

Sequence of Events

- Step 01** Submit a flight itinerary (Guide lines given in this manual)
- Step 02** Check the required documents are in your possession on arrival for the flight (Passport/NIC)
- Step 03** Agree on a meeting point with Air Senok so that you will not get stranded.
- Step 04** Air Senok Company representative will usher you to the Helicopter safely, or through airport in the event of airport departure
- Step 04** Briefing by the pilots on all safety aspects and flight profile.
- Step 05** Board the helicopter and strap on the seat belts.
- Step 06** Read the Briefing card which is provided to you

- Step 07** Enjoy your journey to destination in Comfort and Luxury
- Step 08** Disembark the helicopter on the instructions of the Pilot (instructions are given in this manual)
- Step 09** If returning by helicopter discuss the time of departure with the pilot for you to be at the location on time

This guide provides safety guidelines and instructions of those involve in working with, around or travelling as passengers on Air Senok helicopters. Further in the interests to avoid hazards and reduce the risk of accidents.

Air Senok is dedicated for safety as you are. Our duty is to minimize risk by making safety our primary focus and at the same time, provide memorable experience for our passengers.

Your comments for improvement or changes in this booklet are sincerely solicited. Please Contact

Customer service on +94 77 3795961

INTRODUCTION TO THE SAFETY GUIDE

“Soon, you will be welcomed aboard Air Senok Helicopter which will be a memorable rewarding trip. You will find that it is very different from flying as a passenger on an ordinary commercial airplane. You will discover, in our trip, the joy of flying in luxury and comfortably.

Before we depart, we will provide you with some information to help you understand what flying in a Helicopter involves. This Briefing Guide talks about what you can expect when flying in Our company helicopters, matters you should know for our safety and comfort, and the flight rules I expect you to follow when you are in the Helicopter with me.

Read the Safety Guide carefully so that you are informed about the experience of flying on a helicopter. This material demonstrates our commitment to safety and comfort. We believe you will ultimately feel more comfortable flying with us when you are informed fully about what it involves. We truly look forward to our time in the skies together.”

- Pilot -

Pre Trip Planning

Planning is a key component to any helicopter flight. A well thought out pre-trip plan will not only help reduce risks to passengers, but can also reduce delays and costs. The following items should be part of a pre-trip planning process;



Provide your flight itinerary to Air Senok, including;

Location and place of drop off and pick up and, names of the passengers.

Preferred time of departure and time to be at the location. Time spend at each destinations, and the time of departure at the last destination.

Ensure that the planned schedule fits well within the available daylight hours.

Check the weather forecast and adjust the schedule if necessary. If unable get assistance from Air Senok

Know the weight limitations of the helicopter and any restricted cargo or equipment. Make sure to pack light as the total cargo capacity is 300kg

Dress for the current outside weather conditions.

Make sure to bring your Identity card or passport and give your contact details to our Company.

Note:

Landing site location is always at the pilot's discretion.

All flights are planned by our Company for daylight departure and arrivals

Pre Flight Briefing

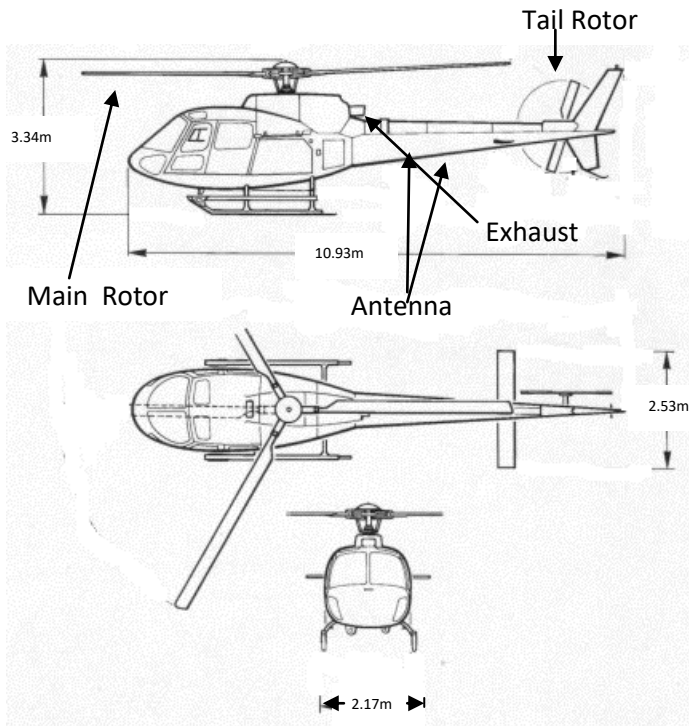
All passengers will be given an initial preflight briefing by the pilot. Besides the items described in this guide, the briefing will include any specific instructions related to the nature of the flight



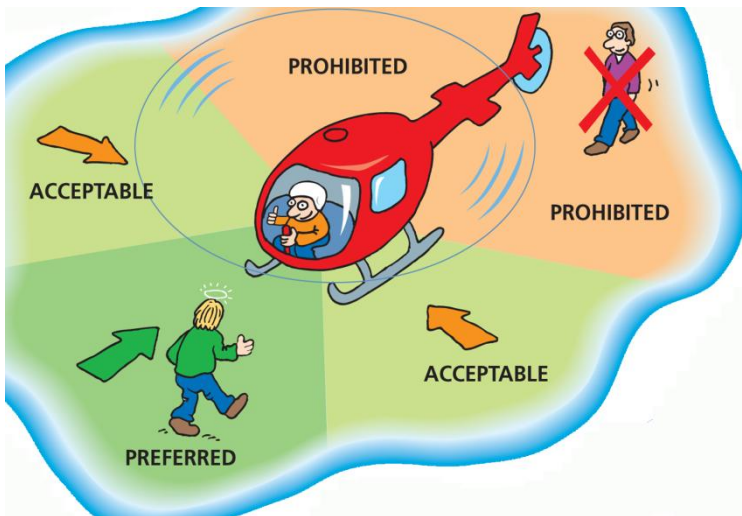
being carried out. This is also a good time to review the flight itinerary and pick up schedule with the pilot. A pre flight briefing card is available for each passenger on board the helicopter.



The helicopter is normally very **safe** but must be approached with **caution**. Those areas which present a **hazard** should be avoided at all times.



Safety Around The helicopter



Do not approach or depart the helicopter without the pilot's permission and always stay within the pilot's field of vision.



Approach and leave the helicopter in a crouched position



On uneven ground always approach and leave on the downhill side. **Never on the Uphill Side.**



All equipment such as rods, polls, tools, etc, must be carried horizontally below waist level. **Never upright or over shoulders.**



Any loose articles of clothing (scarves, caps, hard-hats, mitts, goggles, etc.) must be properly secured before approaching or leaving the helicopter. **Do not throw things** when you are near the helicopter and carry objects below eye level. If you drop something, do **NOT** chase it, but notify a crewmember immediately.



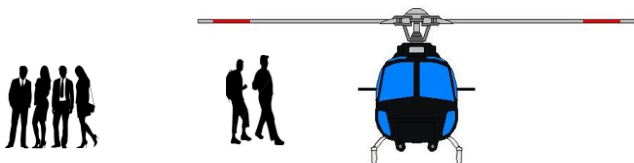
Smoking or other ignition sources are forbidden in or near the helicopter.



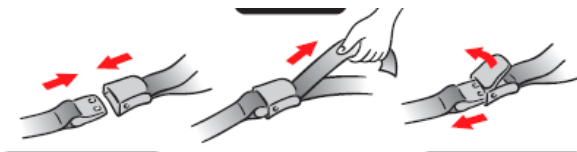
Protect your eyes, if possible wear eye protection.



Noise level close to helicopter is high, make sure to ask for ear protection device from the pilot if you did not bring along any.



Slow Down! Don't rush, take your time and be aware of your surroundings. There will be a Company person to usher. **Walk (don't run)** towards the helicopter as a group .



Know and understand how to properly use the seatbelts and the doors. Read the safety features card and keep your seat belt fastened during the entire flight.

Know the location and operation of the onboard safety equipment like fire extinguishers, Emergency Location Transmitter, etc. Read the safety feature card in the helicopter.

Communication If you have been given a headset to wear while in flight, in general, you will hear the same air traffic communications that the pilot does., it is imperative that you do not speak when such information is being received and also restrict conversation during taxiing, take-off, and landing.



Electronic devices and mobile phones must be turned off as they may interfere with the aircraft navigational equipment



Do not Open, helicopter door while flying.

Do not permit to touch the external skin of the aircraft, as it may be hot. Do not touch any radio antenna. Avoid standing on any area marked **“No Step”**.

Photography, is permitted in flight except in security sensitive areas, please **ask** the pilot if you're in doubt

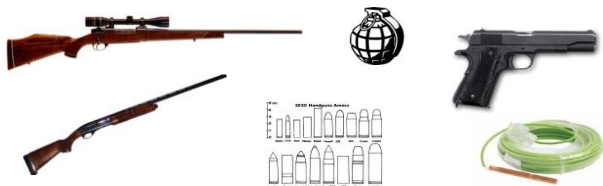
Compressed Gases (flammable, non-flammable and poisonous such as butane, oxygen, propane, aqualung cylinders)



Corrosives such as acids, alkalis and wet cell batteries



Explosives, Munitions, Fireworks and Flares



Firearms, replicas of weapon, daggers, knives (flick) or other offensive looking articles.

Etiologic Agents (bacteria, viruses etc)

Flammable, liquid and solids such as lighter or heater fuels, **Matches** and articles which are easily ignited



matches can be carried on the person

Radio- Active materials

Oxidizing Material

Such as bleaching powder, peroxide



Poisons such as arsenic, cyanides, insecticides, weed killers

Other dangerous articles such as mercury, magnetized materials, offensive or irritating

and any apparatus containing mercury is prohibited



Cargo



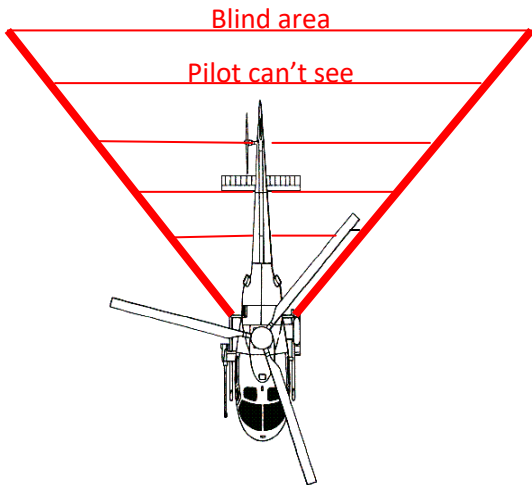
Cargo should be loaded and unloaded carefully and not thrown, dropped, or jammed in cabin. Hazardous cargo may only be loaded in accordance with regulations. Your pilot will advise you how he wants the weight distributed. Make sure your pilot knows the true weight of the cargo. **Don't guess.** Firearms must be inoperative and handed to the pilot for safe keeping. Make sure load is secure. Never leave loose articles or ropes on cargo racks. When using cargo locker ensure you have the correct door and that it is properly closed again with nothing hanging out. Advise the pilot what weight you have put in there. If the cargo is heavy check with pilot first.

Landing Pads

Clear area to ground level within 15 meters of landing pad to give main and tail rotor clearance. Pad should be 5 meters square and be level and firm. If soft ground use poles or tree trunks under skids. Poles must be secured so they cannot move. Wind direction indicators should be clearly visible. Ensure the approach and departure paths are within the capabilities of the helicopter allowing for helicopter weight, altitude, temperature and wind. Your pilot will advise you.



When directing helicopter to land stand at edge of cleared area with back to wind. Stay in pilot's vision. Ensure sufficient area cleared for main and tail rotor. Wear brightly colored clothing so that you are easily seen.



Precautionary and Emergency Procedures

Pilot will instruct you on safety procedures. If you do not understand anything do not hesitate to ask. He will show you where the Emergency equipment, rations, and locator beacon are. As a passenger you should always wear clothing appropriate for the operating environment.

If forced down stay with the aircraft unless you know you can reach help before an air search finds you. Your pilot has filed a flight notification and an air search will be initiated when the aircraft becomes overdue. **Be prepared** to attract search aircraft using flares, smoke, signal mirrors, or other available means. Know how to operate the Emergency locating transmitter to alert nearby aircrafts searching you.

THINK!
PANIC IS YOUR WORST ENEMY

You are flying in a proven helicopter operated by a competent and highly trained crew. Make sure the pilot understands clearly what you want him to do. It will help him to decide the best way to help you. Remember that the performance and capabilities of the helicopter will vary depending on altitude, temperature, humidity and wind as well as operational requirements.. If the pilot says **NO! Don't** push him. He is thinking of your safety.

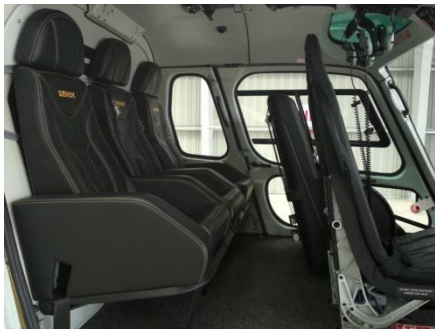
Facts and Capabilities of the Helicopter

Passenger Transport Mission

The AS350 B3 with its wide, unobstructed 5+1 cabin (6+1 in high density), and the highest cruising speed,



range and payload can carry more passengers on more round-trips per day than any other helicopter in its class.



In its 4+1 corporate or VIP configuration, the AS350 B3 offers all the amenities of an

executive jet without the annoying need for a landing strip.

No job too big

The latest version of the AS350 B3 is a member of Eurocopter's rugged and proven Ecureuil (Squirrel/AStar) range. All told some 4,000 Ecureuils (incl. 726 twins) have flown over 17 million hours in 91



countries for some 1,600 operators.



Mission Capabilities

- Sling load operations
- Fire fighting
- Hoisting
- Survey
- Air Ambulance
- Promotional Events
- Photography & Filming

Room with a view

In addition to the low vibration level and great stability, passengers will appreciate the feeling of spaciousness and the panoramic view afforded by the large windows. They can enjoy the spectacular view. The aircraft has been designed to provide passengers with the highest level of comfort in its roomy air-conditioned cabin.



Leader of the pack

The high-performance, powerful AS350 B3 is designed to carry out the most demanding missions in the most extreme weather and geographical conditions. Its exceptional lifting power, high endurance, extended range and fast cruise speed make virtually any job look easy. The AS350 B3 can climb to 3,000 meters in 2 minutes 21 seconds and has more than proved its power with a record breaking landing on Mount Everest.



Weights

Maximum take-off weight 2,250 kg

Maximum take-off weight with external load 2,800 kg

Maximum cargo-swing load 1,400 kg 3,086 lb

Standard fuel capacity 426 kg 939 lb

Take-off power 632 kW 847 shp



Performance

Maximum speed (VNE) 287 km/hr 155 kts

Recommended cruise speed 245 km/hr 130 kts

Rate of climb at SL (at MGW) 10 m/sec 1,979 ft/min

Maximum range -Cruise Speed 665 km 359 nm

Endurance without reserve at 100 km/hr-54 kts 4h14

Notes

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