

**Signal Aviation Services, Inc**  
**Rental Agreement**  
**Terms and Conditions**

Signal Aviation Services, Inc., (SAS) provides aircraft for rental to clients on the following terms and conditions. Acknowledgement of these terms and conditions and agreement to comply with them are required prior to use of SAS aircraft.

Checkout and FAR compliance

Each client must be checked out and approved for rental by a SAS flight instructor. A check out is required in the make and model of aircraft rented. All Services rental agreement at all times. When there is a dispute between the Federal Aviation Regulations and the Signal Aviation rental agreement, the more restrictive of the two will be adhered to.

Currency requirements for rental

Currency requirements for rental of SAS aircraft depends on the level of certification of the rental pilot.

Student Pilot

A student pilot must have a pilot certificate endorsed for solo flight (and solo cross-country if applicable). Student pilots must have logged six landings and two hours flight time within the last 30 days.

Private, Commercial, and ATP Pilots

When using a SAS aircraft for VFR use, a rated pilot must have three take offs and landings in the same category and class of aircraft within the last 45 days.

Instrument Rated Pilot

When using a SAS aircraft for IFR use

An instrument rated pilot must have

- A) instrument currency in accordance with Federal Aviation Regulations
- B) instrument checkout with a SAS instructor
- C) three instrument approaches within the last 30 days are required for flight planned to take place in instrument meteorological conditions or on an instrument flight plan.

Complex and High-Performance Aircraft

Rental of complex and high-performance aircraft is permitted to pilots with

- A) a private, commercial or ATP certificate
- B) 100 hours total pilot-in-command time
- C) 10 hours pilot-in-command time in retractable-gear aircraft and a check out with a SAS instructor

VFR Cross Country Flight

Cross country flight is permitted only when current and forecast weather exceeds the following minimums:

Student Pilots-

4000 foot ceiling, 10 mile visibility, surface winds not over 12 knots; crosswind component not over five knots.

Private and commercial pilots-

3000 foot ceiling, five miles visibility, surface winds not over 25 knots, crosswind component not over 10 knots and gusts factor not greater than 10 knots.

Any pilot with less than 150 hours pilot-in-command time

For these pilots VFR cross-country is permitted only when current and forecast winds create no crosswind component in excess of five knots, breaking action is reported as GOOD or better, and all runways are reported clear.

Airport Requirements

Except when prior approval is granted by the Signal Aviation Chief Pilot, cross country flight is permitted only to airports with at least one paved runway at least 3000 feet long. The renter is responsible for all ramp fees and landing fees while away from Lebanon.

Night Cross Country Flight

Night cross country is permitted only if the pilot has a current instrument rating and meets instrument currency requirements described above

IFR Local and Cross Country Flight

IFR cross country flight is permitted only when current and forecast weather meets or exceeds the following minimums:

Destination

Ceiling 500 feet above MDA or DH as applicable with visibility required for the approach at destination

Alternate

Standard alternate minimums as prescribed by the Federal Aviation Regulations, or Non Standard Alternate Minimums for each airport where applicable, which ever is higher

One hour IFR fuel reserve is required.

Winter Operations

Each pilot must receive a formal winter operations briefing each year prior to operation between October 01 and April 30.

Weathered-in Aircraft

The cost of returning weathered-in aircraft will be born by the renter pilot.

Scheduling

- Flights scheduled for two hours or less will be billed for the actual Hobbs time the aircraft is used.
- Flights scheduled for more than two hours will be charged actual Hobbs time or 75% of the elapsed time for which the aircraft is scheduled, whichever is greater.
- Cancellations must be reported to SAS at least two hours in advance of the scheduled flight, except those flights cancelled for weather.
- SAS may charge a \$50 cancellation for chronic cancellations.
- A renter more than 15 minutes late for a scheduled flight may forfeit the scheduled flight time. In the event that a renter pilot returns an aircraft more than 20 minutes late when another individual has scheduled the subsequent block of time, SAS will charge the offending renter pilot at double the customary rate for

the excess time. One half of the excess charge will be credited to the inconvenienced renter pilot.

Minimum Daily Utilization

In the event that a pilot reserves an aircraft for flight out of the local area for an extended period SAS may charge for minimum utilization equal to five hours rental per day.

Fuel, Oil, Tie Downs

- Unless weight and balance considerations dictate otherwise, pilots will top off all fuel tanks at end of day to prevent moisture condensation
- Pilots will keep oil level not less than 2 quarts below full
- Pilots will install the pitot cover and gust lock after each flight
- Pilots will tie down aircraft after each flight.
- When pilots purchase fuel at other Airports, SAS will credit for the amount of purchase, up to current price at SAS, against the cost of the rental.

Maintenance

- Prior to entering a “Squawk” in the aircraft book, consultation with either a SAS flight instructor or SAS maintenance technician is required.
- Reasonable maintenance expenses incurred at other fields will be reimbursed only upon prior approval by SAS. No maintenance work may be performed without proper consent of SAS.

Other expenses

The renter is responsible for all ramp fees, landing fees, parking fees, and any other coincidental expenses while away from Lebanon.

Flight Plans

- Pilots will file flight plans for all flights outside New Hampshire and Vermont.
- Pilots will inform ATC of their destinations within New Hampshire and Vermont prior to departure.

Commercial Operations

Renters will not perform any type of commercial operation in a SAS aircraft.

Attorney/Legal Fees

Renter/Student agrees to pay any and all fees associated with collection of amounts owed Signal Aviation. This includes, subject to any limits under applicable law, attorney’s fees, legal expenses, and court costs, whether or not there is a lawsuit.

Insurance

SAS carries hull insurance on its aircraft. SAS or its insurance carrier will seek recovery from the renter pilots in the event that damage results from the legal responsibility of the renter pilot. All pilots are strongly encouraged to carry non-ownership liability to provide maximum personal protection.

I \_\_\_\_\_, have read the RENTAL AGREEMENT TERMS AND CONDITIONS of Signal Aviation. I acknowledge and will comply with all the terms and conditions set forth above.

\_\_\_\_\_ (date)