – Umm Qasr Airport

ORUQ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	Aerodrome Reference Point coordinates and site	N30°01’12.00” E047°55’24.00” The geographic center of the airfield
2	Elevation and Reference Temperature	33FT (10.1M) and 43.1°C

AD 3. HELIPORTS

ORAQ AD 3.1 HELIPORT LOCATION INDICATOR AND NAME

ORAQ – Al Qaim Landing Zone

ORAQ AD 3.2 HELIPORT GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	Aerodrome Reference Point coordinates and site	N34°15’58.57” E041°09’44.05” The geographic center of the airfield
2	Elevation and Reference Temperature	797FT (242.9 M) and 43.1°C
3	Magnetic variation/Annual change	4°E as at APR 2004, annual change not determined
4	Remarks	Heliport operator: United States Marine Corps Ph: DSN 302 3635 171

ORAQ AD 3.3 OPERATIONAL HOURS

1	Aerodrome Administration	H24
2	Customs and Immigration	Not Available
3	Health and Sanitation	Not Available
4	AIS Briefing Office	TBD
5	ATS Reporting Office	TBD
6	Met Office	H24
7	Air Traffic Services	H24
8	Fueling	H24
10	Security	H24
12	Remarks	Nil

ORAQ AD 3.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	TBD
2	Fuel and oil types	TBD
3	Fueling facilities and capacity	TBD
4	De-icing facilities	TBD
5	Hanger space for visiting aircraft	TBD
6	Repair facilities for visiting aircraft	TBD
7	Remarks	Nil

ORAQ AD 3.5 HELICOPTER LANDING AREA

1	Coordinates of touchdown and lift-off point (TLOF) threshold of final approach and take-off (FATO)	TBD
2	TLOF and/or FATO area elevation	TBD
3	TLOF and FATO area dimensions, surface, strength, marking	TBD
4	True and MAG BRG of FATO	TBD
5	Declared distance available	TBD
6	Approach and FATO lighting	TBD
7	Remarks	TBD

ORAQ AD 3.6 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service designation	Callsign	FREQ	Hours of operation	Remarks
TWR	Old School Tower	255.80 MHz 139.55 MHz	H24	VHF by request only

ORAQ AD 3.7 LOCAL TRAFFFIC REGULATIONS

ORAQ 3.7.1 Overflight of buildings, fueling spots, fuel tanks and parked aircraft prohibited.

ORAQ AD 3.8 OBSTACLES

ORAQ 3.8.1 Tower 200FT AGL at N34^{0}16’07.24” E041^{0}09’17.22” marked with red flashing beacon.

ORRW AD 3.1 HELIPORT LOCATION INDICATOR AND NAME

ORRW – Korean Village Landing Zone

ORRW AD 3.2 HELIPORT GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	Aerodrome Reference Point coordinates and site	N33°01'05.02" E039°56'15.62" The geographic center of the airfield
2	Elevation and Reference Temperature	2500FT (762 M) and 43.1°C
3	Magnetic variation/Annual change	4°E as at APR 2004, annual change not determined
4	Remarks	Heliport operator: United States Marine Corps Ph: DSN 302-3636-119

ORRW AD 3.3 OPERATIONAL HOURS

1	Aerodrome Administration	H24
2	Customs and Immigration	Not Available
3	Health and Sanitation	Not Available
4	AIS Briefing Office	TBD
5	ATS Reporting Office	TBD
6	Met Office	H24
7	Air Traffic Services	H24
8	Fueling	H24
10	Security	H24
12	Remarks	Nil

ORRW AD 3.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	TBD
2	Fuel and oil types	TBD
3	Fueling facilities and capacity	TBD
4	De-icing facilities	TBD
5	Hanger space for visiting aircraft	TBD
6	Repair facilities for visiting aircraft	TBD
7	Remarks	Nil

ORRW AD 3.5 HELICOPTER LANDING AREA

1	Coordinates of touchdown and lift-off point (TLOF) threshold of final approach and take-off (FATO)	TBD
2	TLOF and/or FATO area elevation	TBD
3	TLOF and FATO area dimensions, surface, strength, marking	TBD
4	True and MAG BRG of FATO	TBD
5	Declared distance available	TBD
6	Approach and FATO lighting	TBD
7	Remarks	Nil

ORRW AD 3.6 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service designation	Callsign	FREQ	Hours of operation	Remarks
TWR	KAY-VEE Tower	339.35 MHz 141.3 MHz	H24	Nil

ORRW AD 3.7 LOCAL TRAFFFIC REGULATIONS

ORRW 3.7.1 Overflight of buildings, fueling spots, fuel tanks and parked aircraft prohibited

ORRW AD 3.8 OBSTACLES

ORRW 3.8.1 Tower 200FT AGL at N33^{0}01’11.60” E039^{0}55’44.31” marked with red flashing beacon.

ORRW 3.8.2 Tower 200FT AGL located at N33^{0}01’05.02” E039^{0}56’15.60” marked with intermittent hazard light.

ORWH AD 3.1 HELIPORT LOCATION INDICATOR AND NAME

ORWH – Washington Army Heliport

ORWH AD 3.2 HELIPORT GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	Aerodrome Reference Point coordinates and site	N33°18.27' E44°24.21' The geographic center of the airfield
2	Direction and distance from city	Not Applicable
3	Elevation and Reference Temperature	127FT (38.7 M)
4	Geoid undulation	Not determined
5	Magnetic variation/Annual change	4°E as at APR 2004, annual change not determined
6	Aerodrome Administration Address Telephone Telefax Email: AFS Address	United States Army DSN # 318-239-7982 / 7985 ross.scherer@iraq.centcom.mil
7	Types of traffic permitted	VFR
8	Transition altitude and level	TA 14,000 FT AMSL, TL FL150

ORWH AD 3.3 OPERATIONAL HOURS

1	Aerodrome Administration	0500 – 1600 Z
2	Customs and Immigration	Nil
3	Health and Sanitation	Nil
4	AIS Briefing Office	H24
5	ATS Reporting Office	H24
6	Met Office	Nil.
7	Air Traffic Services	0400Z-2000Z
8	Fueling	By prior arrangement
10	Security	H24
12	Remarks	Nil

ORWH AD 3.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Nil
2	Fuel and oil types	JP8 (Limited quantities)
3	Fueling facilities and capacity	TBD
4	De-icing facilities	Nil
5	Hanger space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	**Prior permission required** PPR required for shutdown and fuel Contact Heliport Management

ORWH AD 3.5 HELICOPTER LANDING AREA

1	Coordinates of touchdown and lift-off point (TLOF) threshold of final approach and take-off (FATO)	To be determined
2	TLOF and/or FATO area elevation	To be determined
3	TLOF and FATO area dimensions, surface, strength, marking	657FT BY 327FT, concrete
4	True and MAG BRG of FATO	To be determined
5	Declared distance available	To be determined
6	Approach and FATO lighting	H lighting center of pad
7	Remarks	LDG direction 33/15

ORWH AD 3.6 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service designation	Callsign	FREQ	Hours of operation	Remarks
TWR	Washington Tower	125.100 MHz 330.750 MHz	0400 – 2000Z DAILY	Primary Secondary

ORWH AD 3.7 LOCAL TRAFFIC REGULATIONS

ORWH 3.7.1 Over flight of hanger and helo ramp at south end of heliport prohibited.