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In This Issue

Know Before You Go: Make Your Next Trip to Brazil a Smooth One	2
Tech Talk: NavData®	3
Jeppesen Preferred Handler Spotlight: Argentina Ground Support	5
Get to Know the Global ITPS Staff	5

Know Before You Go: Make Your Next Trip to Brazil a Smooth One

If your travels take you to South America, chances are you have been to Brazil or may have reason to go in the not too distant future. Brazil is rapidly becoming one of the most popular destinations in South America for corporate aviation. That being said, there are several preplanning details which are critical to ensure your trip to Brazil will be a smooth one. Here are some of the key highlights:

Documentation Requirements

Every foreign aircraft coming to Brazil must carry on board the following original documents (no copies):

✓ Crew Documents

- Type rated license for pilot, first officer, and co-pilot
- Valid medical certificate

✓ Aircraft Documents

- Aircraft insurance with aircraft tail number
- Registration and airworthiness certificates
- General Declaration from the original departure airport

✓ Passengers Documents

- Passport
- Visa (if required, depending on nationality or the purpose of the trip; diplomatic, business, or tourism)

Visas

- Pilots and co-pilots who bring type rated licenses and current medical certificates do not need a visa to enter Brazil.
- Depending on their nationality, flight attendants, mechanics, and medical crew may require visas since they are not considered part of the flight crew. Citizens of the United States, Canada, and Mexico do need visas. Please check the requirements prior to traveling to Brazil.
- Visas cannot be arranged upon arrival.

- Passengers should expect their passports and visas to be inspected by the local federal police upon arrival.



Health Requirements

Passengers and crew coming from the following countries will need to present a yellow fever vaccination card upon entry into Brazil:

Angola, Benin, Bolivia, Burkina Faso, Burundi, Cameroon, Central African Republic, Colombia, Congo, Democratic Republic of the Congo, Ecuador, Equatorial Guinea, Ethiopia, French Guiana, Gabon, Gambia, Ghana, Guinea, Guinea Bissau, Guyana, Ivory Coast, Kenya, Liberia, Mali, Mauritania, Niger, Nigeria, Panama, Peru, Rwanda, Sao Tome and Principe, Senegal, Sierra Leone, Somalia, Sudan, Suriname, Tanzania, Togo, Trinidad and Tobago, Uganda, and Venezuela.

Also note that the vaccination has to be received at least 10 days in advance of your arrival into Brazil due to the incubation period. Otherwise, it will not be considered valid.

Permits

For operations into Brazil, there are two types of permits that are issued: overflight permits and temporary admissions.

1) Overflight Permits

This type of permit applies when an aircraft will fly within the country to more than one city in Brazil. In this context, the term "Overflight Permit" should not be confused with a flight where an aircraft transits Brazilian airspace without

landing in its territory. To obtain an overflight permit it is necessary to present all original crew and aircraft documents listed above to the Civil Aviation Authority (CAA). For private flights, these documents can be provided upon arrival. For charter flights, they must be submitted in advance to the CAA. The permit is valid for 60 days or until the licenses and/or insurance expire. During this period, the aircraft can leave the country and reenter using the same permit. After issuance, the captain must sign the overflight permit and keep one copy on board during all travel in Brazil.

2) Temporary Admission

Temporary admission applies to an aircraft that will stay in Brazilian territory for more than 24 hours or will fly to more than one city in Brazil. To obtain the admission, it is necessary to present to Customs all original crew and aircraft documents. Likewise, this document should be delivered to Customs when the aircraft leaves the country. The permit is valid for 60 days or until the licenses and/or insurance expire. The captain must sign the temporary admission and each time the aircraft comes to Brazil a new temporary admission will be issued.

Flight Plans

Flight plans must be filed 45 minutes before the estimated time of departure. They will only be accepted with a receipt showing that all airport fees have been paid.

Airport Fees

Airport fees must be paid to the Airport Administrator. The accepted methods of payment are cash, in either U.S. dollars or Brazilian

Continued on page 6 ➔

Tech Talk: NavData®

In previous editions of this newsletter, you have read about various Jeppesen products supporting corporate aviation, such as flight planning, charts, and others. This article focuses on a foundational component of these products, which is also one of Jeppesen's core products—NavData.

History

Navigational data was established in the early 1970s to support some of the first flight navigation systems. As the use of airborne navigation systems expanded, Aeronautical Radio Inc. (ARINC) formed a committee to establish a standardized format for coding of aeronautical navigation databases. By 1975, the first ARINC 424 Specification was published, and today remains the world standard. Though initially designed for use in airborne avionics systems, use of ARINC 424 navigational data has been expanded to include ground-based simulators, mission and

flight planning systems, air traffic management, pilot self-briefing systems, and more.

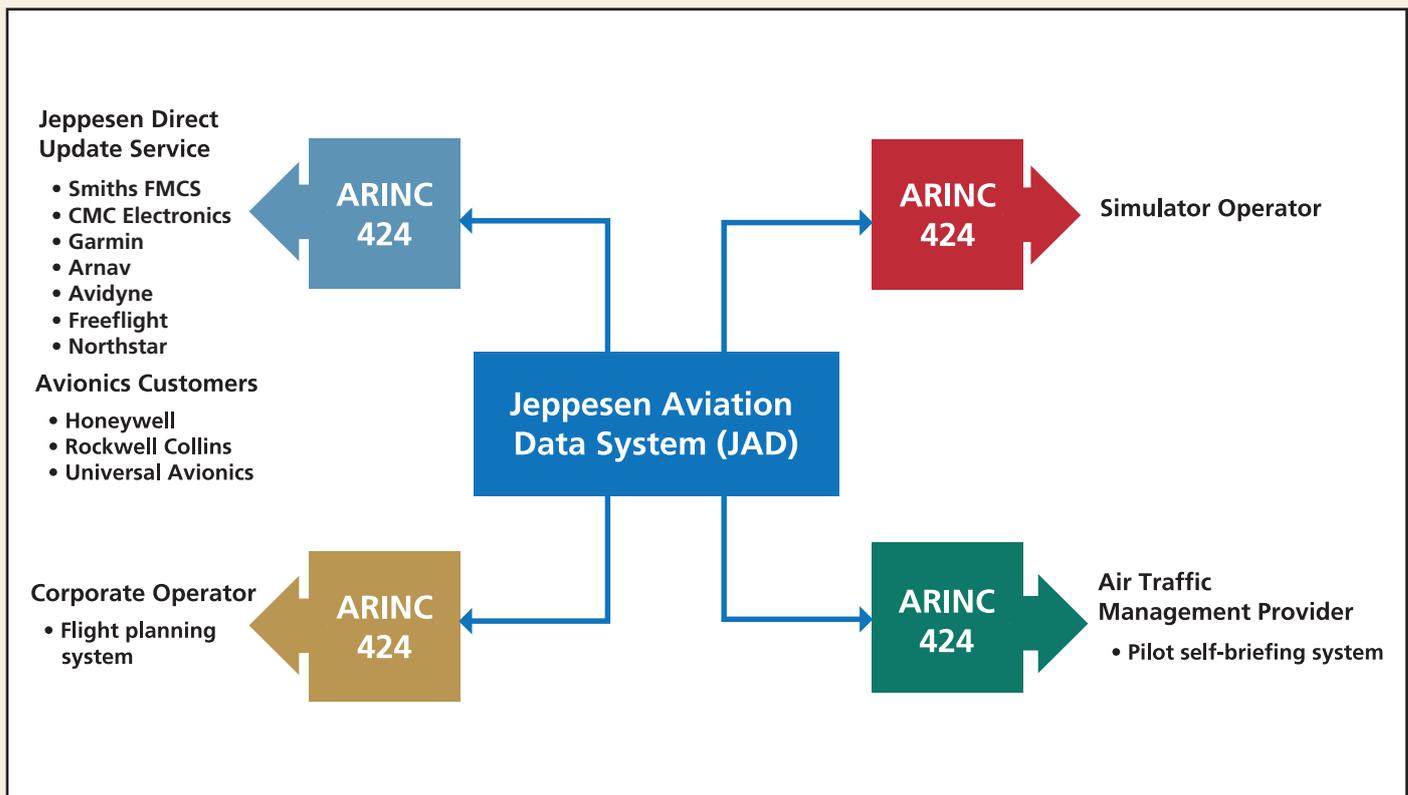
Jeppesen's Aviation Database

Jeppesen offers the most comprehensive worldwide aeronautical navigation database available. The Jeppesen Aviation Database (JAD) is a sophisticated data maintenance system with more than 10,000 business rules that execute rigorous data integrity checks, ensuring the highest data quality before delivery to customers. JAD is built from the ground up using only original source documents such as government-issued aeronautical information publications, NOTAMs, etc. No government-compiled databases are used. Each month Jeppesen flight information experts meticulously analyze and verify over 30,000 pieces of source information to assure users are provided the most accurate data available, all within ICAO's 28-day update standard.

Quality

Jeppesen has invested substantially in building sophisticated quality management systems to maintain certification with ISO 9001/2000, as well as compliance with the DO-200A/ED-76 Standards for Processing Aeronautical data. With these quality management systems and our state-of-the-art JAD system, we have the infrastructure in place to support the increasingly demanding needs of the aviation industry for high integrity data for RNP, PRNAV, VNAV, FANS, and other advanced navigation concepts. Flight departments around the world are implementing these concepts—are your operations ready with the high integrity data it needs to conduct these operations?

Continued on page 4 ➔



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.

St. Petersburg, Russia (ULLI) –

A PPR number is required for landing through 18 December.

Moscow Sheremetyevo (UUEE) –

Through 31 December, UUEE will be closed daily from 2230Z-0030Z and also on Mondays, Wednesdays, and Saturdays from 0720Z-0820Z.

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.

Port-au-Prince, Haiti (MTPP)

ROME, ITALY (LIRA)

Effective since 01 July 2006, all pilots flying into LIRA airport at night will be required to complete the LIRA Pilot Visual Recognition and Familiarization Brief and send in a confirmation letter to LIRA ATC. Please contact Jeppesen ITP for the web link and pin number, along with the template letter for confirmation of training. Every three months the LIRA Pilot Visual Recognition and Familiarization Brief will be updated.

Tech Talk: NavData® → Continued from page 3

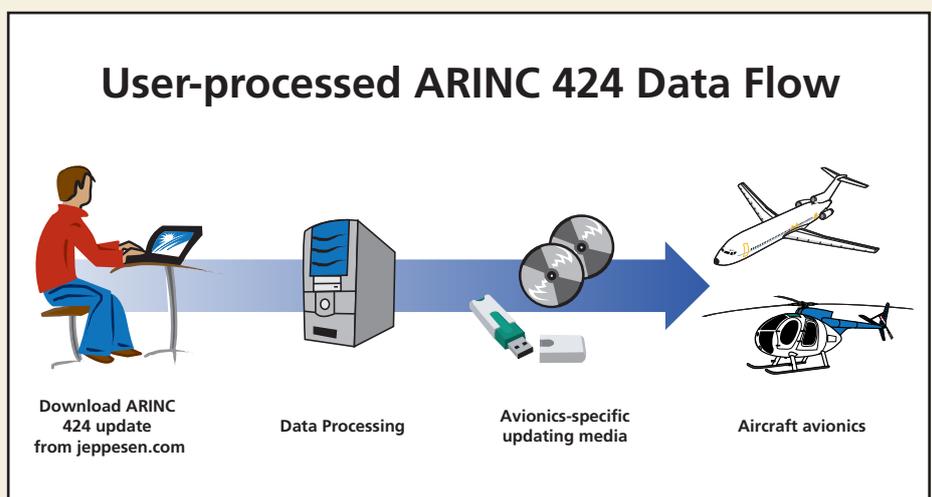
Two of the Most Frequently Asked Questions about NavData

1. Why is the information in my NavData update sometimes different than what is shown on the chart?

Jeppesen NavData is updated and issued every 28 days. This is a relatively quick and simple operation for the user, since all of the changes are included on the updated media that is loaded into the aircraft navigation system or a mainframe computer system. The charts are quite a different story, as each chart must be individually updated and published. Variations, such as differences in information cut-off dates and lead-time requirements, may bring about distribution in one medium before the other. These differences are generally resolved in the Jeppesen NavData NOTAMs and the Jeppesen Chart NOTAMs. The NOTAMs provide a weekly or bi-weekly update to the NavData and chart services, and can be found on our website www.jeppesen.com under Aviation Resources. A review of the Jeppesen NOTAM pages prior to using either service will help to ensure you have the most current information.

2. Why can't I get NavData updates from Jeppesen for all of my flight navigation systems?

Aircraft are equipped with navigation systems from a variety of manufacturers. Jeppesen provides a direct update service for many of them such as Smith's FMCS, CMC Electronics, Garmin, Arnav, Avidyne, Freeflight, and Northstar. Honeywell, Rockwell Collins, and Universal Avionics, have chosen to process their own updates. For our avionics customers, we deliver the ARINC 424 navigational data update to them for processing, and eventual delivery to their end-user customers. In many cases, avionics manufacturers have provided their data processing software to military users, enabling them to process the ARINC 424 navigational data directly, for loading into the aircraft avionics. This provides earlier data delivery to users and gives them more control over updating their fleet. (See graphic below)



Jeppesen Preferred Handler Spotlight: Argentina Ground Support



JEPPESEN
Handler Network

Buenos Aires, Argentina's largest city is a seductive world capital located on the banks of the Rio de la Plata. Porteños, as the diverse people of Buenos Aires are known, possess an elaborate and rich cultural identity. Wherever you travel within the city, La Boca, Belgrano, downtown Buenos Aires, Tigre, or even The Colón Opera Theater, there is much for the visitor to discover. And with the devaluation of the Argentine peso, now is a good time to visit and shop in Argentina!



Ezeiza International Airport (SAEZ) is 40 minutes from downtown Buenos Aires. The airport offers 24-hour Customs and Immigration services for corporate flights. Jeppesen's Preferred Handler in Argentina, Argentina Ground Support (AGS), is able to provide operators with a comprehensive

suite of support services, not only in Buenos Aires, but throughout the country.

These services include a dedicated FBO with hangars, crew transportation, VIP support, hotel reservations, baggage handling, flight planning, weather information, catering, and translator pilots.



The AGS staff went to great lengths for one customer who needed approval to depart internationally from a remote domestic airport. To obtain approval, AGS contacted Customs and Immigrations who agreed to send an official from 500 km away to grant clearance. To complete the customer's departure needs AGS also secured approval from the Air Force to temporarily deem the airport international. The captain was most appreciative since he was forced to remain there until the issue could be resolved. It is this dedication to their clients that make AGS Jeppesen's preferred ground handler in Argentina.

Get to Know the Global ITPS Staff: Richard Croxford – Jeppesen UK Ltd



Richard is originally from South Africa, where he was a general aviation flight instructor. He relocated to the

United Kingdom and joined the Jeppesen International Trip Planning Services team in 2003. Richard started his career at Jeppesen as an international flight planner and has been promoted several times prior to his current position of shift lead.

This role involves coordinating and directing a team of trip and flight planners, who serve the international trip planning needs of our many business and general aviation clients based in the eastern hemisphere. A keen enthusiast on all aspects of aviation, Richard is always ready to share his expertise with clients and colleagues with the goal of creating a flawless and uneventful trip planning experience.

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, Democratic Republic of Congo (Zaire), East Timor, Eritrea, 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.

Dunhill Links Championship

5 – 9 October 2006

St. Andrews, Scotland

www.dunhilllinkschampionship.com

NBAA 59th Annual Meeting and Convention

17-19 October 2006

Orlando, Florida

www.nbaa.org

NBAA Schedulers and Dispatchers Conference

21-24 January 2007

Phoenix, AZ

www.nbaa.org

Middle East Business Aviation Conference and Exhibition

31 January – 1 February 2007

Dubai, U.A.E.

www.dubaiairshow.org/meba/new_site/Index.html

ABACE (Asian Business Aviation Conference and Exhibition)

6-7 February 2007

Hong Kong

www.abace.aero

NBAA International Operators Conference

26-29 March 2007

San Diego, CA

www.nbaa.org

Know Before You Go: Make Your Next Trip to Brazil a Smooth One → *Continued from page 2*

reais, or invoiced through your international trip planning provider via the local ground handler. The airport fees are based on the weight of the aircraft and the amount of time on the ground. Aircraft that come to Brazil on diplomatic missions are exempt from the fees.

Airports of Entry

The procedures to enter the country will vary depending on the situation:

1) If you are spending one or more nights at your initial airport of entry in Brazil, the passengers will be cleared very quickly. They will have to pass through Customs and Immigrations and can then leave the airport. Depending on the airport, this can take from 10 to 30 minutes, maximum. The crew will follow the same

procedure, but if they are going to another location in Brazil, the handling agent will also provide an overflight permit and temporary admission. These can be delivered later to the crew at their hotel.

2) If you are making a technical stop only to clear Customs and then continuing on to another Brazilian airport, both passengers and crew will need to pass through Customs and Immigration. An overflight permit and temporary admission

will be issued on the spot. This whole procedure can take from 1 hour to 2.5 hours depending on the airport. Normally, it is a faster process in Manaus, Belem, Recife, Salvador, and Porto Alegre.

The following airports are the primary ones used in Brazil by corporate operators. With the exception of Sao Paulo Congonhas (SBSP) and Rio de Janeiro Santos Dumont (SBRJ), all are airports of entry suitable for arrivals and departures to/from Brazil.

Airport Name	ICAO Identifier	Airport of Entry	Hours of Operation	Longest Runway Length	Distance to Downtown	Travel Time to Downtown
Belem	SBBE	Yes	24 hours	2800m / 9100ft	14km / 9mi	20 minutes
Belo Horizonte Confins	SBCF	Yes	24 hours	3000m / 9800ft	36km / 22mi	50 minutes
Belo Horizonte Pampulha	SBBH	Yes	24 hours	2540m / 8300ft	6km / 4mi	40 minutes
Brasilia	SBBR	Yes	24 hours	3292m / 10800ft	10km / 6mi	15 minutes
Curitiba	SBCT	Yes	24 hours	2215m / 7200ft	20km / 13mi	45 minutes
Fortaleza	SBFZ	Yes	24 hours	2545m / 8300ft	7km / 4mi	10 minutes
Manaus	SBEG	Yes	24 hours	2700m / 8800ft	16km / 10mi	20 minutes
Porto Alegre	SBPA	Yes	24 hours	2256m / 7400ft	6km / 4mi	20 minutes
Recife	SBRF	Yes	24 hours	3001m / 9800ft	20km / 13mi	30 minutes
Rio de Janeiro Galeao	SBGL	Yes	24 hours	4000m / 13100ft	15km / 9mi	40 minutes
Rio de Janeiro Santos Dumont	SBRJ	No	24 hours	1323m / 4300ft	2km / 1.2mi	5 minutes
Salvador	SBSV	Yes	24 hours	3005m / 9800ft	35km / 22mi	50 minutes
Sao Paulo Congonhas	SBSP	No	0900 – 0200 UTC	1940m / 6300ft	20km / 13mi	30 minutes
Sao Paulo Guarulhos	SBGR	Yes	24 hours	3700m / 12100ft	45km / 28mi	1 hour



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Special thanks to Flavia Ribas from Lider Signature Flight Support in Brazil for providing much of the information found in this article. Please contact Jeppesen International Trip Planning for any additional questions on operating into Brazil. We are ready to assist you with all of the above requirements and to help make your next trip to Brazil a successful one.