All certified pilots are trained and tested for a multitude of emergency situations. In the unlikely event of an emergency, please remember the following:

- **STAY CALM.** This allows the pilot to concentrate on fixing the problem.
- In the unlikely event that the plane is to be landed in a place other than an airport, take a moment to re-familiarise yourself with the use of the aircraft exits and be prepared to exit the aircraft in a quick, efficient manner. During particularly rough off-airport landings, it may be advisable to assume a brace position, and covering your head, face, and upper body with a jacket if possible.

### For Passenger Seated at a Pilot Position

In the EXTREMELY unlikely event of pilot incapacitation, a passenger sitting in a pilot position can take the following steps:

- **STAY CALM**—this will allow you to concentrate on solving the problem.
- **FLY THE AIRPLANE.** At no point should you get concerned with instruments or attending to other issues that you lose track of where the aircraft is heading.
- **Transmit a MAYDAY** call on the distress frequency of 121.5. Tune the radio to this frequency and make sure the radio is selected if the aircraft has a radio selector. Remember to press the transmit button located on the right side if the passenger side control wheel to talk to the outside world. Remember to let go of the button when you are done speaking. Speak slowly and clearly and don’t panic. There are professionals at the other end who can help you. Start your transmissions with the word “MAYDAY” and the aircraft identification “Tango Bravo Zulu” (TBZ). If you are familiar with the TRANSPONDER, tune it to the DISTRESS SETTING of 7700 and make sure it is in the ‘alt’ position. This action will trigger alarms at the air traffic control centre that can help you.
- **If the aircraft is on the ground** and the pilot is incapacitated, cut off (full lean) the fuel mixture by pulling the red lever all the way back and turn off the battery/alternator press button switches to prevent fire and to stop the engine. These switches have red colored OFF buttons that you press.

### PLEASE READ THE FOLLOWING INFORMATION BEFORE FLIGHT

**Before Flight** - Please be sure to use the restroom before boarding the aircraft. On flights of more than an hour it is recommended you don’t drink for two hours before the flight and refrain from drinking in flight until one hour from the destination as there are NO toilet facilities on board.

**Seatbelts** - All passengers are required to wear seatbelts during the takeoff and landing phases of flight. However, in this aircraft we ask that you wear your seatbelt throughout the ENTIRE flight. Please ask the pilot if you have any concerns whatsoever about the use of the seatbelts in the aircraft.

**Medical Factors** - If at any time during the flight you feel nauseous, light headed, motion sick, too hot or too cold, or in any other way physically ill or uncomfortable, please let the pilot know. Do not be embarrassed or timid as that may only make things worse. Please take a moment to familiarize yourself with the location of airsickness bags before the flight.

**Exiting the Aircraft** - Please take a moment to familiarize yourself with the use of the doors/exits on the aircraft. Do not hesitate to ask the pilot if you have any concerns.

**Turbulence** - Be advised that all aircraft may be subject to turbulence. Turbulence is mostly a factor of atmospheric conditions such as wind and your pilot should have a fair idea of how much turbulence (if any) is expected during the flight. If you have concerns about turbulence, be sure to ask the pilot.

**Communications** - If you have likely been given a headset to wear while in flight, in general, you will hear the same air traffic communications that the pilot does. If your headset has a microphone, your voice will not leave the aircraft. The pilot has a special button that he presses when he wants his voice to be transmitted from the aircraft to the outside. However, as the pilot may be listening to air traffic control information, it is imperative that you **cease speaking when other air traffic is heard.** In this aircraft we also ask that you **maintain a sterile cabin (no one speaks) below 1000 ft** (the take-off and landing phase of flight)

### For Passenger Seated at a Pilot Position

Passengers seated in a pilot seat are asked not to touch the controls or instruments without authorisation from the pilot. Specifically, take care not to step on or interfere with the pedals on the floor at your feet and be sure not to be sitting in such a manner that prevents the pilot from being able to access the full range of motion of the flight controls. Time and workload permitting, the pilot may be able to answer any questions regarding the controls and instruments that you may have.
All certified pilots are trained and tested for a multitude of emergency situations. In the unlikely event of an emergency, please remember the following:

- **STAY CALM.** This allows the pilot to concentrate on fixing the problem.
- In the unlikely event that the plane is to be landed in a place other than an airport, take a moment to re-familiarize yourself with the use of the aircraft exits and be prepared to exit the aircraft in a quick, efficient manner. During particularly rough off-airport landings, it may be advisable to assume a brace position, and covering your head, face, and upper body with a blanket or jacket if possible.

### EMERGENCY EXIT & EQUIPMENT LOCATIONS

- **EXIT**
  - Front Door Exit
    - Lift lever up and forward
    - Push door out and up
    - Disembark off rear of wing
  - In Emergency Kick Out Here

- **EXIT**
  - Front Door Exit
    - Lift lever up and forward
    - Push door out and up
    - Disembark off rear of wing
  - In Emergency Kick Out Here

### BRACE POSITION

- Sit with your knees bent and your elbows up against your ears.
- Hold onto your seat or armrests.

### LIFE JACKETS

- Wear the life jacket around your neck:
  - Do not inflate inside
  - Inflate outside

### PROHIBITED

- No smoking
- No alcohol
- No knives or sharp objects
- No electronic devices