



CAP FLIGHT MANAGEMENT

CAPR 60-1, dated 05 January 2009 including Change 1 dated 02 February 2009, is supplemented as follows:

2-1(q) Added. The pilot in command shall operate the aircraft from the left seat only, and, except in an emergency, he/she will make all takeoffs and landings except if:

- 1) The pilot in command is receiving training for CFI or CFII certification IAW CAPR 60-1 from a current and qualified CAP Instructor or Check Pilot who is present in the aircraft, or;
- 2) The pilot in command is a designated CAP Check Pilot or CAP Instructor Pilot.

2-1(r) Added. Extended Overwater Qualification. Each crewmember who is involved in extended overwater operations must have completed the NHQ-approved overwater orientation/qualification course within the preceding 36 calendar months.. In addition it is strongly recommended that each person wear or carry personal survival equipment. The weight of the survival equipment shall not exceed twenty pounds

2-1(t) Added. Pilot in Command (PIC) Responsibilities. The following additional operational procedures are the responsibility of the pilot in command of a CAP aircraft:

- 1) Ensure that all corporate aircraft flights are properly scheduled, canceled, and closed out within 48 hours. This includes the forwarding of any required paperwork, receipts, etc as appropriate.
- 2) Report any maintenance discrepancies to the aircraft's assigned unit Aircraft Maintenance Officer and annotate the discrepancy as required in WIMRS.

2-1(u) Added. Any CAP member not permanently assigned to a unit within the FLWG, or who transfers into FLWG, must complete a local procedures familiarization flight with a FLWG instructor pilot prior to conducting any flight as pilot in command. This does not apply during actual SAR/DR operations.

2-2(k) Added. A 200% buffer will be maintained for aircraft flying beyond 50nm from its assigned base with less than 10 hours remaining until a recurring maintenance inspection and/or requirement (i.e., recurring AD, 100-hr. inspection, etc.) For example, if a flight, or series of flights is anticipated to take 6 hours to complete, then there must be a minimum of 12 hours remaining before the next scheduled maintenance or inspection. This restriction does not apply to flights conducted by the CAP-USAF State Director (SD). The Wing Commander or his designee may grant exceptions on a case-by-case basis.

2-2(i) Added. FLWG aircraft will only be operated to and from paved hard-surface civilian airports that are listed in the current FAA Airport Facility Directory (AFD). Prior approval must be obtained from the Wing Commander or Director of Operations to operate from civilian airfields, not listed in the current FAA Airport/Facility Directory, or those with unpaved surfaces **including taxiways and ramp areas.** During a REDCAP mission, this authority is also delegated to the Incident Commander. CAP aircraft used for glider towing are exempt from this section.

Airports currently pre-approved by the Wing Commander/DO are:

- FL59 – Buckingham
- 3FL0 – Mount Royal
- 7FL6 – Spruce Creek
- 6FL0 – Seminole Lakes Gliderport

Flights to and from military airfields are authorized only when the appropriate prior approval (PPO) has been obtained through the State Director or appropriate coordinating agency.

2-2 (m) Added. FLWG pilots and aircraft are authorized to conduct flights in Georgia and Alabama Wings below N32.00° latitude without special approval.

2-2 (n) Added. The emergency frequency of 121.5 MHz shall be monitored on a secondary radio at all times possible. The crew will report any ELT/EPRIB signal and current position and altitude to the nearest Flight Service Station (FSS) and/or to an ATC facility. If possible, provide signal bearings from your present position in multiple locations along your intended route. ELT and EPRIB signals shall not be actively tracked unless on an active AFRCC mission.

2-4 (f) Added. The use of any member-furnished aircraft on Air Force Assigned Missions (AFAM) must be approved in advance and will be reimbursed IAW CAPR 173-3.

If approved, all member-furnished aircraft must meet the following requirements:

- 1) The aircraft is inspected by the Wing Director of Operations or his/her designee prior to initial service, and annually thereafter, using CAPF71 "Aircraft Inspection Checklist". Annual certifications will be due during January of each year. Member-furnished aircraft rented from military flying clubs and businesses that commercially rent aircraft are excluded from the CAPF71 requirement.
- 2) An Aircraft Information File (AIF) is assembled and maintained IAW CAPR60-1, and is available for inspection when the aircraft is used in any CAP flight activity. Additionally, a copy of the aircraft insurance policy and required rider must be forwarded to the Director of Operations and included in the AIF.
- 3) Once a copy of the CAPF71 and insurance documentation is submitted to the FLWG Director of Operations, a letter will be generated accepting the aircraft for use on specified CAP flight activities. A copy of this letter will be maintained as part of the AIF.
- 4) Proof of insurance is required for application for all Air Force Landing Permits.

2-5 (e) (3) Added. In the event of an overdue aircraft, the FRO shall make attempt to contact the pilot or passengers via the information provided in e-Service or to the FRO upon flight release. If this cannot be accomplished on the first attempt, the FRO will utilize the FLWG Positive Alerting System by dialing 888-FLWG-SAR. This will alert the on-duty Wing Alerting Officer and Wing Duty Officer, as well as the wing leadership. If the FRO has not been contacted within 15 minutes, the FRO will attempt to make direct and immediate notification to the following individuals:

- 1) Wing Director of Operations
- 2) Wing Deputy Chief of Staff – Operations
- 3) Wing Commander or Wing Vice Commander

If no contact can be made with any of the above individuals, the FRO will directly contact the National Operations Center to report the overdue aircraft.

2-5 (j) Added. The Wing Commander, or designee, must approve all wing-waived C8 or C9 flights in advance. A reference authorization should be issued for all wing-funded C8 or C9 flights) to include authorizing official and purpose. A copy of that authorization should be included in the monthly reporting. For purposes of this section, the Director of Operations or higher authority and the Director of Aircraft Maintenance are designated as the approving authorities.

2-5 (k) Added All Florida Wing Flight Release Officers are highly encouraged to have access to the internet, email, or a text-capable cellular device prior to releasing any flight. Additionally, the Flight Release Officer shall verify with the Pilot in Command that he/she has not contacted any other Flight Release Officer in regard to a release for this particular flight.. If previously denied for cause, the flight may only be released by the FLWG Chief Flight Release Officer, Director of Operations, or Wing Commander, or designee.

2-5 (l) Added The Florida Wing Chief Flight Release Officer is designated to receive, process, and maintain all CAPF 99's on behalf of the Wing Director of Operations.

2-5 (m) Added. Requests for FRO appointment will be submitted to the Wing Chief Flight Release Officer. Units having an assigned aircraft may not recommend more than two (2) FRO's per such unit.

2-5 (n) Added. Flight Release Officer Continuing Qualification. Each designated Flight Release Officer must complete the following to maintain their FRO qualification:

- 1) Complete the CAP National FRO training program within the preceding twelve (12) calendar months, and
- 2) Must release a minimum of one (1) flight every 120 days.

In the event that a Flight Release Officer does not maintain the above qualification/currency, he/she will be considered current after the completion on the CAP National FRO training program.

These requirements do not apply to an Incident Commander acting as an FRO on any authorized mission.

2-6 (c) Added. No-notice flight checks may be given by the Chief, Standardization and Evaluation, or check pilot or mission check pilot designated by the Chief, Standardization and Evaluation, to any CAP Pilot during funded activities. Refusal to take the flight check is grounds for immediate suspension from CAP flying activities IAW CAPR 60-1, Paragraph 2-7 (b).

2-8 (f) Added. Each pilot wishing to act as pilot in command of a FLWG CAP aircraft will maintain a minimum rolling **3 month** average of one hour per month of pilot proficiency flying. If a pilot has become non-current IAW this requirement, the pilot must:

- a.** Accomplish 3 takeoffs and landings in a CAP aircraft with an CAP Instructor Pilot within the preceding 90 days, or,
- b.** Accomplish 3 takeoffs and landings as the pilot in command of a member-furnished aircraft within 30 days of acting as pilot in command of a CAP aircraft.

3-1 (g) Added. A FLWG check pilot who has given a pilot instruction in preparation for a CAP check ride may not administer that check ride to that pilot. The Wing Commander or designee may approve an exception.

3-1 (h) Added. Members must complete a minimum of one hour (powered) or three flights (glider) of proficiency flying with a CAP Instructor Pilot and be recommended for a flight check by the instructor prior to an initial CAPF5 flight check in any new aircraft. This proficiency flying must be done in an aircraft of the same category and class as those used by CAP and, for powered aircraft, should be done in accordance with CAP proficiency guideline at:

http://members.gocivilairpatrol.com/media/cms/CAPR_601_SelfConducted_Proficiency_14140B04AFF9E.pdf

The proficiency flying and instructor recommendation must be completed within **30** days prior to the CAPF5 flight check. The CAP instructor shall ensure the member has all the required documentation completed prior to the requested check flight.

3-1 (i) Added. Upon the completion of any flight check, the check pilot or mission check pilot will forward one copy of the CAPF5 or CAPF91 to their Group, Standardization and Evaluation Officer. Check pilots assigned to Wing Headquarters will send their paperwork to the Chief, Standardization and Evaluation. This documentation is required to complete the required CAP-USAF trend analysis.

3-2 (c) Added. In the event of an unsatisfactory flight check the pilot must receive a minimum of one hour dual instruction and receive a recommendation for a re-check. The dual instruction will encompass all areas in ground and flight that were unsatisfactory. A subsequent failure of the CAPF5 check ride will result in mandatory 30-day waiting period prior to re-check.

3-7 (f) (2) Amended. Satisfactorily complete the National Check Pilot Standardization Course prior to initial appointment and every 2 years thereafter. CAP Check Pilots only qualified in gliders may take the online CAP Glider National Check Pilot Standardization Course. In the off year, each check pilot must attend a group-level safety meeting held by the Group Standardization-Evaluation Officer or Group Commander.

3-7 (f) (4) Added. Attendance at a NCPSC in another Wing may be granted in writing by the Wing Chief of Standardization and Evaluation with the concurrence of the Wing Commander or designee.

3-7 (g) (1) Added. Each new candidate for Check Pilot Examiner must be recommended by a current check pilot examiner within the preceding 90 days of appointment as a check pilot examiner. That recommendation should be as a result of a CAPF5 or CAPF91 evaluation and be noted in the comment section of the associated CAPF5 or CAPF91. Once recommended, the candidate will be placed in a pool of members qualified for appointment. Appointments will be based on local/regional needs of the wing.

3-7 (h) (7) Added. Prior to conducting tow operations, a pilot must satisfactorily complete a CAPF5 check ride in a tow plane while conducting tow operations.

The CAPF5 check ride required by this paragraph must be given by a Check Pilot designated by the Wing Commander or designee to give tow pilot check rides. The Check Pilot will then forward a CAPF5 to Wing Standardization and Evaluation for verification and data entry.

3-7 (i) DELETED

3-7 (m) Added. The FLWG Chief, Standardization and Evaluation is designated as the appointing authority for Check Pilot Examiners, Check Pilots, Instructor Pilots, Mission Check Pilots, AFROTC Orientation Pilots, Cadet Orientation Pilots, and Tow Pilots.

3-7 (c) (1) Added. Only CAP Check Pilots who hold FAA Instrument Instructor certificate and are current in the applicable category aircraft shall conduct the flight check required by this sub-part. The Wing Commander or his designee may grant a written waiver. For purposes of this section, the Florida Wing Chief, Standardization and Evaluation is designated as the waiver authority.

Note: **Shaded areas identify new or revised material.**



CHRISTIAN MØERSCH, Col., CAP
Commander

Supersedes: All previous Florida Wing Supplements to CAPR 60-1
OPR: DCS(O)

APPROVAL:

SER CAP/CC

APPROVED

DISAPPROVED

Signature/Date

NHQ CAP/DO

APPROVED

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