



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

Attachment 10 – Safari Aviation Operations Specifications and Operations Manual

Excerpt

OPERATIONAL FACTORS / HUMAN PERFORMANCE

ANC20MA010

A005. Exemptions and Deviations

HQ Control 02/11/05
HQ Revision 020

a. The certificate holder is authorized to conduct operations in accordance with the provisions, conditions, and/or limitations set forth in the following exemptions and deviations issued in accordance with Title 14 of the Code of Federal Regulations (CFR). The certificate holder is not authorized and shall not conduct any operations under the provisions of any other exemptions and/or deviations issued under Title 14 of the CFR.

b. Exemptions.

Exemption Number	Date of Expiration	Remarks and/or References
8338	June 30, 2010	Safari Aviation, Inc. is granted an exemption from 14 CFR 135.143(c)(2) to the extent necessary to operate certain aircraft, subject to the conditions and limits described in said exemption.

c. Deviations.

Deviation Authority	Deviation From	Description	Conditions and Limitations
14 CFR Part 136, Appendix A, Section 6	Part 136, Appendix A, Section 6(a)	Authorized to operate air tours below 1500 feet AGL in specific areas of the State of Hawaii as further defined in the Conditions and Limitations Paragraph B048	Authorized deviation IAW procedures outlined in the Hawaii Air Tour Common Procedures Manual

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-
1. Issued by the Federal Aviation Administration.
 2. Support information reference:
 3. These Operations Specifications are approved by direction of the Administrator.

[REDACTED]
Kyon, David S.

Principal Operations Inspector

WP13

4. Date Approval is effective: 1/23/09 Amendment Number: 7
5. I hereby accept and receive the Operations Specifications in this paragraph.

[REDACTED]
Brown, Gardier A.

Chief Pilot

Date: 1/23/09

A006 . Management Personnel

HQ Control: 01/28/2019

HQ Revision: 040

a. The certificate holder is authorized to use the named personnel in the 14 CFR Part 135 management positions listed in Table 1 below. The Director of Operations and Chief Pilot listed in this operations specification must be direct employees of the certificate holder. The Director of Maintenance may or may not be a direct employee as indicated with their 14 CFR Part 119 Position Title.

Table 1- Authorized Management Positions and Personnel

Part 119 Position Title	Name	Company Equivalent Position Title
Director of Maintenance, Direct Employee - Yes	Collins, Paul D.	Director of Maintenance
Chief Pilot	Matero, Paul R.	Chief Pilot
Director of Operations	Myers, Preston S.	President

1. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.



Digitally signed by Merritte H Wilson, Principal Maintenance Inspector (WP13)
[1] SUPPORT INFO: Mandatory revision due to N8900.496
[2] EFFECTIVE DATE: 2/4/2019, [3] AMENDMENT #: 12
DATE: 2019.02.04 15:02:39 -06:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

[Redacted Signature]

Matero, Paul R., Chief Pilot

3/6/2019

Date

1. The Certificate Holder applies for the Operations in this paragraph.
2. Support information reference:
3. These Operations Specifications are approved by direction of the Administrator.



2011.07.15 21:51:40 Central Daylight Time
Location: WebOPSS
Digitally signed by Donald G. Andera,
Principal Operations Inspector (WP13)

4. Date Approval is effective: 07/15/2011 Amendment Number: 11
5. I hereby accept and receive the Operations Specifications in this paragraph.

Matero, Paul R., Chief Pilot Helicopter

[Redacted Signature]

Date: 07/15/2011

A010 . Aviation Weather Information

HQ Control: 03/02/2016

HQ Revision: 04a

a. The certificate holder conducting 14 CFR Part 135 operations is authorized to use weather reporting facilities operated by the U.S. National Weather Service or a source approved by the U.S. National Weather Service.

b. The Administrator approves the certificate holder to use the following sources of aviation weather information.

The National Weather Services for those United States and its territories located outside of the 48 contiguous States

U.S. and North Atlantic Treaty Organization (NATO) military observing and forecasting sources

For reports of adverse weather phenomena: Pilot Weather Reports (PIREP) provided by aircraft of the same, or similar, type and size

For reports of adverse weather phenomena: Aircraft Reports (AIREP) provided by aircraft of the same or similar type and size

c. The certificate holder is approved to use an Enhanced Weather Information System (EWINS) to obtain and disseminate aviation weather information for the control of flight operations.

Table 1 - EWINS

Name of Weather Source	Name of Manual Containing EWINS	Date of Initial Approval of EWINS	Date of Latest Revision of EWINS
N/A			

d. In accordance with §135.213(b) the certificate holder is authorized a deviation to §135.213 (a) in accordance with A005 of these operations specifications and Table 2 of this operations specification.

Table 2 – Deviation in Accordance with § 135.213(b)

Location of Operation	Location of Weather Observation	Date of National Weather Service Concurrence	Conditions and Limitations	Revision Date of Conditions and Limitations
N/A				

1. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.



Digitally signed by Donald G. Andera, Principal Operations Inspector (WP13)
[1] EFFECTIVE DATE: 1/13/2017, [2] AMENDMENT #: 7
DATE: 2017.01.12 20:34:49 -06:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

[Redacted signature]

13 JAN 2017

Myers, Preston S., President

Date

A096 . Actual Weight Program For All Aircraft

HQ Control: 05/27/2005

HQ Revision: 010

- a. The certificate holder is authorized to use only actual weights when determining the aircraft weight and balance.
- (1) This includes the passenger weights, carry-on bag weights, checked bag weights, plane-side loaded bag weights, and heavy bag weights, and/or
- (2) Actual weights of all passengers and bags or solicited (“asked”) passenger weight plus 10 pounds and actual weight of bags.
- b. If this operations specification is issued, operations specifications A097, A098 and A099 must not be issued.
- c. Operations specification A011 must be issued if the certificate holder has a carry-on baggage program.
- d. The following aircraft must use actual weights:
- (1) All single-engine aircraft, with the exception of single engine turbine-powered EMS helicopters operations
- (2) All reciprocating-powered aircraft, and
- (3) All aircraft certificated with less than five (5) passenger seats, with the exception of single engine turbine-powered EMS helicopters operations
- e. Cargo-Only aircraft jumpseat and/or additional crewmembers.
- (1) For large and medium cabin aircraft used in cargo-only operations, jumpseat occupants and/or additional crewmembers must be accounted for using their actual weight, solicited (“asked”)-weight plus ten pounds, or the standard average flight crewmember weight of 190 pounds (as revised by AC 120-27).
- (2) For small cabin aircraft used in cargo-only operations, jumpseat occupants and/or additional crewmembers must be accounted for using their actual weight, or solicited (“asked”)-weight plus ten pounds.
- (3) Each bag carried aboard a cargo-only aircraft by a jumpseat occupant and/or additional crewmember will be accounted for as 30 pounds each (as revised by AC 120-27).
- (4) For cargo-only operated aircraft, standard flight crewmember average weights and flight crewmember average bag weights, as listed in AC 120-27 (as revised) may be included in the basic empty weight of the aircraft.
- f. The following loading schedules and instructions shall be used for routine operations:

Table 1 – Loading Schedules and Instructions for Routine Operations

Aircraft M/M/S	Type Loading Schedule	Loading Schedule Instructions	Weight and Balance Control Procedure
AS-350-B2	Actual Weight	N/A	As per GOM/Aircraft Flight Manual

1. The Certificate Holder applies for the Operations in this paragraph.
2. These Operations Specifications are approved by direction of the Administrator.



Digitally signed by Merritte H Wilson, Principal Maintenance Inspector (WP13)
[1] SUPPORT INFO: XSFA requests C90 N45SA Serial Number LJ-903 to be removed from Operational Specifications
[2] EFFECTIVE DATE: 4/20/2016, [3] AMENDMENT #: 2
DATE: 2016.04.20 14:50:14 -05:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

[Redacted Signature]

4/25/2016

Myers, Preston S., President

Date

A007 . Other Designated Persons

HQ Control: 12/19/2006

HQ Revision: 020

a. The following person is designated as the certificate holder's Agent for Service:

Myers, Preston S.

[REDACTED]
Lihue, Hawaii 96766
United States

b. The following personnel are designated to officially apply for and receive operations specifications for the certificate holder as indicated below.

Table 1 – Personnel Designated to Apply for and Receive Operations Specifications

Title	Name	Parts Authorized
President	Myers, Preston S.	A,B,C,D,E
Chief Pilot Helicopter	Matero, Paul R.	A,B,C
Director of Maintenance	Collins, Paul D.	D,E

c. The following personnel or company email boxes are designated to receive Safety Alert for Operators (SAFO) and/or Information for Operators (INFO) messages for the certificate holder as indicated below. A receipt of the information by an air carrier or person is not required.

Table 2 – Personnel Designated to Receive SAFOs and/or INFOs

Name	Email Address	Telephone No.	Type of Information to Receive
Preston S. Myers	[REDACTED]	[REDACTED]	Both OPS/AW
Paul R. Matero	[REDACTED]	[REDACTED]	Both OPS/AW

A449 . Antidrug and Alcohol Misuse Prevention Program

HQ Control: 07/17/2009

HQ Revision: 00a

- a. The certificate holder who operates under Title 14 Code of Federal Regulations (CFR) Part 135 certifies that it will comply with the requirements of 14 CFR Part 120 and 49 CFR Part 40 for its Antidrug and Alcohol Misuse Prevention Program.
- b. Antidrug and Alcohol Misuse Prevention Program records are maintained and available for inspection by the FAA's Drug Abatement Compliance and Enforcement Inspectors at the location listed in Table 1 below:

Table 1

	Location of Antidrug and Alcohol Misuse Prevention Program Records:	Telephone Number:
Address:	Safari Aviation, Inc.	██████████
Address:	████ █████ █████	
City:	Lihue	
State:	HI	
Zip Code:	96766	

c. Limitations and Provisions.

- (1) Antidrug and Alcohol Misuse Prevention Program inspections and enforcement activity will be conducted exclusively by the Drug Abatement Division. All questions regarding this program should be directed to the Drug Abatement Division.
- (2) The certificate holder must implement its Antidrug and Alcohol Misuse Prevention Programs fully in accordance with 14 CFR Part 120 and 49 CFR Part 40.
- (3) The certificate holder is responsible for ensuring that its contractors who perform safety-sensitive work for the certificate holder are subject to Antidrug and Alcohol Misuse Prevention Programs.
- (4) The certificate holder is responsible for updating this operations specification when any changes occur in the following:
 - (a) Location or phone number where the Antidrug and Alcohol Misuse Prevention Records are kept (as listed in Table 1 above).
 - (b) If the certificate holder's number of safety-sensitive employees goes to 50 and above, or falls below 50 safety-sensitive employees.
- (5) The certificate holder with 50 or more employees performing a safety-sensitive function on January 1 of the calendar year must submit an annual report to the Drug Abatement Division of the FAA. The certificate holder with fewer than 50 employees performing a safety-sensitive function on January 1 of any calendar year must submit an annual report upon request of the Administrator, as specified in the regulations.

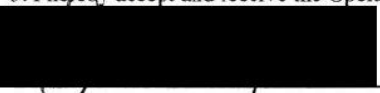
The certificate holder has fewer than 50 safety-sensitive employees.

U.S. Department
of Transportation
Federal Aviation
Administration

Operations Specifications

-
1. Issued by the Federal Aviation Administration.
 2. These Operations Specifications are approved by direction of the Administrator.

3. I hereby accept and receive the Operations Specifications in this paragraph.



Myers, Preston S., President



Date

**B048. Air Tour Operations Below 1,500 Feet AGL
in the State of Hawaii**

**HQ Control: 08/15/08
HQ Revision: 020**

a. The certificate holder is authorized to conduct Title 14 Code of Federal Regulations (14 CFR) Part 135 commercial air tour operations at an altitude of less than 1,500 feet above the surface, within the state of Hawaii, in accordance with the provisions and limitations set forth in this operations specification.

(1) The certificate holder is authorized to conduct commercial air tours on the following islands and must comply with the Hawaiian Air Tour Common Procedures Manual, as revised, for Flight Below 1,500', **dated 08/15/2008, revision number 1:**

Appendix A - Island of Hawaii, dated 08/15/08, revision number 1
Appendix F - Island of Kaua'i, dated 08/15/2008, revision number 1

(2) The certificate holder shall ensure that each pilot participates in at least one (1) formal commercial air tour safety meeting each 12 calendar months to discuss safety trends and Part 136, Appendix A issues in accordance with the following limitations and procedures:

(a) A 10-day advance written notice, with an agenda, of each formal air tour safety meeting must be sent to the Honolulu Flight Standards District Office.

(b) If the pilot is unable to attend the meeting, the certificate holder shall provide the pilot with a review of the issues and relevant safety discussions that transpired within 30 days after returning to duty.

-
1. Issued by the Federal Aviation Administration.
 2. Support information reference:
 3. These Operations Specifications are approved by direction of the Administrator.


Kyon, David S.


Principal Operations Inspector

WP13

4. Date Approval is effective: 10/15/08

Amendment Number: 2

5. I hereby accept and receive the Operations Specifications in this paragraph.


Brown, Gardner A.

Chief Pilot

Date: 10/15/08

**B050. Authorized Areas of En Route Operations, Limitations,
and Provisions**

HQ Control: 09/12/97
HQ Revision: 020

a. The certificate holder is authorized to conduct en route operations in the areas of en route operation specified in this paragraph. The certificate holder shall conduct all en route operations in accordance with the provisions of the paragraphs referenced for each area of en route operation. The certificate holder shall not conduct any en route operation under these operations specifications unless those operations are conducted within the areas of en route operation authorized by this paragraph.

Authorized Areas of En Route Operation	Reference Paragraphs	Note Reference #
USA - The State of Hawaii, the 48 Contiguous States and the District of Columbia	B031, B048, B57	1, 2

b. The certificate holder shall conduct all en route operations in accordance with the following limitations, provisions, and special requirements referenced numerically for each area of en route operation listed in subparagraph a. above.

Note Reference #	Limitations, Provisions, and Special Requirements
1	Not to exceed a distance of fifty nautical miles from the nearest shoreline of one of the major islands- Niihau, Kauai, Oahu, Molokai, Maui, Lanai, Kahoolawe or Hawaii..
2	Unless it is necessary for take off or landing, carriage of passengers with a single engine helicopter over water is prohibited unless the helicopter is operated at an altitude that would allow it to reach land and a suitable forced landing area in the event of an engine failure or it is equipped with FAA approved helicopter floatation devices.

1. Issued by the Federal Aviation Administration.
2. These Operations Specifications are approved by direction of the Administrator.



Ryon, David S.


Principal Operations Inspector

WP13

3. Date Approval is effective: 8/2/06

Amendment Number: 13

4.  hereby accept and receive the Operations Specifications in this paragraph.


Myers, Preston S.

Director of Operations

Date: 8/2/06

**B057 . National Parks Air Tour Management Operations-
Under 14 CFR Part 136**

HQ Control: 07/27/2015

HQ Revision: 050

a. The certificate holder is authorized to conduct commercial air tour operations, as defined in 14 CFR Part 136. § 136.3, below 5,000 feet above ground level (AGL) and over or within ½ nautical mile (NM) of the following national park unit(s) and/or abutting tribal land(s), in accordance with Part 136 and the conditions, limitations, and provisions in this operations specification.

b. The certificate holder must not exceed the annual number of commercial air tour operations, as authorized by its interim operating authority (IOA), for each national park unit and/or tribal land listed in Table 1 below.

Table 1 – Authorized Commercial Air Tour Operations

National Park Unit/ Tribal Land Name	Max # Air Tour Operations/Year Authorized under IOA	Limitations and Provisions
Hawaii Volcanoes National Park	3920	None

NOTES :

1. A (T) following the park unit name indicates that tribal lands are within or abutting the national park
2. Commercial air tour operators that are conducting commercial air tour flights for the first time under an Air Tour Management Plan (ATMP) or Voluntary Agreement (VA) will not reflect any IOA in Table 1.

c. The IOA authorized by this operations specification authorizes the certificate holder to conduct air tour operations over the national park unit(s) and/or abutting tribal land(s) listed in Table 1 for not more than 180 days after issuance of an ATMP nor beyond 90 days after the effective date of a VA as listed in Table 2 below .

d. As of the effective date of the ATMP (on or before 180 days after the ATMP has been signed) or VA (on or before 90 days after the VA has been signed) listed in Table 2, the certificate holder is authorized to conduct air tour operations in accordance with the provisions, conditions and limitations outlined in the certificate holder's ATMP/ VA. If a VA is cancelled in writing by the FAA, the National Park Service (NPS), or the certificate holder, the certificate holder must, within 90-days, resume operations under the original terms and conditions of its IOA that were in effect prior to entering into a VA, as listed in Table 1, unless otherwise revoked by the FAA.

Table 2 – Authorized Air Tour Management Plans or Voluntary Agreements

National Park Unit/ Tribal Land Name	Max. # Air Tour Operations/Year	This operator is subject to the additional authorizations, conditions, and limitations referenced in ATMP# or VA# below:	Effective Date of the ATMP or VA (Date operator must comply with the ATMP/VA)

NOTE : The FAA AWP-ISP ATMP Program Office must maintain the original signed ATMP or VA. AWP-ISP will provide copies of the ATMP or VA to the air tour operator, POI/FSDO, Geographic FSDO having remote air tour oversight, the NPS Park Unit Superintendent, and the NPS Natural Sounds and Night Skies Division.

e. The operations specification authorizing IOA, ATMP, or VA is not a property interest of the certificate holder and may not be purchased or sold between certificate holders or operators. Rather,

it is an operating privilege that can be modified or revoked by the FAA. Upon revocation, any new application for authority by the certificate holder, operator, or principal owner of a revoked air tour operation will be treated like a new entrant application.

f. Anytime this authorization is issued or modified, the issuing flight standards district office (FSDO)/certificate-holding district office (CHDO) will provide a signed copy of this authorization to the FAA Air Tour Management Program Office (AWP-1SP), within five (5) business days of issuance, for further distribution to all applicable FAA and NPS stakeholders.

g. Except for air tour operations over exempt parks, the certificate holder must complete the Commercial Air Tour Reporting Data spreadsheet (OMB Control Number 2120-0750) in its entirety, and submit it quarterly, within 30 days after the close of the calendar quarter. For air tour operations over exempt parks, the certificate holder need only report the number of flights conducted at the park during the calendar year and does not need to use the reporting template. Annual reports are due 30 days after the end of the calendar year.

1. The Certificate Holder applies for the Operations in this paragraph.
2. These Operations Specifications are approved by direction of the Administrator.



Digitally signed by Donald G. Andera, Principal Operations Inspector (WP13)
[1] EFFECTIVE DATE: 1/13/2017, [2] AMENDMENT #: 3
DATE: 2017.01.12 20:36:54 -06:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

[Redacted signature]

13 Jan 2017

Myers, Preston S., President

Date

D085 . Aircraft Listing

HQ Control: 02/06/1998

HQ Revision: 02a

a. The certificate holder is authorized to conduct operations under 14 CFR Part 135 using the aircraft identified on this operations specification.

Registration No.	Serial No.	Aircraft M/M/S
N702SA	3551	AS-350-B2
N963SA	2855	AS-350-B2
N964SA	2931	AS-350-B2
N985SA	3111	AS-350-B2

1. The Certificate Holder applies for the Operations in this paragraph.
2. These Operations Specifications are approved by direction of the Administrator.



Digitally signed by Merritte H Wilson, Principal Maintenance Inspector (WP13)
[1] SUPPORT INFO: XSFA requests C90 N45SA Serial Number LJ-903 to be removed from Operational Specifications
[2] EFFECTIVE DATE: 4/20/2016, [3] AMENDMENT #: 8
DATE: 2016.04.20 14:50:16 -05:00

3. I hereby accept and receive the Operations Specifications in this paragraph.

[Redacted Signature]

4/25/2016

Myers, Preston S., President

Date

U.S. Department
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Operations Specifications

D102. Additional Maintenance Requirements - Rotorcraft

HQ Control: 04/19/01
HQ Revision: 00a

The certificate holder is authorized to use the following rotorcraft type identified below in its 14 CFR Part 135 nine seats or less operations provided these rotorcraft have met the additional maintenance requirements of Section 135.421:

- a. Aircraft Engine. Each installed engine, to include turbosuperchargers, appurtenances and accessories necessary for its functioning shall be maintained in accordance with the maintenance documents listed in the following table. The engine shall be overhauled on or before the time-in-service interval shown in the table.
- b. Rotor. Each installed main and auxiliary rotor shall be maintained in accordance with the manufacturer's maintenance documents listed in the following table.

Rotor

Rotorcraft Type	Make & Model	Engine Maintenance Document	Time-in-Service Interval	Rotor Main and Auxiliary Maintenance Document
M/M/S AS-350-B2	Turbomeca Arriel 1D1	Turbomeca Arriel 1D1 Maintenance Manual No. X292E53002 as revised	as per service letter no. 1910/99/AR1D/49 as revised	Aerospatiale Master Servicing Recommendations No. I.3 PRE as revised

U.S. Department
of Transportation
Federal Aviation
Administration

Operations Specifications

1. Issued by the Federal Aviation Administration.
2. ~~These Operations Specifications~~ are approved by direction of the Administrator.
[Redacted] Principal Maintenance Inspector WPI13
Amendment Number: 2
3. Date Approval is effective: 6/14/04
4. I hereby accept and receive the Operations Specifications in this paragraph.
[Redacted]

[Redacted] Director of Operations Date: 6/14/04

Print Date: 05/14/2007

D102-2
Safari Aviation, Inc.

CERTIFICATE NO.: XSFA7838

SECTION L: FLIGHT LOCATING PROCEDURES

KAUAI

Sightseeing tours will generally begin and end at the Lihue Airport. A scheduled stop at an approved landing site has been authorized by the County of Kauai and is FAA approved. The reservation manifest for the flight (with actual departure time notated) will be the primary source for tour flight following. For scheduled landing flights, cell phone or radio communication will update the proposed ETA for Lihue Airport. The pilot for a non-tour flight within the island will complete a Company Flight Plan. A FAA Flight Plan will be filed for all inter-island flights. A flight to Ni'ihau, due to the islands proximity will require only a Company Flight Plan.

ISLAND OF HAWAII

Sightseeing tours will normally begin and end at the Hilo Airport. Scheduled stops are not normally made during a tour flight. The reservation manifest for the flight (with actual departure time notated) will be the primary source for a tour flight following. The pilot for a non-tour flight outside of the local area of Hilo, more than 25 nautical miles, will complete a Company Flight Plan. A FAA flight plan will be filed for all flights off the island of Hawaii.

OAHU

Sightseeing tours will normally begin and end at Honolulu International Airport. Scheduled stops are not normally made during a standard tour flight and are primarily flown around Oahu. The reservation manifest for the flight (with actual departure time notated) will be the primary source for tour flight following. Tour or Charter flights off of Oahu will file a FAA Flight Plan. All fixed-wing charter flights will keep Oahu base informed of all take-off times, landing times, standby scenarios by land line or cell phone. Communications with the company's Kauai base of operations will be made with the Director of Operations and/or Chief Pilot.

OVERDUE AIRCRAFT

Safari personnel monitoring the flight following of an aircraft should consider the aircraft as potentially overdue when the aircraft fails to report inbound prior to the ETA of the aircraft. In which case, the Director of Operations, the Chief Pilot or a designee of Safari at their respective locations will be notified of the lack of the knowledge that the aircraft has safely landed at ETA. If no report of the aircraft is received and the aircraft is more than 10 minutes over due, a search or query by phone of the nearby airports and with other operators will be made. If an aircraft remains overdue by more than 30 minutes, the FAA Flight Service Station and the Honolulu FSDO will be notified. An over due aircraft is defined by being overdue more than 30-minutes past its scheduled arrival time.

CHARTER FLIGHTS

A Company Flight Plan will be completed when possible when operating from an intra-island base of operations. Otherwise, a FAA Flight Plan will be filed.

SECTION L: FLIGHT LOCATING PROCEDURES

In Hawaii the following shall be the procedures for the flight coordinator or in their absence, the office manager, in case of an overdue aircraft by thirty (30) minutes:

1. Notify the Director of Operations or the Chief Pilot or area designee.
2. With hand-held VHF or any other accessible radio, try to make radio contact on flight following frequency 127.05 for Kauai; 122.85 for Hilo, 127.05 for Kona on the Big Island; 118.3 for Honolulu Tower, 118.1.
3. If in radio contact, try other aircraft in the vicinity to see if they have radio or visual contact with Safari's aircraft.
4. Call the appropriate tower on the telephone to inquire if they have contact with Safari's aircraft or if the aircraft landed at the appropriate airport.
5. Telephone other companies and have their operations department check with their company pilots for any possible information.
6. Notify the nearest FAA Flight Service Station and/or search and rescue organizations and give the following information:
 - a. Aircraft Type (Helicopter, AS350, etc. or Airplane, C-90, etc.)
 - b. Color
 - c. Registration Number (N-# # # #)
 - d. People on board (refer to flight manifest, Company or FAA Flight Plan)
 - e. Time aircraft is overdue.
 - f. Fuel on board aircraft (refer to Flight Plan or reservations manifest)

On Continental US, the following shall be the procedures for Company personnel in case of an overdue aircraft by thirty (30) minutes:

1. Notify the Director of Operations, Chief Pilot or area designee.
2. With handheld radio, check with other aircraft in vicinity to see if they have radio or visual contact with Safari's aircraft.
3. Call destination tower or facility to see if the aircraft has landed or is in radio contact.
4. Call other companies in area to see if anyone has radio or visual contact.
5. Notify the nearest FAA Flight Service Station and give the same information listed in #6 above.

SEE APPENDIX I (APX 1) FOR EMERGENCY PHONE NUMBERS
SEE APPENDIX I (APX 1) COMPANY FLIGHT PLAN PROCEDURES

EN ROUTE QUALIFICATION

If a pilot has not flown a route or into an airport within the previous 90 days will become familiar with all available information required for the safe operation of that flight.

HELICOPTER ADVERSE WEATHER PROCEDURES

1. CONDITIONS BELOW PART 136 APPENDIX A MINIMUMS.

If the pilot-in-command determines that the weather conditions are below the minimums required by Part 136 Appendix A and the flight is an Air Tour Operation conducted in the State of Hawaii, the flight will be delayed or rescheduled as appropriate. If during the flight, the pilot-in-command encounters weather conditions below the required minimums, he/she will attempt to circumnavigate the adverse area of weather. If avoidance is not feasible the pilot-in-command will discontinue the tour flight and devote full attention to flight duties and safety of flight as required in FAR Part 91 and Part 135. Any deviations will be reported to the Chief Pilot. During periods of adverse weather, pilots-in-command will utilize all available resources to keep informed of changing conditions.

2. INADVERTENT FLIGHT INTO INSTRUMENT METEOROLOGICAL CONDITIONS.

The use of good judgment, early course reversal, landing, and a high degree of situational awareness will, in most every case, preclude inadvertent flight into IMC. Not every possible circumstance can be anticipated so the possibility does exist for IMC. If a pilot experiences a complete loss of visual reference to the ground the following procedures will apply:

1. If the pilot is reasonably certain that a course reversal will result in a return to VFR conditions and **RISING TERRAIN** is not a factor, then;
 - a. Level the Aircraft
 - b. Determine the reciprocal heading
 - c. Execute a 180-degree turn at a maximum of 20 degrees angle of bank.
 - d. Maintain altitude until VFR.

2. If **RISING TERRAIN** is a factor, the following procedures will be applied:
 - a. Level the aircraft
 - b. Determine an appropriate heading AWAY FROM RISING TERRAIN.
 - c. Turn to the selected heading at a maximum of 20 degrees angle of bank.
 - d. Upon completing the turn initiate a climb to an appropriate safe altitude.
 - e. Communicate your situation. (AIM 6-3-1 & 6-3-2)
 - f. Contact ATC and get appropriate clearances and follow instructions.