India and Middle East planning guide

A business aircraft operator's guide to country, airports, hotels, health, and security requirements.

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March 2016

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Your panel

Moderator: Darryl Young
Director, Trip Support Services, Universal Weather and Aviation, Inc.

Panelists:
Two business aircraft operators with experience in operating into India and the Middle East, as well as a trip support expert from Universal Weather and Aviation, Inc.

A planning tool to help you navigate to India and the Middle East

Do I have the right documentation for the trip? If my trip changes, what steps do I need to take? What can I expect on arrival from my handler?

These are just a few of the many questions you ask before any international operation. And when operating to regions with complex and continually changing regulations, such as India and the Middle East, the list of questions only grows.

Welcome to the NBAA 2016 International Operators Conference (IOC), and thank you for attending our session – **Regional Review: India and the Middle East**. Our goal in this session, and with this printed supplement, is to help you identify and answer some of the more common questions asked when operating to this region, to help you set expectations with your stakeholders, and avoid the unexpected.

Inside this supplement, you will find information on: area airports frequently used by business aircraft operators; permit and visa requirements; hotel guidelines; health considerations; and security best practices. It is intended to complement the information discussed in the regional review, and serve as a quick reference tool as you navigate through the many operational challenges inherent in this region. We hope you find it useful in your trip planning.

As you know, information and schedules can change at a moment's notice in business aviation. If you have questions about an upcoming trip, or would like the most current, accurate information from on the ground around the world, we're here to help. You can contact our dedicated trip support teams directly (see info on page **26-27**), or send me an e-mail at *darrylyoung@univ-wea.com*.

Regards,

Darryl Young
Panel Moderator
Director, Trip Support Services
Universal Weather and Aviation, Inc.

Avoid the unexpected for successful missions in India

Below is a list of important operational considerations for planning a trip to India.

New Delhi

Country – Recommendations and requirements for operating to India

- Crew need to have a business visa or Temporary Landing Permit (TLP) to enter India. Crew can obtain a TLP on arrival if they are listed on the gen dec, have a valid passport, and have a valid crew ID. Note that nationals from Prior Reference Countries (PRCs) – Afghanistan, China, Ethiopia, Iraq, Nigeria, Pakistan, Somalia, Sri Lanka, and Pakistan – are restricted from obtaining a TLP. Once obtained, a TLP has a maximum validity of 72 hours. There is another type of crew visa with validity of seven days, but issuance is at the discretion of the local immigration officer. It's recommended that operators check crew visa requirements in advance.
- Note that visas aren't required for crew for tech stops or if dropping off or picking up passengers so long as crew remain onboard the aircraft
- Review visa requirements for your passengers. When required, passengers can't obtain visas on arrival.
- Landing permits are required for all aircraft traveling to India and are processed by the India Directorate General of Civil Aviation (DGCA). Ensure that all permits are arranged prior to traveling to India.
- The maximum consecutive stay in India is 14 days. If your trip will exceed this maximum stay, you will need to leave the country and re-enter.
- Separate military permits are required for travel to military airports (in addition to a landing permit)

If you have questions or need assistance planning an upcoming trip, contact your dedicated Universal® Trip Support Team (see pages 26-27), or send a message to *IOC2016@univ-wea.com.*

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Avoid the unexpected for successful missions in India, *continued*

- All aircraft traveling to India must carry a towbar onboard, as issued in the Airport Authority of India Circular
- International flights operating to India and traveling intra-country will be taxed at the first entry into the country for any fuel remaining onboard
- For all international arrivals, Indian quarantine procedures require that the aircraft be disinsected at top-of-descent. The captain will need to provide the empty disinsection can to the quarantine officer upon arrival. If this isn't completed prior to arrival, it must be done upon arrival with crew and passengers onboard the aircraft.
- A country health briefing should be obtained in advance
- Be aware of public holidays and events, and how they may affect your trip

Airport – Know the following information prior to your trip

- Airport operating hours and general aviation (GA) curfews
- Customs, Immigration, and Quarantine (CIQ) operating hours
- Ground handler hours of operation, meeting point, and phone numbers
- Ramp access availability (when needed during your stay and on day of departure)
- Aircraft parking availability
- Prior Permission Required (PPR) and airport slot requirements, including revision requirements
- Approach plates for military and joint airfields in India are classified as confidential by Indian Military Intelligence and are no longer available in the Aeronautical Information Publication (AIP). For this reason, crew will be given "enhanced air traffic assistance" from Indian air traffic control (ATC) for approaches to these airports.
- Some large international airports can't be used for alternate purposes

Avoid the unexpected for successful missions in India, *continued*

Hotels – Confirm the following with your hotel prior to booking

- Meets western standard for 4- and 5-star accommodations
- Location
- Advance booking requirements
- Minimum number of stays needed for booking
- Down payment or pre-payment requirements
- Cancellation policy
- Rate cap limitations for room rates
- Rewards program information on file with hotel for elite status qualification and points

Security – Consider the following prior to your trip

- Once an aircraft is sealed, it can be extremely difficult to obtain permission to go back to the aircraft to retrieve an item
- Security considerations for city, including tourist destinations
- Estimate for a contracted secure transportation to be used for local trips
- Areas in city that should be avoided
- Things to avoid doing while at destination (e.g., walking alone, etc.)
- Security reports you should acquire to understand potential risks (e.g., airport, city, hotel, country threat assessments)

NOTE: Keep in contact with your ground handler or third-party provider for up-to-date information that may affect your trip.

If you have questions or need assistance planning an upcoming trip, contact your dedicated Universal® Trip Support Team (see pages 26-27), or send a message to *IOC2016@univ-wea.com.*

Permit requirements for India

Landing permits

Landing permits are required for all travel to India. The official lead time is three (3) business days for business flights and one (1) working day for tech stops or crew rest stops. However, aircraft operating to or from PRC countries require a lead time of seven (7) working days for business flights and three (3) working days for tech stops or crew rest stops. Note that private non-revenue flights may not have more than 14 passengers onboard; charter (non-scheduled commercial) flights don't have this restriction. However, if a charter flight exceeds this amount, a special clearance from the Ministry of Tourism is needed to operate as it's considered a tourist charter flight.

The following information is needed for landing permits:
- Full operator and aircraft information
- Full schedule
- Complete crew and passenger information, including visa number for each person onboard
- Specific purpose of flight
- Inbound and outbound route*
- Entry and exit flight information region (FIR)**

Permit confirmations are identified by the "YA" in front of the confirmation number. The DGCA only provides permit confirmations 24 to 48 hours in advance. Upon special request, you may be able to obtain a confirmation 72 hours prior to the flight, but this is not guaranteed. Once approved, a permit is valid for 48 hours. Any delay beyond this approval requires re-clearance.

Note that you'll only be permitted two (2) revisions to a confirmed permit. DGCA is strict on this requirement and makes few exceptions. Permit revisions include times, dates, and destination changes. Additionally, a departure point prior to arriving into India, or the destination after departing the country, is also considered a permit change. It's important to note that after you reach your two-revision limit, no additional changes will be allowed.

All aircraft entering Indian airspace where the maximum certified seating capacity is more than 30 seats or a maximum payload capacity is more than three (3) tons must be fitted with ACAS II/TACS II. Alternatively, the permit will not be granted. Be mindful that "W" airways should be avoided as these are meant to be for Indian-registered commercial flights. DGCA will consider a routing using "W" airways only if there's no other practical option.

Cabotage is approved on a case-by-case basis, but this only pertains to travel to military airports.

Ensure that when filing your flight plan that the confirmation number is placed in the remarks section 18 of your ICAO flight plan. Alternatively, the flight plan will be canceled.

* Routes for domestic legs are not required for civilian airports.
** FIRs are only required for international legs.

Permit requirements for India, *continued*

Military landing permits

A separate approval from the Indian military is required for travel to all military and joint military airfields. This permit is referred to as an Air Operations Routine Order (AOR). The lead time for such permits is a minimum of 15-20 days. When traveling to such airports, you will receive your DGCA permit only after you have received your AOR from the Indian military.

The following information is needed for overflight permits:

- Full operator and aircraft information
- Full schedule
- Complete crew and passenger information to include:
  - Full name of all onboard
  - Date and place of birth
  - Nationality
  - Passport number and expiration date
  - Date and place of where passport was issued
  - Crew license numbers
  - Full father's name for all onboard
  - Permanent address
  - Visa number

The Indian military usually issues the approval one day prior to operations to the specific airfield. Once the permit is approved, it is valid for +/- one (1) hour. Any schedule changes beyond this permitted time require a revision to the permission.

Ensure that when filing your flight plan that the confirmation number is placed in the remarks section 18 of your ICAO flight plan. Alternatively, the flight plan will be canceled.

Overflight permits

Overflight permits are required for all operators transiting this country's landmass, and the official lead time is one (1) working day. However, aircraft operating to or from a PRC country will require a minimum lead time of three (3) working days.

The following information is needed for overflight permits:

- Full operator and aircraft information
- Full schedule (departure point and destination)
- Complete crew and passenger information
- Purpose of flight
- Route
- Entry and exit FIRs

Note that an overflight permit is required when transiting airway P762 east of India as it crosses over Port Blair, airway R329 between points ANODA and POMAN as it crosses over Aggati, and airway P574 east of India as it crosses Great Nicobar Island (Campbell Bay).
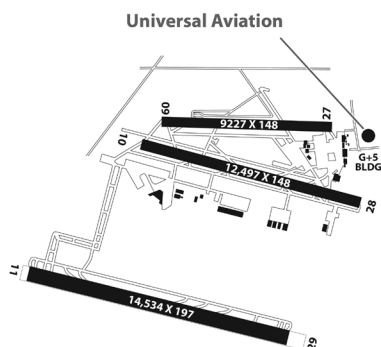
Once confirmed, an overflight permit is valid for the particular schedule, plus 48 hours. If you need to depart earlier than approved, a revision must be submitted for re-approval.

If you have questions or need assistance planning an upcoming trip, contact your dedicated Universal® Trip Support Team (see pages 26-27), or send a message to *IOC2016@univ-wea.com.*

Airport information: New Delhi

New Delhi – Indira Gandhi Intl (VIDP)

Airport of entry (AOE) . . . . Yes
Hours of operation 24/7
PPR . . . . Not required
Airport slots . . . . Required
Parking . . . . Available
Ground handling . . . . Available
Jet A . . . . Available
In-flight catering . . . . Available
Runway . . . . 27/09 – 9,229 ft.
. . . . 28/10 – 12,497 ft.
. . . . 29/11 – 14,534 ft.
Recommended alternates . . . . Jaipur (VIJP)

Universal Aviation

Notes

Stage 2 aircraft are banned from operations between 2200-0600 local.

Airport slots are needed for all arrivals and departures to this airport. Once approved, airport slots are valid for a deviation of +/- 15 minutes.

Airport controllers require the captain to be present while flight plan is being filed. Note that this requirement is strictly enforced.

Until further notice, the GA terminal is not available for international business aviation flights, but it's available for domestic operations. All international flights arriving into or departing from this airport will be cleared at international terminal 3. Note that crew have the option to use a separate crew line. This process normally takes 5-10 minutes.

Avoid the unexpected for successful missions in the UAE

Below is a list of important operational considerations for planning a trip to the UAE.

Country – Recommendations and requirements for operating to the UAE

- Review visa requirements for your crew and passengers
- Israeli nationals, and those suspecting of being Israel nationals traveling on alternative passports, will be denied entry into the country
- Ensure that all permits are arranged prior to traveling to the UAE
- A country health briefing should be obtained in advance
- Be aware of public holidays and events, and how they may affect your trip

Airport – Know the following information prior to your trip

- Airport operating hours
- CIQ operating hours
- Ground handler hours of operation, meeting point, and phone numbers
- Ramp access availability (when needed during your stay and on day of departure)
- Aircraft parking availability
- Airport slot requirements, including revision requirements
- Aircraft and crew documents that need to be presented to officials on arrival
- Tow bar requirements for the trip
- Services such as hangar space, in-flight catering, and transportation should be requested and arranged beforehand

If you have questions or need assistance planning an upcoming trip, contact your dedicated Universal® Trip Support Team (see pages 26-27), or send a message to *IOC2016@univ-wea.com*.

Avoid the unexpected for successful missions in the UAE, *continued*

Hotels – Confirm the following with your hotel prior to booking

- Meets western standard for 4- and 5-star accommodations
- Location
- Advance booking requirements
- Minimum number of stays needed for booking
- Down payment or pre-payment requirements
- Cancellation policy
- Rate cap limitations for room rates
- Rewards program information on file with hotel for elite status qualification and points

Security – Consider the following prior to your trip

- Security considerations for city, including tourist destinations
- Estimate for a contracted secure transportation to be used for local trips
- Areas in city that should be avoided
- Things to avoid doing while at destination (e.g., walking alone, etc.)
- Security reports you should acquire to understand potential risks (e.g., airport city, hotel, country threat assessments)

NOTE: Keep in contact with your ground handler or third-party provider for up-to-date information that may affect your trip.

Permit requirements for UAE

Landing permits

Landing permits are required for all travel to the UAE, and the lead time is four (4) working days. Unlike other countries, the application is made to each individual Emirate. This means that document requirements may be different for each Emirate.

The following information is needed for landing permits:
- Full operator and aircraft information
- Full schedule
- Complete crew information
- Specific purpose of flight
- Inbound and outbound route
- Airworthiness certificate (maintenance log may be required if the certificate is over 10 years and doesn't have an expiration date)
- Noise certificate
- Registration certificate
- Worldwide insurance certificate with third-party coverage
- Pilot licenses

Additional requirements for each Emirate:

Emirate of Abu Dhabi:
- Airworthiness certificate

Emirate of Abu Dubai:
- Airworthiness certificate
- Registration certificate
- Noise certificate
- Worldwide insurance
- Air Operator's Certificate (AOC) – for charter flights only

Emirate of Fujairah:
- Airworthiness certificate

If you have questions or need assistance planning an upcoming trip, contact your dedicated Universal® Trip Support Team (see pages 26-27), or send a message to *IOC2016@univ-wea.com.*

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Permit requirements for UAE, *continued*

Emirate of Ras Al Khaimah:

- Airworthiness certificate
- Registration certificate
- Radio station license
- Worldwide insurance
- AOC – for charter flights only

Emirate of Sharjah:

- Airworthiness certificate
- Registration certificate
- ACAS II: Version 7.0 certificate
- TCAS authorization
- Worldwide insurance
- AOC – for charter flights only

The Civil Aviation Authority (CAA) operates Saturday-Wednesday and is closed on the weekend, which is Thursday and Friday.

Once approved, a landing permit is approved for the schedule provided, plus 72 hours. Schedule changes within the validity of the permit don't require a permit revision.

Note that minimum liability insurance is required for all operations into the UAE, and the minimum coverage varies by the aircraft weight. It's recommended that you communicate with your third-party provider to ensure you have appropriate coverage.

It's important to note that the flight plan to the UAE must be on file 24 hours prior to the aircraft's arrival.
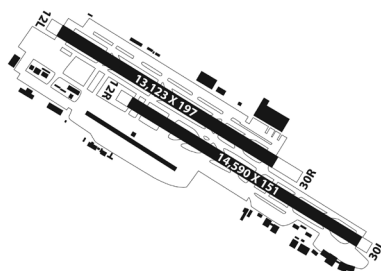
Overflight permits

Overflight permits are not required, except for diplomatic or military flights.

Airport information: Dubai

Dubai – Dubai Intl (OMDB)

AOE . . . . Yes
Hours of operation 24/7
PPR . . . . Not required
Airport slots . . . . Required
Parking . . . . Available
Ground handling . . . . Available
Jet A . . . . Available
In-flight catering . . . . Available
Runway . . . . 30L/12R – 14,590 ft.
. . . . 30R/12L – 13,123 ft.
Recommended alternates Al Maktoum Intl (OMDW)

Notes

Airport slots are needed for all arrivals and departures to this airport. All slots must be submitted to the slot coordinator in Slot Clearance Request (SCR) format. In the slot request, the following information must be provided:

- Date and time of operation
- Aircraft type and registration
- Number of passengers
- Origin and destination
- Type of flight (e.g., private non-revenue, charter, etc.)

Once approved, slots have a deviation of +/- 15 minutes. Be advised that airport peak hours are 0800-2200 local, and slots can be difficult to obtain during these times. Also, failure to use or cancel approved slots, or operating outside of approved times, will result in a fine.

When arranging the ground handling, it's important that crew and passenger information be submitted in advance in order for the ground handler to complete a general declaration for the aircraft's arrival. Upon the aircraft's arrival, the passengers' passports will be collected for customs and immigration clearance, and crew will be required to show their crew IDs (with expiration dates).

If you have questions or need assistance planning an upcoming trip, contact your dedicated Universal® Trip Support Team (see pages 26-27), or send a message to *IOC2016@univ-wea.com.*

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Avoid the unexpected for successful missions to Jordan

Below is a list of important operational considerations for planning a trip to Jordan.

Aqaba

Country – Recommendations and requirements for operating to Jordan

- Review visa requirements for your crew
- Review visa requirements for your passengers
- A country health briefing should be obtained in advance
- Be aware of public holidays and events, and how they may affect your trip

Airport – Know the following information prior to your trip

- Airport operating hours
- CIQ operating hours
- Ground handler hours of operation, meeting point, and phone numbers
- Ramp access availability (when needed during your stay and on day of departure)
- Aircraft parking availability
- PPR and airport slot requirements, including revision requirements when applicable
- Aircraft and crew documents that need to be presented to officials on arrival

Avoid the unexpected for successful missions in Jordan, *continued*

Hotels – Confirm the following with your hotel prior to booking

- Meets western standard for 4- and 5-star accommodations
- Location
- Advance booking requirements
- Minimum number of stays needed for booking
- Down payment or pre-payment requirements
- Cancellation policy
- Rate cap limitations for room rates
- Rewards program information on file with hotel for elite status qualification and points

Security – Consider the following prior to your trip

- Security considerations for city, including tourist destinations
- Estimate for a contracted secure transportation to be used for local trips
- Areas in city that should be avoided
- Things to avoid doing while at destination (e.g., walking alone, etc.)
- Security reports you should acquire to understand potential risks (e.g., airport, city, hotel, country threat assessment)

NOTE: Keep in contact with your ground handler or third-party provider for up-to-date information that may affect your trip.

Permit requirements for Jordan

Landing permits

Landing permits are required for all travel to Jordan, for both private non-revenue and charter flights. The lead time for landing permits is four (4) working days. Short notice permits can be submitted, and whether or not they will be approved is at the discretion of CAA.

The following information is needed for landing permits:

- Full operator and aircraft information
- Full schedule
- Complete crew and passenger information
- Maximum Takeoff Weight (MTOW) and billing information
- Airworthiness certificate
- Registration certificate
- Airworthiness review certificate (non-U.S. registered aircraft only)
- Noise certificate
- Radio license
- Worldwide insurance certificate with third-party coverage

Additional requirements for charter operators:

- AOC
- Operations Specifications (form B050 or pages that indicate the areas of operation and any special limitations)

All business travelers need an official letter from the organization they work for stating the purpose of the trip.

Landing permit will be advised by CAA 24 hours prior to operation. Once approved, the landing permit is valid for the Zulu day.

Overflight permits

Overflight permits are required for all operators transiting Jordanian airspace with the official lead time being four (4) working days.

The following information is needed for overflight permits:
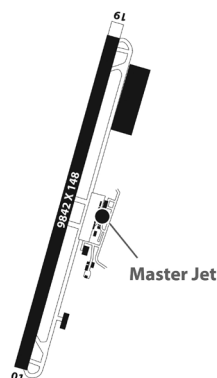
- Full operator and aircraft information
- Full schedule (departure point and destination)
- Complete crew and passenger information
- MTOW and billing information

Once approved, a permit is valid for the Zulu day.

Airport information: Aqaba

Aqaba – King Hussein Intl (OJAQ)

AOE . . . . Yes
Hours of operation 24/7
PPR . . . . Not required
Airport slots . . . . Not required
Parking . . . . Available
Ground handling . . . . Available
Jet A . . . . Available
In-flight catering . . . . Available
Runway . . . . 19/01 – 9,842 ft.
Recommended alternates . . . . Amman (OJAI)

Master Jet

Notes

The airport does maintain security at the field. Airport authority strictly controls the security at the airport and will not permit outside organizations to provide airside or aircraft security.

If you have questions or need assistance planning an upcoming trip, contact your dedicated Universal® Trip Support Team (see pages 26-27), or send a message to *IOC2016@univ-wea.com.*

Avoid the unexpected for successful missions to Israel

Below is a list of important operational considerations for planning a trip to Israel.

Country – Recommendations and requirements for operating to Israel

- Review visa requirements for your crew
- Review visa requirements for your passengers
- Landing permits are required for all flights traveling to the country
- Only specific departure airports are authorized by the Aviation Security Operations Center (ASOC) Israel for travel to the country. The locations are issued via NOTAM.
- A country health briefing should be obtained in advance
- Be aware of public holidays and events, and how they may affect your trip

Airport – Know the following information prior to your trip

- Airport operating hours
- CIQ operating hours
- Ground handler hours of operation, meeting point, and phone numbers
- Ramp access availability (when needed during your stay and on day of departure)
- Aircraft parking availability
- PPR and airport slot requirements, including revision requirements when applicable
- Aircraft and crew documents that need to be presented to officials on arrival

Avoid the unexpected for successful missions to Israel, *continued*

Hotels – Confirm the following with your hotel prior to booking

- Meets western standard for 4- and 5-star accommodations
- Location
- Advance booking requirements
- Minimum number of stays needed for booking
- Down payment or pre-payment requirements
- Cancellation policy
- Rate cap limitations for room rates
- Rewards program information on file with hotel for elite status qualification and points

Security – Consider the following prior to your trip

- Security considerations for city, including tourist destinations
- Estimate for a contracted secure transportation to be used for local trips
- Areas in city that should be avoided
- Things to avoid doing while at destination (e.g., walking alone, etc.)
- Security reports you should acquire to understand potential risks (e.g., airport, city, hotel, country threat assessment)

NOTE: Keep in contact with your ground handler or third-party provider for up-to-date information that may affect your trip.

If you have questions or need assistance planning an upcoming trip, contact your dedicated Universal® Trip Support Team (see pages 26-27), or send a message to *IOC2016@univ-wea.com.*

Permit requirements for Israel

Landing permits

Landing permits are required for all travel to Israel, for both private non-revenue and charter flights. The lead time for landing permits is four (4) working days. Short notice permits can be submitted, and whether or not they will be approved is at the discretion of CAA.

The following information is needed for landing permits:

- Completed arrival application signed by the PIC, including:
  - Full operator and aircraft information
  - Full schedule
  - Complete crew and passenger information
  - Sponsor information (to include company and home phone number, personal ID number, company name, and address) and sponsor's connection to the flight (i.e., relationship between sponsor and passengers)
- Copy of sponsor's ID, passport, or driver's license
- Copies of all crew and passenger passports
- Airworthiness certificate
- Registration certificate
- Noise certificate
- Radio license
- Pilot licenses
- Crew employment information (must provide copies of full employment details, including company they work for, period of time they've been with the company, position, and name of previous employer)

Additional requirements for charter operators:

- AOC
- Charter agreement
- Operations Specifications (form B050 or pages that indicate the areas of operation and any special limitations)

Note that there are additional documentation requirements for large aircraft (ICAO code "C" or above).

All flights must originate or depart from the approved airport list NOTAM. If you plan on departing from an airport that isn't on the approved list, you must request approval from ASOC. They may approve your request if the country from which you are departing has one or more airports on the approved list (as per the NOTAM), but approval is at their discretion.

Permit requirements for Israel, *continued*

Note that if the country you are traveling from doesn't have any approved airports for flights to/from Israel (as per the NOTAM), your landing permit will likely be denied.

Be aware that you have to complete a Security Arrival Permit Application form to obtain a landing permit. If it's incomplete (e.g., missing passenger information), ASOC will not accept your request. Once the form is submitted along with all accompanying information, a confirmation will be sent with a unique username and password. (Note that this information changes for each entry into the country.)

After you obtain this information, the captain will log-on to ASOC's security site before arriving into Israel—either while on the ground at the last designated airport prior to landing in the country or at minimum of 180 NM prior to entering Israeli airspace. After logging into the site, the captain will receive a six-digit "positive code." Upon entering the Israel FIR (approximately 180 NM from the Israeli coastline or before departure from Cyprus, Egypt, or Jordan), ATC will ask the crew for this six-digit code. Entry will be denied if this code cannot be provided.

Additional notes about entry:

If you are departing from Cyprus, the captain must contact ASOC via phone. All aircraft entering Israel must come via Cyprus (Nicosia FIR) unless the flight originates at Jordanian airports: OJAI, OJAM, or OJAQ.

When departing the country, you can't overfly Arab Nation States with the exception of Jordan.

Once approved, permits are valid for +/- 24 hours from the time of operation. Special permission is required for aircraft staying beyond 72 hours. Any changes to the arrival date, origin, or crew and passengers must be submitted for a revision due to security measures. Note that during the weekends (Thursday evening to Sunday morning), ASOC will not process requests with the exception of medical and emergency flights.

Worldwide insurance must be onboard the aircraft.

Tourism flights can be complex as there is no traditional business contact. This may require all crew and passengers going through a security interview check, which must be arranged at the nearest Israeli Embassy or Consulate. These types of flights need to be arranged in advance due to the complexity. Note that there are no guarantees that this type of flight will be approved by ASOC.
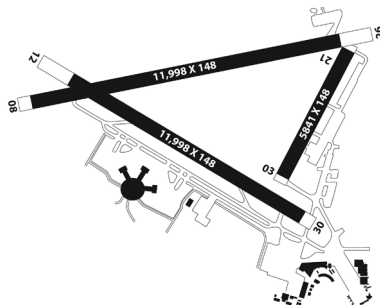
Overflight permits

ASOC will not approve overflights of Israel by GA aircraft.

If you have questions or need assistance planning an upcoming trip, contact your dedicated Universal® Trip Support Team (see pages 26-27), or send a message to *IOC2016@univ-wea.com.*

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Airport information: Tel Aviv

Tel Aviv – Ben Gurion (LLBG)

AOE . . . . Yes
Hours of operation 24/7
PPR . . . . Required
Airport slots . . . . Required
Parking . . . . Available
Ground handling . . . . Available
Jet A . . . . Available
In-flight catering . . . . Available
Runway . . . . 21/03 – 9,094 ft.
. . . . 26/08 – 13,327 ft.
. . . . 30/12 – 10,210 ft.
Recommended alternates . . . . . . Larnaca (LCLK)

Notes

All GA aircraft need to have slots when traveling into and out of this airport. Slots must be requested a minimum of 48 hours between Monday through Friday, and 72 hours prior between Friday and Sunday. Due to heavy traffic at this airport, additional lead time is recommended. Note that operators are expected to arrive and depart at the assigned slot reservation, and deviations will not be available.

A PPR is required for all travel to this airport. A lead time of five (5) working days is recommended to make these arrangements. Note that by issued NOTAM, GA operators are not permitted to operate to this airport from 0530-0800 and 2300-0140 UTC. Also, in the same NOTAM, it's stipulated that parking for non-based aircraft beyond 72 hours is prohibited with the exception of State, air ambulance, and flights approved by the airport administration.

Thank you

Thank you for attending our session. Please don't hesitate to ask me or our experts here at IOC questions about the information presented or any other operational concerns. We're also happy to e-mail you an electronic copy of this session supplement. If you'd like a copy or if you just have a question, feel free to e-mail me at any time at *darrylyoung@univ-wea.com*. We know that things can change at a moment's notice, so you can always count on us to be here when you need us.

Safe travels!

Darryl Young

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Operational insight | For the latest information on business aviation operations please visit *universalweather.com/blog*

If you have questions or need assistance planning an upcoming trip, contact your dedicated Universal® Trip Support Team (see pages 26-27), or send a message to *IOC2016@univ-wea.com.*

Your mission is everything. *We're here for you, always.*

If you have questions or need assistance planning an upcoming trip, contact your dedicated Universal® Trip Support Team (see pages 26-27), or send a message to *IOC2016@univ-wea.com.*

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Connect to your team directly

Please contact your dedicated trip support team for personal assistance and questions about operating to India, the Middle East, or anywhere in the world.

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Worldwide . . . . +1 (713) 378-2752
E-mail . . . . *bravoteam@univ-wea.com*

Brazilian Operations Center
Global trip support for operators based in Brazil

Brazil . . . . +55 11 2276 1199
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Charter Management Team Blue

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Charter Management Team Orange

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Echo Team

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European Operations Centre
Global trip support for operators based in Europe, Middle East, or Africa

Europe . . . . +44 1279 680 566
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Foxtrot Team

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Large Aircraft Team

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Tango Team

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Victor Team

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X-ray Team

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Zulu Team

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