

1World Aero Renter Dispatch Authorization Instructions

Revision 12-6-2022

FLEET PRICING

	Uninsured PIC	Customer Base	Customer Rewards	Accelerated Lessons	Loyalty Base	Loyalty Rewards	Loyalty + Base	Loyalty + Rewards
PA28A	\$172.50	\$167.50	\$160.00	\$160.00	\$162.50	\$154.50	\$157.50	\$150.00
PA28R	\$202.50	\$197.50	\$187.50	\$192.50	\$192.50	\$182.50	\$187.50	\$177.50
PA30	\$302.50	\$292.50	\$277.50	\$287.50	\$287.50	\$272.50	\$282.50	\$268.50

*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)
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 EXPECTACTIONS

	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) 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.

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	≤50 Hours	≤100 Hours	+100 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	>25 Hours	≥50 Hours	≥100 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 nor advised in night “Dual Landings.” 				

Dispatchable Flights by Class:

- Single Engine – Client FAA Certification Requirements & Pre-approved Staff Currency Only
- Multi Engine – General Use

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DEER AVOIDANCE

Date Range	Risk	Low Light Procedures	Pilot Liability
Dec 1 st to March 30 th	Minimum Exposure	Mitigation Sweeps.	
April 1 st to May 31 st	Follows Period of Births / Elevated Risk	Mitigation Sweeps. Landing Practice restricted to Preferred Airports.	Liable for damages from wildlife strikes at other than Preferred Airports or RTB landing at FME. Customer Base Rates Only.
June 1 st to September 31 st	General Exposure	Mitigation Sweeps.	
October 1 st to November 31 st	Mating Season / Peak Risk	Mitigation Sweeps. Landing Practice restricted to Preferred Airports.	Liable for damages from wildlife strikes at other than Preferred Airports or RTB landing at FME. Customer Base Rates Only.

Mitigation Sweep Procedures: Low Initial Pass. Taxi sweep on/off runway ground run zone prior takeoff. Neither required if following close behind preceding traffic.

Preferred Airports: Airports exempt from AFD notations for “Deer in vicinity of airport” or “Deer on runway and taxiways.” (Local Preferred Airports include KMTN, KFDK, KMDT, KLNS, KRIC, KORF June 2022. Check AFD.)

Peak Hazards: Dusk and Dawn, particularly between 30 and 90 minutes after Sunset.

Applicability of this Chart: 30 minutes after Sunset until 30 minutes after Sunrise.

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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			
	<u>≤25 Hours</u>	<u><50 Hours</u>	<u>≥50 Hours</u>	<u>>100 hours</u>
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="margin-left: 40px;">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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AIRCRAFT CHECKOUT CHECKLIST

FLIGHT PORTION (Instructor should initial, and date satisfactory completion of each.)

- 1. Visual Departure to practice area/SFRA transition/Visual Return to Tipton:** (Shows familiarity)
 - a. Online Filing and Phone use for outbound clearance delivery. _____
 - b. Familiarization with landmarks identifying Class B & FRZ near FME, Tipton traffic habits/local pattern entries. _____
 - c. Communications for SFRA Transit Inbound/Outbound _____
- 2. Maneuvers:** (Shows proficiency)
 - a. 45 degree left and right _____
 - b. Slow Flight Dirty _____
 - c. Power Off Stall Straight/Turning Dirty _____ (Min 2 Stalls To Onset)
 - d. Accelerated stall to first Indication _____
 - e. Power On Stall Straight/Turning Clean _____ (Min 2 Stalls To Onset)
 - f. BAI & GPS operations .25 hours _____
 - g. Unusual Attitudes: One high, one low, one of either (Minimum 3) _____
 - h. Diversion to alternate (started) _____
 - i. Navigation after GPS denial/outage (started) _____
- 3. Abnormal Inflight Troubleshooting (Simulated inflight or on simulator) Scenarios:** (Shows familiarity)
 - a. 1 x Rough Engine: Fuel Pump vs Oil Loss _____
 - b. 1 x Simulated Fuel Starvation _____
 - c. 1 x Alternator Failure vs Transient Spike _____ (May combine with BAI)
 - d. 1 x Smoke - Electrical vs Cabin vs Engine _____ (May combine with BAI)
 - e. 1 x Emergency Gear Extension (If Applicable) _____
- 4. Pattern Ops:** (Minimum 6 landings showing Proficiency – Stabilized approach. Negligible wear & tear.)
 - a. Normal landing within first third of runway _____
 - b. Simulated engine out / Power Off 180 to first third of runway _____
 - c. Go Around Procedure _____
 - d. Short Field Landing to second runway stripe _____
 - e. No Flaps Landing to first third of runway _____
- 5. Instrument Pilots:** (Total of 6 IAP. Stabilizes approaches mostly ¼ scale deflection or less.)
 - a. ILS _____
 - b. Partial Panel Precision Approach _____
 - c. Partial Panel Non-precision Approach _____
 - d. LPV Approach _____
 - e. Constant Profile LNAV Approach _____
 - f. Published hold entry &/or PT _____
 - g. One autopilot coupled if applicable _____
 - h. Circle to Land _____
 - i. Published Missed Approach _____
- 6. Multiengine Pilots:** (All must be proficient)
 - a. Power Loss Management and Simulated Shutdown _____
 - b. VYSE Demo _____
 - c. VMC Demo _____
 - d. Airstart _____
 - e. Single Engine Straight In and Downwind Approaches to Landings _____
 - f. Twin Engine Single Engine Straight In Constant Profile LNAV _____
 - g. Aborted Take Off _____
- 7. Multiengine Night Check Out:** (Stabilized approach. Negligible wear & tear.)
 - a. Minimum Three normal landings at FME. _____
 - b. BAI & radio navigation .5 night (.75 total) hours _____
- 8. Student Pilot Phase Checks** – Required & Provided by CFI other than their governing CFI prior to acting as PIC.
- 9. All Operators** – Completion of Check Out Packet and Oral Confirmation of familiarity of 1World Aero Policies and Procedures.

GROUND PORTION: Aircraft Checkout Packet (If within BFR) _____ BFR Packet (If not within BFR) _____

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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 High Minimum Professional Pilots who are employed logging at least 200 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 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)

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

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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 BOTH PA28 & PA30:

- Twin Comanche - 18 Hours
- Warrior - 6 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, & V.**
- 2) **Above Section IV 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 **Twin Comanche**.
- 4) **Minimum Make and Model time last 12 Calendar Months...**
 - With 250 Piston Hours: **4 Hours for Warrior**, 12 hours for **Twin Comanche**.
 - Without 250 Piston Hours: 25 Hours