



## STAN-EVAL NOTES

CIVIL AIR PATROL VIRGINIA WING  
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**Filing Slant Golf (contributed by Capt Steven Hertz).** The Virginia Wing's aircraft are all equipped with some sort of GPS. Some are approved for VFR only; others include the WAAS-enabled IFR approved units in the glass cockpit aircraft. The type of GPS determines how we file, and what the rules are for alternates. For aircraft such as N9430X, which has the GX55 unit and is placarded "GPS for VFR only," you may not file /G because the GPS in this case is for situational awareness only.

Other aircraft, such as N9983H and N818CP, have the approach certified GX60. This unit does allow filing /G and flying GPS approaches. The GX60 was certified under TSO 129, which specifies that GPS cannot be the sole means of navigation. This means, in part, that when you are required to file an alternate airport (remember the 1-2-3 rule?) you must have the capability to shoot a non-GPS approach into the alternate airport. The point here is that you *must* have a way to navigate and shoot approaches that are not GPS based. Likewise, you are limited to LNAV minimums for GPS approaches.

With the exception of N357CP, which has GPS certified to TSO 129 like the GX50), VAWG glass aircraft are WAAS-enabled and certified under TSO 145/6. That means that the pilot can use GPS as the sole means of navigation. More specifically, you can file /G and use an alternate that has only GPS approaches. In addition, these aircraft can fly to LPV minimums if they are available.

When flying IFR-certified GPS aircraft, keep in mind that you cannot execute GPS approaches if the database is out of currency. However, you may still file /G and fly using the GPS as your navigation source in the en route and terminal phases of flight. In order to use an out of date database for en route and terminal operations, you must verify that the waypoints you are using are valid. You do not need to check the precise latitude and longitude of each waypoint, but you must at least visually verify that the waypoints are in the correct geographic location. Read the AIM for more background on this important topic, and be sure that the pilots you evaluate in GPS-equipped aircraft know what they can and, just as important, what they cannot do, with each system.

**Instructor/Check Pilot CAP Documentation:** The NCPSC ground school took place on 7 March, and checkrides are underway. The new list will be published on the VAWG paperless website after completion of the NCPSC checkrides.

**Next Issue:** Please send suggestions to: [avi8rix@gmail.com](mailto:avi8rix@gmail.com) (note new e-mail address).