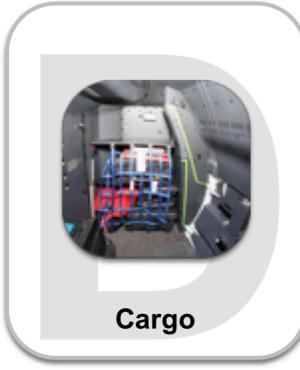


## G600 SAFA CHECKLIST



This SAFA Checklist aligns with guidance found in the [EASA Ramp Inspection Manual \(RIM\)](#)

**NOTE:** This aircraft is engaged in United States Code of Federal Regulation Title 14, Part 91 operations (private non-commercial operations). The GVII-600 has a Maximum Gross Takeoff Weight of less than 45,500KG.



## G600 SAFA CHECKLIST

This manual does not supersede regulator-approved documentation. It is advisable to periodically audit this manual's content - such as on an annual basis - to the [EASA Ramp Inspection Manual \(RIM\)](#) and for any aircraft changes to ensure accuracy. The following table may be used to show compliance with such audit.



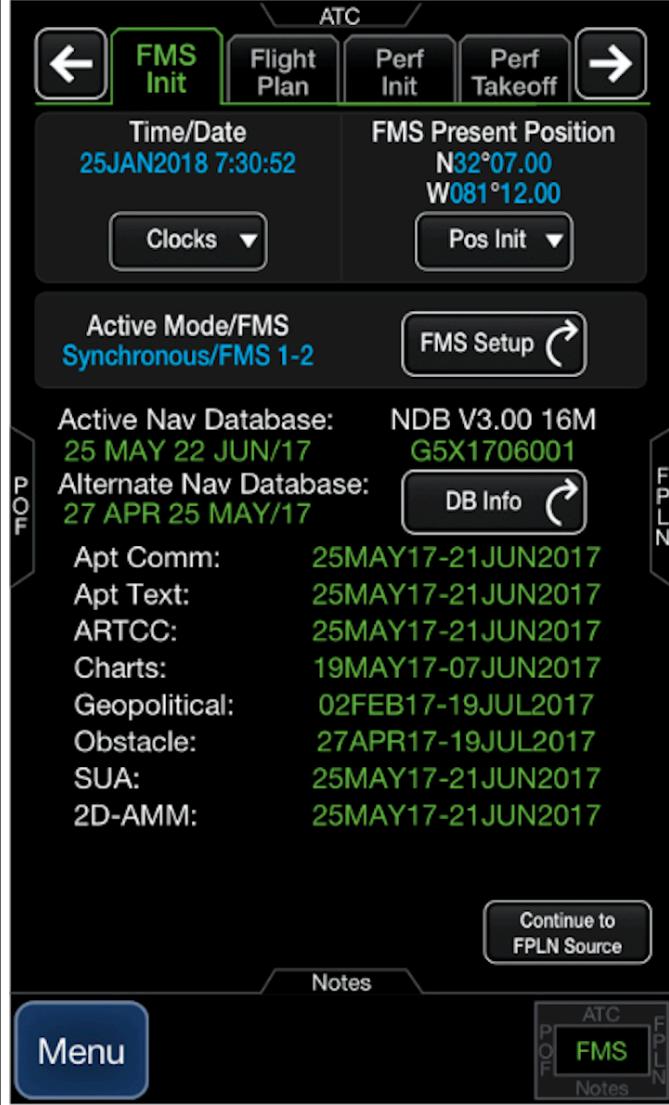
## A | FLIGHT DECK

**NOTE: Inspection items that are self-explanatory or require the discretion of the inspector(s) are indicated by shaded cells.**

Inspection Item	Inspection Item Title	Location / References / NOTES
A01	General Condition	<p>NOTE: This aircraft does not require a flight crew compartment door.</p> <p>Location: Operational flight deck markings are located on the primary flight display speed tape. There are no “speed placards”.</p>
A02	Emergency Exits	<p>Airplane Flight Manual &gt; 04-19-50: Emergency Airplane Evacuation &gt; Figure 1. Emergency Escape Routes</p> <p>NOTE: The Baggage Door is considered a secondary emergency exit</p>
A03	Equipment TAWS (E-GPWS)	<p>Airplane Flight Manual &gt; 01-34-80</p> <p>NOTE: Terrain database current Operational test performed (OM&gt; Functional Checks&gt;01-10-50&gt;EGPWS Test)</p>
A03	Equipment ACAS II (TCAS) Logic Version 7.1	<p>Airplane Flight Manual &gt; 01-34-50</p> <p>NOTE: Operational test performed (OM&gt; Functional Checks&gt;01-10-150&gt;TCAS Test)</p>
A03	Equipment 8.33 kHz Radio Channel Spacing	<p>Airplane Flight Manual &gt; 01-23-10</p> <p>NOTE: Letter Y in field 10 of flight plan</p>

Inspection Item	Inspection Item Title	Location / References / NOTES
A03	Equipment Performance Based Navigation	<p>Airplane Flight Manual &gt; 01-03-10: Types of Airplane Operations Permitted</p> <p>NOTE: Airplane approved for the following operations:</p> <ul style="list-style-type: none"> <li>a. En-Route – RNAV 5, RNAV1, Advanced RNP (LOA B036– ForeFlight/Docs/TFS Docs/International Ops/LOA/LOA B036 &amp; SAFA)</li> <li>b. Terminal Airspace - RNAV 1, Basic RNP 1, Advanced RNP, RNP-AR</li> <li>c. Approach Applications - RNP APCH - Non Precision &amp; APV (Approach with Vertical Guidance), Advanced RNP, RNP-AR</li> <li>d. RNAV 1 DP's &amp; STARS (LOA C063-/ForeFlight/Docs/TFS Docs/International OPS/LOA/LOA C063 &amp; SAFA)</li> </ul>
A03	Equipment RVSM	<p>Airplane Flight Manual &gt; 1-34-90</p> <p>NOTE: LOA B046 – ForeFlight/Docs/TFS Docs/International Ops/LOA</p>
A03	Equipment NAT HLA	<p>Airplane Flight Manual &gt; 01-03-10: Types of Airplane Operations Permitted</p> <p>LOA's – ForeFlight/Docs/TFS Docs/International Ops/LOA &amp; SAFA</p> <p>NOTE: LOA B039 – Conduct operations in North Atlantic High Level Airspace (NAT HLA)</p> <p>NOTE: LOA A056 – Data Link Communications - ADS-C and CPDLC (PBCS required FL350-390 - RCP240 &amp; RSP 180 approved in LOA)</p> <p>NOTE: LOA B036 - Oceanic and Remote Continental Navigation using M-LRNS RNP airspace (A-RNP/RNP 2/RNP-4/RNP-10) Crews NQ for (A-RNP &lt; .3)</p>

Inspection Item	Inspection Item Title	Location / References / NOTES
A03	Equipment  Electronic Flight Bag	<p>Gulfstream Flight Operations Manual &gt; Publications &gt; 1.10.1 and 3.11.1</p> <p>As a Part 91 (private) operator, abides by:</p> <p><a href="#">FAA Advisory Circular 91-78</a></p> <p><a href="#">FAA Advisory Circular 120-76D</a></p> <p>Note: No approval/LOA/FOM reference required for Part 91 operations as long as operator abides by above Advisory Circulars.</p>
A04	Manuals	<p>a. Flight Operations Manual &gt; ForeFlight/Docs/TFS Docs/ FOM and IOM  FOM POLICIES</p> <ul style="list-style-type: none"> <li>1. Fuel Planning and Management &gt; 3.2.4 Fuel planning and Supply Requirements</li> <li>2. Crew Duty Time &gt; 4.14 Fatigue Management/4.14.2 Aircraft Crew</li> <li>3. Refueling with Passengers On-board &gt; 4.2.4 Fueling with Passengers Onboard</li> <li>4. Dangerous Goods Policy &gt; 11.0 Transportation of Dangerous Goods</li> </ul> <p>b. Airplane Flight Manual &gt; Planebook on each pilot's iPad  Aircraft will carry manuals in stepwell.  Additional manuals in Forward crew closet.  AFM and Supplements are also electronic in Planebook.</p> <p>c. Weight &amp; Balance Manual &gt; Weight &amp; Balance manual on board. forward crew closet. W&amp;B calculations will be completed in ForeFlight for each flight.</p>
A05	Checklists	<p>All checklists are located in the Airplane Flight Manual via PlaneBook (EFB). TFS checklist located in cockpit and ForeFlight Docs. Normal Checklists are also electronically displayed on MFD.</p>

Inspection Item	Inspection Item Title	Location / References / NOTES																
A06	Radio Navigation / Instrument Charts	<p><i>Navigation Data / INDS WORLDWIDE Jeppesen navigation database</i></p> <p><i>Aeronautical Charts / Jeppesen charts located in Foreflight iPad Application in addition to onboard charts.</i></p> <p>All onboard data can be checked for currency via the TSC:</p>  <p>Active Nav Database: NDB V3.00 16M 25 MAY 22 JUN/17 G5X1706001</p> <p>Alternate Nav Database: 27 APR 25 MAY/17</p> <table border="0"> <tr> <td>Apt Comm:</td> <td>25MAY17-21JUN2017</td> </tr> <tr> <td>Apt Text:</td> <td>25MAY17-21JUN2017</td> </tr> <tr> <td>ARTCC:</td> <td>25MAY17-21JUN2017</td> </tr> <tr> <td>Charts:</td> <td>19MAY17-07JUN2017</td> </tr> <tr> <td>Geopolitical:</td> <td>02FEB17-19JUL2017</td> </tr> <tr> <td>Obstacle:</td> <td>27APR17-19JUL2017</td> </tr> <tr> <td>SUA:</td> <td>25MAY17-21JUN2017</td> </tr> <tr> <td>2D-AMM:</td> <td>25MAY17-21JUN2017</td> </tr> </table> <p>Notes</p> <p>Menu</p> <p>Jeppesen chart data will indicate current via green-checkmark by data set and lack of downloads available.</p>	Apt Comm:	25MAY17-21JUN2017	Apt Text:	25MAY17-21JUN2017	ARTCC:	25MAY17-21JUN2017	Charts:	19MAY17-07JUN2017	Geopolitical:	02FEB17-19JUL2017	Obstacle:	27APR17-19JUL2017	SUA:	25MAY17-21JUN2017	2D-AMM:	25MAY17-21JUN2017
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SUA:	25MAY17-21JUN2017																	
2D-AMM:	25MAY17-21JUN2017																	

Inspection Item	Inspection Item Title	Location / References / NOTES
A07	Minimum Equipment List	Planebook > MMEL Planebook > MOPP a.LOA D095 - Operate using MMEL as an MEL --  iPad: ForeFlight/Docs/TFS Docs/G600 MEL
A08	Certificate of Registration	Behind pilot's seat.
A09	Noise Certificate	iPad/Planebook/OM (Operating Manual)/Supplemental Data/Noise Information/06-10-40
A10	AOC or Equivalent	NOT REQUIRED - PRIVATE OPERATOR
A11	Radio License	Behind pilot's seat.  Note: Radio License Expires 02-08-2030
A12	Certificate of Airworthiness	Behind pilot's seat.

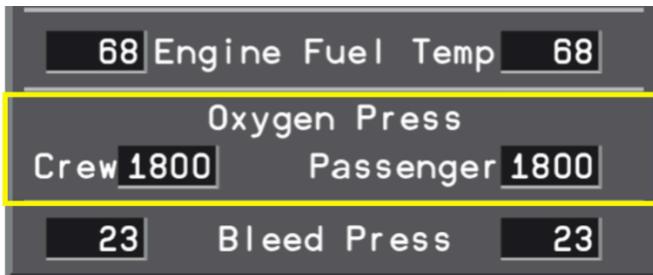


Inspection Item	Inspection Item Title	Location / References / NOTES
A13	Flight Preparation	<p>a.Operational Flight Plan – provided by Universal Aviation or ForeFlight.</p> <p>b.Performance Calculations – AFM/TSC, ForeFlight W&amp;B performance section, iPad W&amp;B ForeFlight, or APG.</p> <p>c.Fuel Calculations – Flight plan service provider, FMS calculations, cross-checked with “Master Document”</p> <p>Per ICAO Annex 6, Part I, section 4.3.6 "Fuel Requirements," airplanes should calculate their required fuel quantity as follows:</p> <ul style="list-style-type: none"> <li>• Taxi Fuel</li> <li>• Trip Fuel</li> <li>• Contingency Fuel</li> <li>• Destination Alternate Fuel</li> <li>• Final Reserve Fuel</li> <li>• Additional Fuel</li> <li>• Discretionary Fuel</li> </ul> <p>The following format is utilized in Target's flight plan format. Below provides a “decoder ring” for how these relate to the ICAO requirements:</p> <ul style="list-style-type: none"> <li>• DEST (Trip Fuel)</li> <li>• TAXI (Taxi Fuel)</li> <li>• ALTN (Destination Alternate Fuel)</li> <li>• Final RSV (Final Reserve Fuel)</li> <li>• Cont (5% DEST)</li> <li>• REQD (DEST + RESV + ALTN + HOLD)</li> <li>• EXTRA (Discretionary Fuel)</li> <li>• RAMP (Departure FOB)</li> <li>• USBL DEST</li> </ul> <p>d.ETOPS Operations – NA to Private or Part 91 operators</p> <p>e.AIP local relevant information – Flight plan service provider and Jeppesen Airway Manuals</p> <p>f.Meteorology information – Flight plan service provider and Datalink weather.</p> <p>g.NOTAMS - Flight plan service provider and Datalink weather.</p>
A14	Mass and Balance Calculation	Aircraft Performance Group/ForeFlight Planning
A15	Hand Fire Extinguishers	Cabin Operating Manual > Aircraft Diagrams > Emergency Equipment Layout & Passenger Briefing Card

# G600 SAFA CHECKLIST

Inspection Item	Inspection Item Title	Location / References / NOTES
A16	Life Jackets / Flotation Devices	Cabin Operating Manual > Aircraft Diagrams > Emergency Equipment Layout & Passenger Briefing Card
A17	Harness	Each pilot seat has an appropriate harness exactly as installed under the original certificate of airworthiness.



Inspection Item	Inspection Item Title	Location / References / NOTES
A18	Oxygen Equipment	<p>Quick-donning mask locations:</p>  <p>Located above Forward Observer Seat</p>  <p>Oxygen Quantity Indication is located on the Secondary Engine Instruments window:</p>  <p>Oxygen Duration: Airplane Flight Manual &gt; 01-35-10 Figures 1 and 2.</p>

Inspection Item	Inspection Item Title	Location / References / NOTES
A19	Independent Portable Light	<p>Flashlight and Charger - There are three rechargeable LED flashlights in the aircraft. Two flashlights/chargers are mounted in the cockpit; one on each sidewall. A third flashlight/charger is mounted in the baggage compartment on the aft face of the auxiliary bulkhead. Each flashlight is stored in a charger.</p> 

Inspection Item	Inspection Item Title	Location / References / NOTES
A20	Flight Crew Licence/Composition	<p>Licenses, medicals, spare eyeglasses (if required), and passports are in the possession of each crew member.</p> <p>Target Flight Operations also keeps scanned copies of all required documentation.</p>
A21	Journey Log Book or equivalent	<p>Target Flight Operations considers the ICAO-compliant General Declaration an acceptable form of Journey Log (in conjunction with the Operational Flight Plan.)</p> <p>NOTE from SAFA Inspection Guide:</p> <p><i>NOTE: In some cases the Journey Log Book may be replaced by a document called General Declaration (provided it contains the information listed in Annex 6, Part I, 11.4.1).</i></p>
A22	Maintenance Release	<p>Target Flight Operations Maintenance Release Form</p> <p>NOTE: The Maintenance Release will remain current until a condition occurs that requires an (M) action per the AMM/MEL. If (M) action is required, TFS and/or contract maintenance will re-release the aircraft.</p>
A23	Defect notification and rectification (incl. Tech Log)	Target Aircraft Maintenance Logbook (onboard).
A24	Pre-flight Inspection	Target Aircraft Maintenance Logbook and pilot action.

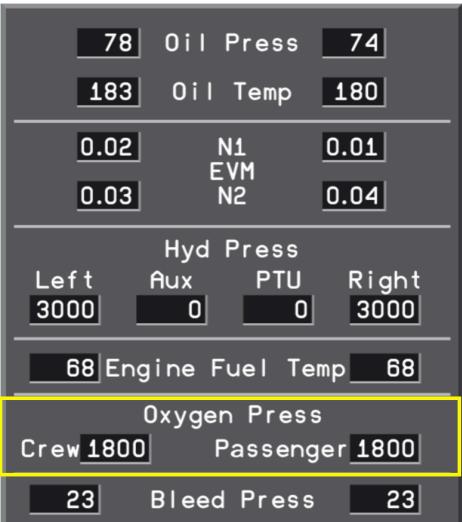
END SECTION A



**B | CABIN****Cabin Operating Manual (COM) Location:** Forward Aircraft Closet

Inspection Item	Inspection Item Title	Location / References / NOTES
B01	General Internal Condition	
B02	Cabin attendant's station and crew rest area	
B03	First Aid Kit / Emergency Medical Kit	Cabin Operating Manual > Aircraft Diagrams > Emergency Equipment Layout & Passenger Briefing Card  Cabin Operating Manual > Safety > Medical Equipment
B04	Hand Fire extinguishers	Cabin Operating Manual > Aircraft Diagrams > Emergency Equipment Layout & Passenger Briefing Card
B05	Life jackets / Flotation devices	Cabin Operating Manual > Aircraft Diagrams > Emergency Equipment Layout & Passenger Briefing Card
B06	Seat belt and seat condition	
B07	Emergency exit, lighting and independent portable lights	Cabin Operating Manual > Aircraft Diagrams > Evacuation Routes  Cabin Operating Manual > Aircraft Diagrams > Emergency Equipment Layout & Passenger Briefing Card
B08	Slides/Life-Rafts (as required), ELT	ELT ARM/ON switch is located at Right Seat Pilot -> next to the right of TSC #4  Cabin Operating Manual > Aircraft Diagrams > Emergency Equipment Layout & Passenger Briefing Card  The C406-N is a type AF (Automatic Fixed) ELT, which transmits on 121.5, 243.0, and 406 MHz. The ELT is mounted at floor level in the baggage compartment water supply cabinet. The ELT and the remote switch assembly are powered by 28 VDC from the Left Emergency DC Bus.



Inspection Item	Inspection Item Title	Location / References / NOTES
B09	Oxygen Supply (cabin crew and passengers)	<p>Cabin Operating Manual &gt; Aircraft Diagrams &gt; Passenger Oxygen Layout &amp; Passenger Briefing Card</p> <p>Cabin Operating Manual &gt; Aircraft Diagrams &gt; Emergency Equipment Layout (PBE Locations)</p> <p>Oxygen Quantity Indication is located on the Secondary Engine Instruments window:</p>  <p>Oxygen Duration: Airplane Flight Manual &gt; 01-35-10 Figures 1 and 2.</p>
B10	Safety Instructions	Safety briefing cards are located at each seat.
B11	Cabin crew members	Flight attendant not required on GVII series aircraft but may be on board.
B12	Access to emergency exits	
B13	Stowage of passenger baggage	
B14	Seat capacity	
<b>END SECTION B</b>		

## C AND D | AIRCRAFT CONDITION / CARGO

**NOTE:** While these sections do not require a tabular breakdown as they are self-explanatory and/or discretionary on behalf of the inspector(s), the following pages are listed for reference.

FLIGHT DECK

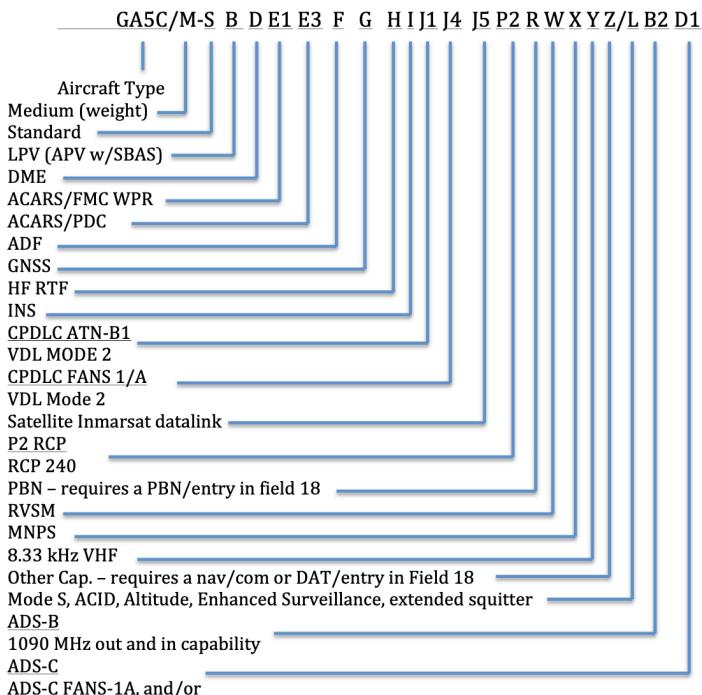
CABIN

FLIGHT PLAN  
DECODER



## FLIGHT PLAN DECODER

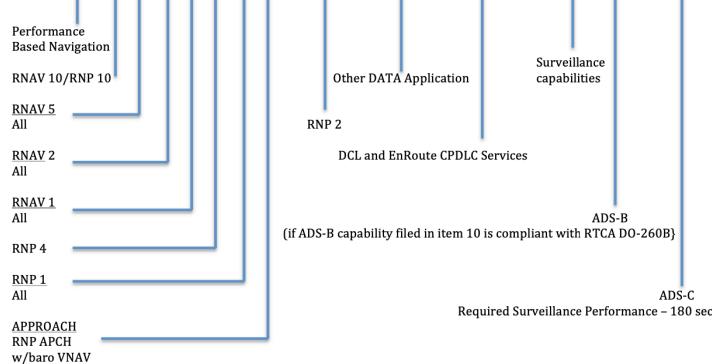
{-----ITEM 10 EQUIPMENT-----}



{-----ITEM 18-----}

{-----PBCS-----}

PBN/A1 B1 C1 D1 L1 O1 S2 NAV/RNP2 DAT/1FANSER2PDC SUR/260B RSP 180



Continued

REG/N500GA SEL/JKGR CODE/A6548B

aircraft registration

SELCAL CODE

The aircraft registration-specific, 6-digit hexadecimal (HEX) code



## **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>Production Aircraft Systems>Lighting (Page 11-1).

- 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, 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.

## **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 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.

## **SAFA Inspection Preparation — Aircraft Condition (C08)**

### **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.