Aircraft Documentation — N686BE

Original copies in this book, unless otherwise noted.

1. Aircraft Certificate of Airworthiness (Copy; original in placard behind pilot's seat)
2. Aircraft Certificates of Insurance
3. Aircraft FAA Letters of Authorization
4. Aircraft Lease Agreement-N/A
5. Aircraft "No Single Failure" Exemption-N/A
6. Aircraft Noise Certificates
7. Aircraft Radio License
8. Aircraft Registration (Copy; original in placard behind pilot's seat)
9. Aircraft RVSM Monitoring Proof
10. TCAS II Version 7.1 Proof
11. Aircraft IS-BAO Safety Management System Certificates
12. Aircraft US Customs Decal (Copy; original on Main Door of aircraft)
13. Aircraft US Customs Overflight Exemption Letter
14. Aircraft US Customs Visa Waiver Program Letter N/A
15. Pilots Documents: See Copies in OneDrive APP for this Trip.
    a. License (Copy)
    b. Medical Certificate (Copy)
    c. Passport (Copy)
    d. Radio Operator Permit (Copy)
    e. Training Certificates (Copy)

SAFA Inspection Preparation Checklist — N686BE

Operator: Target Corporation

The following checklist was prepared to follow the 2012 European Aviation Safety Agency Approvals & Standardization Directorate SAFA Coordination Section "SAFA Ramp Inspections Guidance material Version 2.0" Each tab contains answers to the indicated SAFA Inspection Checklist inspection item in the form of: (1) The actual requested document, (2) Location of a requested document, (3) A photo, diagram, or description answering the inspection item, or (4) A narrative answer to the inspection item.

The flight crew is eager to cooperate with the EASA SAFA inspection team and demonstrate full compliance with ICAO standards. If you cannot find what you are looking for, please ask! Thank you.

SAFA Ramp Inspection Procedures

Guidance material

Insp. Item	Insp. Item Description
A	**Flight Deck**
A01	General Condition
A02	Emergency Exit
A03	Equipment
A04	Manuals
A05	Checklists
A06	Radio Navigation Charts
A07	Minimum Equipment List
A08	Certificate of Registration
A09	Noise certificate
A10	AOC or equivalent
A11	Radio license
A12	Certificate of Airworthiness
A13	Flight Preparation
A14	Weight and balance sheet
A15	Hand fire extinguishers
A16	Life jackets/flotation device
A17	Harness
A18	Oxygen equipment
A19	Flash light
A20	Flight crew license
A21	Journey log book
A22	Maintenance release
A23	Defect notification and rectification
A24	Preflight inspection
B	**Safety/Cabin**
B01	General Internal Condition
B02	Cabin Attendant's Station/Crew Rest Area
B03	First Aid Kit/Emergency Medical Kit
B04	Hand fire extinguishers
B05	Life jackets/Flotation devices
B06	Seat belt and seat condition
B07	Emergency exit, lightning and marking, Torches
B08	Slides/Life Rafts, ELT
B09	Oxygen Supply
B10	Safety instructions
B11	Cabin crew members
B12	Access to emergency exits
B13	Safety of passenger baggage
B14	Seat capacity
C	**Aircraft Condition**
C01	General External Condition
C02	Doors and Hatches
C03	Flight Controls
C04	Wheels, tyres and brakes
C05	Undercarriage, skids/floats
C06	Wheel well
C07	Powerplant and Pylon
C08	Fan blades
C09	Propellers, rotors (main/tail)
C10	Obvious repairs
C11	Obvious unrepaired damage
C12	Leakage
D	**Cargo**
D01	General Condition of Cargo Compartment
D02	Dangerous Goods
D03	Safety of Cargo on Board
E	**General**
E01	General

SAFA Inspection Preparation — Flight Deck (A01)

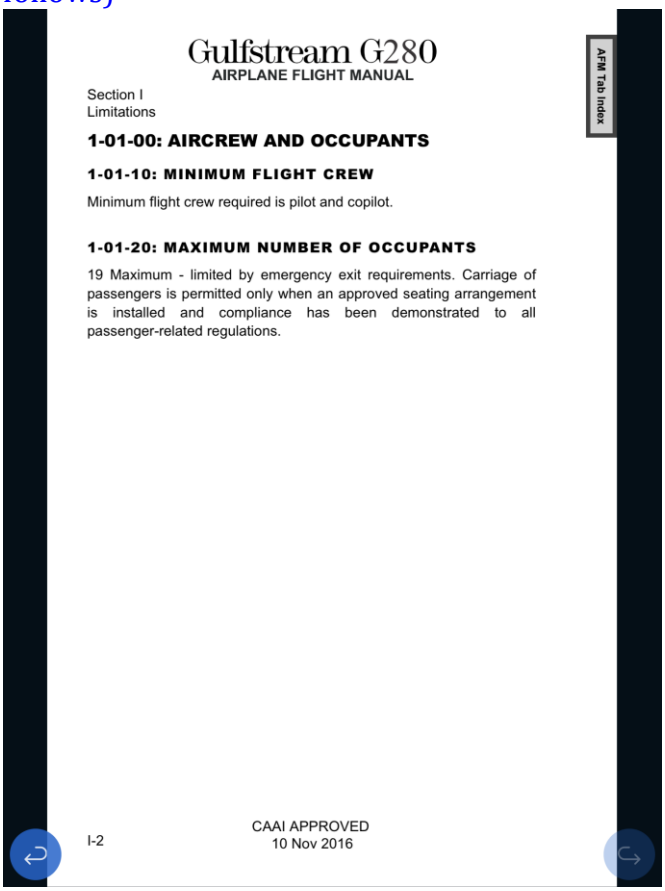
Tab A01 General Condition

1. **Stowage of interior equipment, suitcases, navigation chart cases, etc.**
   We do not require navigation chart cases because our charts are electronic. The few manuals that we do keep are secured in provided holders, bins, and cabinets. (See photos which follow which is located in the Aft Lav. closet)

2. **Means to monitor the door area from either pilot seat. [A6-I-13.2.3]**

3. **Condition of flight deck windows.**
(See photos which follow)

4. **The number and composition of the flight crew shall not be less than that specified in the operations manual. [A6-I-9.1.1]**
G280 AFM 1-01-00 specifies a pilot and copilot is the minimum crew. (Extract follows)



Gulfstream G280
AIRPLANE FLIGHT MANUAL

AFM Tab Index

Section I
Limitations

1-01-00: AIRCREW AND OCCUPANTS

1-01-10: MINIMUM FLIGHT CREW

Minimum flight crew required is pilot and copilot.

1-01-20: MAXIMUM NUMBER OF OCCUPANTS

19 Maximum - limited by emergency exit requirements. Carriage of passengers is permitted only when an approved seating arrangement is installed and compliance has been demonstrated to all passenger-related regulations.

I-2

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10 Nov 2016

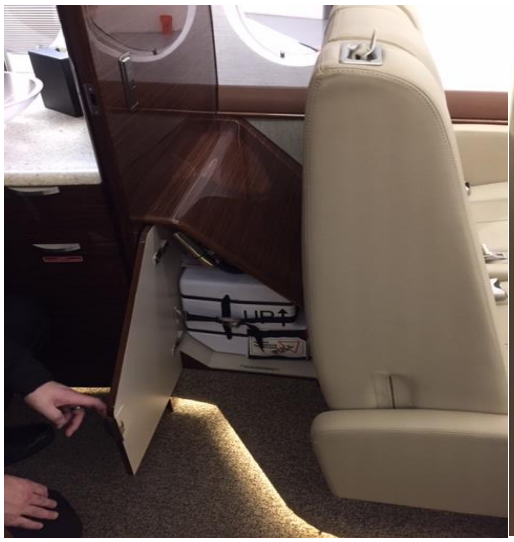
5. **An operator shall formulate rules to limit flight time and flight duty periods. A6-I-2.2.10.2.**
   Our Company Flight Operations Manual specifies these limits. FOM 4.14.1

SAFA Inspection Preparation — Flight Deck (A02)

Tab A02 Emergency Exit

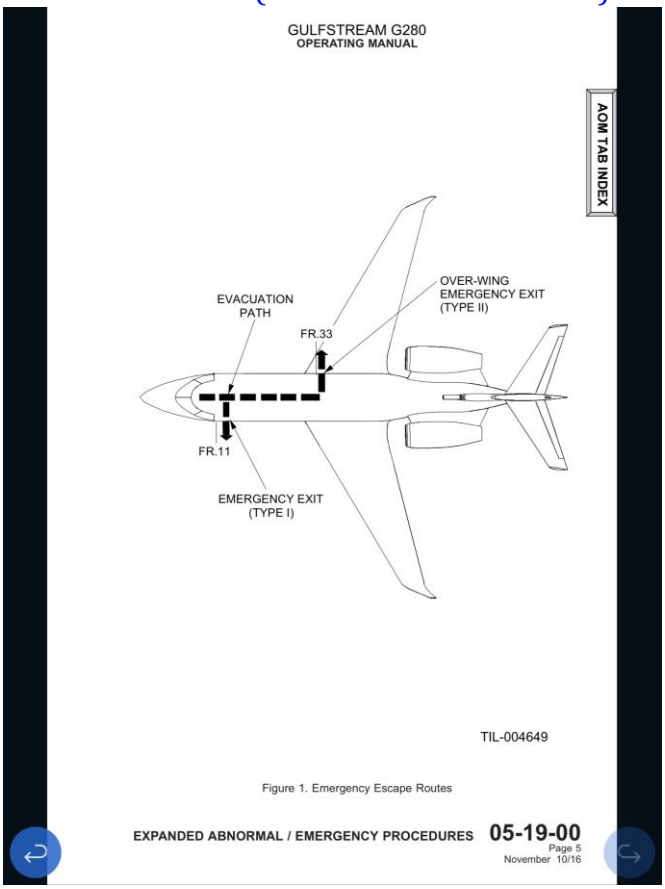
1. **Check whether access to emergency exits is restricted or impeded. [A8-IIIA-4.1.7.3]**

2. **Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked. [A8-IIIA-8.3]**
(See photos which follow)



3. **Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane and shall be shown to be suitable for their intended purpose. [A8-IIIB-4.6.2]**

4. One emergency escape exit and alternate routes are shown in the Aircraft Operating Manual 05-19-00. (See extract which follow)



SAFA Inspection Preparation — Flight Deck (A03)

Tab A03 Equipment

1. **TAWS (E-GPWS): Check if installed and serviceable. If unserviceable check if properly deferred and check if still within MEL dispatch limits. Verify that the installed GPWS has a forward looking terrain avoidance function. If the terrain database is found to be expired, verify against the MEL the dispatch conditions. When an operational test can be performed by the pilot, it should be requested. [A6-I-6.15.8]**
   The test procedure is in the Gulfstream G280 Aircraft Flight Manual, Section 10, Supplement 1.

Gulfstream G280
AIRPLANE FLIGHT MANUAL
Supplement 1
AFM Tab Index

CAAI APPROVED
AIRPLANE FLIGHT MANUAL
SUPPLEMENT No. 1
for
GULFSTREAM G280 AIRPLANE

MFR SERIAL No. _____

REGISTRATION No. _____

TERRAIN AWARENESS AND WARNING SYSTEM (TAWS)

This Supplement must be attached to Issue 2 of the CAAI approved Airplane Flight Manual whenever Terrain Awareness and Warning System (TAWS) is installed.
Information contained herein supplements information in basic Aircraft Flight Manual. For limitations, procedures and performance information not contained in this Supplement, consult basic Aircraft Flight Manual.

CAAI APPROVED: _____

Mr. Tamir Bar-Am, Manager
Engineering Branch
Civil Aviation Authority, Israel

Date: 10 Nov 2016 Manual No._____

GULFSTREAM AEROSPACE LP

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10 Nov 2016

X-1-1

2. **ACAS II (TCAS): Check if installed and serviceable. If unserviceable check if properly deferred (reported in the ATLB) and check if still within MEL dispatch limits. When an operational test can be performed by the pilot, it should be requested. [A6-I-6.18.2]**The test procedure is in the Gulfstream G280 Aircraft Flight Manual, Section 10, Supplement 2.
TCAS II Version 7.1 compliance proof in Aircraft Documents Book, Item 10.

Gulfstream G280
AIRPLANE FLIGHT MANUAL

Supplement 2

AFM Tab Index

CAAI APPROVED
AIRPLANE FLIGHT MANUAL
SUPPLEMENT No. 2
for
GULFSTREAM G280 AIRPLANE

MFR SERIAL No. _____

REGISTRATION No. _____

TCAS II TSS-4100 SYSTEM

This Supplement must be attached to Issue 2 of the CAAI approved Airplane Flight Manual when Collins TCAS (part of TSS-4100) is installed.

Information contained herein supplements information in basic Aircraft Flight Manual. For limitations, procedures and performance information not contained in this Supplement, consult basic Aircraft Flight Manual.

CAAI APPROVED: _____

Mr. Tamir Bar-Am, Manager
Engineering Branch
Civil Aviation Authority, Israel

Date: 10 Nov 2016 Manual No._____

GULFSTREAM AEROSPACE LP

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10 Nov 2016

X-2-1

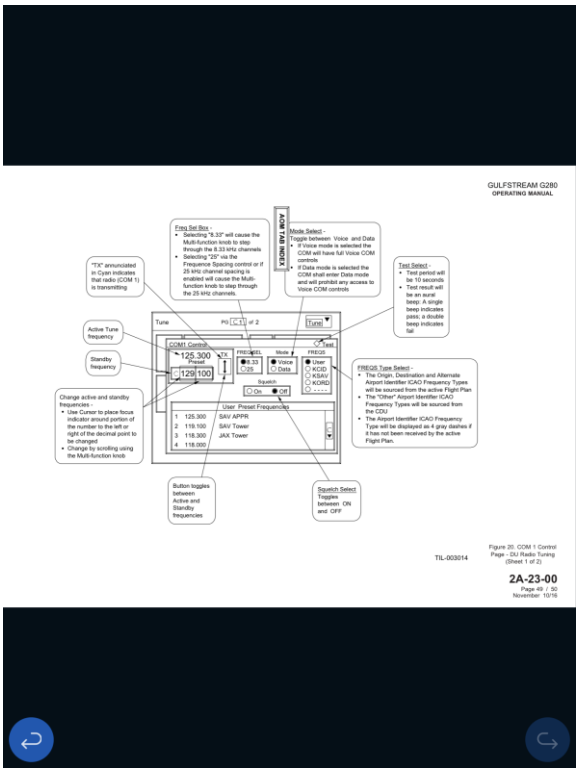
3. **RVSM. [A6-I-7.2.1]**
   (LOA in Aircraft Documents Book, Tab 7 and in ForeFlight Docs / International Ops)

4. **B-RNAV. [A6-I-7.2.1]**
   (LOA in Aircraft Documents Book, Tab 7 and in ForeFlight Docs / International Ops)

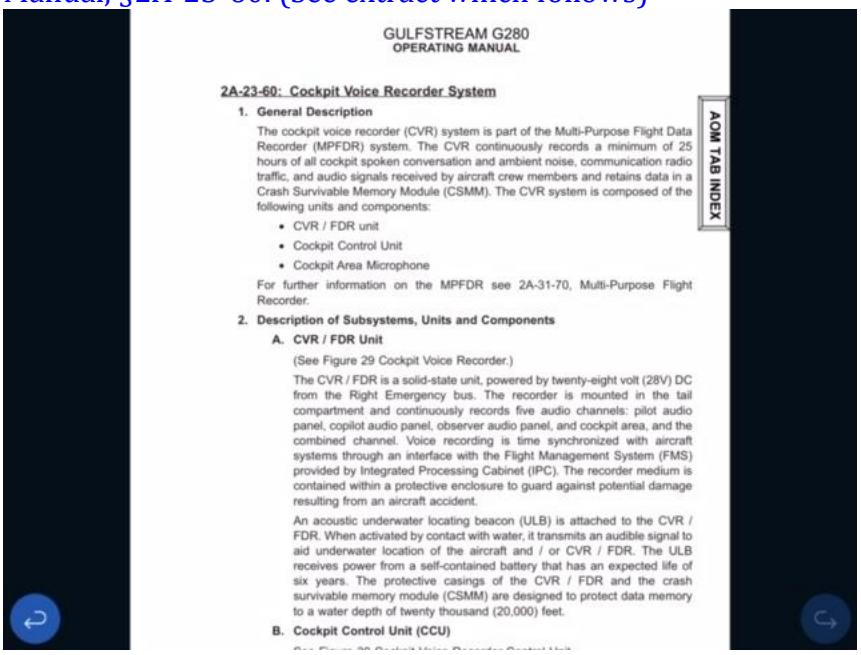
5. **P-RNAV. [A6-I-7.2.1]**
   (LOA in Aircraft Documents Book, Tab 7 and in ForeFlight Docs / International Ops)

6. **MNPS. [A6-I-7.2.1]**
   (LOA in Aircraft Documents Book, Tab 7 and in ForeFlight Docs / International Ops)

7. **8.33 kHz Spacing. [EUR 3.2.1]**
   Three VHF radios with 8.33 kHz spacing are installed. See operating manual extract



8. **A CVR capable of retaining the information recorded during at least the last two hours of its operation. [A6-I-6.3.2.1.4]**
   A description of the CVR can be found in the Gulfstream G280 Aircraft Operating Manual, §2A-23-60. (See extract which follows)



GULFSTREAM G280
OPERATING MANUAL

AOM TAB INDEX

2A-23-60: Cockpit Voice Recorder System

1. **General Description**

The cockpit voice recorder (CVR) system is part of the Multi-Purpose Flight Data Recorder (MPFDR) system. The CVR continuously records a minimum of 25 hours of all cockpit spoken conversation and ambient noise, communication radio traffic, and audio signals received by aircraft crew members and retains data in a Crash Survivable Memory Module (CSMM). The CVR system is composed of the following units and components:

- CVR / FDR unit
- Cockpit Control Unit
- Cockpit Area Microphone

For further information on the MPFDR see 2A-31-70, Multi-Purpose Flight Recorder.

2. **Description of Subsystems, Units and Components**

A. CVR / FDR Unit

(See Figure 29 Cockpit Voice Recorder.)

The CVR / FDR is a solid-state unit, powered by twenty-eight volt (28V) DC from the Right Emergency bus. The recorder is mounted in the tail compartment and continuously records five audio channels: pilot audio panel, copilot audio panel, observer audio panel, and cockpit area, and the combined channel. Voice recording is time synchronized with aircraft systems through an interface with the Flight Management System (FMS) provided by Integrated Processing Cabinet (IPC). The recorder medium is contained within a protective enclosure to guard against potential damage resulting from an aircraft accident.

An acoustic underwater locating beacon (ULB) is attached to the CVR / FDR. When activated by contact with water, it transmits an audible signal to aid underwater location of the aircraft and / or CVR / FDR. The ULB receives power from a self-contained battery that has an expected life of six years. The protective casings of the CVR / FDR and the crash survivable memory module (CSMM) are designed to protect data memory to a water depth of twenty thousand (20,000) feet.

B. Cockpit Control Unit (CCU)

SAFA Inspection Preparation — Flight Deck (A04)

Tab A04 Manuals

1. **Check for presence of Aircraft Flight Manual. [A6-I-6.2.3ab]**
   The AFM is located in the 2 Aircraft EFBs, (iPad) in PlaneBook.

2. **Check for presence of Operations Manual. [A6-I-6.2.3ab]**
   The OM is located in the 2 Aircraft EFBs, (iPad) in PlaneBook.

3. **An operator shall formulate rules to limit flight time and flight duty periods and for the provision of adequate rest periods for all its crew members. [A6-I-2.2.10.2]**
   Our Companies Flight Operations Manual specifies these limits. FOM 4-14-1.

4. **An operator shall provide, for the use and guidance of operations personnel concerned, an operations manual in accordance with Appendix 2. [A6-I-4.2.3.1]**
   Electronically held in Aircraft EFB, ARINC DOCs, Flight Operations Manual.

5. **The operator shall provide such information in the Operations Manual as will enable the flight crew to carry out its responsibilities with regard to the transport of dangerous goods and shall provide instructions as to the action to be taken in the event of emergencies arising involving dangerous goods. [A18-9.2]**
   Company is not a dangerous goods carrier and complies with FOM, section 11.

SAFA Inspection Preparation — Flight Deck (A05)

Tab A05 Checklists

1. **Check if checklists are available and easily accessible. [A6-I-4.2.6]**
   Checklists available in hard copy in aircraft and electronically in EFB, ForeFlight Docs.

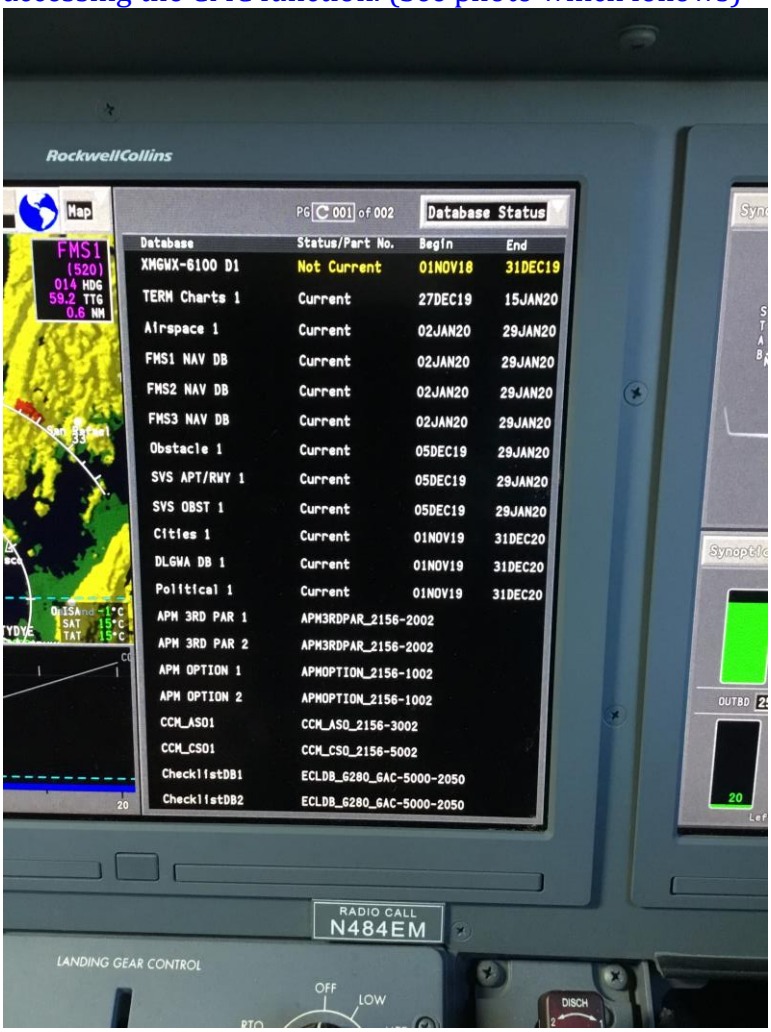
2. **Check if the OPS Manual contains the required checklists. Compare the version in OPS Manual with the ones available to the crew. Check if their content is in compliance with the operating manual covering all flight phases, in normal and emergency operations. [A6-I-4.2.6]**
   The operations manual is held electronically in the EFB and as issued by Gulfstream, as are all other checklists for the aircraft in Gulfstreams QRH and AFM.

3. **Check if the checklists are identical for all members of the flight crew. [A6-I-4.2.6]**
   There is only one copy of each checklist type in the cockpit.

SAFA Inspection Preparation — Flight Deck (A06)

Tab A06 Radio Navigation Charts

1. **Check if the required departure, en-route, approach and aerodrome charts are available, within reach, up-to-date to the latest AIRAC amendments, including those for the alternate aerodromes. [A6-I-6.2.3c]**
   All departure, enroute, approach, and aerodrome charts are held electronically in the aircraft avionics suite. The revision dates can be found on a display unit accessing the CMC function. (See photo which follows)



2. **Check the validity of the FMS/GPS database; in case of expiration, check the MEL. [A6-I-7.4.2]**
   FMS/GPS database revision dates can be found on a display unit. (See photo which follows)

3. **An aeroplane shall carry: current and suitable charts to cover the route of the proposed flight and any route along which it is reasonable to expect that the flight may be diverted. [A6-I-6.2.3c]**
   Route charts are held electronically in the aircraft avionics suite.

SAFA Inspection Preparation — Flight Deck (A07)

Tab A07 Minimum Equipment List

1. **Check if the MEL is available. [A6-I-6.1.3]**
   MEL is held electronically in EFB in ForeFlight Docs.

2. **Check if the MEL is not less restrictive than MMEL. [A6-I-6.1.3]**
   MEL is approved by the FAA and compliant per LOA D195. Found in ForeFlight Docs.

SAFA Inspection Preparation — Flight Deck (A08)

Tab A08 Certificate of Registration

1. **Check Certificate of Registration Check for presence and accuracy. In the case where only a photocopy is on board a finding should be made against "No valid C of R or cannot be shown by crew". Check if its format and content are in accordance with the requirements and whether translated into the English language. [A7-7.1]**
   Original in holder behind pilot's seat, copies in the Documents book and in OneDrive folder for this trip.

2. **Check for fireproof identification plate (usually near the left forward door). Compare the data on the plate with that on the C of R. Note: Annex 7 requires that a fireproof plate needs to be installed near the main entrance. It is often found that the plate is located somewhere else on the aircraft. Although it is not compliant to the requirements, the safety relevance is rather low and therefore no finding should be raised. [A7-8]**
   Data plate located on left side of rear tail cone.(See photo which follows)


Gulfstream®
MODEL
GULFSTREAM G280
SERIAL NO.
2192
TYPE CERT.
A71L
PROD. CERT.
PA-30
FAA TYPE CERT.
A61NM
MANUFACTURED BY
IAI LTD

SAFA Inspection Preparation — Flight Deck (A09)

Tab A09 Noise certificate

1. **Noise Certificate: Check for presence, accuracy (e.g. cross check MTOM, S/N with the ones specified in the C of R) of the document attesting noise certification and whether translated in English language. [A16-I-II-1.4]**
   The original noise certificate is in Aircraft Documents Book Tab 6.

SAFA Inspection Preparation — Flight Deck (A10)

Tab A10 AOC or equivalent

1. **An operator shall not engage in commercial air transport operations unless in possession of a valid air operator certificate issued by the State of the Operator. [A6-I-4.2.1.5/ A6-I-4.2.1.6/ A6-I-4.2.1.7]**
   NOT APPLICABLE: We are not a commercial operator

2. **Commercial air transport operators shall carry a certified true copy of the air operator certificate specified and a copy of the operations specifications relevant to the aeroplane type, issued in conjunction with the certificate. [A6-I-4.2.1.6]**
   NOT APPLICABLE: We are not a commercial operator

SAFA Inspection Preparation — Flight Deck (A11)

Tab A11 Radio license

1. **Radio License: Check for presence and accuracy. Check for the correct name/call sign. Note: Following the Articles 29e and 30 of the Chicago Convention, a radio license is a license to install radio transmitting apparatus. ICAO does not specify the information to be mentioned on the Radio License. The requirement to have a radio license is originating from Article 18 of the Radio Regulations from the International Telecommunications Union, which requires the issuing State to include, besides the name/call sign, "the general characteristics of the installation" into the license. However, the exact content of such a license is only given by the ITU as a recommendation only (Recommendation 7 Rev. WRC-97). Therefore no finding should be raised on the content of the radio license, unless the mentioned information is incorrect. [CC-29e]**
   Original is in the document holder behind the pilot seat. Copy is in the Aircraft Documents Book, Tab 7.

SAFA Inspection Preparation — Flight Deck (A12)

Tab A12 Certificate of Airworthiness

1. **Certificate of Airworthiness: Check for presence, accuracy and validity. [A8-II-3.3.1]**
   Original in document holder behind pilot seat, copies are in the Aircraft Documents Book Tab 1.

SAFA Inspection Preparation — Flight Deck (A13)

Tab A13 Flight Preparation

1. **An operational flight plan shall be completed for every intended flight. The operational flight plan shall be approved and signed by the pilot-in-command and, where applicable, signed by the flight operations officer/flight dispatcher, and a copy shall be filed with the operator or a designated agent, or, if these procedures are not possible, it shall be left with the aerodrome authority or on record in a suitable place at the point of departure. [A6-I-4.3.3.1]**
   Our international flight plans are signed electronically and held by Universal; +1-713-378-8060.

2. **Check for proper filing system (retaining of all relevant flight preparation documents).**
   Flight plans are filed by Universal and are retained for 6 months at the base of operations.

3. **Check for proper performance and fuel calculation.**
   The aircraft performance computer makes all necessary calculations. Also included with Universal's Master Document.

4. **Check the fuel consumption monitoring of the incoming flight (if required by the OPS manual).**
   Fuel consumption is monitored and recorded on the master document.

5. **Check if the operator has selected appropriate alternate aerodromes (if required).**
   Alternate aerodromes are declared on the flight plan.

6. **Check if the crew ensured that the weather forecast at the destination or the destination alternate aerodrome is above minima.**
   Crews do check destination and alternate weather prior to departure.

7. **Check whether the flight crew has reviewed the applicable NOTAMS and/or pre-flight information bulletins (including those for alternate aerodromes).**
   Flight planning services do include NOTAMS.

8. **Check for the presence and accuracy of the ATC flight plan, including proper equipment codes.**
   Flight plans are checked for accuracy by Universal and equipment codes are in accordance with aircraft equipment and qualification. (Equipment code listing follows and located in ARINC DOCs – Operational Info/Best Practices)

VERSION 8 SEPT 2022

STS/ Special Handling Reasons

ALTRV	altitude reservation	HUM	Humanitarian
ATFMX	exempt from ATFM	FFR	Fire fighting
FLTCK	Flight Check	HEAD	Head of State
HAZMAT	Hazardous Materials	SAR	Search and Rescue
MEDEVAC	Life-critical medical flight	HOSP	Medical Flight
MARSA	Military assumes responsibility for separation of aircraft		
NONRVSM	Non-RVSM requesting operations in RVSM airspace **(ensure W is not filed in Item 10a)**		

Item 18 PBN/ Capabilities (up to 8 allowed)

File any necessary codes in excess of 8 in NAV/

Oceanic A1 RNAV 10 (RNP 10) L1 RNP 4	RNP 1 O1 All O2 GNSS
RNAV 5 B1 All B2 GNSS B3 DME/DME B4 VOR/DME B5 INS or IRS	RNP Approach S1 RNP APCH S2 RNP APCH/Baro VNAV RNP AR Approach T1 RNP AR APCH w/RF
RNAV 2 C1 All C2 GNSS C4 DME/DME/IRU	RNAV 1 D1 All D2 GNSS D4 DME/DME/IRU

Additional PBN capabilities in Item 18 NAV/

Z1 Radius to Fix (RF)
Z2 Fixed Radius Transitions (FRT)
Z5 Time of Arrival Control (TOAC)
R1 Helicopter RNP 0.3
P1 Advanced RNP (A-RNP)
M1 RNP 2 Continental
M2 RNP 2 Oceanic/Remote

Always include Z in Item 10a when filing NAV/

PER/ Performance Categories

Categories based on Vref if specified, or 1.3Vso, each at maximum certificated landing weight per CFR 97.3

A less than 91 knots IAS
B at least 91 and less than121 knots IAS
C at least 121 and less than 141 knots IAS
D at least 141 and less than 166 knots IAS
E greater than 166 and less than 211 knots IAS
H Helicopters

VERSION 8 SEPT 2022

Datacomm Services (See AC 90-117 Appendix D)

Further guidance: https://www.l3harris.com/datacomm

Pre Departure Clearance	Item 10a- Z *PDC and DCL do not require any 'J' code in Item 10a* Item 18 DAT/ - Priority number followed by each service: PDC- for ACARS PDC FANS- for FANS DCL FANSP- for FANS 1/A + DCL VOICE- for Voice only Example: DAT/1FANS2PDC
En Route CPDLC Services	Item 10a- Z and appropriate 'J' code Item 18 DAT/- Priority number followed by each applicable service: FANSE FANSER PDC Example: DAT/1FANSER2PDC

Key PBN Routes (See AIM Appendix 4 table 4-13)

Route type	Item 10a	Item 18 PBN/	Item 18 NAV/
RNP 1 SID or STAR & RF required	GRZ	O1 or O2	Z1
RNAV 1 SID or STAR	GR	D1 or D2	
	DIR	D1 or D4	
Domestic Q Route	GR	C1 or C2	
	DIR	C1 or C4	
T Route	GR	C1 or C2	
TK Route	GR	C1 or C2	
TK Route (RNP 0.3)	GZ		R1

Note: RNP routes requiring RF or FRT, include Z1 or Z2 in NAV/ (see "Add'l PBN Cap.")

Reduced Oceanic Separation- See AIP Appendix 2 tables 2-14 through 2-17

VERSION 8 SEPT 2022

FAA ICAO Flight Plan Quick Guide

2022

(FPL-ACID-Flt Rules Flight Type
- AC Type/Wake Cat-
Equip.&Capability
- Departure EOBT
- Speed Altitude [sp] Route
- Destination ETE [sp]
Alternate(s)
- Other Information)

Example:
(FPL-TTT123-IS
-C550/L-SDE1E2GHIJ3J5RWZ/SB1D1
-KPWM1225
-N0440F310 SSOXS5 SSOXS DCT BUZRD
DCT SEY DCT HTO J174 ORF J121
CHS EESNT LUNNI1
-KJAX0214 KMCO
-PBN/A1L1B1C1D1O1T1 NAV/Z1 GBAS
DAT/1FANS2PDC SUR/260B RSP180
DOF/220501 REG/N123A SEL/BPAM
CODE/A05ED7)

For further information:

Aeronautical Info. Manual (AIM) Append. 4
Aeronautical Info. Publication (AIP) Append. 2
Both are available at:
https://www.faa.gov/air_traffic/publications/

Flight plan filing additional guidance:

https://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/air_traffic_services/flight_plan_filing

Item 10a (Navigation, Communications, Approach Aid)			
N	No capabilities	S	Standard Standard is VOR, VHF, ILS
Z	Other capabilities- indicate in NAV/, DAT/, or COM//		
W	RVSM- *File W only if authorized for RVSM operations*		
Voice Communications via radio			
H	HF RTF	U	UHF RTF
V	VHF RTF	Y	8.33 kHz RTF
ATC Satvoice			
Include Aircraft address in Item 18 Code/			
M1	Inmarsat	M2	MTSAT
M3	Iridium		
Data Communications- ACARS			
E1	ACARS FMC WPR	E2	ACARS D-FIS
E3	ACARS PDC		
Data Communications- CPDLC ATN			
J1	VDL Mode 2		
Data Communications- CPDLC FANS 1/A			
Include aircraft registration when planning a CPDLC login			
J2	HF DL	J3	VDL Mode A
J4	VDL Mode 2	J5	Satellite Inmarsat
J6	Satellite MTSAT	J7	Satellite Iridium
Required Communications Performance			
See ACs 90-117, 20-140C Requires Ops Auth.			
P1	RCP400	P2	RCP240
P3	RCP400 (Satvoice)	P4-P9	Reserved
Navigation			
D	DME	F	ADF
G	GNSS	I	INS
T	TACAN	R	PBN- *Include type in Item 18 PBN/*
O	VOR		
Approach Capabilities			
A	GBAS Landing Sys.	B	LPV (APV w/SBAS)
C	LORAN C	K	MLS
L	ILS		

Item 10b (Surveillance)	
N	No capabilities- include no other entries if filed
Transponder (include no more than one)	
A	Mode A (no Mode C)
C	Modes A and C
S	Mode S- ACID and Altitude
P	Mode S- Altitude, no ACID
I	Mode S- ACID, no Altitude
X	Mode S- no ACID, no Altitude
E	Mode S- ACID, Altitude, Extended Squitter
H	Mode S- ACID, Altitude, Enhanced Surveillance
L	Mode S- ACID, Altitude, Enhanced Surveillance, Extended Squitter
ADS-B (include up to three)	
• *Include aircraft address in Item 18 Code/* • *When compliant with 14 CFR 91.227 and AC 20-165, also include in Item 18 SUR/:* 260B *(for 1090 MHz)* 282B *(for UAT)*	
B1	1090 MHz "out"
B2	1090 MHz "out" and "in"
U1	UAT "out"
U2	UAT "out" and "in"
V1	VDL Mode 4 "out"
V2	VDL Mode 4 "out" and "in"
ADS-C (include each that applies)	
Include aircraft registration when planning an ADS-C login	
D1	ADS-C FANS 1/A
G1	ADS-C ATN

Item 18 (Other Information)	
STS/	Special Handling (see list)
PBN/	Performance Based Navigation (see list). *Include 'R' in item 10a h*
NAV/	Other Navigation Capability (see advanced services) *See note below.*
COM/	Other Communications Capability. *See note below.*
DAT/	Other Data Application (See AC 90-117). *See note below.*
SUR/	Other Surv. Capability (e.g. 260B RSP180)
DEP/	Non-standard Departure (e.g. MD24)
DEST/	Non-standard Destination (e.g. EMI090021)
DOF/	Date of Flight (YYMMDD, e.g. 121123)
REG/	Registration (e.g. N123A)
EET/	Estimated Elapsed Times (e.g. KZNY0124)
SEL/	SELCAL (e.g. BPAM)
TYP/	Non-standard AC Type
CODE/	Aircraft/Mode S address in hex (e.g. A519D9)
DLE/	Delay (at a fix) (e.g. EXXON0120)
OPR/	Operator, when not evident from ACID
ORGN/	Flight Plan Originator (e.g. KHOUARCW)
PER/	Performance Category (e.g. A)
ALTN/	Non-standard Alternate(s) (e.g. 61NC)
RALT/	Enroute Alternate(s) (e.g. EINN CYYR KDTW)
TALT/	Take-off Alternate(s) (e.g. KTEB)
RIF/	Route to revised Destination
RMK/	Remarks- include any information instructed to include in Remarks (e.g. for NAS Field 11)

Note: When filing NAV/, COM/, or DAT/ include a 'Z' in Item 10a

SAFA Inspection Preparation — Flight Deck (A14)

Tab A14 Weight and balance sheet

1. **A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: the mass of the aeroplane and centre of gravity location are such that the flight can be conducted safely, taking into account the flight conditions expected; and that any load carried is properly distributed and safely secured. [A6-I-4.3.1(d)(e)]**
   Company procedures require the pilot-in-command to ensure all preflight requirements have been satisfactorily completed per FOM Chapter 3 and a maintenance release has been issued. Crews complete a weight and balance calculation prior to every flight and record the aircraft's actual weight, maximum allowable weight, center of gravity, and center of gravity limits. The calculations are made on the EFB with a program specific to that purpose.

2. **The mass of the aeroplane at the start of take-off shall not exceed the maximum take-off mass specified in the flight manual for the pressure-altitude appropriate to the elevation of the aerodrome, and, if used as a parameter to determine the maximum take-off mass, any other local atmospheric condition. [A6-I-5.2.7]**
   The maximum takeoff weight is computed in accordance with the Gulfstream G280 Airplane Flight Manual, §Section 5. The aircraft performance computer and Universal ensures these maximums are not exceeded.

3. **The mass of the aeroplane for the expected time of landing at the aerodrome of intended landing and at any destination alternate aerodrome shall not exceed the maximum landing mass specified in the flight manual for the pressure altitude appropriate to the elevation of those aerodromes, and if used as a parameter to determine the maximum landing mass, any other local atmospheric condition. [A6-I-5.2.7]**
   The maximum landing weight is computed in accordance with the Gulfstream G280 Airplane Flight Manual, §Section 5. The aircraft performance computer and Universal ensures these maximums are not exceeded.

4. **In no case shall the mass at the start of take-off, or at the expected time of landing at the aerodrome of intended landing and at any destination alternate aerodrome, exceed the relevant maximum masses at which compliance has been demonstrated with the applicable noise certification Standards in Annex 16, Volume I, unless otherwise authorized in exceptional circumstances for a certain aerodrome or a runway where there is no noise disturbance problem, by the competent authority of the State in which the aerodrome is situated. [A6-I-5.2.7]**
   Crews check departure, destination, and alternate aerodromes against the

Gulfstream Noise Information Manual (available in the EFB, PlaneBook) for proper noise abatement procedures.

SAFA Inspection Preparation — Flight Deck (A15)

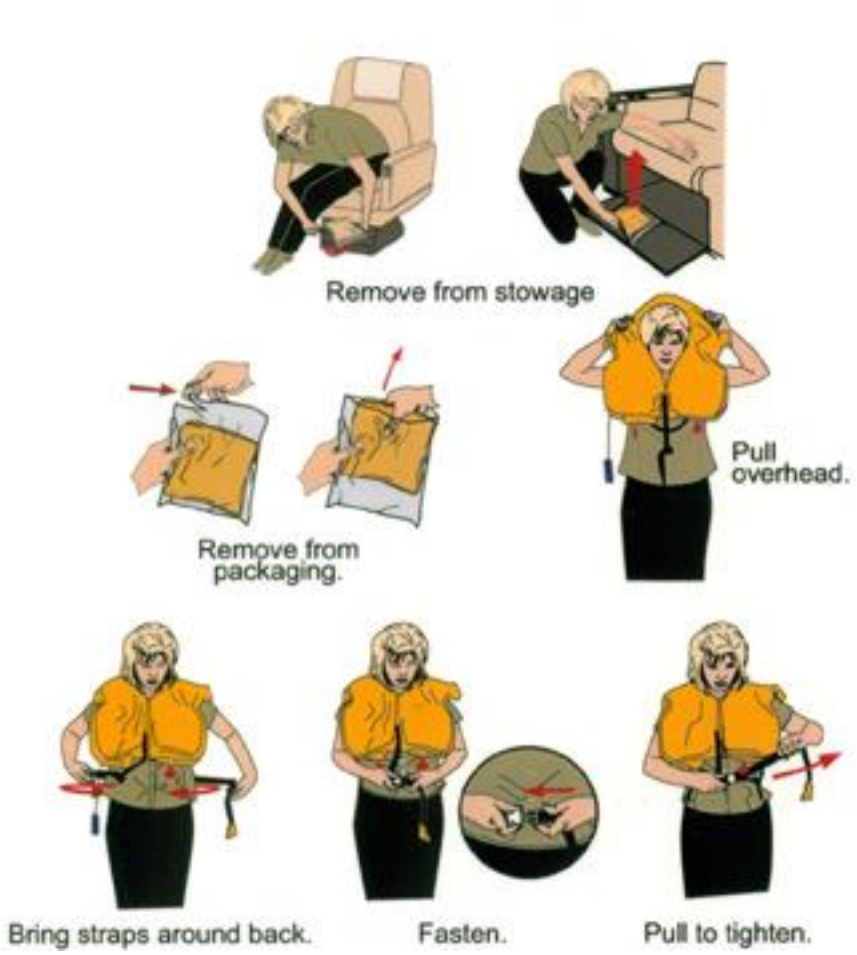
Tab A15 Hand fire extinguishers

1. **An aeroplane shall be equipped with: portable fire extinguishers of a type which, when discharged, will not cause dangerous contamination of the air within the aeroplane. At least one shall be located in: the pilot's compartment; and each passenger compartment that is separate from the pilot's compartment and that is not readily accessible to the flight crew; Note.- Any portable fire extinguisher so fitted in accordance with the certificate of airworthiness of the aeroplane may count as one prescribed. [A6-I-6.2.2b]**
   Fire extinguishers are positioned exactly as installed under the original certificate of airworthiness (See Passenger Briefing Cards)

SAFA Inspection Preparation — Flight Deck (A16)

Tab A16 Life jackets/flotation device

1. **When flying over water and at a distance of more than 93 km (50 NM) away from the shore, land planes shall carry life jackets/flotation devices for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided. [A6-I-6.5.2.1]**
   Life jackets are positioned exactly as installed under the original certificate of airworthiness (See Passenger Briefing Cards)

2. 

SAFA Inspection Preparation — Flight Deck (A17)

Tab A17 Harness

1. **An aeroplane shall be equipped with: A safety harness for each flight crew seat. The safety harness for each pilot seat shall incorporate a device, which will automatically restrain the occupant's torso in the event of rapid deceleration. [A6-I-6.2.2.c3]**
   Each pilot seat has an appropriate harness exactly as installed under the original certificate of airworthiness.

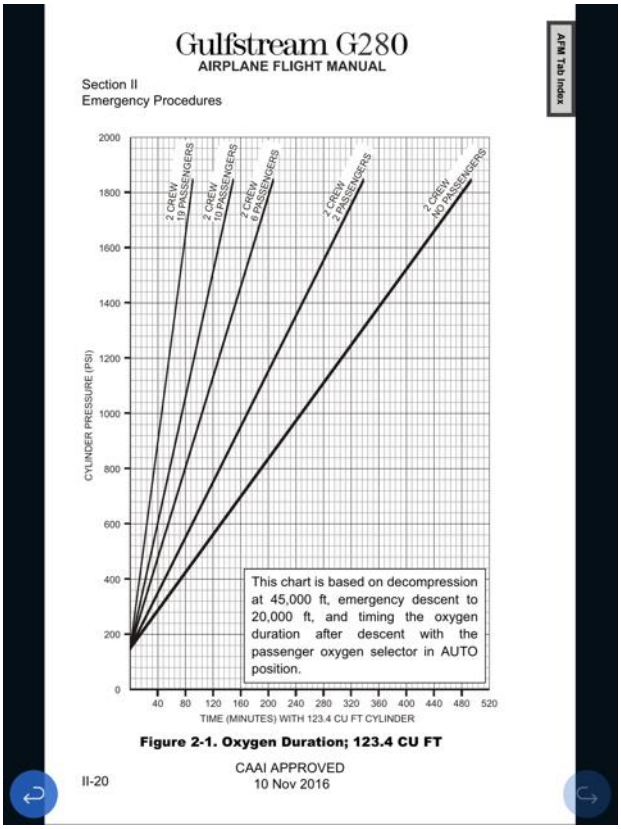
SAFA Inspection Preparation — Flight Deck (A18)

Tab A18 Oxygen equipment

1. **All flight crew members of pressurized aeroplanes operating above an altitude where the atmospheric pressure is less than 376 hPa (25,000 feet) shall have available at the flight duty station a quick donning type of oxygen mask which will readily supply oxygen upon demand. [A6-I-4.4.5.2]**
   The cockpit has two quick donning oxygen masks exactly as installed under the original certificate of airworthiness. (Details in OM 2A-35-00)

2. **Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked. [A8-IIIA-8.3, A8-IIIB-6.3, A8-V-6.3]**
   Oxygen masks are readily available, exactly as installed under the original certificate of airworthiness.

3. **A flight to be operated at flight altitudes at which the atmospheric pressure in personnel compartments will be less than 700 hPa (10,000 feet) shall not be commenced unless sufficient stored breathing oxygen is carried to supply: a) all crew members and 10 per cent of the passengers for any period in excess of 30 minutes that the pressure in compartments occupied by them will be between 700 hPa (10,000 feet) and 620 hPa (13,000 feet); and b) the crew and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 620 hPa. [A6-I-4.3.8.1]**
   Crews normally plan to be able to continue any flight no higher than 15,000 feet in the event of a pressurization loss and ensure oxygen quantity is sufficient using the chart available in G280 AFM, section II-20. (See extract, which follows)

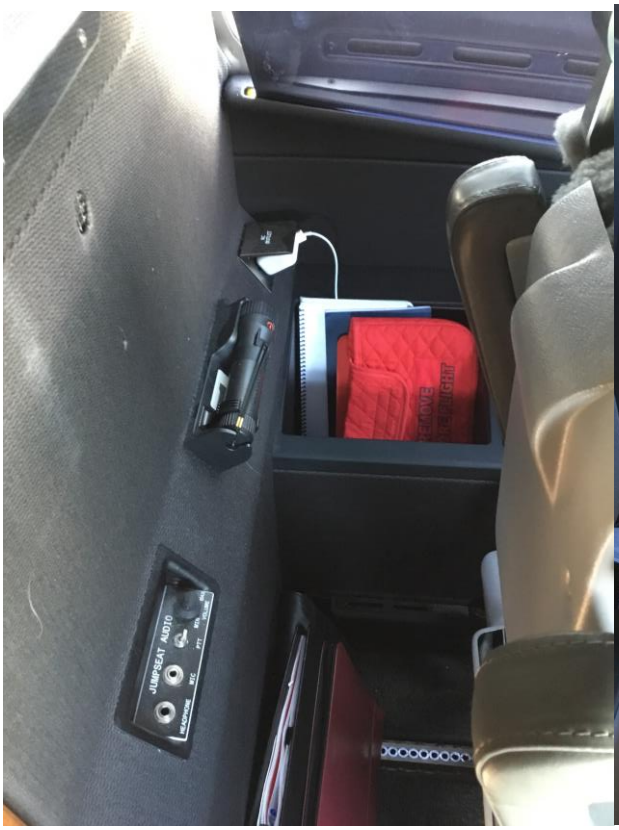

Gulfstream G280
AIRPLANE FLIGHT MANUAL
Section II
Emergency Procedures
AFM Tab Index
2000
1800
1600
1400
1200
1000
800
600
400
200
0
CYLINDER PRESSURE (PSI)
2 CREW 19 PASSENGERS
2 CREW 10 PASSENGERS
2 CREW 6 PASSENGERS
2 CREW 2 PASSENGERS
2 CREW NO PASSENGERS
This chart is based on decompression at 45,000 ft, emergency descent to 20,000 ft, and timing the oxygen duration after descent with the passenger oxygen selector in AUTO position.
40 80 120 160 200 240 280 320 360 400 440 480 520
TIME (MINUTES) WITH 123.4 CU FT CYLINDER
Figure 2-1. Oxygen Duration; 123.4 CU FT
II-20
CAAI APPROVED
10 Nov 2016

SAFA Inspection Preparation — Flight Deck (A19)

Tab A19 Flash light

1. **Check that appropriate electric torches are readily available at all crew member stations. Check their condition, serviceability and access. [EASA SAFA Inspector's Guide]**
   Each pilot seat has an electric flashlight readily available, exactly as installed under the original certificate of airworthiness.. (See photo which follows)

2. **All aeroplanes, when operated at night shall be equipped with an electric torch for each crew member station. [A6-I-6.10f]**
   Each pilot seat has an electric flashlight readily available, exactly as installed under the original certificate of airworthiness. (See photo which follows)



SAFA Inspection Preparation — Flight Deck (A20)

Tab A20 Flight crew license

1. **A person shall not act as a flight crew member of an aircraft unless a valid licence is held showing compliance with the specifications of this Annex and appropriate to the duties to be performed by that person. The licence shall have been issued by the State of Registry of that aircraft or by any other Contracting State and rendered valid by the State of Registry of that aircraft. Note.— Article 29 of the Convention on International Civil Aviation requires that the flight crew members carry their appropriate licences on board every aircraft engaged in international air navigation. [A1-1.2.1]**
   Each flight crewmember holds the appropriate license on their possession and copies are kept in OneDrive for this Trip.

2. **The flight crew shall include at least one member who holds a valid licence, issued or rendered valid by the State of Registry, authorizing operation of the type of radio transmitting equipment to be used. [A6-I-9.1.2]**
   Each flight crewmember holds the appropriate radio operator permit on their possession and copies are kept in OneDrive for this Trip.

3. **A Contracting State, having issued pilot licences, shall not permit the holders thereof to act as pilot-in command of an aircraft engaged in international commercial air transport operations if the licence holders have attained their 60th birthday or, in the case of operations with more than one pilot where the other pilot is younger than 60 years of age, their 65th birthday. [A1-2.1.10.1]**
   Our Company is Not a commercial operator.

4. **Pilots require a Medical Assessment valid from the date of the medical examination for a period not greater than: 60 months for the private pilot licence, 12 months for the commercial pilot licence, 12 months for the multi-crew pilot licence, 12 months for the airline transport pilot licence; except when the holders of airline transport pilot licences have passed their 40th birthday, the period of validity shall be reduced to six months. [A1-1.2.5.2 Except as provided in 1.2.5.2.1, 1.2.5.2.2, 1.2.5.2.3, 1.2.5.2.4, 1.2.5.2.5 and 1.2.5.2.6]**
   Each flight crewmember holds the appropriate medical certificate on their possession and copies are kept in OneDrive for this Trip.

5. **Check for spare correcting spectacles (in case a flight crew member is required to wear corrective lenses).**
   Crews requiring corrective lenses carry spares.

6. **Check for endorsement of English language proficiency (ELP) in the license.**
   All pilot's licenses have the ELP.

SAFA Inspection Preparation — Flight Deck (A21)

Tab A21 Journey log book

1. **The pilot-in-command shall be responsible for the journey log book or the general declaration containing the information listed in 11.4.1. [A6-I-4.5.5]**
   [ICAO Annex 6, Part 1 §11.4]

   11.4.1 The aeroplane journey log book should contain the following items and the corresponding roman numerals:
   I —Aeroplane nationality and registration.
   II — Date. III — Names of crew members.
   IV — Duty assignments of crewmember.
   V —Place of departure. VI — Place of arrival. VII — Time of departure.
   VIII — Time of arrival. IX — Hours of flight.
   X —Nature of flight (private, aerial work, scheduled or non-scheduled).
   XI — Incidents, observations, if any. XII — Signature of person in charge.

   11.4.2. Recommendation.— Entries in the journey log book should be made currently and in ink or indelible pencil.

   11.4.3 Recommendation.— Completed journey log book should be retained to provide a continuous record of the last six months' operations.

   All the required information is contained on our "Flight and Maintenance" logs, of Which at least the previous six months worth are retained in the aircraft maintenance log.

2. **Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention. d) Its journey log book; [CC-29d]**
   All the required information is contained on our "Flight and Maintenance" logs, of which at least the previous six months worth are retained at the aircraft home base and are also available by contacting the company dispatcher.

SAFA Inspection Preparation — Flight Deck (A22)

Tab A22 Maintenance release

1. **A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: a) the aeroplane is airworthy; c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane; [A6-I-4.3.1(a)(c)] (Section 8.8 requires "a) basic details of the maintenance carried out including detailed reference of the approved data used; b) the date such maintenance was completed; c) when applicable, the identity of the approved maintenance organization; and d) the identity of the person or persons signing the release."**
   A maintenance release is always obtained after maintenance or at intervals no longer than 20 flight days or 50 flight hours. The maintenance release is contained on the Maintenance Log, kept in the aircraft Maintenance Logbook. Pilot-in-command ensures all preflight inspections have been satisfactorily completed per FOM Chapter 3.1, 3.2 and a maintenance release has been issued.

SAFA Inspection Preparation — Flight Deck (A23)

Tab A23 Defect notification and rectification

1. **The pilot-in-command shall be responsible for reporting all known or suspected defects in the aeroplane, to the operator, at the termination of the flight. [A6-I-4.5.4]**
   The pilot-in-command completes a flight (FOS) and maintenance log at the completion of each flight, to include reporting all known or suspected defects. (Original kept in aircraft maintenance logbook.) The company director of maintenance is notified as soon as practical at the completion of each duty day.

2. **An operator shall ensure that the following records are kept for the periods mentioned in 8.4.2: a) the total time in service (hours, calendar time and cycles, as appropriate) of the aeroplane and all life-limited components; b) the current status of compliance with all mandatory continuing airworthiness information; c) appropriate details of modifications and repairs; d) the time in service (hours, calendar time and cycles, as appropriate) since the last overhaul of the aeroplane or its components subject to a mandatory overhaul life; compliance with the maintenance programme; and f) the detailed maintenance records to show that all requirements for the signing of a maintenance release have been met. 8.4.2 The records in 8.4.1 a) to e) shall be kept for a minimum period of 90 days after the unit to which they refer has been permanently withdrawn from service, and the records in 8.4.1 f) for a minimum period of one year after the signing of the maintenance release. 8.4.3 In the event of a temporary change of operator, the records shall be made available. [A6-I-8.4 8.4.1]**
   The required maintenance records are kept on file for at least 90 days at the aircraft's base of operations. Additionally, a summary of inspections completed and due is kept in the aircraft maintenance logbook.

3. **The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the Airworthiness requirements applicable in the State of Registry. [A6-I-6.1.3]**
   The aircraft MEL is kept on the aircraft EFB in ForeFlight Docs.

SAFA Inspection Preparation — Flight Deck (A24)

Tab A24 Preflight inspection

1. **A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: a) the aeroplane is airworthy; c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane; [A6-I-4.3.1(a)(c)]**
   Company procedures require the pilot-in-command to comply with Preflight requirements per FOM 3.1, 3.2.

SAFA Inspection Preparation — Safety/Cabin (B01)

Tab B01 General Internal Condition

1. **Check general condition, including lavatories, general condition and smoke detection systems, the condition of the overhead bins, flammable furnishings. Check the stowage of baggage/equipment, or heavy/hard pointed objects which might be stored in the toilets (waste bags temporarily stowed in a locked toilet is considered acceptable). [EASA SAFA Inspector's Guidance]**
   Flight crews make this inspection prior to every flight.

2. **The operator shall ensure that all baggage carried onto an aeroplane and taken into the passenger cabin is adequately and securely stowed. [A6-I-4.8]**
   The aircraft has a secured baggage compartment.

3. **The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the airworthiness requirements applicable in the State of Registry.[A6-I-6.1.3]**
   MEL is held electronically in EFB in ForeFlight Docs.

SAFA Inspection Preparation — Safety/Cabin (B02)

Tab B02 Cabin Attendant's Station/Crew Rest Area

1. **Check general condition and serviceability of the cabin crew seats. Note: If a cabin crew seat is found unserviceable check against MEL and check if the number of serviceable ones can accommodate the minimum required number of cabin crew members (information available in the Operations Manual). Note: If a cabin crew seat is found not to retract automatically impeding the rapid evacuation of the aeroplane in an emergency, this finding should be addressed under the item B12 – Access to emergency exit. Check presence and condition of the safety harness and/or belt. Note: Aeroplanes for which the individual CofA was issued on or after 1 January 1981 must be fitted with safety harnesses for the use of cabin crew members. Check accessibility of life jackets. Check the serviceability of the communication system (Cockpit to Cabin and Cabin to Cabin). In case of unserviceability, check against the MEL. [EASA SAFA Inspector's Guidance]**

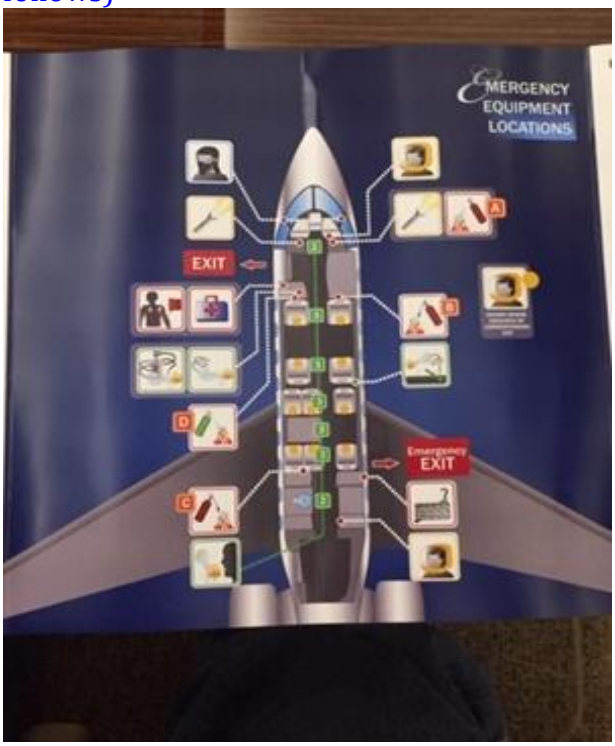
2. **Aeroplanes for which the individual certificate of airworthiness is first issued on or after 1 January 1981 All aeroplanes shall be equipped with a forward or rearward facing (within 15 degrees of the longitudinal axis of the aeroplane) seat, fitted with a safety harness for the use of each cabin crew member required to satisfy the intent of 12.1 in respect of emergency evacuation. [A6-I-6.16.1 6.1]**

3. **Land planes shall carry the equipment prescribed in 6.5.2.2: a) when flying over water and at a distance of more than 93 km (50 NM) away from the shore, in the case of land planes operated in accordance with 5.2.9 or 5.2.10; b) when flying en route over water beyond gliding distance from the shore, in the case of all other land planes; and c) when taking off or landing at an aerodrome where, in the opinion of the State of the Operator, the take-off or approach path is so disposed over water that in the event of a mishap there would be a likelihood of a ditching. 6.5.2.2 The equipment referred to in 6.5.2.1 shall comprise one life jacket or equivalent individual flotation device for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided. [A6-I-6.5.2]**

SAFA Inspection Preparation — Safety/Cabin (B03)

Tab B03 First Aid Kit/Emergency Medical Kit

1. **Check for presence, accessibility, and identification of medical supplies. Note: A First-Aid kit or a Medical kit or a universal precaution kit is only an ICAO recommendation. Note: ICAO does not require First Aid Kits / Emergency Medical Kits/Universal precaution kits to have an expiration (or next check) date. A First Aid Kit, Emergency Medical Kit, Universal precaution kit without a date does not constitute a finding. However, if stated expiry date has been exceeded, then this should be reported as a finding. [EASA SAFA Inspector's Guidance]**
   The aircraft has one medical kit, checked for expiration. (Location on chart which follows)



2. **The operator shall inform the passengers of the location and general manner of use of the principal emergency equipment carried for collective use. [A6-I-4.2.12.2]**
   Pilots ensure each passenger has received an appropriate briefing the first time on the aircraft and thereafter on request. Additionally, all passengers are briefed if any of the equipment has changed location or function. Passengers are provided "Aircraft Specific Information Card" to ensure briefings are complete.

3. **An aeroplane shall be equipped with: a) accessible and adequate medical supplies; Recommendation.- Medical supplies should comprise: 1) one or more first-aid kits for the use of cabin crew in managing incidents of ill health;**

and 2) for aeroplanes required to carry cabin crew as part of the operating crew, one universal precaution kit (two for aeroplanes authorized to carry more than 250 passengers) for the use of cabin crew members in managing incidents of ill health associated with a case of suspected communicable disease, or in the case of illness involving contact with body fluids; and. 3) for aeroplanes authorized to carry more than 100 passengers, on a sector length of more than two hours, a medical kit, for the use of medical doctors or other qualified persons in treating inflight medical emergencies. Note.- Guidance on the types, number, location and contents of the medical supplies is given in Attachment B. [6.2.2]
The aircraft has one medical kit, checked for expiration and monitored on the Airworthiness Status sheet in the Aircraft Logbook.

4. **Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked. [A8-IIIA-8.3 A8-V-6.3 A8-IIIB-6.3]**
The aircraft has one medical kit, checked for expiration and monitored on the Airworthiness Status sheet in the Aircraft Logbook.

SAFA Inspection Preparation — Safety/Cabin (B04)

Tab B04 Hand fire extinguishers

1. **Check if the installed extinguisher(s) is at the indicated location and easily accessible. Check if the installed extinguisher is correctly secured in its bracket. Check if the installed extinguisher(s) is marked with the appropriate operating instructions. Check if the installed extinguisher(s), including the extinguishing agent release mechanism, is serviceable – check pressure gauge (if installed), check expiration date (if any). If considerably low weight, consider it unserviceable. [EASA SAFA Inspector's Guidance]**
Fire extinguishers are checked on each preflight and monitored on the Airworthiness Status sheet. (See Passenger Briefing cards for location).

2. **Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.[A8-IIIA-8.3 A8-IIIB-6.3 A8-V-6.3]**
Equipment is positioned exactly as installed under the original certificate of airworthiness (See location chart which follows)

3. **A6-I-.2.2(b)(2) An aeroplane shall be equipped with: b) portable fire extinguishers of a type which, when discharged, will not cause dangerous contamination of the air within the aeroplane. At least one shall be located in: 2) each passenger compartment that is separate from the pilot's compartment and that is not readily accessible to the flight crew; Note.- Any portable fire extinguisher so fitted in accordance with the certificate of airworthiness of the aeroplane may count as one prescribed.**
   Equipment is positioned exactly as installed under the original certificate of airworthiness.

SAFA Inspection Preparation — Safety/Cabin (B05)

Tab B05 Life jackets/Flotation devices

1. **6.5.2.1 Land planes shall carry the equipment prescribed in 6.5.2.2: a) when flying over water and at a distance of more than 93 km (50 NM) away from the shore, in the case of land planes operated in accordance with 5.2.9 or 5.2.10; b) when flying en route over water beyond gliding distance from the shore, in the case of all other land planes; and c) when taking off or landing at an aerodrome where, in the opinion of the State of the Operator, the take-off or approach path is so disposed over water that in the event of a mishap there would be a likelihood of a ditching. 6.5.2.2 The equipment referred to in 6.5.2.1 shall comprise one life jacket or equivalent individual flotation device for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided. [A6-I-6.5.2]**
   Life jackets are positioned exactly as installed under the original certificate of airworthiness (See location on Passenger Briefing cards)

SAFA Inspection Preparation — Safety/Cabin (B06)

Tab B06 Seat belt and seat condition

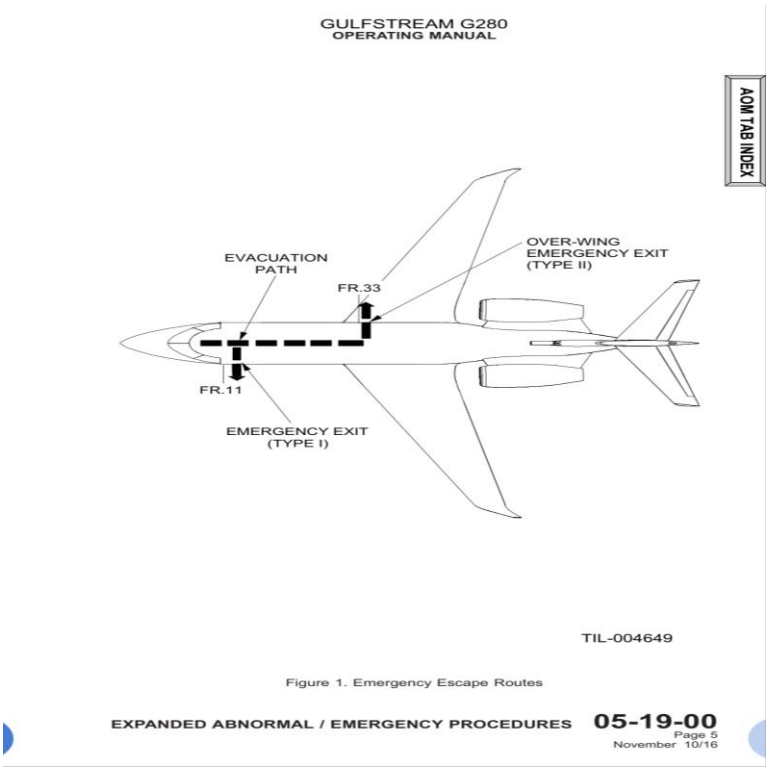
1. **An aeroplane shall be equipped with: c) 1) a seat or berth for each person over an age to be determined by the State of the Operator; 2) a seat belt for each seat and restraining belts for each berth; [A6-I-6.2.2(c)]**
   The aircraft has 10 passenger seats, each with seat belts and restraining belts, installed under the original certificate of airworthiness.

2. **Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004. 4.4.1 Seating and restraints Adequate seating and restraints shall be provided for the occupants, taking account of the likely flight and emergency landing loads to be encountered. Attention shall be paid to minimizing injury to occupants due to contact with surrounding structure during the operation of the aeroplane. [A8-IIIB-4.4.1]**
   The aircraft has 10 passenger seats, each with seat belts and restraining belts, installed under the original certificate of airworthiness.

SAFA Inspection Preparation — Safety/Cabin (B07)

Tab B07 Emergency exit, lightning and marking, Torches

1. **The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include: a) number of seats and seating configuration; b) number, location and size of exits; c) marking of exits and provision of instructions for use; d) likely blockages of exits; e) operation of exits; and f) positioning and weight of evacuation equipment at exits, e.g. slides and rafts. [A8-IIIB-8.4]**
   The aircraft has two emergency exits; as installed under the original certificate of airworthiness.



2. **All aeroplanes, when operated at night shall be equipped with: f) an electric torch for each crew member station. [A6-I- 6.10(f)]**
   Each pilot seat has an electric flashlight readily available, exactly as installed under the original certificate of airworthiness.

3. **Emergency lighting shall be provided and shall have the following characteristics: a) independence from main electrical supply; b) automatic activation upon loss of normal power/impact; c) visual indication of the path to emergency exits in smoke filled cabin conditions; d) illumination both inside and outside the aeroplane during evacuation; and e) no additional hazard in the event of fuel spillage. [A8-IIIB-8.5]**
   The aircraft has installed a qualified emergency lighting system. (See description

from aircraft operating manual which follows)

2A-33-60: Emergency Lighting System

1. General Description

The emergency lighting system provides illumination to facilitate the safe evacuation of the aircraft during an emergency in low light conditions. An overview of the system is shown in Figure 29 Emergency Lights Control Diagram. The system includes:

- An overwing exit light
- An underwing exit light
- Airstair Emergency Lights
- Emergency lighting battery packs
- Emergency lighting control switch

2. Detailed Description of Subsystems, Units and Components

A. Overwing Exit Lights

One exit light assembly is installed right side of the fuselage above the wing near the right over-wing escape route. This light illuminates the wing surface next to the emergency exit during an evacuation through the emergency exit and onto the wing. Two lamps are installed in the light assembly, and each lamp is powered by both emergency batteries to ensure exit light operation in case of damage to the aircraft.

B. Underwing Exit Lights

One underwing exit light is installed in the lower part of the right wing leading edge near the fuselage. A single lamp is installed in each light assembly, but the lamp is supplied by both emergency batteries. When activated, the underwing lights illuminate the ground area beneath the wing to guide evacuees off of the upper surface of the wing.

C. Cabin and Airstair Emergency Lights

The cabin emergency lights are located one above the main entrance door and one above the emergency exit window. The airstair incorporates five LED lights, one per step, that illuminate when the stairs are extended. See Figure 30 Airstair Lights and Figure 31 Airstair Lights Switch.

D. Emergency Light Distribution Units

Power for the emergency lighting system is supplied from forward and aft Emergency Light Distribution Units (ELDUs). The ELDUs are located in the right forward and right aft equipment bays. The forward ELDU supplies power to the internal and external lights near the main entry door. The aft ELDU supplies power to the internal (1) and external (2) lights near the overwing exit.

The ELDUs include a 6 volt battery which is charged by the distribution bus system The battery in turn provides power to the emergency lights (6 VDC). The batteries are monitored by Integrated Processing Cabinets (IPCs). The IPCs report battery state and performance to the Crew Alerting System (CAS), that in turn will generate CAS messages to inform the flight crew of battery status.

SAFA Inspection Preparation — Safety/Cabin (B08)

Tab B08 Slides/Life Rafts, ELT

1. **Para 6.5.3.1. In addition to the equipment prescribed in 6.5.1 or 6.5.2 whichever is applicable, the following equipment shall be installed in all aeroplanes when used over routes on which the aeroplane may be over water and at more than a distance corresponding to 120 minutes at cruising speed or 740 km (400 NM), whichever is the lesser, away from land suitable for making an emergency landing in the case of aircraft operated in accordance with 5.2.9 or 5.2.10, and 30 minutes or 185 km (100 NM), whichever is the lesser, for all other aeroplanes: a) life-saving rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in emergency, provided with such life-saving equipment including means of sustaining life as is appropriate to the flight to be undertaken; [A6-I-6.5.3.1(a)]**
   There are three life rafts aboard, as originally installed under the original airworthiness certificate. (See Passenger Briefing cards for location)

2. **All aeroplanes authorized to carry 19 passengers or less for which the individual certificate of airworthiness is first issued after 1 July 2008 shall be equipped with at least one automatic ELT. [A6-I-6.17.11]**
The aircraft has a qualified ELT, installed under the original airworthiness certificate. (See operating manual extract, which follows)

GULFSTREAM G280
OPERATING MANUAL

2A-23-70: Emergency Locator Transmitter

1. General Description

A. Description:

A battery powered Emergency Locator Transmitter (ELT) unit is installed in the auxiliary bulkhead in the upper left hand side of the baggage compartment as shown in Figure 32 Auxiliary Bulkhead - ELT Location. The unit is activated either in automatic mode by a G-force switch on the unit set at a velocity change of four point five feet per second (4.5 fps) or manually by a switch installed on the copilot console.

Once activated, the ELT emits a loud aural siren-type sound that is audible outside the aircraft and transmits radio signals over a dedicated antenna on the upper fuselage just forward of the Auxiliary Power Unit (APU) air intake scoop. See Figure 33 Antenna Location. The ELT uses three radio frequencies to facilitate locating the aircraft:

- 121.5 MHz - standard civil emergency frequency
- 243.0 MHz - military emergency frequency
- 406.028 MHz - emergency satellite locating frequency

The transmission over the emergency satellite frequency (406.028 MHz) consists of a digital data block that includes the aircraft identification (tail number or a coded 24 bit address), country of registration, Search and Rescue Satellite (SARSAT) identification code, and position coordinates. (The aircraft specific digital data is strapped into the ELT unit upon initial installation.) Position data is continually furnished to the ELT over an ARINC-429 link with an active navigation source (FMS, IRU, GPS, etc.). Upon receipt of the data block by the emergency satellite, information particular to the aircraft is activated in the emergency satellite network database. The network database information typically includes:

- Type of aircraft
- Address of aircraft owner
- Telephone number of aircraft owner
- Aircraft registration number
- Alternate emergency contact telephone number

The satellite frequency data transmission occurs every fifty (50) seconds for five hundred twenty (520) milliseconds, with the transmissions continuing for the first twenty-four (24) hours after the ELT is activated. After twenty-four (24) hours, the satellite transmission ceases to preserve battery power for the other two frequency transmissions that will continue to broadcast a pulsing audio tone signal between three hundred and sixteen hundred Hertz (300 - 1,600 Hz) until the unit batteries are exhausted, normally at least fifty (50) hours after activation. (The ELT is normally powered by the aircraft twenty-eight volt (28V) emergency DC bus to provide continuous position information to the unit, but the ELT has four internal "D" size lithium / manganese dioxide batteries enabling the ELT to transmit independent of aircraft power.) The system is designed to immediately provide the satellite network with the aircraft position in order to initiate a search and rescue effort and subsequently provide a homing signal over standard emergency frequencies for as long as battery power is

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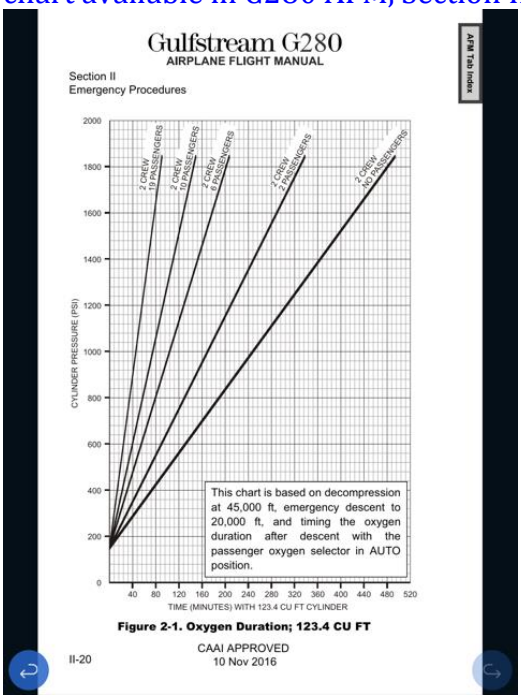
3. **From 1 January 2005, emergency locator transmitters shall operate on 406 MHz and 121.5 MHz simultaneously. [A10-III-Ch.2- 5.1.4]**
The aircraft has a qualified ELT, installed under the original airworthiness certificate. (See operating manual extract, under previous item.)

SAFA Inspection Preparation — Safety/Cabin (B09)

Tab B09 Oxygen Supply

1. **A flight to be operated at flight altitudes at which the atmospheric pressure in personnel compartments will be less than 700 hPa (10,000 feet) shall not be commenced unless sufficient stored breathing oxygen is carried to supply: a) all crew members and 10 per cent of the passengers for any period in excess of 30 minutes that the pressure in compartments occupied by them will be between 700 hPa and 620 hPa; and b) the crew and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 620 hPa (13,000 feet). [A6-I-4.3.8.1]**
   Crews normally plan to be able to continue any flight no higher than 15,000 feet in the event of a pressurization loss and ensure oxygen quantity is sufficient using the chart available in G280 AFM, Section II-20



2. **An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa (10,000 feet) in personnel compartments shall be equipped with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in Annex 6 Part I Chapter 4.3.8.1. [A6-I-6.7.1]**
   Oxygen masks are readily available, exactly as installed under the original airworthiness certificate.

3. **A flight to be operated at flight altitudes at which the atmospheric pressure in personnel compartments will be less than 700 hPa (10,000 feet) shall not be commenced unless sufficient stored breathing oxygen is carried to supply: a)**

all crew members and 10 per cent of the passengers for any period in excess of 30 minutes that the pressure in compartments occupied by them will be between 700 hPa (10,000 feet) and 620 hPa (13,000 feet); and b) the crew and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 620 hPa (13,000 feet). [A6-I-4.3.8.1]
Crews normally plan to be able to continue any flight no higher than 15,000 feet in the event of a pressurization loss and ensure oxygen quantity is sufficient using the chart available in G280, AFM Section II-20

4. **An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 376 hPa (25,000 feet), or which, if operated at flight altitudes at which the atmospheric pressure is more than 376 hPa (25,000 feet), cannot descend safely within four minutes to a flight altitude at which the atmospheric pressure is equal to 620 hPa (13,000 feet) and for which the individual certificate of airworthiness is first issued on or after 9 November 1998, shall be provided with automatically deployable oxygen equipment to satisfy the requirements of Annex 6 Part I Chapter 4.3.8.2. The total number of oxygen dispensing units shall exceed the number of passenger and cabin crew seats by at least 10 per cent. [A6-I-6.7.5]**
The aircraft is equipped with an automatically deployable oxygen system, as installed under the original airworthiness certificate.

SAFA Inspection Preparation — Safety/Cabin (B10)

Tab B10 Safety instructions

1. **An operator shall ensure that passengers are made familiar with the location and use of: a) seat belts; b) emergency exits; c) life jackets, if the carriage of life jackets is prescribed; d) oxygen dispensing equipment, if the provision of oxygen for the use of passengers is prescribed; and e) other emergency equipment provided for individual use, including passenger emergency briefing cards. [A6-I-4.2.12.1]**
   Pilots ensure each passenger has received an appropriate briefing the first time on the aircraft and thereafter on request. Additionally, all passengers are briefed if any of the equipment has changed location or function. Passenger briefing cards are provided to new passengers and on request. Passengers are provided a "Aircraft Specific Information Card" to ensure briefings are complete.

2. **A6-I-6.2.2 (d) An aeroplane shall be equipped with: d) means of ensuring that the following information and instructions are conveyed to passengers: 1) when seat belts are to be fastened; 2) when and how oxygen equipment is to be used if the carriage of oxygen is required; 3) restrictions on smoking; 4) location and use of life jackets or equivalent individual floatation devices where their carriage is required; and 5) location and method of opening emergency exits;**
   Pilots ensure each passenger has received an appropriate briefing the first time on the aircraft and thereafter on request. Additionally, all passengers are briefed if any of the equipment has changed location or function. Passenger briefing cards are provided to new passengers and on request. Passengers are provided a "Aircraft Specific Information Card" to ensure briefings are complete.

SAFA Inspection Preparation — Safety/Cabin (B11)

Tab B11 Cabin crew members

1. **An operator shall establish, to the satisfaction of the State of the Operator, the minimum number of cabin attendants required for each type of aeroplane, based on seating capacity or the number of passengers carried, in order to effect a safe and expeditious evacuation of the aeroplane, and the necessary functions to be performed in an emergency or a situation requiring emergency evacuation. The operator shall assign these functions for each type of aeroplane. [A6-I-12.1]**
   No cabin attendants are required on this aircraft.

2. **An aeroplane shall not be refueled when passengers are embarking, on board or disembarking unless it is properly attended by qualified personnel ready to initiate and direct an evacuation of the aeroplane by most practical and expeditious means available. [A6-I-4.3.2]**
   The company Flight Operations Manual (Chapter 4) lists appropriate procedures for refueling operations when passengers are embarking, on board, or disembarking.

3. **When refuelling with passengers embarking, on board or disembarking, two-way communication shall be maintained by the aeroplane's inter-communication system or other suitable means between the ground crew supervising the refuelling and the qualified personnel on board the aeroplane. [A6-I-4.3.7]**
   The company Flight Operations Manual (Chapter 4) lists appropriate procedures for refueling operations when passengers are embarking, on board, or disembarking.

4. **An operator shall formulate rules to limit flight time and flight duty periods and for the provision of adequate rest periods for all its crew members. These rules shall be in accordance with the regulations established by the State of the Operator, or approved by that State, and included in the operations manual. [A6-I-4.2.11.2]**
   The company Flight Operations Manual includes appropriate flight time and duty period limitations.

SAFA Inspection Preparation — Safety/Cabin (B12)

Tab B12 Access to emergency exits

1. **Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004. The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include: a) number of seats and seating configuration; b) number, location and size of exits; c) marking of exits and provision of instructions for use; d) likely blockages of exits; e) operation of exits; and f) positioning and weight of evacuation equipment at exits, e.g. slides and rafts. [A8-IIIB-8.4]**
   Two emergency escape exits are shown in the Aircraft Operating Manual 05-19-00, page 5.

SAFA Inspection Preparation — Safety/Cabin (B13)

Tab B13 Safety of passenger baggage

1. **The operator shall ensure that all baggage carried onto an aeroplane and taken into the passenger cabin is adequately and securely stowed. [A6-I-4.8]**
   The aircraft has a secured baggage compartment, for this purpose.

SAFA Inspection Preparation — Safety/Cabin (B14)

Tab B14 Seat capacity

1. **An aeroplane shall be equipped with: c) 1) a seat or berth for each person over an age to be determined by the State of the Operator. [A6-I-6.2.2(c)(1)]**
   The aircraft has 10 passenger seats, each with seat belts and restraining belts, installed under the original certificate of airworthiness.

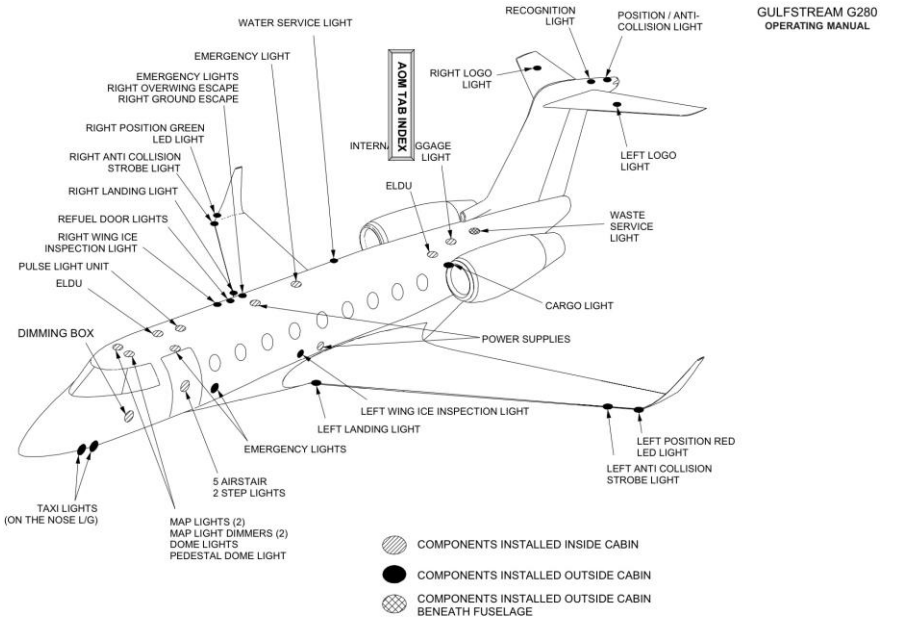
SAFA Inspection Preparation — Aircraft Condition (C01)

Tab C01 General External Condition

1. **Check general condition of the airframe: corrosion; cleanliness (related to the ability to inspect the aircraft); presence of ice, snow, frost; legibility of markings. Note: Although missing underwing registrations are a non-compliance with international requirements, the safety relevance is considered low. Therefore, such non-compliance should be recorded as a General Remark (cat G) only. Note: markings may be in languages other than English. Note: ICAO does not require that break-in points need to be marked (however: if such markings are being used, they should be according to a certain format). Note: When inspecting markings and placards, inspectors should differentiate between those required by ICAO and those required only by the manufacturer. Loose or missing fasteners and rivets Presence and condition of the antennas Presence and condition of the static dischargers Condition and functionality of the exterior lights etc. Note: Before raising a finding, the inspector should make sure that the affected light(s) are required for the type of flight (according to the MEL). Unserviceable lights, not required for the type of flight, should be reported as a General Remark only. [EASA SAFA Inspector's Guidance]**
   Crews make such an inspection prior to every flight.

2. **Markings and placards or instructions shall be provided to give any information that is essential to the ground crew in order to preclude the possibility of mistakes in ground servicing (e.g. towing, refuelling) that could pass unnoticed and that could jeopardize the safety of the aeroplane in subsequent flights. [A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-V-7.6.2]**
   Aircraft is placarded as delivered under the original airworthiness certificate.

3. **All aeroplanes, when operated at night shall be equipped with: b) the lights required by Annex 2 for aircraft in flight or operating on the movement area of an aerodrome; c) two landing lights;**
   Aircraft is equipped with a full set of suitable exterior lights. (See aircraft operating manual extract, which follows)



4. **A flight to be planned or expected to operate in suspected or known ground icing conditions shall not take off unless the aeroplane has been inspected for icing and, if necessary, has been given appropriate de-icing/anti-icing treatment. Accumulation of ice or other naturally occurring contaminants shall be removed so that the aeroplane is kept in an airworthy condition prior to take-off. [A6-I-4.3.5.4]**
   Crews conduct pre-flight contamination checks to determine the need for de-icing/anti-icing treatment and further pre-takeoff contamination checks if the aircraft was de-iced and/or the conditions are conducive for icing conditions.

SAFA Inspection Preparation — Aircraft Condition (C02)

Tab C02 Doors and Hatches

1. **Check for: presence and condition of bonding wires; door external markings, operation instructions; Note: only those doors which can be opened from the outside need external markings. condition of doors, hatches and associated seals.**
   Checks are made during every maintenance release inspection, at intervals no longer than 20 flight days or 50 flight hours, and documented in the Maintenance Logbook.

2. **Markings and placards or instructions shall be provided to give any information that is essential to the ground crew in order to preclude the possibility of mistakes in ground servicing (e.g. towing, refueling) that could pass unnoticed and that could jeopardize the safety of the aeroplane in subsequent flights. [A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-V-7.6.2]**
   Aircraft is placarded as delivered under the original airworthiness certificate.

SAFA Inspection Preparation — Aircraft Condition (C03)

Tab C03 Flight Controls

1. **Check external Flight Controls. Check for hydraulic leakage. Check presence and condition of the static dischargers. Check presence and condition of bonding wires.**
   Crews make such a check prior to every flight.

2. **Any failure to maintain an aircraft in an airworthy condition as defined by the appropriate airworthiness requirements shall render the aircraft ineligible for operation until the aircraft is restored to an airworthy condition. [A8-II-3.5]**
   Crews make conduct a preflight inspection prior to every flight.

SAFA Inspection Preparation — Aircraft Condition (C04)

Tab C04 Wheels, tyres and brakes

1. **Inspect wheels and tyres for damage and wear. When possible, check for correct tyre pressure. Check the condition of the braking system. Check the condition of the landing gear snubbers. Note: some aircraft manufacturers may approve a certain amount of flights with tires or brakes worn out or damaged beyond AMM limits.**
   A thorough inspection is made prior to every maintenance release, conducted at intervals no greater than 20 flight days and 50 flight hours. Crews also make a preflight inspection prior to every flight.

SAFA Inspection Preparation — Aircraft Condition (C05)

Tab C05 Undercarriage, skids/floats

1. **Check presence and condition of the water/debris deflectors (if required to be installed). Check skids/floats for obvious damages. Check for presence and legibility of inspection markings/placards. Note: When inspecting markings and placards, inspectors should differentiate between those required by ICAO and those required only by the manufacturer. Check for condition, lubrication, corrosion, leaks, damage and inappropriate strut extension.**
   A thorough inspection is made prior to every maintenance release, conducted at intervals no greater than 20 flight days and 50 flight hours. Crews also make a preflight inspection prior to every flight.

SAFA Inspection Preparation — Aircraft Condition (C06)

Tab C06 Wheel well

1. **Check for lubrication, leakage & corrosion. Check for lubrication, leakage & corrosion and wear on door fittings and hinges. Check for presence and condition of bonding wires. Check for cleanliness and damage.**
   A thorough inspection is made prior to every maintenance release, conducted at intervals no greater than 20 flight days and 50 flight hours. Crews also make a preflight inspection prior to every flight.

SAFA Inspection Preparation — Aircraft Condition (C07)

Tab C07 Powerplant and Pylon

1. **Check for: dents and loose/missing fasteners; LPT/LPC blades (where visible), obvious damage to sensors; cracks; panels are aligned and handles are flushed; unusual damage and leaks; the condition of the thrust reverser; the condition of the Intake acoustic liners; presence and legibility of the markings and placards. Note: When inspecting markings and placards, inspectors should differentiate between those required by ICAO and those required only by the manufacturer.**
   A thorough inspection is made prior to every maintenance release, conducted at intervals no greater than 20 flight days and 50 flight hours. Crews also make a preflight inspection prior to every flight.

Tab C08 Fan blades

1. **Check for FOD damage, cracks, cuts, corrosion, erosion, etc.**
   A thorough inspection is made prior to every maintenance release, conducted at intervals no greater than 20 flight days and 50 flight hours. Crews also make a preflight inspection prior to every flight.

SAFA Inspection Preparation — Aircraft Condition (C09)

Tab C09 Propellers, rotors (main/tail)

1. **Check for corrosion, looseness of blades in hub, stone damage, etc. Check the de-ice boots for damage (where fitted).**
   Not Applicable.

SAFA Inspection Preparation — Aircraft Condition (C10)

Tab C10 Obvious repairs

1. **Check for repairs of unusual design or poorly performed. Note: There is no obligation to keep information on board regarding temporary repairs (e.g. on the dent & buckle chart). However, the PIC has to have the knowledge of the status of the temporary repairs in order to be satisfied that the aeroplane remains airworthy.**
   A thorough inspection is made prior to every maintenance release, conducted at intervals no greater than 20 flight days and 50 flight hours. Crews also make a preflight inspection prior to every flight.

2. **A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: a) the aeroplane is airworthy; [A6-I-4.3.1(a)]**
   Company procedures require the pilot-in-command to complete the preflight inspections required in Chapter 3 of the FOM. The PIC must verify prior to the flight that all preflight inspections have been satisfactorily completed and a maintenance release has been issued.

SAFA Inspection Preparation — Aircraft Condition (C11)

Tab C11 Obvious unrepaired damage

1. **Check for un-assessed and unrecorded damage including corrosion, lightning strike damage, bird strikes etc. Check that any damage is observed, assessed, and possibly recorded on a damage chart/buckle & dent chart.**
   A thorough inspection is made prior to every maintenance release, conducted at intervals no greater than 20 flight days and 50 flight hours. Crews also make a preflight inspection prior to every flight.

SAFA Inspection Preparation — Aircraft Condition (C12)

Tab C12 Leakage

1. **Check for fuel leaks, hydraulic leaks and (if applicable) toilet liquid leaks (blue ice). Note: Leakages identified when inspecting C03, C04, C05, C06 and C07 should be reported as findings under those inspection items.**
   A thorough inspection is made prior to every maintenance release, conducted at intervals no greater than 20 flight days and 50 flight hours. Crews also make a preflight inspection prior to every flight.

SAFA Inspection Preparation — Cargo (D01)

Tab D01 General Condition of Cargo Compartment

1. **Check the general condition of cargo compartment. Check lighting, fire protection, detection & extinguishing system (if appropriate). Check side wall and overhead (blow-out) panels, smoke detectors, smoke barrier/curtain. Check the presence and condition of cargo barrier/dividing nets.**
   A thorough inspection is made prior to every maintenance release, conducted at intervals no greater than 20 flight days and 50 flight hours. Crews also make a preflight inspection prior to every flight.

SAFA Inspection Preparation — Cargo (D02)

Tab D02 Dangerous Goods

1. **The operator of an aircraft in which dangerous goods are to be carried shall provide the pilot-in-command as early as practicable before departure of the aircraft with written information as specified in the Technical Instructions. [A18-9.1]**
   We do not carry dangerous goods. (See our company Flight Operations Manual)

2. **Packages of dangerous goods bearing the "Cargo aircraft only" label shall be loaded in accordance with the provisions in the Technical Instructions. [A18-8.9]**
   We do not carry dangerous goods. (See our company Flight Operations Manual)

3. **An operator shall not accept dangerous goods for transport by air: a) unless the dangerous goods are accompanied by a completed dangerous goods transport document, except where the Technical Instructions indicate that such a document is not required; and b) until the package, overpack or freight container containing the dangerous goods has been inspected in accordance with the acceptance procedures contained in the Technical Instructions. [A18-8.1]**
   We do not carry dangerous goods. (See our company Flight Operations Manual)

SAFA Inspection Preparation — Cargo [D03]

Tab D03 Safety of Cargo on Board

1. **Check that loads are properly distributed (floor limits, height limits, pallets and containers maximum gross weight). Note: Not all aircraft have load height restrictions. Check that flight/fly-away kit and spare wheels are correctly secured. Check that cargo is correctly secured. Check the condition of cargo containers, pallets, lock assemblies and lashing nets. Check the condition of the cargo compartment dividing nets.**
   Aircraft is loaded considering weight and balance restrictions.

2. **A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that: e) any load carried is properly distributed and safely secured. [A6-I-4.3.1e]**
   Company procedures require the pilot-in-command to complete the preflight inspections required in Chapter 3 of the FOM. The PIC must verify prior to the flight that all preflight inspections have been satisfactorily completed and a maintenance release has been issued.

SAFA Inspection Preparation — General (E01)

Tab E01 General

1. **Check (if appropriate) for any general item which may have a direct relation with the safety of the aircraft or its occupants.**
   Company procedures require the pilot-in-command to complete the preflight inspections required in Chapter 3 of the FOM. The PIC must verify prior to the flight that all preflight inspections have been satisfactorily completed and a maintenance release has been issued.