



NATIONAL HEADQUARTERS CIVIL AIR PATROL

CHANGE 2

CAP REGULATION 60-1

23 JULY 2007

Operations

CAP FLIGHT MANAGEMENT

CAP Regulation 60-1, 7 December 2006, is changed as follows:

Page-Insert Change.

Remove	Insert
13/14	13/14
21/22	21/22

Note: Shaded areas identify new or revised material.

f. Pilots found at fault due to a fuel exhaustion/mismanagement mishap while on a CAP flight activity shall lose their CAP flying privileges permanently.

2-12. Assessments for Damage to CAP Corporate Aircraft:

a. Assessments. Wing and region commanders may assess CAP members the cost of repairs as follows:

(1) For damage that occurs due to a member's negligence, the member may be assessed up to \$500. Negligence is the failure to use such care as a reasonably prudent and careful person would use under similar circumstances. Violation of CAP and/or FAA regulations is negligence if the violation contributes to causing the damage.

(2) For damage that occurs due to a member's gross negligence, the member may be assessed up to \$5,000. Gross negligence is an act or omission of an aggravated character as distinguished from a mere failure to exercise ordinary care. Gross negligence is marked by conduct that presents an unreasonably high degree of risk to others or their property and by a failure to exercise even the slightest care. It is sometimes associated with conscious and willful indifference to others or their property.

(3) For damage that occurs due to a member's willful or intentional misconduct, upon a finding of willful or intentional misconduct by a wing or region commander, the National Commander may increase a member's assessment beyond \$5,000 after affording the member an opportunity to make a statement and present evidence. This assessment may equal, but not exceed, the total amount of the damages. Willful or intentional misconduct is conduct in which there is a reckless disregard of the probable consequences.

(4) In determining if a member's actions constitute negligence, gross negligence, or willful or intentional misconduct, the commander will take into consideration all the facts concerning the incident and any written statement the member provides, as well as CAP and Federal Aviation regulations. The assessment may be made against any CAP member who contributed to causing the loss or damage in proportion to the culpability of that individual. The commander may allow assessments to be paid in installments but shall require payment in full within 1 year. The CAPF 79 must reflect the assessment and method of payment. Proof of payment in full is to be filed in the pilot records file and retained for 5 years.

b. Appeals. The member being assessed may appeal in writing to the next level of command, but must do so within 30 days of notification of the imposition of the assessment. The next level commander will appoint a review board consisting of one to three officers who are mission qualified pilots to review the appeal and make a recommendation to that commander. The decisions of the next level commander regarding negligence, gross negligence, and the amount to be assessed are final. The National Commander's decision on a member's assessment beyond \$5,000 for willful or intentional misconduct is final.

2-13. FAR Exemptions. CAP has two exemptions granted by the FAA. An exemption to FAR 61.113 allows our pilots to obtain reimbursement as a private pilot and an exemption to FAR 91.501 provides a tool for CAP to comply with specific FAR requirements regarding certain transportation flights. See attachment 2 for details.

2-14. Corporate Aircraft Information File. All wings will ensure that the national standard Aircraft Information File (AIF) is onboard each of their aircraft during all flight operations.

Directions and content for establishing the AIF are found on the CAP National web site (Operations/Standardization & Evaluation/AIF). Transition to the national standard AIF must be completed by 1 Oct 2007.

2-15. Flight Time and Duty Limitations. Pilots will not be scheduled for more than 8 hours and will not, under any circumstances, exceed 10 hours flight time during a 14-hour crew duty day. The crew duty day begins when reporting for work or CAP duty (whichever occurred first) and ends upon engine shutdown at the completion of the flight activity. At least a 10-hour crew rest period should be provided between duty days. Exceptions to the crew duty day limitation will be considered for life-saving missions only and will be requested by the pilot-in-command through the incident commander to the wing commander. Approval for up to 16 hours crew duty day may be granted by the wing commander only after all appropriate Operational Risk Management (ORM) considerations have been evaluated. The wing commander must advise the region commander of any crew duty day extensions within 24 hours of such action.

2-16. Crosswind Limitation. 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.

2-17. Prohibited Equipment. The use of night vision devices by the pilot flying CAP aircraft is prohibited. Night vision devices are for use ONLY by scanners and observers who have completed nationally approved training in the use of this equipment. Only nationally approved night vision devices are authorized for use.

2-18. Emergency Procedures Training Restrictions. Simulated emergency procedures, except simulated instrument or communications equipment failures, will only be conducted during day, visual meteorological conditions (VMC). Simulated forced landings will be discontinued prior to descending below 500 feet above the surface, unless initiated with intent to land at an airfield that complies with paragraph 2-2.

2-19. Operational Requirements and Restrictions. The following restrictions will be adhered to by aircrews whenever operating CAP aircraft.

(a) Successfully complete a CAP transition flight training program which will consist of:

1 A minimum of 25 takeoffs and landings which must include 10 takeoffs and landings in a crosswind of 5 knots or greater.

2 Five no-flap landings.

3 A minimum of 5 short field/soft field takeoffs and landing.

4 A minimum of 5 simulated engine failures to a full stop landing at an airport runway.

(b) Satisfactory completion of a CAPF 5 proficiency check administered by a CAP check pilot who has not conducted the transition training.

(c) The pilot must meet all FAA pilot requirements and have a pilot log book endorsement for PIC privileges as PIC for high performance aircraft.

(4) For a CAP cadet to fly high performance, fixed gear, aircraft in CAP, the cadet must meet the following requirements:

(a) Meet all FAA requirements for student flight instruction in a high performance aircraft.

(b) Cadet student pilots who have not received flight training in a high performance aircraft in a CAP structured training program must complete the transition training specified in paragraph 3-3a(3) and also meet all the requirements in paragraph 3-2b (CAP Solo Pilot).

(5) For complex aircraft (per FAR Part 61), have a minimum of 100 hours total PIC time, of which at least 10 hours PIC time and 25 takeoffs and landings must be in complex aircraft.

(6) For Gippsland GA8 the pilot must:

(a) Be a qualified SAR/DR mission pilot.

(b) Have a minimum of 300 PIC hours.

(c) Be instrument rated.

(d) Satisfactorily complete the on-line GA8 course.

(e) Complete flight training and check ride recommendation from a qualified GA8 instructor pilot.

(f) Satisfactorily complete a CAPF 5 proficiency check with a check pilot who is GA8 instructor qualified. The GA8 check pilot used must not be the same instructor pilot who completed the training.

(7) For C182 NAV III (G1000):

(a) CAP factory-trained instructors must check out other CAP instructor pilots before those instructors can teach in the G1000 equipped aircraft. CAP factory-trained instructors will use the full Cessna instructor training syllabus when checking out other CAP instructor pilots. CAP instructors will use the full Cessna FITS transition syllabus and all provided training materials when conducting ground and flight training for CAP pilots. Prior to operating CAP G1000 equipped aircraft as a pilot-in-command, each CAP pilot must receive an initial CAPF 5 check ride from a factory-trained or CAP designated check pilot who meets all the requirements as a FITS qualified flight instructor IAW the Cessna training syllabus plus

meets the following requirement: Non-factory trained check pilots in the C-182T NAV III must have provided a minimum of 15 hours of logbook-documented aircraft instruction in the G1000 equipped aircraft prior to being eligible for designation by the wing/region commander as a G1000 check pilot.

(b) Pilots are required to practice “round dial” emergency maneuvers on G1000 aircraft check rides.

(c) CAP pilots who wish to exercise instrument privileges must receive a CAPF 5 flight evaluation requiring a demonstration of pilot proficiency in all G1000 instrument capabilities.

(d) CAP instrument rated pilots who are current to fly both G1000 equipped aircraft and conventional “round dial” aircraft must accomplish half of the approaches for FAA instrument currency in glass cockpit aircraft and half in “round dial” aircraft.

(e) To remain qualified in a G1000 aircraft, an annual CAPF 5 flight evaluation in a G1000 equipped aircraft is required. The CAP pilot must receive the CAPF 5 check ride from a factory-trained check pilot or a check pilot who has provided at least 15 hours of logbook-documented aircraft instruction in the G1000 aircraft. This check ride will meet the requirements for other aircraft in the same group as specified in table 3-1.

(f) There is no requirement to be C182 “round dial” qualified prior to qualifying in the G1000 equipped aircraft.

b. Multi-Engine. For multi-engine aircraft:

(1) Possess a valid FAA private, commercial, or airline transport pilot certificate including an airplane category and multi-engine class rating.

(2) Have a minimum of 250 hours total PIC time.

(3) Have at least 50 hours PIC time and 50 takeoffs and landings in multi-engine aircraft.

c. Gliders. For gliders:

(1) Possess a valid FAA private or commercial certificate with a glider rating.

(2) Be authorized for the launch method (aero tow or ground tow) used.

(3) Have a minimum of 5 total PIC hours or 10 flights as PIC in gliders.

d. Balloons. See paragraph 1-3c.

3-4. Pilot-in-Command Requirements.

a. General. Individuals must meet the following general requirements to be PIC of any CAP aircraft. Additional requirements are applicable to check pilots, USAF assigned missions, emergency services operations, and flights carrying cadet passengers.

(1) Be an active CAP pilot, CAP cadet solo pilot, or a CAP glider student pilot under the supervision of a CAP glider instructor pilot.

(2) To carry passengers be an active CAP pilot at least 18 years of age and possess a valid FAA private, commercial, or airline transport pilot certificate.

(3) Meet all applicable FAR requirements for the flight to be conducted.