

The Corporate Flyer

A quarterly publication of Jeppesen International Trip Planning

Volume 5, Issue 3

2006



See Us At Farnborough!
17-23 July, Hall 3, Stand A14



In This Issue

International Operators Conference	2
International Operational Data Anytime, Anywhere	3
Boeing Record Flight Acclaimed	4
Get to Know the Global ITPS Staff	4
Jeppesen Preferred Handler Spotlight: Sea Air, Vietnam	5

International Operators Conference: Old Friends and New Lessons

This past March, the National Business Aviation Association (NBAA) held its 33rd annual International Operators Conference in Tampa, Florida. The four-day event included numerous presentations relating to the planning and execution of flights to foreign destinations. Topics ranged from security awareness to trans-oceanic flight planning—and everything in between! As usual, the trip planning service providers, such as Jeppesen, compiled panels of speakers with expertise on



Jeppesen's Panel of IOC Speakers

operations in the various regions of the world. This year, Jeppesen was responsible for the Caribbean, Mexico, and Central and South America. Discussing flight operations within those regions were three corporate pilots, each of whom regularly fly to that part of the world.

Much of the information presented at the conference, both during and outside of the formal session, is applicable to any international flight, regardless of the destination. This sharing of experiences, procedures, and regulations helps create consistency among flight departments and, hopefully, results in safer and more efficient international operations. To this end, the organizers of the International Operators Conference added a "Best Practices" session to the conference agenda.

One of those who contributed to that session was the experienced and well-traveled Chief Pilot for Mente LLC, Mark McIntyre. Mark



Mark McIntyre
Chief Pilot for Mente LLC

has been kind enough to allow the *Corporate Flyer* to present his company's Five Best Practices for the benefit of our readers.

Mente LLC's Five Best Practices for International Operations:

1. Importation of Aircraft into the European Union (EU)
 - a. Can preclude issues associated with Cabotage; flying E.U. nationals from one E.U. member country to another.
 - b. Easy process. Most ground handlers in E.U. countries can provide assistance.
 - c. Aircraft must physically be in the country of import when the transaction occurs.
 - d. Documents required are:
 - i. Aircraft Registration (copy).
 - ii. Aircraft Insurance Certificates (copies) including E.U. War Risk/Liability.
 - iii. Aircraft Value. An excerpt from the Aircraft Blue Book is suitable. No extensive aircraft appraisal required. Our aircraft insurance broker was able to provide this.
 - e. If documents are submitted in advance, Import Documents typically are issued within one hour of landing.
 - f. Cost is approximately U.S. \$500.00 per aircraft.

2. Independent Verification of Time Zones/Daylight Time

- a. Mark notes, "We recently found an error in our planning software that had Portugal designated as Central Europe Time rather than Western Europe Time, which would have created a one hour error between our arrival time and our passengers' meeting schedule."



- b. Resources available to corroborate Times Zones/Daylight Time affectivity:
 - i. Trip Planning Service Provider (Air Routing, Baseops, Jeppesen, Universal, etc.).
 - ii. Jeppesen Airway Manual®, Tables, and Codes.
 - iii. <http://www.timeanddate.com/worldclock>
3. Visas: Multiple Entry When Available
 - a. Cost of Multiple Entry Visa over Single Entry is usually negligible.
 - b. Ensures flexibility if schedule changes due to passenger or maintenance requirements.

Continued on page 6 ➔

International Operational Data Anytime, Anywhere

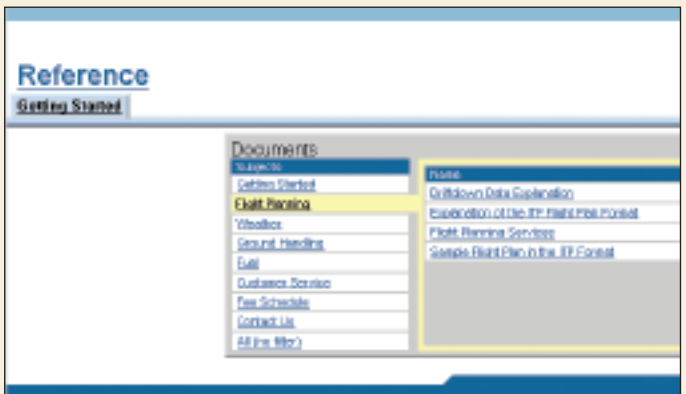
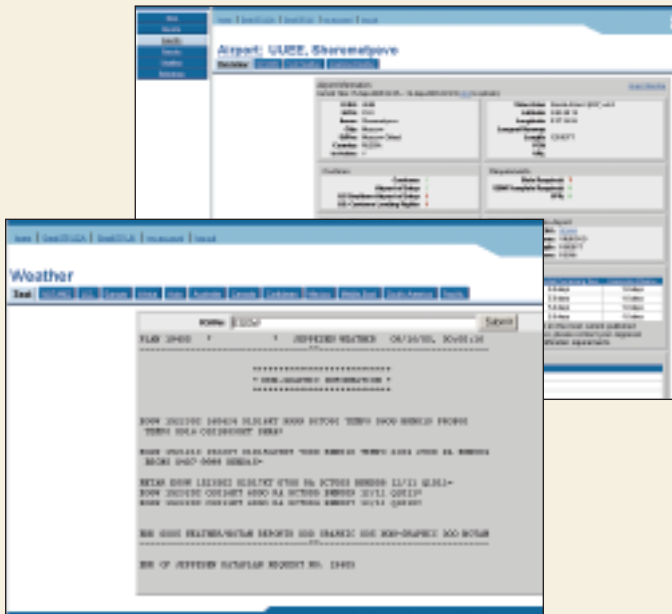


Jeppesen's proprietary online web portal is designed to give its International Trip Planning Services (ITPS) customers easy and convenient access to a wealth of trip-specific and general operational information. This includes the viewing and printing of current and past itineraries, trip details, and information on third-party service providers. The status of requests made to ground handlers and civil aviation authorities can be checked, as can the fees associated with the trip.

contains up-to-date bulletins that include such information as airport and runway closures, temporary procedures, fuel shortages, and noteworthy world events. These updates are available to the public on our website at www.jeppesen.com/ITP



The portal includes a reference section that contains useful information related to Jeppesen's ITPS and international operations in general. Contact information for the various Jeppesen ITPS offices, as well as the ability to directly email these offices, is also available.



In addition to customer-specific information, users of the web portal can retrieve airport data, view country entry and slot requirements, and download current weather and NOTAM information.

There is no additional fee to access and utilize the site. It is available free of charge to all current Jeppesen ITPS customers. All that is required is a connection to the Internet. For more information or assistance, please contact your ITPS account manager.

Customers can obtain the latest operational updates and manage their ITPS account online. The web portal

Regional Updates

Contact Jeppesen International Trip Planning for further information or visit jeppesen.com/itp and click the bulletins link.

Significant Airport/Runway Closures

Almaty (UAAA) -

Runway will be unavailable on Mondays between 0700Z-1100Z through 16 October.

Novosibirsk (UNNN) -

Closures will be daily (except Thursdays) between 0700Z-0900Z, and on Thursdays from 0730Z-0900Z, until 28 October.

Chicago (KORD) -

Slot requirements have been extended for general aviation through 28 October.

Moscow Domodedovo (UDD) -

For most of the month of October, UDD will be closed on Tuesdays-Wednesdays from 2210Z-0300Z, and Thursdays and Sundays between 2210Z-0215Z.

Moscow Sheremetyevo (UUEE) -

Slot requirements have been extended for general aviation through 28 October.

Bangalore (VOBG) -

Due to maintenance work every Sunday, the runway will not be available between 0730Z-0930Z. This is in effect through 31 December.

Notable Fuel Shortages

The following locations have very limited or no fuel available until further notice.

Yellowknife, Canada (CYZF)

Addis Ababa, Ethiopia (HAAB)

Cockburn Town, Bahamas (MYSM)

Dublin, Ireland (EIDW)

A word of caution on the use of Dublin (EIDW) as a technical stop: Our recent experience has been that significant delays can occur in regards to fueling. Fuel cannot be ordered until the aircraft is on the ground; this is an Airport Authority regulation. Since business and general aviation aircraft have to wait behind any commercial operations for fueling, delays are very common. Our recommendation is to avoid Dublin for refuel stops. Overnight stops have not been a problem.

ROME, ITALY (LIRA)

Effective starting 1 July 2006, all pilots flying into Rome Ciampino Airport (LIRA) at night will be required to complete the LIRA Pilot Visual Recognition and Familiarization brief and send a confirmation letter to LIRA ATC. Please contact your Jeppesen International Trip Planning office for the website and login code for the online briefing, and the template letter for confirmation of training. Every three months the LIRA Pilot Visual Recognition and Familiarization brief will be updated. Detailed information is available in the Italian AIP, section AGA 2-39.3.5 20 Local Traffic regulations, part 6 B REMARK. Until further notice, a PPR is required for all general aviation aircraft. The PPR number must be in the Remarks section of the ICAO flight plan.

Boeing Record Flight is Acclaimed as a Memorable Event



Listed from left to right: Matthew Matthew (SIA), Phil Schultz (GE), Suzanna Darcy-Hennemann (Boeing), John Cashman (Boeing), Asif Reza (PIA), Muhammed Malik (PIA) and Rod Skaar (Boeing)

During a ceremony held in Washington D.C. this past April, the National Aeronautics Association (NAA) named Boeing's flight of a 777-200LR from Hong Kong to London as one of the "Most Memorable Aviation Records of 2005." The flight, which took place in November of 2005, set the world record for the longest distance traveled nonstop by a commercial jetliner – 11,664 nautical miles (21,601 kilometers). The aircraft logged 22 hours and 42 minutes during its eastbound journey to London Heathrow Airport.

Among the numerous support teams and personnel involved in

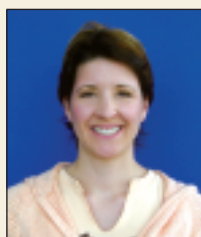
this record flight were Jeppesen's very own International Trip Planning Services, Meteorology, Flight Planning, and Ground Handling



groups. Working globally as one, these teams provided computerized flight plans and weather data, secured airport slots, and arranged for landing and overflight permits. The task was made all the more challenging by the fact that the aircraft was operating under an Experimental Airworthiness Certificate. In addition to these services, fuel was supplied by Jeppesen's on-site fuel partner, World Fuel Services.

Jeppesen congratulates Boeing on this well-deserved recognition by the aviation community and is proud to have played a role in such a remarkable event.

Get to know the Global ITPS Staff Kara Loupe – Jeppesen DataPlan



Kara joined Jeppesen in 1996 and is currently working as an Account Manager in International Trip Planning Services, where she supports several of Jeppesen's key accounts. She became interested in

aviation through a family connection and graduated from San Jose State University with a B.S. in Aviation Operations. Kara later obtained her private pilot's license. Outside of the office, she enjoys spending time with her husband of thirteen years and their two young daughters.

Jeppesen Preferred Handler Spotlight: Sea Air, Vietnam



JEPPESEN. Handler Network

Just a mere fifteen years ago, no one would have imagined that corporate flights to Vietnam would become a routine occurrence, but all that changed in the early 1990s, when commercial and business aviation flights begin to arrive in the region in significant numbers. This growth is made possible by a modern air traffic system and professional services on the ground. Although state run services were available at the time, they were not to the level of standards expected by most international operators.



Eventually, local private companies began to emerge to help fill the void. Companies, such as Jeppesen's Preferred Handler in Vietnam, Southeast Asia Air, or Sea Air as they are more commonly known, worked hard at raising their service levels to the international standard. That effort paid off and, today, Sea Air is able to offer a wide range of services to foreign corporate and private flights coming to Vietnam.

Sea Air is under the direction of Le Minh Tung, who has been involved in corporate aviation ground services since 1993. His two key assistants are former Vietnam Airlines employees Phan Quang Tien and Nguyen Van Thang, who



Listed from left to right.
Nguyen Van Thang and Le Minh Tung

also spent over five years working for Japan Airlines. Tung and his staff are eager and willing to provide assistance and are committed to doing everything necessary to make the flight crew's job easier. Their goal is to minimize confusion and save time for both the crew and their passengers. No task is too small or unimportant. For example, entry/exit cards are always filled-in upon arrival and then the passengers and crew members simply sign-in while personnel from Sea Air handle the customs and immigration clearance.

With a growing economy and strategic location, Vietnam is fast becoming a key destination for corporate operators worldwide. If your future travels include that country, Tung and the entire staff at Sea Air would be more than happy to act as unofficial ambassadors and welcome you to their part of the world.

Continued on page 6 ➔

Travel and Health Advisories

The U.S. State Department's Current List of Travel Warnings Includes:

Afghanistan, Algeria, Bosnia-Herzegovina, Burundi, Central African Republic, Chad, Colombia, East Timor, Haiti, Indonesia, Iran, Iraq, Israel, the West Bank and Gaza, Ivory Coast, Kenya, Lebanon, Liberia, Nepal, Nigeria, Pakistan, Philippines, Saudi Arabia, Somalia, Sudan, Uzbekistan, Yemen, and Zimbabwe.

Upcoming Events

Mark Your Calendar

Please check with Jeppesen International Trip Planning for any possible slot requirements.

Farnborough International Airshow

17-23 July 2006
Farnborough, United Kingdom
www.farnborough.com

The Open Championship (British Open)

20-23 July 2006
Royal Liverpool Golf Course
Hoylake, United Kingdom
www.open.com

PGA CHAMPIONSHIP

14-20 August 2006
Medinah, Illinois
www.pga.com/pgachampionship/2006

Venice Film Festival

30 August – 9 September 2006
Venice, Italy
www.labiennale.org/en/cinema

NBAA 59th Annual Meeting and Convention

17-19 October 2006
Orlando, Florida
www.nbaa.org

International Operators Conference: Old Friends and New Lessons → *Continued from page 2*

4. Satellite Phones

- a. Assign a satellite phone to the PIC for each international trip for emergency use.
- b. Although cellular service is pervasive, phone service may not be available due to power outages, technical problems, etc. (We were in Belize last year when the national phone system was sabotaged as part of a labor strike. No wireless, wired phone, or fax available. Our satellite phone allowed us to remain in contact with our dispatch and our International Trip Planner.)
- c. If purchase is impractical, satellite phones can be rented as needed.

5. Be Prepared for an Emergency Departure

- a. During travel to less politically stable regions of the world, we have determined a need to be ready to depart with minimal advance notice. To accommodate this, we do the following:
 - i. Either land with enough fuel or refuel on arrival to allow us to fly at the least to a more stable region/country.
 - ii. Ensure we have a 24-hour phone number for the local handler.
 - iii. Ensure we have a reliable method of getting back to the airport on short notice.
 - iv. Ensure we have cell phones that operate within the country (or at least the city).

- b. We have developed an Emergency Departure Checklist that, under life threatening circumstances, would allow us to get airborne in a minimal amount of time. We have tested its effectiveness in the simulator and have determined we could safely launch into Day/VMC conditions in very little time (5 – 7 minutes from the time we enter the cockpit).

This is just one example of the type of information that is available at the International Operators Conference. Next year's conference will take place on March 26 - 29, 2007 in San Diego, California. Mark your calendars now for this important event.



225 W. Santa Clara St., Ste. 1600
San Jose, CA 95113
email: CorporateFlyer@jeppesen.com

VOLUME 5, ISSUE 3 2006 NEWSLETTER

How To Reach Us



Flight Planning, Weather, Fuel, and
International Trip Planning

San Jose, CA Toll Free: 877.537.7487
Direct: 408.963.2000
Fax: 408.961.5362
email: ifs@jeppesen.com

London, UK Direct: +44 1293 842403
Fax: +44 1293 842440
email: ifs_eur@jeppesen.com



Airway Manuals, Charts, JeppView,
NavData, and Pilot Supplies

Denver, CO Toll Free: 800.553.7750
Direct: 303.328.4244
Fax: 303.328.4116

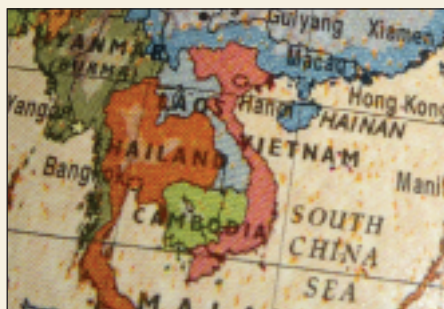
Neu-Isenburg, Germany Direct: +49 6102 5070
Fax: +49 6102 507999

London, UK Toll Free: 08000 UK JEPP
(or 0800 085 5377)

Web site: www.jeppesen.com

Jeppesen Preferred Handler Spotlight: Sea Air, Vietnam → *Continued from page 5*

Five Quick Tips for Operations to Hanoi (VVNB). (Courtesy of Captain Mark McIntyre, Mente LLC)



1. If the operator is comfortable with this, the handler can take the crew and passengers' passports upon arrival and obtain a pre-approved clearance from Immigration for your departure. This can save time versus waiting for that process at the VIP terminal.

2. Prior to departing, the PIC needs to go to the Air Traffic Office in the main terminal and sign the flight plan and briefing log. This is approximately a 20-minute process.
3. A one-hour notice is normally required to get a fuel truck.



4. Hotels in the area, such as the Hilton Hanoi Opera, are able to provide catering.
5. Ice is available at the airport and does not need to be brought from the hotel.