

# 1World Aero Renter Dispatch Authorization Instructions

Revision 06-01-2022

## FLEET PRICING

	Uninsured PIC	Customer Base	Customer Rewards	Accelerated Lessons	Loyalty Base	Loyalty Rewards	Loyalty + Base	Loyalty + Rewards
<b>PA28A</b>	\$165.00	\$160.00	\$152.50	\$155.00	\$155.00	\$147.50	\$150.00	\$142.50
<b>PA28R</b>	\$195.00	\$190.00	\$180.00	\$185.00	\$185.00	\$175.00	\$180.00	\$170.00
<b>PA30</b>	\$290.00	\$280.00	\$265.00	\$275.00	\$275.00	\$260.00	\$270.00	\$255.00

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

## CHECK OUT REQUIREMENTS

MODEL	MIN HOURS PIC ALL AC	MIN HOURS RETRACT	MIN HOURS INITIAL CHECK OUT	CHECK OUT AVERAGE HOURS	MAKE/MODEL HRS TO MAINTAIN LAST 12 MONTHS	COMPANY DUAL FREQUENCY (If <50 Hrs PIC last 12 mo)
<b>PA28A</b>	12	0	2.5	3.5	25	Quarterly
<b>PA28R</b>	25	12.5	5	7.5	25	Quarterly
<b>PA30</b>	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 EXPECTACTIONS

	2.5-3 Hours	3-6 Hours	6-12 Hours	12-24 Hours	Reservation Fee
<b>PA28A</b>	1.0	2.0	3.0 + Res. Fee*	4.0 + Res. Fee*	* \$25 per 24 Hours. Non-refundable Fee. Credits back to rental if rental occurs.
<b>PA28R</b>	1.0	1.5	2.0 + Res. Fee*	2.0 + Res. Fee*	
<b>PA30</b>	1.0	1.0	1.5	1.5* + Res. Fee*	

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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) Peer Copilot/Safety Pilot – Another renter who is appropriately checked out in make and model and who is within currency.

### **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 upon texting the name of the safety pilot 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 are using currency in model last flown to validate your currency for dispatch in a second airplane model.
  - *Minimum required landings in "Other" Model last 90 days = 3 for Fixed Gear, 6 for Complex.*
  - *Minimum required hours in "Other" Model last 12 Months = 2.5 for Warrior, 5 for Arrow, 7.5 for Twin Comanche.*
- 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.

### **RENTAL INSURANCE.**

- 1) Required to act as Pilot In Command, and or to bring a passenger on board.
- 2) Rewards and Loyalty rates are not extended when a PIC does not have Rental Insurance in effect.
- 3) Minimum \$10,000 Hull and \$250,000 Liability coverage required. Single and Multi-Engine coverages are separate.

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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	≤50 Hours	≤100 Hours	+100 Hours
<b>LAST 120 DAYS</b>					
In Model Only	Dual Landings	Dual Landings	Dual Landings	5/0KT	10/5KT
<b>LAST 90 DAYS</b>					
In Model	Dual Landings	Dual Landings	5/0KT	10/5KT	15/7KT
In Other	Dual Landings	Dual Landings	Dual Landings	5/0KT	10/5KT
<b>LAST 60 DAYS</b>					
In Model	Dual Landings	5/0KT	10/5KT	15/7KT	20/10KT
In Other	Dual Landings	Dual Landings	5/0KT	10/5KT	15/7KT
<b>LAST 45 DAYS</b>					
In model	5/0KT	10/5KT	15/7KT	20/10KT	25/15KT
In Other	Dual Landings	Dual Landings	10/5KT	15/7KT	15/7KT
<b>LAST 30 DAYS</b>					
In Model	<b>10/5KT</b>	<b>15KT/7KT</b>	<b>20/10KT</b>	<b>25/15KT</b>	<b>30/17KT</b>
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	≥25 Hours	≥50 Hours	≥100 Hours
<b>OVER 90 NIGHTS</b>	Dual Landings	Dual Landings	Dual Landings	Dual Landings
<b>LAST 90 NIGHTS</b>				
In Model Only	Dual Landings	Dual Landings	5/0KT	10/5KT
<b>LAST 60 NIGHTS</b>				
In Model	Dual Landings	5/0KT	10/5KT	15/7KT
<b>LAST 45 NIGHTS</b>				
In model	Dual Landings	10/5KT	15/7KT	20/10KT
In make	Dual Cycles	5/0 KT	10/5KT	10/7KT
<b>LAST 30 NIGHTS</b>				
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"> <li>• <b>Power Off 180 (SE) or Simulated Single Engine Approach (ME) not required nor advised in night “Dual Landings.”</b></li> </ul>				

## DAY VFR MINIMUM CLOUD BASE/VISIBILITY CHART

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FLIGHT LEG	TOTAL HOURS LOGGED IN PRECEEDING 12 MONTHS		
	<25 Hours	<50 Hours	≥50 Hours
<b>50/+ NM</b>	V10/4500 ft	V10/3500 ft	V7/2500 ft
<b>-50 NM</b>	V10/3000 ft	V7/2500 ft	V7/2000 ft
<b>IN PATTERN</b>	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
<b>OUTSIDE PATTERN</b>	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
<b>IN PATTERN</b>	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			
	<u>≤25 Hours</u>	<u>&lt;50 Hours</u>	<u>≥50 Hours</u>	<u>&gt;100 hours</u>
<b>DAY</b>	150 NM VFR/IFR	300 NM VFR/IFR	500 NM VFR/IFR	750 NM IFR
<b>NIGHT</b>	NA	150 NM VFR/IFR	150 NM VFR/IFR	300 NM IFR
<ul style="list-style-type: none"> <li>Email authorization from 1World Aero must be received to dispatch beyond the prescribed distances.</li> <li>Piper Warrior limited to 150 NM dispatch radius.</li> <li>Sunday/Holiday/After Hours Ops – Insure motel &amp; taxi/car service available at destination.</li> <li>The above autonomy refers to a portion of a trip flown during day or night within that corresponding radius from KFME.</li> <li>If you have over 500 Hours Total Time, you can enter one column to the right.</li> </ul>				

## INSTRUMENT TIME REQUIREMENTS

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

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## DISPATCH UNDER INSTRUMENT FLIGHT RULES

CREW & EQUIPMENT	FORECAST & REPORTED ENROUTE DEPARTURE & ARRIVAL CLOUDS	
<b>1 Pilot &amp; No Autopilot</b>	<b>1500 SCT/BRK/OVC.</b>	<b>5 SM Visibility – Day. 8 SM Visibility – Night.</b>
<b>Twin Engine (or BRS)</b>	300 Feet Lower	PA30
<b>Back-up Electrical System</b>	200 Feet Lower	PA30
<b>Graphic Engine Monitor</b>	200 Feet Lower	PA30/PA28R
<b>2<sup>nd</sup> Attitude Indicator</b>	100 Feet Lower	PA30/PA28R
<b>AP HDG Mode</b>	100 Feet Lower. ½ SM Vis Lower.	PA30/PA28R
<b>AP Nav Mode</b>	100 Feet Lower. ½ SM Vis Lower.	PA30/PA28R
<b>AP Altitude Hold</b>	100 feet Lower. ½ SM Vis Lower.	PA30/PA28R
<b>AP Vertical Control</b>	100 feet Lower. ½ SM Vis Lower.	
<b>Approved Co-Pilot</b>	100 Feet Lower. ½ SM Vis Lower.	
<b>Co-Pilot is Approved CFII</b>	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><b>LOWEST SINGLE PILOT OPERATION WITH <i>EVERYTHING</i> WORKING:</b></p> <p style="padding-left: 40px;">PA28R N6948C = 900 FT &amp; 3 ½ MILES. WITH COMPANY CFII 700 FEET AND 3 SM.</p> <p style="padding-left: 40px;">PA30 N8065Y = 400 FT &amp; 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. Simplified, lower requirements apply to log at least 50 hours a year, and 100 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.

#### **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).
- 4) These hours are recommended where practical for cost saving and rapport building.



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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.
- <100 Hours a Year, then perform 4 Hours per Year/ Average 1 Hour Per Quarter
- >100 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 Attitude Recovery Sequences, SFRA & Class D Communications, Pattern Procedure & Profile, Go Around procedure & Profile
- **Systems Module – 30 Minutes:** Electrical Malfunction Checklist, Cabin smoke Memory Items and Checklist, 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)

## IV. SELF STUDY

### 1) 2 x Online WINGS Courses Annually

- 1 per 180 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

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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

4) **NOTE:** When currency or proficiency falling behind, particularly over two quarters, Quarterly Dual Instruction reset will first combine elements of pattern work, air work, and navigation at Instructor’s discretion.

## 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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## **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.

## **MINIMUM ANNUAL HOURS PF/PIC FOR PILOTS < 100 HOURS PIC LAST 12 MO 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 Warrior

## **25 HOUR PERSONAL PROFICIENCY PLAN MINIMUM BUDGET**

- 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)

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## PILOTS WITH >50 HOURS PIC LAST 12 MONTHS

- 1) **Minimums of the above 25 Hour Personal Proficiency that Apply: Section I & II, III, & IV.**
- 2) **Above Section V Dual Instruction Review Minimums reduced to:**
  - 2 Hour Emergency Procedures Simulator Session at 90 Days
  - 2 Hour Combined Airwork and Landings Flight at 180 Days
  - 2 Hour Ground Session at 270 Days
  - 2 Hour Combined Navigation and Landings Flight at 360 Days

## PILOTS WITH >100 HOURS PIC LAST 12 MONTHS

- 1) **One Minimum 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
- 2) **Dual Instruction Instrument Approaches = 3 in Make in Model last 12 months .**
- 3) **Minimum Landing Currency:** In Model last 90 Days = 1 Hour & 3 landings for **Warrior**, 2 Hours & 6 Landings for **Arrow**, 3 hours & 6 Landings for **Twin Comanche**.
- 4) **Minimum Make and Model time last 12 Calendar Months...**
  - With 250 Piston Hours: **4 Hours for Warrior**, **8 Hours for Arrow**, **12 hours for Twin Comanche**.
  - Without 250 Piston Hours: 25 Hours

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## **MINIMUM CHECK OUT SYLLABUS & REQUIREMENTS**

### **Visual Departure to practice area/SFRA transition/Visual Return to Tipton.**

- Online Filing and Phone use for outbound clearance delivery. \_\_\_\_\_
- Familiarize landmarks identifying Class B & FRZ near FME & Tipton traffic habits/local pattern entries. \_\_\_\_\_

### **Maneuvers – (Shows proficiency)**

- 45 degree left and right \_\_\_\_\_ Slow Flight Dirty \_\_\_\_\_ VMC Demo (ME) \_\_\_\_\_
- Power Off Stall Straight/Turning Clean & Dirty \_\_\_\_\_ (Min 2 Stalls To Onset) Air Start (ME) \_\_\_\_\_
- Power On Stall Straight/Turning Clean \_\_\_\_\_ (Min 2 Stalls To Onset)
- BAI & GPS operations, Unusual Attitudes (One high, one low, one of either) .3 Hours \_\_\_\_\_

### **Abnormal Inflight Troubleshooting – (Shows familiarity)**

- Gradual Power Loss enroute \_\_\_\_\_ 1 x Emergency Gear Extension (If Applicable) \_\_\_\_\_

### **Simulator Scenarios Component (Shows familiarity)**

- Rough Engine: Fuel Pump, Fuel Starvation, Magneto Loss, vs Oil Loss \_\_\_\_\_ Emergency Descent \_\_\_\_\_
- Alternator Failure vs Transient Spike \_\_\_\_\_ Smoke – Electrical vs Cabin vs Engine \_\_\_\_\_
- Emergency Gear Extension (If Retract) \_\_\_\_\_ Prop Overspeed (If Constant Speed) \_\_\_\_\_
- Spin vs Unusual Attitude Recovery \_\_\_\_\_ Runaway Electric Trim (If equipped) \_\_\_\_\_

### **Pattern Ops (Minimum landings: 6x SE, 9x ME – Stabilized approach. Negligible wear & tear.)**

- Normal landings within first third of runway \_\_\_\_\_ Go Around Procedure \_\_\_\_\_
- Simulated engine out & Power Off 180 to first third of runway (SE) \_\_\_\_\_ Aborted Take Off (ME) \_\_\_\_\_
- Short Field Landing to second runway stripe \_\_\_\_\_ No Flaps Landing to first third of runway \_\_\_\_\_
- Single Engine Landing x3 ME \_\_\_\_\_

### **Instrument Pilots (Stabilizes approaches mostly ¼ scale deflection or less.)**

- 1x Normal ILS \_\_\_\_\_ 1x Partial Panel Precision Approach \_\_\_\_\_ 1x WAAS Approach \_\_\_\_\_
- 1x Partial Panel VOR or LNAV Approach with Circle to Land \_\_\_\_\_ 1x Autopilot Coupled (If equipped) \_\_\_\_\_
- 1x Published Hold Entry \_\_\_\_\_ 1x Single Engine (ME) \_\_\_\_\_ 1x Leg and Approach under IFR \_\_\_\_\_

### **CPL Night Check Out (Stabilized approach. Negligible wear & tear.)**

- Min 3x Short Field landings at FME. \_\_\_\_\_ BAI & Radio navigation \_\_\_\_\_ Animal avoidance \_\_\_\_\_

### **GROUND PORTION – Correct, Discuss following as needed: Aircraft Checkout Packet \_\_\_\_\_ BFR Packet (If not within BFR) \_\_\_\_\_**