



BE PART OF THE CIRCLE OF SAFETY!

If you have safety concerns, please do not hesitate to discuss with your pilot—before departure or after landing. Safety should be your number one concern. Thus, we support the FAA's recommendation that no matter who you fly, you should be familiar with these safety issues:

Is this an instrument flight (IFR)? Visual flight rules (VFR) can be simpler than IFR (Instrument Flight Rules) and require significantly less training and practice. However, having both is a benefit in the Interior, where weather can change suddenly. Our pilots are trained and qualified for both instrument flight and visual flight, and our aircraft are certified for flight in all weather conditions — day or night.

Is Warbelow's a Medallion Member? YES! Medallion Program is a 5-star/shield program. Warbelow's has had 5-stars since 2009, and soon will be evaluated for a SAFETY SHIELD – the highest level of safety.

Are you, the passenger, dressed appropriately? Even with the most efficient heater, flights can get cold. It is always best to be dressed warmly and in layers, just in case of an emergency.

Don't ask pilot to exceed weight limits. It is the pilot and dispatcher's job to allocate weight safely. This directly relates to how the aircraft flies and would respond in the event of an emergency. For safety we never exceed weight limits.

Accept a cancelation or delay. Whether it's weather-related, or a mechanical issue, these decisions are made very careful with safety as the number one concern. If an experienced pilot or FAA regulation indicate unsafe weather conditions, does it make sense to look for another carrier who is willing to fly in such weather?

Ask for a complete safety briefing AND pay attention during the safety briefing. Know how to find the radio, the fire extinguisher, the emergency gear and so forth.

Did the pilot file a flight plan? A flight plan is filed for all our flights, and we go the extra mile to track all our flights with a GPS tracking system installed on each aircraft. Two of three coworkers scheduled to "flight follow" are licensed dispatchers — meaning they have been certified by the FAA to dispatch, which means they have extensive training beyond that required for Part 135 service.

Do we use 406 MHz ELT? YES! An ELT (Emergency Locator Transmitter) is a very important part of our equipment and we have had them installed for many years. The 406 MHz ELT is a satellite system providing coordinates and info to Search and Rescue agencies directly, versus an older-style ELT, which provide no immediate coordinates or direct information.

Other FAA tips:

Don't ask pilot to fly low. — Ask the pilot about their experience. — Be alert for pilot fatigue.

FOR MORE INFO SEE www.FAA.gov and search "Circle of Safety."