

[2 CONFIDENTIAL]

UN ARCHIVES

SERIES S-1062

BOX 169

FILE 3

ACC. 1998/0283

994-06-02 21:31

5602

UNITED NATIONS HQS NEW YORK

040 P0

F/N 832

CUN-10

CRN 194

NIR 1087

19 JUN 1963

65 44

NY. Pleuro Pass

TO HOMER UGANDA

Thanks

OUTGOING CODE CABLE

PRIORITY

UNOMUR KABALE
From : UNAMIR Nairobi

94- 6- 2 : 10:24 :
PHONE No. : 254622668

254622668 → UNOMUR RADIO ROOM: # 1
Jun. 02 1994 1:28PM P01

P1/24

UNITED NATIONS 94 JUN -2 11 NATIONS UNIES
ASSISTANCE MISSION TO RWANDA MISSION POUR L'ASSISTANCE AU RWANDA
UNAMIR - MINUAR

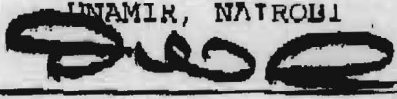
OUTGOING FAX NO. 697

PAGE 1 OF 24

MIR NO. _____

MISC NO. 770

FIN 831

TO: GORANSSON, SAO UNOMUR, KABALE	FROM: MR L DODICI, OIC UNAMIR, NAIROBI 
ATTN.	DATE: 2 JUNE 1994
FAX NO: 256-486-45816	PHONE: 627380 FAX NO: 622668
ORIGINATOR: R. LAMBO	SECTION: AIROPS
SUBJECT: REPORT ON NIGHT OPERATIONS	

PLEASE FIND ATTACHED UNAMIR AIROPS REPORT ON KABALE HELICOPTER OPERATION TOGETHER WITH A COPY OF GENERAL DALLAIRE'S COMMENTS ON THE REPORT.

UNAMIR AIROPS WOULD BE GRATEFUL TO RECEIVE FROM YOU THE PROPOSAL AND QUOTATION FOR THE FUEL STORAGE/TANK AT KABALE AIRPORT.

BEST REGARDS.

CMO SAO

UNITED NATIONS

ASSISTANCE MISSION FOR RWANDA



NATIONS UNIES

MISSION POUR L'ASSISTANCE AU RWANDA

UNAMIR - MINUAR

p2/24

UN RESTRICTEDREPORT ON INSPECTION VISIT TO KABALE
WEDNESDAY 11 - FRIDAY 13 MAY 1994

ROGER LAMRO, ATD OPERATIONS SAFETY SPECIALIST

INTRODUCTION

1. BETWEEN 26 MARCH AND 9 APRIL 1994, THREE BELL 212 HELICOPTERS, OWNED BY CANADIAN HELICOPTERS LIMITED, WERE ATTACHED TO UNOMUR AND STARTED OPERATING OUT OF KABALE, UGANDA. THE HELICOPTERS WERE SPECIFICALLY CONTRACTED BY THE U.N. TO UNDERTAKE ON A 7/24 DAY/NIIGHT, VMC/IMC BORDER PATROL AND RECONNAISSANCE, AND MEDEVAC/ CASEVAC MISSIONS. OTHER TASKS INCLUDE VIP AND PASSENGER FLIGHTS AND THE RESUPPLY OF LOGISTICAL SUPPORT.
2. IN RESPONSE TO INFORMATION RECEIVED FROM GENERAL DIMITRE, UNAMIR FORCE COMMANDER, THAT "THE UNOMUR HELICOPTERS WOULD NOT FLY IN THE BORDER AREA AT NIGHT", I PROCEEDED TO KABALE ON 11 MAY 1994, TO INVESTIGATE THE COMPANY'S FAILURE TO UNDERTAKE THE TASK FOR WHICH IT WAS ESSENTIALLY CONTRACTED.
3. I USED THE OPPORTUNITY OF MY VISIT TO ALSO CARRY OUT AN INITIAL ROUTINE INSPECTION OF THE COMPANY'S HELICOPTERS AND THE HELIPORT FACILITIES IN KABALE.

ROUTINE INSPECTIONHELICOPTERS

4. I INSPECTED ALL THREE HELICOPTERS (REGISTRATION NOS: C-FRWI, C-FRWL AND C-FRUU) IN ACCORDANCE WITH THE SPECIFICATIONS LAID DOWN IN THE APPROPRIATE VENDOR'S RESPONSE CHECKLIST (ITB MUR 3-200004). THE RESULTS OF THE INSPECTION ARE IN ANNEX A.
5. IN ADDITION, IT SHOULD BE NOTED THAT EACH HELICOPTER IS EQUIPPED WITH ONE STRETCHER. ANOTHER SIX STRETCHERS WERE IN STORAGE. A MAXIMUM OF THREE STRETCHERS CAN BE FITTED CROSS-WISE IN EACH HELICOPTER.
6. AT THE TIME OF MY VISIT, ALTHOUGH THE RESCUE HOIST WAS READILY AVAILABLE, IT WAS NOT FITTED TO THE AIRCRAFT, AS THIS WOULD HAVE MEANT THE REMOVAL OF A CABIN SEAT. HOWEVER, IT WAS

P3/24

UN RESTRICTED

EXPECTED THAT THE HOIST WOULD BE FITTED WITHIN A FEW DAYS OF MY VISIT, AS THE DEPUTY CMO, COLONEL NOORDSIJ, HAD REQUESTED THAT MILITARY PERSONNEL BE TRAINED IN THE USE OF THIS EQUIPMENT. THREE OF THE COMPANY'S PERSONNEL WERE TRAINED IN THE USE OF THE HOIST.

7. SURVIVAL KITS, WHICH ARE IN EFFECT JUNGLE KITS, ARE AVAILABLE IN ALL THREE HELICOPTERS.
8. TWO FORWARD-LOOKING INFRA-RED SYSTEMS (FLIRS) ARE AVAILABLE, ALTHOUGH BY THE TIME OF MY VISIT THEY HAD NOT YET BEEN FITTED IN THE AIRCRAFT. HOWEVER, THE DEPUTY CMO, COLONEL NOORDSIJ, HAD REQUESTED TRAINING FOR THREE OF HIS PERSONNEL, AND THIS WAS DUE TO START ON 20 MAY 1994. ONE OF THE COMPANY'S STAFF, THE AVIONICS ENGINEER, IS TRAINED ON THE FLIR.
9. THE FLIR MONITOR IS FITTED IN THE REAR CABIN OF THE HELICOPTER AND IS ONLY ACCESSIBLE TO A BACK SEAT OPERATOR.
10. ALL THE HELICOPTERS ARE EQUIPPED WITH A SINGLE GLOBAL POSITIONING SYSTEM (GPS). ONLY TWO OF THE AIRCRAFT ARE EQUIPPED WITH WEATHER RADAR.
11. WITH REGARD TO SAFETY EQUIPMENT, TWO OF THE HELICOPTERS (C-FRWI AND C-FRWL) ARE EACH FITTED WITH TWO FIRE EXTINGUISHERS. THE THIRD HELICOPTER (C-FRUU) HAD ONE EXTINGUISHER MISSING. I WAS ABLE TO VERIFY FROM THE MAINTENANCE RECORDS THAT A SECOND EXTINGUISHER WAS ORDERED ON 30 APRIL 1994.
12. NONE OF THE HELICOPTERS ARE EQUIPPED WITH FLIGHT OR COCKPIT VOICE RECORDERS.
13. A UNITED NATIONS SAFETY EQUIPMENT WORK SHEET IS INCLUDED IN ANNEX B.

AIRCRAFT UTILIZATION

14. FROM 26 MARCH TO 30 APRIL 1994, THE THREE HELICOPTERS FLEW A TOTAL OF 131.6 HOURS, AN AVERAGE OF 43.8 HOURS EACH. BETWEEN THEM, THE HELICOPTERS WERE UNSERVICEABLE FOR A TOTAL OF 9 DAYS.
15. ON 5 MAY 1994, THE SITE MANAGER AT KABALE INFORMED COLONEL AZRAR, CMO UNOMUR (FAX 673 OF 5 MAY 1994, ANNEX C) THAT ALL THREE HELICOPTERS WERE GROUNDED DUE TO THE NON-ARRIVAL OF PARTS. BY 10 MAY 1994, THE PARTS HAD ARRIVED AND TWO OF THE HELICOPTERS WERE SERVICEABLE. THE THIRD HELICOPTER DID NOT BECOME SERVICEABLE UNTIL 13 MAY, AND AS SUCH SPENT 8 DAYS ON THE GROUND. IN ACCORDANCE WITH THE UN'S CONTRACT WITH

P4/24

UN RESTRICTED

CANADIAN HELICOPTERS LIMITED, THE COMPANY IS TO BE PENALIZED FOR THE THREE DAYS UNSERVICEABILITY OF THIS HELICOPTER.

HELIPORT

16. THE HELIPORT AT KADALE IS LOCATED ON THE LOWER SLOPE OF A VALLEY. THE PORT WAS CONSTRUCTED BY A LOCAL CONTRACTOR WITH APPARENTLY NO REFERENCE TO ICAO DESIGN STANDARDS. AS A CONSEQUENCE, THE TOUCH-DOWN PADS THAT WERE ORIGINALLY CONSTRUCTED WERE MUCH TOO SMALL. THEY HAVE SUBSEQUENTLY BEEN ENLARGED TO MEASURE 20 SQ. FEET, AND AS SUCH ARE ONLY SLIGHTLY SMALLER THAN THE MINIMUM SIZE RECOMMENDED BY ICAO¹.
17. THE HELIPORT IS CONSTRUCTED ON SLOPING GROUND, AND THE PADS ARE LOCATED TOO CLOSE TO BUILDINGS AND OTHER STRUCTURES, TO ENSURE SAFE OPERATIONS AT NIGHT. NIGHT OPERATIONS ARE FURTHER RESTRICTED BY THE LOCATION OF THE HELIPORT IN A VALLEY, THE SIDES OF WHICH RESTRICT MANOEUVERING AND APPROACHES TO LANDING.
18. THE 'HANGER' CONSTRUCTED AT KABALE MEASURES ONLY 20X30 FEET AND IS TOO SMALL TO ACCOMMODATE A HELICOPTER. IT IS PRESENTLY BEING CONVERTED INTO ADDITIONAL OFFICE AND STORAGE SPACE.
19. THE HELIPORT IS STILL NOT EQUIPPED WITH ANY FIRE FIGHTING FACILITIES IN SPITE OF EXTINGUISHERS HAVING BEEN REQUESTED IN MARCH 1994 (SEE FAXES 451 AND 716 OF 25/03/94 AND 12/5/94 RESPECTIVELY, ANNEX D).
20. REFUELLING IS PRESENTLY BEING DONE FROM DRUMS AND CONSIDERATION SHOULD BE GIVEN TO PUTTING IN PLACE TWO BLADDERS OF 5000-7500 LITERS EACH, IN ORDER TO FACILITATE REFUELLING. IN ADDITION, IT IS CALCULATED THAT THE PRESENT PRACTICE IS COSTING 26 CENTS MORE PER LITER, THAN WOULD OTHERWISE BE THE CASE IF BLADDERS WERE FILLED BY A TANKER TRUCK.

PERSONNEL

21. AT THE TIME OF MY VISIT, CANADIAN HELICOPTERS LIMITED HAD A STAFF COMPONENT IN KABALE OF 7 PILOTS, 4 ENGINEERS AND 1 AVIONICS ENGINEER. ONE OF THE PILOTS ALSO ACTED IN THE CAPACITY OF SITE MANAGER, AND ANOTHER PILOT WAS A TRAINING CAPTAIN ON THE BELL 212. IT WAS CLAIMED THAT IN ORDER TO UNDERTAKE NIGHT OPERATIONS, AN ADDITIONAL THREE PILOTS WOULD BE REQUIRED.

¹ AERODROME DESIGN MANUAL (ICAO DOC. 9157).

p5/24

UN RESTRICTED

22. DETAILS REGARDING THE QUALIFICATIONS AND EXPERIENCE OF THE PILOTS ARE INCLUDED IN ANNEX E.

NIGHT OPERATIONS

23. ALTHOUGH THE TASKS FOR WHICH THE HELICOPTERS WERE CONTRACTED HAVE BEEN ADEQUATELY PERFORMED DURING DAYLIGHT HOURS, THIS HAS NOT BEEN THE CASE AT NIGHT. REASONS ADVANCED BY THE COMPANY'S REPRESENTATIVES IN KABALE AS TO WHY THEY HAVE FAILED TO PERFORM ANY OF THEIR CONTRACTED TASKS BY NIGHT, INCLUDE THE FOLLOWING:

A. **THE UNSUITABLE LOCATION OF THE HELIPORT FOR NIGHT OPERATIONS.**

- i. AS IS STATED EARLIER IN THIS REPORT, I WAS IN THE COURSE OF MY VISIT ABLE TO VERIFY THAT THE PRESENT LOCATION OF THE KABALE HELIPORT DOES INDEED POSE DIFFICULTIES WITH REGARD TO NIGHT OPERATIONS. THE HIGH GROUND (OVER 7,000 FT) WHICH SURROUNDS THE VALLEY IN WHICH THE HELIPORT IS LOCATED, RESTRICTS MANOEUVERING FLIGHT AND THE APPROACHES TO LANDING.
- ii. IN VIEW OF THIS DIFFICULTY, THE SITE MANAGER IS ACTIVELY SEARCHING FOR A SUITABLE SITE FOR A SATELLITE FIELD FROM WHICH IT WOULD BE POSSIBLE TO OPERATE NIGHT MEDEVAC/CASEVAC. HOWEVER, MUCH OF THE LOW LYING LAND IS MARSH AND THEREFORE UNSUITABLE FOR HELICOPTER OPERATIONS. A HELIPORT ON HIGH GROUND WOULD BE IDEAL, BUT DIFFICULTY LIES IN FINDING AN ACCESSIBLE SITE.
- iii. KISORO, A GRASS STRIP ABOUT 18 N.M. WEST OF KABALE, WOULD HAVE BEEN A MORE SUITABLE SITE, AS IT LIES IN THE MIDDLE OF A WIDE PLAIN. HOWEVER, IT HAS RECENTLY BEEN CONVERTED INTO A REFUGEE CAMP.
- iv. A FOOTBALL PITCH, WHICH IS DRY AND ACCESSIBLE HAS BEEN LOCATED IN A WIDER SECTION OF THE VALLEY, ABOUT TWO KILOMETERS FROM THE EXISTING SITE. IT IS PRESENTLY BEING SURVEYED BY THE SITE MANAGER.

B. **THE ABSENCE OF NIGHT HELIPORT FACILITIES.**

- i. AT THE TIME OF MY VISIT, THE KABALE HELIPORT WAS NOT EQUIPPED WITH ANY FORM OF LIGHTING. LANDING KITS FOR HELICOPTERS AND 10 STROBE LIGHTS,

98/24

UN RESTRICTED

REQUESTED IN SEPTEMBER 1993, HAVE STILL NOT BEEN RECEIVED. A HELIPORT BEACON AND TOUCHDOWN AND LIFT-OFF PERIMETER LIGHTS ARE RECOMMENDED FOR NIGHT OPERATIONS.

C. THE ABSENCE OF NAVIGATIONAL AIDS.

- i. IN ORDER FOR THE HELICOPTERS TO FLY IFR, A NAVIGATIONAL AID (AT THE VERY LEAST A NON-DIRECTIONAL BEACON) SHOULD BE SITUATED AT THE KABALE HELIPORT. IT IS EXPECTED THAT THE NDBS REQUESTED FROM UNPROFOR (FAX MIR 141), WILL SOON ARRIVE IN KABALE.
- ii. IN KAMPALA, I MET WITH MR. ANDREW F.K. MUSOKE, DIRECTOR AIR NAVIGATION AND REGULATORY SERVICES, WHO ASSURED ME THAT THERE WOULD BE NO PROBLEMS WITH THE INSTALLATION OF A NDB IN KABALE, ONCE THE NECESSARY CLEARANCE HAD BEEN OBTAINED.
- iii. ALTHOUGH ALL THREE HELICOPTERS ARE EQUIPPED WITH GLOBAL POSITIONING SYSTEMS, GPS IS NOT CERTIFIED FOR IFR FLIGHT.
- iv. IFR FLIGHT AT NIGHT IS FURTHER HAMPERED BY THE ABSENCE OF ANY SUITABLE ALTERNATE IN THE EVENT OF HAVING TO DIVERT FROM KABALE.

D. THE ABSENCE OF WEATHER FORECASTING FACILITIES.

- i. WEATHER FORECASTING FACILITIES IN UGANDA ARE HARD TO COME BY, AND THE ONLY RELIABLE SOURCE OF WEATHER REPORTS IS ENTEBBE AIRPORT. CONSIDERATION MIGHT BE GIVEN TO THE LOCAL EMPLOYMENT OF A TRAINED METEOROLOGIST, TO BE BASED IN KABALE. THIS IS NOT FORESEEN TO BE AN INSURMOUNTABLE OBSTACLE TO NIGHT OPERATIONS.
 - ii. FLIGHT FOLLOWING EQUIPMENT IS TO BE INSTALLED IN KABALE FOR ADDITIONAL SAFETY.
24. ON THE BASIS OF MY VISIT TO KABALE, I SHOULD LIKE TO ADD TO THIS LIST, THE FOLLOWING REASONS AS TO WHY DIFFICULTY HAS BEEN ENCOUNTERED WITH REGARD TO OPERATING AT NIGHT:

07/11

UN RESTRICTED

A. **THE HOSTILE TOPOGRAPHY AND CLIMATE OF THE BORDER REGION.**

- i. THE BORDER REGION BETWEEN UGANDA AND RWANDA IS, FOR MUCH OF ITS LENGTH, CHARACTERIZED BY MOUNTAINOUS TERRAIN. IT RISES FROM A 5,000 FOOT PLAIN IN THE EAST, TO VOLCANIC PEAKS THAT REACH TO OVER 13,000 FEET IN THE WEST. FOR MOST OF THE BORDER, THE HIGH GROUND IS ON AVERAGE BETWEEN 7,000 AND 9,000 FEET. KABALE ITSELF IS JUST OVER 6,000 FEET HIGH.
- ii. 26 OBSERVATION POSTS ARE STRUNG OUT ALONG A BORDER THAT TWISTS AND TURNS ITS WAY THROUGH THE DIFFICULT TERRAIN OF THE REGION. NAVIGATING THE BORDER EVEN BY DAY CALLS FOR INTENSE CONCENTRATION AND COORDINATION ON THE PART OF BOTH PILOTS, AND IS ACCOMPLISHED BY A COMBINATION OF MAP READING, VISUAL SIGHTINGS AND THE USE OF THE GPS.
- iii. THERE ALWAYS EXISTS THE RISK OF TRANSGRESSING THE BORDER. AND THE LAST FOUR OCCASIONS ON WHICH THIS HAS OCCURRED, HAVE LED TO WARNINGS FROM THE RPF. ON ONE OCCASION, WARNING SHOTS WERE FIRED IN THE VICINITY OF THE HELICOPTER.
- iv. AT THIS TIME OF THE YEAR, FOG FILLS UP THE VALLEYS IN THE REGION FROM ABOUT 10.30 MOST NIGHTS, TO 10 O'CLOCK IN THE MORNING. AS A CONSEQUENCE, EARLY MORNING DEPARTURES ARE A RARE PHENOMENON.

CONCLUSION

25. HAVING VISITED KABALE AND SURVEYED THE ENTIRE BORDER REGION BY HELICOPTER, I AM LED TO CONCLUDE THAT:

- A. BY DAY, AND IN VFR CONDITIONS, THE CANADIAN HELICOPTERS LIMITED COMPONENT IN KABALE IS CAPABLE OF ACCOMPLISHING ALL THE TASKS FOR WHICH IT WAS CONTRACTED.
- B. BY NIGHT, GIVEN THAT (i) A SUITABLE ALTERNATIVE LANDING SITE IS LOCATED, THAT (ii) IT IS EQUIPPED WITH HELIPAD LIGHTING AND A NON-DIRECTIONAL BEACON, AND THAT (iii) SOME WEATHER FORECASTING WAS PROVIDED, 7/24 MEDEVAC/CASEVAC CAPABILITY CAN BE ESTABLISHED.

08/24

UN RESTRICTED

- C. BY NIGHT, EVEN IF THE ABOVE FACILITIES WERE PUT IN PLACE, IT IS VERY DOUBTFUL THAT NIGHT BORDER RECONNAISSANCE COULD BE ACCOMPLISHED SAFELY, AND IN ACCORDANCE WITH ICAO REGULATIONS, PARTICULARLY WITH REGARD TO IFR FLIGHT IN MOUNTAINOUS TERRAIN (ANNEX 2 OF ICAO RULES OF THE AIR).

P9/24

ANNEX 1

- AIRCRAFT SPECIFICATIONS

	YES	NO	N/R
1. General:			
a. Turbine powered	<u>X</u>	---	---
b. Twin engine	<u>X</u>	---	---
c. C of A as per ICAO Annex 8	<u>X</u>	---	---
2. Performance:			
a. Service ceiling 10,000 ft ASL	<u>X</u>	---	---
b. CASEVAC/MEDEVAC	<u>X</u>	---	---
i) Day/night capable	<u>X</u>	---	---
ii) 7/24 capable	<u>X</u>	---	---
iii) IFR capable	<u>X</u>	---	---
iv) Rescue hoist	<u>X</u>	---	---
v) 2 litters + 2 attendant(s)	<u>X</u>	---	---
c. Logistics Re-supply			
i) Day/VMC	<u>X</u>	---	---
ii) Internal loads min 2000 kgs	<u>X</u>	---	---
iii) External loads min 2000 kgs	<u>X</u>	---	---
d. VIP/PAX flights min ten (10) pax	<u>X</u>	---	---
e. Night equipped as per ICAO Annex 6, Part III, Art 4.7	<u>X</u>	---	---
f. IFR equipped as per C of A and as per ICAO Annex 6, Part III, Arts. 4.6 & 5.2	<u>X</u>	---	---
g. High/Hot/Heavy ops capable	<u>X</u>	---	---
h. Aircraft maintained in worthy condition as per manufacturer's specs and as per ICAO Annex 6, Part III, Chap. 8	<u>X</u>	---	---
j. FLIR mission capable day/night and under IMC on a 7/24 basis	<u>X (2)</u>	---	---

p 10/24

AIRCRAFT SPECIFICATIONS (continued)

	YES	NO	N/R
3. Configurations: Bid must confirm that the aircraft is/are capable of the following configurations:			
a. Passenger. Fitted with removable seats for a minimum of ten (10) pax with seat for each pax with 9G seat-belts.	<u>X</u>	<u>—</u>	<u>—</u>
b. Cargo. For internal cargo with proper tie-downs and straps and for external loads with cargo hook, slings and cargo nets.	<u>X</u> (Straps)	<u>—</u>	<u>—</u>
c. CAS/MEDEVAC. With hoist and removable litter kits for a minimum of <u>2</u> litter cases plus seating for <u>2</u> med attendants and med eqpt.	<u>X</u>	<u>—</u>	<u>—</u>
d. Patrol/Reconnaissance. With cockpit installed FLIR for patrol/reconnaissance missions day or night, under IMC and on 7/24 basis.	<u>X</u> (Cabin Installed)	<u>—</u>	<u>—</u>
4. Equipment: Bid must confirm that the aircraft is equipped with;			
- IFR Instrumentation	<u>X</u>	<u>—</u>	<u>—</u>
- Global Positioning System(GPS)	<u>X</u>	<u>—</u>	<u>—</u>
- Weather Radar	<u>X</u> (2 A/C)	<u>—</u>	<u>—</u>
- Forward Looking Infra-red(FLIR)	<u>X</u> (2)	<u>—</u>	<u>—</u>
- Radar Altimeter(RADALT)	<u>X</u>	<u>—</u>	<u>—</u>
- Transponder	<u>X</u>	<u>—</u>	<u>—</u>
- Internal comms to cabin	<u>X</u>	<u>—</u>	<u>—</u>
- min of <u>10</u> seats c/w seat-belts	<u>X</u>	<u>—</u>	<u>—</u>
- Litter kits for <u>2</u> cases	<u>X</u>	<u>—</u>	<u>—</u>
- Rescue hoist, each helo with A kit, (one hoist for the 3 helos)	<u>X</u>	<u>—</u>	<u>—</u>
- Cargo hook c/w cargo eqpt	<u>X</u>	<u>—</u>	<u>—</u>
- VHF AM&FM and HF comms	<u>X</u>	<u>—</u>	<u>—</u>
- Impact activated ELT	<u>X</u>	<u>—</u>	<u>—</u>
- Fire extinguisher(s)	<u>X</u>	<u>—</u>	<u>—</u>
- First Aid kit(s)	<u>X</u>	<u>—</u>	<u>—</u>

011/24

AIRCRAFT SPECIFICATIONS (continued)

4. Equipment, (continued)

- FDR (for helos over 7 mm in size)
- CVR (c/w RRPM parameter)
- Appropriate survival kits
- Egress instrs and eqpt
- Pax briefing cards(Eng/_____)
- Aircraft tie-downs and covers
- Pop-up floats & life jackets
- Directional Landing Light

YES NO N/R

---	X	---
X	X	---
---	---	---
X	---	---
---	---	---
X	X	---
---	---	---

5. Aircraft Painting, Bid must confirm aircraft will be painted and marked as per the specs included in the ITB.

X	---	---
---	-----	-----

PART III - PERSONNEL REQUIREMENTS

6. General Requirements.

- a. The bid must specify the no. and job title of all personnel assigned to the project.

---	---	---
-----	-----	-----

- b. The bid must appoint a site manager or company agent in charge of the project.

X	---	---
---	-----	-----

- c. The no. and qualifications of the assigned personnel must be sufficient to accomplish the stated mission.

--- X (3 more pilots required for night-ops)

7. Specific Requirements.

- a. All pilots shall be licensed as per ICAO Annex 1

X	---	---
---	-----	-----

- b. All pilots shall be qualified and current for night and IFR ops as per ICAO Annex 1, Chap 2.

X	---	---
---	-----	-----

P 12/24

PERSONNEL REQUIREMENTS (continued)

7. Specific Requirements. (continued)

- | | | | |
|---|---|---|---|
| c. All aircraft maintenance personnel shall be licensed as per ICAO Annex 1, Chap 4. | X | | |
| d. Assigned personnel shall be assessed as medically fit as per ICAO Annex 1, Chap 6. | <u>X</u> | — | — |
| e. At least one cockpit crew member per aircraft shall be versed in "aeronautical" English. | <u>X</u> | — | — |
| f. All assigned personnel will be suitably attired at all times. | <u>X</u> | — | — |
| g. All pilots will be High/Hot Heavy and mountain flying qualified and proficient. | (Sec. Annex E of Report) | — | — |
| h. At least one pilot per crew will be FLIR qualified and current. | <u>X</u> (Avionics Engineer only qualified on FLIR) | — | — |
| i. Aircrew and cabin crew will be qualified and current on the use of the rescue hoist. | <u>X</u> (See Report) | — | — |

SENT BY:

5- 6-04 : 17:03 :

LN HQ NY FOD-

12129633090: 5

Pa- 6- 5 : 12:47 UNOMUR KABALE

UNOMUR RADIO ROOM: #14

673 2/2 p 14/24

ANNEX C



CANADIAN HELICOPTERS LTD

Canadian Helicopters

TO: Col. D. P. P. C. M. O. DATE: MAY 05/94

FROM: UNOMUR

CITY: KABALE

FROM: KEN STEELE CANADIAN HELICOPTERS

COL. AZRAT

AS OF TODAY'S DATE ALL 3 OF THE HELICOPTERS AT KABALE ARE TO REMAIN ON THE GROUND. THE REASON FOR THIS IS THAT PARTS THAT ARE REQUIRED HAVE NOT ARRIVED AT KABALE. TO FURTHER EXPLAIN, THE PARTS THAT ARE TO BE CHANGED ARE NOT UNDERWAY BUT THE TIME/LIFE OF THESE PARTS HAS EXPIRED. THIS REQUIRES REPLACING. THIS IS THE CASE FOR 2 OF THE HELICOPTERS AND THE REMAINING ONE IS NOT FLYABLE DUE TO A DEFECTIVE PART THAT REQUIRES REPLACING. THE LATEST INFO I HAVE REGARDING THE PARTS IS THAT THEY WILL ARRIVE SAT. MAY 7/94. WORK WILL BEGIN AT ONCE TO HAVE THE AIRCRAFT BACK FLYING. I REGRET VERY MUCH THAT THIS HAS OCCURRED AND WILL DO EVERYTHING IN MY POWER TO HAVE THE AIRCRAFT FLYING AS SOON AS POSSIBLE.

C.C. WKS GOVERNOR

S.A.O.

Yours Truly

UNITED NATIONS OBSERVER MISSION
UGANDA/RWANDA
UNOMUR

P15/24
LOG
JH

ANNEX D

OUTGOING FAX NO: 451
DATE: 25 March 1994

MISC 412

MAR 25 08:00

TO: C. DE LISO, OIC UNAMIR, KIGALI	FROM: NILS I. GOERANSSON SAO, UNOMUR
ATT: MR STEFAN SETIAN, CGSO FAX: 07-84265	FAX NO: 256-486-23816 TEL NO: 256-486-23165
INFO:	DRAFTED BY: N.I.G FILE: ADM/FIRE EXTIN.
No. PAGES: 1	
SUBJECT: FIRE EXTINGUISHERS	

1. PLEASE ADVISE THE AVAILABILITIES OF THE FIRE EXTINGUISHERS IN YOUR LOCATION.

2. WITH THE ARRIVAL OF THE HELICOPTERS THERE IS A NEED FOR LARGE SIZE POWDER TYPE EXTINGUISHERS AS WELL AS CO2 OR HALON TYPE EXTINGUISHERS.

3. 2 EA. DRY POWDER 10KG
2 EA. DRY POWDER 5KG
4 EA. HALON/CO2 5KG
2 EA. HALON/CO2 2KG

THE CAPACITY OF THE EXTINGUISHERS MAY BE LARGER, BUT NOT SMALLER. REGARDING THE HALON TYPE THE NEAREST SIZE IS ACCEPTABLE.

4. YOUR URGENT ATTENTION WOULD BE APPRECIATED.

BEST REGARDS

194- 6- 2 : 10:31 :
PHONE No. : 254622668

From: UNAMIR Nairobi

PHONE No. : 254622668

Jun. 02 1994 1:35PM P16

P16/24

Log

ANNEX D

UNITED NATIONS OBSERVER MISSION
UGANDA/RWANDA
UNOMUR

18 MAR 28

08:48

OUTGOING FAX NO: #644
DATE: 28 March 1994

TO: C. DE LISO, OIC UNAMIR, KIGALI	FROM: NILS I. GOERANSSON SAO, UNOMUR
ATT: STEPHAN SETIAN, CGSO FAX: 07-84265	FAX NO: 256-486-23816 TEL NO: 256-486-23165
INFO:	DRAFTED BY:
	FILE:
No. PAGES: 1 <i>Misc 425</i>	
SUBJECT: FIRE EXTINGUISHERS/FIRST AID KITS	

REF. OUR FAX 451, MISC 412 DATED 25.03.94.

1. IN ADDITIONS TO REQUESTED EXTINGUISHERS THERE IS A NEED FOR 2 OF A LARGER SIZE FOR THE FUEL SHED AND HELIPAD. WHAT IS NEEDED IS:- 2 DRY POWDER 20KG - 25KG.
2. PLEASE ADVISE AVAILABILITY OF FIRST AID KITS. THESE WILL BE USED IN OP'S, WORKSHOP AND OFFICES.
3. THERE IS ALSO A REQUIREMENT FOR "FIRE BLANKETS" IN ALL OUR DIFFICULT LOCATIONS. OUR IMMEDIATE NEED IS FOR 6 BLANKETS. FURTHER REQUIREMENTS WILL BE FORWARDED.
4. THERE IS ALSO A NEED FOR ADDITIONAL DRY POWDER AND SMALL SIZE HALON EXTINGUISHERS. I WILL REVERT ON THIS MATTER LATER.

BEST REGARDS

From: UNAMIR Nairobi

PHONE No. : 254622668

Jun. 02 1994 1:36PM P17

P 17/24

ANNEX E

PILOT INFO SHEET

Name: STAN BINNS

Birthdate: 10/10/38

License #: D105647

License Type: COMMERCIAL

Position: PILOT

Endorsements: HH12, BH47, BH 204/WS BH 206 BH 212 BH 222
RH 22

Total Hours: 9777

R/W Hours: 9763

Night Flying: 10.5

IFR (Cloud Time): 21.8

From: UNAMIR nairobi

PHONE No. : 254622668

Jun. 02 1994 1:36PM P18

P18/24

PILOT INFO SHEET

Name: Scott Morton

Birthdate: 171250

License #: H126715- 1A126715-

License Type: ATP(RW) ATP(FW)

Position: IFR capt.

Endorsements: DH04 DH06 BH12 SKG1 /
L-188 & N511

Total Hours: 9500

R/W Hours: 2900

Night Flying: 900

IFR (Cloud Time): 800

From: UNAMIR nirobi

PHONE No. : 254622668

Jun. 02 1994 1:36PM P19

P19/24

PILOT INFO SHEET

Name: WILLIAM F. CARINE

Birthdate: APR 6/88

License #: H259052

License Type: AIRLINE TRANSPORT

Position: IFR TRAINING CAPT.

Endorsements: BH47, BH206, BH205, BH212
HU500, SK76, NIGHT, IFR

Total Hours: 8000

R/W Hours: 6000

Night Flying: 250

IFR (Cloud Time): 1800

P 20/24

PILOT INFO SHEET

Name: KEN J. STERLE.

Birthdate: MAY 12/56

License #: H 201039

License Type: COMMERCIAL HELICOPTER AIRLINE TRANSPORT RATING

Position: CAPT. IFR.

Endorsements: BELL 47, BELL 206 BELL 212 / SIKORSKY S-61 S76
AEROSPATIALE AS 350 / AS 332 / MBB-105

Total Hours: 9420 HRS

R/W Hours: 9420 HRS.

Night Flying: 790 HRS.

IFR (Cloud Time): 2800 HRS.

P 21/24

PILOT INFO SHEET

Name: *MURRAY CHESLUK*Birthdate: *DEC 3/54*License #: *D 230065*License Type: *COMMERCIAL*Position: *VFR CAPTAIN / IFR CO-PILOT*Endorsements: *DA 47, BA 04, BN 212, HUSO, HUSO, ASSIC, EX 28,
NIGHT, IFR*Total Hours: *6800*R/W Hours: *6800*Night Flying: *250*IFR (Cloud Time): *0* *Had 50 hrs* *Simulator 90*

P22/24

PILOT INFO SHEET

Name: Andri Harasym

Birthdate: 25 Feb 63

License #: D 358851

License Type: Comercial Helicopter

Position: First Officer

Endorsements: R22, B206, B212

Total Hours: 647.1

R/W Hours: 627.1

Night Flying: 1.1

IFR (Cloud Time): 46.3

Jun. 02 1994 1:38PM P23

Q 23/1...

PILOT INFO SHEET

Name: STEPHEN HOWE

Birthdate: 15/05/59

License #: D222981

License Type: COMMERCIAL HELICOPTER

Position: F/O

Endorsements: 8/147, H130, 2/100, 5354, 6/112

Total Hours: 3120

R/W Hours: 1450

Night Flying: 100

DATE (CLASS TIME): 7/

024/24

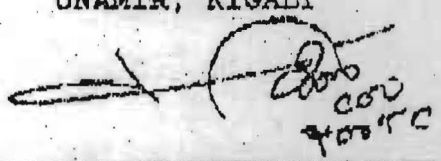
KyF 881 MIR 1046
KMF 963 MIR 738

UNAMIR FORCE HQ
OUTGOING FACSIMILE

UNAMIR

17 MAY 28 19 1994

28 MAY 1994

TO: MR DANIS BEISSEL ACTING DIRECTOR, FOD/DPKO UNHQ, NEW YORK	FROM: MAJ GEN R A DALLAIRE FORCE COMMANDER UNAMIR, KIGALI
ATTN: WALDRUM, SAVARD, BARIL DEPUTY	
FAX: 001 (212) 963 0664	FAX: 001 (212) 963 3090
INFO: A H GOLO CAO, UNAMIR, NAIROBI, FAX: 254-2-622-668 MR ROGER LAMBO, AIR OPERATIONS SPECIALIST, NAIROBI UNOMUR : FAX (256)486-23816	
SUBJECT: COMMENTS ON MR ROGER LAMBO'S REPORT ON THE CANADIAN HELICOPTER LTD. OPERATION IN UNOMUR, KABALE, UGANDA	
NUMBER OF PAGES, INCLUDING THIS COVER: ONE	

REFERENCE: CAO UNAMIR FAX MSG NO. 557, MIR NO. NAI-199, MISC NO
3119 DATED 22 MAY 94.

1. AFTER STUDYING THE REPORT OF MR ROGER LAMBO ON THE CANADIAN HELICOPTER LTD. OPERATION IN UNOMUR, KABALE, WE FULLY AGREE WITH HIS FINDINGS. NIGHT OPERATION BY HELICOPTER IN THAT REGION WILL NOT ONLY BE EXTREMELY DIFFICULT, BUT ALSO POSE DANGEROUS THREAT TO FLIGHT SAFETY. IT SHOULD ALSO BE REMEMBERED THAT THE PLACE FROM WHERE THE PATIENT WILL BE PICKED UP IN A MEDEVAC MISSION SHOULD ALSO HAVE THE PROPER LIGHTING AND LANDING FACILITIES. OTHERWISE EVEN IF THE FACILITIES, MENTIONED IN THE REPORT, ARE MADE AVAILABLE AT KABALE, NIGHT OPERATION BY HELICOPTER WILL SURELY FACE PROBLEM. FOR RECONNAISSANCE MISSION AT NIGHT THE HELICOPTER WILL HAVE TO MAINTAIN THE SAFETY ALTITUDE REGULATION OF ICAO, WHICH WILL BE ABOUT 11400 FEET (WHERE THE HEIGHT OF THE MOUNTAIN IS 9000 FEET) AND IS BEYOND THE SERVICE CEILING OF THIS HELICOPTERS.
2. IN VIEW OF THE ABOVE WE RECOMMEND TO AVOID NIGHT OPERATION BY HELICOPTER IN THAT MOUNTAINOUS AREA FROM KABALE, UNOMUR.
3. REGARDS.

