



Pilot: _____ Mission No: _____ Date: _____

Certificates, qualifications, and aeronautical experience

I hereby certify that I meet the following certificates, qualifications, and aeronautical experience requirements (please check all that apply):

- An instrument rating or privilege that is appropriate to the aircraft being flown;
- Command Pilots operating under this exemption must have a minimum total flight time of 500 hours, with no less than 400 hours as pilot in command (PIC), and a minimum of 50 hours in the specific make and model of single-engine aircraft being flown;
- A minimum of 50 hours as PIC shall have been logged within the preceding 12 calendar months immediately preceding the month of the flight;
- A minimum of 12 hours flown and logged, or 2 hours of dual flight training with a certificated flight instructor, within the preceding 3 calendar months prior to the month of the flight;
- A 2nd class medical certificate (per § 61.23(d)(2)(i) and 61.2);
- Within the preceding 12 calendar months, an instrument proficiency check (IPC) meeting the requirements of §61.57(d),
- A current flight review (per§ 61.56(a)) in the same aircraft category, class, and type (if a type rating is required) being flown; Instrument current (per§ 61.57(c)) in the same aircraft category, class, and type (if a type rating is required) being flown; and
- For all operations under this exemption, the pilot must be current for night operations (per §61.57 (b)) in an aircraft of the same category, class, and type(if a type rating is required).
- I have read and am familiar with the conditions and limitations of Exemption No. 10294D which can be found on the PALS website under “For Pilots” > “Fuel Reimbursement” (<http://www.palservices.org/for-pilots/fuel-reimbursement/>).

Flight duty, rest, and flight time limitations

I hereby certify that prior to (and at the conclusion of) this mission I am (and will be) in compliance with the following flight duty, rest, and flight time limitations (please check all that apply):

- No pilot may fly more than 8 hours of flight time (per § 61 .1) within any24-consecutive-hour duty day period;
- No pilot may perform a duty day in excess of 12 consecutive hours. (A duty day starts when the pilot arrives at the airport and begins preparation for the flight and terminates upon completion of the post flight of the aircraft); and
- Once the pilot has performed 12 consecutive hours of duty, the pilot must rest a period of at least 12 hours before conducting another flight.6.

Flight requirements

I hereby certify to conduct this flight in compliance with the following flight requirements (please check all that apply):

- All flights operated under this exemption must activate an IFR flight plan.
- The earliest the flight plan may be canceled is upon acceptance of a visual approach clearance from air traffic control;
- For flights in instrument meteorological conditions (IMC), each pilot may only use airports that have a functioning, published, precision approach procedure;
- Pilot must add 100 feet and ½ mile to all instrument approach minimums;
- Pilots must add 50 percent to pilot operating handbook (POH) runway length performance for obstacle clearance on takeoff and landing under ambient conditions;
- For IMC takeoff minimums, the pilot must apply 50 percent and ½ mile above the approach landing minimums (example: Baltimore-Washington International Airport minimums 200 feet ½ statute mile, then the takeoff minimums will be at least 300 feet and 1 statute-mile visibility);

Aircraft engine, propeller, and all components

I hereby certify the following as to aircraft engine, propeller, and all components (please check):

- The aircraft has been maintained and inspected in accordance with 14 CFR part 91 Subpart E, 14 CFR part 43, or other inspection programs approved by the FAA.



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This document is to be signed and submitted to PALS along with all passenger waivers and W&B before each fuel reimbursement flight.

Passenger and medical crew briefing

I hereby certify to provide the following required passenger and medical crew briefing:

- ✓ The flight is being permitted under a grant of exemption to PALS. PALS is not a certificated commercial operator;
- ✓ When, where, and under what conditions smoking is allowed;
- ✓ Use of safety belts, shoulder harnesses, and child restraint systems:
- ✓ When, where, and under what conditions it is necessary to have safety belts and, if installed, shoulder harnesses, fastened;
- ✓ The placement of seat backs in an upright position before takeoff and landing;
- ✓ Location and means for normal and emergency egress;
- ✓ Location of survival equipment;
- ✓ Use of normal and emergency oxygen, if installed; and
- ✓ Location and operation of fire extinguishers.

In addition I hereby certify to ensure the following:

- ✓ Prior to each takeoff, the PIC must ensure that the patient, who may need the assistance of another person to exit the aircraft if an emergency occurs, has received a briefing as to the procedures to be followed if an evacuation occurs. This paragraph does not apply to a person who has been given a briefing before a previous leg of a flight in the same aircraft.
- ✓ The pilot must ensure that all passengers are restrained by FAA-approved seatbelts or FAA-approved child safety seat at all times during the flight. The only exception shall be change of seat positions, quick access to luggage, care and/or feeding of child, or use of lavatory;
- ✓ Pilots will utilize and brief passengers on sterile cockpit procedures as defined under § 135.100.

Domestic operations

I understand this exemption for fuel reimbursement applies to flights conducted within domestic United States airspace.

I understand that the conditions and limitations included with the PALS exemption for fuel reimbursement are not based on specific regulations, but are the FAA's means of ensuring an equivalent level of safety. This necessitates limitations that go beyond the established regulations due to the fact that the proposed operation is by its need for an exemption, outside the normal regulatory structure. I have read and understood the PALS FAA exemption and I am in full compliance with all the conditions and limitations applicable to me as PIC of this flight.

Pilot signature Airman Certificate No Mission No Date

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Pre-Flight Risk Assessment Tool

This Risk Assessment Tool cannot guarantee a safe flight - safety is ultimately the responsibility of the pilot. This risk number should be used to control risk before a flight takes place. Use/completion of this tool replaces the Pilot Go/No-Go Checklist. Utilization/completion of this tool is mandatory.

Operating Environment			Risk Factor	This Flight
Airport	1	No published approaches	4	
	2	Circling approach (best available approach)	4	
	3	VOR/GPS/LOC/ADF (Best approach available w/o vertical guidance)	3	
	4	No weather reporting at destination	5	
	5	Alternate airport not selected	4	
	6	Uncontrolled airport	4	
	7	Control tower not operational at ETA or ETD	3	
	8	Mountainous airport	5	
Operation	1	Night operation	5	
	2	Twilight operation	2	
	3	Winter operation	3	
	4	Pop up trip (Less than 4 hours crew notice)	3	
Runway	1	Stopping distance greater than 80% of available runway	5	
	2	Runway braking action less than good	5	
	3	Contaminated runway	3	
	4	Wet runway	3	
Weather	1	Severe turbulence	5	
	2	Icing (moderate-severe)	5	
	3	Thunderstorms at departure and/or destination	4	
	4	Crosswinds greater than 15 knots	4	
	5	Surface winds greater than 30 knots	4	
	6	Heavy rain at departure and/or destination	5	
	7	Frozen precipitation at departure and/or destination	3	
	8	Ceiling & visibility at destination less than 500 ft. / 2 sm	3	

Total Factor Score - *

* Cumulative risk factor score of 23 or above Command Pilot is required to consult with Safety Committee member prior to Go/No Go decision. Contact: John Rochelle, Safety Committee Chair cell: 973-219-0100.

COMPLETED TOOL MUST BE SENT TO PALS PRIOR TO DEPARTURE.

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