

1World Aero Renter Dispatch Authorization Instructions

Revision 01-05-2022

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 TO MAINTAIN PER LAST 12 MONTHS	COMPANY DUAL FREQUENCY
PA28A	12	0	2.5	3.5	25	Quarterly
PA28R	25	12.5	5	7.5	25	Quarterly
PA30	50	25	7.5	10	25	Quarterly

Successful completion of a Quarterly Dual Training Flight gives you another Quarter to obtain the required hours for the last 12 months if you fall below 25 hours in 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 right 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 PATTERN	a. IFR Rated/IFR Flight Plan. b. VFR SAR plan and case by case 1WA authorizations for all VFR rental flights. c. Generally must be in Twin Comanche unless building towards PPL or CPL Night requirements.		
	V10/CLR	V10/5000 ft	V10/3000
IN PATTERN	V10/2500 ft	V7/2500 ft	V5/2500 ft

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DAY/NIGHT, VFR/IFR MAXIMUM AUTONOMY CHART

	TOTAL HOURS LOGGED IN PRECEEDING 12 MONTHS			
	≤25 Hours	<50 Hours	≥50 Hours	>100 hours
DAY	150 NM VFR/IFR	300 NM VFR/IFR	500 NM VFR/IFR	750 NM IFR
NIGHT	NA	150 NM VFR/IFR	150 NM VFR/IFR	300 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. • The above autonomy refers to a portion of a trip flown during day or night within that corresponding radius from KFME. • If you have over 500 Hours Total Time, you can enter one column to the right. 				

INSTRUMENT TIME REQUIREMENTS

SIMULATED/ACTUAL IFR TOTAL	TOTAL MINIMUM APPROACHES IN MAKE WITH COMPANY CFII
>150	3 within 12 months
<150	3 within 6 months
<75	6 within 6 months

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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.	
Twin Engine (or BRS)	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.	
<p>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.</p>		
<p>LOWEST SINGLE PILOT OPERATION WITH <i>EVERYTHING</i> WORKING:</p> <p style="text-align: center;">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.</p>		

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ANNUAL MINIMUM PERSONAL PROFICIENCY PLAN

>25 Flight Hours & 65 Landings PIC

These minimums need to be met within 12 months to renew/maintain rental privileges. Quarterly Training Flights can be used to restore currency when frequency lags. Custom adjustments *may* be crafted for pilot's special circumstances, to be approved by Chief Pilot. Waivers apply to Professional Pilots who are employed logging at least 150 hours a year.

I. **MINIMUM SOLO/PIC FLIGHT OPERATIONS – 20 Hours Annually**

- 1) \geq 12.5 Hours PIC Proficiency Flights
 - Minimum Pattern Work: 1 flight each 90 days/ Target 8 landings per flight
 - a) 30-40 Pattern Landings Annually
 - b) Budget 4 hours in Warrior, or 7 Hours in Arrow or Twin Comanche
 - Tours & Short Cross Country (\leq 100 NM leg): 4-5 flights of 1.5-2.0 Hours with Destination Landings
- 2) About 7 Hours PF/PIC with a Peer Co-pilot
 - 2-4 Tours & or Short Cross Country, OR
 - IAP practice flights with Destination Landings.
 - Company makes a concerted effort to encourage renters to fly together periodically, to facilitate mentorship and cost sharing.

*** Professional Pilot – Not Applicable. See minimums at end of document.*

II. **GRAVY FLIGHTS - PM Peer Copilot – About 7-8 Hours**

- 1) 2-4 Tours, Short Cross Country, OR
- 2) IAP practice flights as Safety Pilot
- 3) Hours as Peer Copilot (as PM) approximately equal to amount of time flown using Peer Copilot (as PF).

*** Professional Pilot - Not Applicable.*

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III. HOME SIMULATOR or 1WA SIMULATOR RENTAL

1) Annual Use depends on how much you fly. If Flying:

- <25 Hours a Year, then perform 12 Hours per Year/Average 1 Hour Per Month.
- <50 Hours a Year, then perform 6 Hours per Year/Average 30 min Per Month.
- <75 Hours a Year, then perform 4 Hours per Year/ Average 1 Hour Per Quarter
- <150 Hours a Year, then perform Annually

2) Content

- **Departure Module – 30 minutes:** Start Up & Departure Flow & Check, Local Pilotage, Mental Deduced Reckoning
- **Airwork Module - 30 minutes:** 45 degree turns, Slow Flight/MCA, Power Off Stall straight ahead Dirty, Power Off Stall with ½ to standard rate turn Dirty/Clean, Power On Slow Flight (ASEL), Power On Stall with ½ Standard Rate Turn, Simulated Engine Out enroute (ASEL), Simulated Single Engine Loss Drill & VMC Demo (AMEL)
- **Deteriorating Weather Scenario Module – 30 Minutes:** Diversion, BAI & Radio Navigation, Unusual Attitudes, SFRA & Class D Communications, Pattern Procedure & Profile, Go Around procedure & Profile
- **Systems Module – 30 Minutes:** Electrical Malfunction / loss of alternator / popped CB, Cabin fire / Electrical Fire, Emergency Descent, Spin Recovery, Engine Roughness (ASEL), Emergency power loss on 500 Ft Climb Out, Best glide vs Minimum Sink (ASEL)
Single Engine Landing (AMEL)

*** Professional Pilot - Not Applicable*

IV. SELF STUDY

1) 3 x Online WINGS Courses Annually

- 1 per 90 Days
- SFRA, SUA, Weather, Systems, Communications, Flight Planning, Regs, ADM, or Aerodynamics

2) Review of Cockpit Procedures Guide for your aircraft.

- Cross reference frequently as needed.
- Review Semi-Annually.

3) Quarterly Review of Emergency Procedures Checklist

*** Professional Pilot – Not Applicable if you attend a Part 142/Simulator training center through employer.*

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V. DUAL INSTRUCTIONAL REVIEWS –

1) **Approx. 5 Hours Dual Aircraft**

- **At approx. 90 days – 1.5 Hours Advanced Pattern Work:** Short field Take Off and Landing, Power Off 180 (ASEL), Slip to landing flare (ASEL), No Flaps or Restricted Flaps Landing, Go Around, Aborted Take Off (AMEL)
- **At approx. 180 days – 1.5 Hours Airwork:** Local Pilotage, 45 degree turns, Slow Flight/MCA, Power Off Stall straight ahead & ½ Standard Rate Dirty to Onset/Full, Power Off Stall with ½ to standard rate turn Clean, Power On Slow Flight & Stall with ½ Standard Rate Turn to Onset
- **At approx. 360 Days – 2 hours Enroute Scenarios to/from a Towered Airport (ESN or FDK)** Local Pilotage, Mental Deduced Reckoning, Diversion, BAI & Radio Navigation, Basic Unusual Attitudes, Class D Operations, Simulated Engine Out enroute, VMC Demo (AMEL), Slips, Normal & Power Off Landings, Go Around, Power Off Stall, PAVE / PPP

2) **At approx. 270 Days - 2 Hours Dual Simulator:** Aircraft Safety Equipment (Vests, Harnesses.), SFRA & Class D Communications, Radio Navigation, Electrical Malfunction / loss of alternator / popped CB, Cabin fire / Electrical Fire, Emergency Descent, Lost Comms, Engine Roughness, Single Engine Loss Drill & VMC Demo (AMEL), Best glide vs Minimum sink. (ASEL), Emergency on 500 ft Climb Out, BAI / Unusual Attitudes, Spin entry /recovery, PAVE / PPP

3) **At approx. 360 Days 2 Hours Dual Ground:** FAR, Wake Turbulence, Performance, Weight & Balance, Aerodynamics, Weather Theory/Hazards/Products, ADM / PAVE / PPP

**** Professional Pilot – One Min 2 Hour review flight/One Hour Ground per 12 months if renting VFR Only including:**

- **Ground:** Performance & Weight & Balance, Flight Planning as needed, Abnormal systems troubleshooting, Company updates, record keeping and dispatching review
- **Flight:** Local VFR Communications as needed, 45 Degree Left and Right Turns, Slow Flight, Power and Power off Stalls to Onset/Full in Standard Rate Turn, Simulated Engine Out, Power Off 180 (ASEL), Single Engine Landing (AMEL), Short Field Take Off and Landing, Pilotage, Diversion, One Instrument Approach or BAI, Unusual Attitudes

VI. If Instrument Rated and Checked Out for Instrument Operations – See Table on Page 6. Add 1.8 hours for each 3 Approaches.

I agree to follow the above Annual Minimum 25 Hour Personal Proficiency Plan in conjunction with the above Dispatch Authorization Guide.

Printed Name/Signature _____

Date _____

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MINIMUM ANNUAL HOURS PF/PIC FOR PILOTS CHECKED OUT IN MORE THAN ONE MODEL

- Warrior & Arrow – 18 Hours Arrow, 6 Hours Warrior.
- Twin Comanche and Arrow – 18 Hours Twin Comanche, 6 Hours Arrow
- Twin Comanche and Warrior – 20 Hours Twin Comanche, 6 Hours Arrow

SUMMARY OF SUGGESTED PERSONAL PROFICIENCY PLAN QUARTERLY MINIMUMS

- 1 Dual Review Flight or Dual Sim Session
- 1 Solo Pattern Practice
- 1 Solo Tour or Short Cross Country
- 1 Peer Tour Flight / IAP Practice Flight as PF
- 1 Peer Tour Flight /IAP Practice Flight as PM
- At least 6 Hours PIC
- Simulator self-practice based on total hours last 12 months
- Wings course or a Dual Ground based on total hours last 12 months
- Max headwinds/crosswinds, min ceilings and visibility, Day vs Night Operations per Pages 3-6.

*** Professional Pilots - **Warrior** 2 Hours & 3 landings. **Arrow** 4 Hours & 6 Landings **Twin Comanche** 6 hours & 6 Landings*

25 HOUR PERSONAL PROFICIENCY PLAN MINIMUM BUDGET (Excluding Professional Pilots)

- Warrior - VFR Checked - \$4800 Annually / \$1,150 per Quarter/\$385 per Month
- Warrior - IFR Checked - \$6400 Annually / \$1550/\$515 per Month
- Arrow - VFR Checked - \$5400 Annually / \$1,300 per Quarter/ \$430 per Month
- Arrow - IFR Checked - \$7,000 Annually / \$1,700 per Quarter / \$565 per Month (Assuming less than 75 IFR Hours)
- Twin Comanche - IFR Checked - \$8,800 Annually / \$2,150 / \$715 per Month (Assuming greater than 75 IFR Hours)