



NATIONAL HEADQUARTERS CIVIL AIR PATROL

CAP REGULATION 60-1

5 JANUARY 2009

INCLUDES CHANGE 1, 30 JANUARY 2009

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. The entire regulation is completely revised, to eliminate information duplicated in other CAP regulations and improve readability.

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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) and require region commander, NHQ CAP/DO, and CAP-USAF/XO approval. Requests for waivers or supplements must be submitted via chain of command to the region commander and then to NHQ CAP/DO for further distribution.

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-USAF 10-2701 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 a CAP Pilot Flight Evaluation (CAPF 5) 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 in Visual or Instrument Meteorological Conditions.

i. CAP Solo 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.

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 in Visual Meteorological Conditions.

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

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

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

o. MOU – Memorandum of Understanding – an approved agreement with another organization that may define CAP flight activities in support of that agency’s mission. They may contain provisions and restrictions that supersede those found in this regulation.

p. National Check Pilot Standardization Course (NCPSC) - This course is required for all CAP check pilots and mission check pilots. NCPSC is an instructor led course for airplane check pilots and an online course for glider check pilots.

q. NHQ CAP/DOV website – The CAP website where materials in support of CAP aviation are located - (http://members.gocivilairpatrol.com/emergency_services/stanevalflight_ops/).

r. OPS Quals – The CAP online database for entering pilot information. Access to OPS Quals is via the e-Services section at www.capnhq.gov.

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

t. Supervised Mission – A CAP Flight Activity that is under the direct control of a current and qualified incident commander (IC) IAW CAPR 60-3 or counterdrug mission director (CMD) IAW CAPR 60-6.

u. WMIRS – The CAP website used to track mission sorties and all CAP flights – (<https://missions.cap.af.mil/wmirs/index.cfm>).

v. 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 may start, taxi, or otherwise operate CAP aircraft unless the aircraft is released for repairs (see paragraph 1-1). Hand propped starts are prohibited.
- f. All CAP airplanes shall carry a working fire extinguisher.
- g. All occupants shall wear seat belts and shoulder harnesses (if available) unless such wear interferes with pilot or crew member duties.
- h. No more than 8 persons, including crew members, are permitted on any CAP aircraft.
- i. For flight beyond gliding distance of land, each occupant will wear an individual flotation life vest. Other requirements apply for flight more than 10 nautical miles from land – consult the NHQ CAP/DOV website for the latest requirements.
- j. No charge may be made by any person for any ground or flight training or flight checks accomplished in accordance with this regulation, except examiner fees for issuance of an FAA pilot certificate or rating.
- k. Simulated emergency procedures are prohibited during Instrument Meteorological Conditions or at night. Exception: partial panel instrument training and inflight discussion of emergency procedures may be conducted during night VMC conditions.
- l. Sterile Cockpit procedures, to include passenger briefings, will be used on all CAP flights. Accepted procedures are specified on the NHQ CAP/DOV website.
- m. Use of approved aircraft or operational checklist(s) are mandatory in all CAP aircraft.
- n. Minimum flight visibility of 3 statute miles is required for all VFR flights unless the PIC is a current and qualified instrument pilot.
- o. 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.
- p. Assistance to law enforcement officers using CAP Aircraft is restricted to those missions coordinated and approved through the CAP National Operations Center (NOC).

2-2. Operation Limits.

- a. An 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) or counterdrug mission director (CMD).

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 or CMD (during Supervised Missions), wing or higher commander unless permitted under an approved MOU. Flight across an international border requires N/DO approval unless part of an 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 exceeding the 8 hour PIC time limit, provided each flight in excess of the requirements is individually approved and an appropriate risk assessment is made by the commander 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 takeoff 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, only a qualified CAP pilot may 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 5 nautical miles of the departure airport, all flights will be planned and flown such that a minimum of one hour of fuel (at normal cruise speed) remains upon landing.

2-3. Passenger Requirements. Passengers and crew members must be current CAP members, CAP employees, AFROTC/AFJROTC cadets (AFROTC/AFJROTC flight orientation program), International Air Cadet Exchange (IACE) cadets and escorts, Emergency Services (ES) or Rescue workers engaged in a Supervised Mission (if approved by the mission approval authority), FAA designated pilot examiners during flight checks, or U.S. government employees/military conducting official duties in conjunction with CAP. Other individuals require advance approval by the CAP NOC, NHQ CAP/DO, or CAP-USAF (5 working days notice requested for approvals).

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

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

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

d. Only pilots that are qualified as CAP Instructors, Cadet/AFROTC/AFJROTC 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.

e. Aircraft will not carry CAP or AFROTC/AFJROTC cadets on board during the first 10 tach hours following an engine change, major overhaul, or replacement of cylinders/magnetos.

f. CAP has two exemptions granted by the FAA for flying non-CAP passengers. An exemption to 14 CFR 61.113 allows our pilots to obtain reimbursement as a private pilot and an exemption to 14 CFR 91.501 provides a tool for CAP to comply with specific FAA requirements regarding transportation flights. The exemptions are located on the NHQ CAP/DOV website 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, rotorcraft, lighter-than-air, 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. Each wing and region shall report all aircraft flying time totals monthly using the NHQ CAP on-line Form 18 Reporting System no later than the 20th day of the following month.

e. A standard CAP Aircraft Information File shall be maintained in all Corporate aircraft. The NHQ CAP/DOV website will be consulted for the latest requirements.

f. The use of member owned/furnished aircraft requires wing or higher commander approval for corporate missions and CAP-USAF Liaison Region or higher approval for AFAMs. A hold harmless agreement (see NHQ CAP/DOV website) must also be executed annually for each member owned/furnished aircraft and be on file with the State Director.

2-5. Flight Release. The FRO is responsible for authorizing a CAP pilot to fly as pilot-in-command in CAP aircraft. The FRO is expected to use his/her best efforts to verify appropriate information prior to giving a flight release, including reliance on information verbally provided by the CAP pilot requesting a flight release. 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 if an FAA flight plan is not used (see paragraph 2-5e).

a. A flight release is required for all CAP flight activities.

b. FROs are CAP senior members designated in writing as Flight Release Officers by the Executive Director, region or wing commander, or their designee. FROs must have passed the on-line CAP FRO training course and possess a sound knowledge of the CAP flight management program prior to being appointed as an FRO.

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

d. Flights may be released on a CAPF 99, *CAP Flight Release Log*, CAPF 104, *Mission Flight Plan/Briefing Form*, or CAPF 84, *Counterdrug Mission Flight Plan/Briefing Form*, (as appropriate). For Supervised Missions the IC or CMD is also considered a FRO and may release any flight related to that mission.

e. All flights released on CAPF 99 require the date, N-number, Mission Symbol, PICs, 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) An estimated landing time must be recorded on CAPF 99 prior to release.

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

f. Flight activities involving multiple flights at the same location and on the same day 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 at day's end.

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

h. The appropriate Mission Symbol must be used on all flight release documents, logs and entries into WMIRS or other electronic systems. Currently approved Mission Symbols are listed on the latest CAPF 99.

i. A copy of each CAPF 99 will be forwarded to the wing DO and State Director by the 5th of the following month. FROs not releasing any flights during the month will forward a negative report to the wing DO and State Director.

2-6. Re-evaluations and Special 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. Also, members wishing to take a CAPF 5 flight evaluation in a wing other than his/her assigned wing must obtain approval from the wing standardization and evaluation (Stan/Eval) officer of the wing to which the member is assigned.

b. Commanders may require any CAP pilot under their command to complete a special flight check. The commander shall designate the CAP check pilot who will administer the flight check. Pending completion of a directed special flight check and any action by the commander as provided in paragraph 2-7 of this section, 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/CMD during a Supervised Mission, may ground that member for cause.

c. Commanders or IC/CMDs 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 CAPR 60-1. A copy of this notification will be filed with the region commander and all intermediate commanders within 14 days of the grounding.

d. Any pilot operating a CAP aircraft who is involved in an aircraft mishap (as defined in CAPR 62-2) while on a CAP flight activity is automatically grounded until reinstated to flight status.

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 one 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. All such decisions are final and not subject to review by filing a complaint under CAPR 123-2.

g. CAP members may be assessed some or all of the damages due to negligent operation or movement of CAP Corporate aircraft. CAPR 62-2 governs the conduct of mishap investigations. Guidance for commanders to use in assessing damages has been published separately.

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 members 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 NHQ CAP/DOV website.

e. Additional mission pilot training flights are authorized under mission pilot proficiency flight profiles located on the NHQ CAP/DOV website. These training flights are Air Force assigned non-reimbursed missions authorized by the State Director, and may be flown only by pilots holding the qualifications stated in the specific profile.

CHAPTER 3 – PILOT QUALIFICATIONS AND REQUIREMENTS

3-1. CAPF 5 Check Ride. A completed CAPF 5 denotes qualification to fly a particular model of CAP aircraft. It consists of ground and flight evaluations, and is valid for 12 calendar months from the date it is completed. 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 FAA 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 takeoffs 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.
- 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 CAP 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 updates 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:

- C-172 (all models except 180 hp constant speed, C-R172 or C-172 Nav III G1000)
- C-182 (all models except C-R182 or C-182 Nav III G1000)
- T-41 (145hp, 180hp fixed pitch), C-172 (145,150,160 and 180 hp fixed pitch)
- T-41 (180 hp constant speed), C-172XP, C-172 (180 hp constant speed), C-175
- T-41C/D (210 hp constant speed), C-182 (all except C-182 Nav III G1000 or C-R182)
- C-150, C-152
- C-R182 counts for C-R172 (C-R172 does not count for C-R182)
- C-205, C-206, C-207, U-206
- 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 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 takeoffs 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 NHQ CAP/DOV on-line 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 – In addition to other requirements:

(a) Complete the CAP Cessna G1000 transition syllabus for VFR operation.

(b) For instrument operating privileges in G1000, complete the CAP Cessna G1000 transition syllabus for Instrument operation. To remain current for instrument privileges in G1000 airplanes, a pilot must take an Instrument Proficiency Check using a G1000 airplane or the pilot must complete three of the approaches required for ongoing FAA Instrument currency in a G1000 airplane.

(c) For flight instructor privileges in G1000, complete the CAP Cessna G1000 transition syllabus for Flight Instructors that is given by a Cessna factory trained instructor.

(d) 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 takeoffs and landings in tailwheel airplanes.

b. Multi-Engine Airplanes – 250 hours total PIC airplane time of which at least 50 hours PIC and 50 takeoffs 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 takeoffs & 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.

d. Cadet and AFROTC/AFJROTC 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 AFROTC/AFJROTC Orientation Pilots have 300 hours PIC time and completed the exam for “Orientation Pilot – Powered for ROTC”.

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

(7) Satisfactorily complete a Cadet Orientation Flight endorsement on a CAPF 5 within the preceding 12 calendar months and be designated in writing as an AFROTC/AFJROTC or Cadet Orientation pilot by the Executive Director, 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.

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 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) 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.

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 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 National Check Pilot Standardization Course prior to initial appointment.

(5) Must be designated in writing as a CAP Mission Check Pilot by the wing or region commander, Executive Director, or their designee.

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. Pilot Records.

a. All pilot data must be entered into the CAP OPS Quals system by the member or authorized unit Stan/Eval and validated by the unit commander or designee. 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 sign a one time copy of the CAP Statement of Understanding, which will be maintained on file with the authorized unit Stan/Eval. The latest copy of this document is located on the NHQ CAP/DOV website.

3-9. Trend Analysis Reporting. This will help CAP 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 5G evaluations administered, the number of failures, and the areas of the CAPF 5G failed.

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

The report may be e-mailed to dov@capnhq.gov, faxed to 800-555-7902, or entered directly on-line.



NATIONAL HEADQUARTERS CIVIL AIR PATROL

CHANGE 1

CAP REGULATION 60-1

30 JANUARY 2009

Operations

CAP FLIGHT MANAGEMENT

CAP Regulation 60-1, 5 January 2009, is changed as follows:

Page-Insert Change.

Remove	Insert
11/12	11/12

Note: Shaded areas identify new or revised material.