

# Student Copy

## **HANGAR 47 AIRCRAFT RENTAL & COMPLIANCE INFORMATION**

**Purpose:** to provide procedures, guidelines, and rules for renting aircraft managed by Hangar 47 in order to make the rental experience safe, reliable, efficient, and convenient.

### **Section 1: Documentation & Insurance**

1. All renters will be required to sign the provided Aircraft Renter Liability Document
2. A flight entry in the Aircraft Usage Logbook found in each aircraft shall be completed after each flight
  - a. Note: the Cessna 152 (N67652) does not currently have a Hobbs meter installed and tachometer hours are to be recorded in the aircraft log. However, for rental payment calculations and pilot logbook entries, 1/10 per every 30 minutes of tach time must be added due to the inaccuracy of the tachometer hours.

### **Section 2: Costs and Payments**

1. Hourly “wet” rental rates:
  - a. Cessna 152 N67652: \$140.00/hour
  - b. Sirius TL3000 N832CA: \$165.00/hour or \$155.00 for 10 hours or \$145.00 for 20 hours
2. Fuel may be paid in one of two ways:
  - a. Hangar 47 credit card located with the Aircraft Usage Logbook
  - b. Renter’s personal credit card (fuel costs to be deducted from hourly rental cost for the flight)
3. Aircraft rental payments may be made via check or Venmo to Final Design group. All Venmo payments must contain a note with the following:
  - a. Renter Name
  - b. Purpose (private, instrument, time building, etc.)
  - c. Instructor Name
  - d. Logged Hours
  - e. Fuel Paid
  - f. Fuel Amount
  - g. Net Payment Amount

# Student Copy

## Section 3: Scheduling

1. In order to schedule a plane renter must be current on rental payments
2. Scheduling is done through the following Google Calendar:  
[1l8aphatrainer@gmail.com](mailto:1l8aphatrainer@gmail.com)
3. For pre-solo students – all scheduling shall be completed through their instructor
4. For active post-solo students and certified pilots – access to the calendar may be requested through their instructor or directly to Scott Freeman. Options are “View Only” or “Change Authority”. Inactive pilots will have their access removed.
5. The following format shall be used when scheduling aircraft on the Google Calendar:
  - a. Colors to be used: C152 N67652 – Banana; Sirius TL 3000 N832CA – Graphite
  - b. Nomenclature: Aircraft Description (C152, Sirius TL 3000); Name of Student or Renter/Instructor
  - c. Time shall be scheduled at a minimum of 1 hour
  - d. Scheduled time shall include estimated preflight and postflight activities
  - e. Renters will plan to have the aircraft ready (postflight complete) for the next renter by the end of their scheduled block. If an unexpected delay occurs the current renter must make every effort possible to alert the impacted renter of the delay.
  - f. Cancellations should be completed at a minimum of 24 hours in advance if possible (inclement weather is an exception). Those persons who have more than one “No Show” may have their scheduling privileges revoked.

## Section 4: Aircraft Preflight and Postflight Responsibilities

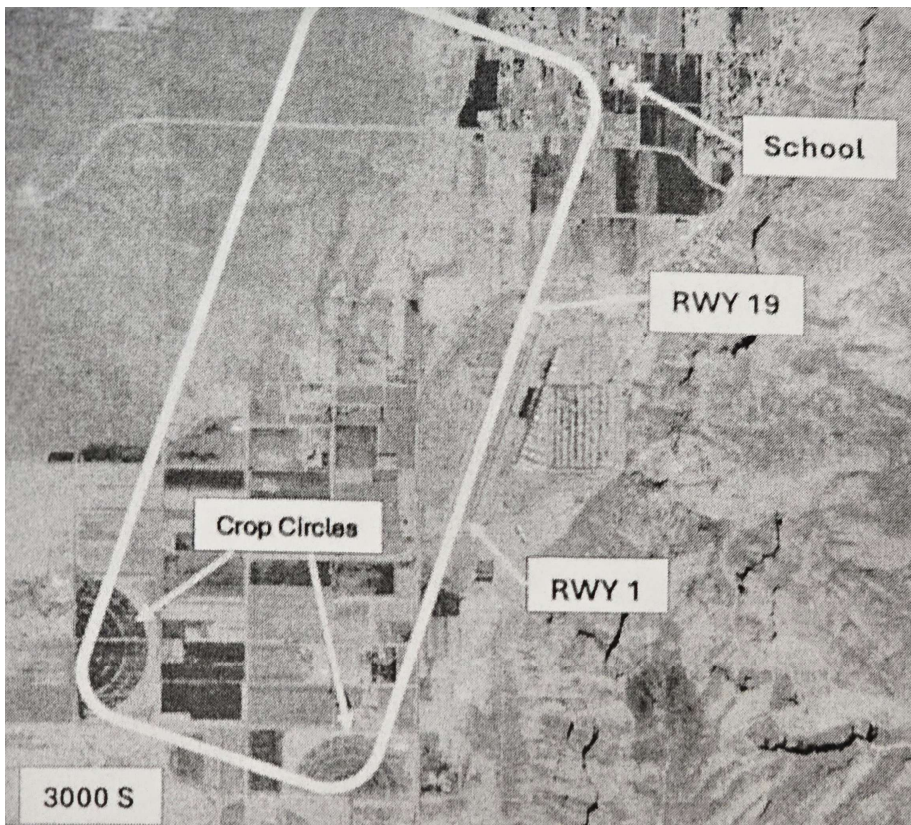
1. Preflight:
  - a. Validate aircraft is current with all required inspections (see whiteboard by entry door in west hangar)
2. Postflight:
  - a. Ensure aircraft is refueled before being returned to hangar
  - b. The windscreen should be cleaned using provided windscreen cleaner and a clean micro cloth
  - c. Bugs should be cleaned of all surfaces using the provided cleaner and cloths
  - d. Any discrepancies and/or squawks should be noted on the whiteboard in the west hangar and communicated to the responsible instructor or Hangar 47 management personnel

# Student Copy

## Section 5: Aircraft Noise Control & Operation Procedures

The following voluntary procedures are defined to abate excessive noise at the airport. Renters are expected to go above and beyond and comply with all FAA policies

1. Runway 19 should be used whenever wind conditions allow for safe landing and takeoff operations. If departing to the north using Runway 1, a left crosswind turn should be executed as soon as safely practical to avoid unnecessary overflight of residential areas.
2. All aircraft shall make a practical effort to reach pattern altitude (1000' AGL) before turning downwind. All aircraft departing the airport pattern area are to make a reasonable effort to climb to a minimum altitude of 1000' AGL before doing so utilizing the standard pattern legs as defined in Section 4-3-3 of the Aeronautical Information Manual (AIM)
3. All arriving aircraft utilizing the traffic pattern are to maintain a minimum of 1000' AGL until established in the pattern per guidelines found in Section 4-3-3 in the AIM
4. With safety of flight as the primary factor (current weather, aircraft and pilot capabilities, etc.), flying the pattern profile described in the diagram below will substantially reduce noise over existing residential properties. See AIM 4-3-3.



## Student Copy

5. Simulated forced landing and/or autorotations should not initiate until the aircraft reaches the typical pattern altitude of 1000' AGL
6. Unless otherwise approved by the Airport Manager or a Memorandum of Understanding agreement between the City of Hurricane and the applicable entity, repetitive aircraft training operations should be limited to (2) 30 minute sessions within a 24 hour period Monday through Saturday for helicopters and/or aircraft that exceed 80 (eighty) decibel levels per noise measurement level determined and defined in FAA Circular AC 36-1H. Repetitive pattern work for these aircraft is not to be flown on Sundays. This restriction shall not apply in emergencies, where necessitated by safety considerations, or when required by the Federal Aviation Administration.
7. Aircraft are not to be started, run-up, or depart the Airport between sunset and sunrise other than to make an immediate departure from the airport area.
8. All aircraft arriving between sunset and sunrise to be limited to one (1) full stop approach and landing sequence. Due to the absence of airport lighting systems at the Hurricane City Airport, it is requested for safety considerations that no landings occur during nighttime hours between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time per the FAA definition found in FAR 1.1.
9. Repetitive pattern work, touch and go's, stop and go's, low approaches, or practice autorotations are not to be conducted between sunset and sunrise.