

DEDICATED TO HELPING BUSINESS ACHIEVE ITS HIGHEST GOALS.



# Africa: Regional Review

**Monday, Mar 21 | 1:00 p.m. – 2:00 p.m.**

**PRESENTED BY:**

**Benjamin Fuller, Operations Manager, ITPS**

**Brent Schmenk, Aviation Manager, Cook Canyon**

**Mark McIntyre, Chief Pilot, Mente LLC**

International Operators Conference | San Diego, CA | March 21 – 24, 2016



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# Africa Operations – The Basics

Monday, Mar 21 | 1:00 p.m. – 2:00 p.m.

**PRESENTED BY:**

**Ben Fuller / Operations Manager**

**International Trip Planning Services, LLC (ITPS)**



# The Basics

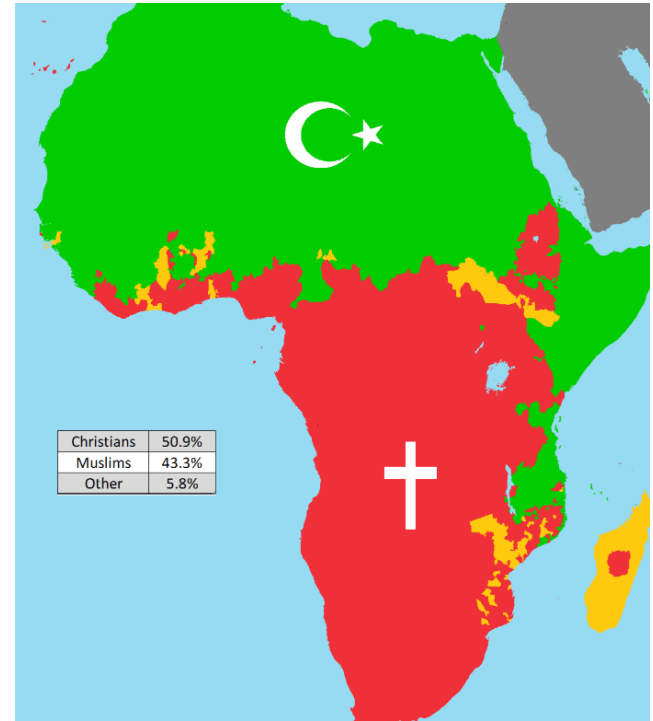
## General guidelines: Visas, Permits, Security, etc.

- Most countries require landing (min 3 biz days notice) and overflight permission for both private pt 91 and charter pt 135 flights
- Handing is usually done through a GA terminal; full-service FBOs are uncommon
- Security is recommended in most the continent, risk of terrorism is high; Travel warning and/or restrictions are issued for many countries
- Visas are needed in most countries, some allow obtainment on arrival
- Communications difficult in parts: cell, internet, fax, VHF gaps
- Catering generally best accomplished through hotel/local restaurants

# Culture

## Religion, Clothing, Language, etc.

- Predominately Muslim in northern; and Christian in sub-Saharan
- Conservative dress, especially for women in “Green” countries; hijab
- Arabic in Sahara/Sahel; French dialects W Africa; English becoming more popular
- Alcohol ok in most countries, some have full ban: Libya, Sudan, Somalia



**Sources:** <http://www.focac.org/eng/z/fz/fztl619829.htm> <http://brilliantmaps.com/simple-africa-religions/>  
<http://www.egypt-uncovered.com/guide/muslimcode.php>

# Health

## Disease, Immunizations, Water quality

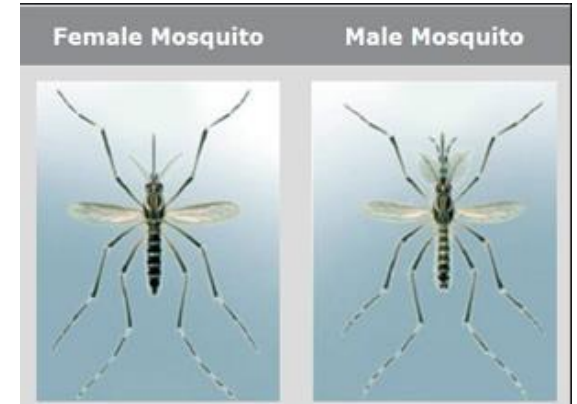
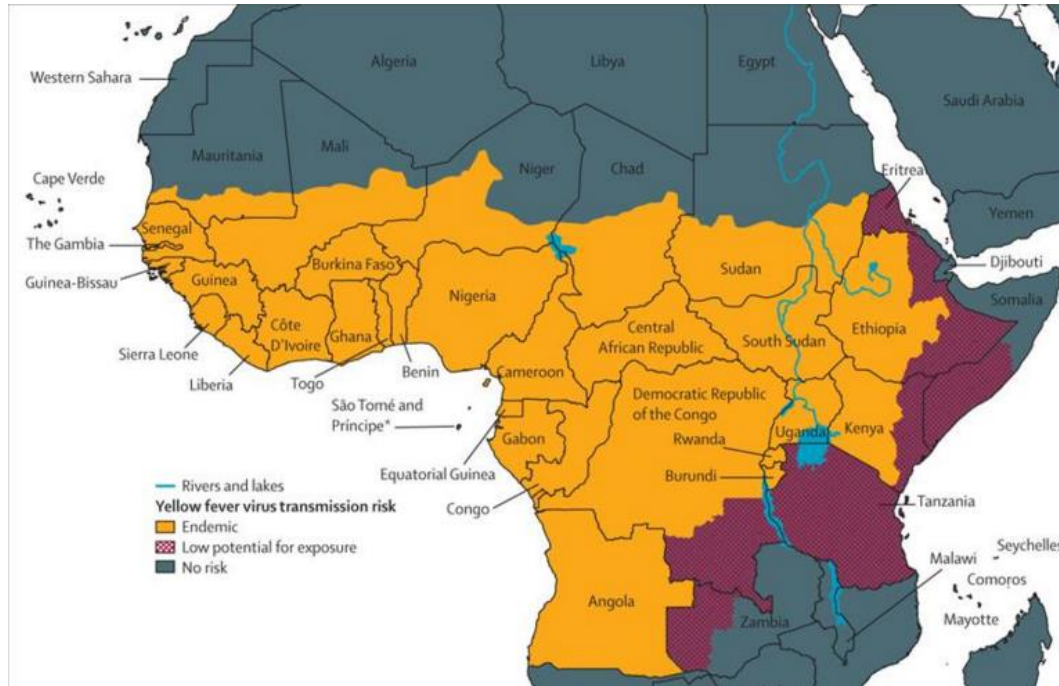
- Ebola outbreak is contained as of Jan 2016; however very isolated cases possible
- Yellow fever vacc is required for some countries; recommended in most

Required: Angola, Benin, Burkina Faso, Chad, Ghana, Guinea, Guinea Bissau, Ivory Coast, Liberia, Mali, Niger, Sierra Leone, & Togo

- Malaria vacc is highly recommended for most countries
- Zika virus? Only in Cape Verde...
- In general, do not drink the tap water! Bottled water only to drink, potable water

# Health

## Yellow Fever Risk Map



Sources: CDC

# Security

## Aircraft guard, Crew/Pax Transport, Security Briefings

- Saharan and central Africa has medium or greater risk for terrorism, other threats
- Travel Warnings - check before departing [http://www.faa.gov/air\\_traffic/publications/us\\_restrictions/](http://www.faa.gov/air_traffic/publications/us_restrictions/)

Airspace Off Limits - Libya

Landing Off Limits - Sinai (Egypt), S Sudan, Mali, and Somalia (stay above FL260)

- Aircraft guards available in many locations 24/7, some don't allow outside security
- Vetted (CPO) drivers and/or armed drivers available in many locations

# Secure Crew trans in the Sahara?



ONE HUMP CAMEL  
OR  
TWO HUMP CAMEL?





# Visas

## US Citizens

- No visas required, i.e. Botswana, Morocco, Senegal
- No visas required for crew in numerous countries: Benin, Djibouti (special pass), Eritrea, Ethiopia, Ghana (< 48 hrs), Nigeria, Sudan
- Visas on arrival: Cape Verde, Djibouti, Egypt, Ethiopia, Guinea Bissau, Mauritania
- Transit rules differ per country, however, none require for tech-stop 2 hrs or less

**Sources:** G3 visas, T.I.M., local handlers

## Question: Overflight permission

If I am flying over the Mauritania landmass, but only enter the Senegal FIR, which overflights do I need to obtain?

- A. Only Mauritania
- B. Only Senegal
- C. Both Mauritania and Senegal
- D. No overflights required



# LLBG-HECA

## Current approved routing

FL240 // Dist 328 nm // Approx 1:00-1:15 flight time // Speed: LALT



# Saharan Africa

## Sahara Desert / Sahel



Sources: <http://www.lib.utexas.edu/maps/africa.html>

# Egypt

HECA / Cairo



Sources: AIP, T.I.M., local handler input, FAM int'l

## Question: Political

What is routinely considered the safest and most peaceful country in mainland Africa north of equator?

- A. Togo
- B. Cote D'Ivoire (Ivory Coast)
- C. The Gambia
- D. Ghana

# Ghana

## DGAA / Accra

- 24 hours on request, full service handling
- No FBO, however VIP services and Adinkra VIP pax lounge available
- A/C security available on request
- Yellow Fever vacc required by Ghana; available on arrival; Pax visas required
- CIQ clearance in new terminal; apron has been expanded, more parking
- Very few major hotels (Best Western, IHG, Movenpick, Kempinski new hotel)
- Avg highs 80's F year round; rainy season late Apr to early July; T-Storms
- Makes for good knock-knock jokes



# Morocco

## GMMN / Casablanca

- 24 hours on request, full service handling; reported as good service
- No landing or overflight permits required; only ICAO flight plan on file
- No FBOs present in the country; handlers work out of GA terminals; VIP area available in GMMN, also in GMFF / Fes and GMMX / Marrakech.
- Hired aircraft security not allowed (Royal Gendarmarie provides all a/c security in all locations)
- Visas not required; Vaccinations not required
- Limited major hotel chains available (Sofitel, Hyatt, Sheraton, No Hilton/Marriotts)

# Vacation Hot Spots - Saharan

- Great Sphinx of Giza, Pyramids -- HECA
- Beaches
  - Agadir - GMAD
  - Sousse, Tunisia – DTMB\*\*
- Mountains
  - Atlas Range -- GMMX
- Valley of the Kings, King Tut's tomb -- HELX
- Timbuktu?? Yes! It's possible! – GATB



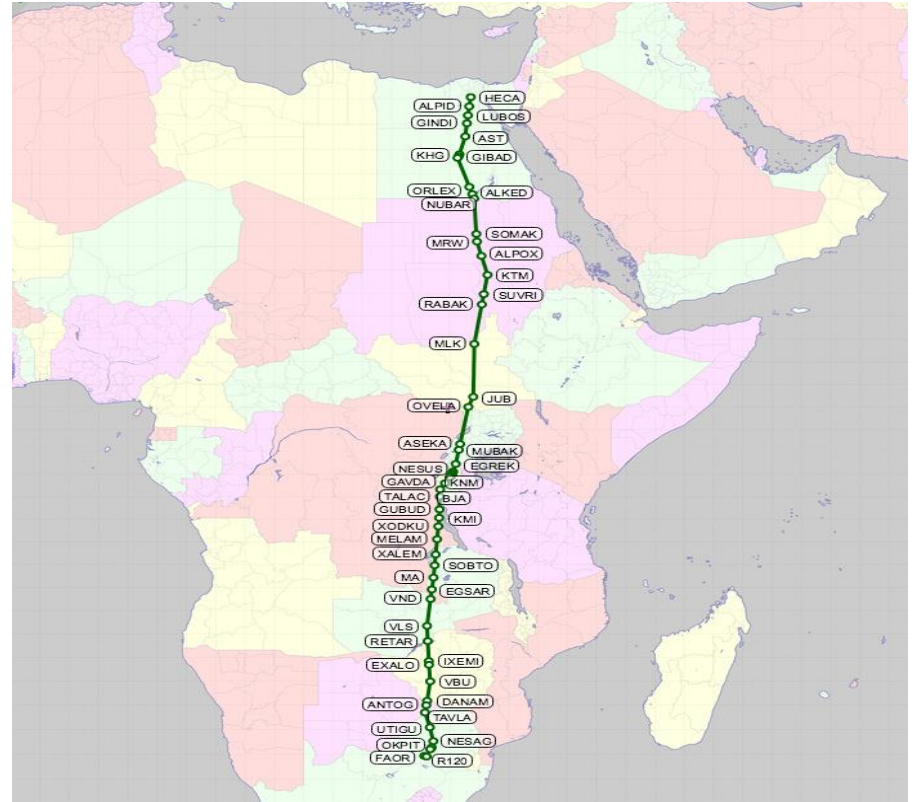
\*\* Terrorist attack in 2015

## The sites at Timbuktu (Tombouctou)



# HECA-FAOR

- All countries require overflight  
Sudan / S Sudan same CAA
- GLF5: 8 hour flight @ M83
- 3450 nm (i.e. PANC-KMIA)
- Botswana requires O/F once again
- 8 O/F's & Landing permit required



# Sub-Saharan Africa

## Equatorial & East Africa / Southern Africa



Sources: <http://www.lib.utexas.edu/maps/africa.html>

# South Africa

## FAOR v FALA

- 24 hour airports – reliable FBOs; new FBO at FAOR
- FAOR is large, commercial airport; nearer downtown Jo-burg, 30 min drive
- FALA geared towards GA flights; NW of city; about 1-1:30 hour drive to Jo-burg
- At both – must clear customs at main terminal; possible bag searches

# South Africa

## Misc info

- Slots are required at FAOR; not at FALA
- Secure crew/pax trans to/from hotels worth considering due to local crime
- Major hotel chains; Marriotts are Protea chain; only one Hilton
- Have 2 blank pages in passport; Russell Brand was held in 2013 for lack of pages



# Ethiopia

## HAAB / Addis Ababa

- 24 hours on request
- Local sponsor required for landing permit
- Hired a/c security not allowed (military police)
- No vaccinations required, but recommended
- Hotels – New Marriott Exec apts, one Hilton; issues during major conferences
- Mild climate, elevation 7,655' -- rainy season June to Sept (45 in. per year)



# Addis Ababa

## On ground

- Ground handling is restricted to Ethiopian Airlines
- VIP GA terminal; plan to use T2 unless pax have VIP approval from MoFA (Third party supervisors - often denied tarmac access)
- Bring cash USD!



# Tanzania

## General Info

- Mt Kilimanjaro, highest point in Africa, 19,341 ft
- HTDA, HTKJ and HTZA are 24 hour operational with CIQ on duty at all hours
- Most popular destination for business jets is Serengeti



Sources: local handler input; Susan Mashibe

# Serengeti

## HTMW vs HTKJ

- Some flights drop pax in HTMW and park at HTKJ
- HTMW - nearer N/W Serengeti but lacks facilities, hotels, etc – ramp transfers only as favor
- HTKJ - better facilities, ramp transfers, sufficient hotels



Sources: local handler input; Susan Mashibe

# Vacation Hot Spots – Sub-Saharan

- Victoria Falls  
FVFA (Zimbabwe) or FLHN (Zambia)
- Zanzibar coral reef  
HTZA / Zanzibar Int'l
- Clifton / Table Mountain  
FACT / Capetown



# Vacation Hot Spots – Sub-Saharan



# FAOR-FOOL



# Tech Stops – Other options

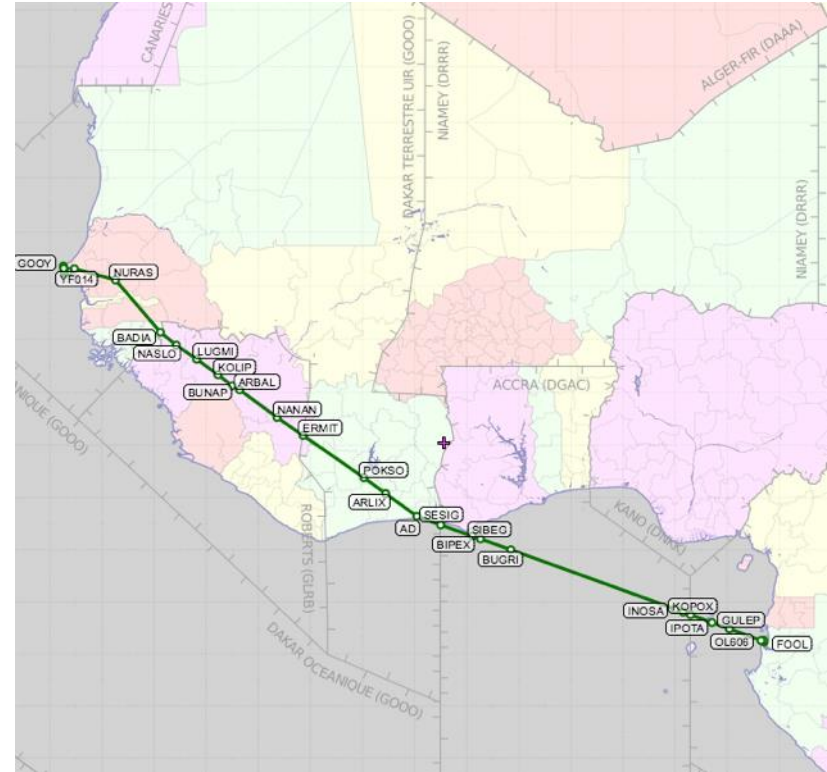
## Fueling

- Namibia  
FYWH / Windhoek (24H, watch NOTAMs)
- Angola  
FNLU / Luanda (24H)



# FOOL-GOOY

- All countries require overflight
- Airspaces Ghana & Liberia also req'd
- GLF5: 4+30 hour flight @ M83
- 1860 nm (i.e. KLAS-KMIA)
- 8 Overflights + Landing permit
- Used as a tech stop





# Tech Stops – West Fueling – pond crossers

- Cape Verde
  - GVAC / Sal (24H) primary  
or GVNP / Praia (24H)
- Canary Islands
  - GCTS / Tenerife (24H) primary  
or GCLP / Las Palmas (24H)



# Tech Stops - West

## Dakar vs. the islands

- For crew change, Dakar is better for airline connectivity
- For a quickturn fuel stop without crew change, the islands are better
- It is possible to get a quickturn in Dakar if pre arranging fuel truck and other services prior to arrival

QUICK  
Turn-Around



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# Africa Operations – A Closer Look

Monday, Mar 21 | 1:00 p.m. – 2:00 p.m.

## PRESENTED BY:

**Brent Schmenk**  
Aviation Manager / Cook Canyon Ranch Aviation

**Mark McIntyre**  
Chief Pilot / Mente LLC



# Introduction

## Operations around Africa

- Multiples trip per year
- Operational Experience in 25 of 54 countries in Africa
- Firearms on board for most trips



# Trip Planning

## Medical / Required or Recommended Vaccinations

- Center for Disease Control and Prevention [www.cdc.gov](http://www.cdc.gov)
- World Health Organization [www.who.int](http://www.who.int)
- Passport Health [www.passporthealthusa.com](http://www.passporthealthusa.com)
- Medaire [www.medaire.com](http://www.medaire.com)
- Purchase or Build a Company Medical Kit



# Trip Planning

## Personal Security & Preparation

- Insecticide (DEET)
- Topical Antiseptic, Antibiotics (Cipro), Sunblock
- Smoke hood, head lamp
- Sat phone / emergency chargers
- Water purification
- Ladder, chocks, storage bins, coolers
- Gloves (Brown Angel)



# Trip Planning

## Passport / Visa Requirements

- VIP Passports [www.vippassports.com](http://www.vippassports.com)
- G3 Visa and Passports [www.g3visas.com](http://www.g3visas.com)
- Local Handling agent
- At many locations, crew may not require or be able to get visas on arrival
  - However, if crew repositions on the airlines, a visa may need to be obtained on arrival
- Copies of passengers passports
- At least four copies of the General Declaration forms for each location







# Trip Planning Security Reports

- Company Security Input
- State Department travel warnings and advisories
  - [www.travel.state.gov](http://www.travel.state.gov)
- Trip Planning Service Providers



TRAVEL.STATE.GOV

A SERVICE OF THE BUREAU OF CONSULAR AFFAIRS  
U.S. Department of State

# Trip Planning

## Location Knowledge

- NBAA International Feedback Database
- Operators recommendations from Service Providers.
- Speaking to Handlers Directly
- Internet searches



Why did the Hippo  
Cross the runway?



**BECAUSE IT  
COULD!!**

# Trip Planning

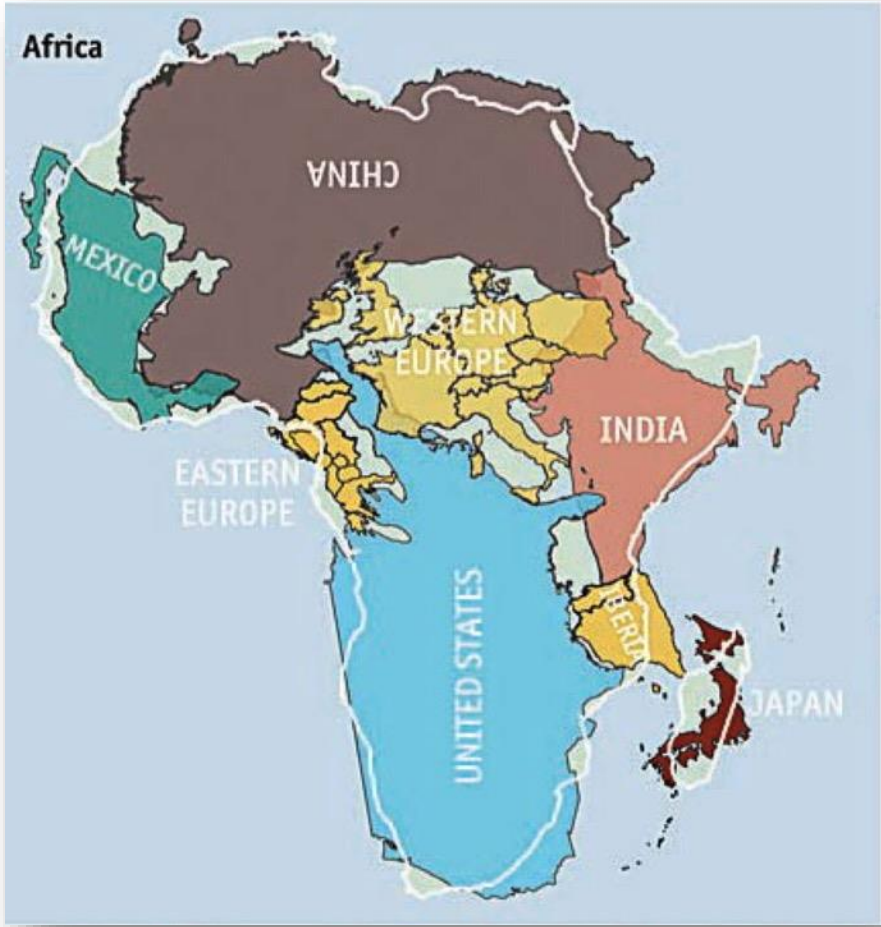
## Airports

- Current Data can sometimes be hard to come by
  - Example: FBKE Kasane, Botswana
- ACN / PCN Values
- NOTAMS, check frequently as they can change often
- Many VFR-only airports, Be Prepared!
  - Example: VFR Transponder Codes, USA 1200, Tanzania 7000, Rwanda 2201
    - Ref: Jeppesen Enroute Data Pages
- Busy Airports can be non-radar

# Trip Planning

## Airports

- May be necessary to bring handlers from another location to handle the flight
- Transportation to and from hotel, is transportation secure for crew?
  - Note: Transportation can take several hours to the airport
- Availability of fuel?
- Obtain passenger ground itinerary / transportation / lodging information



# Trip Planning

## Deviation Airports

### **Airfield Suitability:**

G - Airports of Entry, Runway length, Procedures, 24 Hour Ops

Y - AOE but short field, no procedures and/or not 24 hours

R - Not suitable unless immediate emergency

### **Medical Suitability:**

G - There are facilities that meet the international standard

Y - Limited quality facilities/limited treatment

R - Adequate facilities are sparse or not up to standards - International evac recommended.

### **Security:**

G - Safe and secure

Y - Moderate crime/security threat

R - Dangerous: high level of risk to westerners

					Suitability		
Airport	ICAO	Country	City	Airfield	Medical Facilities	Security	
LEG 21 GCTS-HTKJ	GMAD	242/364	Morocco	Agadir	G	Y	Y
	GMLL	245/97		Laâyoune	G	Y	Y
	GMMH	063/137		Dakhla	Y	Y	Y
	GAGO	234/1	Mali	Gao	G	Y	Y
	DRRN	054/1.7	Niger	Niamey	G	R	Y
	DRZR	196/1		Zinder	G	R	Y
	DNMA	016/48	Nigeria	Maiduguri	G	R	Y
	FTTJ	016/1.2	Chad	N'Djamena	G	R	Y
	FTTA	037/2.9		Sarh	G	R	Y
	HSSJ	203/215	Sudan	Juba	G	R	Y
	HUEN	037/1	Uganda	Entebbe	G	Y	Y
	HKNW	216/91	Kenya	Nairobi	Y	G	Y
LEG 31 HTKJ-HKEL	HKJK		Kenya	Jomo	G	R	Y
LEG 41 HTKJ-EGSS	HAAB		Ethiopia	Addis Ababa	G	Y	R
	HECA		Egypt	Cairo	G	G	Y

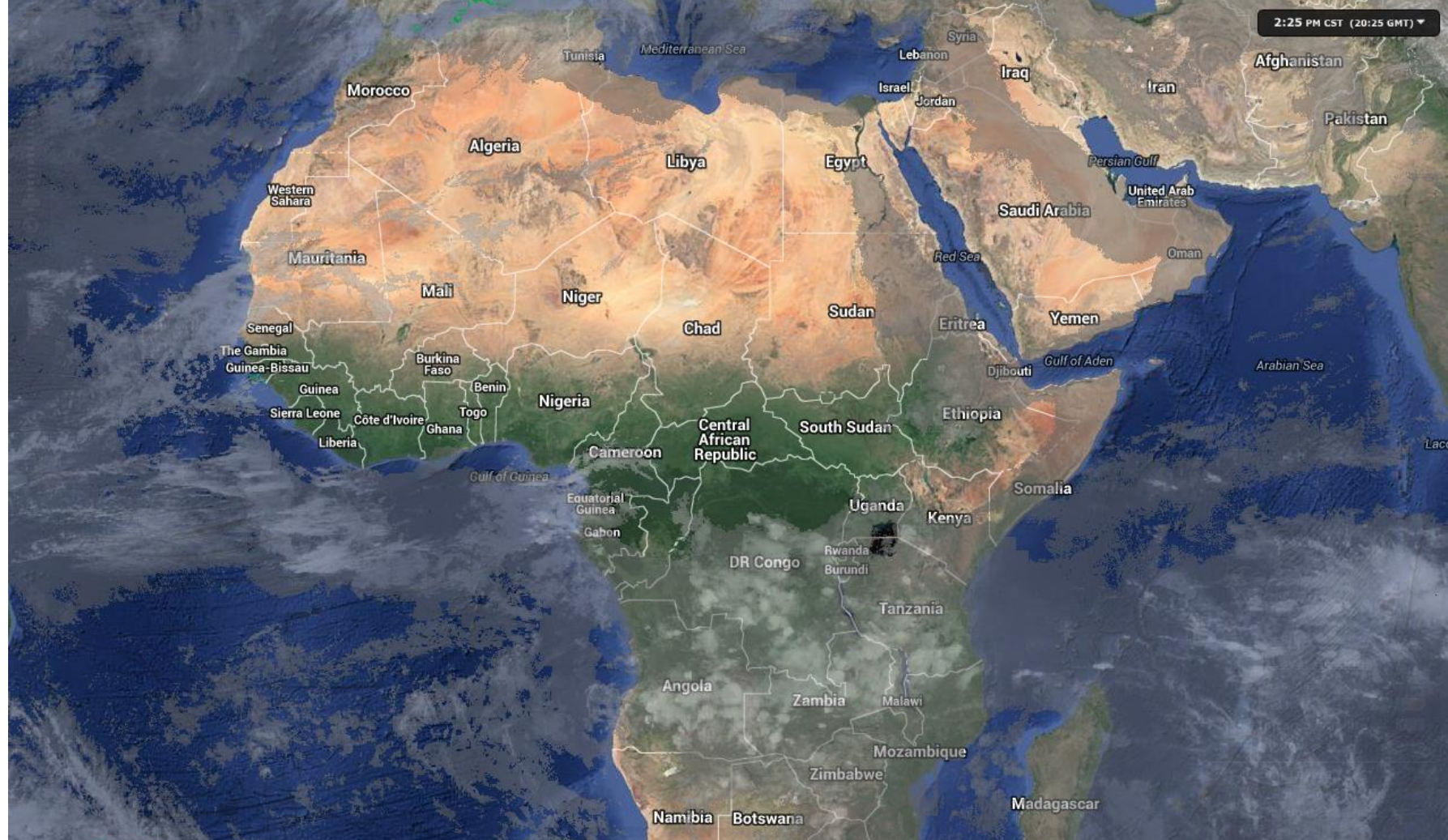


# Trip Planning

## Emergency Medical or Political Evacuation Planning

- International SOS [www.internationalsos.com](http://www.internationalsos.com)
- RMI, Remote Medical International [www.remotemedical.com](http://www.remotemedical.com)
- Company Security Plans
- Airline Schedule
- Vetted Charter Companies





# En-route Considerations

## Communications

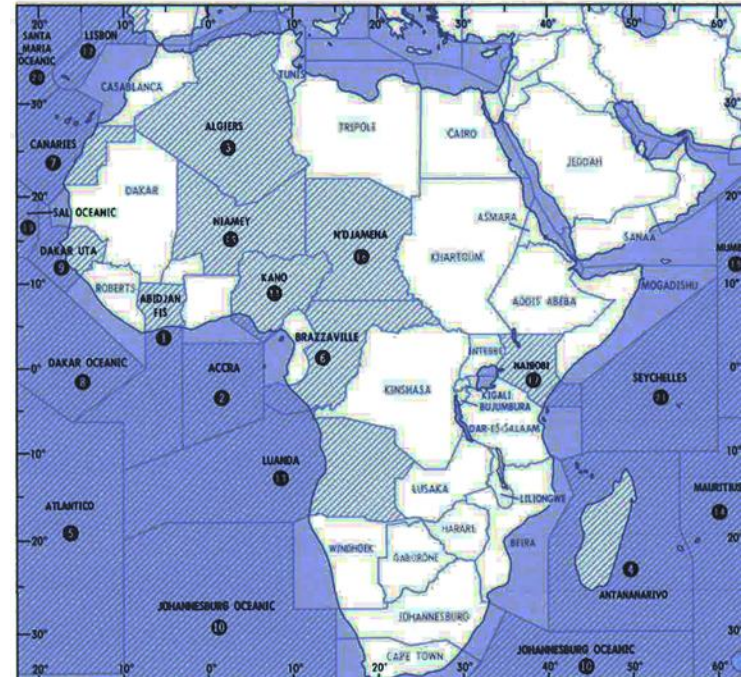
- ATC Improvements over the last few years of operation
- Highlight notes on flight plan
- Know the exit / entry points and names of each FIR
- Know the names of over-flight countries
- Be prepared to give mailing address of company
- Have over-flight permit numbers accessible
- 1 ½ hours without communication possible

# En-route Consideration

## Communication

- VHF not in all areas, may need to use HF
- LISTEN CLOSELY!!! USE ICAO PHRASIOLOGY!!!
- Be prepared to give Radial / Distance to a fix
- CPDLC
  - Not uncommon to be logged on with CPDLC and still have radio contact
  - Frequency Changes

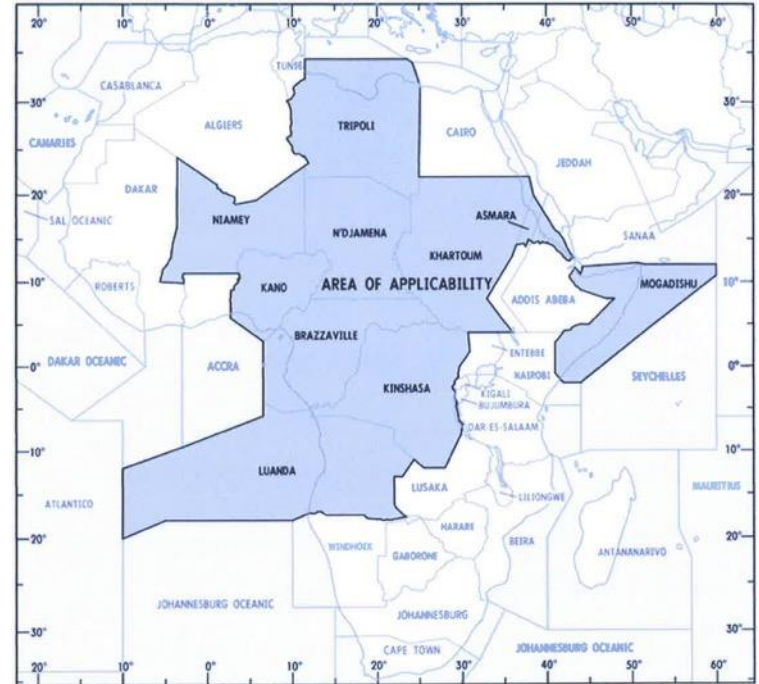
CPDLC OVERVIEW



# En-route Consideration

## Communication

- IATA In-Flight Broadcast Procedure 126.9
  - 10 minutes before entering or crossing a FIR boundary
  - 10 minutes prior to or joining an ATS route, crossing an airway or waypoint.
  - Not less than 20 minute intervals
  - Before changing a flight level
  - Any other time deemed necessary



NOTE: IFBP Version 7: Publication Date 12 December 2013, Effective date: 9 January 2014

# En-route Consideration

## Departure Clearance

- Departing from small country and/or close to an FIR Boundary, may receive only:
  - Clearance Limit (normally Destination),
  - Departure Instructions / Standard Instrument Departure
  - Altitude
  - Often will receive no Routing, Departure Frequency, or Squawk.

(Use Mode C / 2000)



# Information

## During the Trip

- SLOP promoted in non radar areas
- Plan full Approach Procedures
- Be prepared to accomplish handling on your own
- Be prepared for other handlers / fuel sources stepping in
- Recommend arrival at the airport at least 2 hours early on the day of departure
- Many Locations will have immigration forms completed for you but customs may ask passenger to sign document in person
- Always walk passengers through customs and have positive handoff if possible



# Information

## During the Trip

- Security Tape all aircraft doors.
- Firearms
  - Remove bolts from rifles prior to flight
  - Keep copies of gun customs forms
  - Keep list of gun serial numbers
- May require a crewmember to complete ICAO flight plan form and pay fees in airport office



# Information

## Maintenance Considerations

- Other Operators in the area
- Manufacture Flight Following
- Parts (importing versus checked luggage)
  - Planning Service involvement to help expedite parts through customs
- Secure and store Nose Gear Pin
- Bring Chocks
- Aircraft Tow Bar
- LAV / H2O Servicing
  - Bring jugs of water to manually refill tank



# Information

## Catering Details

- Catering
  - Best to cater entire trip out of a US source.
  - Pack all food for second leg in a good cooler
    - YETI coolers [www.yeti.com](http://www.yeti.com)
    - High / Low display thermostat
  - If possible use hotel / lodging for catering and ice



# Information

## Money

- Approximately \$10K depending on the destination
- Bills no earlier than 2006
- Wide variety of bills
- Due to counterfeiting, when paying for fees, typically only bills larger than \$20 are accepted
- **KNOW THE EXCHANGE RATE!!!**





**SAFARI SALAMA!!!**

(SAFE TRAVELS)

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Questions??????