

## AIRCRAFT RENTAL AGREEMENT

I, \_\_\_\_\_ (the "RENTER") hereby agree to the following terms and conditions for all flights using GENESIS aircraft. When conducting dual training the GENESIS instructor is Pilot in Command. When flying solo or with passengers, the RENTER is the Pilot in Command.

1. **The RENTER shall pay, upon demand, the amount required to satisfy the insurance deductible, in the event rented aircraft he/she is operating is involved in an aircraft accident or incident.**
2. The RENTER shall be responsible at all times for the aircraft, aircraft logs, documents, and keys. Fees are applicable for replacement of any documents or keys.
3. To rent an aircraft, the Pilot in Command must be current on the specific aircraft. All GENESIS instructors are considered current on the specific aircraft.
4. Genesis is authorized to charge the credit card of the RENTER for any outstanding charges.
5. Unless otherwise specified, all aircraft rentals include fuel. Any fuel purchased away from CNY3 will be reimbursed to the RENTER at the current cost per litre at CNY3. Current fuel cost will be provided by CNY3 airport management.
6. When the aircraft is rented for more than 2 hours (Extended Rental) a billing minimum of one half of the hours the aircraft is away from base will be applied, or 4 hours per 24 hour period from the initial departure time. Actual Flight Time will be billed if over the minimums. Extended Rentals must be authorized by the C.F.I. or delegate.
7. Reservations must be cancelled within 24 hours of the flight to avoid penalties, weather cancellations excepted. Penalty for late cancellation or no show is \$50 + HST.
8. The RENTER is responsible for returning the aircraft to its base at CNY3. If for some reason the RENTER is unable to do so they will be billed for the repositioning of the aircraft back to CNY3.
9. Any service work required to maintain the airworthiness of the aircraft away from CNY3 must be authorized by the Director of Maintenance or delegate in advance of the work commencing. The RENTER will be responsible for any repair charges beyond the normal shop rate paid by Genesis. For clarity, an example of this situation is blowing a tire at a remote airport where extra costs might be incurred to source parts and complete the repair. Time the aircraft is away from base will be billed at the Extended Rental minimums.
10. The RENTER is responsible for all expenses incurred during the rental including landing fees, storage, boost or hot start, de-ice, etc.
11. When booking the aircraft, remember that long VFR cross-country flights may include periods of poor weather causing delays. Your flight planning should anticipate weather delays appropriately to avoid late aircraft returns impacting other customers.
12. The Pilot in Command is responsible for ensuring the rental aircraft is tied down, control locks are in place, doors are closed, cowl covered and plugged in (in winter) when leaving the aircraft. This applies at CNY3 or any other airport.
13. In case of a change of itinerary or delay, notification to the Genesis dispatch phone (1-877-359-3245, extension 1) must be given as soon as possible.
14. Only the pilot to whom the aircraft was rented may act as Pilot in Command, GENESIS staff excepted. The Pilot in Command is responsible for determining suitability of route, enroute stops and destination conditions.

15. The Pilot in Command shall ensure, prior to operating the rented aircraft, that the aircraft is airworthy, as per the Canadian Aviation Regulations, and that all necessary documents including his/her own pilot's license/student permit and valid medical are on board for each flight.
16. The Pilot in Command shall ensure that there is sufficient fuel and oil on board the aircraft, the weather conditions are adequate and forecast to remain adequate for each intended flight, and that a flight plan, itinerary, or flight notification has been filed, if applicable.
17. The Pilot in Command shall operate the aircraft in accordance with the Aircraft Flight manual and Weight and Balance specifications.
18. The Pilot in Command shall only operate the rented aircraft into and out of Certified Aerodromes. Approval from the CFI or delegate is required when operating into grass or gravel runways, or any non-certified aerodrome.
19. The Pilot in Command shall ensure that his/her currency and knowledge is adequate to allow for safe operation of each flight. Such currency on each type of aircraft rented shall be as indicated in the Company Operations Manual.
20. The Pilot in Command shall not have had an aviation accident in the last 3 years. In the case of a Pilot in Command who has had an accident in the previous 3 years; C.F.I. or delegate authorization is required.
21. All flying shall be conducted in accordance with the CARS, as amended by Transport Canada. Flying operations shall comply with the conditions of the Air Transport Commission and Ministry of Transport Operating Certificates issued and in force.
22. Aircraft will be available only to customers in good standing (paid up fees).
23. All Solo flying in GENESIS aircraft must be authorized by the Dispatcher.
24. No aerobatics may be carried out in GENESIS aircraft without prior written approval.
25. All Training flights will receive a pre/post flight briefing and the briefing notes will be recorded in the student's PTR.
26. In order for a Student holding a Student Pilot Permit to fly solo they must maintain a 15 day currency. Specific exercises require 10 day currency.
27. All cross country flights and landings at other airports by solo students must be authorized by the Chief Flight Instructor or his/her delegate. Students must call the Dispatch or other pre-arranged contact at each stop.
28. All Rental and Solo flights over 25nm from CNY3 require a flight plan is filled with FSS.
29. In case of an emergency, forced landing, or unauthorized landing away from home base, the Pilot in Command shall as soon as possible, after dealing with any emergency, contact Genesis and all particulars of the cause of the landing and its location AND SHALL NOT ATTEMPT TO TAKE OFF AGAIN WITHOUT THE PERMISSION OF THE CHIEF FLIGHT INSTRUCTOR OR HIS DELEGATE.
30. Seat belts must be properly fitted and secure at all times while the aircraft is in motion on the ground or in the air.
31. All passengers must receive a briefing prior to departure of the flight. This briefing must contain at least the following information: Emergency exits and their operation, emergency equipment onboard (Fire extinguisher, First Aid kit, survival kit if applicable), ELT location and operation, Non-smoking requirements.
32. No Pilot in Command shall be permitted to fly a GENESIS aircraft while under the influence of intoxicating liquor, drugs or other medication capable of impairing his ability, nor shall the Pilot in Command be permitted to carry, a passenger who is under similar influence.
33. Never attempt to swing aircraft propellers (start aircraft by hand turning prop). The aircraft can only be hand started if a competent person is at the controls, an AME is swinging the prop, and the wheels are suitably restrained from forward motion.

34. The RENTER must report unserviceability, high risk events, hazards, incidents or accidents to the Chief Flight Instructor or delegate and/or Company Aviation Safety Officer as soon as possible.
35. SOLO LOW FLYING IS PROHIBITED. All solo flights must be carried out at an altitude of at least 1000 feet above the ground except when taking off or landing. If a pilot encounters bad weather, safety will be the deciding factor in selecting an altitude at which to fly and IF THIS IS BELOW 1000' AGL THE PILOT MUST REPORT THIS IMMEDIATELY AFTER LANDING.
36. The Chief Flight Instructor or delegate has the authority to check the flying ability of any customer wishing to rent GENESIS aircraft, and currency checks may include a request that the RENTER demonstrate their ability to competently handle the aircraft under existing conditions prior to solo flight. All currency checkouts are billable at current rates.
37. All taxiing will be done slowly and with due regard to safety. Aircraft must always be stopped at a safe distance from hangars or building and aircraft engines must never be started or run in a hangar.
38. All aircraft engines must be stopped before passengers board or exit from a rental aircraft.
39. All flights must carry 60 minutes fuel reserve except, as specifically authorized by C.F.I. or Delegate.
40. Student pilots are restricted to flights within our designated practice areas and cross country routes.
41. Prior to each flight, the Pilot in Command must review the appropriate aircraft journey log for defects. Aircraft defects are to be reported to the Dispatch Desk and entered directly into the Journey logbook. The Pilot in Command shall, as per CAR 602.71/72, before commencing a flight, be familiar with the available information and available weather information that is appropriate for the intended flight.
42. No flight shall commence unless the aircraft is clear of any ice, snow, frost, and any other contaminate on its critical surfaces.

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Student Signature

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Date (MM/DD/YY)