



15 July, 2009

To: AFMA, MMA, AHA Volunteer Pilots

From: Chairman Angel Flight Mid-Atlantic – CEO Mercy Medical Airlift -
Executive Director Airlift Hope America

Subject: Pilot Qualifications/Safety Standards

A comprehensive review of Safety and Pilot Standards has been conducted over the past 8 months. Safety committees of the individual Volunteer Pilot Organizations (VPO's) around the country have held discussions with pilots, board members, staff, and other professional aviation personnel.

Leadership within each organization has discussed the findings of each region at length with the goal of adopting minimum standards which take into account the concerns voiced by pilots, board members and other interested parties. All parties are in agreement that we should place more emphasis on Safety by increasing pilot minimum qualifications as well as adopting a culture of Safety throughout our organizations.

AFMA, MMA, and AHA are moving ahead by adopting new standards. Effective 15 July, 2009 the following Pilot Qualifications apply:



Minimum Pilot in Command (PIC) Qualifications

- For the operation of any single engine piston aircraft the pilot shall have a minimum total time of **500** hours with no less than **400** hours as Pilot in Command (PIC). Minimum of **50** hours in make and model.
- For the operation of any multi engine aircraft the pilot shall have a minimum total time of **1,000** hours as Pilot in Command (PIC). Minimum of **250** hours in multi engine and a minimum of **50** hours in make and model.
- For the operation of any turbine powered aircraft the pilot shall have a minimum total time of **1,000** hours as Pilot in Command (PIC). Minimum of **100** hours turbine and a minimum of **50** hours make and model.
- Minimum of **50** hours as PIC shall have been flown and logged within the 12 months immediately preceding the flight.

- Minimum of **12** hours flown and logged during the previous 90 days.
* *This requirement can be waived if the pilot completes 2 hours of dual training with a certificated flight instructor prior to flying an angel flight.*
- Pilot shall have a currently valid medical certificate, a current Flight Review, and an instrument rating applicable to the aircraft to be flown by said pilot, and shall be current with applicable flight times and rules as set forth in the FARs.
- Minimum of one million dollars (**\$1,000,000**) liability insurance with not less than **\$100,000** per seat shall be in force on any aircraft to be used for angel flights.
- Aircraft must be properly registered, licensed, airworthy, and we recommend that the engine time since new or last overhaul be less than the manufacturer's recommended Time Between Overhaul (TBO).
- No pilot of **75** years of age or older shall be permitted to fly an angel flight.
* *This requirement can be waived with approval of the VPO's Safety Council.*

In addition to above listed qualifications the following actions will be implemented within the next 6 months:

- Mandatory annual recertification by Volunteer Pilot (Must certify that minimum standards are met to remain an active pilot)
- Mandatory affirmation that all qualifications are met prior to date of a flight you have accepted. This will be built into our flight coordination system.

The following actions will be taken as well to develop a culture of Safety within our organizations:



Developing a Culture of Safety

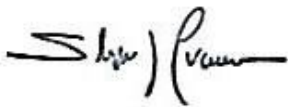
- Establish Online Safety Forum for Pilots to share best practices
- Establish Safety Page on website
- Add a Safety Article to each Newsletter
- Establish Pilot Mentorship program where veteran pilots are teamed with new pilots.

- Pilot Orientation will have increased emphasis on Safety.
- Promotion of Air Safety Foundation (ASF) website (www.ASF.org) where safety courses, quizzes, and advisories are readily available.
- New pilots will be encouraged to fly with a veteran angel flight pilot prior to accepting their first flight as PIC.
- Update terminology to remove undue pressure on pilots.

While we realize that AFMA, MMA, and AHA and its volunteers have always upheld safety as the hallmark of our daily actions, your leadership has decided some changes are in order to further enhance our culture of safety.

The AFMA, MMA, AHA Board of Directors, Safety Council, and staff sincerely hope these changes will signal to both you and our regulating authorities that the safety of both pilots and patients has been and continues to be the single most important factor for our daily operations.

Your continued support and commitment to the cause of providing charitable air transportation to needy patients is appreciated!



Steve Craven
AFMA, Chairman



Ed Boyer
MMA, President/CEO



Jim Smith
AHA, Executive Director