



# RENTAL AGREEMENT

*Excellence in flight training since 1985.*

## I. FLIGHT ACCOUNTS

There is no membership fee or dues. Every member has a flight account and must maintain a positive balance. A minimum initial deposit of \$500.00 must be made to a flight account prior to commencement of training. Members who are seeking rental privileges, but are not pursuing training must make a minimum initial deposit of \$300.00. **All members must maintain a positive flight account balance of at least \$100.00.** A member whose flight account balance is below \$100.00 will not be permitted to schedule or fly club aircraft. It is the member's responsibility to keep track of his/her account balance. Flight account deposits may be made at any time by submitting cash, check, debit card or credit card (VISA / MasterCard and Discover only) in U.S. funds. Flight accounts will be debited according to the current rental rates, which are posted on rate sheets in the flight school office as well as on the school's website.

### **Flight Account Bonus Plan**

Pre-payment of the following amounts into a flight account will earn a bonus!

<b>Pre-payment towards:</b>	<b>Warrior, C172, Tomahawk</b>	<b>of \$2500 earns a 5 % bonus (\$125.00)</b>
	<b>Arrow</b>	<b>of \$3000 earns a 5 % bonus (\$150.00)</b>
	<b>Seminole</b>	<b>of \$6000 earns a 5 % bonus (\$300.00)</b>

\*Bonus is applied only if the member's account is positive at the time of pre-payment. Bonus for cash or check deposits only. Bonus does not apply to one-time rentals. Bonus must be used and cannot be refunded as cash.

## II. INSURANCE AND OTHER COSTS

All aircraft rental rates are "wet" rates (fuel and oil are included in the rental price) based on Hobbs hour meter time or 120% of the recording tachometer time, whichever is greater (Massachusetts sales tax is no longer charged on solo flights). ECAC maintains an insurance policy from a well-respected aviation provider. Our current coverage is \$1,000,000 combined single limit, and full hull value is insured or self-insured. Each pilot is also covered for \$100,000 per person / \$300,000 per occurrence liability as an additional insured. Pilots who damage an aircraft are responsible for a \$1,000 deductible on fixed gear aircraft, \$2,500 for complex aircraft, \$5000 for multi-engine aircraft and loss of use caused by their negligence. Responsible pilots are encouraged to further protect themselves by purchasing a Non-Owner Rental Policy. Contact the Aviation Insurance Agency in Bedford, Massachusetts at (781) 274-0303 for further information. Other miscellaneous costs relevant to recreational flying include FAA medical examiners' fees, FAA designated flight examiners' fees, FAA written test fees, books, and supplies.

## III. CHECKOUT AND CURRENCY REQUIREMENTS

Each member will fly with a club flight instructor for a (minimum) one-hour initial checkout in each make and model of aircraft he / she wishes to fly as Pilot in Command and obtain authorization from that flight instructor. **All members must maintain currency in each make and model of club aircraft he / she wishes to fly as Pilot in Command by flying at least one hour every ninety (90) days in that make and model of club aircraft.** If a member's currency lapses, he / she may regain it by flying with a club flight instructor and obtaining another authorization. **Please note that currency in one make & model of aircraft does not imply currency in another.** In addition, each member must meet all FAA currency requirements for carrying passengers, flying under Instrument Flight Rules or in Instrument Meteorological Conditions, and flying at night. A club flight instructor will not grant authorization for a pilot to fly as Pilot in Command, regardless of that pilot's flight time or licenses, if he / she does not feel the pilot is capable of flying safely as Pilot in Command of the particular aircraft. **Complex and multi-engine aircraft will have additional requirements for pilots to act as Pilot in Command. These requirements will be made available upon request.**

#### IV. CLUB RULES, OTHER FEES, AND PENALTIES

- Any member who acts in an unsafe manner in the air or on the ground, who knowingly violates any of the Federal Aviation Regulations, who knowingly violates a club rule, who fails to keep up with ground or flight school assignments, or who is unable to maintain the required flight account balance may, at the discretion of the club President, have their rental privileges terminated.
- The cost for a check returned by our bank for any reason is \$25.00
- Any member who fails to keep a scheduled flight appointment without giving **24 hours notice** to his / her flight instructor as well as the office personnel, may be charged a "No Show" fee of \$50.00 for every two hours of time reserved (\$25.00 per hour), up to a maximum of \$150.00. The flight instructor or office personnel may waive this fee if the time slot can be filled by another member.
- All aircraft must be tied down in ECAC tie-downs spots. Any member who, unless so directed by ECAC personnel, fails to cover (canopy covers or cowling covers), install gust locks, tie down, park in an ECAC spot, or call for the re-fueling of an aircraft after he / she uses it may be fined \$15.00 for each occurrence. Any member who fails to turn off the master switch, may be fined \$40.00.
- Since positive balances must be maintained, a \$15.00 charge will be made when a member allows his/her balance to go below zero. This charge will be applied for each flight that occurs while the balance is negative.
- At any time, a member may request in writing a refund of the remaining balance on his / her flight account (minus any bonuses) and such balance will be returned within thirty (30) days of receipt of such letter by the club president.
- **Daily Aircraft Minimums** - Any aircraft scheduled for **eight (8) hours or longer** in any 24-hour period will be charged for a minimum of three (3) flight hours, even if the aircraft is returned early. Any aircraft scheduled for two (2) to seven (7) hours, will be charged for a minimum of one (1) flight hour. Exceptional circumstances will be judged by ECAC Management on an individual basis.
- Each pilot is required to request fuel from the FBO after every flight.  
**Note: The Arrows are to be filled to the "tabs only" (for weight & balance purposes).**
- Members will document any maintenance problems encountered on ECAC squawk sheets and report such squawks to office personnel (please be as descriptive as possible). No maintenance may be performed on any aircraft without prior permission from ECAC Management. If an aircraft is returned with a maintenance issue after the office is closed, please leave a message about the discrepancy on the answering machine so we can prevent the dispatch of an un-airworthy aircraft. All members will operate aircraft in a maintenance conscious manner. This includes assuring the engine compartment(s) has been preheated (in cold weather) prior to engine start.
- Pilots who purchase fuel while on cross country flights will be reimbursed at the current contract rate of the club or at the full purchase price, whichever is less.
- Any pilot who is unable to return an aircraft back to the flight school after a flight will be held responsible for ferry costs to return the aircraft, including aircraft rental time and instructor / pilot charges.
- Only 100LL aviation fuel is to be used in club aircraft. Auto gas is not permitted in club aircraft.
- ECAC is not responsible for any pilot's failure to comply with FAA, Customs, or other governmental regulations. It is the pilot's responsibility to be aware of and comply with any documentation, equipment, or other requirements pertinent to their proposed flights.
- There is no smoking allowed in any ECAC aircraft! There are no animals allowed (dogs, cats, etc.) in any ECAC aircraft! We expect aircraft to be used and returned in a clean condition. A cleaning fee may be charged for especially dirty aircraft (due to vomit, trash, food / beverage spills, etc.).

- **Runway Minimums** – Except in the case of an emergency, members are permitted to land ECAC aircraft only on runways meeting the following criteria: 1) 3,000 feet or more in length and 2) Hard paved & improved (no grass). Exceptions will be made on a case-by-case basis. See the office staff for details.
- Instruction in ECAC aircraft may only be given by ECAC instructors; instruction must be charged through the member's flight account.
- ECAC President reserves the right to alter, modify, amend, remove, waive, or add any rule by notifying all pilots. Any pilot who flies a club aircraft after receipt of notification has, by implication, acknowledged and accepted such changes.

## **V. SCHEDULING**

All flight time will be scheduled on a first-come, first-served basis. All flight time will be scheduled either via the member's online account or by calling the office. The office is staffed 7 days per week. The schedule will be maintained thirty (30) days in advance. The following scheduling rules are in effect:

- Reservations made for eight (8) hours or more require completion of a trip agreement, and may require an additional deposit.
- Aircraft may be re-assigned if a member does not call or arrive within 30 minutes of the scheduled time.
- Although we make every effort to provide members with the aircraft requested, we will at our discretion move reservations from one aircraft to another in order to schedule maintenance, accommodate late arrivals, and to make more aircraft available to more members.
- Aircraft that do not return at their scheduled time create a problem for everyone. ***ECAC may charge double the hourly rate for the amount of time any aircraft does not return at its scheduled time. This charge is in addition to the flight time.***

**ACCEPTANCE**

**I have read and understand the rules set forth in this agreement. I accept these terms and agree to abide by them. I agree to pay all debts and charges due to East Coast Aero Club.**

SIGNATURE \_\_\_\_\_ DATE: \_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_

NAME \_\_\_\_\_ SOCIAL SECURITY # \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

E-MAIL \_\_\_\_\_

PHONE (home) \_\_\_\_\_ (work) \_\_\_\_\_ (cell) \_\_\_\_\_

BIRTHDATE \_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_ DATE OF LAST MEDICAL \_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_

FAA LICENSE NUMBER: \_\_\_\_\_

DATE OF LAST BIENNIAL (or Rating or Certificate) \_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_

Current Certificates & Ratings Held: \_\_\_\_\_

Certificates and / or Ratings Sought: \_\_\_\_\_

MasterCard / VISA or Discover # \_\_\_\_\_ Exp. Date \_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_

Security Code: \_\_\_\_\_ Billing Zip Code: \_\_\_\_\_

**THIS SECTION TO BE FILLED OUT BY ECAC STAFF ONLY**

Completed by (Staff Name) \_\_\_\_\_ DOS Account (Date) \_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_

US Citizen  Yes  No

Trained for a rating prior to 10/20/2004  Yes  No

Trained for a rating prior to 12/20/2004 and holds a US pilot certificate  Yes  No

Document provided (Type & Number) \_\_\_\_\_ Exp. Date \_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_

Advised to provide data to TSA web site on (date) \_\_\_\_\_

Provided fingerprint cards (date) \_\_\_\_\_

Proof of TSA fee provided (date) \_\_\_\_\_

TSA acknowledgement of all documents provided (date) \_\_\_\_\_

Photo taken on (date) \_\_\_\_\_ Sent to TSA on (date) \_\_\_\_\_

Training approval granted (date) \_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_ (ratings) \_\_\_\_\_



# EMERGENCY CONTACTS

*Excellence in flight training since 1985.*

Renter Name: \_\_\_\_\_ Date: \_\_\_\_\_

## Primary Contact:

NAME

RELATION

ADDRESS

CITY, STATE, ZIP

(\_\_\_\_) \_\_\_\_\_ -  
MOBILE

EMAIL

(\_\_\_\_) \_\_\_\_\_ -  
WORK—HOME—OTHER

(\_\_\_\_) \_\_\_\_\_ -  
WORK—HOME—OTHER

## Secondary Contact:

NAME

RELATION

ADDRESS

CITY, STATE, ZIP

(\_\_\_\_) \_\_\_\_\_ -  
MOBILE

EMAIL

(\_\_\_\_) \_\_\_\_\_ -  
WORK—HOME—OTHER

(\_\_\_\_) \_\_\_\_\_ -  
WORK—HOME—OTHER