

Civil Air Patrol
Glider Operational Requirements for Region Centers of Excellence
05 July 2011

The Glider Region Centers of Excellence (RCOE) program was established by the NEC with 13 RCOEs and the glider fleet reduced to 42 in an effort to more effectively manage the glider program and aggressively promote and provide more glider orientation flights to our cadets, as well as, glider flight training.

With the establishment of the RCOEs, Civil Air Patrol's glider program is now region-based. The region commanders have established the location of each of the RCOEs, assigned gliders and appointed RCOE directors. The RCOE director's duty is to assist with the implementation of their RCOE and work with, and on behalf of, the region commander to oversee safe and cost-effective RCOE operations. As a result, all gliders have become region assets.

In an effort to make the RCOE program successful and substantially increase the utilization of all of the gliders, Major General Amy S. Courter has directed that each glider fly a minimum of 200 flights (or tows) per year. That is only 10 flights over 20 days or 20 flights over 10 days a year, on average. Justification for retaining a glider will also consider overall activity to determine the best location for the best utilization.

To ensure equity of opportunity, each region has been assigned a funding account for cadet glider orientation rides for each RCOE. Region commanders are responsible for designating the amount of orientation ride funding they want for their RCOEs and are responsible for its distribution. This funding is specifically dedicated to the RCOE for glider orientation rides. Additional funding sources are available to the regions for Teacher, ROTC and JROTC orientation rides.

In those areas that are not geographically convenient to the RCOE, Cadet Glider Orientation Ride funding is also available and encouraged for flights provided by Soaring Society of America (SSA) chapters in association with our long-established relationship and Memorandum of Understanding.

Where CAP tow planes are not available in sufficient number, use of other commercial tow plane operations, is permitted with prior approval from the National Operations Center and General Counsel (NHQ CAP/GC), as are the use of commercial glider operations where there are no SSA chapters available. There are specific qualifying requirements and restrictions that apply.

Available funds are limited. When considering non-CAP operations, it is extremely important to ensure that all associated costs are reasonable, including the ferrying distance of the tow plane.

At least one RCOE will be located in each region. RCOE directors will work with host wing commanders or their designees to arrange for the support required implementing and maintaining the program and conducting operations.