

Pilot Application for Aircraft Rental and/or Instruction

Pilot Information

Name: _____ Date of Birth: _____

Cell phone: _____ Email: _____

Street Address: _____

City: _____ State: _____ Zip code: _____

Mailing address if different from above: _____

Driver's License #: _____ State: _____ Expiration: _____

Emergency Contact

Name: _____ Relation to you: _____

Cell phone: _____ Email: _____

Street Address: _____

City: _____ State: _____ Zip code: _____

FAA Pilot and Medical Certificate

Pilot Certificate #: _____ Instructor Certificate #: _____

Date of last flight review: _____ Date of last instrument review: _____

Medical Class: _____ Issued: _____ Limitations: _____

*****Light Sport Aircraft Rental without a valid medical*****

If renting a light sport plane, a medical is not required if the pilot has a valid U.S Driver's license and meets the requirements of [14 CFR 61.23\(c\)\(3\)](#). These requirements must be validated by an instructor approved by Discovery Aviation.

Signature of approved instructor certifying that documents were reviewed in person.

Name: _____ Date: _____

*****Citizenship Verification for flight students only*****

Passport#: _____ Country _____ Date of Issue: _____ Date of Expiration: _____ . If passport not available bring birth certificate and photo ID.

Signature of approved instructor certifying that documents were reviewed in person.

Name: _____ Date: _____

Certificates and Ratings held (check all that apply):

Aircraft: Student Recreational Sport Private Commercial ATP Instrument

Helicopter: Private Commercial ATP Instrument

Powered Lift: Private Commercial ATP Instrument

Instructor: CFI ASEL CFII ASEL

Mechanic: Airframe Powerplant Light Sport Repairman: Airplane IA

Flight Time

	Total Time	PIC	Last 90 days	Last 12 mo.
All Flight Time				
All Airplane				
Single Engine Airplane				
Light Sport Aircraft				
Cirrus SRXX				
Instrument				
Night				
Instructor-Dual Given				

Relevant Flight Experience

Please provide a short summary of your relevant pilot experience, as it relates to rental of Discovery Aviation aircraft (for example, your recent single engine and/or light sport flying, your experience operating out of Bay Area airports, etc.)

Intended use of Aircraft

Please provide a short summary of your intended use of Discovery Aviation aircraft. Such as pleasure flights, flight instruction, long cross-country flying, time building etc.

Screening Questions

Have you ever had an aircraft insurance claim, incident or accident? Yes No

Have you ever been investigated, cited or fined for violation of an aviation regulation? Yes No

Has your pilot certificate ever been suspended to revoked? Yes No

Have you ever been convicted of a felony or are you under indictment for a felony? Yes No

Have you ever been convicted of driving a motor vehicle under the influence of alcohol or drugs, or of reckless driving? Yes No

Has your driver's license ever been suspended or revoked? Yes No

Have you ever been convicted of or are you under indictment in a legal action involving drugs or narcotics? Yes No

If you answered "yes" to any of the above, please provide full details below (if needed, an additional page can be attached):

I certify that the above answers on this pilot application for rental and instruction, including the screening questions, are accurate and complete.

Signature: _____ Date: _____

AIRCRAFT RENTAL AGREEMENT

This Aircraft Rental Agreement (herein referred to as “Agreement”), provides information to all individuals (herein referred to as “Pilot”), renting aircraft from Discovery Aviation, Inc. (herein referred to as “Discovery Aviation”), and governs the rental of aircraft and rendering of other services by Discovery Aviation to Pilot. In consideration for rental of Discovery Aviation aircraft and services, Pilot agrees to the following:

I. Flight Procedures/Handling of Aircraft

- a) **Federal Aviation Regulations (“FARs”).** It is the Pilot’s sole responsibility to comply with all Federal Aviation Regulations at all times.
- b) **Handling of Aircraft.** With respect to pre-flight inspections, it is the Pilot’s sole responsibility to comply with all FARs and the aircraft manufacturer’s guidelines and any other sources regulating pre-flight procedures. Any damage, un-airworthy conditions, or missing documents found during pre-flight of the aircraft must be reported to Discovery Aviation immediately prior to flight. Pilot agrees not to accept the aircraft until Pilot is satisfied with the aircraft’s airworthiness and functioning of its equipment and accessories. With respect to post-flight inspections, it is the Pilot’s sole responsibility to comply with all FARs and the aircraft manufacturer’s guidelines and any other sources regulating post-flight procedures. Any damage found, must be reported to Discovery Aviation
- c) **Aircraft Flight Time.** The Pilot is responsible for checking the current flight time (rounded up to the tenth of an hour) on the Tach or Flight meter against the scheduling system and checkout sheet in the checkout binder and logging it similarly upon arrival and check-in. Differences found must be documented post flight via a note in the scheduling system and checkout sheet.
- d) **Securing of Aircraft.** It is the Pilot’s responsibility to secure the aircraft, after each flight, with tie-downs, chocks or in the Discovery Aviation hangar. (tie-down ropes, chocks, gust locks, throttle locks, etc.). Aircraft damage that occurs due to improper securing of the aircraft will be the Pilot’s responsibility.
- e) **Cleanliness.** It is the Pilot’s responsibility to leave the aircraft interior in a clean condition after each flight.
- f) **Fees at Other Airports.** The Pilot is responsible for settling all landing, tie-down, handling, and/or any other fees incurred en-route or at the Pilot’s flight destination, at the time they are incurred.
- g) **Unpaved Airport Landings.** Other than with prior permission, or while training with an approved Flight Instructor, the Pilot is NOT ALLOWED to conduct any “unpaved airport

landings.” “Unpaved Airport Landings” include, but are not limited to: grass, turf, dirt, gravel and/or any other unstable surface.

- h) **Flight Currency with Discovery Aviation.** It is the Pilot’s sole responsibility to comply with all FARs concerning currency. In addition, Discovery Aviation requires flight in a Discovery aircraft within the preceding 30 days for student pilots flying solo, 90 days for pilots with less than 100 hours total time in aircraft and 180 days for all other pilots. Once a Pilot’s Discovery Aviation currency expires, the Pilot may be required to have a flight currency checkout with an approved Flight Instructor.
- i) **Pilot Certificate & Medical Certificate.** Discovery Aviation requires the Pilot to maintain a copy of Pilot’s current Pilot Certificate, Driver’s License and Medical Certificate (if required) on file with Discovery Aviation. The TSA (Transportation and Security Administration) now requires proof of citizenship (Original Birth Certificate or Valid Passport ONLY) be PROVIDED PRIOR TO ANY TRAINING which might result in a Certificate and/or Additional Rating. These documents must be reviewed in person by an approved flight instructor.
- j) **Long Cross-Country and Overnight Rental.** The Pilot understands that all aircraft require a minimum charge of 2 hours per day for overnight rental or for any scheduled time of more than 4 hours. Pilot must list in the scheduling system where the aircraft will overnight for each night away. Flights over 150 miles from base must have a flight plan filed and activated. Light Sport Aircraft should not be flown over mountainous terrain higher than 5500’ and should not plan to cruise higher than 7500’. The Pilot must receive the consent of Discovery Aviation to bypass these requirements.
- k) **All Operations.** The Pilot may only rent aircraft for which the Pilot has received a checkout, and for which the Pilot has a written record of that checkout with Discovery Aviation. The Pilot may not conduct commercial operations including flight training in a Discovery Aviation aircraft unless with a Discovery Aviation approved Flight Instructor. Pilot may only use aircraft for Pilot’s personal pleasure or incidental business purposes. The Pilot will not allow anyone else to manipulate the controls of the aircraft other than approved Flight Instructors. Pilot will comply all procedures as documented in the aircraft flight manual and aircraft placards.
- l) **Student Pilot.** As a Student Pilot, carrying of passengers is strictly prohibited. Student Pilots in the solo phase of instruction must have a current sign off from their Flight Instructor for each and every specific flight. Blanket approvals are not allowed. Student pilots will observe all weather and wind limitations as dictated by the higher of those applied by their Flight Instructor or the Discovery Aviation student minimums of 5 miles visibility and 3000-foot ceiling for local area including the traffic pattern, 10 miles visibility and 5000-foot ceiling along the entire route of flight on a long cross-country. Wind limit for take-off and landing for student solo flights is 15kts.
- m) **Flight Instruction.** Only Flight Instructors approved by Discovery Aviation are authorized to provide flight instruction in Discovery Aviation aircraft. Flight Instructors

are independent contractors and are not employees of Discovery Aviation. Approved flight instructors can be found in the scheduling system. Pilot will contract directly with a Flight Instructor and if that instructor is not yet approved, the instructor can contact Discovery Aviation directly to obtain an instructor checkout. Discovery Aviation does not supervise or direct the work of Flight Instructors and are not responsible for their behavior or the content of their instruction. Pilot is solely responsible for contracting with their Flight Instructor and ensuring he/she is an approved instructor.

- n) **Aircraft Rental/Keys.** Aircraft keys will be in the lockbox in the aircraft hangar and must be returned to the same lockbox at the conclusion of each flight. Discovery Aviation reserves the right to rent any aircraft for which the Pilot is more than 15 minutes late for Pilot's scheduled time. The Pilot must provide a 24-hour notice of cancellation of a scheduled rental time, except for weather or illness, by cancelling in the scheduling system. Pilot agrees to return the aircraft at the scheduled time. Late returns, which impact Discovery Aviation rental operations or flight instruction, may result in additional charges.
- o) **Aircraft Malfunctions.** If during a rental flight the aircraft suffers a malfunction, making it unsafe or un-airworthy for either continued flight or the planned operation (night, IFR, etc.), the Pilot must contact approved Discovery Aviation Flight Instructor or the emergency number (located on the aircraft key ring or cover of the flight manual in the aircraft) for guidance. The Pilot is not to allow any maintenance work to be performed on the aircraft without prior approval. Discovery Aviation will not be responsible for incidental travel or other expenses incurred by the Pilot resulting in maintenance delays.
- p) **Adverse Weather.** It is the Pilot's responsibility to ensure that current and forecast weather conditions will allow the flight to be completed safely. If weather conditions prevent a safe return to either Marina (KOAR) or Byron (C83) Airports, it is the Pilot's responsibility to remain with the aircraft until it is safe to return or other arrangements are made to secure the aircraft at another airport with approved Flight Instructor or Discovery Aviation permission. Discovery Aviation is not responsible for incidental travel expenses or other charges incurred by the Pilot during adverse weather conditions. At the Pilot's discretion, Discovery Aviation will assume responsibility for returning the aircraft. If this occurs, the Pilot will be liable for aircraft and instructor time incurred by Discovery Aviation in returning the aircraft to in addition to Marina (KOAR) or Byron (C83) Airports. Under no condition should a Pilot fly an aircraft in questionable weather in order to return an aircraft. Safety must always be the top priority. Light Sport Aircraft are not certified to fly in instrument conditions.
- q) **Off-site Fuel Purchases.** Discovery Aviation aircraft rent "wet" (fuel is included). It is the Pilot's responsibility to confirm an adequate amount of fuel prior to departure. If fuel must be purchased, Light Sport Rotax powered aircraft can use either Autogas with a minimum of 91 Octane, unleaded AVGAS with a minimum of 91 Octane (such as 94UL) or AVGAS 100LL. Autogas or AVGAS 94UL is preferred but most airports (including Marina and Byron) only have 100LL. Of note, 94UL AVGAS is "water white", Autogas 91 or higher is pink and 100LL is blue. If you purchase fuel, write your name on the

receipt, take a picture of the receipt and upload to the scheduling system, and leave the paper copy in the aircraft checkout binder. You will be reimbursed for the fuel through an equivalent reduction in the aircraft rental fee.

- r) **Oil Level.** The Pilot must check the oil level prior to their flight of the day. Prior to cross-country flights in Light Sport Aircraft, Pilot must also check that a spare container of oil is available in the baggage compartment. Light Sport Aircraft with a Rotax engine must be “burped” to provide an accurate oil level check. If the oil level is low after burping a Rotax engine, only add 1/3 quart of oil. The difference between the minimum and maximum oil level in a Rotax is less than 1 quart. Use Aeroshell Sport Plus 4.
- s) **Aircraft Logbooks.** Obtaining an aircraft’s maintenance logbooks for review or practical tests may only be accomplished by making prior arrangements with Discovery Aviation or an approved Flight Instructor who will know how to access the original records. Scanned copies of the records are available in the scheduling system.
- t) **Maintenance.** Any maintenance related items that could interfere with the safety of a flight, and squawks found, must be immediately reported to Discovery Aviation via the scheduling system and recorded in the aircraft squawk sheet in the checkout binder. Any maintenance related action required away from home base (KOAR or C83) requires prior authorization from Discovery Aviation. Telephone numbers for Discovery Aviation are located on the inside cover of the Aircraft Flight Manual and in the checkout binder.
- u) **Improper Use.** Maintenance costs incurred due to carelessness, recklessness, negligent or improper use of the aircraft will be charged directly to the Pilot. Examples include leaving the master key on an draining the battery, failure to properly tie down the aircraft, damaging the aircraft while hand towing it, and flat spots on tires requiring replacement due to improper landings.
- v) **Emergencies.** Pilot agrees to immediately report all accidents, both major and minor, along with any names and addresses of witnesses and involved parties. Pilot will not allow the aircraft to be moved unless expressly authorized to do so by Discovery Aviation or authorities. Pilot will do all that is possible to protect the aircraft from further loss or damage. In the event of an emergency, the Pilot should immediately contact local authorities, the NTSB (if required), and Discovery Aviation

Pilot Initials _____

II. Payment.

Payment is due when services are rendered and considered past due if not paid within 30 days. A courtesy invoice may be sent, but Pilot should not rely on the invoice for notice and should regularly check their account on the scheduling system. Discovery Aviation accepts cash, checks, Visa, MasterCard, and Zelle as payment for services rendered. Other payment methods may be added from time to time. Checks can be mailed to Discovery Aviation, 5612 Drakes Drive, Discovery Bay, CA 94505. Accounts over 30 days past due will pay a late charge of 2%

per month or 22% per annum (subject to a minimum charge of \$10) and will pay a service fee of \$35 for all returned checks.

a) **Unpaid Rental/No Show Fees/Other Balances.** The Pilot authorizes Discovery Aviation to charge unpaid rental, no show/cancellation fees, and other balances to the credit card or other payment method on file.

b) **Past Due Account.** Pilot's account must be paid current to maintain flying privileges with Discovery Aviation. Accounts over 30 days past due will pay a late charge of 2% per month or 22% per annum, and an administrative fee of \$25. A service fee of \$35 will be charged for all returned checks.

d) **No show/cancellation fees.** Pilots may be assessed a fee, if a Pilot fails to show up for the scheduled flight time, or to notify Discovery of a cancellation by cancelling the flight on the aircraft scheduling platform at least 24 hours prior to the scheduled flight time. The amount of the cancellation fee may be up to a rate of one (1) hour of the aircraft rental rate for a scheduled time of up to four (4) hours, and one and one-half (1.5) of the aircraft rental rate for a scheduled time more than four (4) hours.

Pilot Initials _____

III. Insurance.

- a) To meet Discovery Aviation's insurance obligations, all aircraft require a checkout conducted by an approved Discovery Aviation flight instructor.
- b) Current information regarding Discovery Aviation's may be obtained by contacting Discovery Aviation directly.
- c) The Pilot agrees to secure non-owned aircraft insurance with a \$250,000 per occurrence and \$25,000 per passenger liability coverage, and \$5,000 aircraft damage coverage. Suggested insurers can be found in the FAQ section of the Discovery Aviation website (www.DiscoveryAviation.com). The Pilot agrees to pay for any damage to the aircraft because of Pilot's use of the aircraft up to \$5,000 – either via their insurance policy or individually paid.
- d) It is the Pilot's sole responsibility to ensure proper treatment and handling of the aircraft and/or equipment, which is being rented to the Pilot. The Pilot will be responsible for any liability to other persons, and any costs, damages, losses, arising out of, or in connection with, the use of an aircraft, that is not paid for by Discovery Aviation's insurance carrier or Pilot's insurance carrier.

Pilot Initials _____

IV. Governing Law. This Agreement shall be construed and enforced under the laws of the State of California

V. Entire Agreement. This Agreement supersedes any prior agreement regarding the same issues addressed herein and constitute the entire agreement relating to the matters herein.

VI. Amendment. This Agreement may be amended by Discovery Aviation, as required.

I agree to abide by all the terms above of this Agreement on this

_____ day of _____, 202_____, hereby the effective date of this agreement.

Pilot signature: _____ Print Name: _____

If the Pilot is under 18 years of age, a Parent/Guardian must sign:

I am the legal parent / guardian of _____. By signing below, I certify that I have read and understand the foregoing Aircraft Rental Agreement and hereby give permission to my child/ward to rent an aircraft provided by Discovery Aviation. I have signed this Aircraft Rental Agreement on this

_____ day of _____, 202_____, hereby the effective date of this agreement.

Parent/Guardian signature: _____ Print Name: _____

Authorization for Credit Card Payments

Discovery Aviation reserves the right to charge any unpaid account balance to your credit card 30 days after services were rendered. A credit card is required for aircraft rental and must be uploaded to the Discovery Aviation scheduling system.

MasterCard / Visa (Circle One)

Last 4 digits of Credit Card # _____ : Exp.: 3-digit code _____

Name on Card: _____

Billing Address:

I authorize Discovery Aviation to charge the above credit card for all services provided.

CARDHOLDER SIGNATURE: _____

DATE: _____

Contact Number: _____

Discovery Aviation, Inc.
WAIVER OF LIABILITY AND HOLD HARMLESS AGREEMENT

1. In consideration for receiving permission to participate in Discovery Aviation, Inc. (herein referred to as “Discovery Aviation”) activities, which includes activities such as, but not limited to, aircraft rental, member fly-ins, safety meetings, ground instruction, discovery flights, flight instruction, social events, volunteer events, other training, or any activities through or related to Discovery Aviation (herein referred to as “activities”), I hereby RELEASE, WAIVE, DISCHARGE, AND COVENANT NOT TO SUE Discovery Aviation, the Board of Directors of Discovery Aviation, or any of its and/or their officers, agents, owners, employees, their spouses, legal representatives, heirs, dependents and assigns, business associates and partners, and its related/affiliated organizations including, but not limited to organizations owning and leasing aircraft and simulators to Discovery Aviation (hereinafter referred to as RELEASEES) from any and all liability, claims, demands, actions, and causes of action whatsoever arising out of or related to any loss, damage, and/or injury, including death, that may be sustained by me, or to any property belonging to me, while participating in such activity, while in, on or upon the premises where the activities are being conducted, REGARDLESS OF WHETHER SUCH LOSS, DAMAGE AND/OR INJURY IS CAUSED BY THE NEGLIGENCE OR CARELESSNESS OF ANY OR ALL OF THE RELEASEES, OR FROM DANGEROUS OR DEFECTIVE PROPERTY OWNED, CONTROLLED, USED OR MAINTAINED BY THEM, OR BECAUSE OF THEIR POSSIBLE LIABILITY WITHOUT FAULT or otherwise and regardless of whether such liability arises in tort, contract, strict liability, or otherwise, to the fullest extent allowed by law.

2. I am fully aware of the risks and hazards connected with the activities of Discovery Aviation, and I am aware that such activities include the risk of injury and even death, and I hereby elect to voluntarily participate in said activities, knowing that the activities may be hazardous to my property and me. I understand that Discovery Aviation does not require me to participate in this activity. I voluntarily assume full responsibility for any risks of loss, property damage, and/or personal injury, including death, that may be sustained by me, or any loss or damage to property owned by me, as a result of being engaged in the activities described herein, REGARDLESS OF WHETHER SUCH LOSS, DAMAGE AND/OR INJURY IS CAUSED BY THE NEGLIGENCE OR CARELESSNESS OF ANY OR ALL OF THE RELEASEES, OR FROM DANGEROUS OR DEFECTIVE PROPERTY OWNED, CONTROLLED, USED OR MAINTAINED BY THEM, OR BECAUSE OF THEIR POSSIBLE LIABILITY WITHOUT FAULT or otherwise, to the fullest extent allowed by law.

3. I certify that I am physically fit, and capable of participating in the described activities, and have not been advised or have reason to know of any impairment which would inhibit my ability to participate in the described activities. I certify there are no health-related reasons or problems

which would preclude my participation in the described activities, including flying as a student or pilot-in-command of a Discovery Aviation aircraft.

4. I acknowledge that this Waiver and Hold Harmless Agreement will be used by Discovery Aviation and any and all organizers, sponsors or other parties participating in the described activities, and that it will govern my actions and responsibilities at such activities. I further acknowledge and agree that I will follow any and all rules stated, posted or otherwise made known to me by RELEASEES.

5. I further hereby AGREE TO INDEMNIFY AND HOLD HARMLESS the RELEASEES from any and all loss, liability, damage, and/or costs, including court costs and attorneys' fees that RELEASEES may incur due to my participation in said activities, REGARDLESS OF WHETHER SUCH LOSS, DAMAGE AND/OR INJURY IS CAUSED BY THE NEGLIGENCE OR CARELESSNESS OF ANY OR ALL OF THE RELEASEES, OR FROM DANGEROUS OR DEFECTIVE PROPERTY OWNED, CONTROLLED, USED OR MAINTAINED BY THEM, OR BECAUSE OF THEIR POSSIBLE LIABILITY WITHOUT FAULT or otherwise, to the fullest extent allowed by law.

6. It is my express intent that this Waiver and Hold Harmless Agreement shall bind the members of my family and spouse, if I am alive, and my heirs, assigns and personal representative, if I am deceased, and shall be deemed as a RELEASE, WAIVER, DISCHARGE, AND COVENANT NOT TO SUE the above-named RELEASEES. I hereby further agree that this Waiver of Liability and Hold Harmless Agreement shall be construed in accordance with the laws of the State California and that any mediation, suit, litigation, or other proceeding must be filed or entered into only in California and the federal or state courts of California, to the exclusion of the Courts of any other State or Country. Any portion of this document deemed unlawful or unenforceable is severable and shall be stricken without any effect on the enforceability of the remaining provisions.

7. I agree to fully reimburse the RELEASEES for all attorneys' fees, damages and costs incurred in any suits, claims or actions made by me, my spouse, parents, executors, legal representatives, dependents, successors, heirs, and assigns, in violation of this Waiver and Hold Harmless Agreement.

8. I agree that if I rent aircraft, simulators, or other equipment from Discovery Aviation, it is for my own personal enjoyment and pleasure, and not for commercial use (other than flight instruction if I am a duly qualified certified flight instructor who has been formally checked out in the rental aircraft by a Discovery Aviation approved flight instructor). I agree that I shall be responsible for appropriate and necessary training for use of aircraft, simulators, or other equipment, or I will be under the supervision of an approved flight instructor. I further shall be

responsible for ensuring possession of applicable airman certificates, licenses, medical and ratings for use of the aircraft, simulators, or other equipment. I agree to use and operate aircraft in accordance with all applicable sections of Title 14 of The Code of Federal Regulations 14 (also known as the Federal Aviation Regulations), and in accordance with the privileges and limitations of applicable airman certificates and ratings I hold, unless under the supervision of a flight instructor, who will be acting as pilot-in-command and will be responsible for the operation under the same regulations.

9. I agree that If I rent an aircraft, I accept that I am fully and solely responsible for establishing that the aircraft is in a condition fit for use and for determining that the aircraft will remain in a safe and fit condition for and during use. I understand, agree, and accept that Discovery Aviation assumes no responsibility, at any time, for the condition of the aircraft and that such responsibility lies completely and solely with me. Discovery Aviation makes no warranties and specifically disclaims all warranties, expressed or implied. Discovery Aviation will make maintenance records available for inspection if requested.

10. This Waiver and Hold Harmless Agreement contains the entire integrated agreement between the parties hereto with respect to the matters covered herein. No variations, modifications or changes herein or hereof shall be binding upon Discovery Aviation or myself hereto unless set forth in writing and duly executed by both Discovery Aviation and me. No modifications to this agreement can be made without express written approval by an Officer of Discovery Aviation.

11. This waiver shall be construed broadly, so as to provide a release and waiver to the maximum extent permitted by law. IN SIGNING THIS AGREEMENT, I ACKNOWLEDGE AND REPRESENT THAT I have read the foregoing Wavier of Liability and Hold Harmless Agreement, fully understand its terms, understand that I have given up substantial rights by signing it, and sign it voluntarily as my own free act and deed; no oral representations, statements, or inducements, apart from the foregoing written agreement, have been made; I am at least eighteen (18) years of age and fully competent; I am fully aware of the legal consequences of signing it; I have had the opportunity to consult an attorney before signing; and I execute this Agreement for full, adequate and complete consideration fully intending to be bound by same.

IN WITNESS WHEREOF, I have signed this Waiver and Hold Harmless Agreement on this

_____ day of _____, 202_____, hereby the effective date of this agreement.

PARTICIPANT signature: _____ Print Name: _____

WITNESS signature: _____ Print Name: _____

If the participant is under 18 years of age, a Parent/Guardian must sign:

I am the legal parent / guardian of _____. By signing below, I certify that I have read and understand the foregoing Waiver and Hold Harmless Agreement and hereby give permission to my child/ward to participate in the activities provided by Discovery Aviation

IN WITNESS WHEREOF, I have signed this Waiver and Hold Harmless Agreement on this

_____ day of _____, 202_____, hereby the effective date of this agreement.

Parent/Guardian signature: _____ Print Name: _____

WITNESS signature: _____ Print Name: _____

Discovery Aviation
N363X Tecnam P2008 Checkout

Pilot: _____ Phone: _____ Email: _____

Part 1: Aircraft Operation and Systems

Utilize the Aircraft Flight Manual, Federal Aviation Regulations, and linked references to answer the questions. If you cannot find the answer, seek support from a Discovery Aviation approved Flight Instructor.

1. N363X is a certificated light sport aircraft that is not certificated in the standard aircraft category. What type of airworthiness certificate does this aircraft have?

2. What document must accompany the airworthiness certificate of a light sport aircraft ([14 CFR 91.327\(d\)](#)).

3. What special passenger briefing is required of the pilot-in-command of a light sport aircraft ([14 CFR 91.327\(e\)](#))

4. What is the wingspan and length of the aircraft?

5. What is the engine manufacturer and model, and what do the letters signify in the engine model?

6. What is the maximum continuous horsepower and what rpm does that reflect? Can the aircraft produce more power, if so for how long and at what rpm?

7. What is the maximum and minimum oil quantity capacity and what type of oil should be used?

8. Why must the aircraft be “burped” prior to your first flight of the day? Describe the procedure. [Watch video here](#) or [this article](#) for more information.

9. What types of fuel can be used? What is the preferred fuel?

10. What is the total capacity of the fuel system? How much per tank? How much unusable?

11. How many alternators does the engine have? If one fails, what happens? If all fail, what happens?

12. Is there pitot heat on this aircraft?

13. Please fill out the table below with all the aircraft speeds

V-speed	Definition	KIAS	What does this mean for you when flying?
V _{NE}	Never exceed spd		
V _{NO}	Max Struct spd		
V _A	Maneuvering spd		
V _Y	Best Rate Climb		
V _X	Best Angle Climb		
V _{FE}	Max flaps extend		
V _{APP}	Final Appr speed		
V _G	Best Glide speed		
V _R	Rotate speed		
V _S	Clean stall speed		
V _{SO}	Flaps ext. stall spd		

14. Are spins or aerobatic maneuvers allowed in this aircraft?

15. Can you fly this aircraft at night? Can you fly in instrument conditions?

16. What is the demonstrated crosswind?

17. What is the max takeoff and landing weight? What is the max baggage compartment weight? What is the empty weight of N363X?

18. Assuming the CG remains within range and no more than 10 pounds of aircraft equipment and headsets, and fuel burn of 4 gal/hr. How much fuel is required for a 1-hour flight with reserves and how much can the pilot and passenger weigh (combined)?

19. Complete a weight and balance for the following scenario and complete the table: Empty Weight = 827lbs., Pilot = 190 lbs., Passenger = 190 lbs., Headsets, chocks, various baggage & carry-ons = 20lbs., 20 gals of fuel. Can you take off in this scenario? If not, what can you do?

	Weight (lbs.)	Arm (inches)	Moment
Empty Aircraft			
Pilot + Passenger			
Fuel			
Baggage			
Total			

20. Complete a weight and balance for the following scenario and complete the table: Empty Weight = 827lbs., You = ___ lbs., Passenger = ___ lbs., Headsets, chocks, various baggage & carry-ons = 20lbs., 15 gals of fuel. What is the heaviest passenger you can carry and how long and how far can you fly (factoring for reserves) at 4000 pressure altitude at 70% power?

	Weight (lbs.)	Arm (inches)	Moment
Empty Aircraft			
Pilot + Passenger			
Fuel			
Baggage			
Total			

21. Calculate the takeoff and landing distance required (ground run and over 50' obstacle) using the following scenario: Max gross weight, field elevation 3000', OAT 80 degrees F, altimeter 30.20, tailwind of 5kts, runway upslope of 1 degree on a dry paved runway, and use of appropriate takeoff and landing flaps.

22. In zero wind conditions at 3000 feet AGL, how far can you glide with the engine out?

23. What do you do if the engine fails at altitude? Describe immediate actions and then the series of checklists that you would use. Assume the engine does not restart. You do not need to list all the steps in each checklist.

24. How long can you fly if one of the Lane A/B lights is flashing and the other is off? What is they are both flashing? Or one is on and the other off?

25. Why should the engine be run at 2400-2800 rpm after start and for how long?

26. Why should the engine be run at 3000 for 2 minutes after landing?

27. What do the inner and outer knobs on the lower right side of the Garmin G3X touch PFD do?

28. How do you change the transponder code and the altimeter setting on the G3X? Do you have to also make a manual change to the second altimeter?

29. How do you enter a flight plan on the G3X?

30. What are your VFR minimums when flying this aircraft?

Part 2: Document and Aircraft Flight Check out

For the aircraft checkout, bring Part 1 completed, and also bring your pilot license/certificate(s), medical, driver's license, citizenship/TSA verification (if checking out as an instructor or if you plan to receive instruction for a certificate or rating), logbook and proof of rental insurance. The instructor will fill out the rest of this form as you walk through the checkout.

- Application review and document check, instructor signoff the application and upload to schedule platform, along with any documents missing.
- Aircraft check-out/check-in procedures and use of Flight Schedule Pro
- Review and discuss all emergency procedures as documented in the Aircraft Flight Manual and checklist.
- Preflight including aircraft documents, and review of operating limitations.
- Demonstration of burping procedure and ensuring proper direction of propeller turn.

The following to ACS standards relevant to the level of renter's pilot certificate:

- Proper engine start and taxi procedures.
- Normal, short field and crosswind takeoff and landing and pattern work
- Power off and power on stalls
- Proper power and propeller rpm management
- Use of radios and the G3X Garmin navigation and autopilot features sufficient to fly a route of flight with at least 3 waypoints, including use of autopilot.
- Emergency procedures including engine failure, electrical malfunction (lane A or B failure)
- Other procedures as deemed by the instructor to ensure verification of safe operation of the aircraft.

Part 3: Flight Instructor Sign Off

I _____ (approved Flight Instructor) have reviewed all the renter's documents and found them in compliance. I have reviewed the answers to the quiz, discussed any answers that were unclear or incorrect and ensured the renter understands the correct answers. I have also flown with the renter, and he/she satisfactorily completed all required tasks. I hereby determine that the renter is safe to rent N363X.

_____ (Signature) _____ (Name) _____ (Date)