



# **Atlas Aviation**

"Supporting the World of Aviation"



## **Flight Department Information Manual**



Dear (Future) Pilot:

First, *Thank You!* We sincerely appreciate your interest in receiving your flight training at the best flight school in the Tampa Bay area, and we take your flying needs very seriously.

Please take the time to thoroughly read the information on the following pages. You will learn more about the requirements to become a pilot, the associated costs (including some options and ways to save money!), and about our company and policies.

We also encourage you to take a tour of our beautiful training facilities, meet our professional flight instructors and examine our excellent, state-of-the-art aircraft fleet. We even have two locations to serve you: Tampa and Plant City!

You can also find us on Instagram and Facebook at AtlasAviation and Plant City Airport, and Twitter as @AtlasTampa; please join/like/follow us!

If you have further questions, please contact us right away.

*See you in the pattern!!!*

Sincerely,

***Deric S. Dymerski***

President

Peter O. Knight Airport  
825 Severn Avenue  
Tampa, FL 33606  
P 813.251.1752

Plant City Airport  
4007 Airport Road  
Plant City, FL 33563  
P 813-752-4710

[www.AtlasAviation.com](http://www.AtlasAviation.com)

# Why train with Atlas Aviation?

Atlas Aviation's Flight School operates both of our locations as Cessna Pilot Centers, and our Peter O. Knight location is also a Cirrus Training Center. What does this mean for you as a prospective student?

It means courses in Cessna aircraft for Sport, Private, Instrument, Commercial, or Flight Instructor ratings we train using a proven curriculum developed by King Schools, a leader in aviation education tools and resources. Your home study materials are designed to work hand-in-hand with the flight training curriculum to make training fun, effective, and efficient. For Sport training in the Icon A5 we supplement the King Schools course with materials developed by Icon for use with their airplane.



---

BY TEXTRON AVIATION  
**PILOT CENTER**



Our Cirrus Training Center uses only Cirrus developed and approved course materials for Private Pilot, Instrument, Commercial, Flight Instructor, and transition training. Their materials are the gold standard for flight training. Cirrus Standardized Instructor Pilots (CSIPs) and Training Center Instructors (TCIs) go through rigorous additional flight training to become experts in Cirrus SR20 and SR22 models.

No matter which airplane you choose to train in, our team of professional full-time flight instructors will train you in clean, safe, reliable, modern aircraft maintained to exacting standards. We know what we are doing, and our customers agree.

## Instructions

Thanks again for your interest; we know you will thoroughly enjoy flying with us! To get started, you will need to complete the following steps:

1. Fill out Pilot Information Sheet with your instructor
2. Read and sign our Renter's Agreement.
3. Fill out a Credit Card Authorization Form

### Payment Options (*including a DISCOUNT\**):

- A. Keep a credit card on file and charge each lesson.
  - B. Put funds on account with Atlas with a personal check or money order starting with \$2,000 and maintain at least \$500 in credit balance with us (*5% discount with this option!*).
4. In order to meet TSA security requirements, you must provide us with a copy of your Passport or Birth Certificate and your Driver's License/government-issued photo ID. For renters, we'll also need your Pilot Certificate and your Medical Certificate.\*\*
  5. Arrange for Renter's Insurance (optional). We include a \$250,000 Student and Renter Liability policy on your behalf as part of your rental, but policies with more coverage are available from several sources including AOPA and Avemco.

All of the above information must be on file **before** you can begin your training, and before we can grant you access to Flight Schedule Pro, our on-line flight reservation system. If you have any questions, please ask your instructor or any member of our staff.

\* Discounts apply to flight instruction and aircraft rental.

\*\* Student pilots are not required to have a medical certificate on file before training begins but must have one on file prior to solo flight.

**Atlas Aviation offers flight training for the following pilot certificates:**

- **Sport Pilot**
- **Private Pilot**
- **Instrument Pilot**
- **Commercial Pilot**
- **Flight Instructor**
- **Flight Instructor- Instrument**

**Although as a Part 61 Flight School the FAA does not require us to use a set curriculum, we train using course materials used by many Part 141 flight academies in preparing students to become airline pilots. We use course materials developed by King Schools, a leading provider of flight training courses, for Cessna Pilot Centers. In addition, our Peter O. Knight location is a Cirrus Training Center, so we have access to their high-quality training for use with their SR20 and SR22 airplanes.**

**We also offer...**

- **Single Engine- Sea add-on in our Icon A5**
- **High Performance endorsements**
- **Flight Reviews**
- **Instrument Proficiency Checks**
- **Rental Checkouts**
- **Cirrus Transition and Recurrent Training**
- **Training to fly internationally (Bahamas, Caribbean, Canada, etc.)**
- **Atlas Adventures- group fly-outs to fun destinations**
- **Ferry flights for aircraft buyers and sellers**

**We offer training in single engine land and sea airplanes in a fleet of modern airplanes equipped with the latest avionics. Of course, if you already own an airplane in most cases, we can provide training to you in your airplane.**

**Except for Sport Pilot, each rating requires the pilot to pass a medical examination by an FAA Aeromedical Examiner (AME) and be to read, speak, and understand English, the international aviation language. Anyone can begin training at any age, although solo flights require pilots to be at least 16 years of age, and the earliest a Sport or Private Pilot certificate can be earned is at 17 years old. The training process for each pilot certificate or rating in most cases requires passing a knowledge (written) exam as well as a practical test consisting of an oral exam and**

flight test administered by an FAA Designated Pilot Examiner (DPE).

Instructors work one-on-one with students, so we understand how important the right fit and a good relationship can be in any student's success. We encourage you to meet our team of professional flight instructors and talk with our Chief Pilot to find the right person to train you.

We understand how important it is to have realistic cost estimates to make fully informed decisions about flight training. On the following pages we provide basic information and the estimated costs for our Sport, Private, Instrument, Commercial Pilot, and Flight Instructor courses. The FAA Minimum costs are based on FAA specified minimums for flight and ground instruction, and solo requirements. In addition, we provide estimates that include other expected costs like medical exams, testing fees, and training supplies. Many flight schools do not include these types of costs in their training quotes, so be sure to ask when making comparisons. *Please note that these estimates are based upon our current pricing, which can change with or without notice, and are intended to be used to estimate the cost of flight training. They are not a binding quote.*

We include the cost for a basic headset in our Sport and Private Pilot cost estimates. While this is not a required purchase, we strongly encourage students to purchase a good aviation headset. We have David Clark headsets available to rent for \$8 per lesson. As a David Clark dealer, we can order any headset they offer and apply \$25 of your headset rental fees paid toward the cost of any headset purchased through us. Sarasota Avionics, located next door to the main terminal at Peter O. Knight, offers Bose and Lightspeed Aviation headsets for sale, too.

In addition to showing the estimated costs based on the FAA minimums, we included estimates based on what we see our "typical" students doing. Your costs will vary depending on the airplane you use, how often you fly, your aptitude for flying, and your diligence in preparing for your lessons with home study.

Flight training is expensive, as much as we all wish otherwise. While we cannot accept VA or GI Bill benefits or guaranteed student loans for flight training we do work with many scholarship providers and organizations like PilotFinance.com. Aviation organizations such as AOPA, EAA, Women in Aviation, The 99s, and others offer scholarships; we encourage you to apply!

For all our certificate courses using Cessna aircraft, we use Cessna's Online Ground School. These courses were developed for Cessna Pilot Centers by King Schools, a

leader in aviation training resources. The Online Ground School will cover everything you need to know for the FAA Knowledge Test. The Online Ground School also integrates with the flight training course syllabus and is designed to be completed concurrently. The online training coupled with additional ground and flight instruction provided by your CFI will teach you everything you need to know to be a safe pilot. For your ground school course to link to our flight school, you must purchase it here rather than on-line. To find out more about the curriculum and ground school go to [www.CessnaFlightTraining.com](http://www.CessnaFlightTraining.com).

You can go to the below link to download our syllabus:

<http://cessnaflighttraining.kingschools.com/secure/CCF/library.aspx>

For Private Pilot training in Cirrus Aircraft, we use Cirrus' Private Pilot course available for purchase directly from them at <http://Learning.CirrusApproach.com> (you will first need to create an account with them). We also require Cirrus students and renters to purchase the Flight Operations Manual published in the iBooks store for use in all Cirrus courses (Transition, Recurrent VFR or IFR, Commercial, etc.).

A brief discussion of the requirements for each rating follows.

## **Sport Pilot**

The Sport Pilot certificate allows for daytime flying in good weather conditions. This certificate is a great option for someone who wants to fly for fun at relatively lower cost. Regulations limit Sport Pilots to flying smaller, low powered two-seat airplanes called Light Sport Aircraft (LSA). These airplanes are easy and fun to fly. The FAA does not require Sport Pilots to pass a physical examination by an FAA Aeromedical Examiner; they need only be healthy enough to possess a state-issued driver's license. The minimum age to solo for Sport Pilots is 16, and minimum age to earn the certificate is 17. Prior to solo flight, your instructor will help you apply for a Student Pilot certificate.

The FAA requires only 25 hours of flight time logged to be eligible for the Practical Test, although we find a well-prepared student flying at least twice weekly typically completes the course with 30 to 35 hours logged.

Atlas operates four LSAs: an Icon A5 amphibious LSA at our Peter O. Knight location, and three Cessna 162 Skycatchers at our Plant City base.



# Atlas Aviation



Aircraft Model	Sport Pilot			
	C162 Skycatcher (PCM only)		Icon A5 (TPF Only)	
	FAA Minimum	Typical Student	FAA Minimum	Typical Student
Instruction	\$ 3,400	\$ 4,250	\$ 3,400	\$ 4,250
Aircraft	\$ 3,500	\$ 4,620	\$ 6,125	\$ 8,085
Cessna On-Line Ground School	\$ 359	\$ 359	\$ 359	\$ 359
Charts & Misc. Supplies	\$ 50	\$ 50	\$ 50	\$ 50
Medical Exam				
Headset	\$ 350	\$ 350	\$ 350	\$ 350
Knowledge Test	\$ 150	\$ 150	\$ 150	\$ 150
Practical Test	\$ 1,190	\$ 1,190	\$ 1,505	\$ 1,505
Course Total	\$ 8,999	\$ 10,969	\$ 11,939	\$ 14,749

## Light Sport Category Aircraft

### Cessna 162 Skycatcher

Garmin G300 MFD / PFD

100 HP

\$140 / Hour



### Icon A5

Garmin Aera 796

Rotax 912iS 100 hp

Carbon fiber fuselage

icon Parachute System

\$245 / Hour



## **Private Pilot**

Those who desire to fly for business or pleasure but not for hire earn a Private Pilot Certificate. The Private Pilot course trains a pilot to control and maneuver an airplane during favorable weather conditions, operating under Visual Flight Rules (VFR). Areas of study include primary aerodynamics, aircraft systems and instruments, navigation, weather and regulations, aeronautical decision making, and risk management.

Prior to solo flight, students must pass at least a third-class medical examination with an AME and obtain a Student Pilot certificate (your instructor will assist with this).

The FAA requires at least 40 hours of flight time logged to be eligible for the Practical Test. We find well-prepared students flying at least twice weekly typically complete their training with between 50 and 60 hours of flight time.



**Atlas Aviation**



Peter O. Knight (KTPF) 813-251-1752  
Plant City (KPCM) 813-752-4710

Aircraft Model

Instruction  
Aircraft  
On-Line Ground School  
Charts & Misc. Supplies  
Medical Exam  
Headset  
Knowledge Test  
Practical Test  
Course Total

Private Pilot															
C162 Skycatcher (PCM only)		Icon A5 (TPF Only)		C172 Skyhawk- Analog Instruments		C172 Skyhawk- G1000 "Glass Cockpit" (TAA)**		C172 Skyhawk- G1000 NXi "Glass Cockpit" (TAA)**		C182T Skylane- G1000 (TAA)**		SR20 Garmin Perspective+ (TAA)**		SR22 GTS- Garmin Perspective (TAA)**	
FAA Minimum	Typical Student	FAA Minimum	Typical Student	FAA Minimum	Typical Student	FAA Minimum	Typical Student	FAA Minimum	Typical Student	FAA Minimum	Typical Student	FAA Minimum	Typical Student	FAA Minimum	Typical Student
\$ 5,100	\$ 7,310	\$ 5,100	\$ 7,310	\$ 5,100	\$ 7,310	\$ 5,100	\$ 7,310	\$ 5,100	\$ 7,310	\$ 5,100	\$ 7,310	\$ 6,300	\$ 9,030	\$ 6,300	\$ 9,030
\$ 5,600	\$ 7,700	\$ 9,800	\$ 13,475	\$ 8,400	\$ 11,550	\$ 9,000	\$ 12,375	\$ 10,000	\$ 13,750	\$ 10,880	\$ 14,960	\$ 14,000	\$ 19,250	\$ 17,200	\$ 23,650
\$ 359	\$ 359	\$ 359	\$ 359	\$ 359	\$ 359	\$ 359	\$ 359	\$ 359	\$ 359	\$ 359	\$ 359	\$ 1,200	\$ 1,200	\$ 1,200	\$ 1,200
\$ 50	\$ 50	\$ 50	\$ 50	\$ 50	\$ 50	\$ 50	\$ 50	\$ 50	\$ 50	\$ 50	\$ 50	\$ 50	\$ 50	\$ 50	\$ 50
\$ 120	\$ 120	\$ 120	\$ 120	\$ 120	\$ 120	\$ 120	\$ 120	\$ 120	\$ 120	\$ 120	\$ 120	\$ 120	\$ 120	\$ 120	\$ 120
\$ 350	\$ 350	\$ 350	\$ 350	\$ 350	\$ 350	\$ 350	\$ 350	\$ 350	\$ 350	\$ 350	\$ 350	\$ 350	\$ 350	\$ 350	\$ 350
\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150
\$ 1,190	\$ 1,190	\$ 1,505	\$ 1,505	\$ 1,400	\$ 1,400	\$ 1,445	\$ 1,445	\$ 1,520	\$ 1,520	\$ 1,586	\$ 1,586	\$ 1,820	\$ 1,820	\$ 2,060	\$ 2,060
\$ 12,919	\$ 17,229	\$ 17,434	\$ 23,319	\$ 15,929	\$ 21,289	\$ 16,574	\$ 22,159	\$ 17,649	\$ 23,609	\$ 18,595	\$ 24,885	\$ 23,990	\$ 31,970	\$ 27,430	\$ 36,610

## Cessna 172 Skyhawk

180 HP  
Leather Interior  
IFR Certified Avionics  
ADS-B In and Out



Garmin G1000 "Glass"  
Autopilot  
Air Conditioning (N18728 and N1097Y only)  
\$225 / Hour

Traditional Analog Panel  
GTN 650 IFR GPS/Nav/Com  
\$210 / Hour



\*\* Technologically Advanced Aircraft

## **Instrument Pilot**

The Instrument Pilot rating allows Private Pilots to fly in less-than-ideal weather conditions operating under Instrument Flight Rules (IFR). We strongly encourage every Private Pilot to earn this rating. Most graduates of this program say the gains in precision in their flying skills and added knowledge makes them a safer and more confident pilot.

The training includes a deeper dive into aircraft systems, flight planning considerations that differ from operating in visual meteorological conditions, weather, working with air traffic control, instrument procedures for departure, enroute, arrival and approach into the terminal environment.

The FAA requires a minimum of 40 hours of simulated or actual instrument flight time and 50 hours of cross-country time. We structure the training to include cross-country flights as necessary to ensure this requirement is met. In certain circumstances, we can offer this course on an accelerated basis with some advance planning.



# **Atlas Aviation**





Peter O. Knight (KTPF) 813-251-1752  
Plant City (KPCM) 813-752-4710

Aircraft Model

Instruction  
Aircraft  
Cessna On-Line Ground School  
Charts & Misc. Supplies  
Medical Exam  
Headset  
Knowledge Test  
Practical Test  
Course Total

Instrument Pilot											
C172 Skyhawk- Analog Instruments		C172 Skyhawk- G1000 "Glass Cockpit" (TAA)**		C172 Skyhawk- G1000 NXi "Glass Cockpit" (TAA)**		C182T Skylane- G1000 (TAA)**		SR20 Garmin Perspective+ (TAA)**		SR22 GTS- Garmin Perspective (TAA)**	
FAA Minimum	Typical Student	FAA Minimum	Typical Student	FAA Minimum	Typical Student	FAA Minimum	Typical Student	FAA Minimum	Typical Student	FAA Minimum	Typical Student
\$ 3,600	\$ 5,850	\$ 3,600	\$ 5,850	\$ 3,600	\$ 5,850	\$ 3,600	\$ 5,850	\$ 4,200	\$ 6,825	\$ 4,200	\$ 6,825
\$ 8,400	\$ 10,500	\$ 9,000	\$ 11,250	\$ 10,000	\$ 12,500	\$ 10,880	\$ 13,600	\$ 14,000	\$ 17,500	\$ 17,200	\$ 21,500
\$ 359	\$ 359	\$ 359	\$ 359	\$ 359	\$ 359	\$ 359	\$ 359	\$ 359	\$ 359	\$ 359	\$ 359
\$ 50	\$ 50	\$ 50	\$ 50	\$ 50	\$ 50	\$ 50	\$ 50	\$ 50	\$ 50	\$ 50	\$ 50
\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150
\$ 1,400	\$ 1,400	\$ 1,445	\$ 1,445	\$ 1,520	\$ 1,520	\$ 1,586	\$ 1,586	\$ 1,820	\$ 1,820	\$ 2,060	\$ 2,060
\$ 13,959	\$ 18,309	\$ 14,604	\$ 19,104	\$ 15,679	\$ 20,429	\$ 16,625	\$ 21,595	\$ 20,579	\$ 26,704	\$ 24,019	\$ 30,944

\*\*TAA- Technologically Advanced Aircraft

## 2020 Cessna 172SP Skyhawk

180HP  
Garmin G1000 NXi  
Garmin FlightStream avionics/tablet interface  
Garmin GFC700 Autopilot  
Electronic Stability Protection  
AOA Indicator  
Leather Interior  
\$250 / Hour



Estimated Costs for the Instrument Course assume that you already have 50 hours of PIC Cross Country for Instrument Rating Course, or will have by the time you complete the training. Your instructor can structure your lessons to include cross country flights while building your instrument skills.



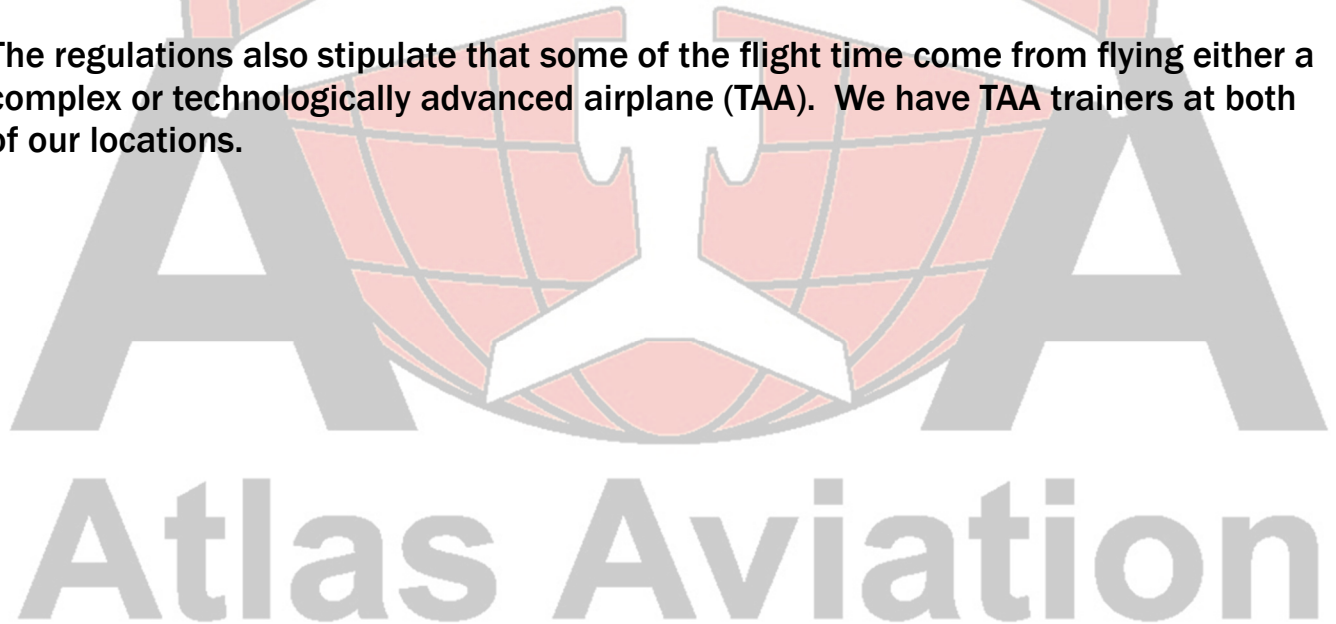
\*\* Technologically Advanced Aircraft

## **Commercial Pilot**

This rating is for those who want to be paid to fly or who simply want to continue learning and master new flight maneuvers. These challenging maneuvers include 50-degree banked turns, steep spirals, lazy eights, eights on pylons, and chandelles. Areas of study include more aerodynamics, and regulations.

The minimum requirements for the practical test include having 250 hours of flight time logged. Cost estimates on the following page do not include estimates for building flight experience outside of the ratings earned prior to the Commercial certificate. For example, pilots who earned their Private certificate and Instrument rating in the amount of time a typical student takes (approximately 50 to 55 hours for each) would still need around 150 hours of additional flight time logged (some of which will come from the Commercial training) prior to taking their practical test.

The regulations also stipulate that some of the flight time come from flying either a complex or technologically advanced airplane (TAA). We have TAA trainers at both of our locations.





Peter O. Knight (KTPF) 813-251-1752  
Plant City (KPCM) 813-752-4710

#### Aircraft Model

Instruction  
Aircraft  
Cessna On-Line Ground School  
Charts & Misc. Supplies  
Medical Exam  
Headset  
Knowledge Test  
Practical Test  
Course Total

Commercial Pilot									
C172 Skyhawk- G1000 "Glass Cockpit" (TAA)**		C172 Skyhawk- G1000 NXi "Glass Cockpit" (TAA)**		C182T Skylane- G1000 (TAA)**		SR20 Garmin Perspective+ (TAA)**		SR22 GTS- Garmin Perspective (TAA)**	
FAA Minimum	Typical Student	FAA Minimum	Typical Student	FAA Minimum	Typical Student	FAA Minimum	Typical Student	FAA Minimum	Typical Student
\$ 3,400	\$ 4,250	\$ 3,400	\$ 4,250	\$ 3,400	\$ 4,250	\$ 4,200	\$ 5,250	\$ 4,200	\$ 5,250
\$ 4,500	\$ 8,325	\$ 5,000	\$ 9,250	\$ 5,440	\$ 10,064	\$ 7,000	\$ 12,950	\$ 8,600	\$ 15,910
\$ 359	\$ 359	\$ 359	\$ 359	\$ 359	\$ 359	\$ 359	\$ 359	\$ 359	\$ 359
\$ 50	\$ 50	\$ 50	\$ 50	\$ 50	\$ 50	\$ 50	\$ 50	\$ 50	\$ 50
\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150	\$ 150
\$ 1,445	\$ 1,445	\$ 1,520	\$ 1,520	\$ 1,586	\$ 1,586	\$ 1,820	\$ 1,820	\$ 2,060	\$ 2,060
\$ 9,904	\$ 14,579	\$ 10,479	\$ 15,579	\$ 10,985	\$ 16,459	\$ 13,579	\$ 20,579	\$ 15,419	\$ 23,779

#### Cessna 182T Skylane

230HP / 140 KIAS Cruise  
Garmin G1000 "Glass"  
Leather Interior  
\$272 / Hour



Estimated Costs for the Commercial Pilot Course  
assume that you will have at least 250 total hours of  
flight time when you complete the training.



\*\* Technologically Advanced Aircraft



## **Flight Instructor- Airplane**

Most pilots begin their training to fulfill a life-long dream to fly that becomes a life-long passion. Flight instructors make those dreams come true, making it one of the most rewarding careers in aviation. While many instruct to gain the necessary experience to move along an aviation career path flying bigger and faster airplanes, some consider it a calling.

Training consists of mastering Private Pilot and Commercial Pilot maneuvers from the right seat while developing the ability to teach the maneuvers to new pilots. Candidates gain an instructional level of knowledge in every aspect of flight and complete the training ready to share their knowledge with the next generation of pilots.

For this certificate, candidates must pass two knowledge (written) exams: Fundamentals of Instruction (FOI) and Flight Instructor- Airplane (FIA), create and teach lesson plans both in a classroom setting and in flight.

While we cannot guarantee a position at Atlas Aviation to every graduate of our program, we nearly always hire our CFI candidates upon completion.

## **Flight Instructor- Instrument**

We recommend every flight instructor get the CFII rating as quickly as possible after earning their initial Flight Instructor certificate. For those who plan to gain experience and move on to an airline or corporate flight department, the CFII enables logging cross country and night hours at a faster pace than those instructors who do not have the rating. CFIs also gain tremendous amounts of experience operating “in the system” making them more confident and capable when moving up to the next rung in their career ladder.

Whether moving on to airlines or not, being able work with students through each rating rather than hand them off to another CFI for the instrument rating is very satisfying.





Peter O. Knight (KTPF) 813-251-1752  
Plant City (KPCM) 813-752-4710

Aircraft Model	Initial Certificated Flight Instructor															
	C162 Skycatcher (PCM only)		Icon A5 (TPF Only)		C172 Skyhawk- Analog Instruments		C172 Skyhawk- G1000 "Glass Cockpit" (TAA)**		C172 Skyhawk- G1000 NXi "Glass Cockpit" (TAA)**		C182T Skylane- G1000 (TAA)**		SR20 Garmin Perspective+ (TAA)**		SR22 GTS- Garmin Perspective (TAA)**	
	FAA Minimum	Typical Student	FAA Minimum	Typical Student	FAA Minimum	Typical Student	FAA Minimum	Typical Student	FAA Minimum	Typical Student	FAA Minimum	Typical Student	FAA Minimum	Typical Student	FAA Minimum	Typical Student
Aircraft Rental	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Flight hours w/ Instructor		8		8		8		8		8		8		8		8
Additional solo practice	20	28	20	28	20	28	20	28	20	28	20	28	20	28	20	28
Total Aircraft hours	\$ 140	\$ 140	\$ 245	\$ 245	\$ 210	\$ 210	\$ 225	\$ 225	\$ 250	\$ 250	\$ 272	\$ 272	\$ 350	\$ 350	\$ 430	\$ 430
Rental Rate	\$ 2,800	\$ 3,920	\$ 4,900	\$ 6,860	\$ 4,200	\$ 5,880	\$ 4,500	\$ 6,300	\$ 5,000	\$ 7,000	\$ 5,440	\$ 7,616	\$ 7,000	\$ 9,800	\$ 8,600	\$ 12,040
Aircraft Rental																
Instruction																
Flight	20	25	20	25	20	25	20	25	20	25	20	25	20	25	20	25
Ground	20	25	20	25	20	25	20	25	20	25	20	25	20	25	20	25
Total	40	50	40	50	40	50	40	50	40	50	40	50	40	50	40	50
CFI Rate	\$ 125	\$ 125	\$ 125	\$ 125	\$ 125	\$ 125	\$ 125	\$ 125	\$ 125	\$ 125	\$ 125	\$ 125	\$ 125	\$ 125	\$ 125	\$ 125
	\$ 5,000	\$ 6,250	\$ 5,000	\$ 6,250	\$ 5,000	\$ 6,250	\$ 5,000	\$ 6,250	\$ 5,000	\$ 6,250	\$ 5,000	\$ 6,250	\$ 5,000	\$ 6,250	\$ 5,000	\$ 6,250
Other Costs																
Ground Course for FOI/FIA	\$ 359	\$ 359	\$ 359	\$ 359	\$ 359	\$ 359	\$ 359	\$ 359	\$ 359	\$ 359	\$ 359	\$ 359	\$ 359	\$ 359	\$ 359	\$ 359
FOI and FIA Exams	\$ 300	\$ 300	\$ 300	\$ 300	\$ 300	\$ 300	\$ 300	\$ 300	\$ 300	\$ 300	\$ 300	\$ 300	\$ 300	\$ 300	\$ 300	\$ 300
DPE Fee	\$ 800	\$ 800	\$ 800	\$ 800	\$ 800	\$ 800	\$ 800	\$ 800	\$ 800	\$ 800	\$ 800	\$ 800	\$ 800	\$ 800	\$ 800	\$ 800
Checkride rental	\$ 420	\$ 420	\$ 735	\$ 735	\$ 630	\$ 630	\$ 675	\$ 675	\$ 750	\$ 750	\$ 816	\$ 816	\$ 1,050	\$ 1,050	\$ 1,290	\$ 1,290
Total Other Costs	\$ 1,879	\$ 1,879	\$ 2,194	\$ 2,194	\$ 2,089	\$ 2,089	\$ 2,134	\$ 2,134	\$ 2,209	\$ 2,209	\$ 2,275	\$ 2,275	\$ 2,509	\$ 2,509	\$ 2,749	\$ 2,749
Estimated Total	\$ 9,679	\$ 12,049	\$ 12,094	\$ 15,304	\$ 11,289	\$ 14,219	\$ 11,634	\$ 14,684	\$ 12,209	\$ 15,459	\$ 12,715	\$ 16,141	\$ 14,509	\$ 18,559	\$ 16,349	\$ 21,039



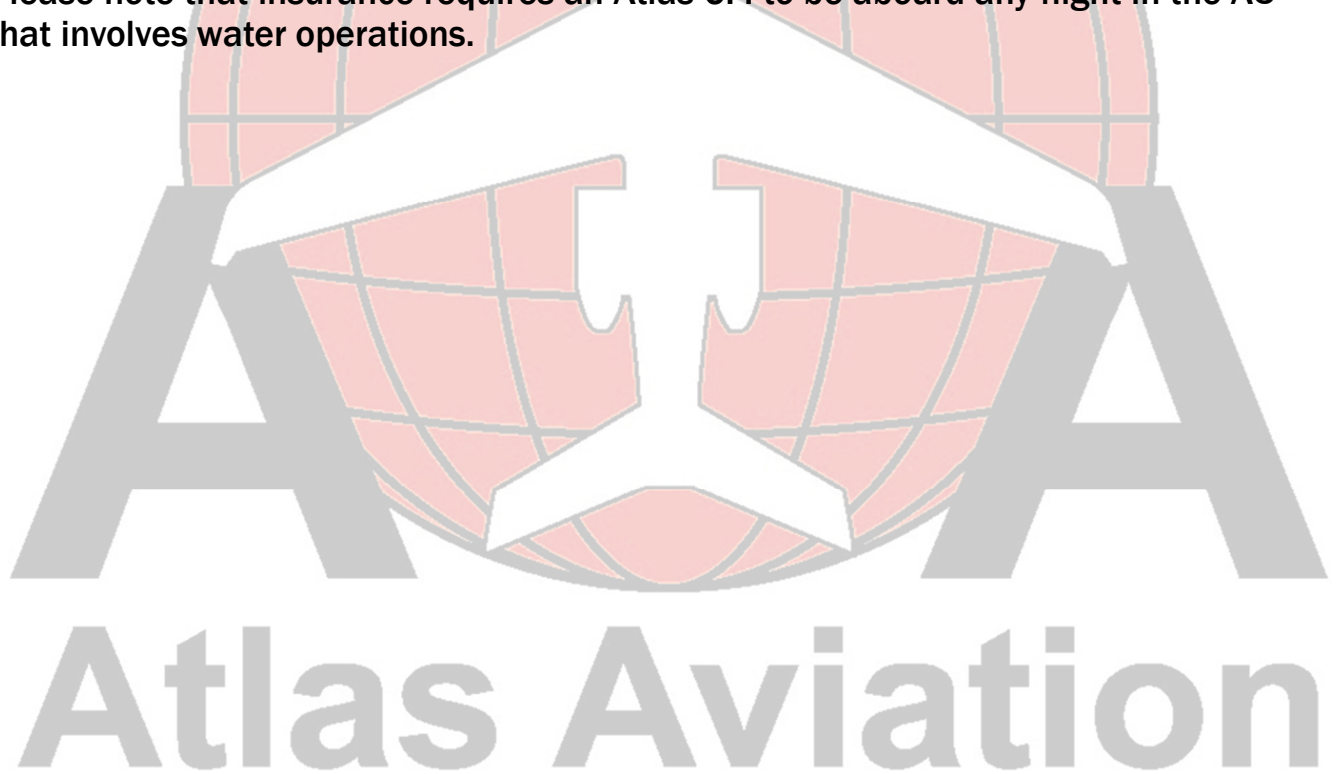
\*\* Technologically Advanced Aircraft

## **Single Engine- Sea Add-On**

Water covers three quarters of the Earth. The Icon A5 amphibious airplane can land literally just about anywhere. We live the perfect place for this kind of flying with Tampa Bay and numerous lakes nearby.

This course can be completed in a weekend and is tremendous fun. Satisfy your next Flight Review requirement by adding Single Engine- Sea to your existing pilot certificate.

Please note that insurance requires an Atlas CFI to be aboard any flight in the A5 that involves water operations.





**Aircraft Model**

**Instruction**

Ground Instruction Hours

Flight Instruction Hours

Total Instruction Hours

Instructor Hourly Rate

**Instruction**

**Aircraft**

Charts & Misc. Supplies

Practical Test

Course Total

Icon A5 (TPF Only)	
Typical Student	
	2
	5
	7
\$	90
\$	630
\$	1,225
\$	50
\$	1,515
\$	3,420



## **Cirrus Transition Courses**

For those customers wanting a fast-cruising airplane with capable avionics and the safety of a ballistic recovery parachute, the Cirrus SR line of aircraft stands alone. The Cirrus Airframe Parachute System can safely deliver the airplane and its occupants to the ground in the event of an emergency like no other airplane can. It is game-changing technology. The efficiency, automation, speed, and system redundancy make these airplanes outstanding long-distance travelers.

Atlas Aviation provides any pilot certificate or rating in these airplanes. For those pilots who trained in other types, we provide comprehensive transition training using Cirrus' unparalleled course materials and training videos.







Peter O. Knight (KTPF) 813-251-1752

Aircraft Model

Instruction

Ground Instruction Hours

Flight Instruction Hours

Total Instruction Hours

Instructor Hourly Rate (TCI)

Instruction

Aircraft

Flight Hours

Aircraft Rental Rate

Aircraft

Cirrus On-Line Ground School

Cirrus Interactive Flight Operations Manual

Course Total

Cirrus Transition (VFR)		Cirrus Transition (IFR)		Cirrus Transition (VFR)		Cirrus Transition (IFR)	
SR20 Garmin Perspective+ (TAA)**		SR20 Garmin Perspective+ (TAA)**		SR22 GTS- Garmin Perspective (TAA)**		SR22 GTS- Garmin Perspective (TAA)**	
Minimum	Typical Student	Minimum	Typical Student	Minimum	Typical Student	Minimum	Typical Student
6	10	8	14	6	14	8	14
6	10	8	14	6	14	8	14
12	20	16	28	12	28	16	28
\$ 105.00	\$ 105.00	\$ 105.00	\$ 105.00	\$ 105.00	\$ 105.00	\$ 105.00	\$ 105.00
\$ 1,260.00	\$ 2,100.00	\$ 1,680.00	\$ 2,940.00	\$ 1,260.00	\$ 2,940.00	\$ 1,680.00	\$ 2,940.00
6	10	8	14	6	14	8	14
\$ 350.00	\$ 350.00	\$ 350.00	\$ 350.00	\$ 430.00	\$ 430.00	\$ 430.00	\$ 430.00
\$ 2,100.00	\$ 3,500.00	\$ 2,800.00	\$ 4,900.00	\$ 2,580.00	\$ 6,020.00	\$ 3,440.00	\$ 6,020.00
\$ 550.00	\$ 550.00	\$ 550.00	\$ 550.00	\$ 550.00	\$ 550.00	\$ 550.00	\$ 550.00
\$ 50.00	\$ 50.00	\$ 50.00	\$ 50.00	\$ 50.00	\$ 50.00	\$ 50.00	\$ 50.00
\$ 3,960.00	\$ 6,200.00	\$ 5,080.00	\$ 8,440.00	\$ 4,440.00	\$ 9,560.00	\$ 5,720.00	\$ 9,560.00

### Cirrus SR20 G6

310HP / 170+KIAS Cruise

Air Conditioning

Garmin Perspective+ G1000

Synthetic Vision

\$350/Hour, including 7.5% FL sales tax



### Cirrus SR22 G3 GTS

310HP / 170+KIAS Cruise

Air Conditioning, FIKI

Garmin Perspective G1000

Synthetic Vision

\$430/Hour, including 7.5% FL sales tax

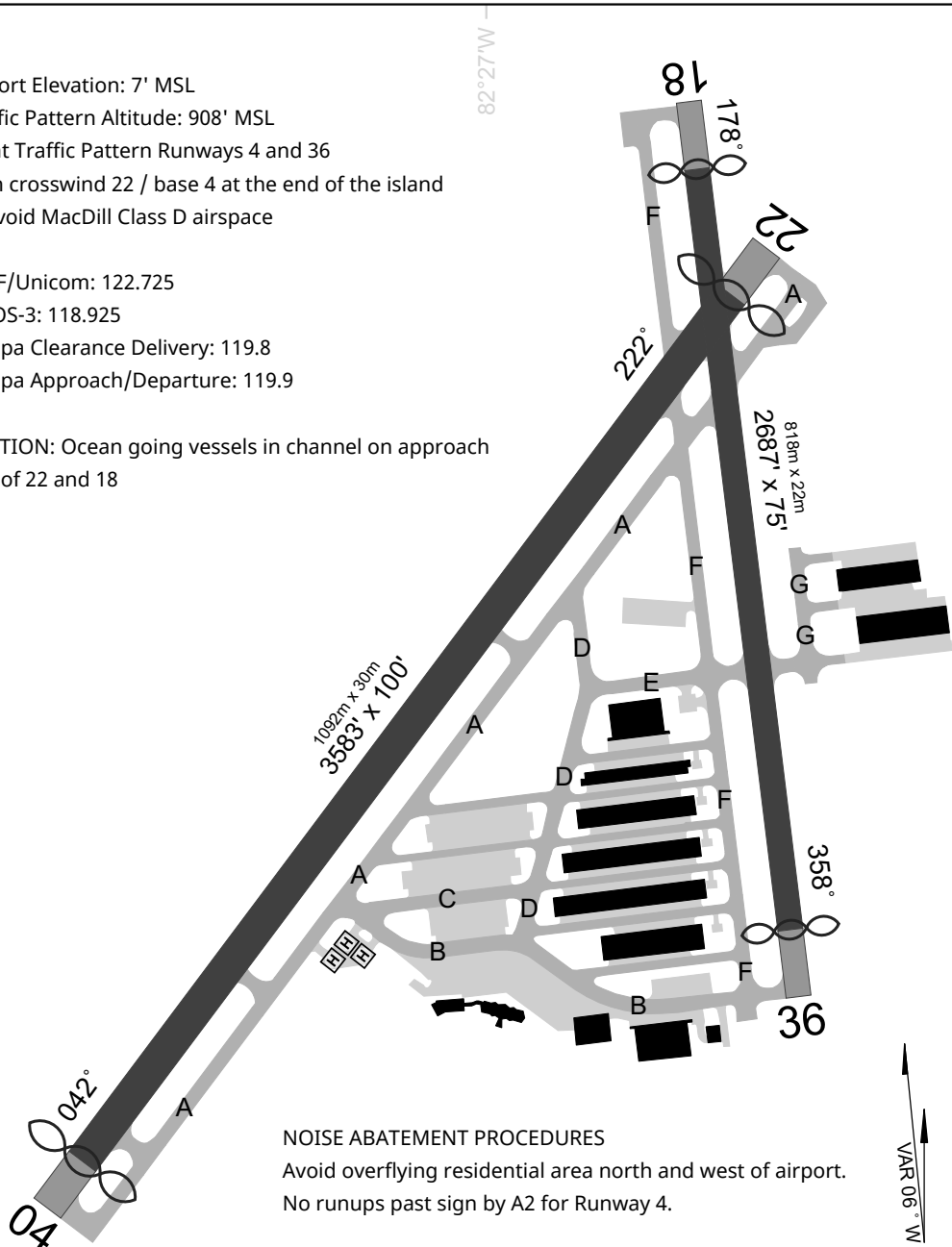
\*\* Technologically Advanced Aircraft

KTPF: PETER O KNIGHT  
TAMPA, FLORIDA, UNITED STATES

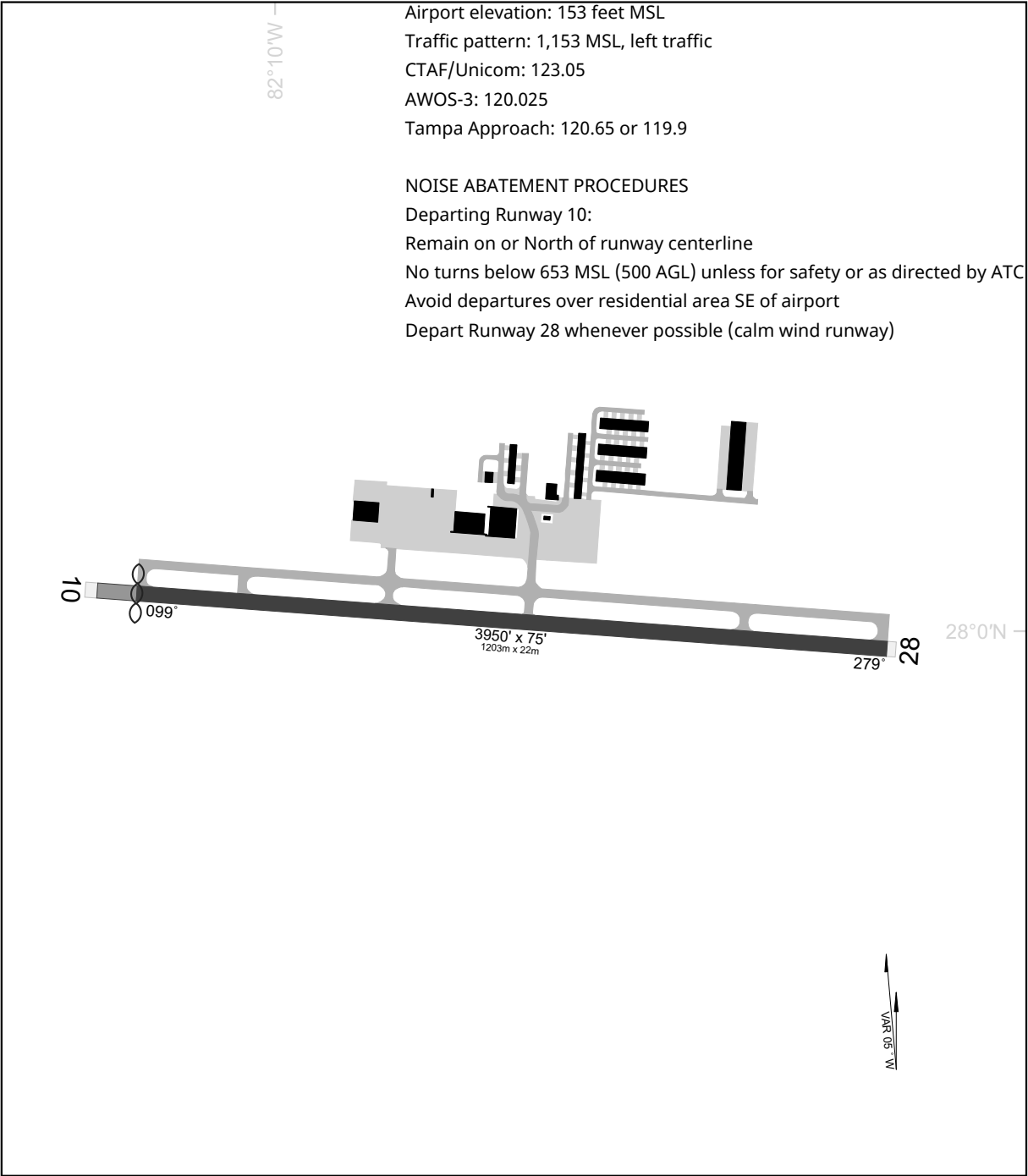
Airport Elevation: 7' MSL  
Traffic Pattern Altitude: 908' MSL  
Right Traffic Pattern Runways 4 and 36  
Turn crosswind 22 / base 4 at the end of the island  
to avoid MacDill Class D airspace

CTAF/Unicom: 122.725  
AWOS-3: 118.925  
Tampa Clearance Delivery: 119.8  
Tampa Approach/Departure: 119.9

CAUTION: Ocean going vessels in channel on approach  
end of 22 and 18



**KPCM: PLANT CITY**  
PLANT CITY, FLORIDA, UNITED STATES





## **New Customer File Checklist**

### **Customer to Keep**

- ☐ Customer Welcome
- ☐ Instructions
- ☐ Private Pilot Requirements
- ☐ FAQs
- ☐ Estimated Costs & Rental Rates
- ☐ Airport Diagrams

### **Complete and Bring for Atlas File**

- ☐ This Checklist
- ☐ Pilot Information Sheet
- ☐ Signed Renter's Agreement (parent must sign for minor child. If student is a minor child, a parent must also sign the Parental Waiver form)
- ☐ Signed and completed Credit Card Authorization Form

### **Bring to 1<sup>st</sup> Lesson:**

- ☐ Valid Government-Issued Photo ID (Driver License, State ID card, Military ID, etc.)\*\*
- ☐ Passport or Birth Certificate\*\*
- ☐ Credit Card

***\*\*TSA REQUIREMENT: Do not forget to bring your Passport or your Driver's License and Birth Certificate to your first lesson, or you will not be allowed to fly.\*\****



## Atlas Aviation Pilot Information Sheet

### Contact Information:

Last Name: \_\_\_\_\_ First: \_\_\_\_\_ MI: \_\_\_\_\_

Street Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Home Phone: \_\_\_\_\_ Work Phone: \_\_\_\_\_ Cell Phone: \_\_\_\_\_

Email: \_\_\_\_\_

Emergency Contact Name: \_\_\_\_\_ Phone: \_\_\_\_\_

How did you hear about us? \_\_\_\_\_

Are you currently pursuing or registering for flight training to earn a certificate with Atlas Aviation's Flight School? Y or N If yes, what rating? \_\_\_\_\_

### Pilot Data

D.O.B: \_\_\_\_/\_\_\_\_/\_\_\_\_ Medical Issue Date: \_\_\_\_/\_\_\_\_/\_\_\_\_ Class (circle one): 1<sup>st</sup> 2<sup>nd</sup> 3<sup>rd</sup> Basic Med

Pilot Certificate #: \_\_\_\_\_ Last Flight Review Date: \_\_\_\_/\_\_\_\_/\_\_\_\_

Endorsements (circle all that apply): Complex High Performance Tailwheel

### TO BE COMPLETED BY ATLAS AVIATION

#### Atlas Aircraft Checkouts

Aircraft: \_\_\_\_\_ Date: \_\_\_\_/\_\_\_\_/\_\_\_\_ CFI: \_\_\_\_\_ CFI#: \_\_\_\_\_

Aircraft: \_\_\_\_\_ Date: \_\_\_\_/\_\_\_\_/\_\_\_\_ CFI: \_\_\_\_\_ CFI#: \_\_\_\_\_

Aircraft: \_\_\_\_\_ Date: \_\_\_\_/\_\_\_\_/\_\_\_\_ CFI: \_\_\_\_\_ CFI#: \_\_\_\_\_

Aircraft: \_\_\_\_\_ Date: \_\_\_\_/\_\_\_\_/\_\_\_\_ CFI: \_\_\_\_\_ CFI#: \_\_\_\_\_

Flight Review: \_\_\_\_/\_\_\_\_/\_\_\_\_ CFI: \_\_\_\_\_ Certificate #: \_\_\_\_\_

Flight Review: \_\_\_\_/\_\_\_\_/\_\_\_\_ CFI: \_\_\_\_\_ Certificate #: \_\_\_\_\_

Flight Review: \_\_\_\_/\_\_\_\_/\_\_\_\_ CFI: \_\_\_\_\_ Certificate #: \_\_\_\_\_

### Required Documentation

Passport: \_\_\_\_\_ Collected by: \_\_\_\_\_ Date: \_\_\_\_\_

Birth Certificate: \_\_\_\_\_ Collected by: \_\_\_\_\_ Date: \_\_\_\_\_

Photo ID: \_\_\_\_\_ Collected by: \_\_\_\_\_ Date: \_\_\_\_\_

Pilot Certificate: \_\_\_\_\_ Collected by: \_\_\_\_\_ Date: \_\_\_\_\_

Medical: \_\_\_\_\_ Collected by: \_\_\_\_\_ Date: \_\_\_\_\_

**\*\* TSA REQUIREMENT: Do not forget to bring your Passport OR your Driver's License and Birth Certificate to your first lesson, or you will not be allowed to fly. \*\***



## **Aircraft Rental Agreement**

In consideration of the rental fees paid and covenants contained herein, Atlas Aviation, hereinafter referred to as the "Operator", hereby leases to the party whose printed name and signature appear at the end of this agreement, hereinafter referred to as "Renter" the designated aircraft hereinafter referred to as "Aircraft."

### **General Terms**

1. Renter acknowledges and agrees that the Aircraft is the property of the Operator.
2. Renter acknowledges and agrees to review the Aircraft Status Sheet contained in the Operator's Dispatch Book before the first flight of any rental period, and personally inspect the Aircraft in accordance with the manufacturer's Approved Airplane Flight Manual prior to any flight to determine that the airplane is airworthy.
3. Operator agrees to provide maintenance logbooks for Renter's review on-site during normal business hours upon request. Maintenance logs will not be removed from Operator's premises.
4. Renter expressly acknowledges personal liability to pay Operator on demand for:
  - a. Aircraft time charges computed at the applicable posted rate based on Hobbs hour meter elapsed time, plus any Minimum charges due as specified in this agreement until said Aircraft is returned to the airport the Operator dispatched the Airplane to the Renter.
  - b. Service time for instruction by instructors employed by Operator as noted by such instructors based on time spent instructing and supervising Renter.
  - c. Any loss or damage to the Aircraft, its components, parts or equipment during the rental period.
  - d. The amount of any parking, tie-down, or hangar charged to the Operator until the Aircraft is returned to the Operator at the airport the Operator dispatched the Airplane to the renter. It is customary for such charges to paid by the Renter as incurred during their rental period.
  - e. Pilot expenses plus flight time at dual rates to return Aircraft to home base in the event the Aircraft is abandoned for any reason away from the home base airport.

5. Though the rental is based on the Hobbs hour meter, both Hobbs and Tach time must be logged for each flight on the Dispatch Sheet provided by Operator.
6. Renter agrees not to tamper with, molest, or attempt to repair any parts of the Aircraft or its accessories, and will contact the Operator for instructions upon encountering mechanical malfunctions.
7. Fuel purchased from sources other than the Operator will be reimbursed at the current reimbursement rate as disclosed in the Aircraft Dispatch Sheet, provided a valid receipt is presented at the conclusion of the rental period.
8. Renter shall report any discrepancies regarding the aircraft equipment or operations to the Customer Service Representative on duty at the time of check-in and complete a Maintenance Discrepancy form with sufficient detail that maintenance personnel can troubleshoot and correct the issue.
9. Renter agrees to reimburse the Operator in the event the Operator initiates suit to recover possession or to enforce any of the terms, covenants, and conditions hereof, or to collect any sum of money, damages, or cost and reasonable attorney's fees incurred by the Operator in such suit or suits.
10. Renter agrees to indemnify and defend Operator for any claims that arise from Renter's use of Operator's aircraft.

### **Regulations and Operating Procedures**

11. All pilots and instructors operating aircraft owned and/or operated by the Operator shall comply with all Federal Aviation Regulations, federal, state, and local laws, insurance provisions, and the written policies set forth in this agreement.
12. Unless in pre-solo flight training toward a certificate with a flight instructor employed by the Operator, Renter must hold a valid and current pilot certificate with appropriate ratings and hold a current medical certificate as required by regulation.
13. The person named on this rental contract shall be the pilot in command.
14. Renter agrees that rented Aircraft shall not be used or operated:
  - a. For any illegal purposes.
  - b. In any race, speed test, or contest unless such event is an Operator sponsored event for the purpose of flight training.
  - c. By any person other than the Renter who signed this Agreement.
  - d. Outside the limits of the continental United States except with the express permission of the Operator.

- e. To carry passengers or property for compensation or hire or any other commercial purpose.
  - f. On any flight which the Renter is not properly rated, endorsed, or certified to undertake.
- 15.** Each aircraft type requires a checkout with an Atlas CFI. Instrument rated pilots will be required to demonstrate proficiency with the avionics and automation by flying at least one instrument approach during the checkout.
  - 16.** Good operating practices as outlined in the current Aeronautical Information Manual and Advisory Circulars shall be complied with as applicable. A commonsense approach and a desire to promote safe, courteous and orderly aircraft operation shall always be the primary consideration.
  - 17.** ALL flight training, except as authorized by the Chief Pilot or designee, will be conducted in accordance with the Cessna Pilot Center, Cirrus, or Icon guidelines, as appropriate.
  - 18.** Recurrent checks will be required for each type of the Operator's aircraft not flown for at least one hour in the previous six months. Operator may, at its sole discretion, require additional checkout flights if deficient or unsafe operations by Renter are reported or observed.
  - 19.** Renter shall not land or take off Aircraft on any other-than-paved runways (grass, gravel, dirt, etc.) without prior approval from Operator. If non-paved runway operations are approved, Renter agrees to pay for removal of wheel pants, if installed, prior to departure and reinstallation upon return. Renter also agrees to make such request seven days in advance via email to [Info@AtlasAviation.com](mailto:Info@AtlasAviation.com) to allow time to schedule maintenance to remove the wheel pants. No other-than-paved operations will be approved for airplanes with wheel pants installed.
  - 20.** Renters shall utilize the checklists provided in the aircraft for all operations. The Pilot in Command (PIC) shall operate the aircraft in accordance with the Aircraft's Pilot Operating Handbook / Approved Airplane Flight Manual and placards. Weight and Balance and performance calculations shall be performed for all flights and the PIC shall personally visually check that adequate fuel and oil is onboard the aircraft. Weight and balance calculations are subject to review and verification by Atlas employees, including Instructors, Customer Service Representatives, and Line Service Personnel upon request.
  - 21.** Aircraft shall only be flown from the left seat except for flight instructors employed by the Operator or instructors in training with flight instructors employed by the Operator.
  - 22.** Instructors who are not employed by the Operator shall not provide instruction in the Operator's Airplane without express prior approval from the Operator. Renters and/or instructors who arrange or receive instruction by any instructor not employed or expressly authorized by the Operator in the Operator's airplane shall be terminated from the rental program.

- 23.** Renter shall be responsible for the safety and security of the aircraft at all times, including securing the aircraft at the airport, or in the event of an incident or accident off airport, at the location of the incident or accident. Securing the airplane includes, but is not limited to chocks and/or proper tie downs, closing all vents and windows, installing sun shades, switching off all avionics, lights, master switches, fuel selector, etc.
- 24.** Renter shall not smoke or allow passengers to smoke in or within one hundred feet of any of the Operator's Aircraft.
- 25.** Renter shall remove all trash and personal property from the Aircraft at the end of the rental period.
- 26.** Headsets and life vests may be rented from the Operator upon request.
- 27.** Any pilot who willfully or knowingly violates any of the policies set forth in this agreement or shows a lack of concern with flight safety or the rules involved will be terminated from the school or rental program at Operator's sole discretion, and no further flying of Operator's Aircraft shall be permitted.

### **Scheduling and Minimum Charge Requirements**

- 28.** Flight scheduling shall be accomplished by Renter online with Flight Schedule Pro, or with the assistance of Customer Service Representatives (CSRs) and, if applicable, with the concurrence of the assigned flight instructor.
- 29.** Renter agrees to notify Operator at least twenty-four hours in advance whenever possible if unable to use their scheduled time. Without the notice, a "No Show" charge equal to one half of the aircraft time scheduled plus one half of the instructor's time, if so scheduled, shall be assessed.
- 30.** If Renter is unable to return to the aircraft to Operator at the scheduled time, contact must be made as soon as possible, and charges may apply if the aircraft is scheduled to someone else.
- 31.** Rentals for more than one half of an operating day are subject to minimum charges. For partial day rentals, one-half of full day minimum charges apply for rentals that begin prior to and up to 1PM and on days where the aircraft is returned after 1PM. If a rental extends overnight and is returned after 1PM a full day's minimum charge is due for the day of return. Minimum charges are as follows:
  - a. Cessna 172 and Cessna 162 aircraft are subject to 3-hour minimum charge per day
  - b. Cessna 182, Cirrus SR20, SR22 and Icon A5 aircraft are subject to 2-hour minimum charge per day

Minimum Charge Example: Cessna 172 rental period begins at noon on Friday. Aircraft returns that Sunday at 11AM. Minimum rental charge is 1.5 hours for Friday, 3 hours for Saturday, and 1.5 hours for Sunday for a total of 6 hours. If actual hours flown per

the Hobbs are less than 6 hours, the minimum charge of 6 hours will be billed. If actual Hobbs hours are more than 6, then the actual hours will be billed.

32. Overnight rentals or rentals of more than 24 hours must provide Atlas Aviation all necessary route and contact information at their destination in the Comments or Internal Comments section of the reservation booked in Flight Schedule Pro.

### **Pilot Records and Currency**

33. Renter agrees to provide the Operator with their original Passport OR Birth Certificate AND valid government-issued picture ID (such as a driver's license or state ID card) upon request for Operator to copy to comply with Transportation Security Administration regulations. Renters must also provide their pilot certificate, medical certificate, and endorsements for flight reviews. Renter further agrees to provide such documents when updated.
34. Students and Renters must have a current signed credit card authorization on file. Except for the insurance deductible as described in this agreement, it is the option of the Renter to have amounts due charged to this card automatically by the Operator or to pay for each rental/lesson by check after completion. Renter may also put funds on account in increments of at least \$2,000.00 by check, while maintaining a credit balance at all times. If there is insufficient credit balance on account to cover charges, the Operator is authorized to charge the credit card on file at the undiscounted rate.
35. Students and Renters must have an Information/Currency Card on file with Atlas Aviation and ***keep the information up to date.***

### **Maintenance Issues, Incidents, and Accidents**

36. If maintenance or safety issues arise with the Aircraft at other airports, the Renter must contact the Operator immediately. Contact information for the main telephone number and Operator's maintenance, CSR, and management personnel is provided in the Dispatch Book.
37. Renter shall not authorize any repairs to be made to the Aircraft without Operator's express permission. If unauthorized repairs are undertaken, Renter shall be responsible for at least a portion, if not all of the invoice.
38. The Operator will not reimburse the Renter for any overtime charges, call-out fees, or any other after-hours charges made by a fixed base operator or maintenance facility. Other expenses incurred by the Renter because of a mechanical delay such as rental cars, hotel rooms, meals, airline fares, etc. will not be reimbursed.
39. All repairs shall be made by properly certified personnel and/or licensed facilities. Renter shall not make or attempt to make any repairs to the Aircraft.
40. The Operator maintains hull and liability insurance on each aircraft and provides Renter Liability Insurance with a limit of \$250,000 included in the rental rate. Operator recommends that Renter reviews their own financial responsibilities and exposures and

consider purchasing an additional, more comprehensive renter's policy to cover their own liability.

41. Renter agrees to pay, at a minimum, Operator's insurance deductible in the event of any aircraft damage, regardless of fault. This amount shall be charged to the Renter's credit card on file at the time of the incident or accident regardless of whether the Renter has their own renter's insurance coverage. Deductible amounts vary by airplane make and model. The current deductible amount for a particular airplane will be provided upon request.
42. In the event of an incident or accident, the Renter shall, to the extent of their abilities, take photographs of damage and the scene, provide a written, signed statement attesting to the circumstances surrounding the incident, and cooperate with the Operator, any investigating governmental authority, and Operator's insurance company in their investigation of the incident or accident.

### **Terms Specific to Icon A5**

43. Renter acknowledges and agrees that Renter will not schedule solo flight sessions in the Icon A5 aircraft prior to completing a thorough checkout with the Operator's Icon Authorized Flight Instructor (IAFI). Completion of this checkout will be indicated by IAFI signoff in Renter's pilot record file maintained by Operator.
44. Renter agrees that absolutely no water operations of any kind will be undertaken by Renter without an appropriately rated Atlas Instructor aboard the aircraft, even if Renter is rated for such operations by the FAA. If Renter conducts any water operations without an Atlas Instructor aboard, Renter shall be terminated from the rental program for all Atlas airplanes.
45. Renter acknowledges the insurance deductible is significantly higher on the A5 aircraft than other Atlas airplanes. Atlas strongly encourages Renter to obtain their own policy that would at a minimum cover this insurance deductible. Information about current deductibles will be provided upon request.

I have read, understand, and will comply the Rental Agreement and all its covenants, restrictions, and requirements. I acknowledge that I have received a copy of this agreement.

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Printed Name: \_\_\_\_\_

If the person signing above is a minor child, a parent or legal guardian must also sign below accepting all terms and conditions on behalf of their minor child and sign the Atlas Aviation Parental Consent Form.

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Printed Name: \_\_\_\_\_



## **Flight Training for Minor Child Parental Consent, Agreement to Waive Liability, Assume Risk, and Indemnify**

The minor child listed below wants to take part in the Atlas Aviation flight training program, including riding in and piloting an airplane. The flight training program is conducted by Atlas Aviation flight instructors who are licensed by the Federal Aviation Administration (“FAA”). These instructors fly a wide variety of aircraft that are also licensed by the FAA. I am the minor child’s parent or legal guardian and I represent and warrant that I have the authority to enter into this agreement. In exchange for being allowed to take part in the flight training program, the minor child and I agree as follows:

### **Agreement to Waive Liability and Not to Sue**

The minor child and I (for ourselves, our heirs, family members, personal representatives and assigns) release and discharge Atlas Aviation and the officers, directors, employees, agents, divisions, and affiliates from, and agree not to sue for, any and all claims against Atlas Aviation for any injury or death arising from the minor child’s participation in the flight training program . This release, discharge and agreement not to sue applies to all legal rights, including those resulting from any negligence of Atlas Aviation, other than those resulting from the gross negligence or willful misconduct of Atlas Aviation.

### **Assumption of Risk**

We understand that flying in airplanes and being around airplanes involves risks. Serious injury or death can result from many causes, including airplane crashes, falls, pilot error, ground crew error, engine or mechanical failure, negligent maintenance, defects in runways, interference by birds and other objects, weather conditions, contaminated fuel, or hard or forced landings. Injuries could be minor such as bruises, scratches and sprains, major such as eye injuries, broken bones and concussions, or catastrophic such as paralysis, severe burns or death. If the minor child is old enough to understand these risks, I have explained them to him or her. The minor child and I (for ourselves, our heirs, family members, personal representatives and assigns) assume all risks and full responsibility for any injury or death arising from taking part in the flight training program.

### **Indemnification**

The minor child and I agree to indemnify and hold Atlas Aviation harmless from any claims, costs, damages, and liabilities, including attorney’s fees, arising from taking part in the flight training program. This duty to indemnify and hold Atlas Aviation harmless applies even if Atlas Aviation is negligent,



however, indemnification is not required if Atlas Aviation is grossly negligent or has engaged in willful misconduct.

### **Legal Advice**

I know that I can talk to my legal advisor about this Agreement and I have either done so or chosen not to. I understand that I have the right and have been given the opportunity to object to and bargain about the provisions of this Agreement. I am voluntarily signing this Agreement and intend it to be the unconditional release of all liability to the greatest extent allowed by law.

### **Before Signing, Carefully Read This Entire Agreement**

**Note from Atlas Aviation:** If an accident were to occur, you and the minor child (by signing this Agreement) would be giving up legal rights and incurring legal liabilities. If any part of this Agreement is held invalid, the rest of the provisions shall remain in effect. If you do not understand anything in this Agreement, you should not sign it and you should talk to your legal advisor.

---

Parent or Guardian's Signature

---

Please Print Young Person's Name

---

Please Print Parent or Guardian's Name

---

Date



**Atlas Aviation**

"Supporting the World of Aviation"

## Signature on File & Credit Card Billing Authorization Form

Name (Individual or Business) \_\_\_\_\_

Tail # \_\_\_\_\_ Aircraft Make \_\_\_\_\_ Aircraft Model \_\_\_\_\_

Mobile Phone: \_\_\_\_\_ Office/Home Phone: \_\_\_\_\_

Email: \_\_\_\_\_

Name on Credit Card: \_\_\_\_\_

Credit Card Type: \_\_\_\_\_

Billing Address for Credit Card: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

Credit Card Number: \_\_\_\_\_ Expiration Date \_\_\_\_\_

CVV: \_\_\_\_\_

**THE FOLLOWING MUST BE COMPLETED BY THE CARDHOLDER FOR THE CREDIT  
CARD INDICATED ABOVE AND SIGNED BY THE AUTHORIZED USER ONLY**

I, \_\_\_\_\_ Authorize **ATLAS AVIATION** to process the  
above credit card as "Signature on File" for all services and/or products provided.  
Please list any additional persons authorized to charge services to this card:

1. Name: \_\_\_\_\_ PHONE: \_\_\_\_\_

2. Name: \_\_\_\_\_ PHONE: \_\_\_\_\_

3. Name: \_\_\_\_\_ PHONE: \_\_\_\_\_

CARDHOLDERS SIGNATURE: \_\_\_\_\_ Date: \_\_\_\_\_