Flight inspection duty

Agadir airport, also known as Tantanisset, is located at 4,544 feet above sea level in the south of Algeria and boasts a runway of 3,880 m. Between April and October the temperature can reach 37ºC. At the Essaouira-Nazare Aerodrome (ENNA) air traffic controller and aircraft accident investigation expert Noureddine Nazare has been using the company’s Hawker Siddley HS-125-700B for difficult hot and high operations to calibrate navigational equipment for instrument landing systems. He describes the aircraft as a ‘great bird’, and boasts a runway of 3,600 m. Above sea level in the south of Algeria is the southern city of Agadir, which is connected to Casablanca by a transcontinental highway and boasts a runway of 3,880 m.

Shaun Morris has been with Johannesburg-based National Air- way Corporation for the past 17 years and is currently a full-time pilot for the helicopter division based at Grand Central airport in Midrand, South Africa. NAC is contracted to supply a Bell 407 on the Chinko route. The clients would then face the challenge of finding a fuel stop. They would then be informed that the onward flight was delayed by eight hours due to extreme weather on route. The clients would then face further delays to their trip due to duty time and rest period requirements for the crew. A fuel stop during one tour was delayed by eight hours due to extreme weather on route. The clients would then face further delays to their trip due to duty time and rest period requirements for the crew. A fuel stop during one tour was delayed by eight hours due to extreme weather on route.

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on what to see and do in Anchorage, then took our clients on an unforgettable improvised adventure.” They were taken for a drive along the coast, continued on to Chugach National Forest, past the fjords, and then enjoyed breakfast in a local diner.

**Medevac missions**

UK based Midlands Air Ambulance Charity (MAAC) is a helicopter-led emergency medical service that funds and operates three air ambulance helicopters. Covering six counties of the Midlands, it has undertaken over 50,000 missions since 1991 making it one of the largest HEMS charities in the UK. Two EC135 helicopters are based out of the Strensam and Tatenhill airbases, and one H145 helicopter has operated from RAF Cosford since February of this year.

But what makes these aircraft uniquely fit for purpose is the bespoke interior fit. Air operations manager Riccardo Spada explains: “Most pieces of equipment in our EC135s can be moved if required, including the seating and stretchers. This is important not only for in-air treatment but also after a mission, when each air ambulance requires extensive cleaning.” The configuration of equipment is only altered when undertaking pre-organised critical care transfers if extra equipment is being carried.

The company is in the fortunate position of being able to be part of the design process for its fleet interiors with Babcock International. “While designing the onboard treatment area we were able to think about the best possible position for our equipment and the stretcher as access to the patient is of paramount importance,” says Roberts. “Not only can we position the stretcher to suit each patient’s condition, but we have a number of ways to load them via the side or rear of the aircraft.” For the majority of its airlifts the side door is used as it is better for both patient and aircrew.

**Kazakhstan rescue service**

Global Reach Aviation is a Danish owned company that flies on ProAir’s German AOC. Recently it was hired to travel to Kazakhstan to collect a group of young soccer players from Edinburgh who were stranded in the middle of nowhere. The girls had been playing football at a training camp but when the time came to leave it transpired the airline that was due to bring them back had gone bankrupt. With just a very short lead time GRA was approached to organise their ‘rescue’, a request they managed to organise in only a few hours.

GRA sent its CRI-200, nicknamed Charlie, to pick up the team from its base at Billund airport. It can seat up to 50 passengers and has a good range, but Kazakhstan is eight hours from Edinburgh so it made a fuel stop in Moscow on the return. “In Russia, or in general outside of Schengen, you need to be quite competent and know about the different rules,” says CEO Jacob Rasmussen. “GRA operations management planned the trip so that the aircraft flew direct between Kazakhstan and Edinburgh, and not from Kazakhstan to Moscow to Edinburgh. By making Moscow just a fuel/tech stop meant that we didn’t need a visa.”

He remembers that when the aircraft touched down for fuel in Moscow the team could see all of Transaero’s stranded 747s sitting on the tarmac at the airport.

The footballers were relieved to see the GRA crew and Rasmussen escorted them through security and onto the aircraft. He says: “It was as close as we’d been to an Indiana Jones mission.”

**Circumnavigation is trip of a lifetime for crew**

In 2017 UK-based Xclusive Jets received a request for an 80-85 sector trip for a Swiss family who wanted to make a nine-month trip around the world. In August last year a Falcon 900 took them from Geneva and went down one side of Africa and up the other. It then flew to the Middle East, on to India and then the far East and Thailand. Malaysia, Vietnam and Singapore. “We were supposed to go to Indonesia too,” says COO Andrew Wood, “but we couldn’t because the volcano in Bali was erupting at the time and we had to steer clear of that.”

From there they came back to Europe for Christmas, but set off again in the middle of January with a flight from Switzerland to New York, then down to Ecuador and the Galapagos Islands, round to Brazil, Argentina, Peru and Chile in South America, and from Santiago in Chile west across the Pacific to Easter Island. “That was an unusual stop in that we needed special permission from the CAA to go there,” says Wood.

“Because of its remoteness, once you are about four to four and a half hours out of Santiago you are committed to landing at Easter Island, there are no alternates within the range of the aircraft.”

From Easter Island the aircraft went further west again to Tahiti, Bora Bora, Brisbane and then north to the Philippines and Japan before making around eight to ten different stops in China. Thence to Mongolia and back.

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