

Cessna Employees' FLYING CLUB



This coupon and \$20 entitles you to a discover flight at the Cessna Employees' Flying Club.*

*Limited to potential CEFC members — Cessna employees, families and retirees.

RATES AND REASONS.

The purpose of Cessna Employees' Flying Club (CEFC) is to promote and encourage private flying and provide economical flying for its members.

Pride in the product one builds can best be expressed by using that product. With this thought in mind, on June 19th 1946, twenty builders of Cessna Aircraft organized CEFC with Cessna presenting the organization with two Model 120 airplanes.

Today, nearly 500 members enjoy the benefit of economical flying and high quality instruction in Cessna single-engine aircraft. CEFC staff constantly strives to serve the members in achieving their individual flying goals.

Cessna's Tuition Aid Reimbursements and Flight Training Bonuses:

To support Cessna's goal of being an employer of choice and to improve business results by helping employees with their professional development, Cessna provides financial incentives to aid Cessnans pursuing their ground and/or flight training.

CEFC Ground Schools 100% reimbursed
 CEFC Ground Schools (i.e., Private Pilot, Instrument Rating, Commercial, etc.) are open to Cessnans and their family members. For more information on the Tuition Aid reimbursement for employees, contact the CEFC office or refer to the HR Intranet.

Solo	\$1000.00
Private Pilot's Certificate	\$2000.00
Instrument Rating	\$2000.00
Commercial Pilot's Certificate	\$2000.00
Certified Flight Instructor's (CFI) Certificate	\$2000.00
CFI Instrument (CFII) Certificate	\$2000.00

For more information on the flight training bonus program, contact the CEFC office or refer to CSP 22-307 on the Cessna Intranet.

CEFC Rates: (eff. 1 March 2008, subject to change)

Membership Deposit*	\$250.00 (individual)
	\$350.00 (family)
Monthly Dues	\$22.50/member
Schedule Fees**	\$3.00/hr (up to 7hr)
	\$21.00/day (days 1-2)
	\$3.00/day (days 3-7)
CFI Instruction	(dual instruction, pre- & post-flight) \$27.50/hr
172S***	(4seat, 800# useful load, 121kts) \$53.00/hr
172RG***	(4seat, 910# useful load, 131kts) \$66.50/hr
182T***	(4seat, 1100# useful load, 139kts) \$74.00/hr
T182T***	(4seat, 1000# useful load, 145kts) \$82.50/hr
T206H***	(6seat, 1200# useful load, 145kts) \$107.00/hr

* Fully refundable upon leaving CEFC in good financial standing.

** Schedule fees assessed based on length of reservation, not actual flight time.

*** Airplane rates are "wet" (i.e., fuel included) and assessed based on actual flight (hobbs) time. Payload and cruise speeds are representative averages and will vary by individual airplane values are not to be used for detailed flight planning.

TIME/COST COMPARISON.

Driving vs. CEFC vs. Airlines:

One-way travel time and cost for various city-pair combinations are shown below. CEFC can take you to where YOU want to go — skiing, shopping, to the mountains, or to the beach...in generally less than ½ the drive time — and with two or more people traveling together, usually at less cost than the airlines.

Destination	Travel Mode	Distance (Statute Miles)	One-Way Travel Time h:mm	Total Round-Trip Cost	Total Round-Trip Cost (per seat)
Denver, CO	Driving	519	7:34	\$524	\$131
	172S	418	3:50	\$477	\$159
	CEFC 182T		3:27	\$588	\$196
	T206H		3:20	\$805	\$161
	Airlines		1:22		\$213
Dallas/Ft Worth, TX	Driving	363	5:35	\$367	\$92
	172S	333	3:12	\$405	\$135
	CEFC 182T		2:53	\$499	\$166
	T206H		2:48	\$683	\$137
	Airlines		1:15		\$473
Houston, TX	Driving	603	9:12	\$609	\$152
	172S	567	4:54	\$597	\$199
	CEFC 182T		4:22	\$733	\$244
	T206H		4:14	\$1006	\$201
	Airlines		3:30		\$375
Kansas City, MO	Driving	199	3:02	\$201	\$50
	172S	186	2:10	\$288	\$96
	CEFC 182T		2:00	\$357	\$119
	T206H		1:57	\$485	\$97
	Airlines		4:12		\$360
St Louis, MO	Driving	444	6:45	\$448	\$112
	172S	391	3:38	\$455	\$152
	CEFC 182T		3:17	\$560	\$187
	T206H		3:11	\$767	\$153
	Airlines		1:20		\$465
Chicago, IL	Driving	726	11:16	\$733	\$183
	172S	587	5:03	\$614	\$205
	CEFC 182T		4:30	\$753	\$251
	T206H		4:21	\$1034	\$207
	Airlines		1:40		\$410
Albuquerque, NM	Driving	705	10:13	\$712	\$178
	172S	541	4:43	\$577	\$192
	CEFC 182T		4:13	\$708	\$236
	T206H		4:05	\$972	\$194
	Airlines		3:36		\$333
Rapid City, SD	Driving	750	12:32	\$758	\$189
	172S	530	4:38	\$568	\$189
	CEFC 182T		4:09	\$697	\$232
	T206H		4:01	\$957	\$191
	Airlines		3:29		\$346

Cities served by airlines have been chosen for this comparison. CEFC airplanes allow access to nearly 10 times more airports than the airlines serve — it's likely there's an airport closer to your destination than an airline airport thus saving you destination drive time vs. the airlines.

Driving distance and time based on Mapquest routing results. Driving costs are based on IRS's allowable 2008 standard business mileage rate of \$0.505/mile. Per-seat cost assumes 4 seats.

CEFC distance and time based on direct routing with one intermediate stop (even though some city-pairs may be completed non-stop), and includes allowances for taxi, takeoff, and landing at each stop (does not include planning or preflight time).

CEFC costs include rental time, tax, plus 3-day schedule fee. Per-seat cost assumes 3 (172/182) or 5 (206) seats.

Airline time is based on Orbitz's shortest reported flight time (does not include airport parking, check-in, security screening, baggage claim, or rental car check-in). Airline cost is lowest Orbitz-reported, round-trip, off-peak, non-refundable, advanced-purchase fare. Spring 2008 schedule.