A

# CIVIL AVIATION PERSPECTIVE

of the

# SENEGALESE LOCUST/GRASSHOPPER CAMPAIGN,

AUGUST-SEPTEMBER, 1986

by

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WASHINGTON, D.C.

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# Contents

# Preface

I gratefully acknowledge the intergovernmental cooperation and support between USAID's Office of Foreign Disaster Assistance (OFDA) and FAA's Office of International Aviation that allowed me to participate in this campaign against locusts and grasshoppers in the Republic of Senegal. A special thank you to Oliver Davidson, OFDA, for his insight in proposing that I join the multi-disciplinary mission.

The format of the Final Report is essentially the same as the Scope of Work for my TDY assignment, as well as the "shopping list" of the critical agricultural aviation resources necessary to execute a mission of this magnitude, as outlined in Attachment # 1.

This most recent trip to West Africa has added another dimension to my professional development; it has also helped to focus a number of international and regional aerospace-related issues. If you have any questions of comments regarding any part of this report, I can be contacted at: Federal Aviation Administration, AIA-110, 800 Independence Ave., S.W., Washington, D.C., 20591; (202) 267-8125.

A. INTERIM REPORT

(A copy of this document was submitted in the form of a memo to the Director of USAID-Senegal prior to my return to the United States.)

Date: 10 September 1986

To: Sara Jane Littlefield, Director, USAID-Senegal

From: Robert S. Baddy, USAID locust team member (FAA)

Subject: Interim report on operational items still in process

The purpose of this report is to highlight the issues that have not been resolved as I must now return to FAA Washington, to resume my regular duties. The items included in Locust/Grasshopper Operation Aviation Concerns/Issues (see Attachment 1) will be addressed in the Final Report.

Unresolved Issues

(1) The prompt disposal of the empty Malathion barrels

As of noon today, Abe Houdrouge of the Eco/Comm Office advised me that price negotiations continue for the sale of the 1000 empty barrels.

(2) Procurement of W-120 aircraft engine oil

Thanks to the efforts of Carrie Dailey, this problem is now being resolved as all the parties (BP-Dakar, Shell-Dakar, and Shell-Abidjan) are now in contact with one another via Ms. Dailey. Although I identified the issue of supplying (1) the specific types of required aviation lubricants and (2) sufficient quantities of these products, as a serious bottleneck prior to the departure of the aircraft from their base, it was only last weekend when the supply of engine oil became a crisis, and definite action was taken to alleviate this bottleneck.

(3) Airport and related fees

This week, I spoke again with Alioune Badara Dione, Chef du Service, Air Navigation. He advised me that his office had worked out a formula of fees based on the respective weights of the aircraft and several categories of services provided.

Weights: (3) DC-7C - 65 tons @
(1) DC-7B - 56 tons

Services: Runway lights, for non-daylight take-offs and landings, @ 59,700 CFA per take-off/landing

Parking: 20 CFA/ton/hour, (first hour not counted)

Other services: The charges for these other services are incorporated into the fees outlined above. The services include crash/fire/rescue equipment, water, personnel costs, meteorology, tower etc.

Summary of estimated costs: (For planning purposes only; assuming 15 take-offs/landings)

| | |
|---|---|
| Take-offs | 2,600,000 CFA |
| Lighting | 3,600,000 |
| Parking | 4,500,000 |
| Total | 10,700,000 CFA |

I have enjoyed working with you and your staff as a member of the Locust Team and hope that the project will achieve its goals.

-Final Report-

## 1. Foreign aviation capability in Senegal

### a. International organizations and their involvement

L'Organisation Commune de Lutte Antiacridienne et de Lutte Antiaviaire (OCLALAV) has two Ag Trucks (light, ag.-spray equiped aircraft) based in Dakar. With the Cessna parts requested by USAID-Senegal and delivered during my sojourn, one Ag Truck was being used as an agricultural training aircraft for Senegalese pilot Mary Magnan with a French instructor. The other aircraft should be airworthy by mid-September.

In an initial meeting with OCLALAV, both Dr. Abdallahi Soueid 'Ahmed, Director General and Didier Affoyon, Technical Director seemed very anxious to train Senegalese as agricultural (ag.) pilots. They had anxiously awaited the arrival of USAID team member Dick Dyer as the answer to all of their training needs. However, when Dick explained that his involvement in the field for the last several years had evolved from ag. pilot instructor to ag. aviation technical advisor, they were content to utilize his expertise in a manner that he and they would feel comfortable. The details of whether he could legally instruct ag. pilots-to-be was unresolved as I left Senegal.

### b. Other donor countries

During my stay in Senegal, there was talk of French, Canadian and Dutch offers to contribute the services of small ag. aircraft to the Senegalese anti-locust effort. Only the Canadian aircraft were actually anticipated, albeit after our projected "window of opportunity", (our entomologists advised us that any effective aerial treatment would have to be completed prior to the onslaught of the rainy season---not later 15 September).

### c. Private sector services

I explored the possibilities of leasing general aviation aircraft from the Dakar-Yoff Aero Club for the purpose of (1) regularly transporting our entomologist/survey teams to suspected infestation sites; and /or for, (2) marking specific coordinates in target areas during the spraying operation. I found no private aircraft that would meet our specifications of capacity, speed and range. We ultimately used a Senegalese Air Force Helicopter to meet these requirements.

## 2. Senegalese Material Resources Applicable to the Operation

### a. Ag. spraying equipment/systems/supplies/labor resources

Apart from the two Cessna Ag Trucks, Senegalese agricultural

spraying equipment was limited to (1) general aviation, (2) vehicle-mounted, and (3) back-pack varieties. There was no system/equipment or expertise applicable to category A ag. spraying operations in-country. We found an abundance of indigenous workers for loading chemical and other general unskilled labor tasks.

b. Chemicals (US-approved pesticides) and carriers ie. diesel fuel

In Senegal, there was insufficient chemical (Malathion, Fenitrothion or Carbaryl) to treat the 350,000 hectare target area. Diesel fuel supplies (for Carbaryl application) were not investigated due the early decision to use Malathion

c. Aircraft and ground support equipment/systems/parts

Minimal. The Senegalese aerospace support environment is designed almost exclusively to support (1) general aviation (small private pleasure aircraft) and (2) large commercial passenger/cargo aircraft (747, A-310, etc.) As our DC-7 aircraft fall between these two extremes, any support equipment/parts etc. for our aircraft was coincidental. For this reason, all future category A aircraft, with reciprocating engines, should either bring any and all support equipment/systems with them and/or arrange to have it shipped to their base of operations prior to the mission start-up date.

d. Cooperation with the military

Excellent. The smooth operation of this mission was greatly enhanced by the no-nonsense approach of Col. Amadou Lame, Senegalese Air Force Chief of Staff. His rank, and stature within the military establishment, not to mention his close personal relationship with the President of Senegal, helped galvanize the diversified military and non-military resources into a functioning operational entity. Indeed, without the clout of his Office and the follow-through of Capt. Dieye and several other officers, I doubt that the mission would have been nearly as effective operationally.

e. Cooperation with civilian/private aviation

General Aviation played no appreciable role in the mission.

3. Availability of aircraft for ag. spraying and related resources/systems

a. Certified aircraft

In Senegal, the only certifiable aircraft equipped for ag. spraying missions are the two OCLALAV Ag Trucks.

b. Certified aircrews

As I left Senegal, there was but one pilot receiving ag. spraying instruction from Malian-based French ag. pilot.

c. Certified aircraft maintenance facilities

The Dakar-Yoff Aero Club general aviation mechanics are FAA-certified, and their work is highly regarded.

d. Ag. aircraft spray support personnel

None.

e. Aviation fuel and lubricants (types, depots)

As Dakar is a major port city, with some refining capability, there is an abundance of both Jet fuel (A-1) and Avgas (100-LL) for piston engines. Fueling for the former is by tanker truck. Fueling for the latter is executed at the airport fuel pit. Although somewhat inconvenient, this system was very functional and reliable.

Conversely, supplies of engine oil and hydraulic fluid are either very scarce or are nonexistent. Thus, in the future, the specific types of oil and lubricants, as well as their costs and shipping fees from their point of origin, and delivery schedule should be calculated into the project's overall cost estimates and time-frame.

f. Senegalese airports/air strips with corresponding weights for runways and taxiways

Lt. Col. Daryl Lowe, Defense Attache, US Embassy-Dakar facilitated the procurement of a complete set of Operational Navigation Charts for Senegalese airspace. I secured data on weight limits for runways/taxiways from the civil aviation authorities. These materials would be achieved in Ron Harvey's USAID-Dakar office or Lt. Col. Lowe's office at the Embassy.

g. Communications/Nav Aids

The "Locust Operations" base communicated with the ground support teams via USAID-supplied short wave radios set up at the Senegalese Air force Command Center. This communications link was instrumental in determining the weather and wind conditions in the target areas. The Senegalese Air Force also supplied (1) spotter aircraft to assist the DC-7's pin-point their spray patterns within the latitude/longitude grid of the target areas, and (2) an Air Force 4-seat Allouette helicopter to transport our entomologists/ground support people from site to site.

4. Senegalese import restrictions

a. Personnel

Although 3 of the 14 crew members arrived in-country without passports, my letter to the airport manager, under USAID Director Littlefield's signature, (see Attachment A) allowed them to enter the country provisionally and participate in the mission. This aside, the normal immigration, health, and customs formalities were the only requirements for the DC-7 pilots and crews.

b. Chemicals

My letter to the airport manager and the cooperation of the Customs authorities greatly facilitated the swift customs processing of the shipments of Malathion. No duties were levied on the pesticide for the project.

c. Aircraft

The standard flight plan filings were sufficient for our aircraft.

d. Equipment

The ag. spraying gear, and support equipment was considered part of the project and no duties were levied on these items.

5. Pesticide contamination concerns

During the project, precautions were taken to isolate the chemical from the general population and the rest of Dakar's international airport. The contract laborers that handled the chemical and assisted the pilots and crew were provided with coveralls, rubber gloves and boots, and construction worker-type helmets. Airport fire crews would use high pressure hoses to wash down (1) the aircraft parking area after the loading of chemical, (2) the contract laborers at the end of their work day, and (3) the aircraft after each sortie.

In meetings with Senegalese government officials, the concerns raised by Dr. Jean Bocande, Director of the Military Health Service and Latyr N' Diaye, Director, Crop Protection Service were at least diminished if not totally resolved by Dick Dyer, veteran ag. pilot/ag. spray consultant or Woody Grantham, pilot/owner T & G Aviation.

The outstanding health-related issue as I left Senegal was the proper disposal of the 1000 empty Malathion drums, within a week of the termination of this phase of the project. In cooperation with the Commercial Section (US Embassy) and the Director's Office, USAID-Senegal, I developed three options for

the disposal: (a) Sell the barrels to a Senegalese chemical manufacturer/distributor, (b) Sell the barrels to a Senegalese metal working concern, or (c) Crush and bury the barrels at a remote site in Senegal.

In keeping with the overall philosophy of this USAID-sponsored project being a component of a Senegalese effort, I supplied Ron Harvey, USAID-Senegal, with the names of Daoda Diagne, Director, Crisis Control Committee, and Latyr N' Diaye, Director, Crop Protection Service.

# SOME THOUGHTS AND OBSERVATIONS REGARDING THE OFDA LARGE-AIRCRAFT ANTI-LOCUST SPRAY CAMPAIGN

## General Observations (Summary)

Senegal was an excellent choice to initiate the large-aircraft spraying option. The host country, an elected democracy, generally exhibited a positive, cooperative, receptive spirit throughout the project. This openess purveyed the halls of the public sector (Development Rural, Agriculture, Crop Protection, the Senegalese Air Force, Civil Aviation, Customs, Health, Immigration and others), and the private sector (BP, Shell, and Mobil Oil).

There are a number of valuable operational documents developed during this operation that can be adapted for similar future operations: (a) Assessment of ag. aviation support resources, (b) Coordination of operational resources , (c) The letter to the Commandant of the Airport re. aircraft and crew operational concerns: Customs, Health, and Police formalities on arrival and daily aircraft operational routines. Copies of these documents are located in the Enclosures section of this report.

Further, any future project that would involve large or small aircraft operations in Senegal, USAID/Senegal now has a complete set of ONC aeronautical maps of Senegal; and a file of primary and secondary airstrips and navigational aids throughout Senegal.

As Dakar is the headquarters for ASECNA, the West African Regional Airport Authority, the logistics for securing the necessary Health, Customs, Immigration as well as authorizations for airport and airspace operations were considerably centralized and simplified.

In response to the August 4th cable from Dakar requesting assistance in the purchase of agricultural aircraft parts and equipment, the shipment arrived prior to my departure. One of the OCLALAV aircraft was operational, actually used for agricultural flight training. The other was undergoing repairs and should presently be operational.

## Lessons To Be Learned From This Experience

### Lesson # 1

OFDA and USAID/Senegal are to be congratulated for mobilizing and dispatching a multi-disciplinary team on such short notice. Once in-country, each of the mission members settled into their respective roles within the overall project and laid the ground work for the first large-aircraft agricultural spraying operation in Francophone West Africa.

### Lesson # 2

Multinational organizations, such as FAO, can become more lethargic than functional due to international political posturing. For this reason, I feel the USAID Mission in Senegal should be regarded as the primary resource for on-site information and technical data.

## Pending Issues

1. The disposal of 1000 empty Malathion barrels through one of the following alternatives: (a) Sale to Senegalese chemical firm, (b) Sale to a Senegalese Metal working concern or (c) Crush and bury the barrels at a remote site.

2. The Air Navigation Office has worked out a formula of fees for airport and related services, based on the respective weights of the individual aircraft and the various categories of services provided. These include runway lighting, parking, crash-fire-rescue equipment, meteorological, tower, pre-flight and other services.

## Suggestions for Future Missions Involving Aircraft

1. Structured daily assessment meetings to determine Team progress in achieving goals and alleviating potential bottlenecks (eg. difficulty in the procurement and delivery of aviation fuel and lubricants was identified as a problem area ten days before it became a crisis).

2. A structured debriefing among Team members following major meetings with top government officials.

3. Prior to overseas departure, and in addition to the technical and general country briefings, I would suggest a brief X-cultural presentation for all Team Members. There are a number of short (20 mins.) video films designed to help Americans work more effectively overseas by first understanding the host culture, and how they as Americans are perceived.

In closing then, I thank you for inviting me to take part in this operation. I found it professionally gratifying to participate in the Mission and act as interpreter, and liaison in a wide range of aviation-related meetings with the GOS, the private sector, as well as local and regional airport authorities.

Attachment #1

# ASSESSMENT OF AGRICULTURAL AVIATION SUPPORT RESOURCES

1. Foreign Aviation Capability in Senegal

   a. International organizations and their involvement
   b. Other donor countries
   c. Private sector resources

2. Material resources in Senegal applicable to the mission

   a. Agricultural spraying equipment/systems/supplies/ labor resources
   b. Chemicals (U.S.-approved pesticides) and carriers, i.e., diesel fuel
   c. Aircraft ground support equipment/systems/parts
   d. Cooperation with the military
   e. Cooperation with civilian/military aviation

3. Availability of aircraft for agricultural (ag.) spraying and related resources/systems

   a. Certified aircraft
   b. Certified crews
   c. Certified maintenance facilities
   d. Agricultural aircraft spraying support personnel
   e. Fuel (types, depots)
   f. Airports/air strips and allowable weights for runways and taxiways
   g. Communications/Nav Aids

4. Senegalese import restrictions and regulations

   a. Personnel
   b. Chemicals
   c. Aircraft
   d. Communication equipment

5. Pesticide contamination concerns

Attachment #2

# COORDINATION OF OPERATIONAL RESOURCES

## Vehicles

- Tug to move DC-7s
- ASECNA fire/crash/rescue tank with pump to wash ramp and personnel in emergency
- Fork lift to handle 4 barrels on pallet, approximately 1150 kg.; get forklift from contractor
- Large truck (Minimum 5 ton capacity) for moving barrels from air freight to staging area; get truck from contractor

## Refueling

- Refuel helicopter, chase planes with tank truck equipped with fuel screens, (Jet 1 Fuel)
- Refuel DC-7's: Taxi each aircraft over to pit using DP fuel cart, equipped with sufficient hose, grounding points and wires. Each aircraft may take up to 9500+ litres, AvGas (100 LL)

## Pesticide Loading

- Move approximately 1000 drums (200 liters) from air freight area to staging area.
- Spot 56 drums at each parked DC-7
- Contractor has pump with stinger (to pump from bottom of barrel)
- Empty drums to be held at staging area until disposal arrangements completed
- Wash any spillage from ramp with ASECNA fire/crash/rescue truck

- o Personnel for Loading Chemical

- o Supervisor + approximately 25 unskilled workers (Minimum 5 aircraft)

- o Personnel Protective Equipment (PPE): Hard hats, goggles, disposable coveralls, rubber gloves, rubber boots with safety toes, dust masks, first-aid kits

Security: 24 hours

- o Aircraft

- o Pesticide storage, including storage of empty barrels prior to their evacuation and disposal

- o Fuel/lubricants/equipment storage area

Pre-flight and related issues

- o In-country briefing for all pilots/crew members

- o Filing procedures: "Stereo" flight plans (one plan filed per sortie)

- o Review of Air Traffic Control Procedures

- o Emergencies at Dakar-Yoff International Airport (ASECNA fire/crash/rescue on stand-by especially during take-offs/landings and loading of chemical)

- o Review divert bases prior to each sortie

- o Alert Search and Rescue (SAR)

- o One DC-7 has HF radio

Administrative Ground Support

- o Passes/ID for air crews, essential AID personnel, and their vehicles; laborers enter and depart airport as a group in a single vehicle

- o "Follow-me" vehicle for first arrival of DC-7's

- o Taxi plan

- o Call for taxiway and runway lights for pre-dawn operations

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Attachment #3

Letter to Mr. Mbaye N'Diaye, Airport Manager (Chef du l'Aerogare, ASECNA) to request authorizations and clearances for aircraft/crew/operational concerns. Both the English and French versions follow this page.

*Embassy of the United States of America*

USAID/Senegal
B.P. 49
DAKAR

August 30, 1986

Mr. Mbaye N'Diaye
Chef du l'Aerogare
'ASECNA
Dakar, Senegal

Dear Mr. N'Diaye:

Pursuant to our conversation yesterday regarding the USAID segment of an international effort to assist the Government of Senegal in its anti-cricket campaign, and in response to your suggestions, the purpose of this letter is to delineate the USAID assistance requirements necessary to execute the large aircraft spraying mission as scheduled September 1-15, 1986.

The President of the Republic of Senegal, the Senegalese Armed Forces, and the Ministry of Rural Development and other authorities are collaborating fully in this critical humanitarian effort to avoid the destruction of this year's food harvest. It is with this sense of urgency that I respectfully request the cooperation of your office in expediting the following administrative matters. In the areas not directly in your purview, I ask that you direct UDSAID to the key decision maker in the GOS.

1. Facilitate health and customs formalities for crew members and planes upon the arrival of the four DC-7 aircraft at Dakar/Yoff International Airport; ETA 1300 hours, 31 August 1986 (See Attachment A for Aircraft Registration).

Three of the 14 crew members have no passports due to the 3-day notice of departure from the U.S. (All crew members have received the appropriate immunization). (See Attachment B for list of names).

2. A "follow-me" vehicle to assist the Category A aircraft as they taxi to their assigned parking area from runway 19-01 to runway 12-30.

3. Essential

Passes

The USAID team members, the DC-7 pilots and mechanics, and the Senegalese labor force need to access the DC-7 contracted aircraft in order to assure the safe and timely execution of the aerial spraying campaign.

I would suggest individual passes be issued to the pilots, mechanics, and USAID team members to facilitate their access and that of their vehicles beyond the gendarme airport control points. (See Attachment C).

The labor force contracted by USAID could enter and leave the airport in a group in one vehicle twice daily.

4. Assistance in the clearance from customs to the designated storage area as well as the exoneration of all tariffs and taxes on the chemicals and equipment necessary for the aerial spraying campaign. First shipment ETA - Air France cargo 1 September 1986. Authorized by President Diouf, these chemicals (malathion) are being purchased by the Government of Senegal.

5. The exoneration of all aircraft fees and tariffs associated but not limited to landing, parking, lighting, late landing, early departure, etc. during the presence of the aforementioned aircraft in service to the Government of Senegal.

6. Expeditious flight plan filings to include but not be limited to over-flight in Senegal's airspace, flight patterns to and from target areas (1) Bakel and (2) Louga.

7. Notification of neighboring Mali and Mauritania of the aerial spraying operations in their respective border areas.

Sincerely yours,

S. J. Littlefield
Mission Director

Attachment A

# LIST OF AIRCRAFT

| Type of Aircraft | FAA Registration | Tail Numbers |
|---|---|---|
| DC - 7C | N90802 | 115 |
| DC - 7C | N5903 | 35 |
| DC - 7C | N9734Z | 32 |
| DC - 7B | N4887C | 33 |

Type Certificates - Standard Multiple

Attachment B

# LIST OF PERSONNEL

1. Pilot - Gailord B. Radcliffe
   PP# 051311339 8/25/96
   FAA Pilot Cert. # 1361758

2. Pilot - Jack D. Bendle
   PP # 031948379 8/21/96
   FAA #1491435

3. Pilot - John Rizzo
   PP #B2603631 10/18/86
   FAA 266-84-7384

4. Owner (Pilot) - William W. Grantham
   PP #F168922 1/1/95
   FAA 1651281

5. Patrick C. Leroux (Lend mech/pilot)
   PP #030011969 4/7/87
   FAA 1340903
   APIA 1516258 (Pilot/mech, Inspection Auth.)

6. John A. Kamburoff, Jr.
   PP #030257058 11/21/87
   FAA 1672477

7. Marc A. South
   No Passport - SS #526-88-8554
   *(hopefully has birth certificate)
   FAA 526-88-8554

8. Fred B. Granthan (co-pilot)
   PP #051303487 8/19/96
   FAA 1850519

9. Darold R. Parker (co-pilot)
   PP #030792865 3/1/94
   FAA 1054412

10. Monroe E. Bishop (co-pilot)
    PP #C2412944 10/7/87
    FAA #1675629

11. Roger L. Maky (co-pilot)
    PP #070676862 8/26/96

12. Sydney P. Swanson (Navigator)
    PP #051226631 6/8/96

13. Dennis K. Picciurro (mech/helper)
    *No passport but birth certificate

14. Robert A. Gygi
    *No passport (mech/helper)

Attachment C

## USAID TEAM MEMBERS

Ms. Sarah Jane Littlefield, USAID/Senegal Mission Director

Mr. George Carner, USAID/Senegal Deputy Mission Director

Mr. Bob Thibeault, OFDA Coordinator

Mr. Ronald Harvey, USAID/Senegal Agr. Dev. Officer

Mr. Robert Baddy, International Aviation Specialist

Mr. Bruce Thorney, USDA

Mr. Richard Dyer, Pilot/Instructor

Mr. Lynn Thomas, Operations Specialist

Mr. Bob Adams, Logistics Specialist

Mr. Richard Caldwell, USAID/Senegal Agr. Dev. Officer

Mr. Pierre Nounez, USAID/Senegal, Supply Management

Mr. Souleymane Diakhate, USAID/Senegal Translator

*Embassy of the United States of America*

USAID/Sénégal
B. P. 49
DAKAR

Dakar, le 30 août 1986

Monsieur MBaye N'Diaye
Chef de l'Aéogare
ASECNA
Dakar - Yoff

Cher Monsieur,

A la suite de notre discussion d'hier sur la contribution de l'USAID à l'effort international d'assistance à la campagne anti-acridienne du Gouvernement du Sénégal et suivant votre suggestion, le but de cette lettre est de décrire les besoins de l'USAID pour monter l'opération de traitement de gros-porteurs entre le premier et le quinze septembre 1986, come prévue.

Le Président de la République, les forces armées, le Ministère du Développement Rural et des autres responsables travaillent étroitement ensemble dans cet effort humanitaire si critique pour éviter la destruction de la récolte de cette année.

C'est avec ces soucis et sens d'urgence, que je vous prie, avec tous mes respects , de bien vouloir étendre la coopération entière de votre service pour accélérer les procédures et détails administratives identifiés ci-dessous. Là où votre service n'est pas l'autorité responsable, je vous demandais de bien vouloir indiquer à l'USAID l'autorité plus compétent pour prendre les décisions nécessaires dans le plus court délais.

Je vous serais très reconnaissant, donc, si votre service pourrait faciliter les formalités de santé et de douanes pour l'équipage et les avions de l'arrivée des 4 DC-7 à l'aéroport de Yoff à Dakar.

L'arrivée des avions est prévue pour 13 heures, le 31 août 1986. (Voir annex A pour l'identification de ces avions). Je dois vous signaler que 3 ou 4 membres de l'équipage n'ont pas pu obtenir des passeports avant de quitter l'Etat-Unis du fait de court avis. Tous les membres de l'équipage ont leur carte d'immunisation nécessaires. (Voir annex B pour leur noms).

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2. Fournir une véhicule avec un paneau de «FOLLOW ME» pour guider les avions de catégorie A à prendre leur place de stationnement assignée, c'est à dire de pistes d'atterrissage 19-01 à 12-30.

3. Livrer les laissez-passer pour les membres de l'équipe d'experts de l'USAID, les pilotes et mécaniciens des DC-7 et les ouvriers Sénégalais pour qu'ils puissent accélérer aux avions DC-7 afin d'éxécuter l'opération de traitement aérien des sautériaux. Si je peux suggérer que ces laisez-passer individuels sont livrés aux pilotes, mécaniciens et l'équipe experts de l'USAID de façon de leur permettre d'accéder aux avions en voiture au delà du poste de contrôle de la gendarmerie à l'Aéroport. (Voir annex C pour la liste de l'équipe de l'USAID. Annex B contient la liste des pilotes et mécaniciens). Les ouvriers sous contrat avec l'USAID pourraient entrer et sortir en groupe dans une seule véhicule une ou deux fois par jour.

4. Assister dans le dédouanement et éxénoration de tarifs de douanes sur l'insecticide et les équipements nécessaires pour l'opération. La première cargaison doit arriver par Air France Cargo le 1er septembre. Ces produits chimique (Malathion) ont été achetés par le Gouvernement Sénégalais sous ordre du Président de la République du Sénégal.

5. Assurer l'éxonération de tous les droits, frais et tarifs de l'aéroport associés à l'opération y compris, mais pas limités à l'atterrissage, l'estationnement, allumage des feux sur les pistes d'atterrissage, atterrissage de nuit, départs avant l'aube, etc, pendant que les avions en question seront au service du gouvernement du Sénégal.

6. Déposer les plans de vols sans délais, y comprenant les droits de sur vol dans l'espace aérien du Sénégal, les routes aériennes aller et retour à Bakel, Louga ou toute autre région nécessitant du traitement aérien.

S. J. Littlefield
Directeur

U.S.A.I.D. / SENEGAL
American Embassy Dakar