



NATIONAL HEADQUARTERS
CIVIL AIR PATROL
MAXWELL AIR FORCE BASE, ALABAMA 36112-6332

23 August 2009

MEMORANDUM FOR ALL WING AND REGION COMMANDERS

FROM: MD

SUBJECT: INTERIM CHANGE LETTER - G1000 Training Requirements


1. It has come to our attention that some wings may have misunderstood all the requirements necessary to become a G1000 qualified instructor pilot. We want to emphasize that G1000 instructor trainees must use the same syllabus and meet the same standards that our Cessna factory trained instructors completed when they became G1000 instructors. It is a two part process. The first part is proficiency training. The G1000 instructor trainee (IT) flies in the left seat and ideally demonstrates proficiency in the G1000 system after three air sorties and an 8 hour ground school. This is a minimum. More air sorties and ground school time may be necessary for some ITs. After the G1000 proficiency course is satisfactorily completed, the G1000 IT flies in the right seat and ideally demonstrates proficiency in both flying and instructing after three air sorties and an 8-hour ground school that is focused on the instructor skills needed to teach G1000 ground school. The required flight tasks in the Cessna Instructor syllabus must be satisfactorily completed as part of the training. This is the same training that Cessna requires for all its G1000 instructor pilots who teach at their Cessna Pilot Centers. Just as our CAP VFR and instrument pilots are expected to meet the Cessna syllabus requirements to qualify in the G1000, our factory trained instructors must use the Cessna instructor syllabus for our pilots who are upgrading to instructor status in a G1000 aircraft. All factory trained instructors should have a copy of the Cessna syllabi.

2. If there has been a misunderstanding of the G1000 instructor qualification process, we ask that the wing commander consult with his/her wing DO and DOV and review the training and experience of the wing's non-factory trained G1000 instructors to ensure they have accumulated a satisfactory combination of training and experience to safely continue instructing. The review will determine if the previously qualified G1000 instructors meet the "performance standards" necessary for all instructors. This review may determine that additional training for some instructors is required before they can continue instructing in the G1000. Just like other training requirements that are captured in eServices' Operations Qualifications, it is the responsibility of the wing commander (region commander for region personnel) or his/her designee to certify that your G1000 instructor pilots are fully capable and competent to perform their duties. If you are confident that the "performance standards" have been met, no further action is required. If the review determines that more training is required, then it must be provided before the pilot can give further instruction in a G1000 aircraft.

3. Finally, if there has been a misunderstanding of the G1000 instructor qualification process, we also request that the wing commander conduct the same review process for the G1000 pilots who were trained by the non-factory trained instructor pilots. If the wing commander and his/her wing DO and DOV determine that a G1000 pilot meets the "performance standards", no further

action is required. If the review determines that more training is required, then it must be provided before the pilot can act as a PIC.

4. Thank you for conducting a review of these very important standardization and training issues. Questions can be addressed to Mr. Pete Kalisky at pkalisky@capnhq.gov or 888-211-1812, ext 331. This interim change letter expires on 1 December 2009.


JOHN A. SALVADOR
Director of Missions

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