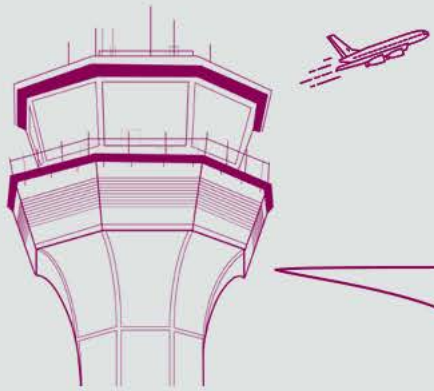




ATM SG/8

The MIDANPIRG Air Traffic Management Sub-Group, Eighth Meeting

Amman, Jordan 7 - 10 November 2022



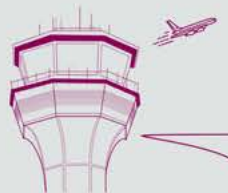
Eighth MIDANPIRG Air Traffic Management Sub-Group Meeting

ATM SG/8

Amman, Jordan, 7 – 10 November 2022



ICAO MID



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The MIDANPIRG Air Traffic Management Sub-Group, Eighth Meeting

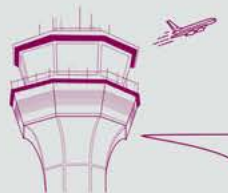
Amman, Jordan 7 - 10 November 2022



Updates from IRAQ on ATM/SAR Implementation



ICAO



CONTENT

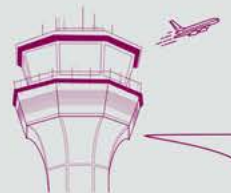
1. Updates from GCANS on ATM

- Airspace and ATM enhancements projects.
- National Contingency Plan, and relevant Letter of Agreements.
- ATFM concerns related to FWC2022 .
- Reduction of longitudinal separation between ACCs.
- Technical Achievements.
- Air Navigation Deficiencies in the ATM.
- Future plans.

2. UPDATES ON SAR FIELD

- Progress.
- ARCC.
- Comms.
- SAR in Iraqi law.
- DEFICIENCIES IN SAR.
- SAR LOAs.
- Challenges.
- Future.

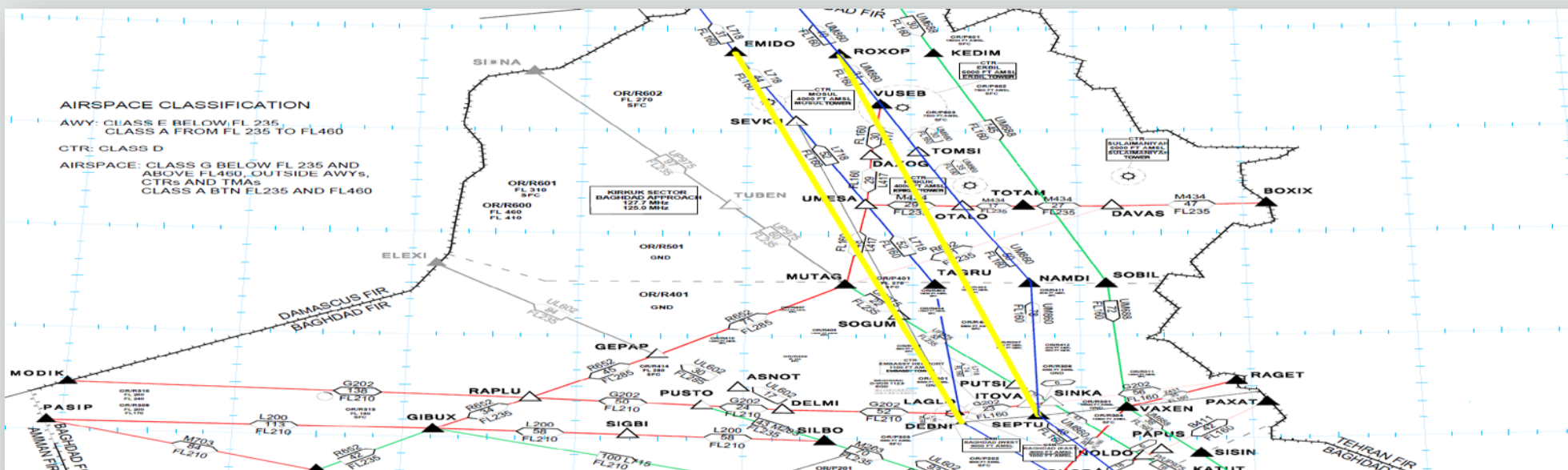


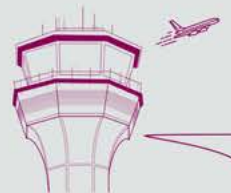


Airspace and ATM enhancement projects

NORTH SECTOR

- Route straightening in progress for L718 and UM860 to reduce fuel consumption and flight time.





SECTORIZATION

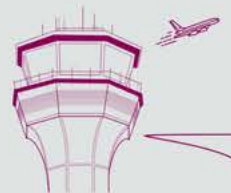
- Baghdad ACC North high and low - ACC South High and Low will be available 24/7 during FWC22 for the most expeditious and safe flow of traffic.
- Baghdad Approach sectors (BASRAH , ALI , BAGHDAD AND KIRKUK) will be also available 24/7 during the event .

GENERAL ROUTE AMENDMENTS

There is a new changes in Iraqi airspace routes for airlines to follow which will improve efficiency and separation in Iraq FIR .

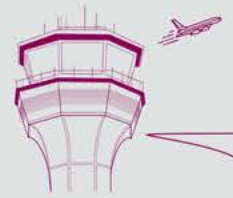
These changes will be published in Iraq AIP next amendment

A draft copy from changes in appendix (1).



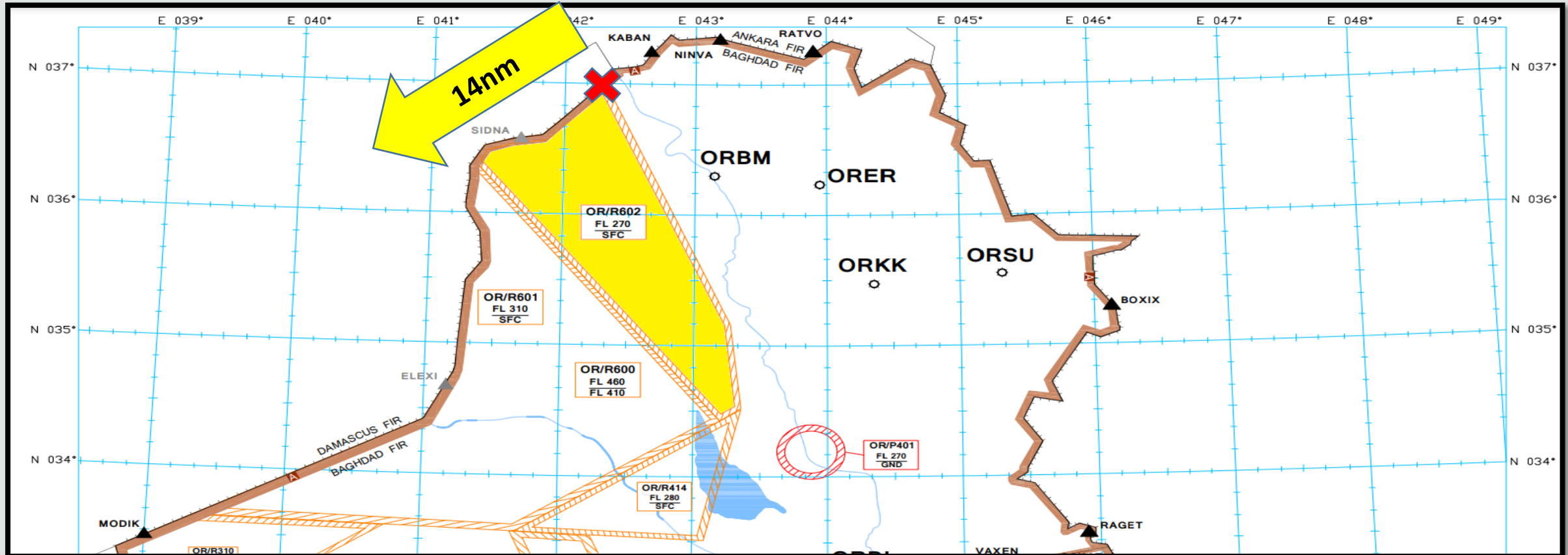
OR/R600, OR/R602, OR/R414 AND OR/R309 AREAS

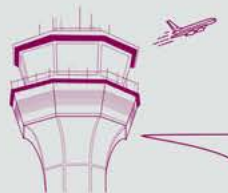
- As a result to negotiations with military, GCANS ATM managed to decrease the vertical limits or the dimensions of these areas according to the demonstration below to increase airspace efficiency potential especially regarding to FWC2022.
 - These changes will be promulgate in IRAQ AIP through the publish cycle.
1. OR/R600
 - Upper levels:- no changes.
 - Lower levels:- vertical limits decreased from FL310 to FL300.



2. OR/R602

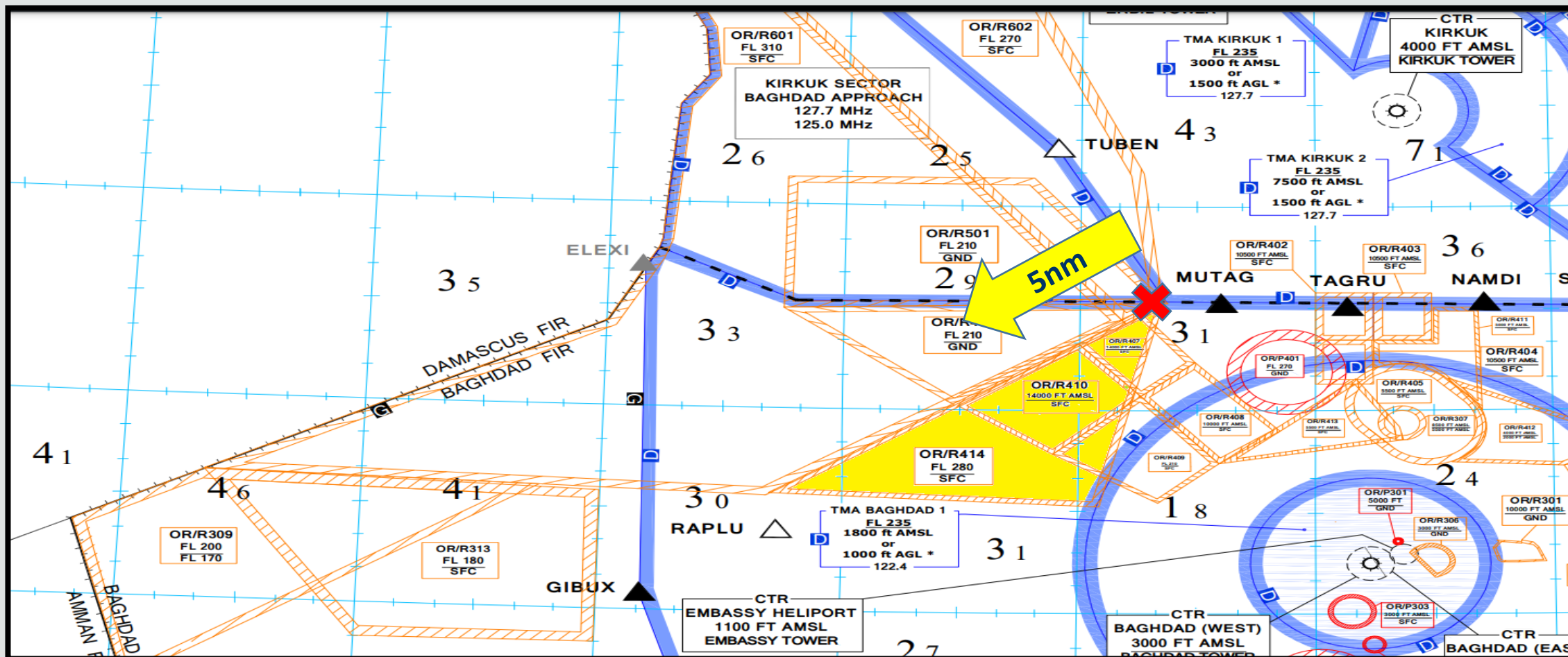
Dimension of this area has been decreased the north-east point has shifted by 14NM towards south-west , no changes in vertical limits.

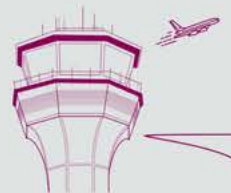




3. OR/R414

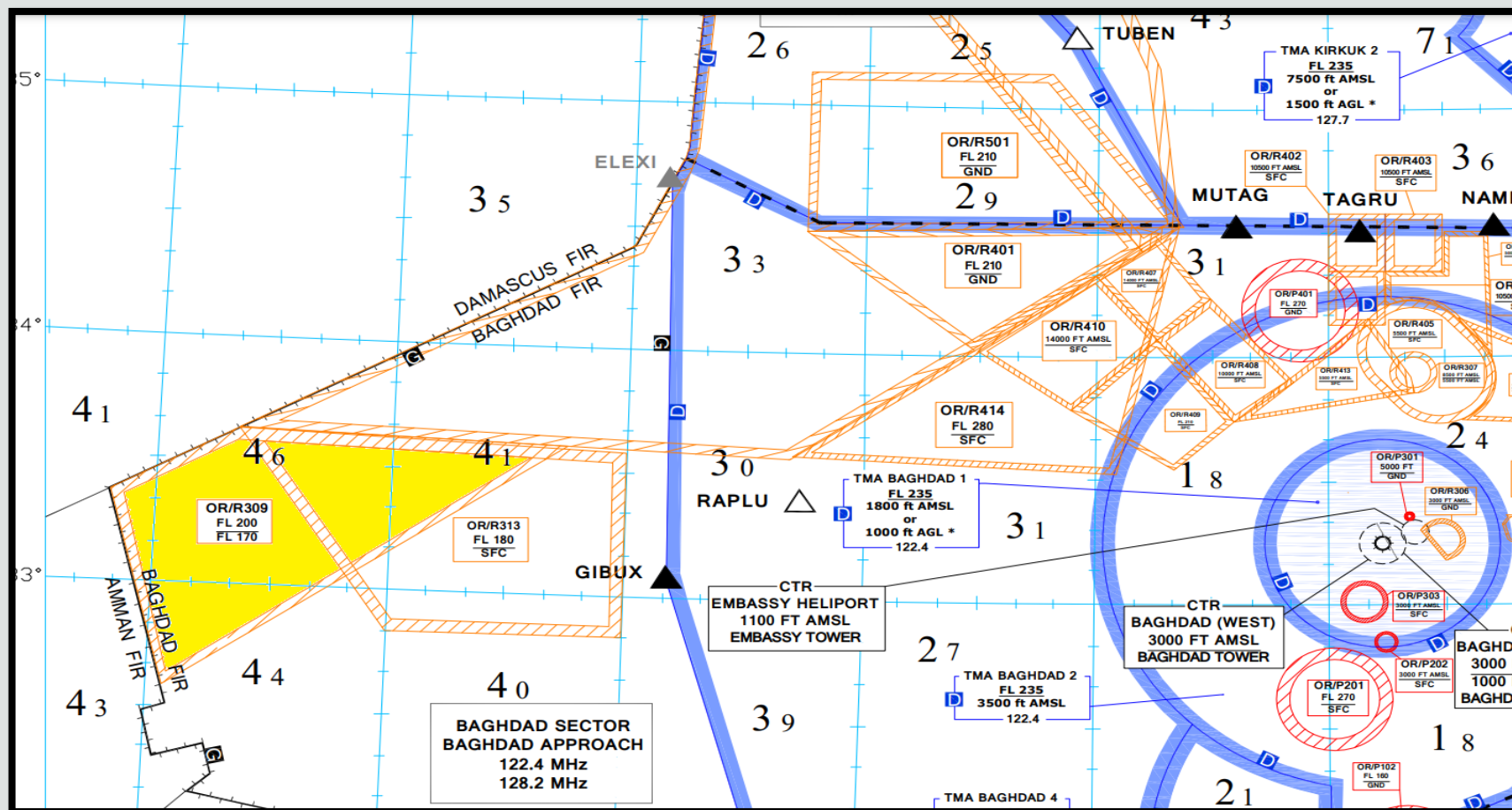
Dimension of this area has been decreased the north-east point has shifted by 5NM towards south-west , no changes in vertical limits.

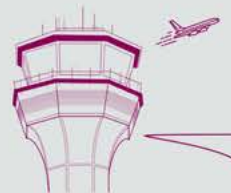




4. OR/R309 lower levels

Vertical limits decreased from FL170-200 to FL160-190.

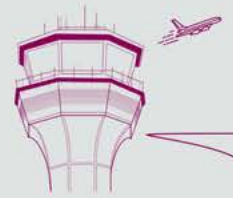




National Contingency Plan, and relevant Letter of Agreements

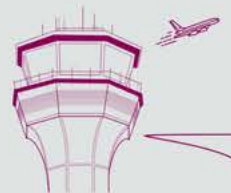


- GCANS has completed the draft copy of airspace contingency plan waiting for evaluation ,authentication then implementation to be included in the national contingency plan when issued by ICAA.
- we are seeking to sign new LOA with SYRIA based on the new changes in their airspace.
- Updated LOA with Jordan is ready to be signed.
- Seeking to update LOAs with KSA, TURKIYE, IRAN and KUWAIT.
- Sector capacity is already achieved, endorsed by ICAA and implemented.

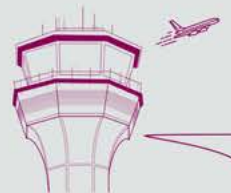


ATFM concerns related to FWC2022

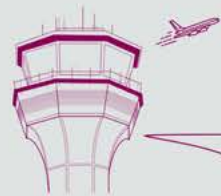




- Reference to the attached screenshot:
- The distance from RATVO to ORER is approximately 63 nm reference to the published route:
- RATVO UM688 KEDIM DCT RER
- This short distance results a sharp descent for traffic in a high flight level.
- The distance from ORER to NINVA is approximately 75 nm reference to the published route:
- RER DCT ROXOP UM860 NINVA
- This short distance leads to a sharp climb if the traffic is instructed to reach a high flight level by NINVA.



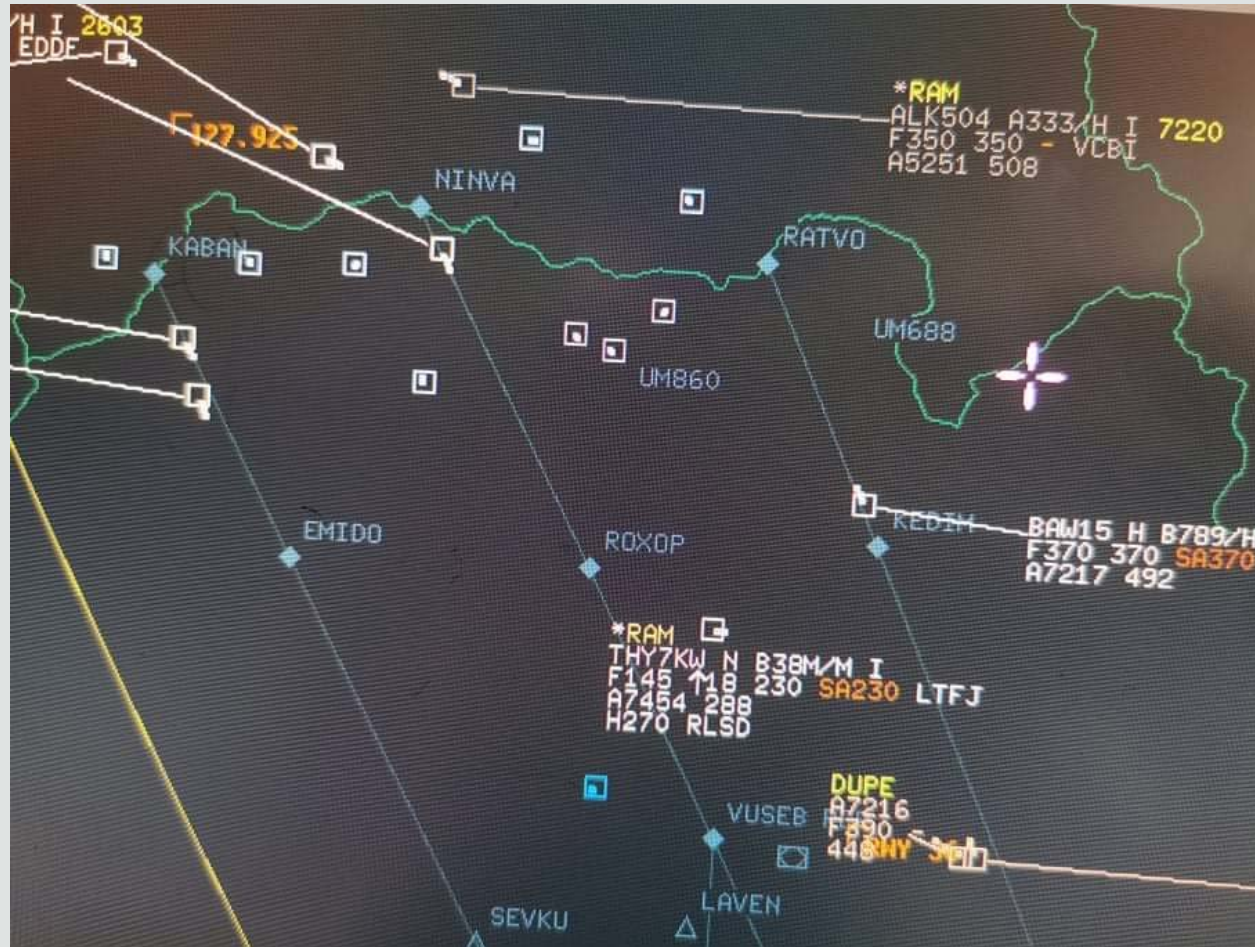
- The distance from ORER to KABAN is approximately 90 nm reference to the published route:
- RER DCT EMIDO L718 KABAN
- This short distance leads to a sharp climb if the traffic is instructed to reach a high flight level by KABAN.
- Ankara restriction is no lower than FL320 for traffic at NINVA or KABAN, and FL330 or higher for traffic at RATVO.

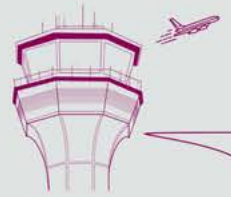


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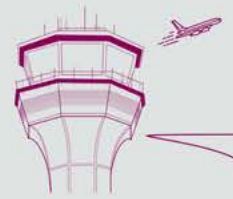




Reduction of longitudinal separation between ACCs



- GCANS aims to reduce the longitudinal separation with Ankara ACC to less than 20nm which is implemented currently.

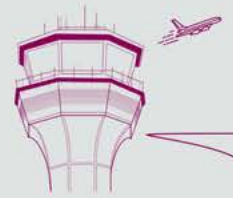


Technical Achievements



GCANS achieved some of project that help ATCOs work easier and more reliable such as :

- Frequency coverage west of Baghdad FIR, GCANS now has a complete frequency coverage for the entire FIR.
- Adding more backup frequency's recently to ACC with multiple IP line in case of losing one.
- AMHS (Aeronautical Message Handling System) has been implemented.
- OLDI (Online Data Interchange) is in progress.
- Basra radar has been maintained to get it fully operational and increase its reliability.



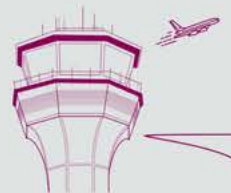
Air Navigation Deficiencies in the ATM

- IRAQ has 4 deficiencies in ATM field

	Bahrain	Egypt	Iran	Iraq	Jordan	Kuwait	Lebanon	Libya	Oman	Qatar	Saudi Arabia	Sudan	Syria	UAE	Yemen	Total
AOP	0	0	1	1	0	0	1	1	0	0	0	1	3	0	1	9
AIM	0	2	3	6	3	0	4	6	3	0	2	2	9	2	8	50
ATM	0	0	1	4	1	0	1	2	0	1	1	1	4	2	0	18
SAR	0	0	0	2	0	1	1	2	0	0	0	0	2	0	2	10
CNS	0	0	0	0	0	1	1	1	1	0	0	0	0	0	1	5
MET	0	0	0	2	0	0	2	2	1	0	0	0	3	0	3	13
TOTAL	0	2	5	15	4	2	10	14	5	1	3	4	21	4	15	105

1-ATS route G667 is not implemented!

GCANS confirms that G667 is not implemented due to lack of use by any of Airline companies global nor domestic.



2-Development of contingency plan for implementation in the event of disruption!

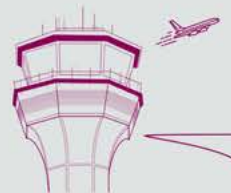
As declared up before GCANS prepared and developed a draft for contingency plan to cover all the described deficiency and seeking to sign a new LOA with DAMASCUS FIR.

3- ATS route G795 not implemented !

GCANS confirms that G795 is not implemented due to lack of use by any of airline companies global nor domestic.

4- ATS route A424 not implemented !

currently this route is also not useable by any airlines.

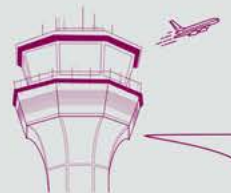


Future plans



- Alternative site with fully equipped ATM system regarding to Contingency case.
- GCANS has the approval to get a civil link from IRAQ military radars to increase the radar coverage capability .
- GCANS put a plan and got the approval to develop Najaf and Haditha comms sub-centers into main centers.

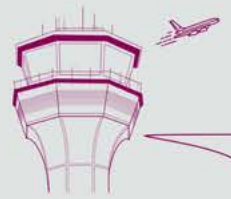
Also waiting to get approval from the Board of Directors to setting up a new main center in Mosul to increase the frequency coverage over the entire airspace.



SAR PROGRESS



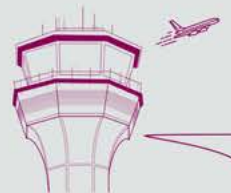
- After establishing the ARCC, coordination with Iraqi military started and they were very cooperative, multiple meetings were held and multiple committees were established to help and cooperate in the event of an air disaster and in exercises.
- Iraq military has very capable combat search and rescue teams and centers and clear procedures and also conduct large scale exercises twice a year.



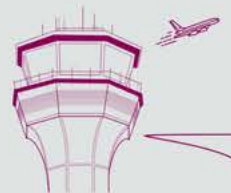
They also have conducted multiple **CSAR** operations.

After the coordination effort with the military, we had access to:

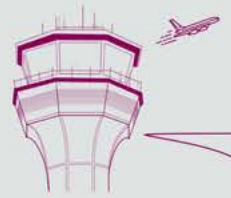
- 1- direct line with **JOC**.
- 2- direct line with **air force** command center.
- 3- direct line with **army aviation** command center.
- 4- direct line with **NAVY** command center.



- Also part of the agencies cooperated was Civil defense, and we also have direct line with the CDs command center.
- Iraqi ground forces command took the role of providing a huge percentage of ground teams, so far we have (60) ground teams, more from other commands to come.



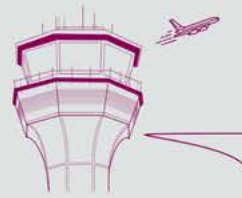
- Work is in progress to develop SAR MANUAL and NATIONAL SAR PLAN.
- Contingency plan has been recently created.
- MOUs are not signed yet, but work on them is in progress.
- Other agencies like ministry of health will join in the future and it currently took part in the creation of NATIONAL SAR PLAN.



ARCC



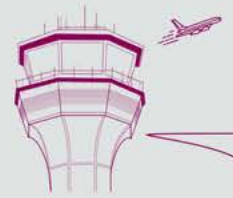
the **ARCC** was established in the General Company for Air Navigation Services (**GCANS**) building in a position very close to **BACC** and **APP** centers.



ARCC is equipped with the following equipment:

- 1- Automation system radar and assist positions.
- 2- **AMHS** station.
- 3- **COSPAS-SARSAT** service.
- 4- Aeronautical and land communication means.
- 5- **HF** radio station.

Also to be provided with a computer equipped with **GIS** software.



COMMUNICATIONS

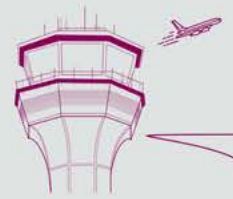


- Aeronautical.

ARCC has full **VHF** air band monitor capability plus it has some **UHF** capability (for military aircraft).

- Land.

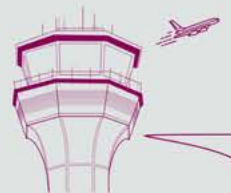
standard landlines plus mobile comms.



- Ground teams.

for communicating with teams on the ground, we use means of communication the military has.

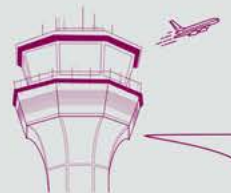
Also we are in the process of testing **NVIS** (near vertical incidence sky wave) to be our backup means of communications.



SAR IN IRAQI LAW



- Iraqi law **(148)** of the year **(1974)** describes responsibility of SAR system and enables SAR to use multiple assets (government and non government) in **SAR** operation.
- Order **(37)** of the year **(1976)** gives ARCC the authority to use all Iraqi government owned aircraft and vessels among other assets in SAR operations for free.

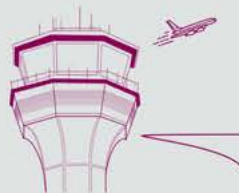


DEFICIENCIES IN SAR



IRAQ HAS TWO DEFICIENCIES IN SAR FIELD AS NOTED IN SG7

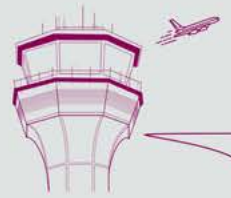
1. Lack of provision of required SAR services !
 - Action has been taken already , GCANS has done a lot of effort as you saw previously to get a proper SAR services through BAGHDAD FIR.
2. Non-compliance with carriage of Emergency Locator Transmitter (ELT) requirements !
 - IRAQ has COSPAS SARSAT services.



IRAQ

Item No	Identification		Deficiencies				Corrective Action			
	Requirement	Facilities/ Services	Description	Date first reported	Remarks/ Rationale for non-elimination		Facilities/ Services	Executing body	Date of completion	Priority for action
1	Annex 12 Para. 2.1	-	Lack of provision of required SAR services	Apr 2012	-	O	Corrective Action Plan has not been formally provided by the State	Iraq	Dec 2021	A
2	Annex 6 Part I, Chap.6 and Part II Chap. 2 Annex 10, Vol III, Chap. 5 Annex 12 para. 2.6.4	ELT	Non-compliance with carriage of Emergency Locator Transmitter (ELT) requirements	Apr 2012	-	O	Corrective Action Plan has not been formally provided by the State	Iraq	Dec 2021	A

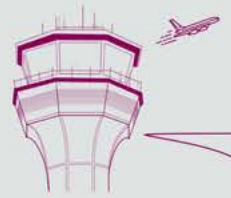
Deficiencies in the SAR field



SAR LOAs



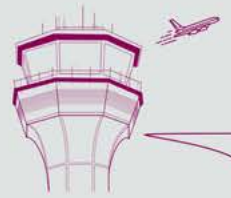
- IRAQ is seeking to prepare and sign SAR LOAs with neighboring FIRs.
- Work is in progress on finishing key SAR documents before signing any LOAs.



CHALLENGES



- Challenges are getting more dedicated staff and proper training for them.
- Also creating sub-centers in the northern part of the country.



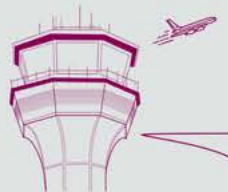
Future of Iraqi SAR



- we are working on solving the lack of dedicated staff and completing **NVIS** test process with civil/military cooperation.
- Sign SAR LOAs with all adjacent FIRs in progress.



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THANK YOU

