



OFFICE OF THE NATIONAL COMMANDER  
CIVIL AIR PATROL  
UNITED STATES AIR FORCE AUXILIARY  
MAXWELL AIR FORCE BASE, ALABAMA 36112-5937

ICL 18-05  
3 AUGUST 2018

MEMORANDUM FOR ALL CAP UNIT COMMANDERS

FROM: CAP/CC

SUBJECT: Interim Change Letter – CAPR 70-1, *CAP Flight Management*, 14 December 2017

1. Since the release of CAPR 70-1, we've received feedback from the field that clarification is needed in some areas. The changes in this ICL clarify sections required for the safe operations of CAP's aircraft. This interim change letter will remain in effect until the next revision.

2. CAPR 70-1 is amended as follows.

a. Paragraph 4.3.3.1. Change subparagraphs to read:

4.3.3.1.1. Have successfully passed the appropriate CAPF 5 and/or CAPF 5B in the past 12 calendar months, and

4.3.3.1.2. Be designated as a CAP Check Pilot Examiner by the Wing or Region Commander, CAP/DO, or their designee, with the appointment documented in Ops Quals.

4.3.3.1.3. Delete paragraph.

4.3.3.1.4. Renumber as paragraph 4.3.3.1.3.

b. Paragraph 7.1.7. Change to read:

7.1.7. Unless otherwise noted by the CAP Check Pilot, all previous aircraft, in the same category, for which the pilot has an initial CAP Pilot Flight Evaluation are renewed at the time of the annual CAP Pilot Flight Evaluation. Check Pilots will confirm that pilots meet all requirements as outlined in other parts of this regulation prior to signing off completion of the CAPF 5 or CAPF 5B.

c. Delete the words "in the aircraft" from paragraph 9.1.3 and add the following paragraphs below paragraph 9.1.3.

9.1.3.1. Airplane AIFs will be stored in the aircraft.

9.1.3.2. Glider and balloon AIFs will be maintained with the aircraft at all times. The AIF does not need to be carried in the glider or balloon, but if the glider or balloon changes location, the AIF will be moved and maintained at the new location.

d. Paragraph 9.9.5.1.4.1. Change to read:

9.9.5.1.4.1. Any FRO may approve a sortie for takeoff when the departure runway is at least longer than the calculated takeoff distance ground roll, plus the landing distance ground roll at the actual takeoff weight of the aircraft being flown, as calculated by the PIC. For glider tow sorties, two times the calculated takeoff distance ground roll for the tow aircraft shall be used in lieu of takeoff plus landing ground roll.

e. Paragraph 9.9.5.1.4.2. Change to read:

9.9.5.1.4.1. A SFRO must approve a sortie for takeoff when the departure runway is shorter than the calculated takeoff distance ground roll, plus the landing distance ground roll at the actual takeoff weight of the aircraft being flown, as calculated by the PIC. For glider tow sorties, two times the calculated takeoff distance ground roll for the tow aircraft shall be used in lieu of takeoff plus landing ground roll.

f. Paragraph 9.10.1.4. Renumber as paragraph 9.10.1.5. and change to read:

9.10.1.5. ORM is an evolving process that will continue to change in conjunction with our missions. ORM scores, and who can approve sorties based on the risk associated, will also change. To support development of new risk assessment methods (e.g., aircraft or mission specific), CAP/DO may temporarily authorize use of unique, paper-based tools as a proof-of-concept. In these cases, the completed documents will be uploaded to the designated folder within the WMIRS sortie file system as a record of risk assessment.

9.10.1.4.1. Renumber as paragraph 9.10.1.5.1.

9.10.1.4.2. Renumber as paragraph 9.10.1.5.2.

9.10.1.4.3. Renumber as paragraph 9.10.1.5.3.

9.10.1.4.4. Renumber as paragraph 9.10.1.5.4.

g. Add the following paragraph before paragraph 9.10.1.5:

9.10.1.4. Should a non-standard event occur such as a change in TOLD runway length, visibility/ceilings, wind conditions or aircraft malfunction occur that directly affects the safe and effective execution of the sortie, the PIC shall contact the appropriate flight release authority for an amended flight release. These factors have separate criteria for FRO or higher approval, but in combination with other factors (such as pilot experience) may necessitate a greater level of approval.

h. Paragraph 9.10.2.1.1. Change to read:

9.10.2.1.1. If WMIRS is not available, the CAP Flight Release Log (CAPF 99 or CAPF 99G) may be used to temporarily document the flight release. A flight released via CAPF 99 or CAPF 99G must be recorded as an eFlight Release in WMIRS within 24 hours unless the NOC is informed of extenuating circumstances. To support development of new flight release methods (e.g., aircraft or mission specific), CAP/DO may temporarily authorize use of unique, paper-based tools as a proof-of-concept. In these cases, the completed documents will be uploaded to the designated folder within the WMIRS sortie file system as a record of the flight release.

i. Paragraph 9.10.2.1.2. Change to read:

9.10.2.1.2. Flight activities such as orientation flights, flight academy sorties, etc. involving multiple flights at the same location, and on the same day, may be released on CAPF 99 or CAPF 99G without passenger, flight time and estimated landing time information. This is permissible provided that each participating aircraft and PIC combination is identified in advance, and someone on the ground at the activity site tracks aircraft occupants and flight times using the AIF Aircraft Flight Time Log, or other suitable paper or electronic tool, to confirm that each flight was safely concluded, to support initiation of missing aircraft procedures, and to support data entry into WMIRS.

j. Paragraph 9.10.5.3.3. Change to read:

9.10.5.3.3. An SFRO must approve an IFR sortie when forecast conditions (including temporary conditions) for departure or arrival airports are lower than an 800 foot ceiling and/or 2 miles visibility, but not below a 500 foot ceiling and/or 1 mile of visibility.

k. Paragraph 9.10.5.4. Change to read:

9.10.5.4. Wind and turbulence specific limitations. When determining crosswind, the gust component must be taken into consideration.

l. Add the following to the end of paragraph 9.10.6.2.

The restriction to remain a lateral distance of 1000 ft from objects does not apply to approved intercept and remote piloted aircraft escort missions.

m. Add the following to the end of paragraph 9.10.6.3.

The restriction to remain a lateral distance of 2000 ft from objects does not apply to approved intercept and remote piloted aircraft escort missions.

n. Paragraph 9.10.8.2. Change to read:

9.10.8.2. Crew.

9.10.8.2.1. Relocation and transportation sorties may be flown in visual meteorological conditions (VMC), day or night, with a single VFR pilot that is not instrument qualified. Pilots and other crew members must be water survival qualified, and passengers properly briefed.

9.10.8.2.2. For sorties other than relocation and transportation sorties flown in VMC, both front seat crew members must be VFR pilots. The right seat pilot need not be qualified in the specific aircraft. Pilots and other crew members must be water survival qualified.

9.10.8.2.3. During instrument meteorological conditions (IMC) conditions, both front-seat crew members must be CAP qualified mission pilots and instrument qualified and current. The right-seat pilot need not be qualified in the specific aircraft. Pilots and other crew members must be water survival qualified.

- o. Paragraph 9.10.10.1. Change the first sentence to read:

9.10.10.1. At the conclusion of each flight, the PIC must ensure that all flight time is properly recorded in WMIRS.

- p. Paragraph 9.10.10.2. Change to read:

9.10.10.2. For every CAP sortie, the PIC must ensure that all sortie data, to include actual costs, are entered into WMIRS within 72 hours of sortie completion. See CAPR 173-3.

- q. Attachment 1. Change to read:

# 05 / Compliance Question: With the exception of proof-of-concepts authorized under 9.10.1.5. and 9.10.2.1.1., are all flight releases accomplished using eFlight Release in WMIRS and documented properly?

- a) When internet access is not available, are flights released using the CAPF 99, CAP Flight Release Log or CAPF 99G, CAP Flight Release Log – Glider, with the required details listed in CAPR 70-1, and are releases then recorded in the WMIRS eFlight Release System within 24 hours?

3. Please direct any questions you might have to [dov@capnhq.gov](mailto:dov@capnhq.gov).

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