



LIGA INTERNATIONAL INC.

"The Flying Doctors of Mercy"



CENTRAL SAN JOAQUIN CHAPTER
P.O. BOX 26826
Fresno, California 93729-6826



PILOT RESPONSIBILITY AGREEMENT

I agree to the following regarding any and all mission flights related to The Central San Joaquin Valley Chapter of Liga International, Inc., (Liga) or any of its chapters:

1. To notify the pilot coordinator of any substantial changes in the information given on the Pilot Questionnaire.
2. To maintain my pilot / airman proficiency and airworthiness of aircraft flown by me (per FAA requirements), and any special knowledge or skills appropriate to the mission flown. I agree to provide Liga with photocopies of my airman's certificate and my medical certificate prior to my commencing flying with Liga, and each year thereafter, and whenever either certificate has changed.
3. To maintain minimum aircraft liability insurance coverage per accident of \$1,000,000 and \$100,000 per seat [*recommended \$250,000 per seat*], on the aircraft of which I am pilot in command (US underwriter), with coverage for flight in Mexico and in addition, appropriate liability insurance for Mexican aircraft operations (with a Mexican insurance underwriter). I agree to provide Liga with photocopies of the face sheet of both my US and Mexican insurance policies prior to my commencing flying with Liga and each year thereafter, and whenever there are any changes in my insurance policies. I further agree to operate my aircraft and maintain all qualifications required by the terms of coverage of my aircraft liability policy, so that the insurance coverage is in force and effect whenever I fly Liga missions.
4. To substantiate at the request of the pilot coordinator or Liga Board of Directors' designee any data given Liga concerning my airman and mission competency, and my insurance coverage. I agree to provide Liga with a photocopy of my pilot log to verify my IFR and passenger currency, and my recent flights to Mexico, when called upon to do so by Liga. I understand that Liga requires that the aircraft of which I am the pilot in command on a Liga mission must be certificated for flight under instrument flight rules if I am instrumented rated and current. I agree to provide a photocopy of relevant portions of my aircraft logbooks to verify airworthiness and compliance with instrument certification on an annual basis.
5. To monitor frequency 122.85 on flights within Mexico, and to participate in a radio roll call conducted by the pilot coordinator or his designee, and to report any changes in my passenger list or substantial deviation from my proposed route or schedule for flight to and from Mexico.
6. To contact the Pilot Coordinator or designee, prior to my departure, should I experience any significant delay in departure from my home airport or airport of departure.
7. To ensure expeditious tracking of my aircraft by ATC, to file an IFR flight plan and fly under instrument flight rules from the departure from my home airport, to any enroute stop in the U.S., and to my intended first airport of destination in Mexico, and on my return flight to my ultimate destination in the U.S. In lieu of flying under instrument flight rules, when the weather is VMC, I agree to fly with VFR flight following by ATC and file a VFR flight plan.

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8. To notify the pilot coordinator or his designee upon my return to my home airport or final destination in the U.S. of my arrival. To relay any changes in my passenger list or significant changes in my proposed return date or route.
9. To take sole responsibility for the safe transportation of my passengers and myself (including the requirements of U.S. / Mexican border crossings) while in an aircraft under my command, and in support of the Liga mission.
10. To comply with all of the "Pilot Policies and Recommended Practices" as described in the following paragraphs:
 - a. 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 [where applicable] 61.57), flight review (61.56).
 - b. Pilots will use only aircraft that meet the requirements of FAA Regulations, part 91, and are certificated for flight under instrument flight rules. Pilots 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 operations (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.]
 - c. Pilots will ensure the airworthiness of their aircraft, the currency of their annual FAA aircraft inspection and compliance with Manufacturer Safety Service Bulletins for their model of aircraft.
 - d. 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. Liga prohibits VFR operations in Mexico after official sunset.
 - e. Liga volunteer pilots will be required to have the following minimum qualifications, which will be attested to each year, unless waived by the Pilot Coordinator:
 1. A private pilot's license with an IFR rating;
 2. A minimum of 400 hours as pilot in command;
 3. Currency to carry passengers;
 4. Currency under instrument flight rules [where applicable];
 5. A valid and current medical certificate; and
 6. Must have flown as pilot in command on at least one flight to Mexico within the preceding two years, or must be accompanied by a licensed pilot who has met this requirement.
 7. The Board of Directors may, upon recommendation of the aviation committee, approve waivers of the above described requirements of (1) IFR rating and/or (2) minimum 400 hours.
 - f. All pilots who will be flying into unimproved landing strips in Mexico on Liga trips must demonstrate or have completed the following:
 1. Log book entries of at least three (3) take-offs and landings (full stop) on dirt or unimproved landing strips, within the past six (6) months, or
 2. Completion of a Baja or Mexican flying course taught by a qualified CFI within the past two (2) years.

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- g. Pilots shall upon request, provide to the Liga office or designated person for inspection and review prior to a flight on a Liga mission the items listed below. Volunteer pilots will provide these documents to Liga each year for verification of flight experience, currency and insurance compliance.
1. Copy of the pilot's airman certificate;
 2. Copy of the pilot's current medical certificate;
 3. Copy of the U. S. and Mexican aircraft liability insurance policies with all declarations and endorsements;
 4. Copies of pilot log book entries reflecting IFR and passenger currency, and recent flights to Mexico [when requested];
 5. A signed Pilot Questionnaire and Pilot Responsibility Agreement. The signed questionnaire will have an expiration date of June 30 of each year and must be renewed annually.
 6. Copies of the logbook revealing annual inspection compliance and airworthiness certification and current safety service bulletin compliance. The above requirements and the recommendations listed below will be enforced. The Liga office manager or designated person will collect all documents submitted by pilots, and submit them to the chairperson of the aviation advisory committee or his designee. Any pilot not meeting all of the above requirements, or whose aircraft does not meet the required standards, will not be allowed to participate in any Liga mission flights, and the pilot will be immediately informed. The President of Liga will immediately be informed of the disqualification of any pilot for failing to meet any of the required criteria.
- h. All aircraft flown on Liga missions:
1. Must meet the minimum requirements for flight into instrument meteorological conditions (IMC). [IFR pilots only.]
 2. Must have a current annual inspection and Liga will be provided with a copy of the logbook entry of the most recent annual inspection.
 3. Must have a current, valid liability insurance policy from an U.S. insurance carrier, covering the passengers, as flown on a trip into Mexico by a pilot qualified as above, with minimum liability limits of \$1,000,000 per accident, with sub limits no less than \$100,000 per passenger. It is recommended that sub limits be \$250,000 per passenger. There will be no waivers of this requirement given the inability of Liga to procure liability insurance for the protection of volunteers.
 4. Shall be insured for each trip to Mexico by a Mexican insurance carrier, as required by Mexican civil aviation authorities, with at least \$250,000 in liability coverage.
- i. It is recommended that:
1. All flights should be made at an appropriate, safe altitude and within gliding distance of suitable terrain for an emergency landing (FAR 91.79).
 2. When IMC flight conditions exist at the airport of departure and/or any intended airport for landing, the pilot should file an IFR flight plan and fly under instrument flight rules.
 3. Pilots should immediately notify the Pilot Coordinator if there are any factors affecting the aircraft or pilot, which could make uncertain the safe completion of the assigned mission.
 4. All missions into Mexico should be flown with adequate drinking water and a survival kit for emergency desert landing.
 5. Pilots should attend an annual safety meeting conducted by Liga volunteer pilots and whenever possible, monthly pilot safety meetings to be held on the Saturday night of each Liga trip, or on such other night as agreed upon by the volunteer pilots at a designated place. The Chairperson of the Aviation Committee or such other designated person will conduct the safety meetings to facilitate pilot self-regulation and self-improvement.
- j. All Liga volunteer pilots regardless of experience, agree by their signature on this Pilot Responsibility Agreement, that they will attend at least once annually, a continuing aviation safety education course, lecture, seminar or similar event of their choosing, whether it is sponsored by the FAA such as the "Wings" program, or any other program they choose focusing on aviation safety.

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I further agree as follows:

1. I understand that I am not an employee of Liga International, Inc., (Liga) and that neither I nor any passengers in the aircraft under my command are covered by Workers' Compensation Insurance benefits during any mission or trip sponsored by Liga International, Inc., or any of its chapters. I am a volunteer operating my own aircraft or an aircraft under my sole control. My aircraft expenses will be partially shared by Liga volunteers who are passengers on my aircraft on the Liga mission. I will not be paid for any services rendered by me toward any Liga mission.
2. I understand that Liga requires a newly completed and signed Pilot Questionnaire each year and I agree to provide Liga with this document and the documentation required under this agreement, prior to my commencement of flying with Liga. I understand that Liga will rigorously enforce this Agreement and that if I have not provided the documents and information required and requested by Liga, I will be ineligible to fly on a Liga mission.

I declare under penalty of perjury under the laws of the State of California that the information I have provided on the Pilot Questionnaire is true to the best of my knowledge and belief. I also declare under penalty of perjury under the laws of the State of California that I have received, read, and understand the Pilot Responsibility Agreement.

Date

Pilot's Signature

Print Name

Updated September 2004