

Rental Agreement for Cessna 172N aircraft OO-CIR and OO-RIF

This rental agreement applies to the rental of the following aircraft operated by ZEVUX BV:

- Cessna 172N, registration OO-CIR
- Cessna 172N, registration OO-RIF

Both aircraft are Cessna 172N aircraft, but they have different configurations and operating characteristics. For that reason, different rental rates apply. The lessee acknowledges that he/she must be familiar with the specific aircraft being flown and must complete any required aircraft-specific checkout before acting as pilot-in-command.

This agreement is made between the owner/lessor:

ZEVUX BV

Schoondonkweg 18/7

2830 Willebroek

Belgium

VAT No.: BE0747671545

And the lessee:

First Name:

Last Name:

Address:

Mobile Number:

License: Valid until:

Medical: Valid until:

ELP: Valid until:

If applicable, billing details:

The specific aircraft rented for each flight shall be recorded in the booking, dispatch record, invoice or flight log. The applicable rental rate, technical configuration and operating limitations are those of the aircraft actually used.

Aircraft can be rented on a “DRY” basis (excluding fuel) at a rate of:

OO-CIR - €2.6 per minute on the hour meter (hobbs), excluding VAT, which amounts to €156 per hour, excluding VAT.

OO-RIF - €3.0 per minute on the hour meter (hobbs), excluding VAT, which amounts to €180 per hour, excluding VAT.

Rates overnight:

OO-CIR: €90 per night excluding VAT.

OO-RIF: €105 per night excluding VAT

(prices valid from June the 1st, 2026).

The aircraft may be rented on a **WET basis**, meaning that the rental price includes both the dry aircraft rental price and a fuel cost component.

The WET rental price is calculated as follows:

WET rental price = applicable DRY rental price + fuel cost component

The fuel cost component is based on the reference AvGas fuel price at **EBKT**. For invoicing purposes, the reference fuel price shall be the average monthly AvGas price applicable at EBKT, unless otherwise agreed in writing.

As an example, based on the EBKT fuel price applicable on **10 June 2026**, the indicative WET rental rates are:

- **OO-CIR:** €3.6 per minute on the hour meter, excluding VAT, corresponding to €216 per hour, excluding VAT.
- **OO-RIF:** €4.2 per minute on the hour meter, excluding VAT, corresponding to €252 per hour, excluding VAT.

These WET rates are indicative only and may be adjusted in accordance with changes in the EBKT reference fuel price.

If the lessee refuels the aircraft at another airport, the EBKT reference fuel price remains the basis for calculating the WET rental price. Any difference between the actual fuel price paid elsewhere and the EBKT reference fuel price shall be for the account of the lessee, unless otherwise agreed in writing. No reimbursement shall be due if fuel is purchased elsewhere at a lower price than the EBKT reference price. Fuel receipts must be retained and provided to the lessor upon request.

Fuel and aircraft-specific characteristics

OO-CIR and OO-RIF both operate on AvGas 100LL and UL94. The lessee must verify the approved fuel type, fuel quantity, tank selection and fuel system configuration before each flight. OO-RIF is equipped with two main tanks and two auxiliary tanks. Because the fuel system and operational characteristics differ between OO-CIR and OO-RIF, the lessee must be familiar with the specific aircraft being used and must operate the fuel system strictly in accordance with the aircraft documentation, checklist and applicable operating limitations.

Skill Test / Checkout

Each new lessee must first complete a checkout flight with a pilot assigned or approved by ZEVUX. This flight serves both as an aircraft briefing and a skill test to ensure that the lessee is capable of safely operating the aircraft.

Because OO-CIR and OO-RIF have different configurations and operating characteristics, ZEVUX may require an aircraft-specific briefing or checkout before the lessee is authorized to operate either aircraft as pilot-in-command. The cost of this checkout is the responsibility of the lessee.

Insurance and pilot requirements

The lessee must hold a valid pilot licence appropriate for the intended flight, with a valid medical certificate, valid language proficiency endorsement, and all legally required ratings, privileges and recency requirements. Unless otherwise agreed in writing by the lessor, the lessee must have a minimum of 100 hours total flight time and must hold at least a valid PPL(A) or higher licence.

The aircraft are covered by an aviation all-risk insurance policy, subject to the terms, conditions, exclusions and limitations of the applicable AXIS Insurance policy. A copy of the insurance terms and conditions shall be available in the aircraft and/or provided by the lessor upon request.

The standard insurance deductible is €1,500 per insured event. A higher deductible of €5,000 applies in case of a propeller strike or related damage caused by failure to remove the tow bar.

Unless the damage results from intentional misconduct, gross negligence, breach of applicable aviation regulations, breach of this agreement, or use of the aircraft outside the permitted scope of operation, the lessee's financial liability for insured damage shall in principle be limited to the applicable insurance deductible.

When exceptions are permitted (upon explicit request from the tenant), written permission may be granted for each exception. Outside Europe, a deductible of €5,000 per claim applies for costs borne by the tenant.

The lessee remains fully responsible for any damage, cost, loss, fine, penalty, recovery cost or liability that is not covered by the insurance policy, or that is excluded from coverage because of the lessee's conduct. This includes, but is not limited to, damage or liability resulting from unauthorized use, operation without valid documents or qualifications, flight outside applicable weather or operational minima, fuel mismanagement, overloading or incorrect weight-and-balance calculations, unreported hard landings or incidents, failure to comply with aircraft limitations or checklists, operation under the influence of alcohol, drugs or impairing medication, or any other act or omission considered gross negligence by the insurer.

For the full insurance terms, conditions, exclusions and limitations, reference is made to the applicable insurance policy documents.

Lessee's responsibilities

The lessee shall handle the aircraft with due care at all times and shall operate it in accordance with applicable aviation regulations, the aircraft documentation, checklists, operating limitations, and this agreement.

Before each flight, the lessee is responsible for carrying out a complete pre-flight inspection, verifying the presence and validity of the required onboard documents, checking the technical status of the aircraft, verifying fuel and oil quantities, and performing all standard flight planning, weather assessment, NOTAM review, performance, and weight-and-balance calculations.

The aircraft must be returned in a clean and proper condition. Any abnormality, defect, damage, missing item, excessive dirt, or suspected technical issue must be reported to the lessor without delay.

When parked, the aircraft must be properly secured using wheel chocks, parking brake and/or tie-down ropes as appropriate for the location and weather conditions. If the aircraft is parked outdoors overnight, the aircraft cover must be used. The cover must also be used when the aircraft is parked outdoors in hot or sunny conditions for an extended period.

Oil must be checked daily and refilled if needed, using only approved oil. Spare oil is available in the aircraft's baggage compartment.

Windscreens and windows must never be cleaned with paper, alcohol-based glass cleaners, or harsh substances. Only the chamois cloth provided in the aircraft may be used, and it must be thoroughly rinsed with water before use to remove sand or other particles that could cause scratches.

It is strictly forbidden to place any objects on the windscreen or glareshield, including glasses, headsets, whiteboards, iPads, phones, bags or other equipment. Objects placed on or against the windscreen may damage the inside of the windows.

Tow bar

The tow bar may only be attached while the aircraft is being moved on the ground. It must be removed immediately after each movement, including temporary repositioning for refuelling or parking. The lessee is responsible for verifying before engine start that the tow bar has been removed and properly stowed.

Any propeller strike, engine damage or related damage caused by failure to remove the tow bar shall be subject to the higher deductible stated above and may be treated as gross negligence depending on the circumstances and the insurer's assessment.

Technical issues and assistance

In the event of a technical malfunction, suspected defect, warning indication, abnormal aircraft behaviour, damage, or need for assistance, the lessee must immediately contact the lessor by phone at +32 485 400 590 to determine the appropriate course of action.

The lessee must not continue or commence a flight if there is any reasonable doubt regarding the airworthiness of the aircraft, unless expressly authorized by the lessor and legally permitted to do so.

In the event of force majeure, technical problems, grounding of the aircraft, or other operational issues during the rental period, the lessee shall make reasonable efforts

to assist in finding a practical solution in consultation with the lessor. However, no maintenance, repair, ferry flight or other corrective action may be arranged or performed without the lessor's prior approval, except where immediate action is legally required or necessary to prevent further damage or ensure safety.

Accidents, incidents, ATC reports and mandatory reporting

The lessee must immediately (within 24hrs) inform the lessor of any accident, incident, suspected damage, hard landing, propeller strike, bird strike, runway excursion, airspace infringement, ATC report, abnormal technical event, or any other occurrence that may give rise to an insurance claim, maintenance inspection, administrative follow-up or mandatory occurrence report.

If a report is filed by ATC, an airport authority, a government authority or any other third party as a result of the lessee's operation of the aircraft, and the lessee is aware of it, the lessee must report this immediately to Jeroen Slabbinck, representing the lessor.

The lessee shall not admit liability, make commitments on behalf of the lessor, or agree to any settlement with third parties without the lessor's prior approval, except where required by law.

Financial responsibilities

The lessee is responsible for all costs arising from the use of the aircraft during the rental period, including but not limited to landing fees, parking fees, handling fees, ATC or navigation charges, fuel costs where applicable, fines, penalties, administrative charges, and other flight-related expenses charged to ZEVUX BV as a result of the lessee's flight. Any such costs charged to ZEVUX BV shall be recharged to the lessee.

The lessee is also responsible for any additional costs, losses or damages resulting from the lessee's breach of this agreement, breach of aviation regulations, negligence, gross negligence, unauthorized use, or failure to report damage, incidents or technical issues in a timely manner.

Travel and consequential costs

The lessee is responsible for obtaining any desired travel insurance.

ZEVUX BV shall not be liable for travel expenses, hotel costs, missed connections, loss of income, alternative transport, or other consequential costs arising from technical issues, weather, damage, delays, grounding of the aircraft, cancellation of a flight, or any other event connected with the rental or use of the aircraft, unless otherwise required by mandatory law.

Cancellation of a booked flight

If a flight cannot reasonably be conducted because of weather, technical unavailability of the aircraft, safety concerns, operational restrictions, or other circumstances beyond the reasonable control of the lessee or lessor, any prepaid credit may be carried over to a later date. If the lessee requests a refund of unused prepaid credit, such refund may be granted by the lessor, subject to an administration fee of €100, unless otherwise agreed in writing. The pilot-in-command remains solely responsible for the final decision whether a flight can be safely and legally conducted. No cancellation fee shall apply where the pilot-in-command reasonably decides not to commence or continue a flight for safety, weather, technical, legal, or operational reasons.

If the lessee cancels a booking for reasons not related to weather, safety, technical unavailability, or force majeure, the lessor may apply its standard cancellation policy, provided this policy has been communicated to the lessee in advance. ZEVUX BV shall not be liable for travel expenses, missed appointments, hotel costs, alternative transport, loss of income, or any other consequential costs resulting from cancellation, delay, technical unavailability, weather, or operational restrictions.

Use of the rented aircraft

The aircraft may only be used by the lessee for lawful private, non-commercial flights, unless otherwise expressly agreed in writing by the lessor. The aircraft must not be subleased, made available to third parties, or used for commercial air transport, aerial work, paid passenger transport, hire or reward, or any other commercial purpose. Only pilots approved by the lessor may act as pilot-in-command of the aircraft. The lessee may not allow another person to operate the aircraft as pilot-in-command without the lessor's prior written approval. Instruction, check flights, proficiency flights, ferry flights, cost-sharing flights, business travel, flights outside Belgium, night flights, IFR flights, and use of grass or unpaved airfields are only permitted if allowed by applicable law, covered by the insurance policy, and approved by the lessor in advance where required. The aircraft must at all times be operated in accordance with applicable aviation regulations, the aircraft documents, the pilot operating handbook, checklists, aircraft limitations, insurance conditions, and this agreement.

Acceptance of terms

By signing this agreement with the handwritten mention "read and approved", the lessee confirms that he/she has read, understood and accepted the terms and conditions of this agreement, and has had the opportunity to ask questions before signing.

Lessee

Name:

Date:

Signature:

Met vriendelijke groeten,
Cordialement,
Kind Regards,

Jeroen Slabbinck
fly@cessna.rent

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