

## **CHARTER**

### **Thursday, SEPT. 13**

GETS gives us a list of must-have parts that are not yet in transit from Europe:

12 parts

9 suppliers

6 countries

NO international flights moving (Gandor has 34 international flights on the ground)

NO idea when service will resume

GETS tells us "this is why we pay you: get the freight in here."

We begin to look for a charter

### **Friday, SEPT. 14**

We notify all suppliers to begin to move freight into Hahn, Germany before charter is identified

Turkish Airline MNG has Airbus A300 available

NO landing rights into US granted

We make arrangements to land in Hamilton, Ontario (problem: 24hr. backup at border)

We request landing rights in Pittsburgh or Cleveland

### **Saturday/Sunday. Sept. 15-16**

Cargo moved via truck and air freight into Hahn, Germany

Detailed documentation collected from all suppliers with the assistance of our offices in Prague and Poland

Phone calls to confirm charter departure date, cargo capacity, ETA, etc.

### **Monday, Sept. 17**

Received landing rights for Pittsburgh

Badgered suppliers for detailed documentation

Informed Pittsburgh customs of impending arrival

Made arrangements with FedEx Pittsburgh (MNG's agent) for offloading of cargo

Made trucking arrangements (three carriers, four trucks to stand by at PIA)

Notified receiving locations of after-hours deliveries

### **Tuesday, Sept. 18**

Aircraft is overweight – we have to remove freight!!!

Aircraft departs within 20 minutes of original ETD

Aircraft stops twice enroute to refuel (Shannon, Ireland and Gandor, Newfoundland)

Aircraft arrives at PIA at 10PM

Customs, USDA, Immigration meet crew and inspect cargo

Cargo offloaded, trucks loaded and dispatched to 7 locations in PA and Indiana by 5:00am Wed., Sept. 19