

**COMMEMORATIVE AIR FORCE
OFFICIAL PUBLICATION**

**TITLE: CAFR 60 -1
FLIGHT OPERATIONS**

EFFECTIVE DATE: February 2016

APPROVAL: PRESIDENT

PUBLICATIONS MANAGEMENT

1. PURPOSE:

This regulation outlines the policies and procedures for operating CAF aircraft.

2. APPLICABILITY:

This regulation applies to all CAF members involved in the operation of CAF aircraft and aircraft on loan or lease.

3. CHANGES AND WAIVER REQUEST:

Send request for changes and waivers to the Vice President of Safety, Maintenance and Operations.

No. Of Printed Pages – 27

OPR: Vice President of Safety, Maintenance and Operations

Approved by: President

Distribution: All General Staff, All Unit Staff Officers, All CAF Pilots, CAF Headquarters

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CAFR 60-1 Chapter 1 – Flight Regulations

A.FLIGHT OPERATIONS

1. **Flight Operations** – Commemorative Air Force flight operations are conducted in compliance with the applicable FARs, and the policies and procedures established in this regulation. There shall be no deviations from FARs without an FAA exemption, or from this regulation without approval from CAF HQ, except in emergency situations. However, no policy or regulation shall be interpreted as a substitute for the exercise of sound judgment. Safety is always the most important consideration in all CAF Operations. No crewmember may operate an aircraft on the ground or in flight in a careless or reckless manner so as to endanger equipment, life, or property of another.
2. **Purpose of Flight** - All flights must support the CAF mission.
3. **Accidents/Incidents** - All incidents and accidents must be reported immediately:
Bob Stenevik (817) 705-5817
CAF Headquarters (214) 330-1700
4. **Additional Crew Members (ACM)** – Certain CAF aircraft require additional crew members to accomplish their mission. (i.e. Flight Engineers, loadmasters, jumpmasters, passenger handlers, scanners, etc.). Most of these are not governed by the FAA. Units will design a training program and ensure each ACM has annual documented ground and flight training. B-29 Flight Engineers require a flight review annually with the senior B-29 FE.
5. **Flight Conditions** - Unless authorized by this part, CAF aircraft will be flown in Day / VFR conditions only.
6. **Overwater Operations** - CAF aircraft must remain within gliding distance of land unless otherwise directed by ATC for the purposes of landing sequence or safety.
7. **Instrument Flight** – No IMC operations are allowed unless an Approved SOP has been approved by the CAF Director of Operations. The Program must address the aircraft equipment, annual pilot training, and weather minimum criteria. The intent of this program is to allow penetration of thin overcast and light IFR. A copy of an approved program is available to units on request.
8. **Night Operations** – Standard Category multi-engine aircraft are approved for night flight operations within 25 statute miles of their home base location or other locations approved by the CAF Director of Operations.
9. **Parachuting** - No parachute operations are allowed unless a Parachute SOP has been approved by the CAF Director of Operations. The SOP must include Jumper ratings, crew training requirements, use of specialty equipment, and passenger restrictions. A copy of an approved program is available to units on request.

10. Formation Flying– To fly formation in a CAF aircraft, the PIC must be either in training, CAF Formation Rated, or FAST rated. Formation is defined as flight within 500’ of another aircraft.

Note: Photo missions are considered formation flights unless a minimum 500’ separation is maintained. CAF Formation requirements must be followed, and all missions must be pre-briefed and radio contact be maintained during the flight.

11. Hand Propping - Hand Propping of CAF aircraft requires that a competent and trained adult is in the aircraft during the starting procedure. If no person is available the aircraft should be adequately secured through either tethering or chocks so as to prevent any loss of control during a solo starting operation. Maintenance engine runs require a competent adult to be in the aircraft.

12. CAF Standard Flight Suits – Required for flight crewmembers on all flights

The “Standard CAF Flight Suit” is Desert Tan and must be configured IAW the guidelines available thru the ‘Members Only’ website.

Essential Flight Crew Positions of this Paragraph:

All aircraft: Pilot/Co-pilot

Bombers/A-26/PBY: Engineer, Scanner,

B-29: Pilot, Copilot, Engineer, Scanner, APU Operator

C-47/C-53/R4D/C-46/C-60: Loadmaster

NOTE 1: The CAF will pay for **ONE** flight suit per qualified flight crewmember. These must be ordered thru the website www.flightsuits.org by the crewmember.

NOTE 2: Unit Operations Officers are responsible to email an individual approval or current list of all active essential Flight Crewmembers to the CAF Director of Operations at doliver@cafhq.org This email will be the source document to authorize the free flight suits for new crewmembers. Requests made through the online system who are not included on an approved list or email from the Unit Operations Officers will be denied.

13. Minimum Crew - Determined by the PIC.

14. Flight Manifests - The PIC will verify all of the passengers/crew have signed an aircraft manifest. This manifest should be left with a responsible person.

15. Passengers – Any person who is not a required crew member or training in the capacity of a crew member is considered to be a “Passenger” Ten is the maximum number of crew and passengers on CAF airplanes. Authorization may be obtained for more than 10 when approved by the V.P. of Operations and Safety.

Passengers are not allowed on:

- a. Pilot training flights (including Pilot Proficiency Flights)
- b. Maintenance test flights
- c. Flights in waived airspace

17. Passenger Minimum Age - No Person under the age of 12 may fly in CAF aircraft unless authorized by this part.

18. Requirements for Operations with Passengers Under the Age of 12 Years - The following aircraft are approved for carrying passengers under 12 years of age, but not less than 5 years of age. Additional aircraft models may be added at the discretion of the CAF Director of Operations.

Approved Aircraft Models					
The following models are approved for age requirements down to 5 years old					
C-45	C-47	DC-3	C-60	L-17	C-53
S-108	U-3	T-50	UC-78	UC-61	

Operations with passengers under the age of 12 years old must:

- a. All passengers be at least 5 years of age minimum.
- b. All passengers must be able to ingress and egress the aircraft under their own power.
- c. Passengers under 12 must be accompanied by the parent or guardian who signs the CAF Hold Harmless
- d. Brief the parent or guardian on how to assist the minor during an emergency
- e. The airplane must have airline type seats and latch type seat belts

19. Hold Harmless Forms

All persons who fly on CAF aircraft must sign a Hold Harmless. The PIC must verify that all passengers/crew have signed a Hold Harmless. It is preferable to have the riders spouse or parent sign as the witness. CAF members will sign a new Hold Harmless each year. Anyone under the age of 18 must sign a Minor Hold Harmless Form. Minor Hold Harmless forms must be witnessed by a non-flying CAF member (not on the flight manifest of the same aircraft the minor will be flying upon). The witness should print their name and then sign,

B. PILOT POLICIES AND PROCEDURES

- Pilot Ground Training** – All CAF Pilots must receive ground training every 12 calendar months in the areas of operation listed below for each aircraft that the pilot is approved to fly. All of these tests should be kept and retained at the unit level.

CAF Ground Training Requirements		
These requirements must be met each 12 calendar months		
SUBJECT	REQUIREMENTS	TESTING
Aircraft Ground Training (Pilots must complete this training every 12 calendar months for each type of aircraft they fly)	A review of aircraft systems, normal and emergency procedures, and limitations.	An open book test on aircraft systems and limitations and a closed book test on emergency memory items. These tests are developed and maintained by the Unit.
CAFR 60-1	Review of CAFR 60-1. This should include special emphasis items and updates to CAF regulations.	Open book test provided by CAF HQ
6802 Exemption (Only applicable to Pilots on the Exemption 6802 program)	Applies only to eligible 6802 aircraft. Review of the current 6802 Living History Flight Exemption.	Open book test provided by CAF HQ.

Table A

- Pilot Proficiency Flights (Pilot Pros)** – CAF Pilots must receive a pilot proficiency every 12 calendar months from an authorized CAF Instructor/Check Pilot or a highly experienced CAF pilot approved by the Director of Operations. CAF pilots with more than one CAF aircraft rating need only accomplish this requirement in one aircraft. To allow time for compliance, all CAF pilots must comply with this regulation by January 1st, 2017.

CAF Flight Training Requirements		
All pilots must meet at least one of these requirements each 12 calendar months		
CHECK FLIGHT	REQUIREMENTS	TESTING
CAF Pilot Proficiency (This also includes initial checkout and training)	<ul style="list-style-type: none"> • Check Flight in any type of Aircraft that the CAF currently operates. • Must be given by a CAF Instructor/ Check Pilot rated in that type of aircraft. 	<ul style="list-style-type: none"> • Maneuvers and tasks appropriate to the aircraft. These include pre-briefs, air work, pattern work, and debriefs. • The criteria and basis for completion of these maneuvers is the Commercial PTS. • Document the flight on CAF form 602 and maintain it locally
Exemption 6802 Check Flight (Mandatory for all pilots operating on exemption 6802)	<ul style="list-style-type: none"> • Check Flight in every specific aircraft that the pilot is rated in, that is listed on the exemption. • Must be given by a CAF Instructor/ Check Pilot rated in that type of aircraft. 	<ul style="list-style-type: none"> • Maneuvers, tasks, and completion criteria according to the requirements of Exemption 6802 • Must be documented on forms approved by exemption 6802 and sent to CAF HQ for approval • 12 month approvals to operate must be received from CAF HQ prior to operations under the exemption.
Other Flight Checks As Required by FAR's (May include 61.58's or designated checkrides for FAA certification)	<ul style="list-style-type: none"> • Check Flight in any type of Aircraft that the CAF currently operates. • These could include applicable 61.58 checks and type rating check rides for aircraft over 12,500 pounds, Turbojets, and those required per FAR's. 	<ul style="list-style-type: none"> • Maneuvers, tasks, and completion criteria according to FAA standards • Document the flight according to FAA requirements and maintain locally.

Table B
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3. **Pilot Currency** -To be current, flight activity is required in the appropriate aircraft group every 6 calendar months.

- a. After 6 calendar months, three takeoffs and landings are required with a PIC current in the airplane to re-establish currency.
- b. Waivers must be submitted by the Unit Operations Officer to the CAF Director of Operations.

Group 1: Multi-engine over 12,500

Group 2: Multi-engine less than 12,500

Group 3: Single Engine over 800 HP

Group 4: Basic & Advanced Trainers

Group 5: PTs, Ls & Os

Note 1: If current in-group 1, you are current in group 2

Note 2: If current in-group 3 you are current in groups 4/5

Note 3: If current in-group 4, you are current in group 5

Note 4: Tricycle currency does not count for tailwheel

Note 5: T-6 currency counts towards currency in group 3

4. **Flight Instruction** - Instructor/Check Pilots are Required to be in a pilot seat when an unqualified pilot is receiving flight training. No Person may takeoff or land unless they are qualified or have a transition letter.

Note: SIC's are only allowed to sit in the left seat and receive training if they have a pilot transition letter; or they have a minimum of 15 hours in the aircraft as an SIC and are flying with a qualified IP/CKP in the aircraft. All SIC's must have a pilot transition letter prior to taking a check ride for a type rating.

5. **Pilot Requirements for Large Aircraft (Over 12,500 lbs.) Certificated for Operation with One Pilot** (Ref. FAR 91-531)

- a. **Experimental** (T-33, F8F, SB2C, FG-1, Sea Fury) Each pilot will apply for and maintain a current exemption letter from the EAA for single pilot. This letter must be sent to CAF HQ and included in the pilot folder.
- b. **Limited** (TBM) The CAF Director of Operations will maintain a LETTER OF AUTHORIZATION from the FAA authorizing single pilot operations by "N" numbers.

Special Note: The A-26 & the C-47/DC3 is designated a two pilot aircraft by the CAF. SIC training will be conducted in accordance with bomber SIC standards and requirements.

CAFR 60-1 Chapter 2 - Aircrew Qualification

A. FLIGHT EVALUATION BOARD

1. Purpose - The Flight Evaluation Board (FEB) is a unit level body responsible for selecting pilot applicants and performing pilot "Fit to Fly" evaluations.

- a. FEB meetings for new pilots/ratings should be open for unit members who want to observe.
- b. FEB meetings for "Fit to Fly" evaluations are not open to the general membership.

2. FEB Composition

- Flight Evaluation Board Chief (Operations Officer or Aircraft Coordinator)
- Unit Leader
- Aircraft Pilot Sponsors as available

NOTE 1: A quorum is at least three or a simple majority

NOTE 2: For Sponsor Groups, HQ will appoint the FEB for Fit-To-Fly Evaluations

3. FEB Procedures

a. The FEB process for new pilots/ratings:

- (1.) Does the pilot meet minimum CAF and FAA requirements?
- (2.) Does the pilot fit the unit needs?
- (3.) Submit the pilot package to CAF Operations with the paperwork required per the Decision Tree.

b. The FEB process for Fit-To-Fly Evaluations:

When a report of substandard or inappropriate pilot performance needs examination, the FEB will convene in person and the pilot will appear before the board in person. Exceptions must be approved by HQ.

Directions:

1. Conduct a fact-finding investigation which must include a statement by the pilot
2. Determine if any violations of FARs, or CAFRs occurred
3. Determine if the pilot's performance was unsafe
4. Decide if the pilot should be allowed to continue as a pilot in the unit
5. Recommend corrective action/training if appropriate
6. Brief the Unit Staff and include their comments with the Board Report
7. Send the report to CAF Operations

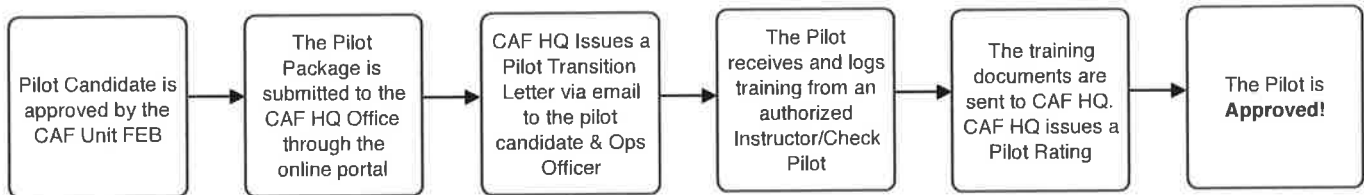
Note: CAF Operations will forward the unit report to the Operations and Stan Eval Committee. Their recommendations and those from the unit will be considered in deciding if the pilot will continue as a CAF pilot and direct corrective actions as necessary.

B. STAN EVAL COMMITTEE

The Stan Eval Committee is a group of CAF members tasked with overseeing the standardization of flight safety, by providing sanity checks and recommendations for check pilots, fighter candidates, FEB reports, regulation changes, and waivers. This committee reports to the CAF Director of Operations.

C. FLIGHT CHECKOUT PROCEDURES

All CAF Pilots go through a process to become approved for a pilot rating. This process combines elements of the local unit as well as coordination through CAF HQ. This process starts with the Flight Evaluation Board (FEB) and is completed when CAF HQ returns authorization for a pilot rating. The following chart helps illustrate the process.



1. Ground Training/Oral Evaluations

In addition to reviews of aircraft systems and normal/emergency operations, the following subjects must be emphasized in initial/annual ground training test and the oral evaluations conducted with check rides:

Emergency action memory items CAFR 60-1

2. Flight Training

- a. The Commercial Practical Test Standard is the criteria for CAF pilot training and evaluations.
- b. CAF Instructor Pilots may conduct training for pilots who possess a CAF transition rating
- c. CAF Check Pilots are required for initial qualification of a candidate in the make and model
- d. All training must be documented on CAF Form 602 or 6802 training forms when applicable
- e. Document check rides required by Exemptions and LOAs on the prescribed form
- f. Documentation of check rides required by the FAA satisfies CAF requirements

D. REQUIRED DOCUMENTS

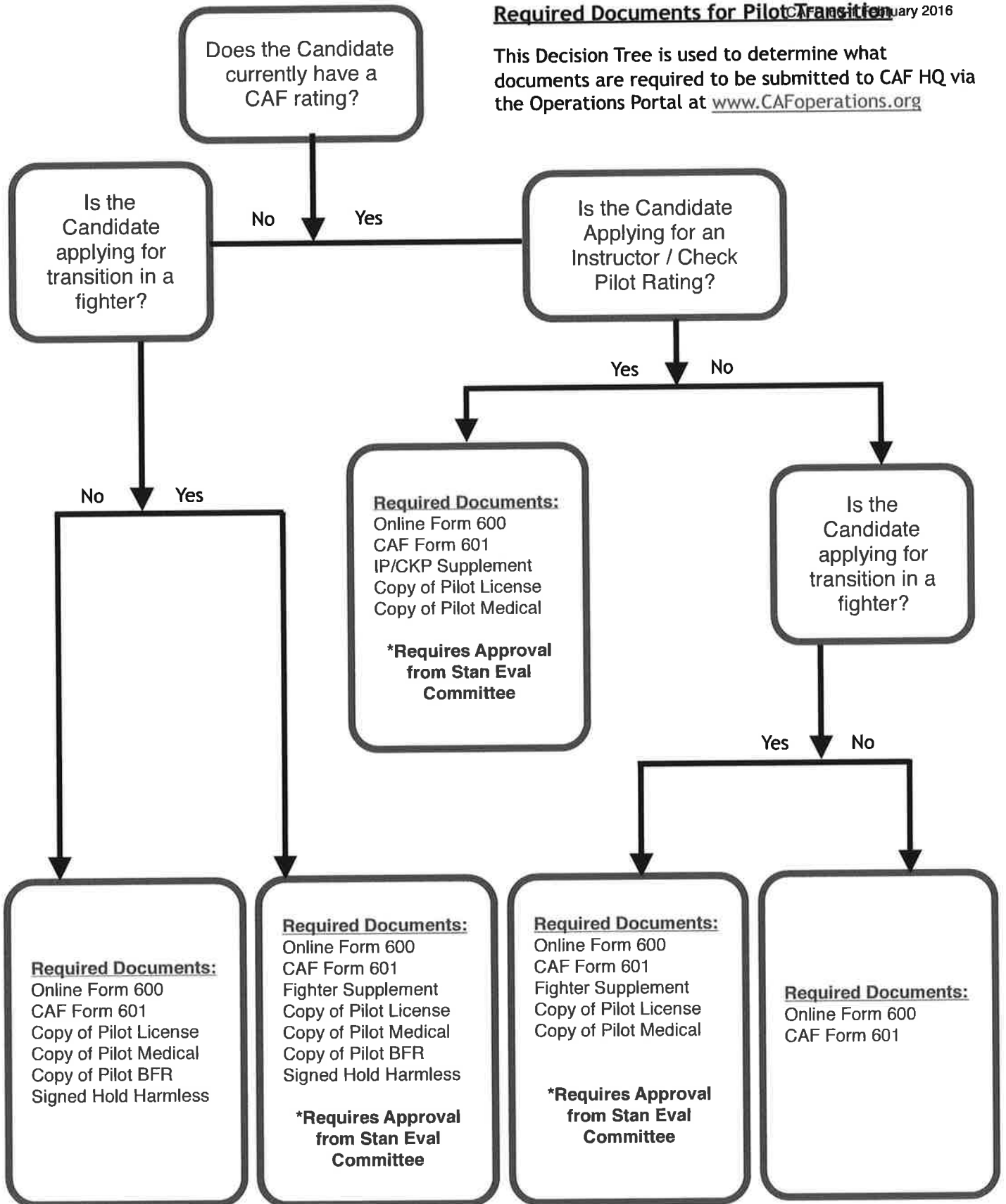
1. CAF Online Portal

The CAF Online Portal was designed to provide an easy process for submission of operational requests. The system can be found at the following website. www.CAFoperations.org All of the following requests are required to be submitted through this system.

- a. Transition Letter Requests - (See Decision Tree on Following Pages)
- b. Waiver Requests
- c. Certificate of Insurance Requests
- d. CAFR 55-7 CAF Sponsored Airshow Request (Attachment 1)

Required Documents for Pilot Transition CAF January 2016

This Decision Tree is used to determine what documents are required to be submitted to CAF HQ via the Operations Portal at www.CAFoperations.org



E. PILOT RATINGS & ENDORSEMENTS

1. **PILOT RATINGS** - The following Pilot Ratings are granted through the CAF HQ Operations Office. Pilots are only authorized to exercise these privileges once they have received a formal letter authorizing the rating from the CAF HQ Operations Office. All Pilot Ratings are make and model specific. See table C Below.

Pilot Ratings Pilot ratings are make and model specific		
AIRCRAFT RATING	PRIVILEGES	PILOT REQUIREMENTS
Transition Letter	Authorization to receive flight instruction	See Table E for minimum requirements
Co-Pilot Rating	Authorizes SIC Duties	See Table E for minimum requirements
Pilot Rating	Authorizes PIC and SIC Duties	See Table E for minimum requirements
Instructor / Check Pilot	Authorizes both Instructor and check pilot privileges.	See Table F for minimum requirements
Table C		

2. **PILOT ENDORSEMENTS** - Pilot Endorsements are additional pilot privileges granted when the applicant meets the required criteria. Pilot Endorsements may or may not be aircraft type specific and training requirements vary with each operation. Often times endorsements are as simple as completing a CAF Form 602 and submitting this document to CAF HQ for record keeping.

See Table D on Next Page

Pilot Endorsements				
Pilot endorsements require additional training for special operations				
ENDORSEMENTS	PRIVILEGES	REQUIREMENTS	REQUIRED DOCUMENTS	A/C TYPE SPECIFIC
Aerobatic Pilot	Authorizes pilots to fly Aerobatics in CAF aircraft	CAF Pilot must be evaluated in basic aerobatic maneuvers appropriate to the aircraft. This evaluation should be done by a pilot who is endorsed for aerobatics.	CAF Form 602 on file at unit and CAF HQ.	No
Senior Pilot	Authorizes pilots to fly in air shows	Requires one flight in an air show observing and one flight in an air show being observed by another Senior Pilot.	CAF Form 602 on file at unit and CAF HQ.	No
Instrument Pilot	Authorizes pilot to fly in IMC conditions	Must have an approved program on file at CAF HQ. Pilots must be reviewed annually in the make and model.	CAF Form 602 on file at unit and CAF HQ.	Yes
Air Drop Pilot	Authorizes PIC pilots to conduct parachute and air drop operations.	Must have an approved SOP and Briefing guide on file at CAF HQ. Parachute operations will be conducted in accordance with these documents.	CAF Form 602 on file at unit and CAF HQ.	Yes
CAF 2 Ship Formation Pilot	Authorizes pilot to fly two-ship formation in non-waivered airspace	Training must be conducted by a current FAST lead in accordance with industry FAST standards and training syllabus. Each Pilots must be reviewed each 12 calendar months. This training should be used as a basis for training in preparation of formation clinics	CAF Form 602 on file at unit and CAF HQ.	No
CAF 4 Ship Formation Pilot	Authorizes pilot to fly four-ship or larger formation in non-waivered airspace.	Training must be conducted by a current FAST lead in accordance with industry FAST standards and training syllabus. Each Pilots must be reviewed each 12 calendar months. This training should be used as a basis for training in preparation of formation clinics	CAF Form 602 on file at unit and CAF HQ.	No
CAF Large Multi-engine Aircraft Formation Pilot	Authorizes pilot to fly bomber and other large multi-engine aircraft formation	Pilot must have a current 4 ship formation rating. Ground Training must be conducted to review the elements of formation flying in large aircraft. This training must be conducted by a current FAST Lead with experience in Large Aircraft Formations.	Pilot must be approved by CAF HQ. Form 602 on file at unit and CAF HQ.	No
TRARON Qualified	Authorizes pilot to fly formation in waivered airspace	Training must be conducted and recorded in accordance with TRARON procedures. Please see www.traron.org for more information	Documentation in accordance with and as required by TRARON.	No
Note: The following ratings require CAF HQ to approve the pilot candidates for the following endorsements below.				
Single Engine Command Pilot (SAC Cards)	Authorizes pilot to utilize a Statement of Aerobatic Competency Card (SAC)	The Safety, Operations and Stan Eval Committee will review all applications. Formal approval will be given by the CAF Director of Operations.	Copy of SAC card and other documentation forwarded to CAF Director of Operations for approval.	Yes

Table D

Note: CAF pilot ratings previous to January 2016 which allow privileges are grandfathered and still valid.

3. FLIGHT EXPERIENCE REQUIREMENTS - The following tables defines the **minimum** requirements to receive a CAF pilot rating.

Aircraft Experience Requirements		
AIRCRAFT TYPE	MINIMUM HOURS	ADDITIONAL REQUIREMENTS
Liaison & Primary (A/C up to 301 H.P.)	200 Hours	<ul style="list-style-type: none"> • 10 hours and 10 landings in a tailwheel aircraft within the last 12 months (If applicable)
Basic Trainers & Single Engine (A/C from 301 H.P. to 550 H.P.)	300 Hours	<ul style="list-style-type: none"> • 10 hours and 10 landings in a tailwheel aircraft within the last 12 months (If applicable)
Advanced Trainers and Single (Engine over 550 HP)	500 Hours 50 Hours Retractable Gear 50 Hours TW (If applicable)	<ul style="list-style-type: none"> • 10 hours and 10 landings in a tailwheel aircraft within the last 12 months (If applicable) • T-28, 5 hours in type
Fighters	1000 Hours 500 Hours Single Engine 200 Hours Tail Wheel 100 Hours T-6	<ul style="list-style-type: none"> • The Safety, Operations and Stan Eval Committee will review all applications • 10 hours and 10 landings in a tailwheel airplane in the last 6 months • Proficiency from the rear seat of the T-6 • Two fighter check rides representative of a full checkout including aerobatics • Additional ratings in fighters only require one check ride • CAF Director of Operations will designate the Fighter Check Pilots
Multi-Engine A/C less than 12,500 lbs	500 Hours 100 hours ME PIC	<ul style="list-style-type: none"> • 10 hours and 10 landings in a tailwheel aircraft within the last 12 months (If applicable)
Co-Pilot, Multi-Engine A/C over 12,500 lbs	500 Hours 25 hours PIC in TW Aircraft	<ul style="list-style-type: none"> • Multi-engine rating • 10 hours and 10 landings in a tailwheel aircraft within the last 12 months (If applicable)
Pilot, Multi-Engine A/C of over 12,500 lbs	1000 Hours 500 as ME PIC	<ul style="list-style-type: none"> • 25 hours in the make and model • 10 hours and 10 landings in a tailwheel aircraft within the last 12 months (If applicable)
Table E		

4. **CHECK PILOT EXPERIENCE REQUIREMENTS** - The following tables defines the criteria and requirements necessary to apply for a CAF Instructor / Check Pilot Rating.

Check Pilot Experience Requirements		
RATING TYPE	MINIMUM REQUIREMENTS	ADDITIONAL REQUIREMENTS
Instructor / Check Pilot	<ul style="list-style-type: none"> • CFI rating is REQUIRED • At least 3 years experience teaching and instructing in an aeronautical capacity. • Aeronautical experience in a particular category and class of aircraft that is appropriate to the rating sought • The Safety, Operations and Stan Eval Committee will review all applications 	<ul style="list-style-type: none"> • First time applicants in the CAF for this rating will require a check flight. This check flight will be designated by the CAF Director of Operations. • Fighter Check Pilots will be specifically authorized by the CAF Director of Operations
Table F		

Chapter 3 CARRYING OF PASSENGERS FOR COMPENSATION

(Details From the former CAFR 60-3)

A. GENERAL

1. Commemorative Air Force aircraft may be used to fly passengers for compensation or hire under certain conditions. For standard category aircraft our LOA under FAR Part 91.147 is the governing directive and for Limited and Experimental aircraft the governing directive is our 6802 Exemption.
2. A copy of the appropriate directive must be carried on the aircraft.
3. Unit Operations Officers/Sponsor Group Coordinators and Maintenance Officers are responsible for compliance with this regulation and the appropriate FAA directive.
4. Passengers must be at least 12 years old and all passengers must be able to egress the plane on their own. Operations for passengers between the ages of 5 to 17 years old are authorized for certain aircraft. (See Chp. 1 for details) Passengers on Limited and Experimental aircraft must be members of the CAF.
5. The Passenger Briefing Guide for Limited and Experimental Aircraft is included as an attachment to this regulation. There is no requirement to have the passengers sign the briefing form, however, some units believe doing so is better protection and therefore the form has appropriate lines to make doing so easier.
6. The paperwork for paid rides has been simplified. For paid rides in all airplanes the passengers must sign a Hold Harmless agreement and be listed on a manifest for the flight. Both of these requirements can be met by using one piece of paper, the "CAF HH #3 Hold Harmless and Passenger Manifest." The current form is available on the CAF Members web site in the Forms and Applications area. For Limited and Experimental airplanes, the FAA exemption requires all paid riders to be CAF members. The General Membership Application form on the members' web site has provisions for supporting members which is the minimum level for Rides for Hire. So, for standard category airplanes you only need to do one piece of paper and for the limited and experimental airplanes you only need to do two.

B. AIRCRAFT WITH STANDARD AIRWORTHINESS CERTIFICATES

NOTE: Limited to flights which begin and end at the same airport and are conducted within a 25-statute mile radius of that airport.

1. Aircraft Certification:

The aircraft are identified by N number in the LOA and before additional aircraft can be added, we need to include copies of the most recent inspection with the request. In most cases, this will be all that is required. However, on a random basis the North Dallas FSDO will coordinate with the jurisdictional FSDO to have the airplane inspected before it is added to the LOA.

2. Pilots must meet the following requirements:

- a. Hold at least a commercial pilot certificate and 2nd class medical certificate.
- b. Have at least a total of 500 hours of aeronautical flight experience, 200 hours of aeronautical flight experience in the category and class, and 10 hours in the specific make and model. Pilots of tail wheel aircraft must have at least 50 hours in tail wheel aircraft.

3. Drug & Alcohol (D & A) testing requirements (14 CFR Part 120):

The Drug and Alcohol testing program in the Commemorative Air Force (CAF) is required by our Letter of Authorization (LOA). The people who are required to participate in the D&A program are those who perform Safety Sensitive Functions on the aircraft in the LOA. In the rules and other documents which tell us what we need to do, the term employee is used and for us, it also includes volunteers; similarly, the CAF is considered an employer. These functions are defined in the rule:

§ 120.105 Employees who must be tested. Each employee, including any assistant, helper, or individual in a training status, who performs a safety-sensitive function listed in this section directly or by contract (including by subcontract at any tier) for an employer as defined in this subpart must be subject to drug testing under a drug testing program implemented in accordance with this subpart. This includes full-time, part-time, temporary, and intermittent employees regardless of the degree of supervision. The safety sensitive functions are: (a) Flight crewmember duties. (b) Flight attendant duties. (c) Flight instruction duties. (d) Aircraft dispatcher duties. (e) Aircraft maintenance and preventive maintenance duties. (f) Ground security coordinator duties. (g) Aviation screening duties. (h) Air traffic control duties

To make things clear, all crewmembers and anyone who works on an airplane authorized in the LOA are considered to be performing safety sensitive functions. Crewmembers include all positions on the airplane you operate with: Pilots, Flight Engineers, Scanners, Loadmasters, or any other function you consider crew. The people who “work” on aircraft include helpers, assistants, trainees and credentialed mechanics. Fire guards, Marshallers, fuelers, window washers and aircraft cleaners are not duties considered to be working on the airplane.

Units with aircraft in the LOA have their own D & A Supervisors who manage the testing program and are the primary point of contact for questions by unit members. The Operations and Maintenance Division at CAF HQ is the overall program administrator and can also answer questions about the program. The policy, rules and procedures are explained in CAFR 60-3 available on the Members’ website. Information is also available from your local Unit Drug & Alcohol Supervisors.

4. LOA & Drug & Alcohol Program Administration

- a. The Headquarters Point of Contact for LOA (and the D&A Program) is The Manager of Maintenance & Operations; Jim Lasche (214) 330-1700, ext.128, jlasche@cafhq.org
- b. Send all requests for adding airplanes and SSF personnel by email to Jim Lasche.

C. AIRCRAFT WITH LIMITED OR EXPERIMENTAL AIRWORTHINESS CERTIFICATES

1. The operations under our 6802 Exemption are referred to as “Living History Flight Experiences (LHFE)” and the aircraft are authorized by N number.

2. Pilots must meet the requirements specified in the exemption.

In general, they are:

- a. Unrestricted commercial certificate with the appropriate unrestricted ratings/unrestricted experimental aircraft authorization, instrument rating and a second class medical.
- b. PIC: 2,500 hours TT, 1,000 hours Multi-engine/Single engine as appropriate, 25 hours in the specific aircraft; **OR** 1,000 hours TT, 200 hours Multi-engine/Single engine as appropriate and 100 hours with 50 takeoffs and landings in the specific aircraft.
- c. SIC: 1,500 hours TT, 250 hours Multi-engine; **OR** 500 hours TT, 100 hours Multi-engine with 25 hours and 10 takeoffs and landings in the specific aircraft.

3. There are a lot of conditions, restrictions and requirements in the exemption; Operations Officers/ Aircraft Coordinators and all pilots must take an annual exam on the exemption before they will be certified for the following year.

4. Exemption Program Administration:

The HQ Point of Contact for Exemption Management is the CAF Director of Operations and Maintenance; David Oliver (630) 853-9624, doliver@cafhq.org

The requirements which follow are the processes we use for compliance with this condition of our exemption: “CAF must develop a continuous analysis and management program for all aircraft subject to this exemption that ensures compliance with its inspection program, training program, and conditions and limitations of this exemption.”

(1). MAINTENANCE:

- (a) Copies of log book entries documenting maintenance will be emailed, or faxed to the Manager of Operations & Maintenance, Jim Lasche jlasche@cafhq.org
- (b) These will be reviewed for compliance with the appropriate subparagraphs of Part 91.409 and filed in the aircraft files; recurring inspection dates will be entered into the Fortress Maintenance Data Base.
- (c) Documentation of any inspections will be filed in the aircraft files. The Follow up to track corrective action on squawks will be documented by the Director of Maintenance and Quality Control monthly and filed in the aircraft files when complete.

(2). OPERATIONS:**(a) Pilot Qualifications**

- (1) A CAF form 601 must be on file at Headquarters for every pilot and must include sufficient information to document the pilot meets the threshold experience required by the exemption.
- (2) Every pilot must have a copy of their FAA certificates on file at Headquarters to document they have the credentials required by the exemption.
- (3) Every pilot must have a copy of a current first/second class medical on file at Headquarters.

(b) Qualification and recurrent training programs (Ground and Flight)

- (1) These programs are based on standardized forms provided by Headquarters which include every element required in the exemption.
- (2) The Units are required to fill in the appropriate Unit/aircraft identification information and references for each subject area from the operating manual/publications used for their airplane.
- (3) The completed forms will be sent to the CAF Director of Operations and Maintenance for approval. Once approved, the plans are the basis for development of instructor notes/guides used when the training is given. The instructor notes/guides are personal tools and do not need to be maintained on file.
- (4) The exemption requires substantial documentation of the training, testing and check rides. The training plans include "fill in the blank" spaces for all of the required information, including the pilot signatures. It is recommended each pilot fill out the appropriate training plan at the completion of every training session and check ride. Documentation may be done in other ways; however, alternate forms used to document training must be approved before uses to ensure elements required by the exemption are included. History has shown when alternate forms of documentation are used, they are frequently incomplete.

NOTE: The CAF form 602 used for CAF check rides does not meet the exemption requirements and is not required for 6802 check rides. Additionally, check rides required by other FARs such as type ratings and PPEs meet the requirements of the exemption.

- (5) The Operations Officer will send copies of completed training records to Headquarters; the documents will be filed in the pilot records and the dates entered into Fortress.
- (6) When all of the documents are on file at Headquarters to show the pilots meet all requirements of the exemption, the CAF HQ Office will send an email to the Operations Officer and the pilot authorizing participation in the LHFE program for 12 months from the earliest annual training date.

NOTE: Pilot information will be entered into **Fortress** (the online pilot and aircraft management program) by Headquarters when the documents are received. Fortress is the primary tool for oversight of pilot qualifications /currency and is available for unit and FAA use; contact Bob Stenevik for your password.

(3). NOTIFICATION REQUIREMENTS

(a) Flight Schedules

The PIC or the Unit Operations Officer must notify the Jurisdictional FSDO where LHFE flights will be conducted and provide them with a copy of the exemption NLT 72 hours before conducting LHFE operations. Copy Headquarters on all notifications; e-mail doliver@cafhq.org or fax (214) 623-0014.

(b) Emergencies and Malfunctions

The PIC, or the Unit Operations Officer will notify their home base FSDO and the Vice President of Safety, Maintenance and Operations within 24 hours when they experience any of the unusual occurrences listed in condition 23 of the exemption. The notifications must be written in an e-mail, fax, or hand delivered when convenient.

(c) Training Schedules:

The unit Operations officer will send an e-mail to the North Texas FSDO and the CAF Director of Operations and Maintenance (doliver@cafhq.org) at least 5 working days (M-F) before conducting any training/check rides required by the exemption.

PLEASE NOTE: All forms needed to comply with this Regulation, the Standard HH #1, Minor's HH, Passenger Manifest and Membership applications are all available on the **CAF Members Only portion of the CAF's web site under the Forms button or attached to the rear of this regulation.**

http://commemorativeairforce.org/?page=members/index&cms_page=1328

Aircraft Flight Experience

Please list aircraft experience. Include as much information as possible to show experience related to rating sought. (use additional sheets if necessary).

A/C Type	Date Last Flown	Total Time in Type	PIC Time in Type	SIC Time in Type	Landings In Type	Tailwheel	Retract

Total Flight Times

Total Flight Time	
Total PIC	
Total Single Engine	
Total Multi Engine	
Total Time Tailwheel	
Total Time Retract	

12 Month Currencies

Total Time Last 12 Months	
Total Landings Last 12 Months	
Total Tailwheel Last 12 Months	
Total Tailwheel Landings Last 12 Months	

I certify that the information and statements contained in this document are true and correct to the best of my knowledge. I also agree to abide by the CAF Code of Conduct and the Pilot Sponsorship requirements as outlined in the CAF Unit Manual.

Applicant Signature: _____ Date: _____

CAF FORM 601 SUPPLEMENT

Please use this page for when requesting an Instructor / Check Pilot, or Fighter Pilot Rating. The information contained in this section is NOT required for Pilot and Co-Pilot ratings.

Fighter Pilot Rating Only

1. Fighter Aircraft Requesting: _____
2. Do you currently have an FAA LOA or type rating in the aircraft: _____
3. Do you currently have any CAF fighter pilot ratings: _____
4. Have you ever applied for a fighter pilot rating or taken a fighter check ride: _____
5. If so when and with whom: _____

6. What is your total flight time in the T-6/SNJ: _____ Last 6 months: _____
7. How much time do you have from the rear seat: _____ Last 6 months: _____
8. T-6/SNJ rear seat training was given to me by: _____
9. Are you proficient in Aerobatics: _____
10. What experience and preparation have you accomplished to prepare yourself for flying a CAF fighter:

Instructor and Check Pilot Rating Only

1. Aircraft Type: _____
2. Is this your first IP/CKP Application in the CAF: _____
3. Total dual given: _____ Dual given ME: _____ Dual given SE: _____
4. Dual given in TW: _____ Dual given in type: _____
(If Applicable)
5. Have you been actively instructing in aircraft for the past 3 years: _____
6. If so when and where: _____

7. Have you received training from a CAF Check Pilot in preparation for this rating: _____
8. If so when and with whom: _____

9. List your overall Instructional Experience and how you've prepared yourself for this rating:

COMMEMORATIVE AIR FORCE FORM 602 (PILOT TRAINING/CHECK FORM)

Form Revised January 2016 (Previous versions obsolete)

Date: _____ Airport: _____ Aircraft Type: _____ N Number: _____ Simulating: _____
 Initial Check Ride: PIC:() SIC:() Re-Currency and/or Pilot Proficiency: PIC:() SIC:()
 Endorsements: Senior Pilot:() Aerobatic Pilot:() Instrument Pilot:() Air Drop Pilot:() Formation: ()
 Ground Training: _____ Hrs. Flight Time: _____ Hrs.

PILOT INFORMATION

Name: _____ Col.# _____	Cert: ATP () Comm () Priv () Num (_____)
Address: _____	Last BFR: _____ Last Med: _____ 1() 2() 3()
City: _____ State _____	Total Time: _____ Total SE Time: _____ Total ME Time: _____
Cell: () _____	Total Time Type: _____ TO & Landings in Type: _____
Email: _____	Ratings & Endorsements: _____

Training and Check Elements (X=Not Done, S=Satisfactory, U=Unsatisfactory)

	X	S	U		X	S	U
Preflight				Approaches			
Equipment knowledge-----				Instrument Arrival Procedures ()-----			
Performance and Limitations-----				Holding Patterns-----			
Trip Planning-----				ILS Normal () Engine Out ()-----			
Briefing (Crew and Passengers)-----				Non-Precision Normal LOC () VOR () GPS ()			
Starting Procedures-----				Non-Precision Eng Out LOC () VOR () GPS ()			
Taxiing-----				Circling Approach Normal ()-----			
Run-up, Pre-Takeoff Checks-----				Visual Normal () Engine Out ()-----			
Takeoffs				Overhead Approaches (Fighters) ()-----			
Normal () Crosswind ()-----				Landings			
Rejected ()-----				Normal () Engine Out () Non-Stand Flap ()			
Engine Failure on Takeoff () After V1 ()-----				Crosswind () Short Field () Soft Field ()---			
Airwork				Rejected () Missed Approach ()-----			
Steep Turns ()-----				Post Flight			
Engine Failure, Forced Landing (Singles)-----				Parking, Securing-----			
Slow Flight-----				Miscellaneous			
Stalls Clean (), Appr (), Lnding ()-----				Emergency & Abnormal Procedures-----			
Accelerated Stalls ()-----				CRM (Cockpit, Cabin, & Ground Crew)-----			
Spins-----				Use of Checklists-----			
Aerobatics				Judgment-----			
Loops-----				Smoothness-----			
Rolls-----				Formation			
Other: _____				Formation Takeoff ()-----			
Airshows				Station Keeping-----			
Airshow Training & Maneuvering-----				Join-up-----			
Air Drop Operations				Crossovers-----			
CAFRs, Procedures, Briefing-----				Formation Arrivals, Landings-----			
Aircraft Performance & Limitations-----				Hand Signals, Terminology-----			
Drops performed under supervision ()-----				Emergency Formation Procedures-----			

I hereby, certify that I have read, understand, and will comply with the Commemorative Air Force rules and procedures, and that the information on this form is true and correct to the best of my knowledge.

Trainee Signature: _____ CAF #: _____ Date: _____
 Comments: _____

Check Pilot Signature: _____ CAF #: _____ Date: _____



COMMEMORATIVE
AIR FORCE

CAF HH Form #1 STANDARD HOLD HARMLESS FORM

Use For: Pilots, Co-pilots, crewmembers or Adult
Passengers

*****You do not need this HH#1 for Adult passengers if you use the Passenger Manifest form that includes the Hold Harmless information and the passenger has signed the Manifest Form.**

STATE OF TEXAS KNOW ALL MEN BY THESE PRESENTS:
COUNTY OF DALLAS

PLEASE PRINT

WHEREAS, I, _____ desire to participate in Commemorative Air Force air show activities and/or fly in aircraft owned and/or operated by the Commemorative Air Force and the American Airpower Heritage Flying Museum (hereinafter collectively "the CAF") as a pilot, co-pilot, crew member or passenger; and

I understand and acknowledge that my participation in any CAF activity and flight on any CAF aircraft is purely voluntary. I have not received, nor will I ever receive, any compensation of any nature whatsoever for my participation in any CAF activity or flight on any CAF aircraft.

I further understand and acknowledge that CAF activities, including without limitation, flying in CAF aircraft, is a purely recreational activity. CAF aircraft are vintage aircraft that are primarily of a design, type, kind or character built in the period approximately 1930 through 1950. Most if not all, CAF aircraft are more than 40 years old. Flying in CAF aircraft is an inherently dangerous and hazardous activity, and I accept the risks and hazards of the same, including without limitations the risks of personal injury or death.

____INITIALS

I further understand and acknowledge that but for my voluntary execution of this release of liability, the CAF would not allow me to participate in CAF air show activities and/or fly in CAF aircraft in any capacity.

Accordingly, I do hereby, for myself, my heirs, executors, administrators and assigns, RELEASE, ACQUIT AND FOREVER DISCHARGE AND HOLD HARMLESS the CAF, its administrators, officers, agents, servants, employees, divisions, subsidiaries, related organizations and members, whether acting in an official capacity on behalf of the parties hereby released or individually, from any and all claims, demands and causes of action of any nature whatsoever, whether in contract or in tort or under any other legal theory, arising out of or in any way related to my participating in CAF air show activities and/or flight in any CAF aircraft.

____INITIALS

I RECOGNIZE AND AGREE THAT THIS RELEASE IS A RELEASE OF THE CAF, ITS ADMINISTRATORS, OFFICERS, AGENTS, SERVANTS, EMPLOYEES, DIVISIONS, SUBSIDIARIES, RELATED ORGANIZATIONS AND MEMBERS, WHETHER ACTING IN AN OFFICIAL CAPACITY ON BEHALF OF THE PARTIES HEREBY RELEASED OR INDIVIDUALLY, FROM ANY AND ALL CLAIMS, DEMANDS AND CAUSES OF ACTION OF ANY NATURE WHATSOEVER ARISING OUT OF CAF'S SOLE AND/OR COMPARATIVE NEGLIGENCE, INCLUDING ANY FUTURE SOLE AND/OR COMPARATIVE NEGLIGENCE OF CAF. I FURTHER RECOGNIZE AND AGREE THAT THIS RELEASE IS A RELEASE OF THE CAF FROM ANY CLAIMS, DEMANDS AND CAUSES OF ACTION OF ANY NATURE WHATSOEVER ARISING OUT OF ANY MALFUNCTION, DESIGN DEFECT AND/OR MANUFACTURING DEFECT IN ANY EQUIPMENT OR TANGIBLE PERSONAL PROPERTY OWNED BY CAF.

HOLD HARMLESS AGREEMENT

In the event any suit is brought against the CAF by me or anyone acting by, through or under me, including without limitation my heirs, executors and/or statutory beneficiaries for claims arising out of any injuries or damages suffered by me, including without limitation, death, as a result of my participation in any activity that is the subject of this release, including without limitation flight in CAF aircraft, I hereby agree, for myself, my heirs, executors, administrators and assigns, to INDEMNIFY, DEFEND AND HOLD HARMLESS the CAF, its agents, servants, employees, divisions, subsidiaries, related organizations and members from any and all liability for any sums which might be payable to anyone by reason of said injuries, damages, and/or death and for the costs, including without limitation attorney's fees incurred by the CAF in defense of such lawsuit. **I SPECIFICALLY AGREE TO INDEMNIFY, DEFEND AND HOLD HARMLESS THE CAF FROM ANY LIABILITY WHATSOEVER ARISING OUT OF CAF'S SOLE AND/OR COMPARATIVE NEGLIGENCE.**

I have read this release and fully understand its contents. No representation has been made to me by the CAF or anyone acting on its behalf to induce me to sign this release except as stated herein. The release contains all of the representations that have been made to me regarding the CAF's responsibility for injuries and/or death that I may suffer as a result of my participation in the activities covered by this release and/or flight in CAF aircraft. No other agreement regarding matters covered herein exists between me and the CAF or anyone acting or purporting to act on behalf of CAF except as is stated in this release. I fully recognize that by signing this release, I am releasing the CAF, and it is my intent to release the CAF, from any and all liability that may arise out of any injury and/or death that I may suffer while engaged in CAF activities or flying in CAF aircraft.

Insurance Note: The CAF makes no stipulations or guarantees regarding any personal life or injury insurance you may have in place. Some policies do not cover you if you fly in a non-standard category aircraft. Many of the CAF's aircraft are limited or experimental category so if you are concerned please check with your insurance company regarding your coverage and exclusions before taking a flight in a CAF aircraft.

PARTICIPANT SIGNATURE COL.# DATE

WITNESS SIGNATURE DATE

WING OR SQUADRON _____

In case of an emergency, please contact _____ at _____.

STATE OF TEXAS } **CAF HH FORM # 2 MINOR HOLD HARMLESS**

COUNTY OF DALLAS } KNOW ALL MEN BY THESE PRESENTS:
 }

Please Print

WHEREAS, _____ a minor, desires to participate in Commemorative Air Force air show activities and/or fly in aircraft owned and/or operated by the Commemorative Air Force and the American Airpower Heritage Flying Museum (hereinafter collectively “the CAF”) as a passenger; and I/we, the undersigned, the parents and/or legal guardian(s) of said minor be allowed to do so and are executing this release for the purpose of permitting such activity by said minor.

It is understood and agreed that wherever the words “I” or “my” or other first person, singular pronouns are used below, such terms shall include the minor on whose behalf this release is executed and the parents and/or legal guardians of said minor, whether specifically named or not, and wherever our initials or signatures appear on this release, the same are signed by us for ourselves individually and as parents and/or legal guardian(s) of said minor.

_____ INITIALS (parent and/or legal guardian)

I understand and acknowledge that my participation in any CAF activity and flight on any CAF aircraft is purely voluntary. I have not received, nor will I ever receive, any compensation of any nature whatsoever for my participation in any CAF activity or flight on any CAF aircraft.

I further understand and acknowledge that CAF activities, including without limitation, flying in CAF aircraft, is a purely recreational activity. CAF aircraft are vintage aircraft that are primarily of a design, type, kind or character built in the period approximately 1930 through 1950. Most if not all, CAF aircraft are more than 40 years old. Flying in CAF aircraft is an inherently dangerous and hazardous activity, and I accept the risks and hazards of the same, including without limitations the risks of personal injury or death.

_____ INITIALS (parent and/or legal guardian)

I further understand and acknowledge that but for my voluntary execution of this release of liability, the CAF would not allow me to participate in CAF air show activities and/or fly in CAF aircraft in any capacity.

Accordingly, I do hereby, for myself, my heirs, executors, administrators and assigns, RELEASE, ACQUIT AND FOREVER DISCHARGE AND HOLD HARMLESS the CAF, its administrators, officers, agents, servants, employees, divisions, subsidiaries, related organizations and members, whether acting in an official capacity on behalf of the parties hereby released or individually, from any and all claims, demands and causes of action of any nature whatsoever, whether in contract or in tort or under any other legal theory, arising out of or in any way related to my participating in CAF air show activities and/or flight in any CAF aircraft.

_____ INITIALS (parent and/or legal guardian)

(OVER)



COMMEMORATIVE AIR FORCE

CAF HH FORM #3

COMMEMORATIVE AIR FORCE PASSENGER MANIFEST and RELEASE AND HOLD HARMLESS AGREEMENT

This form must be completed in full prior to any flight with two or more persons on board. The pilot-in-command will insure one copy is left with a responsible CAF member or responsible person (FBO or Host) at the point of departure. It is the responsibility of the pilot-in-command to see that these important details are properly completed.

AIRCRAFT TYPE _____ N _____ DEPARTURE POINT _____ ARRIVAL _____
PILOT-IN-COMMAND _____ CO-PILOT _____ FLT ENGIN _____
(if applicable) (if applicable)

KNOW ALL MEN BY THESE PRESENT: WHEREAS, THE UNDERSIGNED desire to participate in Commemorative Air Force air show activities and/or fly or take a flight as pilot, co-pilot or crew member or passenger in Commemorative Air Force aircraft; and whereas I will be doing so entirely upon my own initiative, risk and responsibility; now, therefore, in consideration of the permission extended to me by the Commemorative Air Force, through its officers and agents to participate in Commemorative Air Force air show activities and/or fly or take said flight or flights in Commemorative Air Force aircraft as pilot, co-pilot, crewmember or passenger, I do hereby, for myself, my heirs, executors, and administrators remise, release and forever discharge and hold harmless the Commemorative Air Force, its administrators, and all its officers, agents, servants and employees, acting officially or otherwise, from any and all claims, demands, actions or causes of action including fault or negligence on the part of the Commemorative Air Force, its administrators, officers, agents, servants or employees, during such participation flying or flight or continuation thereof, as well as all ground and flight operations incident thereto. I am fully cognizant that no/or only limited passenger liability insurance exists on behalf of the CAF for this flight. I SPECIFICALLY AGREE TO INDEMNIFY, DEFEND AND HOLD HARMLESS THE CAF FROM ANY LIABILITY WHATSOEVER ARISING OUT OF CAF'S SOLE AND/OR COMPARATIVE NEGLIGENCE. Aircraft riders please note: The CAF makes no stipulations or guarantees regarding any Personal life or injury insurance you may have in place. Some policies do not cover you if you fly in a non-standard category aircraft. Many of the CAF's aircraft are limited or experimental category so if you are concerned please check with your insurance company regarding your coverage and exclusions before taking a flight in a CAF aircraft.

Table with 5 columns: Name (Print or Type), Col #, Crew Position Or Passenger, Date, I have read, agree with and fully understand this document. Signature

Passenger Briefing Information

Before permitting a person to be carried on board a CAF aircraft for the purposes authorized under the FAA exemption 6802 (or its latest revision), PICs will inform that person that the airplane holds a **limited airworthiness** certificate or **experimental airworthiness** certificate, whichever is applicable. The significance of the airworthiness certificate as compared to a standard airworthiness certificate; and the fact that the FAA has authorized this flight under a grant of exemption from the requirements of FAR 91.315, 91.319(a), 199.5(g), and 119.21(a) shall be explained to the person on board. The explanation of the significance of a limited airworthiness certificate or experimental airworthiness certificate, as appropriate, compared to a standard airworthiness certificate must include at least the following information:

The FAA has not established nor has it approved limited or experimental category airworthiness certificated aircraft manufacturing standards. In contrast, standard category airworthiness certificated aircraft are manufactured to FAA-approved standards, including standards addressing the design of the aircraft and life-limited parts.

- A **Limited** category airworthiness certificated is issued when the FAA finds the aircraft:
 - Has been previously issued a limited category type certificate and the aircraft conforms to that type certificate.
 - Is in a good state of preservation and repair and is in a safe operating condition.
- An aircraft may be issued an **experimental** airworthiness certificate for the purpose of exhibition when the aircraft is intended only for exhibition of the aircraft’s flight capabilities, performance, or unusual characteristics at air shows, motion picture, television, and similar productions and the maintenance of exhibition flight proficiency, including (for persons exhibiting the aircraft) flying to and from such air shows and productions.
- **Standard** category airworthiness certificates are issued for an aircraft when the FAA finds the:
 - Aircraft has been built and maintained in accordance with that aircraft’s type certification standards as established by the FAA.
 - Aircraft inspection and maintenance requirements are in compliance with the applicable FAR.

I _____ have been briefed on the subject matter above and understand the material in its entirety.
 (Passenger)

Passenger _____ Date _____
 Print Name Signature

Briefed by _____ Date _____
 Print Name Signature

End Of Text