

The mission of Angel Flight West is to arrange free air transportation in response to health care and other compelling human needs.



States Served

Alaska • Arizona • California •
Colorado • Hawaii • Idaho •
Montana • New Mexico •
Nevada • Oregon • Utah •
Washington • Wyoming

September 26, 2019

We have been requested by Angel Flight Australia to write to your committee, outlining our operation and the minimum requirements we demand for volunteer pilots flying for our organization. We operate in a similar fashion to Angel Flight Australia, and we assisted them in the setting up of that charity using our model.

All of our coordinated flights are under Part 95 category, and as such, there are no regulatory requirements imposed by the FAA other than the standard rules which apply to private flights in the USA. In 2012 the FAA published a set of recommendations; however, these were not enacted into law. We have chosen to adopt some of the recommendations: there are different rules for commercial operators who seek exemptions from the commercial rules, but these do not apply to us as we operate only under the private flight category.

To date we have undertaken 82,000 missions- defined as the passenger-carrying leg only (and approximately 140,000 flight sectors including the positioning and return flights). Although about 75% of our pilots hold instrument ratings, many of our flights are conducted under the VFR flight regulations. The climates in the Southwest US is similar to much of Australia, and VFR flight is suitable. Occasionally weather is bad enough to make conditions not suitable to fly under IFR.

The minimum standards we require are on the following page.

Sincerely,

Cheri Cimmarrusti
Associate Executive Director
Angel Flight West

1. The pilot applicant must meet the following minimum times:

Certificate	PIC Time	PIC Cross Country
Private	250	75
Commercial	N/A	75
Airline Transport Pilot	N/A	N/A

In addition, the pilot applicant must have flown a minimum of 50 hours within the last 12 months and 25 hours within the last six months, at the time of the orientation. (If the applicant does not meet these times, he/she must have had a flight review per FAR 61.56 within the previous 12 months.)

2. The pilot applicant must have received a flight review per FAR 61.56 within the last 24 months; or an insurance approved recurrent training course at an approved facility; or a Part 121 or 135 line check, instrument proficiency check, or PIC check within the last 12 months; or successful completion of one Phase of the FAA Wings program within the preceding 12 months as of the date of the orientation.

3. The pilot applicant must hold at least a valid Class III current medical certificate or a Basic Med certificate.

4. Renter pilots (or flying club pilots) must supply proof of a checkout from the FBO or flying club CFI for the aircraft to be used on AFW missions.

5. The pilot applicant must supply a copy of the Certificate of Insurance applicable to the aircraft that will be used for AFW missions providing at least \$500,000 liability coverage with a minimum per-seat coverage of \$100,000. If the applicant is insured through a flying club or rental operation, or otherwise flying non-owned aircraft, he/she must supply a certification from the club, rental operation, or aircraft owner that the pilot is insured up to the required coverage amounts for the aircraft that will be used for AFW missions.

6. Pilot applicant must affirm at the orientation (and annually thereafter) that he/she will adhere to all FARs, and that he/she has (or will have) the certificate, rating (and type, if required) for the aircraft to be flown when acting as PIC on an AFW mission. This affirmation also includes having insurance in force and compliance with drug and alcohol provisions of the FARs.

7. Members must be 18 years of age or older to fly as a Command Pilot.