



CA WING SUPPLEMENT 1

CAPR 60-1

21 FEB 2010

Operations

CAP FLIGHT MANAGEMENT

Summary of Changes

Added Para 3-2. c, covering procedures following two successive CAPF 5 check ride failures.

CAPR 60-1, dated 5 January 2009, as changed 2 February 2009 is supplemented as follows:

In order to improve the safety and efficiency of both Instruction and Evaluation performed within California Wing, the following supplement to CAPR 60-1 is adopted. Those who hold qualifications contained herein prior to the publication of this supplement are 'grandfathered' under the previous policy and are not required to complete the new requirements with the exception of 3-7 (j) Bullet Number 2. The activity requirements are effective going forward on the date of publication of this supplement.

2-2k. (Added) With respect to CAP Operations within the proximity of charted Restricted Areas:

In this context, "Restricted Areas" also mean Prohibited Areas, Warning Areas, Controlled Firing Areas and Temporary Flight Restrictions as defined by the Federal Aviation Administration. Of course, all flight crews should review all Special Use Airspace that might be encountered during a Mission or SAREX. During a SAREX, the IC should consider moving the target from the boundary of a Restricted Area as defined above and during a Mission, all efforts to obtain permission prior to approach should be made. If prior approval cannot be obtained for area penetration, then:

- All CAP air crews shall maintain a 3 nm buffer between their aircraft and any restricted area boundary as defined above.
- In the event that the planned flight path of the aircraft will result in it operating within a 3 nm boundary of a restricted area, a special ORM (Operational Risk Management) review will be prepared before launch and in writing which will contain the following:
 - Actions of the flight crew approaching the target (i.e. Altitude, heading navigation source, local agency coordination).
 - Actions of the flight crew over the target (i.e. altitude, heading, navigation source, local agency coordination)
 - Actions of the flight crew after target pass (i.e. altitude, heading, navigation source, local agency coordination).
 - Both the IC, OSC, or AOBD and the flight crew members must be confident in their ability to remain clear of the Restricted Area. If, after the ORM review, either the IC or the Flight Crew are not comfortable with the proposed actions, the flight shall not be released.
 - This ORM document shall be in writing and shall be briefed to ALL crew members and shall carry the signatures of the IC, OSC, or AOBD as well as the PIC and the MO.

- For aircraft that are equipped with G1000's or MFD's that can display positional information and Latitude and Longitude simultaneously, no further action is required other than the preparation of the ORM review as outlined above.

For aircraft that are not G1000 or MFD equipped (e.g. GX-55 or GX-60), the following procedures shall be used:

- The CAP Aircraft will overfly the target with the GX-55/60 in MAP mode to ensure that a restricted area penetration will not occur. There will be no picture taking on this first pass. During this first pass, the crew shall note landmarks and other items referencing the MAP display on the GX-55/60 to ensure that they will remain clear of the restricted area. The landmarks to be used will be noted in writing by the Mission Observer. Once all flight crew members are in agreement, the aircraft shall make a second pass for the purpose of taking the required photographs. At this point, the GX55/60 can be put into Latitude and Longitude mode and the flight crew will use the landmarks previously identified to ensure that the restricted area boundary is not penetrated.
- The Dual pass is not required for aircraft that can display both Latitude and Longitude as well as a GPS derived MAP displaying the restricted area simultaneously. The ORM review must still be done prior to launch and signed as indicated above.

In addition, it should be incumbent upon the flight crews to report ANY anomaly that takes place during their flights and make sure that it is documented. Anomalies must be documented via the CAPF 104, CAPF 104a or CAPF 104b during debriefing. Failure to do so shall be considered a violation of CAWG Regulation.

2-2l. (Added) The following section is added with respect to high altitude operations:

No Mission Pilot operations (does not include High Bird or Transport Missions) may take place within FAA designated mountainous terrain at a density altitude of higher than 7,500 feet unless the Mission Pilot has completed the Mountain Flying Certification course or an equivalent course that is approved by the Wing Commander or his designate (DOV).

3-2 c. (Added) In the event that a CAP Pilot should fail two successive CAPF 5's or two CAPF 5's within a three year period, the following procedures shall take place:

- The applicant shall be immediately suspended from all CAP Pilot duties until the applicant has either passed their next CAPF 5 or has voluntarily resigned from their pilot duties.
- The applicant must wait a minimum of 30 days before attempting an additional CAPF 5.
- Prior to retaking the CAPF 5, the applicant must complete a Flight Review in the same make and model of aircraft administered by a non-CAP flight instructor. In the event of an Instrument CAPF 5, the applicant shall also complete an Instrument Proficiency Check. The Flight Review must consist of at least one hour of ground and one hour of flight in an aircraft of the same make and model as that to be used on the CAPF 5. The IPC shall be in an aircraft with representative equipment as that intended to be used for the CAPF 5 (e.g. traditional avionics for round-dial CAPF 5 and G1000 for a NAVIII CAPF 5)

- Prior to the CAPF 5, the applicant shall obtain a written recommendation from a CAP Flight Instructor or a CAP Check Pilot recommending the applicant for the CAPF 5 check. The written recommendation shall be provided by the Flight Instructor or Check Pilot after they have assessed the applicant's flying skills and find that they are well prepared and capable and sufficiently proficient to successfully complete a CAPF 5.
- The third CAPF 5 shall be administered by a Check Pilot and observed by a Check Pilot. The administering and observing check pilots shall be designated by the Wing DOV. Both Check Pilots must concur that the applicant is qualified. Should the third ride be unsatisfactory, the applicant shall be grounded for a period of two years. Re-instatement is only possible with the approval of the Wing Commander, Wing DOV, and, of course, the successful completion of a CAPF 5.
- Upon successful completion of the third CAPF 5, the applicant shall be returned to full flight status per the procedures outlined in 60-1 with the exception of Cadet Orientation. The applicant shall not perform any cadet orientation functions unless specifically approved by the Wing Commander in writing.

3-7 e. (Added) The following additional minimum requirements are required to be eligible for designation as a CAWG CAP Instructor Pilot.

- The applicant must have been a member in good standing for one year;
- The applicant must have a minimum of 5 hours PIC time in make and model in which he/she will provide instruction;
- The applicant must have given a minimum of 100 hours of total dual instruction in the past five years
- The one year membership requirement may be waived by the Wing Commander or his designate (DOV) in the event of extraordinary qualifications.

3-7 f. (Added) The following additional minimum requirements are required to be eligible for designation as a CAWG CAP Check Pilot.

- CAWG is designating two classes of CAPF 5 check pilots – recurring and initial. Recurring CAPF 5 check pilots may renew the CAPF 5 of a current CAP Pilot. The initial CAPF 5 check pilot may grant initial and recurring CAPF 5 privileges.
- Check Pilot Recurrent
 - The applicant must have been a member in good standing for one year
 - The applicant must have given a minimum of 200 hours of dual instruction 100 of which must have been given within the past five years.
- Check Pilot Initial
 - The applicant must have been a member in good standing for one year
 - The applicant must have given a minimum of 300 hours of dual instruction 100 of which must have been given within the past five years.
 - The applicant must have given a minimum of 8 recurrent CAPF 5's in the previous 24 months. To maintain their status as Check Pilots, at least three CAPF 5's must be administered yearly.

The one year requirement may be waived by the Wing Commander or his designate (DOV) in the event of extraordinary qualifications. The activity requirement may also be waived by the Wing Commander or his designate (DOV) in the event of significant equivalent experience (e.g. structured phase checks at a flight school, etc.).

3-7 j. (Added) The following additional requirements must be met:

- Mission Check Pilots and Mission Check Pilot Examiners must hold a current CFI certificate prior to designation and must maintain the currency of that certificate
- Mission Check Pilots must attend the NCPSC every four years.

Certified 21 Feb 10, Capt Philip J. Blank, DOV

Approved 10 Mar 10 by Pete Kalisky, CAP/DOV