



DISPATCH POLICIES

The following policies apply to all renters, students and instructors utilizing Thrust Flight (“Company”) equipment. Pilots and Student Pilots have the primary responsibility for ensuring compliance with these policies.

Weather Minimums for Rental and Solo Flight

Operation of Thrust Flight 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	Total Wind	Crosswind
VFR Local	3,000 Ft	8 miles	N/A	18	7
VFR XC	4,000 Ft	8 miles	N/A	18	7
VFR Pattern	1,500 Ft	6 miles	8 miles	18	7
IFR	Chief or Assistant Chief Dictated Per Situation				

NO STUDENT SOLOS ARE PERMITTED WITHOUT AN INSTRUCTOR CONSULTATION.

Weather Minimums for Students in 141 Courses (Dual or Solo)

Course	Private			Instrument			Commercial			CFI	CFII
	Stage 1	Stage 2	Stage 3	Stage 1	Stage 2	Stage 3	Stage 1	Stage 2	Stage 3		
Min Ceiling	2,500	2,500	2,500	2,500	800		2,500	2,500		2,500	2,500
Day Vis	6	6	6	6	3		5	5		5	5
Night Vis	8	8	8	8	6		6	6		6	6
Total Wind	13	20	20	20	20		20	20		20	20
Crosswind	5	8	max demo	max demo		max demo			max demo	max demo	

Surface Winds

No Company aircraft may begin a flight when surface winds, including gusts, are reported or forecast to be greater than 25 knots unless approved by a Chief Instructor. Additionally, no Company aircraft may begin a flight when surface crosswinds 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 without prior Chief Instructor approval.

Preflight

A dispatch binder for each aircraft is maintained in the dispatch office. A dispatcher will check out the aircraft to the renter for each flight. The renter should obtain a dispatch sheet prior to each flight.

- Compare the prior ending Hobbs time in the log with the next 100 hr. inspection time and any other scheduled maintenance items on the dispatch sheet, and to the current Hobbs time shown on the aircraft instruments. Report any discrepancies to a Company representative immediately - prior to any flight. Once the engine starts, you are responsible for all time on the Hobbs since the last time recorded in the Aircraft Log – so check before you go!
- DO NOT move an aircraft into or out of the hangar without assistance from a Company representative.
- DO NOT fuel an aircraft at the Thrust Flight facilities.
- Remove tie-downs or chocks and place all such materials in a designated container, 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 hour of reserve**.
- Report any maintenance issues, concerns, or discrepancies to a Company 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 headsets for themselves and their passengers.
- **Flight lessons scheduled on bad weather days are expected to continue as ground and/or simulator lessons.** A no-show fee will be charged for any lesson canceled with less than a 24 hour notice. No-show fees can be up to the full instruction fees for the time scheduled on bad weather days.
- Any aircraft reservations canceled or no-showed with less than 24 hours notice, other than for bona fide weather issues, will be charged a cancellation fee of up to the full rental and instruction fee for the time period scheduled.
- 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, Thrust Flight requires an **Annual Flight Review** or checkout. A recurrent checkout will also be required if the pilot has not acted as PIC of a Company aircraft within the prior 90 days. This requirement may be waived by the Chief Instructor on a case-by-case basis, provided that the pilot has satisfactorily performed as PIC of a Company aircraft within the preceding 180 days.
- All aircraft must be pulled 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.
- Note any aircraft issues or discrepancies in the comments area of the flight log or dispatch sheet. Also, verbally alert a Company representative of the issue as soon as possible.
- Ensure all switches are in the OFF position prior to exiting the aircraft. 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 or yoke.
- Push the aircraft out of the active ramp area and chock the nose and at least one main gear. Request assistance from Company personnel before moving an aircraft into or out of a hangar. Secure the plane with tie-downs in a space provided.
- Remove all personal belongings, trash, headsets, etc. from the aircraft. The pilot is responsible for cleaning any spills, stains, emissions or trash. A cleaning fee will be assessed for aircraft not left in a clean condition.
- Return the completed aircraft log book to the office and check out with a dispatcher. All flight and other 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.
- 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.

You will be billed a fee for failure to properly complete any of these tasks

These dispatch policies are subject to change without notice. You may access the current version at <http://docs.thrustflight.com/dispatch-policies.pdf>