



ANGEL FLIGHT EAST

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# Command Pilot Manual



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**MISSION:**

The Mission of Angel Flight East is to provide free air transportation for qualified patients and families by arranging flights to distant medical facilities, delivering supplies to disaster areas and reuniting families during desperate times.

This community service connects individuals to medical providers and health care organizations throughout the eastern United States. It is also available, via coordination with other volunteer pilot organizations in the national Air Care Alliance, across most of the United States.

## **INTRODUCTION**

These guidelines are intended to supplement, not as replace, Federal Aviation Regulations and established procedures of the owners and/or operators of the aircraft flown on missions for *Angel Flight East* (AFE). They outline AFE specific requirements and promote safe flying practices of the pilots who fly these missions. The guidelines are not intended to be all-inclusive

AFE missions are flown by volunteer pilots. These missions are flown, and the services of the pilots and aircraft provided, at no cost to the passengers, and solely as a public service.

*THE POLICY OF AFE IS THAT SAFETY SHALL BE THE PRIMARY CONSIDERATION IN FLIGHT PLANNING AND IN ALL ASPECTS OF FLIGHT OPERATIONS.*

## **PILOT REQUIREMENTS**

The volunteer pilots and co-pilots of AFE are subject to, and must be familiar with, all applicable Federal Aviation Regulations (FARs) and AFE policies.

Pilots must have current and appropriate US issued certificates and ratings including logbook endorsements for all operations to be performed as required by FAR Part 61, Part 91, and any other applicable FAA regulations.

The designated Pilot-in-Command (PIC) of an aircraft intending to fly an AFE mission shall at a minimum:

- have 100 hours of logged flight time for the carriage of cargo, or
- have 300 hours of logged flight time and be instrument rated and current for the carriage of passengers under, and
- have insurance coverages for the type aircraft to be used, and
- retain complete authority regarding all aspects of flight safety.

AFE strongly encourages use of copilots, but unless required by Federal Air Regulations (FAR), use of a co-pilot is at the sole discretion of the Command Pilot. If a copilot is required by FAR, the copilot must meet all appropriate FAA requirements. Copilots need not meet Angel Flight East PIC requirements.

## **FLIGHT OPERATIONS**

All flights conducted on behalf of AFE are non-commercial operations governed by FAR Part 91. Compliance with the requirements of Part 91, which is mandatory in all instances, should be regarded as the absolute minimum safety requirements for AFE missions. Pilots should adhere to their own established safe flying practices at all times. In addition, flight operations conducted on behalf of AFE shall adhere to the policy guidelines of AFE. These guidelines are not intended to be all-inclusive.

All flight operations shall be conducted in accordance with Part 91 as operations not for compensation or hire. However, pilots may and are encouraged to impose stricter safety requirements than those mandated by Part 91.

The PIC, and not AFE, is responsible for all decisions concerning the conduct of a flight, including the decision whether or not to accept or conduct a given flight. In making such decisions, pilots should consider that AFE accepts only non-emergency missions and, as a condition of accepting a mission, the patient must have an alternate means of transportation. Therefore, the PIC should not depart on any mission where he or she has any serious doubt about his or her ability to safely complete the mission.

In this light, the PIC should consider whether to conduct certain operations which, although permitted under Part 91, may have a smaller margin of safety. Examples include, but are not limited to:

- Single engine night IFR operations;
- Takeoffs where the departure airport is below published IFR takeoff or landing minimums;
- Approaches to an airport where the reported weather is below minimum for landing.

In some circumstances a last-minute diversion to an alternate airport may cause greater inconvenience to the patient than a decision to delay or abort the flight. This should be taken into account by the PIC before embarking on a flight where the forecast weather for the destination is marginal, either as to published minimums or higher minimums self-imposed by the PIC.

## **AIRCRAFT REQUIREMENTS**

Aircraft utilized for any AFE mission must be equipped and maintained in accordance with all applicable FARs.

## **INSURANCE AND LIABILITIES**

The PIC is required to have in force liability insurance appropriate for the aircraft and mission being flown. AFE assumes no liability for any actions or inactions of any person operating at the request of AFE.

Upon renewal of aircraft insurance policy, AFE pilots shall forward the declaration page to the AFE office to be kept on file.

## **MISSION REQUIREMENTS**

All AFE mission flights will be planned to include sufficient fuel to meet FAR 91.167.

Pilots must file a flight plan using all normal procedures, with the following two differences:

In the block used for the aircraft registration (tail) number the pilot shall enter the Three-Letter Identifier CMF (Compassion) followed by the unique four digit compassion flight ID issued to the pilot by AirCareAlliance (ACA). The block can hold a maximum of seven characters: e.g., CMF 1007.

In the REMARKS block the pilot should enter the full registration (tail) number of the aircraft followed by Angel Flight East, and then any other remarks.

*Note: If you do not have an ACA issued ID, you can not use the Compassion call sign or the CMF designation, but you can enter the word "Compassion" in the remarks section of the flight plan, followed by Angel Flight East. To obtain an ACA flight ID, go to their web site (AirCareAlliance.org).*

"Compassion" call sign should not be used during a positioning or ferry leg of flight when patients, supplies, or emergency personnel are not being transported unless flight leg has time constraints and there might be a need for helpful (but not priority) handling by ATC.

**CAUTION:** Pilots and volunteer pilot organizations are strongly cautioned NOT to use the call sign Lifeguard except for situations as defined in the Airmen's Information Manual (AIM) (see AIM 4-2-4 a or b), military AIR EVAC manuals, air traffic control handbooks, and/or other official documents. Using or requesting LIFEGUARD or the L prefix is considered to be a de facto request for priority handling, which could cause diversion of other aircraft and possibly great disruption of operations conducted by other users. It is intended to be used only when expeditious flight handling is required.

However, should a transported person's medical condition deteriorate in flight or other conditions apply that justify expeditious handling on a priority basis, then use of LIFEGUARD should be considered as likely more appropriate. ATC personnel can assist a pilot in making that decision, but pilots are advised to familiarize themselves with call sign usage and not to hesitate to use LIFEGUARD if safety or medical necessity warrant its use, including changing a flight to LIFEGUARD during flight if appropriate.

All flight decisions, including whether to file IFR, rest with the PIC. However, since IFR affords a greater margin of safety, AFE strongly suggests that all missions are filed IFR. When conditions are such that the PIC determines not to operate under IFR, the PIC should make use of all available VFR flight following services.

## NOTICE REGARDING SEATING OF CHILDREN IN AIRCRAFT

\*\*\*ALTHOUGH REGULATIONS PERMIT A CHILD UNDER THE AGE OF TWO TO BE HELD BY AN ADULT, AFE REQUIRES THAT ALL CHILDREN BE SECURED IN AN APPROVED CHILD RESTRAINT SYSTEM\*\*\*

Federal Aviation Regulations require that any child who has reached the age of 2 must occupy a seat in the aircraft with a safety belt and shoulder, harness (if installed) properly secured about him or her during movement on the surface, takeoff and landing.

A child may also occupy an approved child restraint system furnished by the pilot, parent, guardian or attendant designated by the child's parent or guardian provided that:

- The child is accompanied by a parent, guardian (or attendant designated by the child's parent or guardian) to attend to the safety of the child during the flight; and,
- The approved child restraint contains appropriate labeling for aircraft use. For restraints manufactured to United States standards after 2/26/1985, this means the restraint will have 2 labels:
  - "THIS CHILD RESTRAINT SYSTEM CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS"; and,
  - "THIS RESTRAINT IS CERTIFIED FOR USE IN MOTOR VEHICLES AND AIRCRAFT".

For child restraint systems made before 2/26/1985 or not manufactured to U.S. standards, please check with the AFE office.

*It is best to discuss this with your passengers upon initial contact to avoid potential problems on the day of your mission.*

The requirements for a child restraint system are listed in detail in FAR §91.107 (attached). The regulations also contain provisions applicable to older systems or those manufactured to foreign standards. Again, the bottom line is that *if a child restraint system does not meet any of the standards in the regulations, it should not be used to transport a child in your aircraft.*

The PIC and operator (usually the same person for our purposes) have additional obligations: The PIC must assure that:

- There is a parent, guardian (or attendant designated by the child's parent or guardian) on board to attend to the child as required by §91.107(a)(3)(iii)(A), and
- The restraint system meets requirements of one of the provisions of §91.107(a)(3)(iii)(B), and
- under §91.107(a)(3)(C): Operator must also assure that:

- (1) The restraint system must be properly secured to an approved forward-facing seat or berth, and
- (2) The child is properly secured in the restraint system and does not exceed the specified weight limit for the restraint system, and

(3) The restraint system must bear the appropriate label(s).

## **PASSENGER REQUIREMENTS**

All passengers are to be ambulatory and capable of entering and exiting the aircraft with minimal assistance. The patient must be medically stable and approved for flight by his/her physician.

The AIR TRANSPORT WAIVER OF LIABILITY form shall be signed by each prospective passenger prior to boarding the aircraft. Prior to departure, the PIC is responsible for transmitting electronically, mailing or faxing the signed waiver to the ANGEL FLIGHT EAST office. Under no circumstances should the signed waiver remain on the aircraft during the mission.

If the patient being transported requires in-flight attention, he/she must be accompanied by a responsible adult.

## **MISSION COORDINATION**

AFE missions can be initiated by health care professionals, patients, or family members of patients in need of medical treatment far from a patient's home. Preliminary evaluation is done by the Mission Coordinator to determine if a mission is within our guidelines and appropriate for our resources. AFE is not responsible for coordinating ground transportation or overnight accommodations for patients.

### **UPON INTAKE:**

The Mission Coordinator will talk with the referral source to determine the need for AFE services. After it is determined to be an appropriate mission request, the Mission Coordinator will send all necessary paperwork to be completed and returned. The required intake paperwork is listed below:

- (1) Medical Approval – to be signed by a physician, stating that the patient is medically stable, ambulatory, and able to fly in a small un-pressurized aircraft.
- (2) Need Verification Form – to be completed by a person (not related to the patient), documenting limited resources and an inability to cover the cost of commercial travel. \*\*This may be waived at the discretion of AFE staff when a patient is unable to travel commercially for medical reasons, such as a weakened immune system, \*\*
- (3) Waiver of Liability – this form is signed upon intake by each passenger. It is also included in the Pilot Pack and will need to be signed again and mailed, faxed or transmitted electronically to the AFE office prior to departure.
- (4) Luggage Disclaimer – passengers are asked to pack less than 40 pounds of luggage in a soft sided duffle bag. Upon intake, they are made aware of the nature of the aircraft and the need for weight and balance. The importance of reporting accurate weight is stressed!
- (5) Photo/Media Release – many of our pilots take photos with their passengers and then pass them along to the Mission Coordinator. These photos may be



used for promotional material, newsletters, website, etc. PLEASE remember to take a camera!!!!

A MISSION CANNOT BE POSTED UNTIL ALL COMPLETED FORMS ARE RETURNED TO AFE

## **MISSION REQUEST PROCESS**

AFE uses an online mission information system called VPOIDS. This website can be accessed from AFE's home page ([www.angelflighteast.org](http://www.angelflighteast.org)). To log on, you need a username and password. If you already have these, enter them to log in. If you do not, you can create your own by clicking the link at the bottom of the login screen. You will need the Angel Flight ID number assigned to you when you joined, as well as your last name and zip code, as you entered them in your application.

The menu bar on the left in VPOIDS shows the links for functions that are available to you. Many of them are described below.

## **AVAILABLE MISSIONS**

You can view a list of available missions on the AFIDS web site. From there, you can request to fly a mission, either as a command pilot, co-pilot or mission assistant. You can also sign up to receive periodic emails that list available missions. To subscribe to this list, click on the "Account Settings" link in the top right corner of the page.

### **WAYS TO CLAIM A MISSION:**

- (1) Online through VPOIDS by clicking the 'Request this mission' link in the Available Missions list,
- (2) Through the email blasts, by clicking on the 'Request this mission' link. (This will take you to a log-in screen for AFIDS and then directly to the request page)
- (3) Calling the AFE office directly (215-358-1900) and speaking with the Mission Coordinator.

## **WHAT HAPPENS NEXT?**

Once it is confirmed that the mission has been assigned to you, and all legs of the mission have been filled (in a multi-leg mission), you will receive the Mission Itinerary and a Waiver of Liability by email.

These documents will include any information that you will need to contact the family and other pilot(s) if it is a multi-leg mission. Please contact the family directly, as soon as you receive these documents, to discuss when and where you will be meeting the passengers, and to cover any potential weather issues or child restraint system concerns, when applicable. In the case of a multi-leg mission, contact the other pilot(s).

## **MISSION LOGISTICS**

Here are a few reminders about the mission process:

- Once you have been assigned a mission (as confirmed by a coordinator), please contact the passenger directly and work out the pickup or drop-off logistics,

- For multi-leg missions, contact the other pilot(s) to confirm you both have the same airport and FBO listed in your mission itineraries. Also, if appropriate, agree on an alternate airport,
- If you need to cancel a mission for any reason, please contact the office immediately,
- Bring a waiver form with you when you pick up the passenger, as a back up to the electronic version. The waiver form must be signed by the passenger (or passenger's guardian) as well as any companions. It must be sent to the AFE office electronically BEFORE the flight. You and the passenger(s) may sign it directly on your cell phone for return. You may also take a picture and send it from your smart phone by email. Finally, if cell reception is very poor, you may fax (215-358-1999) or mail the paper form to AFE.
- Take a photo if you have the passenger's permission. You can upload the photo electronically to VPOIDS
- Upon completion of the mission, promptly file a mission report. You can file your report online in VPOIDS (see instructions below).

## **ACCESSING AND CHANGING YOUR PERSONAL DATA**

Once you have logged on to VPOIDS, you can view or edit your personal data. It is very helpful to do so when your address, phone number, or email address changes to make sure we can always get in touch with you.

Clicking the link to "Account Settings" in the top right corner of each page brings up the information we currently have in our database. Choose the information you want to change and click the edit link (pencil icon) to change that data.

## **ACCESSING YOUR SCHEDULED MISSIONS**

You can look up pending missions for which you have been scheduled as a PIC or review past missions you flew. This display gives the particulars of the mission, including contact information for the passenger.

Reviewing past missions allows you to confirm that your mission reports were received.

To review your pending missions, log on to VPOIDS. Click on the link to "Mission Summary" in the left column under "Tools."

## **FILING MISSION REPORTS**

Filing your mission reports online saves the office staff time, and it saves you time as well. The data from the mission record is pulled into the mission report form, so often times you only need to add your Hobbs time.

To file your mission report online, log on to VPOIDS. Click on the link to "File mission report" in the left column under "Tools." All of your mission legs for which there are outstanding mission reports are listed for you. Click the "File report" link to fill out the mission report form for that mission leg. Repeat this process for each of the mission legs you have flown.

A few notes about mission reports:

- (1) If your mission was cancelled, please do not fill out a mission report. Please let the office staff know by phone as soon as possible. If the mission appears in your list, it's because the staff is not aware that the mission has been cancelled.
- (2) Enter the Hobbs time for the whole trip, not just the flight segments where the passenger was on board.
- (3) Sometimes the date of the mission changes, for example, if you delay a flight due to weather. Enter the new date in the mission report form. The listing will continue to show the scheduled date.

**\*\*You are encouraged to contact the Mission Coordinator when your mission is complete to give any feedback concerning the mission (patient info, flight info, weather, FBO feedback/discounts, etc.). We love to hear from you!\*\***

## **ANGEL FLIGHT EAST POST ACCIDENT PROCEDURES**

### **IF YOU ARE INVOLVED IN AN ACCIDENT**

The prospective pilot should be advised that in the event that he or she is involved in an accident, AFE expects that his or her first priority will be the safety and care of the passenger(s), especially in the case of child passengers, including taking any immediate action necessary for health and safety of the passenger(s). This includes evacuating the passenger(s) from the aircraft if the pilot perceives a risk of fire and providing such necessary emergency first-aid as the pilot is capable of. The pilot should thereafter focus on survival and/or rescue efforts, with the interests of the passenger(s) in mind, as experience, good judgment, and common-sense dictate.

### **IN-FLIGHT DEATH OF A PASSENGER ON YOUR AIRCRAFT**

Due to the condition of many of the passengers flown by AFE, it is possible that a passenger could succumb to his or her illness or condition during a mission. For each flight, pilots should be mentally prepared for this possibility, and be prepared to take whatever action is appropriate based on common sense and good judgment, including notifying persons on the ground at the arrival airport as far in advance of landing as practical that the pilot believes he or she has a deceased passenger on board.

### **SPEAKING WITH THE MEDIA FOLLOWING AN ACCIDENT OR IN-FLIGHT DEATH**

The prospective pilot should be advised that in the event of an incident or accident, representatives of the news media may ask the pilot to comment on the cause of, or other specifics relating to the occurrence, *whether or not the pilot was the one involved in the accident or in-flight death*. Pilots are instructed that in the event of an accident, they are to contact the AFE Executive Director at 215-358-1900 or alternate public relations spokesperson for guidance and updated information before making any statements to the media. Should a pilot thereafter choose to speak to the media, AFE requests that the pilot not speculate or make any detailed statements until all of the facts have been determined. In any event, in the case of injury or death of any person, AFE urges the pilot not to disclose any information concerning those persons to the media, out of respect for family and loved ones.

For a pilot involved in an accident or in-flight death, the following is suggested as an appropriate statement in the event the incident has attracted media attention and the pilot decides, after speaking with the Executive Director or alternate public relations spokesperson, that he or she wishes to address the media:

*“I was flying a mission for Angel Flight East. I was carrying a passenger(s) from [departure airport] to [arrival airport]. I’d like to refrain from any further discussion at this time because there is simply too much that I don’t know and I do not want to speculate. Meanwhile, you can contact the Angel Flight East office at 800-383-WING for any further information that those persons might be able to convey.”*

Attachments:

- Flight plan form (completed)
- AIM 4-2-4
- FAR 91.107
- AFIDS screenshots
- Other FARs?

Department of Transportation  
Federal Aviation Administration

### International Flight Plan

PRIORITY: FF → ADDRESSEE(S):

FILING TIME: ORIGINATOR:

3 MESSAGE: (FPL) 7. AIRCRAFT IDENTIFICATION: 8. FLIGHT RULES: TYPE OF FLIGHT:

5. NUMBER: 10. EQUIPMENT: 11. TYPE OF FLIGHT:

12. WAKE TURBULENCE CAT.:

13. DEPARTURE AERODROME: 14. TIME: 15. CRUISING SPEED: 16. LEVEL: 17. ROUTE:

16. DESTINATION AERODROME: 18. TOTAL CDT (HR. MIN.): 19. ALTN AERODROME: 20. 2ND. ALTN AERODROME:

19. SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN PPL MESSAGES):

ENDURANCE (R/): PERSONS ON BOARD (P/): EMERGENCY RADIO (R/U, V/E):

SURVIVAL EQUIPMENT (S/P): DINGHIES (D/C): AIRCRAFT COLOUR AND MARKINGS (A/):

REMARKS (R/): PILOT-IN-COMMAND (C/):

FILED BY: ACCEPTED BY: ADDITIONAL INFORMATION:

#### 4-2-4. Aircraft Call Signs

##### a. Precautions in the Use of Call Signs.

1. Improper use of call signs can result in pilots executing a clearance intended for another aircraft. Call signs should *never be abbreviated on an initial contact or at any time when other aircraft call signs have similar numbers/sounds or identical letters/number*; e.g., Cessna 6132F, Cessna 1622F, Baron 123F, Cherokee 7732F, etc.

##### *EXAMPLE-*

*Assume that a controller issues an approach clearance to an aircraft at the bottom of a holding stack and an aircraft with a similar call sign (at the top of the stack) acknowledges the clearance with the last two or three numbers of the aircraft's call sign. If the aircraft at the bottom of the stack did not hear the clearance and intervene, flight safety would be affected, and there would be no reason for either the controller or pilot to suspect that anything is wrong. This kind of "human factors" error can strike swiftly and is extremely difficult to rectify.*

2. Pilots, therefore, must be certain that aircraft identification is complete and clearly identified before taking action on an ATC clearance. ATC specialists will not abbreviate call signs of air carrier or other civil aircraft having authorized call signs. ATC specialists may initiate abbreviated call signs of other aircraft by using the *prefix and the last three digits/letters* of the aircraft identification after communications are established. The pilot may use the abbreviated call sign in subsequent contacts with the ATC specialist. When aware of similar/identical call signs, ATC specialists will take action to minimize errors by emphasizing certain numbers/letters, by repeating the entire call sign, by repeating the prefix, or by asking pilots to use a different call sign temporarily. Pilots should use the phrase "VERIFY CLEARANCE FOR (your complete call sign)" if doubt exists concerning proper identity.

3. Civil aircraft pilots should state the aircraft type, model or manufacturer's name, followed by the digits/letters of the registration number. When the aircraft manufacturer's name or model is stated, the prefix "N" is dropped; e.g., Aztec Two Four Six Four Alpha.

##### *EXAMPLE-*

1. *Bonanza Six Five Five Golf.*

2. *Breezy Six One Three Romeo Experimental (omit "Experimental" after initial contact).*

4. Air Taxi or other commercial operators *not* having FAA authorized call signs should prefix their normal identification with the phonetic word "Tango."

##### *EXAMPLE-*

*Tango Aztec Two Four Six Four Alpha.*

5. Air carriers and commuter air carriers having FAA authorized call signs should identify themselves by stating the complete call sign (using group form for the numbers) and the word "heavy" if appropriate.

##### *EXAMPLE-*

1. *United Twenty-Five Heavy.*

2. *Midwest Commuter Seven Eleven.*

6. Military aircraft use a variety of systems including serial numbers, word call signs, and combinations of letters/numbers. Examples include Army Copter 48931; Air Force 61782; REACH 31792; Pat 157; Air Evac 17652; Navy Golf Alfa

Kilo 21; Marine 4 Charlie 36, etc. AIM 4/3/14 4-2-4 Radio Communications Phraseology

##### b. Air Ambulance Flights.

Because of the priority afforded air ambulance flights in the ATC system, extreme discretion is necessary when using the term "MEDEVAC." It is only intended for those missions of an urgent medical nature and to be utilized only for that portion of the flight requiring expeditious handling. When requested

by the pilot, necessary notification to expedite ground handling of patients, etc., is provided by ATC; however, when possible, this information should be passed in advance through non-ATC communications systems.

1. Civilian air ambulance flights responding to medical emergencies (first call to an accident scene, carrying patients, organ donors, organs, or other urgently needed lifesaving medical material) will be expedited by ATC when necessary. When expeditious handling is necessary, include the word "MEDEVAC" in the flight plan per paragraphs 5-1-8 and 5-1-9. In radio communications, use the call sign "MEDEVAC," followed by the aircraft registration letters/numbers.

*EXAMPLE-*

*MEDEVAC Two Six Four Six.*

2. Similar provisions have been made for the use of "AIR EVAC" and "HOSP" by air ambulance flights, except that these flights will receive priority handling only when specifically requested.

3. Air carrier and air taxi flights responding to medical emergencies will also be expedited by ATC when necessary. The nature of these medical emergency flights usually concerns the transportation of urgently needed lifesaving medical materials or vital organs. **IT IS IMPERATIVE THAT THE COMPANY/PILOT DETERMINE, BY THE NATURE/URGENCY OF THE SPECIFIC MEDICAL CARGO, IF PRIORITY ATC ASSISTANCE IS REQUIRED.** Pilots must include the word "MEDEVAC" in the flight plan per paragraphs 5-1-8 and 5-1-9, and use the call sign "MEDEVAC," followed by the company name and flight number for all transmissions when expeditious handling is required. It is important for ATC to be aware of "MEDEVAC" status, and it is the pilot's responsibility to ensure that this information is provided to ATC.

*EXAMPLE-*

*MEDEVAC Delta Thirty-Seven.*

§91.107 Use of safety belts, shoulder harnesses, and child restraint systems.

(a) Unless otherwise authorized by the Administrator—

(1) No pilot may take off a U.S.-registered civil aircraft (except a free balloon that incorporates a basket or gondola, or an airship type certificated before November 2, 1987) unless the pilot in command of that aircraft ensures that each person on board is briefed on how to fasten and unfasten that person's safety belt and, if installed, shoulder harness.

(2) No pilot may cause to be moved on the surface, take off, or land a U.S.-registered civil aircraft (except a free balloon that incorporates a basket or gondola, or an airship type certificated before November 2, 1987) unless the pilot in command of that aircraft ensures that each person on board has been notified to fasten his or her safety belt and, if installed, his or her shoulder harness.

(3) Except as provided in this paragraph, each person on board a U.S.-registered civil aircraft (except a free balloon that incorporates a basket or gondola or an airship type certificated before November 2, 1987) must occupy an approved seat or berth with a safety belt and, if installed, shoulder harness, properly secured about him or her during movement on the surface, takeoff, and landing. For seaplane and float equipped rotorcraft operations during movement on the surface, the person pushing off the seaplane or rotorcraft from the dock and the person mooring the seaplane or rotorcraft at the dock are excepted from the preceding seating and safety belt requirements. Notwithstanding the preceding requirements of this paragraph, a person may:

- (i) Be held by an adult who is occupying an approved seat or berth, provided that the person being held has not reached his or her second birthday and does not occupy or use any restraining device;
- (ii) Use the floor of the aircraft as a seat, provided that the person is on board for the purpose of engaging in sport parachuting; or
- (iii) Notwithstanding any other requirement of this chapter, occupy an approved child restraint system furnished by the operator or one of the persons described in paragraph (a)(3)(iii)(A) of this section provided that:
  - (A) The child is accompanied by a parent, guardian, or attendant designated by the child's parent or guardian to attend to the safety of the child during the flight;
  - (B) Except as provided in paragraph (a)(3)(iii)(B)(4) of this action, the approved child restraint system bears one or more labels as follows:
    - (1) Seats manufactured to U.S. standards between January 1, 1981, and February 25, 1985, must bear the label: "This child restraint system conforms to all applicable Federal motor vehicle safety standards";
    - (2) Seats manufactured to U.S. standards on or after February 26, 1985, must bear two labels:
      - (i) "This child restraint system conforms to all applicable Federal motor vehicle safety standards"; and
      - (ii) "THIS RESTRAINT IS CERTIFIED FOR USE IN MOTOR VEHICLES AND AIRCRAFT" in red lettering;
    - (3) Seats that do not qualify under paragraphs (a)(3)(iii)(B)(1) and (a)(3)(iii)(B)(2) of this section must bear a label or markings showing:
      - (i) That the seat was manufactured under the standards of the United Nations;
      - (ii) That the seat or child restraint device furnished by the operator was approved by the FAA through Type Certificate or Supplemental Type Certificate; or
      - (iii) That the seat or child restraint device furnished by the operator, or one of the persons described in paragraph (a)(3)(iii)(A) of this section, was approved by the FAA in accordance with §21.8(d) of this chapter or Technical Standard Order C-100b or a later version. The child restraint device manufactured by AmSafe, Inc. (CARES, Part No. 4082) and approved by the FAA in accordance with §21.305(d) (2010 ed.) of this chapter may continue to bear a label or markings showing FAA approval in accordance with §21.305(d) (2010 ed.) of this chapter.
    - (4) Except as provided in §91.107(a)(3)(iii)(B)(3)(iii) and §91.107(a)(3)(iii)(B)(3)(iv), booster-type child restraint systems (as defined in Federal Motor Vehicle Safety Standard No. 213 (49 CFR 571.213)), vest- and harness-type child restraint systems, and lap held child restraints are not approved for use in aircraft; and
  - (C) The operator complies with the following requirements:
    - (1) The restraint system must be properly secured to an approved forward-facing seat or berth;
    - (2) The child must be properly secured in the restraint system and must not exceed the specified weight limit for the restraint system; and
    - (3) The restraint system must bear the appropriate label(s).



(b) Unless otherwise stated, this section does not apply to operations conducted under part 121, 125, or 135 of this chapter. Paragraph (a)(3) of this section does not apply to persons subject to §91.105.

[Doc. No. 26142, 57 FR 42671, Sept. 15, 1992, as amended by Amdt. 91-250, 61 FR 28421, June 4, 1996; Amdt. 91-289, 70 FR 50906, Aug. 26, 2005; Amdt. 91-292, 71 FR 40009, July 14, 2006; Amdt. 91-317, 75 FR 48857, Aug. 12, 2010; Amdt. 91-332, 79 FR 28812, May 20, 2014]

