

Block Time Pricing Options: C172N

AS of May 15, 2024

Cessna 172			
Hours	Dry Cost/Hr	Total Cost	
100	\$ 115.00	\$	11,500.00
50	\$ 125.00	\$	6,250.00
25	\$ 140.00	\$	3,500.00
15	\$ 150.00	\$	2,250.00
10	\$ 160.00	\$	1,600.00
5	\$ 170.00	\$	850.00
2	\$ 190.00	\$	380.00

Hours will not roll over to the following month unless the aircraft has been down for maintenance for an extended period (3 calendar days or more), or if management allows for any other unusual event.

All block time is prepaid. If the aircraft is flown over 2 hours, the 5-hour block rate will start at 2.1 hours. Any time accrued over 5 hours is billed at the 10-hour block rate. Likewise, when surpassing 10 hours, at the 15-hour rate.

Overnight Usage

If an aircraft is taken overnight, there will be a minimum of 1 hour *per calendar day* billed to the pilot account. Example: aircraft departs KINT on September 8th at 4:30PM and returns on September 10th at 10:30AM the amount billed is HOBBS time or 3 hours, whichever is greater.

Payment

Payment must be in full per block month prior to flying the aircraft. If the Hobbs time used surpasses the prepaid block time the pilot will be billed the excess time at the end of the month, calculated at the example of the above rates.

Insurance

Pilots may fly under the Open Pilot Clause with current medical, Private Pilot's License or higher, and subject to 25 hours in make and model (Cessna 172). No insurance cost to pilot in this scenario, other than non-owned aircraft insurance.)

If a pilot does not meet the Open Pilot Clause, said pilot will pay the difference between his/her insurance rate alone on the aircraft versus the standard rate of a high time pilot.

For example, if the Open Pilot rate is \$1,000 per year, and Non-Open Pilot rate is \$1,500, the Non-Open Pilot would pay \$500 for a year of insurance to fly the plane. Once a pilot reaches status to qualify for the Open Pilot clause, their insurance cost would go away for the next insurance period. The full cost will be incurred no matter how many hours you fly over the aircraft's insured period.

All pilots must also carry non owner's aircraft insurance (hull value of \$60,000.) [Insurance link](#)

Orientation

All options require the first hour of flight to be with the aircraft owner/manager or instructor (to understand all equipment, both fixed, such as but not limited to, avionics and motor and not fixed, such as, cleaning supplies, oil, fuel stick etc.); must complete all initial paperwork and submit to manager and meet the insurance requirements listed above. If aircraft is not flown at least 2 hrs/month, a new orientation with the aircraft owner/manager or instructor before flying again.

An Equipment sheet and Squawk sheet must be filled out and submitted with every flight through Flight Circle. If any equipment is missing, the prior pilot will be responsible for the replacement cost prior to flying the aircraft again.

Pictures of both HOBBS and TACH time must be taken before and after each flight and uploaded into Flight Circle with a picture of the fuel receipt when the aircraft is checked in. If this does not occur, the pilot will be billed a 2-hour fee (\$420.00) for admin expenses following up for the info required to be submitted by the pilot.

If the plane is not cleaned after every flight using the materials and process taught during the orientation hour, a 2-hour fee (\$420.00) will be billed to the pilot, and this must be paid prior to flying the aircraft again.

If a pilot is billed for any issue listed above more than two (2) times, management has the right to terminate the agreement and retain any prepaid block time without any refund, plus bill an additional 2-hour fee (\$420.00).

Forms to be submitted

Fully fill out the following forms and email to hadams@eyecandyaviation.com.

- Insurance Pilot History Form [\(attached\)](#)
- Training Checklist [\(attached\)](#)