

## Cost Sharing Agreement - FLT-0060 - Summary

FLT-0060	PIC	PPL	Estimated cost
R3000 - GBZOL	Chesley Sullenberger	980234.A.FCL.GBR	£81.00

Departure	Destination
Bodmin - 2022-12-20 21:00:00	Newquay - 2022-12-20 22:00:00

Details	Passengers
Routing down the north coast, we'll attempt to stop in at Perranporth before returning back to Newquay.	1

### Pilot Declaration

I confirm that my licence, associated type/class rating and aircrew medical are all current for this flight.

I confirm the aircraft shown above holds (or will hold) a valid Certificate of Airworthiness or UK National Permit to Fly and the Aircraft Insurance includes (or will include) cover for Cost Sharing Flights, at the time the flight commences.

I confirm that I am paying the appropriate share of the Direct Costs of this flight as required by the Cost Sharing Regulations.

I confirm that I am happy for Split My Flight to provide my passenger(s) with a copy of the UK Cost Sharing Charter, but that the responsibility for them receiving this information remains mine.

I confirm that I have explained the risks and dangers which are applicable to recreational aviation, to my passenger(s).

I confirm that I will provide the passenger(s) a full pre-flight Safety Brief.

Chesley Sullenberger

December 19, 2022 7:35 PM



## Cost Sharing Agreement - FLT-0060 - Passenger Agreement(s)

The following information is essential reading if you are considering flying as a passenger on a cost sharing flight. Please ensure you have read and understood this information before commencing your cost sharing flight. In signing this declaration, you are confirming that you fully understand and accept in full the risks that can be involved in flying as a passenger in a cost sharing flight.

Cost sharing flights are flights shared by private individuals. The 'cost-shared' part is in reference to the costs of the specific flight which can be shared only between the pilot and others onboard the aircraft. These costs are the 'direct costs' which are the costs directly incurred in relation to a specific flight (e.g. fuel, airfield charges, rental fee for an aircraft). There can be no element of profit for the pilot as these flights are not commercial, and if profit is suspected then the flight might be operating outside of the regulations and therefore be illegal. It is expected that the pilot must pay an amount at least equal to that paid by each of the passengers towards these direct costs.

The risks encountered are considerably greater than those associated with flying in an airliner. Commercial aviation in large passenger carrying aircraft has now achieved exceptional safety standards, a standard that would be unachievable by lighter sport, recreational and personal transport aircraft. The safety of noncommercial light aircraft is more comparable to other recreational activities than the much higher standard achieved in commercial aviation.

On the date agreed you will be undertaking a flight for which the safety rules are not as strict as they are for commercial air transport flights. This means that there is more risk involved in taking a cost-shared flight than buying a ticket from a commercial airline operator, where much stricter safety rules apply and where the aircraft, pilots and the operator are subject to continuous checks and strict oversight rules from the authority.

The safety and conduct of any flight including cost-shared flights is the responsibility of the pilot in command of the aircraft. The pilot must conduct the flight in accordance with the applicable regulation for noncommercial flights with light aircraft by private pilots. It is also the pilot's responsibility to ensure the flight is appropriately insured, although as a passenger you should check that any personal life, accident and/or health insurance you have is valid for non-commercial flights.

## Cost Sharing Agreement - FLT-0060 - Passenger Declaration(s)

I/we understand that the flight is carried out under the cost sharing regulations as a recreational flight and is not subject to the same safety standards as commercial operators such as airlines and I accept the risks associated with this type of flying.

I/we understand that the aircraft may not be maintained to the same airworthiness standards as commercial operators.

I/we understand that the pilot may not hold a commercial pilot's licence (CPL) and may hold a private pilot licence (PPL), I/we also understand that the pilot may not hold a current medical certificate that is required by commercial operators.

The pilot has fully briefed me/us on the certain risks and dangers which are applicable to recreational aviation.

I/we have read and understood the Essential Passenger Information on this form and the UK Cost Sharing Charter.

I/we have received and understood all the pre-flight briefs and I/we am/are happy to accept and fly on this cost sharing flight.

A handwritten signature in black ink, consisting of several overlapping loops and a long horizontal stroke extending to the right.

Test

December 19, 2022 7:35 PM