STANDARD OPERATING PROICEDURE

RAIN MAKING FLARE SYSTEM

Rev. No.: 00

AUGUST 2022

PT. Smart Cakrawala Aviation

1. PREFLIGHT

Crew Briefing, FLOPS Briefing, Performance, Manifest

At Base Station the Operation staff will collect all data of the reported weather conditions, the forecast weather conditions (including adverse weather), and the status of communications, navigation, airport facilities and data area for rain making.

The Operation staff will provide the PIC with data on each of these items if requested by Pilots. All data may be delivered orally or in writing. In the latter case, communications
facilities must be available for the Flight Support and the PIC to communicate directly by voice if direct communication is required or desired.

A. Airports and Facilities

The PIC may not begin a flight until the PIC has obtained all available reports on airport conditions and irregularities of navigation facilities that may affect the safety of the flight (AIP), and IFR / VFR Route chart). During the flight, the PIC must obtain any additional available information on airports and facilities that may affect the flight. A primary source of this information is the Aeronautical Information Publication (AIP) and INDOAVIS route chart. The AIP contains information on airports and facilities needed by flight crew members and operational control personnel. Copies of the AIP are available at PT Smart Cakrawala Aviation Operational control center and Base Operational.

B. NOTAMs

Current NOTAMs for the routes and areas for rain making to be flown shall be read by PICs as part of their preflight planning. NOTAMs, both in electronic and printed form

for domestic and international operations, in airspace covered by NOTAM Systems B are available at PT. Smart Cakrawala Aviation Operational.

C. Weather Information for Control of Flight Operations

Before beginning a flight, the Operation staff shall provide the pilot-in-command with all available weather reports and forecasts of weather phenomena that may affect The safety of flight , including weather condition at area rain making and adverse weather phenomena, such as clear air turbulence, thunderstorms, and low altitude wind shear, for each route to be flown and each airport to be used.

D. Load Control

The Operation staff will assist the PIC to ensure that a load sheet has been correctly prepared.

E. Fuel Calculation and Flight Plan

Refer To Operation Manual Part A Chapter 8.9.2. Minimum Fuel Requirement.

F. Crew Qualification and Crew Flight Time Limitations and Rest Requirements

The qualifications and flight/duty time limitations of each crew member is considered when the crew member is scheduled by Chief Pilot. Flight duty/time information is stored electronically and can be checked quickly when making each day's flight and work schedules.

G. Equipment Check dan Install Flare System

The PIC should ensure that all required documents are on board and neatly stowed in the aircraft and that all required manuals and documents are easily accessible for use in flight if necessary. Cockpit should be kept neat and organized. Before beginning a flight, the Operation staff, Pilot-in-command, and Enginer shall be check the equipment flare system device and make sure correctly install in the proper position on the aircraft.

3. IN FLIGHT

RAIN MAKING PROCESS, MONITORING AND CONTROL FLIGHT

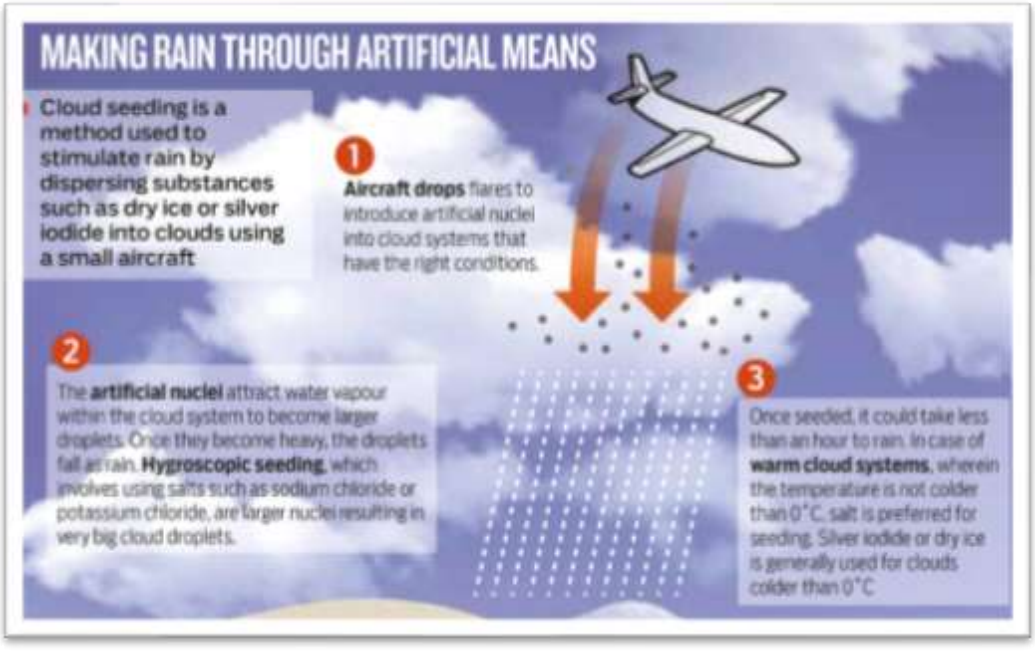
The PIC and SIC responsible to controling and monitoring flight, Maintain correct speed and altitude while aircraft in flight .

Pilot use the onboard weather radar where in doubt about the preceding weather to rain maiking using and familiarity of the onboard weather radar, refer to G1000 Integrated Flight Deck (cockpit reference guide manual) page 46-48.

The PIC shall ensure that the fuel checks are carried out at regular intervals throughout the flight, at least once per flight and once every hour when a flight more than 2 hours block-time. The remaining fuel shall be recorded on the OFP and evaluated to:

1. Compare actual consumption with planned consumption.
2. Check that the remaining fuel is sufficient to complete the flight.
3. Determine the expected fuel remaining on arrival at destination.
4. The Pilot in Command shall continually ensure that the amount of usable fuel remaining is not less than the fuel required to proceed to an aerodrome where a safe landing can be made with the planned Reserve Fuel remaining upon landing.
5. All quantities should be calculated taking into account the current updated known and expected conditions (winds, weather, NOTAMS, A/C status) and using graphs or tables.

Operator Flare Sytem will turn on the device in flight in on position when aircraft on the target position and monitoring the prosess.



4. POST FLIGHT

The Operation staff will coordinate with crew and enginer to collect all flight data flight log and flight document to record the activities while aircraft in flight.