

TROPIC HELICOPTERS LTD
(CERTIFICATE OF INCORPORATION NO. 155788798)

TANZANIAN BUSINESS PLAN



Version 1.0

April 2022

1. EXECUTIVE SUMMARY	3
<hr/>	
1.1 INTRODUCTION	3
1.2 COMPANY	3
1.3 EXPERIENCE & KEY PERSONNEL	3
1.4 BUSINESS LINES	3
1.5 FINANCIALS	5
2. BUSINESS LINES	6
<hr/>	
2.1 INTRODUCTION	6
2.2 OPERATIONS BASE	6
2.3 STAFFING	7
2.3.1 KEY POST HOLDERS	7
2.3.2 SUPPORT STAFF	7
2.4 METHOD STATEMENT	8
2.4.1 YEAR ONE	8
2.4.2 YEAR TWO – YEAR FOUR	8
2.4.3 YEAR FIVE	8
2.4.4 NOTES	8
3.KEY PERSONNEL	9
<hr/>	
4.BUSINESS LINES	11
<hr/>	
4.1 TOURISM & HUNTING	11
4.2 SEARCH & RESCUE (SAR) AND CASUALTY EVACUATION (CASEVAC)	11
4.3 HUMANITARIAN AID & DISASTER RELIEF OPERATIONS	12
4.4 AERIAL SURVEY	12
4.5 MINING, OIL & GAS OPERATIONS	12
4.6 AERIAL FILMING & PHOTOGRAPHY	12
4.7 WILDLIFE & CONSERVATION	13
4.8 EXTERNAL LOAD OPERATIONS	13
4.9 VIP TRANSPORTATION	13
4.10 HIGH VALUE ASSET TRANSPORTATION	13
4.11 AIRCRAFT ENGINEERING & MAINTENANCE	13
5.RISKS	ERROR! BOOKMARK NOT DEFINED.
<hr/>	
6.FINANCIALS	15
<hr/>	
7.APPENDIX	18
<hr/>	

1. EXECUTIVE SUMMARY

1.1 Introduction

Tropic Helicopters Ltd is a newly registered Tanzanian company that has been established to address the growing need for a locally based helicopter service. Tanzania presently lacks a dedicated helicopter provider with services currently supplied by Kenyan or foreign based companies. With the establishment of an operating base in the Arusha/Kilimanjaro region, Tropic Helicopters Ltd will gain a geographical advantage by providing an in-country solution across a diversity of industries thereby significantly limiting competition from foreign operators.

1.2 Company

Tropic Helicopters Ltd has been legally incorporated in The Republic of Tanzania. The company is actively seeking an Air Service License (ASL) and Air Operators Certificate (AOC) to meet the Tanzania Civil Aviation Authority (TCAA) licensing requirements and begin operations.

1.3 Experience & Key Personnel

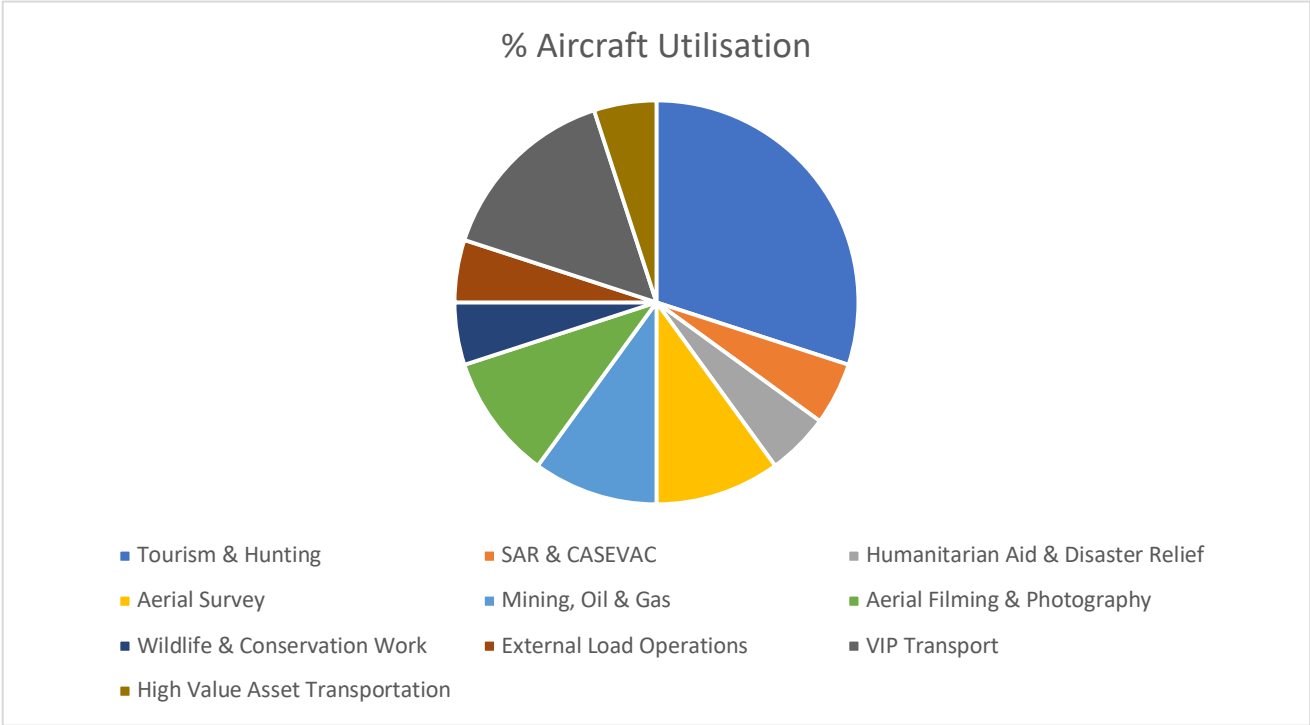
Tropic Helicopters Ltd.'s most valuable asset will be its staff. They will be led by the founders, James David Roberts and Benjamin John Simpson who together established Tropic Air Helicopters Kenya Ltd, a highly regarded East African operator established in 1990 with helicopter operations commencing in 2001. The company currently operates a fleet of six Airbus helicopters, holds a Kenyan Air Service Licence, Air Operators Certificate and an Air Maintenance Organisation.

1.4 Business Lines

Tropic Helicopters Ltd will deliver solutions to a diverse range of business sectors by offering a variety of helicopter services including:

1. Tourism & Hunting
2. Search & Rescue and Casualty Evacuation (CASEVAC) Services
3. Humanitarian Aid & Disaster Relief Services
4. Aerial Survey
5. Mining, Oil & Gas Operations
6. Aerial Filming & Photography
7. Wildlife & Conservation
8. External Load Operations
9. VIP Transport
10. High Value Asset Transportation
11. Aircraft Engineering & Maintenance

BY SEGMENT	% AIRCRAFT UTILISATION
<i>Tourism & Hunting</i>	30%
<i>SAR & CASEVAC</i>	5%
<i>Humanitarian Aid & Disaster Relief</i>	5%
<i>Aerial Survey</i>	10%
<i>Mining, Oil & Gas Operations</i>	10%
<i>Aerial Filming & Photography</i>	10%
<i>Wildlife & Conservation Work</i>	5%
<i>External Load Operations</i>	5%
<i>VIP Transport</i>	15%
<i>High Value Asset Transportation</i>	5%
TOTAL	100%



1.5 Financials

The plan assumes the lease of 1x Airbus Helicopter H125 or H130 at inception and a second leased aircraft to follow 18 months from inception. Both helicopters will be delivered fully equipped as per company specifications. It is the assumption that 5 years subsequent to inception, Tropic Helicopters Ltd will seek a USD loan, within the Tanzanian banking system, to purchase a third aircraft to the fleet.

		Yr1	Yr2	Yr3	Yr4	Yr5	Yr6	Yr7	Total
Hours flown		300	600	800	1000	1000	1500	1800	7,000
(USD'000)									
Income									
Tourism & Hunting	30%	248	520	728	955	1,003	1,579	1,990	7,022
SAR & Casevac	5%	41	87	121	159	167	263	332	1,170
Hunanitary Aid / Disaster Relief	5%	41	87	121	159	167	263	332	1,170
Aerial Survey	10%	83	173	243	318	334	526	663	2,341
Mining, Oil & Gas Operations	10%	83	173	243	318	334	526	663	2,341
Aerial Film & Photography	10%	83	173	243	318	334	526	663	2,341
Wildlife Conservation Work	5%	41	87	121	159	167	263	332	1,170
External Load Operations	5%	41	87	121	159	167	263	332	1,170
VIP Transport	15%	124	260	364	478	501	790	995	3,511
High Value Asset Transportation	5%	41	87	121	159	167	263	332	1,170
TOTAL INCOME		825	1,733	2,426	3,183	3,343	5,265	6,633	23,407
Operating costs	90% of Income	915	1,731	2,312	2,918	2,983	4,507	5,507	20,873
Overheads	1.3% of income	21	21	21	21	21	21	21	150
BankLoan interest							236	191	
Bank Loan principal							503	547	-
EBITDA	3.8% of Income	-112	-20	92	244	339	-3	366	907

2. BUSINESS LINES

2.1 Introduction

Tanzania is a diverse country with specific environmental demands. The high slopes of Mt Kilimanjaro and hot temperatures common throughout East Africa require a helicopter with high performance capability. Selection of the correct aircraft is paramount to the company's operational success. Tropic Helicopters Ltd have identified the Airbus H125 and Airbus H130 as being the most suitable single engine helicopters to meet the requirements for sustained operations in Tanzania. Both types offer unsurpassed performance in the "hot & high" environment which is particularly relevant to Tanzania.

An arrangement for the lease of aircraft as opposed to outright purchase is viewed as paramount to the success of Tropic Helicopters Ltd. As such the directors of Tropic Helicopters Ltd have enjoyed a long-term leasing relationship with JAB Rotors (Jersey). The directors of JAB have agreed to supply new aircraft to the company on a lease basis. This will significantly reduce company exposure whilst mitigating risk and high costs of purchasing an aircraft outright.

It is assumed that after five years of in-country operational experience proof of concept will have been achieved and the company balance sheet will indicate sufficient profitable performance to secure a USD loan for the purchase of a third aircraft through a prominent Tanzanian bank.

2.2 Operations Base

Tropic Helicopters Ltd has identified Dolly Estate as an ideal location for the establishment of a helicopter operations base. Company directors are in the early stages of securing a lease agreement on private land with the intention to erect an aircraft hangar for 2 helicopters complete with workshops, bonded stores and offices in a bespoke facility.



2.3 Staffing

Tropic Helicopters Ltd intend to create a wholly Tanzanian company from the ground up. This naturally begins with the hire and training of Tanzanian citizens. Whilst the company intends to create an opportunity for the recruitment of Tanzanian helicopter pilots, the number of suitably qualified individuals is considered extremely low at this time. As such it is expected that for the first three years of operation, the company will employ foreign pilots. However, it is anticipated that over this period, the company will make significant gains in the Tanzanian market and with the development of an in-house training program will attract the attention of Tanzanian pilots, most likely with a military background.

In order to qualify for an AOC, aviation companies are required to undergo a 5 Phase certification process. This process entails the assignment of individuals to duties of key post holder positions.

2.3.1 Key Post Holders

- 1) Accountable Manager
- 2) Head of Operations
- 3) Director of Safety
- 4) Chief Pilot
- 5) Head of Maintenance

2.3.2 Support Staff

- 1) Operations Assistant/Dispatcher
- 2) Technicians
- 3) Ground Handlers

Tropic Helicopters Ltd will endeavour to fill these positions with locally employed Tanzanian staff.

2.4 Method Statement

2.4.1 Year One

- Lease of 1 x Airbus Helicopter
- Construction of hangar and offices
- Employment of 2 x Pilots, 1 x Operations Manager, 1 x Technician, 1 x Ground Handling Staff, 1 x Cleaner

2.4.2 Year Two – Year Four

- Lease of 2 x Airbus Helicopters
- Employment of 3 x Pilots, 2 Operations Staff, 1x Engineer, 1 x Technician, 2 x Ground Handling Staff, 1 x – Cleaner
- Purchase of aircraft tooling and development of workshops.

2.4.3 Year Five

- Lease of 2 x Airbus Helicopters
- Purchase of 1 x Airbus Helicopter via bank loan
- Establishment of a company AMO.
- Employment of 3 x Pilots, 2 Operations Staff, 1x Engineer, 1 x Technician, 2 x Ground Handling Staff, 1 x Cleaner

2.4.4 Notes

- 1) *Fixed costs will be kept to a minimum via the outsourcing of accounting services by PKF a professional Tanzanian based firm.*
- 2) *Maintenance work will be contracted to Tropic Air Kenya Ltd which is considered the best service facility in East Africa. Competitive rates will be negotiated. From year 5 aircraft maintenance requirements will be fulfilled in-house.*
- 3) *In some cases, Post Holderships will be filled by suitably qualified individuals acting on behalf of the company*

3.KEY PERSONNEL

Tropic Helicopters Ltd most valuable asset will be its staff. Starting with its founders, James D Roberts and Benjamin J Simpson, who led the establishment of Tropic Air Kenya's helicopter division, one of the most successful operations in East Africa.

Tropic Helicopters Ltd will only hire pilots with extensive experience in similar aircraft types and with significant number of hours flying across remote areas of the African continent. Constant professional skill development and pilot training will be a fundamental part of Tropic Helicopters Ltd operations. Salaries paid to pilots will be competitive and incentive schemes will be developed to ensure pilot's commit to providing the highest quality professional service and ensure that the aircraft are being handled correctly to protect the investment. Customer satisfaction surveys will be run on a regular basis to assess the delivery of services and to identify areas with potential for improvement.

James D. Roberts – Managing Director

Born in Kenya, East Africa on the shores of lake Baringo, Jamie enjoyed a childhood surrounded by nature and appreciating all the wilderness has to offer. Jamie began his aviation career as an assistant technician with an aerial spraying operation at the age of 16 and qualified as a pilot soon after.

In 1990 Jamie established Tropic Air Kenya Ltd offering fixed-wing charter services. In 2001 he expanded operations to include helicopters and began the development of the Tropic Air AMO. Today, Tropic Air Kenya Ltd operates 6 x Fixed-Wing Aircraft, 6 x Helicopters and employs 75 personnel and holds an ASL, AOC & AMO. The company is well known for their professional approach to aviation and aviation safety and is widely considered to be a benchmark within the industry.

Jamie is an active helicopter pilot with over 4000 hours experience.

Benjamin J. Simpson – Company Director, Accountable Manager

Ben Simpson was born in the U.K. and grew up in Hong Kong. He initiated his aviation career at the age of seventeen becoming a keen paraglider pilot. He trained professionally in the U.S.A. as an airplane pilot in 1994. He obtained FAA ratings as a Commercial Pilot, Multi-Engine Instrument Aeroplanes as well as a Certified Flight Instructor and Instrument Instructor. From that year Mr. Simpson worked professionally as an airplane pilot in Africa accumulating a total of 6,500 hours in a variety of airplane types.

*In 2002 he qualified as a Commercial Helicopter Pilot in Mauna Loa Helicopters, Hawaii, U.S.A. In 2004 he was promoted as Director of the Helicopter division of Tropic Air Kenya Ltd, which was started with a Eurocopter EC130 helicopter. He successfully developed the operations and sales department and grew the division to a total of six helicopters totalling yearly revenues of **US\$9 Million per annum**. During this time, he developed strong partnerships with tourism, aid, film, survey and transport operators and Tropic Air Kenya Ltd became a reference in the industry.*

Ben is an active helicopter pilot with over 7000 hours experience.

Anders R. Payne – Chief Pilot

Andy was born and raised in Zimbabwe. He was introduced to the outdoors at an early age. After completing high school, he began a career in the safari world as a guide. Since the formative years spent in the Zambesi Valley, Andy has guided private groups throughout most of the continent. He began his flying career in a microlight aircraft in Tanzania whilst coordinating conservation efforts on a private conservancy. Shortly after Andy moved to the USA and obtained his helicopter commercial licence and gained valuable experience flying in the Rocky Mountains. Since returning to East Africa he has been involved in a variety of helicopter missions including wildlife darting and translocation, CASEVAC, firefighting, heli-tourism and documentary film making.

Andy is an active pilot with over 4500 hours of experience much of which was gained in Tanzania.

Timothy M. Flowers – Training Captain & Head of Safety

Timmy Flowers was born in Kampala Uganda and completed his education in Kenya and the United Kingdom. Timmy spent 4 years based out of the Middle East as a Sales Engineer for a global power generation rental company.

He qualified as a Commercial Helicopter Pilot in 2011 after completing training in New Zealand. In 2012 he converted his NZCAA licence to the East African equivalent in Tanzania and Kenya before joining a Nairobi based operator undertaking onshore Oil & Gas exploration in the region. In 2014 he joined Tropic Air Kenya Ltd as a line pilot and became the company Training Captain in 2015 where he developed the companies training programs for all line pilots. In 2019 Timmy was promoted to the position of Chief Pilot. Timmy will be a fundamental part of the recruitment and training of future Tanzanian pilots.

Timmy is an active helicopter pilot with over 3500 hours experience.

Kevin Powell – Helicopter Engineer

Kevin was born and grew up in Nanyuki Kenya and joined Tropic Air Kenya Ltd in 2008 as an aircraft technician. Over a period of 10 years Kevin apprenticed under highly qualified foreign engineers and completed training courses at Airbus in France.

In 2016 Kevin qualified as a licenced engineer and was promoted to Director of maintenance in 2020. Kevin will be responsible for the maintenance of Tanzanian registered helicopters and the training of Tanzanian engineers. His mentorship will be paramount in the development of Tanzanian engineering staff until such time they are suitably qualified to maintain and manage all aircraft engineering requirements in Tanzania.

4. BUSINESS LINES

4.1 Tourism & Hunting

Tanzania is blessed with unique and diverse geographical features flora & fauna. From the glaciers of Mt. Kilimanjaro to the desert lakes of the rift valley, the country has much to offer international visitors. Helicopters provide an unequalled level of access to the country's most remote camps, lodges and special features and are widely used throughout the world adding value to a visitor's experience.

According to a recent survey, approximately 1.5 million tourists visited Tanzania in 2019. In that year the Tanzanian tourism industry generated over US\$ 2.5 billion. These figures provide a valuable insight to the upward trend of tourism in Tanzania and the opportunities for Tourism related ventures. Whilst only a small proportion of all tourists use helicopter services, in absolute terms the number of high-end tourism clients is growing rapidly. Tropic Helicopters Ltd calculates the current tourism market for helicopter services in Tanzania to be approximately **US\$ 5,000,000 per annum**.

Tanzania has over 130 hunting concessions covering a land mass in excess of 200,000 km² that are leased to hunting outfitters licensed to conduct tourist hunting. More than 60 species can be hunted on a tourist-hunting license. Tourist hunting plays an important role in the majority of these areas, as many of them are unsuitable for other forms of eco-tourism. They are either too remote or do not support highly visible wildlife populations. Hunters are generally high net worth individuals fulfilling a passion to hunt dangerous game in remote and challenging African locations. Helicopters are often required to provide standby CASEVAC capability and logistics in support of these endeavours.

4.2 Search & Rescue (SAR) and Casualty Evacuation (CASEVAC)

Helicopters are vital tools in Search & Rescue operations through their unique ability to fly slowly and land at almost any location. Whilst this will have a wide-ranging appeal across the region, Tropic Air Helicopters Ltd have identified a specific requirement to streamline a Rescue service for Mt. Kilimanjaro.

It is estimated that in excess of 35,000 people climb Mt. Kilimanjaro each year with only 60% of those visitors reaching the summit. Due to the extreme altitude, this activity carries significant risk with an average of 10 deaths per year primarily attributed to altitude related illness such as High-Altitude Cerebral Edema (HACE) and High-Altitude Pulmonary Edema. In both cases, the response requires an immediate descent to lower elevations and a centre of care. This is best achieved through utilisation of a helicopter. With the establishment of Helicopter Landing Sites along prominent routes, Tropic Helicopters Ltd will mitigate the risk to local and foreign visitors by providing a rapid response service to emergency callouts. Existing service is current provided exclusively by operators based in neighbouring Kenya who encounter significant delays or an inability to respond to callouts.

Tropic Helicopters Ltd will create a registration portal by which hikers and climbers of Mt. Kilimanjaro will be able to provide their relevant bio data and insurance/payment method into a centralised system including dates of travel on the mountain. A unique code will be issued allowing Tropic Helicopters Ltd to expedite our response to urgent rescue requests. The same system may be expanded upon to provide the same services throughout the region.

4.3 Humanitarian Aid & Disaster Relief Operations

The aid segment is typically counter-cyclical to tourism. During natural catastrophes, or social unrest, tourism operations tend to subside. It is during these times that aid agencies are most active, having to mobilise personnel to and from affected areas, and to distribute equipment and supplies on short notice. With the helicopters ability to land almost anywhere and with the capability to deliver supplies to remote locations makes it an essential tool in the distribution of relief aid.

Tanzania like all countries is exposed to the hazardous effect of natural disasters. Floods, earthquakes and bushfires carry specific national risk. With the provision of experienced aircrew and mission specific equipment, Tropic Helicopters Ltd will provide a professional and efficient response in support of the authority's crisis management.

4.4 Aerial Survey

A market opportunity has been identified in Tanzania for aerial survey. Mining, oil & gas, powerline, pipeline and other elements of infrastructure all require unique surveys to be conducted at some stage of their development and/or maintenance. Surveys such as LiDar, Aeromagnetic, Aerogravity and thermal imaging all require specialised equipment with helicopters being the primary platform utilised for data capture, offering price competitive solutions to alternative methods

With an increase in demand for global commodities and the planned development of Tanzanian infrastructure Tropic Helicopters Ltd will be well placed as a local company to provide professional experience toward the development of this sector.

4.5 Mining, Oil & Gas Operations

The market for helicopter services within this sector is strong in Tanzania. Mining operations are a substantial component of the Tanzanian economy and it is expected that there will be increased demand for helicopter aerial work and high value asset transportation. A number of Oil & Gas infrastructure projects including central processing facilities and pipeline construction are already in development within Tanzania and additional projects are in their planning stages.

Tropic Helicopters Ltd, with experience and understanding of the stringent compliancy standards required to operate within this industry, will be ideally positioned as a Tanzanian company to offer competitive value to both upstream and downstream projects specifically onshore operations.

Market opportunities are substantial and have the potential to be in excess of **US\$2,000,000 per annum**.

4.6 Aerial Filming & Photography

Tanzania is a prime destination for the filming and production of wildlife films and documentaries. Since 2006 and the advent of gyro stabilized camera systems, production companies typically budget to include the use of helicopter mounted high-definition camera systems to captures unique aerial perspectives. Modern camera systems such as GSX & Shotover are specifically designed for installation on the types of helicopters that Tropic Helicopters Ltd will operate.

Tropic Helicopters Ltd aerial filming & photography services will provide a high-quality solution to the industry with the resulting productions showcasing Tanzania as a prime destination to a global audience. As a result of the global pandemic, production of wildlife films and documentaries is at an all-time high and the upward trend is expected to continue. Tropic Helicopters Ltd estimates that the Tanzanian aerial filming market opportunity to be approximately **US\$850,000 per annum**.

4.7 Wildlife & Conservation

In 2018 it was reported that approximately 38% of Tanzania's landmass was designated as being terrestrially protected through use as national parks, national monuments, nature reserves, wildlife sanctuaries, protected landscapes and areas managed primarily for sustainable use. This provides Tropic Helicopters Ltd with considerably market opportunity to provide helicopter specific services to this sector. This includes game counts, darting, translocation, aerial patrols, anti-poaching and firefighting. Tropic Helicopters Ltd plans to develop a working relationship with TANAPA, NCAA and the Game Department and privately owned conservancies to provide aerial assets and assistance to meet their requirements.

Tropic Helicopters Ltd estimates the market value in excess of **US\$210,000 per annum**.

4.8 External Load Operations

Provision of this service is a specialised skill which supports a number of sectors previously mentioned. Tropic Helicopters Ltd will operate the Airbus H125 with external load capability up to 1400 kilograms. This capability provides value to many types of operations. Tropic Helicopters Ltd will invest in procurement of the necessary equipment for this operation including long and short lifting lines, manually and remotely operated cargo hooks, cargo nets and an assortment of lifting slings and shackles to cater for a variety of external load tasks.

A market figure cannot be placed on these operations specifically but Tropic Air Helicopters Ltd understand the additional value having this capability will offer clients.

4.9 VIP Transportation

Business executives, international buyers, diplomats & celebrities are frequent visitors to Tanzania and often expect a door-to-door transfer service. With our close proximity to Kilimanjaro International Airport, Tropic Helicopters Ltd is well positioned to cater to VIP requests. The Airbus H125 helicopter is a comfortable five-seater aircraft with superb visibility and sufficient range to reach almost any location in Tanzania directly. There is an increase of high-net-worth individuals globally and it is important that Tanzania develops their services to meet the high expectations of the VIP customer.

4.10 High Value Asset Transportation

This sector relates specifically to the transportation of precious metals, minerals and cash in transit. Mining operations are a substantial component of the Tanzanian economy with mines often located in remote regions where transport of commodities by road over long distances can be considered high risk. Tropic Helicopters Ltd will provide a means for companies to transport up to 500kg of high value assets both safely and efficiently from a secure point of origin to a secure point of delivery.

4.11 Aircraft Engineering & Maintenance

Tropic Helicopters Ltd has the ambition to develop a fully serviced, TCAA approved Aviation Maintenance Organisation within Tanzania. This will involve the training and certification of locally employed technicians. Once operational the AMO will be well placed to provide helicopter engineering services to external aviation operators and develop a Tanzanian based maintenance industry. Initially these services will only be required for Tropic Helicopters Ltd, however we expect competition to appear and the future may provide a number of external clients requiring aviation maintenance.

5. RISK

Type	Risk	Description	THL Mitigation Tactic
External to company			
<i>These are risks that depend to a much greater scale on the regulatory, political and international environment. Tropic Helicopters Ltd has a much smaller degree of control over them.</i>			
Country Risk		Risks associated with the political and social situation of the Republic of Tanzania. They affect different industries to a different degree (e.g. mining, tourism and hunting)	Diversification of income streams has proven a significant risk hedging instrument against country risks
Industry Risk		Risks associated with each of the industries: <u>Tourism</u> - risks associated to perceived security in East Africa and Tanzania; risks associated with health risks in Kenya (e.g. a disease outbreak, etc.) <u>Hunting</u> - risks associated to domestic and international demand; risks linked to regulation; risks association to CITES and import restrictions <u>Filming</u> - risks associated to regulatory barriers to production companies in TZ. <u>Political Travel</u> - risks linked to solvency of TZ government, to political instability and to electoral campaign needs <u>Aid & Rescue</u> - risks associated with tourism. Risks associated with political instability <u>Mining</u> - risks associated to global demand in certain mineral products	Greatest risk mitigation strategy-- diversification of income Continued marketing promotional efforts. Leverage of operations with healthy relationships with counter-cyclical sectors (e.g. aid) Same as above although Hunting is not as elastic to political instability as Tourism Leverage status of TZ-based company Diversification Establishing good relationships with main operators/clients. Establishing good relationships with main operators/clients.
Liability		Mainly linked to accident risks	Experienced pilots. Extensive insurance. Corporate structure (i.e. operating company)
Technological Change		Risks associated to significant disruptive technology changes which might render THL in a competitive disadvantage (e.g. if more fuel-efficient helicopters are launched in the near future, value of current helicopters will be lower)	Efforts to maintain sufficient technological improvements in order to ensure competitiveness
Legal / Regulatory environment		These risks are linked to the legal system both in TZ and international. Mostly linked to liability, but they could also have to do with corporate and tax laws, employment laws, etc. which could greatly affect the financial sustainability of THL	Support to organizations which lobby in favour of free trade and development policy. Permanent high-end legal advice.
Linked to the environment in which the company operates		Risks have to do with potential geography-linked occurrences such as drought, fire outbreaks, outbreak of diseases that affect tourism and hunting in Tanzania	Insurance where possible. Diversification into relief-related income streams (e.g. aid work, etc.)
Internal to company			
<i>Risks linked to the operation of the company. Management has more control over these risks and the ability to foresee them and mitigate them is fundamental for success</i>			
Staff capacity		Tanzania's human resources are strong. However, it is still a developing country, where education and professional levels are low and very scarce. The permanent trend towards urbanization is much higher amongst the educated, which has caused a severe shortage of skills in rural areas	Hiring of competent and very experienced staff. Continued training programs to promote professional advancement of staff. Improvement of working conditions to ensure minimal employee turnover amongst qualified employees.
Helicopter operations		Whilst helicopters are comprehensively insured by THL for hull & liability, Foreign Object Damage and erosion (FOD) to the engine is not covered	Continued due diligence on pre-flight checks and the fitting of barrier filters to engines
Financial		Appropriate financial management is paramount for a company to succeed. Maintaining the right levels of liquidity, and efficient management of working capital can make the difference between a successful operation and bankruptcy	Continued development of solid financial management and control best practices. Improvement of cash flow base by diversification and growth of income streams. Insurance where possible

6.FINANCIALS

The financial plan details are summarised in the executive summary. The plan identifies a leasing requirement and local start up costs in Tanzania of USD 0.5 Million including working capital. It is proposed in the plan that the third Airbus Helicopter (new) purchase will be leveraged in year 5 through secured commercial bank lending at 8.5% interest over a five-year period.

The following plan list in detail our Tropic Helicopters Ltd financial projections for a period of 7 years from the 1st July 2022:

TROPIC HELICOPTERS LTD
PROFIT & LOSS
YEARS 1 - 7
USD (\$)

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	TOTAL	
No of Helicopters	1	1.5	2	2	2	3	3		
Flying hours per RW per Annum	300	400	400	500	500	500	600		
Total Flying Hrs per Annum	300	600	800	1000	1000	1500	1800		
Increment	5%	5%	5%	5%	5%	5%	5%		
Rate per Flight Hr (USD)	\$ 2,750	\$ 2,888	\$ 3,032	\$ 3,183	\$ 3,343	\$ 3,510	\$ 3,685		
INCOME									
Tourism & Hunting	30%	\$ 247,500	\$ 519,750	\$ 727,650	\$ 955,041	\$ 1,002,793	\$ 1,579,398	\$ 1,990,042	\$ 7,022,174
SAR & Casevac	5%	\$ 41,250	\$ 86,625	\$ 121,275	\$ 159,173	\$ 167,132	\$ 263,233	\$ 331,674	\$ 1,170,362
Hunanitary Aid / Disaster Relief	5%	\$ 41,250	\$ 86,625	\$ 121,275	\$ 159,173	\$ 167,132	\$ 263,233	\$ 331,674	\$ 1,170,362
Aerial Survey	10%	\$ 82,500	\$ 173,250	\$ 242,550	\$ 318,347	\$ 334,264	\$ 526,466	\$ 663,347	\$ 2,340,725
Mining, Oil & Gas Operations	10%	\$ 82,500	\$ 173,250	\$ 242,550	\$ 318,347	\$ 334,264	\$ 526,466	\$ 663,347	\$ 2,340,725
Aerial Film & Photography	10%	\$ 82,500	\$ 173,250	\$ 242,550	\$ 318,347	\$ 334,264	\$ 526,466	\$ 663,347	\$ 2,340,725
Wildlife Conservation Work	5%	\$ 41,250	\$ 86,625	\$ 121,275	\$ 159,173	\$ 167,132	\$ 263,233	\$ 331,674	\$ 1,170,362
External Load Operations	5%	\$ 41,250	\$ 86,625	\$ 121,275	\$ 159,173	\$ 167,132	\$ 263,233	\$ 331,674	\$ 1,170,362
VIP Transport	15%	\$ 123,750	\$ 259,875	\$ 363,825	\$ 477,520	\$ 501,396	\$ 789,699	\$ 995,021	\$ 3,511,087
High Value Asset Transportation	5%	\$ 41,250	\$ 86,625	\$ 121,275	\$ 159,173	\$ 167,132	\$ 263,233	\$ 331,674	\$ 1,170,362
TOTAL INCOME	100%	\$ 825,000	\$ 1,732,500	\$ 2,425,500	\$ 3,183,469	\$ 3,342,642	\$ 5,264,661	\$ 6,633,473	\$ 23,407,246
Insurance Costs / RW/ Annum	\$ 57,000	\$ 85,500	\$ 119,700	\$ 125,685	\$ 131,969	\$ 138,567	\$ 145,496		
Helicopter Variable Costs									
Helicopter Fuel & Lubs Cost/Hr	\$ 205	\$ 215	\$ 226	\$ 237	\$ 249	\$ 262	\$ 275		
Maintenance provision	\$ 200	\$ 210	\$ 221	\$ 232	\$ 243	\$ 255	\$ 268		
Reserve engine overhaul	\$ 113	\$ 118	\$ 124	\$ 131	\$ 137	\$ 144	\$ 151		
Reserve Airframe overhaul	\$ 82	\$ 86	\$ 90	\$ 95	\$ 100	\$ 105	\$ 110		
Insurance Cost per Hr	\$ 190	\$ 200	\$ 209	\$ 220	\$ 231	\$ 242	\$ 255		
Lease Costs per Hr	\$ 1,650	\$ 1,667	\$ 1,683	\$ 1,700	\$ 1,717	\$ 1,734	\$ 1,752		
TCAA 10% WHT on Lease Cost	\$ 165	\$ 167	\$ 168	\$ 170	\$ 172	\$ 173	\$ 175		
Total Variable Costs per Hr	\$ 2,605	\$ 2,662	\$ 2,722	\$ 2,784	\$ 2,849	\$ 2,916	\$ 2,985	\$ 19,523	
Aircraft Parking Fees / month / RW	\$ 2,880	\$ 2,880	\$ 2,880	\$ 2,880	\$ 2,880	\$ 2,880	\$ 2,880	\$ 2,880	
Pilots Salaries per month	\$ 72,000	\$ 72,000	\$ 72,000	\$ 72,000	\$ 72,000	\$ 72,000	\$ 72,000	\$ 72,000	
Operations Staff Wages per month	\$ 36,000	\$ 36,000	\$ 36,000	\$ 36,000	\$ 36,000	\$ 36,000	\$ 36,000	\$ 36,000	
Hangarage	\$ 18,000	\$ 18,000	\$ 18,000	\$ 18,000	\$ 18,000	\$ 18,000	\$ 18,000	\$ 18,000	
TCAA Fees per year	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	
TOTAL OPERATING COSTS	\$ 915,320	\$ 1,731,344	\$ 2,311,669	\$ 2,918,169	\$ 2,982,583	\$ 4,507,266	\$ 5,507,000	\$ 20,873,350	
OVERHEADS									
Office Rent	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	
Light & water	\$ 600	\$ 600	\$ 600	\$ 600	\$ 600	\$ 600	\$ 600	\$ 600	
Telephone & postage	\$ 4,200	\$ 4,200	\$ 4,200	\$ 4,200	\$ 4,200	\$ 4,200	\$ 4,200	\$ 4,200	
Internet Communications	\$ 3,240	\$ 3,240	\$ 3,240	\$ 3,240	\$ 3,240	\$ 3,240	\$ 3,240	\$ 3,240	
Printing & Stationery (Note 1)	\$ 360	\$ 360	\$ 360	\$ 360	\$ 360	\$ 360	\$ 360	\$ 360	
Travel & Subsistence	\$ 3,600	\$ 3,600	\$ 3,600	\$ 3,600	\$ 3,600	\$ 3,600	\$ 3,600	\$ 3,600	
Salaries - Accounts/Admin	\$ 4,200	\$ 4,200	\$ 4,200	\$ 4,200	\$ 4,200	\$ 4,200	\$ 4,200	\$ 4,200	
Security	\$ 840	\$ 840	\$ 840	\$ 840	\$ 840	\$ 840	\$ 840	\$ 840	
General expenses (Note 2)	\$ 780	\$ 780	\$ 780	\$ 780	\$ 780	\$ 780	\$ 780	\$ 780	
Bank charges	\$ 600	\$ 600	\$ 600	\$ 600	\$ 600	\$ 600	\$ 600	\$ 600	
TOTAL OVERHEADS	\$ 21,420	\$ 21,420	\$ 21,420	\$ 21,420	\$ 21,420	\$ 21,420	\$ 21,420	\$ 149,940	
Loan Repayment for a 3rd Helicopter (\$3,000,000 @ 8.5% - \$651,000 per annum)									
Loan Principle repayment						\$ 502,880	\$ 547,330		
Loan Interest						\$ 235,708	\$ 191,258		
TOTAL EXPENDITURE	\$ 936,740	\$ 1,752,764	\$ 2,333,089	\$ 2,939,589	\$ 3,004,003	\$ 5,267,274	\$ 6,267,008	\$ 22,500,466	
EBITDA	\$ -111,740	\$ -20,264	\$ 92,411	\$ 243,880	\$ 338,639	\$ -2,612	\$ 366,466	\$ 906,780	

TROPIC HELICOPTERS LIMITED
CAPITAL & WORKING CAPITAL EXPENDITURE SUMMARY YEARS 1 - 7
(USD)

	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7
Capital Expenditure (Tanzania)								
Computer equipment telecomms & networking	\$6,500	\$6,500						
Office furniture & equipment	\$2,500	\$2,500						
Office construction (8x10m)	\$10,000	\$ 10,000						
Hangar construction (15mx20m)	\$80,000		\$ 80,000					
Fuel and consumables stores (2x40ft)	\$4,000	\$4,000						
Vehicle (2WD light weight pickup)	\$22,500	\$ 10,000				\$ 12,500		
Empty fuel drums (€40x50)	\$4,000	\$2,000			\$ 2,000			
Aircraft tooling - standard	\$10,000	\$ 10,000						
Aircraft tooling - specialised	\$15,000	\$ 15,000						
Purchase of a 3rd Helicopter (TZ Loan)	\$3,000,000						\$ 3,000,000	
Total USD	\$3,154,500	\$ 60,000	\$ 80,000	\$ -	\$ 2,000	\$ 12,500	\$ 3,000,000	\$ -
Working capital								
Consumables & spare parts	\$474,359	\$ 50,000	\$ 55,000	\$ 60,500	\$ 66,550	\$ 73,205	\$ 80,526	\$88,578
Fuel (10,000 litres)	\$94,872	\$ 10,000	\$ 11,000	\$ 12,100	\$ 13,310	\$ 14,641	\$ 16,105	\$17,716
Trade debtors (15 days)	\$474,372	\$ 22,192	\$ 46,603	\$ 73,399	\$ 77,069	\$ 80,923	\$ 84,969	\$89,217
Trade creditors (30 days)	\$-217,673	\$-10,521	\$ -21,879	\$ -34,140	\$ -35,526	\$ -36,982	\$ -38,510	\$ -40,115
Deposits	\$42,000	\$6,000	\$ 6,000	\$ 6,000	\$ 6,000	\$ 6,000	\$ 6,000	\$6,000
Total USD	\$867,930	\$ 77,671	\$ 96,724	\$ 117,859	\$ 127,403	\$ 137,787	\$ 149,090	\$ 161,396
Total Investment in Tanzania USD\$	\$4,022,430	\$ 137,671	\$ 176,723	\$ 117,860	\$ 129,403	\$ 150,287	\$ 149,089	\$ 161,396

7.APPENDIX

- 1) Certificate of Incorporation
- 2) Memorandum & Articles of Association – Tropic Helicopters (TZ) Ltd
- 3) Key Personnel Curriculum Vitae
 - James D. Roberts
 - Benjamin J. Simpson
 - Anders R. Payne
 - Timothy M. Flowers
 - Kevin Powell



TANZANIA

C.1



Certificate of Incorporation of a Company

Section 15

No: 155788798

I HEREBY CERTIFY THAT

TROPIC HELICOPTERS LIMITED

is this day incorporated under the Companies Act, 2002
and that the Company is Limited.

GIVEN under my hand at Dar es Salaam this **8th** day of **APRIL**
TWO THOUSAND AND TWENTY TWO.



PRINC ASST. REGISTRAR OF COMPANIES

Curriculum Vitae

Jamie Roberts

P. O. Box 161, Nanyuki, 10400, Kenya

Telephone: 0724 256700

Personal email: jamie@tropicairkenya.com

PERSONAL DETAILS

Date of Birth: 1st March 1963

Nationality: Kenyan, ID 35551707

Languages: English & Swahili

Licenses: Kenya and US Commercial Pilots License – Fixed wing and helicopter
YK 120 CL [H] FAA2403887

Health: First Class Medical

Tropic Air Managing Director
30+ years in the aviation industry
Fixed wing and helicopter pilot

6800 hours - fixed wing

3435 hours - rotor wing

3,500 hours – Aerial Spraying

640 hours - Aerial Survey

250 hours - Instrument

350 hours - Aerial Filming

250 hours - Geo Survey

279 hours - External Load

450 hours - Game Work

Safari / Nature Guide

Excellent at coordinating tasks and problem solving

Excellent people and communication skills

PROFESSIONAL EXPERIENCE

1991 – to date **Tropic Air** - Founder and Managing Director

- Formation and establishment of Tropic Air - now one Kenya's leading air charter companies.
- Instrumental in securing a lease from the Kenya Airports Authority to develop Nanyuki Airfield. This is the first airfield in Kenya to have a government – private partnership agreement.
- Development of infrastructure including offices, hangers, restaurant/shop, a waiting area for passengers, and a security fence.
- Establishing an engineering facility with trained personnel and tooling facilities. The division not only maintains Tropic Air's aircraft, but also 25 privately owned planes.
- Setting up of the helicopter division
- Coordinating and conducting medical evacuations and mountain rescues.
- Supporting British Army for the last 10 years with medical evacuation and range clearance.
- Surveys (Oil and Geothermal) –Tullo, GDC, Pontstand University.
- Filming – clients include National Geographic, BBC, Hollywood and Walt Disney.
- Conducting out-of-the-norm tasks e.g. we recently translocated 6 gorillas from Rwanda to the Congo.
- Tropic Air flies many high profile personalities.
- Tropic Air operates with 100% safety record.
- Excellent track record in fulfilling contracts within timeframe and budget.

1988 - 1998 **Free lance pilot and safari guide**

- Crop spraying in the Mau, Narok and Kercho
- Over 3500hrs as spray pilot conducting aerial application of fertiliser, pesticides including ULV applications
- Safari Guide for operators conducting up market safaris in Kenya.

1983 - 1988 **Self Employed** in UK

- Building construction
- Refurbishing of buildings
- Painting, plumbing and minor wiring

1978 - 1983 **Air Spray, East Africa** - apprentice in mechanical engineering

- Maintenance of farm machinery
- Coordination of planting, harvesting and crop spray schedules
- Management of mechanical team
- Gained private pilots licence (1980)

Benjamin John Simpson

Curriculum Vitae

Personal Information

Date of Birth: 1st June 1975 *Height:* 6'0 Tel: +254 727 992820
Nationality: British *Weight:* 85 kg ben@tropicalairkenya.com
Marital Status: Married *Children:* 3

Aviation Experience

Total flight hours: 11,900 *Type ratings:*

- Fixed Wing 6,000 Cessna 182, 206 & 208, PA 23, King Air 200, Beach 1900
- Helicopter 6,402 R22, R44, F28C, B206, AS350/H125, H130
- Instrument 350 Actual
- Aerial Survey 1100
- Agricultural 1200

Aviation Licenses

Kenya - KCAA

- *Licence number:* YK-4189-CL (H)
- Commercial Pilot Helicopters - Expires on 7th Aug 2020
- Commercial Pilot - Aeroplanes single & multiengine land, instrument airplane – Expired

US - FAA

- *License number:* 2538909 CFII
- Commercial Pilot - Airplanes single & multiengine land, instrument airplane, Rotorcraft – Helicopter
- CFI/CFII Airplanes

Flight Training

- **Mauna Loa Helicopters** **Big Island, Hawaii, USA.**
May 2002 – June 2002
- **American Flyers** **Ft Lauderdale FL, USA.**
November 1995 – May 1996
- **Sky Leisure Aviation** **Shoreham by Sea, UK.**
May 1995 – June 1995
- **Hong Kong Aero Club** **Kai Tak International, Hong Kong.**
October 1993 – April 1995

Aviation Career

Jan 1997 – Nov 1998: Line Pilot African Explorations Ltd and freelance pilot to Tropic Air Ltd.

- **Operations base:** Maasai Mara & Nanyuki, Kenya
- **Responsibilities:** Flight and maintenance scheduling, AOC management, Agricultural Operations including loading & aerial application (HV & ULV).

Dec 1998 – Sept 1999: Line Pilot Trackmark Ltd.

- **Operations base:** Lokichoggio, Kenya
- Relief Aid missions into Southern Sudan under the United Nations World Food Program - Operation Lifeline Sudan.
-

Oct 1999 – April 2000: Line Pilot at Air Bridge Ltd.

- **Operations Base:** Mandera, Kenya.
- United Nations Consolidated Air Service - Somalia.

June 2000 – June 2001: Sabbatical.

- Motorcycle journey across Africa and South America.

June 2001 – October 2004: Line pilot Tropic Air Ltd

- **Operations base:** Nanyuki, Mt Kenya.
- June 2001 to October 2003 fixed wing line pilot

October 2004 to Dec 2008: Chief Pilot / Director Helicopter Operations Tropic Air Ltd.

- Company start up, marketing, sales, hiring and training pilots, accounts, logistics, bookings, insurance, liaison between company and aircraft owners, maintenance scheduling, spare parts purchase and pilot duties helicopters.

December 2008 to Present: Director of Helicopter Operations Tropic Air Ltd

- Charter management, Logistics, Marketing, Safari design, Maintenance scheduling, tender preparations, crew management and flying responsibilities. Pioneering African Helicopter Safaris. Air Work operations including high & low level survey (LiDar, Oil & Gas, Powerline, wildlife, air gravity, aerial magnetic), External load operations.

Languages

- English - *Fluent*
- Kiswahili – *Fair*

Interests and Hobbies

- Motorcycles, Travel, Surfing, Sailing, Paragliding, Technology, Reading, Arts & Music, Motor Racing, Film and Photography

Countries Visited

- ***Europe:***
England (2 years), Ireland, Scotland, Wales, France, Switzerland, Holland, Sweden, Norway, Denmark, Germany, Czech Republic, Austria, Italy, Greece, Spain, Luxembourg, Belgium, Croatia, Turkey.
- ***Asia:***
Hong Kong (18 years), China, Philippines, Thailand, Japan, Malaysia, India, S Korea, Singapore, Maldives, Sri Lanka.
- ***Africa:***
Kenya (23 years), Tanzania, Uganda, Sudan, Ethiopia, Chad, Central African Republic, Morocco, Djibouti, Somalia, Zambia, Zimbabwe, Botswana, Namibia, Malawi, Mozambique, DRC, South Africa.
- ***America:***
United States, Argentina, Chile, Peru, Ecuador, Columbia.

- Feb 2014-Jun 2014: Bristow Academy USA
Helicopter Flight Instructor
- Duties: Training of foreign student pilots from private to commercial licences
-
- Jan 2002-Oct 2012: Friedkin Group
Tanzania
- *Anti-Poaching Coordinator, Conservation Pilot & Safari Guide*
- Duties: Coordinating 13 mobile anti-poaching units, comprising of 120 rangers
- Training rangers in GPS, GIS & Radio usage, patrol techniques & data collection
- Microlight pilot coordinating the Airwing patrols
- Liaising with government Wildlife Division Project Managers
- Collaborating with TAWIRI research personnel & projects
- Firearms safety and handling instructor
- Safari guide and Professional Hunter
-
- Jan 2000-Oct 2001: Zambezia Wildlife Reserve-Safari Par Excellence Zambia
Conservation Coordinator
- Duties: Coordinating conservation efforts with ZAWA and local communities
- Training scouts in GPS & radio usage, patrol techniques and data collection
- Firearms safety and handling instructor
- Maintenance of vehicles and boats
-
- Jan 1995-Nov 1999: Safari Par Excellence Zimbabwe & Zambia
- *Lodge Manager & Safari Guide*
- Duties: Managing the construction and operations of a 16 bed safari lodge
- Guiding walking safaris, drives, canoeing and boat tips
- Honorary Ranger- Zambian Wildlife Authority
Training of local learner guides
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• **EDUCATION & COURSES**

- Sept 2018 EC-120B Type Rating- Swiss Helicopters, Gruyeres
- May 2017 Bambi Bucket Fire-fighting Training- Kestrel Aviation, Victoria, Australia
- Aug 2016 Emergency Procedures Training MD500- Western Helicopters, California
- Feb 2016 Airbus Factory Course AS 350 B3- Airbus Helicopters, Texas
- Oct 2013 Mountain Flying Course- Mountain One Helicopters, Colorado
- Jan 2013-Jan 2014 Professional Helicopter Pilots Program- Bristow Academy
- 1992-1994 Zimbabwe Professional Guides Training
- Nov 1992 Matriculation Certificate- Edenglen High School

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HELICOPTER SUMMARY

- Total Hours 4191.2
 - AS350B3 Hours..... 1921.3
 - Instruction Given 367.2
 - External Load 125 (inc. Bambi Bucket Fire-Fighting)
 - Survey Work..... 810 (Low Level Operations)
 - Wildlife Work..... 845 (inc. Darting, Human-Wildlife-Conflict, Rescues, Relocations & Filming)
 - Types Flown AS350, H130, EC120, MD500, B206L, Enstrom 480 & 280FX, R44, R22, S300
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CURRICULUM VITAE

Name: Timothy Mark Flowers

Date of Birth: 8 April 1985

Passports: Uganda
United Kingdom

Home Address: P.O. 161
Nanyuki
Kenya

Telephone: KEN: +254 716 887 691

Email: tim_flowers2000@yahoo.co.uk

Education:

1991-1998: Pembroke House, Kenya

1998-2003: Framlingham College, UK

2004-2005: Oxford Brookes University, UK

2011: Nelson Aviation College (*Aviation Theory*), New Zealand

2011: Garden City Helicopters (*Flight Training*), New Zealand

Employment:

June 2015 – Present: Pilot Tropic Air Helicopters

June 2015 – June: 2016 Line Pilot.

July 2016 – April 2019: Helicopter Training Captain & Designated Check Pilot

April 2019 – Present: Helicopter Chief Pilot, Designated Check Pilot & Training Captain

August 2013 – June 2015: Freelance Pilot

Tropic Air Kenya Ltd (Oil & Gas Geologists Support Kenya)

Aberdair Aviation Ltd. (Oil & Gas Seismic Support DRC/Uganda).

Aberdair Aviation Ltd. (Mining Geologist Support Zambia)

Aberdair Aviation Ltd. (Oil & Gas Geo Survey & Security Support DRC)

Tropic Air Kenya Ltd (Oil & Gas Seismic Support Ethiopia)

Aberdair Aviation Ltd (Mining Geologist Support Zambia)

Profile Summary

CPL (H):

3350 hrs Total,

3200 hrs Turbine

3110 hrs PIC

Types:

AS350, H130, B407, B206, R44, R22

Experience:

- Chief Pilot
- Designated Check Pilot
- Training Pilot
- Logistics
- Sales & Marketing
- Contract Negotiation
- Training
- Tourism
- External Load Operations
- Firefighting
- High & Low-Level Aerial Survey (LiDar, Air Mag, Air Gravity)
- Agriculture
- Game Work
- Search & Rescue

September 2012 – January 2013: Aberdair Aviation, Kenya

Operations Coordinator – Tasked with creating Helicopter Operations Manual for KCAA approval.

July 2012 - August 2012: Tropic Air Kenya Ltd

July 2012 - Installation of air gravity & geo magnetic survey equipment into AS350

August 2012 - AS350 B3 Co-pilot & Operator for completion of 500km low level aerial survey project for Sander Geophysics Ltd in DRC.

January 2011 – September 2011: Garden City Helicopters, New Zealand

Assorted jobs whilst training for CPL(H) including Hanger assistant, loader and co-pilot for agricultural spraying of gorse on NZ DOC contract (20 hours).

May 2010 - September 2010: Outdoor Interlaken, Switzerland

White Water Guide & Trip Leader

Alpine Canyon (Canyoneering) Level 1 Guide

January 2006 - May 2009: Aggreko UK Ltd

January 2006 - May 2006: Apprentice Sales Engineer: Aggreko International (AI)

August 2006 - December 2006: Sales Engineer for Kuwait & Iraq: Aggreko Middle East (AME)

January 2007 - May 2008: Sales Engineer for Eastern & Southern Africa: Aggreko International Projects (AIP)

May 2008 - April 2009: Sales Engineer South Africa Aggreko International (AI)

June 2005 - December 2005: Nile River Explorers (NRE), Uganda

White Water Guide & Trip Leader

April 2002 - September 2004: Adrift & Nile High Bungy, Uganda

White Water Guide, Video Kayaker, Bungy Jump Operator

Certificates:

Dangerous Goods (Kershall Aviation)

Aviation Safety (Kershall Aviation)

Crew Resource Management (Kershall Aviation)

Designated Check Pilot (KCAA)

Basic Life Support First Responder (Silver Fern, 2018 – 2019)

Pilot Licences:

KCAA CPL (H)

TCAA CPL (H)

NZCAA CPL (H)

CASA CPL (H)

Driving Licences:

New Zealand (No penalties)

Kenya (No penalties)

Ratings:

External Load

Firefighting

Night VFR

References:**Tropic Air Kenya Ltd**

Jamie Roberts +254724256700 jamie@tropicairkenya.com

Ben Simpson +254727992820 ben@tropicairkenya.com

Garden City Helicopters, NZ

Jarrold Colbourne +64274405192 jarrod@helicopters.net.nz

Tim Douglas Clifford +64274321516 tim@helicopters.net.nz

Aggreko International

Robin James +971506352385 robin.james@aggreko.ae

Andy Walker +971506252240 andy.walker@aggreko.ae

KEVIN POWELL

+254720882050 - kvnpwll18@gmail.com | Nanyuki, Laikipia 10400

PROFESSIONAL SUMMARY

Aircraft Maintenance Engineer skilled working at both home base and travel locations to assess aircraft systems and complete maintenance and repair services.

Knowledgeable about Airbus H120, H125, H130 series, Enstrom piston helicopters, and Hughes MD 500 aircraft. Well-versed in applying company and aviation standards to operations. Meticulous in documentation.

SKILLS

- Aircraft Maintenance & Parts inspection
- Engine repair & Component examination
- Troubleshooting & Fault diagnosis
- Technical documentation understanding
- First Aid/CPR
- Team Management
- Regulatory Compliance
- Planning
- Multi-Tasking
- Organizational Skills

WORK HISTORY

02/2016 to Current **Licensed Aircraft Maintenance Engineer** at **Tropic Air Helicopters Ltd** – Nanyuki, Kenya

- Maintain records of scheduled maintenance procedures.
- Manage available parts, tools, and materials inventory to maintain prompt response capability.
- Complete all paperwork requirements for each task, including recording maintenance actions in aircraft logbooks.
- Monitor parts department and place orders for maintenance supplies on consistent basis.
- Assist with aircraft and equipment transport and movement by liaising with suppliers and couriers.
- Maintain orderly and safe work environment by enforcing tool control and FOD awareness, prevention and safety at all times.
- Completed preventative and reparative maintenance on aircraft electronics and computer systems.
- Additional expertise in maintenance of Airbus H130 Helicopters.
- Provisional support for GeoSurvey works, Powerline Inspection, Vertical Reference Long Line, and Aerial Filming.

01/2010 to 02/2016 **Maintenance Technician** at **Tropic Air Helicopters** – Nanyuki, Kenya

- Inspect and test machinery and equipment to diagnose malfunctions.
- Conducting preventive, corrective, and remedial maintenance on Airbus H125, and Hughes MD 500 Helicopters.
- Removed components such as landing gear, engines and flight control.
- Conducted and oversaw safety protocols, including flight line foreign object prevention walks.
- Removed and installed aircraft subsystem assemblies such as engines, rotors, gearboxes, transmissions and mechanical flight controls.
- Analyzed engineering drawings and schematics to troubleshoot systems and diagnose solutions.
- Inspected all received aircraft parts to verify compliance with EASA regulations.
- Performed flight line functions including AFE preflight and postflight requirements.

07/2002 to 08/2006 **Technical Support Supervisor** at **Abdul H. & Sons Agri Contractors** – Nanyuki, Kenya

- Managed maintenance recordkeeping, consistently documenting repair actions to support effective preventive strategies. Coordinated installation of systems, machinery, and components.
 - Recommended design modifications to eliminate machine and system malfunctions.
 - Developed and coordinated effective predictive, preventive and corrective maintenance approaches.
 - Supervised repair and maintenance of hydraulic/hydrostatic systems mainly Mercedes Benz OM352 engines, tractors, and combine harvesters. Assessed and tore down parts such as pumps, motors and cylinders in different pieces of equipment.
-

EDUCATION

03/2008	Aircraft Maintenance at Kenya Wildlife Service - Air Wing - Wilson Airport, Nairobi <ul style="list-style-type: none">Professional development completed in Aircraft Maintenance. Skills learned include: <ul style="list-style-type: none">Conducting scheduled and non-scheduled maintenance on light fixed wing aircrafts specifically Husky, Cessna 180 and Cessna 208 along with a Bell 206 helicopter.
11/2009	Diploma in Aeronautical Engineering at Kenya Aeronautical College - Wilson Airport, Nairobi <ul style="list-style-type: none">Majored in Mechanical Engineering.Coursework in Airframe Technology, Aircraft Propulsion, Flight Mechanics, Engineering Mathematics, Industrial Organization and Management and Airfield & Safety Procedures Professional development completed in Structural maintenance and repair, Power plant maintenance, other basic aircraft maintenance practices and Industrial Organization Management.
11/2001	Kenya Certificate of Secondary Education Nyeri High School - Nyeri, Kenya
11/1997	Kenya Certificate of Primary Education Mt. Kenya Baptist School - Nanyuki, Kenya

CERTIFICATIONS

- **EC120 Series Airframe and Engine type rating**
Issuing authority - EC AVIATION South Africa
Issued Sep 2018
 - **H125 H130 DIFFERENCES TRAINING**
Issuing authority - EC AVIATION South Africa
Issued Sep 2018
 - **Enstrom Piston Helicopter training**
Issuing authority - Enstrom Helicopter Corporation
Issued Feb 2018
 - **AIRBUS AS350 TO EC130 AIRFRAME TRAINING**
Issuing authority - Airbus Helicopters
Issued Dec 2017
 - **ARRIEL 2 series - 2nd line maintenance**
Issuing authority - Safran Helicopter Engines
Issued Dec 2017
 - **AS350 B Series Training**
Issuing authority - Airbus Helicopters, Inc.
Issued Oct 2012
Credential ID AS350 B-12-015
 - **T1 Arriel 2 for Eurocopter AS350/EC130 (Turbomeca Arriel 2) variant Arriel 2B/2B1/2D**
Issuing authority - Safran Helicopter Engines
Issued Oct 2012
Credential ID 1200C-41637
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