



الهيئة العامة للطيران المدني
CIVIL AVIATION AUTHORITY
قطر QATAR



ICAO

MIDANPIRG/22 & RASG-MID/12

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DOHA, QATAR – 4–8 MAY 2025



Reduce Procedural Separation

- Reduce longitudinal separation from 80NM to 40NM in western Iraq.
- Modern aircraft equipped with RNP10/4, CPDLC, ADS-C enable safe implementation.
- Coordination with Syria and Jordan FIRs required.
- Benefits: increased capacity, reduced delays, future transition to 30NM.

GNSS Interference Mitigation

- Documented GPS issues (Jamming 35%, Spoofing 33%).
- Actions: NOTAMs, reporting forms, monitoring database.
- Ground/aerial scanning for sources, backup NAV aids prioritized.
- Goal: Ensure continuity and safety in air traffic operations.

Basrah Radar Upgrade

- ❑ Upgrade project for radar at ORMM covering southern Iraq.
- ❑ LOA with Iraqi Air Defense and Kuwait for traffic coordination.
- ❑ Backup via military radar, ATFM applied.
- ❑ Project completed successfully with regional collaboration.

Joint Civil/Military Use of Aerodromes

- ☐ Joint use MoU between ICAA and Iraqi Air Force.
- ☐ Shared infrastructure and coordination protocols in place.
- ☐ Monthly meetings and designated coordination officers.
- ☐ Proposal for regional ICAO guidance or MoU template.

Future Airspace Plans – Iraq ATM

- ❑ Opening a third airway with Kuwait to handle increasing traffic.
- ❑ Developing Direct Route Airspace (DRA) and Free Route Airspace (FRA) for more efficient routing.
- ❑ Implementing Flexible Use of Airspace (FUA) integrating civil/military use dynamically.
- ❑ Reopening navigation points with Syria (SIDNA, ELEXI) to restore traditional western air routes.
- ❑ Establishing new entry/exit points with Iran south of PAXAT to reduce congestion.

Technical Enhancements and Inter- FIR Cooperation

- Coordination with Syrian, Jordanian, and Kuwaiti FIRs for radar and procedural alignment.
- Upgrade of radar systems in Basrah with military radar fallback and ATFM measures.
- Letter of Agreements (LOAs) modified for transition altitudes and traffic flows.
- Training of ATCOs on new procedures and updated AIP entries via AIRAC.

ARAB SUMMIT STRATEGIC PLAN

On the 17th of May 2025, IRAQ will host the Arab Summit in Baghdad, preparations and plans were made to accommodate the event and the proceedings associated with this event, pre-visits and ministers' summit that will be held before the main event on the May 17th.

The plan mainly consists of handling and accommodating the expeditions' flights and coordinating to conduct safe orderly and expeditious air traffic flow from and to Baghdad International (ORBI) and to anticipate any possible effect on the air traffic flow from and to the Najaf International (ORNI).

ARAB SUMMIT STRATEGIC PLAN

The plan also consists of creating waiting zones for the expeditions' flights to hold until the "OPEN-GATE" is met in which those zone will be close to the airport and will not affect the air traffic flow in the vicinity.

Provision of supporting man power to handle any situation associated with the event and coordinating with the authorities concerned to discuss and work on the air traffic control requirements.

Continuous coordination with airport operations and the engineering crew to obtain continuous update of the preparations and air traffic flow plans from and to the airport.

Aeronautical Rescue coordination Center (ARCC)

The Aeronautical Rescue coordination Center (ARCC) was established in 2020 within GCANS facilities at Baghdad International Airport and is equipped with the following capabilities:

- ❖ Automation System linked live with GCANS ATM system.
- ❖ HF/VHF Communication Ability.
- ❖ COSPAS-SARSAT System.
- ❖ Landline Communication and Cellular Communication via TED.
- ❖ Receiving ELT messages within the region coordination with BACC Supervisors for tracking and monitoring the ELT.

Aeronautical Rescue coordination Center (ARCC)

A number of personnel from security forces and other sectors have been trained and awarded local certifications in Search and Rescue operations in addition to a small group of air traffic controllers have been trained and awarded local certifications in Search and Rescue operations.

Local training curriculum for ground teams in aerial search and rescue operations has been developed.

Aeronautical Rescue coordination Center (ARCC)

NVIS: Successful trials have been conducted for NVIS (Near Vertical Incidence Skywave) that ensure wireless communication through out the country with full coverage and high availability and No required infrastructure or subscription.

Achievements

Few examples of the latest achievements:

- Applying FUA implementation plan through coordination with military authorities and scheduling training missions and segregated airspace requests through data analysis and ATFM measures if required with care and priority given for civilian air traffic operations, reduction in the vertical and lateral limits of the restricted areas and segregated airspaces has been done since December 2024.
- Continuous planning for the upcoming opening of Mosul Int. airport (ORBM) and Karbala Int. airport, to plan a procedure in which air traffic management in the areas where multiple airports are present and limited space to maneuver, as illustrated in the figures below:

Achievements

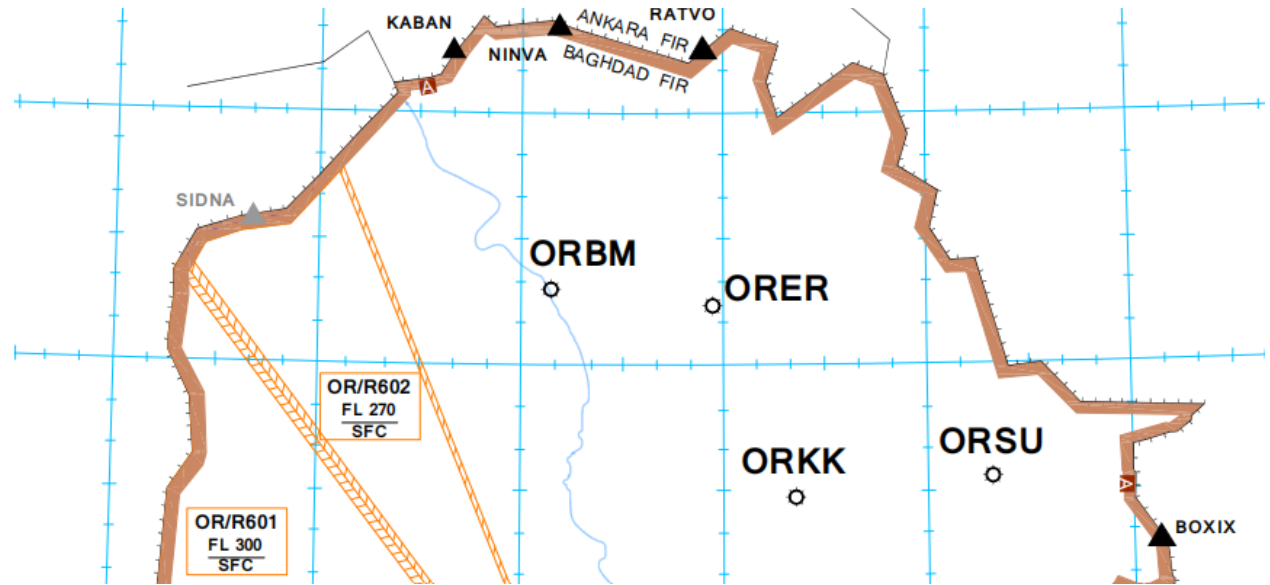


Figure 1- The area where Mosul Int. is located and the challenges with the presence of four Int. airports in the vicinity, Erbil (ORER), Kirkuk Int. (ORKK) and Sulaimaniyah Int. (ORSU).

Achievements

After the active participation in Erbil Int. new approach plates design and Kirkuk approach plates design by providing the necessary technical support and risk assessment, a new challenge is posing in planning, providing technical support, assessing risks and coming up with the suitable mitigations and efficient solutions to provide safe, orderly and expeditious air traffic flow from and to the mentioned above airports.

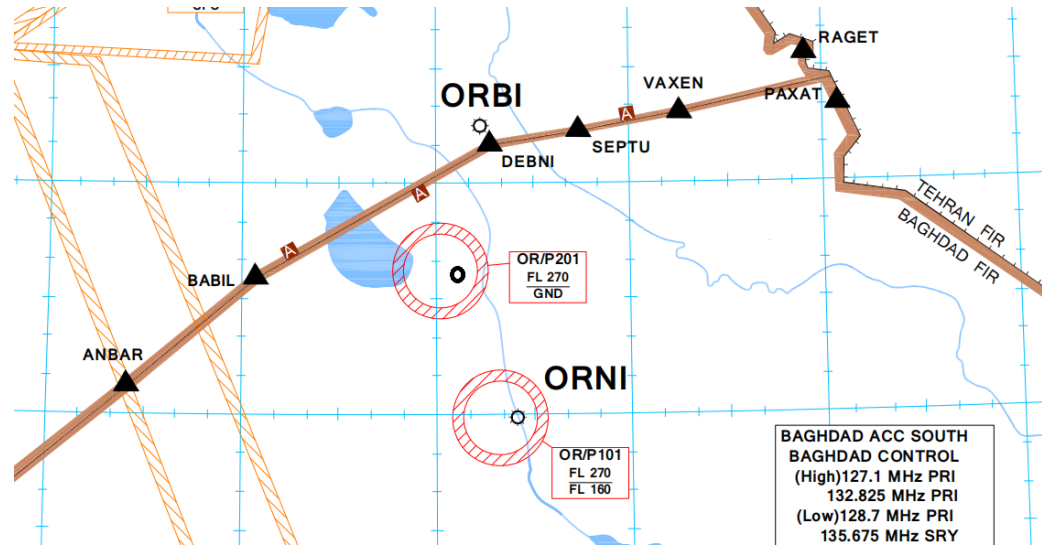


Figure 2- The area where Karbala Int. is located, between Baghdad Int. (ORBI), capital airport, and Najaf Int. airport, known for having a noticeable air traffic movement given the religious importance of the city.

Achievements

- All active SSR radars are Cooperative Surveillance Radar Downlink of Aircraft Parameters (SSR-DAPS), after the completion of the Basrah radar upgrade as described in the above sections, with the plan to have the entire FIR radar covered.
- A study to initiate project 10/30 in the FIR has been conducted, a 10 NM in trail separation between aircraft is implemented between southbound air traffic transiting to Kuwait FIR via waypoint (SIDAD), and for northbound air traffic which will land withing Baghdad FIR our FIR from Kuwait via waypoint (TASMI), while plans and risk assessment studies were held to check the applicability of the mentioned separation minimum with the other FIRs in which radar coverage is present. While a proposed reduction of separation from 80 NM in trail separation between aircraft to 40 NM, a study has been conducted to address the benefits of the project in enhancing airspace capacity, reduction in ATCOs workload and efficient air traffic flow through the FIR and has been raised to the authorities to initiate the project.
- Flight check and nav aids calibration flights were also handled in an efficient manner without affecting civilian air traffic operation at the airports.
- ATFM measures applied when required, through maintenance processes and global, regional or local events in the country, i.e. the religious pilgrimage to Najaf city which lasts for more than 40 days and the gulf football cup in Basrah.

Achievements

- Active participation in the GPS jamming and spoofing occurrences, identifying and treatment task force which helped limiting the occurrences significantly through the FIR.

Additional projects are planned and pending the outcomes of the meetings, requests submitted and negotiations with stakeholders and the authorities to develop procedures that can guarantee safe and efficient air traffic flow and reduce ATCOs workload.



THANK YOU