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SECTION 9: Dangerous goods and weapons

9.0 Definitions

(Definitions) terminology applied to the field of dangerous goods is described in annex I to the Regulation (EU) No. 965/2012 of the Commission which is reproduced in part below:

Terms used in this section have the following meanings:

1. **"Checklist for acceptance"**: document which is used in the verification of the external appearance of packages of dangerous goods and their associated documents to determine if all the requirements have been met

2. **"Adoption"**: purposes only in accordance with the SPA.DG.105, refers to the approval referred to in the technical instructions and issued by an authority for the transportation of dangerous goods normally prohibited, in accordance with the technical instructions;

3. **"Cargo aircraft"**: all aircraft carrying goods or property but not passengers. In this respect, is not considered passenger a:
 - i) Members of the crew,
 - ii) Employees of the operator transported to who or whose presence on the plane is permitted according to the instructions contained in the manual of operations,
 - iii) The representatives of an authority, or
 - iv) Persons who perform functions in relation to a particular loading on board

4. **"Dangerous goods"**: articles or substances that may present risks to health, safety, property or the environment which are listed in the list of dangerous goods of the technical instructions or which, if they do not appear in this list, are classified in accordance with these instructions

5. **"Accident attributable to dangerous goods"**: the event attributable to the transport of dangerous goods or related to it, which produces injuries fatal or serious to persons or substantial damage to property

6. **"Incident attributable to dangerous goods"**: the happening, which is not an accident attributable to dangerous goods, attributable to the transport of dangerous goods or related to it, you don't have to necessarily occur on Board of an aircraft and causing injury to persons or damage to property, fire, break, spillage, leakage of fluid, radiation, or any other manifestation of that violated the integrity of any packing. All events related to the transport of dangerous goods which seriously endangers the aircraft or its occupants shall be considered also an incident attributed to dangerous goods

7. **"Dangerous goods transport document"**: the document which is specified in the technical instructions. Complete it the person who delivers for transportation by air dangerous goods, and contains information about the dangerous goods. The document carries a signed declaration indicating that the dangerous goods are described in complete and accurate way by their corresponding names of expedition and UN numbers or ID and are classified, packaged, marked, labeled correctly, and in good condition to transport

8. **"Exemption"**: for the purposes of compliance with the Subpart G of annex V of the regulation 965/2012, authorization referred to in the technical instructions issued by all the authorities concerned that allows to apply an exception to the requirements of the technical instructions



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9. "Cargo for radioactive material container": container cargo for radioactive material is an element of the team of transportation of radioactive materials that has been designed for ease of transport, is already packed or unpacked, by one or more modes of transport. (Note: for dangerous goods that are not radioactive material, see the definition of consolidated cargo device.)

10. "Ground clearance agent": Agency that performs, on behalf of the operator, several or all functions, including receiving, loading, unloading, transfer or other dispatch of passengers or cargo

11. "ID number": number of provisional identification for hazardous items that not is assigned even a number of United Nations (UN)

12 "Over packaging": wrapper used by a single carrier to contain one or more packages and to form one unit for easy handling and stowage. (Note: this definition does not include consolidated charging devices)

13. "Bulk": the complete product of the operation of packaging consisting of the packaging and its contents prepared for transport

14. "Packaging": receptacles and any other components or necessary material containment functions and ensure compliance with the requirements of packing

15. "Proper shipping name": the name that will be used to describe certain item or substance in all documents and notifications of shipment and that, when appropriate, be included in the packing

16 Serious injury": injury suffered by a person in an accident and which:

- i) Requires hospitalization for more than 48 hours, which starts in within seven days from the date on which the injury
- ii) Produces a rupture of any bone (except simple fractures of two hands or feet, or nose),
- iii) Includes serious lacerations that cause severe bleeding or damage to nerves, muscles or tendons,
- iv) Includes any internal organ injuries,
- v) Includes second or third degree burns or burns affecting more than 5% of the body surface,
- vi) Includes exhibition proved to infectious substances or harmful radiation

17. "State of origin": the Authority whose territory were initially loaded dangerous goods in a aircraft

18 "Technical instructions": the latest edition of the technical instructions for the safe transport of dangerous goods by air (Doc 9284-AN/905), including the supplement and any addendum, approved and published by decision of the Council of the International Civil Aviation Organization effective

19. "UN number": the four-digit number assigned by the United Nations Committee of experts for the transport of dangerous goods to identify a substance or a particular group of substances

20. "Consolidated load device": any type of aircraft container, aircraft with network or network on Igloo plane palette. (Note: the stretch wrapping is not included in this definition; for a container containing radioactive materials see the definition of cargo for radioactive material container.)

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9.1 Information, instructions and general guidance to dangerous goods transport

9.1.A Operator dangerous goods policy

SKY Helicopteros is not authorized to dangerous goods transportation.

According to the technical instructions for the transport without risk of dangerous goods (Doc.9284) of ICAO, the OPS and the IATA dangerous goods regulations are understood by such articles or substances which are capable of endangering the health, safety, property or the environment and that are included in the list of dangerous goods in this regulation, or that are so classified in accordance with this regulation.

SKY HELICOPTEROS information presented in this section is based on the regulation of dangerous goods from IATA, which is applicable to all airline companies that are Member of this organization, and all shippers and agents offering shipments of dangerous goods to the companies' members of IATA.

On the other hand, the IATA regulation is the basis of annex 18 of ICAO and its technical instructions for the transport without risk of dangerous goods by air.

ICAO Annex 18 is applicable to all shipments of dangerous goods to, from or through Member States of ICAO. OPS that regulate the content of this manual assume the ICAO contents and in particular those of Annexes 18 and 6 relating to the transport of dangerous goods and the operation of civil aircraft for the purpose of commercial air transportation respectively.

Consequently, any reference at, IATA, ICAO, or OPS, both in relation to the transport of dangerous goods operation, is consistent with the provisions of any of the other organizations. In addition, and given the constant updating of the regulations concerning the carriage without risk of dangerous goods by air, Sky Helicopteros establishes the procedure to check on a yearly basis changes in regulations to fit this manual, as well internal procedure. Special attention to any change that occurred by way of exception to this norm, outside of the annual period will be paid in addition.

SKY Helicopteros undertakes to comply with and enforce compliance with all the applicable regulations on dangerous goods and assume as their own all the norms of the aviation authority, OPS and technical instructions, as well as IATA and ICAO recommendations concerning dangerous goods. For this reason, SKY Helicopteros will take all reasonable measures to prevent the illegal shipping of dangerous goods.

It should be noted that in the air transport, irrespective of whether the operator is authorized or not for the transport of dangerous goods, always moves, albeit in small amounts, some type of dangerous goods, such as for example those expressed in annex I. Moreover it allows passengers small amounts of substances which in their nature are dangerous goods and that can be carried in your hand baggage or in the baggage. These substances, which are later described and quantified, must be controlled so that they do not exceed the limits, in which case they would apply the concept of dangerous goods.

Airline staff must be trained, regardless of whom in the company AOC is specified or not authorization for the dangerous goods transport.

The operator policy must be distinguished when it is allowed to transport and when isn't it, by establishing in each case requirements, responsibilities and obligations of the staff involved.

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Companies not authorized in his AOC to dangerous goods transport, shall meet the following requirements:

- All personnel involved in air operations, from care and billing personnel to the passenger, personal acceptance of goods, handling and stowage as well as flight and passenger cabin, aircrews must be adequate according to the SPA AMC1 training.DG.105.(a) and described in point 9(1). E.
- That the ground crew and aircrew are aware that certain substances can be transported in the luggage of passengers, provided that they are intended for personal use and respect the restrictions established in table 2.3. of IATA transcribed, only as a reference, in annex I.
- That passengers are aware of not transporting objects containing dangerous goods inside their luggage, except those that by their quantity are allowed in table 2.3. of IATA transcribed, only as a reference, in annex I. In this regard is pared to passengers relevant information pursuant to the CAT.GENE.MPA.200.(f).



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9.1.B Guidelines on the requirements for acceptance, labeling, handling, storage and segregation of dangerous goods

9.1. B. 1 Goods acceptance

SKY Helicopteros is not authorized to dangerous goods transportation.

In reference to dangerous goods carried by passengers or crew shall apply the requirements of table 2.3. of IATA (annex 1)

Dangerous goods are classified:

• **Class 1-Explosives**

Division 1.1 substances and objects that are at risk of massive explosion

Division 1.2 substances and explosive objects that present a risk of projection, but not a risk of massive explosion

Division 1.3 substances and objects which have a fire hazard and a risk that small blast or projection effects or both effects may occur, but not a risk of massive explosion

Division 1.4 substances and objects that do not present significant risk

Division 1.5 very insensitive substances presenting the risk of massive explosion

Division 1.6 extremely insensitive objects that do not present the risk of massive explosion articles of class 1 are assigned a group of compatibility, which is indicated by a letter that follows the numbers division (E.g. 1.4S)

• **Class 2-Gases Division**

2.1 flammable Gases Division

2.2 non-flammable Gases, non-toxic Division 2.3 toxic Gases

• **Class 3-Flammable liquid**

• **Class 4-Flammable solid substances presenting a risk of spontaneous combustion, substances which, in contact with water, emit flammable gases.**

Division 4.1 flammable solids

Division 4.2 substances presenting a risk of spontaneous combustion

Division 4.3 substances which, in contact with water, emit flammable gases

• **Class 5-Oxidizing substances and organic peroxides**

Division 5.1 oxidizing substances

Division 5.2 organic peroxides

• **Class 6-Toxic substances and infectious substances**

Division 6.1 toxic substances

Division 6.2 infectious

• **Class 7-Radioactive substances**

• **Class 8-Corrosive substances**

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- **Class 9-Substances and various dangerous objects, including the hazardous substances to the environment.**

According to the possibilities of aircraft dangerous goods transportation, can be classified into three groups:
SKY Helicopteros is not authorized to dangerous goods transportation.

Acceptable are those goods that can be transported by air subject to respect all the provisions established in the regulations in force. A large number of dangerous goods can be transported by air as cargo, provided that they are prepared for transport in accordance with the requirements laid down in the regulations in force. However, they are usually not allowed as checked baggage of passengers or crew, or as bulk of hand. Items prohibited as baggage, may be accepted as charging, always that article or substance is prepared in accordance with the requirements established by the regulations in force. Sky Helicopteros is not authorized for the transport of dangerous goods only accepted by the so-called as 'Exceptions' and the provided in table 2.3

Forbidden (for air transport). Some dangerous goods, are considered too dangerous to be transported by air, so it is forbidden to transport and therefore should care be taken to ensure that such goods are not accepted for transportation.

Exceptions (as provided for in the instructions). The provisions contained in the instructions do not usually apply to the following:

1.-Exceptions for dangerous goods owned by the operator:

a) the objects and substances which should be classified as dangerous goods, who in accordance with the airworthiness requirements and with the relevant regulations of operation, required to carry on board the aircraft or are authorized by the State of the operator to meet special requisite;

b) aerosols, alcoholic beverages, perfumes, colonies, lighters, liquefied gas and portable electronic devices that contain batteries of metal lithium ion batteries lithium always batteries meeting the conditions of the technical instructions section 8; 1.1.2 19), transported by the operator on board an aircraft for consumption or sale on board during the flight or series of flights except the gas lighters and who may suffer loss to stay under pressure reduced;

c) The dry ice to be used in the service of food and beverages on board the aircraft; **NOT ALLOWED ON SKY HELICOPTER AIRCRAFT.**

d) electronic devices such as electronic flight bags, appliances personal recreation and readers of credit cards containing lithium metal or ion batteries lithium or lithium batteries for such apparatus that operators carry on board for use in the aircraft during the flight or series of flights, provided that the batteries comply with the provisions of the technical instructions section 8; 1.1.2 19). Spare lithium batteries must be protected individually, so that to avoid short circuits when they are not in use.

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Sky Helicopteros is aware of the high risk associated with transporting batteries of lithium as checked baggage or hand baggage. Therefore, only allowing the transport of electronic portable devices, such as watches, calculators, cameras, mobile phones, laptop computers, camcorders, etc., containing batteries or lithium batteries when they are carried by passengers or crew for personal use and only hand luggage.

Since Sky Helicopteros is not authorized for transport of dangerous goods, the provisions for the transport of lithium batteries, shall be according to the provisions of the I.T. Part 8.1 as well as set forth in the regulations of IATA dangerous goods, paragraph 2.3.3.2, for the carriage of spare lithium batteries.

2. Provisions for dangerous goods carried by passengers or crew:

Passengers and crew members are prohibited from transporting any kind and quantity of dangerous goods, except under the conditions indicated in the table, and that only as a reference, in annex I:

- transcribed as or within baggage;
- as or within hand luggage;
- or on your person.

3. General exceptions as laid down in the instructions techniques part 1 Chapter 1.1.5

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Provisions to help recognize dangerous goods not declared

Flight operations staff, ground operations and suppliers of ground handling services in land, in the knowledge that, Sky Helicopteros is not authorized for the transport of dangerous goods are responsible for inspection, rejection, items and the provision of information, management to detect dangerous goods not declared, damaged packages or in poor condition either by mechanical means (scanner agents assistance in land or competent authority) manual/Visual and training.

They will ensure that flight personnel and ground staff dealing with accepting or rejecting dangerous goods of annex 1 or the so-called "derogation", have received the necessary training (CAT 7, 8 and 10), and that the dangerous goods are properly classified, documented, certified, defined, stored, marked and labeled and suitable for air transport , in accordance with the instructions of ICAO and Community legislation.

The PIC will be who locate items listed in annex 1 and the so-called exception which are dealt with in the aircraft by Annex to the load sheet

To prevent undeclared dangerous goods are loaded on an aircraft and that passengers enter on board such dangerous goods that are not allowed to carry in your luggage, Sky Helicopteros sends through its commercial Department to the passenger or the person acting on its behalf, information relating to General descriptions that are commonly used for the articles cargo or luggage of passengers that may contain dangerous goods as well as of those dangerous goods are forbidden for transport under any circumstances and which allow the provisions of the technical instructions of ICAO in its part 8 chapter 1.

All this will be made according to the process defined in this manual, in its paragraph 9.1. B. 4.

In order to prevent to load dangerous goods not declared on an airplane and that passengers carry on board dangerous goods that are not allowed to carry inside their luggage, suspecting that may contain dangerous goods, to them acceptance of baggage staff must demand the passenger to confirm that none of the parts of the content is dangerous.

Situations that may raise suspicion are:

- Indications that point to the possible presence of dangerous goods. For example: labels and markings of dangerous goods, packages that sound, contain liquids or that are abnormally hot or cold.
- Use general descriptions that are commonly used in articles of cargo and luggage of passengers that may contain dangerous goods.

On the other hand, be informed regarding any occasion that are discovered in cargo dangerous goods not reported or falsely. Such reports must be made to the appropriate State of the operator authority and the State in which there is the fact, as required by the CAT. GENE. MPA.200 e)



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Below is a list of these general descriptions and types of dangerous goods that may be included in any article that meets that description and is available to the staff of the passengers to help recognize dangerous goods not declared through a copy of as detailed in the I.T. Part 7 Chapter 6.

- Devices electrically
- Operated dental appliances
- Breathing appliances
- Automobiles, auto tool boxes parts
- Cylinders.
- Frozen embryos
- Household goods shipments consolidated (groupings) of passenger luggage
- Baggage and unaccompanied personal effects
- Motor racing team
- Mining and drilling equipment repair electrical equipment
- Expeditionary equipment
- Camping equipment
- Media filming
- Refrigerators
- Fruit or frozen vegetables
- Hot air balloons
- Magnets and other articles of similar material instrument
- Switches equipment or Material electrical
- Instruments of construction
- Metallic samples
- Test samples for diagnosis
- Spare parts for aircraft on ground (AOG)
- Spare parts for motor vehicles (cars, motorbikes and mopeds)
- Spare parts for boats
- Spare parts for machinery
- Pharmaceuticals products
- Chemical products for pools
- Dry Cryogenic vessels (steam)
- Semen
- Torches
- Supplies medical
- Piping metal fuel
- Vaccines
- Metal barricades

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9.1. B. 2 Dangerous goods brands and labels

Dangerous goods brands packages and protection outer packaging containing dangerous goods wishing to dispatch by air must be marked as it stipulates in part 5, Chapter 2 of the technical instructions, to indicate its contents and risks that can represent to facilitate their identification and manipulation.

Packs, including those of limited quantities of dangerous goods, shall be marked to indicate that the consignor has determined that packaging meet the requirements applicable to air transport. Mark should be durable, readable and of a size provided with the package so that it is easily visible.

Brands must include:

- Name of the article or hazardous substance as it appears in the alphabetical list of dangerous goods.
- United Nations number or ID (a - ID)
- Consignor and consignee name and address.
- Additional marks which report items or substances or indicate cautions to keep in mind with respect to the management. Annex 2



UN: 1219

Class: 3

Classification code: F1 ISOPROPANOL (isopropyl ALCOHOL)

Tags: the shipper is obliged to secure all applicable labels, in accordance with part 5, Chapter 3 of the technical instructions, to packages and external packaging.

There are 2 types of labels:

1.-Risk labels: labels class identify or division to which it belongs a commodity. They have form of Rhombus and identify the risk of class or Division to which belongs the dangerous goods, using colors and symbols.

2.-Handling labels: provide information that allows manipulating and storing packages and packaging of dangerous goods. They have rectangular form and are required, in addition to the risk, to inform specific management that should be given to the packages and packaging:

Annex 2 shows the IATA/ICAO risk and handling labels

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9.1. B. 3 Dangerous goods handling, storage and segregation

SKY Helicopteros is not authorized to dangerous goods transportation.

Dangerous goods must be handled, stored and secreted, as specified in the dangerous goods regulations.

They will not load dangerous goods in the cabin of any aircraft occupied by passengers, or not in the cockpit, except in the cases permitted under the provisions specified in the regulations.

As a general rule:

- Any package containing dangerous goods must be inspected before being stored on board to ensure that it is free of damage or leaks.
- Any package that is impaired or this gas must be downloaded from the plane and the rest of the inspected cargo, to be sure that it has not been contaminated.
- The packages must match the total number of packages provided for shipping.
- Only transport in cargo planes will be allowed for packages of dangerous goods with the label "Exclusively in aircraft load".
- All packages bearing label orientation or position must be stored in accordance with this guidance.

The dangerous goods shall ensure to prevent that any movement on flight might change the orientation and distance separation of packages, or in the case of the radioactive to ensure that they retain the required separation.

Small packets must be protected from heavy load.

You have to check the possible incompatibilities.

Packages containing dangerous goods capable of reacting dangerously between if ones side by side or in a position not being stored on an aircraft that might come in contact in the event of a spill.

The table of segregation of packages listed in table 9.3.A shall apply for transport of dangerous goods of the IATA.

In relation to the acceptance, labeling, handling, segregation, storage or transportation of dangerous goods, Sky Helicopteros IS not authorized, but if with training in dangerous goods CAT 7, 8 and 10, procedures for the handling of goods classified as dangerous goods shall only apply to articles referred to as 'exceptions' and that provided in table 2.3.A or handling situations that have to do with "hidden" dangerous goods.

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9.1. B. 4 Passenger information

SKY Helicopteros according to CAT.GENE.MPA.200.(f) and Technical Instructions will ensure that information is disseminated in such a way that passengers know what kind of dangerous goods is prohibited to carry on board the aircraft.

SKY Helicopteros, or his handling agent, shall ensure providing information on the types of dangerous goods that are prohibited from passengers that transported on board the aircraft. How at least this information should include those listed in table 2.3.A of IATA, transcribed only for ease of reference in annex I, applicable to passengers.

The staff responsible for the passenger reception should have received the proper training (CAT 7, 8 and 10), enabling it to identify and detect dangerous goods carried by passengers, who are not included in part 8, Cap.1.1.2 of the Technical Instructions, such as:

- Articles of use medical
- items used in clothing
- hygiene personal consumer products

This information will be provided:

1.-Before of the flight:

- A) Appended to the ticket issued to the passenger or in the contract of Charter Agreement. The contract of carriage issued contains information on the types of dangerous goods which the passenger is forbidden to transport aboard aircraft. It indicates the passenger, or the person acting on its behalf, must ensure that you have understood the restrictions on dangerous goods in baggage.
- B) Also be published on the website of Sky helicopters and the aforementioned ticket or Charter Agreement will carry a link to connect with the web of otherwise allowing the passenger to receive such information before the procedure for clearance.

The contract of Charter Agreement will always be signed by the customer, agreeing to the conditions set out in reference to the transport of dangerous goods denominated as an exception and including list of articles listed in table 2.3 of IATA. and prohibited substances.

2.-At the points of reception of passengers:

By means of notices, in sufficient number of placed prominently in each airport position in which the operator sells passages, that passengers are presented for clearance and in the areas of boarding the aircraft; as in any other place of presentation of passengers for the clearance.

In addition will also benefit from provisions permitted according to table 2.3. of IATA.

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Sky Helicopteros will ask for confirmation to the passengers about the contents of the luggage or packages in which the dangerous goods is suspected to avoid to be loaded in the aircraft as undeclared dangerous goods.

To be put all means at its disposal to detect dangerous goods hidden or undeclared in the luggage of the passengers and crew. For this reason the staff shall also copy of the provisions of the ICAO, part 7 Chapter 6 I.T..

This is subject to control of x-ray luggage and informs passengers of prohibition, limitations, exempt amounts and risks of the transport of certain goods, using information that will be provided along with the chartering contract, as well as with posters in the halls of the airports where we have base.

In the event that, by causes external to the procedures established for the reception of passengers of Sky, the airport manager or hired handling it does not meet the requirements listed in "Handling Authorization Checklist" and "Handling formats Crew Checklist" on on-site visual information (table 2.3. a. and visual sign of dangerous goods prohibited) will be the own crew who is responsible of its reception and provision of the information.

In these cases, the reception and dissemination of information will be held at the facilities of the airport manager or hired handling, "meetings points", or before boarding the aircraft.

3.-In the case of other articles or substances, which the customer has not declared or hidden, make sure through mechanical means or manual/Visual indications that may be subject to doubt, returning to suggest to the customer confirming that it does not carry dangerous goods less the so-called "Exception" and those listed in table 2.3 of IATA.

In the event that passengers carry any dangerous goods reflected the provisions of table 2.3. to or considered as an exception, establishes procedure of notification, in which passengers communicated to the operator (Sky helicopters S.A), its intention to transport.

The procedure, implementation of the form described below, is intended to transport dangerous goods authorized notification and indicating its location.

This information form:

1.-Attached to the ticket issued to the passenger or in the contract of Charter Agreement. The passenger or the people, who act on your behalf, ensure that you have understood the restrictions on dangerous goods.

2.-Also published on the website of Sky helicopters, using link in to the Charter Agreement detailed information in this regard, in order to receive this information before the flight.

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If the passenger declares or notified, the intention of transporting dangerous goods according to format "Checklist Pax 2.3 MMPP", Sky helicopters S.A. accepted or rejected the transport. This communication will be via email to passenger or person who acted on his behalf.

According to the acceptance or the refusal for the transport of dangerous goods according to provisions:

1.-in case of refuse carriage of dangerous goods chosen according to provisions, the ROT would report to the PIC of the situation via email. The PIC will be aware of the denial and apply methodology for the transport of dangerous goods not declared or declared falsely. The PIC must reply via email with a "received"

2.-in case of acceptance by Sky helicopters S.A, of dangerous goods according to the provisions, the ROT convey to PIC of what type of dangerous goods is via e-mail. The PIC should reply via email with a "ACK"

Emails that will be means of communication are:

ROT; jet@skyhelicopteros.com

C560 PIC; ecjft@skyhelicopteros.com

Finally, communicate to the pilot in command, the authorized MMPP and through the internal format SKY-SPA location if necessary.

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9.1.C. Notification in case of accident / incident

SKY Helicopteros is not authorized to dangerous goods transportation.

Table 2.3.A of IATA, reference in annex I, will provide reception of passengers and staff of the load (not applicable) the dangerous goods and the designation of "exception" that can be transported according to their location.

The reception staff must obtain the passenger confirmation of the content of any article that you suspect may contain dangerous goods, with a view to prevent dangerous goods which they are forbidden to transport is entering the aircraft, in the luggage of passengers,. Many items that seem harmless may contain dangerous goods

SKY HELICOPTEROS notify to the Spanish Aeronautics Authority any incident or accident attributable to dangerous goods regardless of if the dangerous goods are in charge, mail or luggage of passengers or crew as well as the discovery of undeclared dangerous goods.

In case of accident or incident with dangerous goods, responsible for personnel who perform notifications will be:

- In situ, the PIC will notify to ATC and airport emergency services.
- Subsequently, the Security Manager / responsible for ground operations with the comments of the PIC, shall notify the competent authorities of the State in which occurred the accident or incident, and according to that State determines.

The company will provide any information needed to minimize the dangers created by any dangerous goods transported in case of incident.

Notification times:

- in the case of accidents and incidents of any type related to dangerous goods, the first report shall be sent within 72 hours to the event unless exceptional circumstances prevent this and include data that are known at this time. If necessary, it must be a subsequent report, as soon as possible, with all the additional information observed.
- In the case of dangerous goods not reported or falsely in freight and luggage of passengers, both the baggage as the stowed on board, the first report shall be sent within 72 hours of the discovery unless exceptional circumstances prevent this and include data that are known at this time. If necessary, it shall be a further report, as soon as possible, with all the additional information observed

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Finally, to undertake and send as many reports as events occur. The format used is the so-called "Report incidents MMPP", referenced internal format.

The report shall contain the following information:

- Date of the incident, accident or finding of dangerous goods not reported or bad location
- Number and date of the flight description of goods
- Reference number of the letter of air waybill, bulk, luggage tag, AWB, etc
- Official designation of transport (including the technical name, if applicable) and the UN number / ID
- Referred to class or division and possible secondary risks packing type
- Specifications of packing and marking of the same
- Number
- Name and address of the consignee, the passenger, etc
- Any other pertinent information
- Suspected that the cause of the incident or accident
- Measures taken
- Any other action taken, reports and dead
- Name, position, address and telephone number of the person making the report

9.1.C. 1 Notification of dangerous goods not reported or falsely reported

Sky Helicopters S.A. employees involved in the operation, has the CAT dangerous goods course. 7, 8 and 10 which will form the basis for the identification of undeclared dangerous goods, the availability of information that establish the provisions of the ICAO I.T, in part 7 Chapter 6.

The reception staff must obtain the passenger confirmation of the content of any article that you suspect may contain dangerous goods, with a view to prevent dangerous goods which they are forbidden to transport is entering the aircraft, in the luggage of passengers,. Many items that seem harmless may contain dangerous goods.

In relation to dangerous goods carried by passengers not declared, the personnel involved confirmed by mechanical and manual/visual inspection its possible existence and location, informing passengers of their acceptance as dangerous goods and indicating the location for transportation.

We will notify any occasion that are discovered in cargo dangerous goods not reported or falsely. Such notification should be addressed to the authorities that apply state of the operator and of the State in which this occurred. SKY helicopters must be notified also any occasion that are discovered in the luggage of passengers not permitted dangerous goods. Such notification should be addressed to the authorities in the State in which this occurred. (9.1. C)

Sky Helicopteros should report accidents and incidents related to dangerous goods to the appropriate authorities of the State, and to the authorities of the State in which the accident or incident has occurred, in accordance with the requirements on the reports of those authorities.

In case of accident or serious air incident in which transported dangerous goods not declared by Sky Helicopteros, may be involved, the Commander of the aircraft carrying the undeclared dangerous goods must provide information, without delay, to the emergency services that respond to the accident or serious

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incident on undeclared dangerous goods carried on board, as shown in the pilot in command information as required by the CAT. GENE. MPA.200 e) 2). As soon as possible, the operator must provide, also, this information to the authorities of the State of the operator and of the State in which the accident or serious incident has occurred.

In the event of a dangerous goods incident, there is special at AMC1 CAT form. GEN. MPA.200 e) copied previously.

In case of an emergency situation involving the presence on board dangerous goods, will be established in section 9 point a.9.1.d.1) East to MO, as well as set out in section 4 table 4-1 page 23, table 4-2 page 25 and table 4-3 pages 55 of document 9481 ICAO regarding the procedure of aircraft emergency response.

Notes for completing the report:

1.-The definition of accidents with dangerous goods collected in annex I of the regulation 965/2012 (EU) says: "event attributable to the transport of dangerous goods or related to it, which produces fatal injury or serious to persons or substantial damage to property". In this regard, serious injury is defined in the EU Regulation) 996/2010 of the European Parliament and of the Council as: «Injury»: any injury suffered by a person in an accident that has one of the following consequences:

- a) hospitalization of more than forty-eight hours, to start in within seven days from the date on which the injury;
- b) breakage of any bone (except simple fractures of fingers of hands or toes, or nose);
- c) lacerations that cause severe bleeding or damage to the nerves, muscles, or tendons;
- d) injury to any internal organ;
- e) Burns of second or third degree burns affecting more than 5% of the body surface;

2. this form can also be used to report any undeclared dangerous goods discovered in the winery, mail and luggage without accompanying, or accompanied and containing dangerous goods that passengers or crew are not allowed to carry.

3. the initial report should be sent unless exceptional circumstances prevent this. This form, duly filled, must be sent as soon as possible, even if all the information is not available.

4 copies of any relevant documents and photographs should be attached to this report.

5. any information future or not included in the initial reports, it must be sent to the competent authority and the State of the event according to CAT. GENE. MPA.200 (e).

6. Although it is considered safe to do so, all dangerous goods, packing, documents etc., relative to the occurrence should be retained until after the initial report has been sent to the authorities identified in CAT. GENE. MPA.200 (e) and these have indicated or not that must continue retained.

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9.1. D Procedures to respond to emergency situations involving dangerous goods

In the document ICAO 9481, "Emergency response Guide" establishes procedures to respond to emergencies that include dangerous goods.

Responsibilities and duties are in the staff assigned to the operation being the pilot in command who is required to make the decisions described in the ERP and report the emergency response.

Responsibilities

All crew, or other external handling company personnel are responsible for inspecting packages to make sure that they are in good condition both the shipment and unloading of luggage.

If you found a suspicious lump or is damaged or present fluid leaks will be not engaged under any circumstances in any aircraft of Sky Helicopteros and knowledge of the Commander of the aircraft that will take appropriate measures.

9.1. D. 1 On board emergency procedure in case accident or incident with dangerous goods

In the event of an incident in the aircraft suspected that dangerous goods may be involved, is adopted procedures and recommendations that appear in the section 3 of the document of the ICAO 9481.

"Guidance on emergency response to deal with aerial incidents involving dangerous goods"
Copy of this document at any time in the cockpit and is easily accessible by one of the crew of flight

In case of arise a situation of emergency in flight, the crew will use checklist reproduced as a guide.

If the deceased has been able to identify whether the designation of the article or by the UN number and using the numerical or alphabetical list of dangerous goods listed in ICAO Doc 9481 document can be assigned to dangerous goods procedure key. This key consists of a number and one or two letters.

To consult the table of emergency response procedures each procedure number refers to information relating to the risk that poses the product and provides guidance on the measures to be taken with preference. The alphabetical key designates other possible risks of the substance, by completing the information provided by the number of procedure.

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Information provided by the pilot in command in the event of an emergency in flight.

When an incident occurs in flight related to dangerous goods, the pilot in command shall inform air traffic services on any dangerous goods transported on board aircraft so that this report to the airport authority of the presence of such merchandise, as soon as the situation allows. Allow it the situation, the information shall contain:

- the correct denomination of expedition and the UN number of the goods
- class or division, compatibility group with respect to class I
- secondary hazards identified
- the amount and location on board.

If not possible a detailed report, you must report the presence of dangerous goods on board and identify the goods using the UN number.

After landing will be notified the fact as explained above in Chapter 9.1. c

As a general rule, the procedure to be followed in case of an emergency situation on board related to dangerous goods during the flight will be the following:

- Follow appropriate emergency procedures of the aircraft to remove the fire or smoke.
- Turn on the signal of NO SMOKING
- Consider the possibility of landing as soon as possible.
- Think of disconnecting the electrical circuits which are not indispensable.
- Determine the source of smoke / fire
- Refer to the table of emergency response procedures for aircraft to help to resolve the incident.
- If it is of incidents with dangerous goods that may occur in the passenger cabin, coordinating efforts between the flight crew.
- Notify ATC information on dangerous goods transported.

List verification in case of incidents or accidents related to dangerous goods on board during the flight:

Initial steps:

- Notify the pilot in command.
- Identify the product.

In case of fire:

- use the regulatory procedure / check that water can be used.
- In case of fire associated with a portable electronic device:
 - Use the regulatory procedure / get and use a halon fire extinguisher.
 - Remove the external power supply (if applicable).
 - Soak the appliance with water (or other non-flammable liquid) to cool the batteries to prevent the ignition of adjacent batteries.
 - Do not move the appliance.
 - Disconnect other electrical circuits until it can be determined that the on-board systems do not have failures, if the device was plugged in.



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In the event of spills or leaks:

- meet the response team of emergency or other useful items.
- Placed rubber gloves and protective cap or smoke from portable oxygen mask.
- Please remove passengers from the area and spread towels or wet cloths.
- Place the dangerous goods in polyethylene bags.
- Keep polythene bags.
- Proceed with pads / covers damaged seats in the same way as with the dangerous goods.
- Cover the substance spilled on the carpet / floor.
- Periodically inspect the stored products / contaminated furniture.

After landing:

- Instruct the ground staff the dangerous goods and where it is saved.
- State annotation that corresponds in the maintenance book.

Material use - mitigation measures:

Not be allowed, Sky aircraft do not have a material specific for response to emergency procedures that include the presence of dangerous goods

For this reason we will try to use elements that are normally carried aboard in order to mitigate the effects that these goods can cause. Thus you can use:

- boxes for food and beverage;
- kitchen/gloves fire resistant gloves;
- bags of polyethylene (garbage);
- newspapers or other role blankets;
- towels.

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Use of electronic notebooks (PED)

there are devices that take into account that in models of aircraft that it operates, not can be to the wineries of luggage from the cabin, so a fire caused by a battery in a winery could not be seen in flight by the crew in case of detected.

If it occurs in the cabin of passage, in principle, the fire originated in a lithium-ion battery can be extinguished with water. It is also indicated to any approved fire extinguisher, provided that you comply with the instructions for use and the safety distances are respected.

Spare batteries must be individually protected to avoid a short circuit in the original packaging or otherwise isolate the terminals, for example; with tape over the exposed terminals or placing each battery in a separate plastic bag or protective pouch and carried in hand luggage only.

In addition, each battery installed or spare battery must not exceed the following:

1 Lithium, or metal alloy of lithium content of not more than 2 g;

2-ion batteries lithium, a rating of 100 Wh but not more than 160 Wh

It would be apply provisions. GM2 CAT GEN. MPA.140.

Sky helicopters S.A. will not allow the use on Board of an aircraft of portable electronic devices which may affect the proper functioning of the system and aircraft equipment and to take reasonable measures to prevent it

In case of fire associated with a portable electronic device:

1. Use the regulatory procedure and use a halon fire extinguisher.
2. Remove the external power supply (if applicable).
3. Soak the appliance with water (or other liquid nonflammable) to cool the batteries to prevent the ignition of adjacent batteries.
4. Do not move the Unit
5. disconnect the other electrical circuits until it can be determined that the on-board systems do not present fault (if applicable).

Additionally (table 3.1) dangerous goods incidents checklist guidelines will be followed and list (table 3.3) personal verification document 9481 ICAO described previously in this chapter

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9.1. D. 2 Procedure of emergency on Earth in case accident or incident with dangerous goods

Emergency response procedures should be available whenever suspected manipulation of undeclared dangerous goods and any incident or accident relating to MM.PP.

These procedures may be those established by the Administration and the authorities at the airport.

Sky helicopters S.A., includes in all its aircraft table of emergency responses to incidents or accidents in land of dangerous goods and undeclared dangerous goods.

It is very important that you are familiar with the local requirements and know where and how to contact for all emergency cases.

Emergency response procedures identified between the training requirements are basically restricted to a "first aid" action, which must be known:

- The general procedures of emergency that should be followed when they discover a damaged package or with losses.
- The risks that can be expected for each class or division of dangerous goods risk.
- The immediate action to be taken.

When be warned that a package is damaged or leaking, or if it is suspected that leaks or deterioration have been able to occur in the same, they should take appropriate measures in order to download it from the aircraft or not loaded into it, as applicable.

Precautions on Earth

- 1.-If some package shows any signs of deterioration or damage, it must be landed (should not attempt to open it).
- 2.-If a RIS (infectious substances or Etiologic Agent) package is damaged, or is supposed to be it inside, medical services should immediately be notified without delay.
- 3.-If any package shows signs of losses or smoke put it immediately in a safe, isolated place and outdoor. If it is part of an expedition, bringing the entire game.
4. any package marked "this end up" or position indicator arrows should be placed in the correct position that indicates the label.

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1.-Procedure to be followed in emergencies with dangerous goods on land

The pilot in command or failing that another Member of the crew or ground staff will follow the following procedure:

- Inform the ground personnel / emergency about the nature of the problem and where it is stowed.
- Inform regulatory through, but with the exception of utmost urgency, to the responsible of the Terminal load or failing that scale. Responsible for the scale depending on the scope of the impact will decide to inform the airport fire service and the Director of the airport or will act according to the local procedure is established.
- If it is possible to use means of containment of the leak and isolate the area
- restrict the access to the area, by means of fences or security surveillance
- If it is a radioactive material, the area will be closed within a radius of 25 m.
- If there is fire, notify the service of firefighters from the airport
- It will be the happening in the authority of the airport, the management of the company above all in the case that there are people injured and maintenance department, trying to identify the substances involved by brands or labels.
- Then the area of the aircraft in which was located the bulk, undergoing inspection to find out if damage or contamination have occurred and ensure that it is in good condition.

If the content has been in contact with the body or the clothes of someone:

- remove contaminated clothing,
- wash the body with plenty water
- not eating or smoking
- do not touch with hands the eyes, mouth, or nose
- requiring medical care should

Note the names of the personnel involved in the incident.



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2. Procedure to be followed in case of emergency on board in case of incident or accident related to dangerous goods on land

Again shall always apply provisions of the document of ICAO 9481, but takes as reference the following procedure which does not contradict the previous:

DUMPING

- 1 isolates the area around the incident
- 2.-non smoking
- 3-away all sources of ignition
- 4.-ventilate the area
- 5-at all costs avoid spills to drains
- 6.-use the individual protection equipment appropriate
- 7.-in the case of gas, use water spray to reduce vapors
- 8.-do not pour water directly on the landfill
- 9.-not to walk on the poured substance do not touch it
- 10.-not to spread the material
- 11-contact a supervisor personal land and Airport Authority
- 12.-get additional information from the consignor
- 13.-trying to isolate the aircraft for further decontamination of the same, in the event that it has been affected by the spill

FIRE

- 1-immediately isolate the zone
- 2-immediately contact land and Airport Authority staff including via ATC)
- 3.-only use the means prescribed by the company
- 4.-fire fighting only trying to put out small fires, always without risking personal safety
- 5-never use water on a fire in which present has goods class 4.3 (dangerous in the presence of water)
- 6.-do not pour water to pressure on fire
- 7-pour water spray on packages which are exposed to fire (except class 5.1 oxidizers)
- 8.-use ABC
- 9 multi-purpose dry powder fire extinguisher-if it is can, remove other packages near the fire
- 10-if we fail to extinguish fires, evacuate the area completely and wait for firefighters
- 11.-inform firefighters about the nature of the dangerous goods
- 12.-If the fire reaches explosives not continue trying to turn it off
13. once off the fire, covered with Earth to subsequently remove
- 14.-not to spread the material
- 15.-get further information of the operator
- 16-trying to isolate the aircraft for further decontamination of the same, in the event that it has been affected by the fire

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3. Measures to be taken in an incident with dangerous goods not declared in the cargo or luggage.

Damaged packages containing dangerous goods not reported or falsely

Sky helicopters S.A. has to make sure that no is loaded on board any aircraft, packages containing dangerous goods not reported or falsely and before put it on board, determine that there are no signs of leakage or damage.

Not be must Stow on board any aircraft any lump that has not been duly inspected and it is determined that signs of leakage or damage of dangerous goods not reported or falsely

Download aircraft packages that may contain dangerous goods not reported or falsely, they should be inspected to determine if there is evidence of damage or leakage. If the place on Board that dangerous goods not reported or falsely were stowed, to verify if damage or contamination have occurred, and, if this constitutes a danger, this place will be decontamination should be inspected.

If the operator knows that luggage or cargo has been contaminated and suspect that the contamination may be due to dangerous goods not reported or falsely, it must take reasonable measures to identify the nature and source of the contamination before proceeding to luggage or contaminated cargo shipment.

If it is determined or suspects that the pollutant is classified as dangerous goods in the technical instructions, the operator must isolate the luggage and adopt appropriate measures to cancel all risk.

Damages or losses in packages with dangerous substances

when any bulk any dangerous goods already loaded on board an aircraft, damage or loss of content, Sky Helicopteros should download it from the aircraft, or have download it the authority or organization competent, and subsequently deal with that has been deposited in a safe place.

Any person responsible transport or open packages containing infectious substances, which is attempting some bulk has suffered damage or that there has been a leak, should proceed thus:

- a) Avoid bulk handling or manipulating the bare minimum;
- b) Inspect parcels adjacent to see if they are contaminated, and move that probably are;
- c) Notify the fact to the competent health or veterinary authorities and provide details to other countries traveled, where there may be people who have been exposed to a danger;
- d) Notify the consignor or consignee, or both, of is the case.



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Damages or losses in packages with material radioactive not declared

when they warn that a lump of radioactive material a container for radioactive material is deteriorated or present leaks or if suspected leaks or deterioration have been able to occur, it will restrict access to the bulk or container and a specialist will be, as soon as possible an assessment of the degree evaluation should also include the aircraft, the crew of the aircraft and all other material transported in the aircraft. It should be notified to the authority that it corresponds, in order to ensure that also evaluates whether there is pollution in the adjacent loading and unloading areas.

Any aircraft in which leakage of radioactive material have occurred and all equipment or item of the same that has been polluted so that transient pollution exceed of specified limits or the fixed contamination on any available surface, present a radiation level exceeding $5\mu\text{Sv/h}$ ($0,5\text{ mrem/h}$), shall be removed from service immediately and not return until the transient contamination does not exceed of the specified limits and the radiation level resulting from fixed on any accessible surface contamination does not exceed $5\mu\text{Sv/h}$ ($0,5\text{ mrem/h}$).

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9.1. E Staff obligations affected in terms of information

SKY Helicopteros is not authorized to dangerous goods transportation.

Sky helicopters S.A understands that it is the responsibility of all the compliance with the rules on the treatment of dangerous goods and prevent the shipment of dangerous goods not declared or prohibited for transportation, i.e. of the headcount of the company, external handling agents and also passengers.

Sky helicopters s.a. employees involved in the operation, has the CAT dangerous goods course. 7, 8 and 10. These courses service the necessary knowledge of the provisions for transport.

1.- Obligations

Sky Helicopteros staff

Sky Helicopteros offers training in dangerous goods not only to flight crews, but also to the other personnel that may be involved; as staff responsible for receiving passengers, maintenance, Flight dispatchers, personal business and personal Department of the Department of operations.

Since the company does not have authorization for the transport of dangerous goods, the obligations of the staff of the company who is not a crew of flight or of ground staff, are limited to:

- Basic knowledge of the rules.
- Knowledge and limitations on goods that can be transported by passengers and crew members.
- Recognition of undeclared dangerous goods.

Own ground staff and crew duties are:

- Basic knowledge of the rules.
- Knowledge and limitations on goods that can be transported by passengers and crew members.
- Recognition of undeclared dangerous goods.
- See provisions dangerous goods whose transport are absolutely forbidden and help to acknowledge undeclared dangerous goods
- To act in case of accident or incident with dangerous goods following the instructions in this manual and/or described in section 3 of the Doc. 9481 ICAO.
- Reception and information facilitation the passengers of the table 2.3. a. and of dangerous goods prohibited in the event that the airport manager or contracted Handling Agent do not have it as a visual poster in its facilities. Table 2.3. a. and visual sign of prohibited dangerous goods, internal formats referenced, shall be at all times in the flight deck and easily accessible by one of flight crews.

To ensure the correct performance of their obligations, as well as offering refresher courses, Sky Helicopteros will supply the necessary information either through revisions of this Manual, or by "Operational circulars" or "Briefing notes", where communicate news, recommendations, or any other information that may be of interest about dangerous goods.

Remember that whenever there is a review of this Manual, is sent a record of distribution which must be signed by the staff affected and returned to the Department of operations to control and file. Operational circulars and informative notes are sent to all staff via e-mail.

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External handling staff

Each handling company is responsible for the training of its personnel in the field of dangerous goods. Sky Helicopteros through its audits to service providers can verify that these companies offer their employees required training.

The obligation and responsibility of handling external companies are:

- Be knowledgeable that Sky Helicopteros not is authorized for the carriage of dangerous goods.
- Be knowledgeable of the dangerous goods that can be transported by passengers or crew members.
- Have means to detect undeclared or hidden dangerous goods.
- In case of doubt ask the Commander of the aircraft of Sky Helicopteros.
- Under all circumstances comply with the provisions and standards defined by Sky helicopters
- Visual information from the table 2.3. a. and dangerous goods prohibited

To ensure that external handling companies are knowledgeable of the Sky Helicopteros procedures for the transport of dangerous goods, is to send copy of this section 9 or other documentation deemed appropriate by the company. A new copy will be sent to keep the information in this section of this manual, whenever there is a review.

Passengers

Since hiring a flight with Sky Helicopteros is through direct communication with sales department, in the chartering contract "Charter Agreement" incorporates is the information necessary to inform passengers of those objects that are prohibited to carry on board as dangerous goods, and those that can be transported with limitations, as specified in table 8-1 of the IT.

The passenger is informed that by signing the contract of chartering responsible and declared that he was not transporting dangerous goods (hidden, not declared or falsely declared and prohibited), allowing only those specified in table 2.3. A and considered as an "exception".

It is obligation of passenger or of the person acting on his behalf read understands and confirm that you have understood the restrictions on dangerous goods in baggage before continuing with the recruitment of a flight.

The Sales Department will not closed and confirmed a flight if you don't have this confirmation.

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To help a better understanding of items that are prohibited to carry on board or in the baggage are available information cards that are sent to the passengers, and that will also be in receipt of passenger stations.

In the case that and cause external to the procedures for the reception of passengers of Sky, if the airport manager or hired handling, do not meet the requirements in relation to the visual information in its facilities (table (2.3. a. and visual sign of dangerous goods prohibited) will be the own crew who is responsible of its reception and provision of the information.

In these cases, the reception and dissemination of information, will be held at the facilities of the airport manager or hired handling, "meetings points", or before boarding the aircraft.

Table 2.3. a. and visual sign of prohibited dangerous goods, internal formats referenced, shall be at all times in the flight deck and easily accessible by one of flight crews

2.-Information supply

Pilot in command

In accordance with the Technical Instruction part 7 Chapter 4.1, "the operator of any aircraft which have to transport dangerous goods, must provide to the pilot in command, similar to the staff responsible for the operational control of the aircraft (i.e., responsible for flight operations, the flight dispatcher, or other members of the ground staff responsible for flight operations) in writing or in print, accurate and legible information concerning the dangerous goods to be transported as cargo'.

Due to Sky Helicopteros NOT transports dangerous goods, it cannot provide any information written to the pilot in command or staff responsible for operational control.

In any case, the Commander will be informed in person; will own crew who made the reception of passengers. He subsequently scored as an annex to the road freight, dangerous goods included in annex 1 and the denomination as exception being transported and location.

Annex to the load sheet will include three copies; the first on Board of the aircraft, the second in the agent handling and the third shall be sent to the company.

Not all dangerous goods annex 1 or with the designation of willing exception are obligation of communication to the Commander, but as the PIC and F/O will be who receive the passengers, undertake the location of the dangerous goods as well as follows:

- In or as checked baggage
- In or as hand luggage
- on your person.

To the employees

In accordance with the Technical Instructions part 7 Chapter 4.2, "the operator must provide information to enable the flight crew and other employees perform their duties with regard to the transport of dangerous goods, including instructions about the measures to be taken in the event of emerging emergency situations involving dangerous goods, and details of the situation and load compartments numbering system, together with:

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- The maximum amount of dry ice that permitted transport in each compartment. (Not Applicable)
- Whether to transport radioactive material, the instructions on the burden of such dangerous goods

Measures in case of emergencies involving dangerous goods are developed in point 9.1.D of this manual.

- Transport of dry ice
Sky Helicopteros not supports the transport of ice dry

- Radioactive material transportation

As specified in part 8 point 23 tables 8-1 on Technical Instructions Sky Helicopteros will only carry instruments that carry material radioactive in the hand baggage or checked if they comply with the restrictions specified there.

In any case Sky Helicopteros will provide all its employees copy of MO A.9 detailing the provisions of the operator for the transport of dangerous goods.

To passengers

Since hiring a flight with Sky Helicopteros is through direct communication with sales department, in chartering contract embodies the information required to inform passengers of unneeded items prohibited on board transport as dangerous goods, and those that can be transported with limitations, as specified in table 8-1 of the IT.

It is obligation of passenger or of the person acting on his behalf read, understands and confirm that you have understood the restrictions on dangerous goods in baggage before continuing with the recruitment of a flight. The Sales Department will not closed and confirmed a flight if you don't have this confirmation.

The passenger will have at the airport of notices and posters on the types of dangerous goods that are prohibited which transported on board the aircraft

In the case that and cause external to the procedures for the reception of passengers of Sky, if the airport manager or hired handling, do not meet the requirements in relation to the visual information in its facilities (table (2.3. a. and visual sign of dangerous goods prohibited) will be the own crew who is responsible of its reception and provision of the information.

In these cases, the reception and dissemination of information, will be held at the facilities of the airport manager or hired handling, "meetings points", or before boarding the aircraft.

Table 2.3. a. and visual sign of prohibited dangerous goods, internal formats referenced, shall be at all times in the flight deck and easily accessible by one of flight crews

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Documents or information Conservation

1.-Documentation

In accordance with the Technical Instructions part 7 Chapter 4.11, "the operator must ensure that at least one copy of the documents or information relevant to the transport of shipments of dangerous goods by air is retained at least 3 months once made the flight in which dangerous goods are transported".

Documents or information that should be kept, as a minimum, are:

- the transport of dangerous goods
- the checklist for the acceptance of goods
- document the information provided in writing to the pilot in command
- For the expeditions that occur under the section IB of 965 and 968 packing instructions, or alternative documentation, if applicable, or the information provided therein.

NOT applicable, given that Sky Helicopteros do not transport dangerous goods, so it does not have any transport document.

2.- Information

According to AMC1 SPA.DG.105. B technical instructions, if there is an emergency in flight, the Commander shall, as soon as the situation permits, to the appropriate unit of the air traffic services on all the dangerous goods carried as cargo on board the aircraft as specified in the technical instructions.

Allow it the situation, the information must include:

- the correct name of the issued products
- Class or division which belongs to each product and secondary risks
- If it is a product of class 1 shall specify the Group of compatibility
- number of packages and kilos
- and the location of dangerous goods on board the aircraft

If it is not possible to transmit a detailed message, should be transmitting UN or ID numbers of dangerous goods aboard.

The operator of any aircraft which have to transport dangerous goods shall provide to the pilot in command, as soon as possible before the departure of the aircraft and in writing or in print, accurate and legible information concerning the dangerous goods to be transported as cargo.

Not applicable, Due to Sky Helicopteros NO transports dangerous goods, so it does not have any transport document.

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9.1. F Instructions relating to the transport of employees of the operator in cargo aircraft when transported dangerous goods (AMC1 SPA.DG.105.a)

SKY Helicopteros is not authorized to dangerous goods transportation and does not operate or transport employees in cargo aircraft.

All shipments of dangerous goods not included in referred to as exception items are dealt with by a known consignor.

In addition, all employees of the operator directly or indirectly involved in the transport of dangerous goods in the fleet of Sky helicopters S.A., must be formed in accordance with the program that is set to AMC1 SPA.DG.105.(a) according to which:

- The operator shall establish and maintain programs of training of the personnel, as required by the technical instructions, which must be approved by the authority.
- The operator will ensure that staff receives training appropriate to their responsibilities.

SKY Helicopteros technical crews must be receiving the training specified on the column 10 of table on the Technical Instructions.

The rest of the staff involved in the operation is subcontracted staff and monitoring of compliance system and/or the relevant authority that according to their regulations and control plans to verify the formation of the same.

9.2 Conditions which can be transport weapons, war munitions and sport weapons

9.2. A. War weapons transport

9.2. A. 1 War weapon and war munitions consideration

SKY Helicopteros is not authorized to dangerous goods transportation.

Be considered as dangerous goods and will be considered as such without license or registration of sporting weapon.

9.2. A. 2 War weapons and war munitions transportation

Sky helicopters S.A. does not carry weapons or munitions which can be deemed war by all States affected by the operation.

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9.2. B Sport weapons and munitions transport

9.2. B. 1 Sport weapon and ammunition consideration

- Is considered as dangerous article.
- Have or be registered as sports weapon and personal license.
- All those that do not have the consideration of "War weapon or munitions"
- Weapon and ammunition classification detailed in the SA-9 instruction (Deputy 1. section 3, article 3) of which Sky helicopters S.A. only called as sport weapon and munitions without having consideration of war weapon and munitions:
 - Fire weapons and general weapons
 - blunt instruments
 - explosive substances: ammunition

9.2. B. 2 Sport weapon and munitions transportation

Special instructions:

- **Acceptance:**
All those that require of consideration as sport weapon and munitions by Sky Helicopteros and must be discharged.

It is forbidden to transport weapons which by its nature this prohibited their manufacture, in particular those that carry some sort of accommodation which can be included in another gun.

- **Billing:**
These objects must always be billed in the luggage. In the event that they are transported, the approval of all the States concerned will be required. In addition they can be unloaded and inaccessible during flight unless approved otherwise by the authority.

You will be billed the weapon as a baggage, must attach copies of authorization within the packaging. It will be identified by the letters ZZ and a baggage tag will be placed.

- **Communication:**
By annex to the "Charter Agreement" passenger communicate to the company his intention to transport sport weapons or munitions.

Every passenger or crew member who wish to carry a sports weapons and their corresponding munitions, should contact in advance with intervention of weapons from the origin airport, where once carried out regulatory checks, you will be given an authorization to transport, which will be forwarded to the company and the ground handling agent.

The billing ground handling staff, through external circular of the operator, will be aware of the policy regarding the carriage of sport weapons and munitions, staff should be clarified why and use of the weapons to be transported according to authorization of intervention of weapons from the origin airport.



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In any case, commander must be informed in sheet loading, the number of arms, bulges with munitions or prohibited items that are transported to convey to ATS and airport authorities if applicable.

- **Loading and stowage**

Weapons and munitions shall be housed in boxes or cases independent.

The weapons and objects that could be used as weapons (swords, machetes and similar type souvenir) will always be checked but do not require police authorization.

Once on target, weapon will be delivered to police intervention office, or authority designated in third countries, where it may be withdrawn by the owner to the presentation of the baggage coupon and the authorization of transport.

- **Limitations**

The munitions transported as checked baggage that is for personal use and sport consideration shall not exceed 5 kg in the whole of the passengers.

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9.2. C Weapons carriage on Board

Obligation to carry their firearms in the hold is excluded to the personnel of the armed forces and police moving into Service Commission, as well as those that the Ministry of the Interior is exceptionally authorized when circumstances determine them.

This staff shall identify at security checkpoints and aircraft commander, and can carry your firearm and its munitions, provided this is separated from the gun, without the precise delivery of the same Commander, except that it requires it.

Such personnel will be identified in the safety checks and will duly completed standard document contained at the end, in this same section, delivering copy to personnel responsible for the security control.

These copies will be archived by the police agent or authority and shall be available to the Local Security Committee for consultation.

Responsible for safeguards affix seal appearing at the end of this section in the Service Commission and will deliver to you, for reading, - guidelines for action set out in point d) of this section, authorizing access to weapon.

Once on the plane, the weapon carrier shall notify the Commander of the aircraft or staff this delegated such circumstance, showing the supporting document of authorization.

Officials who provide escort service to the authority and embark through the room of authorities, delivered the document standard personnel to the police who serve in this Chamber, which is stamped also seal, also receiving the printed guidelines of action.

Those persons (first paragraph refers), which are exceptionally authorized by the authority, shall submit this authorization before control of airport security staff and the Commander of the aircraft.

When for reasons relating to the security of the State present an exceptional situation, special facilitation to the admission Board of sufficiently accredited persons carrying weapons will be observed.

If such personnel move in private travel, your gun should be transported in hold, upon presentation at airport to intervention weapons.

The Pilot in Command must inform them of the risks of using a firearm on board.
Authorized personnel must act first to the crew.

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9.2. C. 1 Guidelines for authorized personnel to carry firearms aboard commercial aircraft on domestic flights.

- Prior conditions at boarding time.
 - The authorized staff to aboard will be presented to Commander informing to carrying a weapon.
 - The Commander, should be more than one authorized persons to bear arms on the same flight, presented each other in order to avoid incidents.
 - Authorized personnel must be weapon in a discreet way, and as a precautionary measure, is recommended to keep the weapon and munitions separate during the flight.
 - If the Commander decides to take care of the weapon will be, according both parties at the time of delivery, the return of the same.
- In the event of an incident aboard with passengers
 - Will be that they are members of the crew who solve the problem, since they have been specifically trained to do so.
 - Only and exclusively of the Commander request shall be given the relief requested.
- Risks inherent in the use of a firearm during the flight.
 - Shoot a gun inside an aircraft can exacerbate the original problem (violent reaction from potential kidnappers, alarm among passengers, etc.)
 - If the victim is one of the pilots, the incident can have disastrous results.
 - Behind the walls of the plane, on the ground and over the ceiling, there are fuel pipes, pipes for electric wiring and hydraulic fluid which are important for the safety of the flight and might be affected by a projectile. Where the bullet meets in a window, there is a high risk of decompression.

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9.2. D Output notification with private weapons

9.2. D. 1 Destination

National territory an hour prior to shipment and prior to the turnover of the baggage, the passenger goes to airport police intervention office provided of:

- Identity card or passport.
- Weapons license.
- Guide to membership of the weapon.
- Flight ticket.

1.-Procedure to perform:

To give fulfillment to the SA-9 instruction on weapons and items carriage that can be used as offensive, should observe the following steps:

- will match details (make and number) gun with the weapons license and membership guide and these correspond to the holder through the national identity card
- The corresponding fee must be paid.

Performed these procedures, shall be issued the appropriate - authorization of transport of weapons by air travel (ZZ), which consists of 3 copies:

- ORIGINAL: will be filed in the intervention of weapons from the airport of origin.
- COPY 1: will be delivered to the owner of the weapon.
- COPY 2: it will be on the inside of the case along with the weapon.

2.-Checking:

Once the person concerned has the corresponding - authorization of transport of weapons by air "ZZ", present along with the gun, at the check-in counters, where, indicating that it is a weapon carrier, will display staff turnover the copy-1 of the authorization, accepting its transport.

Checking Ground handling agent shall proceed to conveniently identify bulk, by placing a tape with the letters "ZZ" (special packaging) and label it with the label of billing.

3.-Collection:

Once in the destination airport, ground handling agent download boxes or cases containing weapons and delivered them to the intervention of weapons of the destination airport.

The owner will be in this intervention, where will show to the authority agents the identity card and copy-1 of the authorization for the weapons transport, which will be collated with the copy-2 inside of the case, and may finally withdraw the gun, leaving both copies archived at the intervention of airport weapons such as acknowledgement of receipt.

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9.2. D. 2 Destination: countries of the Union European

Submitted in the weapons intervention of the departure airport:

- Identity card or passport.
- Weapons license.
- European firearms card*
- Guide to membership of the weapon.
- Flight ticket.

* The European firearms card will document the particular weapon for its possession and use in these countries, being however the same subject that the interested party submits you to competent authorities at the border entry point to previous checks and by forging an official seal, it quoted enabled European card.

1.-Procedure to perform:

Same as for the national territory

2.-Checking:

Same as for the national territory

3.-Collection:

It shall be comply to the each country provisions. (Remember that it must enable the European card at the border entry point and the competent authorities) Authorizations will remain in the possession of the weapon owner, which delivered on his return in the intervention of weapons from the border entry point airport.

9.2. D. 3 Destination: third countries or Europe not EU

In advance of the trip, they will contact the Embassy or Consulate of the destination country, requesting information on legislation that affects to the holding, circulation and use of firearms at that. (Invitations, certificates, etc.)

They will present in the weapons intervention from national airport:

- Identity card or passport.
- Weapons license.
- Guide to membership of the weapon.
- Flight ticket.

1.-Procedure to perform:

Same as for the national territory

2.-Checking:

Same as for the national territory

3.-Collection: It shall comply with the country provisions.

Authorizations will remain in the possession of the weapon owner, which to his return in weapons interventions from the border entry point airport