



## RENTER PILOT FLIGHT RULES

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- 1A. **Renter pilots must have a completed Personal Limitations Check List on file.** This may be undated with a MIAS CFI as pilot proficiency increases.
  - B. All renter pilots must have a blanket **rental agreement** on file and updated annually. For each rental of one day or more, a specific agreement must be signed for each flight, including flight minimums.
  - C. A **signed credit card voucher** must be on file prior to all rentals. If a return after normal closing hours is intended, a signed credit card receipt OR a deposit for the estimated flight hours, for that flight, must be left at the desk at the time of dispatch.
  - D. All renter pilots must adhere to Mid Island's currency requirements and rules as well as observing all local, state and federal regulations at all times.
  - E. All pilots must satisfy a Mid Island Annual Flight Review in order to rent (AFR).
2. Landings shall be made only at established **PAVED AIRPORTS (RUNWAYS 3000 FEET OR MORE)**, except in the event of an emergency. The renter pilot shall call operations for instructions prior to any departure. **If temps exceed 90°, minimum field length increases to 4000'.**
- 3 A. No one shall fly, except in the traffic pattern, when the visibility is below 3 miles. The visibility must be 3 miles or better at departure airport, enroute and at the destination airport, prior and for the duration of any cross-country flights.
  - B. Flights into areas of forecasted icing is prohibited.
  - C. Forecasted winds at the destination airport will not be in excess of 25KTS with a cross wind Component not to exceed 15KTS.
  - D. When direct crosswind component exceeds 15KTS or gusty surface winds exceed 25KTS, all flying will cease. (SportStar Xwind 5KTS, surface 15KTS)
  - E. Flying below minimum safe altitudes as outlined in FAR 91.79 A, B, C is prohibited.
- 4A. It shall be the pilot's responsibility to make a proper pre-flight, including a weather briefing, on all flights.
  - B. Prior to taxiing on the ramp or taxiways, the pilot will determine that the taxi paths are clear of obstructions. Prior to leaving the ramp area, radio contact is to be established on the proper ground frequency. **Taxi speed will not exceed 10 MPH.**
  - C. At the completion of each flight, it will be the pilot's responsibility to secure the aircraft in a safe manner. This includes the installation of the control and rudder locks, cowl plugs and securing all tie down ropes. Use chocks as appropriate on sloped ramps.





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- 5A. It shall be the responsibility of the renter pilot to reimburse Mid Island for any loss or damage, caused by negligence or fault, to the aircraft while it is in the care and custody of the renter.
- B. If you encounter any mechanical problems at your destination, please contact operations prior to repair or departure.
  
6. Before a fixed pitch aircraft is scheduled for an extended trip, a minimum of 5 hours as pilot in command in that aircraft will be required. For all other aircraft, the minimum shall be **10 hours of local PIC IN THAT AIRCRAFT**. This requirement may be waived by the Chief Flight Instructor or General Manager ONLY.
  
- 7A. NO DUAL will be given in Mid Island aircraft except by Mid Island employed CFI's.**
  - B. No person, other than the renter pilot shall sit in the left seat or be permitted to fly the aircraft.
  - C. No one is permitted to operate any aircraft from the right seat unless they are enrolled AND currently pursuing a CFI or CFII rating with Mid Island. Upon completion of their CFI or CFII rating, flying will be done from the left seat unless in the employ of Mid Island Air Service.
  
8. All aircraft shall be flown at power settings 70% or less as determined by the proper power chart for the particular aircraft and altitude, except for take-off and climb out.
  
9. As a consideration to other pilots, please **book aircraft for the time needed only**. Please notify operations if you will be late for your scheduled departure. Failure to do so may result in cancellation of your aircraft after 30 minutes. All aircraft must be returned at the agreed time or operations must be notified. Failure to notify operations may cause minimums to be increased.
  
10. All landing and/or parking fees will be the responsibility of the renter pilot. Please list, on the clipboard next to the hobbs time, all airports where you have made a landing. (other than ISP or HWV)
  
11. A current medical and pilot certificate must be with the pilot when operating as pilot in command. He must also meet the flight review requirements of FAR 61.56 and 61.57. (NOTE: A radio station license is required for international flights.)





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12. For flights into Canada, proper customs authorization and sticker must be obtained by the renter at his expense. First landing back in the US must be at a Point of Entry airport or customs must be advised in advance to meet the aircraft at ISP.
  
- 13.A. Instrument cross country flights will be authorized only if the departure airport and destination airport will be forecasted to be at or above minimums + 100' for the prescribed and favored approach.
  - B. Instrument rated pilots** must maintain instrument currency per FAR 61.57(e). Prior to renting an aircraft under actual instrument conditions, instrument rated pilots must have demonstrated instrument competency with a Mid Island instructor IN THAT AIRCRAFT.
  - C.** All instrument rated pilots who fly to maintain currency in accordance with FAR 61.57(e) will be accompanied by an appropriately rated pilot, to act as a safety pilot for traffic avoidance, and will show proof of ratings and currency. The stated safety pilot must be approved by Mid Island.
  - D. Aircraft with single vacuum pump systems are restricted to 1000' + 3 miles.**
  
14. All aircraft must received a proper preheat prior to attempting start in temperatures below 32 degrees. Maintenance will be the responsibility of the renter if a dead battery/starter, or related wear items result due to improper winter operations. Please verify that the aircraft can be hangared (renter expense) OR preheated at your destination, especially for winter overnights.

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