

The Corporate Flyer

Continuously providing operational news to the business aviation community for over 10 years

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SIGNIFICANT AIRPORT / RUNWAY CLOSURES:

Contact Jeppesen International
Trip Planning for further information.

For further information contact Jeppesen International Trip Planning or visit www.jeppesen.com/TPS and click on the Bulletins link

- St. John's, Antigua & Barbuda (TAPA) will be closed daily between 0300-0930Z from 24 February - 24 May.
- Telluride, Colorado (KTEX) will be closed from 7 April - 2 November for runway improvements.
- Tokyo, Japan (RJTT) - possible airport closures due to long term construction project through December 2009. Check NOTAMs for closure times.

TRAVEL AND HEALTH ADVISORIES

The US State Department's current list of Travel Warnings includes: Afghanistan, Algeria, Burundi, Central African Republic, Chad, Colombia, Côte d'Ivoire, Eritrea, Democratic Republic of the Congo, Georgia, Haiti, Iran, Iraq, Israel, Kenya, Lebanon, Madagascar, Nepal, Nigeria, Pakistan, Philippines, Saudi Arabia, Somalia, Sri Lanka, Sudan, Syria, Uzbekistan, Yemen and Zimbabwe.

NOTABLE FUEL SHORTAGES & RESTRICTIONS

Accra, Ghana (DGAA)

Refueling time restrictions

Apia, Western Samoa (NSFA)

Out of stock until further notice

Asmara, Eritrea (HHAS)

Out of stock until further notice

Banjul, Gambia (GBYD)

Out of stock until further notice

Bata, Equatorial Guinea (FGBT)

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Fort de France, Martinique (TFFF)

Out of stock until further notice

Malabo, Equatorial Guinea (FGSL)

Out of stock until further notice

Mubuji-Mayi, Democratic Republic of Congo (FZWA)

Out of stock until further notice

APIS REQUIREMENT FOR PRIVATE AIRCRAFT ARRIVING AND DEPARTING THE U.S.

Beginning May 18, 2009, the U.S. Department of Homeland Security (DHS) will require private aircraft arriving and departing the United States to submit crew and passenger data to Custom and Border Protection's Advance Passenger Information System (APIS). Although this new rule has been in effect since December 18, 2008, it will now be mandatory and enforced.

A private aircraft is defined as any aircraft, regardless of weight, engaged in a personal or business flight to or from the United States which is not carrying passengers/cargo for commercial purposes. Under the new rule, pilots or their approved designee, such as Jeppesen, will be required to submit advance notice and passenger/crew manifest information to CBP via the eAPIS Web Portal or through another CBP-approved electronic data interchange system. Notification must be submitted at least 60 minutes prior to the scheduled departure time. There is no limit as to how far in advance it can be submitted. Only inbound and outbound international flights are subject to this rule. At this time, domestic U.S. operations are not effected.

The following are some of the key points of the requirement as of the time of this article's writing:

- Data can be submitted via the eAPIS website (<https://eapis.cbp.dhs.gov>) for both departure and arrival manifests anytime in advance, but no later than 60 minutes prior to departure to or from the U.S.
- The passenger manifest submitted should match the travel documents.
- A pilot may not depart without receiving a "cleared" message from CBP and following all other instructions provided by the DHS in the response to the eAPIS submission. Clearance for a flight to or from the U.S. should never be assumed regardless of the amount of time that has elapsed; only the receipt of a cleared response from CBP ensures that the agency has received the arrival and/or departure manifest submission. The DHS will strive to process each request within 60 minutes of receipt or as quickly as possible to avoid delays.
- CBP will no longer require the CBP Form 178 if APIS is submitted.
- Those that fail to comply with the terms of this rule are subject to a civil penalty of \$5,000 for the first violation and \$10,000 for each subsequent violation. The pilot may also be subject to criminal penalties for violation.
- In the event that eAPIS is unavailable, authorized users will need to contact CBP at the intended U.S. airport of arrival/ departure for instructions on how to proceed in submitting required information.
- Landing Rights Airports: Operators are still required to secure permission to land from CBP following transmission of eAPIS.

Note: On a limited case-by-case basis, CBP may permit a pilot to submit or update a notice of arrival and the arrival/departure manifest via the telephone when unforeseen circumstances preclude submission of the info via eAPIS. Under such circumstances, CBP will manually enter the data provided. The pilot is required to wait for CBP screening and approval in order to depart. Processing of these non-electronic manifests may significantly delay clearance.

For the purpose of this new requirement, the United States is defined as the contiguous 48 states, Alaska, Hawaii, Puerto Rico, U.S. Virgin Islands, Guam and the Commonwealth of the Northern Mariana Islands. As such, flights between these regions are not subject to the new rule, but there are several requirements that are specific to U.S. territories:

- Flights arriving at one of the U.S. territories from a foreign location do need an eAPIS submission.
- Flights departing from the U.S. Virgin Islands back to the mainland U.S. do not require an eAPIS submission, but either a U.S. custom's pre-clearance or custom's clearance at the arrival airport is still mandatory. It should be noted that eAPIS can be submitted for this leg in place of completing the required custom's paperwork if the CBP authority at the arrival airport consents to this.
- Flights departing from Guam or the Northern Mariana Islands and arriving Hawaii, Alaska, or the continental 48 states do not need eAPIS since it is considered a domestic flight. However, custom's and/or immigration clearance is required upon arrival. Some custom's port authorities will authorize eAPIS submission for this leg of the flight instead of requiring the completion of custom's paperwork upon arrival.

REGIONAL UPDATES

Israel: Effective April 1, 2009, Israel's Ministry of Transport's Aviation Security Operations Center (ASOC) is requiring an entry code to be submitted for all General Aviation aircraft prior to entering the Tel Aviv FIR. Complete procedures can be viewed at the ASOC website: <http://asoc.mot.gov.il/GAInstructions.aspx>. For additional information, please contact Jeppesen International Trip Planning, ASOC or the local handling agent.

United Kingdom: As of 22 January 2009, Immigration Pre-Clearance has been suspended indefinitely at London Luton Airport (EGGW). For General Aviation the following procedures have been implemented:

A full crew and passenger manifest must be submitted to Immigration by 2200 Local on the day before the flight. This can be done through your international service provider or the local handler. Immigration will conduct the relevant checks and notify the handler if there are any persons on board that they want brought to the main terminal to be screened upon arrival.

All non-EU passport holders will need to complete a landing card. Handling agents are able to provide the cards but they are NOT authorized to complete these on behalf of the crew or passengers. It is recommended that operators request additional landing cards from the handling agent to keep onboard the aircraft for future operations.

Upon arrival, the ramp agent will collect all passenger passports and take them to the main terminal to be processed by Immigration. (The ramp agent will match the crew passports to the manifest submitted). Landing cards and the full manifest will also be taken to Immigration. If Immigration has requested to see any persons they will also be taken to the Arrivals hall. Immigration has agreed to fast track the ramp agents when possible to reduce the wait time for crew and passengers, which is approximately 10 - 20 minutes. Once the passports have been processed, the handling agent will return them to their owners who will then be permitted to leave the airport.

- Modifications to an eAPIS submission can be made by adhering to the following guidelines:

Change in travelers:

- If adding a new passenger or crew member, changes must be submitted and a new clearance received from CBP prior to departing. (It is important to note that when adding passengers and/or crew members, the flight details must match those originally submitted or else the change will be treated as a new request).
 - Adding a new passenger: Only the pilot and the new passenger data is required, along with the original flight details. The passenger manifest previously submitted is not required.
 - Adding new crew members: Submit the entire crew list with the original flight details. Do not include passenger list unless there are changes.
- If removing a passenger, there is no need to submit an updated eAPIS. Updates can be made to CBP by phone.
- If changes are submitted less than 60 minutes prior to the scheduled departure time, the flight can depart once the new clearance is received from CBP. The PIC does not necessarily need to wait an additional 60 minutes from the time when the change request was submitted.

Change in aircraft

- Change must be submitted and a new clearance received from CBP prior to departing.
- If changes are submitted less than 60 minutes prior to the scheduled departure time, the flight can depart once the new clearance is received from CBP. The PIC does not necessarily need to wait an additional 60 minutes from the time when the change request was submitted.

Inclusion of additional information (i.e. not changes to existing data)

- Additional submission is not necessary unless otherwise indicated by CBP.

Arrival / Departure Time Change

- Time updates can be done by phone or radio to CBP.

Arrival / Departure Location Change

- Location changes can be done by phone or radio to CBP.

Flight Cancellation

- Can be done by phone or radio to CBP.

Once the original or subsequent change submissions have been made, the following responses can be expected from CBP:

- For a flight arriving to the U.S.
 - The response will contain instructions to contact CBP to complete your notice of arrival requirements, including the request for landing rights if applicable.
- For a flight departing the U.S.
 - The response will indicate that you are cleared for departure with no further steps.

Note: For both arrivals and departures, if there is an issue with your manifest, you will receive a response that indicates that you must contact DHS to complete your notice of arrival or departure requirements.

CBP has a website that contains practice worksheets that can assist with the gathering of information and the actual eAPIS submission. They also maintain a tutorial for the new private aviation APIS requirement. That website can be found at <http://apps.cbp.gov/eAPIS-pa/>. Additionally, Jeppesen International Trip Planning is able to perform the required submissions on behalf of its customers. Please contact us for further information.

Notice of Arrival Worksheet

Completion of this worksheet is not required but it may help in the gathering of needed information to begin the submission process and will assist with subsequent submissions and make the process easier. Completing this form does not fulfill any rules of air and does not constitute a flight information must be transmitted through eAPIS or another CBP approved electronic arrival system.

Notice of Arrival

Aircraft Tail Number: _____ Date: _____

Foreign Departure Information
Country: _____ Airport: _____ City: _____

Flight Category - Airports within 24 Hours of Departure (US Departure)

SPRING WEATHER HAZARDS

Twice each year, as the earth orbits the sun, we have an equinox, meaning the closest point on the earth to the sun is at the equator. Beginning with the Vernal equinox (spring) this year - March 20 on the calendar and March 1 meteorologically - there are specific hazards to remember when flying during this transition season.

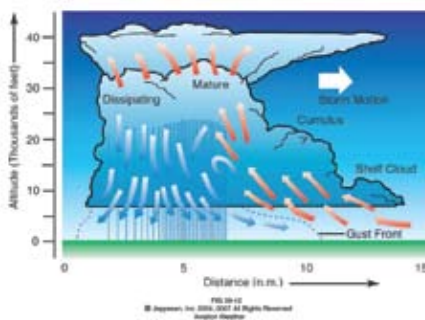
Spring is the most active weather season of the year because of the large contrast in cold and warm air masses and the strength of upper level winds. No other season has all of these factors in play and, hence, you can experience some wild weather in the spring season. The following are some details about the aviation weather hazards that exist in spring and the kind of information you need to avoid these.

THUNDERSTORMS

Spring ushers in severe weather season for much of the United States. As large contrasts exist between cold and warm air masses, fronts become very strong and provide the lifting mechanism for thunderstorm development. The other two ingredients required for thunderstorm development are moisture and instability. As fronts move into moist and unstable regions, the conditions for the creation of thunderstorms exist, and with vertical wind shear and strong upper level winds, we now have the necessary components for severe thunderstorm development. Severe thunderstorms are defined as a thunderstorm with wind speeds equal to or greater than 50 knots, and/or hail at least 3/4 inch in diameter. If the thunderstorm produces funnel clouds and/or tornadoes it also qualifies. In spring, most severe thunderstorms are associated with fronts and squall/dry lines. Air mass thunderstorms that are predominant in summer typically don't produce severe storms.

The big threat to aviation from thunderstorms is wind shear and microbursts during take-off and landing. Figure 1 below illustrates the hazards associated with flying under or through a mature thunderstorm with a microburst.

Figure 1



There are additional hazards related to thunderstorms as well. Lightning can impact electrical systems and damage the aircraft skin. Moderate to severe turbulence can be encountered in and near thunderstorms, as well as moderate to severe icing. Avoiding thunderstorms is usually the best course of action.

Some useful information to detect and predict where thunderstorms will be is available using NEXRAD radar data, which includes scans updated every 6-10 minutes that can provide information on the position and movement of storms. Onboard radar can be used for tactical avoidance while en route. For prediction of thunderstorm areas, some new products can be quite useful, such as the Collaborative Convective Forecast Product (CCFP), the Thunderstorm Outlook, and the new Corridor Integrated Weather System (CWIS) that provides a forecast of NEXRAD activity much like the Jeppesen MAPLE product. The old Skew-T chart is another good way to view the stability of the atmosphere near the radiosonde site. Thunderstorm development requires 3 elements: Lift, Moisture and Instability. The Skew T diagram usually contains computed stability indices such as the Lifted Index, K Index, and CAPE, all of which help determine the probability and severity of future thunderstorms. A good site to view Skew T diagrams is: <http://www.rap.ucar.edu/weather/upper/>

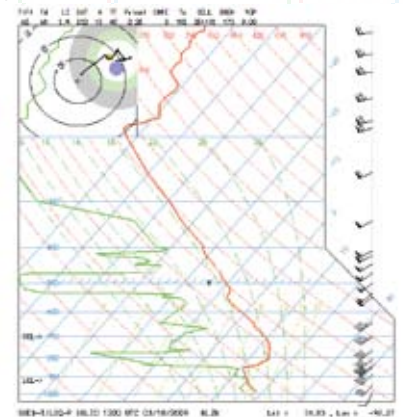
Figure 2 shows the thunderstorm outlook for 10 March 2009. The brown line depicts where general thunderstorms are possible and the green line depicts where a slight risk of severe thunderstorms exists.

In the Skew T diagram for Little Rock, Arkansas (Figure 3), you can see a moist and unstable lower level with a mid level dry and stable layer. This situation requires a strong lifting mechanism to break the 'cap' - the mid level dry and stable layer - so that thunderstorms can develop vertically. Therefore, either strong surface heating or a surface front would be required to provide enough lift of the moist unstable air to penetrate the cap. In these situations when thunderstorms do break through the cap, they have the potential to become severe.

Figure 2



Figure 3



Since spring is a transition season, you can still run into winter weather, especially the farther north you travel. Snow and freezing rain from systems can impact large areas and create dangerous situations in the lower levels of the atmosphere. Icing from spring systems is still a danger, especially when coupled with the chance for convective clouds that can produce SLD (Super Large Droplet) type icing. In addition, Mountain Wave activity can still exist in the early spring, so associated Mountain Wave Turbulence can be present and create the danger for moderate to severe turbulence in the lee of mountain ranges.

The best way to prevent dangerous encounters is to obtain a detailed weather briefing before each flight. If you have any concerns or questions, be sure to discuss them with a certified briefer or professional meteorologist.

PREFERRED HANDLER SPOTLIGHT: SYNAIRGIA – BURGAS, BULGARIA

Synairgia began operations at the beginning of 2007 after identifying a large gap in the market for the provision of reliable, first-class station management, representation and supervisory services in Bulgaria. Having been fully certified to provide ground handling supervision and coordination at all Bulgarian airports by the CAA in September 2008, Synairgia is now steadily increasing their customer base and extending the range of services they can provide to commercial as well as business and general aviation.

The company is owned and managed by UK aviation professionals with over 40 years of combined experience in all areas of airline and aircraft operations and management. The team is skilled and knowledgeable in the requirements for all types of flight operations from scheduled commercial carriers to cargo and private/VIP operators. The number of ramp handling licenses that are issued at each Bulgarian airport is determined by the number of persons that pass through the airport per year. As with

most commercial airports with this structure, the reality is that scheduled commercial flights would tend to get priority over business and general aviation operations unless the latter were utilizing a supervisory agent. When working with Synairgia, which is a high quality supervisory handling agent, operators can be confident that their flight will be given dedicated and professional attention. Coordinating the required services with third parties, liaising with the Airport Authority and attending to the needs of the crew and passengers are just some of the key services that Synairgia provides as a supervisory agent.

The headquarters for Synairgia is located in the Black Sea resort city of Burgas, which is known to have the sunniest airport in Europe. Sea level elevation and favorable meteorological conditions ensure excellent visibility throughout all seasons. With a runway length of 3200 metres (10,500 feet), Burgas Airport (LBBG) is an ideal place for technical stops, particularly in this region

of the world. The airport benefits from a large apron, is not restricted by slots or PPR requirements and is operational 24 hours a day, all year round. In addition to the airport's great location and limited operating restrictions, Synairgia is able to guarantee fast turnarounds and attractive and competitive pricing for fuel and handling. Synairgia has worked hard to develop strong relationships with the Bulgarian Civil Aviation Authorities and the airport authorities throughout the country. An example of this is at Burgas Airport, where Synairgia works together with Fraport Twin Star Management, the airport management company, to not only provide ground services but to also promote the airport.

Offering a wide variety of services at a high standard, Synairgia has great enthusiasm for promoting all local airports, which comes as a fresh and inspiring approach in Bulgaria. It is these qualities that make Jeppesen pleased to include Synairgia at Burgas Airport as a member of its Preferred Handler Network.

UPCOMING EVENTS

Please check with Jeppesen International Trip Planning for any slot requirements or parking restrictions

European Business Aviation Convention & Exhibition (EBACE)
12 – 14 May 2009
Geneva, Switzerland
www.ebace.aero

Cannes Film Festival
13 – 24 May 2009
Cannes, France
www.festival-cannes.com

For both the Cannes Film Festival and the Monaco Grand Prix, Cannes Mandelieu (LFMD) and Nice Cote d'Azur (LFMN) airports will be slot coordinated. Parking saturation, fuel delays and shortage of hotel accommodations may occur. Please request services as early as possible for operations during this period.

Monaco Grand Prix
20 – 25 May 2009
Monaco
www.visitmonaco.com

Canadian Business Aviation Association Convention (CBAA 2009)
27 – 29 May 2009
Montreal, Canada
www.cbaa.ca

NATA Air Charter Summit & FBO Leadership Conference
8 – 11 June 2009
Washington-Dulles, Virginia
www.nata.aero/acs/

Paris Air Show
15 – 21 June 2009
Paris, France
www.paris-air-show.com

NBAA Regional Forum
25 June 2009
St. Paul, Minnesota
www.nbaa.com/forums/

Latin American Business Aviation Conference & Exhibition (LABACE)
13 – 15 August 2009
Sao Paulo, Brazil
www.labace.aero

NBAA Regional Forum
17 September 2009
Las Vegas, NV
www.nbaa.com/forums/

NBAA Annual Meeting & Convention
20 – 22 October 2009
Orlando, FL
www.nbaa.org/events/amc/2009/

The logo for Synairgia features the word "synairgia" in a lowercase, sans-serif font. The letters "syn" are in a light green color, "air" is in a light blue color, and "gia" is in a light green color. A small blue triangle is positioned above the letter "i".

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PREFERRED HANDLER SPOTLIGHT: SWISSPORT EXECUTIVE AVIATION – NICE, FRANCE

Swissport Executive Aviation, a dedicated Business and General Aviation ground handling division of the well known brand of Swissport International Limited, was founded in 2000. Swissport Executive Aviation (SEA) provides upscale ground handling services at close to 55 stations in many regions of the world, including South America, the Caribbean, Africa, the Middle East and Europe.

In February 2001, Swissport Executive Aviation started its operations at Nice Cote D'Azur Airport in France (LFMN) and now provides that airport's largest 100% dedicated V.I.P ground handling team. Open 24/7, the SEA team is knowledgeable on operational and local matters and can supply V.I.P ground handling for all aircraft types. SEA Nice also offers the most modern and luxurious fleet of air conditioned mini-vans, which are carefully selected to facilitate passenger access.

As many operators already know, Nice is a key destination in the South of France for Business and General Aviation throughout the year. However, traffic volumes during the French Riviera's peak season account for 80% of Nice's annual movements. The season opens in March with the ever-growing M.I.P.I.M exhibition, a real-estate driven event, and ends in mid-September after the well-deserved summer holidays.

Due to the sheer volume of traffic during events in the region, Nice implements PPR requirements and often experiences parking saturation. In addition to these restrictions, particularly during the summer months, fuel delays and depletion as well as runway slot restrictions are problems that also affect operations to Nice airport. Swissport Executive Aviation appreciates that these problems can seem quite daunting to many operators, so they do their utmost to manage and coordinate with the appropriate authorities to ensure that the affect on operations is limited.

Over the last 8 years, SEA has worked hard to build relationships with the local authorities to gain knowledge and experience in overcoming these seemingly daily operational hurdles that are evident at Nice airport. This effort, combined with their ability to provide high quality services to the general, corporate and commercial aviation markets, is reflected in the 15,500 movements that SEA handles each year at the airport.

"It has been a great challenge increasing our productivity by 300% while maintaining our current high standard of quality," says Station Manager, Laurent Millard. In order to overcome these issues, Swissport Executive Aviation has 36 permanent employees to greet clients under the soft winter sun of the Côte d'Azur and during the hotter peak season, an additional 30 staff members help to maintain the excellent level of service that they are known for. Nice's first terminal dedicated to general aviation is expected to be operational in October 2009. An estimated 1.9M € is expected to be invested. The surface area per handler has been fixed at 300m², so in order to maximize their allocated space and prioritize passenger and crew comfort, SEA's administrative and billing department will be relocated to a nearby building. The new facility will include a V.I.P passenger lounge (estimated 80m²) and a crew lounge (estimated 40m²), as well as other amenities for their customers.

"Our key challenges this year focus upon the continued integration of full airport coordination while consistently aiming to maintain and improve upon the quality of service that we provide and satisfying the needs of those who entrust us with their business," adds Millard. It is this commitment to customer service that has made Swissport Executive Aviation Jeppesen's Preferred Handler in Nice.



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