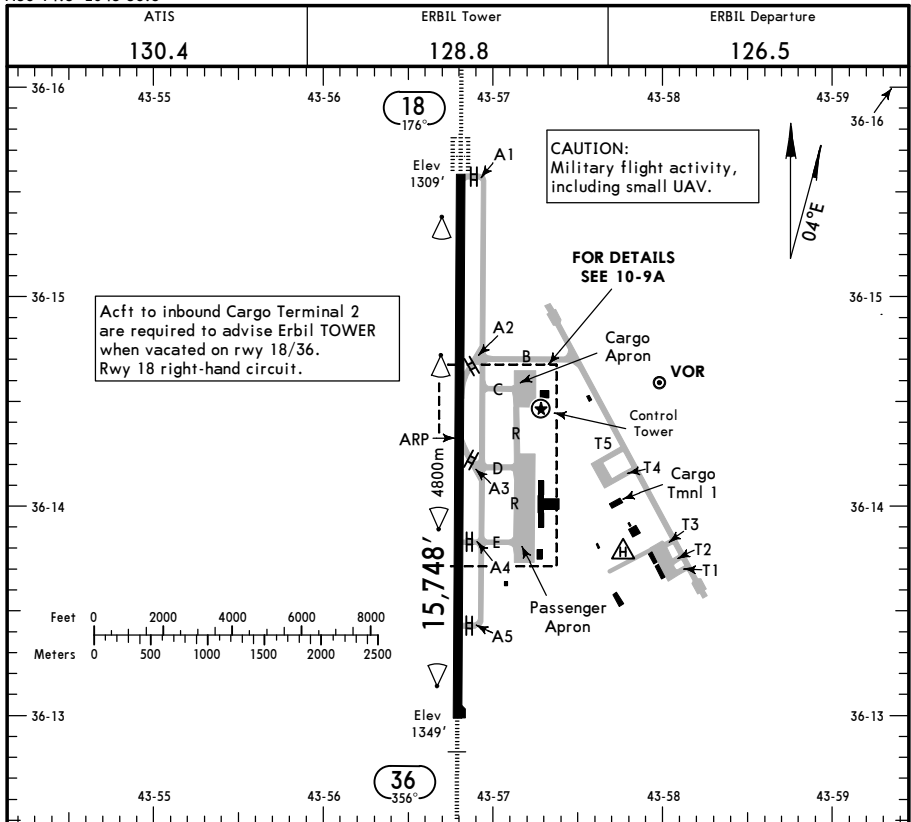


ORER/EBL
 Apt Elev **1363'**
 N36 14.3 E043 56.8

JEPPESSEN
 17 FEB 17 **(10-9)** Eff 2 Mar

ERBIL, IRAQ
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ADDITIONAL RUNWAY INFORMATION

RWY	HIRL (60m) CL ① HIALS-II TDZ PAPI-L(3.0°) RVR	USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	
18	HIRL (60m) CL ① HIALS-II TDZ PAPI-L(3.0°) RVR		14,837' 4522m		246'
36	HIRL (60m) CL ① HIALS PAPI-L(3.0°) RVR		14,654' 4467m	②	75m

① (15m spacing) White

② TAKE-OFF RUN AVAILABLE

Rwy 36:

From rwy head	15,748' (4800m)
twy A5 int	13,091' (3990m)
twy A4 int	10,663' (3250m)

PREFERENTIAL RUNWAY SYSTEM: Rwy 18 is recommended to be in use to the extend of 8 KT tailwind.

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

LVP must be in force

RL & CL

RCLM (DAY only)
 or RL

RCLM (DAY only)
 or RL

A
 B
 C
 D

800m

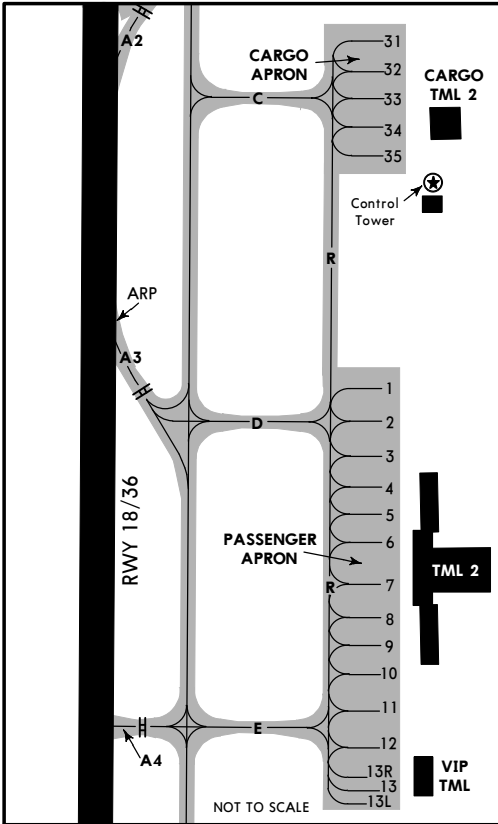
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INS COORDINATES		
STAND No.	COORDINATES	ELEV
1, 2	N36 14.2 E043 57.2	1342'
3 thru 5	N36 14.1 E043 57.2	1342'
6 thru 8	N36 14.0 E043 57.2	1342'
9, 10	N36 13.9 E043 57.2	1342'
11 thru 13	N36 13.8 E043 57.2	1342'
13L	N36 13.7 E043 57.2	1343'
13R	N36 13.8 E043 57.2	1343'
31 thru 33	N36 14.6 E043 57.2	1349'
34	N36 14.5 E043 57.2	1349'
35	N36 14.5 E043 57.2	1343'

DEPARTURE TAXI ROUTES

Unless otherwise instructed, acft should use the following routes:

- Stands 1 thru 13: taxi via twys R, D/E and A.
- Stands 31 thru 35: taxi via twys R, C and A.

ARRIVAL TAXI ROUTES

Unless otherwise instructed, acft should use the following routes:

- Stands 1 thru 13: taxi via twys A, D/E and R.
- Stands 31 thru 35: taxi via twys A, C and R.

DEPARTURE PROCEDURES

- Acft shall contact ERBIL Tower at least 5 min prior to requesting push-back or engine start-up.
- When ready for start-up and push-back, pilots shall contact ERBIL Tower and provide the following:
 1. Call sign,
 2. Gate/stand number,
 3. Request flight level
 - Pilots shall confirm with ground crews (Ground handler, acft maintenance) whether there is no hazard to the acft starting up. Pilots shall not ask ERBIL Tower for engine start-up and push-back until safety check-up is fully confirmed. If there is any elements posing a potential failure, pilots shall ask ERBIL Tower for push-back only. After moving and standing the acft at a safety area, pilots can ask for engine start-up.
 - All acft to be taxied within the apron shall fix their engine thrusts in an idle mode. In case of using breakaway thrust, it should be used to a minimum.
 - The push-back procedure of the acft within the apron are as follows:

ACFT STANDS	PUSH-BACK PROCEDURE	PHRASEOLOGY
PASSENGER APRON		
1	The acft shall be pushed back onto taxilane R to face South	Push-back approved to face South
2	The acft shall be pushed back onto taxilane R to face South abeam behind stand 1	Push-back approved to face South
	The acft shall be pushed back onto taxilane R to face North abeam behind stand 3	Push-back approved to face North
3 thru 11	The acft shall be pushed back onto taxilane R to face South	Push-back approved to face South
	The acft shall be pushed back onto taxilane R to face North	Push-back approved to face North
12 thru 13R	The acft shall be pushed back onto taxilane R to face South abeam behind stand 11	Push-back approved to face South
CARGO APRON		
31 thru 33	The acft shall be pushed back onto taxilane R to face North abeam behind stand 34	Push-back approved to face North
34, 35	The acft shall be pushed back onto taxilane R to face North	Push-back approved to face North

GROUND ENGINE CHECK PROCEDURES

- Pilots or authorized engineers requiring engine ground runs shall contact ERBIL Tower and provide the following:
- Call sign or registration number,
 - Gate/stand number,
 - Type of ground engine run, engine start or performance check.
- ERBIL Tower should be advised on its completion.
- Engine starts are permitted in the apron areas with power settings not exceeding idle thrust.
 - Engine performance checks are permitted at a designated position by ERBIL Tower depending on wind condition. ERBIL Tower shall be monitored.

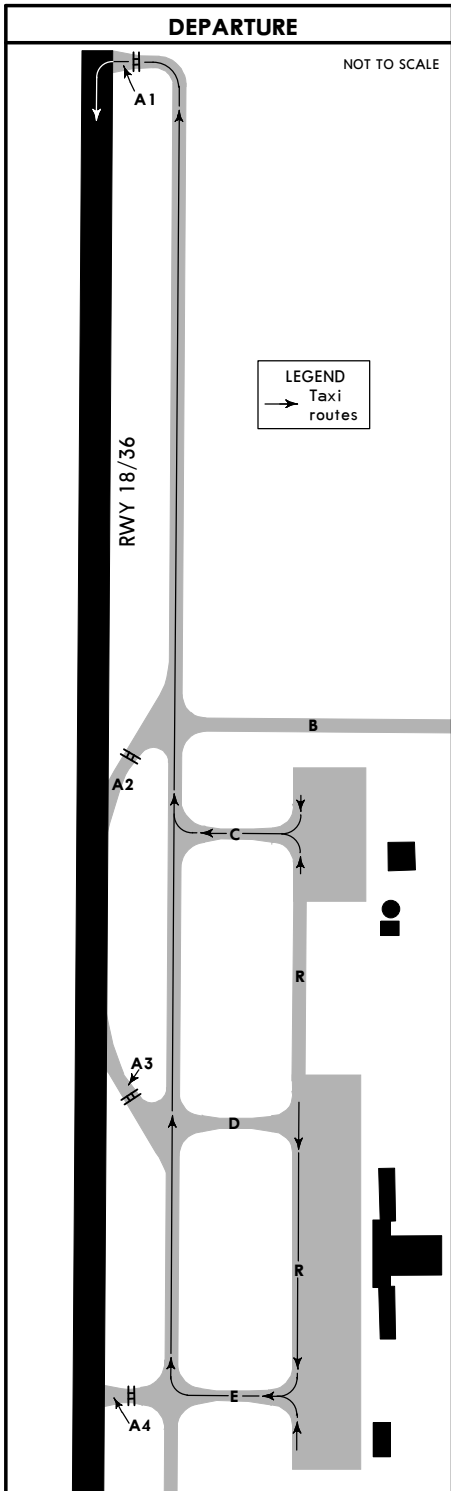
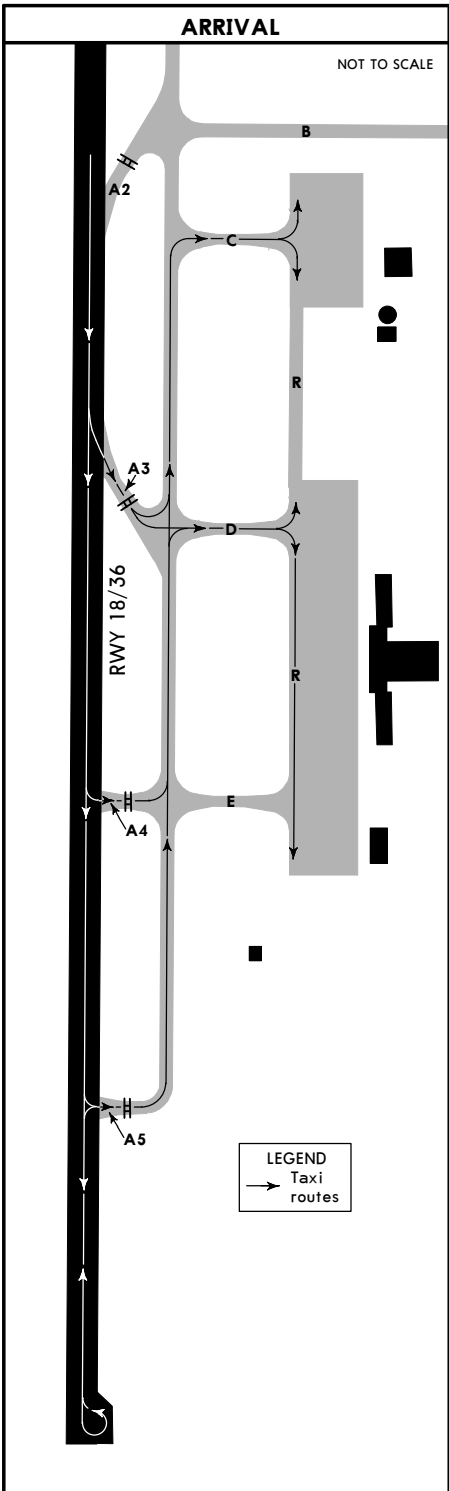
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JEPPESSEN
4 NOV 16
Eff 10 Nov 10-9C

ERBIL, IRAQ
LOW VISIBILITY TAXI ROUTES

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JEPPESEN

17 FEB 17

(10-9S) Eff 2 Mar

Standard

ERBIL, IRAQ
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STRAIGHT-IN RWY		A	B	C	D
18	ILS	1509' (200')	1509' (200')	1509' (200')	1509' (200')
	FULL	R550m V800m	R550m V800m	R550m V800m	R550m V800m
	Limited	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	ALS out	1200m	1200m	1200m	1200m
	LOC ①	1620' (311')	1620' (311')	1620' (311')	1620' (311')
		1600m	1600m	1600m	1600m
	RNAV (LNAV) ①	1640' (331')	1640' (331')	1640' (331')	1640' (331')
		R800m	R800m	R800m	R800m
		R1500m	R1500m	R1500m	R1500m
36	ILS	1549' (200')	1549' (200')	1549' (200')	1549' (200')
	FULL	R550m V800m	R550m V800m	R550m V800m	R550m V800m
	Limited	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	ALS out	1200m	1200m	1200m	1200m
	LOC ①	1700' (351')	1700' (351')	1700' (351')	1700' (351')
		1600m	1600m	1600m	1600m
	RNAV (LNAV) ① ②	1720' (371')	1720' (371')	1720' (371')	1720' (371')
		R1000m	R1000m	R1000m	R1000m
		R1500m	R1500m	R1700m	R1700m

- ① Continuous Descent Final Approach.
- ② Missed apch climb gradient mim. 3.4%.

CIRCLE-TO-LAND ③	100 KT	135 KT	180 KT	205 KT
	1900' (537')	2080' (717')	2200' (837')	2200' (837')
	V1900m	V2800m	V4000m	V4600m
After RNAV	1840' (477')	2030' (667')	2150' (787')	2250' (887')
	V1500m	V1600m	V2400m	V3600m

③ Not authorized East of runway

TAKE-OFF RWY 18, 36

	LVP must be in force			
	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A				NIL (DAY only)
B			800m	
C				
D				

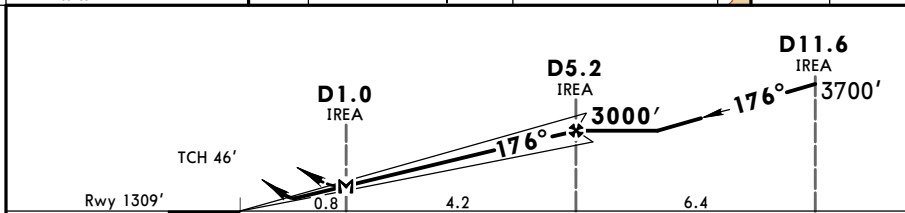
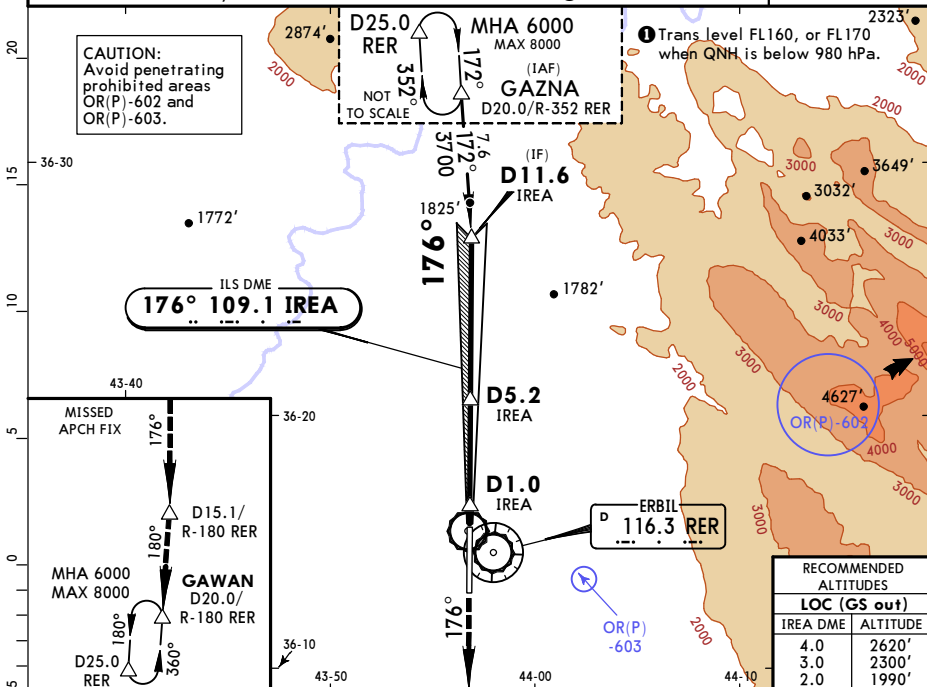
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ERBIL INTL

JEPPESSEN
4 NOV 16 **(11-1)** **Eff 10 Nov**

ERBIL, IRAQ
ILS DME Z Rwy 18

ATIS 130.4		ERBIL Arrival 126.5		BAGHDAD Approach 127.7		ERBIL Tower 128.8	
LOC IREA 109.1	Final Apch Crs 176°	GS No Alt published	ILS DA(H) 1509' (200')	Apt Elev 1363' Rwy 1309'			
MISSED APCH: Climb on track 176° to D15.1/R-180 RER, then turn RIGHT to intercept R-180 RER outbound to GAWAN climbing to 6000' and hold.							
Alt Set: hPa		Rwy Elev: 47 hPa		Trans level: FL 150 1		Trans alt: 14000'	
							MSA RVR VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 176°
ILS GS or LOC Descent angle 3.00°	372	478	531	637	743	849	
MAP at D1.0 IREA							

PANS OPS	STRAIGHT-IN LANDING RWY 18				CIRCLE-TO-LAND	
	ILS		LOC (GS out)		Not authorized East of Rwy 18/36	
	FULL	TDZ or CL out	ALS out	ALS out	Max Kts	MDA(H)
A					100	1900' (537') 1900m
B					135	2080' (717') 2800m
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	1600m	180	2200' (837') 4000m
D					205	2200' (837') 4600m

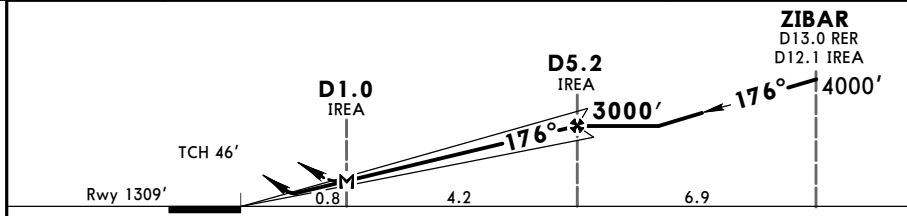
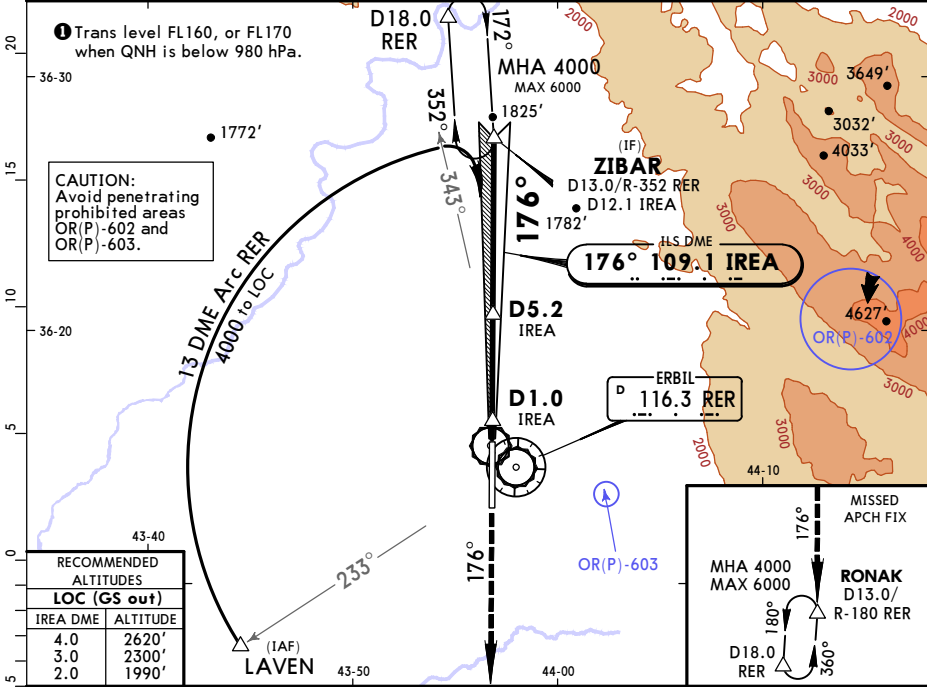
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ORER/EBL ERBIL INTL

JEPPESSEN
4 NOV 16 **(11-2)** Eff 10 Nov

ERBIL, IRAQ ILS DME Y Rwy 18

ATIS 130.4		ERBIL Arrival 126.5		BAGHDAD Approach 127.7		ERBIL Tower 128.8	
LOC IREA 109.1	Final Apch Crs 176°	GS No Alt published	ILS DA(H) 1509' (200')	Apt Elev 1363' Rwy 1309'			
MISSED APCH: Climb on track 176° to RONAK to 4000' and hold.							
Alt Set: hPa		Rwy Elev: 47 hPa		Trans level: FL 150 1		Trans alt: 14000'	
							MSA RVR VOR



Gnd speed-Kts	70	90	100	120	140	160		4000' on 176° RONAK	
ILS GS or LOC Descent angle	3.00°	372	478	531	637	743			849
MAP at D1.0 IREA									

PANS OPS	STRAIGHT-IN LANDING RWY 18				CIRCLE-TO-LAND						
	ILS DA(H) 1509' (200')				LOC (GS out) MDA(H) 1620' (311')						
	FULL		TDZ or CL out		ALS out		ALS out				
A								Max Kts			
B								100	1900' (537')		1900m
C	RVR 550m VIS 800m		RVR 720m VIS 800m			1200m		135	2080' (717')		2800m
D						1600m		180	2200' (837')		4000m
								205	2200' (837')		4600m

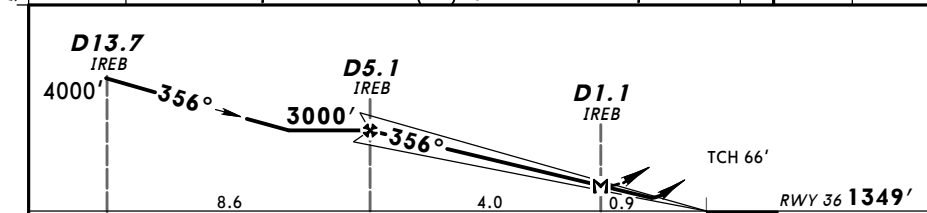
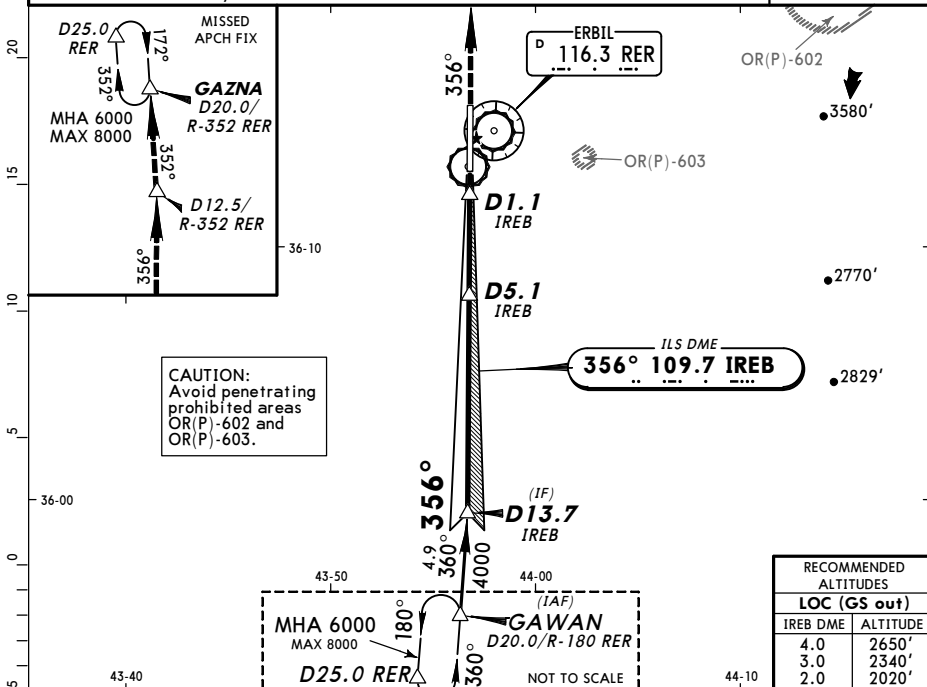
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ERBIL INTL

JEPPESSEN
11 JUL 14 (11-3) Eff 24 Jul

ERBIL, IRAQ
ILS DME Z Rwy 36

ATIS 130.4	ERBIL Arrival 126.5	BAGHDAD Approach 127.7	ERBIL Tower 128.8	
LOC IREB 109.7	Final Apch Crs 356°	GS No Alt published	ILS DA(H) 1549' (200')	
Apt Elev 1363' RWY 1349'				
MISSED APCH: Climb on track 356° to D12.5/R-352 RER, then turn LEFT to intercept R-352 RER outbound to GAZNA climbing to 6000' and hold.				
Alt Set: hPa		Rwy Elev: 48 hPa	Trans level: FL 150	Trans alt: 14000'
				MSA RER VOR



Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or LOC Descent angle 3.00°	372	478	531	637	743	849	
MAP at D1.1 IREB							

STRAIGHT-IN LANDING RWY 36				CIRCLE-TO-LAND	
ILS DA(H) 1549' (200')		LOC (GS out) MDA(H) 1700' (351')		Not authorized East of Rwy 18/36	
FULL	ALS out	ALS out	ALS out	Max Kts	MDA(H)
A				100	1900' (537') 1900m
B				135	2080' (717') 2800m
C	RVR 720m VIS 800m	1200m	1600m	180	2200' (837') 4000m
D				205	2200' (837') 4600m

PANS OPS

CHANGES: Communications.

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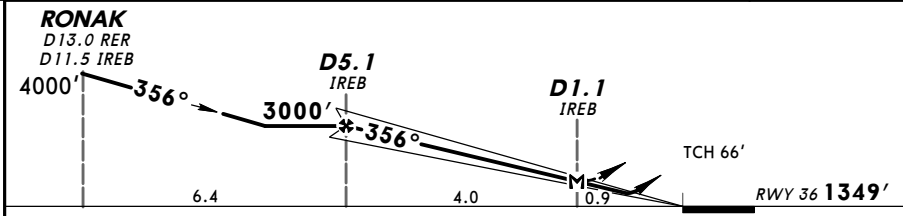
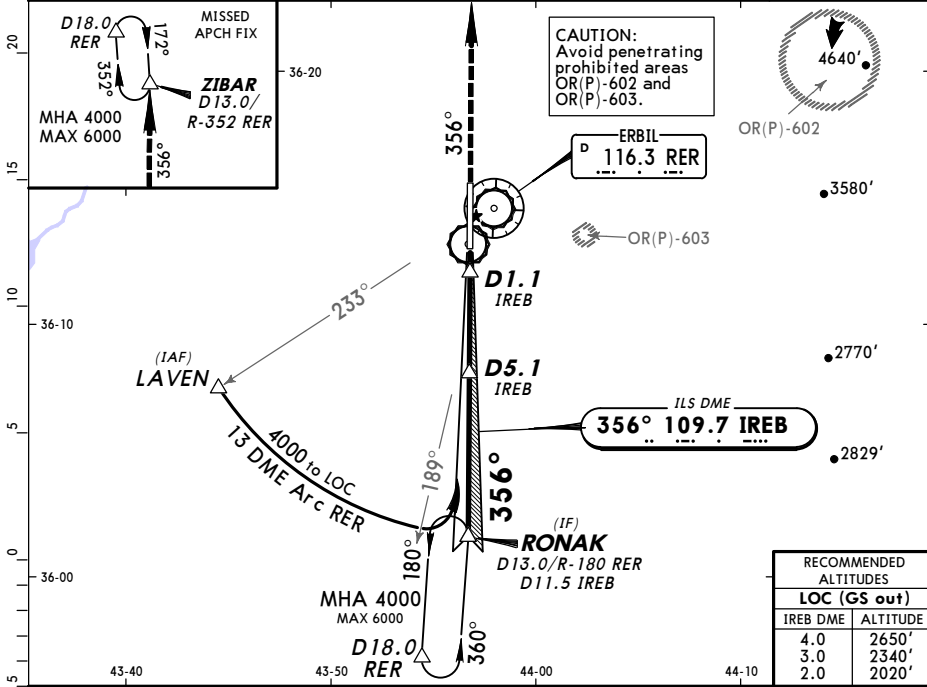
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ERBIL INTL

JEPPESSEN
11 JUL 14 (1-4) Eff 24 Jul

ERBIL, IRAQ
ILS DME Y Rwy 36

ATIS 130.4	ERBIL Arrival 126.5	BAGHDAD Approach 127.7	ERBIL Tower 128.8
LOC IREB 109.7	Final Apch Crs 356°	GS No Alt published	ILS DA(H) 1549' (200')
Apt Elev 1363' RWY 1349'			
MISSED APCH: Climb on track 356° to ZIBAR to 4000' and hold.			
Alt Set: hPa	Rwy Elev: 48 hPa	Trans level: FL 150	Trans alt: 14000'
			MSA RER VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS	
ILS GS or LOC Descent angle 3.00°	372	478	531	637	743	849	PAPI	
MAP at D1.1 IREB								

PANS OPS	STRAIGHT-IN LANDING RWY 36				CIRCLE-TO-LAND	
	ILS		LOC (GS out)		Not authorized East of Rwy 18/36	
	FULL	ALS out	FULL	ALS out	Max Kts	MDA(H)
A	DA(H) 1549' (200')		MDA(H) 1700' (351')		100	1900' (537') 1900m
B					135	2080' (717') 2800m
C	RVR 720m VIS 800m	1200m		1600m	180	2200' (837') 4000m
D					205	2200' (837') 4600m

CHANGES: Communications.

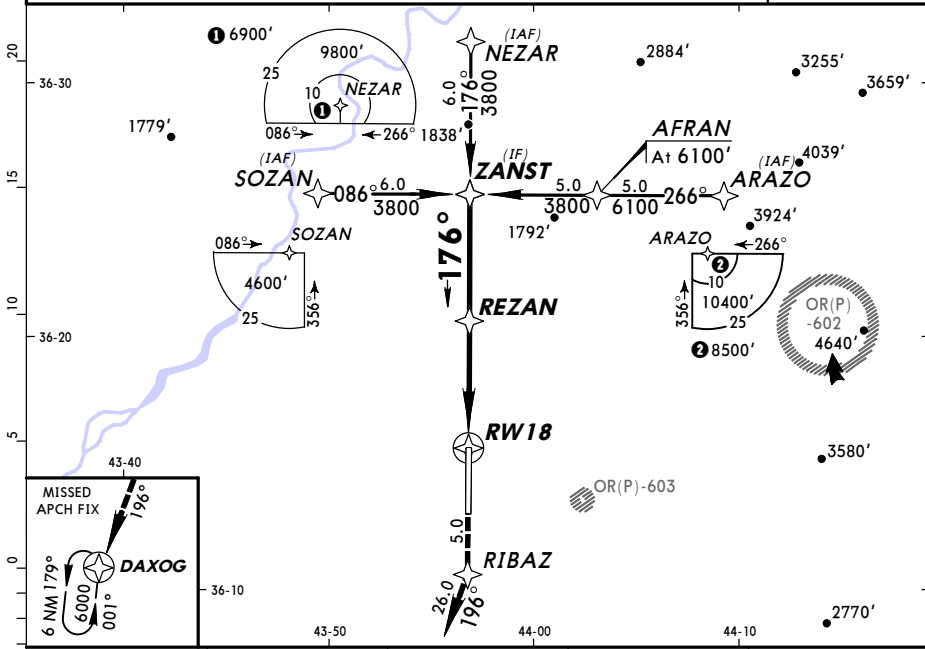
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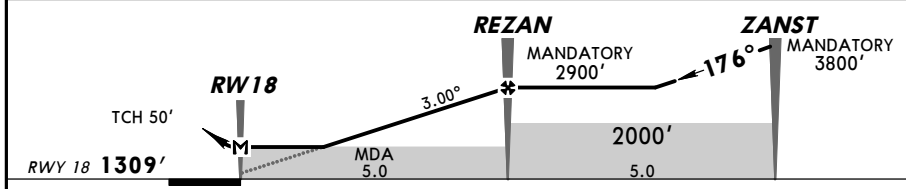
JEPPESEN
11 JUL 14 (12-1) Eff 24 Jul

ERBIL, IRAQ RNAV (GNSS) Rwy 18

ATIS 130.4		ERBIL Arrival 126.5		BAGHDAD Approach 127.7		ERBIL Tower 128.8	
RNAV		Final Apch Crs 176°		Mandatory Alt REZAN 2900' (1591')		LNAV MDA(H) 1640' (331')	
				Apt Elev 1363'		RWY 1309'	
MISSED APCH: Climb STRAIGHT AHEAD to RIBAZ to 2200' or above, then turn RIGHT climbing to DAXOG to 6000' and hold, or as directed.							TAA 25 NM IAF
Alt Set: hPa		Rwy Elev: 47 hPa		Trans level: By ATC		Trans alt: 14000'	
Procedure restricted to MAX 210 KT.							



DIST to RW18	1.0	2.0	3.0	4.0
ALTITUDE	1680'	2000'	2310'	2630'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 2200' RIBAZ
Descent Angle	3.00°	372	478	531	637	743	
MAP at RW18							

STRAIGHT-IN LANDING RWY 18				CIRCLE-TO-LAND			
LNAV				Not authorized			
MDA(H) 1640' (331')				East of rwy			
ALS out				Max Kts			
A					100	1840' (477')	1600m
B	RVR 720m VIS 800m		RVR 1500m VIS 1600m		135	2030' (667')	1600m
C					180	2150' (787')	3600m
D			RVR 1500m VIS 1600m		205	2250' (887')	4800m

CHANGES: Communications.

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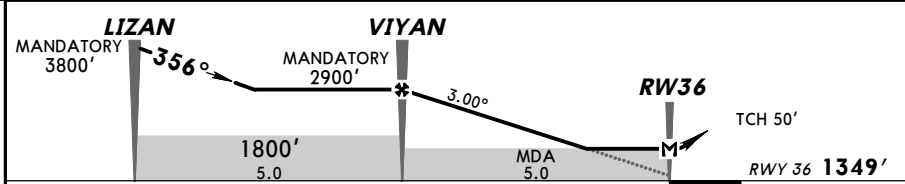
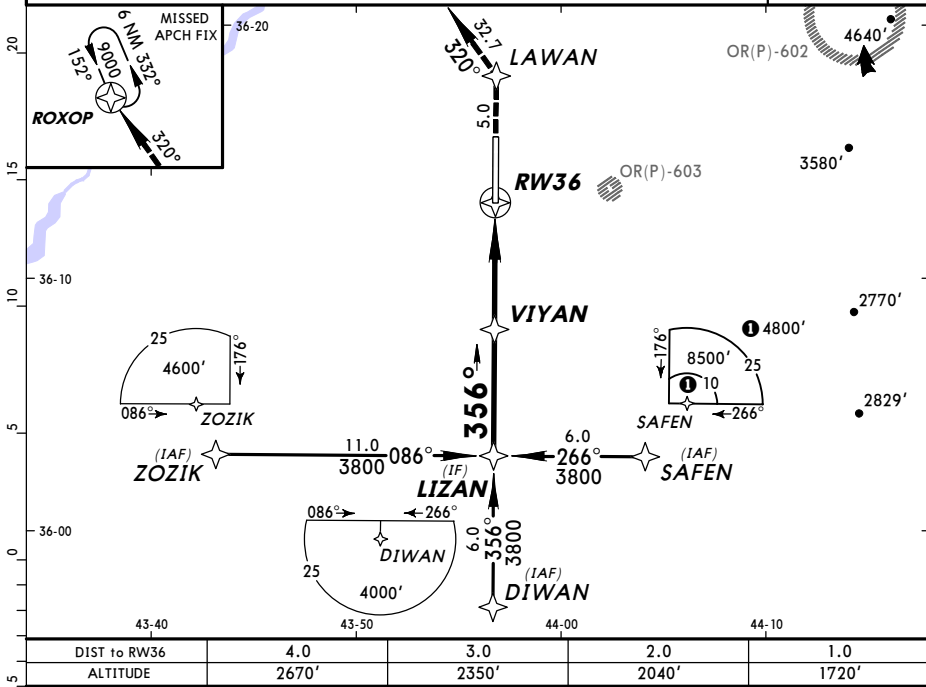
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JEPPESEN
11 JUL 14 **(12-2)** Eff 24 Jul

ERBIL, IRAQ
RNAV (GNSS) Rwy 36

ATIS	ERBIL Arrival	BAGHDAD Approach	ERBIL Tower
130.4	126.5	127.7	128.8
RNAV	Final Apch Crs 356°	Mandatory Alt VIYAN 2900' (1551')	LNAV MDA(H) 1720' (371')
Apt Elev 1363'			RWY 1349'
MISSED APCH: Climb STRAIGHT AHEAD to LAWAN to 2400' or above, then turn LEFT climbing to ROXOP to 9000' and hold, or as directed.			
TAA 25 NM IAF			
Alt Set: hPa		Rwy Elev: 48 hPa	Trans level: By ATC
Procedure restricted to MAX 210 KT.			



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	2400'	LAWAN	
Descent Angle	3.00°	372	478	531	637	743				849
MAP at RW36										

STRAIGHT-IN LANDING RWY 36 Missed apch climb gradient min. 3.4%							CIRCLE-TO-LAND Not authorized East of rwy		
LNAV MDA(H) 1720' (371')									
ALS out							Max Kts		
A							100	1840' (477')	1600m
B	RVR 720m VIS 800m				RVR 1500m VIS 1600m		135	2030' (667')	1600m
C							180	2150' (787')	3600m
D	RVR 1500m VIS 1600m				2000m		205	2250' (887')	4800m

PANS OPS

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