

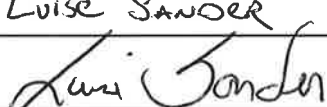


Notification of Difference from IAGSA Recommended Practice	
Name of Company:	Sander Geophysics Limited
Date submitted:	MARCH 01 / 2018
Which Recommended Practice or Safety Manual section is being deviated from?	Emergency Equipment – Offshore Surveys
What is the duration of the deviation?	Permanent: <input checked="" type="checkbox"/> Temporary: <input type="checkbox"/> From: (mm/yy) To: (mm/yy)
What is the reason for the deviation?	An alternative practice is in place
Has a risk assessment been completed for the deviation?	
Is an equivalent practice/standard in place?	No
(If yes provide details)	
If No, what specific actions have been taken to provide for an equivalent level of safety?	When conducting over-water surveys, crews wear life vests that contain 406 MHZ EPIRBs. Emergency survival equipment is kept in a separate container. SGL's rafts do have self-erecting canopies
Name of Accountable Executive	Luise SANDER
Signature of Accountable Executive	

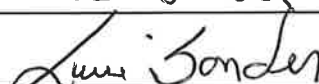
Please complete the below form for each Deviation from an IAGSA Recommended Practice

Notification of Difference from IAGSA Recommended Practice	
Name of Company:	Sander Geophysics Limited
Date submitted:	MARCH 01 / 2018
Which Recommended Practice or Safety Manual section is being deviated from?	Maximum Duty Times (Rest Periods)
What is the duration of the deviation?	Permanent: <input checked="" type="checkbox"/> Temporary: <input type="checkbox"/> From: (mm/yy) To: (mm/yy)
What is the reason for the deviation?	An alternative policy is in place
Has a risk assessment been completed for the deviation?	
Is an equivalent practice/standard in place?	Yes
(If yes provide details)	SGL's policy is that pilots are to take a rest day when they consider themselves to be too fatigued, ill or otherwise unfit to fly. SGL suggests that pilots fly no more than 10 consecutive days without a break, but ultimately pilots are responsible for using their discretion while acting in accordance with the applicable regulations. At a minimum, pilots are to follow the rest period requirements stipulated in CAR 700.19(1) and CASS 720.19 (See FOM 3.12.8). Note that when operating in a country with more restrictive rules, those rules are followed.
If No, what specific actions have been taken to provide for an equivalent level of safety?	
Name of Accountable Executive	Luise Sander
Signature of Accountable Executive	

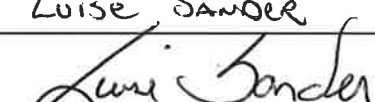
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Notification of Difference from IAGSA Recommended Practice	
Name of Company:	Sander Geophysics Limited
Date submitted:	MARCH 01 / 2018
Which Recommended Practice or Safety Manual section is being deviated from?	Flight and Duty Times (Single Pilot Operations)
What is the duration of the deviation?	Permanent: <input checked="" type="checkbox"/> Temporary: <input type="checkbox"/> From: (mm/yy) To: (mm/yy)
What is the reason for the deviation?	SGL policy is more restrictive than the IAGSA standard
Has a risk assessment been completed for the deviation?	
Is an equivalent practice/standard in place?	Yes
(If yes provide details)	As per section 3.12.6 of the FOM, the maximum flight time for a single pilot survey flight is 6 hours. Although SGL does not specify a maximum amount of time 'on survey, excluding transit time', the 6 hour limitation ensures that the amount of time on survey will always be close to (or significantly less than) 5 hours.
If No, what specific actions have been taken to provide for an equivalent level of safety?	
Name of Accountable Executive	Luise SANDER
Signature of Accountable Executive	


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Notification of Difference from IAGSA Recommended Practice	
Name of Company:	Sander Geophysics Limited
Date submitted:	MARCH 01 2018
Which Recommended Practice or Safety Manual section is being deviated from?	Minimum Fuel Standard
What is the duration of the deviation?	Permanent: <input checked="" type="checkbox"/> Temporary: <input type="checkbox"/> From: (mm/yy) To: (mm/yy)
What is the reason for the deviation?	An alternative policy is in place.
Has a risk assessment been completed for the deviation?	
Is an equivalent practice/standard in place?	Yes.
(If yes provide details)	SGL requires that each fixed wing survey flight be planned so that the aircraft lands with a minimum of 1 hour of fuel on board. SGL crews also complete hourly fuel checks to confirm the accuracy of their planning. To assist crews, all of our aircraft are equipped with fuel totalizers. Although our operating polices do not specifically require flights to be planned based on 110% consumption, we feel our policies and practices are an acceptable alternative.
If No, what specific actions have been taken to provide for an equivalent level of safety?	
Name of Accountable Executive	Luise Sander
Signature of Accountable Executive	

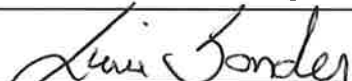
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Notification of Difference from IAGSA Recommended Practice	
Name of Company:	Sander Geophysics Limited
Date submitted:	MARCH 01 / 2018
Which Recommended Practice or Safety Manual section is being deviated from?	Pre-Survey Training – Overwater & Offshore Surveys
What is the duration of the deviation?	Permanent: <input checked="" type="checkbox"/> Temporary: <input type="checkbox"/> From: (mm/yy) To: (mm/yy)
What is the reason for the deviation?	An alternative training practice is in place.
Has a risk assessment been completed for the deviation?	
Is an equivalent practice/standard in place? (If yes provide details)	No
If No, what specific actions have been taken to provide for an equivalent level of safety?	Initial and recurrent underwater egress training is provided by professional emergency egress instructors. While a general review of the location, condition and use of emergency equipment and exits is conducted during the course of a survey, SGL has no specific policy in place that requires on-site training at the start of a survey or at the beginning of a new crew member's rotation.
Name of Accountable Executive	Luise Sander
Signature of Accountable Executive	

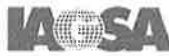
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Notification of Difference from IAGSA Recommended Practice	
Name of Company:	Sander Geophysics Limited
Date submitted:	MARCH 01 2018
Which Recommended Practice or Safety Manual section is being deviated from?	Training – Off Shore Surveys
What is the duration of the deviation?	Permanent: <input checked="" type="checkbox"/> Temporary: <input type="checkbox"/> From: (mm/yy) To: (mm/yy)
What is the reason for the deviation?	An alternative training practice is in place
Has a risk assessment been completed for the deviation?	
Is an equivalent practice/standard in place?	Yes
(If yes provide details)	Initial and recurrent underwater egress training is provided by professional emergency egress instructors, not by company pilots. A formal course is given and pilots are trained to competency. The course has a theoretical component (classroom training) and a practical component (in-water escape practice in a structure that simulates a cockpit).
If No, what specific actions have been taken to provide for an equivalent level of safety?	
Name of Accountable Executive	Luise SANDER
Signature of Accountable Executive	

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Notification of Difference from IAGSA Recommended Practice	
Name of Company:	Sander Geophysics Limited
Date submitted:	MARCH 01 / 2018
Which Recommended Practice or Safety Manual section is being deviated from?	Type of Aircraft/Over Water – Off Shore Operations (specifically, the requirement to utilize a twin engine aircraft for these operations)
What is the duration of the deviation?	Permanent: <input checked="" type="checkbox"/> Temporary: <input type="checkbox"/> From: (mm/yy) To: (mm/yy)
What is the reason for the deviation?	
Has a risk assessment been completed for the deviation?	
Is an equivalent practice/standard in place?	No
(If yes provide details)	
If No, what specific actions have been taken to provide for an equivalent level of safety?	SGL's sole single engine type is the Cessna 208 Caravan. The Caravan utilizes a Pratt & Whitney PT-6, an engine famous for its reliability (1 in-flight shutdown per 333000 hours since 1963). SGL considers this an acceptable substitute for a twin engine aircraft during over-water/off shore operations.
Name of Accountable Executive	Laise Sandoz
Signature of Accountable Executive	

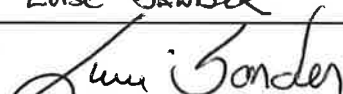
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Notification of Difference from IAGSA Recommended Practice	
Name of Company:	Sander Geophysics Limited
Date submitted:	MARCH 01 2018
Which Recommended Practice or Safety Manual section is being deviated from?	The use of an Instantaneous Vertical Speed Indicator
What is the duration of the deviation?	Permanent: <input checked="" type="checkbox"/> Temporary: <input type="checkbox"/> From: (mm/yy) To: (mm/yy)
What is the reason for the deviation?	None of SGL's aircraft have IVSIs installed.
Has a risk assessment been completed for the deviation?	
Is an equivalent practice/standard in place?	Yes
(If yes provide details)	Surveys are conducted in day VFR conditions, giving crews ample visual cues to judge their sink rate in conjunction with the information provided by the traditional vertical speed indicator the radar altimeters and the survey navigation display.
If No, what specific actions have been taken to provide for an equivalent level of safety?	
Name of Accountable Executive	Luise SANDER
Signature of Accountable Executive	

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Notification of Difference from IAGSA Recommended Practice	
Name of Company:	Sander Geophysics Limited
Date submitted:	MARCH 01 / 2018
Which Recommended Practice or Safety Manual section is being deviated from?	Simulator Training
What is the duration of the deviation?	Permanent: <input checked="" type="checkbox"/> Temporary: <input type="checkbox"/> From: (mm/yy) To: (mm/yy)
What is the reason for the deviation?	All of SGL's aircraft are certified for single pilot operation. Therefore, while captains complete a type-specific simulator course, co-pilots do not.
Has a risk assessment been completed for the deviation?	
Is an equivalent practice/standard in place?	Yes
(If yes provide details)	Co-pilots complete an in-house ground and flight training and evaluation program. Initial and recurrent courses are given.
If No, what specific actions have been taken to provide for an equivalent level of safety?	
Name of Accountable Executive	Loise Sawser
Signature of Accountable Executive	

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Notification of Difference from IAGSA Recommended Practice

Name of Company:	Sander Geophysics Limited	
Date submitted:	march 01 / 2018	
Which Recommended Practice or Safety Manual section is being deviated from?	Survey Crew Resource Management Training	
What is the duration of the deviation?	Permanent: <input type="checkbox"/>	Temporary: <input type="checkbox"/> From: (mm/yy) To: (mm/yy)
What is the reason for the deviation?	No CRM training requirement is currently in place for geophysicists and systems technicians.	
Has a risk assessment been completed for the deviation?		
Is an equivalent practice/standard in place?	No	
(If yes provide details)		
If No, what specific actions have been taken to provide for an equivalent level of safety?	Some CRM concepts are discussed during initial training and reinforced during subsequent field assignments, however no formal system of recurrent training is currently in place for geophysicists and systems technicians.	
Name of Accountable Executive	Lise Sawoe.	
Signature of Accountable Executive		

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