



Operator
Challenges in
the Modern
Day
Humanitarian
Environment

Introduction

- Area of expertise
- Safety in Action: CAR and Kaga Bandoro
- Crew requirements and Training



AREA OF EXPERTISE

ZS-OUE

WHO AM I?

- Former IOSA FLT/DSP task force member 2010-2017
- Captain and TRE on Boeing 737 series, 727, 146/RJ 85, Let 410 amongst others
- Flown in excess of 50 types of aircraft, from Airbus to Let.
- 20 years in Airline, Aid and Relief Ops
- 17 years as a TRE
- Extensive safety and audit background, IOSA auditor.
- Former VP Stds & Compliance, Chief Pilot and Head of Training for Safair
- Currently Global Operations Director for Airtec Group.



L-100 Airdrop.....



SAFETY IN ACTION:

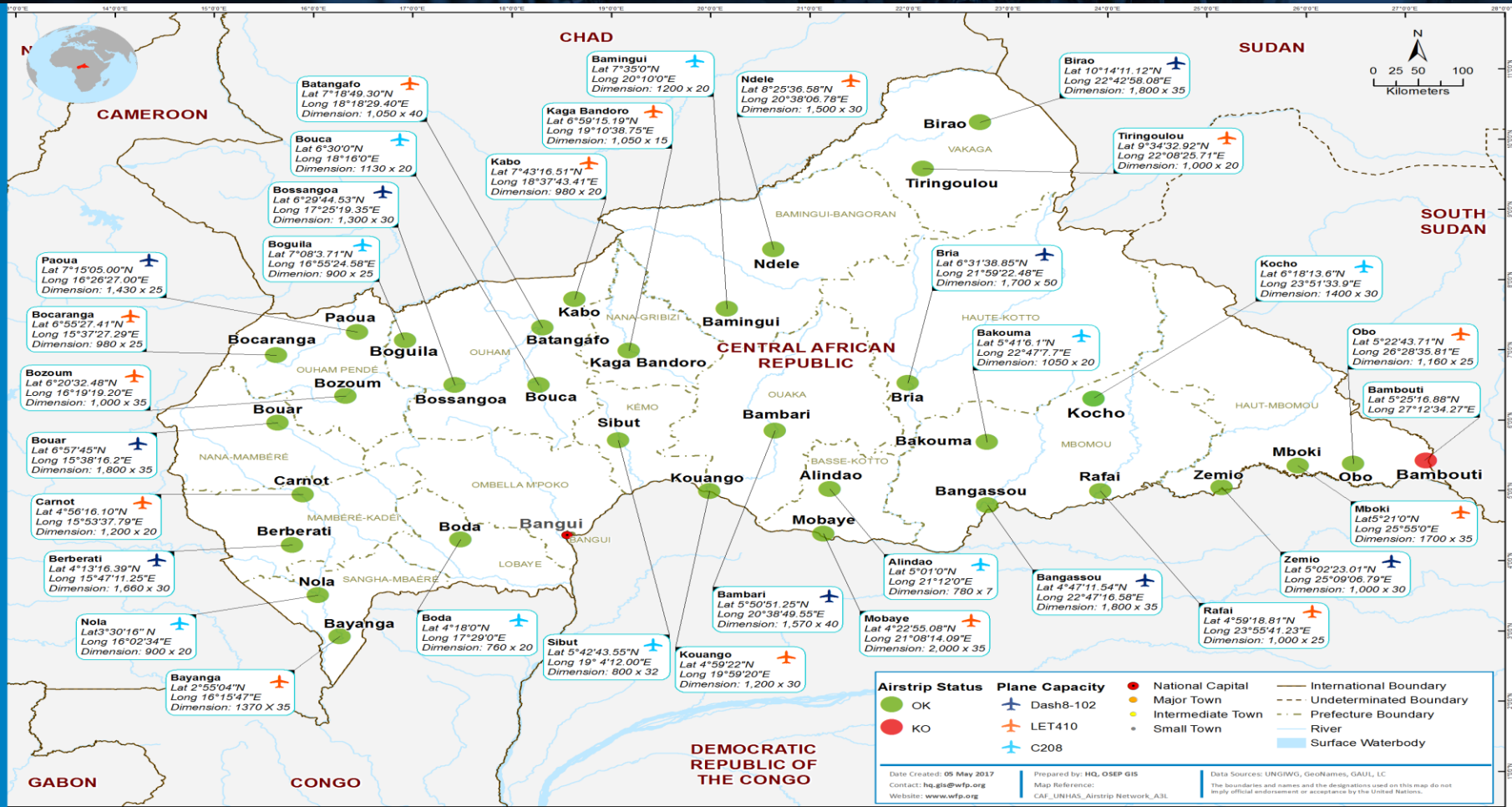
Case in point:
KAGA BANDORO

Some Info on Kaga Bandoro

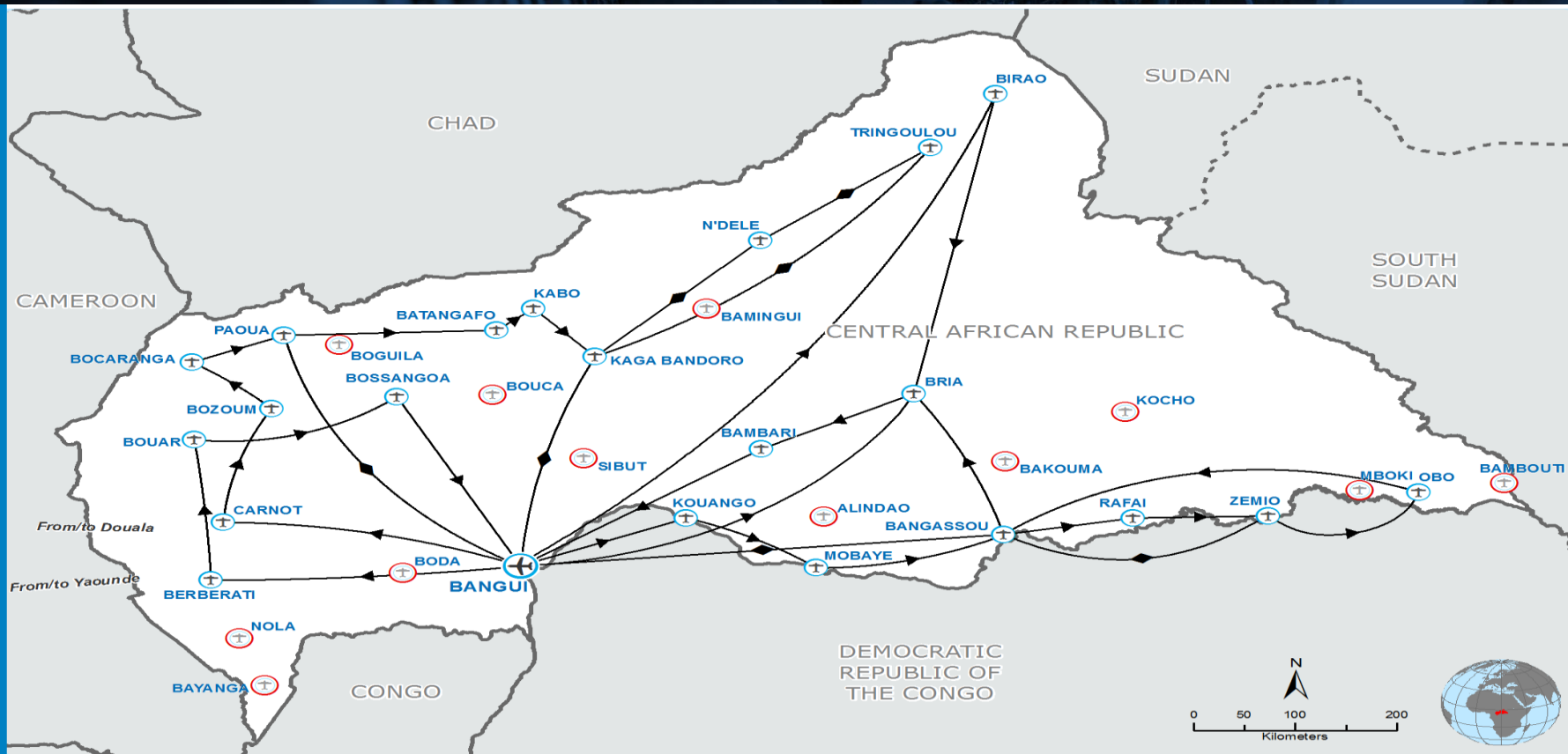
- Located in North West of CAR
- Airfield of strategic importance and location
- UN presence at the airfield
- September - Third time Humanitarian operators have stopped flying there in 2017 (Feb – Aug)
- IDP's are drawn to the airfield for safety, aid and relief from warring factions



CAR Airstrip Network



CAR Route Network



Operational Base



Regular Destination



Ad Hoc Destination*

*Those destinations can be served in combination with regular rotations, depending of airstrips maintenance and state, shape, etc.

UNHAS Routes

→ One Way

↔ Round Trip

- - - Ad Hoc

— International Boundary

- - - Undetermined Boundary

Date Created: 05 May 2017
Contact: hq-gis@wfp.org
Website: www.wfp.org
Prepared by: HQ, OSEP GIS

Map Reference:
CAF_UNHAS_Routes_A4L

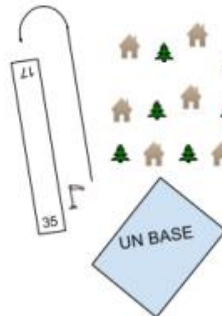
Data Sources: WFP, UNHAS, UNGIWG
GeoNames

The designations employed and the presentation of material in the map(s) do not imply the expression of any opinion on the part of WFP concerning the legal or constitutional status of any country, territory, city or sea, or concerning the delimitation of its frontiers or boundaries.

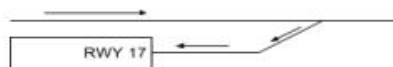
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Revision: Original

HF	9803	VHF	118.1	Base comms	Nil	Focal point	Nil
Airport coordinates		Airport elevation		Runway type and condition		Slope	
N06°59'15.19" E019°10'38.75"		1358'		Compacted Gravel		Satisfactory	
RWY	Threshold Coordinates	Elevation	Length	Width	Stop way	Total length	Clearway
17	N06°59'33.62" E019°10'35.97"	1358'	1050 m	15 m	Nil	1050 m	Nil
35	N06°58'59.86" E019°10'40.95"	1358'	1050 m	15 m	Nil	1050 m	Nil
Take off from	Land on	Final Course	17	Final course	35	Circuit Altitude	Grid MORA
Any	Any	171°		351°		2850'	As Per Charts
Hazards	Small hill NE of airfield, Beware of RWY incursions, High amount of bird activity						
Planform view						MSA	MDA
Missed approach procedure	Climb to MSA and then at pilot's discretion					3400'	N/A



Profile View



Fuel	Yes drums UNHAS	Lights	Nil	Emergency	UN Camp	Security	UN
Apron	Nil	Taxiway	Nil	Windsock	Yes	Fence	Nil
Weather patterns		Rainy Season June - September (N) May - October (S)					
Additional information		All crews shall fly a low level runway inspection at Kaga Bando in order to confirm the safety and security situation at the airfield before landing. This will also serve as a warning to people at the airfield that an aircraft intends to land soon.					
Water injection							
RWY	TEMP	MTOW 18"	ASDR 18"	MTOW 0"	ASDR 0"		
17	30°	6600	1110 m	6210	1040 m		
	35°	6600	1175 m	6000	1040 m		
	40°	6550	1220 m	5690	1040 m		
35	30°	6600	1110 m	6210	1040 m		
	35°	6600	1175 m	6000	1040 m		
	40°	6550	1220 m	5690	1040 m		

Satellite view



The Airfield – Present Day.....











Kaga landing runway 17 towards the camp



Conclusion



What now??

- Major Impact on flights to the north of CAR
- Huge pressure from Humanitarian Community to keep flying there.
- Engagement with WFP and other organizations to have agreement and a consistent approach to resuming flights
- Example of effective collaboration between the Operator and the client to resolve the problem



CREW
REQUIREMENTS
and
TRAINING

How do we go from.....

- This.....



- To this.....



Challenges

- Worldwide crew shortage
- Specialized skill set required. Different to Airline
- High experience in such operations required from crew
- Constant change and variety of operations e.g. Air Drop
- Lack of infrastructure in many countries
- Instructor experience and proficiency diminishing



Observations in Training

- General lack of proficiency in Instrument Flying Skills
- Sometimes difficult to replicate field conditions and events
- Very specialized requirements in some theatres
- RNP/GNSS in its infancy in certain countries
- All aircraft need to be upgraded to GNSS capability
- Historical lack of focus in training for Specialized Ops



Air-Tec Flight Training



- Huge investment in training with a tailored device for the Let.
- Evidence based training with well beyond the minimum training time provided
- UPRT training incorporated for our specific aircraft



Air-Tec Flight Training



Highly experienced instructors



The most authentic L410 experience



External front view of the L410 simulator



GNSS training



Authentic cockpit equipment



Realistic hands on experience



Extensive PROCEDURAL focus





In Summary.....

- Operator challenges are huge and ongoing
- Invest in training
- Invest in Safety and collaborate with Client in mitigation
- Don't push the limit. Say NO when its required!





THANK YOU. ANY QUESTIONS?