



25 February 2017

APPROVED/25 February 2017/J. Desmarais/CAP/DO

Operations

CAP FLIGHT MANAGEMENT

CAP Regulation 60-1, dated 3 May 2014, is supplemented as follows:

SUMMARY OF CHANGES:

Renumbered sections to match current parent regulation. Removes process after pilot fails two successive flight evaluations. Reduces prior turbocharged aircraft experience requirement. Simplifies checkout requirements for G500 equipped aircraft. Removes distinction between Check Pilot Recurrent and Initial. Clarifies IFR failure of a checkride. Removes requirement of CFII rating for Check Pilot Examiners. Removes CFI requirement for Mission Check Pilot rating.

2-2.j. Added. 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 7500 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.e Added. Failure of a Flight Evaluation.

3-2.e.(1) Added. The Check Pilot will provide a written explanation of the event and provide a corrective action plan with recommended training events to complete prior to the next flight evaluation. Any failure shall be reported to CAWG DOV immediately. If, in the opinion of the Check Pilot, the severity of the failure warrants suspension from all pilot duties, the check pilot shall notify the pilot of this recommendation, include this information on the CAPF 5, *CAP Flight Evaluation*, and immediately report this to the Pilot's chain of command and CAWG DOV.

3-2.e.(2). Added. Annual or Abbreviated Flight Evaluation Failure. If a CAP pilot fails an annual or abbreviated CAP Pilot Flight Evaluation in a make/model in which the pilot is currently qualified, this failure results in immediate suspension of CAP pilot privileges in all aircraft models until the pilot passes a CAPF 5 in the same aircraft model. The check pilot must document the failure in WMIRS at the conclusion of the failed CAP Pilot Flight Evaluation and notify the unit DOV, the wing DOV, and the wing commander (the region DOV and commander will also be notified if the subject pilot is assigned to the region staff).

3-2.e.(3). Added. Initial or Endorsement Flight Evaluation Failure. If a CAP pilot fails an initial CAP Pilot Flight Evaluation for a make/model or fails to qualify for an endorsement (e.g., Orientation Pilot privileges), such failure does not require the suspension of CAP flight privileges in any other makes/models in which the pilot is qualified. If the check pilot concludes that the failure results from factors that would extend to other makes/models (e.g., poor airmanship, poor judgment), the check pilot can recommend that an individual's pilot privileges be suspended. In such a case, the failure may result in suspension of CAP pilot privileges in all aircraft models until the pilot passes a CAP Pilot Flight Evaluation. The check pilot must document the failure in WMIRS at the conclusion of the failed CAP Pilot Flight Evaluation and notify the unit DOV, the wing DOV, and the wing commander with the check pilot's

recommendation.

3-2.e.(4). Added. If a pilot fails only the IFR portion of a CAPF5, the pilot may still fly as a VFR pilot. VFR only pilots may not file IFR, even if they are Instrument rated, without successfully passing the IFR portion of the CAPF 5.

3-6.a.(6). Added. Turbocharged Aircraft. Prior to operating a turbocharged CAP aircraft, CAP Pilots will be required to receive an operational check in the make and model of turbocharged aircraft. This CAPF 5 may be either an abbreviated CAPF 5 concentrating only on turbo operations or a complete CAPF 5 (should the applicant wish to renew their CAPF 5).

3-6.a.(6).(a). Added. If a CAP Pilot has been previously qualified or is currently qualified by a CAPF 5 in a turbocharged aircraft they are exempt from the initial training and turbocharged aircraft experience checkout requirements described below.

3-6.a.(6).(b). Added Applicants shall complete a minimum one hour ground training session on the operation of California Wing turbocharged aircraft. Subjects to be covered include the required G1000 training slides relevant to turbocharged operations, operations requiring oxygen for both flight crew and passengers, and proper leaning and take off procedures at high density altitude airports relevant to turbocharged aircraft as well as proper cooling and engine shutdown procedures. Applicants shall be trained on the 'turbo' section of the Cessna G1000 training syllabus.

3-6.a.(6).(c). Added All applicants shall complete, at minimum, one training flight in the aircraft prior to taking the CAPF 5 or the abbreviated CAPF 5. Included in the training and checkout shall be operational use of systems including oxygen, use of turbo charging, high altitude operations, density altitude operations, emergency operations, cooling and shutdown procedures, and regulations that affect those operations.

3-6.a.(6).(d). Added If the applicant has at least 25 hours of prior turbocharged experience in similar aircraft they may proceed directly to a CAPF 5 flight evaluation subject to the approval of CAWG DOV.

3-6.a.(6).(e). Added All pilots operating California Wing turbocharged aircraft must have a personal cannula and access to an approved flow meter with the appropriate Cessna attachments. In order to be consistent with USAF AFI 11-202V3, aircrews will normally use supplemental oxygen anytime the altitude exceeds 10,000 ft MSL. If operations above this altitude are planned crews shall ensure that they are equipped with a flow meter and cannula (or oxygen mask). When operating at altitudes above 18,000 feet, each crew member must be equipped with an oxygen mask and flow meter approved by the manufacturer for use above 18,000 feet. Crew members will be expected to know and understand the proper usage of the built-in oxygen system for both cannula and mask operations.

3-6.a.(7) Added. G500 Equipped Aircraft. The G500 system is very similar in operation to the G1000 system. If the CAP pilot has a current Form 5 in a G1000 equipped aircraft no additional training is required. If the CAP Pilot is not G1000 qualified, they must complete a G1000 Cessna transition ground school, and must receive dual instruction from either a CAP G1000 Instructor Pilot or a CAWG DOV approved civilian instructor in the use of the G500. Once they have trained to proficiency, they must complete a Form 5 flight evaluation in the appropriate G500 equipped aircraft.

3-7.f. CAP Check Pilot.

3-7.f.(5). (Added) The applicant must have been a member in good standing for one year.

3-7.f.(6). (Added) The applicant must have given a minimum of 100 hours of dual instruction 100 of which must have been given within the past five years.

3-7.f.(7). (Added) To maintain their status as a Check Pilot at least three CAPF 5's must be administered yearly, with a minimum of 8 CAPF 5's in the previous 24 months.

3-7.f.(8). (Added) 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.g. CAP Check Pilot Examiner.

3-7.g.(a). Added. The applicant must have been a member in good standing for one year.

3-7.g.(b). Added. 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.

3-7.g.(c). Added. To maintain their status as a Check Pilot Examiner at least three CAPF 5's must be administered yearly, with a minimum of 8 CAPF 5's in the previous 24 months.

3-7.g.(d). Added. 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.i.(3). Added. Unless approved in advance by the CAWG Wing Commander, the minimum age for a Mission Pilot shall be 21.

3-7.j. Mission Check Pilot.

3-7.j.(7). Added. Mission Check Pilots are not required to hold a CFI certificate.

3-7.j.(8). Added. If the Mission Check Pilot does not hold a current CFI certificate they must take an additional CAPF 91, *CAP Mission Pilot Checkout*, flight evaluation administered by a Mission Check Pilot Examiner while flying from the right seat, and must successfully demonstrate all tasks in the CAPF 91.

3-7.k. Added. All check pilots (check pilots, check pilot examiners, mission check pilots, missions check pilot examiners) must attend an in-person NCPSC at least once every four years in addition to completing the online NCPS course. At the discretion of the Wing Commander, check pilots who fail to attend may lose their Check Pilot rating. Check Pilot candidates must attend an in-person NCPSC before being approved as a Check Pilot.

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Commander

Attachment 1
COMPLIANCE ELEMENTS

No additional compliance elements to this supplement.