



RECORD OF COMMUNICATION

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Western Pacific Region

Date: August 6, 2016
Person Contacted: Edward Miller (Chair, FFL)
NTSB Accident Number: WPR16FA158

Narrative: The following information was excerpted from an email sent by Mr. Miller on this date in response to an NTSB inquiry:

With regard to your other request. Flights for Life does not have any pilot currency/proficiency requirements above those required of all pilots by the FAA with one minor exception. If a pilot does not fly two missions in any calendar year that pilot is placed in an inactive status and cannot schedule a mission. To be placed back in an active status the pilot must contact our Mission Safety Officer who determines what, if anything, is required to be returned to active status.

Flights for Life has the following flight hours requirements:

Daytime Flights:

- 100 Hours PIC
- 5 hours make and model, 10 hours if the aircraft is a high performance aircraft
- 25 hours cross-country

Night Flights:

- 300 hours PIC
- 5 hours make and model, 10 hours if the aircraft is a high performance aircraft
- 50 hours cross country
- 30 hours night experience or 15 hours night experience with an instrument rating.
- We have designated Bagdad, Tuba City, and White River as "Black Hole" airports due to lighting and terrain at these airports. Night flights are not permitted to these airports.

We do require our pilots to update their pilot profile at least once each calendar year. The pilot profile includes things like medical date, BFR date, and flight hours (total PIC, total cross-country, total night, and hours last 12 months)

Besides scheduling missions our online scheduling system does a few other things:

1. It prevents any pilot whose medical has expired from scheduling a mission.
2. It prevents any pilot who does not have a current flight review from scheduling a mission.

3. When a pilot attempts to schedule a mission the system prompts the pilot to certify that the pilot meets the recency of experience requirements if 90 days have passed since the pilot last certified recency of experience.

Mission Scheduling

- All missions are first come, first serve.
- We publish a schedule 12 times per year.
- Schedules are released at 7:00 pm on the Monday before they are effective.
- UBS provides the schedule for draw and platelet missions several days before the schedule is to take effect. We publish this as a 'tentative schedule' so that our pilots can plan prior to making the schedule live.
- All missions are accepted and canceled online.
- Each mission has a confirmation time that is generally 4 hours before the mission. The pilot must confirm or cancel the mission by this confirmation time. Often when weather conditions are suspect, the pilot will contact UBS much earlier than the confirmation time to let UBS know that the mission may be canceled. This allows UBS adequate time to find other transportation for the product.
- Confirming a mission does not commit the pilot to flying the mission. The pilot may still cancel for any reason without question.
- We fly daily platelet, usually 1 box, missions to KFLG, KSOW, and KNYL. Often there is no Saturday platelet mission to KNYL. These missions are generally for delivery to the destination airport in the morning; however, the pilot can coordinate with UBS to fly the mission at just about any time.
- We fly several draw missions each month. These missions are to retrieve the blood that has been collected during that day by a mobile draw team. This allows the draw team to remain out on the road. These can be anywhere from 3 to 15 boxes. If there are 12 or more boxes, we schedule it as two missions because most of the planes our pilots fly cannot carry more than 6 or 7 boxes. Because we are retrieving blood that was collected that day, these missions are typically late afternoon or later missions.
- Unscheduled missions. If UBS has a need to either pick up one or more boxes or to deliver one or more boxes to a remote area, UBS will send out a text to all pilots who have opted into the unscheduled mission system via their pilot profile. The first pilot to call UBS is awarded the mission. We do not allow the pilot to know the reason for the blood delivery because we do not want the pilot to feel any pressure to make the delivery.
- Canceling. A pilot may cancel a mission at any time for any reason without question. If the pilot cancels the mission for weather, no flights for life pilot may fly that mission. If the pilot cancels for any other reason, we will attempt to fill that mission with another pilot. If the cancellation occurs near the mission time, we may use the unscheduled mission procedures to notify pilots the mission has reopened.

We also require our pilots to review our Member's Handbook annually. There is an online handbook review certification process. The handbook contains the information on how to schedule a mission, report a mission, and things of the that nature.

To encourage or pilots to participate in the FAA WINGS program, we offer [some financial compensation] to any pilot who completes a phase of WINGS. A pilot may only receive this once per calendar year.

To encourage pilots to fly more than our minimum 2 flights per year we offer [some financial compensation] toward the purchase of paper charts or an electronic charts subscription to any pilot who completes 6 missions in a calendar year.

Except for the [previously specified] WINGS reward and the [previously specified] charts stipend none of our board members, officers, or pilots are compensated in any way. We each donate our time, efforts, airplanes, fuel, and all costs associated with a mission to Flights for Life which is a 501(c)(3) organization.

Flights for Life restricts all missions to VFR except that marginal VFR and IFR to VFR on top are allowed but only during daylight hours. Obviously, IFR to VFR on top is restricted to pilots with an instrument rating.

All of this information is documented in our Member Handbook