



## PROFESSIONAL FLIGHT TRAINING

### STUDENT TRAINING AGREEMENT

I ("Student") hereby agree to the following terms and conditions while receiving ground and/or flight instruction at CTI Professional Flight Training:

1. I understand that I shall be responsible for:
  - a. Complying with all local, state, and federal regulations and airplane flight manual requirements.
  - b. Operating the aircraft under conditions consistent with my student pilot certificate and ratings.
  - c. Obtaining a current weather report and forecast.
  - d. Filing a flight plan for all non-local flights.
  - e. Purchasing a check list for the aircraft type to be flown.
  - f. Performing checks based on the appropriate checklist preflight, before take-off, and before landing.
  - g. Inspecting and making a ground check of the aircraft before take-off. I may not take-off in the aircraft unless it is in airworthy condition. During pre-flight inspection, any unusual damage must be reported immediately – before flight -- (if damage is noted during taxiing or take-off return to the school at once) or I, the student, will be held responsible.
  - h. Maintaining the aircraft's oil level to according to recommended guidelines:
    - i. Using the brakes only when needed and avoiding riding the brakes when taxiing.
  - j. Maintaining a minimum of one hour fuel reserve, per tank, at all times. If fuel is purchased away from the home base, then fuel will be reimbursed at the current "fuel reimbursement rate" on a per gallon basis, which is posted at the CTI Professional Flight Training front desk.
  - k. Taking provision for passengers who might get sick during flight. Should my passenger get sick in the aircraft, I will be responsible for the aircraft cleaning fee.
  - l. Caring for CTI Professional Flight Training aircraft as if it were my own so that the next pilot cannot tell that the aircraft was flown before.
  - m. Returning the aircraft at the agreed upon time, weather permitting. I understand that late fees may apply (with the exception of unforeseen weather, and mechanical delay) if I do not return the aircraft at the agreed upon time.
  - n. At the end of each flight:
    - i. Returning and parking the aircraft on the CTI Professional Flight Training ramp, and placing the propeller in a horizontal position.
    - ii. Locking and latching all doors. I understand that if I fail to lock and latch all doors, I will be subject to a \$50 negligence fee. I also understand that if I fail to secure the aircraft properly, and any theft or damage occurs, then I will be responsible for all losses resulting therefrom.
    - iii. Securing all seatbelts.
    - iv. Covering the aircraft.
2. I agree to operate the aircraft in accordance with the following terms and conditions:
  - a. Weight and balance must be calculated prior to each flight and filed with CTI Professional Flight Training prior to each departure.
  - b. A list of passengers to be carried aboard the aircraft will be approved by CTI Professional Flight Training management prior to departure.
  - c. Only the named pilot is authorized to fly the aircraft as PIC. The PIC shall fly the aircraft from the left seat.

- d. Landing will only be on hard-surface runways at airports listed in the airport facility directory and listed in CTI Professional Flight Training's approved safety procedures and practices.
  - e. The aircraft must be properly secured when not in use.
  - f. All empty oil containers should be either thrown out or immediately placed in the plastic buckets in the luggage compartment until proper disposal is possible.
  - g. Smoking, eating and drinking are prohibited on the ramp, and in the aircraft. The only exception to this rule being water. Students are encouraged to carry a bottle of drinking water with them on all flights in order to prevent dehydration.
  - h. Passengers are not permitted on any dual instruction training flight.
  - i. The aircraft may not be used or operated:
    - i. For any illegal purposes;
    - ii. In any race, speed test or contest;
    - iii. In formation flight;
    - iv. Outside the limits of the continental United States, and Bahamas;
    - v. To carry passengers or property for monetary compensation or hire;
    - vi. If the student has used intoxicating liquids, or sleep inducing drugs within twenty four hours prior to the commencement of a flight;
    - vii. For flight instruction; or
    - viii. For aerobatic maneuvers, unless instructed to do so by an instructor authorized to conduct aerobatic training.
  - j. In the event of undue delay, deviation or any other circumstance, I must contact CTI Professional Flight Training immediately. Additionally, I must call for instructions and/or work authorization in the event that the aircraft should require maintenance or repair work.
3. I agree to ensure that the Hobbs meter readings are accurate at the beginning of each flight. I must check the meter before turning on the master switch. I understand that I will be billed for all time accumulated while the master switch is turned on, and the master switch must not ever be turned off during a flight. If there is a discrepancy, I will call it to the attention of one of the CTI Professional Flight Training staff. I must record the higher number when the meter closes between two numbers.
  4. I understand that I am responsible for logging my own time and caring for all timekeeping records equipment, including, but not limited to:
    - a. Logging all flights and simulator times in the appropriate Hobbs book.
    - b. Returning equipment bags with clipboards, keys and Hobbs book to desk personnel.
  5. I understand that if I am a student pilot, and have not flown at CTI Professional Flight Training for a period of two weeks, then I will be required to fly with an instructor prior to any solo flight. As a certificated pilot, if I have not flown at CTI Professional Flight Training for a period of thirty days, than I must fly with an instructor prior to any solo flight.
  6. I am not permitted to carry passengers unless I receive prior written authorization from a CTI Professional Flight Training Manager. I understand that passengers are generally permitted under the following guidelines, but that all decisions regarding passengers will be at management's discretion:
    - a. Student must hold a current private pilot's certificate with a minimum of 40 hours PIC, and must have flown within the last thirty days with a CTI Professional Flight Training instructor.
    - b. Passengers under sixteen years of age are not permitted to fly in CTI Professional Flight Training aircraft, and are not permitted on the CTI Professional Flight Training ramp without adult supervision.
  7. I agree to the following Administrative Policies:
    - a. I will be charged a "No Show Fee" for cancellation of each two-hour block reserved with an instructor and/or aircraft without 24 hour notice.

- b. I will be charged a \$35.00 "Returned Check Fee" for any checks returned for insufficient or uncollected funds.
  - c. All scheduling must be approved by CTI Professional Flight Training desk personnel. Students are advised to check the schedule after each flight to confirm the date and time of their next lesson. CTI Professional Flight Training will endeavor to provide aircraft and instructors to meet customer requirements. However, due to the nature of the pilot training business (i.e.: weather, mechanicals, check rides...), CTI Professional Flight Training may, without notice, need to cancel or re-schedule a lesson due to unforeseen contingencies.
  - d. Students must wear a headset when receiving flight instruction. Students must provide their own headsets, which can also be purchased from CTI Professional Flight Training.
8. In the event that any policy of insurance, other than those held by CTI Professional Flight Training, entitles me to coverage following any aircraft loss, my coverage will be primary and CTI Professional Flight Training insurance will be secondary. Any payments received under such a policy of insurance will be payable to CTI Professional Flight Training to the full extent necessary to repair or replace any property damaged in the claimed event.
9. I understand and agree that I am personally liable for the following:
- a. For deductible hull coverage for any accident, incident, or loss involving pilot error, and/or violation of FAR or Rental Agreement.
  - b. For the full costs of all damages or loss resulting from breach of this agreement, from operations contrary to the Federal Aviation Regulations or Airplane Flight Manual, or from any action which would invalidate or reduce the insurance coverage of CTI Professional Flight Training.
  - c. Money, damages, costs, and reasonable attorney fees incurred by CTI Professional Flight Training in the event suit is instituted to recover possession or to enforce any of the terms, covenants, and conditions hereof.

**10. As a condition of being a student at CTI Professional Flight Training, I represent and warrant for myself that I assume all risks, including risks which are not specifically foreseeable, of any injuries, damages or loss, including death, which I may sustain as a result of flight training or any activity connected to or associated with CTI Professional Flight Training. I agree to hold CTI Professional Flight Training, LLC, and any of its employees, representatives, or related companies harmless of any accident or incident.**

I have read and understand the CTI Professional Flight Training Safety Procedures, Course Catalog, and Student Agreement. I also understand that my signature attests to the fact that I have a copy of the approved syllabus for the course in which I am enrolled. I agree to comply fully with its contents.

\_\_\_\_\_  
Student Name (print)

\_\_\_\_\_  
Student Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Witness Signature

\_\_\_\_\_  
Date