

## Airport Information

Erbil International Airport (IATA: EBL, ICAO: ORER) is the main airport of Erbil city in the Kurdistan Region of Iraq (KRI). It is administered by the Kurdistan Regional Government (KRG) and is one of two international airports in the KRG. The new modern airport opened its doors in 2010. At 4,800m, the airport has one of the longest runways in the world.

|  |                                      |
|--|--------------------------------------|
| Airport coordinates and site at aerodrome (AD) | 361417N 0435648E, centre of RWY18/36 |
| Direction and distance from Erbil              | 318°, 3.7 NM                         |
| Elevation/Reference temperature                | 1 363FT/43.0° C                      |

The Airport is operated under the rules and regulations set by the Iraqi Civil Aviation Authorities (ICAA).

Due to the military activity in the old airport, only the active civil new airport will be taken into consideration for humanitarian purposes.

## Access to the airport

Due to the current security situation in Iraq, access to the airport area is limited and controlled by airport security. A good working relation with the airport's security will be a major key to all operations on airport ground.

## Landside road network

The airport area can be reached via one main entrance road. A second entry is currently under development via the unfinished 120m Road.

There are checkpoints that must be passed to enter the airport; access is controlled.

Primary streets to the passenger terminal and the new cargo terminal (NCT) are in good condition while the secondary roads, including the access road to the old cargo terminal (OCT), have degraded over time.

## Airside

EBL can technically receive any type of aircraft. Certain restrictions are imposed by ICAA on the use of older built aircraft in Iraqi airspace.

Aircraft taxiways and the runway have deteriorated and need constant maintenance. Closures and restrictions are possible, but currently the influence on the planned humanitarian operation cannot be foreseen. While on-site, one taxiway section adjacent the passenger ramp was closed for maintenance works. Closures will be advised well in advance by Notice To Airmen (NOTAM).

For freighter aircraft, five aircraft stands are located at the cargo ramp. With stands permanently assigned to specific aircraft, only two stands remain available at any given time.

Due to the length of the aircraft stands on the cargo ramp, and not to interfere with the airside road traffic, special procedures apply for aircraft with nose or tail loading like B74F NCD.

## Dnata Handling

Dnata is the only aircraft handling company serving EBL. They have ground service equipment in place for all aircraft types allowed to fly into EBL.

For large freighters like B747F and B777F, two Main Deck Loaders (MDL) are available, limiting the maximum parallel handling of such flights. One MDL has a lifting capacity of 14t, the other 30t

For smaller freighter (e.g. B737F), a total of four 7 ft Lower Deck Loaders (LDL) are available but need to be shared with commercial passenger flights carrying palletized or containerized passenger bags or commercial cargo.

For bulk freight, mainly available manpower is the limiting factor. For off/on load up to eight conveyor belts (CBL) are available again to be shared with commercial passenger flights.

Overview of average needed ground service equipment per flight:

|  |                       |
|--|-----------------------|
| Large freighter (B747F, B777F, A330F, ...) | 1 MDL, 2 LDL, 1 CBL   |
| Small freighter (B737F, ...)               | 1 MDL or 1 LDL, 2 CBL |
| Bulk freighter                             | Up to 3 CBL           |

16 forklifts ranging from 2t to 16t are available.

A restriction could arise on the use of 20ft aircraft pallets as Dnata has only seven suitable pallet-dollies in place. On the other hand the 100+ 10ft-pallet-dollies are matching the handling capabilities. However, the majority of air freight flown is build up on standardized 10ft aircraft pallets. Only in special cases 20ft pallets are needed.

Dnata urges the Logistics Cluster to advise any flights well in advance for them to plan and provide manpower available on time.

## Cargo

Erbil's cargo area is separated into two areas. The New Cargo Terminal (NCT) adjacent to the cargo ramp and the Old Cargo Terminal (OCT) approx. 1.5km away via airport landside roads. Neither has sufficient storage space to cater for larger amounts of humanitarian cargo. Also in both terminals only very limited capacity for cool freight is available.

For the ongoing operations, NCT is used only to breakdown aircraft pallets or containers and security checks by x-ray and K9. Freight is then transferred to the OCT for storage and customs clearance until released to the costumer.

Warehouse space

|     |  |
|-----|--|
| NCT | 1 x 1300m2 import, used as breakdown and security control warehouse, not for storage |
|     | 1 x 1300m2 export, used for ULD buildup and security control warehouse               |
| OCT | 1 x 2500m2 used for storage with 9 line x 3 level racks 27m length                   |
|     | 1 x 2500m2 used for customs inspection and delivery                                  |

The Cool /chiller storages as below

|     |   |
|-----|---|
| NCT | 2 x 45cbm chiller storages 4-8°C                      |
|     | 2 x 45CBM cool room up to 25°C                        |
| OCT | 4 x 40' HC shipping containers chiller storages 4-8°C |
|     | 1 x 40' ST shipping container chiller storages 4-8°C  |

|  |
|--|
| 1 x 20' ST shipping container frozen -17°C |
|--|

Dnata owns 4t chiller truck for transferring perishable cargo between NCT - OCT

## Customs

Due to the current discussions regarding the development of the One-Stop-Shop (OSS) solution, no further research into this matter has been conducted.

Assuming the OSS in place and working, cargo could be collected directly at the NCT for transport to any hub. Next to the NCT is an unused building once planned as new customs post, which could potentially be rehabilitated and used for the OSS.

## Airport slots

No major limitations in terms of airport slots could be observed during the time of this assessment. The open available AIP Iraq states the specific rules for entering Iraqi airspace as well as necessary Prior Permission Required (PPR) procedures for landing at EBL as well as other Iraqi airports:

- GEN 1.2 ENTRIES, TRANSIT AND DEPARTURE OF AIRCRAFT
  - 1.7 Landings and Departures (Slots)
  - 1.8 Prior Permission Required (PPR) procedures
- Link to the AIP: [http://www.iraqcaa.com/menu/aip\\_amdt.html](http://www.iraqcaa.com/menu/aip_amdt.html)

According information received, EBL currently serves two peaks for commercial passenger flights between 2:00 – 5:00 a.m. as well as 14:00-17:00 p.m. For commercial freight services, Tuesday afternoons shows the highest numbers with two flights back-to-back and should be taken into consideration.

Military air traffic can interfere with civil operations but currently no obstructions have been observed.

## Scheduling of flights

All parties involved in the assessment urged the Logistics Cluster to advise on any flight movement well in advance. With advanced notice, Dnata indicated that they are capable to handle two large freighters at a time. However, given the space at NCT for breakdown and security check of inbound cargo, it is recommend that only one flight be sent every three hours. The airport authorities recommend a one in two hour sequence.

At least one staff should be available to liaise with Airport Security and Authorities as well as Dnata regarding flight schedules and expected volumes.

## Storage

Erbil Airport does not have sufficient storage capacity available for larger numbers of humanitarian cargo consignments. There is a significant amount of open space within the airport, however there were indications that the erection of any kind of hub will not be allowed on airport grounds.

Establishing a base outside the airport area should be considered with easy access to/from the airport as well as major public roads. For transport of goods from the airport, a shuttle service could be installed between NCT and this hub. This would need to be limited a select number of drivers and trucks entering the airport which are then known to airport security.

## Charges Airport & Handling

From both the Airport Authorities as well as Dnata, standard pricelists for aircraft and cargo related charges have been shared with the Logistics Cluster. If the airport is notified in advance about the incoming humanitarian flight, the authorities could potentially waive their charges, while Dnata (a commercial private company) will expect all fees to be paid.

### Recommendations

- Should there be a scale up of incoming humanitarian flights, assign one dedicated staff as Airport Coordinator and main Point of Contact for liaising with Airport Security and Authorities as well as Dnata especially regarding schedules and expected volumes. An individual with an aviation background would be ideal. Arabic or Kurdish language skills are not necessary as all key contacts are fluent in English.
- Assign at least one staff as e.g. Airport Assistant. Main focus should be on cargo movement from breakdown of pallets, customs clearance, and transport out of the airport. Land transport as well as knowledge about customs clearing, would be necessary. Arabic or Kurdish language skills are essential.
- Develop a customs One-Stop Shop solution.
- Set up a cargo hub outside, but near, the airport area to ease access issues.
- Assign a local transport company to provide a shuttle service between the airport cargo terminal(s) and the potential Logistics Cluster hub, keeping the need to transport cool-chain freight in mind.
- Do not overrun the airport. In order to avoid congestion, humanitarian flight schedules should be coordinated.

## Abbreviations

|       |  |
|-------|--|
| AD    | Aerodrome  |
| AIP   | Aeronautical Information Publication   |
| ARP   | Airport  |
| CBL   | Conveyor Belt, ground service equipment  |
| EBL   | Erbil Airport IATA code  |
| EIA   | Erbil International Airport  |
| FIR   | Flight Information Region; Baghdad FIR covers all Iraq incl. KRI                             |
| GSE   | Ground Service Equipment   |
| ICAA  | Iraqi Civil Aviation Authorities   |
| KRG   | Kurdistan Regional Government  |
| KRI   | Kurdistan Region of Iraq   |
| LDL   | Lower Deck Loader, ground service equipment  |
| MDL   | Main Deck Loader, ground service equipment   |
| NCD   | Nose Cargo Door  |
| NCT   | New Cargo Terminal   |
| NOTAM | Notice To Airmen, alerts to aircraft pilots of any hazards enroute or at a specific location |
| OCT   | Old Cargo Terminal   |
| OSS   | Customs One-Stop Shop  |
| ORER  | Erbil Airport ICAO code  |
| PPR   | Prior Permission Required procedures,  |
| ULD   | Unit Load Device, aircraft container or pallet   |

## Airport Overview

