



Iraqi Civil Aviation Authority  
Republic of Iraq



## Iraq ATM Contingencies – Airspace affected by Conflict

Presented by:

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Cairo 24-25 September 2014

# ICAO MID SCM ATM Contingency Arrangements

Iraqi Civil Aviation Authority Working Paper:

## ATM Contingencies for Airspaces affected by Armed Conflict in Iraq

Presented to the

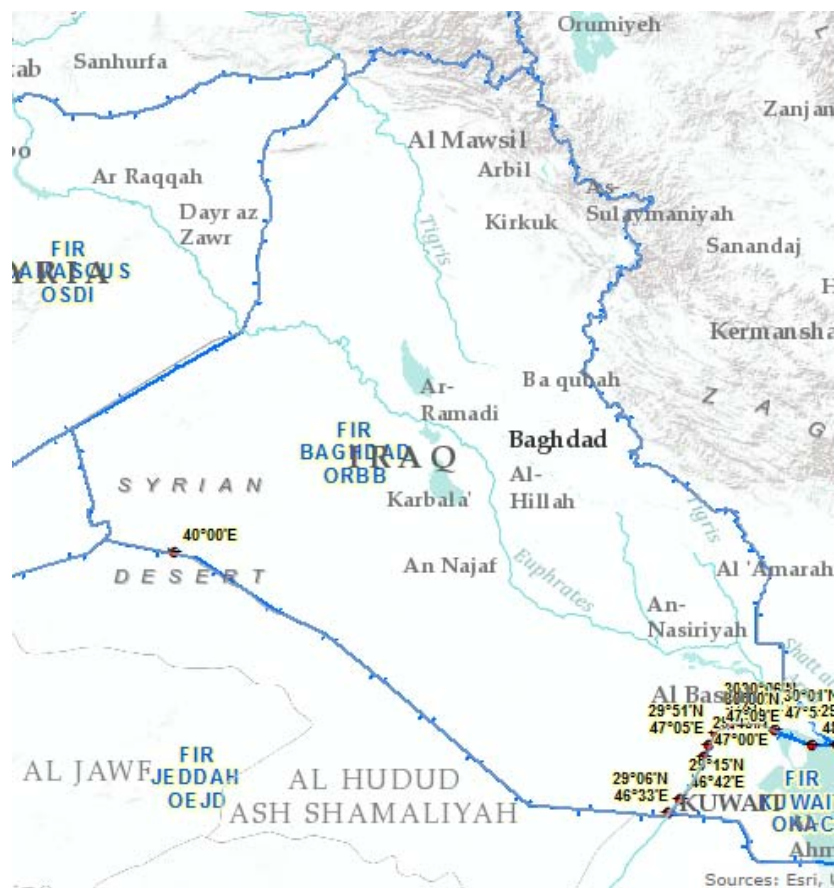
Special Coordination Meeting on the Implementations of ATM Contingency Arrangements

*Cairo, Egypt (24-25 September 2014)*

serco



# Baghdad FIR Overview



Baghdad FIR – ORBB - 127,430 NM<sup>2</sup>

Providing efficient routing between Europe and the Mid-East Gulf regions

Overflights Predominantly North/South flow of traffic between Kuwait and Ankara FIRs

Arrival Departures operate into :

Baghdad (ORBI)

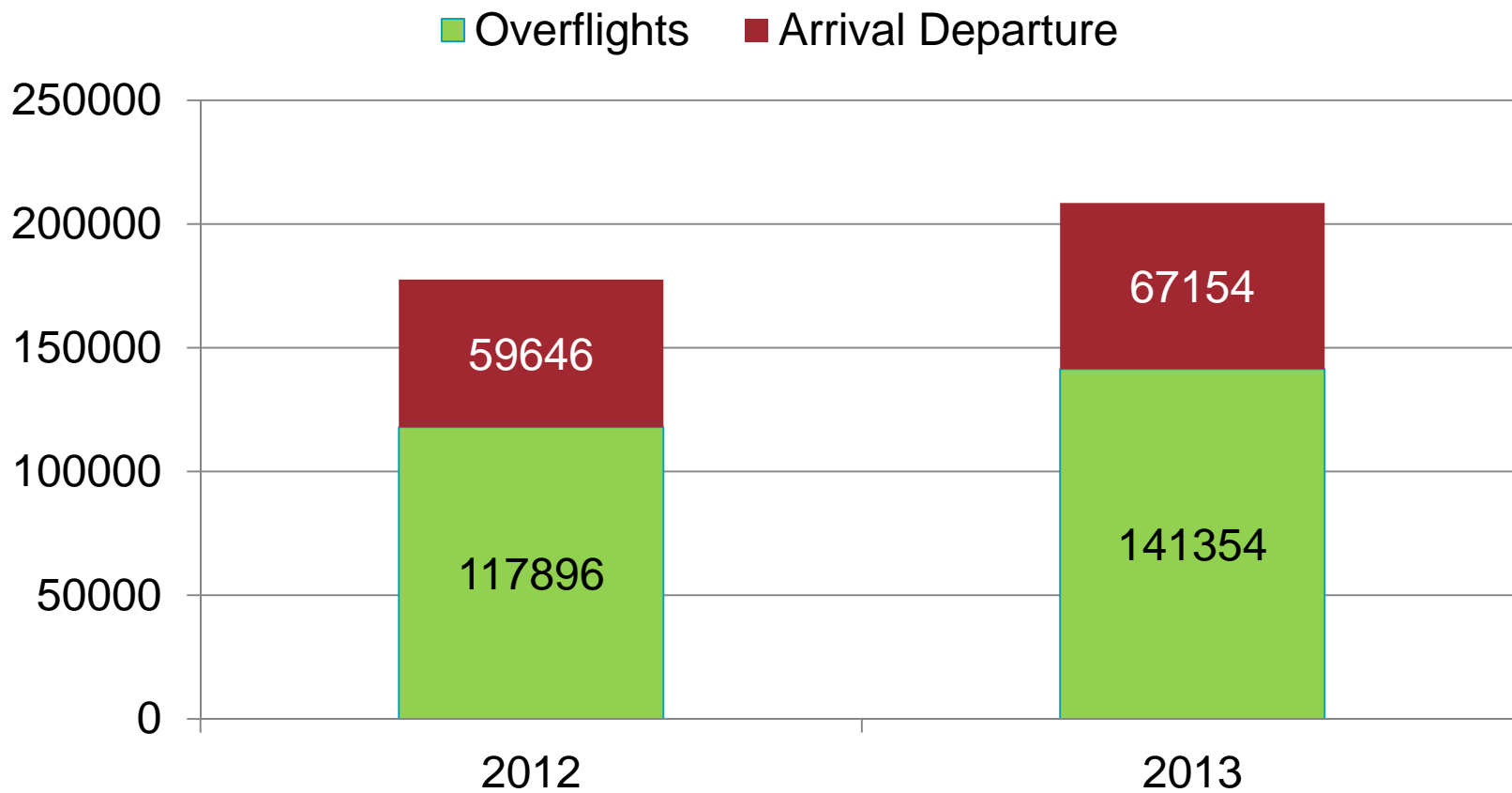
Basra (ORMM)

Najef (ORNI)

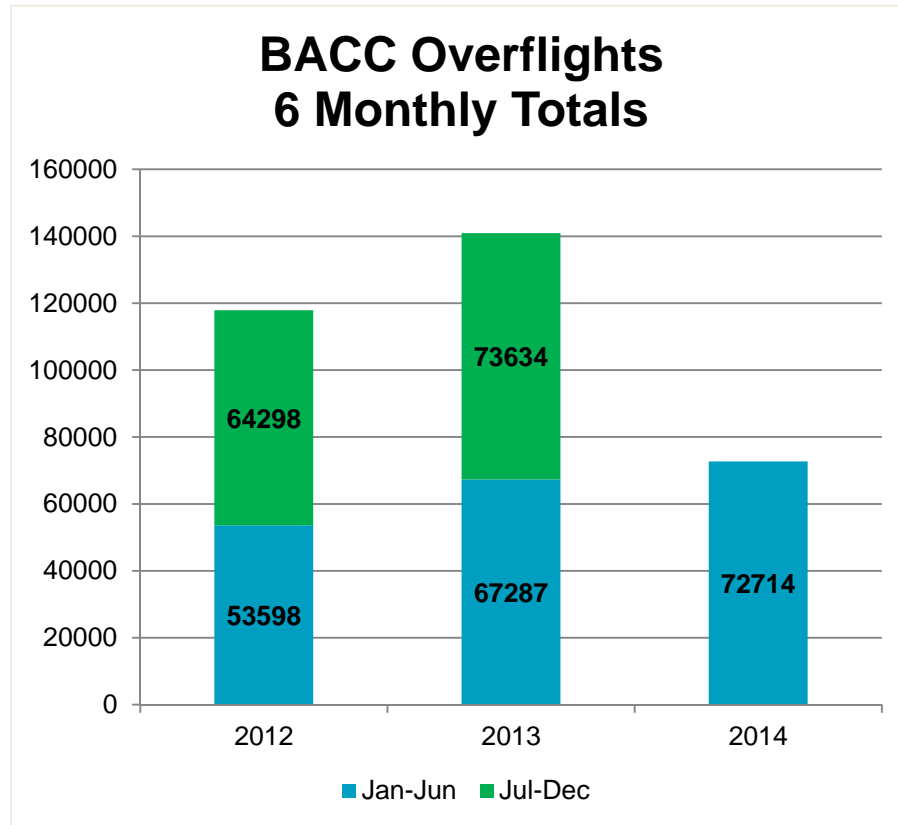
Erbil (ORER)

Sulamaniyah (ORSU)

# Total Commercial Movements Iraq 2012/2013



# BACC Commercial Overflight Growth



**20% Increase from 2012 to 2013**

**8% Increase in 1st ½ of 2014**

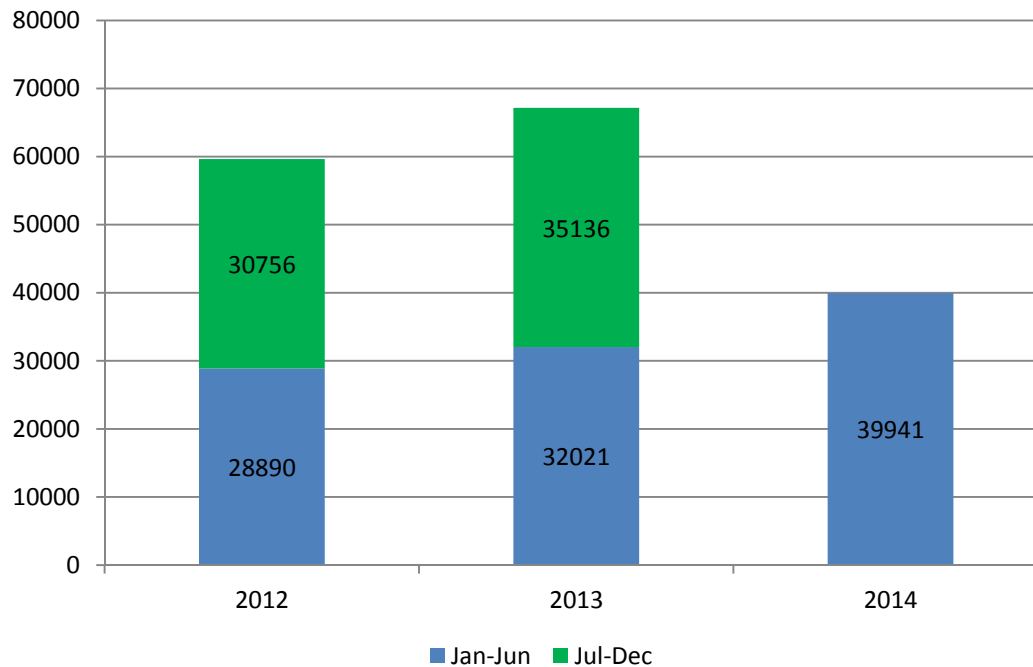
**Maximum capacity of current sectors reached in Early 2014 requiring Flow Control**

**FLAS**

**Minimum Route Spacing**

# Baghdad FIR Arrival and Departure Growth

**Baghdad FIR  
Arrival & Departures**



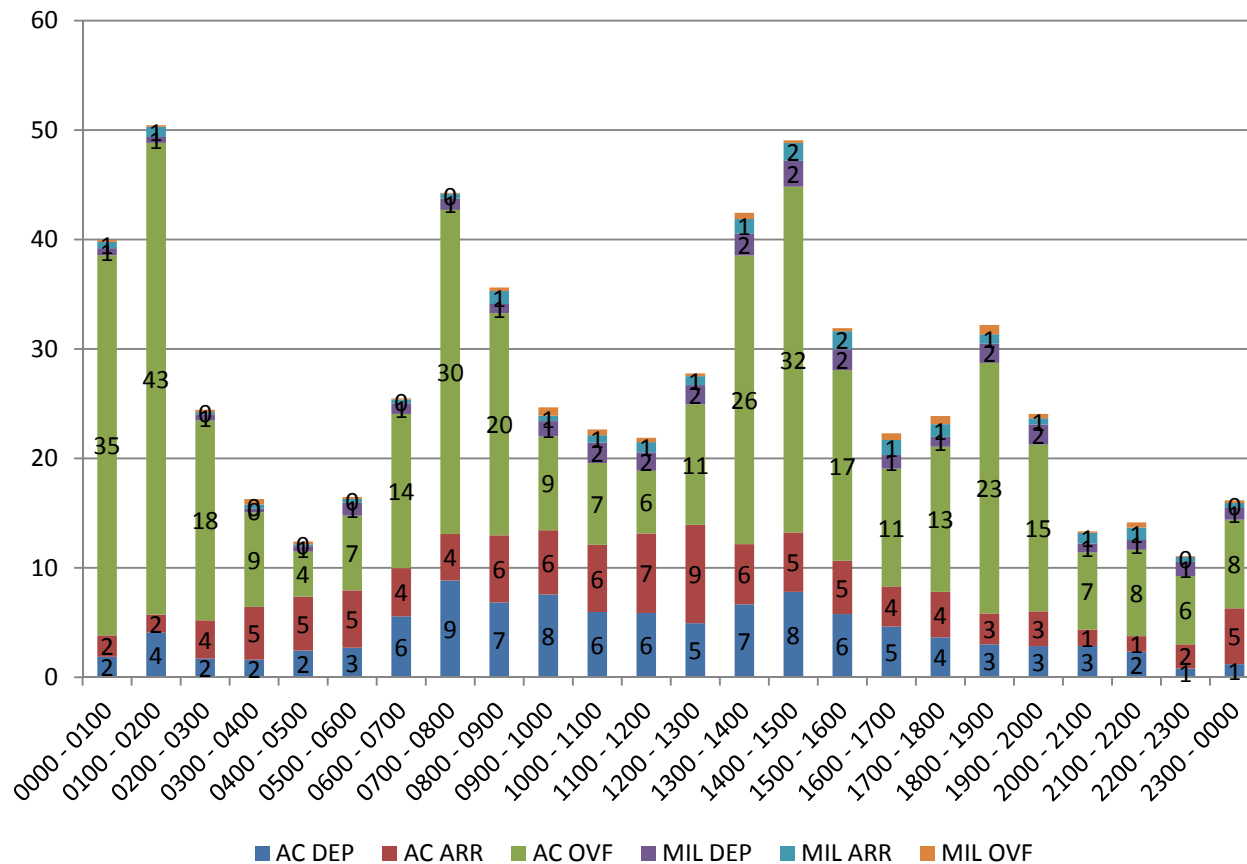
Arrival/Departure  
movements 8% growth

Mostly during day hours

Peak 0700-1500 UTC

# Average Hourly Traffic loadings

Average Hourly Movements June 2014



Three workload peaks

0600-0830 UTC

1200-1500 UTC

2300-0200 UTC

Averaging up to 50 movements per hour in peak periods



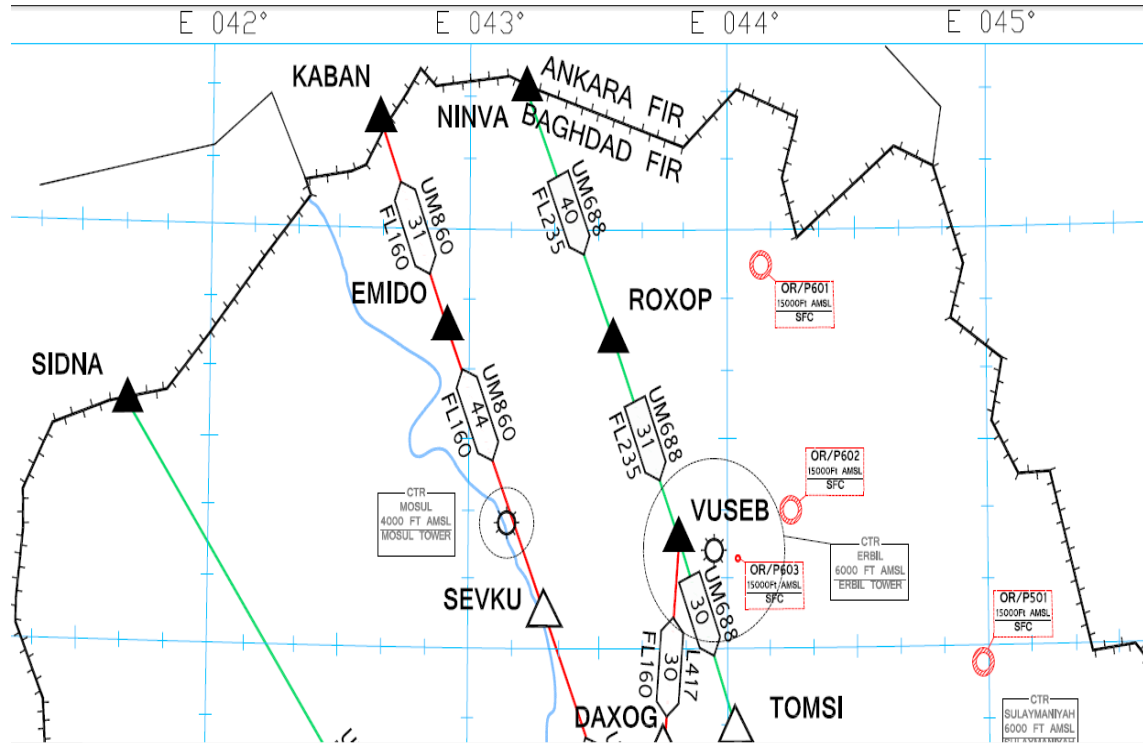
**MH17 disaster lead to drastic changes within the Aviation**

**Airliners and Public questioned the routing of traffic over conflict zones.**

**Concerns were raised about other conflict zones elsewhere in the world.**



# Media Pressure

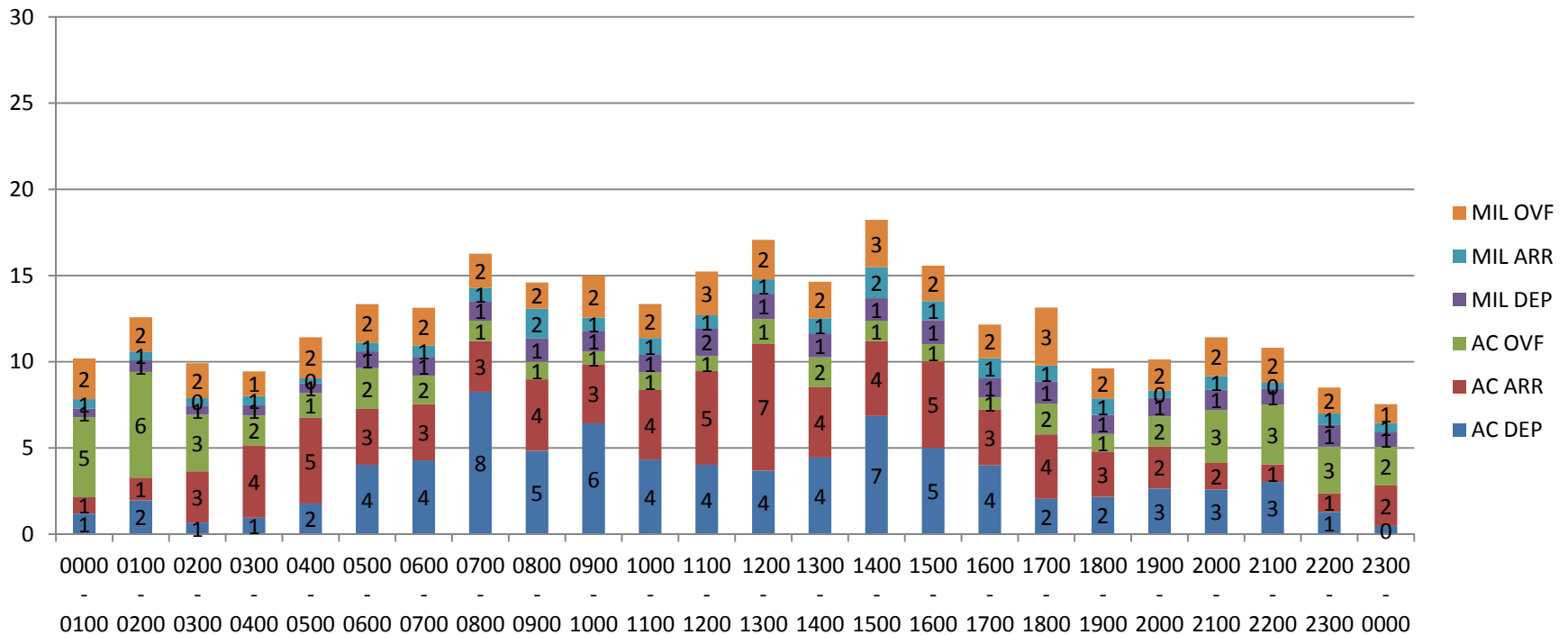


Media Pressure on flights that route in other conflict zones.

Specific mention that in IRAQ UM860 passes overhead of Mosul town

# Average Hourly traffic movements post 9 Aug 14

## Average Hourly Movements 9 Aug - 14 Sep



# FAA SFAR and NOTAM

**7 Jan 13 SFAR 77 – No US OPR may fly in Iraqi Airspace below FL200 unless arriving or departing Erbil and Sulamaniyah**

**31 July 14 SFAR 77 No US OPR may fly in Iraqi Airspace below FL300 (ORER/ORSU Ops suspended)**

**8 August 14 NOTAM Prohibits all US OPR from flying in Iraqi Airspace**

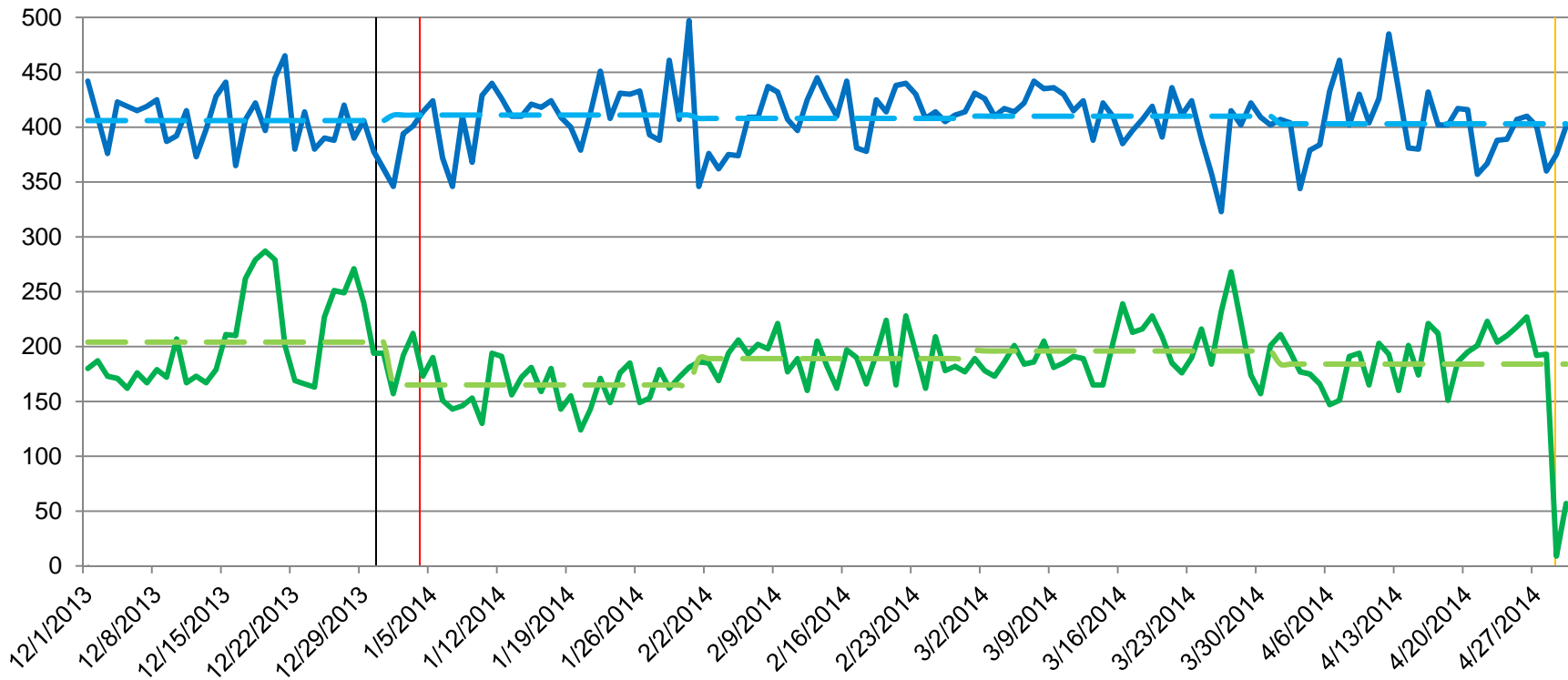
# Overflight Traffic Trends

- 7 Jan 2013 Commercial Overflying traffic within Iraq FIR = 342
- 17 July 2014 Commercial Overflying traffic within Iraq FIR = 403
- 24 July 2014 Commercial Overflying traffic within Iraq FIR = 457
- 31 July 2014 Commercial Overflying traffic within Iraq FIR = 347
- 1 August 2014 Commercial Overflying traffic within Iraq FIR = 309
- 4 August 2014 Commercial Overflying traffic within Iraq FIR = 271
- 8 August 2014 Commercial Overflying traffic within Iraq FIR = 228
- 9 August 2014 Commercial Overflying traffic within Iraq FIR = 48

# Daily Commercial Traffic movements OVF vs ARR/DEP

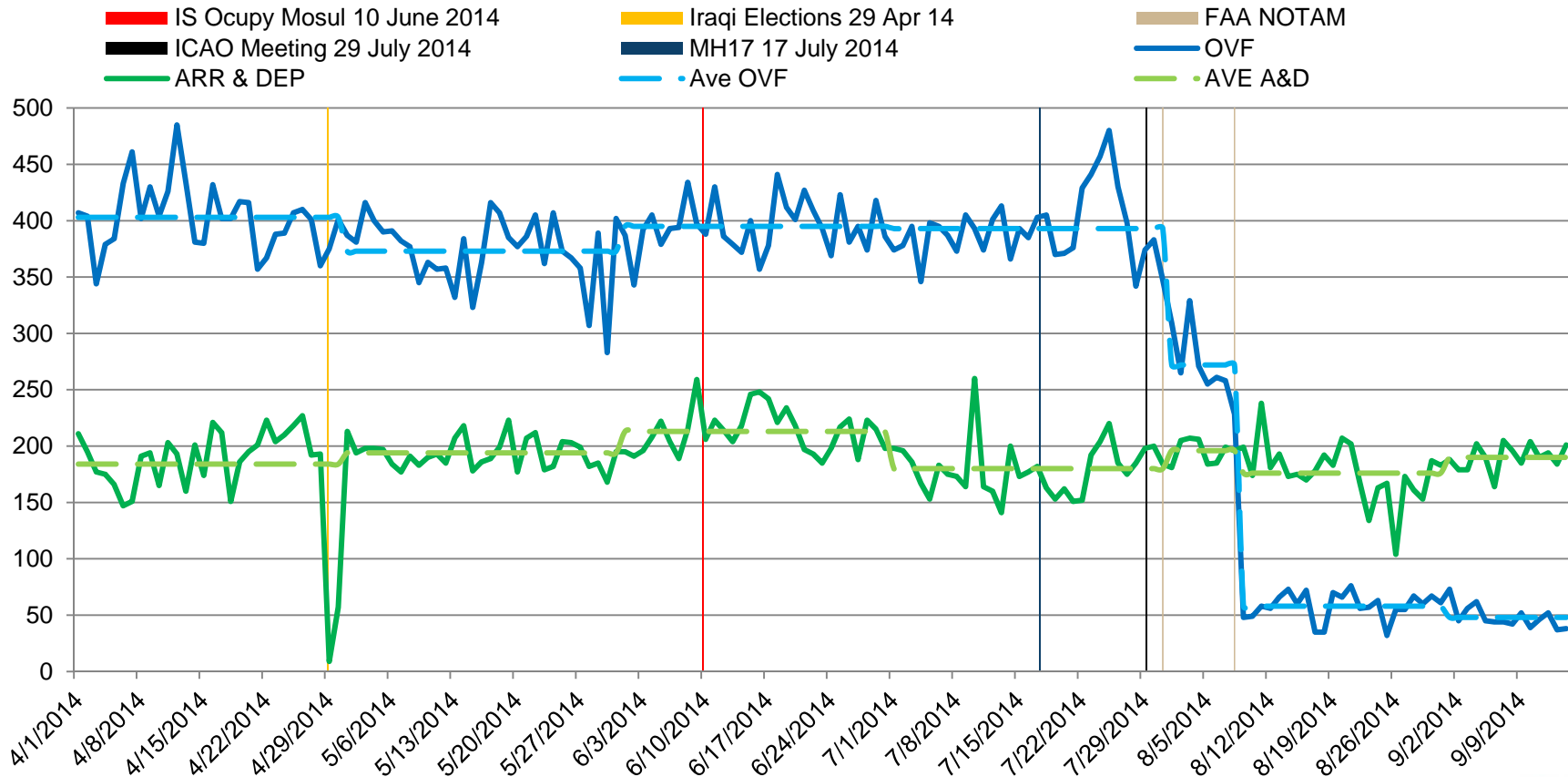
## Baghdad Traffic Movements Commercial Air Operators

█ Falluja 4 Jan 14      █ Iraqi Elections 29 Apr 14      █ Ramadi 30 Dec 13  
— OVF      — ARR & DEP      — Ave OVF

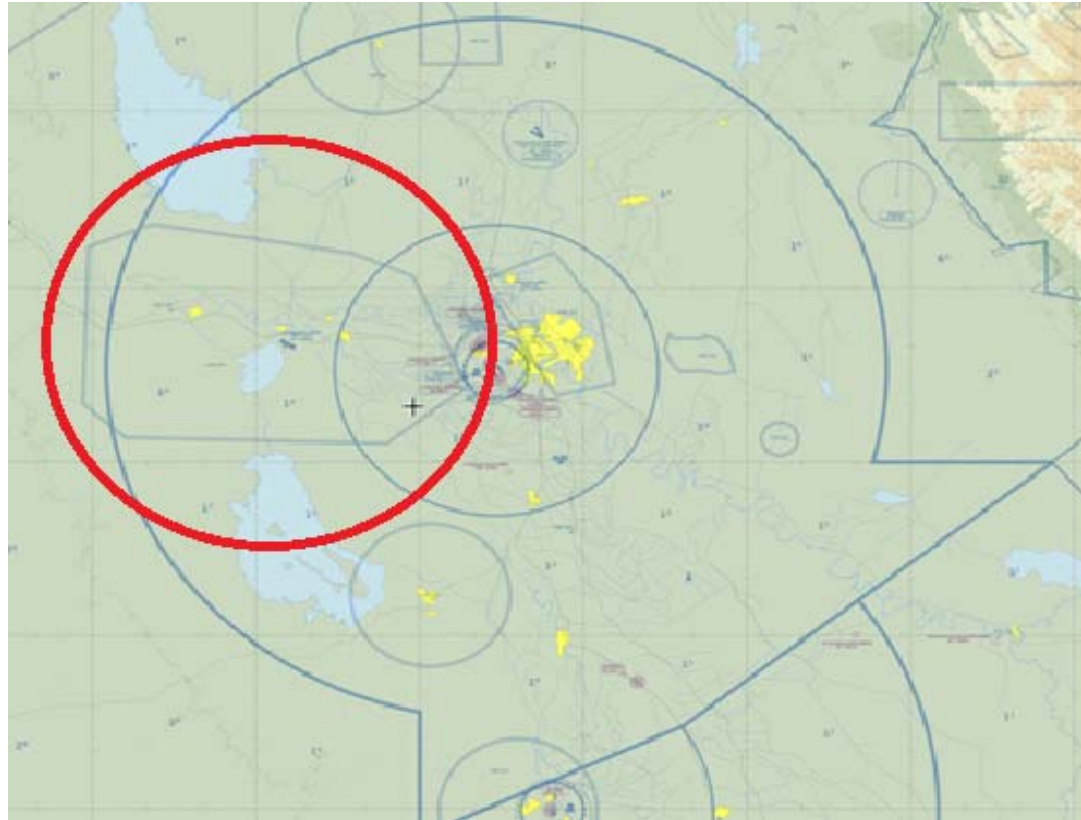


# Daily Commercial Traffic movements OVF vs ARR/DEP

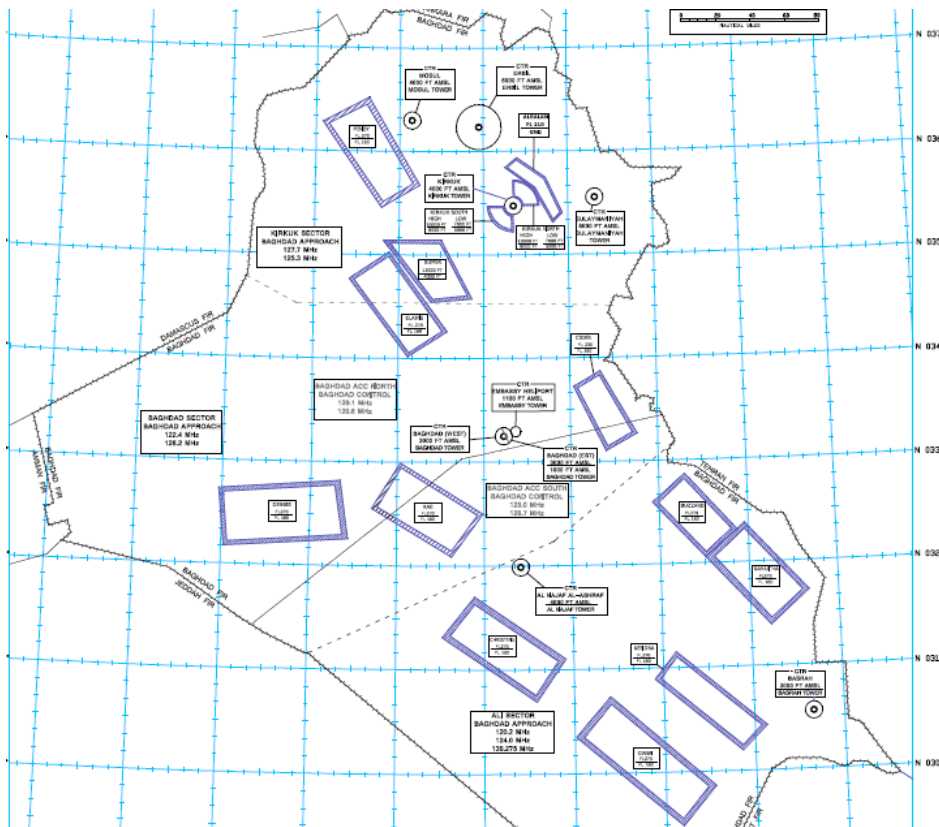
## Baghdad Traffic Movements Commercial Air Operators



# Airspace Segregation – Restricted Areas



# Airspace Segregation – MOA and ROZ





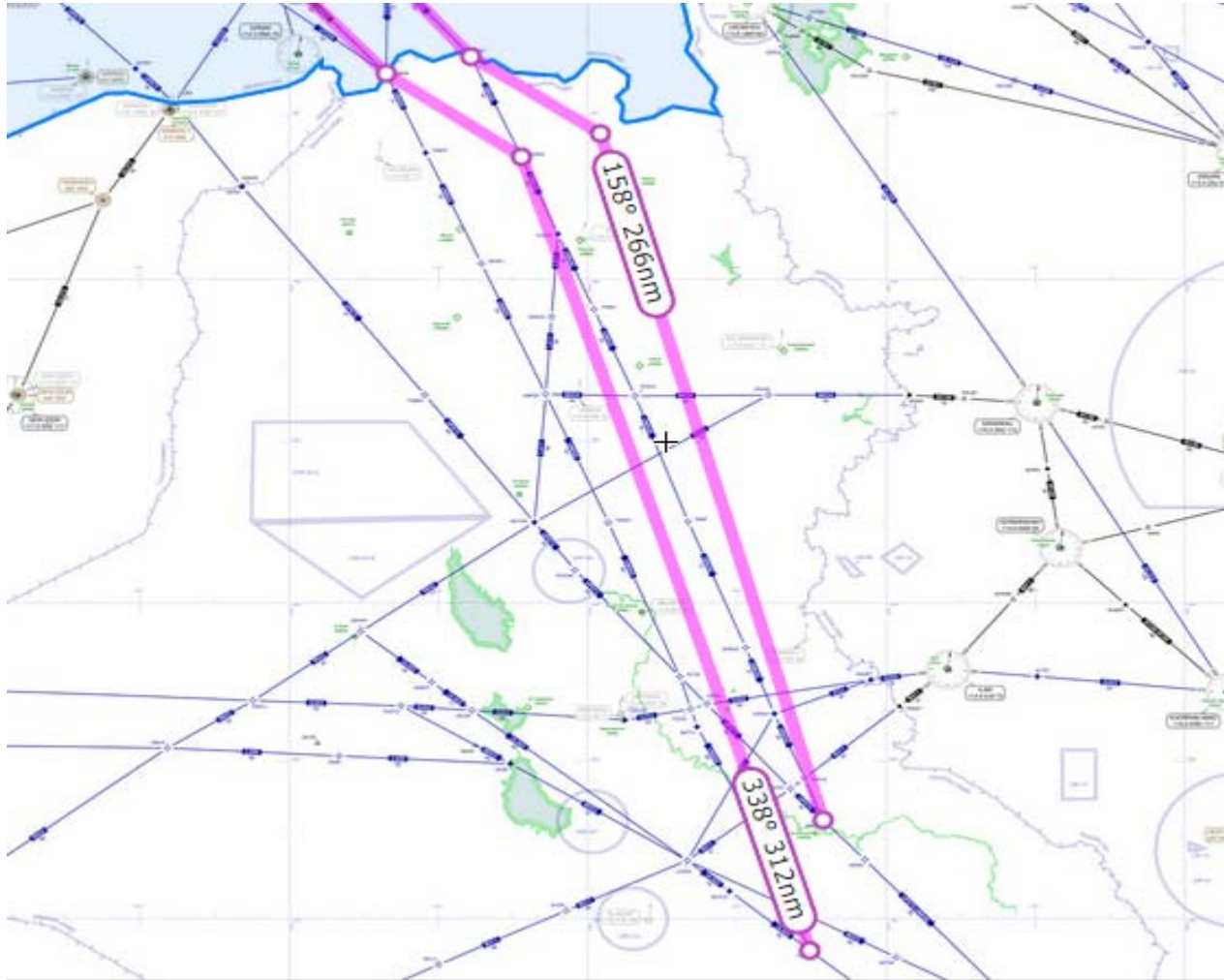
# Present Route Structure – Peak Capacity



# ATS Air Route restructure Proposal



# ATS Air Route restructure Proposal



# Summary

Commercial traffic has continued within the Baghdad FIR without incident relating to the ground invasion from when the offensive started.

Tactical measures are in place within Baghdad FIR to re-route traffic should a perceived threat be made to commercial traffic.

After consultation with military forces and acting on available intelligence, commercial operators have been routed above the upper limit of Restricted airspace, regularly overflying these at high levels. If an airliner is not able to route above the minimum level allocated by the military then they are vectored around such airspaces.

# Summary

Arrivals and Departures have continued specifically to airports such as Erbil. In some cases airlines have routed through the majority of the FIR entering at TASMI and flying 450NM to Erbil on the current route structure, however Erbil is located only 90NM from the FIR Exit point KABAN.

The ICAA has been able to accommodate a number of airlines specific requests for routing through the Baghdad FIR and is willing to engage in further discussions should this be needed.

# Conclusion

## Iraq ATC contingencies

**Segregated Airspace**

**Publication of Active Areas via NOTAM**

**Military Liaison Officers in BACC**

**Tactical routing of traffic**

# Actions

The meeting is requested to provide comment on:

**Feasibility of Overflying Iraq**

**Feasibility of Temporarily amending the ATS Route Structure**

**Operators requirements for Special handling**