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COALITION PROVISIONAL AUTHORITY

BAGHDAD

INFORMATIONAL MEMORANDUM

July 17, 2003

FOR: Ambassador L. Paul Bremer III
Ambassador Patrick Kennedy

(b)(3) - 10 USC §1305(b)
(6)

FROM: Frank Hatfield
Reuben Jeffery III

SUBJECT: Airport Update

Baghdad Commercial Flights

Baghdad International Airport (BIAP) is ready for commercial aviation flights, subject to the following issues:

- 1) Commercial aviation will require an estimated 2 weeks notice regarding flight times and other logistical details; and
- 2) The security environment, as you are well aware, is not ideal to support regular commercial air traffic. However, in order to utilize BIAP's infrastructure, including local vendors (concessions) and third party contractors (security), all persons and materials from humanitarian flights will be handled by the commercial terminal, beginning Wednesday, July 23. The military currently handles these flights, and this change will relieve them of additional responsibilities and allow the commercial terminal to experience actual passenger intake and outtake. The change will also serve as a "stress test" for the commercial terminal.

In terms of communications, radio and VSAT are complete for the southern portion of Iraq, but capabilities for radio and VSAT communications for the rest of the country are in still in process. The letter of agreement with Kuwait has been signed; letters with Jordan, Turkey and Syria will be completed in the next 48-72 hours.

Basra Commercial Flights

Basra International Airport (Basra) is currently operating as a military airport and not in compliance with International Civil Aviation Organization (ICAO) commercial air carrier standards. The timeline for commercial operations utilizing British military personnel for the majority of the operations functions is approximately 30 days. We hope to condense this to 21 days. Open items during this initial 30 day period include: *security; airline solicitation; airport*

preparation; baggage. Customs and Immigration; and ATC procedures. A CPA evaluation team led by (b)(3) USC is in Basra this evening.

After initial operations are established, it is reasonable to expect that a full transition from military to civil operations will take an additional 45 days. Key elements in this 45 day period would include: *baggage handling* (selection of contractor, contractor assessment and time for contractor to assemble staff and equipment); *aviation security* (selection of contractor, contractor assessment and time for contractor to assemble staff and equipment); *Customs* (identify Iraqi Customs counterparts, identify and assemble 50 former inspectors, vet prospectives, identify US/UK training team, and complete training); and *Immigration* (recruit/vet recruits, install PISCES, train Inspectors, write standard operating procedures and build a detention center). The recruitment of Inspections staff will be the biggest challenge.

Pursuant to a discussion between Frank Hatfield and MG Elder, Deputy Coalition Forces and Air Component Commander (CFACC) on 16 July, MG Elder has determined that the current threat assessment is such that flight check operations can be allowed along with a limited number of commercial flights at Basra; however, if threat assessment changes, the Deputy CFACC may revisit this decision.

Baghdad and Basra NGO/Humanitarian Flights

The military terminal at BIAP continues to service humanitarian flights, ranging from small, private jets all the way up to the occasional United Nations 737. On a typical day, the military terminal services 10-25 flights, with the maximum number being 32. Carriers that fly humanitarian flights do so at their own risk and have signed "hold harmless" agreements. While the carriers also do not receive daily threat assessments, they are on notice that they are flying into a hostile environment. NGO and humanitarian flights do not have countermeasure capabilities and most do not fly evasive patterns.