



*International Civil Aviation Organization*

**Middle East Regional Monitoring Agency Board**

**Twelfth Meeting (MIDRMA Board/12)**  
**(Kuwait, 17–19 December 2012)**

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**Agenda Item 4: RVSM Monitoring and Related Technical Issues**

**POST-RVSM IMPLEMENTATION IN BAGHDAD FIR**

*(Presented by the Secretariat)*

<p style="text-align: center;"><b>SUMMARY</b></p> <p>This paper presents an update on the progress achieved by the Iraqi Civil Aviation Authority for the normalization of the Baghdad FIR.</p> <p>Action by the meeting is at paragraph 3.</p>
<p style="text-align: center;"><b>REFERENCES</b></p> <ul style="list-style-type: none"><li>- BFPRI-SCM Summary of Discussions</li><li>- MIDANPIRG/13 Report</li><li>- Reduced Radar Longitudinal Separation Meeting (Amman, 19-21 June 2012)</li></ul>



**1. INTRODUCTION**

1.1 The Baghdad FIR RVSM Implementation Working Group (BFRI WG) was established, through, MIDANPIRG/11 Decision 11/23, for the development of necessary planning materials related to RVSM implementation in Baghdad FIR and for assisting the Iraqi Civil Aviation Authority in the implementation of such an important project in an expeditious manner. Gladly, RVSM has been implemented within Baghdad FIR since 10 March 2011.

**2. DISCUSSION**

2.1 At the generous invitation of the Civil Aviation Regulatory Commission (CARC) of Jordan, the Baghdad FIR Post RVSM Implementation-Special Coordination Meeting (BFPRI-SCM) was held in Amman, Jordan, 8-9 February 2012. The meeting was attended by a total of twenty five (25) participants from seven (7) States (Bahrain, Iran, Iraq, Jordan, Kuwait, Saudi Arabia and Turkey), and two (2) Organizations/Agencies (IATA and the MIDRMA).

2.2 The main objective of meeting was to review and finalize the Baghdad FIR RVSM post-implementation safety case and address the ATC coordination, communication and surveillance issues between Baghdad ACC and the neighboring ACCs.

2.3 The meeting was apprised of the concerns raised by Bahrain, Iran, Jordan and Kuwait during the Second RVSM Scrutiny Group meeting, the MIDRMA Board/11 meeting and the ATM/SAR/AIS SG/12 meeting, related to the communication problems with Baghdad ACC as well

as the repetitive radar failures in Iraq, especially the Basra radar, which had a negative impact on the safety and efficiency of air navigation. It was highlighted that in many cases, the situation forced ICAA to revert back to 40NM longitudinal separation instead of the agreed 20 NM longitudinal separation. The meeting noted that similar concerns are raised also by Turkey.

2.4 The meeting recalled that, in accordance with the ICAO provisions, a post RVSM implementation Safety Report should be developed after the operational application of RVSM (approximately after 90 days of the RVSM implementation).

2.5 The meeting reviewed the Draft Report on Safety of application of RVSM in the Baghdad FIR after 90 days of use, developed by the Iraqi Civil Aviation Authority (ICAA), which was sent to ICAO on 26 September 2011. The comments made by the MIDRMA were noted and it was agreed that these comments should be taken into consideration in the development of the final version of the Post-RVSM Implementation Safety Report.

2.6 The meeting noted with sympathy and commended the enormous efforts undertaken by ICAA following the withdrawal of US from Iraq and handover the responsibility of airspace control to ICAA. Despite that, ICAA recognized the incredible amount of work to carry out and the difficulties/challenges which takes time to address, especially those related to the CNS infrastructure. However, there are positive signs that some progress/improvement has been achieved with regard to the availability and reliability of the equipments. ICAA indicated its willingness to work towards the improvement of infrastructure to fulfill the ICAO requirements for the benefit of safety and efficiency of international air navigation.

2.7 The meeting recognized that the difficulties faced by Iraq and the consequential restrictions on the longitudinal separation minima have a domino effect not only on the neighboring States, but also on other States i.e.: Bahrain, UAE, etc.

2.8 Taking into consideration the outcome of its discussions, the meeting agreed to the Action Plan at **Appendix A** to this working paper.

2.9 Based, on the above, the MIDANPIRG/13 meeting held in Abu Dhabi, 22-26 April 2012, recognized that the continuous unresolved ATC coordination, communication and surveillance issues between Baghdad ACC and the neighbouring ACCs represent a safety risk and urged Iraq to take necessary measures to expedite the implementation of the Action Plan developed by the BFPRI-SCM. In this respect, the meeting agreed to give a last chance to Iraq to fulfill all the requirements related to RVSM implementation before **15 October 2012**. The meeting highlighted the need for and importance of the RVSM operations in the Baghdad FIR and invited all stakeholders to support Iraq in the process of normalization of the Baghdad FIR, in order to avoid the situation where the suspension of RVSM operations in the Baghdad FIR should be envisaged or imposed. Nevertheless, the meeting agreed that, in case of low progress, and taking into consideration the safety implications, Iraq will be faced with the obligation to suspend the RVSM operations in the Baghdad FIR. Accordingly, the meeting agreed to the following Conclusion:

*CONCLUSION 13/10: POST RVSM IMPLEMENTATION IN THE BAGHDAD FIR*

*That,*

- a) *Iraq be urged to implement the actions agreed by the BFPRI-SCM in an expeditious manner to solve the ATC coordination, communication and surveillance issues between Baghdad ACC and the neighbouring ACCs;*

- b) *States and all stakeholders be invited to support Iraq in the process of normalization of the Baghdad FIR; and*
- c) *in case of low progress of implementation of the necessary actions by Iraq before **15 October 2012**, the RVSM operations be suspended in the Baghdad FIR.*

2.10 Further to the MIDANPIRG/13 meeting, IATA hosted the Special Reduced Radar Longitudinal Separation Meeting (Amman, 19-21 June 2012), to address a follow-up on the actions addressed during the Baghdad FIR Post RVSM Implementation-Special Coordination Meeting (BFPRI-SCM) held in Amman, Jordan, 8 – 9 February 2012, to coordinate and discuss the reduction of the Radar Longitudinal Separation with Iraq and neighbouring States and other issues such as Communication, Navigation and Surveillance, and signatures of Letter of Agreements with the neighbouring States.

2.11 The meeting reviewed and agreed to the amended Baghdad FIR Post RVSM Implementation Action Plan at **Appendix B** to this working paper.

2.12 As a follow-up action to the MIDANPIRG/13 Conclusion 13/10, the ICAO MID Regional Office issued State Letter AN 6/5.10.15B-12/172 dated 13 June 2012 and received on 21 October 2012 a reply from the Iraqi Civil Aviation Authority, with an updated Action Plan on the normalization of the Baghdad [FIR](#), as at **Appendix C** to this working paper.

2.13 Accordingly, taking into consideration the progress achieved for the implementation of the action plan related to the normalization of the Baghdad FIR, the deadlines for the remaining tasks were extended, as follows :

- 31 December 2012: VSAT stations installed and operational;
- 31 March 2013: additional VHF frequencies installed and operational; and
- 30 June 2013: additional Radar installations completed, and

2.14 The meeting may wish to note that Iraq was requested to send to the ICAO MID Regional Office progress reports on 31 December 2012 and 31 March 2013. These reports will be presented to the Third meeting of the MIDANPIRG Steering Group (MSG/3) in June 2013, for further assessment.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) review the Action Plan for the normalization of the Baghdad FIR and its Amendments at **Appendices A and B**;
- b) urge the neighboring States to Iraq to provide their comments and feedback on RVSM operations in Baghdad FIR, and provide necessary support, as appropriate.

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## APPENDIX A

## ACTION PLAN FOR THE NORMALIZATION OF THE BAGHDAD FIR

ID	ACTION	RESPONSIBLE	TARGET DATE	STATUS	REMARKS
1	Nomination of RVSM Focal Point	Iraq	8 Feb. 2012	Completed	Mr. Ali Mohsin Hashim is the RVSM Focal Point. Mr Najah Ali Rahim is the Alternate
2	Nomination of Baghdad FIR RVSM Programme Manager	Iraq	8 Feb. 2012	Completed	Mr. Ali Mohsin Hashim is the Baghdad FIR RVSM Programme Manager
3	To provide an update on the promulgation of national regulations related to RVSM implementation	Iraq	15 Mar. 2012	Open	The Iraqi Civil Aviation Law was expected to be amended (before RVSM implementation) to include provisions related to RVSM implementation. An AIC has been published as advance notification to airspace users on 15 Oct 2010. Until the Iraqi Civil Aviation Law is amended, the AIP is to be used as the regulatory document. Iraq will provide the ICAO MID Office before 15 Mar 2012 an update on the progress achieved so far for the amendment of the Civil Aviation Law and the status of the aeronautical information publications related to RVSM (AIP ENR Section and the AIC).
4	Provide the MIDRMA with traffic data for the month of October 2012 for the development of the RVSM SMR 2013	Iraq	31 Dec. 2012	Open	After the implementation of RVSM within Baghdad FIR on 10 March 2011, the RVSM SMR 2013, which will be presented to MIDANPIRG/14, will cover the Baghdad FIR.
5	Submit RVSM approvals to the MIDRMA for all Iraqi registered aircraft or any airline operators certified by Iraq and to continue updating these approvals as necessary	Iraq	On monthly basis	Ongoing	Last update provided to the MIDRMA is dated Aug. 2011.

ID	ACTION	RESPONSIBLE	TARGET DATE	STATUS	REMARKS
6	Submit Large Height Deviation Reports (LHD) to the MIDRMA on a monthly basis	Iraq	On Monthly basis	Ongoing	Last Altitude Deviation Report (ADR)/Coordination Failure Report (CFR) submitted to the MIDRMA is dated Dec. 2010. In accordance with the MIDRMA Board/11 Draft Conclusion 11/4 the monthly submission of LHD has replaced the monthly submission of ADRs and CFRs.
7	Update of LOA between Baghdad ACC and Tehran ACC	Iraq, Iran	Apr. 2012	Open	The LOA should have been updated before the implementation of RVSM. A draft LOA is ready for signature. Ultimately, the LOA should include the agreed Contingency Procedures between the two ACCs.
8	Update of LOA between Baghdad ACC and Amman ACC	Iraq, Jordan	Apr. 2012	Open	The LOA should have been updated before the implementation of RVSM. The current LOA needs a complete review. Ultimately, the LOA should include the agreed Contingency Procedures between the two ACCs.
9	Update of LOA between Baghdad ACC and Jeddah ACC	Iraq, Saudi Arabia	Mar. 2012	Open	The LOA should have been updated before the implementation of RVSM. The updated LOA has been already signed by Saudi Arabia. Signature of Iraq is still pending. Ultimately, the LOA should include the agreed Contingency Procedures between the two ACCs.
10	Finalize the RVSM post-implementation safety analysis	Iraq and MIDRMA	15 Mar 2012	Open	Draft Report on Safety of application of RVSM in the Baghdad FIR after 90 days of use was developed by the Iraqi Civil Aviation Authority (sent to ICAO on 26 September 2011). The comments made by the MIDRMA should be taken into consideration in the development of the final version of the Post-RVSM Implementation Safety Report, which would be presented to MIDANPIRG/13.

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ID	ACTION	RESPONSIBLE	TARGET DATE	STATUS	REMARKS
11	Iraq to take necessary actions for the elimination of the identified AIS deficiencies (AIRAC, QMS, WGS-84, etc)	Iraq	ASAP	Open	The need for the signature of Service Level Agreements with the data originators has been underlined.
12	To improve the efficiency and capacity of the Iraqi airspace, including the implementation of the reduced longitudinal radar separation, the ICAA to consider the implementation of an additional sector for the over-flights (FL 340 and above)	Iraq	ASAP	Open	Other operational improvements (procedure, technology) should be explored. IATA is willing to provide support.
13	<p>Longitudinal Separation:</p> <ol style="list-style-type: none"> <li>1. Revert back to 40 NM longitudinal separation</li> <li>2. Issue NOTAM with start date and end date (publication date should be at least 1 week prior to the effective date)</li> <li>3. Issue an AIP SUP to replace the NOTAM and cover the whole period of implementation (restriction) of 40 NM long separation, if needed (i.e: if the use of 40 NM longitudinal separation will be used for more than 90 days)</li> <li>4. Issue NOTAM for all traffic transition Kuwait FIR (exit point TASMI) to expect delay on low levels</li> </ol>	<ol style="list-style-type: none"> <li>1. Iraq</li> <li>2. Iraq</li> <li>3. Iraq</li> <li>4. Bahrain/ Kuwait</li> </ol>	<p>20 Feb. 2012</p> <p>TBD</p> <p>TBD</p>	Open	<p>Despite the agreement for the implementation of 20 NM longitudinal separation, in many cases, the situation imposed to revert back to 40NM longitudinal separation.</p> <p>Through NOTAM A0004/12, effective from 9 Jan. to 9 Apr. 2012, Iraq has imposed the use of 40 NM longitudinal separation for the South-bound traffic (over NINVA and SIDNA) with a maximum capacity of 20 ACFT per hour.</p>
14	To expedite the implementation of SMS for ATS	Iraq	ASAP	Open	

ID	ACTION	RESPONSIBLE	TARGET DATE	STATUS	REMARKS
15	Iraq to present a WP/IP to MIDANPIRG/13 providing an update on the normalization of the Iraqi airspace and the progress achieved to fulfill the ICAO requirements related to the ATM, AGA, AIS, CNS and MET fields.	Iraq	15 Mar. 2012	Open	
16	Enhance the Integration of Basra and Kirkuk radars at Baghdad ACC	Iraq	Sep. 2012	Ongoing	The three radar heads (Baghdad, Basra and Kirkuk) which cover most of the Baghdad FIR except for the western part are operational. The repetitive radar failures of Basra and Kirkuk (integration of radar data into the Baghdad ACC RDPS) are due mainly to the use of old VSAT stations. Plan exists for replacing these VSATs. Iraq to consider ADS-B for surveillance improvement
17	Improve communication infrastructure	Iraq	Sep. 2012	Ongoing	Agreement signed for 14 new VSAT stations that will be supplied within 6 months and will be integrated with fiber optic.
18	Provide VHF coverage in the western part of the Baghdad FIR	Iraq	Mar. 2012	Ongoing	Work in progress at Rutba for the installation of the VHF station (the VSAT links are ready)
19	Improve the Ground-Ground (G-G) Communications with Kuwait	Iraq Kuwait	Sep. 2012	Ongoing	AFTN and Direct speech circuit operational with intermittent unavailability. A Plan for the replacement of the old VSAT with a new one to be installed in Kuwait is approved. Kuwait is to facilitate logistics.

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ID	ACTION	RESPONSIBLE	TARGET DATE	STATUS	REMARKS
20	Improve G-G Communications with Jordan using VSAT	Iraq Jordan	Sep. 2012	Ongoing	Dial-up speech circuit operational with intermittent unavailability. Jordan prepared the site for the installation of VSAT which will be installed in Sep 2012 Jordan to facilitate logistics
21	Improve G-G Communications with Turkey	Iraq Turkey	Jun 2012	Open	Dial-up speech circuit operational with intermittent unavailability. Difficulties in obtaining approval for the installation of VSAT (Telecom Authority in Turkey). Iraq and Turkey to coordinate with their Telecom Authorities for the implementation of a direct speech circuit.
22	Improve G-G Communications with Iran	Iraq Iran	Sep 2012	Open	VSAT and Dial-up speech circuit are operational with intermittent unavailability. Iraq and Iran to coordinate for the replacement of the old VSAT with a new one.
23	Improve G-G Communications with Saudi Arabia by performing periodic test of the existing direct speech circuits	Iraq Saudi Arabia	On monthly basis	Open	
24	Iraq to take appropriate measures for the timely implementation of the ICAO New FPL (INFPL) provisions	Iraq	15 Nov. 2012	Open	Iraq is planning to implement a new message switching system which will be capable to accept INFPL. Iraq to attend the INFPL SG*/4 meeting (Cairo, 27-29 Feb. 2012) Iraq to provide update on the level of preparedness for the implementation of the INFPL on 15 Nov. 2012.

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**APPENDIX B**

*Republic of Iraq*



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**IRAQI CIVIL AVIATION AUTHORITY**

# **Iraq RVSM Action Plan**

**Version 8**

**Amman, Jordan  
19 - 21 June 2012**

# Iraq RVSM Action Plan



## Iraq Civil Aviation Authority

<b>Subject:</b>	<b>24 Point Action Plan for RVSM - ver 8</b>
<b>Date of Issue:</b>	24 June 2011

Not Addressed 

Pending 

Completed 

ITEM	ACTION	Target	Plan
1. Nomination of RVSM Focal Point	Mr. Ali Mohsin Hashim is the RVSM Focal Point. Mr Najah Ali Rahim is the Alternate		Completed
2. Nomination of Baghdad FIR RVSM Programme Manager	Mr. Ali Mohsin Hashim is the Baghdad FIR RVSM Programme Manager		Completed
3. To provide an update on the promulgation of national regulations related to RVSM implementation	The Iraqi Civil Aviation Law was expected to be amended (before RVSM implementation) to include provisions related to RVSM implementation. An AIC has been published as advance notification to airspace users on 15 Oct 2010. Until the Iraqi Civil Aviation Law is amended, the AIP is to be used as the regulatory document. Iraq will provide the ICAO MID Office before 15 Mar 2012 an update on the progress achieved so far for the amendment of the Civil Aviation Law and the status of the aeronautical information publications related to RVSM (AIP ENR Section and the AIC).	31 July 2012	ICAA is investigating what relevant clauses are required for the Aviation Law in order to meet this requirement.  The original Aviation Law dated 1974 is still in force however Flight Safety can amend the present Aviation Law due to Regulation 208.
4. Provide the MIDRMA with traffic data for the month of October 2012 for the development of the RVSM SMR 2013	After the implementation of RVSM within Baghdad FIR on 10 March 2011, the RVSM SMR 2013, which will be presented to MIDANPIRG/14, will cover the Baghdad FIR.	01 Dec 2012	To commence end of June 2012.  Traffic data required for RVSM levels from October 2012.  Format will be sent by MDRMA. Format is also available on MIDRMA website.
5. Submit RVSM approvals to the MIDRMA for all Iraqi registered	Last update provided to the MIDRMA is dated Aug. 2011.	On Monthly	An update for RVSM approvals is needed.  An ICAA contact person needs to be

aircraft or any airline operators certified by Iraq and to continue updating these approvals as necessary.			Basis	identified  Height monitoring certificates are required. ICAA must recruit the MIDRMA and their GMU to complete this process for Iraqi registered aircraft.  The latest approvals update to be sent by 30 June 2012.
<b>6.</b> Submit Large Height Deviation Reports (LHD) to the MIDRMA on a monthly basis	Last Altitude Deviation Report (ADR)/Coordination Failure Report (CFR) submitted to the MIDRMA is dated Dec. 2010. In accordance with the MIDRMA Board/11 Draft Conclusion 11/4 the monthly submission of LHD has replaced the monthly submission of ADRs and CFRs.		On Monthly Basis	ICAA ATS will communicate directly with MIDRMA e-mail address on a monthly basis with the necessary information.
<b>7.</b> Update of LOA between Baghdad ACC and Tehran ACC	The LOA should have been updated before the implementation of RVSM. A draft LOA is ready for signature. Ultimately, the LOA should include the agreed Contingency Procedures between the two ACCs.		Apr. 2012	Copy of LOA needs to be sent to ICAO CC'd to MIDRMA
<b>8.</b> Update of LOA between Baghdad ACC and Amman ACC	The LOA should have been updated before the implementation of RVSM. A draft LOA is ready for signature. Ultimately, the LOA should include the agreed Contingency Procedures between the two ACCs.		Apr. 2012	Copy of LOA needs to be sent to ICAO CC'd to MIDRMA
<b>9.</b> Update of LOA between Baghdad ACC and Jeddah ACC	The LOA should have been updated before the implementation of RVSM. A draft LOA is ready for signature. Ultimately, the LOA should include the agreed Contingency Procedures between the two ACCs.		Mar. 2012	Copy of LOA needs to be sent to ICAO CC'd to MIDRMA
<b>10.</b> Finalize the RVSM post implementation safety analysis	Draft Report on Safety of application of RVSM in the Baghdad FIR after 90 days of use was developed by the Iraqi Civil Aviation Authority (sent to ICAO on 26 September 2011). The comments made by the MIDRMA should be taken into consideration in the development of the final version of the Post- RVSM Implementation Safety Report, which would be presented to MIDANPIRG/13.		15 Sept 2012	ICAA has reviewed the comments and is in the process of submitting an appropriate response.  ICAA to reply to State Letter Conclusion 13/10, response to MIDRMA, cc to ICAO Office.

<p><b>11.</b> Iraq to take necessary actions for the elimination of the identified AIS deficiencies (AIRAC, QMS, WGS-84, etc)</p>	<p>The need for the signature of Service Level Agreements with the data originators has been underlined.</p>		<p>31 July 2012</p>	<p>ICAA has actioned AIS to prepare an Action Plan to address these issues. The AIS infrastructure is limited however a short and medium term development plan is being prepared.</p> <p>Reference QMS:</p> <ul style="list-style-type: none"> <li>• SLA's with the data originators has been completed.</li> <li>• Workflows have been completed for NOTAMs and AIP data.</li> <li>• Roles and responsibilities are being reviewed by AIS Manager.</li> </ul> <p>WGS-84 surveys need to be contracted.</p> <p>AIRAC implementation has been completed.</p>
<p><b>12.</b> To improve the efficiency and capacity of the Iraqi airspace, including the implementation of the reduced longitudinal radar separation, the ICAA to consider the implementation of an additional sector for the over-flights (FL340 and above)</p>	<p>Other operational improvements (procedure, technology) should be explored. IATA is willing to provide support.</p>		<p>30 Aug 2012</p>	<p>A safety assessment was completed 19 Oct 2011. The availability of frequencies remains an issue.</p> <p>The VSAT upgrade project (signed 2011) will provide additional bandwidth to carry extra frequencies. (28 July 2012)</p> <p>Once ICAA completes a safety assessment, controller training, amendment of procedures and LOAs, operational change can be implemented on a date which corresponds with the AIRAC cycle.</p> <p>Correspondence should make reference to State Letter / MIDANPIRG Conclusion13/3.</p>
<p><b>13.</b> Longitudinal Separation: <b>13.1.</b> Revert back to 40 NM longitudinal separation</p>	<p>Despite the agreement for the implementation of 20 NM longitudinal separation, in many cases, the situation imposed to revert back to 40NM longitudinal separation.</p>		<p>Iraq 20 Feb. 2012</p>	<p><b>Step 1</b></p> <ul style="list-style-type: none"> <li>- (NOTAM Issued 24 Jun until 26 Aug 2012)</li> <li>- Baghdad will accept 30 nm in trail from</li> </ul>

<b>13.2.</b> Issue NOTAM with start date and end date (publication date should be at least 1 week prior to the effective date)	Through NOTAM A0004/12, effective from 9 Jan. to 9 Apr. 2012, Iraq has imposed the use of 40 NM longitudinal separation for the South-bound traffic (over NINVA and SIDNA) with a maximum capacity of 20 ACFT per hour.		Iraq TBD	<p>Ankara, 25 per hour</p> <ul style="list-style-type: none"> <li>- In the event SIDNA or NINVA is closed, Baghdad will accept 20 MIT</li> <li>- Kuwait will accept 20 nm in trail from Baghdad over SIDAD</li> <li>- Baghdad will accept 30 nm in trail from Kuwait over TASMI</li> <li>- Ankara will accept 20 nm in trail from Baghdad</li> <li>- In all cases aircraft must be maintaining the same speed or the leading aircraft is faster</li> </ul>
<b>13.3.</b> Issue an AIP SUP to replace the NOTAM and cover the whole period of implementation (restriction) of 40 NM long separation, if needed (i.e: if the use of 40 NM longitudinal separation will be used for more than 90 days)				<p><b>Step 2</b></p> <ul style="list-style-type: none"> <li>- Review of the procedures will be conducted after 60 days with a view to reduce all separation minima to 20 MIT.</li> <li>- This will be contingent on BACC implementing a Super High split.</li> <li>- Contingency to return to Step 1.</li> </ul>
<b>13.4.</b> Issue NOTAM for all traffic transition Kuwait FIR (exit point TASMI) to expect delay on low levels				<p><b>Step 3</b></p> <ul style="list-style-type: none"> <li>- Implementation of new airway southbound to remove merging traffic situation in Baghdad FIR.</li> </ul> <p><b>Note</b> - All Aircraft landing Bahrain FIR, Kuwait FIR or Abu Dhabi should exit ALSAN so as to remain on eastern southbound route. IATA will discuss internally.</p> <p><b>Step 4</b></p> <ul style="list-style-type: none"> <li>- Review airspace structure to allow for additional airway to be used as a parallel northbound route</li> </ul>
<b>14.</b> To expedite the implementation of SMS for ATS			15 Sept 2012	<p>Director ATS, Ali Muhsin has formally committed the ICAA to a number of proactive safety management initiatives over the next three months (15 September 2012) This was signed on 17 June 2012.</p> <p>These initiatives will include the use of safety assessments for operational</p>

			changes, safety reporting, maturing the incident investigation process, developing safety awareness and the publication of a SMS Manual. A copy of this Manual will be copied to the ICAO Regional Office.
<b>15.</b> Iraq to present a WP/IP to MIDANPIRG/13 providing an update on the normalization of the Iraqi airspace and the progress achieved to fulfill the ICAO requirements related to the ATM, AGA, AIS, CNS and MET fields.		15 Mar. 2012	<p>WP/IPs were completed and submitted in writing to MIDANPIRG 13 in April at Abu Dhabi. Unfortunately, the ICAA were not able to attend.</p> <p>However, an update can be presented by an ICAA delegation to ATM/SAR, CNS/ATM, MIDANPIRG Steering Group or ATS Route Network Taskforce.</p>
<b>16.</b> Enhance the Integration of Basra and Kirkuk radars at Baghdad ACC	The three radar heads (Baghdad, Basra and Kirkuk) which cover most of the Baghdad FIR except for the western part are operational. The repetitive radar failures of Basra and Kirkuk (integration of radar data into the Baghdad ACC RDPS) are due mainly to the use of old VSAT stations. Plan exists for replacing these VSATs. Iraq to consider ADS-B for surveillance improvement		Completed
<b>17.</b> Improve communication infrastructure	Agreement signed for 14 new VSAT stations that will be supplied within 6 months and will be integrated with fiber optic.	15 Sep. 2012	<p>On 20 June 2012, the VSAT equipment will arrive. The VSAT project should be completed and operational by 27 July 2012.</p> <p>Two issues</p> <ol style="list-style-type: none"> <li>1) VSAT for Jordan approved but needs a LOA signed. Site has already been designated at Marka Airport.</li> <li>2) There is no permission from Turkey for VSAT installation. As an alternative immediate solution, Ankara proposed 2MB line to Baghdad which can support AFTN telephone and hotline communications. DHMI to provide ICAA with specifications.</li> </ol> <p>There is a second communications project which has 5 proposals which have</p>

			<p>been received (17 June 2012) and which will be reviewed 3<sup>rd</sup> week of June. This project is one for Fibre optic and microwave connectability with all surrounding FIRs as well as Cairo, Beirut and Bahrain. This project will enable AFTN and hotline communication with 9 locations.</p> <p>Contract signing will be 30 June 2012 and serviceability target date of September 2012.</p> <p><b>NOTE</b> – The ICAA CNS Department will require information from all adjacent ACCs about their systems in order to organise the appropriate links.</p> <p>An AFTN/AMHS project has been signed internally but there is a delay because the contracted company has not set up a Branch Office in Iraq as required.</p>
18. Provide VHF coverage in the western part of the Baghdad FIR	Work in progress at Rutba for the installation of the VHF station (the VSAT links are ready)	15 Aug 2012	<p>The Rutba relay installation has been completed and has been in service for two months for higher levels.</p> <p>Lower levels targeted for 15 August 2012.</p> <p>A VSAT station will be commissioned and frequencies can be installed.</p> <p>The ASR 8 radar site at Al Asad is presently under test as well.</p>
19. Improve the Ground-Ground (G-G) Communications with Kuwait	AFTN and Direct speech circuit operational with intermittent unavailability. A Plan for the replacement of the old VSAT with a new one to be installed in Kuwait is approved. Kuwait is to facilitate logistics.	15 Sep. 2012	<p>A LOA is required with Kuwait in order to organise installation of 2 x VSAT stations in Kuwait. It was agreed that Kuwait would provide logistics but this is still pending.</p> <p>A VOIP connection can be agreed with Kuwait in the shorter term. This would mitigate communication Coordination Failures of which there are many at</p>

			<p>present.</p> <p>There is a project which has received 5 proposals (17 June 2012) which will be reviewed 3<sup>rd</sup> week of June. This project is one for Fibre optic and microwave connectability with all surrounding FIRs as well as Cairo, Beirut and Bahrain. This project will enable AFTN communication with 9 locations and hotline comms with surrounding FIRs.</p> <p>Contract signing will be 30 June 2012 and serviceability target date of September 2012.</p> <p><b>NOTE</b> – The ICAA CNS Department will require information from Kuwait ACC about their systems in order to organise the appropriate links.</p>
20. Improve G-G Communications with Jordan using VSAT	Dial-up speech circuit operational with intermittent unavailability. Jordan prepared the site for the installation of VSAT which will be installed in Sep 2012 Jordan to facilitate logistics	Sep. 2012	<p>There is a communications project which has received 5 proposals (17 June 2012) which will be reviewed 3<sup>rd</sup> week of June. This project is one for Fibre optic and microwave connectability with all surrounding FIRs as well as Cairo, Beirut and Bahrain. This project will enable AFTN and hotline communication with 9 locations.</p> <p>Contract signing will be 30 June 2012 and serviceability target date of September 2012.</p> <p><b>NOTE</b> – The ICAA CNS Department will require information from Amman ACC about their systems in order to organise the appropriate links.</p>
21. Improve G-G Communications with Turkey	Dial-up speech circuit operational with intermittent unavailability. Difficulties in obtaining approval for the installation of VSAT (Telecom Authority in Turkey). Iraq and Turkey to coordinate with their	Jun 2012	<p>There is a communications project which has received 5 proposals (17 June 2012) which will be reviewed 3<sup>rd</sup> week of June. This project is one for Fibre optic and microwave connectability with all</p>



	Telecom Authorities for the implementation of a direct speech circuit		<p>surrounding FIRs as well as Cairo, Beirut and Bahrain. This project will enable AFTN and hotline communication with 9 locations.</p> <p>Contract signing will be 30 June 2012 and serviceability target date of September 2012.</p> <p><b>NOTE</b> – The ICAA CNS Department will require information from Ankara ACC about their systems in order to organise the appropriate links.</p> <p>A 2MB line from Ankara to Baghdad has been agreed to provide AFTN, voice communication and the Hotline facility between the two ACCs.</p>
22. Improve G-G Communications with Iran	VSAT and Dial-up speech circuit are operational with intermittent unavailability. Iraq and Iran to coordinate for the replacement of the old VSAT with a new one.	Sep 2012	<p>There is a communications project which has received 5 proposals (17 June 2012) which will be reviewed 3<sup>rd</sup> week of June. This project is one for Fibre optic and microwave connectability with all surrounding FIRs as well as Cairo, Beirut and Bahrain. This project will enable AFTN and hotline communication with 9 locations.</p> <p>Contract signing will be 30 June 2012 and serviceability target date of September 2012.</p> <p><b>NOTE</b> – The ICAA CNS Department will require information from Tehran ACC about their systems in order to organise the appropriate links.</p>
23. Improve G-G Communications with Saudi Arabia by performing periodic test of the existing direct speech circuits		15 Sept 2012	<p>There is a communications project which has received 5 proposals (17 June 2012) which will be reviewed 3<sup>rd</sup> week of June. This project is one for Fibre optic and microwave connectability with al the surrounding FIRs as well as Cairo, Beirut and Bahrain. This project will enable</p>

			<p>AFTN and hotline communication with 9 locations.</p> <p>Contract signing will be 30 June 2012 and serviceability target date of September 2012.</p> <p><b>NOTE</b> – The ICAA CNS Department will require information from Jeddah ACC about their systems in order to organise the appropriate links.</p>
<p><b>24.</b> Iraq to take appropriate measures for the timely implementation of the ICAO New FPL (INFPL) provisions</p>	<p>Iraq is planning to implement a new message switching system which will be capable to accept INFPL. Iraq to attend the INFPL SG*/4 meeting (Cairo, 27-29 Feb. 2012) Iraq to provide update on the level of preparedness for the implementation of the INFPL on 15 Nov. 2012.</p>	<p>15 Nov 2012</p>	<p>The Assistant Undersecretary has forwarded the request for support to the Director Air Navigation, Bahrain CAA for action as of 16 June 2012.</p> <p>INFPL update / follow-up meeting 3-5 September in Cairo.</p>

APPENDIX C

IRAQ CIVIL AVIATION  
AUTHORITY



سلطة الطيران المدني  
العراقي

September 23, 2012

Mohamed R. M. Khonji  
ICAO Regional Director, Cairo  
Ministry of Civil Aviation Complex  
Cairo Airport Road, Cairo

**Re: Update on Baghdad FIR Post RVSM Implementation-Special Coordination Meeting (BFPRI SCM)**

Dear Sir,

A special coordination meeting was held in Amman, Jordan on February 8 and 9, 2012 with a follow on meeting June 19 to 21, 2012. During those meetings, concerns were raised regarding various ATC coordination, communication and surveillance issues in the Baghdad FIR. A 24 point action plan was agreed to with the understanding that by September 15, 2012 most of the points would have been achieved.

I am pleased to inform you that since the date of these meetings, we have been diligently pursuing the matters outlined in the action plan and many of the tasks have been completed. There are however, some tasks which are still outstanding and will require more time to finalize.

In short, the items completed to date are;

1. A national regulation related to RVSM implementation has been drafted and is attached here for your consideration.
2. All forms that are required to be completed on a regular basis and submitted to MIDRMA (Large Height Deviation form, RVSM approvals list, etc) have been updated and are being submitted as required.
3. With the exception of Damascus ACC, Letters of Agreement have been updated and signed with all neighboring ACCs. Mr. Saud Al Adhoobi has copies of same.
4. Service Level Agreements have been signed with all airports and AIS.
5. Workflows and procedures have been developed for the promulgation of NOTAMs.

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6. A safety assessment has been completed, procedures developed and controller training is underway to implement two new high level sectors for overflights (FL 355 and above). Planned implementation date is Dec 15, 2012.
7. An agreement has been reached with neighboring ACCs for the planned reduction of longitudinal separation in conjunction with the implementation of the new sectors and the re-alignment of a converging airway (UP975).
8. A Safety Policy Statement was signed at the last meeting in Amman (June 19 to 21, 2012) and has been distributed internally. An SMS manual has been completed in draft and is circulating internally before final publication.
9. The Baghdad, Basrah and Kirkuk radar feeds have been enhanced and the system has been working without fault for many months. We are currently reviewing bids for a new radar installation and selection of the successful bidder will be completed by the end of September 2012.
10. A contract for new VSAT equipment was signed and the equipment was recently delivered. Installation of the new stations is underway and will be completed by the end of 2012.
11. We are currently reviewing bids for new VHF radio coverage and the selection of the successful bidder will be completed by the end of September 2012.

Once the installation of the new VSAT equipment is completed and the installation of the new Radar and VHF radios are also completed, all of the points outlined in the action plan will have been actioned.

The challenge before the ICAA was a significant one and as you can see we have reached many of our commitments. The CNS procurement process is challenging but is still moving forward as we are committed to the overall success of the Action Plan deliverables.

In light of our progress to date, I would therefore respectfully request the following:

- a) An extension of time until December 31, 2012 to have the VSAT stations installed and operational.
- b) An extension of time until March 31, 2013 to have the additional VHF frequencies installed and operational.
- c) An extension of time until June 30, 2013 to have the additional Radar installations completed keeping in mind that these are only to augment what we already have in place.

Within these new timelines, we will also complete the following:

- a) Update AIRAC and AIP procedures and documents to conform with ICAO requirements – March 31, 2013.



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- b) Prepare WP/IP for remaining deficient items related to ATM, AGA, AIS, CNS and MET – Dec 31, 2012.
- c) Complete WGS-84 survey – 2013
- d) Become INFPL compliant – 2013

Should RVSM operations in the Baghdad FIR be removed, the ICAA fully understands and appreciates the serious negative effect on the region and all airspace users. This is not a result we want to see. I would suggest that the time and effort required preparing non-RVSM safety assessments and impact studies for a number of FIRs would be better spent pursuing our action plan commitments and moving forward in a positive manner.

I would like to personally assure you of our best endeavours to meet and exceed all requirements.

I look forward to your favourable response at your earliest convenience.

Kind Regards,

  
Captain Nasser Bander  
Director General  
Iraq Civil Aviation Authority