

Leading Edge Aviation Aircraft Rental Agreement

Welcome to **Leading Edge Aviation**, Utah's northern Cessna Pilot Center and flight school. We are proud of our fleet of aircraft and the service we provide our customers. Our fully qualified and licensed maintenance personnel inspect our aircraft every 50 hours of flight time; any minor equipment discrepancies are corrected immediately. This procedure insures that your airplane will be in airworthy condition upon your departure. With your help in promptly reporting any discrepancies, we will continue to provide the highest quality aircraft to you. We hope you will find the following information useful and together we may further the growth and enjoyment of general aviation. In an effort to improve our level of service in all areas, we welcome any comments or suggestions you may have.

To Schedule an Instructor

Please call **Leading Edge Aviation** at 1-801-326-8250, log on to our online scheduler at Leadingedgeaviation.net, or come in person to schedule or ask any questions you may have. We'll have you in the air in no time. (Please be precise when requesting instruction needs so appropriate time may be allotted).

To Reserve an Aircraft

Leading Edge Aviation requires a flight check before an aircraft may be rented as well as a credit card number on file. In order to reserve an aircraft, pilots must stay current. Our currency requirements are 90 days between flights in our company aircraft.

Cancellations

Leading Edge Aviation must be notified 2 hours in advance of any flight school or aircraft rental cancellations.

Aircraft Rental Requirements

Before you may rent a **Leading Edge Aviation** aircraft we require that you:

- Possess the experience and qualifications required by insurance for the type of aircraft rented.
- Show record of licenses and certificates applicable to the type of aircraft being rented, current flight review and medical certificate. Copies of the applicable documents will be kept on file with our office and should be updated as needed.
- Complete an open book questionnaire on the make and model of aircraft to be flown. This form must be signed and dated by the instructor who performs the checkout.
- Demonstrate to a **Leading Edge Aviation** instructor the skill required to safely operate the aircraft.

For a complete list of rental aircraft and their insurance requirements, please consult with our **Leading Edge Aviation** office.

Checkout Procedures

The checkout is informal and for the benefit of the renter pilot as well as **Leading Edge Aviation**. Whether you're flying for business or pleasure, we want you to be comfortable, confident and safe. When scheduling a checkout, we suggest you allow sufficient time prior to meeting with your instructor (about 30 minutes) to complete the questionnaire specific to the aircraft you will be flying. Your instructor will then review with you the questionnaire, pilot certificates and logbook. Your instructor will brief you on any local procedures and answer any questions you may have. A regular checkout requires the minimum of one hour, but this may be less depending on prior experience. Actual checkout time is at the discretion of the instructor. **Leading Edge Aviation** requires a separate checkout for each make and model of aircraft. Once you have been checked you are invited to rent our aircraft.

If you are not a frequent flyer, a "Courtesy Check" will be required if you have not rented the same or similar make and model of aircraft from us within the last 90 days. This is a quick refresher of standard operating procedures and does require a short demonstration of proficiency to an instructor. In addition, remember that FAR part 91 requires you to have performed three takeoffs and landings within the past 90 days before you may carry passengers. The same is required for night flight. If you are instrument rated you must meet the requirements of Par 61 to File or Fly IMC.

Aircraft and Instructor Rates

The current rental and instructor rates are posted at the front desk and are subject to change. Billing of flight time is done directly from the Hobbs meter of each aircraft multiplied by the hourly rate of the aircraft. Instructor's time is billed at the discretion of the instructor multiplied by the hourly rate. Please check your Hobbs meter for the correct reading before each flight; this will prevent you from being charged extra time if there was a discrepancy in the beginning. Notify the office personnel before departure if you find such a discrepancy. If the Hobbs meter is inoperative, the time from the tachometer will be multiplied by 1.2 for billing purposes.

Insurance Coverage

Leading Edge Aviation carries insurance coverage as the owner/operator of the aircraft. This coverage is \$1 million Combined Single Limit Bodily Injury and Property Damage including Passenger Liability, which is limited to \$100,000 per passenger.

In the unfortunate event of an accident there is no deductible amount for which the pilot is responsible. However, as a renter pilot you will be responsible to pay all costs for any loss or damage to the aircraft caused by your failure to comply with all policies set forth by **Leading Edge Aviation**, the state, local safety regulations, or the FAR's. If such were the case you would be required to indemnify **Leading Edge Aviation** against any liability to other persons and any costs, damages, or loss including court costs and attorneys fees arising from your use of the aircraft.

Scheduling

The scheduling of aircraft is on a first-come-first-served basis. You may schedule your aircraft either in person or by the phone. There are several policies in place, which are meant to regulate the use of aircraft in order that we may meet as many pilot needs as possible. When scheduling an aircraft we ask each pilot to be courteous of others by not scheduling an aircraft any longer than it will actually be used. If your flight is delayed for some unforeseen or unavoidable problem be sure to call the office and let them know so that schedules can be adjusted. Failure to do so may result in you being charged for another pilot's lost flight time. **Leading Edge Aviation** regrets, but is not held responsible for, lost flight time due to another pilot's actions or down time of an aircraft for maintenance purposes. Every effort will be made to return aircraft under maintenance to service as soon as possible. However, our number one consideration is safety. When this occurs we will attempt to notify

you of the aircraft's current status. It is suggested that you phone prior to your flight to confirm your schedule and aircraft status.

Each pilot is responsible for scheduling the aircraft and instructor, if necessary, at the coinciding times. This goes for any possible cancellation as well. Cancellations should be made as soon as possible to free the aircraft and instructor. We require a minimum of two hours notice. On the 1st no show the pilot will be billed for the time scheduled at the scheduled rate. Failure to cancel is a common occurrence among pilots who schedule consecutive flights far in advance. Please be conscious of the dates and times you schedule in an effort to avoid any problems. If you're running late please call us. Your aircraft may be released to someone else if you fail to show up within 30 minutes of your scheduled time.

When scheduling an aircraft over a 24 hour period or longer, a minimum of 3 hours rental is required for each 24 hours. If the minimum time requirements are not met, you may be charged for the remaining hours at the dry rental rate.

Aircraft Operations

When renting an aircraft we ask that you treat it as you would treat your own and that you observe all applicable Federal Aviation Regulations, state and local air safety regulations and all safety and operating procedures set fourth by **Leading Edge Aviation**.

Upon your arrival at the airport, our office staff will issue you a dispatch sheet and keys to the aircraft for which you are scheduled. You may also be issued other items, i.e. checklist, fuel tester, etc. These are to be returned with the dispatch sheet and keys at the end of your flight. Pilots may be billed for the loss of these items if not returned to the office. After receiving your keys we require that you record a flight plan with our office before proceeding to the aircraft. If your flight is more than 50 miles, we require that a FAA flight plan also be filed. **Please do not forget to close your flight plan.**

We ask that you make a thorough inspection of the aircraft and its equipment and accessories before departure and that you are personally satisfied with the airworthiness of your aircraft. Any discrepancies should be brought to the attention of the office and recorded in detail on the dispatch sheet **before the flight begins**. The office personnel will assign a discrepancy number in the computer, so that corrective action can be taken. **Leading Edge Aviation** maintenance personnel may defer items that do not affect the airworthiness of the aircraft that cannot be repaired or replaced immediately for later action. Items that directly affect the airworthiness

of the aircraft will be referred to maintenance personnel and the aircraft will be grounded until the required maintenance can be performed.

Remember to check the aircraft Hobbs/Tach time against the inspection time on the aircraft dispatch sheet. There are specific Airworthiness Directives that may apply to your aircraft when the aircraft reaches its next 50 or 100-hour inspection. Flying beyond these inspection times may result in heavy fines from the FAA. **Leading Edge Aviation holds the pilot in command responsible for any such infraction and the penalty imposed.**

Operation of the aircraft will be done only in day VFR weather unless you are specifically licensed and current for night and/or instrument flight. Night departures from the **Wendover and Jack Pot** airports are not permitted for Non-Instrument rated pilots. Absolutely, no one other than the renter pilot is permitted to fly the aircraft. Also, instruction is not allowed in **Leading Edge Aviation** aircraft by any one other than company authorized instructors. Operations into private airports or unpaved runways are restricted without special authorization from the management or except as necessary for emergency measures. Any such action will be at the risk of the pilot and may negate your insurance coverage. In the event of aircraft trouble away from the aircraft's home base do not tamper with or attempt to repair any part of the aircraft or its accessories. Management will make arrangements for any repairs as well as the return of the aircraft. The renter pilot will be held responsible for the cost of returning the aircraft to its home base for any reason other than actual malfunction of the aircraft.

Upon return to your home airport, properly secure the aircraft in a tiedown position or hangar. This includes the control lock, tiedown chains and the Pitot tube cover.

Payment Policies

Billing for flight time comes directly from the Hobbs meter of each aircraft. The rental price of our aircraft is a wet rate, which means that fuel is included in the price. **When traveling away from your home airport you are responsible for any fuel purchased enroute.** Upon your return home if you provide us with the fuel receipts, you will be reimbursed for the fuel purchased at the actual price paid or at our company rate per/gal., whichever is less. This amount will be deducted from the total bill for the aircraft rental.

The terms of payment at **Leading Edge Aviation** are strictly cash or by accepted charge card unless prior arrangements have been made. Due to the nature of our business and the financial exposure involved with the operation of rental and training aircraft, all Rental Customers will complete and sign a credit authorization form,

which authorizes **Leading Edge Aviation** to automatically charge your credit card for any outstanding account balance. The maximum fee allowed by law will be charged on each returned check. Payment for flights scheduled after regular business hours are due by the end of the next business day unless arrangements have been made in advance.

Student Pilot Regulations

There are a number of regulations that pertain specifically to the student who is training for a Private Pilot Certificate. Student Pilots, whether Private or Commercial, should request a current copy of **Leading Edge Aviation's** safety regulations. Students are more familiar with their schedules and other constraints on their time, therefore we ask the student to be responsible for the scheduling and canceling of the aircraft and the instructor. Students enrolled in college flight courses will be held to a more structured schedule established by their instructor. These course schedules are designed to help the student meet the completion time requirements set by each college. When a student is performing solo flights, under no circumstances is that student permitted to carry passengers. Solo students will not practice emergency or forced landings, acrobatic maneuvers, nor will flights be conducted in winds in excess of 20 knots. When students are authorized to leave the local area they will not land at any airport unless they have written approval from their instructor. The exceptions to this are emergencies, adverse weather conditions or under the supervision of the student's instructor. In order for any student to perform a solo flight, the flight plan and any restrictions that may apply to the flight must be on file with the **Leading Edge Aviation** office. We require that when departing the airport for practice, the solo student proceed directly to the local designated practice area when leaving the traffic pattern and likewise upon return. The student will remain clear of any broken or overcast layer of clouds or fog. These regulations are in effect for the safety of the student pilot. We wish to emphasize that under no circumstances will any infraction of any of these requirements be tolerated.

Further information on instruction is contained in your safety procedures and Operations manual.