



Wilderness Air aims to provide a safe, compliant, efficient and reliable service to passengers. We believe that flying is an integral part of each guest's travel experience, offering a very different way of seeing and appreciating Africa's scenery and wildlife, while our pilots' passion and professionalism can make a genuine contribution to the journey. The service offered by Wilderness Air is more than a simple connection.

Wilderness Air is proud to be the air partner of Wilderness Safaris, and subscribes wholeheartedly to Wilderness Safaris' sustainability values, actively seeking to reduce our carbon footprint through the development of a more efficient daily circuit, to optimise each aircraft's movements while connecting our guests to the wilderness safely and efficiently. In this, we operate a daily flying circuit to Wilderness Safaris camps and a few select partner lodges.



ABOUT WILDERNESS AIR

WHERE WE OPERATE: Botswana, Namibia, Zambia, and Zimbabwe.

OUR AIRCRAFT: Cessna 206, Cessna 210, Cessna Grand Caravan 208B, and Cessna F406

MAINTENANCE OPERATION: Northern Air Maintenance (NAM)

WEBSITE: www.wilderness-air.com

OPERATING SINCE: 1991

STANDARDS AND PRINCIPLES

The service offered by Wilderness Air is more than a simple connection. The aerial transfer between camps provides a totally different impression and appreciation of the country below. There are five critical objectives to which we subscribe.

SAFETY

Safety is our primary concern and therefore we continually examine and assess safety requirements within our business process. Over the years, the company has kept abreast of the latest safety standards and practices.

INSURANCE

Wilderness Air has comprehensive liability insurance.

Insurance Cover – Aviation Passenger Liability General Details:

Type of Insurance: Aviation Passenger Liability

- Insurers: AIG / SA Thomas Miller
- Insured: Wilderness Air Charters and/or Subsidiary and/or Associated Companies
- Period of cover: From 01 March 2019 to 28 February 2020 (both days inclusive)
- Jurisdiction: Worldwide
- Territorial Limits: Sub-Saharan Africa

TRAINING

In addition to their previous training, our pilots are all put through a strenuous and substantial training programme before they fly guests on their own. This means that all our pilots are adequately prepared for the specific conditions that flying into the unique wildlife areas of southern Africa demands. Finally, pilots must pass an operator's proficiency check every six months and a skills test with the local authority every 12 months, amongst a number of other constant tests and checks.

AIRCRAFT SERVICING (NORTHERN AIR MAINTENANCE)

Wilderness Holdings as a group uses selected Civil Aviation Authority (CAA) approved maintenance organisations in each country. Aircraft in the Wilderness Air Botswana and Wilderness Air Zimbabwe fleets are maintained by Northern Air Maintenance (NAM) of which Wilderness Holdings is the parent company. Aircraft are maintained according to regulated maintenance schedules as stipulated by the relevant regulatory authority and also in accordance to manufacturer requirements.

QUALITY

Over and above ad-hoc internal and external audits, each Wilderness Air operation and its Aircraft Maintenance Organisation (AMO) are audited annually by the regulatory authority in the relevant country of operation.

SAFETY MANAGEMENT

Safety is the number one priority for Wilderness Air. To that end we employ a highly experienced Group Safety Officer to oversee the safety management of our several aviation businesses. In aviation, safety management has some key guidelines, the heart of which is to ensure that a just culture prevails in our business and that our staff feel free to report on any safety-related issues or concerns. Our Group Safety Officer has vast aviation experience and has the stature to command the respect of our management at Wilderness, the Risk Committee section of our board, as well as our pilots on the front line, all with the sole purpose of keeping our business safe.

In each region, a trained, designated Safety Officer with the necessary safety qualifications (required by the relevant Civil Aviation Authorities) reports directly to the Accountable Manager to ensure effective corrective action. This safety monitoring is done in accordance with International Civil Aviation Organisation (ICAO) standards. The Safety Management System (SMS) we use is web based and ensures that all safety reports get from the front line of our business to our safety officers promptly. Using this information we are able to take prompt corrective action when necessary.

SINGLE ENGINE AIRCRAFT SAFETY

The aircraft in our fleet are specifically chosen for their suitability to the type of airstrips that are found in the remote locations in which we operate. The single engine piston engine of the Cessna 206/210 aircraft are monitored in line with world best practice and exchanged with remanufactured engines at overhaul due date. The Single Turboprop Engine of the Cessna Grand Caravan C208B has been proven to have a sound safety record. The Caravan is powered by a Pratt and Whitney PT6A engine – which has a record as one of the most reliable aircraft engines ever built. We take our aircraft maintenance seriously and we only use factory-approved engine maintenance facilities.

ANIMALS ON OUR AIRSTRIPS

Guests visit the pristine locations in which we operate primarily to view wildlife. On occasion, animals venture onto our airstrips and as such every aircraft arrival and departure is closely monitored and an extensive protocol has been created, in an effort to ensure that such animal incursions are kept to an absolute minimum. Our guides and our pilots are specifically trained to follow processes so as to manage these risks as carefully as possible.

SATELLITE TRACKING SYSTEM

All of our aircraft are fitted with a real-time satellite tracking system. With this system, our operational bases receive constant updates of each aircraft's position, airspeed and altitude. Apart from the obvious safety benefit, our operations staff are able to keep camps accurately updated as to arrival and departure times.





ENGINE CONDITION TREND MONITORING SYSTEM

All of our Cessna Grand Caravan C208B aircraft are fitted with an engine trend monitoring system, which allows both the operator and the maintenance organisation to monitor engine performance of individual aircraft. This system can detect any abnormal shifts in engine performance, and provides diagnostic information to afford timeous attendance to engine maintenance issues before they become a concern.

LUGGAGE, WEIGHT AND SAFETY

Our aircraft are not airliners – relatively speaking, they are small. This means that we have small baggage stowage bays and restrictive weight limitations.

As we operate different fleets in each country, please take special note of the luggage restrictions per region. Should guests be travelling to multiple regions, we request that you follow the most restrictive restrictions, in order to avoid repacking.

For full details on the Wilderness Air Luggage policy, please contact your Journey Specialist.





OUR AIRCRAFT

The aircraft in our fleet are specifically chosen for their suitability to the type of airstrips that are found in the remote locations in which we operate.

The Cessna 208B Caravan was designed at the outset to be simple, rugged and reliable and thus, for Wilderness Air, it has proven to be the best passenger-carrying 'bush' aircraft in our fleet, for sectors from 20 to 300 km. Large wheels, a very efficient wing and a powerful engine enable the C208B to operate from almost all the bush airstrips we service, while the spacious air-conditioned cabin and unrestricted views make the Caravan popular with passengers. The full-length underslung cargo pod gives the Caravan an adequate luggage carrying capacity.

In Namibia, Wilderness Air operates the C210, which has a retractable landing gear. Due to the retractable landing gear configuration the C210 does not have a cargo pod. The unobstructed views offered by its high wing configuration allow all passengers the best possible views below. The C210 is a popular aircraft and is an economical means of transporting up to four people.

Wilderness Air utilises the Cessna C206H model in Zimbabwe. This rugged, reliable work horse is well suited to transferring our guests to the Hwange and Mana Pools national parks in northern Zimbabwe. In addition, these aircraft are invaluable lifelines for the transport of all important freight and fresh food supplies to these remote areas.

The Reims F406 Caravan II is known for its ability to handle the areas into which we operate. The F406 is ideal for both passenger and light cargo transport. Wilderness Air utilises the F406 in a 10-passenger configuration for space and comfort, with an optional under-fuselage cargo pod. The higher cruise speed of the F406 is a real bonus on the typically longer sectors flown in Namibia.

NOTE: The number of passengers carried on each leg of our circuit flights is dependent on aircraft used, time of year, metrological conditions, passenger and luggage weights, routing, fuel required, etc. and not on the maximum numbers mentioned in the Aircraft Specifications on the pages following.

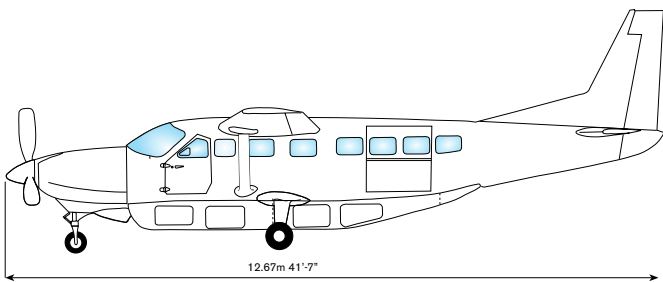


Cessna Grand Caravan 208B

MAXIMUM PASSENGERS 12
8-11 PASSENGERS ON SEAT RATES

SPECIFICATIONS

SPECIFICATIONS
 ENGINE TYPE: Single Turboprop Engine
 PRESSURISED CABIN: No
 OPERATING ALTITUDE: Up to 12 000 ft.
 SPEED: 260 km/h (140Knots)
 CREW: 1 or 2

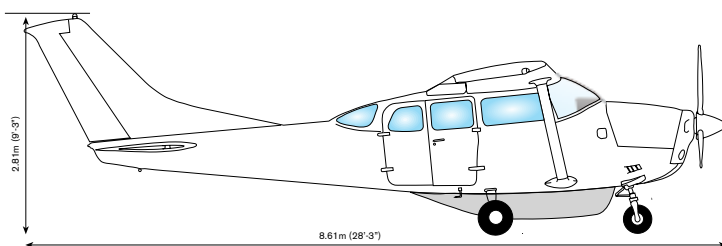


Cessna C206

MAXIMUM PASSENGERS 5
3-4 PASSENGERS ON SEAT RATES

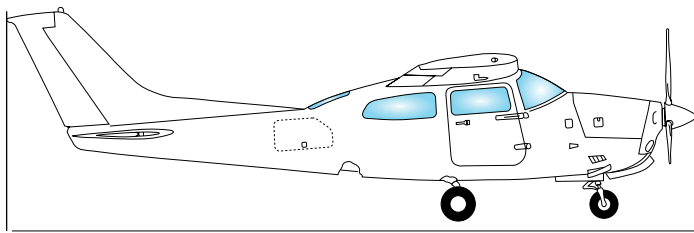
SPECIFICATIONS

SPECIFICATIONS
 ENGINE TYPE: Single Piston Engine
 PRESSURISED CABIN: No
 CRUISING ALTITUDE: Up to 8 000 ft.
 SPEED: 200km/h (108 Knots)
 CREW: 1





Cessna C210



8.58m (28'-2")

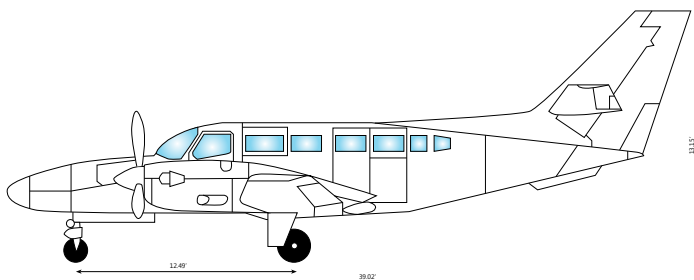
MAXIMUM PASSENGERS 5
3-4 PASSENGERS ON SEAT RATES

SPECIFICATIONS

ENGINE TYPE: Single engine piston
 PRESSURISED CABIN: No
 CRUISING ALTITUDE: Up to 10 000 ft.
 SPEED: 250km/h (135 Knots)
 CREW: 1



Reims-Cessna 440Q Caravan II



MAXIMUM PASSENGERS 12
10 PASSENGERS ON SEAT RATES

SPECIFICATIONS

ENGINE TYPE: Turboprop twin engine
 PRESSURISED CABIN: No
 CRUISING ALTITUDE: Up to 12 000 ft.
 SPEED: 370 km/h (199 Knots)
 CREW: Maximum 2



