

AlpineAviation



**AIRCRAFT RENTAL FLIGHT POLICIES
AND SAFETY PROCEDURES**

Revision 7 dated: September 28, 2006

Highlights of change:

Added normal fuel loads and oil quantities

AlpineAviation

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AIRCRAFT RENTAL FLIGHT POLICIES
AND SAFETY PROCEDURES

LIST OF REVISIONS

REV # DATE HIGHLIGHTS OF CHANGE

REV #	DATE	HIGHLIGHTS OF CHANGE
5	November 9, 2005	Rev 5, pages 3, 5
6	August 11, 2006	Rev 6; all pages
7	September 28, 2006	Rev 7; page 4

FLIGHT POLICIES
AND SAFETY PROCEDURES

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Alpine Aviation Rental Flight Policies and Safety Procedures

1) SAFETY

- a) The single most important quality a pilot can possess is a positive attitude towards safety! Safety is the key to being a good pilot.
- b) Never attempt to operate an aircraft when you have a known physical or mental deficiency, such as headache, cold, lack of adequate rest, etc.
- c) Be thorough in your pre-flight preparation by obtaining all available information concerning your planned flight operation, including an alternate plan of action.
- d) Always treat a propeller as though the ignition switch is on! Never hand prop an Alpine Aviation aircraft. Call the Alpine Aviation Chief Pilot or mechanic for further instructions.
- e) Never leave the controls of an airplane when the engine is running! Do not load or unload passengers when the aircraft engine is operating.

2) GENERAL REGULATIONS

- a) Renter Pilots must hold a valid and current pilot certificate with appropriate ratings. Pilots are responsible for maintaining a current Pilot Status Folder with Alpine Aviation. This shall include photocopies of current Medical Certificate, Pilot Certificate, State Drivers License or ID. and required Flight Reviews and Pilot Currency.
- b) Pilots shall observe all Federal, State and Local flight rules. All violations will be dealt with by the appropriate governing authorities and will be cause for automatic termination of aircraft use privileges, pending further action.
- c) Before beginning a flight, all pilots will become familiar with all available information concerning that flight. This information must include runway lengths at airports of intended use and aircraft takeoff and landing distance information. For a flight under IFR or a flight not in the vicinity of an airport, weather reports and forecasts, fuel requirements, alternatives available if the planned flight cannot be completed, and any known traffic delays of which the pilot in command has been advised by ATC.
- d) For all flights, pilots shall file, activate, follow/amend, and cancel Alpine Aviation flight plans. For local flights, pilots will post the flight on the daily flight tracking board with the general location of flight in the notes section. For flights beyond 25 NM and flights with landings at other airports, pilots will list all landing airports on the flight tracking board or leave a copy of the flight plan with office staff.
- e) All flight plans will include the aircraft registration number, estimated time of departure from each airport, route of flight, destination airports, estimated time of arrival at each airport, fuel on board, pilots name, names of passengers on board, and contact phone number.
- f) Pilots will close their flight plan within 30 minutes after landing at each airport by contacting Alpine Aviation office.
- g) Smoking is prohibited in all aircraft.
- h) A checklist appropriate for the aircraft shall be utilized for all operations.
- i) Rental pilots will personally conduct a preflight inspection of the aircraft as prescribed by the manufacturer.
- j) All aircraft are fueled with specific fuel loads after each flight. If the Rental pilot requires a fuel load different than Alpine Aviations normal fuel load that request must be made at the time the aircraft is scheduled. De-fueling charges will be billed to the renter pilot, see List of Charges, section 13.
- k) The rental pilot will operate the aircraft from the left seat and will be responsible for the aircraft and its operation at all times.
- l) No person may take off or land an aircraft from the right seat. Right seat operations require an approval in writing from Alpine Aviations chief pilot.
- m) Renter pilots shall not allow anyone else to operate the aircraft.

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- n) Formation flying is prohibited by all renter pilots.
- o) Alpine Aviation aircraft must be operated on hard surfaced, public use airports with services available and a runway of at least 3000' X 50", or as approved by the Chief Pilot.
- p) NO Touch and Go operations on runway 07 at Nevada County Airpark (GOO)
- q) Pilots shall record the Hobbs or Tach times at the beginning and end of each aircraft operation. If any time discrepancy appears, it must be reported to Alpine Aviation office staff prior to flight.
- r) Rental pilots are responsible for shutting down and securing the aircraft, installing the control lock, tying down the three tie-down points, and returning the tachometer reading, time sheet and keys to the office. You will be responsible for damage to aircraft caused by leaving an aircraft untied.
- s) Appropriate charts and equipment shall accompany pilots during all flight operations.
- t) All aircraft malfunctions shall be reported immediately to the Alpine Aviation Director of Maintenance for inspection. Pilot will not depart with an aircraft if airworthiness is in question.
- u) In addition to the requirements set forth in the Federal Aviation Regulations, Renter pilots shall not operate the aircraft for a period of at least 12 hours after using intoxicating substances such as liquor, drugs (both prescription and over the counter) tranquilizers, or sleeping aids that alter your abilities to operate the aircraft safely.
- v) No aircraft shall be used to transport any illegal materials or substances.
- w) No aircraft shall be used for any Commercial Operations.

3) STANDARD OPERATING PROCEDURES

Alpine Aviation Standard Operating Procedures (SOP) are a set of procedures developed by Alpine Aviation to enhance the safety of flight. These procedures should be used in addition to Alpine Aviation’s Rental Policy and General Operating Rules and can be utilized by any pilot for VFR or IFR flight. Additional SOP’s for IFR flight can be provided by Alpine Aviation instructors and are located in Alpine Aviation’s Part 135 Training Manual.

Normal Fuel and Oil Loads:

	Normal Fuel	Oil
C-172	30 gal	4-6 qts
DA-20	Full	4-6 qts
PA-28	Tabs	4-6 qts
PA-28RT	Tabs	4-6 qts

a) Preflight

Pilots will conduct a thorough preflight in accordance with CFR 14 § 91.103. This includes terminal and enroute weather, fuel requirements, runway lengths and aircraft performance at the desired airport with forecasted weather conditions. PIC shall compute takeoff and landing distances with a current Pilot Operating Handbook (POH).

When initially accepting the aircraft, verify that the aircraft Hobbs times agree with what is written on the clipboard (if not, seek assistance from an Alpine Aviation employee) and verify that all required documents are on board: Airworthiness, Registration, POH, Weight and Balance (AROW).

Pilots will verbalize the use of a checklist for all phases of flight, Prior to entering the aircraft, a passenger briefing shall be completed which will include Seatbelt use, location of Air vents, location of Fire extinguisher, location and use of Exit, Survival kit if needed, and correct procedure used to identify Traffic (SAFEST).

b) Before Engine Start

Prior to engine start-up a crew briefing shall be completed which will include the following: review of airport diagram, ATIS/AWOS, runway in use, crosswind component, departure/taxi clearance, and who is PIC. There will be a positive exchange of flight controls at all times and a sterile cockpit will exist which prohibits cockpit activities not related to safe flight operation during critical phases of flight. As identified in the FAR, they include all ground operations involving taxi, takeoff, and landing or anytime while operating below 1,000 feet AGL.

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c) **Prior to Taxi**

Prior to taxi from the tiedown area, flight crew will complete startup and pre-taxi checklist items, check radios for proper operation and frequencies, set all flight instruments, and each crewmember shall perform a brake check. Request for IFR clearances and taxi and departure will be received prior to taxi unless otherwise directed by ATC.

During taxi operations, crewmembers will concentrate on taxiing aircraft on centerlines, maintaining situational awareness, and watching for other ground traffic. When making turns at intersections, the PIC will verbally clear the left, center, and right before turning. If situational awareness is lost, the aircraft will be stopped and position on the airport will be identified before proceeding. Pilot will advise ATC (if available) and request assistance and/or progressive taxi information. Flight planning and navigation equipment setup and data input will *not* be performed during taxi operations.

d) **Before Takeoff**

Before taking the runway, the before-takeoff checklist shall be completed. A pre-takeoff brief shall be conducted which will include and following information; runway available/runway required, if any obstacles exist on departure, wake turbulence is any, and windsock position shall be noted with proper crosswind control position. This brief will also include normal, short and soft field takeoffs, nonstandard noise abatement procedures, and IFR departures. All departure briefings will include initial heading, altitude, and lost communications procedures. Emergency procedures will be briefed. IFR emergency contingencies for single engine aircraft should include, but are not limited to the following information: based on the preflight and performance calculations and any knowledge of the local terrain, the flight crew will determine the best course of action in the event of an engine failure on departure prior to rotation, after rotation with runway remaining, and after rotation with no runway remaining. The pilot will determine the location of the lowest terrain and use it as a landing site.

Prior to taking the runway and an uncontrolled airport, the pilot shall do a clearing turn on the ground to ensure the pattern is clear. At controlled airports the pilot shall clear the base and final leg of the pattern prior to taking the runway. When cleared for takeoff or when crossing the hold bar at an uncontrolled airport the flight crew will maintain a sterile cockpit until above 1,000 feet AGL. While on the takeoff roll the pilot shall note temperature in the green, pressure in the green, airspeed alive, and max RPM. If these criteria are not met, the takeoff will be aborted.

When flying at a mountain airport or any airport with a high density altitude (normally above 3,000 feet density altitude), the pilot shall lean for best performance per the POH prior to takeoff.

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e) **Climb**

Alpine Aviation recommends climbing at Vy to an altitude of at least 700 feet AGL, with no power adjustments below 1,000 feet AGL when departing an airport. This will increase the probability of returning to the departure runway in the event of an engine failure on takeoff. A climb check will be verbalized at 500-700 feet AGL, or when ATC approves an altitude of over 1,000 feet. When flying over mountain ranges, the climb check may be utilized more frequently.

When departing an airport traffic pattern the pilot shall follow the noise abatement procedures if they are posted. The pilot shall depart the traffic pattern as advised in the AIM or by ATC.

NOTE: Departing Nevada County Airport (GOO) no turns to the left shall be commenced below 3,700 feet MSL. Alpine Aviation will not commence any right turns out of the traffic pattern until the aircraft is above 4,100 feet MSL (TPA). All pilots will depart the traffic pattern as advised by the AIM (on the 45, crosswind, downwind, or midfield cross-over). When out of the traffic pattern, pilot may turn on course.

f) **Cruise**

Cruise checklist shall be completed upon reaching cruise altitude. For all VFR flights, flight following shall be used by ATC if possible.

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g) Prior to Landing

When inbound to an airport, a radio call will be given 10 miles out when ATC terminates radar services. A radio call will be given 3-5 miles out when entering the pattern, and radio calls will be used on crosswind, downwind, base, final, and clear of the runway.

The before landing checklist will be verbalized and completed before entering the pattern.

The approach flaps will be extended by midfield downwind and the aircraft will be stabilized for approach. If a nonstandard landing (short field, soft field, or obstacle clearance) will be used, the PIC will brief the appropriate procedures before commencing the approach.

When operating a complex aircraft, the landing gear will be extended by downwind position. When landing from straight-in approaches, gear and approach flaps will be lowered prior to descent from 1,000 feet AGL. During IFR approaches, approach flaps will be lowered prior to FAF and gear will be lowered at FAF.

Before turning onto the base leg, the pilot will identify the touchdown point. Full flaps will be extended for a stabilized approach when the landing is assured. A stabilized approach is one in which the aircraft is configured with flaps (as appropriate) and landing gear down, on airspeed and established on the glide path.

If the aircraft has not landed within 400 feet of the touchdown point (normal landing) or 200 feet of the touch down point (short field landing), the pilot shall execute a go-around per the POH.

h) After Landing

After touchdown, no configuration changes will be made until the aircraft is clear of the runway and stopped. After clearing the runway the pilot will stop the aircraft and complete the after landing checklist; then contact ground control or announce on the CTAF that the aircraft is clear. If a short field landing is necessary, the flaps may be moved if so instructed by the POH and the pilot has briefed the landing before hand. Before taxiing the PIC will ensure that he or she understands the proper taxi route. If at anytime the pilot is in doubt about the route of taxi or location on the airfield, STOP the aircraft and request clarification from ground control and/or review the airport taxi diagram. During shutdown, use the shutdown checklist and secure the aircraft.

NOTE: *Unless landing on unimproved runways, the small increase in braking from retraction of flaps is minimal in most general aviation aircraft.*

4) CHECK OUT PROCEDURES

- a) Aircraft rental approval will be granted for each individual airplane make and model.
- b) Rental pilots will purchase a copy of the respective aircrafts FAA approved Aircraft Flight Manual from Alpine Aviation. The rental pilot will study the entire Pilot Operating Handbook, Aircraft Flight Manual and Alpine Aviations Aircraft Rental Policies and Safety Procedures prior to the flight.
- c) The Rental pilot shall successfully complete the aircraft specific written exam and be reviewed by an Alpine Aviation Flight Instructor.
- d) The Rental pilot shall complete an initial minimum one-hour check out, and receive the authorization of an Alpine Aviation Flight Instructor.
- e) The Rental pilot shall maintain the written designation in their pilot's Log Book and Alpine Aviation Pilot Records Folder, with appropriate limitations, aircraft make and model, and the expiration date.
- f) Checkouts in complex aircraft require the conditions and minimum flight times as described in the attached schedule B – Complex Aircraft Checkout.
- g) Checkout in Multi-Engine aircraft require the conditions and minimum flight times as described in the attached schedule C – Multi-Engine Aircraft Checkout.
- h) Instrument flight requires an IFR rating and an IFR flight checkout in the type aircraft to be flown under actual or simulated IFR.
- i) Short fields and high altitude operations are a required part of Alpine Aviation's initial checkout and a logbook endorsement must be given by an Alpine Aviation instructor. The training must be recorded in the customer's folder.

5) **CURRENCY REQUIREMENTS**

a) **Private Pilots**

- i) Maintaining current approval for aircraft rental privileges is accomplished by showing recent experience as follows, or by obtaining an Alpine Aviation flight instructor's endorsement in the pilot's logbook and Alpine Aviation pilot records folder pertaining to the type of aircraft to be flown.
 - (1) Minimum of one hour as sole manipulator of the controls in the preceding 90 days, including three take-offs and landings.
 - (2) Night currency: one hour of night or IFR flight or simulated IFR as the sole manipulator of the controls within the preceding 6 months, including three takeoff and landings to a full stop in single engine and multi-engine aircraft as required within the preceding 90 days per FAR 61.57, (b).
 - (3) Alpine Aviation requires an **Annual Flight Review**, which may be signed off as a Flight Review. Successful completion of a Biennial Flight Review, per FAR 61.56, (a), FAA flight check, or the completion of the FAA's "Wings" program within the previous year will also meet this requirement.
 - (4) For IFR flight Alpine Aviation requires an Instrument Proficiency flight check, (IPC) every 6 six months.

b) **Re-currency requirements.**

- ii) For pilots that are less than 180 days out of currency, (FAR 61.57, a, or b):
 - (1) A pilot may act as PIC provided no persons are carried on board to meet the requirements of FAR 61.57, a, and b.
- iii) If more than 180 days out of currency:
 - (1) A pilot must meet this requirement by receiving dual instruction and receiving an endorsement in their pilot's logbook and Alpine Aviation Pilot Records by an Alpine Aviation flight instructor.

6) SCHEDULING AIRCRAFT

a) Private Pilots:

- i) All renter pilots are to keep their files up to date with a copy of their Pilot Certificate, Drivers License or State ID, current medical certificate, and Flight Review. Financial accounts must be kept up to date as well.
- ii) Financial arrangements must be made in advance for all flights.
- iii) Aircraft will be billed for a minimum of 2 hours rental per day when the aircraft is scheduled out for 8 hours or more per day to a maximum of 24 consecutive hours.
- iv) The pilot in command is responsible for the weight and balance of the aircraft this includes requesting fuel quantities for other than standard fuel loads.
- v) If the renter pilot requires other than normal fuel load for a flight they must request the aircraft not to be filled after a preceding flight. This request can only be honored if the aircraft is flown immediately prior to the scheduled flight. If the renter needs the aircraft to be de-fueled the renter is responsible for the cost of the fuel that is being removed and for the time of the mechanic to de-fuel the aircraft. See List of charges, section 13.
- vi) Aircraft rental is on a first come, first serve basis.
- vii) For flights scheduled after normal business hours, advise office staff of schedule before 5:00 pm to allow staff to arrange for keys to be left in lock box.

b) Student Pilots:

- i) All solo flights must be approved and supervised by an Alpine Aviation flight instructor.
- ii) Scheduling is to be done only under the direct supervision of an Alpine Aviation flight instructor.
- iii) Students shall be scheduled according to available instruction time.

c) Cancellation Policies

- i) Schedule cancellations must be done 24 hours prior to scheduled flight.
- ii) "No Shows" will be charged for one-hour instructor's time and one-hour of aircraft rental time.
- iii) Flights canceled with less than 12 hours notice will be charged 1 hour instructors time
- iv) Aircraft Rental with less than 12-hour notice will be charged one-hour rental.

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- v) Aircraft Rental for full weekend cancellation with less than 24 hours will be charged two-hour aircraft rental.
- vi) Any change in the aircraft flight schedule due to weather or mechanical difficulties, or other reasons, must be reported immediately to Alpine Aviation by phone.

An acceptable cancellation for aircraft rental will be due to weather.

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7) **WEATHER MINIMUMS**

- a) Due to the dynamic nature of weather, it is required that you obtain adequate F.S.S. briefing and exercise conservative judgment by staying on the ground or landing as soon as practical whenever you encounter questionable or deteriorating weather conditions. Your safety is more important to us than having our aircraft back on time.
- b) Wind Limitations: Student Pilots – no flying when the surface wind is over 10 knots direct head wind or over 7 knots direct cross wind without instructor approval and sign-off. Renter Pilots, Private Pilot rated or better, must have Alpine Aviation instructor approval to fly when surface winds reach over 15 knots. The maximum winds aloft for dual flights are 30 knots.
- c) Non-dual, local VFR Flights: Ceiling must be 1000' AGL and three miles visibility or better. Non-dual, cross-country VFR Flights: Ceiling must be 2000' AGL and visibility 10 miles or better for the highest point en route and the destination airport. The 2000' ceiling has to be forecasted to remain so for two hours after the expected time of arrival.
- d) Non-dual, instrument flight operations shall be conducted only within the limitations and under the direct authorization of an Alpine Aviation flight instructor.

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8) **CROSS-COUNTRY FLIGHTS**

- a) Overnight flights, IFR cross-country Flights, flights to unattended airports, or flights planned to airports under 3000' in length, shall be approved by an Alpine Aviation flight instructor. The pilot in Command must be instrument rated for night cross-country flights or have approval from an Alpine Aviation flight instructor
- b) An Alpine Aviation Flight Instructor must dispatch all student cross-country flights.

9) STUDENT PILOT REQUIREMENTS

- a) Student Pilot scheduling is to be done only under the supervision of a flight instructor, employed by or acting on behalf of Alpine Aviation
- b) Each solo flight by a student pilot must be directly supervised by a Alpine Aviation Flight Instructor, employed by or acting on behalf of Alpine Aviation
- c) Each solo cross-country flight must be approved in writing in the student's logbook and the logbook must be in the pilot's possession during all cross-country flight.
- d) Each student and instructor should adhere strictly to the Alpine Aviation approved course of study.
- e) NO Touch and Go's by solo students. All students will make full stops and taxi back during solo practice unless accompanied by an Alpine Aviation instructor.

10) NOTICE ON INSURANCE COVERAGE

- a) Alpine Aviation maintains aviation liability insurance for its benefit and these are some of the terms in our policy.
 - i) As a renter of an aircraft, Alpine Aviation hereby provides notice that:
 - (1) The Renter pilot is insured under a policy or policies of insurance provided by Alpine Aviation and providing **liability** coverage to Renters of aircraft in the following amount:
 - (a) \$100,000 / Person Bodily Injury not exceeding \$300,000 per accident for all injured parties.
 - (b) \$300,000 / each occurrence
 - (c) \$100,000 / Property Damage
 - ii) Aircraft Physical Damage Insurance in favor of the Renter pilot is not maintained. Renter expressly acknowledges that he is not an insured for any damage to the aircraft under any insurance contract or policy in the name of or for the benefit of Alpine Aviation and he or she is personally responsible for any and all damages to the aircraft that occur during the rental period.
 - iii) Alpine Aviation recommends that renter pilots purchase an “Aircraft Renters Insurance Policy” from an independent insurance company to protect themselves in situations where they may be found to be negligent or responsible for damages.
 - iv) The renter is responsible for the minimum daily rental rates for an airplane in the case of an accident or incident until the aircraft is repaired and or replaced.

11) **TRANSIENT MAINTENANCE POLICY**

- a) At Alpine Aviation we make every effort to keep our fleet of rental aircraft in excellent mechanical condition. However, an occasional breakdown may occur while away from our facility. The following policies regarding the level of reimbursement for repairs while the aircraft is away from Alpine Aviation's home airport will apply should a breakdown occur.
- b) In the event of a breakdown, notify Alpine Aviation of the problem immediately. If maintenance personnel are not available leave your name, aircraft number and telephone number where you can be contacted.
- c) Do not authorize any repairs to be made to the aircraft without clearance from an Alpine Aviation representative. Failure to do so could result in the Renter being responsible for a portion of the bill.
- d) Alpine Aviation will not reimburse the Renter for any overtime charges, call-out fees, or any other after hour charges made by the maintenance facility. Other expenses incurred by the Renter as a result of a mechanical delay such as rental cars, hotel rooms, meals, and airline fares, etc. will not be reimbursed.
- e) All repairs will be made by properly licensed facilities and personnel.

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12) **EMERGENCIES**

- a) In case of an aircraft accident or incident or other emergency such as mechanical malfunction, unexpected weather, delay or damage to the aircraft, the pilot in command shall notify Alpine Aviation immediately.
Aircraft overdue on an Alpine Aviation Flight Schedule will constitute an emergency.

Contact: **Alpine Aviation at (530) 477-7701**

If outside of business hours, call will automatically be forwarded to staff.

13) ACCIDENT NOTIFICATION PROCEDURES.

- a) Aircraft accident means an occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death or serious injury, or in which the aircraft receives substantial damage.
- b) Renter pilot shall notify Alpine Aviation immediately when there is any damage to the aircraft or injury to persons.
- c) The Renter Pilot shall notify the NTSB immediately in the event of an aircraft accident or an incident as described below.
 - i) Aircraft receives substantial damage.
 - ii) Any passenger suffers death or serious injury.
 - iii) Flight control system malfunction or failure.
 - iv) Inability of any required flight crewmember to perform his normal flight duties as a result of injury or illness.
 - v) In-flight fire.
 - vi) Aircraft collision in flight.
 - vii) Damage to property, other than the aircraft, estimated to exceed \$25,000.
- d) In the event of an accident:
 - i) Provide immediately for the first aid of passengers and other persons injured.
 - ii) Secure aircraft and take necessary steps to limit further damage to aircraft.
 - iii) Notify Alpine Aviation as soon as possible.

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14) LIST OF CHARGES:

- a) If aircraft is reserved for one day, there is a two-hour minimum charge per day. A day is defined as a minimum of 8 consecutive hours up to a maximum of 24 consecutive hours.
- b) The renter is responsible for the minimum daily rental rates for an airplane in the case of an accident or incident due to negligence of the renter pilot in command
- c) Miscellaneous Fees:
 - i) No-Show for scheduled lessons \$48.00 & One Hour Aircraft Rental
 - ii) Cancellation less than 12-hour notice for lesson \$48.00
 - iii) Cancellation less than 12-hour notice on aircraft 1 hour of Rental
 - iv) Cancel Full Weekend Rental less than 24- hour 2 hours of Rental
 - v) Headset rental \$2.00 per flight/day
 - vi) Lost flight log \$25.00
 - vii) Lost check list \$25.00
 - viii) Master switch left on \$25.00
 - ix) De-fueling the aircraft Current price of fuel per gallon plus labor @ normal shop rate.
 - x) For Alpine Aviation Flight Instructors approved by Alpine Aviation to act on behalf of Alpine Aviation yet not employed by Alpine Aviation, there will be an additional charge of \$20.00 per hour of flight time using the aircraft hour meter to cover overhead, administrative and insurance costs.
- d) Additional requirements for Approved Alpine Aviation Flight Instructors
 - i) Follow Alpine Aviation flight training syllabus
 - ii) Understand and agree to the Alpine Aviation Rental Policy and Safety Procedures
 - iii) Maintain student pilots records in accordance with Alpine Aviation record keeping requirements.



Rental Agreement

- 1) In consideration of the rental fees paid and the covenants contained herein, Alpine Aviation, hereinafter referred to as the “Operator”, hereby leases to the “Renter” the designated aircraft hereinafter referred to as the “aircraft”.
- 2) Renter acknowledges and agrees that the aircraft is the property of the operator.
- 3) Renter agrees to purchase and maintain with revisions a current Aircraft Flight Manual (AFM) for each aircraft they rent at Alpine Aviation.
- 4) Renter acknowledges that he has inspected the aircraft and has found it to be in good mechanical condition and airworthy.
- 5) Renter agrees to return the aircraft at the scheduled time, weather permitting.
- 6) Renter agrees to properly secure the aircraft after each flight.
- 7) Renter acknowledges that he will review the aircraft maintenance records before the first flight of any rental.
- 8) Renter expressly acknowledges personal liability to pay operator on demand:
- 9) Services and time charges computed at the applicable posted rates until said aircraft is returned to Operator.
- 10) Renter expressly acknowledges personal liability to pay any loss or damage to the aircraft, its components, and parts of equipment during the rental period.
- 11) Renter expressly acknowledges personal liability to pay the minimum rental rate for the aircraft while the aircraft is being serviced for damaged caused by the renter.
- 12) The amount of any transient parking, tie-down, or hangar charges until the aircraft is returned to the Operator.
- 13) Renter agrees not to tamper with, molest, or attempt to repair any parts of the aircraft or its accessories, but will telephone the Operator collect for instructions upon encountering mechanical malfunctions.
- 14) If the aircraft is abandoned away from the home base airport, the Renter will be charged pilot expenses plus flight time at normal rates to return the aircraft to home base.
- 15) Renter agrees to report any aircraft damage, accident or incident to the Operator as soon as possible.
- 16) Renter agrees that rented aircraft shall not be used or operated:
 - a) For any illegal purposes.
 - b) In any race, speed test, or contest.
 - c) By any person other than the Renter pilot who signed the agreement.
 - d) Outside the limits of the Continental Unites States.
 - e) To carry passengers or property for compensation or hire.
 - f) Any flight for which the Renter is not properly rated or certified.
- 17) Renter agrees to reimburse the Operator in the event suit is instituted by the Operator 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.

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- 18) Renter, by affixing his signature hereon, does agree to follow the preceding flight operations safety rules, emergency maintenance procedures, and insurance provisions.
- 19) I have received and reviewed my personal copy of the Alpine Aviation Inc. Aircraft Rental Policies & Safety Procedures, revision 5, dated November 9, 2005. I understand the above covenants, restrictions and requirements of this rental agreement. I acknowledge that I have received a copy of this agreement and agree to comply with the Alpine Aviation aircraft rental flight policies and safety procedures.

signed _____
Renter Pilot

dated _____