REGULATIONS, PRACTICES AND PILOT QUALIFICATIONS
FOR
FLYING SAMARITANS, MOTHER LODE CHAPTER

Pilot Qualifications, Flight Currency and Other Requirements

1) Pilots will meet and maintain currency requirements of FAA Regulations, Part 61, including but not limited to medical (61.23), recent flight experience (category and class, night operations, and instrument practice (61.57), Flight Review (61.56).

2) Pilots will use only aircraft that meet the requirements of FAA Regulations, Part 91, and be certificated for flight under instrument flight rules, and shall comply with all of the applicable FARs including but not limited to required documents (91.9), airworthiness (91.7), operating limitations (91.9), oxygen (91.211), fuel (91.151 and 91.167), preflight (91.103), safety belts (91.107), operating equipment (91.205, 91.207, 91.209 and 91.213), and transportation and/or use of alcohol or drugs (91.17 and 91.19), and careless or reckless operation (91.13). (The references to specific paragraphs of the FAA Regulations (FAR) may change due to amendments or number changes, but the FAR text requirements as indicated herein shall remain notwithstanding any changes in the section numbers.)

3) Pilots will operate in Mexico under the same rules as required in the United States (FAR, Part 91), EXCEPT when these conflict with Mexican rules, in which case the Mexican rules take precedence.

   Note: Mexican rules limit night operations to IFR, and may require multi-engine operation at some airports. Except at and near some tower-operated airports, no night VFR flights are allowed in Mexican airspace.

4) **Pilot qualifications:** Flying Samaritans, Motherlode Chapter volunteer pilots will be required to have the following minimum qualifications, which will be attested to each year:

   a) A private pilot's license with an IFR rating (no recreation licenses allowed);

   b) A minimum of 500 hours as pilot in command, or approval from the Board of Directors if recommended by the Pilot Coordinator;

   c) Currency to carry passengers;

   d) Currency under instrument flight rules;

   e) A valid and current medical certificate; and

   Note: All pilots who began flying for the Mother Lode Chapter on or after June 2, 2001, must meet all the above requirements. Pilots who have flown multiple missions for the chapter prior to June 1, 2001, will not be required to have an instrument rating.

5) All pilots must have completed or must demonstrate the following:

a) A minimum of two trips to Mexico as pilot in command, with two full stop landings, within the past two years,

or

b) One trip with a current and approved Flying Samaritans, Motherlode Chapter pilot, as copilot, on any Flying Samaritans, Motherlode Chapter trip within the past two years; and

c) All new pilots will be notified by the Transportation Coordinator that landings at San Quintin are on an unimproved landing strip. The pilot is responsible to ensure he/she is proficient at such landings.

6) **Documentation by pilots:** It will be the responsibility of the pilot to provide copies of the following documents to the pilot coordinator on or before the board meeting preceding the clinic weekend that he/she is scheduled to fly. It will be the responsibility of the pilot coordinator to collect the documents and turn them over to the recording secretary at the board meeting. The documents will be retained as permanent records of the Flying Samaritans, Motherlode Chapter.

   a) Pilot's licenses

   b) Medical certificate

   c) Copy of page in pilot's log book indicating date of most recent flight review endorsement.

   d) Proof of insurance

   e) Copy of aircraft log book indicating most recent annual inspection and IFR certification.

   Note: Pilots will only need to provide this information once per year. Any pilot not providing the above documentation or not notifying the pilot coordinator of any changes to the information will not be allowed to fly for the Flying Samaritans, Motherlode Chapter.

7) **Aircraft requirements:**

   a) All aircraft flown on Flying Samaritans, Motherlode Chapter missions must be certificated for flight into instrument meteorological conditions (IMC);

   b) All aircraft must have a current annual inspection, and Flying Samaritans, Motherlode Chapter will be provided with the date of the most recent annual inspection;

   c) All aircraft must have a current, valid liability insurance policy from a U.S. insurance carrier, covering the passengers, as flown on that trip by a pilot qualified as above, with minimum liability limits of $1,000,000 per accident.

   d) All aircraft shall be insured for each trip to Mexico by a Mexican insurance carrier, as required by Mexican civil aviation authorities.

8) **Flight Rules:**

a) Pilots shall immediately notify the pilot coordinator if he/she does not meet the conditions of paragraph 1 through 8, above, or if there exist any factors affecting the aircraft or pilot which could make uncertain the safe completion of the assigned missions.

b) All flights should be made at an appropriate, safe altitude and within gliding distance of suitable terrain for an emergency landing (FAR 91.79).

c) To ensure expeditious tracking of aircraft by ATC on Flying Samaritans, Motherlode Chapter trips, pilots are encouraged to file an IFR flight plan and fly under instrument flight rules from the departure from the pilot's home airport, to any enroute stop in the U.S., and to the intended first destination airport in Mexico, and on the return flight to the ultimate destination in the U.S. In lieu of flying under instrument flight rules, pilots are encouraged to with VFR flight following.

d) When flying south of the border, all pilots will, whenever practical, maintain radio contact with other Flying Samaritans, Mother Lode Chapter pilots on 122.75 and shall respond to a radio roll-call by the pilot coordinator or his designee. It is the responsibility of all pilots to confirm routes of flight and ETAs of all other flights prior to departure. When practicable, a person in the U.S. should be advised by the pilot of the flight route, the scheduled clinic, the approximate departure time for the U.S. and the estimated time for arrival at the pilot's home base in the U.S. after the clinic weekend.

e) On the return flight from Mexico to the U.S., the Transportation Coordinator or his designee will conduct on frequency 122.75, a radio roll-call of all aircraft on the Flying Samaritans, Mother Lode Chapter mission. Pilots on the Flying Samaritans, Mother Lode Chapter mission shall, whenever practical, monitor their radios on 122.75 and be prepared to answer to the roll-call, and report any deviations from their proposed plans to return to the U.S., and any changes in passenger lists.

f) All pilots shall, upon return to their home airport or final destination in the U.S., telephone the Transportation Coordinator or his designee with information regarding their arrival and safe return to the U.S.

g) To ensure rapid notification of any delays or problems with any flight, the following requirements are added as flight procedures: The Transportation Coordinator will ensure that the trip list for each Flying Samaritans, Mother Lode Chapter mission to Mexico reflects accurate information for all pilots and volunteers, including their names, addresses, telephone numbers, and person to be notified in case of emergency.