NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.786

National Policy

Effective Date:
8/12/26

Cancellation Date:
8/12/27

SUBJ: Surveillance for Charitable Medical Flight Exemptions

1. Purpose of This Notice. This notice provides guidance to Federal Aviation Administration (FAA) personnel of the requirement to conduct surveillance on holders of regulatory exemptions issued to Volunteer Pilot Organizations (VPO) authorized to conduct Charitable Medical Flights (CMF) operation exemptions under Title 14 of the Code of Federal Regulations (14 CFR) §§ 61.113(a) and (c) and 119.1.

2. Audience. The primary audience for this notice is Office of General Aviation Safety Assurance (GASA) aviation safety inspectors (ASI) with whom exemption holders operate within their Area of Responsibility (AOR). The secondary audience includes the Office of Safety Standards (OSS) and the Office of Foundational Business.

3. Where You Can Find This Notice. You can find this notice on the MyFAA employee website at https://employees.faa.gov/tools_resources/orders_notices and the Dynamic Regulatory System (DRS) at https://drs.faa.gov. Operators and the public can find this notice on the FAA's website at https://www.faa.gov/regulations_policies/orders_notices and DRS.

4. Background.

a. This notice outlines policies and procedures that ASIs must follow to conduct surveillance of the exemption holders referenced above to ensure continued compliance with the conditions and limitations specified in their exemption grant letters.

b. CMF exemptions are granted to VPOs to conduct CMFs under an exemption to 14 CFR §§ 61.113(a) and (c) and 119.1. Because CMF exemption holders operate while carrying passengers and cargo, they will also be included in the surveillance program to ensure continued compliance and safety.

5. Guidance. FAA Order 1800.56, National Flight Standards Work Program Guidelines (NPG), was revised to include this requirement in the national work program. This notice provides interim guidance that will be formally incorporated into FAA Order 8900.1, Flight Standards Information Management System, at a later date. Before conducting surveillance, inspectors must have a thorough understanding of each exemption holder's specific conditions and limitations. Surveillance may be conducted by visiting the exemption holder's base of operations, requesting the exemption holder to appear at the Flight Standards District Office

(FSDO), or, when appropriate, utilizing remote technology inspection methods in accordance with Order 8900.1, Volume 1, Chapter 3, Section 9, Flight Standards Collaborative Use of Remote Technology.

a. Items for Review Relating to All Exemptions. Generally, all exemptions have several common items that must be reviewed.

(1) Exemption Holder. The inspector must verify the exemption holder's information, including address and contact details, is accurate and up to date.

(2) Validity Period. The inspector must verify that the exemption remains valid. CMF exemptions are issued for a 5-year validity, in accordance with the requirements of Section 830 of the FAA Reauthorization Act of 2024.

(3) Conditions and Limitations. Prior to initiating the inspection, the inspector must review the exemption holder's conditions and limitations to determine which documentation will be required to verify compliance.

(4) Noncompliance. If the inspector determines the exemption holder is not in compliance with the conditions and limitations, they must document the findings, gather supporting evidence, and forward the information to the General Aviation and Commercial Division (AFS-800) for further action. The inspector must also complete the Safety Assurance System (SAS) Activity Recording (AR) record as outlined in subparagraph b(13) below. When selecting among compliance, administrative, and legal enforcement actions related to regulatory noncompliance, or another safety issue is discovered, follow the process contained in Order 8900.1, Volume 14, Chapter 1, Section 2, Flight Standards Service Compliance Action Decision Procedure, to determine the appropriate FAA action.

b. Items for Review Relating Specifically to CMF Exemptions. This subparagraph provides guidance specific to ASIs conducting surveillance on CMF exemption holders. The requirements in this notice apply to compliance with conditions and limitations described in the sample grant letter in Appendix A, Sample Grant Letter (Wings of Mercy Exemption).

Note: Conditions and limitations may vary from exemption to exemption. Inspectors must review the individual exemption holder's grant letter to verify that a particular condition or limitation applies. An exemption holder is not required to comply with a condition and limitation not specified in their individual grant letter.

(1) The inspector must review the exemption holder's process for verification of pilot qualifications and training. This process must include a means to verify each pilot's qualifications to act as pilot in command (PIC) prior to each flight.

(2) The inspector must review the documentation showing all of the exemption holder's pilots' flight experience, airman certificate information, and currency of an FAA medical certificate to ensure the pilots meet any requirements specified in the exemption grant letter as follows:

(a) Each pilot must have at least a Private Pilot Certificate with an instrument rating or Airline Transport Pilot (ATP) Certificate that is appropriate for the aircraft to be flown.

(b) Each pilot must hold at least a second-class medical certificate and have a current flight review in the same aircraft category, class, and type.

(c) Within the preceding 12 calendar months, each pilot must have an instrument proficiency check (IPC) meeting the requirements of 14 CFR § 61.57(d). The IPC must be conducted in accordance with FAA-S-ACS-8, Instrument Rating – Airplane Airman Certification Standards. This requirement may be substituted by an FAA practical test for an ATP Certificate or instrument rating.

(d) In addition to meeting the IPC requirement of 14 CFR § 61.57(d), the pilot must meet the recent flight experience requirements of 14 CFR § 61.57(c) in the same aircraft category, class, and type (if a type rating is required) being flown.

(e) Each pilot must have a minimum total flight time of 500 hours, with no less than 400 hours as PIC flight time, and a minimum of 50 hours in the specific make and model (M/M) of the aircraft being flown. A minimum of 50 hours as PIC flight time must have been logged within the 12 calendar months immediately preceding the month of the flight, and a minimum of 12 hours flown and logged within the preceding 3 calendar months prior to the month of the flight.

Note: In lieu of this requirement, a pilot may have logged 2 hours of flight training with a flight instructor within the preceding 3 calendar months prior to the month of the flight.

(f) For all operations under this exemption grant letter, the pilot must meet the recent flight experience requirements for night operations (per 14 CFR § 61.57(b)) in an aircraft of the same category, class, and type (if a type rating is required).

(3) The inspector must review the time and duty records to ensure compliance, and all operations under the exemption grant letter must be in compliance with the following flight duty, rest, and flight time limitations (a duty starts when the pilot arrives at the airport and begins preparation for the flight and terminates upon completion of the postflight inspection of the aircraft):

(a) No pilot may fly more than 8 hours of pilot time (per 14 CFR § 61.1) within any 24-consecutive-hour duty-day period;

(b) No pilot may perform a duty day in excess of 12 consecutive hours; and

(c) Once the pilot has performed 12 consecutive hours of duty, the pilot must rest for a period of at least 12 hours before conducting any other CMF.

(4) The inspector must review the exemption holder’s documentation of each CMF and reimbursement containing the following information, at a minimum:

(a) Name and certificate number of the PIC;

(b) Name and identifier of the departure and arrival airports;

(c) Name of all occupants of the airplane, excluding the PIC;

(d) Date and time of the departure and arrival; and

(e) Amount of fuel reimbursement.

(5) The inspector must review the exemption holder's passenger briefing procedures to ensure a passenger briefing is conducted in accordance with the applicable conditions and limitations.

(6) The inspector must determine if the aircraft utilized under this exemption has a Standard Airworthiness Certificate, which can be done by inspecting the Airworthiness Certificate or by reviewing the data in the Safety Performance Analysis System (SPAS) by the aircraft registration number.

(7) The inspector must determine if 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. The inspector must determine if a copy of the aircraft logbook entry for the most recent annual inspection of any aircraft used to conduct flights under this exemption has been retained. Coordinate with your airworthiness team if you need assistance with this item.

(8) The inspector must review the preflight risk assessment tool. These tools must be completed by the PIC before each flight and must be transmitted to the exemption holder prior to takeoff for any flight operated under this exemption. The inspector must determine if the completed tool has been retained by the exemption holder for a minimum of 30 days. The inspector must determine if the exemption holder has identified a maximum score flight value, or other appropriate measures, that is permissible for a flight to be initiated under this exemption.

(9) The inspector must determine if the exemption holder has developed and implemented an initial pilot ground training program that must include the following:

(a) Operational policies and procedures;

(b) Principles and methods for determining Weight and Balance (W&B), and runway limitations for takeoff and landings;

(c) Principles and methods of managing passenger needs and handling of special equipment;

(d) Principles and methods of aviation professionalism, decision making, risk management and mitigation, and determined personal minimums; and

(e) Informing the pilot of where a copy of the exemption can be located and requiring the pilot to become familiar with the conditions and limitations.

(10) The inspector must review the records to determine if the recurrent training requirements have been accomplished for all the pilots operating under this exemption. The annual recurrent training program must include verification that each pilot is adequately trained, current, and proficient on all of the elements in the exemption holder's initial pilot training program described in the conditions and limitations.

(11) The inspector must determine if the exemption holder has received acceptance from AFS-800 for their risk assessment tool and the initial and recurrent pilot ground training programs.

(12) The inspector must ensure that the exemption holder maintains the records mentioned above for the validity period of the exemption unless otherwise specified.

(13) For National Flight Standards Work Program Guidelines (NPG) Activity, conduct one 1623 (for 14 CFR part 91) and one 1667 (for 14 CFR part 61) for each exemption holder as specified above; the activities must be created locally. The Safety Assurance office that has managing responsibility for the FAA inspectors conducting the required surveillance in accordance with this notice must use planned activities or SAS tasks for office tracking and validation of completion. Enter the following information in each respective field:

(a) National Use: Select "CMF" from the drop-down menu.

(b) "Non-Cert": Enter the name of the VPO exactly as it is listed on the exemption.

(c) Activity Summary—"Add New Comment":

1. Primary Area: "B-General Aviation Operations (parts 61)."

2. Keyword Category: "600-Conformance."

3. Keyword: "635 Public Safety."

4. Opinion Code: As applicable, "I-Information," "P-Potential," or "U-Unsatisfactory."

5. Comment: A single unsatisfactory item warrants the use of Opinion Code "U-Unsatisfactory." To communicate all unsatisfactory outcomes, please contact AFS-800 at 9-AFS-800-Correspondence@faa.gov.

Note: When noncompliance is observed (E-Enforcement or Q-Compliance Action), follow the instructions as per Order 8900.1, Volume 10, Chapter 5, Section 4, Safety Assurance System: Tasks and Activity Recording, Table 10-5-4C, Result Codes.

6. Notification. AFS-800 will notify via email GASA leadership and the responsible Flight Standards offices, including their division managers, when these exemption holders are in their AOR. Note this may be based on business address or primary area of operations as determined by AFS-800. Inspectors must provide surveillance to all exemption holders every 12 months.

7. Disposition. We will incorporate the information in this notice into Order 8900.1 before this notice expires. Direct questions or comments concerning the information in this notice to AFS-800 at 9-AFS-800-Correspondence@faa.gov.

Robert Reckert for
Hugh Thomas
Executive Director, Flight Standards Service

Appendix A. Sample Grant Letter (Wings of Mercy Exemption)

U.S. Department
of Transportation
Federal Aviation Administration

Aviation Safety

800 Independence Ave
Washington, DC 20591

March 14, 2025

Exemption No. 23553
Regulatory Docket No. FAA-2024-2049

Mr. Fred Honore
Wings of Mercy, Inc.
100 South Pine Suite 393
Zeeland, MI 49464

Dear Mr. Honore:

This letter is to inform you that the Federal Aviation Administration (FAA) has granted your request for an exemption. This letter transmits the FAA's decision, explains the FAA's basis, and provides the conditions and limitations of the exemption, including the date it ends.

The Basis for the FAA's Decision

By letter received July 18, 2024, you petitioned the FAA on behalf of Wings of Mercy, Inc. (Wings of Mercy) for an exemption from §§ 61.113(a) and 61.113(c) of Title 14, Code of Federal Regulations (14 CFR) to the extent necessary to allow Wings of Mercy volunteer pilots acting as pilot in command of a flight operation to provide charitable transportation to accept and receive reimbursement for fuel costs and airport fees.

Section 830 of the FAA Reauthorization Act of 2024 (2024 Act) authorizes the FAA to issue exemptions from § 61.113(c) to allow volunteer pilots to accept reimbursement from a volunteer pilot organization for the fuel costs and airport fees attributed to a charitable medical transportation flight operation for a 5 year validity period.[1] Section 830 also sets forth required parameters for the reissuance of exemptions issued prior to the 2024 Act, stating that the Administrator shall ensure that the reissued exemption accounts for (1) the provisions of section 830(a) of the 2024 Act and section 821 of the FAA Modernization and Reform Act of 2012 (2012 Act)[2] and (2) substantial similarity to the previously issued exemptions. While the petitioner is not seeking reissuance of an expiring exemption, the FAA finds these factors to be instructive in the consideration of this exemption.

[1] Pub.L. 118-63, sec. 830 (May 16, 2024).
[2] Pub. L. 112-95 (Feb. 14, 2012).

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Section 821 of the 2012 Act required the FAA to allow an aircraft owner or operator to accept reimbursement from a volunteer pilot organization for the fuel costs associated with certain operations, subject to minimum standards imposed by the Administrator to ensure safety of flight. The FAA has historically facilitated such operations through exemptions prior to the 2012 Act[3] and continued such process in accordance with the 2012 Act. As previously stated, the 2024 Act expanded reimbursement of fees to include airport fees. Therefore, this exemption accounts for both the 2012 Act and 2024 Act by permitting a pilot operating under the conditions and limitations herein to accept and receive reimbursement for both fuel costs and airport fees. Additionally, adding airport fees would not adversely affect safety, as the petitioners and their pilots would still be required to comply with the conditions and limitations set forth herein, which the FAA has found in previous exemptions ensures a higher level of aviation safety for the flying public.

Additionally, the FAA has issued grants of exemption in circumstances similar in certain material respects to those presented in your petition (i.e., this exemption accounts for previously issued exemptions providing relief for reimbursement of fuel costs). Specifically, in Exemption Nos. 10019 and 12627 (copies enclosed), the FAA found that volunteer pilots can receive and accept reimbursement of fuel costs to provide charitable flights.

Having reviewed your reasons for requesting an exemption, I find that:

- The reissued exemption accounts for the provisions of section 830(a) of the 2024 Act and section 821 of the 2012 Act and previously issued exemptions;
- The reasons stated by the FAA for granting the enclosed Grant of Exemption Nos. 10019 and 12627 also apply to the situation presented in your petition; and
- A grant of exemption is in the public interest.

The FAA's Decision

The FAA has determined that good cause exists for not publishing a summary of the petition in the *Federal Register*. Specifically, § 11.87 provides a list of factors that may be considered in FAA's decision to not request comment; however, this list is not exhaustive. While the reimbursement of airport fees would set a precedent for future volunteer pilot exemptions, the FAA finds notice and comment to be unnecessary to meet the statutory language and intent of the 2012 and 2024 Acts. Accordingly, we have determined that additional delay to issuance of this exemption by seeking comments is not warranted and would adversely affect your ability to facilitate increased access to medical care to underserved individuals and families. In accordance with section 830(a) of the 2024 Act, this exemption shall be valid for five years.

The FAA has determined that relief provided historically in Exemption Nos. 10019 and 12627 was incomplete. Instead of only providing relief from § 61.113(a) and (c), the exemptions should

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[3] E.g., Exemption No. 10009.

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have also provided relief to 14 CFR part 119, specifically § 119.1. Section 119.1 outlines the applicability of the part 119 certification requirements for air carriers and commercial operators. To enable Wings of Mercy to conduct operations under part 91 rather than as a part 119 certificated commercial operator, the FAA is granting relief from § 119.1. The FAA notes that providing § 119.1 relief does not in and of itself substantively change the operating parameters for Wings of Mercy consistent with the historical conditions and limitations that applied.

The FAA has determined that the justification for the issuance of Exemption Nos. 10019 and 12627 remains valid and in the public interest. Therefore, under the authority contained in 49 U.S.C. §§ 106(f), 40113, and 44701 which the FAA Administrator has delegated to me, I hereby grant Wings of Mercy, Inc. an exemption from 14 CFR §§ 61.113(a), 61.113(c), and 119.1 to the extent necessary to allow Wings of Mercy volunteer pilots acting as pilot in command of a flight operation to provide charitable transportation to accept and receive reimbursement for fuel costs and airport fees, subject to the conditions and limitations described below.

Conditions and Limitations

1. The following definitions apply when these terms are used in this exemption:

    a. Charitable Medical Flight (CMF): A flight operation to provide transportation for an individual or organ for medical purposes (and for other associated individuals), if the aircraft owner or operator has volunteered to provide such transportation.

    b. Volunteer Pilot Organization (VPO): An organization:

        i. Described in section 501(c)(3) of the Internal Revenue Code of 1986 and exempt from taxation under section 501(a) of such Code; and

        ii. Organized for the primary purpose of providing, arranging, or otherwise fostering charitable medical transportation.

2. Before exercising the relief granted by this exemption, Wings of Mercy must ensure it meets the definition of a VPO and that the flight meets the definition of a CMF, as specified in Condition and Limitation No. 1.

3. This exemption may be exercised only for CMFs conducted by Wings of Mercy. A CMF includes flights that are intended to reposition the aircraft to the client pick-up location, as well as reposition the aircraft following the client drop-off. Any repositioning flight must be from the aircraft home base to and from the point of client pick-up/drop-off location by the most practical route.

4. Wings of Mercy must ensure the following items are available to any representative of the FAA Administrator, upon request:

a. A detailed description of Wings of Mercy's process for verification of each pilot's qualification and training. This process must include a means to verify each pilot's qualifications to act as pilot-in-command (PIC) prior to each flight;

b. Documentation showing all Wings of Mercy pilots' flight experience, airman certificate information, and currency of FAA medical certificates.

c. Documentation from each pilot showing that at the time he/she accepts a CMF under this exemption, he/she meets all minimum standards and appropriate currency requirements established by Wings of Mercy, part 61, and all Conditions and Limitations of this exemption; and

d. Documentation of each flight and reimbursement containing the following information, at a minimum:

i. Name and pilot certificate number of the PIC;

ii. Name and identifier of the departure and arrival airports;

iii. Name of all occupants of the airplane excluding the PIC;

iv. Date and time of departure and arrival; and

v. Amount of the fuel reimbursement.

e. All the documentation required under Condition and Limitation No. 4 must be maintained by Wings of Mercy for a minimum of 24 calendar months.

5. All pilots operating under the terms of this exemption must possess the following certificates, qualifications, and aeronautical experience –

a. An instrument rating or Airline Transport Pilot (ATP) certificate that is appropriate to the aircraft being flown;

b. A minimum total flight time of 500 hours, with no less than 400 hours as PIC, and a minimum of 50 hours in the specific make and model of the aircraft being flown;

c. A minimum of 50 hours as PIC must have been logged within the preceding 12 calendar months prior to the month of the flight;

d. A minimum of 12 hours flown and logged within the preceding 3 calendar months prior to the month of flight. In lieu of this requirement, a pilot may have logged 2 hours of flight training with a certificated flight instructor within the preceding 3 calendar months prior to the month of the flight;

e. A second-class medical certificate (per §§ 61.2 and 61.23(a)(2)(ii));

f. A current flight review (per § 61.56(a)) in the same aircraft category, class, and type (if a type rating is required) being flown;

g. Within the preceding 12 calendar months, an instrument proficiency check (IPC) meeting the requirements of § 61.57(d). The IPC must be conducted in accordance with the Instrument Rating — Airplane Airman Certification Standards. This requirement can be substituted by an FAA practical test for an ATP certificate or instrument rating;

h. In addition to meeting the IPC requirement of § 61.57(d) as specified in Condition and Limitation No. 5(g), the pilot must meet the recent flight experience requirements of § 61.57(c), in the same aircraft category, class, and type (if a type rating is required) being flown; and

i. For all operations under this exemption, the pilot must meet the recent flight experience requirements for night operations (per § 61.57(b)) in an aircraft of the same category, class, and type (if a type rating is required).

6. All operations under this exemption must be in compliance with the following flight duty, rest, and flight time limitations (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 inspection of the aircraft):

   a. No pilot may fly more than 8 hours of flight time (per § 61.1) within any 24-consecutive-hour duty day period;

   b. No pilot may perform a duty day in excess of 12 consecutive hours; and

   c. Once the pilot has performed 12 consecutive hours of duty, the pilot must rest a period of at least 12 hours before conducting any other CMF.

7. Prior to each takeoff, the PIC must ensure that all occupants have been orally briefed on the following:

   a. The flight is being permitted under this grant of exemption and that the operator is not a certificated commercial operator;

   b. When, where, and under what conditions smoking is allowed;

c. Use of safety belts, shoulder harnesses, and child restraint systems: when, where, and under what conditions it is necessary to fasten passenger safety belts and, if installed, shoulder harnesses;

d. The placement of seat backs in an upright position before takeoff and landing;

e. Location and means for opening the passenger entry door and emergency exits;

f. Location of survival equipment;

g. Use of normal and emergency oxygen installed; and

h. Location and operation of fire extinguishers.

An FAA sample briefing document can be found in the July/August 2014 edition of the FAA Safety Briefing Magazine.[4]

8. Wings of Mercy must implement procedures to notify the passengers (or their legal guardians) who will be on the flight, that the flight operations are for charitable purposes and are not subject to the same FAA requirements as a commercial flight. These procedures must allow for the notification to be given as early as possible to the passengers (or their legal guardian). Such notification must also be provided to any individual who inquires about receiving or scheduling a CMF.

9. Each aircraft operated under this exemption must have a standard airworthiness certificate.

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

11. All pilots operating under this exemption must comply with the following requirements:

    a. All flights operating under this exemption must activate an Instrument Flight Rules (IFR) flight plan. The earliest the flight plan may be cancelled is upon visual contact with the destination airport;

    b. For flights in instrument meteorological conditions (IMC), each pilot may only use airports that have functioning, published, precision approach procedures;

[4] Available at https://www.faa.gov/sites/faa.gov/files/2022-01/JulAug2014.pdf.

c. Each pilot must add 100 feet and ½ mile to all instrument approach minimums;

d. Each pilot must add 50 percent to pilot operating handbook (POH) runway length performance for obstacle clearance on takeoff and landing under ambient conditions;

e. For IMC takeoff minimums, the PIC must ensure that the weather meets approach landing minimums with additional margin noted in Condition and Limitation No. 11(c) (Example: If the Baltimore-Washington International Airport minimums are 200/1/2, then the takeoff minimums will be at least 300 feet and 1 statute-mile visibility);

f. Prior to each takeoff, the PIC must ensure that patients, who may need the assistance of another person to exit the aircraft if an emergency occurs, have received a briefing as to the procedures to be followed if an evacuation occurs; and

g. Each pilot will utilize and brief passengers about sterile cockpit procedures as defined in 14 CFR § 135.100.

12. Wings of Mercy must develop and implement a preflight risk assessment tool. The tool must be completed by the PIC before each flight and must be transmitted to Wings of Mercy prior to takeoff for any flight operated under this exemption. The completed tool must be retained by Wings of Mercy for a minimum of 30 days. Wings of Mercy must identify a maximum score flight value, or other appropriate measure, that is permissible for a flight to be initiated under this exemption. A sample risk assessment tool is available in the FAA Information for Operators (InFO) 07015[5].

    The FAA recognizes that any sample tool used to assess any potential safety risk during preflight planning should be modified to adequately address the risk for general aviation aircraft and Wings of Mercy's specific operation. As an example, the sample Flight Risk Assessment Tool as outlined in InFO 07015 scores icing as a risk value of five when it is moderate to severe. However, for most general aviation aircraft, known icing conditions of any value should be considered grounds for cancellation or postponement of a flight.

13. Wings of Mercy must develop and implement an initial pilot ground training program that includes the following:

    a. Wings of Mercy operational policies and procedures;

[5] Available at https://www.faa.gov/sites/faa.gov/files/other_visit/aviation_industry/airline_operators/airline_safety/inFO07015.pdf.

b. Principles and methods for determining weight and balance, and runway limitations for takeoff and landings;

c. Principles and methods of managing passenger needs and handling special equipment;

d. Principles and methods of aviation professionalism, decision-making, risk management and mitigation, and determining personal minimums; and

e. Informing the pilot of where a copy of this exemption can be located and requiring the pilot to become familiar with the conditions and limitations.

14. Recurrent training is required for all pilots operating under this exemption. The annual recurrent training program must include verification that each pilot is adequately trained, current, and proficient on all of the elements in the Wings of Mercy initial pilot training program described in Condition and Limitation No. 13.

15. Wings of Mercy may not exercise the relief granted by this exemption unless Wings of Mercy receives verification indicating acceptance of the Wings of Mercy risk assessment tool (Condition and Limitation No. 12) and the initial and recurrent pilot ground training program (Condition and Limitation Nos. 13 and 14) from the FAA General Aviation & Commercial Division (AFS-800). This document may be sent to the FAA Airman Certification and Training Branch, 800 Independence Ave., SW, Washington, DC 20591 or via e-mail to 9-AFS-800-Correspondence@faa.gov. Electronic submission is preferred.

16. Wings of Mercy must maintain a copy of the aircraft logbook entry for the most recent annual inspection of any aircraft used to conduct flights under this exemption.

17. The privileges of this exemption may be exercised only for flights within the District of Columbia, the 48 contiguous United States, its territories, and the states of Alaska and Hawaii. This exemption is not valid for operations in airspace outside of the United States, or in an intrastate operation that involves flight through international airspace.

18. The FAA may, at any time or place, conduct inspections of the pilots, aircraft, and any records required to be kept in accordance with this exemption.

Failure to comply with any of the above conditions and limitations may result in the immediate suspension or rescission of this exemption.

The Effect of the FAA's Decision

This exemption terminates on March 31, 2030, unless sooner superseded or rescinded.

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To request an extension or amendment to this exemption, please submit your request by using the Regulatory Docket No. FAA-2024-2049 (*http://www.regulations.gov*). In addition, you should submit your request for extension or amendment no later than 120 days prior to the expiration listed above, or the date you need the amendment, respectively.

Any extension or amendment request must meet the requirements of 14 CFR § 11.81.

Sincerely,

/s/

Hugh J. Thomas
Deputy Executive Director, Flight Standards Service

Enclosure: Exemption Nos. 10019 and 12627

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