

US SPORT AIRCRAFT

Dispatch Policies

The following policies apply to all renters, students and instructors utilizing US Sport Aircraft equipment. Pilots and Student Pilots have the primary responsibility for ensuring compliance with these policies. It is the Instructor's responsibility to ensure that students are taught the correct procedures.

Weather Minimums for Rental and Training

Operation of US Sport aircraft for training or rental will be permitted only when following minimum meteorological conditions exist, and are forecast for the duration of the proposed flight:

Type of Operation	Min Ceiling	Day Visibility	Night Visibility
VFR Student Dual/Local	1,500 Ft	3 miles	3 miles
VFR Student Solo/Local	3,000 Ft	5 miles	N/A
VFR Student Dual/XC	3,000 Ft	3 miles	5 miles
VFR Student Solo/XC	4,000 Ft	5 miles	N/A
VFR Rental Pattern	1,500 Ft	3 miles	3 miles
VFR Rental Local/XC	per FAR's	per FAR's	per FAR's
IFR Rental Local/XC	per FAR's	per FAR'S	per FAR's

NO STUDENT SOLOS ARE PERMITTED WITHOUT AN INSTRUCTOR CONSULTATION.

Surface Winds

Solo student pilot flights will not be approved when the wind gust speeds are reported or forecast to be in excess of 12 knots or when a crosswind component greater than 10 knots exists, or is forecast to exist based on wind gusts.

Dual flights are at the discretion of the instructor. However, no US Sport aircraft may begin a flight, dual or PIC, when the surface wind gusts are reported or forecast to be greater than 25 knots. Additionally, no US Sport aircraft may begin a flight when surface winds or gusts (considering wind speed and direction) are reported or forecast to be in excess of the published maximum demonstrated crosswind component for that airplane.

Preflight:

A dispatch binder for each aircraft is maintained on the filing cabinet in the ADS office. These binders contain the Aircraft Log, checklist, weight and balance information, Operating limitations letter and keys for the aircraft. Some may also include the Pilots Operating Handbooks as well. The POH for other aircraft are kept in the baggage area of the aircraft.

- Compare the prior ending Hobbs time in the log with the next 100 hr. inspection time on the Maintenance board in the hangar, and to the current Hobbs time shown on the aircraft instruments. Report any discrepancies to a US Sport Aircraft representative immediately and prior to **any** flight. You are responsible for **all time** on the Hobbs since the last time recorded in the Aircraft Log.
- DO NOT fuel or move an aircraft into or out of the hangar without assistance from a US Sport representative.

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- Remove tie-downs or chocks and place all such materials next to the fence or at the edge of the ramp so they cannot be run over or picked up by a prop.
- All flights must have enough fuel on-board for the planned duration of the flight **plus 1.5** hours of reserve.
- Fuel containers (full or empty) and funnels must be stored on the designated racks in the hangar. Return these items immediately after use.
- Report any maintenance issues, concerns, or discrepancies to a US Sport Aircraft representative prior to any flight (or as soon as possible if discovered during flight).
- Pilots are responsible for providing their own fuel test tube/cup.
- Pilots are responsible for providing their own headsets for themselves and their passengers. We may have a few headsets available for rental. There is a \$5.00 per day fee for headset rental.
- Any aircraft and/or instructor reservations canceled or no-showed with less than 24 hours notice, other than for bona fide weather issues, will be charged a cancellation fee.
- It is the Pilot or Student Pilot's responsibility to ensure they meet currency and endorsement requirements prior to every flight. In addition to FAA currency requirements, US Sport Aircraft requires an Annual Flight Review or checkout. A recurrent checkout will also be required if the pilot has not acted as PIC of a US Sport Aircraft within the prior 90 days. This requirement may be waived by the chief pilot on a case-by-case basis, provided that the pilot has satisfactorily performed as PIC of a US Sport aircraft within the preceding 180 days.
- If an aircraft is parked in front of other aircraft, or in the covered patio hangars, pull the aircraft on to the taxi line before starting. AVOID DIRECTING PROP BLAST TOWARD OTHER AIRCRAFT, PERSONS OR HANGARS.
- ALL CROSS COUNTRY FLIGHTS IN EXCESS OF 100 NM ARE REQUIRED TO HAVE A VFR FLIGHT PLAN ON FILE AND ACTIVATED WITH THE FAA, AND/OR USE VFR FLIGHT FOLLOWING SERVICES.

Post Flight

Following each flight, the pilot is responsible for ensuring the following tasks are completed:

- Hobbs time is recorded in the aircraft log. A charge of \$25 will be assessed for failure to correctly record a flight in the flight log.
- Note any aircraft issues or discrepancies in the comments area of the flight log. Also, verbally alert a US Sport representative of the issue as soon as possible.
- Ensure the flaps are retracted and all switches are in the OFF position prior to exiting the aircraft. A fee of \$75 will be charged for aircraft left with the master switch in an ON position. Ensure that glass panels are powered down completely (30 seconds after master switch is turned off).
- Secure the flight controls with a provided gust lock or by wrapping the seat belt around the control stick.
- Push the aircraft out of the active ramp area and chock the nose and at least one main gear. Request assistance from US Sport personnel before moving an aircraft into or out of the hangar. If parking in high winds or after what might be the last flight of the day, secure the plane with tie-downs in a space provided.
- Remove all personal belongings, trash, rental headsets, etc. from the aircraft. The pilot is responsible for cleaning any spills, stains, emissions or trash. A cleaning fee of \$75 or more will be assessed for aircraft not left in a clean condition.

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- Return the completed aircraft log book to the office and check out with a US Sport representative. All flights and charges are to be paid upon completion of the flight unless prior arrangements or prepayments have been made. When paying with a credit card, please present your card upon completion of each flight. Cards kept on file are used only when aircraft are returned after hours.
- For after-hours returns, leave the aircraft log book on the counter in the office and ensure all exterior doors are locked and secure before your leave.

Print Name : _____

Sign Name : _____

Date : _____