

1World Aero Renter Dispatch Authorization Instructions

Revision 09-07-2021

FLEET PRICING

	Uninsured Base	Customer Base	Customer Rewards	Accelerated Lessons	Loyalty Base	Loyalty Rewards	Loyalty + Base	Loyalty + Rewards
PA28A	\$157.50	\$152.50	\$145.00	\$150.00	\$147.50	\$140.00	\$142.50	\$135.00
PA28R	\$187.50	\$182.50	\$173.50	\$180.00	\$177.50	\$168.50	\$172.50	\$164.00
PA30	\$272.50	\$267.50	\$254.00	\$262.50	\$262.50	\$249.50	\$257.50	\$245.00

***Accelerated Lessons** - Three aircraft reservations or more per week other than two weeks of practical test prep.

CHECK OUT REQUIREMENTS

MODEL	MIN HOURS PIC	MIN HOURS RETRACT	MIN HOURS CHECK OUT	CHECK OUT AVERAGE HOURS	REQUIRED HOURS LAST 12 MONTHS	COMPANY REVIEW FREQUENCY
PA28A	12	0	2.5	3.5	12	12 Months
PA28R	2.5	12.5	5	7.5	18	6 Months
PA30	50	25	7.5	10	24	6 Months

A company review flight triggers when your hours last 12 months are below prescribed requirements. Completion of the review gives you another 6 months to obtain the required hours for the last 12 months.

USE EXPECTATIONS

	2.5-3 Hours	3-6 Hours	6-12 Hours	12-24 Hours
PA28A	1.0	2.0	3.0	4.0
PA28R	1.0	1.5	2.0	2.0
PA30	1.0	1.0	1.5	2.0

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NOTES

DISPATCH GUIDE GENERAL CRITERIA

- 1) Text approval from 1World Aero must be secured prior to *self-dispatch* beyond chart specified parameters.
- 2) All parameters apply equally to dual instruction and rental operations.
- 3) Touch and Goes only permitted in Fixed Gear PA28A. No Touch and Goes permitted in Retractable Gear aircraft.

DEFINITIONS

- 1) Dual – Time spent with a Company Flight Instructor.
- 2) Safety Pilot – Another renter who is appropriately checked out in make and model and who is within currency.
- 3) Company Review – Dual covering the following Minimum Items to satisfactory standard:
 - 3 landings, 1 go around, 1 abnormal systems management scenario, 1 power off 180 (SE), 1 simulated single engine approach (ME),
 - 1 power off stall, approach configuration, gentle turn, to onset.
 - 1 incipient power on stall or unusual attitude.
 - BAI / AP Use / Nav Track (VFR checked only) or 3x IAP if checked for IFR.

STUDENT PILOTS

- 1) Student pilots dispatch parameters controlled exclusively by valid instructor endorsement.
- 2) Student solos in pattern and cross country solos must be supervised and dispatched by endorsing CFI on site until 10 hours PIC and completion of the FAA written knowledge test and 10 hours PIC. Thereafter dispatch may be remotely approved by CFI text or email authorization in real time.

VFR PPL CLOUD AND VISIBILITY - If cloud and visibility minimums are not met, a qualified higher minimums renter pilot may act as co-pilot, if the name of the safety pilot is texted to 1World Aero. Otherwise, a company CFI must be on board.

LANDING CURRENCY CLARIFICATION NOTES:

- 1) Limiting wind components include forecast and/or reported gusts along your route.
- 2) *In Model vs In Other*: Use *In Other* parameter if you have are using currency in model last flown to validate your currency for dispatch in a second airplane model.
- 3) You may use limits that are one column to the left of your recent hours column if you have over 500 hours PIC.
- 4) Dual Landings shall include at least one satisfactory go around, an abnormal situation, and for single engine, one satisfactory power off 180. For Multi-Engine, power off 180 will be substituted with a satisfactory single engine approach at sim feather.

See RENTAL AGREEMENT Page 19 for current Renter's Insurance Liability & Hull Coverages requirements.

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DAY – MAXIMUM HEADWIND/CROSSWIND COMPONENT CHART

1 HOUR MIN FLOWN IN:	TOTAL HOURS LOGGED IN PRECEEDING 12 MONTHS				
	-12 Hours	-25 Hours	-75 Hours	-150 Hours	+ 150 Hours
LAST 120 DAYS					
In Model Only	Dual Landings	Dual Landings	Dual Landings	5/0KT	10/5KT
LAST 90 DAYS					
In Model	Dual Landings	Dual Landings	5/0KT	10/5KT	15/7KT
In Other	Dual Landings	Dual Landings	Dual Landings	5/0KT	10/5KT
LAST 60 DAYS					
In Model	Dual Landings	5/0KT	10/5KT	15/7KT	20/10KT
In Other	Dual Landings	Dual Landings	5/0KT	10/5KT	15/7KT
LAST 45 DAYS					
In model	5/0KT	10/5KT	15/7KT	20/10KT	25/15KT
In Other	Dual Landings	Dual Landings	10/5KT	15/7KT	15/7KT
LAST 30 DAYS					
In Model	10/5KT	15KT/7KT	20/10KT	25/15KT	30/17KT
In Other	Dual Landings	5KT/0KT	10/5KT	15/7KT	20/10KT

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NIGHT – MAXIMUM HEADWIND/CROSSWIND COMPONENT CHART

1 HOUR MIN FLOWN IN:	TOTAL HOURS LOGGED IN PRECEEDING 12 MONTHS			
	+12/-25 Hours	-75 Hours	-150 Hours	+ 150 Hours
OVER 90 NIGHTS	Dual Landings	Dual Landings	Dual Landings	Dual Landings
LAST 90 NIGHTS				
In Model Only	Dual Landings	Dual Landings	5/0KT	10/5KT
LAST 60 NIGHTS				
In Model	Dual Landings	5/0KT	10/5KT	15/7KT
LAST 45 NIGHTS				
In model	Dual Landings	10/5KT	15/7KT	20/10KT
In make	Dual Cycles	5/0 KT	10/5KT	10/7KT
LAST 30 NIGHTS				
In Model	5/0KT	10/5KT	15/7KT	20/10KT
In Make	Dual Landings	5/0KT	10/5KT	15/7KT
<ul style="list-style-type: none"> • Power Off 180 (SE) or Simulated Single Engine Approach (ME) not required in night “Dual Landings.” 				

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DAY VFR MINIMUM CLOUD BASE/VISIBILITY CHART

FLIGHT LEG	TOTAL HOURS LOGGED IN PRECEEDING 12 MONTHS		
	<25 Hours	<50 Hours	≥50 Hours
50/+ NM	V10/4500 ft	V10/3500 ft	V7/2500 ft
-50 NM	V10/3000 ft	V7/2500 ft	V7/2000 ft
IN PATTERN	V10/2000 ft	V7/1500 ft	V5/1500 ft

NIGHT VFR MINIMUM CLOUD BASE/VISIBILITY CHART

FLIGHT LEG	TOTAL HOURS LOGGED IN PRECEEDING 12 MONTHS		
	≤25 Hours	<50 Hours	≥50 Hours
OUTSIDE SFRA	a. IFR Rated/IFR Flight Plan. b. VFR SAR plan and case by case 1WA authorizations for all VFR rental flights.		
IN SFRA/Class C/B	V10/CLR	V10/5000 ft	V10/3000
IN PATTERN	V10/2500 ft	V7/2500 ft	V5/2500 ft

DAY/NIGHT, VFR/IFR MAXIMUM AUTONOMY CHART

	TOTAL HOURS LOGGED IN PRECEEDING 12 MONTHS			
	≤25 Hours	<50 Hours	≥50 Hours	>100 hours
DAY	200 NM VFR/IFR	300 NM VFR/IFR	500 NM VFR/IFR	750 NM IFR
NIGHT	100 NM VFR/IFR	150 NM VFR/IFR	250 NM IFR	500 NM IFR
<ul style="list-style-type: none"> • Email authorization from 1World Aero must be received to dispatch beyond the prescribed distances. • Piper Warrior limited to 150 NM dispatch radius. • Sunday/Holiday/After Hours Ops – Insure motel & taxi/car service available at destination. 				

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DISPATCH UNDER INSTRUMENT FLIGHT RULES

CREW & EQUIPMENT	FORECAST & REPORTED ENROUTE DEPARTURE & ARRIVAL CLOUDS	
1 Pilot & No Autopilot	1500 SCT/BRK/OVC.	5 SM Visibility – Day. 8 SM Visibility – Night.
<i>(Twin Engine or BRS)</i>	300 Feet Lower	PA30
Back-up Electrical System	200 Feet Lower	PA30
Graphic Engine Monitor	200 Feet Lower	PA30/PA28R
2nd Attitude Indicator	100 Feet Lower	PA30/PA28R
AP HDG Mode	100 Feet Lower. ½ SM Vis Lower.	PA30/PA28R
AP Nav Mode	100 Feet Lower. ½ SM Vis Lower.	PA30/PA28R
AP Altitude Hold	100 feet Lower. ½ SM Vis Lower.	PA30/PA28R
AP Vertical Control	100 feet Lower. ½ SM Vis Lower.	
Approved Co-Pilot	100 Feet Lower. ½ SM Vis Lower.	
Co-Pilot is Approved CFII	Another 100 Feet Lower. ½ SM Vis Lower.	
Unreliable Passenger Door	Increase 400 feet Higher	
Co-Pilot must be an instrument-current company renter pilot, or otherwise must be approved by text or email. Equipment item MUST be fully functioning, and pilot MUST be familiar with operation to reduce minimum.		
LOWEST SINGLE PILOT OPERATION WITH EVERYTHING WORKING:		
PA28R N6948C = 900 FT & 3 ½ MILES. WITH COMPANY CFII 700 FEET AND 3 SM.		
PA30 N8065Y = 400 FT & 3 MILES. WITH COMPANY CFII 200 FEET AND 2.5 SM.		

INSTRUMENT TIME REQUIREMENTS

SIMULATED/ACTUAL IFR TOTAL	TOTAL MINIMUM APPROACHES IN MAKE WITH COMPANY CFII
<u>>250</u>	3 within 12 months
<u><250</u>	3 within 6 months
<u>≤100</u>	6 within 6 months