

United Flight Systems



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AIRCRAFT RENTAL AND USE AGREEMENT

United Flight Systems, Inc. (referred to as “UFS”) has established the following policies, terms, and conditions for all student pilots, renters, and certified flight instructors (referred to as “Pilot”). This agreement is for our mutual benefit and is focused on a safety-first mindset. It is intended to set the policies of UFS, and outline the Pilot’s responsibilities, which allows for the safest and most enjoyable flight training and rental operations possible.

1. Every Pilot is required to follow all regulations and meet currency requirements as set forth by the Federal Aviation Administration, UFS policies and the UFS Flight School Student Handbook.
2. Pilots must have the following documents on file or accessible to UFS prior to each flight:
 - a. UFS Aircraft Rental and Use Agreement (this document)
 - b. If applicable, a current FAA Medical Certificate and Pilot’s Certificate with Flight Review
 - c. Record of aircraft checkout with **currency information completed** and signed by a UFS representative
3. All Pilots must receive a checkout by a Certified Flight Instructor contracted by UFS. No other person other than the Pilot may act as Pilot in Command of the aircraft, except during training flights with a Certified Flight Instructor.
4. Instruction in any UFS aircraft or simulator by a flight instructor not contracted by UFS is strictly prohibited.
5. A Pilot who has not flown for a period of ninety (90) days or more at UFS must receive a checkout in the aircraft with a UFS Certified Flight Instructor prior to the flight.
6. A Pilot who has not flown at night for over one hundred twenty (120) days or more at UFS must be accompanied by a UFS Certified Flight Instructor to accomplish night currency.
7. A Student Pilot who has been endorsed to solo, must fly within 30 days to continue to solo at UFS. A Student Pilot who has not logged dual instruction or soloed within the last 30 days must fly with an instructor before they are allowed to solo.
8. Pilot is responsible for knowing their flight schedules and arriving on time for lessons and flights. Should Pilot fail to cancel a scheduled flight within 24 hours in advance or does not show up as scheduled more than once, Pilot may be charged fifty percent (50%) of the full rate for the time the aircraft was scheduled, including the flight instructor.

9. Minimum Rental Charges. Pilot will be charged the greater of actual Hobbs rental time or minimum charges as follows:
 - a. For Trainers (single-engine aircraft with less than 200 HP): a minimum of one (1) flight hour for each 4-hour period of aircraft reservation (6 hours/day)
 - b. For High Performance or Complex aircraft: a minimum of one (1) flight hour for each 6-hour period of aircraft reservation (4 hours/day)
 - c. MULTI-ENGINE AIRCRAFT NOT AVAILABLE FOR RENTAL
10. Overnight use of High-Performance or Complex aircraft is restricted to pilots holding a current Instrument rating on their pilot certificate. Pilots must show proof of currency at the time of rental.
11. All aircraft are rented “wet.” **You must have a valid receipt for reimbursement for any fuel and/or oil.** UFS will only reimburse Pilot the current fuel cost at the self-service pumps at David Wayne Hooks Airport. UFS will not reimburse Pilot for any fees assessed, included, but not limited to, overnight tie-downs, hangar fees, landing fees, or fuel flow fees. **Reimbursements must be requested within 48 hours of returning the aircraft to UFS.**
12. UFS will rent aircraft in airworthy condition and will inform the pilot of any problem(s) UFS is aware of at the time of rental. UFS is not liable for and does not guarantee that Pilot will meet their personal schedule, business schedule, or the intended purpose of the flight based on the performance of UFS aircraft.
13. Any problems with UFS aircraft should be reported immediately to UFS staff and recorded.
14. Smoking is prohibited in all UFS aircraft.
15. Pets and animals are prohibited in all UFS aircraft.
16. Travel outside the contiguous 48 United States is prohibited in all UFS aircraft.
17. All aircraft shall be operated only from paved runways at airports recognized in the Airport Facility Directory. All minima set forth in the aircraft Pilot Operating Handbook regarding length of runways for normal landing and takeoff must be met. Non-emergency off-airport landings or landings at unpublished airports in UFS aircraft are prohibited.
18. Pilot is responsible for returning the aircraft to its home base. If the pilot chooses to abandon the aircraft due to weather, or any other reason, the Pilot will be charged with recovery fees and expenses incurred by UFS. UFS must be notified when an aircraft will not be returned at the scheduled time.
19. Approval from a representative of UFS must be obtained prior to any repairs or maintenance on a UFS aircraft. Should the repair be a result of pilot error, the Pilot will incur all costs involved including ferrying the aircraft back to David Wayne Hooks Airport, if necessary.

20. Pilot will be charged for the following miscellaneous costs:
- a. Excessive or unnecessary wear of the aircraft, or any of its parts or components, due to pilot neglect, or poor technique. Examples include, but are not limited to, flat spotted tires, collapsed nose gear, broken sun visors, torn material and damaged wing tips,
 - b. Neglect of proper checklist procedures, including but not limited to, leaving the master switch on,
 - c. Lost keys for the aircraft,
 - d. Items missing from the aircraft, including but not limited to fuel drain cup, pitot cover, control wheel lock, manuals, and aircraft documentation, and
 - e. Rented items either not returned or returned in defective condition.
 - f. Cleaning Fees for any abnormal cleaning required.
21. Pilot is responsible for securing the aircraft after each and every flight. UFS is not responsible for personal items left unattended on our premises or in our aircraft.
22. Pilot is required to have a valid credit card on file in Flight Schedule Pro or a balance in excess of the costs associated with the reserved flight before being dispatched.
23. Payment is due and expected at the conclusion of the Pilot's flight.
24. Pilot will be charged a \$25.00 fee for returned checks and credit card denials.
25. UFS has the right to refuse service to anyone as deemed necessary by management.

WEATHER MINIMA

Pilot will obtain weather forecasts, reports and check for temporary flight restrictions before each flight and will not fly when weather conditions are below the rated abilities of the Pilot or when such conditions are forecast.

In order to satisfy insurance requirements and in the further interest of safety, UFS enforces the following weather minima for dispatching of all aircraft.

PILOT CERTIFICATE	CURRENT CONDITIONS			
	CEILING	VISIBILITY	CROSS-WINDS	TEMP/DEW PT
STUDENT SOLO	≥ 3,000'	≥ 5 NM	≤ 5 KTS NO GUSTS	≥ 4
STUDENT CROSS COUNTRY	≥ 3,000'	≥ 6 NM	≤ 5 KTS NO GUSTS	≥ 4
PRIVATE NON-INSTRUMENT	≥ 3,000'	≥ 3 NM	≤ 9.9 KTS	≥ 4
PRIVATE INSTRUMENT	≥ 800'	≥ 2 NM	≤ 9.9 KTS	≥ 4
PRIVATE NIGHT MINIMA	≥ 5,000'	≥ 6NM	≤ 5 KTS	≥ 4

NOTES:

1. A UFS instructor or representative will dispatch all student solo flights. Students must provide proof of endorsements and signoffs before each solo flight. Students must also complete the Student Solo Dispatch form prior to being dispatched for each solo flight
2. Pilot without a UFS Instructor must complete the Instrument Conditions Dispatch form and show instrument currency in their logbook before being dispatched when ceilings are equal to or less than 1,700' or forecast to be so.
3. Pilot without a UFS Instructor must complete the Night Dispatch form when they plan to return 1 hour after sunset local time and show currency based on UFS policies.
4. Special VFR is prohibited without a UFS flight instructor on board.
5. UFS, in the interest of safety, may prohibit the dispatch of any aircraft at its sole discretion if it deems necessary.

PERSONAL MINIMUMS & QUALIFICATIONS CARD

- Students and Renters who wish to train and receive qualifications that exceed UFS weather minimums are welcome to do so with a valid, unexpired, personal minimums and qualifications card in Flight Schedule Pro.
- Each qualification must be signed by student and UFS instructor and not older than 90 days. It is solely the responsibility of the Pilot to keep this card current.

INSURANCE

UFS maintains \$1,000,000 single limit / \$100,000 per seat public liability coverage on all its aircraft. In addition, \$100,000 of third-party bodily injury and property damage liability insurance is included in our hourly aircraft rate.

The UFS insurance policy includes the following deductibles:

TYPE OF AIRCRAFT	NOT IN MOTION	IN MOTION
SINGLE-ENGINE FIXED GEAR	\$5,000	\$5,000
SINGLE-ENGINE RETRACTABLE GEAR	\$5,000	\$5,000
MULTI-ENGINE AIRCRAFT	\$5,000	\$5,000

The Pilot in Command will be held responsible for any deductible and will be collected at time of an incident. Pilot may also be responsible for other damages or causes of action not covered by the above-mentioned insurance policy.

Effective September 1, 2020, All Pilots are required to carry Non-Owned Aircraft (Renter's) Insurance coverage beyond our standard policy, it is Pilot's responsibility to secure such coverage from his or her insurance company. Minimum Coverage amounts are as follows:

Bodily Injury / Property Damage Liability	\$250,000 Each Occurrence	\$25,000 Each Person
Aircraft Damage Liability	\$30,000	

We suggest you visit www.aopaia.com, www.avemco.com or www.falconinsurance.com/products/ to learn more about the costs and benefits of Renters Insurance.

I have received pages 1, 2, 3, 4 & 5 of this agreement. I understand and agree to comply with all of the above operating policies and procedures established by UFS in this rental agreement.

DATE: _____

PRINTED NAME: _____

ADDRESS:

STREET ADDRESS

CITY

ST

ZIP

SIGNATURE: _____