

Smoky Mountain Air Charter

Passenger Trip Safety Briefing

1. The Airplane has two (2) doors, one located up front on the co-pilot side and one in the back behind the pilot side of the airplane. Both doors have latches that must be placed in the locked position prior to taxiing or takeoff. In the unlikely event that we would need to make an off-airport emergency landing the persons located next to these two doors must unlatch them prior to making contact with the ground. This is done in order to keep the doors from becoming jammed from a hard impact and will allow everyone to exit the airplane quickly if needed.
2. There is a fire extinguisher located underneath the co-pilot seat. The co-pilot seat must be moved forward via a handle underneath the seat to access the fire hydrant. The fire hydrant is secured with a metal strap that must be unlatched in order to remove the fire extinguisher.
3. The takeoff (from taking active runway to about 1,000 feet above the ground) and the landings (from landing gear extension until off of the active runway) is a critical and task demanding period of the flight for the pilot. In general we ask that passengers refrain from communicating with the pilot during these two times unless something needs to be brought to the pilot's attention that is an immediate threat to the safety of the flight (i.e., the airplane is on fire, another airplane is converging with our airplane...etc). You are free to talk with each other during these two periods but the pilot will be focused on configuring the airplane during these times and needs to concentrate on what he is doing unless there is a potential emergency that needs to be brought to the pilots' immediate attention.
4. Seat belts must be on and secure during taxi, takeoffs and landings as well as during periods of in-flight turbulence. They are not necessary during normal cruise flight but are recommended.
5. There will be aviation headsets available for each seat if you wish to talk to the pilot or the other passenger or if you just want to listen to air traffic control as they assign headings, altitudes and frequency changes throughout the flight. You do not have to wear the aviation headsets but they are needed if you wish to talk to the pilot or someone sitting in the co-pilot seat. The microphone needs to be placed very close to your mouth in order to speak. We also have some smaller, lighter noise cancelling headphones that will help reduce the engine noise but they cannot be used to listen to airplane communications or to communicate with each other like the aviation headsets.
6. Air traffic control will assign us our altitudes and headings which we must adhere to unless there is an emergency. If the altitude we our assigned becomes turbulent (too bumpy for comfort) the pilot will request a different altitude to try to avoid the turbulence. Air traffic control is usually accommodating about allowing an altitude change to avoid or minimize the turbulence. However, their number one priority is traffic separation and sometimes this request is not granted if there is a lot of other traffic in the area. The pilot will also try to avoid flying in the clouds or in rain if possible but occasionally it is not depending upon the assigned heading or altitude. However, neither air traffic control nor the pilot will allow the flight to enter adverse

weather that would be deemed hazardous to safety of the flight. We have downloaded weather radar in the airplane that the pilot may use to avoid convective weather (thunderstorms). Generally, the flight will be on an active instrument flight plan and air traffic control will vector us around adverse weather or advise us to land if it is not possible to avoid the adverse weather. If there is no way to fly around or above the adverse weather we will either turn around or make an unscheduled landing at the nearest suitable airport until the weather subsides or moves from our path.

7. The flight from _____ to _____ should take approximately _____ depending on prevailing winds aloft and air traffic control routing. There are "sick sacks" and "pee tubes" in the airplane but please advise the pilot immediately if you begin to feel sick or need to make an unscheduled landing for the bathroom. It could take as long as 15-20 minutes to divert to another airport so the sooner the pilot knows of your situation the quicker he can begin identifying an alternative airport to land at.
8. The airplane is unpressurized and therefore during the climb and descent you may feel sinus or ear pressure. You may want to take a decongestant prior to the flight if you have sinus problems. Generally chewing gum or flexing your jaw as we climb and descend will be sufficient to relieve any pressure. Do not bring any pressurized aerosol products such as hair or bug spray on the airplane, please bring only pump sprays.
9. The airplane has both a heater and an air-conditioner to help with passenger comfort; however neither is as efficient as an automobile heater or air conditioner.
10. The co-pilot and two rear seats have reclining mechanisms that will allow you to partially recline the seat. The airplane also has overhead and floor vents that can be opened or closed to help with cabin temperature control.