

**WOODS AVIATION (DBA: CHESAPEAKE SPORT PILOT)**  
**AIRCRAFT RENTAL AGREEMENT 3-1-25**

The undersigned pilot hereby agrees to the following:

Scheduling of Aircraft –CSP shall have the right to cancel at any time any pilot’s scheduled use of the aircraft if necessary for maintenance or other priority use. Scheduling and use of aircraft will be subject to rules of CSP currently in force.

Account Policy – Unused account funds will be refunded at the pilot’s request, minus a 15% administrative fee, presuming the account has not been abandoned. An account will be considered inactive and abandoned if no funds have been added, spent, or withdrawn from said account in the preceding twelve (12) month period.

Block Rental Policy – Block discounts, if offered, will be applied only when a customer maintains a positive account balance. Accounts must be positive prior to adding block funds.

Rental and Instruction Rates – All rates are subject to change at any time. All rentals and instruction shall be charged at the rate currently effect at the time of the aircraft rental or instruction, not the rate when an account payment or booking was made.

Administrative Fee - The undersigned agrees to an annual, non-refundable administrative fee posted on CSP's website and price sheet, payable annually while holding an active account with CSP. This administrative fee may be modified annually with notice posted on the CSP website and price sheet.

Fuel Policy – All aircraft are rented “wet” which includes fuel. Pilots are encouraged to refuel the airplane at Bay Bridge Airport using the CSP fuel pump or the gas card in the airplane as appropriate to the type of fuel used in that aircraft. If the airplane is refueled elsewhere, the pilot will be given credit for the fuel purchased at the rate currently charged per gallon at Bay Bridge Airport provided a copy of the receipt for the fuel purchase is submitted.

Sales and Use Tax. Maryland sales/use tax will be collected on all aircraft rentals except for dual instructional flights.

Liability Insurance – CSP’s liability insurance only provides coverage for CSP and does not provide liability insurance coverage for renters. All pilots flying CSP aircraft as PIC without being accompanied by a CSP instructor will be required to have in force an annual renter’s insurance policy (short-term policies are prohibited) which provides coverage for damage to non-owned aircraft in the minimum amount of \$60,000. Customers who are accompanied by an instructor will not be required to obtain renters insurance until they are ready to solo. Staff flight instructors who are renting aircraft are not required to obtain renters insurance. Pilots are encouraged to purchase additional renter’s liability insurance coverage. CSP reserves the right at any time to require any renter to purchase renter’s insurance in such additional amounts as CSP determines in its sole discretion. **ALL RENTERS ACTING AS PIC MAY BE HELD PERSONALLY LIABLE FOR DAMAGE AND/OR HARM TO PERSONS OR PROPERTY RELATED TO THEIR CONDUCT AS PIC OF AIRCRAFT THEY RENT FROM CSP.**

Authorized Charges – The undersigned pilot hereby authorizes CSP to charge any fees to pilot’s credit card account which has been previously provided to CSP.

Notification of Information – All students and renters are required to immediately notify CSP in writing of any accident, incident, FAR violation, change in health status, or any other matter related to the individual’s flying activities. Pilots have the responsibility to keep current all information on Pilot’s CSP Information Sheet and in their online account or folder.

Right to Cancel – CSP reserves the right at any time, for any reason, to deny aircraft rental or instruction to any pilot and may at any time refund to any pilot any current credit balance in the individuals CSP account.

Health Status - Pilot acknowledges awareness of the FAA’s requirements relating to pilot’s health status and represents that the pilot’s most recent medical certificate was not suspended, revoked or denied and that the pilot does not know or have reason to know of any medical condition that would make the pilot unable to operate an aircraft in a safe and legal manner according to all Federal Aviation Regulations.

Pilots may NOT serve as pilot in command (PIC) of any CSP aircraft within ten years of experiencing any of the following medical conditions unless they have received an FAA medical or a letter from their primary care physician or physician treating said condition since last experiencing said condition. If the customer chooses to provide a physician’s letter in lieu of an FAA

medical, the letter must clearly state that the physician believes the pilot is physically and mentally fit to serve as PIC of an aircraft and the letter must be renewed annually.

- A mental health disorder, limited to an established medical history or clinical diagnosis of—
  - A personality disorder that is severe enough to have repeatedly manifested itself by overt acts;
  - A psychosis, defined as a case in which an individual —
    - Has manifested delusions, hallucinations, grossly bizarre or disorganized behavior, or other commonly accepted symptoms of psychosis; or
    - May reasonably be expected to manifest delusions, hallucinations, grossly bizarre or disorganized behavior, or other commonly accepted symptoms of psychosis;
  - A bipolar disorder; or
  - A substance dependence within the previous 2 years, as defined in §67.307(a)(4) of 14 Code of Federal Regulations
- A neurological disorder, limited to an established medical history or clinical diagnosis of any of the following:
  - Epilepsy;
  - Disturbance of consciousness without satisfactory medical explanation of the cause; or
  - A transient loss of control of nervous system functions without satisfactory medical explanation of the cause.
- A cardiovascular condition, limited to a one-time special issuance for each diagnosis of the following:
  - Myocardial infarction;
  - Coronary heart disease that has required treatment;
  - Cardiac valve replacement; or
  - Heart replacement.
  - Stroke or transient ischemic attack (TIA)

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Pilot Signature

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Date

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Printed Name