2.2 Guinea Aviation

Key airport information may also be found at: World Aero Data website information on Guinea Conakry

The Guinean Authority of Civil Aviation (AGAC) is the competent authority in Guinea for aviation safety and airport security. The National Air Navigation Agency ensures the safety, regularity and efficiency of public air traffic in the Republic of Guinea, management and exploitation of domestic aerodromes. There is one international airport in Conakry, 13 national airfields and three private airfields: in Beyla (exploited by Rio Tinto) Kawaas and Sangaradi (exploited by the CBG). Some of these airfields are not operational. There is no national carrier but there are projects on paper to create one in the near future. Currently there are four private companies flying nationally on charter basis which are Eagle Air, Probiz, SAS Guinea and Con Air in addition to the humanitarian flights by UNHAS and Aviation without Borders.

The airport of Conakry is managed by SOGEAC.

Eagle Air Guinea SA, which only offers charter flights from its base in Conakry, has 3 planes. Two airplanes of LET 410 UVP 6T MTOW with:

- Passenger Capacity: 12 (Long Distance) or 15 (Short Distance)
- Cargo Capacity: 1.25 tons
- Cargo Door: 1.25 m x 1.45 m
- Range: 412 nm / 760 km
- Speed: 164 knots / 300 KPH
- Max Altitude: 10,000 feet

The third airplane, a Mitsubishi MU-2B-60 Marquise with:

- Passenger Capacity: 6 - any distance
- VIP Aircraft: Pressurized and Air Conditioned, Air Ambulance Equipped
- Range: 1,000 nm / 1,852 km
- Speed: 256 knots / 475 KPH
- Max Altitude: 28,000 feet.

An Indicative cost per destination/weight/volume is approximately:

- LET 410 Aircraft: US $1,950.00 / Hour / 150 knots Flight Plan Speed for total 'Trip Time'
- Mitsubishi MU-2B-60: US $1,950 / Hour / 200 knots Flight Plan Speed for total 'Trip Time'.
Additional Costs include:

- Permits
- Airways
- Landing
- Handling
- Night Landing
- Passenger Taxes
- Terminal Taxes
- Any additional Airport Fees

Eagle Air Guinea SA offers domestic flights to:

- Conakry
- Sigui
- Kankan
- Kissidougou
- N’Zerekore
- Kamsar

and regional flights to:

- Sierra Leone
- Liberia
- Ivory Coast
- Ghana
- Burkina Faso
- Mali
- Guinea Bissau
- Banjul, Gambia
- Senegal

Its Maintenance Director is based in Conakry. The company is erecting its own hangar on Conakry Airfield, next to theSOMCAG compound. All line maintenance and annual inspections are carried out in Conakry. Heavy Inspections are carried out in Bratislava, Europe (LET 410) and Fayetteville Aviation Inc. Fayetteville TN 37334 (MU2) in the USA. Compliance with an A.D. Inspection, an 8,500 Hours Check, new props, Hot Section Engines, New Interior and New Paint. It is worth mentioning that Eagle Air has its own FAA and DNAC “Approved Advanced Training Device” (Simulator) and an MU2 Training Device (Actual nose of an Aircraft).

UMS Aviation is capable to adjust a solution to any kind of specific demand, from a one time charter to a dedicated airplane:

- Monthly blocked hours
- Dedicated aircraft
- Remote base operation

For more information on aviation in Guinea, please see the following links:

4.5 Guinea Airport Company Contact List

Guinea Airfields List

Procedures for Foreign Registered Aircraft

The application procedure for traffic rights at the International Conakry airport (which are the same for chartered flights and humanitarian flights) are as follows:

1. 72 hours before the flight departure: A letter signed by the Representative of the concerned Organization is to be sent to the Civil Air Aviation in Guinea (Direction Nationale de l’Aviation Civile). The letter should be signed and returned by the CAA. The following information should be specified in the letter: Registration number of the aircraft, flight number, call sign, the pilot’s license, and the purpose of the flight, specifying also the name of the company and the name and address of the chatterer. Also to be attached is a copy of the insurance certificate and a copy of the airworthiness certificate.

2. As soon as possible when the charter contract is confirmed with a schedule, the air company / the operator of the aircraft should send an SITA telex requesting a landing permit number and over flight permit to Conakry. Like all international airports, Conakry has a SITA address. The request coming from an air company has to contain the exact same information as the letter to the Civil Air Aviation in Guinea, specifying: Type of freight, type of context (for instance, for emergency humanitarian aid), name and address details of the chatterer of the aircraft and the consignee at the destination.

Usually the answer from the Civil Air Aviation will be ready within 24 hours after the SITA message has been received by the Civil Air Aviation. If there are problems getting the permission the charterer should ask the consignee - the humanitarian organisation at the destination - to take an appointment with the Civil Air Aviation to find out what are the problems and discuss them with the Guinean authorities.

For charted flights carrying VIP passengers, additional clearance should be requested at the Ministry of Foreign Affairs.

Normally for chartered flights you need to send a pre-advice to SOGEAC to book the handling, minimum 12 hours before ETD of the flight.
For information on Guinea procedures, please directly contact the Directorate of the National Aviation. Contact details can be found in the 4.5 Guinea Airport Company Contact List.