



# VOLUNTEER PILOT GROUP, INC.

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## COMMAND PILOT AFFIRMATION

**I PROMISE** to act as a Volunteer Pilot Group, Inc. (“VPG Air”) Command Pilot ONLY WHEN I meet ALL of the following criteria:

1. I hold a valid and current pilot certificate for the class and type of aircraft (if a type rating is required) in which I will be acting as pilot-in-command, and I am not aware of any active investigation involving the reasonable potential of action being taken against my airman privileges, including but not limited to investigations conducted by the FAA and/or the NTSB.
2. I am in compliance with the medical requirements of 14 CFR 61.53 for each flight.
3. I and the aircraft I use as Command Pilot are in compliance with all applicable Federal Aviation Regulations, including but not limited to those regulations relating to flight reviews, day and night currency, fuel reserves, conduct of flight under instrument flight rules, annual (or 100-hour) inspections, IFR and pitot-static certifications, and documentation of all repairs and alterations, as well as any other inspections, records retention, certifications, authorizations, reports, and/or endorsements required by law.
4. I will fully comply with all applicable regulations and laws when acting as a Command Pilot and whenever I cause or allow my aircraft to be identified with a VPG Air (“Compassion”) callsign.
5. As appropriate for the pilot, aircraft, and flight to be made, I meet the currency requirements (14 CFR 61.57) for:
  - a. Day flights (14 CFR 61.57(a)(1));
  - b. Night flights (14 CFR 61.57(b)(1)); and
  - c. Instrument flights, if I am instrument-rated (14 CFR 61.57(c)).
6. I will not conduct any mission as Command Pilot in night conditions (as defined in 14 CFR 61.57(b)) unless I am both rated and current for instrument flight.
7. I am in compliance with all Federal Aviation Regulations relating to use of alcohol and drugs, including reporting requirements specified in the regulations.
8. I have assessed the hazards and risks associated with the pilot, aircraft, weather and other circumstances (using PAVE and IMSAFE criteria), decided on risk mitigation steps, and determined that it is safe to conduct the flight as planned.
9. Whether flying rented or owned aircraft, I have in force liability insurance applicable to the flight providing minimum coverage of \$500,000 per occurrence and \$100,000 per seat.
10. I am flying an aircraft with a valid standard airworthiness certificate (normal, utility, acrobatic, commuter or transport category) for flights carrying passengers, and I am aware of no condition of the aircraft, its engine(s), or its components that would result in non-compliance with legally required airworthiness standards, as defined in 14 CFR Part 23.
11. If I am renting an aircraft, I have met the requirements of the renting entity for currency, insurance, and any checkouts the entity may require. If I belong to a flying club, I am a member in good standing and I have met all requirements to fly club aircraft for which I am qualified. If I fly for hire, my employer(s) or contractor(s) have not currently suspended my

flying privileges for any reason, other than legitimate business needs relating to demand for flights or unavailability of aircraft (such as being grounded for maintenance).

12. I have logged at least 250 hours total time and 50 hours cross-country as pilot-in-command, AND I meet at least one of the following recent experience requirements:
- a. I have flown 50 hours as PIC within the preceding 12 calendar months and 5 hours in the last 90 days. In addition, if the mission is to be flown in a helicopter or turbine-powered aircraft, I have logged 50 hours PIC in the category/class to be flown and 5 hours in the same make/model in the last 90 days. OR,...
  - b. Within the preceding 12 months I have completed either a Flight Review (per 14 CFR 61.56), an Instrument Proficiency Check (per 14 CFR 61.57(d)), a Wings Pilot Proficiency Program Level, or successfully passed an exam or checkride for a new rating. I have retained all such records necessary to confirm the completion of any of these items which I rely upon to qualify for Command Pilot status. OR,...
  - c. I have flown two hours in the same make/model within the last 90 days accompanied by a mentor pilot or CFI approved by VPG and received a favorable recommendation to fly solo as a Command Pilot on a charity flight.
13. I and any crew or others that will accompany me are fully vaccinated against COVID-19. To the best of my knowledge, I have not been exposed to the coronavirus or any COVID-19-positive individual within the last 14 days, and I am not currently experiencing any of the symptoms associated with COVID-19. I understand there is inherent risk of exposure to COVID-19 while volunteering in affiliation with VPG Air, and that as Pilot in Command I bear the responsibility for ensuring that best practices for limiting the risk of exposure are followed. Prior to any flight as Command Pilot, I have reviewed all guidance from the Centers for Disease Control (CDC), Federal Aviation Administration, private advisory organizations (such as the Airplane Owners and Pilots Association), and local governing bodies along with any other sources I consider relevant to mitigating the spread of COVID-19.

I understand that it is my responsibility and obligation to decline and abstain from serving as pilot-in-command or a required crew member of any flight I may be considered to perform via VPG Air's services unless ALL of the above statements are true at the time of that flight.

Pilot Name (print)	Callsign
Signature	Date