

SALOG AEROSPACE & AVIATION HELI LOGISTICS

▪ Logistics That Keeps Aerospace Moving ▪





INTRODUCTION OF SALOG

AEROSPACE & AVIATION HELI LOGISTICS

Helicopter Transportation and Aircraft Parts require the specialized expertise of freight forwarders with proven industry knowledge and precision handling.

At SALOG, we offer you best transit times, excellent cargo care, state-of-the-art equipment, and a partnership that you can trust. With our know-how in Defense Logistics, we give you a tailored and flexible service that meets your requirements.

SALOG ENGINE COMPETENCE TEAM THOROUGHLY DEDICATES TO TRANSPORT THE HELICOPTER AS BELOW STRUCTURE



- Helicopters need to be Bubble/Shrink-Wrapped (Details in the next slides)
- Helicopters will have to move on Low-Bed Air-ride Suspension Trailers (Details in the next slides)
- Loading on the LB trailers will be done using a 10-ton crane (Details in the next slides)
- Proper lashing locking will be done by SALOG ground team (Details in the next slides)
- Visible and Physical inspection will be done by SALOG core team (Details in the next slides)
- Escort vehicle follow till unloading point @ Destination (Details in the next slides)



HELICOPTER

SHRINK

WRAPPED

DO NOT PUSH OR KICK
DO NOT TOUCH THE SURFACE

HELICOPTERS NEED TO BE BUBBLE / SHRINK WRAPPED TO AVOID ANY DAMAGES

- Helicopters will be bubble shrink wrapping to avoid any road debris/damages -weather protection - as the preferred method for shipping helicopters, it is an effective method of the aircraft during transport and benefits of having a helicopter completely enclosed, protected from the elements and hidden from public view during transportation and also enabling efficient load securing/the products and a cover that can be rigid or flexible
- In addition, it helps maintain the helicopter's exterior cleanliness and readiness for immediate deployment.



LOADING ON THE LB TRAILERS WILL BE DONE USING A 10-TON CRANE



After the helicopter was lifted off the ground using a certified lifting system, a drop-deck air ride trailer was carefully positioned beneath to ensure minimal ground clearance and maximum transport stability. The helicopter was then slowly and precisely lowered onto the trailer, aligning perfectly into the designated support cradles and securing slots designed for its structure.

Once in position, all lifting slings, shackles, and rigging components were systematically removed under supervision to prevent any potential damage. The rigging team then proceeded with professional lashing using heavy-duty tie-down straps, ratchet systems, and protective padding at contact points. Final checks were conducted to confirm that all restraints were tensioned correctly and that the aircraft was fully stabilized, ready for a safe and smooth journey to its final destination.



Expertly Managed By **TEAM SALOG** — Seamless
Helicopter Transport From UK To Final Delivery In Riyadh

HELICOPTERS WILL HAVE TO MOVE ON LOW-BED AIR-RIDE SUSPENSION TRAILERS TO MINIMIZE ANY SHOCKS

Due to the length of the Helicopters. It will have to move on Low-Bed Air-ride Suspension / Soft riding trailer attached is the photo of our Low bed trailer with Air Suspension (Air ride) system. The capacity of the trailer is max. 47te. Normal trailer bed length is 8.5m and can extend to 13.5m long, the normal width is 2.70m and can extend to 3.20m wide, the high is from 300-450mm from ground. It can lift up or lower down by using the air system. The photo is shown the trailer with the Helicopter approximate weight 6.0te, 12.7mL x 2.7mW x 3.7mH. We loaded from customer yard - Mostly this trailer will be used for the cargo that need a very special care such as aviation part, turbine, electric control and etc.



LASHING AND LOCKING SECURELY TO THE TRAILER

Locking, Blocking, Direct lashing, Top-over lashing

Lashing preventing movement towards the rear lashing straps needed to prevent the loads from tipping of lashing straps needed to prevent a sliding movement. A lashing is a restraint device such as webbing, chain or wire rope that either ties load together or keeps load in contact with the load platform or any blocking device. Lashings should be positioned so that they are in contact only with the load to be secured and/or the securing points. They should not be bent over flexible items, side gates etc. Two Modular spreader bars will be assembled with the required nylon slings attached, these were then attached to the waiting 10 Ton mobile crane. The slings and shackles will be attached to the designated lift points on the helicopter, with the fuselage of the helicopter being protected by use of sling pads. Chain blocks were used to make precise alterations to the lift to assure that the helicopter lifted level.



SALOG ENGINE COMPETENCE TEAM

Our team will be present at the loading point to conduct a thorough physical and visual inspection, starting from the initial stage of wrapping the helicopter, ensuring it is adequately protected against potential transit damage. The inspection will continue through to the secure placement of the helicopter onto the trailer. Additionally, the team will present and explain the lift and rigging plan for the day, including the configuration of slings, shackles, spreader bars, and lifting equipment to be used. All gear will be verified as pre-checked and compliant with operational safety standards. A designated safety officer will ensure that a clearly marked exclusion zone is established and maintained to prevent unauthorized access and to ensure the safety of all personnel involved during the loading operation.



CHECK SHEET FOR WITNESS LOAD OF A HELICOPTER ONTO A TRAILER

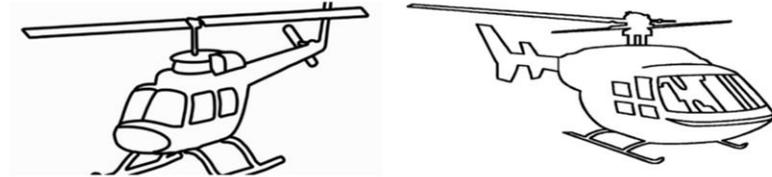
Consignee	Name of Load-Witness
Helicopter Serial No	Helicopter Type
Loading Date	Loading Time and Hours

Yes No

- | | | |
|--|--------------------------|--------------------------|
| 1. Was the helicopter secured to the truck in accordance with our instruction for tying down the engines on road vehicles? | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Was any holes, tears, scuff marks on the helicopter cover prior to offloading from truck? | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Was the helicopter covering lifted up for a visual inspection for any road transport damages? | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Was any damage noted prior to offloading from the truck? | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Was the helicopter loaded in accordance our instructions for Witness load of an helicopter onto a trailer? | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. During the loading process did the helicopter contact any part of the high-loader aircraft or any adjacent cargo? | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Was the helicopter loaded without incident? | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Was all 8 photographs taken as per page 2 of his checklist? | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. In case of any incident or damage, was the helicopter logistics competence centre, Riyadh contacted immediately? | <input type="checkbox"/> | <input type="checkbox"/> |



Please mark the position of any damage on the following diagrams



Comments

Signature Load-Witness

Signature Salog Escort / Ground Inspection Team

PILOT / ESCORT WILL DRIVE TILL UNLOADING POINT

Pilot Car / Escort Vehicle drivers purpose is to:

- Make road travel safer for the oversize load driver and all motorists on the road
- Prevent damage to the roads, highways and all roadway infrastructure
- Prevent damage to the loads being hauled
- Keep to a minimum delays in the normal flow of traffic
- Temporarily coordinate to remove or lift aerial obstructions like traffic signals, signs or wires for the safe
- Transport of over height cargo

All the process / movements will be executed by SALOG Engine Core team who is expertise in handling the helicopter and Aircraft engine movements



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