



NATIONAL HEADQUARTERS CIVIL AIR PATROL

CAP REGULATION 60-1

24 MARCH 2011

Operations

CAP FLIGHT MANAGEMENT

This regulation prescribes the responsibilities of all Civil Air Patrol (CAP) personnel as applicable to the control and management of CAP flying programs, aircraft, and aircrews. Federal Aviation Administration (FAA) requirements are minimum standards; however, in some instances CAP has established higher standards than FAA minimums. The practices, procedures, and standards prescribed in this regulation are mandatory.

SUMMARY OF CHANGES.

Implements eAircraft Discrepancy System and eFlight Release in WMIRS. Includes PIC in decision to extend crew duty day. Clarifies that orientation flights are not flight instruction. Adds tow plane to glider uniform exception. Clarifies that mission pilot training under state director (SD) mission authorization number must use 60-1 mission profile. SDs must coordinate on wing and region supplements to this regulation. Updates National Check Pilot Standardization Course to online requirement. Clarifies actions to be taken in cases of an unsatisfactory CAPF 5. Addresses in which aircraft a CAP check pilot may give check rides. Adds Teacher Orientation Program pilots to Cadet and ROTC/JROTC Orientation pilot qualifications. **Note: Shaded areas identify new or revised material.**

Table of Contents	Page
CHAPTER 1 – GENERAL INFORMATION.....	3
1-1. Scope.....	3
1-2. Supplements and Waivers.....	3
1-3. Definition of Terms.....	3
CHAPTER 2 – RULES OF OPERATION.....	5
2-1. Basic Rules.....	5
2-2. Operation Limits.....	6
2-3. Passenger Requirements.....	7
2-4. Aircraft Requirements.....	8
2-5. Flight Release.....	9
2-6. Re-evaluations and Additional Flight Checks.....	10
2-7. Grounding and Mishaps.....	10
2-8. Pilot Training.....	11
CHAPTER 3 – PILOT QUALIFICATIONS AND REQUIREMENTS.....	12
3-1. CAPF 5 Annual Check Ride.....	12
3-2. CAPF 5 Administration.....	12
3-3. Abbreviated CAPF 5 Check Rides.....	12

Supersedes: CAPR 60-1, 5 January 2009.
Distribution: National CAP website.

OPR: DO
Approved by: CAP/CC

Notice: CAP publications and forms are available digitally on the National CAP website at:
http://members.gocivilairpatrol.com/forms_publications_regulations/

3-4. CAPF 5 for Multiple Aircraft Models	12
3-5. Equivalent Make and Models	13
3-6. Airplane Qualifications	13
3-7. Classification of CAP Pilots	15
3-8. Standardization/Evaluation	17
3-9. Pilot Records	17
3-10. Trend Analysis Reporting	18

CHAPTER 1 – GENERAL INFORMATION

1-1. Scope. This regulation does not apply to CAP Corporate aircraft flown by CAP-USAF personnel, aircraft released for repair to an approved FBO/aircraft maintenance facility, or other non-CAP member use as approved by CAP-USAF/XO.

1-2. Supplements and Waivers. Supplements to this regulation cannot be issued below the wing level (except Congressional Squadron). Wing supplements require region commander, NHQ/DO, and CAP-USAF/SD/LR/XO approval. Congressional Squadron supplements require National Chief of Staff and CAP-USAF/MELR approval. Requests for waivers or supplements must be submitted to the region commander through the wing commander and to liaison region commander through the state director. For the Congressional Squadron, these requests for waivers or supplements must be submitted to the National Chief of Staff and to the MELR commander. The preferred method is by e-mail with a MS Word or .pdf file attachment.

1-3. Definition of Terms. All terminology is in accordance with FAA 14 CFR Part 1 or Part 61 except as follows:

a. Air Force Assigned Mission (AFAM) – Any CAP flight activity authorized by the Air Force to use an A or B mission symbol (see CAP-USAFI 10-2701, *Civil Air Patrol Operations and Training*, for details).

b. CAP Aircraft – Any aircraft (either member owned/furnished or CAP Corporate) used in a CAP flight activity. “CAP Airplane” or “CAP Glider” refers to CAP Aircraft of a certain category.

c. CAP Check Pilot – Qualified to administer CAP Pilot Flight Evaluations (CAPF 5, *CAP Pilot Flight Evaluation*) to members using CAP aircraft.

d. CAP Corporate Aircraft – Any aircraft owned by and registered to CAP and any aircraft under an exclusive lease to CAP.

e. CAP Corporate Mission – All CAP flight activities that are not Air Force assigned missions.

f. CAP Flight Activity – Any flight activity governed by this regulation.

g. CAP Instructor Pilot – Qualified to give flight instruction and FAA endorsements to other members using CAP aircraft.

h. CAP Instrument Pilot – Qualified to operate as Pilot in Command of CAP aircraft under Visual Flight Rules (VFR) or Instrument Flight Rules (IFR).

i. CAP Solo Pilot – Student pilot qualified to solo CAP aircraft. Solo is limited to Gliders or Single Engine Land Airplanes that are not Complex, High Performance (except C182 airplanes), tailwheel, or ski/float equipped. Solo flight is considered to be flight instruction toward a private pilot certificate under the supervision of a CAP Instructor Pilot.

j. CAP Tow Pilot – Qualified to use a CAP airplane to tow CAP gliders.

k. CAP VFR Pilot – Qualified to operate as Pilot in Command of CAP aircraft under Visual Flight Rules (VFR) only.

l. Current – Meets 14 CFR 61.57 (recent flight experience) for the designated operation.

m. DOV – Office symbol for National, region or wing chief of standardization and evaluation (stan/eval).

n. Examiner – Authorized to endorse the CAPF 5 (if a Check Pilot Examiner) or CAPF 91, *CAP Mission Pilot Checkout*, (if a Mission Check Pilot Examiner) of other pilots for check pilot privileges.

o. Flight – A flight begins with one engine start, (or the first engine on a multi-engine aircraft) through take-offs and landings, and ends with the final engine stop (except as required on CAPF 5 evaluations and orientation rides). A single flight may include multiple take-offs and landings. A flight is also known as a sortie (or air sortie).

p. Initial Form 5 - The first annual or abbreviated CAPF-5 completed in a particular make and model.

q. Mission Symbol – The code letters and numbers used to denote the type of mission a CAP Flight is released under.

r. Memorandum of Understanding (MOU) – See CAPR 111-2, *Memorandum of Understanding*, for the definition. MOUs may contain provisions and restrictions that supersede those found in this regulation take precedence over this regulation.

s. National Check Pilot Standardization Course (NCPSC) – This course is required for all CAP check pilots and mission check pilots. NCPSC is comprised of two online courses, one for airplane check pilots and the other for glider check pilots.

t. National Stan/Eval web page – refer to http://members.gocivilairpatrol.com/emergency_services/stan_eval_flight_ops/ for materials related to CAP's aviation program.

u. Operations Qualifications (OPS Quals) – The CAP online database for entering pilot information. Access to OPS Quals is via the eServices section at <https://www.caphq.gov/CAP.eServices.Web/Default.aspx>.

v. Qualified – Meets all 14 CFR and CAP requirements except 14 CFR 61.57 (recent flight experience).

w. Supervised Mission – A CAP Flight Activity that is under the direct control of a qualified and current incident commander (IC) IAW CAPR 60-3, *CAP Emergency Services Training and Operational Missions*, or counterdrug mission director (CMD) IAW CAPR 60-6, *CAP Counterdrug Operations*.

x. WMIRS – Web Mission Information and Reporting System. The CAP website used to track CAP missions, sorties, flight releases, aircraft maintenance status and aircraft scheduling. (<https://missions.cap.af.mil/wmirs/index.cfm>). See CAPR 60-3 for details on WMIRS.

y. Written Designation – Includes electronic approval in eServices.

CHAPTER 2 – RULES OF OPERATION

2-1. Basic Rules.

- a. CAP aircraft will be used only for official CAP business and not for personal use.
- b. Smoking, aerobatic flight, spins (except instruction for a flight instructor certificate), parachuting and dropping of objects (except to save a life) from CAP aircraft are prohibited.
- c. Formation flying with CAP aircraft is prohibited.
- d. The use of night vision devices by the pilot flying CAP aircraft is prohibited.
- e. Only CAP pilots qualified in type may start, taxi, or otherwise operate CAP aircraft. This restriction does not apply to trainees in an approved training program under the direct supervision of a current and qualified instructor pilot. This restriction is not applicable if the aircraft is released to CAP-USAF personnel, to an approved FBO/aircraft maintenance facility for repair or to other non-CAP member use as approved by CAP-USAF/XO.
- f. Hand propped starts are prohibited.
- g. All CAP airplanes shall carry the required equipment as prescribed in CAPR 66-1, *CAP Aircraft Maintenance Management*.
- h. All occupants shall wear seat belts and shoulder harnesses (if available) unless such wear interferes with pilot or crew member duties. The pilot will wear lap belts and shoulder harness when below 1,000 ft AGL.
- i. No more than 8 persons, including crew members, are permitted on any CAP aircraft.
- j. Except as required for take-off and landing, for flight beyond the normal power-off gliding distance of land, each occupant will wear an individual flotation life vest. Other requirements apply for flight more than the normal power-off gliding distance from land – consult the National Stan/Eval web page for the latest requirements.
- k. No charge may be made by any person for any ground or flight training or flight checks accomplished in accordance with this regulation, except FAA designated examiner fees for issuance of an FAA pilot certificate or rating.
- l. Simulated emergency procedures are prohibited during Instrument Meteorological Conditions or at night. Exception: partial panel instrument training and in-flight discussion of emergency procedures may be conducted during night VMC conditions.
- m. Sterile Cockpit procedures, to include passenger briefings, will be used on all CAP flights. Procedures are specified on the National Stan/Eval web page.
- n. Use of manufacturer's checklist or NHQ CAP approved checklist(s) is mandatory in all CAP aircraft. <https://ntc.cap.af.mil/ops/dot/ChecklistMaps.cfm>
- o. Minimum flight visibility of 3 statute miles is required for all VFR flights unless the PIC is a qualified and current instrument pilot.

p. The maximum crosswind limit for operating CAP aircraft is that which is stated in the Pilot Operating Handbook (POH) as the maximum demonstrated crosswind velocity or 15 knots if the POH does not specify a limit.

q. Assistance to law enforcement officers using CAP Aircraft is restricted to those missions coordinated and approved through the CAP National Operations Center (NOC).

r. Biennially (every second year) all CAP pilots will review the "Aircraft Ground Handling Video" and take the test. It can be accessed through a link on the National Stan/Eval web page and may be taken any time during a given year.

2-2. Operation Limits.

a. A FAA flight plan must be filed and activated for every flight of a CAP Aircraft beyond 50 nautical miles distance from point of origin. Those flights that are part of a Supervised Mission may be exempted from this requirement by the mission incident commander (IC) contingent upon alternate flight following procedures (see para 2-5e).

b. Only civilian airports in the current FAA Airport/Facility Directory and military airfields (if approved by the military organization supported during a Supervised Mission or by CAP-USAF for all other flights) are authorized for CAP Aircraft. Unlisted civilian airfields may be approved by a wing or higher commander with written permission from the airfield owner/operator. For CAP-USAF approvals, advance notice of 5 days (Corporate aircraft) or 45 days (member owned/furnished aircraft) is required to obtain a Military Airfield approval from the CAP-USAF state director where that airfield is located.

c. Flight to destinations outside a wing's boundaries requires the authorization of an IC (during Supervised Missions) or a wing or higher commander unless permitted under an approved MOU. Flight across an international border requires NHQ/DO approval unless part of a FAA IFR procedure to a US airport.

d. The maximum crew duty day for pilots is 14 hours of official CAP duty. Pilots will not plan to serve as PIC past the end of their crew duty day. Pilots will not flight plan to exceed 8 hours PIC time between periods of crew rest. Pilots must have 10 hours of crew rest between the last official CAP duty and the first official CAP duty in the next duty period. A wing or higher commander may authorize flights planned to exceed the 8 hours as PIC, provided each flight in excess of the requirements is individually approved, agreed to by the PIC, and an appropriate risk assessment is made by the commander and PIC involved.

e. Sustained flight below an altitude or lateral distance from any object of 1,000 ft during the day or 2,000 ft at night is prohibited except for take-off and landing or in compliance with ATC procedures (such as IFR flight). At no time will the pilot allow the aircraft to come within 500 feet of terrain or obstructions unless taking off or landing.

f. IFR flights will not depart unless the weather is at or above landing minimums at the departure airport. A wing commander may publish an authorization for different minimums at specific airports if, after review, a safe alternate airport with lower IFR landing minimums is in the immediate area.

g. Night VFR is permitted; however, if the PIC and aircraft are IFR qualified and current then the flight should be conducted under IFR, if practical.

h. Except for flight instruction or during CAP check rides, only a qualified CAP pilot may handle the controls below 1,000 ft AGL. Orientation flights are not flight instruction. PICs on orientation flights must handle the controls below 1,000 ft AGL.

i. When taxiing within 10 feet of any obstacle, pilots shall proceed at a pace not to exceed a slow walk until clear. During taxi maintain at least 50 feet behind light single-engine aircraft, 100 feet behind light multi-engine or light jet aircraft, and 500 feet behind helicopters or heavy multi-engine or heavy jet aircraft.

j. Except for glider towing operations within five nautical miles of the departure airport, all powered flights will be planned and flown such that a minimum of 1 hour of fuel (at normal cruise speed) remains upon landing.

2-3. Passenger Requirements. Authorized passengers are CAP crew members, other current CAP members, CAP employees, ROTC/JROTC cadets (ROTC/JROTC flight orientation program only), International Air Cadet Exchange (IACE) orientation flight cadets and escorts, CAP-USAF personnel conducting official business, or FAA designated pilot examiners during flight checks.

a. Passengers or crew not mentioned in paragraph 2-3 above can be authorized when essential to the mission and must be approved by the mission approval authority prior to flying (5 working days notice requested for passenger approvals on training missions). Non-CAP passengers require advance approval through the CAP NOC from NHQ/DO for corporate missions, CAP-USAF for AF training missions, or the approval authority for other AFAMs. (example CAP NOC/AFNORTH/CAP-USAF CC)

b. All non-CAP members, other than Military/National Guard (Title 10 and Title 32)/Federal employees, must execute a CAPF 9, *Release (For Non CAP Members)*, and leave the form in a secure location on the ground known to the flight release officer (FRO) or mission IC.

c. CAP members will wear an appropriate CAP uniform and carry proof of CAP membership. Only occupants of CAP gliders, tow planes, and crew members requested not to wear uniforms by the customer of a CD Mission are exempt from the CAP uniform requirement.

d. Except for Tow Pilot training/evaluation, no passengers may be carried in a CAP tow plane that is towing a glider.

e. Only pilots that are qualified as CAP Instructors, Cadet and ROTC/JROTC Orientation Pilots, or SAR/DR or Transport Mission Pilots (during Supervised Missions) may carry CAP cadets as passengers or crew members. At no time may a pilot who is a CAP Cadet carry another CAP Cadet as a passenger or crew member.

f. Aircraft will not carry CAP or ROTC/JROTC cadets on board during the first 10 tachometer hours following an engine change, major overhaul, or replacement of cylinders or magnetos.

g. CAP has two exemptions granted by the FAA for flying non-CAP passengers. This exemption to 14 CFR 61.113 and 14 CFR 91.501 allows our pilots to obtain reimbursement as a private pilot and provides a tool for CAP to comply with specific FAA requirements regarding transportation flights. The exemption is located on the National Stan/Eval web page at http://members.gocivilairpatrol.com/emergency_services/stan_eval_flight_ops/ and should be consulted prior to flying non-CAP passengers to ensure any special requirements and restrictions are adhered to.

2-4. Aircraft Requirements.

a. Ultralight, aerolight, hang glider and similar aircraft, light sport aircraft, rotorcraft, lighter-than-air (except balloons), experimental, primary category, and home-built aircraft are not authorized for use on any CAP flight activity.

b. Airplanes used for solo, flight training, or flight checks must have an operating two way radio and dual controls (except single seat airplanes).

c. CAP aircraft must have a current FAA airworthiness certificate. Except for ferry permits, the use of a FAA special flight permit is prohibited.

d. All wings shall make any necessary corrections to aircraft flying time totals each month by using WMIRS. The Online Form 18, *CAP Flight Hour Report System*, is a read-only report of flight hours that are “pushed” by WMIRS into the Online Form 18. Glider sorties shall also be reported and corrected as necessary in WMIRS. WMIRS will “push” the sortie data to the glider Online Form 18 summary report. All sortie data including actual costs must be entered into WMIRS within 72 hours of completing a sortie.

e. A standardized CAP Aircraft Information File (AIF) shall be maintained in all Corporate aircraft. Consult the National Stan/Eval web page for the latest AIF requirements at (http://members.gocivilairpatrol.com/emergency_services/stan_eval_flight_ops/).

f. All CAP units, regardless of level, will utilize the online eAircraft Discrepancy System located in WMIRS found at <https://missions.cap.af.mil/wmirs/index.cfm> . Additionally, if a discrepancy grounds the aircraft, the pilot will place the red “Aircraft Grounded Placard” from the Aircraft Information File on the pilot’s seat.

g. CAP corporate aircraft are the resource of choice for AFAMs. Member owned/furnished aircraft should only be used on AFAMs when CAP corporate aircraft are not available or when mission requirements dictate the usage of non-corporate aircraft. The use of member owned/furnished aircraft requires wing or higher commander approval for corporate missions and CAP-USAF Liaison Region commander or higher approval for each AFAM in which the aircraft’s use is requested.

(1) For AFAMs, a hold harmless agreement (HHA) (see National Stan/Eval web page) waiving any claims for property damage against the United States arising from the use of the aircraft must be executed annually by the aircraft owner for each member-owned or furnished aircraft. The CAP-USAF Liaison Region Commander will review the current HHA and CAP-USAF aircraft inspection paperwork prior to approving the use of member-owned or furnished aircraft for each AFAM use. The HHA will be on file with the state director. NOTE: FECA and FTCA still apply to CAP members executing AFAMs in member owned/furnished aircraft. The HHA does not waive FTCA coverage or FECA benefits for the CAP member.

(2) Prior to the use of member owned/furnished aircraft on AFAMs, a copy of the aircraft airworthiness certificate must be on file with the state director.

2-5. Flight Release. The Flight Release Officer (FRO) is responsible for authorizing a CAP pilot to fly as pilot-in-command in CAP aircraft. The release is made directly between the FRO and the pilot-in command and not to a crew member/passenger. The PIC and the FRO will have a personal or telephone conversation prior to flight release. The FRO is expected to verify appropriate information prior to giving a flight release. The WMIRS eFlight Release process automatically provides a great deal of the information flight release officers need. The FRO is not a dispatcher and is not responsible for the actual conduct of the flight. They are responsible for confirming the aircraft safely arrived at its destination unless an FAA flight plan is used (see paragraph 2-5e).

a. Prior to flight, a flight release is required for all CAP flight activities.

b. FROs are CAP senior members designated in WMIRS as Flight Release Officers by region or wing commander, or their designee. FROs must have passed the online CAP FRO training course (<https://ntc.cap.af.mil/ops/dot/school/fro/>) and possess a sound knowledge of the CAP flight management program prior to being appointed as an FRO. Commanders should only appoint a sufficient number of FROs to meet wing needs. The eFlight Release process should decrease the overall number of FROs a wing needs so it should be understood that not every person who completes the FRO online training course will be selected to be an FRO.

c. FROs may not release a flight on which they are PIC, crew, or passenger.

d. All flights must be released using eFlight Release in WMIRS. The only exception is in the event that access to WMIRS is not possible, in which case flights may be released on a CAPF 99, *CAP Flight Release Log*. These CAPF 99 released flights must then be recorded in the eFlight Release System within 24 hours unless extenuating circumstances prevail and the NOC is informed. A CAPF 99 release is a last resort. When all CAPF 99 releases are recorded as eFlight Releases in WMIRS, the CAPF 99 may be discarded or filed IAW CAPR 60-3 for a supervised mission. For supervised missions the IC must be an FRO and may release any flight related to that mission. Additional mission management personnel (such as Air Operations Branch Directors and Operational Section Chiefs) may be appointed FROs in sufficient quantity to meet the operational mission needs of the wing/region.

e. All eFlight Releases (and flights temporarily released on CAPF 99 for a base with no internet access) require the date, N-number, Mission Symbol, PIC, passengers, estimated flight time and route of flight recorded prior to release. The FRO must be notified of any changes made prior to departure. If an FAA flight plan will not be used, the following additional steps are required:

(1) Record an estimated landing time prior to release.

(2) The FRO is responsible for initiating missing aircraft procedures 2 hours after the estimated landing time if not notified the flight was extended or safely concluded.

f. Flight activities involving multiple flights at the same location, and on the same day, may be eFlight released. See “eFlight Release Instructions” found on the WMIRS page (<https://missions.cap.af.mil/wmirs/index.cfm>). Alternately, they may be released on CAPF 99

without passenger, flight time and estimated landing time information provided each participating aircraft and PIC combination is identified in advance and that someone on the ground at the activity site tracks aircraft occupants and flight times for reporting back to the FRO for entry as eFlight releases.

g. At the conclusion of all flights, the PIC (or IC/designee of a Supervised Mission) is responsible for ensuring all flight hours have been recorded in WMIRS.

h. The appropriate mission symbol must be used on all flight release documents, logs and entries into WMIRS. Currently approved mission symbols are listed on the National Stan/Eval web page.

2-6. Re-evaluations and Additional Flight Checks. Flying CAP aircraft is a privilege, not a right of membership. Commanders have the responsibility for flying safety and compliance with this regulation.

a. Wing or higher commanders may require re-evaluation of CAP pilots transferring into their respective commands.

b. Members wishing to take a CAPF 5 flight evaluation in a wing other than his/her assigned wing must obtain approval from the wing stan/eval officer of the wing to which the member is assigned. The one exception is the Surrogate Predator (C182QSP) aircraft CAPF 5, which does not require pre-approval because the respective commander has already designated the pilot for Surrogate Predator operations. Eligibility, training and qualification requirements of the Surrogate Predator program are prescribed in the Surrogate Predator Memorandum of Agreement and Mission Qualification Training plan. The C182QSP shall be considered equivalent to a standard C182 for check flight purposes (see paragraph 3-5).

c. Commanders may require any CAP pilot under their command to complete an additional flight check. The commander may designate the CAP check pilot who will administer the flight check. Pending completion of a directed flight check and any action by the commander as provided in paragraph 2-7 of this regulation, the individual pilot will be suspended as pilot in command on all flight activities except to train for re-evaluation with a CAP instructor.

2-7. Grounding and Mishaps.

a. Grounding means a member cannot act as pilot in command, crewmember, or passenger in CAP aircraft. In the case of grounding away from home base, the member may be permitted to return to home base as a passenger in a CAP aircraft.

b. Any commander in the chain of command (from squadron to National Commander) of a CAP member, or an IC during a Supervised Mission, may ground that member for cause.

c. Commanders or ICs exercising this authority shall notify the affected aircrew member in writing within 7 days of the date grounded, including the reason(s) this action was taken. The written notification must include a statement telling the aircrew member that he/she has the right to seek reconsideration of this action under the provisions of paragraph 2-7f of this regulation. A copy of this notification will be filed with the region commander and all intermediate commanders within 14 days of the grounding. A copy of all notifications issued by a region commander will be filed with the National Commander.

d. Any pilot operating a CAP aircraft who is involved in an aircraft mishap (as defined in CAPR 62-2, *Mishap Reporting and Investigation*) while on a CAP activity is automatically grounded until reinstated to flight status. Confirmation of such groundings will be sent to the effected pilot by the appropriate level commander following the procedures in paragraph 2-7c.

e. Once grounded, only a wing or higher commander in the individual's chain of command may reinstate a member to flight status. Commanders may set any condition for reinstatement, including completion of a new CAPF 5, *CAP Pilot Flight Evaluation*.

f. A member may submit a written appeal to his/her region commander if he/she remains grounded after 90 days. Such an appeal may only be filed one time and must be filed within 1 year of the initial grounding. Upon receipt of the appeal, the region commander will appoint a review board of at least three CAP check pilots to review the appeal. The review board will examine the facts of the case and make a recommendation to the region commander. The region commander will issue a final decision within 60 days of receipt of the appeal. If a region commander grounds a member, an appeal can be made to a National Flight Review Board that is chosen by the National Commander. All such decisions are final and not subject to review by filing a complaint under CAPR 123-2, *Complaints*.

g. CAP members may be assessed some or all of the damages due to negligent operation or movement of CAP Corporate aircraft. Guidance for commanders to use in assessing members for damage may be found in CAPR 174-1, *Property Management and Accountability*.

2-8. Pilot Training.

a. CAP cadets and qualified SAR/DR mission pilots are authorized to use CAP airplanes for flight instruction toward any FAA certificate or rating.

b. All CAP members are authorized to use CAP gliders for flight instruction toward any FAA certificate or rating.

c. CAP senior members that are not current SAR/DR mission pilots must obtain permission to receive flight instruction in CAP airplanes toward FAA certificates or ratings as follows:

(1) Senior members who hold a Private Pilot Airplane Certificate or higher and have been an active CAP member for at least 1 year – wing commander written permission.

(2) All other senior members – Written permission from the wing commander, region commander and the CAP Executive Director is required and may be granted provided the member lives more than two hours driving time from a commercial training facility.

d. Self-conducted proficiency flight guidelines are available for use by all CAP pilots to maintain currency and improve pilot confidence. These recommended guidelines are located on the National Stan/Eval web page.

e. Additional mission pilot training flights are authorized under mission pilot proficiency flight profiles located on the National Stan/Eval web page at http://members.gocivilairpatrol.com/emergency_services/stan_eval_flight_ops/ These training flight profiles must be used to qualify for Air Force assigned mission status authorized by the state director and may be flown only by pilots holding the qualifications stated in the specific profile. The only exception for using one of the approved training profiles is conducting training IAW a plan that has been pre-approved by the state director and Liaison Region and posted under the mission number in WMIRS.

CHAPTER 3 – PILOT QUALIFICATIONS AND REQUIREMENTS

3-1. CAPF 5 Annual Check Ride. A completed CAPF 5, *CAP Pilot Flight Evaluation*, denotes qualification to fly a particular model of CAP aircraft. It consists of ground and flight evaluations, and is valid through the last day of the 12th month from the date it is completed unless revoked by the wing/region/National commander. CAPFs 5 may contain one or more endorsements for certain types of aircraft operation (instrument, cadet o-ride, instructor, check pilot or other). All pilots, except CAP Solo pilots, must complete a check ride. To be complete, the following must be accomplished as part of the CAPF 5 check ride:

- a. Completion of an Aircraft Questionnaire for the model aircraft flown within 60 days prior to the flight check.
- b. Pass the annual CAPF 5 online written examination (power or glider as applicable) within 60 days prior to the flight check.
- c. Members must be current in accordance with 14 CFR 61.57(a)(1) to carry passengers in the same category and class as the CAPF 5 aircraft prior to the flight check.
- d. Evidence of qualifications (membership card, medical and pilot certificates, log book, questionnaire[s], and on line written exam results) must be presented to the check pilot at the time of the CAPF 5 flight check.
- e. For airplanes only, the minimums are 1 hour flight time and 3 take-offs and landings.

3-2. CAPF 5 Administration.

a. A CAPF 5 flight check may be administered by a CAP check pilot, or it may be administered by a FAA Inspector, FAA designated check airman, FAA designated pilot examiner, or CAP-USAF flight examiner provided the individual administering the flight check completes and signs the CAPF 5 and the CAP specific items are verbally covered by a CAP Check Pilot who also signs the CAPF 5. A CAP check pilot may administer a check ride in any CAP corporate aircraft in which he/she is CAP qualified (note G1000 limitations).

b. Written approval is required from a wing or higher commander for a CAP pilot to complete more than two annual CAPF 5 flight checks in a row with the same check pilot.

3-3. Abbreviated CAPF 5 Check Rides. For the purpose of adding additional endorsements or aircraft models in the same category and class, an Abbreviated CAPF 5 may be taken to update those endorsements or models on the current CAPF 5. The Abbreviated CAPF 5 only requires completion of a new Aircraft Questionnaire in the model flown within 60 days prior and such maneuvers as necessary during the flight check for the new endorsement. There is no flight time or landing minimums required for these types of check rides. An Abbreviated CAPF 5 merely adds to the last completed annual CAPF 5 and does not result in a new expiration date for any pilot privileges.

3-4. CAPF 5 for Multiple Aircraft Models. A CAPF 5 may also denote qualification to fly other aircraft models in the same category and class as the model used for the CAPF 5 check ride provided the following have been completed:

a. A previous CAPF 5 or Abbreviated CAPF 5 was completed for those aircraft model(s) any time in the past.

b. A new Aircraft Questionnaire for those model(s) is completed within 60 days prior to the CAPF 5.

c. To renew airplane models that are complex or high performance, the check ride model flown must be either a complex or high performance airplane.

d. To renew tailwheel airplanes, the check ride model flown must be a tailwheel airplane.

e. To renew Cessna models equipped with the G1000, the check ride model flown must be Cessna Nav III G1000 equipped.

f. All endorsements given on the CAPF 5 for aircraft operations will apply to all qualifying models.

3-5. Equivalent Make and Models. Certain models of aircraft are considered equivalent to one another. A CAPF 5 in any model grouping below counts as a CAPF 5 for all models listed in the grouping:

- C182 NavIII counts for C182 (except C182QSP)
- C182QSP counts for C182 (except C182 NavIII)
- CR182 counts for CR172 and C182 (CR172 does not count for CR182)
- C182 (all models except C182QSP, CR182 or C182 NavIII G1000)
- C172 (all models except 180 hp constant speed, CR172 or C172 NavIII G1000)
- T-41 (145hp, 180hp fixed pitch), C172 (145,150,160 and 180 hp fixed pitch)
- T-41 (180 hp constant speed), C172XP, C172 (180 hp constant speed), C175
- T-41C/D (210 hp constant speed), C182 (all except C182 NavIII G1000 or CR182)
- C150, C152
- C205, C206 (all except G1000), C207
- PA28-140, PA28-160, PA28-161, PA28-180, PA28-181
- PA28R-200, PA28R-201, PA28R-180
- PA28-235, PA28-236
- PA32-300, PA32-301, PA32-260
- Kachina 2150, 2180
- Mooney M20, M21
- T-34A, T-34B
- BE33, BE35
- AA5, AA5A, AA5B
- SGS 2-33, SGS 2-22
- Schleicher K-7, K-13

3-6. Airplane Qualifications. In order to operate as PIC of certain CAP Airplane models, pilots (other than CAP Solo pilots) must meet one or more of the following requirements:

a. Single Engine Airplane.

(1) High Performance Airplanes – 100 hours total time.

(2) Complex Airplanes – 100 hours total PIC time of which at least 10 hours PIC and 25 take-offs and landings are in complex airplanes.

(3) Gippsland GA-8 – In addition to High Performance requirements:

(a) Be a qualified SAR/DR mission pilot with an instrument rating and 300 hours of PIC fixed wing aircraft time.

(b) Complete the National Stan/Eval online course “GA8 Airvan Familiarization Course”.

(c) Complete the prescribed flight training and receive a check ride recommendation from a GA-8 qualified CAP instructor.

(d) Complete the first CAPF 5 flown in a GA-8 with a CAP check pilot different from the CAP instructor recommending the check ride.

(4) Cessna Nav III G1000 Airplanes. CAP uses the Cessna G1000 transition syllabus to train members in the G1000 system. Some members have no G1000 experience. Other members may come to CAP with previous G1000 experience/training. In addition to other requirements beyond this paragraph, G1000 qualification may be attained:

(a) For members with no previous G1000 experience by completing the Cessna G1000 transition syllabus for VFR operations. Complete the first CAPF 5 flown in a Cessna Nav III aircraft with a CAP check pilot different from the CAP instructor recommending the check ride.

(b) For instrument operating privileges in G1000, members must complete the Cessna G1000 transition syllabus for Instrument operation (unless subparagraph (c) below applies). To remain current for instrument privileges in G1000 airplanes the pilot must complete three of the approaches required for ongoing FAA Instrument currency in a G1000 airplane or if currency is lost and an Instrument Proficiency Check (IPC) is required, accomplish the IPC using a G1000 airplane.

(c) For members with previous G1000 experience (C182, C172, or other manufacturers): Members will initially present their documentation and discuss their experience with the wing DOV. Members who have completed a Cessna G1000 transition syllabus may be authorized by wing DOV to proceed directly to a CAPF 5 evaluation (to include instrument privileges if that is desired). Failure of that CAPF 5 evaluation will require completion of the G1000 transition syllabus prior to retesting. For members with at least 15 PIC hours G1000 experience, but no Cessna G1000 transition syllabus certificate, the wing DOV will determine whether the member will be authorized an immediate CAPF 5 evaluation (to include instrument privileges if that is desired) or if the member will be required to complete the transition syllabus.

(d) For flight instructor privileges in G1000, complete the Cessna G1000 transition syllabus for Flight Instructors that is given by a Cessna factory trained CAP instructor or a G1000 Check Pilot or a CAP instructor who has provided 15 hours of dual instruction in G1000 equipped airplanes.

(e) G1000 check pilots must be Cessna factory trained or have provided a minimum of 15 hours dual instruction in G1000 equipped airplanes.

(5) Tailwheel Airplanes – 25 hours and 50 take-offs and landings in tailwheel airplanes.

b. Multi-Engine Airplanes – 250 hours total PIC airplane time of which at least 50 hours PIC and 50 take-offs and landings are in multi-engine airplanes.

3-7. Classification of CAP Pilots. CAP pilots may operate a CAP aircraft according to the classification of their experience and skills as follows:

a. CAP Solo Pilot.

(1) Possess a current student pilot certificate with solo endorsements in accordance with 14 CFR Part 61 from a CAP Instructor Pilot in the make and model aircraft flown.

(2) For gliders, a minimum of 30 dual glider instruction flights prior to solo. Glider encampment/academy students are restricted from completing solo the first time they attend.

(3) For C182 airplanes, 25 (including cross wind, short, soft and simulated engine failure) dual take-offs & landings with a CAP instructor in C182 airplane prior to solo.

(4) For G1000 equipped airplanes, complete the CAP Cessna G1000 transition syllabus for VFR operation.

b. CAP VFR Pilot. Must be qualified in accordance with FAA regulations to operate the CAP aircraft flown at the private pilot level or higher and satisfactorily complete a CAPF 5 flight check within the previous 12 calendar months.

c. CAP Instrument Pilot. Must be a qualified CAP VFR pilot that is FAA rated to fly Instruments and satisfactorily complete an Instrument endorsement on a CAPF 5 within the previous 12 calendar months. FAA Instrument currency is not required for this endorsement. The endorsement expires with the expiration of the current annual CAPF 5 evaluation.

d. Cadet, Teacher and ROTC/JROTC Orientation Pilots.

(1) Current CAP senior member.

(2) CAP VFR Pilot at least 21 years of age (or have a valid FAA CFI certificate).

(3) For powered airplanes have 200 hours PIC time.

(4) For gliders have 100 flights as PIC or be a qualified CFGI.

(5) For ROTC/JROTC Orientation Pilots have 300 hours PIC time and completed the exam for “Orientation Pilot – Powered for ROTC”. This exam will be taken every 4 years. (If over the 4 year limit, 60 days from the date of this regulation are allowed to retake the test.)

(6) For Cadet and Teacher Orientation Pilots complete the exam for “Orientation Pilot – Powered” if a power pilot and “Orientation Pilot – Glider” if a glider pilot.

(7) Satisfactorily complete a Cadet/Teacher Orientation Flight endorsement on a CAPF 5 within the preceding 12 calendar months and be designated in writing as an ROTC/JROTC or Cadet/Teacher Orientation pilot by the, region or wing commander, or their designee.

e. CAP Instructor Pilot.

(1) Qualified CAP VFR Pilot in the aircraft model flown if a Corporate CAP aircraft.

(2) Qualified IAW FAA regulations to operate as an Instructor in the CAP aircraft flown.

(3) Satisfactorily complete an Instructor endorsement on a CAPF 5 within the preceding 12 calendar months and designated in writing as a CAP Instructor Pilot by the wing or region commander, Executive Director, or their designee.

(4) Refer to paragraph 3-6a(4) for G1000 instructors.

f. CAP Check Pilot.

(1) Qualified as a CAP Instructor Pilot in the CAP aircraft flown. The Executive Director or National Commander may waive this requirement to cover unusual circumstances.

(2) Satisfactorily complete the online National Check Pilot Standardization Course prior to initial appointment and every 4 years thereafter. CAP Check Pilots only qualified in gliders may take the online CAP Glider National Check Pilot Standardization Course.

(3) To give an Orientation Pilot endorsement on a check ride, must have completed the online Cadet Orientation Pilot quiz (CAP and ROTC).

(4) Satisfactorily complete a Check Pilot endorsement on a CAPF 5 given by a CAP Check Pilot Examiner within the preceding 12 calendar months and designated in writing as a CAP Check Pilot by the wing or region commander, Executive Director, or their designee.

(5) Refer to paragraph 3-6a(4) for G1000 check pilots.

g. CAP Check Pilot Examiner. Qualified as a CAP Check Pilot and designated in writing as a CAP Check Pilot Examiner by the wing or region commander, Executive Director, or their designee.

h. CAP Tow Pilot.

(1) Qualified CAP VFR Pilot at least 21 years of age.

(2) Qualified in accordance with 14 CFR 61.69 to tow Gliders.

(3) Minimum 500 hours PIC time, 250 hours of which is in single engine airplanes.

(4) Satisfactorily completed the CAP/SSF online Tow Pilot Course.

(5) Designated in writing as a CAP Tow Pilot by the wing or region commander, Executive Director, or their designee.

(6) Must have completed 10 tows of gliders within the preceding 12 calendar months. For initial qualification or later re-currency, pilots may accomplish these tows in CAP aircraft under the instruction of another CAP Tow Pilot.

i. CAP SAR/DR Mission Pilot.

(1) Must meet the requirements for SAR/DR mission pilot in accordance with CAPR 60-3.

(2) Must satisfactorily complete a CAPF 91, *CAP Mission Pilot Checkout*, within the preceding 24 calendar months.

j. CAP Mission Check Pilot.

- (1) Must be a qualified SAR/DR mission pilot.
- (2) Have participated in 25 mission sorties (actual and/or training) as a SAR/DR mission pilot.
- (3) Must satisfactorily complete a CAPF 91 mission check pilot check ride given by a CAP Mission Check Pilot Examiner within the preceding 24 calendar months IAW CAPR 60-3.
- (4) Satisfactorily complete the online National Check Pilot Standardization Course prior to initial appointment and every 4 years thereafter.
- (5) Must be designated in writing as a CAP Mission Check Pilot by the wing or region commander, Executive Director, or their designee.
- (6) Must be Cessna Nav III qualified to administer a CAPF 91 to a member who is flying a Cessna Nav III G1000 aircraft for that flight evaluation.

k. CAP Mission Check Pilot Examiner. Qualified as a CAP Mission Check Pilot and designated in writing as a CAP Mission Check Pilot Examiner by the wing or region commander, Executive Director, or their designee.

3-8. Standardization/Evaluation.

- a.** Region DOVs or their designee will conduct all wing DOV CAPF 5 checks.
- b.** Region/wing DOVs may conduct no notice flight checks of check pilots and instructor pilots during organized region/wing activities.
- c.** National DOV will provide oversight of the program through periodic teleconferences between the National Stan/Eval Advisor and the region DOVs to discuss trends and special emphasis items.
- d.** Region DOVs will provide oversight of their program through periodic teleconferences with their wing DOVs to discuss trend analysis and special emphasis items.
- e.** Wing DOVs will conduct one or more check pilot meetings a year to discuss trend analysis, local issues, and special emphasis items. The form of these meetings (in-person, teleconference, web-meeting, etc.) will remain open to the needs and capabilities of the wing.

3-9. Pilot Records.

- a.** All pilot data must be entered into the CAP OPS Quals system and validated. Data entered shall include all relevant FAA pilot qualifications, CAPFs 5, aircraft questionnaire(s), commander written designations, and other items needed to establish CAP aircraft operating privileges under this regulation.
- b.** All CAP pilots must “acknowledge” one time the CAP Statement of Understanding by dating the “Statement of Understanding” paragraph found at the bottom of the Pilot/Airplane page of Operations Qualifications.

3-10. Trend Analysis Reporting. The purpose of trend analysis tracking is to target areas that need more emphasis during training. Each wing will report check ride statistics on a semi-annual basis. The January to June period will be reported by 31 July and the July to December period will be reported by 31 January. The report will include:

a. The number of CAPF 5 evaluations administered, the number of failures, and the areas of the CAPF 5 failed.

b. The number of CAPF 91 evaluations administered, the number of failures, and the areas of the CAPF 91 failed.

The report is entered directly into WMIRS, e-mailed to dov@capnhq.gov, or may be faxed to 800-555-7902. (Contact dov@capnhq.gov for access to the reporting system.)