

1WORLD AERO

RENTAL POLICIES & PROCEDURES



<u>CLIENT CONTACT INFORMATION</u>	
Last Name _____	First Name _____
E-Mail Address _____	Primary Phone _____
Address _____	
Emergency Contact Name _____	Primary Phone _____

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INTRODUCTION

General Operating Safety - Company renters must follow all applicable federal, state, and local government laws when using any fleet aircraft, and must operate in full compliance with 1World Aero's insurance policy. No renter shall operate any aircraft in an unsafe manner, operate an unairworthy airplane, nor cause hazard or damage to any aircraft, person, nor property. Failure to exercise due diligence may result in termination of rental privileges and pursuit for damages, including company fixed costs and lost revenues during required repair times. All renters are responsible for protecting company assets from unnecessary wear and tear.

Insurance Coverage - Renters are responsible for any uninsured damages to the aircraft including deductibles while they are acting either as Pilot Flying or Pilot in Command, and must carry Non-Owned Aircraft Insurance to cover deductibles and passenger liabilities.

Applicability - A signed and initialed copy of this Rental Agreement must be provided to 1World Aero prior to commencing flight training, aircraft checkout, or private rental. A copy of this Agreement is always posted on 1WorldAero.com

Agreement Term & Validity - Renters shall be responsible for future updates and changes to this document so long as the most current version is posted on 1WorldAero.com and notification of a new version has been posted on the 1World Aero Flight Schedule Pro message board. Renters shall be responsible for such future changes so long as they have signed a rental agreement with 1World Aero at some point in time. Continued rental of a 1World Aero fleet aircraft shall evidence consent to the changes. Revision Dates are reflected on a section by section basis for reader convenience.

By signing or initialing each section of this document, the undersigned acknowledges that the opportunity to consult legal counsel about this document has been provided, and that they have read and understand the terms, contractual nature, and legal significance of this document, and execute these Consents and Releases voluntarily.

Client Name, Signature, & Date:

SUPPLEMENTAL INSURANCE REQUIREMENTS

Clients renting or taking lessons in 1World Aero aircraft are covered by the company's fleet insurance policy up to \$100,000 per person per occurrence in liability coverage, as well as a small \$5,000 Triage coverage for ambulance services. Staff covered under required worker's compensation policy are only covered to the same \$100,000 per accident occurrence limit.

In the event of a serious injury, the \$100,000 liability limit could easily be exceeded by a victim's costs for post-accident treatment and care. In such cases an individual's own private health insurance should be tasked with additionally addressing the costs of one's injuries. 1World Aero strongly discourages anyone, including passengers, who is/are not in possession of private health insurance

Client Initials:

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SUPPLEMENTAL INSURANCE REQUIREMENTS continued

from boarding or operating a fleet airplane. 1World Aero strongly discourages any parent, guardian, head of household, or breadwinner from boarding a Company Aircraft without active Health Insurance or Life Insurance/AD&D coverage that is free of small aircraft accident exclusions. Clients waive the ability to hold 1World Aero liable except within the limits of the active company Commercial Aviation Insurance Coverage. Renters agree that they must notify all adult passengers of said recommendation to hold supplemental coverages.

Further, all (Student through ATP) renters of 1World Aero aircraft must show proof of coverage by an active Aviation Rental Insurance policy prior to operating as PIC. To operate as PIC, all aircraft renter and student pilots must carry non-owned aircraft Renter's insurance policy with **at least \$500,000 of liability coverage per aircraft occupant, as well as \$10,000 of Hull Coverage to address deductibles.**

With the exception of FAA-Approved 91.147 Air Tour flights no Passenger may be boarded unless the Pilot In Command holds an above-mentioned Rental Insurance Policy. Only the Company CFI and the Learner are otherwise covered when both are on board. Pilots operating our fleet Multi-engine airplane will need a distinct Rental Policy additional to the basic Single-Engine coverage.

Operations without Rental Insurance are surcharged and are not counted towards any company discounts for monthly total times exceeding 2 hours.

Client Name, Signature, & Date:

PRIVACY

Documentation - Clients agree to provide original copies for inspection of either a valid driver's license and US Birth Certificate or valid US Passport for TSA compliance purposes. Clients agree to provide copies of current Medical Certificate, FAA Pilot Certificate, Rental Insurance Declaration, Last page of pilot logbook, and Aircraft Check Out Packet prior to obtaining rental privileges:

Scheduler Access and Cyber Security - All clients agree that they will allow 1World Aero to store Driver's License, Date of Birth, and FAA Certificate, Passport or Birth Certificate control numbers in the Company Document Portal offered by Flight Schedule Pro. Clients shall hold 1World Aero harmless for any deficiency in Flight Schedule Pro cyber security which might occur.

All clients and staff agree to actively police any community computers and disconnect Flight Schedule Pro accounts when that computer is left unattended at any time.

Health and Wellness Clients shall follow best Practices established by the United States Center for Disease Control. As such the Company reserves the right to require confirmation of vaccination status and may limit access to facilities based on such status.

Client Initials:

RENTAL AUTHORIZATION

Flight Training and Citizenship Requirements - Any individual seeking to begin training for the Private Pilot Certificate, and or Instrument, and or Multi-engine ratings must first provide a valid United States Passport, or a combination of a valid driver's license and Birth Certificate issued by one of the 50 United States or its territories and thereby prove United States Citizenship. If unable to provide proof of being a United States Citizen, then such prospective candidate shall first register and obtain authorization to train from the Transportation Security Administration's Alien Flight Student Program.

Aircraft Check Out - Each renter must receive training and a pilot logbook sign off from an approved 1World Aero Flight Instructor, before operating that aircraft as PIC. A Check Out Syllabus Page is Located at the end of the Dispatch Authorization Guide to be Printed, Initialed & Dated by the CFI completing the Checkout.

Currency - 1World Aero may require inspection of any renter's logbook to prove FAA or company required currency in fleet aircraft prior to any rental operation. Renter Currency is explicitly governed by the Dispatch Authorization Guide. Renters may self-dispatch so long as weather conditions do not exceed the auto-dispatch limitations established for them by the Dispatch Authorization Guide posted on 1WorldAero.com. If weather limitations have been exceeded, a written authorization by 1World Aero must be received by text messaging or email.

Proficiency – Currency is maintained by active required participation in the 1World Aero Personal Proficiency Program. Renters should refer to the Dispatch Authorization Guide for details. Instructor's will use professional discretion within the program framework and mentorship to ensure that renters are indeed proficient, and develop skills beyond mere currency. Renter personal objectives are factored into the program.

Annual Proficiency Checks & BFRs - Every 12 months each renter pilot must perform an Annual Proficiency Check, with an approved 1World Aero instructor. Requirements for the Proficiency Check are addressed in the Dispatch Authorization Guide's Personal Proficiency Program. A copy of their logbook activity for the preceding 12 calendar months for 1World Aero records will be provided during the Annual Proficiency Check.

Night Currency for CPL Time Building – Renters must receive separate training and pilot logbook sign off from an approved 1World Aero Flight Instructor, in order to act as PIC at night.

IFR Currency - Instrument certificated renter pilots must have satisfactorily demonstrated instrument approaches to an approved 1World Aero instrument flight instructor as established by the Dispatch Authorization Guide in order to act as PIC in a fleet airplane.

Client Initials:

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RENTAL AUTHORIZATION continued

IFR Operational Limitations - Instrument Flight Dispatch and currency is exclusively controlled by the 1World Aero Dispatch Authorization Guide posted online and in the 1World Aero office. The Guide establishes the minimum ceilings that must be forecast and reported to depart, as well as those minimums required to attempt an instrument approach. The minimums are adjusted for pilot experience, number of pilots on board, and equipment.

To qualify for two pilot IFR operations, both pilots must independently be instrument current as single PIC consistent with 1World Aero's Dispatch Authorization Guide. Only the 1World Aero instrument-current pilot may manipulate the controls, and shall do so from the left side.

Client Initials:

NIGHT OPERATIONS

Night rental operations dispatched other than for PPL and CPL license requirements, or minimum night currency requirements in the local traffic pattern, are strongly discouraged. We strongly encourage rated pilots who wish to fly at night to obtain a multi-engine rating given: 1) the limited ability to maintain situational awareness and complete a successful forced landing in low light conditions, 2) the inability to guarantee safe single engine piston operations, and 3) the diminished ability to see and avoid wildlife. Therefore:

Single Engine Aircraft

Company single engine training and currency flights 30 minutes after Sunset to 30 minutes prior Sunrise should be concentrated between December 1st and March 15th, during which time the days are shorter, snow cover which enables night vision is more likely to be present on the ground regionally, and during which time Deer are less likely to be active. Clients absolve 1World Aero of, and assume, any and all liabilities in the event of any night accident or incident occurring for any reason unless that flight is in pursuance of an FAA PPL or CPL certification requirement, or for Company CFI's or Tour Pilots, if occurring on a Night Currency Flight at KFME specifically approved by 1World Aero.

All Fleet Aircraft

The PIC must be Instrument Rated due the difficulty seeing and avoiding IMC in darkness. Further, all night flights must be on an IFR Flight Plan, or on a VFR SAR Flight Plan with Flight Following. Pilots operating at night must be night current consistent with the Dispatch Authorization Guide, and follow said documents procedures for mitigation of threats of deer strikes at night.

Client Initials :

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NIGHT OPERATIONS Continued

A 100 AGL Low Pass must be performed at KFME when arriving later than 15 minutes after Sunset. An associated 1,400 foot ceiling is thus required. Taxi onto the departure runway, minimum roll along the anticipated take off run distance, and exit of the runway must be performed prior to departure during this time period unless immediately following another aircraft.

Clients acknowledge by signature below that, with the exception of December 1 through March 15, after completing an initial low pass, the Pilot In Command shall be held liable and responsible in the event of a night wildlife runway strike. Liability shall be applied at airports with Chart Supplement notations of "Deer on runways and taxiways" or "Deer in the vicinity of the airport," and or airports with empty traffic patterns, and or that do not have frequent evening turbojet operations. Client liability shall be for the greater of either: 1) reimbursing fixed insurance and tiedown costs, or 2) lost aircraft management revenue, income above DOC, and instructional revenue. These liabilities are based on the time taken to repair an aircraft damaged by wildlife while acting as PIC and multiplied by the average monthly usage over the 6 months preceding any such incident. This value is no less than \$1,000 a month, and may exceed \$3,000 monthly . This provision does not hold at airports that are not noted for deer or other wildlife activity in the AFD/Chart Supplement, nor does it apply to a single return to base landing at KFME following an initial low pass after pattern entry.

Client Name, Signature, & Date:

FINANCIAL

Fueling - Renters are expected to refuel the aircraft using their personal credit or debit card. The fuel purchase will be credited to the rental invoice.

Fuel purchases made at other airports will only be credited at the Tipton Airport fuel rate in effect at the time of the fueling when off site fuel is more expensive. A copy of any fuel purchase invoice or receipt must be submitted within 90 days, and that invoice must clearly show the amount and cost of the fuel, the aircraft tail number, the date, and the place it was purchased. Fuel invoices over 90 days are not eligible for reimbursement.

1World Aero will not pay for de-fueling of an over-fueled airplane, nor will it guarantee a restricted fuel level to be ready at departure time. Renters should coordinate directly with the pilot of the preceding scheduled flight, and that pilot should make a reasonable effort to honor such request.

Billing Time -

Aircraft are billed from engine start to engine shutdown, including taxi time to and from refueling. Flight time is billed by engine Hobbs time. For the purpose of recording time rented if the bottom of the last digit displayed on the Hobbs meter is not completely visible, when looking down at the display (at a maximum 45 degree angle), the renter must use the next higher number (round up).

Client Initials :

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FINANCIAL Continued

- Flight instruction is equivalent to aircraft billable time.
- Briefing and debriefing charges are billed for all time that is not able to be logged as instruction but that is spent in service of furthering the lesson, including performing or supervising dispatching, briefing, fueling, postflight, providing consultation to the client, or waiting for a late or unprepared client.
- Ground instruction is billed from student's arrival time to time of billing, including logbook and paperwork, less unrelated distractions such as CFI telephone calls or interruptions by CFI.
- Ideally, Flight and Ground Instruction, Wait, and Briefing time should add up so that the time billed is equivalent to the time that has been blocked for the lesson.

Rates are subject to change and are considered in effect once posted on 1WorldAero.com.

Cancellation Policy - 1World Aero will allow one last minute cancellation of less than 48 hours for health, job, and family reasons, HOWEVER, afterwards an assessment of \$30 for each instructor and or airplane hour blocked on the schedule will be charged if cancellation notification is not provided with 48 hour notice. To this end, a copy of a valid credit card shall be attached to this agreement. Upon fourth occurrence, 1World Aero reserves the right to debit the account credit to zero and terminate scheduling privileges.

Funds Left on Account - Funds left on account will be debited at a rate of \$25 per month after 90 days of account inactivity.

Client Initials:

PILOT KNOWLEDGE

1WA Documents – Renters are expected to have at least working knowledge and familiarity with company operating procedures as prescribed in company Cockpit Procedures Training Guides for each Make and Model in the company fleet, to include preflight and post flight, notes on company flows, and company profiles. Familiarity with the CPT Guides will be reinforced throughout training and recurrent instruction. Persistent evidence of lack of familiarity with the material will result in termination of rental privileges. Please understand that it can take time for company CFIs to effectively familiarize company practices. Clients who receive instruction that appears contrary to the CPT Guides must seek clarification from the Company and its Chief Pilot and will otherwise be held responsible for operating contrary to the Guides. Every 10 hours-15 hours, Private Pilot, Instrument, and Commercial Pilot learners should schedule with the Chief Pilot to confirm proper standardization. Rated Renters should follow the Personal Proficiency Program outlined in the Dispatch Authorization Guide for the same standardization purposes.

Client Initials:

DISPATCHING

Dispatching - 1World Aero shall have the final authority to refuse dispatch of any flight in its aircraft based on weather, mechanical, or proficiency concerns. Reservations must be made with 24 hour advance notice, or otherwise be approved by 1World Aero by text message in order to self-dispatch.

Aircraft keys will be maintained in the office in a marked dispatch binder, and shall be left with the key exposed and visible hanging out of the top of the binder spine.

Check In - Upon completion of the rental flight renters are required to Check In the aircraft via Flight Schedule Pro, create an invoice via the program, and settle the invoice using the office credit card machine. Fuel and Credit card receipts should be stapled to the "Receipt Staple Sheet" binder in the office with renter name and aircraft tail number. If leaving cash or a check, please make sure to slip it under the "Manager's" door.

Flight Locating - No flight will be made without Checking Out the aircraft via Flight Schedule Pro and making a reservation that indicates the pilot name, and airplane tail number, destination, and passenger names. Provide the following information in the Comments block of your reservation.

- Names of each passenger on board (not including instructor or renter names)
- Basic flight route.
- The return time and gate if not filing an SFRA or IFR flight plan: EXAMPLE: JACK A/JILL B, PALEO ESN PALEO, ETA FME 2115Z)

Text changes to the reported itinerary to 1World Aero if changes are made to the return leg of an overnight trip. Unless a contact person is monitoring your return time, a VFR Search and Rescue flight plan is encouraged for all VFR flights.

Client Initials:

OPERATIONS

Prohibitions - Entry or exit from the aircraft by renters, or their passengers, or party is prohibited whenever the engine is operating. Start up by hand prop and smoking in or near aircraft is also prohibited.

Aircraft Documentation - The aircraft Engine and Airframe Logbooks are located in the office, and cannot be removed from the office, except as needed for a mechanic recording maintenance work, for review by a flight examiner, or for a renter's rating check ride. The aircraft Airworthiness, Registration, and Airframe Manual must remain in the airplane. Each pilot must possess a paper or electronic copy of the operator's handbook for each model aircraft he or she intends to fly and have such handbook available when flight planning.

Client Initials :

Section continues next page.

OPERATIONS Continued

Weather Briefing Requirements – Each renter shall obtain a standard briefing and all applicable NOTAMS for each flight, either electronically, or by phone with Lockheed Martin Flight Services. The briefing shall be verifiable, meaning that if needed an electronic copy, or a voice recording may be retrieved (for phone briefing). Verifiable electronic standard briefings may be obtained by subscription to ForeFlight, Garmin Pilot, or 1800WXBrief.com.

Weather – Except in an Emergency Renters and Instructors shall dispatch in weather conditions that are consistent with the company **Dispatch Authorization Guide** posted to the Resources Page of 1WorldAero.com.

Parking in a Hangar - No one may push an aircraft back into a hangar without direct supervision by 1World Aero staff.

Fueling - No flight shall land with less than one hour of fuel remaining on board, or less than 30 minutes of fuel in each tank. Fuel tanks must be filled after any flight returning with less than three hours of fuel on board for single engine aircraft. If returning when fuel facilities are unavailable, the member must contact and notify 1World Aero.

Preheater Use – Aircraft engines must be preheated when OAT has been less than 2C in the last two hours. Operators must have been shown how to use the preheater by a 1World Aero staff member, and shall follow the checklist written on the preheater OR the checklist provided in the Winter Operations Chapter of the 1World Aero Flight Training Manual.

Aircraft Runway Limitations - Except in an emergency, fleet aircraft may only be rented, when without an approved 1World Aero instructor on hard surface asphalt runways at least 50 feet wide.

- Take Off Runway Available distance must not be less than Accelerate-Stop distance, or 2500 feet, whichever is greater.
- Available Landing Distance must allow for roll out within 70% of the ALD from a 50Ft Threshold/Obstacle Crossing Height, under actual weight, slope, surface wind, and density altitude conditions as determined by the aircraft POH. Target Threshold Height crossing at FME is approximately 10 feet aiming to land first stripe on Runway 28 and second stripe on Runway 10. Pilots are not to land shorter than the first runway stripe. Pilots are expected to go around if touch down can not be completed in the first third of the runway.
- Touch and goes are prohibited on runways of 2500 feet or less, or in retractable gear aircraft. Operations on runways less than 2500 feet must be specifically approved by the Chief Pilot.

(Subsection Last Revised 11/1/2022)

Multi Engine Operations – Fleet Multi-Engine aircraft will operate where weight and atmospheric conditions allow at least a 50 FPM Single Engine Rate of Climb to at least OROCA/GRID MORA in IMC, or to MEF when VFR, unless comfortably within drift down performance range of an alternate airfield or landing site. In flight Simulated engine failures will be initiated by covering up the throttles and reducing one as needed at a safe altitude. Use of Mixture Idle Cut OFF to induce a failure is limited to ground operation prior to “Airspeed (coming) Alive” and shall be well below VSSE, VMC, or VR.

Client Initials:

STRANDED PILOT AND AIRPLANE

If an airplane is stranded at another airport for mechanical reasons, the renter pilot is expected to wait for the appropriate repair to be completed and return with the airplane if repair can be completed in the same amount of time that it would take for 1World Aero to drive to that airport to pick up the renter pilot.

1World Aero will cover the cost to retrieve an airplane and or pilot that is stranded for mechanical reasons within a 100 NM radius of FME. Thereafter, the renter is responsible for the cost of dispatching the least expensive fleet chase platform and company pilot with a qualified recovery staff pilot to retrieve the airplane. Each staff pilot and airplane will be billed at their appropriate rates as advertised online, however the charges will apply only on the portion of the recovery that exceeds 100 NM. Alternatively, the renter may also elect to wait and return with the aircraft repaired. The cost of food remains with the renter as well as lodging beyond a single overnight.

Cost of appropriate repairs will remain the responsibility of 1World Aero so long as repairs are made to correct wear and tear. Repairs for damage by a renter shall be covered by the renter or by the renter's required rental insurance until 1World Aero's fleet insurance deductible is exceeded, and the fleet policy takes effect. In all cases, the renter will be charged the regular applicable rental rate for the time operated up until the mechanical problem required the flight to be terminated.

1World Aero will bill the member for the entire cost of recovering an airplane that has been stranded due to weather. A pilot stranded due to marginal weather is expected to wait until safe weather prevails and to return with the airplane or to return for the airplane.

Client Initials:

SIGNOFFS & ENDORSEMENTS

Regardless of expense of time and funds, no guarantee can be made that any individual Pilot in Training or Student Pilot will attain the level of proficiency required for endorsement to test for FAA pilot certification or aircraft rating or checkout. Every reasonable effort will be made by 1World Aero to further clients towards their aviation training and proficiency objectives. However, in certain cases the testing requirements and associated cost of training in time and funds may exceed the client's motivation to continue to learn and attain the required levels of proficiency as outlined by FAA ACS, PTS, and or IPC or BFR guidance from Advisory Circulars. Proficiency is considered to entail consistent demonstration of required skills.

Client Initials:

SCHEDULING

Scheduling System - Aircraft scheduling is administered through an Internet-based computer scheduling system that is available twenty four hours per day, seven days of the week. Each renter is allowed to make reservations on a first come, first served, basis. Standby reservations are available. Leaseback owners have priority scheduling access with 24 hour notice. All reservations must be made with 24 hour notice, or otherwise must be acknowledged and approved by 1World Aero by text message.

Reservation Policies - The internet scheduling system allows each renter a total of up to Ten (10) reservations at any one time Eight weeks into the future. Renter's will be temporarily blocked from making reservations if they have been inactive for over thirty days. Contact 1World Aero, as needed, to re-activate your status. All bookings will start and stop on the hour or on the half hour. Aircraft usage for less than 30 minutes hobbs is discouraged. Renter's should budget a minimum of thirty minutes to preflight and postflight, when there are no complications, when flight plans have already been filed, and when weather has already been reviewed. No renter will schedule more than one fleet aircraft during overlapping time periods. The start time of each reservation must be scheduled for the renter's planned arrival time at the airport.

Changes of Plan - If the renter's plans are changed for weather or other reasons, then he or she must update the scheduling system start time and inform 1World Aero by text messaging, telephone voice mail, or e-mail. Renters should arrive at the airport no more than thirty (30) minutes past the schedule reservation start time, or otherwise if the renter has not notified 1World Aero of their intentions, the reserved airplane may be dispatched to another renter. If a renter returns much earlier than planned, he or she must adjust the scheduled end time as soon as plans are finalized, and give other renters the opportunity to use the aircraft. Renters must notify 1World Aero, and make all necessary arrangements to return the aircraft as soon as possible, when unable to return an aircraft as planned, due to weather or other circumstances. No pilot is expected to fly in weather deemed to surpass their safe piloting skills, or in an airplane that is deemed to be unairworthy.

Overnight Scheduling - A minimum number of rental hours is established for each airplane to be used by a single renter per 24 hour period. The minimum number of hours shall be posted in 1World Aero's Dispatch Authorization Guide. Minimums may be adjusted by 1World Aero on a case by case basis, dependent on seasonal demand and maintenance schedule. A 24 hour period begins and ends at the same time on subsequent days. The reference time for the start of a 24 hour period is the time at which the airplane was originally blocked off. 1World Aero must approve each rental over 48 hours in duration. Such requests should be submitted in email form to 1World Aero. A non-refundable \$25 reservation fee is attached to each 24 hour period reserved. If the flight is completed, the reservation fee credits to the rental charges.

Client Initials:

AIRCRAFT MAINTENANCE AND REPAIR

If a problem is found, concerning the airworthiness of an aircraft, 1World Aero must be notified by telephone or text message regarding the nature of the problem. E-mail messages can only be used for secondary or backup information.

A note concerning any mechanical problem, must be entered in the aircraft squawk sheet, by the renter that discovered the problem. A 1World Aero DO NOT FLY placard must be placed on the front page of the dispatch binder.

If a problem is found that does not concern the airworthiness of the aircraft, but that may be of interest to pilots, THEN... A note concerning the problem should be placed in the Remarks column of the Rental Log in the dispatch binder and/or texted to 1World Aero. (For example: No shop towels on board, OR New scratch found on seat back.)

Only 1World Aero's Chief Pilot may authorize any expense for aircraft repairs, adjustments, or modifications, or specifically authorize a renter to perform minor maintenance if qualified, or notify that an aircraft is no longer grounded.

Client Initials:

PARTNERSHIP CO-OWNERS

Members of 1World Aero Leaseback partnerships are subject to the terms of this document, and of the 1World Aero Leaseback Agreement. As relates to pilot currency and dispatching limitations, operations contrary to the Dispatch Authorization Guide shall be treated as Lease Back Revenue Operations:

- During the first occurrence, a policy reminder warning shall be provided to the Member.
- Upon second occurrence, General Membership shall be notified.

Please note that Owner Aircraft Operations should be prepaid by \$500.00 or \$1000.00 check so as to avoid unwanted credit card fees being imposed upon the organization. However, Instruction may be paid by credit or debit card, and fuel should be purchased by credit or debit card to be debited from the rental charge at time of billing.

Client Initials:

REGISTRATION FEE

In addition to collecting documentation during client Registration, as described in the PRIVACY and RENTAL AUTHORIZATION sections of this Agreement, a Registration Fee shall be charged when online scheduling access is provided. This fee covers access to Company Online Scheduling and Document Resources while a client account is active and kept in good standing.

The current Registration Charge is posted on the *Learn to Fly* section of *1WorldAero.com*.

One rate is maintained for Private, instrument, Commercial, and Instructor Licenses and Ratings. A discounted Registration Charge is provided for clients who are simply pursuing an Aircraft Checkout.

Client Initials:

ADDENDUM

DECLARATION OF ONGOING NEED TO SELF-STUDY, REVIEW, REFERENCE,
AND PERFORM RECURRENT TRAINING

NEW STUDENT, RENTER, GRADUATE LIABILITIES

(To be signed by each new Client)

WAIVER OF LIABILITY ABOVE INSURED COVERAGE

REQUIRED 1WORLD AERO TO OCCUPANT LIABILITY LIMITS AGREEMENT

(To be signed by all Passengers)

PROVISION OF A COPY OF BACKSIDE OF PAYMENT CARD FOR LATE
CANCELLATIONS OR UNPAID BALANCES BEYOND 30 DAYS

CREDIT CARD AGREEMENT

(To be signed by each new Client)

<u>NEW STUDENT, RENTER, GRADUATE LIABILITIES</u>		
ACKNOWLEDGEMENT OF RESPONSIBILITY		
PLACE	DATE	EXPIRES
Tipton Airport, Fort Meade, MD		INDEFINITE
<p>I _____ (print name) fully understand that as a rated or endorsed pilot, I am solely responsible for reviewing all weather and notam information prior to flight, all aircraft maintenance records, all reference materials used for my training or check out, and for obtaining clarification of any material for which I am uncertain, as well as for all information presented in the FAR-AIM, and FAA Advisory Circulars. I am further responsible for the maintenance of such knowledge after obtaining a rating or checkout at 1World Aero, including changes and updates to regulations, procedures, and FAA educational materials should they occur.</p> <p>I fully understand that as a pilot I am further responsible for ensuring that I fly, review and study frequently enough to be proficient enough to ensure my own safety and that of my own passengers, above and beyond the minimum currency requirements set forth by either 1World Aero and or the FAA. I pilot voluntarily, of my own free will, with full knowledge of the risks and responsibilities involved in flying an aircraft.</p> <p>I am fully aware that a failure to perform these tasks and to meet my above mentioned responsibilities may result in serious injury or death to myself, or to my passengers, or to members of the public. I shall not hold 1World Aero, nor any of its employees, liable in any way for my actions while acting as Pilot in Command of any aircraft. <u>In the event of my death, or incapacitation while acting as Pilot in Command, my heirs, assigns, executors, and beneficiaries, shall not make any attempt to receive, nor shall they be entitled to receive, compensation from 1World Aero nor its employees, for any loss, illness, damage, injury, or expense occurring while I act as Pilot in Command, for which I MAY have had the final opportunity to avoid and prevent.</u></p> <p>As Pilot in Command I shall be responsible for the safe operation of the aircraft, for all information pertaining to the safety of each flight, and for insuring that the airplane that I am operating is in airworthy condition consistent with FAR91.3(a) "Responsibility and Authority of the Pilot and Command," FAR91.13 "Careless or Reckless Operation," FAR91.103 "Preflight Action" AIM 7-5-1 "Accident Cause Factors" AIM Chapter 8 "Medical facts for Pilots – Fitness for Flight," FAR91.7 "Civil Aircraft Airworthiness," and FAR91.9 "Civil Aircraft Flight Manual, Marking, and Placard Requirements," among others. A safe pilot is always learning and is able to evaluate their own personal readiness to undertake each flight from beginning to end.</p> <p>Student/Renter/Graduate Signature:</p>		

1World Aero Rental Policies and Procedures, & Liability Forms - Revision 3/1/2025

**REQUIRED 1WORLD AERO TO OCCUPANT LIABILITY LIMITS AGREEMENT
RENTAL, DEMO, OR TOUR FLIGHT PASSENGER, OR RENTAL PILOT ACKNOWLEDGEMENT**

Safety is a prime concern for everyone at 1World Aero. All staff pilots are trained and certified to strict FAA requirements, and fleet aircraft are maintained compliant with strict FAA requirements. Additionally, Tour Pilots and Mechanics are monitored under FAA Regulated Random Drug and Alcohol screening, and our fleet aircraft are under continuous oil analysis for patterns of wear and fatigue. All flights are dispatched only after an FAA-standard weather briefing is received by the Pilot In Command, and a comprehensive preflight inspection of the airplane is performed by that Pilot. Pilots are subject to duty and rest limitations. 1World Aero aircraft have safely accumulated many thousands of flight hours since the company's start of operations in 2003. However, during this time there have been a handful of emergency situations, and in a couple of instances these emergencies resulted in significant aircraft damage. Despite 1World Aero's highly concerted best efforts to mitigate risk and to ensure passenger or user safety, it is impossible to guarantee. Every passenger boarding a fleet airplane must fully understand that they do so at their own risk and that doing so could potentially result in serious injury or worse.

Based on our research, we believe that nation-wide, an abnormal powerplant event occurs at an interval of several thousand hours. Such engine failures lead to accidents with injuries approximately every 100,000 flight hours, with the risk of a fatality in a single-engine piston due to powerplant fatality being lower. The risk of fatality in a General Aviation operation is also approximately one in 100,000 hours, with the majority of these fatalities being attributed to Pilot Error.

By contrast, airline operations have a fatality only once every 20,000,000 flight hours. Private pilots typically accumulate 250-1500 hours for pleasure and business flight experience in piston aircraft during their flying years. Commercial pilots generally build 1000-1500 hours in piston aircraft prior to starting a career as an Airline or Corporate Pilot in jet aircraft.

Every passenger, student, or renter, including minor-passenger guardians, therefore agrees that in the event of an incident or accident in 1World Aero aircraft, liability will be limited to coverage offered by 1World Aero's Commercial Liability insurance, and that they shall not prosecute nor in any way aid in prosecuting any further demand, claim, or suit against 1World Aero, its operators, instructors, members or pilots for any loss, damage, death, or injury to any person or property that may occur from any cause as a result of boarding, traveling in, or deplaning from an airplane operated by 1World Aero, or otherwise shall agree to pay 1World Aero, its operators, instructors, members or pilots for all damages, expenses and cost they may incur as a result thereof. 1World Aero's aviation commercial liability policy provides a \$1,000,000 combined single limit with \$100,000 bodily injury protection per passenger per occurrence.

In consideration of 1World Aero permitting me to take part in the above Demo Flight or Tour Flight activities, I, for my heirs, administrators, executors and assignees, agree to the above conditions. I understand that by signing this document, I acknowledge that I have had the opportunity to consult legal counsel of my choosing about this document, and that I have read and understand the terms, contractual nature, and legal significance of this document and execute this Consent and Release voluntarily.

Each Rental, Demo Flight or Tour Flight Passenger, or Rental Pilot Printed Name / Signature / Date:

FOR PARENT/GUARDIAN OF MINOR OR CHILD : I, parent/guardian of _____
who is a minor, consent to their taking part in the activities of 1World Aero.

Printed Name / Signature / Date:

CREDIT CARD AGREEMENT

Below, I have provided a valid credit card to be scanned. I understand and consent to this card being maintained in physical files by 1World Aero, LLC and I understand it will be charged if I cancel or do not show for a scheduled or ground lesson with less than 48 hours notice, or if I leave an unpaid balance longer than 30 days.

I understand that the card will not be charged if my cancellation occurs because 1World Aero, LLC has notified me that the weather or aircraft resources are not safe to fly or if my instructor is not available or "Fit to Fly."

Further I understand that 1World Aero will not charge my cancellation fee if am physically ill and unfit to fly on the day of the lesson, so long as two hour notice is provided. I understand that if a pattern of cancellations due not being "Fit to Fly" that my scheduling privileges may be suspended until I can demonstrate that my circumstances have changed.

I understand that the aircraft, simulator, and/or instructor resource rates per hour cancelled or unused are elaborated earlier in the FINANCIAL section /*Cancellation Policy* subsection of this document.

I also understand that standard procedure is that I should personally run my card at the end of any ground or flight lesson or aircraft or simulator rental on site at the 1World Aero, LLC suite.

Place and Scan Reverse/Backside of Credit Card or Debit Card Here.

Associated Zip Code:

Printed Name / Signature / Date:

1World Aero Rental Policies and Procedures, & Liability Forms - Revision 3/1/2025

MAXIMUM TRAINING TIME COMPLETION LIMITS

Added 3/1/2025

While 1World Aero makes every effort to provide conscientious quality instruction, 1World Aero does not guarantee that endorsement for FAA Practical Testing will be provided at the end of any training course pursued. Further, it is possible that any candidate may reach a maximum completion time limit *without consistently demonstrating the ability to perform all testing tasks to FAA ACS criteria*. Candidates should understand that instructors are expected by the FAA to maintain a first attempt pass rate of 70% or better and are expected not to empower candidates that may struggle to exercise good aeronautical judgement after certification. The chance of first time failures increases beyond the time limits shown below. The limits allow both learner and instructor to better evaluate progress. They are company imposed and do not stop a learner from finishing at another school or flight club where they feel they can learn more effectively. The limits may be adjusted for reasonable extenuating circumstances as described below.

	National Average or Historical Company Average	Months & Dual Flight time after which only one sign off is likely for testing	Months & Dual Flight time after which training at 1World Aero will suspend	Comments
Private Pilot License	9 months, 55 Dual Hours + 10 Solo	24 months, 85 Dual Hours + 10 Solo (150% of National Average)	36 Months 120 Dual Hours + 10 Solo (200% of National Average)	First Solo must occur by 60 hours company dual. Stage check required within 5 hours of First Solo.
Instrument Pilot Rating	6 months, 55 Dual hours	18 months, 80 Hours	30 Months 100 Hours	Stage Check required within 10 hours prior Checkride Sign Off.
Commercial Pilot License (Initial or Add-On)	6 months, 25 Hours + Prerequisites	12 months, 40 Dual Hours + Prerequisites	18 months, 50 Hours + Prerequisites	
CFI – Initial	4 months ground course, 6 months total course, 20 Hours	6 months Ground Course, 9 months total course 30 Hours	9 months Ground Course, 12 months total course, 40 Hours	
CFI-Instrument Add On or Multi Add On	2 months, 12.5 Hours + Prerequisites	4 months, 18 Hours	6 months, 24 Hours	Stage Check required within 6 hours of Checkride Sign Off.

Extensions

- An Absence and Training Interruption of 60 days or more pauses the calendar count down.
- Extensions: After 10 training hours, an Absence and Training Interruption of 120 days or more, or a change in Company CFI triggers a 10 hour extension.
- Simulator Time does not factor in the Dual Flight Training Hours.
- 50% of Dual Flight Training Hours elsewhere will carry over to Company Limits.
- Calendar times apply from start to practical test sign off date.
- Further limited extensions may be approved at 1World Aero’s discretion after Learner provides a detailed written request for extension detailing extenuating circumstances.

Printed Name / Signature / Date: