

## **Acknowledgement and Acceptance of Risk Potential Engine Malfunction during Flight Time**

Provided and signed pursuant to Instrument number CASA 292/14 of 22 December 2014

1. I, \_\_\_\_\_, PROPOSE TO TAKE A FLIGHT IN THE AIRCRAFT IDENTIFIED AS \_\_\_\_\_ (THE *AIRCRAFT*).
2. **I AM AWARE** THAT THE CIVIL AVIATION SAFETY AUTHORITY (*CASA*) HAS DATA INDICATING THAT THE TYPE OF ENGINE USED IN THE AIRCRAFT HAS SUFFERED A HIGH NUMBER OF FAILURES AND RELIABILITY PROBLEMS.
3. **I ACKNOWLEDGE** THAT *CASA* HAS IMPOSED LIMITATIONS ON THE AIRCRAFT TO PROTECT PERSONS ON THE GROUND NOT ASSOCIATED WITH THE OPERATON OF THE AIRCRAFT, UNINFORMED PASSENGERS AND TRAINEE PILOTS. THOSE LIMITATIONS ALSO HELP PASSENGERS AND TRAINEE PILOTS TO MAKE AN INFORMED DECISION ABOUT WHETHER TO ACCEPT THE RISK OF FLIGHTS IN THE AIRCRAFT.
4. **I NOTE** *CASA*'S ADVICE THAT, ALTHOUGH MOST JABIRU ENGINES OPERATE NORMALLY, THERE IS AN ABNORMAL RISK THE ENGINE IN THE AIRCRAFT WILL MALFUNCTION.
5. **I ACCEPT** THE RISK OF BEING INJURED OR KILLED IN THE EVENT OF AN ENGINE MALFUNCTION DURING FLIGHT, NOTING THAT:
  - (A) THE AIRCRAFT MUST BE FLOWN AWAY FROM PEOPLE ON THE GROUND (AND BUILDINGS), EVEN IF THAT MEANS AN EMERGENCY LANDING AT A LOCATION THAT IS LESS SAFE FOR THAT PURPOSE; AND
  - (B) THE SAFETY OF AN EMERGENCY LANDING CANNOT BE GUARANTEED EVEN IF THERE IS A SUITABLE LANDING LOCATION.
6. **I NOTE** *CASA*'S ADVICE THAT I SHOULD NOT FLY IN THE AIRCRAFT IF I AM NOT PREPARED TO ACCEPT THE HEIGHTENED RISK INVOLVED.
7. **I ACCEPT** THE RISK NOTING THAT THE ENGINE MANUFACTURER IS WORKING TO IDENTIFY AND FIX THE ENGINE ISSUES AS SOON AS POSSIBLE.
8. **I AM AWARE** THAT *CASA* REQUIRES MY SIGNATURE ON THIS STATEMENT BEFORE THE FLIGHT MAY COMMENCE.

SIGNED BY (OR ON BEHALF OF): \_\_\_\_\_

DATE: \_\_\_\_\_