

Erhardt Air Passenger Briefing Package

Briefing and Flight Rules

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Introduction to the passenger briefing package

Soon, you will be welcomed aboard my private airplane, for what I hope will be a rewarding trip. You will find that it is very different from flying as a passenger on an ordinary commercial airplane. I hope that you discover, in our brief trip, the joy of flying that I have found in my flying experiences.

Before we depart, however, I want to provide you with some critical information to help you understand what flying in a private airplane involves. This Passenger Briefing Package talks about what you can expect when flying with me, items I want to tell you for our safety and comfort, and the flight rules I expect you to follow when you are in the plane with me. It also mentions some of the risks you may face. It also includes a "Fact Sheet" presenting information about the aircraft, pilot, and references to available information resources.

I ask you to read the Passenger Briefing Package carefully so that you are informed about the experience of flying on a private airplane with me. I hope this material demonstrates my commitment to safety, comfort, and fairness. I believe you ultimately will feel more comfortable flying with me after you are fully informed about what it involves. I truly look forward to our time in the skies together.

Fact Sheet: About the Aircraft and Pilot

The Airplane. We will be flying in a 1973 Piper Arrow II (PA-28R-200). The Arrow is a four-seat, low-wing, single-engine, retractable-gear aircraft. This 200 HP constant-speed propeller aircraft is equipped with advanced navigation, traffic, terrain, engine avionics, and autopilot. The co-owners makes reasonable efforts to complete all FAA mandatory and factory-recommended inspections and maintenance, including voluntary 100-hour (and frequent informal additional) inspections. The aircraft is hangared, secured, and kept clean.



Airborne, gear up



Inside the Grand Canyon

The Pilot¹. The pilot is a university professor and holds a Commercial Pilot, Single-Engine Land and Glider certificates with an Instrument Rating. Information about pilot certificates and ratings is available at https://en.wikipedia.org/wiki/Pilot_certification_in_the_United_States.

I have 600+ hours of flight time as pilot-in-command and 150+ hours in type. I have a voluntary Flight Review every year and an Instrument Proficiency Check every six months, or as dictated by safety considerations. I also train on my home-based FAA-approved flight simulator for instrument currency. I am currently training as a certified flight instructor certificate and later for a seaplane rating. I have no record of aviation-related accidents, deviations, certificate suspensions, revocations, or disciplinary actions.

¹ Updated 6/20/2023.

Passenger briefing and flight rules

Preflight Briefing

Please carefully review this Passenger Briefing to ensure your in-flight comfort and safety. Ask me to explain anything unclear. I will review this document with you before the flight, as well as any unique risks of the intended flight.

Before you arrive at the Airport

- **Flight tracking.** Share our live flight track with your family and friends at <https://flightaware.com/live/flight/N55821>.
- **Garmin InReach satellite communicator.** Share to find us in an emergency. <https://share.garmin.com/erike>, password: pilot
- **Weight and Balance.** Please be prepared to provide me with your fully clothed weight and the packed weight of each piece of luggage you desire to bring. Keep luggage weight and size to a minimum. Soft bags (such as duffel bags) are preferred for flexible loading, but small roller carry-ons can work.
- **Clothing.** Bring clothing appropriate for the route. Also, the weather may vary considerably following departure. Wear light shoes or sneakers (pack hiking boots and weather gear if a mountain flight). Sunglasses and a hat/visor are advisable. Avoid polyester clothing for fire safety; natural fibers such as wool or cotton are preferred.
- **Liquids.** Restrict consumption of liquids prior to and during the flight (especially diuretics such as coffee, tea, and alcohol). There is no toilet on the plane, and it is challenging to urinate out the window! I will try to accommodate requests to land for your comfort, but the timeliness of stops cannot be guaranteed. I carry some pee-packs for real emergencies.
- **Medications.** Bring essential personal medications (if any) and essential toiletries in the event that we must unexpectedly remain overnight at an unplanned destination.
- **Cosmetics and Oily Substances.** Use sparingly to prevent flash burns should we consume pure oxygen.
- ~~App to follow our progress.~~ Download and connect to my iPad <https://foreflight.com/products/passenger/>.

Expectations Regarding the Flight

Please understand that there are neither guarantees that we will reach the intended destination nor return to the departure airport. Weather, mechanical considerations, instructions from air traffic controllers, and the pilot's exclusive

independent judgment, among other factors, will control flight operations. Please set your expectations accordingly.

When You Arrive at the Airport

Exercise great caution when near airplanes. Stay away from propellers; they are an extension of a very powerful engine. Engines and propellers may start unexpectedly, there may be more than one plane within the immediate area, and taxiing airplanes may not become visible until it is too late! Stay close to the pilot and very alert as you cross the tarmac. Do not touch any airplanes or other vehicles.

Flight Safety. Flight safety and risk information is available at the Aircraft Owners and Pilots Association (AOPA) Air Safety Foundation (<http://www.aopa.org/asf> and <https://www.aopa.org/training-and-safety> and the National Transportation Safety Board (<https://www.ntsb.gov/>).

Weather. Since the weather is a major flight safety factor and may impact our travel and recreation plans, you can stay apprised of weather conditions using any of the following resources <https://aviationweather.gov/>, <https://noaa.gov/>, and <https://weather.com/>.

Airports and Destinations. Airport information is available at <https://flightaware.com>. Find fun destinations at <https://www.funplacestofly.com/>. Track our flight live at <https://flightaware.com/live/flight/N55821> and share the link with your family and friends.

Want to Learn to Fly? If so, visit <http://www.aopa.org/learntofly>.



On-Board Briefing

Entering the Plane. Never stand on the flaps or wings except as directed. Always hold available handgrips. Enter and exit the plane slowly and attentively.

Seat Belts and Shoulder Straps. All passengers must wear seat belts and shoulder straps during taxiing, take-off, and landing. For your safety, please keep them securely fastened at all times. To release the belts/straps, pull on the metal tab to release the seat belt. Rear passengers may remove shoulder straps in the air for better visibility out either side, but must replace them before landing.

Children. Older children must occupy a seat and use seat belts and shoulder straps (no seat sharing); younger children/infants require an approved child restraint system (it should say, "THIS RESTRAINT IS CERTIFIED FOR USE IN MOTOR VEHICLES AND AIRCRAFT"). Please bring one for your younger child to the airport. Also, infants generally experience discomfort upon rapid changes in altitude. Nonetheless, quick changes in altitude may be unavoidable.

Exiting the Plane. Front Doors (right side of front cabin): There are two door latches, unlatch the top-of-door latch, then pull the door handle. Please ask to practice opening the door before our departure.

No Smoking or Drinking of Alcoholic Beverages. These activities are prohibited at all times, including in the vicinity of the plane.

Hazardous Materials. Do not board flammable substances or aerosols, such as lighters, lighter fluid, propane, or flammable gasses, strike-anywhere matches, mace, tear gas, hair spray, or dry ice. Actually, I'm okay with lighters, matches, and hair spray, as long as they are only used when on the ground with the engine turned off, and we are nowhere near a fuel truck.

Medications, Drugs, and Medical Conditions. If you are taking medications that may impair your judgment or affect normal health, if you have any medical or related conditions/predispositions (including, e.g., anemia, acrophobia, claustrophobia, epilepsy, or nervous disorders), or if you wear a hearing aid, please notify me before the flight.

Illicit Substances. The use or transportation of illicit substances is strictly prohibited – absolutely no illicit drugs on flights to Mexico or Canada.

Your Health. If you become ill or feel any discomfort for any reason, please inform me immediately. Subject to safety requirements and the instructions given to us by air traffic controllers, I will terminate the flight upon your request.

Air Sickness & Ear Comfort. airsickness bags are located in your seat pocket. Locate them when you board, and please have one ready! Clear your ears when descending (by swallowing, chewing, or yawning) – the airplane is not pressurized.

Hypoxia (state of oxygen deficiency). Considered the most lethal of all physiological factors, with symptoms that include dizziness, headache, visual impairment, euphoria, drowsiness, and numbness, hypoxia is preventable by the use of the aircraft's oxygen system (a can of O₂ or long-range O₂ tanks) or flight at lower altitude. Please notify the pilot immediately if you experience or even think you may have any such symptoms.

Other Physiological Effects. There are many physiological effects of flight that you may experience, including disorientation (when banking or due to G forces) and illusions (particularly when in the clouds).

Weather. If the weather deteriorates or other safety considerations require it, we may terminate the flight prematurely.

Talking. Please restrict conversation during taxiing, take-off, and landing. It is good practice for the pilot to keep a "sterile cockpit" (passenger silence) during these critical flight operations. The pilot must listen to instructions from airport control towers and control facilities and remain particularly alert. One exception: because passengers are an important safety resource, please point out (visually) to the pilot all nearby airborne aircraft when you see them both on the ground and in the air. We use the clock positions to describe the location of another plane: the nose of the aircraft is the 12 o'clock position, the right wing the 3 o'clock position, the tail the 6 o'clock position, the left wing the 9 o'clock position, and so on.

Co-pilot's Controls. If you sit in the co-pilot's seat (right front seat), please do not touch or obstruct the full extension of the yoke (the steering wheel), rudder pedals, and other controls. I will demonstrate the full-extension of the yoke so that you can become comfortable with the needed clearances. Let me know if you want to try flying the plane, and we'll give it a go.

Lights and Noises. Many flashing lights, aural alarms, and the like are part of normal flight operation, particularly during departure and arrival. Please anticipate them and do not be startled.

Environmental. The plane is heated, and air vents provide outside air during flight. There are airflow controls near each seat – by our ankles. Please locate them and ensure that you can operate them before departure.

Headsets and Intercom. Upon boarding, you will be given a headset to protect your hearing from engine noise and provide an intercom between the plane's occupants. The knobs on your headset control the noise cancelation feature, volume, and Bluetooth pairing. Keep the microphone very close to your mouth when speaking (a lip's pucker away). If you occupy the co-pilot's seat, I can help you adjust the co-pilot/passenger volume/squelch control. If you like, I can

segregate passengers from aviation communications to permit you to talk privately.

Portable Electronic Devices. Please feel free to use all your portable electronic devices, including cell phones, cameras, etc., during the flight. Contrary to popular belief, they do not interfere with the safety of flight. The FCC might get pissed, but I'm not worried. In fact, to follow our progress on your device, download <https://foreflight.com/products/passenger/> and connect to my iPad.

Emergency Operations. Similar to airline practices, preparation for emergency procedures in general aviation is essential for flight safety. Before flight, I will explain various instruments, equipment, and procedures used in an emergency, including the transceiver, autopilot, the location and use of the Emergency Locator Transmitter (ELT), the location of first aid and survival equipment, and forced landing procedures.

Fire Extinguisher. A fire extinguisher is located at the co-pilot's right knee. If it is necessary for you to use the fire extinguisher, unlatch, remove pin, aim at base of fire, and squeeze trigger (in a series of short bursts). Then vent the cabin.

Any Other Questions or Concerns. Please do not hesitate to ask the pilot!

Plane and Location

The plane is hangared at KAEG, Double Eagle II Airport KAEG, [7401 Paseo Del Volcan NW, Albuquerque, NM 87120](#). As you drive in you'll see the red hangar, that's where the plane is (marked with a red X in image below).

Drive into the airport and park in the right-side parking lot (marked with a red P). I'll meet you in [Bode Aviation](#), which is the building on the right under the "Cessna" sign. There's a nice lobby with couches, and the bathrooms are beyond the lobby on the right -- I think they open at 8 AM. I'll pick you up there and drive you back to the hangar.



KAEG, Double Eagle II Airport, 7401 Paseo Del Volcan NW, Albuquerque, NM 87120

Notes

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