



Pilot Safety Check-List

Flight safety and passenger comfort are my overriding priority over all flights and throughout your time with me.

To that end, my commitment to your safety, comfort and enjoyment extends to pre-booking, post-booking, pre-flight, flight and post flight considerations. The following outlines the steps you can expect as we become acquainted and go through the process of getting you flying.

Pre-flight Booking and Planning

Step 1 - Upon Your Initial Enquiry

Within 24 hours of receiving your email I will:

- Call you by phone to chat and become acquainted
- I will confirm your requirements, check dates and explain to you how and why cancellations of the flight might occur due to the weather or any other reason.
- I will advise you of the logistics; getting to the airport, security requirements, documentation requirements, weight restrictions, maximum allowable luggage, payment and refunds etc.)
- I will answer any questions you may have.

Step 2 - 24 hours Before the Flight

On the day before the flight, I will call or meet you to:

- Review all of step 1 above
- Check the weather forecast and advise if the flight is likely to go ahead.
- Confirm travel logistics to the airport and emphasise the importance of punctuality.
- Ask you to confirm the accuracy of the weight of all passengers and intended luggage.
- Ensure that airport security is expecting you at the appropriate gate.

Step 3 - Pre-Flight - Before Engine Start

- Explain on the map the route we are planning to take
- Explain and conduct a passenger briefing:
- What you should or should not do in the aircraft
- Advise on mobile phone protocol

Onboard the Aircraft

Step 1. Passenger Briefing

Once onboard, I shall:

- Explain installation, seat belt operation, seating position, locking and unlocking of the doors and hatches.
- Ensure you understand that the rudder pedals and yoke remain unobstructed at all times and explain that same should not be touched at any time.
- Explain that passengers must not speak when I am using the radio
- Explain what to do in case of stress or sickness, that you should not hesitate to tell me at first signs so that a sick bag can be provided or a decision made to land.
- Instruct the passengers on how to participate in the ongoing safety of the flight.

Step 2 - Pre Take-Off Captain's Brief

After taxi and before take-off I will conduct a Captain's Brief and explain the following and what you are to do in the case of each.

Briefing for a VFR departure on runway _____.

- The crosswind is within limits and the runway is (dry/wet/damp).
- In case of an engine failure before rotation, I shall close the throttle and stop on the runway.
- In case of an engine failure after rotation and with sufficient runway remaining, I shall use flaps as required and land on the remaining runway.
- In case of an engine failure after rotation with insufficient runway remaining, I shall pick a field within 30 degrees of the nose and carry out the engine failure after take-off drills

Step 3 - Post Flight Debrief

Following the flight, we shall debrief and get your feedback on the flight and your overall experience.

I shall answer any questions and escort you back through security to send you happily on your way.

NOTE: This Check List has been compiled as a 'minimum standard operating procedure' for ALL passengers involved in flight sharing with Paul Bellard. It has been compiled to meet and **exceed** the requirements of Article 3 of the Safety Charter signed between a popular online flight share platform and the European Aviation Safety Agency as it relates to the Safety of non-commercial General Aviation flights with light aircraft.

Important Note: In the interests of flight safety, the reputation of general aviation and proficient airmanship, all prospective passengers will be vetted and assessed before your booking is accepted. Furthermore, any accepted passenger failing to comply with any of the above will risk having the flight cancelled without refund, or in the case of the flight being in progress, having the flight terminated and being banned from further flights. In serious cases, if in the opinion of the pilot in command, the flight or aircraft is endangered, the authorities will be informed.