

PILOT POLICY LETTER

STUDENT PILOT POLICY

1. Student pilots will complete the aircraft checkout test and the pre-solo written test prior to their first solo.
2. Progress Check #2 will be satisfactorily completed prior to first solo. (Stage 1, Phase 5, Scenario 1)
3. Progress Check #3 will be satisfactorily completed prior to first solo cross-country. (Stage 2, Phase 7, Scenario 3)
4. No student will begin a solo cross-country flight if that flight will not return to TIW at least one hour prior to sunset.
5. Student pilots are not authorized to fly solo at night.
6. Students are required to file and open a flight plan for every cross-country. In addition students will make at least one position report with FSS on each solo cross-country.
7. Students will not conduct solo cross-country flights to the San Juan Islands.
8. Student pilots who will be flying a solo cross-country will schedule a minimum of 30 minutes with an instructor to ensure adequate time for the instructor to review and endorse that cross-country. Prior arrangements must be made with another instructor if your instructor is unavailable. The review may only be done on the day of the flight.
9. Students enrolled in the FAR 141 course are reminded that only authorized airports are to be used for cross-country flights.
10. All students must read and comply with the Safety Policy Letter and the Renter Policy Letter.

RENTER PILOT POLICY

All pilots renting aircraft from PAVCO will comply with the policies listed below. Deviations from these policies are authorized only with prior approval by the company owner. Pilots are authorized to deviate from these policies if safety considerations dictate.

1. All pilots will complete the aircraft checkout written test and a checkout flight with a PAVCO CFI for each make and model.
2. No pilot may sign out an aircraft except for dual instruction unless his/ her insurance card has been endorsed for that make and model. For sign out purposes the C-150 and C-152 are considered to be the same make and model.
3. Cross-countries limited to WA, OR, and ID. Flights to Canada not permitted.
4. Non-current renters (3 T/O in 90 days) must reestablish currency with a PAVCO CFI.
5. No instruction by CFI's not employed by PAVCO.
6. Fuel purchased on cross-countries will be reimbursed at PAVCO's cost.
7. After-hours flying by pre-arrangement only.
8. Pilots will closely examine the dispatch form to ensure that all items are correct. Special emphasis should be given to ensure that the training area/ destination and return ETA are correct. The ETA must not extend beyond the time that the aircraft has been scheduled.
9. No pilot will land at an airport that is not listed on the dispatch form.
10. Pilots must return to KTIW by the ETA listed on the dispatch form.
11. Pilots will contact PAVCO as soon as practical if they will be returning later than their ETA.
12. Extensions to your ETA must be marked on both the dispatch form and the schedule.
13. Only operation on paved airports are approved.
14. Day-long and overnight trips will be billed for a minimum of 4 flight hours per day and require prior approval.
15. Pilots are reminded that when taxiing near aircraft, equipment or people, speed should be kept to a slow walk.
16. Pilots who leave the master switch on after a flight maybe be charged if the battery must be serviced or if subsequent flight(s) are cancelled because of the dead battery.
17. Pilots are requested to give PAVCO as much notice as possible when canceling a flight.
No-shows may be billed for the aircraft and instructor time.