



International Flight Requirements, Recommendations, and Release Form

1. **Release Form** – Ensure the Owner signs the release form and understands that:
 - a. If any maintenance issues arise while the Owner is in the Bahamas, the client will be responsible for paying the additional maintenance expense incurred from having the plane serviced outside of the U.S., over the average cost of the same maintenance performed at the aircraft's home base.
 - b. He/She is responsible for returning the aircraft to the home base. If for some reason, he/she has to return to the home base and leave the aircraft behind, AirShares will coordinate the retrieval of the aircraft and invoice the Owner for the charges. AirShares will make every effort to keep the cost down and to communicate the aircraft retrieval plan to the Owner.
2. **Checkout** – Depending upon the size and conditions of the runway the Owner is flying into, additional training may be necessary. The Regional Chief Pilot will be contacted and he/she will determine if additional training is necessary, following a brief interview with the Owner. Topics of discussion should include, but are not limited to:
 - Risks associated with flight over water, beyond gliding distance from shore, or inhospitable terrain
 - Proper ditching procedures (*ref.* AIM 6-3-3) or use of CAPS
 - Operation and stowage of flotation devices, signaling devices, ELT
 - Weight and balance of aircraft loaded with flotation devices or survival gear
 - Limitations of flight operations: no night VFR; lack of lighting and instrument approaches to most fields; limited facilities; IFR recommended; no CMax or XM Satellite Weather coverage for the region; etc.
3. **Life Gear** – If necessary, ensure that Owner owns or has the means of renting flotation gear (raft and life vests). One U.S. Coastguard approved life vest is required for each occupant on board. A raft and signaling device is recommended.
4. **Aircraft Maintenance Inspection** – An authorized mechanic needs to inspect aircraft prior to the flight. The mechanic inspecting the aircraft should do so within a reasonable interval of time prior to the Owner's departure and report to that region's Operations Manager.
5. **Aircraft Registration** – Ensure that the scheduled aircraft has permanent aircraft registration, and, if necessary, a notarized letter authorizing international operations for the aircraft.
6. **Schedule Back Up Aircraft** - If possible, schedule back up aircraft just in case of a last minute maintenance issue with the aircraft.
7. **GPS Cards** – If the GPS database expires during the Owner's trip, then provide an updated second set of cards and brief Owner on installation procedure. (Subsequent cycle data is published ten days prior to cycle change-over date.)
8. **Extra Aircraft Keys** – Two sets of aircraft keys should be provided, in case of loss or breakage.
9. **Cash** – Owner should travel with a significant amount of cash to cover unexpected costs associated with aircraft or flight operations.
10. **Contact Destination Airport** – (This is probably one of the most important tasks on the list.) The Owner should contact the destination airport and be briefed by airport personnel on their port of entry requirements and flight operations.

AirShares Release for International Flights

Flights outside of the United States present challenges different from familiar domestic operations. In the interest of safety and security for all, AirShares Elite requires Owners who fly outside of the United States to abide by the following:

1. Contact the Regional Chief Pilot to discuss the items listed under the "Checkout" section of this appendix, and, if deemed necessary by the RCP, complete a check out demonstrating proficiency in short field take-off and landings, go-arounds, and proper ditching procedures.
2. Properly stow and understand the operation of flotation devices for any flights over water beyond gliding distance from shore.
3. Complete all of the required paperwork (customs, etc.) prior to departure and file copies with respective AirShares Elite Regional Office.
4. You are responsible for complying with all US Customs and Border Patrol requirements for re-entering the US. In particular, you must notify the US Customs office at your airport of entry by telephone at least 1 hour prior to arrival; fines of up to \$5000 have been assessed for failure to notify customs. It is highly recommended that you record the NAME and/or BADGE NUMBER of any customs personnel you speak with. If your aircraft does not have a current customs sticker affixed, it can be purchased at the time of arrival; AirShares will reimburse you for the cost of the sticker.

In addition to the above, the Owner hereby agrees to assume all risks and liabilities associated with flying outside of the United States. This includes repair of the aircraft and all costs associated with the repair as outlined in A1a. AirShares Elite is not obligated to send a replacement airplane or a shuttle to pick the Owner up, but will make best efforts to assist the Owner in their return plans. Any damage that the Owner inflicts upon any aircraft will require the payment of all expenses not covered by the insurance policy, including but not limited to the deductible or any loss in market value of the aircraft. If an Owner elects to fly outside of the United States, they must agree to these terms and acknowledge this agreement by signing below.

Please fax signed release to 866-448-4553 at least 24 hours prior to departure.

Name of Owner

Owner's signature

Name of Witness

Witness's signature